



Transportation Alternatives Program (TAP) Web

Application 000079

Title: Ranger Drive Active Transportation Enhancements

Sponsor: 32246 - CITY OF LA CROSSE

Program Cycle: 2026-2030 TAP Cycle

(generated 10/31/2025 at 12:40:58 PM)

**Respond to the following questions to identify your application type:**

Check the primary location of your project below (Select **only one** option below)

NOTE: If located primarily within a TMA area, select the appropriate TMA from the list.

- Rural** (Population **less than 5,000**)
- Urban** (Population **5,000 - 49,999**)
- Urban Metropolitan Planning Organization (MPO)** (Population **50,000 - 199,999**)

MPO Name*
La Crosse Area Planning Committ
ee (La Crosse) ▼

- Urban Transportation Management Area (TMA)** (Population **200,000 or greater**)
 - Appleton, WI
 - Green Bay, WI
 - Madison, WI
 - Milwaukee, WI
 - Round Lake Beach - McHenry - Grayslake, IL - WI

Project Applicant Information



Sponsor (Sub-Entity)*
32246 - Municipality - CITY OF LA CROSSE

Project Sponsor UEI #
69-036-0989-000

Primary Applicant Agency Contact Information: Same as Applicant

IMPORTANT: Contact listed here must represent the agency who is beholden to the federal grant.

Name* Jenna Dinkel		Title* Local Sponsor	
Street Address* 400 La Crosse St		Phone* (608) 789-8676	
Municipality* La Crosse	State* Wisconsin	ZIP* 54601	
Email* dinkelj@cityoflacrosse.org			

Secondary Applicant Agency or Private Organization Contact Information (if applicable):

NOTE: Contact WisDOT if your proposal includes ineligible entities or public-private partnerships.

Organization / Agency Name		- Select -	
Name		Title	
Street Address		Phone	
Municipality	State	ZIP	
Email			

Head of the Local Public Sponsor Agency or Private Organization Contact Information: Same as Primary Applicant Contact

Sponsor (Same as above) Municipality - CITY OF LA CROSSE			
Name* Shaundel Washington-Spivey		Title* Mayor	
Street Address* 400 La Crosse St		Phone* (608) 789-7500	
Municipality* La Crosse	State* Wisconsin	ZIP* 54601	
Email* washingtonspiveys@cityoflacrosse.org			



Project Title: *

Ranger Drive Active Transportation Enhancements

Activity Questionnaire:

Using the fields below, identify your project type:

- Bicycle-Pedestrian (BP)
 - Planning Study Infrastructure
- Construction of Turnouts, Overlooks, and Viewing areas (TOV)
- Historic Preservation and rehabilitation of historic transportation facilities (HP)
- Safe Routes to School (SRTS)
 - Planning Study In-School Programing Infrastructure

Please Note: Applicants proposing a project within the SRTS eligibility category MUST complete the "School Demographics" and "Safe Routes to School Plan" sections.

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

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

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

Name of the road or street*

Ranger Drive

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 (FDM).

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

Enter Project Owner and Construction Schedule here.

If yes, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs

Provide Additional Detail Here

Will any exceptions to standards be requested? Yes No

Brief description

Rail Facilities:

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

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

Will an easement from the Office of the Commissioner of Railroads (OCR) be required? Yes No

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

Specify*

Speeding traffic in school area and inattentive driving noted in this area. 12 crashes on roadway in the past 5 years.

(Consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Location

County(ies)*

La Crosse

Statewide

Region*

Southwest Region

Census Tract Number(s)

Census Tracts 1 and 2

-- Select --

Parallel

Municipality or Census Designated Place*
La Crosse

Describe location and boundaries:*

Ranger Drive from George to Gillette Street.

Project Length
.43 miles

Street Address of Project (if located on a highway or road)
1500 Ranger Drive

Identified Planning

If you have more than one link to include, please select "Yes" on the "Is the project identified in any other planning document?" question.

Is the project identified in a long-range transportation plan?

Yes No

If yes, link to plan*
<https://lacrossecounty.org/docs/default-source/met>

Is the project identified in a bicycle-pedestrian plan?

Yes No

If yes, link to plan*
<https://www.cityoflacrosse.org/home/showpublishedd>

Is the project identified in an outdoor recreation plan?

Yes No

If yes, link to plan

Is the project identified in a comprehensive plan?

Yes No

If yes, link to plan

Is the project identified in any other planning document?

Yes No

If yes, link to plan*
<https://www.cityoflacrosse.org/home/showpublisheddocument/5423/637642787280470000>

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

Describe:

0 / 2,000 Characters

Brief Project Summary



Provide a brief project summary in the field below. This information should adequately describe the scope of your project but should not be as detailed as the Narrative Response – Question #1.

Ranger Drive is a vital connection through La Crosse's Northside. The road sees significant multimodal traffic throughout the day as it stretches from the La Crosse Boys and Girls Club to Logan High School and serves as a connection to the northside neighborhood. As it stands, Ranger Drive creates an unfriendly environment for alternative modes of transportation with an approximately 5-foot street-level bike lane (including the curb), missing sections of sidewalk, and a long stretch of road without enhanced crossings for pedestrians. This project proposes to elevate the multimodal experience on Ranger Drive with protected bike facilities, filling sidewalk gaps, and including two rectangular rapid flashing beacons for designated crossings.

748 / 750 Characters



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 - Project would go beyond community enhancement to address specific "communities of concern," including elderly, disabled, minority, and low-income population. The project is within ½ mile of affordable housing complex(es). The project improves low-income access to transit, jobs, education, and essential services.

SAFETY

This project contains or addresses:

- Collision data
- Lack of adequate safe crossing or access
- Lack of separated facility
- High speed / volume
- Provides sidewalks 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.)

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.



PLEASE NOTE: It is recommended that local funds be used to acquire right of way. WisDOT recommends applicants review the [real estate webpage](#).

Was any real estate acquired or transferred in anticipation of this project?

Yes No

Explain

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

Explain

(none)

Is ROW acquisition anticipated for this project?

Yes No

If yes, provide a brief description of the property anticipated for acquisition and check all boxes that apply to ROW acquisition for this project:

Provide a brief description of ROW to be acquired (current owner, zoning concerns, etc.)

- Less than 1/2 acre More than 1/2 acre
 Parklands Large Parcels Temporary interests

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 [Local Program Real Estate Manual \(LP RE Manual\)](#).

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

Yes No

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

Yes No

Is the project on existing state-owned highway right of way (ROW)?

Yes No

Have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?

Yes No

Please explain what has been done to date.

For real estate questions, please contact Megan Munden, WisDOT Local Program Statewide Local Program Real Estate Manager, at (715) 392-7962 or megan.munden@dot.wi.gov.



Agriculture Yes No Not Investigated

Comments

Archaeological sites Yes No Not Investigated

Comments

Historical sites Yes No Not Investigated

Comments*

Less than 1/2 mile from Caledonia Street Historic District.

Designated Main Street Area Yes No Not Investigated

Comments*

Less than 1/2 mile from Caledonia Street Commercial District (Northside Main Street).

Lakes, waterways, floodplains Yes No Not Investigated

Comments*

North of Loomis is in floodplain

Wetland Yes No Not Investigated

Comments*

North of Loomis is in floodplain

Storm water management Yes No Not Investigated

Comments*

Included tree replacement for storm water management and environmental mitigation.

Hazardous materials sites Yes No Not Investigated

Comments*

Hazardous Waste at 1240 Clinton St and 1500 Ranger Dr

Hazardous materials on existing structure Yes No Not Investigated

Comments

Upland habitat Yes No Not Investigated

Comments

Endangered/threatened/migratory species Yes No Not Investigated

Comments*

A search of NHI Portal within 1-mile buffer of project area indicated further action to ensure compliance.

Section 4(f) Yes No Not Investigated

Comments

Section 6(f) Yes No Not Investigated

Comments

Through/adjacent to tribal land Yes No Not Investigated

Comments

For Environmental/Cultural Issue questions, please contact Jay Waldschmidt, DOT Technical Services Chief, at (608) 267-9806 or jay.waldschmidt@dot.wi.gov.



Construction Schedule Restrictions (trout, migratory birds, local events)

Comments

Local Force Account (LFA)

Will the proposed project utilize municipal employees to complete any portion of the construction activities? Yes No

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 maintained for year-round bicycle-pedestrian access? Yes No

If no to the above and a trail is involved, will snowmobile access be permitted in winter? Yes No

Comments

Anticipated fee for trail use? Yes No

Comments

Anticipated equestrian use on trail? Yes No

Comments

Other Funding Sources



Has there been, or will there be a road improvement project in this project area?

Yes No

If yes, type year:

If yes, check all that apply:

- State Highway Project STP Local Bridge LRIP
- Pavement Replacement Reconstruction New Construction

Has the municipality anticipated, requested or previously received 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 previously received with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Local Roads Improvement Program (LRIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Railroad Programs	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation Program - Rural	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation - Urban	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Carbon Reduction Program (CRP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Agricultural Roads Improvement Program (ARIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Transportation Enhancement Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Bicycle & Pedestrian Facilities Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Safe Routes to School	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Transportation Economic Assistance Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Flood Damage Aids	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
State Funding	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>

Anticipated Requested Awarded ID:



Project Costs, Priorities, and State Fiscal Years:

Complete the section below for the appropriate fiscal years of the application/project cycle. 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 this section, applicants will need to **attach a Cost Line-Item Spreadsheet using Microsoft Excel**. This detailed breakdown of project costs must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. Project requests are not considered for partial funding.

The Cost Line Item Spreadsheet can be uploaded in the "Local Resolution of Support and Other Attachments" section of the application.

Project Cost Guidelines:

WisDOT recommends the following for all proposed TAP projects:

	Infrastructure Projects	Non-Infrastructure Projects
> 5,000 Census Designated Population Areas <i>(i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (>200K+))</i>	Minimum project cost of \$300,000, including any design work. \$100,000 minimum for any federally funded real estate costs.	Minimum project cost of \$50,000.
< 4,999 Census Designated Population Areas <i>(i.e., TAP Rural (<5k))</i>	Minimum project cost of \$50,000.	Minimum project cost of \$20,000.

Applicants may work with the Local Program Manager within their region for assistance to estimate costs more accurately. 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 Delivery Method:

Briefly describe the preferred method of project delivery (i.e., consultant contract, local delivery, etc.)

Delivery Method*

Design

Funding Source:

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

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

A. Plan Development (Contact WisDOT Region) Percentage: % \$ 88,259.00 (Based on the Sub-totaled Construction Costs)

B. State Review for Design (Contact WisDOT Region) Percentage: % \$ 20,250.00 (Based on the Sub-totaled Construction Costs)

Design with State Review Cost Estimate (sum of lines A and B) \$ 108,509.00

Federal Share of Design Cost % \$ 0.00

Local Share of Design Cost % \$ 108,509.00

Construction

- Basis for Construction Estimate:**
- Itemized
 - Per Square Foot
 - Past Projects
 - Other

Schedule Preference: FY 2027 FY 2028 FY 2029 FY 2030

Construction (minimum \$300,000):

A. Participating Construction (brick & mortar) Cost: \$ 900,090.63

B. Non-Participating Construction Cost: \$ 0.00

C. State Review for Construction (Contact WisDOT Region) Percentage: %

D. Construction Engineering Costs:

E. Total Eligible/Participating Construction Costs (Sum line A, C, & D):

a. Federal Share of the Participating Construction Cost (80% x E) %

b. Local Share of the Participating Construction Costs (20% x E) %

Real Estate: (Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

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

Federal Share of Real Estate Cost %

Local Share of Real Estate Cost %

Utility: (Compensable utility costs must be \$50.00 minimum per utility. Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

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

Federal Share of Utility Cost %

Local Share of Utility Cost %

NOTE: [WisDOT Policy Link](#)

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.

Total Estimated Cost	Total Federal Requested Share Amount	Total Local Share Amount	Project Award Amount
<input type="text" value="\$ 1,109,710.51"/>	<input type="text" value="\$ 800,961.21"/>	<input type="text" value="\$ 308,749.30"/>	<input type="text" value="\$"/>



Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question.

1. PROJECT DESCRIPTION AND OVERVIEW

Provide a general overview of the project, including type of facility or project, location and any other information about the project. Be brief.

The Ranger Drive retrofit will allow for a comfortable multimodal experience near two essential community resources and on the north side of the City of La Crosse. Ranger Drive is a vital connection through La Crosse's Northside and sees significant multimodal traffic throughout the day as it stretches from the La Crosse Boys and Girls Club to Logan High School. As it stands, Ranger Drive creates an unfriendly environment for alternative modes of transportation with an approximately 5-foot street-level bike lane (including the curb), missing sections of sidewalk, and a long stretch of road without any enhanced crossings for pedestrians.

The proposed project will add raised six-foot bike facilities along Ranger Drive from Clinton Street to Gillette Street to improve bicyclists' visibility and safety. With the existing sidewalk being fragmented on the northwest side of the street, it makes it difficult for residents, especially students, to walk safely and comfortably. To address this concern, the project will construct continuous sidewalk between Clinton Street and Prospect Street within the existing right-of-way. Lastly, two Rectangular Rapid Flashing Beacons (RRFBs) will be installed at Wood Street and Sill Street to enhance pedestrian crossings for vulnerable road users.

1,296 / 2,250 Characters

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 (bike-pedestrian plan, safe routes to school plan, transportation plan, comprehensive plan, etc.), 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.

Safety concerns on Ranger Drive were initially brought to light in the 2020 Safe Routes to School Plan which included recommendations on Ranger Drive for constructing sidewalks where there are gaps, building buffered or separated bike lanes, and the addition of high visibility crossings on Sill Street. The 2020 Safe Routes to School Plan recommended prioritizing projects and resources for schools with the greatest potential for increasing numbers of children walking and cycling to school. Two of those schools, Northside Elementary and Logan Middle School, fall within the northside neighborhood infrastructure plan with these proposed improvements. These two schools have an average of 29% of students walking or biking to/from school every day and eventually funnel students to Logan High School. This improvement helps connect the north side active transportation network and is recommended in this plan to positively impact Logan High School, Northside Elementary, and Logan Middle School.

This project took priority again during the 2024 Bicycle and Pedestrian Master Plan update as a tier one priority recommendation for all ages and abilities network improvements. The prioritization factors took into account the connection to existing bike facilities, connection to schools, connection to parks, connection to frequent destinations, public support, proximity to communities of concern, active trip potential, connection across a key barrier, and connection from north to south La Crosse. This project is one of eight highly ranked priority projects to create a safer and more connected multimodal community.

1,625 / 2,250 Characters

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? Considering project obstacles, describe how the project sponsor will comply with state law. Will project commencement occur 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 state fiscal year it was programmed? In the last 10 years, has the sponsor ever had to turn back awarded federal funds related to a transportation project? 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. Examples of a commitment could be a local "complete streets" ordinance, multimodal advisory committees, or the inclusion of multimodal accommodations in other local program projects sponsored by the municipality.

For many years, the Ranger Drive alternative transportation improvements have been discussed amongst City Planners, City Engineers, Council Members, Neighborhood Associations, and the Bicycle and Pedestrian Advisory Committee. Since 2023, the project has been discussed in grant and capital improvement meetings with the Bicycle and Pedestrian Advisory Committee. In December 2024, the Bicycle and Pedestrian Advisory Committee (BPAC) unanimously voted to move forward with this project in the capital budget and as a future grant application. In anticipation and hopefulness of TAP grant funding, midblock crossings were requested and approved in the 2025-2029 Capital Improvement Plan (CIP). Additional funding for improvements to the bicycle facilities and sidewalks on Ranger Drive were requested and approved in the 2026-2030 CIP. In October 2025, BPAC unanimously approved the resolution to apply for TAP funding. The resolution will be going to Common Council in November 2025. With these existing commitments in the City of La Crosse CIP and by the Bicycle and Pedestrian Advisory Committee, and with anticipated commitment from the Common Council, the city can commence and complete the project in a timely manner.

Dedication to multimodal facilities is exemplified through continued obligation to citywide improvements and plan updates. The City has undertaken recent project implementation for Avon Street Greenway, 2nd Street cycletrack retrofit, Wagon Wheel Trail, Drift Cycle Expansion project, and more. In addition, we updated the Bicycle and Pedestrian Master Plan and are currently undergoing a joint planning effort with the La Crosse Area Planning Committee for a Safety Action Plan to advance safety with a Vision Zero guidance. In addition, a similar roadway design featuring raised bicycle facilities is being planned for Monitor Street. These efforts are guided and supported by the City's Green Complete Streets Ordinance and the Bicycle and Pedestrian Advisory Committee, reflecting La Crosse's dedication to creating a safe and connected transportation network for all users.

2,103 / 2,250 Characters

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

Describe how the implementation of a plan would serve a broad geographic area and add 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.

The improved connection on Ranger Drive would serve an essential role on the Northside with its connection to the Boys and Girls Club and Logan High School. The Boys and Girls Club serves over 100 youth daily and 715 students attend Logan High School, not including staff and parents. The upgrades to Ranger Drive were ranked highly in the Bicycle and Pedestrian Plan because of its critical connections to nearby schools and the Boys and Girls Club, in addition to its importance within the overall active transportation network.

The protected bike facility will connect with the Bud Hendrickson Trail, which connects users north to many residences in addition to the Kwik Trip Distribution Center and the Interstate Industrial Park. It will also connect users to the Gillette Street bike lanes, which passes Wafer Food Pantry, Northside Community Library, and Northside Elementary. Aside from serving important employment and educational destinations, the ability to transition to the Bud Hendrickson trail will allow users to connect with the 24-mile Great River State Trail and the 22-mile La Crosse River State Trail. On the south, Ranger Drive will connect to the future improvements on Highway 35 proposed by the Wisconsin Department of Transportation with wider sidewalks on the viaduct and additional bike facility improvements north of Clinton Street.

Additionally, Ranger Drive is served by the Municipal Transit Utility (MTU) on the north and south connecting streets with routes eight and five crossing paths on Gillette and Clinton to serve those headed out to the industrial park, Onalaska, or downtown. These improvements will make it easier for users to connect their multimodal journey with MTU.

1,720 / 2,250 Characters

5. PROJECT BENEFIT — ENVIRONMENTAL, LIVABILITY, ECONOMIC, PUBLIC HEALTH, HISTORICAL PRESERVATION, ECONOMIC DEVELOPMENT, AND SAFETY

Describe the benefits likely derived from the proposed project; this description should correspond to the project benefit section. Beyond connectivity, it is advantageous that a potential TAP project demonstrates a tangible contribution to a community benefit.

Environmental-In alignment with La Crosse's Climate Action Plan, this project supports sustainability goals by improving the comfort and safety of walking and biking. The La Crosse Climate Action Survey found that 65% of respondents said they would walk or bike more often if they felt safer. By providing this protected bike facility, along with additional safety improvements, the Ranger Drive retrofit will address this barrier and encourage more sustainable transportation choices.

Economic Benefit-When evaluating our priority projects in the Bicycle and Pedestrian Master Plan, we evaluated the proximity to communities of concern. Our analysis evaluated the economic opportunity, access to a vehicle, air quality, tree canopy coverage, coronary heart disease, income, race and ethnicity, educational attainment, and youth and elderly and provided scores for block groups based on the priority analysis. Ranger Drive falls in a block group in an area with the highest concern.

Livability-According to the Wisconsin Department of Transportation, the City of La Crosse has a population with 40% or more nondrivers. As a commitment to all residents, the City has valued access to safe alternative transportation. The Ranger Drive retrofit creates the opportunity for residents to access where they live, work, and play by all forms of transportation.

Public Health-The La Crosse Economic Impact of Bicycling Report shows that trails and bikeways have been linked to increased physical activity. Currently, physical activity levels on La Crosse's existing bikeways have helped prevent an estimated \$2.9 million annually in healthcare and productivity-related expenses. The expanded opportunity for active transportation on Ranger Drive can assist in elevating these numbers and improving public health.

Economic Development-The scenic charm of the Driftless draws many outdoor lovers and adventurers. The more we invest in infrastructure to support those who live and are drawn to this area, the more we will be able to grow as a tourist location and permanent home. According to the La Crosse Economic Impact of Bicycling Report, the city currently brings in over \$230 million in tourism spending each year, which supports over 4,000 jobs. If La Crosse were able to complete their proposed bike network, including the Ranger Drive improvements, we could see an increase in \$500,000 of tourism-related spending from bicycle events per year and an increase in \$400,000 in local spending on bicycle-related equipment each year.

Safety-According to the Wisconsin Community Crash Maps, between 2019 and 2024 Ranger Drive had 12 crashes on the roadway. The improvements made to Ranger Drive will make it safer for all modes of transportation and provide separation for those choosing to walk, bike or drive. These improvements can encourage a non-motorized mode shift for residents, but especially students, teachers, and parents, which in turn could decrease traffic volume and reduce conflicts.

2,997 / 3,000 Characters



Applicants must **submit the Local Resolutions of Support to the respective WisDOT Regional Office on or before 5 pm on December 29, 2025. All other components of applications are due on or before 5PM October 31, 2025.** and must include the following documents:

Cost Line Item Spreadsheet *

Local Resolution of Support

Cross-section of the Roadway showing right of way, travel lanes, shoulder, and sidewalk *

Project Map *

Document Name	Document Type(s)	Upload Date
Boys and Girls Club Letter of Support - Ranger.pdf	Other (Letter of Support)	2025-10-31
CP Dickinson Letter of Support.docx	Other (Letter of Support)	2025-10-31
Final Ranger Dr Cost Estimate.xlsx	Cost Line Item Spreadsheet	2025-10-31
Kuhl Ranger Letter of Support.docx	Other (Letter of Support)	2025-10-31
Ranger Drive Project Map .png	Infrastructure Project Map	2025-10-31
Ranger Drive Typical Section.png	Roadway Cross Section	2025-10-31



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 are ineligible for federal reimbursement.
- 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.

Application prepared by a consultant? Yes No

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

Sponsor consultant(s) should not initial or sign project applications.

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

Same as Primary Applicant

Name:

Jenna Dinkel

Title:

Local Sponsor

Accepted (please initial here):

JD