



# 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: **La Crosse River Bicycle/Pedestrian Bridge**

Describe location, boundaries and length of the project: **The project would be located within state highway right-of-way adjacent to STH 16 in the Village of West Salem. It would connect the existing STH 16 trail terminus west of the La Crosse River via a bridge over the river to CTH VP in Veteran’s Park. The existing STH 16 Trail parallels STH 16 on the south between Landfill Rd in Onalaska and the La Crosse River in West Salem. The project is estimated to be 700 feet.**

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: **Highway Commissioner** Street Address: **301 Carlson Rd**  
Phone: **(608)786-3810**  
Municipality: **West Salem** State: **WI** Zip: **54669**

#### Secondary E-mail:

#### 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 is project priority #3 for La Crosse County. 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 La Crosse River Bicycle/Pedestrian Bridge Project is one of three critical gaps in what is planned to be a continuous off-road shared-use path about 9 miles long 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, over the La Crosse River, and into the Village of West Salem. The bridge project involves constructing a standalone bicycle and pedestrian bridge over the La Crosse River adjacent to and within STH 16 right-of-way in the Village of West Salem. The bridge will connect CTH VP (the park road for Veteran's Park) to the existing STH 16 trail, which was constructed in 2016 on the south side of STH 16 between Landfill Rd in Onalaska and the La Crosse River in West Salem as part of the WisDOT project to widen STH 16 to four lanes (ID numbers: 7570-02-02, 27, 28, 41, 42, 43, 44, 77). CTH VP is intersected by an existing Village trail that connects Veteran's Park and the West Salem street network. Because the STH 16 river span (bridge # B320154) was not reconstructed as part of the 2016 state project, it maintains only a narrow, 3-foot shoulder that is insufficient to safely accommodate one-way much less two-way bicycle and pedestrian travel. STH 16 through this corridor is a 4-lane, high-speed (55 mph) facility. The existing trail was constructed on the south side of STH 16 and terminated at the river with anticipation that a bridge would be constructed in the future. The bridge project along with the STH 16 Trail Connection project submitted

in another TAP application are key components in a regional bicycle route connecting the City of La Crosse, the City of Onalaska, and the Village of 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: 2016

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

Describe: Expand to four lanes; shared-use path constructed on south side of STH 16 and terminated at the La Crosse River

### 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:

### 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://wisconsin.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://wisconsin.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](mailto: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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments: <b>Bridge over La Crosse River</b>			
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

Yes  No  Not Investigated

Comments:

Through/adjacent to tribal land

Yes  No  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: 3 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%)	<b>\$528,000</b>
Local Share of the Participating Construction Cost (20%)	<b>\$132,000</b>
Non-Participating Construction Cost (100% Local)	\$
<b>A. Subtotal Construction Costs</b>	<b>\$660,000</b>
<b>B. State Review for Construction</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>10 %</b> <b>\$66,000</b>
<b>Construction with State Review Cost Estimate</b> (sum lines A and B)	<b>\$726,000</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

<b>A. Plan Development</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>12 %</b> <b>\$79,200</b>
<b>B. State Review for Design</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>4 %</b> <b>\$26,400</b>
<b>Design with State Review Cost Estimate</b> (sum lines A and B)	<b>\$105,600</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) \$

**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:

# La Crosse River Bicycle/Pedestrian Bridge Project – TAP Narrative Questions 1-6

## 1. Project Description and Overview

The La Crosse River Bicycle/Pedestrian Bridge Project is one of three critical gaps in what is planned to be a continuous off-road shared-use path about 9 miles long 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, over the La Crosse River, and into the Village of West Salem. The bridge project involves constructing a standalone bicycle and pedestrian bridge over the La Crosse River adjacent to and within STH 16 right-of-way in the Village of West Salem. The bridge will connect CTH VP (the park road for Veteran’s Park) to the existing STH 16 trail, which was constructed in 2016 on the south side of STH 16 between Landfill Rd in Onalaska and the La Crosse River in West Salem as part of the WisDOT project to widen STH 16 to four lanes (ID numbers: 7570-02-02, 27, 28, 41, 42, 43, 44, 77). CTH VP is intersected by an existing Village trail that connects Veteran’s Park and the West Salem street network. Because the STH 16 river span (bridge # B320154) was not reconstructed as part of the 2016 state project, it maintains only a narrow, 3-foot shoulder that is insufficient to safely accommodate one-way much less two-way bicycle and pedestrian travel. STH 16 through this area is a 4-lane, high-speed (55 mph) facility. The existing trail was constructed on the south side of STH 16 and terminated at the river with anticipation that a bridge would be constructed in the future. The bridge project along with the STH 16 Trail Connection project submitted in another TAP application are key components in a regional bicycle route connecting the City of La Crosse, the City of Onalaska, and the Village of West Salem.

## 2. Project Planning & Preparation & Local Support

### *Project planning and Preparation*

During the scoping and planning phases of the WisDOT STH 16 reconstruction project (completed in 2016), La Crosse County, La Crosse Area Planning Committee (the Metropolitan Planning Organization), communities, and WisDOT staff conducted meetings to discuss a trail along STH 16 between Onalaska and West Salem, including how to get bicyclists and pedestrians over the La Crosse River into West Salem. Although the WisDOT project ended at the river, as does the multiuse path constructed as part of the project, the County, the LAPC, and the Village of West Salem are committed to establishing a bridge crossing to complete this key connection.

### *Local Support*

In 2018, a TAP application was submitted for the project by La Crosse County, 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 Village of West Salem adopted resolution at their December 3, 2019 Village Board meeting in support of the bridge 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 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 included 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 La Crosse River Bicycle/Pedestrian Bridge has been planned since the completion of the 2016 WisDOT project that widen STH 16 to four lanes and the existing trail was constructed. The WisDOT project limits ended at the west side of the bridge and did not include the bridge being reconstructed to safely accommodate multimodal

traffic. WisDOT region staff have been consulted regarding the project and no issues, obstacles or delays are anticipated. The ability to complete the bridge project in a timely fashion will be aided by the location being within existing State highway right-of-way. The project will require a state/municipal agreement to occupy the right-of-way. 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 continued commitment to multi-modal.

#### **4. Project Utility & Connectivity**

##### *Project Serves Utilitarian Purposes*

Utilitarian purposes will be greatly enhanced by this project by providing a safe off-road connection between existing multi-use trail infrastructure. Currently, the STH 16 trail terminates at the La Crosse River in the Village of West Salem. It has no connection to STH 16 and the STH 16 bridge over the La Crosse River, which is a four-lane state highway with a speed limit of 55 mph. The STH 16 bridge over the river has no functional shoulder on which bicyclists and pedestrians can travel. Because of this lack of safe infrastructure, residents from the Settlement and Briarcliffe subdivisions (within one mile of the proposed bridge location) have no alternative but to travel by motor vehicle to West Salem. With the bridge project completed, utilitarian opportunities for bicycling will increase as the connection between the Village of West Salem and the City of Onalaska (employment/retail area) will be completed.

##### *Project Connects Land Uses*

Transportation connectivity will be greatly enhanced by this project as the bridge will provide a safe connection to Veteran's Park and the La Crosse River State Trail and to the West Salem street network, bike lane network, business park, downtown, schools, and public library.

##### *Project Fills a Multimodal Gap*

When this bridge project is completed along with the STH 16 trail connection (additional TAP grant application) a continuous off-road shared-use path of approximately 9 miles long along STH 16 between the City of La Crosse and the Village of West Salem will be completed. The communities will no longer be connected by just a vehicular facility, but by a bike/pedestrian multi-use facility. In addition, parts of the 9-mile long trail corridor are 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.



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

### *Environmental Benefit*

The project will produce environmental benefits as a mode shift from car travel to biking and walking for residents of the Settlement and Briarcliffe subdivisions is anticipated. The residential subdivisions are to the west and within one mile of the proposed project. The project will provide access to Veteran's Park and campground as well as the La Crosse River State Trail via a County trail connecting the southern end of CTH VP to the State Trail.

### *Public Health Benefit*

The construction of the bridge project will aid in eliminating a trail segment gap in the 9-mile shared-use path along STH 16 connecting the City of La Crosse and the Village of West Salem. Such a continuous shared use path connecting many uses (including recreational) will provide people with walking and biking opportunities leading to a healthier lifestyle.

### *Safety Benefit*

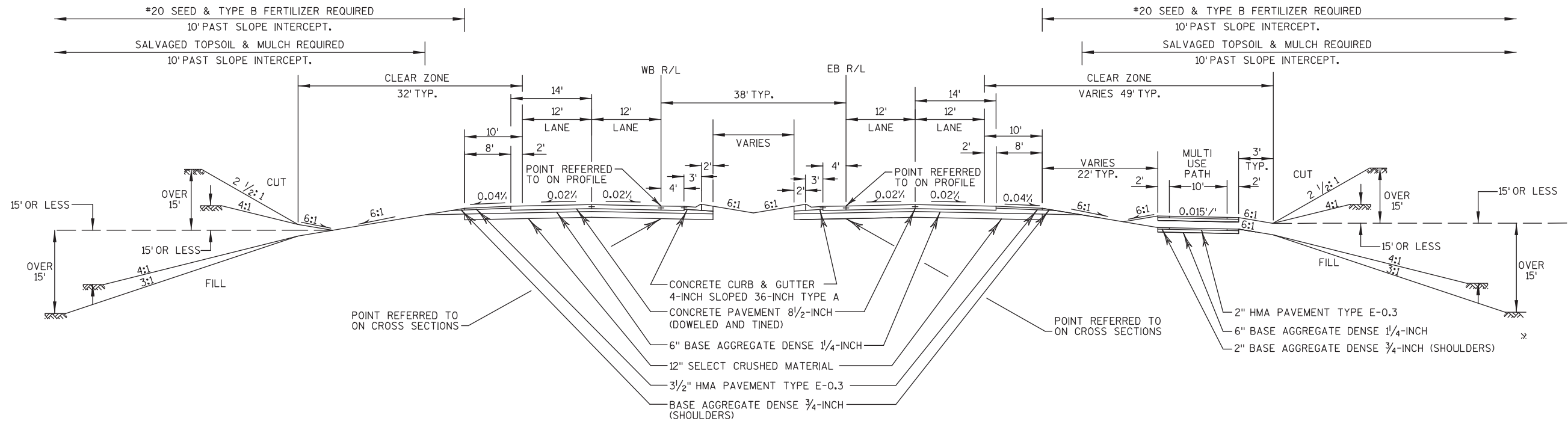
The safety benefits include a safe crossing of the La Crosse River separated from STH 16, which is a high-speed (55 mph), divided highway, with traffic volumes exceeding 13,000 (AADT date of 6/16/2014). When this project is completed along with the STH 16 trail connection, a continuous off-road shared-use path of approximately 9 miles long along STH 16 from La Crosse the Village of West Salem will be completed keeping bicyclists and pedestrians off the 4-lane, high-speed STH 16 facility. In addition, this project will also address a safety barrier of regional concern as it is anticipated that the 9-mile shared-use facility will be designated a regional bicycle route by the LAPC's Committee on Transit and Active Transportation.

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

This project will connect to the existing trail into Veteran's Park from the Village of West Salem (from the east) to the STH 16 trail component terminated at the La Crosse River during the STH 16 expansion project (Project IDs: 7570-02-02, 27, 28, 41, 42, 43, 44, 77) in 2016.

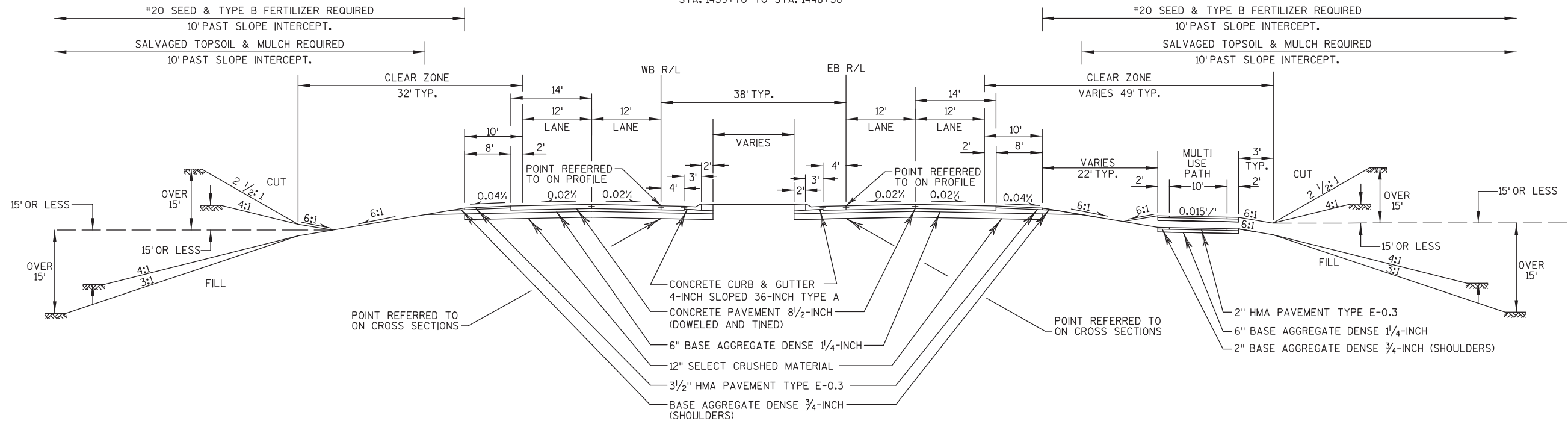
# La Crosse River Bicycle/Pedestrian Bridge Project Location Map





TYPICAL FINISHED SECTION

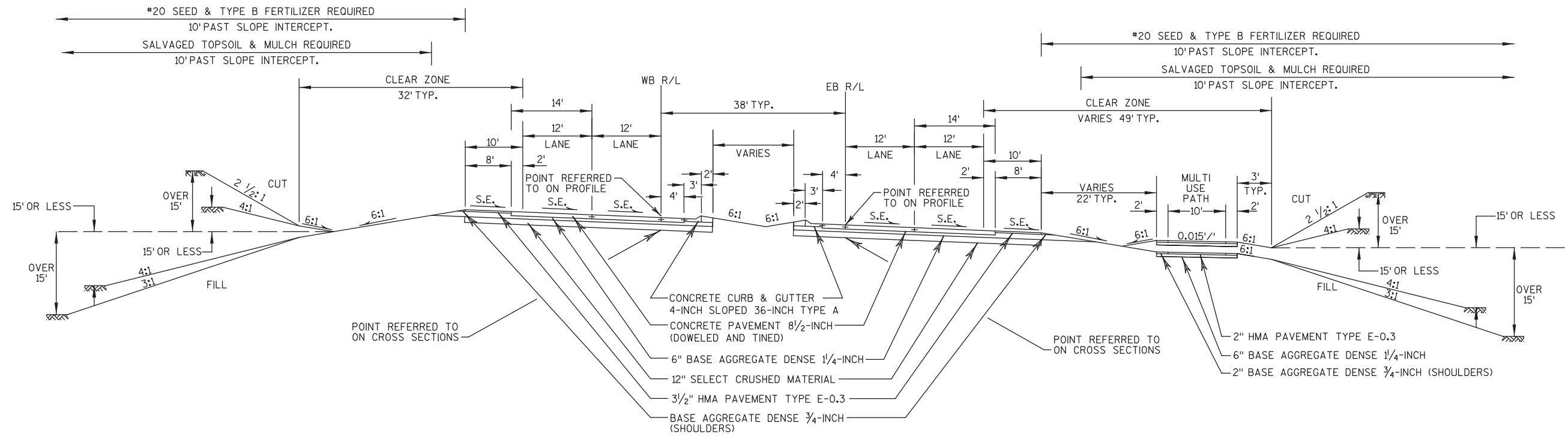
STA. 1318+24 TO STA. 1327+46  
 STA. 1353+74 TO STA. 1355+50  
 STA. 1363+50 TO STA. 1367+75  
 STA. 1388+00 TO STA. 1391+65  
 STA. 1394+60 TO STA. 1402+42  
 STA. 1420+98 TO STA. 1423+76  
 STA. 1431+83 TO STA. 1433+05  
 STA. 1439+70 TO STA. 1448+38



TYPICAL FINISHED SECTION

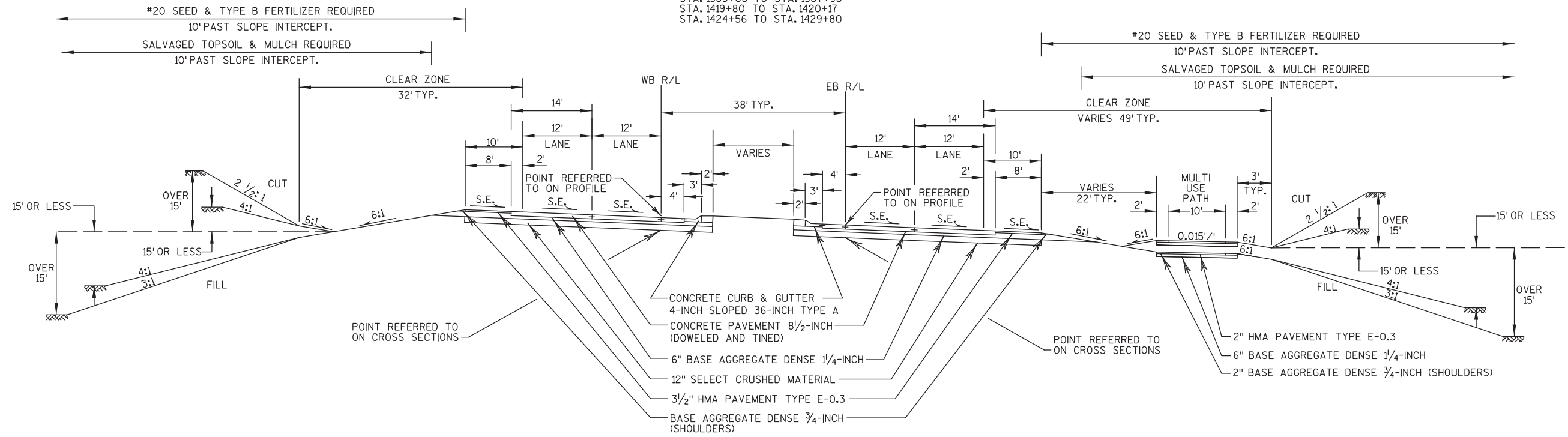
STA. 1393+37 TO STA. 1394+60  
 STA. 1402+42 TO STA. 1403+64  
 STA. 1410+84 TO STA. 1411+32





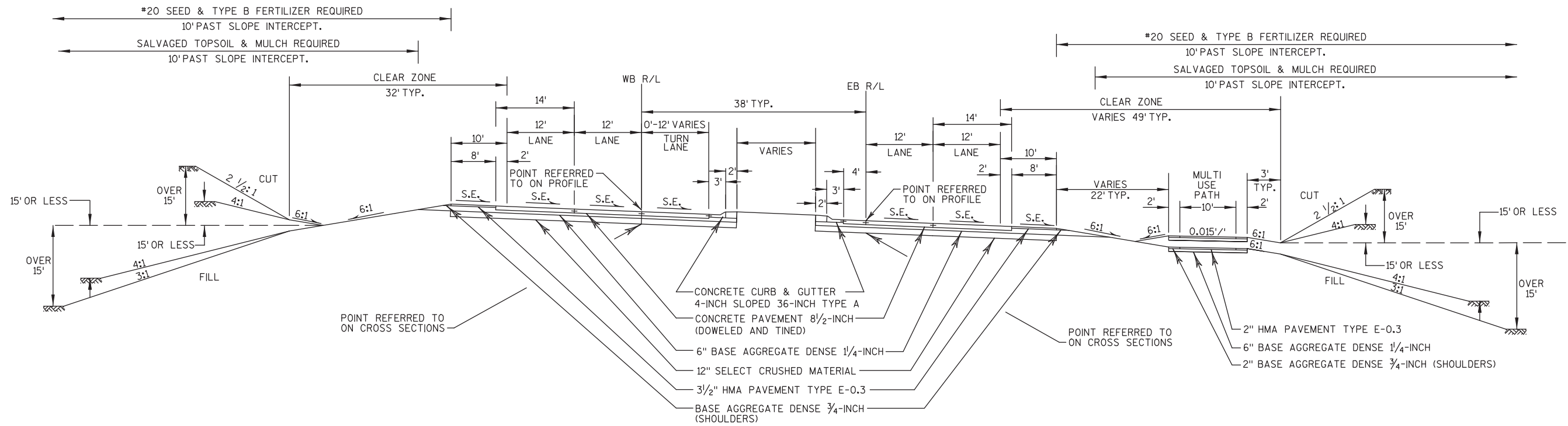
TYPICAL FINISHED SECTION

STA. 1341+13 TO STA. 1353+74  
 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

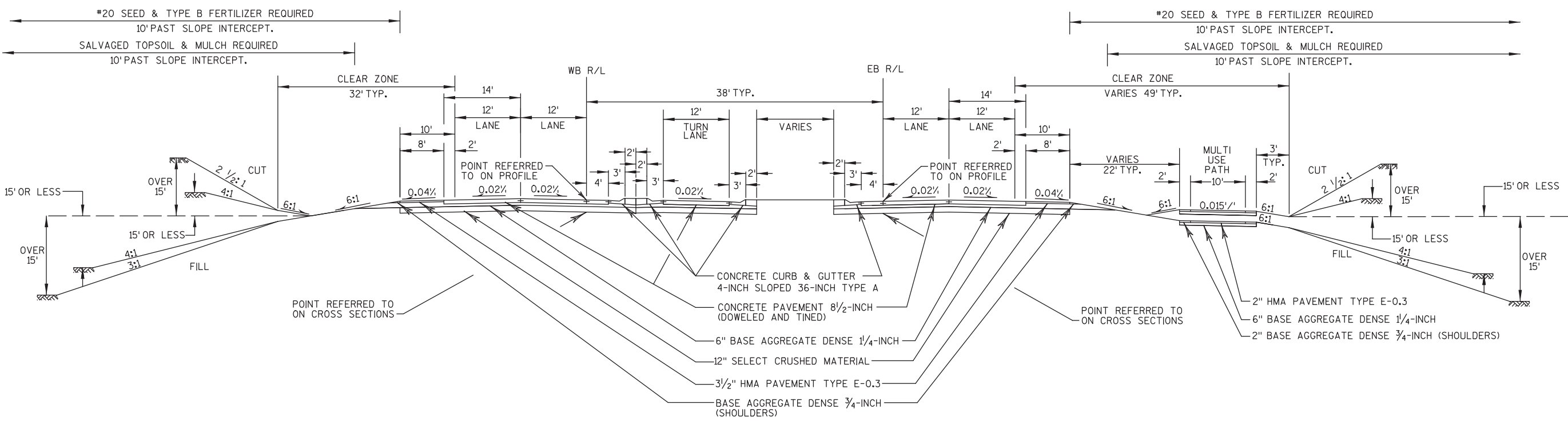


TYPICAL FINISHED SECTION

STA. 1367+75 TO STA. 1368+55  
 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 # 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 19<sup>th</sup> 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

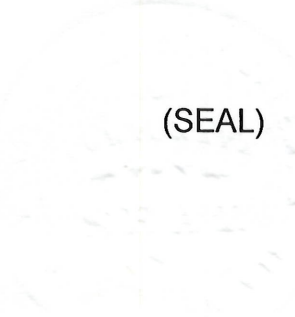
**WHEREAS**, West Salem is a member of the La Crosse Area Planning Committee (LAPC), Metropolitan Planning Organization, which has approved the 2035 Coulee Region Bicycle Plan recommending a continuous off-road facility along State Highway 16 between La Crosse and West Salem; and

**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 3<sup>rd</sup> day of December, 2019.



*Dennis Manthei*

\_\_\_\_\_  
Dennis Manthei, Village President

(SEAL)

*Teresa L. DeLong*

\_\_\_\_\_  
Teresa L. DeLong, Village Administrator