



MEMO

CITY OF FITCHBURG DEPARTMENT OF PUBLIC WORKS

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To:	Plan Commission
From:	Paul Q. Woodard, P.E., Director of Public Works
Date:	October 31, 2007
Subject:	Northeast Neighborhood Traffic Impacts

The MPO has completed traffic modeling for the City to analyze the traffic impacts associated with the growth that is anticipated on the east side of the City. Attached to this memo is a map showing the roads included in the MPO model and the 2030 volumes along with a table showing existing traffic compared to projected volumes in 2030. This model was created to illustrate the right-of-way needs for the existing and future roads within the Green Tech Village as well as consider the traffic impacts to the existing rural roads in the Town of Dunn. The modeling assumes full build-out of the following developments:

- o Green Tech Village (using the numbers provided in the NE Transportation Study by KL Engineering and HNTB),
- o Northeast Neighborhood (NEN),
- o Fitchburg Technology Campus, and
- o Fitchburg Center (although the total number of employees at full build-out was dropped from 4600 in the NE Transportation study to 3500 as MPO felt the 4600 number was too high).

This regional modeling also includes projected growth in the county to 2030.

A significant amount of residential development was also added to bring the population up to a level more consistent with the assumed employment. Current proposed City plans have provided significant employment areas. The MPO then needed to match residential growth to projected employment growth. The residential growth was allocated to areas within the 50-yr growth boundary that was recently approved. The total amount of new growth allocated for the whole City within this model assumes the addition of 11,000 dwelling units, 26,000 residents, and 20,500 employees. According to the MPO, even under a "fast growth" scenario, this is a 50-year development scenario.

The model suggest that the only 4-lane sections of road are E. Cheryl Parkway from Syene Road to New Lacy Road and New Lacy Road from E. Cheryl Parkway to CTH MM ("MM"). If the NEN is approved, all roads east of "MM" are 2 lane roads. "MM" can remain as a 2-lane roadway, although turning lanes will be needed at the intersections. The MPO will provide projected turning movements at the key intersections so we can properly design the intersections. New Lacy Road from the interchange to "MM" is shown as a 4-lane road even

though the volumes don't warrant it. This is to draw traffic from adjoining roadways, in particular "MM".

There is some increase in traffic on the Town of Dunn roads. Some of that growth is attributable to regional growth versus the development in Fitchburg. We asked the MPO to break out the growth on Town of Dunn roads between background growth and the addition of the NEN. The background growth on Goodland Park Road accounts for about 90% of the growth in traffic and about 40% on Meadowview Road.

The results of the model show that the roadway system can safely carry the anticipated volume in 2030 with the planned and proposed developments in the City. The overall grid system for the major roadways allows the traffic to spread over multiple roadways. Unless there is a significant change to the land use proposed by Ruckert-Mielke, we have no concerns with the projected traffic volumes by the addition of the NEN.

**Figure 1
Average Daily Traffic
Existing and Future Conditions**

Roadway	Section	Existing	Count Year	Future Base 2030	Future **LOS D Capacity	2030 Volume to Capacity Ratio
Syene Road	Post Rd to McCoy Rd	4,000	2005	7,800	12,000	64%
	McCoy Rd to E. Cheryl Pkwy	5,500	2005	10,300	12,000	88%
	E. Cheryl Pkwy to Lacy Road	5,000	2007	9,400	12,000	72%
	South of Lacy Rd	2,350	2006	9,500	12,000	77%
N-S, GTV	McCoy Rd to West Clayton Rd	x		7,600	12,000	63%
	West Clayton Rd to E. Cheryl Pkwy	x		6,400	12,000	53%
USH 14	Park St. I/C to Mcoy Rd I/C	15,300	2005	62,100	72,000	85%
	McCoy Rd I/C to New Lacy I/C	21,100	2005	53,700	72,000	74%
	New Lacy I/C to Oregon I/C	21,100	2005	35,800	72,000	50%
CTH MM	North of McCoy Rd	9,800	2005	15,500	23,500	65%
	McCoy Rd to New Lacy Rd	5,000	2007	10,600	15,000	75%
	New Lacy Rd to Lacy Road	5,000	2007	7,800	12,000	75%
	South of Lacy Rd	6,000	2007	7,600	12,000	69%
Lacy Road	Sunflower Dr to Syene Rd	4,800	2007	9,000	12,000	81%
	Syene Rd to New Lacy	x		9,800	15,000	86%
	New Lacy Road to CTH "MM"	2,500	2007	7,600	12,000	53%
New Lacy Road	Lacy Rd to East Cheryl Pkwy	x		10,000	15,000	82%
	East Cheryl Pkwy to USH 14	x		25,400	28,000	74%
	USH 14 to CTH "MM"	x		13,700	28,000	43%
E. Cheryl Parkway	Sunflower Dr. to Syene Rd	2,100	2006	12,000	12,000	54%
	Syene Rd to New Lacy Rd	x		15,200	12,000	68%
McCoy Road	Syene Rd to N-S,GTV	7,400	2005	6,400	12,000	59%
	N-S, GTV to USH 14	7,400	2005	13,300	28,000	50%
	USH 14 to CTH MM			13,600	28,000	46%
Goodland Park Road	CTH "MM" to Larsen Rd	630	2002	1,400	12,000	18%
	Larsen Rd to Lake Farm	600	2007	900	12,000	4%
East Clayton Road	CTH "MM" to Larsen Rd	650		1,300	12,000	0%
Meadowview Road	Larsen Rd to Lake Farm	550	2007	2,500	12,000	0%
Larsen Road	Meadowview to E. Clayton Road	650	2007	1,900		
South Beltline	West of Fish Hatchery Rd			133,600	105,000	0%
	Fish Hatchery Rd to Park St	113,000	2005	128,400	105,000	0%
	East of Park St			122,200	105,000	0%

** 12,000 vpd is the maximum capacity for LOS D on a 2-lane roadway
15,000 vpd is the maximum capacity for LOS D on a 2-lane improved roadway
23,500 vpd is the maximum capacity for LOS D on a 3-lane roadway
28,000 vpd is the maximum capacity for LOS D on a 4-lane roadway