



## CITY OF WAUWATOSA

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### **TRAFFIC & SAFETY COMMITTEE MEETING Tuesday, March 10, 2009**

PRESENT: Alds. Jay (7:35 p.m.), McBride, Meaux, Stepaniak - 4

ALSO

PRESENT: W. Kappel, Dir. of Public Works

Ald. Meaux in the Chair called the meeting to order at 7:30 p.m. -3

#### **Request for No Parking at 1252 Kavanaugh Place**

Mr. Kappel reported on a communication from a Kavanaugh Place resident who has been having difficulty getting in and out of her driveway, especially in the winter, due to cars parked across the street. The street is 26-feet wide at this point with no parking on the west side and three-hour parking on the east side. In a February 27, 2009, memo to the committee, he suggested a 90-day trial of a no parking zone from the south edge of the driveway at 1252 Kavanaugh Place to a point 25 feet to the south. Since making that proposal, he has received one response in favor of the measure but three against it from residents who oppose special provisions when others in the neighborhood suffer with the same problem.

Sherrie Tussler, 1243 Kavanaugh Place, explained that she drives a 25-foot pickup truck and often finds that access to or from her driveway blocked by cars parked directly across the street, in one case for as long as three days. The problem is not only the width of the street but also the eight-foot width of her driveway, which cannot be enlarged beyond what she has already attempted with landscaping. Most other neighbors have driveways wide enough to turn into and also have four or more parking spaces and garages. A further issue is that the street is used as an alternative to Harwood Avenue, particularly by parents of students at Wilson School. Drivers who do not respect the speed limit make it difficult or risky to maneuver using other driveways, as some have suggested.

(Ald. Jay present. -4)

Ald. Stepaniak advocated proceeding with a 90-day trial with the assumption that any significant concerns or problems would become apparent during that time.

Moved by Ald. Stepaniak, seconded by Ald. McBride to approve a 90-day trial of no parking from the south edge of the driveway at 1252 Kavanaugh Place to a point 25 feet to the south. Ayes: 4

#### **Changes to Parking Restrictions in the Area of 7206 W. State Street**

Mr. Kappel reported that after recent Community Development Committee discussions on expansion of Leff's Lucky Town, 7206 W. State, Ald. McBride suggested parking changes on 72nd and 74th Streets and also reviewing restrictions on State, St. James, and Blanchard Streets.

Mr. Kappel recommended a 90-day trial of no parking on the east side of N. 72nd and N. 74th Streets to address concerns about passage through the streets, especially in the winter or by emergency vehicles. There is two-hour parking on the west side of both streets. He also recommended signage at the entrance and exit driveways of the State View building at 7224 W. State Street to address complaints about blocked drives and visibility. He recommended no changes on St. James and Blanchard Streets, both of which are signed for no parking on the north side with additional two-hour restrictions between 9 a.m. and 6 p.m. on St. James that would remain. Mr. Kappel said that in making the proposals he considered the practical needs of a business on the west side of N. 74th Street and also reviewed the recommendations with Mr. Leffler and his partner, who concur with the proposed changes. He estimated that 8-10 parking spaces would be lost on 72nd Street and 8-9 on 74th Street.

Residents of the State View building, 7224 W. State Street, supported the recommendations but had additional concerns or suggestions. Art Harvey said that Leff's should use the adjacent gas station parcel for parking and deliveries and parking in front of residences should be limited to midnight to alleviate late-night noise problems when Leff's patrons depart. Julie Alexander, 7224 W. State Street, advocated removing some parking spaces at the parking lot drives in order to create a better line of vision in each direction. Rueben Bielke also supported creation of no parking areas adjacent to the building's entrance and exit drives and was concerned about traffic speeds. Kay Gildner, 7224 W. State Street, concurred with the idea of no parking after midnight.

Tom Stitch, 7216 St. James Street, spoke of the number of businesses and young children in the neighborhood and felt that St. James Street should be posted for no trucking. He was also concerned about the speeds at which the large trucks travel. The Chair explained that those issues would need to be addressed separately.

Tom Gill of 1391 N. 72nd Street, owner of a building at 1325 N. 72nd Street, suggested posting no parking after 10 p.m. on the west side of 72nd Street to reclaim the street for the neighborhood. Hart Park event parking involves a different crowd and usually clears out by 10 p.m. The area around Shepherds on North Avenue has no parking from 9 p.m. to 2 a.m.

Bernard Grimm, 7325 Blanchard Street, supported the recommended 90-day trial. He noted that as many as 19-20 parking spaces on 74th Street may be affected and was concerned about adequate parking for Lion's Club meetings. He indicated that he would confer with Mr. Kappel.

Mr. Kappel explained that standing ordinance language prohibits parking within four feet of a private driveway, which is enforceable without signage. Posting signs would make the prohibition more apparent and would help gain compliance. He felt that there should not be any visibility problems when exiting. He will be working with the Village Business Improvement District (BID) on wayfinding signage to encourage greater use of the Hart Park Lane parking spaces south of the railroad tracks to help get parking off of neighborhood streets.

Arlene Bauman, 1334 N. 72nd Street, reported on problems with police enforcement of parking within her drive approach. Mr. Kappel said that he has spoken with the police captain relative to enforcement.

Ald. McBride said that a 90-day trial would be put in place with the understanding that work on these issues will continue. He noted that it may not be possible to satisfy everyone but felt that most should eventually be satisfied. Mr. Leffler is willing to work with the neighborhood. He urged residents to contact their elected representatives and staff with any concerns during the trial period.

Asked by Ald. McBride about a loading zone to mitigate delivery problems on State Street, Mr. Kappel explained the process; it is a privilege granted by the Common Council upon the request of the business.

Moved by Ald. McBride, seconded by Ald. Jay to approve a 90-day trial of no parking on the east side of N. 72nd Street and N. 74th Street and no parking signage in the area on either side of the driveways at 7224 W. State Street for appropriate ingress and egress –

Ald. McBride said that he would like to see how these changes work before addressing other questions such as restriction hours, speeding, and trucking. Ald. Stepaniak commented that issues with delivery truck parking are often alleviated through communication between the business and the drivers. Trying to reserve spaces can end up with mismatches for deliveries and parking needs. It seems that the needs of the business and neighborhood are being balanced, and that can be reviewed following the 90-day trial. Ald. Meaux noted that the dynamics may change again when Leff's proposed expansion is in place.

Vote on the motion, Ayes: 4

**Zoo Interchange Project – Local Streets**

As requested by the committee, Mr. Kappel forwarded lists of local road issues from the perspective of the City, the Milwaukee Regional Medical Center, and the Milwaukee County Research Park. Due to time constraints, the committee agreed to hold further discussion to the April 28 meeting.

Based on the governor's proposed budget, the Wisconsin Department of Transportation (DOT) estimates that the Zoo Interchange project would be pushed back a minimum of at least a year, moving the start of construction to 2013. The DOT would still proceed with elements such as an environmental impact statement and acquisitions, but final designs would be set back, although that still could change. Local road issues become somewhat less urgent under that timeline. An interesting recent development is that based on a traffic simulation viewed at the Medical College, it seems that there is a definite advantage to the proposed bridge over the freeway that would join the Research Park and Medical Center.

The Chair requested aerial maps or other visual aids to better orient the committee in future discussions.

The meeting adjourned at 8:17 p.m.

Carla A. Ledesma, City Clerk  
Wauwatosa, Wisconsin

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