

Cottage Grove. This extension would provide a continuous bicycle trail route that would extend from the west side of Dane County through the City of Madison to the east side of the County.

Wisconsin State Airport System Plan 2020

Created by WisDOT, the Wisconsin State Airport System Plan provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet the current and future aviation needs of the State of Wisconsin. This plan determines the number, location and type of aviation facilities required to adequately serve the state's aviation needs over a 21-year planning period, 2000 through 2020. The plan defines the State Airport System and establishes the current and future role of each airport in the system. As part of this planning effort, a detailed analysis was conducted to determine the need for an additional reliever airport for the Dane County Regional Airport. A reliever airport is a general aviation airport that is located in or near a metropolitan area that relieves congestion at large commercial service airports. Based on this analysis, Blackhawk Airfield in Cottage Grove was chosen by the Bureau of Aeronautics to serve as a reliever airport for the Dane County Regional Airport. This request was approved by the Federal Aviation Administration in January 1997.

Wisconsin Bicycle Transportation Plan 2020

WisDOT completed the Wisconsin Bicycle Transportation Plan 2020 in 1998. This plan established WisDOT goals, objectives, and policies for intercity, urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments and others to implement the plan. The two primary goals for the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by 2010. More specifically, it seeks to improve bicycle access to major destinations along arterial and collector streets.

Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020, created by WisDOT, was established to make pedestrian travel a viable, convenient and safe transportation choice. The plan attempts to improve pedestrian traffic flow along State Trunk Highway expansions and improvements. The plan also provides guidance to communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through comprehensive planning. There are no recommendations specific to the Village of Cottage Grove.

C. Transportation Goals, Objectives, and Policies

Goals:

1. Continue to improve the street network as population, employment, and travel continue to grow.
2. Develop and maintain a comprehensive system of bicycle and pedestrian facilities in the Cottage Grove area.
3. Provide a safe and efficient transportation system that meets the special needs of pedestrians, bicyclists, motorists, trucks, and trains.

Objectives:

1. Ensure that transportation system improvements are well-coordinated with land development.
2. Work to coordinate multi-jurisdictional (Village, town, county, state) transportation system improvements in the Cottage Grove area.
3. Utilize the Village's official mapping authority within the Village limits and its extraterritorial planning area.

4. Provide safe and convenient access between neighborhoods, employment centers, schools, service centers, and recreational centers.
5. Plan for an on-street and off-road bicycle route systems which connect to the regional system.
6. Divert high volume traffic around existing and proposed residential areas.
7. Provide a quality transportation system in strategic Village growth areas.
8. Provide for adequate road capacities and road quality.
9. Provide for regional transit service.
10. Plan for a complete arterial road network around the Village.
11. Provide additional east-west routes north and south of the Village and additional north-south routes east and west of the Village.
12. Limit access on major transportation corridors (CTH N and CTH BB).
13. Map adequate widths along major transportation corridors (CTH N and CTH BB) for future transportation improvements.
14. Have developers dedicate right-of-way along major transportation corridors to provide sufficient area to accommodate future improvements as part of the plan and certified approval process.

Policies:

The Village of Cottage Grove transportation policies are presented below in one of four categories: (1) Ordinances and Official Mapping, (2) Aesthetics, Wayfinding, and Gateways (3) Connectivity, Bicycle and Pedestrian Facilities, (4) Driveways and Access.

Ordinances and Official Mapping

1. Generally follow the recommendations presented on Map 6, Future Transportation Facilities.
2. Coordinate capital improvements with the recommendations presented in the Village of Cottage Grove *Comprehensive Plan*.
3. Implement the recommendations of the *Comprehensive Plan* through the Village's Zoning Ordinance, Subdivision Ordinance, Official Map and Capital Improvements Program.

WHAT IS AN OFFICIAL MAP?

An Official Map is a plan implementation tool authorized under Wisconsin Statutes (Section 62.23(7)) for adoption by cities and villages. An Official Map is not the same as a “chamber of commerce”-type road map. It is actually a city or village ordinance that may be used to show alignments of future roads, expanded rights-of-way for existing roads, and other planned public facilities like trails and parks. When land development is proposed in an area of a facility shown on the adopted Official Map, the city or village may obtain or reserve land for that future facility through public dedication, public purchase, or reservation for future purchase.

Cities and villages generally use Official Maps to show future highways and bypasses, other future arterial and collector streets, and suggested wider rights-of-way for some existing major streets. Official Maps generally show desired right-of-way widths for all future new and expanded roads, but do not show road improvement standards like pavement width or sidewalks. Official Maps rarely show planned minor streets, as their locations are usually difficult to determine in advance of development.

Wisconsin Statutes attach some unique authority to Official Maps. For example, a city or village may require that no building permits be issued within land shown for a future public facility on its Official Map. Additionally, a community may require that no subdivision or land division may be recorded unless its arrangement conforms to the Official Map. These and related provisions may apply within both the municipal limits and within the city's or village's extraterritorial jurisdiction.

4. Adopt and enforce the Official Map both within the Village limits and within the Village's extraterritorial plat review jurisdiction.
5. Utilize the Official Map to reserve right of ways for existing, upgraded and future arterial and collector streets, pedestrian and bicycle paths, bridges, riverwalks, rail lines, airport facilities, and other transportation-related features.
6. Prior to approval of any certified survey map, preliminary plat, final plat, site plan or planned unit development, ensure that the proposed development is consistent with the recommendations of the Official Map.
7. Protect (via official mapping) operational and inactive rail lines for future use as recreational trails, greenways, parkways, etc.
8. Encourage neighboring town and Dane County to work closely with the Village of Cottage Grove to implement the transportation recommendations and policies presented in the Village of Cottage Grove *Comprehensive Plan*.

Aesthetics, Wayfinding, and Gateways

9. Encourage appropriate aesthetic improvements such as canopy shade trees along terraces, pedestrian scale theme lighting, landscaped boulevards, traffic circles, banners, benches, etc. in all arterial and collector street construction and reconstruction projects.
10. The Village will consider establishing a comprehensive community wide wayfinding signage system in order to better direct travelers to key destinations in the community.
11. Enhance the visual quality of Village gateway corridors by revising existing Village ordinances that regulate the visual quality of development.

Connectivity, Bicycle and Pedestrian Facilities

12. Discourage the creation of cul-de-sacs except in very limited situations (e.g. where existing topography or the existing development pattern necessitates their use).
13. Establish bicycle routes throughout the Village to connect neighborhoods with schools, parks, and shopping. These routes should be identified with appropriate signs.
14. Encourage all new development projects to accommodate the needs of pedestrians, bicyclists, and the physically challenged.
15. Encourage all new residential, commercial, community facility, and mixed use developments to be served with sidewalks or pedestrian/bicycle paths.
16. Work to ensure that all arterial and collector streets are served by either sidewalks or pedestrian/bicycle paths.

Driveways and Access

17. Limit the number of direct driveway access points on arterial and major collector streets (including CTH N and CTH BB) in order to maintain traffic flow and improve safety.
18. Encourage new subdivisions to provide more than one vehicular access point whenever feasible.
19. Direct access to arterial or collector streets should not be allowed for major facilities such as large shopping centers or other significant traffic generators. Access to those facilities should be from adequately designed intersecting streets.
20. Encourage the spacing of signalized streets of a minimum of 1,200 to 1,500 feet from any other signalized street.

21. Encourage driveways to be adequately spaced to minimize vehicular conflicts and maintain safe traffic flows. The following driveway spacing standards will be used by the Village:
- Require appropriate spacing between two-way driveways:
 - Along major arterials; a minimum distance of 300 feet (as suggested by Dane County) from centerline to centerline.
 - Along minor arterials a minimum distance of 185 to 300 feet from centerline to centerline.
 - Encourage alignment of driveways on opposite sides of the street to facilitate cross travel.
 - Generally, do not approve driveway access closer than 50 feet to a local street intersection and 175 feet to an intersection on an arterial or major collector street. Greater driveway set backs may be encouraged depending on the function of the street and whether or not the intersection is signalized.

D. Transportation Plans and Programs

The transportation element of this *Plan* is designed to facilitate the implementation of safe and efficient multi-modal traffic by supplementing major arterial improvements with improvements to local roads; by guiding the reservation of future rights-of-ways; and by guiding development towards transit-friendly land use patterns, development intensities, and site designs.

Street and Highway Programs and Recommendations

The Future Transportation Facilities Map (Map 6) recommends right-of-way widths for future road expansions and proposed new roads. It is important to remember that actual expansion of the roads indicated for expansion may not occur for many years. However, the Village should work to acquire through dedication or purchase additional right-of-way width well in advance of actual need.

As a first step, the Village will continually monitor and amend its Official Map to reflect recommended rights-of-way in the Future Transportation Facilities Map. It should then use the Official Map to obtain additional right-of-way, particularly when new developments (e.g., land divisions) are proposed. Specific transportation recommendations are described below:

Minor Arterial and Collector Roads

The Village intends to cooperate on and advocate improvements to the following minor arterial and collector roads over the planning period:

- **CTH BB:** Traffic volumes will likely increase significantly over the planning period, with this as a primary route to Madison. Map 6 advises additional right-of-way width (expanding to 120 feet). Upgrading the intersection of CTH BB and CTH N with a traffic signal is expected to occur in 2010. As substantial development occurs, expansion of the portion of the road east of CTH N will be advised.
- **CTH N:** As a direct north-south link between Interstate 94 and USH 12, CTH N (Main Street) will undergo phased improvements, including: (1) realignment in the southern section in 2009; (2) installation of a traffic signal at CTH BB in 2010; (3) improvement at and under I-94 (2010-2011); and (4) a roundabout at the intersection of CTH TT and N, north of the interstate. CTH N is also under consideration for State Highway status. Map 6 advises additional right-of-way width (expanding to 120 feet).
- **Vilas Road:** Vilas Road may be considered for expansion in the western portion of the planning area. This road will become increasingly important as new neighborhoods develop in this area. The road could be developed as a boulevard (with a landscaped median) or a parkway (with extensive landscaping and buffer yards on either side). The preferred design will depend largely on community