

CITY OF WAUWATOSA
MEMO

To: **Transportation Affairs Committee**

From: **Michael May, PE PTOE**
Senior Civil Engineer – Traffic & Transportation

Date: **July 19, 2023**

Subject: **Consideration Of Amendment To The Official Stop Sign Map To Include All-Way Stop Control at the 72nd Street & Maple Terrace Intersection**

A. Issue

The existing two-way stop configuration of 72nd Street & Maple Terrace violates driver expectancy, and poor visibility of an unofficial trailhead creates a potential safety situation to intersection users.

B. Background/Options

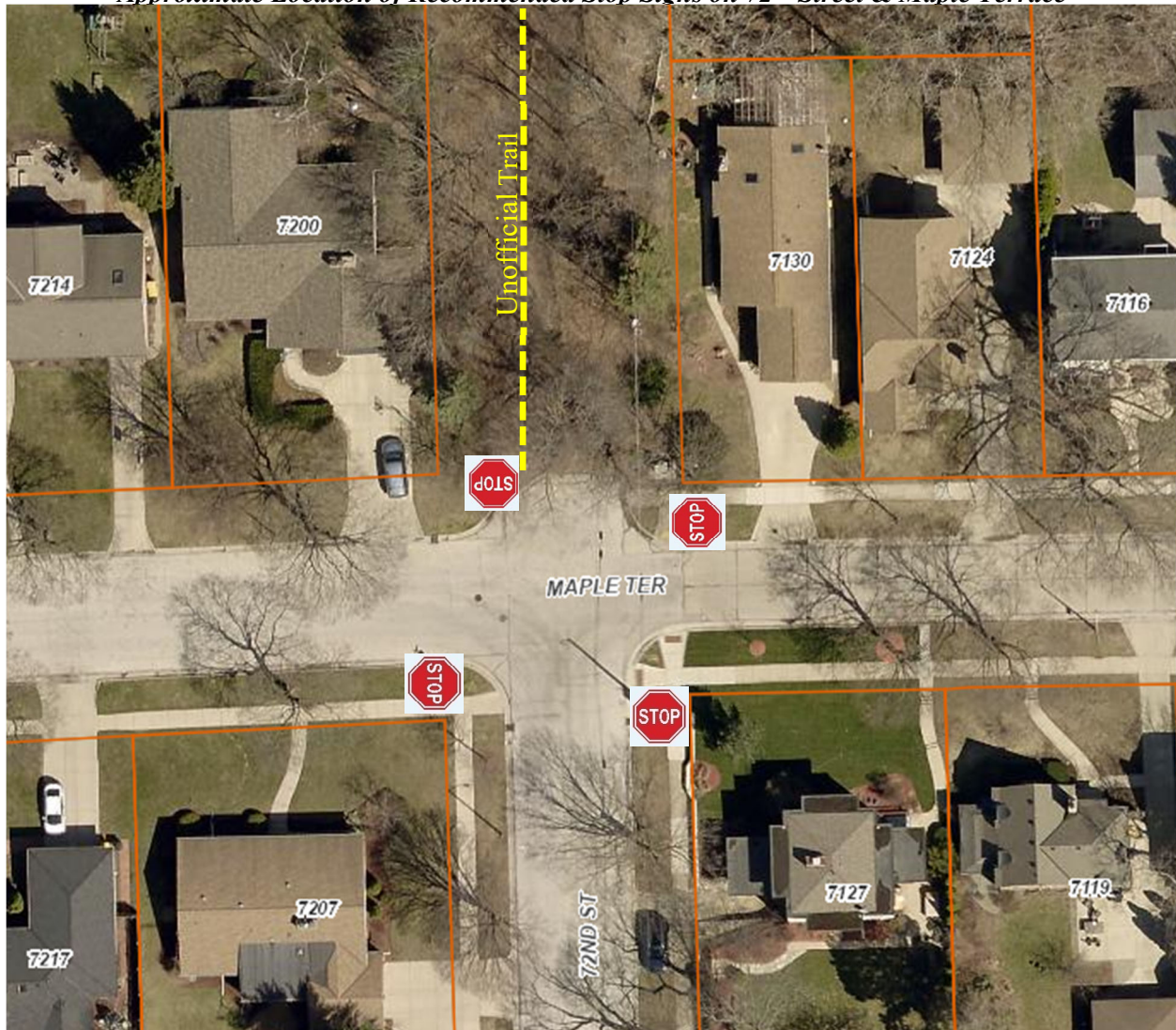
The City has adopted a policy that follows national standards related to the installation of yield and stop signs. The policy allows residents to request consideration for stop signs when they believe a condition, as described within the Manual on Uniform Traffic Control Devices (MUTCD), has been met. Staff received a request to change the intersection control of 72nd Street & Maple Terrace due to a resident concern for driver expectancy.

The 72nd Street & Maple Terrace intersection looks and feels like a three-leg T-intersection to approaching motorists. The south leg of the intersection (72nd Street) forms the “stem” of the T while the east and west legs (Maple Terrace) form the “top” of the T. The east and west legs of Maple Terrace are controlled by stop signs while the south leg of operates uncontrolled. This layout is unconventional to driver expectation – typically if the “top” of the T is controlled by stop signs the “stem” of the T is also controlled by stop signs. Motorists east and west on the Maple Terrace were observed to stop and then continue through the intersection with the expectation that traffic from the south on 72nd Street will also stop. This is not the case – traffic from the south does not stop and leads to horn blowing.

In response to these observations, staff had considered recommending the removal of all stop signs at the intersection and operating the intersection uncontrolled under normal right-of-way rules. However, upon further observation, the removal of stop signs is not recommended. There is an unofficial north/south trail that has been blazed on City right-of-way immediately north of the intersection, creating a fourth leg to the intersection that is used by bicyclists and pedestrians. The trailhead at 72nd Street & Maple Terrace is difficult to see if motorists on all legs of the intersection are not required to stop.

Therefore, for the purpose of increasing the visibility and safety of the trailhead at 72nd Street & Maple Terrace, all-way stop control is warranted and recommended at the 72nd Street & Maple Terrace intersection. A figure showing the approximate location of recommended stop signs is shown in the figure on the following page.

Approximate Location of Recommended Stop Signs on 72nd Street & Maple Terrace



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

Recommend the Common Council amend the official stop sign map to include stop signs on all four approaches of the 72nd Street & Maple Terrace intersection.