

Transportation Alternatives Program

General Guidelines

- **Projects for SFY 2020-2024. Most projects will be programmed for SFY 2023 & 2024.**
- **No WisDOT minimum or maximum but ideal projects are usually \$300,000 to \$1 million.**
- **State statute requires that projects must commence within 4 years from the date the grant is awarded.**
- **Projects must be completed within 6 state fiscal years.**
- **Wisconsin's statutes prohibit the use of eminent domain to establish or extend recreational trails, bicycle ways, bicycle lanes, or pedestrian ways.**
- **Local authorities must prioritize projects if submitting multiple applications.**

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Transportation Alternatives Program

Funds Available

- \$7,049,300 in federal funds per year in state budget.
- Funding amounts impacted by projects approved but not completed.

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Previously Awarded Projects

- **2018-2022 Solicitation**
 - Garver Path
 - \$847,155
- **2016-2020 Solicitation**
 - West Towne Path, Segment 1 Grand Canyon Dr to W Towne Mall
 - \$1,573,440
- **2014-2018 Solicitation**
 - Capital City Path Extension, Wagon Trail to east of 1-39/90
 - \$715,420

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Timeline

- October 2019 –Applications Available
- January 24, 2020 – Applications Due with projects ranked
- April 2020 – MPO Projects Selected
- May/June 2020 - Projects not selected by MPO considered for state wide funding
- July/August 2020 – Projects Announced by Governor

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Potential TAP Application Projects

- Autumn Ridge Path
- Cannonball Path
- Main St Bicycle/Pedestrian Improvements
- Troy Drive Tunnel & Pedestrian/Bicycle Improvements

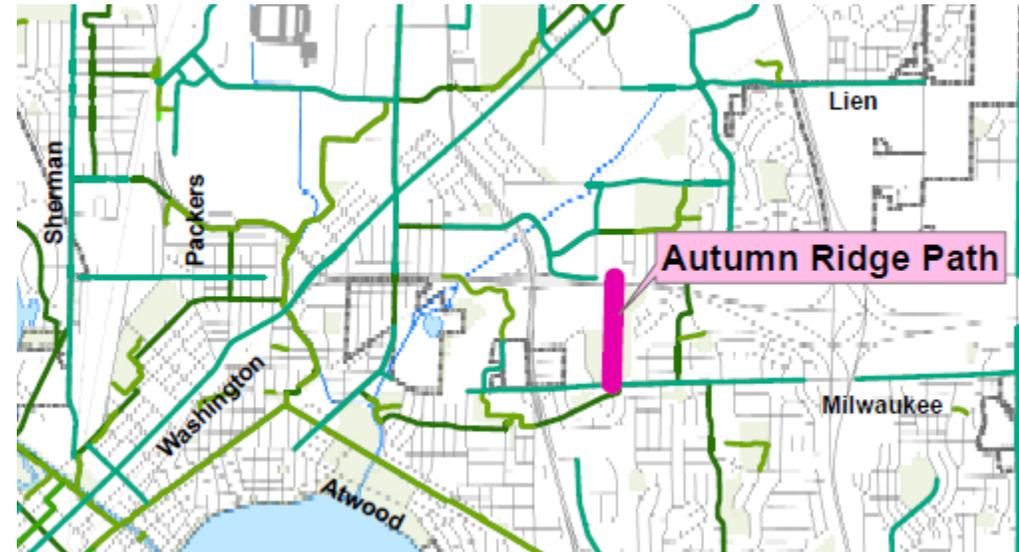
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Autumn Ridge Path

- Apply for funds for bridge over Hwy 30 and connection to neighborhood street
- Design in progress
- Initial Public Information Meeting held on November 7



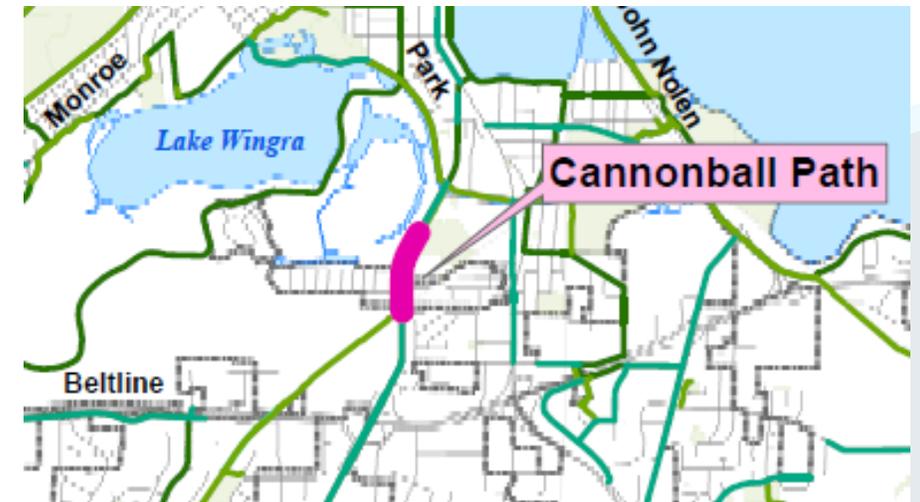
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Cannonball Path Extension

- Extension to the Wingra Creek Path
- Issues remain with following original design parallel to RR tracks
- Potential for new design along Fish Hatchery Rd
- Neighborhood meeting scheduled to discuss route options



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Main St Bike Route

- Continue W Main St Bike Blvd to Brittingham Park as well as improvements to current Bike Blvd
- Create a new E Main St Bike Blvd/Bike Route from Webster to Ingersoll
- Improvements on Blount St from new cycletrack to E Main St
- Design elements dependent on community input
- Ensure that development & BRT routing does not negatively impact bicycle & pedestrian access



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Troy Drive Tunnel & Ped/Bike Improvements

- Replace current sub-standard tunnel
- Project also includes bicycle and pedestrian improvements
- Neighborhood/school requested project



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MPO Proposed Scoring Criteria

Enhances Mobility and Connectivity – 25%

- Regional, local, neighborhood importance – 10%
- New or missing link, eliminates barrier, missing link in low stress network – 15%

Usage and Accessibility – 30%

- High usage – 8%
- Access to jobs, services, etc. – 5%
- Quality of Life/Area of natural, cultural or historic interest – 5%
- Environmental Justice & Health Equity – 12%

Safety – 20%

- Crash history and/or documented safety problem & improves safety and accessibility or perception of safety where no documented safety problems

Cost Effectiveness – 15%

- Cost/benefit – 10%
- Other funding, cost efficiencies – 5%

Congestion Management – 5%

- Increase attractiveness of ped/bike travel in a corridor or area with significant peak period congestion

Opportunity/Risk – 5%

- Risk of lost opportunity
- Cost efficiency if done now (built as part of a larger project in the same corridor)

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WI DOT Criteria

Project Planning & Preparation

- Included in bicycle-pedestrian plan
- Any potential obstacles resolved
- Community support and/or regional collaboration

Project Utility & Connectivity

- Serves utilitarian rather than recreational purposes
- Network connection
- Proximity to school and/or commercial center
- Addresses a community need

Project Benefit

- Increases likelihood of modal shift away from driving
- Increases access to natural environment
- Demonstrable impact upon public health of community
- Addresses needs of “communities of concern”
- Addresses a safety concern

Project Location

- Contribute to a balanced geographic distribution of TAP funds

History of Sponsor Success

- Shown through previous awards that can utilize funding in a timely and compliant manner or if new shows understanding of rules and capacity to do project
- Project Innovation

Capitalizes or supplements an existing road improvement project

- Tied to an existing road improvement project that allows use of resources of larger project

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Enhances Mobility and Connectivity

- Regional or Local/Neighborhood Importance

Autumn Ridge Path

- Part of a larger future path network. This path will be connect eventually to Portland Pkwy and the bridge over Hwy 51. Future planned connections include to the Autumn Lake Neighborhood and Burke Rd as well as a future path along Hwy 30 to Starkweather Park and connecting with the Garver Path.

Cannonball Path Extension

- The proposed segment is the final piece of the Cannonball Path that links areas of Fitchburg & the Arbor Hills neighborhood with downtown Madison. It also will finish the connection from the Wingra Creek Path to the Capital City Trail, Southwest Path, Military Ridge Trail and the Badger State Trail.

Main St Bike Route

- Extend the current bike boulevard to the Brittingham Park Path as well as create a new E Main St bike route. This route connects to the Capitol Square, central neighborhoods, the Southwest Path and many businesses in a rapidly redeveloping area.

Troy Dr Pedestrian/Bicycle Improvements

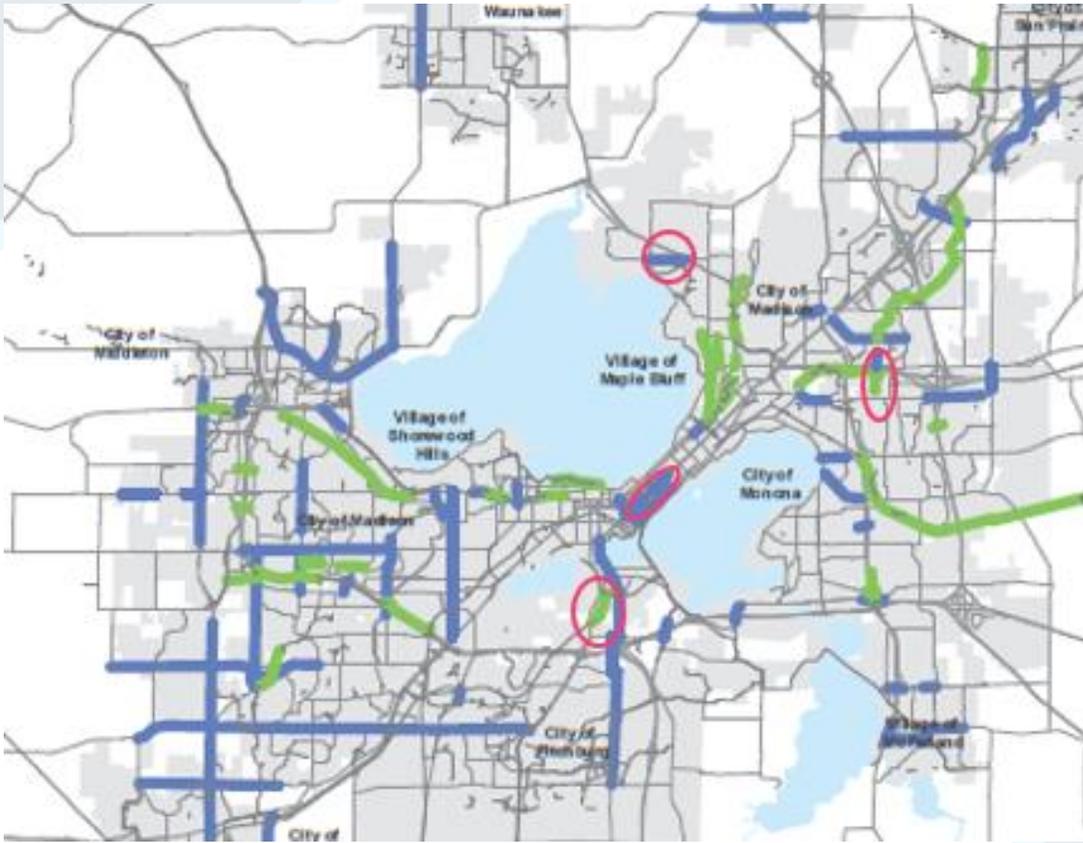
- This project facilitates children walking to school, users of the Troy Gardens and people walking to the bus stop. This street is also a bicycle connection from the Warner Park paths into the neighborhoods and is part of a route that is used to ride around Lake Mendota.

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Enhances Mobility and Connectivity



**Regional Bikeway Network
Gaps and Barriers
in Urban Areas**

Bikeway Gaps and Barriers

- On-Street Corridors
- Off-Street Corridors
- Existing Shared-Use Paths

Prepared by a staff of
T·P·B
Transportation Planning Bureau

Scale: 1" = 1/2 Mile
0 1/2 1 Mile

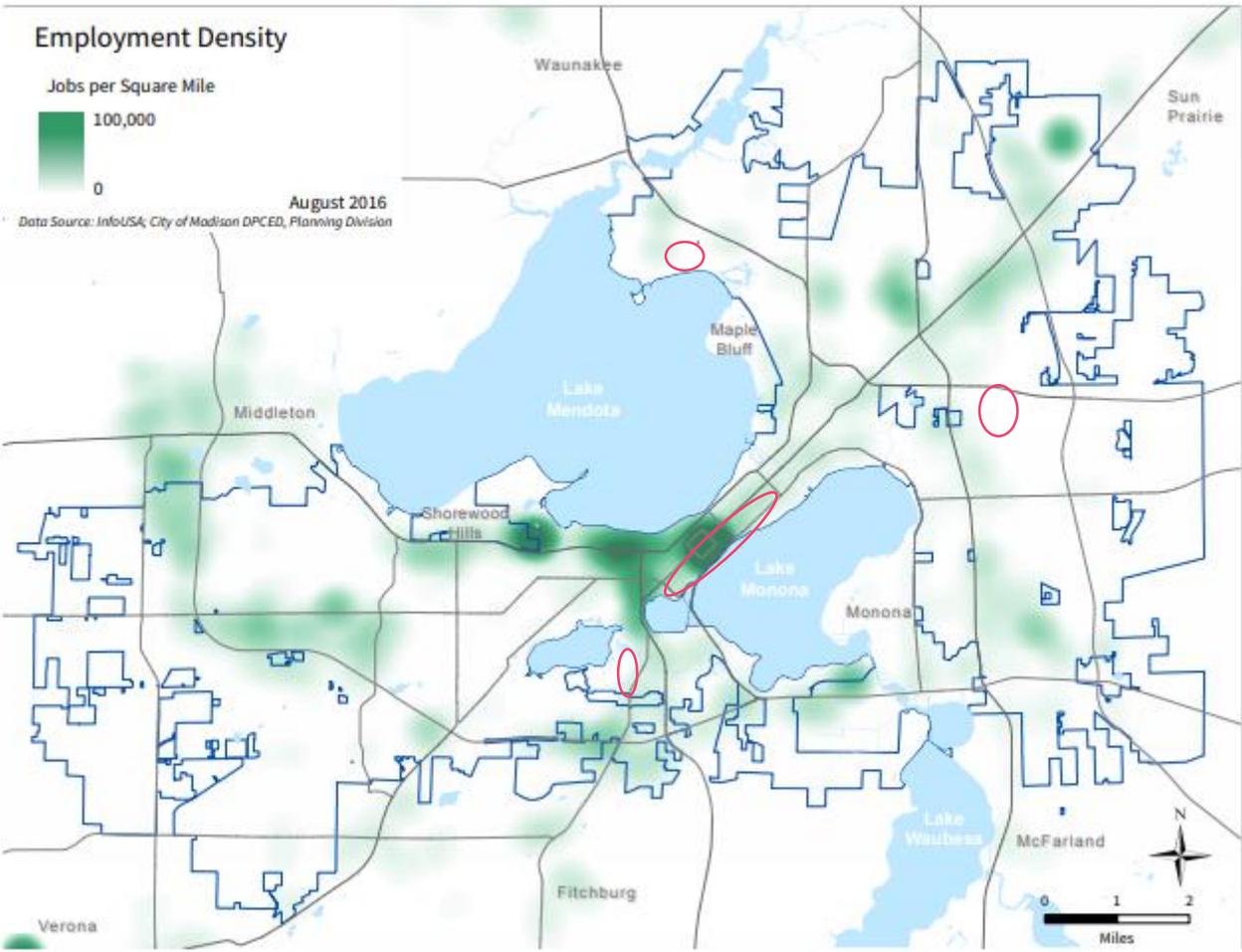
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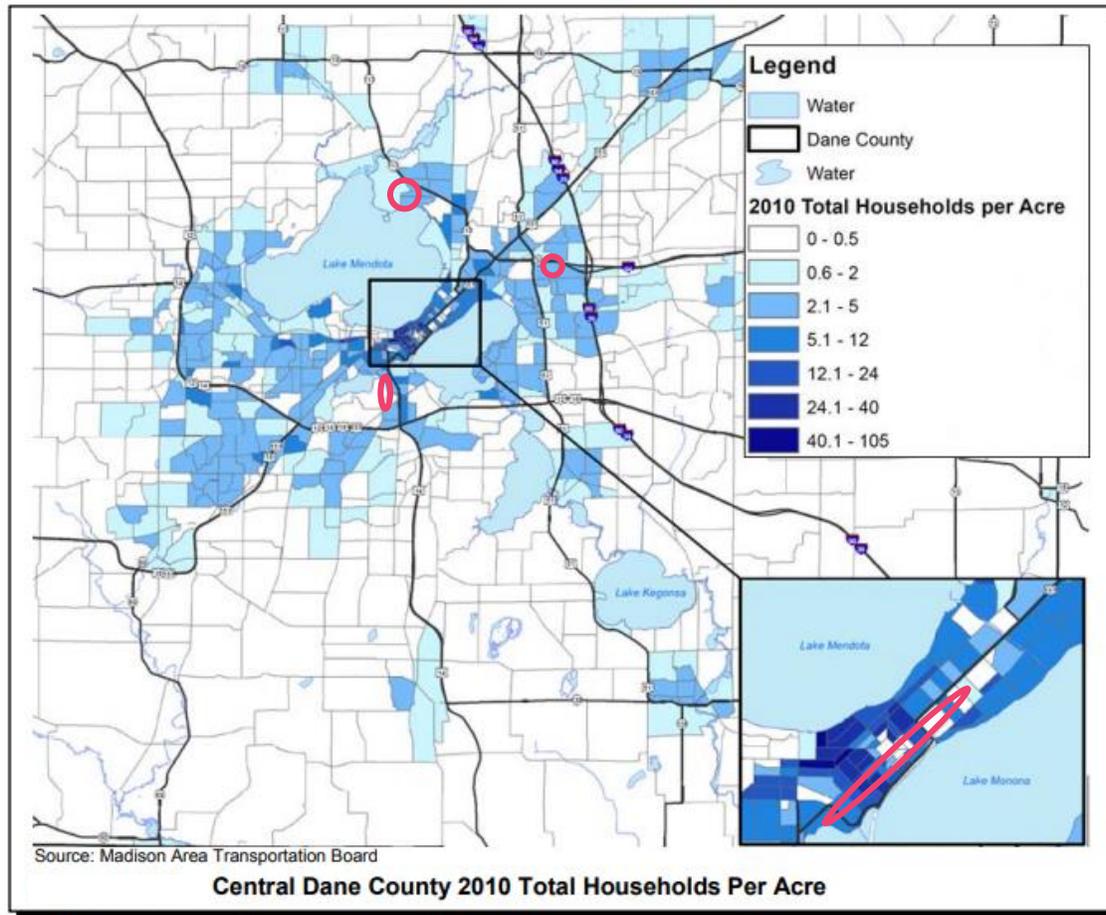
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Usage and Accessibility



High estimated usage based on employment located within 0.5 mile

Usage and Accessibility



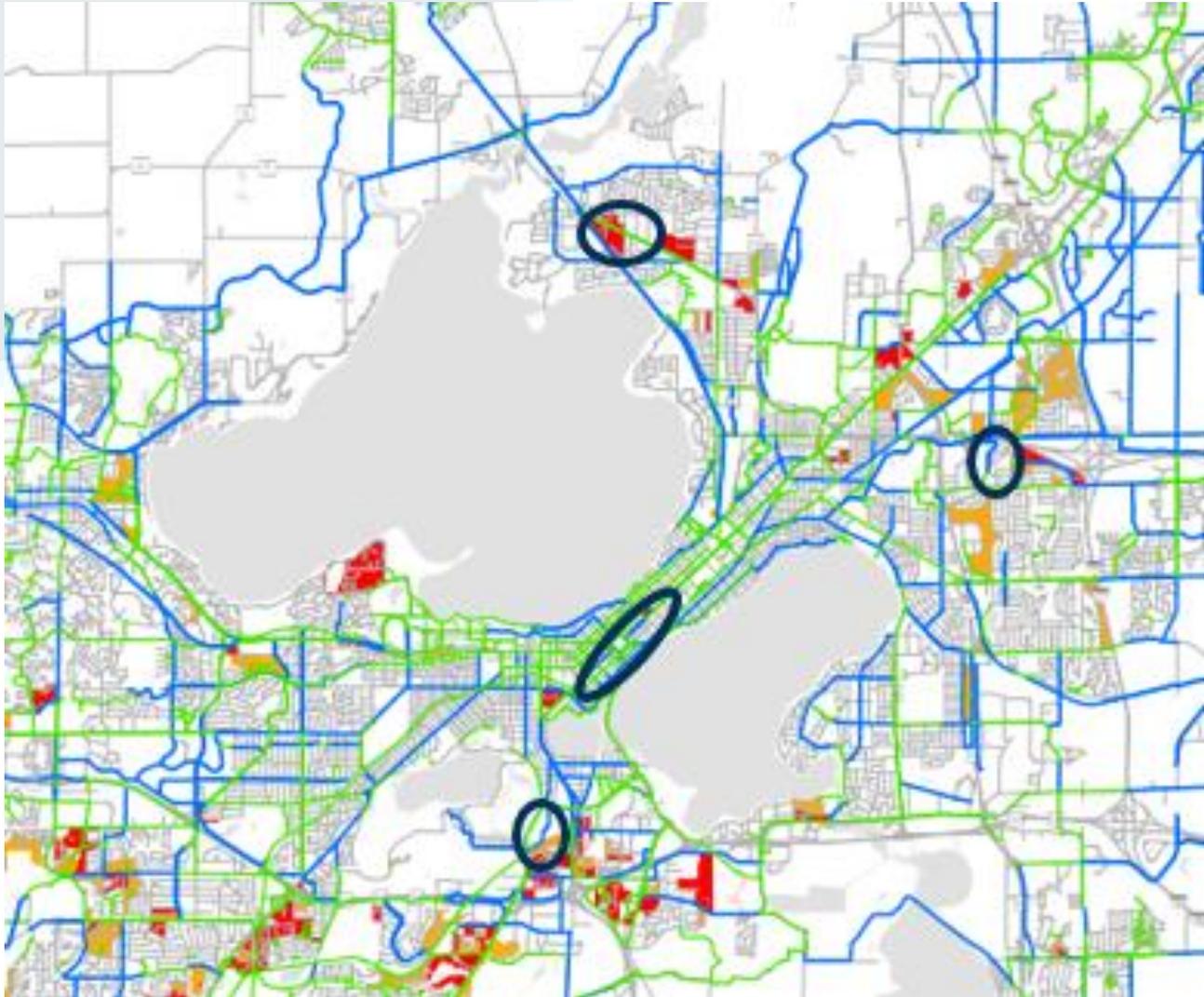
High estimated usage based on significant population user pool located within 0.5 mile

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Usage and Accessibility – Environmental Justice

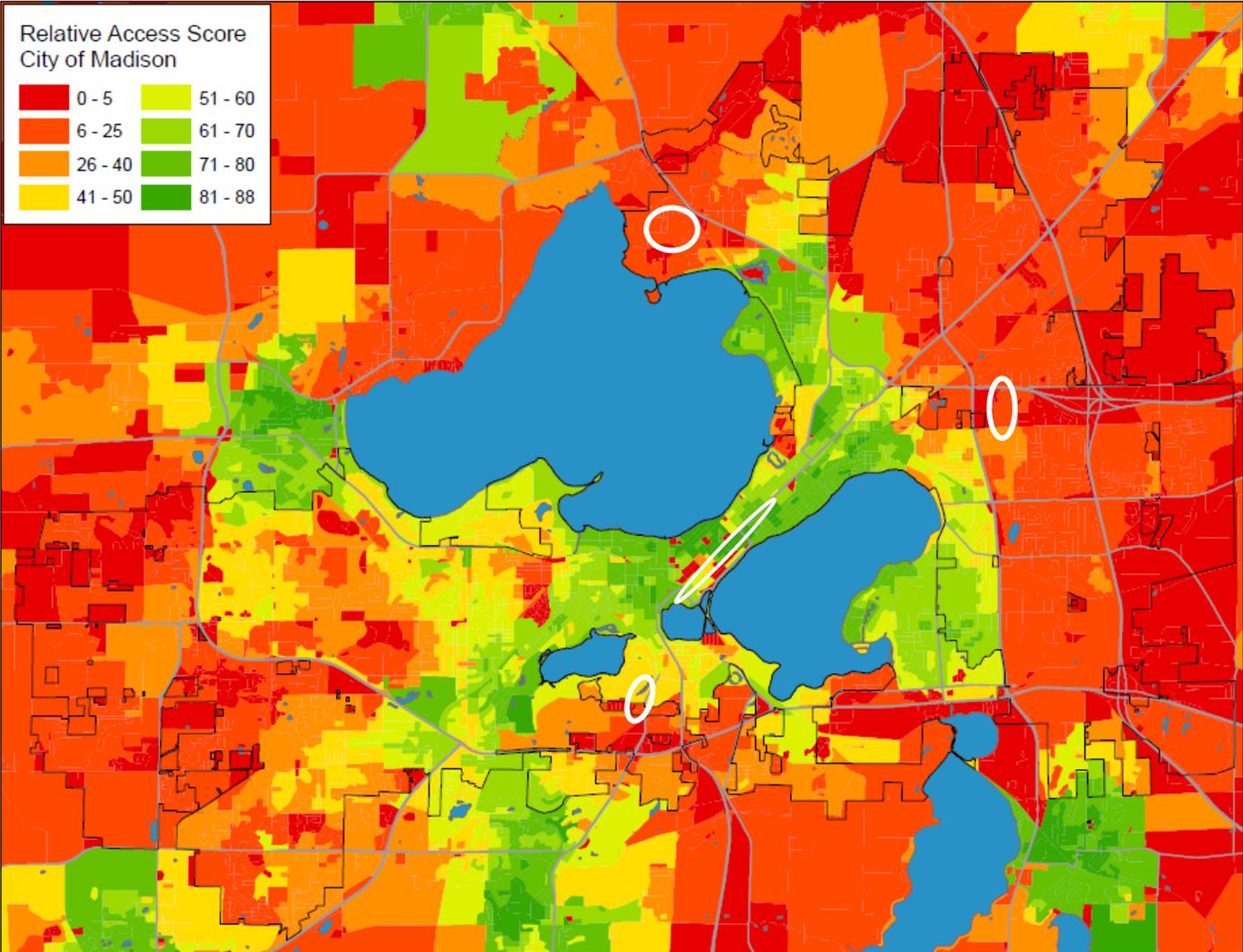


Current & Planned Bicycle Facilities & Areas with Concentrations of Minority Populations, by Census Block, 2010

Existing Bicycle Facilities
Planned Bicycle Facilities

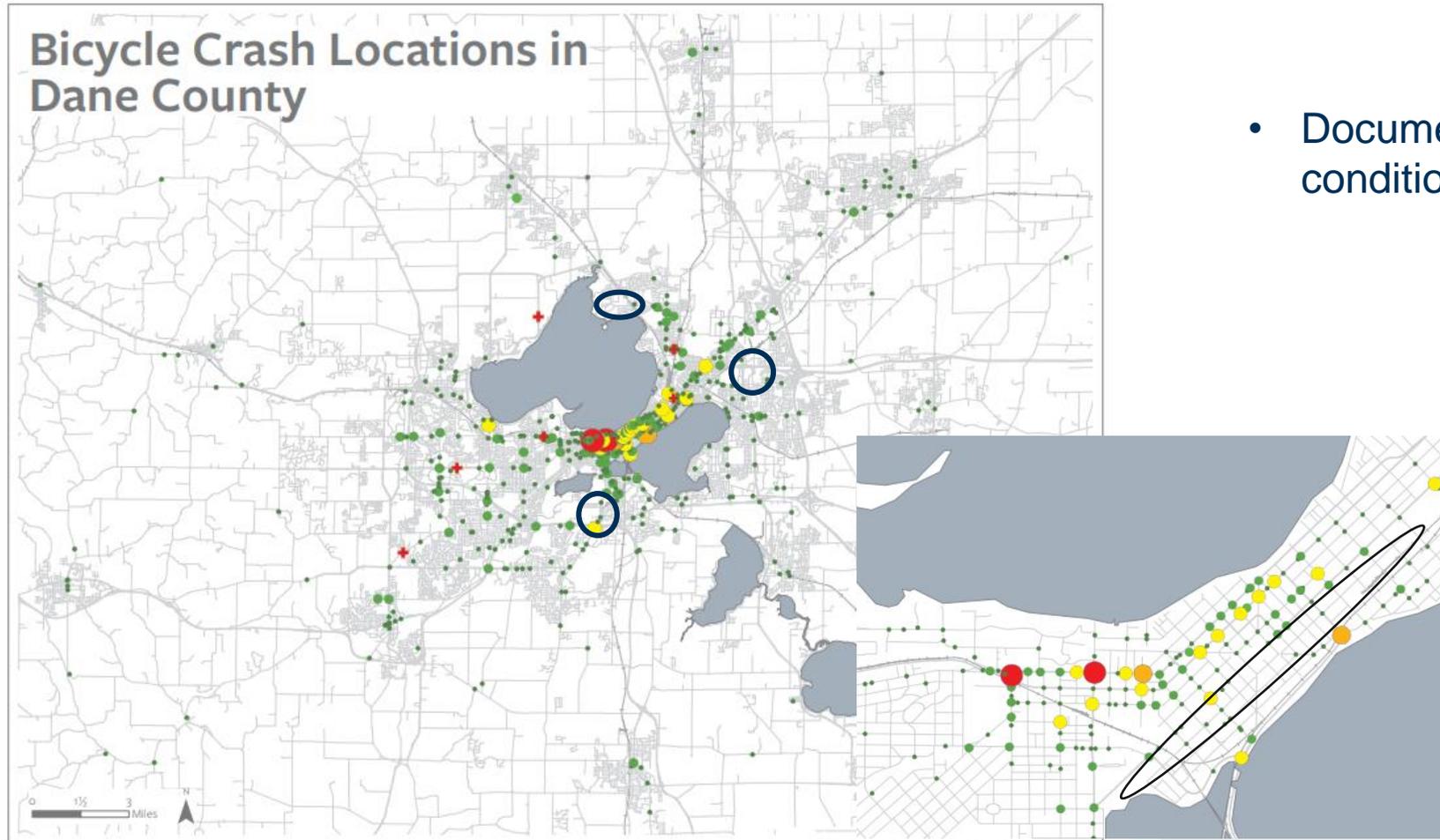
Percent Minority
2 to 3 Times MMAPA* Average:
39.2% - 58.8% (min 100 persons)
3+ Times MMAPA* Average:
58.9% - 96.0% (min 100 persons)
*MMAPA (Madison Metropolitan Planning Area) average = 19.6%

Usage and Accessibility – Access by Low Stress Bicycle Network



Relative accessibility of jobs and destinations is an effective way to highlight areas where new low-stress routes would most improve overall accessibility. Relative job accessibility is the difference between the percentage of jobs accessible within 30 minutes using routes of all stress levels compared to those accessible on the low-stress network. Areas shown in dark orange and red, have the highest unmet potential for job accessibility. In these areas, more than 25% of total jobs in the metropolitan area are currently inaccessible because the network precludes low-stress bicycle travel.

Safety

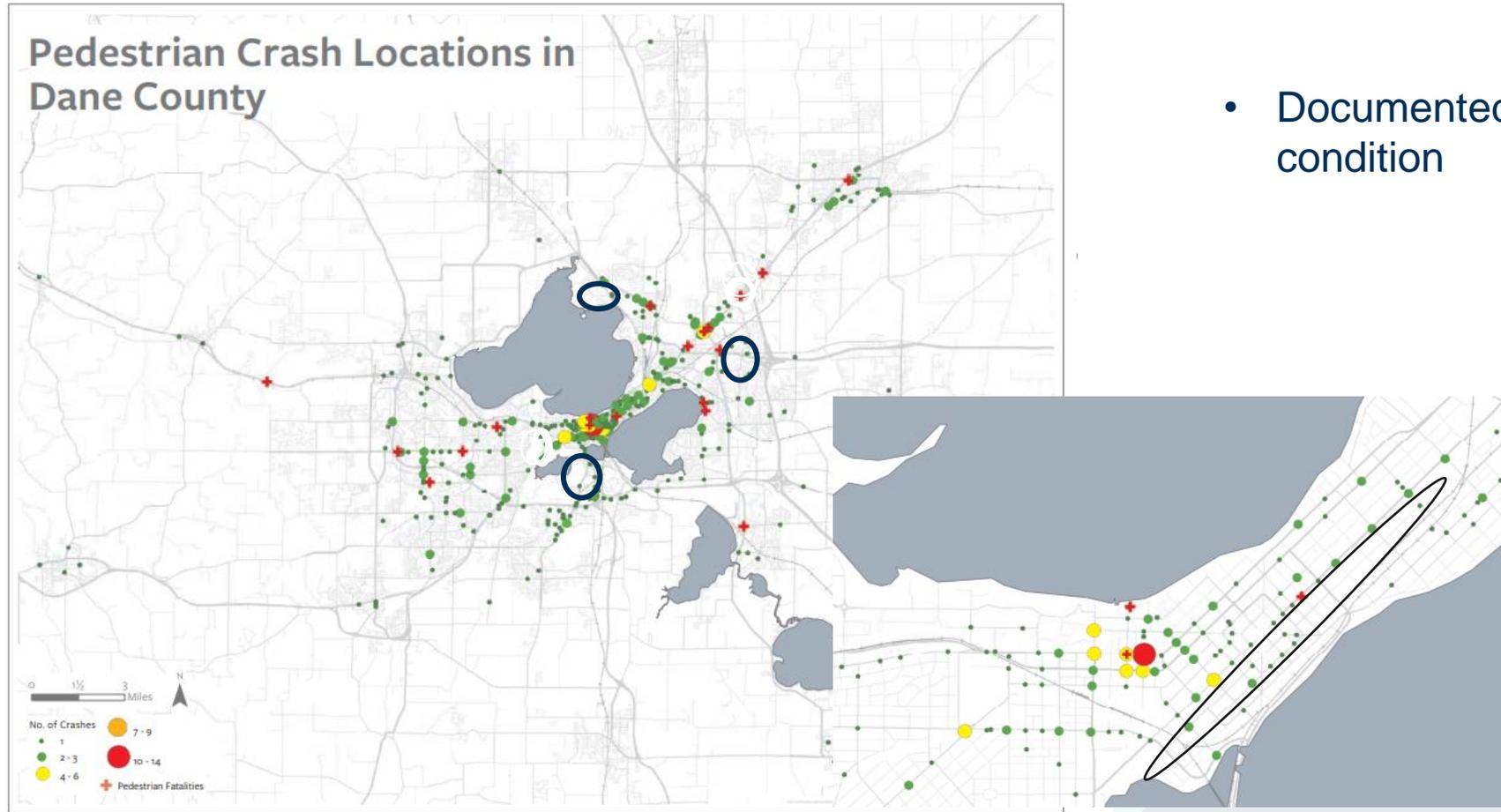


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Safety



- Documented hazardous condition

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Safety – Safety and Accessibility

- Improves safety and accessibility for wide range of users

Autumn Ridge Path

- Grade separated crossing of Highway 30 for pedestrians and bicyclists along with a connection to the neighborhood.

Cannonball Path Extension

- Creation of low stress bicycle route from the current end of the Cannonball Path at Fish Hatchery Rd to the Wingra Creek Path.

Main St Bike Route

- Ensuring that Main St remains a street friendly to bicycles and pedestrians even with continued development along E/W Washington and changes due to BRT. Connection to Blount St cycletrack.

Troy Dr Pedestrian/Bicycle Improvements

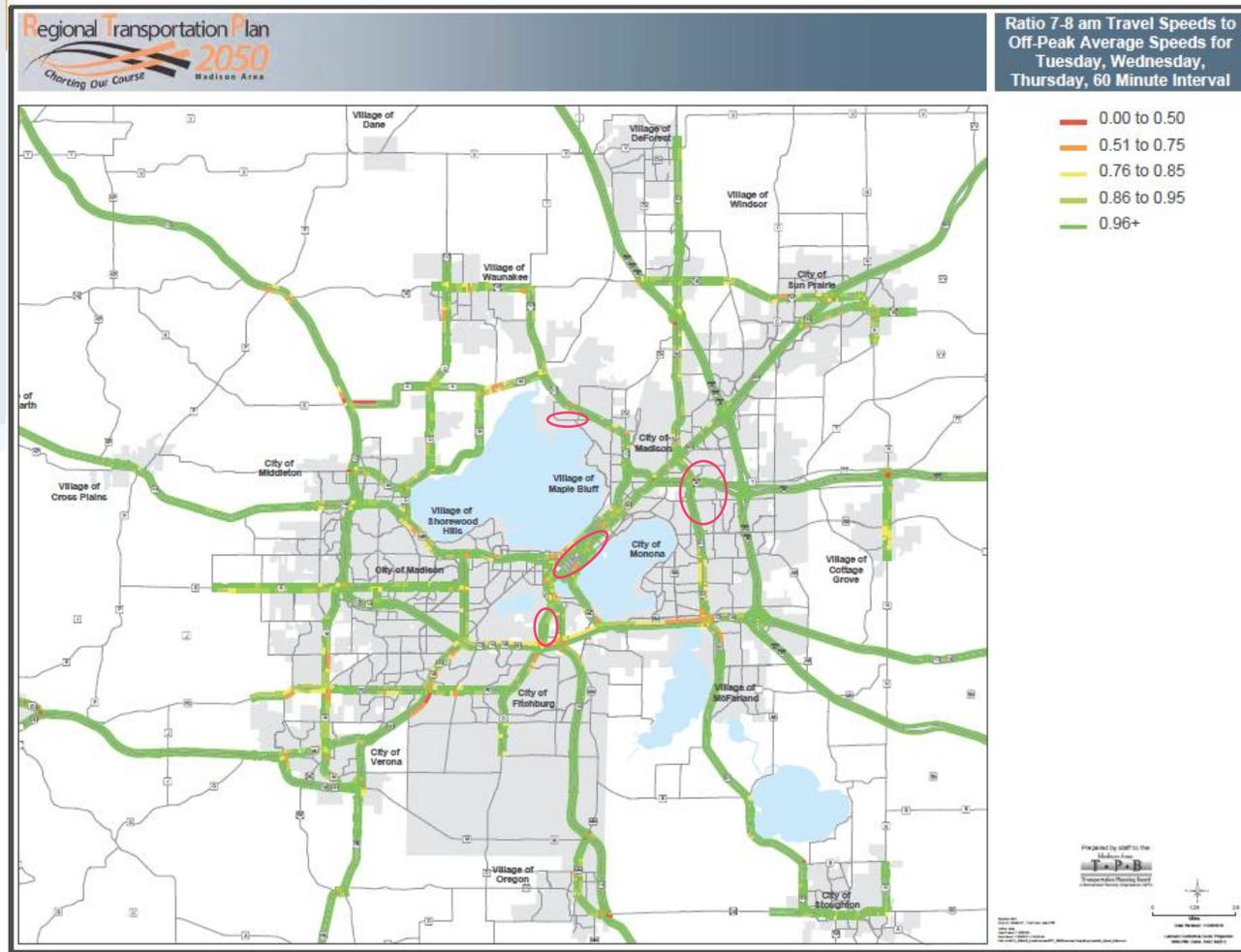
- Improvement of tunnel as requested by users who are reluctant to use it and additional pedestrian improvements to improve safety as well as some small on street bicycle-related improvements.

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Congestion Management



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Total Project Cost

Autumn Ridge Path - \$3,500,000

Cannonball Path Extension –

- **\$800,000 Fish Hatchery Option**
- **\$1,600,000 Off-Street Option**

Main St Bike/Ped Improvements – \$470,000

Troy Dr Tunnel & Bike/Ped Improvements - \$1,900,000

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Project Ranking

- **Before projects are submitted to WisDOT they must be ranked locally if that project sponsor is submitting more than one application.**
- **WisDOT will factor rankings into the overall project scoring process.**
- **The sponsor will rank each project in priority order, e.g., 1 (highest) to 5 (lowest).**

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