

TRANSPORTATION ANALYSIS

Effective transportation infrastructure is critical to the long-term success of the planning area. This section reviews the quality and capacity of existing conditions for motor vehicle, pedestrian, bicycle, and mass transit infrastructure. The corridors surrounding the neighborhood are scheduled for significant changes as part of the Wisconsin Department of Transportation's (WisDOT) proposed improvements to expand capacity and reduce congestion in the US 18/151 (Verona Road) corridor. This analysis also considers the anticipated impacts of those improvements on various travel modes within and to/from the planning area.

Motor Vehicle Traffic

The Anton Drive study area's eastern and southern limits are defined by two of the busiest roadway corridors in the Dane County Area: Verona Road and McKee Road. Maintaining safe and efficient access to these primary arterials through an effective internal street network is critical to any redevelopment plan for the neighborhood. A map of the study area is included in Attachment A.

Existing Conditions

Verona Road is maintained by WisDOT, as it serves as US 18/151, while McKee Road doubles as CTH PD. The Anton Drive study area currently has direct access to Verona Road at three locations: Williamsburg Way, Carriage Street, and McKee Road. There is currently one public street access to McKee Road from the neighborhood, Kapec Road.

Internal to the neighborhood are three primary travel routes. Williamsburg Way on the north end of the study area primarily provides east-west access from Verona Road to residential neighborhoods and commercial properties. It serves as a convenient connector from adjacent Fitchburg and Madison neighborhoods to Verona Road.

Anton Drive begins at Williamsburg Way at the north end of the study and heads south through the King James Way intersection, providing access to business and residential properties. At a 90 degree bend, the road becomes Kapec Road and continues directly south to connect with McKee Road. These two streets connect local users to the regional arterials, and they also occasionally serve as a reliever route when traffic backs up at the Verona Road/McKee Road intersection.

King James Way begins at Kapec Road just north of McKee road and loops to the north, crossing Anton Drive and continuing northwesterly into the residential neighborhoods. It provides access to the parcels in the immediate vicinity of the Verona/McKee intersection to northeast.

Carriage Street is a short connector street that also currently serves the neighborhood as a connection from Verona Road to Anton Drive, midway between the signalized intersections of Verona Road with Williamsburg Way and McKee Road.

Each of the internal roads above ranges in width from approximately 34-40 feet, providing two lanes of traffic (one lane in each direction). Parking is typically permitted on both sides of the street throughout the neighborhood. This is a contributing factor to sight distance concerns, particularly at Carriage Street, with parked cars close to the intersections blocking line of site to vehicles along the roadways.

WisDOT proposed improvements

WisDOT is managing a multi-year reconstruction project on Verona Road (US 18/151) in the cities of Madison and Fitchburg. The goals of the project are to improve the safety and reduce congestion for all modes of travel in the Verona Road corridor.

The Verona Road project is divided into two stages, where Stage 1 includes reconstruction between Raymond Road and Nakoma Road and Stage 2 includes reconstruction from Raymond Road to McKee Road/CTH PD. Stage 1 construction is currently taking place and is scheduled to be completed by Fall 2016. Stage 2 will occur between 2016 and 2021 and will include the following major improvements:

- Reconstruct the Verona Road and McKee Road/CTH PD intersection into a single-point urban interchange (SPUI)
- Construct an interchange at Verona Road and Williamsburg Way and a single-lane roundabout at Williamsburg Way and Anton Drive
- Reconstruct Verona Road to three lanes in each direction
- Reconstruct McKee Road/CTH PD to three lanes in each direction between Hardrock Road and Commerce Park Drive

In addition, other access modifications are being proposed that will have an impact on the study area. As part of the project, WisDOT will eliminate the access to Verona Road from Carriage Street. WisDOT is also proposing to restrict access to the Kapec Road/Nesbitt Road intersection with McKee Road to eliminate left turn and crossing movements from the side streets. The intersection is located within the anticipated queuing distance of the interchange, and the restrictions are necessary to ease congestion at the busier interchange. To provide comparable access from the study area, WisDOT is also proposing to construct a new north leg of Fitchrona Road, extending north from McKee Road into the Wingra Stone quarry site and then turning east to connect to the Kapec Road/Anton Drive split and create a new three-legged intersection.

WisDOT's proposed improvements can be seen in Attachment B, taken from the Verona Road project website in April 2016.

Recommendations

Based on a qualitative review of existing infrastructure and proposed WisDOT improvements, there are no additional street connectivity or grid needs identified. Specific intersection needs, including intersection geometrics, traffic control, and pavement marking changes will be dependent on the land use proposed and the findings of the quantitative traffic analysis.

To address the sight distance issues, it may be pertinent to restrict parking on one side of the road or in key locations to enhance traveler safety within the study area. Parking restrictions will be considered in conjunction with multi-modal changes.

Pedestrian Facilities

While pedestrian facilities exist along most streets within the study area, they are provided inconsistently, leaving dead end sidewalks throughout the neighborhood. Additionally, in 2008, the City completed a Bicycle and Pedestrian Plan for the entire community. This section will review the existing conditions and the City's 2008 Bicycle and Pedestrian Plan to identify gaps in the pedestrian network. As a reference, Attachment C shows the existing and proposed pedestrian network.

Existing Conditions

As noted on the exhibit, sidewalk areas within the study limits are a patchwork of connections and gaps that can leave pedestrians without a safe walking area, particularly if they have disabilities that require a barrier-free route. The following is a summary of where sidewalk gaps exist within the study area:

- McKee Road – North Side of the street, West of Kapec Road
- Williamsburg Way – North side of the street, west of Anton Drive
- Anton Drive – East side of the street, Williamsburg to Kapec
- Kapec Road – East Side of the street, north of the Fire Station
- King James Way – Both Sides of the street from Kapec to Anton (PDQ property exception)
- King James Way – North Side of the street, west of Anton Drive (Quarry Ridge exception)
- Carriage Street – Both sides, Verona Road to Anton Drive

WisDOT proposed improvements

The WisDOT proposed improvements will fill a number of the gaps identified above. The plans indicate the construction of sidewalk along both sides of the proposed Fitchrona Road extension, Kapec Road, and Anton Drive up to King James Way. Additionally, sidewalk is proposed along both sides of McKee Road from Fitchrona Road to Kapec Road.

A crosswalk is proposed to be added on the south side of McKee Road crossing the interchange. The crosswalk on the north side of McKee Road across Verona Road will be maintained. Due to the interchange construction, pedestrians will no longer be able to cross the east and west legs of the Verona Road/McKee Road interchange. Crossings of McKee Road will be provided on both sides of Fitchrona Road and the west side of both Hardrock Road and Kapec/Nesbitt Road. Pedestrians will also be able to cross McKee Road via the Cannonball Trail Bridge east of Verona Road. The other gaps along King James Way, Williamsburg Way, Anton Drive and Carriage Street will remain. The proposed changes are shown in Attachment C in blue.

Recommendations

Consistent with the 2008 Bicycle and Pedestrian Plan, it is recommended that sidewalk be installed along both sides of all streets within the study area. Additionally, all curb ramps should be upgraded to include detectable warning fields and other necessary Americans with Disabilities Act (ADA) compliance measures. These compliance measures include evaluation of the existing curb ramps to ensure that each existing or proposed curb ramp has a connecting curb ramp on the other side of the street. It is further recommended that ramps be built or reconstructed as two separate ramps on each corner whenever possible (one for each crossing) to properly direct all pedestrians in the right direction to make the shortest possible crossing. Specifically, at the intersection of Kapec Road/Anton Drive, the existing curb ramps on the northeast and northwest quadrants should be separated and connecting curb ramps shall be constructed on the opposite sides of Kapec Road/Anton Drive with proposed sidewalk on the south side of Anton Drive and along King James Way.

Additionally, there may be locations where pedestrian facilities could be provided connecting the King James Neighborhood to the commercial area south of McKee Road. When that neighborhood was developed, the lands to the south were all an active quarry and no need for connection was anticipated. But, with the completion of the Fitchrona Road extension, and infill development on the Wingra Stone site, there may be opportunities to provide more direct pedestrian connections to Fitchrona Road. One potential connection could be made from King James Court, between the two multi-unit buildings along

the quarry's north property line. A second connection further west could be desirable to neighborhood residents, though it may be difficult to identify a feasible location

Bicycle Facilities

Bicycle safety and connectivity is a critical feature to the City of Fitchburg. The study area should provide efficient and safe connectivity to the nearby Capital City State Trail, Military Ridge Path, Cannonball Trail, and Badger State Trail. These trails are major assets to the City and the region, as they provide both recreation and commuting access to and from central Madison. A map of existing bicycle and multi-use trail facilities is shown in Attachment C.

Existing Conditions

Within the study area, there are current bike routes identified in the 2008 Bicycle and Pedestrian Plan along Williamsburg Way, Anton Drive, King James Way, and McKee Road. South of McKee Road, the bike routes continue on existing Fitchrona Road and Nesbitt Road. Bike lanes are marked on McKee Road. None of the other roadways identified as bike routes include pavement markings or signage to indicate these routes are preferred routes for bicycles.

In addition, there is a multi-use trail underpass of Verona Road, just north of Williamsburg Way. The trail then travels along Verona Road to the south, ending at Williamsburg Way. The only other bicycle route crossings of Verona Road are at the signalized intersection with McKee Road, and south of the study area where Fitchrona crosses under Verona Road (and connects there to the Military Ridge State Trail).

WisDOT proposed improvements

WisDOT plans for the Verona Road improvements include marked bicycle lanes along McKee Road. Bike lanes will also be marked on the new Fitchrona Road extension at the McKee Road and Kapec/Anton intersections. However, it is unclear from the 2014 plan exhibits if bicycle lanes will be marked along the entirety of Fitchrona Road from McKee Road to Kapec Road.

At Williamsburg Way, WisDOT will construct a roundabout at the Anton Drive intersection, and a multiuse path on the north side of Williamsburg Way. Verona Road will be lowered below the current street level, and Williamsburg Way will extend over the highway on a new bridge. The multi-use path will extend across that bridge to connect this neighborhood to the east side of Verona Road, including the Capital City Trail. The current trail underpass north of Williamsburg Way will be removed.

The proposed WisDOT project will only provide designated bicycle crossings over McKee Road at the Cannonball Trail overpass east of Verona Road and via the proposed bike lane on Fitchrona Road. The existing at-grade crossing of the Military Ridge State Trail of McKee Road will be removed due to the construction of the interchange, hindering the North-South connectivity for bicyclists. An exhibit of the proposed pedestrian and bicycle routes can be seen in Attachment D, taken from the WisDOT website.

Recommendations

An assessment of the existing and WisDOT proposed facilities was completed to understand the facilities' needs in the study area. Recommendations are based off of where existing or proposed bicycle routes do not have designated or marked routes to connect between facility types such as bike lanes, shared roadways, and shared-use paths. Short-term connectivity during construction periods and long-

term connectivity recommendations are provided. For both scenarios, it is necessary to communicate with WisDOT and understand their potential long and short-term connectivity plans.

Short-Term Recommendations During Construction:

Stage 2 Construction Events for WisDOT's Verona Road Project are to occur between Fall 2016 and Fall 2020. The construction events are segmented into three phases, which are shown in Attachment E.

Based on the proposed Stage 2 construction events and timeframes, it will be challenging to maintain efficient and complete bicycle connectivity within the study area during each of the three phases. During the Fall 2016-Fall 2017 and Summer 2017-Fall 2018 construction events, bicyclists who typically travel East-West via Williamsburg Way or the underpass north of Williamsburg Way can be rerouted to McKee Road's marked on-street bike lanes. Additionally, Williamsburg Way may potentially be utilized for crossing during the Summer 2017-Fall 2018 construction phase. During these two phases, it is also assumed that the existing pedestrian and bicycle crossings will be available at the McKee Road and Verona Road intersection.

During the Spring 2019-Fall 2020 construction events, the primary concern is East-West connectivity for bicyclists due to the simultaneous construction of the Verona Road bridges and Williamsburg Way bridge. Without consulting WisDOT, the only options for bicyclists to cross Verona Road is via the Fitchrona Road underpass approximately one mile south of McKee Road and the crossing at Raymond Road approximately 1.2 miles north of McKee Road. It is recommended to confirm the short-term connectivity with WisDOT and discuss the most efficient location for a clearly marked bicycle detour.

Long-Term Recommendations:

Recommendations for bicycle accommodations and connecting facilities are consistent with the City's 2008 Bicycle and Pedestrian Plan. Primarily, each roadway designated as a bike route should include pavement markings and sign guidance. Markings and signing should be consistent with connecting roadway systems. For example, Williamsburg Way (between S. Whitney Way and Verona Road) should designate marked bike lanes on both sides of the roadway to visibly connect between the newly proposed multi-use path at Williamsburg Way and Verona Road and the marked bike lanes west of S. Whitney Way. It may be necessary to remove parking from one side of the road to accommodate marked bike lanes on Williamsburg Way, Anton Drive, and King James Way.

For permanent route changes and path closures, it is recommended provide strong guidance for bicyclists. For example, the existing Military Ridge Trail connectivity crossing on the east side of Verona Road currently provides North-South connectivity to the Verona Road Frontage Road. However, WisDOT proposes to close this trail segment, which will reroute bicyclists to Military Ridge Trail via Sprocket Drive.

Since the City of Fitchburg is a location where major bicycle commuting paths intersect, it is critical that the City provides wayfinding help as needed with the proposed route changes to maintain connections between destinations. If dedicated facilities such as marked bike lanes are deemed infeasible, adequate route signage should be provided. The Manual on Uniform Traffic Control Devices (MUTCD) suggests signs on bike routes should be spaced approximately every ¼-mile.

Mass Transit

Currently the only publicly funded mass transit in the City of Fitchburg is through Madison Metro bus service. A map of the existing Madison Metro bus routes in the study area can be seen in Attachment F.

Existing Conditions

Within the project area, Madison Metro services the City of Fitchburg via fixed transit routes 52 and 59. Metro route 52 circulates through the study area on weekdays 6:30 AM – 10:30 PM and runs the route in under 30 minutes. Route 52 travels between the West Transfer Point in Madison and the Orchard Pointe Super Target south of McKee Road/CTH PD via King James Way, Kapec Road, and Hardrock Road. The route stays on the west side of Verona Road. The route includes eight (8) stops within the project area south of Williamsburg Way. Three bus stops accommodate ADA requirements with adequate boarding pads and two of the three bus stops near Orchard Pointe provide bus shelters.

Metro route 59 circulates the study area on weekends and holidays. Route 59 runs 6:45 AM – 10:30 PM and completes the route in under one hour. Route 59 services route 52 but also crosses Verona Road on McKee Road/CTH PD from Orchard Pointe Super Target to Market Place Drive. From Market Place Drive, route 59 travels north on Seminole Highway through the neighborhoods south of the Beltline and makes its way south via Allied Drive, Verona Road Frontage Road, Sprocket Drive, and Spoke Drive before traveling back to the west transfer point via McKee Road/CTH PD, Kapec Road, and King James Way. Route 59 must run the route in under one hour. In the residential neighborhood, a majority of the bus stops accommodate ADA requirements, but none include bus shelters.

Currently, Metro Transit hires private contractors for paratransit routes, which are demand-responsive services strictly for passengers who cannot use the public transit systems due to a disability. These paratransit services supplement the same area and hours as the Metro Transit routes. Besides the fixed metro transit routes and the paratransit services, there are no other transit services provided by the City.

WisDOT proposed improvements

The WisDOT Verona Road changes do not necessitate any adjustments to Metro routes in the study area, and Metro has proposed no adjustments. Any changes that would eliminate service at an existing bus stop must be approved by the Fitchburg and Madison Transit Commissions, with a public hearing opportunity for affected users to provide comments.

Recommendations

Currently, there is not an efficient way to travel via Metro Transit between the west and east sides of Fitchburg. The City has recently explored options to provide such connections via an intra-city transit route. Metro could provide such service, but only in off-peak hours when there are extra buses available. Fitchburg should consider funding that service expansion.

To improve accessibility for all passengers, the City should upgrade all bus stop boarding pads to comply with ADA standards. ADA requirements state that a bus stop boarding pad should be at least five feet wide and eight feet deep (10 feet desirable) measured from the face of the curb, to allow space for the wheelchair ramp to unfold. Without these facilities some passengers may feel obliged to utilize paratransit services, which increases the City's cost.

TRAFFIC ANALYSIS

Existing Traffic Data & Synchro Model Procedure:

This study was originally scoped with the understanding, based on preliminary discussions with WisDOT staff, that both a traffic model and representative traffic volumes would be available as the basis for projecting traffic in and around the Anton Drive area. The data gathering process revealed that while pieces of the necessary traffic information were available, there was not a complete model and volume set available for analysis. The next section describes our process to establish the baseline condition from which future growth projections are derived for this traffic analysis. This analysis assumes 2015 traffic volumes based on existing land use and development, but further assumes that the proposed WisDOT improvements are already in place.

Baseline Synchro Traffic Model

The Synchro traffic models provided by WisDOT and their consultant team included multiple models with different analysis periods for a range of potential improvements along the corridor. In some cases, the models considered an entire corridor, such as McKee Road. Many reviewed individual intersections and alternative geometrics. Once it was determined that no single Synchro model represented the future geometry as a whole, MSA created a single Synchro model by combining the models with the appropriate future geometry and traffic control conditions. Updates to the model were made to match lane configuration, signal plans, and any restricted accesses based off of the updated WisDOT schematic.

2015 Base Traffic Counts

The traffic volume information available from WisDOT included 2012 and 2013 raw traffic volumes and traffic forecasts for the years 2020, 2030, and 2040 for many of the study area intersections. Additional traffic volumes and projections were also provided via the Orchard Pointe Traffic Impact Analysis Report to assess the additional traffic volumes of the new developments south of McKee Road. No traffic volumes were provided for the internal intersections of Kapec Road & Anton Drive, Anton Drive & King James Way, and Anton Drive & Carriage Street.

Due to the changes in land use and development in Orchard Pointe, it was first necessary to determine which set of volumes best represented 2015 conditions with existing geometry prior to considering the proposed WisDOT improvements. By reviewing the 2012/2013 raw traffic counts, the 2020 forecasts, and the Orchard Pointe build year traffic conditions, it was determined that the assumptions for opening of the Orchard Pointe development were similar to the volumes in the 2020 forecast reports provided by WisDOT. Since the forecast reports provided counts at a majority of the study area intersections, these volumes were utilized as the “2015 Base Traffic Counts”. Volumes for the missing intersections were generated based on volume balancing between known intersections, adjacent land uses, and greater neighborhood connectivity to the study area.

Once approximated volumes had been generated for all study intersections, the volumes were then redistributed throughout the study area based on the proposed WisDOT improvements. Volumes were redistributed based on assumed logical driver behaviors, area origins and destinations, and access or intersection restrictions and traffic control. These volumes will be presented in a table titled as the “Base 2015 Traffic Volumes.”

2025 Base Traffic Volumes

To analyze the operations in the year 2025 with existing development, the 2015 Base Traffic Volumes created through the process identified above were forecasted forward at a 2.0% linear annual growth rate for the AM and PM peak hours. These volumes were used as the base traffic for evaluating future conditions in the project area.

Intersection Operations





The operational analysis and capacity analysis was completed using Synchro 9 with HCM Outputs, which is based on the procedures, methods and techniques contained in the Highway Capacity Manual, 2010 Edition.

This type of analysis provides a Level of Service (LOS) for the subject intersection, which is a quantitative measure that refers to the overall quality of flow at the intersection ranging from very good (LOS A) to very poor (LOS F). For this analysis, we attempted to identify the conditions in which an intersection would drop below LOS D. If this condition existed at any of the subject intersections, a second analysis of the volume/geometric scenarios was completed to identify possible improvements to improve the LOS above LOS D for all movements.

2015 Volumes, Existing Development & WisDOT Geometrics:

The 2015 traffic volumes with existing development and WisDOT's proposed geometrics were analyzed to determine the baseline capacity of key intersections after improvements are completed. The results are summarized in Table 1.

Table 1: Operation of key intersections after DOT improvements are complete, based on 2015 traffic demand

Intersection	Control	Peak Hour	MOE	West Approach (Eastbound)			East Approach (Westbound)			South Approach (Northbound)			North Approach (Southbound)			Overall Intersection
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Fitchrona Road & County Road PD/McKee Road		AM Peak	LOS	C	B		C	B		C	C	C	C	C	C	C
			Delay (s)	27.1	14.4		30.5	10		28.2	29.5	21.8	22.3	23.5	24	22.6
			V/C Ratio	0.88	0.17		0.28	0.3		0.45	0.68	0.07	0.52	0.12	0.18	
		Queue (ft)	425	25		25	125		75	125	25	100	25	25		
		PM Peak	LOS		C	C		D	B		D	C	C	C	C	C
			Delay (s)		26.2	21.8		42.1	14.7		44.2	24.7	20.4	23.1	27.9	31.9
V/C Ratio			0.71	0.34		0.8	0.58		0.86	0.18	0.37	0.38	0.35	0.65		
Queue (ft)		225	25		150	225		200	75	75	100	75	25			
Kapec Road & Fitchrona Road		AM Peak	LOS				A				B				A	
			Delay (s)				./				11.7					4.9
			V/C Ratio				0.04				0.37					
		Queue (ft)				25				50						
		PM Peak	LOS					A				B				A
			Delay (s)					7.7				12.2				5.8
V/C Ratio						0.14				0.48						
Queue (ft)					25				75							
King James Way & Fitchrona Road/Anton Drive		AM Peak	LOS		B			A			A			B	B	
			Delay (s)		14.3			9.3			8.8			10.4		12.2
			V/C Ratio		0.58			0.17			0.04			0.35		
		Queue (ft)		100			25			25			25			
		PM Peak	LOS					D				B				C
			Delay (s)					27.9				10.9			15.3	
V/C Ratio						0.8				0.07			0.5			
Queue (ft)					25				200			75				
Williamsburg Way & Anton Drive		AM Peak	LOS		A			A			A			A	A	
			Delay (s)		6			6.3			8			4.4		6.8
			V/C Ratio		0.32			0.29			0.39			0.02		
		Queue (ft)		50			50			50			25		50	
		PM Peak	LOS					B				A				A
			Delay (s)					11.4				6.2			5.2	
V/C Ratio						0.6				0.23			0.04			
Queue (ft)					100				75			25		100		

The findings of this analysis show that the intersections within the study area operate at acceptable LOS conditions, and that projected queuing does not interfere with adjacent controlled intersections. This is true for both the AM and PM peak hours.

However, intersections adjacent to the study area that will service traffic accessing the neighborhood may provide additional constraints to the capacity for additional traffic. These intersections include the Verona Road interchanges with McKee Road and with Williamsburg Way.

2025 Volumes, Existing Development & WisDOT Geometrics:

The 2025 traffic volumes with existing development and WisDOT geometrics will also be analyzed to determine what the future traffic impacts of regional development may further constrain the existing transportation system. More specifically, we are evaluating the impact of regional traffic growth on the Verona Road/McKee Road interchange. This analysis will be added as it becomes available.

Background Sensitivity Analysis

The local intersection of greatest concern for future congestion is Fitchrona Road at McKee Road. A preliminary sensitivity analysis building from 2015 trip generation was completed for the PM peak hour to determine how much additional traffic could be added at this intersection before operations at intersections within the study area drop to undesirable levels.

To estimate the total trip generation before operational deficiencies are identified, the following process was completed:

1. The volume of movements impacted by new development north of McKee in the Study Area were increased in 5% increments until LOS E was seen anywhere within the intersection. New development here will add trips to most of the movements in this intersection, excepting only the northbound left turns, eastbound right turns, and northbound right turns, which are not likely to be impacted by new development in the study area. Note that retiming of the signal was permitted since it is an uncoordinated signal within the DOT model.
2. Multiple movements reach LOS E when the volume of trips from the study area was increased by 30%, even with signal retiming. The movements that fail first are the northbound left turns and westbound left turns.
3. The critical trip generation capacity was determined by comparing the distribution of trips into and out of the study area against the failure point of specific movements. A full analysis is difficult to achieve before we know the type of use and specific location of those uses within the study area. However, a preliminary estimate is that there could be about 260 new peak hour trips generated in the study area, including both inbound and outbound trips.
4. To illustrate what 260 PM peak hour trips could mean for new development in the study area, consider the following examples:
 - a. 170,000 SF General Office Building = 255 total trips
 - b. 140,000 SF Single Tenant Office Building = 240 total trips
 - c. 60,000 SF of "Medium Box" Retail = 260 trips
 - d. 500 Dwelling Units for Residential Condos = 260 total trips
 - e. 250 Single-Family Detached Housing Units = 250 total trips

This preliminary estimate of available trips could increase or decrease based on the assumptions regarding trip assignment and directional distribution. Additionally, assessment of other peak hours or







development years (2025), or intersections outside the study area could further constrain the potential development traffic. Lastly, the potential for linked or pass-by trips (dictated by land use types) may have an impact on the potential development volumes. This analysis is ongoing and further information will be provided as it becomes available.

Attachment A

Map of Study Area and Existing Land Uses

ANTON DRIVE REDEVELOPMENT PLAN

Existing Land Use

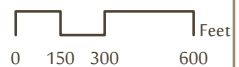
-  Municipal Boundary
-  Planning Area
-  Planning Area Buffer (500 ft)
-  BMP Pond
-  Parcel
-  Building Footprint

Land Use

-  Residential - Single Family
-  Residential - Duplex
-  Residential - Multi-Family
-  Commercial
-  Institutional
-  Light Industrial
-  Open Space
-  Park
-  Transportation

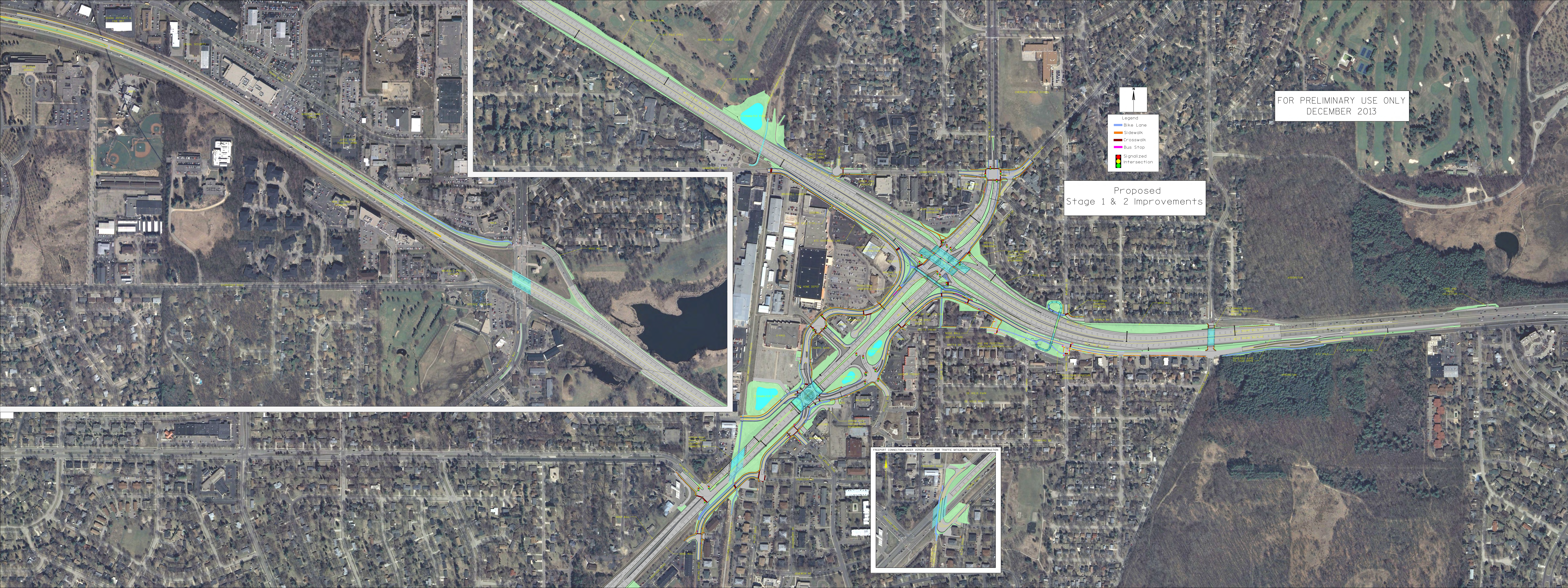
DATA SOURCES:
PARCELS AND ROAD NAMES PROVIDED BY DANE COUNTY.
LAND USE DATA BASED ON DANE COUNTY LAND USE (2010),
UPDATED BY MSA.
AERIAL IMAGERY PROVIDED BY ESRI.

CITY OF FITCHBURG
DANE COUNTY, WI

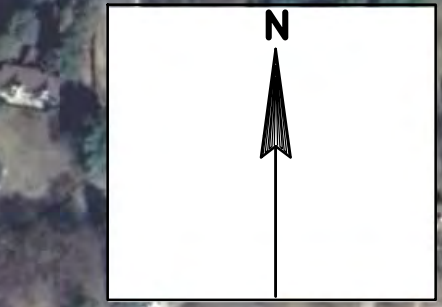


Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Attachment B
WisDOT Proposed Improvements

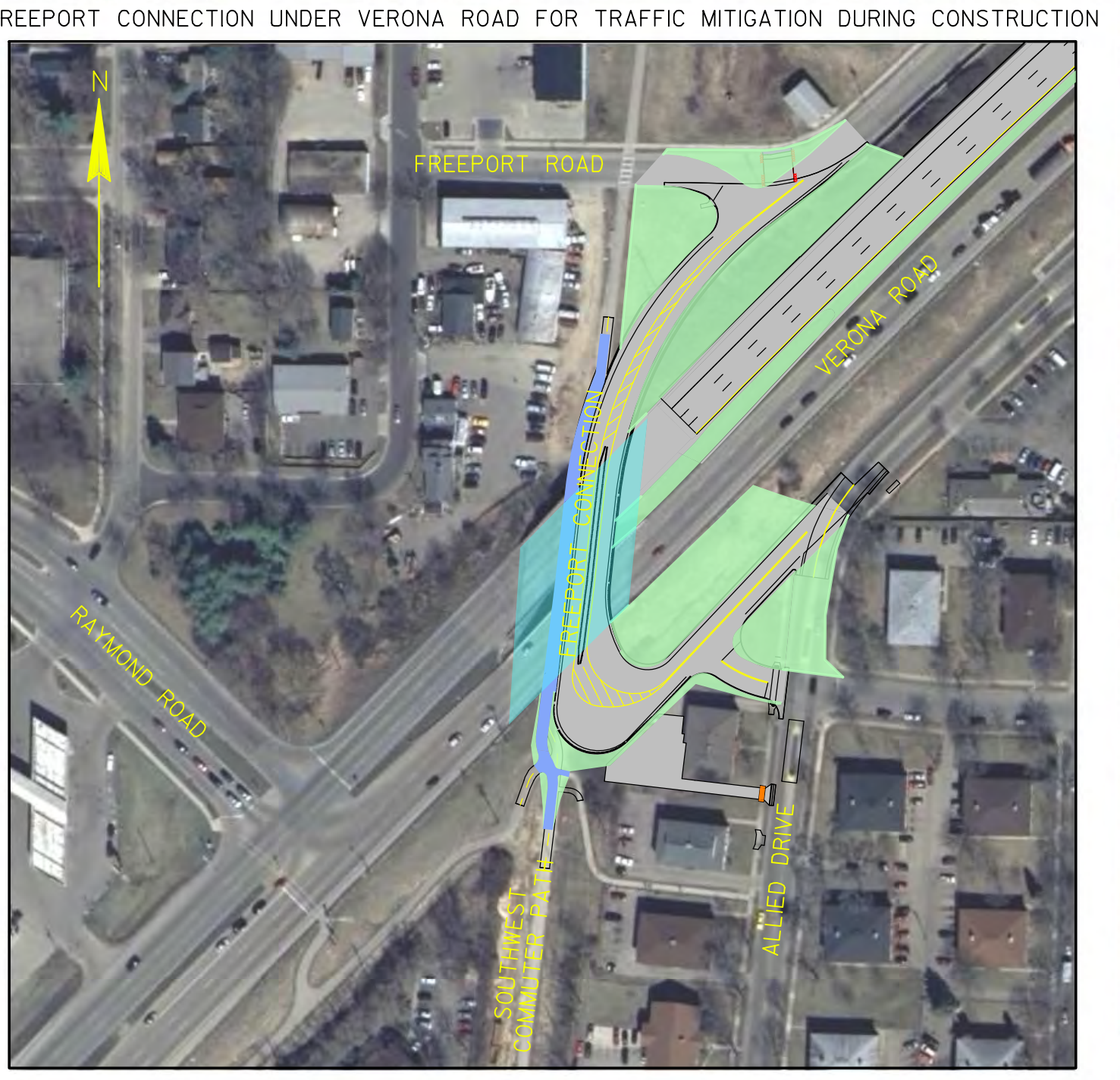


FOR PRELIMINARY USE ONLY
DECEMBER 2013

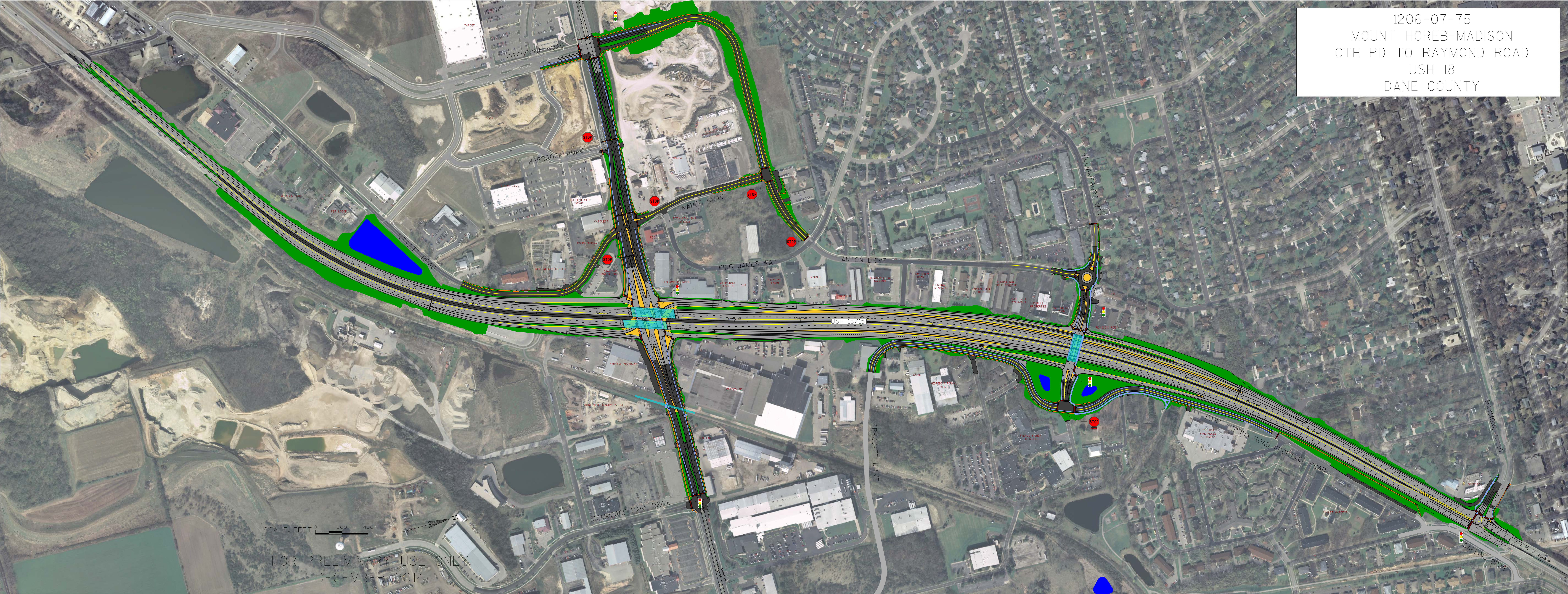


- Legend
- Bike Lane
 - Sidewalk
 - Crosswalk
 - Bus Stop
 - Signalized Intersection

Proposed
Stage 1 & 2 Improvements



1206-07-75
MOUNT HOREB-MADISON
CTH PD TO RAYMOND ROAD
USH 18
DANE COUNTY



SCALE, FEET 0 200 400











FOR PRELIMINARY USE ONLY
DECEMBER 2014

Attachment C

Existing and Proposed Pedestrian & Bicycle Network

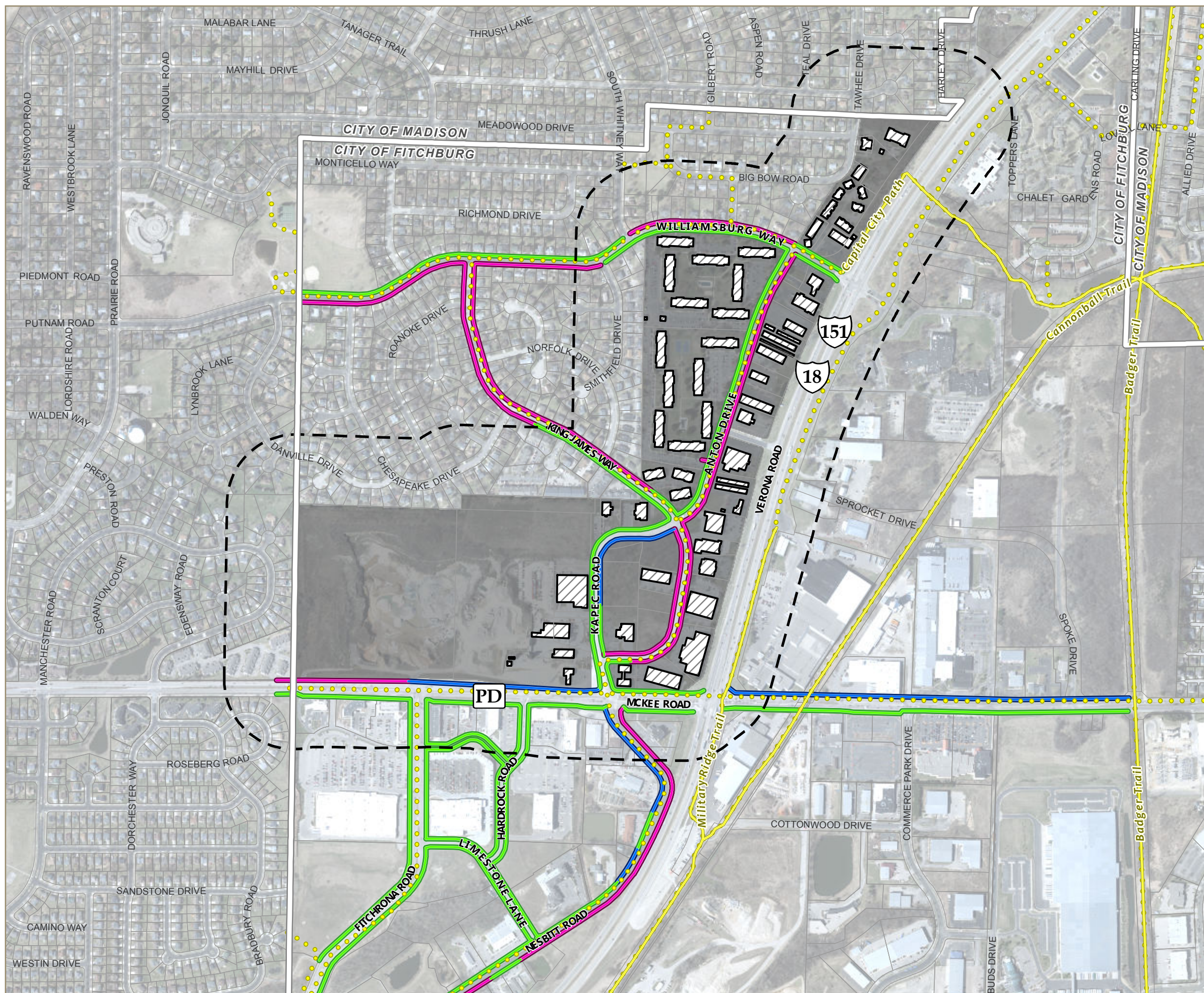
ANTON DRIVE REDEVELOPMENT PLAN

Pedestrian Network

-  Municipal Boundary
-  Planning Area
-  Planning Area Buffer (500 ft)
-  Parcel
-  Building Footprint
-  Existing Sidewalk
-  WisDOT Proposed Sidewalk
-  Missing Sidewalk
-  Bike Trail
-  Bike Route

DATA SOURCES:
 PARCELS, CONTOURS AND ROAD NAMES PROVIDED BY DANE COUNTY.
 AERIAL IMAGERY PROVIDED BY ESRI.

CITY OF FITCHBURG
 DANE COUNTY, WI



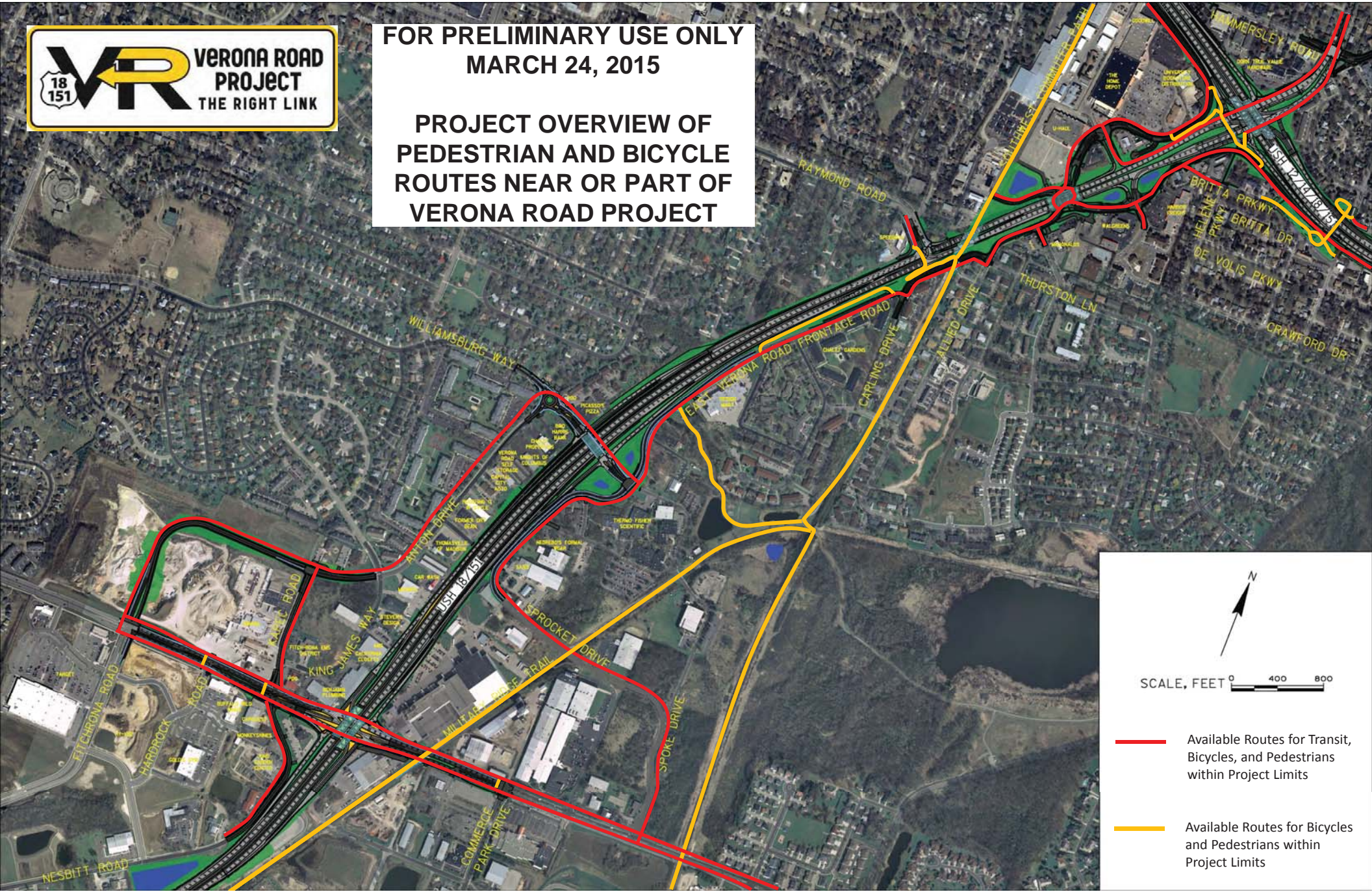
Attachment D

WisDOT Proposed Pedestrian and Bicycle Routes



FOR PRELIMINARY USE ONLY
MARCH 24, 2015

PROJECT OVERVIEW OF
PEDESTRIAN AND BICYCLE
ROUTES NEAR OR PART OF
VERONA ROAD PROJECT



SCALE, FEET 0 400 800

- Available Routes for Transit, Bicycles, and Pedestrians within Project Limits
- Available Routes for Bicycles and Pedestrians within Project Limits

Attachment E
WisDOT Construction Phases

Stage 2 Construction Events

Verona Road (US 18/151): Fitchrona Road to Raymond Road
Local roads: County PD (McKee Road), East Frontage Road, Fitchrona Road, Nesbitt Road, Williamsburg Way



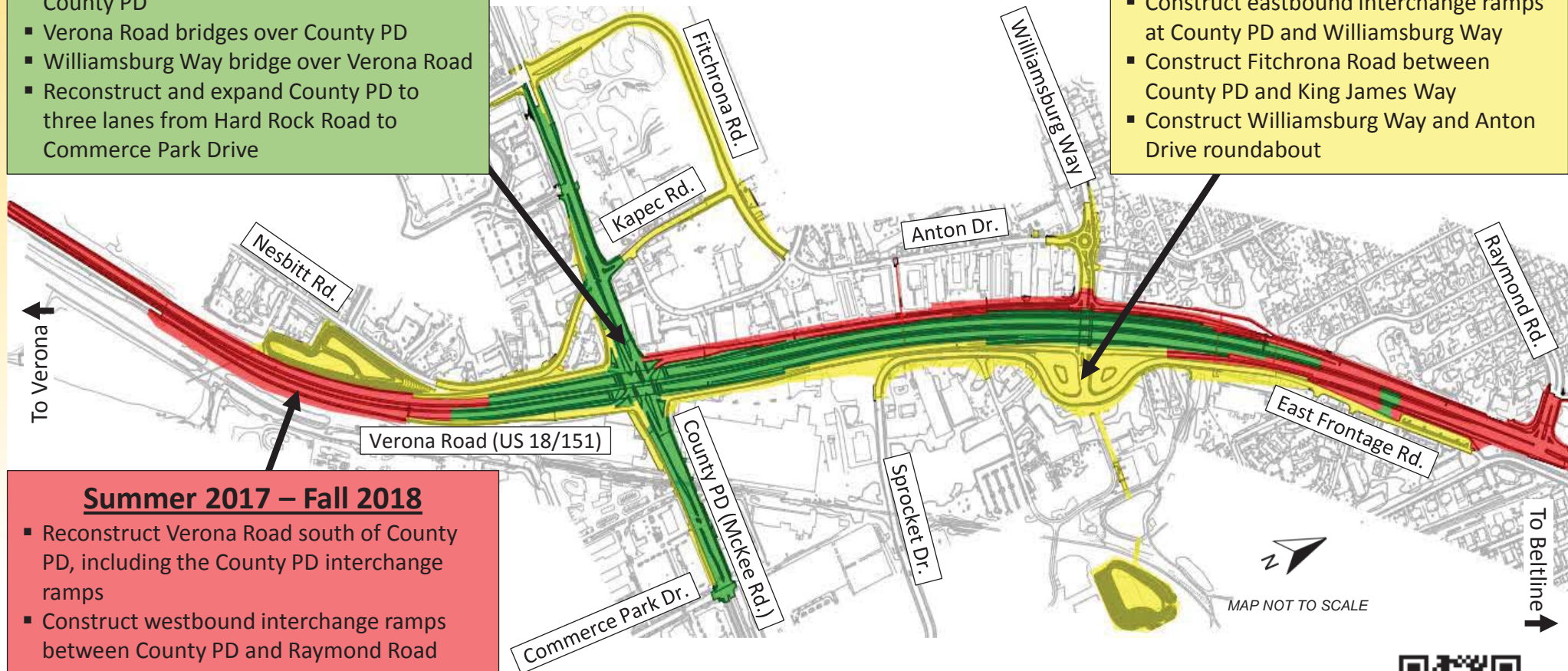
Plan Ahead.

Spring 2019 – Fall 2020

- Reconstruct and expand Verona Road to three lanes between Raymond Road and County PD
- Verona Road bridges over County PD
- Williamsburg Way bridge over Verona Road
- Reconstruct and expand County PD to three lanes from Hard Rock Road to Commerce Park Drive

Fall 2016 – Fall 2017

- Reconstruct Nesbitt Road and the East Frontage Road
- Construct eastbound interchange ramps at County PD and Williamsburg Way
- Construct Fitchrona Road between County PD and King James Way
- Construct Williamsburg Way and Anton Drive roundabout



Summer 2017 – Fall 2018

- Reconstruct Verona Road south of County PD, including the County PD interchange ramps
- Construct westbound interchange ramps between County PD and Raymond Road
- Reconstruct Verona Road south of Raymond Road










www.VeronaRoadProject.wi.gov
[Facebook.com/WIVeronaRoadProject](https://www.facebook.com/WIVeronaRoadProject)



Attachment F
Existing Madison Metro Bus Routes

ANTON DRIVE REDEVELOPMENT PLAN

Metro Transit

-  Municipal Boundary
-  Planning Area
-  Planning Area Buffer (500 ft)
-  Parcel
-  Building Footprint
-  Bike Trail
-  Bike Route
- Bus Route**
-  52
-  59

DATA SOURCES:
 PARCELS, CONTOURS AND ROAD NAMES PROVIDED BY DANE COUNTY.
 AERIAL IMAGERY PROVIDED BY ESRI.

CITY OF FITCHBURG
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