

**From:** [Nicholas Davies](#)  
**To:** [Plan Commission Comments](#)  
**Cc:** [Madison Parks](#); [Martinez-Rutherford, Dina Nina](#); [info@madisonbikes.org](mailto:info@madisonbikes.org)  
**Subject:** PSOP missing bike parking (89620)  
**Date:** Sunday, September 14, 2025 3:05:22 PM

---

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission,

I was surprised to read through the draft Parks & Open Space Plan and find no mention of bike parking. Giving the benefit of the doubt, I assume this was a simple oversight that can be corrected in the next round of revisions, but the PSOP should not be approved in its current form.

Madison does a generally good job of providing bike parking at our parks, especially in contrast to our neighbors. For example, I was at San Damiano on Saturday, and Monona had arbitrarily removed the bike rack there, leaving nowhere to lock up. While I was there, 15 other park visitors--more than the number arriving by car--came and left for the same reason.

In searching Madison's ordinances, I have found no requirement for bike parking in parks, just as the zoning table doesn't require car parking in parcels zoned PR. Table 28I-3 appears to leave both to the discretion of the zoning administrator.

In the draft PSOP, table 3.2 recommends:

- \* "Small parking area (if programmed)" for neighborhood and community parks
- \* "Large parking area" for community parks

Table 6.2 lists costs associated with these features:

- \* Small parking lot: \$125k-\$250k
- \* Large parking lot: \$500k-\$2M

According to these recommendations, vehicle parking can cost up to 30% of the total budget for a park, and can take up a large portion of the park's acreage as well.

In contrast, bike parking can be very compact, and a much smaller portion of a new park's budget. But if the PSOP is outlining the example budget for a new park, then not including a line item for bike parking, either as optional or required, is an oversight.

By excluding bike parking from the baseline budget for a new park, this frames it as an "extra" amenity or a "nice to have" if there's excess budget, which there typically is not, rather than what it actually is: an essential component of making the park accessible to visitors arriving by bike.

At the very least, if neighborhood and community parks may include car parking, then they should include bike parking as well.

I would also be comfortable with a recommendation that all new parks, regardless of category, should include bike parking in proportion to the park's anticipated visitor count (ranging from a couple staples at a mini park, to more of a bike corral at a community park).

I'm registering in opposition to this item on your agenda because I don't believe the PSOP should be adopted without first resolving these issues.

Thank you,

Nick Davies  
3717 Richard St