

North Fish Hatchery Road Reconstruction

Public Meeting #3

April 8, 2019 | 5:30 – 7:30 PM

Wyndham Garden Hotel | 2969 Cahill Main, Fitchburg

Total participants: 115 signed in

Meeting Video

A FACTv recording of this meeting may be found at:

<http://factv.fitchburgwi.gov/CablecastPublicSite/show/11179?channel=3>

Meeting Format

The meeting began with a welcome from Mayor Richardson, followed by a presentation of the North Fish Hatchery Road reconstruction project overview, construction timeline and expectations, and final designs for the cross section and streetscaping.



The meeting also included free time for participants to view exhibits and talk with the project team before and after the presentation. Exhibits from the meeting are available on the project website.

The project team includes KL Engineering as the lead engineering consultant, Urban Assets for public engagement, and Vierbicher for landscape architecture.

Presentation Q&A Notes:

The following questions were addressed by the project team during Q&A:

- Can the budget fluctuate or is it locked in place?
 - A: The budget is set for the design you see tonight; changes to the design would affect cost.
- What will happen with the relatively new LED lights that currently exist in the corridor?
 - A: The lights will be repurposed.
- Are the lights dark sky compliant?
 - A: Yes.
- Are the new street lights solar?
 - A: No.
- Does the design of the lights take into consideration the previous Fitchburg artistic motifs? If so, are you meshing decorative lighting with the rest of the established themes Fitchburg already has?
 - A: Yes, we are taking that into account.
- Of the three lighting alternatives, is there a significant difference in cost among them?
 - A: They are all similar in cost. At this point, a decision will be made based on aesthetics.
- Will there be bus stop closures and how will bus routes be impacted?

- A: Every bus route on Fish Hatchery will be impacted during construction. Metro will figure out how they want to work around construction. It will evolve with the project and information will be available online.
- How many businesses are in the Fish Hatchery Road corridor?
 - A: Approximately 220.
- Are there any plans to mitigate issues associated with access to Fish Hatchery from the McDonald's area? For example, cars come out and cross multiple lanes to do U-turns at Greenway to go south on Fish Hatchery; it is hazardous.
 - A: The existing median is supposed to restrict any left-turning movements. We are looking at ways to make that intersection safer. Our proposed solution will shift the location of the opening further south, which will discourage people from making dangerous movements.
- Will utility wires be placed underground?
 - A: ATC and MG&E own the utility lines. There are no plans to underground.
- Will street lighting be controlled to mitigate light-pollution?
 - A: Yes.
- What designs are in mind for Lacy Road?
 - A: This project is not impacting Lacy Road.
- In the median stretches that are too narrow for trees, can you balance with canopy trees on the street terrace?
 - A: We typically do not plant canopy trees in the terrace because there are a lot of utility lines located in those areas.
- Will you coordinate with the City arborist?
 - A: Yes; we will meet with all parties at the City who need to be involved in final review.
- Are there any roundabouts proposed for this project?
 - A: There will be a mini roundabout at the intersection of Bryant Road and Greenway Cross, just west of the intersection with Fish Hatchery Road, near Zimbrick. The center will be concrete and traversable by large trucks. It is a safety improvement due to the number of turning movements in the area by people trying to get back to Fish Hatchery Road. It will preserve access to the adjacent driveways.
 - We looked at converting McKee and Fish Hatchery into a roundabout, but it would require a three-lane roundabout. This would be unusual and inefficient. The traffic signal will remain.
- Will there be a marked detour route for vehicles coming from the south?
 - A: We have coordinated with Dane County to assign a detour route: under consideration are an east detour from M to MM; the west from M to Verona Road. We will continue to coordinate with Dane County to examine additional options.
- Is the city prepared for increased traffic on other small neighborhood streets during construction (e.g. Longford Terrace)?
 - A: We have prepared a map for anticipated diversion routes and will continue to analyze potential impacts.
- What is the plan to work with schools (Leopold and Eagle) during construction?
 - A: The Fitchburg Neighborhood Navigators will help meet communication needs regarding the schools. The project team has also met with the City of Madison police department, Alder, and staff, and they will be watching the Leopold School area very closely. The MPD

has a neighborhood liaison officer who will be a good connection for sharing and addressing issues. In addition, Cindy Jaggi from Economic Development Partners will be available to assist the schools with concerns as they arise, as she will be doing for businesses.

- Will the center lane be used for bus stop bypass during construction?
 - A: Yes; during construction there will be 3 total lanes.
- How does this project coincide with beltline and DOT projects?
 - A: We have been coordinating with DOT. We have maps available showing regional projects. The beltline will have projects in 2019 and 2021 but will not be doing projects in 2020. Hwy 14 will undergo a project in 2020 but staged so work on south end will be in 2020 and further north in 2021.
- Does prohibition of eminent domain for bikes affect this project?
 - A: Potentially.
- Are there any traffic management plans for Glacier Valley Road, such as “local traffic only” signs?
 - A: We have not made firm commitments for traffic management solutions. Will have plan in place with a tool box for what might be needed. We are looking at strategies for all potential through routes people may use during construction.
- What are the plans for East Cheryl Parkway?
 - A: There is work planned for 2019, which should be done before the bulk of Fish Hatchery work in 2020. There will a be a new roundabout that replaces the traffic circle. There will also be road narrowing bump-outs that will make it safer for pedestrians.
- Will access to the library be restricted during construction of East Cheryl Parkway?
 - A: It will not be restricted.
- When will Verona Road reconstruction be complete?
 - A: The bulk of the reconstruction will be completed this year, but there will be some additional improvements to west McKee Road in 2020.
- When work starts on Caddis Bend, will there be a different place to make left hand turns?
 - A: If you are used to using Caddis Bend, there may be a point in time that the intersection is restricted. Cahill Main, Caddis Bend and High Ridge Trail will be staged so that one of the intersections will be available at all times.
- What accommodations will there be for bicyclists and pedestrians during construction?
 - A: There will be temporary pedestrian accommodations; the other side of road will be open for pedestrians. We do not yet know about bike accommodations.

Dot Voting:

Meeting participants were given an opportunity to vote on the type of street lighting they preferred:

Results:
 Omega: 14 votes
 Skyliner: 10 votes
 Millennia: 7 votes



Additional Questions & Comments:

The following questions and comments were verbally submitted to the project team during the meeting or submitted on individual comment cards and were not addressed during the Q&A session:

General Roadway Design

- Please do not conflate congestion and safety improvements. Very often, improved safety leads to worse congestion and vice versa.
- Need roundabout at McKee road; need left turn/signals at High Ridge Trail and Cahill Main; need raised intersections like Monroe street; need speed pillows to enforce right turn only lanes; need strong pavement lines and signage to keep through traffic out of right turn lanes; underground power distribution and telecommunication lines; prioritize safety over speed and capacity; narrow median to provide shaved lane buffers (except at intersections); congestion mitigation should be a non-goal. Congestion will arise no matter how many lanes are built.
- Einstein's/Caribou coffee access to/from Fish Hatchery Road is horrible.
- Caddis Bend is the only location to turn left for northbound travel in that neighborhood. Can High Ridge or Cahill Main be configured in similar fashion?
- Will the Pike Drive east leg have a similar cross section as the west leg proposal from several years ago?
- Consider designing Cahill Main so that the BRT articulated busses can make right turns on and off Fish Hatchery Road.
- "No thru traffic" sign on Glacier Valley on both sides or adding speed humps to the entire length of the road.
- Place a stop sign right where Longford turns into Leopold as a traffic calming measure.
- Add speed pillows on the bus/bike lanes along Fish Hatchery Road.
- Widen the sidewalk on the north side of McKee Rd to a path within the project limits and/or widen the terrace since there is extra space with the road shifting south. Walks and bike rides on that stretch and has felt like cars might run off the road in the winter.
- Lengthen the right turn lane onto McKee back to the Cahill intersection and leave the island as it is to make a "protected" right turn from Cahill.
- Concerns about how the project's proposed changes to medians and driveways will impact Mobil gas station costumers.
- Project should add stop signs at intersections along the neighborhood to lower speeds.
- Protect the sensitive Fish Hatchery water supply at DNR. It is artesian flow and has been considered the crown jewel of water resources in the Madison area. The hatchery serves 60+ of the state's 72 counties and have done so since the 1800's. It is the oldest restoration Fish Hatchery in the nation. Flows 2.1 million gallons of water per day.
- Will lead pipes be used?

- Move sidewalk away from road to occupy the northern most area of the current road bed (increase this sidewalk section to bike path width of 10 feet).
- Allow High Ridge Trail right turns to accommodate articulated BRT buses.
- Right turn from Cahill Main to a dedicated lane (which becomes the right-most right turn lane to west bound McKee Road. Use elevated island to prevent making left turns to north bound Fish Hatchery Road. Use sign to restrict going south on Fish Hatchery between 4-6 PM and 7-9 AM.

Bicycle and Pedestrian Infrastructure

- Please incorporate “bike boxes” at major intersections, especially Greenway Gross, south west corner. I bike this route every day and this intersection is very dangerous; Fish Hatchery southbound to Greenway Cross eastbound. Exhibit presents a realistic depiction of a useable design.
- Need green lane to protect southbound bicyclists on Fish Hatchery Road; need buffering on bike lanes.
- The multiuse path at Greenway Cross will be very much appreciated!
- Regarding the Capital City Trail: coming from the south and using the pedestrian bridge to cross Fish Hatchery Road and go onto McKee Road, the turn seems to be very sharp. It accommodates the southbound bikes well, but not the northbound bikes. He was wondering if there could be another access point or something to make that turn a little less sharp.
- Will there be access under the ped bridge near Traceway with the box culvert?
- Can bike accommodations similar to Monroe Street (green concrete) be implemented into the Fish Hatchery Road project?
- Requested green pavement or concrete on southbound Fish Hatchery crossing PD – concerned about the two-lane right turns and not being visible enough.
- Concerns about how southbound commuter bicyclists can navigate through the McKee intersection.
- Provide audible pedestrian signals from McKee up to the Dairy Queen (there is one at that intersection now, but it is not working).
- Why not raise Fish Hatchery over Nine Springs Creek, so a pedestrian tunnel can be under Fish Hatchery for an East-West pedestrian crossing, either as 1 of the 3 tunnels under Fish Hatchery, or as an added 4th tunnel – if the 3 culverts are needed for water conveyance? Raising Fish Hatchery from the current dip, allows the needed headroom for a pedestrian crossing tunnel.

Streetscaping

- Including canopy trees will be of great benefit to motorists, pedestrians and bicyclists in the corridor.
- Bushes instead of trees (safety absorbing barrier)?
- I’d like to see the beam patterns of the street lights. Note much interested in their style. What about a high street light focuses on the road, and a lower back side light focused along the sidewalk/pedestrian-bike multiuse path?
- Lights should turn off in the corridor after 2 AM.

Communication and Safety during Construction

- One additional way to keep Fitchburg residents apprised of the reconstruction would be to have a monthly update that includes photos.
- As a resident of Glacier Valley Road, we residents agree we want a “no through traffic” or “local traffic only” sign placed at both the North and South ends of Glacier Valley Road. We have a family-centered street with a fair number of children in the neighborhood. We also have a connection to the bike path along this road. Eagle School is located off of Glacier Valley Road on Gun Flint. We want to ensure the safety of permanent residents by providing some reassurance; ideally signs on the south and north of Glacier Valley will help us. Local law enforcement can assist with those who ignore “local traffic only” signs.
- Restrict thru traffic on Glacier Valley Road during construction.
- During construction will a left turn at one of these intersections be provided at all times?
- How will all the current traffic move through a restricted construction zone without significant delay?
- During construction, post “bikes may use full lane”; provide bicycle detours.
- Arbor Hills President noted minor streets will be used as diversion routes in addition to the ones shown. A proactive approach to changing people’s travel patterns needs to start well before the first traffic drum is placed. City should consider subsidies for alternative modes to reduce volumes. Encourage travelers to use alternative routes that bypass this corridor. Leopold School needs very high-level considerations.
- Use Beltline ITS boards to offer time differentials between using Fish Hatchery vs. alternative routes to places like Oregon or CTH M.
- Look at Irish Lane at CTH MM as a route used to bypass the construction. Consider a temporary signal at that intersection.

Roll Plot Comments:

Participants were given the opportunity to provide input by writing comments directly onto a roll plot of the corridor. Please see **Appendix A**.

Appendix A:

Roll Plot Comments



NORTH FISH HATCHERY RD

CAPITAL CITY TRAIL

NO THROUGH TRAFFIC / LOCAL ONLY ON SOUTHERN END OF GLACIER VALLEY ROAD - RESIDENTS REQUEST

GLACIER V

EXISTING

DUMMERY



CAPITAL CITY TRAIL

BETTER TURNING

3,100
5,100

ING

530+005B

M
SI



NOR

BRENDAN AVE

green paint

CAPRI

EXISTING



PROJECT

MCKEE RD / CTH PD





Speed Allow

NO THROUGH TRAFFIC LOCAL ONLY

SIGN ONLY

SIGN ONLY

Y RD

21-0004

535-0058

535-0058

6000-97

CADDIS BEND

SIGN ONLY



speed allow



EXISTING

DNR DRIVEWAY



CONCRETE PAD



HIGH RIDGE TRAIL

RY RD

BRECKENRIDGE CT

*speed allow
moll pass*

555+0058

555+0018

49+0000



WITH SHELTER





POST RD WE

TEMPORARY EASEMENT

SHARED-USE PATH

SIGN ONLY

RETAINING WALL

ALL

speed pillow

speed pillow

575-0028



NINE SPRINGS CREEK

FITCHBURG SENIOR APARTMENTS REDEVELOPMENT

TRACEWAY DR

BIKE PLAZA

RETAINING WALL

CONCRETE PAD



speed pillow

NEW

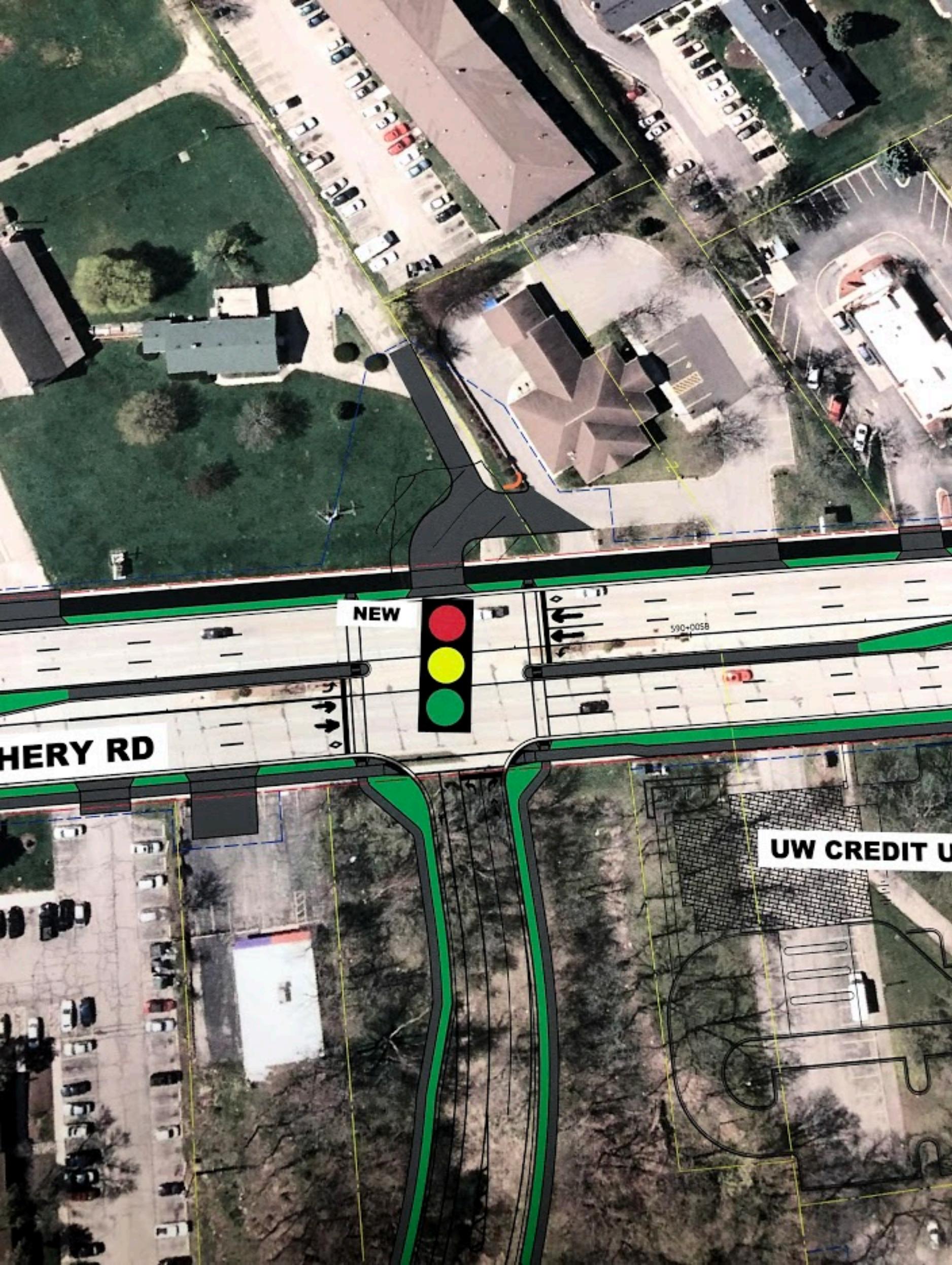


speed pillow

CONCRETE PAD



FUTURE TRACEWAY DRIVE EXTENSION



NEW



HERY RD

UW CREDIT U

590-0058

TOWN OF MADISON

W BELTLINE FRONTAGE RD

EXISTING

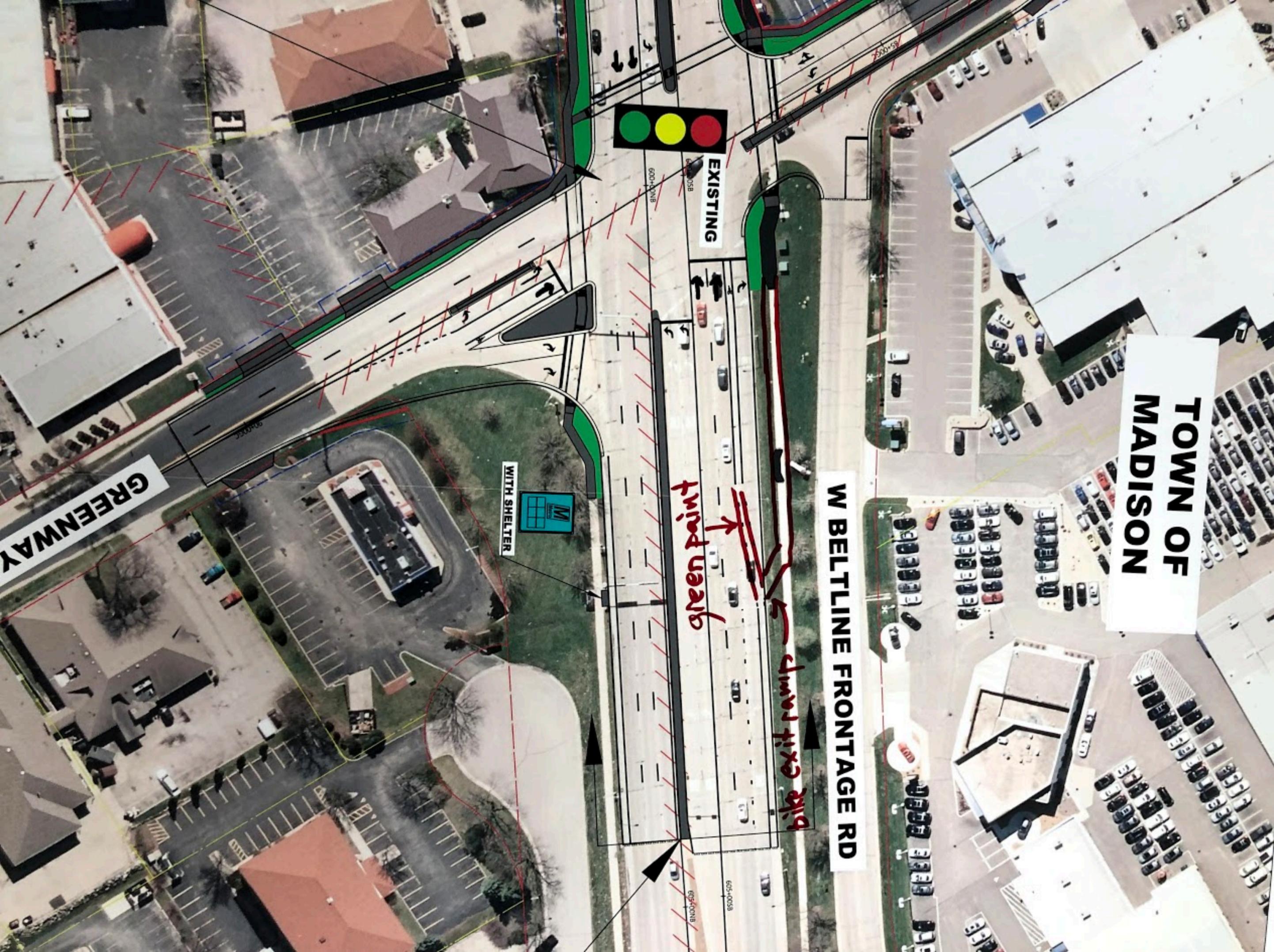


*green paint
divided bike
bike fixed*

WITH SHELTER



GREENWAY



GREENWAY CROSS

WITH SHELTER

EXISTING

W BELTLINE FRONTAGE RD

TOWN OF MADISON

green paint
bike exit ramp

