



CITY OF WAUWATOSA

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TRAFFIC & SAFETY COMMITTEE MEETING Tuesday, June 30, 2009

PRESENT: Alds. Jay, McBride, Meaux, Stepaniak, Wilke - 5

ALSO

PRESENT: W. Kappel, Dir. of Public Works; J. Archambo, City Admin.

Ald. Meaux in the Chair called the meeting to order at 7:24 p.m.

Completion of 90-Day Trial – No Parking South of 1252 Kavanaugh Place

Mr. Kappel reported on the 90-day trial of no parking restrictions placed south of the driveway at 1252 Kavanaugh Place. The signage was requested by the residents at 1243 Kavanaugh Place, who were having difficulty exiting and entering their driveway with their large vehicle when a car was parked across the street. The situation there is somewhat unique due to a larger tree just to the north of the driveway. There were no complaints during the trial period. When the request was reviewed and the trial approved by this committee, neighboring residents stated that they all suffer from the same problems when parking is at a premium.

Moved by Ald. Stepaniak, seconded by Ald. Meaux to recommend to Council introduction of an ordinance to create a no parking zone from the south edge of the driveway at 1252 Kavanaugh Place to a point 25 feet south. Ayes: 5

Extension of 90-Day Trial – Parking Restrictions on N. 72nd, N. 74th, W. State Streets

Since the expanded area of Leff's Lucky Town, 7206 W. State Street, has been open for only about 30 days, Mr. Kappel recommended extending trial parking restrictions on surrounding streets for an additional 90-day period. The affected streets are N. 72nd Street from W. State Street to Blanchard Street, N. 74th Street from State Street to Blanchard Street, and W. State Street from N. 72nd to N. 74th Streets. It would be premature to make permanent ordinance changes without going through the summer, he felt.

Asked about any problems during the past 30 days of expanded operations, Mr. Kappel said he has had no direct feedback but has heard anecdotally that some 72nd Street residents are not satisfied with one-side parking. Residents should be urged to make public officials and staff aware of any concerns.

Mr. Kappel reported that administration has recommended re-examining the requirement for Council approval of 90-day trial extensions. With the committee's concurrence, he will propose language to handle such extensions administratively. Ald. Stepaniak supported that change.

Moved by Ald. Stepaniak, seconded by Ald. McBride to extend the existing 90-day trial of parking changes on N. 72nd, N. 74th, and W. State Streets. Ayes: 5

Request for Stop Signs – N. 72nd Street and Grand Parkway, N. 74th Street and Wellauer Drive

Mr. Kappel reported that there have been discussions over many years about measures to calm traffic in the area of Grand Parkway and 72nd Street and Wellauer Drive and 74th Street. One proposal at a meeting in early 2008 was to install a traffic circle, but the need to acquire private property makes that cost prohibitive. With support of the police department and continuing pressure from residents, Mr. Kappel is recommending a 90-day trial of stop signs on 72nd and 74th Streets. The intersections do not meet any of the warrants for stop signs such as accident rate or traffic volume, but he is at a loss for any other solutions.

Ald. McBride said there is a strong sense that pedestrians, particularly children, are at some risk because drivers use the streets as high speed routes between Blue Mound Road and Wisconsin Avenue. This is a quiet residential neighborhood with wide streets that could handle much more traffic. Were the streets scheduled for repaving, he would suggest narrowing them. Even parked cars do not slow traffic. It is not clear that stop signs will stop speeding, but it is something that should be tried.

Ald. Stepaniak was concerned about setting a precedent in terms of decision criteria that could lead to a proliferation of stop signs. Mr. Kappel indicated that there have been one or two similar situations in the past.

Moved by Ald. McBride, seconded by Ald. Stepaniak to approve a 90-day trial of stop signs for north and southbound traffic on N. 72nd Street at Grand Parkway and on N. 74th Street at Wellauer Drive. Ayes: 5

Update on Zoo Interchange Project: City's Position on Proposed Improvements

The committee reviewed a draft resolution responding to the Wisconsin Department of Transportation's (WisDOT) proposed options for the Zoo Interchange. The five concerns that have been discussed by this committee regarding the north leg of the interchange were listed as the City's preferences as follows:

1. The preferred option for reconstruction of the interchange is the full 8 lane build-out for the north leg
2. The N-1 option with the bridge between the Regional Medical Center and the Milwaukee County Research Park is the preferred option for the south portion of the north leg
3. The full double loop interchange option is the preferred option for the North Avenue interchange
4. The Mayfair exit should remain as a needed off ramp for northbound traffic
5. The WisDOT should continue to pursue an option for a southwest corner ingress and egress from the Regional Medical Center when east and westbound on I-94 sooner than the current bridge in item #2 above or Watertown Plank Road exit

Ald. Stepaniak suggested moving #5 to #1 in terms of perceived priorities and strengthening language regarding the need for direct access from east or westbound I-94 to the Regional Medical Center other than relying on Watertown Plank Road. He also suggested a supportive statement identifying concerns about the use of Glenview Avenue and Hwy. 100/Mayfair Road as alternate routes without that option.

Mr. Kappel clarified that the intent was to endorse the WisDOT plan to build six lanes with a wider center section adaptable later to an eight-lane configuration without additional engineering and design. He will

clarify the language if that is the committee's consensus. Ald. McBride recommended moving #1 to #5, since the statement will be consistent with what DOT is proposing. Aids. Jay and Stepaniak concurred with the stated intent.

Ald. McBride noted that there has been discussion of the need for dedicated lanes for transit or high occupancy vehicles. Also, concern was expressed about overburdening Hwy. 100, Glenview Avenue, and Watertown Plank Road as well as overburdening the Mayfair loop if there is no northbound Mayfair Road off ramp to provide a relief valve. Upon further discussion of transit options, including statements in a draft City of Milwaukee resolution, there was consensus for adding a sixth statement about expressing a preference for making land available for possible transit options consistent with the SEWRPC 2035 Transportation Plan and also to reduce the likelihood of needing eight lanes in the future.

Mr. Kappel confirmed that all design options retain the Meinecke bridge over Hwy. 45.

Moved by Ald. McBride, seconded by Ald. Stepaniak to recommend adoption of a resolution containing the five items listed with #1 clarified as discussed and moved to #5, with #5 moved to #1, and adding #6 to urge WisDOT to set aside land for transit corridors –

There was support for further discussion of transit options and preservation of mass transit corridors at a future meeting.

Ald. Jay indicated that she would prefer to vote separately on the addition of the transit corridors item, that being a sometimes controversial subject. Ald. McBride clarified that this is merely about setting something aside for future possibilities, which might be express bus or high occupancy vehicle lanes, not specifically light rail or commuter rail.

The Chair noted the need to provide other Council members with information in this weekend's packet in preparation for a Council vote next week.

Roll call vote on the motion, Ayes: 4; Noes: 1 (Jay)

The meeting adjourned at 7:52 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin

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