

Final Report
of the
Ad Hoc Committee on Moped Parking

July 26, 2012

Michael W. Rewey, Chair
Julianna K. Jerosch, Vice Chair
Alder Scott J. Resnick
Alder Michael E. Verveer
Daniel L. Fahey
Pamela S. McCord
Troy A. Ruland
Jaclyn Skjervem
Amanda F. White

Arthur D. Ross, Staff



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Recommendations

Moped Parking on the Sidewalk and Terrace

- Introduce an ordinance resolution considering mopeds as Type 1 motorcycles and also banning moped parking from sidewalks and terrace except where permitted by marking and signing with an effective date of April 1, 2013. Include in the resolution two or more locations cooperatively determined by campus area alders and the Traffic Engineering Division. The locations should be in place prior to the effective date. (see Appendix F - "*Draft Resolution*")
- Traffic Engineering Division develop a policy for how to designate locations for moped parking, procedures and design of the parking areas using the standards as noted on page 7.

Moped Parking Standards in the New Zoning Code

- The Planning Division proactively enforce zoning setback parking standards.
- The Planning Division with concurrence of the Plan Commission expand moped parking requirements in the new zoning code to include: 1) minimum stall requirements for both residential and non-residential parking and specifically one moped stall for every seven bedrooms; 2) staff develop a methodology for flexibility in the moped parking requirements; 3) create an overlay district where moped parking standards would be in place. At the same consider, but not require moped parking outside the overlay district.

Education and Enforcement

- The Traffic Engineering Division develop a consistent education strategy for public right-of-way moped parking. Disseminate information via newspaper (student and city), broadcast media and attachment to mopeds, to name a few, well in advance and up to the April 1, 2013 effective date.
- The Planning Division develop an education strategy focused on landlords for private property moped parking.
- The goal is to ensure compliance. In the public right-of-way Police Department, after April 1, 2013, would typically have a reasonable warning period followed by issuance of tickets. On private property, where violations are occurring per the zoning code, the Planning Division would proactively begin a warning process followed by issuance of violations.
- Monitor moped abandonment and develop a more streamlined removal process if it is a persistent problem.

Preparing for Impact due to the Changes

- New moped parking strategies may have to be developed. For example, they may include new parking in ramps both at meters and past the gate, more on-street moped spaces both metered and unmetered, educating moped operators that up to three mopeds may be parked in an automobile space, adding parallel moped parking spaces on narrow streets, moped corrals, extend parking time restrictions for moped parking. On private property encourage owners to retrofit moped parking stalls.

Charge to Staff

- Be proactive, whether it is the Planning Division, Traffic Engineering Division Parking Utility, Police Department or others. The staff will have to be diligent and alert for impacts and be prepared to effectively deal with them. Early efforts are critical for long term compliance.

Background

With the increased popularity of mopeds in Madison, especially among University of Wisconsin students, parking of them has become a problem for the city. While most municipalities have not experienced problems, other cities nationally and in the Midwest with large university student populations have experienced similar problems

Many of these other university cities have been able to effectively deal with moped parking. However in Wisconsin, by state statute, moped parking was given the same status as bicycle parking. Essentially mopeds could park anywhere a bicycle could. The city or any municipality had no local option for regulating moped parking in the public right-of-way in an orderly fashion.

346.54 How to park and stop on streets.

e) For the purpose of parking, mopeds and electric personal assistive mobility devices shall be considered bicycles. Where possible without impeding the flow of pedestrian traffic, a bicycle, moped, or electric personal assistive mobility device may be parked on a sidewalk. A bicycle, moped, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

The only option the city had was to develop a brochure that indicated proper moped parking (see Appendix A – “A Visual Guide to Moped Parking in Madison”).

The University on the other hand has had more authority to regulate moped in a similar manner as automobiles within the original campus bounded by University Avenue, North Park Street and Lake Mendota, because the streets were in fact private and not public. The current regulations include a paid permitting program and designated parking areas (see Appendix B – “UW Campus Moped Rules & Parking Map”).

Things changed in 2011 when the Bicycle Federation of Wisconsin, with input from the city of Madison, was successful in having technical changes to the statutes through the introduction of Assembly Bill 265 and its subsequent approval as 2011 Wisconsin Act 73. The city and other municipalities have now been given the option to regulate moped parking by enacting ordinances (see Appendix C – “2011 Wisconsin Act 73”).

346.54 How to park and stop on streets.

(e) Except as provided in par. (cm) and s. 349.13 (6), for the purpose of parking, mopeds and electric personal assistive mobility devices shall be considered bicycles. Except as provided in s. 349.13 (6), where possible without impeding the flow of pedestrian traffic, a bicycle, moped, or electric personal assistive mobility device may be parked on a sidewalk. Except as provided in s.

349.13 (6), a bicycle, moped, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

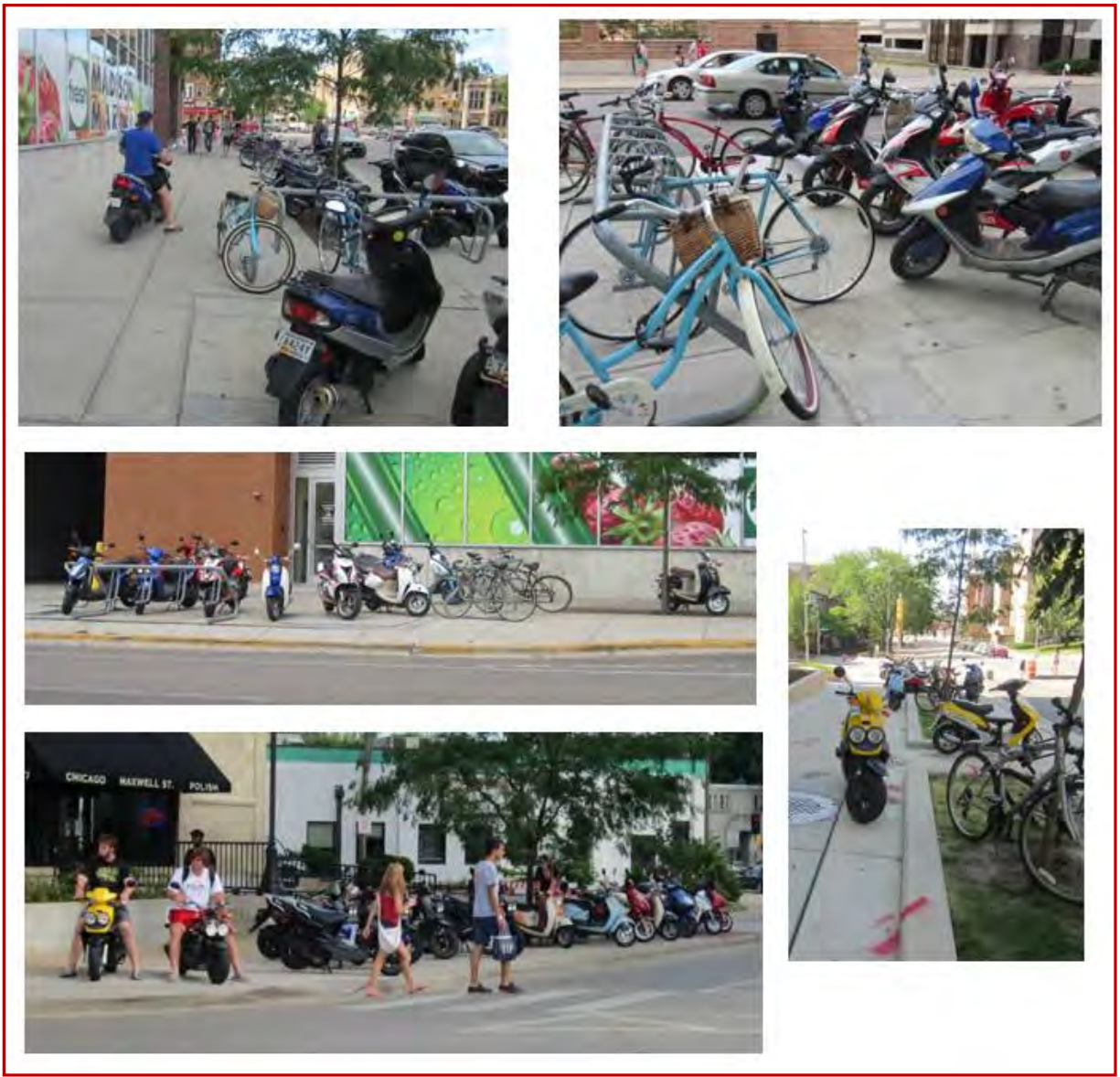
349.13 Authority to regulate the stopping, standing or parking of vehicles.

(6) Notwithstanding s. 346.54 (1) (e), the governing body of any municipality may, by ordinance, consider mopeds as Type 1 motorcycles rather than bicycles for the purpose of parking, may establish parking areas for mopeds only marked by appropriate signs, and may regulate the parking of mopeds.

With the change in state law, the mayor and common council took action to create the Ad Hoc Committee on Moped Parking. The creating resolution was passed by common council on February 7, 2012 (see Appendix D – “*Creating the Ad Hoc Committee on Moped Parking*”).

The committee was charged with crafting an effective system to regulate moped parking in the city. In its deliberations the committee was to give consideration to the high volume of mopeds at the university, the effect on the city of campus moped parking regulations, the limited availability of bicycle racks, the feasibility of mopeds parking in parking ramps, the space and signage required to create moped-only parking areas, and the need for disabled people to freely use sidewalks.

The committee’s organizational meeting was held on April 30, 2012. The first working session meeting was held on May 24, 2012. The fifth and final working session was held on July 26, 2012.



Moped Parking Chaos

Moped Parking on the Sidewalk and Terrace

In discussions the following options were considered.

- 1) Current situation, no change. Follow the existing state statute that
 - (a) consider mopeds to be bicycles for parking purposes, and
 - (b) allow mopeds to park on the street the same way as motorcycles.

- 2) Since the issues that brought this Committee into being are safety and aesthetic concerns about mopeds being parked at bicycle parking racks and on sidewalks or terraces, one option is to prohibit mopeds from being considered bicycles for parking purposes and prohibiting moped parking at bike racks, on sidewalks or terraces. This could be proposed either
 - (a) citywide, or
 - (b) only in certain areas of the city where moped parking at bike racks, on sidewalks or terraces is considered problematic.

Any of the following could be considered for implementation either citywide or only in defined areas of the city.

- 3) Prohibit moped parking at bicycle parking racks, but allow moped parking in the terrace between the curb and sidewalk
 - (a) anywhere,
 - (b) only if the terrace is paved (concrete, asphalt, pavers, etc.) but not if it is grass. Typically this has the effect of permitting moped parking in the terrace primarily in the areas where competition for on-street parking is greatest. There would still be safety concerns if moped operators are illegally riding on sidewalks to access and egress their parking spots.
 - (c) only in marked moped spaces. If moped spaces are marked in the terrace only at the ends of blocks and/or near driveways, or if separate curb ramps are installed at terrace moped parking areas, then some of the conflict with pedestrians will be reduced.

Marked moped spaces in the terrace could require a permit. Along with the permit would be education about sidewalk use and moped-pedestrian interaction/courtesy. The permit could be revoked if there are complaints.

Considerable discussion took place the problems associated with moped parking and terraces, on sidewalks and at bicycle racks. The University of Wisconsin's best practices were reviewed as well as other communities with large student populations (see Appendix E - "*Examples of Moped Parking Laws / Rules from Other Cities*").

After additional discussion the committee agreed unanimously to propose a resolution considering mopeds as Type 1 motorcycles and also banning mopeds from sidewalks and terrace except where permitted by marking and signing. Upon review of the earlier draft resolutions, the final committee approved draft included an effective date of April 1, 2013 along with a Schedule of Deposit (see Appendix F - "*Draft Resolution*"). This would allow time for a public education campaign, warning process and importantly the location and construction of some allowed terrace parking areas. The initial locations would be cooperatively determined by

campus area Alders and the Traffic Engineering Division and added to the resolution before being introduced to the Common Council.

The following standards for the parking areas should be:

- Spaces shall be a minimum of three (3) feet by six (6) in size with a vertical clearance of six (6) feet and where needed a drive aisle of five (5) to six (6) feet.
- The spaces may be located close to bicycle parking areas but kept separate and out of the way of conflict with other motor vehicle traffic.
- Spaces shall be located and access should be provided such that the use or crossing of pedestrian facilities, including handicap ramps, by mopeds is discouraged and such that mopeds do not come in conflict with pedestrians on or in wheelchairs.
- Access to moped areas should be provided using a separate driveway via a curb cut and ramp or mountable curb with a reduced slope after taking into account traffic movements and parking on the street from which safe access must be provided.
- Moped driveways may cross a sidewalk as may any driveway, but must not use the sidewalk to provide access to the stalls. *(An example of in the right-of-way but behind the sidewalk parking could be along Martin Luther King, Jr. Blvd.)*
- Each space shall be clearly marked. In addition a sign shall be installed at each moped parking area indicating moped parking and the number of spaces.

For the long term the Traffic Engineering Division should develop a policy for how to designate locations for moped parking, procedures and design of the parking areas using the above standards.

Mopeds or Not?

A problem for Enforcement



Identical Mopeds with Different Licensing

Mopeds or Not?

A problem for Enforcement



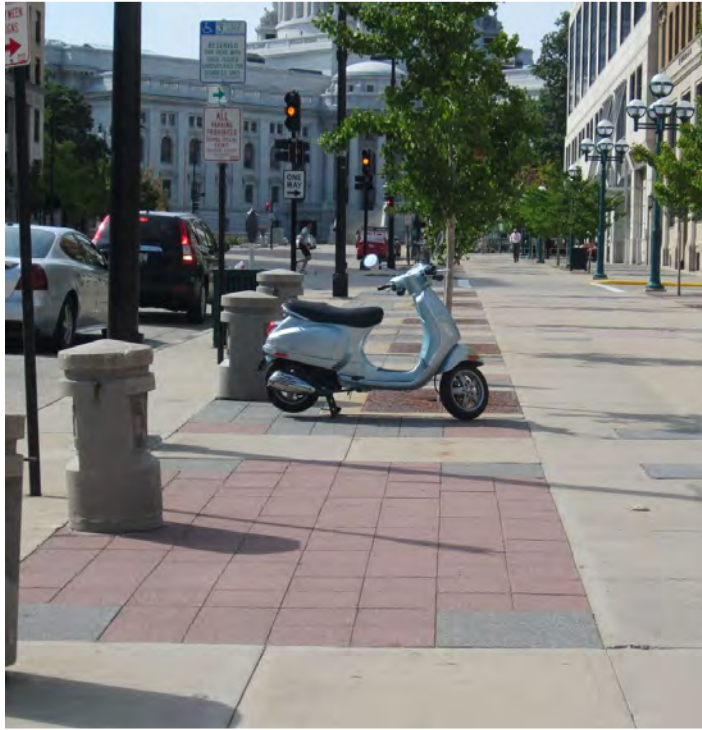
They all look like Mopeds but are licensed differently

Potential for Providing Formalized Behind Curb Parking



Moped Parking Problem Area at Fresh Market on Lake Street

Potential for Providing Formalized Behind Curb Parking



MLK, Jr. Blvd.



Overture Center

Potential for Providing Formalized Behind Curb Parking



Corners of the Square



Side Streets on State Street

Moped Parking Standards in the New Zoning Code

Two issues were discussed: 1) current moped parking that does not comply with existing zoning, and 2) standards in the new zoning code.

1) Often current moped parking on private property occurs in setback areas where motor vehicle parking is prohibited. One example is front yard moped parking on West Mifflin Street. Typically landlords are well intentioned when providing those parking areas for mopeds, but the locations are not legal. At this time most related zoning enforcement is complaint driven, so often not enforced. Other illegal moped parking that is not authorized by the landlord is handled in the same manner as other illegal motor vehicle parking.

The following property setback diagram shows where moped (motor vehicle) parking would be allowed. The committee recommended that landlords be educated and that staff take a proactive stance in enforcing zoning setback parking standard.

2) Section 28.141(12) of the recently approved zoning code includes the following new dimensional standards related to moped parking:

- (a) Spaces shall be a minimum of three (3) feet by six (6) in size with a vertical clearance of six (6) feet and where needed a drive aisle of five (5) to six (6) feet.
- (b) The spaces may be located close to bicycle parking areas but kept separate and out of the way of conflict with other motor vehicle traffic. Moped parking shall not be located within the front yard setback area.
- (c) The spaces shall be located and access should be provided such that the use or crossing of pedestrian facilities, including handicap ramps, by mopeds is discouraged and such that mopeds do not come in conflict with pedestrians on or in wheelchairs.
- (d) Access to moped areas should be provided using a separate driveway via a curb cut and ramp or mountable curb with a reduced slope after taking into account traffic movements and parking on the street from which safe access must be provided.
- (e) Moped driveways may cross a sidewalk as may any driveway, but must not use the sidewalk to provide access to the stalls. Moped parking areas behind a sidewalk should be separated by a curb when possible.

Additionally, Section 28.141 (5) has a provision for “moped parking substitution” stating:

Moped Parking is not required. However, three (3) moped spaces may be substituted on one (1) required automobile parking space. Where provide, moped parking shall meet the standards in Sec 28.141 (12).

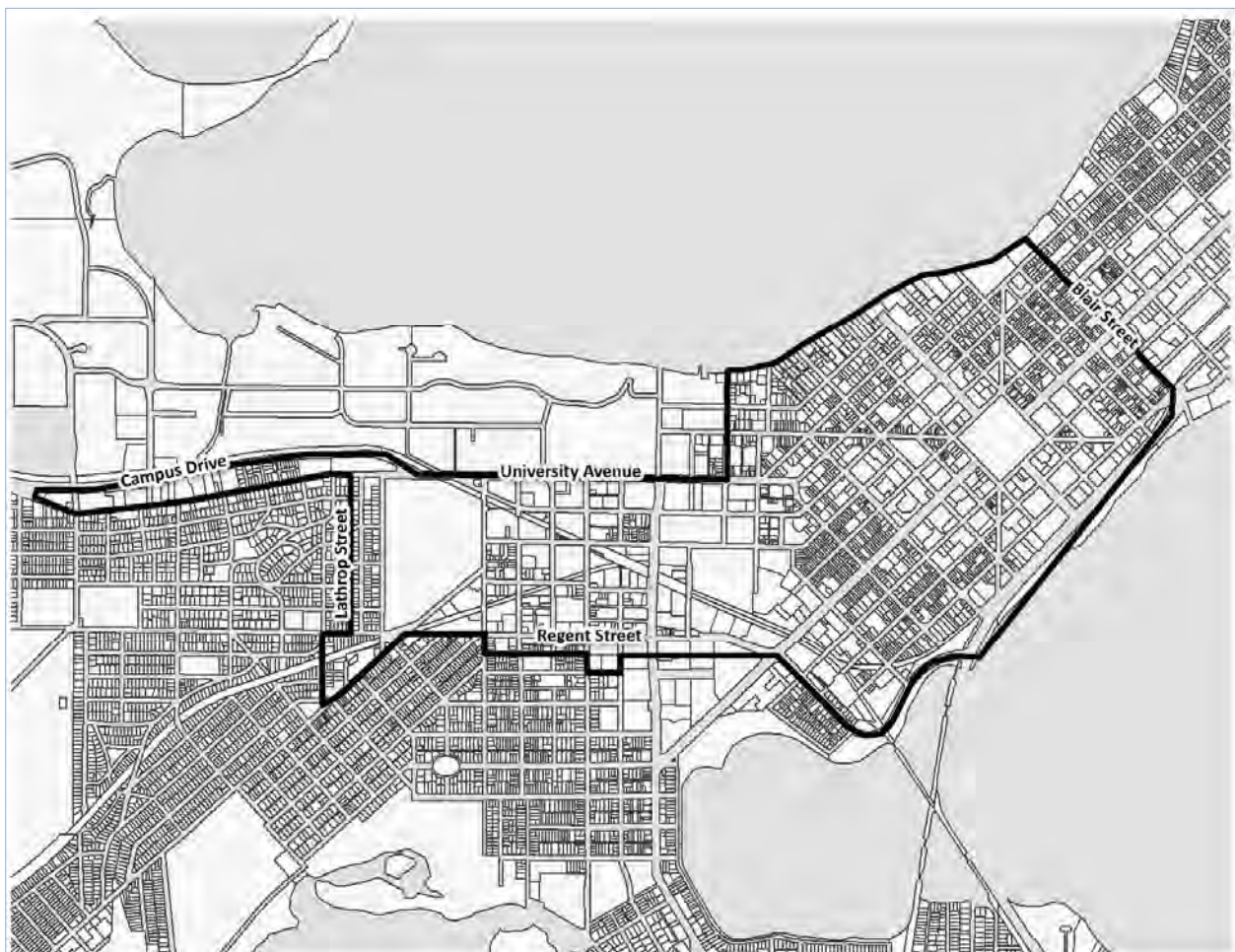
Although the above standards exist there is currently no minimum number of spaces required in the new zoning code. It has been done recently on an ad hoc basis for planned unit developments (PUD's) in the campus area, where staff has the flexibility to set standards. However it is time consuming. Discussion ensued on setting minimums city-wide or through the use of a zoning overlay map focusing in the downtown-campus area. These minimum

standards would be set for residential and non-residential development. There would need to be a process for providing flexibility.

The committee endorsed that additions be made to the new zoning code to include:

- Minimum stall requirements for both residential and non-residential parking and specifically one moped stall for every seven bedrooms.
- Staff develop a methodology for flexibility in the moped parking requirements.
- Create an overlay district where moped parking standards would be in place. At the same time consider, but not require moped parking outside the overlay district. A preliminary overlay district map follows.

Further details should be developed by staff and approved by the Plan Commission as part of the on-going new zoning code process.



Staff have generally identified the above preliminary overlay area for where a minimum moped parking standard would be in place. This includes in downtown/central area, the boundaries of the Regent Street-South Campus Neighborhood planning area, and portions of Old University Avenue.

Permissible Vehicle Parking on Typical Residential Property

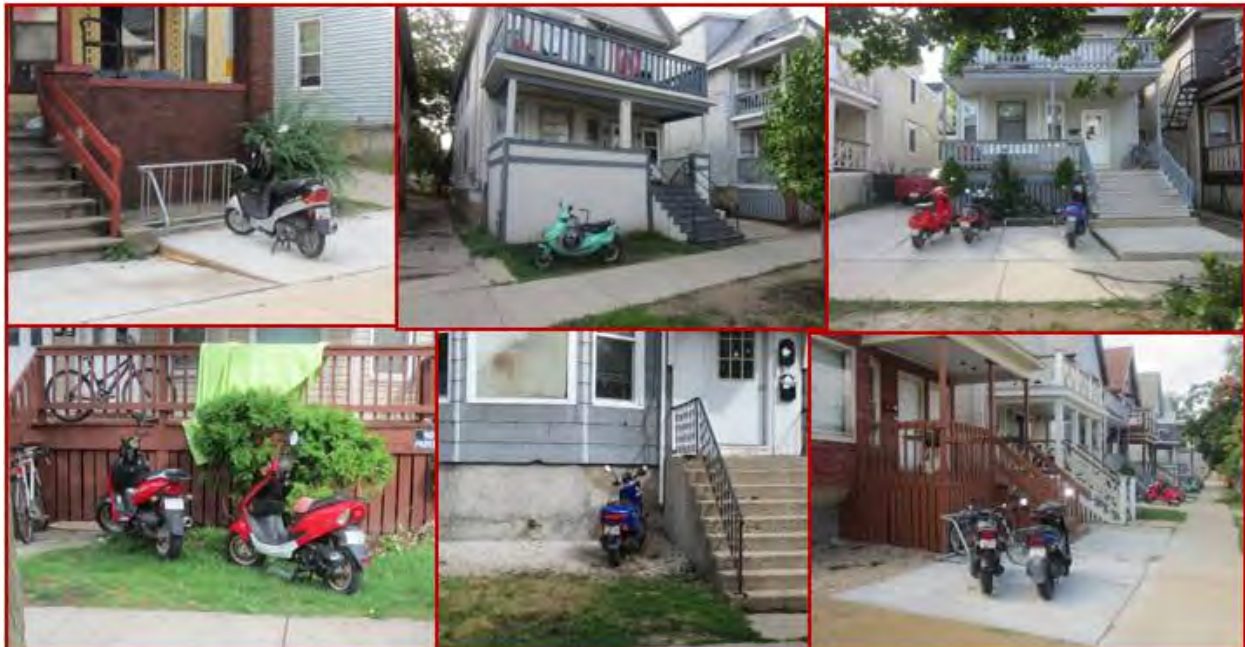
In Addition:

The percentage of yards paved for parking purposes is regulated in the code

Required open space must be maintained and may not be obstructed by vehicle parking



Motor Vehicle Parking is not allowed in setbacks as prescribed in the Zoning Code. The restriction applies as well to Mopeds. Below are examples of Moped Parking in the West Mifflin Street area that are not in compliance.



Moped Parking in New Developments



Outdoor Parking



Permit for Covered Secured Parking



Secured Outdoor Parking

Education and Enforcement

A critical and important component making changes for parking and ensuring compliance is education. One of the reasons for the effective date of April 1, 2013 for the moped parking change is to have time to develop education strategies for both public right-of-way and private property moped parking. Development of a consistent message and the dissemination of that message are important. It is expected that staff – specifically the Traffic Engineering Division and Planning Division need to develop information that apply to their areas. Dissemination of the information can be by newspaper (student and city), broadcast media, attachment to mopeds, and mailings to landlords to name a few.

Education will be followed by enforcement. In the public right-of-way it would be under the authority of the Police Department. After April 1, 2013 there would typically be a period where warnings are given to offenders with the intent of gaining full compliance. After a reasonable implementation period tickets would be issued.

On private property, where violations are occurring per the zoning code, the planning staff would have to be pro-active, rather than reactive, through a landlord education process, then a warning process followed by issuance of violations.

Preparing for Impact due to the Changes

The changes to moped parking will no doubt create impacts – some foreseen and some unforeseen. Enforcing zoning and public right-of-way moped parking ordinances will take more staff time initially, but beyond that other changes may occur.

The moped parking demands will not likely decrease so new parking strategies may have to be developed. Demands in parking ramps may increase so new moped parking may need to be developed in them both at meters and past the gate. The gates need to be made more sensitive to motorcycle and mopeds. More on-street moped spaces both metered and unmetered need to be considered. This would typically remove automobile parking spaces. Moped operators need to be made aware that up to three mopeds may be parked in an automobile space. There may be streets that are not wide enough for automobile parking on both side, but there may enough width for parallel moped parking. Moped corrals could be considered and where there are time restrictions moped parking could be extended from 2 hours to 4 hours. On private property retrofit moped parking stalls will need to be considered. The impact most likely will not end with the above list.

Charge to Staff

The change will take a great proactive effort on the part of city staff, whether it is the Planning Section, Traffic Engineering Section, Parking Utility, Police Department or others. The staff will

also have diligently be alert for impacts and be prepared to effectively deal with them. Early efforts are critical for long term compliance.

Conclusion

The committee has provided specific ordinance changes for moped parking on the terrace and sidewalk, and classification of mopeds for parking purposes. However, in most other areas the committee has provided only structure and direction with the expectation that staff and other city committees will provide the details and policies.

A summary of the recommendations are at the beginning of the report. The committee is confident that the implementation of the moped parking changes will be successful and create a more orderly and pleasant city.

Appendix A

A Visual Guide to Moped Parking in Madison

A Visual Guide to Moped Parking in Madison

State Statutes allow mopeds to be parked like bicycles¹. This means that mopeds can be parked at bike racks and on sidewalks, as long as the pedestrian way is not blocked. When parking on sidewalks always park in the terrace, the area between where people walk and the street, not on the walkway.

Mopeds can also be parked on the street anywhere it is legal to park, or in a parking lot or ramp.

- 1) 346.54(1) (e) For the purpose of parking, mopeds shall be considered bicycles. Where possible without impeding the flow of pedestrian traffic, a bicycle, [or] moped may be parked on a sidewalk. A bicycle, [or] moped may be parked in a bike rack or other similar area designated for bicycle parking.

NOTE: These parking rules do not apply on the UW-Madison campus. On campus mopeds can only be parked in designated areas, and a moped parking permit is required. For more information on moped parking on the UW-Madison campus contact UW Transportation Services at 263-6666 or www.wisc.edu/trans



**Moped
License Plate**



**Motorcycle
License Plate**

Moped plates in Wisconsin say **MOPED** on them. If your license plate does not include the word **MOPED**, your vehicle is classified and registered as a motorcycle and you cannot park on the sidewalk.



If your vehicle does not have pedals and has an engine larger than 50 cc it is a motorcycle, not a moped, and cannot be parked on the sidewalk. This vehicle is a motorcycle and is illegally parked on the sidewalk.



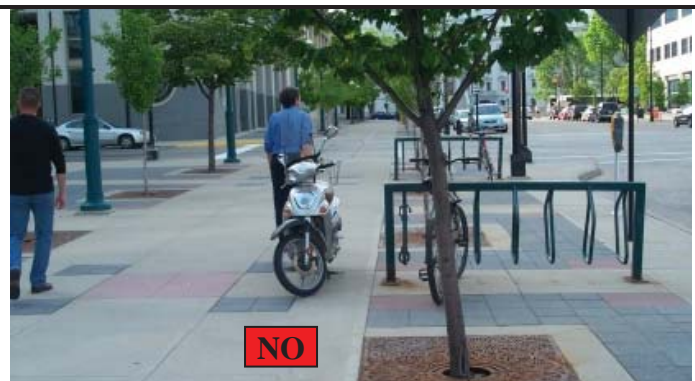
Park in a bike rack if you are locking your moped to the rack.



If you are not locking your moped to a bike rack, you can park anywhere out of the way of pedestrian walking areas. You do not have to be in or near a bike rack.



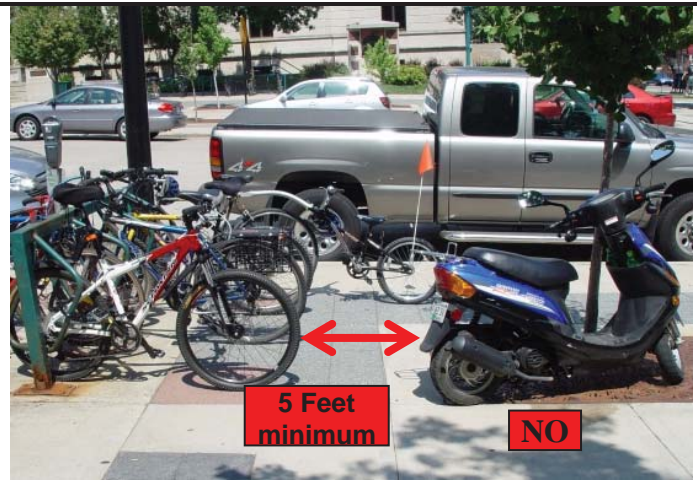
Park outside the pedestrian walkway area. Do not block the sidewalk area where people need to walk.



Park outside the pedestrian walkway area. Do not block the sidewalk area where people need to walk.



Do not park near a bike rack so as to block the spaces for bicyclists. Since this moped is not locked to the bike rack, there is no need to park at the rack. Park away from the rack but not in the pedestrian walking area.



When parking near, but not in, a bike rack, please park at least 5 feet away from any bikes in the rack or 10 feet away from the center of the rack on the side the bikes are on to allow room for bikes to enter and exit the rack. The bicycle parking space is 6 feet long and there needs to be a 5 foot access aisle behind the bikes for entry and exit.



Mopeds, and motorcycles, can be parked on the street anywhere parking is permitted, as well as in parking lots and ramps. Some streets, parking lots and ramps have special spaces for motorcycles, mopeds can also be parked in these spaces.



Mopeds can also be parked at parking meter spaces for either cars or motorcycles, as long as you pay for the meter time and do not park longer than allowed.



If you park on the sidewalk, or use the sidewalk to access a bicycle rack or moped parking area, remember that it is illegal to operate your moped on the sidewalk. You have to walk your moped on the sidewalk at all times.



The University of Wisconsin requires a moped parking permit and has designated moped parking areas throughout campus. On campus you can only park in these spaces, and only with the permit. For moped permit and parking location information, contact UW Transportation Services at 263-6666 or www.wisc.edu/trans



City of Madison
Traffic Engineering Division
608-266-4761
traffic@cityofmadison.com
www.cityofmadison.com/bikeMadison

revised 10/17/08



Appendix B

UW Campus Moped Rules & Parking Map

From Housing

Mopeds are not allowed in residence hall buildings or individual rooms.

From Physical Plant

Mopeds must be parked in designated moped parking stalls. Do not park mopeds on landscaping or impede campus maintenance activities including, but not limited to, grass cutting and snow removal.

UW Joint Moped Task Force

Transportation Services, University Police, Facilities Planning and Management, Physical Plant, Environmental Services, Legal Services, Risk Management, Offices of the Dean of Students, Orientation and New Student Program, Athletics, Visitor and Information Programs, Housing, Student Representatives, Safety Department, and City of Madison.

General Policy Statement:

Those who choose to operate mopeds are expected to comply with state laws and campus rules, including those designed to keep pedestrians and operators safe. As in the case of any motor vehicle, mopeds may not be operated on sidewalks or used on wheelchair ramps at corners. Legal parking on the campus is available only in individually marked moped stalls. Moped operators are expected to demonstrate responsibility in their driving habits and respect the university's goal of preserving the campus landscape and improving local air quality.

Please see our Moped Safety Video at
www.transportation.wisc.edu

Mission Statement

The University of Wisconsin-Madison is committed to safe, responsible and sustainable transportation. The University encourages the use of alternatives to motor vehicles on campus, including alternatives to mopeds. For more information on the many UW Commuter Solutions offered on campus, visit www.transportation.wisc.edu.

Moped Check List

Before bringing a moped to UW-Madison:

- Register and display a valid license plate.
- Purchase a parking permit online at www.transportation.wisc.edu beginning August 1.
- Display your permit on the front of your moped. Remove or cover the pervious

Operating a moped at UW-Madison:

- Wear a helmet and eyewear.
- Park only in designated stalls.
- Follow all traffic laws.
- Never drive with a passenger.
- Never drive on sidewalks or bike paths.



Transportation Services
124 WARF Office Building
610 Walnut Street
Madison, WI 53726-2336
Phone: (608) 263-6667
Fax: (608) 265-3424
Web: www.transportation.wisc.edu
Hours: 7:15 AM - 4:30 PM, M-F

For more information regarding the moped and motor scooter policy, visit www.transportation.wisc.edu



Moped Rules & Parking Map



THE UNIVERSITY
of
WISCONSIN
MADISON

Printed Fall 2011

Campus Moped Rules and Parking Map

From Transportation Services

- In this brochure, "moped" refers to both mopeds and motor scooters.
- Mopeds must be registered to the current owner, display a valid license plate, and display a valid UW-Madison parking permit to park on campus. Moped parking permits may be purchased at www.transportation.wisc.edu.
- Moped parking permits must be visible from the front of the vehicle. Remove or cover the old permit with the new one.
- Moped permits are valid in moped stalls only. If the designated moped stalls are full, the permit holder must go to another designated moped parking area.
- Do not park mopeds at or near bicycle racks or bike parking areas on the UW-Madison campus. Do not park mopeds in loading zones, sidewalks, disabled access aisles, driveways, lawns, or areas used for special events. Mopeds may not be locked to or parked at utility poles, trees, bollards, railings, signposts, meter posts, or fences.
- Mopeds may not be stored (parked for more than 72 hours) without authorization from UW Transportation Services except at moped parking areas assigned to and located next to university residence halls.
- Improperly parked or abandoned mopeds are subject to citing, towing, or impounding.
- The complete moped parking policy is available online at www.transportation.wisc.edu

Permit Rate and Fines

- Moped Annual Permit: \$85.00
Valid September 1, 2011 - August 31, 2012
- No Permit: \$40.00
- No Parking: \$40.00 - \$50.00
- Towing: \$75.00
(Fines are subject to change)



General Safety Tips

Please visit www.transportation.wisc.edu to watch our comprehensive video on moped safety.

- Always wear a helmet.
- Use eyewear, such as goggles, glasses, or a motorcycle helmet with a visor.
- Headlights should be on at all times.
- It is not advisable to operate a moped during adverse or winter conditions.

From Risk Management

Moped operators have more crashes than other motor vehicle operators. Mopeds are involved in 30 to 40 injury producing accidents per year in the campus area. All moped owners/operators should follow safe practices and have insurance to cover their liability should they cause injury to persons or property.

Please visit www.transportation.wisc.edu to watch our comprehensive video on moped safety.

Environmental Concerns

Despite high mpg ratings, mopeds create a significant amount of pollution. In fact, the average moped creates hydrocarbon emissions equivalent to several automobiles.

For healthier options for you and our campus, please visit the UW Commuter Solutions page at www.transportation.wisc.edu

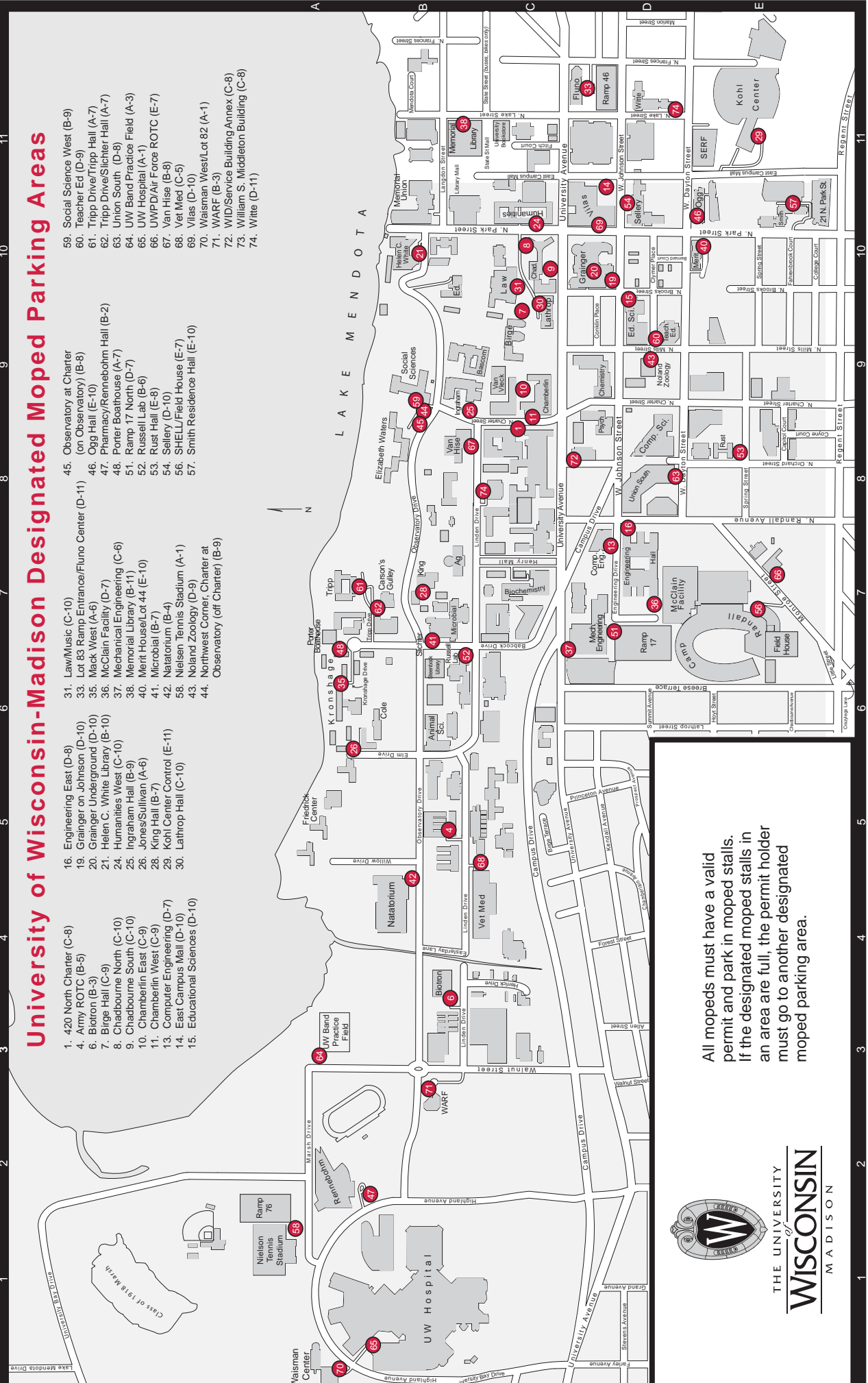
From University Police

Mopeds are motor vehicles and operators are expected to follow all Wisconsin uniform traffic laws. Mopeds must have all factory-installed equipment (headlights, signal lights, mirrors, etc.) in working order.

- Rules of the road:
 - Mopeds may not be operated on any wheelchair ramp, sidewalk, service drive, bike bath, off-road area, or other restricted area.
 - No passenger(s) may ride on a vehicle registered as a moped.
 - Moped operators must follow all traffic signs and signals.
 - Mopeds may not be operated in a bike lane.
 - Mopeds are not allowed in any classroom, lab, office, or building.
 - Moped operators must yield to pedestrians in crosswalks.

University of Wisconsin-Madison Designated Moped Parking Areas

1. 420 North Charter (C-8)
4. Army ROTC (B-5)
6. Blottron (B-3)
7. Birge Hall (C-9)
8. Chadbourne North (C-10)
9. Chadbourne South (C-10)
10. Chamberlin East (C-9)
11. Chamberlin West (C-9)
13. Computer Engineering (D-7)
14. East Campus Mall (D-10)
15. Educational Sciences (D-10)
16. Engineering East (D-8)
19. Grainger on Johnson (D-10)
20. Grainger Underground (D-10)
21. Helen C. White Library (B-10)
24. Humanities West (C-10)
25. Ingraham Hall (B-9)
26. Jones/Sullivan (A-6)
28. King Hall (B-7)
29. Kohl Center Control (E-11)
30. Lathrop Hall (C-10)
31. Law/Music (C-10)
33. Lot 83 Ramp Entrance/Fluno Center (D-11)
35. Mack West (A-6)
36. McClain Facility (D-7)
37. Mechanical Engineering (C-6)
38. Memorial Library (B-11)
40. Merit House/Lot 44 (E-10)
41. Microbiol (B-7)
42. Natatorium (B-4)
58. Nielson Tennis Stadium (A-1)
43. Noland Zoology (D-9)
44. Northwest Corner, Charter at Observatory (off Charter) (B-9)
45. Observatory at Charter (on Observatory) (B-8)
46. Ogg Hall (E-10)
47. Pharmacy/Rembeohm Hall (B-2)
48. Ponter Boathouse (A-7)
51. Ramp 17 North (D-7)
52. Russell Lab (B-6)
53. Rust Hall (E-8)
54. Sallery (E-10)
56. SHELL/Field House (E-7)
57. Smith Residence Hall (E-10)
59. Social Science West (B-9)
60. Teacher Ed (D-9)
61. Tripp Drive/Tripp Hall (A-7)
62. Tripp Drive/Slicher Hall (A-7)
63. Union South (D-8)
64. UW Band Practice Field (A-3)
65. UW Hospital (A-1)
66. WPD/Air Force ROTC (E-7)
67. Van Hise (B-8)
68. Vet Med (C-5)
69. Vilas (D-10)
70. Waisman West/Lot 82 (A-1)
71. WARF (B-3)
72. WID/Service Building Annex (C-8)
73. William S. Middleton Building (C-8)
74. Write (D-11)



All mopeds must have a valid permit and park in moped stalls. If the designated moped stalls in an area are full, the permit holder must go to another designated moped parking area.



Examples of Campus Parking



Appendix C

2011 Wisconsin Act 73

State of Wisconsin



2011 Assembly Bill 265

Date of enactment: **November 16, 2011**

Date of publication*: **December 1, 2011**

2011 WISCONSIN ACT 73

AN ACT to renumber and amend 346.09 (3); to amend 340.01 (5), 346.09 (1), 346.35 (intro.), 346.54 (1) (cm), 346.54 (1) (e), 346.58 (2), 347.45 (2) (a) and 347.489 (1); and to create 346.09 (3) (b) and 349.13 (6) of the statutes; relating to: the definition of bicycle; manual turn signals for bicyclists; lighting of bicycles, motor bicycles, and electric personal assistive mobility devices; overtaking and passing vehicles; the operation of bicycles equipped with metal-studded tires; and moped parking.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 340.01 (5) of the statutes is amended to read:

340.01 (5) "Bicycle" means every vehicle propelled by the feet or hands acting upon pedals or cranks and having wheels any 2 of which are not less than 14 inches in diameter.

SECTION 2. 346.09 (1) of the statutes is amended to read:

346.09 (1) Upon any roadway where traffic is permitted to move in both directions simultaneously, the operator of a vehicle shall not drive to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be done in safety. In no case when overtaking and passing on a roadway divided into 4 or more clearly indicated lanes shall the operator of a vehicle drive to the left of the pavement marking indicating allocation of lanes to vehicles moving in the opposite direction or, in the absence of such marking, to the left of the center of the roadway. ~~In~~ Except as provided in sub. (3) (b), in no

case shall the operator of a vehicle drive in a lane when signs or signals indicate that such lane is allocated exclusively to vehicles moving in the opposite direction.

SECTION 3. 346.09 (3) of the statutes is renumbered 346.09 (3) (a) and amended to read:

346.09 (3) (a) ~~The~~ Except as provided in par. (b), the operator of a vehicle shall not drive on the left side of the center of a roadway on any portion thereof which has been designated a no-passing zone, either by signs or by a yellow unbroken line on the pavement on the right-hand side of and adjacent to the center line of the roadway, provided such signs or lines would be clearly visible to an ordinarily observant person.

SECTION 4. 346.09 (3) (b) of the statutes is created to read:

346.09 (3) (b) The operator of a vehicle may drive on the left side of the center of a roadway on any portion thereof which has been designated a no-passing zone, as described in par. (a), to overtake and pass, with care, any vehicle traveling at a speed less than half of the applicable speed limit at the place of passing.

SECTION 5. 346.35 (intro.) of the statutes is amended to read:

346.35 Method of giving signals on turning and stopping. (intro.) Whenever a stop or turn signal is

* Section 991.11, WISCONSIN STATUTES 2009-10 : Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication as designated" by the secretary of state [the date of publication may not be more than 10 working days after the date of enactment].

required by s. 346.34, such signal may in any event be given by a signal lamp or lamps of a type meeting the specifications set forth in s. 347.15. Except as provided in s. 347.15 (3m), such signals also may be given by the hand and arm in lieu of or in addition to signals by signal lamp. When given by hand and arm, such signals, except signals by the operator of a bicycle, who may use either hand and arm, shall be given from the left side of the vehicle in the following manner and shall indicate as follows:

SECTION 6. 346.54 (1) (cm) of the statutes is amended to read:

346.54 (1) (cm) 1. In a parallel parking area, a Type 1 motorcycle or moped may park at an angle. If parallel parking spaces are not indicated by markers, no Type 1 motorcycle or moped may be parked within 2 feet of another vehicle. Where a parallel parking space is indicated by a marker or where angle parking is authorized, up to 3 Type 1 motorcycles or mopeds may park in the space.

2. Up to 3 Type 1 motorcycles or mopeds may be parked in a parking space where a parking meter has been installed unless the space is restricted by official traffic sign or marker to a single motorcycle or moped. The operator of each Type 1 motorcycle or moped parked in a single space regulated by a parking meter shall receive a citation for any violation of a time restriction.

SECTION 7. 346.54 (1) (e) of the statutes is amended to read:

346.54 (1) (e) ~~For~~ Except as provided in par. (cm) and s. 349.13 (6), for the purpose of parking, mopeds and electric personal assistive mobility devices shall be considered bicycles. ~~Where~~ Except as provided in s. 349.13 (6), where possible without impeding the flow of pedestrian traffic, a bicycle, moped, or electric personal assistive mobility device may be parked on a sidewalk. ~~A~~ Except as provided in s. 349.13 (6), a bicycle, moped, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

SECTION 8. 346.58 (2) of the statutes is amended to read:

346.58 (2) In addition to complying with other speed restrictions imposed by law, no person may drive any vehicle equipped with metal tires or solid rubber tires at

a speed in excess of 15 miles per hour. This subsection does not apply to operation of a bicycle.

SECTION 9. 347.45 (2) (a) of the statutes is amended to read:

347.45 (2) (a) Farm tractors, self-propelled farm implements, implements of husbandry, bicycles, animal-drawn vehicles, and road machinery may be operated with metal tires or tires having protuberances that will not injure the highway.

SECTION 10. 347.489 (1) of the statutes is amended to read:

347.489 (1) No person may operate a bicycle, motor bicycle, or electric personal assistive mobility device upon a highway, sidewalk, bicycle lane, or bicycle way during hours of darkness unless the bicycle, motor bicycle, or electric personal assistive mobility device is equipped with or, with respect to a bicycle or motor bicycle, the operator is wearing, a lamp emitting a white light visible from a distance of at least 500 feet to the front of the bicycle, motor bicycle, or electric personal assistive mobility device. A bicycle, motor bicycle, or electric personal assistive mobility device shall also be equipped with a red reflector that has a diameter of at least 2 inches of surface area or, with respect to an electric personal assistive mobility device, that is a strip of reflective tape that has at least 2 square inches of surface area, on the rear so mounted and maintained as to be visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a steady or flashing red ~~or flashing amber~~ light visible from a distance of 500 feet to the rear may be used ~~in addition to but not~~ in lieu of the red reflector.

SECTION 11. 349.13 (6) of the statutes is created to read:

349.13 (6) Notwithstanding s. 346.54 (1) (e), the governing body of any municipality may, by ordinance, consider mopeds as Type 1 motorcycles rather than bicycles for the purpose of parking, may establish parking areas for mopeds only marked by appropriate signs, and may regulate the parking of mopeds.

SECTION 12m. Effective date.

(1) This act takes effect on the first day of the 3rd month beginning after publication.

Appendix D

Creating the Ad Hoc Committee on Moped Parking



City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 24919

File ID: 24919

File Type: Resolution

Status: Passed

Version: 2

Reference:

Controlling Body: Mayor's Office

File Created Date : 12/28/2011

File Name: Creating the Ad Hoc Committee on Moped Parking

Final Action: 02/07/2012

Title: SUBSTITUTE - Creating the Ad Hoc Committee on Moped Parking

Notes:

Sponsors: Paul R. Soglin

Effective Date: 02/10/2012

Attachments: Original Resolution 24919.pdf, 24919 handout.pdf

Enactment Number: RES-12-00106

Author: Nicholas Zavos

Hearing Date:

Entered by:

Published Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor's Office	12/28/2011	Referred for Introduction				
	Action Text:		This Resolution was Referred for Introduction				
	Notes:		Common Council Meeting 1/17/12				
1	COMMON COUNCIL	01/03/2012	Refer to a future Meeting to Adopt	COMMON COUNCIL	01/17/2012	02/07/2012	Pass
	Action Text:		A motion was made by Ald. Cnare, seconded by Ald. Bidar-Sielaff, to Refer to a future Meeting to Adopt to the COMMON COUNCIL 1/17/12 meeting. The motion passed by voice vote/other.				
	Notes:						
1	COMMON COUNCIL	01/17/2012	Refer	COMMON COUNCIL	02/07/2012	02/07/2012	Pass
	Action Text:		A motion was made by Ald. Clausius, seconded by Ald. Verveer, to Refer to the COMMON COUNCIL and should be returned by 2/7/2012. The motion passed by voice vote/other.				
	Notes:		Confirm 2-17-2012				
1	COMMON COUNCIL	02/07/2012	Adopt				Pass
	Action Text:		A motion was made by Cnare, seconded by Bidar-Sielaff, to Adopt. The motion passed by voice vote/other.				
	Notes:						

Text of Legislative File 24919

Fiscal Note

No appropriation is required.

Title

SUBSTITUTE - Creating the Ad Hoc Committee on Moped Parking

Body

WHEREAS, mopeds are currently allowed to park any place a bicycle can park; and

WHEREAS, this has created a number of problems, the most prominent of which are the competition with bikes for parking space, the aesthetic and environmental concerns of having motorized vehicles parked on the terrace, and the physical obstacles this creates for people with disabilities using the public sidewalk; and

WHEREAS, the state law has been changed to allow cities to regulate mopeds as motorcycles, and to create moped-only parking;

NOW, THEREFORE, BE IT RESOLVED, that there is created the Ad Hoc Committee on Moped Parking the ~~seven~~ nine members of which will be appointed by the Mayor; and

BE IT FURTHER RESOLVED, that the committee shall be charged with crafting an effective system to regulate moped parking in the city. In its deliberations the committee shall give consideration to the high volume of mopeds at the university, the effect on the city of campus moped parking regulations, the limited availability of bicycle racks, the feasibility of mopeds parking in parking ramps, the space and signage required to create moped-only parking areas, and the need for disabled people to freely use sidewalks; and

BE IT STILL FURTHER RESOLVED, that the chair of the committee shall be chosen by the committee from among its members; and

BE IT STILL FURTHER RESOLVED, that the committee shall meet at such places and at such times as it may deem necessary, and report to the Common Council by May 31, 2012; and

BE IT STILL FURTHER RESOLVED, that the ~~Department of~~ Traffic Engineering Division shall be the lead agency staffing the committee, along with help from the City Attorney's Office and any other personnel the ~~Department of~~ Traffic Engineering Division and the City Attorney or the committee deem appropriate; and

BE IT FINALLY RESOLVED, that upon reporting to Common Council the committee shall be dissolved.

Appendix E

Examples of Moped Parking Laws / Rules from Other Cities

Examples Of Moped Parking Laws / Rules From Other Areas

Honolulu Ordinance

<http://www1.honolulu.gov/council/ocs/roh/rohchapter15a1020.pdf>

Sec. 15-13.11 Motorcycles, motorscooters and mopeds.

- (a) The following shall apply to on street parking of motorcycles, motorscooters, and mopeds in spaces marked for parallel parking on street blocks where there are no designated parking spaces for motorcycles, motorscooters, and mopeds as provided for in subsection (b) of this section:
- (1) More than one motorcycle, motorscooter, or moped, or a combination of such motorcycle, motorscooters, or mopeds shall be permitted to park in spaces marked for parallel parking.
 - (2) Regardless of the number of motorcycles, motorscooters, or mopeds parked within a metered parking space, the parking fee shall be the rate established for such parking space.
 - (3) Any motorcycle, motorscooter, or moped parked within any space marked for parallel parking, shall be parked diagonally (at an angle of approximately 60 degrees to the curb line) with the front end facing the street and in the direction which the vehicles in the near lane of traffic are traveling.
 - (4) A minimum clearance of three feet at each end of the parallel parking space shall be maintained; provided that only the vehicle parked within the three foot area shall be deemed to be in violation of the minimum clearance requirement.
 - (5) No person shall prevent the parking of additional motorcycles, motorscooters, or mopeds when space is available within any parallel parking space.
 - (6) Any motorcycle, motorscooter, or moped parked within any parallel parking space shall be entitled to the full parking time permitted by law; provided that in any metered space each and every vehicle parked within such space shall be deemed to be parked illegally, if the meter displays a violation.
- (b) Nothing herein shall prohibit the director of the department of transportation services from establishing, marking and designating parking stalls specifically for the parking of motorcycles, motorscooters, and mopeds upon any street.
- (1) Wherever parking stalls for motorcycles, motorscooters, and mopeds are so established, marked off, and designated, the driver of such vehicle shall park the vehicle completely within a designated stall.
 - (2) If on street parking stalls or spaces are established, marked off and designated for motorcycles, motorscooters, and mopeds along any street block, it shall be unlawful for the driver of any motorcycle, motorscooter, or moped to park such vehicle on any portion of such street block, other than in a stall or space so established, marked off and designated for parking motorcycles, motorscooters, and mopeds along such street block.
 - (3) Wherever parking stalls for motorcycles, motorscooters, and mopeds are so established, marked off and designated, it shall be unlawful for the driver of any other vehicle to park in a stall designated for motorcycles, motorscooters, or mopeds.
 - (4) The term "street block" as used in this section shall mean one side of any street, the length of such side extending between two consecutive intersections; or, in the case of a dead end street, one side of such dead end street, the length of such side extending between the dead end and the nearest intersection.
- (c) Nothing herein shall prohibit the parking of a moped in a bicycle rack located on a sidewalk where signage so permits, provided however, that no person shall drive the moped on the sidewalk in violation of HRS Section 291C-196(c). For the purposes of this section, a "bicycle rack" means a device erected by the city to be used for the parking of bicycles. This subsection shall not apply to the parking of motorcycles or motorscooters.

(Sec. 15-13.12, R.O. 1978 (1983 Ed.); Am. Ord. 90-76, 06-05)

San Francisco http://excelsiorsf.org/About_the_Excelsior/ParkingSummit/summitstuff/fags.html

San Francisco Parking Issues: Frequently Asked Questions

Q: What are the rules for motorcycle parking? Is it OK to park a motorcycle or scooter on the sidewalk if I leave plenty of room for pedestrians to get by?

A: You cannot park a motorcycle or scooter on the sidewalk. Motorcycles are subject to the same rules and regulations as automobiles. *CA Codes 22502, 22503.5*

Iowa City <http://www.icgov.org/default/?id=2206>

Moped Parking Regulations

Mopeds are no longer able to be parked in bicycle racks or on sidewalks in Iowa City. Instead, parking is only allowed in a designated moped / motorcycle parking area which requires a permit, a metered parking space on the street, or in a parking stall in one of the City's parking ramps or lots.

Mopeds that are parked in bicycle racks or on sidewalks will be subject to a citation for parking in an authorized area, accompanied by a \$15 fine. When parked in metered spaces, mopeds and motorcycles need to follow regular meter-parking guidelines. Fines for expired meters will be the same as for automobiles, ranging from \$0 for the first offense to up to \$25 for multiple infractions.

Cost of the moped and motorcycle parking permits is \$45 per year. Permits may be purchased at the City's Parking Office at 335 Iowa Avenue between 7 a.m. and 5 p.m. Monday through Friday. To discourage long-term storage, moped and motorcycle permit parking spaces will need to be vacated each day between 2 a.m. and 6 a.m.

Chicago <http://www.chicagoabate.com/MotorcycleScooterBrochure.pdf>

PARKING A SCOOTER OR MOPED IN CHICAGO

Like motorcycles, scooters and mopeds are prohibited from parking on sidewalks or the parkway. They must abide by all of the parking and standing restrictions that apply to other vehicles.

Although the Illinois Vehicle Code at times treats the operation of some scooters like bicycles, those provisions do not apply to the parking of scooters and mopeds. Scooters and mopeds cannot be parked on the sidewalk. They cannot be parked on the parkway. They cannot be chained to bike racks.

Chicago's parking and standing restrictions apply to scooters and other vehicles alike.

Philadelphia <http://philapark.org/motorcycles-scooters/>

Motorcycle and Scooter Parking

Pennsylvania Law prohibits motor vehicles from driving or parking on sidewalks. The Philadelphia Parking Authority has established new parking zones to accommodate motorcycles and scooters in the area between Arch and Locust, Broad and 20 Streets. Only motorcycles and scooters are permitted to park in these zones, where the meter fee will be one-half the prevailing rate on the block.

Motorcycle zones are still in the process of being installed within the pilot area. Once a motorcycle zone has been established on a block, the prohibition on sidewalk parking will be strictly enforced in the vicinity of that zone.

Seattle

From the handout Scooter Parking in Seattle www.seattle.gov/transportation/parking/motorcycleparking.htm

What's new

- SDOT's Community Parking Program offers an opportunity for the City to work with neighborhoods to identify and designate parking spaces for scooters, motorcycles, and bicycles.

Let us know where you park. More info at:

<http://www.seattle.gov/transportation/parking/communityparking.htm>.

<http://www.seattle.gov/transportation/parking/docs/Scooterhandout.pdf>

- Recent changes to the City's restricted parking zone (RPZ) policy mean that motorcycle and scooter users no longer need to purchase a permit to park in an RPZ (effective Jan 1, 2010).

More info at: <http://www.seattle.gov/transportation/parking/parkingrpz.htm>.

- Thanks to a 2008 law, it's illegal for someone to pick up and move your scooter out of an on-street parking spot (Council Bill 116281).

FAQs

Where can scooters park?

Scooters, mopeds, and motorcycles can park in any parking space that a passenger car is allowed to park in. This includes paid, time-limited, and unrestricted parking spaces. The City also has about 100 spaces designated for motorcycle/scooter parking.

Where can't scooters park?

All regular parking restrictions apply, including not parking in front of fire hydrants, within 5 feet of a driveway, in tow-away zones, etc. In addition, scooters may not park in between striped parking spaces, along curb bulbs, in alleys, or on the sidewalk. All motor vehicles are subject to the citywide 72-hour on-street time limit.

How do I park a scooter in a paid parking space?

Metered space: more than 1 scooter can occupy 1 space; only 1 person needs to pay.

Pay station space: more than 1 scooter can occupy 1 space; each scooter must purchase and display a receipt.

Champaign, IL

<http://ci.champaign.il.us/departments/public-works/parking-programs/customer-service/parking-rules-and-regulations/>

Parking Your Motorcycle or Scooter:

Motorcycles and scooters are required to be parked perpendicularly, or at a 90 degree angle to the curb. Larger motorcycles may park at an angle as close as possible to 90 degrees so they do not extend into the roadway.

Motorcycles and scooters will be ticketed and possibly towed if parked on a City sidewalk, parkway (the area between the curb and sidewalk), or if chained to a bicycle ring, rack, or loop.

Portland <http://www.portlandonline.com/auditor/index.cfm?a=320374&c=38635>

TRN-3.310 - Motorcycle and Moped Parking Permit Pilot Program Rules - [Printable Version](#)

MOTORCYCLE AND MOPED PARKING PERMIT PILOT PROGRAM RULES

Administrative Rule Adopted by Bureau of Transportation Systems Management Pursuant to Rule-Making Authority ARB-TRN-3.310

PURPOSE

As authorized by Code section 16.16.10.300, a motorcycle parking permit allows motorcycle or moped parking in any metered on-street space for the designated time limit, as indicated by the parking meter. The Permit program

is a pilot program, beginning September 1, 2010 and ending on August 31, 2011 at which time the program will be reviewed.

II. DEFINITIONS

For the purposes of this policy, the following definitions shall apply:

"Metered on-street space" is an on-street space within a City meter district or area.

"Motorcycle" as defined by ORS 801.365 is any self-propelled (motorized) vehicle other than a moped or farm tractor that:

- Has a seat or saddle for use of the rider;
- Is designed to be operated on the ground upon wheels; and
- Is designed to travel with not more than three wheels in contact with the ground.

"Moped" as defined by ORS 801.345 is a vehicle, including any bicycle equipped with a power source, other than an electric-assisted bicycle or a motor-assisted moped that complies with all of the following:

- Has a seat or saddle for use of the rider;
- Is designed to be operated on the ground upon wheels;
- Is designed to travel with not more than three wheels in contact with the ground;
- Is equipped with an independent power source that:
- Is capable of propelling the vehicle, unassisted, at a speed of not more than 30 miles per hour on a level road surface; and
- If the power source is a combustion engine, has a piston or rotor displacement of 35.01 to 50 cubic centimeters regardless of the number of chambers in the power source; and
- Is equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the system is engaged.

GENERAL RULES

1) This permit may be issued to a motorcycle or moped owner for the purpose of displaying payment in metered on-street spaces. A permitted motorcycle or moped may occupy a metered on-street space for signed duration without payment of meter fee.

2) A motorcycle or moped must demonstrate a valid vehicle registration.

3) The permit must be clearly displayed on the motorcycle or moped, attached to the rear license plate with screws. The license plate number on the permit must match that of the motorcycle or moped and be visible at all times.

4) The permit remains the property of the City of Portland and must be surrendered upon demand by any authorized officer.

5) It is unlawful to display this permit on any vehicle other than that for which it is issued.

6) If permit is lost or stolen, there is a \$15 replacement charge per permit.

7) The Bureau may deny requests for permits or impose such limitations, as it deems necessary.

8) The Motorcycle and Moped Parking Permit Program is a pilot program beginning September 1, 2010, ending August 31, 2011. The Bureau of Transportation will monitor the program and propose final rules for adoption at the conclusion of the pilot program.

FEES

Permits are issued on a rolling basis and are valid for one month from the date of purchase. The fee is \$40 per month.

VIOLATIONS

In addition to any penalty imposed by the court as a result of a citation, violations of this permit will be penalized as follows:

- 1) 2nd violation: 10 days suspension of permit
- 2) 3rd violation: 30 days suspension of permit
- 3) 4th violation: revocation of permit

Failure to surrender a suspended permit within 10 days of the date of notification of suspension will result in cancellation of that permit for the remainder of the year.

Continued noncompliance may result in an examination of whether future permits will be issued.

HISTORY

Adopted by Director of Bureau of Transportation and filed for inclusion in PPD August 23, 2010.

Columbus, Ohio <http://publicservice.columbus.gov/content.aspx?id=30827>



Scooter Moped Motorcycle Parking Permits

Motorcycles, mopeds and motor scooters may legally park anywhere cars and trucks park according to current City Code. More than one motorized two-wheeled vehicle can park in the same metered space as long as meter payment is made. Columbus' Motorcycle, Moped and Motor Scooter Parking and Permits Program has been created to accommodate increasing demand for parking in Columbus' urban core. Purchase of a \$50 parking permit for the current year authorizes motorized two-wheelers to park at any of the program's designated locations.

2012 Scooter/Moped/Motorcycle Parking Permits are now available.

Permits are issued at the Parking Violations Bureau, 2700 Impound Lot Road. [Click here for directions](#). The Bureau is open Monday through Saturday from 9 a.m. to 7 p.m.

The annual permit is \$50 per vehicle.

What you need to have to purchase a permit:

1. Current registration for motorcycle, moped or motor scooter
2. Valid driver's license

See the fact sheet linked below for a map and more details.

[Two-Wheeled Motorized Vehicle Parking Fact Sheet and Map](#)

Motorcycle, Moped and Motor Scooter Parking and Permits

Description and Benefits: Motorcycles, mopeds and motor scooters may legally park anywhere cars and trucks park according to current City Code. More than one motorized two-wheeled vehicle can park in the same metered space as long as meter payment is made.

Columbus' Motorcycle, Moped and Motor Scooter Parking and Permits Program is designed to accommodate increasing demand for parking in the urban core. Parking locations for those kinds of vehicles are designated with proper signage and employ "corral" parking, i.e., a perimeter is established and signed and marked for parking anywhere within the perimeter. All motorcycle, moped and scooter parking zones were converted into permit areas effective April 1, 2009, requiring users to purchase a sticker to legally park in permit areas. The intent is to remain as revenue neutral as possible. Revenue collected will be used to cover the cost of signage, painting/stripping, safety-education programs, upkeep and more.



Appendix F

Draft Resolution

Amending Section 12.76(4)(f), creating Section 12.793, and amending Sections 12.128(14), 12.145(3) and 1.08(3)(a) of the Madison General Ordinances to prohibit moped parking on the sidewalk and terrace except in designated locations and establish a bail deposit for violations thereof.

*** Some initial designated locations need to be determined and included in the resolution*

CITY OF MADISON, WISCONSIN

AN ORDINANCE _____

PRESENTED _____
REFERRED _____ PBMVC, TPC _____

Amending Section 12.76(4)(f), creating Section 12.793, and amending Sections 12.128(14), 12.145(3) and 1.08(3)(a) of the Madison General Ordinances to prohibit moped parking on the sidewalk and terrace except in designated locations and establish a bail deposit for violations thereof.

DRAFT

Drafted by: Maureen O'Brien

Date: July 23, 2012

SPONSORS: Aids. Resnick and Verveer

DRAFTER'S ANALYSIS: Under the old Wis. Stat. Sec. 346.54(1)(e), mopeds were treated as bicycles for the purposes of parking regulations. 2011 Act 73 changed this rule, allowing municipalities to treat mopeds as motorcycles and granting municipalities general authority to regulate moped parking. This amendment will prohibit moped parking on the public sidewalk and terrace area except in designated locations. This ordinance shall be effective April 1, 2013.

The Common Council of the City of Madison do hereby ordain as follows:

1. Subdivision (f) of Subsection (4) entitled "Parking" of Section 12.76 entitled "Special Rules Applicable to Bicycles" of the Madison General Ordinances is amended to read as follows:

"(f) Mopeds shall comply with this subsection, pursuant to Wis. Stat. § 346.54(1)(e) shall be considered Type 1 motorcycles for parking purposes and shall comply with Sec. 12.793, MGO."

2. Section 12.793 entitled "Moped Parking" of the Madison General Ordinances is created to read as follows:

"12.793 MOPED PARKING.

- (1) **Definition.** For the purposes of this section, "Sidewalk and Terrace area" means the entire area of the highway from the curb line of the roadway to the adjacent property line. This area often includes both a paved sidewalk and a grassy area commonly referred to as the terrace, but may have other configurations. This definition specifically includes the entire portion of the State Street pedestrian mall established by Section 12.167, MGO.
- (2) Mopeds shall be considered Type 1 motorcycles for parking purposes and shall only be parked upon the Sidewalk and Terrace area in the following locations and only within clearly marked spaces designated for moped parking:
 - (a) *On the east side of This Street from That Avenue north in 4 designated spaces.*
 - (b) *On the north side of That Avenue from This Street east in 10 designated spaces.*
 - (c) *etc."*
- (3) Any person violating sub. (2) shall be subject to a forfeiture of not less than ten dollars (\$10) nor more than one hundred dollars (\$100).

Approved as to form:

3. Subsection (14) entitled "Parking on Terrace Prohibited" of Section 12.128 entitled "Miscellaneous Restrictions on Parking" of the Madison General Ordinances is amended to read as follows:

"(14) Parking on Terrace Prohibited. No person shall stop or leave standing any vehicle, upon any portion of a street between the curb line thereof and the ~~cement paved~~ paved or traveled portion of the sidewalk, said space being commonly known as the terrace, except temporarily and for the purpose of and while actually engaged in loading or unloading or in receiving or discharging passengers and while the vehicle is attended by a licensed operator so that it may be promptly moved in case of an emergency; or unless specifically allowed for bicycle parking under Section 12.76(4) or moped parking under Section 12.793 of these ordinances."

4. Subdivision (d) of Subsection (3) entitled "Rates" of Section 12.145 entitled "Parking at Parking Meters and Multi-Space Meters; Meter Rates" of the Madison General Ordinances is amended to read as follows:

"(d) The hourly rate for all on-street metered parking designated for motorcycles and mopeds shall be one dollar (\$1)."

5. Subdivision (a) of Subsection (3) entitled "Schedule of Deposits" of Section 1.08 entitled "Issuance of Citations for Violations of Certain Ordinances and Providing a Schedule of Cash Deposits" of the Madison General Ordinances is amended by creating and amending therein the following:

<u>"Offense</u>	<u>Ord. No./Adopted Statute No.</u>	<u>Deposit</u>
Bicycle Parking violations.	12.76(4)	\$15
Illegal moped /bicycle parking (w/in 15' of crosswalk/secured to tree, etc.).	12.76(4)	<u>\$2015</u>
<u>Moped parking on sidewalk and terrace area.</u>	<u>12.793(2)</u>	<u>\$45"</u>

6. This ordinance shall be effective April 1, 2013.

EDITOR'S NOTE:

Legal reference: Wisconsin Statutes Sec. 340.01 provides the following definitions:

340.01(22) "Highway" means all public ways and thoroughfares and bridges on the same. It includes the entire width between the boundary lines of every way open to the use of the public as a matter of right for the purposes of vehicular travel. It includes those roads or driveways in the state, county or municipal parks and in state forests which have been opened to the use of the public for the purpose of vehicular travel and roads or driveways upon the grounds of public schools, as defined in s. 115.01 (1), and institutions under the jurisdiction of the county board of supervisors, but does not include private roads or driveways as defined in sub. (46).

340.01(54) "Roadway" means that portion of a highway between the regularly established curb lines or that portion which is improved, designed or ordinarily used for vehicular travel, excluding the berm or shoulder. In a divided highway the term "roadway" refers to each roadway separately but not to all such roadways collectively.

340.01(58) "Sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians.