

City of La Crosse TAP Application for King Street Greenway Extension

Attachments A – F

Attachment A – Project Narrative.....	pages 2 - 4
Attachment B – Typical Cross Section.....	page 5
Attachment C – Letter of Support.....	page 6
Attachment D – Preliminary Cost Estimates.....	page 7
Attachment E – Project Location Map.....	page 8
Attachment F – Local Resolution.....	page 9

Attachment A - Project Narrative

KING STREET GREENWAY

Project Description and Overview

The King Street Greenway extension will create vital space for bicyclists and pedestrians of all ages to reach desired destinations including downtown La Crosse, Riverside Park, Cameron Park Farmer's Market, and many more. The extension is planned from Front Street to 7th Street as an addition to the existing greenway from 7th to 22nd Street. The greenway's final extension will play into the much larger bicycle and pedestrian network in the city of La Crosse.

The city of La Crosse has been working toward completing the King Street Greenway over the past eight years. The city currently has funding to complete the project from Front Street to 3rd Street and will be completing the 6th Street intersection as part of the 6th Street reconstruction project. The final stretch from 3rd to 7th Street will complete the entire King Street Greenway network. The design for King Street Greenway includes temporary painted bump out treatments on 3rd and 4th Street with a raised alley crossing between the two streets. Between 5th and 7th Street there are curb extensions on all intersections with bioretention planters and rain gardens on portions of each intersection with a pedestrian refuge island on 7th Street.

Project Planning and Preparation and Local Support

The King Street Greenway has been a priority project since it was ranked among the top ten recommendations in the 2012 *Bicycle and Pedestrian Master Plan*. The city of La Crosse has been working toward completing the extension since 2021 when they hired Short Elliot Hendrickson Inc. (SEH) to assist with planning and design. Over the past couple years, SEH assisted the city by organizing public engagement, conducting data collection, and composing a final design and plan. Due to the extensive planning and preparation for this project, the city feels confident that this project can move forward with great success.

History of Sponsor Success, Deliverability and Commitment to Multimodal

City planners have worked closely with the Engineering Department, City Council and Mayor, and consultants to work toward completing this greenway. The final priority is funding. With a clear strategy and goals, the King Street Greenway has little to no foreseen obstacles for timely and efficient implementation.

The city of La Crosse has proven a commitment to multi-modal projects. Past projects that have been completed using State and Federal funding include Pammel Creek Multi-use Trail, Southern Bluffs Trail, Highway 16 Side-path Trail, VIP Trail, Gund Trail, Three Rivers Trail, North La Crosse River Trail, North Bank Trail, King Street and West Avenue intersection, and Gillette Street bike lanes. Current planning and design is being completed for the Wagon Wheel Trail, which received TAP funding in the 2022 cycle.

Project Utility and Connectivity

This project creates an essential multi-modal connection to the larger transportation network in La Crosse. It will connect to the Riverside Park shared use path, 2nd Street cycle track, 7th Street shared lanes, 17th Street Greenway, and extend to 22nd Street. This allows students and residents near University of Wisconsin-La Crosse and Viterbo University to get downtown safely. The King Street Greenway extension passes by important community amenities such as multiple restaurants, three art centers, a grocery store, La Crosse Polytechnic School, Cameron Park, and two Drift Cycle bike share stations. Additionally, the greenway will create a vital connection to job opportunities in downtown La Crosse, where a quarter of the city's jobs are located.¹

Project Benefit

Environmental-The King Street Greenway will not only provide an urban greenway space for residents living downtown, but it will also connect them to two parks and the Mississippi River.

¹ <https://cityoflacrosse.legistar.com/View.ashx?M=F&ID=9708648&GUID=6ED8E431-228D-4ADA-BC4E-BF233358DD7D>

Providing residents with an accessible and safe street to walk and bike will encourage and increase the likelihood of a modal shift to active transportation.

Public Health-Greenways can encourage healthy behavior both physically and mentally.

Greenways can take the stress out of daily commutes and promote social interaction among residents. The health benefits of the King Street Greenway provide residents in an urban census tract room to enjoy nature and use active transportation.

Economic Justice-This greenway extension project will be constructed in census tract three, which is identified as disadvantaged in the Justice40 Climate and Economic Justice Screening Tool (CEJST).² This tract meets the socioeconomic threshold and three of the eight burden category thresholds: housing, legacy pollution, and transportation. Moreover, in the transportation category, this tract is ranked in the 92nd percentile for traffic proximity and volume. This greenway will not only reduce traffic volume, but supports the residents with an affordable, safe, and environmentally friendly alternative. Additionally, three public housing apartment buildings nearby will greatly benefit from the greenway.

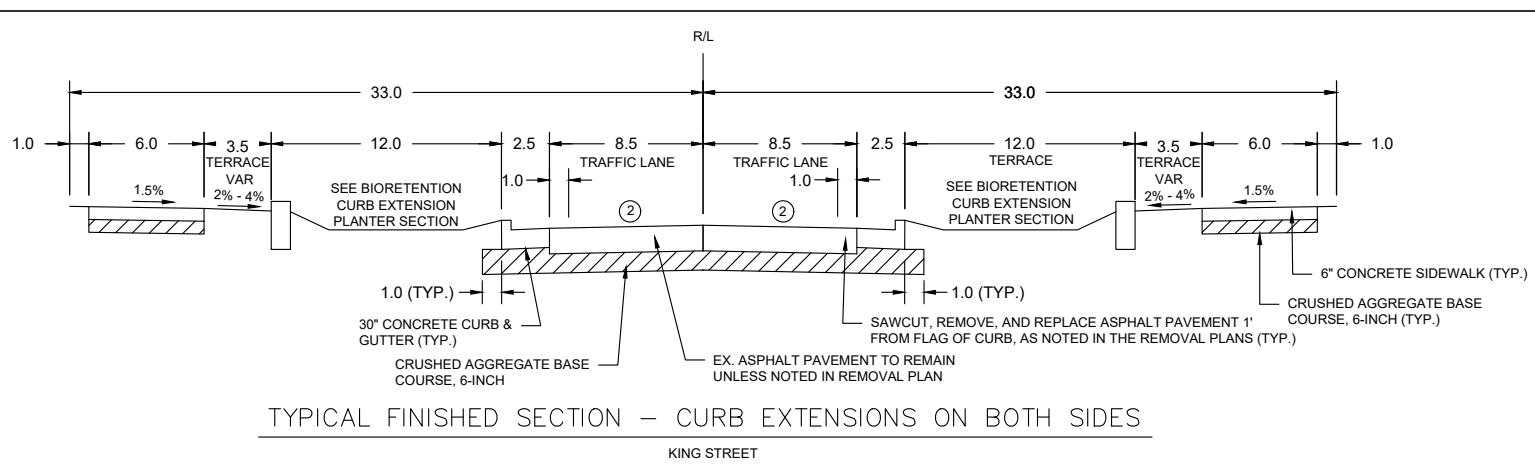
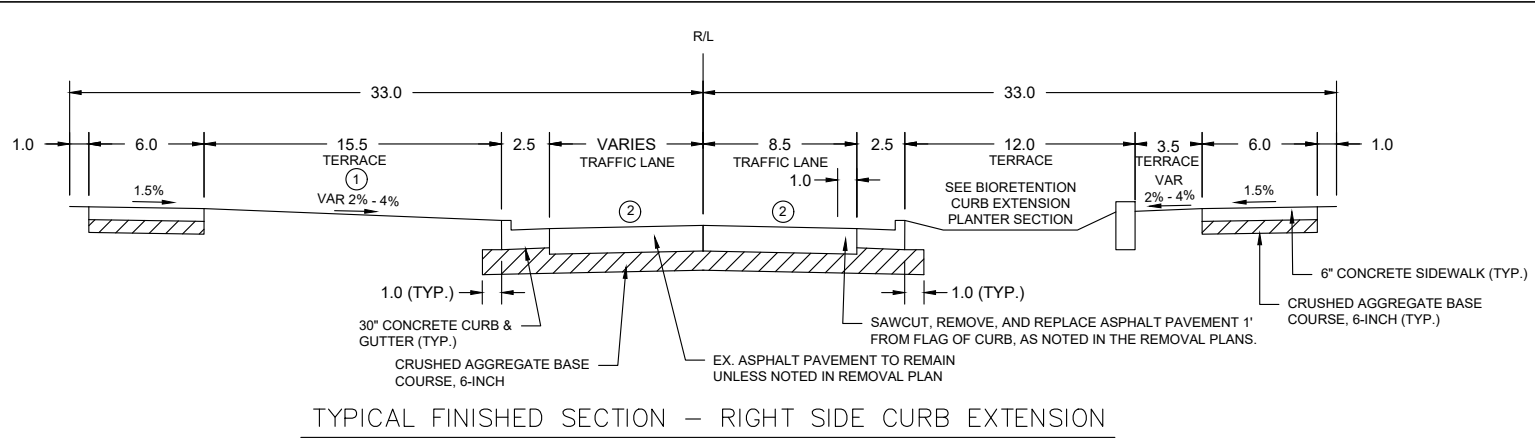
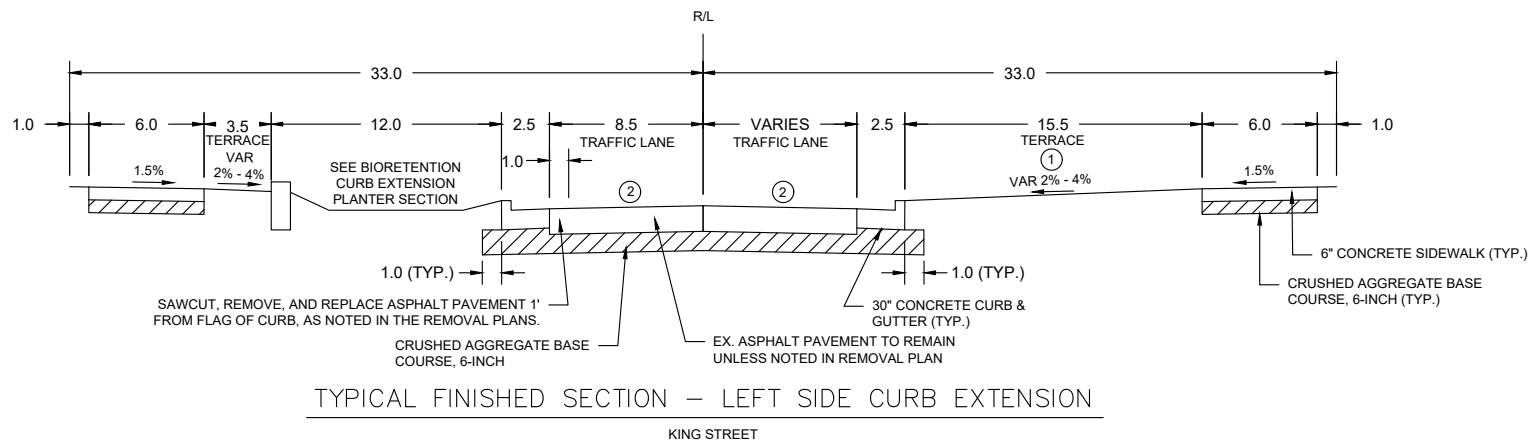
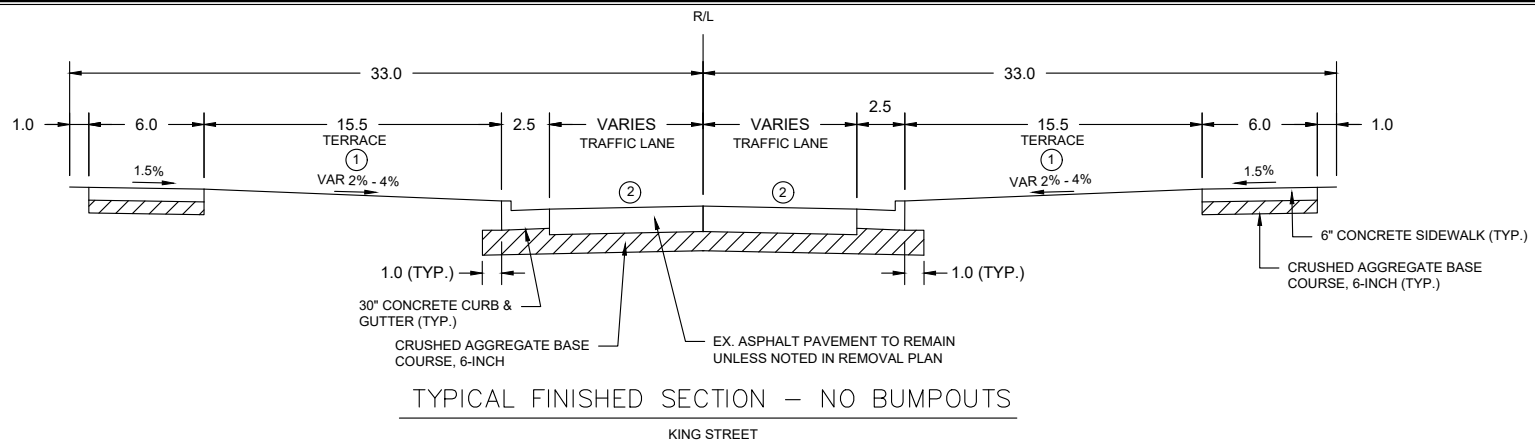
Safety-The King Street Greenway is intended to greatly increase safety in the downtown area. According to the Wisconsin Community Crash Maps,³ there have been 12 bicycle and pedestrian crashes on this section of King Street in the past 10 years. The greenway can provide a safer route for cyclists and pedestrians alike by implementing traffic calming measures.

Economic Development- As the greenway has been designed and built, there has been (and continues to be) community interest in continuing the greenway west of 7th Street to facilitate a connection to downtown La Crosse. This connection creates the ability for residents and tourists alike to explore local downtown shopping opportunities.

² <https://screeningtool.geoplatform.gov/en/#12.73/43.82026/-91.24827>

³ <https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

Attachment B - Typical Cross Section



- NOTES:
- ① REFER TO LANDSCAPE PLAN FOR MEDIAN AND TERRACE TREATMENTS.
 - ② PAVEMENT CROSS SLOPE VARIES THRU INTERSECTION. REFER TO INTERSECTION DETAILS.

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SEH Project	169052	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
Drawn By	NGO	.	.	.	.	.	.
Designed By	NGO	.	.	.	.	.	.
Checked By	--	.	.	.	.	.	.



KING STREET GREENWAY
LA CROSSE, WISCONSIN

KING STREET - TYPICAL SECTIONS



Building a Better World
for All of Us®

Jenna Dinkel, Associate Planner
City of La Crosse
City Hall
400 La Crosse St
La Crosse, WI 54601

October 25, 2023

Dear Ms. Dinkel,

I am writing to express our support for the City of La Crosse's King Street Greenway project.

This section of the Greenway (between 3rd and 7th Street) is a critical piece for connectivity to existing trails/greenway segments. This missing link, once constructed, will provide a connection between the heavily utilized multi-use path at Riverside Park, the 2nd Street cycle track, and the 17th Street Greenway.

The King Street Greenway serves as an important connecting piece to community amenities, including a important downtown grocery store, restaurants, Cameron Park, and bike share facilities. It also connects residents, tourists and commuters to La Crosse's natural assets including the Mississippi River, blufflands, and parklands.

As a growing downtown, La Crosse does face challenges with provided safe travel corridors for multi-modal travelers. With 12 bicycle and pedestrian crashes between 3rd and 7th on King Street in the last 10 years, it is essential that infrastructure improvements be made to accommodate safe non-vehicle travel. The requested grant funding will provide resources to accomplish that.

As a member of the downtown business community, we strongly support this project, as we see the many long-term benefits it will provide our community.

Sincerely,

A handwritten signature in blue ink that reads "Brea Grace".

Brea Grace
Associate | Senior Community Development Specialist

Attachment D - Preliminary Cost Estimates

King Street Greenway
City of La Crosse
Estimate of Probable Costs

10/16/2023

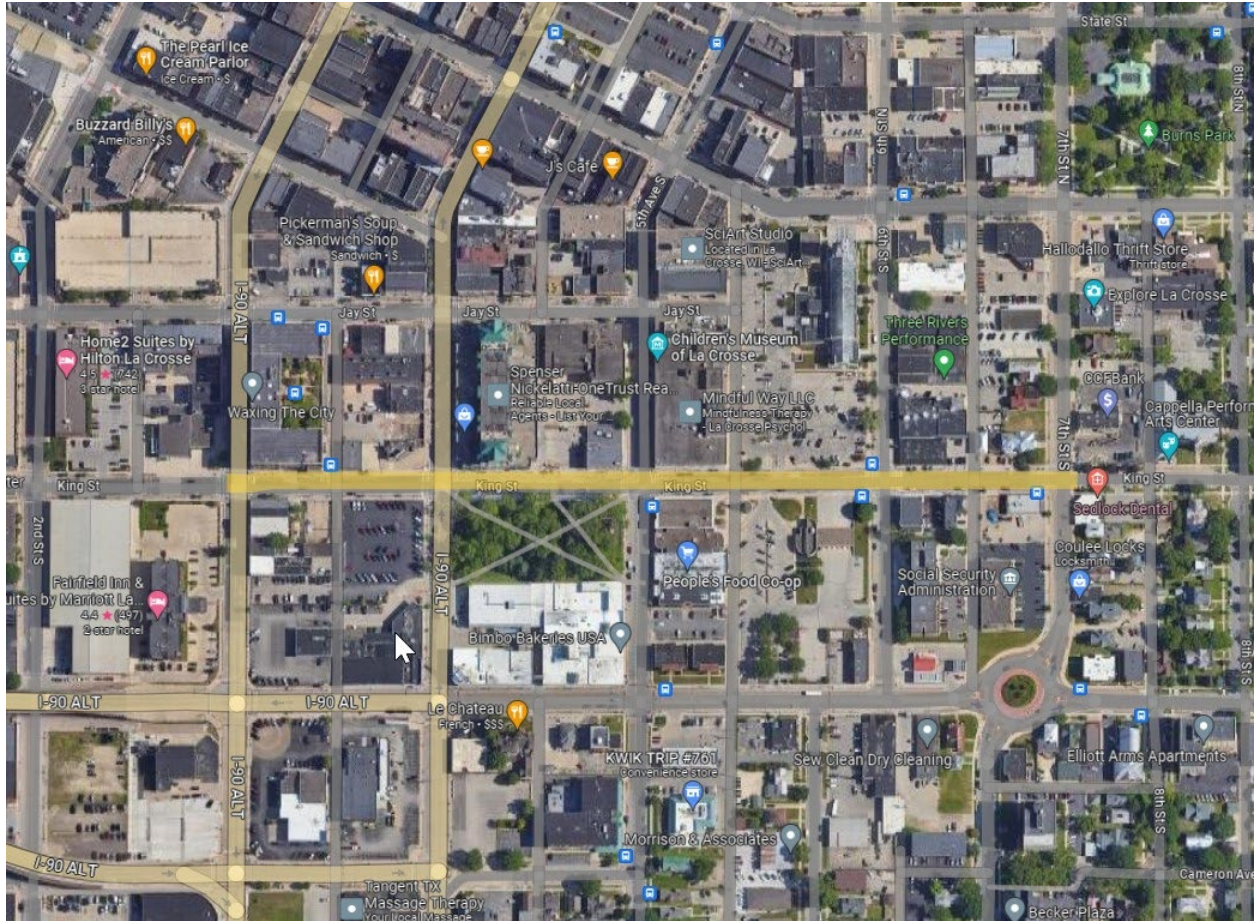
Item Description	Unit	Unit Price	Quant Total		Quant Total		Quant * Total		Quant Total		Entire Project	Total
			3rd St-4th St	4th St-5th St	4th St-5th St	5th St-6th St	5th St-6th St	6th St.-7th St	6th St.-7th St			
CIVIL SITE												
Remove Concrete Curb & Gutter	LF	\$4.80	160	\$768.00	90	\$432.00	330	\$1,584.00	325	\$1,560.00	905	\$4,344.00
Remove Bituminous Pavement	SY	\$4.80	238	\$1,142.40	86	\$412.80	519	\$2,491.20	550	\$2,640.00	1393	\$6,686.40
Remove Concrete Pavement	SY	\$9.60	50	\$480.00	15	\$144.00	25	\$240.00	50	\$480.00	140	\$1,344.00
Remove Storm Sewer Pipe	LF	\$30.00	0	\$0.00	20	\$600.00	0	\$0.00	10	\$300.00	30	\$900.00
Remove Storm Structure	EA	\$960.00	0	\$0.00	2	\$1,920.00	0	\$0.00	1	\$960.00	3	\$2,880.00
Sawing Concrete Pavement	LF	\$9.60	30	\$288.00	20	\$192.00	50	\$480.00	72	\$691.20	172	\$1,651.20
Sawing Bituminous Pavement	LF	\$8.40	110	\$924.00	140	\$1,176.00	445	\$3,738.00	415	\$3,486.00	1110	\$9,324.00
Salvage and Replace Brick Pavers	LS	\$12,000.00	0	\$0.00	0	\$0.00	0.25	\$3,000.00	0.25	\$3,000.00	0.5	\$6,000.00
Inlet Protection	EA	\$150.00	2	\$300.00	2	\$300.00	2	\$300.00	2	\$300.00	8	\$1,200.00
Erosion Control	LS	\$2,000.00	1	\$2,000.00	1	\$2,000.00	1	\$2,000.00	1	\$2,000.00	4	\$8,000.00
Traffic Control	LS	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00	4	\$10,000.00
Crushed Aggregate Base Course	TON	\$24.00	85	\$2,040.00	20	\$480.00	70	\$1,680.00	80	\$1,920.00	255	\$6,120.00
Asphaltic Concrete Pavement 4 Inch	TON	\$120.00	10	\$1,200.00	10	\$1,200.00	50	\$6,000.00	50	\$6,000.00	120	\$14,400.00
Concrete Pavement 7-Inch	SY	\$78.00	190	\$14,820.00	0	\$0.00	0	\$0.00	0	\$0.00	190	\$14,820.00
Curb and Gutter - Standard	LF	\$30.00	100	\$3,000.00	120	\$3,600.00	400	\$12,000.00	300	\$9,000.00	920	\$27,600.00
Epoxy Pavement Markings	SF	\$4.80	2350	\$11,280.00	0	\$0.00	0	\$0.00	0	\$0.00	2350	\$11,280.00
Pavement Marking & Signage	LS	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00	4	\$10,000.00
Concrete Sidewalk - 6-Inch	SF	\$7.20	240	\$1,728.00	150	\$1,080.00	150	\$1,080.00	630	\$4,536.00	1170	\$8,424.00
Curb Ramp Detectable Warning Field	SF	\$76.80	24	\$1,843.20	24	\$1,843.20	32	\$2,457.60	96	\$7,372.80	176	\$13,516.80
Bioretention Curb Cut Grates	EA	\$250.00	0	\$0.00	0	\$0.00	17	\$4,250.00	13	\$3,250.00	30	\$7,500.00
Storm Sewer 18-Inch	LF	\$96.00	0	\$0.00	90	\$8,640.00	70	\$6,720.00	65	\$6,240.00	225	\$21,600.00
Storm Inlet	EA	\$3,500.00	0	\$0.00	5	\$17,500.00	2	\$7,000.00	2	\$7,000.00	9	\$31,500.00
48-Inch Manhole	EA	\$4,080.00	0	\$0.00	0	\$0.00	1	\$4,080.00	0	\$0.00	1	\$4,080.00
BIORETENTION PLANTER AREAS												
Decorative Boulder	EACH	\$ 250.00	0	\$0.00	0	\$0.00	18	\$4,500.00	18	\$4,500.00	36	\$9,000.00
Stacked Limestone Flagstone at curb cuts	EACH	\$ 200.00	0	\$0.00	0	\$0.00	17	\$3,400.00	13	\$2,600.00	30	\$6,000.00
Cobble Drystream	CY	\$ 50.00	0	\$0.00	0	\$0.00	12	\$600.00	7	\$370.00	19.4	\$970.00
Shredded Hardwood Mulch	CY	\$ 50.00	0	\$0.00	0	\$0.00	53	\$2,671.30	33	\$1,627.31	86	\$4,298.61
Engineered Soil	CY	\$ 70.00	0	\$0.00	0	\$0.00	321	\$22,470.00	195	\$13,650.00	516	\$36,120.00
Gravel Storage Layer	CY	\$ 45.00	0	\$0.00	0	\$0.00	71	\$3,195.00	43	\$1,935.00	114	\$5,130.00
Sand/Native soil interface layer	CY	\$ 45.00	0	\$0.00	0	\$0.00	107	\$4,815.00	65	\$2,925.00	172	\$7,740.00
Soil Separation Fabric	SY	\$ 3.00	0	\$0.00	0	\$0.00	641	\$1,923.00	391	\$1,173.00	1032	\$3,096.00
Tree	EACH	\$ 750.00	0	\$0.00	0	\$0.00	10	\$7,500.00	10	\$7,500.00	20	\$15,000.00
Perennials and Ornamental Grasses	SF	\$ 10.00	0	\$0.00	0	\$0.00	5770	\$57,700.00	3515	\$35,150.00	9285	\$92,850.00
INTERSECTION PLANTING AREAS												
Soil	CY	\$ 60.00	38	\$2,280.00	27	\$1,620.00	69	\$4,140.00	57	\$3,420.00	191	\$11,460.00
Shredded Hardwood Mulch	CY	\$ 50.00	6	\$300.00	5	\$250.00	11	\$550.00	9	\$450.00	31	\$1,550.00
Shrubs, Perennials and Ornamental Grasses	SF	\$ 8.00	680	\$5,440.00	485	\$3,880.00	1235	\$9,880.00	1023	\$8,184.00	3423	\$27,384.00
TREE PITS/SOIL CELLS												
Pavement Support System	EACH	\$ 10,800.00	8	\$86,400.00	2	\$21,600.00	3	\$32,400.00	3	\$32,400.00	16	\$172,800.00
Tree	EACH	\$ 750.00	8	\$6,000.00	2	\$1,500.00	3	\$2,250.00	3	\$2,250.00	16	\$12,000.00
Perennials and Ornamental Grasses	PER TREE	\$ 750.00	8	\$6,000.00	2	\$1,500.00	3	\$2,250.00	3	\$2,250.00	16	\$12,000.00
Total				\$153,234		\$76,870		\$224,345		\$186,120		\$640,569

* Estimate excludes work from Front St. to 3rd Street and the 6th St. intersection

\$32,028 5% Contingency
\$64,057 10% Engineering
\$736,654 Total

Attachment E - Project Location Map

King Street Greenway Project Map



Resolution committing to and accepting the Wisconsin Department of Transportation - Transportation Alternatives Program (TAP) Grant funding for the King Street Greenway, Avon Street Greenway, St. Cloud/St. James Cycle Track, and Willow Trail Resiliency.

RESOLUTION

WHEREAS the City of La Crosse Planning, Development and Assessment Department and the Parks and Recreation Department will be submitting four (4) projects for the 2024-2028 Transportation Alternatives Program Grant Cycle; and

WHEREAS the above projects have been identified by the Bicycle and Pedestrian Advisory Committee, Planning, Development and Assessment Department, and Parks and Recreation Department as priority projects to seek funding for; and

WHEREAS the Wisconsin Department of Transportation (WisDOT) requires a local resolution of support should they be awarded the proposed project(s), executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor; and

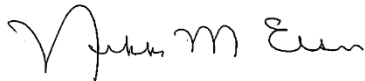
WHEREAS WisDOT requires the City fund 100% of project costs upfront and WisDOT will reimburse up to 80% of the approved and eligible project costs once the project is complete and the City will be responsible for at least 20% of project costs; and

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse, that if the City of La Crosse is awarded funding by WisDOT for the 2024-2028 TAP award cycle, the City of La Crosse supports the project(s) and will commit to funding the proposed project(s) up-front through the Capital Budget understanding that upon completion, up to 80% of eligible costs will be reimbursed back to the City.

BE IT FURTHER RESOLVED, that upon confirmation of the grant award the project(s) will be set to begin in 2025 or 2026.

BE IT FURTHER RESOLVED that the Director of Engineering and Public Works, Director of Planning, Development and Assessment, Director of Finance, and Director of Parks and Recreation are hereby authorized and directed to take all necessary steps to implement this resolution.

I, Nikki M. Elsen, certify that this resolution was duly and officially adopted by the Common Council of the City of La Crosse on November 9, 2023.



*Nikki M. Elsen, WCMC, City Clerk
City of La Crosse, Wisconsin*