# 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 new sidewalks on both sides of every street, including cul de sacs. This policy attempts to prioritize the installation of new sidewalks consistent with the goals of the City.

## 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. Both sides of all streets undergoing major reconstruction (i.e. curb and gutter).

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.

C. 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.

D. 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.

E. 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.

F. 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.

G. 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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 **Transportation**: About 86 percent of respondents believe that the City is walkable and safe for pedestrians. When asked to describe opportunities for improvement, many respondents cited a need for speed enforcement on Main Street and Page Street, a lack of vehicles that will stop for pedestrians in crosswalks, concerns that new businesses in Kettle Park West will not be walkable enough, and gaps in the sidewalk network. There were also numerous positive comments about blinking pedestrian crossing installed on Page Street. About 69 percent of respondents believe that the City is bikeable and safe for bicyclists. When asked to describe opportunities for improvement, many respondents cited a need for more bike lanes in the downtown and throughout the City, concerns about safety on USH 51, and the need for both driver and bicyclist education about the rules of the road.

 **Parks and Recreation**: Residents were asked to indicate which of the following types of park and recreational facilities are currently needed to serve City of Stoughton residents. Respondents were asked to choose their top three park facilities, so totals for all options will exceed 100 percent. The most commonly-selected option was public river access for passive activities (e.g., river views, walking trails, riverside seating, outdoor dining, and music performance spaces), with over 47 percent of respondents selecting this option. Other top choices included natural areas such as nature trails, wildlife viewing areas, interpretive centers (40 percent); bicycle and pedestrian facilities (36 percent); and passive community parks (35 percent). Many of those who selected the "Other" category stated a desire for an indoor public pool.

Finally, participants were asked to share their top priorities for the City to address over the next decade. The group developed a list of priorities, and then each person was provided five sticky dots to place next to their preferred priorities. Participants could place as many dots as they would like next to any given priority. The top priorities included attracting jobs for the "new economy," pursuing sustainable growth, expanding redevelopment, developing more bicycle/pedestrian trails, and preserving historic character

### 4. Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are important for a community like Stoughton, where many of the City's primary destinations (e.g., downtown, schools, and parks) are generally within walking or biking distance of one another. These facilities are especially important in Stoughton, where schools are such an important part of the community and where there is a large percentage of older residents

## B. Transportation Goals, Objectives and Policies

***Goal: Provide a safe and efficient transportation system that meets the needs of multiple users in and around the City.***

***Goal: Develop and maintain a comprehensive system of bicycle and pedestrian facilities***
***in the Stoughton area.***

***Objectives:***

a. Ensure that transportation system improvements are coordinated with land development.

b. Provide a quality transportation system for the growth areas identified on the Future Land Use Map that results in safe and convenient access between neighborhoods, employment centers, schools, service centers and recreational centers.

c. Encourage pedestrian-oriented neighborhood designs that support a range of transportation choices as new developments are platted and existing neighborhoods are revitalized.

d. Plan and implement a comprehensive network of sidewalks and bicycle routes in the City that serve neighborhoods, schools, parks, playgrounds and activity centers.
e. Encourage and support regional transit service in Dane County.
f. Coordinate multi-jurisdictional (Village of McFarland; City of Madison; Towns of Dunn, Rutland, Pleasant Springs and Dunkirk; Dane County) and State transportation system improvements in the City's planning area.

***Policies:***

1. Update and enforce the City's Official Map to reserve sufficient rights-of-way for future arterial and collector
streets, pedestrian and bicycle paths, bridges, and commuter rail facilities.
2. Work with WisDOT, Dane County, and surrounding jurisdictions to coordinate land use with future improvements
to USH 51, STH 138, and CTHs A, B and N.
3. Design new or expanded collector roads and an interconnected network of local streets to serve the seven *Planned Neighborhood* growth areas identified on the Future Land Use Map in a manner compatible with adjoining land uses, topography, and natural areas.
4. Require that all future streets in the proposed peripheral growth areas intersect directly across from existing streets.
5. Refine and clarify City policies for requiring sidewalks on new public and private streets.
6. Establish bicycle paths and routes on local streets throughout the community to connect neighborhoods with schools, parks, and shopping. These routes should be identified with appropriate signs.
7. Work with neighboring jurisdictions, Dane County, and the State to coordinate bicycle and pedestrian planning, and planning for potential future alternative transportation corridors such as commuter rail.
8. Work with the Dane County Specialized Transportation Commission to connect providers of additional transportation options to those who require them, such as the elderly, disabled, and children.
9. Coordinate capital improvements programming with the recommendations presented in this *Plan*.

## 6. Expand and Implement Pedestrian and Bicycle Facilities Plan

The City should implement a community-wide pedestrian way and bicycle route system to forward both transportation and recreation objectives. In 2017, the City updated its bicycle plan. These recommendations
are reflected on Map 9. The City should organize its implementation efforts around a continuous sidewalk system, new bike lanes, an expanded multi-use trail network, and providing regional connections.

**Expand Sidewalk System**

The City should require sidewalks on both sides of all existing and proposed collector streets, and on both sides of key routes to schools, parks, and other community facilities with heavy foot traffic. Other sidewalks or paths should be provided within neighborhoods where necessary to maintain relatively direct connections between destinations when they are not available on local streets (e.g., between a residential neighborhood and adjacent shopping area). This is especially important at the ends of cul-de-sacs (see the adjacent

figure). Paths designed exclusively to
serve the neighborhood should be maintained by a homeowners' association as a neighborhood amenity.

The City should also continue to implement pedestrian improvements in the downtown, along the USH 51 corridor throughout the community, and in the Redevelopment and Rehabilitation Areas recommended in this *Plan* (see Map 7). The City should ensure that all pedestrian crossings at major intersections are properly designed to provide maximum safety to those crossing these streets. Pedestrian access should be carefully considered during site plan reviews and all new development projects should be required to accommodate the needs of pedestrians, bicyclists, and the physically challenged.