



CITY OF WAUWATOSA
COMMUNITY DEVELOPMENT COMMITTEE
MINUTES • JUNE 24, 2014

Regular Meeting**Committee Room #2****7:00 PM**

7725 West North Avenue, Wauwatosa, WI 53213

PLEASE NOTE: Items formerly included on Traffic & Safety Committee and Legislation, Licensing and Communications Committee agendas will be included on Community Development Committee agenda until further notice.

COMMUNITY DEVELOPMENT COMMITTEE ITEMS

Attendee Name	Title	Status	Arrived
Kathleen Causier	Aldерwoman	Present	
Craig Wilson	Alderman	Excused	
Tim Hanson	Alderman	Present	
Bobby Pantuso	Alderman	Present	
Cheryl Berdan	Aldерwoman	Present	
Matthew Stippich	Alderman	Present	
Michael Walsh	Alderman	Present	
Allison Byrne	Aldерwoman	Present	

1. Ordinance amending Section 14.16.040 of the Wauwatosa Municipal Code to provide for fire inspections in public buildings at least once every calendar year (for adoption)

This item is brought back from the June 10, 2014 meeting for adoption.

The Asst. Fire Chief reported that as requested, he checked around the state to see if this change has had a negative impact to business owners, and there was none reported.

No one from the public was present to speak for or against the amendment.

Moved by Ald. Hanson seconded by Ald. Stippich to recommend adoption of an ordinance amending Section 14.16.040 of the Municipal Code related to fire inspections in public buildings. Ayes: 7

AN ORDINANCE AMENDING SECTION 14.16.050 OF THE WAUWATOSA MUNICIPAL CODE TO PROVIDE FOR FIRE INSPECTIONS IN PUBLIC BUILDINGS AT LEAST ONCE EVERY CALENDAR YEAR

The Common Council of the City of Wauwatosa do ordain as follows:

Part I. Section 14.16.050 of the Wauwatosa Municipal Code is hereby amended to read in its entirety as follows:

The Chief Fire Inspector shall inspect or cause to be inspected all premises on a periodic basis, and shall make such orders as may be necessary for the enforcement of the laws and ordinances governing the same and for safeguarding of life and property from fire. The Fire Department shall establish a schedule of inspections for public buildings and places of employment which requires at least one inspection every calendar

year. Under no circumstances shall the interval between inspections conducted under this section exceed fifteen (15) months. The Chief of the Fire Department may designate more frequent inspections of a particular building for occupancies, which by their nature, are liable to cause fires or otherwise endanger public health, or safety.

Part II. This ordinance shall take effect on and after its date of publication.

RESULT:	RECOMMENDED FOR ADOPTION [UNANIMOUS]	Next: 7/1/2014 7:30 PM
TO:	Common Council	
MOVER:	Tim Hanson, Alderman	
SECONDER:	Matthew Stippich, Alderman	
AYES:	Causier, Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne	

2. Staff report on 6-month review of Starbucks patio hours, 151 North Mayfair Road

The Development Director reported that staff has received no complaints regarding the patio hours of 5:00 a.m. - midnight daily.

The police department advised that there was only one complaint received of a suspicious vehicle in the area, but not necessarily related.

Ald. Hanson said that he has not received any complaints and recommended removing any conditions for this use.

RESULT:	RECOMMENDED [UNANIMOUS]
MOVER:	Tim Hanson, Alderman
SECONDER:	Kathleen Causier, Alderwoman
AYES:	Causier, Hanson, Pantuso, Berdan, Stippich, Walsh, Byrne

3. Report from the Public Works Director and presentation regarding city-wide traffic calming policy

The committee reviewed a memo from the Director of Public Works regarding a city-wide traffic calming policy.

Mr. Porter said that in response to a series of residential traffic issues involving vehicular speed, cut-through traffic volumes, and traffic patterns affected temporarily by construction activity, the City retained the services of a consulting traffic engineer firm, Ayres and Associates, to help steer the discussion and policy review.

In 2013, a pilot program was conducted in a neighborhood that was affected by Wisconsin Department of Transportation (WisDOT) construction on Blue Mound/Mayfair Roads and Wisconsin Avenue. Ayres and Associates' study clearly indicated that the portable speed tables installed to discourage speeding and cut-through traffic were effective in reducing these unwanted behaviors, and were supported by a majority of those residents expressing their opinions.

The draft traffic calming policy highlights include:

- It is a two-step approach involving first an educational and enforcement phase to see if voluntary efforts can make a dent in the problem
- As a second step, the policy relies on a great deal of public involvement and interaction to achieve an action plan suitable with the neighborhood wishes

- In terms of cost, the policy assumes that the “soft costs” for Phase I activities (ex. flyers, yard signs, speed boards, etc. are covered by the City. All costs for more engineered solutions, Phase II such as speed tables, traffic circles, etc. are assessed at 100% of the “hard cost” to the benefitting property owners

Mr. Porter explained that the foreseeable budget constraints affecting the City’s General Fund, it is likely that there will be limited, if any, funds available to devote to a new program such as neighborhood traffic calming. Therefore part of the proposed policy requires that all hard costs such as construction of Phase II improvements, be assessed to the benefitting property owners according to standard City of Wauwatosa assessment procedures as defined in the Municipal code. Any ‘soft costs’ for Phase I efforts would be borne by the City through the use of existing City staff resources.

Mr. Porter said that the draft policy is staff’s attempt to balance the often competing interests that traffic calming can help mitigate. Some, but not all traffic issues, must have neighborhood support to succeed, and the costs associated with implementation of neighborhood traffic calming must not be a burden on the City’s general fund.

Mr. Porter suggested that the draft is a working document, and it is anticipated that future changes will need to occur. When the policy is approved, an ordinance will be prepared incorporating the policy into the Municipal Code.

Mr. Porter said that there is no specific action requested other than feedback or any revisions by the committee with guidance on how to proceed.

Director Porter explained that Phase I soft costs includes education and enforcement. The homeowners will not be assessed any costs in this phase.

Phase II hard costs include speed humps, traffic circles, mini-roundabout, curb extensions, partial or full closure, entry median, street narrowing and one-way street reconfiguration. These costs would be assessed to the homeowners.

Mr. Porter was asked to find out why the City of Milwaukee was only recovering 90% of the hard costs in their traffic calming policy. Mr. Porter said that there has been a total turn-over at the City of Milwaukee and no one was able to provide him with the reasoning with that decision. However, the City of Milwaukee is changing their policy to recoup 100% of the hard costs.

Mr. Porter said that Brookfield also has a traffic calming policy and some of their policy was included in the draft policy presented.

Mr. Porter told the committee that out of the 2014 budget, two traffic counters were purchased and will be available for use soon. Staff is currently learning to use the equipment. He explained that data could be collected from these traffic counters as part of the soft costs for traffic calming.

A lengthy discussion ensued regarding the reasoning behind the implementation of a policy. It was noted that there was a different committee makeup when most of the policy discussion was had. The following comments/concerns were made:

- Concern that the petition only requires ten signatures to move the request along, and that too much staff time would be spent without knowing if the request is really necessary
- Concern that the policy would be driven by ‘squeaky wheel’ rather than the actual following of the policy
- The City is not in a position to have staff available to look at the problem more proactively
- Could remediation be phased in to the city’s resurfacing plans

- Why should residents have to fund the solution for people violating the law when they are already paying taxes
- The City is understaffed for enforcement
- Could costs to the residents be reduced if the remedy was done in conjunction with a surfacing project
- 50% threshold for petition is too low and could trigger a large volume of requests
- Staff should determine the request is warranted before doing anything, too much time could be wasted
- Concern that wealthier streets could receive priority over streets where homeowners were not as wealthy to pay the assessment charge
- The City is doing just fine know without a policy, we could be over-engineering this policy

Mr. Porter suggested setting the bar higher for the percentage of signatures required on a petition.

Mr. Porter replied to a question that use of the traffic counters would be the least expensive option. The counters will not be that labor intensive. Data would be downloaded after a determined length of time.

Mr. Porter said all of the requests originally came to Traffic and Safety Committee. If the request didn't meet the MUTCD (Manual on Uniform Traffic Control Devices) staff would recommend denial. However, many times the committee decided to approve the request. This is one of the reasons a policy was asked for by the committee. Mr. Porter felt that the new committee structure was not in favor of implementing the policy, and said it could be scrapped if they chose to do so.

Mr. Porter said the only tests that the City has done is with the use of speed tables regarding traffic concerns. He noted that the City of Milwaukee has a lot more tools to use than Wauwatosa has. The committee said they would like to see some results from the City of Milwaukee or Brookfield since their policy was put in place. There was concern expressed that fixing one street would move the problem to another area.

It was noted that as soon as construction gets started in a neighborhood, there will be a lot of calls immediately complaining about speeding traffic, cars cutting down side streets, etc. If it is due to short term construction, the request probably is not warranted.

The committee asked Mr. Porter to provide data on the outcome of the policy from Brookfield and the City of Milwaukee before we put this policy in place. Mr. Porter said he will check to see if the policy has been effective or has the problem been moved a block or two. He would also ask about economic discrepancy to see if it is a problem.

Mr. Porter said he would check with Mr. Ayres to see if he has some empirical data he could provide, since he works with this all the time and bring data back to the committee.

The committee questioned the validity of the MUTCD standards and are they always followed. Mr. Porter said MUTCD standards are a rule to follow. The Director of Public Works said he will provide the committee with the exact MUTCD standards language. Mr. Porter felt without a formal policy in place the committee will go back to being a stop sign committee with all of the requests received for them.

4. Review of summer newsletter

The Committee reviewed the newsletter and provided the following feedback:

- Correction of Ald. Hanson's phone number
- Correction to the members making up the Community Development committee
- Request to include the 4th of July parade information especially due to the fact that the parade route is reversed this year

The committee discussed the possibility of having the neighborhood associations deliver the City newsletter along with their neighborhood letter. Ald. Stippich suggested that the alderpersons could deliver the newsletter to the chairperson of each neighborhood association. It was noted that there would still be printing costs associated with this.

Discussion ensued and it was determined that the Ad Hoc Marketing committee is addressing marketing concerns, including the newsletter, and decided to wait for their direction before making any changes to the newsletter or how it is distributed.

The meeting adjourned at 8:33 p.m.

Carla A. Ledesma, CMC, City Clerk