



Legislation Details (With Text)

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**Effective date:**

**Title:** Substitute resolution relating to installation of a pedestrian crossing along W. Saint Paul Ave. to provide safe access to the Milwaukee Intermodal Station.

**Sponsors:** ALD. BAUMAN

**Indexes:** STREET IMPROVEMENTS, TRAFFIC CONTROL REGULATIONS

**Attachments:** 1. Letter and e-mail regarding potential dangerous situation at 5th and St Paul Ave, 2. Photos of St. Paul Ave, 3. Hearing Notice List, 4. Fiscal note

Date	Ver.	Action By	Action	Result	Tally
6/16/2009	0	COMMON COUNCIL	ASSIGNED TO		
6/19/2009	0	PUBLIC WORKS COMMITTEE	HEARING NOTICES SENT		
6/19/2009	0	PUBLIC WORKS COMMITTEE	HEARING NOTICES SENT		
6/22/2009	1	CITY CLERK	DRAFT SUBMITTED		
6/24/2009	1	PUBLIC WORKS COMMITTEE	RECONSIDERED	Pass	3:0
6/24/2009	1	PUBLIC WORKS COMMITTEE	HELD TO CALL OF THE CHAIR	Pass	3:0
6/24/2009	1	PUBLIC WORKS COMMITTEE	HELD TO CALL OF THE CHAIR	Pass	5:0
9/24/2010	1	PUBLIC WORKS COMMITTEE	HEARING NOTICES SENT		
9/24/2010	1	PUBLIC WORKS COMMITTEE	HEARING NOTICES SENT		
9/29/2010	1	PUBLIC WORKS COMMITTEE	RECOMMENDED FOR PLACING ON FILE	Pass	4:0
10/12/2010	1	COMMON COUNCIL	PLACED ON FILE	Pass	15:0

090278  
SUBSTITUTE 1

ALD. BAUMAN

Substitute resolution relating to installation of a pedestrian crossing along W. Saint Paul Ave. to provide safe access to the Milwaukee Intermodal Station.

This resolution directs the Department of Public Works, in order to allow safe pedestrian passage to and from the Milwaukee Intermodal Station, to create a pedestrian crosswalk, with appropriate striping, for the entirety of W. Saint Paul Ave. between N. 5<sup>th</sup> St. and N. 4<sup>th</sup> St., and to place in-street yield signs along the centerline of W. Saint Paul Ave. at appropriate intervals in this designated block. Whereas, A \$17 million renovation completed in November 2007 transformed a dilapidated rail station into a modern user-friendly intermodal facility -the Milwaukee Intermodal Station - that serves as a transportation gateway to and from the City of Milwaukee; and

Whereas, Amtrak’s Hiawatha Service, with seven daily round trips between Milwaukee and Chicago

and considered the signature service of the Milwaukee Intermodal Station, had nearly 750,000 passengers, a 26% increase, during the latest fiscal year ending September 30, 2008; and

Whereas, The Milwaukee Intermodal Station is also served twice daily by Amtrak's Empire Builder line, as well as numerous intercity motor coach operators including Greyhound, Indian Trails, Coach USA, Lamers, and Jefferson Lines; and

Whereas, As a result of the recent renovations and myriad transportation services, the Milwaukee Intermodal Station is a hub of activity on a daily basis, with passengers and others consistently coming to and from the facility located at 433 W. Saint Paul Ave.; and

Whereas, Ingress and egress to the Milwaukee Intermodal Station requires those persons accessing numerous parking lots and structures, Milwaukee County Transit System bus lines and the heart of downtown Milwaukee to cross W. Saint Paul Ave.; and

Whereas, W. Saint Paul Ave. is a busy thoroughfare, with automobile traffic more intense in the immediate vicinity of the bustling Milwaukee Intermodal Station; and

Whereas, Though a controlled intersection and pedestrian crosswalk exist at North 5<sup>th</sup> Street and W. Saint Paul Ave., this is not the case at N. 4<sup>th</sup> St. and W. St. Paul Ave., and, importantly, there are no marked crosswalks midblock; and

Whereas, A natural pedestrian pathway therefore exists across a busy downtown street with few crosswalk options and minimal pedestrian protections; and

Whereas, Providing safe pedestrian passage is an essential component of the City of Milwaukee's investment in this state of the art intermodal facility; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Common Council directs the Department of Public Works to create a pedestrian crossing, with appropriate striping, for the entirety of W. Saint Paul Ave. between N. 5<sup>th</sup> St. and N. 4<sup>th</sup> St.; and, be it

Further Resolved, That in-street yield signs be placed along the centerline of W. Saint Paul Ave. between N. 5<sup>th</sup> St. and N. 4<sup>th</sup> St. at appropriate intervals.

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6/19/09