



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-Health Department**

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: **La Crosse County-Health Department-Safe Routes to School Non-Infrastructure**

Describe location, boundaries and length of the project: **La Crosse County**

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: Virginia Loehr Title: Health Educator/SRTS Coordinator Street Address: 300 4th Street N. Phone: (608) 785-9833 Municipality: La Crosse County State: WI Zip: 54601 Secondary E-mail: vloehr@lacrossecounty.org
Public Sponsor Agency or Private Organization Contact Information (if applicable): Organization / Agency Name: Name: Title: Street Address: Phone : () - Municipality: State: WI Zip: E-mail:
Head of the Local Public Sponsor Agency or Private Organization Contact Information: Organization / Agency Name: La Crosse County-Health Department Name: Jennifer Rombalski Title: Health Director Street Address: 300 4th Street N. Phone: (608) 785-6425 Municipality: La Crosse County State: WI Zip: 54601 E-mail: jrombalski@lacrossecounty.org

MPO, if applicable

Select one, if applicable, <input type="checkbox"/> Bay Lake RPC (Sheboygan), <input type="checkbox"/> Brown County Planning Commission (Green Bay) <input type="checkbox"/> Chippewa-Eau Claire MPO (WCWRPC – Eau Claire) <input type="checkbox"/> Dubuque Metropolitan Area Planning Study <input type="checkbox"/> Duluth/Superior Metropolitan Interstate Committee (Superior) <input type="checkbox"/> East Central Wisconsin RPC (Appleton, Oshkosh) <input type="checkbox"/> Fond du Lac MPO (Fond du Lac) <input type="checkbox"/> Janesville MPO (Janesville) <input checked="" type="checkbox"/> La Crosse Area Planning Committee (La Crosse) <input type="checkbox"/> Madison Area MPO (Madison) <input type="checkbox"/> Marathon County MPO (Wausau) <input type="checkbox"/> Southeastern Wisconsin RPC (SEWRPC - Waukesha) <input type="checkbox"/> 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 will be submitting three TAP project applications. This project is priority #1. Projects will be ranked by the LAPC's (MPO) Committee on Transit and Active Transportation at the March 12th, 2020 meeting. 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.

SRTS Coordinators at LCHD will continue leading county-wide SRTS implementation by facilitating collaboration between schools, municipalities & agencies to support/increase walking & biking to/from school through equitable **Encouragement, Education, Enforcement, Evaluation & Engineering** strategies, currently reaching 8,000 students & family members at 30/38 schools. Costs: salary/fringe (1.5 FTE), printing, office supplies, postage, phone, software license, mileage, conference costs & indirect (heat, electrical, office space, project management/oversite & Finance, Personnel, IT & Corporation Counsel's services). **Encouragement:** Schools applying to the SRTS mini-grant program complete an agreement with LCHD & designate an SRTS Liaison who implements weekly supervised opportunities to walk/bike to school (Walking School Bus-WSB & Bike/Scooter Trains). Liaisons & Coordinators will plan/implement other encouragement/education activities like walk/bike challenges (week-long & monthly), Walk, Bike, & Winter Walk to School Day events & an EZ Scan pilot project (weekly online trip tracking). Costs: Mini-grants for WSB supplies/stipend, website & EZ Scan fees, small incentives & promotional materials (flyers, posters, logs). **Education:** Yearly bike/ped education is conducted through bike rodeos, WSB/helmet education, presentations & demonstrations. Expanding partnerships with libraries & School Resource Officers will create new educational opportunities. Workshops taught by League of American Bicyclist Certified instructors will include bike maintenance & teach bike riding skills to prevent common bicycle crashes. Coordinators will assess school-based bike/ped education, analyze district's curriculum & conduct administrator & teacher interviews, surveys & focus groups. Evidence-based, best-practice & age-appropriate educational strategies will be piloted with one district with a long-term goal of developing a district-wide bike/ped education policy. Costs: helmets, reflectors, instructor & presenter fees, classroom/lesson supplies, online survey & teacher stipend to develop bike/ped education pilot. Coordinators will collaborate with others to re-establish the WI SRTS network & develop proposals to attend/present at the SRTS Conference. Law **enforcement** agencies conduct overtime patrolling & the Sheriff's Dept. will purchase a portable speed sign to use near schools. School/parent survey results identify concerns & will inform a school-year schedule for sign placement & patrolling. Costs: overtime patrolling & portable speed sign. **Evaluation:** Parent/student survey results help Coordinators track program impact & identify needs. School participation & coordinator activities are reported monthly. Costs: printed surveys. **Engineering:** Coordinators & schools identify physical barriers to walking/biking & advocate that communities make improvements.

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). **A Resolution of Support will go before the County Board in February 2020.**

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:

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:

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

Describe: There have been several improvement projects in La Crosse County over the last decade that have benefitted walking/biking to schools as well as several projects that are planned/anticipated.

La Crosse projects: driver feedback, school zone signage and curb ramps near Logan Middle, State Road, Hamilton-SOTA I, & Northside Elementary, sidewalks near Hintgen & Southern Bluffs Elementary, Rapid Flashing Beacons/pedestrian islands at numerous locations, bike lanes on Clinton Street and portions of Gillette Street benefitting Logan Middle and Logan High, and a bike boulevard on 17th Street benefitting several schools. Other projects that may be completed before or during this project's timeline include: extending the Gillette Street bike lanes (benefitting Northside Elementary, Logan Middle, and Logan High School), improving Green Bay Street crossings (benefitting Spence Elementary and Longfellow Middle), Ferry Street intersection improvements (benefitting Lincoln Middle), 16th & Park Ave mini-traffic circle benefitting Longfellow Middle & Mt. Calvary, improvements to West Ave and King Street, crossing benefitting several schools and future bike boulevards on Avon and King Streets. Bike/ped accommodations included in the US Hwy 14 could benefit Southern Bluffs Elementary.

Holmen projects: a traffic light at Holmen/Sunset Drive by Holmen Middle School, shared lane markings on Sunset Drive, numerous sidewalk connections to connect to the new traffic light, and a driver feedback sign on Long Coulee Road near Evergreen Elementary school. Other projects that may be completed before or during this project's timeline include additional sidewalk connections and continuing a multiuse path on CTH SN that will establish a safe route from Sand Lake Elementary to nearby subdivisions.

Onalaska projects: improved signage, sidewalks/multi-use trail and drop off reconfiguration (Northern Hills Elementary) and Onalaska Middle School.

West Salem Projects: LED stop signs, ADA ramps, and school crossing signs.

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: *Choose an item.*

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: _____

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:

<input checked="" type="checkbox"/> None	<input type="checkbox"/> Less than ½ acre	<input type="checkbox"/> More than ½ acre
<input type="checkbox"/> Parklands	<input type="checkbox"/> Large parcels	<input type="checkbox"/> 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*
<http://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual-ch11.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
<http://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual-ch6.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. **NOTE: License Agreements are an acceptable real property interest and will 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:			
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 of 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:

Approved ID:

Approved ID's:

Completed: 1009-00-10, 1009-0032, 1009-0036, 1009-00-60 & 5991-03-02/03

In-Progress: 1009-00-67 & 1009-00-73 anticipated completion in fall 2020 & 1009-01-03 & 1009-01-04-anticipated implementation fall 2020-2022

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? Yes No If Y, link to plan:

The 2035 La Crosse & La Crescent Metropolitan Area Transportation Plan (Coulee Vision) recommends continued support of Safe Routes to School and recommends “Leverage SRTS/TAP funds for projects to improve safety of elementary-school-age children walking and biking to school”, pg. 6-14.

http://www.lapc.org/Content/Plans/MTP%202015/Plan%20Chapters/September%2011%202015/Chapter%206%20Challenges%20Strategies%20and%20Action%20Steps%202040%20final_updated%20Sept%2010.pdf

Is project identified in a bicycle-pedestrian plan? Yes No If Y, link to plan:

The City of La Crosse’s 2012 Bicycle & Pedestrian Master Plan, implemented by the Bicycle & Pedestrian Advisory Committee (BPAC), includes SRTS recommendations for both infrastructure and non-infrastructure projects and references SRTS as a potential funding source and way to prioritize projects.

<https://www.cityoflacrosse.org/home/showdocument?id=1356>

A variety of activities that fit within the E's of SRTS are included in the 2035 Coulee Regional Bicycle Plan and SRTS is recommended as a strategy for bike/ped encouragement and education and as a potential funding source. Goal 3, Objective 1 recommends supporting the SRTS program and assisting the Coordinator.

<http://www.lapc.org/Content/Plans/Plan%20documents/Bike%20Plan/Coulee%20Regional%20Bicycle%20Plan%20Final.pdf>

Is project identified in an outdoor recreation plan? Yes No If Y, link to plan:
Is project identified in a comprehensive plan? Yes No If Y, link to plan:

The County of La Crosse's Comprehensive Plan-Transportation chapter, beginning on page 126, includes the recommendation of including all modes of transportation, including bicycle and pedestrian travel, in future transportation plans and recommends county-wide bicycle and pedestrian trail system/networks, safe travel, and traffic calming, found at:

<http://www.co.la-crosse.wi.us/comprehensiveplan/docs/Plans/3-20-08/011508%20CP%20clean%20Part%204%2031.02%20to%2031.05.pdf>

Is project identified in any other planning document? Yes No If Y, link to plan:

The Coulee Vision 2050 Healthy Communities Principle states that "our communities have clean air and water and are safe and convenient to walk and bike", and transportation principle #7 and #12 include language related to bike/ped accommodations and facilities.

<http://lapc.org/Content/Plans/Coulee%20Vision%202050/Coulee%20Vision%20Principles.htm>

The 2015 City of La Crosse Streets Transportation Vision recommends the City continue including bicycle and pedestrian facilities such as high visibility crosswalks, bump-outs, bicycle boulevards, and other strategies and that they "design streets for the breath of population groups including those who do not or cannot drive motor vehicles, people with various disabilities, young people, many elderly people, low income people" (page 8).

<https://www.cityoflacrosse.org/home/showdocument?id=1366>

The City of La Crosse and La Crosse County Strategic Plan for Sustainability includes a recommendation on page 18 that the City "develop for council consideration a complete streets ordinance to make streets more pedestrian and bicycle friendly in new developments and redevelopment projects by providing more sidewalks, bike paths, and on-street bike lanes". On page 36, it is recommended to "work with the LAPC to plan for and fund better connections for alternative transportation throughout the urban area-including pedestrian, bicycles, and electric vehicles".

<http://sustainablelacrosse.com/PDF/Final%20Joint%20Plan%2005-14-09.pdf>

Objective 3: Strategy 1 of Wisconsin's State Health Improvement Plan, beginning on page 27 is to "Engage Communities to increase options for all people to be active, including the ability to safely walk and bike" and includes a description of Wisconsin Active Together.

<https://www.dhs.wisconsin.gov/publications/p01791a.pdf>

La Crosse County Health Department Safe Routes to School Strategic Plan

<http://www.getactivelacrosse.org/wp-content/uploads/2017/01/FINAL-La-Crosse-County-SRTS-Strategic-Plan-2017-2021-1.pdf>. Our website is being update. If link does not work, please paste URL into browser.

La Crosse County Health Improvement Plan

<http://www.co.la-crosse.wi.us/health/docs/Administration/CHIP.pdf>

The Healthy Living Collaborative's 2016-2020 Strategic Plan, Objective 2 identifies SRTS as a strategy for creating a community environment that encourages children and adults to be physically active.

<https://www.getactivelacrosse.org/healthy-living-collaboration/>

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

La Crosse Area Planning Committee's Bicycle and Pedestrian Safety Study:

http://www.lapc.org/Content/Plans/Plan%20documents/Safety%20Study/Bicycle%20and%20Pedestrian%20Safety%20Study_Final.pdf

County of La Crosse Complete Streets Resolution:

<https://www.smartgrowthamerica.org/app/legacy/documents/cs/policy/cs-wi-lacrossecounty-resolution.pdf>

La Crosse Area Planning Commission's Vision Zero Resolution

<http://www.lapc.org/Content/Agendas/LAPC/2018/Additional%20Materials/March%2021%202018/Resolution%203-2018%20to%20Support%20Vision%20Zero%20Planning.pdf>

Safe Routes to School National Partnership's Publication on Vision Zero

https://www.saferoutespartnership.org/sites/default/files/resource_files/042417-sr2s-visionzero-final.pdf

What Works for Health: Policies and Programs to Improve Wisconsin's Health-Safe Routes to School

<http://whatworksforhealth.wisc.edu/program.php?t1=21&t2=12&t3=79&id=225>

What Works for Health: Policies and Programs to Improve Wisconsin's Health-Walking School Buses

<http://whatworksforhealth.wisc.edu/program.php?t1=21&t2=12&t3=79&id=549>

Centers for Disease Control and Prevention Health Impact in 5 Years initiative (HI-5), highlights non-clinical, community-wide approaches that show evidence of positive health impacts, results within 5 years, and cost effectiveness and/or savings. SRTS is described at:

<https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html>

The Wisconsin Department of Public Instruction's Core4+ (set of strategies to increase student physical activity and improve academic learning) includes active transportation/Safe Routes to School as a recommended action step for increasing family & community physical activity.

<https://dpi.wi.gov/sites/default/files/imce/sspw/pdf/pefamilyandcomm.pdf>

Center's For Disease Control and Prevention 10 Essential Public Health Services

<https://www.cdc.gov/publichealthgateway/publichealthservices/essentialhealthservices.html>

2018 Compass Now assessment identified well being of children and youth as a top need overall in the county and noted within the "physical environment" section that many people find safe bike routes are somewhat lacking.

<https://www.lacrossecounty.org/health/docs/Administration/HD%20Reports/Community%20Health%20Assessment.pdf>

Wisconsin Interactive Statistics on Health Query System-WISH:

<https://www.dhs.wisconsin.gov/wish/index.htm>

City of La Crosse BPAC 2018 Priority List of Projects developed on 8/22/18 described in the meeting minutes include an example of how SRTS projects are incorporated into annual plans. Numbers 4, 7, 8, 9, 10, 11 & 12 benefit walking/biking to schools.

<http://cityoflacrosse.legistar.com/Calendar.aspx>

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: **See School Demographics-Attachment 1** 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: **The County of La Crosse (population 118,230) is comprised of 18 different local governments, including, cities, towns, and villages. Municipalities and their populations include: Cities of La Crosse (51,567) & Onalaska (18,711), and Villages of Holmen (10,111), West Salem (5,057), & Bangor (1,467), Towns of Bangor (643), Barre (1,298), Burns (964), Campbell (4,336), Farmington (2,163), Greenfield (2,163), Hamilton (2,547), Holland (3,748), Medary (1,504), Onalaska (5,792), Rockland (653), Shelby (4,921), Washington (585). See above for 2018 United States Census Bureau population estimates.**

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

City of La Crosse: <https://www.cityoflacrosse.org/home/showdocument?id=1378>

City of Onalaska:

<https://www.getactivelacrosse.org/wp-content/uploads/2012/10/Safe-Routes-to-School-Plan.pdf>

Our website is being updated. If link does not work, please paste URL into browser.

Village of Holmen:

[http://www.holmenwi.com/vertical/sites/%7BD4E55C32-2E5F-4FF9-8788-](http://www.holmenwi.com/vertical/sites/%7BD4E55C32-2E5F-4FF9-8788-A1933CE34B1B%7D/uploads/Safe_Routes_to_School.pdf)

[A1933CE34B1B%7D/uploads/Safe Routes to School.pdf](http://www.holmenwi.com/vertical/sites/%7BD4E55C32-2E5F-4FF9-8788-A1933CE34B1B%7D/uploads/Safe_Routes_to_School.pdf)

Village of West Salem: <http://www.westsalemwi.com/pdf/safe-routes-to-school-plan-west-salem.pdf>

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: 1 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%)	\$
Local Share of the Participating Construction Cost (20%)	\$
Non-Participating Construction Cost (100% Local)	\$
A. Subtotal Construction Costs	\$
B. State Review for Construction (Contact WisDOT Region)	Percentage: % \$
Construction with State Review Cost Estimate (sum lines A and B)	\$

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:	%	\$
B. State Review for Design (Contact WisDOT Region)	Percentage:	%	\$
Design with State Review Cost Estimate (sum lines A and B)			\$

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) **\$345,000**

NOTE: WisDOT Policy link: <http://wisconsindot.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**. **NOTE: Narrative Response/Attachment 3 may be up to 6 pages of 11-Pt Font, Double Spaced**

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.

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. 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 for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- 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, costs 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 (o) above:

Name: *Jennifer Rombalski*

Title: *Health Director*

Accepted (please initial here): *JR*

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-Health Department**

Contact Person: Jennifer Rombalski	(Note: must be Head of Government or Designee)
Title: Health Director	
Address: 300 North 4th Street, La Crosse, WI, 54601	
Telephone: 608-785-6425	
Email: jrombalski@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): Jennifer Rombalski Date: 1/22/20	

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**
NOTE: Narrative Response/Attachment 3 may be up to 6 pages of 11-Pt Font, Double Spaced
- 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-**Available in February 2020**
- 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: _____

1. Project Overview: *SRTS Coordinators* at LCHD will continue leading county-wide SRTS implementation by facilitating collaboration between schools, municipalities & agencies to support/increase walking & biking to/from school through equitable *Encouragement, Education, Enforcement, Evaluation & Engineering* strategies, currently reaching 8,000 students & family members at 30/38 schools. Costs: salary/fringe (1.5 FTE), printing, office supplies, postage, phone, software license, mileage, conference costs & indirect (heat, electrical, office space, project management/oversite & Finance, Personnel, IT & Corporation Counsel's services). **Encouragement:** Schools applying to the SRTS mini-grant program complete an agreement with LCHD & designate an SRTS Liaison who implements weekly supervised opportunities to walk/bike to school (Walking School Bus-WSB & Bike/Scooter Trains). Liaisons & Coordinators will plan/implement other encouragement/education activities like walk/bike challenges (week-long & monthly), Walk, Bike, & Winter Walk to School Day events & an EZ Scan pilot project (weekly online trip tracking). Costs: Mini-grants for WSB supplies/stipend, website & EZ Scan fees, small incentives & promotional materials (flyers, posters, logs). **Education:** Yearly bike/ped education is conducted through bike rodeos, WSB/helmet education, presentations & demonstrations. Expanding partnerships with libraries & School Resource Officers will create new educational opportunities. Workshops taught by League of American Bicyclist Certified instructors will include bike maintenance & teach bike riding skills to prevent common bicycle crashes. Coordinators will assess school-based bike/ped education, analyze district's curriculum & conduct administrator & teacher interviews, surveys & focus groups. Evidence-based, best-practice & age-appropriate educational strategies will be piloted with one district with a long-term goal of developing a district-wide bike/ped education policy. Costs: helmets, reflectors, instructor & presenter fees, classroom/lesson supplies, online survey & teacher stipend to develop bike/ped education pilot. Coordinators will collaborate with others to re-establish the WI SRTS network & develop proposals to attend/present at the SRTS Conference. Law **enforcement** agencies conduct overtime patrolling & the Sheriff's Dept. will purchase a portable speed sign to use near schools. School/parent survey results identify concerns & will inform a school-year schedule for sign placement & patrolling. Costs: overtime patrolling & portable speed sign. **Evaluation:** Parent/student survey results help Coordinators track program impact & identify needs. School participation & coordinator activities are reported monthly. Costs: printed surveys. **Engineering:** Coordinators & schools identify physical barriers to walking/biking & advocate that communities make improvements. **2. Planning, Preparation, Local Support:** *Plans/Preparation:* This proposal was developed using LCHD's 2017-2021 SRTS

Strategic Plan that aims to “make walking/biking to/from school a safe, realistic & appealing option for students & families”. Coordinators implement non-infrastructure projects/recommendations & work with communities/schools to implement engineering recommendations in SRTS Plans (La Crosse, Onalaska, Holmen & West Salem). Coordinators assisted City of La Crosse Planning Dept. staff to form an SRTS Committee who is working with Toole Design to update La Crosse’s 2007 SRTS Plan representing 22 schools. Holmen’s SRTS Taskforce guides implementation of their SRTS Plan, also updated in 2020. Plans on pg. A-8 show strong support for walking/biking to schools & other destinations. **Local Support:** SRTS aligns with LCHD’s mission to “work collaboratively as a trusted leader... preventing illness & injury & promoting health”. SRTS supports LCHD’s Community Health Improvement Plan priority to address Social Determinants of Health (create social & physical environments that promote good health for all) & fits within 7/10 Essential Public Health Services. Complete Streets legislation for the County, La Crosse Area Planning Committee (LAPC), Onalaska, Holmen & West Salem support active transportation as does Walk/Bike Friendly community designations (La Crosse & Onalaska). La Crosse Neighborhoods Inc. is developing a bike share system showing the city’s commitment to bike infrastructure. The LAPC adopted a 2018 resolution supporting Vision Zero, a strategy to eliminate all traffic fatalities & severe injuries while increasing safe, healthy & equitable mobility for all, leading to a positive impact on people walking & biking. Coordinators are members of 2 LAPC standing committees who provide input on plans/studies & recommend actions to the LAPC Policy Board on bike/ped safety. Schools support SRTS by working with Coordinators to address infrastructure concerns, implement a variety of walk/bike activities & encourage participation in handbooks & District Wellness Policies. Coordinator are part of several coalitions that support safe walking/biking (Healthy Living Collaboration, WI Active Together & Safe Kids Coalition of the Coulee Region-SKC). SKC prioritizes bike/ped safety & aims to reduce youth hospitalizations & ER visits due to non-motor-vehicle-transportation injuries. Annual collaboration with SKC on Walk/Bike to School Days & Slide Into Safety (educational field trip for 800+ 3rd graders) results in 20+ events that teach bike/ped safety & reduce vehicle trips (1,000+ walk/bike trips/year). **Audits:** Audits are part of SRTS Plan development & when combined with crash statistics, school demographics, parent concerns & information on existing conditions, audit results help communities identify & prioritize needs. In 2019, Coordinators assisted with audits, bike/ped counts & arrival/dismissal observations in La Crosse & Holmen as part of their Plan updates. **Surveys:** Coordinators collect parent concerns & student travel habits, biennially, using the National Center for SRTS surveys. Top concerns: traffic volume & speed, distance, weather & safety of intersections/crossings. Coordinators & mini-grant partners identify

strategies for addressing concerns in SRTS Action Plans. **Data:** In La Crosse County, from 2016-2018, there were 6 ER visits for bike-related injuries & 4 ER visits & 1 hospitalization for pedestrian-related injuries (Wisconsin Interactive Statistics on Health). An LAPC study identified that “children were involved in 61 crashes (44 bicyclists & 17 pedestrians) resulting in 8 incapacitating injuries, 35 non-incapacitating injuries & 15 possible injuries” from 2011-2015. Data from 2013-2018 is being analyzed for the City of La Crosse’s SRTS Plan & preliminarily shows multiple bike/ped crashes near schools. **3. Sponsor Success, Delivery, Commitment: Timeliness & State Law Compliance:** This project will commence in fall 2022 after completing projects 1009-00-67 & 1009-00-73 in 2020, 1009-00-03 in 2021 & 1009-00-04 in 2022 which coincides with availability of non-infrastructure funds. It will follow the timeline on the Cost Estimate Detail to meet commencement & completion deadlines. Reimbursement requests are submitted monthly & LCHD manager/staff review budgets quarterly. **Programmed Year:** Delivery of 1009-00-60/67/73 extended past programmed years due to unpaid medical leaves, staff vacancies & a 2010 SRTS grant from the Centers for Disease Control & Prevention (CDC), however all program deliverables were/will be met. Anticipating staff changes is difficult but if needed, a plan will be developed & communicated with the TAP Program Manager. LCHD has not returned any federal funds. **Sponsor Commitment:** La Crosse County’s commitment to multimodal transportation & SRTS is evident in: plans referenced on pg. A-8, a 2011 Complete Streets Policy, LCHD’s advocacy for bike/ped issues through the county’s Traffic Safety Commission & routine communication between the County Highway Dept. & Coordinators to identify needs/review projects. The County has repeatedly committed to supporting the 20% match requirement & the February resolution will solidify fiscal support of this project. **Obstacles:** Obstacles to walking/biking are: schools with more bused students/fewer students living within walkable/bikeable distance, physical barriers (traffic speed & volume, lack of sidewalks & crossing/intersection safety), distance, weather & students who are too young to walk/bike alone, are unmotivated to walk/bike & lack bike/ped skills. Coordinators meet with SRTS Liaisons & principals to identify tactics to overcome barriers which may include advocating for improvements & implementing encouragement/education activities. To address other obstacles, Coordinators support schools & Liaisons in implementing weekly WSB’s & Bike/Scooter Trains that encourage supervised walking/biking & include bike/ped education. WSB routes include sidewalks, crosswalks, controlled intersections, crossing guards & have low traffic volume/speed. EZ Scan technology, engaging students in planning & online walk/bike trip tracking (www.goldenshoe.org & www.silverspoke.org) builds excitement for activities. Small incentives & innovative activities (WSB Challenges & Walk/Bike/Winter Walk Day events) motivate students to participate. Educational

events (bike rodeos, in-class/library lessons/demonstrations & workshops) provide opportunities for students to develop skills, becoming safe & responsible bicyclists/pedestrians. Inconsistent bike/ped education will be addressed with an assessment to identify gaps & barriers within current practice. Evidence-based strategies & teacher expertise will be used to pilot district-wide bike/ped education (1 district) & in the long term, support a policy to ensure sustainability. To address weather concerns, winter activities are optional & gear is provided (eg. hats & umbrellas). Overtime patrolling lowers traffic speed & traffic volumes are reduced with increased walking/biking. ***Prior experience:*** For over a decade, LCHD has been at the forefront in encouraging sustainable transportation through continuous implementation & growth due to successful completion of 4 SRTS projects (2007-present). LCHD's program guides other communities by: presenting at SRTS Conferences, sharing in the national SRTS Google group, collaborating with SRTS National Partnership Center on policy webinar & helping La Crosse, MN develop a successful SRTS planning grant. Coordinators are well connected to support & participate in a WI SRTS Network & present at future conferences in collaboration with East Central WI & other SRTS programs. LCHD's success is largely due to having dedicated staff to build strong partnerships with schools/municipalities. Coordinators supported La Crosse, Onalaska, Holmen, West Salem & Campbell in successfully completing planning & non-infrastructure projects. Coordinators provided support to SRTS Taskforce groups through successful grant planning/writing & 4 communities received SRTS infrastructure grants. Holmen's SRTS Taskforce has advocated for projects like sidewalk additions & a traffic light at a major crossing. Coordinators shared parent concerns & provided input to La Crosse neighborhoods advocating for projects (traffic circle near school/library & Rectangular Rapid Flashing Beacon-RRFB). An RRFB was also installed after a school expressed concern with a nearby highway crossing. Coordinators facilitated conversations with engineering, school administration, police & transportation representatives to address an intersection near a middle school resulting in improvements in reconstruction plans. Families in a nearby subdivision lack a safe route to walk/bike to school along a connecting highway & the recommendation of pursuing an easement between properties to connect to sidewalks was included in the La Crosse Bicycle/Pedestrian Advisory Committee's 2018 priority list along with other projects that benefit schools. These projects established safe routes to walk/bike & benefit all bicyclists & pedestrians. When infrastructure projects are complete Coordinators work with schools/communities to implement education & encouragement activities. Eg: 2 weekly WSB's were established after sidewalks connected to schools. Successful collaboration with a District summer school program led to bike education after bike lanes were added near a middle school. LCHD coordinates many of the proposed non-infrastructure

activities with planning, implementation & leadership from Coordinators. Strong partnerships with schools have led to many accomplishments in 2019: 17 SRTS mini-grant schools, 22 Weekly WSB's & 1 Bike Train, 40+ encouragement/educational events, 9 monthly WSB Challenges & 2 week-long walk/bike challenges (Golden Shoe/Silver Spoke-each average 500+ participants). These activities totaled 12,620 walk/bike trips to school. Parent/school concerns are addressed through partnerships with law enforcement & overtime patrolling. Surveys are collected & analyzed biannually & results are shared with schools, districts & communities. LCHD's success in establishing, maintaining & growing a robust SRTS program with solid support from schools & communities will make this project successful (growth outlined on Cost Estimate Detail). **4. Project Utility, Connectivity, SRTS:**

Increase walking/biking: Research shows SRTS strategies & bike/ped improvements increase children walking & biking to school, improve safety & reduce crashes/injuries. WSB's are strongly linked to increased walking/biking & district policies that support active transportation enhance implementation of WSB's. Local classroom surveys show increased walking on WSB days & WSB trips alone totaled 9,841 in 2019. Paid Coordinators increase effectiveness through management/coordination & programs without coordinators struggle to maintain volunteers & sustain WSB's, especially in low-income & poor infrastructure areas (What Works for Health & CDC). This project will continue to expand weekly WSB's & Bike/Scooter Trains & other encouragement activities. ***Safety problems:*** Safety problems identified in SRTS Plans, parent/stakeholder surveys & audits are addressed when schools & Coordinators advocate for infrastructure improvements, engage with law enforcement & educate youth on safe walking/biking. In 2020, Coordinators will develop quarterly educational messages that address bike/ped safety & health equity issues for events & in social media/promotional materials. ***Parental concerns:*** Top parent concerns are traffic volume & speed, distance, & safety of intersections/crossings. Concerns are addressed by: selecting WSB routes on low speed/volume streets with sidewalks, identifying convenient WSB drop-off points for families who live too far to walk, selecting WSB routes with traffic lights, crosswalks & crossing guards & utilizing overtime patrolling & portable speed signs to calm traffic. WSB's are supervised, which increases safety & reduces parental fears. Parent survey results are shared with municipalities to address infrastructure issues. ***Hazard busing & Policy:*** Some districts provide transportation to families within walkable/bikeable distances due to safety concerns & lack of walk/bike routes. For example, Holmen provides busing due to hazardous areas to elementary students >.2 miles & middle school >.5 miles. In Bangor all students are eligible for busing. As communities improve school neighborhoods, district busing may be reduced. There are no known policies limiting walking/biking in La Crosse County. ***Increased***

school commitment: LCHD will recruit new schools & strengthen commitments at schools already engaged in SRTS with this project. Engagement will grow as schools experience the benefits of encouraging walking/biking.

Drivers/Law Enforcement: Overtime patrolling near schools improves driver awareness & safe driving is encouraged through educational materials. The Sheriff's Department will use a portable speed sign, increasing law enforcement's presence in smaller/rural communities. ***Walk/bike more appealing:*** A coordinated, countywide effort brings

continuity to SRTS. Having an agency with dedicated staff encourages sharing of successes & best-practices & facilitates collaboration between schools, municipalities & partnering agencies/programs. Coordinators will enhance relationships with communities to collaborate & address engineering needs with stakeholders, making walking/biking safer & more appealing. Strengthening relationships in Onalaska, West Salem & Bangor will support improvements & may lead to updated SRTS Plans. Walking/biking will become more appealing by expanding encouragement & education opportunities that make children confident in their skills & excited to walk/bike to school. Enforcement strategies calm traffic near schools, creating an environment with reduced traffic congestion, increasing the appeal to walk/bike. Routinely evaluating parent, administrator & community concerns ensures issues impacting

walking/biking are addressed. **5. Project Benefit:** Reduced vehicle emissions from more walk/bike trips improves air quality, benefitting the *environment*. SRTS improvements near schools encourage walking/biking, increase physical activity, *improve safety* for children & other vulnerable users & reduce injuries for all bicyclists & pedestrians,

benefitting *public health*. *Economic Justice* benefits are achieved by working to improve bike/ped accessibility at all schools. Partnerships are developing with human services staff working in low-income neighborhood to identify opportunities/needs for bike/ped education. Coordinators have identified strategies to incorporate a health equity lens & enhance LCHD's SRTS program. Coordinators *improve safety* by assessing parent & administrator concerns &

working with partners to identify & implement strategies to address concerns such as those listed on A-3. Effective bike/ped education can help prevent the most common crashes & *improve safety*. A goal of SRTS is to improve neighborhoods by working with communities to address school needs, especially in areas where bike/ped crashes involving children have been documented. SRTS Plans make recommendations for addressing major crossings, lack

of facilities/connectivity & unsafe conditions. Parent surveys identify areas of concern for those not walking/biking & those who do. **6. Capitalizing on existing projects:** This project will capitalize on accomplishments achieved in projects 1009-00-67/73 & 1009-01-03/04 which will include advocating for improvements near schools & allow

LCHD to continue supporting SRTS non-infrastructure projects & addressing infrastructure needs.

La Crosse County --School Demographics Attachment 1

School	Popul ation	Grade of School (with PreK)	Estimated # of students who walk	Estimated # of students who bike	Distance eligibility for riding a bus	# of students not eligible for busing	# of students eligible for hazard busing	% of students living within 1 mile	% of students living within 2 miles	% eligible for free/ reduced meals
1. Evergreen Elem	371	K-5	18 (5%)	8 (2%)	.2 miles	24 (6%)	162 (44%)	137 (37%)	293 (79%)	29%
2. Prairie View Elem	465	K-5	4 (.9%)	4 (.9%)	.2 miles	18 (4%)	70 (15%)	47 (10%)	159 (34%)	15%
3. Sand Lake Elem	393	K-5	7 (2%)	13 (3%)	.2 miles	16 (4%)	136 (35%)	51 (13%)	165 (42%)	30%
4. Viking Elem	450	K-5	55 (12%)	50 (11%)	.2 miles	27 (6%)	252 (56%)	171 (38%)	342 (76%)	28%
5. Holmen Middle	894	6-8	88 (10%)	50 (6%)	.5 miles	21 (2%)	281 (31%)	152 (17%)	411 (46%)	25%
6. West Salem Elem	730	PK-5	100 (14%)	32 (4%)	2 miles	171 (23%)	190 (26%)	161 (22%)	343 (47%)	32%
7. West Salem Middle	585	6-8	Unknown	Unknown	2 miles	161(28%)	146 (25%)	199 (34%)	333 (57%)	33%
8. Bangor Elem	285	PK-5	25 (9%)	10 (4%)	None	0	30 (11%)	10 (3.5%)	20 (7%)	35%
9. Bangor Middle	140	6-8	15 (7%)	5 (4%)	None	0	15 (11%)	10 (7%)	15 (11%)	30%
10. Northside Elem/Coulee Montessori	488	PK-5	98 (20%)	20 (4%)	2 miles	372 (76%)	0	317 (65%)	372 (76%)	76%
11. Hamilton/SOTA I Elem	282	PK-5	59(21%)	8 (3%)	2 miles	229 (81%)	0	162(57%)	229 (81%)	54%
12. State Road Elem	284	PK-5	24 (9%)	11 (4%)	2 miles	194 (68%)	0	105 (37%)	194 (68%)	44%
13. Longfellow Middle /Design Institute	563	6-8	Unknown	Unknown	2 miles	323 (57%)	0	184 (33%)	323 (57%)	35%
14. Logan Middle	453	6-8	151 (36%)	14 (3%)	2 miles	346 (76%)	0	264 (58%)	346 (76%)	52%
15. Lincoln Middle /Montessori Middle/SOTA II	367	6-8	Unknown	Unknown	2 miles	269 (73%)	0	180 (49%)	269 (73%)	37%
16. Hintgen Elem	300	PK-5	21 (7%)	2 (.7%)	2 miles	218 (73 %)	0	151 (50%)	218 (73%)	60%
17. Summit Elem	338	PK-5	15 (5%)	3 (.1%)	2 miles	205 (47%)	45 (13%)	107 (32%)	205 (61%)	47%
18. Spence Elementary	370	PK-5	44 (12%)	11 (3%)	2 miles	307 (83%)	0	198 (54%)	307 (83%)	53%
19. Emerson Elem	338	PK-5	42 (12%)	6 (2%)	2 miles	309 (91%)	0	152 (45%)	309 (91%)	37%
20. North Woods Elem	342	PK-5	Unknown	Unknown	2 miles	52 (15%)	0	45 (13%)	52 (15%)	55%
21. Southern Bluffs Elem	328	PK-5	10 (3%)	13 (4%)	2 miles	162(49%)	0	51 (16%)	162 (49%)	31%
22. Northern Hills Elem	519	PK-5	93 (18%)	25 (5%)	2 miles	446 (86%)	164 (32%)	334 (64%)	446 (86%)	41%
23. Irving Pertzsch Elem	419	PK-5	54 (13%)	25 (6%)	2 miles	388 (93%)	179 (43%)	269 (64%)	388 (93%)	38%
24. Onalaska Middle	699	6-8	Unknown	Unknown	2 miles	471 (67%)	309 (44%)	251 (36%)	471 (67%)	27%
25. Eagle Bluff Elem	546	PK-5	11 (2%)	16 (3%)	2 miles	227 (42%)	546 (100%)	49 (9%)	227 (42%)	22%

School	Population	Grades of School (without PreK)	Estimated # of students who walk	Estimated # of students who bike	Distance eligibility for riding a bus	# of students not eligible for busing	# of students eligible for hazard busing	% of students living with 1 mile	% of students living within 2 miles	% eligible for free/reduced meals
26. Cathedral Elem	151	PS3-2	5 (3%)	10 (6%)	2 miles	Unknown	Unknown	32 (21%)	59 (39%)	8%
27. Mt. Calvary-Grace	86	PK3-8	8 (9%)	2 (2%)	2 miles	82 (95%)	Unknown	17 (20%)	43 (50%)	14%
28. Aquinas Middle	159	7-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
29. Blessed Sacrament	196	3-6	35 (18%)	20 (10%)	2 miles	156 (80%)	0	30 (15%)	40 (20%)	10%
30. Faith Baptist	14	3-12	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
31. 1 st Evangelical Lutheran	109	PK-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
32. Immanuel Lutheran	51	K-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
33. Providence Academy	108	PK-12	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
34. St. Paul's Onalaska	170	PK-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
35. St. Patrick's Onalaska	168	PK-6	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
36. Christ St. Johns	90	PK-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
37. Coulee Region Christian	172	PK-12	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
38. St. Paul's Bangor	53	PK-8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

1. **Does the school have any policies related to walking or biking?** Safe Routes to School language has been incorporated into all school district wellness policies with the exception of the School District of Bangor. Schools participating in the Safe Routes to School mini-grant program are encouraged to include and/or update walking and biking information along with Walking School Bus information in parent/student handbooks.

Notes:

2. Safe Routes to School activities target Kindergarten-8th grade schools, but some demographic information may include Pre-K.
3. When possible, walk/bike estimates are reported using Classroom Travel Surveys. If surveys are not available, schools/district are asked for estimates.
4. When school population totals and Free and Reduce percentages were not provided, www.NCES.ed.gov was used to obtain the information.
5. Safe Routes to School staff will work with schools to collect missing or unknown data once the school enlists in the Safe Routes to School program.



RESOLUTION # 59-2/20

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

ITEM # 2-9
BOARD ACTION

Adopted:
For: 24
Against: 1
Abstain: 1
Abs/Excd: 5
Vote Req: 1
Other Action: 1

HEALTH AND HUMAN SERVICES COMMITTEE ACTION

Adopted:
For: 9
Against: 0
Abstain: 0
Abs/Excd: 0

EXECUTIVE COMMITTEE ACTION

Adopted:
For: 9
Against: 0
Abstain: 0
Abs/Excd: 0

RE: AUTHORIZING APPLICATION FOR STATE FUNDING FOR THE COUNTY-WIDE SAFE ROUTES TO SCHOOL PROGRAM FOR FISCAL YEAR 2022 THROUGH 2024

WHEREAS, nationally, 17% of children ages 2-19 and 31.2% of Wisconsin adults are obese, which contributes to increased development of chronic disease and reduced life expectancy; and,

WHEREAS, the La Crosse County Safe Routes to School Program increases physical activity among K-8th grade children & families by encouraging safe and active commuting to and from school; and,

WHEREAS, the La Crosse County Safe Routes to School Program and partner organizations including public and private school districts and communities, (La Crosse, Onalaska, Holmen, West Salem and Bangor), Gundersen Health System, Urban Connections, the Wisconsin Bike Fed, law enforcement agencies and community groups such as the Safe Kids Coalition of the Coulee Region, Holmen Safe Routes to School Task Force, and the Healthy Living Collaborative, positively impact approximately 8,000 students and their families; and,

WHEREAS, from 2007 to 2017, approximately \$900,000 in grant funding was awarded to La Crosse County from the Wisconsin Department of Transportation's Safe Routes to School program for implementation of Safe Routes to School non-infrastructure activities, with no required match; and,

WHEREAS, from 2018-2019 approximately \$217,318 in grant funding was awarded to La Crosse County from the Wisconsin Department of Transportation's Safe Routes to School program for implementation of Safe Routes to School non-infrastructure activities, including \$43,464 required 20% match; and,

WHEREAS, funding for Safe Routes to School non-infrastructure activities will sustain the program from 2020-2022 at approximately \$453,007 through the Wisconsin Department of Transportation's Transportation Alternative Program (TAP), including \$90,601 required 20% match;

NOW THEREFORE BE IT RESOLVED, that the County Board of Supervisors hereby supports the La Crosse County Transportation Alternatives Program's application for funding in the amount of \$345,585 (80% from the state and 20% local match of \$69,117) for state fiscal year 2023 and 2024 in order to continue providing this service to schools, children and families in La Crosse County.

FISCAL NOTE: Acceptance of this grant will require a 20% match of \$69,117 to be levied as part of the 2022, 2023, and 2024 budgets (state fiscal year 2023 and 2024).

Date: February 10, 2020

[Signature]
COMMITTEE CHAIR

[Signature]
RECORDING CLERK

Date: February 11, 2020

[Signature]
COMMITTEE CHAIR

[Signature]
RECORDING CLERK

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

Requested By: Jen Rombalski
Date Requested: January 20, 2020
Drafted By: Corporation Counsel

Adopted by the La Crosse County Board this 20 Day of February, 2020

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 20th day of February 2020.

[Signature]
Ginny Dankmeyer, La Crosse County Clerk

Improving Health, Safety and Transportation

What is Safe Routes to School (SRTS)?

SRTS is a program designed to make walking and biking to school safer and more accessible for children and youth, with the goal of increasing walking/biking to school. An equitable approach is used in six focus areas to ensure program success.

Planning efforts identify issues related to walking/biking to school and determine appropriate recommendations to address the identified concerns.

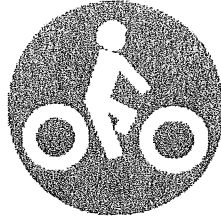
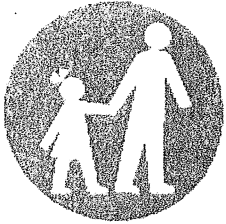
Engineering strategies are physical changes to the environments near schools which improve safety and support walking and biking. Examples include: adding sidewalks and bike lanes, new signage to slow traffic, and crossing improvements.

Encouragement activities make walking & biking to school exciting and fun. These activities work to build enthusiasm among children and parents, and engage community members in SRTS efforts.

Education strategies focus on informing students, parents, and the community of safe bicycle & pedestrian habits and promote the benefits of walking and biking.

Enforcement efforts focus on partnerships with local law enforcement to provide a presence near schools in an effort to deter unsafe behaviors and encourage all users to share the road and travel safely.

Evaluation activities support collecting and analyzing of data to ensure SRTS is meeting the needs of schools and communities. Evaluation also measures program impact.



La Crosse County Safe Routes to School

(est. 2007)

The SRTS program reaches over 8,000 students & family members through:

- School SRTS Liaisons, designated through the SRTS mini-grant program
- Bicycle/pedestrian education & bike helmet distribution at schools/events
- Weekly supervised Walking School Buses & Bike Trains
- Walk to School Day, Bike to School Day & other annual events
- Week-long Walk & Bike to School Challenges
- Partnerships with law enforcement agencies to provide overtime patrolling near schools
- Collaboration with communities to address concerns related to walking & biking, identified in annual parent/guardian surveys

Several communities in La Crosse County have benefitted from SRTS grants to make neighborhood improvements.

Benefits of SRTS

Children who walk/bike to school

- Arrive alert & ready to learn,
- Learn to navigate traffic safely and
- Contribute to improved air quality near schools.

Walking/biking to school

- Reduces traffic congestion,
- Improves air quality and
- Improves conditions for walking and biking.

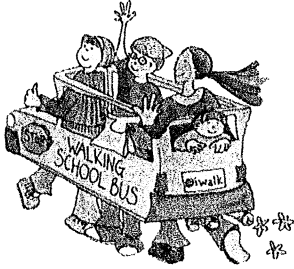
Safe Routes to School programs enhance the health and well-being of the community!



Mini-grant Participation & Walking School Bus Routes

A Walking School Bus (WSB) is when adult volunteers walk kids to school along a set route, picking others up along the way. The WSB addresses a common concern of children walking alone.

School Year	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Fall 2019
Participating Schools	0	3	3	3	13	13	13	12	12	12	14	14	15	17
Walking School Bus routes	0	4	3	3	11	13	12	12	13	18	19	20	21	22



Success on the Move

Walking & biking to school is associated with overall higher levels of physical activity.

Participating schools reported **12,625** walking & biking trips in 2019.

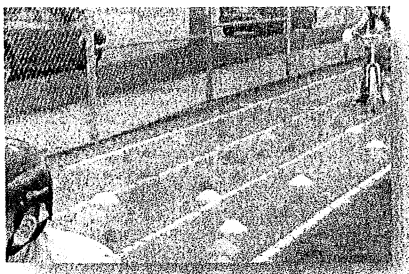
Each trip averages 15 minutes, which totaled **189,375 minutes** or **3,156 hours** of physical activity in 2019!

Bike Helmet Education

Bicycle helmet distribution and education is important in encouraging safe bicycle riding. Since 2011, over **2,750** bike helmets have been distributed in La Crosse County.

Jell-O brains and eggs are used to

demonstrate how helmets protect the brain.



Bicycle Rodeo Course



Golden Shoe Award



Bike Helmets for Distribution

Visit www.saferoutesinfo.org & www.saferoutespartnership.org for more information on Safe Routes to School.

AGENDA ITEM NUMBER: _____
MEETING DATE: _____

REPORT TO THE HEALTH & HUMAN SERVICES BOARD

DEPARTMENT: Health Department X INFORMATION/DISCUSSION

SECTION: Health Education Division

SUBJECT: Resolution Supporting Application for
Funding for the Transportation
Alternatives Grant (County-Wide Safe
Routes to School Program) from July 1,
2022 – June 20, 2024

PREPARED BY: Paula Silha, Health Education Manager FILING ID: _____

REVIEWED BY: Jen Rombalski, Health Dept. Director IMPLEMENTATION DATE: _____

Background:

The La Crosse County Health Department has been a successful recipient of Safe Routes to School (SRTS) Funding through the WI Department of Transportation’s Transportation Alternative (TAP) grant program since 2007. In 2019, the SRTS program was operating at 30 of 38 La Crosse County public and private elementary and middle schools and serves approximately 8000 students and family members. LCHD is applying for funding to support continuation of the SRTS program with this resolution. This funding proposal requires a 20% match to the funding award. Proposals submitted in 2014, 2016, and 2018 also required the 20% match and were approved by the La Crosse County Board. TAP requires record of local support for match by the proposed recipient of funding by April 2020 for the grant submission. Grant match is a cash match, in-kind match is not allowed. Examples of match include cash funding for bike helmets donated by area businesses for SRTS student use, cash funding donated for incentives for students participating in the SRTS program, printing funds toward educational materials by participating schools promoting safe biking and walking, local grants or funding that support safe walking or biking by students and additional law enforcement patrolling costs associated with biking and walking environments beyond that included in the grant proposal.

Action Requested: The Health Department is seeking approval from the La Crosse County Health and Human Services Board and the La Crosse County Board of Supervisors for a resolution to support the application for the Transportation Alternatives Grant which funds the La Crosse County Safe Routes to School program. This resolution gives approval for the submission of the La Crosse County Health Department grant proposal in the amount of \$345,585, which includes \$69,117 as 20% match should the Department be successful in its grant request.

Mandated Program: No
Tax Levy: 20% match up to \$69,117, over the 2-year funding period. Match also can include Indirect funds included in the proposal which support SRTS staff in coordinating grant billing. The Health Education Manager provides grant oversight and staff supervision for SRTS staff.
Population Targeted: Families with school age children (11,383) attending public and private schools in La Crosse County.
Number of People Served: 8000 children and families, La Crosse County residents
Essential Public Health Service: Yes (#1) Monitor health status to identify community health problem, (#3) Inform, educate and empower people about health issues, (#4) Mobilize community partnerships to identify and solve health problems. (#5) Develop policies and plans that support individual and community health efforts.
Wisconsin 2020 Public Health Objective: Yes, Physical Activity Focus Area, Objective 13- Increase the proportion of trips made by walking, Objective 14 - Increase the proportion of trips made by bicycling and Injury and Violence Prevention Focus Area, Objective 18- Reduce pedestrian deaths on public roads, Objective 19 -Reduce nonfatal pedestrian injuries on public roads and Objective 20-Reduce pedal cyclist deaths on public roads.