

City Provided Bicycle Parking Update

April 5, 2021

DOWNTOWN MADISON BICYCLE & MOPED PARKING STUDY

Adopted September 5, 2017



Downtown Bike Parking Study Update

4.2 | Provision of Bicycle Parking by the City

Issue: There is insufficient public bicycle parking to meet demand in the Downtown area.

Recommendation 4.2.1: Bicycle racks should be installed at as many of the specific locations detailed in Chapter 5 of this document as possible.

Recommendation 4.2.2: Meter racks should be installed on parking meter posts with a parking number stall (as opposed to a meter head) in the public right of way in the city where practicable, regardless of if the post is within the study area. This recommendation does not apply to meter posts in public parking lots or garages.

Downtown Bike Parking Study Update

Short Term Parking Recommendations – Bike Rack Additions

- 233 additional spaces recommended
 - 7 spaces added
 - 83 spaces have potential vending, café or streatery conflicts
 - 5 spaces have potential BCycle conflict
 - 10 spaces have potential conflicts that impact the size or style of rack
- Approximate cost to add the spaces that have space available
 - Racks - \$30,000
 - Labor - \$7,000
- Information on specific location recommendations
 - See slides 10-26

Downtown Bike Parking Study Update

Parking Meter Bike Parking Rings

- 101 bike parking rings removed due to replacement of multi-space meters with individual meters
 - Multi-space meters allowed bikes to park on number posts
 - Remaining 39 parking rings expected to be removed by end of April
 - Map on slide 27
- New smart single space meters are now placed at each parking space.
 - Customers need access to the single space meters, including people with disabilities, so area around meters need to be free of obstructions. Collectors also need easy access.
- At some point multi-space meters may be used again which would allow bike rings to be installed again.



Downtown Bike Parking Study Update

Parking Garage Bike Parking

- New Wilson Street Garage has a large public bike parking area
- No additional racks have been installed; can review demand as people begin returning to more downtown activities

Table 10: Bicycle parking recommendations and cost estimate for installing additional short-term bicycle parking in municipal parking garages.

Garage	Motor Vehicle Capacity	Rec. Bike Capacity	Existing Bike Capacity	Additional Racks Needed	Cost / Rack	Labor / Rack	Estimated Total
Capitol Square North	613	30	4 + 4 outside	3 9-bike (double sided)	\$959	\$80	\$3,117
Government East	516	25	22	None	-	-	-
Overture Center	620	30	10	4 5-bike	\$599	\$80	\$2,716
State Street Campus	1,063	50	24 + 21 outside	5 5-bike	\$599	\$80	\$3,395
State Street Capitol	844	40	18	3 7-bike (double sided)	\$743	\$80	\$2,469
Total							\$11,697

Note: The Government East Parking Garage is scheduled to be demolished and reconstructed in an undecided configuration. The final garage design should provide bicycle parking for five percent of the total motor vehicle capacity of the garage.

Downtown Bike Parking Study Update

Parking Garage Bike Parking

- Recommendation to add signage to help direct users to parking in city garages
- Discussed with Parking Utility in March 2020 but put on hold



Downtown Bike Parking Study Update

Long Term Bike Parking

- Madison Bike Center is open
 - Freewheel has opened some services, more services will become available over time
- Bicycle Cage
 - Recommendation to pilot at State Street Garage
 - State Street garage RFP – potential demolition 2025
 - Who would operate?



Madison Bike Center

Downtown Bike Parking Study Update

4.5 | Sidewalk Cafés and Vending in Relation to Bicycle Parking

Issue: 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.

Recommendation 4.5.1: The following changes should be made to the café/vending permit process and the zoning code as necessary:

- Sidewalk cafés that require relocation of a bicycle rack should only be permitted if the rack plus the additional spaces required by the sidewalk café seating can be reinstalled within 50 feet of the existing location;
- Permits issued for vending should not impede access to any existing bicycle racks including the required access aisles required for maneuvering bicycles in and out of the racks; and
- Vending sites should be relocated as necessary to allow bicycle parking installation recommended in Chapter 5; this should occur as permits expire and not to existing permits.

Downtown Bike Parking Study Update

4.6 | Other Bicycle Parking Recommendations

Issue: Damaged or abandoned bicycles limit available bicycle parking capacity and often block access to bicycle parking spaces until they are removed by city staff.

Recommendation: 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. The current program to remove damaged or abandoned bicycles will require a funding increase, and potentially increased storage capacity, to accomplish this recommendation.

- MPD Bicycle Recovery Specialist position is currently vacant

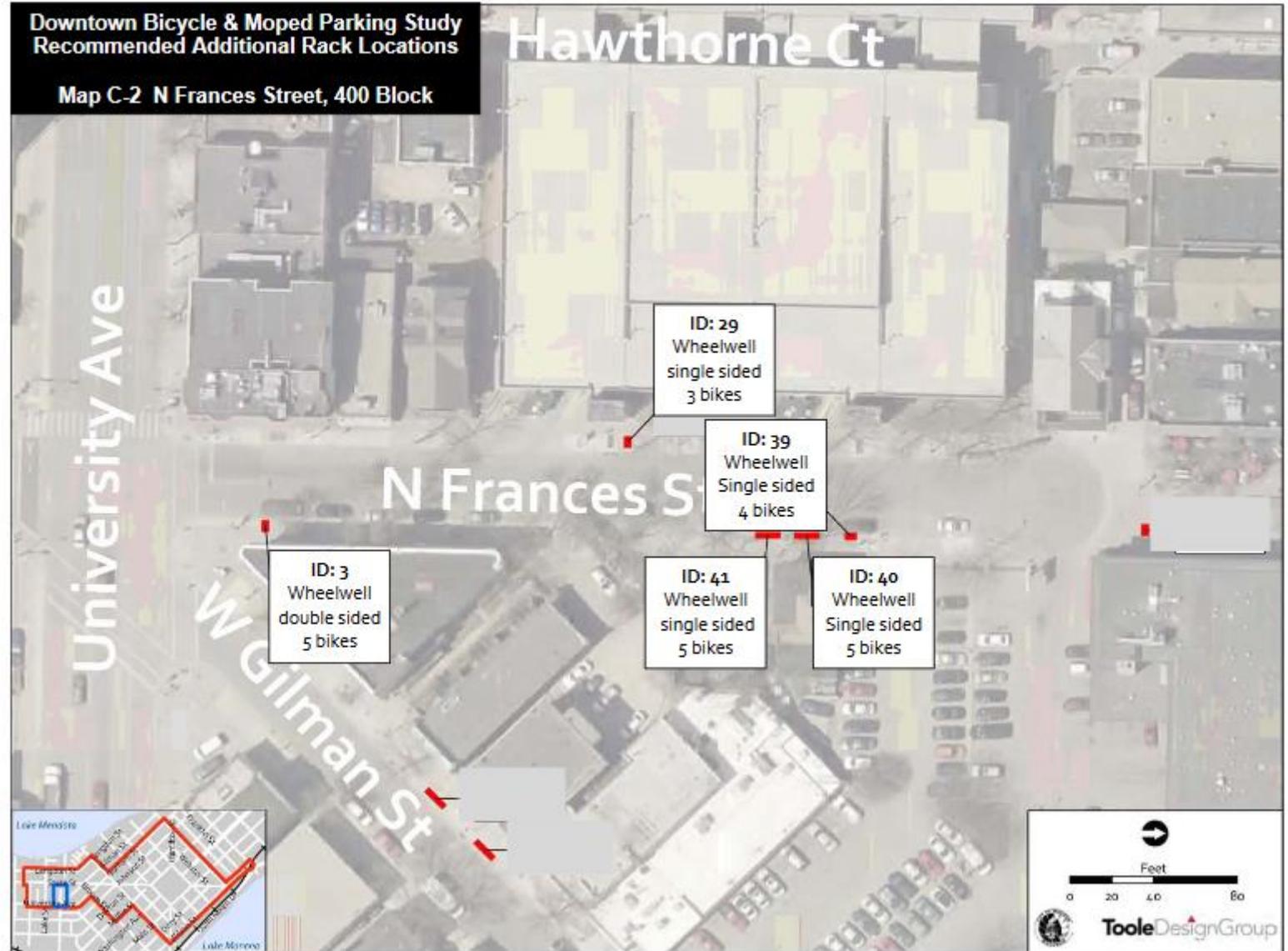
Current Situation

- ID 2 – News box needs moved to make space
- ID 21 – Space available
- ID 22 – Conflict with café space
- ID 23 – Space available
- ID 24 – Space available
- ID 25 – Prior café conflict but business has closed
- ID 35 - Installed
- ID 36 – Space Available
- ID 37 – Space Available



Current Situation

- ID 3 – Space Available
- ID 29 – Space Available
- ID 39 – Space Available
- ID 40 – Space Available
- ID 41 – Space Available



Current Situation

- ID 26 – Space Available
- ID 27 – Café conflict
- ID 28 – Café Conflict
- ID 38 – Space Available
- ID 42 – Space Available



Current Situation

- ID 30 – Space Available
- ID 43 – Streatery conflict; may request permanent café space
- ID 44 – Streatery conflict; likely just for this summer
- ID 45 – Space Available



Current Situation

- ID 46 – Space Available (listed as available for vending but not used currently)



Current Situation

- ID 34 – Proposed BCycle location



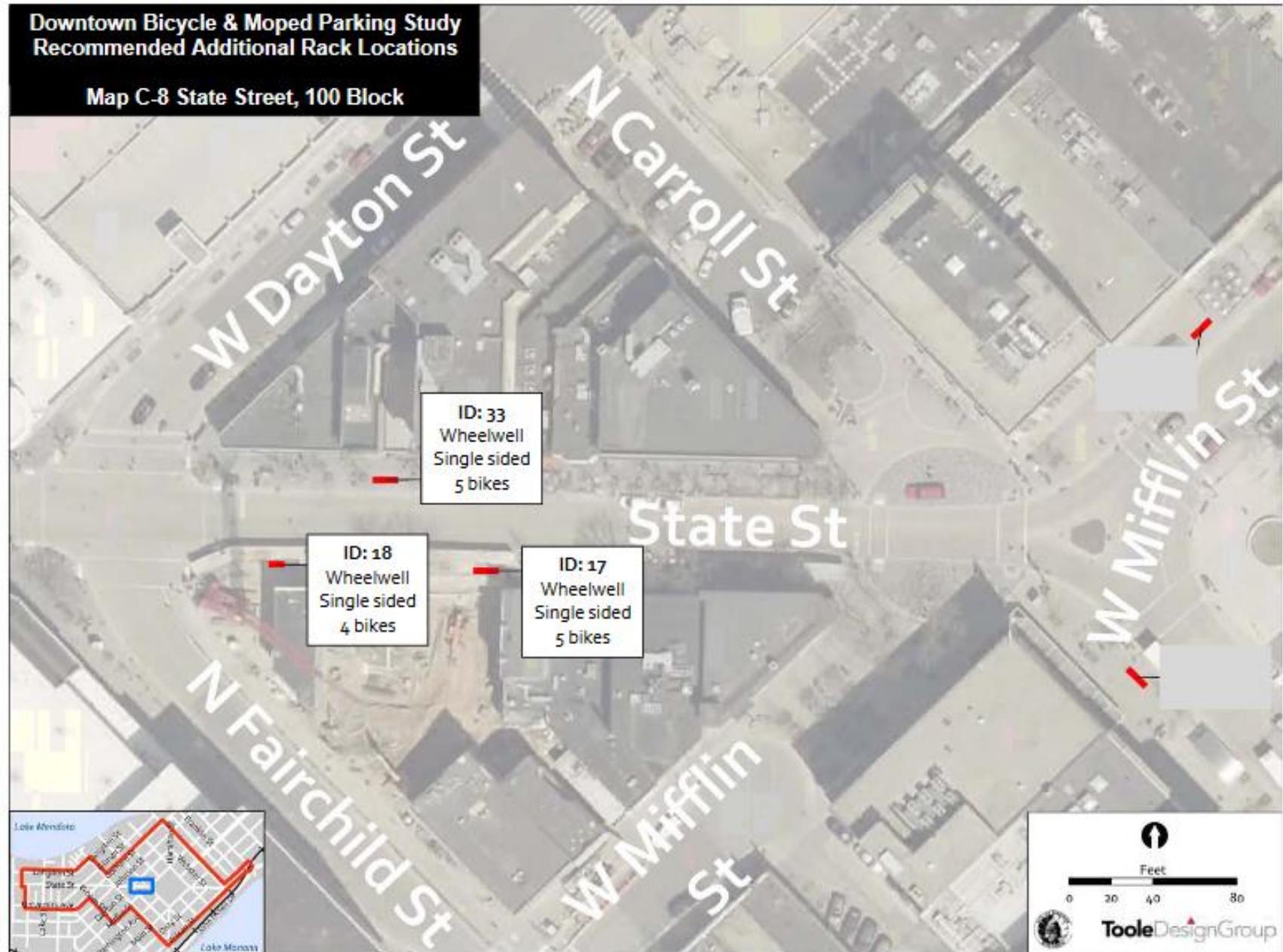
Current Situation

- ID 34 – Café conflict



Current Situation

- ID 17 – Space available
- ID 18 – Café conflict (business has closed so may be available)
- ID 33 – Café conflict (business has closed so may be available; hotel planned here)



Current Situation

- ID 1 – Saturday vendor conflict



Current Situation

- ID 14 – Saturday vendor conflict & food carts
- ID 15 – Saturday vendor conflict & food carts



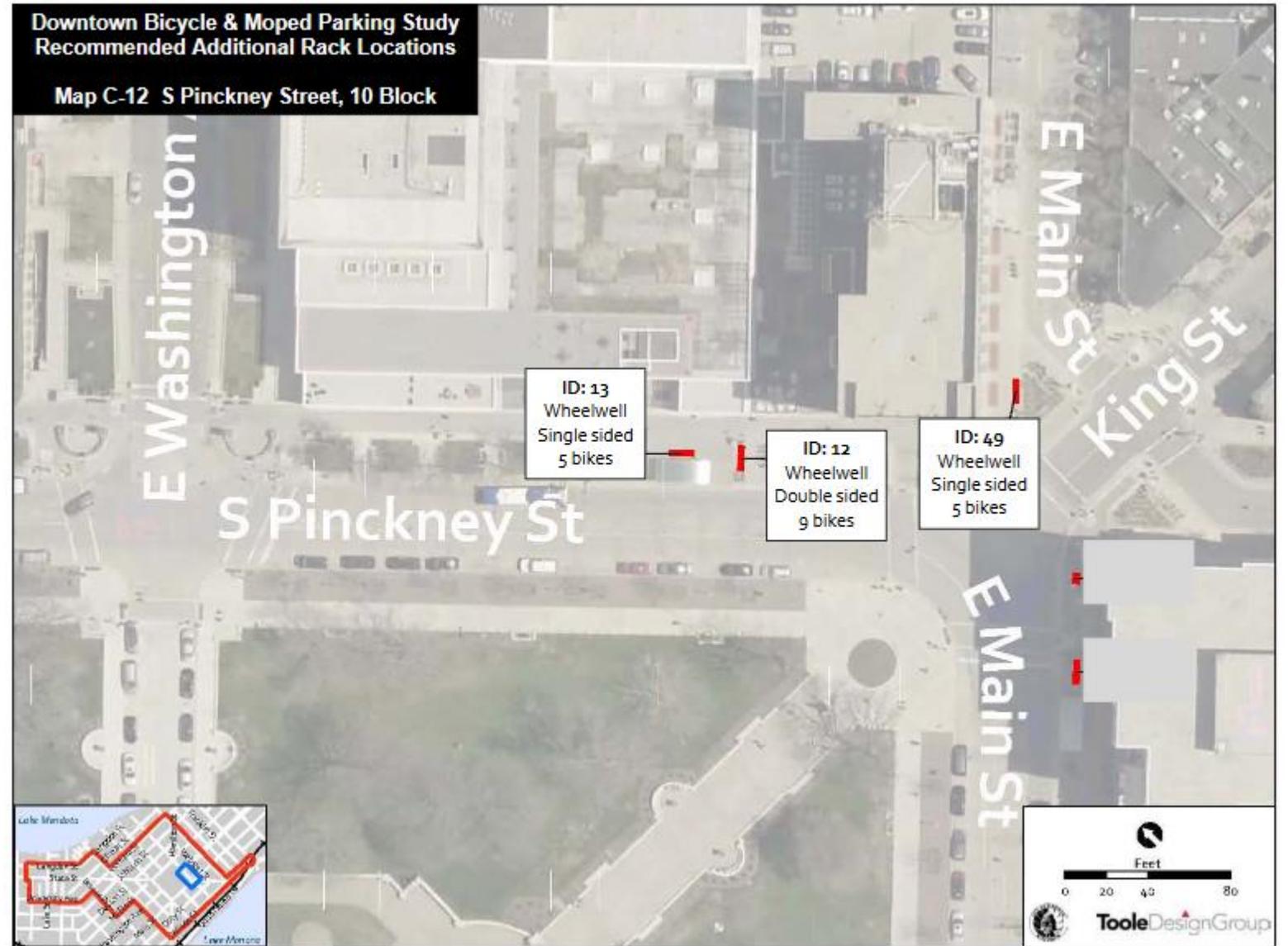
Current Situation

- ID 11 - Installed



Current Situation

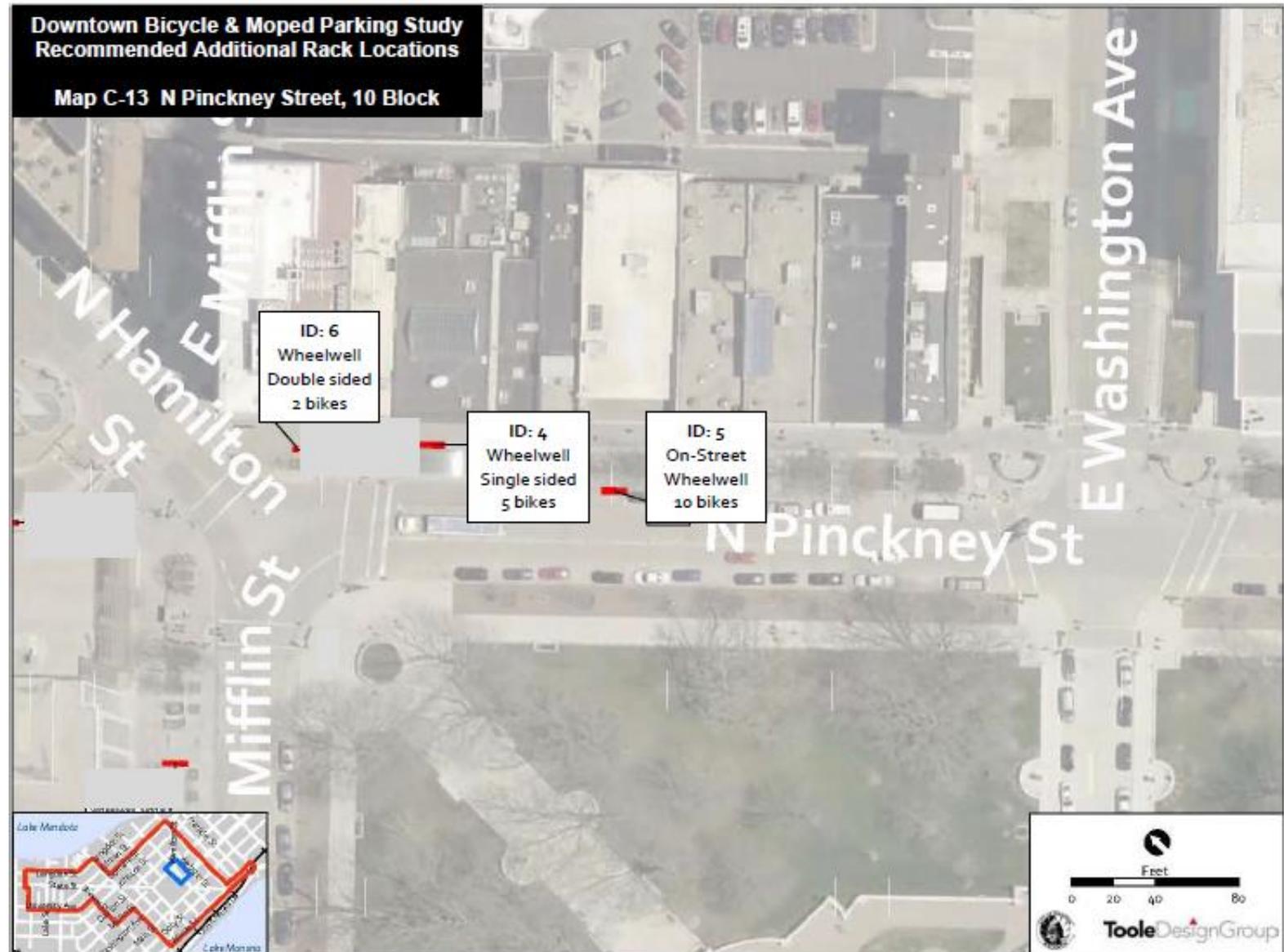
- ID 12 – Space Available to switch to double sided rack
- ID 13 – Potential conflict with transit riders
- ID 49 – Space for smaller racks



Current Situation

- ID 4 – Streatery & café conflict
- ID 5 – Streatery & café conflict
- ID 6 – Streatery & café conflict

- Revisit next summer to see if conflict continues



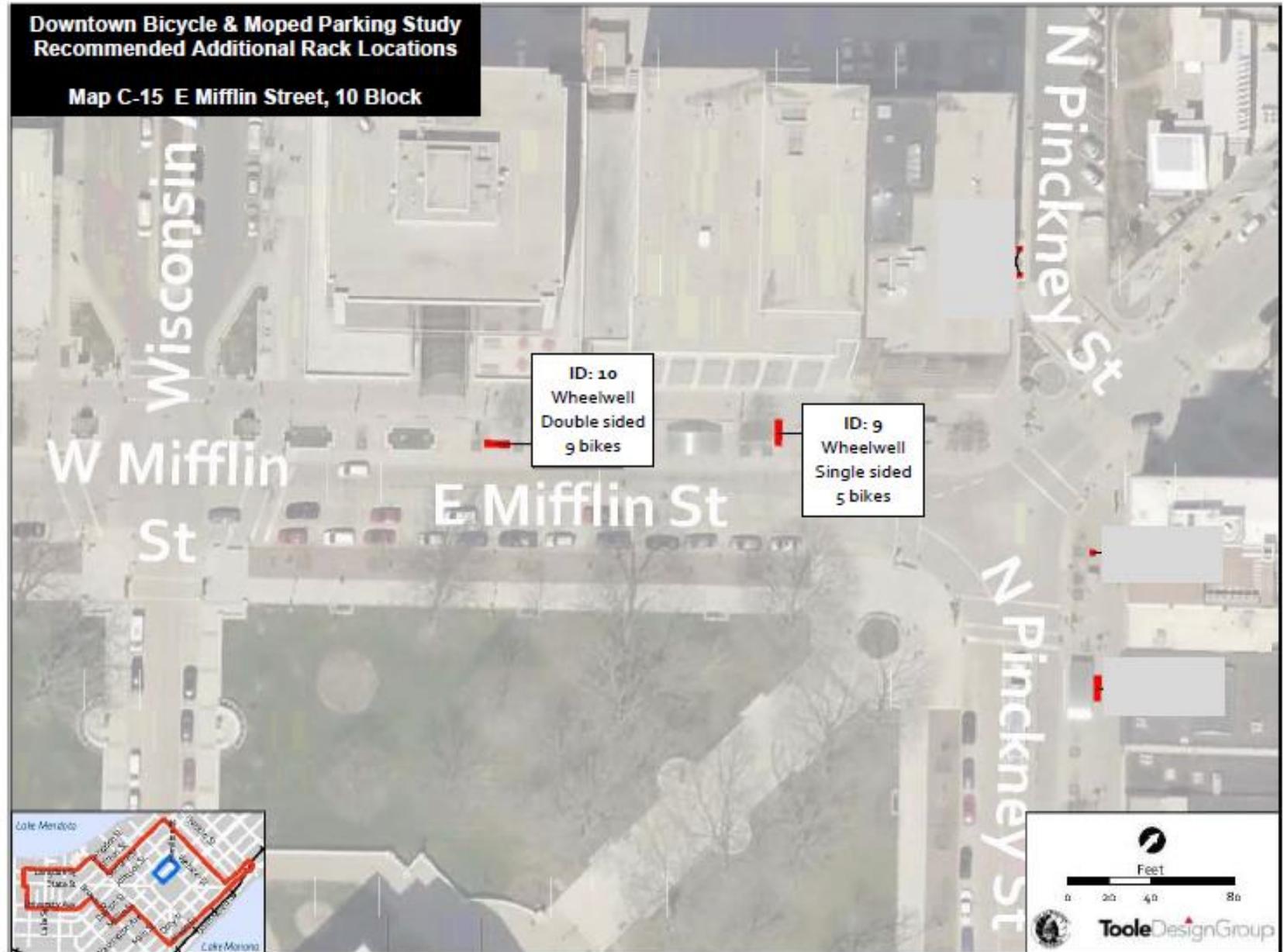
Current Situation

- ID 7 – Space Available
- ID 8 – Space Available



Current Situation

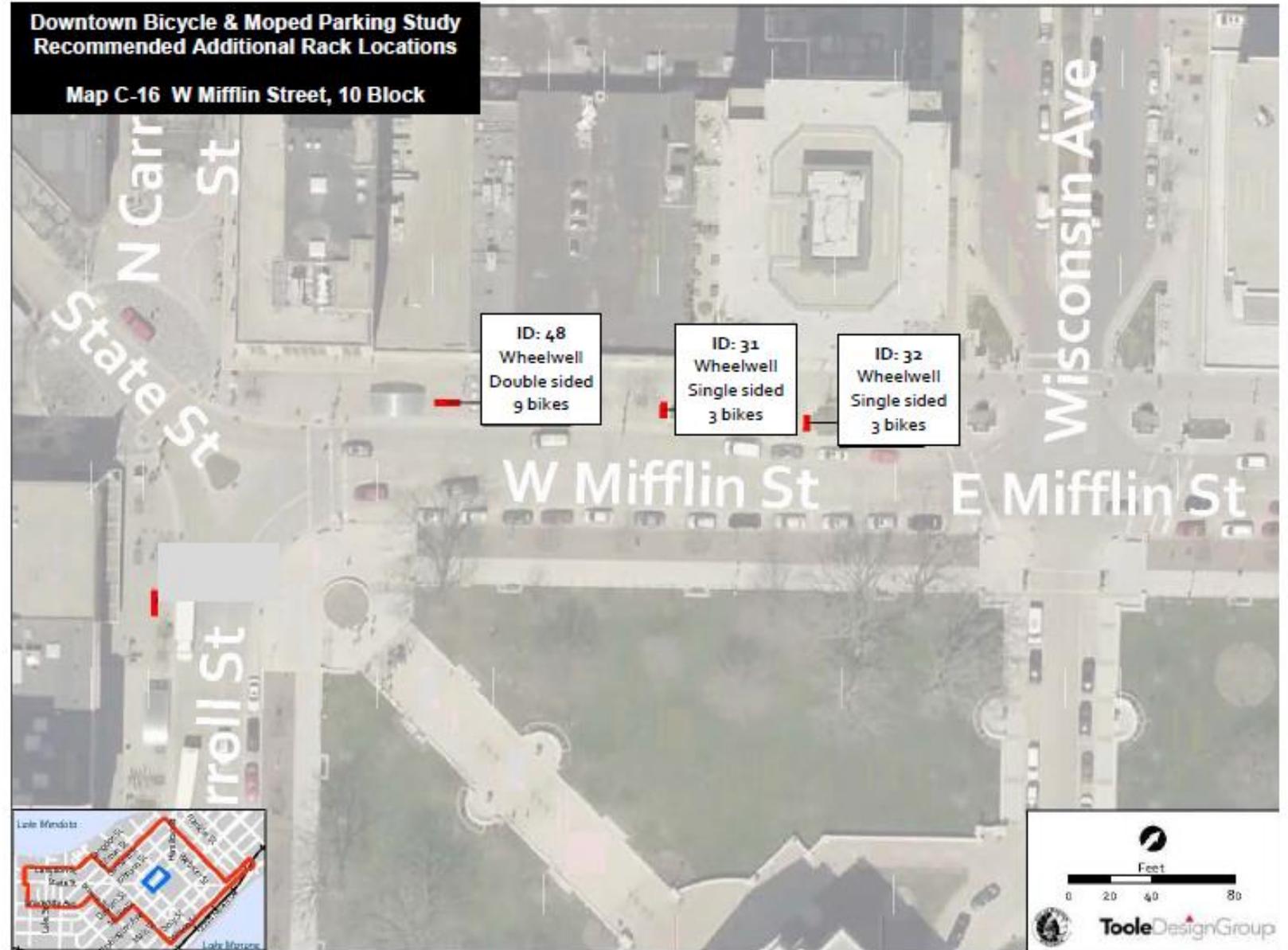
- ID 9 – Space Available
- ID 10 – Space Available



Current Situation

- ID 31 – Streatery conflict
- ID 32 – Streatery conflict
- ID 48 – Streatery conflict

- Revisit next summer to see if conflict continues



Parking Meter Bike Rings

- 101 bike rings removed due to replacement of multi-space meters, which used a central kiosk for multiple spots.
- Remaining 39 expected to be removed by end of April
- New smart single space meters are now placed at each parking space.
- Customers need access to the single space meters, including people with disabilities, so area around meters need to be free of obstructions. Collectors also need easy access.
- At some point multi-space meters may be used again which would allow bike rings to be installed.

