

*Wisconsin Department of Transportation (WisDOT)*  
*Statewide Multi-Modal Improvement Program (SMIP)*  
**FYs 2009-2011 PROJECT APPLICATION FORM FOR:**

*Local Transportation Enhancements (TE) Program*  
*Bicycle and Pedestrian Facilities Program (BFP)*

(This form is available from WisDOT in a rich text format (rtf) that you can fill in electronically. If desired in this format, please contact us by e-mail and we can return to you as an e-mail attachment)

1. Project Name: Short Term Bike Rental Program Feasability Study

2. Project Location: Municipality: Milwaukee County: Milwaukee

Street Address of Project (if applicable): \_\_\_\_\_

Describe location and boundaries of the project: City of Milwaukee wide

3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)

NOTE: A Wisconsin map with areas covered by MPOs is located on page 13 of the Guidelines section.

4. Name and Location of Public Sponsor: Milwaukee

Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):  
\_\_\_\_\_ of \_\_\_\_\_. This is required for projects in urbanized areas with MPOs, recommended for others.

6. Primary Contact Person of Public Sponsor Agency:

Name: David Schlabowske Title: Bicycle and Pedestrian

Address: 841 N Broadway, Rm 919 Phone: (414) 286-3144

Municipality: City of Milwaukee State: WI Zip: 53202

FAX: (414) 286-0663 E-mail: david.schlabowske@milwaukee.go

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

Municipality: \_\_\_\_\_ State: WI Zip: \_\_\_\_\_

FAX: ( \_\_\_\_\_ ) \_\_\_\_\_ E-mail: \_\_\_\_\_



9. **PROJECT COSTS:** An accurate cost estimate is critical because the sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction related projects must be \$200,000 total and over,** including any Design related costs. Because of the significant federal requirements that must be met when FHWA funds are used to purchase Real Estate and delays that can result, **Real Estate costs are eligible only for costs of \$100,000 total or more.** Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 federal share and over.** This applies to all non-construction projects including Preliminary Engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available in state Fiscal Year 2010. It is possible that Regions may be able to meet requests for Design work in early 2009 for cases where Design work is needed prior to letting a project for Construction by July of 2009. This will depend on the status of projects already scheduled and the number and size of requests received.

	FY 2009 (Begins 7/1/08)	FY 2010 (Begins 7/1/09)	FY 2011 (Begins 7/1/10)	TOTALS Must = sum of FYs 2009-11
Preliminary Engineering/Design	\$50,000.00	\$	\$	\$
Real Estate (\$100,000 min. total)	Not available	\$	\$	\$
Railroad Crossings	Not available	\$	\$	\$
Construction	Not available	\$	\$	\$
<b>TOTAL</b>	<b>\$50,000.00</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Public Sponsor: Funds (min.20%):		\$	\$	\$
Federal Funds (max. 80%):		\$	\$	\$
<b>TOTAL</b>	<b>\$50,000.00</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

**Note:** We may be able to schedule lower cost items like Design in FY 2009. Higher cost phases such as Construction will generally need to wait until FY 2010 to 2011 and possibly 2012. The above line item categories include the most common project phases. Starting in 2008, eligible utility relocation related costs will need to be funded 100% locally and can only be funded in cases where each utility is \$50,000 or more which is unlikely for these projects. Also starting in 2008, state Delivery related costs will need to be added. We will contact each successful recipient after project approval with the additional costs that could be 10% or more of the project, depending on size and complexity of review and oversight needed for the project.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design Feb. 2009

Real Estate \_\_\_\_\_

Railroad Crossings \_\_\_\_\_

Construction \_\_\_\_\_

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

11. Please confirm your understanding of the following project conditions by *initialing* below:

***Person initialing and signing the application must have fiscal authority for the public sponsor.***

- a. The sponsor must provide matching dollar funding of at least 20% of project costs.  
\_\_\_\_\_ Accepted.
- b. This is a reimbursement program. The sponsor must finance the project until federal reimbursement funds are available.  
\_\_\_\_\_ Accepted.
- c. The sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.  
\_\_\_\_\_ Accepted.
- d. The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be reimbursable. Local Force Account (LFA) work only allowed on TE funded projects.  
\_\_\_\_\_ Accepted.
- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & *Bicycle Facilities Handbook*; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings, etc. Each Region can provide copies of the current Sponsor's Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.  
\_\_\_\_\_ Accepted.
- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require snow plowing of facilities as part of the maintenance agreement where year round use by bicyclists and pedestrians is expected.  
\_\_\_\_\_ Accepted.
- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or various stipulations protected the public interest in the project for its useful life.  
\_\_\_\_\_ Accepted.
- h. The sponsor agrees to State Delivery and Oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate Design standards, etc. These costs will vary with the size and complexity of the project. Costs could be a higher percentage of small projects and higher in total but lower on a percentage basis for large projects. We will contact if your project is approved for the amount that needs to be added, which could be 10% or more of your initial estimate. The Sponsor agrees to add these costs that will be 80% federally funded with the balance local.  
\_\_\_\_\_ Accepted.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES (11 point font minimum)**, please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses, pedestrian road-shows, police on bikes, etc.).
- Does your community assess adjacent property owners for sidewalk improvements? (Only needs to be answered if you are applying for TE funded sidewalks or other pedestrian improvements.)
- Clearly indicate any plans to charge fees to access your proposed facility, how the fees will be used and whether the trail/path will be snowplowed in winter months.

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping applications**, clearly detail the types of amenities and improvements that will be part of the project. Indicate how the improvements will promote opportunities for walking and biking. Beware that certain cost items such as parking improvements, street work not related to bike/ped usage, utilities like sanitary sewer and other items not strictly related to the TE project must be excluded. Street light fixtures are expected to be of a decorative, antique-look type.

d) Realistically, how much usage or impact will the proposed facility have on an annual basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of \_\_\_\_\_

(Name of Sponsor)

By \_\_\_\_\_

(Name of Person with Fiscal Authority)

(Signature of Person)

\_\_\_\_\_  
(Title of Person Signing)

\_\_\_\_\_  
(Date)

***Please remember to include the required 8 1/2" x 11" black and white map for you project***

**Completed applications consist of 1 original and 3 copies of pages 1-5 plus attachments. Avoid stapling, at least for original that we will use for copying. Applications must be submitted to the appropriate WisDOT Region office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by *Friday, April 18, 2008* to be eligible for funding.**

**-- NO LATE APPLICATIONS WILL BE ACCEPTED --**

12.

- a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities.

*The bridges selected for this project are all in the downtown central business area. We plan to install the SlipNot anti-slip bridge decking in bike lane of lift bridges at Water St., Pleasant St., Wisconsin Ave., and Juneau. These are all on key bicycle routes. This project will serve primarily the mixed use development Downtown, in the Third Ward and Brewers Hill areas. Currently many cyclists ride on the sidewalks to avoid traveling over these bridges, even when they are dry. This is a danger to pedestrians in an area with high pedestrian counts. We have also received complaints from cyclists who have fallen on the bridges and suffered additional injuries due to the "cheese grater" effect when skin hits the bridge grating.*

Also answer the following as applicable to your bicycle or pedestrian project:

1. Does your community have a bicycle or pedestrian plan? *Yes, we are updating it.*
2. Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.

**Marsupial Bridge:** *an architecturally significant bicycle and pedestrian bridge that hangs beneath the Holton Street Bridge.*

**Bike Lanes:** *more than 45 miles now and we add bike lanes when a road is reconstructed. 145 mile planned bike lane network.*

**Riverwest Bike Trail:** *to be built this year.*

**KK River Bike Trail:** *The City is in the final design stages to construct a trail and new bridge over Chase Ave.*

Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses, pedestrian road-shows, police on bikes, etc.).

**Off-street Bikeway Study:** possible locations for future off-street trails. This project provided design guides and best practices.

**Bicycle Publicity Plan:** looks at ways to promote bicycle use, media campaign costs and guidelines, templates for ads, a bicycle information website: [www.milwaukeebybike.org](http://www.milwaukeebybike.org) and a bike to work TV commercial that we use every year and may now be used statewide.

**Park for Free Milwaukee:** installed more than 2000 bicycle throughout the City and a bike parking needs for the City.

**Bike to Work Week:** The Mayor bikes to work, a facility tour and City Staff assist the BFW with their bike to work week activities.

**Pedestrian Road Shows:** The City has held a number of these in across the City and built the recommended projects.

**StreetShare Program:** was a leader in creating this program.

**Police on Bikes:** MPD has an active program.

**Bicycle and Pedestrian Task Force** active since 1993.

3. Does your community assess adjacent property owners for sidewalk improvements? (Only needs to be answered if you are applying for TE funded sidewalks or other pedestrian improvements.) Yes
4. Clearly indicate any plans to charge fees to access your proposed facility, how the fees will be used and whether the trail/path will be snowplowed in winter months. NA

b) For historic related projects, NA

c) For landscaping/streetscaping applications, NA

d) Realistically, how much usage or impact will the proposed facility have on an annual basis? -e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc. In every case study on existing similar bike rental programs,

they have had more use than anyone projected and reduce congestion and improve air quality in very measurable amounts. In Lyon, the city's 3,000 rental bikes are rented 20,000 times a day and have logged about 10 million miles since the program started in May 2005, saving an estimated 3,000 tons of carbon dioxide from being spewed into the air. Overall, vehicle traffic in the city is down 4 percent, and bicycle use has tripled, not just on account of the rental bikes, but also because the program has prompted a boom in private bicycle use and sales.

The City of Milwaukee is only about ¼ as densely populated as Lyon and our climate is not as warm. For those reasons, we estimate that our program will not be used as much. But we expect to see a congestion reduction approaching 1% with the corresponding emissions reductions related to a reduction in 5,000 VMT per day.

e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

Last year I was asked by a number of tourists if Milwaukee has a short term bike rental program. Convention goers have called me to praise our Art museum, Discovery World and beautiful lakefront. In the same phone call they have complained that they don't have time to take a bus, but that it would be a quick bike ride. Washington, D.C. will have ten bike rental stations open this year. Many other US cities are in the planning stages. This is an idea that has truly worked in every case where it has been tried.