



CITY OF WAUWATOSA

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TRAFFIC & SAFETY COMMITTEE MEETING Tuesday, April 28, 2009

PRESENT: Aids. Jay, McBride, Meaux - 3

EXCUSED: Ald. Stepaniak

ALSO PRESENT: W. Kappel, Dir. of Public Works

Ald. Meaux in the Chair called the meeting to order at 7:32 p.m.

Parking Restrictions on N. 115th Street South of W. Center Street

Ald. Birschel briefly reported on problems with all-day parking on 115th Street between W. Center and W. Clarke Street. Residents there are sometimes unable to park in front of their homes, and mail delivery has often been delayed because of problems with accessing the curbside mailboxes.

To create a parking situation more consistent with other streets immediately south of Wauwatosa West High School—113th, 114th, and 116th Streets—Mr. Kappel recommended a 90-day trial of two-hour parking restrictions on the west side of N. 115th Street between W. Center and W. Clarke Streets. The restrictions would be limited to school days so that residents would have full access in the evening, on weekends, and during school breaks. To provide an adequate trial while school is in session, the trial would extend to about the middle of November.

Mr. Kappel outlined restrictions on adjacent streets and explained that some do not have restrictions for the entire length of the block because they are not as close to the main school entrance. One side of 116th Street in the entire block south of Center Street is signed for no parking. If permanent changes are recommended on 115th Street after the 90-day trial, some additional ordinance revisions will be included to clean up ordinance language and make it consistent with existing signage in the area.

Moved by Ald. McBride, seconded by Ald. Jay to approve a 90-day trial of two-hour parking on school days on the west side of N. 115th Street between W. Center and W. Clarke Streets. Ayes: 3

Zoo Interchange / West Suburban Traffic Analysis Update – Local Roads

Mr. Kappel reported on his memo of April 22, 2009, relating to key points on local roads associated with the Zoo Interchange reconstruction project. The West Suburban Traffic Impact Analysis (TIA) needs feedback by the end of the week on local improvements needed by 2035, which they have identified as follows:

- STH 100/Mayfair Road and Watertown Plank Road – add double left-turn lanes in all directions
- Watertown Plank Road from N. 92nd Street to STH 100/Mayfair Road – additional travel lanes
- Research Park Drive at STH 100/Mayfair Road – add southbound left turn lane
- 97th Street – changes contingent upon Zoo Interchange alternative chosen
- W. Blue Mound Road and STH 100/Mayfair Road – triple left-turn lanes
- N. 84th Street/Glenview Avenue at W. Wisconsin Avenue – add east and westbound left turn lanes

- N. 84th Street/Glenview Avenue at W. Blue Mound Road – add left and right turn lanes
- Swan Boulevard, Menomonee River Parkway to Center Street – add north and southbound travel lanes

The Zoo Interchange option that is chosen could either eliminate the need for specific improvements or move some up to help mitigate congestion during construction. A major concern in all three options is more direct access to the Regional Medical Center from east and westbound I-94 inasmuch as Wisconsin Avenue exits will be eliminated. The expectation is that other access would be via Hwy. 100 to Wisconsin Avenue or drivers would exit I-94 at 84th Street and use Blue Mound Road or Wisconsin Avenue. Mr. Kappel felt that drivers would be more likely to continue to use Hwy. 45 to exit at Watertown Plank Road, creating yet more congestion at that point. Other recommendations going out to 2035 are related to the full build-out of the county grounds, including the proposed new UW-M engineering campus, and would likely be needed regardless of freeway reconstruction.

The proposed bridge crossing Hwy. 45 between the Research Park and Medical Center was discussed at a Regional Medical Center briefing Mr. Kappel attended. While the bridge would allow cross traffic between the two entities, it more importantly would provide *egress* from each site to access eastbound and westbound I-94. The facilities would nonetheless still be looking for a closer *exit* ramp in the area of Wisconsin Avenue. Mr. Kappel recommended inviting Department of Transportation (DOT) representatives to demonstrate their simulation model of the bridge, which anticipates a substantial decrease in congestion.

Richard Bachman, 2229 N. 115th Street, commented on information previously provided by the DOT and agreed with concerns about access to the Regional Medical Center from I-94.

Ald. McBride concurred that more direct access to the medical center campus is needed. Heavy traffic volume on Hwy. 100/Mayfair Road and on Watertown Plank Road will only get worse with the possible addition of UW-M and redevelopment of the mental health complex. He noted that the Glenview and Wisconsin Avenue intersection is an unsafe corner and felt that many drivers would not know their way around well enough to effectively use local-streets. The crossover bridge might lessen the need to widen Watertown Plank Road and would alleviate pressure there as well as on Wisconsin Avenue.

Ald. Jay agreed with concerns about direct access and also questioned the recommendation for triple turns at Blue Mound and Hwy. 100/Mayfair Road. Mr. Kappel said that DOT would likely try to add capacity to Hwy. 100 through widening. The third turning lane would probably be an optional turn or ahead lane.

The Chair questioned timing in terms of Council involvement. Mr. Kappel contrasted the West Suburban TIA's immediate need for commentary with the fact that some issues are linked to Zoo Interchange decisions yet to be made, although there are stand-alone issues as well. He noted that he does not yet have information from an Integrated Corridor Workshop that the City Engineer attended today regarding local road system needs prior to the start of interchange reconstruction in 2014.

The Chair summarized committee consensus that the City should take a stand on the issue of more direct east and westbound I-94 access to the Regional Medical Center. Mr. Kappel indicated that he would forward the committee's comments and concerns on that and other issues. At the Chair's direction, he will invite the DOT to present their bridge modeling simulation at the next meeting, if possible.

The meeting adjourned at 8:02 p.m.

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Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin