



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Transportation Affairs Committee Meeting Agenda - Final

Tuesday, May 14, 2024

6:30 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. Consideration of request from Engineering Division to modify parking regulations on the west side of 91st Street from Clarke Street to the North City Limit following the completion of a 90-day trial [24-0689](#)
2. Consideration of request from Engineering Division to prohibit parking from 7:30am to 4:30pm on school days along the east side of Swan Boulevard from 175-feet north of Clarke Street to the North City Limit [24-0690](#)
3. Consideration of request from Engineering Division for a 90-day trial of a one-hour parking restriction from noon to 9:00pm on the south side of Michigan Street from 60th Street to the East City Limit [24-0688](#)
4. Consideration of request from Engineering Division to install stop control on the 75th Street approaches to Portland Avenue following the completion of a 90-day trial [24-0672](#)
5. Consideration of request from Engineering Division to install stop signs on the Vliet Street approaches to 118th Street, the Cherry Street approaches to 119th Street, and the 120th Street approaches to Cherry Street [24-0673](#)
6. Consideration of request from Engineering Division to install all-way stop control at the Vienna Avenue intersection with 102nd Street [24-0674](#)
7. Consideration of construction of an off road multi-use path along 116th Street connecting Watertown Plank Road to Center Street [24-0703](#)

8. 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 tcclerk@wauwatosa.net, with as much advance notice as possible.



Staff Report

File #: 24-0689

Agenda Date: 5/14/2024

Agenda #: 1.

Consideration of request from Engineering Division to modify parking regulations on the west side of 91st Street from Clarke Street to the North City Limit following the completion of a 90-day trial

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering

A. Issue

Christ King Catholic Parish School asked the City to consider modifications to parking regulations adjacent to their school on 91st Street.

B. Background/Options

On July 27, 2021, the Transportation Affairs Committee approved a recommendation from staff for a 90-day trial to modify parking regulations on the west side of 91st Street from Clarke Street to Center Street. Staff recently reviewed parking regulations in the area and realized that the matter did not come back to Transportation Affairs Committee or Common Council for final approval of the signs from the 90-day trial. The purpose of this memo is to request the changes from the trial be codified.

The 90-day trial included the following parking regulation changes along the west side of 91st Street. The trial began prior to the 2021-2022 school year.

- Two-Hour Parking between 8:00am and 4:00pm on school days on the west side of 91st Street from Clarke Street to 180-feet north of Clarke Street.
- No Parking 7:00am-8:00am & 2:00-4:00pm on school days, and Two-Hour Parking between 8:00am and 2:00pm on school days, on the west side of 91st Street from 180-feet north of Clarke Street to the North City Limit

Staff recommends these parking regulation changes be codified with a slight change to improve lines of sight at the corner of Clarke Street & 91st Street.

- No Parking Anytime on the west side of 91st Street from Clark Street to 35-feet north of Clark Street.
- Two-Hour Parking between 8:00am and 4:00pm on school days on the west side of Clarke Street from 35-feet north of Clarke Street to 180-feet north of Clarke Street.
- No Parking 7:00am-8:00am & 2:00-4:00pm on school days, and Two-Hour Parking between 8:00am and 2:00pm on school days, on 91st Street from 180-feet north of Clarke Street to the North City Limit

C. Strategic Plan (Area of Focus)

N/A

D. Fiscal Impact

Minor expenses to move one sign will be covered within the existing sign budget.

E. Recommendation

Direct staff to prepare an ordinance to modify parking regulations on the west side of 91st Street from Clarke Street to the North City Limit as previously outlined.

Proposed Ordinance Change - 91st Street, Clarke Street to North City Limit



Staff Report

File #: 24-0690

Agenda Date: 5/14/2024

Agenda #: 2.

Consideration of request from Engineering Division to prohibit parking from 7:30am to 4:30pm on school days along the east side of Swan Boulevard from 175-feet north of Clarke Street to the North City Limit

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering

A. Issue

Existing signs along the east side of Swan Boulevard do not match the existing ordinance.

B. Background/Options

During a recent review of parking regulations in the area of Christ King Catholic Parish School, staff noticed that existing signs along Swan Boulevard do not match existing ordinance. Staff is recommending to keep the existing signs in place and to revise the ordinance to match.

More specifically, the existing ordinance has no restrictions on parking along Swan Boulevard from 175-feet north of Clark Street to the North City Limit. Staff recommends an ordinance to prohibit parking from 7:30am to 4:30pm on school days along the east side of Swan Boulevard from 175-feet north of Clarke Street to the North City Limit.

C. Strategic Plan (Area of Focus)

N/A

D. Fiscal Impact

No expenses to keep signs as they currently exist.

E. Recommendation

Direct staff to prepare an ordinance to prohibit parking from 7:30am to 4:30pm on school days along the east side of Swan Boulevard from 175-feet north of Clarke Street to the North City Limit.

Location of Proposed Ordinance Change

Swan Boulevard, 175-feet North of Clarke Street to North City Limit





Staff Report

File #: 24-0688

Agenda Date: 5/14/2024

Agenda #: 3.

Consideration of request from Engineering Division for a 90-day trial of a one-hour parking restriction from noon to 9:00pm on the south side of Michigan Street from 60th Street to the East City Limit

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

Department of Public Works - Engineering Division

A. Issue

On-street parking during events at American Family Field impacts travel and access along Michigan Street

B. Background/Options

Parking is currently allowed along Michigan Street from 60th Street to the East City Limit. Michigan Street is 24-feet wide. Nearby business(es) offer shuttle services to/from events at American Family Field. When this happens, Michigan Street is parked on both sides of the street, resulting in a narrow 8-foot wide travel lane for two-way traffic. Access to residential driveways is also greatly diminished.

Staff was forwarded a resident request to prohibit parking on one side of the street during Brewers games, as well as for a period of time before and after games, due to the restrictive street environment.

In February, staff sent a poll to the 27 addresses of properties abutting Michigan Street from 60th Street to the East City Limit. An example of the poll is attached. Two of the polls were returned by the post office, resulting in 25 delivered polls. The results of the poll are as follows:

<i>Option</i>	<i>North Side</i>	<i>South Side</i>	<i>Total</i>
1 Hour Parking, Noon-9:00pm (one side)	1*	2	3*
Prohibit Parking, Noon-9:00pm (one side)	3*	5	8*
Do Not Change Parking	3	0	3

**One household selected both 1-hour parking and prohibit parking options.*

Though the majority of respondents responded with a preference for a full parking prohibition on one side of Michigan Street from noon-9:00pm, staff is concerned that the remaining on-street parking will be taken by non-residents, leaving residents without access for deliveries or short-term visitors. A one-hour parking restriction is also anticipated to result in gaps between parked vehicles to allow for two-way yielding opportunities on the street. Staff can monitor the one-hour parking restriction and field comments from residents during the trial and, if necessary, return to Transportation Affairs Committee with a recommendation to modify or cancel the trial.

Therefore, staff recommends initiating a 90-day trial for 1-hour parking from noon-9:00pm along the south side of Michigan Street from 60th Street to the East City Limit. The south side was chosen as no opposition was received to parking changes from residents on the south side of the street.

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 initiate 90-day trial of a one-hour parking restriction from noon to 9:00pm on the south side of Michigan Street from 60th Street to the East City Limit

***Location of Proposed 90-Day Trial of Parking Restrictions
Michigan Street, 60th Street to East City Limit***





**CITY OF WAUWATOSA
ENGINEERING DIVISION**

7725 WEST NORTH AVENUE
WAUWATOSA, WI 53213
Telephone: (414) 479-8927
www.wauwatosa.net

William T. Wehrley, P.E.

City Engineer

wwehrley@wauwatosa.net

ON-STREET PARKING POLL

Dear Resident,

Staff received a resident request to restrict parking on Michigan Street during stadium events at American Family Field. Parking is currently unrestricted on both sides of Michigan Street from 60th Street to the East City Limit. That is, there are currently no daytime restrictions or prohibitions on Michigan Street within the City of Wauwatosa. The purpose of this letter is to poll households on their preferences for on-street parking along Michigan Street from 60th Street to the East City Limit.



Would your household support a change to parking regulations along Michigan Street? (mark one or two options with an "X")

- ☐ Yes, 1-hour parking from Noon to 9:00pm (one side of the street)
- ☐ Yes, prohibit parking from Noon to 9:00pm (one side of the street)
- ☐ No, do not change on-street parking

My address is _____

Please complete and return this form by mail, email or drop off in person by **March 7th, 2024** to:

City of Wauwatosa-Engineering
c/o Michael May
7725 W. North Avenue
Wauwatosa, WI 53213

-or-

mmay@wauwatosa.net

Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires the meeting or materials at the meeting to be in an accessible location or format, must contact the City Clerk at voice telephone 479-8917 or TTY 471-8484 (City Hall, 7725 W. North Avenue, Wauwatosa, Wisconsin 53213) for accommodations. Requests for accommodations for meetings should be made at least three (3) business days prior to the meeting. Every effort will be made to arrange accommodations for all meetings; so please give the City Clerk as much advance notice as possible.



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 24-0672

Agenda Date: 5/14/2024

Agenda #: 4.

Consideration of request from Engineering Division to install stop control on the 75th Street approaches to Portland Avenue following the 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

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 for stop control at the 75th Street & Portland Avenue intersection and analyzed if such traffic control is warranted.

75th Street & Portland Avenue is a four-leg intersection with a 60-degree skew and operates under no control (normal right-of-way rules). Both streets have statutory speed limits of 25 mph. 75th Street is approximately 30-feet wide and Portland Avenue is 36-feet wide. The intersection was analyzed to determine if yield control or two-way stop control is warranted at the intersection. The results are below.

Yield/Stop Criteria	Minimum Threshold	75 th Street & Portland Avenue	Threshold Met?
Traffic Volumes	The combined volume of all vehicular, pedestrian, and bicycle volume entering from all approaches averages more than 2,000 units per day.	Traffic volumes were not collected	Unknown
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.	Houses in all four corners of the intersection result in insufficient sight distance for an intersection operating under no control. 60-degree intersection skew exacerbates vision issues.	Yes

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.	Records show zero reportable crashes at this location within the past three years that may be susceptible to correction by yield or two-way stop control.	No
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Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic.

Approximate Location of Recommended Stop Signs



A 90-day trial has been performed. It is recommended to install the stop signs on the 75th Street approaches to Portland Avenue.

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 an ordinance to install stop signs on the 75th Street approaches to Portland Avenue.



Staff Report

File #: 24-0673

Agenda Date: 5/14/2024

Agenda #: 5.

Consideration of request from Engineering Division to install stop signs on the Vliet Street approaches to 118th Street, the Cherry Street approaches to 119th Street, and the 120th Street approaches to Cherry 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 resident requests for stop control at the following intersections and analyzed if such traffic control is warranted:

- 118th Street & Vliet Street
- 119th Street & Cherry Street
- 120th Street & Cherry Street

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.
 - 118th Street & Vliet Street: *The location of houses in the southeast and northeast corners of block adequate lines of sight.*
 - 119th Street & Cherry Street: *The location of houses in all four corners and the location of hills in the southwest and northwest corners block adequate lines of sight.*
 - 120th Street & Cherry Street: *The location of houses in all four corners and the location of hills in the southeast and northwest corners of the intersection 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 five year period of January 1, 2019 through December 31, 2023:*
 - 118th Street & Vliet Street: *One angle crashes occurred within the study period. Note that a*

second angle crash did occur outside the five-year study period on March 5, 2024. Both angle crashes involved northbound vs. westbound motorists, the latest crash involving probably injury.

- *119th Street & Cherry Street: No crashes occurred.*
- *120th Street & Cherry Street: No crashes occurred.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic based on the vision issues outlined. Staff recommends installing stop control as follows.

- On the Vliet Street approaches to 118th Street
- On the Cherry Street approaches to 119th Street
- On the 120th Street approaches to Cherry 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 an ordinance to install stop signs on the Vliet Street approaches to 118th Street, the Cherry Street approaches to 119th Street, and the 120th Street approaches to Cherry Street.



Staff Report

File #: 24-0674

Agenda Date: 5/14/2024

Agenda #: 6.

Consideration of request from Engineering Division to install all-way stop control at the Vienna Avenue intersection with 102nd 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 resident requests for stop control at the Vienna Avenue and 102nd Avenue intersection 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 the house in the northwest corner 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. *No crashes occurred in the five-year period of January 1, 2019 through December 31, 2023. Note that an angle crash did occur in April 2024 involving southbound vs westbound motorists - the crash report was not available at the time this memorandum was prepared to determine crash severity.*

Two-way stop control is warranted. Staff analyzed intersection sight distance under two scenarios: traffic stops on 102nd Street with no stops on Vienna Avenue, and traffic stops on Vienna Avenue with no stops on 102nd Street. In review of the intersection sight distance, the curvature of the streets and the location of other obstructions (10204 Vienna Avenue fence along 102nd Avenue, city Norway maple trees along Vienna Avenue) does not provide adequate lines of sight for two-way stop control.

Therefore, all-way stop control is warranted and recommended at the Vienna Avenue intersection with 102nd 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 an ordinance to install all-way stop control at the Vienna Avenue intersection with 102nd Street.



Staff Report

File #: 24-0703

Agenda Date: 5/14/2024

Agenda #: 7.

Consideration of construction of an off road multi-use path along 116th Street connecting Watertown Plank Road to Center Street

Submitted by:

David Simpson

Department

Public Works

A. Issue

A request has been made by Alderpersons Brannin, Fuerst, and Morgan for consideration of construction of an off road multi-use path along 116th Street connecting Watertown Plank Road to Center Street.

B. Background/Options

The attached memorandum from Alderpersons Brannin, Fuerst, and Morgan includes details related to their request for potential construction of an off-road multiuse pathway along 116th Street connecting Watertown Plank Road to Center Street.

The proposed off-road facility is currently not contemplated in the City's Capital Improvement Program (CIP) so this project would need to be added through the development and approval process of the next five-year CIP. I believe that this project would provide a significant improvement in options for bicyclists and pedestrians to traverse this area of the City so inclusion of the project into the next five-year CIP should be considered.

Currently, it is intended that Watertown Plank Road will be reconstructed from 113th Street to 124th Street in 2025 and the project will include off-road bike and pedestrian facilities along Watertown Plank as well as 115th Street south to the Oak Leaf Trail (at Underwood Parkway). Also planned for 2025 is the opening of a new City park located at 116th and Gilbert which includes pathway construction along 116th Street adjacent to the park. Given that all of this work is planned for 2025 I believe that there would be a benefit to exploring expediting construction of a portion of this proposed 116th Street pathway.

The section of 116th Street from Watertown Plan Road to Walnut Road includes relatively flat terrain with fewer design challenges than the area north of Gilbert. Given the fact that Watertown Plank Road will be under construction in 2025 I think it would ideal if the section of pathway from Watertown Plank Road to Walnut Road be constructed in 2025. In order to accomplish this Engineering staff would need to reallocate staff and monetary resources. We currently have a trail project that is moving much slower than anticipated due to the need to work through County and State approvals so I am proposing that we delay the 112th Street Greenway connection to the Hand Aaron State Trail and instead utilize resources from that project to move ahead with design on a Phase one of this newly proposed project.

The remaining portion of the proposed trail from Gilbert Avenue to Center Street would then be inserted into the CIP planning process for potential design and construction in a future year as resources are evaluated. This stretch of pathway will be more challenging to design and build and may need to include movement of existing curb lines so cost may be a challenge as well.

C. Strategic Plan (Area of Focus)

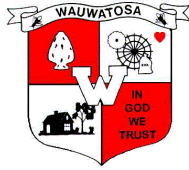
Priority Area Two: Public Safety; Proactively address pedestrian, bicycle, and vehicular safety.

D. Fiscal Impact

For Phase One (Watertown Plank to Walnut), design funds will be reallocated from the 112th Street Greenway connection to the Hand Aaron State Trail project so design can begin now with the intent to have the project constructed in 2025. Funds utilized from this project would then need to be budgeted again in a future year for the 112th Street Greenway connection project. Construction is not budgeted and would have to be considered through the annual CIP budgeting process along with the remainder of the trail's design and construction.

E. Recommendation

Proceed with design of an off-road multi-use pathway on 116th Street from Watertown Plank Road to Walnut Road with the intention of construction in 2025. Through the standard CIP process consider placement of construction funds in 2025 for this section and consider design and construction funds be placed in a future year for the remainder of the proposed pathway from Gilbert Avenue to Center Street.



ALDERPERSON AGENDA ITEM MEMO

To: Transportation Affairs Committee

From:

Robin Brannin, District 3 Alderperson
Amanda Fuerst, District 7 Alderperson
Mike Morgan, District 7 Alderperson

Date: December 14, 2023

Subject: Addition of a multi-use path along 116th Street connecting Watertown Plank Road to Center Street.

A. Background/Rationale

116th Street is a connector roadway in the City of Wauwatosa. It is one of the main north-south connections on the western side of the city for vehicles, cyclists, and pedestrians.

The structure of the current road consists of two driving lanes with striped parking lanes on both sides of the street. The current design is considered very wide for a residential street.

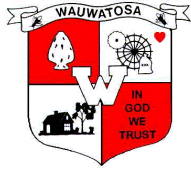
While the current road structure is conducive to vehicular traffic, it is not safe for pedestrians or cyclists. There is no off-street sidewalk or multi-use path. There is road striping for bike sharrows within the parking lanes.

B. Key Issues for Consideration

Three major projects being completed in the upcoming years, warrant the addition of a multi-use path to be added to 116th Street, connecting Watertown Plank Road to Center Street.

1. Construction of the new 116th Street Park will be completed in Fall 2024. The project already includes a multi-use path along the eastern side of 116th Street from Gilbert Avenue to the existing sidewalk on the Wauwatosa Police Department property. This will create an off-street path stretching from Gilbert Avenue to Walnut Road.
2. Center Street pavement project extending from 114th Street to 117th Street is being completed in 2024. This project includes on-street bicycle lanes, curb extensions, replacement of sidewalk on the north side of the street to a multi-use path and a raised median.
3. Watertown Plank Road and 115th Street are proposed construction projects in 2025 CIP, including a connection to the Oak Leaf Trail to Underwood Elementary. These projects includes the addition of multi-use paths.

The combination of all three projects, creates an opportunity to create a complete multi-use pathway that connects each project and allows our residents to travel safely between the neighborhoods, connecting Eisenhower Elementary School, Wauwatosa West High School, Whitman Middle School, 116th Street Park and the Oak Leaf Trail and Underwood Elementary School. This project would create safe off-street connections from our two West side elementary schools to the new 116th Street Park.



ALDERPERSON AGENDA ITEM MEMO

C. Fiscal Impact

To be determined by the Engineering Department

D. Requested Action

1. Pass a resolution approving the creation of a multi-use path to be created along 116th Street, connecting Watertown Plank Road to Center Street.
2. Direct city staff to explore options for having this project added to the CIP, with construction no later than 2028.

E. Attachments



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

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 trail 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.