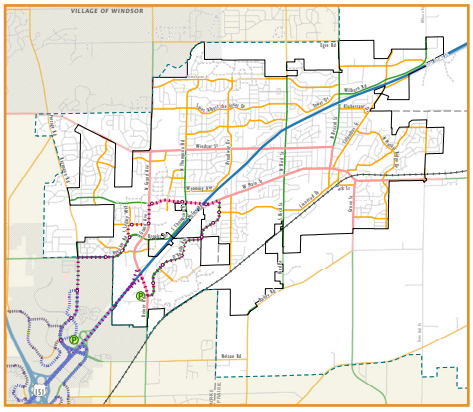
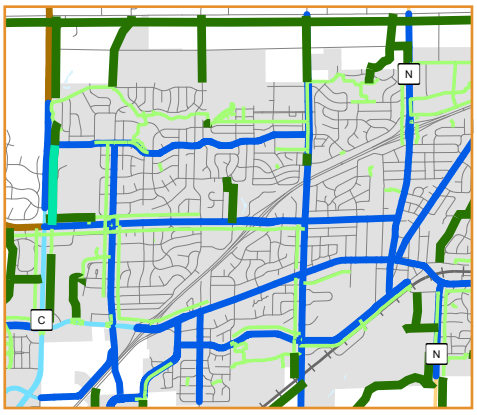
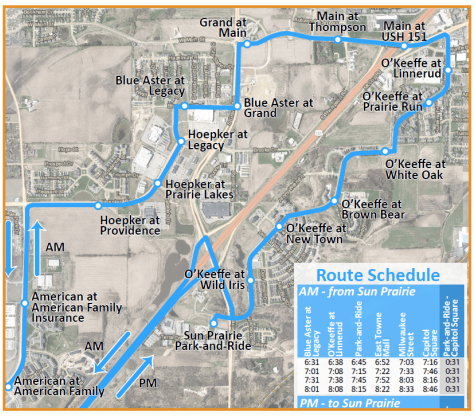


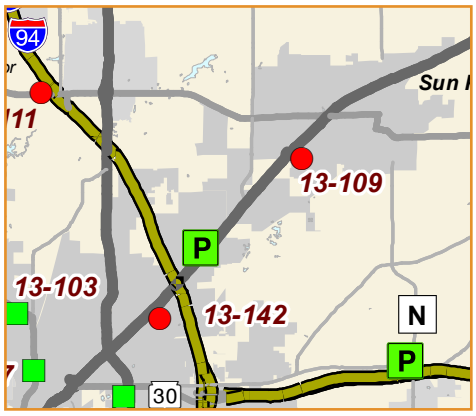
P.8-7 - Existing Road Network Map



P.8-12 - Regional Bike Network



P.8-19 - Sun Prairie Express Commuter Bus Route



P.8-22 - WisDOT Proposed Park-and-RIde Locations

CITY OF SUN PRAIRIE
Comprehensive Plan 2019-2039

Volume 1:
Community Indicators Report

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Mobility & Transportation Systems

8

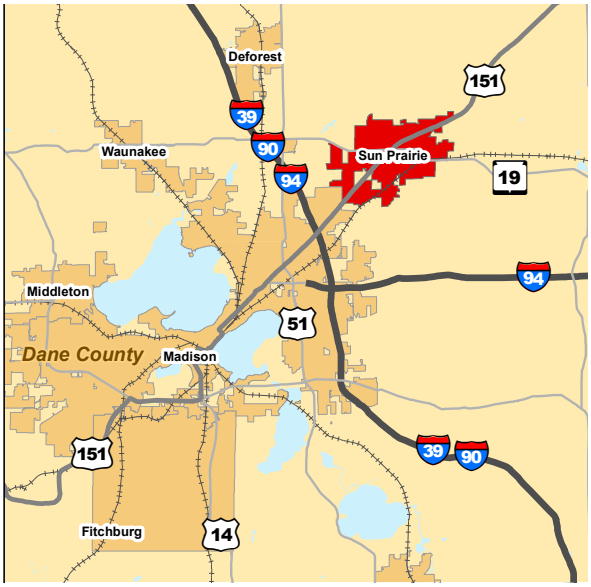
ROAD NETWORK

West Main Street

This chapter provides information about the state of the transportation network and associated infrastructure existing within the Planning Area and surrounding region.

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 systems in Sun Prairie.

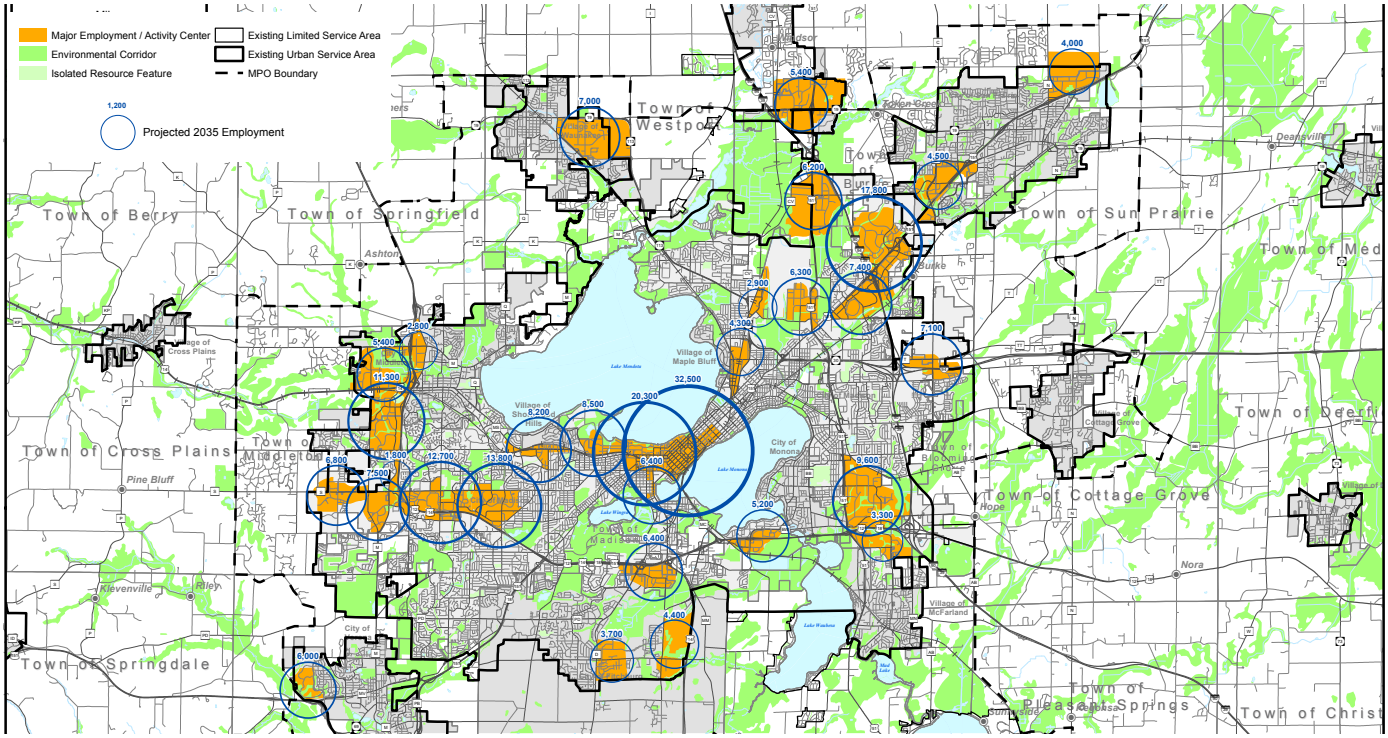
Regional Highway System



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

USH 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 USH 151. They are located at CTH N (N. Bristol Street), WIS 19 (Windsor Street), W. Main Street, and S. Grand Avenue/Reiner Road. USH 151 is a major corridor that provides regional highway access to the Sun Prairie Business Park and other commercial districts.

Figure 8-1: Major Employment / Activity Centers (2035 Project Employment)



Source: Regional Transportation Plan 2035 (2014)

Workforce Commuting Data

Inflow/Outflow

Based on 2015 Census Bureau data, the City of Sun Prairie has roughly 14,700 residents commuting out of the city for work (85% of employed residents) and about 8,500 people commuting into Sun Prairie for work (i.e., 76% of city jobs filled by non-Sun Prairie residents).

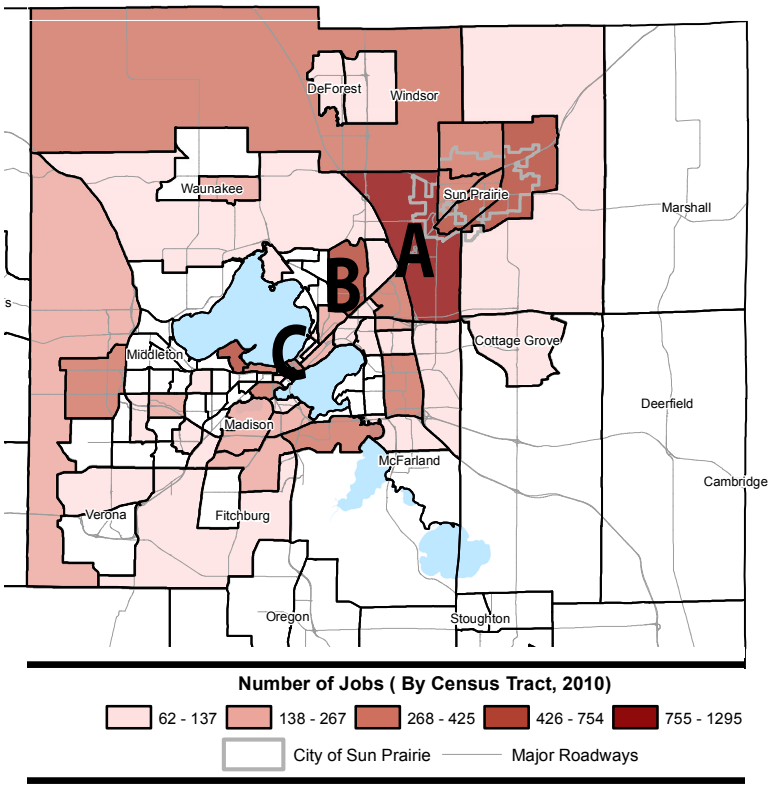
Figure 8-1 identifies major employment/activity centers in the region, and Figure 8-2 identifies where Sun Prairie residents work based on 2015 census tract data. Based on these two figures, it is evident the majority of employed Sun Prairie residents are commuting to the following three employment/activity centers (each area is labeled at right):

A. American Center Business Park area (including The Parks at High Crossing);

B. Dane County Regional Airport area (including Madison College); and,

C. Downtown Madison (including East Washington, Capitol Square, UW-Madison, and UW Medical Campus).

Figure 8-2: Work Location of Sun Prairie Residents (2015)



Source: OnTheMap, US Census Bureau (2015)

As depicted in Figure 8-3, the majority of Sun Prairie workers live in the Sun Prairie area (including the Towns of Sun Prairie and Bristol) and on the east side of Madison. Some additional concentrations of the Sun Prairie workforce come from the DeForest/Windsor area, Cottage Grove, and Marshall area (including the Towns of York and Medina).

Travel Mode

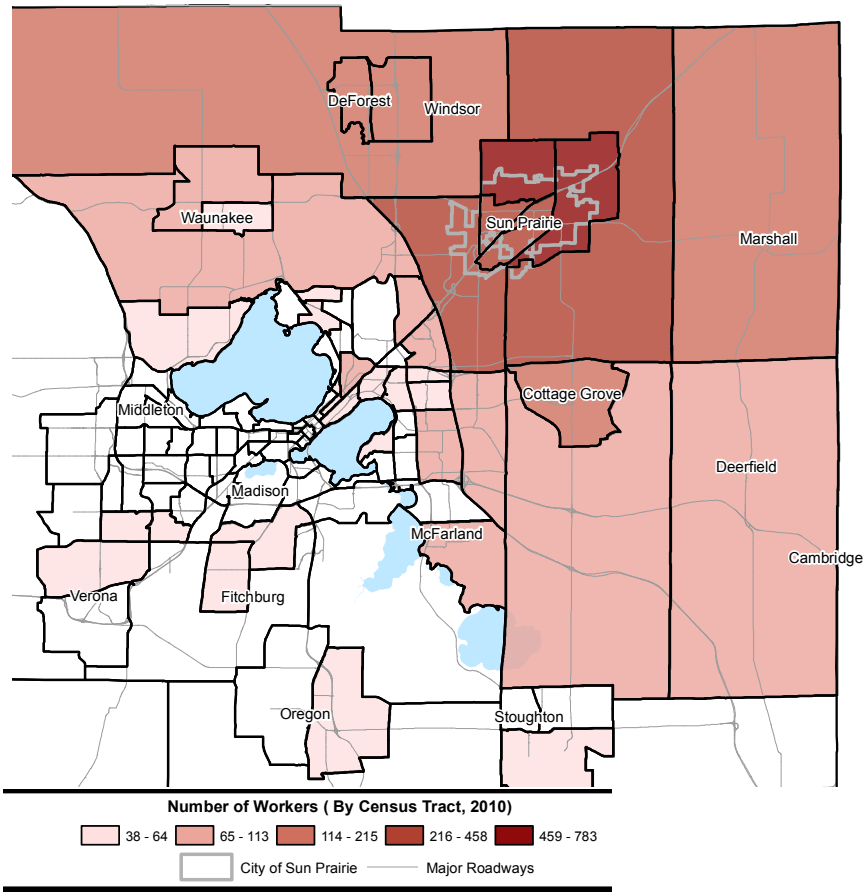
Per Table 8-1, Sun Prairie residents primarily commute to work in a single-occupancy vehicle (about 82%); and roughly 10% reported carpooling to work. Alternative modes of travel (i.e., public transit, taxicab, motorcycle, bike and walk) are used by roughly 4% of Sun Prairie residents. Though changes in data collection methods by the U.S. Census Bureau make it difficult to evaluate changes over time, there appears to have been a modest shift toward working at home since 2000.

As of early 2019 there is an initiative underway between the City of Sun Prairie and Metro Transit to establish an express commuter bus route from Sun Prairie to Downtown Madison. There is be more on public transit later in this chapter.

Travel Time

As described in Table 8-2, Sun Prairie residents' commutes to work vary from less than 5 minutes (including 0 minutes) to over an hour, though most (roughly two-thirds) are between 10 and 34 minutes. This correlates with the primary employment/activity centers data on the previous page (i.e., American Center, Downtown Madison and Dane County Regional Airport). The majority of the residents traveling less than ten minutes likely are working in the City of Sun Prairie (17%-22%). Again, the way this data has been collected has changed since 2000, but it appears there has been a reduction in the percent of residents commuting 25-34 minutes with a slight uptick in those commuting 10-14 minutes and 35-44 minutes.

Figure 8-3: Sun Prairie Employee Place of Residence



Source: OnTheMap, US Census Bureau (2014)

Table 8-1: Sun Prairie Commute Mode of Travel

Commute Mode of Travel	AVG. 2013-2017	AVG. 2006-2010	2000
Car, Truck or Van - Drive Alone	81.4% - 83.2%	81.8% - 81.8%	86.9%
Car, Truck or Van - Carpooled	7.8% - 11.0%	8.0% - 13.2%	8.3%
Public Transportation	0.1% - 0.9%	0.0% - 1.2%	0.3%
Taxicab, Motorcycle, Bike, Walk	1.7% - 4.6%	2.0% - 5.0%	1.8%
Worked at Home	3.5% - 5.5%	3.0% - 4.6%	2.7%

Source: ACS 5-Year Estimate (2013-2017; 2006-2010); 2000 Census

Table 8-2: Sun Prairie Commute Travel Time

Travel Time to Work	AVG. 2013-2017	AVG. 2006-2010	2000
Less Than 5 Minutes	2.5% - 4.3%	3.1% - 5.0%	4.6%
5-9 Minutes	14.1% - 17.3%	13.4% - 16.4%	**17.9%**
10-14 Minutes	**16.7% - 19.6%**	13.5% - 15.9%	**15.5%**
15-19 Minutes	13.1% - 16.4%	11.6% - 15.8%	13.5%
20-24 Minutes	13.8% - 16.1%	**14.1% - 17.7%**	14.4%
25-34 Minutes	**15.8% - 20.6%**	**17.5% - 22.2%**	**22.2%**
35-44 MInutes	5.1% - 9.0%	6.1% - 9.7%	4.7%
45-59 Minutes	3.2% - 5.2%	4.2% - 6.2%	3.9%
60 or More Minutes	2.0% - 4.1%	1.8% - 4.7%	3.3%

Source: ACS 5-Year Estimate (2013-2017; 2006-2010); 2000 Census

Programmed & Planned WisDOT Projects

The Madison Area Transportation Planning Board (MATPB) updated its Regional Transportation Plan in 2017, extending to a 2050 planning horizon. That plan is completed in cooperation with the Wisconsin Department of Transportation and signals the State's intentions to study or proceed with the design and construction of improvements to highways, intersections and bridges. The plan identifies WIS 19 through Sun Prairie as having severe congestion but does not recommend any improvement projects, either for that facility or elsewhere in the Sun Prairie planning area.

City Road Network & Classifications

Cities classify streets to identify those streets intended to serve higher traffic volumes. Figure 8-4 shows the one interstate/freeway through the City (USH 151), several principal and minor arterials, collectors in every neighborhood, and local streets. These classifications are mapped here in the Comprehensive Plan and also in the City's Official Map.

Arterial Streets

The principal arterial street is the highest classification for streets under local control. These streets serve the major centers of activity in urbanized areas and have the highest traffic volumes. 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, an objective that requires careful management of access (i.e. driveways). 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. It is also important to ensure that these corridors accommodate more than just efficient vehicular traffic - they should allow for safe walking and biking also.

- WIS 19 is classified as an east-west principal arterial that routes through Sun Prairie along Windsor Street, N. Bristol Street (CTH N), and E. Main Street. To the west, WIS 19 connects Sun Prairie with DeForest, I-39/90/94, Waunakee, and WIS 12; and to the east with Marshall, Waterloo, and Watertown.
- Grand Avenue, on the west side of the City, is classified as a north-south principal arterial that connects the City with the east side of Madison (via USH 151 or Reiner Road) to the south and Columbia County to the north. The Grand Avenue/ Reiner Road/Sprecher Road corridor is being planned as a major north-south transportation route for the eastern portion of Dane County. In 2006, Sun Prairie and the Wisconsin Department of Transportation (WisDOT) expanded Grand Avenue to a four-lane divided roadway to accommodate future expected traffic.
- CTH N, on the east side of the City, is a north-south minor arterial, connecting Sun Prairie with Cottage Grove, I-94, WIS 12/18, I-39/90, and Stough-

Principal Arterial
Windsor St. (WIS 19) at Broadway

Principal Arterial (Grand Ave.)
at Minor Arterial (Hoepker Rd.)

DID YOU KNOW?

An Official Map is adopted under authority granted by Wisconsin Statute 62.23(6), and includes, or may include, the future location of streets, highways, historic districts, parkways, parks, playgrounds, railroad rights–of–way, waterways and public transit facilities. The map (or maps) identifies the community's intent to establish certain features for the public good and serve to prevent construction of anything that would impede those features. Sun Prairie's official map is established in Title 14 of the City Ordinance. The State can also adopt an official map, typically to preserve the space needed for future highway improvements.

Minor Arterial
O'Keeffe Ave.

Collector Street
Linnerud Dr. at Walker Way

Local Street - Vine St.

DID YOU KNOW?

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.

.

ton to the south and Columbia County to the north.

- CTH VV is a north-south minor arterial street and CTH T and Egre Road are east-west arterial streets located within the Sun Prairie extra-territorial jurisdiction (ETJ) that also provide regional connections.

A lack of east-west arterial street connections through the City has been identified as an issue 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. The Central Main Street plan includes policies to improve access conditions, and improvements to Main Street between downtown and USH 151 have improved conditions in that area.

A 2018 traffic study has been completed assessing the Main Street corridor operations and safety for pedestrians, bicycles and vehicles. The study reviewed ten Main Street intersections between O'Keeffe Avenue and Grove Street (plus, the Market and Linnerud intersection). The plan recommended short- and long-term solutions to address the following issues: school crossing safety, pedestrian/bicycle safety and mobility, vehicular operations and safety, corridor traffic flow, traffic signal operations and infrastructure, and geometric constraints.

Collector Streets

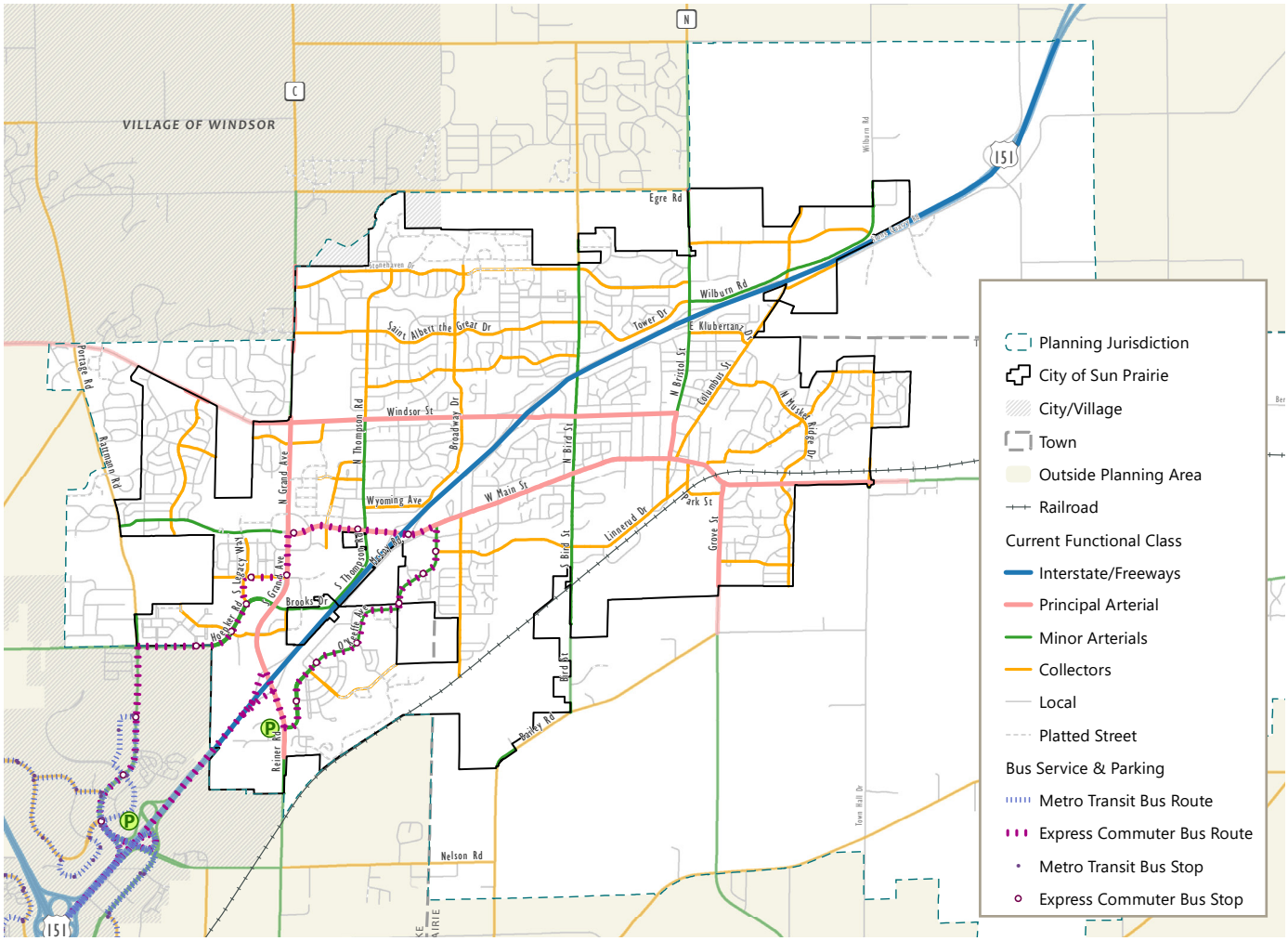
Urban collectors provide direct access to residential neighborhoods and commercial and industrial areas. They collect and distribute traffic between local streets and arterials. Collectors serve moderate to low traffic volumes and are used for trips between neighborhoods. Collector streets move traffic 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 sometimes used design interventions to calm traffic speeds, approved case-by-case based on traffic data and the specific needs of the street. See also the section about Traffic Calming Measures.

Local Streets

Local 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.

Figure 8-4: Existing Road Network (See Map 8-1 in Appendix D)



Roadway Volumes & Speeds

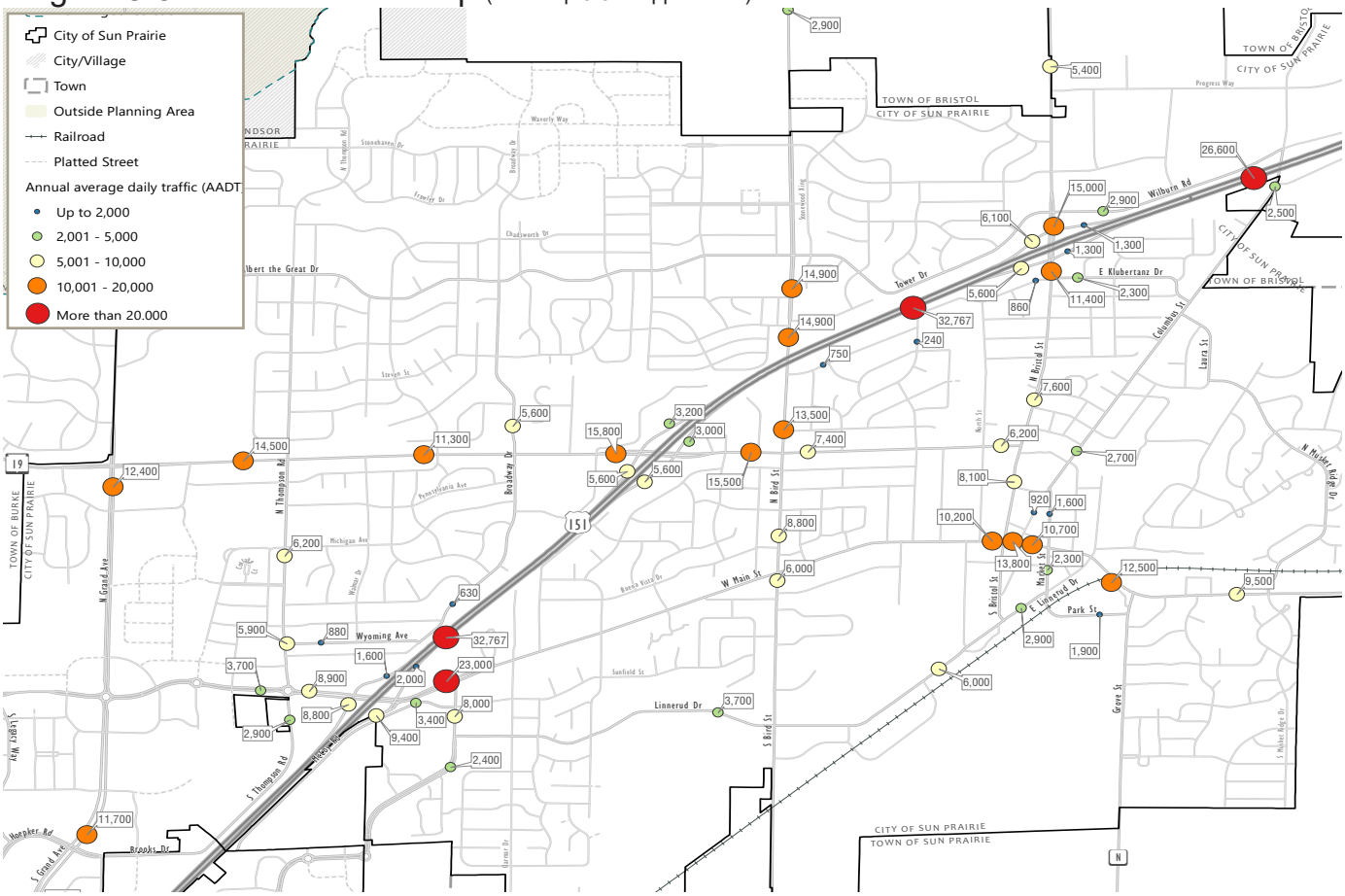
Traffic Volumes

The Wisconsin Department of Transportation (WisDOT) provides Annual Average Daily Traffic (AADT) counts for selected roadways in Cities in Wisconsin. Figure 8-5 (above) provides AADT data for the City of Sun Prairie.

Speed Limits

Speed limits 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 (WIS 19) with limited success. There has been

Figure 8-5: Traffic Volume Map (See Map 8-3 in Appendix D)



DID YOU KNOW?

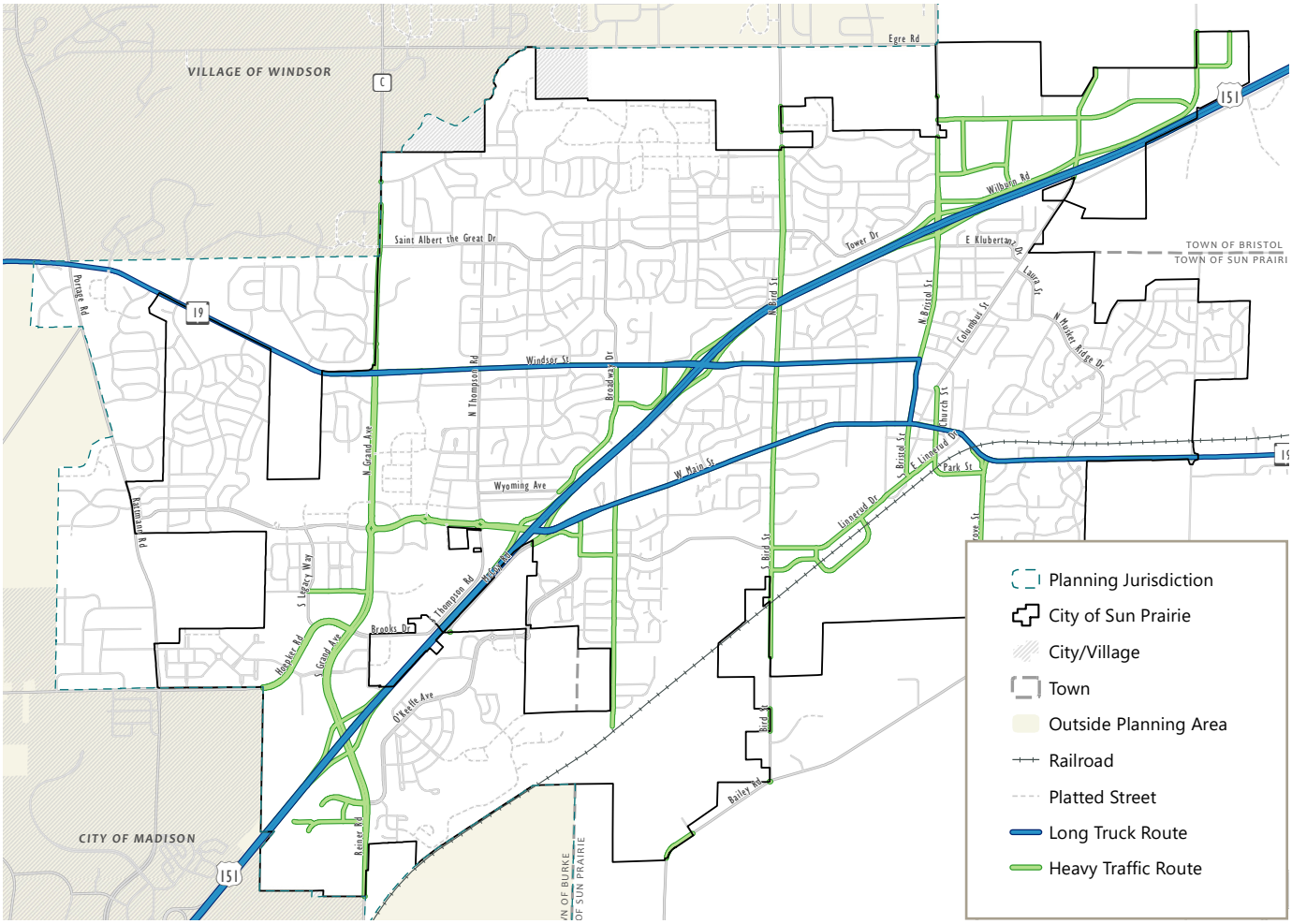
"Heavy traffic" is defined in the Sun Prairie Municipal Code (*10.12.040*) as all vehicles not operating on pneumatic tires, and all vehicles or combination of vehicles, other than motor buses, designed or used for transporting property of any nature and having a gross weight of more than fifteen thousand (15,000) pounds.

more success with control of CTH N (Grove Street) within the City and Grand Avenue (formerly CTH C).

Traffic Calming Measures

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, bumpouts, speed humps, and boulevards with refuge islands. Roundabouts 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.

Figure 8-6: Truck Routes Map (See Map 8-2 in Appendix D)



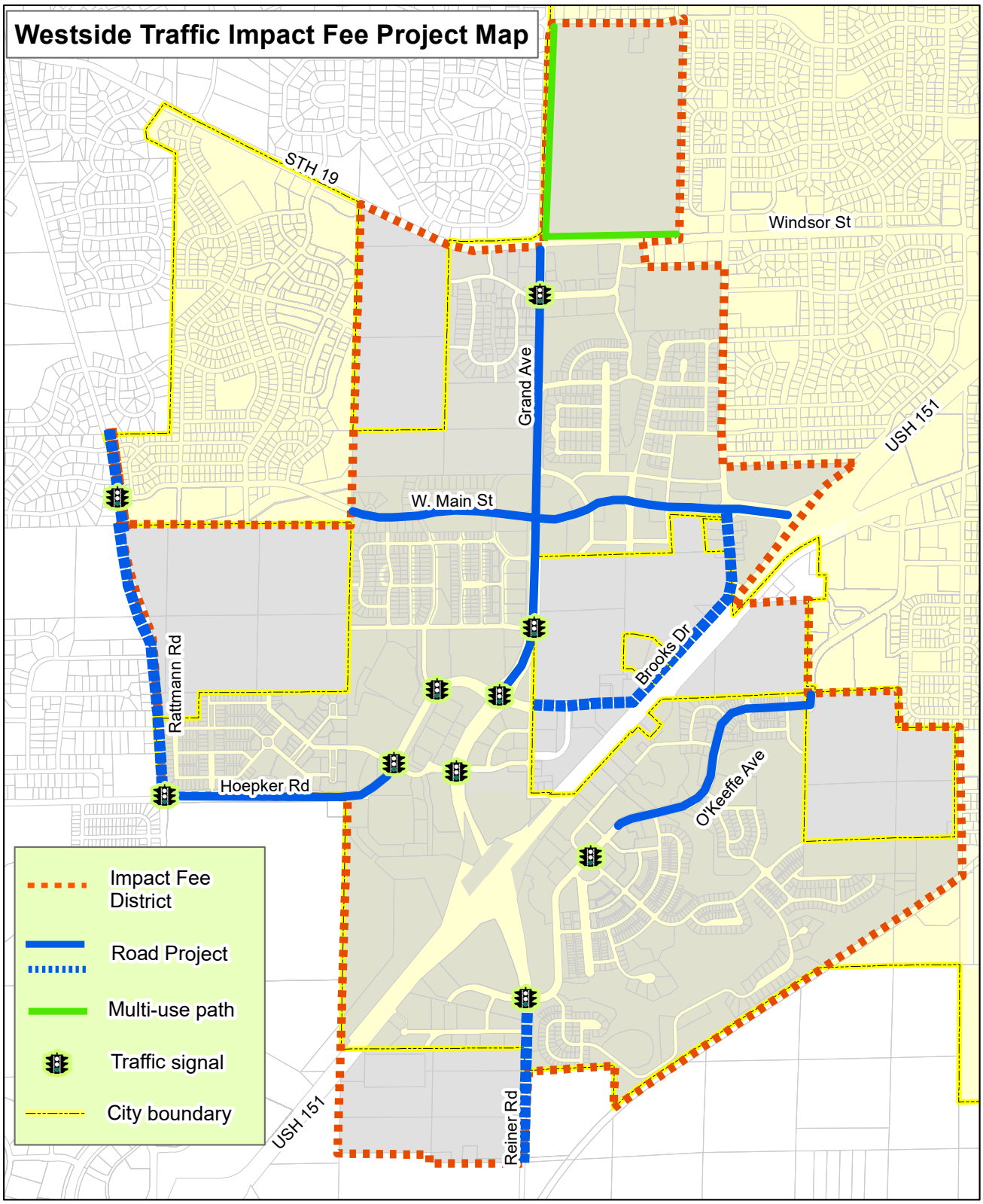
Truck Routes

The Sun Prairie Municipal Code (10.12.040) 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 over-weight loads must receive a permit to travel on streets within the City. See Figure 8-6 (above) for highways, or parts thereof, within the jurisdiction of the City are currently designated as truck routes.

Westside Traffic Impact Fees

Sun Prairie established a traffic impact fee for the Westside neighborhood (see Figure 8-7 for boundaries of the impact fee). Revenue generated through the collection of impact fees is helping to fund the construction of the arterial street system that serves this area of the city. The traffic impact fees are collected at the time that building permits are issued for new development within this area, and are based on the projected amount of traffic that will be generated by the proposed use. Only a portion of the costs of these improvements are funded through the impact fee, with the remainder covered by the city's general fund.

Figure 8-7: Westside Traffic Impact Fee Map



Source: Sun Prairie Westside Traffic Impact Fee Report

BIKE & PEDESTRIAN FACILITIES

Bicycle Network

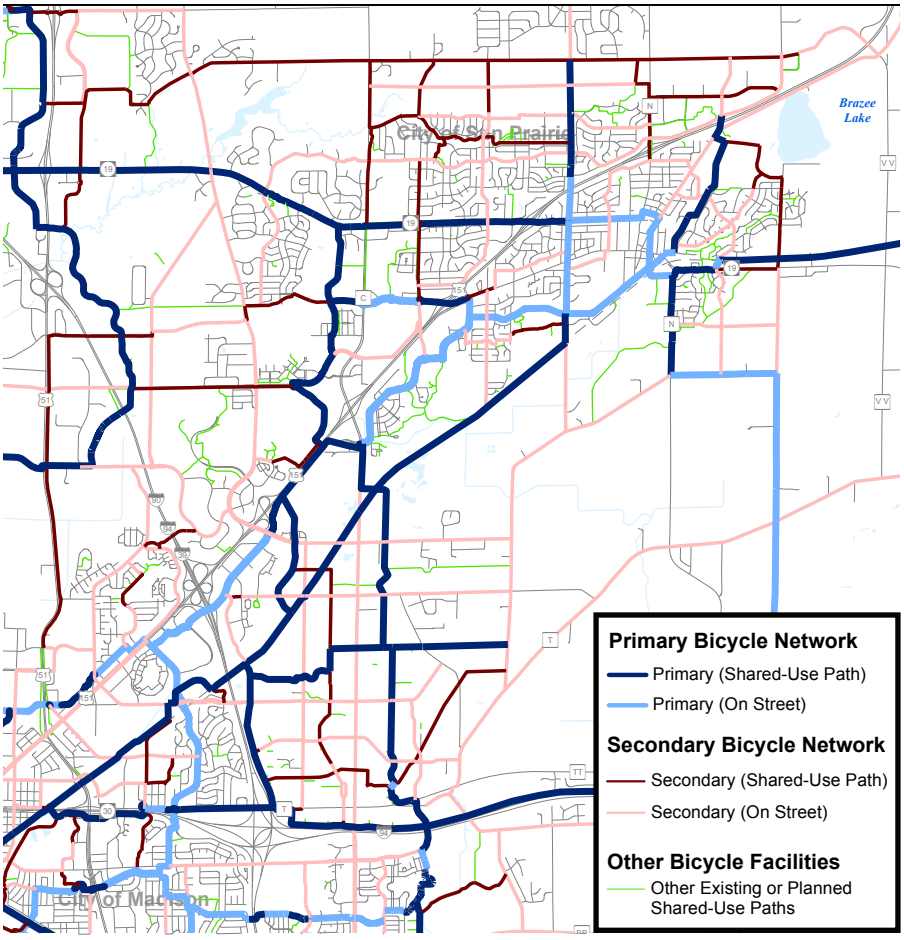
Regional System

Figure 8-8 shows the existing/planned regional bikeway system in Dane County (with red lines depicting off-street facilities and maroon depicting on-street facilities). The regional bikeway system serves as a bikeway trunk system. Local bikeway facilities, such as connecting paths and on-street routes through neighborhoods, can then be planned to connect to this system similar to how local streets are planned to connect to the arterial and collector roadway system.

As depicted in Figure 8-8, there are several existing/planned regional routes connecting Sun Prairie to surrounding communities, as follows:

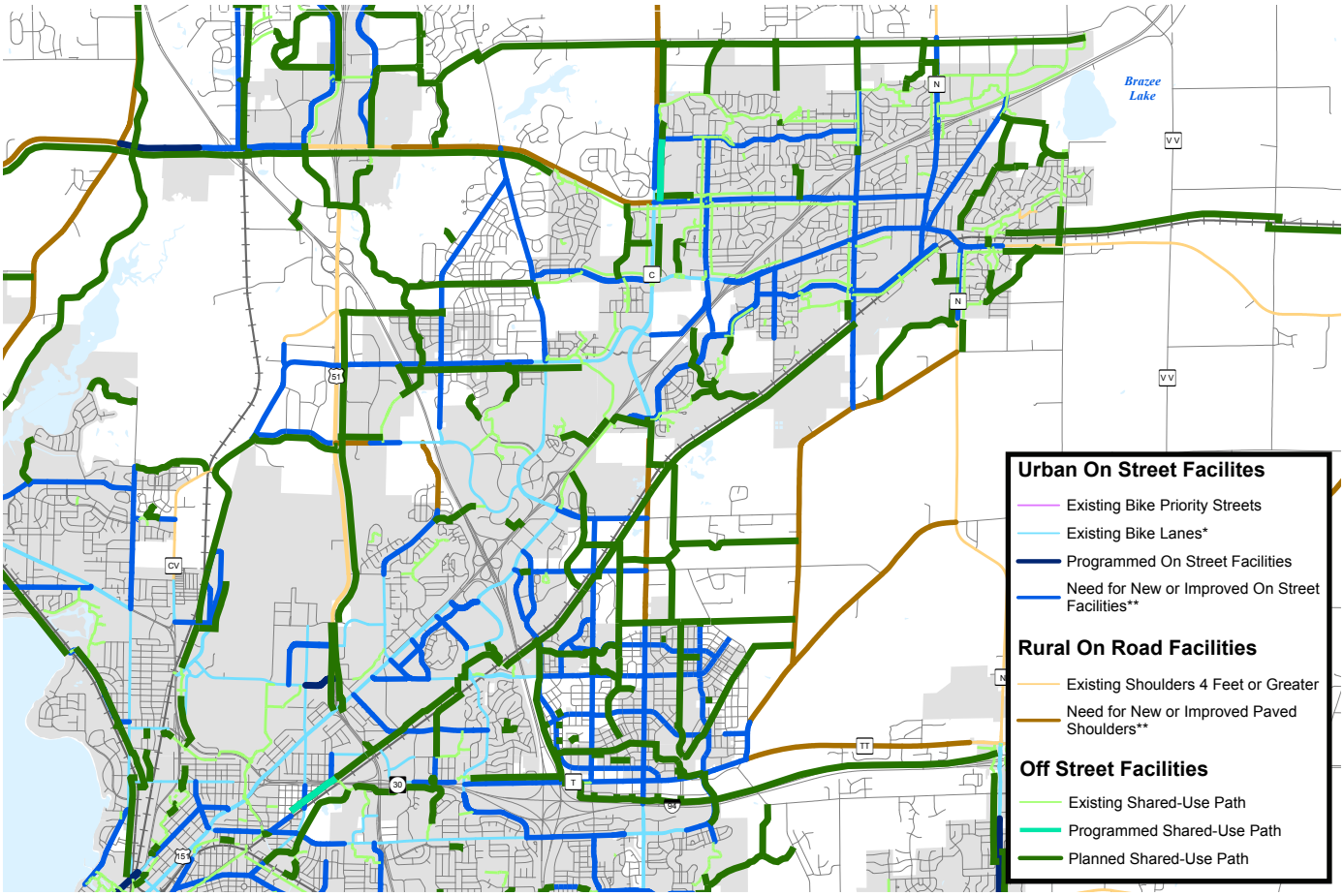
- **North and West connection:** Bird Street (primary route), WIS 19 (primary), Egre Road (secondary), Portage Road (secondary), and Hoepker Road (secondary);

Figure 8-8: Regional Bicycle Way System Plan



Source: Madison Metro Area & Dane County: Bicycle Transportation Plan (2015)

Figure 8-9: Regional Bicycle Network Plan



Source: Madison Metro Area & Dane County: Bicycle Transportation Plan (2015)

Grand Avenue

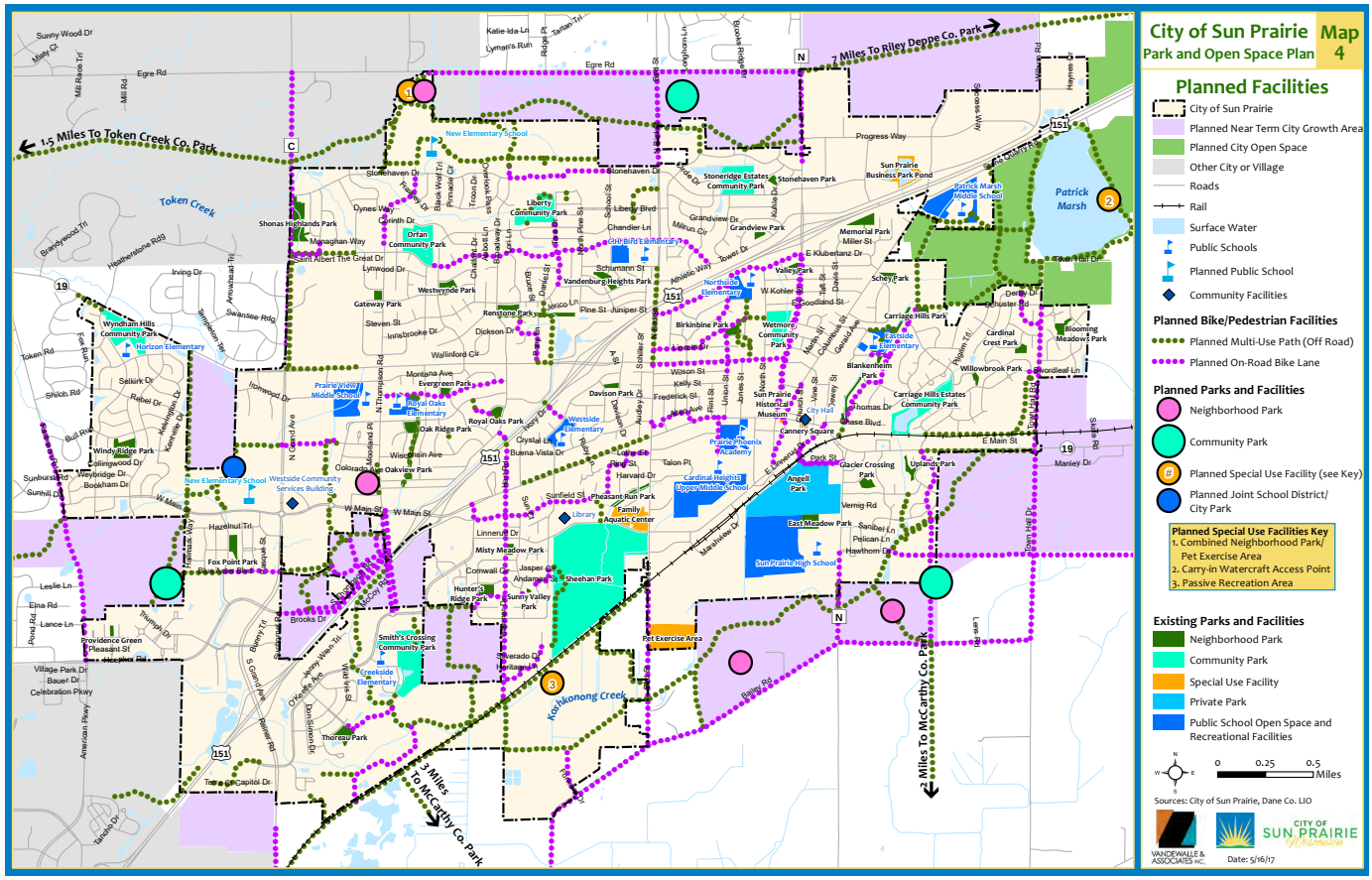
Uplands Park

- **Southwest connection:** Madison Connector Path (along USH 151) via High Crossing Boulevard (primary), and a future connection from extension of Starkweather Creek Path along rail corridor (primary).
- **South and Southeast connection:** CTH N / Town Hall Rd (primary), Bailey Road (secondary), and CTH T (secondary);
- **East connection:** Proposed off-street trail along railroad corridor (primary) and Stone Quarry Road via CTH W (secondary).

Figure 8-9 (above) identifies programmed and planned on- and off-street facilities within the planning area. It also identifies roadways needing new/improved on-street facilities due to traffic volumes and speeds, roadway cross section and other characteristics. These include, but not limited to, St. Albert the Great Drive, Windsor Road (WIS 19), Main Street, Linnerud Drive, Thompson Road, Bird Street, Bristol Street, and Columbus Street. Any future City-wide trail system should consider the connection between the City "loop" and the existing/proposed regional trail system.

This plan also identifies three major regional off-street trail projects connecting to Sun Prairie including: 1) Starkweather Creek (E Branch) Path extension along the railroad corridor from Nelson Road to Bird Street; 2) Path to Marshall

Figure 8-10: Planned Facilities Map



Source: Sun Prairie Parks and Open Space Plan (2017)

along railroad corridor; and, 3) Egre Road. Transportation Enhancement grants were identified as potential funding source in additional to local funding.

City of Sun Prairie System

The City has both on- and off-street bike facilities with the majority of the network consisting of off-street multi-use pathways. These multi-use paths provide safe travel for not only bikes, but other non-motorized recreational activities (e.g., skating, rollerblading, running, walking,etc.). As of 2017, there are approximately thirty-six miles of multi-use trails in the City of Sun Prairie. These facilities are located along some arterial and collector streets, and in several parks and open space corridors throughout the City. The trails are typically ten feet wide and paved with asphalt. Many of the trails link residential areas with parks and schools, but gaps exist throughout the City.

As of 2018, Sun Prairie roadways with on-street bike facilities include Hoepker Road, Grand Avenue, and portions of Bird Street and Brooks Dr./Thompson Rd. The majority of the existing facilities provide the minimum width safe for a dedicated bike facility; however, they lack bike lane markings and signage (Brooks Dr./Thompson Rd. have road markings). The 2017 ad-hoc Committee on Transportation recommended the City install painted bike lane markings and wayfinding signage in accordance with the

Windsor Street / WIS 19

current standards of the National Association of City Transportation Officials (NACTO). Top priority on-street facilities were identified in the following order: Brooks/ Thompson (completed in 2018), Columbus Street, Bristol Street, Bird Street, Stonehaven Drive,

2017-2022 PARKS AND OPEN SPACE PLAN: BICYCLE INFRASTRUCTURE RECOMMENDED IMPROVEMENTS

The City completed an update to the Parks and Open Space Plan in 2017. Though focused on recreation, the plan identifies a bike route network that serves transportation needs also. The major bike route action items include the following:

- *Develop new bike routes and trails (see Plan Maps 4 & 5)*
- *Provide route pavement markings and directional signage throughout the City.*
- *Increase maintenance and grooming of all bike trails, and provide drinking water and restrooms where appropriate.*
- *Work with Dane County to develop trails or routes connecting Sun Prairie to county parks, the Village of Cottage Grove, the Glacial Drumlin State Trail, and the Village of DeForest.*
- *Provide pedestrian and bike routes or trails to connect parks to each other and Dane County trails.*
- *Explore existing easements and potential property acquisitions that have the potential to enhance the trail system.*
- *Continue to promote "Safe Routes to School" opportunities to connect schools to each other, to neighborhoods, and to community parks.*

Connect the City bike system by identifying missing links, long-term right of way extensions, property acquisitions, or development/redevelopment coordination.

- *Identify and expand opportunities for bicycle parking within the downtown area.*
- *Identify opportunities for bicycle rental or shared biking systems in support of recreational or tourist cycling.*
- *Explore logical locations for future trailheads, with parking, that provide accessibility to local and regional trail systems.*
- *Develop a Bicycle & Pedestrian Plan to help guide the long-term expansion of biking facilities within the City and region.*

Bailey Road, Windsor Street, Egre Road, Rattman Road and Town Hall Drive.

The City maintains an Official Map that identifies existing and planned bike facilities. That map may be amended to reflect the 2017 Parks and Open Space Plan and/or new mapping in this Comprehensive Plan.

Bike Routes in Sun Prairie

In general, bike routes are not signed in the City, except for one route from the Madison Connector Path (along USH 151 at Terra Court) to Sheehan Park primarily using O'Keeffe Avenue (with part of the route on side streets). There is a bike route posted on E. Linnerud Drive, but there are gaps in the signage system at major turns from Sheehan Park (e.g., Bird and Linnerud intersection).

Bike Advocacy in Sun Prairie

Sun Prairie Moves is a bicycle advocacy group with the mission to improve the bicycling experience in Sun Prairie while increasing access to surrounding communities. In 2015, Sun Prairie Moves submitted a Bicycle Friendly Community application to the League of American Bicyclists (LAB). LAB provided a scorecard identifying where the City could improve based on the five E's (i.e., engineering, education, encouragement, enforcement, and evaluate and planning). See Figure 8-11 (on the next page) for Sun Prairie's bicycle friendly community scorecard.

Figure 8-11: 2015 Bicycle Friendly Community Report Card

SUN PRAIRIE, WI

TOTAL POPULATION
30,871

POPULATION DENSITY
2401.4

TOTAL AREA *(sq. miles)*
12.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES NA

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	*Sun Prairie*
Arterial and Major Collector Streets with Bike Lanes	33%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	27%
Public Education Outreach	SOME	GOOD
Share of Transportation Budget Spent on Bicycling	5%	9.60%
Bike Month and Bike to Work Events	GOOD	GOOD/VERY GOOD
Active Bicycle Advocacy Group	MAYBE	YES
Active Bicycle Advisory Committee	MAYBE	NO ACTIVE COMMITTEE
Bicycle-Friendly Laws & Ordinances	SOME	GOOD
Bike Plan is Current and is Being Implemented	MAYBE	YES
Bike Program Staff to Population	1 PER 77K	1 PER 205.8K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	2/10
EDUCATION *Motorist awareness and bicycling skills*	4/10
ENCOURAGEMENT *Mainstreaming bicycling culture*	3/10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	4/10
EVALUATION & PLANNING *Setting targets and having a plan*	1/10

KEY OUTCOMES

	Average Bronze	*Sun Prairie*
RIDERSHIP *Percentage of commuters who bike*	1.2%	0.2%
SAFETY MEASURES **CRASHES** *Crashes per 10k bicycle commuters*	370	3394
SAFETY MEASURES **FATALITIES** *Fatalities per 10k bicycle commuters*	4	0

KEY STEPS TO BRONZE

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure. Shared lane markings should only be used on low speed roads.

» Continue efforts to expand adult bicycle education opportunities. Commuter classes that teach skills that make bike commuter better can be an important part of helping people make what is possible practical.

» Provide a variety of targeted bicycle events to engage women, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events. Targeted events may help to encourage groups that have specific concerns about bicycling or which have not previously been engaged in supporting bicycling improvements.

» Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Consider how best to use data to reduce traffic injuries and be responsive to citizen concerns.

» Update your 2009 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complimented with encouragement, education, and enforcement programs to increase bicycling for recreation and transportation.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY TREK

Source: League of American Bicyclists (2015)

Sidewalks

In order to provide safe, convenient, and efficient pedestrian travel throughout the City of Sun Prairie, the City requires sidewalks, and in some cases bicycle/pedestrian trails, in new development. Prior to the 2009 Sun Prairie Comprehensive Plan, definitive standards for sidewalk installation were not included in City Ordinances. This has resulted in an inconsistent sidewalk network with many properties that don't have safe pedestrian access.

The current Subdivision Ordinance requires sidewalks on both sides of all new streets. As streets are reconstructed or significantly improved within the City, sidewalks are typically installed if they are not already present, consistent with policy guidance in the 2009 plan. The City has occasionally granted waivers in response to unusual site conditions and/or property owner objections. In some cases, the City has also been installing sidewalks to fill critical gaps in the sidewalk system outside of a major street reconstruction project.

The 2017 Ad-hoc Committee on Transportation recommended amending the current sidewalk policy to no longer require sidewalks on the bulb of cul-de-sac streets and eyebrows during street reconstruction, to adopt the policy as an ordinance, and to strictly adhere to that ordinance. The Committee also described the benefits of sidewalk installation - these are shared on the following page.

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 should be made to conform to ADA standards to ensure safe and easy access for all people including those with disabilities.

Safe Routes to School Program

Safe Routes to School (SRTS) programs encourage children in grades K-8 to walk and bike to school through a focus on the "Six E's" - Education, Encouragement, Engineering, Enforcement, Evaluation and Equity. Sun Prairie completed a City-wide SRTS Plan in 2008. Since 2015 state and federal funding for SRTS planning and improvements has been offered through the Transportation Alternatives Program (TAP).

BENEFITS OF SIDEWALK INSTALLATION
(2017 Ad-Hoc Committee on Transportation Report)

Safety Benefits:

- From 2010-2016, Pedestrian/Vehicle Crashes within the city limits total was 56. This included 1 fatality and 56 injuries. Please note: This total includes public streets, parking lots, and private property. 19 of 56 crashes were in a parking lot or private property. Those included 20 injuries.
- Annually, 4,500 Pedestrians in the U.S. are killed in traffic crashes. 8% are due to walking along the roadway.
- In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street.

Mobility/Equity:

- By providing an integrated sidewalk network in Sun Prairie, we can increase trips made by walking, particularly when providing access to public transit.
- Sidewalks can increase transportation options for people who can't drive.
    - When sidewalks are designed, they must factor the legal requirements of the Americans with Disabilities Act (ADA).
    - Public entities such as city governments and transit agencies are required to construct facilities in accordance with ADA standards. These standards apply to all new construction; however, the ADA also requires that public entities retrofit any public facilities to these standards to ensure equal access. These requirements include sidewalks and curb ramps, which must be retrofitted to meet all current standards. Any non-compliant sidewalks or curb ramps must be upgraded to meet current standards whenever any alterations, such as road surfacing, are carried out.

Public Health Benefits:

- Sidewalks provide opportunities for walking, and studies have shown people with access to sidewalks are more likely to walk and meet the Surgeon General's recommendations for physical activity.
- Physical inactivity contributes to the incidence of obesity, diabetes, hypertension, heart disease, and certain cancers; and it carries a risk burden close to that of smoking.

Economic Development Benefits:

- A study by the Urban Land Institute shows home buyers are willing to pay more for homes in walkable neighborhoods.
- Real Estate Research Corp. analysis shows property values rise fastest in pedestrian friendly areas.
- Sidewalks improve access to business and industry for employees relying on public transportation.
- Sidewalks improve customer traffic for retail businesses.

Other Benefits:

- Decreased use of cars for short trips, saving gas and lowering emissions. A 1995 national Personal Transportation Survey found that 40% of car trips in the U.S. are less than 2 miles, short enough to be accomplished on foot or bike, if the infrastructure supports walking or biking.
- Enhanced sense of community through better connections to neighbors and businesses.

Sources

FHWA Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials. Publication No. FHWA/RD87-038,
Center for Disease Control, A Report of the Surgeon General, Physical Activity and Health, At-A-Glance. CDC, Atlanta, GA, 1996

Madison Metro Bus

Regional Transportation Systems

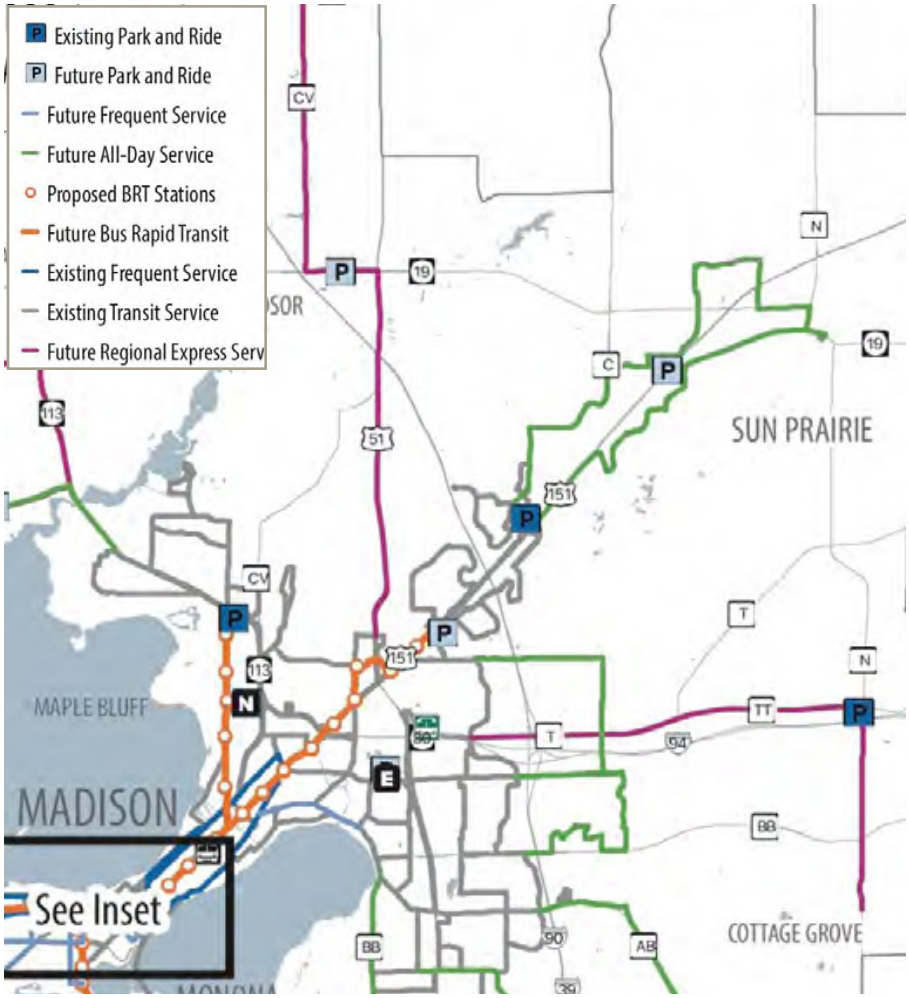
Metro Transit

Regional mass transportation is guided by the Regional Transportation Plan created by the Madison Area Transportation Planning Board (MATPB), a federally-recognized Metropolitan Planning Organization.

Metro Transit currently provides fixed-route transit service within the City of Madison, Town of Madison, City of Middleton, a portion of the City of Fitchburg, and the University of Wisconsin-Madison campus. Commuter-only service is provided to the City of Verona.

In 2019, the City budgeted funds to bring bus service to Sun Prairie for the first time. State aid for such service covers just over half of the cost, leaving the remaining share to the local community. The initial service, planned to begin in Fall 2019, will be a commuter express fixed-route (running during peak

Figure 8-12: Potential Metro Express Routes



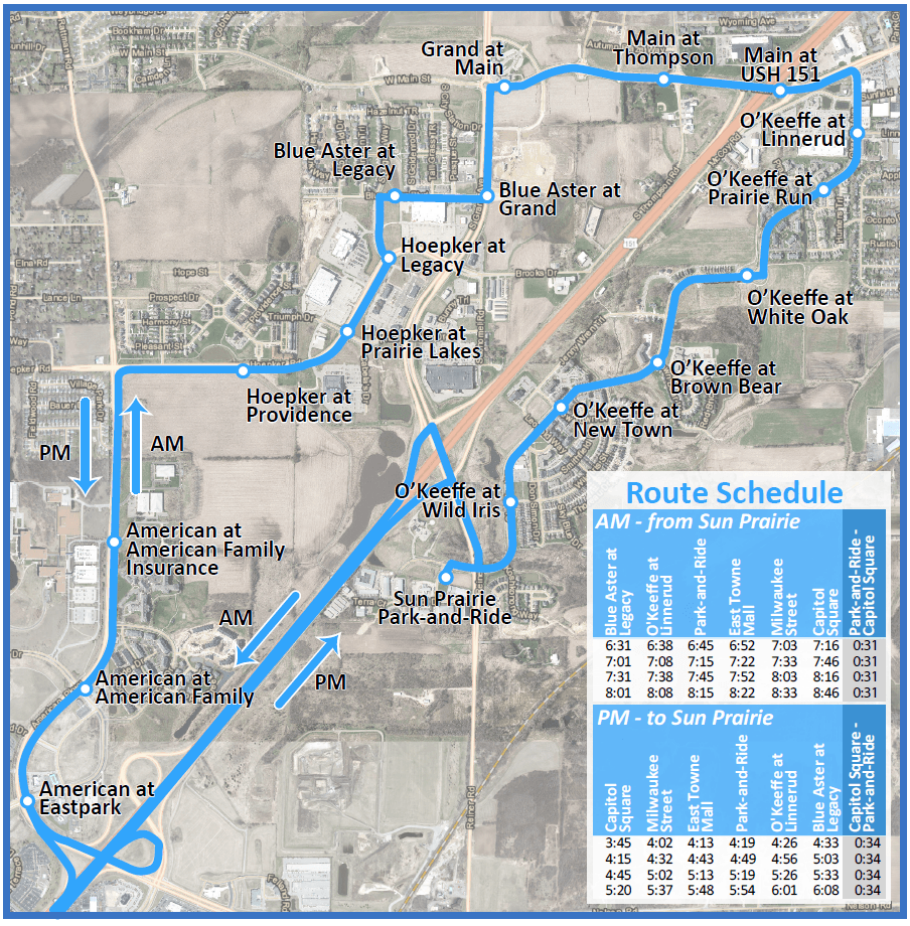
Source: Madison Area TPB: Regional Transportation Plan 2050 (2017)

Figure 8-13: Sun Prairie Commuter Express Route - Madison Stops

AM and PM hours) between Sun Prairie and Madison. As shown in Figure 8-14, this service will include a short local "circulator" loop that will operate before reaching the park-and-ride in the mornings and after dropping off at the park-and-ride in the evenings. There will be four stops in Madison, including a stop at the Capitol Square (see Figure 8-13 above).

The City of Sun Prairie is dedicated to expanding bus service to its residents and businesses through future inner-city bus routes; however, there is no specific timetable to expand the service beyond the recently approved commuter express route.

Figure 8-14: Sun Prairie Commuter Express Route

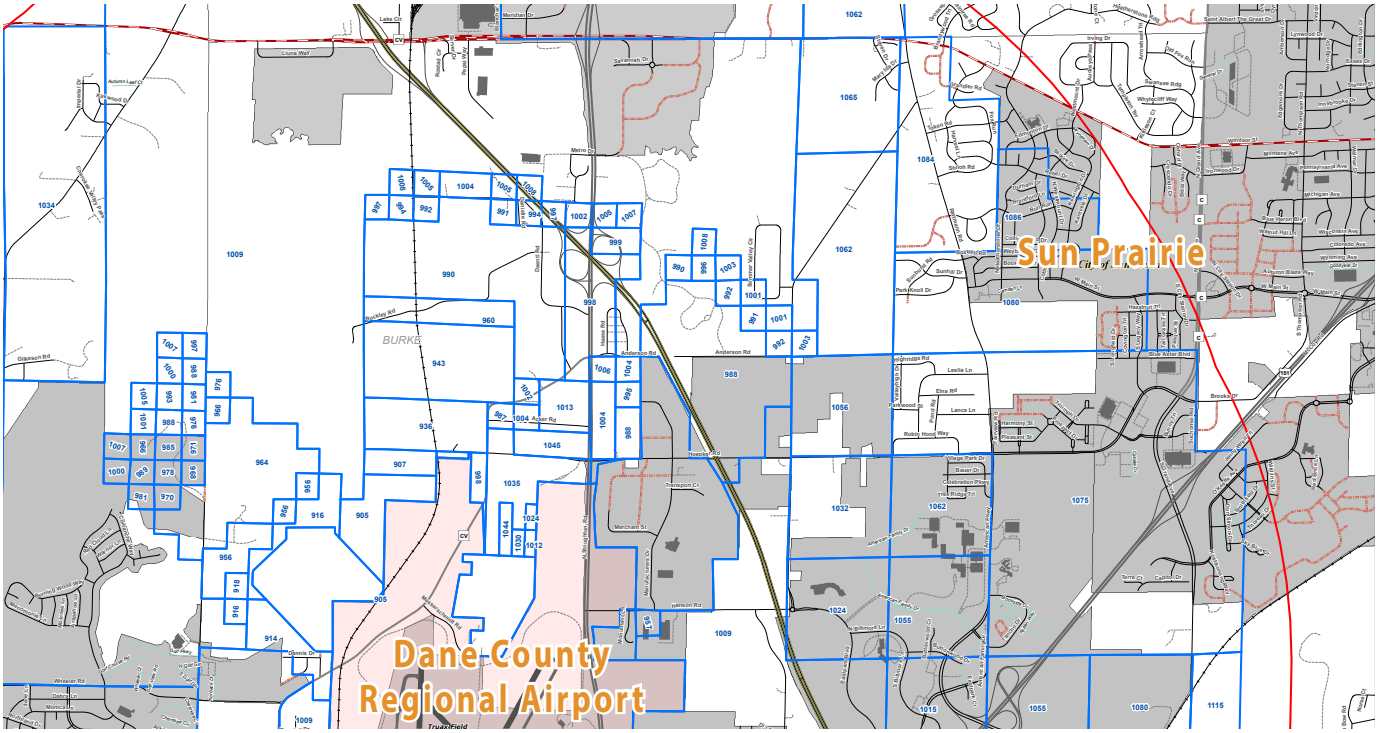


Intercity Bus

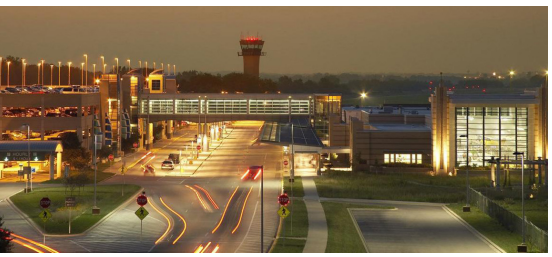
Private intercity bus services stop in a variety of places in Madison but none currently stop in the City of Sun Prairie. The nearest stop is the Badger Bus stop at 2897 E. Johnson Street in the City of Madison, about 9 miles from downtown Sun Prairie. The Dutch Mill Park & Ride at USH 51 and the Beltline offers access to four intercity bus lines and is about 15 miles from downtown Sun Prairie.

Air Service

Figure 8-15: Airport Height Limitations Map



Source: 2010 Wisconsin Bureau of Aeronautics



Dane County Regional Airport

DID YOU KNOW?

Airports certified for carrier operations near Sun Prairie include the following:

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

The Dane County Regional Airport is the nearest commercial service airport, located approximately eight miles southwest 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.

There are no airports located within the City of Sun Prairie. Some areas on the west side of Sun Prairie are located within Dane County Regional Airport's Height Limitation Zoning jurisdiction (see Figure 8-13 above).

Passenger Rail

The nearest passenger rail station with regular public service is in Columbus, Wisconsin, about 15 miles northeast of Sun Prairie. This station serves Amtrak's daily Empire Builder route serving Chicago, Milwaukee, Minneapolis/St Paul, Seattle, Portland, and other cities.

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 Wisconsin Southern Railway National (Wisconsin Central) at various points on the system.

Local Transit Service & Facilities

Sun Prairie Ride-Share Taxi

Sun Prairie taxi service provides public transportation for city residents and is equipped to transport the disabled. It is a shared-ride service, which means that users sometimes share their ride with other users. This service provides curb-to-curb transportation within the City of Sun Prairie, plus limited service to and from East Towne Mall in Madison. The eastbound trips from Madison to Sun Prairie leave from East Towne Mall bus stop and must be booked at least an hour in advance.

As of 2018, there are 11 vehicles providing shared-ride taxi service with four city-owned and seven contracted by a service provider. As Table 8-3 (below) illustrates, ridership has been growing in recent years with significant increase in elderly/handicap ridership. The 2018 regular rate is $4.00 with a $2.00 rate for qualifying low-income residents. After 10 PM all rides are $5.00.

In recent years the ride-share program has had an issue meeting demand for ridership during peak periods (i.e., 7-8 AM and 3-4 PM. To improve service during demand periods, the City approved additional funding in the 2019 budget to increase service hours. The City purchased two more mini-vans using taxi reserves in 2018 (plus, one Section 5310 vehicle will be purchased in 2019). The City will continue to review if consumer demand necessitates the purchase of an additional vehicles in future years.

The 2017 Ad-Hoc Committee on Transportation believed the ride-share program and some of its benefits are under-promoted. For example, the ride-share drivers will help carry a passenger's groceries into their home if requested. Customers can also purchase coupon booklets to pay for their ride rather than having to handle cash at the time of the ride. Awareness of these perks may increase interest in the program and ridership.

Shuttle Service

An on-demand shuttle service runs between residents' homes (or other locations) to the East Towne Mall seven days a week. The current rate is $5 for a one-way ride. Once at the Mall, Metro Transit bus service can provide access to the rest of the Metro service area. In 2018, the monthly ridership nearly tripled over the previous summer, to highs of 316 trips in July and 388 trips in August. This increase in ridership is largely due to a change from designated pick-up locations to picking up at the customer's preferred location.

Wisconsin Southern Railway

Sun Prairie Taxi

Park-and-Ride Lots

There are twelve park-and-ride lots located throughout Dane County. 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.

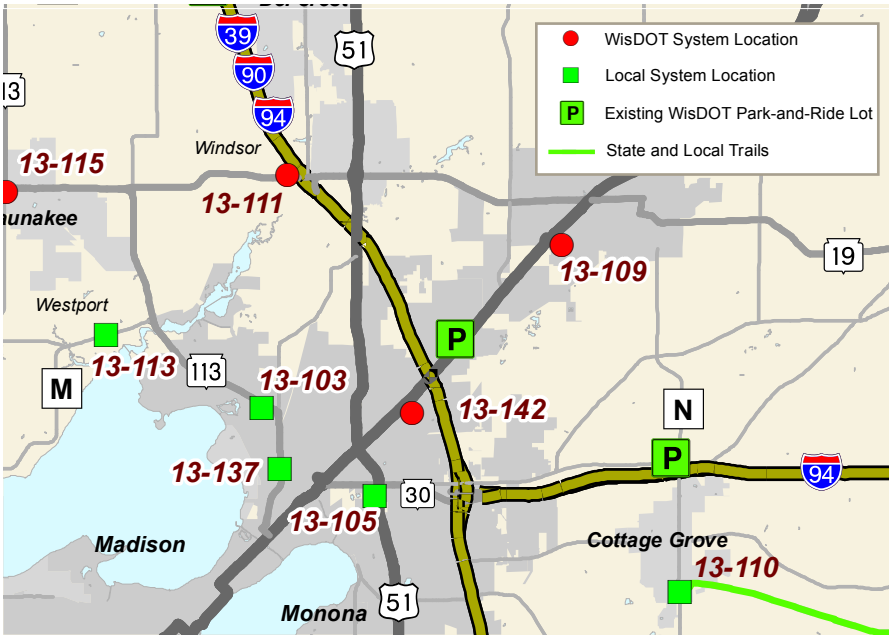
WisDOT's Southwest Region completed a 2015 Park-and-Ride System Study that concluded there should be a park-and-ride located

Table 8-3: Taxi Service - Total Annual Trips

	2015	2016	2017	2018	% Change
Regular	34,719	38,836	34,558	43,089	24%
Elderly/Handicapped	9,092	9,585	12,835	12,228	34%
Youth	14,254	14,012	17,164	16,715	17%
Total Passengers	**58,065**	**62,433**	**64,557**	**72,032**	**24%**

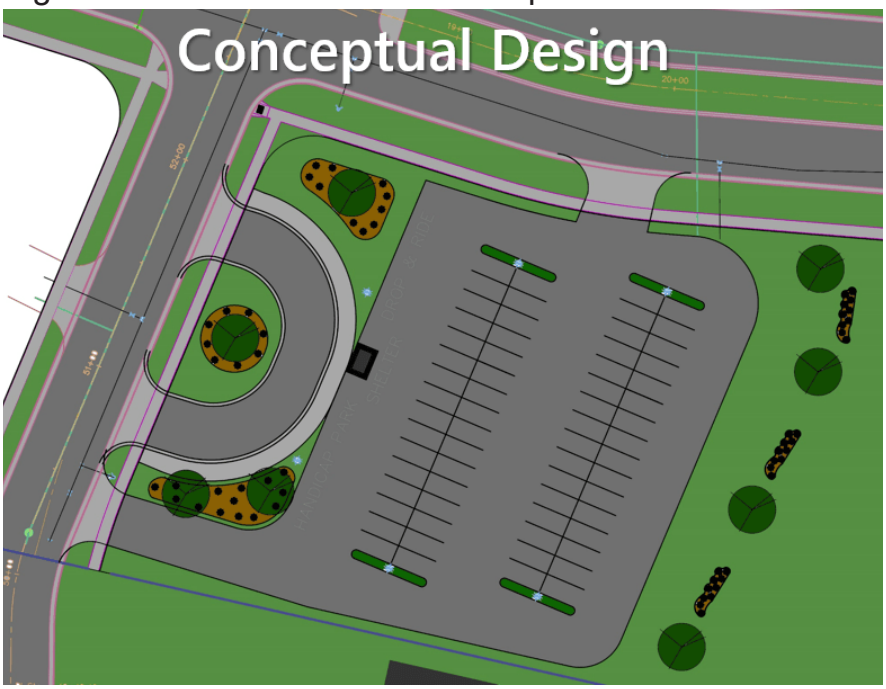
Source: Sun Prairie Transit Commission

Figure 8-16: WisDOT Proposed Park-and-Ride Facilities



Source: WisDOT SW Region Park-and-Ride Study (2015)

Figure 8-17: Park-and-Ride Concept Plan



around the USH 151 and Main interchange (in Sun Prairie). The study ranked the top 50 park-and-ride locations in the Southwest Region with the Sun Prairie location ranked #4.

The 2017 Sun Prairie Ad-Hoc Committee on Transportation suggested a park-and-ride lot should be constructed on the west side of Sun Prairie to serve as a transportation hub for future public transit service (which will be operational starting in Fall 2019). The ideal location would be highly visible, well-lit, and easily accessible by multiple modes of transportation to encourage its usage.

In 2019, the City approved building a park-and-ride facility near the corner of Cremer Drive and O'Keeffe Avenue (1704 Reiner Road). The proposed design will include a shelter, route maps, bike racks, refuse containers, dedicated bus entrance/exit, lighting, landscaping and security cameras (and/or emergency "blue beacon" tower). The approved (2019) commuter express bus route will pick up and drop off at this location.

There is also an existing park-and-ride facility located on American Parkway (just southwest of the City) with 141 parking spaces.

Alternative Transportation Services & Modes

Ridesharing

The Madison Area Transportation Planning Board co-sponsors a ridesharing program, called Rideshare, Etc. with WisDOT and the City of Madison. 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 provides 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. 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. As of January 2019, two vanpools through this program currently serve Sun Prairie.

Specialized Transportation Services

The Dane County Department of Human Services provides individual and group transportation services which provide mobility for seniors and persons with disabilities. 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.

Madison College Shuttles

Currently enrolled students at Madison College are eligible to ride shuttle bus service provided by the College. The shuttle picks up in front of the Prairie Phoenix Academy in Sun Prairie (160 South Street), and drops off at the Truax Campus.

On-Demand Ride Services

Private, on-demand transportation services such as Uber and Lyft use smartphone applications to connect passengers to drivers. These services are similar to traditional taxi service though with improved transparency and predictability for ride pricing and pick-up timing. Local services such as Green Cab also utilize similar functionality.

Neighborhood Electric Vehicle (NEV)

The City of Sun Prairie adopted an ordinance in 2006 that allows Neighborhood Electric Vehicles (NEVs) to be used on City streets that have a posted speed limit of 35 miles-per-hour or less. An NEV is a self-propelled, low-speed motor vehicle that is powered by electricity. Unlike conventional electric vehicles that have since become available, NEVs are not capable or approved for travel on highways. They are a lower-cost option for private, low-emission travel within the City.

Kobussen Bus Company

Madison College Shuttle

Neighborhood Electric Vehicle

Electric Mobility Devices

Recent technological advances have led to a variety of personal mobility devices with electric motors, including bikes, scooters and skateboards. There are several state statutes that attempt to define and regulate the use of such devices in the interest of safety on roads, sidewalks and trails. These including Chapter 346 Rules of the Road, in particular Subchapter XII, though a search of the statutes for terms like “motor bicycle” and “mobility devices” is advised as these regulations are likely to be amended in the coming years.

DID YOU KNOW?

An electric bicycle (or e-bike) is a type of motor bicycle with an electric motor. It must also have pedals and be able to be operated under pedal power alone. Electric bicycles come in a variety of forms. The most common are pedal assist and power on demand. With pedal assist the electric motor is regulated by pedaling. The pedal assist motor adds to the effort of the rider when they are pedaling. With power on demand the motor is activated by a throttle, usually handlebar mounted like on motorcycles or mopeds.

To be considered an electric motor bicycle:

- The electric motor has to be less than 750 watts,
- The maximum speed has to be less than 20 mph when operated solely by motor power, and
- It has to have fully operative pedals. With the motor completely off it can still be operated via pedal power alone. *[340.01(30)(b)]*

Motor bicycles (also known as e-bikes) are currently prohibited on sidewalks and only allowed on multi-use paths when peddling without use of a motor. E-bikes are considered bicycles for vehicle registration purposes, and the City of Sun Prairie requires all bikes to register with the Sun Prairie's police department.

Transportation Plans

State

- Connections 2030: Wisconsin's Long-Range Transportation Plan (2009)
- Wisconsin Rail Issues and Opportunities Report (2004)
- Wisconsin State Freight Plan (2018)
- WisDOT Six-Year Highway Program (2018-2023)
- Wisconsin State Airport Systems Plan 2030 (2010)
- Wisconsin Bicycle Transportation Plan (1998)
- Wisconsin Pedestrian Policy Plan 2020 (2002)

Regional

- Madison Area Regional Transportation 2050
- Regional Transportation Plan Update 2035: Madison Metro Area & Dane County (2012)
- Regional Transportation Plan 2050 (2017)
- Bicycle Transportation Plan for the Madison Metro Area and Dane County (2015)
- Madison Area Bus Rapid Transit Study (2013)
- 2017-2020 Transportation Improvement Program (2016)
- 2013-2017 Transit Development Plan (2013)
- Dane County Comprehensive Plan
- Transport 2020
- Wisconsin 19/113 Access Plan (2016)

EMERGING TECHNOLOGIES WITH POTENTIAL LONG-TERM IMPACTS ON THE CITY OF SUN PRAIRIE

CAR SHARING

Car sharing is a model of car rental where people rent cars for short periods of time, often by the hour. They are attractive to customers who make only occasional use of a vehicle as well as to others who would like occasional access to a vehicle of a different type than the one they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a public agency, not-for-profit group or a cooperative. In Madison, car sharing is currently provided by Zip Car. Currently there are 22 Zip Car locations with 32 vehicles which are located on the UW-Madison campus and in the central part of Madison. In the last 12 months the UW-Madison averaged 3,084 members and members used the vehicles for 24,172 hours.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) refers to a broad range of technologies, including information processing, communications, traffic control, and electronics, which can be used to improve the safety, efficiency, dependability, and cost effectiveness of the transportation system. Currently ITS architecture has been implemented at the state-level with 511 Traveler Information, Rural Safety Innovation Program, Southwest Region Dynamic Message, and WisTransPortal.

AUTOMATED VEHICLES

Businessinsider.com

Automated vehicles are vehicles in which at least some aspect of safety-critical control functions occurs without driver input. Over time, it is anticipated that vehicles will gradually gain more autonomy. Because of this continuum of automation, "levels of vehicle automation" have been developed to quantify levels of driver reliance. Examples of vehicle automation are becoming more mainstream each year. Many higher-end vehicles currently come with automated features such as parking assist and crash avoidance. Some automakers, such as Tesla, have released highway autopilot features or are planning on releasing them in the near future. Potential Issues of this technology include a dramatic increase in vehicle miles traveled due to "drivers" that would otherwise be unable to use the roadway. A reduction in driving stress may lead to an increase in discretionary travel and increased urban sprawl. The transition period from traditional cars to autonomous vehicles may be difficult due to low public acceptance of the vehicles and cost barriers for low-income or elderly traveler. Further, the unknowns of this technology make it difficult to determine whether capacity expansion is an appropriate treatment for congested or unreliable roadways. Parking lots and related facilities could be rendered obsolete because vehicles will have the ability to drop off passengers and return to their origin or pick up other passengers.

WIRELESS POWER TRANSFER

Wireless Charging Concept, Intel Corp.

Initially, it is likely that electric buses and other vehicles traveling on high traffic corridors could be the first adopters of this technology to justify the capital investment cost. Once the technology becomes less expensive, light-duty and consumer vehicles are likely to follow. In addition to wireless power transfer, distributed fast charging has the potential to change the entire transit system. It could also allow for charging at places where transit vehicles taxi throughout the area. Benefits of this technology include limiting the need for individual consumers to have reliable access to charging stations. It would also extend the driving range of electric vehicles by providing charging capability on major roadways, a potential boon for automated vehicles.

Source: Madison Area TPB: Regional Transportation Plan 2050 (2017)

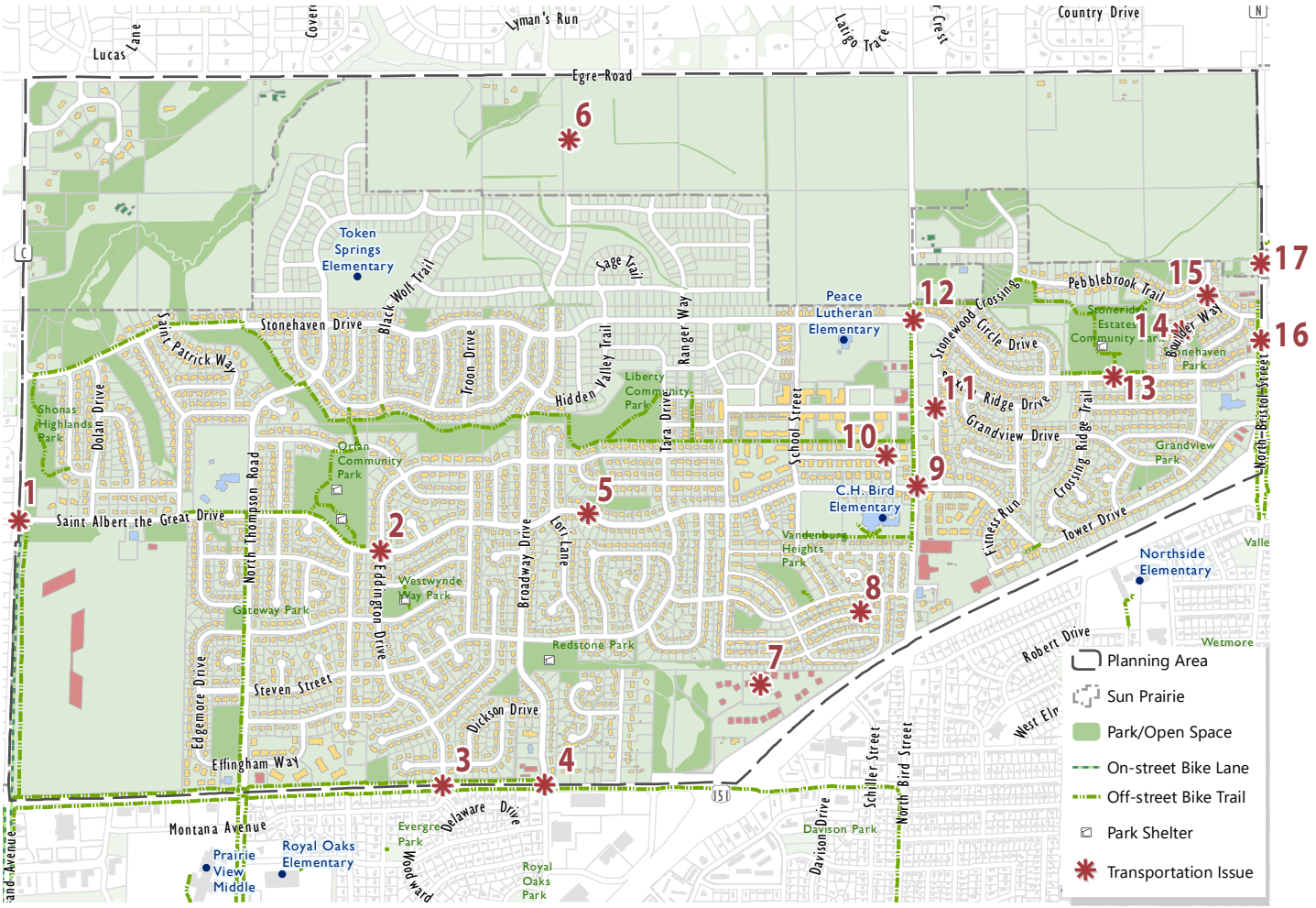
TRANSPORTATION CONCERNS

Sun Prairie Comprehensive Plan Neighborhood Forum

Location-Specific Transportation Issues

We hosted four neighborhood forums in May 2018 to identify issues and concerns from residents and other stakeholders. The next several pages identify specific transportation-related issues identified by residents at a neighborhood planning level. This information can be used to help prioritize future improvements in the City.

Figure 8-18: Northwest Planning Area - May 2018 Public Forum Transportation Concerns



ISSUES IDENTIFIED

1 - Cars not following speed limits & difficulty getting around with no street lights.

2 - Continue trail to Eddington.

3 - Need to extend right turn lane into Eddington.

4 - Bike/ped improvements needed on Broadway into the neighborhood.

5 - Blind corner from some driveways on this curve. Traffic speeds up quickly after stop sign at Broadway and doesn't slow until nearing Bird School.

6 - Concerns with traffic impact of the Token Springs School. Interest in connecting Thompson Road and Broadway Drive to Egre Road.

7 - Need connection to Vandenburg Street from Lois Drive. "Pagoda Park" - Emergency access.

8 - Better Sidewalks. Speedbumps needed.

9 - Concern with traffic at this intersection with school, buses, walkers and drop-off/pick-up hours. Care needed for students crossing the street. Possible roundabout.

10 - Poor clearing of snow

11 - Crosswalk enhancement needed at Liberty/Bird

12 - Trail Crossing is not well signed - should be moved to intersection. Also speeding in general on Bird is bad. Roundabout would be good entry treatment to slow vehicles.

13 - Speed controls on Stonehaven Drive needed.

14 - Need sidewalks along rest of Pebblebrook Trail thru Boulder Way and Terrace Chase for walking/biking!

15 - Trail is not connected to the rest of the trail network in the area & winter maintenance is a must since maintenance of roads are poor at best in winter. Lack of sidewalk connecting neighborhood to CTH N.

16 - Speeding concerns on CTH N. Would be good to narrow roadway (road diet).

17 - Continue off-street multi-use path. Add on-street bike lane/bike route through Pebblebrook trail & sidewalks to all neighborhoods!

Figure 8-19: West Planning Area - May 2018 Public Forum Transportation Concerns

ISSUES IDENTIFIED

1 - Intersection is very unsafe without protected left turn lanes with vehicles pass on the shoulder.

2 - Intersection is very unsafe without protected left turn lanes with vehicles pass on the shoulder.

3 - XXX.

4 - Eventually, connect 3 streets between Sun Prairie and Burke.

5 - Remove all roadblocks between Town roads & City streets to improve emergency vehicle access.

6 - Add a bike/walking path to quickly connect to Am Fam & other places south of neighborhood.

7 - Off-street bike paths needed connecting to Madison.

8 - Trail does not connect here - a key missing link on Hoepker to trail that goes to Madison. Bikes need to leave path, cross with no protection to other path.

9 - Nightmare trying to use this road in mornings, afternoon, and evening. Need dedicated right turn lane from Southbound Hoepker Rd to Triumph Drive (Costco).

10 - This intersection is too large and the traffic lights need to have longer intervals. People going through on yellow aren't through the intersection until the other light has been green for 2-3 seconds. Prairie Lakes & Grand has major traffic issues, especially with the turn lanes. There seems to be a lot of confusion with the two right turn lanes off Prairie Lakes onto southbound Grand.

11 - Need traffic signal to aid with woodman's access.

12 - Need dedicated right turn lane from Southbound South Grande Avenue to Hoepker Road.

13 - Cars not following speed limits, not knowing how to use roundabout, long lines at stop lights.

14 - Hope to see improvements for bike & walking safety near new school site. And good traffic controls during peak traffic hours.

15 - Improvement of existing bike/pedestrian path.

Figure 8-20: West Central Planning Area - May 2018 Public Forum Transportation Concerns

ISSUES IDENTIFIED

1 - Consider a sound/noise barrier along the highway. Another access point to the other side of 151 would be great at this area - limited access to Smith's Crossing.

2 - Needs signal(?).

3 - Lack of sidewalk on east side of Clarmar.

4 - Near the Culvers is a horrible pedestrian crossing - it is near impossible to see pedestrians from car & scary to cross on foot. A flashing light to alert of pedestrians & to slow traffic would be helpful for all.

6 - Traffic speed is too great on Main Street. Cars go through on red frequently presenting danger to children & walkers.

7 - Odd street configuration along with increased traffic for the retail and residential in the area. Need to have a safer pedestrian crossing in this area.

Figure 8-21: Southwest Planning Area - May 2018 Public Forum Transportation Concerns

ISSUES IDENTIFIED

1 - Controlled intersection needed here with bike crossing, traffic during rush hour, etc. Traffic circle may be best at this intersection (as signal control would not be needed all day). Traffic circle will also help slow traffic.

2 - There are bike paths to nowhere (or that end abruptly) all over Smith's crossing. There are lots of walkers and bikers who would appreciate connecting them.

3 - Trail connection needed.

4 - Continue off-street bike trail to link up with trail on O'Keeffe Avenue.

Figure 8-22: Central Planning Area - May 2018
Public Forum Transportation Concerns

ISSUES IDENTIFIED

1 - Lane configuration is funny - potential single lane roundabout.

2 - Would like to feel safe biking with family across town.

3 - Increase in high-density housing will make it unsafe for pedestrian, bicyclists, and traffic overall.

4 - Need better pedestrian crossing.

5 - Sidewalk needed through and/or adjacent to church.

6 - Connect these bike trails with preference for more off-street trails. Could also extend to Wetmore Park.

7 - Sidewalks flood.

8 - Need signal at US 151 interchange. Intersection has difficult left turns.

9 - Connect bike facilities with preference for more off-street trails. Could also extend to Wetmore Park.

10 - Challenging intersection - need enhanced crosswalks and better signage for motorists to yield.

11 - Bike routes to/in downtown needed.

12 - Semi trucks have problems turning onto Bristol. Better pedestrian crossings for the entire Bristol Street Intersection.

13 - Missing sidewalk ramps.

14 - Missing sidewalk ramps.

15 - High school kids speed down the street. Consider traffic calming measures.

16 - Very wide crosswalk (and not marked well). Re-work intersection.

17 - Provide a bike path connecting Grove Street and Bird Street.

18 - Suggested bike path to the west.

19 - Need for another public street between Linnerud Drive and Grove Street to relieve the traffic volume in the downtown.

20 - Walk sign has not stopped vehicles from turning in front of pedestrians (need No Right Turn on Red)

21 - Intersection need to be addressed, especially for difficult left turns and ped crossing.

22 - Increased traffic/parking concerns.

23 - Intersection needs improvement. Roundabout?

Figure 8-23: East Central Planning Area - May 2018 Public Forum Transportation Concerns

ISSUES IDENTIFIED

1 - Speed bumps desired on E. Elm Street.

2 - Better enforcement of stop signs at Klubertanz & Davis.

3 - Bike lanes on Columbus?

4 - Clara Street needs traffic calming measures.

5 - High school traffic & left hand turns are making this a dangerous intersection in the morning.

6 - Very unsafe part of WIS19 - there should be a crosswalk from Whitetail Drive across WIS19.

7 - WIS19 traffic very often going 45-55 mph when still in the 25-35 mph zone.

8 - Need gated RR crossing. Provide stop sign? Cut back weeds & hill to improve visibility?

9 - We need to create a relatively straight arterial east-west street on the far east side of the city to provide an alternative to WIS19.

10 - Traffic is getting really bad at this intersection. Needs a stop light.

11 - Add a multi-use path to create loop around city or provide safe routes to school & parks.

12 - Add bike path at Patrick Marsh Pond. Great if extended around whole pond. Paddle sports (Kayak/Canoe) Access?