

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

**Advisory Group Meeting #2 Notes  
Wednesday 4-7-2021**

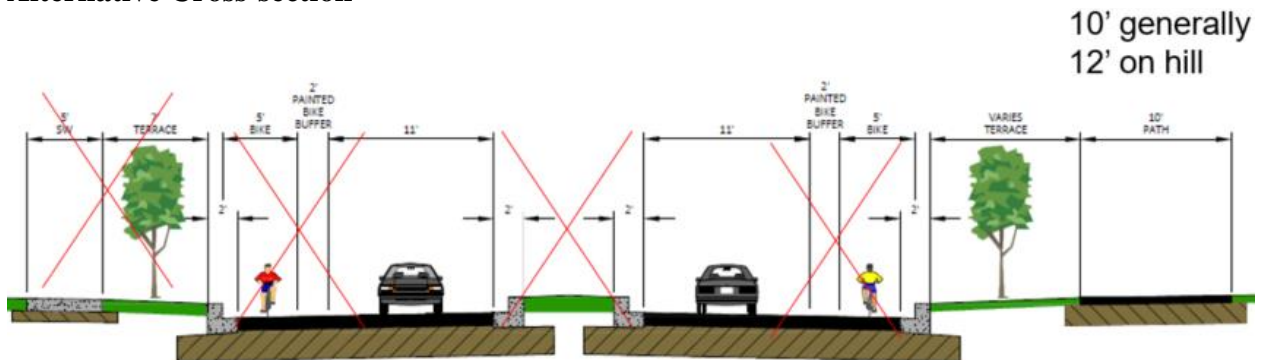
**Attendance**

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

**Meeting Format**

The meeting was virtual with a brief recap of the alternative provided to the consultant, review of the new design, and results of an alternatives comparison. The meeting concluded with an overview of next steps.

**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.

## Alternative Comparison

The original design included buffered bike lanes, a sidewalk on the south side, and longer raised medians.

	Cost	Runoff (CF)	High Value Trees Removed*	New Trees Planted
Original Design	\$6.35M	777,100	Unknown	270
New Alternative	\$5.71M	642,400	Unknown	270
Difference	\$640K	135,400	Unknown	0
Percent Difference	9%	17.4%	Unknown	0%

\* The current tree survey cataloged trees within 30' of the existing roadway. Currently, the design team is estimating at least 33 of the 41 high value trees would be removed with both alternatives. Follow-up study will be conducted to understand how many additional trees will be impacted in the grading limits north of the roadway outside of the current tree survey.

### Next Steps

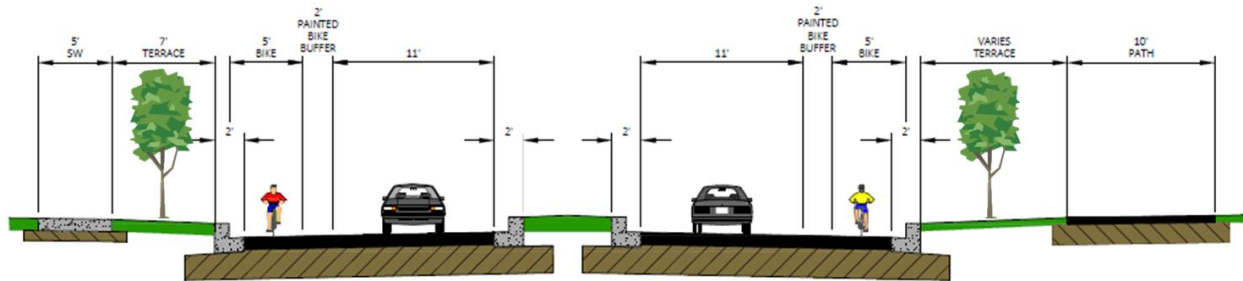
- Andrew will present pros and cons and staff recommended cross-section
  - At TTC on 4/14, BPW on 4/19, and Council on 4/27
- Future Advisory Group Meeting Topics could include:
  - Median width and length
  - Street lighting
  - Intersection control at Lacy & Seminole
  - Badger State Trail Crossing
  - Others?
- Future meeting times:
  - Next week:
    - Wednesday (14th) 4-5 PM
    - Thursday (15th) 4-5 PM
  - Subsequent weeks - Wednesdays from 12:00 - 1:10 P.M.

### Comments, Questions and Answers

1. Are there going to be other options disclosed to the Boards and Council at the same level of detail?
  - Andrew will be presenting the staff recommended cross-section – the revised alternative except with 30' of roadway width to provide 10' lanes and 5' bike lanes. The original and new alternative design will be provided in the supporting memo along with highlights of the great discussion provided at these meetings.
2. Would it be less confusing to keep a consistent median between Rock Ridge and the Quarry entrance?

- The horizontal deflection between the two intersections is reasonable given the current spacing of roughly 1300’.
3. Joe expressed concern that several trees north of the roadway adjacent to the quarry would need to be removed within the grading limits but were not included in the tree survey that extended 30’ on either side of the existing roadway.
    - The design team are working with the arborist and surveyor to collect tree information within the worst case grading limits that we missed on the first survey.
    - Andrew noted that the differential impact between the two grading limits is generally less than 10’.
  4. Jay asked whether the forested area on the NW corner of Commerce Park Dr. & Lacy is designated to be a future park.
    - This area is designated as a 7-acre wood lot in the North Stoner Prairie Neighborhood Plan and is planned to be set aside by the quarry. The Plan recommended this area to be dedicated as a public park area most likely through the quarry reclamation plan after quarry operations cease. (pg. 118)
      - Note that regrading the north side slope adjacent to this property does not preclude revegetating the area outside of the clear zone. That would also help with slope stability.

## 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 of construction
- Cost of 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