



Lacy Road Reconstruction Project
City of Fitchburg

Public Involvement Meeting
July 29, 2015
6:30 PM



Presentation Agenda

- ▶ Background
- ▶ Project Needs and Goals
- ▶ Utilities and Assessments
- ▶ Feedback from Public Kickoff Meeting
- ▶ Roadway Alternatives
- ▶ Next Steps
- ▶ Questions

Lacy Road

The purpose of this project is to improve Lacy Road to provide a dependable and safe corridor for all modes of travel through the City of Fitchburg.



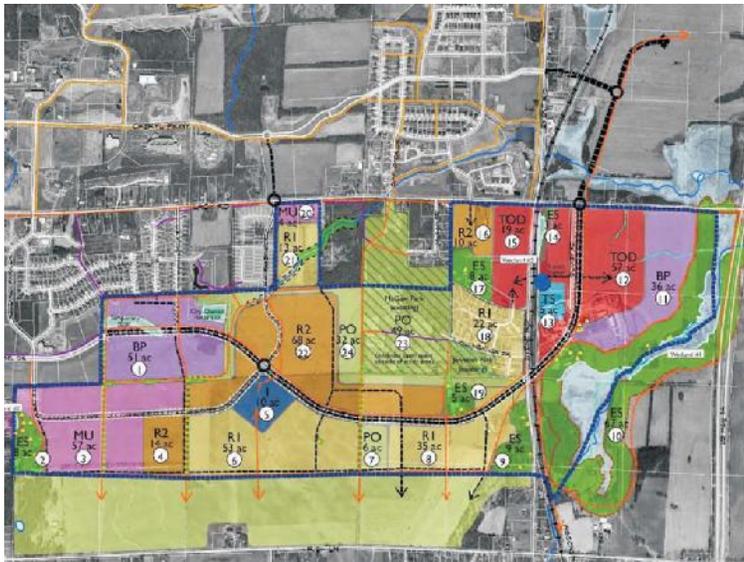
Project Overview

- Project Limits: Community Center east to S. Syene Road
- STP-urban project with 50% federal matching funds
- Maintain 2-lanes with added turn lanes at intersections where needed

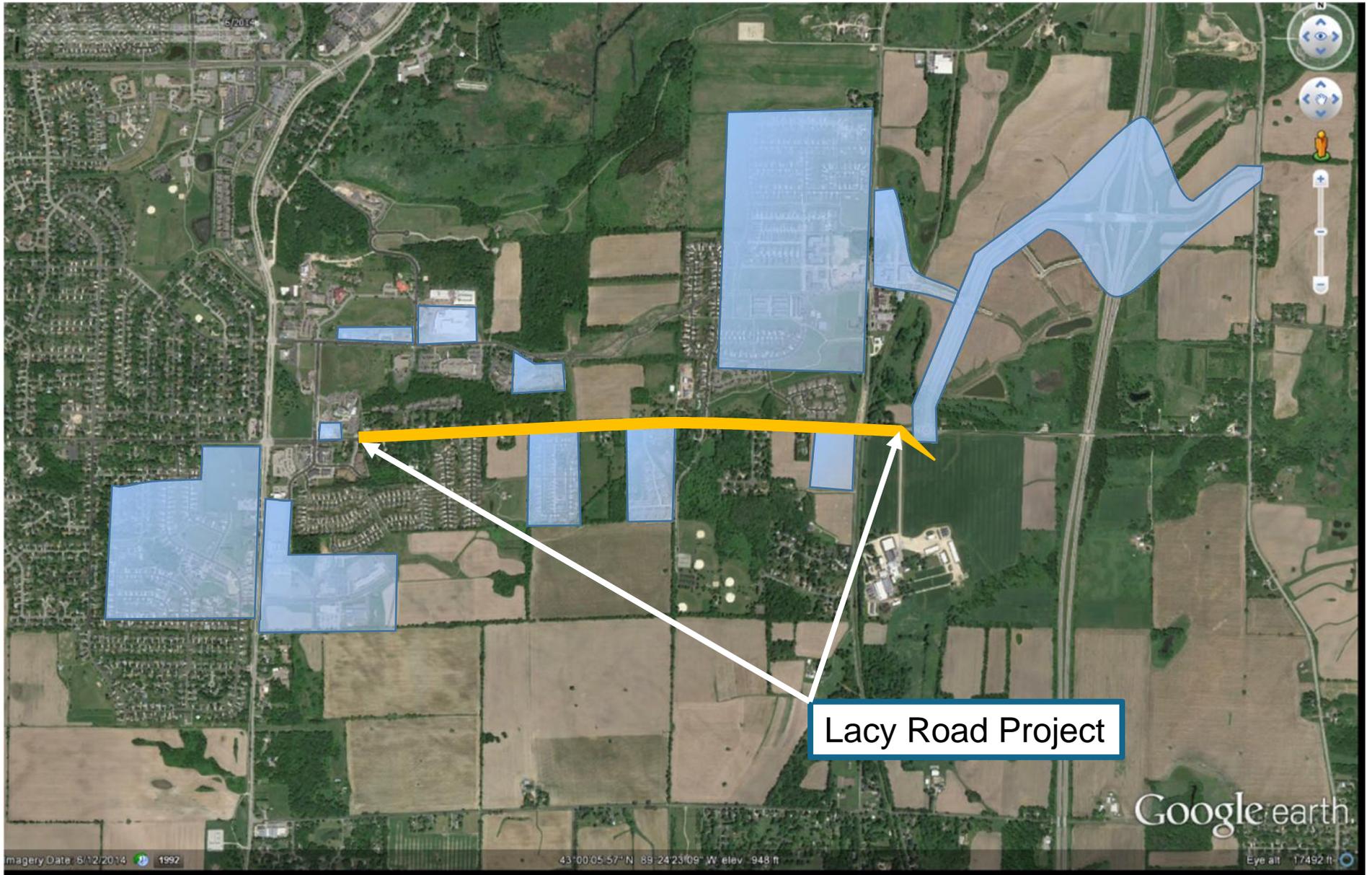


Project Background

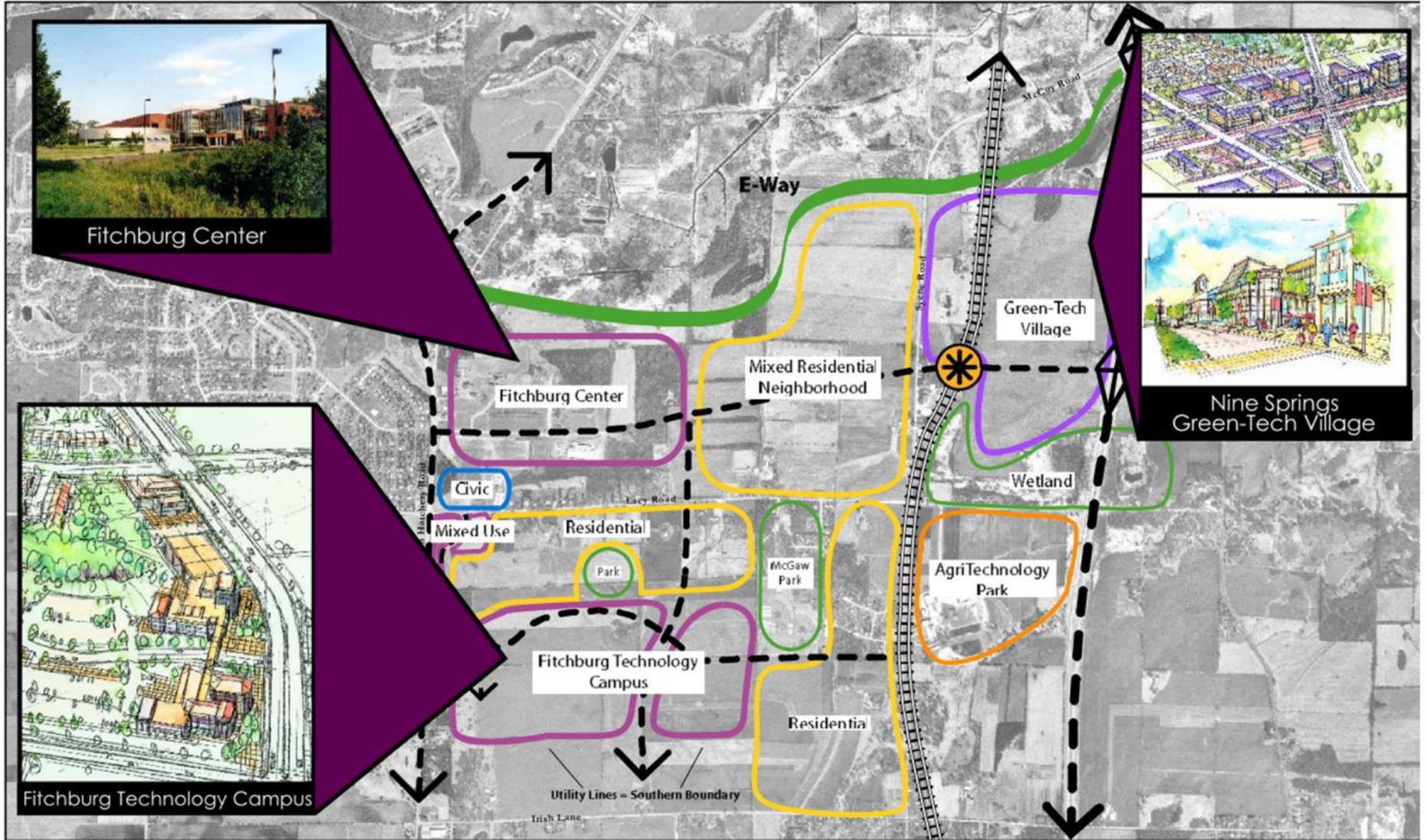
- Lacy Road reconstruction has been in CIP for 9 years
 - Placeholder until project was needed and funding could be secured
 - Pavement condition is deteriorating, PASER rating is 6
- Development occurring around Lacy Road
 - McGaw Park Neighborhood
 - Uptown (Green Tech Campus)
- Fitchburg planning documents call for bicycle and pedestrian improvements



Project Vicinity – Past 10 year Growth



Project Vicinity – Future



FITCHBURG TECHNOLOGY NEIGHBORHOOD

© Vankwalle & Associates 2002

City and Regional Plans call for Lacy Road to be a Complete Street

- ▶ City of Fitchburg Comprehensive Plan (2014)
- ▶ City of Fitchburg Bicycle and Pedestrian Plan (2008)
- ▶ City of Fitchburg McGaw Park Neighborhood Plan (2014)
- ▶ Madison Area Metropolitan Planning Board – 2035 Regional Transportation Plan Update (2012)
- ▶ Madison Area Metropolitan Planning Board – Draft Bicycle Transportation Plan (2015)



City of Fitchburg Comprehensive Plan (2014)

- ▶ Lacy Road considered a major local collector street.
- ▶ All local collector streets should include bicycle lanes during street reconstruction
- ▶ Sidewalks to be added to streets without sidewalks including Lacy Road

Fitchburg Bike and Pedestrian Plan

Adopted July 22, 2008

Lacy Road

- ▶ Add bike lanes – high priority
- ▶ Install 10' bike path along the south side of Lacy Road – high priority
- ▶ Install sidewalks along Lacy Road – medium priority

LEGEND

- Existing Sidewalks
- - - Recommended Sidewalks
- Existing Shared-Use Path
- - - Proposed Shared-Use Path
- Existing Bus Route
- Problematic Intersection
- Commercial Area Destination
- Industrial Area Destination



City of Fitchburg McGaw Park Neighborhood Plan (2014)

- ▶ Planned as a LEED-ND project
- ▶ The Steering Committee has indicated its desire to minimize the impact of MPNP traffic on Lacy Road by use of direct routing, transit and other means into and through the Plan area.
- ▶ Recommends sidewalks along the north side of Lacy Road west of Syene Road.
- ▶ Pedestrian sidewalks should also be provided along both sides of all roadways within the MPN borders. If a multi-use facility is provided along one side of a roadway, a sidewalk is not needed on that side of the roadway but should be provided along the other side.

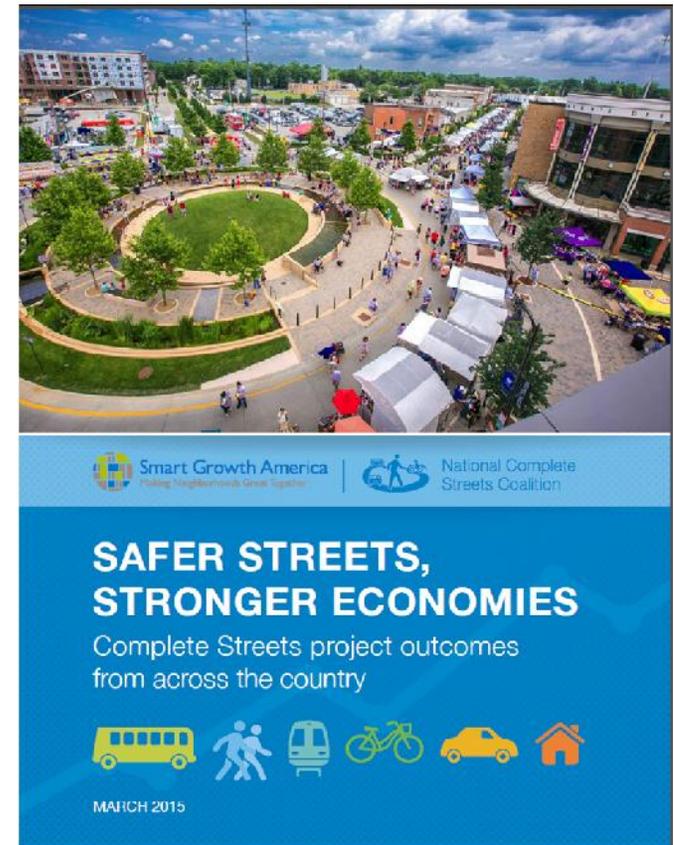
Why Accommodate Bicycles and Pedestrians?

- Every transportation agency is responsible for improving conditions and opportunities for walking and bicycling and establishing a multi-modal transportation network.
 - Federally funded projects require the **consideration** of bicyclists and pedestrians on new construction and reconstruction projects
 - Wisconsin State Trans 75 Rule **required** bicycle and pedestrian facilities. This statute was repealed, as of July, in the state budget
- There are many individual and community benefits gained from walking and bicycling:
 - Health, Safety, Environmental, Equity, and Quality of life
- Safer Streets, Stronger Economics

Safer Streets, Stronger Economies

Study of 37 Complete Streets Projects
With Before and After Data

- ▶ Streets were usually safer after Complete Streets improvements than before
- ▶ Complete Streets projects encouraged more multimodal travel



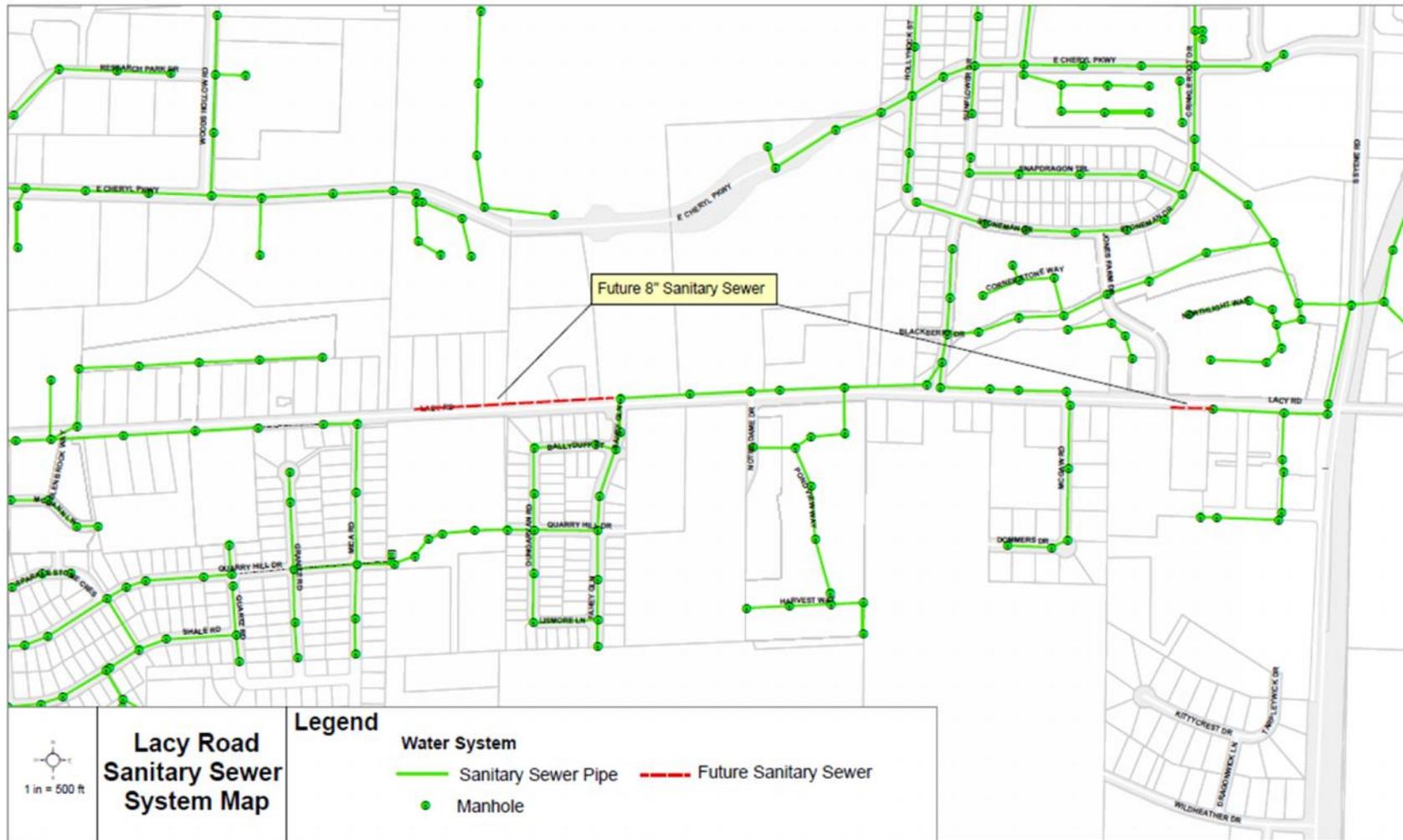
Why should Pedestrian Facilities be provided on BOTH sides of the roadway?

- Provides a comprehensive sidewalk network
 - Provides multiple options for walking routes
 - Minimizes length of route and maximizes convenience
- Eliminates gaps in pedestrian routes
- Minimize roadway crossings by pedestrians
 - Reducing the potential for auto conflict
- Function – One (primary) purpose of a street is to provide access – both motorized and non-motorized – for owners, visitors, emergency use, etc.
- Equity
 - ADA considerations and compliance
 - Provides access for properties on both sides of road
- Cost – retrofitting is more costly and can be more challenging

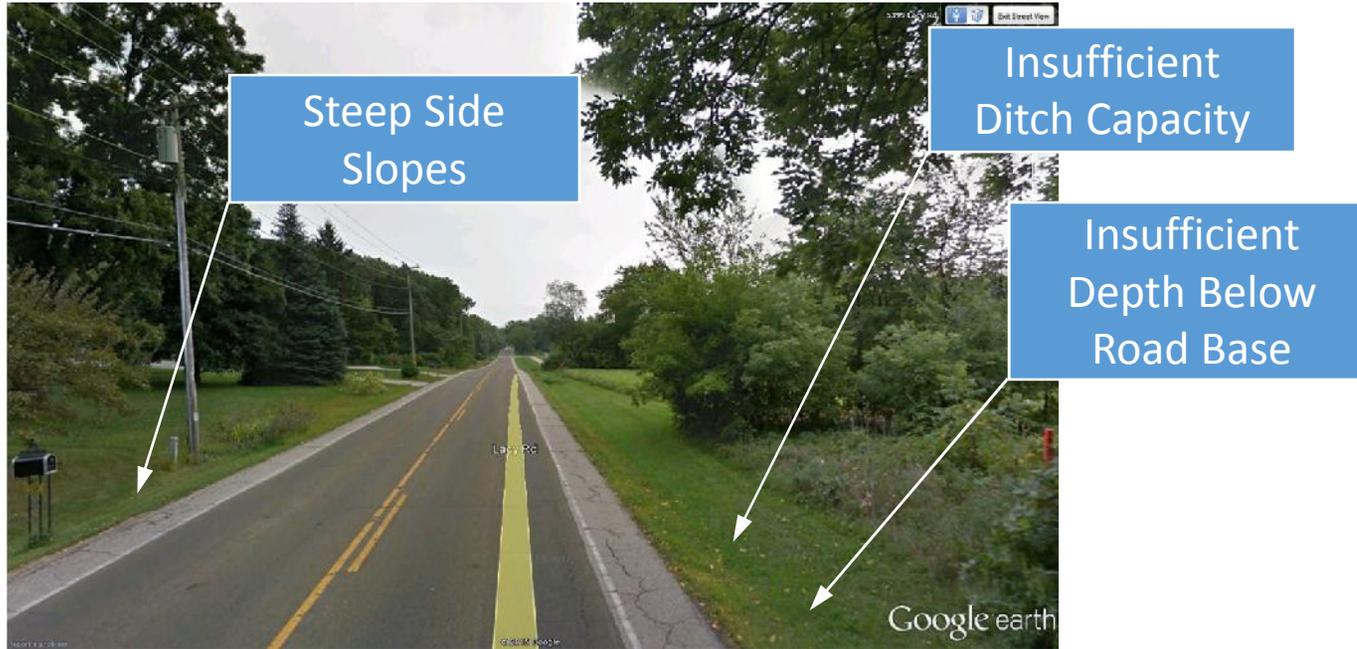
Utility Improvements

- Water Main Extensions
- Sanitary Sewer Extensions
- Storm Water Modifications

Sanitary Sewer Extensions



Drainage Needs



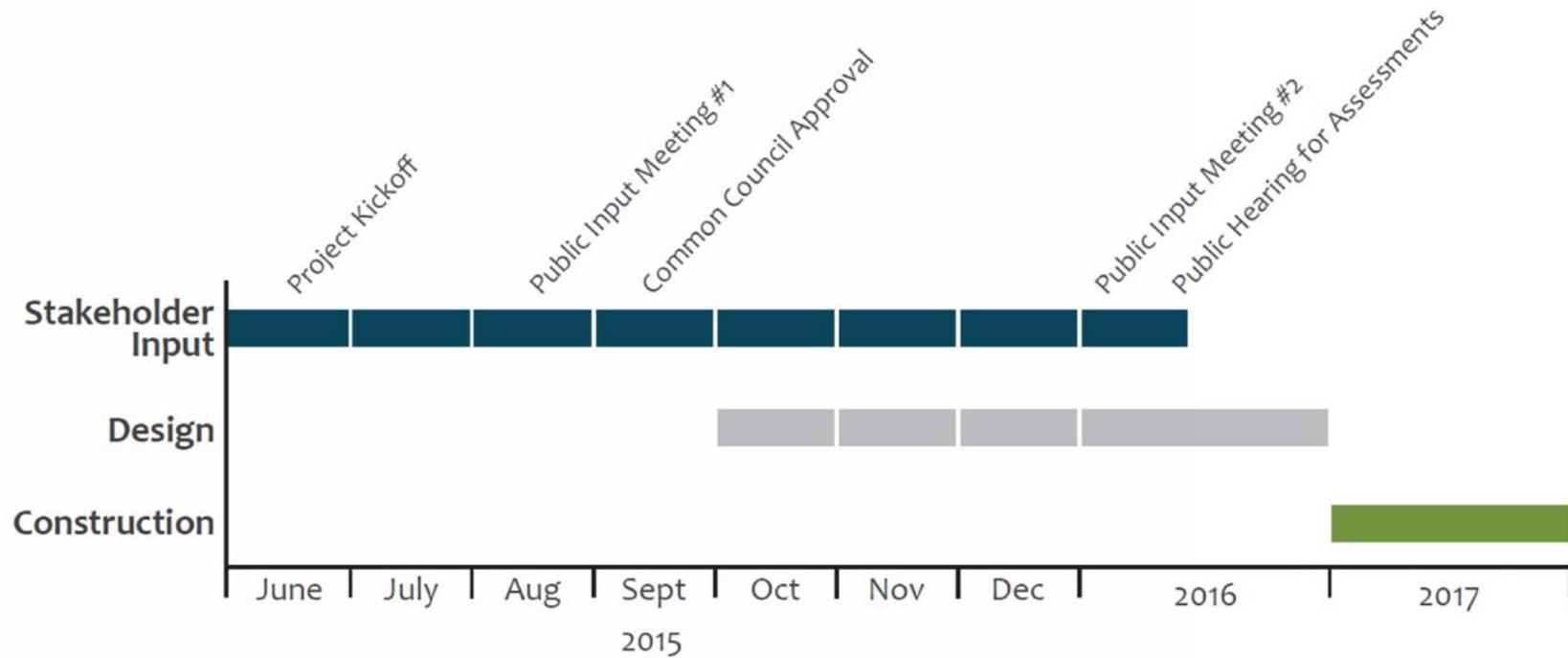
Assessment Policy

- No assessments for sidewalk or shared-use path
- Curb and Gutter Assessments
 - 60% of the 50% cost to City (50% grant funding)
 - Will be assessed by front foot method
- Sanitary Sewer and Water Main Assessments
 - Assessment method yet to be determined
 - Will include those properties that are not already connected or served by sanitary sewer or water main, or a deferred assessment when developed

Project Goals

- ▶ Replace deteriorating pavement
- ▶ Minimize right-of-way acquisition and impacts to neighboring properties
- ▶ Incorporate intersection improvements to address current and future development and growth near the corridor
- ▶ Provide pedestrian accommodations for the length of the project
- ▶ Enhance bicycle accommodations
- ▶ Incorporate road profile adjustments to enhance driveway access and improve sight distance at driveways and intersections
- ▶ Reconstruct to facilitate drainage;
 - ▶ Within the right-of-way
 - ▶ Utilize sustainable stormwater management techniques
- ▶ Improve compliance with the posted speed limit

Project Schedule



Tentative Schedule for Consideration of Project Elements by City:

- ▶ Transportation and Transit Commission – September 10
- ▶ Board of Public Works – September 21
- ▶ Common Council – September 22

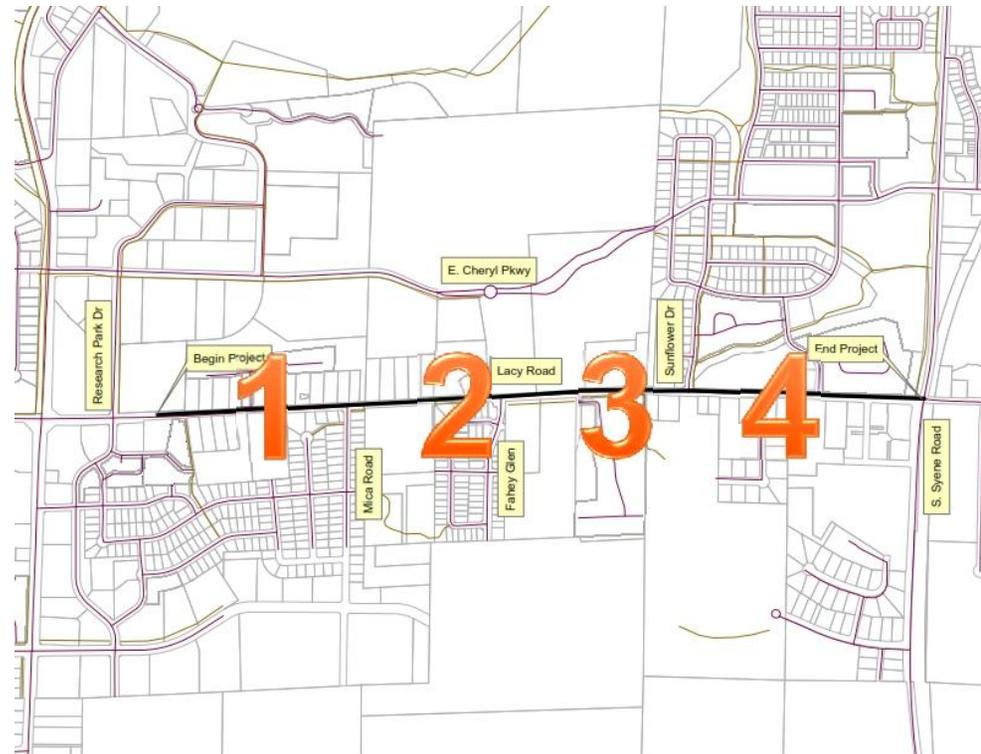
Project Progress to Date

- ▶ Topographical and Utility Surveys
- ▶ Historical and Archeological Surveys
- ▶ Traffic Data Collection
 - ▶ Tube counts
 - ▶ Intersection counts
- ▶ Public Involvement Meetings



Traffic Data Results

1. West of Mica
 - ADT: 5,166 vpd
 - 85th % speed: 44 mph
2. West of Fahey
 - ADT: 5,240 vpd
 - 85th % speed: 47 mph
3. West of Sunflower
 - ADT: 5,039 vpd
 - 85th % speed: 44 mph
4. West of Jones Farm Rd
 - ADT: 4,636 vpd
 - 85th % speed: 44 mph



Public Kickoff Meeting Feedback – Location Exhibits



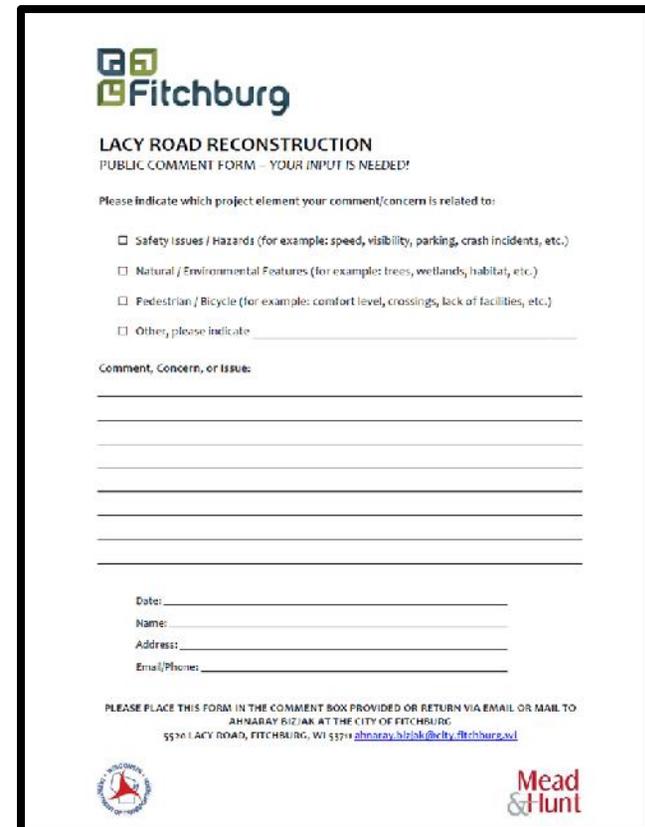
Summarized Comments:

- Speed of cars
- Visibility
- Maintain trees/character
- Minimize loss of private property
- Pedestrian/bicycle – mixed support & objection
- Difficult to cross roadway

Public Kickoff Meeting Feedback – Comment Sheets and Emails

Summarized Comments:

- Sidewalk/bicycle path – mixed support & objection
- Maintain trees/character
- Minimize widening
- Desire for green infrastructure
- Assessments
- Desire for street lighting



The image shows a public comment form for the Lacy Road Reconstruction project in Fitchburg, Wisconsin. The form is titled "LACY ROAD RECONSTRUCTION PUBLIC COMMENT FORM – YOUR INPUT IS NEEDED!". It includes a checklist of project elements to comment on, a section for the comment itself, and fields for the respondent's name, address, and contact information. The form is framed by a black border and includes logos for the City of Fitchburg and Mead & Hunt.

City of Fitchburg

LACY ROAD RECONSTRUCTION
PUBLIC COMMENT FORM – YOUR INPUT IS NEEDED!

Please indicate which project element your comment/concern is related to:

- Safety Issues / Hazards (for example: speed, visibility, parking, crash incidents, etc.)
- Natural / Environmental Features (for example: trees, wetlands, habitat, etc.)
- Pedestrian / Bicycle (for example: comfort level, crossings, lack of facilities, etc.)
- Other, please indicate _____

Comment, Concern, or Issue:

Date: _____

Name: _____

Address: _____

Email/Phone: _____

PLEASE PLACE THIS FORM IN THE COMMENT BOX PROVIDED OR RETURN VIA EMAIL OR MAIL TO:
JANARAY BIZIAK AT THE CITY OF FITCHBURG
5570 LACY ROAD, FITCHBURG, WI 53711 janaray.biziak@city.fitchburg.wi

Public Kickoff Meeting Feedback – Intersections



Lacy Road Reconstruction
Fitchburg Community Center to South Syene Road

PUBLIC KICKOFF MEETING
QUARRY HILL PARK
JUNE 25, 2019

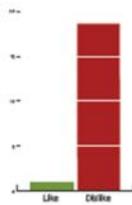
INTERSECTIONS

You have the opportunity to decide which of the following roadway elements you would like to see along Lacy Road.

Please indicate with a checkmark if you like or dislike the image at left. Write in why you like or dislike the image, and provide any additional comments.



Left Turn Lanes with Median



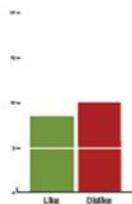
LIKE

DISLIKE

DISLIKE: LACK OF SPACE FOR MEDIAN AT INTERSECTION
AGREE: WIDENING AND TRAFFIC SIGNAL CONTROLLED
TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE



Roundabout



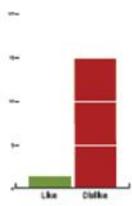
LIKE

DISLIKE

DISLIKE: ROUNDABOUTS ARE NOT THE BEST SOLUTION FOR THIS TYPE OF INTERSECTION
SIGNAL CONTROLLED INTERSECTION IS THE BEST SOLUTION
TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE



Left Turn Lanes with no Median



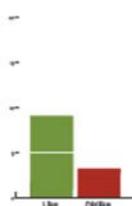
LIKE

DISLIKE

DISLIKE: TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE
TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE



Stop Controlled



LIKE

DISLIKE

DISLIKE: TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE
TRUCKS AND BUSES
CROSSING ON SIGNAL PHASE

Stop Controlled Intersection Favored

Unfavorable

- Left-turn lanes

Public Kickoff Meeting Feedback – Pedestrian Crossings



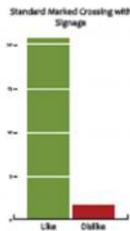
Lacy Road Reconstruction
Fitchburg Community Center to South Syene Road

PUBLIC KICKOFF MEETING
QUARRY HILL PARK
JUNE 29, 2015

PEDESTRIAN CROSSINGS

You have the opportunity to decide which of the following roadway elements you would like to see along Lacy Road.

Please indicate with a checkmark if you like or dislike the image at left. Write in why you like or dislike the image, and provide any additional comments.



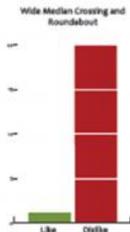
LIKE

...pedestrian crossings
...crossing is safe
...crossing is appropriate for volume of traffic
...crossing is clear

DISLIKE

...crossing is not clear
...crossing is not clear
...crossing is not clear
...crossing is not clear

Standard Marked Crossing with Signage Favored



LIKE

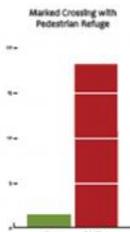
...roundabout is a better design
...roundabout is a better design
...roundabout is a better design

DISLIKE

...roundabout is a better design
...roundabout is a better design
...roundabout is a better design

Unfavorable

- Roundabout Crossing
- Median Refuge
- Enhanced Crossing

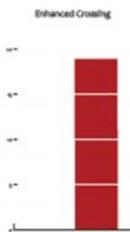


LIKE

...pedestrian refuge is a better design
...pedestrian refuge is a better design
...pedestrian refuge is a better design

DISLIKE

...pedestrian refuge is a better design
...pedestrian refuge is a better design
...pedestrian refuge is a better design



LIKE

...enhanced crossing is a better design
...enhanced crossing is a better design
...enhanced crossing is a better design

DISLIKE

...enhanced crossing is a better design
...enhanced crossing is a better design
...enhanced crossing is a better design



Conceptual Typical Section Alternatives Development

- ▶ Developed 4 *conceptual* alternatives
 - ▶ All alternatives include sidewalk on the north side and a multi-use path on the south side
- ▶ Rural typical section for comparison purposes
- ▶ Select alternatives apply to project segments

All typical section alternatives meet these considerations:

- Replace deteriorating pavement
- Adherence to WisDOT, federal and City design standards for safety and longevity of the infrastructure
- Adherence to the City of Fitchburg Bike and Pedestrian accommodation plans
- Adherence to the City's desire to provide "Complete Streets" for multi-modal transportation accommodation

Conceptual Typical Section Alternatives Development

Additional Considerations

- ▶ Cost
 - ▶ Construction
 - ▶ Maintenance
- ▶ Property Impacts
 - ▶ Minimize real estate acquisition
 - ▶ Improve driveway access
 - ▶ Improve sight distance
- ▶ Natural Feature Impacts
- ▶ Sustainable Stormwater Treatment
- ▶ Speed Compliance

Most Preferred

Preferred

Least Preferred

Conceptual Typical Section #1

Urban Standard



Conceptual Typical Section #1

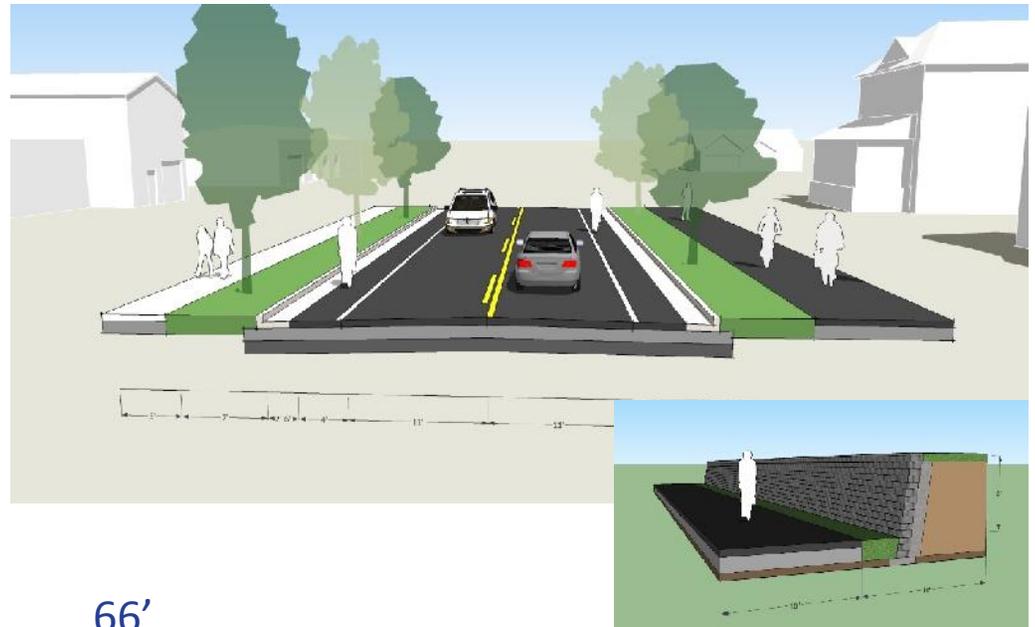
Urban Standard

Alt. 1
Urban
Standard
66'-77'

Right-of-Way

Cost	Yellow
Property Impacts	Light Green
Natural Feature Impacts	Light Green
Sustainability	Red
Speed Compliance	Light Green

Most Preferred	Light Green
Preferred	Yellow
Least Preferred	Red



66'

77' - with retaining wall

Considering for the entire length of project

Conceptual Typical Section #2

Stormwater Terraces



Conceptual Typical Section #2

Stormwater Terraces

Alt. 2

Stormwater Terraces

Right-of-Way 73'-80'

Cost	Red
Property Impacts	Yellow
Natural Feature Impacts	Yellow
Sustainability	Green
Speed Compliance	Green

Most Preferred	Green
Preferred	Yellow
Least Preferred	Red



73' – Bioretention on one side

80' – Bioretention on both sides

Considering from Mica Road to Syene Road

Bioswale Examples



Conceptual Typical Section #3

Stormwater Median



Conceptual Typical Section #3

Stormwater Median

Alt. 3

**Stormwater
Median**

Right-of-Way

86'

Cost	Red
Property Impacts	Yellow
Natural Feature Impacts	Yellow
Sustainability	Green
Speed Compliance	Green



80'

Considering from near Fahey Glen to Syene Road

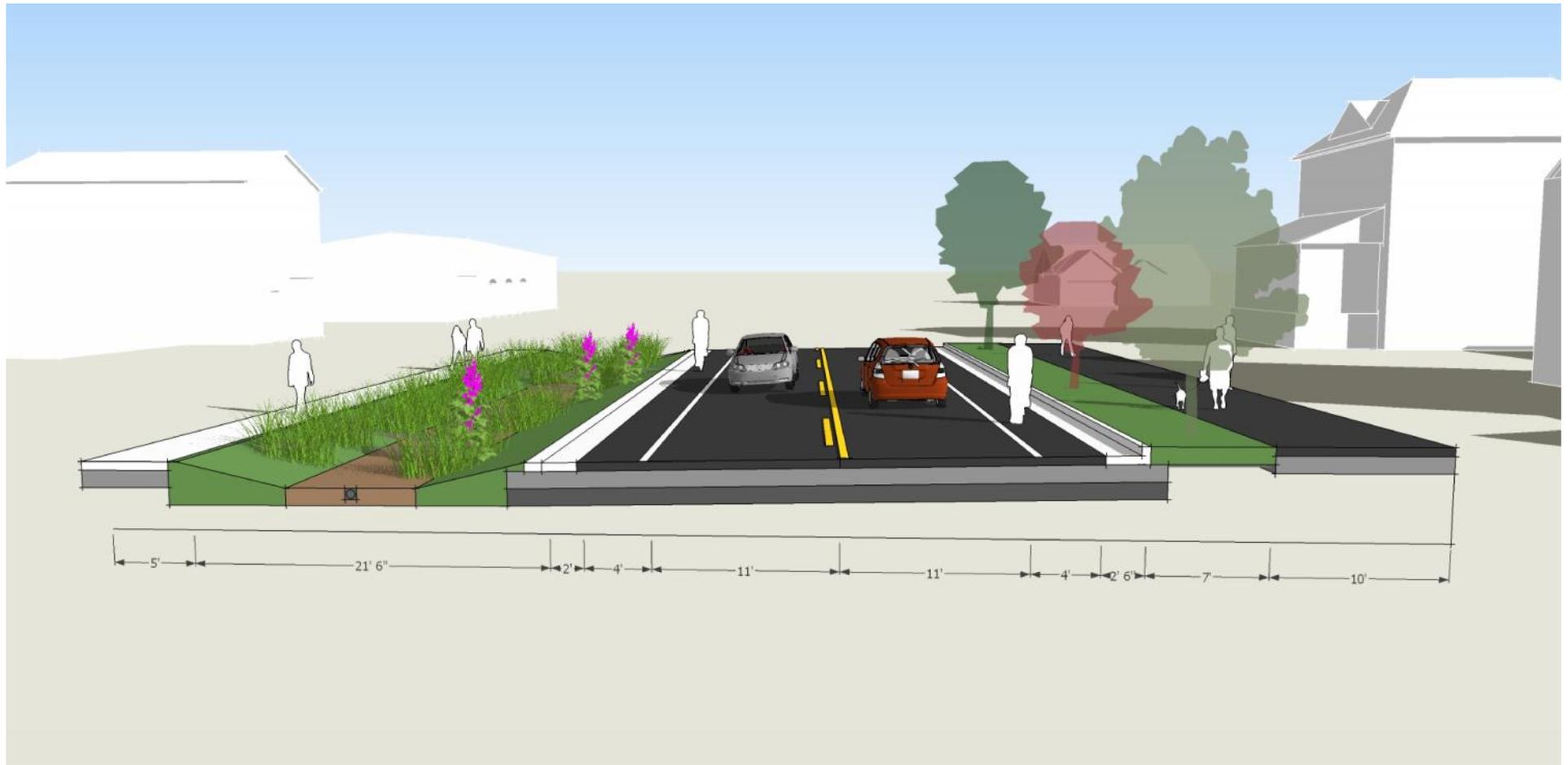
Most Preferred	Green
Preferred	Yellow
Least Preferred	Red

Bioswale Example



Conceptual Typical Section #4

Rural Stormwater



Typical Section Comparison

Rural Roadway



Typical Section Comparison

Rural Roadway

Right-of-Way	Rural Comparison 100'
Cost	Yellow
Property Impacts	Red
Natural Feature Impacts	Red
Sustainability	Red
Speed Compliance	Red

Most Preferred
Preferred
Least Preferred



100'

Not being considered

Typical Section Comparison

	<u>Alt. 1</u>	<u>Alt. 2</u>	<u>Alt. 3</u>	<u>Alt. 4</u>	
	Urban Standard	Stormwater Terraces	Stormwater Median	Rural Stormwater	Rural Comparison
Right-of-Way	66'-77'	73'-80'	86'	80'-94'	100'
Cost	Yellow	Red	Red	Yellow	Yellow
Property Impacts	Green	Yellow	Yellow	Yellow	Red
Natural Feature Impacts	Green	Yellow	Yellow	Yellow	Red
Sustainability	Red	Green	Green	Green	Red
Speed Compliance	Green	Green	Green	Red	Red

Most Preferred	Green
Preferred	Yellow
Least Preferred	Red



Intersection Evaluation

Fahey Glen

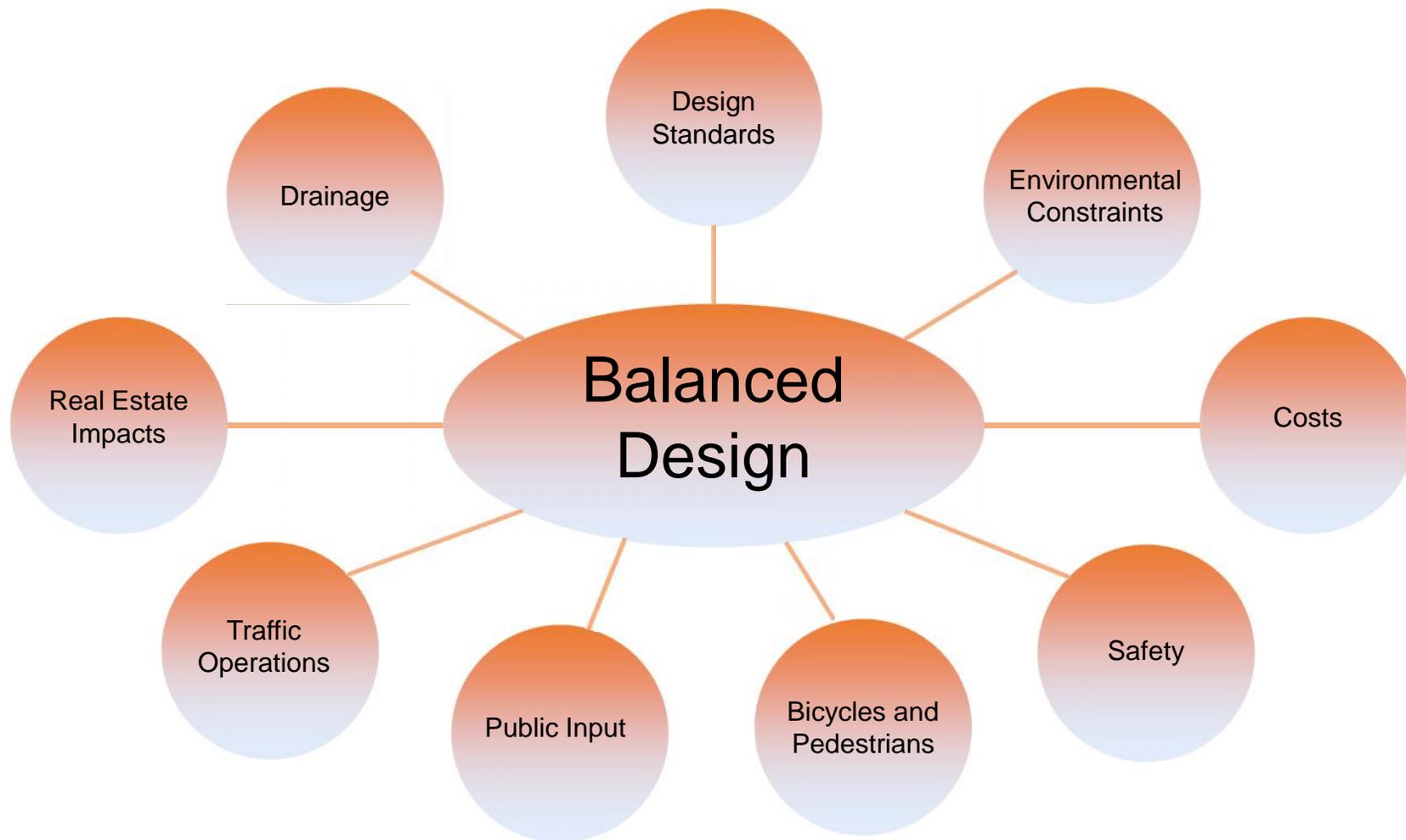
- ▶ Stop-Controlled
- ▶ Roundabout

Syene Road

- ▶ Improved Four-Way Stop-Controlled
- ▶ Signalized

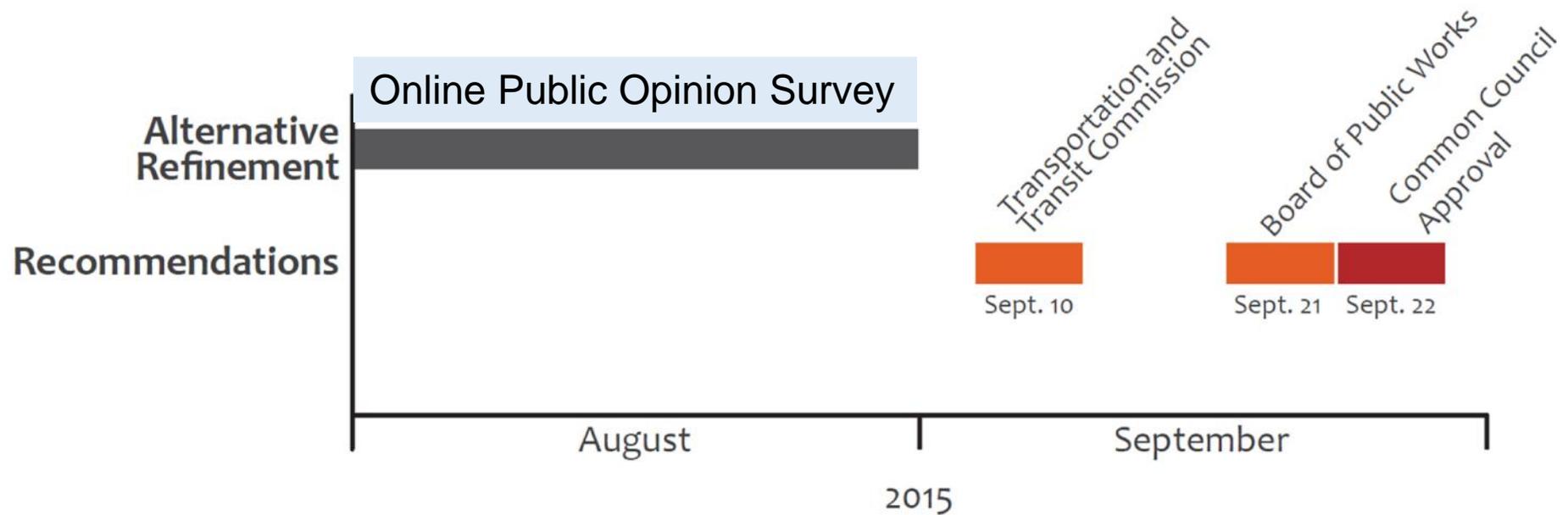
Turn Lane Evaluation

- Mica Road
- Notre Dame
- Sunflower Drive
- McGaw Road
- Jones Farm
- Syene Road



Moving Forward

- ▶ Typical section refinements based on public comments and additional analysis
- ▶ Selection of preferred alternative
- ▶ Approval by Common Council
- ▶ Preliminary design and completion of environmental documentation



We Need Your Input

- ▶ Comment sheets available
- ▶ Please remember to sign in!

Look for our on-line survey!

- ▶ Visit the project webpage to provide your feedback on the conceptual alternatives.



Notify Me®

▼ Available Lists

1. Type your email address in the box and select **Sign In**.
2. If you want to receive text messages enter your phone number and select **Save**.
3. To subscribe or unsubscribe click  and/or  next to the lists to which you wish to subscribe/unsubscribe.

Thank you for attending tonight's meeting!

Questions?



Contact Information

City Project Manager

Ahnaray Bizjak, PE

(608) 270-4262

Ahnaray.Bizjak@fitchburg.wi.gov

Mead & Hunt

Troy Pankratz, PE

(608) 442-0443

Troy.Pankratz@meadhunt.com