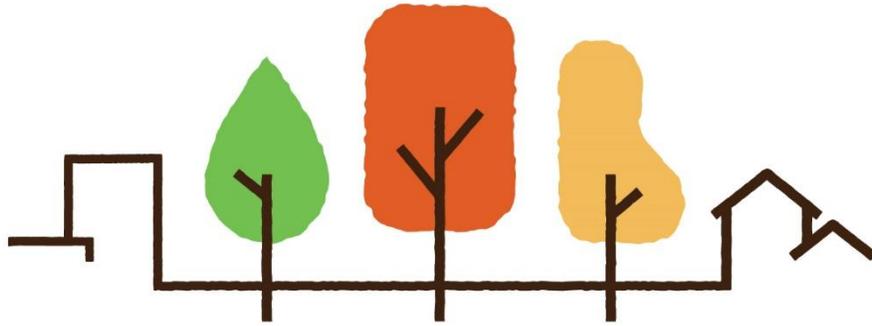


Bike and Pedestrian Comprehensive Plan



THE VILLAGE OF **COTTAGE GROVE**

(biking picture along N or BB)

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Mission, Vision & Goals

Mission

The Village of Cottage Grove will ensure that walking and biking are safe, accessible, comfortable and attractive experiences for people of all ages and abilities through the entire community by committing to sound policies and bike & pedestrian infrastructure investment.

Vision

Cottage Grove will be an exemplary bike and pedestrian community for all to experience our businesses, public amenities and neighbors outside, free of automobiles.

Goals

Equitable & Inclusive – walking and biking safely and comfortably should be accessible for all regardless of ability, income or location.

Safe – work to implement policies and improvements to ensure walking and biking are safe and secure everywhere.

Comfortable & Inviting – provide comfortable, inviting and completely connected networks that support walkable and bikeable neighborhoods and a strengthened sense of community.

Healthy residents & Healthy planet – increase walking and biking for transportation and recreation in Cottage Grove to improve physical and environmental health for all in the community.

Acknowledgements

Ad Hoc Sustainability Committee (2020 -2022)

Nicholas Hess, Committee Chair
John Williams, Village President
Heidi Murphy, Village Trustee
Ryan Minor, Citizen member
Catie Malcheski, Citizen member

Public Works, Properties & Sustainability Committee

Heidi Murphy, Chair
John Williams, Village President/Past Committee Chair
Andy Eberhardt
Mike Hackel
Jim Elmore
Larry Kieck
Nicholas Hess
Ryan Minor

Village Board

John Williams, Village President
Brittany Ballweg, Village Trustee
Heidi Murphy, Village Trustee
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Melissa Ratcliff, Village Trustee
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Table of Contents

Chapter 1: Introduction

Chapter 2: Existing Conditions

Exhibit 1. On-Street Bike Facilities

Exhibit 2. Off-Street Bike Facilities

Exhibit 3. Sidewalk Inventory

Chapter 3: Public Outreach

Survey Summary

Summary of Interactive Map Tool

Chapter 4: Needs for Improvement

Map of Desired Walk/Bike Destinations

Map of Network Gaps

Chapter 5: Policy Recommendations

Development/Redevelopment Requirements

“Complete Streets” lens

Ordinance Language

Chapter 6: Project Recommendations

Chapter 7: Implementation Plan

Capital Projects Plan

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Chapter 1: Introduction

Background

The Post-World War II era development pattern in most of America has been centered around the automobile. Our State, County and Village have been no exception and for decades multi-modal travel has been overlooked as our communities grew. At best, pedestrian traffic was an afterthought or a retro-fit into this auto-centric development model, and bike travel largely ignored. We are fortunate that much of the Village growth has occurred in the last 20-25 years and our leaders had the foresight to require sidewalks in most new developments during that time period. The Village is also fortunate in that a lot of the most recent neighborhood developments have been built with off-street multi-use paths, bike lanes and great pedestrian infrastructure.

There has been a strong shift in recent years towards providing more active transportation options for recreation and transportation. While this plan outlines the challenges and gaps in our bike and pedestrian networks, the Village has a comparatively strong network from which to begin this important work.

Purpose

The purpose of the Village of Cottage Grove's Bike and Pedestrian Comprehensive Plan is to guide the development, completion, growth and maintenance of our multi-modal transportation network. Creation of a complete network will make walking and biking more convenient, safe and accessible to Village residents and visitors allowing better access to parks, shops, employment centers, County & State public transit options and schools. Comprehensive planning and continuous examination of the Bike and Pedestrian Plan as a "living document" will ensure that the Village remains poised to effectively leverage opportunities to interconnect with nearby communities and Dane County's network as opportunities arise to make these vital multi-modal connections proactively.

Benefits of Bike and Pedestrian Facilities

Economic Benefits

Wider transportation access to business is a proven asset that encourages economic growth. When bike and pedestrian access increases, businesses see increased traffic. Business owners also enjoy the benefit of offering prospective employees transit options to & from their place of employment. A complete bike and pedestrian network to a company's front door is a big benefit when competing for quality employees in an increasingly challenging labor market. Multiple studies in recent years have shown the Millennial generation is less likely to own a car, more likely to walk, bike or take public transit and more likely to choose to live in communities that offer a wide variety of transportation options. While the majority of Village residents still leave the community for work, recent growth in the Commerce Park has brought hundreds of new jobs and the growth expected in TID 10 north of I-94 is likely to bring thousands more in the very near future.

Focusing on active transportation is also fiscally responsible for municipalities taking the long-view on their overall infrastructure obligations. Sidewalks and trails cost only a fraction of what a road costs to build and are significantly less costly to maintain and last longer before requiring reconstruction. If municipalities continue to encourage active transportation by growing and completing connections in their bike and pedestrian networks and increase the number of trips that are taken on foot or by bike, that will lead to less auto congestion.

Communities can then forego multi-million-dollar road expansions in favor of smaller, cheaper maintenance and reconstruction projects as less cars are on the roads.

Public Health

Regular physical activity is vital for maintaining a healthy lifestyle, even moderate exercise like casual biking and walking are proven to have a number of important benefits.

- Weight control – moderate exercise helps prevent obesity.
- Reduced risk of heart disease – exercise strengthens the heart reducing the risk of many heart-related ailments.
- Improve mental health and mood – exercise releases chemicals in the body that improve mood.
- Strengthen bones and muscles - exercise helps kids and young adults build muscle and strong bones and can help older adults slow bone density loss and maintain muscle mass.
- Reduce risk of certain cancers – exercise is proven to reduce the risk of developing colon, breast, uterine and lung cancers.
- Reduce the risk of falls in older adults – moderate exercise has proven to help with balance.
- Improve sleep – exercise helps you fall asleep faster and stay asleep longer
- Create social connectedness – being out with others increases connections and reduces feelings of isolation.

Environmental

Assuming the user perceived the route as safe and accessible, an average bike trip by a casual user is typically around 3 miles and a casual pedestrian will travel up to a mile. Given our Village is less than 4 square miles of area in total, providing safe, accessible bike and pedestrian facilities has the potential to significantly reduce the number of vehicle trips taken between local destinations. Single-occupancy vehicle (SOV) miles are a significant contributor to greenhouse gas pollution. As we grow and diversify our business community keeping Cottage Grove dollars here in the community, we should continue to improve our active transportation network to further encourage carbon-neutral travel choices.

Economic/Social Justice

Auto-centric transportation design puts up barriers to many citizens. Residents may not own a car or are one-vehicle homes with more than one working adult, which severely limits transportation options. Increased access to multi-modal facilities gives residents options to connect between places of employment, businesses and residences safely and conveniently without requiring expensive automobile ownership.

Safety

Our traditional development pattern has been to design roads to move automobiles as efficiently as possible, which inherently means faster moving vehicles. This goal for automobile travel is in direct contradiction to facilitating an inviting space for bicyclists and pedestrians. If automobiles, bikes, and pedestrians are going to be sharing the same space, corridors need to be redesigned accordingly and if that cannot be accomplished then alternate, safe routes for bike/ped travel should be provided.

Chapter 2: Existing Conditions

The Village maintains a GIS map of bike and pedestrian facilities on the Village website. Anyone looking for information on what facilities exist or looking to plan their route can turn different layers on and off on this interactive tool.

Exhibit 1. On-Street Bike Facilities

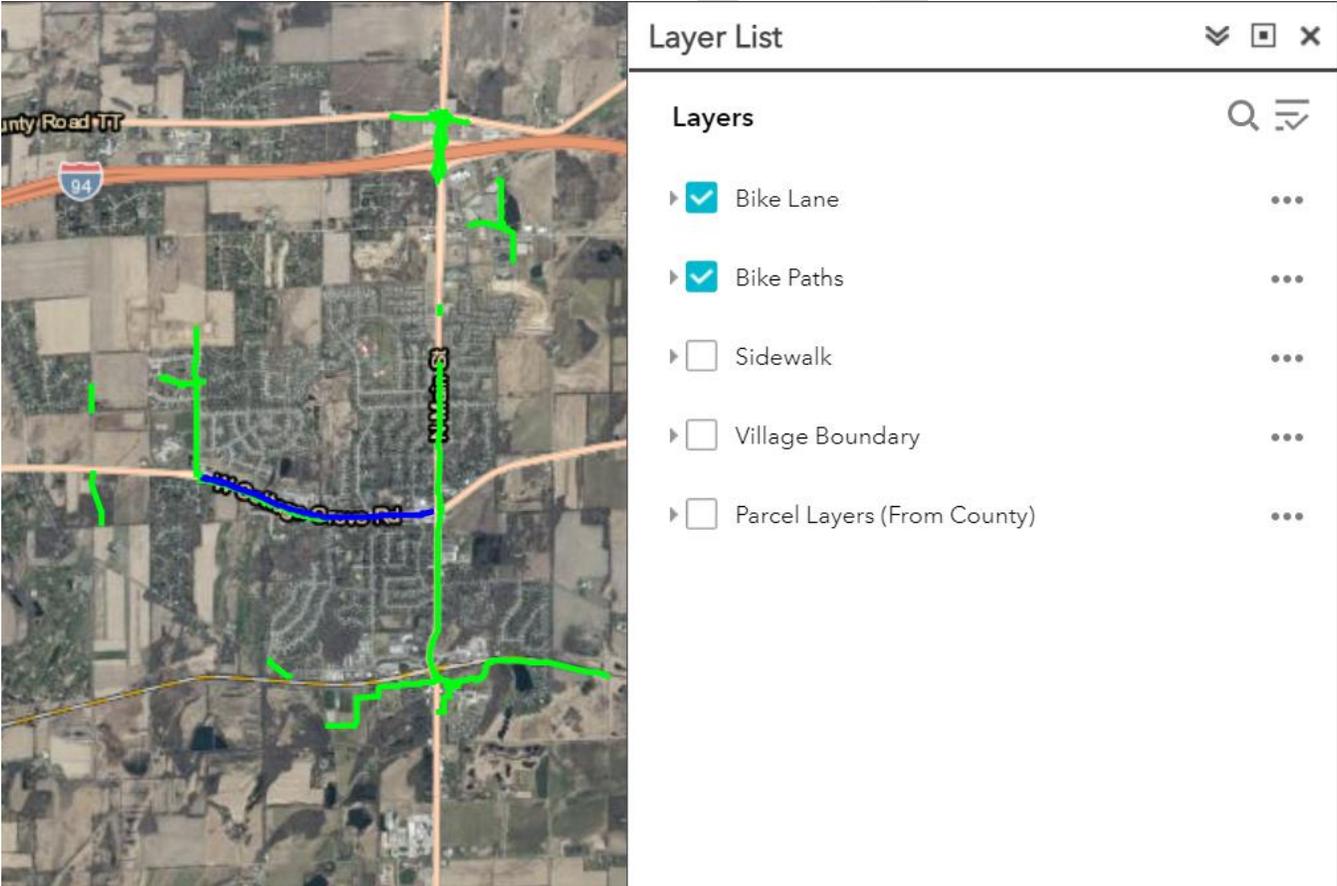
INSERT PRETTY MAP OF BIKE LANES?

Exhibit 2. Off-Street Bike Facilities

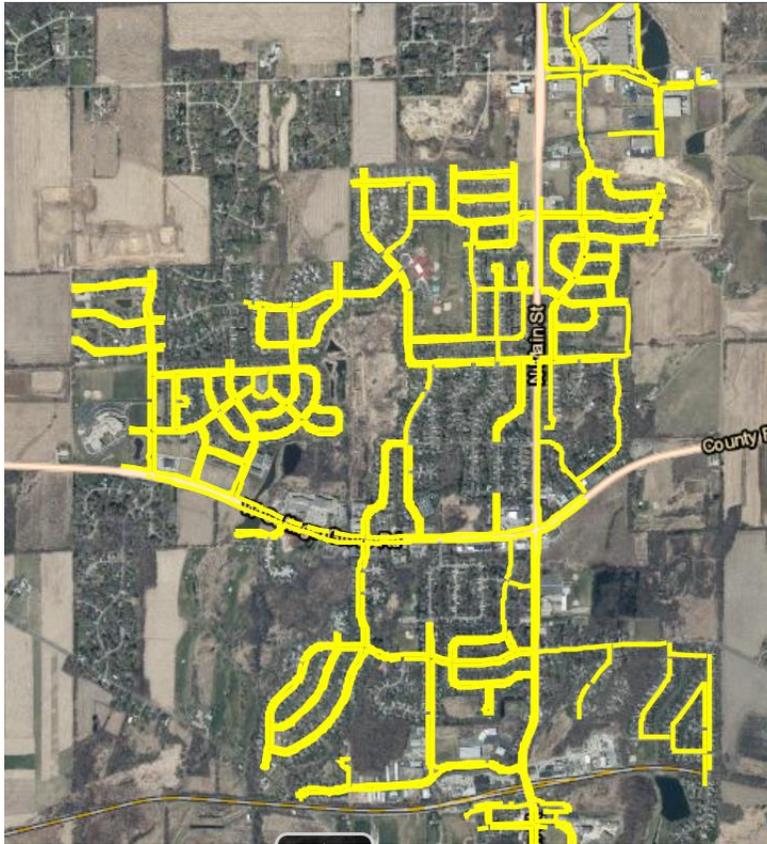
PRETTY MAP OF BIKE PATHS

Exhibit 3. Sidewalk Inventory

MAP OF SIDEWALKS



The screenshot displays a GIS application interface. On the left, a satellite map shows a rural landscape with roads and fields. Overlaid on the map are several green lines representing bike lanes and paths, and a blue line representing a village boundary. A road labeled 'County Road 111' and a highway shield for '94' are visible. On the right, a 'Layer List' panel is open, showing a search icon and a list of layers. The 'Layers' section includes: 'Bike Lane' (checked), 'Bike Paths' (checked), 'Sidewalk' (unchecked), 'Village Boundary' (unchecked), and 'Parcel Layers (From County)' (unchecked). Each layer has a three-dot menu icon to its right.



Layer List



Layers



- Bike Lane ...
- Bike Paths ...
- Sidewalk ...
- Village Boundary ...
- Parcel Layers (From County) ...

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Chapter 3: Public Outreach

Survey Summary

In June of 2022 we put out a simple survey and asked residents to tell us about their experiences and perceptions of walking and biking in the Village. The average time to complete the brief and open-ended survey was 2 minutes and we got over 225 responses in the 10 days the survey was open. We gathered very valuable input and a number of issues were clearly of concern to many residents.

Moving forward we will conduct similar surveys on a regular basis to continue to gather public input, watch for trends, track improvements and work to address issues our residents are seeing.

83% of the respondents were Village residents.
Village respondents represented every area of the community.

In response to the question “How often do you walk?” over 93% of respondents walk at least weekly with over 65% walking daily.

Over 57% of respondents reported biking at least weekly. 11% reported biking daily!

In response to the question of comfort level biking, over 13% responded that they don't bike or are uncomfortable biking on any street in the Village. 44% are only comfortable biking on quiet streets or paths away from traffic. 32% are somewhat comfortable alongside traffic but prefer bike lanes or wide shoulders. 11% of our riders are comfortable almost anywhere.

What are some actions the Village can take to make biking more comfortable/attractive?

Most common responses were for more separated bike paths, wider bike lanes, connections being made inside the Village (particularly to Bakken Park).

Another common response was completion of an off-street connection to Madison. This would be outside of the scope of what the Village can completely control, but cooperative efforts should be prioritized

What are some actions the Village can take to make walking more comfortable/attractive?

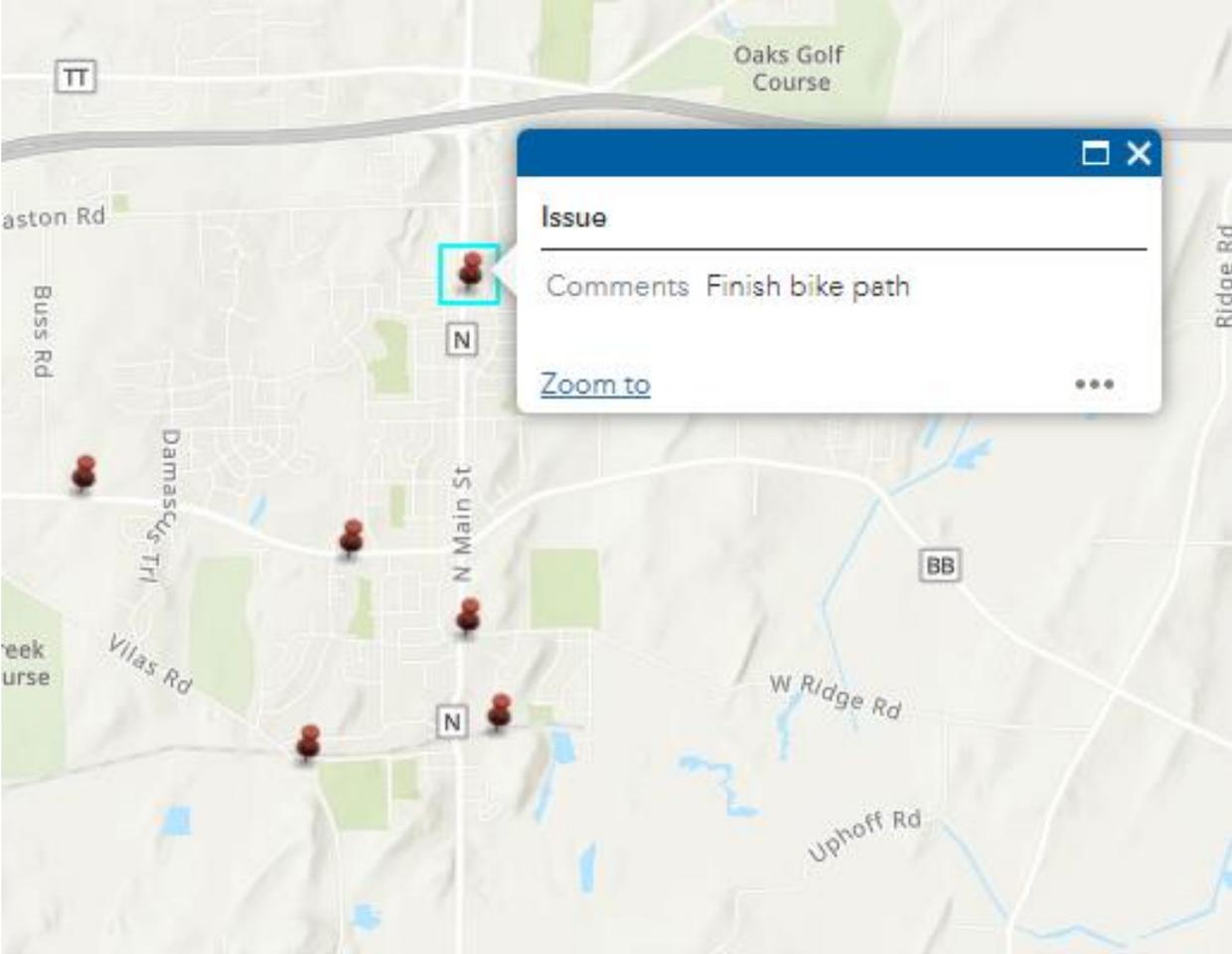
Most common responses were about walking access to Village parks and a common theme was the need to create more robust crosswalks (clearer markings and flashing lights) to cross Cottage Grove Road (CTH BB) and Main Street (CTH N) in a number of locations.

Summary of Interactive Map Tool

Beginning in June of 2022 the Village built an online interactive map and solicited input on where citizens would like to see specific improvements. Anyone is able to click the map, add a pin exactly where they think an issue exists or an improvement is needed and then enter specifics into a text box. This is a tool that will be

maintained continuously as a way to sustain a viable, simple way for citizens to share their suggestions and concerns. See Figure 1 for a screenshot of our Interactive Map.

Figure 1



Chapter 4: Needs for Improvement

Map of Desired Walk/Bike Destinations

Businesses

BB corridor (TID)

Commerce Park

Olde Town

Schools

Parks

Map of Network Gaps

Use GIS sidewalk/path/trail layers – make a pretty map

Missing sidewalks

Multi use trail gaps (not many after 2022)

DRAFT

Chapter 5: Policy Recommendations

Development/Redevelopment Requirements

1. Adopt a formal “Complete Streets” lens

*“Complete Streets is a process and approach
Not just a product or single type of street.*

Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people who don’t have access to vehicles, and Black, Native, and Hispanic or Latino/a/x communities.”

“What does a Complete Street look like?

While Complete Streets are a process and approach to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.”

-Smart Growth America/National Complete Streets Coalition

2. Consideration of modification of §270-2 pertaining to adjacent property owner financial responsibility.

Include memo & MPO recommendation

Consideration of treating our sidewalks like we treat the rest of our transportation network and remove language requiring property owners to fund a portion.

Curb & Gutter assessment unlikely to every be utilized again (Seldal was last neighborhood without urbanized streets).

D. Street construction, reconstruction and repair. The cost for street reconstruction or repair shall be borne by the Village.

Modify existing ordinance to include sidewalks and multi-use paths along with street construction, reconstruction and repair.

Current Village Ordinance Language

The current Village ordinance language presents a major hurdle to planning, budgeting and completing our pedestrian network by filling in the missing sidewalk gaps. Remaining missing pieces are in the neighborhoods with older, more moderately priced single-family homes and duplexes. Requiring these owners to fund 50% of an entire frontage of sidewalk can pose a significant financial hardship. **Equity, fairness, etc.**

Chapter 270. Streets and Sidewalks

§270-2. Constructions and repair.

[Amended 10-5-1998; 7-17-2000]

This section applies to existing developments where the developer is no longer financially responsible for improvements. Sections 66.615 and 66.616 of the Wisconsin Statutes,^[1] the Village of Cottage Grove Subdivision and Land Division Ordinance and the Village of Cottage Grove Zoning Ordinance shall apply.^[2]

A. Sidewalks and curb ramps. Assessments will be determined by taking the front footage times the width, times the square foot cost.

(1) The Public Works Director, foreman and/or Village Engineer, following the Sidewalk Policy, will determine which sidewalks will be added, repaired and/or replaced staying within the budget.

(2) In the case of new sidewalk the cost shall be borne 50% by the abutting property owner and 50% by the Village. The cost of curb ramps shall be borne 100% by the Village.

(3) In the case of replacement or repair to existing sidewalk the cost shall be borne at 50% to the abutting property owner and 50% to the Village. The cost of curb ramps shall be borne 100% by the Village. Allowable repairs, at the discretion of the Public Works Director or his or her designee, include:

[Amended 5-9-2007 by Ord. No. 06-2007]

(a) Grinding.

(b) Mud jacking.

(c) Removal and replacement.

(4) In the case where the property owner replaces, repairs or puts in new sidewalk, the property owner shall pay 100% of the cost and shall follow the Village sidewalk specifications and sign an agreement to repair sidewalks.

B. Curb and gutter. In the case of new curb and gutter the cost shall be borne 100% by the abutting property owner. In the case of replacement or repair to existing curb and gutter the cost shall be borne at 50% to the abutting property owner and 50% to the Village. Assessments will be determined by taking the front footage times the cost per foot.

C. Driveway approaches. Driveway approaches in all districts being constructed or reconstructed must meet the grade and construction requirements set forth by the Village Engineer.

(1) New construction and reconstruction of drive approaches will be paid 100% by the property owner. If the Village requires replacement due to a street or curb grade change of six inches or more, the Village will pay 100% of the cost.

(2) The work will be done totally by the contractor awarded the contract by the Village if the drive approach is being constructed along with roadwork initiated by the Village.

(3) The property owner can contract the work as long as the Village does not have plans for street repairs that would affect the drive approach.

(4) \When work is to be done on a drive approach and it involves the sidewalk area of the approach, the property owner is responsible for 100% of the sidewalk work abutting the approach.

D. Street construction, reconstruction and repair. The cost for street reconstruction or repair shall be borne by the Village.

[1]Editor's Note: Sections 66.615 and 66.616, Wis. Stats., were renumbered ss. 66.0907 and 66.0909, respectively, and amended by 1999 Act 150, ss. 542 and 543, effective 1-1-2001.

[2]Editor's Note: See Ch. 274, Subdivision of Land, and Ch. 325, Zoning.

3. Work towards having Bike – Friendly Community certification for the Village

See Attachment XXX for “The 5 E’s” that make up the essential elements of a Bike Friendly America.

4. Work towards Bike Friendly business certification for Village facilities (MSB, Village Hall??)

Bike benefits program/incentives for employees who walk or bike to work

Plan for improvements to facilitate biking and walking to work (showers, lockers, racks & indoor storage facilities).

See XXX for more on the certification. **Add summary reasoning**

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Chapter 6: Project Recommendations

Our community continues to grow, with a mix of diverse residential and distinct commercial developments. The Village housing stock continues to diversify with increased density and housing options for residents of all income levels, family size, stages of life, and personal preference. With increased housing diversity comes an increase in businesses looking to start or expand their reach in the community. Working to make our bike and pedestrian networks reach every corner of the community ensures that every resident can travel to and from anywhere regardless of physical ability, age, financial situation, personal preference or any other reason they opt not to travel by automobile.

The Village is dissected by two County Highways (N and BB); Main Street and Cottage Grove Road. Anecdotally through reports to Village staff and more formally in our most recent survey, residents consistently cite crossing these roads as one of the biggest obstacles to walking or biking to & from their preferred destinations in the Village.

CTH N/Main St.

INSERT MAP SHOWING CHALLENGES

As of this writing, there are projects underway that will construct two crossings of Main Street at Oak Street and Limestone Pass that will include crosswalks and rectangular rapid flashing beacon and just a few years ago we completed the addition of traffic signals at the intersection of School Rd. with well-marked crosswalks.

To further improve residents' ability and comfort level with crossing CTH N, the Village should identify projects and work to plan their financing in the Financial Management Plan.

(ID PROJECTS)

Addition of sidewalk or bike path along the west side of CTH N from BB to School Rd. [\(map\)](#).

Identify additional east-west crossings for pedestrian crossing improvements.

CTH BB/Cottage Grove Rd.

Cottage Grove Road poses a more significant challenge to overcome. From Main Street west for nearly ¾ of a mile, Cottage Grove Road presently consists of 4-lane roadway with no median. For the majority of pedestrians, this is the type of built environment that discourages them from walking in this area.

Vital business corridor, TID district, primed for growth and redevelopment.

The Village Board could consider a comprehensive study of the Cottage Grove Rd. corridor between Main St. and Sandpiper Trail. This stretch of Village roadway is an important business corridor, with areas for infill development as well as redevelopment possibilities in future years. Planning for bike/ped improvements along this corridor could go hand-in-hand with a broader scope evaluation of what the community would like to see in area moving forward.

Potential descriptions:

Traffic analysis and future forecast.

Road diet, addition of TWLTLs and aesthetically pleasing medians and other pedestrian crossing improvements including RRFBs.

Continuation of off-street path from Southing Grange to Main St. [TID 9 map/project plan](#)

[MAP of corridor](#)

Intersection Improvements at BB/N

Where these two arterials intersect is also identified as a major hurdle to pedestrians and bikers.

[ID specific possibilities](#)

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Chapter 7: Implementation Plan

Capital Projects Plan

Insert current Capital Project Plan

Draft w/ recommended bike/ped improvements

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