



Legislation Details (With Text)

**File #:** 00284      **Version:** 3      **Name:** Parking on the Capitol Square  
**Type:** Resolution      **Status:** Passed  
**File created:** 1/14/2005      **In control:** BOARD OF ESTIMATES (ended 4/2017)  
**On agenda:** 2/22/2005      **Final action:** 2/22/2005  
**Enactment date:** 3/1/2005      **Enactment #:** RES-05-00139

**Title:** SUBSTITUTE - Directing Traffic Engineering, and Parking Utility and City Engineering staff to develop and implement a plan to return public parking to the Capitol Square.

**Sponsors:** David J. Cieslewicz, Michael E. Verveer, Kenneth Golden

**Indexes:**

**Code sections:**

**Attachments:** 1. registration form 00284.pdf, 2. 00284 constituent ltrs.pdf

Date	Ver.	Action By	Action	Result
2/22/2005	3	COMMON COUNCIL	Adopt	Pass
2/14/2005	1	BOARD OF ESTIMATES (ended 4/2017)	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass
2/4/2005	3	TRANSIT AND PARKING COMMISSION (ended 06/2018)	Re-refer	
2/3/2005	3	Finance Dept/Approval Group	Approved Fiscal Note By The Comptroller's Office	Pass
1/14/2005	3	Transportation Department	Fiscal Note Required / Approval	
1/11/2005	1	TRANSIT AND PARKING COMMISSION (ended 06/2018)	RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER	Pass

**Fiscal Note**

No appropriation is required to implement the test program. City Engineering and Traffic Engineering estimate that implementation of the program as proposed as "Option 6C" will cost \$497,500. (It should be noted that of the total cost, \$295,500 is for pavement improvement on the capitol square that will be done regardless of the disposition of the Parking on the Square program; therefore, total costs ascribed solely to the new program amount to \$202,000.) Funding is included in the 2005 operating and capital budgets among several agencies and projects as follows: \$278,000 from the City Engineering--Major Streets "Pavement Management" capital program (project #5); \$100,000 from the State Street-Capitol Square "TID 23 - Capitol Square-Mifflin St." capital program (project #16); \$100,000 from the Planning and Development "TID 25-Capitol Square-Wilson St." capital program (project #11); and \$19,500 from the Parking Utility operating budget. No additional appropriation is anticipated. In addition, the program is anticipated to yield an estimated \$50,000 in annual revenues for the Parking Utility.

**Title**

SUBSTITUTE - Directing Traffic Engineering, and Parking Utility and City Engineering staff to develop and implement a plan to return public parking to the Capitol Square.

**Body**

**WHEREAS** patron parking convenient to businesses is one component of a successful downtown; and

**WHEREAS** the business community has repeatedly requested parking be allowed on the outside lanes of the Capitol Square; and

**WHEREAS** the Mayor has directed Traffic Engineering, Parking, Madison Metro, Planning and City Engineering to work together to develop parking concepts which minimize impacts to the users of the Capitol Square; and

**WHEREAS** this staff team has identified several options for angle and parallel parking; and

**WHEREAS** Option ~~4A-Modified~~ 6C provides the opportunity to maximize parking while minimizing impacts to the public and Madison Metro operations;

**NOW THEREFORE BE IT RESOLVED** that the Common Council directs Traffic Engineering, and Parking Utility and City Engineering staff to implement Parking Option ~~4A-Modified~~ 6C and return public parking to the outer lane of the four streets (Mifflin, Carroll, Main, and Pinckney) comprising the Capitol Square; and

**BE IT FURTHER RESOLVED** that implementation of Parking Option 6C include the following elements: (1) maintain the bus stops at King-Main, Mifflin-Pinckney, and Carroll-State; (2) use a mix of time limited meters (from 15 minutes to 1 hour) that would be enforced until 6 p.m.; (3) plan for the management of tour buses and school buses; (4) add additional bike parking racks around the Square; (5) bag the meters on Farmers' Market Saturdays from 6 a.m. until 2 p.m., late April to early November; and (6) that a recommendation on Square bus shelters be studied by staff and brought back to the TPC; and

**BE IT FINALLY RESOLVED,** that as a part of the implementation process a test of the revised lane configurations and width be initiated; and that after the test, staff report back to the Board of Estimates, to a joint meeting of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission, and to the Common Council prior to full implementation.