



## Legislation Text

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File #: 33277, Version: 1

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### Fiscal Note

No funds required for this resolution. Funds will be budgeted separately for individual projects.

### Title

Affirming community support for WisDOT 2014-2018 Transportation Alternatives Program (TAP) grant applications submitted by City Engineering. (Various ADs)

### Body

#### PREAMBLE

The City of Madison endeavors to provide its citizens with a robust, sustainable, multi-modal transportation system, including a major emphasis on bicycling and walking as viable and desirable modes of travel. The City has made major investment in bicycling and walking infrastructure, and this priority is reflected in current budgets. Many of the City's important existing bike-related infrastructure projects were successfully completed with Federal Transportation Enhancements (TE) funding participation in partnership with WisDOT, and the City continues to seek Federal funding for planned major bicycle or pedestrian infrastructure projects.

Engineering Division has primary responsibility for preparing and submitting applications to WisDOT for Federal funding under the 2014-2018 Transportation Alternatives Program (TAP). Projects selected for funding applications have been planned in coordination with other city agencies and are included in City's current adopted multi-year budget.

#### NOW THEREFORE BE IT RESOLVED,

1. That the Mayor and Common Council enthusiastically support the application to WisDOT for Federal funds under the 2014-2018 Transportation Alternatives Program (TAP) for the following projects:
  - Capital City Path, Segments 4-6, a shared-use path immediately south of the Union Pacific Railroad corridor from Vondron Road to east of I-39, a key segment of the planned continuation of the Capital City Path from Buckeye Road to the Glacial Drumlin Trail in the Village of Cottage Grove.
  - West Towne Path Segment 1, a shared-use path along the north side of Beltline Highway from the west side of Gammon Road to the existing path at Grand Canyon Drive.
  - West Towne Path Segment 2, a shared-use path along the north side of Beltline Highway from High Point Road to the west terminus of Segment 1.
  - Arboretum Path / Walk, a wide sidewalk along the south side of Beltline Highway from the east terminus of the shared-use path constructed by WisDOT east of Seminole Highway (as part of the Verona Road project) to approximately Kingston Drive near the east limit of the UW Arboretum south unit.
  - Ice age Junction Path Overpass of McKee Road (CTH PD), a shared-use bicycle and pedestrian overpass of CTH PD for use by both the (Paved) Ice Age Junction Path and the Ice Age National Scenic Trail, to be constructed in conjunction with the planned reconstruction of McKee Road (CTH PD) to CTH M.

- Ice age Junction Path Underpass of S Pleasant View Road (CTH M), a shared-use bicycle and pedestrian underpass of CTHM near Flagstone Drive for use by both the (Paved) Ice Age Junction Path and the Ice Age National Scenic Trail, to be constructed in conjunction with the planned reconstruction of S Pleasant View Road (CTH M) from Flagstone to Prairie Hill Road.
2. That the City Engineer is hereby authorized to prepare and submit said applications.