

# 2035 Coulee Regional Bicycle Plan



## 5.0 Financial Plan

This chapter discusses funding opportunities for and the scheduling of recommended bicycle-related projects. Section 5.1 identifies a number of popular government and private sources for funding bicycle projects. Section 5.2 discusses the methodology used for estimating the costs of projects. Section 5.3 summarizes the short-range projects recommended in chapter 4 and estimates their cost for the years 2010, 2011, and 2012. Short-range projects are those that can be completed within 1-2 years without necessarily having to apply for federal or state assistance.

The mid-range projects presented in section 5.4 are expected to be completed within 2-10 years (between 2013 and 2022) with assistance from external funding sources, as part of a larger roadway project that is scheduled for 2013 or later, or as part of the local capital improvement program.

Long-range projects (more than 10 years to complete) are listed as illustrative projects (section 5.5) because their costs and scheduling have not been determined. They will likely require substantial investment and property acquisition.

Most projects recommended in chapter 4 are to be considered during the scoping phase of a roadway project and/or incorporated into the annual capital improvement program, thus, are not explicitly discussed here.

### 5.1 Funding Sources and Cycles

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#### 5.3.1 Federal and State Sources

Numerous government programs are available to help fund bicycle facilities either as stand-alone projects or as part of a roadway or transit project. The following list includes potential sources for funding bicycle projects in the planning area:

🚲 Local Transportation Enhancements (TE) Program

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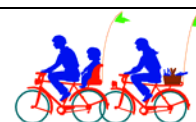


- 🚲 Bicycle and Pedestrian Facilities Program (BFPF)
- 🚲 Safe Routes to School (SRTS)
- 🚲 Highway Safety Improvement Program (HSIP)
- 🚲 National Scenic Byways Program (NSBP)
- 🚲 Federal Lands Highways Program (FLHP)
- 🚲 Recreational Trails Program (RTP)
- 🚲 A. Knowles-Nelson Stewardship Local Assistance Programs
- 🚲 FHWA Highway Funds
  - Surface Transportation Program – Urban (STP-U)
  - Interstate Maintenance (IM)
  - Highway Bridge Replacement and Rehabilitation (HBRRP)
  - National Highway System (NHS)
- 🚲 Federal Transit Administration (FTA) Funds
- 🚲 Land and Water Conservation Fund (LWCF)

Funds from programs listed under FHWA Highway Funds and Federal Transit Funds are available to help build bicycle facilities that are included as part of larger roadway or transit projects—not stand-alone bicycle projects.

### LOCAL TRANSPORTATION ENHANCEMENTS (TE) PROGRAM

This program is typically the go-to program for funding dedicated bicycle facilities. Its objective is to promote activities that would “enhance” the surface transportation system. Program funds are intended to accomplish something “above and beyond” what is normally done on highway projects. Projects are submitted to the State Departments of Transportation and forwarded to the metropolitan planning organization (if there is one) for prioritization. Please note that in most cases applicable to state appropriations, information related to Minnesota appropriations was unavailable.





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## SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program was authorized in 2005 to provide funding to state departments of transportation for programs that improve biking and walking conditions for children within 2 miles of a school. Although the SRTS program requires separate applications for planning assistance and infrastructure/non-infrastructure projects, the projects are funded with the same pot of money.

**Eligible Applicants:** Local governments with taxing authority, state agencies, and Indian tribes.

**Eligible Projects:** Infrastructure projects (\$25,000 minimum) that will substantially improve the ability of students to walk and bike to school; non-infrastructure projects (\$10,000 minimum) that focus on children in grades K – 8 within a 2-mile radius of an elementary or middle school. No maximum award has been set; however, funds for projects exceeding \$200,000 are limited.

**Cost Share:** Projects are 100% federal funded.

**Funding Cycle:** Annual.

**Annual Federal Appropriation:** \$7 M (Wisconsin).

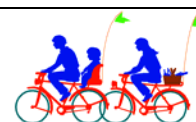
## HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This program funds projects that reduce the number and severity of crashes and decrease the potential for crashes.

**Eligible Applicants:** Local governments with taxing authority, state agencies, and Indian tribes.

**Eligible Projects:** Any project that meets the objective of reducing crashes and the potential of crashes; however, priority is given to projects that will:

- Improve safety at hazardous locations identified in the “5 percent report”;



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- Reduce cross-median and run-off-road crashes; or,
- Reduce crashes at hazardous intersections.

The Small Local HSIP Projects Program funds projects costing less than \$25,000 on County and local roads. Only construction-type projects within existing right-of-way are eligible and the local unit of government must perform the work.

**Cost Share:** Project funds are reimbursed at 90% federal. The State pays the 10% match for projects on state roads; the local entities pay the match on local streets and highways.

**Funding Cycle:** Projects are solicited in odd-numbered years and coincide with the Local Programs cycle.

**Annual Federal Appropriation:** \$30 M (Wisconsin).

### NATIONAL SCENIC BYWAYS PROGRAM (NSBP)

This program funds projects on roads designated as National Scenic Byways or All-American Roads. The alignments through the planning area of the Great River Road of STH 35 / USH 53 / USH 14/61 in Wisconsin and TH 14/61 / MN 16 in Minnesota are designated Scenic Byways.

**Eligible Applicants:** Towns, villages, cities, counties, and tribal governing bodies.

**Eligible Projects:** Bicycle and pedestrian facilities within the right-of-way or immediately adjacent to the scenic byway, safety improvements, and access to recreation among others.

**Cost Share:** Project funds are 80% federal and 20% private, local, Indian tribe, or state. Federal land management agencies are allowed to provide funds for the match share for projects on federal or Indian lands.

**Funding Cycle:** Annual.

**Annual Federal Appropriation:** \$38.6 M (among 43 states).



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## FEDERAL LANDS HIGHWAYS PROGRAM (FLHP)

This program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations.

**Eligible Applicants:** Federal land management agencies.

**Eligible Projects:** Transportation planning for tourism and recreational travel; provisions for pedestrians and bicycles; among others.

**Cost Share:** Project funds are 80% federal and 20% private, local, Indian tribe, or state. Federal land management agencies are allowed to provide funds for the match share for projects on federal or Indian lands.

**Funding Cycle:** Annual.

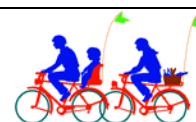
**Annual Federal Appropriation:** \$1.0 B (Nationally)

## RECREATIONAL TRAILS PROGRAM (RTP)

This program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The funds benefit hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or the use of other off-road motorized vehicles.

**Eligible Applicants:** Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations.

**Eligible Projects:** Maintenance and restoration of existing trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; construction of new trails; acquisition of easement or property for trails. Funds may only





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## **SURFACE TRANSPORTATION PROGRAM – URBAN (STP-U), INTERSTATE MAINTENANCE (IM), HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION (HBRRP), NATIONAL HIGHWAY SYSTEM (NHS)**

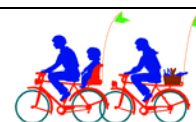
Within these programs, bicycle and pedestrian accommodations are considered and built as part of a larger roadway project. Up to 3% of the total cost of an eligible roadway project can be used for community sensitive design (CSD) elements, which include, but are not limited to, bicycle and pedestrian facilities and street furniture. Most of the recommendations put forth in chapter 4 would be implemented as part of roadway projects funded through the STP-U. Funds are dispersed annually.

## **FEDERAL TRANSIT FUNDS**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. (An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.) For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

## **LAND AND WATER CONSERVATION FUND (LWCF)**

This fund was created in 1965 to provide financial assistance to states for public outdoor recreation areas and facilities. In order for a project to be eligible for funding, it must be included in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Federal funding is up to 50% of the cost of the project.



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## 5.3.2 Private Sector Sources

Funding for bicycle facilities and advocacy can be obtained from such private sources as:

- 🚲 The Bikes Belong Grant Program
- 🚲 The Kodak American Greenways Awards Program

### BIKES BELONG GRANT PROGRAM (BBGP)

The Bikes Belong Coalition (BBC) is sponsored by suppliers and retailers of the U.S. bicycle industry whose goal is to put “more people on bicycles more often.” The International Mountain Bicycling Association (IMBA) and Trek, for example, donate funds to the BBC for grants for bicycle facility and advocacy projects.

**Eligible Applicants:** Nonprofit organizations whose missions are bicycle and/or trail specific. Applications will be accepted from public agencies; however, they should be working cooperatively with a local bicycle advocacy group that will help develop and advance the project or program. Grants will not be awarded to agencies that have received a Bikes Belong grant within the previous three years.

**Eligible Projects:** Facility projects such as bike paths, trails, and bridges; mountain bike facilities; bike parks; and BMX facilities; advocacy projects that include programs that transform city streets, innovative pilot projects, and initiatives that have a significant political impact.

**Cost Share:** Up to \$10,000, but less than 50% of the total project cost.

**Funding Cycle:** Applications are reviewed quarterly and due in February, May, August, and November.

**Grant Allocations:** \$1.6 M since 1999.



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## KODAK AMERICAN GREENWAYS AWARDS PROGRAM

This program is administered by The Conservation Fund, a nonprofit organization that is dedicated to advancing America’s land and water legacy through government and business partnerships. This program is a partnership program among Eastman Kodak, the National Geographic Society, and The Conservation Fund that provides small grants toward the planning and design of greenways.

**Eligible Applicants:** Land trusts, watershed organizations, local governments and others seeking to create or enhance greenways in communities throughout America.

**Eligible Projects:** Projects that advance one or more of the Program goals to catalyze new greenway projects, assist grassroots greenway organizations, leverage additional money for conservation and greenway development, and/or promote the use and enjoyment of greenways.

**Cost Share:** Contact The Conservation Fund.

**Funding Cycle:** Annual. Contact The Conservation Fund.

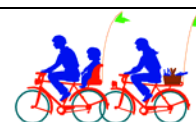
**Grant Allocations:** Over \$800,000 to nearly 700 organizations in all 50 states since 1989.

Additional funding opportunities through healthy communities’ initiatives may become available in the future as private sector and nonprofit groups advocate for healthier, walkable and bikeable communities.

## 5.2 Estimating Project Costs

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The short- and mid-range projects listed in this financial plan have been estimated with a base cost in 2010 dollars plus a 2.8% inflation factor for each year after 2010. The cost per unit was derived from information provided by local public works departments. Table 5-1



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provides the 2010 baseline unit costs used to calculate the 2010 costs for short- and mid-range bicycle projects.

**Table 5-1: 2010 Costs for Bicycle-Related Improvements**

Activity	Cost per Unit
Bike lane striping (epoxy paint)	50¢ per lineal foot (lf)
Removal of striping	50¢ per lineal foot (lf)
Pavement markings (symbols)	\$100 each
Removal of markings (symbols)	\$100 each
Signage	\$100 each
4-ft wide, paved shoulder	\$22,500 per mile
10-ft paved trail w/ 2-ft shoulders	\$146 lf

## 5.1.1 Methodology

### ESTIMATING THE COST OF STRIPING

The lengths for bike lane and travel lane striping were estimated from the lengths of road segments as drawn in county roadway files and then rounded to the nearest 10 feet. (Note: In most cases, the lengths and their associated costs are over-estimated because lane striping is not normally provided through an intersection.)

### ESTIMATING THE COST FOR SYMBOLS & SIGNAGE

The number of bike lane and sharrow (shared lane) symbols, and bike lane signs for each project were estimated by applying the recommendations in the *Guide for the Development of Bicycle Facilities* and the MUTCD (Part 9 Traffic Control for Bicycle Facilities). The MUTCD is only specific on the placement of sharrow symbols (Section





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**Table 5-2: 2010 Costs for Trail-Building Activities**

<b>Improvement</b>	<b>Cost per Unit</b>
Light trail preparation with tree trimming	\$9.00 per lineal foot (lf)
Heavy trail preparation with tree trimming	\$13.00 lf
Bituminous pavement	\$79 per ton (T)
Base course	\$20 T
Screenings for running trail	\$35 T
Silt fence	\$2.00 lf
Topsoil and seed	\$5.00 per square yard (SY)
Sand fill	\$13.00 SY
Construction staking	\$75.00 per station (Sta.)
Pavement staking	\$100.00 Sta.
Construction testing	\$50.00 Sta.

Other variable costs include the design fee; right-of-way plat, permits, and fees; and real estate purchase when applicable.

## 5.3 Recommended Short-Range Projects

The projects listed in Table 5-3 are recommended in chapter 4 as short-range projects because 1) they don't require substantial monetary investment for pavement rehabilitation or reconstruction; and 2) they don't require the controversial removal of parking. The projects can conceivably be completed as part of the annual capital improvement program within one to two years from the adoption of this plan (2011-2012).





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**Table 5-3: Estimated 2010 Costs for Short-Range Bicycle Projects (cont.)**

Project	Action	Quantity	Cost
<b>7th St between La Crosse St and Main St</b>	Bike lane symbols	10	\$1,000
	Sharrow symbols	2	\$200
	Bike lane signage	4	\$400
	Bike lane striping	3,960 lf	\$1,980
<b>Total Project Cost</b>			<b>\$3,580</b>
<b>La Crosse St between West Ave and East Ave</b>	Bike lane symbols	10	\$1,000
	Sharrow symbols	6	\$600
	Bike lane signage	4	\$400
	Bike lane striping	3,630 lf	\$1,815
<b>Total Project Cost</b>			<b>\$3,815</b>
<b>Main St in La Crescent between Elm St and N Chestnut St</b>	Re-orienting diagonal parking	3,960 lf	\$3,960
	Bike lane symbols	6	\$600
	Bike lane signage	4	\$400
	Bike lane striping	2,950 lf	\$1,475
<b>Total Project Cost</b>			<b>\$6,435</b>

Table 5-4 provides the schedule of recommended short-range projects and their estimated cost in 2011 and 2012. A 2.8% inflation factor is applied to each year after 2010. The shaded year is the year recommended for implementation.

One project that has been identified as a critical short-range project but is not included in the table is the bridge over the BNSF rail yard in the north La Crosse industrial park. Construction of the bridge is part of a bicycle and pedestrian trail project programmed for 2010 that connects La Crosse and Onalaska; however, this and other bicycle-related projects in the project area have been delayed. As a critical link between the north side of La Crosse and Onalaska, completion of the bridge needs to be a priority for the City of La Crosse.



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**Table 5-4: Schedule of Short-Range Bicycle Projects and Costs by Year**

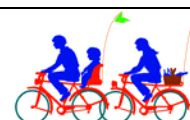
Project	Treatment	2011	2012
Main St in Holmen	Bike lanes	\$5,839	\$6,003
Main St in Onalaska	Bike lanes & sharrows	\$5,423	\$5,575
Midwest Dr / Market Pl in Onalaska	Bike lanes & sharrows	\$5,716	\$5,876
Leonard St in West Salem	Bike lanes	\$1,681	\$1,728
Clinton St in La Crosse	3-lane w/bike lanes	\$15,492	\$15,926
3 <sup>rd</sup> and 4 <sup>th</sup> Sts in La Crosse	Bike lanes & sharrows	\$10,100	\$10,383
7th St in La Crosse	Bike lanes & sharrows	\$3,680	\$3,783
La Crosse St in La Crosse	Bike lanes & sharrows	\$3,922	\$4,032
Main St in La Crescent	Bike lanes	\$6,615	\$6,800

The higher cost and design needs of the Clinton St project may require more time and approval than a short-range schedule can provide. As a roadway identified as a priority safe route for children to travel to school, this project could be moved to a mid-range schedule and funded through the Safe Routes to School program.

## 5.4 Mid-Range Projects

Mid-range projects are those that can reasonably be implemented within 2 to 10 years of this plan being adopted (2013-2022). They may either be constructed in coordination with larger roadway projects or as stand-alone bicycle facilities projects.

Table 5-5 provides a list of on-road bicycle facilities projects and Table 5-6 provides a list of trail projects recommended to be completed within the mid-range timeframe. Projects included in the tables are those that have been identified as significant bicycle routes, safe routes to school, or inter- and intra-community connections. Although they



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are considered important projects, they should not preclude the implementation of a bicycle/pedestrian project that is not listed.

Please note that more than one project per community may be recommended for an implementation year if the projects are relatively low cost and recommended to be funded through the local capital improvement program. Local projects exceeding \$10,000 have the option to be phased over two years.

**Table 5-5: Mid-Range On-Road Bicycle Facilities Projects**

Project	Project Owner(s)	Potential Funding Sources	Application/ Implementation Year	Estimated Costs 2010 / Year Implemented
Signage for regional bike route system and the Share the Road Program	La Crosse County	TE; BPPF; HSIP	2012 / 2013	\$28,800 / \$31,288
Signage for local bike route system	Municipalities	LCIP	NA / TBD	TBD
Bicycle/pedestrian crossing of BNSF Heilemann spur at 27 <sup>th</sup> St	Shelby	TE; BPPF; FRA	TBD / TBD	TBD
Bike lanes on Hagen Rd between STH 33 and Pammel Creek Rd	Shelby	LCIP; SRTS	2012 / 2013	\$1,140 / \$1,239
Bike lanes on Long Coulee Rd between Main St N and Juniper Ln in Holmen	La Crosse County	LCIP; SRTS	2012 / 2013	\$3,625 / \$3,938
Bike lanes on 32nd St between State Rd and Ward Ave (priority SRTS project)	La Crosse	LCIP; SRTS	2012 / 2013	\$5,423 / \$5,891



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**Table 5-5: Mid-Range On-Road Bicycle Facilities Projects (continued)**

Project	Project Owner(s)	Potential Funding Sources	Application/ Implementation Year	Estimated Costs 2010 / Year Implemented
Sharrows with parking on 16 <sup>th</sup> St between Badger and Green Bay	La Crosse	LCIP	NA / 2013	\$4,000 / \$4,345
Various treatments on East Ave between CTH SN and Quincy St	Onalaska	LCIP	NA / 2014	\$13,997 / \$15,632
Bike lanes on Pammel Creek Rd between Ward Ave and Hagen Rd (priority SRTS project)	La Crosse	LCIP; SRTS	2013 / 2014	\$4,957 / \$5,536
Bike lanes on Charles St between Palace St and Gillette St	La Crosse	LCIP; SRTS	2014 / 2015	\$5,445 / \$6,251
Bike lanes and sharrows on STH 33 between 16 <sup>th</sup> St and 32 <sup>nd</sup> St	La Crosse	LCIP; SRTS	2015 / 2016	\$10,042 / \$11,852
Bike lanes on River Valley Dr between Gillette St and St James St	La Crosse	LCIP	NA / 2017	\$7,145 / \$8,669

**Acronyms**

BFPF: Bicycle and Pedestrian Facilities Program

HSP: Highway Safety Improvement Program

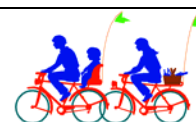
LCIP: Local Capital Improvement Program

NA: Not Applicable

SRTS: Safe Routes to School

TBD: To Be Determined

TE: Transportation Enhancement





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**Table 5-6: Mid-Range Trail Projects (continued)**

Project	Project Owner(s)	Potential Funding Sources	Application/ Implementation Year	Estimated Costs 2010 / Year Implemented
Wagon Wheel Trail crossings of USH 14/61	La Crescent	TE; FLHP; RTP	2014 / 2017	TBD / TBD
Golf Course Trail	La Crosse	TE; BPPF	2016 / 2018	\$481,800 / \$600,913
STH 16 West Side Trail between Conoco Rd and La Crosse St	La Crosse County	NHS; TE; BPPF; BBGP	2016 / 2019	\$2,179,926 / \$2,794,987
Sand Lake Rd Trail	Onalaska (C)	TE; BPPF; BBGP	2016 / 2019	\$1,310,496 / \$1,680,249
Esther Dr Trail	Onalaska (C)	TE; BPPF; BBGP	2018 / 2021	\$492,312 / \$667,060
Sand Lake Elementary School Trail	La Crosse County; Holmen	SRTS	2018 / 2019	\$186,150 / \$238,672
Crossing Meadows / STH 157 Trail	Onalaska (C)	NHS; TE; BPPF	TBD / TBD Coordinate w/USH 53 extended	\$586,044 / TBD
USH 53 Extended Trail and connections	La Crosse; WisDOT	CSD; NHS	TBD / TBD	\$827,674 / TBD
Mormon Creek Trail*	La Crosse; Shelby	TE; BPPF	2020 / 2022	\$3,610,872 / \$5,029,554



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**Table 5-6: Mid-Range Trail Projects (continued)**

Project	Project Owner(s)	Potential Funding Sources	Application/ Implementation Year	Estimated Costs 2010 / Year Implemented
USH 14/61 sidepath between Justin Rd and Southern Bluffs Elementary	La Crosse	NHS; TE; BPPF	2020 / 2022	\$1,137,924 / \$1,585,005

<sup>1</sup>The cost for this trail reflects the estimated cost for asphalt and gravel provided by WisDOT. The cost does not include earthwork if needed.

<sup>2</sup>This trail was submitted and withdrawn for TE funds in 2008. A segment of this trail between Calvert Rd and Sunnyside Dr is scheduled to be completed with ARRA funds in 2010. Gaps remain between the end of the Pammel Creek Trail and Calvert Rd and between Riverview Dr and CTH GI to Goose Island Park.

<sup>3</sup>This trail was submitted and rejected for TE funds in 2006. The bridge connecting Isle La Plume with Cook St has been funded by the Department of Natural Resources. The City will complete the project to Market St. The uncompleted portions of the trail between Market St and the 3 Rivers Trail and between Cook St and 7<sup>th</sup> St S / VIP Trail are included in the mid-range project.

\*Other projects submitted and rejected for TE funds in the past.

Acronyms:

- BBGP: Bikes Belong Grant Program
- BPPF: Bicycle and Pedestrian Facilities Program
- CSD: Community Sensitive Design
- FLHP: Federal Lands Highways Program
- HSP: Highway Safety Improvement Program
- LCIP: Local Capital Improvement Program
- NA: Not Applicable
- NHS: National Highway System
- RTP: Recreational Trails Program
- SRTS: Safe Routes to School
- TBD: To Be Determined
- TE: Transportation Enhancement



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## 5.5 Illustrative Long-Range Projects

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The illustrative list of long-range bicycle projects includes shared-use trails that have been identified through the public input process to be desired by users, but would be very difficult to implement. Issues include terrain, right-of-way, environmental impacts, federal permitting, significant property acquisition, and bridge structure modifications. The following trails recommended in chapter 4 of this bike plan each have two or more of the identified issues:

- 🚲 USH 14/61 trail between Old 61 and Wagon Wheel Trail
- 🚲 West Salem La Crosse River Trail
- 🚲 Vets Park/N Kinney Coulee Rd Trail Connection
- 🚲 North Trail between Wagon Wheel Trail and Main Channel Bridge
- 🚲 Smith Valley Rd Trail
- 🚲 Black River Trail
- 🚲 Spillway Trail

## 5.6 Summary

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In summary, the short-range projects recommended in Table 5-4 are projects that can conceivably be completed as part of an annual local capital improvement program within the first two years after this plan is adopted. They do not require road work nor do they require the controversial removal of parking.

The mid-range projects recommended in Table 5-5 are those that will take more investment in both money and time. Some involve significant construction while others require the removal of parking. Unlike the short-range projects, most of the mid-range projects will require monetary assistance from outside sources like the enhancement program.

