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City of West Allis Matter Summary

7525 W. Greenfield Ave.
West Allis, WI 53214

File Number	Title	Status
2010-0011	Communication	Introduced
	Communication from David Siebenaller, 2130 S. 60 St., expressing limited support for the reconstruction of S. 60 Street.	
	Introduced: 1/5/2010	Controlling Body: Public Works Committee

COMMITTEE RECOMMENDATION Place on File

ACTION DATE:	MOVER	SECONDER		AYE	NO	PRESENT	EXCUSED
<u>4/5/2010</u>			Barczak	✓			
			Czaplewski	✓			
			Kopplin				
			Lajsic				
			Narlock				
			Reinke				
			Roadt	✓			
		✓	Sengstock	✓			
			Vitale				
	✓		Weigel	✓			
			TOTAL	<u>5</u>			

SIGNATURE OF COMMITTEE MEMBER

David Siebenaller _____
 Chair Vice-Chair Member

COMMON COUNCIL ACTION **PLACE ON FILE**

ACTION DATE:	MOVER	SECONDER		AYE	NO	PRESENT	EXCUSED
<u>JAN - 5 2010</u>	✓		Barczak	✓			
			Czaplewski	✓			
			Kopplin	✓			
			Lajsic	✓			
		✓	Narlock	✓			
			Reinke	✓			
			Roadt	✓			
			Sengstock	✓			
			Vitale	✓			
			Weigel	✓			
			TOTAL	<u>10</u>			

David Siebenaller

2130 S. 60th Street
West Allis, WI 53219-1568
(414)541-7674

December 15, 2009

Mayor Devine & Common Council Members
7525 W. Greenfield Ave.
West Allis, WI 53214

RECEIVED

DEC 16 2009

CITY OF WEST ALLIS
CLERK/TREASURER

RE: Reconstruction S. 60 St.

Honorable Mayor & Council Members:

We live in the affected area and wish to express our **limited support** for this needed project.

We most strongly object to the planned narrowing of the roadway.

PARKING: As it is, there barely room to exit a vehicle when parking on the street. Attempting to park on the street and remove a child from a car seat, which most people place behind the driver's seat, will be extremely dangerous. Replacing the continuous concrete carriage walk with grass will make exiting on the passenger side impossible in winter, as you can no longer clear

STRIKING PARKED CARS: By 1965, three years after the 60th was last reconstructed, we had had three of our cars struck while parked in front of our house. Additionally, there were three additional accidents all either in front of our house or our neighbor's house. (*See attached letter from 1965.*) Once the roadway is narrowed, I fear this will once again be a common occurrence. In the 1960's it was parked cars getting hit, in the 1970's four separate houses/porches were hit by cars and lately, it has been accidents.

ACCIDENTS: In just our one-third of a block from (south) W. Mobile St. south toward Grant, we seem to have an inordinate number of accidents. Attached are photos from just a few of the accidents of which we are aware of and went to the trouble of photographing, mainly to try to keep track of them. We fear narrowing the roadway will only increase these occurrences, such as the recent fatal accident on WB National Avenue.

PLOWING: In winter, even with the exemplary plowing done by the City, the frozen mess constantly builds up from the curb. It is not possible for the plows to cut all the way to curb all winter long. Most years, the piles and ice typically build up three to four feet from the curb as the winter progresses. Narrowing the roadway by two feet on a side will either force the elimination of on-street parking, or force to City to use their "snow blower" and expend more money we do not have.

BICYCLES: As the roadway is, there is a fairly comfortable space for bicyclists to use the roadway, with or without parked vehicles. Narrowing the roadway will no longer allow for safe passage of bicyclists and vehicles. It seems fitting after the City spends \$16,000 on a no-bid study for a bicycle and pedestrian plan and then preclude the use of the main north-south corridor on the East End. **Why not keep the width and stripe a bicycle lane?**

While we do welcome a reconstruction of our **thoroughfare** – it is not our street – we do not want to have an “error” with which we must live for another 50 years. The Engineers designing it most certainly do not live along it.

We also have a concern regarding the street lighting. We want at least the same level and distribution that we currently have. In a number of the instances of the City changing the lighting on the mains, the lighting coverage is not as good as it was due to location and number of light fixtures. Also, we do not want the “bronze” fixtures, which “*only*” cost about \$40 more apiece. They are not “better” than the natural aluminum, cost more, and will look “bad” with all the tape from “signs” placed on them or when they are vandalized and attempts made to remove vandalism.

If reducing the speed is so important, other than all the “speed wave” stops the Police do, why not follow Greenfield’s lead, which has placed speed bumps every thirty feet or so on a stretch of Coldspring.

Again, we most vigorously oppose narrowing the roadway as well as installing parking restrictions on us. This will not reduce the speed of the traffic, and will make it even more difficult to live on this thoroughfare, and probably make it even harder to sell property, when the time comes.

Respectfully,

David Siebenaller

Fig. 1. Nov. 6, 2006



Fig. 2. Sept. 8, 2007

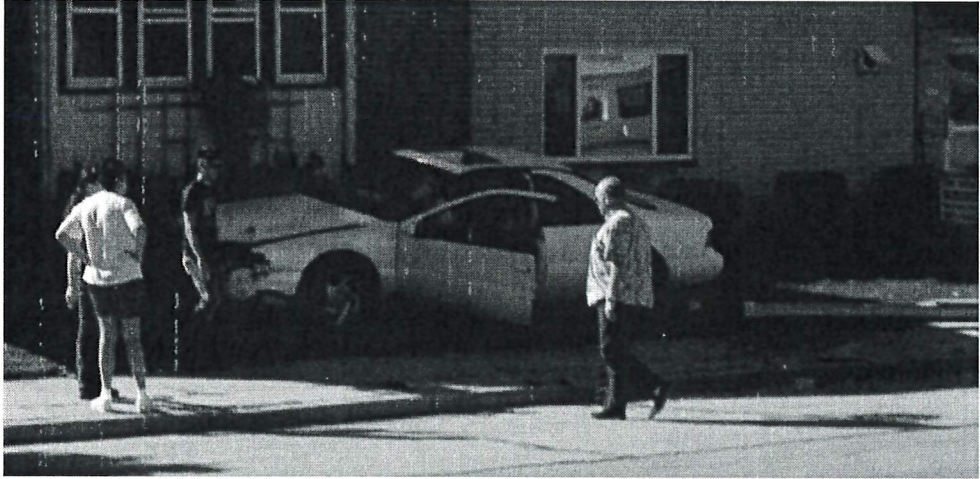


Fig. 3. Railroad Crossing 1: June 10, 2007



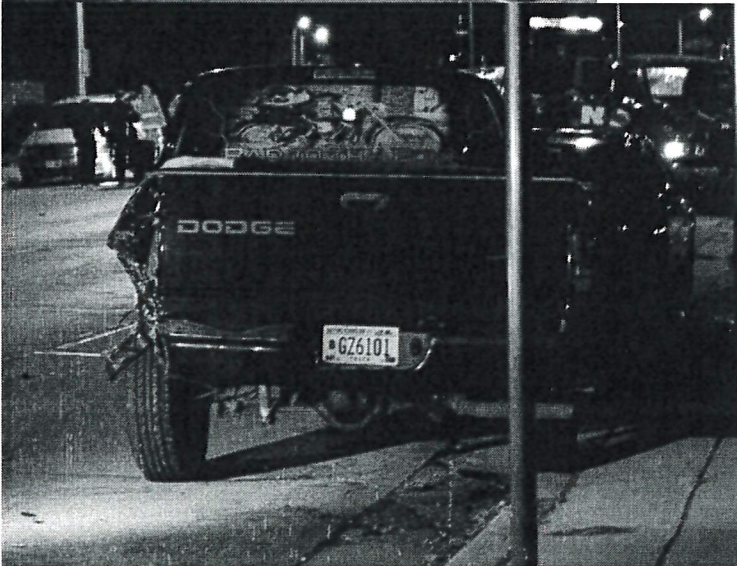
Fig. 4. Railroad Crossing 2: Sept. 30 2007



Fig. 5. Rear-end in the Number 2 lane: Sept. 3, 2009



Fig. 6. Rollover: Nov. 7, 2009



2130 South 60th Street
West Allis, Wisconsin
September 29, 1965

Mr. Ray E. Ross
Alderman - First Ward
5930 W. Filmore Drive
West Allis, Wisconsin

Dear Mr. Ross:

I would like to call to your attention an unsafe condition that exists on South 60th Street - particularly in the 2100 block. My car has been struck three times while parked at the curb - the most recent being on September 7th. On September 25th my neighbor's car was stuck pushing it onto the sidewalk. A few years ago two cars traveling in opposite directions sideswiped each other and last winter a car sideswiped two cars parked at the curb. All of these accidents have occurred in front of my home or the home on either side.

I suppose one could conclude that there must be something wrong. Street lighting? Speed? Insufficient room for two cars to pass with cars parked at the curb? The railroad crossing at the corner?

The speed limit is 25 MPH but 30 or 35 MPH seems to be the going rate despite an occasional visit by a radar equipped squad car.

We have been very fortunate that no one has been injured thus far, but we shouldn't press our luck too far.

I know in the past you have always helped us with our troubles for which we are most thankful, and I know you will find some solution to this one.

Very truly yours,

Paul F. Siebenaller
2130 South 60th Street
West Allis, Wisc. 53219