



**COMMUNITY SAFE ROUTES COMMITTEE**

**Monday, October 17, 2022, 6:00PM**

Meeting will be held in-person.

Council Chambers, City Hall

75 N Bonson Street, Platteville, WI

- 1) Call to Order
- 2) Approval of Minutes: September 19, 2022 meeting
- 3) Citizen Comments, Observations, & Petitions
- 4) Old Business
  - a. Grant Updates
    1. TAP Planning Grant (Grant enclosed)
    2. DNR Trail Grants (verbal)
- 5) New Business
- 6) Adjourn

If attendance requires special accommodation, please contact (608) 348-9741, ext. 2238



## Minutes

Prepared by Howard Crofoot, 10/10/2022

CSRC Attendees: Cindy Tang, Danica Larson, Eileen McCartney, Jason Artz, Robin Fatzinger, Maureen Vorwald

CSRC Not Present: One vacancy

Staff Attendees: Howard Crofoot, Adam Ruechel

1. Call to Order at 6:00 pm by Cindy Tang
2. Approval of Minutes: August 15, 2022 meeting: Motion to approve as written by Robin, second by Danica. Motion passed unanimously.
3. Citizen Comments, Observations, & Petitions:
  - a. Division & Chestnut: There was a citizen concern that a person in a wheelchair cannot get from Division Street to a grocery store. A map review showed that there appears to be ways to get to McGregor Plaza via sidewalks. If the person has a specific issue, we would like to know.
  - b. Rountree Commons: There are continued concerns about the signed but unpainted crosswalk mid-block between Rountree Commons and the parking lot on the east side of South Chestnut Street. The Committee would like City staff to coordinate with the UW-Platteville Real Estate Foundation for a cost share agreement to install sidewalk from Rountree Commons to the existing sidewalk at Harrison.
  - c. Reddy Drive near Manoj Drive: There was a concern that vehicles are speeding in this area. Howard said he would notify the PD and ask them to consider relocating a speed board in this area.
4. Old Business:
  - a. Grant Updates:
    1. TAP Planning Grant: Howard said staff had a preliminary meeting with Troy Maggied of Southwest WI Regional Planning Commission. It was very preliminary since the State has not returned the signed contract. The Committee would like to have a meeting with Southwest WI Regional Planning Commission also. Howard cautioned that this is not wise until the agreement is

- signed. The Committee asked that the grant submission be included in the packet for the October meeting.
2. DNR Trail Grants: The DNR is tentatively awarding two each 50/50 grants for the Moundview Park Trail and the Main Street Connector Trail. Since the DOT did not award TAP grants, the City or other fundraising bodies would have to come up with the roughly \$1.9 million match, or reduce scope. The focus has been on the Moundview Park Trail. Staff developed options to reduce the scope and got the costs down to just over \$500,000 for each party – not including the roaster pile repairs. Committee members think there should be other funding sources for roaster pile remediation. Interested parties are working to get meetings with DNR and DOT to review grant submissions and to see if the DNR can delay their October 14 deadline.
  3. Review of Sidewalk Map: There were general questions about the map, including the possible Casey's development.
- b. 2023 – 2027 CIP (plan) approval and budgeting (verbal): Howard and Adam spoke about the passage of the 2023 – 2027 Capital Improvement Plan (planning document) as the basis for the upcoming 2023 budget. Street projects are unknown due to no news about the Surface Transportation Program Urban and Local (STP-U and STP-L) grant requests. The CIP document assumes tht the grant funding will happen and the earliest these projects will happen will be in 2024. Adam said that the Common Council will have a Special Meeting on October 4 to discuss the 2023 Capital Budget and which projects will likely be funded.
5. New Business – None.
  6. Adjourn at 6:47 pm, motion by Robin, second by Jason. Motion passed unanimously.



**WisDOT FFY 2022-2023 BIL Supplemental**  
**Transportation Alternatives Program (TAP) Application**  
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

Complete and submit this application if you meet one or both of the following criteria:

- Applicant seeking funds for a non-infrastructure Safe Routes to School (SRTS) programming project
- OR**
- Applicant seeking funds for a non-infrastructure planning study (Including SRTS planning)

This is a **non-infrastructure-only solicitation**. Design/construction proposals **will not be evaluated** in this solicitation.

**Project Applicant and Application Type**

**Select one and only one box to describe the geographic population area.** Please note that project applicants will compete against other sponsors within these population areas.

**Geographic Population Area**

- Area with population Less than 5,000
- Area with population Between 5,000 and 50,000
- Area with population Between 50,000 and 200,000
- Area with population Greater than 200,000

**Name, Location of Public Sponsor and Sponsor Type:**

Project Sponsor: **City of Platteville**

Sponsor Type (Check appropriate box):

- School District
- City     Village     Town     County
- Regional transportation authority
- State or federal natural resource/public land agency
- School district or school(s)
- Non-Profit entities responsible for administration of local transportation safety programs
- Tribal Nation

Project Title: **City of Platteville Bicycle and Pedestrian Plan**

Describe location, boundaries and length of the project: **The plan will address the entire city, 6.18 sq. miles.**

County: **Grant**

Street Address of Project (if located on a highway or road): **N/A**

## Project Contacts

<b>Primary Public Sponsor Agency Contact Information:</b>			
Name: <b>Howard Crofoot</b>	Title: <b>Public Works Director</b>	Street Address: <b>75 N. Bonson St./P.O. Box 780</b>	
Phone: <b>(608)348-9741</b>			
Municipality: <b>Platteville</b>	State: <b>WI</b>	Zip: <b>53818</b>	
E-mail: <b>crofooth@platteville.org</b>			
<b>Secondary Public Sponsor Agency or Private Organization Contact Information (if applicable):</b>			
Organization / Agency Name:			
Name:	Title:	Street Address:	Phone : ( ) -
Municipality:	State: <b>WI</b>	Zip:	
E-mail:			
<b>Head of the Local Public Sponsor Agency or Private Organization Contact Information:</b>			
Organization / Agency Name: <b>City of Platteville</b>			
Name: <b>Adam Ruechel</b>	Title: <b>City Manager</b>	Street Address: <b>75 N. Bonson St./P.O. Box 780</b>	Phone : <b>(608) 348-9741</b>
Municipality: <b>Platteville</b>	State: <b>WI</b>	Zip: <b>53818</b>	
E-mail: <b>citymanager@platteville.org</b>			

## Project Activity

<b>TAP Eligibility Category:</b>
Indicate which <b>ONE</b> of below categories <u>best</u> identifies the proposed project:
<input type="checkbox"/> Safe routes Planning Study Projects For applicants who do not have an existing SRTS plan or who seek to update planning documentation.
<input type="checkbox"/> Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities) <b>NOTE:</b> Applicants proposing a project within the SRTS eligibility category <b>MUST</b> complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.
<input checked="" type="checkbox"/> Other (Describe in Summary)

**Project Summary** (400 words or less). Please copy and paste your response from a Word Document. Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The City of Platteville is seeking funding to complete a community-wide bicycle and pedestrian plan which will include a section that updates the 2009 Safe Routes to School Plan. The scope of work for the plan will include collecting and mapping crash data and sidewalk and crosswalk locations; mapping the student population; reviewing the 2009 Safe Routes to School Plan; reviewing and mapping existing sidewalks and identifying gaps and risk areas; community engagement to identify community interest and concerns; identifying the City's long range bicycle and pedestrian vision; and identifying potential routes and recommendations for future pedestrian and bicycle infrastructure including field verification and coordination with the City Engineer, and if time allows, landowners. The plan will also explore options for developing a bike/pedestrian loop that circumnavigates and connects the city. The completed Bicycle and Pedestrian Plan will guide the City's development and investment in

active transportation infrastructure that provides safe and efficient alternatives to car travel; improves accessibility; and increases connectivity for non-motorized travel. Active transportation benefits public health, the environment, and the local economy. The Platteville Community Safe Routes Committee (CSRC) supports the project, and the Common Council is scheduled to read and vote on the resolution of support for the Bicycle and Pedestrian Plan in June 2022.

## Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
  - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
  - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of public parks, schools, libraries, public transit, employment and/or retail centers, and residential areas. The project improves low-income access to transit, jobs, education, and essential services.
- SAFETY** -
  - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
  - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
  - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
  - High level of parental concern documented in survey data.
  - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
  - Children are walking but application shows that unsafe conditions exist.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

## Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes  No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM August 5, 2022**.

## Existing Facilities & Projects that Impact the Proposed Project

County/State/Federal-Highway Proximity

Is your project location within 1,000 feet of a highway facility  Yes  No

Are students who walk or bike to school crossing /walking parallel to a highway?  Yes  No

Is the proposed project location in an area with known safety issues?  Yes  No

If yes, specify: \_\_\_\_\_ and (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits?  Yes  No

If yes, specify: *Choose an item.*

If yes, does the project physically cross a rail facility?  Yes  No

Owner of Rail Facility:

## Miscellaneous Issues

**Other Concept Notes:** Provide any additional relevant project information that has not been covered in another section of the application.

## School Demographics

**What are the name(s) and demographics for each school affected by the proposed program or project?**

**Optional:** Alternatively, SRTS project applicants may submit a narrative response detailing school demographics provided that all fields below are answered in such attachment.

School name: **See Attachment** School population:                      Grades of students at school:

Estimated number of students currently walking to school (if known):

Estimated number of students currently biking to school (if known):

Does the school have any policies related to walking or biking?

Distance eligibility for riding a bus:                      Number of children not eligible for busing:

Number of students eligible for busing because of a hazard situation:

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

Percentage of students eligible for free or reduced-cost school meals:

Community(s) served by school:                      Community(s) population:

## CONFIDENTIAL INFORMATION

Complete the table below for the appropriate fiscal years of the application. In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

### Application Cost Estimate

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT for consistency with current practices and approaches. Also, WisDOT may revise estimates in these categories due to the complexity of the project or other factors.

**For SRTS Programing Projects:** Use the following categories to describe programing activities:

**Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

**Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings , and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

**Encouragement** – Using events and activities to promote walking and bicycling.

**Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).



**SRTS Programming Projects**  
**Schedule Preference:**  FFY 2022  FFY 2023

For this one-time solicitation, applicants are invited to consider one of the following SRTS program packages as a high-level guide. Project cost breakdown percentages estimates are provided below for your convenience. Using these percentages, provide your own fiscal estimates in the table below

- Education-Emphasis: 70% Education, 20% Encouragement, 10% Evaluation
- Highway-Safety Concerns: 40% Education, 50% Enforcement, 10% Evaluation
- Outreach and Tracking-Emphasis: 30% Education, 35% Encouragement, 35% Evaluation
- Build your own; Complete table below:

	Total Funding	Federal (80%)	Local (20%)
<b>Education:</b>	\$	\$	\$
<b>Encouragement:</b>	\$	\$	\$
<b>Enforcement:</b>	\$	\$	\$
<b>Evaluation:</b>	\$	\$	\$
<b>Other:</b> (If you are unsure whether activities are considered eligible, include them here and in your cost detail estimate)	\$	\$	\$
<b>Total Cost Estimate</b>	\$	\$	\$

**Planning Studies:**  
 Standard Planning Studies **OR**  SRTS Planning Projects:  
 FFY 2022  FFY 2023  
**Total Planning Study Cost** (round to next \$1,000) **\$46,000**

**Narrative Response**

Provide a narrative response attachment answering questions 1 through 6, making sure to provide information in response to each sub-question. Please limit the response to three (3) double-spaced pages, using a **minimum 11-point font size and a 1-inch margin.**

**1. PROJECT DESCRIPTION AND OVERVIEW.**

This is the summary from page A-3 of the application. The summary is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It should be brief. Limited to about 400 words.

**2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT**

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project’s priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/bike audits, parent surveys and data on crashes that support the selection of this project. Provide data that supports the selection of your project.

### 3. PROJECT UTILITY & CONNECTIVITY

#### For Planning Projects

Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

#### For Safe Routes to School Programming Projects

Will the project get a higher percentage of children walking and biking to school? Project addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues

### 4. Project Benefit

Describe the benefits likely derived from the proposed project, this description should correspond to the project benefit section on page A-3.

*NOTE: A TAP projects should contribute to a community benefit. Projects that contributes to more than one benefit or have significant impact on a particular benefit will receive more points.*

### 5. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete street's ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

## Key Program Requirements Confirmation

Please confirm your understanding of the following project condition by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

**WisDOT will deem ineligible any application that does not provide confirmation to this section.**

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.

- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. \*\*\*For 100% locally-funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.

- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Please confirm your understanding of the following project condition by typing your name, title and initials at the bottom of this section. A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.

I confirm that I have read and understand project conditions (a) through (o) above:

Name: Adam Ruechel

Title: City Manager

Accepted (please initial here): AR

### Fiscal Authorization and Signature

Application prepared by a consultant?  Yes  No

If yes, consultant information and signature required below.

Consultant Company Name: \_\_\_\_\_ Company Location (City, State): \_\_\_\_\_

**Consultant Signature** (electronic only): \_\_\_\_\_

**Date:** \_\_\_\_\_

**NOTE:** On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

**a.)** uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

**b.)** uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

**In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsin.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-3>**

Sponsor Agency: **City of Platteville**

Contact Person: **Adam Ruechel**  
Designee)

(Note: must be Head of Government or

Title: **City Manager**

Address: **75 N. Bonson St./P.O. Box 780, Platteville, WI 53818**

Telephone: **(608)648-9741 ext. 2222**

Email: **citymanager@platteville.org**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below is confirming that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

**Application and Attachments Checklist**

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on June 3, 2022**, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: maximum of **three double-spaced** pages, **11-point font size with 1-Inch margins**
- Cost Estimate Detail as required in the **'Project Costs and Dates'** section of this application
- If available, a **local resolution of support** for the proposed project
- Non-Profit Entities Only:** A resolution ratified by "Secondary Municipal Agency" listed on page A-2, certifying the Non-Profit as "Responsible for administration of local transportation safety programs"
- School Demographics Information (Page A-7)
- Description of Existing Planning Efforts (400 words or less)
- Up to **three pages** of additional attachments (photos, letters of support, etc.)

**FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.**

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

**1. PROJECT DESCRIPTION AND OVERVIEW.** Limited to about 400 words.

The City of Platteville is seeking funding to complete a community-wide bicycle and pedestrian plan which will include a section that updates the 2009 Safe Routes to School Plan. The scope of work for the plan will include collecting and mapping crash data and sidewalk and crosswalk locations; mapping the student population; reviewing the 2009 Safe Routes to School Plan; reviewing and mapping existing sidewalks and identifying gaps and risk areas; community engagement to identify community interest and concerns; identifying the City's long range bicycle and pedestrian vision; and identifying potential routes and recommendations for future pedestrian and bicycle infrastructure including field verification and coordination with the City Engineer, and if time allows, landowners. The plan will also explore options for developing a bike/pedestrian loop that circumnavigates and connects the city. The completed Bicycle and Pedestrian Plan will guide the City's development and investment in active transportation infrastructure that provides safe and efficient alternatives to car travel; improves accessibility; and increases connectivity for non-motorized travel. Active transportation benefits public health, the environment, and the local economy. The Platteville Community Safe Routes Committee (CSRC) supports the project, and the Common Council is scheduled to read and vote on the resolution of support for the Bicycle and Pedestrian Plan in June 2022.

**2. Project Planning & Preparation & Local Support:**

A major goal of the CSRC is to establish a well-organized and interconnected community wide bike and pedestrian trail system. The CSRC is a committee of the City of Platteville that includes representatives from the school district, Common Council, Parks and Public Works Departments and community members. The mission of the Community Safe Routes Committee is to formulate a plan that includes safe routes for bicyclists and pedestrians to access our schools and churches, parks and recreation areas, and retail shopping areas. The CSRC meets monthly, initiates and reviews bike and pedestrian projects, and addresses bicycling and pedestrian concerns.

Other community planning documents also show strong support for multimodal transportation. One of the five goals of the 2019 Parks and Recreation Master Plan is to, "Develop a high-quality system of multi-use trails and bicycle and pedestrian corridors that connects to regional trails and provides access to public

facilities, neighborhoods, and businesses.” In the Transportation section of the 2013 City and Town of Platteville Comprehensive Plan<sup>1</sup>, three of the six goals and several objectives relate to coordinating transportation planning, providing a variety of safe and efficient transportation choices, transportation accessibility, and/or multimodal transportation; specifically providing connections, improving walkability, and offering viable alternatives to car travel. In a survey conducted as part of the Plan update, respondents overall agreed that additional bike and walking paths (71%) should be created throughout the City and 65% of respondents agreed that the Platteville walking/biking trail system should be expanded.

**3. Project Utility & Connectivity:** The Bicycle and Pedestrian Plan would provide a guide for the City as it works to improve connectivity and active transportation options. The City is working to add three new trail segments on the east side of the city, but there are few designated bike routes or paths connecting the southern and western parts of the city. In particular, the plan will look at safe crossings of Lancaster Street (Hwy 81) and Water Street (Hwy 80). The Plan will explore options and make recommendations to develop a connected network of sidewalks, trails, bike lanes, and paths that connect all parts of the community and improve safety and accessibility.

**4. Project Benefits:** Providing multimodal transportation options delivers health, safety, environmental, economic, and accessibility benefits that improve livability and quality of life. Active transportation options enable people to walk or bike to their everyday destinations. The CDC recommends 150 minutes of moderate aerobic exercise or 75 minutes of intense activity weekly for adults and at least 60 minutes of activity daily for children. Regular physical activity improves overall health, reduces the incidence of chronic disease, controls weight, and improves mental health and mood. Bike routes, sidewalks, and trails provide ideal environments for physical activity.

Sidewalks and trails, particularly paved trails, improve accessibility, safety, and support Platteville’s inclusion, diversity, and equity efforts—including the 2019 Parks and Recreation Plan objective to “Ensure that all parks and trails are ADA accessible.” The Bicycle and Pedestrian Plan will consider accessibility issues and will help ensure that future active transportation infrastructure provides for the needs of all residents.

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<sup>1</sup> [www.platteville.org/sites/default/files/fileattachments/community\\_development/page/340/comprehensive-plan-update.pdf](http://www.platteville.org/sites/default/files/fileattachments/community_development/page/340/comprehensive-plan-update.pdf), pgs. 53-54

Studies show that walkability and bikeability benefit the economy by increasing property values, lowering transportation costs, decreasing wear and tear on city streets, and attracting businesses, residents, and visitors. COVID-19 has demonstrated that many workers are able to work from home and can choose where they live, making quality of life an important factor. Additionally, by providing a plan to increase multimodal transportation options, the project may help reduce air pollution and greenhouse gas emissions as more people choose to walk or bike rather than drive.

Increasing transportation choices and efficiency has a significant effect on how people move around their community. When on foot or bike, people interact more with their neighbors and studies show people want to live in communities where people know and care about each other; where they can connect to the community and feel part of something. Having a Bicycle and Pedestrian Plan will provide the guidance the City needs to facilitate these connections that develop a sense of place, build community, create social capital, and improve overall quality of life and livability.

**5. History of Sponsor Success, Deliverability & Commitment to Multimodal:** The City of Platteville has a strong history of delivering projects on time and within budget. The City worked with the Platteville Community Arboretum and other organizations to complete the \$1.7 million project to pave and light the 3.1 mile Rountree Branch Trail in 2017; successfully completed a 2009/2010 ARRA project on Chestnut Street/Markee Avenue that installed the first roundabout in the county and included a paved bike/ped path under the bridge; worked with WisDOT on the 2006 STH 81 reconstruction and the 2012 STH 80 reconstruction; and was a partner on the Mound View Trail project between Platteville and Belmont.

The City's commitment to multimodal transportation can be seen in the recent Bus. Hwy 151 project which includes a paved path along the length of Bus. Hwy 151 and improvements to pedestrian crossings at three locations. Other multimodal projects include the 0.8-mile paved path on Eastside Road connecting to Southwest Health and the Industrial Park, and the addition of more than 2,000 feet of sidewalk, 1 mile of multi-use path, and 3,100 feet of bike lanes in the past 10 years. There is strong public support for improved pedestrian and bicycling facilities. The Platteville Common Council is scheduled to read and vote on the resolution of support in June 2022 and the City is ready to start the project as soon as funds are available.



2023 Platteville Trails Project Cost \$45,500.00	Project Hours			Travel	Supplies & Materials	Hours per Phase	Cost per Phase
	Director	Senior	GIS Specialist				
	\$83.60	\$61.79	\$51.79				
<b>I. Initial Data and Mapping</b>	16.00	16.00	80.00	0.00		112.00	\$6,469.62
<b>Cost</b>	\$1,337.54	\$988.62	\$4,143.46	\$0.00	\$0.00		
1.1 Data Collection and Analysis	8.00	8.00	40.00			56	\$3,234.81
1.2 Mapping and identification of risks, commuters, etc.	8.00	8.00	40.00			56	\$3,234.81
<b>II. Community Engagement</b>	16.00	56.00	52.00	0.00		124.00	\$8,490.94
<b>Cost</b>	\$1,337.54	\$3,460.15	\$2,693.25	\$0.00	\$1,000.00		
2.1 Identification of City's Plans	8.00	16.00	40.00			64	\$3,729.12
2.2 Community survey, public meeting, etc	8.00	40.00	12.00		\$1,000.00	60	\$4,761.83
<b>III. Field Verification and Remote Sensing</b>	48.00	180.00	136.00	718.28		364.00	\$22,595.03
<b>Cost</b>	\$4,012.62	\$11,121.92	\$7,043.88	\$416.60	\$0.00		
3.1 Field work to determine feasibility, identify alignment	16.00	40.00	40.00			96	\$5,880.81
3.2 Coordination with engineer	8.00	20.00	16.00			44	\$2,733.23
3.3 Meet with landowners	8.00	60.00	0.00	500.00		568	\$4,666.08
3.4 Liaise with land trust on easement opportunities	8.00	40.00	40.00	218.28		306	\$5,338.64
3.5 Mapping of field work and data	8.00	20.00	40.00			68	\$3,976.27
<b>VI. Plan Writing and Adoption</b>	16.00	36.00	46.00	0.00		98.00	\$7,944.41
<b>Cost</b>	\$1,337.54	\$2,224.38	\$2,382.49	\$0.00	\$2,000.00		
6.1 Plan drafting review, and final development	8.00	20.00	30.00		\$2,000.00	58	\$5,458.34
6.2 Plan adoption	8.00	16.00	16.00			40	\$2,486.08
<b>TOTAL</b>	\$8,025.23	\$17,795.08	\$16,263.09	\$416.60	\$3,000.00	<b>698.00</b>	<b>\$45,500.00</b>

## **Platteville School District School Demographics**

### **School name: Neal Wilkins Early Learning Center**

School Population: 215

Grades of students at school: Pre-K to Kindergarten

Estimated number of students currently walking to school (if known): unknown

Estimated number of students currently biking to school (if known): unknown

Does the school have any policies related to walking or biking? Yes, Policy/Rule 458 Platteville School District Wellness Policy and Rule (<http://ppswi.us/www.platteville.k12.wi.us/district/board/policies/458-458%20Rule%20PSD%20Wellness%20Policy.pdf>)

Distance eligibility for riding a bus: More than 2 miles

Number of children not eligible for busing: Only tracked at the district level, 1,100 for the district.

Number of students eligible for busing because of a hazard situation: Only tracked at the district level, 100 for the district.

Percentage of students living within one mile of the school: Not tracked

Percentage of students living within two miles of the school: Only tracked at the district level, 73% for the district.

Percentage of student eligible for free or reduced cost school meals: 39.5%

Community served by school: Greater Platteville region, including the City of Platteville and townships of Platteville, Clifton, Ellenboro, Harrison, Lima, Paris, and Smelser

Community population: City of Platteville, 11,764; Platteville School District, 15,598

### **School name: Westview Elementary School**

School Population: 417

Grades of students at school: 1-3

Estimated number of students currently walking to school (if known): unknown

Estimated number of students currently biking to school (if known): unknown

Does the school have any policies related to walking or biking? Yes, Policy/Rule 458 Platteville School District Wellness Policy and Rule

Distance eligibility for riding a bus: More than 2 miles

Number of children not eligible for busing: Only tracked at the district level, 1,100 for the district.

Number of students eligible for busing because of a hazard situation: Only tracked at the district level, 100 for the district.

Percentage of students living within one mile of the school: Not tracked

Percentage of students living within two miles of the school: Only tracked at the district level, 73% for the district.

Percentage of student eligible for free or reduced cost school meals: 45.1%

Community served by school: Greater Platteville region, including the City of Platteville and townships of Platteville, Clifton, Ellenboro, Harrison, Lima, Paris, and Smelser

Community population: City of Platteville, 11,764; Platteville School District, 15,598

**School name: Platteville Middle School**

School Population: 456

Grades of students at school: 5-8

Estimated number of students currently walking to school (if known): unknown

Estimated number of students currently biking to school (if known): unknown

Distance eligibility for riding a bus: More than 2 miles

Does the school have any policies related to walking or biking? Yes, Policy/Rule 458 Platteville School District Wellness Policy and Rule

Number of children not eligible for busing: Only tracked at the district level, 1,100 for the district.

Number of students eligible for busing because of a hazard situation: Only tracked at the district level, 100 for the district.

Percentage of students living within one mile of the school: Not tracked

Percentage of students living within two miles of the school: Only tracked at the district level, 73% for the district.

Percentage of student eligible for free or reduced cost school meals: 48.2%

Community served by school: Greater Platteville region, including the City of Platteville and townships of Platteville, Clifton, Ellenboro, Harrison, Lima, Paris, and Smelser

Community population: City of Platteville, 11,764; Platteville School District, 15,598

**School name: Platteville High School**

School Population: 464

Grades of students at school: 9-12

Estimated number of students currently walking to school (if known): unknown

Estimated number of students currently biking to school (if known): unknown

Distance eligibility for riding a bus: More than 2 miles

Does the school have any policies related to walking or biking? Yes, Policy/Rule 458 Platteville School District Wellness Policy and Rule (attached)

Number of children not eligible for busing: Only tracked at the district level, 1,100 for the district.

Number of students eligible for busing because of a hazard situation: Only tracked at the district level, 100 for the district.

Percentage of students living within one mile of the school: Not tracked

Percentage of students living within two miles of the school: Only tracked at the district level, 73% for the district.

Percentage of student eligible for free or reduced cost school meals: 37.7%

Community served by school: Greater Platteville region, including the City of Platteville and townships of Platteville, Clifton, Ellenboro, Harrison, Lima, Paris, and Smelser

Community population: City of Platteville, 11,764; Platteville School District, 15,598

### **City of Platteville Description of Existing Planning Efforts**

The City of Platteville incorporates multimodal transportation planning into many aspects of city planning. The 2019 Parks and Recreation Master Plan includes a section on trails and paths. One of the five goals of the Plan is to, “Develop a high-quality system of multi-use trails and bicycle and pedestrian corridors that connects to regional trails and provides access to public facilities, neighborhoods, and businesses.” Three of the six goals and several objectives in the Transportation section of the 2013 City and Town of Platteville Comprehensive Plan relate to coordinating transportation planning, providing a variety of safe and efficient transportation choices, transportation accessibility, and/or multimodal transportation; specifically providing connections, improving walkability, and offering viable alternatives to car travel

([www.platteville.org/sites/default/files/fileattachments/community\\_development/page/340/comprehensive-plan-update.pdf](http://www.platteville.org/sites/default/files/fileattachments/community_development/page/340/comprehensive-plan-update.pdf), pgs. 53-54).

The City of Platteville Community Safe Routes Committee is tasked with formulating a plan that includes safe routes for bicyclists and pedestrians to access our schools and churches, parks and recreation areas, and retail shopping areas. The Committee meets on the third Monday to the month and seeks to formulate a well-organized and interconnected community wide bike and pedestrian trail system. In November 2021, the committee updated the Sidewalk and Trails Plan. The committee works with the Planning Commission, Public Works and Parks and Recreation Departments, and the Common Council to proactively plan for safe, efficient active transportation and to address safety and other concerns.

The City is currently working to develop three multimodal trails in the city – the Mound View Park Trail Connector, the Main Street Connector, and the Southeast Rail Corridor Trail. The City’s commitment to multimodal transportation can be seen in the recent Bus. Hwy 151 project which includes a paved path along the length of Bus. Hwy 151 and improvements to pedestrian crossings at three locations. Other multimodal projects include the 0.8-mile paved path on Eastside Road connecting to Southwest Health and the Industrial Park, and the addition of more than 2,000 feet of sidewalk, 1 mile of multi-use path, and 3,100 feet of bike lanes in the past 10 years. There is strong public support for improved pedestrian and bicycling facilities. The Platteville Common Council is scheduled to read and vote on the resolution of support in June 2022 and the City is ready to start the project as soon as funds are available.

May 31, 2022

Wisconsin Department of Transportation  
Transportation Alternatives Program  
Supplemental Grant Round

Dear TAP Grant Review Committee,


I am writing on behalf of Platteville School District to express support for the City of Platteville's TAP application for Platteville Bicycle and Pedestrian Plan.

The Platteville Schools are particularly interest in the Safe Routes to School section of the Plan. The District's Wellness Policy recognizes that nutrition and physical activity influence a child's development, health status, well-being, and potential for learning. The Policy encourages students (and staff) to incorporate 60 minutes of physical activity in their normal, daily routine, such as walking/biking instead of driving to school and participating in physical activities. The Safe Routes section will aid in school efforts to encourage physical activity and ensure safe travel to our schools.

The District is also interested in promoting quality of life in the community and making Platteville an even better place to live, work, go to school, and play. Improving the walkability and bikeability of the community will add to the many other quality of life improvements happening in the community.

The Platteville School District supports the City of Platteville's applications for TAP funding for bicycle and pedestrian planning. We look forward to a safer pedestrian and bike experience for our students and staff, their families, and all residents of Platteville. Thank you for your consideration.

Sincerely,



Jim Boebel, Superintendent



May 31, 2022

Wisconsin Department of Transportation  
Transportation Alternatives Program BIL Supplemental

Dear TAP Grant Review Committee,

I am writing on behalf of Platteville Community Safe Routes Committee (CSRC) to express our support for the City of Platteville's TAP application for a city-wide Bicycle and Pedestrian Plan. The purpose of the CSRC is to formulate a plan that includes safe routes for bicyclists and pedestrians to access our schools and churches, parks and recreation areas, and retail shopping areas and to help develop a well-organized and interconnected community wide bike and pedestrian trail system.

The public engagement, data gathering, and mapping that are part of the proposed plan will provide valuable information that the committee does not currently have access to. The CRSC has been working to create a safe bicycle and walking loop that circumnavigates the city. The proposed plan will help identify the best route for this loop and determine if an off-road loop is feasible. The completed Bicycle and Pedestrian Plan will help guide our efforts to promote active transportation and create safe, efficient, connections throughout the community.

The Platteville Community Safe Routes Committee strongly supports the City of Platteville's applications for TAP funding and urges you to support this multimodal transportation planning project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Cindy Tang". The signature is written in a cursive, flowing style.

Cindy Tang, Chairperson  
Community Safe Routes Committee