

## **6. TRANSPORTATION PLAN**

### **6A. ARTERIAL AND COLLECTOR STREETS**

The key component of the Transportation Plan for the Nine Springs Neighborhood, as shown on page XX, is the extension of East Cheryl Parkway east of Fitchburg Center as the primary arterial corridor serving the neighborhood. Ultimately, a new interchange should be constructed at U.S. Highway 14 and East Cheryl Parkway to provide for more efficient highway access to the eastern and central portions of Fitchburg. The interchange could be constructed in two phases, with the first phase being the north "half-diamond" interchange ramps; however, land for a future "full-diamond" interchange should be reserved.

East Cheryl Parkway is anticipated to be an 80 foot right of way, although 100 feet should be obtained if any boulevard sections are ultimately decided. The intent of the street design west of Syene Road is to provide a minor arterial that will be compatible with a primarily residential neighborhood. Between Syene Road and the proposed U.S. Highway 14 interchange, East Cheryl Parkway will carry a higher volume of traffic, mainly from the business park uses and the high density residential.

The extension of East Cheryl Parkway and the construction of the proposed interchange at U.S. Highway 14 will relieve much of the traffic pressure on Lacy Road. Lacy Road will continue to function as a major collector street, but will not serve as the primary east-west corridor. The construction of the proposed interchange at East Cheryl Parkway and U.S. Highway 14 will also provide relief from traffic that would otherwise be concentrated at the McCoy Road/Rimrock Road interchange.

The other major collectors shown on the Transportation Plan will provide efficient access through newly developed subdivisions. The alignments shown on the Transportation Plan are generalized, and the final platting of these areas may reflect modifications of the alignment, but the through-connections should be made as shown on the Transportation Plan.

Additional traffic modeling will be needed to identify the full extent of traffic impacts that would result from the relocation of the proposed Highway 14 interchange from Lacy Road to East Cheryl Parkway. These potential impacts include impacts on the traffic movement at the existing McCoy Road interchange, impacts on Goodland Road and other streets east of Highway 14, and the impact of traffic on existing portions of East Cheryl Parkway and West Cheryl Parkways west of Fish Hatchery Road.

### **6B. TRANSIT ROUTES**

The transit routes should use the proposed collector streets as identified in the Transportation Plan. However, some local streets that would have density levels of more than 5--6 dwelling units per acre should be considered as possible bus transit routes. Collector streets should be designed to accommodate transit bus service. The curve radii should be sufficient to meet prevailing transit equipment turning specifications. Transit pull-outs for major streets should be incorporated into the street design at the time of street construction.

The Transportation Plan map indicates the long-range potential for commuter rail service on the existing railroad corridor. The land use for the Nine Springs area has concentrated higher density development near the rail line and Syene Road for ease of access to transit options. Although recent regional studies do not show the rail corridor through the Nine Springs Neighborhood as a high priority transit corridor, the options for potential transit service should be reserved. The City of Fitchburg, with cooperation from WIDOT and the Village of Oregon, is looking have the state purchase the Union Pacific rail line to preserve transit and freight options for this corridor.

A potential transit station site is designated at the rail line (between East Cheryl and McCoy Roads) to primarily serve rail users. Bus and rail users could also be served by a transit stop located along East Cheryl Parkway between the railroad tracks and Syene Road. While a bus system may be more immediately available to serve the neighborhood, rail access to downtown Madison and other points should also be pursued.

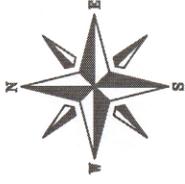
## **6C. PEDESTRIAN-BICYCLE**

The plan is not only transit friendly in terms of its overall density, but it is also pedestrian and bicycle friendly. The City policy of requiring sidewalks is to continue, as well as the use of recreational paths through some of the linear park areas. The seventy-five foot linear parkway that extends from Lacy Road north to the WARF land should have a recreational path constructed within it to connect McGaw Park with the Capital City State Trail. Recreational trail opportunities will exist in other areas as well, particularly the HDR and business park areas. Connections to the major trail networks should be considered as the land is platted and developed.

A major pedestrian promenade is proposed to link the WARF property to the transit station and the commercial area. This same pedestrian corridor should be extended to the highpoint of the WIDNR lands just west of the WARF property, with an access, by boardwalk northeasterly through the WIDNR wetland areas to connect to the fish hatchery. In any residential area through which the pedestrian promenade runs, a linear park of 75 feet in width should be obtained in which to locate the promenade. The promenade can be utilized as an organizing feature for the surrounding residential development, and in that sense innovative planned development techniques should be utilized for the housing that surrounds the pedestrian promenade.

# NINE SPRINGS NEIGHBORHOOD PLAN

## Transportation Plan



SCALE: 1"=1600'

GRAPHIC SCALE FEET



11/6/98

### LEGEND

- CITY OF MADISON - FITCHBURG CORPORATE BOUNDARY
- EXISTING ARTERIALS
- PROPOSED ARTERIALS
- EXISTING COLLECTOR
- PROPOSED COLLECTOR
- WATER QUALITY BUFFER AREAS, PROPOSED DETENTION BASINS, DELINEATED WETLANDS AND ENVIRONMENTAL CORRIDORS
- MAJOR WALKWAY
- TRANSIT STATION



FITCHBURG, WISCONSIN

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