

CITY OF MADISON
INTER-DEPARTMENTAL
CORRESPONDENCE

DATE: July 13, 2011

TO: Transit and Parking Commission

FROM: William Knobeloch, Parking Operations Manager

SUBJECT: **Motorcycle Parking**

At the June 8th TPC meeting, a citizen pointed out the reduced number of motorcycle stalls near the Memorial Union and its impact on riders and the Utility's revenues. He argued that there was a large demand for cycle parking in the area. Some of the motorcycle (6 stalls) and vehicle (2 stalls) parking in front of the Red Gym was removed this year to accommodate increased intercity bus traffic. A recent phone call to Greyhound indicates they no longer use this stop. Other bus companies are starting up new service to three Wisconsin cities in July at a yet-to-be-determined location. The 6 motorcycle stalls near the Park/Langdon intersection remain. While Utility staff originally opposed this parking reduction, Traffic Engineering insisted that it was in the best interest of ped/bus safety to make the change. Traffic Engineering staff recommended waiting until later this year to determine what bus schedule changes are made and what schedules are in place when students return this fall. If there is consistent, reduced intercity bus parking demand, then parking can be restored at that time.

The Utility has 60 motorcycle-only parking stalls in our system, most of them in our structures (see attached list). A motorcycle stall is typically 4.5 ft. wide and 8 ft. long. We determined these dimensions by measuring large cycles like Harleys. A full-sized Harley can be over 8 ft. long and 3 ft. wide. When we lay out the parking for a city block, we start with standard vehicle stalls (18-24 ft.) or short vehicle stalls (15 ft.) on the block ends or near driveways. If there isn't enough space for a short vehicle stall we look for a space for a motorcycle. A good example of this is the motorcycle stall in the diagonal parking area on Henry Street near Gorham. Since State Statutes allow motorcycles to park in vehicle stalls (but not the other way around), cyclists have an opportunity to use every parking stall in our system. Vehicles parked in motorcycle stalls could receive citations for parking outside of the designated stall. Parking enforcement officers allow up to three cycles in a standard-sized vehicle stall. None of the cycles will receive expired meter citations as long as there is time on the meter; however all could receive citations if the meter is expired. The very low use of the on-street motorcycle stalls in inclement weather played a large role in determining Utility policy towards motorcycle stall placement. It is not economically feasible for the Utility to replace the motorcycle stalls with vehicle stalls from November through April when usage is very low. The stall lines in particular are very troublesome from this aspect.

The Union area has one other element not often considered when thinking about parking. The University has a much larger number of parking stalls in this area than the City. Lot 1 between the Union and Gym has 77 stalls that are enforced from 7 am to 10 pm with a rate of \$1.50/hr. Three of the Lot 1 stalls are motorcycle only. Helen C White has 194 stalls at \$1.50/hr that are enforced from 7 am to 10 pm. Eighteen of the Helen C White stalls in the permitted area are motorcycle only, while none of the metered stalls are motorcycle only. The University encourages motorcyclists to use the stalls they designate for them. The City stalls are \$1.50/hr for vehicles and \$.75 for motorcycles and are enforced from 8 am to 6 pm. After 6 pm, the City stalls are full most of the time. Not only are they very convenient but they are free to users after 6 pm. **Staff believes that the City should sync up enforcement times during the 2012 general rate modifications** with the University to distribute the demand among all of the facilities and allow parkers more parking choices. The parking demand in this area is sufficiently high until 10 pm to encourage parking turnover.

We welcome suggestions for better utilizing vacant space in our parking system from commissioners or the public, and encourage you to point out these parking voids to our staff.

cc: John Belknap, 1132 Curtis Court, 53703



Address 879 Langdon Street

Address is approximate



CITY OF MADISON PARKING UTILITY
LIST OF SPACES FOR A SINGLE SPACE TYPE

Space Number	Block	Dir.	Street/ Facility Name	Street Type	Street Side	Status Code	Date Work Done	Space Type
1054	100	E	WASHINGTON	AVE	S	1	01/17/2001	06
1055	100	E	WASHINGTON	AVE	S	1	01/17/2001	06
1850	300	N	HENRY	ST	W	1	11/12/2010	24
3599	800		LANGDON	ST	S	1	01/17/2001	06
3600	800		LANGDON	ST	S	1	01/17/2001	06
3601	800		LANGDON	ST	S	1	01/17/2001	06
3602	800		LANGDON	ST	S	1	01/17/2001	06
3603	800		LANGDON	ST	S	1	01/17/2001	06
3604	800		LANGDON	ST	S	1	01/17/2001	06
6120	400	E	WILSON	ST	N	1	10/24/2002	06
8500LC			WINGRA LOT			1	02/13/2001	05
8563LC			EVERGREEN LOT			1	06/16/2009	05
914	100	N	PINCKNEY	ST	E	1	01/06/2011	24
A016C			State St Capitol Rmp			1	02/19/2003	22
A032C			State St Capitol Rmp			1	02/19/2003	22
B027C			State St Capitol Rmp			1	06/01/2010	05
B028C			State St Capitol Rmp			1	06/01/2010	05
B029C			State St Capitol Rmp			1	06/01/2010	05
B030C			State St Capitol Rmp			1	06/01/2010	05
B031C			State St Capitol Rmp			1	04/23/2003	05
B110C			State St Capitol Rmp			1	02/25/2002	05
B111C			State St Capitol Rmp			1	02/25/2002	05
B112C			State St Capitol Rmp			1	02/25/2002	05
B113C			State St Capitol Rmp			1	02/25/2002	05
B114C			State St Capitol Rmp			1	02/25/2002	05
B115C			State St Capitol Rmp			1	02/25/2002	05
B116C			State St Capitol Rmp			1	02/25/2002	05
B117C			State St Capitol Rmp			1	02/25/2002	05
B118C			State St Capitol Rmp			1	09/24/2010	05
B119C			State St Capitol Rmp			1	08/06/2004	05
E041C			GOVERNMENT EAST RAMP			1	02/25/2002	05
E042C			GOVERNMENT EAST RAMP			1	02/25/2002	05
E043C			GOVERNMENT EAST RAMP			1	02/25/2002	05
E044C			GOVERNMENT EAST RAMP			1	02/25/2002	05
E045C			GOVERNMENT EAST RAMP			1	02/25/2002	05
E046C			GOVERNMENT EAST RAMP			1	02/25/2002	05
F001C			State St Capitol Rmp			1	02/19/2003	22
L101C			SSCA LAKE RAMP			1	02/25/2002	05
L102C			SSCA LAKE RAMP			1	02/25/2002	05
L103C			SSCA LAKE RAMP			1	02/25/2002	05
L104C			SSCA LAKE RAMP			1	02/25/2002	05
L105C			SSCA LAKE RAMP			1	02/25/2002	05
L106C			SSCA LAKE RAMP			1	06/01/2010	05
L107C			SSCA LAKE RAMP			1	06/01/2010	05
L108C			SSCA LAKE RAMP			1	06/01/2010	05
M123C			SSCA LAKE RAMP			1	06/01/2010	05
M124C			SSCA LAKE RAMP			1	06/01/2010	05
M125C			SSCA LAKE RAMP			1	02/26/2004	05
M126C			SSCA LAKE RAMP			1	02/26/2004	05
M127C			SSCA LAKE RAMP			1	02/26/2004	05
M128C			SSCA LAKE RAMP			1	02/26/2004	05
M129C			SSCA LAKE RAMP			1	02/26/2004	05
M130C			SSCA LAKE RAMP			1	02/26/2004	05
X101C			Overture Center Ramp			1	08/13/2004	05
X102C			Overture Center Ramp			1	08/13/2004	05
X103C			Overture Center Ramp			1	08/13/2004	05
X104C			Overture Center Ramp			1	06/01/2010	05
X105C			Overture Center Ramp			1	06/01/2010	05
X106C			Overture Center Ramp			1	08/13/2004	05
X107C			Overture Center Ramp			1	06/01/2010	05