

Project ID 5849-02-04/05
City of Fitchburg, CTH MM
McCoy Road Intersection
Dane County

Public Involvement Meeting Notes
Thursday, January 28th 6:30 – 8:00 pm

Attendance

Participants: 15

Meeting Format

The meeting was virtual with a live presentation, followed by time for questions, answers and discussion. Attendees were able to enter questions into the chat function and were also able to speak if they chose. In-person participation was available at Fitchburg City Hall – Council Chambers, 5520 Lacy Road, Main Floor, Fitchburg, WI.

The presentation included a discussion of the project location, background and existing conditions, purpose and need, proposed improvements, real estate, construction staging, project cost and funding, adjacent projects, schedule, how to get involved, contact information, and concluded with participant feedback and questions.

Questions/Feedback and Answers:

- Question: For Eastbound McCoy traffic what do you regard to be through traffic?
 - Answer: Kevin was referring to North/South bound traffic.
- Question: Instead of a buffered bike lane have you thought of using a shared use path?
 - Answer: As far as the trail crossing goes, that is a shared use path. Southbound CTH MM will have a painted buffer that will use some of the existing climbing lane to reallocate it into a bicycle lane. Long term, city may or may not have plans for shared use path.
- Question: What happened to the idea to move the trail away from East Clayton and onto newly acquired Dane county land?
 - Answer: This configuration where the trail swings around and follows CTH MM and then turns to follow East Clayton is a short-term solution. Dane County has a plan to use their parcels to connect the trail at a later time.
- Question: Instead of crossing twice through the turn lane and then across CTH MM could the bike path curve south and only cross CTH MM once?
 - Answer: Second set of lights would be required to do this and would cause detrimental impacts to traffic flow. Could have issues with infrequent activation of the light causing accidents. Close spacing between the new signal and where second signal would have to be placed is not feasible.
 - Not talking about stop light, talking about flashing bike light. Goal was to eliminate double crossing.
 - Answer: Flashing bike light is also something that we would hesitate to put so close to a traffic signal; drivers would have to handle both inputs and the chance of accidents increase.

- Question: Could temporary traffic signals used for US 14 project be used for this project as well?
 - Answer: We tried to make the timing work so we could piggyback with the other temporary signal, but US 14 needs to have those signals in place so long that there would not be enough time to then construct this project in the same year. Also, temporary signal would impact conduit available and almost make a temporary signal for the temporary signal on US 14 required.
- Question: When there is no traffic, what will be the default temporary signal? Will there be motor vehicle detectors or will the lights cycle all night?
 - Answer: Typically these signals are resting green for CTH MM, with detection for McCoy Road and pedestrians would have a push button on the right side of the bike lane to be able to actuate signal.
- Question: What is the signage at night at the right turn lane where bikes cross, where is the stop bar and who has the right of way when cars get backed up at that light?
 - Answer: Right turn lane will have a no turn on red sign and red arrow, and it is at those times that path users would be able to cross. Also of note the northbound left turn will occur before southbound traffic will be able to go, so the right turn lane will be able to go.
- Feedback: Some things that are out of the intersection that we would like considered: Historically, the interchange went to the south as well and the medians on McCoy are wide to support those now nonexistent turning movements. It would improve the safety of the entire area with the CTH 14 ramps and McCoy and mm by lengthening those medians and blocking the non-existent turn movements. Likewise there are aprons for the now removed ramps that connect the cap city trail to the east bound McCoy road, those aprons and detectable warning zones should also be removed.
 - Answer: Agree that is not safe for people on the path and DOT was contacted about removing that pavement. Still confirming that this pavement can be removed with DOT.
 - People have been parking there for the trail. Also there is a water seep that comes across the cap city trail and is there all year round, in winter is black ice
 - Answer: Where?
 - Just under bridge on east bound McCoy
- Feedback: this intersection as currently proposed to be designed favors motor vehicles over safety of trail users because of the right turn slip lane between McCoy and CTH MM. This would make single crossing possible.
 - Answer: Trail users are made safer by having the slip lane, since traffic doesn't have the opportunity to turn into a pedestrian from a right lane
 - Example given of a similar intersection, suggested cyclists hate having to stop for multiple traffic lights/crossings. If they are making a right turn then they will have their own signal. Then they could just have a red and the phase can finish, then the right turners can get a green arrow and proceed. There must not be enough traffic in this intersection for this design. Would like to see design modeled without right turn lane and single light cycle crossing for bikes.
- Feedback: put detector, not button, for pedestrians and for cyclists. Can have detector and have it immediately switch to yellow on cross traffic. Put separate cycle times for bikes vs pedestrians so cross traffic can continue more quickly after cyclists cross.

- Answer: Could consider Infrared pedestrian detectors, but are not a proven technology. Could use loop detector for cyclists. Would need to consider viability and cost, separate light times for pedestrians or cyclists also possible but needs to be examined more closely due to possible complicated and sensitive requirements by ADA.
 - Almost everyone coming through on a bike
- Feedback: Consider advanced stop lines so vehicles stop further back.
- Have you consider green paint for high vis?
 - Answer: Not to a point where that has been dialed in for this project.
- Feedback: Fish hatchery has “elephant tracks” at cross walk to indicate proper bike crossing, would like to see these here too.
- Feedback: Pleasantly surprised that bike traffic is being considered on CTH MM. It is a disaster for cyclists with shoulder conditions and traffic speeds. Would it be possible to put bike lanes on both sides with some protection from traffic. Also, outside area of project there is a multi use path that starts at Terravessa on Lacy Road. Is important to connect to the bike lane on MM (would require paving in a culvert). Is problematic how cyclists on MM must get to path because of blind hill. That should be looked at in terms of how to complete the connection. Do you simply want to stop bike lanes at top of hill and leave folks to their own devices. There should be on the county calendar something about repaving CTH MM. For example if shoulders could be paved on CTH MM that would provide a solution and so on. It’s a valuable route for cyclists to come out of McCoy and go right on Rimrock. We need to make sure that those movements are save in your intersection plan.

Feedback Received After the Meeting:

Emailed Feedback

██████████ (01-13-2021):

- See attachment

██████████ (01-25-2021):

- See attachment

██████████ (01-27-2021):

- See attachment

Verbal Feedback

Feedback from ██████████

- Requested that the climbing lane south of the intersection remains instead of converting it to a buffered bike lane.

From: [REDACTED]
Sent: Wednesday, January 13, 2021 4:33 PM
To: [REDACTED]
Subject: CTM MM/McCoy signalization

Dear [REDACTED]

I am writing to express my opinion regarding the intersection of County MM and McCoy. I am wondering why signalization is required there versus a roundabout. I am a Fitchburg resident who travels through that intersection periodically both by car and by bicycle. Do traffic volumes require or suggest signalization vs a roundabout? As a biker, I like the current location of the bike path, as, if there is no traffic on MM, I can just continue pedaling across the roadway. If there were a roundabout, with a connection to an extended path on the east side of the roadway, the same could happen without losing momentum. If there were a traffic signal, it would require bicyclists to stop and wait, losing momentum.

The same could be said for vehicles. Waiting at a stoplight during times when traffic volumes are low wastes fuel and time.

Please put me down for installation of a roundabout at that intersection.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]
Sent: Monday, January 25, 2021 9:13 PM
To: [REDACTED]
Subject: Hwy MM - McCoy Rd rebuild comment - (for mtg 1-28-21)

Hi [REDACTED]

Thanks for your email of Jan 14, with the notice of this meeting on reconstructing the McCoy Rd - Hwy MM intersection.

I sent that info out to my East Fitchburg Neighborhood Association members, and I will send a reminder. This is my comment on this reconstruction plan. I viewed the project page, although it has no plan proposal layout yet.

For background, just in case this is not included in any review of past history and work:

This same intersection had temporary stop lights for a brief period of time, some 5 to 10 years ago. This was due to a temporary high volume of traffic routed thru here, either due to a beginning phase of Beltline & Verona Road reconstruction, or else when McKee / Hwy PD was all being rebuilt, and closed. This McCoy-MM intersection was the next most available detour, either officially or chosen. Stop lights here were removed when the other construction was completed, or re-opened.

The main problem observed during this high volume stop light situation was the effects of a steep descending hill from the south, and heavy truck traffic north-bound approaching this intersection. Heavily loaded trucks accelerate north-bound, down this hill, and stop lights could change to yellow-red just as these trucks reached this intersection. This caused either slamming on the brakes, probably sometimes ineffective or dangerously close to entering, or else running the red light if seen as impossible (-as driver perceived anyway), and engaging into traffic already entering from the west McCoy Road side.

This intersection is currently a " T " with two lanes for north-bound. It is not safe for McCoy east-bound to enter that left lane, of these 2 lanes, with oncoming Hwy MM north-bound traffic, at the same time. But the existence of these two parallel lanes is currently useful and helpful, for McCoy east-bound turning left to north-bound, because it is helpful and necessary to get thru this wide intersection, in front of approaching south-bound traffic coming at you fast. Vehicles swing out across both of 2 lanes, to get thru fast, and while turning left.

The right lane, of these 2, is also the bypass lane, for Hwy MM north-bound approaching up behind left-lane traffic slowing and turning west onto McCoy. North-bound straight thru uses the right lane, of these 2, to avoid needing to slow/stop/pause behind left-turning vehicles. I am understanding there will be a dedicated left-turn lane, of 2 lanes, and the right lane is a straight thru lane.

This still is a problem of north-bound heavy trucks approaching, and a yellow-to-red light at just the wrong last second timing.

My suggestion is for the Hwy MM north-bound right lane, of these 2, be a separated protected straight thru lane, and NOT subjected to a red stop light. North-bound straight thru traffic could pass thru unimpeded by a yellow-red stop light, continuously. This resolves the truck and red light conflicts. There is no real reason Hwy MM north-bound needs to stop. A barrier needs to ensure each lane keeps

to their own lane. Think of how Roundabouts sometimes have right-turn bypass lanes, and consider a similar style bypass lane here.

This does cause merging of Hwy MM north-bound straight thru traffic with McCoy east-to-north-bound traffic, on a green light for McCoy. The currently existing Hwy MM two lanes need sufficient width for a McCoy left turn to the north, and adequate length for two Hwy MM lanes merging between here and Rimrock. All Beltline entrance ramps allow similar merging, and this is possible here.

Some speed control needs to match fast Hwy MM thru traffic with slow McCoy accelerating traffic, as both merge together north-bound on Hwy MM. But don't just set a low speed limit, for all traffic, that is just going to be ignored. Especially by traffic on this busy County Hwy MM.

And, even though it is not now part of this proposal, DON'T even consider a Roundabout here.

This whole intersection needs a great deal more and better lighting. This is a dark area, and drivers need to see well, and be aware of lanes and lane markings. The current single HPS orange street light at the northwest corner is low, and poorly illuminates this whole intersection. Recently, when this street light was burnt out, I almost missed the turn from south-bound to a right-turn onto McCoy, because I could not see McCoy Road. There should be four lights, one at each corner, and making sure the McCoy boulevard is well lighted. Especially since the bike crossing will be at this intersection, with bikers in the center boulevard.

I am interested in your feedback and review of my suggestions.

██████████

From: [REDACTED]

Sent: Wednesday, January 27, 2021 3:07 PM

To: [REDACTED]

Subject: New intersection signals at corner of McCoy and "MM"

Hello [REDACTED] I write in STRONG SUPPORT of new traffic signals at the corner of McCoy Road and Highway "MM".

I live on [REDACTED] barely 1 to 2 miles away from this intersection. I work over at Fitchburg City Hall. As such, I have frequent occasion to drive past this intersection. I find driving potentially dangerous after dark, as I sometimes don't see the occasional car coming over a slight hill on "MM", going northbound toward where "MM" intersects with Rimrock. This corner is, by far, the most dangerous corner in my opinion, on my route to and from City Hall.

At one time, maybe a year or two ago, traffic signals were installed, I think, at this corner. It was wonderful to feel safer at this corner. However, this was a temporary measure, and I was very sad to see them removed. Simple "stop" signs are, in my opinion, not enough for most drivers to observe. As development continues on both sides of McCoy, I can only see the amount of traffic on that street going up and up, with an increasing risk of accidents. Add to this the fact that many motorists on "MM" do not slow down, even as they round the corner northbound and southbound, onto and from, Rimrock Road.

As someone who, this August, will observe 30 years as a Fitchburg resident, I can think of several projects in Fitchburg where money has been unwisely spent, but will not name them. This traffic signal IS NEEDED. I do not wish to speak publicly about this concern at meeting on 1-28-21. I hope it is enough that this message gets to you, and that you will share my concern with other members of this committee.

Kind thank you for your time and attention.

Yours,

[REDACTED]