

**West Lacy (Fitchrona Rd to Seminole Highway)  
City of Fitchburg, WI**

**Advisory Group Meeting #1 Notes  
Wednesday 3-31-2021**

**Attendance**

Joe Arida  
Bill Buglass  
Michael Gernetzke  
Jay Hochmuth  
Angie Lucas  
Janell Rice  
Mike Zimmerman  
Mayor Aaron Richardson

**Meeting Format**

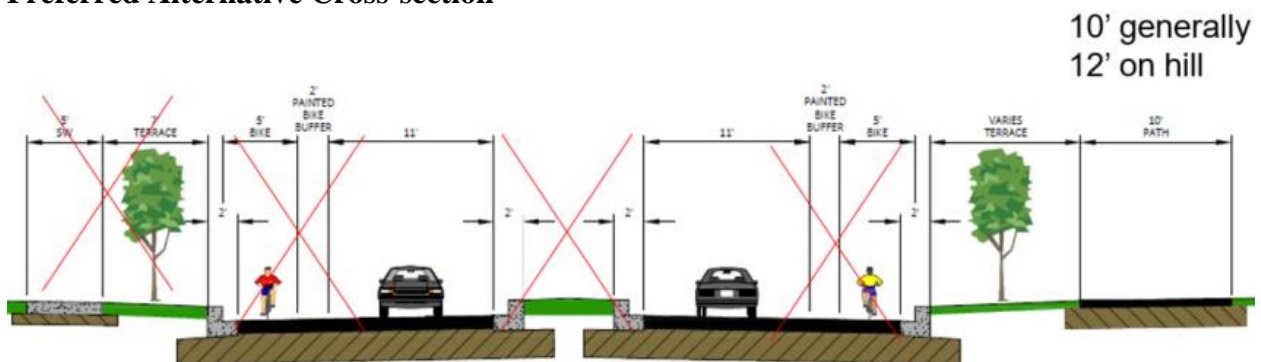
The meeting was virtual with a brief introduction on the project and recently completed tree survey. General comments were provided, and then the group reviewed various cross-sectional features and offered pros and cons of each. The meeting concluded with the selection of an alternative cross-section that will be compared to the currently designed cross-section according to cost, high value tree preservation, and stormwater runoff.

**Comments, Questions and Answers**

1. Will the tree survey be provided to us?
  - Yes, the tree survey will be provided on the project website
2. Is the Hammersley quarry access being relocated to the ideal location?
  - To improve safety and minimize tracking on the roadway, we would like to line up the two quarry accesses, meaning one would have to move to the other. We may have some flexibility, but this seems like the best alternative at this time.
3. Jay mentioned 3 areas of emphasis when reviewing the project designs:
  - Minimizing costs
  - Minimizing runoff generated (what is plan B if additional runoff requires additional pumping)
  - Reducing urban sprawl
4. Janell offered a few things to keep in mind as the design progresses:
  - Consider what is known to come
  - Growth from new development likely to double the traffic in the area
5. Do we have to do the same thing with the terrace on both sides (i.e. same width, seeded with turf grass etc.)?
  - No, the two terraces do not have to match. Native planting can be used.
  - Jay offered that we should be careful to do anything for the south side of the roadway. This should be the responsibility of future developers.
6. Can we ask the future Edgewood property to only have one access and specify where it is?

- [Section 27-367](#) of Fitchburg's ordinances specifies the number and location of driveways. Generally no, the City cannot dictate where accesses can be located aside from what is included in the ordinances, but we can offer suggestions where their access is located.
7. Comment from Joe suggesting that the medians might not be necessary if the speed limit is reduced.
    - The medians may help to reinforce the lower speed limit.
  8. A comment was made that we should distinguish left turn bays and pedestrian refuge islands from general medians when making recommendations for the typical cross-section.
  9. Joe felt that a wider shared use path would be sufficient instead of on-street facilities
    - Faster cyclists should have to slow down
    - Michael concurred
    - Bill liked the idea of a separated facility - s. side sidewalk could be used for pedestrians
  10. Joe expressed concern about fertilizer usage in medians and terraces. If these areas required fertilizer that could increase fertilizer runoff and associated negative externalities in nearby lakes.
    - The City maintenance supervisors were consulted on the use of fertilizer in terraces and medians and they said that no fertilizer is currently used in these areas.
  11. Angie usually rides on the road. When she does ride on the path, pedestrians can frustrated she has to pass them. She likes the shared used path, and suggested that it doesn't need to be on both sides.

### Preferred Alternative Cross-section

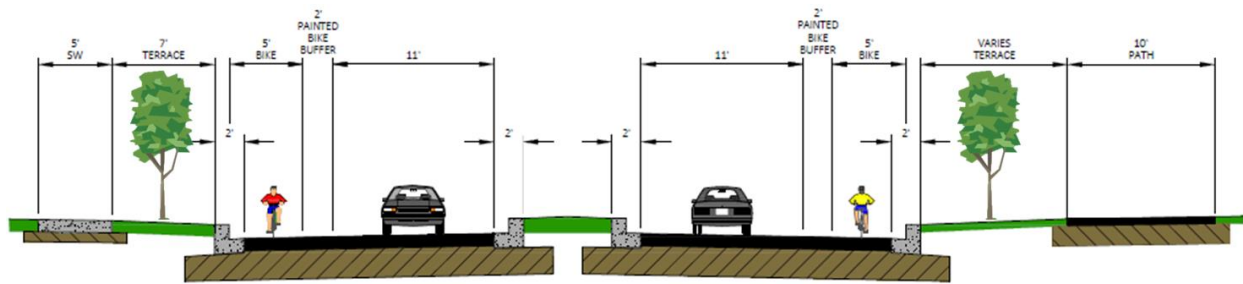


This information was relay to the design consultant as the following:

- Grading for S. Side Sidewalk
  - Grading the terrace and future sidewalk area will provide a clear zone for errant vehicles and reduce future regrading if development occurs. This area could be planted with native seed.
- 28' roadway – 26' asphalt surface, 24" Curb and gutter
  - 11' travel lanes and 3' unstriped shoulder area adjacent to both curbs was assume to provide space for stopped or mail delivery vehicles.
- Spot 75' medians at Rock Ridge Rd., the quarry entrance, and Commerce Park Dr.
- 7' terrace on north side of street
- North side 10' wide shared use path generally, expanding to 12' for approximately 1,900' along the hill centered on Commerce Park Dr.

The advisory group introduced the possibility of regrading the roadway ditches without adding curb and gutter, associated storm sewer pipe, and detention facilities. The design team will review this alternative and evaluate its feasibility.

## Pro and Cons of Cross-section elements



### Pros of Terrace

- Buffer between users
- Space for street trees and lighting
- Provides storage for snow
- Can account for grade changes

### Cons of Terrace

- Cost construction
- Cost maintenance
- Increased cross-section width

### Pros of Median

- Channelizes traffic
- Slows some drivers
- Provides pedestrian refuge
- Can account for grade changes

### Cons of Median

- Cost - \$575,000
- Increased maintenance
- Some increased runoff
- Requires 20' clear zone
- Increased roadway width

### Pros of buffered bike lane

- Separates different users
- On-street bike facilities are consistent with the rest of Lacy
- Flexible space for delivery and road work

### Cons of buffered bike lane

- Cost - \$500,000
- Increased pavement and runoff
- Loss of additional trees

### Pros of shared use path

- Provides high comfort facility
- Simple trail connections

### Cons of shared use path

- Cost
- Increased pavement and runoff
- Loss of additional trees

### Pros of sidewalk

- Separates different users
- Provides continuity and access to future development south of Lacy

### Cons of sidewalk

- Cost - \$150,000
- Unclear snow removal responsibility
- Unclear near-term usage