

2007-2011 LONG RANGE ROOM TAX FUNDING PROPOSAL

Project Name: ***Creating a Bike Trail Underpass to Overcome the I-39 Barrier in Stevens Point***

Contact Person: *Mike McGibbon*

Telephone: *715-592-3677*

Address: *8615 Rolling Hills Road, Custer, WI 54423*

Requested on Behalf of What Group: *Heartland Bike and Nordic Ski Club*

Please list Board members: *Mike McGibbon, President*

Tax Exempt Organization No *X, but can get a 501(c)3 fiscal agent if required* Yes ____
Exempt # _____

1. Purpose or mission of the organization/group/agency.

Heartland Bike and Nordic Ski Club is a bicycle and Nordic ski advocacy organization. It was created in 2000 through a merger of two existing organizations: A Nordic ski club originated in the early 1990's (Heartland Nordic ski club) and a biking club started in the early 1990's (the Velo Max bike club with 22 cyclists who began riding together on Sunday mornings, founding their club to draw more cyclists to join in the long rides and social benefits). Both groups discovered that they had many common members who enjoyed biking and skiing sports during alternate seasons. Heartland Bike and Nordic Ski Club (HBNSC) is "dedicated to the promotion of bicycling and Nordic skiing in Central Wisconsin". Heartland Bike and Nordic Ski Club finances its club through membership dues and bike/ski event fund-raisers. It has approximately 230 members. While HBNSC is not a 501(c)3 organization, it operates with a local governance structure and reports to its membership. The long term goal of HBNSC is to continue to promote cycling and skiing, attract new membership to both sports, and provide valuable networking through its website (<http://www.heartlandclub.org/>). With only a few "clicks", anyone can find a weekend group ride/ski schedule, calendar of events (some of which are hosted by HBNSC), and points of contact for more information on cycling/skiing in Central Wisconsin.

2. To what degree is the public interested in this project/program? Please supply evidence.

Evidence of tremendous public support for this project lies in the involvement of HBNSC as well as the involvement, cash, and in-kind support of elected officials and staff in the City of Stevens Point and Portage County acting on behalf of concerns expressed by citizens about the safety of Highway 10 and County HH as bike routes to cross I-39. In addition, this proposed trail was identified in the Plover and Stevens Point Metropolitan Area Bicycle/Pedestrian Plan adopted in 1997 following a cooperative effort of the communities and a local 23-member Bicycle Pedestrian Steering Committee. The committee was organized from various community groups, including public school and university leaders, business leaders and bicycle enthusiasts from the Stevens

Point and Village of Plover metropolitan area. The Bicycle and Pedestrian Plan identified this trail under I-39 as one of its recommended routes for three reasons: 1) connects existing trail infrastructure; 2) splits the distance between existing, more hazardous routes; and 3) more economical than alternative routes.

The goal of this project is to obtain matching funds to complement a \$121,800 Wisconsin Department of Transportation (DOT) grant awarded to the City of Stevens Point in 2006 to build a crucial east-west commuter bike trail/walking trail underpass in 2008 to safely overcome the I-39 barrier. There are currently no safe commuter trails for bikes or pedestrians that cross I-39 so residents and visitors/tourists on foot or bicycle must either use dangerous Highway 10 or County HH to access trail networks on the other side of the Interstate. The trail will be routed through an existing railway corridor that passed beneath I-39 between Stevens Point Business Park and the Portage County Business Park. It will connect 3.2 miles of Patch Street and Brilowski Road Shared Use Trails and create the first direct connection between two business parks and growing retail areas on east and west sides of I-39 in Portage County. The entire trail is located within the City of Stevens Point corporate area. The grant requires a 20% cash match or \$30,200. To date, approximately \$16,500 or 55% of the match has been raised.

The City of Stevens Point plans to construct a ten foot wide, 0.4-mile blacktop trail in 2008 that would begin at the eastern terminus of Joerns Drive on the west side of I-39, parallel the tracks of the Canadian National Railway as they pass under I-39, and once past the bridge structure, immediately leave the railroad right of way and enter the Portage County Business Park on the east side of I-39 in a 12-foot easement provided by Portage County to their beautifully landscaped storm water retention facility. This project has been coordinated through the Wisconsin Central Ltd division of the Canadian National Railway and the Wisconsin DOT North Central Region. The trail will travel east beyond the underpass and terminate at Business Park Drive, a wide paved drive with a posted speed of 25 mph. From this point, trail users could travel south on Business Park Drive to access the Business Park and the retail development of Crossroads Commons in the Village of Plover or north and east along Business Park Drive to its connection with the Brilowski Road Shared Use Trail. The bicycle facility under the highway structure would require installation of a modular block retaining wall to hold back the embankment. A six foot fence would also be constructed to separate the trail from the railroad tracks. (See enclosed maps and architect's renderings.)

3. Explain how the proposed project/program will impact our community's ability to attract visitors/tourists.

Portage County has some of the best bicycling opportunities in the State of Wisconsin but the trails on the west side of I-39 are not linked safely with the trails on the east side of I-39 limiting its marketing potential. With this new connector trail, it will become easier to promote a NETWORK of trails including some of these trail highlights: 1) Ice Age bicycle route highlighting glacial terrain, 48 miles of road trail (east side); 2) Green Circle Trail, 30 miles of off-road trail (mostly west side of I-39); 3) Tomorrow River Trail, 18 miles of off-road access connecting the Stevens Point area with outlying townships and villages (east side); 4) Standing Rocks County Park, 12 miles of single track and 10 miles of double track mountain bike trails (east side); and 5) New 1.8-mile

Patch Street Shared Use Trail (connecting with other biking networks and Green Circle Trail) scheduled for completion in 2007 (west side of I-39).

Many of the existing bike trails are on the east side of I-39 while most of the hotel facilities are on the west side of I-39. This new trail underpass will be noted on trail maps available in the Stevens Point Area Convention and Visitor's Bureau and local hotels making Stevens Point a much more bike-friendly community and could be promoted as such.

4. Describe how the quality of life in our community will be enhanced by the completion of this project/program.

The proposed bike trail will provide a crucial east-west link across the I-39 barrier that cuts north-south through the middle of the Stevens Point metropolitan area and most highly populated area of Portage County. There are currently no safe trails for bikes that cross I-39. The lack of convenient and safe east-west passage for cyclists prevents more people from biking more often to work, school, or for recreation in the Stevens Point area. Both of the east-west crossings (Highway 10 and County HH) are noted by the Wisconsin DOT as being "high volume, undesirable" for bicycling conditions (Reference, <http://www.dot.wisconsin.gov/travel/bike-foot/docs/bikeportage.pdf>). Both Highway 10 and County HH have four lanes of traffic and have interstate exchanges. According to the Bicycle Crash Analysis for Wisconsin Using a Crash Typing Tool (PBCAT) and Geographic Information System (GIS) published by the Wisconsin DOT in June 2006, the City of Stevens Point has the highest number of bicycle-vehicle crashes based on bicycle miles traveled. Portage County has the highest county crash rate in Wisconsin based on the same measurement. (Reference: <http://www.dot.wisconsin.gov/library/research/docs/finalreports/05-18bicycle-f.pdf>).

5. Estimate how many people and/or what market segments will be served by this project/program.

Market segments and estimates:

1) Commuters to work and those who want to conduct business. *Based on an informal email survey of businesses/employees conducted in the Portage County Business Park by the Portage County Business Council and Portage County Grant Writer in January 2007, 10 businesses with a total of 714 employees returned surveys estimating that an additional 45 employees will commute to work on bicycle using the proposed new bike trail underpass. In addition, some businesses in the Portage County Business Park propose that their customers living or working on the west side of the interstate will also use the new trail to access the new deli, the new fitness center and kids fitness programs, blood center, medical clinic, and bicycle retail businesses located in the Business Park. We will estimate 10 customers per week during non-snowy months or conservatively 360 individuals (mostly Stevens Point residents) will use the new trail each year to conduct business in the Park.*

2) Special event participants. *The Recumbent Rally (over 350 participants in 2006) and potentially other special events or guided bicycle/walking experiences such as those hosted by HBNSC will use the trail underpass to safely overcome the I-39 barrier. Walk Wisconsin routes*

may be redesigned to use the new trail, too. Conservative estimate of special event users/year: 700.

3) Walking/Biking groups and receptionists. According to the Stevens Point Parks and Recreation Department counts, 75-150 cyclists per hour enter and leave the Green Circle Trail at Iverson Park (northwest of proposed trail) during a peak season. Those who rent bicycles from Nature Treks in Iverson Park (new location in 2007) or who venture out on the trail networks for exercise and pleasure will also use the proposed trail. Conservative estimate of the numbers of individual trail recreational users/year: 1,000.

Total estimate of individual users/year (1+2+3 above) not accounting for repeat uses by same individuals: 2,105

6. Will the proposed project/program generate revenue? Yes X No ___
If the revenue is to be generated, estimate the amount and explain who you see as the recipient of this revenue.
7. Will this project/program have on-going maintenance or staffing needs, and if so, who do you see as responsible for these expenditures?

Resolution #17-2006-2008 Declaring Support For and Authorizing Matching Grant Funds for a Commuter Trail that Crosses the Interstate 39 Barrier adopted by the Portage County Board of Supervisors on May 16, 2006, references the approach for dealing with on-going maintenance needs:

“WHEREAS, the City of Stevens Point, Portage County, Portage County Economic Development Committee, and other stakeholders such as local businesses and bike clubs will explore mutually agreeable funding options for future maintenance of the trail, considering such sources as the Portage County Business Park Maintenance Assessment, Adopt-a-Trail sponsorship, corporate or individual donations, and grants, among others...”

These maintenance-related details are yet to be determined after we have raised the matching funds for the project and prior to construction of the trail.

8. How does your project/program differ from similar projects/programs offered in this area? (Respond “DNA” if there are no other similar in this area.)

DNA

9. Have you approached other sources for support? Yes X No _____. If yes, who and the amount received or amount applied for.

*The City of Stevens Point along with its partners submitted a grant to the Wisconsin DOT to help fund this \$151,000 project. It was awarded \$121,800 or 80% of the project cost and must now come up with the remaining 20% cash match or \$30,200. To date, approximately \$16,500 or 55% of the match has been raised including \$1,000 committed by HBNSC which is half of its current budget, \$15,000 from Portage County, and \$500 from the Hostel Shoppe. Heartland Bike and Nordic Ski Club, working through a fiscal agent, the Community Foundation of Portage County, submitted a grant proposal requesting \$10,000 from Bikes Belong, a national foundation that funds bike trail construction projects. Bikes Belong only funds 20% of the requests they receive from across the Nation, but HBNSC believes it has submitted a strong application and has as good a chance as any organization in winning a grant from Bikes Belong. We will learn the outcome of the proposal by the end of April 2007. **Should that request to Bikes Belong be funded, we still need \$3,700 to meet the matching fund requirement to receive the Wisconsin DOT grant and respectfully request this amount from the Room Tax Fund. Should the Bikes Belong grant NOT be funded, we respectfully request \$13,700 to meet the matching fund requirement on this project.***

BUDGET INFORMATION

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Contact Person *Mike McGibbon, President*

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Capital Expenditures Necessary **\$150,012.50**

QTY	PRICE/ QTY	ITEM	TOTAL/ITEM
391 L.F.	\$12.00	CHAIN LINK FENCE, 6 FT.	\$4,692.00
300 SQ.FT.	\$5.00 6"	CONCRETE PAVEMENT (10'x15')	\$1,500.00
452 TON	\$38.00 3"	BITUMINOUS CONCRETE - 2-1.5" LIFTS	\$17,176.00
2,597 SQ.YD.	\$6.50 6"	CRUSHED AGGREGATE BASE COURSE	\$16,880.50
36 SQ.FT.	\$40.00	DETECTABLE WARNING CURB RAMP	\$1,440.00
2,105 SQ.YD.	\$5.00	4" TOPSOIL, SEEDING, & FERTILIZER	\$10,525.00
15 L.F.	\$4.00	SAWCUT	\$60.00
2,293 SQ.FT.	\$33.00	MODULAR BLOCK GRAVITY WALL	\$75,669.00
1 LUMP	\$4,000.00	GRADING	\$4,000.00
1 LUMP	\$7,500.00	CLEARING, GRUBBING AND SITE PREP.	\$7,500.00
10,345 SQ.FT.	\$1.00	CANADIAN NATIONAL RAILWAY PROPERTY FOR EASEMENT	\$10,345.00
15 L.F.	\$15.00 30"	CURB AND GUTTER	\$225.00
		TOTAL	\$150,012.50

Services and Supplies **0**

Personnel for Project Development **\$25,000-\$30,000**

In-kind from City of Stevens Point for engineering Department services to do the survey and design work, bidding documents, construction management and administering the DOT grant.

Total Expenditures Necessary for Project/Program **\$151,000**

Other Revenue (matching funds, grants, private fundraisers or other sources) **\$137,300**

Wis. Dept of Transportation grant awarded for \$120,800; Portage County committed to donating \$15,000 cash; Hostel Shoppe will donate \$500; Heartland Bike and Nordic Ski Club will donate \$1,000. \$13,700 needed yet to meet the 20% cash matching requirement.

AMOUNT REQUESTED **\$13,700**

Would this project/program be developed incrementally? If the project would have incremental needs, please break down your request by year.

Need all support at once

Need incremental support

07 *December 2007 before bidding contracts in January 2008*

08 _____

09 _____

10 _____

11 _____

Please include other information, renderings or materials you believe will help the evaluating committee better understand your request.

Map and Renderings Enclosed

PLEASE RETURN TWENTY COPIES OF YOUR COMPLETED REQUEST
ALONG WITH ATTACHMENTS TO THE STEVENS POINT PARKS AND
RECREATION DEPARTMENT BY FEBRUARY 16, 2007

THANK YOU FOR YOUR INTEREST IN THE STEENS POINT AREA AND ITS
PEOPLE