Holland Bicycle and Pedestrian Plan

December 2022

Acknowledgements

This plan was completed with the valuable input of many Town of Holland stakeholders. Community members and Town staff gave the planning team insight into the bicycling and walking environment of Holland. In addition to the public's input received through surveys and an open house, the time and energy of the Ad Hoc Trail Development Committee was particularly appreciated. Funding was provided by the federal Transportation Alternatives Program and the Town of Holland.

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Toole Design provided consulting services.

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, cost estimates, and commentary contained herein are based on limited data and information, and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing the recommendations contained herein.

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Chapter 1 – Introduction & Executive Summary

Credit: Laura Miller

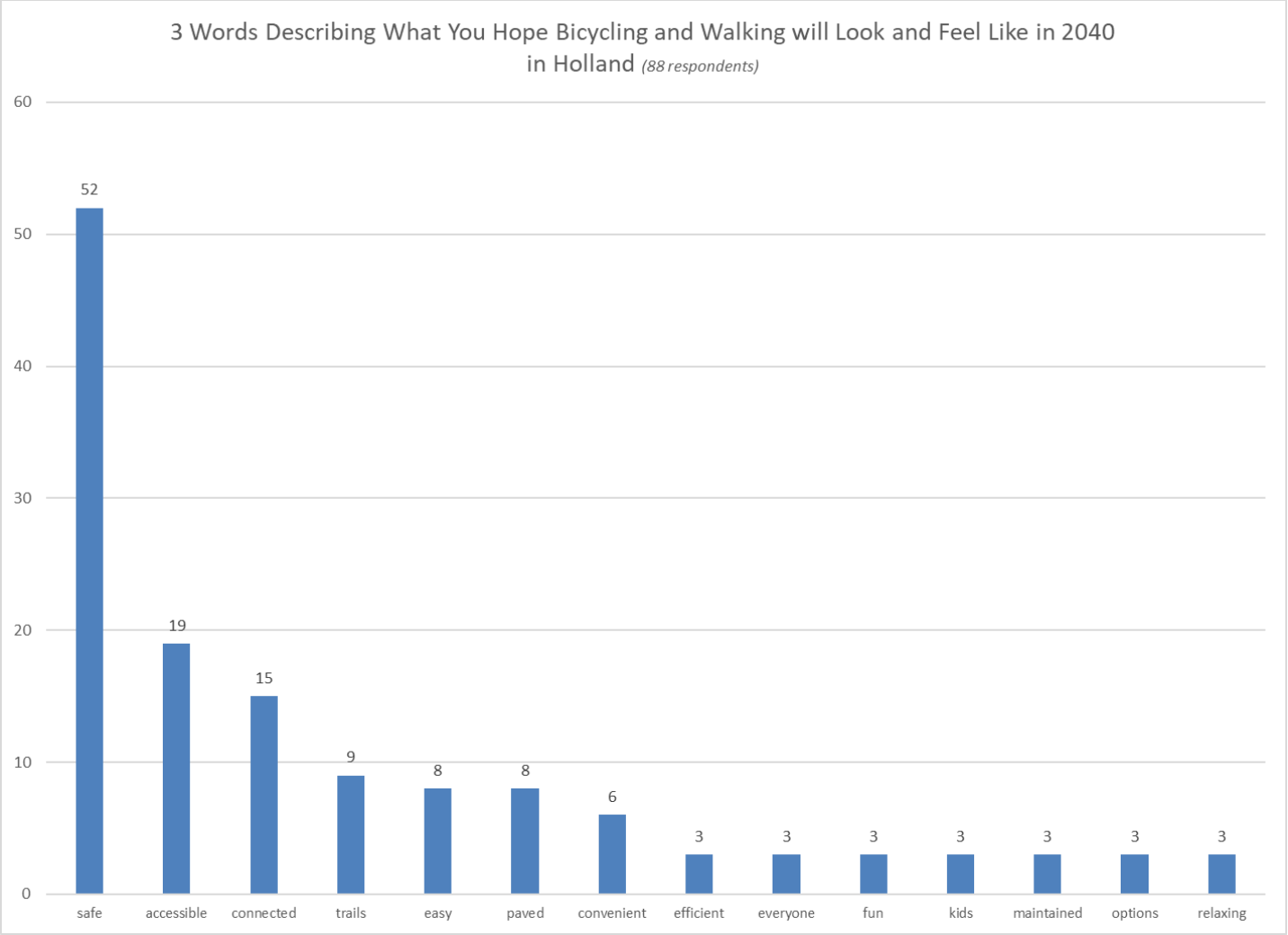
Vision

Holland is a rural and suburban community with desires for a bicycling and walking network. The Holland Bicycle & Pedestrian Plan (hereafter referred to as "the Plan") lays out a practical vision for a future network and will help achieve the community's top transportation goal established through the Comprehensive Plan adopted in 2021:

"The Town of Holland will work with La Crosse County and neighboring jurisdictions to provide a safe, efficient, and economically sound transportation system that meets the needs of all its residents, businesses and visitors."

During the community engagement process for the Plan, residents were asked to provide three words to describe what they hoped bicycling and walking would look and feel like in Holland in 2040. Their answers, summarized in Figure 1, inspired the vision for bicycling and walking in Holland:

"By 2040, bicycling and walking will be a safe, accessible, and connected activity for people of all ages and abilities throughout the community."



88 people responded with three words to describe their vision for bicycling and walking

Why bicycling and walking?

Bicycling and walking in Holland are valued for their health, recreational, and connecting qualities. A network of bicycling and walking facilities will bring the community closer together, allowing children, families, adults, and seniors the freedom to reach one another and their destinations.

Why a Bicycle and Pedestrian Plan?

The 2021 Holland Comprehensive Plan contained a goal to, *"Enhance connectivity within the Town with multi-use trails to schools and community facilities."* One of the actions embedded with that goal was to *"Explore establishing an ad hoc committee to determine preferred routes for bicycle travel on existing roadways. This committee could also examine the best place to make connections between recreation facilities and other destinations for trail users. Ideas should be articulated into a multi-year transportation improvements plan."*

The Town of Holland established the Ad Hoc Trail Development Committee in June of 2021. The committee immediately recommended pursuing federal funding for the development of a Plan. In 2022, the consulting firm of Toole Design was hired by the Town of Holland to complete the Plan.

The Plan provides three major components to achieve a network of bicycling and walking facilities for the Town of Holland:

1. Goals and strategies
2. A future bicycling and walking network (including side paths, paved shoulders, and advisory shoulders)
3. An implementation action plan

Implementation is a key part of the Plan, and is intended to help the Town program projects in its annual budget and pursue grant funding from outside sources.

Who was involved?

The Town Clerk and La Crosse Area Planning Committee Executive Director, in partnership with Toole Design and the Ad Hoc Trail Development Committee, led the planning process. Gaining community input was a key part of Plan development. The Plan is the distillation of ideas from over 250 residents about their desires for the future. Residents were engaged through a community open house and online surveys.

What did the community tell us?

Residents told the planning team their biggest priority is the safety of kids, their number one concern is busy roads, and that residential areas need to be connected with other destinations such as schools, parks, and businesses. These results are summarized in Chapter 2 – Community Engagement, as well as detailed in Appendix A.

Where do we go from here?

In response to community engagement results, the project team crafted two goals, six strategies, and 16 actions recommended as policies to be adopted by the Town of Holland. These are described in Chapter 3 – Goals and Strategies. A future bicycling and walking network was then created, also based on community engagement results, and is illustrated in Chapter 4 – Network. Finally, planning level details, cost estimates, priority levels, and funding sources are detailed for future projects, as detailed in Chapter 5 – Implementation Action Plan.

Chapter 2 – Community Engagement

Credit: Karen Durnin

Broad engagement with the Holland community was embraced as a priority throughout the planning process. The Plan is intended to reflect the vision and goals of the community. The planning team engaged people with direct and indirect interest in bicycling and walking. By uncovering ideas from community members from both types, the Plan recommendations reflect the community's values and priorities. Community members were engaged during July, August, and October of 2022, to gather input and ideas before drafting the Plan. A more detailed analysis of the community engagement results can be found in Appendix A.

How we engaged

Just over 300 participant interactions took place. It was important for the project team to use a range of strategies to solicit feedback from community members. The following strategies were used (for more detail, see Appendix A – Community Engagement Report):

Open House: 10 people attended an open house on July 18, 2022.

Online Surveys and Mapping: The online survey and map was completed by 100 people between July 11th and August 10th, 2022.

Advisory Committee: An advisory committee with eight members met four times throughout the process to give input and review the Plan recommendations.

Online Survey for Kids & Teens: In October, a supplementary online survey was completed by 184 kids and teens in the Town of Holland.

Participants completed paper map surveys at Holland Town Hall on July 18, 2022.

Who we heard from

In-person and online participants were asked to self-identify their age. This data helped the project team to get a sense that more kids needed to be reached in the community engagement process. Figure 2-1 shows the lack of kids participating in the initial online survey, and Figure 2-2 shows the ages of kids who were reached in the follow-up online survey.

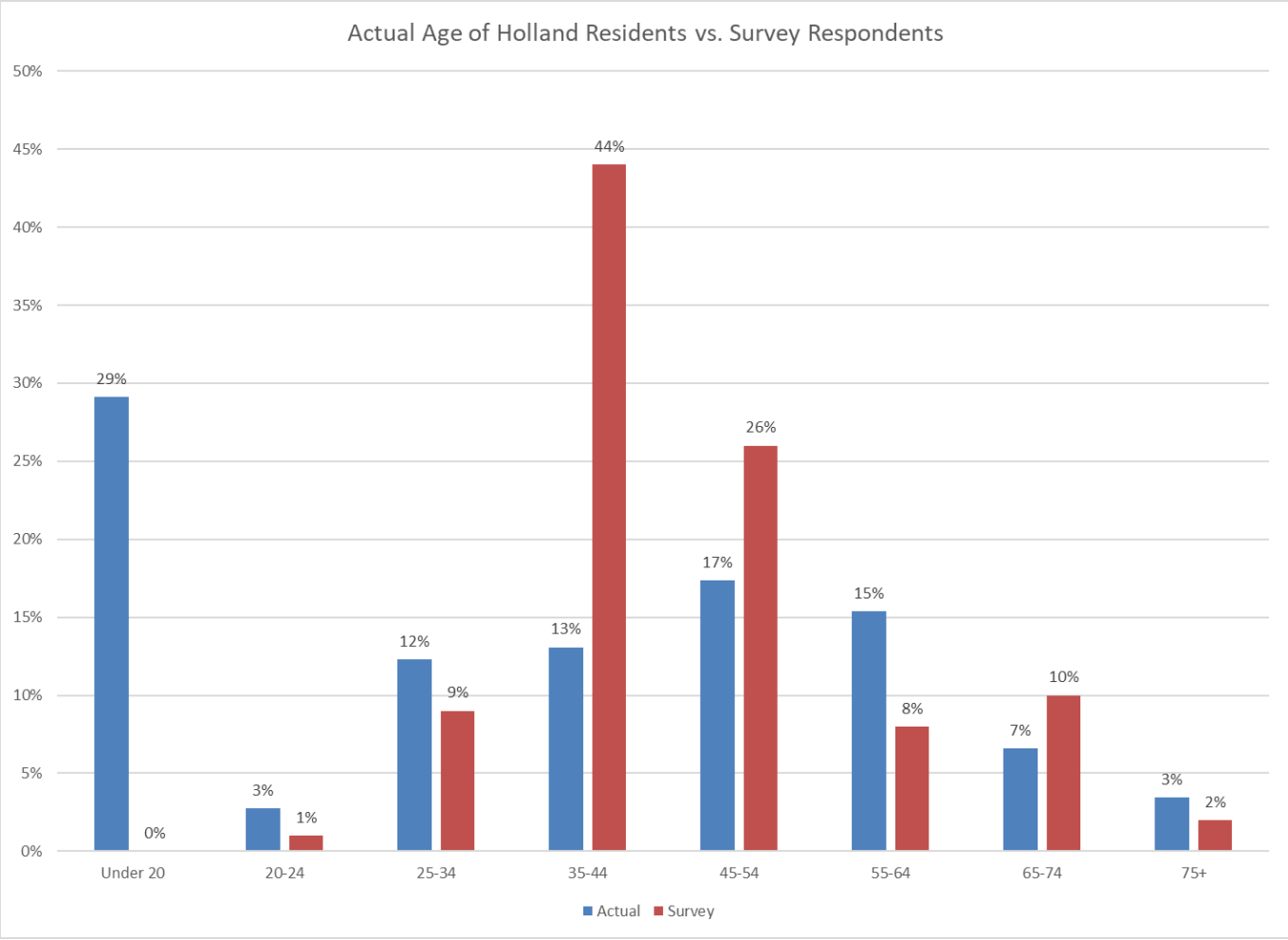


Figure 2-1. The largest underrepresented age demographic in the initial bicycling and walking survey was youth.

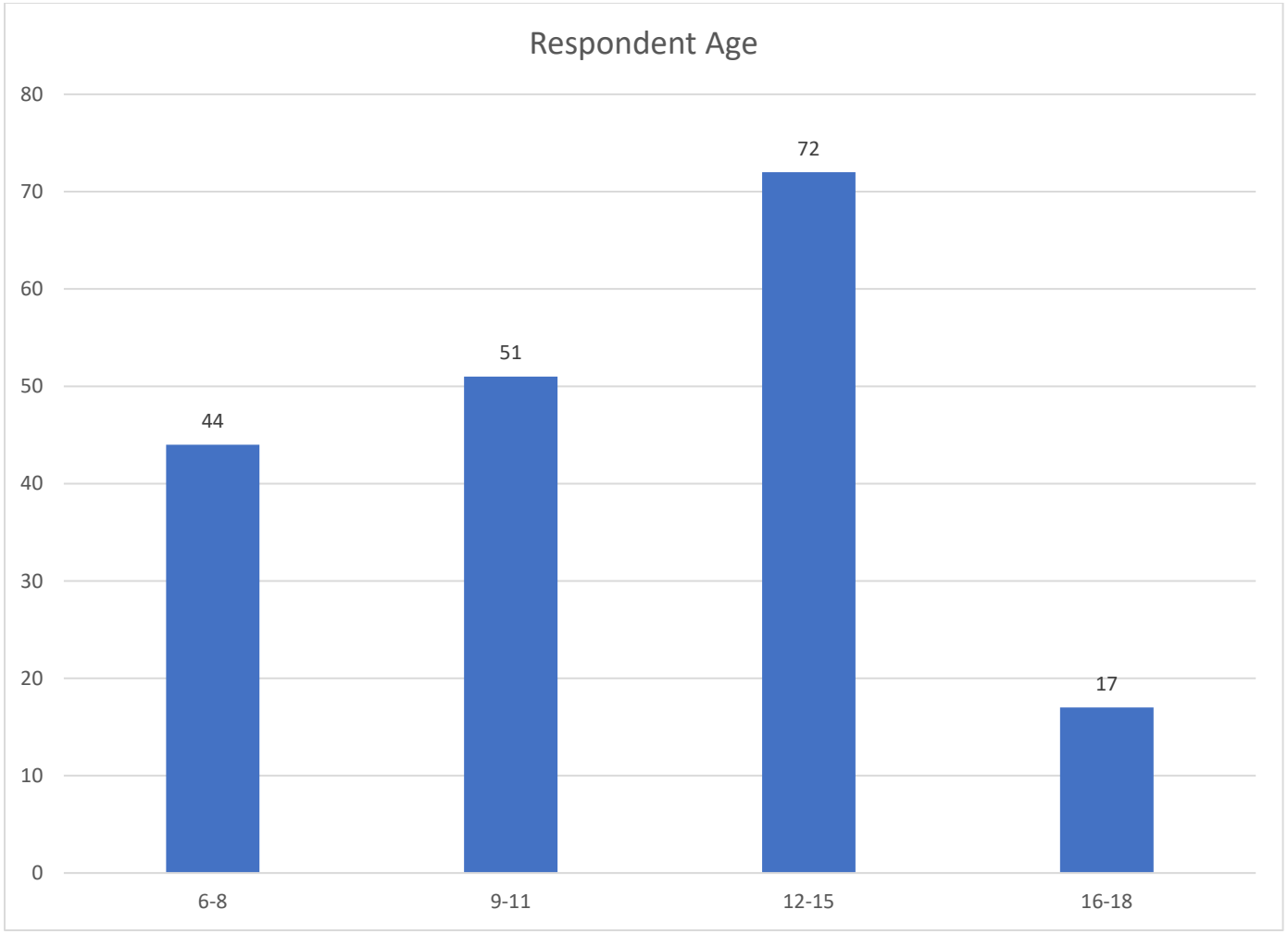


Figure 2-2. 12 to 15-year-olds were the largest age group responding to the follow-up online survey.

What we heard

Key findings were made by analyzing input from both phases of engagement. Each are addressed in subsequent chapters, which include recommendations for responding to community priorities. The main themes were:

- **Residents' biggest priority is the safety of kids**. The safety of kids was the top theme mentioned by adults when they were asked to share why bicycling and walking was important to them.
- **The number one concern is busy roads.** Crossing highways like US-53 and WI-35, as well traveling along roads like McHugh Road (see Figure 2-3) and County Highway XX, was the number one concern of adults and kids alike.
- **Residential areas need to be connected with other destinations.** Residents want residential areas primarily located west of US-53, to be connected with schools, parks, and businesses, primarily located east of US-53.

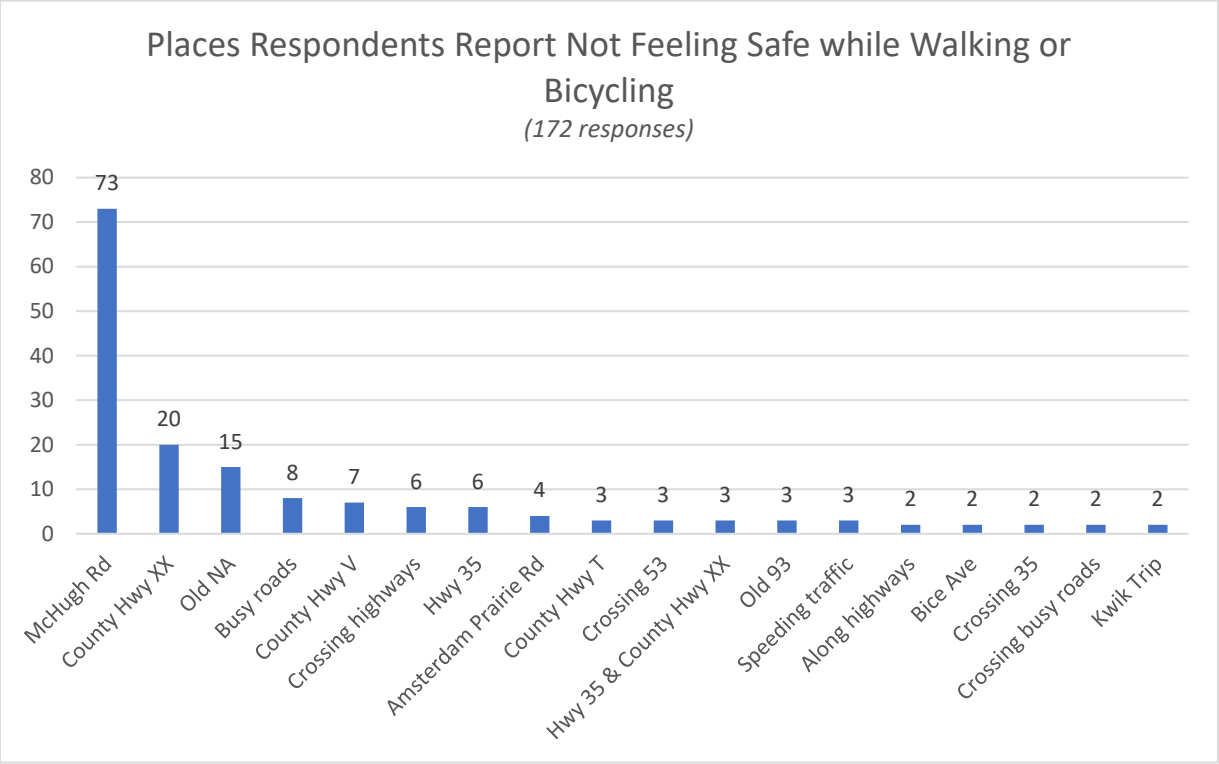


Figure 2-3. McHugh Road (County Highway MH) was the top location where kids reported not feeling safe.

Chapter 3: Goals and Strategies

Goals and strategies are policies that will help the Town of Holland become a more bicycle- and pedestrian-friendly community. As the Town pursues efforts to achieve this ideal, staff and Board members can refer to this chapter to clarify which goals and/or strategies are being met by various projects and initiatives.

There are two overarching goals for the plan. Each of those goals has three strategies, resulting in a total of six strategies. Each strategy has two or three actions. The chart below is an outline of all goals, strategies, and actions. Following this chart, each goal, strategy, and action is described in detail.

Goal A Develop a connected bicycle and pedestrian network that is safe and accessible for people of all ages and abilities	**Strategy 1** Build and improve facilities along busy roads	**Action 1.1** Design and build projects that appeal to a wide cross section of residents, with a particular focus on kids and ADA accessibility
		Action 1.2 Focus on the busiest roads (e.g., McHugh Road) for bicycling and walking facilities
		Action 1.3 Update the subdivision ordinance to require busy streets to include bicycle and/or pedestrian facilities
	Strategy 2 Improve crossings at dangerous intersections	**Action 2.1** Focus on intersection crossings of US Highway 53 and Wisconsin State Highway 35
		Action 2.2 Implement changes that improve safety, following national best practice guidelines
	Strategy 3 Prioritize projects that connect important destinations	**Action 3.1** Connect higher-density residential neighborhoods with schools
		Action 3.2 Connect higher-density residential neighborhoods with Town Hall/Town Park and Holmen destinations like the aquatic center and library
		Action 3.3 Update the subdivision ordinance to include bicycle and pedestrian connections between cul-de-sacs and nearby busy roads
Goal B Nurture partnerships that improve the bicycle and pedestrian network	**Strategy 4** Form an area trails committee that includes partner agency staff	**Action 4.1** Identify partner agency staff at the Village of Holmen, Town of Onalaska, La Crosse County, La Crosse Area Planning Committee, and Wisconsin DOT
		Action 4.2 Convene (at a minimum) an annual meeting before the budget setting process
		Action 4.3 Coordinate the scope and budget of projects as they are programmed
	Strategy 5 Pursue funding with neighboring communities	**Action 5.1** Prioritize projects that have a higher likelihood of funding in municipal, county, and state budgets
		Action 5.2 Share grant application submittal responsibilities
		Action 5.3 Where possible, coordinate bicycle and pedestrian improvements with road maintenance and construction projects
	Strategy 6 Extend the work of the Ad Hoc Trail Development Committee	**Action 6.1** Designate the committee as the Holland Bicycle & Pedestrian Committee
		Action 6.2 Clarify the role of the committee to provide advice and guidance to the Town of Holland as to how to implement the Bicycle & Pedestrian Plan

Goal A: Develop a connected bicycle and pedestrian network that is safe and accessible for people of all ages and abilities

As described in **Chapter 2** and **Appendix A**, the community engagement process found Town of Holland residents want improved safety for children along busy roads and at dangerous intersections. The community also desires new bicycling and walking connections between important destinations. A connected bicycle and pedestrian network that is safe for children will improve accessibility for residents of all ages and abilities.

Strategy 1: Build and improve facilities along busy roads

Building and improving facilities along busy roads (e.g., McHugh Road, County Highway XX) will address the biggest concern residents shared about bicycling and walking: they want to see improved safety, especially for kids.

Throughout this chapter, and the Holland Bicycle and Pedestrian Plan, the terms "**walking**" and "**pedestrian**" are used inclusively of people of all abilities including those using assistive devices.

Action 1.1: Design and build projects that appeal to a wide cross section of residents, with a particular focus on kids and ADA accessibility

Projects designed for people with disabilities will be safer for everyone else who walks or rides a bicycle, including kids. ADA accessibility refers to the federal Americans with Disabilities Act, which is a federal law passed in 1990 that established a legal right for people with disabilities to have access to transportation within the public right-of-way, including streets, paths, sidewalks, and trails. The Federal Highway Administration's (FHWA) guidebook Achieving Multimodal Networks[1] shown in Figure 3-1 recommends the following accessibility principles:

- Designing facilities to eliminate barriers for people with mobility, visual, hearing, and other disabilities.
- An accessible pedestrian route free of obstructions and protrusions.

[1] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/

- Logical arrangements to communicate a pedestrian access route.

Some practical design components that will help to achieve accessibility and improve safety for kids, seniors, and people of all ages and abilities include:

- A maximum 2-percent cross slope and a firm, stable, and slip resistant surface
- Maintenance of routes to keep them free of obstacles including snow, ice, debris, and vegetation
- Curb ramps with a maximum running slope of 8.3 percent
- Curb ramps with landing/turning spaces and detectable warning surfaces to alert pedestrians they are entering or exiting roadways
- High-visibility ladder style crosswalks with longitudinal lines at crossings
- Curb extensions to shorten crossing distances
- Raised crossings to enhance visibility of people crossing roadways

The Massachusetts Pedestrian Transportation Plan's *Municipal Resource Guide* is a resource that provides an easy-to-understand overview of ADA accessibility standards for new facilities intended for use by pedestrians (see the section on **ADA and Accessibility**).[2]

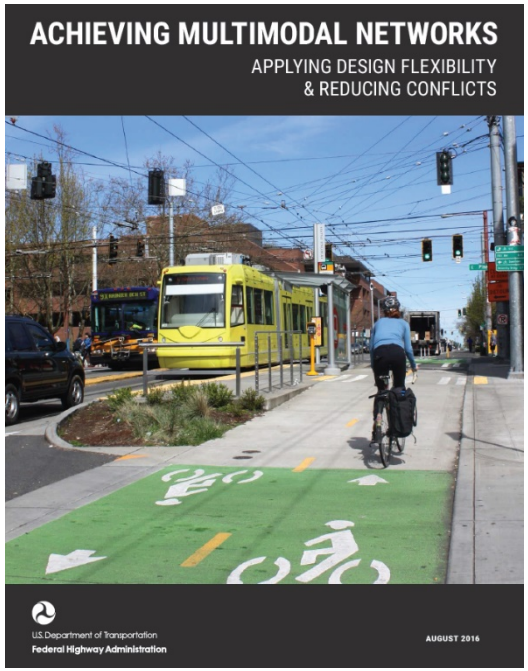
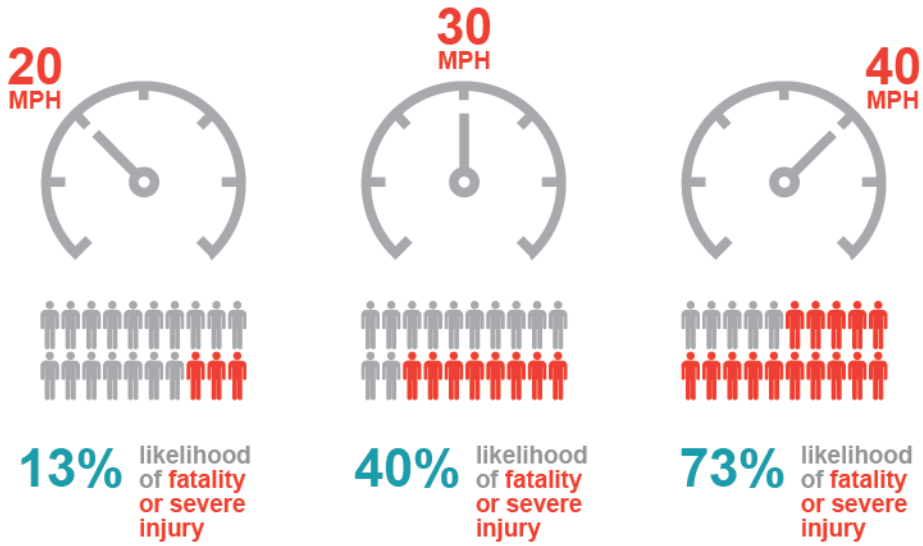


Figure 3-1. FHWA's Achieving Multimodal Networks guide is a resource for improving walkability and bikeability.

Action 1.2: Focus on the busiest roads for bicycling and walking facilities

When asked where the most important routes for bicycling or walking were located, residents responded with Hollands's busiest roads such as McHugh Road, County Highway XX, and Amsterdam Prairie Road. This desire to have bicycling and walking facilities along busy roads needs to be balanced with the reality that busy roads tend to have higher speeds, which leads to a greater risk for people walking and bicycling. Fatalities and severe injuries are more likely to occur to people walking and bicycling when the impact speed of a motor vehicle is higher, as shown in Figure 3-2. Busier roads can also be stressful and unpleasant environments but are often important routes if they are the only option to reach destinations.

[2] https://www.mass.gov/service-details/pedestrian-plan



Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Figure 3-2. Higher motor vehicle speeds lead to a greater likelihood of pedestrian fatalities or severe injuries in a crash between a motorist and pedestrian.

This Plan focuses on prioritizing new bicycling and walking facilities on busier roads, where there is also a need for more separation to improve safety and comfort. **Chapter 4: Network** and **Chapter 5: Implementation Action Plan** detail the busier roads where new bicycle and pedestrian facilities are recommended.

Action 1.3: Update the subdivision ordinance to require busy streets to include bicycle and/or pedestrian facilities

The Town's current subdivision ordinance does not require bicycle and/or pedestrian facilities along busy streets. The ordinance divides streets into three categories: 1) Arterial, 2) Collector, and 3) Minor. The following updates should be made to ordinance:

- Under **1.03 Intent**, add language to indicate one of the intents of the ordinance is to improve safety for people driving, bicycling, and walking on streets.
- Under **1.10 Definition of a Roadway**, add language that indicates side paths are also considered to be a part of the roadway (in addition to traveled lanes and shoulders).
- Under **4.03 Street Plans and Profiles**, add language that indicates bicycle and pedestrian facilities shall be included according to the Town's Bicycle and Pedestrian Plan or as otherwise noted in the ordinance.
- Under **7.01 Street Arrangement**, add language to arterial and collector streets indicating side paths shall be included on at least one side of the street, and that paths shall be designed in accordance with current accessibility standards as stated in the most recent version of the US Access Board's Public Rights-of-Way Accessibility Guidelines.
- Under **7.03 Street Design Standards**, add requirements that side paths along arterial streets shall be a minimum of 12' in width, and along collector streets a minimum of 10' in width.
- Also under **7.03 Street Design Standards**, add details for the depth and materials for side paths.

- Under **9.11 Non-Motorized Postings**, add language allowing mode specific guide signs on side paths (see Figure 3-3).

Figure 3-3. On side paths, mode specific guide signs for bicyclists (D11-1a) and pedestrians (D11-2) from Chapter 9 of the Wisconsin Manual on Uniform Traffic Control Devices manual may be used to identify paths for bicyclist and pedestrian use only. Credit: FHW

Strategy 2: Improve crossings at dangerous intersections

Building and improving facilities at crossings of dangerous intersections will also address the biggest theme residents shared about bicycling and walking: they want to see improved safety for kids.

Action 2.1: Focus on intersection crossings of US Highway 53 and Wisconsin State Highway 35

During the community engagement process, residents shared intersections they believed to be dangerous for bicycling or walking. As shown in Figure 3-4, three of the top four dangerous intersections were located along US Highway 53 and Wisconsin State Highway 35. Most additional dangerous intersections were also located along these two major highways. This Plan focuses on prioritizing new bicycling and walking crossings of these two highways. **Chapter 4: Network** and **Chapter 5: Implementation Action Plan** detail the intersections where new bicycle and pedestrian crossings are recommended.

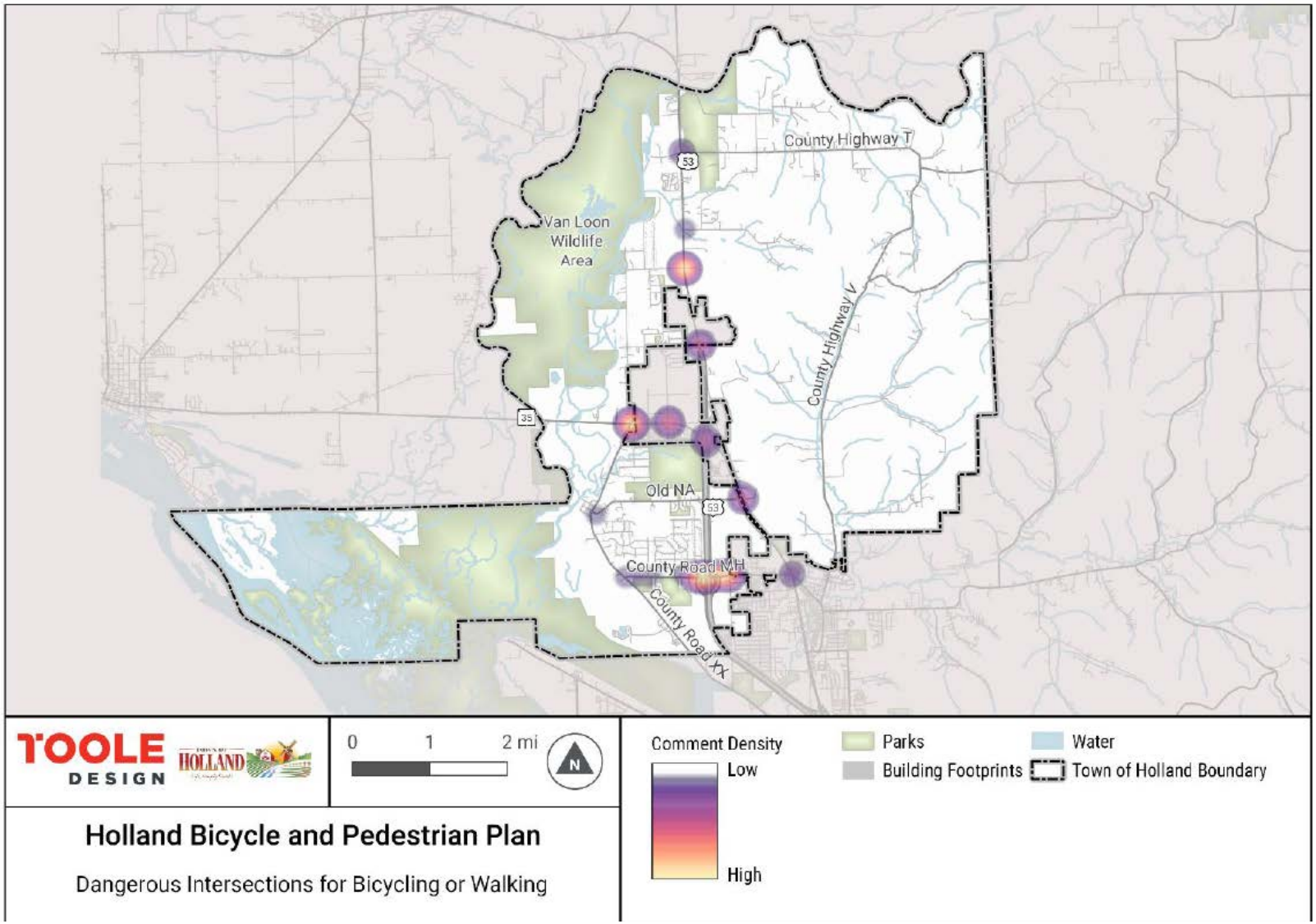


Figure 3-4. Residents responded that dangerous intersections for bicycling or walking were mostly located along Highways US-53 and WI-35.

Action 2.2: Implement changes that improve safety, following national best practice guidelines

Intersections where vulnerable road users are crossing should have short crossing distances, slow motor vehicle speeds, and good visibility. It is not always necessary, or advisable, to design intersections for the largest vehicle that may ever use it. Such design often leads to large sweeping curves which decreases safety for people bicycling and walking.

Curb extensions shorten crossing distances and prevent motorists from passing on the right side of a motorist who has stopped for a bicyclist or pedestrian in a crosswalk. Mountable truck aprons deter passenger vehicles from making higher speed turns but allow large vehicles to turn without encroaching into pedestrian waiting areas. Constructing channelized right turns breaks up a longer pedestrian crossings by including refuge space that results in two shorter crossings, as shown in Figure 3-5. Refer to the topic of **Intersection Geometry** of FHWA's Achieving Multimodal Networks guide for details on best practices.

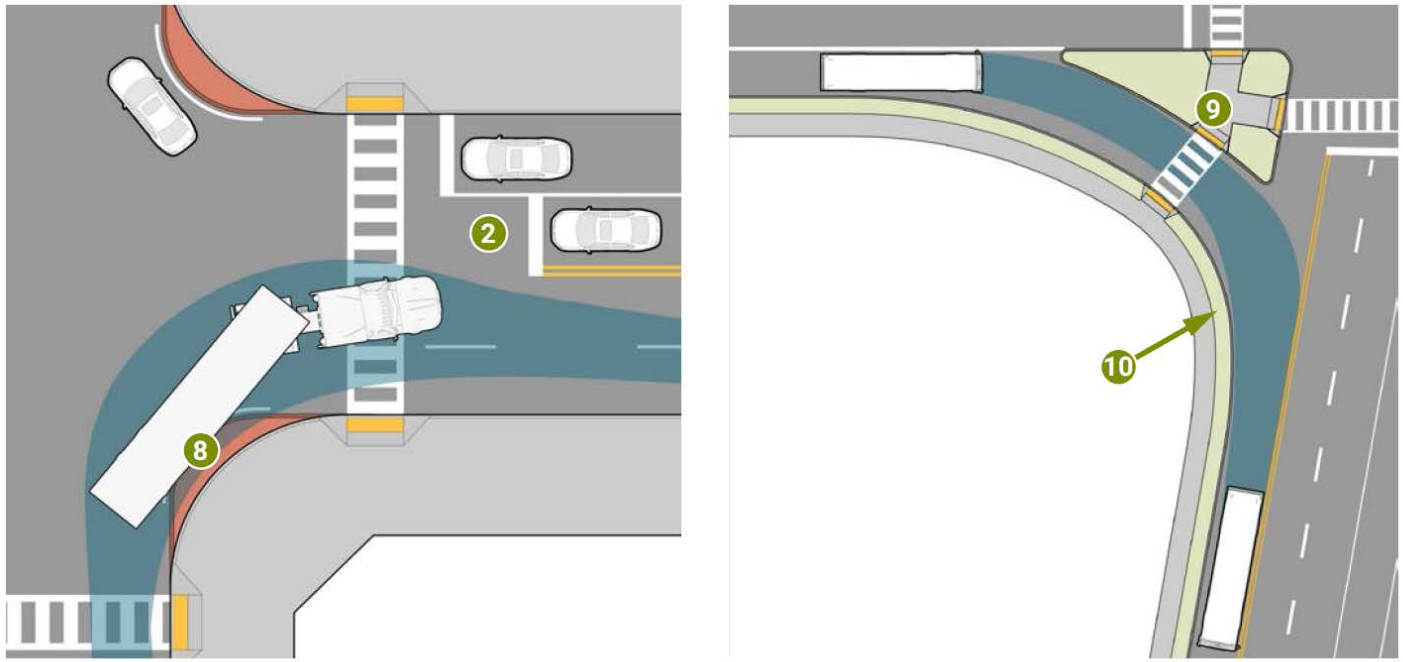


Figure 3-5. Recessed stop bars (2), mountable truck aprons (8), right-turn channelizing islands (9), and compound curves (10) slow vehicular speeds and prioritize bicyclist and pedestrian movements. Credit: FHWA Achieving Multimodal Networks

High-visibility ladder style crosswalks with longitudinal lines should be used to improve safety and encourage motorists to yield to bicyclists and pedestrians crossing highways. In locations where the speed limit exceeds 40 miles per hour or where motor vehicle traffic volumes exceed 12,000 per day, crossing enhancements are generally recommended and sometimes required. Enhancements may include rectangular Rapid Flash Beacons, pedestrian crossing islands, advance yield/stop lines and signing, as shown in Figure 3-6. Refer to the topic of **Enhanced Crossing Treatments** in FHWA's Achieving Multimodal Networks guide for details on best practices.

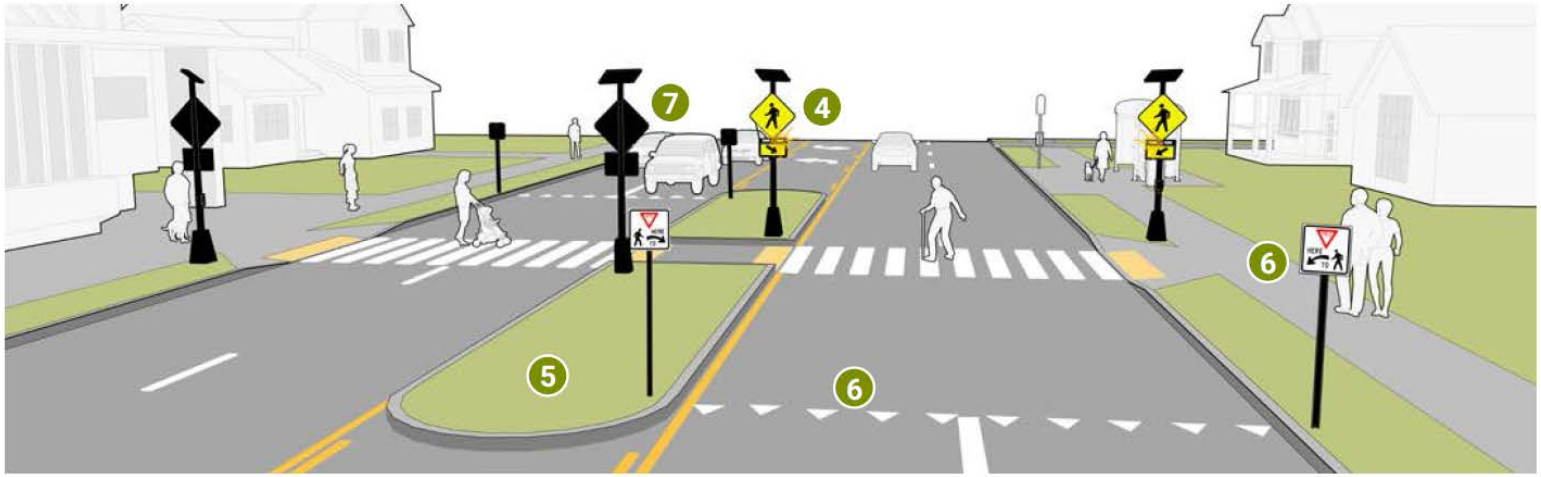


Figure 3-6. Enhancements such as rectangular Rapid Flash Beacons (4), pedestrian crossing islands (5), and advance yield lines and signs (6) may be used to improve safety in locations with higher speeds and traffic volumes. Credit: FHWA Achieving Multimodal Networks

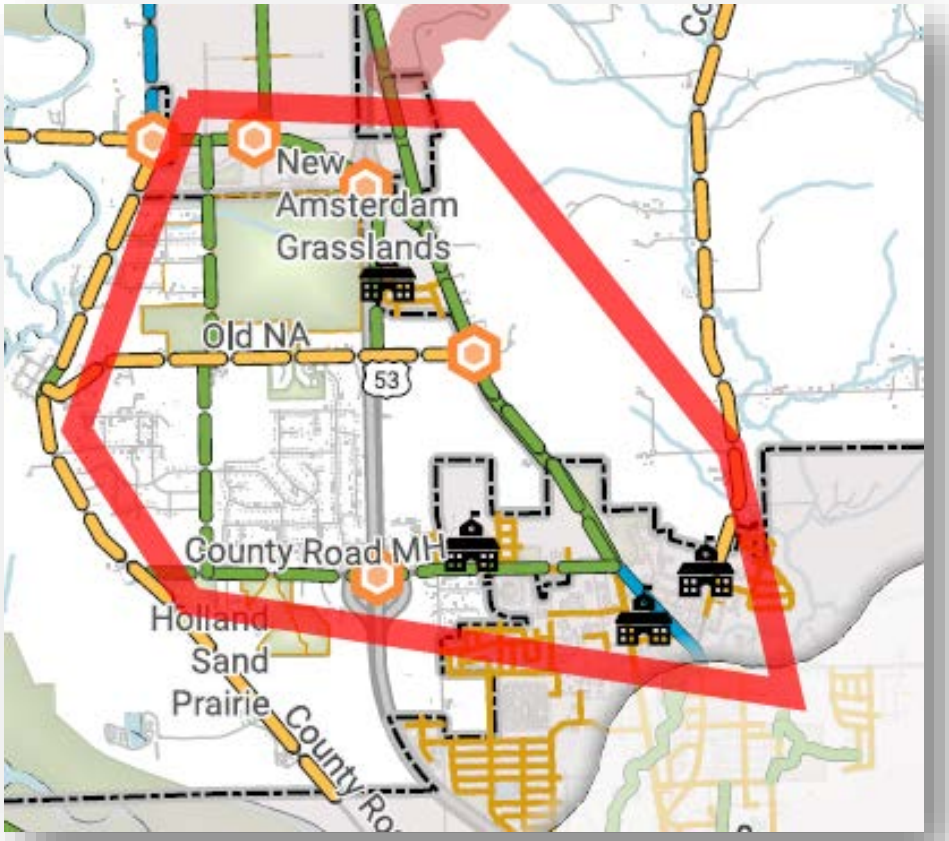


Figure 3-7. New and improved bicycling and walking facilities within the red hexagon will connect higher-density residential neighborhoods with schools.

Strategy 3: Prioritize projects that connect important travel destinations

Prioritizing projects that connect important destinations will give Holland residents the ability to walk and ride a bicycle between residences and places where they want to go, such as schools, parks, and the library.

Action 3.1: Connect higher-density residential neighborhoods with schools

During the community engagement process, two of the top three destinations described as important for walking or bicycling were schools: Holmen Middle School and Holmen High School. Both destinations are located within one mile of higher-density residential neighborhoods in Holland (such as Country Estates), but there are currently no bicycle or pedestrian facility connections. Prairie View Elementary School is also within a mile of higher-density residential neighborhoods and was mentioned as important, although it was lower on the community's list of priorities.

Building facilities along McHugh Road (County Highway MH), Old NA, Pedretti Street/Rotterdam Avenue, State Highway 35, and US Highway 53 would all help to connect higher-density residential neighborhoods with schools, as shown in Figure 3-7. Refer to **Chapter 4: Network** and **Chapter 5: Implementation Action Plan** for details on these projects. Refer to the topic of **School Access** in FHWA's Achieving Multimodal Networks guide for details on best practices such as school on-site improvements and education/outreach.

Connecting residences to schools gives kids the opportunity to walk or ride a bicycle to school, which has been associated with improved academic performance[3] and a greater likelihood of kids walking and bicycling to school[4]. These connections benefit not only kids going to and from school, but also families who may wish to attend school events and amenities, such as games, performances, ballfields, and playgrounds.

Action 3.2: Connect higher-density residential neighborhoods with Town Hall/Town Hall Park and Holmen destinations like the aquatic center and library

Besides Holmen Middle School and Holmen High School, the remaining top destination, out of the top three chosen by residents, was Holmen Aquatic Center at Deerwood Park (within the Village of Holmen). Within the Town of Holland, Town Hall/Town Hall Park was one of the top two destinations.

Like the facilities listed under Action 3.1 and illustrated in Figure 3-7, connections along McHugh Road (County Highway MH), Old NA, Pedretti Street/Rotterdam Avenue, and State Highway 35 would all help to connect higher-density residential neighborhoods with these important destinations. Connections to the Holmen Aquatic Center would also facilitate connections to other destinations in Holmen such as the library and downtown businesses.

Improvements to the existing Holland Bluff Trail will also help to connect Town of Holland residents to the Village of Holmen. Improvements recommended in **Chapter 4: Network** and **Chapter 5: Implementation Action Plan** include paving the Holland Bike Trail (which currently has surface made of limestone screenings) and creating a physical barrier between the trail and Bluffview Court, where it currently runs within the east shoulder, as shown in Figure 3-8.

[3] Active Living Research. Active Education: Growing Evidence on Physical Activity and Academic Performance. 2015.
[4] McDonald et al. "Impact of the Safe Routes to School Program on Walking and Bicycling." Journal of the American Planning Association, Volume 80, Issue 2, 2014.

Figure 3-8. Improvements on the Holland Bluff Trail will help to connect Holland residents with destinations in Holmen.

Action 3.3: Update the subdivision ordinance to include bicycle and pedestrian connections between cul-de-sacs and nearby busy roads

The Town's current subdivision ordinance does not include options for creating bicycle and pedestrian connections between cul-de-sacs and nearby busy roads. These connections shorten the distance for people bicycling and walking where a cul-de-sac is located near a busier road, as shown in Figure 3-9.

Appendix C of the subdivision ordinance currently addresses how cul-de-sacs can be designed to reduce impervious surfaces. This appendix should be updated to include guidance for when and how bicycle and/or pedestrian facilities may be included during the design and construction of cul-de-sacs.

Figure 3-9. Bicycling and walking connections (2) that connect cul-de-sacs to busy roads and other destinations shorten travel distances for bicyclists and pedestrians. Credit: FHWA Achieving Multimodal Networks

Goal B: Nurture partnerships that improve the bicycle and pedestrian network

As described in **Chapter 2** and **Appendix A**, the community engagement process found the Town of Holland Ad Hoc Trail Development Committee sees the biggest opportunity for improving bicycling and walking to be partnerships with other organizations and government agencies. Similarly, they see the biggest external force that will make it difficult to improve bicycling and walking as other government agencies.

Nurturing partnerships with partner agencies and neighboring communities will help to improve the bicycle and pedestrian network. Furthermore, making the Ad Hoc Trail Development Committee a permanent body will help the Town to achieve its long-term goal of becoming a more bicycle- and pedestrian-friendly community.

Strategy 4: Form an area trails committee that includes partner agency staff

An area trails committee made up of staff from partner agencies in the greater Holland area will increase the momentum to build and improve bicycling and walking facilities.

Action 4.1: Identify partner agency staff at the Village of Holmen, Town of Onalaska, La Crosse County, La Crosse Area Planning Committee, and Wisconsin DOT

Several government agencies in the Holland area are key to improving the bicycle- and pedestrian-friendliness of the Town of Holland. These include:

1. The **Village of Holmen**, which has boundaries intertwined with the Town of Holland due to recent annexations
2. The **Town of Onalaska**, which as the Town of Holland's southern neighbor, is key to making connections southward toward the cities of Onalaska and La Crosse.

3. **La Crosse County**, which designs, constructs, operates, and maintains several county highways in the Town of Holland, including County Highways MH, T, TT, V, and XX.
4. The **Wisconsin Department of Transportation** (WisDOT), which similarly designs, constructs, operates, and contracts the maintenance of Wisconsin Highway 35 and US Highway 53 in the Town of Holland.
5. The **La Crosse Area Planning Committee** (LAPC), which as the region's metropolitan planning organization, leads the process for coordinating agencies to determine state and federal funding priorities for transportation projects.
6. The **La Crosse County Health Department**, which coordinates Safe Routes to School efforts in the Holmen School District.
7. The **Wisconsin Department of Natural Resources,** which manages the Great River State Trail and may have input or oversight for issues relating to waterways and wetlands.

The Town of Holland will identify staff at each of these agencies who have the availability and knowledge to advance bicycle and pedestrian projects and initiatives in the Holland area.

Figure 3-10. The Holland Bluff Trail is an example of a facility with interagency needs since both the Town of Holland and Village of Holmen are responsible for operating segments of the trail.

Action 4.2: Convene (at a minimum) an annual meeting before the budget setting process

After partner agency staff have been identified, the Town of Holland will convene an annual meeting before each agency enters the budget setting process for the upcoming fiscal year. The likely timing of this meeting will be in the late spring or early summer months of May, June, and July since most agencies complete their budget setting process in late summer and fall. Potential agenda items for such an annual meeting might be:

- Bicycle- and pedestrian-related transportation projects completed in the past year
- Bicycle- and pedestrian-related transportation projects under current construction or design

- Current road construction or maintenance projects that may overlap or connect with existing/future bicycling or pedestrian facilities
- Transportation projects in the current operations budget or capital funding programs
- Transportation projects each agency may request in future budget years

In certain cases, an annual meeting of such a group may need to be supplemented with additional meetings when the number and complexity of projects is high.

Action 4.3: Coordinate the scope and budget of projects as they are programmed

The inherent value of an annual meeting is with respect to coordination between projects that cross jurisdictional and right-of-way lines. For example, WisDOT may be completing a highway maintenance and safety project that resurfaces the road and adds rumble strips to US Highway 53. The Town of Holland may desire to add a pedestrian and bicycle crossing of US Highway 53 at Amsterdam Prairie Road that improves the safety of people bicycling and walking across the highway to access the Holland Bluff Trail (see Figure 3-11).

To determine a scope for such an interjurisdictional project, Holland and WisDOT staff may generate a list of potential safety needs such as:

- A clear route/s for bicyclists and pedestrians crossing the intersection
- Refuge islands between lanes to provide clear visibility so that stopped vehicles do not block the presence of bicyclists and pedestrians from passing vehicles
- Enhancements that increase the visibility of the crosswalk when bicyclists and pedestrians are present, such as rectangular Rapid Flash Beacons and advanced yield/stop lines and signs
- Right-turn channelizing islands and compound curves to slow vehicular speeds and prioritize bicyclist and pedestrian movements, thereby breaking up one longer crossing into two shorter crossings

During the scoping process, responsibilities should be delineated between agencies. For example, one agency may be responsible for design and construction, while another may be responsible for ongoing maintenance. Alternatively, there may be a cost share component for construction and maintenance between two or more agencies. Meetings should be used to determine these roles and responsibilities, which will help each agency to budget for bicycling- and walking-related initiatives.

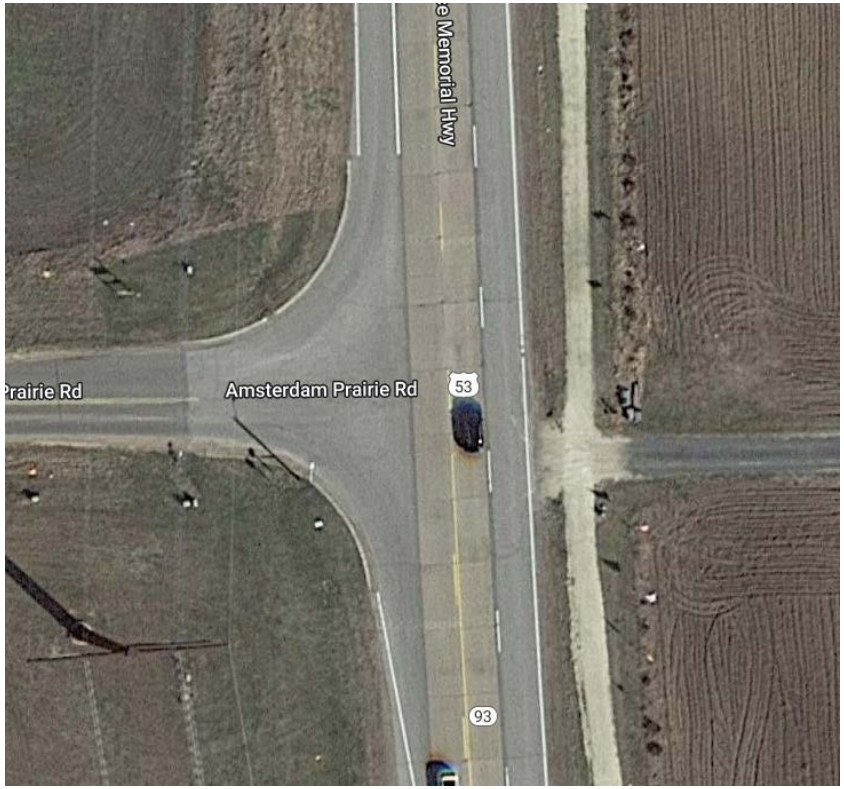


Figure 3-11. The intersection of Amsterdam Prairie Road with US Highway 53 is an example of an interjurisdictional intersection (between the Town of Holland and WisDOT) where improvements may be made during a road construction project.

Strategy 5: Pursue funding with neighboring communities

Another strategy that can be used to nurture partnerships with other agencies and communities is to pursue funding together, thereby increasing the likelihood that projects will be constructed.

Action 5.1: Prioritize projects that have a higher likelihood of funding in municipal, county, and state budgets

Projects that cross jurisdictional boundaries often have a higher likelihood of funding. Elected officials tend to prefer collaboration since boundaries between government agencies are not always clear to the public. These projects are often funded because one agency sees their budgetary allocation going further because of matching monies from another agency's budget.

Working with partners can help leverage federally funded transportation projects through a grant application process. One of the qualities that often ranks projects higher is collaboration between agencies. Projects that connect with other municipalities such as the Village of Holmen or Town of Onalaska, as well as projects that involve collaboration with La Crosse County or WisDOT, should be prioritized by the Town of Holland to improve the likelihood of federal funding.

Action 5.2: Share grant application submittal responsibilities

While grant funding from the federal government is often a boon for local communities like the Town of Holland, the effort to apply for grant funding is significant. A prime example of federal funding is the Transportation Alternatives Program (TAP)[5]. The current 9-page application form requires information such as:

- A 400-word or less summary of the project
- Local resolutions of support
- Local school demographics
- Cost estimate details
- Project data including walk/bike audits, surveys, crash data, and a description of plans where the project is mentioned
- Project benefits
- History of an agency's/agencies' success delivering projects
- Photos
- Letters of support

When the Town of Holland is partnering with other agencies or communities, sharing grant application submittal responsibilities will increase the likelihood of successful completion and project award.

Action 5.3: Where possible, coordinate bicycle and pedestrian improvements with other road maintenance and construction projects

Bicycle and pedestrian improvements are sometimes coordinated with other road maintenance and construction projects. Coordinated projects may see benefits such as:

- Decreased costs
- Less disruption to adjacent property owners and the traveling public
- Lower likelihood of new infrastructure being disturbed by a subsequent project
- Improved perception by the public that taxpayer funding is being carefully utilized

Decreased costs are one of the largest benefits. As detailed in FHWA's guidebook *Incorporating On-Road Bicycle Networks into Resurfacing Projects*[6] cost savings can be realized through:

[5] https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx
[6] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf

1. The blank slate for replacing pavement markings after a resurfacing project is complete (eliminating the need to eradicate existing markings)
2. Coordination of traffic control, which is already accounted for during an existing project
3. The cost of pavement markings is often already accounted for in larger reconstruction or resurfacing projects
4. Shoulder preparation work often already takes place on construction projects

Reduced costs can also be realized through coordinated project design, mobilization of work crews, and engineering inspections (see Figure 3-12), which are all often required as part of transportation projects. Coordinating side path construction with larger road construction projects can also have the added benefit of reduced costs through earthmoving and stormwater infrastructure work.

Figure 3-12. Coordinating bicycle and pedestrian projects with adjacent road construction can often reduce costs such as engineering inspections, which are often required as part of transportation projects.

Strategy 6: Extend the work of the Ad Hoc Trail Development Committee

The work of the Ad Hoc Trail Development Committee can be extended to maintain participation by residents who have been instrumental in the development of the Bicycle and Pedestrian Plan, thereby increasing momentum for bicycling and walking improvements in Holland.

Action 6.1: Designate the committee as the Holland Bicycle & Pedestrian Committee

The Ad Hoc Trail Development Committee first met in June of 2021. The Town Board authorized the committee and appointed its members earlier that year. The temporary nature of the committee was determined due to the need for the Town of Holland to have a Bicycle and Pedestrian Plan, as stated in the 2021 Holland Comprehensive Plan. The committee should be renamed to the Holland Bicycle & Pedestrian Committee to indicate their work is ongoing and is broader than only the establishment of trails.

Action 6.2: Clarify the role of the committee to provide advice and guidance to the Town of Holland as to how to implement the Bicycle & Pedestrian Plan

While the Bicycle and Pedestrian Plan was developed with the assistance of a consultant, the committee guided the process including:

1. Performing a Strengths, Weaknesses, Opportunities, and Threats analysis (see **Appendix A: Community Engagement Report**)
2. Creating the messaging and format of the community engagement process (see **Chapter 2: Community Engagement**)
3. Determining the importance of factors used to prioritize projects (see **Chapter 4: Implementation Action Plan)**
4. Reviewing and Commenting on the draft Plan before its referral to the Town Board

Due to the committee's efforts on the Plan's development, the committee's role should be clarified to provide advice and guidance to the Town Board as to how to implement the Bicycle & Pedestrian Plan. While the Town Board retains the authority to adopt an annual budget and establish the priorities and policies of the Town, the committee can provide their perspective as residents by monitoring Plan progress and making specific recommendations to the Town Board.

Chapter 4: Network

The future bicycling and walking network is closely aligned with the following goals and strategies from Chapter 3:

- **Goal A**: *Develop a connected bicycle and pedestrian network that is safe and accessible for people of all ages and abilities*
  - **Strategy 1**: *Build and improve facilities along busy roads*
  - **Strategy 2**: *Improve crossings at dangerous intersections*

This chapter addresses the following foundational items:

1. **Existing facilities** provide the starting point for Holland's future network
2. **A bicycle and pedestrian suitability analysis** shows high comfort and low comfort roads
3. **Previous plans** have already recommended bicycle and pedestrian facilities within and adjacent to Holland.
4. **Facility types** from a rural and small town national best practice guidebook are recommended for Holland's future network
5. **Holland's future bicycle and pedestrian network** is grouped into two categories: roads and intersections

Existing Facilities

Existing bicycle and pedestrian facilities within and adjacent to the Town of Holland are shown in Figure 4-1. The Holland Bluff Trail runs north-south along State Highway 35 and US Highway 53. Many footpaths are located within green spaces such as New Amsterdam Grasslands, Holland Sand Prairie, and along McGilvray Road in Van Loon Wildlife Area. The Village of Holmen requires sidewalks along residential streets in neighborhoods adjacent to Holland, as shown in the southeast corner of the map. The village has also constructed a shared use path along Schaller Boulevard in the middle of Holland. While the Great River State Trail runs through Holland's southwest corner, there is no direct connection from Holland to the trail within Town boundaries.

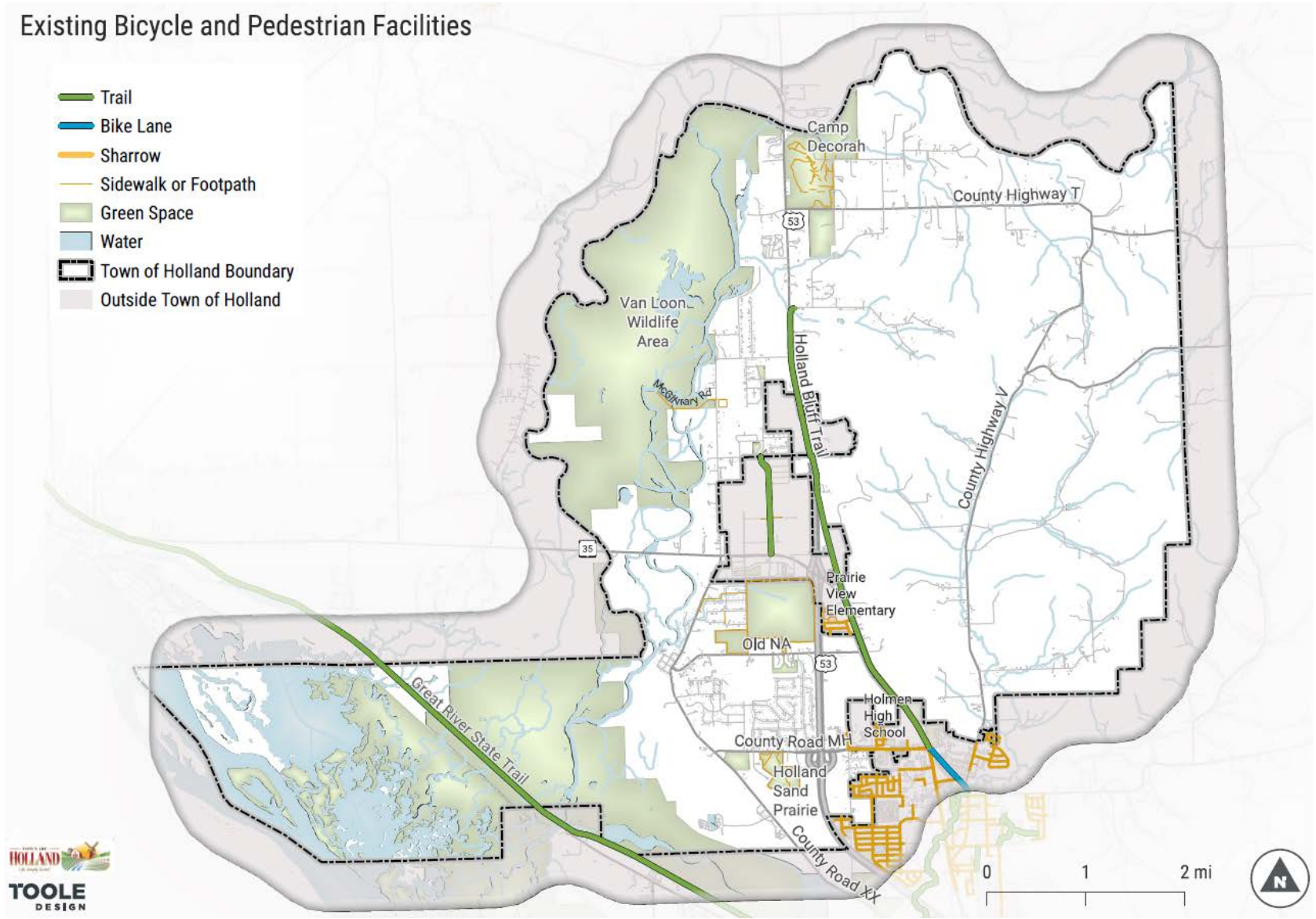


Figure 4-1. Existing bicycle and pedestrian facilities in Holland are shown in green (trails), blue (bike lanes), and yellow (footpaths).

Bicycle and Pedestrian Suitability Analysis

A bicycle and pedestrian suitability analysis was completed for Holland, which is shown in Figure 4-2. The analysis shows high comfort facilities in green and low comfort facilities in red. Roads with speed limits over 30mph were generally defined as low comfort for bicycling and walking, unless they included a bicycle or pedestrian facility (i.e., State Highway 35 with the adjacent Holland Bluff Trail). This is due to research showing most people don't feel comfortable with motorists mixing with bicyclists/pedestrians on busy roads without a physical barrier. Alternatively, streets with a speed limit of 30mph or less were generally classified as high comfort. These streets also tend to have lower motor vehicle traffic volumes.

Higher speed roads with shoulders were not considered to have bicycle or pedestrian facilities. While shoulders can be designed for bicycle or pedestrian traffic, especially at intersections, no roads in Holland currently have shoulders with bicycle or pedestrian-friendly design.

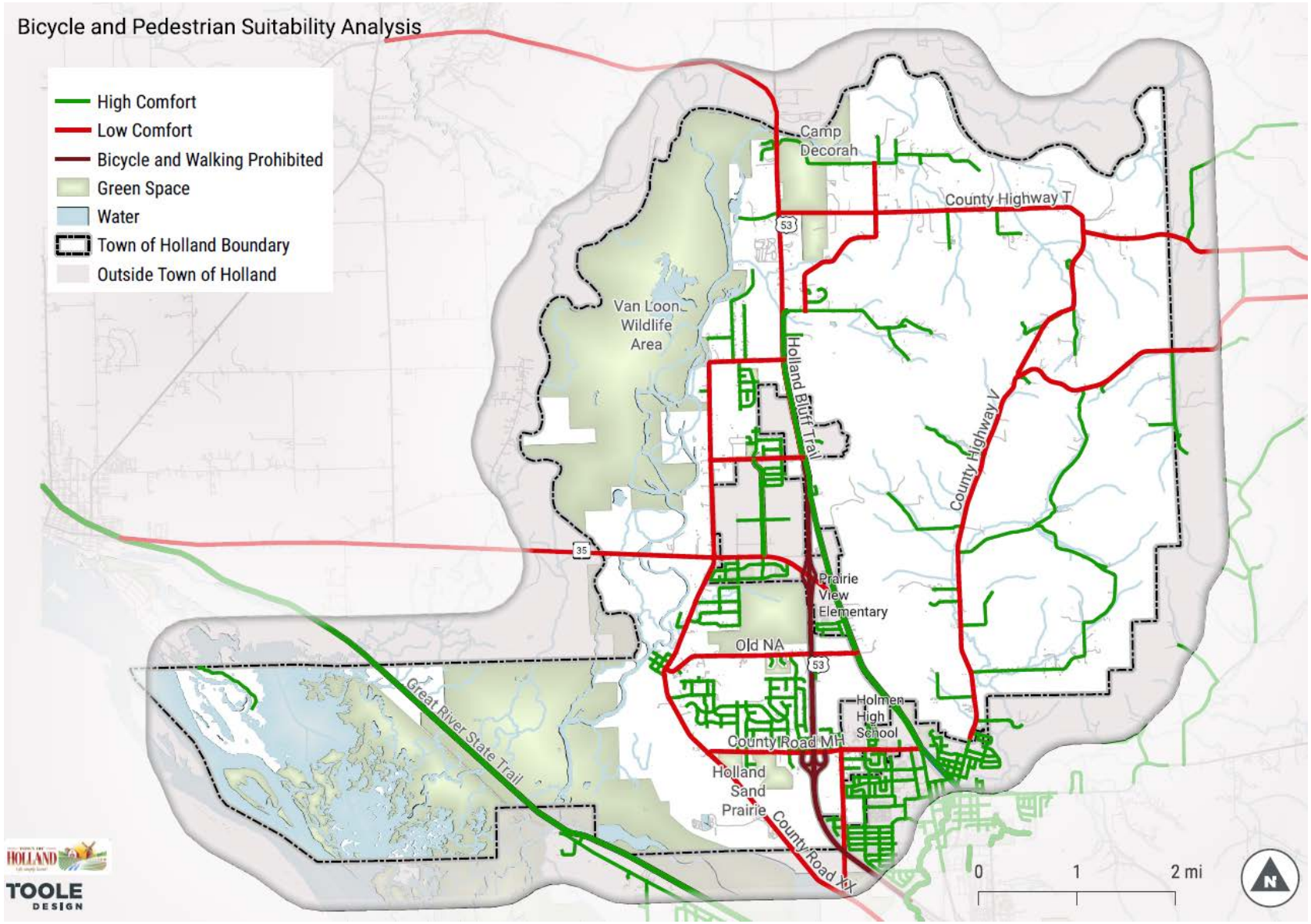


Figure 4-2. A bicycle and pedestrian suitability analysis for Holland shows high comfort facilities in green and low comfort facilities in red.

Facilities Recommended in Previous Plans

Previous planning efforts have already recommended bicycle and pedestrian facilities within and adjacent to the Town of Holland, as shown in Figure 4-3. Four plans were researched to identify these facilities.

The **2010 Coulee Regional Bicycle Plan** recommended that the limestone surface of Holland Bluff Trail be paved and maintained in the winter. That plan also recommended shoulders or bike lanes on many Holland roads including McHugh Road, County Hwy XX, State Highway 35, Old NA, Old 93, and Amsterdam Prairie Road. The **2011 Seven Bridges Tax Increment District (TID) Plan** recommended many bicycle routes within new housing developments within the Village of Holmen and adjacent areas of the Town of Holland. Specific facility types were not included in the recommendations.

The **2016 Blufflands Plan** contains a recommendation for an "on-road trail" leading from the Holland Bluff Trail to Kings Bluff, where Milestone Materials currently operates the Kings Bluff Quarry Site. Finally, the **2021 Holmen Comprehensive Plan** recommends a bicycle trail along State Highway 35 south of McHugh Road. This project would connect residents of the Town of Holland directly to Halfway Creek Trail via the Holland Bluff Trail.

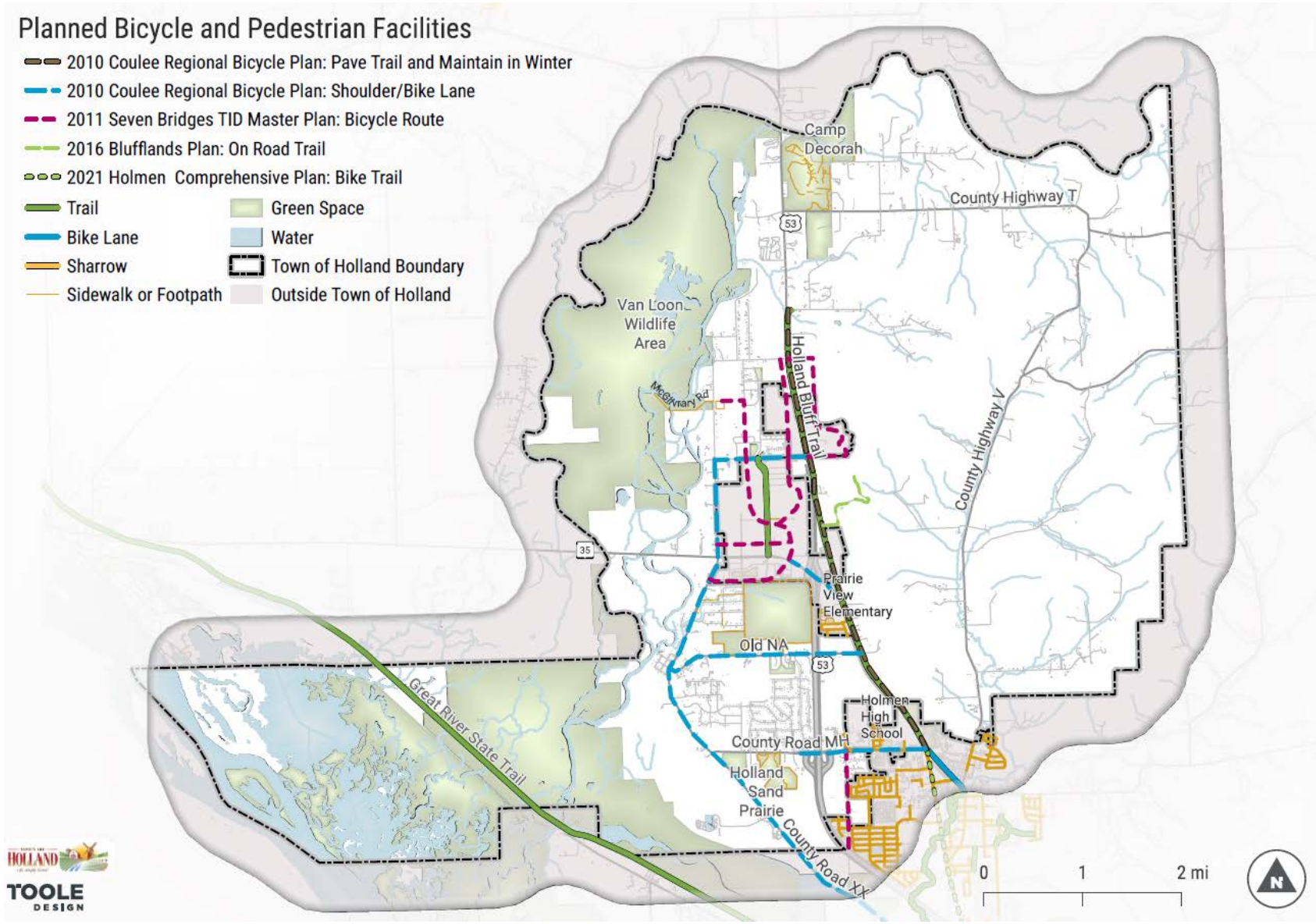


Figure 4-3. Facilities recommended in previous plans are shown in dashed lines.

Facility Types

The Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks guide[1] is recommended as a national best practice document for facility types for the Town of Holland due to the rural and small-town character of the community. Three types of facility design and nine types of sub-facility design are included in the guide. Three sub-facility types **shown in bold and underlined** below are recommended for Holland's Plan. Information on intersections is also included after facility types have been described.

1. Mixed traffic facilities
    a. Yield roadway
    b. Bicycle boulevard
    c. Advisory shoulder
2. Visually separated facilities
    a. Paved shoulder
    b. Bike lane
3. Physically separated facilities
    a. Shared use path
    b. Sidepath
    c. Sidewalk
    d. Separated bike lane

Advisory Shoulder

Advisory shoulders are recommended on Amsterdam Prairie Road and Aspeslet Road, and Iris Street (see Figures 4-13 and 4-15).

This mixed facility type is recommended for Holland's roads with the slowest speeds and lowest motor vehicle volumes, as shown in Figure 4-4. No centerline exists but dashed (or dotted) lines are placed approximately 5 feet from the edge of both sides of the road. The two-way center travel lane width may vary from 10 feet to 18 feet. A two-way traffic warning sign can clarify two-way operation of the advisory shoulder configuration, as shown in Figure 4-5. Advisory shoulders are helpful in locations where roadway widening is infeasible but prioritized space for bicycling and walking is desired.

The dashed pavement markings give a dedicated space for people walking and bicycling but are also intended to be available to motorists if space is needed to pass oncoming traffic and the lane is not being used by someone walking or bicycling. Motorists yield to people in the

[1] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

advisory shoulder and wait to pass until there is no oncoming traffic. Advisory shoulders should be accessible to people with disabilities (maximum 2% cross slope).

An approved Request to Experiment from FHWA is required to implement advisory shoulders and are recommended in locations where the speed limit can be reduced to 20 – 30 mph (see Figure 4-4). Due to the number of active experiments, FHWA is not considering new requests to experiment as of October 2022 while data from current experiments are collected and analyzed. When the Town of Holland is ready to implement advisory shoulders, staff should contact FHWA and WisDOT to express a need to experiment and request an exception to the current restriction on approval.

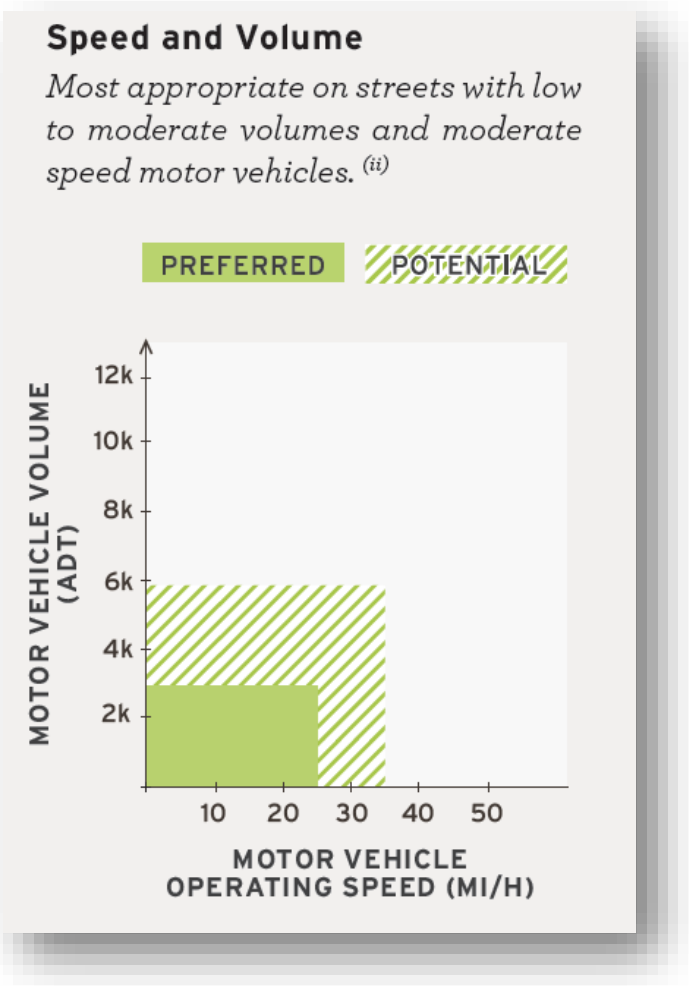


Figure 4-4. Preferred speeds on roads with advisory shoulders are 25 mph and below. Source: FHWA Small Town and Rural Multimodal Networks

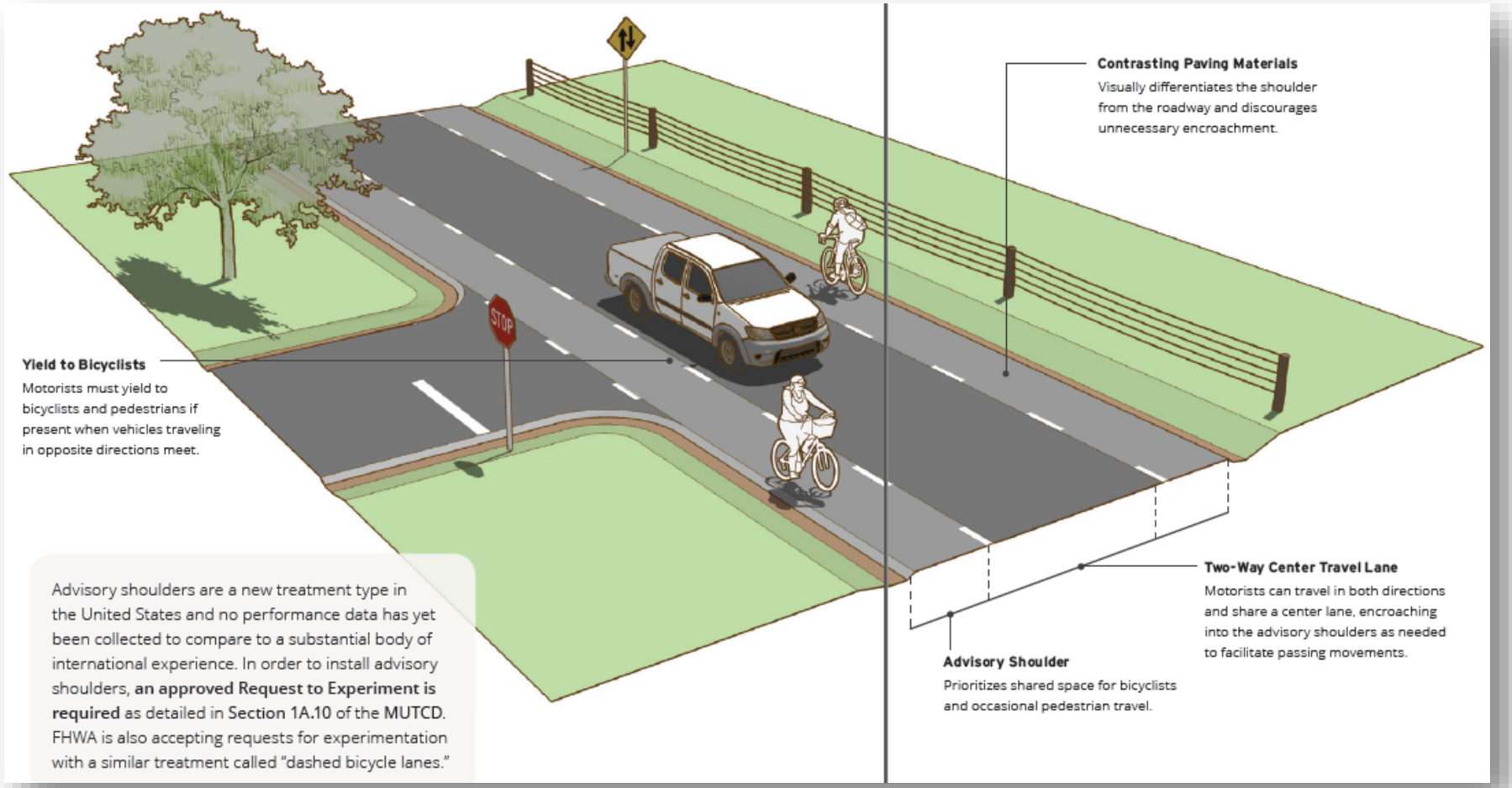


Figure 4-5. Advisory shoulders are used on lesser trafficked and slower roads. Source: FHWA Small Town and Rural Multimodal Networks

Paved Shoulder

Paved shoulders are recommended on County Road T, County Road TT, County Road V, County Road XX, Old NA, and State Highway 35 (see Figures 4-13 and 4-15).

This visually separated facility type is recommended for Holland's roads with moderate speeds and moderate motor vehicle volumes, as shown in Figure 4-6. Five-foot to seven-foot paved areas are separated from motor vehicle lanes with solid white lines varying from 4 to 8 inches. The shoulder area may be a different color to enhance awareness. At driveways and intersections, a dotted white line can be used in place of a solid white line to define the bicycling and walking area, as shown in Figure 4-7. Turn lanes at intersections should be designed for safe interactions, as shown in Figure 4-8. Also refer to the **Paved Shoulders** topic in FHWA's Achieving Multimodal Networks[2] for design guidance.

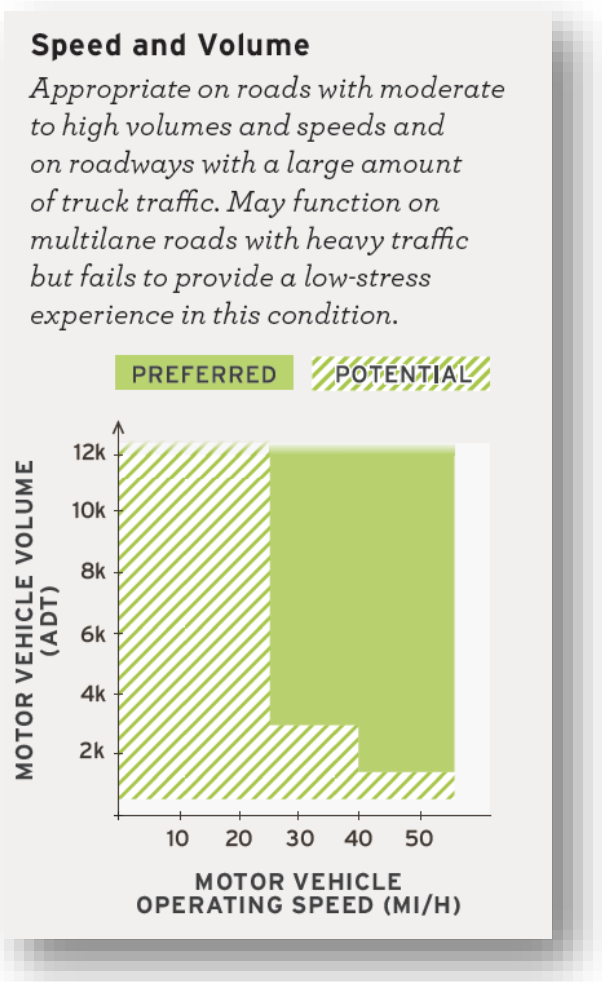


Figure 4-6. While paved shoulders can be used at any speed and traffic volume level, they are most often used in scenarios where speeds are 30 mph or greater. Source: FHWA Small Town and Rural Multimodal Networks

[2] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/

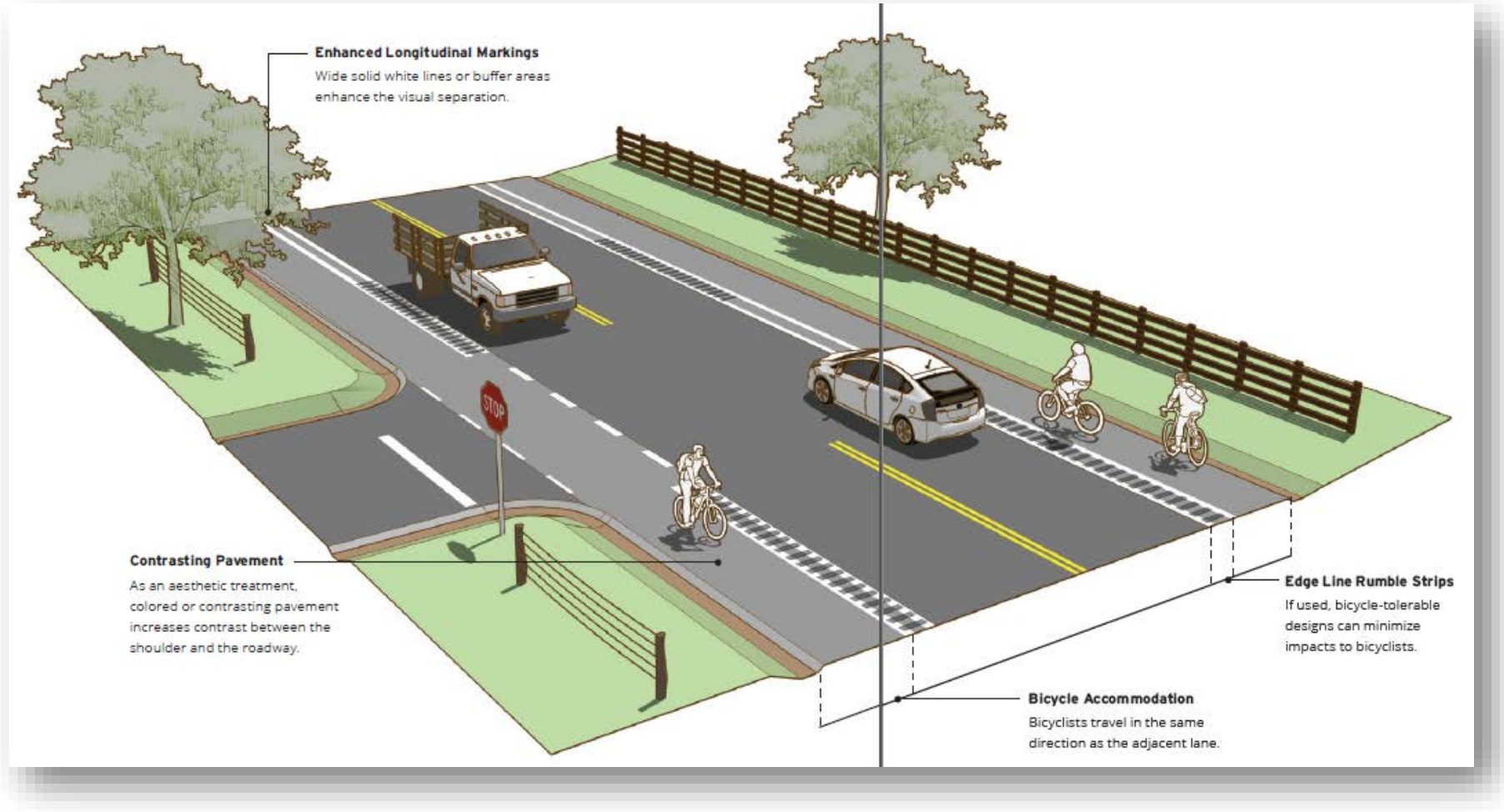


Figure 4-7. Paved shoulders may have different coloring than motor vehicle lanes to enhance awareness. Source: FHWA Small Town and Rural Multimodal Networks

CONFIGURE AS AN ON-STREET BIKE LANE

F A right turn lane should be added to the right of the bike lane. Dotted line extensions should be used to define the tapered entrance into the right-turn lane, and signs should direct motorists to yield to bicyclists. For more information, refer to the guidance on bike lanes and **FHWA MUTCD Figure 9C-4**.

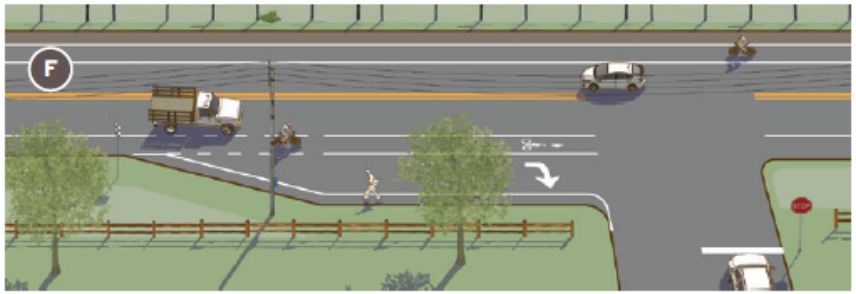


Figure 3-5. *In this scenario, the shoulder is designated as a bike lane and a right turn lane is introduced to the right of the bike lane. Drivers must yield to through bicyclists before entering the turn lane.*

CONFIGURE AS A SEPARATED BIKE LANE OR SHARED USE PATH

G Where a high degree of user comfort is desired, the shoulder may transition into a one-way separated bike lane or shared use path in advance of intersections. Once established, the separated facility may maintain separation up to the crossing. This increased separation provides an opportunity for motorists to slow in advance of the turn and yield to bicyclists. For more information, refer to the guidance on **separated bike lanes**.

Figure 3-6. *In this scenario, the shoulder is designated as a separated bike lane. Bicyclists are shifted laterally away from the roadway and separated from the travel or turn lanes by an unpaved buffer space.*

Figure 4-4. Two scenarios for improving safety on paved shoulders at intersections are shown above. Source: FHWA Small Town and Rural Multimodal Networks

Sidepath

Sidepaths are recommended on Bluffview Court, County Road MH/McHugh Road, Old 93, and Pedretti St/Rotterdam Ave, and State Highway 35, and Sylvester Road (see Figures 4-13 and 4-15).

This physically separated facility type is recommended for Holland's roads with faster speeds and higher motor vehicle volumes, as shown in Figure 4-9. An 8 to 12 feet wide paved area is separated from motor vehicle lanes with a 5 feet minimum physical separation, which can include vegetation, a physical barrier, or rumble strips, as shown in Figures 4-10 and 4-11. Also refer to the **Shared Use Paths** topic in FHWA's Achieving Multimodal Networks[3] for design guidance.

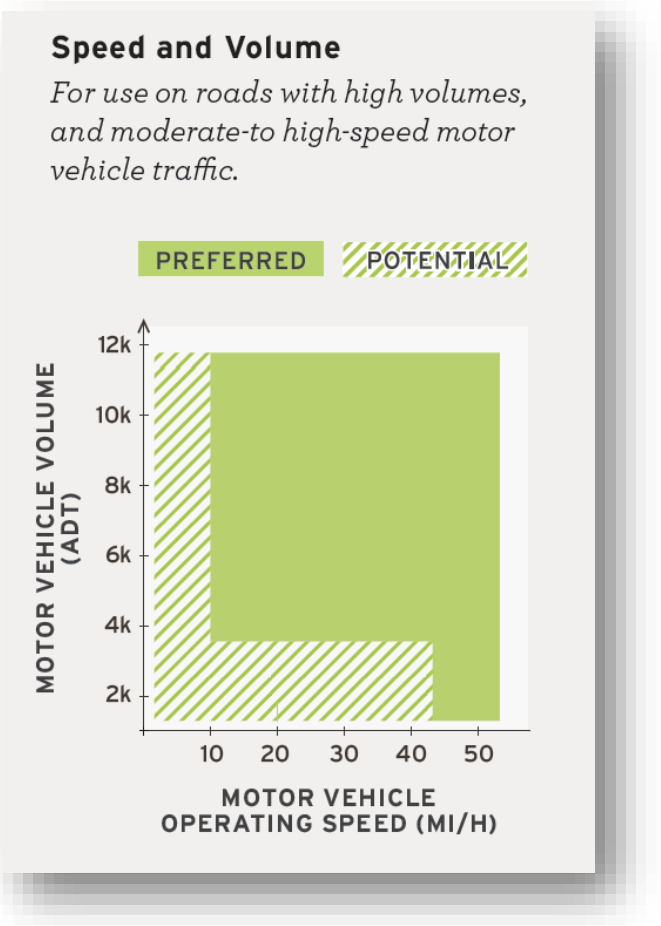


Figure 4-95. Sidepaths are most often used along higher speed and trafficked roads. Source: FHWA Small Town and Rural Multimodal Networks

[3] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/

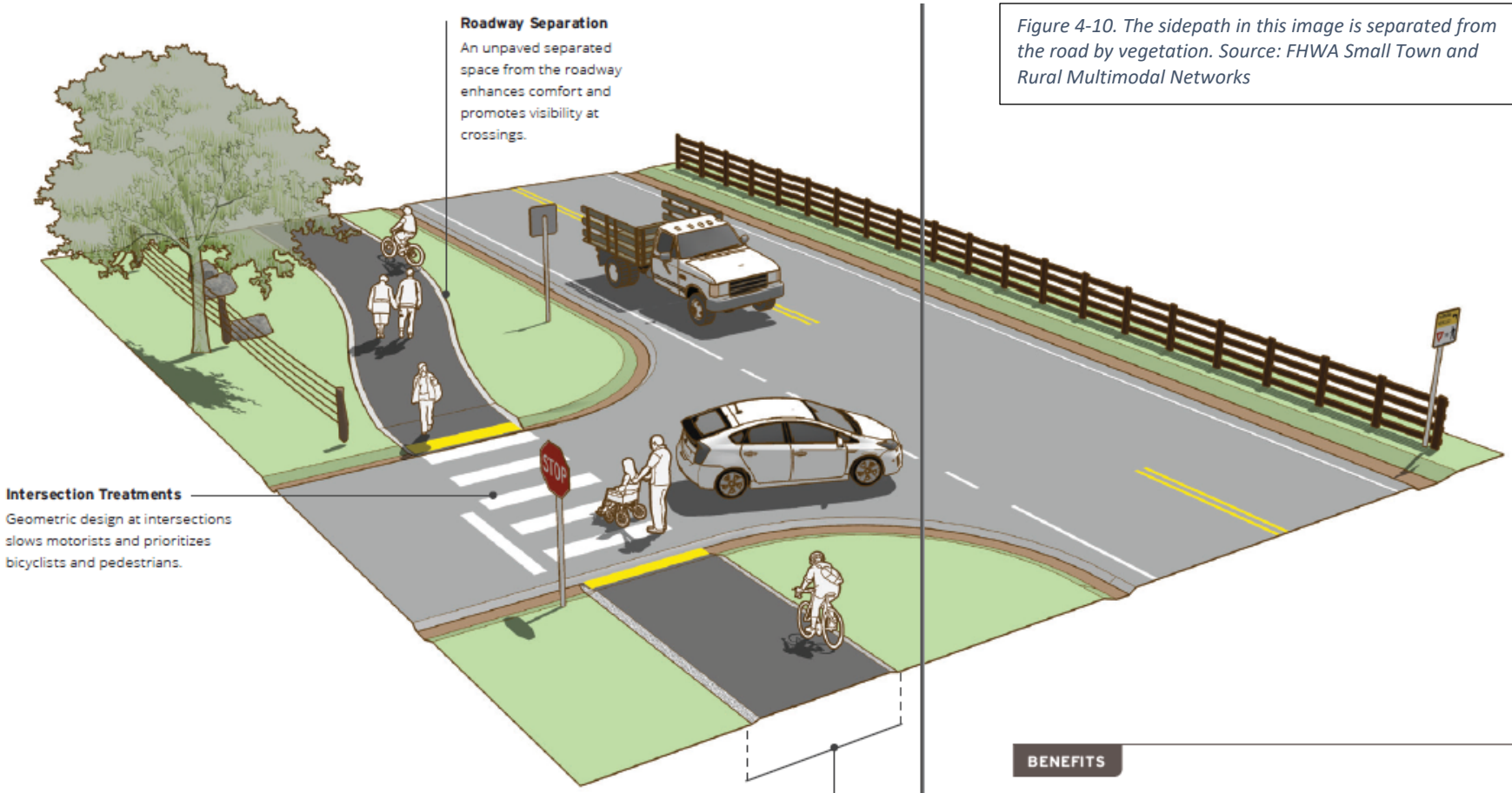


Figure 4-10. The sidepath in this image is separated from the road by vegetation. Source: FHWA Small Town and Rural Multimodal Networks

Sidepath

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

BENEFITS

- Completes networks where high-speed roads provide the only corridors available.
- Fills gaps in networks of low-stress local routes such as shared use paths and bicycle boulevards.
- Provides a more appropriate facility for users of all ages and abilities than shoulders or mixed traffic facilities on roads with moderate or high traffic intensity.[63]
- Encourages bicycling and walking in areas where high-volume and high-speed motor vehicle traffic would otherwise discourage it.[60]
- Maintains rural character through reduced paved roadway width compared to a visually separated facility.[64]
- Very supportive of rural character when combined with vegetation to visually and physically separate the sidepath from the roadway.

CONSIDERATIONS

- Requires a wide roadside environment to provide for separation and pathway area outside of the adjacent roadway.

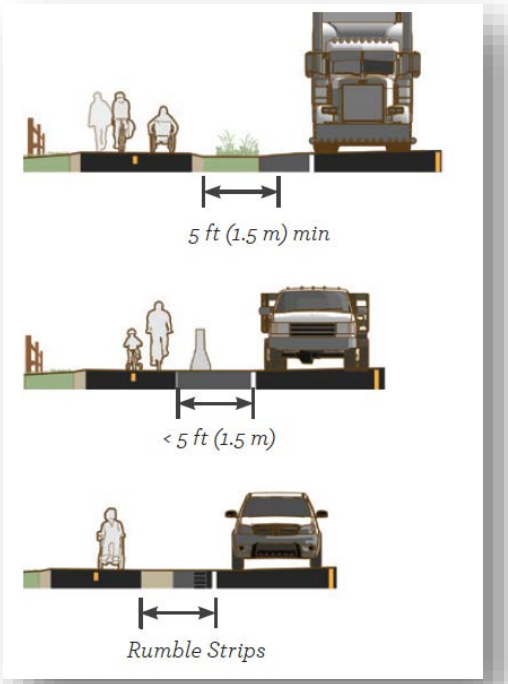


Figure 4-11. Where a minimum of 5 feet unpaved separation cannot be provided (top), a physical barrier (center) or rumble strips (bottom) may be provided. Source: FHWA Small Town and Rural Multimodal Networks

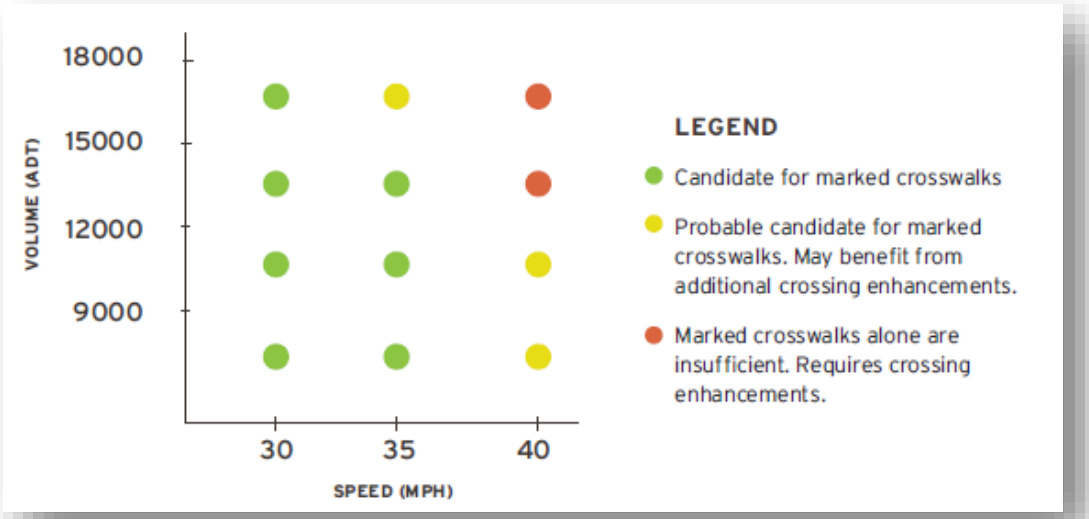


Figure 4-6. Roads with speeds of 40 mph or greater may benefit from or require additional enhancements, such as curb extensions, median islands, and/or rectangular Rapid Flash Beacons. Source: FHWA Small Town and Rural Multimodal Networks.

Intersections and Pavement Markings

As speeds and traffic volumes increase, pedestrian and bicycle crossings at intersections may require additional enhancements. Figure 4-12 provides guidance for marking crosswalks based on vehicle traffic volumes and speed of travel. Also refer to Action 2.2 in Chapter 3 of this Plan for intersection design guidance.

Holland's Future Bicycle and Pedestrian Network

Holland's future bicycle and pedestrian network combines the community's preferences from Chapter 2 and FHWA facility design guidance from this chapter within two categories: **roads and intersections.**

Recommended Roads for the Bicycling and Walking Network

The roads identified in Figure 4-13 are recommended for facility improvements to be part of the bicycle and pedestrian network. Operating speeds and traffic volumes are two primary factors that influence recommended facility type. While operating speeds are often different than posted speeds, the latter are used since operating speed data is not available. If speed studies are completed and operating speeds are available, facility types may be altered using guidance in the previous sections. See Figure 4-15 for a map of these locations.

Figure 4-7. This table identifies roads with posted speed limits and traffic volumes, as well as each recommended facility type, on the proposed Holland bicycling and walking network.

Road/Facility	**Posted Speed Limit (mph)**	**Traffic Volume**[4] *(average annual daily traffic)*	**Recommended Facility Type**
Amsterdam Prairie Rd	35	*No data available*	Advisory Shoulder *(lower posted speed limit to 20 – 30 mph)*
Aspeslet Rd	35	*No data available*	Advisory Shoulder *(lower posted speed limit to 20 – 30 mph)*
Bluffview Ct	25	*No data available*	Sidepath *(roadway rumble strips needed if unpaved separation cannot be added)*
County Rd MH/McHugh Rd	35	3,000 – 3,100	Sidepath
County Rd T	*Not posted*	1,500	Paved Shoulder
County Rd TT	*Not posted*	*No data available*	Paved Shoulder
County Rd V	45	1,800	Paved Shoulder
County Rd XX	25 – 55	800	Paved Shoulder *(exception: behind curbs in New Amsterdam)*
Holland Bluff Trail	n/a	*No data available*	Pave Existing Trail

[4] https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=2e12a4f051de4ea9bc865ec6393731f8

Lily Street	n/a	*n/a*	Advisory Shoulder *(lower post speed limit at 20 mph)*
Old NA	25 – 35	*No data available*	Paved Shoulder
Old 93	35	*No data available*	Sidepath *(by Village of Holmen?)*
Pedretti St/Rotterdam Ave	25	*No data available*	Sidepath *(by Village of Holmen north of Prairie Place?)*
State Hwy 35	55	4,400 – 5,500	Sidepath *(with paved shoulders west of County Rd XX)*
Sylvester Rd	30	*No data available*	Sidepath
US Hwy 53	65	14,200	Sidepath
Wolfe Road/Kings Bluff Quarry Site	25	*No data available*	To be determined *(mine is currently anticipated to be active for an additional 20-30 years)*

Recommended Intersections for the Bicycling and Walking Network

The intersections identified in Figure 4-14 are recommended for crossing improvements along the bicycle and pedestrian network. Operating speeds and traffic volumes are two primary factors that influence recommended facility type. See Figure 4-15 for a map of these locations.

Figure 4-8. This table identifies intersections with posted speed limits and traffic volumes on US Highway 53 and State Highway 35, as well as each recommended crossing type, on the proposed Holland bicycling and walking network.

Intersection	**Posted Speed Limit (mph) of Highway 53/35 (the highway being crossed by people walking and bicycling)**	**Traffic Volume**[5] *(average annual daily traffic)*	**Recommended Crossing Type**
US Hwy 53 & Amsterdam Prairie Rd	55	10,000	Crosswalk/s + Enhancements
US Hwy 53 & Old 93	55	10,000	Crosswalk/s + Enhancements
WI Hwy 35 & County Rd XX	55	4,400	Crosswalk/s
WI Hwy 35 & Schaller Blvd	55	5,500	Crosswalk/s + Enhancements
US Hwy 53 & WI Hwy 35	55	5,500	Crosswalk/s + Enhancements
County Hwy HD & Old NA	55	4,400	Crosswalk/s
US 53 & County Rd MH/McHugh Rd	35 *(at on/off ramps to US 53)*	4,400 *(all on/off ramps)*	Crosswalk/s

As with any plan, the proposed networks and projects identified in the Plan were analyzed at a planning level and do not represent detailed, site-specific study. While the facility type defined for each alignment in the network is established as the Town's goal, different decisions may be made as each project advances, based on important factors such as right-of-way, public support, construction cost, and overall mobility goals. The Town should seek to provide the most comfortable and safe facility possible for each alignment.

[5] https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=2e12a4f051de4ea9bc865ec6393731f8

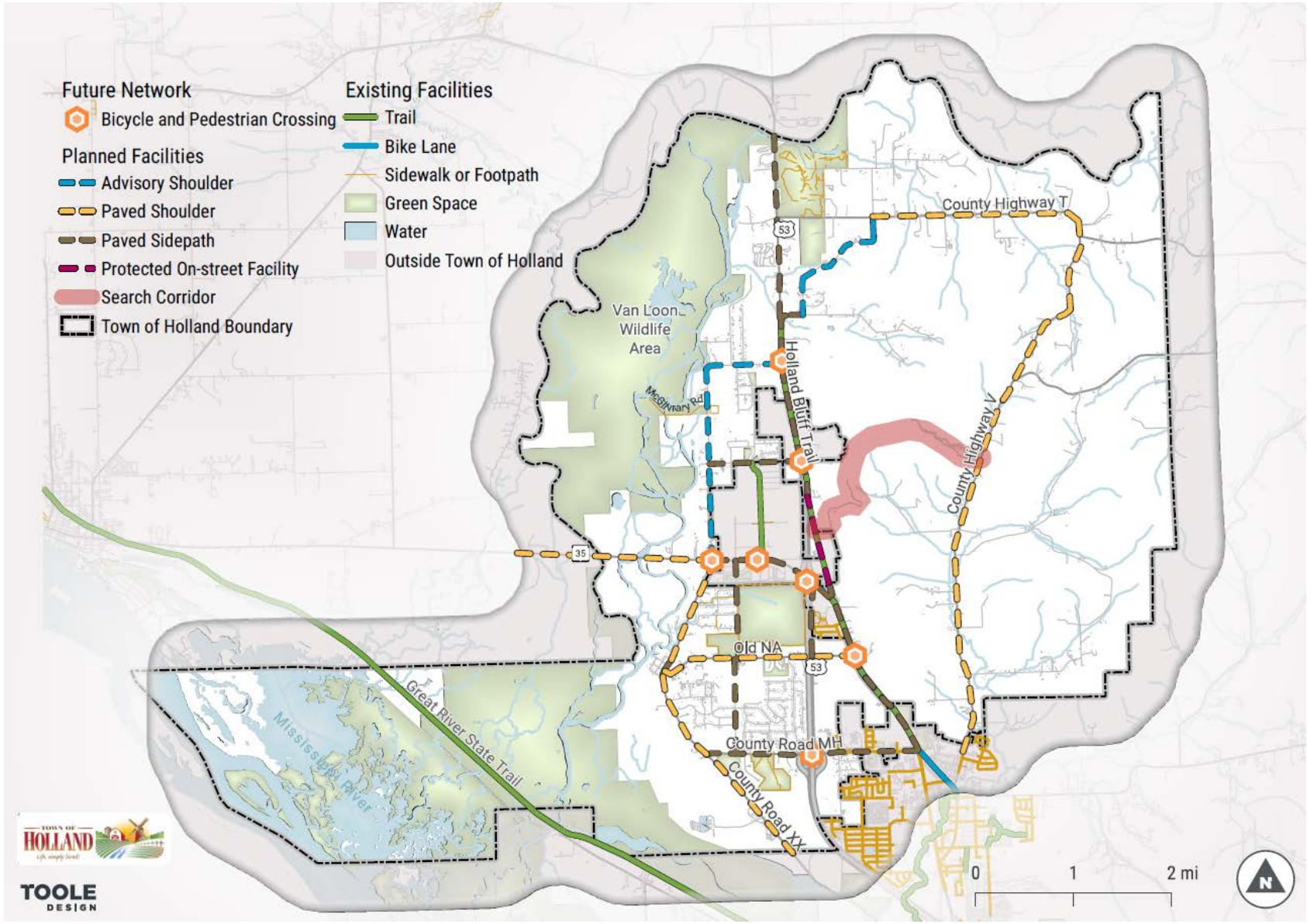


Figure 4-15. The proposed Bicycle and Pedestrian network for the Town of Holland.

Chapter 5: Implementation Action Plan

The implementation action plan is a 3-step process used to carry out projects identified in **Chapter 4: Network**. First, the projects are prioritized using six factors and weights determined by the Ad Hoc Trail Development Committee. Second, the projects are indexed on a map with an associated chart showing planning level details, including partners, phasing, and cost estimates. Finally, funding sources for projects are summarized at the end of this chapter for staff to utilize when establishing the Town's annual budget.

Project Prioritization

Project prioritization is a tool used to rank projects. Scores are only one factor used to program projects from the Plan into the Town's budget and do not have to be strictly followed. For example, there may be instances where an upcoming road project by the La Crosse County Highway Department presents an opportunity where the Town wishes to coordinate a bicycle/pedestrian facility improvement. However, prioritization scores are helpful when there is a need to program many projects, as illustrated in the map in Figure 5.8 later in this chapter.

The Ad Hoc Trail Development Committee used the following factors and weights to help staff rank projects. Each factor has a measurable source, as noted in Table 5.1. Seven Committee members voted on weights for each factor, with the resulting value being an average of the total score.

Table 5.1. Six factors were weighted by the Ad Hoc Trail Development Committee.

Factor	**Higher Rank with:**	**Justification**	**Source**	**Weight** *(1=less weight, 6=more weight)*
Busy streets	Roads with higher motor vehicle volumes	Roads with higher volumes tend to have higher exposure to crashes	WisDOT Traffic Counts website[1], Town of Holland data	4.9
Connections to schools	Closer connection	Facilities near schools tend to have higher use by children	Project maps	4.1
Cost estimates	Less cost	Projects with lesser costs may have a higher likelihood of funding	Toole Design cost estimates	3.1
Crashes involving bicyclists or pedestrians	More crashes	Locations with higher crashes may have existing safety problems	Wisconsin Traffic Crash Maps website[2]	1.0
Bicycle and pedestrian demand	More demand	Projects with more demand are more likely to be used by the public	Maps generated from community engagement[3]	4.0
Scheduled road projects	Earlier schedule date	Locations with a coinciding road construction may have reduced costs due to work already scheduled	Town of Holland, La Crosse County, WisDOT road construction/maintenance programs	3.9

[1] See Figure 5.2: https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=2e12a4f051de4ea9bc865ec6393731f8
[2] See Figure 5.3: https://transportal.cee.wisc.edu/partners/community-maps/
[3] See Figure 5.4

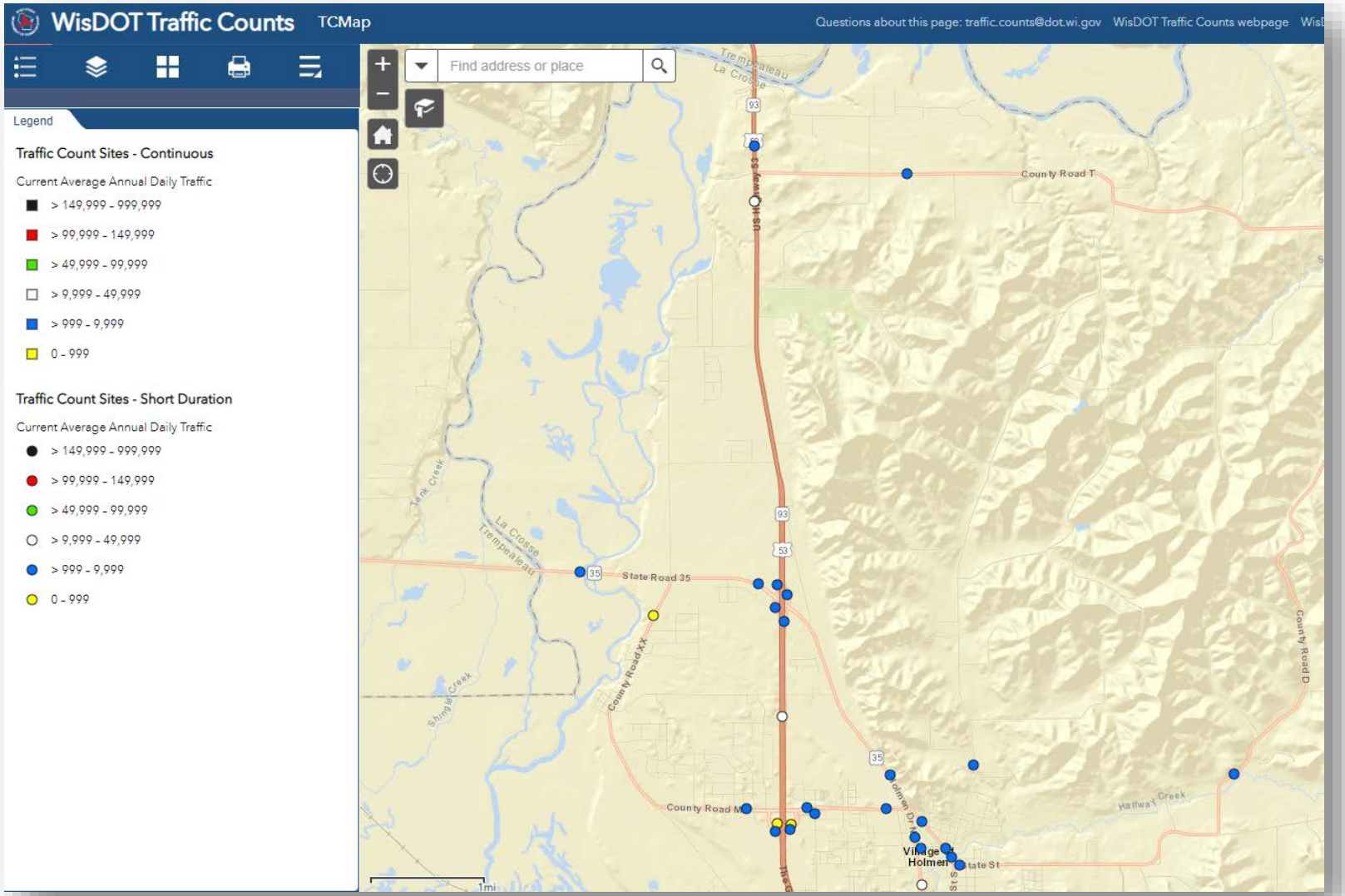


Figure 5.2. This map from the Wisconsin DOT was used to generate scores for the "busy streets" factor.

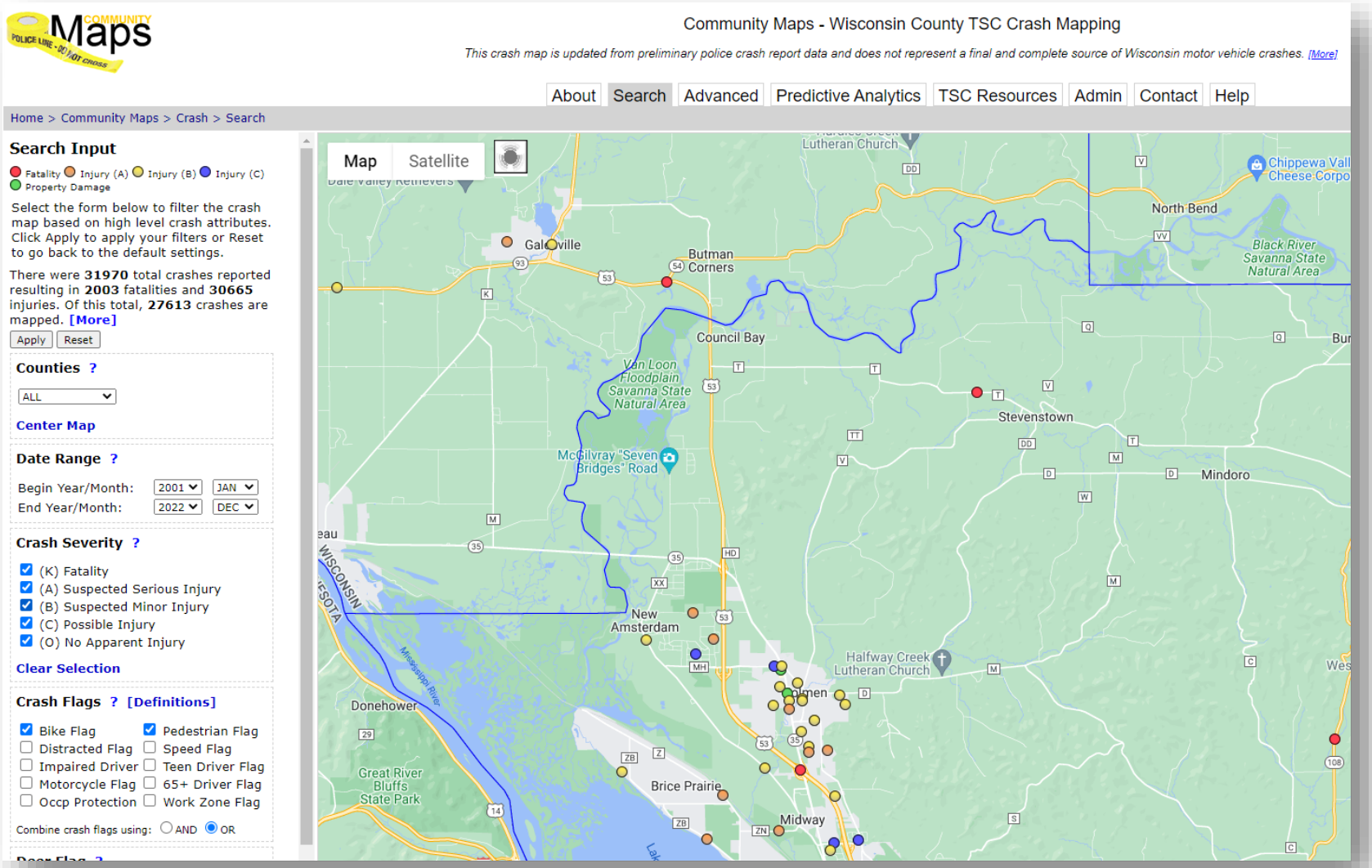


Figure 5.3. This map from Wisconsin's Traffic Crash Maps website was used to generate scores for the "crashes" factor.

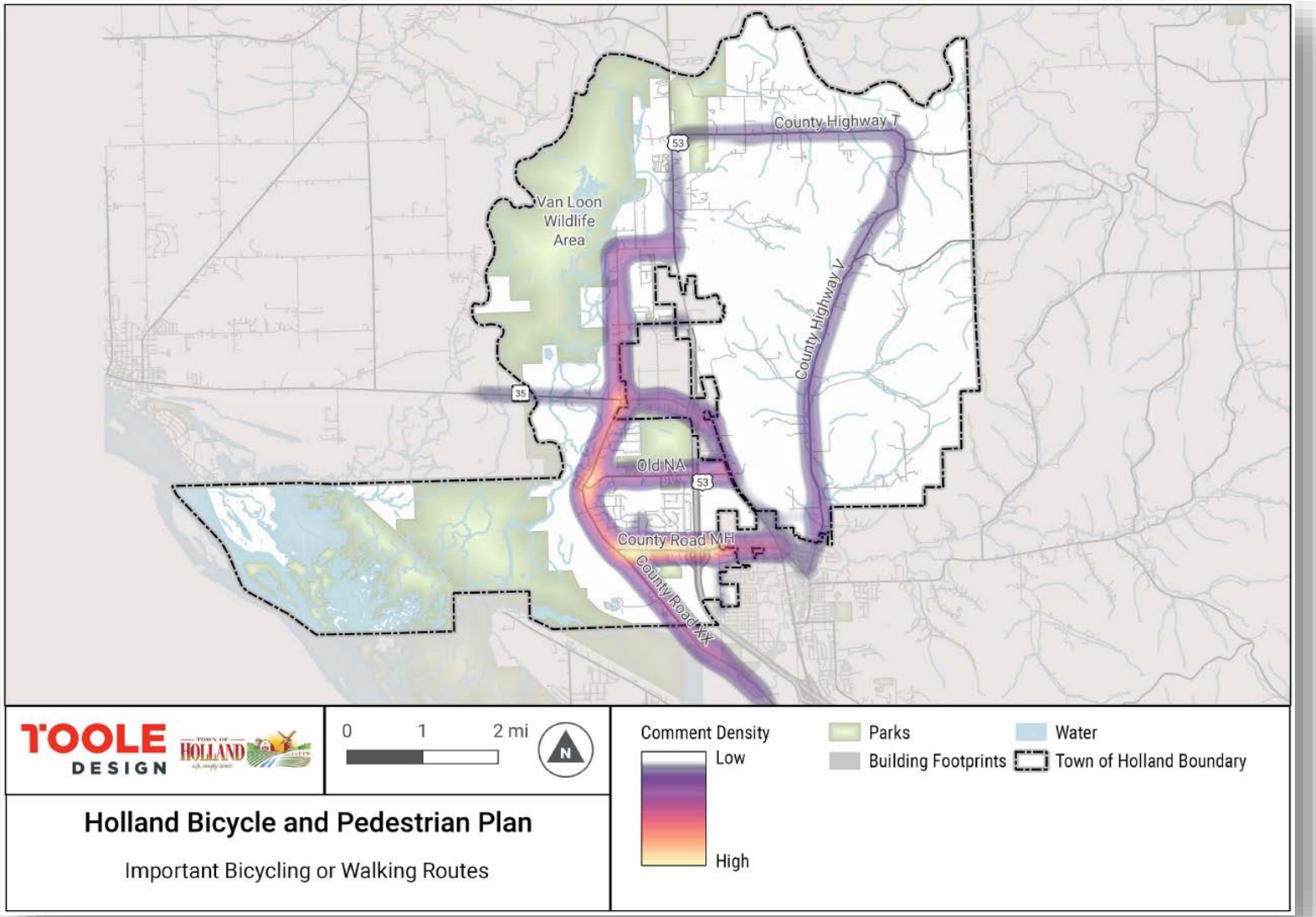


Figure 5.4. This map produced from community engagement was used to generate scores for the "bicycle and pedestrian demand" factor.

After weights were determined, each project was scored based on the six factors, as shown in Table 5.5. Scores are a rough approximation of the second column in Table 5.1 on a scale of one through 10, with one being a lesser score and 10 being a higher score. Project ID numbers can be used to locate each project shown on the map in Figure 5.8 later in this chapter.

Table 5.5. Each project was scored based on six factors.

Project ID	Roadway/Trail/Intersection Name	Factor 1: Busy Streets	Factor 2: Connections to Schools	Factor 3: Cost Estimates	Factor 4: Crashes	Factor 5: Demand	Factor 6: Scheduled Road Projects	Total Score
1	State Highway 35	8	2	9	1	3	8	**31**
2	Amsterdam Prairie Road	4	3	8	1	6	8	**30**
3	Old 93	4	4	3	1	2	2	**16**
4	State Highway 35	9	10	2	1	6	2	**30**
5	Old NA	5	8	3	10	6	2	**34**
6	County Highway XX	5	3	9	8	8	10	**43**
7	Pedretti Street/Rotterdam Avenue	2	5	2	1	2	2	**14**
8	US Highway 53	10	10	2	1	1	1	**25**
9	County Highway MH/McHugh Road	7	10	1	9	10	5	**42**
10	US Highway 53	10	4	2	1	1	3	**21**
11	Holland Bluff Trail	1	9	3	1	2	2	**18**
12	Bluffview Court	2	8	2	1	1	5	**19**
13	Aspeslet Road	3	2	8	1	2	6	**22**
14	County Highway T	6	1	5	1	4	4	**21**
15	County Highway TT	4	2	5	1	5	1	**18**
16	Kings Bluff Quarry/Wolfe Road	2	3	2	1	1	1	**10**
17	County Highway V	5	10	2	1	5	3	**26**
A	US Highway 53 & Amsterdam Prairie Road	9	3	5	1	9	8	**35**
B	US Highway 53 & Old 93	9	5	5	1	5	3	**28**
C	State Highway 35 & County Highway XX	7	3	8	1	8	7	**34**
D	State Highway 35 & Schaller Boulevard	8	6	5	1	6	2	**28**
E	US Highway 53 & State Highway 35	9	9	9	1	4	2	**34**
F	County Highway HD & Old NA	7	7	8	1	5	2	**30**
G	US Highway 53 & County Highway MH/McHugh Road	8	9	8	1	10	2	**38**

After scores were determined, each value in Table 5.5 was multiplied by the weights in Table 5.1. Below, Table 5.6 shows the weighted score for each project.

Table 5.6. Scores in Table 5.5 were multiplied by weights determined by the Ad Hoc Trail Development Committee to come up with a total weighted score.

Project ID	Roadway/Trail/Intersection Name	Factor 1: Busy Streets	Factor 2: Connections to Schools	Factor 3: Cost Estimates	Factor 4: Crashes	Factor 5: Demand	Factor 6: Scheduled Road Projects	Total Weighted Score
		Weight: 4.9	*Weight: 4.1*	*Weight: 3.1*	*Weight: 1*	*Weight: 4*	*Weight 3.9*	
1	State Highway 35	39	8	28	1	12	31	**120**
2	Amsterdam Prairie Road	20	12	25	1	24	31	**113**
3	Old 93	20	16	9	1	8	8	**62**
4	State Highway 35	44	41	6	1	24	8	**124**
5	Old NA	25	33	9	10	24	8	**108**
6	County Highway XX	25	12	28	8	32	39	**144**
7	Pedretti Street/Rotterdam Avenue	10	21	6	1	8	8	**53**
8	US Highway 53	49	41	6	1	4	4	**105**
9	County Highway MH/McHugh Road	34	41	3	9	40	20	**147**
10	US Highway 53	49	20	10	5	5	15	**103**
11	Holland Bluff Trail	5	37	9	1	8	8	**68**
12	Bluffview Court	10	33	6	1	4	20	**73**
13	Aspeslet Road	15	8	25	1	8	23	**80**
14	County Highway T	29	4	16	1	16	16	**82**
15	County Highway TT	20	8	16	1	20	4	**68**
16	Kings Bluff Quarry/Wolfe Road	10	12	6	1	4	4	**37**
17	County Highway V	25	41	6	1	20	12	**104**
A	US Highway 53 & Amsterdam Prairie Road	44	12	16	1	36	31	**140**
B	US Highway 53 & Old 93	44	21	16	1	20	12	**113**
C	State Highway 35 & County Highway XX	34	12	25	1	32	27	**132**
D	State Highway 35 & Schaller Boulevard	39	25	16	1	24	8	**112**
E	US Highway 53 & State Highway 35	44	37	28	1	16	8	**134**
F	County Highway HD & Old NA	34	29	25	1	20	8	**117**
G	US Highway 53 & County Highway MH/McHugh Road	39	37	25	1	40	8	**150**

Finally, the projects in Table 5.6 were sorted by total weighted score, so that projects with higher priority can be more easily compared to lower priority projects, as shown in Table 5.7.

Table 5.7. Prioritized projects shown below can be found in Figure 5.8 and Table 5.9 in the following section.

Project ID	Roadway/Trail/Intersection Name	Factor 1: Busy Streets	Factor 2: Connections to Schools	Factor 3: Cost Estimates	Factor 4: Crashes	Factor 5: Demand	Factor 6: Scheduled Road Projects	Total Weighted Score
G	US Highway 53 & County Highway MH/McHugh Road	39	37	25	1	40	8	**150**
9	County Highway MH/McHugh Road	34	41	3	9	40	20	**147**
6	County Highway XX	25	12	28	8	32	39	**144**
A	US Highway 53 & Amsterdam Prairie Road	44	12	16	1	36	31	**140**
E	US Highway 53 & State Highway 35	44	37	28	1	16	8	**134**
C	State Highway 35 & County Highway XX	34	12	25	1	32	27	**132**
4	State Highway 35	44	41	6	1	24	8	**124**
1	State Highway 35	39	8	28	1	12	31	**120**
F	County Highway HD & Old NA	34	29	25	1	20	8	**117**
2	Amsterdam Prairie Road	20	12	25	1	24	31	**113**
B	US Highway 53 & Old 93	44	21	16	1	20	12	**113**
D	State Highway 35 & Schaller Boulevard	39	25	16	1	24	8	**112**
5	Old NA	25	33	9	10	24	8	**108**
8	US Highway 53	49	41	6	1	4	4	**105**
17	County Highway V	25	41	6	1	20	12	**104**
10	US Highway 53	49	20	10	5	5	15	**103**
14	County Highway T	29	4	16	1	16	16	**82**
13	Aspeslet Road	15	8	25	1	8	23	**80**
12	Bluffview Court	10	33	6	1	4	20	**73**
15	County Highway TT	20	8	16	1	20	4	**68**
11	Holland Bluff Trail	5	37	9	1	8	8	**68**
3	Old 93	20	16	9	1	8	8	**62**
7	Pedretti Street/Rotterdam Avenue	10	21	6	1	8	8	**53**
16	Kings Bluff Quarry/Wolfe Road	10	12	6	1	4	4	**37**

Map Index and Planning Level Details

This section identifies future projects and locations, which are displayed on a map in Figure 5.4. Also provided are planning level details, see Table 5.5. The table illustrates the following planning level details:

- **Project types** corresponding to facility types in Chapter 4.
- **Lead agency and partners** identifying a likely lead agency and the partners necessary for successful completion of a project.
- **Phasing** which identifies a project timing by short-term (2023 – 2027), medium-term (2028 – 2032), and long-term (2033 and beyond). Phasing was determined using project prioritization scores in the previous section as well as opportunity projects (explained below).
- **Opportunity/recent project type** describing the type of associated project that can be coordinated with a bicycle/pedestrian facility that may reduce project costs.
- **Opportunity/recent project year** identifying the year another project is currently programmed in a work plan.
- **Cost estimate** giving an opinion of probable cost based on 2022 figures. Assumptions used to calculate cost estimates are on file with the Town of Holland as part of the Plan.
- **Opportunities and challenges** describe issues that will need detailed planning and engineering design as each project is further developed.

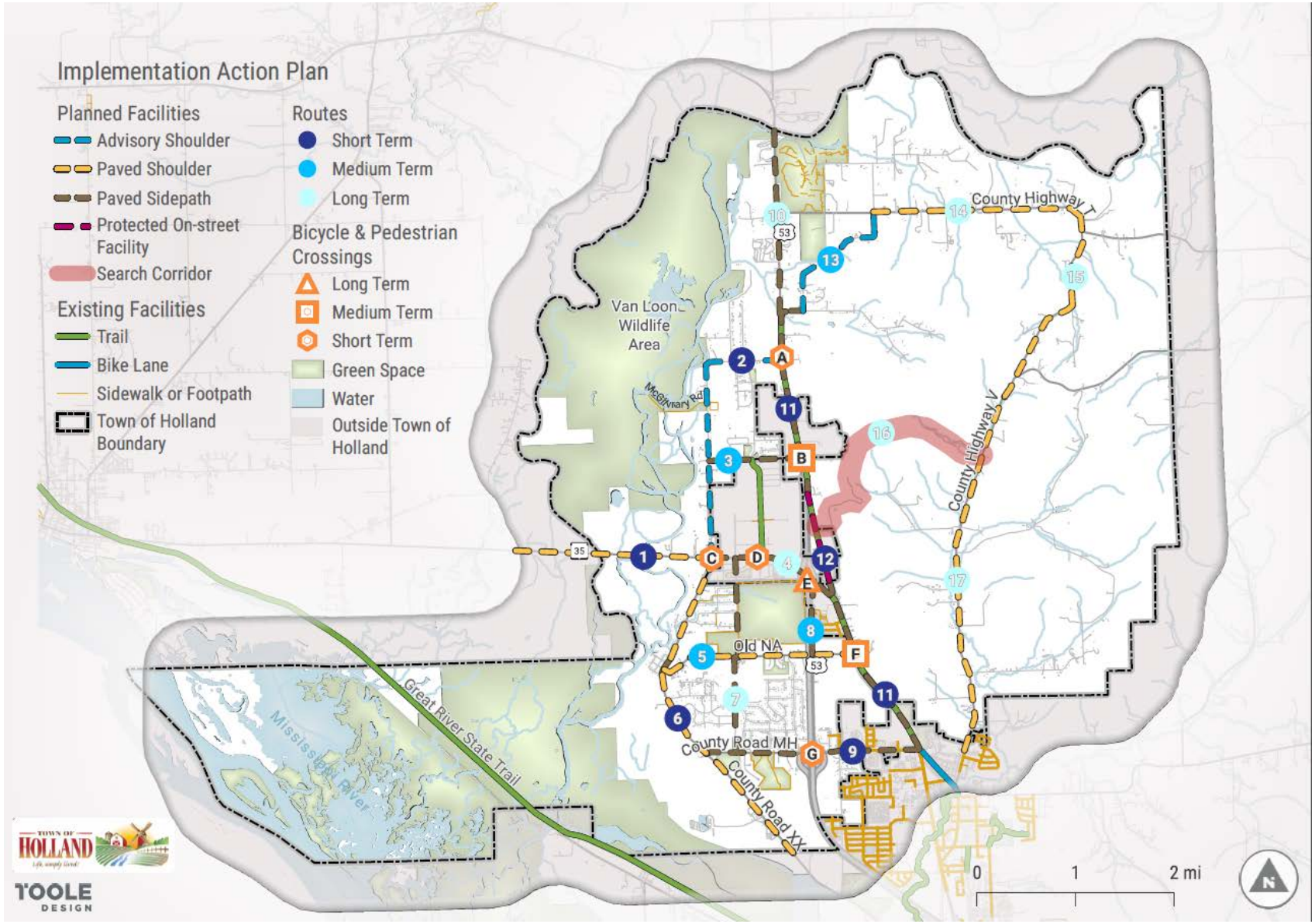


Figure 5.8. The implementation map identifies route projects by number and intersection projects by letter. Numbers and letters correspond to the following table.

Implementation of the Future Network

Table 5.9. Lead agencies and partners, opportunity projects, cost estimates, and opportunities/challenges are identified for each project shown in the Figure 5.8 map.

Project ID	Roadway/Trail/Intersection Name	Project Extents	Length (mi.)	Project Type	Lead Agency (Partner/s)	Phasing*	Opportunity/Recent Project - Type	Opportunity/Recent Project - Year	Planning Level Cost Estimate	Opportunities and Challenges
1	State Highway 35	Trempealeau County limits to County Highway XX	1.1	Paved shoulder	WisDOT (Town of Holland)	Short term	Bridge replacement	2026		6' shoulders already exist. Two bridges (West Channel and East Channel) over the Black River do not currently have shoulders but those will be added by WisDOT during bridge replacement. Turn lanes at County Highway XX are not designed for safe interactions.
2	Amsterdam Prairie Road	County Highway XX to US Highway 53	2.7	Advisory shoulders	Town of Holland	Short term	Seal coating	2025	$ 80,000	20' wide road can be restriped after seal coating with 5' advisory shoulders and no centerline. Current 35 mph speed limit would need to be reduced to 20 mph (ideal) - 30 mph (maximum). Advisory shoulders may need to transition to paved shoulders at curve for proper site lines, as well as at intersections with State Highway 35 and US Highway 53 for safe interactions.
3	Old 93	Amsterdam Prairie Road to US Highway 53	0.9	Side path	Village of Holmen (Town of Holland)	Medium term	Pavement replacement/Seal coating	2023/2027		Consider a side path on the south side of Old 93 which would then connect with side path on Schaller Boulevard south of Old 93. South side path may lead to a more logical connection with Holland Bluff Trail at US Highway 53. Pavement is being replaced in 2023 with water main project between Schaller Blvd and US-53.
4	State Highway 35	County Highway XX to Bluffview Court	1.3	Side path	WisDOT (Village of Holmen, Town of Holland)	Long term				Consider side paths on both sides of Highway 35 to provide direct connections from residential neighborhoods to Holland Bluff Trail and Prairie View Elementary School.
5	Old NA	County Highway XX to State Highway 35	2	Paved shoulder	Town of Holland	Medium term	Seal coating	2026	$ 1,320,000	Current paved surface is approximately 24', with 12' lanes in each direction. Lanes may be narrowed to 10' to reduce shoulder widening impact on adjacent property owners. Consider narrowing lanes further in New Amsterdam for additional traffic calming and/or transitioning to shoulders behind curbs (see project ID #6).
6	County Highway XX	State Highway 35 to Town of Onalaska limits	3.5	Paved shoulder	La Crosse County (Town of Holland)	Short term	Reconditioning	2024		Widening of County Highway XX in New Amsterdam will negatively impact property owners through loss of yards/vegetation, as well as increasing traffic speeds. Narrowing travel lanes within the village limits will reduce speeds, improve safety, and reduce space taken from residents. Shoulders can be transitioned to paved paths above and behind, but adjacent to curbs, for additional traffic calming effects. Planned turn lanes at County Highway MH and County Highway XX should be designed for safe interactions with bicyclists and pedestrians.
7	Pedretti Street/Rotterdam Avenue	State Highway 35 to County Highway MH	1.5	Side path	Town of Holland (Village of Holmen, Mississippi Valley Conservancy)	Long term	Seal coating	2027/2028		East side of Rotterdam Avenue is bordered by New Amsterdam Grasslands. Rotterdam Avenue is 24' wide and may be narrowed for an 8' side path with 5' buffer and rumble strips. Accessibility for people with visual disabilities should also be considered. Mississippi Valley Conservancy may be interested in a path connecting Rotterdam Avenue with Old NA. Pedretti Street is 24' to 30' wide and may also be narrowed using the above considerations. As the street is extended northward, space may be reserved on east side for a conventional side path with a wider vegetated buffer.
8	Iris Street	Current southern terminus of Iris Street to Old NA	0.2	Search corridor	Village of Holmen (Town of Holland)	Long term				Consider a bicycling and walking connection along an extension of Iris Street for the most direct connection between Prairie View Elementary and neighborhoods to the south of Old NA and west of US-53.
9	County Highway MH/McHugh Road	County Highway XX to State Highway 35	2.2	Side path	Town of Holland (La Crosse County, Village of Holmen, WisDOT)	Short term			$ 1,900,000	South side of MH has few adjacent property owners reducing impact to vegetation in yards, but creates a conflict point with turning traffic at on/off ramps at US Highway 53. North side of MH has more adjacent property owners but most trees and landscaping are adequately set back to accommodate a side path on top of a storm sewer (replacing current ditch). Dirt path from McHugh Court to MH shows path of travel for bicyclists and pedestrians along north side of MH. Retaining wall will be needed at US-53. Cost estimate is based on an initial 1.1 mile project from Holland Town Hall to Briggs Road. Village of Holmen may considered widening sidewalk between Briggs Road and County Highway HD.
10	US Highway 53	Trempealeau County limits to Sylvester Road	1.9	Side path	WisDOT (Town of Holland)	Long term				A future extension of the 4-lane portion of US Highway 53 to the Trempeleau County line presents an opportunity to extend the Holland Bluff Trail northward. Consideration should be given to safe access to and from Whispering Pines Campground on the west side of US-53 and the potential location of the Holland Bluff Trail on the east side of US-53.
11	Holland Bluff Trail	Aspeslet Road to McHugh Road (exception: Bluffview Court)	4	Paved trail	Town of Holland (Village of Holmen)	Short term			$ 2,190,000	Paved trail provides a solid surface for people with disabilities and maintenance vehicles. Trail extension from the Drugan's parking lot to Sylvester Road may require land acquisition or easement east of the parking lot, as well as partnering with Drugan's to stripe a path extension through the parking lot.

*** Short Term = 2023 to 2027, Medium Term = 2028 to 2032, Long Term = 2033 and beyond**

Implementation of the Future Network

Table 5.9. Lead agencies and partners, opportunity projects, cost estimates, and opportunities/challenges are identified for each project shown in the Figure 5.8 map.

Project ID	Roadway/Trail/Intersection Name	Project Extents	Length (mi.)	Project Type	Lead Agency (Partner/s)	Phasing*	Opportunity/Recent Project - Type	Opportunity/Recent Project - Year	Planning Level Cost Estimate	Opportunities and Challenges
12	Bluffview Court	Holland Bluff Trail north to Holland Bluff Trail south	1	Protected on-street facility	Town of Holland	Short term			$ 600,000	2-way trail (6' wide) currently runs on the east side of Bluffview Court. Bluffview Court is concrete and cannot be narrowed. The recommended concept is to pave and construct a 5' buffer with rumble strips and an 8' to 10' wide side path. Accessibility for people with visual disabilities should also be considered. Ditch will be narrowed but is currently wide and should be excavated to a greater depth to accomodate additional storm water needs.
13	Aspeslet Road	County Highway T to Sylvester Road	1.5	Advisory shoulders	Town of Holland	Medium term	Seal coating	2028	$ 170,000	Aspeslet Road is 18' wide and would need to be widened to 20' for advisory shoulders, which would impact the placment of mailboxes. Advisory shoulders may need to transition to paved shoulders at 90 degree curve for proper site lines, as well as at intersections with County Highway T and Sylvester Road for safe interactions.
14	County Highway T	Aspeslet Road to County Highway TT	2.3	Paved shoulder	La Crosse County	Long term				County Highway T is current 24' wide with 11' travel lanes and 1' paved shoulders. Some sections have gravel shoulders wide enough to accommodate paving, other sections do not. Guardrails and culverts will need to be moved and extended in particular locations. There will likely be minimal impacts to trees, landscaping, and mailboxes.
15	County Highway TT	County Highway T to County Highway V	1.7	Paved shoulder	La Crosse County	Long term				County Highway TT is current 24' wide with 11' travel lanes and 1' paved shoulders. Some sections have gravel shoulders wide enough to accommodate paving, but may need extending. There will likely be minimal impacts to trees, landscaping, and mailboxes.
16	Kings Bluff Quarry/Wolfe Road	County Highway HD to County Highway V	2.8	Search corridor	Town of Holland (Mathy Construction)	Long term				When active mine is closed in future decades (current estimate is 20-30 years), a search opportunity will exist for a bicycling and walking facility to connect the Holland Bluff Trail with County Highway V. Facility type will depend on other land uses determined in the future.
17	County Highway V	County Highway TT to Village of Holmen limits	3.9	Paved shoulder	La Crosse County	Long term				County Highway V is current 24' wide with 11' travel lanes and 1' paved shoulders. Some sections have gravel shoulders wide enough to accommodate paving, other sections do not. Grading and earthmoving challenges are likely. Mailboxes and utility boxes will need to be moved and extended in particular locations.
A	US Highway 53 & Amsterdam Prairie Road	n/a	n/a	Crosswalks + Enhancements	WisDOT (Town of Holland)	Short term	Seal coating (TOH); Rehabilitation (WisDOT)	2025 (TOH); 2027-2028 (WisDOT)	$ 210,000	The connection between the Holland Bluff Trail on the east side of US Highway 53 and advisory shoulders on Amsterdam Prairie Road can be made with two clear routes - one on the north leg of the intersection for westbound pedestrians and bicyclists and the other on the south leg of the intersection for eastbound travelers. A northbound passing lane and southbound right turn lane on Highway 53 present safety challenges but these can be overcome with northbound refuge islands, a southbound right-turn channelizing island and compound curve. High visibility crosswalks and enchancements such as rectangular Rapid Flash Beacons and advance yield/stop lines and signs are needed to ensure safe crossings on this high speed highway.
B	US Highway 53 & Old 93	n/a	n/a	Crosswalks + Enhancements	WisDOT (Town of Holland, Village of Holmen)	Medium term	Rehabilitation (WisDOT)	2027-2028 (WisDOT)		A crossing on the south leg of this intersection will connect the Holland Bluff Trail on the east side of US Highway 53 with a side path on the south side of Old 93. A northbound passing lane on Highway 53 presents safety challenges but this can be overcome with refuge islands. High visibility crosswalks and enchancements such as rectangular Rapid Flash Beacons and advance yield/stop lines and signs are needed to ensure safe crossings on this high speed highway.
C	State Highway 35 & County Highway XX	n/a	n/a	Crosswalks	WisDOT (La Crosse County, Town of Holland)	Short term	Reconditioning (CTH XX)	2024	$ 20,000	Paved shoulders on County Highway XX and Amsterdam Prairie Road can be connected with crosswalks at this intersection. While traffic volumes are low enough for crosswalks only, tighter curb radii and other enhancements may be beneficial if volumes are anticipated to increase. Planned turn lanes on the reconstruction project should be designed for safe interactions with bicyclists and pedestrians.
D	State Highway 35 & Schaller Boulevard	n/a	n/a	Crosswalks + Enhancements	WisDOT (Village of Holmen)	Short term				A side path on the east side of Schaller Boulevard can be connected with a sidewalk on the east side of Staphorst Lane with a crosswalk. Higher traffic volumes on Highway 35 may lead to reduced visibility and safety for crossing pedestrians and bicyclists. This can be mitigated by eliminating the shoulders and installing curb extensions and/or refuge islands. Rectangular Rapid Flash Beacons and advance yield/stop lines and signs are also needed to ensure safe crossings.
E	US Highway 53 & State Highway 35	n/a	n/a	Crosswalks + Enhancements	WisDOT (Village of Holmen)	Long term				Side paths on both sides of Highway 35 require crosswalks at all on and off-ramps of US Highway 53.

*** Short Term = 2023 to 2027, Medium Term = 2028 to 2032, Long Term = 2033 and beyond**

Implementation of the Future Network

Table 5.9. Lead agencies and partners, opportunity projects, cost estimates, and opportunities/challenges are identified for each project shown in the Figure 5.8 map.

Project ID	Roadway/Trail/Intersection Name	Project Extents	Length (mi.)	Project Type	Lead Agency (Partner/s)	Phasing*	Opportunity/Recent Project - Type	Opportunity/Recent Project - Year	Planning Level Cost Estimate	Opportunities and Challenges
F	County Highway HD & Old NA	n/a	n/a	Crosswalks	La Crosse County (Town of Holland)	Medium term	Seal coating	2026	$ 40,000	The connection between the Holland Bluff Trail on the east side of County Highway HD and paved shoulders on Old NA can be made with two clear routes - one on the north leg of the intersection for westbound pedestrians and bicyclists and the other on the south leg of the intersection for eastbound travelers. While traffic volumes are low enough for crosswalks only, other enhancements as mentioned in Project ID #A may be beneficial if volumes are anticipated to increase.
G	US Highway 53 & County Highway MH/McHugh Road	n/a	n/a	Crosswalks	WisDOT (La Crosse County, Town of Holland)	Short term				A side path on the south side of County Highway MH/McHugh Road require crosswalks at all on and off-ramps of US Highway 53. A side path on the north side of County Highway MH eliminates the need for crosswalks since all on and off-ramps are on the south side of County Highway MH.

*** Short Term = 2023 to 2027, Medium Term = 2028 to 2032, Long Term = 2033 and beyond**

Funding Sources

This section describes potential funding sources for bicycle and pedestrian-related projects. In addition to the descriptions below, the US Department of Transportation manages a website which describes federal funding flexibility for bicycle and pedestrian projects, including a detailed table indicating which types of bicycle and pedestrian projects are eligible under various funding programs.[4]

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a federal funding program administered by the Wisconsin Department of Transportation (WisDOT) for bicycle and pedestrian projects. Project sponsors are required to pay 20% of costs, with the remaining 80% coming from the federal government. The La Crosse Area Planning Committee, the local metropolitan planning organization, decides how funding is distributed to local communities. WisDOT manages a website which provides further information on TAP in Wisconsin.[5]

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is another federal funding program administered by WisDOT. The program is intended to reduce the number and severity of crashes on all public roads through infrastructure improvements. While projects are not typically focused on bicyclists and pedestrians, safety improvements for non-motorized travelers are eligible. For example, if a Town, County, or State road and/or intersection in the Town of Holland has a high number of crashes, safety improvements that benefit bicyclists and pedestrians may be incorporated into the project. Paved shoulders and side paths are eligible project types under HSIP. Project sponsors are required to pay 10% of costs, with the remaining 90% coming from the federal government. WisDOT decides how funding is distributed to local communities. WisDOT manages a website which provides further information on HSIP in Wisconsin.[6]

Recreational Trails Program

The Recreational Trails Program (RTP) is a federal funding program administered by the Wisconsin Department of Natural Resources (DNR). The program is intended to help local communities with trail projects. Eligible projects are prioritized as follows: 1) Maintenance and restoration of existing trails, 2) Development of trailhead facilities and linkages, 3) Construction of new trails. Project sponsors are required to pay 20% of costs, with the remaining 80% coming from the federal government. The DNR manages a website which provides further information on RTP in Wisconsin.[7]

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[4] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/
[5] https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx
[6] https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx#:~:text=The%20Highway%20Safety%20Improvement%20Program,that%20can%20be%20implemented%20quickly.
[7] https://dnr.wisconsin.gov/aid/RTP.html

Surface Transportation Program

The Surface Transportation Program (STP) is a federal funding program administered by WisDOT. Eligible projects under STP include preservation and improvement of urban and rural roads classified as principal arterial, minor arterial, or major collector are eligible. Pedestrian and bicycle infrastructure is eligible under STP. Eligible roads in the Town of Holland include US Highway 53, State Highway 35, County Highway MH, County Highway T, County Highway V, and County Highway XX. Project sponsors are required to pay 20% of costs, with the remaining 80% coming from the federal government. The La Crosse Area Planning Committee, the local metropolitan planning organization, decides how funding is distributed to local communities for projects classified as urban, and WisDOT decides how funding is distributed for rural projects. WisDOT manages two websites which provides further information on STP-Urban[8] and STP-Rural[9] in Wisconsin.

[8] https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-urban.aspx
[9] https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-rural.aspx