



COMMUNITY SAFE ROUTES COMMITTEE
Monday, December 16, 2024
6:00PM

Meeting will be held in-person.
Council Chambers, City Hall
75 N Bonson Street, Platteville, WI

- 1) Call to Order
- 2) Approval of Minutes:
 - a. November 18, 2024, regular meeting
- 3) Citizen Comments, Observations, & Petitions
- 4) Old Business
 - a. Follow up on Bike & Pedestrian Plan
 - b. Bike & Pedestrian Plan "Short Term" items – follow up discussion – (if needed).
 - c. Bike-Pedestrian crash history - November.
 - d. Two-way to One-way Street considerations. Attachment by Gary Lindahl
 - e. 2025 Capital Improvement Plan (CIP) Items under considerations include:
Street Reconstruction:
 1. Camp Street: DOT project from Elm to Lancaster.
 2. Seventh Ave: City project from Camp to Ridge – Letter to residents from CSRC regarding east vs. west sidewalk?Other items:
 1. Trail Maintenance: Propose trail sealcoating for the Eastside Road trail as funding allows. Submit DNR trail maintenance grant in 2025 for 2026 work.
 2. SISP Grant: Standalone Intelligent Transportation System (ITS) Signal Program. Submitted a 90/10 grant request to replace signals at Pine & Water in 2027 at the end of normal useful life. (Update???)
- 5) New Business:
- 6) Adjourn

MINUTES

CSRC Attendees: Gary Lindahl, Tom Nall, Danica Larson, Eileen McCartney, Maureen Vorwald, and Robin Fatzinger.

CSRC Not Present: Paul Malischke

Staff Not Present: Howard Crofoot

Public Attendees: None

1) Call to Order The meeting was called to order at 6:00pm.

2) Approval of Minutes: A motion was made by Eileen to approve the October 21, 2024 minutes, seconded by Tom. Motion passed.

3) Citizen Comments, Observations, & Petitions: None

4) Old Business

a. Follow up on Bike & Pedestrian Plan - **None**

b. Bike & Pedestrian Plan "Short Term" items – follow-up discussion.

C.15. Discourage the use of bicycles on sidewalks downtown. Add signs prohibiting riding on sidewalks from Chestnut to Water and from Furnace to Pine. **Done.**

C.16. Extend the downtown 15mph zone past the library to improve safety, particularly with the new bus stop. **Not moving forward due to this being unenforceable.**

C.17. Add leading pedestrian intervals and walking countdowns at busy intersections with traffic signals. Consider making walk signs automatic (with the countdown) and implementing no right turn on red **As we upgrade signals**

C.22. Ensure that stoplights can be triggered by bicycles, particularly along bike routes. **As we upgrade signals.**

C.23. Ensure that the length of walk signs is long enough for low mobility pedestrians. **Done.**

C.24. Develop a schedule for repainting crosswalks and seal coating trails and side paths. The years of previous and future painting and sealcoating should be maintained. City staff should continue annual repainting of crosswalks. Epoxy should be reapplied to highway crosswalks every five years or as funding allows. **Done.**

C.34. Explore the addition of crossing guard(s) near the middle school. **Future.**

C.35. Consider strategies to improve visibility at intersections, such as:
a. Evaluate ways to enforce the city ordinance on vision

clearance at intersections (22.09.a). This includes fences and landscaping. b. Remove parking stalls near crosswalks, particularly on roads surrounding UWP (Ullsvik Hall and intersection of Greenwood and Longhorn). **Future.**

c. Bike-Pedestrian crash history follow up discussion. **The PD will provide monthly reports of any crashes involving bicycles or pedestrians. There were none in the month of October. There was discussion whether to include scooters. Personal mobility devices should be included.**

d. 2025 Capital Improvement Plan (CIP) Items under consideration include:

Street Reconstruction:

1. Camp Street: DOT project from Elm to Lancaster. **The biggest concern was with the narrowing of the street to ensure there is sufficient room at the Camp – Lancaster intersection for bus movement. Staff to ensure there is a No Parking area at the intersection to allow for movement of the longer vehicles.**

2. Henry Street: DOT project from Jewett to Camp. **This is a 2026 construction project and should be addressed in the design process in summer 2025.**

3. Seventh Ave: City project from Camp to Ridge. **This street will be reconstructed in 2025. It will be constructed narrower than it currently is. The sidewalk could be constructed in the space that is being removed from the street with little to no impact on properties.**

- **Do we need a sidewalk? There is a sidewalk on Camp Street, Elm Street and Lancaster Street. There are Bike Lanes on Ridge Avenue. Does another sidewalk make sense here?**

- **If so, which side?**

- **Staff to review which side is easiest for construction and bring to**

CSRC.

- **CSRC/Staff to send letters to property owners soliciting input.**

4. Jefferson Street: City project from Cedar to Madison **Not funded. No further action.**

Other items:

1. Southwest Road: Culvert extension, headwall construction and sidewalk installation from the current end of sidewalk to Pioneer Road. **This item was removed from the budget by the Common Council. The Committee recommends that it only be postponed and not removed completely.**

2. Trail Maintenance: **Robin shared information of possible grant opportunities, as proposed by PCA, to help with the cost of sealcoating trails and other projects.**

3. SISP Grant: Standalone Intelligent Transportation System (ITS) Signal Program. Submitted a 90/10 grant request to replace signals at Pine & Water in 2027 at the end of normal useful life. **No update from the DOT.**

5) New Business:

a. Two-Way to One-Way Street Considerations.

1. Second St at Madison St.

2. Others.

Gary Lindahl presented locations where, in his opinion, there should be additional signage to clarify a change in status, especially when going from a One-Way street to a Two-Way street. He states that it is confusing for new drivers and new bicyclists. They assume the street continues as a One-Way street and could cause a crash by being left of center. Staff believes that there is sufficient signage and other clues that keep crashes to a minimum. With over 3,600 signs in Platteville, adding superfluous signs is a wasted expense. Gary provided the areas of concern and asked the Committee to review the locations for next meeting.

6) Adjourn - A motion was made by xxx and seconded by xxx to adjourn the meeting at 7:00pm. Motion passed.

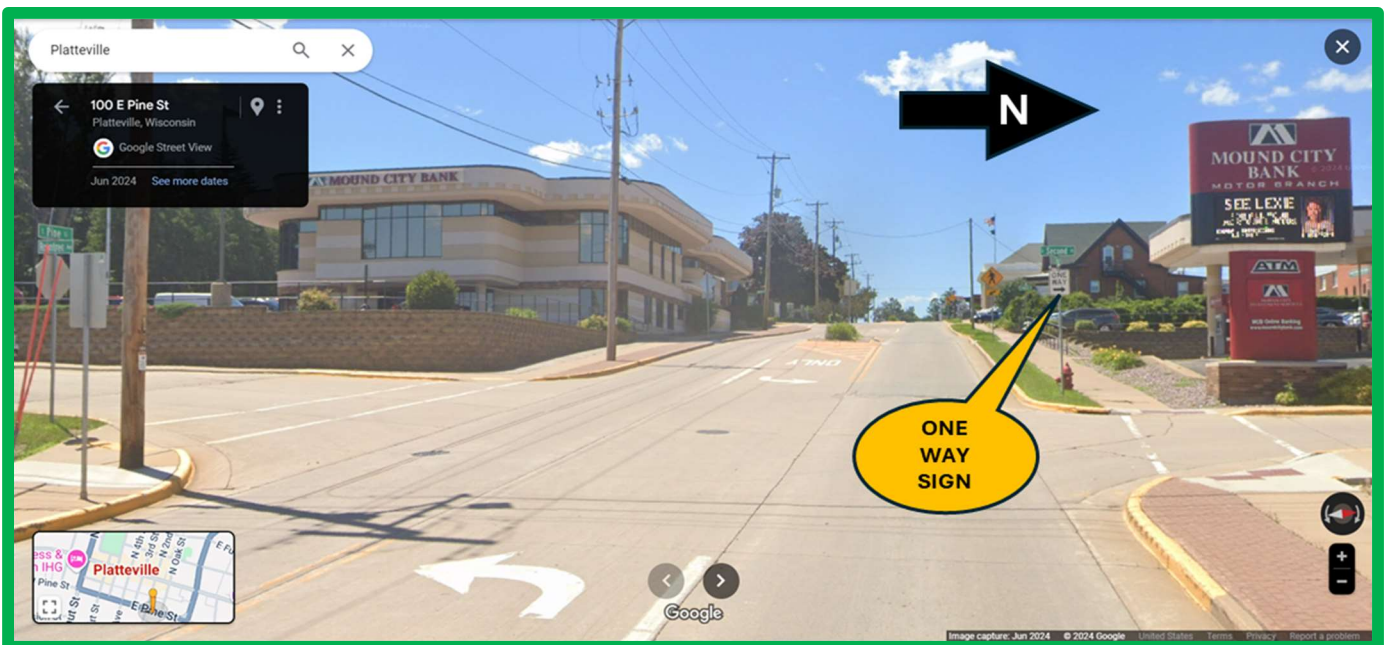
Proposal for improving Platteville’s Street signage to help identify for drivers and bicyclists where streets change from two-way streets into one-way streets. Without providing signage when a one-way street begins, can create confusion for a driver or bicyclist who might consider turning around in a one-way street thinking they were driving on a two-way street. This signage is also important for new drivers and new bicyclists, to include many young drivers from the university living in the community.

This first page includes two photo examples to demonstrate where the city has posted one-way signage for streets changing from two-way into a one-way street are the following two streets:

1. Bonson St crossing Furnace St



2. Roundtree Ave crossing Pine St to Second St.



The following pages, starting with pages 3-4, display locations where one-way signage is not posted.

This second page includes one photo example to demonstrate where the city has posted two-way signage for a street changing from one-way into a two-way street:

1. Second St crossing Madison St



Second St crossing Madison St. (One-way Second Street changing into a two-way street.)

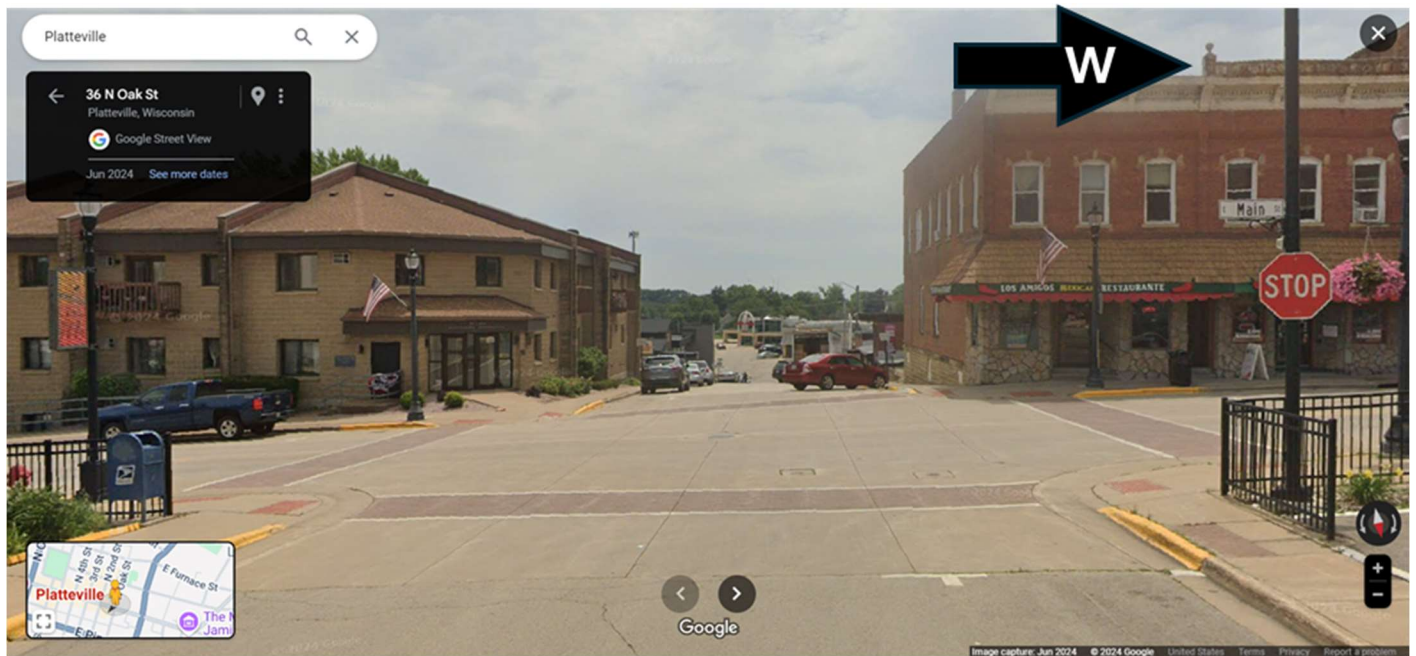
This page demonstrates where the city has posted two-way signage for streets changing from one-way into a two-way street using the following warning sign displaying two-way arrows.



The following pages, starting with pages 5-8, display locations where one-way signage is not posted.



Mineral St crossing Water St (Two-way Mineral Street changing into a one-way street)



Oak St crossing Main St (Two-way Oak Street changing into a one-way street)



4TH St crossing Madison St (Two-way 4TH Street changing into a one-way street)



Bonson St turning left into Market St. (Bonson two-way street changing into a one-way Market Street)



Market St crossing Park Place St. (One-way Market Street changing into a two-way street)

Proposal for Market St west of Park Place St should consider possible signage posting

END ONE WAY



or a warning sign displaying two-way arrows.





Bonson St crossing Market St. (One-way Bonson Street changing into a two-way street)

Proposal for Bonson (south bound direction) should consider possible signage posting

END ONE WAY



or a warning sign displaying two-way arrows.





Bonson St crossing Main St. (One-way Bonson Street changing into a two-way street)

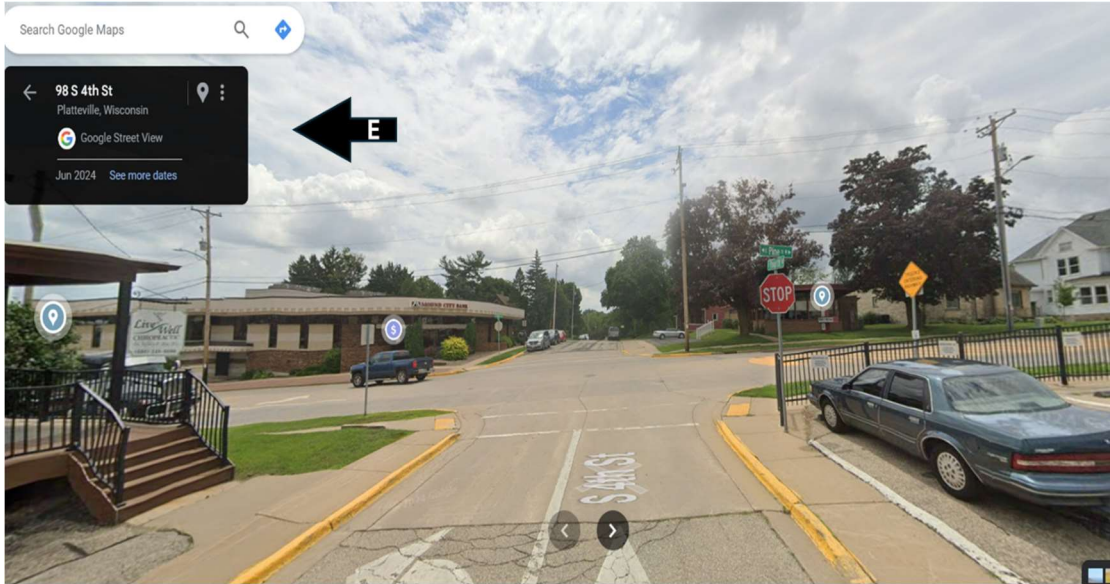
Proposal for Bonson (north bound direction) should consider possible signage posting

END ONE WAY



or a warning sign displaying two-way arrows.





4th St crossing Pine St. (One-way 4th Street changing into a two-way street)

Proposal for 4th St (south bound direction) should consider possible signage posting

END ONE WAY



or a warning sign displaying two-way arrows.

