
B. Review of County, State, and Regional Transportation Plans

Dane County Comprehensive Plan (2007)

The Dane County Comprehensive Plan (2007) is designed to serve the land use developments in the county over a twenty year planning period. Recommendations of the plan include developing express commuter transit and vanpool services to and from the central Madison area and other major activity centers from outlying villages and cities, including park and ride lots along major travel corridors. Recommendations related to Cottage Grove include improvements to various sections of CTH N (south, middle, and north under and beyond I-94) and expansion of CTH BB as substantial development necessitates.

Madison Metropolitan Area and Dane County—Transportation Improvement Program (TIP), 2009-2013

The following projects in Cottage Grove have been selected for inclusion in the TIP—improvements to the intersection of CTH N and Cottage Grove Road, and CTN N reconstruction with bicycle lanes from CTH BB to the rail line.

Southwest Region Six Year Highway Improvement Program, 2008-2013

Wisconsin Department of Transportation (WisDOT) maintains six-year improvement programs for state and federal highways within each the state's five regions. This highway improvement program covers the 11,773 mile state highway system that is administered and maintained by WisDOT. Other roadways are improved and maintained by the villages, cities, towns, and counties in which the roadways are located. This six year plan includes a quarter mile improvement project to the southbound lane of the east Madison beltline (USH 51) between Milwaukee Street and Cottage Grove Road.

Connections 2030: Wisconsin's Long-Range Transportation Plan

Currently under development, this multimodal transportation plan will help the state meet transportation needs of the 21st century. This plan focuses on strategies to maintain and enhance the state's transportation system to support future mobility and economic growth. Key elements of this plan include: safety and security; preserving the existing and future system; optimizing investment in the system for continued safety, enhanced mobility, and efficiency; responding to local, regional, national, and international economic trends to maintain state economic competitiveness; considering environmental issues to maintain Wisconsin's quality of life; and providing users with transportation choices. The policies in this plan will aid transportation decision-makers when evaluating transportation programs and projects.

Transport 2020

Dane County, the City of Madison, WisDOT, and other interested parties and citizens have completed a study named Transport 2020 to evaluate transportation improvement alternatives for the Dane County/Greater Madison Metropolitan Area. These improvements include regional bus service and commuter rail alternatives. The plan's locally preferred alternative consists of three elements: the Baseline Alternative, the Initial Start-Up System, and Full System Vision. The study continued to explore alternative systems at the time this *Plan* was written.

Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000)

This plan addresses bicycle transportation and planning throughout the region. It serves as a blueprint for continuing to improve bicycling conditions and safety; identifies desirable bicycle routes in Dane County, including routes into and out of the Madison area and connections between cities and villages; and provides guidelines for planning, designing, and maintaining bicycle facilities. The Bicycle Transportation Plan calls for extension of the Capital City Trail to eventually connect with the Glacial Drumlin Trail which begins in

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.