

## 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.