



**DRAFT - STREETScape STEERING COMMITTEE
MEETING MINUTES
Thursday July 16, 2015
6:30 PM City Hall – Lower Civic Center**

Present:

SSC Members: Paulette Enders (Chair), Mayor Kathy Ehley, Ald. Jason Wilke, Bill Wehrley, Jim Plaisted, Chris Leffler, Bill Pennoyer, Bill Robison, Carolyn Esswein, Matt Kamenick, Tom Olejniczak

Staff: David Jaeckels, Mike Steiner, Bill Porter, Jeff Rainwater

Additional: Kevin Hardman

Project Team: Pete Sechler, Claudia Ray-Centeno, Troy Hartjes, Ken Saiki, Ken Voigt

1. **Meeting called to order 6:33 PM.** Mayor Ehley chaired the meeting because Ms. Enders was to arrive late to the meeting due to an excused absence. Streetscape Steering Committee voting quorum was confirmed for the meeting.
2. Approval of SSC meeting minutes from July 9, 2015.
3. Pete Sechler presented the refined final conceptual designs for several different project areas in the Village center including the State Street and Wauwatosa Avenue intersection, Harwood and Underwood Avenues north of State Street, Harwood and Wauwatosa Avenue intersection, and the Harmonie Avenue and State Street intersection. Mr. Sechler also summarized what the stakeholder groups and public expressed in regard to the final concepts and how the concepts were refined for today's Streetscape Steering Committee meeting to reflect those discussions. Additionally Mr. Sechler summarized the previously approved concepts for State Street from Wauwatosa Avenue to 68th Street. The proposed final concepts are attached with this document.

Summary of the proposed final concepts include:

- a. State Street and Wauwatosa Avenue intersection – A dedicated right turn lane onto Wauwatosa Avenue from State Street when traveling west on State Street was added to the intersection. The multi-use trail on State Street was extended to the west side of the intersection to the sidewalk and crosswalk.

Matt Kamenick – Because of the wide truck turning radii required for large semi-trucks turning right onto Wauwatosa Ave. from westbound State Street, would other vehicles turning right be potentially struck by the turning truck?

Tom Olejniczak – How does eastbound through-traffic on State Street get through the intersection if Wauwatosa Avenue is backed-up? Pete Sechler response - the width of State Street is widened at the intersection when traveling eastbound on State to allow vehicles to maneuver around other vehicles that are waiting to turn left onto Wauwatosa Avenue.

Ald. Jason Wilke – Why is the island on Wauwatosa Avenue pulled back farther from the intersection? Pete Sechler response – pulling the island back to just behind the crosswalk allows easier truck turning movements but still offers some pedestrian refuge opportunity.

Jim Plaisted – How are pedestrians crossing State Street at the intersection facilitated when the traffic light is green at Wauwatosa Avenue? Ken Voigt response – signal light operations are coordinated to show/sound the pedestrian walk signal like at other intersections.

Committee members that expressed an opinion thought that the proposed intersection design was clearer to navigate than previous iterations and more simplified. The Committee expressed general approval for the concept.

- b. Harwood and Underwood Avenues north of State Street – The proposed final concept includes the streets as one way pair with southbound vehicular traffic traveling on Harwood from Wauwatosa Avenue to State Street and northbound traffic traveling on Underwood to Harmonee Avenue. Bikes that are traveling with the direction of the street traffic pattern are to ride in the travel lane with cars. Bikes traveling in the opposite direction of the street are in a marked 5-foot wide bike lane located in front of the angled parking spaces.

On-street parking for both streets includes “reverse-angle” style parking spaces, requiring cars to pull slightly ahead of the desired parking space, and then smoothly backing in to the space so that the trunk of the vehicle is facing the curb and sidewalk. Reverse-angle style parking is used in other cities and regions because it offers advantages to traditional pull-forward angle parking. Advantages include that it is safer for bicyclists, pedestrians, and other vehicles because the driver pulling out of the parking space can clearly view the on-coming traffic, and it allows drivers to easily and safely load their car’s trunk from the sidewalk. Simple “how to park” instructional signage for reverse-angle parking will be posted to help educate first-time users with parking.

Bill Robison – there are existing examples of reverse-angle parking in the city of Milwaukee. Reverse-angle parking is advantageous for passengers loading and unloading from the car as well but what if there are pedestrians crossing the street? Pete Sechler – explained reverse-angle parking is actually safer for pedestrians than pull-in angle parking because drivers’ eyes are facing forward into on-coming traffic.

Carolyn Esswein – What do the merchants and BID members think of reverse-angle parking? Pete Sechler response – had meetings with four interested BID members on Thursday, July 16th to discuss the concept of reverse-angle parking. The BID members were in favor of reverse-angle parking on Harwood and Underwood Avenues north of State Street.

Ald. Jason Wilke – Would it be better to have the counter-flow bike lane along the curb and sidewalk where the rear of the reverse-angle parked car is located? Pete Sechler response – it is safer for the bicyclist to have the counter-flow bike lane in the travel lane than along the curb because the vehicle backing up could back up into the path of the bicycle.

Tom Olejniczak – likes the reverse-angle parking concept but is concerned with the slope of the roadways. Pete Sechler – parking spaces are 10-feet wide to allow enough extra space to maneuver.

Bill Wehrley - is the area between the travel lane and the sidewalk a vertical curb or is it flush with the street and sidewalk areas? Pete Sechler – the concept includes a vertical curb along the side by the parking spaces and flush-condition along the travel lanes and sidewalk areas on the other side.

Bill Wehrley – Biking uphill in the travel lane may be difficult for some. Could there be a 4-foot wide separate bike lane in the same direction of the travel lane, an 11-foot wide vehicle lane, and a 5-foot wide counter-flow bike lane?

Kevin Hardman – the reverse-angle parking, separate counter-flow bike lane in the travel lane in front of the parked cars, and bikes traveling in the vehicle lane with the traffic flow is a very workable solution and will allow access for the next 40 years. It is important that Harwood and Underwood Avenues be treated as a pair. Additionally, the proposed treatment of Harwood and Underwood Avenues would act as a pilot program, and if not working out as planned could be re-stripped in the future.

Ald. Jason Wilke – Should the plan utilize green bike lane markings like what is used on North Avenue? Pete Sechler response – the project team will add green markings.

Ald. Jason Wilke – Is the double yellow line necessary between counter-flow bike lane and the on-coming travel lane? Response – the double yellow line is necessary according to roadway design guidelines and common convention.

Bill Wehrley – Approves of the concept plan and thinks the City should proceed with implementation.

The final concept drawings for the State Street and Wauwatosa Avenue intersection and Harwood and Underwood Avenues north of State Street, as presented and attached with this document, were voted on and approved unanimously by the Streetscape Steering Committee.

- c. Harwood Avenue and Wauwatosa Avenue intersection – refined final concept was shown to the Committee.
Bill Wehrley – consider bus turning movements in the design.
Carolyn Esswein – observed that the marked stop bar at the intersection does not keep vehicles from creeping up into traffic.
Committee members that expressed an opinion thought that the proposed intersection design is acceptable.
- d. Harmonee and Wauwatosa Avenue Intersection – concept includes the removal of one lane from Harmonee Avenue at the intersection. This would provide separate right and left turn lanes from Harmonee to Wauwatosa Avenue and one westbound lane. This scenario would allow a driveway for ingress and egress to the Village Faire parking lot from Harmonee and additional public space at the corner. The existing Village Faire driveway access immediately south of Harmonee Avenue would be closed.
Bill Wehrley – Provide additional modeling for this intersection scenario.
Committee members that expressed an opinion thought that the project team should study this scenario. The Committee’s general consensus in regard to the concept of the parking lot driveway entrance off of Harmonee Avenue was negative.
- e. Harmonee Avenue and State Street intersection - consider removing one lane from State Street west of the Harmonee Avenue and State Street intersection. This would provide additional traffic calming and pedestrian crossing safety. Additional modeling will be required.
Bill Wehrley – concept might work with dedicated right turn lane and left turn/through lane eastbound but intersection travel lanes need to align with west side of the intersection. Concept shown does not currently align the travel lanes.
- f. Preliminary Costs – Preliminary potential project costs including street and intersection, streetscape, and park improvements were presented to the Committee. Existing grades, desired flush-condition streets, and other factors may drive up the cost of the project. Preliminary potential costs of the entire project are projected to range from \$10 million to \$13 million dollars, dependent on engineering considerations.
Committee members that expressed an opinion thought that the proposed flush-condition for State Street in the Village Center and along one side of Harwood and Underwood Avenue north of State Street should be an objective for the project.
- g. Meetings with the Committee of the Whole, Community Affairs Committee, and the Common Council – Pete Sechler discussed the upcoming meeting schedule for the project and what will be presented.

The final concept plans for the Harwood and Wauwatosa Avenue intersection, Harmonee and Wauwatosa Avenue intersection, east State Street, Wauwatosa Avenue, and Harmonee Avenue and State Street intersection, as presented and attached to this document, were voted on and approved unanimously by the Streetscape Steering Committee.

- 4. Meeting adjourned at 8:33 PM**