



# Wauwatosa, WI

## Transportation Affairs Committee

### Meeting Agenda - Final

7725 W. North Avenue  
Wauwatosa, WI 53213

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**Tuesday, September 17, 2024**

**6:00 PM**

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

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#### **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 install stop signs on the Garfield Avenue approaches to 118th Street [24-1287](#)
2. Consideration of request from Engineering Division to prohibit parking from noon to 9:00pm on the west side of 84th Street from North Avenue to 53-feet north of North Avenue following the completion of a 90-day trial [24-1293](#)
3. Consideration of request from Engineering Division to install stop signs on the Clarke Street approaches to 117th Street [24-1242](#)
4. Consideration of elimination of parking restrictions on 113th, 114th, 115th, 116th and Center Streets adjacent to Wauwatosa West High School [24-1301](#)
5. Recommendation from the Bicycle & Pedestrian Facilities Committee for a 90-day trial to close all slip lanes at the intersection of North Avenue and Wauwatosa Avenue [24-0682](#)

#### **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

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**File #:** 24-1287

**Agenda Date:** 9/17/2024

**Agenda #:** 1.

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Consideration of request from Engineering Division to install stop signs on the Garfield Avenue approaches to 118<sup>th</sup> Street

**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 118<sup>th</sup> Street intersection with Garfield Avenue 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 all four corners blocks 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 July 1, 2021 through June 30, 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 Garfield Avenue approaches to 118<sup>th</sup> Street

**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 Garfield Avenue approaches to 118<sup>th</sup> Street



## Staff Report

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**File #:** 24-1293

**Agenda Date:**

**Agenda #:** 2.

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Consideration of request from Engineering Division to prohibit parking from noon to 9:00pm on the west side of 84th Street from North Avenue to 53-feet north of North Avenue following the completion of a 90-day trial

**Submitted by:**

Michael May, PE, PTOE, RSP1

**Department:**

Department of Public Works - Engineering Division

**A. Issue**

Parking at the North Avenue and 84<sup>th</sup> Street intersection impedes traffic flow during nearby business hours

**B. Background/Options**

Parking is currently allowed along 84<sup>th</sup> Street north of North Avenue. Successful business operations have resulted in increased parking demand and turning movement traffic volumes at the intersection corner.

To aid in improving the safety and efficiency of the intersection, staff recommended a 90-day trial of no parking from noon to 9:00pm on the west side of 84<sup>th</sup> Street from North Avenue to 53-feet north of North Avenue. The 90-day trial period has been completed. Staff is recommending making the changes permanent.

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

NA

**D. Fiscal Impact**

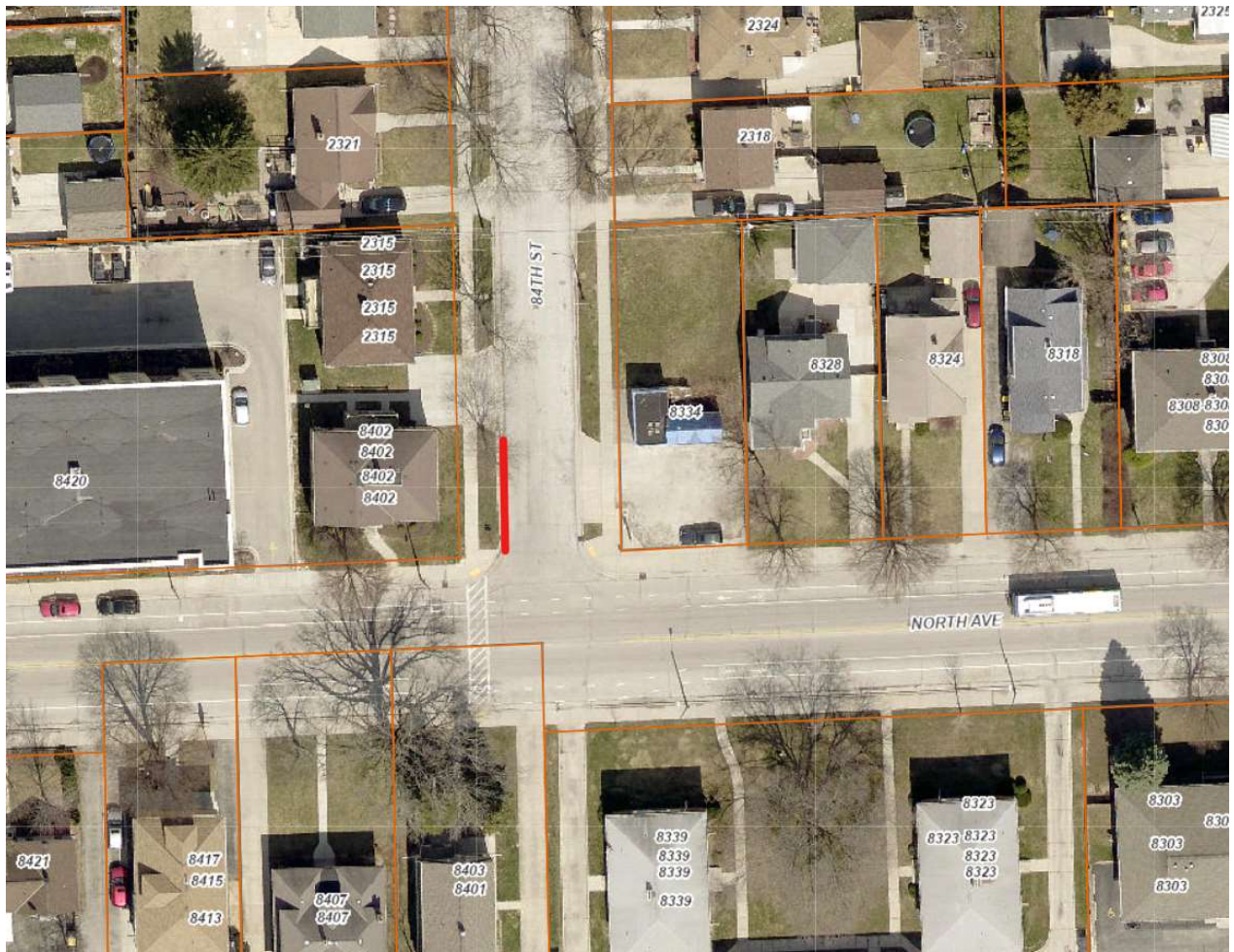
Minor expenses for the installation of signs. The existing sign budget will accommodate these expenses.

**E. Recommendation**

Direct staff to prepare an ordinance to prohibit parking from noon to 9:00pm on the west side of 84th Street from North Avenue to 53-feet north of North Avenue.

*Location of Proposed Parking Restrictions  
84<sup>th</sup> Street North of North Avenue*

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**North 78th Street**

**North 79th Street**

**North 80th Street - east side**

(a) from 125 feet south of the driveway of the Wauwatosa Presbyterian Church to 85 feet south of the driveway

**North 81st Street - east side**

(a) from 90 feet south of W. North Avenue to W. North Avenue

**North 82nd Street**

**North 83rd Street**

**North 84th Street - west side**

(dd) in front of 2659 N. 84th Street and the north ten feet in front of 2645 N. 84th Street

(ttt) from North Avenue to 53 feet north of North Avenue

**North 85th Street - east side**

(c) from Hawthorne Avenue north to Ravenswood Circle

(t) from 15 feet north of the crosswalk at Watertown Plank Road north to the end of the block

(a) from 15 feet north of the crosswalk at Watertown Plank Road to the intersection of Watertown Plank Road

**North 85th Street - west side**

(c) from W. North Avenue to the north lot line of 2315 N. 85th Street

(a) from the north lot line of 2315 N. 85th Street to W. Meinecke Avenue

(a) from Watertown Plank Road to a point 80 feet north

(c) from Hawthorne Avenue north to Ravenswood Circle

(t) from Watertown Plank Road north to the north end of the block

(m) from the north corner of North Avenue to a point 110 feet north of the corner of North Avenue

**North 86th Street - east side**

(a) from a point 120 feet north of Watertown Plank Road north to the terminus of said North 86th Street south of the Milwaukee County Grounds

(d) from West North Avenue to 85 feet north thereof

(e) from the alley north of North Avenue to West Meinecke Avenue

(u) from Chestnut Street to the cul-de-sac at the north end of the 1200 block



## Staff Report

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**File #:** 24-1242

**Agenda Date:** 9/17/2024

**Agenda #:** 3.

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Consideration of request from Engineering Division to install stop signs on the Clarke Street approaches to 117<sup>th</sup> Street

**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 117<sup>th</sup> Street intersection with Clark 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 hills in the 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 July 1, 2021 through June 30, 2024, one crash susceptible to correction - an angle crash - was reported.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Staff recommends installing stop control on the Clarke Street approaches to 117<sup>th</sup> Street.

**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 Clarke Street approaches to 117<sup>th</sup> Street





# ALDERPERSON AGENDA ITEM MEMO

To: Transportation Affairs Committee

From: 8<sup>th</sup> District Ald. Jason Wilke, Common Council President

Date: 9-11-24

Subject: Eliminate parking restrictions on the following streets adjacent to West High School to allow student/visitor parking in the public right of way: 113<sup>th</sup> St, 114<sup>th</sup> St, 115<sup>th</sup> St, 116<sup>th</sup> St., and Center St.

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## A. Background/Rationale

West High School has always had limited parking spaces available for students, with spots restricted to seniors only. This year, the school implemented a system of assigned, reserved parking spots, which has displaced more students and visiting faculty to street parking. The new numbering system for reserved senior spots has further reduced availability since these spaces can only be used by the assigned senior. If the senior does not park on a given day, the spot remains empty rather than being available to others. More parking needs to be made available on the streets immediately adjacent to the high school to alleviate this issue.

## B. Key Issues for Consideration

The public right of way is meant for everyone. Street parking is a standard solution when additional parking lot construction isn't feasible due to space constraints. However, pushing parking to the next block south is unfair to neighbors who didn't purchase property adjacent to a school, and it's neither fair nor safe for students to unnecessarily walk extra blocks in traffic or inclement weather.

Since many streets on the west side lack sidewalks, residents often forget that they don't own the property up to the curb. They need to be reminded that the right of way is public property, and students should be allowed to use it to safely exit their parked cars and walk to school.

## C. Fiscal Impact

None

## D. Requested Action

Modify the existing street parking ordinance to redact the parking restrictions on the above-mentioned streets. At minimum start a 90-day trial immediately.

## E. Attachments

See attached map of the existing parking restriction near West High School for reference.

Eisenhower  
Elementary School

Wauwatosa West  
High School

OPEN  
PARKING

NO  
PARKING  
ANY  
TIME

NO  
PARKING  
7:30AM - 4:30PM  
School Days

NO  
PARKING  
7:30AM - 4:30PM  
School Days

NO  
PARKING  
ANY  
TIME

NO  
PARKING  
7:30AM - 4:30PM  
School Days

NO  
PARKING  
ANY  
TIME

CENTER ST

OPEN  
PARKING

OPEN  
PARKING

OPEN  
PARKING

OPEN  
PARKING

NO  
PARKING  
7:30AM - 4:30PM  
School Days

OPEN  
PARKING

NO  
PARKING  
7:30AM - 4:30PM  
School Days

OPEN  
PARKING

NO  
PARKING  
7:30AM - 4:30PM  
School Days

2  
HR  
PARKING  
7:30 AM  
TO 4:30 PM  
School Days

2  
HR  
PARKING  
7:30 AM  
TO 4:30 PM  
School Days

NO  
PARKING  
7:30AM - 4:30PM  
School Days

2  
HR  
PARKING  
7:30 AM  
TO 4:30 PM  
School Days

NO  
PARKING  
ANY  
TIME

CLARKE ST

OPEN  
PARKING

OPEN  
PARKING

OPEN  
PARKING

116th ST

115th ST

114th ST

113th ST

# Parking Restrictions Around Wauwatosa West HS



# BICYCLE & PEDESTRIAN FACILITIES COMMITTEE MEMO

To: **Common Council**

From: Bicycle & Pedestrian Facilities Committee

Date: 5/3/2024

Subject: 90-day trial to close all slip lanes at the intersection of North Avenue and Wauwatosa Avenue

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## A. Background/Rationale

The intersection has significant use by pedestrians given proximity to City Hall/Library, Longfellow Middle School, and transit users.

Slip lanes are no longer considered best practice in urban transportation design according to NACTO (National Association of City Transportation Officials) due to the safety issues for bicycle and pedestrian users (<https://nacto.org/publication/urban-street-design-guide/intersections/intersection-design-principles/>). Benefits of the slip lane closure include easier and safer crossing of the intersection by bicycle and pedestrian users, more space for users to wait to cross the intersection, and slower turning traffic speeds.

The intersection is anticipated to be reconstructed as a part of either the upcoming North Ave project or the upcoming Wauwatosa Ave project. Given the timeline the Committee feels the temporary closure will give the City important information for the redesign and allow users provide feedback.

The temporary closure of the slip lanes will be completed inexpensively using construction barrels or bollards. A semi-permanent solution would be available should the 90-day treatment prove successful. Semi-permanent solutions could include paint, large planters, and concrete barriers.

## B. Key Issues for Consideration

In order to provide the maximum safety benefit, the Committee recommends that the trial occurs when students will be present. Given the approval timeline, it is/was not possible to implement the trial during the 2023-24 school year.

The City has been awarded a Safe Streets for All (SS4A) grant to study close calls/near misses at the intersection. It is anticipated that this data collection will occur in August or September of 2024. The data collection requires that the slip-lanes be open to traffic. In order to prevent closing, re-opening, then potentially re-closing the slip-lanes; the Committee recommends the slip lane closure to occur after the conclusion of the SS4A data collection.

The Committee successfully coordinated with City Staff and the Transportation Affairs committee to implement a 90-day trial to close the south-bound slip lane at the intersection of Menomonee River Parkway and North Avenue. At the conclusion of the trial, after receiving positive feedback from the public, and a delay to the intersection reconstruction project, City staff then provided a semi-permanent solution by installing curb & gutter.



# BICYCLE & PEDESTRIAN FACILITIES COMMITTEE MEMO

## C. Requested Action

Recommendation to the Transportation Affairs Committee for a 90-day trial to close all slip lanes at the intersection of North Avenue and Wauwatosa Avenue following the conclusion of the SS4A grant data collection which may be paired with no right turn on red policy at the discretion of Engineering staff.

September 11, 2024

Recommendation to place on file the Bicycle & Pedestrian Facilities Committee recommendation for a 90-day trial to close all slip lanes at the intersection of North Avenue & Wauwatosa Avenue due to denial of the trial by the Wisconsin Department of Transportation

**Submitted by:**

Michael May, PE, PE, RSP<sub>1</sub>

**Department:**

DPW – Engineering Division

**A. Issue**

WisDOT has denied the request to perform a 90-day trial to close all slip lanes at the intersection of North Avenue & Wauwatosa Avenue

**B. Background/Options**

Wauwatosa Avenue is a state highway (STH 181). In May 2024, the Bicycle & Pedestrian Facilities Committee recommended to the Transportation Affairs Committee (TAC) that a 90-day trial to close all slip lanes occur at the intersection of North Avenue and Wauwatosa Avenue following the conclusion of the SS4A grant data collection. TAC directed Engineering staff to work with the Wisconsin Department of Transportation (WisDOT) on a 90-day trial to close the slip lanes.

WisDOT has denied the request for a 90-day trial to close the slip lanes at Wauwatosa Avenue and North Avenue. Per the WisDOT Final Project Scoping Project Manager for the future STH 181 project, in an email dated September 4<sup>th</sup>:

*After internal discussions, they [WisDOT Operations] have concluded that they do not support the trial, as they feel that the significant number of vulnerable users make this location inappropriate for testing. Having said that, they are not ruling out the alternative that removes the right turn slip lane and converts one through lane to a shared through/right lane. Our direction is to take three alternatives through the public involvement and the environmental process.*

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

NA

**D. Fiscal Impact**

NA

**E. Recommendation**

Place on file the Bicycle & Pedestrian Facilities Committee recommendation for a 90-day trial to close all slip lanes at the intersection of North Avenue & Wauwatosa Avenue due to denial of the trial by the Wisconsin Department of Transportation.