



Wauwatosa, WI

7725 W. North Avenue
Wauwatosa, WI 53213

Transportation Affairs Committee Meeting Agenda

Tuesday, January 20, 2026

6:30 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 request from Engineering Division for a 90-day trial of parking prohibitions at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof, and parking prohibitions 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 [25-1606](#)
2. Consideration of request from Engineering Division for a 90-day trial of parking prohibitions 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 [25-1607](#)
3. Consideration of request from Engineering Division for a 90-day trial of parking prohibitions on the west side of 85th Street from Hawthorne Avenue to Hill Street [26-0123](#)
4. Consideration of request from Engineering Division for a 90-day trial of parking modifications on the north side of Blue Mound Road from Maywood Avenue to Robertson Street and the south side of Blue Mound Road from 89th Street to Robertson Street [26-0120](#)
5. Consideration of request from Engineering Division to install stop signs on the Yale Place approaches to 71st Street [26-0108](#)

6. Consideration of request from Engineering Division to install stop signs on the Livingston Avenue approaches to 78th Street [26-0109](#)
7. Consideration of request from Engineering Division to install stop signs on the Clarke Street approaches to 118th Street and remove yield signs on the 118th Street approaches to Clarke Street [26-0110](#)
8. Consideration of request from Engineering Division to install stop signs on the Forest Street approaches to Woodland Avenue [26-0111](#)
9. Consideration of committee and council support and resolution for Wisconsin Department of Transportation curb ramp improvement projects 2030-22-72 and 2200-10-74 [26-0127](#)

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.



Staff Report

File #: 25-1606

Agenda Date: 1/20/2026

Agenda #: 1.

Consideration of request from Engineering Division for a 90-day trial of parking prohibitions at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof, and parking prohibitions 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

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.

Engineering staff recommends initiating a 90-day trial of parking prohibitions at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof, and parking prohibitions 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 initiate a 90-day trial of parking prohibitions at any time on the south side of Gridley Avenue from Glenview Avenue to 62 feet west thereof, and parking prohibitions 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.



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

Proposed trial to prohibit parking at any time

Existing hydrant

Proposed trial 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 anytime



Staff Report

File #: 25-1607

Agenda Date: 1/20/2026

Agenda #: 2.

Consideration of request from Engineering Division for a 90-day trial of parking prohibitions 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

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.

Engineering staff recommend initiating a 90-day trial of parking prohibitions 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 removal of signs. The existing sign budget will accommodate these expenses.

E. Recommendation

Direct staff to initiate a 90-day trial of parking prohibitions 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.



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

Proposed trial 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

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 26-0123

Agenda Date: 1/20/2026

Agenda #: 3.

Consideration of request from Engineering Division for a 90-day trial of parking prohibitions on the west side of 85th Street from Hawthorne Avenue to Hill Street

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 measure 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.

Engineering staff recommends initiating a 90-day trial of parking prohibitions at any time on the west side of 85th Street from Hawthorne Avenue to Hill Street.

C. Strategic Plan (Area of Focus)

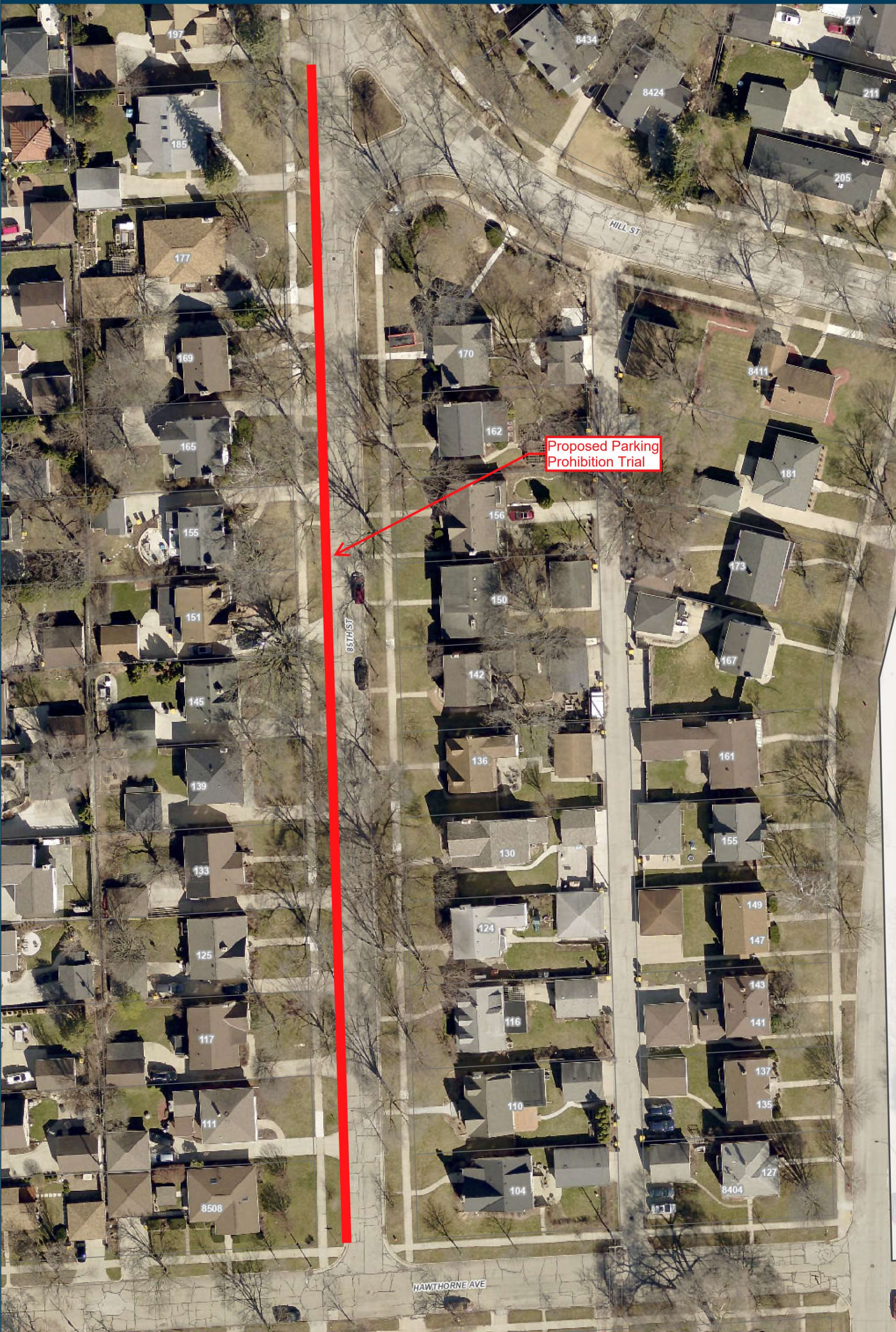
N/A

D. Fiscal Impact

Minor expenses for the installation of signs. The existing sign budget will accommodate these expenses.

E. Recommendation

Direct staff to initiate a 90-day trial of parking prohibitions at any time on the west side of 85th Street from Hawthorne Avenue to Hill Street.



85th, Hawthorne to Hill

City of
Wauwatosa



Elizabeth Saunderson

From: Francis Kelley <franciskelley@gmail.com>
Sent: Tuesday, January 20, 2026 9:40 AM
To: Elizabeth Saunderson
Subject: Re: [External] 85th Street Parking Feedback

155 N 85th St, Wauwatosa, WI 53226

Thank you!
FK

On Tue, Jan 20, 2026 at 9:35 AM Elizabeth Saunderson <esaunderson@wauwatosa.net> wrote:

Good morning Fran Kelley,

Thank you for your comments on the proposed parking trial on 85th Street. In order for me to share your comments with the Transportation Affairs Committee at tonight's meeting, could you please respond with your address for the record?

Thank you,

Elizabeth Saunderson, PE

Civil Engineer – Multimodal Transportation

City of Wauwatosa

7725 W. North Avenue

Wauwatosa, WI 53213

City Hall: (414) 479-8900 (ext. 5510)

Direct: (414) 479-8996

Email: esaunderson@wauwatosa.net

From: Francis Kelley <franciskelley@gmail.com>
Sent: Friday, January 16, 2026 5:10 PM
To: Elizabeth Saunderson <esaunderson@wauwatosa.net>
Subject: [External] 85th Street Parking Feedback

Ms. Saunderson-

Thank you for your letter explaining potential changes to parking on 85th Street. It can definitely become a little cumbersome when there are cars along both sides, especially for delivery trucks, plows, and other large vehicles. I live on the West side of the street. Our side of the street has driveways and garages. The other (east) side of the street has alley access. Anecdotally, I would say that some of the most common parkers on the West side of the street are residents looking for greater access in their driveways. Some households have multiple cars and often do the 'shuffle' in moving one car into the street to access the other car, or to have greater space in the driveway for children to play. Looking into the street *at this exact moment*, there are 4 cars parked that belong to me and my neighbors. Because this is such a common usage of the street, it is my suggestion that the **no parking side be the East side of the street** where there is, at least to my estimation, less usage by the actual residents of the street. It obviously wouldn't be the end of the world for us West siders to move our cars to the East side, but I know some folks get annoyed when cars that aren't theirs or their guests are in front of their house. I know I feel more comfortable using the street in front of my house compared to other spaces. Just my two cents. Thanks again for all your work.

Fran Kelley

Elizabeth Saunderson

From: Beth Cole <bethcole921@gmail.com>
Sent: Sunday, January 18, 2026 1:36 PM
To: Elizabeth Saunderson
Subject: [External] Parking on 85th Street

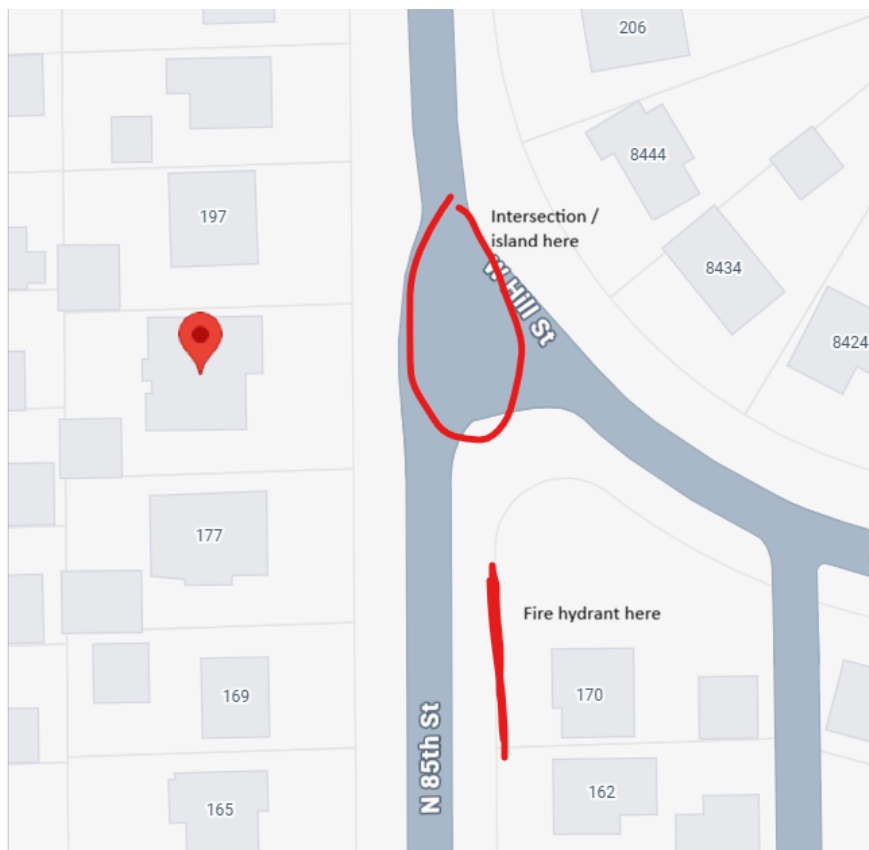
Hello Elizabeth,

Thank you for the letter regarding parking regulations on 85th Street and the proposed trial to prohibit parking on the west side of the street. I will not be able to attend the committee meeting on 1/20, so I appreciate the opportunity to share feedback via email!

My family and I live at 185 N 85th Street, right at the intersection of 85th and Hill Street. Because of the island at the intersection, there is no east side of 85th Street across from our house. Additionally, the nearest stretch of 85th street has a fire hydrant on the east side of the street, so parking there would not be possible either. If parking is not allowed on the west side of 85th outside of our house, we would not have street parking within 2-3 houses of our home, which would be inconvenient for our day-to-day needs as well as when guests are visiting. I believe that the houses on either side of us would be impacted as well. I've attached a map to illustrate my concerns.

I hope that the committee will take this information into consideration when discussing the proposed changes to parking on 85th. Thank you again for the opportunity to provide feedback!

Beth Cole
185 N 85th Street
920-747-0055



Elizabeth Saunderson

From: Andrew Biehn <atbiehn@gmail.com>
Sent: Monday, January 19, 2026 7:14 PM
To: Elizabeth Saunderson
Subject: [External] 3. 26-0123 Parking on 85th Street

Hello Elizabeth. I am writing to you regarding the recommendation of prohibiting parking on the west side of 85th street from Hawthorne to Hill St. I tried to comment on the portal but it wouldn't allow me without signing in. I would like you to know that I oppose this recommendation. It would be nice if there was more information regarding the reasoning besides the fact that there are concerns about access. Who has concerns? What access is being hindered? The street definitely narrows with opposing parked cars. Cars and delivery vehicles can still get through. And it actually slows down drivers which is a good thing. What will happen when there are events at Wisconsin Lutheran High School? The whole street will get parked up and there will be no parking for residents. Per your letter this email will become part of the record.

Thank you
Andrew Biehn



Staff Report

File #: 26-0120

Agenda Date: 1/20/2026

Agenda #: 4.

Consideration of request from Engineering Division for a 90-day trial of parking modifications on the north side of Blue Mound Road from Maywood Avenue to Robertson Street and the south side of Blue Mound Road from 89th Street to Robertson Street

Submitted by:

Michael May, PE, PTOE, RSP1

Department:

DPW - Engineering Division

A. Issue

Lines of sight make it difficult for motorists to see oncoming traffic from side streets along Blue Mound Road.

B. Background/Options

Concerns have been raised about lines of sight for motorists to judge gaps in traffic along Blue Mound Road from 89th Street to Robertson Street within the City of Wauwatosa. Staff has reviewed lines of sight and recommends the following changes.

North Side of Blue Mound Road

- Add a no parking anytime restriction from Maywood Avenue to 88-feet east thereof, a reduction of approximately two spaces (currently no restrictions).
- Add a no parking anytime restriction from Elm Spring Avenue to 82-feet east thereof, a reduction of approximately two spaces (currently no restrictions).

South Side of Blue Mound Road

- Add a no parking anytime restriction from Ravenswood Circle (West) to 95-feet west thereof, a reduction of approximately two spaces (currently two-hour parking from 8am to 5pm).
- Remove the no parking anytime restriction from Ravenswood Circle (West) to 182-feet east thereof, an addition of approximately six spaces (proposed no restrictions).
- Add a no parking anytime restriction from Glencoe Circle (East) to 107-feet west thereof, a reduction of approximately three spaces (currently no restrictions).
- Remove the no parking anytime restriction from Glencoe Circle (East) to 120-feet east thereof, an addition of approximately three spaces (proposed no restrictions).

The net result of these modifications is a reduction of approximately four spaces on the north side of Blue Mound Road and an addition of approximately four spaces on the south side of Blue Mound, or a total net result of no loss in parking.

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 modifications on the north side of Blue Mound Road from Maywood Avenue to Robertson Street and the south side of Blue Mound Road from 89th Street to Robertson Street as outlined in the staff report.

Black: Existing Condition
Red: Proposed "No Parking"
Green: Remove "No Parking"

"2 HR 8-5" → 2-hr Parking
8am - 5pm

"No PKG" → No Parking Anytime

"OPEN" → No Restrictions







Michael May

From: Michael May
Sent: Tuesday, January 20, 2026 9:31 AM
To: 'JamesS'
Subject: RE: [External] Blue Mound Rd Parking Restrictions
Attachments: Proposed Parking Diagram - 2026-01-20.pdf

Good Morning, James,

Per your request, attached please find a proposed parking diagram. Anything in black is how the street is currently signed. Anything in red shows a proposed new “no parking” zone. Anything in green shows a proposed removal of a “no parking” zone.

As you will see, no changes are proposed abutting 8619 W. Blue Mound Road.

Sincerely,
Mike

Michael May, PE, PTOE, RSP1
Senior Civil Engineer – Traffic & Transportation
City of Wauwatosa
7725 W. North Avenue
Wauwatosa, WI 53213
General: 414-479-8900
Direct: 414-479-8930
mmay@wauwatosa.net

From: JamesS <jms762@wi.rr.com>
Sent: Friday, January 16, 2026 2:04 PM
To: Michael May <mmay@wauwatosa.net>
Subject: [External] Blue Mound Rd Parking Restrictions

Michael May-

Received your letter regarding new proposed parking restrictions on Blue Mound Road from 89th to Robertson St. If possible please provide a map showing proposed parking areas with restrictions. This will give a better idea of exact areas of proposed changes.

Thank you,

James Stroika

8619 W. Blue Mound Road

Michael May

From: Michael May
Sent: Tuesday, January 20, 2026 9:36 AM
To: 'James Kocevar'
Subject: RE: [External] Committee Meeting
Attachments: Proposed Parking Diagram - 2026-01-20.pdf

Good Morning, James,

Attached please see a diagram showing the existing parking conditions (black), proposed “no parking” zones (red), and proposed removal of “no parking” zones (green) for your reference.

I will share your comments to the meeting agenda.

Sincerely,
Mike

Michael May, PE, PTOE, RSP1
Senior Civil Engineer – Traffic & Transportation
City of Wauwatosa
7725 W. North Avenue
Wauwatosa, WI 53213
General: 414-479-8900
Direct: 414-479-8930
mmay@wauwatosa.net

From: Wauwatosa, WI <gmb_feedback@wauwatosa.net>
Sent: Saturday, January 17, 2026 2:26 PM
To: Michael May <mmay@wauwatosa.net>
Subject: [External] Committee Meeting

Message submitted from the <Wauwatosa, WI> website.

Site Visitor Name: James Kocevar
Site Visitor Email: grandmahome@wi.rr.com

Mr. May Some of the proposed changes on Bluemound road are flawed. If the changes were to go forward they would negate the decisions made two years ago at Ravenswood west road, making it no parking. First of all the spaces created would be for the college students who I can assure you WILL J-walk across Bluemound every day. Also at the very least parking should be two hours only after 9:00am

Michael May

From: Michael May
Sent: Tuesday, January 20, 2026 9:38 AM
To: 'cindy festge'
Subject: RE: [External] street sign changes
Attachments: Proposed Parking Diagram - 2026-01-20.pdf

Good Morning, Cindy,

Attached please see a diagram showing the existing parking conditions (black), proposed "no parking" zones (red), and proposed removal of "no parking" zones (green) for your reference.

I will share your comments to the meeting agenda. Note that the current proposal does not change parking restrictions along 8512 W. Blue Mound Road.

Sincerely,
Mike

Michael May, PE, PTOE, RSP1

Senior Civil Engineer – Traffic & Transportation

City of Wauwatosa

7725 W. North Avenue

Wauwatosa, WI 53213

General: 414-479-8900

Direct: 414-479-8930

mmay@wauwatosa.net

From: cindy festge <cfestge@att.net>
Sent: Monday, January 19, 2026 8:25 AM
To: Michael May <mmay@wauwatosa.net>
Subject: [External] street sign changes

Since I live on the north side of Bluemound at 8512, I agree with difficult sight lines when entering Bluemound. Cars from the college park regularly because it is the only unrestricted parking in the area.

i also have difficulty entering Bluemound from my driveway with SUVs and trucks parked just to the east with a few feet clearance. Because of the same visibility issue, my previous neighbor to the west petitioned to have the area

in front of his house designated no parking about 5 years ago. I would appreciate it if modifications could be addressed for my property at the time other changes are made.

Sincerely
Cindy Festge
8512 W Bluemound



Staff Report

File #: 26-0108

Agenda Date: 1/20/2026

Agenda #: 5.

Consideration of request from Engineering Division to install stop signs on the Yale Place approaches to 71st 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 a request to determine if stop control is appropriate at the Yale Place intersection with 71st Street and analyzed if such traffic control is warranted.

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

- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway. *The location of houses in all four corners of the intersection block adequate lines of sight. This warrant is met.*
- Crash records at a four-leg intersection indicate that there were three or more reported crashes in a 12-month period, or six or more reported crashes in a 36-month period, susceptible to correction by installation of minor-road stop control. *Based on an analysis of intersection crashes for the three-year period of January 1, 2022 through December 31, 2024, no crashes were reported. This warrant is not met.*
- The intersection is of a lower functional classification road with a higher functional classification road. *Both Yale Place and 71st Street are functionally classified as local streets. This warrant is not met.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Therefore, staff recommends installing stop control on the Yale Place approaches to 71st 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 a resolution to install stop signs on the Yale Place approaches to 71st Street.

**Approximate Location of Recommended Stop Control
Yale Place & 71st Street**





Staff Report

File #: 26-0109

Agenda Date: 1/20/2026

Agenda #: 6.

Consideration of request from Engineering Division to install stop signs on the Livingston Avenue approaches to 78th 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 a request to determine if stop control is appropriate at the Livingston Avenue intersection with 78th Street and analyzed if such traffic control is warranted.

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

- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway. *The location of houses in all four corners of the intersection block adequate lines of sight. This warrant is met.*
- Crash records at a four-leg intersection indicate that there were three or more reported crashes in a 12-month period, or six or more reported crashes in a 36-month period, susceptible to correction by installation of minor-road stop control. *Based on an analysis of intersection crashes for the three-year period of January 1, 2022 through December 31, 2024, no crashes were reported. This warrant is not met.*
- The intersection is of a lower functional classification road with a higher functional classification road. *Both Livingston Avenue and 78th Street are functionally classified as local streets. This warrant is not met.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Therefore, staff recommends installing stop control on the Livingston Avenue approaches to 78th 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 a resolution to install stop signs on the Livingston Avenue approaches to 78th Street.

**Approximate Location of Recommended Stop Control
Livingston Avenue & 78th Street**





Staff Report

File #: 26-0110

Agenda Date: 1/20/2026

Agenda #: 7.

Consideration of request from Engineering Division to install stop signs on the Clarke Street approaches to 118th Street and remove yield signs on the 118th Street approaches to Clarke 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 a request to determine if stop control is appropriate at the Clarke Street intersection with 118th Street and analyzed if such traffic control is warranted.

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

- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway. *The horizontal curve on the Clarke Street east leg blocks adequate lines of sight for users northbound/southbound on 118th Street and for users eastbound/westbound on Clarke Street. This warrant is met.*
- Crash records at a four-leg intersection indicate that there were three or more reported crashes in a 12-month period, or six or more reported crashes in a 36-month period, susceptible to correction by installation of minor-road stop control. *Based on an analysis of intersection crashes for the three-year period of January 1, 2022 through December 31, 2024, no crashes were reported. A reported crash did occur in the afternoon of January 3, 2025, that is susceptible to correction by stop control. Three or more reported crashes did not occur. This warrant is not met.*
- The intersection is of a lower functional classification road with a higher functional classification road. *Both Clarke Street and 118th Street are functionally classified as local streets. This warrant is not met.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Therefore,

staff recommends installing stop control on the Clarke Street approaches to 118th Street and removing the yield signs that exist on the 118th Street approaches to Clarke 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 a resolution to install stop signs on the Clarke Street approaches to 118th Street and remove yield signs on the 118th Street approaches to Clarke Street.

**Approximate Location of Recommended Stop Control
Clarke Street & 118th Street**





Staff Report

File #: 26-0111

Agenda Date: 1/20/2026

Agenda #: 8.

Consideration of request from Engineering Division to install stop signs on the Forest Street approaches to Woodland Avenue

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 to determine if stop control is appropriate at the Forest Street intersection with Woodland Avenue and analyzed if such traffic control is warranted.

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

- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway. *The location of houses in all four corners of the intersection block adequate lines of sight. This warrant is met.*
- Crash records at a four-leg intersection indicate that there were three or more reported crashes in a 12-month period, or six or more reported crashes in a 36-month period, susceptible to correction by installation of minor-road stop control. *Based on an analysis of intersection crashes for the three-year period of January 1, 2022 through December 31, 2024, no crashes were reported. This warrant is not met.*
- The intersection is of a lower functional classification road with a higher functional classification road. *Both Forest Street and Woodland Avenue are functionally classified as local streets. This warrant is not met.*

Two-way stop control is warranted and necessary for motorists to properly see conflicting traffic. Therefore, staff recommends installing stop control on the Forest Street approaches to Woodland 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 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

7725 W. North Avenue
Wauwatosa, WI 53213

Staff Report

File #: 26-0127

Agenda Date: 1/20/2026

Agenda #: 9.

Consideration of committee and council support and resolution for Wisconsin Department of Transportation curb ramp improvement projects 2030-22-72 and 2200-10-74

Submitted by:

Boris Veleusic, P.E., City Engineer

Department:

Public Works, Engineering

A. Issue

Consideration of committee and council support and resolution for Wisconsin Department of Transportation curb ramp improvement projects 2030-22-72 and 2200-10-74. Further details on these projects will be provided by WisDOT at a later date.

B. Background/Options

WisDOT, in agreement with the Federal Highway Administration (FHWA), is in the process of bringing curb ramps along state highways into compliance with the Americans with Disabilities Act (ADA). WisDOT has created a Standalone Curb Ramp program to complete these updates outside of standard roadway projects, and has identified curb ramps within the City of Wauwatosa that are in need of updates. Design and construction for these projects are 100% covered by WisDOT.

WisDOT has identified a federal funding source, referred to as TA Set Aside funds that can be used for this purpose. However, a requirement of the funding request is that the local municipality request WisDOT's usage of these federal funds.

C. Strategic Plan (Area of Focus)

Priority 3: Infrastructure

D. Fiscal Impact

None

E. Recommendation

Approve letters of support and recommend council resolution supporting this program.

Common Council



January 15, 2026

Cindy Flower, P.E.
141 NW Barstow St
Waukesha, WI 53188

Dear Cindy Flower,

The City of Wauwatosa is providing this letter to request that the Wisconsin Department of Transportation (WisDOT) utilize any available federal funding for the purpose of addressing pedestrian curb ramp needs in the community. The completion of work on the Standalone Curb Ramp Improvement Project 2200-10-74, anticipated to be scheduled for construction in calendar year 2032, will help ensure pedestrian crossings on state-owned roadways in the City of Wauwatosa meet requirements under the American Disabilities Act.

The City of Wauwatosa recognizes that WisDOT's Standalone Curb Ramp Improvement Program addresses curb ramp locations not included in the department's six-year improvement program. Utilizing federal aid intended for improving pedestrian facilities will allow WisDOT to efficiently address all curb ramp needs within the planned program cycle.

Sincerely,

cc: Robert Hamilton, WisDOT Bureau of State Highway Programs





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141 NW Barstow St
Waukesha, WI 53188

Dear Cindy Flower,

The City of Wauwatosa is providing this letter to request that the Wisconsin Department of Transportation (WisDOT) utilize any available federal funding for the purpose of addressing pedestrian curb ramp needs in the community. The completion of work on the Standalone Curb Ramp Improvement Project 2030-22-72, anticipated to be scheduled for construction in calendar year 2030, will help ensure pedestrian crossings on state-owned roadways in the City of Wauwatosa meet requirements under the American Disabilities Act.

The City of Wauwatosa recognizes that WisDOT's Standalone Curb Ramp Improvement Program addresses curb ramp locations not included in the department's six-year improvement program. Utilizing federal aid intended for improving pedestrian facilities will allow WisDOT to efficiently address all curb ramp needs within the planned program cycle.

Sincerely,

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