

..Number

090282

..Version

PROPOSED SUBSTITUTE

..Reference

..Sponsor

ALD. BAUMAN

..Title

Substitute resolution relating to the design, configuration and elevation of a future replacement for the Hoan Bridge.

..Analysis

This resolution expresses the City of Milwaukee's opposition to any changes to the design, configuration or elevation of the Hoan Bridge and its approaches unless those changes are consistent with all of the following design principles:

1. The bridge and its approaches use the existing right-of-way and substantially the same footprint.
2. The bridge approaches remain elevated over all land uses that are currently beneath the approaches, including, but not limited to, Port of Milwaukee, MMSD and Henry W. Maier Festival Park facilities.
3. Moveable bridge spans have sufficient clearance over the mean water level to minimize bridge openings for non-commercial vessels.
4. Bridge openings are limited to non-peak traffic periods, except for emergencies.
5. The bridge and its approaches accommodate pedestrian and bicycle traffic.
6. The cross-sections of the bridge and its approaches are no wider than 2 travel lanes and one distress lane, bicycle lane and sidewalk in each direction.
7. The Lake Shore Interchange is eliminated and replaced by an at-grade intersection or roundabout in the approximate location of Clybourn Street and Lincoln Memorial Drive.
8. All new or reconstructed structures are designed with lighting and architectural elements developed in consultation with the City of Milwaukee.

..Body

Whereas, The Hoan Bridge provides an invaluable transportation link, for both residents and businesses alike, between Downtown Milwaukee and Bay View and other South Side/South Shore communities; and

Whereas, The Hoan Bridge has contributed greatly to the economic development of these communities; and

Whereas, The current right-of-way footprint and elevation of the Hoan Bridge allow for smooth operation of Port of Milwaukee and Milwaukee Metropolitan Sewerage District ("MMSD") facilities and the Henry W. Maier Festival Park; and

Whereas, The current design of the Hoan Bridge also permits recreational boat traffic and commercial shipping to enter Milwaukee's Inner Harbor without any bridge openings that disrupt vehicular traffic; and

Whereas, In its current configuration and size, the Hoan Bridge is "overbuilt" for the volume of traffic it actually accommodates – 44,150 vehicles daily, considerably less than such Milwaukee streets as S. 60th Street (55,867), W. Good Hope Road (45,709) and S. 27th Street (45,457); and

Whereas, The Wisconsin Department of Transportation ("WisDOT") has indicated that it needs to replace the deck and make structural repairs to the Hoan Bridge in the near future; and

Whereas, In 2008, WisDOT commissioned the consulting firm HNTB to conduct an analysis of alternatives for reconfiguring the Hoan Bridge and redeveloping the harbor area; and

Whereas, The preliminary feasibility analysis included in the HNTB study explored 2 options, reconstructing the Hoan Bridge in its current configuration and replacing the Bridge and its approaches with an at-grade lift or bascule bridge and 4-lane boulevard; and

Whereas, Any changes in the design, configuration or elevation of the Hoan Bridge and its approaches would have profound impacts on current land uses in this area, including the Port of Milwaukee, MMSD and Henry W. Maier Festival Park, as well as vehicular and maritime traffic patterns; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee is opposed to any changes to the design, configuration or elevation of the Hoan Bridge and its approaches unless those changes are consistent with all of the following design principles:

1. The bridge and its approaches use the existing right-of-way and substantially the same footprint.
2. The bridge approaches remain elevated over all land uses that are currently beneath the approaches, including, but not limited to, Port of Milwaukee, MMSD and Henry W. Maier Festival Park facilities.
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6. The cross-sections of the bridge and its approaches are no wider than 2 travel lanes and one distress lane, bicycle lane and sidewalk in each direction.
7. The Lake Shore Interchange is eliminated and replaced by an at-grade intersection or roundabout in the approximate location of Clybourn Street and Lincoln Memorial Drive.
8. All new or reconstructed structures are designed with lighting and architectural elements developed in consultation with the City of Milwaukee.

; and, be it

Further Resolved, That the City Clerk is directed to send copies of this resolution to Governor Doyle, the City of Milwaukee's representatives in the Wisconsin Legislature and Secretary of Transportation Busalacchi.

..Requestor

..Drafter
LRB09260-3
JDO
09/09/2009