

July 10, 2017

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat and Pete Sammataro
Re: Moped Parking Ordinance (#46817)

We are writing in opposition to the proposed City-wide ban on moped parking on sidewalks and terraces. Attached to these comments is an appendix of pertinent photographs.

This item is on the Transit and Parking Commission agenda for July 12. It is slated to come before the Common Council on either July 18 or August 1.

As a long time moped rider, we feel this ban is extremely short-sighted for a number of reasons:

1. If there is a problem with mopeds that block sidewalks, enforce the ordinances you already have rather than punishing all moped riders because of some inconsiderate ones. It is not only mopeds that block sidewalks. Photos in the appendix show bicycles blocking the sidewalk.
2. If there is problem with mopeds taking spaces from bicycles at bike racks, ask moped riders to park **next** to the racks out of the way of the bikes. Or pass an ordinance specifically banning moped parking **at** bike racks.
3. It fails to address the issue of mopeds competing for scarce parking spots in downtown Madison and the campus area. This affects students, but also people who commute to work via moped. Art Ross said that three mopeds can park in one auto space. However, he fails to recognize that once the first moped is in the spot, it is lost to autos. Also, he fails to recognize that people might not know that three mopeds can be parked in one space or that people might not want to park in the same spot with someone they don't know. There is no way to force mopeds to park three to a stall.
4. It fails to address the issue of mopeds competing for scarce parking spots at special events. For example, we like to go the east side festivals. Parking near them is very congested and often spills over into neighborhoods. Mopeds taking up parking places is going to add to this problem.
5. It fails to address the issue of mopeds competing for scarce parking spots at small businesses and crowded parking lots. For example, we live near Sequoya Commons. The parking lot there is always full or near full during the week. We park our mopeds near (not in) one of the bike racks. If this option becomes unavailable to us, we will take up a coveted parking spot. The same could be said for the parking situation at Willy St. East and a myriad of other businesses.
6. If the issue is making mopeds pay for parking, we propose that mopeds be required to purchase an annual permit to be allowed to park on a sidewalk or terrace. We would be happy to pay a reasonable annual fee. That way enforcement would be easy. No permit - - issue citation.
7. On one hand, the City of Madison strives to be "green". On the other hand, this

July 10, 2017

Page 2 of 6

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat Sammataro
Re: Moped Parking Ordinance (#46817)

oppressive attitude toward energy efficient mopeds (100 mpg; low CO₂) will result in more people driving their cars which get far fewer miles per gallon.

8. The most recent Moped Parking Map posted in Legistar demonstrates how few non-UW moped parking spaces are available in the downtown/campus area. We placed approximately 65 fliers in one day on mopeds we saw parked around the Square, off upper State Street and near private student housing close to campus. Pat spoke to the parking manager for Madison Property Management, manager of the building at the corner of Dayton and Randall. She told Pat that they don't have enough parking for cars as it is. She said if mopeds can't park on the terrace, they will have to park on the street. The day we passed out fliers there were at least 15 mopeds parked neatly on the gravel terrace. The sidewalk was not obstructed by any of the mopeds. We just don't see a problem with this.

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat Sammataro
Re: Moped Parking Ordinance (#46817)

9. The conditions placed on the creation of an allowed Moped Parking Area are so restrictive that few property owners would be allowed to install one even if they were inclined to apply for a Privilege in Streets permit.

Alderperson Verveer commented at a meeting of one of the first two commissions to deal with this ordinance that he spoke with owners of large buildings who were in favor of it because they didn't like people who didn't live in their buildings parking on the terrace. The terrace does not belong to the property owner. It is a **public** right-of-way. In fact, the proposed ordinance recognizes this and does not allow a moped parking area created under the ordinance to be designated for private use. [12.793 (3) k.]. This, of course, will discourage property owners from creating an allowed Moped Parking Area.

10. The proponents of the ordinance have not demonstrated a compelling reason to institute the proposed moped parking ban on a City-wide basis. The Ad Hoc committee in 2012 was created on the premise that there **IS** a problem with moped parking. It did not set out first to determine **IF** a problem existed and then to what extent it was a problem in parts of the City other than lower State St. and near campus. One of the TPC members said in May that the ban needs to be City-wide to be equitable. We disagree. That is why there are different types of zoning designations. One size doesn't fit all. The same thing applies to moped parking. **Assuming** there **is** a moped parking problem on lower State St. and near campus, it makes sense to deal with those areas. The problem does not exist City-wide. There is no reason to apply the moped parking ban City-wide.
11. We've heard that one of the sponsors of the ordinance thinks mopeds are unsightly. That is an extremely poor reason to ban parking them on sidewalks and terraces. We think that there are far more important issues requiring your attention.
12. Another consequence of this ordinance will be the reduction in moped sales and service at Scooter Therapy. Moped sales and service is Scooter Therapy's main source of business. Ease of parking is one of the main advantages of owning a moped. If this ordinance passes, people will be less inclined to buy a moped, resulting in a decline in business for Scooter Therapy. The City should be developing policies to help small, locally owned businesses, not devising policies that will cause harm to one.
13. Thus far, we have only seen one written comment supporting the proposed ordinance. The comments in opposition make very valid points which proponents of this ordinance seem to be choosing to ignore.

In closing, if this ordinance passes, every time we park where parking is scarce in a stall in which there could have been a car, we are going to put a placard on our mopeds that reads:

"I apologize for taking up this parking space, but the City of Madison has made it illegal for me to park on the sidewalk, terrace or at a bike rack. The fine for doing so is

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat Sammataro
Re: Moped Parking Ordinance (#46817)

\$60. I choose not to take that risk. If you are unhappy about this, please contact the Mayor and your alderperson.”

Thank you for your time and attention.

Appendix

All of these photographs were taken during the middle of the afternoon on Tuesday, May 16, 2017.



Bicycles and mopeds neatly parked together on Monroe Street west of Randall. No sidewalk obstruction or moped chaos.



Mopeds neatly parked in a row on gravel terrace at West Dayton and Randall. Again, no sidewalk obstruction or moped chaos.



Bicycles and mopeds parked on the terrace at North Bedford and West Mifflin Street. Bicycle blocking sidewalk.



Mopeds parked on the terrace at North Bedford and West Mifflin Street.

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat Sammataro
Re: Moped Parking Ordinance (#46817)



Bicycles and mopeds parked at North Carroll and State Streets. Room for both; however, one of the bicycle racks has since been removed and replaced with a rack of the "rental bicycles."



Bicycles and mopeds on Langdon and North Lake Streets. Bicycles partly on sidewalk.



Bicycles and moped parked on Martin Luther King Drive and Main Street.



Bicycles and moped parked on Martin Luther King Drive and Main Street. No sidewalk obstruction or barrier to opening car doors in the adjacent stall.

To: Members of the Transit and Parking Commission and All Alderpersons
From: Pat Sammataro
Re: Moped Parking Ordinance (#46817)



Moped and bicycles parked neatly at East Mifflin and North Pinckney Streets. Is this moped causing a problem?



Bicycles parked at North Carroll and West Mifflin Streets. Is this a more aesthetically pleasing image?