

SIDEWALK AND MULTI-USE PATH POLICY

A. PURPOSE STATEMENT

1. This policy is established to help the City meet the transportation needs of current and future residents throughout the year. The long-term objective is a complete and connected active transportation network that maximizes mobility and safety for all residents, including those with disabilities and those that are unable or choose not to drive.
2. The policy is further established to 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 pedestrian routes leading to streets, transit stops, and accessible parking areas be designed and constructed to accommodate persons with disabilities.
3. Sidewalks in street rights-of-way are primarily intended to serve pedestrian traffic. Bicyclists are strongly encouraged to ride on city streets and multi-use paths; however, bikes may be used on sidewalks anywhere not explicitly prohibited (see ordinance 10.32.060). Multi-use paths shall serve both pedestrian and bicycle traffic.
4. The provisions of this policy that reference multi-use paths apply to the use of such facilities in lieu of sidewalks within the public right of way. The location of an off-road multi-use path behind lots or within nearby parks or open spaces does not eliminate the need for sidewalks within the right-of-way.

B. DESIGN SPECIFICATIONS

1. Sidewalks and multi-use paths shall be located as far from the traffic lane as is possible, but not closer than six inches to the right-of-way line. Sidewalks and multi-use paths constructed at street intersections or within five feet of a legal crosswalk shall include provisions for curb ramping as required by Wisconsin Statutes (66.616), and in accordance with City standards.
2. In all cases where the grades of sidewalks or multi-use paths have not been specifically fixed by ordinance, the sidewalks and multi-use paths shall be laid to the established grade of the street, consistent with Wisconsin Statutes (66.615(2)).
3. Sidewalks shall be the default active transportation facility type installed within the right of way parallel to streets, roads, and boulevards, except in cases where an approved bike system plan or map(s) indicates that a multi-use path is the preferred facility type, or where the City Engineer and City Planner determine that a multi-use path is most appropriate.

C. CONSTRUCTION STANDARDS

1. Sidewalks shall be five feet (5') in width and constructed of concrete.
2. Multi-use paths shall be a minimum of ten feet (10') in width and constructed of bituminous pavement. Where located in areas with frequent driveway crossings, the City Engineer may require multi-use paths to be constructed of concrete. Include center line striping on off-street multi-use paths and directional arrows if path is only on one side of the street, or on paths 12' and wider. All active transportation facilities shall be constructed in accordance with the current edition of the Sun Prairie Standard Specifications.

D. REQUIRED LOCATIONS

1. On both sides of all new and reconstructed public streets, excluding cul-de-sac bulbs.
2. On one or both sides of rehabilitated streets (pavement replacement only), when it is determined to be in the public interest by the City Engineer and City Planner.
3. Along private streets, when it is determined to be in the public interest by the City Engineer (or designee).

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E. TRIGGERING EVENTS

1. The following events will result in the construction of sidewalks or multi-use paths:
 - a. Construction of a new roadway.
 - b. Reconstruction of an existing roadway when it involves installation and/or replacement of curb and gutter.
 - c. Development or redevelopment of a property along a roadway that does not currently have sidewalks, except redevelopment involving low-density residential uses, even when this will result in a temporary dead-end sidewalk that does not connect to another sidewalk or bike path.
 - d. When determined by the City Engineer and City Planner, during the annual Capital Improvement Planning (CIP) process, that a sidewalk or multi-use path installation along a roadway proposed for pavement rehabilitation will provide a key link in the City's active transportation network.
 - e. When the City Council approves construction of a sidewalk or multi-use path to fill a gap in the City's network of bike and pedestrian routes.
2. Rehabilitation (pavement replacement) of an existing roadway will trigger a *review* by the City Engineer and City Planner to determine if there is a compelling public interest to install a sidewalk or multi-use path.

F. EXCEPTIONS

For street reconstruction projects, the City Engineer may recommend that neither a sidewalk nor multi-use path is constructed if one or more of the following conditions exists:

1. The street abuts a limited access highway and has a sidewalk or path on the other side of the street.
2. The street is not a collector or arterial street and installation of a sidewalk or multi-use path would require retaining walls of excessive heights and/or driveways with unreasonably steep grades due to existing topography.
3. The street abuts an environmental corridor where a sidewalk or path may result in significant permitting requirements.



5' Wide Sidewalk



10' Wide Multi-Use Path