



Legislation Text

File #: 00284, Version: 3

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.