Draft Sidewalk Installation Policy

Submitted to Mayor By Alderperson Riley on

May 21, 2020

SIDEWALK INSTALLATION POLICY

I. PREAMBLE

This policy has been implemented to promote pedestrian safety in the City of Stoughton, primarily for children to and from school and to facilitate exercise walking.

II. POLICY STATEMENT

The long-term goal of the City of Stoughton is to install and maintain sidewalks to promote a walkable and safe environment for its citizens. This policy attempts to prioritize the installation of new sidewalks consistent with the goals of the City, and taking into consideration the factors set forth in IV below.

III. ORDINANCE REGULATIONS

A. Ord. 10-2(a)(6)(c) -Requires sidewalks to be installed on vacant lots at the time of development prior to occupancy of the building.

B. Ord. 66-95 -Requires all new subdivisions to have new sidewalks installed on both sides of every street including new subdivisions.

IV. POLICY

A. Any Committee recommending the installation of sidewalks for any street undergoing major reconstruction and/or a new sidewalk installation in older neighborhoods where there are presently not sidewalks, shall consider each of the factors listed below on a cost/benefit analysis prior to recommending any such installation. The Committee shall articulate in writing its conclusion with respect to the cost/benefit analysis of each factor for any recommendation from the Committee to install sidewalks under this section.

1. The level of vehicular and pedestrian traffic for the street where installation is recommended.

2. Environmental concerns, including the loss of mature trees, gardens and green space and the effect of replacing permeable surfaces with impermeable surfaces including, but not limited to, the increase in surface water runoff.

3. Any physical characteristics which would substantially increase the cost of the installation such as the need for retaining walls, the loss of mature trees and adjacent property lot sizes and structures.

4. Budgetary concerns including any factors that increase the cost of the sidewalk installation, the cost to the City of borrowing funds to complete the sidewalk installation and that cost's impact, if any, on the City's general budget.

5. The Committee should also consider the unique characteristics of the neighborhood for proposed sidewalk installation and the wishes of the property owners and neighborhood as articulated at public hearing or via written submissions. These considerations can be addressed via comment as opposed to a cost/benefit analysis.

Any recommendation for the installation of sidewalks under this section shall be submitted to the Council in writing to include the required analysis as set forth in this section.

B. Small sections of local level streets that may be needed to connect existing sections of sidewalk where pedestrian safety needs to be improved or pedestrian volumes are significant.

B. South and East sides of all **collector** traffic level streets within the City limits; or the opposite sides if they will connect existing logical sections of sidewalks.

C. South and East sides of all **local** traffic level streets within the City limits; or the opposite sides if they will connect existing logical sections of sidewalks.

D. North and West sides of all **collector** traffic level streets within the City limits; or the opposite sides if they will connect existing logical sections of sidewalks.

E. North and West sides of all **local** traffic level streets within the City limits; or the opposite sides if they will connect existing logical sections of sidewalks.

F. Repairs to existing sidewalks will continue consistent with our replacement program based on annual funding.

V. COLLECTOR STREETS

North-South collector streets (as defined in Master Plan) include: King Street, Lincoln Avenue, Van Buren Street, Kingslynn Road, Page Street, Division Street, Fourth Street, and Academy Street. East-West collector streets include: Kreideman Drive, Wilson Street, Milwaukee Street, Roby Road, Jackson Street, Forton Street, Jefferson Street, South Street, and Academy Street.

ADOPTED BY THE COMMON COUNCIL: October 13, 1997

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