

Transportation

8

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INTRODUCTION

The Transportation element is intended to provide guidance for the design, construction and maintenance of the City's streets, railways, transit facilities, sidewalks, and bicycle facilities within the City and its extra-territorial jurisdiction. A primary objective is to coordinate land development activities with transportation system improvements, with the intent of achieving an efficient, safe and high quality urban environment.

Long-range transportation system planning is needed to promote logical and efficient community development, foster economic development, and encourage safe and efficient movement of vehicular and non-vehicular traffic. Transportation system planning and land use planning must be coordinated given the complex interrelationships between these two elements of community development. For example, the highest and best use of a specific parcel is determined by a number of factors including (and perhaps most importantly) its location in relation to major transportation facilities such as highways, transit routes, waterways, rail lines and airports.

Transportation system and land use interrelationships are also important when considering capital improvement projects. For example, in order to maximize the cost-effectiveness and efficiency of public investments in streets and related infrastructure, it is very important to coordinate land use planning with transportation systems planning. If a community knows which types of land uses are proposed for a given area, it can project traffic volumes on streets that serve the area, as well as determine the sewer and water facilities that will be required to service the area as it develops.

Volume 1 of the Comprehensive Plan update includes a summary of the existing transportation system and facilities. Volume 2 uses this background information along with public input to provide a strategic plan for the expansion and improvement of the transportation system to meet the needs of existing and future residents of the city.

The goals, objectives, policies and recommendations in this chapter are based on the public's perception of transportation and an understanding of the benefits and deficiencies in the existing system, and are meant to guide the proper management, improvement, and expansion of the transportation system in Sun Prairie.

PUBLIC INPUT

STEERING COMMITTEE ISSUE IDENTIFICATION

At the beginning of the planning process, the Steering Committee completed an exercise to identify what they perceived to be the strengths, weaknesses, opportunities, and threats in the community. This exercise helped to identify some of the issues to be addressed in the plan.

From a transportation standpoint, the Steering Committee identified the City taxi service and transportation access as strengths. Weaknesses included road infrastructure that cannot handle traffic, a lack of east/west transportation corridors, a poor public transportation connection with Madison, and the Bristol Street (downtown) truck route. The Steering Committee also recognized many transportation opportunities for the community. These include transportation linkages with Madison and surrounding communities (bike paths and streets), the ability to make Linnerud Drive a more inviting entrance into downtown, and rail access with a planned location for a commuter train stop in Sun Prairie. The Committee did not identify any potential threats with respect to transportation.

Other opportunities for public input regarding transportation included a household survey and an open house workshop. A separate planning process conducted through the federal Safe Routes to School program also provided valuable public input relating specifically to school age children and their commute to school. A summary of results and issues from these sources are included in this chapter. Full results from the exercise is located in Appendix C.



Round-a-bout on O'Keeffe Ave.

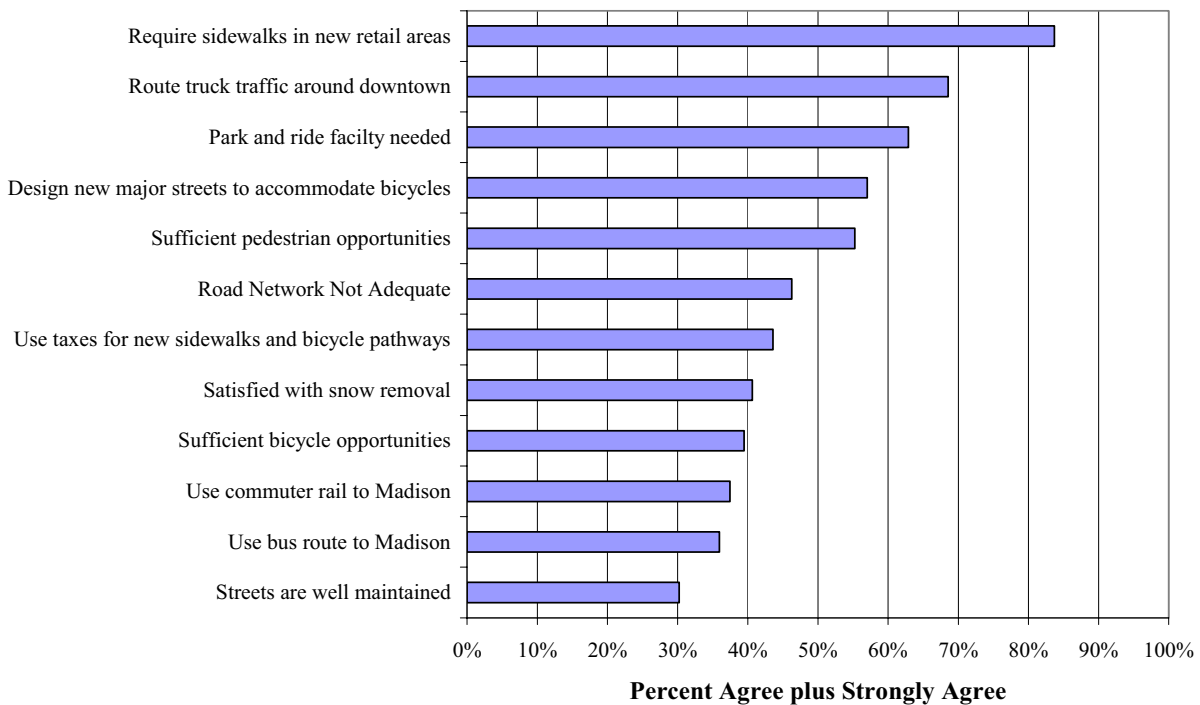
HOUSEHOLD SURVEY

In the household survey, the responses to the transportation questions in the survey revealed concern among residents about the City's streets, including the adequacy of the street network, maintenance of existing streets, and snow removal. Most respondents said they are not likely to use transit options (bus or light rail) between Sun Prairie and Madison, but are interested in a park-and-ride facility in Sun Prairie. Residents said they would like new major streets to be designed to accommodate bicycles.

As illustrated in Figure 8-1, a significant majority of respondents favored requiring sidewalks in new retail areas. In a portion of the survey related to quality of life, respondents also placed a high level of importance on the presence of sidewalks for safety and convenience. Fewer than half of respondents agreed or strongly agreed that there are sufficient opportunities for bicycle travel throughout Sun Prairie, and a majority would like all new major streets designed to accommodate bicycle traffic. More than two in three said they believe truck traffic should be routed around rather than through downtown, more than six in ten said a park-and-ride facility is needed in Sun Prairie and less than one-third said they believe the City's streets are well maintained. To put some of the street maintenance responses into context, it is worth noting that the survey was administered at a time when the City experienced record snow falls and salt shortages (2007-2008 winter) making snow clearance difficult. Full results of the survey are summarized in Appendix D

FIGURE 8-1

TRANSPORTATION ISSUES - HOUSEHOLD SURVEY RESULTS



Source: City of Sun Prairie Community Planning Survey Report, Survey Research Center, June 2008

OPEN HOUSE

An open house was held in July 2008 to gather ideas and opinions from the public related to many of the required plan elements. Major themes that came from the household survey results were expanded on and more input was collected focused around these themes. Transportation related items with public input are summarized below. Appendix E contains a complete summary of open house comments.

Park-and-Ride Lot

Since the household survey showed strong support for a park-and-ride lot (63%), open house participants were asked where such a facility should be located. Suggested locations are illustrated on Figure 8-2. Nearly all participants mentioned a location near US 151, with 40% suggesting the CTH C interchange, 33% suggesting the Main Street interchange, and 20% suggesting the STH 19 interchange.

Condition of City Streets

The community survey results indicated dissatisfaction with the condition of the streets in the city (45% felt that streets are not maintained well). Before W. Main Street was reconstructed, it was difficult to determine if all city streets were perceived by residents as being in poor condition, or if dissatisfaction was based particularly on the condition of W. Main Street at the time of the survey. Open house participants were first asked if streets other than W. Main Street were in poor condition, and then were asked to identify which particular streets they felt were in poor condition. Half of the respondents were dissatisfied with streets other than W. Main Street but few other streets were identified in this exercise.

Trails and Sidewalks

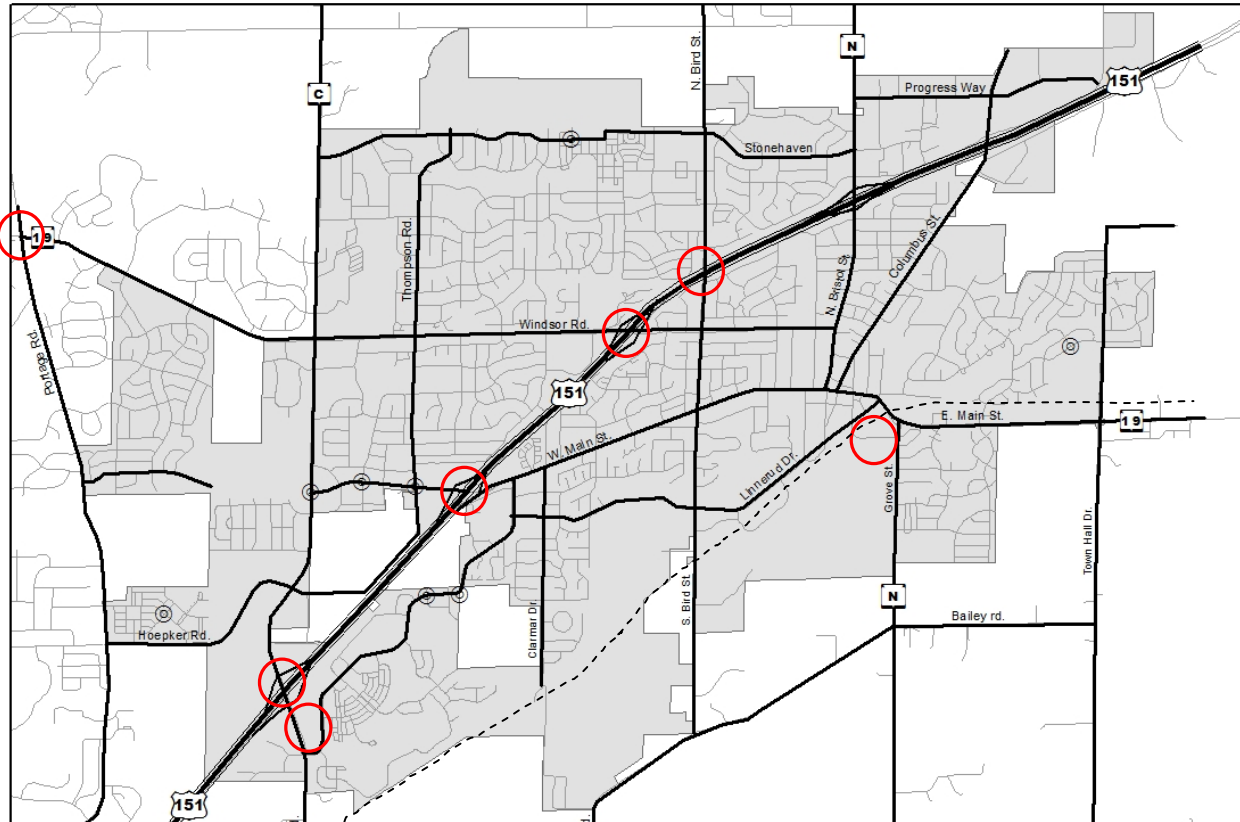
Trails and sidewalks were a major topic of interest based on the household survey. In the survey, 84% of respondents agreed that commercial areas should have sidewalks, 57% agreed that major streets should accommodate bicycle traffic, and 44% would support the use of local taxes to construct additional sidewalks and pathways to promote walking and bicycling in Sun Prairie (24% were neutral). Open house participants were asked to identify where improvements were needed in the city trail/pedestrian system. Comments included filling gaps to connect existing trails and sidewalks, building sidewalks where they do not already exist, connecting neighborhoods to each other, to parks, to downtown, and to other areas of interest, and installing bike lanes on city streets. Input from this exercise is incorporated into the plan recommendations and is also included on Map 8-3.

SAFE ROUTES TO SCHOOL PLANNING PROCESS

Sun Prairie received grant funding to develop a Safe Routes to School (SRTS) Plan in 2007. A consultant was hired by WisDOT who met with parents, teachers, students, and both City and school district staff to prepare the plan. SRTS programs are sustained efforts to improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

The SRTS plan was used as a basis for developing some of the issues and recommendations in this Comprehensive Plan. The plan has been adopted by the City and the Sun Prairie School District.

FIGURE 8-2
PUBLIC SUGGESTED PARK-AND-RIDE LOCATIONS



Source: Sun Prairie Planning Department - results of Comprehensive Plan public workshop

ISSUES AND OPPORTUNITIES

Transportation in Sun Prairie includes several modes of travel such as motor vehicle, bicycle, public transit, and pedestrian. Issues and opportunities identified by the Steering Committee and by the public include necessary improvements to the transportation system as well as potential options to make the system safer and more efficient. The following issues were identified and were used to help create goals and objectives for transportation. They are grouped based on topic area:

STREETS

- Road infrastructure that cannot handle traffic
- Lack of east/west transportation corridors
- Too much truck traffic in the downtown
- Lack of street connectivity in the transportation network
- Poor street maintenance
- Traffic congestion on Main Street
- Too many driveways on Main Street
- Current City Official Maps were last updated on February 4, 1992 and need to be updated to include roadways constructed since that time to better plan for future streets and related facilities

PEDESTRIAN AND BICYCLE FACILITIES

- Lack of sidewalks in new commercial areas
- Lack of sidewalks in many neighborhoods (SRTS Plan)
- Gaps in bike/pedestrian route system
- Some dangerous street crossings for pedestrians
- Traffic speeds in some neighborhoods are too fast
- Three schools are located near STH 19, which carries high volumes and experiences frequent speeding (SRTS Plan)
- Excessive traffic volumes and speed make conditions unsafe for bikers and walkers (SRTS Plan)
- Lack of bicycling opportunities in the City
- Lack of bicycle accommodations on major streets
- Pedestrian safety – lack of connections between residential, schools, parks, commercial areas
- Lack of bicycle/pedestrian education on safely sharing the road with motor vehicles (SRTS Plan)
- Lack of driver education about sharing the road with pedestrian and bicycle traffic (SRTS Plan)
- Walking and biking not seen as a “real” transportation choice (SRTS Plan)
- Motorists drive too fast to make crossing the street safe (SRTS Plan)
- Lack of bicycle racks in public places, including parks
- The Bicycle/Pedestrian Trail Map adopted as part of the Master Plan 2020 needs to be updated



PUBLIC TRANSPORTATION

- Poor public transportation connection with Madison
- Park-and-ride facilities are needed
- Limited public transportation
- Potential public transit routes and facility locations along with park-and-ride locations have not been identified even though these types of facilities could become a bigger part of the City in the near future
- Need to improve intergovernmental communication related to public transportation
- Lack of community car or similar programs
- Lack of programs related to alternative fuel sources
- The current regional plan for commuter rail service in Dane County does not provide a connection to downtown Sun Prairie

GOAL 1: STREETS

Provide a safe and efficient, multi-modal transportation system that meets the needs of motorists, trucks, bicyclists, pedestrians, and other means of transportation

OBJECTIVES

- 1 Utilize the City's official mapping powers within the city limits and its three-mile extraterritorial area to preserve future travel corridors for pedestrian and bicycle use, transit and roadways by adopting Maps 8-1, 8-2, and 8-3 as components of the Official Map.
- 2 Coordinate transportation system improvements with land development.
- 3 Coordinate the planning and construction of multi-jurisdictional transportation system facilities.
- 4 Provide safe and convenient motor vehicle, bicycle, and pedestrian access between existing and future neighborhoods, employment and shopping centers, schools, governmental facilities and recreational facilities.
- 5 Divert high volumes of traffic around residential areas.
- 6 Plan for the eventual improvement and installation of major transportation corridors that would serve both existing and future development areas.
- 7 Encourage timely maintenance efforts and safety improvements to preserve and improve the existing transportation system.
- 8 Locate and design transportation improvements to minimize impacts on environmental corridors and natural resources.
- 9 Encourage neighborhood design for new development and redevelopment that support a range of transportation choices.
- 10 Educate drivers and pedestrians about the risks of using electronic devices while driving.
- 11 Ensure that aesthetically pleasing street design and streetscape enhancements are incorporated into public improvement projects that occur along major corridors and gateways into the City.
- 12 Reroute truck traffic away from downtown as alternative facilities that can support heavy traffic/trucks are constructed.

GOAL 2: PEDESTRIAN AND BICYCLE FACILITIES

Develop and maintain a comprehensive system of bicycle and pedestrian facilities in the Sun Prairie area

OBJECTIVES

- 1 Encourage land development patterns and pedestrian oriented neighborhood designs (e.g. compact, mixed-use) that foster pedestrian activity and minimize reliance on the automobile.
- 2 Plan and implement a comprehensive network of bicycle and pedestrian paths/sidewalks and routes within Sun Prairie that connect neighborhoods, schools, employment and shopping centers, and recreational facilities.
- 3 Ensure that pedestrian paths and routes connect to the planned and existing regional path/routes system.
- 4 Schools, parks, playgrounds, and similar activity areas should be well served by sidewalks and bicycle routes/paths.
- 5 Consider pedestrian and bicycle access when selecting sites for new public facilities such as schools and parks.
- 6 Include existing and proposed bicycle and pedestrian facilities in the City and its three-mile extraterritorial jurisdiction on the Official Map (See Map 8-3).
- 7 Require pedestrian and bicycle access to be considered during site plan and plat reviews.
- 8 Encourage operators of motor vehicles to be considerate of pedestrians and bicyclists.

GOAL 3: PUBLIC TRANSPORTATION

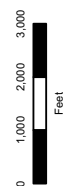
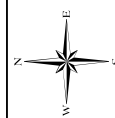
Provide a public transportation system within Sun Prairie with connections to adjacent communities that is viable and efficient

OBJECTIVES

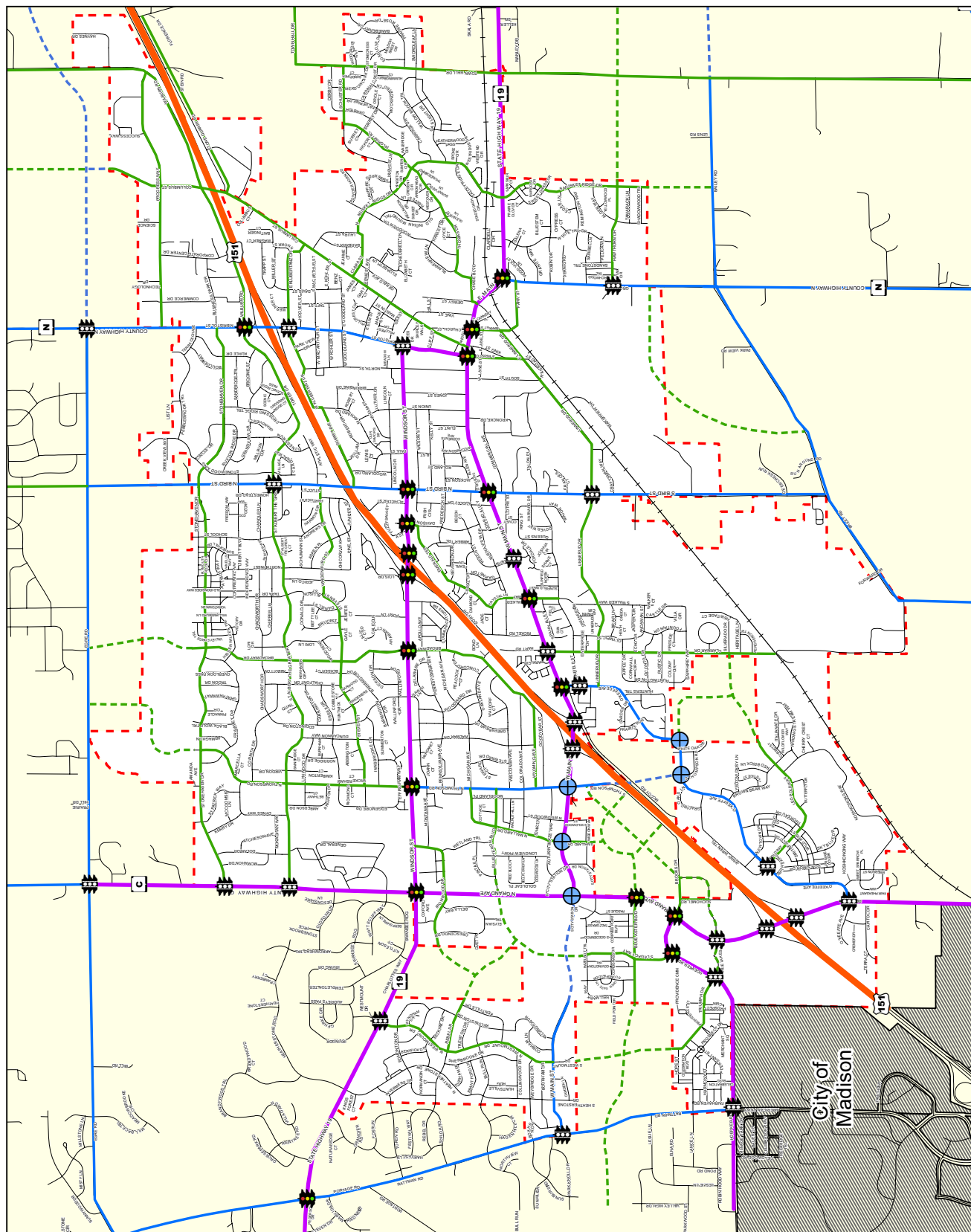
- 1 Incorporate federal, state and county plans for future high-speed and commuter rail service into the design of development and redevelopment projects along the Canadian Pacific Rail line.
- 2 Provide modes of transportation that meet the special needs of the elderly, children, disabled persons, and persons unable to provide their own transportation.
- 3 Continue to support the Sun Prairie taxi service so residents are afforded choices to meet their travel needs.
- 4 Investigate the creation of a local transit system or connection to the Madison transit system as determined necessary.
- 5 Encourage and support regional transit service in Dane County.
- 6 Improve intergovernmental communication regarding public transportation.
- 7 Designate a specific office or entity to serve as the public transit coordinator and contact for the City.
- 8 Plan for future transit bays within street right-of-way and consider transit shelter locations in high activity areas to accommodate facilities when warranted.
- 9 Promote land use patterns and site design standards that can be efficiently served by public transportation.

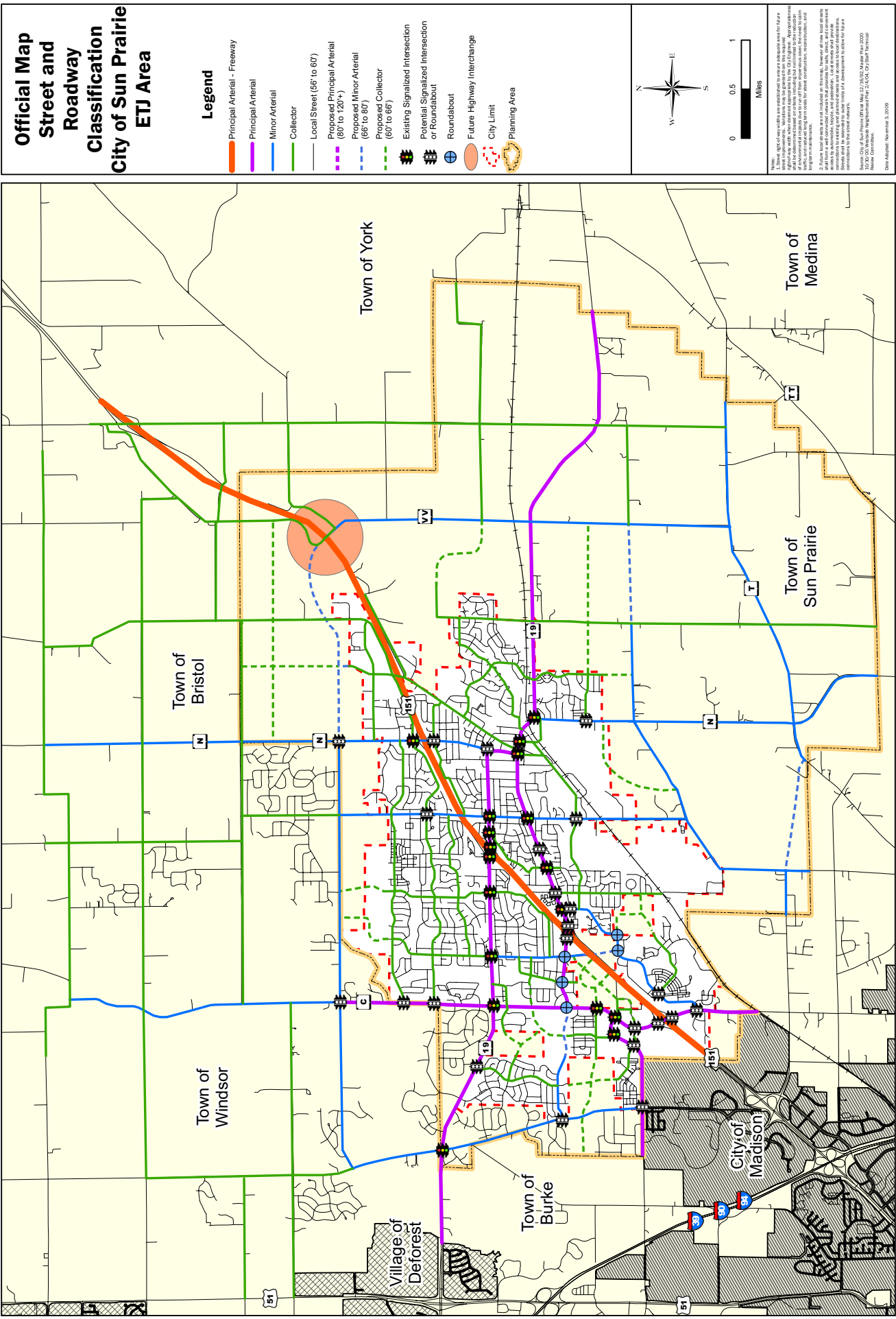
**Official Map
Street and
Roadway
Classification
City of Sun Prairie**

- ## Legend
- Principal Arterial - Freeway
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local Street
 - Proposed Principal Arterial
(60' to 120'+)
 - Proposed Minor Arterial
(66' to 80')
 - Proposed Collector
(60' to 66')
 - Existing Signalized Intersection
 - Potential Signalized Intersection
or Roundabout
 - Roundabout
 - City Limit

[illegible]

Data Adapted: Bloomerhouse 2, 2000

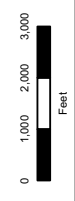
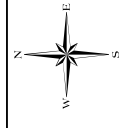






Official Map Future Bicycle Routes/Paths City of Sun Prairie

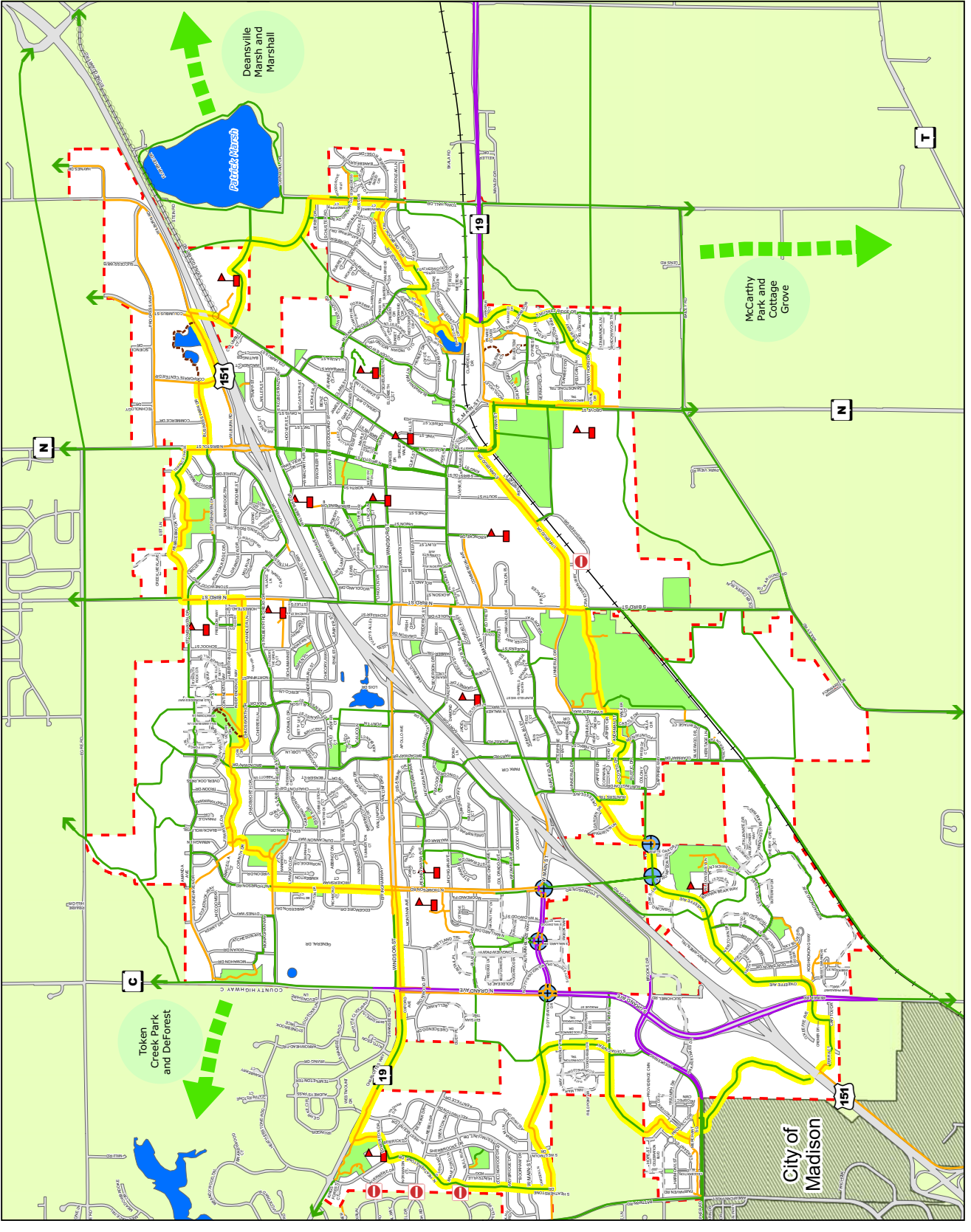
- Legend
- On Street Bike Lane
 - Multi-Use Path
 - Unpaved Multi-Use Path
 - Rural Bike Route
 - Proposed Route/Path
 - Sun Prairie Loop
 - Public Street
 - Future Public Street
 - Road Block
 - Roundabout
 - Railway
 - Schools
 - Parks
 - Water
 - City Limit



Notes:

Source: City of Sun Prairie

Date Adopted: November 3, 2009



POLICIES AND RECOMMENDATIONS

The policies and recommendations provide the framework for more specific actions related to transportation. The following policies and recommendations include actions the City and in some situations other agencies or organizations should take to implement the goals and objectives of the Comprehensive Plan.

STREETS

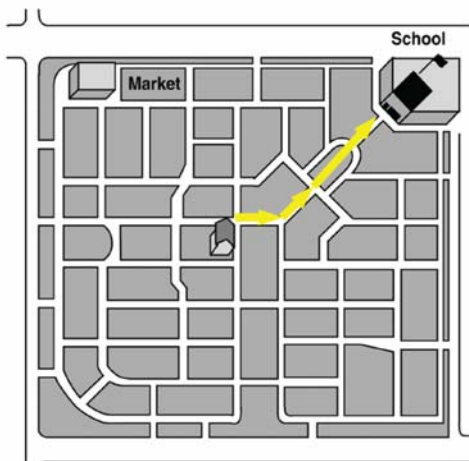
- 1 The City encourages the use of a semi-grid or interconnected street pattern for new development and redevelopment and discourages the creation of a disconnected street system. Cul-de-sacs are only permitted where the existing development pattern or natural topography requires their use. A connected street pattern as shown in Figure 8-3, provides a variety of benefits when compared to a disconnected street pattern. Some of the benefits include the following:
 - Offers multiple options for vehicles, pedestrians, and bicycles to reach a destination
 - Provides more direct routes to neighborhood destinations and the regional transportation system, thereby reducing travel distances
 - Greatly reduces traffic impact on major streets by allowing neighborhood circulation to occur within the neighborhood without using arterial routes
 - Encourages the dispersal of traffic onto multiple streets rather than concentrating traffic on a few connecting streets
 - Allows pedestrians and bicycles to take routes with less vehicle traffic
 - Provides opportunities for driveways to be located on lower functional level streets, thereby reducing traffic conflicts and congestion
 - Improves the ability for emergency vehicles to access emergency situations by providing alternative routes if one route is obstructed

FIGURE 8-3

STREET PATTERN AND TRAFFIC CIRCULATION

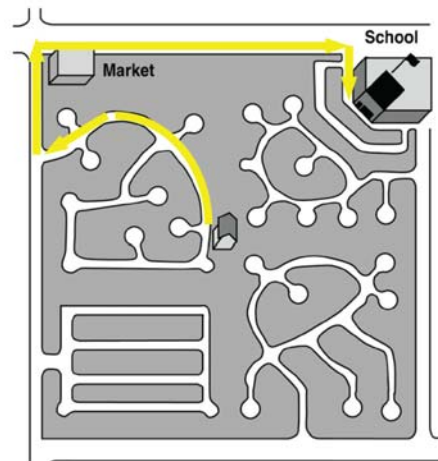
PROMOTE

Connected Street Pattern



AVOID

Disconnected Street System



Source: A Resident's Guide for Creating Safe and Walkable Communities, US Department of Transportation Federal Highway Administration, FHWA-SA-07-016, February 2008.

- 2 The City will control the number of direct driveway access points on arterial and collector streets, and take action to remove existing access points if appropriate as opportunities arise.
- 3 Direct access to arterial streets will be allowed only for well-planned major facilities such as large shopping centers, major employers, major public facilities, etc., or where other alternatives are not present or are less desirable.
- 4 The number of direct access points to major arterial streets shall be limited to preserve safe and smooth traffic flow on those transportation facilities.
- 5 All future streets shall intersect directly across from existing streets unless the existing development pattern or natural features prevent such location.
- 6 Driveways and local streets shall be spaced and located to minimize vehicular conflicts and maintain safe traffic flows. Driveways on opposite sides of the street should line up when possible.
- 7 The City shall work with the Wisconsin Department of Transportation (WisDOT), Dane County, and the surrounding towns to examine alternatives for rerouting truck traffic away from Windsor, Bristol and Main Streets.
- 8 Heavy truck traffic shall use designated truck routes as required by City ordinances and regulations. Alternative routes to the current route through downtown should be explored and changed if deemed feasible and appropriate. As facilities are constructed or improved to support heavy traffic, trucks should be rerouted to a northern arterial street route/bypass such as Egge Road/ CTH V V and/or a southern arterial street route/bypass such as CTH T/CTH V V or Nelson Road/ Bailey Road. Protections should be put in place along these routes to allow future improvements and construction of such facilities.
- 9 Continue to work with Dane County, City of Madison and the Town of Burke to address potential upgrades to Reiner Road, Rattman Road and Hoepker Road.
- 10 The City shall work with the WisDOT, Dane County and the surrounding towns to address potential upgrades to STH 19 throughout the entire Sun Prairie Planning Area.
- 11 The City shall work with Dane County to address potential upgrades of CTH C from STH 19 north to Egge Road.

PEDESTRIAN AND BICYCLE FACILITIES

- 1 All streets should be served by sidewalks and/or bicycle/pedestrian paths. Bike lanes should also be designed into all new arterial streets and collector streets that are identified as bike routes. Bike lanes should be incorporated into street reconstruction designs when adequate right-of-way exists or can be acquired.
- 2 Install bike racks in city parks, at public buildings and other public facilities, and strongly encourage industrial, institutional, multi-family, and commercial uses to install bike racks for employees, customers, and residents, as well.
- 3 Continue to require sidewalks on both sides of all new streets.
- 4 Establish bicycle routes throughout the City to connect neighborhoods to schools, employment and shopping centers, and recreational facilities. Designate these bicycle routes with signage.
- 5 Create a fully connected recreational trail that loops through the City to serve as a main route with all paths connecting into it. The Sun Prairie loop should have signage to designate this main connector route. The loop should also have connections to the regional trails system.
- 6 Adopt the Future Bicycle Routes/Paths Map (Map 8-3) as a component of the Official Map.
- 7 Dangerous street intersections with poor pedestrian crossings and high potential for vehicle conflicts, such as at Thompson Road and Windsor Street, shall be studied and improved.
- 8 Create a citizen's bicycle and pedestrian advisory committee to serve as a forum for citizens concerning safe access for cyclists and pedestrians and to advise the City on bicycle and pedestrian issues and recommended improvements.
- 9 Adopt the City's sidewalk policy as an ordinance (see following page).

City Sidewalk Policy

Continue to implement the Sidewalk Policy. This policy replaces the June 16, 1999 sidewalk installation policy and reflects policy revisions adopted by resolutions of the Common Council on July 15, 2003 and the related subdivision ordinance amendments adopted on December 16, 2003.

The previous City Sidewalk Policy, originally adopted on June 16, 1999, provided: criteria for sidewalk location and implementation for newly constructed streets and reconstructed streets; construction standards; and repair and replacement criteria. This former policy required sidewalks on both sides of arterial streets, both sides of new collector and most local streets, and on one side of reconstructed collector and local streets.

On July 15, 2003, the Common Council passed two resolutions related to the Sidewalk Policy. One resolution specifically addressed sidewalk installation in new developments, and the other addressed sidewalk installation on reconstructed city streets. Both resolutions stated that the current sidewalk policy would be changed to an ordinance and both required that sidewalks be installed on both sides of all streets. Exceptions to this requirement could be granted for unique characteristics such as topography or other environmental constraints. Prior to the adoption of this plan, it was necessary to refer to the former sidewalk policy, two resolutions adopted by the Common Council, and a subdivision ordinance amendment to fully understand the City Sidewalk Policy. The Sidewalk Policy has been incorporated into this Comprehensive Plan to clarify the policy and to keep all components in one location for ease of use.

This policy has been developed to provide for the safety and enjoyment of the pedestrian public. Specifically, it is to:

- Provide for safe, convenient and efficient pedestrian travel throughout the City, as well as promote and encourage the increased use of pedestrian and bicycle modes of travel among residential, shopping, schools and other areas as an alternative to the automobile.
- Seek to minimize conflicts between pedestrians and other modes of travel and improve the pedestrian network in existing neighborhoods.
- Comply with the Federal Americans with Disabilities Act of 1990 enacted to facilitate the access of disabled persons to public rights-of-way (sidewalks, curb ramps, crossing controls, etc.) The act requires that exterior routes leading to streets, transit stops, and accessible parking areas to such buildings be designed and constructed to accommodate persons with disabilities.

Sidewalk and Bikeway Specifications

Sidewalks and bikeways shall normally be located as far from the traffic lane as is possible, but not closer than six inches to the right-of-way line. Where, as a result of such major obstructions as large and established trees, steep hills, drainageways, or major utility lines, the construction costs of the sidewalk or bikeway in its normal location would be prohibitive, sidewalks or bike routes may be located elsewhere within the street right-of-way, or within an easement, with the approval of the City Engineer. Sidewalks and bikeways constructed at street intersections or within five feet of a legal crosswalk shall include provisions for curb ramping as required by Section 66.625, Wisconsin Statutes, and in accordance with City standards. In all cases where the grades of sidewalks or bike paths have not been specifically fixed by ordinance, the sidewalks and bike paths shall be laid to the established grade of the street (refer to Section 66.615(2), Wisconsin Statutes). Sidewalks in street rights-of-way shall be specifically intended to serve pedestrian traffic. Bike paths shall be intended to serve both pedestrian and bicycle traffic.

Construction Standards

Typical sidewalks shall be constructed of concrete, at least five feet in width, in accordance with the current edition of the Sun Prairie Standard Specifications. Sidewalks may be a minimum of five inches thick where driveway locations are not yet established; otherwise sidewalks shall be a minimum of four inches thick, except at known driveway locations where they shall be a minimum of six inches thick. Bikeways shall be constructed of bituminous pavement, at least ten (10) feet in width, in accordance with standard city specifications.

Required Locations

Sidewalks and/or bike paths shall be installed in full accordance with the following:

- On both sides of all new and reconstructed public streets, including cul-de-sac streets and eyebrows;
- On all streets and highways bordering or adjacent to property being developed;
- The Director of Parks, Recreation and Forestry, the Director of Public Works, the City Planner and the City Engineer shall determine when it is appropriate to substitute a bike path within the right-of-way for a sidewalk;
- When it is determined to be in the public interest, sidewalks and/or bike paths may be required along private streets.
- Exceptions to these requirements may be considered in rare cases where unique characteristics such as topography or other environmental constraints exist which prohibit sidewalk installation, as determined by the Director of Parks, Recreation and Forestry, the Director of Public Works, the City Planner and the City Engineer.

Completion of Key Path and/or Sidewalk Projects

Completion of key path and/or sidewalk projects should be prioritized in the City Capital Improvement Plan with a strong emphasis on filling gaps and completing projects in areas near schools, parks, completing segments along the Sun Prairie loop route, and providing a safer connection to the City of Madison. Some specific path connections worth noting are the connection to the existing US 151 pedestrian tunnel, the Town Hall Drive to Patrick Marsh Middle School route, and the connection along Windsor Street from Thompson Road west to Wyndham Hills.

Fill Gaps in the Bicycle and Pedestrian Network

Continue to expand upon and fill gaps in the City's bicycle and pedestrian network through the following:

- Continue to require sidewalks on both sides of all streets in new developments.
- Continue to incrementally improve the pedestrian network in older parts of the City by installing sidewalks with street reconstruction projects and in key locations where gaps exist in the sidewalk network.
- Coordinate sidewalk construction plans with the Safe Routes to School Plan recommendations.
- Adopt a future bike paths and routes map that identifies key connections and links so that these facilities can be constructed as development and redevelopment projects occur.
- Maintain and regularly publish an Existing Bicycle Routes/Paths Map for public use.

PUBLIC TRANSPORTATION

- 1 Continue to monitor and investigate the potential for commuter rail within the region and Sun Prairie's connection to this system.
- 2 If a commuter rail initiative is implemented in Dane County, the City should work to ensure the service is extended to downtown Sun Prairie.
- 3 Complete detailed site-specific plans for potential commuter rail facilities if a stop is designated in Sun Prairie (e.g. rail stations, transit-oriented developments, etc)
- 4 Work with the Dane County Specialized Transportation Commission to connect providers of additional transportation options to those who require them, such as the elderly, disabled, and children.
- 5 Investigate potential locations for future public transit stops and routes.
- 6 Coordinate with WisDOT on commuter and high-speed rail studies.
- 7 Provide incentives for directing high-density development, major employment, and activity centers along future commuter rail corridors.
- 8 Continue to support and expand shared-ride taxi services, including shuttles to Madison and transportation for seniors and individuals with disabilities, until such time that alternative public transportation modes are feasible.
- 9 Consider the implementation of an in-town shuttle if demand would support such a service.
- 10 Continue to monitor and investigate the potential for regular and/or express bus service within the City and between Sun Prairie and Madison.
- 11 Work with WisDOT to identify an appropriate location and develop a park-and-ride lot within the City.
- 12 Support and encourage residents to participate in available van pool/rideshare programs through public education.

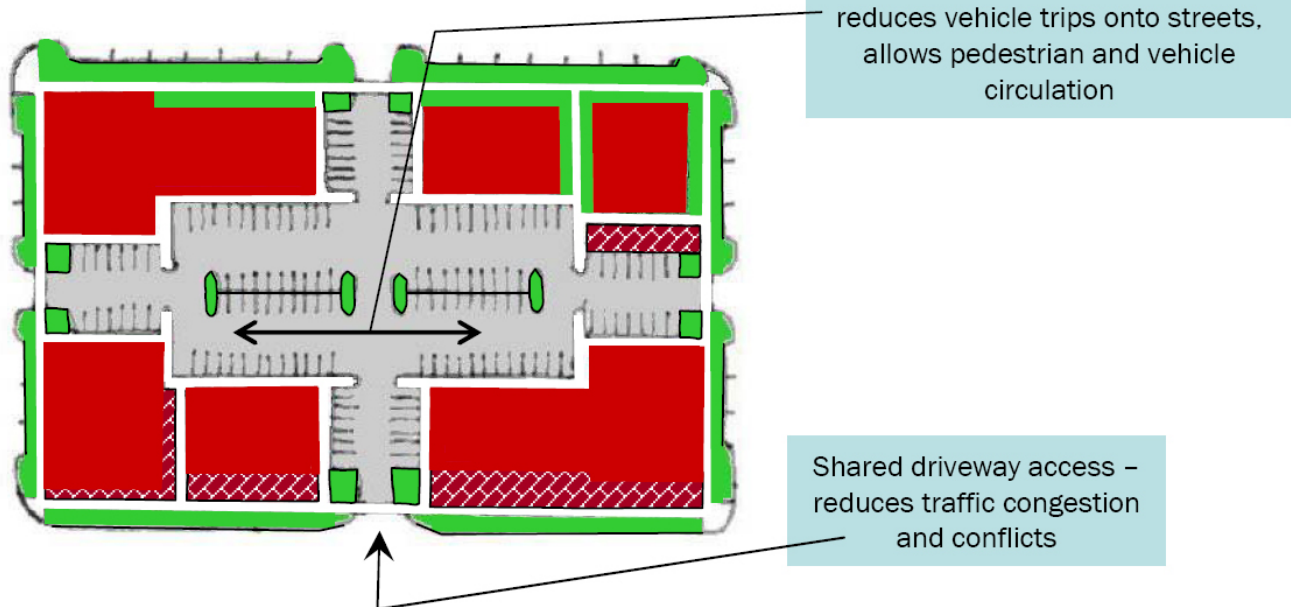
GENERAL

- 1 The City shall enforce its official mapping powers within the City limits as well as within its extra-territorial jurisdiction to reserve sufficient rights-of-way for future arterial and collector streets, and pedestrian and bicycle paths.
- 2 Adopt the Street and Roadway Classification Maps (Map 8-1 and Map 8-2) as components of the Official Map.
- 3 Before the City approves any site plan or land division, it will confirm that the proposal is consistent with the recommendations of the Official Map.
- 4 The City shall work with neighboring jurisdictions, Dane County, Madison Metropolitan Planning Organization (MPO), and the state to implement transportation plan recommendations and policies.
- 5 The City shall work with neighboring jurisdictions, Dane County, MPO, and the state to coordinate bicycle and pedestrian planning, and planning for potential future alternative transportation corridors such as commuter rail.
- 6 Coordinate capital improvement programming with the recommendations presented in this Comprehensive Plan.
- 7 Require traffic impact studies to be completed by the developer prior to the City's approval of major development projects (e.g., strip commercial centers, shopping centers, planned developments, large residential plats, etc.). Require developers to pay for transportation facility improvements that are required to serve the new development.
- 8 Continue to consider downtown traffic flow, parking, and transit-oriented development issues as part of the downtown revitalization efforts.
- 9 Plan the City's transportation network so that emergency service vehicles have adequate and timely access to all destinations.
- 10 Adopt a Complete Streets policy to ensure that the entire right-of-way is routinely designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and public transit users of all ages and abilities. Complete Streets have some or all of the following components: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and similar facilities.
- 11 Incorporate traffic calming measures, such as sidewalks, crosswalks, raised medians, potential bus stop locations, treatments for disabled travelers, etc. into new street and reconstructed street designs, where appropriate.

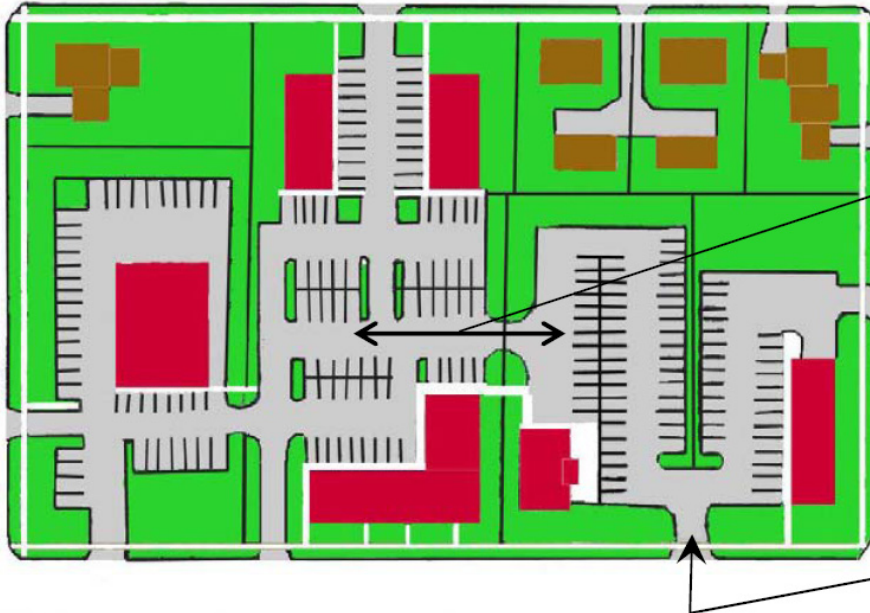
- 12 The City shall require cross-access easements between neighboring commercial and other higher traffic use properties as part of new development and redevelopment when practical. Benefits of such a requirement include the following:
- Reduces the number of driveways onto the public streets, thereby reducing traffic congestion and conflicts
 - Improves pedestrian safety - less conflicts between vehicles and pedestrians
 - Reduces the number of conflicts between vehicles pulling in and out of properties onto the public street
 - Improves the efficiency of traffic flow on public streets
 - Reduces the number of vehicle trips required between neighboring uses
 - Provides for potential shared parking arrangements
 - Increases potential business for adjacent retail establishments by providing easier access between adjacent commercial sites

FIGURE 8-4
CROSS ACCESS AND SHARED DRIVEWAYS

PROMOTE – in newly developed areas
Cross-Access Connections & Shared Driveways



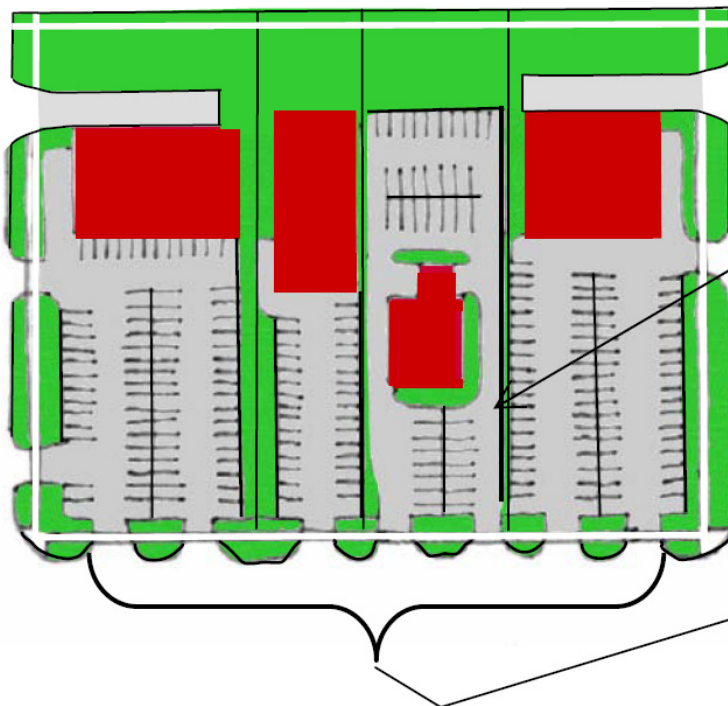
PROMOTE – in existing developed areas
Cross-Access Connections & Shared Driveways



Cross-access between properties – reduces vehicle trips onto streets, allows pedestrian and vehicle circulation

Shared driveway access – reduces traffic congestion and conflicts

AVOID
Disconnected Properties & Excessive Driveways



No cross-access connections between properties – requires street travel to access neighboring property

Multiple driveways onto street – increases traffic congestion and conflicts

