



Bicycle Transportation in Sun Prairie

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SIDEWALK AND MULTI-USE PATH POLICY

Comp Plan

A. PURPOSE STATEMENT

1. This policy is established to help the City meet its goals throughout the year. The long-term objective is a city that maximizes mobility and safety for all residents who are unable or choose not to drive.
2. The policy is further established to comply with the act to facilitate the access of disabled persons (e.g., controls, etc.). The act requires that pedestrian crossings be designed and constructed to accommodate the needs of all persons.
3. Sidewalks in street rights-of-way are primarily intended to encourage riding on city streets and multi-use paths where not explicitly prohibited (see ordinance 10.01 regarding bicycle traffic).
4. The provisions of this policy that reference multi-use paths within the public right of way. The location of parks or open spaces does not eliminate the need for multi-use paths.

B. DESIGN SPECIFICATIONS

1. Sidewalks and multi-use paths shall be located within six inches to the right-of-way line. Sidewalks or within five feet of a legal crosswalk shall include a crosswalk, and in accordance with City of Sun Prairie Statutes (66.616), and in accordance with City of Sun Prairie Statutes (66.615(2)).
2. In all cases where the grades of sidewalks or multi-use paths, the sidewalks and multi-use paths shall be constructed in accordance with Wisconsin Statutes (66.615(2)).
3. Sidewalks shall be the default active transportation facility on streets, roads, and boulevards, except in cases where a multi-use path is the preferred facility type, that a multi-use path is most appropriate.

C. CONSTRUCTION STANDARDS

1. Sidewalks shall be five feet (5') in width and constructed of concrete.
2. Multi-use paths shall be a minimum of ten feet (10') in width and constructed of concrete. Where located in areas with frequent driveway crossings, multi-use paths shall be constructed of concrete. Include center line markings if path is only on one side of the street, or center line markings shall be constructed in accordance with the current standards.

D. REQUIRED LOCATIONS

1. On both sides of all new and reconstructed public streets.
2. On one or both sides of rehabilitated streets (paved streets of public interest by the City Engineer and City Engineer).
3. Along private streets, when it is determined to be in the public interest.



Example Bike Route Signage



Example Off-Road Multi-Use Path

15. Manage access to existing and future major arterials (per Sun Prairie's Official Map) to maintain safety and operational efficiency.

16. Design, build, and operate the City's transportation system to support timely and safe response to emergencies.

17. Design and retrofit local streets with traffic calming features. In places where speeding and cut-through problems persist on existing streets, consider adding speed tables (extended speed bumps) as a solution of last resort only if other techniques prove ineffective.

18. Collaborate with Sun Prairie Area School District on safe transportation for students, including walking, biking, and bussing, both in the neighborhoods and near each school site.

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19. Bike facilities will be added to any street identified on the Official of Future On-Street Bicycle Facilities Map if that street is reconstructed, and should be considered when re-surfaced or restriped.

Actions

11. Create and adopt an Active Transportation Plan that includes policies and standards for bicycle and pedestrian infrastructure to the Comprehensive Plan, adopt the plan, and implement the plan.

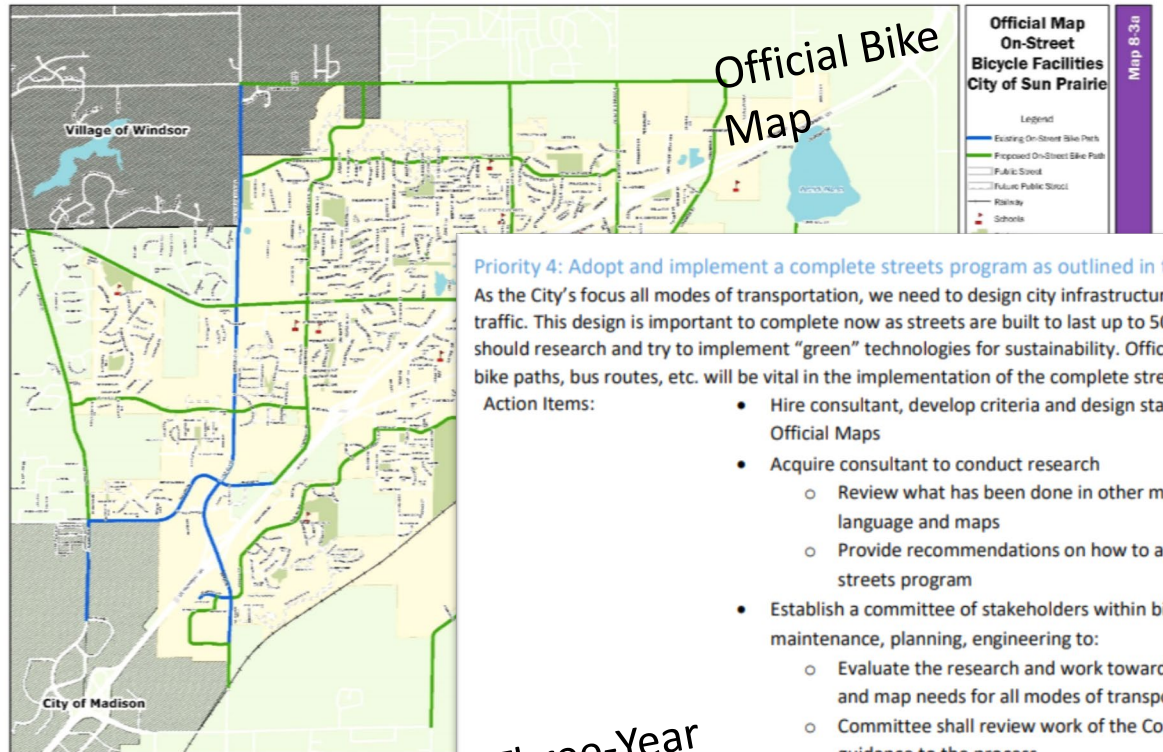
12. Provide complete bicycle facilities (e.g., bike lanes, bike markings, and wayfinding) on bicycle facilities at all street paths, ban arterials, and collect where feasible.

13. Reach out to Wisconsin Department of Transportation for funding support for 151 pedestrian crossings connecting to Hart Road.

14. Explore the opportunity to extend a public street from Mar Drive to Bailey Road, a minimum, multi-modal road crossing from path to Bailey Road if it is determined that the Drive cannot be extended.

improve the bike facilities to enhance maneuverability (e.g., cul-de-sac, turnaround, etc.).

15. Conduct detailed planning for new collector and arterial streets, focusing on streets that provide alternatives for travel through Sun Prairie. See Figure 8-2 for recommended future streets and road classifications.



Official Bike Map

Priority 4: Adopt and implement a complete streets program as outlined in the Comprehensive Plan.

As the City's focus all modes of transportation, we need to design city infrastructure to include access to all modes of traffic. This design is important to complete now as streets are built to last up to 50 years. During this design, staff should research and try to implement "green" technologies for sustainability. Official mapping and policies of sidewalks, bike paths, bus routes, etc. will be vital in the implementation of the complete streets program.

Action Items:

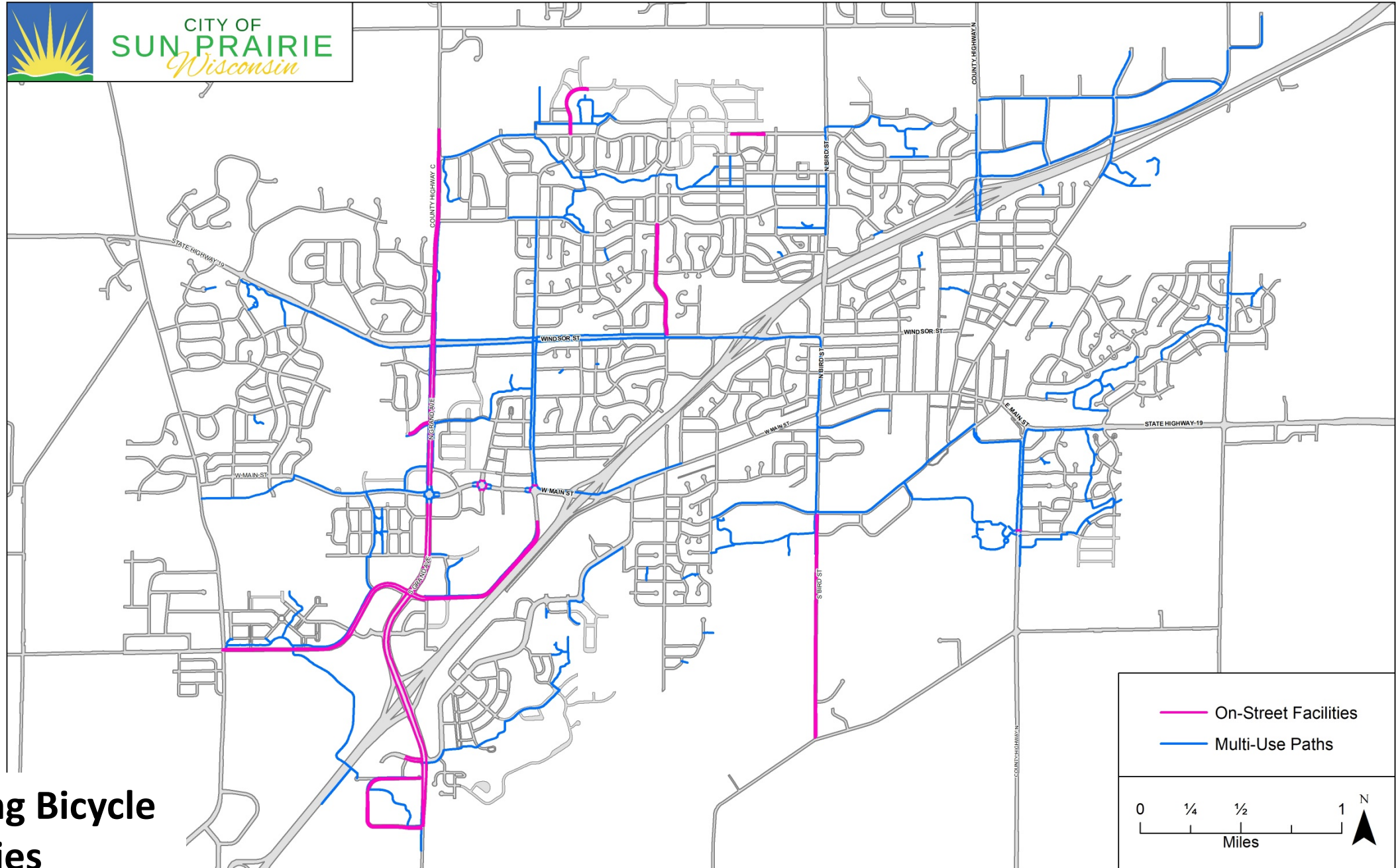
- Hire consultant, develop criteria and design standards, work towards creating Official Maps
- Acquire consultant to conduct research
 - Review what has been done in other municipalities on ordinance/policy language and maps
 - Provide recommendations on how to adopt a comprehensive complete streets program
- Establish a committee of stakeholders within bike/pedestrian, transit, streets, maintenance, planning, engineering to:
 - Evaluate the research and work towards creation of draft ordinance/policy and map needs for all modes of transportation
 - Committee shall review work of the Consultant and provide oversight and guidance to the process
- Consider impacts of Parking, traffic calming, connectivity, on-street bike lanes, and create matrix of issues to consider to include safety, traffic calming and multimodal transportation
- Provide a mechanism for Citizen input to include:

Three-Year Strategic Work Plan

Tools used for Bicycle Planning and Programming



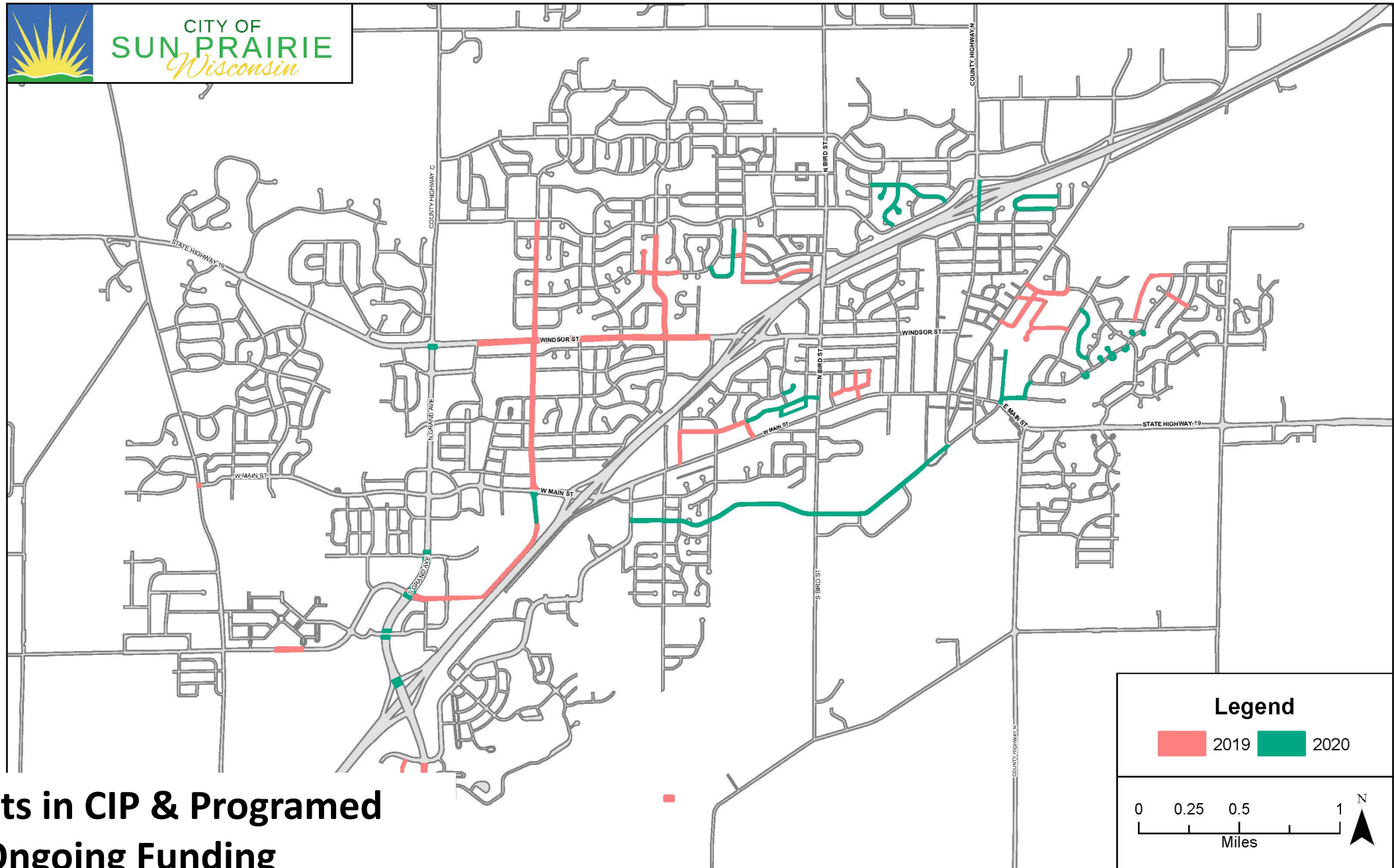
CITY OF
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Wisconsin



Existing Bicycle Facilities



CITY OF
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Wisconsin



**Projects in CIP & Programed
with Ongoing Funding**

MLS Grant Program



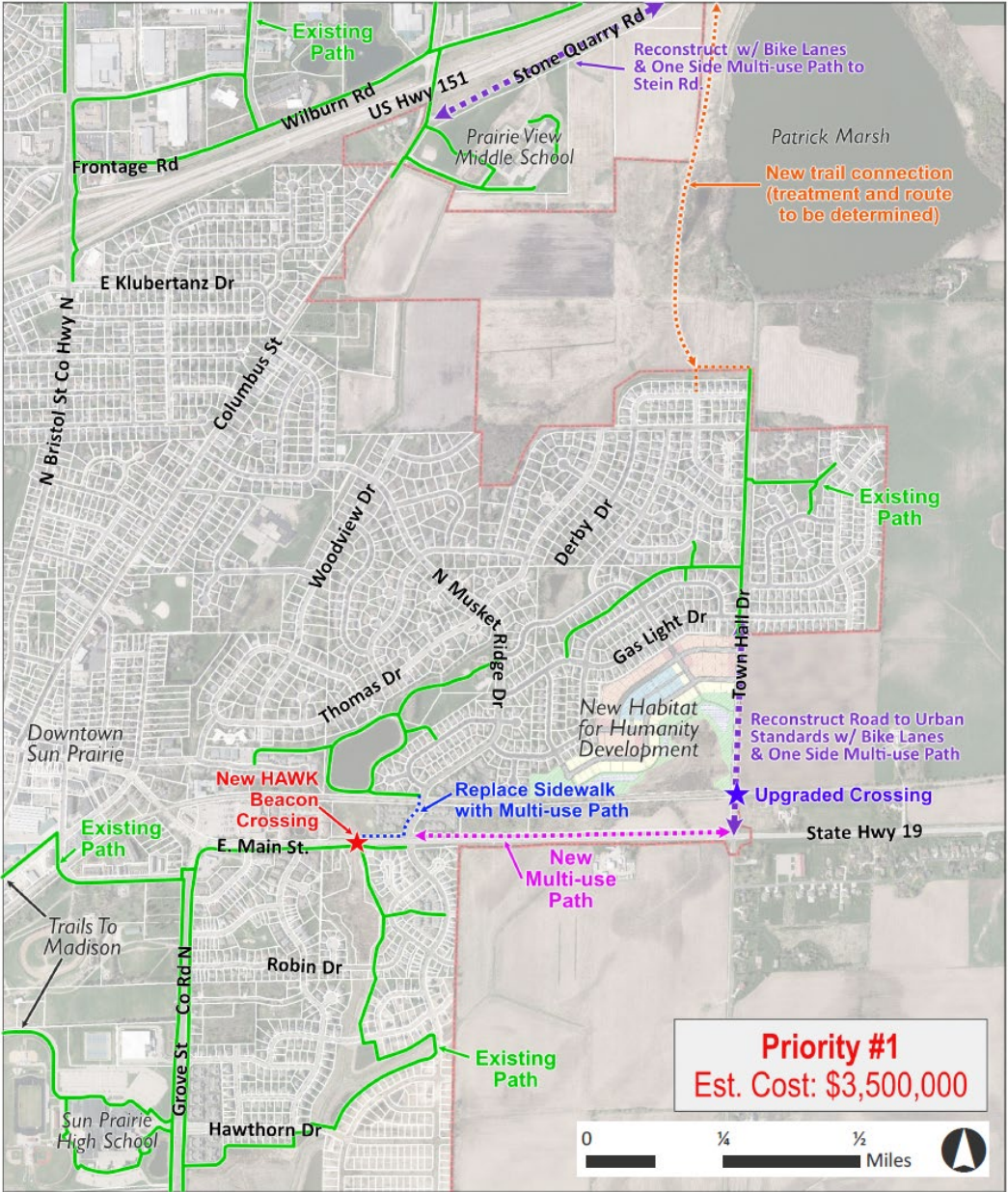
Clarmar Drive to Bailey Road Connection
City of Sun Prairie, Wisconsin



County Highway C Multi-Use Path Gap Filling Project
City of Sun Prairie and Village of Windsor



MLS Grant Program



East Side Active Transportation Connectivity Project
City of Sun Prairie, Wisconsin



TAP Grant Program



10' wide trail on south side of Commercial
from Kroncke to Bird

Replacement of Grove/Main Trail on East Side of Road

