



Technical Memorandum

Review of the BMO Redevelopment Traffic Impact Analysis Update (TIA) dated June 15, 2026

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The Engineering Division reviewed the *BMO Redevelopment Traffic Impact Analysis Update* (TIA) dated June 15, 2026, submitted by TADI on behalf of the property owner. The TIA included the relocation of the bank to the far eastern portion of the property and the redevelopment of the existing bank site with a 13,000 square foot neighborhood grocery store.

The Engineering Division understands that the primary matter for consideration is the proposed drive-through for the relocated bank. It is in the interest of public health and safety, however, that all access and ingress/egress for the full property be reviewed and considered at this time. Therefore, requirements for the full property have been split into two phases to address the traffic and safety impacts that result from the bank relocation (“Phase One”) and those that address traffic and safety impacts that result from the identified neighborhood grocery store (“Phase Two”). Designs for work within the public right-of-way will be required to be reviewed and approved by Engineering prior to site plan approval.

Phase One: Bank Relocation Only

The following conditions are required to mitigate traffic and safety impacts that result from the bank relocation (Phase One).

- North Avenue & East Driveway
 - Close the existing easternmost driveways along North Avenue.
 - Construct a new East Driveway to accommodate right-out only movements from the bank drive-through.

Phase Two: Redevelopment of Existing Bank with Neighborhood Grocery Store

The following conditions are required to mitigate traffic and safety impacts that result from the neighborhood grocery store (Phase Two).

- North Avenue & West Driveway
 - Close the median opening on North Avenue, east of Wauwatosa Avenue, and operate the driveway as a right-in/right-out driveway.
 - In modifying the intersection, extend the North Avenue westbound to Wauwatosa Avenue southbound left-turn lane.





- Wauwatosa Avenue & Watson Avenue/Rozmus Way
 - Modify the intersection to accommodate left-in/right-in/right-out movements to/from Rozmus Way.
 - Modify the intersection to accommodate right-in/right-out movements to/from Watson Avenue.
 - In modifying the intersection, extend the Wauwatosa Avenue northbound to North Avenue westbound left-turn lane to maximize storage at the intersection.
 - Close the Watson Avenue westbound-to-northbound right-turn slip lane. Note that the City may entertain the sale of excess land to the property, if requested, as a result of the closure of the slip lane.
- Watson Avenue, East of Wauwatosa Avenue
 - Close the multiple driveways along the north side of Watson Avenue and replace with one driveway as approximately located on the site plan.
 - Modify Watson Avenue in a manner that will allow bicyclists and other neighborhood patrons to access the property without leaving the neighborhood. The modifications should serve as traffic calming on Watson Avenue.

The TIA outlined similar recommendations for the full build of the property. The primary differences between staff's recommendations and the TIA's recommendations are as follows:

- The TIA recommends the closure of the median along North Avenue in Year 2030/2031 when the WisDOT STH 181 Project is implemented. While the STH 181 Project does contemplate the closure of this median opening, the neighborhood grocery store is anticipated to be completed in advance of the Project. For the safety of North Avenue at the West Driveway as a result of the traffic to/from the neighborhood grocery store, the median is recommended to be closed prior to occupancy of the grocery store. Additionally, the left-turn lane extension on North Avenue at Wauwatosa Avenue has been recommended by WisDOT to be done with the median closure.
- The TIA recommends the access prohibitions outlined for Wauwatosa Avenue & Watson Avenue/Rozmus Way in Year 2030/2031 when the WisDOT STH 181 Project is implemented. The WisDOT STH 181 Project does not currently include these prohibitions.
 - The Engineering Division is concerned about the safety of the intersection as a direct result of the additional development. During school arrival/dismissal, the intersection is flooded with students traveling north and south on Wauwatosa Avenue. Rush hour traffic makes it difficult to find gaps in queued traffic along Wauwatosa Avenue, which adds undue stress and risky behaviors from





intersection users. Southbound left-turn grocery traffic onto Watson would occur from the lane that traffic has already begun merging into north of the intersection. All of these factors, exacerbated by the grocery traffic trying to turn left onto Watson, are a safety concerns for increased rear-end crashes, increased sideswipe crashes, and courtesy-queue crashes. The increase in traffic movements to/from the east on Watson Avenue result in too many “bits” of information to process for safe navigation with the development – especially with the demonstrated delay/stress that motorists will experience.

- For the safety and operations of Wauwatosa Avenue & Watson Avenue/Rozmus Way as a result of the traffic to/from the neighborhood grocery store, the movement prohibitions are recommended to be constructed prior to occupancy of the grocery store. Additionally, the left-turn lane extension on Wauwatosa Avenue at North Avenue has been recommended by WisDOT to be done with the median closure.
- The TIA does not address the Watson Avenue “terminus” east of Wauwatosa Avenue. Requiring residents within the Inglewood and Olde Hillcrest neighborhoods to travel onto heavily traveled routes like Wauwatosa Avenue and North Avenue adds unnecessary travel time, delay, and safety risks to enter/exit those routes. Staff is recommending that the terminus be modified in a manner that will allow bicyclists and other neighborhood patrons to access the property without leaving the neighborhood. The modifications should serve as traffic calming on Watson Avenue.

Summary

The Engineering Division understands that the primary matter for consideration is the proposed drive-through for the relocated bank. It is in the interest of public health and safety that all access and ingress/egress for the full property be reviewed and considered at this time. The following outlines the traffic engineering conditions required at this time for the relocated bank.

- North Avenue & East Driveway
 - Close the existing easternmost driveways along North Avenue.
 - Construct a new East Driveway to accommodate right-out only movements from the bank drive-through.
- Prior to site plan approval, the applicant shall enter into a Memorandum of Understanding (MOU) with the City addressing all required mitigation measures for the future construction of other uses on the property.

