



Wauwatosa, WI

Transportation Affairs Committee

Meeting Agenda - Final

7725 W. North Avenue
Wauwatosa, WI 53213

Tuesday, July 15, 2025

6:00 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. Presentation by the Wisconsin Department of Transportation's I-94 East-West project team regarding the upcoming I-94 East-West reconstruction and potential impacts to the City of Wauwatosa [25-1152](#)
2. Presentation by Engineering Division of Public Involvement Meeting #2 (PIM) exhibits and materials for the reconstruction of North Avenue from Met-To-Wee Lane to 73rd Street, which includes replacing two bridges over the Menomonee River [25-1171](#)
3. Consideration of request from Engineering Division to install all-way stop control at the 117th Street intersection with Gilbert Avenue [25-1153](#)
4. Consideration of request from Engineering Division to adopt a 25-mph posted speed limit on Vliet Street-Milwaukee Avenue between 60th Street (East City Limit) and Ludington Avenue [25-1154](#)
5. Update from Engineering Division on the 90-day trial of parking prohibitions on the west side of 84th Street in front of 2357 N. 84th Street, on the east side of 84th Street in front of 2336 N. 84th Street, and on the west side of 84th Street in front of the north 17 feet of 2321 N. 84th Street [25-1172](#)

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
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Staff Report

File #: 25-1152

Agenda Date: 7/15/2025

Agenda #: 1.

Presentation by the Wisconsin Department of Transportation's I-94 East-West project team regarding the upcoming I-94 East-West reconstruction and potential impacts to the City of Wauwatosa



EAST-WEST

I-94 between 70th Street and 16th Street in Milwaukee County

WisDOT I-94 E-W City of Wauwatosa

July 15, 2025

Agenda



1 I-94 E-W – schedule overview

2 I-94 E-W – TMP

3 Travel demand and Outreach

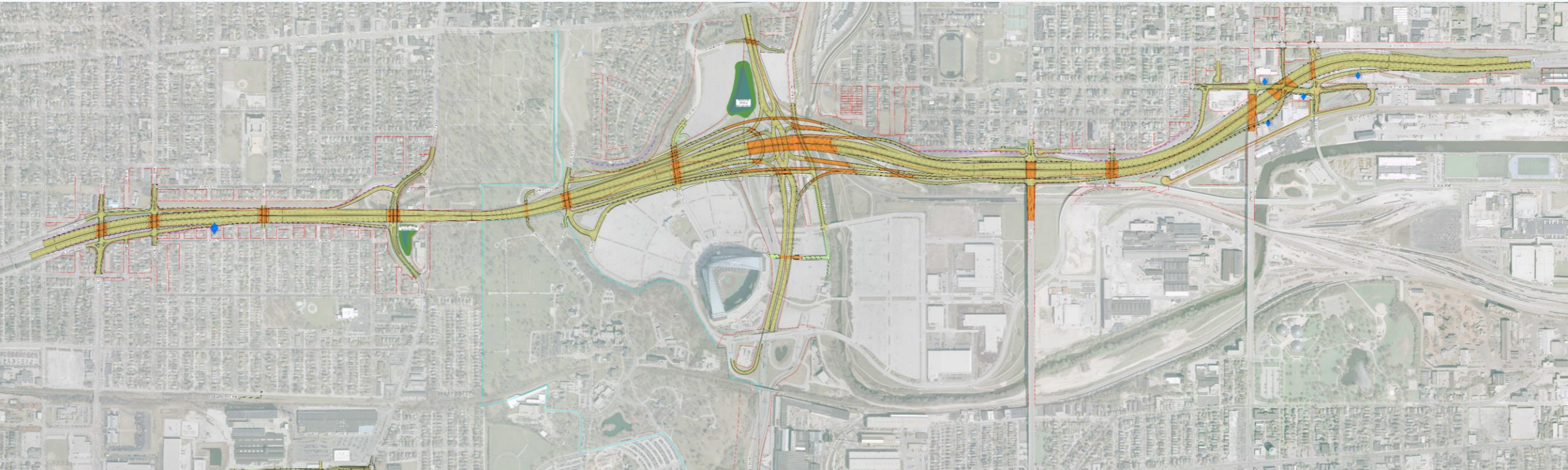
4 Questions and discussion

I-94 E-W schedule overview

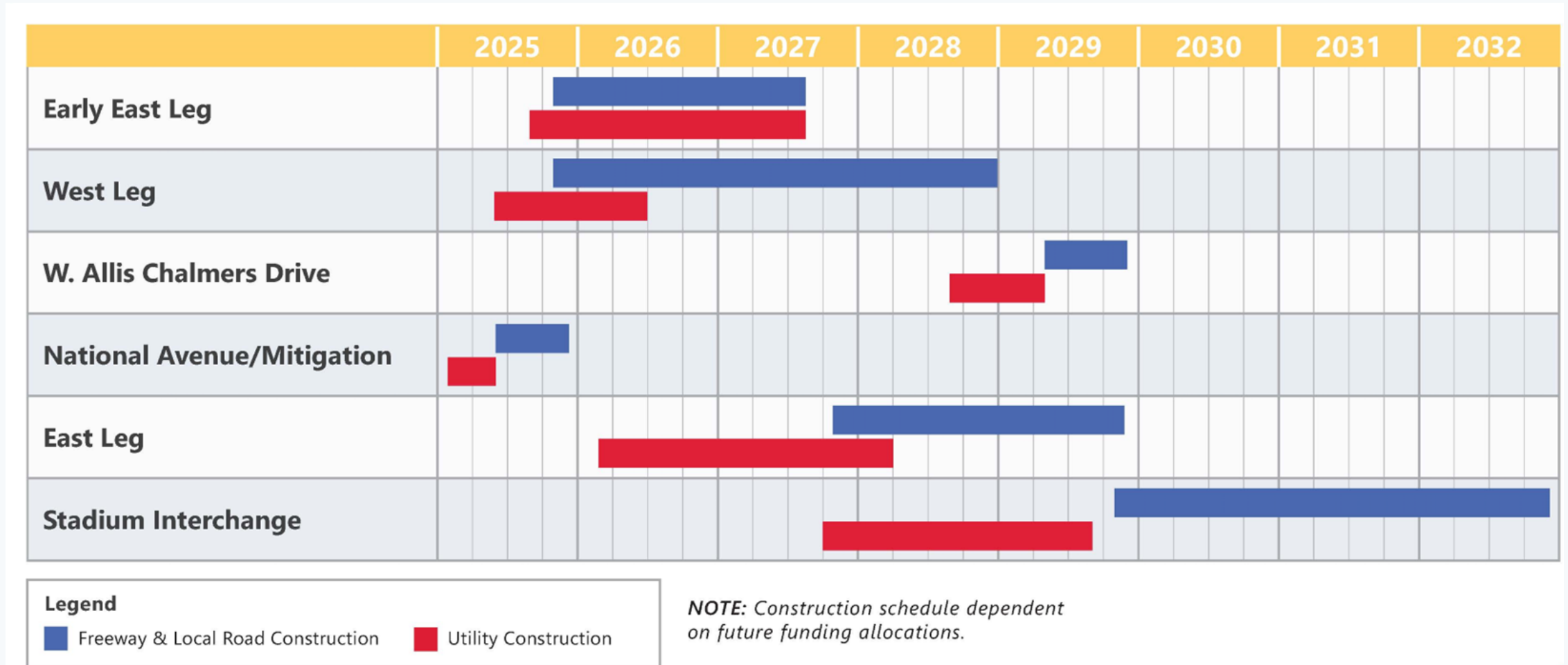


I Plan Moving Forward

- A modernized corridor with four lanes in each direction; maintains closely spaced service interchanges, changing Hawley Road to half-interchange; moves all entrance/exit to right, and increases/improves bicycle and pedestrian connections.



Anticipated Schedule (update coming soon!)



Anticipated Utility Schedule

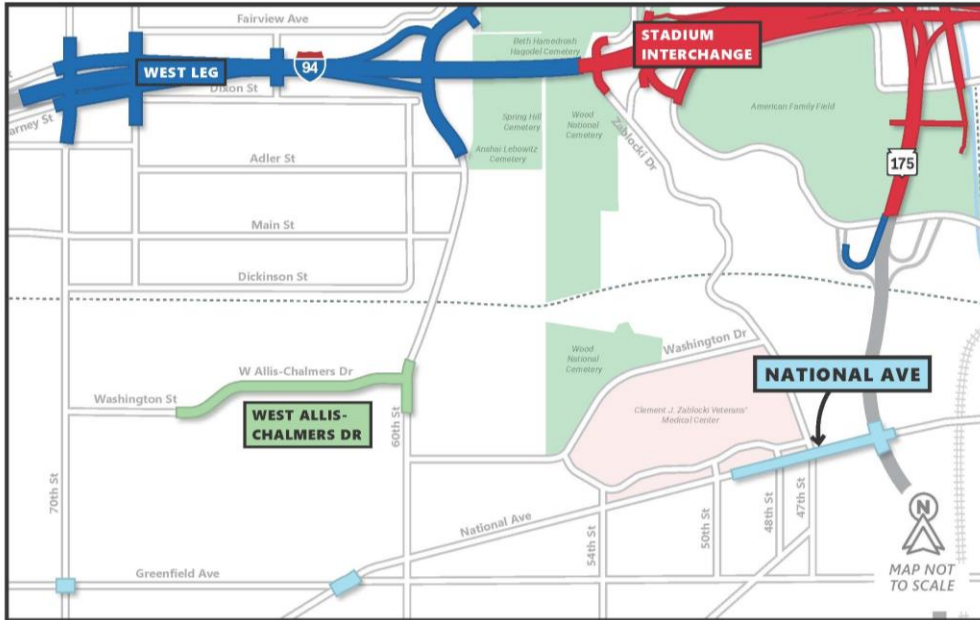


Note: Utility relocation routes and schedules are subject to change

I-94 E-W TMP



I National Avenue Project



PROJECT PURPOSE:

Improve local routes due to permanent Hawley Rd ramp closures

TIMELINE:

Summer/Fall 2025

PROJECT LIMITS:

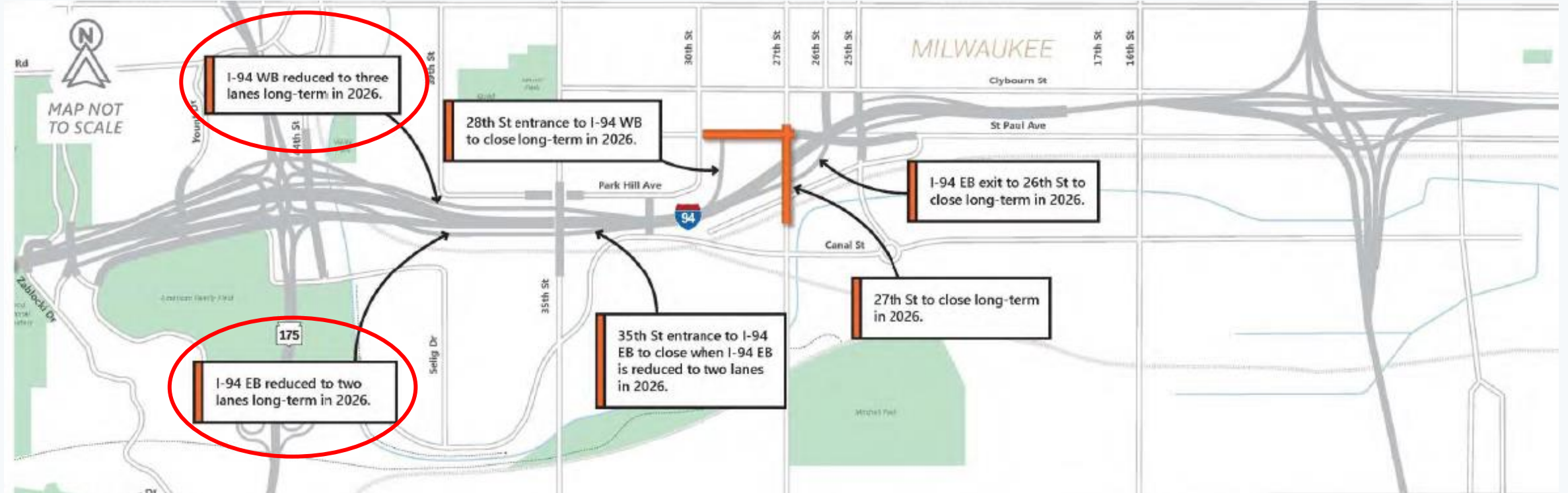
Various locations

- > National Ave from Miller Park Way to 50th St
- > National Ave and Miller Park Way
- > National Ave and Greenfield Ave
- > Greenfield Ave and 70th St

CONSTRUCTION TRAFFIC IMPACTS:

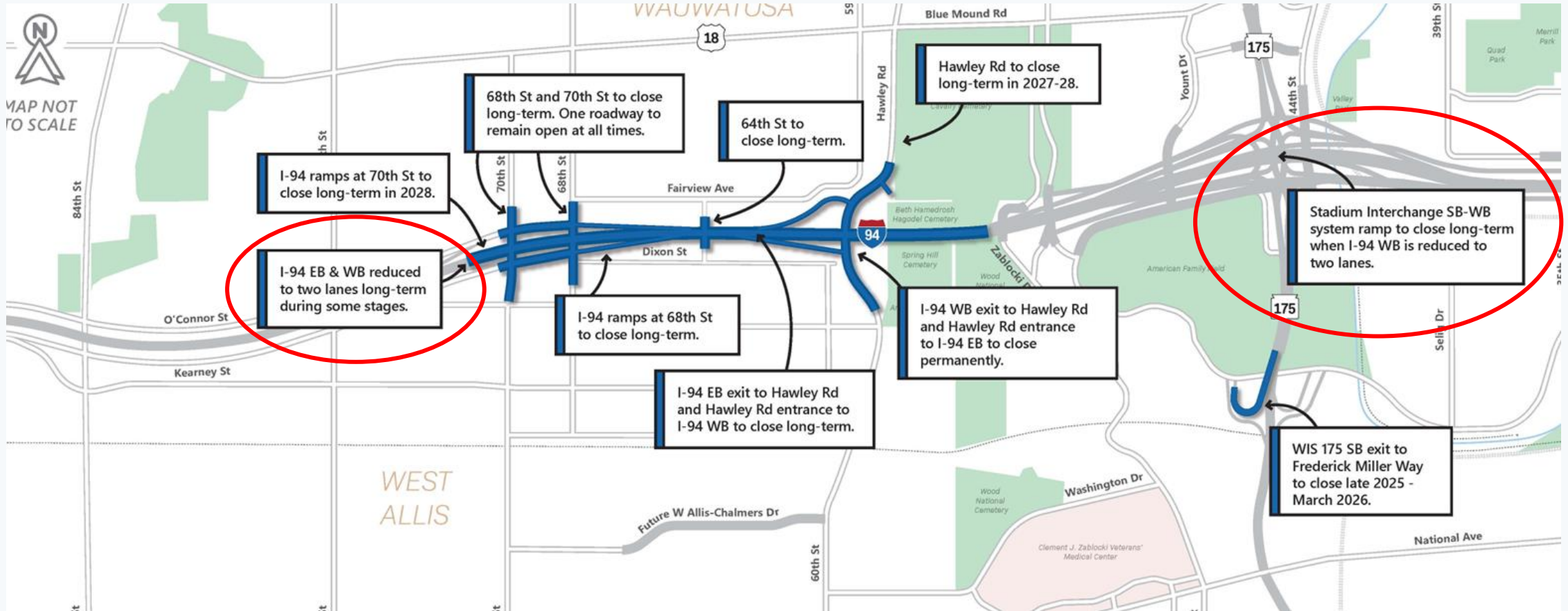
- > Long-term lane closures at National Ave and Miller Park Way
- > Long-term lane closure on National Ave at Greenfield Ave
- > Off-peak lane closure at Greenfield Ave and 70th St

I Early East Leg Construction Overview



The closures reflected on this page will not all be closed at the same time. Project staging is being finalized and subject to change.

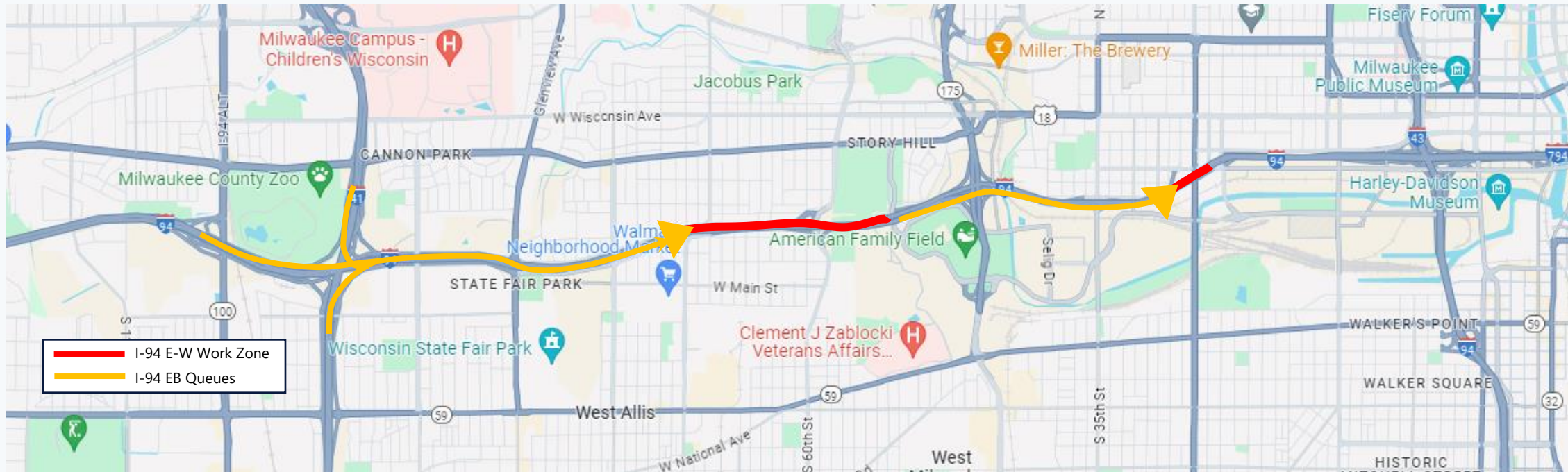
West Leg Construction Overview



The closures reflected on this page will not all be closed at the same time. Project staging is being finalized and subject to change.

I Anticipated Traffic Impacts

I-94 Eastbound Traffic Queueing/Delays (West Leg, Early East Leg)

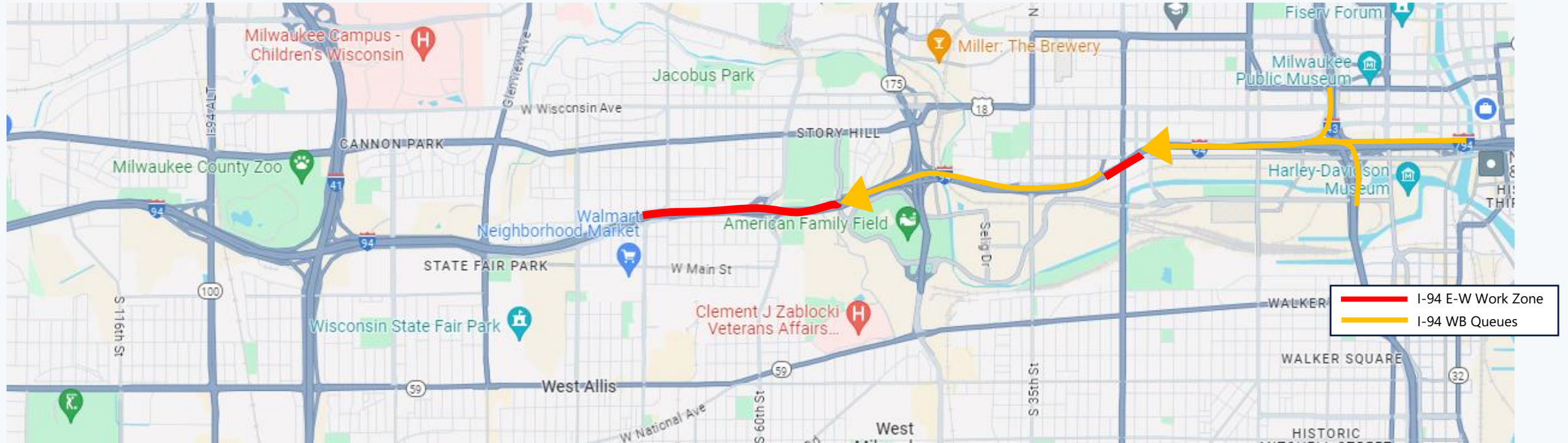


I-94 queueing and delays are anticipated to be experienced from AM peak through PM peak Monday-Friday, and mid-day queueing/delays on weekends.

Note: work zone models show substantially lower queues and delays if diversion from I-94 approaches 40%

I Anticipated Traffic Impacts, continued

I-94 Westbound Traffic Queueing/Delays (West Leg, Early East Leg)

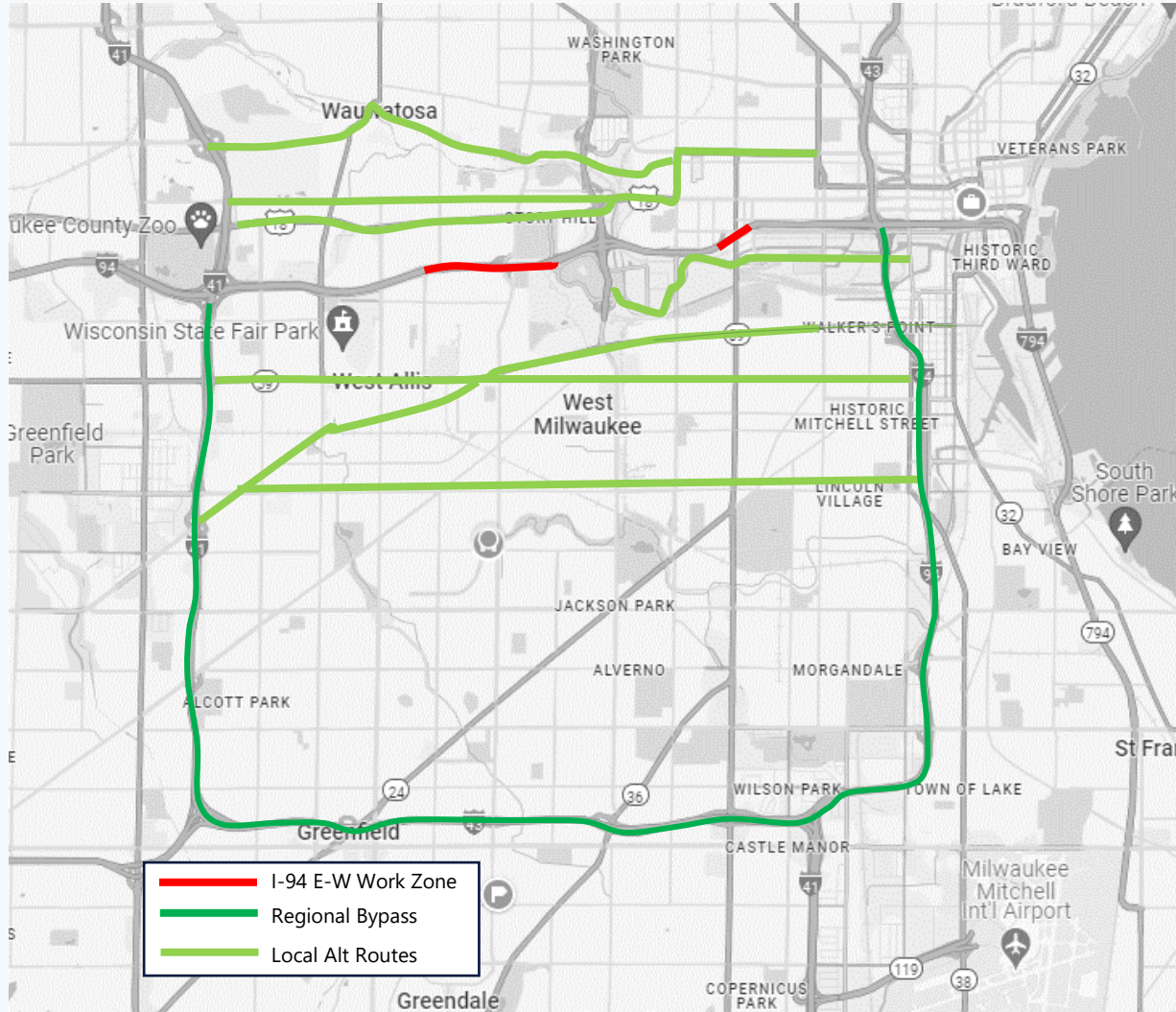


I-94 queueing and delays are anticipated to be experienced from AM peak through PM peak Monday-Friday, and mid-day queueing/delays on weekends.

Note: work zone models show substantially lower queues and delays if diversion from I-94 approaches 40%

I Local Road Detours & Regional Alternate Routes

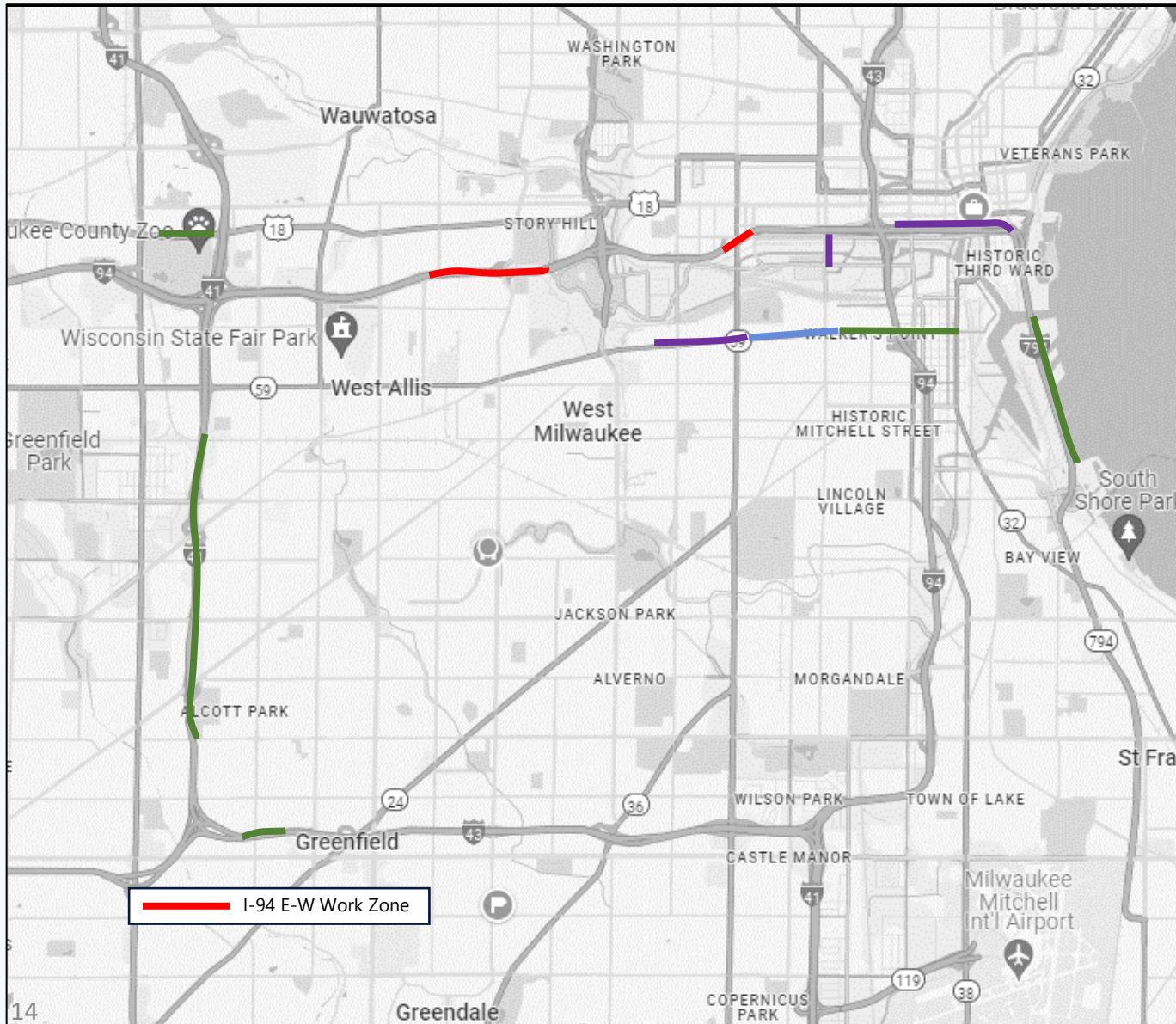
I-94 East-West Diversion (West Leg, Early East Leg)



Primary Diversion Routes include:

- WIS 100 (Brown Deer Rd) and I-894 as regional bypass routes
- State St, Wisconsin Ave, Blue Mound Rd on the North side of I-94
- Canal St, National Ave, Greenfield Ave, and Lincoln Ave on the South side of I-94
- North-South routes (not highlighted on map) include:
 - 35th St (primary diversion for 27th St closure)
 - STH 175
 - STH 145

I Adjacent Projects



2026:

- National Ave, 27th St to 39th St
- 16th St, over Menomonee River
- I-794, Marquette Int to Lake Int

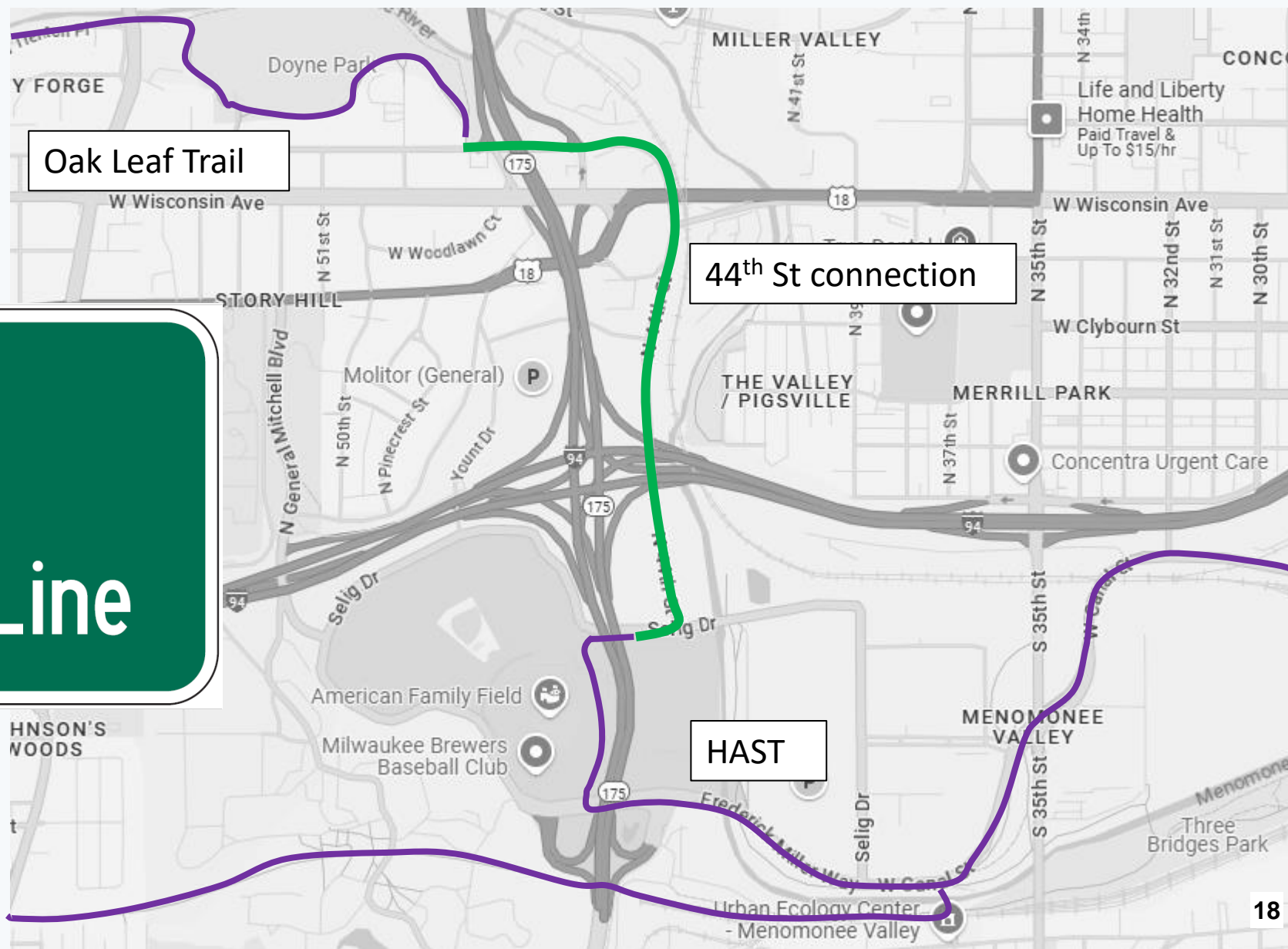
2027:

- National Ave 1st St to 11th St
- I-794 Milwaukee River to Carferry Dr
- Wisconsin Ave, WIS 100 to I-41
- I-894 UPRR to Howard Ave
- I-894 92nd St Bridge

2028:

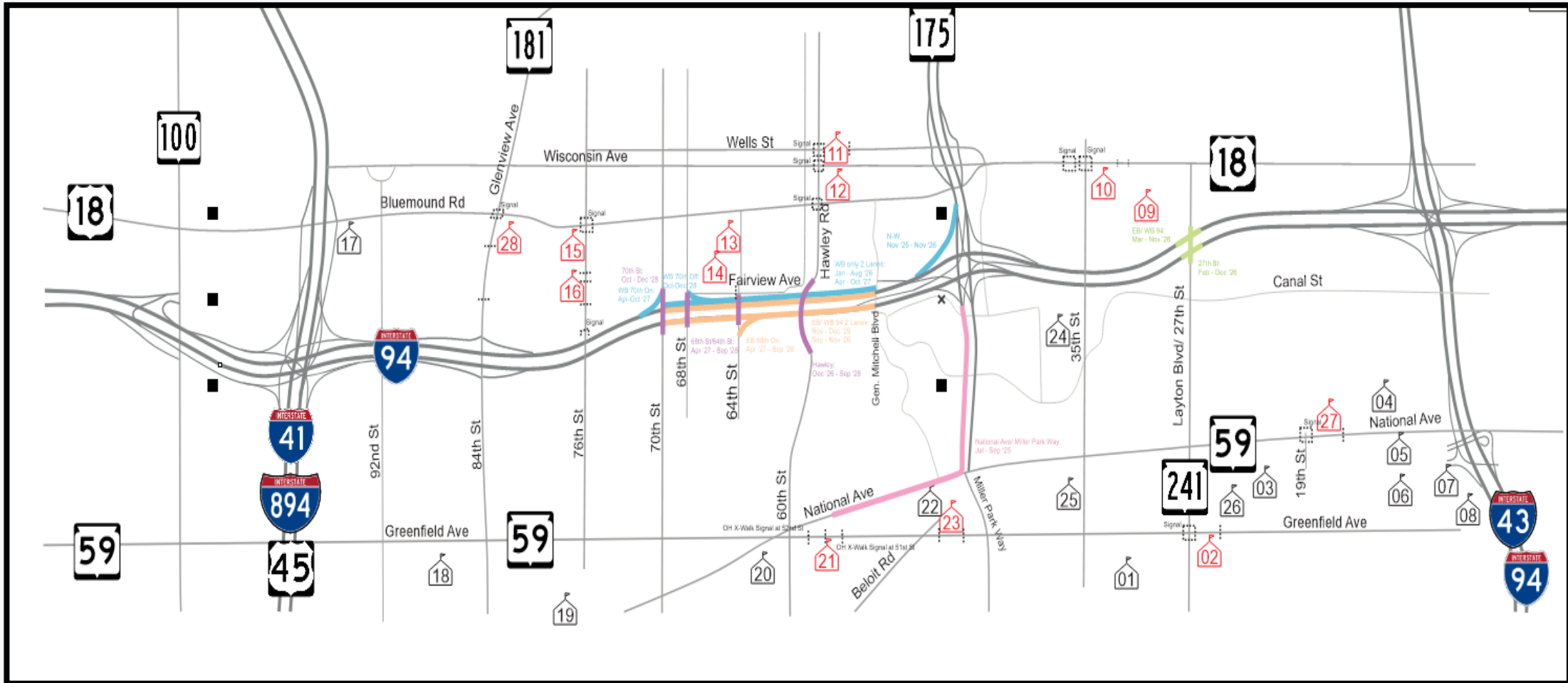
- National Ave 11th St to 27th St

Bicycle/Pedestrian items

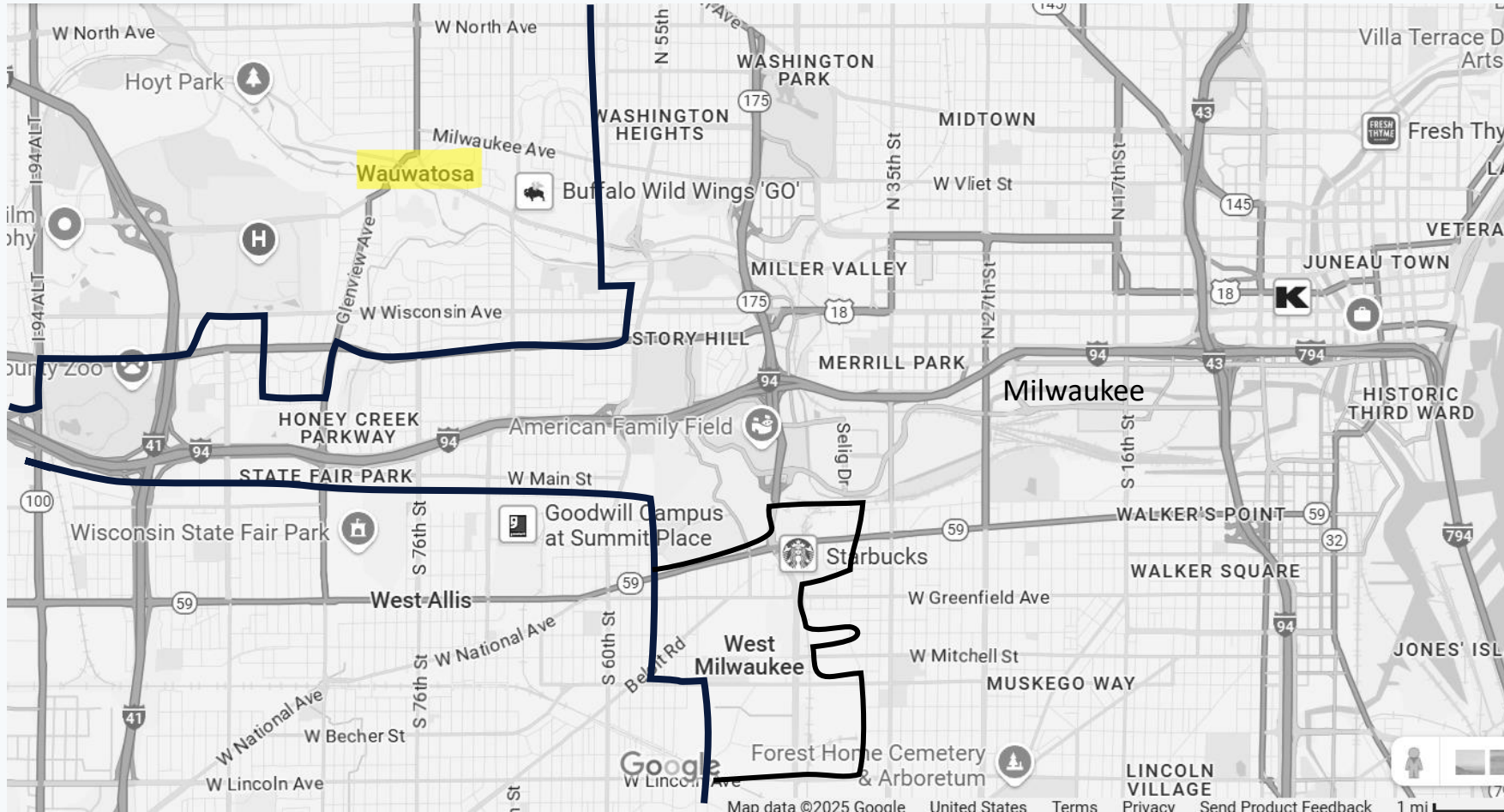


| School Coordination

Goal: enhance safety at schools along key alternate route



Traffic Signal items – City of Wauwatosa



- Strategy: Signal progression along Wisconsin Ave & Bluemound Rd
- Strategy Includes: Signal Timing Adjustments

I Wauwatosa Engineering Dept Requests

- 76th and Wisconsin Ave
 - Updated Traffic Signals
 - Updated Cabinet/Controller
 - NoTraffic Vehicle Detection
 - Pavement Marking
- Glenview (84th St) and Wisconsin
 - Updated Traffic Signals
 - NoTraffic Vehicle Detection
 - Pavement Marking
- State budget signed on July 3, 2025; much to be determined
 - Working through what is feasible with dollars allocated

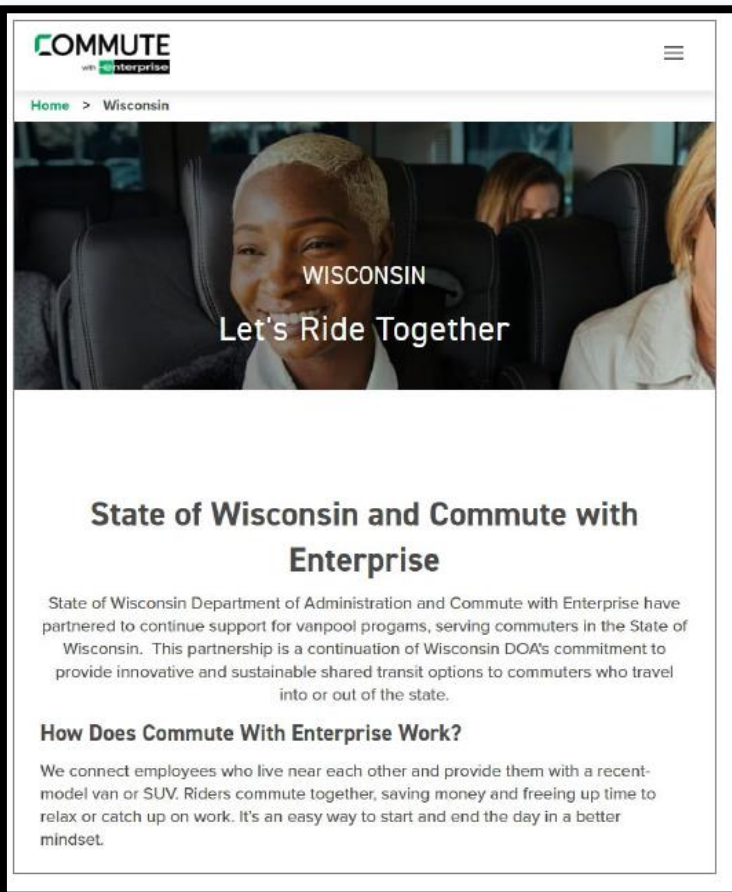
Travel demand and outreach



Potential Employer Outreach Solutions

COMMUTE with Enterprise

Commute together to/from work with others that live and work near you



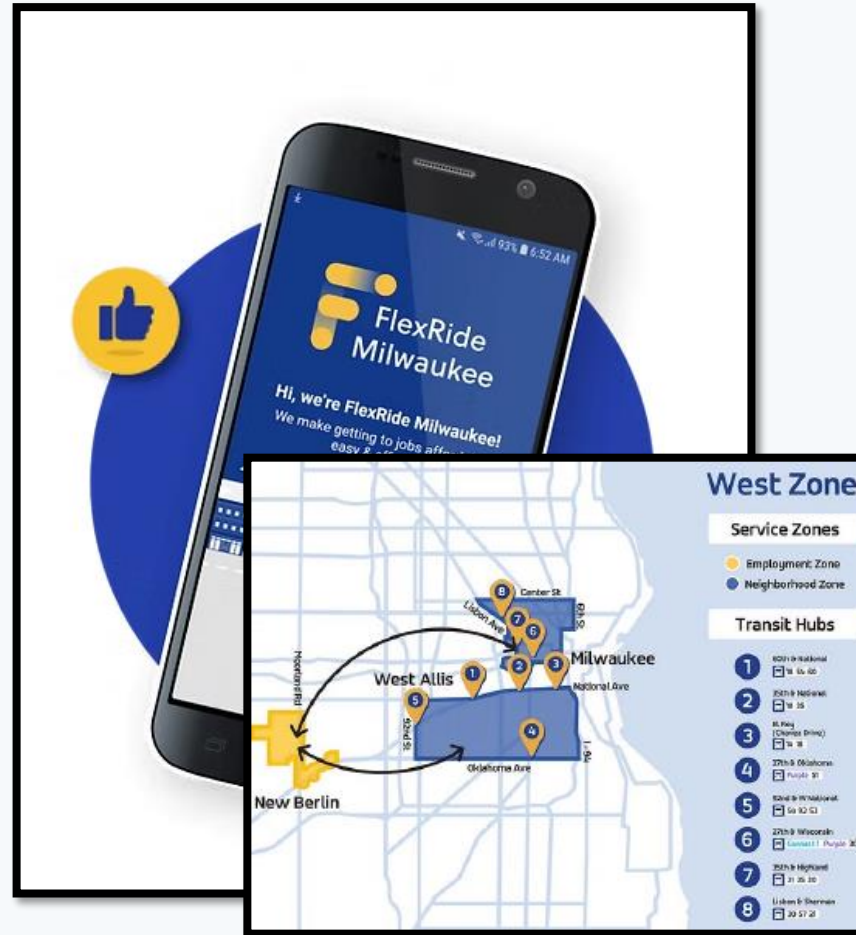
The screenshot shows the 'COMMUTE with Enterprise' website for Wisconsin. The header includes the logo and a navigation bar with 'Home > Wisconsin'. The main banner features a photo of three people in a car with the text 'WISCONSIN Let's Ride Together'. Below this, the title 'State of Wisconsin and Commute with Enterprise' is followed by a paragraph about the partnership. A section titled 'How Does Commute With Enterprise Work?' describes the service.

State of Wisconsin and Commute with Enterprise

State of Wisconsin Department of Administration and Commute with Enterprise have partnered to continue support for vanpool programs, serving commuters in the State of Wisconsin. This partnership is a continuation of Wisconsin DOA's commitment to provide innovative and sustainable shared transit options to commuters who travel into or out of the state.

How Does Commute With Enterprise Work?

We connect employees who live near each other and provide them with a recent-model van or SUV. Riders commute together, saving money and freeing up time to relax or catch up on work. It's an easy way to start and end the day in a better mindset.



FlexRide Milwaukee

Connecting employees to employer hubs in New Berlin, Oak Creek/Franklin, and Butler/Menomonee Falls at an affordable cost

Wisconsin RIDESHARE Program

Connect people with more commute solutions. Ride, drive, or bike



The advertisement features the text 'Find a better commute.' above icons for a bus, car, bicycle, and van. Below the icons is the text 'RIDESHARE etc.' and 'Connecting Wisconsin with a variety of commute options.' The background is a blurred image of a city street.

Find a better commute.

RIDESHARE etc.

Connecting Wisconsin with a variety of commute options.

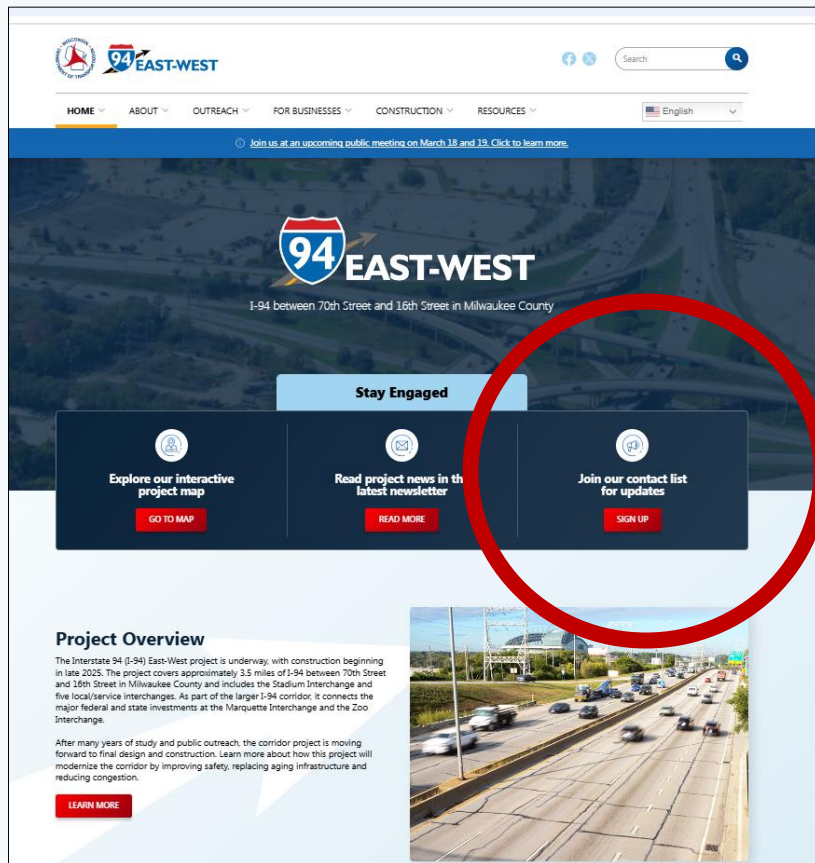
I Transit mitigation

- Transit construction mitigation –\$25-\$30 Million for transit
 - *NOTE: More than double the transit funding of previous WisDOT mega-projects*
- Where is transit funding going?
 - Maintain headways
 - Mitigation for closures (long-term bridge and roadway closures)
 - Temporary stops
 - Paratransit
 - Other



I How to stay up to date

- **Project website:** 94eastwest.wisconsindot.gov
- Sign up for updates



- Business resources available

Temporary Signage Guide

When to Use Temporary Business Signage

Temporary signs can help customers navigate a construction zone to find your business. Below you will learn how to apply for temporary business signs through WisDOT. Please note that WisDOT's temporary signage policy applies only to work in the state highway system, and **business owners are responsible for the cost**. Temporary signage in local streets projects would be managed by the local governing body and may differ from state policy.

When might you need temporary business signage? If your business is located within or adjacent to a construction zone, or nearby construction will alter a main route to your business, you may want to make temporary signage as part of your plan to keep in touch with customers. Other items to consider include:

- Traffic detours
- Changes to driveway access
- Duration of construction
- Peak business season
- Signage versus other outreach options (social media, word of mouth, etc)



This guide will help you understand how and when to coordinate temporary business signage with WisDOT and the construction team.

Before Construction

- **Coordinate sign location(s) with the project engineer**
 - ▶ About two months before construction, coordinate with the Project Engineer to determine sign location(s).
 - ▶ Consider working with other nearby businesses to apply for temporary business signing. Multiple businesses can put their name and logo on the same sign. Or, ask about a general message sign "Access to Main Street Businesses."
 - » If the project includes a detour, additional temporary business signage may be useful along the route.

DESIGN GUIDELINES:

		A 4" Lettering	A 6" Lettering	LOGO
Individual Business Sign 3' x 3' maximum size	Multiple Businesses Sign 4' x 8' maximum size	For roads 45 MPH Speed Limit or Less	For roads 45 MPH Speed Limit or More	Logos cannot exceed 4 sq. feet on your sign

Key points to discuss

- ▶ How will customers access my business during construction? Consider signs at beginning points of construction or side streets that customers might use.
- ▶ Will construction disrupt customer parking?

Design your sign!

- **Fill out the application**
 - ▶ Include an illustration with dimensions and a map for placement.
 - ▶ Work with the project team to establish a point of contact.
 - » Once you are approved, purchase the signs to be ready for construction!
 - ▶ Work with the project team on any question you may have.
 - ▶ Check in with the team prior to placement.
 - ▶ Rely on the project team's expertise on visibility and safety.
 - ▶ **After construction, all signs must be removed within 48 hours.**
 - ▶ Check in with the project team prior to removal.
 - ▶ Let customers know that access is back to normal!



Questions/Discussion





Staff Report

File #: 25-1171

Agenda Date: 7/15/2025

Agenda #: 2.

Presentation by Engineering Division of Public Involvement Meeting #2 (PIM) exhibits and materials for the reconstruction of North Avenue from Met-To-Wee Lane to 73rd Street, which includes replacing two bridges over the Menomonee River

Submitted by:

Jennifer Schroeder, PE
Senior Civil Engineer

Department:

Department of Public Works - Engineering Division

A. Issue

Presentation by Engineering Division of Public Involvement Meeting #2 (PIM) exhibits and materials for the reconstruction of North Avenue from Met-To-Wee Lane to 73rd Street, which includes replacing two bridges over the Menomonee River. This work is included in the Capital Improvements Program (CIP), Project 1127 for the roadway & Project 2301 for the bridges.

B. Background/Options

The purpose of this project is to address the deteriorated pavement condition, structural deficiencies, aged public utilities, known safety and operational issues and substandard bike and pedestrian facilities within the subject section of W. North Avenue.

GRAEF, retained in February 2024 by the City of Wauwatosa, developed a proposed bridge type for the west bridge over the Menomonee River, two alternatives for the east bridge, three alternatives for the intersection of Menomonee River Parkway and three alternatives for the cross section of North Ave from Swan Boulevard to N 73rd Street.

All of the above alternatives were presented to the public at the first Public Involvement Meeting (PIM) held on October 22nd, 2024. The meeting was well attended by constituents and local officials. We received 130 comment forms back regarding the project's alternatives and the comments we received on our social media post were generally positive. Staff took all public comments and engineering principles into account when making a recommendation on the preferred alternative.

As presented to the Committee on December 10th, 2024, staff recommended moving forward with Alternative 2, the signalized intersection for the Menomonee River Parkway intersection and Alternative 2, the separated bike lanes with parking on one side for the section through Midtown. This recommendation best meets the goal of creating a network of infrastructure improvements to facilitate safe, convenient travel for all users of the right-of-way as outlined in the City's Bike and Pedestrian Plan. The recommendation was passed by the Committee.

Based on the staff and Committee recommendation, GRAEF has refined the proposed layout of North Avenue from Met to Wee Lane to just west of Wauwatosa Avenue. They have also developed three dimensional models of the bridges and the intersection of Menomonee River Parkway. The exhibits that are to be presented to the public at the second Public Involvement Meeting (PIM) will be included in the presentation and on display at the meeting for the Committee's review.

The second Public Involvement Meeting (PIM) will be held on July 17th, 2025, at City Hall in the Lower Civic Center from 5:00pm - 7:00pm. This will be an open house format with no formal presentation.

This project is planned for construction in 2028 and 2029.

C. Strategic Plan (Area of Focus)

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

Priority 3: Infrastructure, Goal 1 - Optimize infrastructure to handle 100-year weather events.

Priority 3: Infrastructure, Goal 2 - Ensure the City's infrastructure supports public health through multi-modal transportation and recreation opportunities.

D. Fiscal Impact

This project is partially funded through WisDOT's Local Bridge Program and Surface Transportation Program - Urban. Eligible project costs are funded 80% federal and 20% local in each.

E. Recommendation

This is for presentation only.

(As part of WisDOT's environmental process, public comment is taken into consideration throughout the design process.)

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 117th Street intersection with Gilbert Avenue.



Wauwatosa, WI

7725 W. North Avenue
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Staff Report

File #: 25-1154

Agenda Date: 7/15/2025

Agenda #: 4.

Consideration of request from Engineering Division to adopt a 25-mph posted speed limit on Vliet Street-Milwaukee Avenue between 60th Street (East City Limit) and Ludington Avenue

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering Division

A. Issue

Ordinance language clean-up required due to existing language conflict

B. Background/Options

Staff realized that WMC 11.36.470 shows a 30-mph speed limit for Vliet Street-Milwaukee Avenue from 60th Street (East City Limit) to North 73rd Street. WMC 11.36.472 shows a 25-mph speed limit for Milwaukee Avenue from east of North 74th Street to North 60th Street.

The intended and signed speed limit for the entirety of Vliet Street-Milwaukee Avenue is 25 mph. Therefore, staff recommends that an ordinance be prepared to formally adopt a 25-mph speed limit on Vliet Street-Milwaukee Avenue.

C. Strategic Plan (Area of Focus)

NA

D. Fiscal Impact

None

E. Recommendation

Recommend Common Council adopt an ordinance to formally adopt a 25-mph posted speed limit on Vliet Street-Milwaukee Avenue between 60th Street (East City Limit) and Ludington Avenue.



Wauwatosa, WI

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Staff Report

File #: 25-1172

Agenda Date: 7/15/2025

Agenda #: 5.

Update from Engineering Division on the 90-day trial of parking prohibitions on the west side of 84th Street in front of 2357 N. 84th Street, on the east side of 84th Street in front of 2336 N. 84th Street, and on the west side of 84th Street in front of the north 17 feet of 2321 N. 84th Street

Submitted by:

Elizabeth Saunderson, PE

Department:

DPW - Engineering Division

The 90-day trial of parking prohibitions on the west side of 84th Street in front of 2357 N. 84th Street, on the east side of 84th Street in front of 2336 N. 84th Street, and on the west side of 84th Street in front of the north 17 feet of 2321 N. 84th Street began on June 24, 2025 and is set to end on September 22, 2025. Engineering Division has been observing parking and traffic along 84th Street during the trial period. During times when 84th Street is heavily parked, vehicles have been observed using the temporary No Parking zones to allow oncoming vehicles to pass.

