



**OFFICE OF THE CITY CLERK**

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**\*\*\*PLEASE NOTE MEETING LOCATION\*\*\***

**Public Notice of the City of Sun Prairie**, pursuant to Section 19.84, Wisconsin Statutes, is hereby given to the public and to the news media, that the following meeting will be held:

**COMPREHENSIVE PLAN STEERING COMMITTEE**

DATE: **WEDNESDAY, JANUARY 30, 2019**

TIME: **6:00 PM**

LOCATION: **\*\*\*COUNCIL CHAMBERS\*\*\***  
**MUNICIPAL BUILDING**  
**300 EAST MAIN STREET**  
**SUN PRAIRIE, WI 53590**

To consider the following:

1. **CALL TO ORDER AND ROLL CALL**
2. **APPROVAL OF MINUTES**
  - A. January 16, 2019
3. **OLD BUSINESS**
  - A. DISCUSSION OF MOBILITY AND TRANSPORTATION SYSTEMS ISSUES AND OPPORTUNITIES OVERVIEW
    - I. ELECTRIC-ASSIST BIKES AND SCOOTERS
    - II. AUTONOMOUS AND ELECTRIC VEHICLES
4. **NEW BUSINESS**
  - A. PROCESS AND SCHEDULE UPDATE
  - B. DISCUSSION OF MOBILITY AND TRANSPORTATION SYSTEMS
    - I. GOALS, POLICIES AND ACTIONS
    - II. MAPS

5. **DISCUSS NEXT MEETING DATE**

6. **PUBLIC COMMENTS**

7. **ADJOURNMENT**

Posted: January 24, 2019

Posted: Sun Prairie City Hall  
300 East Main Street

Sun Prairie Public Library  
1350 Linnerud Drive

Sun Prairie Utilities  
125 West Main Street

*Paul T. Esser - Chairperson  
Jorge Hidalgo  
Drew Kuehl  
John Muller  
Janet Rosseter  
Bryant Stempski  
Eder Valle*

*Kalvin Barrett  
Don Hooser  
Emily Lindsey  
Terrell Outlay  
Erin Ruth  
Theresa Stevens*

*Peter Dettmer  
Curt Klinkner  
Stephanie Manthey  
Dan Presser  
John Schulze  
Angela Thomas*

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*NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.*



**COMPREHENSIVE PLAN STEERING COMMITTEE MEETING MINUTES  
SUN PRAIRIE, WISCONSIN 53590**

**DATE:** WEDNESDAY, January 16, 2018

**TIME:** 6:00PM

**LOCATION:** MUNICIPAL BUILDING  
COUNCIL CHAMBERS  
300 E. MAIN STREET  
SUN PRAIRIE WI 53590

**1. CALL TO ORDER AND ROLL CALL**

Committee Chairperson Mayor Paul Esser called the meeting of the Comprehensive Plan Steering Committee to order at 6:02 pm. Attendance sheet attached.

Staff present: Aaron Oppenheimer, Tom Veith, Scott Kugler, Tim Semmann, Sarah Sauer, Philip Gritzmacher, Jr.

Others Present: Jason Valerius (MSA)

**2. APPROVAL OF THE MINUTES**

A. Hooser requested a fix to item 4.B. of the December 12, 2018 minutes.

Motion to approve the December 12, 2018 minutes: Stevens (1<sup>st</sup>), Kuehl (2<sup>nd</sup>) / approval by voice vote.

**3. PUBLIC COMMENTS**

- Lee and Cheryl Graves spoke in support of the city providing multimodal transportation options. Cheryl said that she cannot and has never been able to drive due to a disability. She said that she is currently reliant on her husband to driver her to and from downtown Madison for work before he goes to work himself. She explained that if he is unable to take her she has no way of getting to work. She also said that weather could make their commuter incredibly difficult. She said that having other options would be very helpful for her.

**4. OLD BUSINESS**

A. None.

**5. NEW BUSINESS**

A. **PROCESS AND SCHEDULE:** Valerius said that that the meeting schedule will soon revert to meeting monthly again.

B. **DISCUSSION OF MOBILITY AND TRANSPORTATION SYSTEMS ISSUES AND OPPORTUNITIES OVERVIEW**

- a. Active Transportation: Valerius explained that the term Active Transportation will be used to describe “people powered” transportation – walking and biking. He then gave a presentation with an overview of existing infrastructure and relevant survey results from the comprehensive plan survey.
- b. Biking on Sidewalks: Valerius explained that Sun Prairie has an ordinance that says people can ride bikes on the sidewalks everywhere except for downtown. Stevens said that she agrees with the policy but is surprised that it exists. Muller said that he agreed with the policy and that an alternative route should be created on Lane Street or Angell Street. Valle said that he thought cycling in the street was safer and that the community should invest in on-street facilities. Stempski said that he agreed that biking on sidewalks downtown doesn’t make sense. Barrett said that cyclists on sidewalks can surprise motorists and lead to collisions. Dettmer said that he would prefer to not have cyclists on the sidewalk but understands that they may have to be unless the network is improved.

Lindsey recommended adopting a complete streets policy to better improve the bicycle network. Semmann said that a complete streets policy was included in the last plan but was not implemented. Kugler provided some examples of complete streets. Hooser said that he feels unsafe as a bicyclist downtown and said that he is against removing bicyclists from sidewalks in residential areas.

Lindsey then recommended that supporting amenities, such as bike racks, be moved to recommended routes to encourage cyclists to take those routes. Others agreed with this idea. Valle mentioned that he believed that there are confusion about the preferred way for cyclists to navigate through roundabouts. Semmann said that there was not a consensus on this amongst engineers. Gritzmacher said that the confusion regarding this and other issues highlight the need for an active transportation plan.

- c. Sidewalks Retrofits: Valerius explained that every new neighborhood since 2005 has been constructed with sidewalks. He then discussed the benefits of sidewalks, the feedback provided in the comprehensive plan survey, and provided an overview of recent sidewalk exemptions.

Hidalgo asked if there were thresholds for exceptions. Veith said that cost is usually the determinant, but that importance to the overall network is also a factor. Kugler said that the policy appears to be subjective and said he would prefer it to be objective. Oppenheimer said that the real question is whether there should be exceptions at all.

Manthey said that she does not want sidewalks in her neighborhood and that there should be exceptions. Schulze agreed. Kuel said that driveway steepness should be the only exceptions. Dettmer asked if it was possible to narrow streets to add sidewalks or if that was already happening under existing policy. Veith said that it does happen and that Engineering sees this as a positive.

Kugler said that if exceptions exist they should be clear and objective. Hooser said that he disagrees and that sidewalks should be installed without exception. Esser said that sidewalks should be installed everywhere, every time, everyplace. He said that he understands exceptions but doesn’t agree with them.

- d. Highway 19 Routing and Congestion:
- e. Transit Service: Gritzmacher provided a brief update about the City’s progress at bringing commuter bus service to Sun Prairie residents. He explained that this would be the first phase of transit in the community and that local routes may come later in the future if the

express route is successful. Valle said that Metro travel times can be incredibly long from East Towne to places on the west side of Madison – sometimes over an hour. He wondered how this would be faster. Gritzmacher said that the Sun Prairie route will have many fewer stops. Sun Prairie to Downtown Madison will be a bit over 30 minutes.

Hooser expressed concern about locating a park and ride along Highway 151. Gritzmacher said that visibility is important to the success of the park and ride. Valerius said visibility increases safety and improves the perception of the park and ride. Manthey said that she would only use a park and ride if it were convenient. Stempski said that he believes that a new park and ride should not be constructed – service should be improved to the existing park and ride.

Valerius said that a discussion of the shared-ride taxi will be deferred to a future meeting.

- f. Elective-Assist Bikes and Scooters: Deferred to a future meeting.
- g. Autonomous and Elective Vehicles: Deferred to a future meeting.

## 6. DISCUSSION OF NEXT MEETING DATE

- A. The next meeting date will be January 30, 2019 at 6:00 pm.

## 7. ADJOURNMENT

- A. Motion to adjourn the January 16, 2019 meeting of the Comprehensive Plan Steering Committee at 8:02 pm by Schulze (1<sup>st</sup>), Stevens (2<sup>nd</sup>) / approval by voice vote.

*Recorder: P. Gritzmacher, Jr.*

*Paul T. Esser - Chairperson  
Jorge Hidalgo  
Drew Kuehl  
John Muller  
Janet Rosseter  
Bryant Stempski  
Angela Thomas*

*Kalvin Barrett  
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**COMPREHENSIVE PLAN STEERING COMMITTEE MEETING ATTENDANCE**

Date: 1-19-2019

<b>Committee Members</b>	<b>Present</b>	<b>Absent</b>
Mayor Paul T. Esser - <b>Chairperson</b>	x	
Kalvin Barrett	x	
Peter Dettmer	x	
Jorge Hidalgo	x	
Don Hooser	x	
Curt Klinkner	x	
Drew Kuehl	x	
Emily Lindsey	x	
Stephanie Manthey	x	
John Muller	x	
Terrell Outlay		x
Dan Presser	x	
Janet Rosseter	x	
Erin Ruth	x	
John Schulze	x	
Bryant Stempski	x	
Theresa Stevens	x	
Angela Thomas	x	
Eder Valle	x	



## GOALS, POLICES AND ACTIONS

### TRANSPORTATION

January 23 DRAFT

#### Steering Committee:

A few items are in bold, red text under each goal. These are the suggested high-priority issues and actions and we will focus on these in our discussion.

Please consider the reference material provided for the January 16 meeting to inform your opinions about what's important and what the plan should address.

-Jason

**GOAL 1: Create Connected, Livable Neighborhoods.** *Provide a multi-modal transportation system that serves all residents in every neighborhood.*

#### **Policies**

1. Promote walkable neighborhoods with connected streets in existing and future sections of the City that provide transportation choices and convenient access to daily activities.
2. Cul-de-sac streets are discouraged in favor of connected streets that offer more transportation flexibility and increased safety in case of an obstructed street.
3. **Continually move toward the implementation of Complete Streets that are safe, convenient and attractive for everyone regardless of age, ability or mode of transportation.**

#### ***What are Complete Streets?***

*Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. A complete street includes sidewalks on both sides of the street and bike lanes in both directions, or equivalent features appropriate to the location.*

4. Require active transportation connections to every development project. Encourage additional amenities such as bike racks, bike repair stands and hydration stations in both development projects and public spaces such as parks, plazas and other public facilities.
5. Identify areas prime for transit oriented development. Create incentives to encourage such development patterns in these areas.

## **Actions**

1. Prepare conceptual neighborhood plans in areas slated for growth prior to development in order to ensure good street connectivity, adequate bicycle accommodations and efficient transit routes.
2. **Create and adopt an Active Transportation Plan with Official Maps for on-street and off-street bicycle facilities.**
3. Reorganize the transportation-related committees and commissions to place equal emphasis on all modes.
4. **Adopt into City ordinance the following policies regarding sidewalks and multi-use paths in lieu of sidewalks, and then enforce that ordinance consistently.**

### **A. Purpose Statement**

1. This ordinance 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 ordinance 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.

### ***What is Active Transportation and how do we plan for it?***

*Active transportation is any self-propelled, human-powered mode of transportation, such as walking and biking.*

*The City can facilitate more active transportation with an **Active Transportation Plan** that identifies and promotes improvements needed throughout the City to make walking and biking safer and quicker as a means of transportation.*

*Such a plan could address:*

- *Designated bike routes*
- *Street design standards for bike routes, including guidance on when to use an off-street, multi-use path*
- *Signage and marking standards*
- *Identification of high-priority sidewalk and trail projects*
- *Outreach and advocacy initiatives to encourage active transportation*

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. 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. All active transportation facilities shall be constructed in accordance with the current edition of the Sun Prairie Standard Specifications.
- D. Required Locations
1. [AD-HOC COMMITTEE RECOMMENDATION] On both sides of all new and reconstructed public streets, including cul-de-sac streets and eyebrows, but excluding the bulb of the cul-de-sac.  
OR  
[COMMUNITY SURVEY RESULTS PREFERENCE] On both sides of all new and reconstructed public streets, except on eyebrows and cul-de-sacs of 500' or less in length, measured from the center of the bulb to the center of the intersecting street.
  2. Along private streets, when it is determined to be in the public interest by the City Engineer (or designee).
- E. Triggering Events
- The following events will result in the construction of sidewalks or multi-use paths:
1. Construction of a new roadway.
  2. Reconstruction of an existing roadway when it involves installation and/or replacement of curb and gutter.
  3. 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.
  4. When determined by the City Engineer and City Planner 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.
  5. 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.
- 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.

**History of the Sidewalk Policy**

*The City previously adopted sidewalk policies by resolution in 1999 and 2003, and as part of the Comprehensive Plan in 2009. The 2003 and 2009 policies included commitments to codify the same language into City ordinance, but that did not occur.*

*The sidewalk policy has been noncontroversial when applied to new development, resulting in sidewalks on both sides of all new streets. The requirement to install sidewalks on both sides of all reconstructed streets has sometimes been opposed by residential property owners. Exemptions have been approved in certain cases, either at staff recommendation due to unusual conditions (typically steep slopes and driveways), or as a Council decision in response to property owner objections.*

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.

**GOAL 2: Link the City to Regional Transportation Networks.** *Link City residents to jobs, services, and other regional amenities through a multi-modal transportation system.*

### **Policies**

1. Work to improve multi-modal transportation connections between the City of Sun Prairie and its neighborhoods and surrounding communities. Integrate local public transit with intercity service and facilities.
2. Maintain the safety and efficiency of regional transportation corridors while also seeking safe and efficient travel within the City for residents.

### **Actions**

Conduct detailed planning for new collector and arterial streets, focusing on streets that provide alternatives for travel through Sun Prairie.

1. Update the Official Map annually.
2. **Work with WisDOT to reroute WIS 19 through the City of Sun Prairie to reduce congestion at the Bristol/Main intersection.**
3. Consider expanding shared-ride transit service to allow trips to begin or end in Windsor and DeForest.
4. Work with Metro Transit to expand transit options in and to the City. This includes both local routes and inclusion in a Bus Rapid Transit (BRT) system if/when it is created.
5. **Build a park-and-ride facility at a location with convenient access and high visibility from USH 151, preferably also near retail and/or restaurants.**
6. Work with neighboring jurisdictions, WisDOT, Wisconsin DNR and other key stakeholders to complete connections in the regional bikeway network.

**GOAL 3: Improve Public Health and Safety Through an Integrated Transportation Network.** *Design, build, and maintain a transportation system that enables people to get where they need to go safely and encourages active lifestyles.*

### **Policies**

1. **Seek to minimize conflicts between motorized and non-motorized traffic through improved street crossings, use of off-street paths or buffered bike lanes on busy corridors, and other means.**
2. Prioritize investments in trails and sidewalks where they will serve the daily transportation needs of residents by improving walking and/or biking access to daily destinations such as jobs, schools, groceries, medical services, and restaurants.
3. Promote and facilitate active transportation for short trips, including maintenance of active transportation facilities to ensure year-round availability.
4. Promote biking as a means of transportation and provide convenient safe-biking training opportunities. The City should conduct routine (e.g. annual or biannual) safety assessments at busy crossings.

5. Manage access to existing and future major arterials (per Sun Prairie’s Official Map) to maintain safety and operational efficiency.
6. Design, build, and operate the City’s transportation system to support timely and safe response to emergencies.
7. Design and retrofit local streets with traffic calming features. In places where speeding and cut-through problems persist on existing streets, consider adding speed tables (extended speed bumps) as a solution of last resort only if other techniques prove ineffective.
8. Collaborate with Sun Prairie Area School District on safe transportation for students, including walking, biking, and bussing, both in the neighborhoods and near each school site.

## Actions

1. Continue to work with Sun Prairie School District to provide bicycle education in grade schools and middle schools every year.
2. Work with the Sun Prairie Area School District to refine bus stop locations with a focus on safety for students.
3. Work with Sun Prairie Moves to support and expand education/encouragement programs that promote safety and encourage all residents to bicycle for commuting and other trips.
4. Collaborate with WisDOT to provide paved shoulders of at least five (5) feet in width on rural highways where appropriate and economically feasible.
5. **Provide enhanced bicycle facilities (e.g., bike lane markings and signage, bicycle detection systems at signals, off-street paths) in key urban arterial corridors, where feasible.**
6. Install trees and other plantings along arterial and collector streets to reduce vehicle speeds and promote community character, with care to preserve visibility near intersections and pedestrian crossings. Consider planting trees in existing central medians along Grand Avenue, Bird Street and S. Thompson Road.
7. Enable winter biking. Develop and implement local policies and practices to clear snow, ice and debris from on-street and off-street bike facilities.
8. Evaluate pedestrian safety improvement needs at major street crossings and implement improvements as opportunities are available.

### ***What is traffic calming?***

***Traffic calming is the use of physical solutions to reduce traffic speeds and/or cut-through traffic with the goal of increasing safety for motorists, bicyclists, and pedestrians. Common methods include:***

- ***Striping Drive Lane Edge:*** Painted solid line to reduce the perceived lane width and separate it from parking or biking space.
- ***Tree-lined Streets:*** Streets with landscaped center medians and/or perimeter trees can affect driver perceptions of lane width, inducing lower speeds.
- ***Speed Display Sign:*** Street sign with radar that displays actual speed and prompts motorists to slow down (via blinking or flashing lights).
- ***Bump-out (bulb-out, neck-downs):*** Curb extensions into the road section (outside travel lanes) that narrows the road and length of pedestrian crossings.
- ***Speed Hump/Lump/Table:*** A vertical device with a raised surface in the road, extending across the road at right angles to the traffic. A “hump” is parabolic in shape over entire road section. A “lump” is a modified hump with no raised section in typical locations for emergency or large vehicles tires. A “table” is an extended hump with a flat section in the raised surface that is typically less jarring than a hump.
- ***Raised Crossing / Intersection:*** Speed table across the entire crossing/intersection.
- ***Raised Median / Crossing Refuge:*** Placement of a raised island in the middle of the roadway to narrow the vehicle travel lanes.
- ***Chicanes and Traffic Circles:*** Features that shift the path of traffic horizontally within the right-of-way. Chicanes do this mid-block and traffic circles do this within intersections.

The recommended short-term solutions in the 2018 West Main Street Traffic Study should be a top priority.

9. Continue to implement a program to identify and repair broken and substandard sidewalks.
10. Identify, prioritize, and implement corridor and intersection projects to improve traffic operations and pedestrian safety on the roadway system. [to be provided in the chapter introduction: residents have identified safety concerns at the intersections of Hoepker/Prairie Lakes, W. Main/Rickel, and WIS 19/Westmount.]

**GOAL 4: Improve Transportation Equity for Sun Prairie Residents.** *Provide facilities and services that enable daily mobility for all residents of any age, ability, race, ethnicity or income.*

### **Policies**

1. Provide convenient, affordable transportation options that enable people of all ages and abilities to access jobs, services and other destinations to meet their daily needs. This should include options for people without access to a personal vehicle.
2. **Improve employment mobility for residents with less access to personal vehicles. Prioritize transit service to areas with higher-density housing and support the creation of transit-oriented development with an affordable housing component.**
3. Ensure that transportation planning processes in the City include and consider the interests of residents who are less likely to participate or more difficult to reach, such as low income, minority, seniors, and disabled people.
4. Seek compliance with the requirements of the Americans with Disabilities Act (ADA) whenever an existing facility is reconstructed.

### **Actions**

1. Prepare and implement ADA compliance plans to retrofit sidewalks in pedestrian-oriented districts and corridors, especially within the downtown.
2. **Implement a successful launch of express transit service to and from Madison, then build on that success to expand service to accommodate more users and transportation needs within Sun Prairie.**

**GOAL 5: Reduce the Environmental Impact of the Transportation System.** *Ensure that the transportation system is designed, built and maintained to conserve existing natural resources, both locally and globally.*

**Policies**

- 1. Consider the use of “green street” principles in new and reconstructed streets to mitigate the stormwater runoff impact of the street.**
2. Leverage new technology, especially intelligent transportation systems, to improve safety and reduce the environmental impact of the City’s transportation system.
3. Promote alternatives to single-occupant vehicle use through strategic investments in alternative transportation, public- and employer-based commuting programs (e.g., Wisconsin’s RIDESHARE program and vanpools) and other similar programs.
4. Consider establishment of a bike rental, bike share or free bike program to encourage biking in Sun Prairie. See Madison BCycle and the Red Bike Program as examples.
5. Monitor and plan for new technologies in future street projects, where appropriate.

**Actions**

- 1. Evaluate the potential impacts of new technologies in street and development projects. For instance, consider the likelihood that ride-hailing services and autonomous vehicles will increase the need for pickup and drop-off space near building entrances.**
2. Review the City’s off-street parking requirements periodically to assess their effectiveness in making efficient use of land for vehicle parking. When appropriate, reduce minimums and consider enacting maximums to avoid excess parking spaces.
3. Provide plug-in outlets for electric vehicles in City parking lots as demand grows.

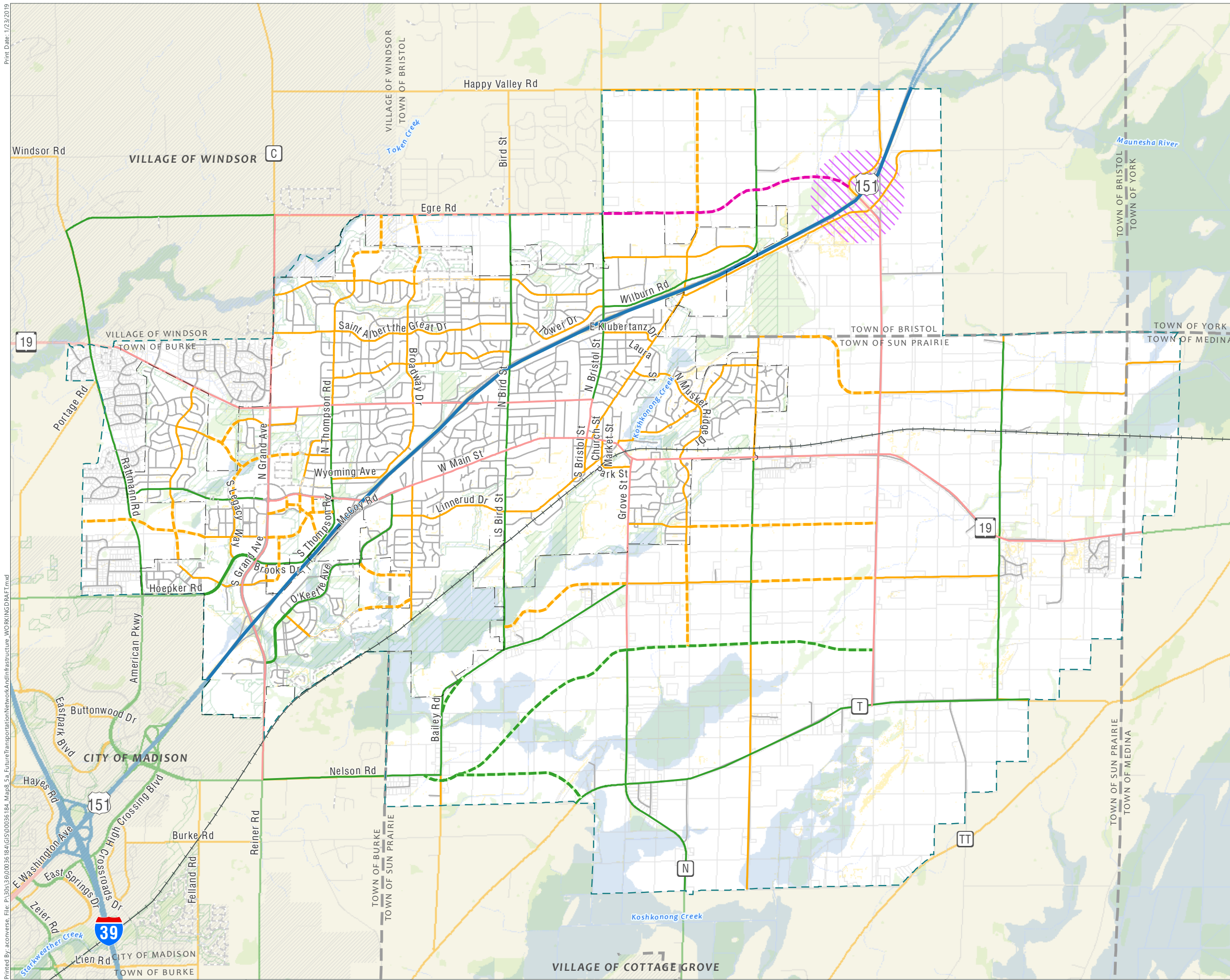
**Green Streets**

*A green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams. (epa.gov)*

*[add picture]*

**Intelligent Transportation Systems**

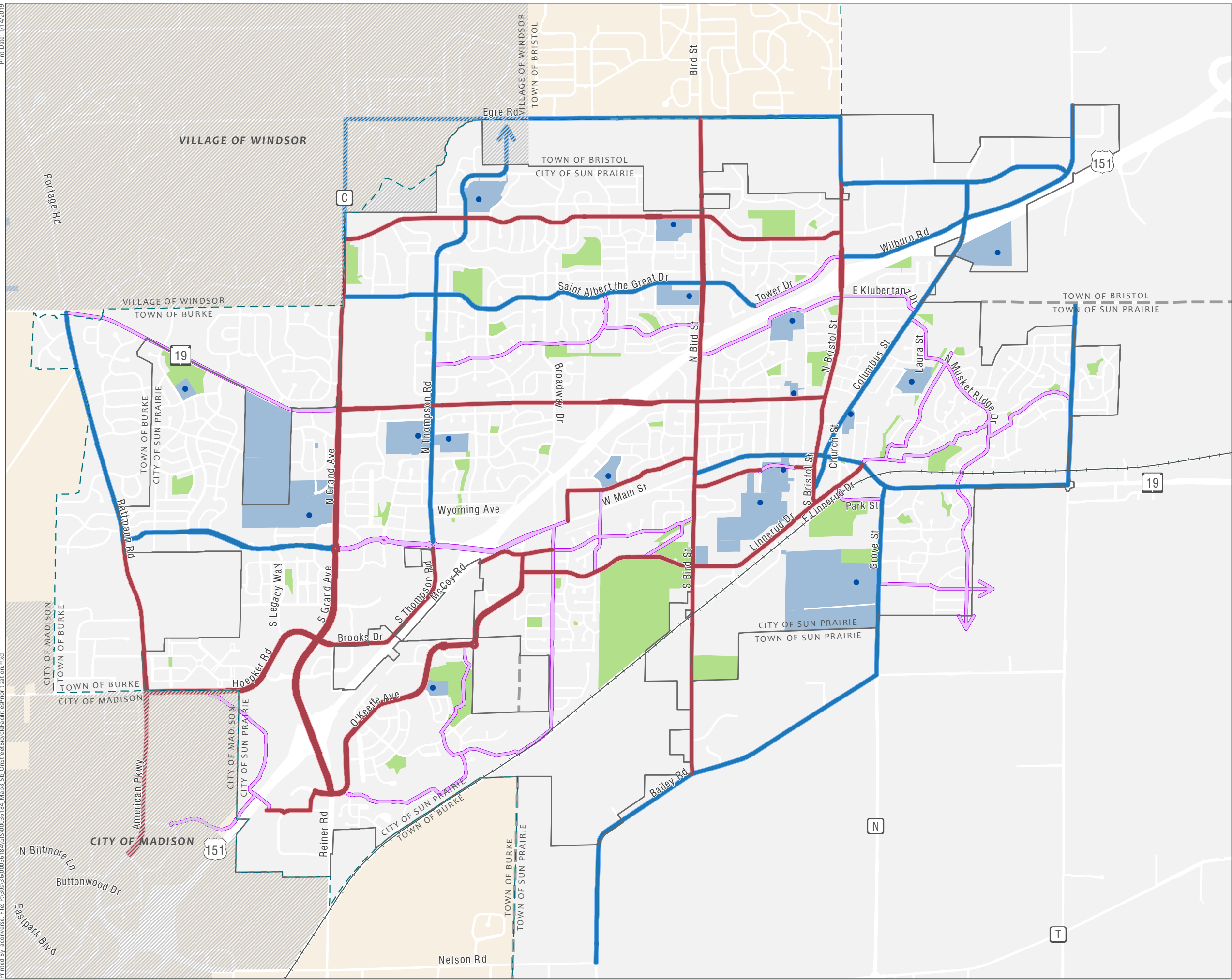
*An Intelligent Transportation System is the application of sensing, analysis, control and communications technologies to ground transportation to improve safety, mobility and efficiency. This could include innovations such as traffic signal coordination, signal prioritization for transit, transit arrival information, traveler message systems, transit arrival information and more.*



# WORKING MAP

## Future Street and Roadway Classification

- 2019 Planning Area
- Outside Planning Area
- City of Sun Prairie
- City/Village
- Town
- Parcels
- Environmental Corridor\*
- Wetlands
- Floodplain
- Steep Slopes (>20%)
- Railroad
- Roadway Functional Class**
- Interstate/Freeways
- Principal Arterial
- Minor Arterials
- Collectors
- Local
- Future Street
- Future Interchange
- Proposed Principal Arterial (80-ft to 120-ft ROW)
- Proposed Minor Arterial (66-ft to 80-ft ROW)
- Proposed Collector (60-ft to 66-ft ROW)



# On-Street Bicycle Facilities Prioritization

- 2019 Planning Area
- City of Sun Prairie
- City/Village
- Town
- Outside Planning Area
- Dedicated Green Space
- School Property
- Railroad
- School
- First Priority On-Street
- Second Priority On-Street
- Route (Off-Street Path or Shared Road)

**On-Street Bike Lane or Marked Shoulder** – A bicycle lane is separated lane on the street for bicyclists. This lane is sometimes shared with parked cars, buses or right turning vehicles.

**Off-Street Multi-Use Path** – Off street paved paths are shared use routes for cyclists, pedestrians, and other non-motorized traffic.

*Data Sources:  
Municipal Boundaries and road names  
provided by Dane County (May 2018).*