

Transportation

8



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This chapter provides descriptions for various modes of transportation existing within the Planning Area and surrounding region. Highways and streets are identified by function and classification, traffic counts and forecasts are provided, and some state, regional and other applicable transportation plans that apply to Sun Prairie are referenced in this plan.

Volume 2 of this plan element contains the goals, objectives, policies and recommendations that are intended to guide the proper management, improvement, and expansion of the transportation system in Sun Prairie.

EXISTING TRANSPORTATION FACILITIES/TRENDS/ISSUES

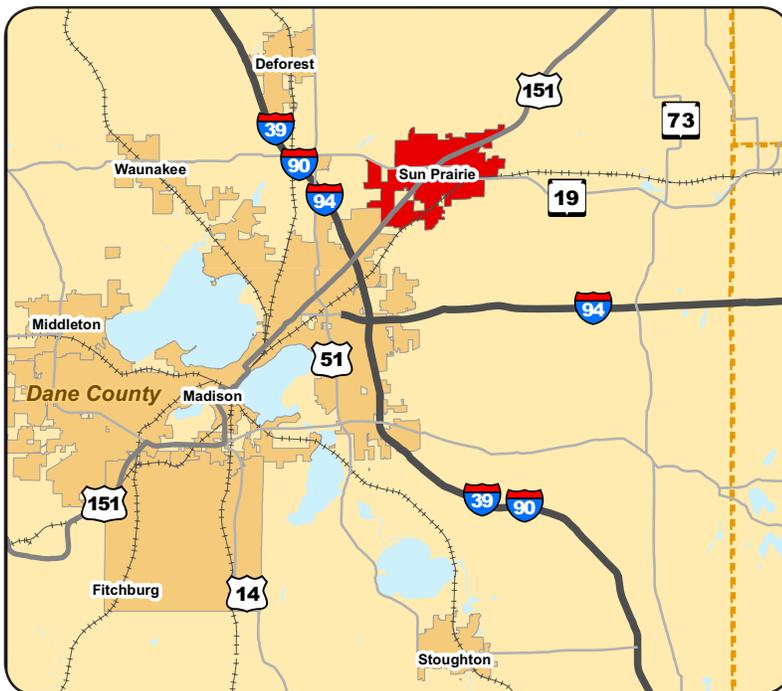
HIGHWAYS AND STREETS

The City of Sun Prairie is served by an efficient transportation system that includes highways, streets, pedestrian/bicycle facilities, transit, rail service, and air service.

REGIONAL HIGHWAY SYSTEM

The City of Sun Prairie is served by a regional highway system that connects the City to other cities within the regional and throughout the United States highways located in Sun Prairie that are part of this system include one federal highway (US 151), one state trunk highway (STH 19), and two county trunk highways (CTH C and CTH N). Map 8-1 illustrates these transportation corridors.

US 151 is a limited access highway that connects Sun Prairie with Madison and Interstate 39/90/94 (I-39/90/94) to the southwest and Fond-du-Lac and the Fox Valley to the northeast. Currently, there are four interchanges providing access to the City from US 151. They are located at CTH N (N. Bristol Street), STH 19 (Windsor Street), W. Main Street, and CTH C (S. Grand Avenue/Reiner Road). US 151 is a major corridor that provides excellent access for the Sun Prairie Business Park and other commercial districts to the regional transportation system.



Main St. and O'Keeffe Ave. Intersection



Minor Arterial - O'Keeffe Ave.



See Map 8-1

STH 19 is classified as an east-west minor arterial that routes through Sun Prairie along Windsor Street, N. Bristol Street (CTH N), and E. Main Street. To the west, STH 19 connects the City with De-Forest, I-39/90/94, Waunakee, and STH 12; and to the east with Marshall, Waterloo, and Watertown.

CTH C, on the west side of the City, is classified as a north-south minor arterial that connects the City with the east side of Madison (via US 151 or Reiner Road) to the south and Columbia County to the north. The CTH C (S. Grand Avenue)/Reiner Road/Sprecher Road corridor is being planned as a major north-south transportation route for the eastern portion of Dane County. The City and the Wisconsin Department of Transportation (WisDOT) recently expanded the portion of CTH C located in the City to a four-lane divided roadway to accommodate future expected traffic.

CTH N, on the east side of the City, is also a north-south minor arterial connecting the City with Cottage Grove, I-94, STH 12/18, I-39/90, and Stoughton to the south and Columbia County to the north.

CTH V V is a north-south arterial street and CTH T and Egge Road are east-west arterial streets located within the Sun Prairie extraterritorial jurisdiction (ETJ) that also provide regional connections.



Principal Arterial
Windsor St. (STH 19) and Broadway



Principal Arterial
Grand Ave. and Hoepker Rd.

OFFICIAL MAP ROADWAY CLASSIFICATIONS

The Official Map for Sun Prairie includes lands within the City limits and lands outside of the City within the extraterritorial jurisdiction area. The map was adopted in accordance with the authority granted by Wisconsin Statute 62.23(6), and includes, or may include, the location of streets, highways, historic districts, parkways, parks, playgrounds, railroad rights-of-way, waterways and public transit facilities. The map is inclusive with respect to the location and width of existing and future streets, highways, waterways and parkways, and the location and extent of railroad rights-of-way, public transit facilities, parks and playgrounds shown on the map. The Official Map is established to conserve and promote the public health, safety, convenience and general welfare of the community by ensuring the orderly layout of the future transportation related and other facilities included on the map. The Official Map is located in Volume 2 and adopted as part of this Comprehensive Plan.

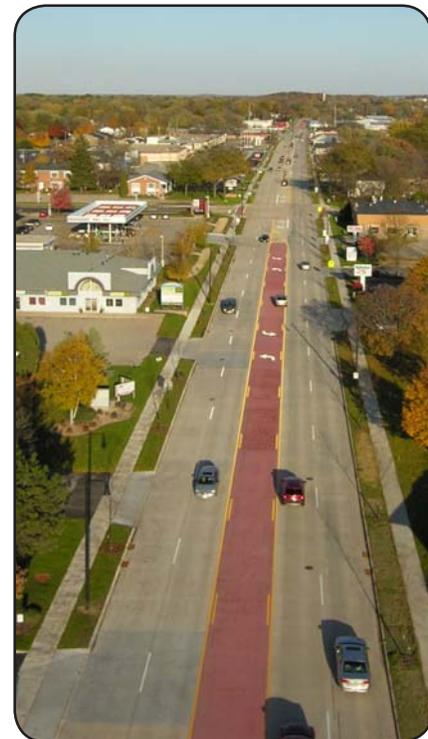
Arterial Street System

The highest functional classification of city streets is arterial. These streets serve the major centers of activity in urbanized areas, have the highest traffic volumes, and carry most of the traffic that leaves and enters an area, as well as traffic that bypasses an area. The principal characteristic of an arterial should be mobility with limited or restricted service to local development. Arterials are the key corridors linking the downtown area and various neighborhoods to the regional highway system. The primary long-range planning issue related to the arterial roadway system is maintaining the efficiency of the arterial corridors as carriers of through-traffic. However, it should be recognized that arterial streets are gateways into our community, and as such play a major role in how the community is perceived by visitors and residents alike. The appearance and character of these corridors are of major importance as well.

The City has classified arterial streets into three subcategories based on traffic volume and level of direct access to the streets from adjacent properties. 1) principal arterial freeways carry the the highest level of traffic and prohibit direct access from adjacent properties; 2) principal arterials carry the highest level of traffic within the City where some direct access to properties is permitted; and 3) minor arterials carry a moderate level of traffic and allow some direct access to properties. Refer to Table 8-1 for a list of arterial street names and classification.

A lack of east-west arterial street connections within the City has been identified in past planning processes and in this Comprehensive Plan update process. Main Street provides the primary east-west route through the City and is often congested with vehicle traffic. Commercial development along the corridor over the past few decades has resulted in a commercial strip pattern leading to traffic problems with excessive driveway curb cuts into the street, limited turn lanes, narrow street terraces, sidewalks close to vehicle travel lanes, and buildings too close to major intersections to allow right-of-way expansion.

W. Main Street Reconstruction



In 2006, the City adopted the West Main Street Corridor Plan to address land uses along the corridor. The plan provides site design guidelines for how areas could redevelop to provide a more attractive, economically viable, and functional street. The plan focuses on building form and site layout, with land use being secondary in importance with only conceptual street treatment designs, and is to be implemented as sites or blocks redevelop along the corridor. The City reconstructed W. Main Street from downtown to US 151 in 2009. This publicly funded project, coupled with the West Main Street Corridor Plan, will have a positive effect on this arterial street. The reconstruction project addresses, to some degree, access issues, traffic flow, and aesthetics to improve the economic and transportation functions of the street. Improvements were limited, unfortunately, due to the limited right-of-way and existing conditions.

TABLE 8-1
SUN PRAIRIE AREA ARTERIALS

Principal Arterial Freeway	North-South Principal and Minor Arterials	East-West Principal and Minor Arterials
US 151	Principal Arterials	
	CTH C/Grand Avenue from US 151 to ETJ northern boundary	Windsor Street (STH 19) within ETJ area
	Reiner Road from US 151 south to ETJ southern boundary	Main Street
	Minor Arterials	
	Grove Street (CTH N) from STH 19 to Southern ETJ boundary	Egre Road within ETJ area
	Bird Street from Egre Road to Bailey Road	CTH T within ETJ area
	O'Keeffe Avenue from W. Main Street to Reiner Road	Bailey Road within ETJ area
	Bristol Street (CTH N) from Main Street to ETJ northern boundary	Nelson Road within ETJ area
	Thompson Road from Windsor Street south to US 151	
	Rattman Road from Windsor Street (STH 19) to Hoepker Road	
	Portage Road from Windsor Street (STH 19) to Egre Road	
	CTH V V from CTH T to US 151	

Source: Master Plan 2020 with City staff updates.

Collector Street System

Urban collectors provide direct access to residential neighborhoods and commercial and industrial areas. They collect and distribute traffic between local streets and arterials. Collectors serve moderate to low traffic volumes and are used for trips between neighborhoods. Collector streets move traffic between arterial streets and provide limited access to abutting properties.

Some collector streets, such as Heatherstone Drive, Westmount Drive, Stonehaven Drive, Broadway Drive, Columbus Street, Thompson Road, Town Hall Drive, and others have had issues with vehicle traffic exceeding speed limits and with vehicle and pedestrian conflicts. The City has used some traffic calming designs on some streets to improve these situations.

Local Street System

These streets provide access to individual parcels. All streets in Sun Prairie that are not designated as arterials or collectors are local streets. Past policies and trends in neighborhood design have resulted in several cul-de-sac dead-end streets and a disconnected street network in some areas. This has resulted in higher traffic counts than necessary on some streets and poorer access for emergency services due to the limited options of travel routes to and from properties. Current City policy and ordinances require a more connected street pattern with fewer cul-de-sacs, and should lead to a safer and more functional system into the future.

See Map 8-2



Collector Street
Linnerud Dr. at Walker Way



Local Street - Vine St.

TABLE 8-2
SUN PRAIRIE AREA COLLECTORS

North-South Collectors	East-West Collectors
N. Thompson Rd. from Windsor Street (STH 19) to Egre Rd.	Stonehaven Dr.
Broadway Dr. from Wyoming Ave. to Egre Rd.	Ironwood Dr.
Davison Dr. from Windsor St. to Emerald Terrace	Clara St.
S. Bristol St.	McCoy Rd.
Market St.	Steven St. from N. Thompson Rd. to Vandenburg St.
Columbus St. from E. Main St. to north City limit	Vandenburg St.
Clarmar Dr.	Summit Ave.
Legacy Way	Klubertanz Dr.
N. Walker Way from W. Main St. to Buena Vista	Wilburn Rd.
Crystal Lane from Buena Vista to Emerald Terrace	Linnerud Dr.
Emerald Terrace	Progress Way
Triumph Dr.	Tower Dr.
Musket Ridge Dr.	St. Albert the Great Dr.
Dewey St. from E. Main St. to Chase Blvd.	Wyoming Ave.
Chase Blvd. from Dewey St. to Blankenheim Lane	Rebel Dr. from Westmount Dr. east to the City limit
Blankenheim Lane from Chase Blvd. to Thomas Dr.	Blue Heron Blvd.
Thomas Dr.	Blue Aster Blvd.
Pilgrim Trail	Brooks Dr.
Schuster Rd. from Pilgrim Trail to Town Hall Dr.	Park St.
Town Hall Dr. within ETJ area	Berlin Rd. within ETJ area
Norway Rd. within ETJ area	Stone Quarry Rd.
S. Walker Way from Sunfield St. to W. Main St.	Vinburn Rd.
Prairie Lakes Dr.	Gray Rd. within ETJ area
Bird St. from Egre Rd. to Happy Valley Rd.	Windsor Rd. within ETJ area
Elder Lane from US 151 north to the ETJ boundary	Yelk Rd.
Twin Lane Rd. within ETJ area	Mueller/Muller Rd.
Wilburn Rd.	Happy Valley Rd.
Portage Rd. from Egre Road to north ETJ limit	Greenway Rd. from CTH V V to Twin Lane Rd.
Westmount Dr.	Branch Rd.
Mallard Dr.	

Source: Master Plan 2020 with City staff updates.

HEAVY TRAFFIC (TRUCK) ROUTES

The City's Code of Ordinances includes a list of the streets and highways that are designated as heavy traffic (truck) routes. State and county highways are established truck routes by the nature of their intended use and street design. Extreme oversized and overweight loads must receive a permit to travel on streets within the City. The following highways, or parts thereof, within the jurisdiction of the City are currently designated as truck routes:

- Bird St. in its entirety (except for N. Bird between Main and Windsor streets (STH 19) between the hours of 9:00 p.m. and 6:00 a.m., when heavy traffic shall be prohibited)
- Bristol St. in its entirety
- Broadway Dr. from STH 19 to Bond St.
- Columbus St. from Stone Quarry Rd. north to City limits
- Clarmar Dr.
- Communication Dr.
- Main St., east of Grand Ave. (CTH C), to eastern City limits
- Linnerud Dr. in its entirety, except between S. Bird St. and Clarmar Dr. and Market St. to E. Main St.
- Market St. and Church St. in their entirety
- Park St.
- US 151
- STH 19
- Wilburn Rd. in its entirety
- Business Park Dr. in its entirety
- Commerce Dr. in its entirety
- Corporate Center Dr. in its entirety
- Progress Way in its entirety
- Grove St. (CTH N) south of Main St. (within City limits)
- Reiner Rd. (within the City limits)
- Grand Ave. (CTH C) (within City limits)
- Marshview Dr. in its entirety
- Craftsman Way in its entirety
- McCoy Rd. (within City limits)
- O'Keeffe Ave. from Main St. to Linnerud Dr. and O'Keeffe Ave. west of Reiner Rd.
- Capital Dr. in its entirety
- Terra Ct. in its entirety
- Bailey Rd. in its entirety (within City limits)
- Blue Aster Blvd. from Grand Ave. to Legacy Way
- Haynes Dr. in its entirety (within City limits)
- Cremer Drive in its entirety
- Hoepker Road in its entirety (within City limits)
- Rattman Road in its entirety (within City limits)

Heavy traffic is defined as all vehicles not operating on pneumatic tires, and all vehicles or combination of vehicles, other than motor buses, designed or used for transporting property of any nature and having a gross weight of more than fifteen thousand (15,000) pounds.

See Map 8-7

The Comprehensive Plan Steering Committee identified the Bristol Street and Main Street truck route as an issue in Sun Prairie.



Round-a-bout at CTH C and W. Main St.



TRAFFIC CALMING

Traffic calming techniques have been used in the City to slow vehicle traffic in areas where speeding is an issue, and where potential conflicts exist between vehicles and between pedestrians and vehicles. Examples of traffic calming used in the City include traffic circles, sidewalk bump outs, speed humps, and boulevards with refuge islands. Round-a-bouts have also been used within the City, however this intersection design is technically a traffic control device similar to a traffic signal, and is not necessarily a traffic calming technique.

SPEED LIMITS

Speed restrictions are set by Wisconsin Statute 346.57 based on the location, within a city, outside a city, near a school, etc. and the design/type of a street, alley, highway, freeway, rustic road, etc. Speed limits on city streets are set by city ordinance. Speed limits on state trunk highways within the city and connecting highways are set by the state and speed limits on county trunk highways and connecting highways are set by the county. A city may request approval of adjustments to speed limits from the state or county, based on a traffic study, however the ability to change speed limits still rests with the respective state or county authority. In recent years, the City of Sun Prairie has made several attempts to reduce the speed limit on Windsor Street (STH 19) with limited success. CTH N (Grove Street) within the City is now considered a city street and is under the authority of the City, while CTH C (Grand Avenue) is still under Dane County authority.

AVERAGE ANNUAL DAILY TRAFFIC COUNTS

The Wisconsin Department of Transportation (WisDOT) provides Annual Average Daily Traffic (AADT) counts for selected roadways in cities in Wisconsin. Table 8-3 provides AADT data for the City of Sun Prairie for 1999 and 2006 to illustrate a comparison of the data presented in the Master Plan 2020 (1999) to the most current data (2006). Available 2030 forecasts for some street segments are also provided. Forecasts were taken from a study completed by MSA Professional Services on August 29, 2007 for the Westside Neighborhood. These traffic volume forecasts were based on the future buildout AADT from the adopted Regional Transportation Plan 2030 for the Madison metropolitan area and Dane County street network along with planned Sun Prairie capacity expansions.

See Map 8-3

See Map 8-4

**TABLE 8-3
TRAFFIC VOLUMES**

Street Section	1999 Traffic Volume (AADT)	2006 Traffic Volume (AADT)	Year 2023 Forecast (AADT)
US 151			
American Parkway to CTH C/Grand Ave. (NB)	19,200	46,500	46,868
American Parkway to CTH C/Grand Ave. (SB)	19,200		45,914
CTH C/Grand Ave. to Main St. (NB)	18,800	44,000	36,752
CTH C/Grand Ave. to Main St. (SB)	19,900		36,563
Main St. to STH 19 (NB)	14,900	35,900	28,610
Main St. to STH 19 (SB)	15,000		28,981
STH 19 to Bristol Street (NB)	12,200	28,100	-
STH 19 to Bristol Street (SB)	12,300		-
Bristol Street to Columbus (NB)	9,100	20,900	-
Bristol Street to Columbus (SB)	9,100		-
CTH N/Grove St.			
North of US 151	6,900	13,400	-
South of STH 19	4,900	5,800	-
STH 19/Bristol St.			
Windsor Street to Main St.	8,700	8,400	-
STH 19/E. Main St.			
Bristol St. to Columbus St.	13,400	15,500	-
Columbus St. to Church St.	11,500	12,000	-
Church St. to Grove Street	10,300	10,900	-

Note: NB = North Bound, SB = South Bound

STREET SECTION (continued)	1999 Traffic Volume (AADT)	2006 Traffic Volume (AADT)	Year 2023 Forecast (AADT)
STH 19/Windsor St.			
Oxford Avenue to CTH C/Grand Ave.	-	-	33,354
CTH C/Grand Ave. to Thompson Road	13,800	14,200	-
CTH C/Grand Ave. to Ironwood Drive	-	-	30,392
Ironwood Drive to Thompson Road	-	-	32,871
Thompson Road to US 151	12,600	-	-
Thompson Road to Eddington Drive	-	-	30,762
Thompson Road to Broadway Drive	-	14,000	-
Eddington Drive to Broadway Drive	-	-	32,243
Broadway Drive to US 151	-	20,100	-
Broadway Drive to Communications Drive	-	-	27,257
Communications Drive to US 151	-	-	27,727
US 151 to Bristol Street	11,000	-	-
US 151 to Bird Street	-	19,900	-
Bird Street to Bristol Street	-	8,600	-
CTH C/Grand Ave.			
North of Windsor St.	4,500	4,900	12,440
Windsor St. to US 151	3,800	1,800	-
Windsor St. to Ironwood Dr.	-	-	18,902
Ironwood Dr. to Blue Heron Blvd	-	-	17,978
Blue Heron Blvd. to N. City Station Dr.	-	-	15,497
N. City Station Dr. to W. Main St.	-	-	11,993
W. Main St. to S. City Station Dr.	-	-	18,529
S. City Station Dr. to Blue Aster Blvd	-	-	18,406
Blue Aster Blvd. to Hoepker Rd.	-	-	18,960
Hoepker Rd. to Prairie Lake Dr	-	-	15,866
Prairie Lakes Dr. to US 151	-	-	36,954
West Main Street			
West of US 151	9,000	11,300	-
US 151 to Clarmar Dr.	19,100	18,100	-
Clarmar Dr. to Ruby Lane	17,500	14,400	-
Ruby Lane to Bird St.	16,100	11,900	-
S. City Station Dr. – east to CTH C/Grand Ave.	-	-	4,380
CTH C/Grand Ave. – east to S. City Station Dr.	-	-	10,916
S. City Station Dr. to Mallard Dr.	-	-	14,491
Mallard Dr. to Wildwood St.	-	-	16,398
Wildwood St. to Thompson Rd.	-	-	18,487
Thompson Road to US 151	-	-	25,655

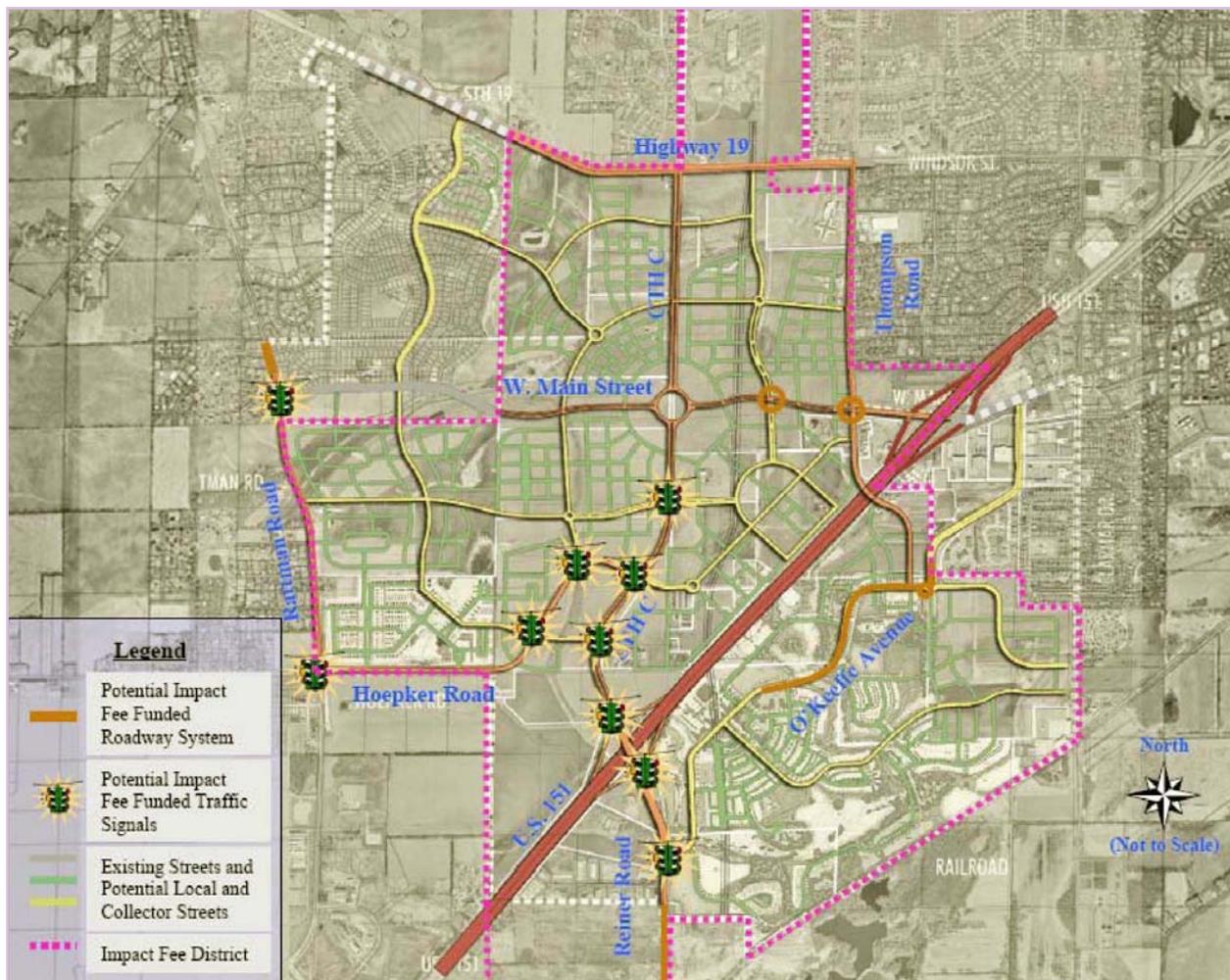
Street Section (continued)	1999 Traffic Volume (AADT)	2006 Traffic Volume (AADT)	Year 2023 Forecast (AADT)
West Main Street continued			
US 151 to O'Keeffe Ave.	-	-	27,240
O'Keeffe Ave. to Clarmar Dr.	-	-	27,427
Clarmar Dr. to Walker Way	-	-	24,262
Walker Way to east	-	-	17,805
Bird Street			
North of US 151	8,600	11,600	-
US 151 to Windsor St.	8,600	10,800	-
Windsor St. to W. Main St.	9,200	9,400	-
South of W. Main St.	8,000	7,800	-
Columbus Street			
Main St. to Oak St.	3,500	4,300	-
South of US 151	2,000	2,100	-
Bristol Street			
North of Windsor	6,400	7,800	-
South of US 151	-	9,300	-
Wyoming Ave. to W. Main St	-	-	11,049
Hoepker Road			
West of CTH C/Grand Ave.	2,600	3,500	-
Market St. (Providence) to Prairie Lakes Dr.	-	-	19,452
Prairie Lakes Dr. to private commercial driveway	-	-	13,055
Private commercial driveway to Legacy Dr.	-	-	12,101
Legacy D. to private commercial driveway	-	-	14,619
Private commercial driveway to CTH C/Grand Ave.	-	-	16,467
Reiner Road			
US 151 to Capitol Dr.	2,800	-	-
US 151 to Nelson Road	-	2,500	-
US 151 to O'Keeffe Ave.	-	-	34,380
O'Keeffe Ave. to south	-	-	30,009
O'Keeffe Avenue			
Reiner Road to Leopold Way	-	-	13,238
Leopold Way to Thompson Road	-	-	10,073
W. Main to Linnerud Dr.	-	-	11,545
Linnerud Dr. to west	-	-	13,197

Source: Wisconsin Department of Transportation, Sun Prairie Master Plan 2020, MSA Professionals

WESTSIDE TRAFFIC IMPACT FEES

A significant portion of growth in the City is planned for an area the City has designated as “The Westside Neighborhood.” This anticipated growth will require additions to the City’s public infrastructure, including its roadways. The City has adopted a traffic impact fee for development on the Westside. This fee is in place to ensure that new development helps cover the costs associated with street infrastructure improvements to the Westside Neighborhood.

FIGURE 8-1
WESTSIDE TRAFFIC IMPACT FEE BOUNDARIES



Source: City of Sun Prairie, Wisconsin Traffic Impact Fee Report: Westside Neighborhood 2008 Update.

BICYCLE AND PEDESTRIAN CIRCULATION

MULTI-USE PATHS AND BICYCLE ROUTES

The City has a number of bicycle/pedestrian trails, which enhance the sidewalk system and provide bike route connections. There are approximately fifteen miles of trails in the City of Sun Prairie. These facilities are located along some arterial and collector streets, and in several parks and various open space corridors throughout the City. The trails are typically ten feet wide and paved. Many of the trails link residential areas with parks and schools. Some on-street bicycle lanes have been incorporated into arterial street designs, and some streets have been designated as bike routes, however there are several gaps and more route designations are needed to complete the network. Existing city trails and bicycle routes are shown on Map 8-5.



See Map 8-5

See Map 8-6

SIDEWALKS

In order to provide safe, convenient, and efficient pedestrian travel throughout the City of Sun Prairie, the City now requires sidewalks, and in some cases bicycle/pedestrian trails, in new development. In the past, definitive standards for sidewalk installation were not included in City Ordinances. This has resulted in a sidewalk system lacking continuity and having numerous gaps. The current Subdivision Ordinance requires sidewalks on both sides of all new streets. As streets are reconstructed within the City or significantly improved, sidewalks are installed if they are not already present, although the City has occasionally wavered from this policy. The City has also been in the practice of installing sidewalks in key areas to fill in gaps in the sidewalk system.



In addition to new sidewalk installations, other pedestrian facility improvements such as sidewalk ramps, crosswalks, signage, etc. are being upgraded when new development occurs adjacent to the facility or as part of other improvement projects outlined in the City Capital Improvement Program. All improvements are made to conform to ADA standards to ensure safe and easy access for all people including those with disabilities.





SAFE ROUTES TO SCHOOL PROGRAM

The City of Sun Prairie and the Sun Prairie Area School District participated in the Safe Routes to School (SRTS) program in 2007 and 2008 by developing and adopting a Safe Routes to School Plan. The plan is the first step in the program that encourages children in grades K-8 to walk and bike to school by creating safer walking and biking routes. These programs are funded through the revised federal transportation act, SAFETEA-LU, signed into law on August 10, 2005. This legislation provides funding to state departments of transportation to create and administer SRTS programs. SRTS programs improve walking and biking travel options, promote healthier lifestyles in children at an early age and decrease auto-related emissions near schools.

With a SRTS Plan in place the City and School District are now eligible for more grant funding to be used for infrastructure improvements and to develop programs for students.



PUBLIC TRANSPORTATION

SUN PRAIRIE TAXI SERVICE

Sun Prairie contracts with a private provider for shared-ride taxi service to provide public transportation for city residents. The Sun Prairie system provided almost 93,000 rides in 2008 and has shown a steady increase in ridership since its inception in 1998.

TABLE 8-4
TOTAL ANNUAL TRIPS

Revenue Trips	1999	2000	2001	2002	2003	2004 *	2005	2006	2007 **	2008 ***
Shuttle Service*	-	-	-	-	-	-	-	-	1,078	1,853
Total Passengers	40,545	51,560	57,208	59,737	73,365	83,635	88,780	90,865	90,400	92,798

Source: Sun Prairie Transit Commission

* Sept of 2004 - rates were raised \$.25

** Shuttle service began in April 2007

*** Preliminary Final Figures for 2008 (unaudited)

Sun Prairie's taxi program gives residents an opportunity to travel at reasonably priced rates for trips that originate within the City. Service is primarily provided within the City of Sun Prairie and reasonably beyond the City limits when vehicle time is available. The taxi does not run on fixed routes like a bus service, but provides curb to curb transportation. It's a shared-ride service, which means that passengers may not be riding alone. The service can also accommodate riders with disabilities.

Additional Taxi Services Provided

A shuttle service to the East Towne Mall runs Monday through Friday, departing from Dorn Hardware, Sentry and Wal-Mart. Once at the Mall, a connection to the Madison Metro Transit bus service can be made to reach destinations provided by that service.

While school is in session, the Sun Prairie Taxi provides transportation from specified street intersections to both middle schools and the high school in the morning and the reverse in the afternoon through a program called the Corner Service. This ride is offered at a reduced rate, versus the regular rate for a youth rider, 12-18 years of age.

A discount fares program exists for qualifying residents to purchase taxi rides at a reduced rate. The program has limited funding and is reviewed on an annual basis.



Sun Prairie Taxi

MADISON METRO TRANSIT

The City of Madison has a public bus system that provides transportation to residential neighborhoods, downtown Madison, schools and universities, parks, places of business, shopping districts and entertainment venues in the Madison area.

Currently the Sun Prairie shuttle service to the East Towne Mall provides a connection to the Madison bus service. There has been some interest in adding a Sun Prairie stop to the Madison Metro Transit system, however at the present time the City's Transit Commission has determined that it is not feasible, but may be a possibility in the future.

A lack of a good transportation connection to Madison was found to be a weakness by the Comprehensive Plan Steering Committee.



Madison Metro Transfer Station

DANE COUNTY REGIONAL TRANSIT AUTHORITY

The adopted 2009-2011 state budget granted approval for the creation of the Dane County Regional Transit Authority (RTA). The RTA is officially created when the governing body of Dane County adopts a resolution authorizing the county to become a member of the authority; however, a county may decide if it wants to have a referendum creating an RTA or imposing a sales tax to fund the authority. The RTA is responsible for identifying a permanent, dedicated funding source for the local share of capital and operating costs for public transit in the region.

The jurisdictional area of the RTA is the geographic area formed by the Madison metropolitan planning area (as of January 1, 2003) combined with the territorial boundaries of all municipalities that choose to join the authority.

As of the writing of this plan, the Dane County RTA has not yet been formally created.

RIDESHARING

The Madison Area Metropolitan Planning Organization (MPO) sponsors a ridesharing program, called Rideshare, Etc. This program is in place to connect commuters with transportation options including ridesharing, vanpools, carpools, transit, park-and-ride lots, and bike routes. Commuters are matched with others who have similar commute routes and work hours. The program service area includes commuters in the southern two-thirds of Wisconsin and the far northern counties of Illinois.

STATE VANPOOL PROGRAM

The Wisconsin Department of Administration administers a vanpool/ridesharing program to assist commuters in their ride to work. The vanpool service is an alternate means of transportation for state and non-state employees commuting to Madison from outside communities, such as Sun Prairie. There are currently 72 vanpools in operation with most traveling to downtown Madison and the University of Wisconsin campus. Other destinations include Hill Farms state office building on Madison's near west side and the Fish Hatchery Road/Greenway Cross area on Madison's south side. Riders pay a fare calculated to cover operating and capital costs. A minimum of one state employee is required on each van, but non-state employees are also welcome to ride. Four vanpools through this program currently serve Sun Prairie, as of January 2009.

PARK-AND-RIDE LOTS

There are eight park-and-ride lots located throughout Dane County and 97 located throughout Wisconsin. The parking lots provide a place to park a car or bike for free while using public transit such as a bus, taxi, train, carpool or vanpool.

There are no park-and-ride lots located within the City of Sun Prairie; however there is one nearby on American Parkway, just southwest of the City. Additionally, the MPO Regional Transportation Plan 2030 includes a "potential" park-and-ride lot location within the City of Sun Prairie. "Potential" in the plan only indicates locations that are in general areas of priority, but which have NOT had formal discussions or agreements as part of a WisDOT improvement project. The household survey of Sun Prairie residents conducted in 2008 indicated strong support for such a facility in the City, with 63% of survey respondents agreeing that a park-and-ride facility is needed in Sun Prairie.



As of January 2009, there were four vanpools serving Sun Prairie.

SPECIALIZED TRANSPORTATION SERVICES

The Dane County Department of Human Services provides individual and group transportation services which enable persons with disabilities, and seniors, to access their communities and needed services. Transportation assistance may also be provided for low-income families or persons with unusual medical transportation expenses.

SCHOOL BUS

The Sun Prairie Area School District provides school bus transportation to and from school for students who meet certain criteria based on the distance they live from the school and also based on the safety of a pedestrian route to the school. The school district contracts with private companies for the bus service. Currently Kobussen Bus Company is the regular education bussing contractor and T Durst Bus Company is the special education bussing contractor.



Round-a-bout at W. Main St. and Grand Ave.

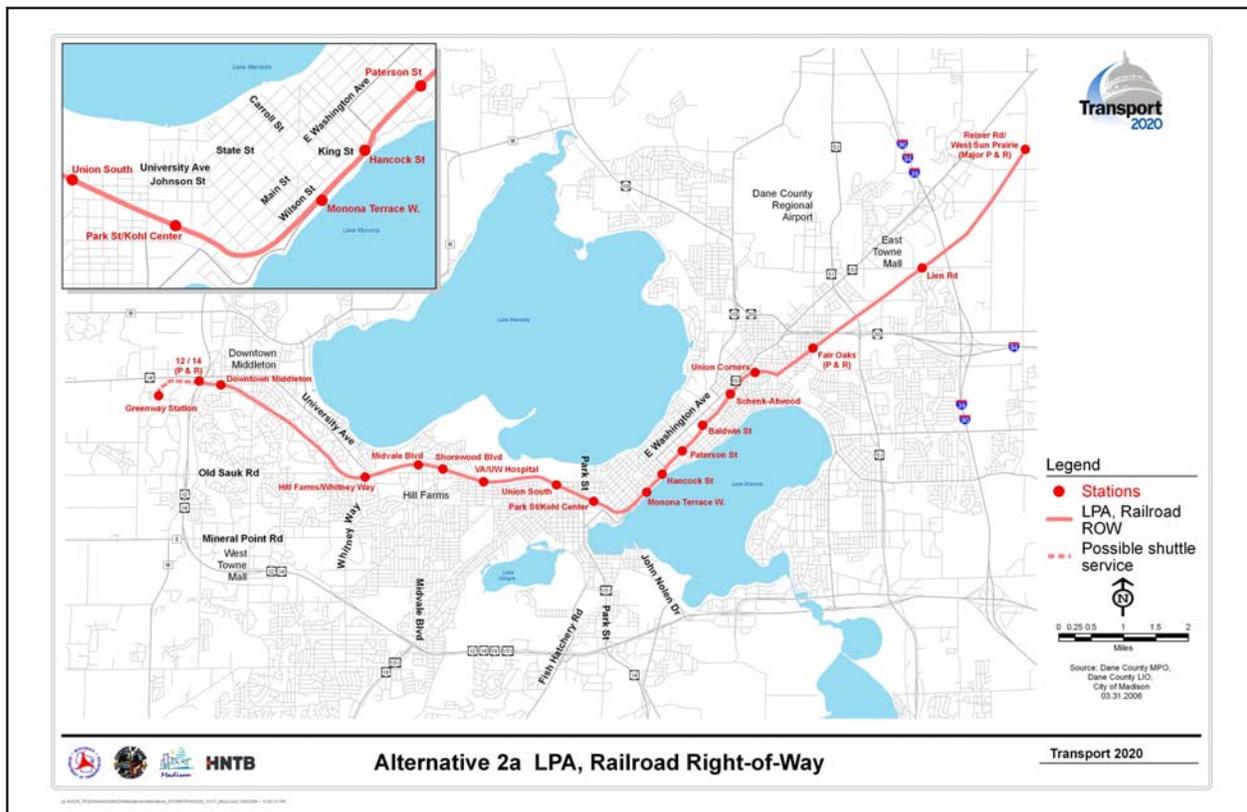
DANE COUNTY COMMUTER PASSENGER RAIL

A Dane County Commuter Rail Feasibility Study, prepared in 1998, identified the railroad line from Madison to Sun Prairie as one of four proposed regional commuter rail lines. If commuter rail were implemented, service could be seven days a week, with trains running as frequently as every twenty minutes. A trip from Sun Prairie to the Capitol Square in Madison was estimated to take 23 minutes. The 1998 study identified two potential rail stations in the City of Sun Prairie. The stations would be located near Main and Grove (CTH N) Streets and near Sheehan Park.

The Comprehensive Plan Steering Committee listed a rail stop in Sun Prairie as an opportunity for the City.

The Transport 2020 study, which began in 2000, was part of a future phase of this transportation study to develop a long-term vision and plan for improving transportation in Dane County and the greater Madison metropolitan area. The first phase of the study recommended a “full system” of transportation improvements.

FIGURE 8-2
DANE COUNTY COMMUTER RAIL LOCALLY PREFERRED ALTERNATIVE - SEPT. 2006



Source: Transport 2020 Environmental Impact Statement and New Starts Application, WisDOT, June 2008.

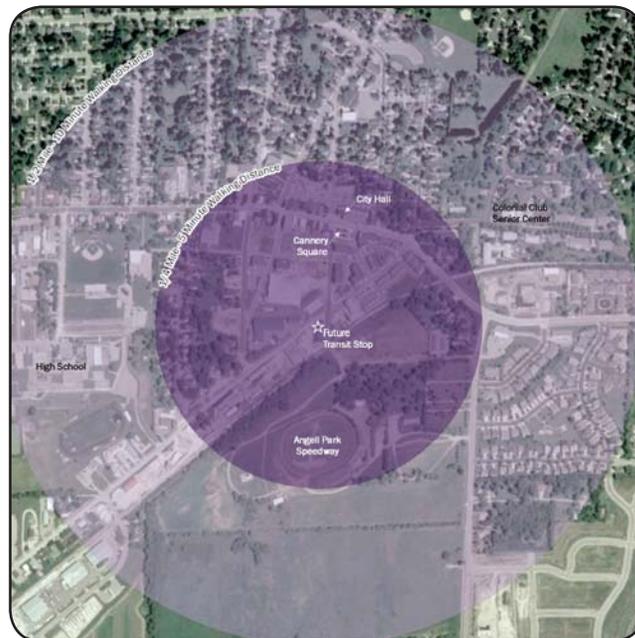


Rail Crossing at Market St.

The second phase is refining transportation improvement options in important regional travel corridors, including a careful examination of a range of alternatives centered on a thirteen-mile railroad corridor connecting Greenway Center in Middleton, the University of Wisconsin (UW) campus, downtown Madison, and the City's east side. Various transit options including combinations of commuter buses, commuter rail and park-and-ride lots have been considered and the Transport 2020 Implementation Task Force has selected an alternative that will be forwarded to the Federal Transit Administration as part of a request to proceed to a preliminary engineering phase.

The selected alternative features commuter rail vehicles operating in the existing rail corridor running from STH 12/14 in Middleton, through the downtown Madison "Isthmus", to Reiner Road in Sun Prairie. This system is designed to serve many of the Madison metropolitan major employment, entertainment and shopping destinations, complementing the existing bus system. During peak travel times, vehicles could operate every twenty minutes in each direction, with trains every ten minutes in each direction between the UW campus and the east edge of the "Isthmus."

If the commuter rail system being studied is constructed, a further extension to downtown Sun Prairie could be considered in the future. Currently, the Sun Prairie Downtown Plan identifies a train station location at the corner of Market Street and Linnerud Drive.



A walking radius from potential downtown commuter rail station

HIGH-SPEED RAIL

WisDOT and the National Railroad Passenger Corporation (Amtrak) completed a study in 2001 for a Milwaukee-Madison high-speed passenger rail service. The study objective was to conduct planning, engineering, and environmental studies along this existing 85-mile corridor to implement high-speed passenger service between the two cities. This passenger rail link initiative is part of the proposed larger Chicago-Minneapolis/St. Paul high-speed rail corridor, which is a component of the proposed Midwest Regional Rail Initiative (MWRRI).

MWRRI is a cooperative effort between Amtrak, the Federal Railroad Administration, and nine states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin). The initiative is to develop an improved and expanded passenger rail system in the Midwest, utilizing 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas, using modern passenger rail trains and improved tracks and signaling.

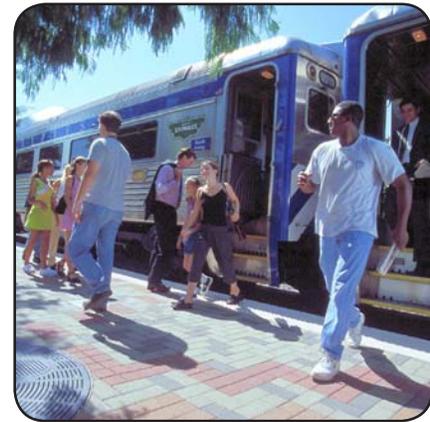
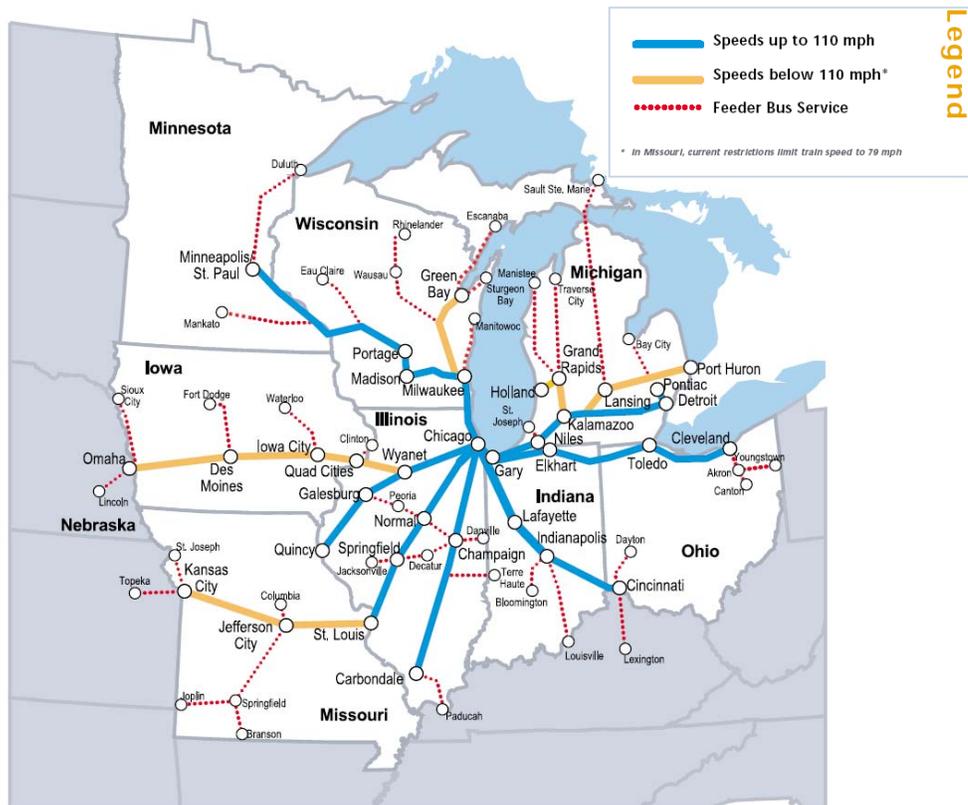


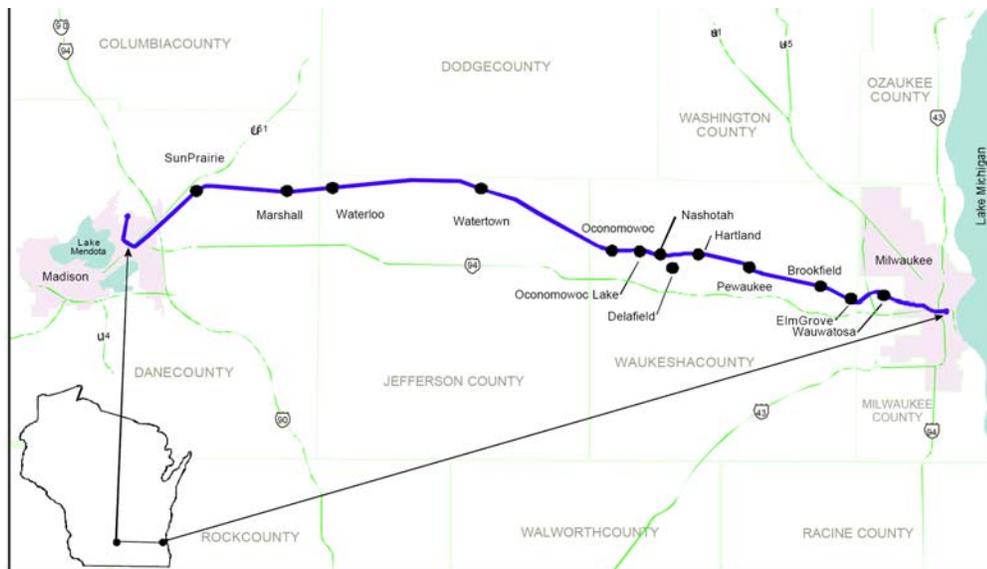
FIGURE 8-3
PROPOSED MIDWEST REGIONAL RAIL SYSTEM



Source: Midwest Regional Rail System A Transportation Network for the 21st Century, Executive Report February 2000.

The 85-mile Milwaukee-Madison route would primarily use the Canadian Pacific Railway, on corridors mainly used for freight trains. Passenger train speeds would range from twenty miles-per-hour (mph) up to a top speed of 110 mph on certain segments of the route. Potential station locations for passenger services were evaluated in the study and locations recommended. Stations proposed included Milwaukee, Madison, Brookfield, Oconomowoc, and Watertown. The proposed route in the study passes through Sun Prairie, however no station is proposed. Currently the nearest Amtrak station to Sun Prairie is in Columbus, approximately fifteen miles away.

FIGURE 8-4
CORRIDOR FOR PROPOSED MILWAUKEE TO MADISON PASSENGER RAIL SERVICE



Source: Milwaukee to Madison High Speed Rail Corridor Environmental Assessment Report, 2001, WisDOT

OTHER TRANSPORTATION MODES

FREIGHT RAIL

The railroad line through the City of Sun Prairie is part of the 33-mile long "Waterloo Spur," which connects Madison and Watertown. In the City of Sun Prairie, this rail line runs through the southern portion of the City along Linnerud Drive.

Since 1998, the line through Sun Prairie has been operated by Wisconsin and Southern Railroad (WSOR) for Canadian Pacific Railway. Sun Prairie is served from the Madison terminal, where WSOR interchanges freight with the Canadian Pacific railroad.

WSOR provides direct access for shippers via the Chicago, Illinois gateway connecting with all major railroads via the Belt Railway of Chicago, Burlington Northern Santa Fe at Prairie Du Chien, Wisconsin, and Union Pacific, IC&E, Canadian Pacific, and Canadian National (Wisconsin Central) at various points on the system.

The WSOR commodity base varies and includes corn and grain, coal, canned goods, lumber, paper, fertilizer, aggregate, ethanol, plastic, gasoline, sugar, pulpboard, metal scrap, auto parts, military vehicles, lube oil and steel.

AIR SERVICE

The Dane County Regional Airport is the nearest commercial service airport, located approximately eight miles west of Sun Prairie in the City of Madison. This county-owned and operated airport is the second largest in the state and provides service to scheduled air carriers, air charter, general aviation, and the military. More than 100 commercial flights depart and arrive daily with non-stop flights to Atlanta, Chicago, Cincinnati, Cleveland, Dallas-Fort Worth, Denver, Detroit, Kansas City, Memphis, Milwaukee, Minneapolis, New York, Newark, St. Louis, and Washington D. C. The airport also serves as a base for two military units. The Air National Guard operates F16 jet fighters at the airport and the Army National Guard operates primarily rotary wing aircraft of various types.

In 1991 an Airport Master Plan was completed. Some areas on the west side of Sun Prairie are located within the airport's Height Limitation Zoning jurisdiction. (See Map 9-5)

There are no airports located within the City of Sun Prairie.



Wisconsin Southern Railway

AIRPORTS CERTIFIED FOR CARRIER OPERATIONS LOCATED NEAR SUN PRAIRIE

- *Dane County Regional-
Truax Field
Madison, WI
From Sun Prairie: 8 mi.
ID: MSN*
- *Rock County
Janesville, WI
From Sun Prairie: 42 mi.
ID: JVL*
- *Greater Rockford
Rockford, IL
From Sun Prairie: 70 mi.
ID: RFD*
- *General Mitchell
International Airport
Milwaukee, WI
From Sun Prairie: 77 mi.
ID: MKE*



NEV use in a downtown commercial district

WATER TRANSPORTATION

Water transportation in Sun Prairie is limited to recreational use only. There is a small lake, Patrick Marsh, located near but outside of the City limits. Other water features in and near the City are small streams and wetlands, which do not allow for any useful transportation access by water.

NEIGHBORHOOD ELECTRIC VEHICLES

On October 17, 2006, the City of Sun Prairie adopted an ordinance that allows Neighborhood Electric Vehicles (NEVs) to be used on public streets within the City that have a posted speed limit of 35 miles-per-hour or less. A NEV is a self-propelled, low-speed motor vehicle that is powered by electricity. The intent for allowing such vehicles was to give people the opportunity to use an alternative means of vehicle transportation, other than a gasoline powered vehicle, in the City.

OTHER PUBLIC-USE AIRPORTS LOCATED NEAR SUN PRAIRIE

- *Blackhawk Airfield*
Madison, WI
From Sun Prairie: 7 mi.
- *Waunakee*
Waunakee, WI
From Sun Prairie: 16 mi.
- *Quams Marina*
Stoughton, WI
From Sun Prairie: 17 mi.
- *Middleton Municipal*
Morey Field Airport
Middleton, WI
From Sun Prairie: 21 mi.

TRANSPORTATION PLANS, STUDIES AND PROJECTS

STATE TRANSPORTATION PLANS

The following county, state and regional transportation plans have been reviewed, and are recognized and acknowledged by the City of Sun Prairie.

HIGHWAY PLAN 2020

The Wisconsin Department of Transportation (WisDOT), in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan that considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address the preservation of Wisconsin's transportation system, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

RAIL ISSUES AND OPPORTUNITIES REPORT

The Wisconsin Rail Issues and Opportunities Report summarizes critical rail transportation issues, suggests opportunities for public sector involvement, and points out areas where additional research is needed. This report reflects input and guidance from a variety of sources including a State Rail Advisory Committee and a Rail Industry and Shippers' Advisory Group. The findings from this report serve as a starting point for the rail component of Connections 2030, WisDOT's long-range all-mode transportation plan.

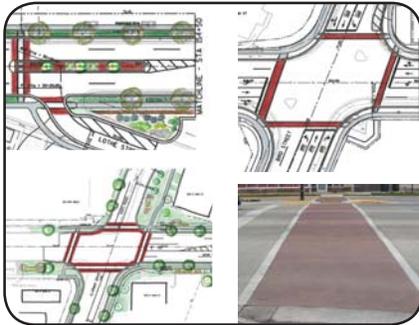
CONNECTIONS 2030

WisDOT is currently developing a long-range multi-modal transportation plan for the state, called Connections 2030. This plan will address all forms of transportation over a 25-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

AIRPORT SYSTEM PLAN 2020

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin.





BICYCLE TRANSPORTATION PLAN 2020

WisDOT encourages planning for bicyclists at the local level, and is responsible for developing long-range, statewide bicycle plans. Guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built, are available and their use is encouraged. The statewide long-range bicycle plan, Wisconsin Bicycle Transportation Plan 2020, is a bicycle planning document intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin.

CORRIDORS 2020

Corridors 2020 is a part of WisDOT's long-range highway improvement plan designed to provide essential links to key employment and population centers throughout the state. As part of the planning process, Wisconsin's highways were classified based on operational and economic factors. Gaps in the system were identified and improvements scheduled. Since the plan was created in the late 1980's, about 900 miles of new highways have been built to accommodate the network's needs. WisDOT is in the process of updating the plan to project the state's needs through 2030.

PEDESTRIAN POLICY PLAN 2020

WisDOT developed the Wisconsin Pedestrian Policy Plan 2020 to provide a long-range vision addressing Wisconsin pedestrian needs. The pedestrian plan provides a basic description of existing and emerging pedestrian needs over the next twenty years, with a set of recommendations to meet those needs. WisDOT's efforts ensure that this plan complements both existing and future long-range transportation plans.

TRANSPORTATION IMPROVEMENT PROGRAM

The Statewide Transportation Improvement Program (STIP) produces a four-year plan of highway and transit projects for the State of Wisconsin. Revised every year, the plan is a compilation of all highway (state or local) and transit (capital or operating) projects in urban and rural areas. The STIP Plan adopts the Transportation Improvement Programs prepared by the state's thirteen metropolitan planning organizations by reference. The STIP Plan is approved by the Federal Highway Administration and the Federal Transit Administration.

REGIONAL TRANSPORTATION PLANS

REGIONAL TRANSPORTATION PLAN 2030

The Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County is based upon and supports the regional land use plan and local comprehensive plans of communities in the county. It is an overall system-level plan that serves as a guide for transportation system planning and development in the region. It establishes the framework upon which public agencies can make consistent and coordinated planning decisions regarding both inter- and intra-jurisdictional transportation. The plan makes recommendations for land use and transportation system coordination and the different elements of the transportation system. These elements include: Streets/Roadways, Public Transit, Paratransit/Specialized Transportation, Transportation Demand Management/Ridesharing, Bicycle and Pedestrian Transportation, Inter-regional Travel, Freight and Rail Transportation, Air Transportation, Parking, and Corridor Preservation.



TRANSPORTATION IMPROVEMENT PROGRAM (MPO)

The 2008-2012 Transportation Improvement Program (TIP), which the Madison Area Metropolitan Planning Organization (MPO) updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. Projects within the MPO planning area must be included in the TIP in order to be eligible to receive federal funding assistance. The list is multi-modal. In addition to streets/roadways, it includes transit, pedestrian and bicycle, parking, and rideshare/ transportation demand management projects.



THE TRANSIT DEVELOPMENT PROGRAM

The Transit Development Program (TDP) is a five-year strategic plan designed by the MPO to identify the near-term direction of the transit system. It is intended to guide the planning activities, service and facility improvements, and budgets of Metro Transit and other transit providers. Issues covered include vehicle acquisition, service improvements and extensions, facility improvements, marketing and customer information programs, and the coordination of transit and land use planning. The MPO staff prepares the TDP with assistance from Metro Transit staff. The planning area for the TDP is the MPO's planning area, which includes the Cities of Madison, Fitchburg, Middleton, and Monona, and the Town of Madison, where bus transit service is currently provided, as well as the cities of Sun Prairie, Stoughton, and Verona, and the Villages of McFarland, Cottage Grove, and Waunakee.

BICYCLE TRANSPORTATION PLAN (MPO)

The 2000 Bicycle Transportation Plan prepared by the MPO identifies on-street bicycle facility (generally bike lane/paved shoulder) needs and recommends off-street paths/trails and bicycle routes for the Madison urban area and Dane County. An analysis was done of the suitability for bicycling of existing roadways in the Madison urban area and rural Dane County. This information was used to identify on-street bicycle facility needs, and in particular, travel corridors that serve as barriers to bicyclist mobility due to their low compatibility for bicycling and the lack of reasonably direct alternative routes. Existing land use, transportation and parks and open space plans have been integrated into the bicycle plan. Recommended bicycle facilities in these plans have been included in the bicycle plan to the extent they fit within the regional scope of the plan.



DANE COUNTY COMPREHENSIVE PLAN 2007

The Dane County Comprehensive Plan will guide Dane County's decisions on a wide array of issues over the next twenty years.

TRANSPORT 2020

Transport 2020 is a study of transportation improvement alternatives for the Dane County-Greater Madison Metropolitan Area. The study is sponsored by Dane County, the City of Madison, and the Wisconsin Department of Transportation. The long-term vision for Transport 2020 is a multi-modal transportation system consisting of commuter rail, express bus services, park-and-ride lots, and improvements to local bus service.

The Transport 2020 Implementation Task Force made up of City of Madison, Dane County, state, university, and community representatives, are currently in the process of studying the feasibility of an approximately sixteen-mile commuter rail line operating within an existing freight rail corridor between the City of Middleton and an area just southwest of the City of Sun Prairie, directly through the "Isthmus" of the City of Madison, with extensions of this system to serve many communities in Dane County over time.

THE TRANSPORT 2020 STUDY INVOLVES:

- *Investigating regional transportation needs in the greater Madison metropolitan area;*
- *Identifying problems to be addressed;*
- *Defining possible alternatives to address the problems; and*
- *Evaluating various improvement options in terms of costs, benefits, impacts and effectiveness.*

WISCONSIN 19/113 ACCESS PLAN

The Wisconsin 19/113 Access Plan is aimed at reducing conflicts along the STH 19/113 corridor between and within Waunakee and Sun Prairie, west of US 151. It is not an improvement plan for the highway corridor, but rather is intended to recommend measures to minimize congestion and conflicts along the corridor and make this area more manageable until such time that the roadway may be rebuilt in the future. The plan is intended to be used as a tool for WisDOT and the City of Sun Prairie to work cooperatively as opportunities arise along the corridor to implement changes that can help improve traffic flow and alleviate congestion.

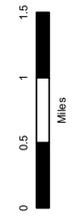
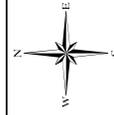
Some of the major recommendations of the plan as it pertains to Sun Prairie include:

- The need for a detailed study to be completed to identify potential access changes and intersection improvements in the area between US 151 and Eddington Drive. The potential for alterations and limitations to existing access points at Communications Drive, Lois Lane, Pony Lane, and Eddington Drive are all raised as possibilities, but the impact of such changes on the Broadway Drive intersection and the local street network needs to be considered.
- The potential need to limit certain turning movements at some street access points as traffic increases along the corridor.
- A potential access point along the north side of the highway on the General Casualty/QBE property, with turning movements to be evaluated by a detailed study at the time that this access point is proposed.
- The potential installation of a traffic signal at the STH 19/Westmount Drive intersection.



Street and Roadway Jurisdiction

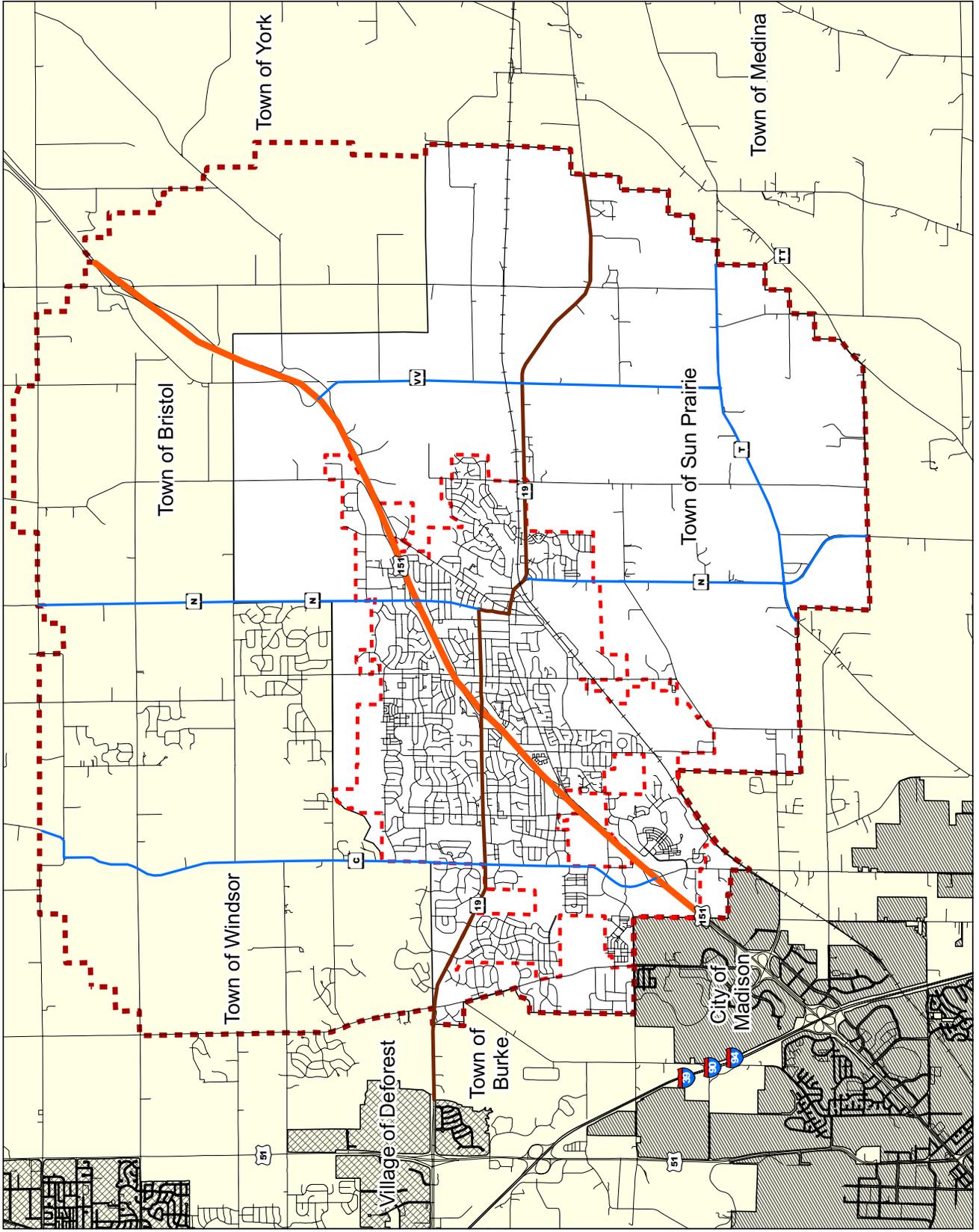
- Legend**
- US Highway
 - State Trunk Highway
 - County Trunk Highway
 - City/Town/Private Street
 - Railways
 - City Limit
 - Planning Area
 - ETJ Boundary



Notes:

Source: City of Sun Prairie

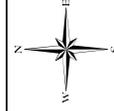
Date Adopted: November 3, 2009





Existing Arterial and Collector Streets

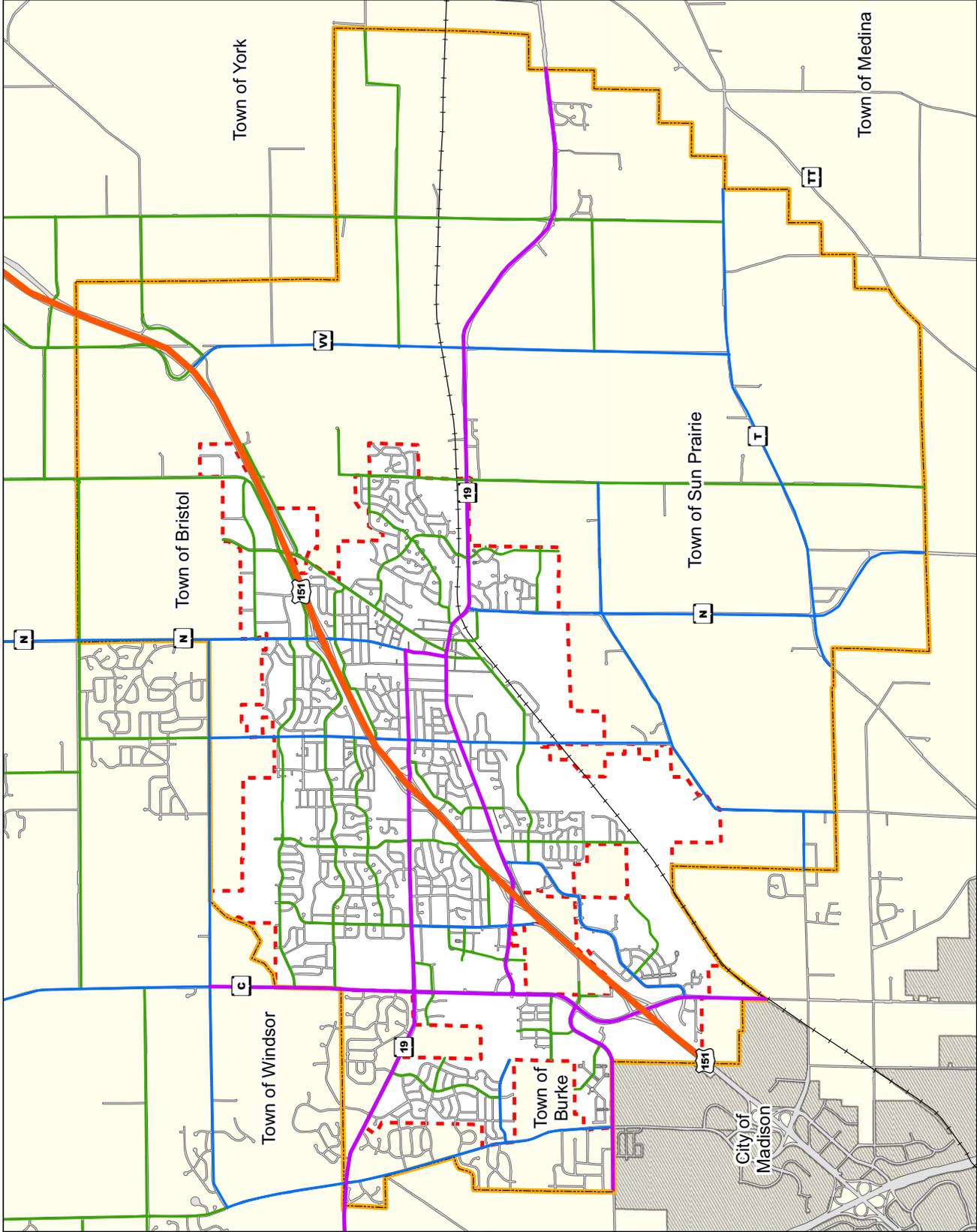
- Legend**
- Principal Arterial Freeway
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local Street
 - Railways
 - City Limit
 - Planning Area



Notes:

Source: City of Sun Prairie Official Map 12/16/92, Master Plan 2020.10/10/00, Measure Neighborhood Plan 2/2/04, City Staff Technical Review Committee.

Date Adopted: November 3, 2009

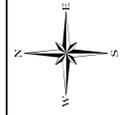




City of Sun Prairie Dane County Annual Average Daily Traffic 2006

(Selected Locations)

- Legend**
- 7800 - AADT 2006
 - 14500# - AADT 2005
 - 46500* - AADT 2004
 - 30000^ - AADT 2002

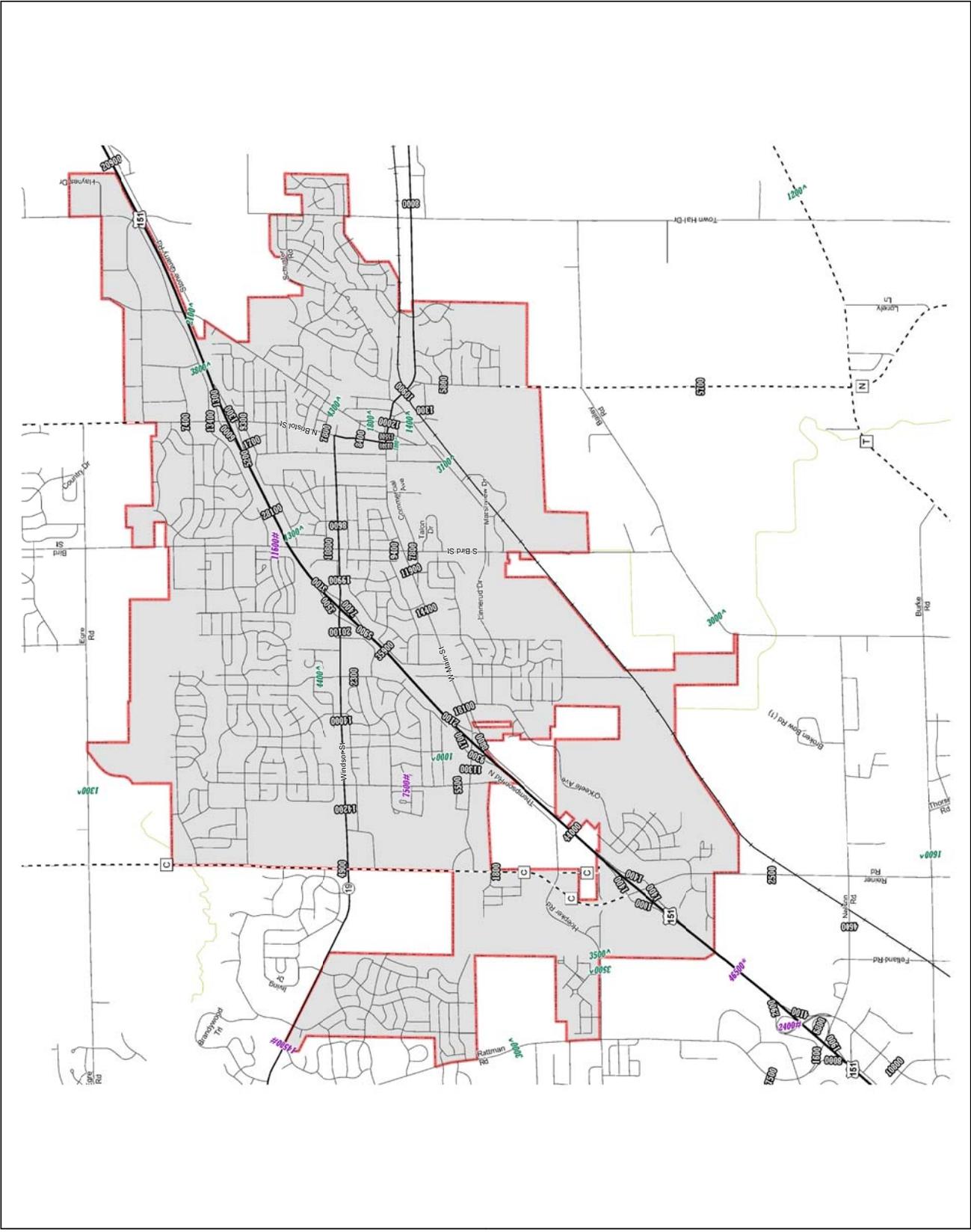


NOT TO SCALE

Notes:

Source: Wisconsin Dept. of Transportation

Date Adopted: November 3, 2009

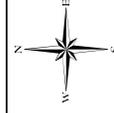




City of Sun Prairie Westside Neighborhood Forecasted Annual Average Daily Traffic 2030

Legend

- 6+ Lane Road
- 4 Lane Road
- 2 Lane Road

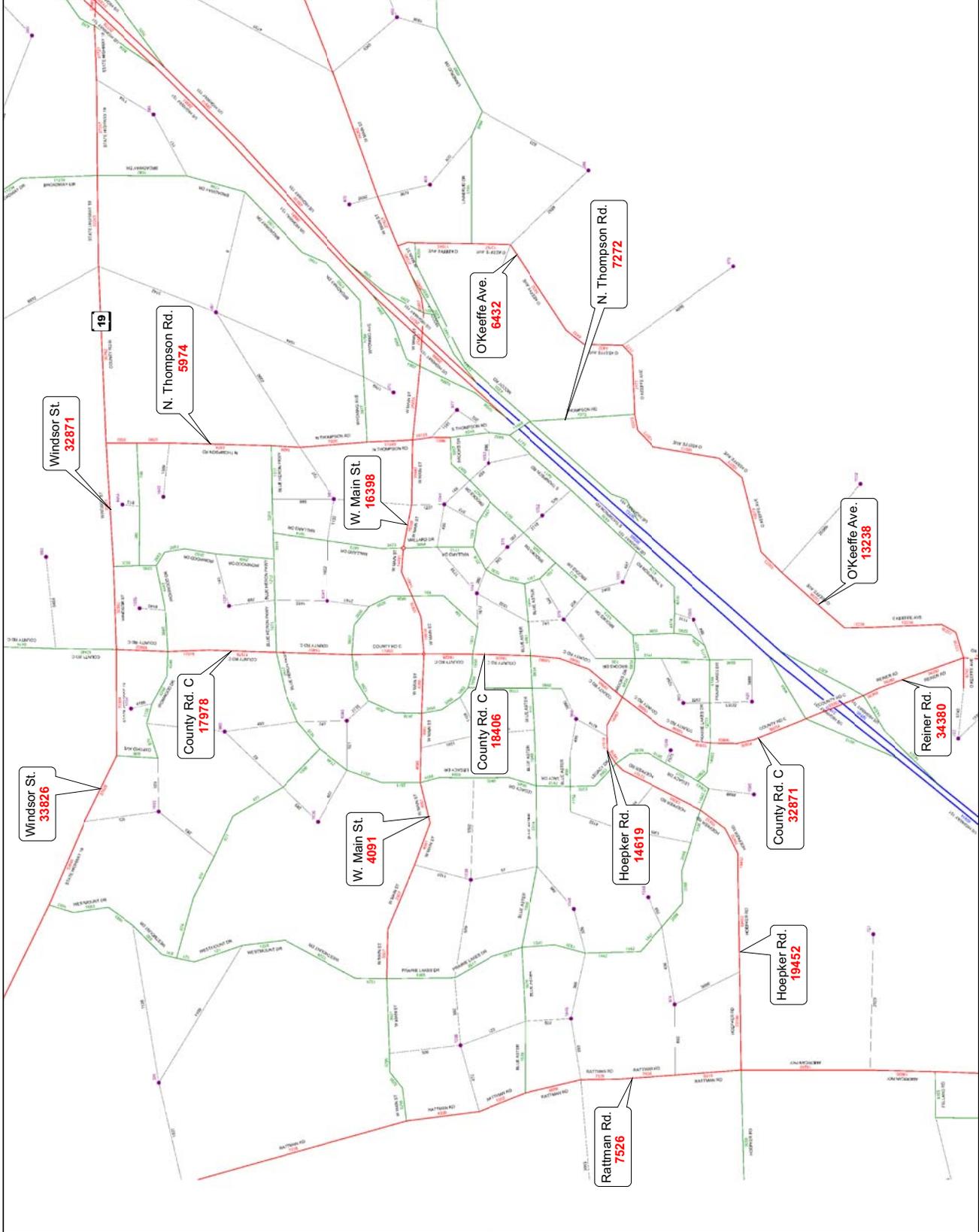


NOT TO SCALE

Notes:

Source: Madison Area Metropolitan Planning Organization (MPO)

Date Adopted: November 3, 2009

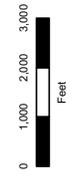
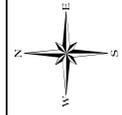




Existing Bicycle Routes/Paths

Legend

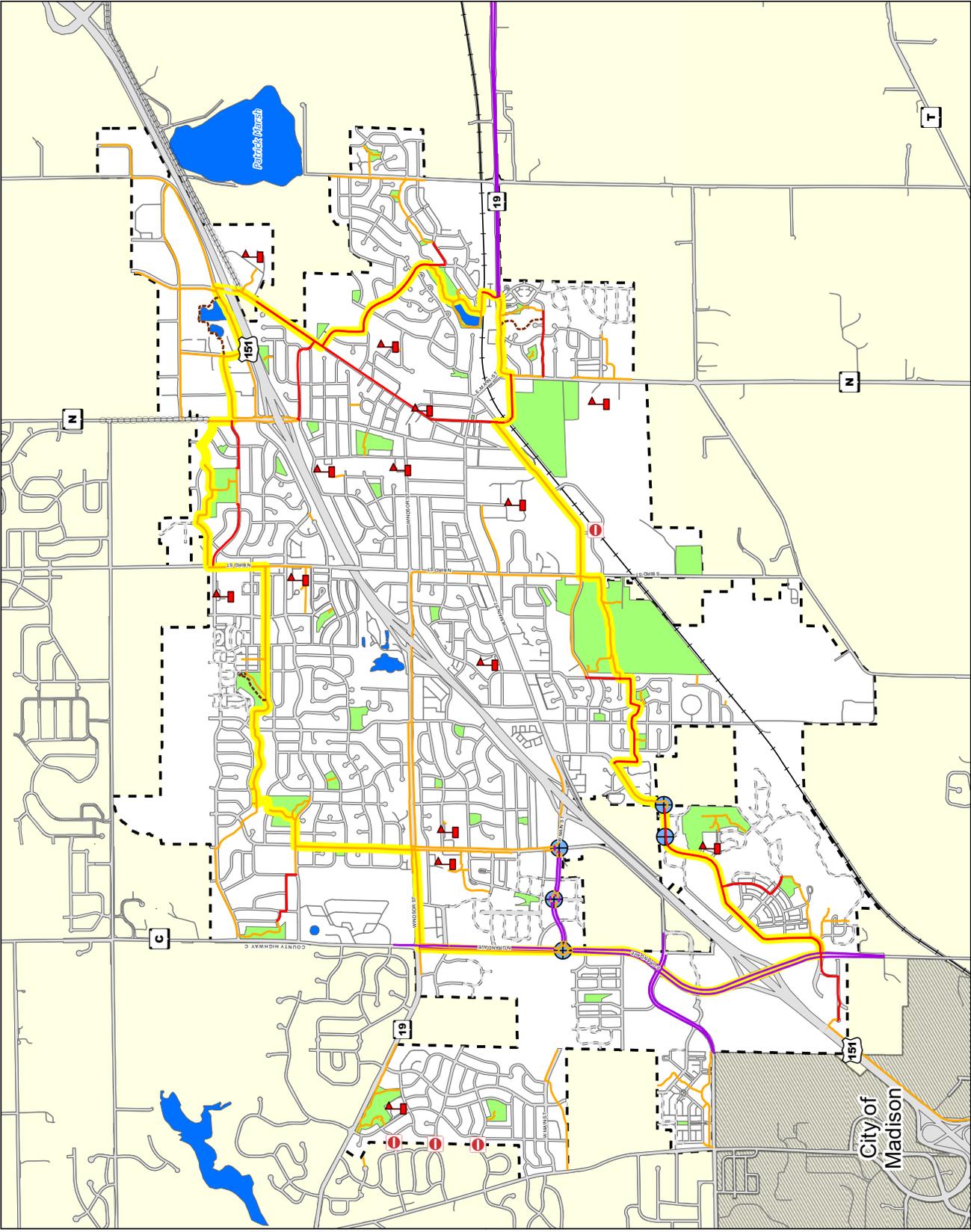
- On Street Bike Lane
- Recommended Bike Route
- Multi-Use Path
- Unpaved Multi-Use Path
- Rural Bike Route
- Sun Prairie Loop
- Public Street
- Future Public Street
- Road Block
- Roundabout
- Schools
- Parks
- Water
- City Limit



Notes:

Source: City of Sun Prairie

Date Adopted: November 3, 2009





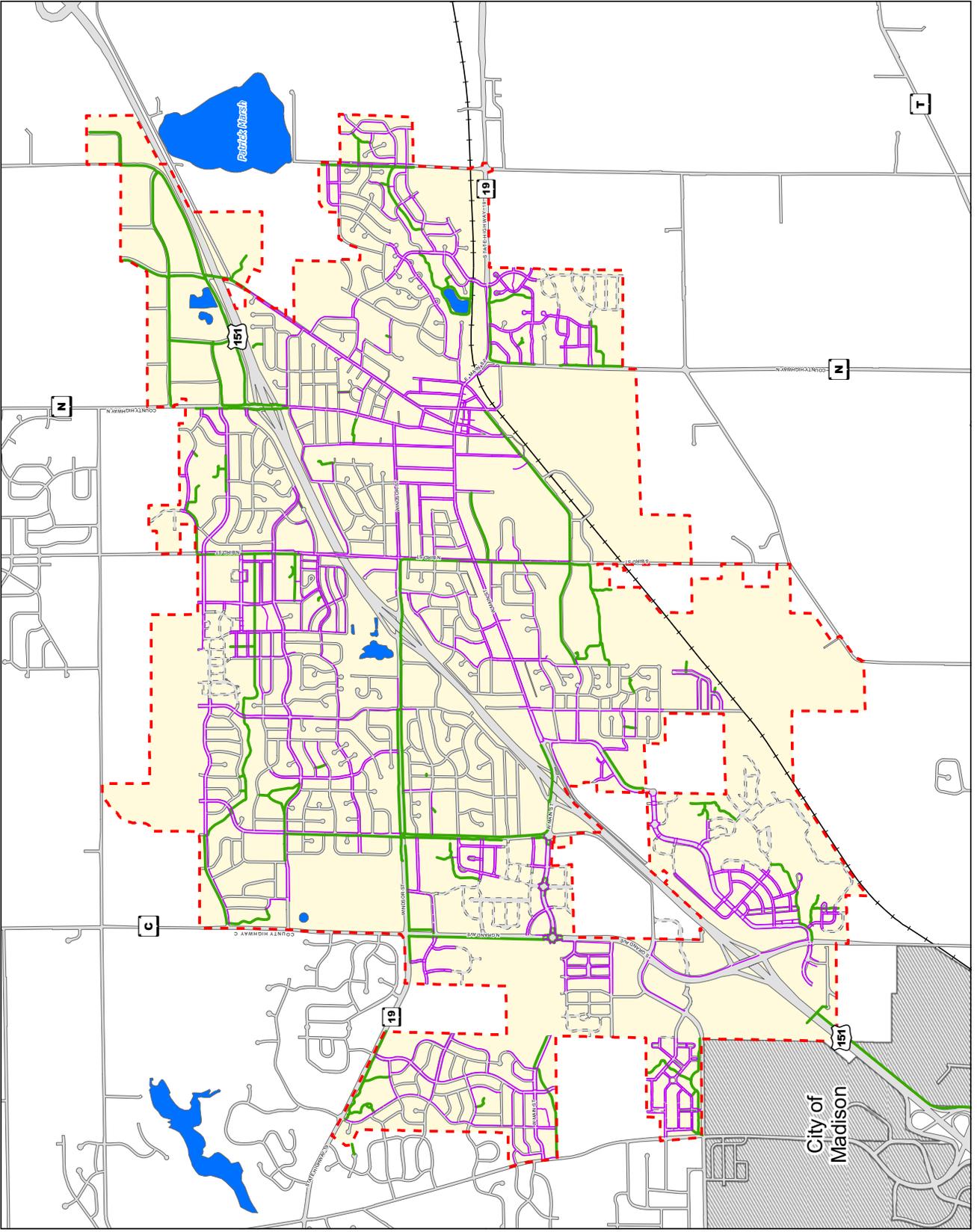
Existing Sidewalks and Multi-Use Paths

Legend

- Sidewalk
- Multi-Use Path
- Public Street
- Future Public Street
- Railway
- Water
- City Limit

Notes:
Source: City of Sun Prairie
Date Adopted: November 3, 2009

0 1,000 2,000 3,000
Feet

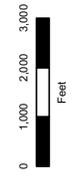
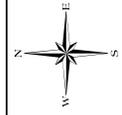




Truck Routes

Legend

- Truck Routes
- Public Street
- Future Public Street
- Private Road
- Railways
- Water
- City Limit



Notes:

Source: City of Sun Prairie

Date Adopted: November 3, 2009

