



2024 Platteville Bike & Pedestrian Plan



As of 04/02/2024



STAFF

Troy Maggied

Executive Director

Misty Molzof

Assistant Director

Austin Coppernoll

GIS Planner

Jaclyn Essandoh

GIS Specialist

Kate Koziol

Economic Development Specialist

Bryce Mann

Administrative Assistant

Jacob Nelson

Research Analyst

Cory Ritterbusch

Associate Planner

Alyssa Schaeffer

Assistant Planner

Ellen Tyler

Community Resiliency Planner

COMMISSIONERS

Grant County

Bob Keeney*

Eileen Nickels

Jerry Wehrle

Green County

Jerry Guth*

Jody Hoesly

Erica Roth

Iowa County

John Meyers*

Carol Anderson

Todd Novak

Lafayette County

Jack Sauer*

Raymond Spellman

Richland County

Marty Brewer*

Melissa Luck

Ray Schmitz

** denotes County Board Chair*



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

P.O. Box 262, Platteville WI 53818

p: 608.342.1636 • f: 608.342.1220

e: info@swwrpc.org, www.swwrpc.org

Table of Contents

Executive Summary.....	2
Introduction	3
Planning Process	3
Bike and Pedestrian Goals	4
Success from Past Plan.....	5
Current Conditions	6
Demographics	6
Infrastructure	8
Connection to Regional Trails	9
Ordinances	14
Traffic and Crashes.....	14
Community Engagement Responses	19
Need Analysis	22
Recommendations	24
Policies	24
Projects	31
Top Priorities.....	36
Other Recommendations.....	53
Implementation	62
Appendices.....	64
Glossary.....	64
Infrastructure Application.....	68
UWP Southwest Road Capstone.....	71

Executive Summary

Over time, the United States has become an increasingly vehicle-oriented nation, and rural communities are no exception. Utilizing alternative transportation methods can be scary, or even dangerous, due to a lack of sufficient infrastructure for pedestrians and cyclists. This plan serves as a guide for the City of Platteville's future investment in active transportation infrastructure to help ensure that all residents have safe and accessible routes for walking, running, and biking. Platteville's existing bike and pedestrian system is quite extensive with over 50 miles of sidewalk and over 12 miles of trails. Platteville's sidewalks and trails are also connected to several regional trails that allow for more extensive recreation. Through seven focus groups and an open house, residents were able to share their interests and concerns for the bike and pedestrian system. Many residents expressed their appreciation for the extensive sidewalks and the well-maintained trails, but several areas for improvement were also shared. At a broad policy level, Platteville should implement the following recommendations:

1. As speed limits and daily traffic numbers increase, so too should the options for active transportation. Local streets could have sidewalks on one side or neither side. Collectors should have sidewalks or sidepaths on at least one side. Major and minor arterials should have sidepaths on both sides.
2. The city should follow Federal Highway Administration guidelines to identify the types of active infrastructure to use. Local roads could include yield roadways, sharrows, bike lanes, and sidewalks. Collectors may include bike lanes, sidewalks, and sidepaths. Arterials should include sidepaths.
3. The city should track the year and number (crosswalks, ADA ramps, safety signs) or miles (sidewalk, trails, sidepaths, bike lanes, sharrows) of infrastructure installed. 2024 or 2025 data should be used as a baseline to set installation goals for future years.

Resident comments paired with a need analysis form the specific project recommendations within the plan. The following eight recommendations were identified by the need analysis and prioritized based on the volume of comments from residents:

- Create a safe trail crossing at Highway 80 just south of Business 151
- Complete the trail along Business 151
- Add a Rectangular Rapid-Flashing Beacon (RRFB) at Lancaster Street and Camp Street
- Add an ADA compliant mid-block crosswalk on Mineral Street between Water and Oak
- Add a crosswalk and RRFB at Water Street and Lewis Street
- Complete the sidewalk on Hickory Street from Cedar to Camp
- Extend the sidewalk along Southwest Road from UWP Lot 28 to Southwest Lane
- Expand the trail system to create both an internal and external loop

The city should continue to apply for Wisconsin Department of Transportation grants to fund both sidewalk and trail projects. The proposed projects and their timelines can be adjusted to take advantage of grant funding opportunities as they arise. Projects should also be incorporated into the city's annual budget both alongside and independent from street or utility projects. Organizations such as the Platteville Community Arboretum (PCA) will also be vital to help maintain the trails, raise private funds for trail expansions, and work with land owners to secure easements for long-range goals. The City of Platteville's bike and pedestrian system has many strengths that can be expanded upon to ensure that all residents have transportation options for both daily commuting and general recreation.

Introduction

In a vehicle-oriented world, walking and biking in some communities can be quite challenging. However, through this plan, the City of Platteville is continuing its efforts to provide safe and accessible routes for cycling and walking.

The purpose of this plan is to:

1. Identify the city’s long-range bicycle and pedestrian vision
2. Update the 2009 Safe Routes to School Plan
3. Map crash data, sidewalk and crosswalk locations, and the student population (under 18 and UWP)
4. Identify gaps and risk areas
5. Identify community interests and concerns
6. Identify potential routes and recommendations for future pedestrian and bicycle infrastructure
7. Explore options for developing a bike and pedestrian loop around the city’s perimeter

This plan will guide the city’s development and investment in active transportation infrastructure that provides safe and efficient alternatives to car travel, improves accessibility, utilizes traffic calming measures, promotes climate resiliency, and increases connectivity for non-motorized travel.

Planning Process

Bike and pedestrian safety have been a priority in Platteville for several decades, as evidenced by the community’s committee devoted to the topic. In September of 2008, the existing Sidewalks Committee was renamed the Community Safe Routes Committee (CSRC). Upon renaming, the following purpose was established for the committee:

The mission/purpose 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 Committee seeks to formulate a well-organized and interconnected community wide bike and pedestrian trail system.”

The committee is composed of seven members - one member appointed by the Platteville Area School District, one member from the Platteville Community Arboretum (PCA), one member who serves on the Common Council, and four members who may have knowledge in public safety, medical/health expertise, and/or real estate development. The 2024 CSRC members are listed in Table 1. Southwestern Wisconsin Regional Planning Commission (SWWRPC) worked closely with CSRC throughout the development of this plan.

Table 1: 2024 Community Safe Routes Committee Members

Committee Member	Distinction
Jason Artz	Council Representative
Howard Crofoot	Staff Liaison, Public Works Director
Robin Fatzinger	PCA Representative
Danica Larson	Regular Member
Paul Malischke	Regular Member
Eileen McCartney	Regular Member
Cindy Tang	Regular Member
Maureen Vorwald	School Representative

The City of Platteville was awarded the Wisconsin Department of Transportation (WisDOT) 2022-2023 Transportation Alternatives Program grant which allowed for the completion of this bike and pedestrian plan.

Alongside collaboration with CSRC, SWWRPC conducted seven focus groups with community members and attended one township meeting to foster discussion between the city and the township. The community engagement events are shown in Table 2. Throughout the focus groups, 94 community members engaged in the planning process including Jenor Tower residents; school teachers and administrators; seventh and eighth grade students; University of Wisconsin-Platteville students, staff, and faculty; Taskforce for Inclusion, Diversity, and Equity; PCA committee members; seniors; and cyclists and trail users. The Platteville Township meeting engaged the five town board members and the town patrolman. A public open house was held on December 14 to allow community members to provide additional feedback on proposed recommendations.

Table 2: Planning Process Community Engagement

Event	Date	# of Attendees
Jenor Towers Focus Group	October 4	15
Platteville Township Meeting	October 9	5
Platteville Schools Focus Group	October 19	8
UWP Focus Group	October 19	9
Taskforce for Inclusion, Diversity, Equity Focus Group	October 23	10
Seniors Focus Group	October 27	9
Cyclist & Trail User Focus Group	November 2	19
Middle School Focus Group	November 15	24
Public Open House	December 14	21

On January 31, 2024, a Class 1 public notice was published in the Platteville Journal to inform residents and stakeholders that a draft of the Bike and Pedestrian Plan was available for review for the next 30 days. The plan was posted to the city website for public review. Following the 30-day notice, the city Plan Commission held a public hearing on March 4, 2024 to hear comments and suggestions related to the draft plan. On April 1, 2024, the Plan Commission took action to recommend the City Common Council adopt the plan. The Common Council adopted the Bike and Pedestrian Plan on April 23, 2024.

Bike and Pedestrian Goals

Platteville’s 2013 Comprehensive Plan¹ serves as a guide for long-term growth and development in the city and township. The overall vision statement for Platteville begins with:

*The Platteville community is a **safe, accessible** place with a small town atmosphere that values open space, education, recreation, culture, and **wellness** for all its citizens...*

While the overall vision statement ties to transportation, the vision statement specifically for transportation is:

*Create a **safe and accessible multi-modal** transportation network for all users.*

¹ The City of Platteville. (2013). *2013 City and Town of Platteville Comprehensive Plan*. Retrieved from <https://www.platteville.org/cd/page/2013-city-and-town-platteville-comprehensive-plan>.

This vision statement includes a number of goals and objectives including the following:

- Objective 2.1: Develop and maintain a coordinated and balanced transportation system that provides a variety of **choices** among transportation modes, including vehicle, public transit, air travel, bicycle, and pedestrian.
- Objective 2.3: Provide for a continuous and **interconnected** bicycle route and trail network that is viable, convenient, and **safe**, and a system that will encourage both **commuter** and **recreational** bicycling.
- Objective 3.2: Strive to assure that individuals of all ability levels have access to transportation **choices** that, at minimum, provide **access** to basic life needs, and that ideally allow for a healthy, **active** lifestyle.

This plan will view cycling and pedestrian activities from a lens of both commuters and recreational users with safety, accessibility, and wellness as key focal points.

Success from Past Plan

Platteville has made great progress toward implementing recommendations from the 2009 Safe Routes to School plan.² Some of the successes include:

- The CSRC continues to meet to address walking and biking concerns. Efforts have expanded beyond a K-8 audience to include parks, senior centers, subdivisions, and more.
- Bike parking requirements were added to the zoning ordinance and later modified to require types of racks that support a bicycle at two points of contact.
- Sidewalk requirements were added to the zoning ordinance for projects involving new subdivisions and new or expanded buildings. The Common Council must seek input from CSRC before allowing an exception to the sidewalk requirement.
- Crosswalks were added to many of the intersections identified by the 2008 Neighborhood Audits.
- A bike lane was added along Ridge Avenue and on Chestnut Street near the southern city boundary.
- The Platteville Optimists continued to host the Bike Rodeo event for many years. The Platteville Library also hosted a Community Bike Ride at Mound View Park in 2023.
- The Moving Platteville Outdoors initiative was launched in 2014 with the goal to pave and light the Rountree Branch Trail throughout the city. With support from the city, community members, PCA, Building Platteville, and the Platteville Community Fund, the project was fully funded. The project was completed in 2016.
- Sidewalks or multi-use trails were added throughout the city including surrounding Smith Park, along the north sections of Elm Street and Water Street, Camp Street just east of Lancaster Street, and along Business 151 from Water Street to Mineral Street. Sidewalks were also replaced in combination with street projects.

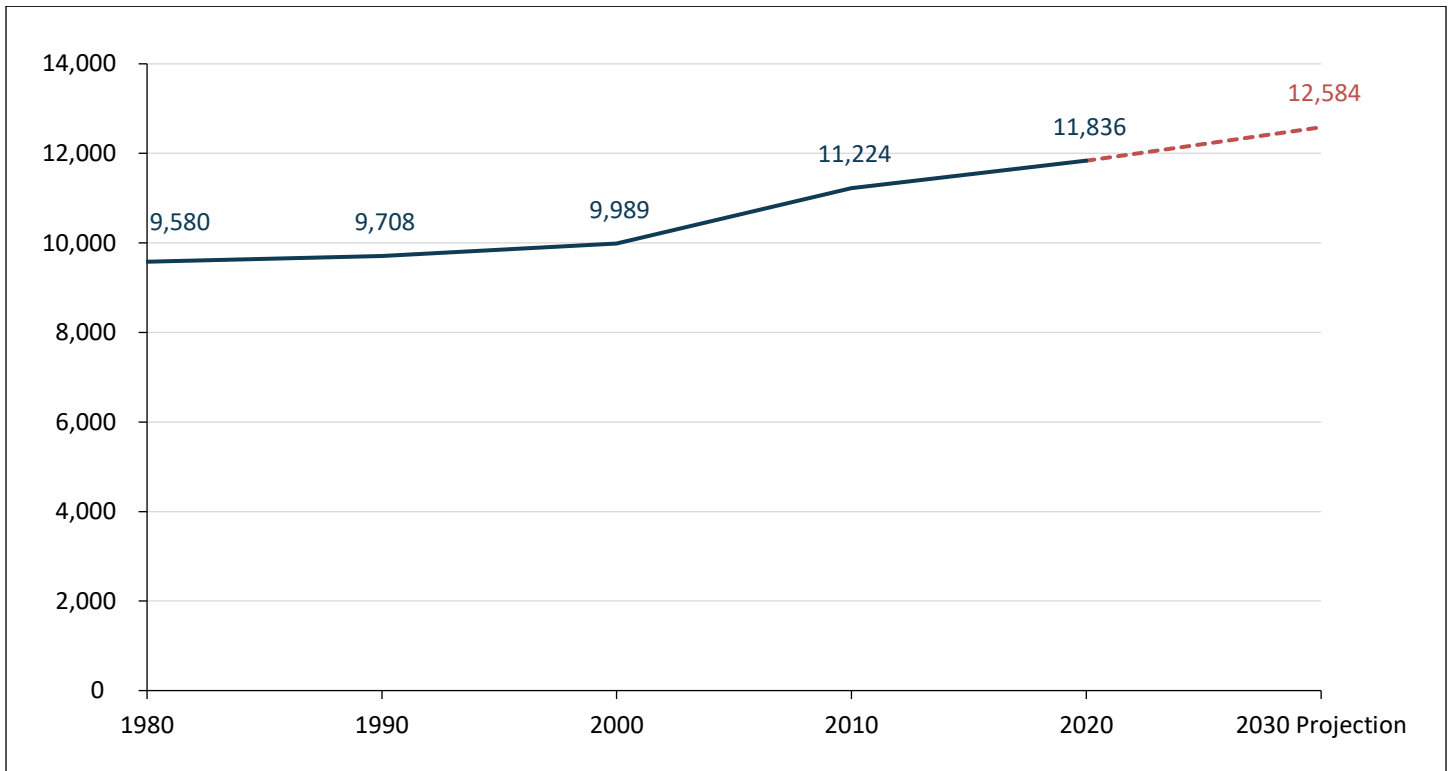
² City of Platteville. (2009). *Safe Routes to School Plan 2009*. Retrieved from <https://www.platteville.org/bc-csrc/page/safe-routes-school-plan-2009>.

Current Conditions

Demographics

The City of Platteville is a small community in southwest Wisconsin with a population of 11,836 according to the 2020 Decennial Census.³ This is up 5.5% from the 2010 Census. The population is projected to continue increasing to 12,584 by 2030 (Figure 1). Platteville is home to the University of Wisconsin-Platteville (UWP) which saw a fall 2022 enrollment of 6,200 students, including both in-person and distance education.⁴ Some of the students are included in the decennial census estimates. The presence of UWP creates a relatively unique population pyramid for the community (Figure 2). While many rural communities are experiencing an aging population, 45.9% of Platteville’s population is age 15 to 24. These population dynamics are important to consider when assessing where community members most frequently walk and bike. Other important population demographics are shown in Table 3. Also of note, WisDOT estimates that at least 40% of Platteville’s population does not drive a car.⁵

Figure 1: Population 1980-2030 (1980-2020 Decennial Censuses, SWWRPC projections)



³ U.S. Census Bureau. (2020). Race, 2020 Decennial Census. Retrieved from <https://data.census.gov/table?q=platteville+wisconsin+2020+population&tid=DECENNIALPL2020.P1>.

⁴ University of Wisconsin Platteville. (2022). *Students*. Retrieved July 5, 2023, from <https://catalog.uwplatt.edu/undergraduate/about-uwplatteville/students/>.

⁵ State of Wisconsin Department of Transportation. (2022). *Non-Driver ArcGIS Online Application*. Retrieved from <https://wisconsin.gov/Pages/projects/multimodal/nd.aspx>.

Figure 2: 2020 Population (2020 Decennial Census)

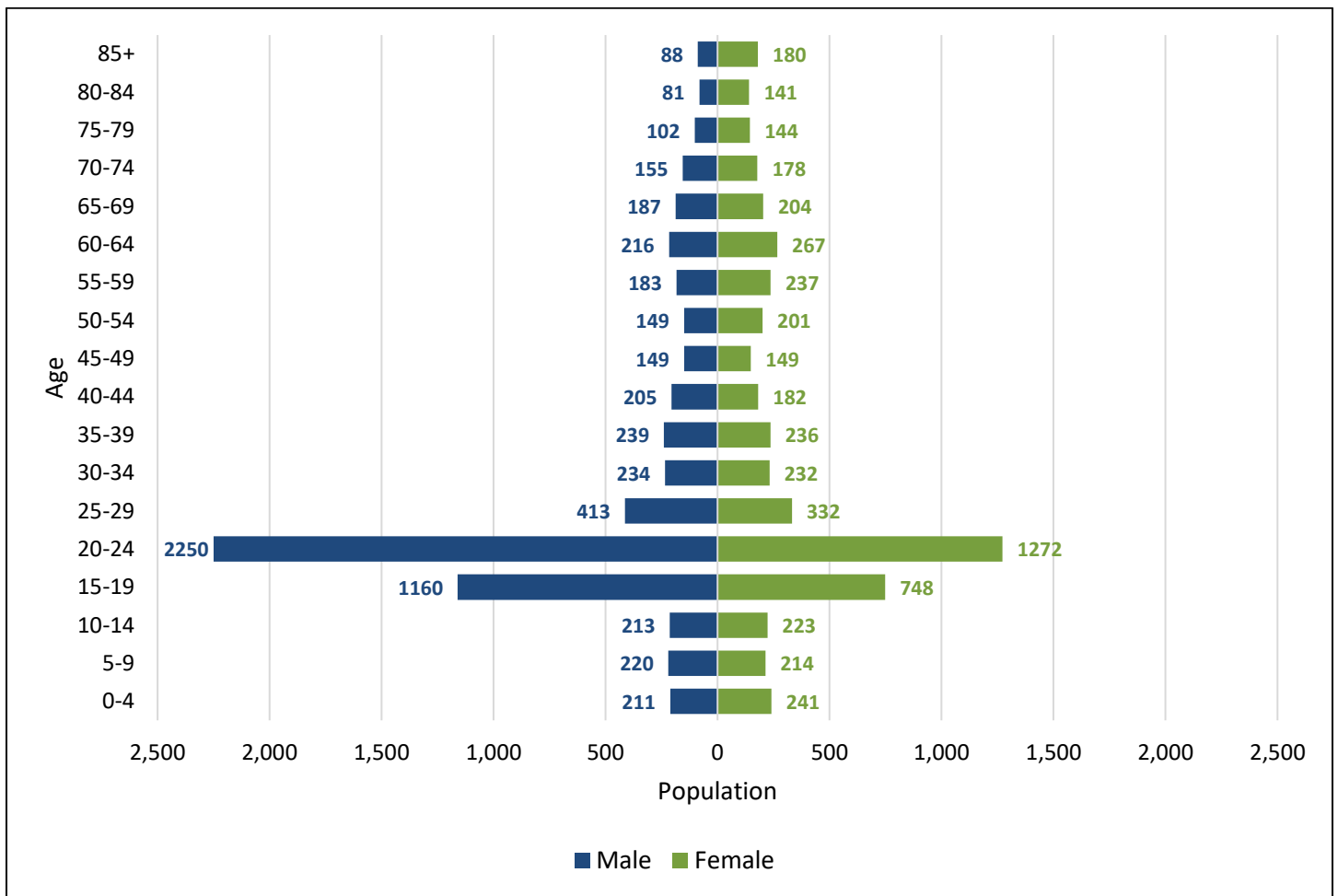


Table 3 (2017-2021 ACS Five-Year Estimates)

Demographics	Platteville	Grant County	Wisconsin
Population	11,774	52,210	5,871,661
Median Age	22.8	36.2	39.6
Average Household Size	2.29	2.46	2.39
Gender			
Male	55.1%	52.0	50.0%
Female	44.9%	48.0	50.0%
Median Household Income	\$46,858	\$58,289	\$67,080
Families Below Poverty Level	25.6%	13.6%	10.7%
Education Level (25 years and over)			
High School Diploma or Higher	95.8%	92.3%	92.7%
Bachelor's Degree or Higher	28.9%	23.9%	30.3%
Race			
White	92.2%	95.6%	83.3%
Black or African American	3.3%	1.6%	6.3%
Asian	2.9%	0.9%	2.8%
Two or More Races	1.5%	1.4%	2.2%

Infrastructure

As of October 2023, the city had the following bike and pedestrian infrastructure (not including lighting or all signage):

- 53.4 miles of **sidewalks and park sidewalks** (excluding crosswalks and street crossings)
- 60.2 miles of **streets**
 - 15.3 miles of streets with sidewalks on **both sides**
 - 20.4 miles of streets with sidewalks on **one side**
 - 24.5 miles of streets with **no sidewalks**
- 12.7 miles of **multi-use trails**
 - 9.8 miles of **paved** multi-use trails
 - 2.9 miles of **unpaved** multi-use trails
- 222 **crosswalks**
- 683 ADA **curb ramps**
- 42 **bus stops** with 4 distinct **routes**
- 0.25 miles of **sharrow markings** along Main Street
- 0.79 miles of **bike lane** along Ridge and Chestnut Avenues
- 5 **rectangular rapid flashing beacons (RRFBs)**
 - Highway 151 and Staley Avenue, Main Street and Center Street, Ullsvik Hall, Markee Avenue and Southwest Road, Southwest Road and UWP Lot 28



Figure 3: RRFB at Southwest Road and UWP Lot 28

Figure 4 shows the location of sidewalks in Platteville including proximity to amenities. Platteville's downtown and streets directly adjacent to downtown have full sidewalk coverage. Nearly all of the streets have sidewalks on both sides, allowing residents to access grocery stores, restaurants, and other businesses downtown. In general, as the distance from downtown increases, the sidewalk coverage decreases. Streets with heavier traffic tend to have sidewalks on at least one side, but neighborhoods on the edge of the city are typically lacking any sidewalk. For example, the neighborhood on the south side near Harrison Park has no sidewalks despite the park and access to the Rountree Branch Trail. Neighborhoods along and surrounding Ridge Avenue are also missing sidewalks. Business 151 has some sidewalk or sidepath coverage, but there is a significant gap between Eastside Road and Insight Drive and west of Water Street. The industrial park is also lacking coverage.

Figure 5 shows the frequency of housing for UWP students by census block. The student housing locations are based off of data from 2013 to 2018. Similar to Figure 4, students who live closer to downtown or near streets with heavier traffic tend to have more sidewalk access to get to UWP. Students living along Ridge Avenue, near Harrison Park, in Fox Ridge Apartments, or in other locations on the edge of the city, may have little to no sidewalk access near their homes.

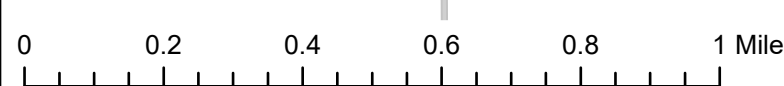
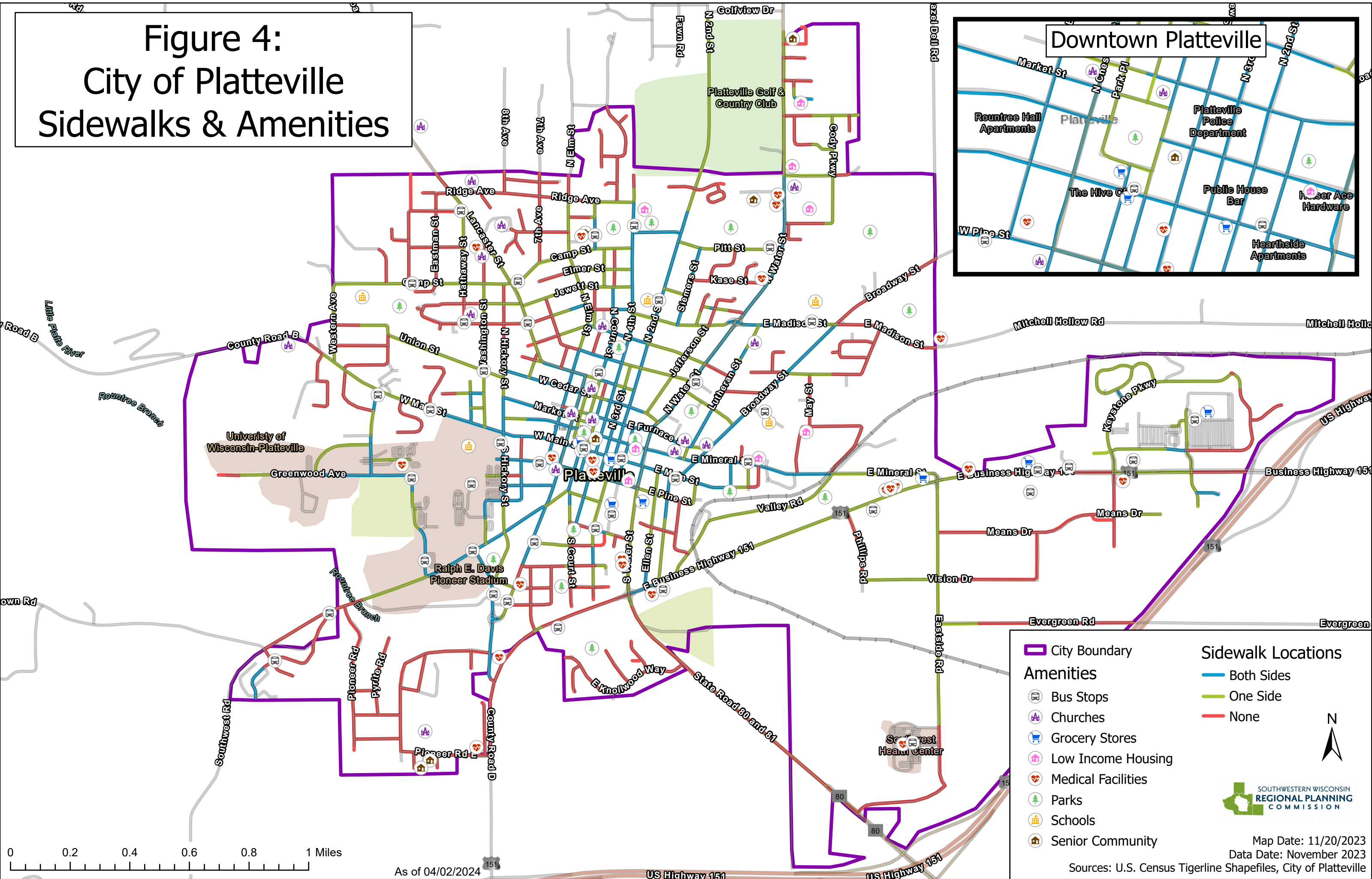
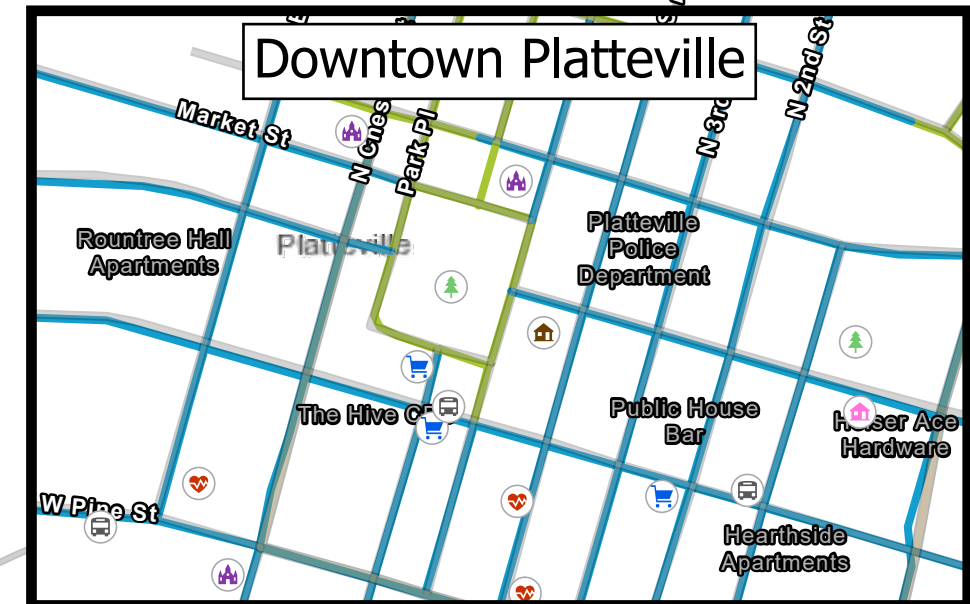
Figure 6 shows the multi-use trails and whether they are paved or not. Of the multi-use trails in the city, 77% are paved and 23% are unpaved. The north-south Mound View trail and a portion of the trail near UWP are unpaved. The city is working on paving the north-south Mound View trail using DOT grant funding. The project will take on three phases with the first from the Rountree Branch trail to Madison Street, the second from Madison Street to Broadway Street, and the third from Broadway to Fairfield Drive. Phase one is set to begin

in 2024 with the other two phases dependent on securing additional DOT funding. The city also has one trail from the skate park to the dog park that is labeled as “unimproved”. This trail is neither paved nor limestone gravel like the other unpaved trails. Rather, the trail is a grassy, dirt path.

Connections to Regional Trails

The State of Wisconsin contains a number of regional bike trails or routes including 28 loops that are identified by Cycle Southwest Wisconsin (Figure 7). Three of the loops connect directly to Platteville and present opportunities for further connection and expansion. Platteville’s trail system also connects to the Mound View State Trail. In Belmont, the Mound View State Trail becomes the Pecatonica State Trail.

**Figure 4:
City of Platteville
Sidewalks & Amenities**



As of 04/02/2024

City Boundary	Both Sides
Bus Stops	One Side
Churches	None
Grocery Stores	
Low Income Housing	
Medical Facilities	
Parks	
Schools	
Senior Community	

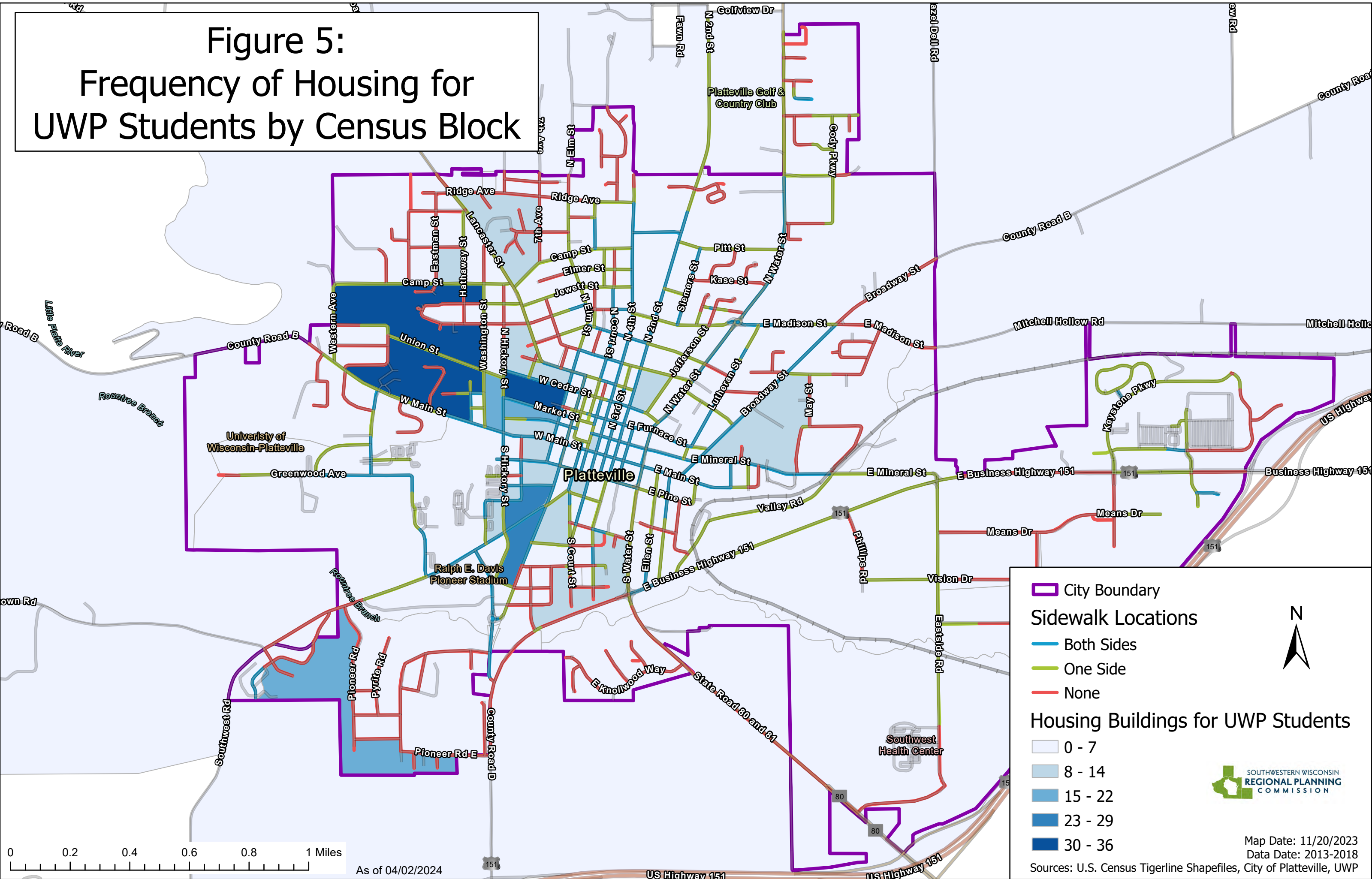
Sidewalk Locations

N



Map Date: 11/20/2023
Data Date: November 2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

**Figure 5:
Frequency of Housing for
UWP Students by Census Block**



City Boundary
 City Boundary

Sidewalk Locations
 Both Sides
 One Side
 None

Housing Buildings for UWP Students
 0 - 7
 8 - 14
 15 - 22
 23 - 29
 30 - 36

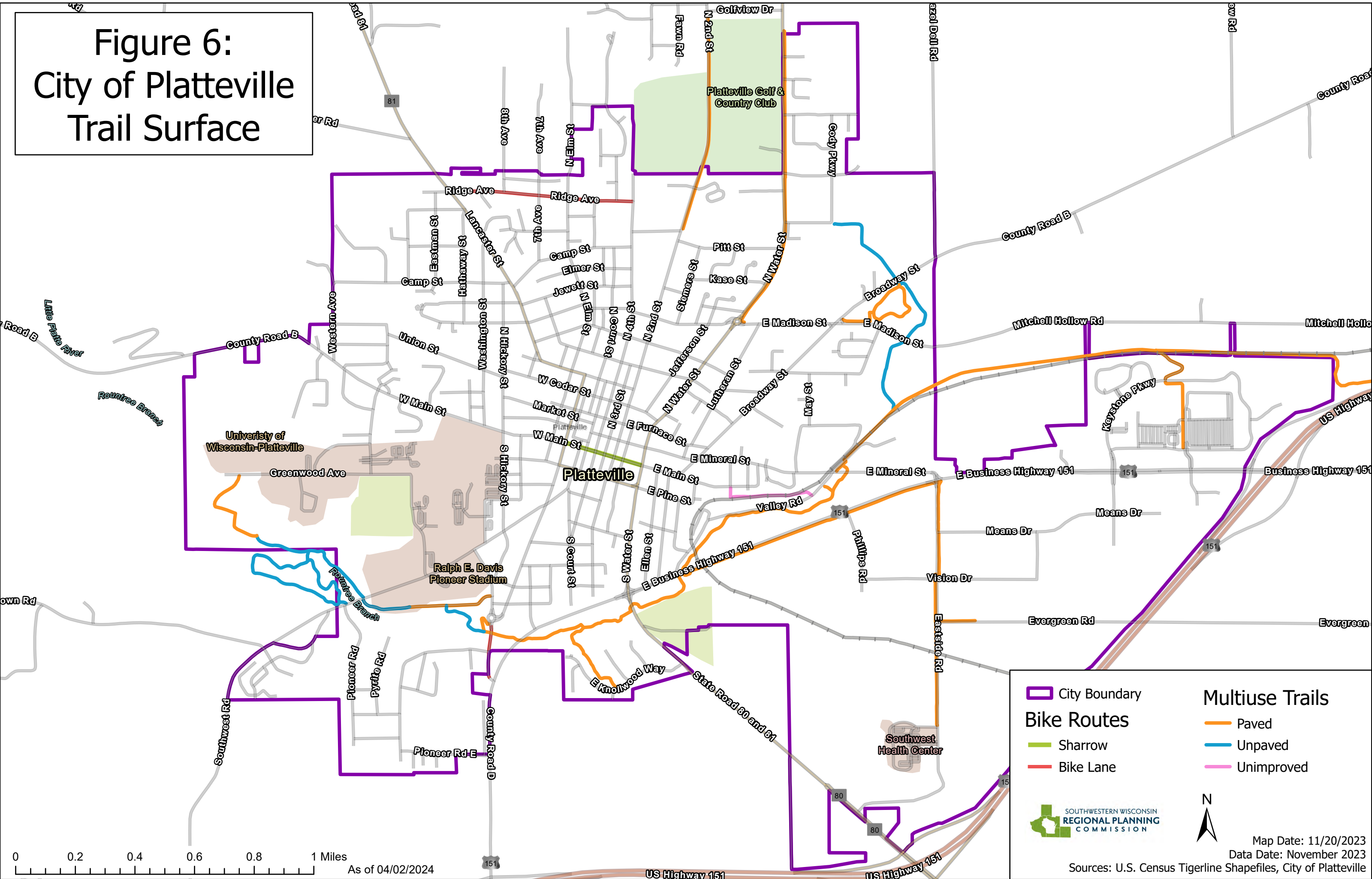
Southwestern Wisconsin Regional Planning Commission

Map Date: 11/20/2023
 Data Date: 2013-2018
 Sources: U.S. Census Tigerline Shapefiles, City of Platteville, UWP

0 0.2 0.4 0.6 0.8 1 Miles

As of 04/02/2024

**Figure 6:
City of Platteville
Trail Surface**



City Boundary	Multiuse Trails
Bike Routes	Paved
Sharrow	Unpaved
Bike Lane	Unimproved

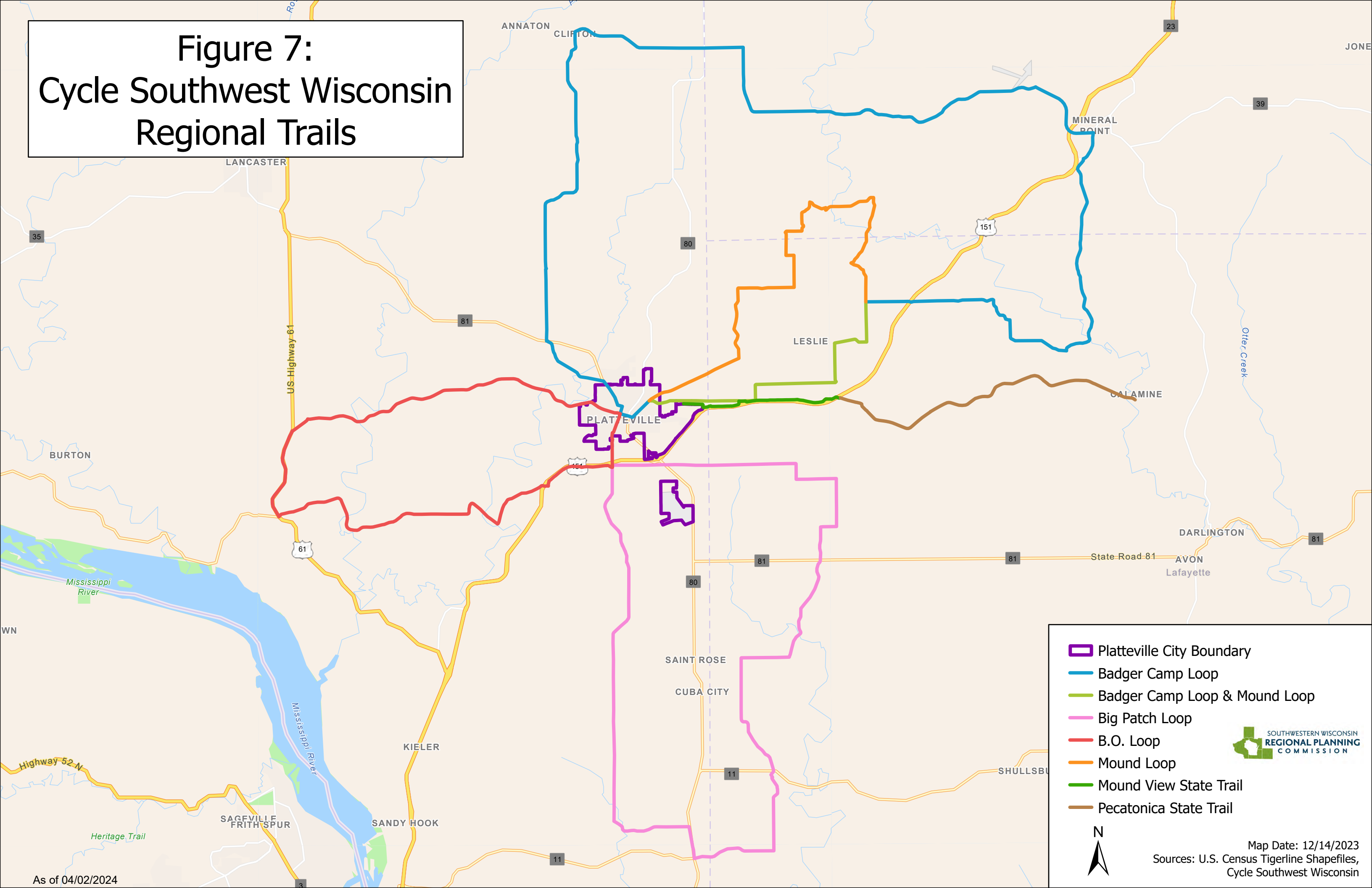
SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

N

Map Date: 11/20/2023
 Data Date: November 2023
 Sources: U.S. Census Tigerline Shapefiles, City of Platteville

0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

**Figure 7:
Cycle Southwest Wisconsin
Regional Trails**



-  Platteville City Boundary
-  Badger Camp Loop
-  Badger Camp Loop & Mound Loop
-  Big Patch Loop
-  B.O. Loop
-  Mound Loop
-  Mound View State Trail
-  Pecatonica State Trail



Map Date: 12/14/2023
Sources: U.S. Census Tigerline Shapefiles,
Cycle Southwest Wisconsin

Ordinances

The following list includes Platteville’s ordinances related to walking and biking. This list is not comprehensive but includes the ordinances most relevant to bike and pedestrian infrastructure. For more information, view the complete city code available on the City of Platteville website.

Sidewalk-related laws and policies

- **Construction:** Abutting owners are responsible for constructing sidewalks along any street, alley, or highway and are responsible for the entire cost. This includes existing homes without a sidewalk (4.13.b).
- **Maintenance:** The city is responsible for maintaining, replacing, and repairing damaged sidewalk so long as the damage was not caused by the property owner or a contractor working for the property owner (4.13.c).
- **Obstructions:** No objects shall obstruct or overhang any sidewalk lower than 7.5 feet above the sidewalk (4.10).
- **Accessibility:** All sidewalks constructed in the right-of-way shall be constructed to the most current ADA accessibility guidelines (21.12.E.3).
- **Subdivisions:** Sidewalks are required in all new residential subdivisions. Sidewalks shall be located on both sides of public streets unless the project meets exemption standards (21.12.E.a).
- **New Buildings:** Any project involving new and expanded buildings shall include the installation of sidewalks along the frontage of the property. The sidewalks shall be installed by and at the expense of the developer/property owner (22.061.I).

Bike-related laws and policies

- **Parking:** In all zoning districts, except single-family residential, off-street bike parking shall be provided at the time any building is erected, enlarged, extended or increased. Racks shall accommodate locking of the frame and at least one wheel with u-locks and shall support a bicycle upright by its frame and two points of contact (inverted “U”, “A”, or post & loop design) (22.09.I).
- **License:** No person shall ride a bicycle upon any street within the city unless such bicycle is registered and tagged (31.20).

Traffic and Crashes

The majority of Platteville’s streets have an average daily traffic load of less than 500 vehicles. Streets like Pine, Main, Mineral, Lancaster, Water, and Business 151 see much higher loads and may warrant additional safety measures for cyclists and pedestrians. Figure 10 shows the traffic loads throughout the city.

Between January 1, 2010 and December 18, 2023, the City of Platteville had 2,532 reported motor vehicle crashes (excluding crashes involving deer). Figure 8 shows the crashes by year from 2010 to 2024. On average, each year had 181 crashes with no general trend. There were slightly more crashes in 2018 and 2021 and fewer crashes in 2020 and 2023. Over the nearly 14 years, there were 601 injuries and six fatalities. Of the total reported crashes, 58 (2.3%) involved either a pedestrian or a bicyclist (30 pedestrian, 28 bicyclist) with 55 injuries and one fatality were reported. Over the same time period, Wisconsin communities of a similar size saw somewhat similar numbers of crashes involving cyclists and pedestrians (Table 4). Whitewater is slightly

larger than Platteville but also has a University of Wisconsin campus. Whitewater saw 33 more crashes than Platteville. Over a shorter, nearly eleven-year time period, between January 1, 2013 and December 18, 2023, 38 crashes in Platteville involved a pedestrian or bicyclist with one reported fatality along Business 151.

Figure 9 shows the occurrence of crashes involving pedestrians and cyclists by year. Data for 2023 was acquired through December 18. On average, four crashes occurred per year from 2010 to 2023. 2011 saw an elevated number of crashes while no crashes were reported in 2020. The lack of crashes is likely due to less vehicular and/or bike or pedestrian movement due to the COVID-19 pandemic. Figure 11 shows the location of the crashes involving cyclists and pedestrians over the time period from January 1, 2010 to December 18, 2023, along with data on the percentage of youth living in each census block. The crash data may indicate intersections that are unsafe for pedestrians or bicyclists, especially young people. Four streets in particular appear to have an increased number of crash reports – Main, Furnace, Chestnut and Hickory. Main Street accounts for 11 of the crashes while Furnace and Chestnut have six and Hickory has five. Together, these streets account for 48% of the crashes involving pedestrians or bicyclists in the 14-year time period. The other crashes occurred at random locations throughout the city. This crash data does not include minor, unreported crashes or crashes without motor vehicles (i.e., two or more bicyclists or crashes between bicyclists and pedestrians).

Figure 8: Total Vehicular Crashes (Community Maps, 2023)

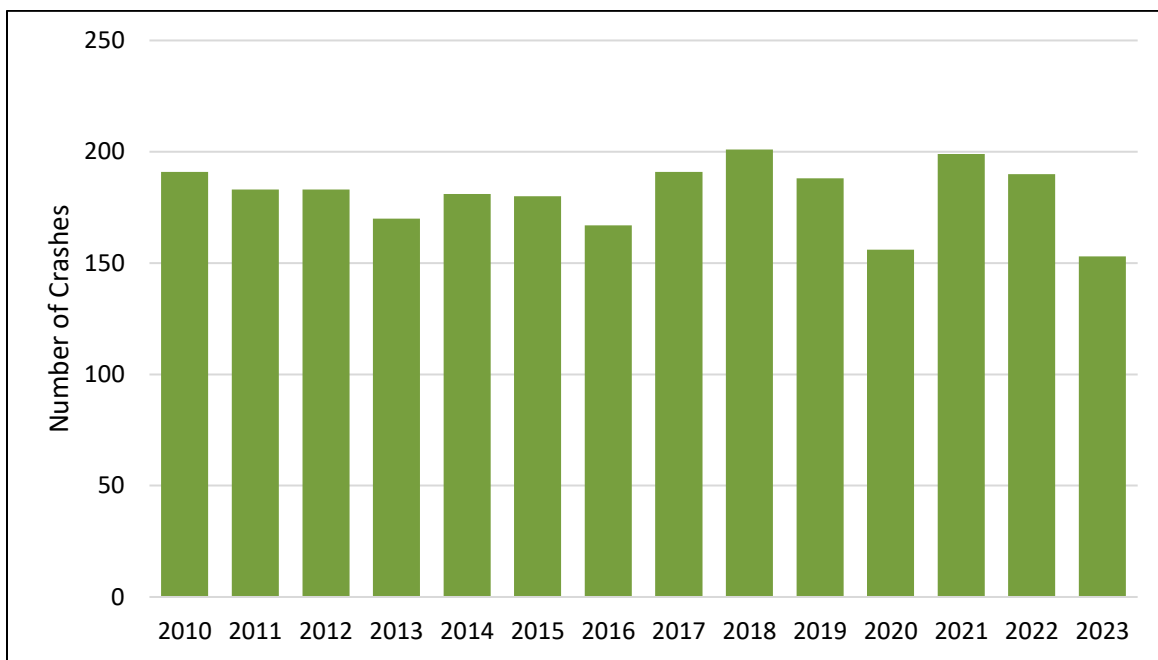
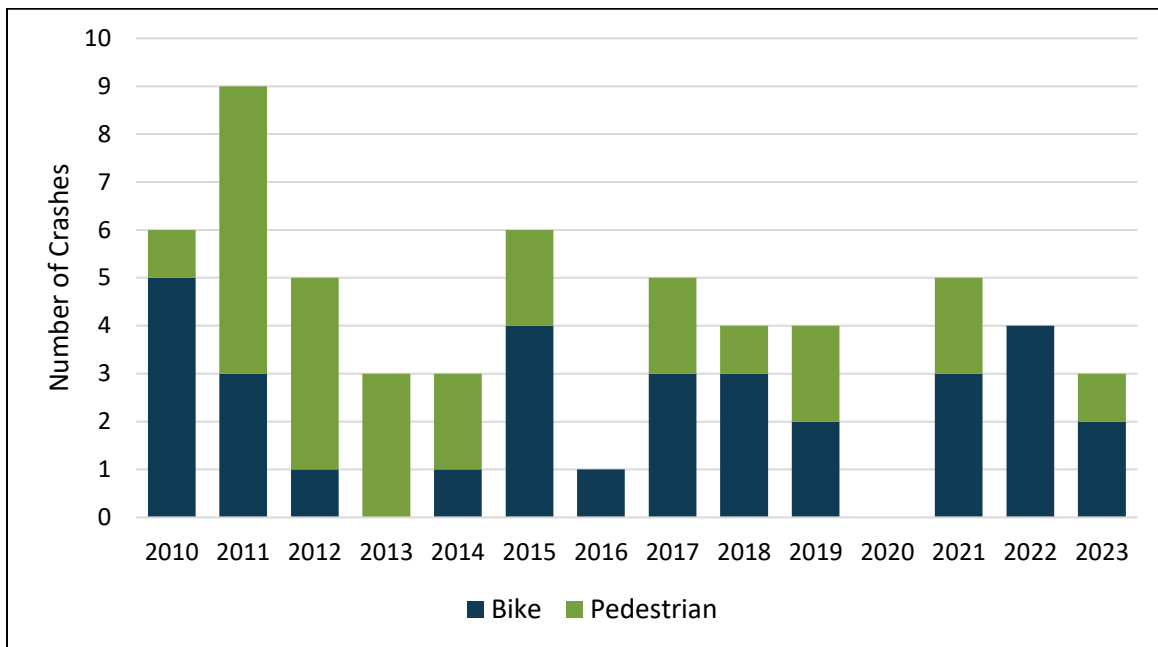


Table 4: Peer Community Cyclist and Pedestrian Crashes (Community Maps, 2023)

Municipality	2020 Population	Crashes Involving Cyclist or Pedestrian	Percent of Total Crashes
Waupun	11,344	49	3.0%
Little Chute	11,619	48	1.9%
Platteville	11,836	58	2.3%
Grafton	12,094	66	2.1%
Cedarburg	12,121	50	2.6%
Whitewater	14,889	91	3.4%

Figure 9: Crashes Involving Cyclist or Pedestrian (Community Maps, 2023)



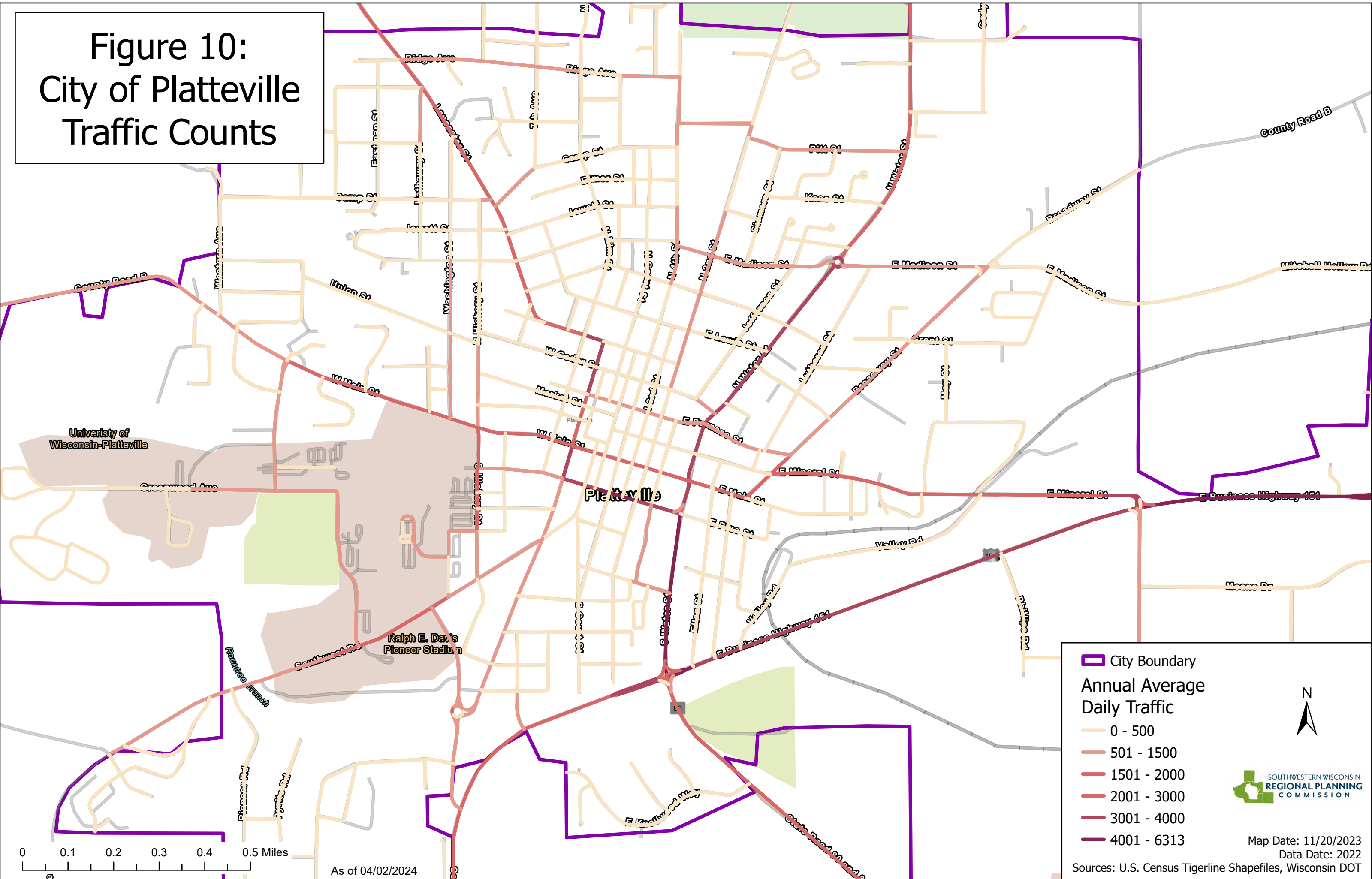
It is important to determine what infrastructure was in place for pedestrians and bicyclists at the time of the crashes to better determine what improvements can be made. Main, Furnace, and Chestnut Streets all had sidewalks at the time of the crashes in Figure 11. While the data does not contain information regarding where cyclists were riding, either on the sidewalk or on the street, none of the crash locations contained bike lanes or sharrows and still do not today. The crash on North Hickory Street occurred in a location without sidewalks along Hickory. Sidewalks on North Hickory Street are still absent from those locations today.

Of significant importance is the cyclist fatality that occurred along Business 151. On September 13, 2015, Tyler Sullivan was struck and killed by a pickup truck while riding his bicycle along Business 151. At the time, there was no trail for Sullivan to ride on. In 2021, the city began work on the Business 151 safety project which included a sidewalk from Water Street to Ellen Street, an asphalt trail from the NAPA Auto Parts driveway to Eastside Road, and safer pedestrian crossings at both the Water Street and Mineral Street intersections. In 2023, a sidewalk was also added between Keystone Parkway and Commercial Drive.

The final crash location of importance is the intersection of Bonson and Furnace. In July 2019, after several car crashes at the intersection, the Platteville Common Council approved conversion of one block of Bonson Street (from West Furnace to Market) from two-way to one-way southbound. The single crash involving a cyclist at the intersection occurred before Bonson was converted to one-way.

Other elements may also factor into pedestrian and cyclist safety. Based on resident feedback, Furnace Street is often used by vehicular traffic to bypass Main Street's lower speed limit. Drivers may be more inclined to drive over the speed limit on Furnace. Many of the city's streets are also extra wide due to the addition of parking. Without parked cars, the wide streets encourage drivers to speed. Time of day did not appear to be a factor in crash occurrence. Crashes occurred sporadically between midnight and 10pm with no significant difference. WisDOT also provides details of the crash including aggressive, distracted, or impaired driver; whether an ATV was involved; whether the driver was speeding, a teenager, or a senior; and whether the crash occurred at an intersection. Two drivers were distracted, six drivers were teenagers, eight drivers were seniors, and 12 of the crashes occurred at intersections.

**Figure 10:
City of Platteville
Traffic Counts**



0 0.1 0.2 0.3 0.4 0.5 Miles

As of 04/02/2024

▭ City Boundary
Annual Average Daily Traffic
▬ 0 - 500
▬ 501 - 1500
▬ 1501 - 2000
▬ 2001 - 3000
▬ 3001 - 4000
▬ 4001 - 6313



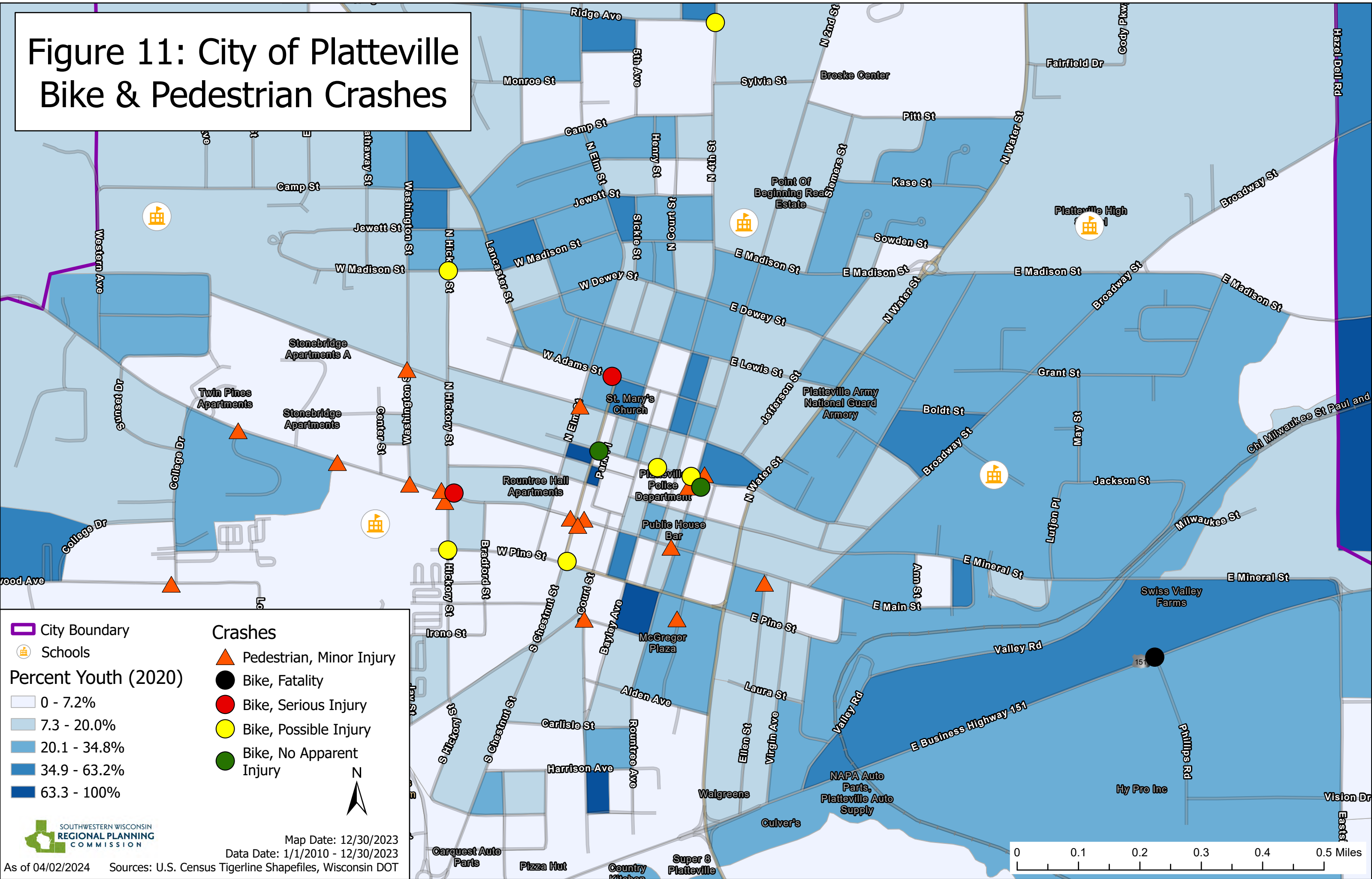

 SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION
 Map Date: 11/20/2023
 Data Date: 2022
 Sources: U.S. Census Tigerline Shapefiles, Wisconsin DOT

Figure 11: City of Platteville Bike & Pedestrian Crashes



City Boundary
 City Boundary

Schools
 Schools

Percent Youth (2020)

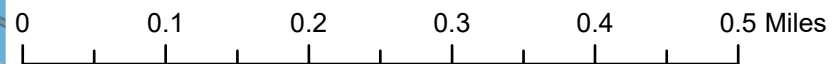
- 0 - 7.2%
- 7.3 - 20.0%
- 20.1 - 34.8%
- 34.9 - 63.2%
- 63.3 - 100%

Crashes

- Pedestrian, Minor Injury
- Bike, Fatality
- Bike, Serious Injury
- Bike, Possible Injury
- Bike, No Apparent Injury

Map Date: 12/30/2023
 Data Date: 1/1/2010 - 12/30/2023

As of 04/02/2024 Sources: U.S. Census Tigerline Shapefiles, Wisconsin DOT



Community Engagement Responses

The following questions and responses were discussed with the seven focus groups. While the summary does not include all responses, it encompasses the responses that were mentioned by more than one participant.

1. Where do you walk or bike most often?

- Trails (Rountree Branch, Katie’s Garden, Mound View, out to Belmont M)
- City amenities (pickleball courts, Broske Center, pool, dog park)
- Parks (Mound View, Smith)
- To downtown businesses (Hartig, Piggly Wiggly, post office, library, etc.)
- Businesses along Business 151 (Aldi, Walmart, etc.)

2. What are some aspects that you like about the bike/pedestrian system in Platteville?

- Trails (good lighting, don’t have to cross traffic, nature and gardens, well-maintained)
- Good sidewalk coverage. Can get almost anywhere by walking.
- Lots of options for running, walking, biking
- Access to local businesses
- ADA ramps at curbs
- Rectangular Rapid Flashing Beacons (RRFBs) allow for safe street crossings
- Connection to regional trails (specifically trail to Belmont)

3. What is missing from the bike/pedestrian system? What gaps exist that prevent you from using the sidewalks, trails, etc. (responses listed in approximate order of participant sentiment)

- Trail crossing at Highway 80 is EXTREMELY dangerous
 - NOTE: This was mentioned by multiple people in every focus group
- Finish trail along Business 151 to connect Aldi and businesses on south side
- Expand trail system to create a wider loop
 - Expand south by hospital or north by golf course
- Pave north-south Mound View trail
- Crossing Lancaster Street at Camp Street is dangerous
- Accessibility issues: uneven sidewalks near Jenor Towers, Pine Street pedestrian islands in disrepair, signs on Main Street block access, stoplight walk signs not long enough
- Complete sidewalk on Hickory Street near Miners Field
- Complete sidewalk on Southwest Road to connect Fox Ridge Apartments
- Business 151 trail underpass (near Katie’s Garden) is dangerous

- Need connection to High School from Water Street
- Not enough safe crossings on Water Street
- Bike lane on Ridge is dangerous/difficult to use
- Add amenities to sidewalk/trail system (bathrooms along trails, benches and water fountains)
- Add sidewalks to Staley Avenue and other roads near Harrison Park
- Bicycles on sidewalks don't yield to pedestrians
- Cars do not stop for pedestrians in the Madison Street traffic circle
- Downtown is a busy area, and it can be difficult to walk both along and across Main Street
- Reduce vehicular speed near library, especially with new bus stop
- Add more bike parking
- Campus updates: add separate sidewalks for cyclists, remove parking spots near crosswalks for better visibility

4. What would you say are the top three priorities for pedestrian/bicycle infrastructure in Platteville?

Commuter

1. Trail along Business 151
2. Lancaster Street and Camp Street crossing
3. Jenor Towers accessibility (crossing and sidewalk repair)
4. Crossing Water Street
5. Hickory Street
6. Southwest Road

Recreation

1. Trail crossing at Highway 80
2. Expand trail system to create a wider loop
3. Pave north-south Mound View trail
4. Business 151 trail underpass

The following comments are those that were brought forward by residents reviewing the proposed recommendations at the public open house.

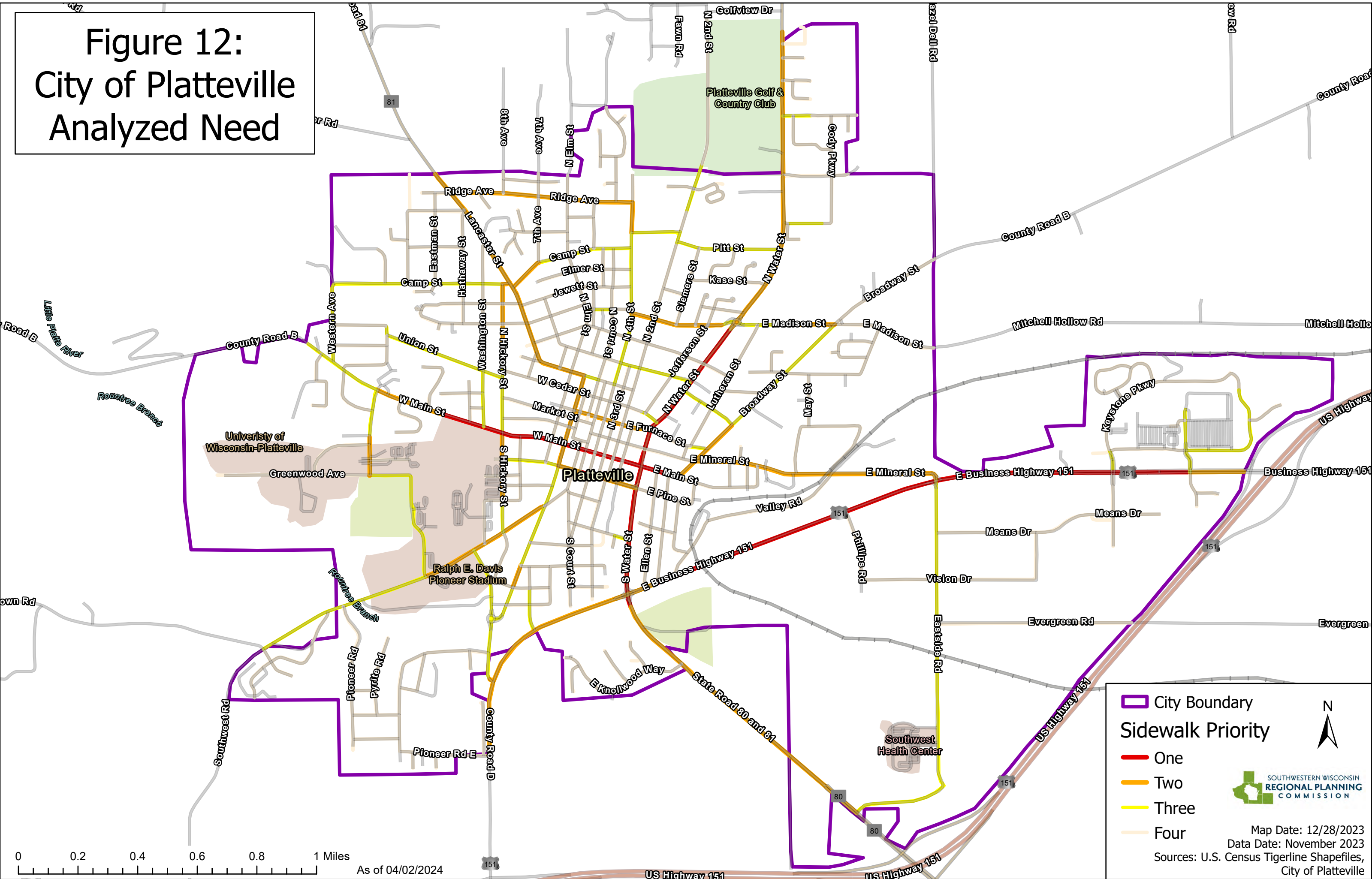
- There isn't much bike traffic on Ridge Avenue. A bike lane would be better used on Camp Street and Pitt Street.
- Adult tricycles do not fit in the Ridge Avenue bike lanes.
- Youth that use the skate park have a difficult time getting to it.
- There are no safe crossings of Chestnut Street south of Southwest Road.
- A resident who recently moved to Platteville mentioned having a difficult time learning where the trails are located.
- Some residents would like to see unpaved trails remain for a more outdoorsy experience.
- There is desire by residents to have the Rountree Branch Trail plowed during the winter.
- The proposed community trail could continue north from Mound View Trail, pass east of Cody Parkway subdivision, and connect directly to Golfview Drive.
- The proposed community trail should be extended north to include Ioka Estates.
- An additional trail on the south side would further support recreation for residents. The trail could connect Southwest Health to Southwest Road by Fox Ridge Estates.

Need Analysis

Figure 12 shows a sidewalk need analysis to determine streets especially in need of sidewalks, crosswalks, or other safety measures. The following criteria were analyzed:

- Crashes involving cyclists or pedestrians (more crashes = higher priority)
- Traffic load (more traffic = higher priority)
- Street classification (higher classification = higher priority)
- Existing sidewalk location (fewer sidewalks = higher priority)
- Safe route priority (higher safe route priority = higher priority)

**Figure 12:
City of Platteville
Analyzed Need**



City Boundary

Sidewalk Priority

- One
- Two
- Three
- Four

Map Date: 12/28/2023
Data Date: November 2023
Sources: U.S. Census Tigerline Shapefiles,
City of Platteville

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

Recommendations

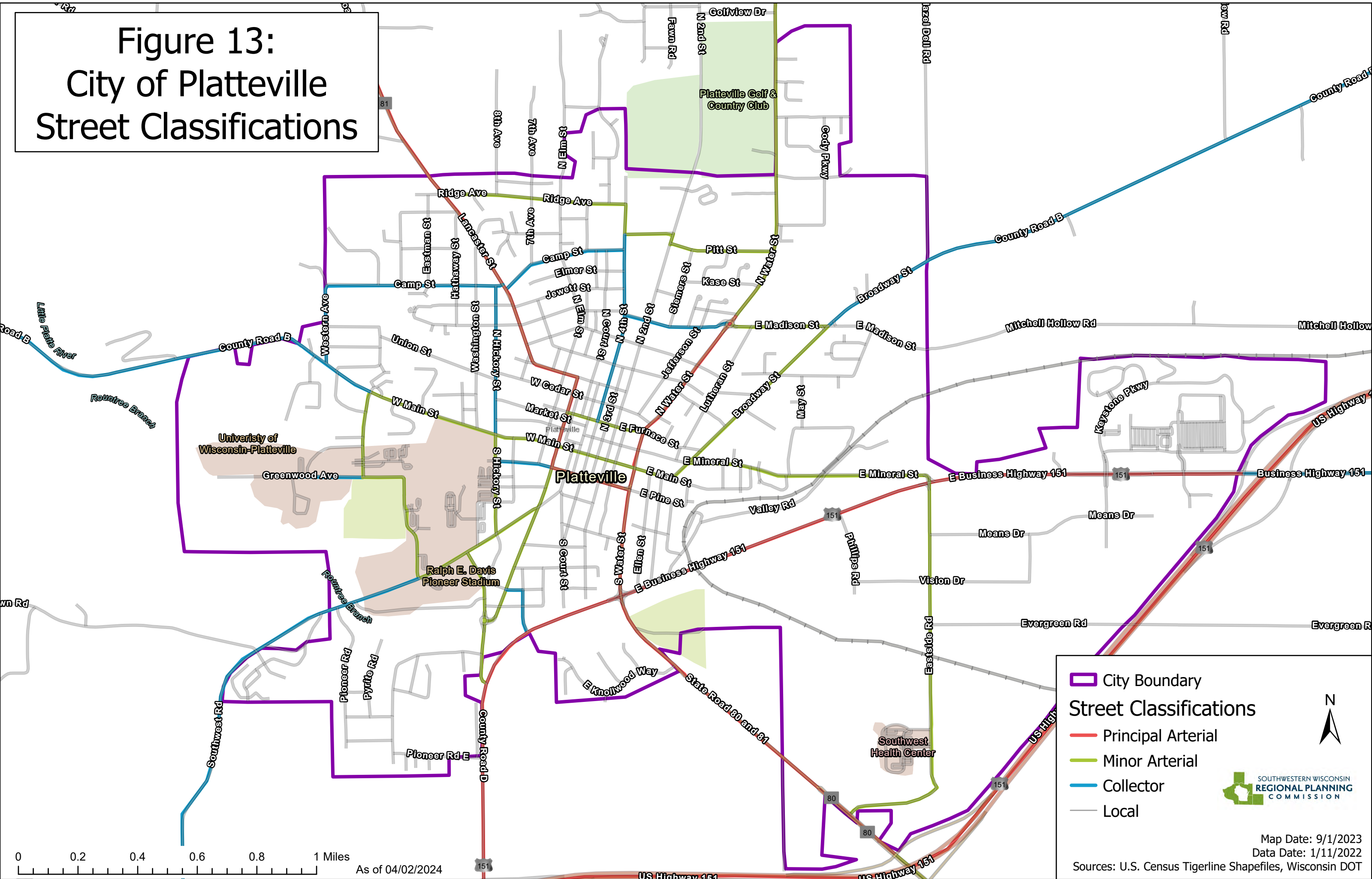
Policies

To improve the bike and pedestrian network, the city should start with overarching policies. These policies will serve as goals for future projects and investments. WisDOT street classifications are shown in Figure 13. The street classifications form the basis for the policy identified in Table 5. Roads with higher speed limits and higher traffic volumes should have more sidewalk or sidepath options. As such, local roads may have sidewalks on both sides, one side, or neither side. Local roads with higher traffic or higher connectivity should have sidewalks on at least one side while low traffic roads or roads with low connectivity, such as cul-de-sacs, may have no sidewalk. Roads with no sidewalk serve as a yield roadway where vehicular traffic shares the road with cyclists and pedestrians. With an increase in traffic and speed, collectors should have a sidewalk or sidepath on at least one side. Additionally, arterials, either minor or principal, should have sidewalks or sidepaths on both sides. This allows for better connectivity and increased safety for cyclists and pedestrians along busy streets. For example, having a sidepath on both sides of Business 151 would allow cyclists and pedestrians to safely access businesses on both the north and south side.

Table 5: Sidewalk Location Policy

	Local	Collector	Arterial
Neither Side (Yield Roadway)	✓		
One Side	✓	✓	
Both Sides	✓	✓	✓

Figure 13: City of Platteville Street Classifications



City Boundary

Street Classifications

- Principal Arterial
- Minor Arterial
- Collector
- Local

N

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

Map Date: 9/1/2023
Data Date: 1/11/2022
Sources: U.S. Census Tigerline Shapefiles, Wisconsin DOT

0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

The second policy, in Table 6, identifies which types of bike and pedestrian infrastructure should be used for each street classification. Shared use infrastructure such as sharrows and yield roadways should only be used on local roads with speed limits around 20mph and daily traffic loads around 2,000 vehicles. Sharrows are best suited for narrow streets with additional traffic calming devices. Use of sharrows on most roads can actually increase the rate of vehicle-cyclist crashes.⁶ Bike lanes and sidewalks are more versatile and can be used on both local roads and collectors. These types of infrastructure provide separated space for cyclists and pedestrians, therefore allowing them to be used along busier roadways. While sidewalks could be used along the busiest streets, multi-use sidepaths provide space for both cyclists and pedestrians and, consequently, are preferred along arterials. Use of sidewalks along arterials could increase the number of conflicts between pedestrians and cyclists as both types of users fight for limited space. The recommended roadway speed and traffic volume for each type of infrastructure are identified in Appendix B.

Table 6: Infrastructure Location Policy⁷

	Local	Collector	Arterial
Bike Sharrow	✓		
Yield Roadway	✓		
Bike Lane	✓	✓	
Sidewalk	✓	✓	✓
Multi-Use Sidepath		✓	✓

The third policy relates to the amount of infrastructure within the city. Ideally, the city should have a series of goals for the amount of infrastructure that should be installed and repaired each year. However, the city is lacking sufficient data on the year of infrastructure installation or the miles installed. In 2024 and subsequent years, the city should track installation or repair year and number or miles installed or repaired depending on the type of infrastructure. This should include the following:

- Miles of sidewalks
- Miles of multi-use trails or sidepaths
- Miles of sharrows
- Miles of bike lanes
- Number of crosswalks
- Number of ADA curb ramps
- Number of safety signs (radar signs, RRFBs, pedestrian crossing, yield to pedestrian, etc.)

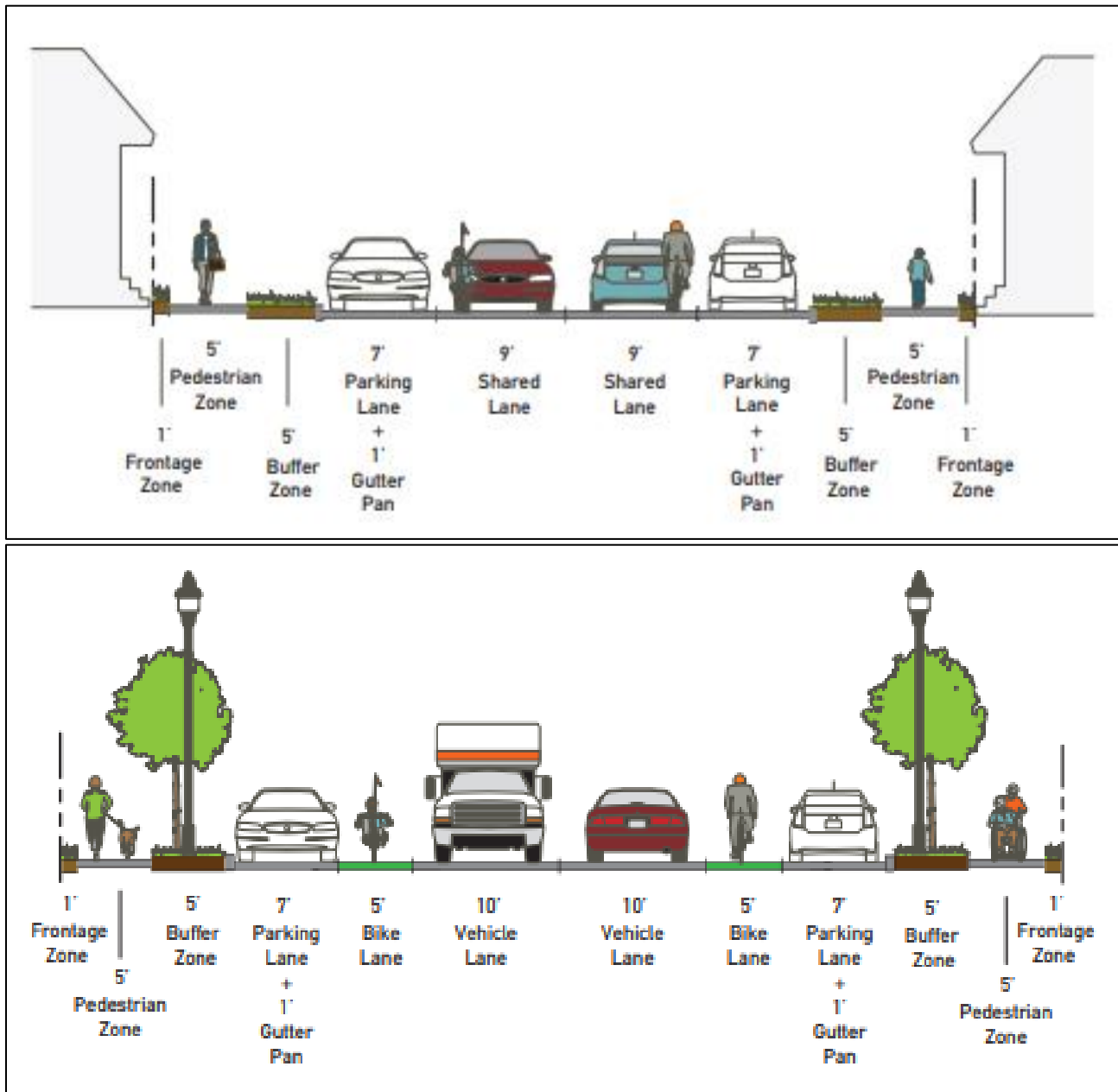
Using the 2024 data as a baseline, the city can begin to set goals for the miles of sidewalk and trails and number of crosswalks and ADA ramps to be installed or repaired each year.

⁶ Ferenchak, N.N. & Marshall, W.E. (2019). Advancing healthy cities through safer cycling: An examination of shared lane markings. *International Journal of Transportation Science and Technology*, 8(2), 136-145. <https://doi.org/10.1016/j.ijtst.2018.12.003>.

⁷ U.S. Department of Transportation Federal Highway Administration. (2016). *Small Town and Rural Multimodal Networks*. Retrieved from https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf.

Wide streets encourage speeding. In addition, allowing parking along all streets can be dangerous for cyclists. As a final policy recommendation, Platteville should aim to have more “complete streets” where each transportation mode has a safe space to operate. Figure 14 shows two examples of zones or lanes that could be included. The available right of way on each street will determine the number of zones than can be feasibly incorporated. Most right of ways in Platteville are 60 feet or less. Along with these zone options, traffic calming measures such as curb extensions, pedestrian islands, narrower travel lanes, tree plantings, and other techniques should be considered. While bike and pedestrian infrastructure may not be feasible at every location, the city should use a complete streets framework to consider active transportation modes prior to each street construction project.

Figure 14: Complete streets⁸



⁸ Active Transportation Alliance. (2014). *Complete Streets, Complete Networks. Rural Context*. Retrieved from <https://atpolicy.org/wp-content/uploads/2016/04/CSCN-Rural-Companion-v3-LOW-RES-PROOF.pdf>.

Camp Street from Elm Street to Lancaster Street is set for reconstruction in 2025, and is one example of how design improvement can be made. The design options in Figure 15 should be considered to discourage speeding and to create east-west connections for cyclists who are commuting or accessing the trail system off of Fairfield Drive. Bike lanes or a multi-use sidepath, along with street trees, can improve safety and overall perception of the streetscape.

Figure 15: Design options for Camp Street with bike lanes (top) or with a multi-use sidepath (bottom)

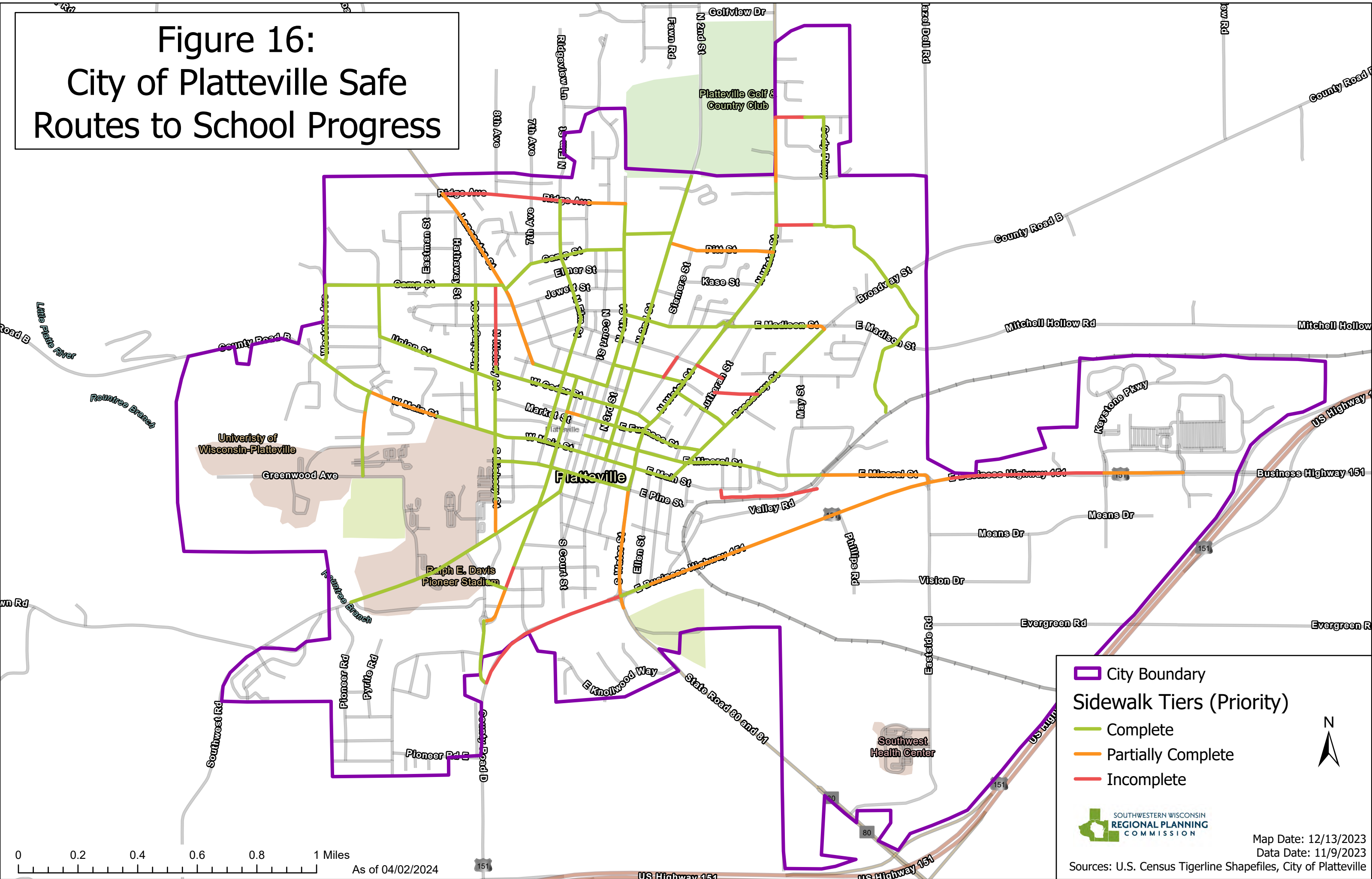


Based on the recommended policies, Figure 16 shows the level of completion of the priority routes that were identified in the 2009 Safe Routes to School plan. The priorities were developed using the following criteria:

1. Continuity through the city and to existing infrastructure
2. Traffic volume
3. Crash locations
4. Existing sidewalk infrastructure
5. Resident feedback
6. Residential locations
7. Right-of-way tree locations

With 19.7 miles of priority routes, 68% of the routes have been complete, 18% are partially complete, and 14% are incomplete. Partially complete roads are those that have sidewalk on one side but, according to the recommended policy, should have sidewalk on both sides. Based on this analysis, the city has made great progress toward creating safe places for students to walk to school. Improvements should continue to be made to increase safety along the routes and to expand access to other amenities, not just schools.

**Figure 16:
City of Platteville Safe
Routes to School Progress**



City Boundary

Sidewalk Tiers (Priority)

- Complete
- Partially Complete
- Incomplete

**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION**

Map Date: 12/13/2023
Data Date: 11/9/2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

0 0.2 0.4 0.6 0.8 1 Miles

As of 04/02/2024

Many of the following recommendations are based on the completed need analysis in Figure 12. Additional recommendations are added based on resident feedback from the focus groups. The recommendations are split into three categories: commuter, recreation, and general. All of the commuter recommendations are the responsibility of the city (unless otherwise noted), and the responsible party is identified for each of the recreation and general recommendations. Table 7 and Table 8 outline all of the commuter and recreation recommendations, listed by priority. Short term recommendations are those that should be implemented in the next five years, medium term the next 5-10 years, and long term over 10 years. Many of the recommendations, including all of the general recommendations, are outlined in more detail following the tables. Figure 17 (page 35) is a map of many of the recommendations. The timing and projects themselves can be adjusted as funding opportunities arise.

*Table 7: Commuter Recommendations (*top priority)*

Action	Timing
*C.1. Complete the sidewalk/trail along Business 151 to connect businesses on both the north and south side.	Medium term
*C.2. Add an RRFB and pedestrian island at Lancaster Street and Camp Street intersection.	Short term (2025)
*C.3. Reconstruct Mineral Street between Water Street and Oak Street to include an ADA compliant mid-block crosswalk and reconstructed sidewalks on both the north and south sides.	Long term with short term options
*C.4. Add a safe Water Street crossing at Lewis Street (near the Armory) including a high visibility crosswalk and RRFB.	Short term (2025)
*C.5. Complete the sidewalk on Hickory Street from Cedar Street to Camp Street.	Short term (2025)
*C.6. Extend the sidewalk along Southwest Road from UWP Lot 28, across Rountree Branch stream, to Southwest Lane	Short term (2025)
C.7. Remove stairs from sidewalks – Mineral Street & Commerce Street, Alden Avenue & Campbell Avenue	Medium term
C.8. Fix broken/noncompliant ADA curb ramps and add new ramps along busy streets or near amenities.	On going
C.9. Fix broken ADA ramps in Pine Street pedestrian islands. Schedule regular clean-outs as rock and debris collects.	Medium term
C.10. Add sidewalk along Ridge Avenue.	Medium term
C.11. Ensure that streets with bike lanes are following standards and assess case-by-case whether implementation should be even more conservative.	On going
C.12. Remove stamped crosswalks downtown as large cracks and holes create safety hazards.	Short term
C.13. Explore options for connecting the new high school parking lot with the trail along Water Street	Medium term
C.14. Add sidewalks along Staley Avenue and Harrison Avenue to connect Harrison Park and the RRFB at Staley & Business 151 to the wider sidewalk/trail system.	Medium term
C.15. Discourage the use of bicycle on sidewalks downtown. Add signs prohibiting riding on sidewalks from Elm to Water and from Furnace to Pine.	Short term (2024)
C.16. Extend the downtown 15mph zone past the library to improve safety, particularly with the new bus stop.	Short term (2024)

C.17. Add leading pedestrian intervals and walking countdowns at busy intersections with traffic signals. Consider making walk signs automatic (with the countdown) and implementing no right turn on red.	Short term (2024)
C.18. Add curb extensions to the intersection of Main Street and Hickory Street, on Greenwood Avenue near Dobson Hall and Morrow Hall and on College Drive near the Woodland Apartments driveway.	Medium term
C.19. Consider tree planting for all street reconstruction projects. Conduct tree maintenance as necessary throughout the city.	On going
C.20. Add sidewalks/trails to fill in gaps and ensure connectivity throughout the city. <ul style="list-style-type: none"> a. Chestnut between Harrison and Gridley b. Gridley from Chestnut to Staley c. Dewey from Lancaster Street to Seventh Avenue d. Union Street east of Western Avenue e. Alden Avenue from Water to Campbell and from Rountree to Court f. Madison Street from Court to Elm and from Seventh to Hathaway g. Trail on Broadway from Madison to Mound View Trail crossing h. Trail on Water Street from Our House Senior Living to Golfview Drive i. Fairfield Drive j. Biarritz Boulevard k. Batchelor Street l. Lutheran Street from Boldt to Madison 	On going
C.21. Install pedestrian islands along state highways to provide safe crossing options and decrease vehicular speed. Potential locations include: <ul style="list-style-type: none"> a. Lancaster Street at Ridge Avenue b. Lancaster Street at Camp Street c. Lancaster Street at Madison Street d. Adams Street at Elm Street e. Chestnut Street at Cedar Street f. Chestnut Street at Mineral Street g. Water Street at Pitt Street h. Water Street at Kase Street i. Water Street at Lewis Street 	Medium term
C.22. Ensure that stoplights can be triggered by bicycles, particularly along bike routes.	Short term (2024)
C.23. Ensure that the length of walk signs is long enough for low mobility pedestrians.	Short term (2024)
C.24. Develop a schedule for repainting crosswalks and seal coating trails and sidepaths. The years of previous and future painting and sealcoating should be maintained. City staff should continue annual repainting of crosswalks. Epoxy should be reapplied to highway crosswalks every five years or as funding allows. ⁹	Short term (2024)
C.25. Ensure that business signs, tables, and chairs along Main Street are complying with sidewalk ordinances to allow access to all residents.	On going
C.26. Establish bike parking at three key locations each year for the next ten years.	On going

⁹ U.S. Department of Transportation Federal Highway Administration. (2013). *Guide for maintaining pedestrian facilities for enhanced safety research report*. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2e.cfm.

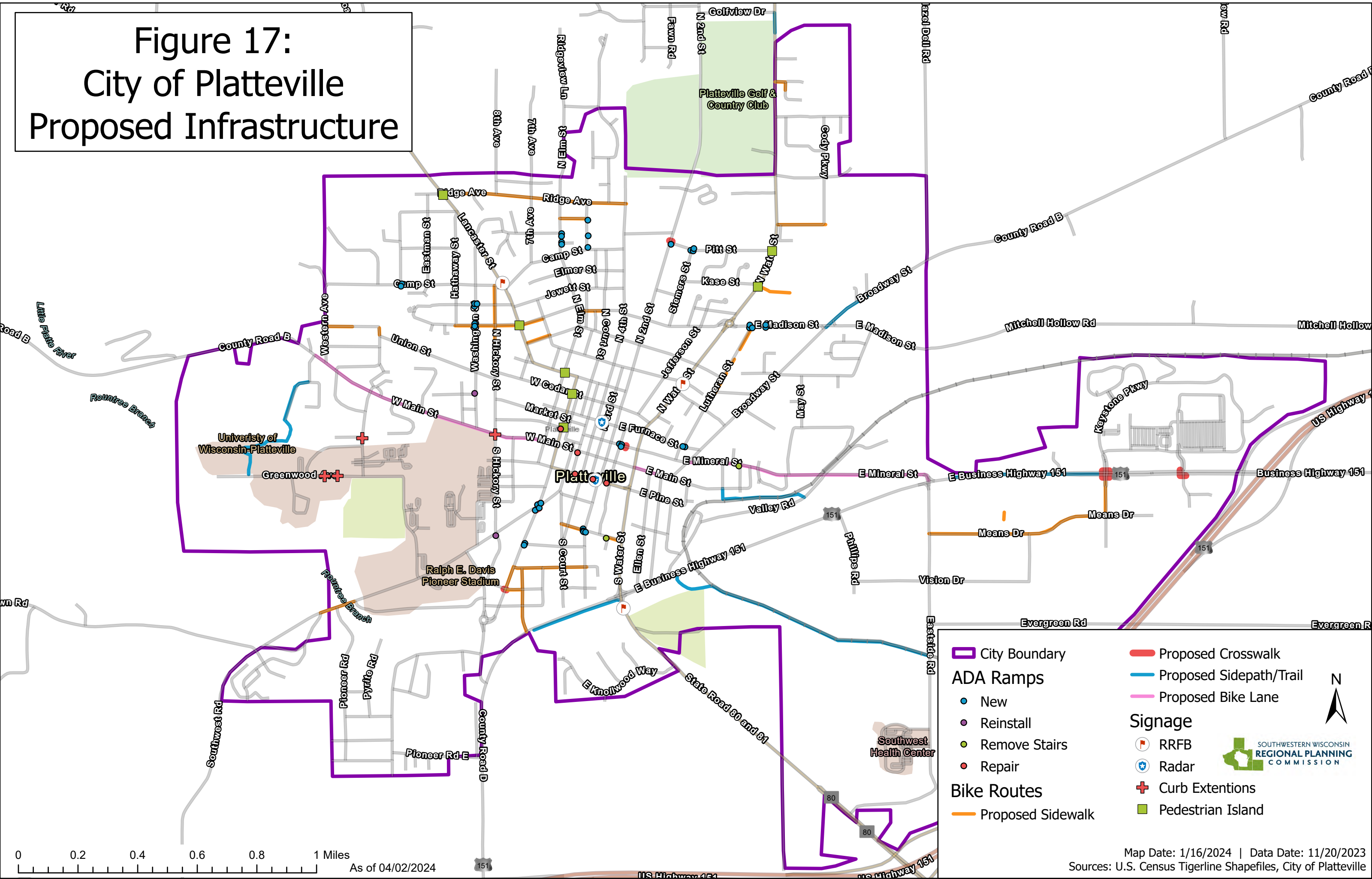
C.27. Add a bike light requirement to the city ordinance for biking at dusk or later.	Medium term
C.28. Add a bike lane along Main Street from Moonlight Drive to Broadway Street (excluding downtown sharrow) and Mineral Street from Broadway to Business 151.	Medium or long term
C.29. Add bike route signage to the routes identified in Figure 22 (see R.6).	Medium term
C.30. Include radar signs at Pine & Rountree heading east and near Furnace & Second to encourage slower traffic speeds. Acquire additional radar signs as funding allows.	Medium term
C.31. Add crosswalks at busy intersections. <ul style="list-style-type: none"> a. Keystone Parkway and Business 151 (see figure on page 36) b. Chestnut Street and Southwest Road (east-west crossings) c. Pitt Street and Second Street (east-west and north-south crossings) d. Chestnut Street and Gridley Avenue (east-west crossing, paired with new sidewalk on Gridley) 	On going
C.32. Add bike paths on UWP campus (separate from pedestrian paths).	Long term (UWP)
C.33. Investigate areas that need additional lighting. <ul style="list-style-type: none"> a. High school parking lot and Water Street b. Jenor Towers 	Medium term
C.34. Explore the addition of crossing guard(s) near the middle school.	Short term (2024)
C.35. Consider strategies to improve visibility at intersections, such as: <ul style="list-style-type: none"> a. Evaluate ways to enforce the city ordinance on vision clearance at intersections (22.09.a). This includes fences and landscaping. b. Remove parking stalls near crosswalks, particularly on roads surrounding UWP (Ullsvik Hall and intersection of Greenwood and Longhorn). 	Short term (2024)
C.36. Add benches, and possibly shelters, at busy bus stops. <ul style="list-style-type: none"> a. Oak and Main b. Walmart 	Medium term
C.37. Fix sidewalks where water valves are not level with the surface.	On going
C.38. Enforce no parking over sidewalks, particularly downtown.	On going
C.39. Add sidewalks in the business park (Means Drive and Insight Drive) and connect the Farm & Fleet bus stop with the business park via sidewalk.	Medium or long term

*Table 8: Recreation Recommendations (*top priority)*

Action	Responsibility	Timing
*R.1. Create a safe trail crossing at Highway 80. <ul style="list-style-type: none"> a. Option 1: underpass or overpass b. Option 2: RRFB, high visibility crosswalk, and additional signage (prepare to stop when flashing) for north-bound traffic c. Option 3: Reroute trail to move pedestrian and bike crossing to Highway 80 & Business 151 intersection 	City of Platteville in collaboration with WisDOT	Short term
*R.2. Expand trail system to create an inner and outer loop.	Community organizations (outer) and City of Platteville (inner)	Long term

R.3. Continue to secure WisDOT funding to pave all three phases of the north-south Mound View trail.	City of Platteville	Medium term
R.4. Reconstruct the Mound View trail loop in Mound View Park.	City of Platteville	Medium term
R.5. Pave the UWP trail from Lot 28 off of Southwest Road to the basketball courts off of Greenwood Avenue.	UWP	Medium term
R.6. Add bike route signage along Golfview Drive.	Platteville Township	Medium term
R.7. Explore the options and cost associated with expanding the width of the trail at the Business 151 underpass (west of Katie’s Garden).	PCA and City of Platteville (solicit an engineering study)	Medium term
R.8. Explore the options and cost associated with removing the bike lane and adding a multi-use sidepath on the Business 151 bridge over Rountree Branch stream (east of Culver’s).	PCA and City of Platteville	Medium term
R.9. Add amenities along trails including additional restrooms, benches, and water fountains.	PCA and City of Platteville	Medium term
R.10. Pave the trail from the Skate Park to the Dog Park.	City of Platteville	Medium term
R.11. Improve signage on the Rountree Branch trail. <ul style="list-style-type: none"> a. Behind Super 8 b. Highway 80 crossing c. Business 151 east of Culvers d. To Mound View Park e. To shopping (Walmart, Menards, etc.) f. To Knollwood Way 	PCA	Short term
R.12. Extend the multi-use trail on Water Street all the way to Business 151.	City of Platteville	Medium or long term
R.13. Local or regional organizations could explore adding new unpaved trails.	Local cyclist organization	Long term

Figure 17: City of Platteville Proposed Infrastructure



0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

Map Date: 1/16/2024 | Data Date: 11/20/2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville



The following eight recommendations are highlighted based on expressed importance from community members. Many of the resident-highlighted recommendations are also supported by the need analysis.

R.1. Highway 80 Trail Crossing



Residents in nearly all of the focus groups mentioned the Highway 80 trail crossing as an extreme safety hazard. Highway 80/81 has an annual average daily traffic load of roughly 2,600 vehicles including traditional commuter traffic and commercial semis. The trail is currently signified by bike/pedestrian crossing signs but is devoid of any high visibility crosswalk or additional signage. With a slight curve in the road, the trail crossing is especially difficult for northbound traffic to see. Other wayfinding signage also obscures the visibility of the existing northbound crossing sign.

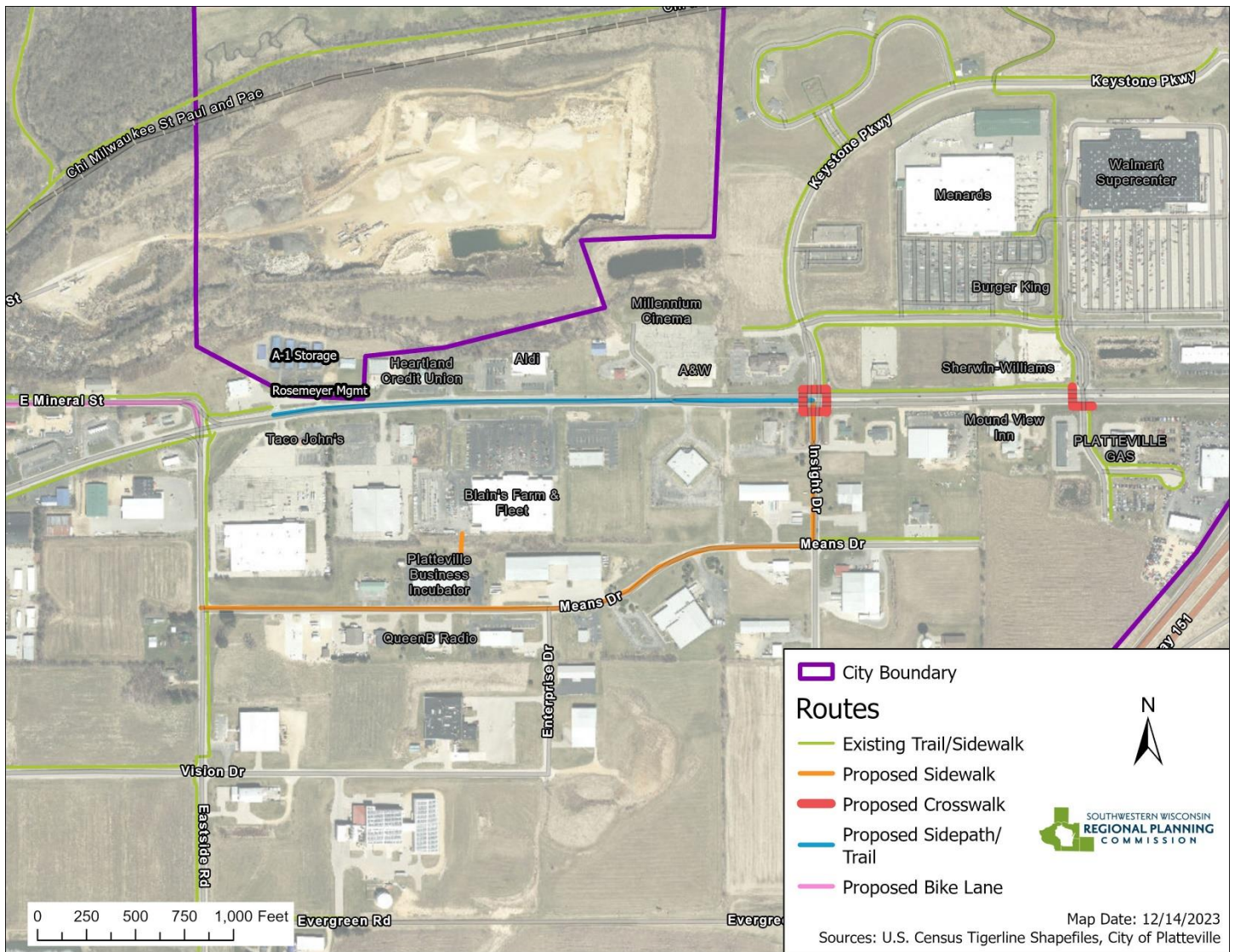
A number of options exist to improve this trail crossing. The best and safest option is to include an underpass or overpass for the trail. However, with the bridge recently reconstructed in the summer of 2023, this is a long-term option. The second option is to add a high visibility crosswalk with an RRFB. While these additions would make cyclists and pedestrians more visible, additional signage may be needed for northbound traffic. The RRFB should be synced with “prepare to stop when flashing” signage before the curve, similar to the existing RRFB at Staley Avenue. The final option is to reroute the trail crossing to the Business 151 & Highway

80 intersection. However, this option is unlikely to optimize safety as pedestrians may continue to cross Highway 80 due to the inconvenience of rerouting to the stoplight.

Figure 18: Northbound view of trail crossing (left) and southbound view with traffic (right)



C.1. Business 151



Beginning in 2021, the city took efforts to improve safety along Business 151. This included a sidewalk from Water Street to Ellen Street, an asphalt trail from the NAPA Auto Parts driveway to Eastside Road, safer pedestrian crossings at both the Water Street and Mineral Street intersections, and sidewalk between Keystone Parkway and Commercial Drive. Many residents expressed their enjoyment and use of the new trail along Business 151 with a desire for the trail to continue east of Eastside Road. Several residents indicated significant difficulty accessing businesses such as Aldi and the auto parts stores on the north as well as Radio Shack and Farm & Fleet on the south. The city should continue with efforts along Business 151 to finish the trail from Eastside Road to Insight Drive and from Water Street to Staley Avenue while ensuring that businesses on both the north and the south are accessible to cyclists and pedestrians. This will include discussions with businesses that are located in the township.

Figure 19: No sidewalk on sections of Business 151. The end of the sidewalk on the north side near Advance Auto Parts facing east (left) and no sidewalk on the south side near Taco Johns (right).



C.2. Lancaster & Camp



A number of focus group participants also mentioned the Lancaster Street and Camp Street intersection, particularly teachers and parents of school-aged children. Camp Street is a tier one safe route priority and crosses Lancaster Street/Highway 81 which receives an annual average daily traffic load of roughly 2,800 vehicles. For southbound traffic, the speed limit drops from 30mph to 25mph approximately 350 feet before the crossing. The crossing is currently indicated by a standard, transverse, painted crosswalk; pedestrian crossing signage; and “crossing ahead” signage. Before and after school, a crossing guard also assists students crossing Lancaster Street. For increased visibility, a continental or zebra painted crosswalk should be added to the intersection along with an RRFB. All RRFBs should receive periodic maintenance to ensure proper operation. A pedestrian island could also be added to the intersection to provide additional safety and slow vehicular traffic (C.21).

Figure 20: Southbound signage on Lancaster Street (left) and current crosswalks (top)



C.3. Jenor Park



Jenor Park is frequented by residents of Jenor Towers, many of whom are elderly and have mobility impairments. For some of the residents, Jenor Park serves as their only outdoor wellness option. Residents must cross Mineral Street to access the park. The city currently recommends that residents cross at the Oak Street and Mineral Street intersection, however, residents typically cross mid-block due to the incline of the street. This presents visibility concerns, especially with cars parked along Mineral Street.

In addition to the street crossing, the sidewalks along the same block of Mineral Street contain a number of cracks and irregularities that make it difficult or impossible to use a wheelchair or walker. Residents also expressed concerns with drivers going the wrong way down Mineral Street, which is a one way westbound.

A full reconstruction of Mineral Street from Water to Oak is the best and safest solution for these problems. Reconstruction should include new sidewalks on both the north and south sides along with an ADA compliant, mid-block crosswalk with parking removed for visibility. Options 2 and 3 below should also be considered for incorporation into the full reconstruction. The following options offer lower cost, short term solutions until the full reconstruction can be funded.

1. Remove two parking spaces directly east of the Jenor Towers exit on the south side of the street and two parking spaces directly opposite on the north side of the street. Install one 15-minute parking spot for resident pickups.
2. Install a radar speed sign east of the Jenor Towers exit.
3. Install a curb extension at the southeast corner of the Oak and Mineral intersection to discourage wrong way traffic. Install marker rods at the back of the curb for snow plow operators. Work with snow plow operators to ensure sufficient winter maintenance along with pedestrian safety.¹⁰

Figure 21: Cracks and uneven sidewalk on the south side of Mineral Street near Jenor Towers



¹⁰ See Minnesota Department of Transportation report for additional details on designing maintainable safety measures. Veneziano, D. (2023, June). *Designing and implementing maintainable pedestrian safety countermeasures*. Minnesota Department of Transportation. Retrieved from https://mdl.mndot.gov/_flysystem/fedora/2023-06/202318.pdf.

C.4. Water & Lewis



Water Street has no safe pedestrian crossings between Mineral Street and Dewey Street. With an annual average daily traffic load around 3,000 vehicles, a new crosswalk should be installed to provide a safer crossing of Water Street. With both a bus stop and The Armory Community Center, Lewis Street is the optimal location for a new crosswalk. A high visibility crosswalk should be installed along with an RRFB. A pedestrian island could be added to the crosswalk for increased safety (C.21).

Figure 22: Intersection of Water Street and Lewis Street with the Armory to the right

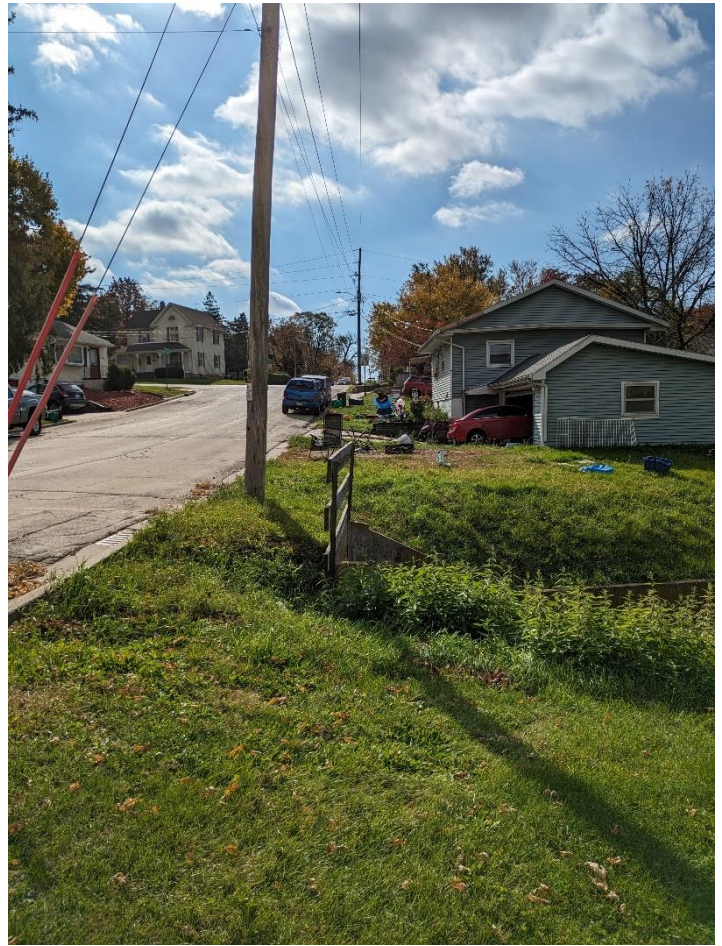


C.5. Hickory Street

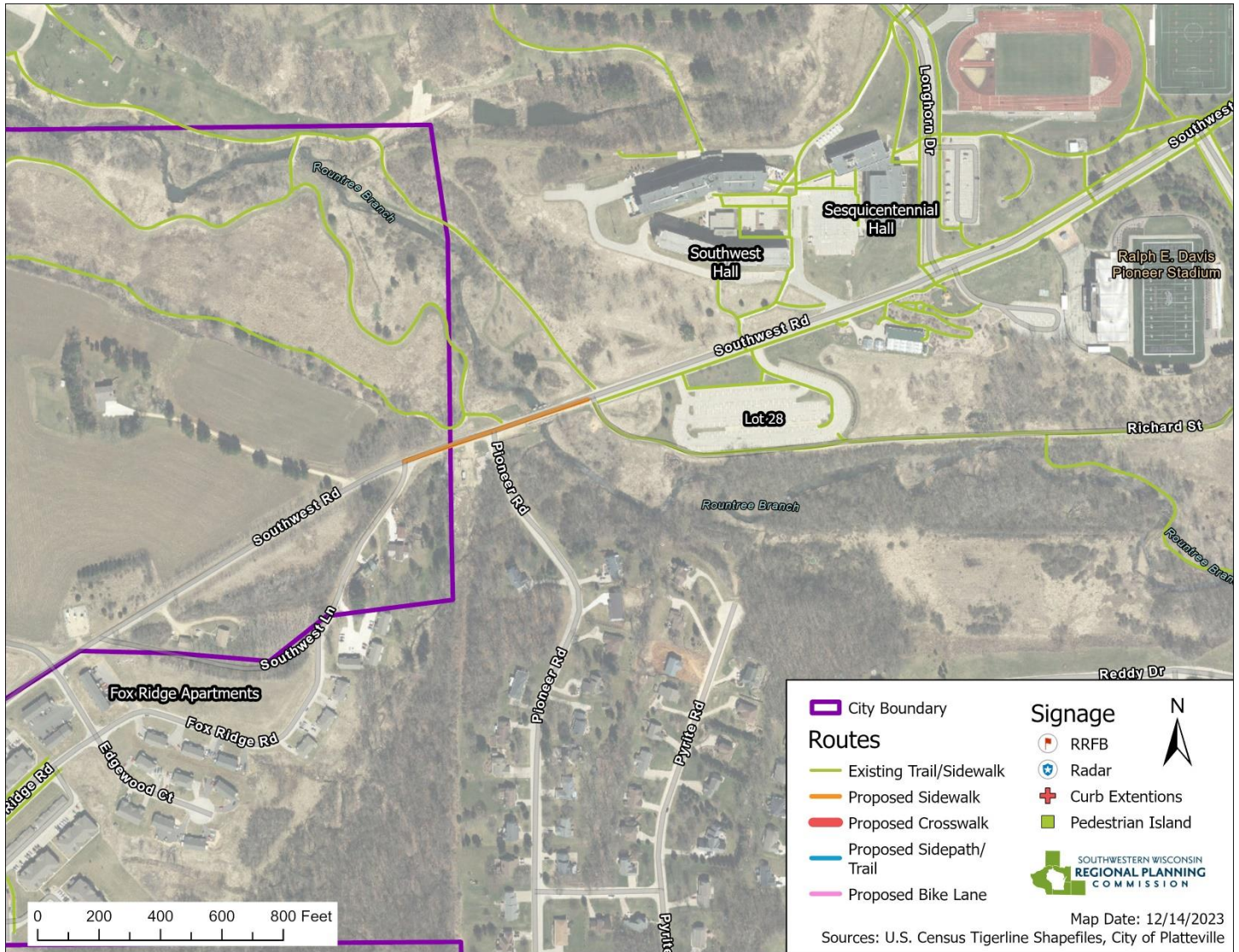


Since 2009, Hickory Street from Main Street to Camp Street has been labeled as a tier one safe route priority. The 2009 Safe Routes to School plan identified Hickory Street as a priority because of its connection to Main Street, Camp Street, and Westview Elementary School along with its traffic volume and existing infrastructure. While other tier one streets gained top priority, Hickory Street still has no sidewalk from Cedar Street to Camp Street. The sidewalk on the west side of Hickory Street should be extended along Miners Field and the two residential blocks to Camp Street. Some safety measure may be needed near the storm drain on the south side of Miners Field.

Figure 23: Miners Field along Hickory Street (left), and the drainage ditch on the south side of the field (right)



C.6. Southwest Road



The sidewalk along Southwest Road ends at the trail crossing just west of Sesquicentennial Hall and UWP Lot 28. However, many students walk west of the trail crossing to access their apartments along Fox Ridge Road. This is evidenced by the trail worn in the grass on the outside of the bridge crossing Rountree Branch stream. The city should use recommendations in the UWP capstone project (Appendix C) to expand the bridge and extend the sidewalk to Southwest Lane (which merges into Fox Ridge Road). The city will have to engage with one township parcel owner to complete the sidewalk up to Southwest Lane.

Figure 24: Student walking beside the bridge toward Southwest Lane (left), and the trail worn next to the bridge (right)



R.2. Expand Trail System

Many focus group participants expressed both their love of the existing trail system and their desire to expand the trail for additional recreational opportunities. An expansion of the trail system takes on a two-pronged approach: 1) an internal loop that the city can implement and 2) an external loop beyond the city limits that the PCA and other community organizations can implement. This two-pronged, collaborative approach will provide options to residents and ensure the best use of resources.

Internal Loop - City Implementation

For the internal loop, the city should focus on making improvements to and along the bike routes in Figure 25. This includes the following:

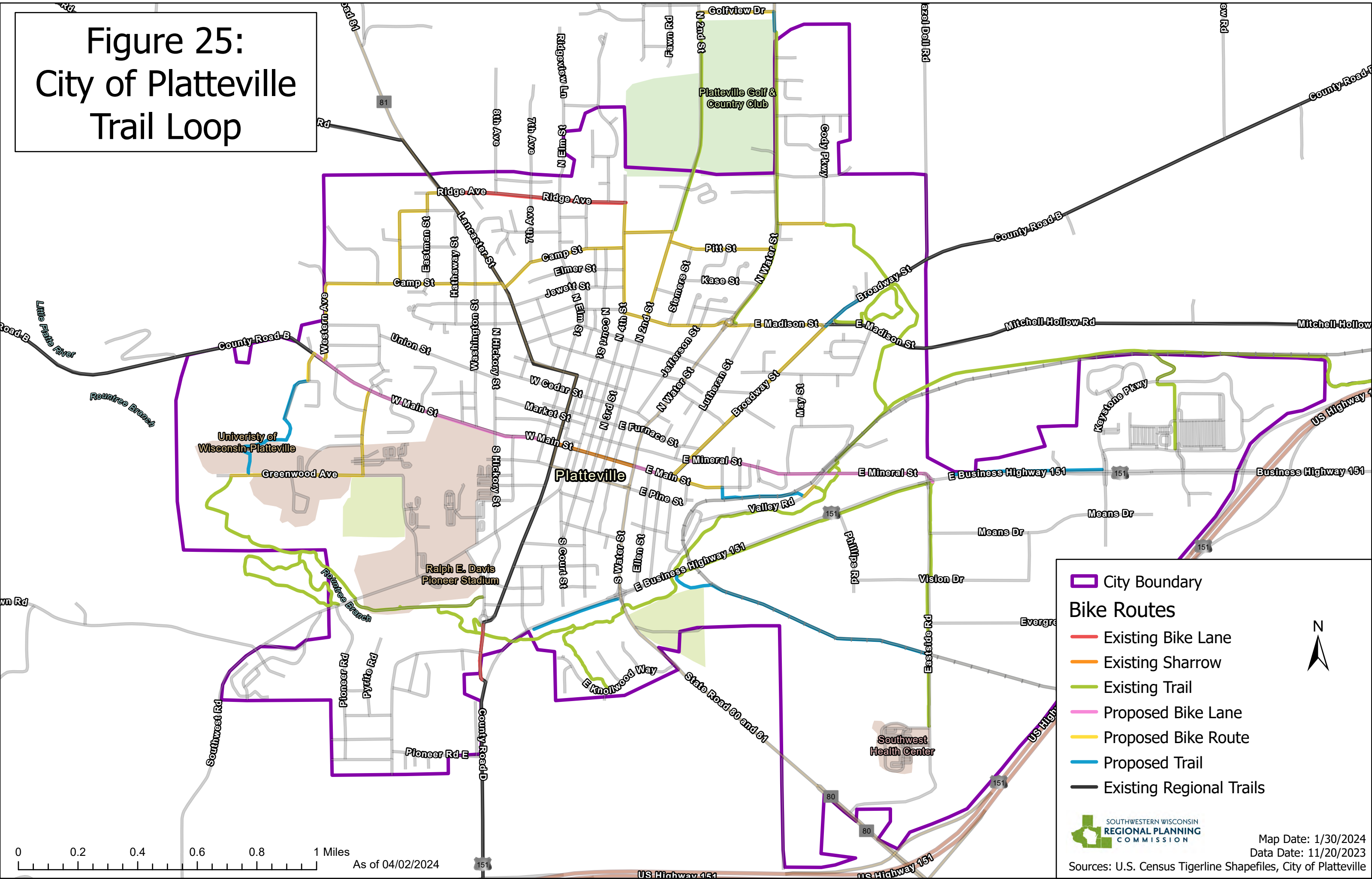
- Construct a new trail connecting Moonlight Drive and Greenwood Avenue.
- Add signage and lines for bike lanes along Main Street between Moonlight Drive and Broadway Street (excluding downtown sharrow) and along Mineral Street from Broadway to Business 151 (C.28).
- Add bike route signage along the identified bike routes (C.29).
- Ensure that stoplights along the bike routes can be triggered by cyclists (C.22).
- Pave the trail from the Skate Park to the Dog Park (R.10).
- Add a trail from the intersection of Madison and Broadway to the Mound View trail crossing on Broadway (C.20.g).
- The city could work with the PCA to add other connections to the external loop as it is constructed.

External Loop – Implementation Via Community Partnerships

An external loop is a much larger project that may not fit within the budget or resources of the city. However, the PCA and other community organizations have been instrumental in securing easements and funding for continued trail expansion and can continue to play an important role in Platteville’s long-range recreation vision. Four potential routes are outlined in Figure 26. The routes include 1/8th mile buffers (330 feet on either side) to provide flexibility in the actual trail alignment. The proposed routes include the following:

- Optional northeast connection from existing Mound View trail to Golfview Drive
- Northern Loop
 - Starting point along the driving range of the Platteville Golf & Country Club
 - Follows streams for adequate topography for trail construction
 - Connections: existing trail on Second Street, Lime Kiln Lane, Old Lancaster Road, Greenwood Avenue, and the existing Rountree Branch trail
 - Crossings: Elm Street, Ridgeview Lane, Highway 81 at Lime Kiln Lane, Old Lancaster Road, County Road B just west of the city boundary
- Southern expansion of the Rountree Branch trail from Business 151 near Valley Road to Eastside Road
- Connection from Southwest Health to Knoll Wood Way and to Chestnut Street
 - Crossings: Highway 80/81 at Pleasant Valley Road, County Road D at Pioneer Road
- Any spur trails deemed necessary to connect new or existing development to the trail system. Connections may include Westview School and Park, Ioka Ridge, or others.

**Figure 25:
City of Platteville
Trail Loop**



City Boundary

Bike Routes

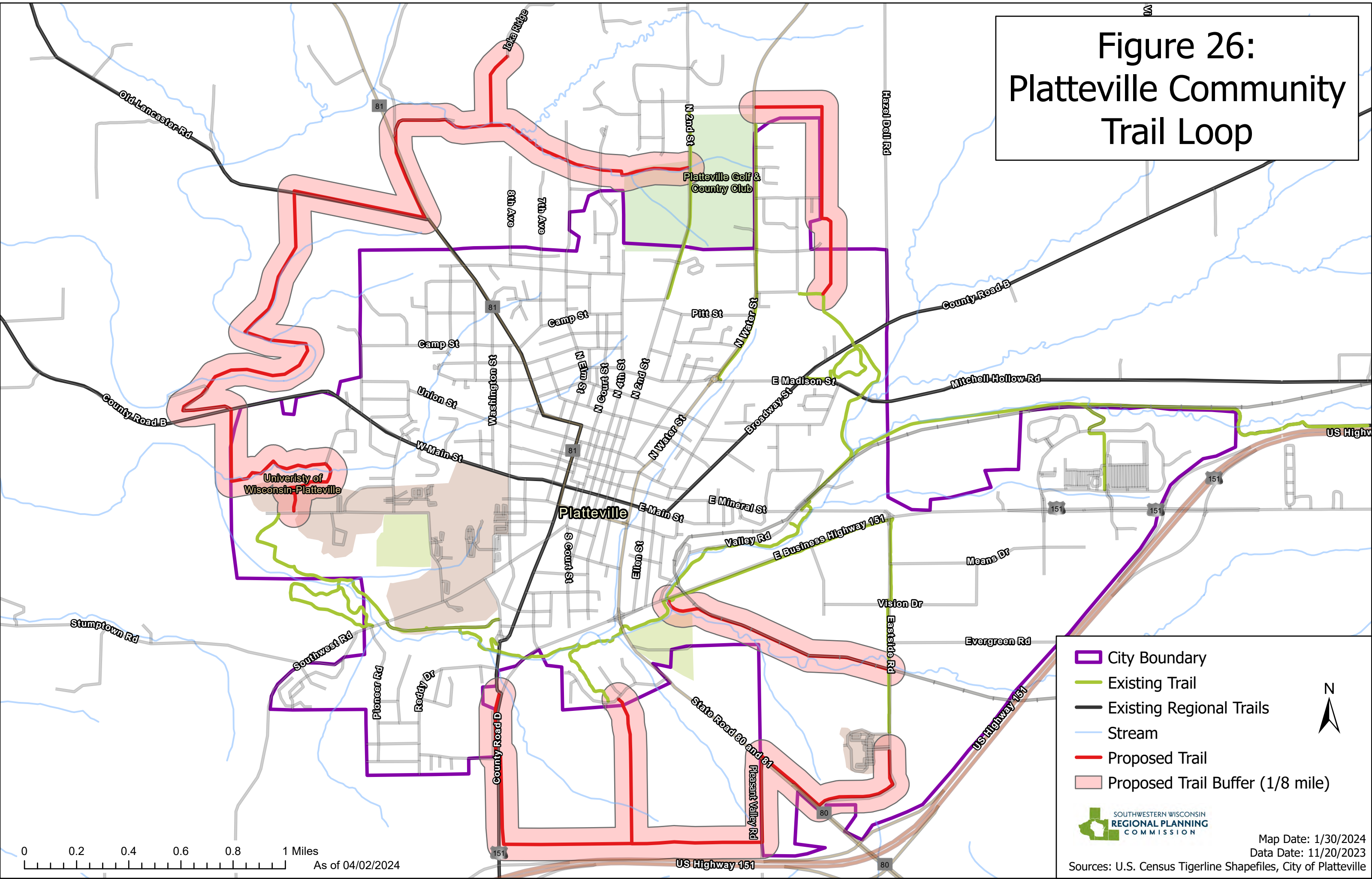
- Existing Bike Lane
- Existing Sharrow
- Existing Trail
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Trail
- Existing Regional Trails

**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION**

Map Date: 1/30/2024
Data Date: 11/20/2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

Figure 26: Platteville Community Trail Loop



- ▭ City Boundary
- ▬ Existing Trail
- ▬ Existing Regional Trails
- ▬ Stream
- ▬ Proposed Trail
- Proposed Trail Buffer (1/8 mile)



0 0.2 0.4 0.6 0.8 1 Miles
As of 04/02/2024

Map Date: 1/30/2024
Data Date: 11/20/2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

Commuter Recommendations

C.8. The city should continue to fix broken or noncompliant ADA curb ramps, prioritizing the following:

- a. Fix: Main and Bonson, Mineral and Chestnut
- b. Noncompliant: Southwest and Hickory, Freemont & Washington
- c. New: Southwest & Chestnut, Carlisle & Chestnut, Alden & Rountree, Mineral & Oak, Madison Street near high school, Pitt Street near Legion Park, Elm Street and Fifth Avenue near Smith Park and Park Place Assisted Living, Hollman & Camp near Westview Elementary

Figure 27: Broken ADA ramp (left, SW corner of Main and Bonson) and noncompliant ramp (right, SW corner of Southwest and Hickory)



C.9. The pedestrian islands along Pine Street have experienced deterioration since their installation. Some of the ADA ramps need to be reinstalled. All of the islands need more regular cleaning to remove accumulated debris. The city should consider removing the stamped crosswalk surface to increase the longevity of the islands.

Figure 28: Pedestrian islands along Pine Street



C.10. The bike lane on Ridge Avenue provides an option for cyclists, but pedestrians lack a safe place to walk or run. A sidewalk should be added to connect Smith Park to neighborhoods further north and west. Long term, a design that safely accommodates a sidewalk (south side), revised bike lanes (both sides), and a parking lane (south side) should be considered.

C.11. Residents mentioned feeling unsafe using the bike lane along Ridge Avenue. Bike lanes should be a minimum of four feet wide with a one-foot gutter distance for a total of five feet from the curb to the bike lane line. However, on an asphalt roadway, the gutter pan should not be included in the total five feet. This is because the joint between the roadway and the gutter is often uneven and the gutter tends to collect debris.¹¹ Bike lane standards should be assessed on a case-by-case basis and made more conservative (increase the distance from curb to bike lane line) where needed. In the case of Ridge Avenue, the parking on the south side is insufficient width which causes drivers to park into the bike lane. The bike lane itself is 3.25 feet. The bike lane on the north side is only 2.6 feet (excluding the gutter) and the slope of the gutter causes cyclists to ride close to or outside of the bike lane line. The north side lane should be five feet excluding the gutter pan. Overall, the city should revise the bike lanes on Ridge to improve safety.

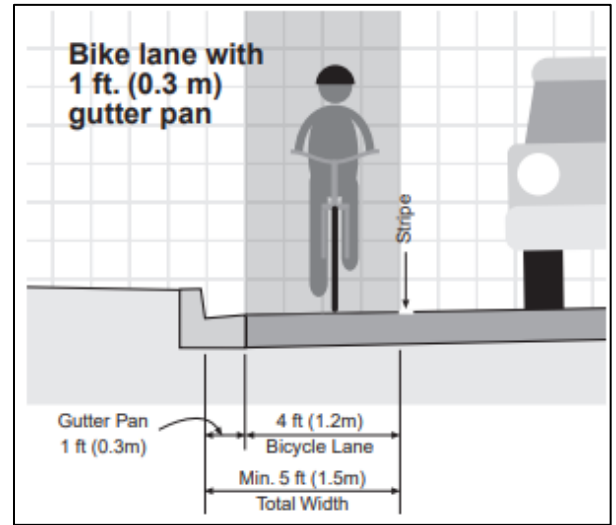
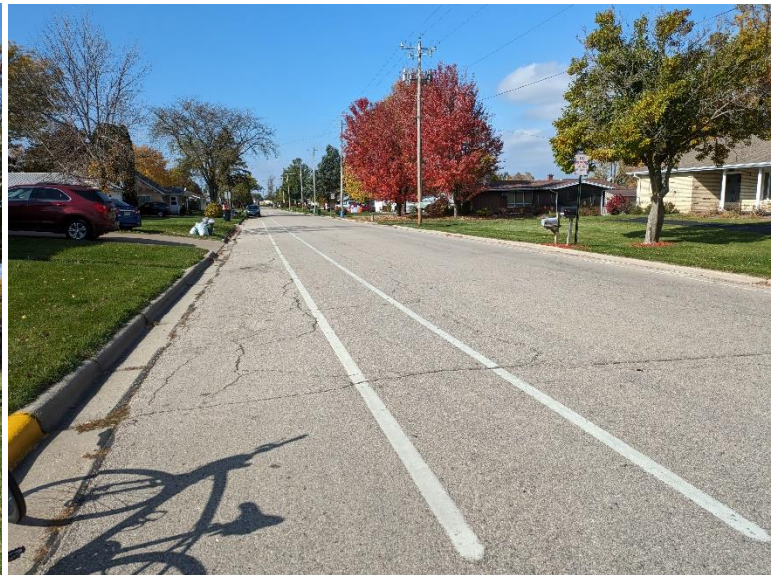


Figure 29: North side bike lane (bottom left), south side bike lane with parking (bottom right), and WisDOT bike lane standards¹⁰ (top right)



¹¹ Wisconsin Department of Transportation. (2004). *Wisconsin bicycle facility design handbook*. Retrieved from <https://wisconsindot.gov/documents/projects/multimodal/bike/facility.pdf>.

C.12. The stamped crosswalks downtown have experienced significant wear. While patching fills holes, the crosswalks remain uneven and present safety concerns for pedestrians, particularly those with low mobility. In the summer of 2023, a pedestrian was injured by a hole in the crosswalk at the Chestnut and Pine Street intersection. The city should explore options for replacing or removing the stamped crosswalks. One option is a full-depth colored crosswalk similar to the ones installed in La Crosse, WI. The City of La Crosse noticed that stamped crosswalks were experiencing wear and tear quickly after installation and opted for the more resilient full-depth option.¹² Another option is to incorporate creative placemaking by adding artistic painted crosswalks downtown.

Figure 30: Stamped crosswalks at Chestnut and Pine (left) and Chestnut and Main (right)



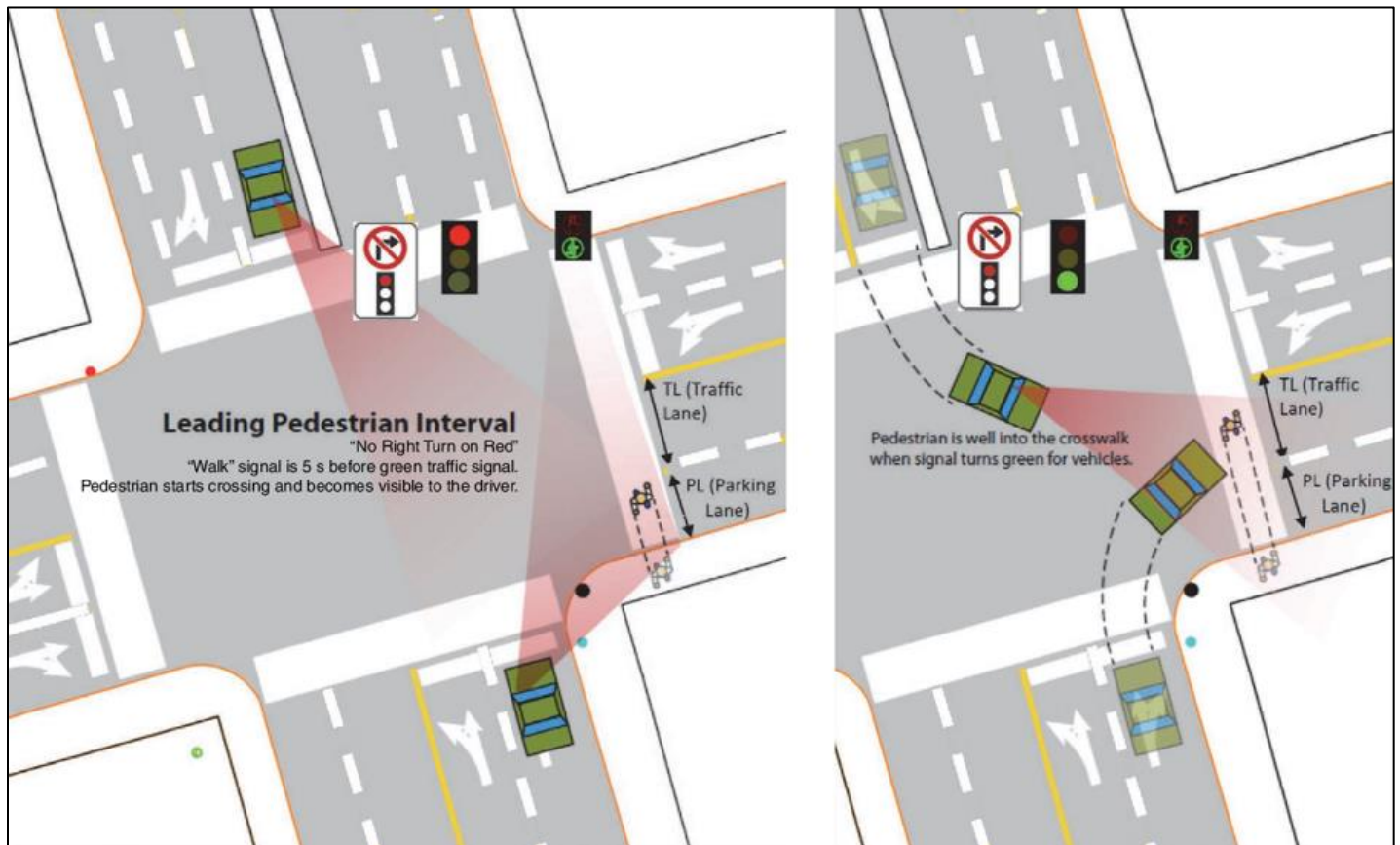
C.13. Many students, staff, and other users of the Platteville High School facilities use the multi-use trail along Water Street. However, there is no easy access from the west side of the school to the trail. The school and the city should work together to explore options for providing access to the trail from the new parking lot and across the drainage ditch.

¹² Sward, S. & Bruggeman, J. (2023, November 7). *City of La Crosse pedestrian and bicycle planning and design [presentation]*. University of Wisconsin Platteville Engineering Seminar Series, Platteville, WI.

C.14. The RRFB at Staley Avenue helps cyclists and pedestrians safely cross Business 151. However, there are not many safe options for users once they get to Staley. Sidewalks should be added along Staley and Harrison Avenue to improve connectivity between amenities. This would also allow trail users to safely access the trail head south of Las Palmas.

C.17. Leading pedestrian intervals (LPIs) and walking countdowns should be added to stoplights at busy intersections. LPIs allow pedestrians to start walking 3-7 seconds prior to vehicular movement (Figure 31). This allows pedestrians to be more visible in the intersection before drivers make right or left turns. LPIs have been shown to reduce vehicle-pedestrian crashes.¹³ Preventing right turns on red could also improve safety. At busy intersections, automatic walk signs could improve the pedestrian experience but should only be used with walking countdowns to prevent pedestrians from walking too late in the countdown.

Figure 31: Leading Pedestrian Interval ¹⁴



C.18. The intersection of Main Street and Hickory Street has proven to be dangerous for both cyclists and pedestrians with two minor pedestrian injuries and one serious cyclist injury reported in the last 14 years. To improve pedestrian visibility and reduce the crossing distance, curb extensions should be added to the intersection where parking lanes are present. Should bike lanes be added in the future (C.28), the curb extensions should not extend into the designated bike lane. Curb extensions have the added benefit of slowing down vehicular traffic. Reflective marker rods can be used to alert cyclists and snow plow drivers.

¹³ National Association of City Transportation Officials. (n.d.) *Leading pedestrian interval*. Retrieved from <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/>.

¹⁴ Saneinejad, S. & Lo, J. (2015). Leading pedestrian interval: assessment and implementation guidelines. *Transportation Research Record*, 2519, 85-94.

C.19 Tree plantings, and proper tree maintenance, provide several significant benefits when included along streets. From an environmental perspective, street trees support stormwater management within communities by improving stormwater infiltration during rain events. Street trees also support climate resilience by providing shade for pedestrians and lowering overall temperatures. From a traffic perspective, increased tree canopy coverage is associated with slower speeds, reduced vehicular crashes, and reduced pedestrian casualties.¹⁵ Studies show that street trees increase driver awareness and pedestrian perceptions of safety.¹⁶ Finally, street trees contribute to improved physical and mental health, improved community economic health, and even increased property values. New or replacement trees should be considered for all street projects.

C.21. During the focus groups, many participants commented on improved safety along Pine Street due to the pedestrian islands. Including pedestrian islands along other busy roads such as Chestnut Street, Lancaster Street, and Water Street would further improve pedestrian safety. The Federal Highway Administration recommends that pedestrian islands be at least eight feet wide.⁷

C.22. Cyclists are unable to trigger stoplights in Platteville. The city could add separate push buttons for cyclists that are located near the curb. Another option is to add AI cameras to the stoplights to automatically detect the presence of cyclists. The addition of bike boxes can further reduce stoplight delays while increasing visibility and facilitating left turns for cyclists (Figure 32).

Figure 32: Bike box example at a signalized intersection¹⁷



¹⁵ Marshall, W.E., Coppola, N., & Golombek, Y. (2018). Urban clear zones, street trees, and road safety. *Research in Transportation Business and Management*, 29, 136-143. <https://doi.org/10.1016/j.rtbm.2018.09.003>

¹⁶ Zhu, M., Sze, N.N., & Newnam, S. (2022). Effect of urban street trees on pedestrian safety: A micro-level pedestrian casualty model using multivariate Bayesian spatial approach. *Accident Analysis & Prevention*, 176. <https://doi.org/10.1016/j.aap.2022.106818>

¹⁷ National Association of City Transportation Officials. (n.d.). *Urban bikeway design guide*. Retrieved from <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>.

C.26. Existing bike parking locations in Platteville are shown in Figure 36. The bike parking locations were identified by UWP students in fall of 2023 and may not be comprehensive due to hidden bike racks. New businesses and apartments should include bike parking in the construction process. The city should work with businesses and the CSRC to install bike parking at key locations such as the amenities in Figure 4.

C.28. Bike lanes on Main Street and Mineral Street would improve east-west connections for both recreational and commuter cyclists. The designs in Figures 33 and 34 could be implemented in the short-term for Mineral Street and for Main Street from Water to Broadway. Main Street from Chestnut to Moonlight Drive is a long-term project. The designs incorporate an extra foot on the outer lanes to account for gutters.

Figure 33: Proposed design for Main Street bike lane (parking lane on north side)

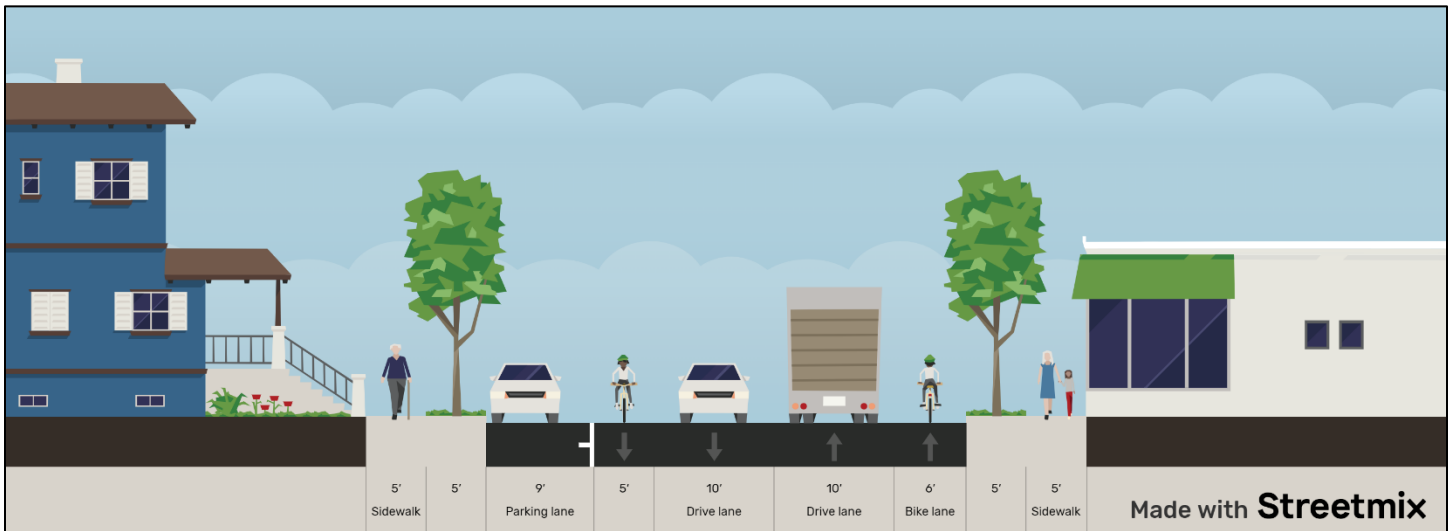
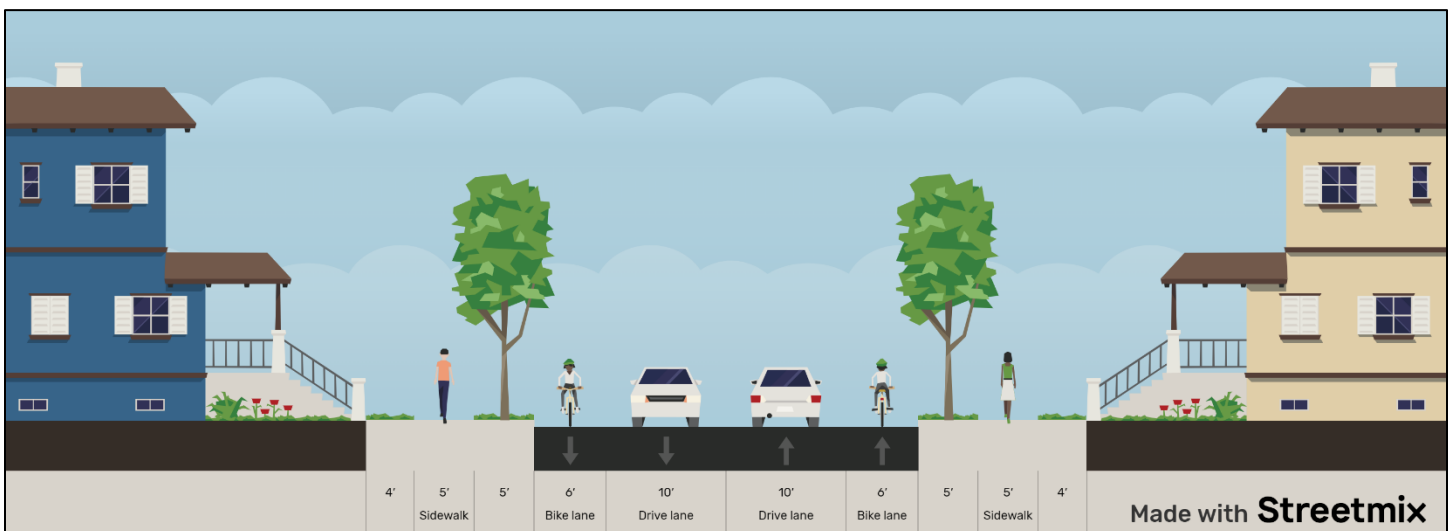


Figure 34: Proposed design for Mineral Street bike lane



C.30. Both Furnace Street and Pine Street could use a radar sign to discourage speeding. Furnace Street has seen more crashes involving pedestrians and cyclists than nearly every other street in the city. Pine has both a heavy traffic load and a hill, which increases the likelihood of speeding. Radar signs should be added near Furnace & Second and for eastbound traffic near Pine & Rountree. The signs should be networked so that data can be collected and analyzed.

Recreation Recommendations

R.7. Several focus group participants mentioned safety issues at the Business 151 underpass for the Rountree Branch trail near Katie’s Garden. The trail narrows at the underpass and directly borders the stream. In addition, visibility issues prevent users from seeing people entering the underpass from the other side. This leads to significant difficulty for cyclists attempting to pass one another. The PCA should explore options and costs associated with expanding the width of the trail.

R.8. The Rountree Branch Trail crosses over the stream via the bridge on Businesses 151 (between Culver’s and China Buffet). The existing trail on the bridge includes six feet of raised sidewalk with ten feet of two-way bike lane, five feet in either direction. The PCA and the city should explore options and costs associated with expanding the raised sidewalk to make it a raised multi-use sidepath.

Figure 35: Bike lane and raised sidewalk on Business 151 bridge¹⁸

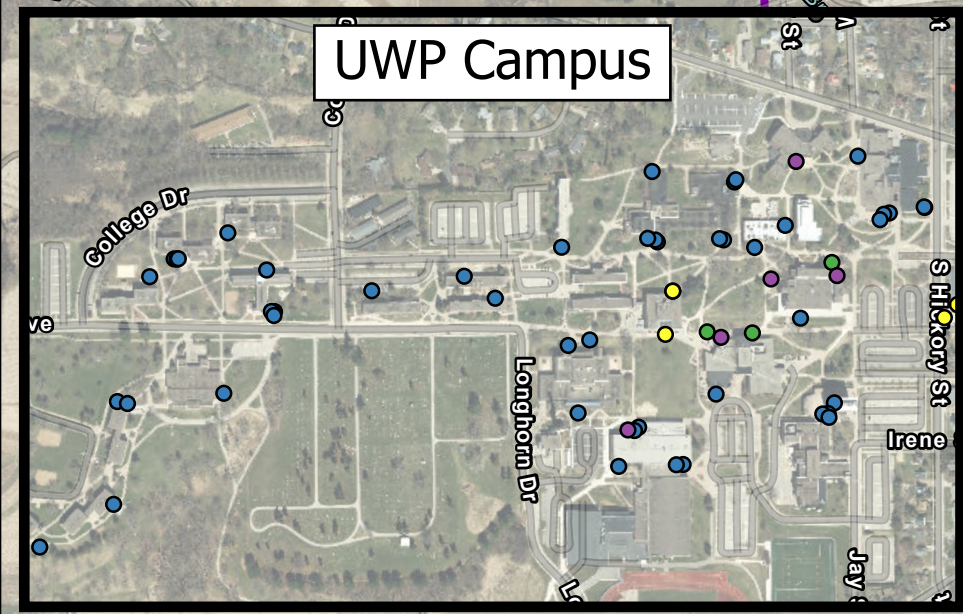
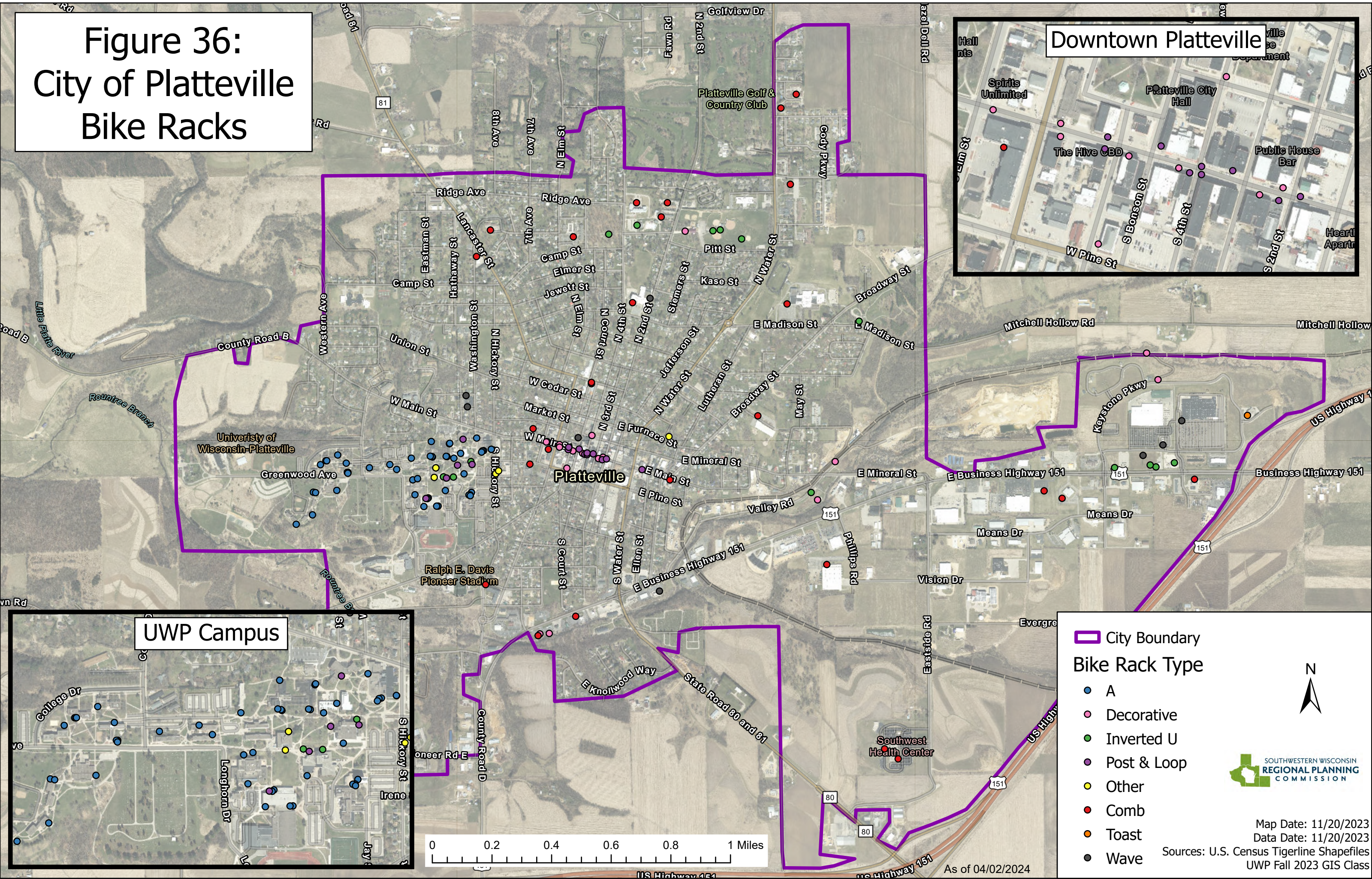
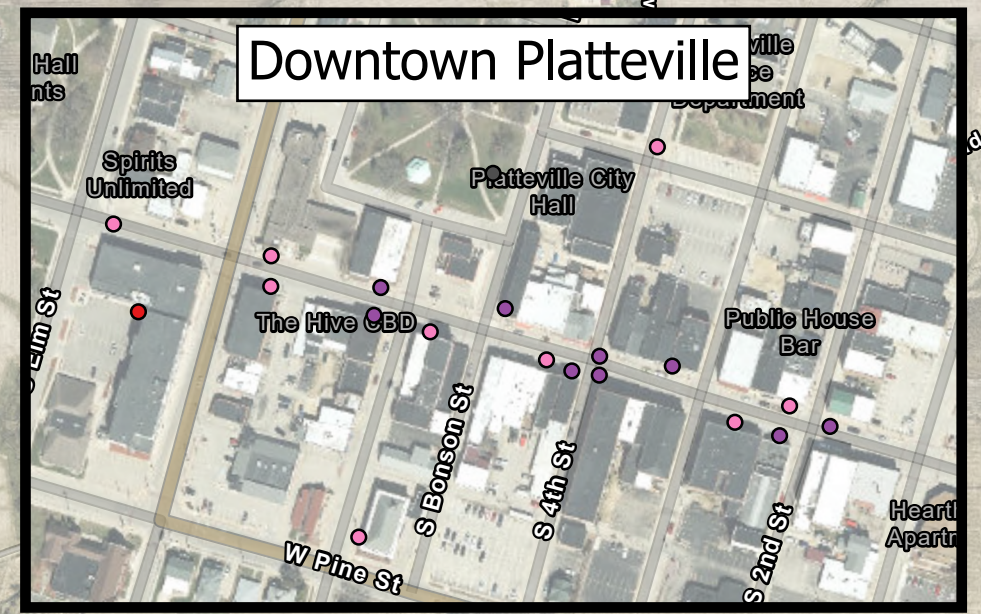


R.9. Focus group participants also mentioned their recreation being constrained by a lack of amenities along the trail, particularly restrooms. Restrooms, benches, and water fountains should be added along the trail.

R.10. The trail from the Skate Park to the Dog Park is currently unimproved. The city should consider paving this trail with a future WisDOT TAP Grant to connect downtown to the Rountree Branch trail.

¹⁸ Google. (n.d.). [Google Map of Business 151 Bridge]. Retrieved January 9, 2024.

**Figure 36:
City of Platteville
Bike Racks**



City Boundary

Bike Rack Type

- A
- Decorative
- Inverted U
- Post & Loop
- Other
- Comb
- Toast
- Wave

Map Date: 11/20/2023
Data Date: 11/20/2023
Sources: U.S. Census Tigerline Shapefiles
UWP Fall 2023 GIS Class

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

As of 04/02/2024

General Recommendations

- G.1. The city should integrate sidewalk and utility/road projects to increase efficiency and reduce costs. Any utility or road projects that touch sidewalks or curb ramps should include installation or replacement of the sidewalk.
- G.2. The CSRC should meet annually with the Public Works Director and the Parks and Recreation Director to identify specific projects that should be in the budget either alongside or independent from road projects.
- G.3. The CSRC should partner with the Platteville Optimists or another organization to offer an ongoing bike light and bike helmet giveaway program. The Platteville Police Department could distribute the items.
- G.4. The CSRC and the Platteville Police Department should work on initiatives to educate drivers about the rights of pedestrians and cyclists (i.e. yield to pedestrians in crosswalks and other policies). This education could also include general driver education such as proper use of stop signs and stoplights.
- G.5. The CSRC should update their website every year to include details on initiatives; educational materials for pedestrians, cyclists, and drivers; or any other useful material.
- G.6. The CSRC should collaborate with the Platteville Police Department to better understand where crashes are occurring each year and whether safety improvements can be made for cyclists and pedestrians.
- G.7. PCA should make updates to their trail map to include new trails and improve the map user's experience (explore different color palettes, synchronize colors with any Regional Chamber maps, etc.).
- G.8. PCA and the Platteville Regional Chamber should collaborate to distribute the trail map to new residents.
- G.9. PCA or another organization could pursue the "Bicycle Friendly City" designation.

Implementation

A transition from planning to implementation is required if the city is going to accomplish the previously-mentioned recommendations. The city should utilize the *Plan, Do, Study, Act (PDSA) Cycle* to implement this plan (Figure 37). Through the adoption of this plan, the city has made the first step in this cycle. The PDSA cycle requires this plan to be reviewed regularly and, at times, updated when determined vital to the best interests of the cyclists and pedestrians in the city.

The recommendations outlined in this plan range from short-term to long-term, and simple to complex. During the PDSA cycle, city leaders should work together and reference this plan as a guide to accomplish these goals on an on-going basis, including an annual review of this plan to measure progress.

Plan

This is the work completed through the planning process, culminated in this document. It included community engagement, review of relevant data and past planning work, and GIS analysis of future needs.

Do

This phase includes plan roll-out and executing the identified recommendations. Key aspects include:

- **Prioritizing recommendations:** Potential projects for 2024 and 2025 were identified, but the CSRC should continue to prioritize projects in May or June for annual budgeting and implementation.
- **Identifying required resources and partners:** Build capacity and establish collaboration.
- **Documentation:** Finalize the targets the city will use to measure progress toward plan implementation. This includes tracking infrastructure installation to use as a baseline for future additions (see page 25).

Study

Measuring progress requires a team to monitor and manage implementation, and to record progress. The CSRC should work with city staff members to review installation data and assess progress toward goals. The CSRC should also maintain a spreadsheet to identify progress toward the recommended projects. City staff and the CSRC should identify and define any barriers to implementation in order to overcome them when possible. When barriers cannot be overcome, they should be documented to inform future planning work.

Act

This phase of the process sets the stage for continual improvement. As the city sees progress, documents successes, or encounters barriers on any given recommendation, it should look to:

- **Adopt** practices that work and are successful. Formalize them as part of the city’s culture.
- **Adapt** good practices that need improvement. This includes surmounting obstacles, finding efficiencies in existing processes, and documenting why things don’t work.
- **Abandon** existing practices that don’t support progress, and new initiatives that are not the right fit. The city must document the reason for abandonment so they can avoid similar issues in the future.

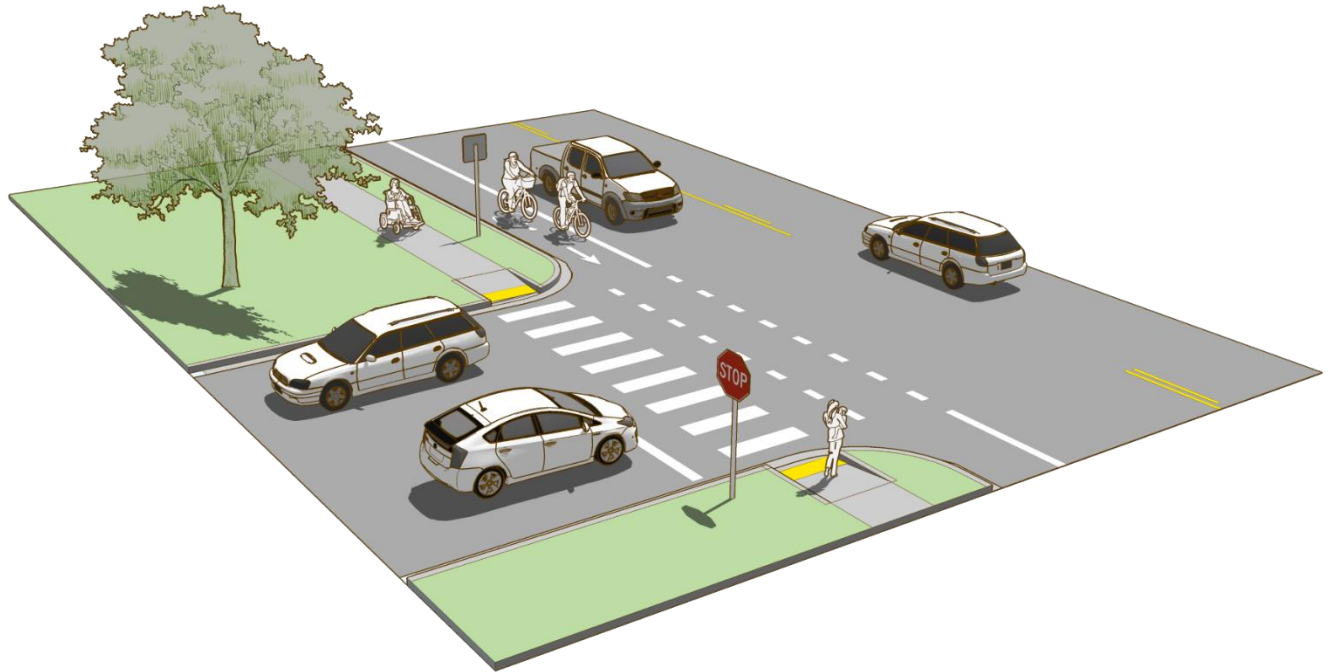
Figure 37: Plan, Do, Study, Act (PDSA) Cycle



Appendix A: Glossary

Bike Lane

Space designated just for cyclists by pavement markings. Bike lanes are located directly adjacent to vehicle travel lanes.¹⁹



Bike Route

Bikeway designated by the local authority. Signs are used to alert drivers to the presence of cyclists.



Collector

Street classification for roads that collect and distribute traffic from local roads to arterials. In urban areas, collectors may run through residential, commercial, or industrial areas. In rural areas, collectors connect communities not served by arterials.²⁰

¹⁹ U.S. Department of Transportation Federal Highway Administration. (2016). *Small Town and Rural Multimodal Networks*. Retrieved from https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf.

²⁰ Wisconsin Department of Transportation. (2022). *Functional Classification Criteria and Procedures*. Retrieved from <https://wisconsin.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf>.

Local Roads

The lowest level of street classification. Characterized by low speed limits and low traffic volume. Local roads provide access to homes and businesses and make up the largest percentage of roadways in municipalities and in the state.²⁰

Minor Arterial

Street classifications for roads that connect and support principal arterials. While principal arterials are used for long distance trips, minor arterials support moderate length trips. In rural areas, minor arterials connect cities and larger villages for inter-county service.²⁰

Principal Arterial

The highest level of street classification. Characterized by high speed limits and high traffic volumes. Principal arterials include interstates, freeways, and expressways. In rural communities, principal arterials connect urban areas with populations over 25,000.²⁰

Rectangular Rapid-Flashing Beacon (RRFB)

Pedestrian crossing sign that has been enhanced with a rectangular LED light source. The LED light flashes at a high frequency to alert drivers to pedestrians within a crosswalk. RRFBs are traditionally activated by a pushbutton but can also be activated passively by video or infrared.



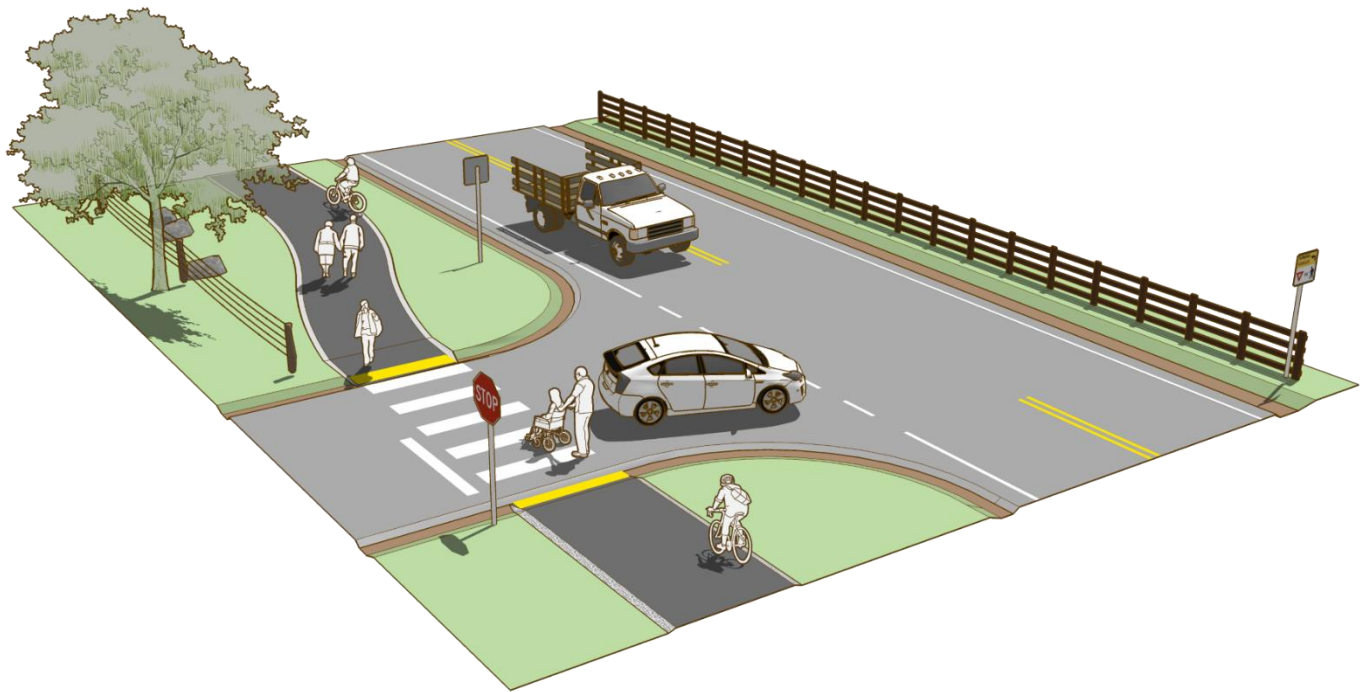
Sharrow

Shared lane markings in the form of a bicycle painted on the pavement of the road. Sharrows are used to remind drivers that motor vehicles should share the road with cyclists and that cyclists are allowed to use the full width of the road.



Sidepath

Multi-use path parallel to but separate from the road. Sidepaths are traditionally used alongside roads with higher traffic (4,000 vehicles per day) or higher speeds (45mph or higher).¹⁹



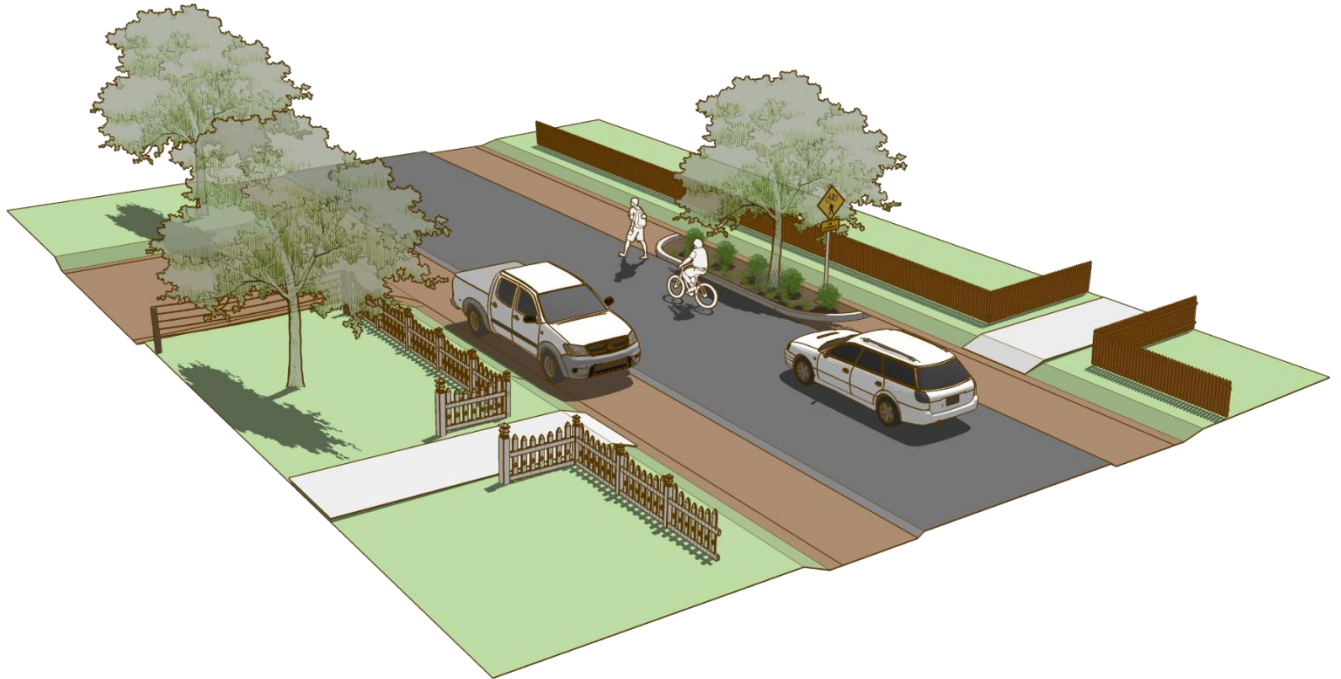
Transportation Alternatives Program (TAP) Grant

Program established by the Bipartisan Infrastructure Law, which was signed on November 19, 2021. The grants support projects such as Safe Routes to School Programs, transportation enhancements, and bicycle and pedestrian facilities programs in municipalities. Sponsors pay 20% of the project costs with the remaining 80% funded by the grant.²¹

²¹ Wisconsin Department of Transportation. (2023). *Transportation Alternatives Program (TAP)*. Retrieved from <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>.

Yield Roadway

Designed to serve pedestrians, cyclists, and motor vehicles all in the same space. The ideal yield roadway will have a speed of 25mph or less with no more than 500 vehicles per day.¹⁹



Appendix B: Infrastructure Application

Figure 38: Sharrow Application¹⁹

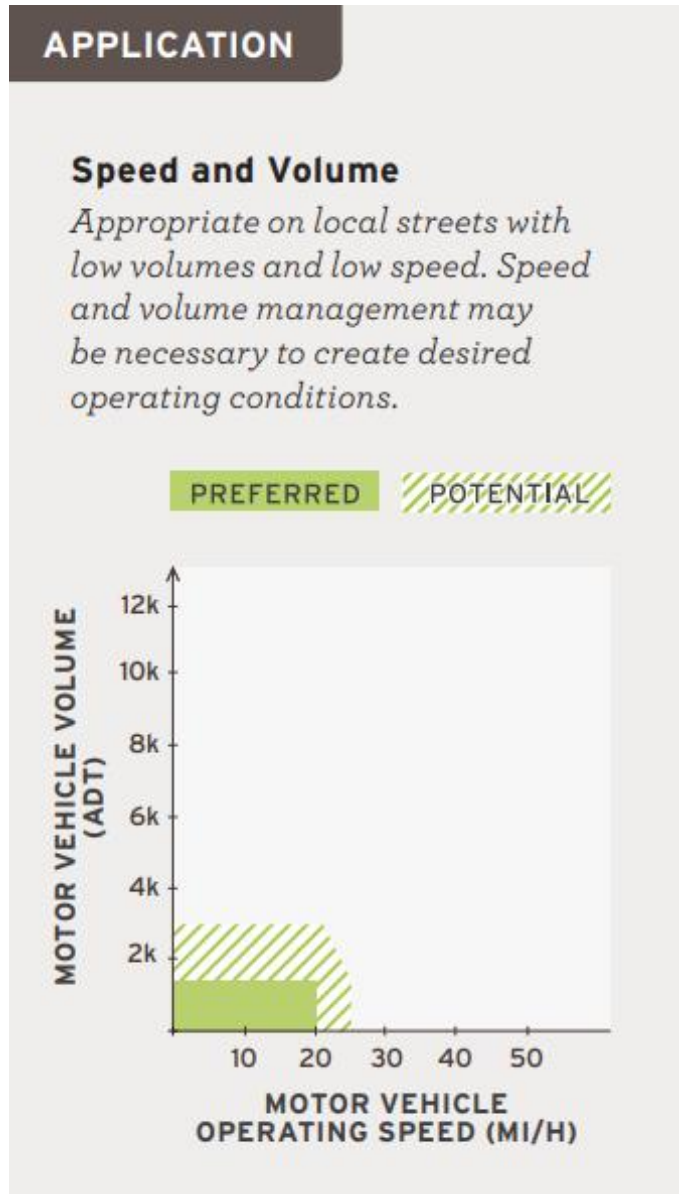


Figure 39: Yield Roadway Application¹⁹

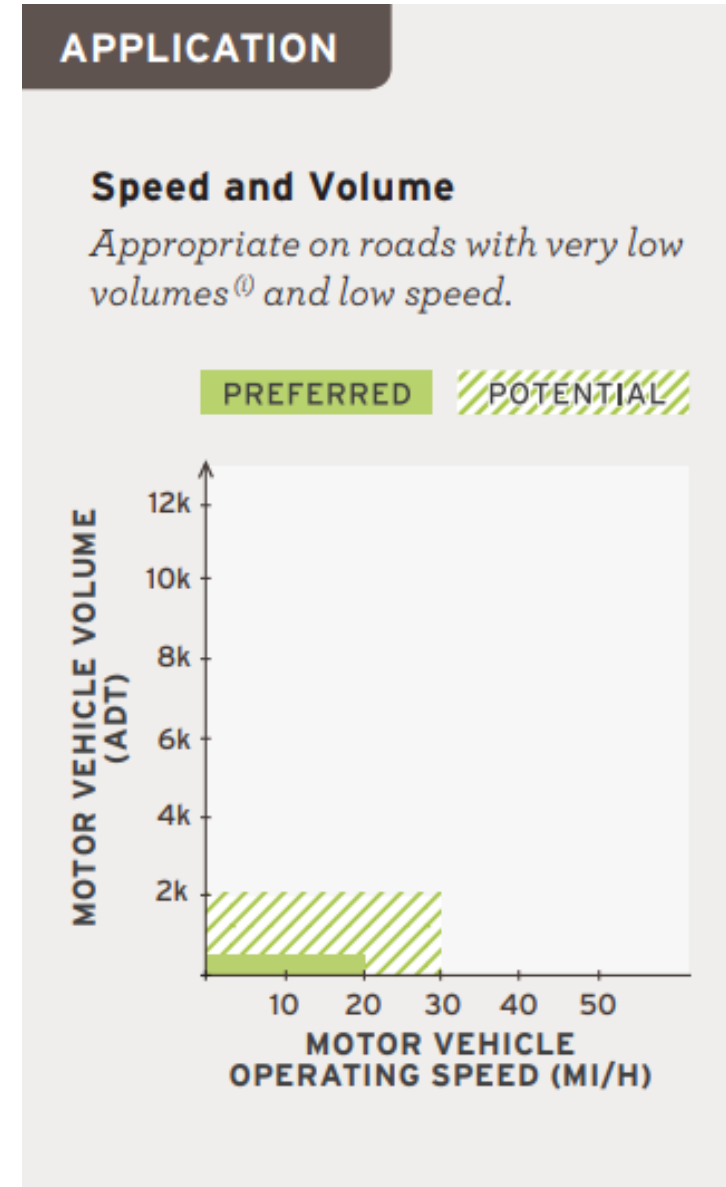


Figure 40: Bike Lane Application¹⁹

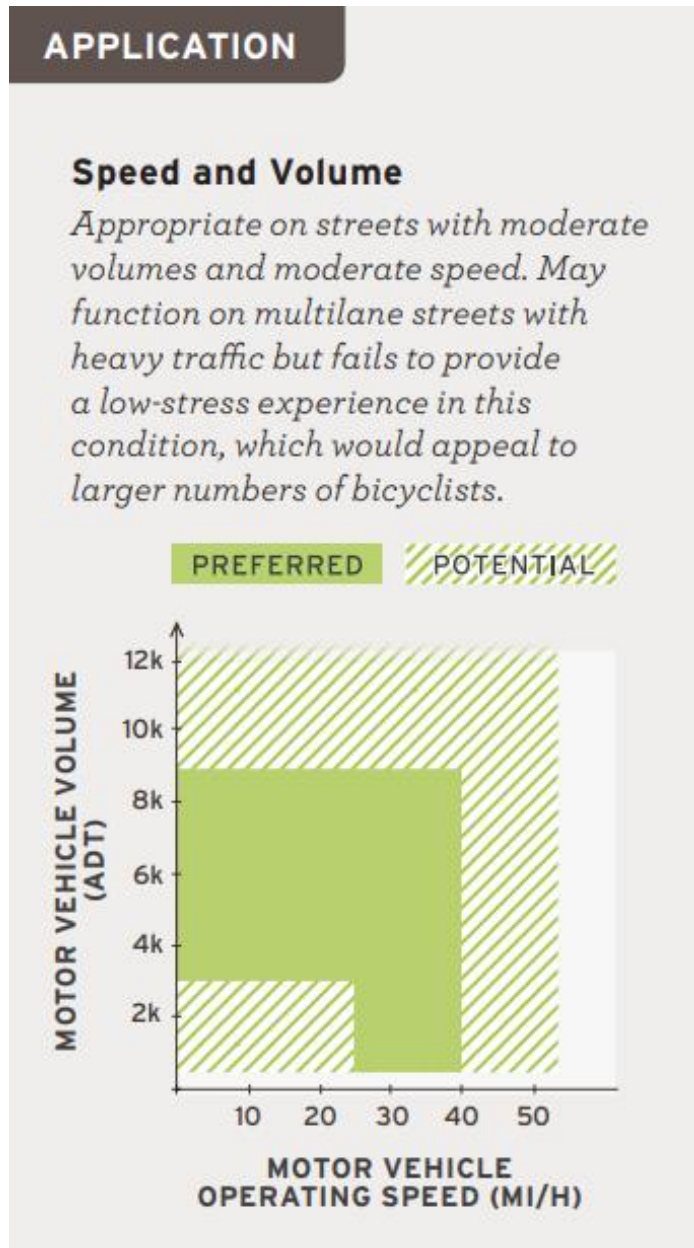


Figure 41: Sidewalk Application¹⁹

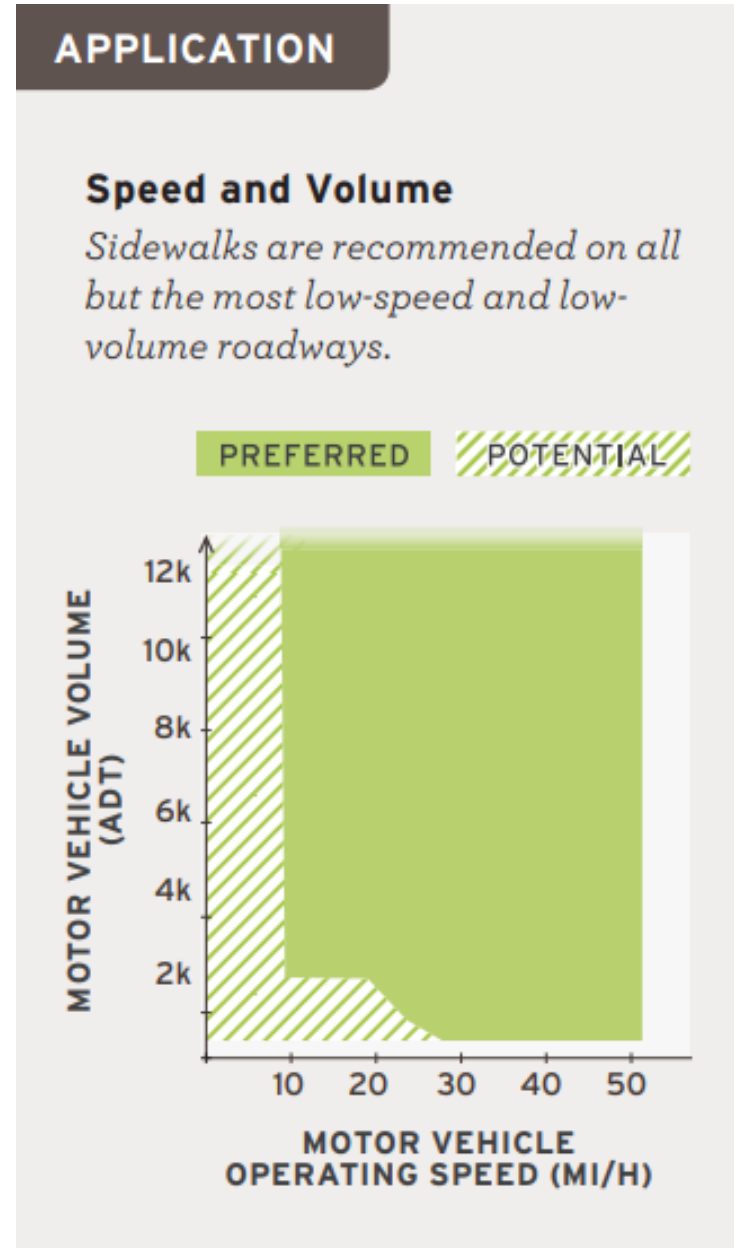
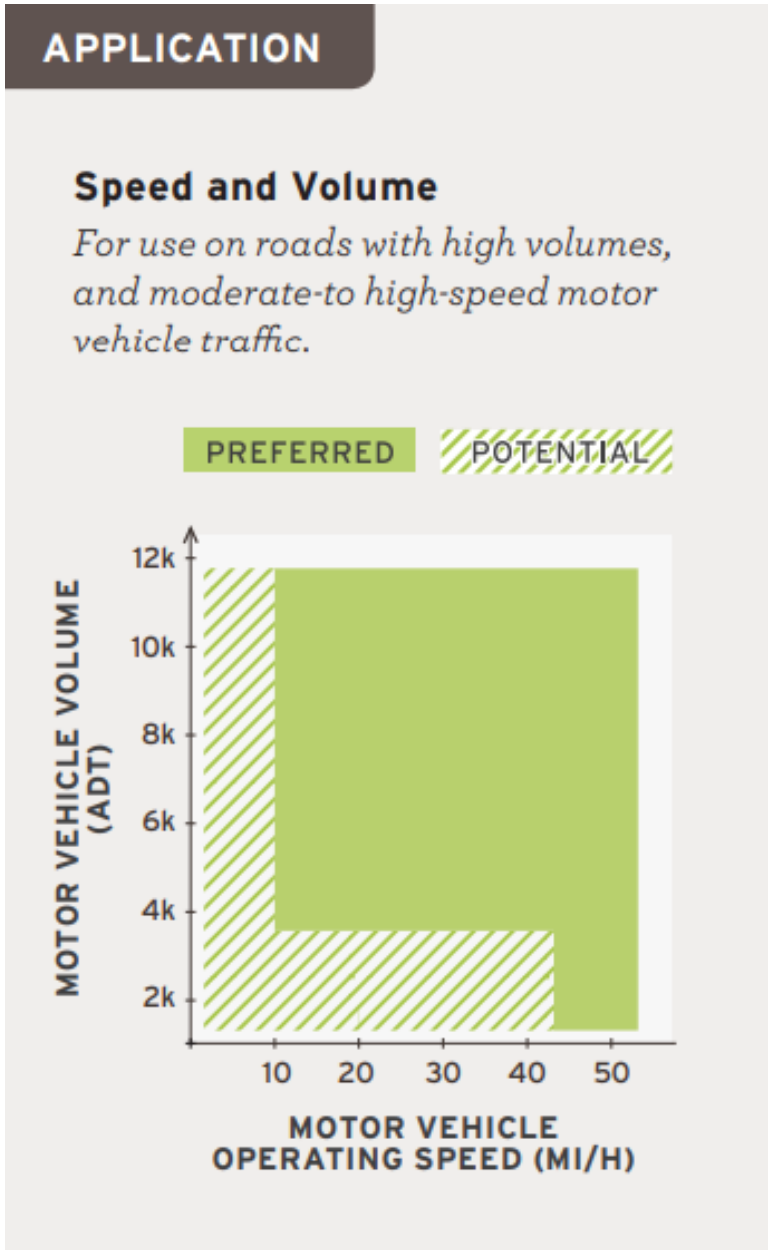


Figure 42: Sidepath Application¹⁹



Appendix C: UWP Southwest Road Capstone



Southwest Road Pedestrian Bridge and Sidewalk



Project Location

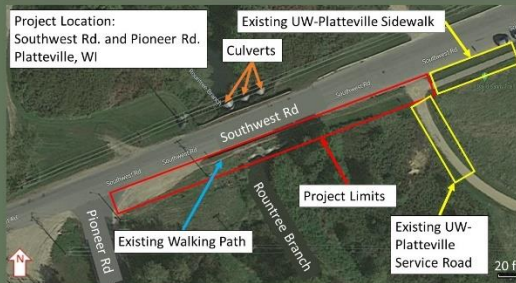


Figure 1: Project Location

Background

There is no sidewalk along Southwest Road from the UW-Platteville Service Road to Pioneer Road. Pedestrians walk this corridor from Fox Ridge Estates to the UW-Platteville campus. Many safety concerns exist including crossing the Rountree Branch Stream and the uneven walking surface.



Figure 2: Existing Path Over the Culverts, Looking West

Objectives

- Design a sidewalk that spans from Pioneer Road to the UW-Platteville Service Road
- Investigate the condition and structural stability of the existing headwall
- Develop a restoration plan for the headwall



Figure 3: Existing Masonry Wall, Looking Northeast

Sidewalk Design

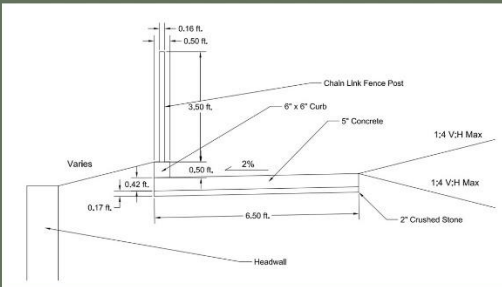


Figure 5: Sidewalk Cross Section Over Existing Culverts

Conclusions

- Implement a sidewalk over the culverts
- Restore the existing masonry wall using Fiber Reinforced Cementitious Matrix (FRCM)

FRCM Design

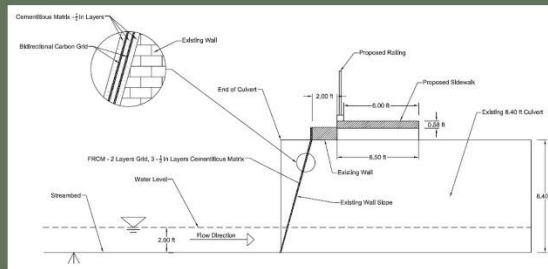
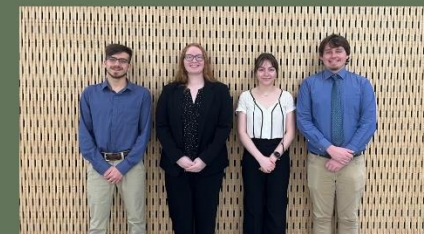


Figure 4: FRCM Restoration Cross Section Design

Design Team



MASS Engineering (Pictured Left to Right)
Aaron Walters, Sarah Dombrowski, Sydney Yokopenic, Max Gilmore



Special Thanks to:
Dr. Polebitski (Advisor), Dr. Ozkula (Advisor), Howard Crofoot (City of Platteville), Dan Dreesens (Delta 3 Engineering)