

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

character desires and costs, and whether development fronts or backs onto this road. The Village should obtain rights-of-way (recommended 100 feet) and begin to construct this route (or require private developer construction) as this area develops.

As the Village expands, existing roads in the peripheral area will be extended and new roads will be added to maintain a complete, interconnected roadway network. Several new roads are planned for the northeast and northwest portions of the planning area. For the most part, these roads are extensions of existing roadways through platted subdivisions.

Local Roads

New local roads needed to serve development are generally not shown on Map 6. These should be shown on Detailed Neighborhood Plans (described in the Planned Neighborhood section of the Land Use chapter), and will be required as new neighborhoods develop. In general, the construction of local street connections should be timed so as to avoid serving as de-facto collector or arterial streets until the actual collector or arterial road is constructed. Subdivisions and other developments should be interconnected, however, by local roads.

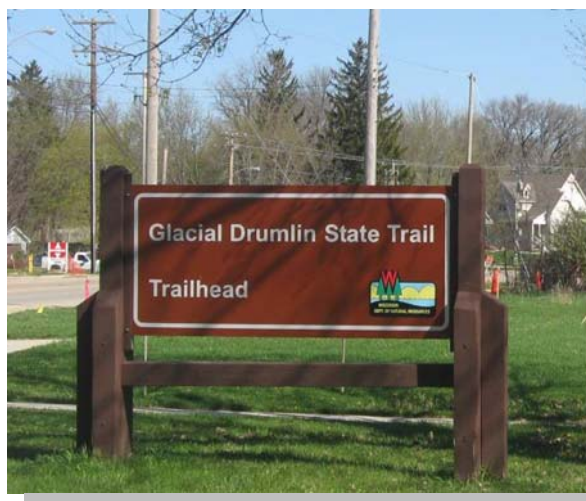
Inter-Village Transit

In the long-term, the Village should encourage the establishment of regional commuter passenger bus service to link Cottage Grove to major employment centers. The Village could facilitate this by encouraging local businesses to establish a bus station at an accessible site, including the existing shopping area on Cottage Grove Road, and the planned office park area, planned industrial park area, and planned downtown area. The Village could also encourage bus companies to provide “on-demand” service rather than regularly scheduled service.

Pedestrian and Bicycle Facilities

Map 6 shows both existing and planned trails and on-street connections serving the Village. These types of facilities are covered in greater detail in the Village’s Park and Open Space Plan. The Village will prioritize and collaborate on the following initiatives related to off-street trails:

- Link the Glacial Drumlin State Trail in Cottage Grove with the Capital City State Trail through the Madison metro area. The potential expansion of Glacier Drumlin State Trail could parallel the existing railroad track.
- Southern spur off the Glacial Drumlin State Trail to McFarland and Stoughton.
- Trail between McCarthy County Park and Token Creek County Park.



Other recommendations include a signed bikeway system over several low-volume roads in the Village; bicycle lanes on roads with heavier traffic; and improved pedestrian connections from neighborhoods to existing and planned parks. Specific recommendations include:

- **On-Street Bicycle Lanes:** A signed and striped bicycle lane is the preferred bicycle accommodation on busier streets (generally more than 2,000 vehicles per day). Striping bicycle lanes establishes designated traffic channels that promote an orderly flow by both cyclists and motorists. According to AASHTO’s Guide for the Development of Bicycle Facilities (1999), the recommended minimum width for a designated bike lane is 4 feet (not including the gutter pan). Where on-street parking is

provided, the bike lane should be located between traffic and parked cars with a minimum 8-foot wide parking lane and 5-foot wide bike lane. Where a combined on-street parking and bike lane is provided, the minimum width of the lane should be 11 feet. Bike lanes should be maintained on a regular basis through street sweeping to remove any sand, gravel, and/or debris.

- **Rural Roads with Bicycle Facilities:** Rural roadways with high traffic volumes (generally more than 1,000 vehicles per day) can best accommodate bicycle use through the construction of widened, paved shoulders. Paved shoulders intended to benefit bicyclists should be at least 4 feet wide. On rural roadways with low traffic volumes (generally less than 1,000 vehicles per day), cyclists can “share” the roadway with motorists without widened shoulders.
- **On-Street Bike Routes:** On-street bike routes are generally recommended to provide a continuous bike route system. These types of routes provide good access to many origins and destinations throughout a community. Bicyclists typically find that sharing roadway space with automobiles is most feasible on local streets in residential areas with low automobile traffic volumes (< 2,000 vehicles per day) and slow speed limits (< 30 mph). Maintaining on-street bike routes is relatively inexpensive and can be accomplished primarily by eliminating basic hazards to bike travel, including parallel drainage grates, rough at-grade railroad crossings, rumble strips, pot holes, pavement seams, and gravel and debris along the curbside. Preferred routes, which provide direct access to major destinations, may be signed with a bicycle symbol and in some cases directional arrows.

The following recommendations apply to the installation of Proposed On- and Off-Street routes:

- Major roadway crossings should generally be at controlled intersections.
- For areas posing crossing challenges, consider installation of bike/pedestrian crossing signs or flashing light signals at a minimum, consider the feasibility of over or under passes.
- Trail standards should include a minimum of 10 feet of paved surface within a 20 foot wide easement or dedication; ¼ mile markers to indicate location on trail for longer trails; regular extended right-of-way bulb out for emergency vehicle turn-arounds. Bicycle and walking paths intended for less intense use may be 8-feet wide and surfaced with pavement, crushed limestone or similar materials. Walking paths that require minimum impact, such as in a natural area, are generally 6 to 8 feet wide, with a soft surface such as grass or woodchips.
- For any planned road expansion, on-street bike lanes should be considered.

As new neighborhoods are developed, the Village will need to determine whether on-street or off-street facilities are more appropriate, based on the neighborhood street layout and expected traffic volumes.

Koshkonong Creek Parkway

The Village should work with the Capital Area Regional Planning Commission (CARPC) and other nearby jurisdictions to plan and officially map a north-south bypass route for long-range regional traffic around the Village to the east of Sun Prairie. As more development occurs in Cottage Grove’s peripheral area, opportunities to preserve such routes are disappearing. This route should tie back to CTH N south of the current Village limits and north of the USH 12 interchange. In the long-term, this route should extend north to use grade-separated crossing of I-94 at Ridge Road east of the CTH N interchange. Ultimately this route should extend to connect with USH 151 northeast of Sun Prairie at CTH VV.