



City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 45350

File ID: 45350

File Type: Resolution

Status: Items Referred

Version: 1

Reference:

Controlling Body: PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

File Created Date : 12/05/2016

File Name: Stating the City of Madison's Locally Preferred Alternative of Converting Stoughton Road (Highway 51) to an Urban Boulevard Within the Madison City Limits.

Final Action:

Title: Stating the City of Madison's Locally Preferred Alternative of Converting Stoughton Road (Highway 51) to an Urban Boulevard Within the Madison City Limits.

Notes:

Sponsors: Tim Gruber and David Ahrens

Effective Date:

Attachments: Staff Report for PBMVC1.24.17ITEME.4..pdf, Memo of Staff Report Stoughton Rd cross-section item.pdf

Enactment Number:

Author: Ald. Tim Gruber, District 11

Hearing Date:

Entered by: lveldran@cityofmadison.com

Published Date:

Approval History

Version	Date	Approver	Action
1	12/05/2016	Benjamin John	Approve

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Council Office	12/05/2016	Referred for Introduction				
	Action Text:		This Resolution was Referred for Introduction				
	Notes:		Long Range Transportation Planning Committee, Ped/Bike/Motor Vehicle Commission				
1	COMMON COUNCIL	12/06/2016	Referred	LONG RANGE TRANSPORTATION PLANNING COMMITTEE			Pass
	Action Text:		A motion was made by Gruber, seconded by Rummel, to Referred to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE. The motion passed by voice vote/other.				

Notes: Additional referral to Pedstrian/Bicycle/Motor Vehicle Commission

1 LONG RANGE 12/06/2016 Referred PEDESTRIAN/BIC 01/24/2017
TRANSPORTATION YCLE/MOTOR
PLANNING COMMITTEE VEHICLE
COMMISSION

Action Text: This Resolution was Referred to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Notes:

1 PEDESTRIAN/BICYCLE/ 01/24/2017 Return to Lead with LONG RANGE
MOTOR VEHICLE the Following TRANSPORTATIO
COMMISSION Recommendation(s) N PLANNING
COMMITTEE

Action Text: City Traffic Engineering staff gave a verbal report. Staff recommended requesting a review process for the cross-section before going forward with the plan.

After much discussion, a motion was made by Kemble, seconded by Foster to move approval. A motion was made by Zellers, seconded by Kemble, to Recommend returning to lead with following recommendation of amending the verbiage of the resolution to say: "NOW, THEREFORE BE IT RESOLVED, that the City of Madison requests that the DOT study converting Stoughton Road (Highway 51) to an urban boulevard with the Madison city limits;" The motion passed by voice vote/other.

1 LONG RANGE 02/23/2017
TRANSPORTATION
PLANNING COMMITTEE

Text of Legislative File 45350

Fiscal Note

The proposed resolution has no fiscal impact.

Title

Stating the City of Madison's Locally Preferred Alternative of Converting Stoughton Road (Highway 51) to an Urban Boulevard Within the Madison City Limits.

Body

WHEREAS, Stoughton Road (Highway 51) is an important travel route for City of Madison residents as well as regional travelers that runs through the east side of Madison; and,

WHEREAS, 25,000 City of Madison residents live in the vicinity of Stoughton Road; and,

WHEREAS, other cities have torn down urban freeways with positive social and economic benefits including revitalized neighborhoods and new development along the routes; and,

WHEREAS, the Wisconsin Department of Transportation (WisDOT) is planning to convert Stoughton Road (Highway 51) into a limited access, grade separated freeway; and,

WHEREAS, there are neighborhoods and businesses on both sides of Stoughton Road that will be better connected with a urban boulevard between them and will be adversely effected by having a freeway between them; and,

WHEREAS, Stoughton Road has a similar amount of traffic to East Washington Ave (Highway 151) and University Ave (which becomes highway 14), two urban boulevards that function well within the City of Madison; and,

WHEREAS, urban boulevards can be used by bicyclists and pedestrians while freeways cannot; and,

WHEREAS, freeways are a barrier to crossing for bicyclists and pedestrians; and,

WHEREAS, urban boulevards are inherently safer because of slower speeds and avoid deadly crashes on urban freeways that can be caused by high speeds and by the inability to go from highway speeds to stopping in heavy traffic that is common in Madison; and,

WHEREAS, urban boulevards function better for shorter trips taken within the City that involve turning motions, while freeways function better for longer trips taken between cities; and,

WHEREAS, longer trips are currently well served by Interstate Highways 39, 90, and 94 that run parallel with and connect with Stoughton Road; and,

WHEREAS, in these times of limited funding for roads, an urban boulevard will be much less expensive to build and maintain while a freeway will be much more expensive to build and rebuild in the future because of the extensive infrastructure of bridges and ramps required; and,

WHEREAS, the ramps needed for a freeway will take up a large amount of land that can be put to better uses including development and green space; and,

WHEREAS, the City of Madison has an important interest in the Public Health, Safety, and Welfare that will be better served by an urban boulevard for Stoughton Rd as opposed to a freeway; and,

WHEREAS, a Stoughton Road converted to an urban boulevard will be more esthetically pleasing and make traveling more enjoyable as compared to a freeway,

NOW, THEREFORE BE IT RESOLVED, that the City of Madison states its Locally Preferred Alternative of converting Stoughton Road (Highway 51) to an urban boulevard with the Madison city limits; and,

BE IT FINALLY RESOLVED, that copies of this resolution be sent to the Wisconsin Department of Transportation (WisDOT) and the Madison Area Transportation Planning Board (MPO).