

Platteville



Safe Routes To School



Platteville | Wisconsin Safe Routes to School Plan

September, 2009



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

Adopted 9/22/2009

Acknowledgements

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And the many hardworking students that participated.

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To all involved community members, thank you for your participation!

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Introduction

Introduction

Nationally, students are walking and biking less than ever before and Platteville is not immune to this trend. Walking and biking can offer countless benefits. It not only empowers students, lowers rates of childhood obesity, attention deficit disorder, and diabetes, but will also helps to prevent environmental pollution, cut back on gas costs, and lower traffic congestion at school drop off and pick up points.¹

Students no longer walk and bike to school for a number of reasons. This Safe Routes to School Plan strives to identify, address, and respond to these reasons. The goal of the Platteville Safe Routes to School Plan is to:

Plan safe routes to Platteville K-8 schools, encourage Platteville students to bike or walk to school more often, and educate community members on safety issues relating to walking and biking.

About Safe Routes to School

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

SRTS programs examine conditions around schools and conduct projects and activities that improve safety and reduce traffic and air pollution in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice, and encourage a healthy and active lifestyle from an early age.

The implications of SRTS can be far-reaching. Safe Routes programs can improve safety not just for children, but for a community of pedestrians and bicyclists. They provide opportunities for people to become more physically active and rely less on their cars. They benefit the environment and a community's quality of life by reducing traffic congestion and motor vehicle emissions.

Below: Students participating in a SRTS event



Introduction

Benefits of Walking and Biking to School

Health Benefits ²

- Weight and blood pressure control,
- Bone, muscle, and joint health,
- Reduce the risk of diabetes,
- Improved psychological welfare,
- Better academic performance.

Traffic Benefits³

- As much as 26 percent of morning traffic can be school-related. Traffic can lead to even less walking or biking. As more children are driven, more parents become convinced that traffic conditions make it unsafe for walking or bicycling and they join the line of cars at the school.
- If more children walked or biked to school, it would reduce the number of cars near the school pick-up and drop-off points making it safer for walkers and bicyclists and reducing traffic congestion.

Environmental Benefits⁴

Each year, automobiles emit millions of tons of pollutants into the air. Auto emissions have risen in many parts of the country as a result of the increased miles traveled over the past two decades.

- Air pollutants can be especially harmful to children because their respiratory systems are still developing.
- Air pollution can exacerbate chronic respiratory conditions, such as asthma.
- The increases in rates of asthma in this country are alarming: Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase, and a 160 percent increase in children up to age 4.
- In addition, 14 million days of school are missed each year due to asthma.
- Schools placed in neighborhoods near residential areas with good street and sidewalk networks have more students arriving by bicycle and on foot. Air quality is measurably better at such locations.

What is a “Plan”

SRTS Plans are documents adopted by City Resolution that help a community address walking and biking issues comprehensively and consistently. The first step in any Safe Routes to School Plan is to conduct an inventory of existing walking and biking conditions in the community, such as what physical infrastructure is good or bad, what residents think about walking and biking, and what social changes could improve walking and biking conditions (such as police force representation or community safety education).

A plan next compiles all of this information to identify common themes and prioritize which are of the most immediacy and pertinence for the community.

With this document in hand, a community now has a backing “argument” to support any community or political decision that relates to walking or biking in the community. The goal of a good plan is to accurately represent the needs and interests of a community in any decision that is being made. A SRTS Plan considers a wide variety of factors and opinions - this diversity helps give a plan both its strength and importance for a community.

Introduction

(Endnotes)

1 2008. Safe Routes to School Talking Points. National Center for Safe Routes to School. http://www.saferoutesinfo.org/resources/marketing_talking-points.cfm (accessed August 3rd, 2009)

2 ""

3 ""

4 ""

Planning Process

This section looks at the history and development of this plan over twelve months: what occurred during the planning process and why and how this plan came to be.

Safe Routes to School in Platteville

As a small community with a population of approximately 10,000, Platteville has a vibrant history of supporting and encouraging biking and walking. Among activities, Platteville is host to:

- An annual Bike Rodeo put on by the Platteville Optimists,
- My Community, My Vision- a community effort with a “Complete Streets” goal,
- The Platteville School District Wellness Committee,
- A local bike shop (Momentum Bikes) and strong biking community,
- Block House Roll- brings 100-120 bicyclists to Platteville each year,
- UW-Platteville Cycling Club,
- The Community Safe Routes Committee.

Despite these activities, like many small communities, Platteville still struggles with unsafe walking and biking conditions and less walking and biking than a community of this size could viably support (generally, walking and biking is considered viable within a two-mile radius; Platteville has a radius of approximately 2.5 miles).

The Platteville Sidewalk Committee, a long-established Committee of Platteville, historically was the group responsible for addressing biking and walking safety concerns at the Municipal-level. Made of 11 community members, this group convened as needed to approve, discuss or address any issues arising related to pedestrian infrastructure and safety.

Recognizing that their efforts often helped to improve walking and biking safety, but that they could be doing more, the Committee began to explore different ways to address the walking and biking concerns of Platteville residents.

Table 2.1: Community Safe Route Committee Members

Committee Member	Community Affiliation
Kristina Fields	UW - Platteville, Parent
Thomas Nelson	UW-Platteville
Don Shaw	Neal Wilkins Elementary / Platteville Schools
Eileen Nickels	City Council
Joe Carroll	City of Platteville Planning and Zoning Director
Andrea Droessler	City of Platteville Police Department
Cindy Robles	City of Platteville Parks and Recreation
Howard Crofoot	City of Platteville Engineer
Cindy Tang	City of Platteville / Insight Industries LLC
Tim Ingram	Momentum Bikes
Tricia Reuter	Southwest Health Care, Parent

Table 2.2: Community Safe Route Committee Meeting Schedule & Topic

Date	Monthly Topic	Location
October 20th	Kickoff	Middle School
November 17th	Walking and biking audit	Middle School
December 15th		Middle School
January 19th	Infrastructure & Design	City Hall
February 16th	Safety Issues	City Hall
March 16th	Select "Safe Routes"	City Hall
April 20th	Plan for SRTS Family Day	City Hall
May 18th	Finalize "Safe Routes"	City Hall
June 15th	Review Document Text	City Hall
July 20th	Select Recommendations	City Hall
August -TBA	Public Hearing(s)	TBD
September- TBA	Public Hearings / meet with Common Council	TBD

Planning Process

Safe Routes to School (SRTS), a self-funded planning program administered by the State of Wisconsin, was identified as a means of addressing these concerns. In Spring, 2008, the Sidewalk Committee applied for SRTS funding with assistance from Southwestern Wisconsin Regional Planning Commission (SWWRPC). Upon receiving a SRTS Planning Grant award of \$13,750 in September, 2008, the Committee restructured and became the Community Safe Routes Committee (CSRC) with the broader mission 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.”

In September, 2008 the CSRC, made of appointed community members representing a wide array of walking and biking interests (see Table 2.1 for a list of members) began meeting monthly to create a Safe Routes to School Plan, a twelve month process. The meetings and planning process were facilitated by SWWRPC (see Table 2.2 for a complete meeting schedule). The first eight months of the plan creation were dedicated to data collection, including obtaining public input. See Table 2.3 for a list of data and a timeline.

Education and outreach were also critical elements in the creation of Platteville’s Safe Routes to School Plan. In order to become a City plan, the Platteville Common Council needed to sign a resolution adopting the Plan. This step is often decisive

Below: Residents participate in a SRTS Activity



Table 2.3: Data Collection

Data	Date Collected	Description
Monthly Committee Meeting	September 2008-August 2009	Monthly meeting for Community Safe Routes Committee and open to public. 5-35 attendees/meeting.
Existing Sidewalks and Trails	October 2008 – June 2009	City of Platteville & SWWRPC
Neighborhood Audits	November 2008-May 2009	Every neighborhood in Platteville was assessed by community members for walking and biking conditions. 30 Audits submitted.
Tree Inventory	Fall 2008	City of Platteville inventory of trees believed to be in the City ROW
Accident (Crash) Data	Winter 2009	WisDOT data of pedestrian and bike accidents on Platteville roads, from 1994-2008.
Traffic Quantity (Traffic Counts)	Winter 2009	WisDOT data of Traffic Patterns on Platteville roads, from 1994-2007.
Platteville City and Town Community Survey	Spring 2009	Survey conducted as part of Town and City of Platteville Comprehensive Plan update. Administered to all City and Town households and UW-P students.
Parent Surveys	April – May 2009	Survey sent to every parent of a K-8 Platteville Student.
Charrette	April 2009	Public workshop exploring community beliefs relating to Safe Routes to School in Platteville. Approximately 40 Attendees
Population / Census Information	US Census Bureau	2000 Data (2010 Census Data is not yet available)

Planning Process

to the overall success of a SRTS Plan- without the buy-in of the Common Council, the Plan carries little power in any decision the City may make relating to walking or biking. Therefore, the Committee sought to educate the Community, including Council members, as much as possible to create transparency in the planning process and to build support for the Plan when under review of the Common Council. See Table 2.4 for education and outreach steps undertaken by the CSRC.

Table 2.4: Education & Outreach

Data	Date Accomplished	Description
Platteville SRTS Website	October 2008 - Present	A community forum for announcements, meeting information, and other resources. The address is: www.plattevillesrts.org
Public Posters	Fall 2008 – Spring 2009	Posters announcing Safe Routes to School meetings and events were posted in public places around the City.
Platteville Journal	October 2008 - May 2009	A series of articles were run in the local paper announcing Platteville SRTS events (5 total).
Platteville Journal Community Calendar Meeting Announcements	October 2008 - August 2009	Monthly meetings of the CSRC were announced in the Community Calendar of the Platteville Journal.
Community Speaking Events	October 2008 - August 2009	Participants in the Platteville Safe Routes to School Program spoke at a number of community venues, including the Platteville Optimists, Common Council, and on the local radio station, Queen Bee Radio.
School Newsletter Announcements	October 2008 & April 2009	SRTS newsletter update sent home with all Platteville K-8 Students.
Brochure	Winter 2008 - 2009	A brochure was distributed around the City to explain walking and biking safety and promote the Platteville Safe Routes to School Program.
Freiker Grant	January 2009	Platteville SRTS program received a grant from WI Department of Health Services to implement a walking & biking incentive program at Platteville Middle School in 2009-2010.
Spring Speaker Series	Spring 2009	Three speakers were brought to UW-Platteville to talk about the importance of pedestrian / bike issues. The series funded by the UW-Platteville Pioneer Center for Community Engagement and open to the public. Lectures were available to view on the Platteville SRTS website.
T-shirts & Water Bottles	Spring 2009	All Platteville K-8 students received Safe Routes to School t-shirts (designed by a community member) and many received water bottles for participating in a walking-oriented lesson plan. T-shirts were funded by the UW-Platteville Pioneer Center for Community Engagement.
Utility Bill Announcement	First week of April 2009	SRTS event fliers were sent home to all Platteville home owners in the April Utility Bill.
Lesson Plan	April-May 2009	All Platteville K-8 students participated in a short walking lesson plan during a regular phy ed class. Lesson plans were created by a UW-P class as part of a service learning project.
Walking School Buses	April 24th & May 1st, 2009	All Platteville K-8 students were invited to participate in guided walks home from school. Approximately 220 students participated.
Family Day	April 25, 2009	This family event, sponsored by Platteville SRTS program, was open to the public and featured a number of educational opportunities and a free lunch. Approximately 60 community members attended.
PACCE Poster Day	May 2009	As part of projects done with the Pioneer Center for Community Engagement (PACCE), Platteville's Safe Routes to School Program was represented at a UW-Platteville PACCE poster day event.

Continued on next page..

Planning Process

Table 2.4: Education & Outreach Continued

Data	Date Accomplished	Description
City Parks & Recreation Brochure	Spring – Summer 2009	An advertisement for the Platteville Safe Routes to School Program was placed in this Citywide brochure.
Facebook	Ongoing	A Facebook group was created for the Platteville Safe Routes to School program. The group has approximately 24 members.
Email List Serve	Ongoing	The CSRC had a listserve dedicated to Platteville Safe Routes to School. The list had approximately 50 members.

The last four months of the Plan creation process were spent analyzing the data and public input findings, creating recommendations, and conducting public hearings on the recommended SRTS Plan.

Below: Residents participate Family Day activities



Below: Students participate in a Walking School Bus



Next Steps

Readers will find a number of active and living recommendations in this Plan for how the City of Platteville can be made a safer, more welcoming place for walking and biking. It is the responsibility of the Community Safe Routes Committee Members, Common Council Members, and residents to return to this Plan for guidance in any decision that relates back to walking and biking in Platteville.

This SRTS Plan should also serve as a foundation for future walking and biking-related planning efforts in Platteville. In their mission, Community Safe Routes Committee members identified the need to make walking and biking safer for all residents. While this Plan addresses many walking and biking concerns in the City, it focuses on concerns relating to the four K-8 schools in Platteville. As such, the Community Safe Routes Committee may want to consider addressing a broader audience in any future planning efforts relating to walking and biking in Platteville.

Present Conditions

Before planning for the future, it is important to look closely at the present. In the following section, conditions believed to have the greatest impact on walking and biking in Platteville, are reviewed.

Injury and Fatality Rates

Safe Routes to School is important because injuries and even fatalities to youth who bike or walk are more common than we might think.

The leading cause of injuries or fatalities to pedestrians and bicyclists are motor vehicle crashes. In the United States in 2008, there were 4,378 pedestrians and 716 bicyclist - motor vehicle fatalities¹. In Wisconsin 43 pedestrians and six bicyclists were killed in motor vehicle crashes in 2007, and 994 pedestrians and 740 bicyclists were injured.² 21 of the Wisconsin fatalities occurred in rural areas, while 28 occurred in urban areas (Platteville is defined as urban).³ In Grant County, one pedestrian was killed in a motor vehicle crash in 2007; 31 pedestrians or bicyclists were injured.⁴ In Platteville, 84 bicyclist or pedestrian crashes occurred between 1994 and 2008. That is six crashes per year, with one fatality in 2007.⁵

Children (those under 18 years old) sustain between 1/3 and 1/2 of all bicycle and pedestrian injuries each year. They are mostly involved in crashes caused by darting out into traffic and excessive vehicular speeds in neighborhoods and school zones.⁷ The leading cause of child fatalities, in fact, is motor vehicle crashes.⁸

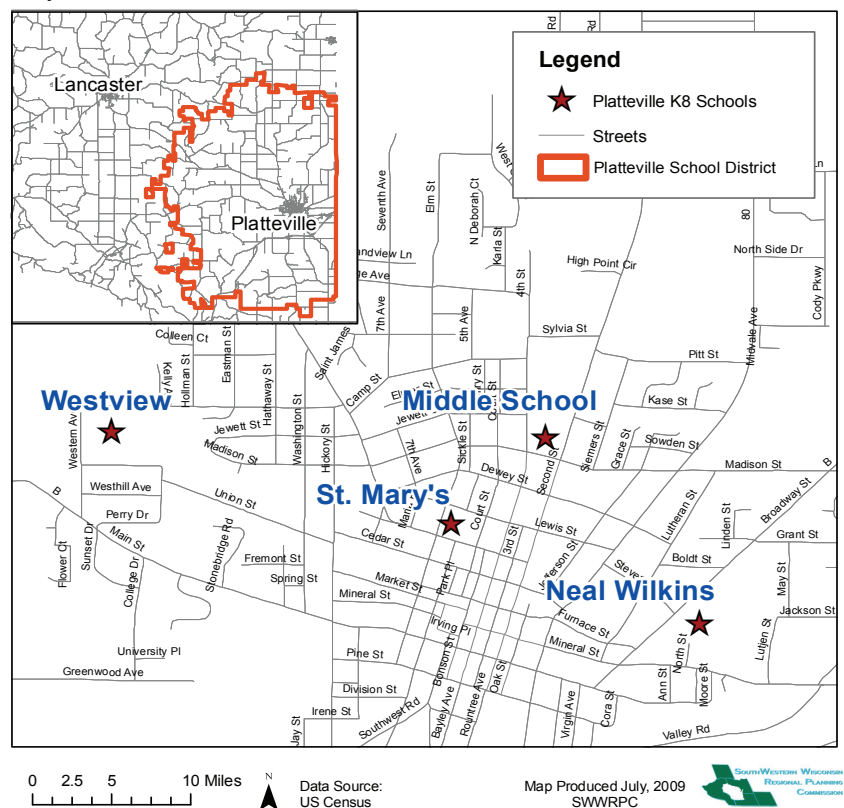
The most common types of bicycle/motor vehicle crashes involve: motorists failing to yield the right of way to a straight-through bicyclist when they make a left turn; motorist drive out at a sign control; bicyclist riding through a sign control; and motorists turning right on a red. Street or road crossings are, by far, the most common types of pedestrian crashes. Any street crossing can put a pedestrian in the path of a motor vehicle who may not be paying attention or may not have the time to avoid a pedestrian who suddenly steps into the path of the vehicle. Most pedestrian crashes occur between 3 and 6 pm, and most bicyclist crashes occur between 3 and 7 p.m., the hours after school and the prime time that adults commute from work. Most pedestrian and bicycle crashes occur on local roads and streets.⁹

Platteville K-8 Schools

Platteville K-8 students are served by the Platteville School District and by St. Mary's Parochial School (see Map 3.1). The Platteville School District is approximately 137 square miles and comprised of four schools, Neal Wilkins (pre-kindergarten through 1st grade), Westview Elementary School (2nd-3rd grade), Platteville Middle School (4th-8th grade), and Platteville High School (9th-12th grade). St. Mary's educates kindergarden-8th grade. See Table 3.1 for school enrollment numbers.

Prior to 2008, Platteville utilized five school buildings and students were distributed throughout the school in relationship to their home location. In fall of 2008, the Platteville School District re-distributed students, assigning students to school by grade rather than household location. As a result of this re-distribution, a School District owned building, O.E. Gray, was no longer needed by the District. At the same time, St.

Map 3.1: Platteville K-8 Schools & School District



Present Conditions

Mary's began leasing O.E. Gray while their building was remodeled. In Spring of 2009, St. Mary's announced plans to continue to lease O.E. Gray through the spring of 2011.

Table 3.1: K-8 Platteville Schools and Enrollment

Name	Address	Grades	2008-09 Enrollment
Neal Wilkins	425 Broadway Street	Pre-K - 1st	247
Westview	1201 West Camp Street	2nd- 3rd	173
Middle School	40 East Madison Street	4th - 8th	436
St. Mary's*	345 North Court Street	K – 8th	70
O. E. Gray Early Learning Center	155 West Lewis Street	N/A	N/A
TOTAL			1403

* During the 2008-10, St. Mary's is located in O-E. Gray Building

A number of other learning centers are also located in Platteville. While the SRTS plan serves to address K-8 schools, the Plan also recognizes that other learning centers have the same walking and biking needs and concerns as these grade levels. See Table 3.2.

Table 3.2: Non-K-8 Education and Child Care Services in Platteville

Name	Address	Ages
Bloom's Family Day Care	1621 CTY B	Family Child Care (up to 8 children)
Carolyn's Day Care	640 E Mineral St	Family Child Care
Delda's Day Care	920 Moundview Dr	Family Child Care
Friendly Frogs Child Care	1738 Rock Rd	Family Child Care
Hug a Bunch Daycare	1040 N Water St	Family Child Care
Kare Bear Daycare	1320 Raymond Ct	Family Child Care
Lancaster's Child Care	310 E Mineral St	Family Child Care
Lange's Family Daycare	255 Carlisle St	Family Child Care
Marilyn's Day Care	895 Grant St	Family Child Care
Mary's Day Care Center	825 E Madison St	Family Child Care
Mother Hubbard's Family Childcare	385 Jewett St	Family Child Care
Neis Family Day Care	170 Dewey St	Family Child Care
Pam's Day Care	780 Staley Ave	Family Child Care
Quality Time Daycare	70 Ridge Ave	Family Child Care
Sandy's Day Care	120 Maple Dr	Family Child Care
Wee Lit'l Dumplings Daycare	925 Jewett St	Family Child Care
Bright from the Start	615 S Chestnut	Group Child Care
St. Mary Child Care Center & Preschool	130 W Cedar St	Group Child Care
SWCAP Head Start Platteville	110 W Adams	Group Child Care
UW Platteville Children's Center	1 University Plaza	Group Child Care
High School	710 East Madison St	9th – 12th Grade
University of Wisconsin - Platteville	One University Plaza	4-Year University

Data Source: Wisconsin Department of Children and Families, Licensed Child Care Providers, 2009

Present Conditions

The City of Platteville

The City of Platteville is a small-sized City resting in Southwest Wisconsin. According to the US Census Bureau, the City had a population of 9,989 in 2000. In addition, the City is home to approximately 7,000 UW-Platteville students, some of whom are also included in the Census estimate. See Table 3.3 below for demographic information on the City of Platteville.



Map 3.2: City of Platteville

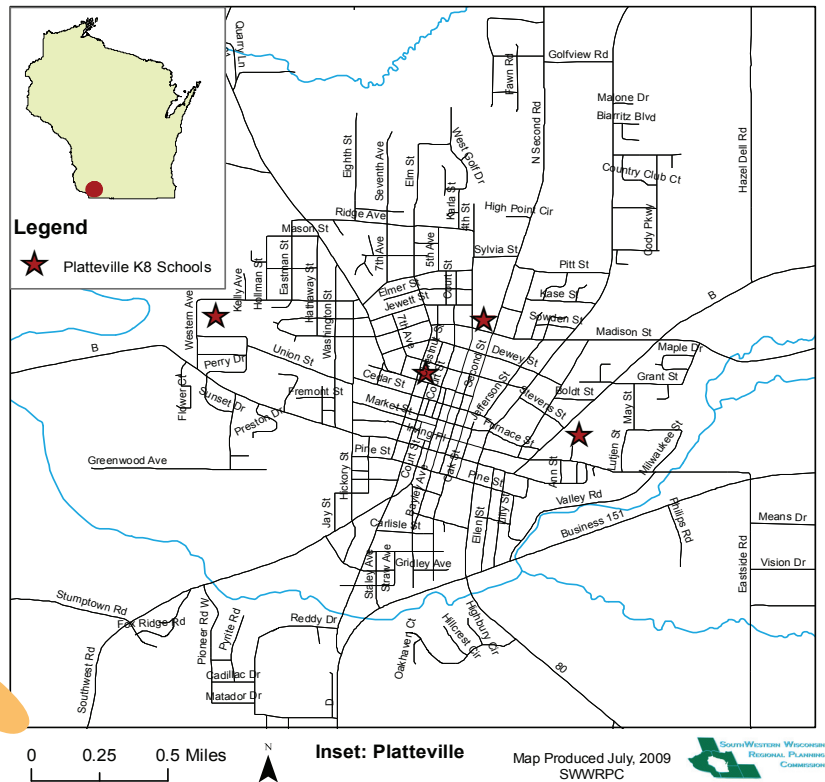


Table 3.3: Demographic Information

Demographic	Platteville	Wisconsin	United States
Population	9,989	5,363,675	281,421,906
Median Age	23	36	35.3
Average HH Size	2.31	2.50	2.59
Average Family Size	2.86	3.05	3.14
Gender			
Male	54.4%	49.4%	49.1%
Female	45.6%	50.6%	50.9%
Median HH Income, 1999	35,742	43,791	41,994
Families below poverty level	19.4%	5.6%	9.2%
Education Level			
High School or higher	87.9%	85.1%	80.4%
Bachelor's degree or higher	34.5%	22.4%	24.4%
Race, White	96.1%	88.9%	75.1%

Source: US Census Bureau, American FactFinder Fact Sheet. 2000 data unless otherwise noted. (Retrieved on 5/29/09)

Present Conditions

Physical Infrastructure

The City of Platteville has an existing network of infrastructure that serves the needs of pedestrians and bicyclists. Elements of this infrastructure include the sidewalk and trail system. Lighting, crosswalks, curb ramps and signage are also infrastructure. Below we look at existing sidewalks, trails, and roads.

Roads

Platteville currently has approximately 57 miles of roads (approximately 5 of these miles are State roads).

Sidewalks ¹⁰

As of May, 2009 the City of Platteville contained approximately:

- 35 miles of sidewalk,
- 26 miles, or 46% of Platteville streets with sidewalks on at least one side of the street,
- 12 miles, or 21%, of Platteville streets with sidewalks on both sides of the street.

Bike Lanes

- As of May, 2009 the City of Platteville had no painted or delineated bike lanes.

Trails ¹¹

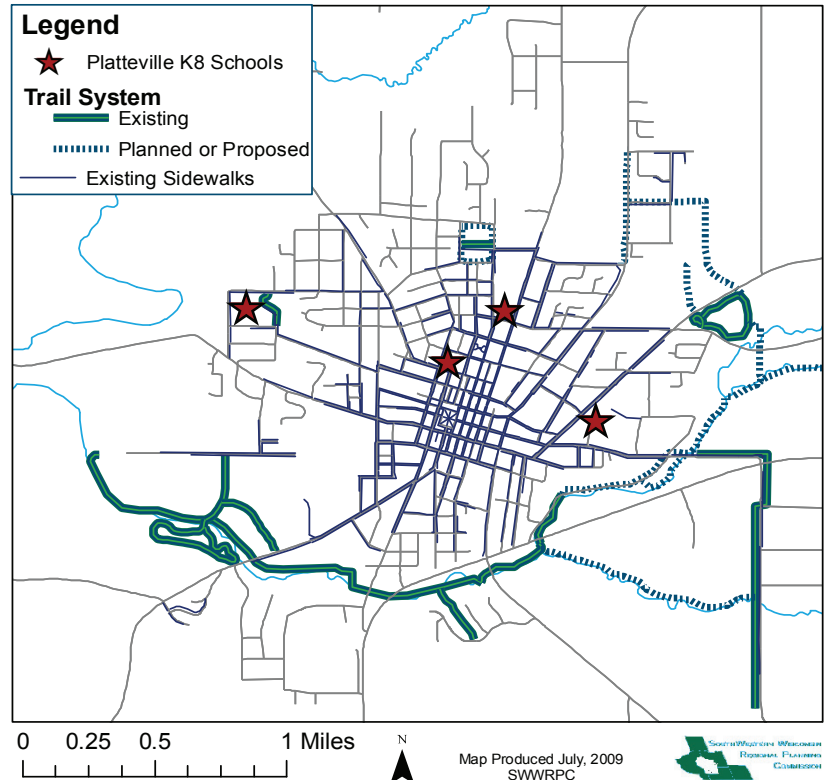
As of May, 2009 the City of Platteville and closely surrounding area contained approximately:

- 2.85 miles of unpaved trails,
- 2.54 miles of paved trails,
- 4.07 miles of planned or proposed trails.

Transit Facilities

While Platteville does not have a bus or passenger train system, limited transit facilities are available. The City provides on-call taxi service. Additionally, those with disabilities may be eligible to participate in the Grant County Aging and Disability Resource Center's transportation program, which also provides on-call transportation.

Map 3.3: Platteville Infrastructure



Below: Bikes parked at UWP Children's Center



Present Conditions

Social Infrastructure

Social infrastructure includes community groups and goals that exist in part to promote or encourage walking or biking in Platteville. Platteville has a number of such groups and activities.

Table 3.4: Social Infrastructure

Organization / Project	Inception	Emphasis
Bike Rodeo (Platteville Optimists)	Prior to 1995	Bike Safety
Local Bike Shop	2000	City-Wide Bike Community
UW-Platteville Cycling Club	2001	Campus Bike Community
Platteville School District Wellness Committee	2006	Student and Staff Wellness
My Community, My Vision	2007	"Complete Streets" Policy
Community Safe Routes Committee	2008	Policy

Political Infrastructure

The following list includes Platteville laws and policies related to walking and biking. This list is not complete but includes the most relevant laws and policies. For more information, view the complete City Code, available on the City of Platteville website, www.platteville.org.

Sidewalk-related laws & policies:¹²

- City policy for sidewalks in new subdivisions: Property owners are responsible for installing sidewalks in all new subdivisions in the City; property owners may contract with the City for installation or obtain a permit from the City prior to installation. In this case, private property owners are responsible for paying for all sidewalk installation costs. (21.12 (e))
- City policy for sidewalks in existing subdivisions: The City will cover the expenses of sidewalk installations along any road improvement projects.¹³
- Property owners are responsible for removing any snow or ice on their sidewalks within 36 hours of accumulation. (4.09(a))
- The city is responsible for costs of maintaining, repairing or replacing damaged sidewalks (unless they are damaged by the property owner). (4.13(c))
- Sidewalks must be a minimum of 4' in width. (4.13(f))
- Sidewalk installation costs over \$100 may be made to the City in interest-free annual installments. (4.13(g))

Below: Students wear Platteville SRTS T-shirts



Bike-related laws & policies:¹⁴

- All bikes in the City of Platteville must be registered and tagged. To register, file a complete description of the bicycle with the Platteville Police Department (by stopping by their front desk), at which time the Department will provide a tag with a serial number that must be placed on the bike. Registration is \$1.00 per bicycle. (31.20-31.22)
- Biking on sidewalks is not allowed in the area bordered by Pine Street, Water Street, Furnace Street, or Chestnut Street. Biking on sidewalks IS allowed in all other areas of the City. (38.13(1))
- Skateboarding, roller skating, or in-line skating is not allowed on sidewalks anywhere in the City. (38.13(2))

Present Conditions

Right-of-Way (ROW)'s:

Wisconsin municipalities all have "Right-of-Ways." ROW's are the front section of most lots- they are the area usually abutting the road and, while they appear to be owned by a private land owner, are in fact owned by the City and reserved for public uses. All Platteville City roads are built on a ROW, and the ROW's usually extend beyond the size of the road itself to include areas for sidewalks: the front several feet of most Platteville yards actually exist in a ROW. Below are some facts about ROW's:

- ROW's exist on almost all City land: if you buy a parcel of land, odds are high that you also have a ROW written into your land contract,
- ROW's are privately owned land, but the use is reserved for the public by a legal easement,
- Private land owners are responsible for maintaining the ROW (except for roads),
- The City has the right to develop or make use of a ROW at any time,
- One of the ways Platteville can use ROW's at any time, is to install sidewalks.

Below: Students preparing for a Walking School Bus



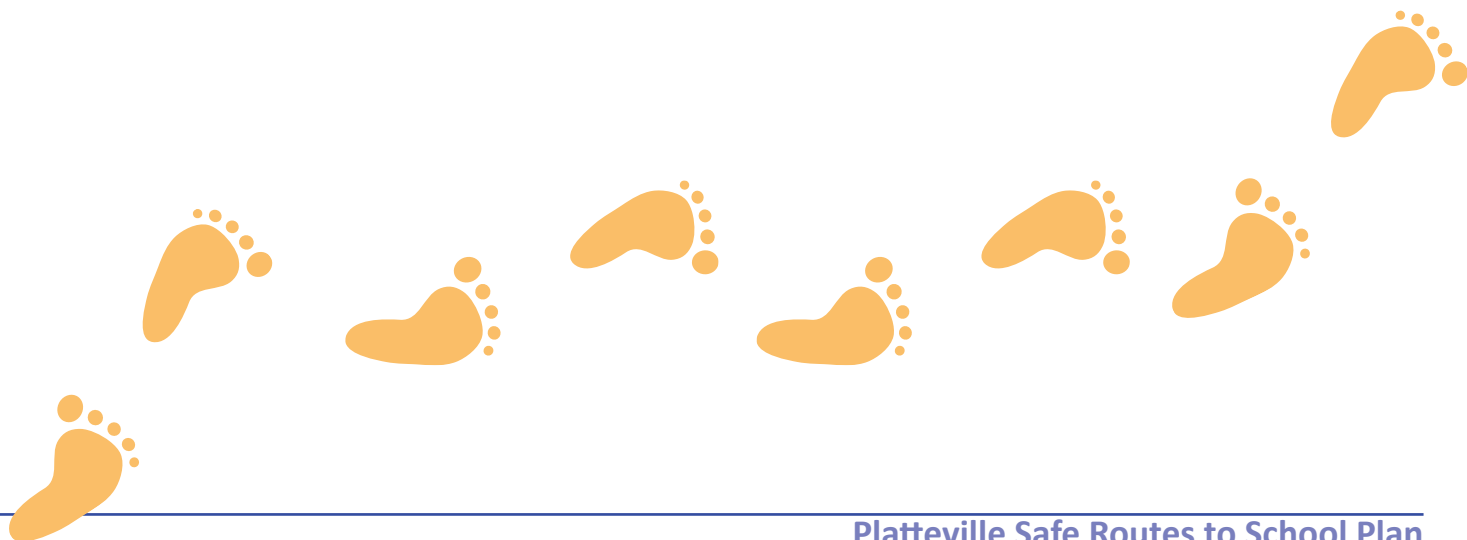
Platteville School District Wellness Policy

In 2003, the Platteville School District created a Policy to address the wellness of its students and staff. The policy addresses both nutrition and physical activity. In regards to physical activity, the policy states:

"Encourage students to embrace regular, physical activity as a personal behavior:

- By teaching the knowledge and skills necessary to promote a physically active lifestyle at each grade level in the health/PE curriculum.
- By finding opportunities to incorporate short physical activity breaks into other classes as appropriate.
- By encouraging students to incorporate 60 minutes of physical activity in their normal, daily routine, such as walking/biking instead of driving to school, activities, etc."

See Appendix A for the full Wellness Policy.



Present Conditions

(Endnotes)

1 Fatality Analysis Reporting System, National Highway Traffic System Administration. <http://www-fars.nhtsa.dot.gov/Main/index.aspx>, (accessed on August 1st, 2009)

2 2007 Wisconsin Traffic Crash Facts. Wisconsin Department of Transportation. <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/crash-crashes.pdf>, (accessed on August 1st, 2009)

3 ""

4 ""

5 2009 WisDOT Crash Data. Wisconsin Department of Transportation.

6 2004 Wisconsin Traffic Safety Facts - Bicycles & Pedestrians. Wisconsin Department of Transportation. <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/bikefacts.pdf> and <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/pedestrianfacts.pdf> (accessed on August 1st, 2009)

7 Web-based Injury Statistics Query and Reporting System. National Center for Injury Prevention and Control, Centers for Disease Control and Prevention. www.cdc.gov/ncipc/wisqars. (accessed on August 1st, 2009)

8 2004 Wisconsin Traffic Safety Facts - Bicycles & Pedestrians. Wisconsin Department of Transportation. <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/bikefacts.pdf> and <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/pedestrianfacts.pdf> (accessed on August 1st, 2009)

9 2008. City of Platteville Dept. of Public Works, SWWRPC Calculations

10 ""

11 Platteville City Code, available at www.platteville.org

12 Sidewalk installation is defined by city policy (not City ordinance). Existing ordinances (City Code Chapters 4 and 21) relating to sidewalks are, in parts, conflicting or can be confusing.

13 Platteville City Code, available at www.platteville.org

14 ""

Identifying Issues

This section explores circumstances affecting walking and biking conditions in Platteville. Over the past year, data relating to walking and biking in Platteville was collected in a number of ways. Residents were surveyed through a Neighborhood Audit, a Community Survey, a Parent Survey, and a public information workshop (a “charrette”). Data was also obtained from the State and from local governments. Below is a more detailed description of each data source, and a summary of results.

Summary

- 1) **Residents believe that walking and biking is important.**
 - a. It is both healthy (Parent Survey, Charrette) and fun for their students (Parent Survey),
 - b. They also believe that walking and biking makes the community friendlier, reduces congestion, and helps the local economy (Charrette).
- 2) **The top challenges for achieving safe conditions for walking and biking in Platteville, include:**
 - a. Crosswalks – they are non-existent or worn (Audit, Parent Survey),
 - b. Broken, narrow, incomplete, or non-existent sidewalks (Audit),
 - c. Traffic amount or speed (Parent Survey),
 - d. Weather and climate (Parent Survey),
 - e. Violence or crime (Parent Survey),
 - f. Distance (Parent Survey).
- 3) **Recommendations for how walking and biking safety could be improved.**
 - a. Create additional bike / walking paths and sidewalks throughout the City (Community Survey),
 - b. Expand the Platteville walking/biking trail system (Community Survey),
 - c. Pay for new sidewalks as part of street reconstruction projects (Community Survey).

Table 4.1: Data Collection Timeline

Data	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Ongoing
Neighborhood Audits			X	X	X	X	X	X	X	
Community Survey							X	X	X	
Parent Survey								X	X	
Charrette								X	X	
<i>Other Data:</i>										
Accident (Crash) Data										X
Traffic Quantity (Traffic Counts)										X
Population / Census Information										X
Walking School Bus Routes										X
Tree Inventory										X
Existing Sidewalks and Trails										X

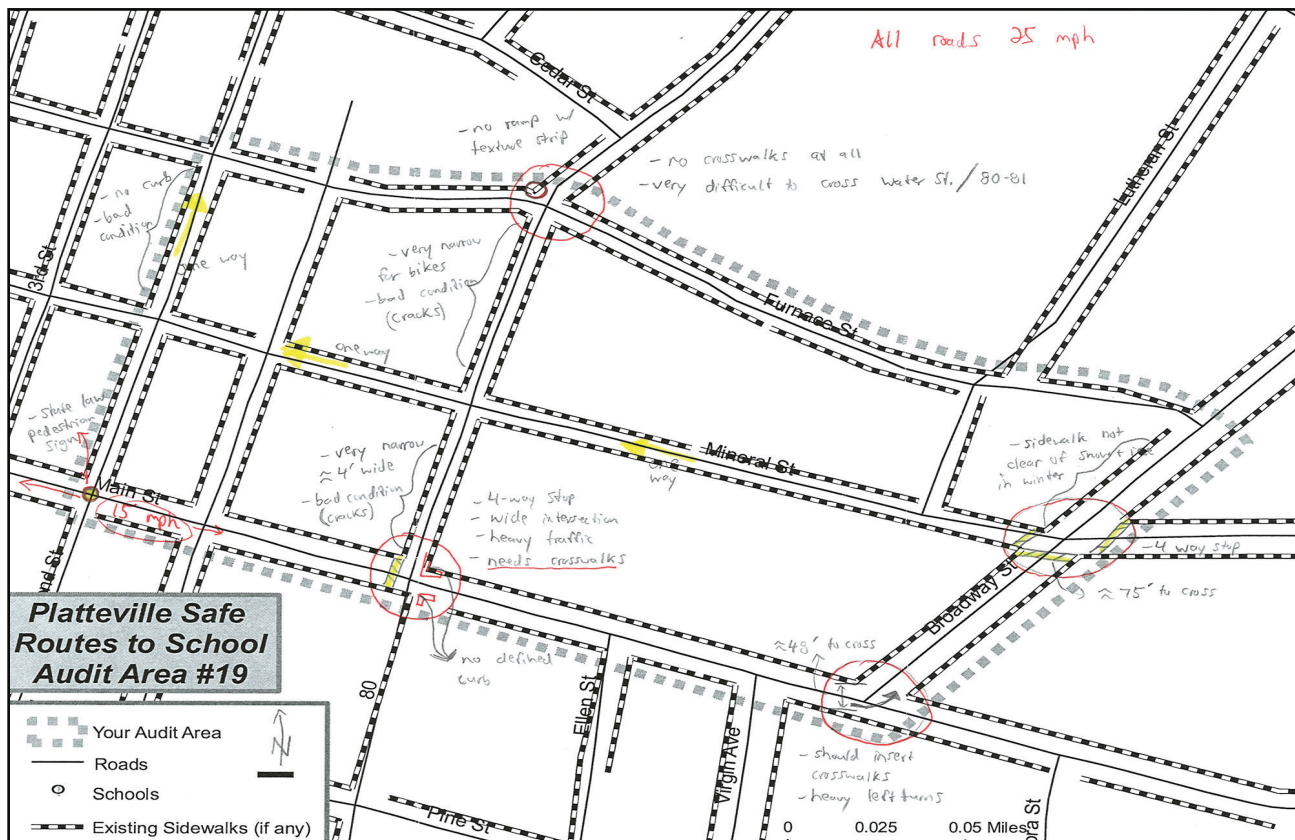
Identifying Issues

Neighborhood Audits

During the course of the year, nearly all of Platteville was audited for walking and biking conditions by community members. See Map 4.1 below. Community members assessed a small portion of the City, reporting on what they thought was good about the area, and what could be done to make walking and biking safer. In total, 30 audits were submitted. They ranged from hand-written notes on a map, to detailed, typed descriptions with photographs. While the audits are difficult to summarize, some generalized patterns are described below:

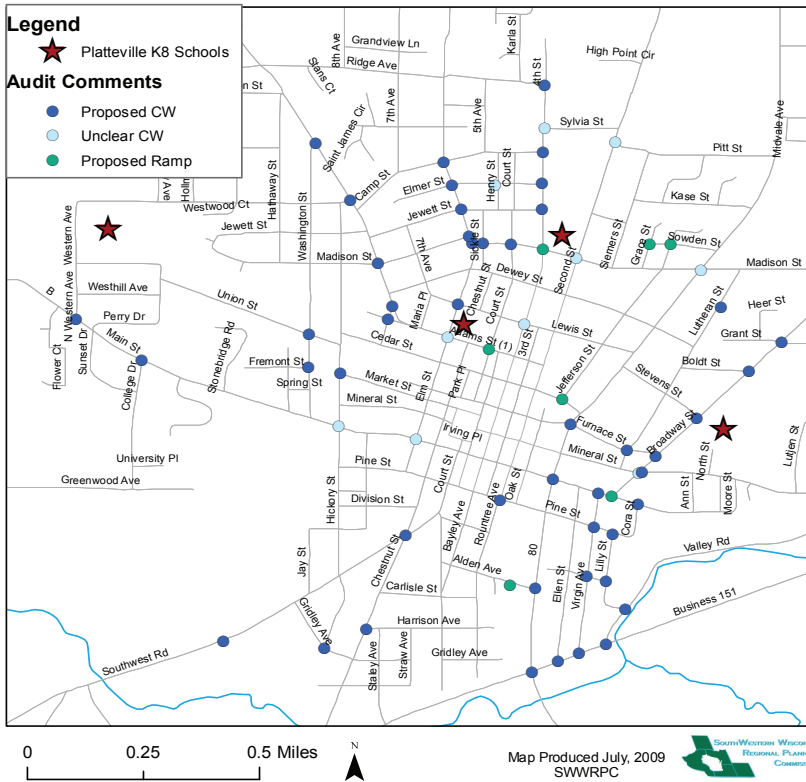
- Crosswalks were a re-occurring concern. Crosswalks were either non-existent or worn in many places throughout the City.
- Broken, narrow, incomplete, or non-existent sidewalks were the next most cited concern.
- Many intersections with sidewalks lacked a ramp or cut-out to improve accessibility for the elderly, handicapped, or strollers.
- Many auditors also highlighted poor street conditions. Broken street pavement, especially where there is no sidewalk or walking path, contributed to unsafe walking and biking conditions.
- Other concerns mentioned, included:
 - High traffic volumes without proper infrastructure to accommodate walkers & bikers,
 - Unsafe proximity of sidewalk to roads,
 - Missing signage (stop signs),
 - Sidewalk obstructions, including: parking over sidewalks in driveways, utility poles, waste piles, poorly maintained retaining walls, fences,
 - Vision impaired at intersections due to buildings, curves in street, and elevation changes,
 - Elevation (hills) complicating biking/walking,
 - Drainage issues that caused water pooling at intersections and on sidewalks.

Image 4.1: Example Neighborhood Audit



Identifying Issues

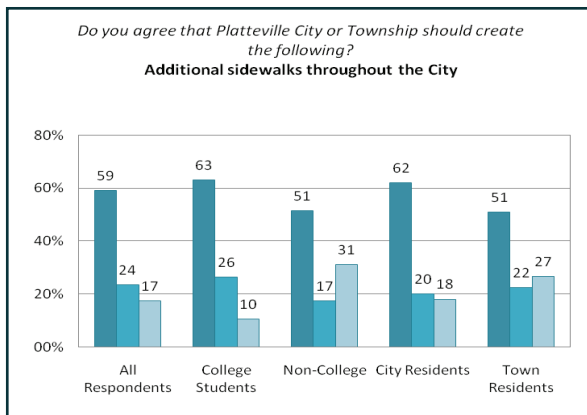
Map 4.1: Neighborhood Audit Results



Community Survey

In Spring of 2009, a survey was administered to all City & Town of Platteville households and UW-Platteville students as part of the Community's Comprehensive Plan update. Many of the questions related to Safe Routes to School and are explored below. See Appendix B & C for the full survey & results.

Graph 4.1: Additional Sidewalks



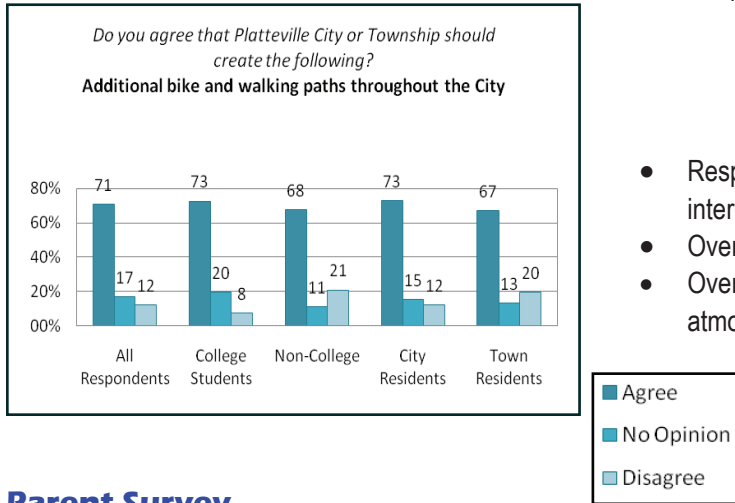
- Respondents overall agreed that additional bike and walking paths (71%) and sidewalks (59%) should be created throughout the City.
- Respondents agreed that additional sidewalks should be paid for as part of street reconstruction projects (65%).
- 65% of respondents agreed that the Platteville walking/biking trail system should be expanded.
- College students agreed that sidewalks should be required on both sides of the street in all residential neighborhoods (54%), while 57% of non-college respondents disagree with this statement.
- Respondents tended to agree that sidewalks and streets are well-suited for walking, but not for biking.

Response Rate

Overall: 15.5% (N=1755)
 College Students- n=1231
 Non-College Residents- n=588
 City Residents- n=1153
 Town Residents- n=162

Identifying Issues

Graph 4.2: Additional Walking and Biking Paths



- Respondents reported satisfaction / dissatisfaction with:
 - Condition of sidewalks (56% / 31%)
 - Condition of major roads (71% / 18%)
 - Condition of City streets (43% / 48%)
 - Condition of Township roads (41% / 27%)
- Respondents slightly agreed that they would like to have a regional intercity bus system.
- Overall, respondents had no opinion on the local taxi service.
- Overwhelmingly, respondents believed that Platteville has a small-town atmosphere (90%) and is a safe community (94%).

Parent Survey

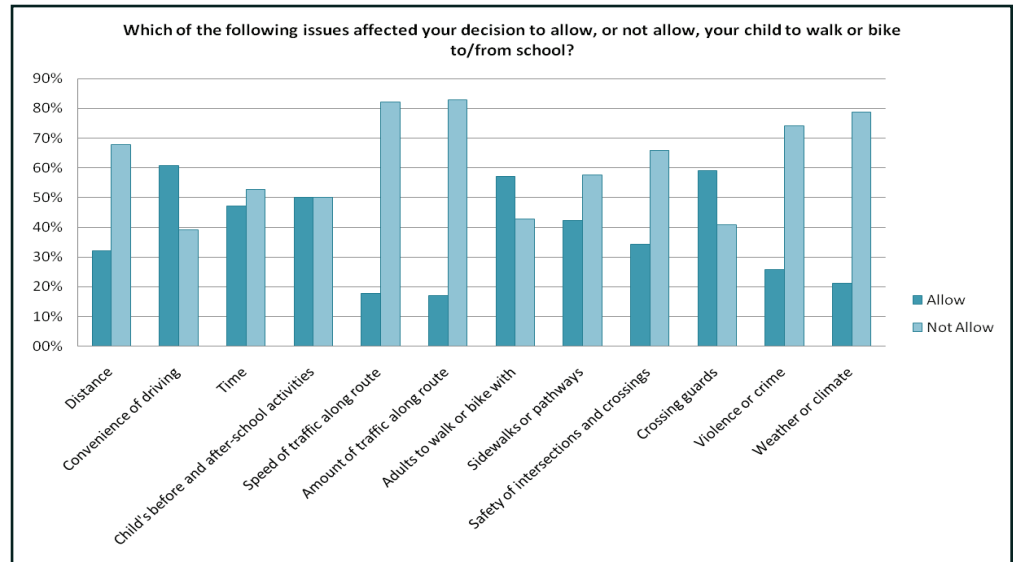
In 2009 a paper survey was administered to parents of every kindergarten through 8th grade student in Platteville. Survey's were administered during the end of April through early May, 2009. In 2007 a nearly identical survey was administered to the same audience so that Platteville Schools and the Safe Routes to School program may monitor their impact overtime. See Appendix D & E for the full survey & results.

Response Rate

Overall: 28% (N=242)
 Neal Wilkins Elementary: 35% (n=87)
 Westview Elementary: 49% (n=84)
 Platteville Middle School: 11% (n=49)
 St. Mary's: 31% (n= 22)

- Parents believe walking and biking is fun for their children. The younger the students, the more parents tended to believe walking and biking is fun.
 - Neal Wilkins: Very Fun (30%), somewhat fun (28%)
 - St. Mary's: Very Fun (28%), somewhat fun (21%)
 - Westview: Very Fun (20%), somewhat fun (34%)
 - Middle School: Very Fun (14%), somewhat fun (46%)
- Parents believe walking and biking is very healthy for their children.
- School District: On average, parents believed that Platteville schools neither encouraged nor discouraged walking and biking. The Middle School tended to encourage walking and biking slightly more than other schools.

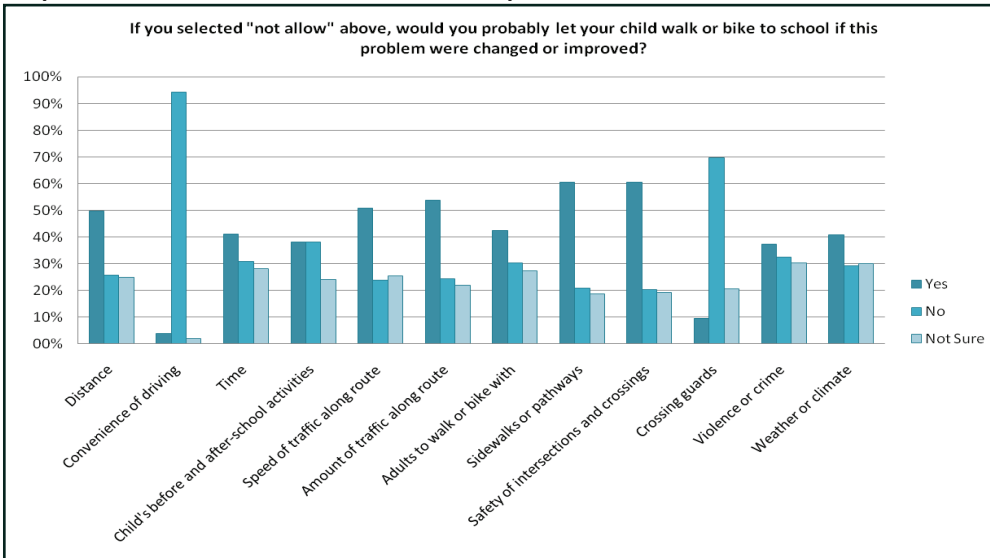
Graph 4.3: Decision to walk or bike to school



Identifying Issues

- Most children have not asked their parents for permission to walk or bike to school. In general, the older students tended to make this request more often than the younger students.
 - 53% of St. Mary's Students have asked for permission,
 - 50% of Middle School Students have asked for permission,
 - 34% of Westview Students have asked for permission,
 - 30% of Neal Wilkins Students have asked for permission.
- The vast majority of children get to and from school by bus or family vehicle. Nearly half of respondents lived more than 2 miles from school.
- The strongest deterrents to parents allowing their child to walk or bike to school include:
 - Amount (83%) and speed (82%) of traffic along their route,
 - Weather or climate (79%),
 - Violence or crime (74%),
 - Distance (68%).
- Parents reported that, if the following conditions were changed, they would probably let their child walk or bike to school:
 - Safety of intersections and crossings (61%),
 - Sidewalks or pathways (60%),
 - Amount (54%) and speed (51%) of traffic along route.

Graph 4.4: Decision to walk or bike to school, part 2



Identifying Issues

Charrette

On Saturday, April 25th, 2009, the Safe Routes to School program held a community-wide Charrette (a public input meeting) as part of their Family Day event. Approximately 40 residents attended this 40-minute Charrette, which was guided by a professional from Southwestern Wisconsin Regional Planning Commission. The event was widely advertised and attendees were offered a free lunch. At the event, attendees sat in groups at large tables and responded to a series of questions and also drew comments on a map of the City. Responses to the questions were combined and participants voted on their favorite of these combined responses by placing green stickers on their top three choices. Below is a summary the most popular responses. See Appendix F for the complete results.

Q1: Who are the users of the Safe Routes (who bikes and walks in Platteville)

1. "Everyone"
2. Parents/families
3. Students/children

Q2: What aspects of a route make it safe?

1. Good visibility of traffic
2. Offset from street (not too close)
3. Sidewalks
4. Crosswalks-good visibility
5. Bike lanes
6. Good lighting

Q3: What are the benefits of biking and walking in Platteville?

1. Encourages healthy lifestyle/exercise
2. Makes it friendlier
3. Gets people off roadways/diverse modes of transportation
4. Reduces congestion
5. Helps local economy (use of local businesses, movie theater, grocery, bike store, coffee shop)

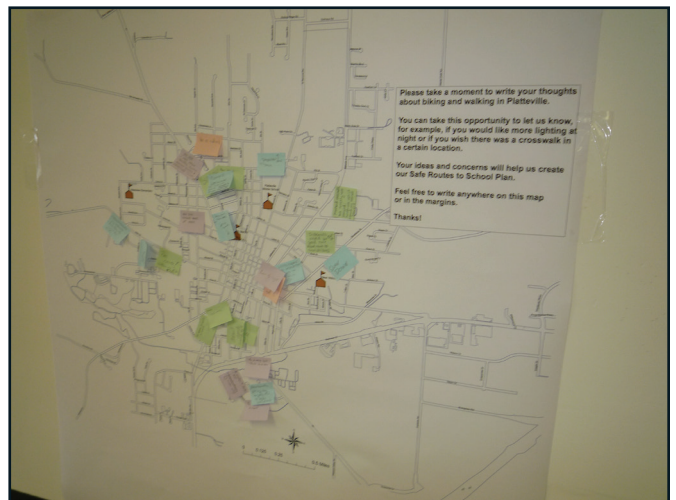
Q4: What impact does Safe Routes have on you and your community?

1. Easier accessibility
2. Teaches healthy habits
3. Makes community aware of safety issues
4. Love biking and want to know what routes are safe and convenient for family and children
5. Has no effect
6. Encourages use of local resources

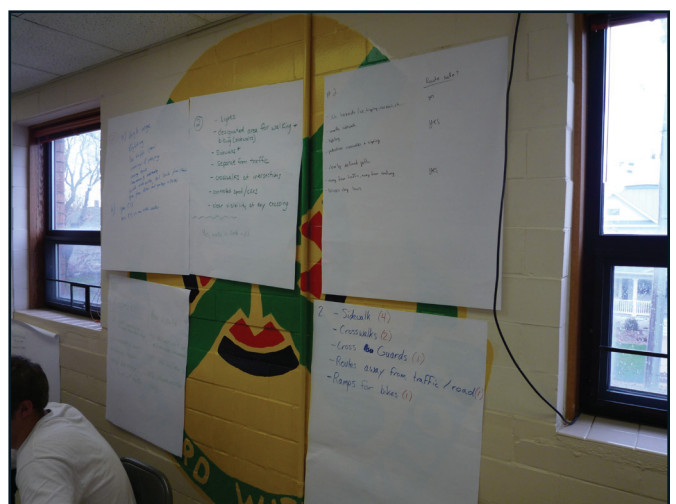
Below: Charrette Participants



Below: Charrette Mapping Exercise



Below: Charrette Posters



Identifying Issues

Other Data

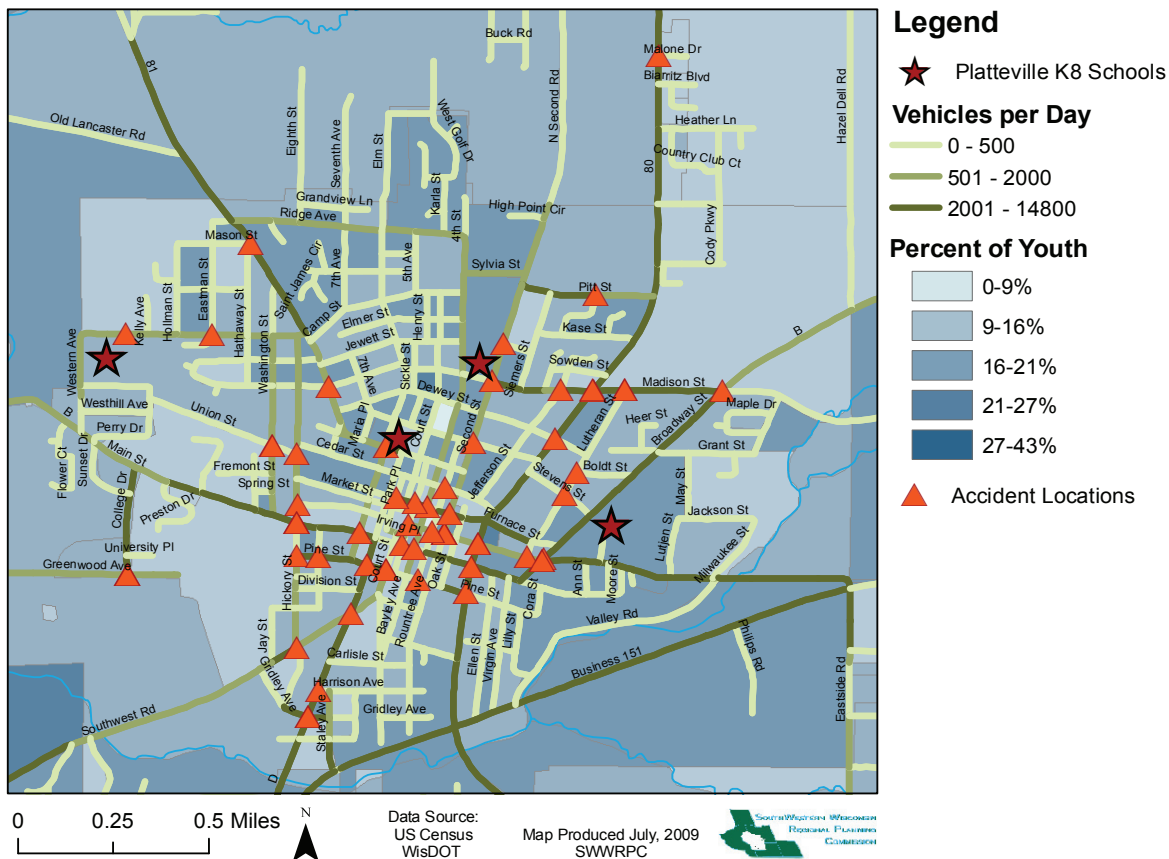
It is important to look at where and what kind of accidents have occurred in Platteville. Wisconsin Department of Transportation keeps detailed records of all accident reports from local police enforcement and these are available electronically from 1994-2008. These reports can help prevent crashes in the future by showing patterns in how they occur. If a number of accidents occur at the same intersection, for example, this may mean the intersection could be improved through a change such as better crosswalk markings or signage. In this data, bicycle crashes include both falls (e.g. due to slippery roads), and collisions.

Map 4.2 below looks at traffic quantity (or “counts”). Traffic counts have a direct impact on pedestrian and bicycle safety: the more vehicles that use a street, the more chances there are for an accident to occur. While traffic counts can often be inferred from looking at street classifications, classification and counts do not always match up since a street may receive heavier traffic than it is classified for. Therefore, traffic counts sometimes tell us more than street classifications. Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the “annual average daily traffic” or AADT. The AADT is based on a short-term traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle.

The short-term counts are collected over a three-year cycle. Traffic Count data in this map is from 2000 to 2007.²

Finally, the Map 4.2 also includes density of youth (those less than 5-17 years of age) per census blocks (the lowest grouping used by the U.S. Census to share demographic information). Because residential patterns change overtime, and younger families may choose to live in different parts of the City in the future, these numbers should be used to inform the Plan, but are not stationary. Population data below is from 2000 US Census.

Map 4.2: Accidents, Traffic Counts, and Youth Population



Identifying Issues

As part of the Planning Process, the Community Safe Routes Committee and School District helped orchestrate two walking school buses for each of the four K-8 schools in Platteville. Walking School Buses usually use adult supervision to guide students to or from school as a group, dropping students off at homes along the way. The CSRC used the above data to help inform their Walking School Bus routes, routes that were potentially the safest and most direct ways to get from each of the schools to each side of the City. The CSRC tried these routes out in action, and they have in turn informed the Safe Routes identified in this Plan. See Map 4.3 for the Walking School Bus Routes.

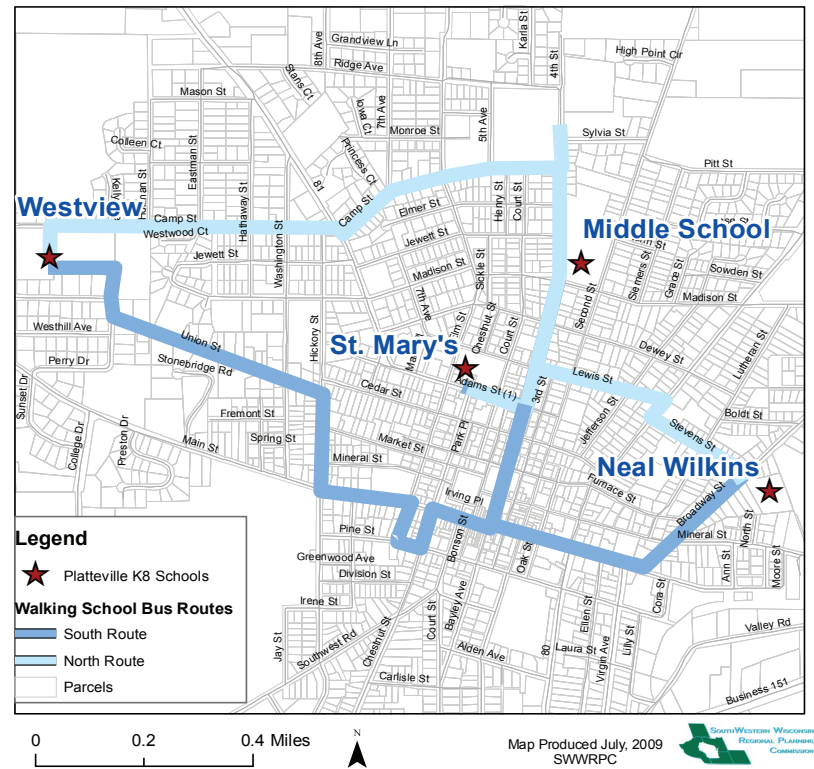
Finally, consideration of tree loss is often important in a community's acceptance of sidewalk installation. Although trees should never be planted over the Right-of-Way (ROW) (see page 3-6 for an explanation of ROW's) where sidewalks may later go, they have been in the past. Many of these trees are now older and contribute greatly to the character of a neighborhood and quality of life. While tree locations should not inhibit a necessary sidewalk installation, it is good to review potential ROW / Tree conflicts in advance of sidewalk installation plans. See Map 4.4 for an inventory of trees that possibly exist in the sidewalk ROW within Platteville (as surveyed by City staff in 2008), and the locations of existing sidewalks and trails. Additionally, if tree - sidewalk conflicts are a concern, residents may consider installing rubberized sidewalks so that tree trunks and roots are not disturbed by sidewalk installation.

(Endnotes)

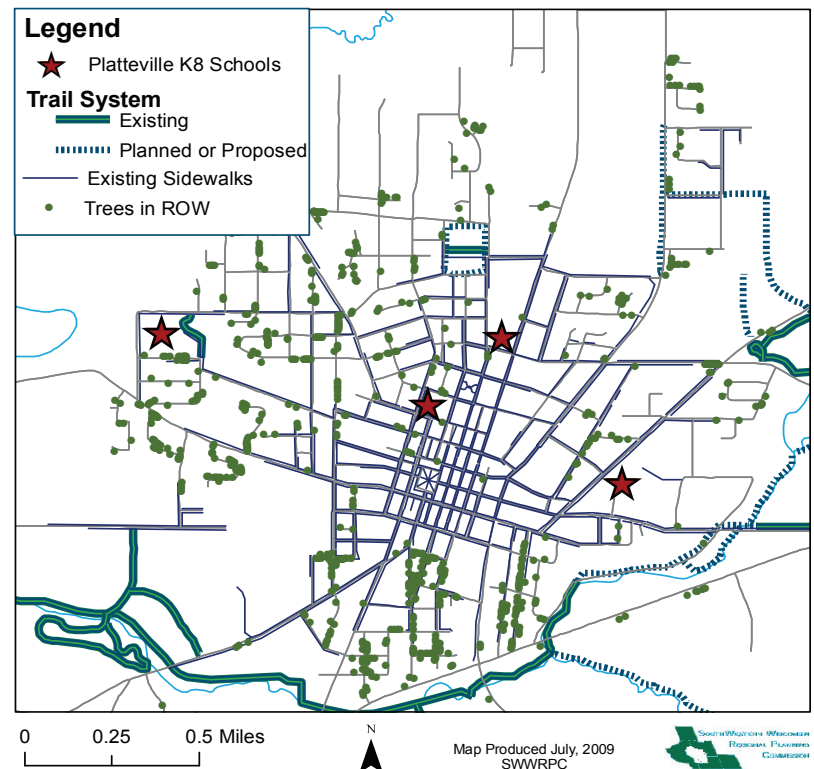
1 Wisconsin Department of Transportation. Road Way Standards. <http://roadwaystandards.dot.wi.gov/standards/fdm/04-01-015.pdf> (accessed on August 1st, 2009)

2 Wisconsin Department of Transportation. Travel Counts. <http://www.dot.wisconsin.gov/travel/counts/> (accessed on August 2st, 2009)

Map 4.3: Walking School Bus Routes



Map 4.4: ROW Tree locations and Sidewalks / Trails



Recommendations

The following section addresses the issues and opportunities identified in the Safe Routes to School Planning Process. Previous sections identified existing policies and ordinances, quantified attitudes towards walking and biking, and compiled other information about existing conditions. This Section offers possible solutions to alleviate, improve, or diminish existing concerns.

The recommendations in this section are developed around four of the five E's of the Safe Routes to School Program: 1) Education, 2) Encouragement, 3) Enforcement, and 4) Engineering. A successful SRTS program incorporates components of each of these elements. The Platteville Plan additionally includes recommendations related to "sustainability" as this was a reoccurring theme in the planning process. See below for a summary of all recommendations.

Table 5.1: Recommendation Summary

Strategy Type	Action	When				Who
		2009-2010	2011-2015	2016-2020	On-going	
Sustainability	1.0 Regularly Convene Community Safe Routes Committee				X	CSRC, C. Council
	1.1 Formalize role of Committee in City decision-making	X				"
	1.1.1 Plan Commission Decisions				X	"
	1.1.2 Common Council Decisions				X	"
	1.1.3 Public Process				X	"
	1.1.4 Municiple Budget Process				X	
	1.2 Clarify Existing City Code	X				CSRC, C. Council, Planning Director, Legal Counsel
	1.2.1 Bike Parking	X				"
	1.2.2 Sidewalk Payment	X				"
	1.2.3 New Subdivision Connectivity	X				"
	1.2.4 Annexation Connectivity	X				"
	1.2.5 Tree ROW Review	X				" and Tree Advisory Board
	1.3 Expand efforts of CSRC	X				CSRC
	1.4 Review Plan Annually				X	
	1.5 Evaluate Safe Routes Plan& Program				X	CSRC, School District
1.5.1 Walking & Biking Counts				X	"	
1.5.2 Parent Survey				X	"	

Continued on next page

Recommendations

Table 5.1: Recommendation Summary Continued

Strategy Type	Action	When				Who
		2009-2010	2011-2015	2016-2020	On-going	
Engineering	2.0 Implement Safe Routes Improvements				X	PW Director, C. Council
	2.0.1 Tier 1 Routes	X	X		X	“
	2.0.2 Tier 2 Routes		X	X	X	“
	2.0.3 Tier 3 Routes			X	X	“
	2.1 High Volume / Speed Intersections				X	PW Director, C. Council, CSRC
	2.2 Bike Lanes				X	“
	2.3 Funding				X	“
	2.3.1 Capital Improvement Plan (CIP)				X	“
	2.3.2 Street reconstruction projects				X	“
	2.3.3 Property owners				X	“
	2.3.4 Other funding sources as available				X	“
Education	3.0 Bike Rodeo				X	Platteville Optimists, CSRC
	3.1 Lesson Plans				X	School District
	3.2 Annual City-Wide Event				X	CSRC
	3.3 Platteville SRTS Website				X	CSRC
	3.4 Additional Education				X	Everyone
Encouragement	4.0 Incentive Programs				X	School District, CSRC
	4.1 Walk to School Day				X	“
	4.2 Additional Encouragement				X	Everyone
Enforcement	5.0 Walking School Buses				X	“
	5.1 Speed Limits				X	City Police, Residents
	5.2 Pedestrian & Bicyclist Right-of-Ways				X	“
	5.3 Additional Enforcement				X	Everyone

Recommendations

Sustainability

Sustainability addresses the long-term objectives of the Community Safe Routes Committee and this Plan. Looking forward is a critical step in assuring that the Committee achieves its goals and meets the expectations of the Community and Schools.

1.0 Regularly Convene Community Safe Routes Committee. The Community Safe Routes Committee should remain a Committee of the City of Platteville and meet as needed to address walking and biking concerns of the City

1.1 Formalize role of Committee in City Decision-Making Process relating to walking and biking.

- 1.1.1 - Plan Commission Decisions. The Community Safe Routes Committee (CSRC) should work with the Platteville Planning Director and other parties to develop a system where the CSRC can help advise the Plan Commission on walking and biking-related decisions.
- 1.1.2 - Common Council Decisions. Develop a process for keeping the CSRC Chair abreast on decisions before the Common Council. If such decisions might substantially affect walking and biking, the CSRC Chair is to notify the Committee so that members may attend and participate during the public comment period of this meeting.
- 1.1.3 - Public Process. When the City Engineer meets with residents to discuss engineering projects in their neighborhood, a CSRC member should attend as well, and/or invite community members to attend CSRC meetings rather than, or in addition to, Common Council meetings for discussion.
- 1.1.4 - Municipal Budget Process. CSRC should meet annually with the Director of Public Works, Director of Parks and Recreation, and/or any other City staff as appropriate, to together identify specific projects within the Safe Routes Tiers (see Recommendation 2.0) that should be budgeted each year.

1.2 Clarify Existing City Code. Re-write portions of the City Code to more clearly address walking and biking-related issues; remove any vague, unclear, or possibly contradictory sections. Additionally:

- 1.2.1 - Include requirements for bike parking. Requirements for bike parking should be included in the City Zoning in much the same way as vehicle parking requirements (see Appendix G for sample language)
- 1.2.2 - Include a policy stating that the City pay for sidewalk installation as part of street reconstruction projects.
- 1.2.3 - Include provision requiring that new subdivisions provide a walking / biking connection to an identified Safe Route.
- 1.2.4 - Include a provision requiring that walking / biking connectivity be established to the City before an annexation can occur.
- 1.2.5 - Consider including a provision that the Tree Advisory Board review any Right-of-Way tree plantings prior to placement.

1.3 Expand efforts of Community Safe Routes Committee beyond K-8 audience. Expand planning efforts of the Community Safe Routes Committee beyond K-8 to include other schools and community segments, such as City Parks, UW-Platteville, Senior Centers, Subdivisions, and Hospitals.

1.4 Review Plan Annually. The Community Safe Routes Committee should review this plan every May (prior to the City Budget process), and update the plan as needed to meet the growing and changing needs of the City and it's residents.

1.5 Evaluate Safe Routes Plan & Program. Continue to evaluate impacts of the Safe Routes to School Program and Plan, respond to findings as necessary.

- 1.5.1 - Walking and Biking Counts. The incentive program discussed below will record the number of participating students walking and biking to school each day, keeping these counts can help the CSRC evaluate program effectiveness.
- 1.5.2 - Parent Survey. A survey of Platteville K-8 parent beliefs and behaviors relating to walking and biking was conducted in 2007 and 2009 and should be re-administered every other year.

Recommendations

Engineering

Engineering includes a variety of design techniques that can reduce traffic volume, decrease speed, and improve safety. The Safe Routes to School Planning Process identified amount and speed of traffic as the top two deterrents of Platteville parents allowing their children to walk and bike to school. While it is not always possible to reduce the amount and speed of traffic, providing the proper walking and biking infrastructure (especially sidewalks) can create a safe walking and biking network set apart from vehicular traffic. Below are some key recommendations for developing a more robust walking and biking infrastructure that addresses the needs of the Platteville K-8 community.

2.0 Implement Safe Routes Improvements. As part of the Planning process, routes were identified throughout Platteville to maximize safe connectivity between all of the K-8 schools in Platteville and each of the residential areas in or near the City (see Map 5.1). Three implementation Tiers were identified, with Tier One prioritized for the first wave of improvements.

Note: The Routes and Tiers identified should not be limiting. This Plan advocates any walking and biking improvements in the City of Platteville, including any opportunities that arise for walking and biking improvements out of priority order or outside of these identified Routes (e.g. a street reconstruction on Tier 2 should be funded for sidewalk improvements even if there are Tier 1 routes that still need improvements).

Tiers were identified based upon a number of criteria. Below are the criteria, in order of priority:

1. Continuity through the City and to existing infrastructure (such as the trail system),
2. Traffic volume (streets with greater traffic were prioritized as they tend to be more traveled by pedestrians and bicyclists, as well as more dangerous),
3. Accident locations (those with greater accident counts were prioritized),
4. Existing sidewalk infrastructure (those with more sidewalks were prioritized),
5. Audit and Charrette comments,
6. Residential locations (that all residential areas be connected by at least one “safe route”),
7. Tree locations (routes with less trees in the Right-of-Way were prioritized).

The identified Tiers and improvements should inform Platteville Capital Improvement Plan and be implemented in priority order as other funding opportunities arise.

- 2.0.1 - Tier 1 Routes: Identified as currently the Safest Routes between existing neighborhoods and to all of the Platteville K-8 Schools. These Routes were tested as Walking School Bus Routes (see Identifying Issues) and should be first priority in being made safer by receiving infrastructure improvements when possible.
- 2.0.2 - Tier 2 Routes: These Routes are identified as a second tier priority for infrastructure improvements. These Routes should receive improvements second to Tier 1 Routes.
- 2.0.3 - Tier 3 Routes: These Routes are identified as a third tier priority for infrastructure improvements. These Routes should receive improvements after Tier 2 Routes.

In each Tier, improvements should be prioritized as follows:

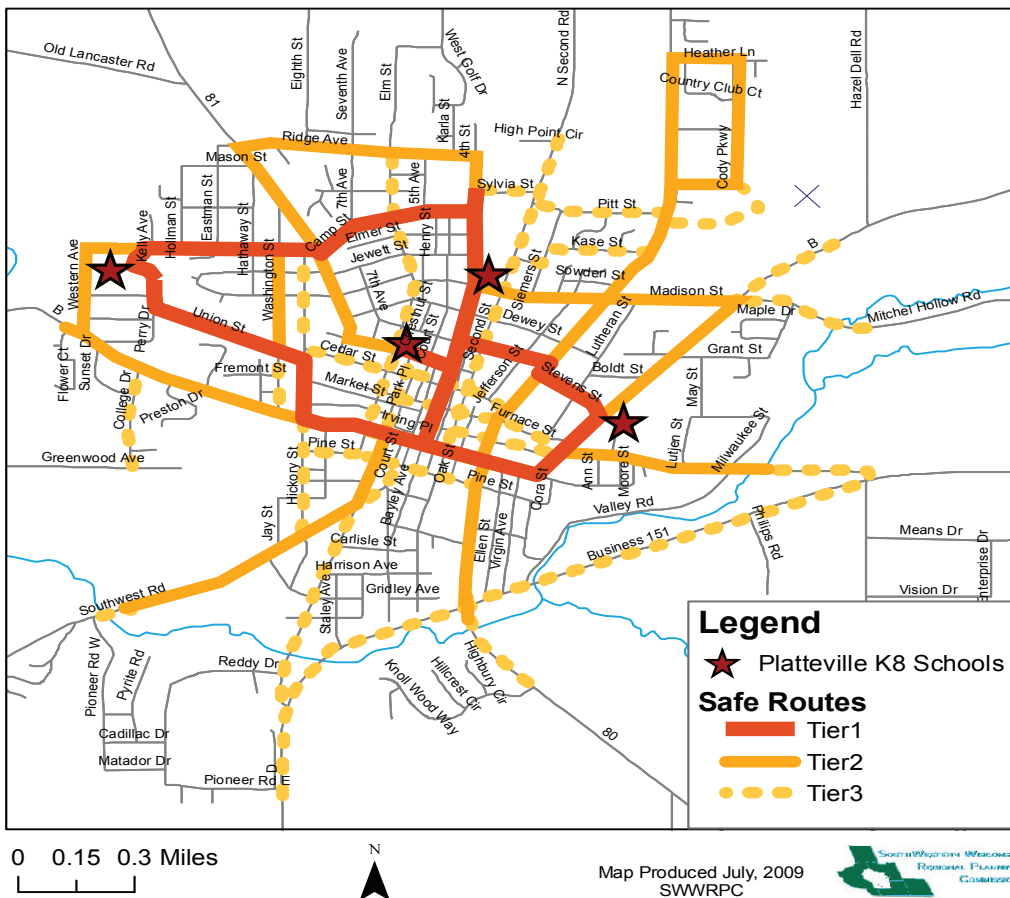
1. ADA Compliancy. The American with Disabilities Act of 1990, is a federal law providing design standards for new public facilities, such as sidewalks and other public infrastructure. The standards not only make walking and biking safer for the physically challenged, but for youth and elderly as well. Platteville should continue to build new infrastructure to ADA compliancy and strive to upgrade existing facilities to meet compliancy as well. ADA Accessibility Guidelines affecting walking and biking can be found online, at: <http://www.access-board.gov/adaag/>
2. Contiguousness. Sidewalks and multi-use paths should be constructed so they are contiguous throughout the City. Sidewalks and bike paths on both side of the street is always better than sidewalks or bike paths on only one side of the street (paths located on the street corridor should never be considered a viable alternative to sidewalks unless separated from vehicular traffic by a physical barrier). If sidewalks can only be installed on one side of the street, assure that sidewalk segments are on the same side of the street so as to minimize the need for pedestrians to cross through traffic (preferably the same side of the street as are the

Recommendations

K-8 Schools). The City of Platteville should work with the Town of Platteville to find ways that infrastructure connectivity can be encouraged between the municipal boundaries.

3. **Crosswalks.** Crosswalks were identified as a great concern to residents in the Neighborhood Audits. Crosswalks should be located at all intersections along the Safe Routes. Crosswalks should always have clear paint lines and appropriate signage. Crossing guards should be used at busy intersections during school start and end times.
4. **Traffic Management.** In areas closest to schools and where traffic becomes particularly heavy or fast before and after school, traffic management devices should be considered. See Appendix H for traffic management ideas and cost estimates.

Map 5.1: Identified Safe Routes



2.1 High Volume / High Speed Intersections. Crosswalks were identified as a great concern to residents in the Neighborhood Audits. While all intersections should receive attention (as noted in Recommendation 2.1 (4)), intersections that receive over 8,000 vehicles per day on at least one street or where vehicles tend to travel at speeds higher than 25 mph should receive special attention, and signalized crossings if possible. Below, Map 5.2 shows some of the intersections that have been identified as more dangerous based upon their high traffic counts or speeds, Audit comments, Charrette comments, and accident history.

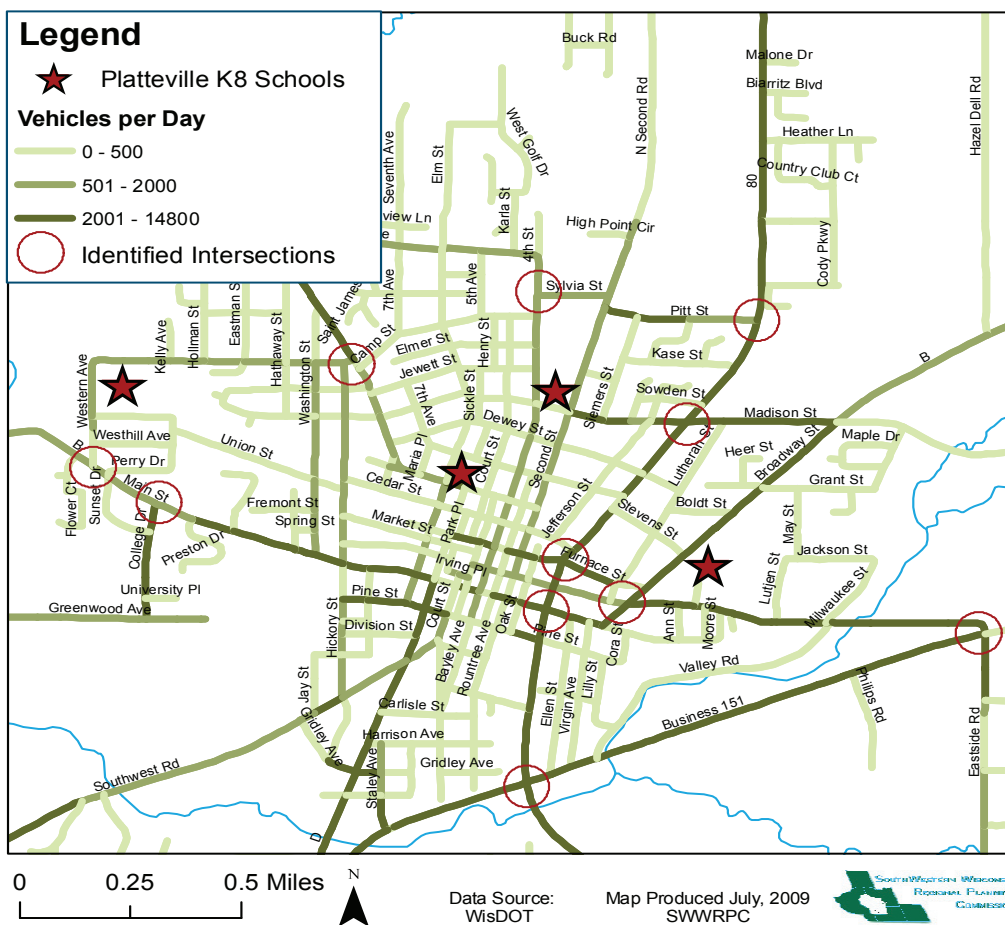
2.2 Bike lanes. Platteville currently has no bike lanes. When possible, bike lanes should be installed along the identified Safe Routes, as well as along other high traffic City streets (here, defined as streets with 1,000 vehicles per day or more), and be made to connect with the existing and planned multi-use trail system.

Recommendations

2.3 Funding. Seek practical and feasible funding to implement infrastructure improvements.

- 2.3.1 - Sidewalks and other infrastructure improvements should continue to be funded as part of the City of Platteville Capital Improvement Plan (CIP) through the Sidewalk Repairs, Sidewalk Improvements, Street Reconstruction Projects, and Parks and Recreation trail developments, among others.
- 2.3.2 - Also as currently practiced, sidewalks should continue to be paid for as part of street reconstruction projects (65% of residents agree according to the Community Survey). To ensure longevity of this practice, this policy should be adopted into the City Code (see Recommendation 1.2.2).
- 2.3.3 - Continue to enforce City Code requiring that property owners install and pay for sidewalks as part of any new sub-development (21.12(e)). If not physically possible to install sidewalks at point of development, property owners should be required to advance pay, or promise payment of cost for installation at a later date.
- 2.3.4 - See Appendix I for additional funding opportunities.

Map 5.2: Identified Intersections



Recommendations

Education

Education programs teach motorists, pedestrians and bicyclists about their responsibilities and about traffic rules, while promoting activities that encourage bicycling and walking.

3.0 Bike Rodeo. Platteville has held a Bike Rodeo (sponsored by the Platteville Optimists) for over 15 years. This annual event educates area youth on how to bike safely and rewards them with bicycle supplies, such as helmets.

3.1 Lesson Plans. There are many ways that the school district can integrate walking and biking into curriculum. The most obvious is through physical education classes. The School District can continue to implement walking lesson plans that the SRTS Program provided.

3.2 Annual City-Wide Event. The Community Safe Routes Committee hosted a City-wide event in late April, 2009. The event hosted booths and educators from a wide variety of backgrounds to teach community members about walking and biking. This event could be held annually as a way to educate and draw attention to walking and biking safety issues.

3.3 Platteville SRTS Website. This resource (www.plattevillesrts.org) should be maintained and promoted as a one-point-source for Safe Routes to School-related educational materials.

3.4 Additional Education. The above education list is by no means exhaustive. The Safe Routes to School Program encourages the Community Safe Routes Committee, School District and other interested parties to develop education and outreach as a fundamental means of increasing walking and biking for K-8 students. Some of the groups that should be focused on in future education efforts include K-8 students, parents, educators, and community members.

Encouragement

Encouragement activities are a way to get students to apply, in their daily habits, what they've learned from educational experiences. Platteville K-8 parents generally believe that walking and biking is both fun and healthy for their children, yet at the same time, the majority of K-8 students have not asked their parents for permission to walk or bike to school. Encouragement is critical if a community wants to see the number of K-8 students walking and biking to school increase.

4.0 Incentive Programs. Incentive programs, or programs where walking and biking habits are recorded and encouraged through rewards, have been known to dramatically improve walking and biking to area schools. Platteville received a grant in 2009 from the Wisconsin Division of Health Services to implement an incentive program known as "Freiker" at the Platteville Middle School for the 2009-2010 year. In future years, this, or a similar program should be continued and expanded to other Platteville Schools.

4.1 Walk to School Day. Walk to School day is an international event held every October. Students, parents, teachers and community members walk to school on the same day. Participating in this national event is fun for schools and raises awareness about walking and biking.

4.1 Additional Encouragement. The above encouragement list is by no means exhaustive. The Safe Routes to School program encourages the Community Safe Routes Committee, School District and other interested parties to develop encouragement practices as a fundamental means of increasing walking and biking for K-8 students. Some of the groups that should be focused on in future education efforts include K-8 students, parents, educators, and community members.

Recommendations

Enforcement

Enforcement enlists the help of local police departments to focus enforcement efforts in problem areas and increase community awareness of school safety issues.

5.0 Walking School Buses. Platteville tested this walking event in Spring of 2009 with great success. Students walked in groups from school to their homes along a pre-defined route. Group walking events, with adult supervision, helps parents feel less concerned about safety, and also reinforces the importance of safety enforcement along these predefined routes.

5.1 Speed Limits. Work with police enforcement and local residents to encourage the enforcement of speed limits in Platteville, and particularly along the Safe Routes identified in this plan.

5.2 Pedestrian & Bicyclist Right-of-Ways. Work with police enforcement and local residents to encourage the enforcement of pedestrian and bicycle right-of-ways in Platteville, and particularly along the Safe Routes identified in this plan.

5.3 Additional Enforcement. The above enforcement list is by no means exhaustive. The Safe Routes to School program encourages the Community Safe Routes Committee, School District, the local police force and other interested parties to develop enforcement practices as a fundamental means of increasing walking and biking for K-8 students. Various groups should work together to address enforcement issues as they arise.