



WisDOT 2020-2024

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

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

As discussed in the WisDOT TAP Guidelines, this application will go through a two-step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee OR Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **La Crosse County**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **STH 16 Trail Connection**

Describe location, boundaries and length of the project: **The proposed 10-foot-wide asphalt trail will be constructed in the City of Onalaska for approx. 7,425 feet on the south side of and within WisDOT STH 16 ROW between the crosswalk for the west approach at S Kinney Coulee Rd and the existing trail ending east of Landfill Rd. The trail will intersect three interstate ramps and cross under the I-90 span. The remaining segment of undeveloped trail (755 ft) between the existing trail terminus near Dick’s Sporting Goods and the west terminus of this project will be completed in its entirety by the City of Onalaska, resulting in a continuous off-road facility of nearly 9 miles between La Crosse St. in La Crosse and the La Crosse River in West Salem.**

County: **La Crosse**

Street Address of Project (if located on a highway or road):

Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Ron Chamberlain** Title: **La Crosse County Highway Commissioner** Street Address: **301 Carlson Rd**
Phone: **(608)781-9537**
Municipality: **West Salem** State: **WI** Zip: **54669**

Secondary E-mail: **rchamberlain@lacrossecounty.org**

Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name: **La Crosse County Highway Department**
Name: **Ron Chamberlain** Title: **Highway Commissioner** Street Address: **301 Carlson Road**
Phone: **(608) 786-3810**
Municipality: **West Salem** State: **WI** Zip: **54669**
E-mail: **rchamberlain@lacrossecounty.org**

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **La Crosse County**
Name: **Tara Johnson** Title: **County Board Chair** Street Address: **212 6th St. North** Phone
: **(608) 785-9563**
Municipality: **La Crosse** State: **WI** Zip: **54601**
E-mail: **tajohnson@lacrossecounty.org**

MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:** La Crosse County is submitting three TAP applications for projects. This project is La Crosse County's #2 priority. Projects will be prioritized By the LAPC's (MPO) Committee on Transit and Active Transportation on March 12, 2020.

Please Note: MPO Project Prioritization is due by April 17, 2020.

Project Activity

TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The STH 16 trail connection project in the City of Onalaska, La Crosse County will fill a critical gap in the nearly completed 9 mile long continuous off-road shared-use path along STH 16 from La Crosse St (which has bike lanes) in the City of La Crosse, through the City of Onalaska and Town of Hamilton, to the La Crosse River in the Village of West Salem. This project begins at the west crosswalk of STH 16 and S Kinney Coulee Rd, commencing easterly for approx. 7,425 ft, and ending at the west terminus of the STH 16 trail between Onalaska and West Salem just east of Landfill Rd. (See attached location map.) The proposed 10-foot-wide, asphalt trail segment will intersect three interstate ramps and pass under the I-90 span. Once this project is constructed, only two gaps will remain in the 9-mile trail connecting the City of La Crosse to the street network in the Village of West Salem. The first gap is a short segment between the east terminus of the existing trail at the access road serving Dick's Sporting Goods and the former Old Country Buffet restaurant and the west terminus for this proposed project (west crosswalk at S Kinney Coulee Rd). This remaining segment of undeveloped trail (755 ft) will be completed in its entirety by the City of Onalaska (see location map). The second gap is at the east end of the trail segment constructed in 2016 where it terminates at the La Crosse River—a barrier to safely accessing the Village of West Salem street network. This barrier is being addressed through another TAP application for a bicycle/ped. bridge over the La Crosse River. The entire off-road trail is planned to be part of a regional bicycle

route proposed by the LAPC Committee on Transit and Active Transportation (CTAT) to connect south La Crosse to downtown West Salem.

Project Benefit

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

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)For SRTS Projects there is:
 - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - High level of parental concern documented in survey data.
 - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

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

Yes No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 17, 2020**.

WisDOT History of the Project Area

Is the proposed project on a State Highway?

Yes No

Name of State Highway: STH 16

Does the proposed project intersect a State Highway? Yes No

Name of State Highway:

Has there been, or will there be a road improvement project in this project area? Yes No

If yes, year: PE 2021

If yes, describe project: State Highway Project STP Local Bridge LRIP
 Pavement Replacement Reconstruction New Construction

Describe: Roadway Project Scope: IH 90/STH 16 interchange area (STH 16 from S Kinney Coulee Rd to CTH OS) interchange improvements and bridge replacements.

Existing Facilities & Projects that Impact the Proposed Project

Rail Facilities:

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

If yes, specify: **SELECT**

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

Will an easement from OCR be required? Yes No

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

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

Is this project on or parallel to a local road or street? Yes No

If Yes, provide the name of the road or street:

Does this project cross a state or federal highway? Yes No

Does this project run parallel to a state or federal highway? Yes No

If Yes to any of these questions attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [FDM15-1-5 attachment 5.3](#) of the WisDOT facilities Development Manual.

Will this project be constructed as part of another planned road project? Yes No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

Will any exceptions to standards be requested? Yes No

If Yes, provide a brief description of the exceptions that may be requested: **An 8-ft path may be requested in areas with width constraints**

Real Estate (RE) /Right of Way (ROW)

Was any real estate acquired or transferred in anticipation of this project? Yes No

If yes, please explain.

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)

Is the project on an existing right of way (ROW)? Yes No

(NOTE: It is recommended that local funds be used to acquire right of way)

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? Yes No

Check all boxes that apply to ROW acquisition for this project:

None Less than ½ acre More than ½ acre
 Parklands Large parcels Temporary interests

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship).

If right of way was acquired in anticipation of this project, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION*

<https://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual.pdf>.

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?

Yes No

If yes, Please read Section 6.2, Relocation Assistance, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION* to determine if relocation assistance was properly offered and documented

<https://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual.pdf>

If right of way is required, acquisition will occur through a transfer of an adequate interest in real property.

Yes No

FHWA has determined that an adequate real property interest excludes licensing agreements (LA), which agreements will not be considered.

For real estate questions, please contact Kerry Paruleski, WisDOT Local Public Agency Real Estate Statewide Facilitator, at (414) 220-5461 or kerry.paruleski@dot.wi.gov.

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Archaeological sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Historical sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Designated Main Street area	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Storm water management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Section 106	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): **NA**

Local Force Account (LFA): Will the proposed project utilize municipal employees to complete any portion of the construction activities? Yes No

If yes, explain the desired LFA portion of the project.

NOTE: LFA work must include labor, equipment and materials. The purchase of materials only is not considered to be a legitimate project.

NOTE: Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

Maintenance (only complete this section if project application involves a trail project):

Will the facility be snowplowed in the winter? Yes No

Comment:

If no to the above question, will the trail allow snowmobile use in the winter? Yes No

Comment:

Anticipated fee for trail use: Yes No

Comment:

Anticipated equestrian use on trail: Yes No

Comment:

Other Funding Sources: Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement? Yes No

If yes, please indicate all the other funding sources that are anticipated, have been requested or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Local Roads Improvement Program (LRIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Railroad Programs	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program – Rural	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program - Urban	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
CMAQ	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Transportation Enhancements Program			Approved ID:
Bicycle & Pedestrian Facilities Program			Approved ID:
Safe Routes to School			Approved ID:
Transportation Economic Assistance Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Flood Damage Aids	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
State Funding (Describe):	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Other:	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:

Is project identified in a long-range transportation plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If Y, link to plan:
Is project identified in a bicycle-pedestrian plan?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in an outdoor recreation plan?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If Y, link to plan:
Is project identified in a comprehensive plan?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in any other planning document?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:

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

Unable to provide links to plans referenced above (protected document?) Below are the plan web addresses and appropriate page numbers.

<http://lapc.org/Content/Plans/Plan%20documents/Bike%20Plan/Coulee%20Regional%20Bicycle%20Plan%20Final.pdf> See page, 4-44

<http://www.westsalemwi.com/pdf/2010westsalemcomprehensiveplanrevisedapril2010.pdf> See page 3-9, goal 2, Recommendation 7

<http://lacrossecounty.org/zoning/planning/documents/Part%202%20Comprehensive%20Plan%20Draft%20Jan.%202016-12371..pdf> See page 75 The project is identified in the County plan through inclusion of a map of existing and proposed trails.

School Demographics (Complete ONLY if submitting a project within the SRTS **Programming / Planning** eligibility category)

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

Optional: Alternatively, SRTS project applicants may submit a narrative response/attachment 1 detailing school demographics provided that all fields below are answered in such attachment.

School name: School population: Grades of students at school:

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

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

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

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

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

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

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

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

Safe Routes to School Infrastructure (Complete ONLY if submitting a project within the SRTS eligibility category)

Does your school or community have a Safe Routes to School plan? Yes No

If yes, can it be viewed online? Yes, the website address is No, it is attached with the application.

If no, please describe, **in no more than 400 words**, any SRTS-related planning efforts undertaken by the school or community.

CONFIDENTIAL INFORMATION

Project Costs, Priorities, and State Fiscal Years:

NOTE: do not include pages A-7 and A-8 in the Concept Definition Report (CDR) for approved TAP projects.

Complete the table below for the appropriate fiscal years of the application/project cycle (2020-2024). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description.

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

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Prioritization
 If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 2 of 3**

Construction:

Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:

Schedule Preference: FY 2023 FY 2024

Construction (minimum \$200,000):

Federal Share of the Participating Construction Cost (80%)	\$432,000
Local Share of the Participating Construction Cost (20%)	\$108,000
Non-Participating Construction Cost (100% Local)	\$
A. Subtotal Construction Costs	\$540,000
B. State Review for Construction (Contact WisDOT Region)	Percentage: 10 % \$54,000
Construction with State Review Cost Estimate (sum lines A and B)	\$594,000

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded ("state review only" projects are not allowed)

FY 2021 FY 2022 FY 2023

A. Plan Development (Contact WisDOT Region)	Percentage: 12 % \$64,800
B. State Review for Design (Contact WisDOT Region)	Percentage: 4 % \$21,600
Design with State Review Cost Estimate (sum lines A and B)	\$86,400

Real Estate: (Recommend funding with local funds.)

FY 2021 FY 2022 FY 2023 FY 2024

Total Real Estate Cost (round to next \$1,000) \$

Utility: (Compensable utility costs must be \$50,000 minimum per utility.
Recommend funding with local funds.)

FY 2021 FY 2022 FY 2023 FY 2024

Total Utility Cost (round to next \$1,000) \$

Other: (Planning or SRTS Programming):

FY 2021 FY 2022 FY 2023 FY 2024

Total Other Cost (round to next \$1,000) \$

NOTE: WisDOT Policy link: <http://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

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

1. PROJECT DESCRIPTION AND OVERVIEW.

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

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

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

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects

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

For Safe Routes to School Programming Projects

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

5. PROJECT BENEFIT– ENVIRONMENTAL, LIVABILITY, ECONOMIC JUSTICE, PUBLIC HEALTH, HISTORICAL PRESERVATION, & SAFETY

NOTE: A TAP project should contribute to a community benefit. No applicant's project is expected to contribute to all the benefits listed on A-3 of the application, but a project that contributes to more than one benefit or has significant impact on a particular benefit will receive more points.

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

6. PROJECT CAPITALIZES ON, SUPPLEMENTS OR AUGMENTS AN EXISTING ROAD IMPROVEMENT PROJECT

There is a way to tie the multimodal project to an existing road improvement project that allows the project sponsor to take advantage of the resources of a larger project.

- For SRTS projects: The project addresses safety and education issues of walking and biking to school due to a recent or anticipated road improvement project.

Key Program Requirements Confirmation

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

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

- Private organizations proposing projects must have a public project sponsor such as a local government unit.
- The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.

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

award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.

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

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

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

Name: *Ron Chamberlain*

Title: *Highway Commissioner*

Accepted (please initial here): *RC*

Fiscal Authorization and Signature

Application prepared by a consultant? Yes No

If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality. See FDM [8-5](#) for additional information.

Sponsor Agency: **La Crosse County Highway Department**

Contact Person: **Ronald Z Chamberlain** (Note: must be Head of Government or Designee)

Title: **Highway Commissioner**

Address: **301 Carlson Road, West Salem, WI 54669**

Telephone: **608-786-3810**

Email: **rchamberlain@lacrossecounty.org**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below is confirming that the information in this project application is accurate. A local official, not a

consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

Head of Government/Designee Signature (electronic only):

Date:

Application and Attachments

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on January 24, 2020**, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response/Attachment 3: maximum of **one double-spaced** page, **minimum 11-point font size**
- Cost Estimate Detail as required in the **'Project Costs and Dates'** section of this application
- For infrastructure projects, a project map printed in black & white, on one sheet of 8½ by 11 paper
- If available, a **local resolution of support** for the proposed project
- If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (**see page A-2**)

OPTIONAL Attachment

- If proposed project crosses or runs parallel to a local road, street, or state or federal highway**, attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable) (**see page A-2**).
- SRTS School Demographics Information

NOTE: Do not include additional attachments (photos, letters of support, etc.)

WisDOT Information – Shaded area to be completed by WisDOT staff only.

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

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

STH 16 Trail Connection Project - TAP Narrative Questions 1-6

1. Project Description and Overview

The STH 16 trail connection project in the City of Onalaska, La Crosse County will fill a critical gap in the nearly completed 9 mile long continuous off-road shared-use path along STH 16 from La Crosse St (which has bike lanes) in the City of La Crosse, through the City of Onalaska and Town of Hamilton, to the La Crosse River in the Village of West Salem. This project begins at the west crosswalk of STH 16 and S Kinney Coulee Rd, commencing easterly for approx. 7,425 ft, and ending at the west terminus of the STH 16 trail between Onalaska and West Salem just east of Landfill Rd. (See attached location map.) The proposed 10-foot-wide, asphalt trail segment will intersect three interstate ramps and pass under the I-90 span. Once this project is constructed, only two gaps will remain in the 9-mile trail connecting the City of La Crosse to the street network in the Village of West Salem. The first gap is a short segment between the east terminus of the existing trail at the access road serving Dick's Sporting Goods and the former Old Country Buffet restaurant and the west terminus for this proposed project (west crosswalk at S Kinney Coulee Rd). This remaining segment of undeveloped trail (755 ft) will be completed in its entirety by the City of Onalaska (see location map). The second gap is at the east end of the trail segment constructed in 2016 where it terminates at the La Crosse River—a barrier to safely accessing the Village of West Salem street network. This barrier is being addressed through another TAP application for a bicycle/ped. bridge over the La Crosse River. The entire off-road trail is planned to be part of a regional bicycle route proposed by the LAPC Committee on Transit and Active Transportation (CTAT) to connect south La Crosse to downtown West Salem.

2. Project Planning & Preparation & Local Support

Project planning and Preparation

This project has a history of local planning and support. It was first submitted for funding by the City of Onalaska for the 2009-2011 TE cycle and prioritized number one out of six projects by the then LAPC (the Metropolitan Planning Organization) Bicycle and Pedestrian Advisory Committee (BPAC). Although it was not awarded by the State, it continues to be an important link for the City of Onalaska, La Crosse County and the LAPC (MPO). Local planning documents support the project by recommending “identifying and resolving missing sidewalk and trail links, both on-street and off-street, so that systems are complete” ([City of Onalaska Comprehensive Plan](#)) and extending the “existing side path...from its current terminus near S Kinney Coulee Rd out to Landfill Rd” (LAPC [2035 Coulee Regional Bicycle Plan](#)).

Local Support

As local support grew for the project, a TAP application was submitted for the project by La Crosse County in 2018 but funding was not awarded. In support of the project in 2018, the La Crosse County Board approved *Resolution #56-1/18 Support for STH 16 Onalaska Connector Trail and La Crosse River Bicycle/Pedestrian Bridge Projects*. Strong support for the project and this TAP application continues in 2020 as the La Crosse County Board at their December 19, 2019 meeting once again unanimously approved a resolution in Support of STH 16 Onalaska Connector Trail and La Crosse River Bicycle/Pedestrian Bridge Projects. In addition, the City of Onalaska adopted resolution in support of the trail project. Resolutions will be submitted by the April 17, 2020 deadline.

3. History of Sponsor Success, Deliverability and Commitment to Multimodal

History of Sponsor Success

La Crosse County is the project sponsor. However, the project is a collaborative effort between the County and the City of Onalaska. The City of Onalaska (through a maintenance agreement with the County) will maintain the trail and at its own cost will be constructing a 755-foot trail segment providing connectivity to a larger trail system (previously described).

La Crosse County has a long history of successful project delivery. The County has never had to return Federal funds and routinely completes its projects on time. Two of the most recent projects completed include a Safe Routes to School project (2017) that converted Clinton St (CTH B) from a four-lane to a three-lane with bike lanes. In 2019, the County completed re-construction of a minor arterial (CTH SN) in the Village of Holmen adding sidewalks and a separated paved multi-use path.

Deliverability

The STH 16 trail connection project has been in the planning stages and ready for implementation for several years. As discussed under Question 2 above, funding for the project was requested in the 2009-2011 TE cycle and again in a 2018 TAP grant application, however, no funding was not awarded for either request. WisDOT region staff have been consulted regarding the project and no issues, obstacles or delays are anticipated. The ability to complete the STH 16 Trail Connection Project in a timely fashion will be aided by constructing the trail within existing State highway right-of-way. The project will require a state/municipal agreement to occupy the right-of-way as well as a permit to connect to a state trunk highway. La Crosse County will obtain any necessary permits and will comply with all applicable standards. La Crosse County is committed to providing 20% local matching funds for the project. If TAP funding is awarded for the project at requested levels, project construction will commence in [REDACTED] and be completed by [REDACTED] fully complying with the state law and the TAP program policy of requiring project commencement within four years and project completion within six years.

The project is located within the La Crosse Area Planning Committee's Metropolitan Planning Area (MPA) and is in the "2020-2023 LAPC Transportation Improvement Program" as an illustrative project. If funding is awarded for the project, the project will be identified in the TIP project list. Projects cannot be programmed in the TIP project list until funding is obligated.

Commitment to Multimodal

La Crosse County has a commitment to multimodal. La Crosse County adopted a Complete Streets policy in 2011 and works to implement the policy by considering bicycle and pedestrian accommodations and local desires during County highway projects. As previously discussed, the Safe Routes to School project in 2017 that converted Clinton St (CTH B) from a four-lane to a three-lane with bike lanes and the re-construction of a minor arterial (CTH SN) in the Village of Holmen (2019) adding sidewalks and a separated paved multi-use path demonstrate the County's commitment to multi-modal.

The City of Onalaska has also demonstrated commitment to multimodal as the City considers bicycle and pedestrian facilities in all of its road improvement projects and is a bronze-level Bicycle-Friendly Community. The City has locally funded and constructed parallel trails to major road facilities (i.e. Sand Lake Rd Trail); supported and augmented bicycle and pedestrian facilities along State roads in State projects (i.e. STH 35); continues to support transit by administering a shared-ride transit program, contracting for fixed-route transit service, and constructing transit stop facilities; and seeks additional funding through federal and state sources when appropriate. The City also funded and installed wayfinding and bicycle route signage along the Onalaska portion of the first regional bicycle route connecting Onalaska and La Crosse. To continue its commitment to multimodal and to this project, the City (through local funds) will complete the 755-foot trail connection between the existing trail terminus at the access road by Dick's Sporting Goods and the west terminus of the proposed project at N Kinney Coulee Rd. (see location map).

4. Project Utility & Connectivity

Project Serves Utilitarian Purposes

The project will serve utilitarian purposes to a very high degree as the area is a regional destination for jobs and shopping. The existing trail between La Crosse St in La Crosse and the Valley View Mall area is already heavily used by commuter bicyclists destined for the Onalaska retail/employment area and this project will extend connectivity to additional employers (Gundersen Health, etc.) and businesses. This project will extend access to additional essential services offered by the DMV and to grocery shopping and jobs at Woodman's. An additional benefit of the project is that it connects recreational bicyclists to the La Crosse River State Trail.

Project Connects Land Uses

The project when finalized will help fill a vital gap in the 9-mile trail connecting the City of La Crosse to the Village of West Salem. The trail is the bike/ped. backbone of the STH 16 urbanized corridor allowing for connections of various land uses (retail, service, recreational, residential, etc.).

Project Fills a Multimodal Gap

The project fills a critical gap between two segments of existing trails along the STH 16 commercial corridor in the City of Onalaska. As discussed above, the existing trail between La Crosse St in La Crosse and the Valley View Mall area is heavily used by commuter bicyclists destined for the Onalaska retail/employment area. The multi-use trail and proposed trail segment are also served by Onalaska/Holmen/West Salem Public Transit (shared ride taxi), SMRT Bus (a fixed-route regional commuter bus service with buses equipped with bike racks), and La Crosse Municipal Transit Utility (fixed-route transit) whose buses are each equipped with two bike racks. These public transit options only enhance the opportunity for multimodal connectivity. In addition, a park-and-ride lot at the Valley View Mall provides a park-once opportunity for drivers to bike or walk to other destinations along the retail corridor and beyond.

5. Project Benefit – Environmental, Livability, Economic Justice, Public Health, Historical Preservation, and Safety

Environmental Benefit

The project will provide the environmental benefits of both increasing the likelihood of a mode shift to biking, walking, and transit from utilitarian car travel and increasing access and connection to the natural environment. A mode shift from utilitarian car travel is likely to occur because several local bike routes (some with bike lanes) that connect Onalaska neighborhoods to the retail area can feed into the trail project. The project will also provide access and connection to the natural environment by providing direct off-road access to the La Crosse County Landfill. Retired areas of the landfill have been reclaimed for trails and ecological restoration as part of La Crosse County's "Conceptual Natural Resource Management Plan & Trail & Recreation Master Plan", which identifies opportunities to expand ecological restoration, environmental education, and recreational programming on the site. Because the project will occur within state highway right-of-way and through developed areas, it will have no negative impact on the environment.

Economic Justice Benefit

The project will address economic justice by providing direct access to a grocer and major employer (Woodman's) and to essential services (i.e. state IDs at the DMV) for persons who do not own a personal vehicle. A survey of La Crosse MTU transit riders in June of 2017 revealed that some transit riders living in La Crosse and Campbell use their bikes to make rather lengthy and circuitous "last mile" connections to their destinations when the Onalaska Route 9 is not in service. Other bicyclists (and pedestrians) use the existing trail and then continue on through weeds and interstate ramps to get to Woodman's and the DMV under current conditions.

Public Health Benefit

Anytime a shared-use path is constructed there is a public health benefit. In this case, where the project provides a vital link in a larger trail system the health benefit is multiplied. The trail segment when constructed will provide connections to varying land uses and specific businesses/facilities that provide needed products and services. In addition, it expands the separated shared-use path providing bicyclists relief from STH 16 vehicular traffic.

Safety Benefit

Although this corridor does not exhibit a high rate of bicycle or pedestrian crashes, the STH 16 retail corridor is a four-lane, high-speed (45 mph) corridor, with dedicated turn lanes at signalized intersections. The facility acts as a barrier to bicycle and pedestrian travel as it has few crossings and limited parallel alternatives. The City of Onalaska has been improving crossings of STH 16 at its city streets, but the Interstate ramp area, which has no crossings or parallel bicycle/pedestrian infrastructure, remains problematic. The project would involve constructing a 10-foot-wide, separated, asphalt trail on the south side of STH 16, with RRFBs, refuge islands, and other crossing enhancements at Interstate ramp locations.

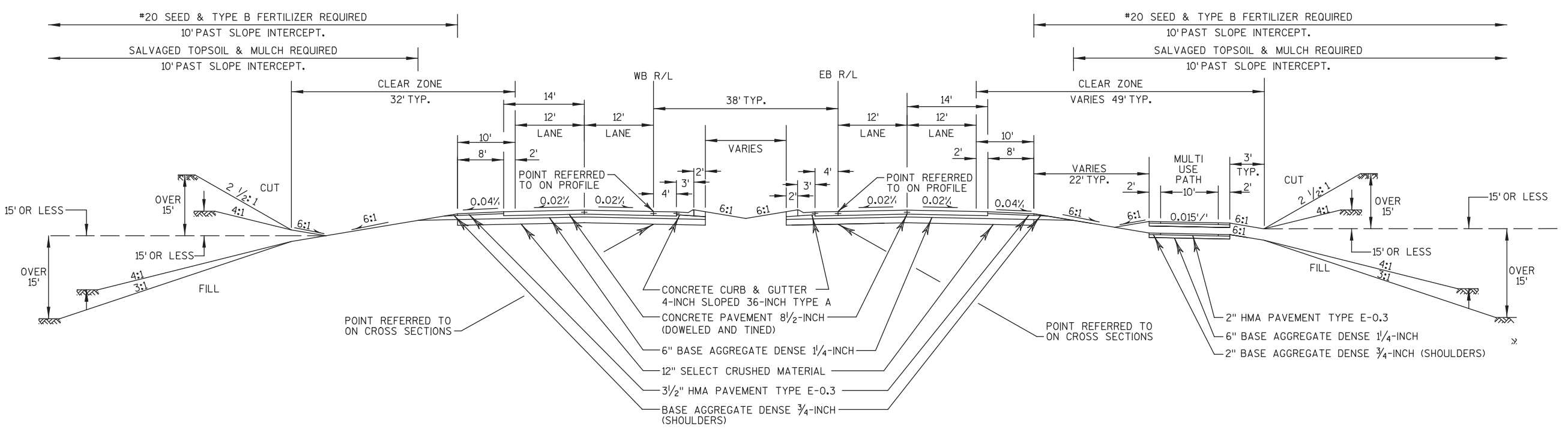
6. Project Capitalizes On, Supplements or Augments an Existing Road Improvement Project

The LAPC 2020-2023 TIP includes State projects to improve the IH90/STH 16 interchange area and to replace the bridges (state project IDs 1071-08-04/74), with PE recorded for 2021. Every effort will be made to coordinate the timing of these projects to coincide with each other if feasible. If timing and funding availability do not coincide, the STH 16 trail connection project can still proceed as it is vital to connect the trail constructed by WisDOT in 2016 during the STH 16 expansion project to the Onalaska retail/employment area.

STH 16 Trail Connection Project Location Map

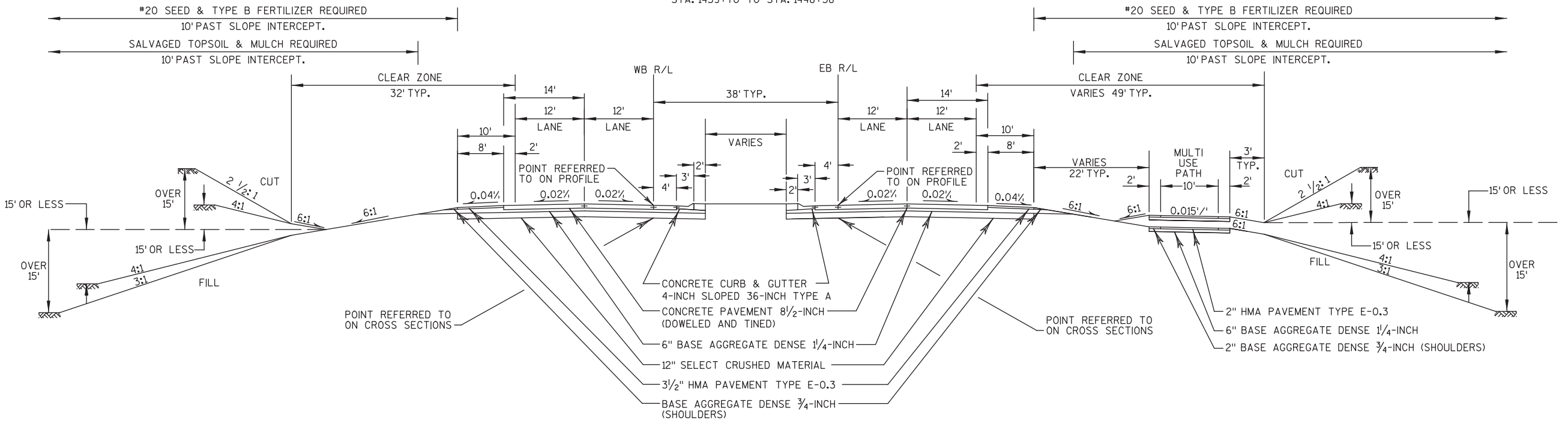


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/EAS/Infra RS, USDA, USDA, AeroGRID, IGN, and the GIS User Community



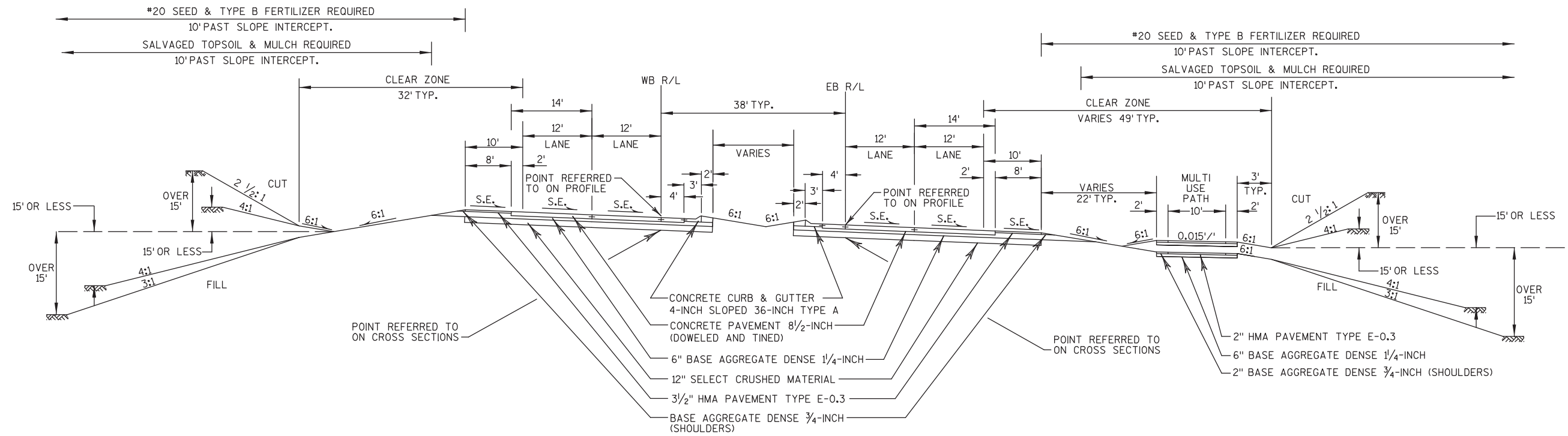
TYPICAL FINISHED SECTION

STA. 1318+24 TO STA. 1327+46
 STA. 1353+74 TO STA. 1355+50
 STA. 1363+50 TO STA. 1367+75
 STA. 1388+00 TO STA. 1391+65
 STA. 1394+60 TO STA. 1402+42
 STA. 1420+98 TO STA. 1423+76
 STA. 1431+83 TO STA. 1433+05
 STA. 1439+70 TO STA. 1448+38



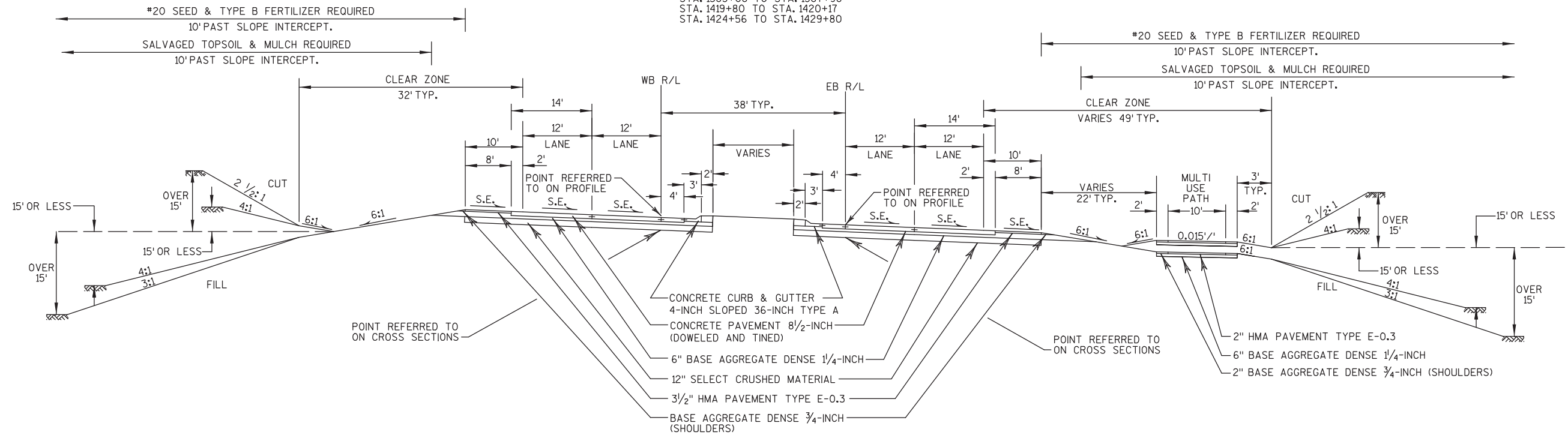
TYPICAL FINISHED SECTION

STA. 1393+37 TO STA. 1394+60
 STA. 1402+42 TO STA. 1403+64
 STA. 1410+84 TO STA. 1411+32



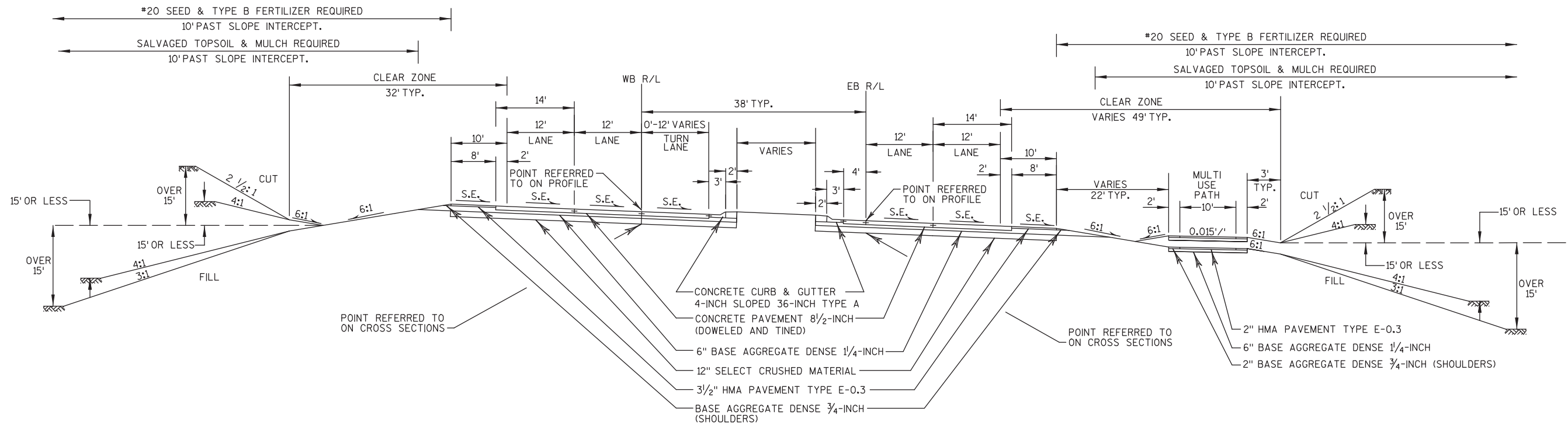
TYPICAL FINISHED SECTION

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 STA. 1368+55 TO STA. 1374+26
 STA. 1383+08 TO STA. 1387+98
 STA. 1419+80 TO STA. 1420+17
 STA. 1424+56 TO STA. 1429+80

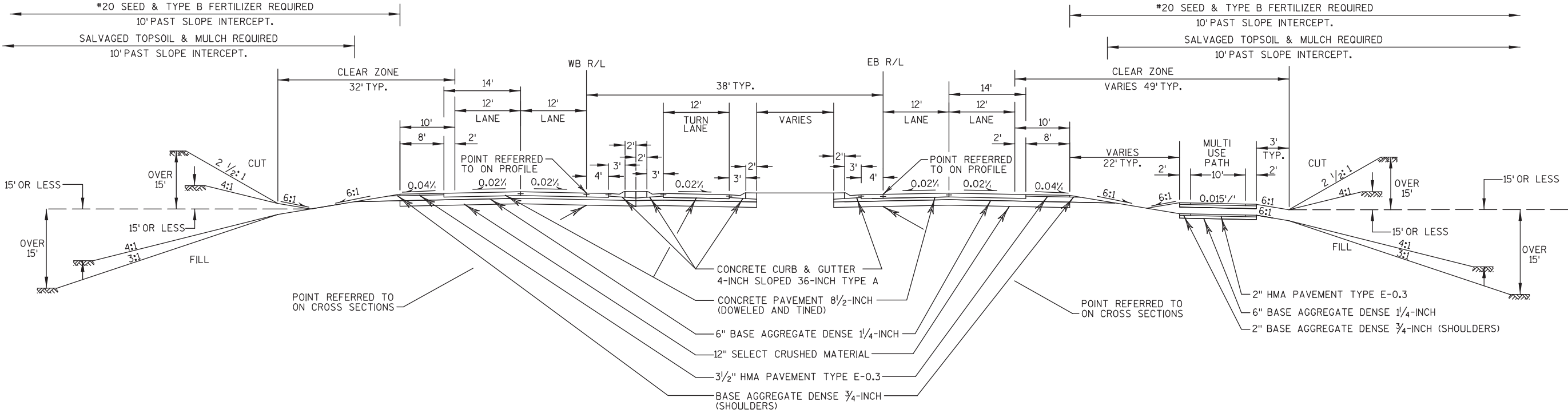


TYPICAL FINISHED SECTION

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 STA. 1381+92 TO STA. 1383+08
 STA. 1418+58 TO STA. 1419+80
 STA. 1420+17 TO STA. 1420+98
 STA. 1423+76 TO STA. 1424+56



TYPICAL FINISHED SECTION
STA. 1334+99 TO STA. 1341+13



TYPICAL FINISHED SECTION
STA. 1311+70 TO STA. 1315+24

RESOLUTION 11 - 2020

**CITY OF ONALASKA
SUPPORT FOR STH 16 ONALASKA
MULTI-USE CONNECTOR TRAIL
PROJECT**

ONALASKA, WISCONSIN

**TO: HONORABLE MAYOR AND COUNCIL OF THE
CITY OF ONALASKA, WISCONSIN**

WHEREAS, the City of Onalaska Comprehensive Plan encourages transportation systems that includes bicycle facilities and encourages cooperative efforts to further build upon a countywide bicycle-pedestrian trail system that provides safe and efficient routes to interconnect all incorporated cities and villages in La Crosse County; and

WHEREAS, the La Crosse County Landfill Conceptual Natural Resource Management Plan & Trail and Recreation Master Plan has established the goal for the Landfill Trail System to connect with regional and City trails; and

WHEREAS, the City of Onalaska is a member of the La Crosse Area Planning Committee (LAPC), Metropolitan Planning Organization, which has approved the 2035 Coulee Regional Bicycle Plan recommending a continuous off-road facility along STH 16 between La Crosse and West Salem; and

WHEREAS, the LAPC's Committee on Transit and Active Transportation has proposed establishing and signing a regional bicycle route connecting south La Crosse to downtown West Salem along an alignment to include the STH 16 Trail.

NOW, THEREFORE, BE IT RESOLVED that the City of Onalaska does hereby support the STH 16 Onalaska Multi-use Connector Trail project to complete a 9-mile continuous off-road trail within STH 16 right-of-way between Onalaska and West Salem.

Dated this 11th day of February, 2020.



CITY OF ONALASKA

BY: 
Kim Smith, Mayor

BY: 
Caroline Burmaster, City Clerk

PASSED: 2/11/2020
APPROVED: 2/11/2020
PUBLISHED: 2/21/2020



RESOLUTION # 46-12/19

TO: HONORABLE MEMBERS OF THE LA CROSSE COUNTY BOARD OF SUPERVISORS

ITEM # 12-18

BOARD ACTION

Adopted:
For: 25
Against: -
Abstain: -
Abs/Excd: 4
Vote Req: -
Other Action: -

PUBLIC WORKS & INFRASTRUCTURE COMMITTEE ACTION

Adopted:
For: 7
Against: 0
Abstain: 0
Abs/Excd: 0

RE: SUPPORT FOR STH 16 ONALASKA CONNECTOR TRAIL AND LA CROSSE RIVER MULTI-USE PATH BRIDGE PROJECTS

WHEREAS, the La Crosse County Comprehensive Plan encourages transportation systems that are based on regional priorities and encourages cooperative efforts to further build upon a countywide bicycle-pedestrian trail system that provides safe and efficient routes to interconnect all incorporated cities and villages in La Crosse County; and

WHEREAS, the La Crosse County Landfill Conceptual Natural Resource Management Plan & Trail & Recreation Master Plan has established the goal for the Landfill Trail System to connect with regional and City trails; and

WHEREAS, La Crosse County is a member of the La Crosse Area Planning Committee (LAPC), Metropolitan Planning Organization, which has approved the 2035 Coulee Regional Bicycle Plan recommending a continuous off-road facility along STH 16 between La Crosse and West Salem; and

WHEREAS, the LAPC's Committee on Transit and Active Transportation has proposed establishing and signing a regional bicycle route connecting south La Crosse to downtown West Salem along an alignment to include the STH 16 Trail;

NOW THEREFORE BE IT RESOLVED, that the La Crosse County Board does hereby support the STH 16 Onalaska Connector Trail project and the La Crosse River Bicycle/Pedestrian Bridge project to complete a 9-mile continuous off-road trail within STH 16 right-of-way between Onalaska and West Salem.

FISCAL NOTE: No cost to the County.

Date: December 9, 2019

Patricia J. Barlow
PUBLIC WORKS & INFRASTRUCTURE COMMITTEE CHAIR

Alicia K. Stenson
RECORDING CLERK

	Reviewed Only	Recommended	Not Recommended
Co. Admin.		<u>SO</u>	
Fin. Director	<u>SDO</u>		
Corp. Counsel	<u>[Signature]</u>		
Board Chair	<u>[Signature]</u>		

Requested By: Ron Chamberlain
Date Requested: November 21, 2019
Drafted By: Corporation Counsel

Adopted by the La Crosse County Board this 19 Day of December, 2019

STATE OF WISCONSIN
COUNTY OF LA CROSSE
I, Ginny Dankmeyer, County Clerk of La Crosse County do hereby certify that this document is a true and correct copy of the original resolution required by law to be in my custody and which the County Board of Supervisors of La Crosse County adopted at a meeting held on the 19th day of December 2019.

[Signature]
Ginny Dankmeyer, La Crosse County Clerk

RESOLUTION NO. 17.19

SUPPORT FOR HIGHWAY 16 MULTI-USE BICYCLE/PEDESTRIAN BRIDGE PROJECT GRANT

WHEREAS, the Village of West Salem Comprehensive Plan adopted on March 4, 2008, and amended on April 20, 2010, set forth promotion of pedestrian and bicycle activities on the La Crosse River State Trail and complete safe, off-road facilities between West Salem and La Crosse; and

WHEREAS, the Village Comprehensive Plan, adopted and amended, both set forth as a goal and a recommendation that when State Highway 16 reconstruction occurs, development of paved shoulders and/or multi-use trails along State Highway 16 from South Kinney Coulee Road in Onalaska into West Salem will be constructed to enhance the bikeability of this transportation route; and

WHEREAS, the State Highway 16 road widening and reconstruction project between Onalaska and West Salem is complete and a multi-use trail was constructed to the La Crosse River bridge on Highway 16 at Veteran's Memorial Campground; and

WHEREAS, West Salem constructed an 8-foot wide asphalt trail that connects Veteran's Park on the west side of the Village to the street network at Heritage Lane, but this path does not continue to connect Veteran's Memorial Park to the new multi-use trail on State Highway 16; and

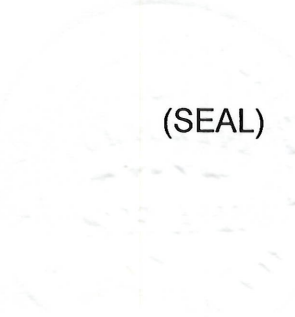
WHEREAS, West Salem is a member of the La Crosse Area Planning Committee (LAPC), Metropolitan Planning Organization, which has approved the 2035 Coulee Region Bicycle Plan recommending a continuous off-road facility along State Highway 16 between La Crosse and West Salem; and

WHEREAS, the LAPC's Committee on Transit and Active Transportation has proposed establishing and signing a regional bicycle route connecting south La Crosse to downtown West Salem along an alignment to include the State Highway 16 trail.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of Trustees of the Village of West Salem does hereby reaffirm its support of the La Crosse River

Bicycle/Pedestrian Bridge project to complete a nine-mile continuous off-road trail within State Highway 16 right-of-way between La Crosse and West Salem.

ADOPTED this 3rd day of December, 2019.



Dennis Manthei

Dennis Manthei, Village President

(SEAL)

Teresa L. DeLong

Teresa L. DeLong, Village Administrator