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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 or 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:

1. Create a safe trail crossing at Highway 80 just south of Business 151
2. Complete the trail along Business 151
3. Add a Rectangular Rapid-Flashing Beacon (RRFB) at Lancaster Street and Camp Street
4. Add an ADA compliant mid-block crosswalk on Mineral Street between Water and Oak
5. Add a crosswalk and RRFB at Water Street and Lewis Street
6. Complete the sidewalk on Hickory Street from Cedar to Camp
7. Extend the sidewalk along Southwest Road from UWP Lot 28 to Southwest Lane
8. 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. 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, 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 2023 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: 2023 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 18, 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 CSRC held a public hearing to hear comments and suggestions related to the draft plan on **February 19, 2024**. Following the public hearing, the CSRC took action to recommend the City Common Council adopt the plan. The Common Council adopted the Bike and Pedestrian Plan on **March 12, 2024**.

Bike and Pedestrian Goals

Platteville’s 2013 Comprehensive Plan 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.*

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. Some of the successes include:

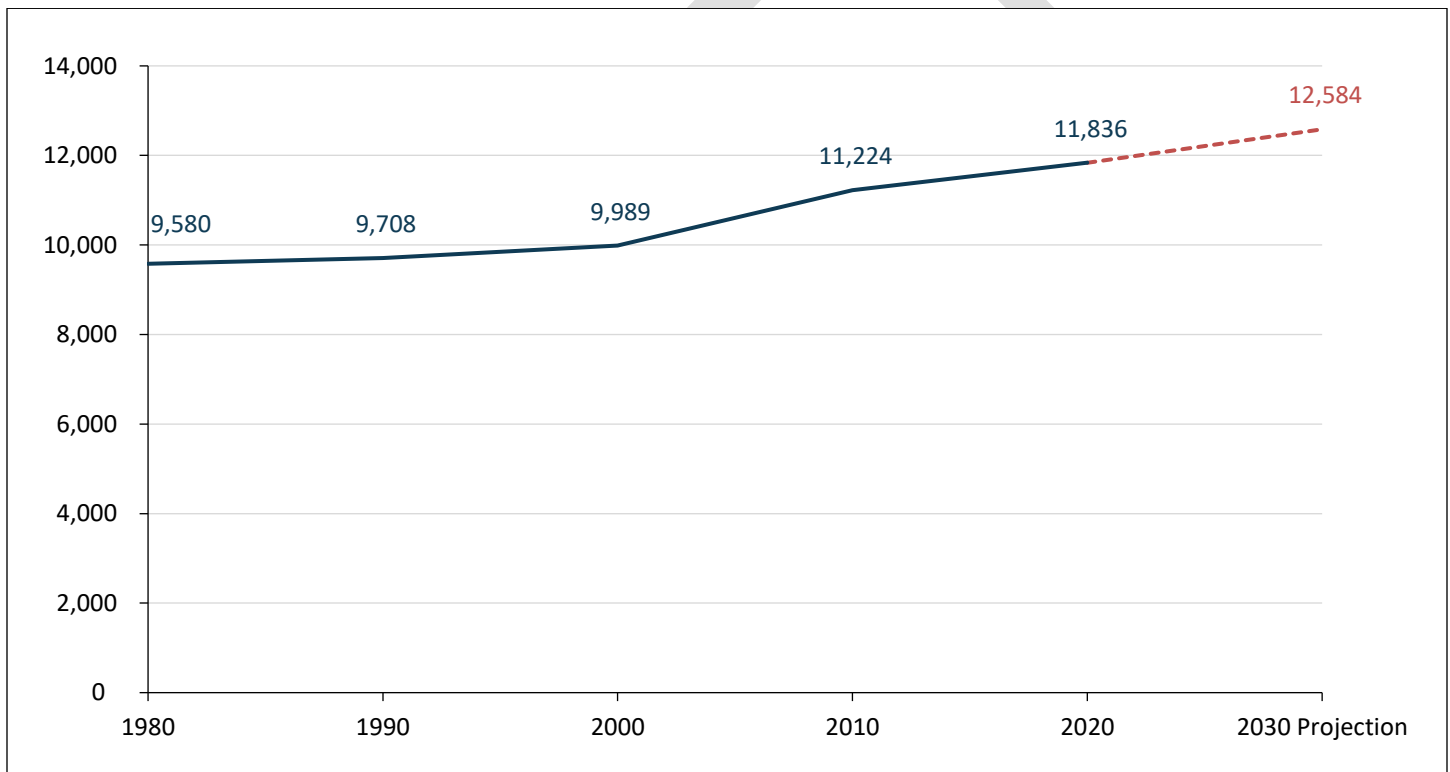
- The CSRC continues to meet to address walking and biking concerns. Efforts have expanded beyond a K-8 audience to include parks, senior centers, subdivisions, and more.
- Bike parking requirements were added to the zoning ordinance and later modified to require types of racks that support a bicycle 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 and community members, the PCA was able to fully fund the project. 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 St, 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.

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.¹ 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.² 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.³

Figure 1: Population 1980-2030



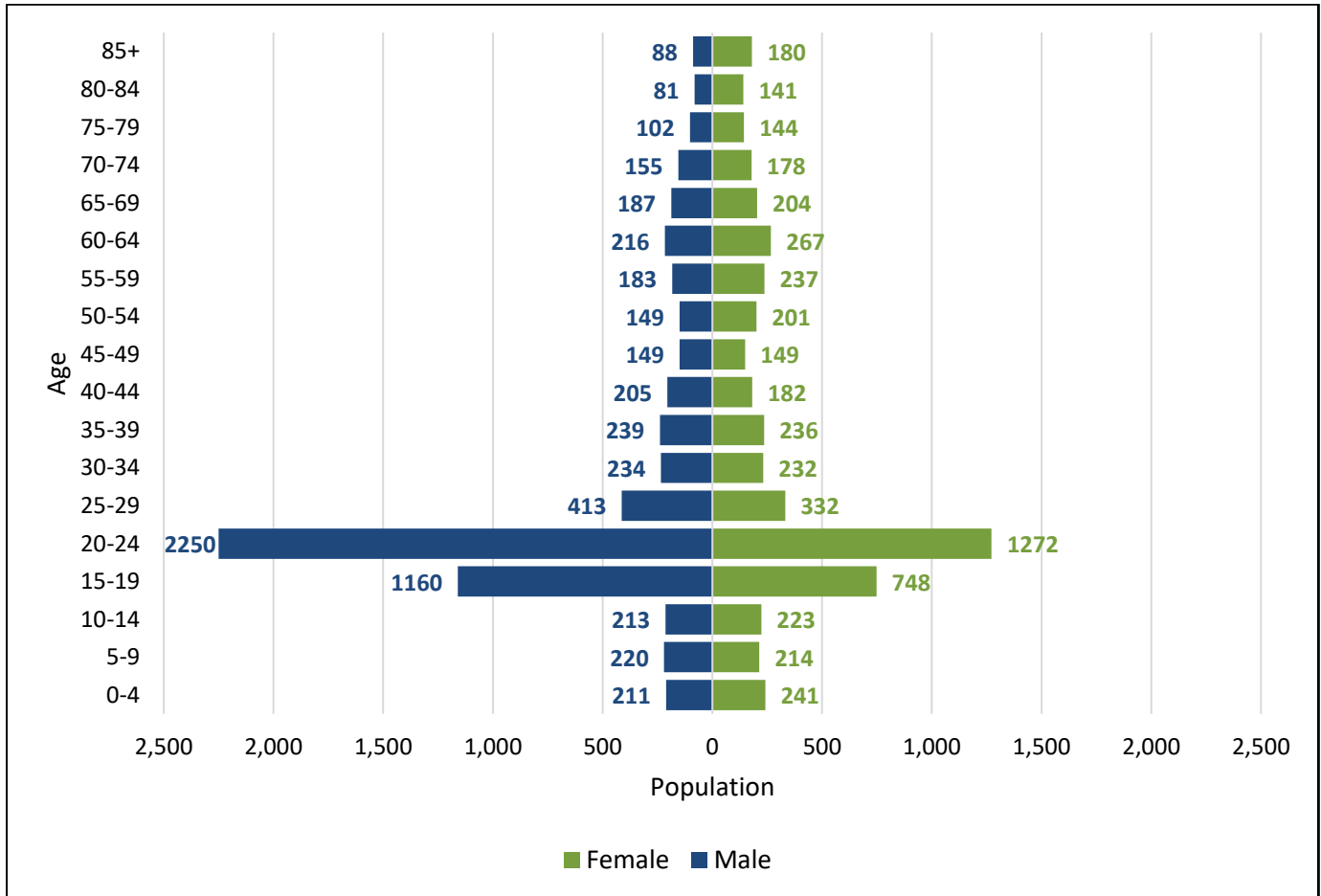
Source: 1980-2020 Decennial Censuses, SWWRPC projections

¹ U.S. Census Bureau. (2020). Race, 2020 Decennial Census. Retrieved from <https://data.census.gov/table?q=platteville+wisconsin+2020+population&tid=DECENNIALPL2020.P1>.

² University of Wisconsin Platteville. (2022). *Students*. Retrieved July 5, 2023, from <https://catalog.uwplatt.edu/undergraduate/about-uwplatteville/students/>.

³ 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



Source: 2020 Decennial Censuses

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**
 - 9.5 miles of **paved** multi-use trails
 - 3.2 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 excellent 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. 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, 75% are paved and 25% are unpaved. Mound View trail and a portion of the trail near UWP are unpaved. The city is working on paving 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

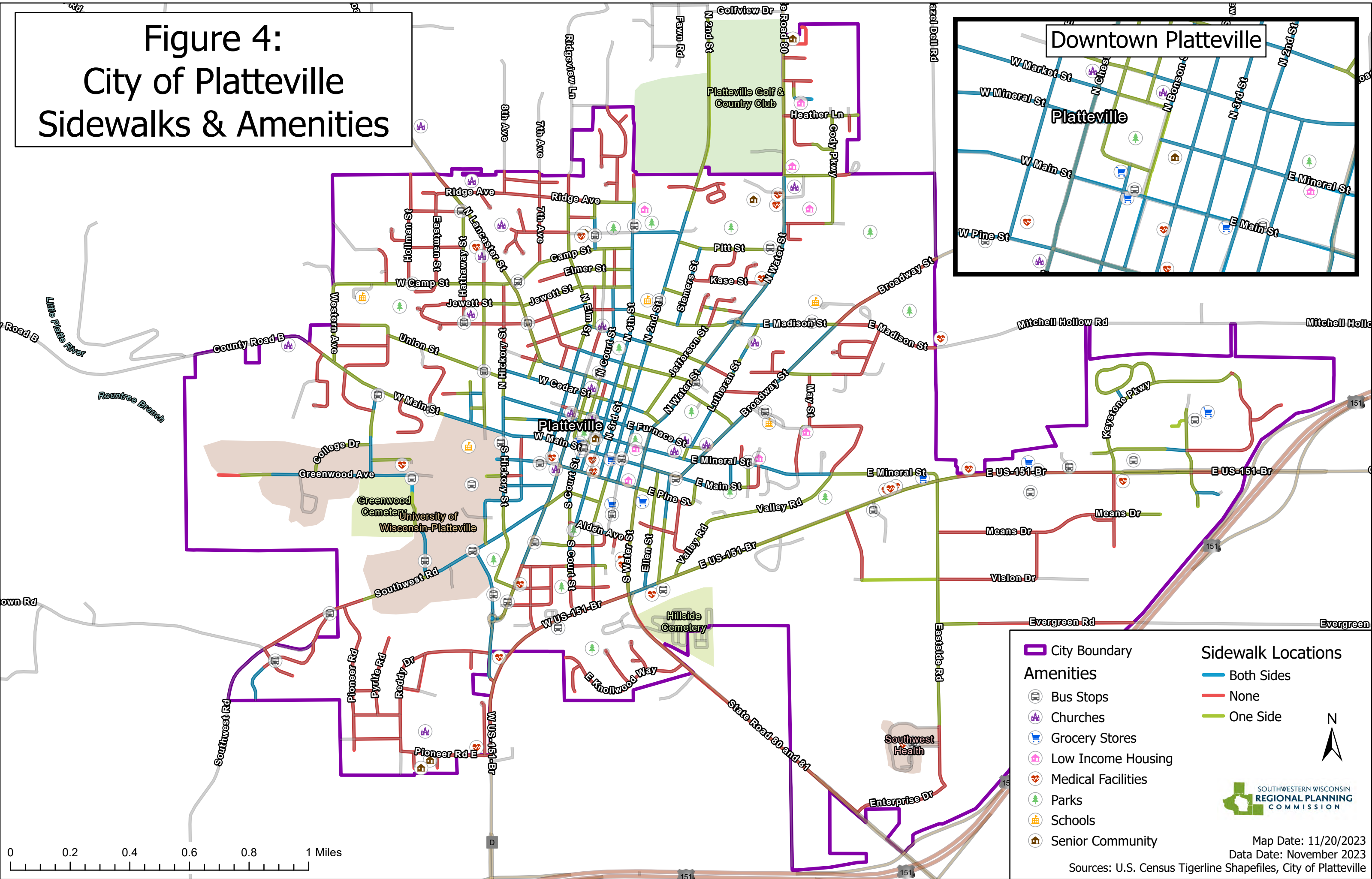
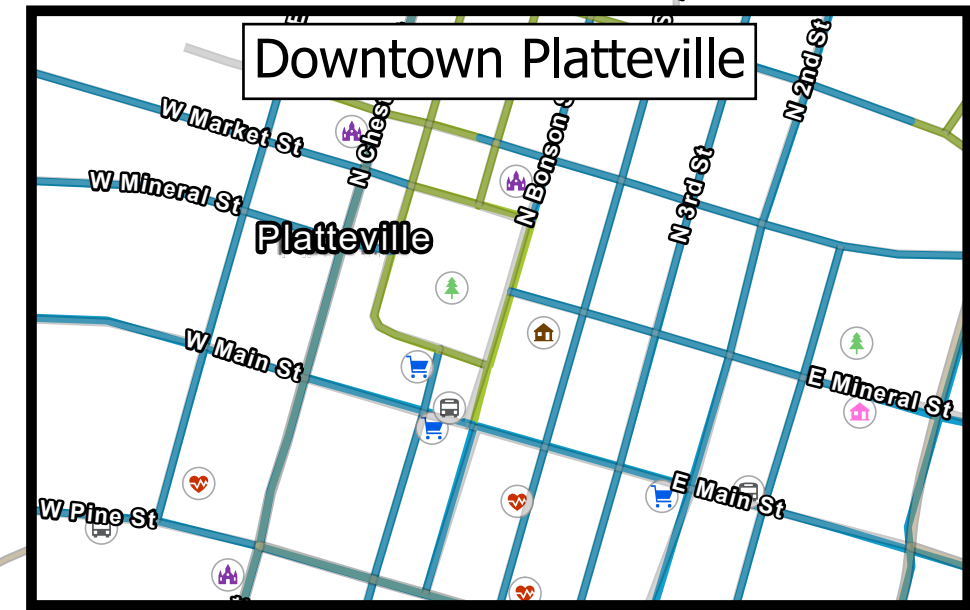
dependent on securing additional DOT funding. The city also has one trail from the skate park to the dog park that is labeled as “unimproved”. This trail is neither paved nor limestone gravel like the other unpaved trails. Rather, the trail is a grassy, dirt path.

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. Three of the loops connect directly to Platteville and present opportunities for further connection and expansion (Figure 7).

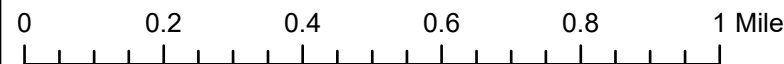
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**Figure 4:
City of Platteville
Sidewalks & Amenities**

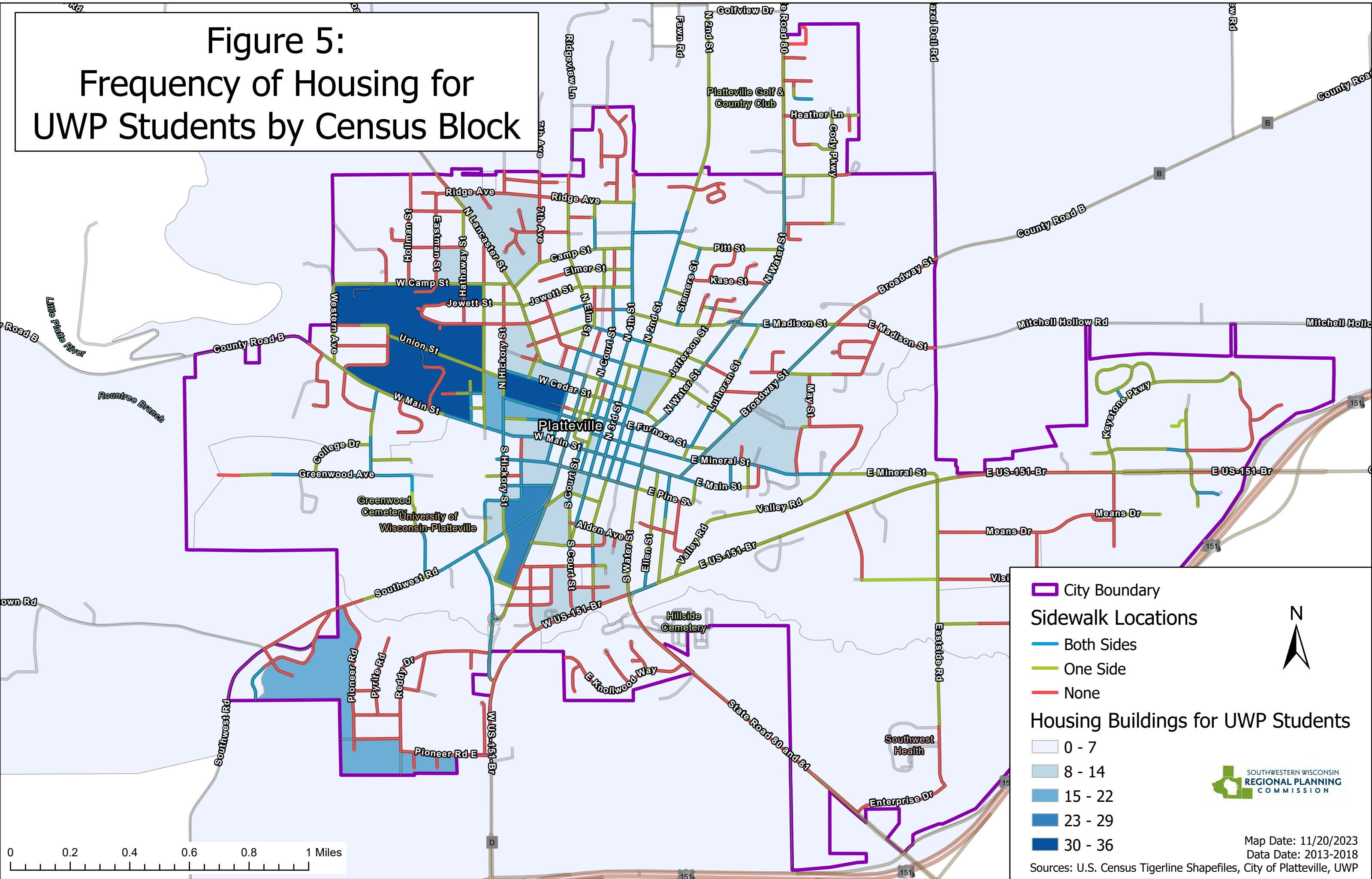


City Boundary	Sidewalk Locations
Amenities	Both Sides
Bus Stops	None
Churches	One Side
Grocery Stores	
Low Income Housing	
Medical Facilities	
Parks	
Schools	
Senior Community	

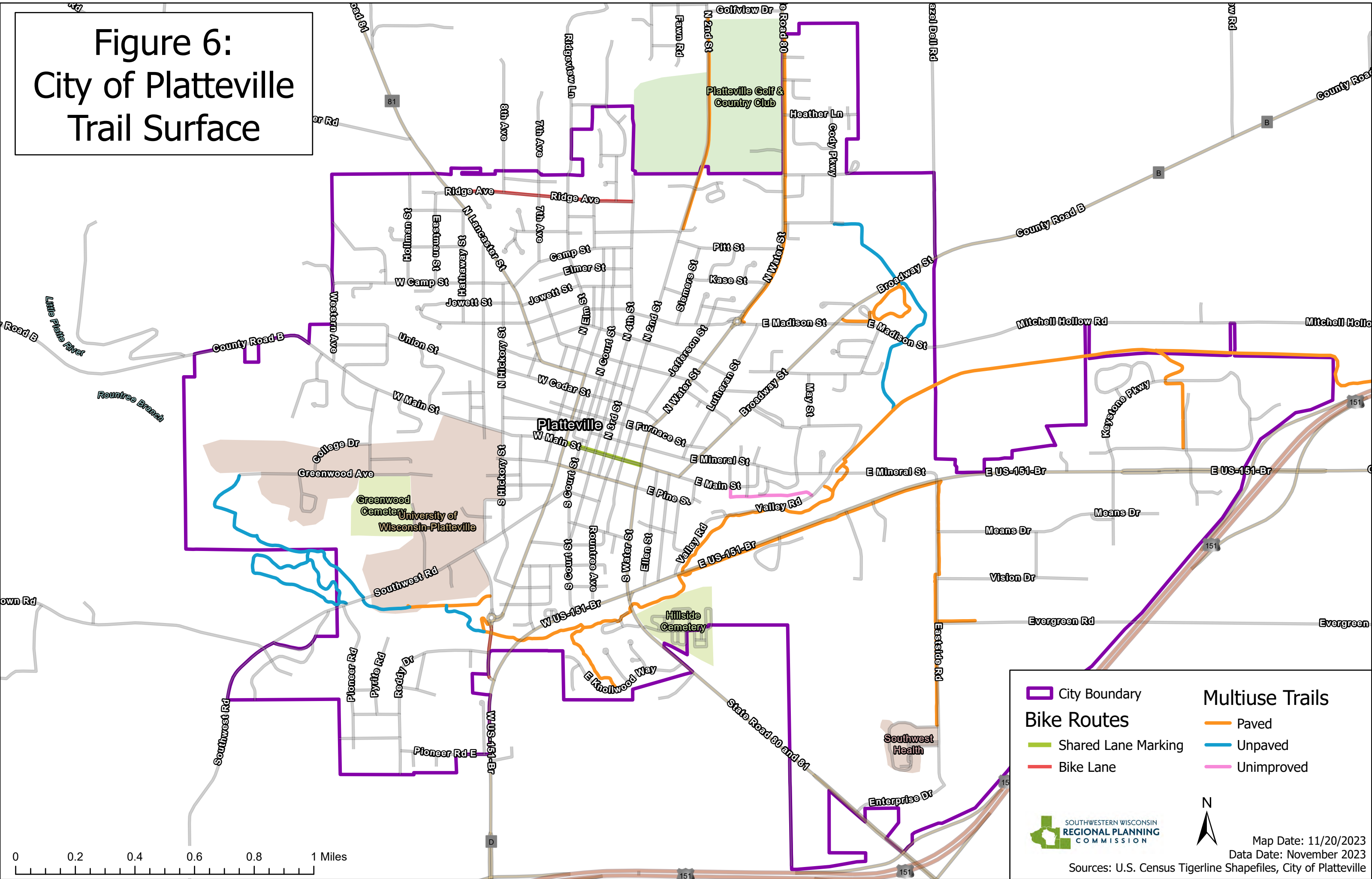
Map Date: 11/20/2023
Data Date: November 2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville



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



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



City Boundary	Multiuse Trails
Shared Lane Marking	Paved
Bike Lane	Unpaved
	Unimproved

Bike Routes

Shared Lane Marking

Bike Lane

Paved

Unpaved

Unimproved

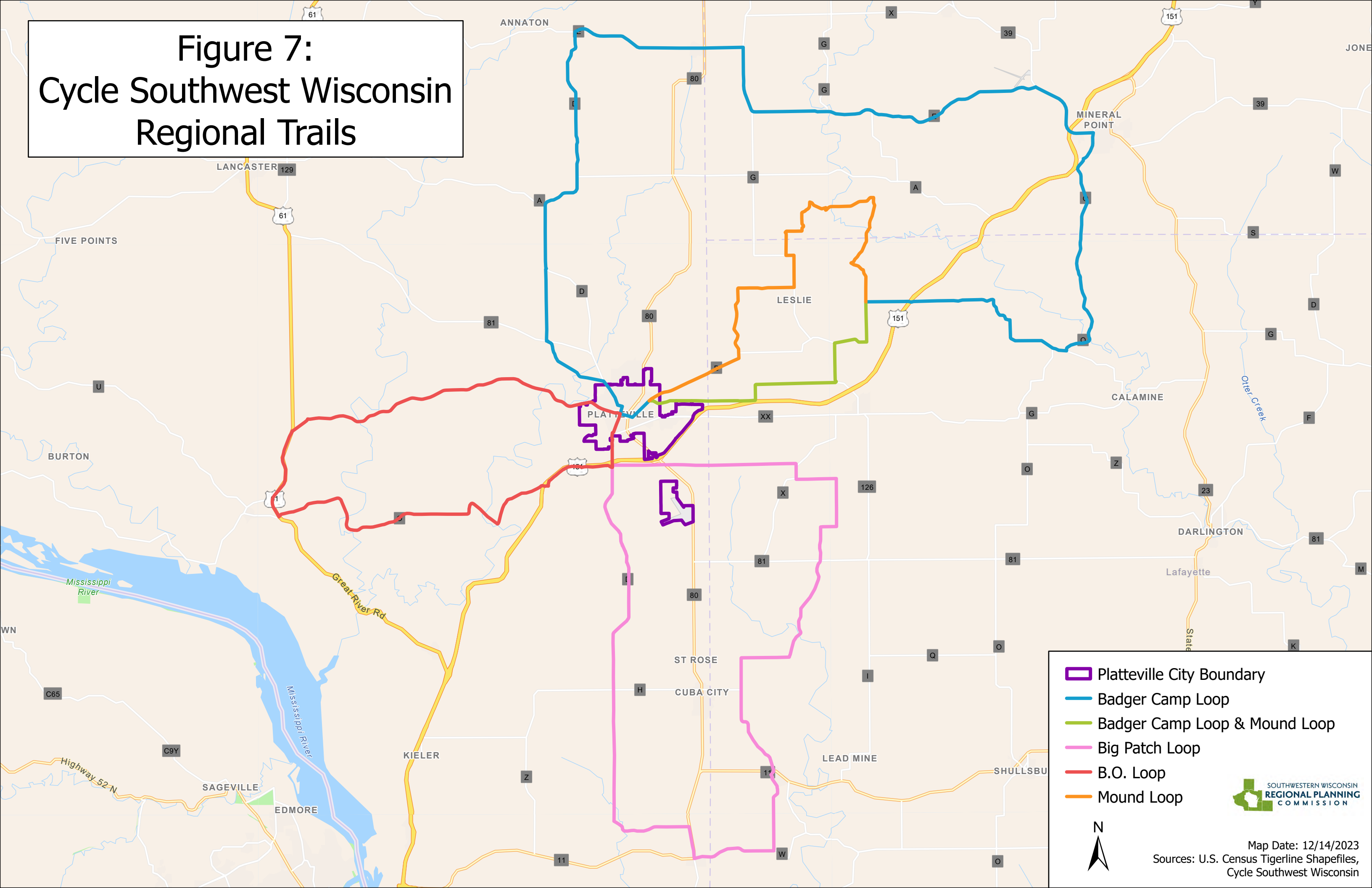
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Map Date: 11/20/2023
Data Date: November 2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

0 0.2 0.4 0.6 0.8 1 Miles

**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


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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.
- **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.
- **Obstructions:** No objects shall obstruct or overhang any sidewalk lower than 7.5 feet above the sidewalk.
- **Accessibility:** All sidewalks constructed in the right-of-way shall be constructed to the most current ADA accessibility guidelines.
- **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.
- **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.

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).
- **License:** No person shall ride a bicycle upon any street within the city unless such bicycle is registered and tagged.

Traffic and Crashes

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). Over a shorter, nearly eleven-year time period, between January 1, 2013 and December 18, 2023, 38 crashes 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 10 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

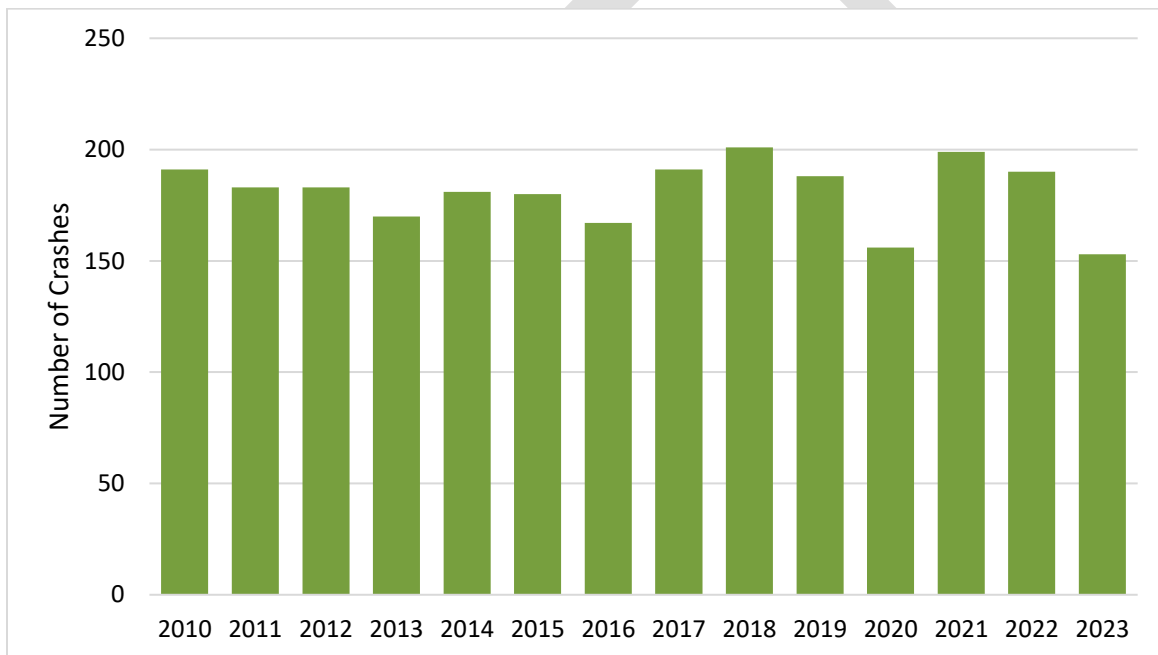
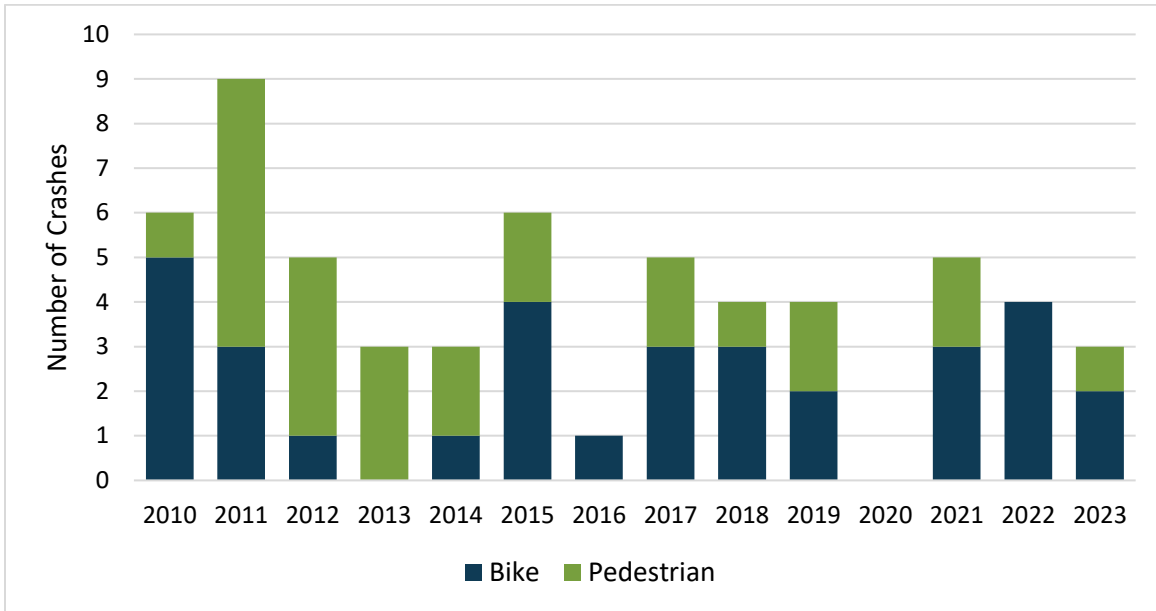


Table 4: Peer Community Cyclist and Pedestrian Crashes

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%

Figure 9: Crashes Involving Cyclist or Pedestrian

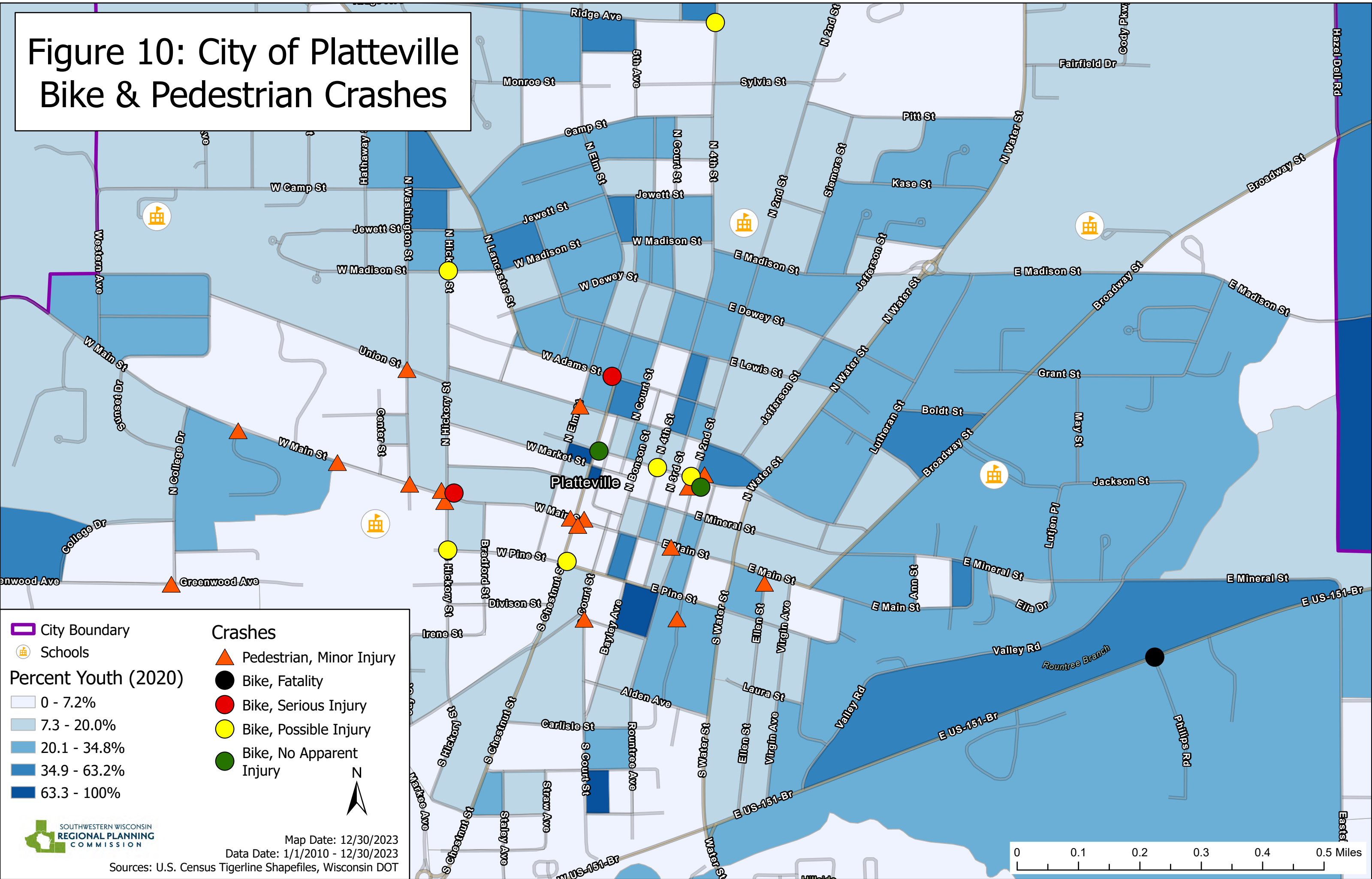


It is important to determine what infrastructure was in place for pedestrians and bicyclists at the time of the crashes to better determine what improvements can be made. Main, Furnace, and Chestnut Streets all had sidewalks at the time of the crashes in Figure 10. While the data does not contain information 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 two crashes on North Hickory Street occurred in locations without sidewalks along Hickory. However, Jewett Street, the cross street of the crash furthest north, did contain sidewalk at the time of the crash. 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 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 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
Sources: U.S. Census Tigerline Shapefiles, Wisconsin DOT

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0 0.1 0.2 0.3 0.4 0.5 Miles

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 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 Mound View Park
4. Business 151 trail underpass

The following comments were 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 PCA trail could continue north from Mound View Trail, pass east of Cody Parkway subdivision, and connect directly to Golfview Drive.
- The proposed PCA 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.

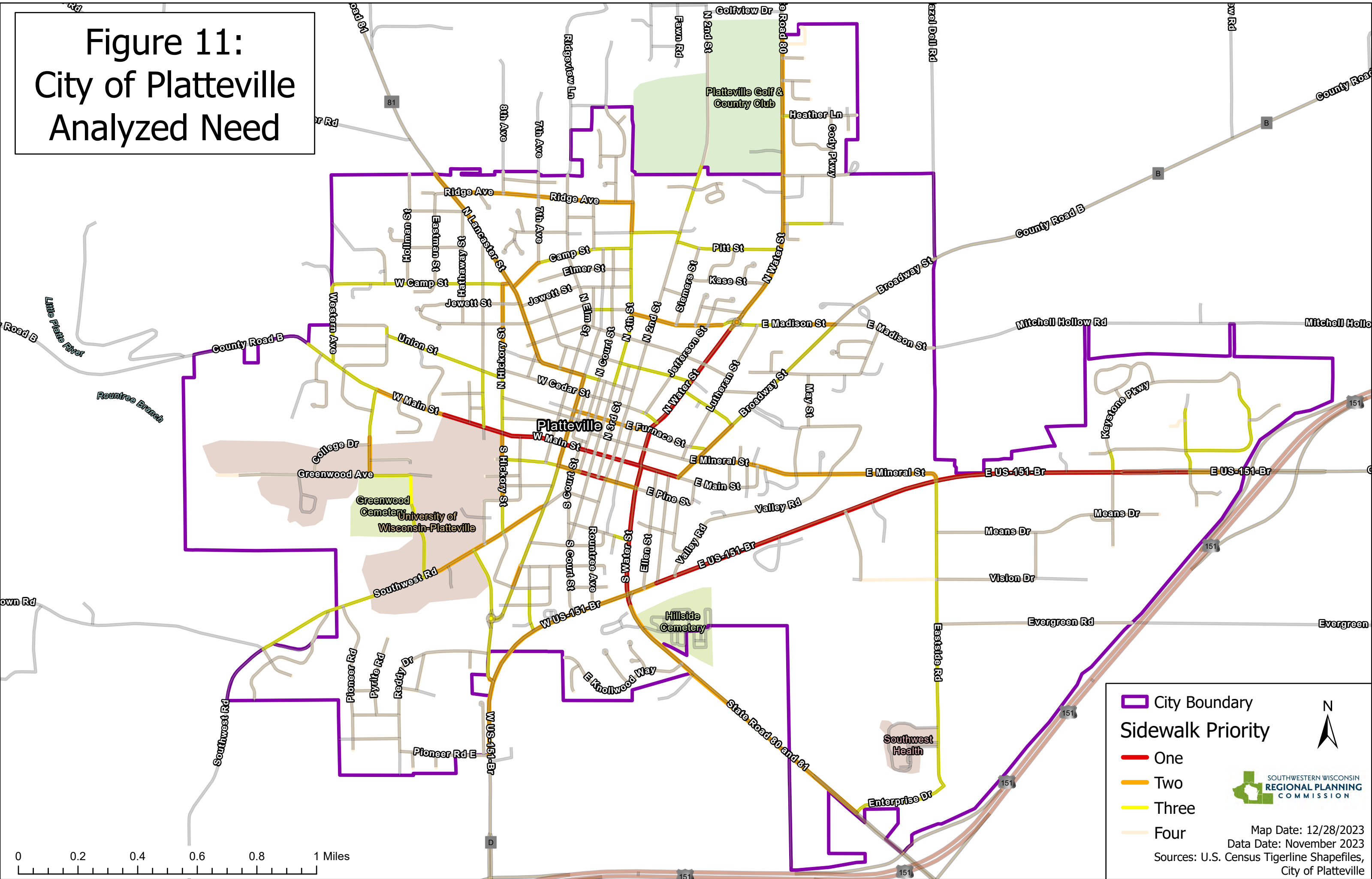
Need Analysis

Figure 11 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)

DRAFT

**Figure 11:
City of Platteville
Analyzed Need**



0 0.2 0.4 0.6 0.8 1 Miles

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

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Recommendations

Policies

To improve the bike and pedestrian network, the city should start with overarching policies. The policies will serve as goals for future projects and investments. WisDOT street classifications are shown in Figure 12. 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 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			✓

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. 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 Policy⁴

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

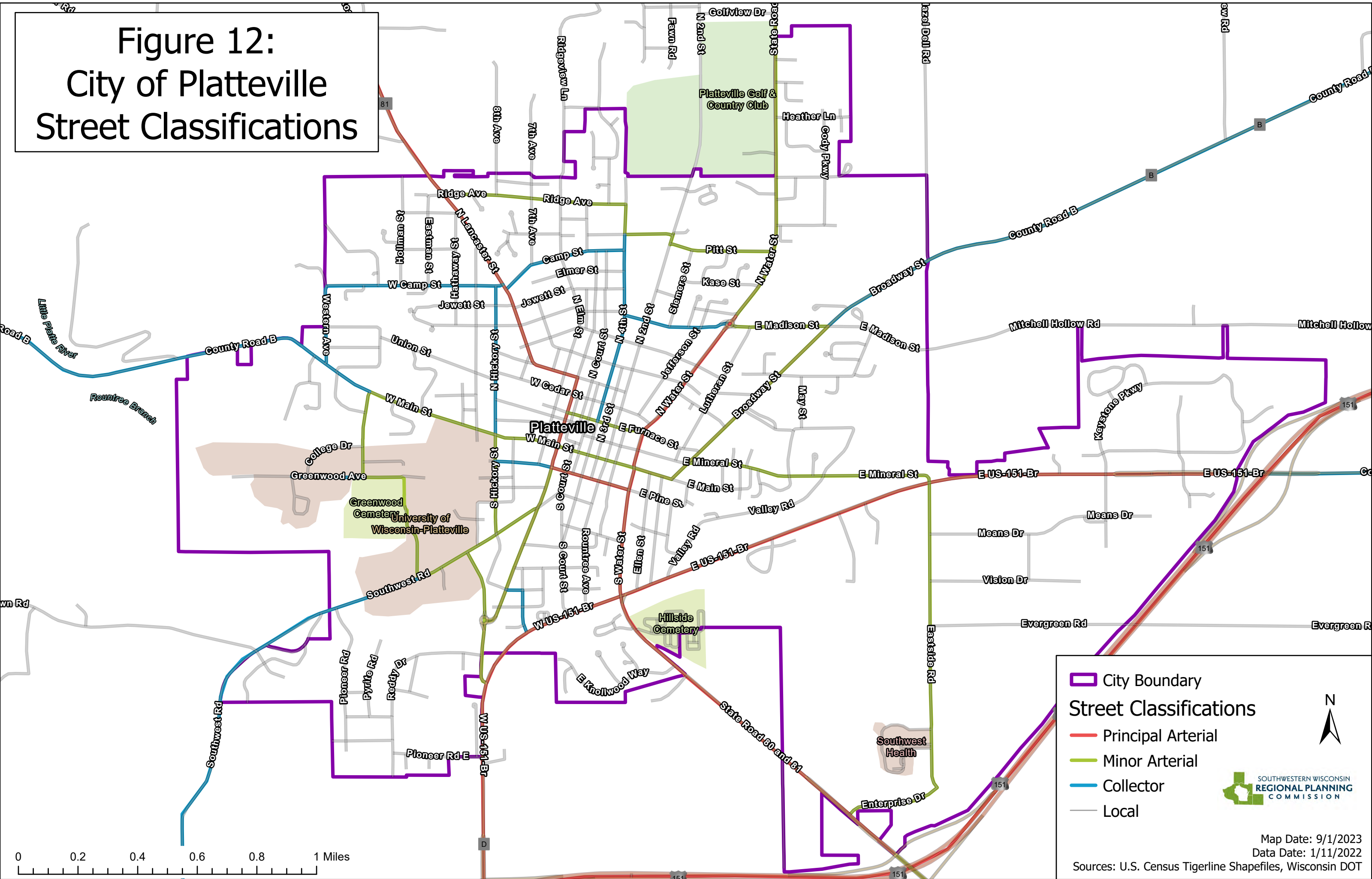
The final policy relates to the amount of infrastructure within the city. Ideally, the city should have a series of goals for the amount of infrastructure that should be installed each year. However, the city is lacking sufficient data on the year of infrastructure installation or the miles installed.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

⁴ 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.

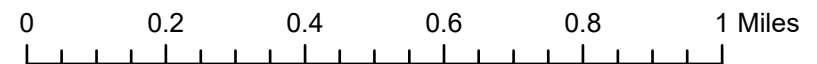
**Figure 12:
City of Platteville
Street Classifications**



City Boundary
Street Classifications
 Principal Arterial
 Minor Arterial
 Collector
 Local

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



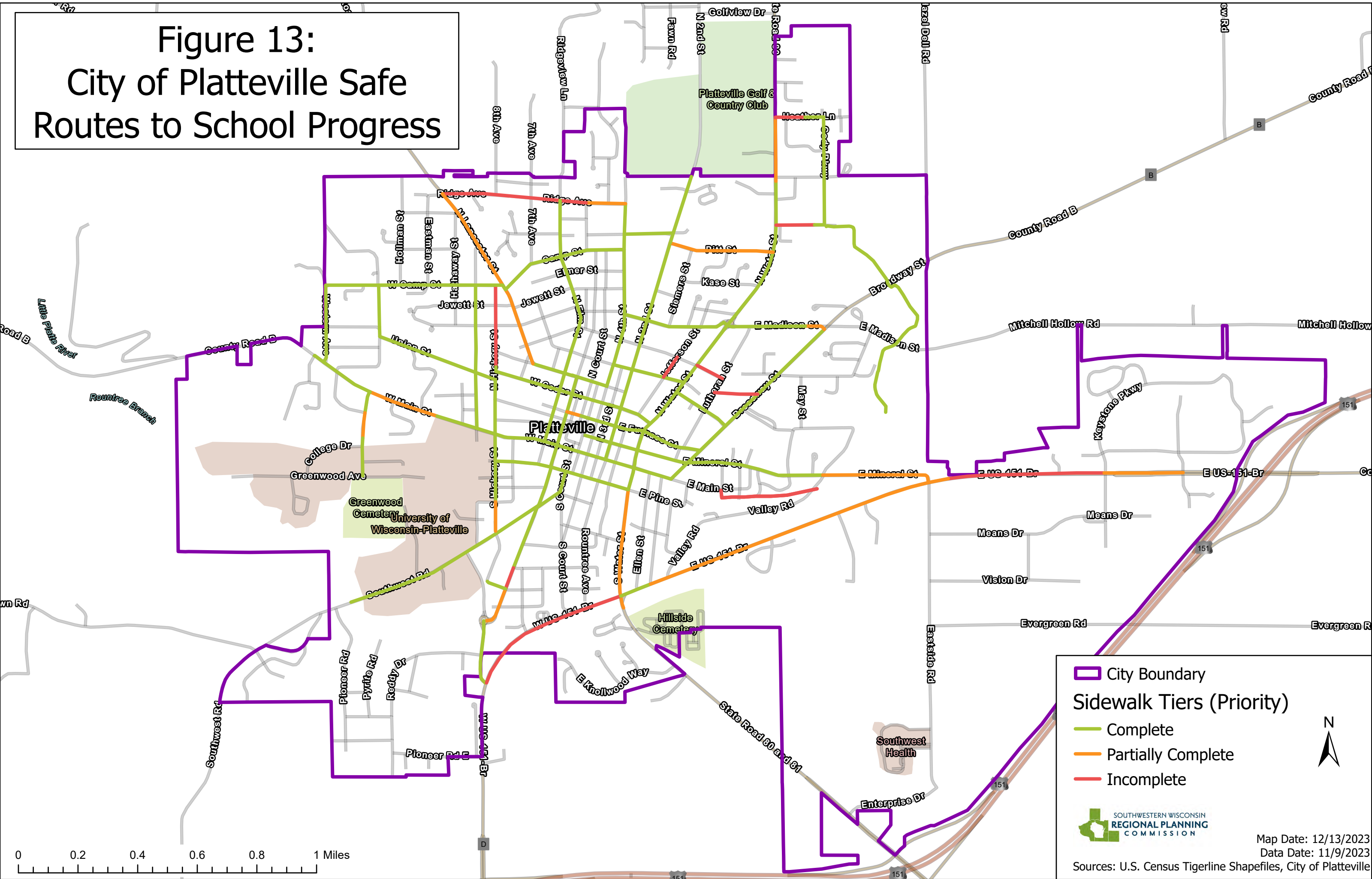
Based on the recommended policies, Figure 13 shows the level of completion of the priority routes that were identified in the 2009 Safe Routes to School plan. The priorities were developed using the following criteria:

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.

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**Figure 13:
City of Platteville Safe
Routes to School Progress**



City Boundary
Sidewalk Tiers (Priority)
— Complete
— Partially Complete
— Incomplete


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 COMMISSION

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

Many of the following recommendations are based on the completed need analysis in Figure 11. 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 14 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 at Lancaster Street and Camp Street intersection.	Short term
*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 side.	Short term
*C.4. Add a safe Water Street crossing at Lewis Street (near the Armory) including high visibility crosswalk and RRFB.	Short term
*C.5. Complete the sidewalk on Hickory Street from Cedar Street to Camp Street	Medium term
*C.6. Extend the sidewalk along Southwest Road from UWP Lot 28, across Rountree Branch stream, to Southwest Lane	Medium term
C.7. Remove stairs from sidewalks – Mineral Street & Commerce Street, Alden Avenue & Campbell Avenue	Medium term
C.8. Fix broken/noncompliant ADA curb ramps or 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. Consider a full depth crosswalk.	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
C.16. Extend the downtown 15 mph zone past the library to improve safety, particularly with the new bus stop.	Short term
C.17. Add leading pedestrian intervals and walking countdowns at busy intersections with traffic signals. Consider making walk signs automatic at busy intersections (with the	Short term

countdown).	
C.18. Include additional signage at the crosswalks on Southwest Road near UWP Lot 28. Either “yield to pedestrians” or stop signs.	Short term
C.19. 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. All along Lutjen Pl. and May Street d. Dewey from Lancaster Street to Lewis Street e. Union Street east of Western Avenue f. Alden Avenue from Water to Campbell and from Rountree to Court g. Madison Street from Court to Elm and from 7th to Hathaway h. Trail on Broadway from Madison to Mound View Trail crossing i. Trail on Water Street from Our House Senior Living to Golfview Drive j. Fairfield Drive k. Biarritz Blvd. l. Batchelor Street m. Lutheran Street from Boldt to Madison 	On going
C.20. Ensure that stoplights can be triggered by bicycles, particularly along bike routes.	Short term
C.21. Ensure that the length of walk signs is long enough for low mobility pedestrians.	Short term
C.22. Develop a schedule for crosswalk repainting to ensure that they are all repainted every two years. Epoxy should be reapplied every five years. ⁵	Short term
C.23. Ensure that business signs, tables, and chairs along Main Street are complying with sidewalk ordinances to allow access to all residents.	On going
C.24. Establish bike parking at three key locations each year for the next ten years.	On going
C.25. Add a bike light requirement to the city ordinance for biking at dusk or later.	Medium term
C.26. 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.27. Add sharrows on Western Avenue, Camp Street, Sylvia Street, and Pitt Street.	Medium term
C.28. Include radar signs at Pine & Rountree heading east and near Furnace & Second to encourage slower traffic speeds.	Medium term
C.29. Add crosswalks at major intersections. <ul style="list-style-type: none"> a. Chestnut Street and Southwest Road b. Pitt Street and Second Street c. Chestnut Street and Gridley Avenue (paired with new sidewalk on Gridley) 	On going
C.30 Add bike paths on UWP campus (separate from pedestrian paths).	Medium or long term (UWP)
C.31. Add curb extensions downtown to increase visibility of pedestrians. Add bollard for snow plow awareness. Utilize a demonstration project with temporary paint and cones to determine long-term viability.	Medium or long term
C.32. Investigate areas that need additional lighting. <ul style="list-style-type: none"> d. High school parking lot and Water Street 	Medium term

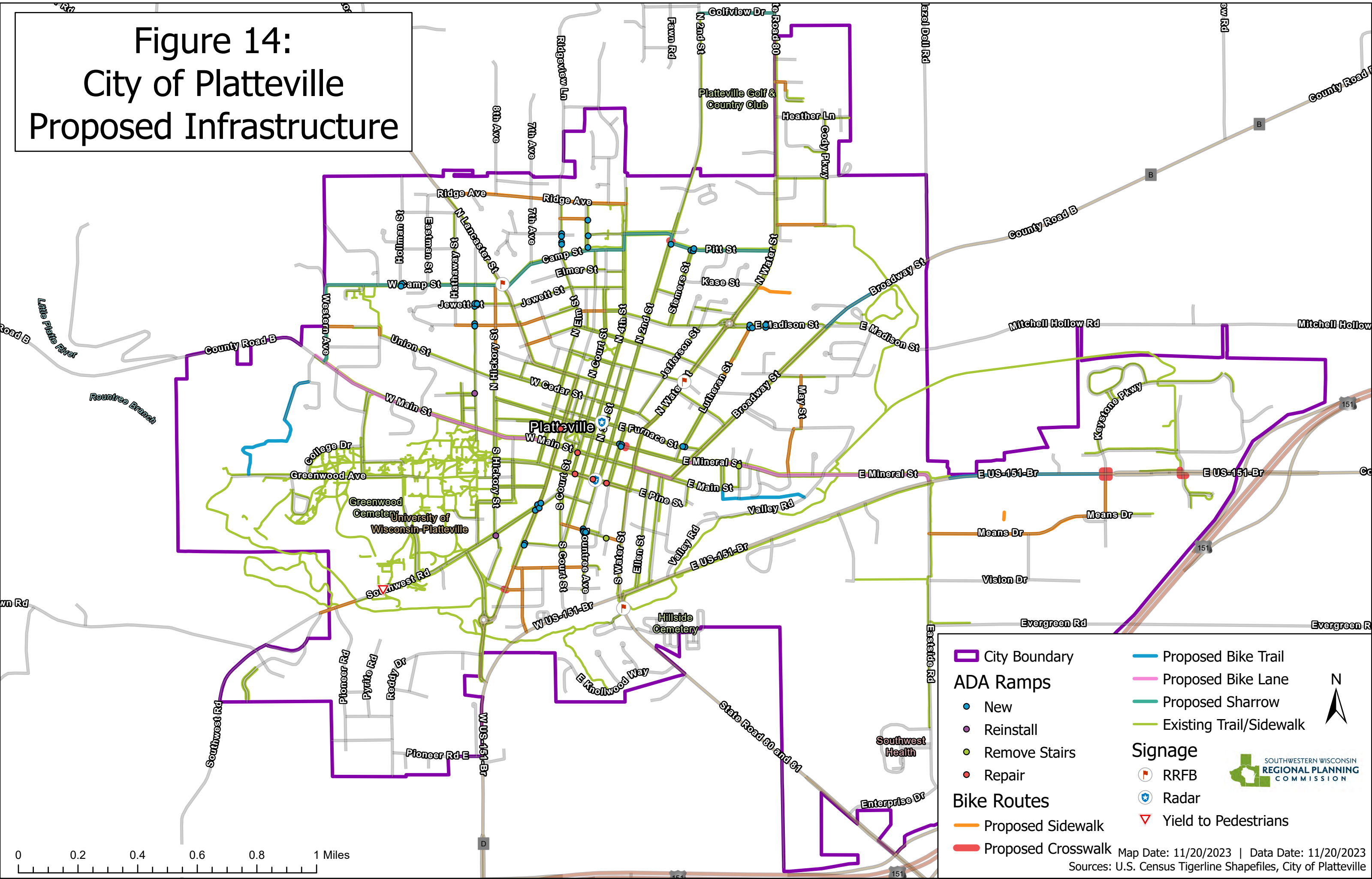
⁵ U.S. Department of Transportation Federal Highway Administration. (2013). *Guide for maintaining pedestrian facilities for enhanced safety research report*. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2e.cfm.

C.33. Explore the addition of crossing guard(s) near the middle school.	Short term
C.34. Evaluate the city's fence ordinance to ensure visibility at street intersections.	Short term
C.35. Add benches, and possibly shelters, at busy bus stops. a. Oak and Main b. Walmart	Medium term
C.36. Fix sidewalks where water valves are not level with the surface.	On going
C.37. Enforce no parking over sidewalks, particularly downtown.	On going
C.38. Add sidewalks in the business park (Means Drive and Insight Drive) and connect the Fleet & Farm 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. 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.	PCA (outer) and City of Platteville (inner)	Long term
R.3. Continue to secure WisDOT funding to pave all three phases of the Mound View trail.	City of Platteville	Medium term
R.4. Add a sharrow along Golfview Drive.	Platteville Township	Medium term
R.5. Explore the options and cost associated with expanding the width of the trail at the Business 151 underpass (near Katie's Garden).	PCA (solicit an engineering study)	Medium term
R.6. Explore the options and cost associated with expanding the width of the trail along Business 151 crossing over Rountree Branch stream.	PCA and City of Platteville	Medium term
R.7. Add amenities along trails including additional restrooms, benches, and water fountains.	PCA and City of Platteville	Medium term
R.8. Pave the trail from the Skate Park to the Dog Park.	City of Platteville	Medium term
R.9. Improve signage on the Rountree Branch trail. 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.10. Extend the multi-use trail on Water Street all the way to Business 151.	City of Platteville	Medium or long term
R.11. Consider plowing the Rountree Branch Trail during the winter.	PCA	On going
R.12. Local or regional organizations could explore adding new unpaved trails.	Local cyclist organization	Long term

Figure 14: City of Platteville Proposed Infrastructure



0 0.2 0.4 0.6 0.8 1 Miles

City Boundary	Proposed Bike Trail
ADA Ramps	Proposed Bike Lane
New	Proposed Sharrow
Reinstall	Existing Trail/Sidewalk
Remove Stairs	Signage
Repair	RRFB
Bike Routes	Radar
Proposed Sidewalk	Yield to Pedestrians
Proposed Crosswalk	



Map Date: 11/20/2023 | 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. The final option is

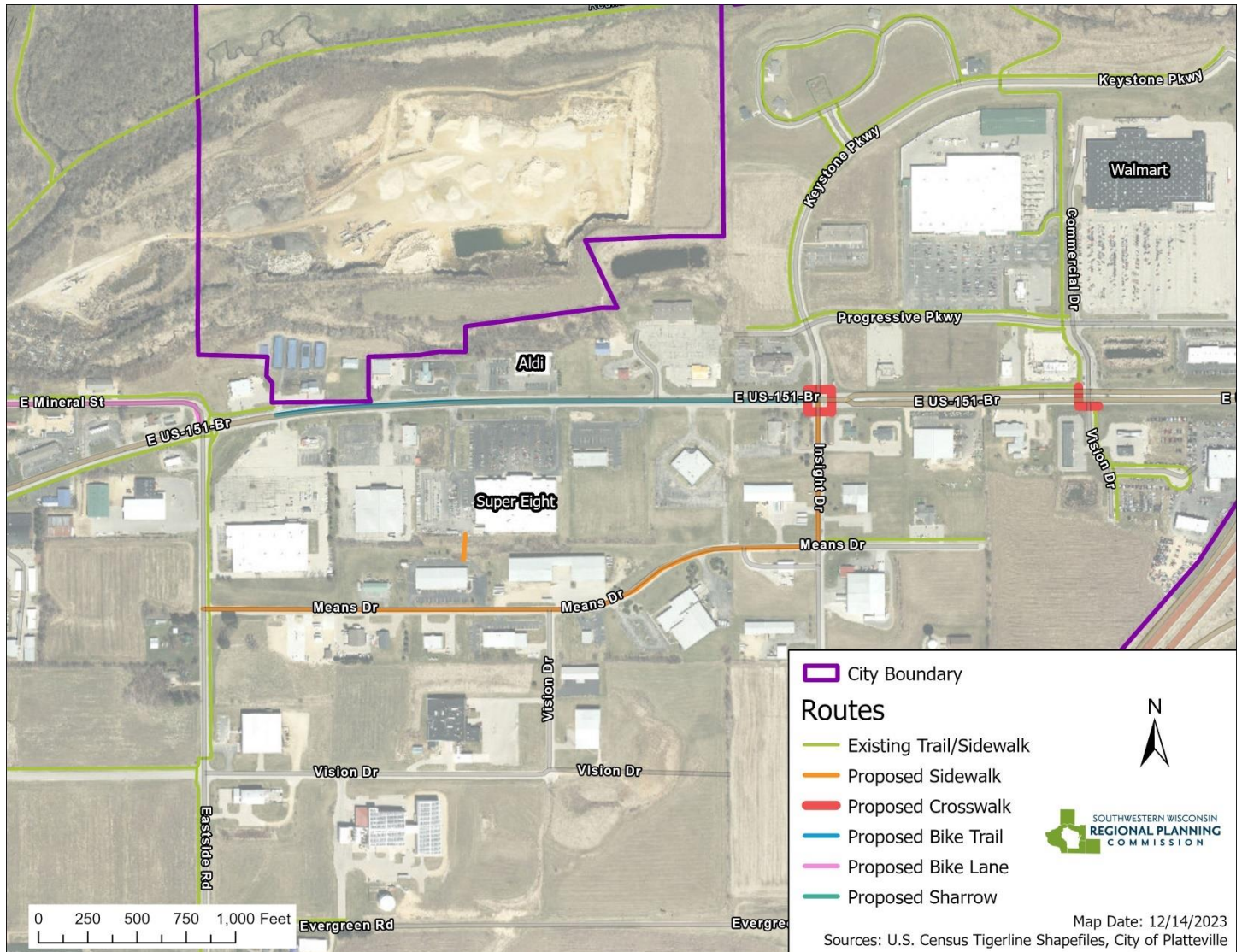
to reroute the trail crossing to the Business 151 & Highway 80 intersection. However, this option is unlikely to optimize safety as pedestrians may continue to cross Highway 80 due to the inconvenience of rerouting to the stoplight.

Figure 15: Northbound view of trail crossing (left) and southbound view with traffic (right)



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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 and ensure 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 16: 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.

Figure 17: Southbound signage on Lancaster Street (left) and current crosswalks (top)



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C.3. Jenor Park



Jenor Park is frequented by residents of Jenor Towers, many of whom are elderly. For some of the residents, Jenor Park serves as their only outdoor wellness option because of mobility issues. Residents must cross E. 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 city should explore using TID 7 to fund the full improvements. 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.⁶

Figure 18: Cracks and uneven sidewalk on the south side of Mineral Street near Jenor Towers



⁶ 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.

Figure 19: Intersection of Water Street and Lewis Street with the Armory to the right



C.5. Hickory Street

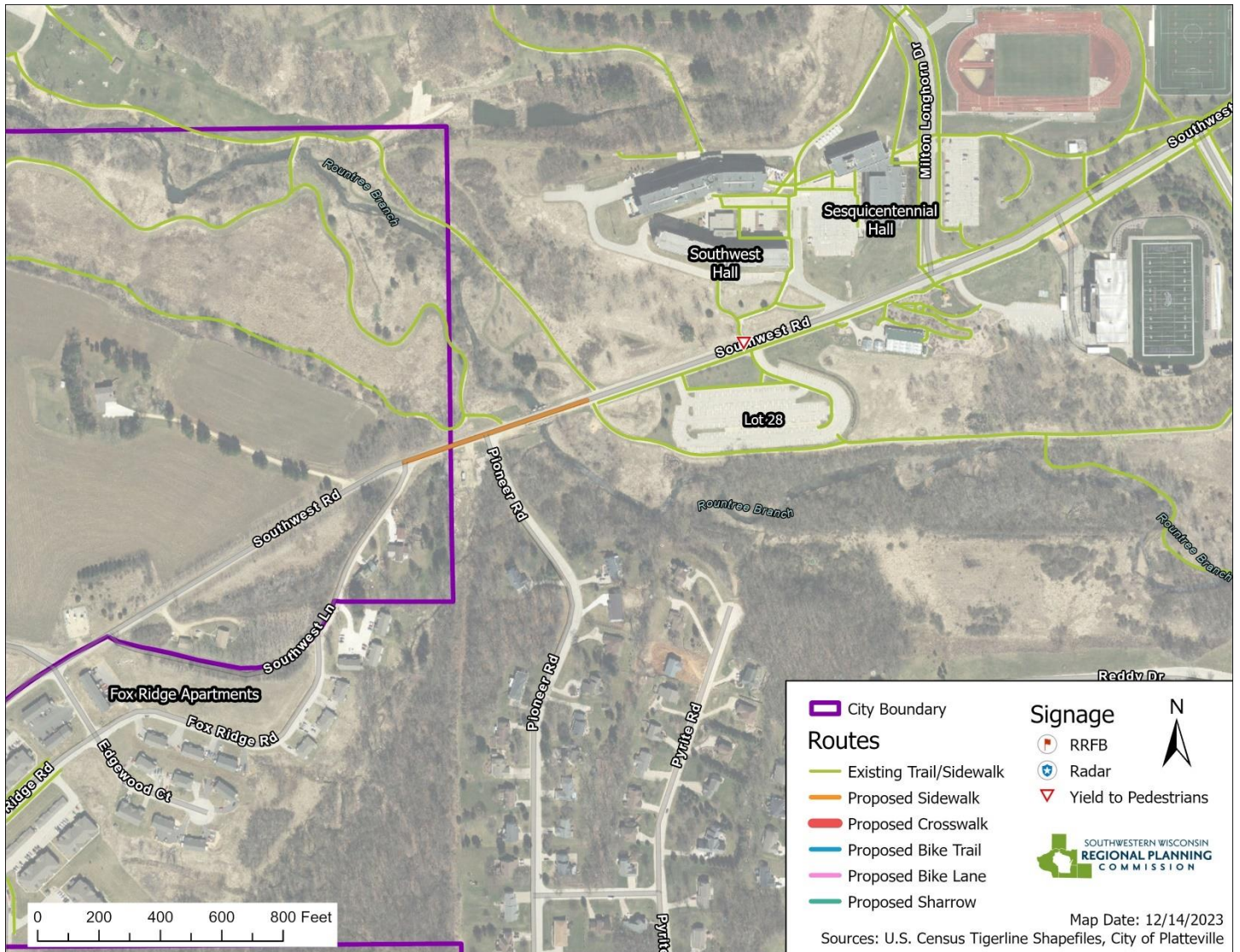


Since 2009, Hickory Street from Main Street to Camp Street has been labeled as a tier one safe route priority. The 2009 Safe Routes to School plan identified Hickory Street as a priority because of its connection to Main Street, Camp Street, and Westview Elementary School along with its traffic volume 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 20: 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 21: 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 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 22. This includes the following:

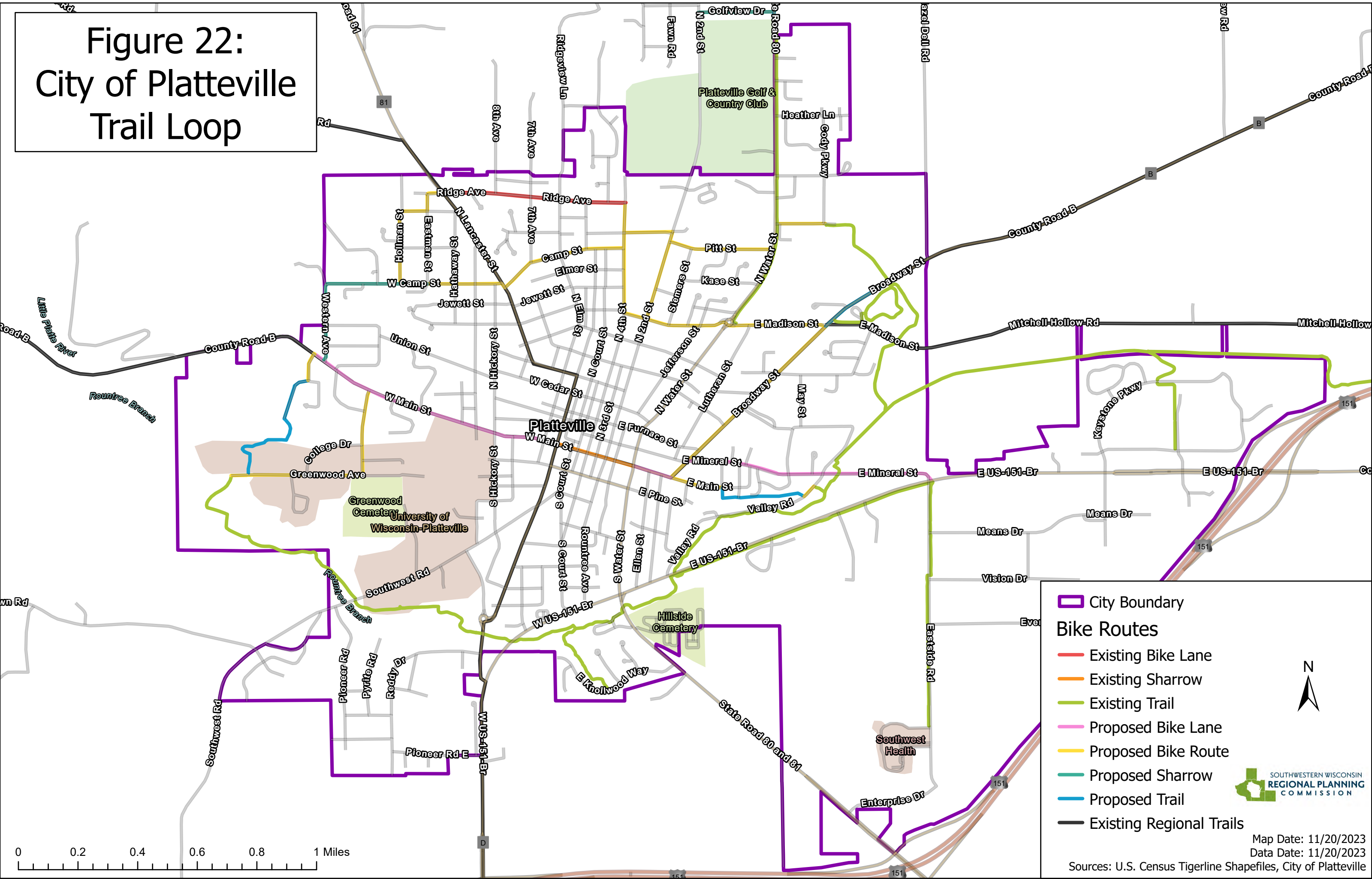
- Construct a new trail connecting Moonlight Drive and Greenwood Avenue
- Add signage and street paintings for sharrows along Western Avenue, Camp Street, Sylvia Street, and Pitt Street (C.27)
- Add signage and street paintings for a bike lane along Main Street between Moonlight Drive and Broadway Street (excluding downtown sharrow) and along Mineral Street from Broadway to Business 151 (C.26)
- Add bike route signage along the identified bike routes.
- Ensure that stoplights along the bike routes can be triggered by cyclists (C.20).
- Pave the trail from the Skate Park to the Dog Park.
- Add a trail from the intersection of Madison and Broadway to the Mound View trail crossing on Broadway.

External Loop - PCA Implementation

An external loop is a much larger project that may not fit within the budget or resources of the city. However, the PCA has 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. One potential route is outlined in Figure 23. The route includes an 1/8th mile buffer (330 feet on either side) to provide flexibility in the actual trail alignment. The proposed route includes the following:

- Connection to the existing trail on Second Street north of the city boundary
- Starting point along the driving range of the Platteville Golf & Country Club
- Follows streams for adequate topography for trail construction
- Crossing Elm Street and Ridgeview Lane
- Connection to Lime Kiln Lane and Old Lancaster Road
- Crossing Highway 81 at Lime Kiln Lane
- Crossing on Old Lancaster Road
- Crossing County Road B just west of the city boundary
- Connection to Greenwood Avenue and the existing Rountree Branch trail

Figure 22: City of Platteville Trail Loop



City Boundary

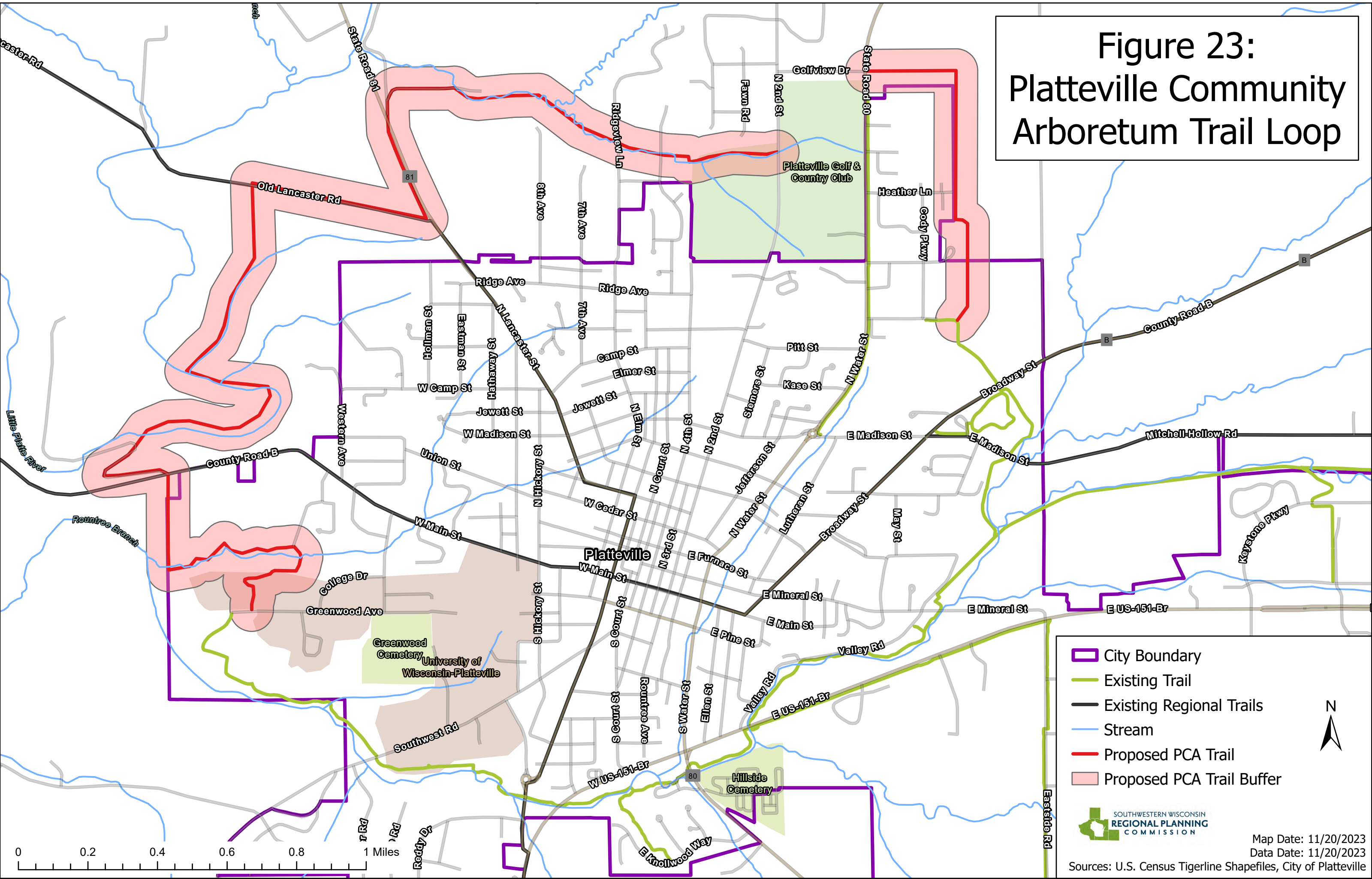
Bike Routes

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

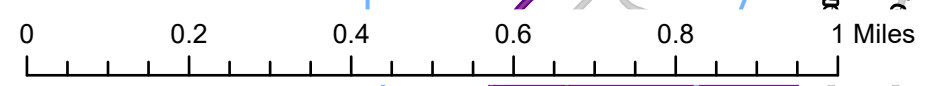
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Map Date: 11/20/2023
Data Date: 11/20/2023
Sources: U.S. Census Tigerline Shapefiles, City of Platteville

Figure 23: Platteville Community Arboretum Trail Loop



- City Boundary
- Existing Trail
- Existing Regional Trails
- Stream
- Proposed PCA Trail
- Proposed PCA Trail Buffer



Commuter Recommendations

- C.8. The city should continue to fix broken or noncompliant ADA curb ramps, prioritizing the following:
- Fix: Main and Bonson, Mineral and Chestnut
 - Noncompliant: Southwest and Hickory, Freemont & Washington
 - New: Southwest & Chestnut, Carlisle & Chestnut, Alden & Rountree, Mineral & Oak, Madison Street near high school, Pitt Street near Legion Park, Elm Street and 5th Avenue near Smith Park and Park Place Assisted Living, Hollman & Camp near Westview Elementary

Figure 24: 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.

Figure 25: 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.

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.⁷ 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.

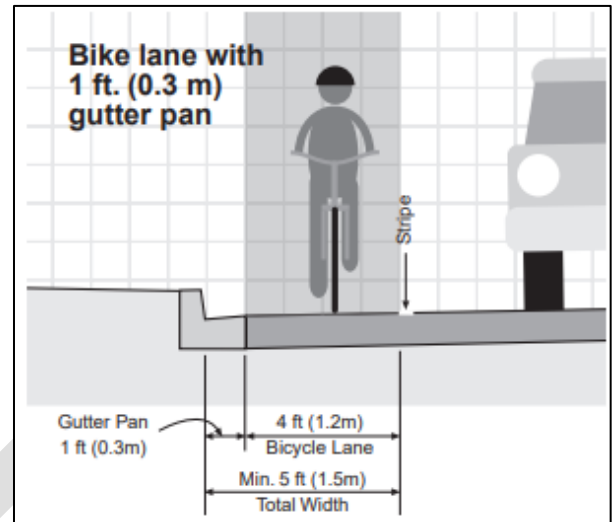
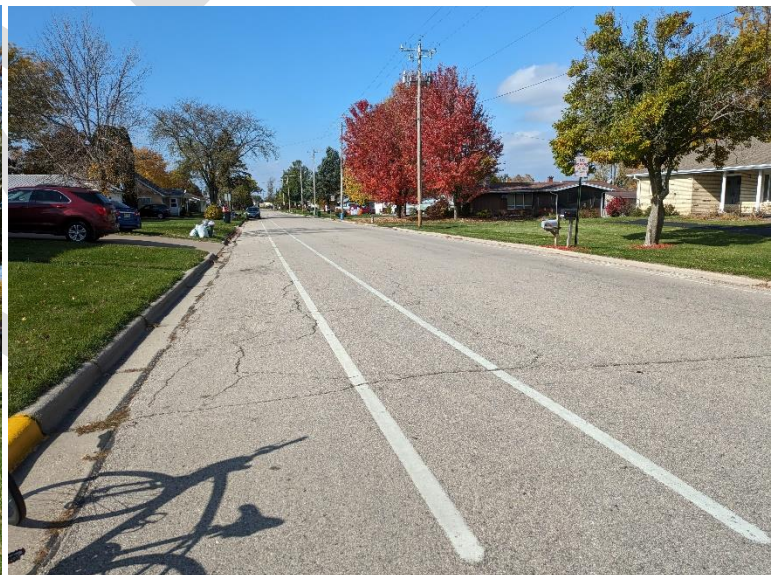


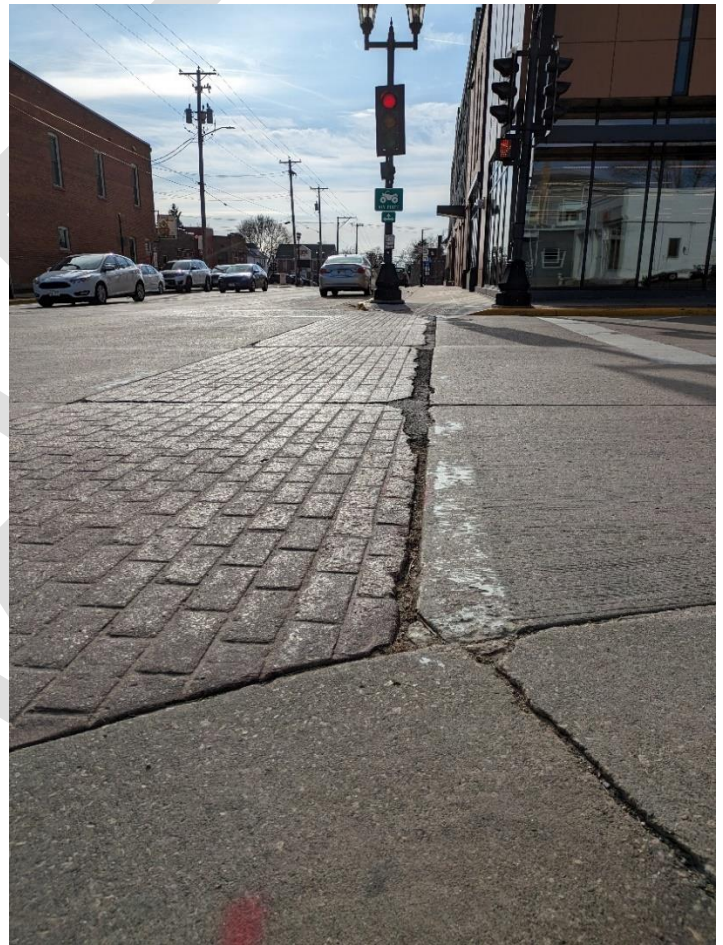
Figure 26: North side bike lane (below), south side bike lane with parking (below right), and WisDOT bike lane standards⁸ (right)



⁷ Wisconsin Department of Transportation. (2004). *Wisconsin bicycle facility design handbook*. Retrieved from <https://wisconsin.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.⁸ Another option is to incorporate creative placemaking by adding artistic painted crosswalks downtown.

Figure 27: Stamped crosswalks at Chestnut and Pine (left) and Chestnut and Main (right)



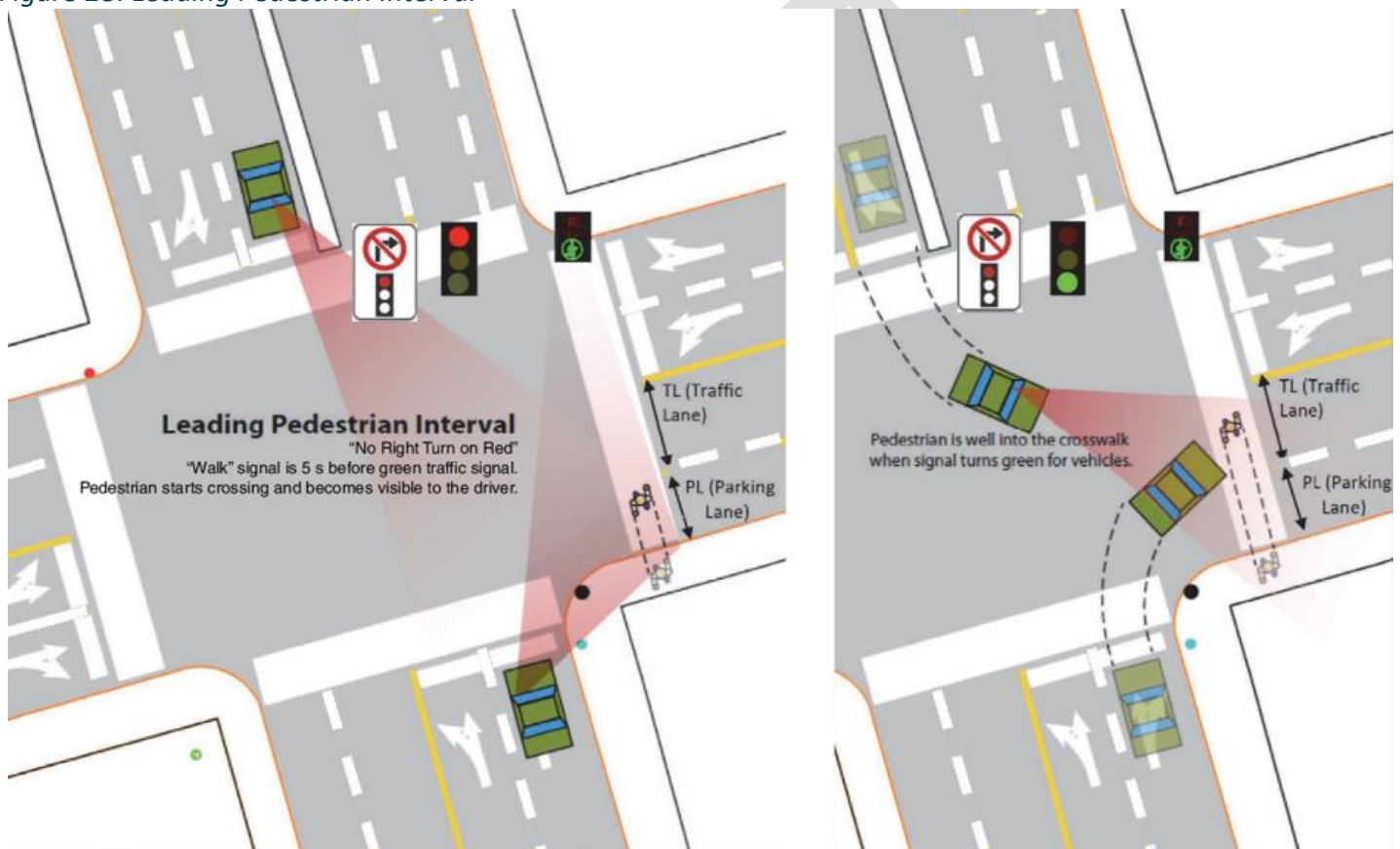
C.13. Many students, staff, and other users of the Platteville High School facilities use the multi-use trail along Water Street. However, there is no easy access from the west side of the school to the trail. The school and the city should work together to explore options for providing access to the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

⁸ 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 and walking countdowns should be added to stoplights at busy intersections. Leading pedestrian intervals allow pedestrians to start walking 3-7 seconds prior to vehicular movement (Figure 28). This allows pedestrians to be more visible in the intersection before drivers make right or left turns. 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 28: Leading Pedestrian Interval⁹



C.24. Existing bike parking locations in Platteville are shown in Figure 29. The bike parking locations were identified by UWP students in fall of 2023 and may not be comprehensive. New businesses and apartments should include bike parking in the construction process. The city should work with businesses to install bike parking at key locations such as the amenities in Figure 4.

⁹ Saneinejad, S. & Lo, J. (2015). Leading pedestrian interval: assessment and implementation guidelines. *Transportation Research Record*, 2519, 85-94.

C.28. Both Furnace Street and Pine Street could use a radar sign to discourage vehicular 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.

C.31. Pedestrian visibility downtown is hampered by parked cars. Adding curb extensions would safely place pedestrians beyond parked cars to allow drivers to see them. Similar to the proposed Jenor Park curb extension, city officials should collaborate with snow plow operators to find a design that meets the needs of all parties. Before installing permanent curb extensions, the city could implement a demonstration project. Using temporary paint and cones would allow residents to evaluate the viability of curb extensions long term. The demonstration project could take place during the day and evening to avoid the cones being stolen at night.

Recreation Recommendations

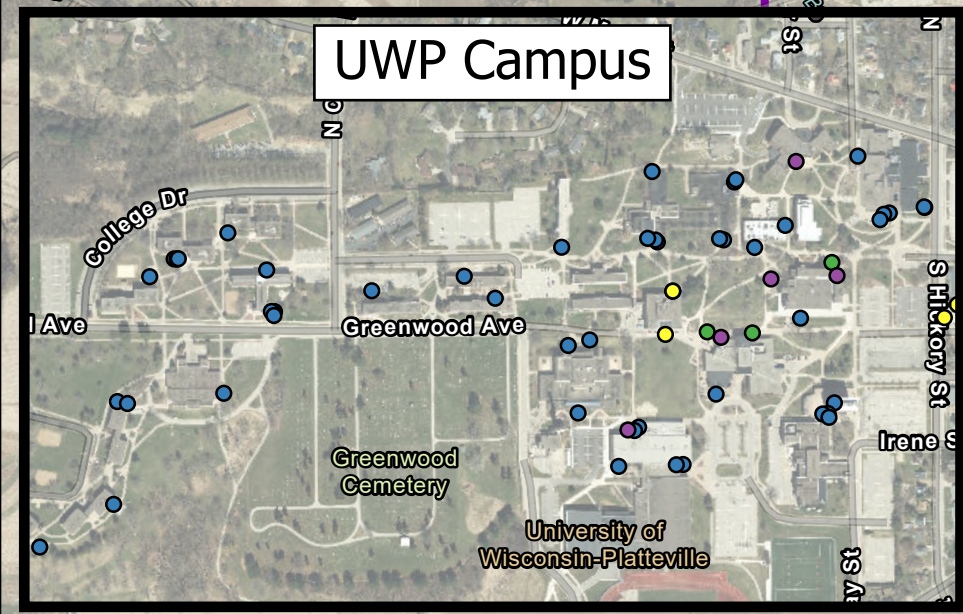
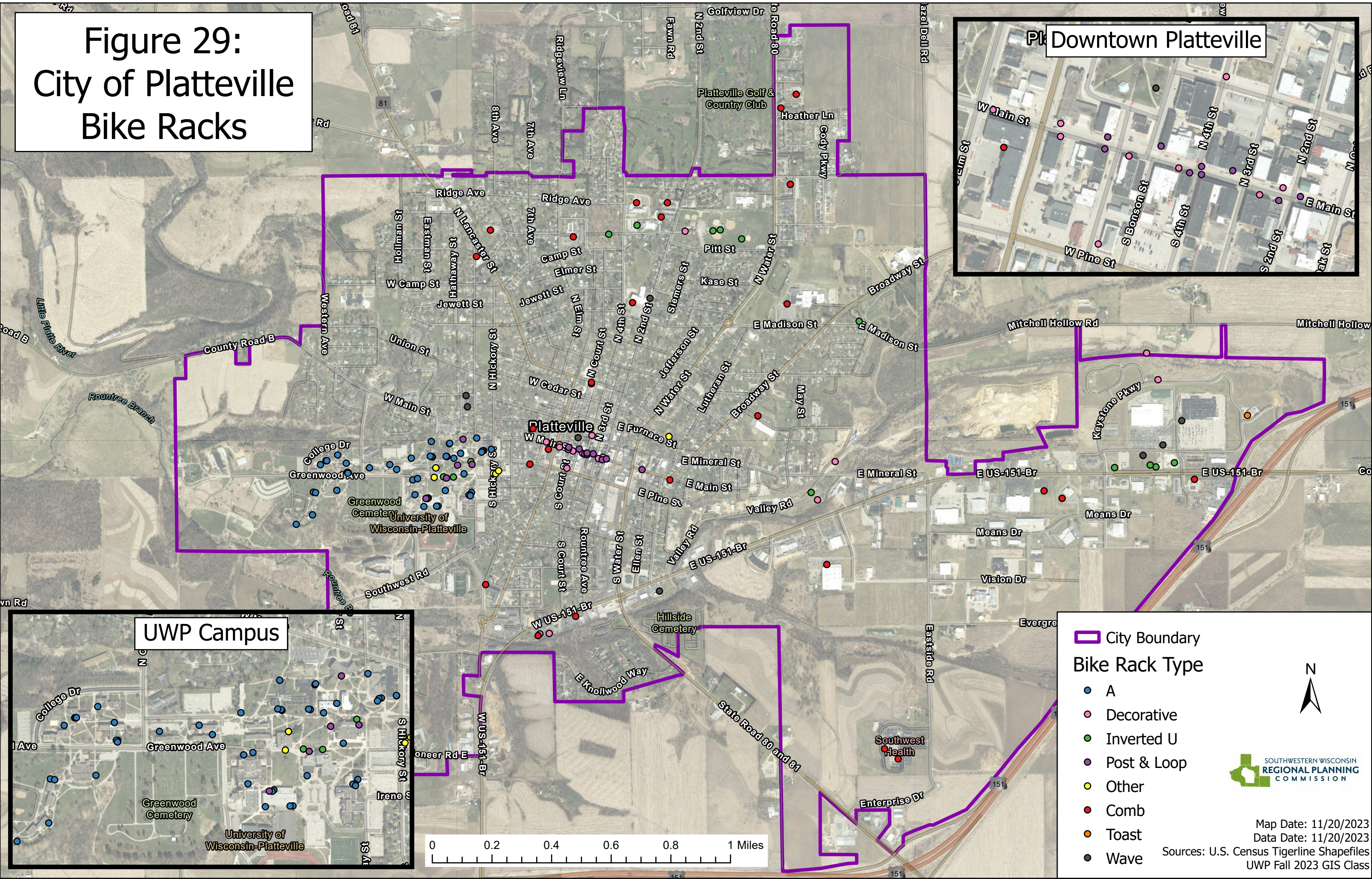
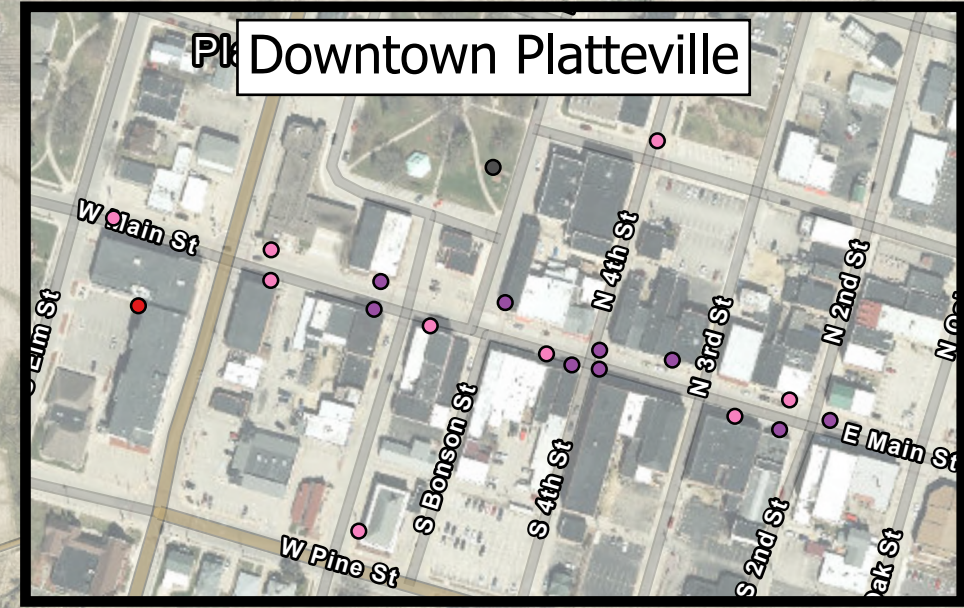
R.5. Several focus group participants mentioned safety issues at the Business 151 underpass for the Rountree Branch trail near Katie's Garden. The trail narrows at the underpass and directly borders the stream. This leads to significant difficulty for cyclists attempting to pass one another. The PCA should explore options and costs associated with expanding the width of the trail.

R.6. 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.

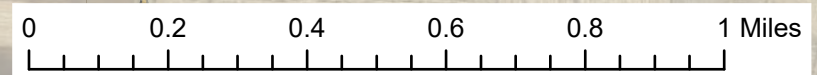
R.7. Focus group participants also mentioned their recreation being constrained by a lack of amenities along the trail, particularly restrooms. Restrooms, benches, and water fountains should be added along the trail.

R.8. 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.

Figure 29:
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

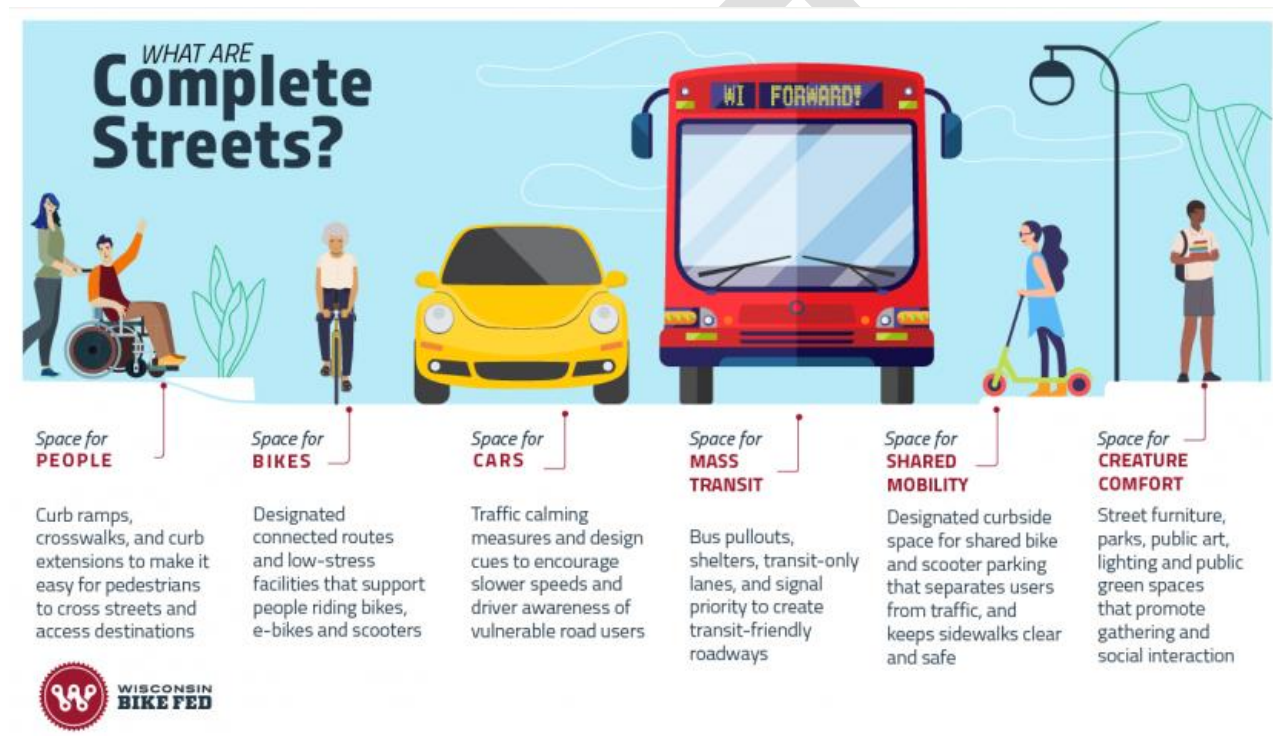
General Recommendations

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 city should establish a regular schedule for seal coating trails and sidepaths.

G.3. Wide streets encourage speeding. In addition, allowing parking along all streets can be dangerous for cyclists. Platteville should aim to have more “complete streets” where each transportation mode has a safe space to operate (Figure 30, plus Amish horse and buggy).

Figure 30: Complete streets¹⁰



G.4. 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.5. 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.6. The CSRC or another organization should work on initiatives to educate drivers about the rights of pedestrians and cyclists (i.e. yield to pedestrians in crosswalks and other policies).

¹⁰ Wisconsin Bike Fed. (2018). *Complete streets*. Retrieved from <https://wisconsinbikefed.org/what-we-do/advocacy/milwaukee-complete-streets-for-all/>.

G.7. 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.8. 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.9. 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.10. PCA and the Platteville Regional Chamber should collaborate to distribute the trail map to new residents.

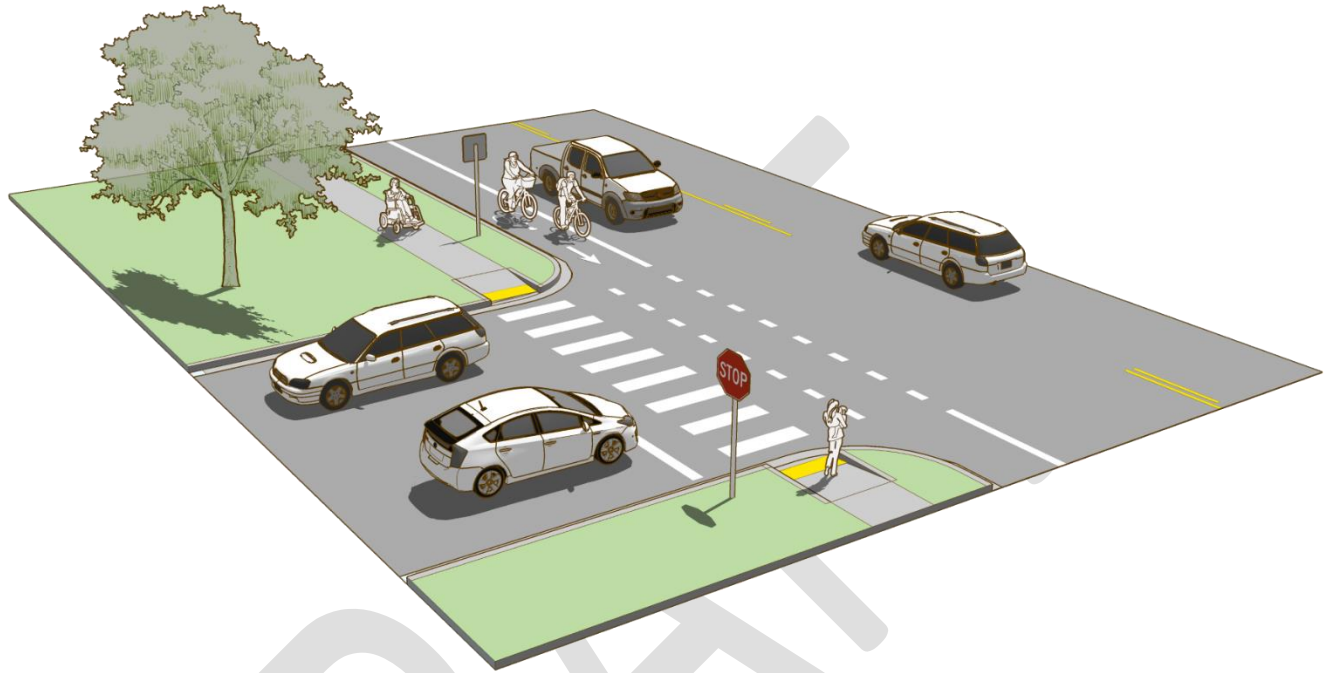
G.11. PCA or another organization could pursue the "Bicycle Friendly City" designation.

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Appendix A: Glossary

Bike Lane

Space designated just for cyclists by pavement markings. Bike lanes are located directly adjacent to vehicle travel lanes.¹¹



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.¹²

¹¹ 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.

¹² Wisconsin Department of Transportation. (2022). *Functional Classification Criteria and Procedures*. Retrieved from

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.¹²

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.¹²

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 25,000.¹²

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.



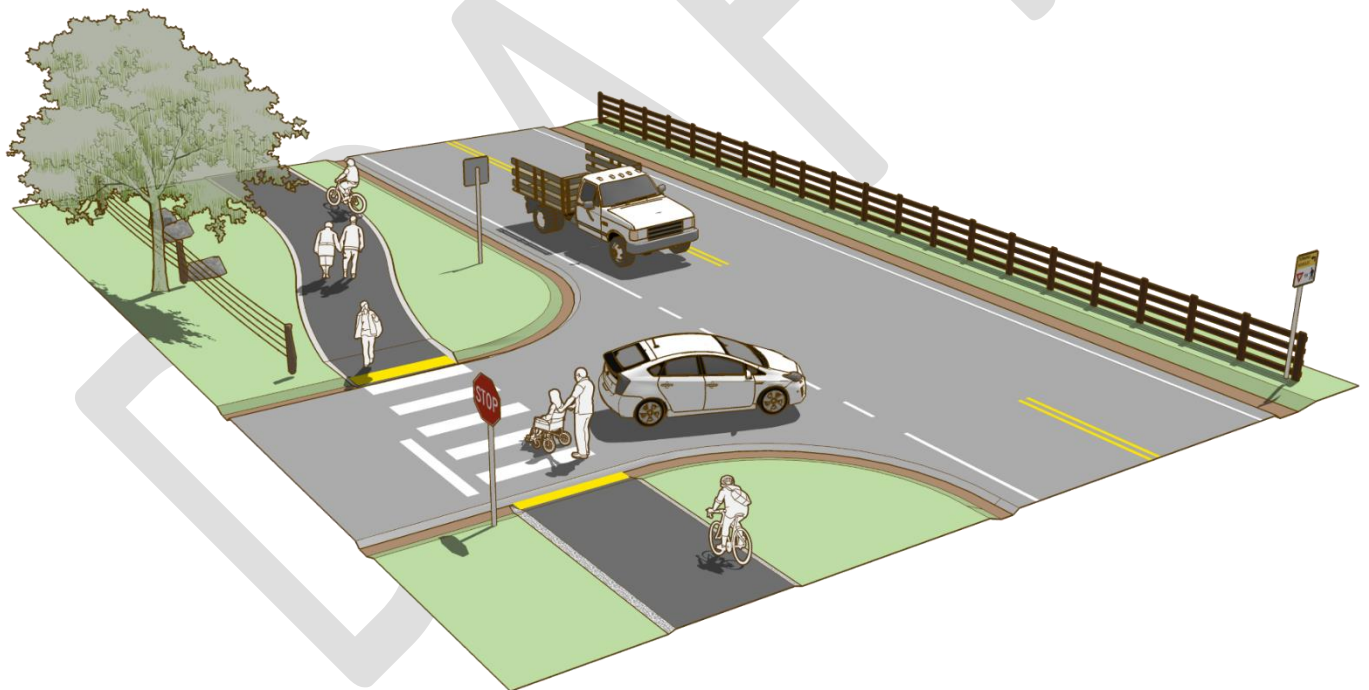
Sharrow

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).¹¹



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.¹³

¹³ Wisconsin Department of Transportation. (2023). *Transportation Alternatives Program (TAP)*. Retrieved from <https://wisconsin.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.¹¹



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Appendix B: Infrastructure Application

Figure 31: Sharrow Application¹¹

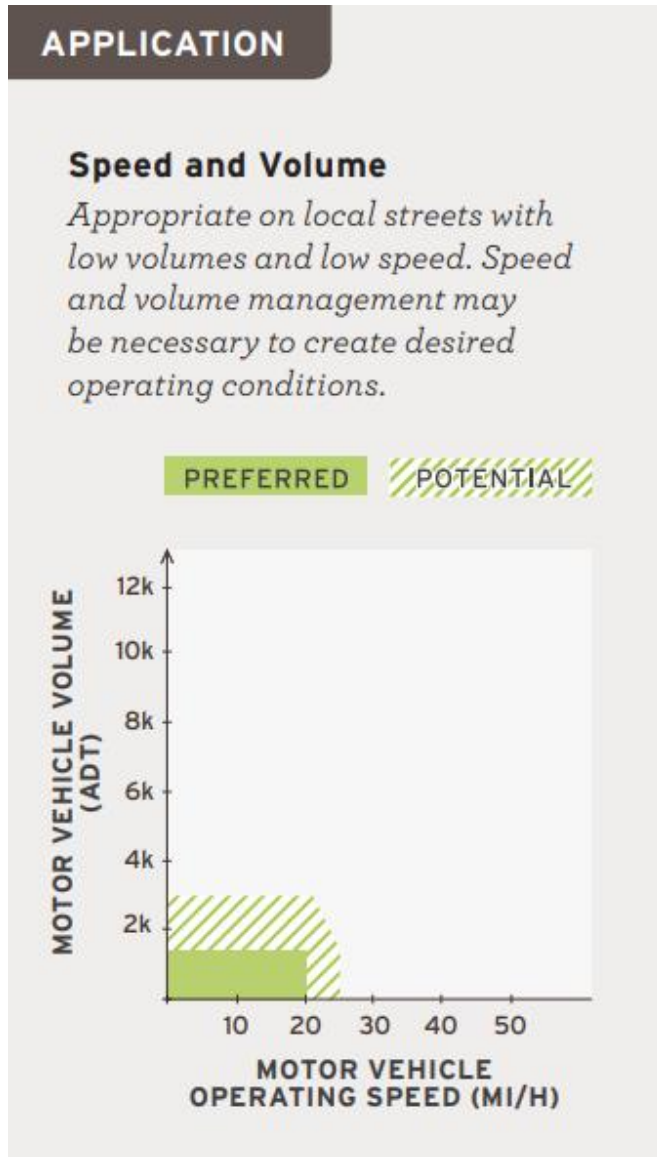


Figure 32: Yield Roadway Application¹¹

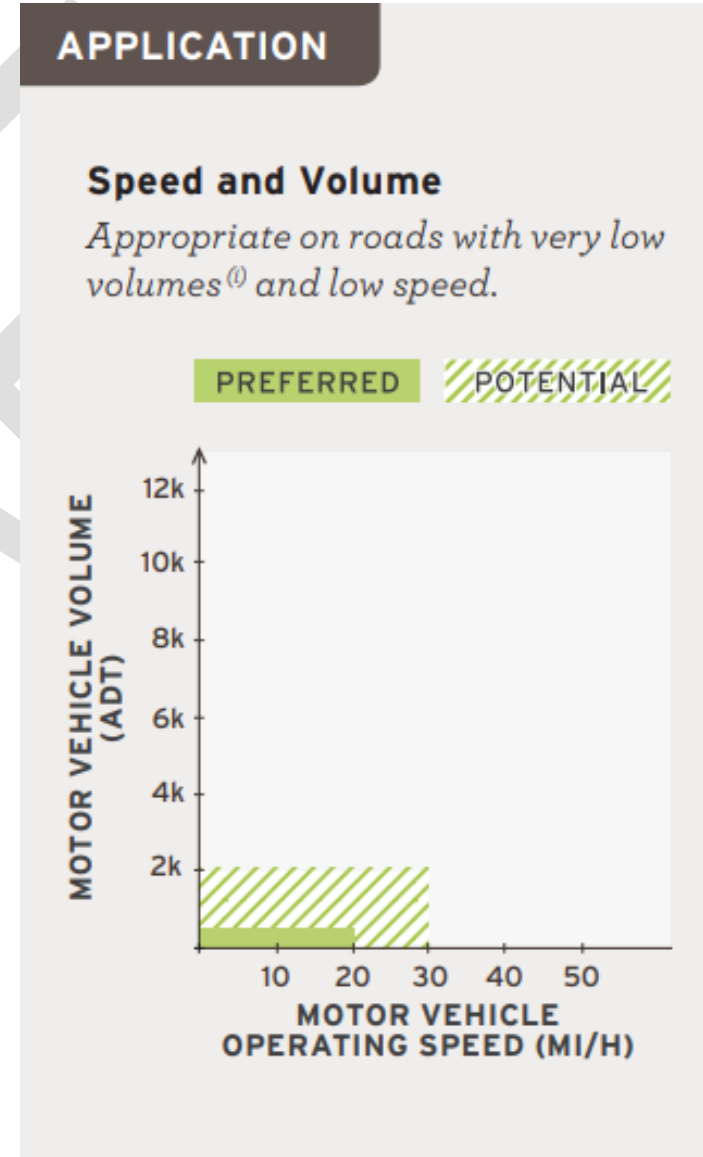


Figure 33: Bike Lane Application¹¹

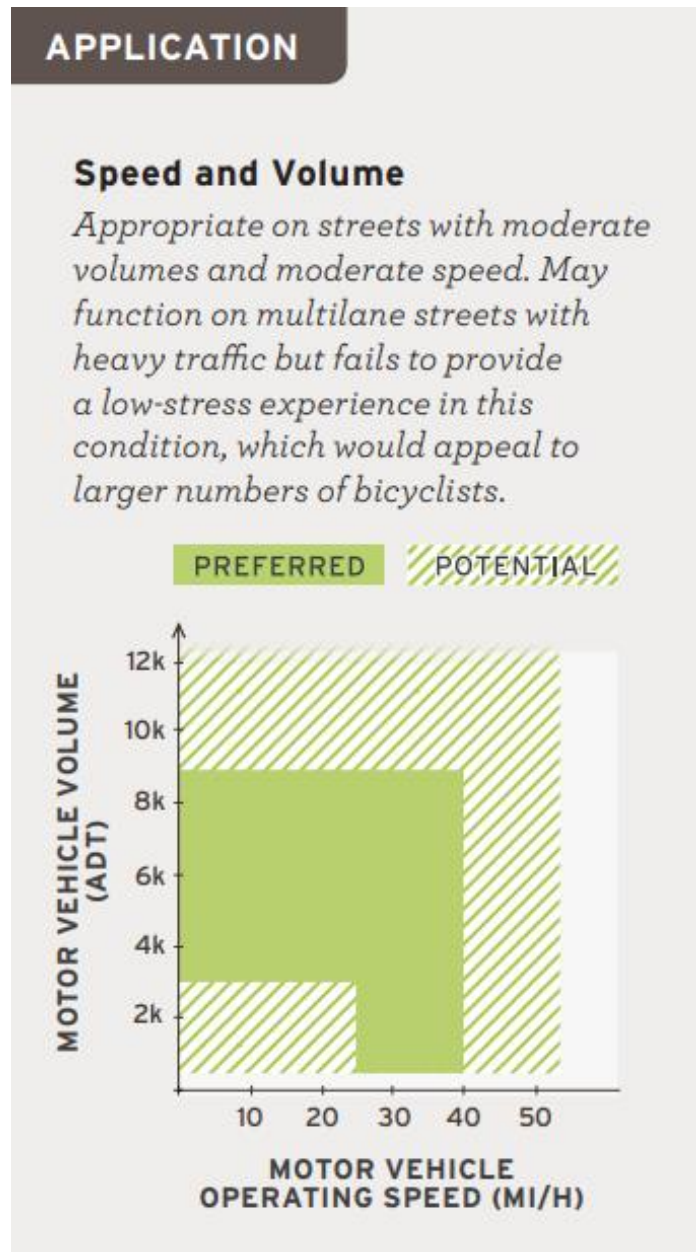


Figure 34: Sidewalk Application¹¹

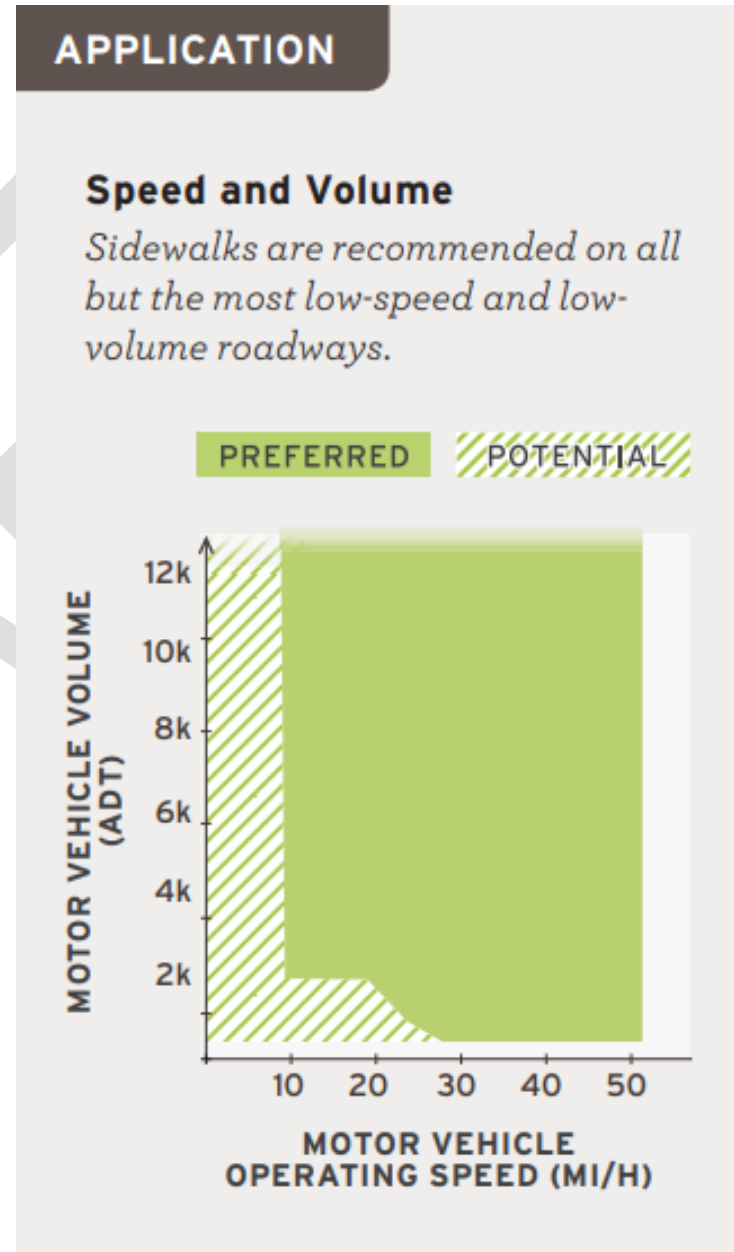
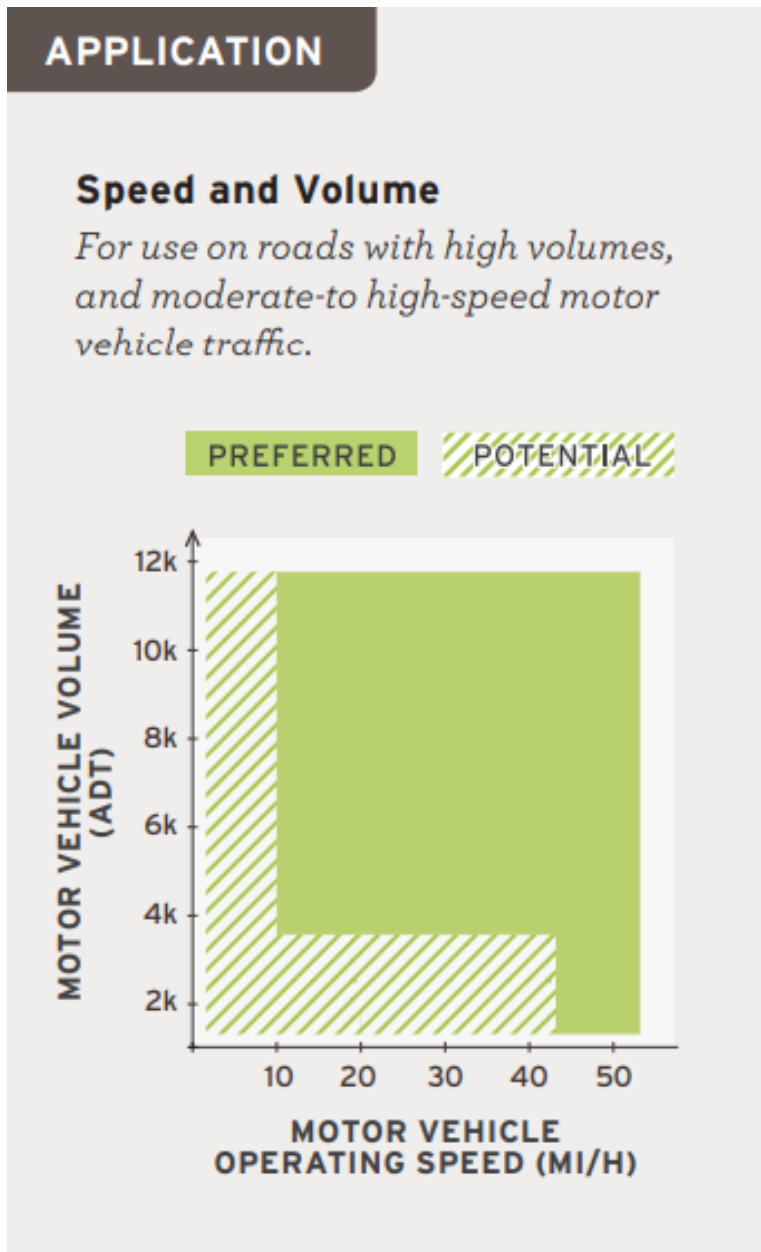


Figure 35: Sidepath Application¹¹



Appendix C: UWP Southwest Road Capstone



Southwest Road Pedestrian Bridge and Sidewalk



Project Location



Figure 1: Project Location

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

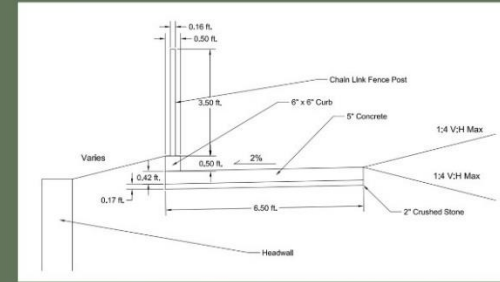


Figure 5: Sidewalk Cross Section Over Existing Culverts

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

Conclusions

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

FRCM Design

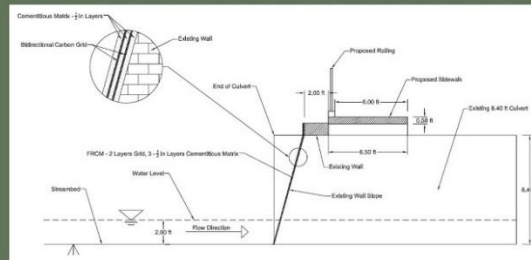
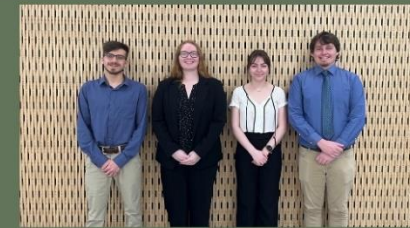


Figure 4: FRCM Restoration Cross Section Design

Design Team

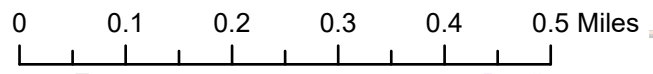
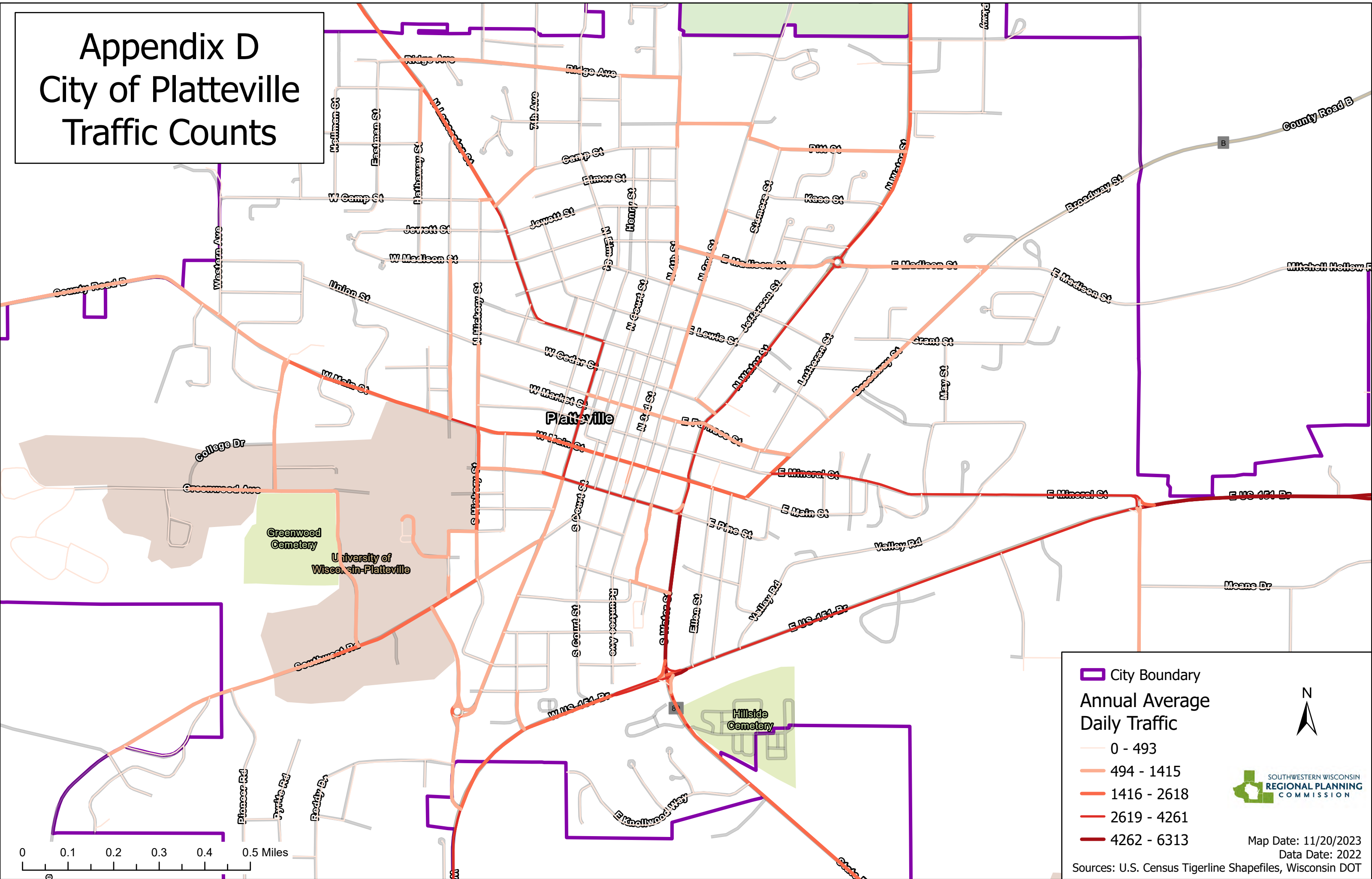


MASS Engineering (Pictured Left to Right)
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Special Thanks to:
Dr. Polebitski (Advisor), Dr. Ozkula (Advisor), Howard Crofoot (City of Platteville), Dan Dreessens (Delta 3 Engineering)

Appendix D City of Platteville Traffic Counts



City Boundary
Annual Average Daily Traffic
 0 - 493
 494 - 1415
 1416 - 2618
 2619 - 4261
 4262 - 6313

N

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

Map Date: 11/20/2023
Data Date: 2022
Sources: U.S. Census Tigerline Shapefiles, Wisconsin DOT