

Steven Braatz

From: Andrew Meindl
Sent: Monday, June 2, 2025 1:06 PM
To: Michael May
Cc: Mike Morgan; Steven Braatz
Subject: Suggestions to Strengthen Neighborhood Traffic Calming Program Implementation

Michael,

I will not be in attendance tomorrow at TAC but wanted to provide my thoughts on the agenda topics. Thank you for your work on the proposed updates to the Neighborhood Traffic Calming Program. In my opinion, The shift away from resident-funded projects and toward a data-driven, equity-oriented approach is a significant and welcome improvement. I appreciate the clarity and accessibility of the new materials and wanted to offer a few suggestions to further strengthen implementation and community trust. I may be "off base" on some but here are my suggestions:

1. **Public Feedback Step Before Implementation**

Consider incorporating a short public comment or neighborhood feedback window before construction of top-ranked projects. Even a brief engagement phase can improve awareness, reduce potential objections, and enhance community buy-in.

2. **Increased Transparency in Discretionary Adjustments**

While the ability for Engineering to adjust rankings is understandable, it would be helpful if discretionary point additions or project delays were accompanied by a written explanation, shared either publicly or with the Transportation Affairs Committee (outside annual report), to ensure transparency and fairness.

3. **Defined Appeal Timeline**

To make the appeals process more accessible, consider including a specific deadline (e.g., within 30 days of notification) for residents to request reconsideration. This would help clarify expectations and maintain process integrity.

4. **Pilot Program for Borderline or Non-Qualifying Areas**

A small number of quick-build projects in areas that don't quite meet data thresholds—but have demonstrated strong resident concern—could serve as pilots to validate or refine threshold criteria.

5. **Proactive Outreach and Visibility**

The program could benefit from broader visibility, such as inclusion in neighborhood association newsletters, school communications, and direct outreach from alderpersons or block captains. Many residents may be unaware that they can submit requests or how the ranking system works.

6. **Stronger Linkages to Broader City Goals**

Where applicable, consider directly linking the program to Wauwatosa's Complete Streets policy, Safe Routes to School plans, or health/sustainability goals. This may also help with future grant eligibility and performance metrics.

7. **One-Stop Shop Web Page**

As part of the city website redesign, it would be helpful to create a centralized "one-stop shop" landing page with everything residents need: eligibility maps, application links, ranking criteria, past projects, and program contacts. This would improve accessibility and support community understanding.

With appreciation,
Andrew

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