2008

Bicycle and Pedestrian Plan

Fitchburg, Wisconsin

Prepared By

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I. Introduction

The City of Fitchburg is in the enviable location of having several major shared-use paths passing through or nearby the city. In addition, the Badger State Trail and the Cannonball Trail will come online in the near future, promising to be useful not only for recreation, but for year-round commuting. The City also benefits by having the nationally recognized bike facilities of Madison nearby.

The City of Fitchburg has undertaken efforts to improve bicycle and pedestrian facilities for residents and visitors over the past several years. Many of the improvements were called for in the 2000 Bicycle and Pedestrian System Plan. Although it was never formally adopted, it has served as a useful planning guide. As bicycle and pedestrian facility improvements have been made, alternative transportation opportunities have become available. This plan builds on previous recommendations from the 2000 plan, recognizing the improvements already accomplished and calling for more.

There are many reasons why people may choose to walk or ride their bikes. Reasons may include exercise/health, fun, ecology, cost savings, convenience and ethics.

A fundamental principle of this plan is that Wisconsin Statutes define bicycles as vehicles, and as vehicles, they belong on the road. As such, roadways should be designed to minimize conflict between bicycles and motor vehicles. Bicycle related facilities that facilitate shared-use include wide outside lanes, paved shoulders and bike lanes. Major destinations are typically located along our busier roads. These roadways should provide access to destinations that people need to reach.

Likewise, sidewalks along our roadways provide access for pedestrians that need to reach destinations by foot. If sidewalks are not present, the pedestrian must then walk on the road, where they are typically unexpected by vehicles.

Although this is a planning document, it also recognizes state and national guidelines for design of bicycle and pedestrian facilities. Such guidelines include the American Association of State Highway and Transportation Officials (AASHTO) “Guide for the Development of Bicycle Facilities”, and “Guide for the Planning, Design and Operation of Pedestrian Facilities”, and the Wisconsin Department of Transportation “Bicycle Facility Design Handbook.”

History of this Plan

In the summer of 2007, the City hired JN Design and Planning to update the year 2000 comprehensive bike and pedestrian plan. To assist in the effort, a group of stakeholders, called the “Audit Team”, was assembled to provide commentary and input on the plan. City Council members and the Mayor were invited to select a representative. Representatives were also selected from the Board of Public Works, the Chamber of Commerce, Public Works, City Planning, the Plan

Commission, the Parks Commission, the Transportation and Transit Committee and Verona Schools. In all, 14 people have participated on the team. The first meeting was held on September 5, 2007. (See Appendix 2 for a summary of all Audit Team meetings.) With the help of the team and city staff, the first task was to establish a guiding framework for all recommendations to be made in the plan. This framework took the form of the Goals, Objectives and Policies (GOP's) including recommendations for specific standards. On September 12, the team met again to discuss the Draft GOP's.

After establishing the GOP's, team members took to the streets and walkways of Fitchburg to perform audits of the city's bike and pedestrian facilities. This provided members with a sense of needs, generating a lively discussion at a third meeting on September 20.

On September 26, the Draft was presented to the Committee of the Whole. Committee comments were incorporated and the GOP's were finalized. To avoid duplication, the goals and objectives were incorporated into the Transportation Element of the Comprehensive Plan as objectives and policies. Because the policies provided specific implementation recommendations for bicycle and pedestrian facilities, they have remained in this plan as the Bicycle and Pedestrian Facility Guidelines (See Section II).

JN Design and Planning then inventoried the entire city, including a historical record of both pedestrian and bicycle crashes involving motor vehicles that have occurred since 2000. (This record and the analysis can be found in Appendix 1.) Based on the citywide audit and crash history, an analysis of the facilities determined the detailed recommendations presented in sections II and III for bike and pedestrian facilities, respectively. These recommendations are graphically represented in the Bicycle Recommendations and Pedestrian Recommendations Maps. Furthermore, Tables A, B, C and D summarize each recommendation based on their associated street or path name. The tables also provide a hierarchy of phasing, based on priority of needs as determined through analysis, consultation with city staff, public input and committee comment/discussion.

From May 21 through July 10, 2008 the City held several public hearings/meetings on the Draft Bicycle and Pedestrian Plan. They included the Open House/Audit Team Meeting (May 21), Board of Public Works Meeting (June 2), Plan Commission Hearing, (June 3) and the Transportation and Transit Commission Hearing (July 10). At each, attendees and commissioners offered comment and questions regarding the plan. Public comments were documented in a table format that listed the comment, provided relevant information regarding each comment from City staff and also provided a specific recommendation that City staff offered as their response to the comment for use by City commissioners (see Appendix 5). The plan was carried unanimously by all of the commissions.

On July 22, 2008, the plan was adopted by the City Council by a 6-2 vote (see Appendix 6).

The recommendations offer a long term, measured approach to bike and pedestrian facility improvements for the city. Although it is entirely possible that not all of the recommendations are carried out, it is intended that over time, as resources become available, this plan will provide a “roadmap” to guide the City of Fitchburg as it takes advantage of its unique location and becomes an even better place to live, walk and ride.

II. Bicycle and Pedestrian Facility Guidelines

The following set of bicycle and pedestrian facility guidelines are derived from the objectives and policies of the Transportation Element of the Comprehensive Plan. In order to provide specific guidance to those individuals involved in planning, constructing, maintaining and utilizing pedestrian and bicycle facilities in the City of Fitchburg, an extensive list of recommended policies have been developed. These policies express the City's position with regard to various factors that in some way influence pedestrian and bicycle facilities.

GENERAL BICYCLE AND PEDESTRIAN PLANNING RECOMMENDATIONS

City staff should work with interested organizations, developers and City commissions to develop and adopt new comprehensive guidelines, ordinances and other measures that will foster bicycle and pedestrian oriented planning, land use, zoning and development.

The Departments of Planning, Parks and Public Works shall consider bicycle and pedestrian facility maintenance and improvements in their on-going, routine transportation planning processes.

City agencies and commissions shall refer to these Facility Guidelines and the goals, objectives and policies described in the Transportation Element of the Comprehensive Plan to guide their decisions about the design, construction and maintenance of bicycle and pedestrian facilities.

SIDEWALK RECOMMENDATIONS

Installation:

City staff, as well as the Plan Commission, shall continue to recommend that sidewalks be installed on both sides of the street, as an integral component of new developments along streets with urban cross-sections - including commercial and multi-family developments.

City staff shall consider applicable criteria for installation of sidewalks in developed areas where they do not currently exist and make recommendations to the Common Council. When feasible and where sufficient need is shown through established sidewalk ranking criteria, sidewalks shall be installed. Applicable criteria shall include neighborhood support, type of street (arterial and collector of a higher priority than local residential streets), proximity to important destinations (such as schools, bus stops, commercial districts, parks and public buildings), potential for use, existing danger, cost, funding availability, council member support, City staff support and other issues that may be pertinent to the specific area.

Design:

City agencies involved in sidewalk design and construction shall continue to follow national guidelines published by the Transportation Research Board, the American Association of State Highway and Transportation Officials and the Institute for Transportation Engineers.

City agencies involved in sidewalk design and construction should provide for pedestrian comfort and enjoyment by providing, where suitable, trees, planters, lighting, furniture and other pedestrian scale amenities.

City agencies involved in sidewalk design and construction should utilize a zone system to provide pedestrian friendly sidewalks. The four distinct zones are the curb zone, the planter or furniture zone, the walking or pedestrian zone and the frontage zone.

Maintenance:

The Parks and Public Works Departments shall consider impacts on the sidewalks and paths when planting new trees along sidewalks or paths.

Public Works shall continue to be responsive to citizen complaints regarding sidewalks that are in disrepair.

Neighborhood associations should encourage neighborhood snow removal monitoring and assistance programs.

Pedestrian facilities in the City of Fitchburg should be properly maintained.

Inventory:

City staff shall continue to develop and update a sidewalk and pedestrian connector inventory annually to reflect new plats added to the City and areas retrofitted with sidewalks.

STREET RECOMMENDATIONS

Inventory:

Where appropriate and possible, existing roads that were not designed for use by bicycles shall be improved to more safely accommodate bicycle traffic. Improvements may include bicycle-safe drainage grates, smooth pavement, adequate sight distance, and signal timing. In addition, more costly shoulder improvements shall be considered, when needed.

Design:

City staff shall consider implications for bicycle and pedestrian travel when they design street widths, corner radii, bus routes and bus stop locations.

Arterial and collector streets shall, where possible, typically have on-road improvements that include bicycle lanes, wide outside lanes or shoulders, as well as urban interchanges, bicycle-safe railroad crossings, bicycle-actuated traffic signals and shoulders or bicycle lanes on bridges and underpasses.

Where possible, barriers and hazards to bicycling shall be eliminated.

When major reconstruction occurs on rural two-lane highways, with motor vehicle ADT's greater than 700 and bicycle ADT's greater than 24, or are identified in an adopted plan, the road shall have a 4ft minimum paved shoulder.

If funding is limited, adding or improving shoulders where needed on uphill sections of rural roads shall be considered by the City to reduce conflict between motorists and bicyclists.

Residential streets, because of their lower speeds and traffic volumes, shall only require improvements that include bicycle-safe drainage grates, proper sight distances at intersections and smooth pavement.

BICYCLE AND PEDESTRIAN CONNECTOR AND SHARED-USE PATH RECOMMENDATIONS

Installation:

City staff shall continue to consider linear corridors such as rail and utility corridors, parks, greenways and other public access lands for locating pedestrian connectors and shared-use paths.

City staff shall continue to encourage the Wisconsin DNR to assist in the development of proposed new paths, including the Badger State Trail.

Shared-use paths should be used only where such facilities are considered safe, in accordance with WisDOT and AASHTO guidelines.

The City should officially map future bicycle and pedestrian facility rights-of-way where possible, well in advance of development of these facilities.

In plats for new developments, where the public streets and the required sidewalks along the street do not provide adequate pedestrian facilities, the City shall require developers to include pedestrian connectors in their plats that provide convenient pedestrian connections that maintain pedestrian access and mobility on a pedestrian scale.

City staff shall identify possible locations for highly needed pedestrian

connectors where facilities do not provide convenient access. The City can make efforts to acquire the right-of-way as opportunities present themselves.

Design:

When designing pedestrian connectors, the City shall continue to follow the design guidelines as outlined in the Fitchburg Bicycle and Pedestrian Transportation Plan, WisDOT Bicycle Facility Handbook and/or the American Association of State Highway and Transportation Officials bicycle and pedestrian guidelines as appropriate.

Maintenance:

Roads and shared-use paths should be maintained to a reasonable level of safety. Consideration shall be given to year round pavement surface quality and clearance, including tree and shrub encroachment.

New bicycle facilities shall be designed to reduce long-term maintenance problems.

BICYCLE ROUTE DESIGNATION RECOMMENDATIONS

Installation:

City staff shall evaluate the location of official bicycle routes based on the recommendations of the Fitchburg Bicycle and Pedestrian Transportation Plan and according to WisDOT and AASHTO guidelines.

Official bike route designation shall be considered by City staff when:

- The routes connect different facility types such as bike lanes, shared roadways and shared-use paths.
- Bicyclists frequently use the route.
- Wayfinding help is needed to connect trip generators with destinations.
- The route is parallel to a busy road that does not provide suitable bicycle facilities.
- Actions have been taken to make the route suitable for use by bicycles.

Design:

Official bicycle routes in the City of Fitchburg should be designated through bicycle route signs. Supplemental plaques can also be useful, such as destination arrows, route endpoints and distance to important destinations.

CURB RAMP RECOMMENDATIONS

Installation:

City staff should provide curb ramps at intersections where they do not exist.

Developers shall be required by City staff to provide curb ramps at all street corners in new developments, including at each end of crosswalks at T intersections.

Design:

When curb ramps are installed or reconstructed, City staff shall, whenever possible, design the street corner to be able to provide curb ramps that minimize the pedestrian crossing distance and permit all pedestrians to be able to negotiate the curb ramp perpendicular to its slope.

City staff shall research a suitable methodology for evaluating accessibility of curb ramps, so curb ramps that are inadequate can be identified and replaced during street and/or sidewalk reconstruction.

CURB RADIUS RECOMMENDATIONS

Design:

City Staff shall increase emphasis on bicycle and pedestrian issues when designing curb radii for street corner designs.

RIGHT ANGLE TURN LANE AND INTERCHANGE RECOMMENDATIONS

City staff shall recommend turn lanes and interchanges to be designed with right angle on-ramps and off-ramps, to accommodate safe bicycle and pedestrian safety.

TRAFFIC CALMING RECOMMENDATIONS

City staff shall consider such goals as slowing vehicular traffic, shortening pedestrian crossing distances, drawing attention to pedestrian crossings, and enhancing the visual environment.

City staff shall evaluate the potential effectiveness and suitability of traffic calming methods, including enforcement and education, as well as methods of engineering to enhance bicycle and pedestrian travel. The City shall refer to the City of Fitchburg Neighborhood Traffic Management Process when determining the best course of action to follow.

CURB BUMP OUT RECOMMENDATIONS

Installation:

City staff shall consider installing curb bump outs (aka curb extensions) at crossings with high pedestrian volumes in order to enhance the pedestrian crossing though improved visibility reduced motor vehicle speeds and shortened crossing distances.

Design:

City Engineering shall continue to design bump outs according to WisDOT and AASHTO guidelines.

REFUGE ISLAND RECOMMENDATIONS

Installation:

City staff shall consider where installing refuge islands will improve bicycle and pedestrian accessibility, convenience and safety.

Design:

City staff shall research refuge island design and make recommendations about how pedestrian refuge islands could be better designed to enhance bicycle and pedestrian travel.

Maintenance:

City staff shall continue to offer neighborhood organizations the option of maintaining planted refuge islands. If an organization is unable to maintain the islands, the City shall pave the islands or plant them with grass in order to reduce City cost.

CROSSWALK MARKING RECOMMENDATIONS

Installation:

City staff shall continue to follow the City of Fitchburg Crosswalk Policy, as well as WisDOT and AASHTO guidelines to determine where and how crosswalks should be marked.

Design:

City Engineering shall continue to design crosswalk markings according to City of Fitchburg Crosswalk Policy, WisDOT and AASHTO guidelines.

City staff should work with the visually impaired community to improve crosswalk

and intersection designs, including consideration of audible pedestrian signals to facilitate the ability to safely and conveniently cross streets.

MID-BLOCK CROSSWALK RECOMMENDATIONS

Installation:

City staff shall consider the advantages of installing mid-block crosswalks to improve bicycle and pedestrian accessibility and safety.

SPECIAL CROSSWALK SURFACE TREATMENT RECOMMENDATIONS

Installation:

City staff shall continue to consider the pros and cons of special surface treatment options for crosswalks such as pavers, colored or textured concrete, and raised crosswalks and consider where installing such treatments will improve accessibility, convenience and safety.

Design:

City staff shall continue to research special surface treatment designs to guide their decisions and make recommendations for improving their design.

Maintenance:

City staff shall continue to research special surface treatment maintenance issues and make recommendations for improving their maintenance based on their findings.

GRADE SEPARATED CROSSING RECOMMENDATIONS

Installation:

City staff shall consider grade-separated crossings in locations where there is a high volume of pedestrians and pedestrians are likely to perceive the additional effort required to use the overpass or underpass as beneficial.

Design:

City staff shall continue to consult State and national guidelines for designing grade-separated crossings.

TRAFFIC AND CROSSING SIGNAL RECOMMENDATIONS

Installation:

City staff shall continue to follow the City of Fitchburg Crosswalk Policy and the Manual On Uniform Traffic Control Devices (MUTCD) guidelines for determining where to install pedestrian signals and bicycle activated detectors.

Design:

City staff should work with bicycle and pedestrian advocates to review bicycle and pedestrian concerns about signals and make recommendations for improving bicycle and pedestrian safety and convenience through adjustments to signal timing.

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City staff shall research bicycle detectors and pedestrian push button placement and make recommendations about modifying guidelines for detection and pedestrian push button systems that will improve bicycle and pedestrian accessibility.

BICYCLE SUPPORT FACILITY RECOMMENDATIONS

The City shall incorporate bicycle parking requirements into the zoning ordinance.

The City shall encourage and/or consider providing restrooms, drinking fountains, information kiosks, secure bike racks and similar facilities along bicycle and pedestrian facilities at major destinations and convenient locations when feasible.

The City shall include bicycle parking and shower/locker room facilities for employees in new public buildings and encourage similar facilities in private developments.

TRANSIT CONNECTION RECOMMENDATIONS

City staff shall determine where sidewalks and bus pads are missing along bus routes and develop priorities for locating sidewalks and bus pads in these areas to improve pedestrian access to the transit system.

City staff shall develop strategies for improving how bus pads and shelters are provided to improve accessibility to the transit system.

CONTINUITY DURING CONSTRUCTION RECOMMENDATIONS

During construction activity, contractors should be required by City staff to maintain bicycle and pedestrian access around construction sites so that interruptions to normal bicycle and pedestrian circulation and the need to cross the street are minimized.

CRASH INVENTORY AND ANALYSIS RECOMMENDATIONS

City staff should maintain maps of bicycle and pedestrian crashes and analyze the data to identify trends, problem locations and crash types as one element of improving designs to enhance bicycle and pedestrian travel.

City staff shall review data requested on the crash report forms to determine if the data currently collected for bicycle and pedestrian crashes allows for adequate analysis of these crashes and make recommendations for improving these forms based on their analysis.

City staff shall use bicycle and pedestrian crash data along with more proactive measures to modify facility designs to improve bicycle and pedestrian safety.

Bicycle and pedestrian crash data should be used by the Police Department to develop programs targeted at motorists, bicyclists and pedestrians to improve bicycle and pedestrian safety.

EDUCATION RECOMMENDATIONS

City staff should make bicycle and pedestrian safety resources, including educational enforcement programs, available to motorists, bicyclists and pedestrians.

City staff shall encourage the school systems and private schools of Fitchburg to include bicycle and pedestrian safety courses in their regular course curricula.

Pedestrian Education:

City staff should develop educational programs to help pedestrian understanding of pedestrian signals, including the flashing DON’T WALK signal and push buttons. Such programs may include informational plaques that explain the meaning and use of crossing signals and push buttons.

The school systems and private schools of Fitchburg should include pedestrian safety information and educational opportunities in their elementary grade curricula.

Motorist Education:

The school systems of Fitchburg should include appropriate bicycle and pedestrian safety information and educational opportunities in their driver's education courses.

City staff should develop educational programs to help the motorist to understand their responsibilities regarding pedestrian and bicyclist safety issues. Such issues include the importance of yielding to pedestrians in crosswalks, the increase in fatalities as speeds increase, the dangers in failing to stop when required and the need to yield to bicycles and pedestrians before turning right on red.

Bicyclist Education:

City staff should develop educational programs targeted at bicyclist and pedestrian understanding of how bicyclists, pedestrians and motorists should interact on the roadways, sidewalks and shared-use paths.

The school systems and private schools of Fitchburg should include bicycle safety information and educational opportunities in their elementary grade curricula.

Law Enforcement Officer Education:

Officer training programs for the Police Department should include bicycle and pedestrian safety information, bicycle and pedestrian related traffic laws, and the role officers can play in promoting bicycle and pedestrian safety in the community.

City Staff and City Commission Education:

Fitchburg Department heads shall encourage City staff involved in planning, design and/or maintenance of bicycle and pedestrian facilities to attend conferences and workshops that offer training related to bicycle and pedestrian issues within available training resources.

City staff shall distribute copies of the Bicycle and Pedestrian Transportation Plan to City staff and commission members as an educational tool to raise their awareness of bicycle and pedestrian issues and adopted City bicycle and pedestrian goals, policies, objectives, standards and recommendations.

City staff shall encourage WisDOT to sponsor pedestrian training programs for engineers, planners, architects, landscape architects and developers.

ENCOURAGEMENT RECOMMENDATIONS

City staff should work toward developing and implementing Citywide campaigns to encourage bicycle riding or walking.

City staff should develop a policy regarding incentives for City employees who use public transportation, ride bicycles and/or walk to work.

City staff should develop a policy regarding incentives to businesses that encourage their employees to take public transportation, ride bicycles and/or walk to work.

Private business should provide incentives to encourage employees to take public transportation, ride bicycles and/or walk to work.

Businesses should investigate offering incentives to customers who arrive by bicycle or who walk.

ENFORCEMENT RECOMMENDATIONS

The Police Department should provide enforcement of traffic laws that enhance bicycle and pedestrian safety by routinely citing violations by bicyclists, pedestrians and motorists. Fitchburg should earn a reputation as a City that enforces pedestrian and bicycle related laws.

ORDINANCE REVIEW RECOMMENDATIONS

City staff shall analyze City ordinances to determine how consistently they direct City agencies and commissions to provide for accessible, convenient, safe and enjoyable bicycle and pedestrian travel, and shall evaluate how well they are being implemented. Based on this analysis, staff shall make recommendations to improve City ordinances and their implementation that will enhance bicycle and pedestrian travel.

City staff shall analyze City ordinances regarding the use of bicycles on public sidewalks. Based on this analysis, City staff shall make recommendations to provide for safe and convenient bicycle and pedestrian travel.

RESOURCE AND BUDGET PLANNING RECOMMENDATIONS

The Departments of Public Works and Parks shall include desired bicycle and pedestrian facility improvements and maintenance within the scope and budget of transportation improvement projects in the Transportation Improvement Program and the Capital Budget.

The Departments of Public Works and Parks shall review the projects in the

Transportation Improvement Program and the Capital Budget each year for desired bicycle and pedestrian improvements and shall consider these recommendations as they develop their annual work programs.

IMPLEMENTATION RECOMMENDATIONS

City staff shall evaluate projects in the Transportation Improvement Program where sidewalks do not currently exist to establish the desirability and feasibility of installing sidewalks.

City staff shall review projects in the Transportation Improvement Program where sidewalks currently exist to evaluate sidewalk surface quality and whether other pedestrian improvements should be incorporated into the project to enhance pedestrian travel.

City staff shall review signal, intersection and bridge projects in the Transportation Improvement Program to evaluate and recommend bicycle and pedestrian enhancements that could be incorporated into the projects to improve bicycle and pedestrian travel.

FUTURE BICYCLE AND PEDESTRIAN TRANSPORTATION PLANNING RECOMMENDATIONS

City staff should review and update the Bicycle and Pedestrian Transportation Plan every 5 years.

City staff shall monitor progress toward following these Facility Guidelines and the other goals, objectives and policies included in the Transportation Element of the Comprehensive Plan.

City staff shall review the need for additional funding resources or a reallocation of current resources to implement the recommendations defined in the Bicycle and Pedestrian Transportation Plan.

Every 12 months, City staff should, beginning 12 months after adoption of this resolution, prepare an annual report for the Common Council summarizing the status of the recommendations in this plan.

III. Bicycle Recommendations

General, Citywide Recommendations:

By state statute, bicycles have a right to be on the roads of Wisconsin. Therefore, the assumption here is that all roads should be suitable for bicycle travel, except limited access roads where bicycles are expressly prohibited. Only when all the roads are safe for bicycling, can bicycling truly be an alternative mode of transportation. If you can only ride to certain destinations conveniently, riding is a limited, incomplete mode of travel. It should be our goal to make all roads in Fitchburg safe for bicycling. If the roads appear to be unsafe for bicycling, people will be less likely to ride. Paved shoulders, bike lanes, bike routes, bike route signs, yield to bicycle signs and other facility improvements all contribute to a sense that Fitchburg is a good and safe place to ride and that riding is a viable alternative to driving a motor vehicle.

Designated bike routes can be very helpful to the bicyclist when one or more of the generally accepted criterion is met. The criteria below were presented in the Bicycle and Pedestrian Facility Guidelines section.

- The routes connect different facility types such as bike lanes, shared roadways and shared-use paths.
- Bicyclists frequently use the route.
- Wayfinding help is needed to connect trip generators with destinations.
- The route is parallel to a busy road that does not provide suitable bicycle facilities.
- Actions have been taken to make the route suitable for use by bicycles.

Designated bike routes carry a certain expectation that the route is a particularly worthwhile throughway for bicycles. If the road and right-of-way dimensions are sufficient, bike lanes should be provided or at least a paved shoulder if it is a rural road. Other special considerations that give a nod to the bicyclist may include: traffic light timing, appropriate warning signs, “share the road” signs, more frequent street cleaning schedules, restricted turning movements for motor vehicles to avoid yield conflicts, improved sight lines at intersections, reduced motor vehicle speed limits, restricted hours of on-street parking, wider paved shoulders, reduced number of yield and stop signs along the route, drinking water fountains, bicycle parking at destinations, stores with bike supplies, prohibited use of motorized vehicles on shared-use paths and informational and way-finding signs (including mileage to important destinations).

Although it would be better to provide the bicyclist with special facilities along designated routes, if special bike facilities are not available, it is still better to designate a route when the route meets the previously mentioned criteria.

As indicated in the Manual on Uniform Traffic Control Devices (MUTCD) - Traffic Control for Bicycle Facilities, bike routes should have bike route signs located at decision points along the route, including signs to inform of direction changes and confirmation signs for route direction, distances and destinations. They should be repeated at regular intervals so that those entering from intersecting streets will know they are on a bike route. In urban areas, typical sign distribution should be about every ¼-mile.

Whether designated as a bike route or not, rural roads can be improved by the addition of paved shoulders. The standard recommendation is 5' wide, however if grading and other associated costs are prohibitive, or road reconstruction will not occur for an extended period, "shoehorning" a 3' shoulder can provide a dramatic improvement in conditions for the bicyclist, especially when traffic volumes and speeds are greater or passing is difficult. This is exemplified along Lacy Road between Fish Hatchery and S. Syene Road.

Regular street cleaning should be provided on all roads to remove gravel and other debris that accumulates. The street-cleaning crews should pay particular attention to the outside portion of the roads, where bicycles typically operate. This is especially important on roads with higher motor vehicle volumes and speeds like CTH MM (MM), Fish Hatchery Road/CTH D and McKee Road/CTH PD. Along rural roads like MM, where crossroads and driveways are unpaved, paving driveways a minimum of 15 feet from the edge of the traveled way is recommended. If the grade slopes down to the road, paving even greater than 15 feet is recommended.

A sharp drop from the paved road to the gravel edge can lead to a loss of control and a crash. Drops throughout the system have been as great as 2 to 3 inches. Spring repair is preferable, so that the system can be in optimal condition during the busiest seasons for bicycling.

Wisconsin state statutes prohibit operating a bicycle on sidewalks unless local authorities permit riding on sidewalks. Fitchburg should consider allowing riding bicycles on sidewalks under certain conditions, such as when a person is under the age of 13, or when conditions would make it hazardous for a bicyclist to ride on the street.

The following discussion will first discuss the on-road bicycle facilities along major routes and roads and then discuss major existing and proposed shared-use paths.

On-Road Facilities

The following discussion will address on-road facilities found along major roads in Fitchburg. Sometimes several roads are linked to create a route that can be used to reach significant destinations. Each will have an inventory and analysis section where the current condition and deficiencies for bicycling will be discussed. Already planned improvements will also be provided in this section, as well as important destinations along the route. Each road will also have recommendations on how to improve it. The section is organized conceptually into major north/south roads and east/west roads, moving from east to west for the north/south routes and from north to south for east/west routes. Lastly, other Fitchburg roads of interest will be addressed with associated recommendations.

MAJOR NORTH/SOUTH ROUTES

CTH MM (Oregon Road, Rimrock Road, Ski Lane and East Badger Road)

Inventory/Analysis:
MM is an important connector to both Oregon and Madison via Rimrock Road or Ski Lane. MM has higher speeds, frequent truck traffic and higher motor vehicle volumes. Like most county highways, MM is not suitable for use by children. For the most part, it is an adequate route for the adult bicyclist. Gravel driveways often result in gravel on the highway itself. It has a 3.5 to 4 foot shoulder, mostly in good repair, with the beginning of some cracking in spots. However, the shoulder south of the USH 14 interchange near Oregon (where there are 2 travel lanes in each direction) is in severe disrepair and could lead to loss of control and injury. Travel through this section is not recommended until repairs are made to the shoulder.

The bike lanes along Rimrock Road provide a safer alternative for crossing the Beltline than Fish Hatchery Road. Speeds and traffic volumes are lower on Rimrock too.

On Rimrock near the intersection with Oregon Road, in the southbound direction, at the right turn lane to Oregon Road, the bike lane follows the curb lane as the pavement widens. It would be preferable to provide continuation of the bike lane parallel to the centerline as a dashed line to indicate a merging situation.

The portion of MM from the Capital City Trail/McCoy Road to Rimrock should have bike lanes to provide connection to Madison. It should also be designated as a bike route to provide continuity as bicyclists transition from the Capital City Trail to bike lanes on Oregon and Rimrock Roads. Although outside of Fitchburg, Ski Lane and East Badger Road with the overpass over the Beltline should also be a designated bike route.

Recommendation:
As this is a County Road, the city should work with Dane County to make the recommended improvements. Fitchburg should also work with the Town of Madison to designate Ski Lane and East Badger Road to the overpass as a bike route.

The failing shoulder south of USH 14 should be repaired as soon as possible. MM could greatly benefit from a wider, 5' shoulder, as recommended by national and state standards. Furthermore, paving of driveways 15' back from the shoulder edge would reduce the amount of gravel on the roadway. A more regular street cleaning schedule is also recommended.

Traveling southbound on Rimrock at Oregon Road, a dashed bike lane that is parallel to the centerline should be provided. Also, a warning sign, like those found at Orchard Pointe, that instructs motorists to yield to bicycles, should be provided.

Syene Road and S. Syene Road

Inventory/Analysis:
Even without shoulders along its entire length, Syene and S. Syene have a good amount of bicycle traffic. Syene provides connection for several subdivisions to the Capital City Trail and east/west bound roads. The substandard, 3' paved shoulder from Lacy to the north provides needed utility for the adult bicyclist, however the lack of shoulders and the hilly character south of Lacy results in several areas of

potential conflict between bicycles and motor vehicles. The shared-use path along the west side of S. Syene is a good alternative to on-road travel for families with children; however, a 0.5-mile link to the Capital City State Trail is needed. (Note, an off-road, shared-use path is not a substitute for suitable on-road facilities. Such facilities are complementary.) The City is planning to extend the path from Lacy Rd to Irish Lane.

North of McCoy Road, Syene Road lacks a shoulder and has a higher volume of truck traffic and greater speeds. Commuter bicycle traffic can be found along this stretch of road, from the Capital City Trail and McCoy Road to the industrial area to the north.

In the recent past there has been discussion regarding an overpass at Perry Street. It would provide a needed safe crossing of the Beltline, allowing access to the industrial park west of Syene Rd, as well as access for commuters into Madison.

Recommendation:
A shoulder should be provided along all of South Syene because of the higher volume of bicycle traffic. In the near-term, it would be beneficial to install a shoulder along each of the 5 hills between Lacy and Byrne Roads, even if it is of substandard width. The need for wider, 5' shoulders along South Syene will increase as development occurs. Also, the shared-use path along Syene should be extended 0.5 mile to connect with the Capital City State Trail from the Swan Creek Subdivision and extended, as planned to Irish Lane.. When extended to Irish Lane, signs should warn motorists of bicyclists entering traffic and crossing at the intersection where the path terminates in this residential neighborhood. Path signs should also warn bicyclists at the path termination of motor vehicle traffic and direct them to ride with the flow of traffic on the street.

The stretch of Syene from McCoy to the industrial park and commercial areas to the north should also have 5' shoulders added to facilitate safe ridership.

The City of Fitchburg supports and encourages the construction of the Perry Street overpass. This grade-separated crossing will greatly improve bicycle and pedestrian connectivity to the City of Madison.

McCoy Road

Inventory/Analysis:
McCoy, along with the Capital City Trail provides connection to parts east of Fitchburg via Rimrock Road. Although the Capital City Trail parallels McCoy

Road, accepted design standards indicate that a parallel shared-use path shall not negate the need for good adjacent on-road facilities.

The on-road bicyclist is abruptly left without a shoulder along McCoy Road, about 2,000 feet west of USH 14, where the road pavement changes from asphalt to concrete.

Also, the unused railroad tracks on McCoy are rough and could lead to a loss of control.

Recommendation:
The existing 3' shoulder should be widened to 5' and should be extended along the entire length of McCoy, so that the bicyclist has a separate area to ride along this high-speed section of road. Also, the tracks within the shoulders should be temporarily paved over with asphalt because the railroad tracks will not be used for the foreseeable future, until a decision is made on the use of the tracks.

Fish Hatchery Road/CTH D

Inventory/Analysis:
Forming the central north/south transportation spine across Fitchburg, Fish Hatchery Road is a vital link for bicycle travel. Important destinations on or near Fish Hatchery Road include City Hall/Community Center, Fitchburg Tech Campus, Fitchburg Center/Research Park, the Agora Pavilion with its farmer's market, the Capital City Trail, Yarmouth Crossing, Hatchery Hill with Copps supermarket, restaurants and other stores, Fitchburg Ridge, and others. Clearly, Fish Hatchery Road cannot be ignored when planning for alternative modes of transportation.

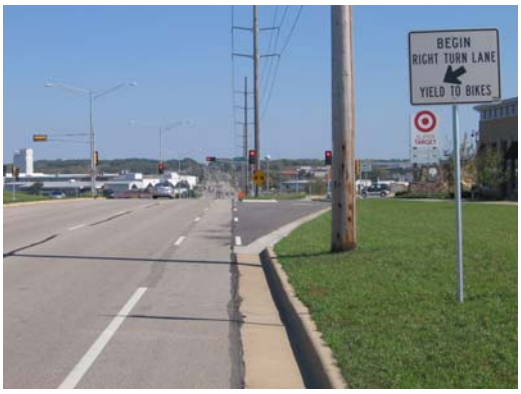
The addition of paved shoulders along Fish Hatchery, from Shamrock to CTH CC in the Town of Oregon has greatly improved the utility of Fish Hatchery for bicycling.

The portion of Fish Hatchery Road where there is not a paved shoulder, between Lacy and Shamrock Lane, is not recommended for bicycle travel until improvements are made. Speeds are high and motorists feel the need to cross the centerline to pass a bicycle riding along the edge of the road, even when crossing is prohibited by a solid line. A paved shoulder or bike lane is needed. Fortunately, the City plans to provide such improvements in 2009. Bike lanes will be built from Lacy to Irish and 5' shoulders will be built from Irish to Shamrock Lane. With the completion of this segment, bike lanes or shoulders will be available for bicycle travel along Fish Hatchery Road through Fitchburg, in its entirety. In addition, the shared-use path on the west side of Fish Hatchery Road will be extended south, past Irish Lane, to Gorman Wayside Park.

An asymmetry of the bike lane designation north of McKee Road, along Fish Hatchery could lead to confusion by both bicyclists and motorists. Riders may wonder; Are there bike lanes along this stretch of road or not? That is, on the southbound side, the bike lane designation continues as far south as Cahill Main; however, on the northbound side, the bike lane designation does not begin until about High Ridge Trail - about ½-mile north of Cahill Main. It would be better to have them match up and even more preferable to have both sides extend to Lacy Road and further south, as future road improvements occur.

At Fish Hatchery and Brendan Avenue, the shoulder/lane stripe follows the right turn lane. It would be better for the stripe to remain parallel to the centerline and become dashed along the right turn lane, because an inexperienced cyclist will be more likely to maintain their parallel course correctly with the aid of the dashed line. Similar flaring road stripes occurs at other intersections with right turn lanes such as at McKee Road, Cheryl Drive and Lacy Road.

Also, motor vehicles will more likely recognize the need to look out for bicycles on the road if there are yield signs such as those found at the new target store along McKee Road.



The intersection of Fish Hatchery Road with the Beltline is unfortunately a great challenge to the cyclist. The bike lanes are no longer available as they are to the south of the intersection, speeds and traffic volumes are high, cars frequently change lanes and motor vehicles are able to make higher speed turns onto the free flow Beltline on-ramps. These are hazardous conditions indeed.

To negotiate this portion of Fish Hatchery Road, the bicyclist has several, less than optimal options. The first is to act as a pedestrian and use the sidewalk. Unfortunately, there is only one sidewalk on the overpass, along the east side. This pedestrian route has poor sightlines and is inherently unsafe. The second option is to ride along the far right side of the road, where there is likelihood that they will be cutoff by motor vehicles as they accelerate onto the Beltline on-ramps. And there is a third option, where the cyclist stays to the left side of the right lane. This is perhaps the best option; however, the cyclist is now in the middle of the road, being passed on the left and right by speeding motor vehicles as they change lanes – again far from ideal. WisDOT is planning improvements to the intersection that will make the crossing of the Beltline safer for pedestrians and bicyclists. Until improvements are made, bicyclists and pedestrians should find alternative crossings, such as Rimrock Road, Seminole Highway, the overpass associated with the Southwest Commuter Bike Trail west of Verona Road or the overpass accessible from Ski Lane and East Badger Road. Fitchburg should collaborate with the City of Madison, the Town of Madison, Dane County and WisDOT to develop future improvements that provide safe crossing of the Beltline by bicycles and pedestrians.

Along the curve near Adams Road, the shoulder goes from 4' to 3' wide with a 2" drop-off from the pavement to gravel. The paved shoulder edge is in need of repair here, as well as at other locations, including the curve near Swan Pond at the southern city limit.

Recommendation:
Since Fish Hatchery Road is a county road, Fitchburg should work with Dane County to make recommended improvements.

Until the improvements are made from Lacy Road to Shamrock Lane, bicycle travel is not recommended along this stretch. The 3' shoulder along the curve near Adams Road should be repaired and increased to 4' wide along Fish Hatchery Road. When possible, all rural portions of Fish Hatchery should have the standard 5' wide paved shoulder. Shoulder repairs should be made at the southern city limit near Swan Pond and other locations as well.

The lane stripes should be modified to remain parallel to the centerline at intersections along Fish Hatchery Road, with dashed striping through the merge area of the intersection. In addition, "yield to bike" signs should be installed.

The intersection of Fish Hatchery Road with the Beltline needs to be addressed. The City of Fitchburg should work with the City of Madison, Town of Madison, Dane County and WisDOT to make important changes to this intersection to reduce the danger to bicyclists and pedestrians when crossing the Beltline.

The designated bike lanes should be extended from McKee Road to Lacy Road, so that when the improvements are made to the south of Lacy, bike lanes will be continuous as far south as Irish Lane.

Richardson Street to Wilshire Drive to Chapel Valley to the McKee Road underpass to Kinsale Drive to Hartwicke Drive or Dunmore Street to Longford Terrace to Leopold Way to Post Road

Inventory/Analysis:
This stretch of road provides connection to several city parks, including McKee Farms Park, a community park with many resources, including summer concerts and festivals. Longford Terrace provides access to the Capital City Trail. On the north end, Leopold Way provides an important connection to Leopold School. Longford Terrace, north of Hartwicke Dr and Leopold Way, as well as Post Road are designated bicycle routes.

Richardson is a wide road that used to have bike lanes. Although tempting, the traffic volumes do not justify bike lanes. It is currently a designated bike route from Pembroke Dr to the south. It would be helpful to continue the bike route designation to the north, to meet up with Wilshire Drive where a connection can be made via Chapel Valley to the McKee Road underpass. The route can then connect with the bike route along Longford Terrace via Dunmore St or the existing route along Hartwicke Dr.

Longford Terrace, like Richardson, is wide. Bike route signs should be more frequent along Longford and informational/directional signs should be provided both to the Capital City Trail and the McKee Road underpass located between Kinsale and Chapel Valley Road.

The underpass is a valuable city resource, which needs to be identified. Unless someone is a resident of the immediate neighborhood, he or she could easily be unaware of the underpass.

At the Capital City State Trail, the connector on the west side of Longford should have a curb ramp to connect the trail to the street. (State statute prohibits riding on sidewalks, unless permitted by local authorities. Currently, riding on sidewalks is not permitted in Fitchburg.) There also is a “no bicycle sign” on the street level side of the connector. This sign is confusing for this location. Bicycles should be allowed, however walking of the bicycle should be required due to the steep grade.

Leopold Way is narrower than Longford and has much needed on-street parking.

Post Road also has on-street parking, is a Madison Metro bus route and has higher traffic volumes, all which justify bike lanes. This could be accomplished with parking on one side of the street.

Recommendation:
The whole length of Richardson up to Wilshire, Wilshire to Chapel Valley, Dunmore and Hartwicke to Longford and Leopold should be a designated bike route. More bike route signs, directional signs and informational signs (including signs directing to the Capital City Trail and the underpass) should be provided to increase legibility.

The city should study the feasibility of bike lanes along Post Road west of Fish Hatchery Road. "Share the road" signs and more bike route signs should be added to increase safety by raising awareness of the designated on-road bicycle route.

City plans call for a Post Road extension in 2009, from Fish Hatchery Road east to the City limit, to match up with the Madison portion of Post Road. As consistent with Fitchburg policy on new road construction, bike lanes should be provided for the extension.

The "no bicycle riding" sign on the west side of Longford at the Capital City Trail should be replaced with a sign requiring bicyclists to walk their bicycle down the steep grade. In addition, a ramp should be provided at the connector to give access to the street. Warning signs will then be needed to alert motorists of merging and crossing bicyclists.

Seminole Highway (to Whalen Road and others)

Inventory/Analysis:

Destinations via Seminole Highway include the City of Madison, the UW Arboretum, the Capital City State Trail, Fitchburg Business Park, Seminole Office Center and the Seminole Pool. Perhaps most significantly, Seminole Hwy provides a popular bicycle "urban escape route" for residents of Fitchburg and Madison, as well as serving as a commuter route. From Lacy to the north, there are 5' bike lanes the whole way.

From Lacy, south to Whalen Road, Seminole is without bike lanes or paved shoulders. With a paved surface width of 24', 3' of additional paving on each side of the road would provide enough room for 11' motor vehicle lanes and 4' shoulders.

Future planned improvements from McKee to Schumann Dr in 2012 include lane reduction from 4 to 2 lanes, with a median.

Recommendation:
Because of its popularity, Seminole Highway should be a designated bicycle route, complete with "share the road" warning signs. A study should be performed by the city to determine the cost/feasibility of widening the road to accommodate 4' or 5' paved shoulders south of Lacy to Whalen Road.

Gilbert to Meadowood to Big Bow to Frontier to Williamsburg Way to Anton Road to King James Way to Kapec to Nesbitt to Fitchrona Road

Inventory/Analysis:
The existing designated bike route along this group of roads provides connection to Madison, stores and restaurants along Anton Drive and Nesbitt Road, Orchard Pointe (with the new Super Target), Gymfinity and Ten Pin Alley.

Gilbert, Meadowood, Big Bow and Frontier are all neighborhood streets, with lower motor vehicle volumes and speeds that facilitate good bicycle travel without special bicycle facilities. Existing bike route signs are located sufficiently at decision points to help follow the route along these streets.

With its higher traffic volumes and being a connector to the Capital City Trail via the Verona Road spur and underpass, Williamsburg Way could benefit if it had bike lanes east of Whitney Way, just as it has west of Whitney Way. Unfortunately, due to existing land use, demand for on-street parking does not permit removal of parking along Williamsburg Way.

A difficult merging condition occurs on Williamsburg Way at Verona Road, where the Capital City Trail spur terminates.

Because Anton Road, King James Way and Kapec have higher traffic volumes including trucks, these designated bike routes would benefit with the addition of bike lanes. However, the land use may require on-street parking as well.

At the west side of the Verona Road underpass, pavement is raised above the connector path pavement, which could lead to a loss of control.

At the east side, it is unsightly. There is broken glass, debris and grass growing into path. Also, the stop sign is leaning.

Pavement markings next to the island at Kapec and McKee are confusing to the bicyclist. Although it is a bike route, there are no bike lanes and bicycle traffic is discouraged from riding on the right side of the road because solid pavement lines and stripes seem to indicate riding is prohibited here. There appears to be sufficient room for bike lanes along these roads.

Nesbitt is a designated bike route; however, there are no bike route signs between McKee and just north of Fitchrona Road. The road width is sufficient for bike lanes along Nesbitt Road, but bike lanes cease just north of Fitchrona Road. The reason for this is the need for on-street parking for local businesses.

Fitchrona Road has recently been extended north of Nesbitt into the Orchard Pointe Shopping Center. 5' lanes have been provided, but the bike lanes should be designated with pavement markings and signs. As discussed in the Pedestrian Recommendations, Section IV, there is an inherent conflict between bicycles and pedestrians on the narrow walkway to Orchard Pointe. The sidepath terminates at the intersection with a neighborhood connector, leaving a narrow, 5' concrete sidewalk. Speeds will be higher as bikes descend the hill from the neighborhood to the path/sidepath intersection. Also, bikes do not have a ramp and curb-cut at the west termination of the connector at Bradbury Road in Madison.

South of Nesbitt, Fitchrona is a relatively busy, 2-lane roadway, justifying the planned improvement to add bicycle lanes from Nesbitt Road to Lacy, possibly in 2013. There is a shoulder along Fitchrona, between Nesbitt and the Military Ridge State Trail. There is no shoulder on Fitchrona Road south of the Military Ridge State Trail. Motor vehicles and bicycles could benefit by the addition of a shoulder, especially along the inclines of both hills between Lacy and Grandview.

Recommendations:
Fitchburg should consider bike lanes for the designated bike routes along Anton Road, King James Way from Anton to Kapec Road and Kapec Road.

The pavement at the west side of the Verona Road underpass should be corrected. The stop sign should be righted and Fitchburg should provide regular maintenance of the underpass to remove glass and other debris that collects here. At the merge of the Capital City Trail spur with Williamsburg Way at Verona Road, warning signs for both motor vehicles and bicycles should be provided.

The “stay out” pavement striping next to the island on Kapec at McKee should be eliminated.

Along the new Fitchrona Road extension into Orchard Pointe, the shared-use path should be continued from the intersection of the connector path to Limestone Lane as adjacent lots become developed. Caution signs such as “yield to pedestrians” and “watch out for bicycle” should be considered at the intersection of the connector with the sidepath. Fitchburg should work with Madison to provide a ramp, curb-cut and associated warning signs at the west end of the connector at Bradbury Road. Also, bicycles should be able to access Fitchrona Road at the intersection of the connector path at Fitchrona Road. Warning signs will then be needed as well. The unmarked bike lanes along the Fitchrona Road extension into Orchard Pointe should have pavement markings and should also be signed as bike lanes.

Further south on Fitchrona Road, bike lane markings and signs are recommended between Nesbitt and the Military Ridge State Trail on the existing shoulders and on the planned bike lanes from the Military Ridge State Trail to Lacy.

South of Lacy on Fitchrona, a shoulder is recommended, especially on the 2 hills between Lacy and Grandview. The bike route should be extended south of its current designation to Whalen Road because of the high volume of bicyclists that ride to Whalen.

MAJOR EAST/WEST ROUTES

McKee Road/CTH PD

Inventory/Analysis:
McKee Road, like Fish Hatchery Road, is a very important road for reaching Fitchburg destinations, as well as other roads. Destinations include Orchard Pointe, the Military Ridge State Trail, Fitchburg Commerce Park, Star Cinema, Fitchburg Business Park, Oak Center, Seminole Center Court, Yarmouth Crossing, shops, delis and restaurants.

McKee has unmarked bike lanes along its entire length, except eastbound from Kapec Road to Verona Road and westbound, just a few hundred feet before Verona Road at the right turn lane to Verona Road.

Solid lines adjacent to the islands at Verona Road (both east and westbound) seem to prohibit bicycle traffic from riding along the right side of the throughway (similarly observed on Kapec at McKee).

Roadside debris is especially bad from Commerce Park Drive to Verona Road.

At intersections along McKee, the lane stripes typically follow the curb for motor vehicle traffic turning right onto McKee. It would be preferable for the stripes to remain parallel to the centerline at these locations to discourage the inexperienced bicyclists from veering right, then left as they attempt to follow them. It can also breed disregard for pavement markings by the bicyclist. It would be preferable to have a dashed lane stripe at these intersections where merging occurs.

At Orchard Pointe (Super Target), the designated bike lanes, dashed bike lane stripes and the associated “yield to bicycle” signs at the right turn lanes are particularly well done. It can serve as a template for other right turn lanes throughout the city.

Several crashes have regularly occurred at the McKee and Verona Road intersection since the last plan in 2000. (See crash analysis in Appendix 1 for more detail.) All of these crashes involved motor vehicles failing to yield to bicycles crossing McKee

on the Military Ridge State Trail. When making a right on red, the motorist is typically looking to their left, not anticipating bicycle trail traffic, resulting in a crash.

Recommendations:
As with the other county roads within Fitchburg, the city should work with Dane County to accomplish the recommendations.

The undesignated bike lanes should be designated with pavement markings and signs along the entire length of McKee Road, including near the intersection with Verona Road. Dashed stripes should be provided in merge areas. Also, "yield to bicycle" signs, like those found at the Orchard Pointe right turn lanes should be installed. At intersections along McKee Road, bike lane lines should not follow the curb. Rather, the road centerline should establish the direction of the bike lanes.

Regular street cleaning of roadside debris like glass and gravel is important for safe bicycle travel. In areas where debris is more likely to collect, more frequent cleaning should be provided. The city should also consider stepped up enforcement to reduce the amount of debris being dropped along the section between Commerce Park Drive and Verona Road.

"Blank-out" signs that prohibit right turns on red when activation buttons have been pushed should be considered both for north facing vehicles on Verona Road wishing to turn east and west facing motor vehicles on McKee Road, wishing to turn north. The best solution might be to provide a grade-separated crossing. The city should work with the County and WisDOT to make this a safer intersection crossing for bicycles.

East Cheryl Parkway to Cheryl Drive to Richardson Street to Schumann Drive

Inventory/Analysis:
East Cheryl Pkwy and Cheryl Dr provide connection for residents of Tower Hill Park and Swan Creek to McKee Farms Park, Fitchburg Research Park, City Hall/Community Center the farmer's market and the planned Green-Tech Village. These destinations warrant the designation of East Cheryl Parkway and Cheryl Drive as a bike route. It would connect to the existing and proposed bike route at Richardson Road and continue west along the proposed bike route along Schumann Dr.

The 17' wide lanes for both east and westbound traffic (plus a median) on East Cheryl Parkway provide ample room for bike lanes. However, this does not provide enough room for needed on-street car parking for Hospice Care Inc. and Agora East and West. Bike lanes are not justified along East Cheryl Parkway in the Swan Creek Subdivision and Cheryl Drive, since these are residential areas.

A traffic signal is planned in 2008 for East Cheryl Parkway at Fish Hatchery Road, which will help to make this a more convenient crossing.

There is about a ½-mile gap in the shared-use path along East Cheryl Parkway, between the Swan Creek Subdivision and Fitchburg Research Park.

There is a gap in the bike route on the west end on Schumann Drive, between the path going south (on the east side of Seminole Glen Park) and the path going north into the park.

Recommendations:
Both East Cheryl Pkwy and Cheryl Drive should be a designated bike route. Bike lanes are recommended along East Cheryl Parkway west of Hollyhock St, however due to the need for on-street parking adjacent to Hospice Care and the Agora, it is not feasible to have bike lanes here.

The shared-use path along East Cheryl Parkway, through Fitchburg Research Park should be connected to the path in Swan Creek, just west of Hollyhock St.

The planned traffic signal on East Cheryl Parkway at Fish Hatchery Road is recommended to aid crossing.

The bike route along Schumann Drive should be continued between the path just west of Park Hill Circle and the path just east of Seminole Highway.

Lacy Road

Inventory/Analysis:
Important destinations occur along Lacy. There is Savanna Oaks Middle School and Stoner Prairie Elementary School, City Hall/Community Center and McGaw Park.

East of Syene, the road is 23' wide, without a paved shoulder. Increasing traffic volumes along this stretch of road warrant paved shoulders to be provided when possible. A hill just east of Hartung Corporation makes passing of westbound bicycles by westbound motor vehicles challenging due to sight-line limitations. The 2-3" drop-off from pavement to gravel shoulder could lead to a loss of control. The unused railroad tracks are rough and also could lead to a loss of control.

Between Syene Road and Fish Hatchery, 3' shoulders demonstrate the benefit of even minimal shoulders, especially when the road is hilly. The road is much more comfortable to ride as a result.

From Fish Hatchery to Seminole, bike lanes provide very good on-road riding. However, at intersections along Lacy, the bike lane stripes follow the curb as the roadway widens for turning movements. It would be preferable for the bike lane stripes to remain parallel to the road centerline, so that bicyclists can maintain their direction of travel, just as other vehicles do.

From Seminole to Fitchrona, the road is 22' wide, and without paved shoulders. A good size hill, about ½ mile west of Seminole makes passing a bike by a motor vehicle challenging. It could be greatly improved by providing a shoulder along the incline. There also is a significant amount of truck traffic, especially on the west end, due to Hammersley Stone Co., where shoulders would make for a significant improvement.

As scheduled for 2012, in the Fitchburg Capital Improvement Project listing, bike lanes are planned from the Community Center, east to Fahey Glen. If the bike lanes end at Fahey Glen, fragmented facilities will result, leaving the rider suddenly without a safe route.

Recommendations:
Shoulders should be provided, even if only 3' wide in the rural portions on the east and west ends of Lacy Road. If road reconstruction is not possible, then shoulders should be provided along the inclines east of Syene Road and west of Seminole, and where Hammersley Stone generated truck traffic is significant, at the west end of Lacy Road

Because the railroad tracks are not in use, temporarily paving over with asphalt is recommended until a decision is made on the activation of the railroad.

The planned 5' bike lanes between Fish Hatchery and Fahey Glen should be extended to Syene Road, to provide a more complete route.

Lacy Road should be a designated bike route between Syene Road and Fitchrona Road because of the number of important destinations along this stretch of road.

Between Fish Hatchery and Seminole, bike lane stripes should be corrected to be parallel to the road centerline. Dashed lane stripes are recommended at intersection merge areas.

For the planned shared-use path along the south side of Lacy, it is important to minimize the number of intersections as much as possible. Conflicts may occur

at the intersections, as motor vehicles will not be expecting contra-flow bicycle traffic. The path should continue all the way to Syene Road. Until the city is able to continue the path to Syene Road, leaving an abrupt termination, special signs instructing bicycles to carefully cross to establish proper flow should be provided (i.e. westbound should travel on the north side and eastbound should remain on the south side). Warning signs that alert motor vehicle traffic of crossing bicycles as they establish proper flow should also be provided.

For the USH 14 interchange and Lacy Road realignment planned for 2009, an urban style interchange is recommended that requires motor vehicles to come to a complete stop and have as close to a right angle turn as practicable.

Whalen Road to Caine Road to Byrne Road

Inventory/Analysis:
Whalen Road is a very popular route for bicyclists, especially west of Seminole Hwy where many choose to ride on route to Verona and Paoli.

Whalen Road does not have paved shoulders and has several hills with limited visibility that make it challenging for motor vehicles to pass safely on hill inclines. Paved shoulders would alleviate this pressure. In the near-term, adding shoulders along hilly portions would help, even if they were of substandard width. A study should be performed to determine the feasibility of adding shoulders without major grading improvements. Paved shoulders on this popular road would make a strong statement that Fitchburg is indeed supportive of bicycling.

A 2” drop-off typically occurs along Whalen’s road edge because of wear and winter snow plowing. This can result in a loss of control,.

Caine Road also does not have a shoulder, but sight lines are better until the intersection with Byrne Road, where the sight lines to the east are obstructed by elevation changes. South of Byrne Road the pavement is aging, but not currently hazardous. The hill south of Byrne is steep and results in blind passing, a shoulder would help.

Byrne Road has no shoulder, but it has good sight lines until reaching the hills east of Syene Road. The unused railroad tracks are rough and could lead to loss of control.

Recommendations:
By virtue of its great popularity for bicycle riding, Whalen is a bike route by default (as is Seminole). It should officially be designated as such. Through signing, this designation would have the desired affect of explicitly reminding the motorist that bicycles have a right to the road (as they do on all roads) and they should be respected as a legitimate user of Whalen. Paved shoulders should be provided as soon as practicable on Whalen, especially west of Seminole Hwy and along hilly portions. It would be better to add 3' shoulders soon, rather than wait for road reconstruction and add 5' shoulders later. (In general, especially where sight lines are poor due to hills and curves, shoulders should be provided in the near-term.) In addition to bicycle route signs, "share the road" signs should also be located along Whalen to indicate both bicycles and motor vehicles should be aware of each other.

Warning signs indicating limited sight lines at the intersection of Caine and Byrne Roads are recommended for the short term. Regrading is recommended as a long-term solution. A shoulder along Caine road, on the incline of the hill when traveling southbound, would help until road reconstruction occurs.

Because the unused railroad tracks on Byrne Road are rough and could lead to a crash they should be temporarily paved over with asphalt, until a decision on activation of the railroad tracks is made.

Whalen Road, from Seminole to Fitchrona should be signed as a bike route, because of its existing level of use.

CTH M

Inventory/Analysis:
Although it does not have any major destinations along its length in Fitchburg, CTH M (M) provides a connection between the Village of Oregon and the City of Verona. Furthermore, on their way to Paoli, bicyclists use M and in the future, the Badger State Trail will cross M. It also provides connection for the rural subdivision of Briarwood.

Due to long backups, eastbound motor vehicle traffic will ride the shoulder at MM during rush hour to expedite the right turn onto MM. This can be a hazard for the bicyclist who is traveling along the shoulder.

M is a busy road with a fair amount of truck traffic, but has a good 4' shoulder its entire length, with the exception of the bridge over the railroad tracks. The bridge is not wide enough to accommodate the 4' shoulder. It also has a lot of debris such as gravel and crumbling chunks of concrete from the bridge itself that presents a hazard to the bicyclist.

Approaching the intersection of Fish Hatchery Road from the east, there are rumble strips that extend to the road edge, making it challenging for the bicyclist.

Recommendations:
As with other county roads that are within Fitchburg, the city should work with Dane County to make the recommended improvements.

Even though motor vehicles are traveling at higher speeds, for the most part M is a reasonably comfortable rural highway for the adult bicyclist. However, improvements are needed. It would be beneficial to increase the paved shoulder width to 5' when reconstruction occurs. The bridge should be cleaned regularly to keep debris from accumulating. When major road reconstruction occurs, the bridge should be widened to accommodate bicycle traffic. The westbound rumble strips at Fish Hatchery Road should be smoothed as soon as possible. For the short term, signs at MM and enforcement may help to prevent shoulder riding. However, intersection improvements are recommended for a complete solution.

OTHER FITCHBURG ROADS OF INTEREST

Although the following roads are perhaps not as important to the whole population of Fitchburg, they are important to the people who travel them to get to other roads. Many of the roads are popular for rural bicycle rides too. As such, their level of utility is significant. An inventory/analysis will be provided and recommendations on how to improve the road will be discussed.

East Clayton Road

Parallel to the Capital City State Trail, it is a hilly, rural road without a paved shoulder. East Clayton Road has low traffic volumes; however, it is a winding road with poor sight lines, so it not as suitable for bicycling as it would otherwise be. Widening would be costly because of the hillside adjacent to the road. It provides a connection to Larsen Road, Meadowview Road and Lake Farm

County Park on the west shore of Lake Waubesa and the associated camping and Heritage Center.

Larsen Road

A rural road without a paved shoulder, Larsen Road has low traffic volumes, so it is a good road for bicycling. The pavement is a bit rough in spots, but is adequate. It provides a connection to Meadowview Road and Lake Farm County Park and the associated camping and Heritage Center.

Goodland Park Road

A hilly, rural road without a paved shoulder, Goodland Park Road has low traffic volumes, so it is a good road for bicycling, but it could benefit from a paved shoulder when possible because of limited sight lines on the hills. It provides a connection to Lake Farm Road and Goodland County Park on the southwest shore of Lake Waubesa.

Irish Lane

Without a paved shoulder, shoulders are recommended when possible. The unused railroad crossing is rough and could lead to a loss of control. Temporarily paving it over with asphalt until a decision is made for the rail line is recommended.

Murphy Road

There is a lot of gravel at the intersection with MM. Paving the shoulder is recommended at this intersection to minimize gravel being displaced to the pavement. Murphy is without a paved shoulder, but low traffic volume results in Murphy as being a good bicycling road.

Lalor Road

Lalor provides an alternative connection to MM as it connects to Goodland Park Road. Although it does not have a paved shoulder, a low traffic volume makes Lalor a good road for bicycling.

CTH B

CTH B provides a connection to the Town of Dunn. Even though the posted speed is as high as 55 MPH, lower traffic volumes and especially the 4' shoulders make this an acceptable road for cycling.

Schneider Road

A rural road without a paved shoulder, Schneider has low traffic volumes, so it is a good road for bicycling. It provides a good alternative to CTH B for family use.

Schuster Road

A rural road without a paved shoulder, Schuster has low traffic volumes, so it is a good road for bicycling. If there was a better bikeway from Byrne Road to Schuster Road, a suitable route to the Village of Oregon would be accomplished.

A shared-use path should be considered to make this connection, as Schuster to East Netherwood Street already allows bicyclists to avoid the USH 14 interchange.

Blizzard Road

It provides a connection to Purcell and Storytown Roads. A rural road without a paved shoulder, Blizzard has low traffic volumes, so it is a good road for bicycling. The unconventional intersection at Purcell could result in a crash. A "T" intersection should be considered.

Purcell Road

A hilly, rural road without a paved shoulder, Purcell Road has low traffic volumes, so it is a suitable for bicycling. It is a favorite route for bicyclists who ride to this rural area of Dane County and Paoli. It provides a connection to Sayles Trail, Blizzard and Storytown Roads, as well as the current terminus of the Badger State Trail.

Borchert Road

A rural road without a paved shoulder, Borchert Road has low traffic volumes, so it is suitable for bicycling. It provides a popular bicycling connection to Purcell Road and Sunset Dr.

Fitchburg Road

A rural road without a paved shoulder, Fitchburg Road has low traffic volumes, so it is suitable for bicycling. It provides a popular connection for bicyclists riding from Seminole Hwy to Borchert Road via M. It also has the Eplegarden, which has the potential to be a popular destination for bicyclists, especially after the Badger State Trail is constructed through Fitchburg.

Wendt Road

A mostly residential road without a paved shoulder and with low traffic volumes, it is suitable for bicycling. The Badger State Trail alignment will be just a few feet west of Wendt. Although Old Fitchburg is indicated on local maps for this area, there are not any readily apparent markers or interpretive signs for this historic area of Fitchburg. Interpretive signs are recommended after the Badger State Trail is operating in Fitchburg.

Mutchler Road

A rural road without a paved shoulder, Mutchler Road has low traffic volumes, so it is suitable for bicycling.

Grandview Road

A rural road without a paved shoulder, Grandview Road has low traffic volumes, rolling hills with good visibility, so it is suitable for bicycling.

Adams Road

A rural road without a paved shoulder, Adams Road has low traffic volumes, so it is suitable for bicycling.

Osmundsen Road

Osmundsen, like Richardson, is a wide street. Although a collector, it is a neighborhood street and therefore does not require bike lanes.

Verona Frontage Road

Verona Frontage Road provides a connection between the shared-use path of the Military Ridge State Trail and the Capital City State Trail over a distance of about ½-mile. The existing facilities include a paved shoulder that is marked as a bike route. It is recommended that this section be signed as bike lanes as well.

Major Shared - Use Paths

EXISTING PATHS

Capital City State Trail

The Capital City State Trail (CCST) is a major regional shared-use path that crosses the northern portion of Fitchburg from east to west, intersecting with Verona Road, Seminole Hwy, Edenberry St, Longford Terrace, Fish Hatchery Road, Syene Road and MM. These intersections have become a destination for residents who wish to get on the trail for recreational or utilitarian purposes. On the east end, it continues through the Town on Dunn, first reaching Lake Farm County Park and then connecting to the City of Madison path system north of Industrial Drive. On the west end, it connects via an underpass, to both the designated bike route on Williamsburg Way and the Military Ridge State Trail along Verona Road.

Bike routes near the CCST should have directional/informational signs that indicate the direction and distance to the CCST.

The City should work with the Wisconsin DNR and Dane County Parks to consider improvements to routing of the CCST at the intersection of USH 14 interchange and the crossing of CTH MM and McCoy Road. At least one known crash has occurred at the intersection of McCoy Road and CTH MM with the bicyclist traveling south on MM and the motorist traveling east on McCoy.

In 2004, The City of Fitchburg received a Transportation Enhancement (TE) grant to construct a grade-separated crossing of CTH D (Fish Hatchery Road) for the Capital City State Trail. The overpass will be built just north of the intersection with CTH PD (McKee Road) and is scheduled for completion in 2009.

The City should consider a shared-use path on the north side of McKee Road from Yarmouth Greenway Drive to the CCST. Such a path would avoid the necessity for bicyclists wishing to access the CCST on Yarmouth Greenway Drive from crossing McKee Road, riding east to the intersection of McKee and Fish Hatchery Roads and again crossing McKee Road to access the CCST. Care should be taken to provide space for snow storage along McKee Road that does not impede travel on this proposed path connection.

The intersection of the CCST along Gunflint Trail, where the shared-use path separates into a sidewalk and a path, has poor sight lines. Warning signs should be provided in both directions.

The crossing of the CCST at Seminole Highway could be better marked. Improvements to this crossing are being studied by Fitchburg and the DNR. The on-trail stop sign located on the west side of Seminole is leaning and should be righted.

Military Ridge State Trail

On the former Chicago and Northwestern Railroad corridor, the north end of the trail begins at the CCST and Verona Road. After a brief section on the shoulder of Verona Frontage Road, it is an asphalt path to Verona, where it becomes a limestone gravel path and continues to Mt. Horeb, Blue Mounds and Dodgeville.

At the intersection of the MRST and Verona Frontage Road, warning signs that indicate a merging condition are recommended for both motor vehicles and path users. A dashed lane line is also recommended across the intersection for northbound bicyclists. The city should work with the State DNR to provide these improvements.

The intersection of the Military Ridge State Trail at McKee Road is problematic, with several crashes occurring over the last few years. (Please refer to the discussion under McKee Road.)

Southwest Commuter Bike Trail

The City of Madison trail begins at the intersection with the Capital City State Trail near Arrowhead Park on the north edge of Fitchburg and continues north into Madison, providing access to Cub Foods and other stores including Home Depot before crossing the Beltline via an overpass. The planned Fitchburg portion of the Badger State Trail will connect with the Southwest Commuter Bike Trail.

PROPOSED PATHS

A number of paths are planned for Fitchburg as presented below. In addition, the City plans to examine the feasibility of adding path connections from residential areas to major shared-use paths in order to provide safe and convenient access. Also, the City plans to examine the feasibility of a shared-use path that would connect Sentinel Pass to the Capital City State Trail. This would provide a connection to the proposed Cannonball Trail when constructed.

The City of Fitchburg proposes a bicycle and pedestrian grade-separated crossing of USH 14 to provide safe and convenient access between the proposed Northeast Neighborhood and Green Tech campus. On the west side of the grade-separated crossing, a shared-use path is proposed to connect to the proposed Heritage Circle Route as well as any shared-use paths that are incorporated into the Green Tech campus. On the east side, a shared-use path is planned to connect to the proposed Northeast Neighborhood.

Badger State Trail

When complete, the 40-mile trail along the abandoned, former Illinois Central Gulf Railroad corridor will go from the Southwest Commuter Bike Trail, at the intersection with the Capital City State Trail, through western Fitchburg, Belleville, Monroe and into Illinois, intersecting with the Jane Adams State Trail. The remaining 7.1-mile, paved portion, from the Southwest Commuter Bike Trail to Purcell Road, will occur when grant proposals by the City of Fitchburg receive funding by the Wisconsin DOT. The next grant request has been submitted. If approved, construction could occur in 2009.

Cannonball Trail

The paved trail will be constructed on the abandoned Union Pacific Railroad corridor that runs from the Beltline to McKee Road, near the intersection at Verona Road. The following phasing is anticipated, based on funding: Phase 1, to occur in 2009, will run from Aldo Leopold Park, near Greenway Cross, to a CCST connector between Longford Terrace and Ashbourne Lane. Phase 2, in 2011, will continue along the corridor to the Southwest Commuter Bike Trail.

Phase 3, in 2010, will continue the path along the corridor from Aldo Leopold Park, near Greenway Cross, to the Beltline. Eventual crossing of the Beltline and connection to Madison's path network will help to overcome the difficult crossing of the Beltline.

Fitchburg – Oregon – Brooklyn Trail

A friends group called the Fitchburg Oregon Brooklyn Trail Advocates has been looking at alternatives to link up the three communities via the former Chicago and Northwestern Railroad corridor acquired by Fitchburg and Oregon in 1999. However, there are plans by the City of Fitchburg and the Village of Oregon to revitalize the rail corridor as an active line to service a business/industrial park and possibly provide commuter rail to the three communities and Madison. Over the next several years, the City of Fitchburg, along with the Villages of Oregon and Brooklyn, should work with the friends group to investigate alternatives for providing safe, multi-modal transportation alternatives.

Fitchburg Heritage Circle Route

In April of 2000, Thomas D. Hovel, City of Fitchburg Planner, proposed a concept for a 19-mile path, described as a "major linear recreation path linkage that would provide a circular recreation path around the City of Fitchburg." It would give users an opportunity to pass through the varied cultural and natural terrain of Fitchburg. In effect, the city's circular symbolic seal, with its fish, oak trees, farms, industry and homes becomes a conceptual representation of the Circle Route. The proposed route consists of four segments. The proposed north segment will utilize the CCST from the abandoned former Illinois Central Gulf Railroad corridor, which will soon become the Badger State Trail, to the east segment, within the corridor or adjacent to the railroad tracks of the former Chicago and Northwestern Railroad. The concept recognizes the challenges that will need to be addressed, "given the desire and need to maintain rail presence" through the corridor and the adjacent land uses, including the State Correctional Institution. The south segment would require land acquisition, as it parallels M, until it meets up with the west segment again that would correspond with the former Illinois Central Gulf Railroad/Badger State Trail corridor.

Along the way, the route would take you through or near many natural features including Dunn's Marsh, the Nine Springs E-Way, drumlins, a terminal moraine and other glacial features, the National Ice Age Trail, oak openings, the UW Arboretum and trumpeter swan nesting areas. Cultural features include the first Fitchburg farm and farm settlements, Nevin Fish Hatchery, the historic hamlets of Fitchburg, Oak Hall and Syene, as well as many rural and urban neighborhoods. It also brings you near four of five places in Fitchburg that are on the National Register of Historic Places, including the McCoy House, the Haight Farmstead, the former Wisconsin Industrial School for Girls (now Oak Hill Correctional Institute) and Fox Hall. A rich tour indeed.

The route is not shown on the Bicycle Recommendations map because of the realistic challenges that exist in accomplishing the eastern segment along the former Chicago and Northwestern Railroad line.

Bike Facility Standards

City of Fitchburg
Bike and Pedestrian Plan

February 1, 2008

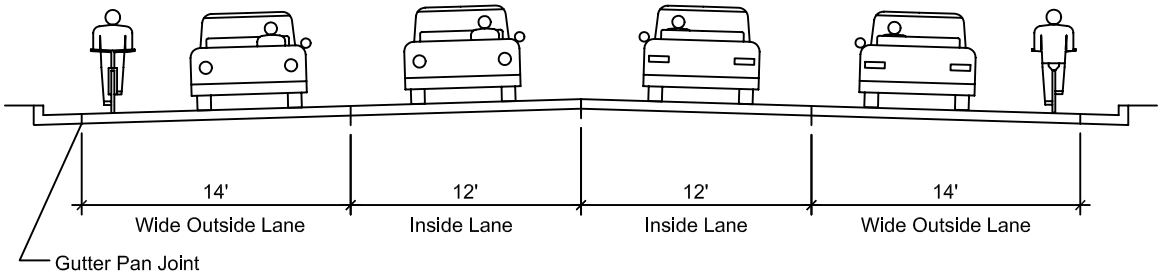


Fig. 1 Wide outside lanes to accomodate both bicycles and motor vehicles

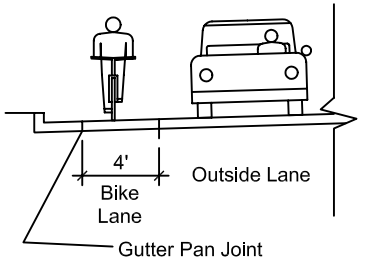


Fig. 2 Bike lane on asphalt street with curb and gutter and no parking

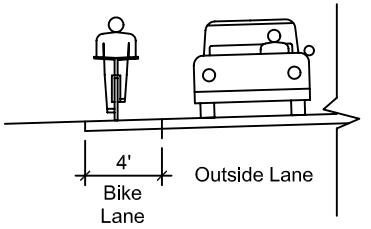


Fig. 3 Bike lane on lower speed road (less than or equal to 35 MPH) without curb and gutter

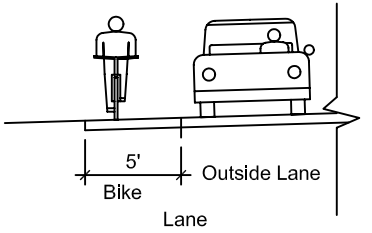


Fig. 4 Bike lane on higher speed road (greater than 35 MPH) without curb and gutter

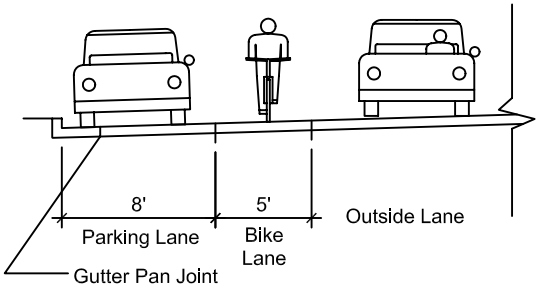


Fig. 5 Bike lane with parking

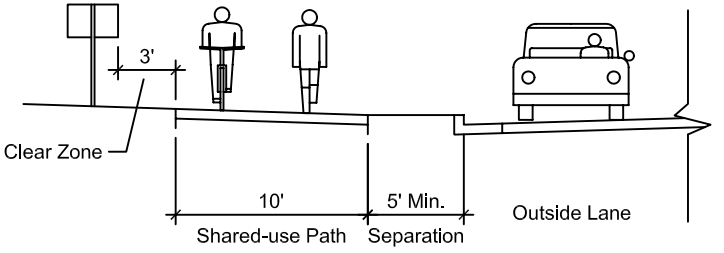


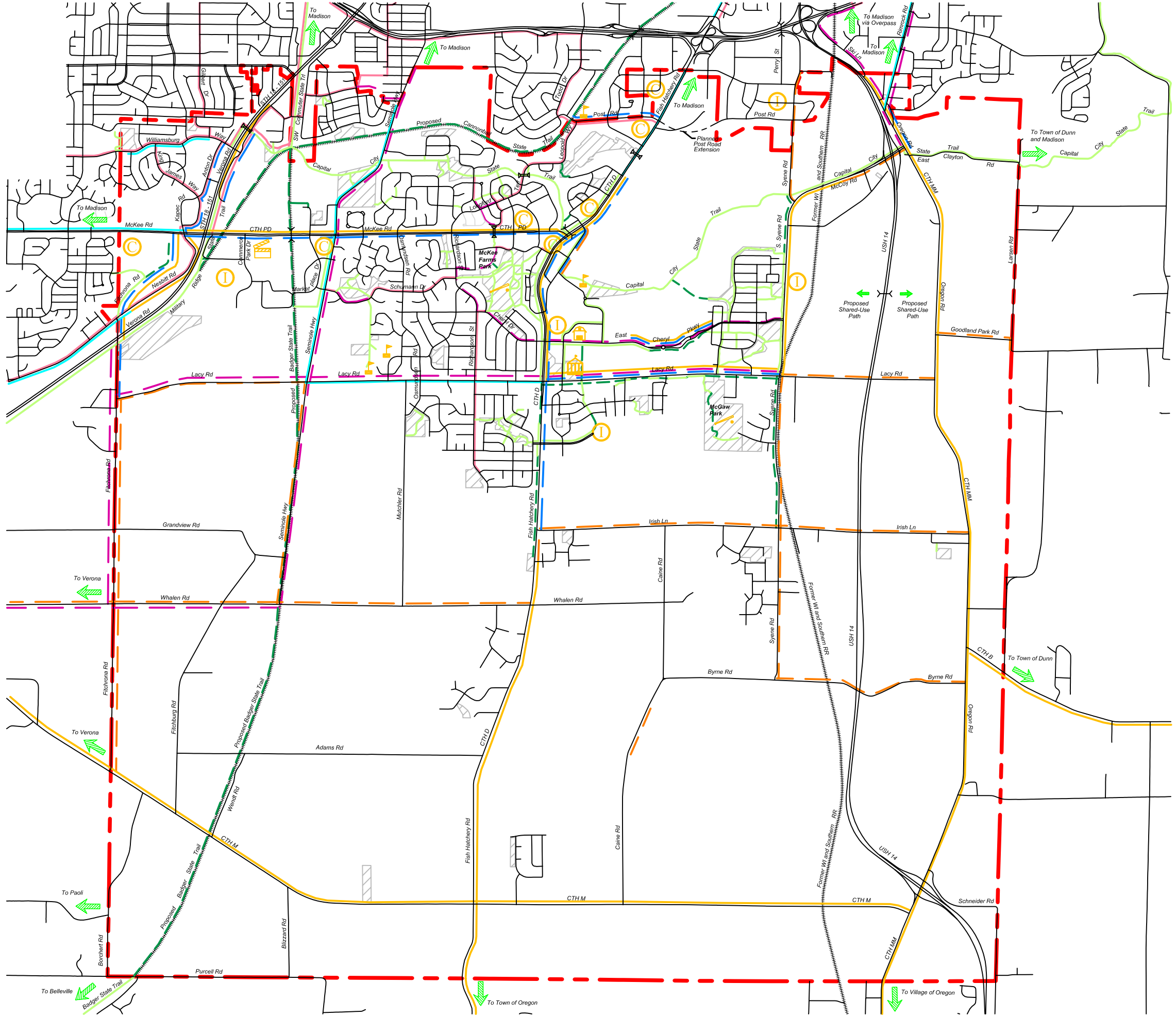
Fig. 6 Shared-use path adjacent to roadway

JND
JN Design and Planning Services

Bicycle Recommendations

City of Fitchburg Bike and Pedestrian Plan

September 12, 2008


To Madison
To Madison via Overpass
To Town of Dunn and Madison
To Verona
To Paoli
To Belleville
To Town of Oregon
To Village of Oregon
To Town of Dunn
Proposed Shared-Use Path
Proposed Shared-Use Path
Planned Post Road Extension
McKee Farms Park
McGaw Park
McKee Rd
CTH PD
Lacy Rd
Grandview Rd
Whalen Rd
Irish Ln
Byrne Rd
Adams Rd
CTH M
Purcell Rd
Schneider Rd
Goodland Park Rd
Post Rd
Schumann Dr
Fish Hatchery Rd
Caine Rd
Syene Rd
Seminole Hwy
Badger State Trail
Proposed Badger State Trail
Proposed Capital City State Trail
Former Wi and Southern RR
USH 14
CTH MM
CTH B
CTH D
Oregon Rd
Larsen Rd
Fitchrona Rd
Fitchburg Rd
Mutcher Rd
Blizzard Rd
Burchert Rd
Wendt Rd
Perry St
Rimrock Rd
Clayton Rd
McCoy Rd
Williamsburg Way
Nesbitt Rd
Verona Rd
Military Ridge State Trail
Lacy Rd
Richardson St
Osmundson Rd
Cahnmann Park Dr
Market Place Dr
Post Rd
Post Rd
Post Rd

IV. Pedestrian Recommendations

General, Citywide Recommendations:

People walk for a variety of reasons. They walk for exercise, utility and convenience. In a perfect world, sidewalks would be on both sides of all urban streets to provide for those wanting to walk. However, resources are limited. Furthermore, retrofitting a sidewalk into an area that previously did not have a sidewalk can be controversial for a community.

Residents may not support a sidewalk retrofit in front of their home. It may be because they have a garden that would need to be relocated, or because they do not want, or are unable to shovel the sidewalk. Or perhaps they do not believe they should have to pay for a sidewalk that the public at large will benefit from. Therefore, compromises must be made. The question becomes, where can sidewalks be built to optimize the benefit to the community?

Fitchburg has an established sidewalk ranking criteria that considers nine relevant issues for retrofitting sidewalks. (See Appendix 4) They include: average daily traffic volumes; speed; geometrics; street widths; utilization of on-street parking; distance to parks, schools, bus stops, shopping centers, churches, nursing homes and employment centers; connectivity to existing sidewalks; population; and zoning. In the recent past, projects that were determined as having a high priority were not constructed due to neighborhood opposition. The ranking criteria have not been applied in this plan. The ranking criteria or a revised version of it should be used to determine which sidewalks should receive the highest priority. As stated in the Bicycle and Pedestrian Facility Guidelines section, it is recommended that over the next 5 years, this issue be studied and consensus be reached on how to get projects with the highest benefit to the community built. Generally, arterial and collector streets have a higher need for sidewalks than local, short residential streets. Potential for use should receive the greatest priority, but each case is unique and should be treated with sensitivity to the needs of both the affected individuals and the community at large.

For the following analysis of pedestrian facilities, important destinations will be used to establish where facilities are most needed. 18 destinations were found to be of particular significance. They include schools, shopping centers, employment centers and parks. In addition, other areas not associated with a major destination will be discussed for reasons of safety and the need for a complete network of connected facilities.

Provided a suitable infrastructure, accepted planning guidelines generally consider a 5 minute or ¼-mile walking distance to be useful in determining where most of the foot traffic will come from. Using this distance, the following analysis will consider the pedestrian facilities within a ¼-mile radius of popular Fitchburg

destinations. Note that a ¼-mile radius will actually take longer than 5 minutes to walk, because most walking routes are not "as the crow flies." Therefore, a ¼-mile radius may be slightly farther than some pedestrians are willing to walk.

Another consideration is the typical visitor to a destination. For schools, children may be more willing to walk or ride their bikes to school, provided the route is suitable (and their parents allow it), since they are unable to drive themselves. Furthermore, there are restrictions on who can use school busses; students are not eligible to ride the bus if they live within 1.5 miles from a Madison school or 1.25 miles from a Verona school. (Note, to qualify for the school bus at Verona schools the family must make a special request to ride the bus if they live between 1 ¼ to 2 miles from school.) State statute 346.804 prohibits riding bicycles on sidewalks unless allowed by local authorities. Fitchburg should address the need for situations where bicycling on sidewalks should be allowed. One example may be to allow children under the age of 13 to ride their bikes on the sidewalk if they are not old enough to understand the rules of the road. This needs to be combined with education for the children on how to ride safely.

Provided there are suitable facilities, whether people will walk to a particular destination depends on other factors, including the demographics of potential walkers to a destination, weather, the amount one must carry to or from a destination (e.g. groceries), or the time of day/night people generally visit a destination.

However, the biggest factors influencing whether people will walk is the type of land use and the prevailing culture. Perhaps the ultimate goal of our society should be to create a culture of conservation and healthy lifestyles, as we find fuel becoming scarcer and our population becoming more sedentary. If we perceive walking as a viable alternative to driving cars, and do so out of habit, the number of walking trips will increase. But people need to have suitable facilities before they can choose to walk. The following discussion will address the facilities that enable people to have a choice. Please refer to the Pedestrian Recommendations Map when reading, for a graphic representation of the recommendations. If unfamiliar with the locations of different subdivisions and neighborhoods, you may also wish to refer to the Fitchburg Subdivisions Map in Appendix 3.

Although it would be ideal to have sidewalks along both sides and along all streets, a more reasonable approach is to strive for sidewalks on all arterials, collectors and local through streets. It is best to have the sidewalk on both sides, especially on arterials and collectors, where traffic volumes are greater and destinations are on both sides of the road. However, when destinations are on a single side of the road, or the road has lower traffic volumes, a sidewalk on a single side can be adequate.

As a final, general, citywide recommendation, bus stops should have concrete pads and there should be pavement leading to the pads for reasons of accessibility and convenience. Handicap accessibility will be limited if pads are unpaved. Furthermore, inclement weather will make footing for all people more challenging if the pads cannot be cleared of snow because they are unpaved.

Major Destinations

SCHOOLS

Aldo Leopold School

Inventory/Analysis:
Aldo Leopold School, of the Madison Metropolitan School District, serves children in grades K-5. The roads in Fitchburg have a sidewalk along both sides near Leopold School (as does Madison). The future construction of the Cannonball Trail will provide even better access to Leopold School.

Recommendation:
No additional sidewalks are needed in the area of Leopold School.

Eagle School

Inventory/Analysis:
Eagle School is a private school, with students living both inside and outside of Fitchburg. Within a ¼-mile radius, there is little residential development. Within 1 ¼-mile radius, a suitable bicycling distance, there is a considerable amount of residential development. Eagle School is located near the Capital City State Trail (CCST). A ¼-mile path connection to the CCST from Swan Creek would provide a good connection to the school. There is also a path along Gunflint Trail and Woods Hollow Road leading to East Cheryl Parkway, Research Park Drive and the Quarry Hill Subdivision south of Lacy Road. Many streets to the north of McKee Rd have sidewalks, however many to the west of Fish Hatchery Road and south of McKee Road do not. The Swan Creek and Quarry Hill Subdivisions to the east and south respectively, have sidewalks and paths; however, East Cheryl Pkwy lacks paths and sidewalks for a considerable distance between Swan Creek and Fitchburg Research Park.

Recommendation:
Sidewalks are recommended along arterial streets, collector streets and local through streets within about a 1 ¼--mile radius of Eagle school, as shown on the Pedestrian Recommendations Map. Also, a ¼-mile connector from the Swan Creek Subdivision to the CCST is recommended.

Savannah Oaks Middle School and Stoner Prairie Elementary School

Inventory/Analysis:

Savanna Oaks and Stoner Prairie are both Verona Area School District schools. Located adjacent to each other, Stoner Prairie serves K through 5th grades and Savannah Oaks serves 6th through the 8th grades. In general, there is a lack of sidewalks near the schools. There is only the shared-use path that is to the west and extends north of the schools to Schumann Dr, and the sidewalks immediately east of the schools, along Devoro Rd, to Jasmine Dr and then to Osmundsen Rd.

Recommendation:
Although the traffic volumes are low on the local streets around the school, it would be preferable if there were sidewalks on the streets near the school. Even streets that are farther than ¼-mile should have sidewalks, because of the 1.25-mile radius requirement for school bus eligibility. Sidewalks are recommended along Lacy to Devoro, Osmundsen, Devoro, Norwich, Nutone and Woods Edge Road. See the Pedestrian Recommendations Map for proposed sidewalk locations.

SHOPPING CENTERS

Bowman Plaza and Fitchburg Ridge Plaza

Inventory/Analysis:
The two commercial plazas are near each other along Fish Hatchery Rd and Post Road. Bowman Plaza is a popular destination that has been troublesome

over the last 7 years, as there have been at least two pedestrian crashes resulting from visits to the Plaza. According to police reports, while attempting to cross Fish Hatchery Rd at a non-intersection location near Bowman Plaza, pedestrians were struck while failing to yield to motor traffic. (See Crash Analysis – Appendix 1 for more details on these and other crashes over the last 7 years.)

The crossing at Post Rd has crossing signals and a pedestrian crossing button, but Post Rd is about 500 feet south of the most direct crossing point for residents of Valley View Apartments at 2925 Fish Hatchery Rd. Without a perceived good reason, it is perhaps human nature to try to cross for convenience, even if it may be unsafe. Education may be the best solution to help prevent non-intersection crossings.

The availability of sidewalks and a suitable crossing at Post Rd at Fish Hatchery is adequate, although the pedestrian crossing button located in the terrace is too far from the walkway. There is a significant volume of motor vehicles turning onto Post Rd and Traceway Dr from Fish Hatchery, but there are no pedestrian crossing signals across Post Rd and Traceway Dr at Fish Hatchery.

Recommendation:
Fish Hatchery is a county road, and as such, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements.

A pedestrian crossing signal should be provided for Post Rd and a study should be conducted to determine the need for signalizing Traceway at Fish Hatchery Rd. The crossing signal button at Post and Fish Hatchery should be moved, so that it is within reach of the walkway. A public information program to educate the residents of Valley View Apartments about the history of crashes at this location and the risk of non-intersection crossing is also recommended.

Hatchery Hill Area (Cahill Main) – Copps Foods and others

Inventory/Analysis:
The mixed-use Hatchery Hill development, with its housing, restaurants, shops and Copps grocery store is conducive to walking and an attractive destination for many. The shared-use path along the west side of Fish Hatchery is a local amenity, but comes with certain inherent dangers. One particular problem is that motor vehicles looking to turn onto Fish Hatchery may not check for (relatively fast moving) contra-flow bicycles (i.e. northbound on the west side of the street). At least one such crash has recently occurred at Cahill Main and Fish Hatchery Rd, when a bicyclist was hit by a motor vehicle.

Recommendation:
Fish Hatchery is a county road, and as such, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements.

Intersections along Fish Hatchery Road should have warning signs informing drivers of a bike crossing. In addition, a study should investigate the feasibility of moving the path crossings away from the intersections, so that drivers are not attempting to turn onto Fish Hatchery Road, while at the same time crossing the path. The option of moving the path away from the intersection may not be recognized by AASHTO standards; however, it is an option that is recognized by the Wisconsin Bicycle Facility Design Handbook. If moving a path crossing is not practicable, other options to consider include providing a raised crosswalk, a flashing light and/or warning signs that indicate the need to watch for bikes and pedestrians on the shared-use path.

Orchard Pointe Shopping Center (Super Target)

Inventory/Analysis:
The new Orchard Pointe Shopping Center is located on the west side of Fitchburg along McKee Rd, west of Nesbitt. The only residential area within the ¼-mile radius is the Madison neighborhood west of Orchard Pointe. (It has a good network of sidewalks.) The shared-use connector path, off the new Fitchrona Rd extension, provides a useful connection to the neighborhood. However, the connector leads to a sidewalk in the neighborhood and there is not a ramp to permit access to Bradbury Road. Hence, bikes must ride on a sidewalk, conflicting with pedestrian use. Also, bikes coming from the neighborhood are traveling down a significant grade leading to higher speeds. The speeds, in combination with foot traffic on the sidepath, could be dangerous. The sidepath becomes a 5' wide sidewalk north of the connector; therefore, it is insufficient to handle both bikes and pedestrians.

Recommendation:
At Bradbury Road, Fitchburg should work with Madison to provide a ramp from the connector path, warning signs for cars and pedestrians, and stop signs for bicycles. A stop sign should be provided on the connector at the intersection with the sidepath and sidewalk. Fitchburg should also monitor the intersection of the connector, sidepath and sidewalk to determine the need for warning signs. As the lots are developed from the connector/sidepath intersection to Limestone Lane, the sidewalk should be widened to 10' to accommodate 2-way, shared-use traffic.

Yarmouth Crossing – Walgreens and others

Inventory/Analysis:
Located on the southwest corner of Fish Hatchery Rd and McKee Rd, Yarmouth Crossing with Walgreens and other shops and restaurants is another popular Fitchburg destination. The residential streets within ¼-mile have sidewalks. However, sidewalks are needed along Yarmouth Greenway Dr, Triverton Pike Rd, Guilford Rd, Purdy Station Rd and the north side of McKee Rd from Chapel Valley Road to Fish Hatchery Road. In addition, there is not a sidewalk leading from McKee Road into Yarmouth Crossing.

Recommendation:
McKee Road is a county road; therefore, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements on McKee Road.

Sidewalks should be completed on both sides of Yarmouth Greenway Dr, Triverton Pike Rd, Guilford Rd, Purdy Station Rd and the north side of McKee Rd from Chapel Valley Road to Fish Hatchery Road. In addition, a sidewalk is needed from McKee Road into Yarmouth Crossing, adjacent to the driveway.

EMPLOYMENT CENTERS

Fitchburg Research Park

Inventory/Analysis:
Fitchburg Research Park is located along East Cheryl Parkway, within a ¼ mile of the Tower Hill subdivision. East Cheryl Parkway does not have a sidewalk on the north side. A path along the south side ends less than ½-mile west of the Swan Creek neighborhood. The Tower Hill Park neighborhood lacks sidewalks. Efforts to have sidewalks built along the north side of Cheryl Drive, west of Fish Hatchery to Charleston Dr have been unsuccessful. Research Park Drive has a sidewalk on the west side and a path on the east, between East Cheryl Parkway and Lacy. The path continues along Research Park Drive and Woods Hollow Road and ultimately connects to the Capital City State Trail.

Recommendation:
A sidewalk is recommended along Cheryl Drive because it provides a direct connection to the Research Park development and parts beyond, like City Hall, the Tower Hill Park Subdivision, the Swan Creek Subdivision and McKee Farms Park. A sidewalk should be provided on the north side of East Cheryl Parkway from Swan Creek to Fish Hatchery Road. According to the Developer's Agreement, a sidewalk along the Agora Complex may be required by the City after June 28, 2010; this plan recommends the installation of the Agora sidewalk when the opportunity presents itself.

Fitchburg Technology Campus

Inventory/Analysis:
The Fitchburg Technology Campus is off Nobel Dr, just south of City Hall. It is being built with sidewalks and shared-use paths, so that there is good pedestrian infrastructure within the campus and through the adjacent Quarry Hill neighborhood.

Recommendation:
No improvements are needed at this time for the Fitchburg Technology Campus.

Fitchburg Commerce Park and Fitchburg Business Park/Oak Center

Inventory/Analysis:
Located on the west side of Fitchburg, just south of McKee Rd at Commerce Park Drive, Fitchburg Commerce Park and Fitchburg Business Park do not have a neighborhood in the immediate vicinity. The nearest neighborhoods are the Pine Ridge and Seminole Forest Subdivisions, north and east of the Fitchburg Business Park. There is not any bus service to the business parks. McKee Rd, Commerce Park Dr, Basswood Dr, Bud's Dr and Marketplace Dr all have sidewalks that allow walking to the bank or restaurants at Oak Center from Commerce Park.

Only a small section of the sidewalk on the west side of Marketplace Dr. needs to be constructed, from Executive Drive to the existing sidewalk, to complete the sidewalk network here. Schumann Drive provides the only through-street connection to Seminole Hwy from Seminole Forest. However, there are not any sidewalks along Schumann, nor along other streets in the neighborhood. There is a path through Seminole Glen Park. Plans in 2012 call for Seminole Hwy to be reduced from 4 to 2 lanes, with a median from McKee Rd to Schumann to slow traffic and improve pedestrian crossing.

Curb cuts and ramps are missing in the Oak Center Plaza near Fitch's, to cross the driveway to get to the sidewalk along McKee Road.

Recommendation:
Complete the small section of sidewalk on the west side of Marketplace Dr. from Executive Drive, north to the existing sidewalk. Provide a sidewalk along Schumann Drive to link up with the McKee Farms Park at Richardson Street. A street crossing of Seminole at Schumann should be considered to accompany the lane reduction and median addition to improve access to the Fitchburg Business Park and beyond. Sidewalks should be provided along Woods Edge Rd because it is a local through street and it provides access to McKee Rd, Osmundsen and the path leading to the Savanna

Oaks and Stoner Prairie schools. Curb cuts and ramps should be provided in the Oak Center Plaza near Fitch's.

PUBLIC FACILITIES

City Hall/Community Center

Inventory/Analysis:
Located between the Fitchburg Research Park and the Fitchburg Technology Campus, City Hall/Community Center has a good network of sidewalks in the vicinity. When the path and sidewalks are completed along Lacy in 2012, circulation will be even better. Although there is a path along East Cheryl Parkway, there are no sidewalks along Cheryl Drive. They would provide a good connection to the Tower Hill Park neighborhood and beyond.

Recommendation:
A sidewalk is recommended along Cheryl Drive because it is a local through-street, providing a connection to McKee Farms Park, City Hall/Community Center and other important destinations. A sidewalk along the north side of East Cheryl Parkway is also recommended. Uninterrupted circulation is recommended along Lacy Rd, both east and west of Fish Hatchery Road.

Great care should be employed when planning the shared-use path along the south side of Lacy. Each intersection is a potential crash site, as motorists will not anticipate other vehicles ridden against the flow of traffic (i.e. contra-flow). Where crossing of driveways and intersections is unavoidable, a path crossing away from the intersection should be considered to reduce the possibility of a driver failing to notice contra-flow bicycles when making turns.

Farmer's Market/Fitchburg Center

Inventory/Analysis:
The popular farmer's market, held from May through October, on Thursday afternoons from 3-6, is located north of City Hall, along East Cheryl Parkway. There is a path on the south side, but no sidewalk on the north side.

Recommendation:
Like Fitchburg Research Park, the farmer's market site could benefit from sidewalks along East Cheryl Parkway and a complete path to the Swan Creek Subdivision. In addition, a sidewalk is recommended along Cheryl Drive, to connect it with the Tower Hill neighborhood and beyond.

McGaw Park

Inventory/Analysis:
McGaw Park, located off Lacy Rd, just west of S. Syene Rd, is one of two parks serving the greater Fitchburg community. (McKee Farms Park is the other.) Its facilities include lighted softball fields, soccer fields, tennis and basketball courts, volleyball courts, horseshoe pits, a playground and a shelter.

The McGaw path system is incomplete. Lacy Rd lacks a continuous path or sidewalk to the park and there is not a marked crosswalk from the Swan Creek neighborhood at Sunflower Drive. Pedestrians crossing at Sunflower Drive, who enter the park, must walk on the 20' wide entry drive that can be disconcerting on game nights when there is a lot of traffic.

Plans (for 2012) call for a shared-use path on the south side of Lacy and a sidewalk on the north, from the Community Center to Fahey Glen, about ¼-mile west of the park.

Recommendation:
A sidewalk (or a shared-use path) should be considered for both sides of Lacy Rd from the Community Center to S. Syene Road. When accomplished, a street crossing should be provided to the park entrance at Sunflower Drive. A sidewalk along the entry drive that connects to a shared-use park path that winds through the park would also be beneficial.

McKee Farms Park

Inventory/Analysis:
McKee Farms Park, located just west of Fish Hatchery Rd and south of McKee Rd, is the other community park. It is a particularly important destination for the community, drawing from all of Fitchburg. Besides the network of shared-use paths, open space, tennis and basketball courts, softball and soccer fields and shelter, there is Kid's Crossing playground. In addition, there are many planned summer activities including festivals, summer camps, concerts and other organized activities for both adults and children.

Along with the internal paths, there are paths in the vicinity along Fish Hatchery and a connector to Schumann Dr, to the west. Sidewalks are along McKee Rd, Chapel Valley Rd, Triverton Pike Dr., Brendan Ave and the eastern portion of Wilshire Drive. Also, a portion of Richardson, south of Raritan Rd has a sidewalk on the west side and there is a short section of sidewalk on Pembroke, from Richardson to the park.

Recommendation:
Although it would be good to have sidewalks on all streets near the park, most of the streets have lower traffic volumes. Because it draws from outside of a ¼-mile radius, a continuous network of sidewalks along Schumann Dr, Osmundsen Rd, Richardson St. and Cheryl Drive would provide a good connection to McKee Farms Park.

OTHER DESTINATIONS

Star Cinema

Inventory/Analysis:
Star Cinema is located on the west side of Fitchburg, south of McKee Rd and just east of Commerce Park Drive. Unfortunately, it is isolated from residential areas. Seminole Forest, to the east, is the closest subdivision and is at least a ¾-mile walk. It is unlikely that many will walk to the Cinema. (However, it is well within a reasonable distance for those choosing to travel by bicycle. See Bicycle Recommendations – Section III for details.)

Recommendation:
No special facility improvements are required for Star Cinema. However, previously recommended improvements to connect Seminole Forest to Fitchburg Business Park/Oak Center will enhance the access for the few that may choose to walk.

Commercial Area along Greenway Cross and Fish Hatchery Road

Inventory/Analysis:
This area has a number of commercial businesses including restaurants and banks. It is also just south of the Madison redevelopment area. Sidewalks are along all Fitchburg streets in the area, except for along Coho, north of Greenway Cross.

Recommendation:
Sidewalks are recommended along Coho, north of Greenway Cross, to connect to the Madison redevelopment area.

INTERSECTIONS AND OTHER AREAS OF CONCERN FOR PEDESTRIANS

Rimrock at Beltline

Inventory/Analysis:
Although it is outside of Fitchburg, it is important because it provides a connection to Madison. The Rimrock Road crossing of the Beltline is better than the Fish Hatchery crossing, due to lower traffic volumes and lower speeds. However, for pedestrians, the northwest corner of the crossing has poor sight lines and is dangerous, as cars accelerate onto the westbound on-ramp.

Recommendation:
Greater warning for vehicles and pedestrians should be considered. Fitchburg should work with Madison, Dane County and WisDOT to encourage improvements to this intersection.

Fish Hatchery at Beltline Intersection

Inventory/Analysis:
Also outside of Fitchburg, the crossing of the Beltline on Fish Hatchery is a great challenge for the biker and pedestrian. Although improvements are planned for the crossing of the Beltline, current pedestrian conditions are poor.

There are poor sight lines and high speeds, especially at the two on-ramps. Only the east side of Fish Hatchery has a sidewalk across the bridge, which is inconvenient if you are a pedestrian walking on the west side of the street and your destination is also on the west side.

Sightlines are poor at the eastbound on-ramp with a fence blocking the view around the turn radius.

To cross the Beltline, bikes can either stay in the street or cross like pedestrians, however both alternatives are far from optimal. At a width of 6', the sidewalk is too narrow for both pedestrians and bikes to share.

Recommendation:
Fitchburg should work with Madison, Dane County and WisDOT to encourage much needed improvements across the Beltline.

Fish Hatchery at Greenway Cross Intersection

Inventory/Analysis:
This is an important pedestrian crossing because of the commercial businesses in the area. It is also where a pedestrian who has crossed the Beltline (on the only sidewalk) will want to cross, to get back to the west side of Fish Hatchery.

At the southeast corner of the intersection, the pedestrian crossing button is located on the terrace, unreachable from the pavement.

Also, a shrub is poorly suited to the limited clearance along the sidewalk and restricting the sightlines around the corner. Although it has been pruned in the past, it will continue to be a problem.

Recommendation:
The intersection of Fish Hatchery Road and Greenway Cross is within the jurisdiction of the City of Madison, Town of Madison, City of Fitchburg and Dane County. Therefore, Fitchburg should coordinate work with all of the jurisdictions to provide the recommended facility improvements.

The crossing button should be moved, to allow pedestrians to activate it without leaving the walkway. Also, the shrub should be replaced with a smaller species.

McKee Road at Verona Road Intersection

Inventory/Analysis:
Pedestrian crossing at the intersection of McKee at Verona Rd is limited to the crossing of McKee Rd on the east side of Verona Rd, along the Military Ridge State Trail.

The island at the northeast corner has a pedestrian curb ramp to cross Verona Rd, but there are no on-road pedestrian facilities like a crosswalk or median

refuge and no crossing signal or walkway on the west side of Verona Road. This can be confusing for the pedestrian. A pedestrian crossing of McKee Road on the south side might be preferred over a crossing on the north side because of the existing sidewalk that extends along the south side of McKee Rd on both sides of Verona Road (although the sidewalk on the west side needs to be extended to the actual intersection).

Recommendation:
McKee Rd is a county road and Verona Road is a state highway, and as such Fitchburg should coordinate work with Dane County and WisDOT to provide the recommended facility improvements.

A study should be conducted to determine the best way to cross Verona Rd from east to west. This may best be accomplished through a grade-separated crossing.

Although documented crash history over the past 7 years has not involved pedestrians in crashes at this intersection, pedestrians would benefit by prohibiting the right on red for motor vehicles when attempting to turn to the east from Verona Rd and attempting to turn north from McKee Rd. Blank-out signs, that prohibit right turns on red when pedestrian activation buttons have been pushed should be considered.

Nesbitt Road (and Kapec Road) at McKee Road Intersection

Inventory/Analysis:

There is a pedestrian crossing button for crossing McKee on the east side of Nesbit. It is worn, with a hole in the weather-resistant rubber covering. Also, there is only the shell of a pedestrian-activated crossing button on the southeast corner.

There is a crosswalk on the north side of McKee at Kapec, but no sidewalk on either side of the crosswalk.

With the new Orchard Pointe shopping center and the development occurring along Nesbitt Road, there is a need for complete 4-way pedestrian facilities at this intersection. Sidewalks along Kapec Rd, King James Way, Anton Dr and Nesbitt Road are incomplete.

Recommendation:
McKee Road is a county road, and as such, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements.

Complete pedestrian facilities including a 4-way crossing, ADA ramps, crosswalks and crossing signals is recommended. The worn crossing button should be repaired. The empty (inactive) crossing button shell should be removed. A complete network of sidewalks should be provided along Kapec Rd, King James Way, Anton Dr and Nesbitt Road.

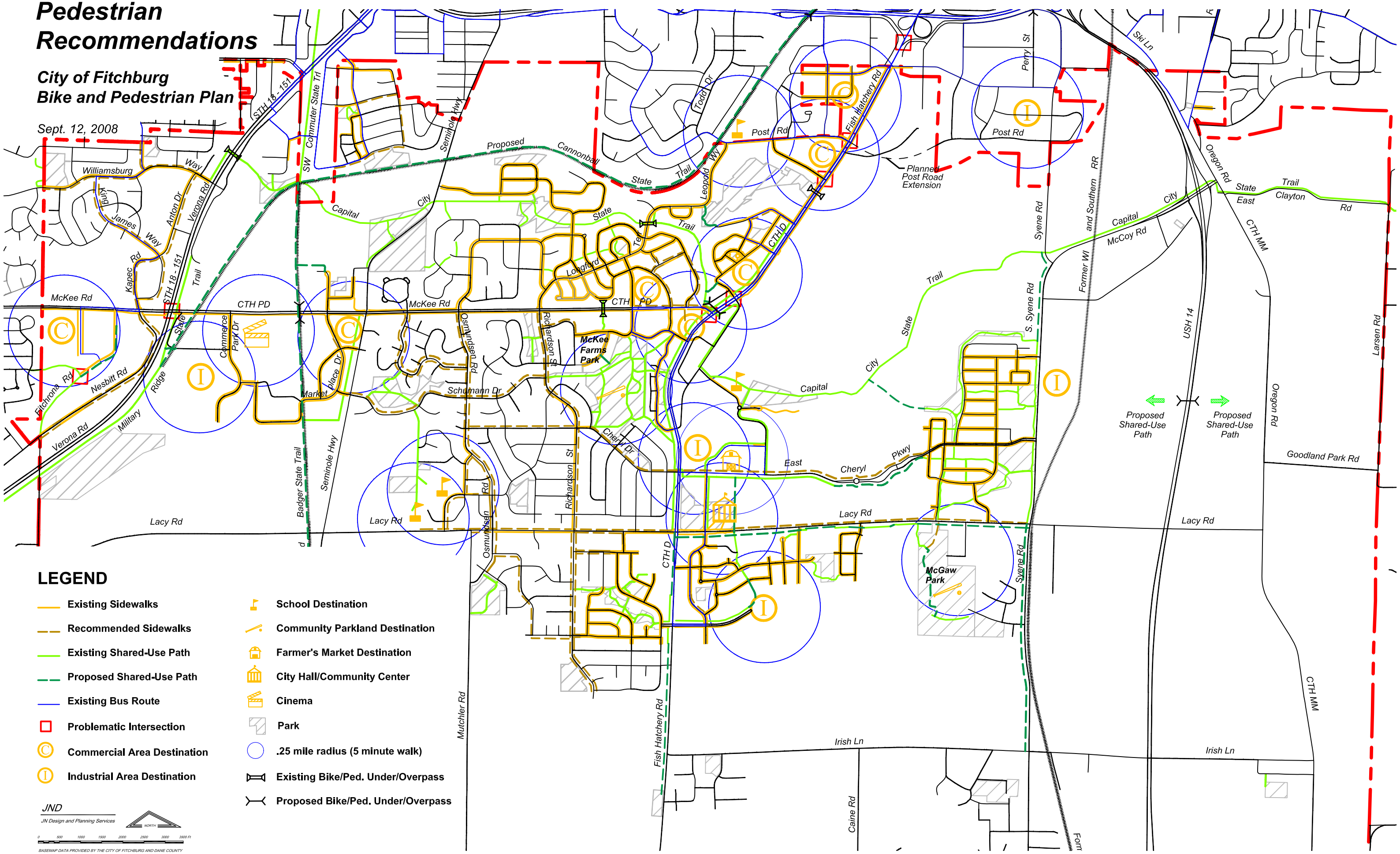
Map 2 – Pedestrian Recommendations

(See Pedestrian Recommendations Map)

Pedestrian Recommendations

City of Fitchburg Bike and Pedestrian Plan

Sept. 12, 2008



V. Bicycle Parking

City of Fitchburg Bicycle Parking Requirements

Without a secure, convenient place to park their bikes, people are less likely to choose their bicycle for transportation as an alternative to driving their car. The following considerations will help decision makers to make good choices for their bicycle parking facilities.

Well-designed bicycle parking will:

- Support the bicycle in two places – regardless of the bicycle frame style
- Enable the frame with both wheels to be secured
- Allow the use of a cable and a U-shaped lock
- Allow locking the front wheel with the down tube
- Allow locking the rear wheel with the seat tube
- Consist of a grouping of several racks
- Be securely attached to a mounting surface (unless it is so large and heavy that it cannot be easily moved)
- Provide easy access – a minimum of 2.5' on-center, between mounting sites (see Parking Area Layout and Bike Rack Examples drawing)
- Have a minimum of 4' wide aisles between groups of racks (see Parking Area Layout and Bike Rack Examples drawing)
- Be sheltered from bad weather, if possible
- If used at night, be in a well lit location
- Be visibly located, and conveniently close to the building entrance it serves
  It should not be farther than 120' from the entrance and preferably within 50'. Also, the location should be as convenient as most of the motor vehicle parking.
- Not obstruct pedestrian or motor vehicle circulation
- Be available at each active building entrance

ACCEPTABLE RACK TYPES INCLUDE:

The inverted-U type

The post and loop type

Variations that meet the above standards

UNACCEPTABLE RACK TYPES INCLUDE:

The wave (ribbon) type

Other types that do not meet the above requirements

As a general guide, the following amount of parking is recommended for the listed land use. Adjustments can and should be made, depending on the level of use.

- Hotels – 1 space per 20 employees
- Libraries – 1 space per 10 car parking spaces
- Elementary schools – 1 space per 10 employees, plus 1 space per 10 students above 2nd grade
- Middle school and high schools – 1 space per 4 employees, plus 1 space per 4 students
- Parks, athletic and recreation facilities – 1 space per 10 car parking spaces
- Commercial and manufacturing facilities – 1 space per 10 car parking spaces
- Restaurants – 1 space per 10 car parking spaces

The community should strive to provide plenty of bike racks, well located, well designed and well maintained.

Inventory and Analysis of Bicycle Parking

The most common rack type found in Fitchburg is the comb and wave types. Unfortunately, these are not recommended, because they only support the bike in one place when used as intended by the manufacturer. If the recommended rack type seems like it requires too many racks to accomplish the same capacity as a comb or wave rack, it is important to realize that users will often park their bike across the face of poorly designed racks, to get the desired security and stability, thus dramatically reducing the capacity of the rack. Furthermore, one should realize that when compared to motor vehicle parking, parking for 10 or more bicycles could fit into a single automobile parking stall.

Major Destinations

The following analysis will look at 18 major destinations in or near Fitchburg. They include schools, shopping centers, employment centers and parks. These were the same destinations considered for pedestrian accessibility. For each destination, there will be an inventory of the racks and whether it meets the standards as discussed above.

SCHOOLS

Aldo Leopold School

Inventory/Analysis:
Aldo Leopold School, of the Madison Metropolitan School District, serves children in grades K-5.

The bike parking on the west side of school is a comb type, not recommended. It is rusty, a long way from the entrance, doesn't have a path going to it, and requires crossing the parking lot and driveway to get to the school.

At the west parking lot driveway, signs say do not enter, they should also say "except bikes."

In front of school are wave type racks, also not recommended. However, the location is much better, because it is on the sidewalk near the entrance, so pedestrians do not have to cross traffic to get to the entrance.

Recommendation:
Replace the comb and wave racks with a recommended rack type. Move the west parking closer to the school entrance it serves. Change signs to allow bicycles to enter.

Eagle School – 5454 Gunflint Trail

Inventory/Analysis:
Eagle School is a private school serving K through 8th grade, with students living both inside and outside of Fitchburg. The school has a single, comb type rack with a manufacturer's rated capacity of 17. The location in front of the school, relatively close to the front door and easily visible is acceptable.

Recommendation:
Replace the comb type rack with a recommended rack.

Savannah Oaks Middle School and Stoner Prairie Elementary School

Inventory/Analysis:
Savanna Oaks and Stoner Prairie are both Verona Area School District schools. Located adjacent to each other; Stoner Prairie serves K through 5th grades and Savannah Oaks serves 6th through the 8th grades.

On a warm, sunny school day (about 11 AM) at Savanna Oaks Middle School, there were 10 bikes observed at the racks on the east side of building. The location of the racks is good, assuming kids can enter at the side door. The comb rack type is not recommended.

On the same day, Stoner Prairie Elementary School had 2 bikes at the rear racks and 11 at the front racks. The front racks are located on the farthest-most parking stall, having been converted from car vehicle parking. Hence, they are not as close as most of the car parking. They are also a comb type rack, which does not provide a location to secure the frame and only supports the wheel. For children, it would be best to get them off the car parking lot. Separate circulation routes are preferred for children.

Recommendation:
Replace the comb racks with one of the recommended types that permit 2 points of contact and permits locking of both frame and wheel. Move the parking closer to the entrances at Stoner Prairie and provide bike parking separate from where cars will be driving.

SHOPPING CENTERS

Bowman Plaza and Fitchburg Ridge Plaza

Inventory/Analysis:
The two commercial plazas are near each other along Fish Hatchery Road and Post Road. Bowman Plaza has a 5-bike capacity wave rack at the Mobil station, hidden from view at the back of the building. Fitchburg Ridge has a 5-bike capacity comb rack adequately located, near the entrance to Wisconsin Dialysis.

Recommendation:
Replace wave and comb racks with recommended rack types. Relocate the bike parking at the Mobil station so that it is visible. Also, additional racks should be provided at Bowman Plaza and Fitchburg Ridge Plaza, so that it is convenient to park bicycles closer to destinations.

Hatchery Hill Area (Cahill Main) – Copps Foods and Others

Inventory/Analysis:
The mixed-use Hatchery Hill development, with its housing, restaurants, shops and Copps grocery store is conducive to walking and an attractive destination for many.

There are three, 7-bike capacity, wave type racks in suitable locations, relatively close to entryways on the Fish Hatchery Road side of the development. They are located at Panera, the Hallmark store and Copps.

There is also a 7-bike capacity wave between the public parking garage exit and the Great Dane. Bikes parked at this rack will block pedestrian circulation.

Another 7-bike wave rack is in the sidewalk at Cahill Main and Midge Street. It provides sufficient room for pedestrians.

The Qdoba restaurant area has a 7-bike wave rack at the north side of the building, which blocks the walkway.

Group Health Cooperative has an 8-bike capacity comb type and an 8-bike inverted-U rack, well located at the entrances.

Recommendation:
Replace the wave type racks with recommended bike parking and relocate the racks that they do not obstruct pedestrian circulation at the public garage and Qdoba.

Orchard Pointe Shopping Center (Super Target)

Inventory/Analysis:
The new Orchard Pointe Shopping Center is located on the west side of Fitchburg, along McKee Road, west of Nesbitt. There are several racks in the development. All are well located and of a suitable type. The Super Target store has 3 posts at the east entrance and 2 at the west entrance. Each rack can secure 2 bicycles. The other stores across the parking lot also had suitable parking, with 4 posts at one end of the building and 3 posts at the other. Again, each post can secure 2 bicycles.

Recommendation:
Parking is well located and seems to be of adequate quantity. If the demand for parking begins to exceed availability, more parking should be provided.

Yarmouth Crossing – Pizza Hut, Walgreen's and Others

Inventory/Analysis:
Located on the southwest corner of Fish Hatchery Road and McKee Road, Yarmouth Crossing with Walgreen's and other shops and restaurants is another popular Fitchburg destination.

Three, 7-bike wave racks are located at the plaza. One is just south of the Pizza Hut and two more are at the northeast corner of the plaza, under the roof overhang, next to the former Video Station. All are located in suitable locations; however, the two located at the northeast corner should be split up, with parking needed at the northwest corner. Walgreens has a small, unsecured comb type rack.

All are non-recommended types of racks. The locations of the racks are relatively convenient and noticeable for bicyclists arriving at the plaza.

However, the Walgreen's parking is too close to the wall of the building structure to be useful and it blocks pedestrian circulation, even without bicycles attached.

Recommendation:
Replace the wave and comb type racks with recommended racks and consider splitting up the 2 racks at the northeast corner of the plaza. Provide bicycle parking at Walgreen's that is useful, secure and does not block pedestrians from entering or exiting the store.

EMPLOYMENT CENTERS

Fitchburg Research Park

Inventory/Analysis:
Fitchburg Research Park is located along East Cheryl Parkway, just north of City Hall. Promega has a very large capacity comb rack located near the employee entrance.

The Agora East and West have four, 7-bike wave racks. One is at the west parking lot, another at the entrance to the underground parking ramp and two more are sheltered, near the central area of the complex.

Unfortunately, the sheltered racks are along walkways and block pedestrian circulation if bikes are parked as intended by the manufacturer.

Berbee has a 7-bike wave rack located close to the door. The Credit Union Executive Society has a 7-bike wave, close to the door. UW Health had a 6-bike comb near the door, but it has recently been removed. The Roth Building has a 7-bike wave near the door. The Bio Pharmaceuticals Technology Center has three racks: a 5-bike comb near the front door on grass, a 7-bike wave at the rear delivery door, and a 7-bike wave on grass serving the back door.

Bruker AXS has a 5-bike comb, located on grass, up several stairs and near the back door.

Hospice Care has a 10-bike comb in a remote parking stall. The rack is also relatively light and not securely fastened to the ground.

Recommendations:
Wave racks should be replaced with recommended rack types. Bike parking on grass at the Bio Pharmaceuticals Technology Center should be relocated to a paved area served by a walk and securely fastened down. The sheltered parking at Agora East and West should be relocated, so that they do not block pedestrian

walkways. Parking at Hospice Care should be securely fastened at a better location, so that it is closer to the entrance. Parking at Bruker should be relocated, or a ramp should be provided so that it does not require going up stairs.

Fitchburg Technology Campus

Inventory/Analysis:

The Fitchburg Technology Campus is off Nobel Dr, just south of City Hall. Although the Campus is far from completely developed, several buildings are in use. The New Venture Center buildings along Nobel Drive have well located parking; however, they are the wave type. The building at 5520 has 2 waves, one with a manufacturer's capacity of 19 and another of 9. The building at 5500 has 2 racks, each with a capacity of 17 bikes.

Kelly's Grille has 3 inverted-U type racks, at a convenient location. Park Bank has two inverted-U racks, also in a convenient location.

Gordon Flesh has a 5 and a 7 capacity wave in convenient locations. Tri North has three, 5-bike capacity waves at convenient locations.

Recommendation:
Replace all wave racks with recommended type racks.

Fitchburg Commerce Park and Fitchburg Business Park/Oak Center

Inventory/Analysis:
Commerce Park is located on the west side of Fitchburg, just south of McKee Road, along Commerce Park Drive. Fitchburg Business Park is just east of Commerce Park, along Marketplace Drive and Executive Drive.

Bicycle parking at the plaza with Subway and Fitch's is a 7-bike wave, located around the corner of Fitch's, on the west side of the building. It is not easily found. It should be more noticeable.

Recommendation:
Replace the wave type with a recommended type. Locate the parking where it can be seen and be convenient to users. If there also was bike parking on the east side of the plaza, people would be able to find parking, regardless of the direction they arrive at the plaza.

PUBLIC FACILITIES

City Hall/Community Center

Inventory/Analysis:
Located between the Fitchburg Research Park and the Fitchburg Technology Campus, City Hall/Community Center has a good network of sidewalks in the vicinity. The entrances to City Hall and the Community Center have bicycle parking conveniently close, but it could obstruct pedestrian circulation to City Hall because it is on the edge of the walkway. It is a 7-bicycle capacity wave rack. The entrance to the police department also has 7-bicycle capacity wave rack.

Recommendation:
Relocate the City Hall/Community Center bicycle rack so that bicycles will not obstruct pedestrian circulation and replace the wave type racks with a recommended type.

Farmer's Market/Fitchburg Center

Inventory/Analysis:

The popular farmer's market, held from May through October, on Thursday afternoons from 3-6, is located north of City Hall, along East Cheryl Parkway.

There is not any bike parking close to the Farmer's Market site. The closest bicycle parking is located to serve Agora West. It is a 7-bike capacity wave type.

Recommendation:
Provide bike parking for visitors to the farmer's market. It should be located in a visible location near the market structure.

McGaw Park

Inventory/Analysis:
McGaw Park, located off Lacy Road, just west of Syene Road, is one of two community parks in Fitchburg. No bike parking is provided.

Recommendation: Bike parking is recommended near the shelter and near the parking lots that service the athletic fields.

McKee Farms Park

Inventory/Analysis:
McKee Farms Park, located just west of Fish Hatchery Road and south of McKee Road, is the other community park. It is a particularly important destination for the community, drawing from all of Fitchburg and neighboring communities. Besides the shared-use paths, open space, tennis and basketball courts, softball and soccer fields and shelter, there is the Kid's Crossing playground. In addition, there are many planned summer activities including festivals, summer camps, concerts and other organized activities for both adults and children.

Bicycle parking at the tennis courts is an 8-bike comb rack. This type is not recommended, because it only supports the bike by the wheel and does not permit the frame to be secured. The location is close to the courts, but is oriented so only one side of the rack is accessible (reducing the capacity by half). Being a smaller rack, it could be lifted with a bicycle attached.

At Kid's Crossing, the bike rack is also the comb type, with a capacity of up to 18. It is located farther than most car parking from the entrance and is located on grass.

At the shelter, the rack is again an 18-capacity comb type. It is conveniently close to the door, but being located against the wall reduces its capacity by half. Also, attached bicycles will block pedestrian circulation through the entry.

Recommendation:
All three locations are deficient. They should be improved as discussed. Additional parking is recommended near the basketball courts, soccer fields and softball fields.

OTHER DESTINATIONS

City Parks and Open Spaces

Inventory/Analysis:
Many of the neighborhood parks were visited. None of them had bicycle parking.

Recommendation:
Bicycle parking is recommended wherever recreation or active sport activities would prevent the owner from being able to keep watch of their bicycle. Therefore, any parks or open space with ballfields or courts should have bicycle racks.

Star Cinema

Inventory/Analysis:
Star Cinema is located on the west side of Fitchburg, south of McKee Road and just east of Commerce Park Drive. There is a 13-bicycle capacity wave rack at a convenient location under the roof overhang. During peak times, there is a shortage of motor vehicle parking. Although it is unlikely that many will walk here, because it would take too long to walk from the closest neighborhood, a large number of people are within a 5-minute bike ride.

Recommendation:
The wave rack should be replaced with a recommended type.

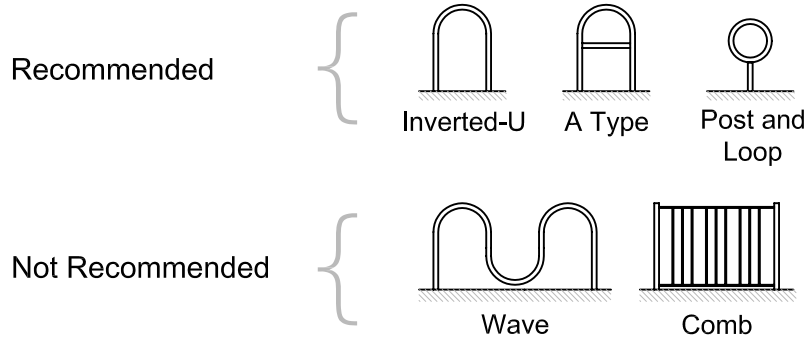
If people rode their bikes to Star Cinema, there could be a great improvement for all visitors by relieving a lack of car parking to this very popular destination. (To

accomplish this, bicycle parking could be advertised and a discount on admission for people riding their bike could be offered. One motor vehicle parking space is enough room for over ten bicycles. Perhaps the discount would also stimulate attendance, by encouraging youths to visit, who would otherwise be unable to come without adult provided transportation.

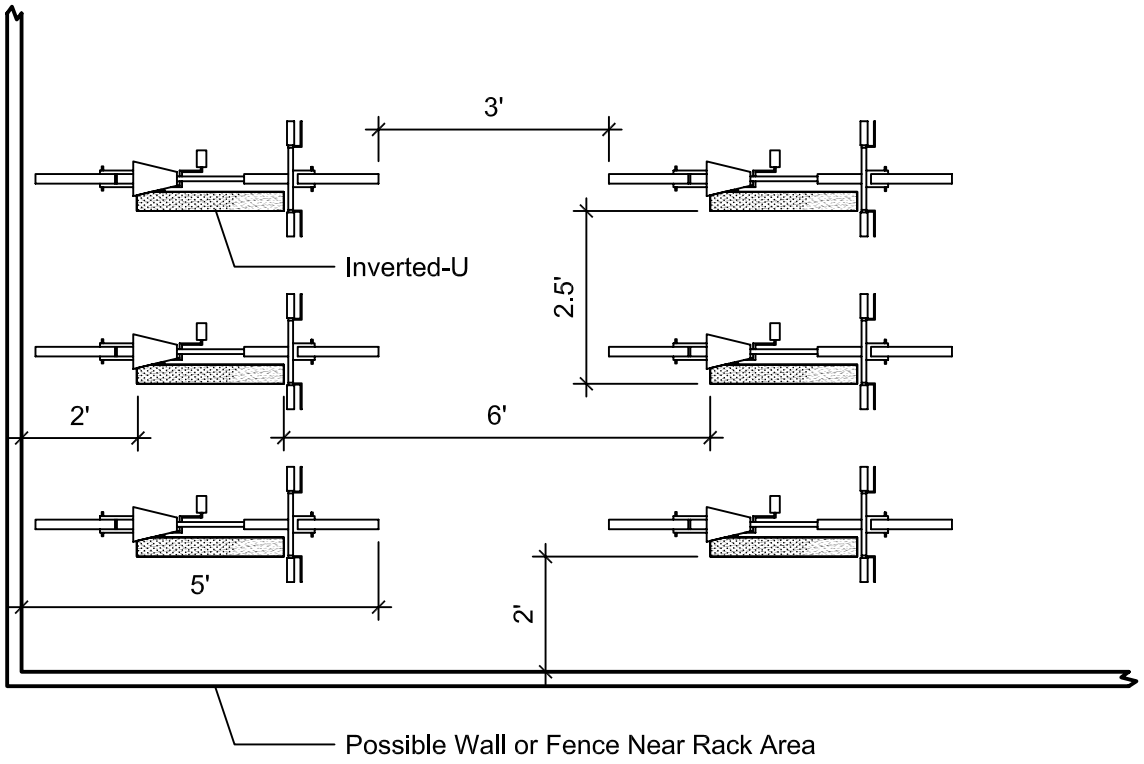
Parking Area Layout and Bike Rack Examples

City of Fitchburg
Bike and Pedestrian Plan

May 5, 2008



Rack Types



Parking Area Layout

JND
JN Design and Planning Services

From Association of Pedestrian and Bicycle Profesionals Bicycle Parking Guidelines

VI. Recommendation Tables

A. On Street Bike Facility Recommendations Table

Street	Between	Existing Bike Facilities	Proposed Bike Improvements	Priority
Anton Drive	Williamsburg Way & King James Way	Bike route, wide road	Mark/sign bike lanes [1]	High
Byrne Road	CTH MM & S. Syene Rd	None	Add paved shoulders	Medium
Caine Road	Along incline of hill south of Byrne Rd	None	Add paved shoulder	Medium
Cheryl Drive	Fish Hatchery Rd and Charleston Dr	None	Sign as a bike route	High
CTH M [2]	CTH MM and Fitchrona Rd	4' wide paved shoulders	Widen paved shoulders to 5' when reconstructed	Medium
CTH MM [2]	Rimrock Road and McCoy Road	4' wide paved shoulder	Mark/sign as bike lanes and sign as bike route	Medium High
CTH MM [2]	McCoy Road and Southern City Limits	3.5' paved shoulder	Widen paved shoulder to 5'	Medium
Dunmore Street	Kinsale Drive and Edenberry St	None	Sign as a bike route	High
East Cheryl Parkway	S. Syene Road and Hollyhock Street	None, wide road	Sign as a bike route	High
East Cheryl Parkway	Hollyhock Street and east side of Hospice Care	Partial, wide road	Sign as a bike route and mark/sign as bike lanes	High
Fish Hatchery Road [2]	High Ridge Trail and Lacy Rd	Partial bike lanes and paved shoulders	Extend designated bike lanes to Lacy, correct flared lane stripes	High
Fish Hatchery Road [2]	Lacy Rd and Irish Lane	Partial bike lane	Add paved shoulders and mark/sign as bike lanes	High
Fish Hatchery Road [2]	Irish Lane and Shamrock Lane	None	Add paved shoulders	High
Fish Hatchery Road [2]	Shamrock Lane and Southern City Limits	3' paved shoulder	Widen paved shoulders to 5'	High
Fitchrona Road	McKee Rd and Nesbitt Rd	Paved 5' shoulder	Mark/sign bike lanes	High
Fitchrona Road	Nesbitt Rd and Military Ridge State Trail	Paved 4' shoulder	Sign as bike route and mark/sign as bike lanes	High
Fitchrona Road	Military Ridge State Trail and Lacy Rd	None	Sign as bike route, add shoulders and mark/sign as bike lanes	High
Fitchrona Road	Lacy Rd and Whalen Rd	None	Add paved shoulders and sign as bike route	Medium High
Fitchrona Road	Whalen Rd and CTH M	None	Add paved shoulders	Medium
Glacier Valley Road	Fish Hatchery Rd and Gunflint Tr	3' wide paved shoulders	Widen shoulders to 5' and mark/sign as bike	Medium

			lanes	
Goodland Park Rd	CTH MM and Larsen Rd	None	Add paved shoulders	Medium
Irish Lane	Fish Hatchery Rd and CTH MM	None	Add paved shoulders	Medium
Kapec Rd	King James Way and McKee Rd	Bike route, wide road	Mark/sign bike lanes [1]	High
King James Way	Anton Dr & Kapec Rd	Bike route, wide road	Mark/sign bike lanes [1]	High
Lacy Road	CTH MM and South Syene	None	Add paved shoulders	Medium
Lacy Road	South Syene Rd and Fahey Glen	3' paved shoulders	Increase paved shoulder width to 5', mark/sign as bike lanes and sign as bike route	High
Lacy Road	Fahey Glen and Fish Hatchery Rd	3' paved shoulders	Sign as a bike route, widen paved shoulders to 5' and mark/sign as bike lanes	High
Lacy Road	Fish Hatchery Rd and Seminole Hwy	Bike lanes	Sign as bike route and correct flared lane stripes	High High
Lacy Road	Seminole Hwy and Fitchrona Rd	None	Add paved shoulders and sign as bike route	Medium High
Longford Terrace	Hartwicke Dr and McKee Rd	None	Sign as a bike route	High
McCoy Road	CTH MM and Syene Rd	Partial 3' paved shoulders	Add 5' shoulders west of USH 14 where none & widen 3' existing shoulders to 5'	High Medium
McKee Road / CTH PD [2]	Fish Hatchery Rd and Verona Rd	Partial paved 5' shoulders (except westbound, 300' east of Verona Rd)	Mark/sign bike lanes and correct flared lane stripes	High
McKee Road / CTH PD [2]	Verona Rd and Kapec Rd	Partial (bike lane on westbound only)	Mark/sign as bike lanes	High
Post Road	Fish Hatchery Rd and City Limits west of Fish Hatchery	Existing bike route	Consider removing parking on one side and mark/sign as bike lanes[3]	High
Richardson Street	McKee Rd and Cheryl Dr	None	Sign as a bike route	High
Rimrock Road [2]	Northern city limits and CTH MM	Bike lanes	Sign as a bike route	Medium
Schumann Drive	Path west of Park Hill Cir. and path east of Seminole Hwy	None	Sign as a bike route	High
Seminole Highway	North City Limits and Lacy Road	Bike lanes	Sign as a bike route	High
Seminole Highway	Lacy Rd and Whalen Rd	None	Add paved shoulders and sign as a bike route	High
Syene Road	North City Limits and McCoy Road	None	Add 5' paved shoulders	High
S. Syene Road	McCoy Road and Lacy Road	3' paved shoulder	Widen paved shoulders to 5'	Medium

S.Syene Road	Lacy Road and Byrne Road	None	Add 5' paved shoulders when reconstructed and add minimal shoulder at hills where sight lines are restricted until reconstructed	High
Verona Frontage Road	Military Ridge State Trail and Capital City State Trail (~1/2 mile)	4' paved shoulder	Mark/sign as bike lanes	High
Whalen Road	Fish Hatchery Rd and Seminole Hwy	None	Add paved shoulders	Medium
Whalen Road	Seminole Hwy and Fitchrona Rd	None	Add paved shoulder and sign as bike a route	High
Wilshire Drive	Richardson and Chapel Valley Rd	None	Sign as a bike route	High

[1] Bike lanes should be considered by Fitchburg to determine if there is sufficient road width to accommodate bike lanes in combination with the need for on-street parking of motor vehicles.

[2] This is a county road, and as such, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements.

[3] Fitchburg should study the feasibility of removing parking to determine if bike lanes can be provided.

B. Sidewalk Recommendations Table

Street	Between	Existing Sidewalk	Proposed Improvements	Priority
Anton Drive	Williamsburg Wy & Kapec Rd	Partial	Add sidewalk on east side	High
Apache Drive	Crescent Dr & Marlborough Prk	No	Add sidewalk on east side	Medium
Cheryl Drive	West of Fish Hatchery Rd	No	Add sidewalk on north side	High
Claredon Drive	Richardson St & Chapel Valley	No	Add sidewalk on north side	Medium
Coho St	Greenway Cross & city limit	No	Add sidewalk on both sides	High
Crescent Trail	Allied Dr & Apache Dr	No	Add sidewalk on south side	Medium
CTH PD/McKee Road	Chapel Valley Rd & Fish Hatchery Road	No	Add sidewalk on north side	High
Devoro Road	Jasmine Dr & Lacy Rd	Partial	Add sidewalk on east side	High
Devoro Road	Osmundsen Rd and Jasmine Dr	Partial	Continue sidewalk on north side	High
East Cheryl Pkwy	Hollyhock St and Fish Hatchery Rd	Partial	Continue sidewalk on north side (Delay along Agora until later)	Medium
Fahey Glen	Lacy Rd and Quarry Hill Dr	Partial	Add sidewalk on east side	Medium
Guilford Rd	Triverton Pike Rd and Yarmouth Greenway Dr	Partial	Add sidewalk on both sides	Medium
High Ridge Tr	Royal Wolff Terr and Cahill Main	Partial	Add sidewalk on south side	Medium
Jasmine Dr	Osmundsen Rd and Devoro Rd	Partial	Add sidewalk on east side	High
Jenewein Rd	Apache Dr and Red Arrow Tr	No	Add sidewalk on south side	High
Kapec Rd	King James Way & McKee	Partial	Complete sidewalks on east and west sides	High
King James Way	Williamsburg Way & Anton Dr	Partial	Complete sidewalks on east and west sides	High
King James Way	Anton Dr & Kapec Rd	Partial	Complete sidewalk on east side	High
Lacy Road	Syene Rd to Community	Partial	Add sidewalk on north side when major reconstruction of	Medium

	Center		Lacy occurs.	
Lacy Road	Fish Hatchery Road and Devoro Rd (on north side and Mutchler on south side)	Partial	Add sidewalk on north and south sides	High
Lacy Road	Devoro Rd and Savannah Oaks School	No	Add sidewalk on north side	High
McGaw Park Entrance Sidewalk	Lacy Rd to proposed shared-use path	No	Add sidewalk on east side of entrance drive	High
Nesbitt Road	CTH PD & Fitchrona Rd	Partial	Add sidewalk on both sides as adj. land develops	High
Norwich St	Osmundsen and Nutone St	No	Add sidewalk on west side	High
Nutone St	Norwich St to Richardson	No	Add sidewalk on south side	High
Nutone St	Richardson St and Placid St	Partial	Complete sidewalk on both sides	High
Osmundsen Road	CTH PD and Lacy Rd	Partial	Complete sidewalks on both sides	High
Osmundsen Road	Lacy Rd and Stanbrook St	No	Add sidewalk on east side	High
Pembroke Drive	Osmundsen Rd & Richardson St	Partial	Add sidewalk on north side	High
Pennwall St	Targhee St and Lacy	Partial	Complete sidewalk on both sides	High
Purdy Station Rd	Bantry Ln and Guilford Rd	Partial	Complete sidewalk on both sides	Medium
Richardson Street	CTH PD & Lacy Rd	Partial	Complete sidewalk on both sides	High
Richardson Street	Lacy Rd and Montadale St	No	Add sidewalk on both sides	High
Schumann Drive	Richardson St & Seminole Hwy	No	Add sidewalk on north side	High
Triverton Pike Road	Chapel Valley Rd & CTH PD	Partial	Complete sidewalk on east side	Medium
Whitney Way	Williamsburg Way and north City limits	Partial	Add sidewalk on the west side	Medium
Williamsburg Way	USH 151 & west City limits	Partial	Complete sidewalk on north and south side	High
Woods Edge Rd	CTH PD and Osmundsen Rd	No	Add sidewalk on both sides	Medium

Yarmouth Greenway Dr	Guilford Rd and CTH PD	Partial	Complete sidewalk on east side	Medium
Yarmouth Greenway Dr Extension into Yarmouth Crossing	CTH PD and internal network of sidewalks	No	Add sidewalk on east side	High

C. Shared-use Path Recommendations Table

Name	Between	Proposed Bike/Ped Improvements	Priority
Badger State Trail	Southwest Commuter Path to Purcell Rd	10' paved path	High
Cannonball Trail	Capital City Trail Connector and Aldo Leopold Park	Add 10' path	High
Cannonball Trail	Southwest Commuter Trail and Capital City Trail Connector	Add 10' path	High
Cottonwood Connector	Military Ridge Trail and Cottonwood Drive	Add 10' path	Medium
East Cheryl Parkway Path	Fitchburg Center and west of Hollyhock St	Complete 10' path	High
Fish Hatchery Path	Lacy Rd and Gorman Wayside Park	10' path extension	High
Fitchburg Technology Campus Connector[1]	Nobel Drive and N-S path through Quarry Hill	Add 10' path	High
Fitchrona Road Extension Path	End of shared-use path to Limestone Lane	Widen sidewalk to 10'	High
Hatchery Hill Connector #1	Longford Terrace and High Ridge Trail	Add 10' path	High
Hatchery Hill Connector #2	Cahill Main to CCST (behind hotel)	Add 5' path	High
Hatchery Hill Connector #3	Hatchery Hill Tony Roma's Driveway to CCST	Add 10' path	Med
Lacy Rd Path	Syene Rd to Waterford Glen	Complete 10' path	High
Lacy Rd Path	Waterford Glen to Community Center	Complete 10' path	High
McKee Farms Park Connector	McKee Farms Park Path to Wilshire Drive	Add 10' path	High
McKee Rd Path	Yarmouth Greenway Dr and CCST on north side of McKee Rd	Add 10' path	High
McGaw Park Path	From existing entrance path to existing park path	Add 10' path	High
Pine Ridge Connector	Pineway Trail and Proposed Badger State Trail	Add 10' path when Badger State Trail is built	Medium
Quarry Hill Connector[1]	Lacy Road to E. Cheryl Parkway	Add 10' path on east side of Community Center	High
Seminole Highway Path	CCST and Sentinel Pass	Feasibility study recommended	High
S. Syene Rd Path	Existing path along S. Syene Rd and Capital City Trail	Complete 10' path	High
S. Syene Rd Path	Existing path at Lacy Rd and Irish Lane	Complete 10' path	High
Swan Creek Subdivision to Cap City Trail Path connector	Path west of Big Blue Stem Pkwy to Capital City Trail	Complete 10' path to Cap City Trail	Medium

[1] it is recommended the path be built when the next phase of development occurs.

D. Site Specific Recommendations Table

Location	Proposed Improvements	Priority
Verona Rd and McKee Rd Intersection [1]	Work with WisDOT to determine a viable solution for crossing safely across Verona Road and McKee Road. Possibly a grade separated crossing.	High
CTH MM south of USH 14 intersection [2]	Repair of shoulder needed	High
Crossing of unused RR tracks on McCoy Rd, east of South Syene Rd	Consider paving over tracks with asphalt as a cost effective temporary solution to poor crossing - shoulders only	High
Crossing of unused RR tracks east of South Syene Rd on Lacy Rd	Consider paving over tracks with asphalt as a cost effective temporary solution to poor crossing	High
Crossing of unused RR tracks east of South Syene Rd on Irish Ln	Consider paving over tracks with asphalt as a cost effective temporary solution to poor crossing	High
Crossing of unused RR tracks east of South Syene Rd on Byrne Rd	Consider paving over tracks with asphalt as a cost effective temporary solution to poor crossing	High
West side of Verona Rd underpass	Repair unmatched pavement	High
Fish Hatchery Rd and Beltline intersection [1]	Work with Madison and WisDOT to make safer crossing for bikes and pedestrians	High
Greenway Cross and Fish Hatchery Rd intersection [2]	Move pedestrian crossing signal button	High
Post Rd and Fish Hatchery Rd intersection [2]	Add pedestrian crossing to cross Post Rd	High
Traceway Dr and Fish Hatchery Rd intersection [2]	Consider the need to add pedestrian crossing at Traceway Dr	High
Valley View Apartments on Fish Hatchery Road [2]	Educational outreach program describing danger of crossing mid-block	High
Post Rd and Fish Hatchery Rd [2]	Move ped crossing signal button	High
Intersections along shared-use path on west side of Fish Hatchery Rd [2]	Perform study to investigate safety improvements for contra-flow bikes traveling north	High
Rimrock Rd and Beltline intersection [1]	Work with Madison and WisDOT to make safer crossing for bikes and pedestrians	High

Kapec Rd and McKee Rd intersection [2]	Improve intersection to have pedestrian crossings in all directions with accessible curb ramps and pedestrian crossing signals.	High
Fish Hatchery Road at curve near Adams Rd [2]	Repair crumbling shoulder and increase width to 4'	High
Fish Hatchery Road at south city limits [2]	Repair crumbling shoulder	High
Longford Terr at the Cap City Trail	Provide ramp for bikes to access Longford Terr and provide warning signs	High
Fitchrona Rd extension path intersection with 5' sidepath and connector path	Consider providing caution signs(see Bicycle Recommendations – Fitchrona Rd for details)	High
Connector path (from Fitchrona Rd) termination at Bradbury Rd sidewalk	Work with Madison to provide curb cut to allow bikes to access Bradbury Rd and provide warning signs for bike crossing	High
Capital City Trail termination at Williamsburg Way and Verona Rd [3]	Warning signs for motor vehicles turning from Verona Road onto Williamsburg Way, and for bicycles and motor vehicles merging at Williamsburg Way from the path	High
Caine Rd and Byrne Rd intersection	Warning signs for limited sight lines	High
CTH M east of Fish Hatchery Road [2]	Rumble strips extending into shoulder on westbound CTH M should be smoothed	High
CTH MM and Murphy Rd intersection [2]	Paving the shoulder of Murphy Rd at the intersection will reduce the need for street cleaning of gravel	High
Blizzard Rd and Purcell Road intersection	Consider the need to change configuration to a "T" intersection	High
Wendt Rd at Old Fitchburg	Interpretive sign to identify and explain history of Fitchburg	Medium
Cap City Trail at USH 14 and McCoy at CTH MM[1]	Work with DNR, DOT, and Dane Co Parks to consider improvements to the routing of the CCST near the USH 14 interchange at McCoy Rd and the crossing of CTH MM	High
Cap City Trail intersection at Gunflint Trail sidepath and path	Work with DNR and Dane Co Parks to possibly improve sight lines, warning signs are needed	High
Cap City Trail and Seminole Hwy intersection	Work with the DNR to consider more visible warning signs and possibly a flashing caution light	High
Military Ridge Trail path termination and Verona Frontage Road	Work with the DNR to provide warning signs and dashed pavement stripes for both path users and motor vehicles of a merge condition	High
Caine Rd, south of Byrne Rd on incline	Consider adding 3' shoulder for 400' on southbound side	High

[1] These are county and state roads, and as such, Fitchburg should coordinate work with Dane County and WisDOT to provide facility improvements.

[2] This involves a county road, and as such, Fitchburg should coordinate work with Dane County to provide the recommended facility improvements.

[3] This is at a state road intersection, and as such, Fitchburg should coordinate work with WisDOT to provide the recommended facility improvements.

Appendix 1 – Crash Analysis with Recommended Counter Measures

For Bicycles:

Bike Crash Analysis with Recommended Counter Measures

For Crashes Between Motor Vehicles and Bicycles that occurred from January 2000 through June 2007

Location	Crash No.*	Probable Fault	Probable Causes	Recommended Counter Measure Options
PD and Verona	B1	Motor Veh.	FTY	**No turn on red for north and east turning traffic**, Education
PD and Verona	B2	Motor Veh.	FTY, Time of day	**No turn on red for north and east turning traffic**, Education
PD and Verona	B3	Motor Veh.	FTY	**No turn on red for north and east turning traffic**, Education
PD and Verona	B4	Motor Veh.	FTY	**No turn on red for north and east turning traffic**, Education
PD and Verona	B5	Motor Veh.	FTY	**No turn on red for north and east turning traffic**, Education
Borchert Rd	B6	Bicycle	ID	Shoulder on Borchert Rd would provide seperation, Share road signs, Ed.
Cahill Mn at Fish	B7	Motor Veh.	FTY	Warning signs for contraflow path traffic, **Raised crossing**, Education
Caine and Whalen	B8	Bicycle	DTC/FTY	Share road signs, Education
Fish and McDonalds	B9	Motor Veh.	FTY	**Improved sight lines**, Warning sign, Education
High Rdg and Fish	B10	Bicycle	FTY, Age	Education
Fish and PD	B11	Unclear	FTY	**No turn on red**, Grade-seperated crossing, Warning signs, Education
Fish and PD	B12	Motor Veh.	FTY	Grade-seperated crossing, Warning signs, Education
Fitchrona and M	B13	Bicycle	FTY	Education
MM	B14	Bicycle	erratic behav.	Education
PD, .1mi w. of Fish	B15	Motor Veh.	FTY	Share road signs, Education
PD and Commerce	B16	Motor Veh.	FTY	**No turn on red**, Education
PD, .1 mi w. of Kapec	B17	Motor Veh.	ID, Time of day	Newly constructed bike lane should help, Share road signs, Education
Fish and PD	B18	Motor Veh.	FTY	Grade-seperated crossing, Warning signs, Education
Fish, .2 mi n of Post Rd	B19	Motor Veh.	ID, FTY	Share road signs, Education
Hi Rdg & path at Fish	B20	Both	ID	**Improved sight lns**, Raised xing, Warning Signs for contraflow path traffic, Ed.
Kng James Wy and KJ Ct	B21	Bicycle	ID, Age	Education
3329 Leopold Wy	B22	Motor Veh.	FTY, Time of day	Improved street lighting, Warning signs (a bike route), Education
McCoy and Syene	B23	Motor Veh.	FTY	Share road warning signs for bike traffic (path in vicinity), Education
McCoy and Oregon Rd	B24	Motor Veh.	FTY	Share road warning signs for bike traffic (path in vicinity), Education
Post Rd and Leopold Wy	B25	Motor Veh.	FTY	Share road warning signs for bike traffic (bike route), Education
Post Rd and Traceway	B26	Bicycle	FTY, Age	Education
Post Rd and Traceway	B27	Bicycle	FTY, Age	Education
Post Rd	B28	Motor Veh.	FTY	**Bike lns to inc. awareness**, Share rd warning signs for bike traffic (bike rt), Ed.
Seminole Rd	B29	Motor Veh.	ID	Share road warning signs for bike traffic (popular route), Education
Seminole at Sentinel Pass	B30	Motor Veh.	FTY	Share road warning signs for bike traffic (popular route), Education
Seminole at Cap City Tr	B31	Bicycle	ID, Age	Share road warning signs for bike traffic (popular route), Education
Seminole at PD	B32	Bicycle	ID	Education
Seminole at Cap City Tr	B33	Bicycle	FTY	Warning signs for dangerous intersection (Path and Road), Education
Seminole at Lacy	B34	Motor Veh.	FTY	Warning signs for bike traffic (popular route), Education
Seminole at Lacy	B35	Motor Veh.	FTY	Warning signs for bike traffic (popular route), Education
Sentinel Pass at Crescent	B36	Motor Veh.	FTY	Education
Syene at Irish Ln	B37	Motor Veh.	FTY	**Improve sight lines**, Education
Verona Frntge at MRT	B38	Motor Veh.	FTY, Time of day	Share road warning signs (path ends here), Education
Whalen at Fitchburg Rd	B39	Motor Veh.	FTY	Share road warning signs for bike traffic (popular route), Education
Whalen at Seminole	B40	Motor Veh.	FTY	Share road warning signs for bike traffic (popular route), Education
Williamsburg Wy at Anton	B41	Motor Veh.	FTY, Time of day	Share road warning signs for bik traffic (bike route), Education
Williamsburg at Whitney	B42	Both	FTY, Age	**Improved sight lines**, Warning sign, Education

Legend:

Probable Causes=Possible Contributing Factor

FTY=Faillure to Yield

ID=Inattentive Driving

Age=Under 16

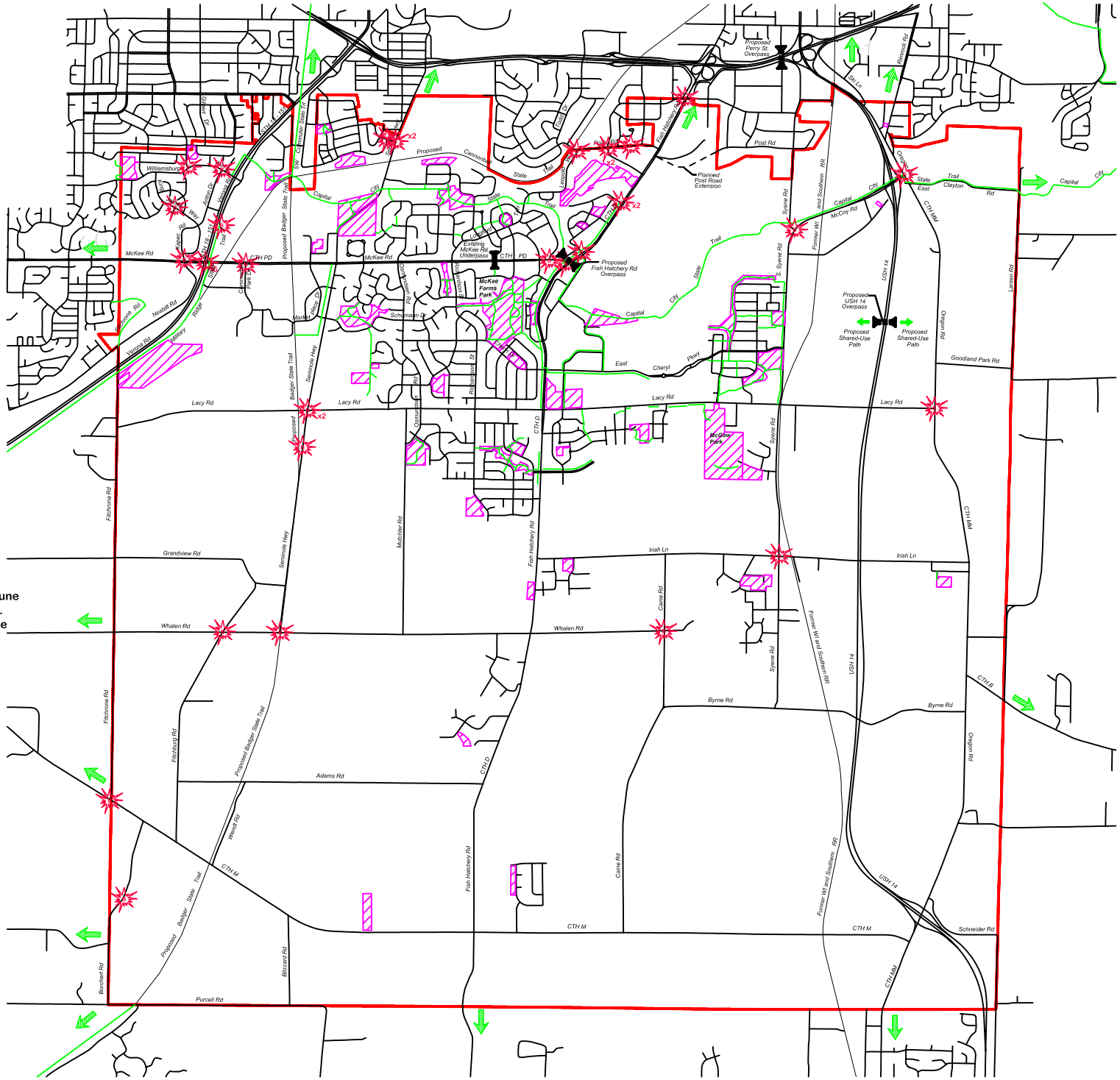
Time of Day=Dusk or Dark

* refer to crash summary for police detail of crash

Draft Bike Crash Sites

City of Fitchburg Bike and Pedestrian Plan

February 13, 2008



LEGEND

- Existing Shared-Use Path
- Bike Crash Site

Note: Bike crashes are between motor vehicles and bicycles that occurred between January 2000 and June 2007. Over that period, there were 42 such crashes. The data was provided by the City of Fitchburg Police Department.

JND
JN Design and Planning Services

NORTH

0 500 1000 2000 3000 4000 5000 6000 Ft

BASEMAP DATA PROVIDED BY THE CITY OF FITCHBURG AND DANE COUNTY

For Pedestrians:

Pedestrian Crash Analysis with Recommended Counter Measures
For Crashes Between Motor Vehicles and Pedestrians that occurred from January 2000 - June 2007

Location	Crash No.*	Probable Fault	Probable Causes	Recommended Counter Measure Options
Anton, 0.1 mi s of Willmbg Wy	P0	Motor Veh.	FTY	**Bike Lanes on Anton**, Education
Clauson, .5 mi n of MM	P1	Motor Veh.	ID	Education
Fish Hatch. at Post Rd	P2	Motor Veh.	FTY	**Crosswalk Stripes and Stop Bar Need Repainting, No Turn on Red**, Ed.
Fish Hatch. at McKee	P3	Motor Veh.	DWI	Education
Fish Hatch., .1 mi n of Post	P4	Ped	FTY	**Move Crossing Button on NW Corner Closer to Walkway**, Education
Eggiman at Greenway Cross	P5	Motor Veh.	FTY	Education
Fish Hatch at Grnwy Cross	P6	Motor Veh.	FTY	**No Turn on Red, Relocate Ped Crossing Button Closer to Walkway,** Ed.
2925 Fish Hatch	P7	Ped	FTY	**Move Ped Crossing Button on NW Corner Closer to Walkway,** Education
Gdlnd Pk Rd .25 mi e of MM	P8	Car	ID, Sun	**Paved Shoulder** (lots of peds due to community gardens here), Education
King James Wy @ Norfolk Dr	P9	Both	Horseplay, Age	Education
Osmundse at Lacy	P10	Motor Veh.	FTY	Education
Paddock Pl at Stable View	P11	Motor Veh.	FTY	Education
Pike Dr 100' e of Coho	P12	Motor Veh.	Lost Contol	Education
Pike Dr 50' e of Coho	P13	Ped	FTY, Age, Night	**Provide a Crosswalk across Pike Dr. at Coho**, Education
Post Rd .15 mi. e of Leopold Wy	P14	Motor Veh.	Criminal Activity	No Countermeasures Apply
Post Rd .2 mi. e of Traceway Dr	P15	Ped	FTY	**Marked Crosswalk Across Post Rd at Traceway** (near Leopold Schl), Ed.
Red Arrow Tr .1 mi s of Thurston Ln	P16	Ped	FTY, Age	Education
Richardson at Lacy	P17	Motor Veh.	ID	**Bike Lanes on Richardson**, Education
Scarlet Dr at Persimmon Dr	P18	Both	Horseplay, Age	Education
Syene Rd at Curry Ct	P19	Ped	FTY, Age	Education
Thurston Ln.03mi e of Red Arrow Tr	P20	Ped	FTY, Age	Education
Williamsburg Wy at Anton Dr	P21	Ped	FTY, Age, Night	**Remove Crossing Ramp at SE Corner,** Education
Williamsburg Wy at Anton Dr	P22	Motor Veh.	FTY, Night	**Remove Crossing Ramp at SE Corner,** Education
Williamsburg Wy .06 mi e of Whitney Wy	P23	Ped	FTY, Age	Education

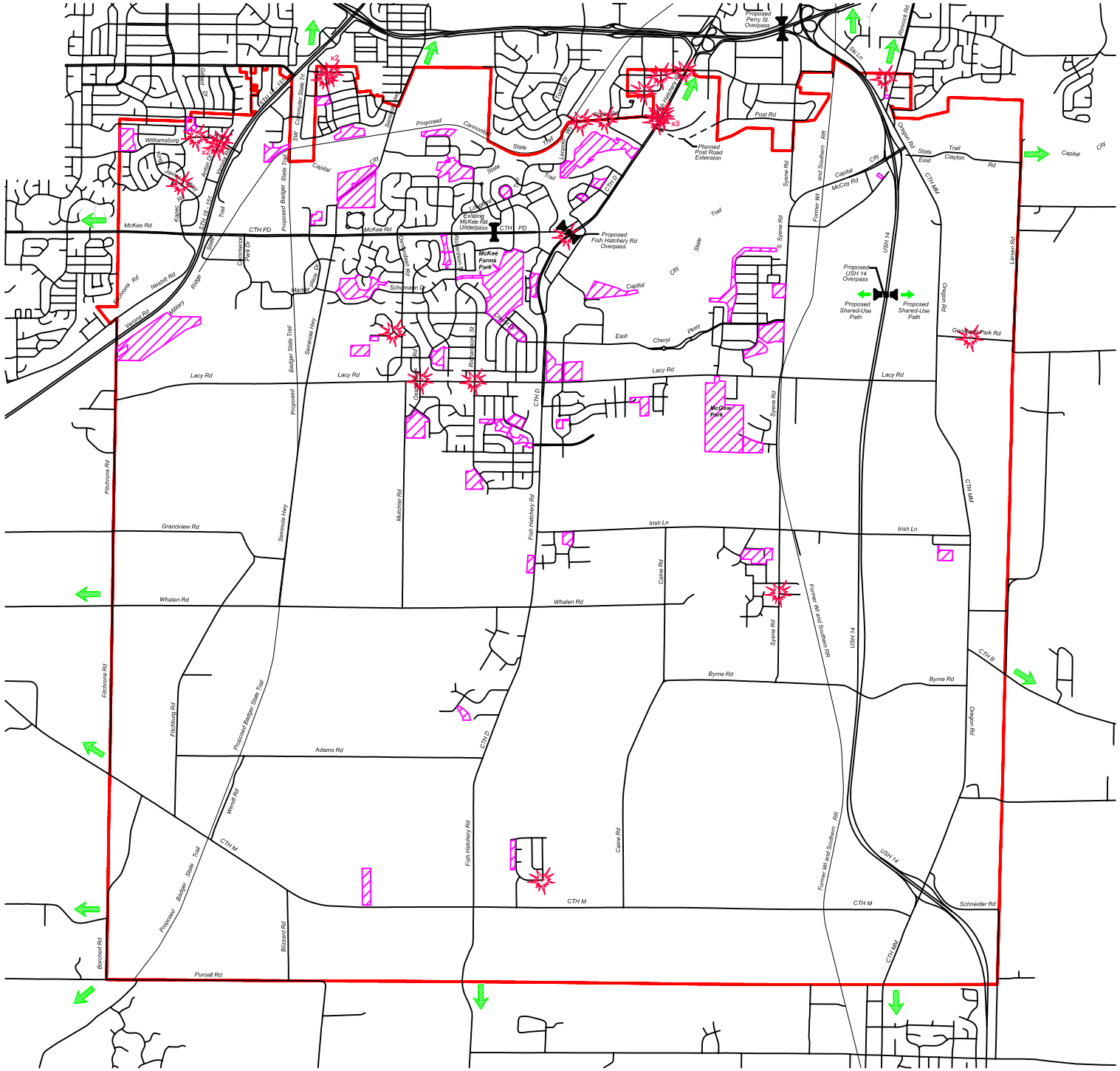
Legend:
Probable Causes=Possible Contributing Factor
FTY=Faillure to Yield
ID=Inattentive Driving
Age=Under 16
Time of Day=Dusk or Dark

* refer to crash summary for police detail of crash

Draft Pedestrian Crash Sites

City of Fitchburg Bike and Pedestrian Plan

February 13, 2008


Proposed Perry St. Overpass
Post Rd
Planned Post Road Extension
Proposed Fish Hatchery Rd Overpass
Existing McKee Rd Underpass
McKee Farms Park
McGaw Park
Proposed USH 14 Overpass
Proposed Shared-Use Path
Proposed Shared-Use Path
McKee Rd
CTH PD
Lacy Rd
Whalen Rd
Grandview Rd
Irish Ln
Byrne Rd
Adams Rd
CTH M
Schneider Rd
Purcell Rd
Fitchburg Rd
Fish Hatchery Rd
Seminole Hwy
Caine Rd
Syene Rd
USH 14
CTH MM
CTH B
Oregon Rd
Lacy Rd
Former WI and Southern RR
Proposed Badger State Trail
Proposed Capital City State Trail
Capital City State Trail
Williamsburg Way
Schumann Dr
Cheryl Pkwy
East
Clayton Rd
Gaston Park Rd
Lacy Rd
Berchtel Rd
Blizzard Rd
Wendt Rd
Matchler Rd
Nesbitt Rd
Ridge Rd
Vanga Rd
Military Rd
Kaiser Rd
Commerce Park Dr
Market Place Dr
Schumann Dr
Lacy Rd
Lorson Rd
Romnoe Rd
Oregon Rd
McCoy Rd
Former WI and Southern RR
Syene Rd
S. Syene Rd
Post Rd
Fish Hatchery Rd
Caine Rd
Byrne Rd
Irish Ln
Whalen Rd
Grandview Rd
Fitchburg Rd
Seminole Hwy
Matchler Rd
Fish Hatchery Rd
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Syene Rd
Former WI and Southern RR
USH 14
CTH MM
CTH B
Oregon Rd
Schneider Rd
CTH M
Purcell Rd
Berchtel Rd
Blizzard Rd
Wendt Rd
Proposed Badger State Trail
Proposed Capital City State Trail
Capital City State Trail
Williamsburg Way
Schumann Dr
Cheryl Pkwy
East
Clayton Rd
Gaston Park Rd

Crash Summary for 2000 through 2007

Crash Summary for 2000 through 2007 (provided by City of Fitchburg Police Department)

Crash Number	DOCTNMBR	ACCDDATE	DAYNMBR	NTFYHOUR	COUNTY	MUNICIPALITY	MUNITYPE	RLTNRDWY	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY		ATSTR	ATNMBR	ACCDLOC	ROADCOND	WTHRCOND	LGTCOND	ACCDSVR	INJSVR	TOTFATL	TOTINJ	ACCDTYPE	MNRCOLL	ROADHOR	ROADVERT	CONSZONE	ALCFLAG	BIKEFLAG	PEDFLAG	TOTVEH	VEHTYPE1	VEHDMG1	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	VEHTYPE2	VEHDMG2	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2
Bike																																																							
B1	7746660	06/14/06	WED	7	DANE	FITCHBURG	C	ON		18	CTH PD / MCKEE RD	E	150	0		0	18	b1	VERONA RD		I		CLR		INJ	B	0	1		ANGL					Y			1	CAR	UNKNOWN	E	RT TRN	TS OP	40	36	FTY	BIKE	UNKNOWN	N	GO STR	TS OP	77	37
B2	8199335	11/06/03	THU	17	DANE	FITCHBURG	C	ON	18	18	VERONA RD	W	150	0		0	PD	b2	MCKEE RD		I		CLR	LIGT	INJ	C	0	1	BIKE	NO					Y			1	BLNK	UNKNOWN	W	RT TRN	TS OP	45	0	FTY	BIKE	VERY MINOR	S	GO STR	TS OP	0	49
B3	6771819	08/20/01	MON	10	DANE	FITCHBURG	C	ON		18	CTH PD MCKEE RD	W	150	0		0	18	b3	VERONA RD		I		CLR		INJ	C	0	1	BIKE	NO	C				Y			1	CAR	VERY MINO	W	RT TRN	TS OP	45	57	DTC	BIKE	BLANK	S	GO STR	TS OP	77	51
B4	6340115	07/10/02	WED	17	DANE	FITCHBURG	C	ON		18	CTH PD MCKEE RD	W	150	0		0	18	b4	VERONA RD		I		CLR		INJ	B	0	1	BIKE	NO					Y			1	CAR	VERY MINO	W	RT TRN	TS OP	45	21	ID	BIKE	BLANK	S	GO STR	OTHR	77	55
B5	BLSLK56	08/11/07	SAT	11	DANE	FITCHBURG	C	ON	18		VERONA RD				S	0	PD	b5	MCKEE RD		I		CLR		INJ	B	0	1	BIKE	SSOP					Y			1	CAR	VERY MINO	N	RT TRN	TS OP	50	79	FTY	BLNK	MINOR	S	GO STR	TS OP	50	28
B6	7419085	06/19/02	WED	7	DANE	FITCHBURG	C	ON			BORCHART RD				S	50	M	b6			N		CLDY		INJ	B	0	1	BIKE	REAR					Y			1	CAR	VERY MINO	N	STOPED	NONE	40	48		BIKE	BLANK	N	GO STR	NONE	40	34
B7	8498354	04/13/06	THU	13	DANE	FITCHBURG	C	ON			CAHILL MAIN					0	D	b7	FISH HATCHERY RD		I		CLR		INJ	B	0	1		NO					Y			1	TRK UT	NONE	E	RT TRN	SS	25	40	ID	BIKE	UNKNOWN	N	GO STR	NONE	25	52
B8	7920030	10/08/06	SUN	13	DANE	FITCHBURG	C	ON			CAINE RD					0		b8	WHALEN RD		I		CLR		INJ	A	0	1		ANGL					Y			1	BIKE	UNKNOWN	E	RT TRN	SS	40	32	DTC	TRK U	MINOR	N	LT TRN	NONE	40	53
B9	7915737	07/22/06	SAT	8	DANE	FITCHBURG	C	ON			CTH D				S	4		b9	GREENWAY CROSS	2845	N		CLR		INJ	B	0	1	BIKE	NO					Y			1	CAR	MINOR	W	GO STR	NONE	77	21	FTY	BIKE	UNKNOWN	S	GO STR	NONE	77	58
B10	7272637	07/19/04	MON	20	DANE	FITCHBURG	C	ON			CTH D					0		b10	HIGH RIDGE TRL		I		CLDY		PD		0	0		NO					Y			1	BIKE	VERY MINO	E	GO STR	SS	77	13	FTY	CAR	MODERATE	S	GO STR	NONE	40	36
B11	7258944	06/29/00	THU	20	DANE	FITCHBURG	C	ON			CTH D FISH HATCHERY					0	PD	b11	MCKEE RD		I		CLR		PD		0	0	BIKE	NO					Y			1	TRK UT	NONE	S	RT TRN	TS OP	40	61		BIKE	BLANK	E	GO STR	TS OP	40	24
B12	6339838	09/07/00	THU	14	DANE	FITCHBURG	C	ON			CTH D FITCHBURG					0	PD	b12	MCKEE RD		I		CLR		INJ	B	0	1	BIKE	NO					Y			1	CAR	VERY MINO	S	RTOR	TS OP	40	50	FTY	BIKE	MODERATE	E	GO STR	TS OP	77	26
B13	BLSK2MR	06/28/07	THU	17	DANE	FITCHBURG	C	ON			CTH M					0		b13	FITCHRONA RD		I		CLR		INJ	B	0	1	BIKE	ANGL					Y			1	CAR	VERY MINO	W	GO STR	NONE	55	24		BIKE	VERY SEVER	S	LT TRN	SS	50	31
B14	8532278	05/30/05	MON	16	DANE	FITCHBURG	C	ON			CTH MM				S	25		b14	LACY RD		N		CLR		INJ	C	0	1		NO					Y			1	BIKE	UNKNOWN	S	GO STR	NONE	50	33	OTHR	CAR	VERY MINOR	S	GO STR	NONE	50	18
B15	6771837	05/09/02	THU	12	DANE	FITCHBURG	C	ON			CTH PD MC KEE RD				W	9	D	b15	FISH HATCHERY RD		N		CLR		INJ	A	0	1	BIKE	NO					Y			2	CAR	VERY MINO	S	LT TRN	NONE	40	79	FTY	BIKE	VERY MINOR	E	GO STR	NONE	77	51
B16	7915719	08/01/06	TUE	17	DANE	FITCHBURG	C	ON			CTH PD MCKEE RD					0		b16	COMMERCE PARK		I		CLR		INJ	C	0	1	BIKE	NO					Y			1	CAR	VERY MINO	N	RT TRN	TS OP	25	29	DTC	BIKE	UNKNOWN	W	GO STR	TS OP	25	72
B17	6339890	11/13/00	MON	19	DANE	FITCHBURG	C	ON			CTH PD MCKEE RD				W	10		b17	KAPEC RD		N	WET	SNOW	DARK	INJ	A	0	1	BIKE	REAR		H			Y			1	CAR	UNKNOWN	W	GO STR	NONE	45	0	OTHR	BIKE	BLANK	W	GO STR	NONE	77	30
B18	7920037	10/01/06	SUN	15	DANE	FITCHBURG	C	ON			FISH HATCHERY RD					0	PD	b18	MCKEE RD		I		CLR		INJ	A	0	2	BIKE	NO					Y			1	CAR	VERY MINO	W	RT TRN	TS OP	30	34	FTY	BIKE	UNKNOWN	E	GO STR	TS OP	77	34
B19	7419129	05/23/02	THU	18	DANE	FITCHBURG	C	ON			FISH HATCHERY RD				N	19		b19	POST RD		N		CLR		INJ	C	0	1		REAR					Y			1	CAR	BLANK	S	CHG LN	NONE	30	22	ID	BIKE	BLANK	S	GO STR	NONE	30	32
B20	7915664	09/07/06	THU	15	DANE	FITCHBURG	C	ON			HIGH RIDGE TRL					0	D	b20	FISH HATCHERY RD		I		CLR		PD		0	0	BIKE	NO					Y			1	CAR	VERY MINO	E	SL/ST	SS	25	55	OTHR	BIKE	UNKNOWN	N	GO STR	NONE	77	43
B21	7258935	07/28/00	FRI	16	DANE	FITCHBURG	C	ON			KING JAMES CT				W	1		b21	KING JAMES WAY		N		CLR		INJ	C	0	1	BIKE	NO					Y			1	CAR	VERY MINO	E	GO STR	NONE	25	63		BIKE	VERY MINOR	W	RT TRN	NONE	25	7
B22	7650387	09/12/02	THU	21	DANE	FITCHBURG	C	ON			LEOPOLD WAY					0		b22		3329	N		CLR	LIGT	INJ	B	0	1	BIKE	ANGL					Y			1	CAR	UNKNOWN	W	OTHR	NONE	25	0	FTY	BIKE	MINOR	N	GO STR	NONE	25	38
B23	7249943	10/20/00	FRI	18	DANE	FITCHBURG	C	ON			MCCOY RD					0		b23	SYENE RD		I		CLR		INJ	B	0	1		ANGL	C				Y			1	CAR	NONE	S	STOPED	SS	45	35	FTY	BIKE	VERY SEVER	E	LT TRN	NONE	45	25
B24	7955368	09/02/06	SAT	12	DANE	FITCHBURG	C	ON			OREGON RD					0		b24	MCCOY RD		I		CLR		INJ	C	0	1	BIKE	NO					Y			1	CAR	NONE	E	LT TRN	SS	45	23	FTY	BIKE	UNKNOWN	S	GO STR	NONE	45	58
B25	6771871	09/10/01	MON	17	DANE	FITCHBURG	C	ON			POST RD					0		b25	LEOPOLD WAY		I		CLR		INJ	B	0	1		ANGL		H			Y			1	CAR	MODERATE	W	LT TRN	NONE	30	26	FTY	BIKE	MODERATE	E	GO STR	NONE	30	22
B26	7005805	06/02/00	FRI	10	DANE	FITCHBURG	C	ON			POST RD					0		b26	TRACEWAY DR		I		CLR		INJ	B	0	1	BIKE	NO					Y			1	BIKE	NONE	S	GO STR	SS	0	11	OTHR	CAR	VERY MINOR	E	GO STR	NONE	30	40
B27	7272623	08/01/04	SUN	14	DANE	FITCHBURG	C	ON			POST RD					0		b27	TRACEWAY DR		I		CLR		INJ	B	0	1	BIKE	ANGL					Y			1	CAR	NONE	E	RT TRN	NONE	25	26		BIKE	VERY MINOR	S	GO STR	SS	25	11
B28	7796135	09/17/03	WED	17	DANE	FITCHBURG	C	ON			POST RD				W	4		b28	TRACEWAY DR		N		CLDY		INJ	A	0	1		ANGL					Y			1	TRK UT	MINOR	W	LT TRN	NONE	30	19	FTY	BIKE	VERY MINOR	E	GO STR	NONE	30	23
B29	8503942	10/01/05	SAT	15	DANE	FITCHBURG	C	ON			S SEMINOLE HWY				S	25		b29	LACY RD		N		CLR		INJ	B	0	2	BIKE	NO					Y			1	FARM	NONE	S	OVT LT	NONE	50	28	IO	BIKE	UNKNOWN	S	GO STR	NONE	50	56
B30	BLST731	05/19/07	SAT	8	DANE	FITCHBURG	C	ON			SEMINOLE HIGHWAY					0		b30	SENTINEL PASS		I		CLR		INJ	B	0	1	BIKE	SSS					Y			1	CAR	NONE	S	RT TRN	SS	40	60	FTY	BIKE	VERY MINOR	S	GO STR	NONE	40	42
B31	6771932	09/25/01	TUE	15	DANE	FITCHBURG	C	ON			SEMINOLE HWY				N	50	PD	b31			N		CLR		INJ	B	0	1	BIKE	NO					Y			1	TRK UT	MINOR	N	GO STR	NONE	45	37		BIKE	BLANK	N	LT TRN	NONE	77	12
B32	7661405	06/18/03	WED	8	DANE	FITCHBURG	C	ON			SEMINOLE HWY				S	4	PD	b32			N		CLR		INJ	C	0	1	BIKE	REAR					Y			1	BIKE	MODERATE	N	GO STR	NONE	40	47	ID	CAR	MODERATE	N	STOPED	TS OP	40	21
B33	7915678	08/12/06	SAT	10	DANE	FITCHBURG	C	ON			SEMINOLE HWY				S	10		b33	DAWLEY DR		N		CLR		INJ	C	0	1		NO					Y			1	BIKE	UNKNOWN	E	SL/ST	SS	40	15	FVC	CAR	VERY MINOR	S	GO STR	NONE	40	55
B34	7419068	07/11/02	THU	18	DANE	FITCHBURG	C	ON			SEMINOLE HWY					0		b34	LACY RD		I		CLR		INJ	B	0	1	BIKE	NO					Y			1	TRK UT	MINOR	W	GO STR	SS	35	29	FTY	BIKE	BLANK	S	GO STR	NONE	45	32
B35	7661387	05/05/03	MON	17	DANE	FITCHBURG	C	ON			SEMINOLE HWY					0		b35	LACY RD		I		CLR		INJ	B	0	1	BIKE	ANGL					Y			1	CAR	MINOR	W	GO STR	SS	35	55	FTY	BIKE	SEVERE	S	GO STR	NONE	50	20
B36	7419091	08/31/02	SAT	14	DANE	FITCHBURG	C	ON			SENTINEL PASS					0		b36	CRESCENT RD		I		CLR		INJ	B	0	1	BIKE	ANGL		H			Y			1	CAR	BLANK	W	LT TRN	NONE	25	0	FTY	BIKE	BLANK	E	GO STR	NONE	25	60
B37	BLST73Q	08/15/07	WED	16	DANE	FITCHBURG	C	ON			SYENE RD				S	1		b37	IRISH LN		I		CLR		INJ	B	0	1		NO					Y			1	TRK UT	NONE	E	GO STR	SS	45	40	FTY	BLNK	VERY MINOR	N	GO STR	NONE	50	68
B38	7661373	05/08/03	THU	2	DANE	FITCHBURG	C	ON			VERONA FRONTAGE RD				S	25		b38	WILLIAMSBURG WA		N	UNK	UNKN	LIGT	INJ	B	0	1	BIKE	ANGL					Y			1	TRK ST	BLANK	S	LT TRN	SS	25	37	FTY	BIKE	MODERATE	N	GO STR	NONE	77	43
B39	8591178	03/22/07	THU	18	DANE	FITCHBURG	C	ON			WHALEN RD					0		b39	FITCHBURG RD		I		CLR		INJ	B	0	1		BLNK		H			Y			1	CAR	MINOR	W	LT TRN	NONE	50	19		BIKE	UNKNOWN	E	GO STR	NONE	50	36
B40	7746460	09/04/03	THU	16	DANE	FITCHBURG	C	ON			WHALEN RD					0		b40	SEMINOLE HWY		I		CLR		INJ	B	0	1	BIKE	ANGL					Y			1	CAR	VERY MINO	S	LT TRN	SS	50	53	FTY	BIKE	VERY MINOR	E	LT TRN	NONE	50	39
B41	7955357	09/15/06	FRI	18	DANE	FITCHBURG	C	ON			WILLIAMSBURG WAY					0		b41	ANTON DR		I		CLR	DUSK	INJ	B	0	1	BIKE	NO					Y			1	CAR	NONE	W	LT TRN	NONE	25	46	FTY	BIKE	UNKNOWN	E	GO STR	NONE	25	42
B42	7460092	07/30/01	MON	15	DANE	FITCHBURG	C	ON			WILLIAMSBURG WAY					0		b42	S WHITNEY WAY		I		CLR		INJ	B	0	1	BIKE	NO					Y			1	CAR	BLANK	S	LT TRN	SS	25	18	DTC	BIKE	BLANK	W	GO STR	SS	25	14
Ped																																																						
P0	6771965	10/30/04	SAT	10	DANE	FITCHBURG	C	ON			ANTON ST				S	9		p0	WILLIAMSBURG WA		N		UNKN	DARK	INJ	C	0	1	PED	NO							Y	1	CAR	UNKNOWN	N	GO STR	NONE	25	0	ID				BLNK			28
P1	7275983	03/16/05	WED	16	DANE	FITCHBURG	C	ON			CLAUSEN ST				N	50	MM	p1			N		CLR		INJ	C	0	1	PED	NO							Y	1	CAR	NONE	W	BACKNG	NONE	25	52	UB				BLNK			68
P2	7045591	10/26/01	FRI	18	DANE	FITCHBURG	C	ON			CTH D FISH HATCHERY					0		p2	POST RD		I		CLR	LIGT	INJ	B	0	1	PED	NO				Y			Y	1	CAR	BLANK	E	RT TRN	TS OP	30	21	OTHR				GO STR			45
P3	7915669	08/25/06	FRI	22	DANE	FITCHBURG	C	ON			CTH D FISH HATCHERY RD					0	PD	p3	MCKEE RD		I	WET	RAIN	LIGT	INJ	B	0	3		REAR				Y			Y	2	CAR	SEVERE	S	GO STR	TS OP	40	26	SPD	CAR	MODERATE	S	SL/ST	TS OP	40	24
P4	6340071	02/22/01	THU	8	DANE	FITCHBURG	C	ON			CTH D FISH HATCHERY RD				N	10		p4	POST RD		N	SNO	CLDY		INJ	B	0	1	PED	NO							Y	1	CAR	NONE	N	GO STR	NONE	30	20					OTHR			18
P5	7427475	10/25/06	WED	16	DANE	FITCHBURG	C	ON			EGGIMAN RD				S	1		p5	GREENWAY CROSS		I		CLR		INJ	A	0	1	PED	NO			Y				Y	1	CAR	MINOR	W	LT TRN	NONE	25	24	FTY				GO STR			40
P6	8532294	01/06/05	THU	15	DANE	FITCHBURG	C	ON			FISH HATCHERY RD					0		p6	GREENWAY CROSS		I	SNO	CLDY		INJ	C	0	1	PED	BLNK							Y	1	CAR	NONE	N	RT TRN	TS OP	35	19	FTY				OTHR			31
P7	7452312	03/06/01	TUE	13	DANE	FITCHBURG	C	ON			FISH HATCHERY RD				N	9		p7	POST RD		N		CLR		INJ	B	0	2	PED	NO							Y	1	CAR	NONE	N	GO STR	NONE	30	58					GO STR			56
P8	7650402	09/03/02	TUE	20	DANE	FITCHBURG	C	SHLD			GOODLAND PARK RD				E	25	MM	p8	OREGON RD		N		CLR		INJ	B	0	1	PED	NO		H					Y	1	TRK UT	BLANK	W	GO STR	NONE	55	39	OTHR				BLNK			35
P9	8498362	04/14/06	FRI	21	DANE	FITCHBURG	C	ON			KING JAMES WAY				N	2		p9	NORFOLK DR		N		CLR	LIGT	INJ	B	0	1	OTH R	NO							Y	1	CAR	NONE	N	GO STR	NONE	25	16					OTHR			13
P10	7267370	04/14/04	WED	17	DANE	FITCHBURG	C	ON			OSMUNDSEN RD					0		p10	LACY RD		I		CLR		INJ	B	0	1	PED	NO							Y	1	CAR	NONE	N	GO STR	SS	25	32	FVC				GO STR			26
P11	8199429	10/02/03	THU	11	DANE	FITCHBURG	C	ON			PADDOCK PL					1		p11	STABLE VIEW		N		CLR		INJ	C	0	1	PED	ANGL		H					Y	1	TRK UT	NONE	N	OTHR	NONE	25	19	IO				OTHR			26
P12	7005742	11/02/00	THU	23	DANE	FITCHBURG	C	ON			PIKE DR				E	2		p12	COHO ST		N		CLR	DARK	INJ	C	0	1	PED	NO							Y	1	CAR	BLANK	W	GO STR	NONE	25	0	DC				OTHR			25
P13	7274017	12/08/03	MON	20	DANE	FITCHBURG	C	ON			PIXE DR				W	1		p13	COHO ST		N		CLDY	LIGT	INJ	C	0	1	PED	NO							Y	1	CAR	NONE	W	GO STR	NONE	25	18	ID				GO STR			14
P14	8591244	03/31/07	SAT	3	DANE	FITCHBURG	C	ON			POST RD				E	15		p14	LEOPOLD WAY		N		CLR	LIGT	INJ	B	0	1	PED	NO							Y	1	CAR	UNKNOWN	W	BACKNG	NONE	30	0	FTY				OTHR			22
P15	7249948	10/09/00	MON	8	DANE	FITCHBURG	C	ON			POST RD				W	2		p15	TRACEWAY DR		N		CLDY		INJ	C	0	1	PED	NO							Y	1	CAR	NONE	E	GO STR	NONE	20	48					OTHR			5
P16	7274024	10/10/04	SUN	14	DANE	FITCHBURG	C	ON			RED ARROW TRL				S	9		p16	THURSTON LN		N		CLR		INJ	B	0	1	PED	NO							Y	1	CAR	NONE	S	SL/ST	NONE	25	31					OTHR			6
P17	6339815	02/27/01	TUE	9	DANE	FITCHBURG	C	ON			RICHARDSON ST					0		p17	LACY RD		N		CLDY		INJ	C	0	1	PED	NO							Y	1	BLNK	UNKNOWN	N	GO STR	NONE	25	0	ID				GO STR			13
P18	7427456	11/17/06	FRI	23	DANE	FITCHBURG	C	ON			SCARLET DR					0		p18	PERSIMMON DR		N		CLDY	DARK	INJ	B	0	1	OTH R	NO							Y	1	CAR	NONE	W	GO STR	NONE	25	16	OTHR				OTHR			16
P19	7452313	03/04/01	SUN	12	DANE	FITCHBURG	C	ON			SYENE RD					0		p19	CURRY CT	2328	N		CLDY		INJ	B	0	1	PED	NO							Y	1	TRK UT	NONE	N	GO STR	NONE	35	40					OTHR			11
P20	BLSR0F6	06/27/07	WED	17	DANE	FITCHBURG	C	ON			THURSTON LN				E	3		p20	RED ARROW TRL		N		CLR		INJ	C	0	1	PED	NO							Y	1	CAR	NONE	W	GO STR	NONE	25	23					GO STR			0
P21	7661530	01/28/03	TUE	18	DANE	FITCHBURG	C	RTSH			WILLIAMSBURG WAY					0		p21	ANTON DR		I	SNO	CLDY	LIGT	INJ	B	0	1	PED	NO							Y	1	TRK UT	NONE	W	OVT RT	NONE	25	33					GO STR			12
P22	7796127	11/12/03	WED	17	DANE	FITCHBURG	C	ON			WILLIAMSBURG WAY					0		p22	ANTON DR		I	WET	RAIN	LIGT	INJ	C	0	1	PED	NO				Y			Y	1	TRK UT	NONE	W	LT TRN	SS	25	65	FTY				GO STR			39
P23	7746696	05/18/03	SUN	22	DANE	FITCHBURG	C	ON			WILLIAMSBURG WAY				E	6		p23	WHITNEY WAY		N		CLR	DARK	INJ	C	0	1	PED	NO							Y	1	CAR	NONE	W	GO STR	NONE	25	24					OTHR			5

Appendix 2 – Audit Team Meeting Notes

JND
JN DESIGN and PLANNING

Meeting Notes

2299 Gold Drive
Fitchburg, WI 53711
Phone: 608-271-6819
Email: jim.neidhart@charter.net

Meeting Description: Fitchburg Audit Team Kickoff

Meeting Date/Time: September 5, 2007/7:00 PM

Meeting Location: Fitchburg Community Center, Fitchburg Room

In Attendance:
Jim Lucht—District 4
Scott Endle—Fitchburg Parks Commission
Jason Schmidt—Fitchburg Planning Staff
Kevin LeRoy—District 4
Steve Penne—Verona Schools
Angela Kinderman—CEDA/Chamber
Ahnaray Bizjak—Fitchburg Public Works Staff
Jim Neidhart—JN Design and Planning

Notes:

The meeting began with Jim thanking team members for giving their time to be involved in the bike and ped. planning process. Jim believes the City will be a safer, and better place to live and visit because of our efforts.

The Planning Process was briefly described. Elements of the plan include:

- Establish Goals, Objectives and Policies (GOP's) as the framework to guide the plan. The team will play a vital role in determining the GOP's. We will need to get to work on these very soon so that a draft list can be presented to the Committee of the Whole later this month. (Submittal should be by Sept. 21, so the Committee can review the GOP's prior to the meeting.)
- Update significant destinations, both within and outside of Fitchburg. By knowing where people will likely desire to walk and ride, the need for walking and riding facilities can be identified.
- Update bike and ped facilities, including: sidewalks, shared-use paths, shared travel lanes, paved shoulders, bike lanes, bike routes, and bike parking
- Provide current design standards—WisDOT and AASHTO guidelines are recognized as the standard.
- Perform a crash analysis of ped/bike with motor vehicles and provide counter measures where appropriate.
- Make facility recommendations with priority assignments.
- Create ped facility map
- Create bike facility map suitable for distribution to the public
- Create report document

Why have an Audit Team? We probably can't expect a lot of public participation at our Bike/Ped planning meetings. Bike and Ped plans do not raise peoples concerns, unlike the threat of transmission lines in your neighborhood or other contentious issues. However, by having the involvement of the Audit Team, we can get good representation and input to make this a strong plan that represents the goals of our community.

Your responsibility as a member of the team is to share your ideas, provide feedback as the plan is developed and be open minded to other's ideas.

Future Meetings:
Goals, Objectives and Policies Meeting:
We will have a team meeting to discuss Goals, Objectives and Policies next week. Jim will send out an email to the team to establish the best night for the meeting.

Walking/Riding Audit Meeting:
Because it is important for team members to get out into the field to gain perspective on the GOP's, we are going to give members the flexibility to schedule their own walking/riding audit. It would be best for the members to have others with them to provoke thought and make the experience more rewarding. You are encouraged to invite family, friends, neighbors as well as team members to join you. Jim will provide a list of things to consider during your audit, as well as potential routes that you can follow. We will then meet on Thursday, September 20 at 7 PM to discuss our experiences with the whole team. This will be another good opportunity to review the GOP's in light of the audit experiences.

There were several questions that came up that were particularly significant to the process:

Will the walking/riding audits cover the whole city? No, the intention is to get team members to think critically about bike and ped facilities, so that they are better able to comment on the GOP's and plan recommendations.

Can members develop their own audit route? Yes, because we are going with a flexible scheduling approach to the audits, it may be more interesting for you, your friends, family and neighbors to select a route that you are familiar with. Although route specific observations you make will be very useful to the plan, it is the intent that members get a sense for what bike and ped concepts our community should identify as generally important throughout the community.

Over what time frame will the plan be implemented? There will not be any timeline associated with the recommendations. From past experience, assigning a timeline to this kind of a planning document can limit the acceptance of the plan. Rather, the plan should be seen as a tool that can be used by the City to identify recommended improvements, if resources become available.

JND
JN DESIGN and PLANNING
2299 Gold Drive
Fitchburg, WI 53711
Phone: 608-271-6819
Email: jim.neidhart@charter.net

Meeting Notes

Meeting Description: Fitchburg Audit Team - Goals, Opportunities and Policies

Meeting Date/Time: September 12, 2007/7:00 PM

Meeting Location: Fitchburg Community Center, Fitchburg Room

In Attendance:
Ed Letourneau—District 3
Scott Endle—Fitchburg Parks
Jason Schmidt—Fitchburg Planning
Kevin LeRoy—District 4
Rosanne Lindsay—Transportation and Transit Commission
Steve Penne—Verona Schools
Dave Herbst—District 1
Ahnaray Bizjak—Fitchburg Public Works
Jim Neidhart—JN Design and Planning

Notes:

Tonight's meeting focused on the First Draft Goals, Objectives and Policies (GOP's) for the Fitchburg Bicycle and Pedestrian Transportation Plan.

While reading through the Draft document, there was discussion, questions, answers, and recommendations made to improve the document. In addition, Ahna offered the draft Goals, Opportunities and Policies for the transportation component of the draft Comprehensive Plan.

Revisions will be made by Jim Neidhart and a copy of the revised Draft GOP's will be sent to the Audit Team members.

If there are further comments, suggestions or questions, you can call or email Jim N. or we can discuss it at our meeting next week.

We also spoke about the walking and riding audits that need to occur between now and next Thursday 9/20, when we have our next meeting. Jim N. offered to help with route planning if needed.

There was discussion about where members might go and it was thought that by heading out from your own residence (or place of work) in Fitchburg you would be more likely to have family or friends join you. This will add to your enjoyment and possibly notice more things than you would otherwise notice alone.

Note: The intention of the audits are not for team members to completely cover all of Fitchburg. Rather, it is intended that through using the suggested list of questions and powers of observation, the team can bring back concepts and issues that can be addressed in future

meetings and be reflected in the Bike/Ped Plan.

Next Meeting:
Description: Walking/Riding Audit Meeting
When: September 20 at 7PM (depending on the amount of discussion, we will probably finish up by 9 PM.
Location: Fitchburg Community Center, Fitchburg Room

JND
JN DESIGN and PLANNING

Meeting Notes

2299 Gold Drive
Fitchburg, WI 53711
Phone: 608-271-6819
Email: jim.neidhart@charter.net

Meeting Description: Fitchburg Audit Team - Walking and Riding Audit Findings

Meeting Date/Time: September 20, 2007/7:00 PM

Meeting Location: Fitchburg Community Center, Fitchburg Room

In Attendance:
Ed Letourneau—District 3
Scott Endle—Fitchburg Parks Jason Schmidt—Fitchburg Planning
Kevin LeRoy—District 4 Rosanne Lindsay—Transportation and Transit Commission
Mark McNally—Plan Commission
Pam Sprecher-Galka—District 2
Angela Kinderman—Fitchburg Chamber of Commerce
Jim Lucht—District 4
Ahnaray Bizjak—Fitchburg Public Works
Jim Neidhart—JN Design and Planning

Notes:

The meeting focused on both revisions to the Goals, Objectives and Policies (GOP's) and walking and riding audits.

Revisions to GOP's:
Revisions to the GOP's were reviewed based on comments by the team and City staff. Revisions included wording changes, such as "should" replacing "shall" when referring to policies the City should embrace. Another change refers to rural 2-lane roads having 4' paved shoulders "when major reconstruction occurs". The thought here is because of the potential cost associated with right-of-way acquisition, ditch regrading, etc, the City should not be required to add shoulders when simple repaving occurs. Another change added "when high volumes of pedestrian use" to be added to the justification for having grade separated pedestrian crossings.

Walking and Riding Audits:
Team members covered different areas that were of interest to them. Areas covered included:
A ride from the south west corner of Fitchburg along Purcell Rd to City Hall Area.
A ride from the Quality Inn Hotel at Cahill Main.
A ride along Cap City Trail from Harlan Hills to Seminole Hwy.
Rides along Syene Rd, McCoy Rd, Lacy Rd, Irish Ln, Cheryl Dr, CTH MM, S, Seminole Hwy CTH M, Cap City Tr, and Mil Ridge Tr.
Walks included a walk in the vicinity of City Hall, across Fish Hatchery Rd, through the Fitchburg Tech Campus and Quarry Hill Subdivision.

There were also walks through the Tarpleywick Hills, Greenfield and Swan Creek subdivisions. Particular discussion involved the apparent danger at the Cap City Trail crossing of Seminole Highway. Additional discussion involving bicycle safety and Seminole Hwy raised a question of the law and riding 2 abreast.

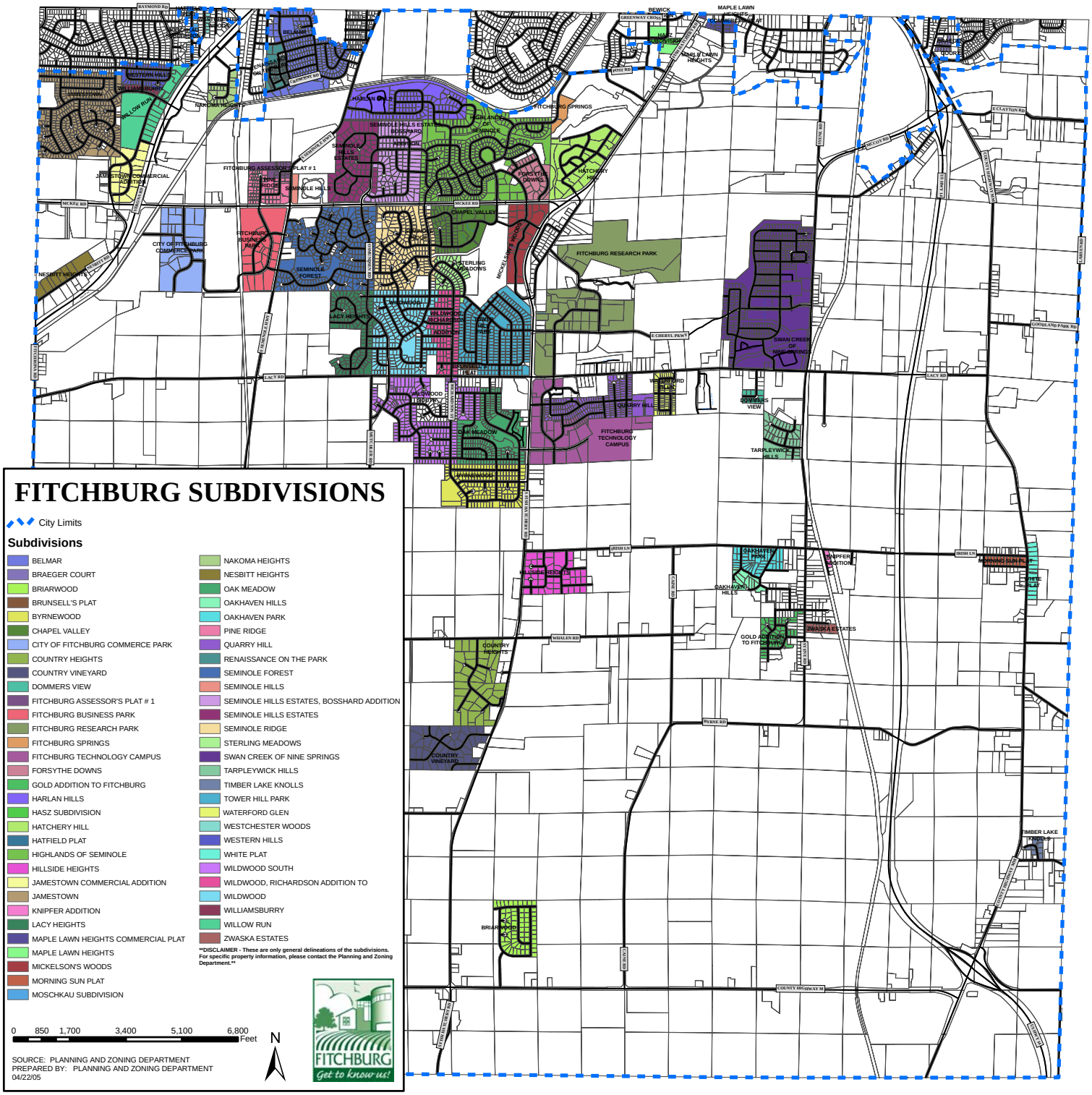
Post meeting note: As a further clarification of the law regarding riding 2 abreast, Wisconsin State Statute 346.80 states "Persons riding bicycles or electric personal assistive mobility devices upon a roadway may ride 2 abreast if such operation does not impede the normal and reasonable movement of traffic." In other words, it is more than common courtesy for the second rider to move over to accommodate a passing motor vehicle.

There was also discussion regarding the goal of encouraging more walking and riding. Suggestions included promotional activities such as "poker runs", scavenger hunts, a red bike project, wayfinding donated by local businesses, discounts to pedestrians and bicyclists, recognition awards for businesses who encourage bicycling and walking by their employees, user friendly map distribution through local businesses and organizations.

Concern was also expressed regarding future planning efforts after this plan is completed. One idea was that the group could continue to be in contact or meet once or twice a year to stay informed and continue to promote bicycling and pedestrian issues in Fitchburg.

Next Meeting:
Team members will be contacted to schedule our next meeting.

Fitchburg Subdivision Map



Appendix 4 - Fitchburg Sidewalk Ranking Criteria

The following criteria shall be used to prioritize the construction of recommended sidewalk sections. Sidewalks that receive a higher point value shall generally be constructed before sections with a lower point value. A lower ranked segment may be constructed with a higher continuous rated section or be constructed sooner than normal due to adjacent development.

1. Average Daily Traffic Volume (ADT)

- 1 point for every 500 vehicles
- 25 points maximum score
- Example: 5,000 ADT = 5,000/500 = 10 points

2. Speed

- 10 points for every 5 miles per hour the 85th percentile speed is above 25 MPH
- Maximum 30 points
- Example: 85th percentile is 33 mph, 10 points

3. Geometrics

- Sight distance, roadway grades to be evaluated by City Engineers
- Maximum 20 points

4. Street Widths

- 1 point for every foot of width less than 44' measured from face of curb to face of curb for undivided roadways and 27 feet for each side of a divided roadway
- Example: 38 foot wide street
  44 - 38 = 6 points

5. Utilization of On-Street Parking

- 5 points for every car parked on a 100-foot section between the hours of 10:00 PM to 6:00 AM
- Maximum 20 points
- Example: 3 cars parked every 100 feet
  3 x 5 = 15 points

6. Destination to Parks, Schools, Bus Stop, Shopping Centers, Churches, Nursing Homes, and Employment Centers

- If within one block - 25 points
- If within two blocks - 20 points
- If within three blocks - 15 points
- If within four blocks - 10 points
- If within five blocks - 5 points
- Points are assigned only for the one closest designation

- Measured from nearest end of segment
- Example: 2 blocks to a park and 1 block to a bus stop = 25 points

7. <u>Connectivity</u>

- 5 points for connecting a sidewalk of 500 feet or larger
- 25 points maximum
- Example: 3,200 feet of existing sidewalk to be extended 200 feet
  3,200/5 = 6
  6X5 = 30

8. <u>Population Density</u>

- 5 points for every 500 population increase over 1,000 within 1/4 mile of proposed sidewalk
- 30 points maximum
- Example: 1,600 people within 1/4 mile of proposed sidewalk
  1,600 - 1,000 = 600 persons = 10 points

9. <u>Zoning - Maximum 20 pts.</u>

- Park - 20 pts.
- Business General /Highway - 15 pts.
- Industrial - 15 pts.
- Residential - 10 pts.
- Agricultural - 0 pts.

Appendix 5 – Public Comment Table

The following table was generated by City staff to summarize the comments from the public meetings that occurred from May 21 to July 10, 2008 to be used by City commissioners for their review. It also serves as a record of the public comments and public process that was utilized to develop this plan.

Bicycle and Pedestrian Plan Public Comments
Fitchburg Planning and Public Works Department
June 2, 2008, revised June 4, 2008, revised July 17, 2008 (AB)

Comment	Staff Information	Staff Determination/ Recommendation
Following comments received at Open House	*held by Audit Team in May.*	
How are recommendations accomplished	Bike/ped plan, while not part of Comp plan, is a guiding document for decisions	No action required
Produce bike map	Good idea	Funding required, staff will suggest funding for 2009 budget.
Connect CCST to CT on west side of Seminole Hwy	Wetlands on west side	Add language to plan to the effect that: City will the examine feasibility of some type of connection.
Continue trail north to Sentinel Pass	Would be beneficial, but there are wetlands on west side of Seminole Hwy	(See above)
Path connection Crescent to CT near Red Arrow Trail	Staff agrees, but we suggest a more generic comment such that connectivity is examined for all shared use paths	On p. 34, Shared Use paths, add language that the City will examine connections to shared use paths from residential areas.
Changes to plan based on public input	Staff reviews comments/suggestions and makes a recommendation	Staff will make recommendations after review of public comments
Accept feedback via email	Acceptable	Bizjak has provided email address
Email to a general account, not a person	Staff will consider	Will create a bikeped@city.fitchburg.wi.us account. Not a plan text issue
Safe crossing of McKee at CCST/Fish Hatchery	Intersection improved, no right on red	No additional action necessary
Safe access along McGaw Park entry drive	Plan includes recommendation for sidewalk along entry drive, that would connect to a shared use path	No further action necessary
Better distinction between proposed and existing facilities	Will accomplish by showing proposed in dashed fashion	Will be accomplished in plan using dashes to indicate proposed facilities
Support for CT	Noted	No action necessary

Oppose sidewalk on Apache and Jenewein due to cost of construction and maintenance	Apache is non-assessed except for driveway approach. City should consider adding Jenewien to be treated similar to Apache in that it connects Marlboro and Belmar parks and also provides a route to the bus stop at Red Arrow and Jenewein.	Leave recommendation in the plan
Pennwall sidewalk not a high priority	This reflects current population of the street, which changes over time. See following item staff information discussion	Retain plan recommendation (also see following response)
Fitchburg sidewalk criteria not used in ranking by consultant but to be used by staff to evaluate construction alternatives	Consultant provided a ranking based on his expertise. Upon adoption of the plan, staff will evaluate each recommendation in accord with city guidelines and provide a numerical ranking for each sidewalk project	Retain consultant recommendation. However, it is recognized that each project will receive a numerical ranking in accord with City sidewalk guidelines.
Off road path along/near MM or rail corridor from Oregon	Off road location in this vicinity would help promote Heritage Circle Route. Consultant feels more study is required on alternatives	Plan already calls for studying this. No changes necessary.
Rails to trails from Oregon to Brooklyn	Proposal is for a path to co-exist in/near rail r/w and preserve rail line.	No action required, plan already addresses this
Bike map confusing, too many colors	Map is a planning tool, a separate user friendly bike map is recommended to be produced. (see earlier comment on bike map)	No action necessary with plan text.
Show proposed Perry St overpass	Agree	Plan will be amended to indicate
Show Post Rd extension	Agree	Plan map will be amended to indicate, in some manner, this connection
Remove No bike signs for neighborhood connections to CCST	Will change to "Walk your Bike" due to grade issues	Not a plan issue. This will be accomplished by City.
Adopt a Complete Streets Policy	Policy in Comp Plan to that effect	When drafted this policy will need to address issue of sidewalks, and on what streets they are located.
Ped/Bike improvements on Syene and MM	Paved shoulders on these rural roads to accommodate bikes. Shared use path on Syene south to Irish La is planned	Show shared use path on Syene in recommendation table and maps.
Add paved shoulder to Syene	Plan recommends 5' paved shoulder when street is reconstructed	No additional action necessary
Add dedicated bike lanes on Fish Hatchery at Post and McKee, and Greenway Cross	Right lane is currently for bikes/buses right turns. Insufficient room for 4' dedicated bike lane.	Right of way space is very constrained in this area. No plan changes recommended.
Path from Tony Romas to CCST	Plan includes this path	No additional action necessary

City Hall provide CCST passes	Dane Co Parks provides them for commuters, subsidized by Dane Co Hwy.	City will need to see if Dane Co will allow City Hall to issue as well. Not a plan issue as to who issues such passes.
Identify commercial area N of McKee and west of Triverton as a destination	This can be added	Plan to map to be amended to add this area as a destination
Bike/Ped crossing of Beltline at Fish Hatchery Rd	Plan recommends working with WisDOT , many difficult issues with beltline. WisDOT is looking at bike/ped improvements as part of other improvements being considered at this intersection	Retain current plan language
Opposition to moving path away from intersections of Fish Hatchery at Hatchery Hill area as it is against AASHTO guidelines	City only suggests looking at feasibility. Aware of AASHTO guidelines, but these guidelines are vague on this topic, but also know that traffic does not look for two-way bike movement	Retain language, but add language to plan text that there is a realization that it may run counter to AASHTO, but does not run counter to WI Bicycle Facility Design Handbook
Following from Bd of Public Works:		
Sidewalk on Coho north of Greenway Cross	Will link with Madison redevelopment area	Will show on pedestrian plan, and in recommendations section
Following from Plan Commission hearing or discussion:		
Designate a path on north side of PD from Fish Hatchery to Yarmouth Greenway Dr So allows bicycles to use to access CCST	Plan Commission recommends this be accomplished in some manner	Provide language in plan or recommendation section to address this
Sign Seminole Hwy for single file bicycles	ss. 346.80(3) (a) allows bicyclists to ride two abreast on public roadway provided it does not impede traffic. Staff feels signing as recommended would conflict with statute	No change to plan recommended
Add bike/ped path over 14 (between proposed interchange and Clayton)	This has been discussed with NEN as a connection to GTV.	Potentially add language to p 37 of plan to note this proposed bridge and connection with Heritage Circle route to NEN
Following from Transportation and Transit Commission hearing or discussion:		
Opposition to sidewalks in the Belmar neighborhood	The intent of the plan is to create a transportation network that is complete for all users including bicycles and pedestrians.	Leave sidewalk recommendations in the Plan

Concerns with traffic on Seminole Hwy, requested signage to restrict motorists from using the bike lane and better signage and markings for the CCST crossing	The CCST crossing has been improv with new signs and pavement markin alert motorists to the crossing. The p also includes additional signage on Seminole Hwy to designate as a bike route.	No additional action required.
Add a paved shoulder to Seminole Hwy south of Lacy Road	The plan includes a recommendation to add paved shoulders when the road is reconstructed.	No additional action required.
Opposition to adding shoulders to the uphill sections of rural roadways as believed to be a safety hazard due to the bicyclist having to merge back into the travel lane at the top of the hill.	This type of improvement is recommended in the Wisconsin Bicycle Design Handbook and is considered a reasonable improvement on a temporary basis. The limits of the paved shoulder would be extended beyond the top of the hill to ensure a safe merging situation.	Leave recommendation as is in the plan.
Safety concern regarding the intersection of McCoy Road, CTH MM, and the CCST	The Bike Crash Sites map includes a bicycle crash at the CCST crossing with CTH MM	Add a comment in the Capital City Trail section and in Site Specific Recommendations Table to work with the DNR and Dane County Parks to consider improvements to the routing of the Capital City Trail at the USH 14 interchange and across CTH MM.
Opposition to sidewalk on Nesbitt Road	Sidewalk is being added with each new development on Nesbitt Road. The gaps need to be filled in to provide a continuous network.	Leave recommendation as is in the plan.

Appendix 6 – Resolution R-48-08

Thomas Clauder, Mayor
Introduced by

Public Works
Prepared by

Board of Public Works, Plan Commission,
Transportation and Transit Commission
Referred to

May 6, 2008
Date

RESOLUTION R-48-08
ADOPTING THE 2008 BICYCLE AND PEDESTRIAN SYSTEM PLAN

WHEREAS, the City is in the process of preparing its Comprehensive Plan, which shall include bicycle and pedestrian related transportation planning issues; and

WHEREAS, in 2000, the City retained Vandewalle & Associates to prepare a city-wide bicycle and pedestrian system plan; and

WHEREAS, that plan was not adopted by council and the City has grown since the preparation of that plan; and

WHEREAS, the City retained JN Design to prepare an update to the 2000 Bicycle and Pedestrian System Plan and to provide guidance for the bicycle and pedestrian component of the Transportation Element of the Comprehensive Plan; and

WHEREAS, public guidance on the update was accomplished with the involvement of an Audit Team and holding an open house on May 21, 2008; and

WHEREAS, a public hearing was held before the Plan Commission on June 3, 2008 and the Transportation and Transit Commission on June 12, 2008.

NOW, THEREFORE, BE IT HEREBY RESOLVED, by the Fitchburg Common Council that it adopts and approves the 2008 Bicycle and Pedestrian System Plan.

Adopted this 22nd day of June, 2008

Approved By: Thomas Clauder
Thomas Clauder, Mayor

Attested By: Linda J. Cory
Linda J. Cory, City Clerk

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