



LA CROSSE AREA PLANNING COMMITTEE
METROPOLITAN PLANNING ORGANIZATION
SERVING THE LA CROSSE (WI)/LA CRESCENT (MN) URBANIZED AREA

DATE: NOVEMBER 6, 2025
FROM: ERIN DUFFER, TRANSPORTATION PLANNER
TO: COMMITTEE ON TRANSIT AND ACTIVE TRANSPORTATION
SUBJECT: NOVEMBER 13, 2025, COMMITTEE ON TRANSIT AND ACTIVE TRANSPORTATION MEETING

The meeting of the La Crosse Area Planning Committee CTAT will be held on **Thursday, November 13 at 3:30 p.m.** in person in **Room 2106** and as a **virtual** meeting only. Please use the information provided below to join the Teams meeting.

AGENDA

1. Approval of [minutes](#) of the September 11 2025, meeting.
2. Review and Ranking of [Transportation Alternatives Program \(TAP\) Applications](#).
3. RTA Feasibility Study update.
4. SS4A Comprehensive Safety Action Plan update.
5. UPWP update.
6. Other updates and information items
 - a. Committee members updates
7. Other business; Adjourn; Next meeting to be announced.

Public Access: Any person may access the meeting utilizing the following options.

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 257 007 997 207

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Dial in by phone

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Phone conference ID: 170 956 545#

If you need assistance participating in this meeting, please contact Erin Duffer at 608-785-5597 or at eduffer@lacrossecounty.org as soon as possible.

Committee on Transit and Active Transportation

Bridget Brown, Rick Diermeier, Jenna Dinkel, Andrew Ericson, Ken Harwood
Jim Krueger, Jim Longhurst, Jason Ludwigson, Brian McCoy, Jennifer Morris
Francis Schelfhout, Chelsey Bolden, Maggie Smith, Cathy Van Maren.



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Minutes of Committee on Transit and Active Transportation, September 11, 2025

Minutes of the meeting of the CTAT held in-person and as a virtual meeting on Teams on Thursday, September 11, 2025, at 3:30 pm.

Members Present: Bridget Brown, Andrew Ericson, Jason Ludwigson, Jim Krueger, Brian McCoy, Chelsey Bolden, Francis Schelfhout, Cathy Van Maren.

Staff and Others Present: Erin Duffer, Bob Gollnik, Nikki Kvam, Alexander Brown, and Joe Kapper.

Erin Duffer called the meeting to order at 3:30 pm.

1) Approval of the minutes of the July 10, 2025, CTAT meeting.

Andrew Ericson motioned to approve the minutes of the July 10, meeting; Jim Krueger seconded. All were in favor.

2) RTA Feasibility Study presentation and discussion with SRF.

Joe Kapper and Alexander Brown with SRF gave a short presentation on the scope of the RTA Feasibility Study. Since this meeting had low member attendance, it was decided that the CTAT and SRF will hold a special meeting of the CTAT with SRF to further the discussion and provide feedback.

3) Moving Ahead to 2055 – MTP update and information.

Erin Duffer gave an update on the MTP and thanked everyone on the committee their involvement, input, and collaboration to help shape the goals, priorities and strategies. The plan is set to be adopted at the September 18 Policy Board meeting and Erin provided a brief overview of the content and implementation strategy for the plan.

4) 2025 TAP grant application solicitation update.

Erin Duffer shared that it was noted at the previous meeting that the TAP application guidelines says that the MPO ranking of projects must be done before the application deadline of October 31, 2025. She received confirmation from WisDOT that this is outdated language that has not been updated and that MPOs can rank projects after they are submitted. The CTAT will review and rank the projects at the November 13, 2025, meeting.

5) Regional Bike map update.

Erin Duffer shared that Travis Key and Jenna Dinkel are near completion with the bike map and will be ready for print soon.

6) SS4A Comprehensive Safety Action Plan update.

Committee on Transit and Active Transportation

Bridget Brown, Rick Diermeier, Jenna Dinkel, Andrew Ericson, Ken Harwood
Krista Heinz, Jim Krueger, Jim Longhurst, Jason Ludwigson, Brian McCoy,
Jennifer Morris, Francis Schelfhout, Paula Silha, Maggie Smith, Cathy Van Maren.



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Erin Duffer and Bob Gollnik provided an overview of the Comprehensive Safety Action Plan, which kicked off internally with the consultant (Bolton & Menk) on August 27. The team planned initial outreach in September along with data collection and plan review. A group of local representatives will comprise a Task Force and serve as an advisory committee for the plan.

7) Other updates and information items:

a. Week Without Driving 2025

Cathy Van Maren shared information about the press event the week before and the events during Week Without Driving. LAPC and the City of La Crosse are hosting a bike ride with local leaders and encourages the committee to attend.

b. Member Updates

Andrew Ericson told the committee UWL is applying for Bike Friendly Certification, and a bike survey will be released soon.

Cathy Van Maren asked if a SMRT discussion could be on the next agenda.

8) Other business; Adjourn; next meeting TBA.

Jim Krueger motioned to adjourn at 4:13pm; Andrew Ericson seconded. All were in favor.

Next meeting is set for November 13, 2025.

Committee on Transit and Active Transportation

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2026-2030 TAP Applications

Projects in the LAPC Metropolitan Planning Area (MPA)

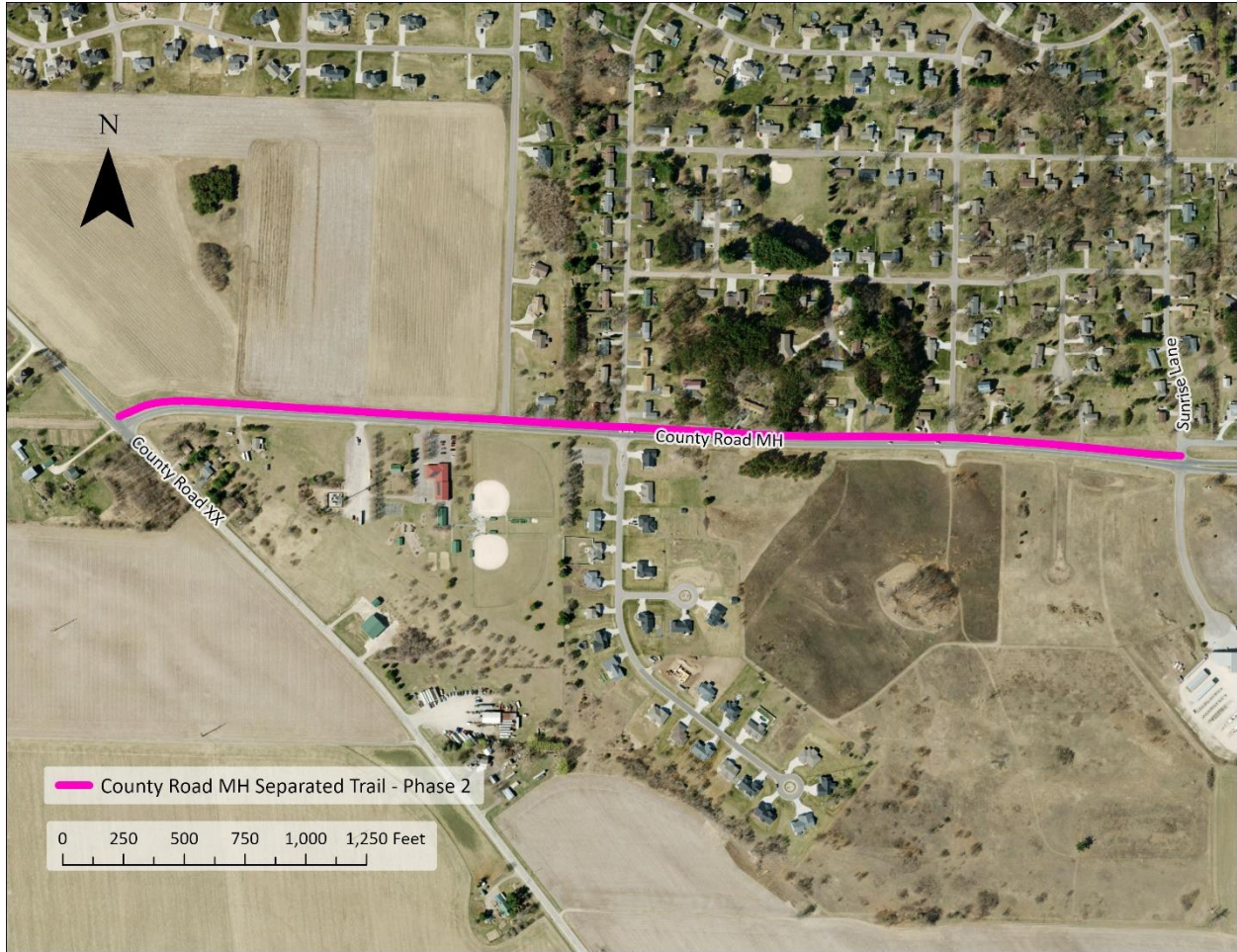
Applicant	Project Name	Brief Description	Federal Funding Request (80% max)	Local Share Amount	Total Estimated Cost
La Crosse County Health Department	Safe Routes to School Non-Infrastructure	The La Crosse County Health Department SRTS TAP application proposes to continue SRTS program implementation among La Crosse County schools featuring walking school buses, bike trains, and safe biking and walking education. The program will impact non-motorized transportation county-wide by planning and implementing program activities in communities throughout La Crosse County. SRTS staff will also continue participating in various committees to advocate for bike and pedestrian infrastructure improvements. Staff will use data gathered from parent surveys, community feedback, and SRTS plans to make suggestions on how infrastructure can be improved to increase safety for kids who are walking and biking in neighborhoods surrounding schools.	\$478,795.20	\$119,698.80	\$598,494.00
City of Onalaska	STH 16 Trail Connection	The proposed project would construct a 0.3 mile, 8-foot wide multi-use path along the east side of STH 16 in the City of Onalaska. Project includes the installation of a ADA compliant curb ramps at the southeast quadrant of STH 1 and South Kinney Coulee Road intersection. This new path will connect existing multi-use paths at both ends of the corridor. Path will be constructed within the existing grass terrace, minimizing environmental disruption and maximizing the use of available space.	\$241,984.32	\$80,496.08	\$322,480.40
Town of Holland	County Rd MH Trail (Phase 2)	This Phase 2 project will involve paving a multi-use side path, a continuation of the Phase 1 project that received TAP funding support in 2024. This portion of the path along County Rd MH provides visitors and residents safe biking/walking access to several parks, baseball fields, Holland Town Hall, and residential neighborhoods. This project is identified in Holland's 2022 Bicycle and Pedestrian Plan as the 2nd highest priority project, with the 1st being Phase 1. Town of Holland, Village of Holmen, and County of La Crosse are dedicated strategic partners for the implementation of this project.	\$1,306,530.40	\$416,632.60	\$1,723,163.00

City of La Crosse	Ranger Drive Active Transportation Enhancements	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.	\$800,961.21	\$308,749.30	\$1,109,710.51
City of La Crosse	King Street Greenway	The King Street Greenway will be an extension of the existing greenway from 8th to 22nd Street, which gives multimodal access to many residents and businesses alike. The greenways final extension from 3rd to 7th Street will play into the much larger bicycle and pedestrian network in the City of La Crosse. Proposed design for the King Street Greenway has been through an extensive public engagement process and includes raised alley crossings, permanent and temporary bump out treatments, bioretention bump out planters, a pedestrian refuge island, and rain gardens.	\$805,713.35	\$451,428.34	\$1,257,141.69
Totals:			\$3,633,984.48	\$1,377,005.12	\$5,010,989.60



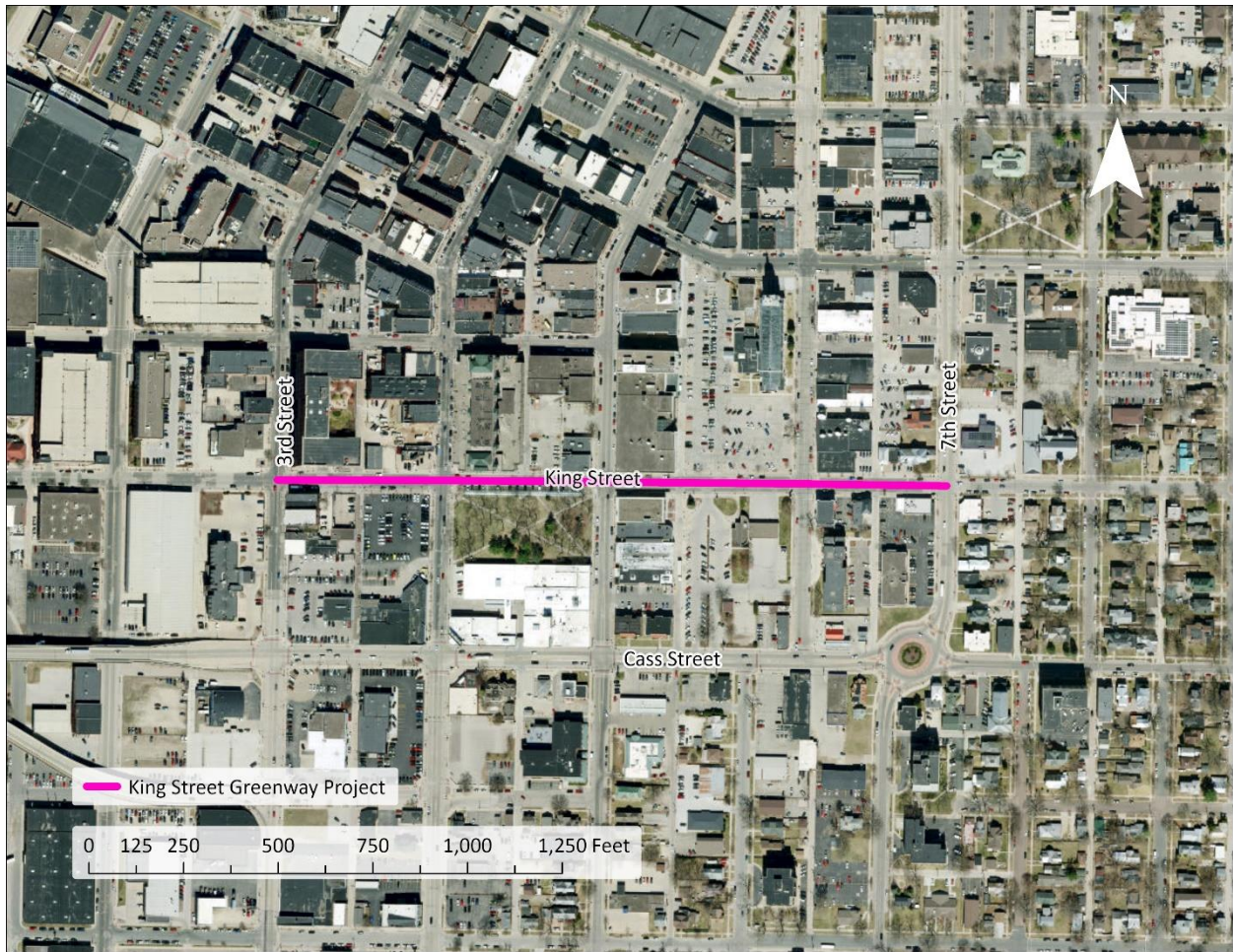
City of Onalaska – STH 16 Trail Connection

This project will be the final part of the bike trail connecting La Crosse to West Salem along STH 16.



Town of Holland – County Road MH Trail (Phase 2)

This project will create a separated multi-use path alongside County Road MH to connect the bike/ped facilities on County Road XX and Phase 1 of the MH Trail.



City of La Crosse – King Street Greenway

This project will be the final extension of the King Street Greenway from 3rd to 7th Street, playing into the much larger bicycle and pedestrian network in the city.



City of La Crosse – Ranger Drive Active Transportation Enhancements

This project will create protected bike facilities, fill sidewalk gaps, and include the installation of two rectangular rapid flashing beacons (RRFBs) for designated crossings.

Revised TAP Project Ranking Process and Criteria

Approved by the Committee on Transit and Active Transportation, November 12, 2020.

The LAPC ranking process has been revised to 1) simplify the ranking criteria; 2) align better the ranking criteria with the nature of TAP projects; 3) ensure a robust discussion of projects; and 4) include consideration of the WisDOT process, which ultimately determines final awards.

PROCESS

- 1) Applicants or a representative must present their projects to the CTAT. Each applicant will have up to 15 minutes per project for presentation and Q & A. If an applicant does not present its project(s), the project(s) will not be considered in the ranking by the CTAT. The project(s) will be placed at the bottom of the ranked list submitted to WisDOT. WisDOT considers the MPO ranking as a recommendation and performs its own statewide ranking process for final TAP awards.
- 2) Applicants, including those who are committee members, will be excused from the ranking process and discussion. Each project will be discussed by ranking members after its presentation (10 minutes). All projects will be discussed and compared by ranking members at the end of the process when the final ranking is determined. The total points available is 100.
- 3) Projects that receive the same number of points during the ranking process will be further evaluated by their feasibility, commitment to local design, quality of application, and project history of sponsor.

CRITERIA

The criteria are grouped into two main categories: 1) Regional concerns and priorities and 2) WisDOT selection committee considerations. Criteria may overlap, which would result in a natural weighting of overall important criteria.

Regional Priorities (60 points)

- Safety (20 points):
 - Addresses high crash/high crash rate location(s).
 - Provides enhanced crossings of major roads (4-lane, high-speed, high traffic).
 - Provides separated facilities—safety increases with distance from roadway.
 - Includes pedestrian/bicycle signal priority.
 - Reduces motor vehicle speeds and/or conflicts.
- Mobility (10 points):
 - Provides increased travel times through direct connections.
 - Removes barriers to travel.
 - Is multimodal.

- Accessibility (10 points):
 - Provides transfer opportunities between modes.
 - Goes beyond ADA requirements for facilities.
 - Provides curb ramps or flush transition between the street and the project.
- Connectivity (10 points):
 - Completes a gap in the network.
 - Creates a connection between communities.
 - Removes barriers to a continuous travel path.
- Equity (10 points):
 - Addresses transportation improvements identified by residents in low-income neighborhoods or in communities of color.
 - Primarily benefits low-income neighborhoods and communities of color.

WisDOT Selection Committee Criteria (40 points)

Project Utility & Connectivity (15 points)

- The project serves utilitarian rather than recreational purposes.
- The project connects existing multimodal transportation networks.
- The project is close to a school and/or commercial center
- The application includes data demonstrating that the project would go beyond community enhancement to address a specific community need
 - “Communities of concern”
 - Economics
 - High crash location(s)

Project Benefit – Environmental, Livability, Economic Justice, Public Health, Historic Preservation, & Safety (25 points)

- Project increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
- Project increases access and connection to the natural environment.
- Project would have a demonstrable impact upon public health of community.
- Project would go beyond enhancement to address a specific “communities of concern,” including elderly, disabled, minority, and low-income population.
- Project addresses a specific safety concern.
- Project would have strong historical or preservation benefit.
 - Restores and reuses historic buildings with strong link to transportation history.
 - Restores and reuses historic buildings for transportation-related purposes
 - Provides interpretive displays at historic sites.
 - Provides access improvements to historic sites and buildings.
 - Restores railroad depots, bus stations, and lighthouses.
 - Rehabilitates rail trestles, tunnels, bridges, and canals.