



# Transportation



## Introduction

This chapter summarizes the condition of the City's transportation system and identifies the issues to be addressed through the comprehensive planning process. Transportation is not an isolated City component, but directly related to land use decision and other public policies. As a result, transportation should be considered with respect to all aspects of the planning process.

## Highways and Streets

The City of Fitchburg has approximately 115 miles in its road system, which either the City, County, or Federal governments have jurisdiction (Figure 11 – 1). Currently, the existing roads are classified in categories as defined by the Roadway Functional Classifications. The roadway functional classification system indicates the intended purpose each roadway serves within the entire roadway system. The Fitchburg road network consists of arterials, collectors, and local roads (Figures 11 – 2 and 11 – 3). Arterials are intended to primarily serve traffic mobility, providing for long-distance traffic movement. Collector roadways serve the dual function of providing for both traffic mobility and land access (to home or business). Local roadways serve primarily land access. Functional classification describes the purpose of roadways which channel traffic onto the appropriate route and minimize traffic intrusion into neighborhoods and other areas sensitive to traffic.

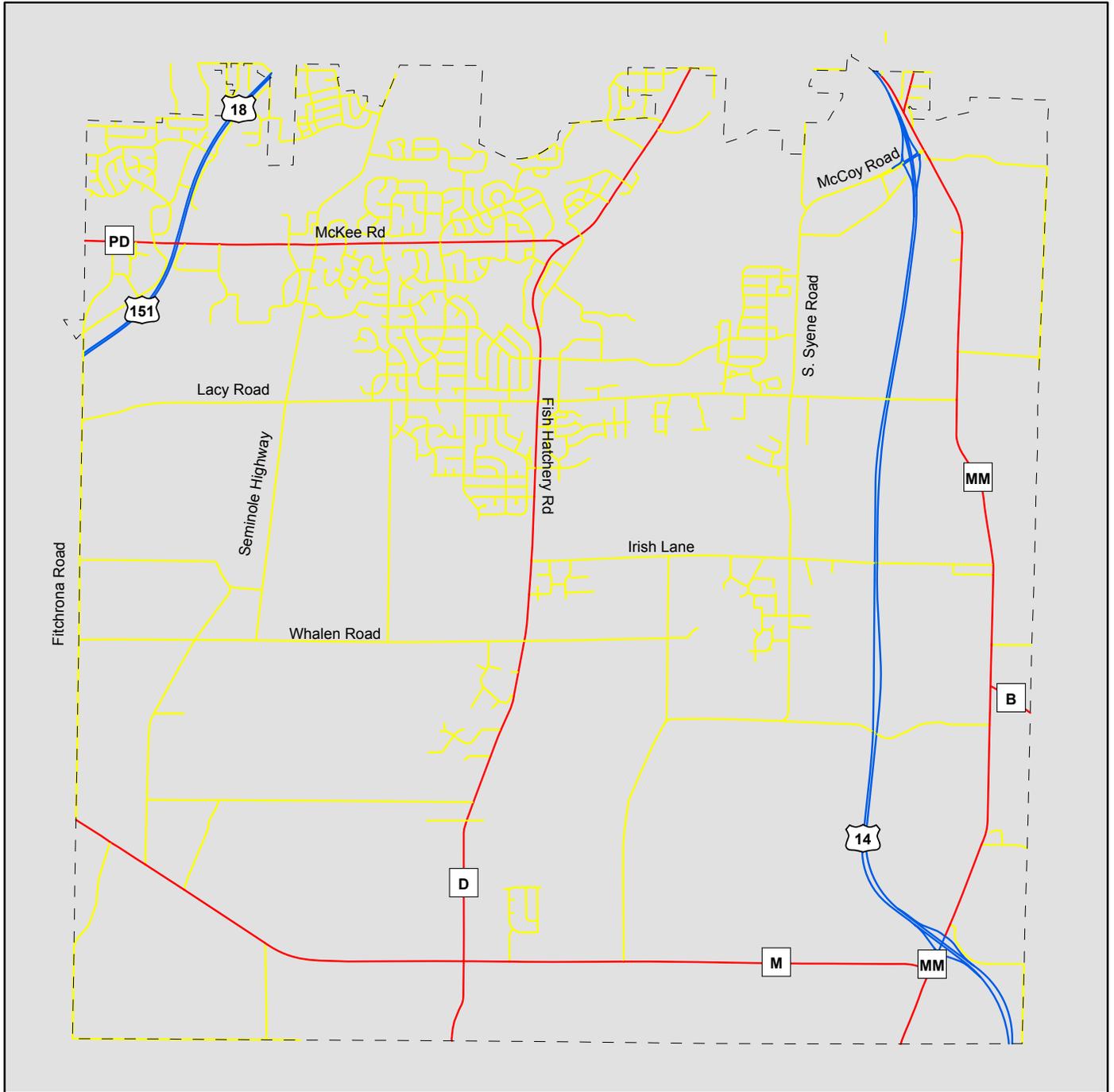
Fitchburg is served by three principal arterials: USH 14, for north-south cross-state traffic from the Twin Cities to Chicago, USH 18/151, for east-west traffic from eastern Wisconsin to Iowa, and CTH D (Fish Hatchery Road), for north-south traffic from the Beltline and City of Madison to McKee Road. These roadways are not under the jurisdiction of Fitchburg; however, they traverse through the City and provide access points within Fitchburg.

Fitchburg is served by six current minor arterials and two future minor arterials: CTH D (South Fish Hatchery Road), CTH PD (McKee Road), CTH M, Raymond Road, Rimrock Road, and McCoy Road. The two future minor arterials are CTH MM, for north-south traffic from Rimrock Road to the new Lacy Road connecting to the new interchange and the new Lacy Road, for east-west traffic from CTH MM to the East Cheryl Parkway intersection. McCoy Road and the new section of Lacy Road are the only minor arterials under the jurisdiction of Fitchburg.

The remaining roads in Fitchburg are either major or minor collectors or local roads. The pie graph shown in Figure 11 – 4 illustrates the percentage break-down of roads, under Fitchburg jurisdiction, within the current classification system.

Figure 11 - 1

# Roadway Jurisdictional Classifications



## Existing Roadway Jurisdictional Classifications

-  Federal Highways
-  County Highways
-  Local Roads
-  City Limits

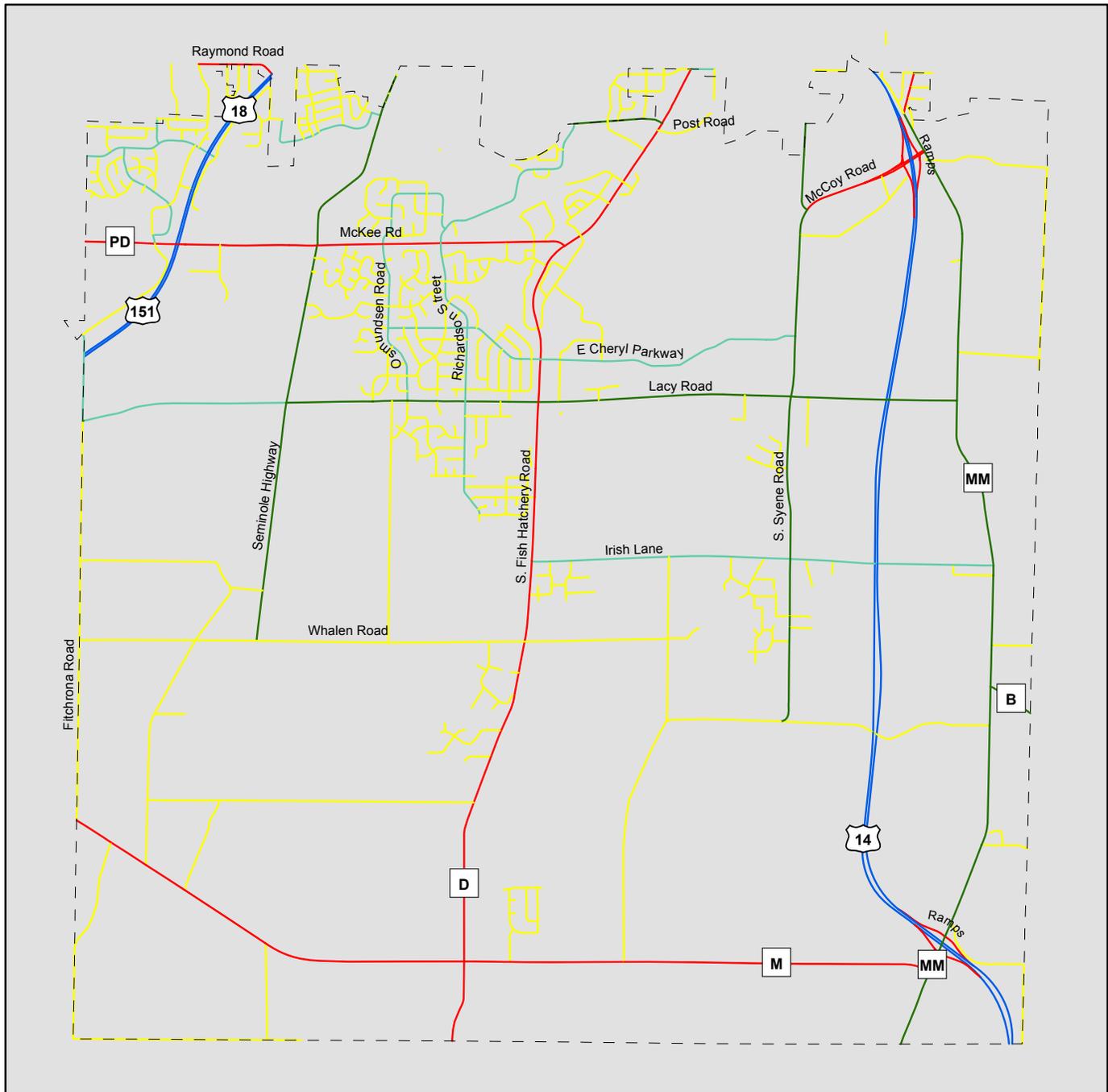


Revised: 6/24/08  
Prepared By: Planning and Zoning  
Source: Planning and Zoning, Dane County L.I.O.



Figure 11 - 2

# Roadway Functional Classifications



## 1995 General Land Use Plan Functional Roadway Classifications

- City Limits    — Principal Arterials    — Minor Arterials
- Major Collectors    — Minor Collectors    — Local Roads

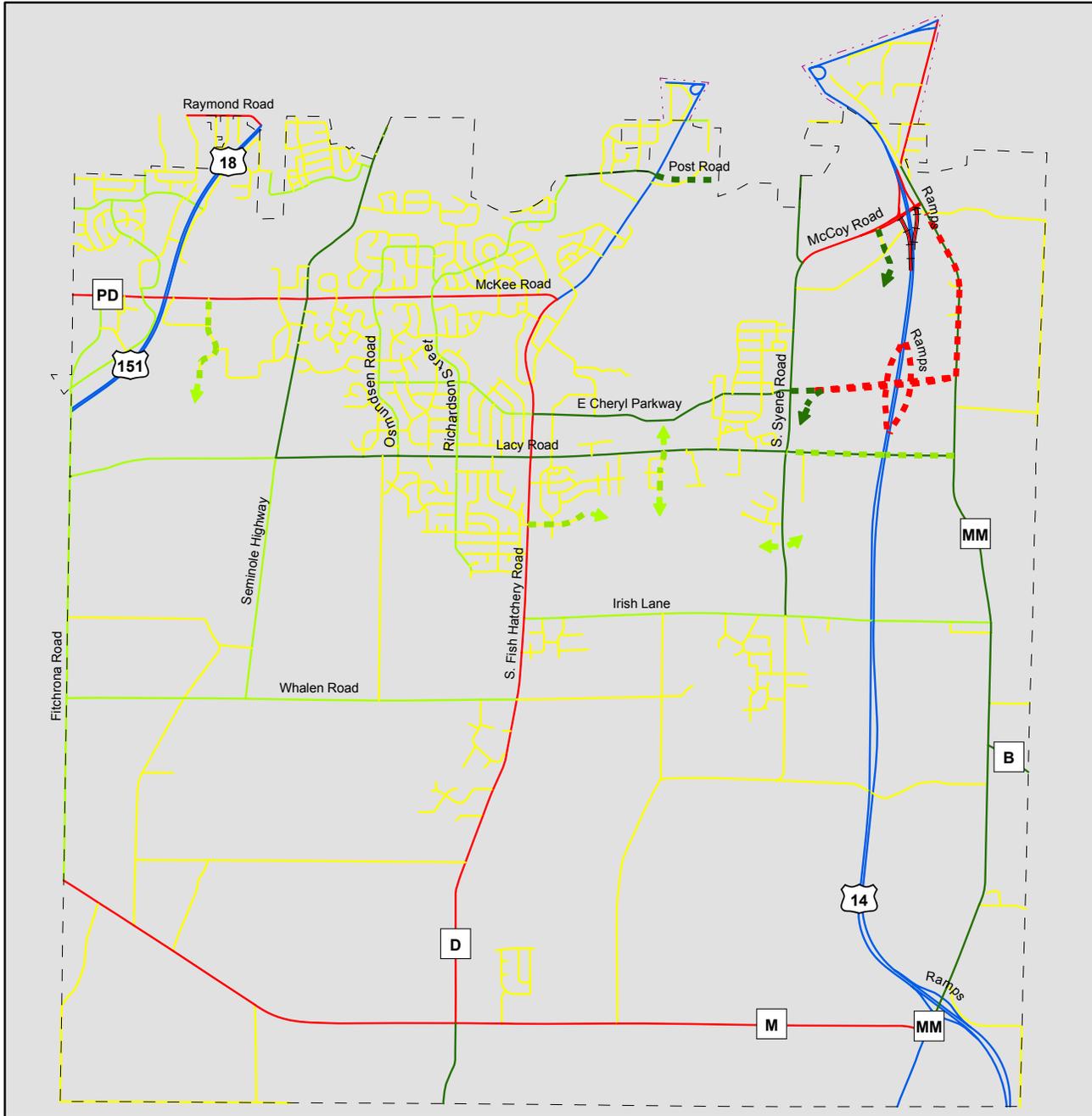


Revised: 8/18/08  
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 Source: Planning and Zoning and Dane County L.I.O.



Figure 11 - 3

# Roadway Functional Classifications



## Proposed City of Fitchburg Functional Roadway Classifications

### Proposed Classifications

- Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- Local Roads
- Fitchburg City Limits

### Future Roadway Classifications

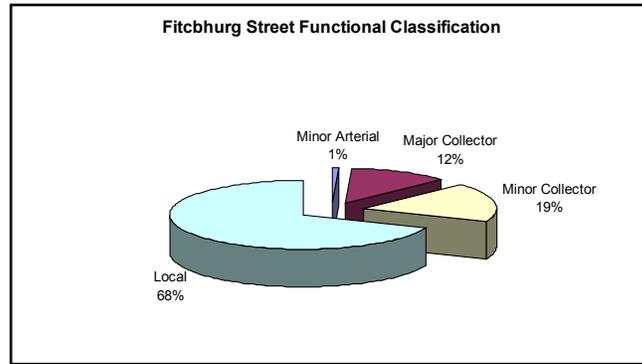
- - - Principal Arterials
- - - Minor Arterials
- - - Major Collectors
- - - Minor Collectors
- - - Local Roads
- Future City Boundary
- Road Removal

0 0.5 1 2 Miles

Revised: 8/22/08  
 Prepared by: Planning and Zoning  
 Source: Planning and Zoning and Dane County L.I.O.



Figure 11 - 4



Future roadways have been classified for certain roads after capital improvement projects or neighborhoods have been established. An interchange ramp is being proposed off of Hwy 14, which will connect traffic to Lacy Road, Hwy MM and East Cheryl Parkway. The new street connecting to the interchange will be a new portion of Lacy Road. With the new interchange, the southern ramps from McCoy Road will be removed, with the possibility of the slip ramp from CTH MM being removed as well. These new classifications and changes will take effect once the interchange is constructed.

Nobel Drive and Fahey Glen are proposed to be extended once the McGaw Neighborhood is approved and future development occurs. The specific layout of these future minor collector streets will occur during the transportation section of the neighborhood planning process.

Commerce Park Drive is proposed to be a minor collector street and extended south once the North Stoner Prairie Neighborhood is approved and future development occurs. Timing of this is dependent on the phasing process of the land use section of the Comprehensive Plan. The specific layout of this future minor collector street will occur during the transportation section of the neighborhood planning process.

Post Road is planned to be extended to the east of Fish Hatchery Road, connecting to the City of Madison's portion of Post Road. This extension is planned for within the capital improvement projects and will be a major collector street once construction occurs.

## Official Mapping

The principal method of reserving future roadways in Fitchburg is the establishment of an Official Map as authorized in Wisconsin Statutes 62.23(6). The City adopted an Official Map Ordinance in the 1970's, but the Official Map has only been amended for small minor changes and annexations. The Official Map enables the City to reserve necessary street right-of-way and drainage ways to provide for the planned future growth of the City. Official mapping does not imply imminent roadway construction, but leaves a transportation corridor available, if and when

it is decided by the City that a road is needed. The Official Map should reflect any changes recommended in the Master Plan and be consistent with the Regional Transportation Plan.

## Right-of-Way

The land division ordinance states that street layouts shall conform to the arrangement, width and location indicated on any applicable official map, master plan or component neighborhood development plan. In areas for which such plans have not been completed, the street layout shall recognize the functional classification of the various types of streets and shall be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land to be served by such streets, and to the most advantageous development of adjoining areas. The land division or subdivision shall be designed so as to provide each lot with satisfactory access to a public street.

The minimum right-of-way of all proposed streets and alleys shall be of the width specified by any applicable master plan, official map or neighborhood development study; or if no width is specified therein, the minimum widths shall be as follows:

Principal & Primary Arterials	120 feet
Standard Arterial & Collector	80 feet
Local Streets	60 - 66 feet
Marginal Access Streets	60 - 66 feet
Alleys	24 feet

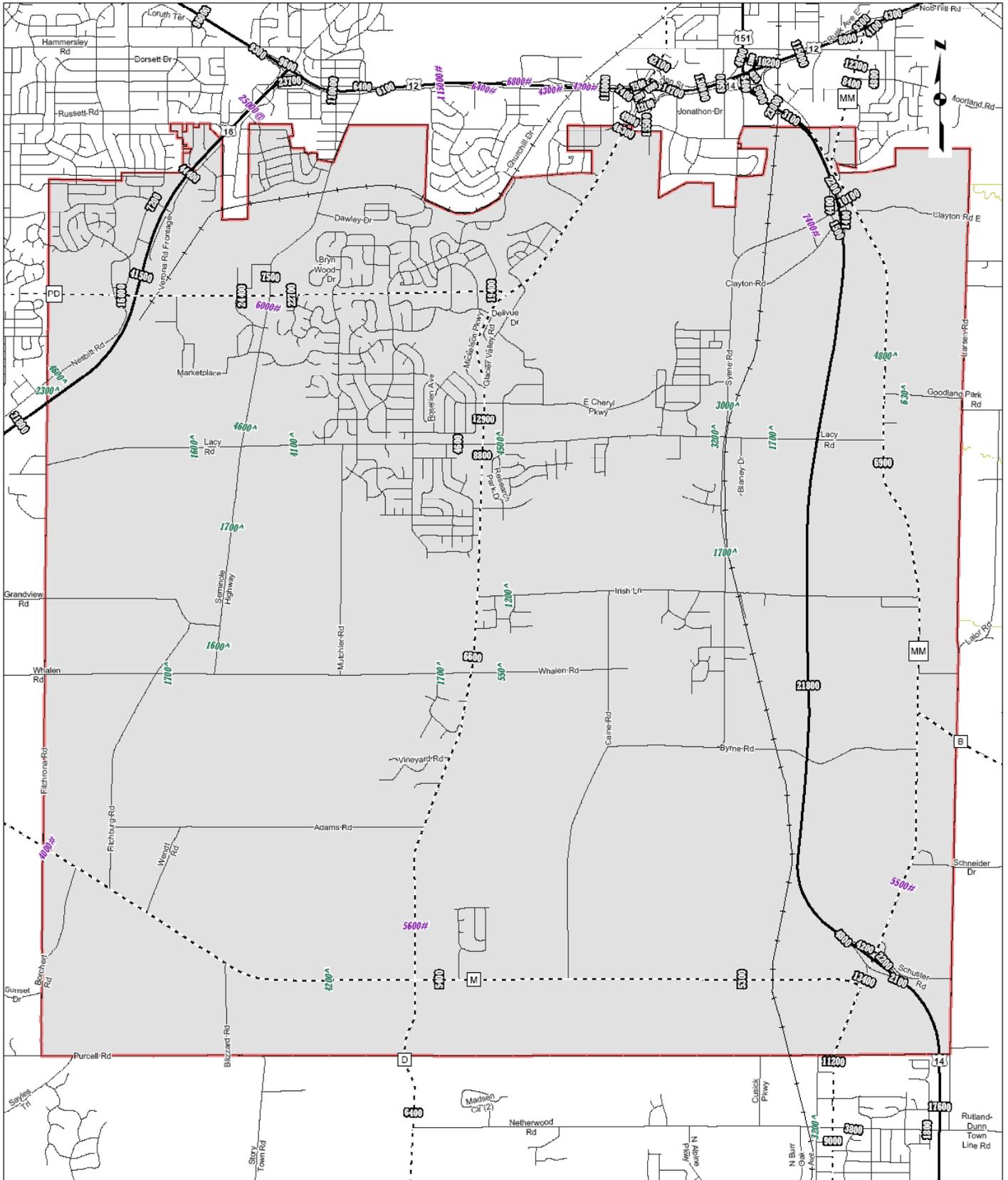
## Traffic Counts

Traffic counts for the Fitchburg area from 2006 or older (Figure 11 - 5) point out major highways and roads with large traffic volumes. These counts help determine the capacity of traffic that pass along major roads, in addition to where the major traffic routes are.

## Commute Patterns

In 2000, approximately 4,770 work-trip commuters entered Fitchburg per day from adjacent communities and counties. However, 9,667 work trips per day went from Fitchburg into adjacent communities and counties. The amount of work-trip commuting within Fitchburg, meaning Fitchburg residents who commute to work in Fitchburg, was 1,550 trips per day.

# Figure 11 - 5: Traffic Counts



2006  
 City of FITCHBURG  
 DANE County  
 Annual Average Daily Traffic

### 9999 - AADT - 2006

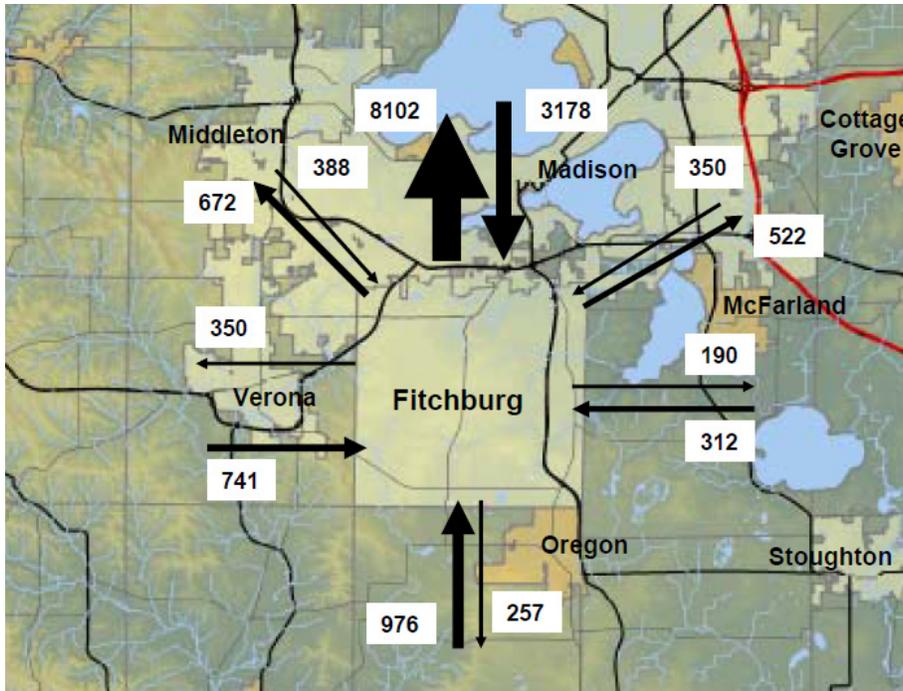
9999# - AADT - 2005    9999^ - AADT - 2002  
 9999\* - AADT - 2004    9999~ - AADT - 2001  
 9999@ - AADT - 2003    9999x - AADT - 2000 or older  
 Character following AADT on map designates year

**Figure 11 - 6: Fitchburg Commute Patterns**

Commuters Destination	Work Trips per day
Into Fitchburg	4,770
Out of Fitchburg	9,667
Internal Fitchburg	1,550

Source: Lewis, 2003. Based on 2000 Census Data.

**Figure 11 - 7: 2000 Work-trip Commuting Between Fitchburg and Adjacent Communities and Counties**



Source: Census Transportation Planning Package 2000 and 1990, Madison Area Metropolitan Planning Organization, City of Fitchburg, and Dane County L.I.O.

The North arrows account for Madison, Waunakee, DeForest, Dane, Columbia Co., Sauk Co., Outagamie Co., Marquette Co., Adams Co., and Vernon Co. traffic. The Northeast arrows account for Sun Prairie, Monona, Deerfield, Fond du Lac, Milwaukee, and Dodge Co. The East arrows account for Cottage Grove, MCFarland, Cambridge, Blooming Grove, Waukesha Co., Jefferson Co., and Racine Co. The South arrows account for Stoughton, Brooklyn, Oregon, Belleville, Edgerton, Green Co., and Rock Co. traffic. The West arrows account for Verona, Mt. Horeb, Springdale Town, Grant Co., and Iowa Co. traffic. The Northwest arrows account for Middleton, Black Earth, Mazomanie, Blue Mounds, and Roxbury traffic.

Another traffic pattern affecting Fitchburg is the work-trip commuting that occurs into and out of Madison (Figure 11 – 7). These trips impact the transportation system in Fitchburg as many of the commuters who are coming from the south drive through Fitchburg to reach Madison. In 1990, the amount of work-trip commuting into City of Madison from adjacent counties was approximately 139,000 per day. Of those trips, approximately 18,000 would have traveled through Fitchburg to get to Madison. In the reverse direction 13,000 trips per day left Madison for work in outlying areas. Of those 13,000 trips 2,500 would have traveled through Fitchburg.

By 2000, the amount of work-trip commuting going into the City of Madison from adjacent communities increased to approximately 154,000 per day with 20,000 of those trips going through Fitchburg. Commute trips leaving Madison for other commuters increased to 21,000 per day, in which about 4,000 would have gone through Fitchburg (Figure 11 – 8).

# Transportation

**Table 11 - 8: Commuting Patterns -Per day trips**

	1990	2000	% Increase
To outlying area from Madison through Fitchburg	2,500	4,000	60%
From outlying areas to Madison through Fitchburg	18,000	20,000	11.1%

Source: Census Transportation Planning Package 2000, Madison Area Metropolitan Planning Organization

## Bicycle and Pedestrian

The City of Fitchburg recognizes the importance of providing and maintaining a transportation system for pedestrians and bicyclists. The City currently maintains over 45 miles of sidewalk and over 11 miles of multi-use asphalt path throughout the entire city. The City has three major commuter paths, the Capital City State Trail, Military Ridge State Trail, and the SW Commuter State Trail.

The Capital City State Trail is approximately 17 miles that links around and through Madison between the Military Ridge State Trail (on the city's west side) and eventually, the Glacial Drumlin State Trail. The trail has an asphalt surface, making it convenient for all trail users. The Capital City State Trail is interconnected with the existing bicycle and pedestrian path network within the City of Fitchburg, making it convenient for residents to access.

The Military Ridge State Trail is 40 miles that links Dodgeville and Madison on the former Chicago and Northwestern Railroad corridor. The north end of the trail begins at the Capital City State Bike Trail and Verona Road in Fitchburg and continues south through the communities of Verona, Klevenville, Riley, Mount Horeb, Blue Mounds, Barneveld, and Ridgeway. The segment from Fitchburg to Verona is blacktopped, making it convenient for all trails users. The trail south of Verona is limestone-surfaced and open to walkers, bicyclists and wheelchair users in late spring, summer, and fall and snowmobilers and cross-country skiers in the winter.

The Southwest Commuter Bike Trail begins at the intersection with the Capital City Trail near Arrowhead Park on the north edge of Fitchburg and continues north into Madison, providing access to Cub Foods and other stores including Home Depot before crossing the Beltline via an overpass. The planned Fitchburg portion of the Badger State Trail will connect with the Southwest Commuter Bike Trail.

### Proposed Paths

The Badger State Trail, when complete, will be a 40-mile trail along the abandoned former Illinois Central Gulf Railroad corridor extending from the Southwest Commuter Bike Trail, at the intersection of the Capital City State Trail, through

western Fitchburg, Belleville, Monroe, and into Illinois, intersecting with the Jane Adams State Trail. The remaining 7.1 miles from Purcell Road to Lovell Lane will be paved once grant funding is approved to allow for walking, bicycling and in-line skating.

The Cannonball State Trail will be a paved trail constructed on the abandoned Union Pacific Railroad corridor that runs from the Beltline to McKee Road, near the intersection of Verona Road. Eventual crossing of the Beltline and connection to Madison's path network will help to overcome the difficult crossing of the Beltline. This trail is a joint effort between the state Department of Natural Resources and the cities of Fitchburg and Madison.

The City's Park and Open Space Plan outlines more extensive plans for trails in Fitchburg connected via the linear parks. One option is the Heritage Circle Route using the abandoned rail line on the west side and the mothballed rail line on the east side of the City, a proposed trail along Hwy M in the southern portion of the City and the Capital City Bike trail in the north. In 2000, the City conducted a study of the pedestrian and bicycle facilities throughout the city. The result of that study was the Fitchburg Bicycle and Pedestrian System Plan. This plan was recommended for approval by the Plan Commission as a supplemental document to the 1995 General Land Use Plan. Since that time, the Public Works Department has been implementing several of the recommendations from that plan each year.

Another study was conducted by the Madison Area Metropolitan Planning Organization, the City of Madison, and Dane County. The result of that study was the creation of the Bicycle Transportation Plan for the Madison Urban Area and Dane County, which was adopted in September 2000. This study provided recommendations within the Fitchburg area. This study recommended the following improvements:

- Adding a bike lane or paved shoulder:
  1. McKee Road, from western city limits to Verona Road
  2. Syene Road, from northern city limits to the Capital City Trail (at McCoy Rd)
  3. CTH D, from Lacy Road to the southern city limits
  4. CTH MM, from Ski Lane to the southern city limits
- Off-street Bicycle Facilities:
  1. McKee Farms Park connector paths
  2. McGaw Park connector path
  3. Badger State Trail connecting the Capital City Trail to Paoli and Belleville
  4. Paths in and around Fitchburg Center, Hatchery Hill, and Quarry Ridge Recreation Area
  5. Bike and Pedestrian Over/Underpass at CTH PD and CTH D
  6. Intersection Improvement at CTH PD and Chapel Valley Road

# Transportation

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The City has specific requirements regarding bicycle and pedestrian facilities.

- Both the Bike and Ped Plan and the 1995 General Land Use Plan suggest all new land divisions along streets with urban cross sections should provide sidewalk on both sides of the street. City Ordinance 93-0-23 requires sidewalk on all streets within the land division except for:
  - o Cul-de-sacs where such cul-de-sac has no dedicated land or easement for a recreation path or walkway.
  - o Certified survey maps where the upgrading or installation of the street(s) within such certified survey map are not required to meet full City standards (e.g. curb & gutter) by the Common Council at the time of approval, or where there is no existing sidewalk system.
- The City should continue to implement its sidewalk installation policy by completing the sidewalks along retail commercial and other major traffic generators.
- Reconstruction of Fish Hatchery Road, south of Lacy Road should be an urban section with bike lanes to Irish Lane.
- Pedestrian ways of not less than ten feet in width may be required near the center and entirely across any block over nine hundred feet in length where deemed essential by the Plan Commission to provide adequate pedestrian circulation or access to schools, shopping centers, churches, or transportation facilities.
- Street reconstruction should include bicycle lanes on those streets designated as local collector streets. City bike routes should be linked with routes in the surrounding communities. Other collector streets not scheduled for reconstruction on the Bicycle Trail System should be striped for bike lanes. Parking may need to be restricted along narrower streets on the Bicycle Trail System.

In 2007, the City contracted with James Neidhart, JN Design and Planning, to update the Bicycle and Pedestrian System Plan, review projects that have been completed since the 2000 plan. The Common Council adopted the Bicycle and Pedestrian System Plan on July 22, 2008.

## Bus Service

The City of Fitchburg contracts with Madison Metro Transit to provide bus transit services in various locations throughout the City. Current bus routes in Fitchburg are limited to north/south connections into Madison and, currently, do not provide options for riders to travel east/west in the City of Fitchburg. The City continues to work with Madison Metro to identify ways to improve service. Some future options include all day bus service for the Fish Hatchery Corridor and weekend bus service within Orchard Pointe and Jamestown Neighborhood.

Existing ride services are provided to the elderly and disabled via a county funded contract through the Senior Center. Rides are available to and from the Senior Center Monday through Friday, as well as additional shopping destinations on Mondays and Fridays. To supplement the county funded transportation, the Senior Center also contracts with a ride service that is used to transport older adults

and disabled to medical appointments, banks, pharmacies, etc. Funds for this transportation are paid for by grants, donations and fund-raising activities. Lastly, the Senior Center collaborates with the Retired Senior Volunteer Program, which reimburses volunteer drivers for mileage, when they transport older adults to above mentioned destinations.

Regional bus services for residents looking for destinations outside of Fitchburg and the Madison metropolitan area can travel on the Mega, Greyhound, Badger or Van Galder Buses. The Mega Bus offers limited daily service to and from Minneapolis and Chicago, with no stops. The pick-up point is the Dutch Mill Park and Ride at the Hwy. 12/18 and Hwy 51 interchange. The Badger Bus offers daily service to and from Milwaukee, with bus stops periodically. The main pick-up point is at the Memorial Union on the UW-Madison Campus. The Van Galder Bus offers service from Madison to the O'Hare International Airport in Chicago and to downtown Chicago. The bus departs from the Memorial Union and the Dutch Mill Park and Ride.

## Rail Service

Dane County, the City of Madison and the Wisconsin Department of Transportation have conducted the Dane County Commuter Rail Feasibility Study and Transport 2020. Fitchburg officials are working with County and State officials for the possibility of passenger rail service within the eastern portion of the City on the Fitchburg-Oregon rail corridor. The existing rail bed connects the City of Fitchburg with the City of Madison to the north and would also connect residents south of Fitchburg to the Village of Oregon, Brooklyn, and other communities. Part of this corridor is currently co-owned by the City of Fitchburg and the Village of Oregon, acquired in part, with funds from the Wisconsin DOT to re-establish freight service.

The City has planned or is planning three transit-oriented developments along the Fitchburg-Oregon rail line. Stops on this line are anticipated to be in the Southdale Neighborhood (Town of Madison Neighborhood to Fitchburg) Green Tech Village, and the McGaw Neighborhood. The Nine Springs Green Tech Village Plans, which were approved by the City as a transit-oriented development will include a mix of high-technology and biotechnology businesses, neighborhood based businesses and services along with a mixture of housing options.

In addition to passenger rail service, the Fitchburg-Oregon rail line also provides freight rail opportunities. The City of Fitchburg and Village of Oregon have examined instituting freight rail service to serve an industrial park in Oregon particularly a proposed concrete plant. Rail would come from the north, but rail improvements and agreements with the Union Pacific may also allow freight rail service from points south.

Amtrak service operates a single route between Chicago and Minneapolis/St. Paul that runs through the state of Wisconsin. The closest passenger stop is 40 miles north of Fitchburg, in the City of Columbus.



## **Transportation**

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The Midwest Regional Rail Initiative is an ongoing effort to develop an improved and expanded high-speed passenger rail system in the Midwest. The sponsors of the Midwest Regional Rail Initiative are the transportation agencies of nine Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin). The proposal is still in the initial planning stages, but the closest planned rail station to Fitchburg residents would be on Madison's east side, near the Dane County Regional Airport. If completed, riders would be able to travel to major cities within the nine Midwest states via high speed trains that spoke out of the hub City of Chicago.

### **Air Transportation**

The closest commercial airport servicing Fitchburg residents is the Dane County Regional Airport, located on the north side of Madison. This is the second-largest commercial airport in the state with more than 100 commercial flights departing and arriving daily. Residents flying out of this airport could use the Madison Metro bus service, taxi, or personal car to travel to this airport.

The state's largest airport, General Mitchell International Airport, in Milwaukee offers approximately 220 daily departures and arrivals. Milwaukee is approximately 90 miles east of the City of Fitchburg. Residents flying out of this airport would need to either drive or schedule service with a regional bus service to travel to this airport.

### **Water Transportation**

The City of Fitchburg does not border any major lakes or waterways that could be used for public access or major water transportation options.

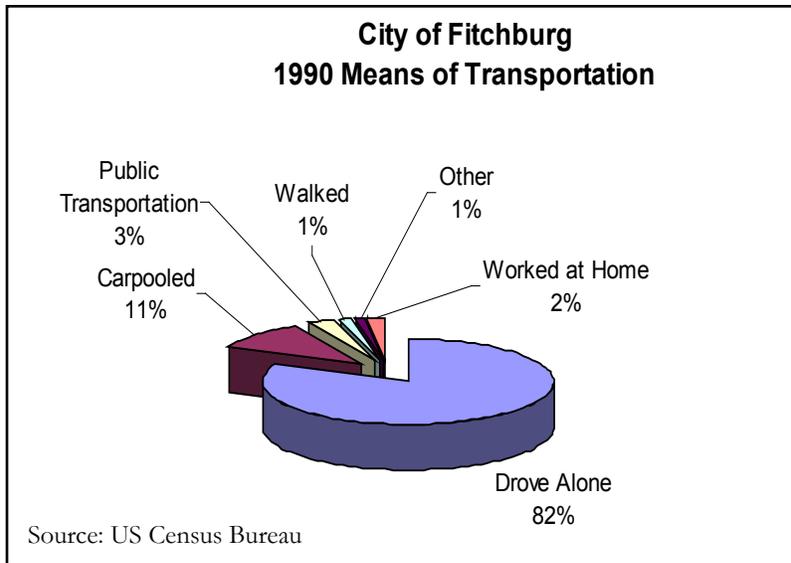
### **Taxi**

Fitchburg does not operate or regulate taxi service. Taxi companies, regulated by the City of Madison, service the Metro area by call or reservations.

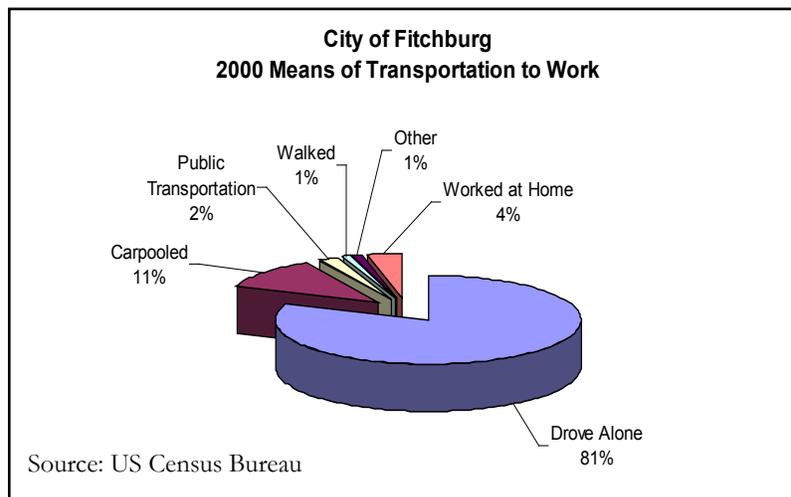
### **Truck Routes**

Fitchburg currently does not have truck routes designated, but if an ordinance would be adopted, highways falling under County, State and Federal jurisdiction should be the location of these truck routes.

**Figure 11 - 9**



**Figure 11 - 10**



## Means of Transportation

The residents of Fitchburg have access to a variety of transportation modes including roads, sidewalks, bike paths, transit and paratransit service, and on-road bicycle lanes. However, the majority of Fitchburg residents commute to work in single-occupied vehicles. This trend would be expected within Fitchburg considering the limited transit service that is available and the distances that people must travel to get to work. The following data was obtained from the Madison Planning Organization (MPO) from the 2000 Census.

The total number of people traveling to work, who live in Fitchburg, was 9,875 and 11,690 trips per day in the year 1990 and 2000 respectively. Figures 11 – 9 and 11 - 10 illustrate the transportation mode choice percentages for work-trip commuting in Fitchburg.

## Transportation

Of the 20,501 people who lived in Fitchburg in 2000, 15,862 were individuals over the age of 16 who worked. The manner in which these individuals got to work is described in Figure 11 - 11. Nearly 81 percent of residents relied on a car, truck or van to commute solely to work. Additionally, only 18.9 percent of the workers used some other mode of transit than driving alone. The average commute time for Fitchburg workers was almost equal to that of Dane County workers. A large commute time suggests that majority of residents work outside the cities they live in.

**Figure 11 - 11: Means of Transportation to Work**

Mode of Transportation	Fitchburg	Dane County
Drove Alone	9,482	179,816
Carpooled	1,308	23,162
Public Transportation	265	10,066
Walked	93	14,924
Other Means	104	5,292
Worked at Home	438	9,282
<b>Total</b>	<b>11,690</b>	<b>242,542</b>
% of drivers	81.1%	74.1%
% of Non-single passengers	18.9%	25.9%
Mean travel time (minutes)	19.4	19.9

Source: US Census Bureau

### Congestion

The result of the travel trends discussed above indicates that congestion levels will increase on many of the arterial and major collector roadway corridors in Fitchburg.

## Future Transportation Network

The City of Fitchburg works in conjunction with Federal, State, and County guidelines in redeveloping any roadways or transportation networks within the community. Transportation plans adopted by the State of Wisconsin include the Bicycle Transportation Plan 2020, Pedestrian Policy Plan 2020 and State Highway Plan 2020, while the Capital Area Regional Planning Commission and Madison Area Metropolitan Planning Organization have adopted the 2000 Bicycle Transportation Plan, Transport 2020 and Regional Transportation Plan 2030.