



# Wauwatosa, WI

## Transportation Affairs Committee

### Meeting Agenda - Final

7725 W. North Avenue  
Wauwatosa, WI 53213

---

Tuesday, September 23, 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 to prohibit parking between the hours of 5:30 pm and 9:00 pm on the west side of 84th Street in front of the north 17 feet of 2321 N 84th Street and in front of 2357 N 84th Street and to prohibit parking at all times on the east side of 84th Street in front of 2336 N 84th Street following the completion of a 90-day trial [25-1579](#)
2. Consideration of request from Engineering Division to prohibit parking on the south side of Hillcrest Drive from 68th Street to Washington Circle following the completion of a 90-day trial [25-1584](#)
3. Consideration of request from Engineering Division for a 90-day trial to remove one-hour parking restrictions on Elm Spring Avenue from Blue Mound Road to Wisconsin Avenue [25-1585](#)
4. Consideration of request from Engineering Division for 15-minute parking restrictions on the east side of 72nd Street fronting 2154 N. 72nd Street following the completion of a 90-day trial [25-1601](#)
5. Consideration of request from Engineering Division for 15-minute parking restrictions on the east side of 70th Street from North Avenue to the alley south of North Avenue following completion of a 90-day trial [25-1602](#)
6. Civic Celebration Commission Annual Report [25-1615](#)

7. Consideration of request from Engineering Division to support the Safe Roads Save Lives Act (SB 375/AB 371) which would authorize the City of Milwaukee to implement a traffic safety camera pilot program [25-1608](#)
8. Consideration of request from Engineering Division to install all-way stop control at the 74th Street intersection with Hennessey Avenue [25-1603](#)
9. Consideration of request from Engineering Division to install all-way stop control at the 109th Street intersection with Wisconsin Avenue [25-1604](#)
10. Consideration of request from Engineering Division for no turns on red on the intersection approaches of select traffic signalized intersections [25-1605](#)

## **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](mailto:tclerk@wauwatosa.net), with as much advance notice as possible.



## Staff Report

---

**File #:** 25-1579

**Agenda Date:** 9/23/2025

**Agenda #:** 1.

---

Consideration of request from Engineering Division to prohibit parking between the hours of 5:30 pm and 9:00 pm on the west side of 84<sup>th</sup> Street in front of the north 17 feet of 2321 N 84<sup>th</sup> Street and in front of 2357 N 84<sup>th</sup> Street and to prohibit parking at all times on the east side of 84<sup>th</sup> Street in front of 2336 N 84<sup>th</sup> Street following the completion of a 90-day trial

**Submitted by:**

Elizabeth Saunderson, PE

**Department:**

DPW - Engineering Division

**A. Issue**

On-street parking impacts travel and access along 84<sup>th</sup> Street

**B. Background/Options**

84<sup>th</sup> Street is 30 feet wide curb-to-curb. When vehicles are parked on both sides of the street, the street is effectively narrowed to a 14-foot wide travel lane for two-way traffic.

A 90-day trial was recently conducted that prohibited parking at all times on the west side of 84<sup>th</sup> Street in front of the north 17 feet of 2321 N 84<sup>th</sup> Street, on the east side of 84<sup>th</sup> Street in front of 2336 N 84<sup>th</sup> Street, and on the west side of in front of 2357 N 84<sup>th</sup> Street. The three locations were spaced approximately 150 feet apart to provide locations for vehicles in opposing directions to pass one another and for vehicles to make turning maneuvers.

After observing parking and traffic operations during the 90-day trial, staff is recommending to prohibit parking between the hours of 5:30 pm and 9:00 pm on the west side of 84<sup>th</sup> Street in front of the north 17 feet of 2321 N 84<sup>th</sup> Street and in front of 2357 N 84<sup>th</sup> Street and to prohibit parking at all times on the east side of 84<sup>th</sup> Street in front of 2336 N 84<sup>th</sup> Street.

**C. Strategic Plan (Area of Focus)**

N/A

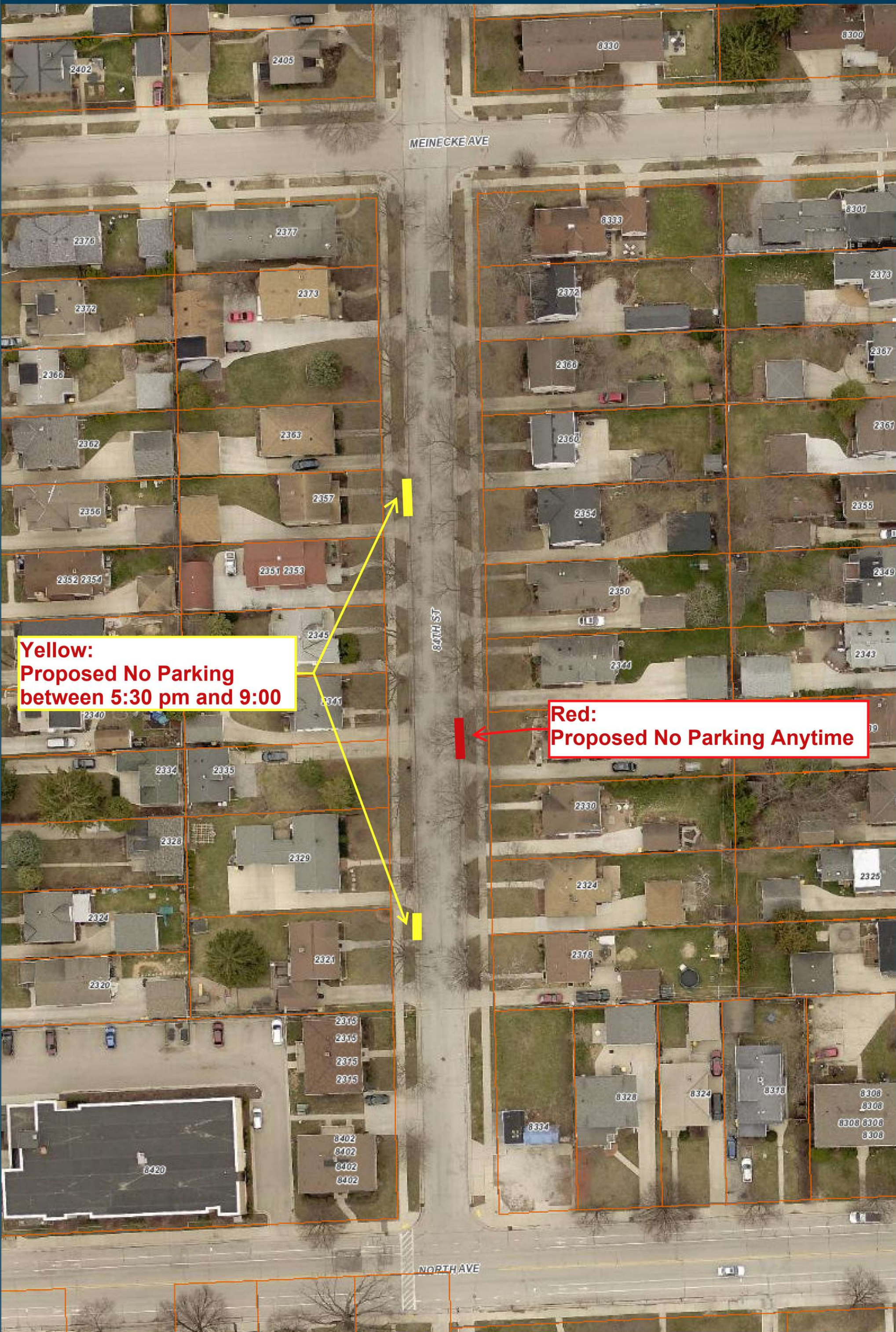
**D. Fiscal Impact**

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

**E. Recommendation**

Direct staff to prepare an ordinance to prohibit parking between the hours of 5:30 pm and 9:00 pm on the west side of 84<sup>th</sup> Street in front of the north 17 feet of 2321 N 84<sup>th</sup> Street and in front of 2357 N 84<sup>th</sup> Street and to prohibit parking at all times on the east side of 84<sup>th</sup> Street in front of 2336 N 84<sup>th</sup> Street.





**Yellow:**  
**Proposed No Parking**  
**between 5:30 pm and 9:00**

**Red:**  
**Proposed No Parking Anytime**





## Staff Report

---

**File #:** 25-1584

**Agenda Date:** 9/23/2025

**Agenda #:** 2.

---

Consideration of request from Engineering Division to prohibit parking on the south side of Hillcrest Drive from 68<sup>th</sup> Street to Washington Circle following the completion of a 90-day trial

**Submitted by:**

Elizabeth Saunderson, PE

**Department:**

DPW - Engineering Division

**A. Issue**

On-street parking impacts travel and access along Hillcrest Drive

**B. Background/Options**

Hillcrest Drive is 22 feet wide curb-to-curb. If vehicles are parked on both sides of the street, the resulting travel way would be narrowed to 6-8 feet in width for two-way traffic. A 6- to 8-foot width is not sufficient for emergency vehicle access, especially on a curvilinear street.

A 90-day parking trial prohibited parking on the south side of Hillcrest Drive from 68<sup>th</sup> Street to Washington Circle. Staff recommends permanently prohibiting parking on the south side of Hillcrest Drive from 68<sup>th</sup> Street to Washington Circle.

**C. Strategic Plan (Area of Focus)**

N/A

**D. Fiscal Impact**

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

**E. Recommendation**

Direct staff to prepare an ordinance to prohibit parking at all times on the south side of Hillcrest Drive between 68<sup>th</sup> Street and Washington Circle.





Solid Red:  
Current Parking Prohibitions

Dashed Red:  
Proposed Parking Prohibitions on Hillcrest Drive

# Hillcrest Dr, 68th St to Washington Circle





# Wauwatosa, WI

7725 W. North Avenue  
Wauwatosa, WI 53213

## Staff Report

---

**File #:** 25-1585

**Agenda Date:** 9/23/2025

**Agenda #:** 3.

---

Consideration of request from Engineering Division for a 90-day trial to remove one-hour parking restrictions on Elm Spring Avenue from Blue Mound Road to Wisconsin Avenue

**Submitted by:**

Elizabeth Saunderson, PE

**Department:**

DPW - Engineering Division

**A. Issue**

A resident requested removing the one-hour parking restrictions on Elm Spring Avenue

**B. Background/Options**

Parking is currently prohibited for more than one hour between 9:00 am and 7:00 pm, except on Sundays and legal holidays, on both sides of Elm Spring Avenue between W. Blue Mound Road and W. Wisconsin Avenue.

A resident has requested that the current parking restrictions on Elm Spring Avenue be removed to allow residents and visitors to park for longer than one hour.

**C. Strategic Plan (Area of Focus)**

N/A

**D. Fiscal Impact**

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

**E. Recommendation**

Direct staff to initiate a 90-day trial of removing the parking restrictions on Elm Spring Avenue from W. Blue Mound Road to W. Wisconsin Avenue.





Elm Spring Ave

City of  
Wauwatosa

7725 N. NORTH AVE | WAUWATOSA WI, 53213



9/11/2025



## Elizabeth Sanderson

---

**Subject:** FW: [External] 1 Hour Parking Signs Concern

---

**From:** Ernst-Ulrich Franzen <[efranzen@wauwatosa.net](mailto:efranzen@wauwatosa.net)>

**Sent:** Tuesday, September 9, 2025 5:34 PM

**To:** Michael May <[mmay@wauwatosa.net](mailto:mmay@wauwatosa.net)>

**Subject:** Fwd: [External] 1 Hour Parking Signs Concern

Hey, Mike, hope all is well. What do you think of this? What can she do?

Ald. Ernie Franzen  
4th District  
City of Wauwatosa  
414-510-5575

The safety of our community is our top priority. Please see our [Wauwatosa COVID-19 webpage](#) for the most updated information about city services

Begin forwarded message:

**From:** Melanie Yang <[melanie.yang787@gmail.com](mailto:melanie.yang787@gmail.com)>

**Date:** September 9, 2025 at 4:47:04 PM CDT

**To:** Ernst-Ulrich Franzen <[efranzen@wauwatosa.net](mailto:efranzen@wauwatosa.net)>, David Lewis <[dlewis@wauwatosa.net](mailto:dlewis@wauwatosa.net)>

**Subject:** [External] 1 Hour Parking Signs Concern

Hi,

I live on Elm Spring Ave which is right by MCW/Childrens. We have had 1 hour parking signs since long before we moved here 7 years ago. However, they have never been enforced. From what I was told by prior parking citation people was that they were put here to deter employees from parking on our street who work at MCW. It was not meant for the neighbors who live here. It has always been an unwritten rule that we could park our cars on the street for longer than 1 hour. However, they have started to enforce this in the past couple of weeks and multiple of our neighbors have gotten tickets, including us. Is there a way to petition to change the parking signs so they are no longer limited to 1 hour parking? With the extra parking recently at MCW/Childrens, it may no longer be an issue of having employees park on our street.

I appreciate your time and consideration of this matter. With narrow driveways and having to move cars around constantly, as well as having guests over, it is nearly impossible to move cars every hour on our street.

Thank you,  
Melanie Yang





## Staff Report

---

**File #:** 25-1601

**Agenda Date:** 9/23/2025

**Agenda #:** 4.

---

Consideration of request from Engineering Division for 15-minute parking restrictions on the east side of 72<sup>nd</sup> Street fronting 2154 N. 72<sup>nd</sup> Street following the completion of a 90-day trial

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Demonstrated need for loading/unloading of person with disabilities.

**B. Background/Options**

Parking is currently unrestricted along 72<sup>nd</sup> Street. An individual requested a handicap parking stall to aid in loading and unloading a person with disabilities.

Staff met one-on-one with the property owner to assess the physical condition of the property. This on-site assessment was to determine if alternatives exist that would allow for loading and unloading upon the property itself rather than from the street. Due to the layout of retaining walls along the property's narrow driveway, staff agrees that loading and unloading from the street is warranted.

Handicap parking now requires a 13-foot wide parking area, which is not feasible along 72<sup>nd</sup>. Therefore, staff worked with the property owner and recommended a 90-day parking trial of 15-minute parking on the east side of 72<sup>nd</sup> Street fronting 2154 N. 72<sup>nd</sup> Street. The trial is complete and staff is now recommending making the 15-minute parking restriction permanent.

**C. Strategic Plan (Area of Focus)**

NA

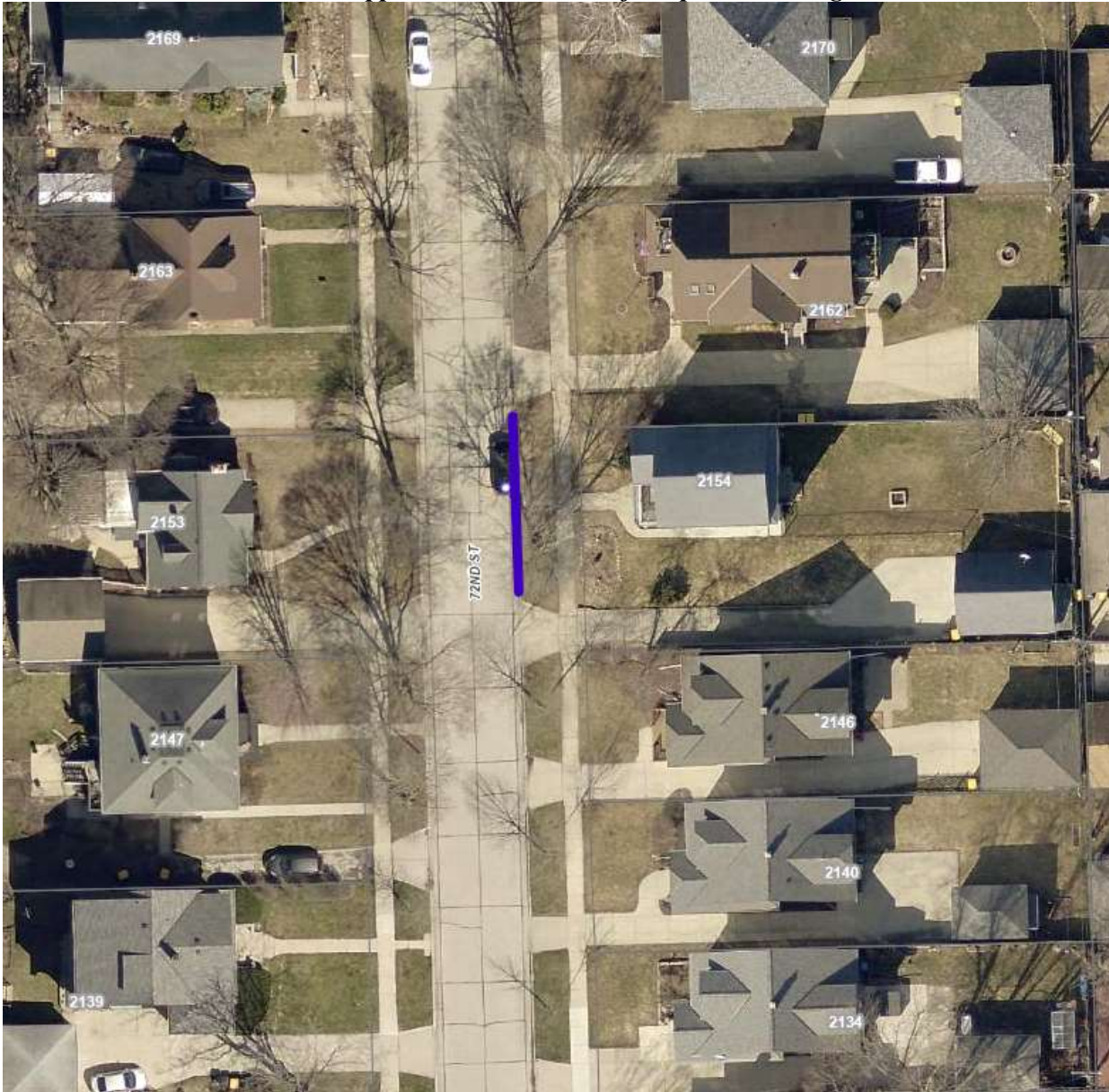
**D. Fiscal Impact**

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

**E. Recommendation**

Direct staff to prepare an ordinance for a 15-minute parking restriction on the east side of 72<sup>nd</sup> Street fronting 2154 N. 72<sup>nd</sup> Street.

*Approximate Location of Proposed Parking Restrictions*







## Staff Report

---

**File #:** 25-1602

**Agenda Date:** 9/23/2025

**Agenda #:** 5.

---

Consideration of request from Engineering Division for 15-minute parking restrictions on the east side of 70<sup>th</sup> Street from North Avenue to the alley south of North Avenue following completion of a 90-day trial

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Illegal parking activities on 70<sup>th</sup> Street south of North Avenue.

**B. Background/Options**

Two-hour parking is provided from 9am to 6pm, except Sundays and legal holidays, along the east side of 70<sup>th</sup> Street from North Avenue to the alley south of North Avenue. Parking is prohibited south of the alley.

A Wingstop restaurant recently opened on the southeast corner of North Avenue and 70<sup>th</sup> Street. Wingstop relies on quick-in/quick-out service as well as third-party pick-up/delivery service. Staff has received complaints of double parking within the existing 2-hour parking zone, blocked driveways and alley, and other illegal parking activities. Wauwatosa parking checkers have increased parking enforcement in the area.

Staff completed a 90-day trial of a 15-minute parking zone on the east side of 70<sup>th</sup> Street from North Avenue to the alley south of North Avenue to encourage quick turnover of parking stalls and reduce illegal parking on the block.

Though the 15-minute parking zone has not completely eliminated illegal parking activities, the turnover of parking stalls has improved for both Wingstop and nearby other businesses. Staff recommends making the 15-minute parking zone permanent.

**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 prepare an ordinance for a 15-minute parking restriction on the east side of 70<sup>th</sup> Street from North Avenue to the alley south of North Avenue.



*Approximate Location of Proposed Parking Restrictions*





## Staff Report

**File #:** 25-1608

**Agenda Date:** 9/23/2025

**Agenda #:** 7.

Consideration of request from Engineering Division to support the Safe Roads Save Lives Act (SB 375/AB 371) which would authorize the City of Milwaukee to implement a traffic safety camera pilot program

**Submitted by:**

Michael May, PE, PTOE RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Several state legislators are interested in passing a bill (the Safe Roads Save Lives Act, SB 375/AB 371) that would expressly allow the City of Milwaukee to use red light and speed safety cameras.

**B. Background/Options**

State law currently bans the use of radar-based traffic safety cameras. With the high number of traffic injuries and deaths in Milwaukee, and with 270% increase in traffic deaths related to speeding since 2002, the City of Milwaukee would like to pilot a traffic safety camera program.

Two overview fact sheets from the City of Milwaukee are attached. The first provides a bullet point summary of the Safe Roads Save Lives Act. The second provides additional statistics and information on the effectiveness of traffic safety cameras in positively impacting driver behavior. The bills can be found and tracked at <https://docs.legis.wisconsin.gov/2025/proposals/sb375> and <https://docs.legis.wisconsin.gov/2025/proposals/ab371>.

It is important to note that the Safe Roads Save Lives Act would authorize the City of Milwaukee, and the City of Milwaukee only, to implement a traffic safety camera pilot program. The goal of the program is to positively change driver behavior in the City of Milwaukee in a manner that aids in the elimination of deaths and severe injuries. It is anticipated that these changes will also benefit surrounding communities, which is why the Engineering Division requests Council support the Safe Roads Save Lives Act.

**C. Strategic Plan (Area of Focus)**

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

**D. Fiscal Impact**

None

**E. Recommendation**

Recommend Common Council pass a resolution supporting the Safe Roads Save Lives Act (SB 375/AB 371) which would authorize the City of Milwaukee to implement a traffic safety camera pilot program.





Department of Administration  
Intergovernmental Relations Division

**Cavalier Johnson**  
Mayor

**Preston D. Cole**  
Director of Administration

**Jordan Primakow**  
Director of Intergovernmental Relations

## **Background**

The Safe Roads Save Lives Act (Senate Bill 375/Assembly Bill 371) would authorize the City of Milwaukee to implement a traffic safety camera pilot program. The proposed legislation aims to reduce reckless driving and improve safety on Milwaukee's streets.

## **Traffic Safety Camera Pilot Program**

- Allows the installation and use of speed and red-light cameras in Milwaukee to increase traffic safety
- Only vehicles traveling more than 15 mph over the speed limit through an intersection or running a red light will receive citations
- Camera placement will be determined based on high-crash data and with community input
- Cameras will be equitably distributed across the city

## **Pilot Design and Rollout**

- Launch includes a 30-day public awareness campaign, followed by 90 days of warning-only enforcement to educate drivers before issuing citations
- There must be appropriate signage to indicate camera locations and enforcement zones

## **Accountability and Transparency**

- Includes privacy and civil liberties protections, like mandated reports, data security measures, and bans on facial recognition use
- Net proceeds will first cover pilot-related costs and then be directed to law enforcement, traffic safety infrastructure, and programming

## **Proven Effective and Supported by Stakeholders**

- Significant safety impacts include up to 54% fewer crashes and a 47% decrease in injuries in communities with similar programs
- Backed by community organizations, business leaders, local elected officials, and residents
- The Insurance Institute for Highway Safety and the National Transportation Safety Board endorse camera programs as life-saving measures

# TRAFFIC SAFETY CAMERAS SAVE LIVES

## TRAFFIC VIOLENCE IS A HEALTH ISSUE

Over the last 5 years, 1,166 people were killed or suffered life-changing injuries in speed related traffic crashes in the City of Milwaukee.

**Wisconsin is currently missing out on a key tool for traffic safety: Traffic Safety Cameras.**



Source: IIHS



**Milwaukee continues to endure significantly higher traffic injuries and deaths compared to the rest of the state.** Annual average traffic deaths in Milwaukee increased 86% since 2012, while decreasing 6% in the rest of the state.

Source: Additional analysis based on Wisconsin Public Policy Forum report



**Traffic Violence is a health issue.** In 2024, 39,345 people were killed in traffic crashes in the United States, 164 in Wisconsin, and 74 in the City of Milwaukee.

Source: WisDOT and NHTSA preliminary data



**These injuries and deaths are preventable.** Traffic deaths involving speeding have increased by 270% since 2002 in the City of Milwaukee.

Source: Additional analysis based on Wisconsin Public Policy Forum report

## WHAT ARE TRAFFIC SAFETY CAMERAS?



**62% of people support using cameras for red light & speeding tickets.**

Source: City of Milwaukee online survey

There are two main types of traffic safety cameras



**Speed Safety Cameras**  
(Automated Speed Enforcement System)

These detect vehicles that are traveling above a set speed. They are not activated unless a vehicle is traveling well above (usually > 10 mph) the posted speed limit.



**Red Light Safety Cameras**  
(Traffic Control Photographic System)

These detect vehicles that run red lights. Only vehicles that enter the intersection after the light has turned red are issued a citation.

## Why isn't WI using them?

State law currently bans the use of radar based traffic safety cameras. Some state legislators are interested in passing a bill that would expressly allow the City of Milwaukee to use red light and speed safety cameras.

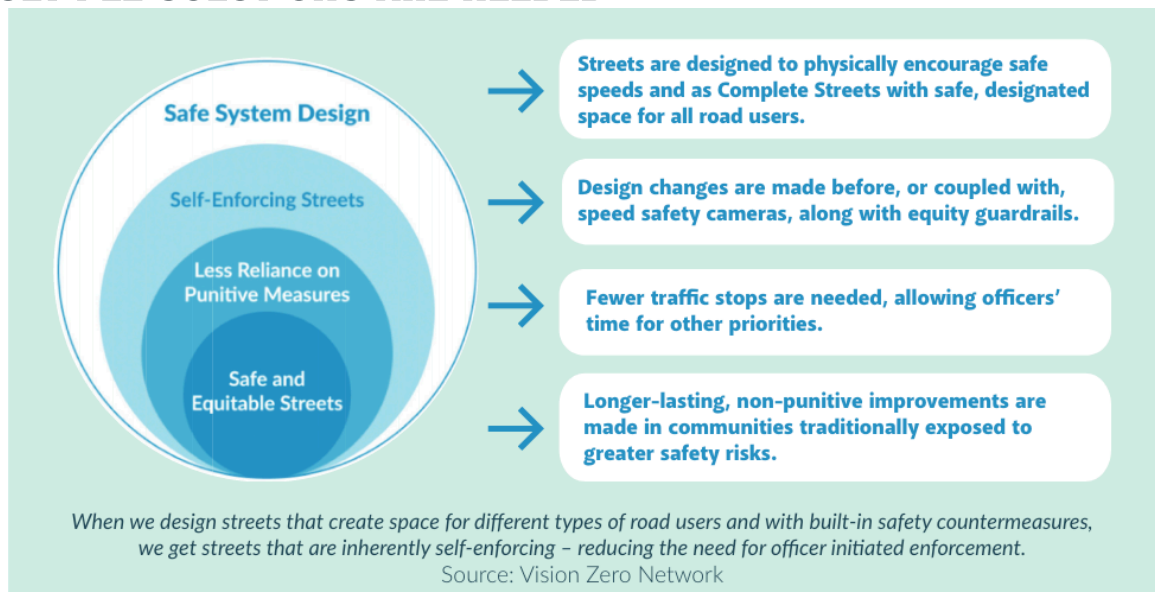


# TRAFFIC SAFETY CAMERAS ARE...

<b>Safe &amp; Effective</b>	<ul style="list-style-type: none"> <li>The U.S. Department of Transportation's <u>Crash Modification Factors Clearinghouse</u> reports that on urban arterials, fixed speed cameras               <ul style="list-style-type: none"> <li>Reduce all crashes 54%</li> <li>Reduce injury crashes 47%</li> </ul> </li> <li>Cameras allow officers to enforce dangerous driving without diverting limited resources from other issues.</li> </ul>
<b>Collaborative &amp; Transparent</b>	<ul style="list-style-type: none"> <li>The goal of cameras is to encourage safe driving, not to catch people by surprise.</li> <li>The launch of a safety camera program would be highly publicized.</li> <li>Signs would be posted at camera locations and warnings would be given instead of citations, for the first 90 days.</li> </ul>
<b>Common Sense</b>	<ul style="list-style-type: none"> <li>The goal of cameras is to encourage safe driving behavior, not to make money.</li> <li>Collected fines would first support program start-up and operating costs. The use of excess funds would be restricted to local traffic safety initiatives.</li> <li>Cameras can help identify stolen cars– they would not be used to penalize vehicle owners if their car is stolen.</li> <li>Traffic stops can escalate and create other substantial risks to the community. Traffic cameras reduce those risks.</li> </ul>
<b>Data Driven</b>	<ul style="list-style-type: none"> <li>Cameras would be installed where high numbers of crashes that cause injury or death have occurred, and with community input.</li> <li>Data would be used to ensure camera placement does not disproportionately impact any one community and ensure that all neighborhoods benefit from safer streets.</li> </ul>

## REMEMBER: MULTIPLE SOLUTIONS ARE NEEDED

Traffic safety cameras should be paired with other measures like street design, safe speed limits, and education. A **"Safe System" approach** creates lasting change to minimize the need for enforcement.





# Wauwatosa, WI

7725 W. North Avenue  
Wauwatosa, WI 53213

## Staff Report

**File #:** 25-1603

**Agenda Date:** 9/23/2025

**Agenda #:** 8.

Consideration of request from Engineering Division to install all-way stop control at the 74<sup>th</sup> Street intersection with Hennessey Avenue

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Poor intersection sight distance necessitates all-way stop control

**B. Background/Options**

Hennessey Avenue currently intersects 74<sup>th</sup> Street as a T-intersection from the west. The southbound approach of 74<sup>th</sup> Street has a retaining wall on the northwest corner that limits adequate sight distance at the intersection. As a result, stop sign control has been placed on the Hennessey Avenue approach to 74<sup>th</sup> Street and on the southbound approach of 74<sup>th</sup> Street to Hennessey Avenue. No stop sign exists for the northbound approach of 74<sup>th</sup> Street to Hennessey Avenue, leading to confusing intersection controls for street users. All-way stop control is recommended for the intersection.

**Proposed Additional Stop Sign (Blue)**





**C. Strategic Plan (Area of Focus)**

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

**D. Fiscal Impact**

Minor costs for installation of stop signs to be covered by sign budget.

**E. Recommendation**

Recommend the Common Council approve a resolution to install all-way stop control at the 74<sup>th</sup> Street intersection with Hennessey Avenue.



# Wauwatosa, WI

7725 W. North Avenue  
Wauwatosa, WI 53213

## Staff Report

**File #:** 25-1604

**Agenda Date:** 9/23/2025

**Agenda #:** 9.

Consideration of request from Engineering Division to install all-way stop control at the 109<sup>th</sup> Street intersection with Wisconsin Avenue

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Poor intersection sight distance necessitates all-way stop control

**B. Background/Options**

The 109<sup>th</sup> Street and Wisconsin Avenue intersection is a four-leg intersection. Due the skew of the northbound 109<sup>th</sup> Street approach, stop signs currently exist on all approaches except for the westbound approach. No stop sign exists for the westbound approach of Wisconsin Avenue to 109<sup>th</sup> Street, leading to confusing intersection controls for street users. All-way stop control is recommended for the intersection.

**Proposed Additional Stop Sign (Blue)**



**C. Strategic Plan (Area of Focus)**

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



**D. Fiscal Impact**

Minor costs for installation of stop signs to be covered by sign budget.

**E. Recommendation**

Recommend the Common Council approve a resolution to install all-way stop control at the 109<sup>th</sup> Street intersection with Wisconsin Avenue.



## Staff Report

**File #:** 25-1605

**Agenda Date:** 9/23/2025

**Agenda #:** 10.

Consideration of request from Engineering Division for no turns on red on the intersection approaches of select traffic signalized intersections

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

DPW - Engineering Division

**A. Issue**

Ordinance language clean-up is required due to existing sign and language conflicts. Additionally, proposed new locations for no turns on red are recommended to enhance safety.

**B. Background/Options**

Staff recently completed a retiming of all but four traffic signalized intersections within the City of Wauwatosa to meet with current state of practice and traffic conditions. While doing so, staff reviewed vehicle conflicts with pedestrians and bicycles as well as conflicts with WMC 11.28.035 regarding right-turn prohibitions on red.

In consideration of existing sign placements that are not represented in the ordinances, staff recommends NO TURN ON RED signs at the following locations. An asterisk (\*) denotes the addition of the criterion WHEN PEDESTRIANS ARE PRESENT. A pound (#) denotes the addition of the criterion FROM LEFT LANE. An at symbol (@) denotes when right-turn blank-out sign is illuminated.

- The southbound approach of 119<sup>th</sup> Street at Burleigh Street.
- The northbound approach of 87<sup>th</sup> Street at Watertown Plank Road.
- The northbound approach of 72<sup>nd</sup> Street at Hart Park Lane.
- All four approaches of the 68<sup>th</sup> Street intersection with North Avenue. (\*) - *the ordinance currently includes the southbound approach restriction at all times.*
- All four approaches of the 70<sup>th</sup> Street intersection with Wisconsin Avenue. (\*)
- The southbound approach of the 87<sup>th</sup> Street/Pleasant View Street intersection with Wisconsin Avenue (\*)
- All four approaches of the 68<sup>th</sup> Street intersection with Blue Mound Road (\*)
- The eastbound approach of Blue Mound Road to 112<sup>th</sup> Street. (\*) - *the westbound approach is correctly shown in the ordinance*
- The northbound approach of the Innovation Drive intersection with Watertown Plank Road. (#)
- The eastbound approach of the Watertown Plank Road intersection with 92<sup>nd</sup> Street (#)
- The eastbound approach of the State Street intersection with 72<sup>nd</sup> Street (@)
- The eastbound approach of the State Street intersection with 70<sup>th</sup> Street (@)
- The eastbound approach of the State Street intersection with 68<sup>th</sup> Street (@)



In consideration of improving safety at existing intersections where signs do not exist and are not authorized in the ordinance, staff recommends NO TURN ON RED signs at the following location. An asterisk (\*) denotes WHEN PEDESTRIANS ARE PRESENT.

- The westbound approach of the 124<sup>th</sup> Street intersection with Watertown Plank Road (\*)
- The westbound approach of the Wisconsin Avenue intersection with 87<sup>th</sup> Street/Pleasant View Street (\*)

In consideration of soon to be completed projects, staff recommends NO TURN ON RED signs at the following new locations. An asterisk (\*) denotes WHEN PEDESTRIANS ARE PRESENT.

- All four approaches of the Honey Creek Parkway intersection with Wisconsin Avenue (\*)
- The southbound approach of the 116<sup>th</sup> Street intersection with Watertown Plank Road (\*)
- The northbound, southbound, and westbound approaches of the 115<sup>th</sup> Street intersection with Watertown Plank Road (\*)

**C. Strategic Plan (Area of Focus)**

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

**D. Fiscal Impact**

No impact where signs currently exist. The existing sign budget or soon to be completed projects will cover the minor expenses for installation of the other sign locations.

**E. Recommendation**

Direct staff to prepare an ordinance for no turns on red on the intersection approaches of select traffic signalized intersections as identified herein.