



Wauwatosa, WI

Transportation Affairs Committee

Meeting Agenda - Final

7725 W. North Avenue
Wauwatosa, WI 53213

Tuesday, January 21, 2025

6:30 PM

**Committee Room #1 and Zoom:
<https://servetosa.zoom.us/j/81144274572>,
Meeting ID: 811 4427 4572**

Regular Meeting

HYBRID MEETING INFORMATION

Members of the public may observe and participate in the meeting in-person or via Zoom at the link above. To access the Zoom meeting via phone, call 1-312-626-6799 and enter the Meeting ID.

CALL TO ORDER

ROLL CALL

TRANSPORTATION AFFAIRS COMMITTEE ITEMS

1. Consideration of request from Engineering Division for a 90-day trial to prohibit parking on the west side of 120th Street from the north property line of 121 N. 120th Street to 24 feet south thereof. [25-0049](#)
2. Consideration of request from Engineering Division to remove parking restrictions on the west side of 113th Street from Center Street to Clarke Street, the west side of 114th Street from 190-feet south of Center Street to Clarke Street, and the east side of 115th Street from 195-feet south of Center Street to Clarke Street following completion of a 90-day trial [25-0051](#)
3. Consideration of request from Engineering Division to install stop signs on the Pleasant Street approaches to Woodland Avenue [25-0050](#)
4. Consideration of request from Engineering Division to prohibit eastbound right turns exiting the alley from the 10600 block of North Avenue to 106th Street [24-1523](#)
5. Presentation by Engineering Division regarding Railroad Crossing Updates [24-1578](#)

ADJOURNMENT

NOTICE TO PERSONS WITH A DISABILITY

Persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (414) 479-8917 or send an email to tclerk@wauwatosa.net, with as much advance notice as possible.



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 25-0049

Agenda Date: 1/21/2025

Agenda #: 1.

Consideration of request from Engineering Division for a 90-day trial to prohibit parking on the west side of 120th Street from the north property line of 121 N. 120th Street to 24 feet south thereof.

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

Department of Public Works - Engineering Division

A. Issue

Undelivered mail to mailbox cluster due to parked vehicles.

B. Background/Options

Parking is currently unrestricted along the west side of 120th Street from Ripley Avenue to Fairview Avenue. A cluster of four mailboxes exists along the west side of 120th Street just south of the north property line of 121 N. 120th Street. The mailboxes are frequently blocked by parked vehicles, causing mail to remain undelivered by USPS to the businesses whom the mailboxes serve.

Staff recommends a 90-day trial to prohibit parking on the west side of 120th Street from the north property line of 121 N. 120th Street to 24 feet south thereof.

C. Strategic Plan (Area of Focus)

NA

D. Fiscal Impact

Minor expenses for the installation of signs. The existing sign budget will accommodate these expenses.

E. Recommendation

Direct staff to initiate a 90-day trial to prohibit parking on the west side of 120th Street from the north property line of 121 N. 120th Street to 24 feet south thereof.

Location of Proposed 90-Day Trial of Parking Prohibition



120th Street, North Property Line of 121 N. 120th to 24 Feet South Thereof



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Staff Report

File #: 25-0051

Agenda Date: 1/21/2025

Agenda #: 2.

Consideration of request from Engineering Division to remove parking restrictions on the west side of 113th Street from Center Street to Clarke Street, the west side of 114th Street from 190-feet south of Center Street to Clarke Street, and the east side of 115th Street from 195-feet south of Center Street to Clarke Street following completion of a 90-day trial

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW-Engineering

A. Issue

The Transportation Affairs Committee, in response to an Alderperson Agenda Item Memo, requested a parking trial in September 2024 to ease parking restraints in the area of Wauwatosa West High School.

B. Background/Options

The Transportation Affairs Committee, at its September 2024 meeting and in response to an Alderperson Agenda Item Memo, directed staff to perform a 90-day trial to remove parking restrictions on the west side of 113th Street, west side of 114th Street, and east side of 115th Street.

The 90-day trial officially began the week of September 25th. Staff tracked parking occupancy on adjacent streets with four “before trial” and four “during trial” observations. These observations were performed to compare how a change in parking restrictions may impact where people park. Table 1 shows the average number of vehicles observed to be parked on each block before and during the trial.

Table 1
Average Observed Parked Vehicles by Street

Location	Average Before Trial	Average During Trial	Change
Center, 113th to 114th	1	0	-1
Center, 114th to 115th	5	6	1
Center, 115th to 116th	8	10	2
Center, 116th to 117th	5	3	-2
113th, Center to Clarke	1	0	-1
114th, Center to Clarke	3	15	12
115th, Center to Clarke	4	15	11
116th, Center to Clarke	17	9	-8
117th, Center to Clarke	1	1	0
Clarke, 113th to 114th	13	9	-4
Clarke, 114th to 115th	16	7	-9
Clarke, 115th to 116th	14	5	-9
Clarke, 116th to 117th	0	0	0
113th, Clarke to Meinecke	2	1	-1
114th, Clarke to Meinecke	4	2	-2
115th, Clarke to Meinecke	2	1	-1
Student Parking (129 spaces):	91	87	-4

As shown in Table 1:

- 113th Street, from Center Street to Clarke Street, saw negligible change in average observed parked vehicles; and
- 114th Street and 115th Street, from Center Street to Clarke Street, saw the largest increase in average observed parked vehicles;
- 116th Street, from Center Street to Clarke Street, and Clark Street, from 113th to 116th Street, saw the largest decrease in average observed parked vehicles;
- Designated student parking within the Wauwatosa West High School parking lot saw negligible change with approximately 30% to 33% of student parking remaining unused.

Table 2 shows the maximum number of vehicles observed to be parked on each block before and during the trial.

**Table 2
Maximum Observed Parked Vehicles by Street**

Location	Highest Before Trial	Highest During Trial	Change
Center, 113th to 114th	1	0	-1
Center, 114th to 115th	6	6	0
Center, 115th to 116th	8	11	3
Center, 116th to 117th	6	4	-2
113th, Center to Clarke	1	1	0
114th, Center to Clarke	5	20	15
115th, Center to Clarke	4	20	16
116th, Center to Clarke	18	12	-6
117th, Center to Clarke	2	1	-1
Clarke, 113th to 114th	15	11	-4
Clarke, 114th to 115th	17	9	-8
Clarke, 115th to 116th	16	8	-8
Clarke, 116th to 117th	0	1	1
113th, Clarke to Meinecke	2	2	0
114th, Clarke to Meinecke	4	3	-1
115th, Clarke to Meinecke	2	3	1
Student Parking (129 spaces):	92	91	-1

The parking trial posed challenges for those who would pick-up and drop-off students from their vehicles along 114th Street and 115th Street. More specifically, spaces that had turned-over before the trial were now fully occupied by long-term parked vehicles, creating less space for pick-up and drop-off near the schools.

Based on the results of this study, staff recommends removing parking restrictions on the west side of 113th Street from Center Street to Clarke Street, the west side of 114th Street from 190-foot south of Center Street to Clarke Street, and the east side of 115th Street from 195-foot south of Center Street to Clarke Street.

C. Strategic Plan (Area of Focus)

N/A

D. Fiscal Impact

Minor expenses for the installation or removal of signs.

E. Recommendation

Direct staff to prepare an ordinance to remove parking restrictions on the west side of 113th Street from Center Street to Clarke Street, the west side of 114th Street from 190-foot south of Center Street to Clarke Street, and the east side of 115th Street from 195-foot south of Center Street to Clarke Street.

Approximate Location of Recommended Parking Modifications





Staff Report

File #: 25-0050

Agenda Date: 1/21/2025

Agenda #: 3.

Consideration of request from Engineering Division to install stop signs on the Pleasant Street approaches to Woodland Avenue

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering

A. Issue

Visual obstructions may block lines of sight and may not allow a road user to yield or stop in compliance with the normal right-of-way rule.

B. Background/Options

The City has adopted a policy that follows national standards related to the installation of yield and stop signs. The policy allows residents to request consideration for stop signs when they believe a condition, as described in the Manual on Uniform Traffic Control Devices (MUTCD), has been met. Staff received a request to determine if stop control is appropriate at the Woodland Avenue intersection with Pleasant Street and analyzed if such traffic control is warranted.

The warrants for two-way stop control are outlined below.

- **Traffic Volumes:** The combined volume of all vehicular, pedestrian, and bicycle volume entering from all approaches averages more than 2,000 units per day. *This warrant was not analyzed.*
- **Vision Issue(s):** Ability to see conflicting traffic on an approach is not sufficient to allow a road user to yield or stop in compliance with the normal right-of-way rule. *The location of houses in southeast and southwest corners block adequate lines of sight.*
- **Crashes:** The intersection has 3+ crashes over a two-year period or 5+ crashes in a three-year period susceptible to correction by yield or two-way stop. *Based on an analysis of intersection crashes for the three-year period of January 1, 2022 through December 31, 2024, no crashes were reported.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Therefore, staff recommends installing stop control on the Pleasant Street approaches to Woodland Avenue.

C. Strategic Plan (Area of Focus)

Priority 2: Public Safety, Goal 2. Proactively address pedestrian, bicycle, and vehicular safety

D. Fiscal Impact

Minor expenses for the in-house creation and installation of signs. The existing sign budget will accommodate these expenses.

E. Recommendation

Direct staff to prepare a resolution to install stop signs on the Pleasant Street approaches to Woodland Avenue.



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Staff Report

File #: 24-1523

Agenda Date: 1/21/2025

Agenda #: 4.

Consideration of request from Engineering Division to prohibit eastbound right turns exiting the alley from the 10600 block of North Avenue to 106th Street

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering

A. Issue

An existing right-turn prohibition sign is not reflected in the municipal code

B. Background/Options

Staff received notice that an existing right-turn prohibition sign may be falling over and pointing in the wrong direction. Staff corrected the sign and noticed that the turn prohibition was not codified. The existing sign aims to minimize neighborhood cut-through traffic from businesses located along North Avenue.

C. Strategic Plan (Area of Focus)

NA

D. Fiscal Impact

None

E. Recommendation

Direct staff to prepare an ordinance to prohibit eastbound right turns exiting the alley from the 10600 block of North Avenue to 106th Street.



SECTION 1:**AMENDMENT** “11.36.210 Right Turns--Prohibited On Certain Streets” of the Wauwatosa Municipal Code is hereby *amended* as follows:

AMENDMENT

11.36.210 Right Turns--Prohibited On Certain Streets

All right-hand turns by motor vehicles at the following intersections are prohibited:

- A. At the intersection of the exit of Sands Motel and West Homewood Avenue.
- B. At the intersection of West Wisconsin Avenue and North 67th Street for Westbound traffic on West Wisconsin Avenue from three p.m. to six p.m.
- C. At the intersection of West Wells Street and North 67th Street for westbound traffic on West Wells Street from three p.m. to six p.m.
- D. At the intersection of West Burleigh Street and North 122nd Street for westbound traffic on West Burleigh Street from three p.m. to four p.m.
- E. At the intersection of the exit of Pick-N-Save and North 70th Street for traffic exiting onto North 70th Street.
- F. Exiting the alley in the 2300 block of N. 61st Street.
- G. Exiting the alley from the 10600 block of North Avenue to 106th Street

(Prior code § 11.07(6)(i); Ord. 73-76 § 1, 1973; Ord. O-75-42 § 1, 1975; Ord. O-76-5 § 1, 1976; Ord. O-78-41 § 2, 1978; Ord. O-79-91 § 1, 1979; Ord. O-85-8 § 1, 1985; Ord. O-85-14 § 1, 1985; Ord. O-88-54 § 1, 1988; Ord. O-03-5 § 2, 2003; Ord. O-03-14 § 2, 2003)



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Staff Report

File #: 24-1578

Agenda Date: 1/21/2025

Agenda #: 5.

Presentation by Engineering Division regarding Railroad Crossing Updates

Presentation attached

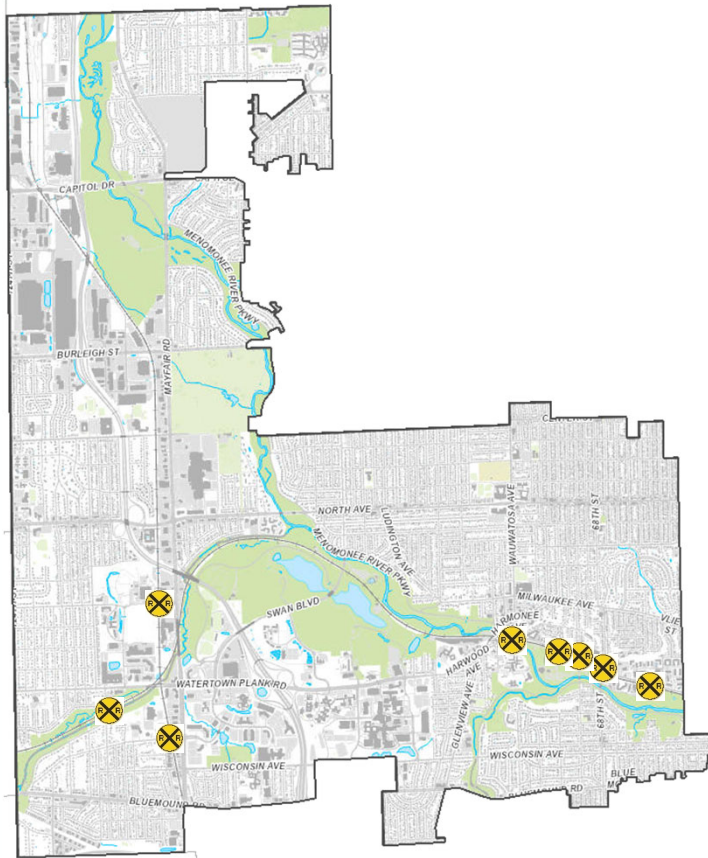


Railroad Crossing Updates

January 21, 2025

Michael May, PE, PTOE, RSP1
Senior Civil Engineer – Traffic & Transportation

INTRODUCTION | OUR CROSSINGS



Eight At-Grade Crossings

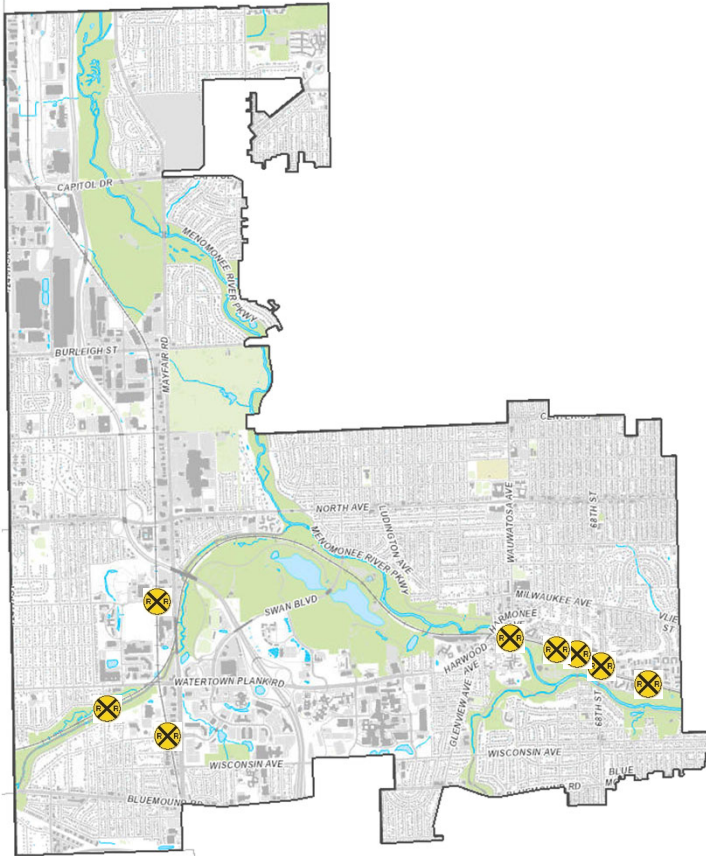
Crossings with CPKCR:

- 63rd & State
 - 68th & State
 - 70th & State
 - 72nd & State
 - Harwood (Village)
- Village Crossings*
- 115th, North of Underwood Parkway

Crossings with UPRR:

- Walnut Road, West of Mayfair Road
- Potter Road, West of Mayfair Road

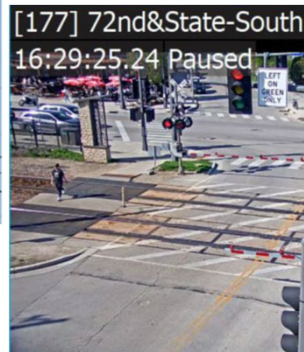
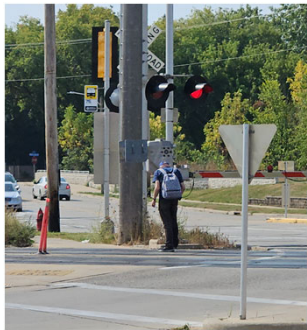
OUTLINE | WHAT WE'LL COVER TODAY



- CRISI Grant
- Joint Yearly Review
- Quiet Zones
- 63rd & 72nd Crossings
- 115th Street
- Walnut Road RCE Grant
- Discussion

CRISI GRANT UPDATE | VILLAGE CROSSINGS

- FRA grant awarded to WisDOT
- Diagnostic Team Field Reviews
- Public Input Meetings
- Study Recommendations July 2024
 - No critical needs identified
 - Potential future grant application



Harwood Ave	<ul style="list-style-type: none"> - Install dynamic envelope and pathway pavement markings - Install off-quadrant flashing lights - Install additional warning signage - Clear vegetation - Install anti-trespass panels - Install ANOTHER TRAIN COMING signs - Install dynamic pavement markings
72nd St @ State	<ul style="list-style-type: none"> - Install off-quadrant flashing lights - Expand pedestrian refuge area - Install ANOTHER TRAIN COMING signs - Install dynamic pavement markings
70th St @ State	<ul style="list-style-type: none"> - Install off-quadrant flashing lights - Realign sidewalks - Install ANOTHER TRAIN COMING signs - Install dynamic pavement markings
68th St @ State	<ul style="list-style-type: none"> - Install off-quadrant flashing lights - Realign sidewalks - Install channelization devices on north approach - Install ANOTHER TRAIN COMING signs - Install dynamic pavement markings
63rd St @ State	<ul style="list-style-type: none"> - Planned major roadway realignment - Install off-quadrant flashing lights - Install ANOTHER TRAIN COMING signs - Install dynamic pavement markings

JOINT YEARLY REVIEW| STATE MANDATED

- Railroads & Cities Must Yearly Review & Ensure Traffic Signal Systems Operating; Report Findings to OCR
- In 2024, City Invested in xRPS System
- In 2024, City “Cleaned Up” Operations



QUIET ZONES| IN EFFECT



What's With the Horns?!

Train engineer must blow horn if a danger presents itself. Examples:

- Person or object on or near tracks
- Construction activity on or near tracks

Overview

- All Wauwatosa Crossings
- Currently Recertifying (occurs every 2-3 years)



Source: mmsd.com

63RD & 72ND CROSSINGS | COMING IN 2025

CPKCR Improving Crossings



Source: mmsd.c

115TH CROSSING | RAILROAD & CITY PROJECTS

- Railroads: Track improvements in 2025 or 2026
- City: Trail/sidewalk 2026. Traffic signal updates at Watertown Plank.



WALNUT ROAD RCE GRANT (RAILROAD CROSSING ELIMINATION)

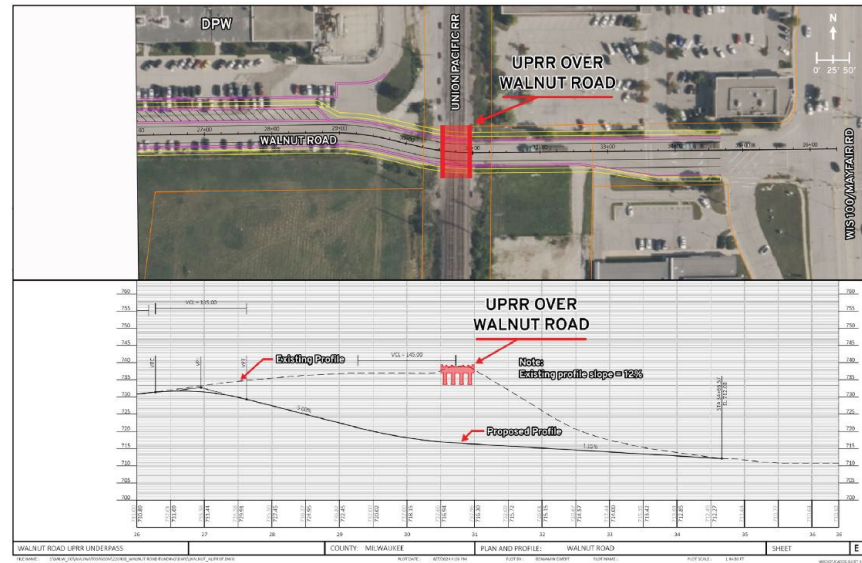
- Study Impacts of Lowering Walnut Below UPRR (Environment, Operations, Feasibility)
- Grant Agreements Summer/Fall 2025
- Engineering Late 2025 into 2026



City of Wauwatosa Receives \$1 Million in Federal Grants to Improve Walnut Road Railroad Crossing

(January 16, 2025) Wauwatosa will receive \$1 million in grant funds from the U.S. Department of Transportation's Federal Railroad Administration (FRA) to improve the crossing at Walnut Road. The most significant outcome of the project would be the elimination of the at-grade crossing and total elimination of any train-vehicle conflict.

Figure 11 - UPRR Grade Separation Concept Plan and Profile





Discussion