



Wauwatosa, WI

Transportation Affairs Committee

Meeting Agenda - Final

Tuesday, May 12, 2026

6:45 PM

Committee Room #1 and Zoom:
<https://servetosa.zoom.us/j/82091946645>,
Meeting ID: 820 9194 6645

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 Common Council resolution supporting exploration of Amtrak service in Wauwatosa [26-0695](#)
2. Consideration of Common Council resolution supporting sustainable transportation funding for local governments [26-0825](#)
3. Consideration of request from Engineering Division to modify parking restrictions on Gridley Avenue following the completion a 90-day parking trial [26-0838](#)
4. Consideration of request from Engineering Division for the modification of parking restrictions on Portland Avenue following the completion of a 90-day parking trial [26-0839](#)
5. Consideration of request from Engineering Division for parking prohibitions on the west side of 85th Street from Hawthorne Avenue to the north property line of 169 N 85th Street following the completion of a 90-day parking trial [26-0840](#)
6. Consideration of request from Engineering Division for a 90-day trial of parking prohibitions at any time on the north side of Chestnut Street from Robertson Street to 143 feet west thereof and on the south side of Chestnut Street from Robertson Street to 88 feet west thereof [26-0841](#)

7. Consideration of request from Engineering Division to additionally prohibit right turns on red on the southbound approach at Harwood and Glenview Avenues [26-0842](#)
8. Consideration of request from Engineering Division to install stop signs on the Forest Street approaches to Woodland Avenue [26-0843](#)
9. Consideration of request from Engineering Division to install all-way stop control at the 114th Street intersection with Clarke Street, 115th Street intersection with Clarke Street, and 115th Street intersection with Meinecke Street [26-0829](#)

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

Staff Report

File #: 26-0695

Agenda Date: 5/12/2026

Agenda #: 1.

Consideration of Common Council resolution supporting exploration of Amtrak service in Wauwatosa

Submitted by:

Boris Veleusic, City Engineer

Department

Engineering

A. Issue

Consideration of Common Council resolution supporting the Hiawatha West service expansion project to include a stop in the City of Wauwatosa.

B. Background/Options

The existing Amtrak Hiawatha passenger route services approximately 631,000 passengers on 6 round trips between Milwaukee and Chicago. Hiawatha also connects to 7 midwest routes and 8 long distance routes at the Chicago hub. Amtrak is proposing an extension to the Hiawatha service west from Milwaukee to Madison, connecting through several communities along the route. The Canadian Pacific Kansas City (CPKC) and the Wisconsin & Southern Railroad (WSOR) tracks will be utilized as the route between Milwaukee and Madison. Temporary stations are planned for an estimated period of 3-6 years until final station locations are determined, design is completed, and funding is secured. Preferred temporary stations currently under consideration are Watertown, Pewaukee, and the final destination in Madison. These locations have been selected due to minimal track infrastructure upgrades required and minimal impacts to CPKC and WSOR operations. Permanent station locations could be different than the planned temporary station locations.

The City of Wauwatosa could be an ideal station location due to its ability to serve other suburban communities in western Milwaukee and eastern Waukesha Counties, easy access to the CPKC railroad in downtown Wauwatosa, and the large population of daily commuters traveling daily to Wauwatosa for work with large regional employers, including the Milwaukee Regional Medical Center (MRMC). City staff met with Amtrak staff to understand the current status of the project and the attached information was shared. The addition of a station in Wauwatosa would align with Wauwatosa's Strategic Goal of reducing reliance on single occupant vehicles as well as reducing associated congestion and carbon emissions. One possible location for a station would be the City owned parking lot where the Little Red Store is located, however, all feasible locations would be evaluated.

C. Strategic Plan (Area of Focus)

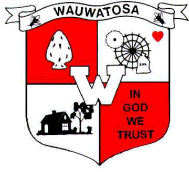
Transportation, multi-modal

D. Fiscal Impact

None at this time. Once underway, the project will be 80% federally funded and 20% state and locally funded for design and construction. Federal and state funding has not yet been secured.

E. Recommendation

Approval of the attached Common Council resolution supporting exploration of Amtrak service in Wauwatosa.



ALDERPERSON AGENDA ITEM MEMO

To: **Transportation Affairs Committee**

From: Robin Brannin, Alderperson District 9 and Joe Phillips, Alderperson District 7

Date: April 6, 2026

Subject: Resolution Supporting Exploration of Amtrak Service in Wauwatosa

Background/Rationale

The City of Wauwatosa has historically supported transportation options that improve mobility and connectivity for residents, workers, and visitors. With the passage of the 2021 Bipartisan Infrastructure Law, \$102 billion was allocated for rail investment across the United States. As part of this investment, Amtrak is exploring expansion of the Chicago-to-Milwaukee Hiawatha Service, including potential new stops in Pewaukee, Watertown, and Madison.

This resolution directs city staff to engage with relevant partners to explore the feasibility of including a stop in the City of Wauwatosa as part of the Hiawatha Line expansion.

Resolution

WHEREAS, the City of Wauwatosa is a transit-oriented community that has long advocated for transportation alternatives for its residents and commuters; and

WHEREAS, the City of Wauwatosa was formerly served by passenger rail service beginning in 1850 and ending in 1971, with several passenger rail depots existing in the city, including the building that is now referred to as the "Little Red Store"; and

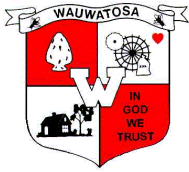
WHEREAS, commuters benefited from these offerings, with the Milwaukee Road railway providing transport to both the City of Milwaukee (eastbound) and the City of Waukesha (westbound); and

WHEREAS, the 2021 Bipartisan Infrastructure Law allocates \$102 billion in federal funding for rail lines across the United States; and

WHEREAS, Amtrak is seeking to expand the existing Chicago-to-Milwaukee Hiawatha Service with planned stops in Pewaukee, Watertown, and Madison; and

WHEREAS, securing Amtrak service in the City of Wauwatosa is a high priority for the betterment of the City of Wauwatosa's residents, workers, and visitors;

NOW THEREFORE BE IT RESOLVED that the Common Council hereby directs city staff to engage with all relevant and necessary authorities to explore the feasibility of Amtrak, including a stop in the City of Wauwatosa, as part of the imminent expansion of the Hiawatha Line.



ALDERPERSON AGENDA ITEM MEMO

BE IT FURTHER RESOLVED that the Common Council directs city staff to provide periodic updates to the Transportation Affairs Committee and, when appropriate, to the Common Council Committee of the Whole on their ongoing efforts to meet this directive.

Requested Action

The Transportation Affairs Committee is requested to review and recommend approval of the resolution directing staff to explore the feasibility of securing Amtrak service in the City of Wauwatosa as part of the potential expansion of the Hiawatha Line.

Project Overview & Status Update



Analysis Ongoing - Subject to Change

Proposed Hiawatha West

Extends 2 Chicago-Milwaukee *Hiawatha Service* trains west to Waukesha, Jefferson, and Dane counties

One-seat direct service between Wisconsin stations and Chicago

Utilizes existing railroad infrastructure

Temporary platforms for a startup service, permanent stations in later phases

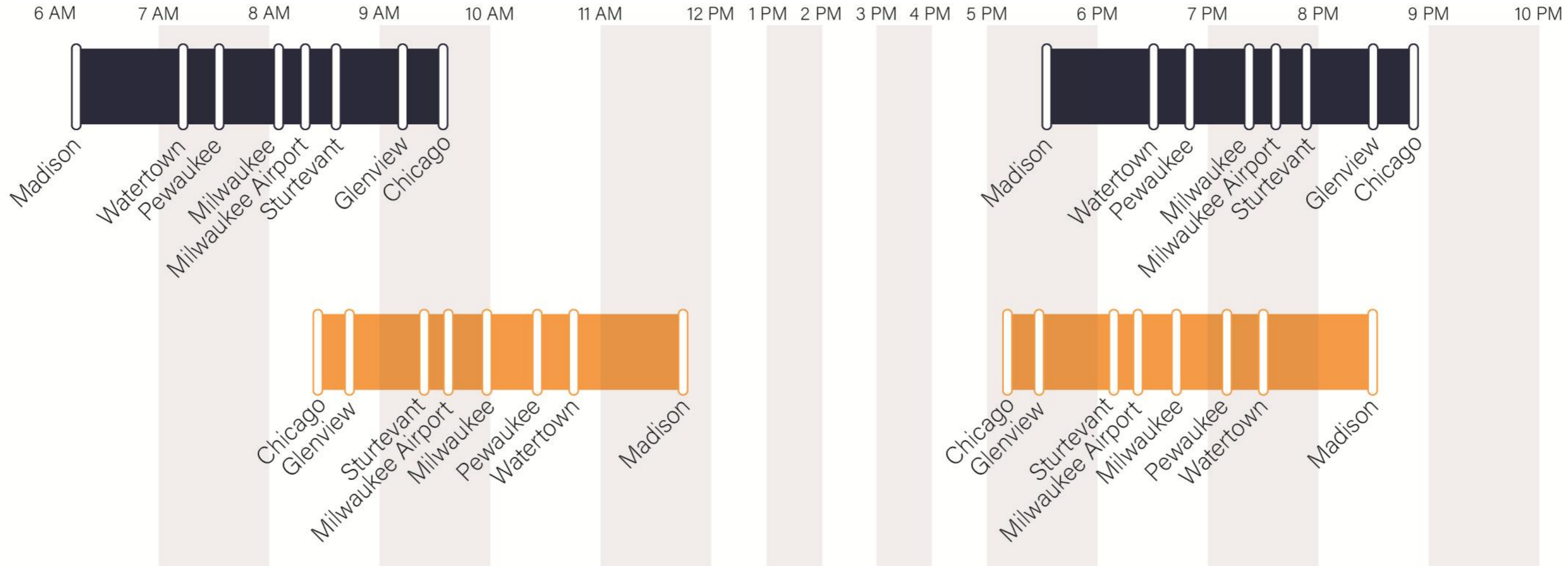
Different from previous efforts on corridor

- *Hiawatha West* is a conventional speed service NOT high-speed rail
- Upgrades to existing infrastructure supporting passenger and freight trains
- Fewer capital projects needed
- Lower operating costs



Initial Draft Conceptual Schedule

Based on initial infrastructure evaluation, will be refined as project advances



Analysis Ongoing - Subject to Change



Key Service Facts: Wauwatosa

4 additional trains per day on CPKC main line (2 each direction)

- ~7:45 AM and ~10:10 AM
- ~6:55 PM and ~7:05 PM

Similar speed pattern as current Empire Builder and Borealis

- Up to 79 MPH outside of municipality
- 35-55 MPH in denser areas
- 4 Amtrak trains operate at this speed today

Crossings to be re-timed for additional service

Temporary Station Overview

Summary



- Temporary platforms sufficient for day-to-day operations
- Implemented to start service while more permanent stations are developed

Design Elements

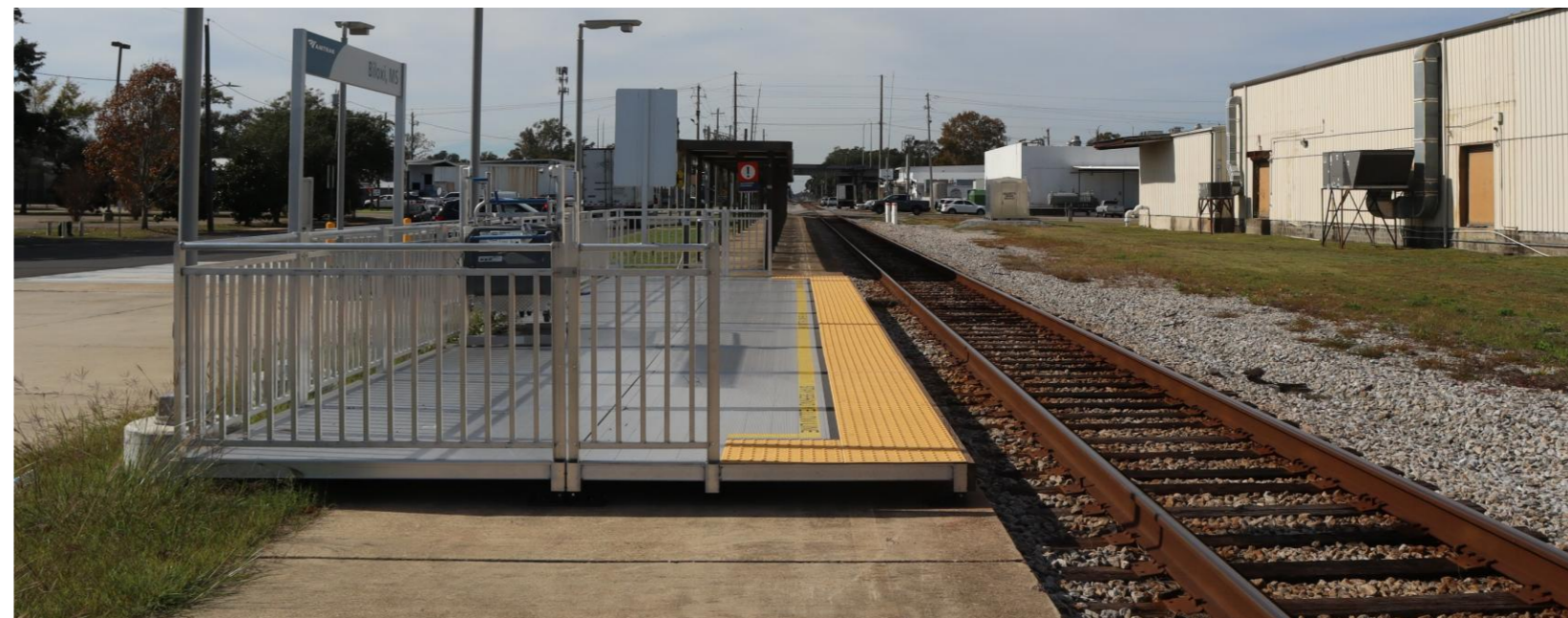


- Stations will be ADA accessible
- Parking, lighting, ADA ramps, signage

Subsequent phases



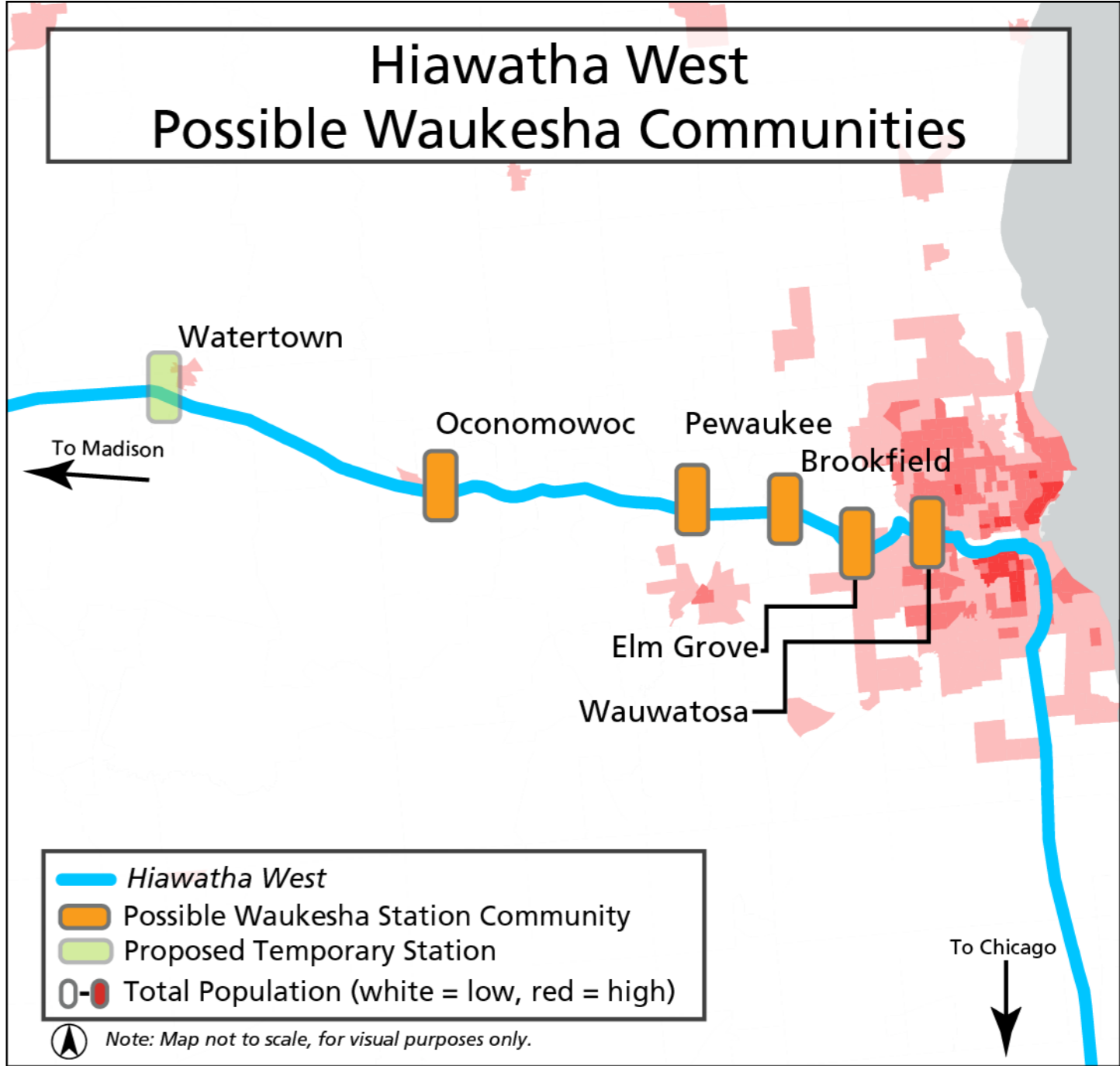
- Permanent platforms with building/shelter
- May be at same or different location



Potential Milwaukee/Waukesha Station Communities

| Community | Opportunities | Challenges |
|------------|--|---|
| Wauwatosa | High population density | Proximity to Milwaukee |
| Elm Grove | Located near Waukesha County population hubs | Proximity to Milwaukee & existing infrastructure |
| Brookfield | Central location within Waukesha County | Railroad operation requirements and limited space for parking |
| Pewaukee | Proximity to population hubs and spacing relative to Watertown/Madison/Milwaukee | Site may have engineering challenges |
| Oconomowoc | Growing community location options in downtown core | Proximity to Waukesha County population hubs |

NOTE: Borealis and Empire Builder pass through these communities today



Analysis Ongoing - Subject to Change



Wauwatosa, WI

Staff Report

File #: 26-0825

Agenda Date: 5/12/2026

Agenda #: 2.

Consideration of Common Council resolution supporting sustainable transportation funding for local governments

A. Issue

The League of Wisconsin Municipalities is requesting local governing bodies approve a resolution expressing support for more local transportation assistance as the State heads into the next biennial budget process in 2027. The resolution urges the Governor and State Legislature to enact a comprehensive, sustainable transportation funding solution.

A copy of the resolution is attached with this file.

B. Recommendation

Staff recommend the Common Council approve the draft resolution.

Transportation Resolution

2026

WHEREAS, local units of government in Wisconsin own and maintain approximately 90% of the public road miles in the state, including city and village streets, county highways, and town roads; and

WHEREAS, Wisconsin's economy—rooted in manufacturing, agriculture, and tourism—relies on a safe, reliable, and well-maintained transportation network; and

WHEREAS, local governments greatly appreciate the one-time infusions of General Purpose Revenue, primarily sales and income taxes, and other revenue provided in recent state budgets, which have enabled the initiation and continuation of the successful and popular Local Roads Improvement Program Supplemental (LRIP-S); and

WHEREAS, despite modest increases from the state over the years, transportation aids to local governments remain insufficient to keep pace with inflation and rising construction costs, leaving many communities funded below 2000 levels in real dollars; and

WHEREAS, local governments throughout Wisconsin continue to struggle to perform even routine maintenance, pavement preservation, and safety improvements, resulting in deteriorating roads and bridges; and

WHEREAS, the inaugural inventory and assessment of small bridges between 6 to 20 feet found about 10% of the nearly 17,000 structures to be in poor or severe condition; and

WHEREAS, levy limits and other fiscal constraints prevent local governments from independently filling the funding gap created by inadequate state transportation aids; and

WHEREAS, absent sustainable state funding, many communities have been forced to address their shortfalls by significantly increasing borrowing, deferring essential projects, or imposing local vehicle registration ("wheel") taxes; and

WHEREAS, Wisconsin motorists currently pay among the lowest transportation user fees in the Midwest, while neighboring states and dozens of others nationwide have enacted long-term revenue measures to keep their transportation systems competitive; and

WHEREAS, Wisconsin is increasingly relying on General Purpose Revenues to make needed investments, potentially pitting transportation against other vital services, such as education; and

WHEREAS, continued lack of growing, dedicated, and predictable revenue places Wisconsin at a growing economic disadvantage by threatening the efficiency of freight movement, the safety of travelers, and the attractiveness of our state to businesses and residents; and

WHEREAS, both Wisconsin's aging Interstate highway system—largely constructed in the 1950s and 1960s—and our extensive network of state and local roads require predictable, adequate, and sustainable funding to meet current and future needs;

NOW, THEREFORE, BE IT RESOLVED that the [_____ Common Council / Village Board] strongly urges the Governor of Wisconsin and the State Legislature to enact a comprehensive, sustainable transportation funding solution that:

1. Provides adequate and reliable revenue growth for the efficient long-term planning and execution of state and local transportation programs;
2. Includes responsible and prudent use of General Purpose Revenue and bonding;
3. Adjusts any new and existing transportation user fees and other revenue mechanisms to sustain purchasing power in order to maintain and improve Wisconsin's transportation infrastructure; and
4. Ensures transportation continues to deliver for Wisconsin by adequately funding reconstruction, preservation, and safety investments on the state and local systems.

BE IT FURTHER RESOLVED that the clerk is hereby directed to transmit a copy of this resolution to the Governor's office, all members of the Wisconsin State Senate and Assembly representing districts within [County/City/Village/Town], and the League of Wisconsin Municipalities.

Adopted this _____ day of _____, 2026.

For contact information for your Legislative Delegation <http://legis.wisconsin.gov/>
Governor's email address: govinfo@wisconsin.gov



Wauwatosa, WI

Staff Report

File #: 26-0838

Agenda Date: 5/12/2026

Agenda #: 3.

Consideration of request from Engineering Division to modify parking restrictions on Gridley Avenue following the completion a 90-day parking trial

Submitted by:

Elizabeth Saunderson, PE

Department

DPW - Engineering Division

A. Issue

On-street parking impacts travel and access along Gridley Avenue, particularly during school hours

B. Background/Options

There are no signed parking restrictions on the north side of Gridley Avenue between Glenview Avenue and Robertson Street except for a segment from 179 feet west of Glenview Avenue to 248 feet west of Glenview Avenue where parking is prohibited at any time. On the south side of Gridley Avenue, parking is currently prohibited for more than 2 hours on weekdays between 9 am and 4 pm except for a segment from 161 feet west of Glenview Avenue to 249 feet west of Glenview Avenue where parking is prohibited at any time.

Gridley Avenue measures 24 feet wide curb-to-curb. When vehicles are parked on both sides of the street, the street is effectively narrowed to an 8-foot wide travel lane for two-way traffic.

A 90-day parking trial prohibited parking at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof and prohibited parking on school days from 7:30-9 am and 2-4:30 pm on the north side of Gridley Avenue from Glenview Avenue to 92 feet west thereof and from 380 feet west of Glenview Avenue to 400 feet west of Glenview Avenue.

Staff recommends permanently prohibiting parking at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof and permanently prohibiting parking on school days from 7:30-9 am and 2-4:30 pm on the north side of Gridley Avenue from Glenview Avenue to 92 feet west thereof and from 380 feet west of Glenview Avenue to 400 feet west of Glenview Avenue.

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 any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof and to prohibit parking on school days from 7:30-9 am and 2-4:30 pm on the north side of Gridley Avenue from Glenview Avenue to 92 feet west thereof and from 380 feet west of Glenview Avenue to 400 feet west of Glenview Avenue.



Proposal to prohibit parking on school days from 7:30-9 am and 2-4:30 pm

Existing hydrant

Proposal to prohibit parking on school days from 7:30-9 am and 2-4:30 pm

Proposal to prohibit parking at any time

Existing parking:
----- 2-hour parking 9 am - 4 pm weekdays
————— No parking anytime

Gridley, Glenview to Robertson



Wauwatosa, WI

Staff Report

File #: 26-0839

Agenda Date: 5/12/2026

Agenda #: 4.

Consideration of request from Engineering Division for the modification of parking restrictions on Portland Avenue following the completion of a 90-day parking trial

Submitted by:

Elizabeth Saunderson, PE

Department

DPW - Engineering Division

A. Issue

On-street parking impacts travel and access along Portland Avenue, particularly during school hours.

B. Background/Options

There are no signed parking restrictions on the north side of Portland Avenue between Glenview Avenue and Robertson Street except for a segment from 100 feet west of Glenview Avenue to 159 feet west of Glenview Avenue where parking is prohibited at any time.

Portland Avenue measures 24 feet wide curb-to-curb. When vehicles are parked on both sides of the street, the street is effectively narrowed to an 8-foot wide travel lane for two-way traffic.

A 90-day parking trial prohibited parking from 7:30-9 am and 2-4:30 pm on school days on the north side of Portland Avenue from Glenview Avenue to 100 feet west thereof and on the north side of Portland Avenue in front of 8202 Portland Avenue.

Staff recommends permanently prohibiting parking from 7:30-9 am and 2-4:30 pm on school days on the north side of Portland Avenue from Glenview Avenue to 100 feet west thereof and on the north side of Portland Avenue in front of 8202 Portland Avenue.

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 from 7:30-9 am and 2-4:30 pm on school days on the north side of Portland Avenue from Glenview Avenue to 100 feet west thereof and on the north side of Portland Avenue in front of 8202 Portland Avenue.



Proposal to prohibit parking on school days from 7:30-9 am and 2-4:30 pm

Proposal to prohibit parking on school days from 7:30-9 am and 2-4:30 pm

Existing parking:
- - - - - 2-hour parking 9 am - 4 pm weekdays
- - - - - No parking school days 7 am - 3 pm
- - - - - No parking anytime



Wauwatosa, WI

Staff Report

File #: 26-0840

Agenda Date: 5/12/2026

Agenda #: 5.

Consideration of request from Engineering Division for parking prohibitions on the west side of 85th Street from Hawthorne Avenue to the north property line of 169 N 85th Street following the completion of a 90-day parking trial

Submitted by:

Elizabeth Saunderson, PE

Department

DPW - Engineering Division

A. Issue

On-street parking impacts travel and access along 85th Street.

B. Background/Options

Parking is currently prohibited for more than 2 hours between 9 am and 6 pm on 85th Street between Hawthorne Avenue and Hill Street.

85th Street measures 24 feet curb-to-curb. When vehicles are parked on both sides of the street, the street is effectively narrowed to an 8-foot wide travel lane for two-way traffic.

A 90-day trial prohibited parking at any time on the west side of 85th Street from Hawthorne Avenue to the north property line of 169 N 85th Street.

Staff recommends permanently prohibiting parking at any time on the west side of 85th Street from Hawthorne Avenue to the north property line of 169 N 85th Street.

C. Strategic Plan (Area of Focus)

N/A

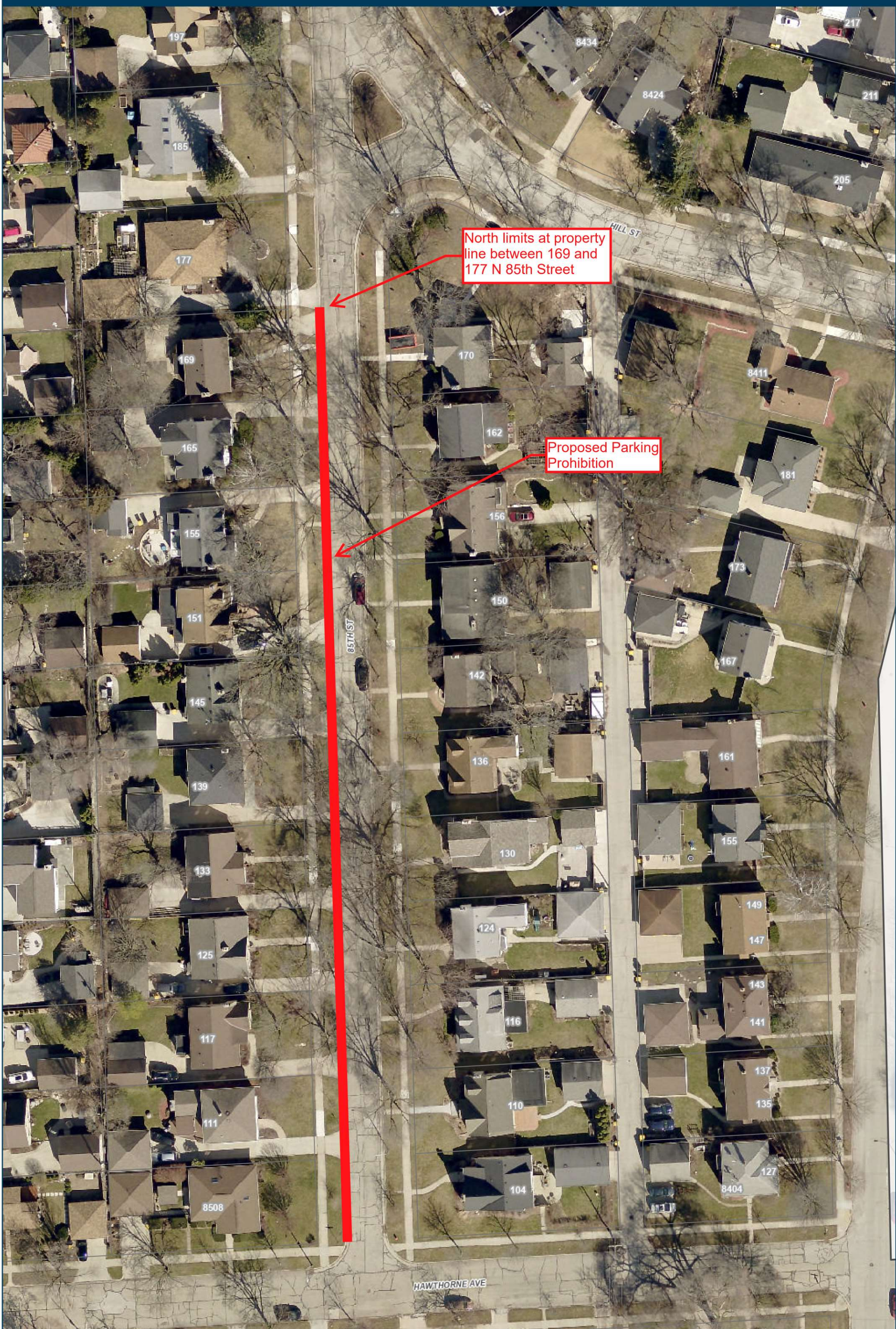
D. Fiscal Impact

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 at any time on the west side of 85th Street from

Hawthorne Avenue to the north property line of 169 N 85th Street.



North limits at property line between 169 and 177 N 85th Street

Proposed Parking Prohibition



Wauwatosa, WI

Staff Report

File #: 26-0841

Agenda Date: 5/12/2026

Agenda #: 6.

Consideration of request from Engineering Division for a 90-day trial of parking prohibitions at any time on the north side of Chestnut Street from Robertson Street to 143 feet west thereof and on the south side of Chestnut Street from Robertson Street to 88 feet west thereof

Submitted by:

Elizabeth Saunderson, PE

Department

DPW - Engineering Division

A. Issue

On-street parking impacts turning movements and access at the dead end on Chestnut Street.

B. Background/Options

Parking is currently unrestricted on Chestnut Street.

Chestnut Street measures 25.5 feet curb-to-curb. When vehicles are parked on one or both sides of Chestnut Street near the dead end, there is insufficient space for turning movements, which limits access for garbage collection trucks, snow plows and other vehicles.

Engineering staff recommends initiating a 90-day trial of parking prohibitions at any time on the north side of Chestnut Street from Robertson Street to 143 feet east thereof and on the south side of Chestnut Street from Robertson Street to 88 feet east thereof.

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 initiate a 90-day trial of parking prohibitions at any time on the north side of Chestnut Street from Robertson Street to 143 feet east thereof and on the south side of Chestnut Street from Robertson Street to 88

feet east thereof.



Proposed Parking Trial:
No Parking Anytime

Chestnut St

City of
Wauwatosa





Wauwatosa, WI

Staff Report

File #: 26-0842

Agenda Date: 5/12/2026

Agenda #: 7.

Consideration of request from Engineering Division to additionally prohibit right turns on red on the southbound approach at Harwood and Glenview Avenues

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering Division

A. Issue

Poor lines of sight exist at the intersection.

B. Background/Options

The Harwood Avenue and Glenview Avenue/Glenview Place intersection is actually two offset intersections operating under traffic signal control. Staff has received complaints about the ability of southbound motorists from Glenview Place to safely see eastbound pedestrians crossing Glenview Place and vice versa. Staff is working with the property owner to cut back corner shrubs to aid with visibility. Additional measures are required.

Eastbound right-turns on red are already prohibited due to the intersection geometry. Staff is recommending that 11.28.035 (10) be revised to include no right turns on red from the southbound approach at the intersection of Harwood and Glenview Avenues.

C. Strategic Plan (Area of Focus)

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

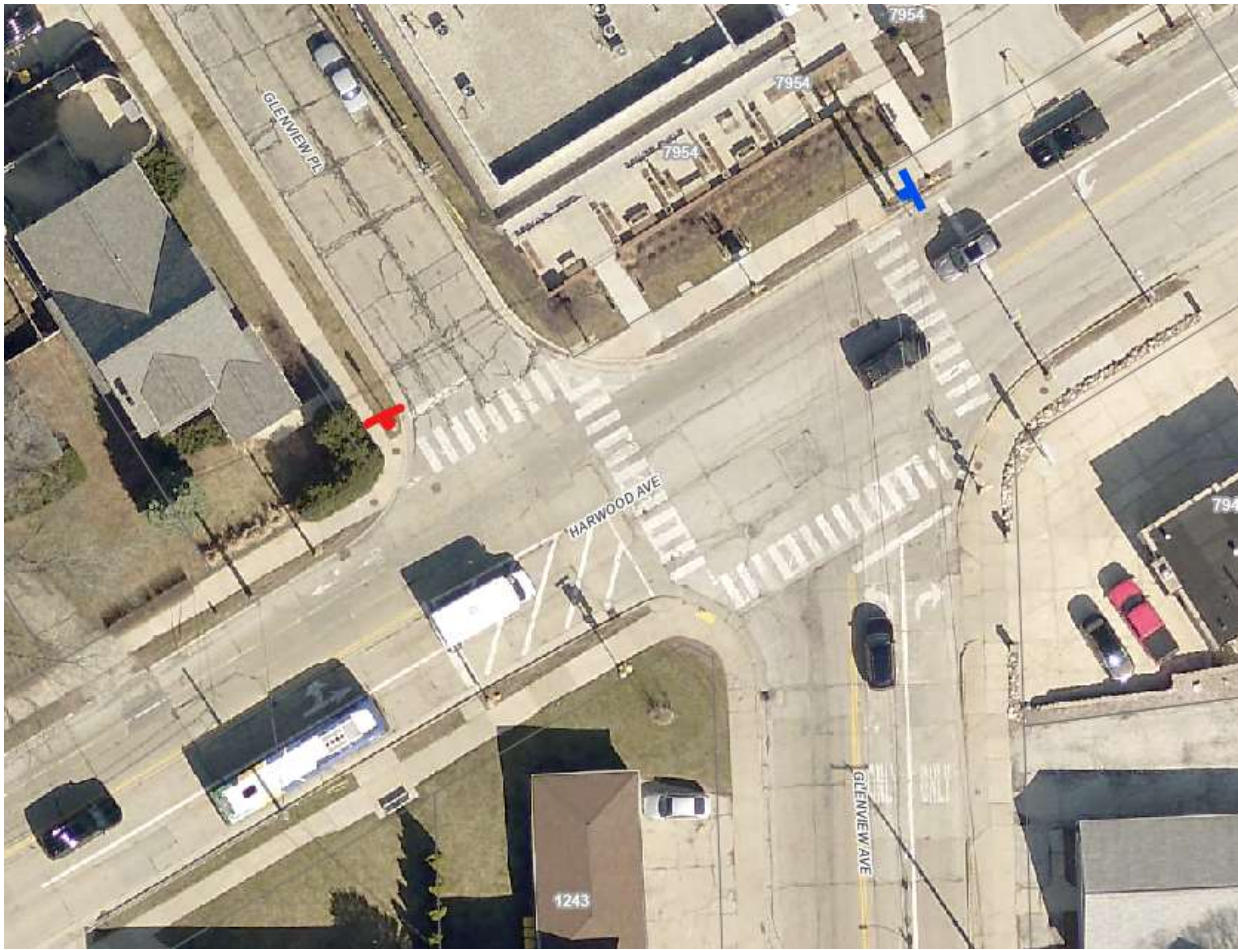
D. Fiscal Impact

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 additionally prohibit right turns on red on the southbound approach at Harwood and Glenview Avenues.

Approximate Location of Recommended Right Turn on Red Prohibition



Harwood Avenue & Glenview Avenue/Glenview Place



Wauwatosa, WI

Staff Report

File #: 26-0843

Agenda Date: 5/12/2026

Agenda #: 8.

Consideration of request from Engineering Division to install stop signs on the Forest Street approaches to Woodland Avenue following completion of a 90-day trial

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

In January of 2026, staff recommended installation of stop signs on the Forest Street approaches to Woodland Avenue - an existing uncontrolled intersection. The committee asked that the installation of stop signs be made as a 90-day trial at the request of the district alderperson. The comments at the time were that the ground was frozen in January and the signs would be placed on temporary barricades until the ground thawed, which afforded time for feedback before a final installation.

Staff has received no feedback on the 90-day trial installation at Forest Street and Woodland Avenue. Staff continues to recommend the installation of stop signs on the Forest Street approaches to Woodland Avenue due to the location of houses in all four corners of the intersection that block adequate lines of sight.

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 Forest Street approaches to Woodland Avenue.

**Approximate Location of Recommended Stop Control
Forest Street & Woodland Avenue**





Wauwatosa, WI

Staff Report

File #: 26-0829

Agenda Date: 5/12/2026

Agenda #: 9.

Consideration of request from Engineering Division to install all-way stop control at the 114th Street intersection with Clarke Street, 115th Street intersection with Clarke Street, and 115th Street intersection with Meinecke Street

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering Division

A. Issue

Visual obstructions may block lines of sight and may not allow a road user to stop in compliance with the normal right-of-way rule.

B. Background/Options

At the request of Alderperson Fuerst and former Alderperson Morgan, the Engineering Division performed a crash analysis and in-field review of intersections and parking behaviors along 114th Street, 115th Street, and 116th Street between North Avenue and Center Street. The area is well-traveled in the morning and afternoon by high school students at Wauwatosa West High School.

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. The warrants for all-way stop control are outlined below.

- Sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.

At the 114th Street & Clarke Street intersection (no stopping on Clarke Street) and 115th Street & Clarke Street (no stopping on Clarke Street) intersection, sight distance is not adequate during the school day for motorists to see cross-traffic from a stopped condition. It is for this reason that all-way stop control is recommended. Note that, though crashes do not meet thresholds as outlined above, three angle crashes have occurred at 115th Street & Clarke Street since 2021 with two of them involving drivers 18 or younger.

At 115th & Meinecke Street (no stopping on 115th Street), the angle of the intersection and a hill to the south of the intersection make it difficult for motorists to see cross-traffic from a stopped condition. It is for this reason that all-way stop control is recommended. Note that, though crashes do not meet thresholds as outlined above, three crashes have occurred at 115th Street & Meinecke Street since 2022 with two of them involving drivers 18 or younger. The latest crash in February of 2026 involved an 18-year old driver on 115th Street who was struck by a driver leaving Meinecke Street, the crash coming to rest in the southwest corner of the intersection.

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 all-way stop control at the 114th Street intersection with Clarke Street, 115th Street intersection with Clarke Street, and 115th Street intersection with Meinecke Street.