

Draft 11-08-11
SmartCode
Bicycle Module
Comments

Commenter	Comment	Response / How addressed	Action
Randy Hess	Stop spending money. Stop all SmartCode costs that taxpayers are paying.	City Response: Noted	
TTC	Define the purpose for the 2.5' - 4' clear zone on the cycle track diagram (to identify the need for the door swing zone).	City Response: The clear zone is simply to provide for a clear zone area primarily for car doors. Staff believes that the purpose does not need to be defined in the SmartCode as it is a regulatory document rather than a plan that explains the purpose.	Add a reference to Table 19D Cycle Track Diagram that it should be applied to Thoroughfares CS-70-36 (CT), CS-100-58 (CT), AV-96-56 (CT), BV-130-32 (CT)
TTC	How will bicyclists in the city track be handled at intersections? Would they proceed through the intersection like a vehicle, be required to stop, or be treated as a pedestrian?	Street Plans Collaborative Response: It will depend on the type(s) of treatments used and their context. For example, if bicycle signal heads are used, then the bicyclist would proceed with the green, but stop when red. Signal timing can be coordinated to fully minimize any potential conflicts from turning vehicles (bikes and peds have green when motorists in the parallel lanes have a red). Unsignalized intersections would require the bicyclist to stop and then proceed safely when clear, as a pedestrian would do when crossing any unsignalized street. Specific treatments may be applied to further enhance the visibility and safety of bicyclists and pedestrians crossing a given intersection.	
TTC	Should the bikeway assemblies better illustrate the intersection treatments for a cycle track, buffered bike lane, etc.?	Street Plans Collaborative Response: While the Bikeway Assemblies offer general guidance on type, placement within the ROW and the transect zones in which they should be allocated, they intentionally do not include the details of intersection design. While such details are crucial to the function and safety for any mode of travel--not just bicycling--their design is best handled at the engineering stage so that all factors can be weighed in determining the detailed use of contextually appropriate treatments. That being said, Table 2A includes numerous intersection treatments and bicycle enhancements that may be used within intersections. These include: Bikeway Wayfinding/Safety Signs, Peg-A-Tracking, Colored treatments, signal detection and actuation, Bicycle Box, and Bicycle Signal Heads. When the time is right, it will be up to the development, planning, design, and engineering team to work with the City to determine how to best use these and other components so that bicycling is as safe and attractive as possible. The NACTO Urban Bikeway Design Guide, available for free on the Internet, is the best place to check out where the above treatments have been used successfully.	

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TTC	Transit access through the neighborhoods should also be kept to the forefront, and in particular, potential bus stop locations. The addition of bike facilities should not compromise ease of access for transit users.	City Response: Agreed. These facilities will be designed to compliment transit access.	
TTC	Who will use these facilities? With a cycle track being a new concept, how are people supposed to know how, or what, to do with this new design?	City Response: The cycle track is used in other parts of the country and while it will be a new concept to Fitchburg, those interested in bicycling will figure out how to use the facilities.	
TTC	Include a bike sharing concept within the document, similar to the B-cycle program that the City of Madison has recently launched and include this type of facility in Table 2A in respective T-zones.	City Response: Will include a bicycle rental kiosk facility in Table 2A and also define bicycle rental kiosk.	Update Table 2A to allow for Bicycle Rental Kiosk by Administrative Approval in T4 & T5. Define Bicycle Rental Kiosk
TTC	Define "Rumble strips" in the definitions.	City Response: Will update definitions.	Define Rumble strips
TTC	Any references to the 2008 Bicycle and Pedestrian Plan should be revised to say instead "currently adopted Bicycle and Pedestrian Plan".	City Response: Will update.	Replace 2008 with "currently adopted"
TTC	Should we allow for reduced motor vehicle parking requirements for a developer if they provide for additional bike parking?	City Response: The SmartCode provides for an appropriate level of parking based on both Transect Zone and use. Additionally, the Code allows for on-street parking to count towards the requirements. See section 5.9.2 which allows for 1/2 the available parking lane corresponding to the Lot Frontage for residential use or the total available parking along the parking lane corresponding to the Lot Frontage for non-residential use(s). It is staff's opinion that a further reduction in vehicular parking would not be advantageous, especially when one considers the winter climate.	
TTC	Define "colored bicycle facilities" and any other facilities from Table 2A that are not defined.	City Response: Will update definitions.	Define the following: Colored bicycle facilities Signal detection Bicycle turn pocket Bicycle median refuge Bicycle signal head
TTC	Include bicycle coral as an allowed bicycle parking type.	City Response: Will update and define.	Update Table 2A to allow for Bicycle Corral by Administrative Approval in T4 & T5. Define Bicycle Corral
Staff	Table 2A references Active Beacon Warning but the definition is for "Active Warning Beacon" in definitions. Please make terms consistent.		Make terms consistent - likely change Table 2A to reference Active Warning Beacon
Sarah Reiter, Saris Cycling Group	The Association of Bicycle and Pedestrian Professionals (APBP) has developed an excellent guideline for bicycle parking design. The key components of their rack recommendations revolve around the three key features of appropriate bike racks: a. The rack must support the bike in two places b. The user must be able to use a u-lock to secure a wheel and the bike frame with the rack c. Bike spacing must be at least 24" between bikes We recommend that these guidelines be incorporated in your recommendations for all short term parking racks. In addition, we recommend that the City of Fitchburg carefully review whether these recommendations are applicable for indoor, long term parking solutions, as it is our experience that long term usage can accommodate more flexibility in the bike spacing.	City Response: The Fitchburg Bicycle and Pedestrian Plan (http://www.city.fitchburg.wi.us/departments/cityHall/publicWorks/transportation/documents/Bike_PedPlan.pdf) incorporates the APBP guidelines for bike parking. This document is silent on the requirements for indoor bike parking facilities as well as bike commuting facilities in general (locker rooms, showers, etc.) within the building. The City will be actively encouraging businesses to include these facilities but they are not a requirement.	Table 19B will be updated to include a reference to meeting the standards of the Bike and Ped Plan

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Sarah Reiter, Saris Cycling Group	Siting recommendations - Section 5.10.7v on pg. 56 makes a generic suggestion of where to place the bike parking in regards to the building entrance. Table 19c on pg. 71 provides more detailed information regarding how close the parking should be from the front door. In our experience, both feet and seconds walking time are used as a measure of distance from bike parking to building entrance. We recommend that table 19c be referenced on page 56 to provide more detailed guidance to the community about the importance of the smallest feasible distance from parking to front door.	City Response: Agreed.	Will update Section 5.10.7v to add (see Table 19c)
Sarah Reiter, Saris Cycling Group	Currently, the City of Fitchburg has created a cohesive look-and-feel by installing the same bike rack at new buildings. The Post-and-Ring is installed at the new library, McKee Farms Park and City Hall. We recommend that the City point out the existing rack specifications and encourage businesses to match the existing look-and-feel to further embrace the brand statement made by this type of bike parking.	City Response: The Bicycle and Pedestrian Plan identified the types of racks that are acceptable to the City. Staff will update Table 19B of the Code to require that the racks conform to one of the types accepted in the Bike & Ped Plan.	(see action below)
Sarah Reiter, Saris Cycling Group	Your bike parking specification table, Table 19B on pg. 70, is very generic in specifying the rack types. We believe this document can serve as an educational tool for developers and contractors, and more detailed information should be included. We recommend that you differentiate the parameters required for outdoor and for indoor bike parking. And, that you list more options than solely the bike dock (inverted u) as meeting the bike parking requirements. I have attached to this document a table which details some additional rack options and provides information that we believe will be very valuable to the user.	City Response: Staff agrees that Table 19B is rather generic and does not specify the types of racks that could be utilized. The Bike & Ped Plan provides specific guidance on the types of racks that are acceptable to the City of Fitchburg.	Amend Table 19B to add a reference that all bicycle racks shall conform to one of the types accepted in the currently approved Fitchburg Bicycle and Pedestrian Plan.