

Downtown Madison Bicycle and Moped Parking Study Draft summary February 14, 2017

- The study is 68 pages.
- The last 20 pages is an appendix outlining the results of surveys conducted as part of the study.
- There is a separate 19 page Appendix C. This is a table and 16 block by block maps showing possible locations where additional bicycle parking might be added, pending staff review and resolving any potential competing uses with vending sites, sidewalk cafes, etc.
- The Resolution gives a good summary of what was requested in the RFP and provided in the study report.
- As is typical with studies, there is no fiscal impact associated with the adoption of the study report. Implementing specific recommendations within the Study will require the inclusion of expenditures in future capital and operating budgets, subject to Common Council approval at that time.
- The study area is State Street from East Campus Mall to the Capitol, around the Capitol Square, King St and Wilson Street from the Capitol to Blair Street, and a block or two in each direction. See map on page 1 of the report, page 4 of the PDF.
- There are approximately 2,500 bicycle parking spaces in this area that are either publicly owned and maintained, or that are on private property but visible from the street and used by the general public.
 - About 28% of these spaces do not meet city design standards
 - At least 45% of the spaces that do not meet city design standards are on the UW campus
- The city owned racks are generally in good condition, with only 11% having some type of damage.
- About a third of the city owned racks are showing signs of corrosion / rust, however.
- There are a number of locations where bicycle racks are often full to capacity, including
 - 100 block of State Street
 - 200 block of State Street
 - 500 block of State Street
 - 600 block of State Street
 - The North Frances Street pedestrian mall on both sides of State Street
 - The intersection of East Mifflin Street and North Pinckney Street
 - The intersection of East Main Street, King Street, and South Pinckney Street
 - 100 and 200 blocks of Martin Luther King, Jr. Boulevard
- Special Events, concerts, etc. further strain bicycle parking capacity, especially on the Capitol Square, the 100 and 200 blocks of State Street, and the King/Main/Pinckney area.
- There are several competing uses of space in the public right-of-way including bicycle racks, food carts, non-food vending, sidewalk cafes, benches, bus shelters, planters, kiosks, etc.
- Moped parking was seen as an issue in the study area. The study recommends adoption of the recommendations of the Ad Hoc Committee on Moped Parking. Staff in Traffic Engineering and Parking Utility are currently working with downtown Alders to draft and introduce a resolution regulating moped parking.
- One of the tasks for the consultant was to review the Zoning Code with respect to bicycle parking, particularly as this impacts the downtown study area. Areas where improvements could be considered include
 - Adding context to the bicycle parking requirements. For example, a higher amount of bicycle parking required in the downtown area than in other areas of the city
 - Reviewing the current split between long-term and short-term bicycle parking requirements. Observations indicate that short term bicycle parking at private developments is overutilized, while long term bicycle parking is underutilized (where the consultant was able to access long term bicycle parking locations).
 - Properties developed before bicycle parking was included in the zoning code (built prior to 1988) are exempt from providing bicycle parking. This puts added pressure on public bicycle racks and bicycle racks on private that are visible and accessible to all.

Basic Recommendations include

- Publicly installed bicycle parking should use a variety of rack types meeting the City's standards to meet the needs of different users including cargo bikes (both long frame bicycles and cargo tricycles), bicycles with trailers, recumbents, tandems and other non-standard bicycles. A single style of bike rack has been installed downtown; public feedback strongly indicated a desire for diverse parking options to accommodate different styles of bicycles, locks, and parking styles.
- The City should produce a Bicycle Parking Guide to replace the existing City of Madison Bike Rack Requirements flyer. The Guide should detail the City's bicycle parking standards for use by both City agencies and private developers and property owners required to install parking under the Zoning Code
- Where short-term bicycle parking areas are not located in an outdoor location clearly visible to bicyclists approaching from adjacent public roadways or paths, signs should indicate the locations of the facilities on the exterior of the building at each major entrance and in other appropriate locations.
- There is insufficient public bicycle parking to meet demand in the Downtown area. Appendix C lists and maps locations where additional racks might be able to be located in areas of high demand.
- The City should ensure that the amount of short-term bicycle parking within the State Street Mall Capitol Concourse special assessment area meets the requirements of the Zoning Code based on existing building uses, and monitor changing uses of properties within this area and adjust the amount of bicycle parking provided nearby accordingly.
- Find a way to require properties developed before the 1988 adoption of the bicycle parking ordinance to provide bicycle parking.
- Establish requirements for providing attended temporary bicycle parking for events that attract large numbers of people.
- Sidewalk cafés and vending compete with bicycle parking for limited space in the public right of way; at the same time, these uses increase demand for bicycle parking. Find ways to accommodate both.
- Damaged or abandoned bicycles limit available bicycle parking capacity and often block access to bicycle parking spaces until they are removed by city staff. Bicycle racks within the study area should be surveyed weekly from March through November (every other week December through February) for damaged or abandoned bicycles; such bicycles should be tagged for removal and promptly removed if the City is not contacted by the owner of the bicycle.
- Install meter ring racks on as many street-side multi-space parking numbered stall posts as practicable.
- Continue to provide short-term bicycle racks in all municipal parking garages
- The City should consider offering a variety of locations for long-term bicycle parking available to the public for a fee.
 - Install a bicycle cage in the State Street Capitol Garage as a pilot project for the overall long-term bicycle parking program.
 - Continue to pursue the inclusion of a bicycle center in the Judge Doyle Square (JDS) development.