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City of Ashland, Wisconsin ~ Parks and Recreation Department
400 4th Ave West Ashland ~ WI 54806 ~ www.coawi.org

PARKS & RECREATION COMMITTEE MEETING

Parks and Recreation Committee Meeting

Wed, Dec 16, 2020 5:00 PM - 6:30 PM (CST)

<https://global.gotomeeting.com/join/334785789>

United States (Toll Free): 1 877 309 2073

Access Code: 334-785-789

I. Call to Order

- a. Roll Call
- b. Agenda Modification
- c. Approval of Minutes
 - i. Approval of November 18, 2020 Minutes

II. Public Comment Period

III Information Items

- Parks Projects Updates
- Recreation Updates
- Planning and Development Updates

IV. Business Items:

- Continued Discussion and Approval to submit and Letter of Intent for a People for Bikes Grant
- Discussion on 5th St Corridor Snowmobile and Other Winter Sports Usage
- Discussion to pursue the Bay City Creek Trail Project

V. Next Meeting Date

VI. Comments and Questions

VII. Adjourn

It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. Any governmental body at the above stated meeting will take no action other than the governmental body specifically referred to above in this notice. The City of Ashland does not discriminate based on race, color, national origin, sex, religion, age or disability in employment or provision of services, programs or activities. NOTE: Upon reasonable notice, the City of Ashland will accommodate the needs of disabled individuals through auxiliary aids or services.

For additional information or to request this service, contact Sara Hudson at (715) 685-1644.

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City of Ashland, Wisconsin ~ Parks and Recreation Department
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PARKS & RECREATION COMMITTEE MEETING MINUTES

Wed, Nov 18, 2020 5:00 PM - 6:30 PM (CDT)

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/796303109>

You can also dial in using your phone.
United States (Toll Free): 1 866 899 4679 ;
United States: +1 (571) 317-3116
Access Code: 796-303-109

I. Call to Order

a. Roll Call

In attendance: Dave Ullman, Mike Amman, Meghan Salmon-Tumas, Dawayne Lampson, Kevin

Haas

Excused: Nancy Szttyndor, Sarah Jackson

b. Agenda Modification

c. Approval of Minutes

i. Approval of October 14, 2020

Motion by: Ullman

Second by: Amman

Motion carries unanimously

II. Public Comment Period

III Information Items

- Parks Projects Updates
 - PW is moved the Penn Park Concessions building to PW so it can be worked on over the winter.
 - 2021 Park 2021 CIP Project
 - Extra money in waterfront budget will be used for projects, like fixing bank by Sanborn with new riprap
- Recreation Updates
 - November session of Gymnastics has started this week. There are 30 gymnasts signed up for classes (1/4 of what we usually have).
 - Will start archery and tennis in December
 - SMART program will use BCC gym with about 8 kids at a time
 - Refused to host basketball due to covid concerns, but will explore skills and drills camp, etc.
 - The City has been awarded Chequama-CARES funding to purchase handwashing stations and ionizing cleaning machines.

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- Pickleball has also started this Month, playing two nights/wk. Adults only. Masks required.
- Winter Programs : Snowshoe hiking club, Sledding Day, Snow Sculpture Contest, Cardboard box sled making contest, and a “how to dress for winter” post
- Planning and Development Updates
 - Megan McBride will be present at the meeting to talk about the Health Communities Initiative that is taking place and other projects related to Parks and Recreation.

VI. Business Items:

- Discussion and Recommendation on Park Facilities: Bathrooms
 - Please see attached memo from John Butler, Public Works Director
 - Salmon-Tumas asks if an organization could help maintain. Answer is that, no, Babe Ruth, the org using the park, does not have resources for that
 - Amman asks about cost of maintaining a portapotty and answer given is that it is cheaper than maintaining a flush bathroom.
 - Haas shares opinion that other parks are more heavily used and need improvements, so they should have priority; meanwhile, Penn Park may not have long-term value and not be a good investment
 - Hudson shares that city has too many ball fields. While residents may appreciate the high number of parks, but maintenance needs are high and plans may include reducing the number of parks
 - Ullman and Amman share opinions supporting porta potty
 - Motion to eliminate the existing bathrooms at Penn Park, and move toward providing a portable toilet at Penn
 - Second by Lampson
 - Motion carries unanimously
- Discussion and Recommendation on City of Ashland Bike Plan: Vaughn Ave
 - The City is planning to stripe the reconstructed portion of Vaughn Ave (6th St W-11th St W) w/ sharrows in 2021. John Butler, PW Director, would like input from the PRC on the following questions:
 - Vaughn Ave is marked for “future consideration” on the bike plan.
 - Since we plan to stripe Vaughn, could another North-South route (Chapple Ave or 2nd Ave W) be eliminated from the City of Ashland Bike Plan?
 - Should the upper portion of Vaughn Ave (6th St-Main St) be sharrow as well?
 - The pavement condition is ranked 7 out of 10 so in an ideal world we would resurface it within the next 5 yrs.
 - The City would also like clarification on how to define a “bike boulevard” and how to sign it (sharrows, lanes, signs, etc)
 - The National Association of City Transportation Officials define a [Bike Boulevard](#) as “streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”
 - Amman, Ullman, and Haas agree that Vaughn is a logical choice for sharrows or bike boulevard
 - Ullman asks about speed bumps; Butler responds that funding is not available for that
 - Ullman clarifies the question about when a traffic-calming measure can be added; Butler responds that it is best designed in during road construction and data is needed to support such measures (such as traffic accidents or survey of police dept)

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- Amman asks why RVs and boats are allowed to park on streets; Butler says he doesn't know why
 - Discussion of when to add sharrow to upper portion of Vaughn, and agreement that it should be done concurrently
 - Ullman agrees to send explanation of Bike Boulevard to Butler
- Discussion and Approval to Submit LOI for People for Bikes Grant
 - The Parks and Recreation Director is seeking approval from the PRC to submit a LOI to People for Bikes to grant to fund the connector trail from the 5th St Corridor to Junction Rd, bike lanes on 11 St W or another item from the City of Ashland Bike Plan. The Parks and Recreation Director would also like to add to the grant to purchase trail counters so the City can get some data on how many people use the ARTS. Please See Attached for the People for Bike Grant Guidelines and City of Ashland Bike Plan. LOI are accepted starting December 15, 2020 – January 22, 2021.
 - Haas emphasizes importance of Junction Rd connection
 - Ullman notes that 11th St W project is important for commuters (as opposed to recreationists) and is right size budget for this grant
 - Hudson looks up expected cost to paint 11th St W and finds it is \$7,500
 - Ullman suggests applying to paint all of 11th St and asks about condition of 11th St E
 - Butler says it needs resurfacing but has no plan currently to do so
 - Decision that Butler will ask striping company what size project they need to justify coming here and when Public Works plans to resurface and stripe
 - Motion by Amman to table discussion until Dec meeting to get more information on plans and costs
 - Second by Dave
 - Motion carries unanimously
- Discussion and Recommendation on New Prentice Park Playground Equipment
 - The playground at Prentice Park is over 20 yrs. old. The Parks and Recreation Director and Maintenance Foreman agree that the playground should be replaced and money has been budgeted for in the 2020 and 2021 CIP budget. The APR director reached out to Lee Recreation for some playground ideas. Three ideas were initially sent, APR Director and the Maintenance Foreman asked their kids which ones they liked and came up with this final concept design. Cost for the attached playground design will be shared at the meeting along with the project budget. The City is looking for approval from the PRC to move forward with the playground purchase or seek designs from other companies.
 - Ullman asks about possibilities for refurbishing existing equipment; Hudson explains the costs with upkeeping that equipment and the decision that it is not a good investment
 - Ullman asks if more equipment could be added to design as funding comes available; Hudson answers yes
 - Motion by Ullman to pursue proposed design
 - Second by Salmon-Tumas
 - Motion Carries Unanimously

V. Next Meeting Date

Dec. 16th 5-6:30pm Online

VI. Comments and Questions

VII. Adjourn

Move to adjourn by Ullman

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Second by Lampson

Motion carries unanimously

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PARKS & RECREATION COMMITTEE MEETING MEMO

Wednesday November 18, 2020 5:00 pm

Online

Information Items

- Planning and Development Updates
 - o Megan McBride will be present at the meeting to talk about the Health Communities Initiative that is taking place and other projects related to Parks and Recreation.

Business Items:

- **Continued Discussion and Approval to submit and Letter of Intent for a People for Bikes Grant**

The Parks and Recreation Director is seeking approve from the PRC to submit a LOI to People for Bikes to grant to fund the connector trail from the 5th St Corridor to Junction Rd. The Parks and Recreation Director would also like to add to the grant to purchase trail counters so the City can get some data on how many people use the ARTS. Please See Attached for the People for Bike Grant Guidelines and City of Ashland Bike Plan. LOI are being accepted starting December 15, 2020 – January 22, 2021. At the November PRC meeting it was discussed which project to send the LOI. Based on the discussion and analysis of the Public Works committee and the PW director, the 5th St Corridor connector is the project to focus on. The Public Works Committee discussed in October, that the “Public Works Department during capital planning for roadway reconstruction projects shall construct bicycle lane markings as identified in the Commuter Bike Plan adopted by council in 2017”. A copy of the minutes and bike facilities review is attached for reference.
- **Discussion on 5th St Corridor Snowmobile and Other Winter Sports Usage**
 - o Kevin Hass has asked that this item be put on the agenda. This topic has come up at a few meetings of why snowmobiles are allowed on the 5th St Corridor in the winter. During the public meeting about the WisDOT TAP project next year, the 5th St Corridor will be wider to 10’. This has brought up the idea if the 5th St Corridor could be a more of winter multi use trails now that it will be wider. The APR Director is still finding answers to some questions and hope to have more information by the meeting.
- **Discussion to pursue the Bay City Creek Trail Project**
 - o The APR Director has had this grand vision of creating a pedestrian trail from the Oredock along Bay City Creek to Lake Superior Elementary via Northland College and above the flood plain. This idea gained a bit more ground when Katherine Jenkins for NC’s Sigurd Olson Environmental Institute shared with Sara the Ashland Middle School has been working with SOEI to create a trail and outdoor classrooms on NC property near AMS. Together Jenkins and Hudson have created a proposal. Hudson is seeking input from the committee about this project. Attached is a draft of the proposal.

City of Ashland – Public Works Committee Meeting Minutes

Thursday, October 10, 2019, 5:30 p.m.

Public Works Conference Room

Agenda Item 1: Roll Call

Present: Phil Sorensen, Melodie Phipps, Bill Kurtz, Jackie Moore, Ed Calhan, John Butler-Public Works Director, Sharon Campbell-Administrative Manager

Excused: None

Also Present: None

Agenda Item 2: Approval of Previous Meeting Minutes

No minutes to be approved.

Agenda Item 3: Citizen Participation

None

Agenda Item 4: Unfinished Business

Presentation on the City Wide Bike Plan

A map of the city wide bike plan was presented and discussed. John shared the cost of striping a bike lane versus the cost of crack sealing. He also shared statistical data from WisDOT regarding the number of bicycle crashes reported in the City.

Kurtz moved, seconded by Calhan that the Public Works Department during capital planning for roadway reconstruction projects shall construct bicycle lane markings as identified in the Commuter Bike Plan adopted by council in 2017.

Update on I&I, continued

Presented was a map that Matt Eitrem the GIS Coordinator created with the data collected from televising showing the sewer pipe conditions. John is working on loan applications to secure funding for an I&I project for 2020.

General Fund Budget Update

The general fund budgets have been completed, there is an 11% increase in health insurance and employees are given a 2% wage increase. More information will be provided to the committee at the November Public Works meeting.

Agenda Item 5: Director's Report on Operations & Public Works Activities

Operations Update

- The Utility roofing project is partially complete, work will continue in the spring.
- Vaughn Library Elevator Modernization Project has gone well; the contractor will be done with the project shortly.
- Maslowski Beach Project is expected to begin shortly.
- There was a lighting strike near the Water Utility booster station it effected some electrical components

- City Parks will be closing for the season mid-October

Agenda Item 6: New Business

Public Works/Public Outreach – Melodie Phipps

Melodie shared ideas regarding public awareness; suggestions included using the website more to inform the public on what is happening within the department, highlight employees, and inform the public of the status of capital projects. She suggested that maybe an intern from Northland College could be utilized to assist with some of the work.

Agenda Item 7: Items of Interest for Future Meetings

Discussion on Standard Road Design Sections

Water and Waste Water Utility Budget

Agenda Item 8: Set Next Meeting Date

November 14, 2019

Agenda Item 9: Adjournment

Sorensen moved, Kurtz seconded move to adjourn at 6:45p.m.

City of Ashland Bike Facilities Overview

Existing Bike Facilities

The City of Ashland currently has almost 2 miles of striped bicycle lanes, which are defined as a 4 ft minimum wide asphalt surface painted with markings designating the area as available to bicyclists. In addition, the City maintains approximately 9.6 miles of paved multi use trails available to bicyclists.

Painted lines need to be refreshed every 3-5 yrs, depending on factors like weather, snowplowing, UV degradation, etc. Because these markings must be placed in a straight line over long distances, refreshing these markings, along with centerline, and travel lane markings, are contracted out. City crews paint markings such as stop bars and cross walks using a small paint machine.

Using Binsfield Road (1.1 miles of bike lane) as an example, recent bid pricing to refresh the bike lanes was \$6,127, which included 4-inch markings on either side of the road and 23 “Bike Lane” symbols.

This results in a cost of \$5,300 per mile every 3 years or \$1,770 per mile per year.

Construction of New Bike Facilities

There is interest in expanding the network of bike lanes by a magnitude of several more miles within the City. Key questions around this include:

- Cost of maintenance
- Benefit of bike lines in improving safety of cyclists
- Availability of existing multi use trails in the City

Public Works has been advocated for the use of “sharrow” markings in place of bike lanes due to the lower cost and the fact that painted bike lanes don’t necessarily improved bicycle safety.

https://en.wikipedia.org/wiki/Shared_lane_marking

Sharrow markings could be applied by Public Works staff. Using the Binsfield Road example, a rough estimate for applying “sharrow” markings would be \$750 per mile. (2 laborers plus paint & equipment use)

Resources

<https://www.bicycling.com/news/a20044419/what-are-sharrows-used-for/>

<https://www.citylab.com/solutions/2016/02/sharrow-safety-bike-infrastructure-lane-chicago/460095/>

<https://bicycleuniverse.com/bicycle-lanes-no-brainer/>

John Butler

From: Philip Sorensen <pjslaw@gmail.com>
Sent: Thursday, September 5, 2019 10:28 AM
To: John Butler
Subject: PW Committee member Sorensen memo regarding bike lanes and sharrows
Attachments: Bike Lanes and Shared Lane Markings.pdf

So, John-

Sharrows remain very much a mixed bag - both when considering bike safety and with regard to encouraging a bike culture.

When examining an overall perspective which delineates the differences between bike lanes and bike sharrows, while summarizing the intended purposes and pros and cons of each, it helps to have a son-in-law who works as a transportation planner for the Iowa Regional Council of Governments (INRCOG). He helps plan and has a passion for biking infrastructure. I have attached his *one-page, bullet-point recap* of essential 'big-picture' considerations. Mr. Leseman is happy to provide more information, or even to video-conference with the committee should we want a more nuanced point of view.

The following is what I took from the resources you provided me:

- a) Bike safety *experts are trending away from sharrows* principally because of two reasons. One, sharrows are meant for streets where the maximum *speed limit does not exceed 35mph*, which often consist of quieter, residential areas where the level of risk does not necessitate the use of sharrows. Secondly, studies suggest sharrows *may increase the risk of injury* because they can cause confusion between motorists and bikers, often providing a false sense of security among bikers;
- b) Sharrows would best serve, if at all, as *connectors* to safer, more established bike trails, paths, and lanes;
- c) Sharrows do *reduce "dooring"* accidents, although experts recommend elimination of parking on the "sharrow side" of the street;
- d) A general consensus exists that sharrows remain at best a *poor substitute for bike lanes*, and *at worst more dangerous than doing nothing*.

Not what you wanted to hear, I know, but I "calls 'em likes I sees 'em."

As for **bike lanes**, a few notes of interest include:

- a) Bike lanes *unquestionably reduce risk of injury* while encouraging and increasing bike culture;
- b) *Rear-end/motorist-on bike collisions are a rarity*, the biggest risk of accidents remaining at intersections;
- c) The *absence of on-street parking* greatly reduces the risk of injury on several levels;
- d) *Sidewalk riding decreases* with bike lanes; and

e) Many *motorists falsely believe* bikers must *not deviate from bike lanes*, and conversely, others think motorists must stay out of bike lanes which *leads to accidents and injuries when cars attempt to turn right*.

Bike lanes in general remain most appropriate:

1. Where many inexperienced bikers congregate;
2. Where speed differential with cars is high: and
3. Where the volume of cyclists is high.

Bike lanes make the least amount of sense:

- I. With low-speed, congested roadways with lots of turning;
- II. On residential streets;
- III. Where streets do not get swept; and
- IV. Where the municipality cannot commit to 'no on-street parking.'

When trying to apply to Ashland what is iterated above, indubitably each roadway under consideration for lane markings needs a case-by-case analysis.

Arguably, Binsfield Road would not qualify for any lane markings whatsoever. If no markings at all is a non-starter, however, then setting costs aside, an actual bike lane makes more sense than a sharrow.

I hope the above has been of use to you. Please feel free to call or email if you have any questions or if you wish to discuss matters further. As stated, my son-in-law Codie Leseman with INRCOG has volunteered to provide more expert follow-up and guidance, including perhaps as a live-feed to a committee meeting.

Respectfully submitted,

philip j. sorensen
pw committee member

attachment

Bike Lanes and Shared Lane Markings

Overview

Bike lanes and shared lane markings, also known as "sharrows", are two different traffic treatments for managing bicycle traffic and encouraging desired bicycle behavior. There are many factors to consider when deciding on either treatment for a particular road. There are also many differences between the two, as they serve fundamentally different functions.

General Considerations

- The choice between bike lanes or sharrows should be considered on a case-by-case basis. For most communities, it would not be appropriate to apply a single treatment citywide. The difference is comparable to arterial roadways vs. local streets.
- Bicycle improvements should be implemented as part of an overall bicycle master plan.
- Many factors should be considered when deciding between bike lanes and sharrows including roadway width, traffic volumes, on-street parking, continuity and traffic controls (e.g. stop signs), and elevation.
- Roads should not be widened solely to add bike lanes. Instead, consider limiting on-street parking to one side where bike lanes are desired.
- A road does not need the same bicycle treatment throughout its entire length. Treatments can vary block-by-block depending on the conditions.
- Sidewalks less than 8 feet wide should not be considered adequate for bicycle travel.

Bike Lanes



- Bike lanes fundamentally change the lane configuration of a roadway.
- Bike lanes are best used for long-distance connections on higher volume roads where physical separation is desired.
- In most cases, bike lanes are not necessary on low-volume roads (under 1,000 AADT).
- Bike lanes should be wide enough so bicyclists can avoid parked cars and other hazards.
- Bike lanes can make roads feel narrower to drivers, which can slow traffic and improve safety for bicyclists. Consider 11' wide driving lanes.

Sharrows



- Sharrows do not change the lane configuration of a roadway.
- Sharrows can be ideal for marking short connections (e.g. a few blocks).
- The impact of sharrows can be enhanced when paired with Bike Route signs.
- On low-volume, neighborhood streets, Bike Route signage may be sufficient without sharrows.
- Sharrows should not be used as a substitute for bike lanes on long-distance routes.
- Sharrows will not reduce travel speeds.

HOW OUR GRANTS ARE FUNDED

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. Please review the following information carefully before submitting a grant application. Proposals that are incomplete or do not fall within our funding priority areas will not be considered. Visit the [Get Local](https://peopleforbikes.org/get-local/) (<https://peopleforbikes.org/get-local/>) map and click on any state for examples of funded projects in each location.

Who Can Apply

PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. Requests must support a specific project or program; we do not grant funds for general operating costs.

What We Fund

PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as:

- Bike paths, lanes, trails, and bridges
- Mountain bike facilities
- Bike parks and pump tracks
- BMX facilities
- End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage

We also fund some advocacy projects, such as:

- Programs that transform city streets, such as Ciclovías or Open Streets Days
- Campaigns to increase the investment in bicycle infrastructure

PeopleForBikes will fund engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. For advocacy projects, we will fund staffing that is directly related to accomplishing the goals of the initiative.

PeopleForBikes accepts requests for funding of up to \$10,000. We do not require a specific percentage match, but we do look at leverage and funding partnerships very carefully. We will not consider grant requests in which our funding would amount to 50% or more of the project budget.

PeopleForBikes **DOES NOT FUND:**

- Feasibility studies, master plans, policy documents, or litigation
- Signs, maps, and travel
- Trailheads, information kiosks, benches, and restroom facilities
- Parking lots for motorized vehicles

- Bicycles, helmets, tools, and other accessories or equipment
- Events, races, clinics/classes, or bicycle rodeos
- Bike recycling, repair, or earn-a-bike programs
- Education programs
- General operating costs
- Staff salaries, except where used to support a specific advocacy initiative
- Rides and event sponsorships
- Planning and retreats
- Projects in which PeopleForBikes is the sole or primary funder
- Projects outside the U.S.

Schedules and Deadlines

SHARE PeopleForBikes generally holds 1-2 open grant cycles every year. In an effort to green our grants process, we have moved to an online grant application system. Please see the [Apply Now \(/apply-now\)](/apply-now) page for more information on the application process.

Evaluation Process

All Letter of Interest and Full Application submissions will receive a confirmation email acknowledging receipt. If you have not received a confirmation email within two business days of submitting your application, please contact the Director of Grants and Partnerships.

The PeopleForBike (PFB) Community Grant Program application has two parts:

1. Letter of Interest: Interested applicants should submit an online letter of interest (LOI) through the PFB website. LOIs will include basic information about the applying organization and contact person, as well as an overview of the project proposed for funding.
2. Full Application: PFB will request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application.

Please note that the PeopleForBikes application and review process is fairly competitive and we are only able to fund 10-15% of the proposals we receive.

The Grant Committee will evaluate each application based on the following criteria:

- Project quality – project scope, applicant's ability to complete project successfully, resources available, alignment between community need and project response, thoughtfulness in location and purpose
- Benefits to the community – population(s) reached, reason and methods for picking this project at this time, potential to increase ridership
- Measurement and evaluation – measurement methodology, applicant's ability to conduct measurement
- Community support and partnerships – reasons for project prioritization, capacity to make the project a success, community, business, and leadership engagement

- Role of PeopleForBikes funding – ability of our funds to make a difference, match or leverage of PFB funds
- Diversity – geographic, project type, size of community

Reporting Requirements

PeopleForBikes requests that all grant recipients keep us updated on the progress of their projects. Articles, photos, or other information is always welcome; additionally, we would like a brief letter or email every six months that includes:

- An update on the current status of your project
- An overview of upcoming project components or efforts
- A list of partners or supporters participating in your project

A final report upon completion of your project is required. The final report should be three pages or less and include the following:

SHARE Outcome: what did your project build, improve, develop or accomplish?

- Who participated: identify volunteers, supporters, businesses, other groups who helped make your project a reality, including any political support received
- Benefits to the community, including economic impact if information is available
- Impact on ridership
- Keys to success and lessons learned: help us help others with what worked and what did not
- Summary of media coverage
- How PeopleForBikes support was recognized

Please attach:

- Project income and expense report reflecting all funding sources for the whole project
- Copies of or links to press clippings
- Two or three photos – we love pictures of people on bikes!

Submit reports via email to: grants@peopleforbikes.org
(<mailto:grants@bikesbelong.org>)

Reapplying for support

If your proposal is denied, it is not likely to be funded in a future cycle. **Please do not resubmit a rejected proposal unless asked to do so.**

PeopleForBikes does not consider additional funding requests from grantees for at least three years from the time of the original grant. This policy is designed to promote geographic and project diversity among our grant recipients.

Questions?

Please contact Zoe Kircos, Director of Grants and Partnerships, at 720/726-3335 or zoe@peopleforbikes.org

The PeopleForBikes Foundation is a 501(c)(3) nonprofit organization. All donations are tax deductible to the full extent allowable by law. EIN #20-4306888.

SHARE

Bay City Creek Trail Project Proposal

Proposed By:

Sara Hudson- Director, City of Ashland Parks and Recreation

Katherine Jenkins- Youth Outreach Educator, Northland College Sigurd Olson Environmental Institute

Project Background

Bay City Creek is at the heart of the City of Ashland and is an artery to Lake Superior. The community was once divided into Bay City (the East Side) and Whittlesey (the West Side) and its natural dividing boundary was Bay City Creek. Bay City Creek was also the home to the railroad, whose bridges and tracks, crisscrossed numerous times bringing life to Ashland.

In 1887, Ashland was incorporated and after 130 years of urbanization, this small centrally located watershed requires reparation, restoration, preservation and appreciation for future generations.

The Bay City Creek Trail Project will assist in pumping blood back into this artery and bring life back to the Creek by focusing on connecting youth and community to the creek and Lake Superior while simultaneously improving the riparian corridor through restoration, appreciation, education and recreation.

By improving the riparian corridor through restoration and implementation of green infrastructure, supported by varied groups, the project will improve land structure and water quality. This project will also provide historical significance; increased community health; enhanced economic vitality; job workforce development; ecological impact, and opportunities for education.

Project Description

The Bay City Creek Project is a two phase project spanning up to five years; by 2025 a robust group of partners/supporters will have established a trail that connects Lake Superior to the Lake Superior Elementary School playground via the Ashland Middle School and Northland College. By proximity, students, staff, faculty and teachers of the Ashland elementary, middle and high schools plus Northland College will have immediate access to the Bay City Creek Trail, giving them the opportunity to use the trail system for education, recreation, and natural resource appreciation. The Bay City Creek Trail is also a public trail, giving access to outdoor recreation opportunities to community members and visitors to Ashland.

Phase 1 Goals 2020-2022

Phase 1 is to establish the trail from the elementary/intermediate school to the middle school.

- Project Approval
 - Complete draft Bay City Creek Project Plan
 - Secure approval from City of Ashland
 - Secure permission from property owners between elementary/intermediate school and middle school and finalize MOU between partners (Northland College and Ashland Middle School already has MOU in place. Northland College has already expressed interest and support in the Bay City Creek Trail project.)
- Project Support

- Inform and confirm potential partners of the Bay City Creek Project Plan
- Create a project contact at Ashland School District as well as a contact within elementary, intermediate, middle (Lance Keenan and Jake Levings are current contacts) and high school
- Finalize Partners
- Grant Support
 - Seek, apply for and secure grants
 - Natural Resource Foundation of Wisconsin
 - Wisconsin DNR Recreation Trail Program
 - Donations
 - Fundraisers
- Establish Trail
 - Mark and clear full Phase One trail (basic walking trail) by end of December 2022 with the support of SOEI Youth Connect Trails program and working with Ashland School District teachers, staff and students, and, Northland College students
 - Secure or hire trail builder for Phase One (if needed)
 - Create an equipment list
 - Obtain necessary equipment for Phase One
- First Steps of Phase Two
 - Begin to seek support and permission from property owners of Phase Two trail designation
 - Establish plan for 2022-2025
 - Map trail and designate sections of the trail that will be ADA gravel, traditional hiking trail and possible pavement.

*** Some phase one work has already been completed at the middle school based on a partnership with Northland College and the Ashland School District

- Two outdoor classrooms at the middle school have been developed
- Walking trails have been more formally developed at the middle school

Phase 1 Implementation Team

City of Ashland - Sara Hudson

Sigurd Olson Environmental Institute Youth Outreach Programs - Katherine Jenkins

Northland College/SOEI - Alan Brew or Jon Martin or other

Ashland School District - Jake Levings, Dani Mikula or Greta Blancarte or Bruce Prentice

Salem Baptist Church – Rod Larson

Superior Rivers Watershed – Alex Faber

Department of Natural Resources – Anne Loechler

United States Fish and Wildlife Services – Ted Koehler

Trout Unlimited – Bob Rice

Historical Society – Ed Monroe and Don “Ocky” Jaskowiak

Phase 2 Goals 2022-2025

1. Complete trail from AMS to Lake Superior with more opportunities for multi-use access such as pavement and crushed gravel.
2. Establish partnerships for further developing knowledge and understanding about the water quality of Bay City Creek, with structures in place for updating interested parties and partners in seasonal fluctuations.

Phase 2 Implementation Team

Same team as Phase One but add anyone who may be a user or directly impacted by project (ie. property owners, Bad River Tribe, Businesses)

Long Term Maintenance

Basic trail maintenance will be done with the guidance and leadership of SOEI Youth Outreach Programs Youth Connect program in partnership with the City of Ashland Parks and Recreation and Ashland School District.

Northland College provide chainsaw crews to support removal of fallen trees and large branches.

Included in our projected budget is funding to support Ashland City staff in more significant upkeep of infrastructure on a season basis.

Projected Costs

Phase 1 Trail: LSE to AMS via NC = ~ 1.5 miles (9000 ft)

~\$8/linear foot (from a trail builder for mtn bike trails) X 9000 ft = \$45,000.

Notes

I'm also waiting to hear from Lance about what his materials cost this fall.

Phase One Costs: Phase 1 costs can be kept relatively low with a starting point of a basic hiking trail that is not accessible. For this design, the phase one trail can be marked, cleared and maintained through the work of trail crews of all ages. It is possible that a couple bridges will need to be cut to span the creek in three to four places. In its most simple form Phase one could cost \$5000.00.

Phase Two Costs: Phase Two is a much more significant endeavor. We will use the first year of Phase One to determine access and assess costs for creating accessible sections in Phase One as well as accessible sections for Phase Two. This budget will be in place by end of year 2021. Based on conversations with experts in the field, we can assume this project will cost anywhere from \$25,000-\$50,000.



Bay City Creek RR Bridge - 5th St Corridor

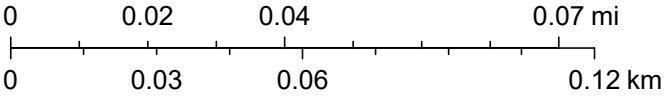


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Lines

- Override 6
- Parcel Mapping
- Parcel Labels

1:2,257



City of Ashland Public Works Department, GIS Division,
PICTOMETRY INTL

Bay City Creek 5th St Corridor - 11th St E

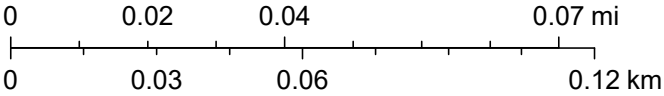


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Lines

- Override 6
- Parcel Mapping
- Parcel Labels

1:2,257



City of Ashland Public Works Department, GIS Division, PICTOMETRY INTL

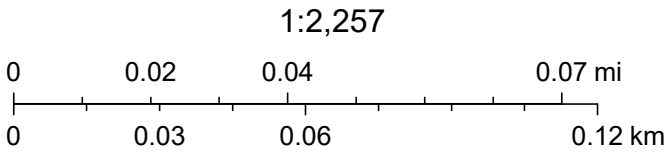
Bay City Creek 11th St E - County Land



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Lines

- Override 6
- Parcel Mapping
- Parcel Labels



City of Ashland Public Works Department, GIS Division,
PICTOMETRY INTL

Bay City Creek County Land - NC

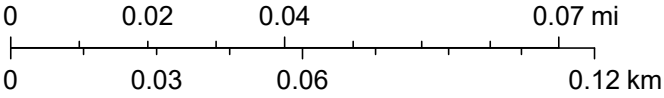


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Lines

- Override 6
- Parcel Mapping
- Parcel Labels

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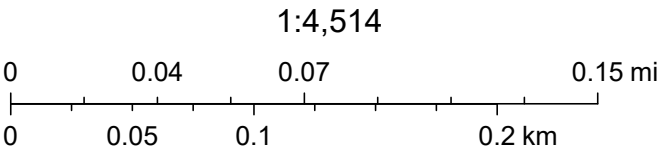
City of Ashland Public Works Department, GIS Division,
PICTOMETRY INTL

Bay City Creek Hwy 13 - Ponzio Stadium



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Lines
Override 4
Override 1
Override 6
Parcel Mapping
Parcel Labels



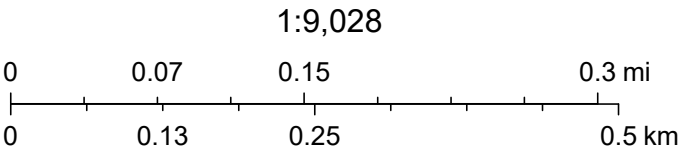
City of Ashland Public Works Department, GIS Division,
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Bay City Creek Ponzio Stadium - Ashland School District



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- Lines
- Override 1
 - Override 2
 - Override 3
 - Override 4
 - Override 7
- Parcel Mapping
- Parcel Labels



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PICTOMETRY INTL