

THE VILLAGE OF **COTTAGE GROVE**

Bike and Pedestrian Comprehensive Plan

Adopted September 3rd, 2024

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Chapter 1: Introduction

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. The Village will work towards equity in the built environment 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 appreciate 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.



Background – How Did We Get Here?

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 retrofit 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 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.



Consistency with Existing Plans

- Village Comprehensive Plan - Transportation
- Village Housing Task Force Findings & Recommendations
- Dane County Parks & Open Space Regional Trail Plan
- Dane County Comprehensive Plan - Transportation
- Greater Madison Metropolitan Planning Organization Bicycle Transportation Plan
- Wisconsin State Trails Network Plan



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 most 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 near future.

Focusing on active transportation is also fiscally responsible for municipalities taking a 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 several 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** -



- **Create social connectedness** – being out with others increases connections and reduces feelings of isolation.



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 been proven to help with balance.
- **Improve sleep** – exercise helps you fall asleep faster and stay asleep longer.



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.



Equity/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.

Sidewalk Inventory

The Village's sidewalk network is incredibly strong in comparison to other municipalities. We have only a small number of missing pieces and all new development is required to install pedestrian infrastructure.

With the changes made to Village ordinance in 2022, it became more politically achievable to complete those missing connections in the future as budgets allow.

In addition to our comprehensive maintenance program which addresses sidewalk repairs each year, the Village has also made a point to bring sidewalk ramps up to current ADA code at every opportunity with adjacent construction projects.



Chapter 270.

Streets and Sidewalks

§ 270-2. Construction and repair.

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.

[Amended 5-9-2007 by Ord. No. 06-2007; **8-15-2022 by Ord. No. 05-2022**]

(1) The Public Works Director, foreman, designated Village staff 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 sidewalks and curb ramps the **cost shall be borne 100% by the Village.**

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

- (a) Grinding.
- (b) Mud jacking.
- (c) Removal and replacement.

Off-Street Bike Facilities

The Village has made the addition of off-street paths a priority in recent years. This infrastructure is the best way to ensure that all citizens feel comfortable moving throughout the Village no matter their economic status, age, ability, or choice of transportation.

Highlights in recent years



Glacial Drumlin State Trail completed through the Village from east to western Village limits

While part of the State Trail, this project also serves as an internal, off-street network improvement that connects users from our trail on Main Street into the Village's destination park, Bakken Park as well



North-South, off-street path completed from Glacial Drumlin Trail to north of I-94 Village northern limits.



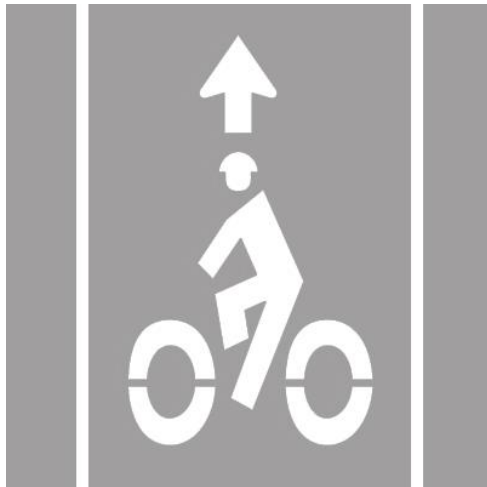
Off-street path was added to W. Oak St.



Off-street path addition continues as residential neighborhoods are added (Westlawn north of BB and Shady Grove south of BB).

On – Street Bike Facilities (Bike lanes)

The Village has prioritized adding off-street paths and will continue to do so because separating vulnerable bikers and pedestrians entirely from vehicle traffic is the best practice when feasible. In situations where that is not possible at the time the Village has utilized the addition of striped bike lanes to improve conditions.



Many experienced and comfortable bicyclists prefer to utilize the roadway and on-street bike lanes can improve the environment.

- By ‘calming’ vehicle traffic
 - visual tightening of the drive lanes typically causes drivers to slow down
- Increased awareness of bicyclists
 - Striping a place for bikers makes drivers more aware of their potential along the roadway

Chapter 3: Public Outreach

Preliminary Survey Summary

In June of 2022, the Village put out the inaugural survey asking 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 valuable input, and several issues were clearly of concern to many residents.



Moving forward, the Village 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.

Residents love to walk...

93% of respondents walk weekly and a whopping 65% walk daily!

...and bike

57% of respondents bike weekly while 11% get on their bike every day!



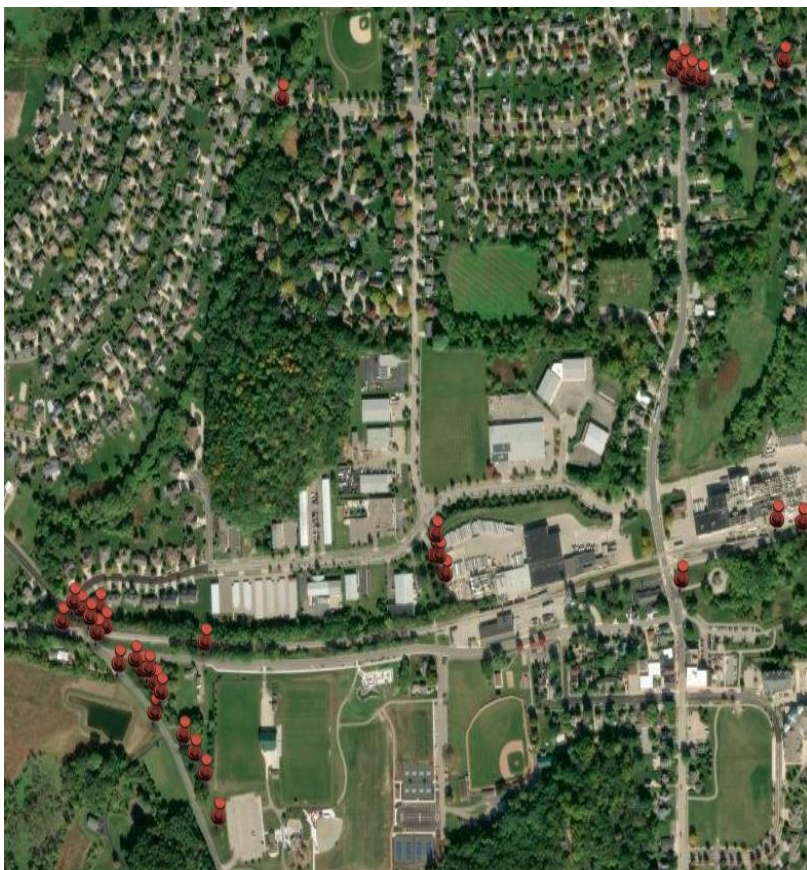
What are some actions the Village can take to make biking more comfortable/attractive?

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 the 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 (Bakken in particular) and a common theme was the need to create more robust and complete crosswalks to cross Cottage Grove Road (CTH BB) and Main Street (CTH N) in several locations.



Comfort level biking in the Village

13% Don't bike/Uncomfortable doing so on any Village street

44% only comfortable on quiet streets or paths away from traffic

32% somewhat comfortable alongside traffic but prefer bike lanes/wide shoulders

11% of riders comfortable anywhere

Summary of Interactive Map Tool

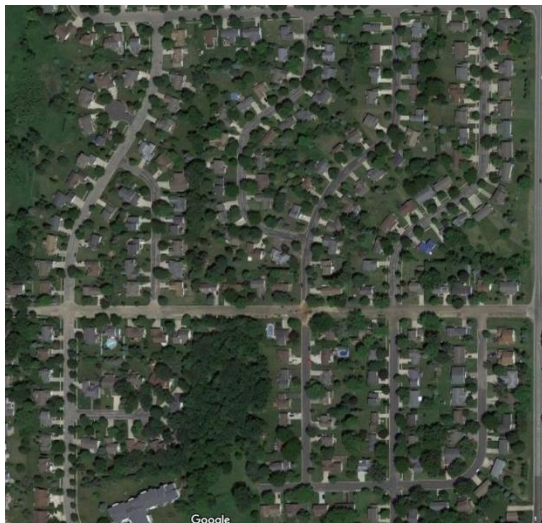
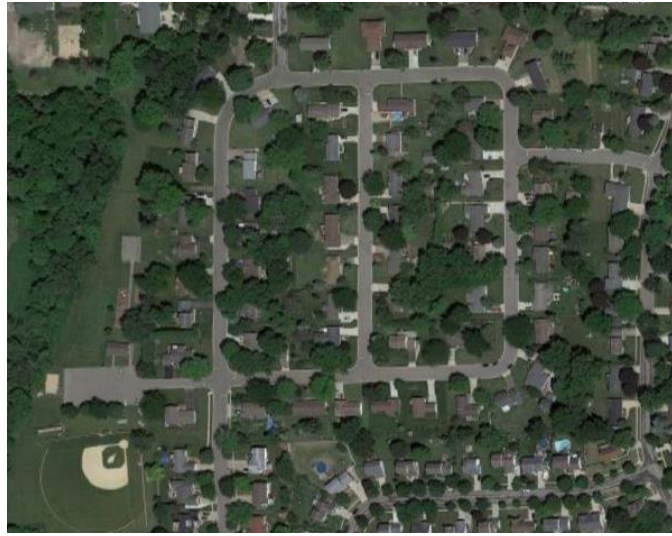
Beginning in June of 2022 the Village built an online interactive map and solicited input on where citizens would like to see specific improvements. Anyone can click the map, add a pin exactly where they think an issue exists or an improvement is needed and then enter specifics into a text box. This is a tool that will be maintained continuously to sustain a viable, simple way for citizens to share their suggestions and concerns.

Chapter 4: Needs for Improvement

Historic Residential Sidewalk Gaps

Seldal & Crawford Plats

Most of the Village's residential neighborhoods were developed with appropriate pedestrian infrastructure. Only two, older neighborhoods currently lack sidewalks throughout, the Seldal and Crawford Plats. Now that Village ordinance has been changed, completing these connections is much more politically viable with homeowners no longer burdened with expensive assessments.



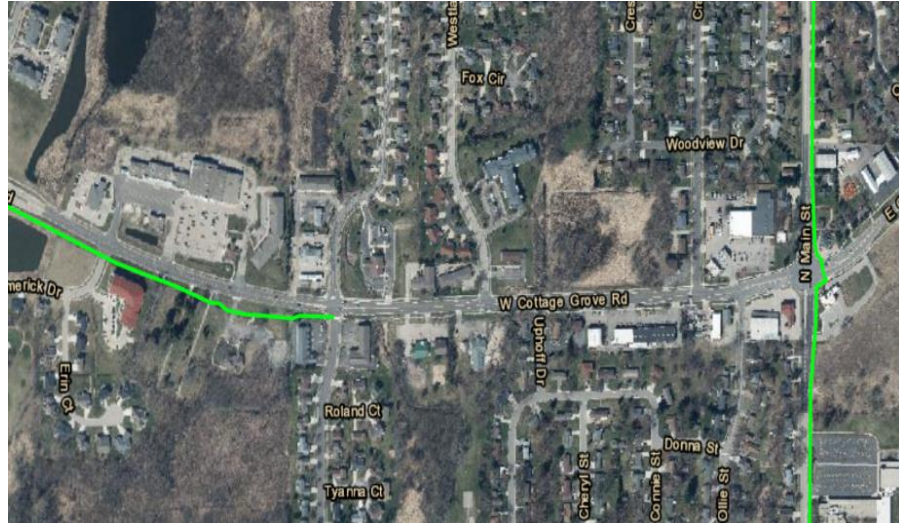
Prior to planning for the addition of sidewalks, decision-makers should consider all factors, and take into account the specifics of any given neighborhood. An example of the variables that should be accounted for:

- Street reconstruction plan; coordinate to minimize disruption for the residents
- Traffic/use; are there currently pedestrian safety concerns
- Neighborhood/community support; outreach and input is vital to users in and outside of the specific neighborhood
- Impact to urban forest; weighing benefits of sidewalks to cost of potential tree loss
 - Investigate opportunities for unique pedestrian solutions around trees
- Cost/benefit; in terms of Village budget, maximizing impact of projects

Off-street path gaps

BB – Southing Grange to N

The existing path along the south side of CTH BB (Cottage Grove Rd.) only exists on the western portion of the Village. From Southing Grange east to CTH N (Main St.) there is only sidewalk and on-street bike lanes.



BB & Buss Rd.

When Glacial Drumlin School was constructed, the Village required installation of off-street path along the frontage on Buss Rd. Similarly, the developers the Shady Grove subdivision were required to install off-street path along the newly constructed Buss Rd. to the south of CTH BB.



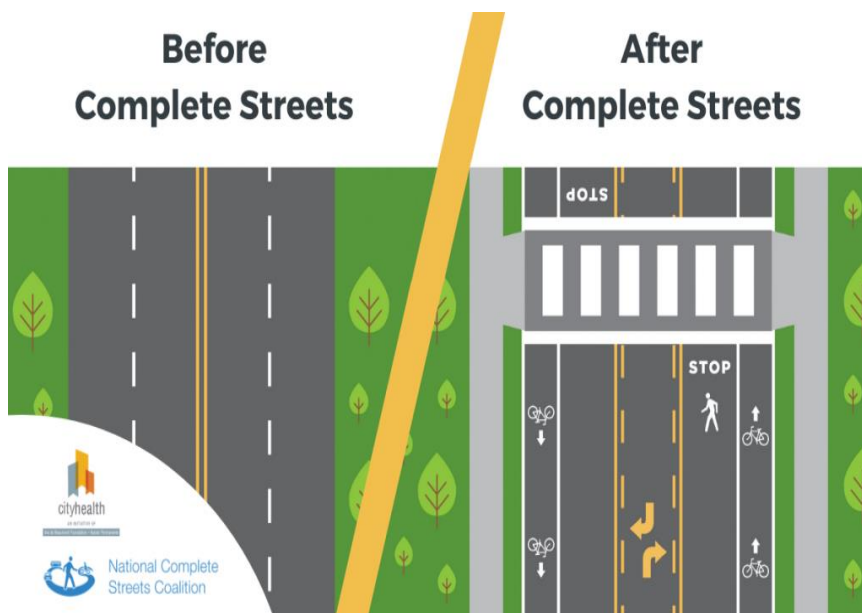
With the undeveloped parcel remaining on the northern side of BB and the township residential subdivision on the south side, there is a missing link in our off-street system in this increasingly vital corridor.

Chapter 5: Policy Recommendations

Adopt a Complete Streets Lens for all Development/Redevelopment and Village Projects

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.

-Smart Growth America/National Complete Streets Coalition



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.

The context and needs of users are different in rural, suburban, and urban communities, and streets will look different as a result, even when using a Complete Streets approach.”

-Smart Growth America/National Complete Streets Coalition

Chapter 6: Education and Outreach

Outreach and Education

To enhance community engagement and promote bicycle safety, several initiatives should be implemented. First, outreach efforts should increase to share information with the public about bicycle infrastructure and best safety practices. Furthermore, bicycle route details and safety information should be added to the Village website for easy accessibility. A dedicated social media campaign plan to share valuable bicycle-related information with community members. Additionally, there should be a proactive approach to procuring Smart Cycling educational materials published by the League of American Bicyclists. These materials should be distributed to local businesses, organizations, and bike shops in the future, ensuring widespread availability and dissemination to foster a safer cycling environment.

Training Opportunities for Staff

Elevating bike safety in the Village starts with a comprehensive strategy to provide education and training for Village Staff to enhance their knowledge of bike safety. It is recommended to ensure ongoing participation of Village staff in the Safe Bicycling program through the Wisconsin Bike Federation, enabling them to support the various safety programs offered by the Village. Additionally, there should be active support for staff seeking to become League Cycling Certified by the League of American Bicyclists. This approach will contribute to more informed and bike-friendly community events and courses offered. Collaboration with the Police Department to create a Bicycling Liaison position should also be considered.

Bicycle Education Programs

To enhance bicycle safety education for students, collaborative efforts should be undertaken with Cottage Grove Elementary, Glacial Drumlin Middle School, Granite Ridge Elementary, and Taylor Prairie School to implement a comprehensive bicycle safety course tailored for students. Additionally, a biannual Bike Rodeo safety workshop should be developed, featuring contributions from both Village Recreation Staff and the Police Department. This workshop aims to provide valuable education and guidance for young commuters on safe biking practices.

Bike Month Activities

To recognize the role of biking as a healthy, fun, and safe transportation option, it is important to host annual Bike Month celebrations in May. This involves organizing events for various age groups to foster a community spirit around biking in Cottage Grove. Recommendations include actively promoting participation in Bike to School Day and Bike to Work Week events. Additionally, efforts should be made to organize Bicycle Safe Driving courses, emphasizing road-sharing safety. Tailored adult classes for inexperienced bikers and seniors are also suggested, with a focus on building confidence and capabilities to encourage more adults to embrace cycling.

Chapter 7: Project Plan

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 survey work, residents consistently cite crossing these roads as one of the biggest obstacles to walking or biking to & from their preferred destinations in the Village.

The following projects have been identified as we strive to make the entire community accessible by all modes of transportation in a safe and comfortable manner for all users. The detail on the timing of these projects will be determined by the Board of Trustees in the Village's Financial Management Plan and any formally adopted Capital Improvement Plans. Completion of this comprehensive list will take years or even decades.

\$	<\$300,000
\$\$	\$300,000 - \$1,000,000
\$\$\$	\$1,000,000 - \$2,000,000
\$\$\$\$	>\$2,000,000

Project Narratives

Bike path extension: Southing Grange to CTH N (\$\$)

This project extends the off-street trail along the southside of BB from the intersection of Southing Grange to the intersection of CTH N/Main St.

Justification: This project would continue the off-street path that currently exists all the way to the intersection where travelers could cross and continue on the north-south path along N.

BB/Buss Bike Path and Intersection Improvements (\$\$)

This project extends the bike path along the north side of CTH BB and up the east side of Buss Rd. to complete the connection to Granite Ridge Elementary School. The project will also connect the north-south route along Buss with the intersection improvements at the crossing of BB. It is likely a future development will install most of this path, with the school district and Village sharing portions as well.

Justification: This path will extend the off-street path along BB and make a connection to the newly built school and provide a safe off-street route to residents in Shady Grove as well as any future development in the area.

Bike Path Connection to McCarthy Park (\$)

The Village Water Utility has identified a project to loop the water main and provide much needed redundancy on the north side of the Village system. An access path over the future water main will serve the dual purpose of providing an off-street connection to Dane County's McCarthy Park. This project will involve a lot of coordination, but could be a collaborative effort between the Village, the County and perhaps the Town of Sun Prairie to extend our existing off-street trail all the way into McCarthy Park.

Justification: The Village has added significant off-street paths in recent years, this project could potentially connect to a beautiful and recently upgraded County park that many residents love, but few feel comfortable biking or walking to.

Bike Path Connection – Community Park to CTH BB (\$\$)

This project will extend the trail in Community Park further north providing a connection to BB. The exact route is yet to be determined, as there are multiple options, but may involve a potential boardwalk or small bridge and/or coordination with a private landowner.

Justification: Given the lack of sidewalks in the Seldal neighborhood, there is not currently an efficient, off-street way to travel to Community park from the north or east. This trail would intersect with the planned path along the south side of BB, completing another connection allowing off-street travel to from this park from all over the Village.

Westlawn Dr. Bike Improvements (\$)

This project will convert the sidewalk along the east side of Westlawn Dr. to an off-street path from W. Oak St. to BB. The project will also include intersection crossing improvements on BB, providing a safe connection to the east-west path planned along that route.

Justification: The W. Oak project added a path that presently terminates at the intersection with Westlawn, pushing bikers back onto the street or sidewalk. To complete off-street path connectivity here it was determined converting this sidewalk was the best option given the small number of driveway crossings.

West Oak Street Bike Improvements: Westlawn to BB (\$)

The path along W. Oak currently stops at the intersection with Westlawn, the remaining stretch of W. Oak to BB is the perfect opportunity for providing inexpensive bike improvements such as striping and signage to make drivers aware. Given the number of driveways, installation of an off-street path is not recommended here. The route is already curvy and naturally designed to deter fast driving speeds. A full "Bike Boulevard" could be considered.

Justification: The path addition along W. Oak will bring more bikers and pedestrians to the area, providing safety improvements along this remaining stretch of W. Oak would allow those travelers to continue along a safe, efficient route towards BB.

Vilas Road Path Connection to Bakken Park (\$)

The Village completed the Vilas Rd. creek crossing project a number of years ago, this project will continue that off-street path from Progress Dr. south, over the railroad tracks, across Clark St. and all the way south to the driveway entrance to Bakken Park.

Justification: This is by far the most cited 'missing link' in our system by residents and visitors. While it is only a short stretch, it is very intimidating for users to travel on Vilas Rd. in this location.

Completion of this project will allow residents to access Bakken Park safely outside of a car from either the east or west side of the park.

Path Connection through Thaden (\$)

Travel outside of a car between residential neighborhoods immediately north of BB requires a biker or pedestrian to travel either south to BB or north to Mourning Dove to make the route around. This project will utilize existing Village-owned property to make the connection between W. Oak St. and Alyssa/Farwell through the Thaden area. The exact route is yet to be determined and could be incorporated into a larger trail project. This project will involve installation in wetland/environmentally sensitive areas and thus require boardwalk.

Justification: This connection could cut miles off the route for bikers and pedestrians travelling east-west through this portion of the Village as well as provide a safer, shorter route for children travelling to/from schools.

E. Taylor/Weald Bridge & CTH N/Main St. Intersection Improvements (\$\$)

Historically, there have been as many as two crossing guards stationed at this intersection in the mornings and afternoons to facilitate the safe crossing of Cottage Grove Elementary students to and from school, along this busy corridor. It has been increasingly difficult to staff crossing guard positions and a project to improve pedestrian safety through all crossings of this intersection would eliminate that need and ensure that all can walk safely.

Justification: Similar to other intersections, improving conditions for pedestrians is particularly vital in areas near or along common routes to and from elementary schools.

BB/N Intersection Improvement (\$\$)

Where these two arterials intersect is also identified as a major hurdle for pedestrians and bikers. As the Village continues to grow, more people will be travelling outside of vehicles, and this intersection is likely to see the most bike and pedestrian traffic increases. This is a wide intersection that was designed primarily with the flow of vehicle traffic in mind. The goal of the project is to meet the challenge of improving real and perceived pedestrian deterrents to crossing here while still serving the vehicle traffic effectively. The project could include turning lane reduction, smaller curb radii, traffic calming, bump outs, median expansion, and signal modifications.

Justification: The goal is to ensure that residents of all ages and abilities feel comfortable and confident using all modes of travel to and through the intersection of the Village's main arterials. Additionally, ensuring that the route to/from one of our elementary schools is safe and inviting is non-negotiable.

CTH N/Parkview Intersection Improvements (\$\$)

Lack of safe crossings across CTH N (Main St.) is a common concern of residents. The Village has improved this condition in recent years with RRFB additions at Oak St. and Limestone, but in between, residents still do not have a comfortable crossing in many locations. This project could incorporate traffic calming, curb radii reductions, medians, consideration of RRFBs and other measures.

Justification: With built-out residential neighborhoods both east and west of N, travel across this main corridor is not inviting outside of a car. Making it safer will allow more to feel comfortable walking or biking east and west to/through the residential neighborhoods as well as making the connection to the path on Main St. for off-street travel north and south.

CTH N/Northlawn Intersection Improvements (\$\$)

Lack of safe crossings across CTH N (Main St.) is a common concern of residents. The Village has improved this condition in recent years with RRFB additions at Oak St. and Limestone, but in between, residents still do not have a comfortable crossing in many locations. This project could incorporate traffic calming, curb radii reductions, medians, consideration of RRFBs and other measures.

Justification: With built-out residential neighborhoods both east and west of N, travel across this main corridor is not inviting outside of a car. Making it safer will allow more to feel comfortable walking or biking east and west to/through the residential neighborhoods as well as making the connection to the path on Main St. for off-street travel north and south.

CTH N/School Road Intersection Improvements (\$\$)

Lack of safe crossings across CTH N (Main St.) is a common concern of residents. The Village has improved this condition in recent years with RRFB additions at Oak St. and Limestone, but in between, residents still do not have a comfortable crossing in many locations. This intersection was signalized years ago, but increased residential housing in this area of the Village has increased pedestrian traffic. While there are crosswalks and pedestrian signals, the primary driver of the intersection improvements was vehicle traffic flow.

This project will improve the intersection through a multi-modal lens and could incorporate traffic calming, signal modifications, potential lane reductions, curb radii reductions, median expansion, or other measures.

Justification: With built-out residential neighborhoods both east and west of N, travel across this main corridor is not inviting outside of a car. Making it safer will allow more to feel comfortable walking or biking east and west to/through the residential neighborhoods as well as making the connection to the path on Main St. for off-street travel north and south.

CTH N/Gaston/Commerce Pwky Intersection Improvements (\$\$)

This area of the Village has seen significant residential and commercial growth in recent years. Hundreds of new residents now reside just west of the Commerce Park across CTH N in Cottage Grove Commons. And that Commerce Park now includes multiple restaurants, a local bank, a hotel, convenience store, day care and activities for kids of all ages. This intersection was installed years ago, when the vision of the surrounding area was likely vastly different and thus it was designed with primarily vehicle traffic, particularly large vehicle traffic, in mind. In the coming years, as the pavement comes due for replacement, improvements to the pedestrian crossing infrastructure should be considered here given the increased foot traffic and nature of the area now that it is largely built-out.

Justification: The goal is to ensure that residents of all ages and abilities feel comfortable and confident using all modes of travel to and through the intersection of another of the Village's main intersections, offering safe travel options between residential and nearby businesses.

Damascus Trl Improvements (\$\$)

This project would primarily improve the pedestrian infrastructure to improve safety at the intersections near and fronting Glacial Drumlin School. The project will improve pedestrian crossings at Manley and Killian and could include traffic calming infrastructure, bump outs, and median additions. Additional improvements could be considered at the signalized intersection as well.

Justification: Glacial Drumlin School has historically had a lot of kids walking to/from school each day and crossing guards staff (at least) 2 intersections along this area. This project could add infrastructure to slow traffic and improve the visibility and crossings for pedestrians.

Connect Town/Village streets with path/s (\$)

Multiple Village streets in Westlawn lack connectivity through to the Town streets. It is understandable that Town residents in the area oppose allowing these connections and potential vehicle traffic. This project would add paths to make the connection/s viable for pedestrians and bikers. This would require working with the Town residents and elected officials to gain buy-in and approval.

Justification: While making street connections is a huge political hurdle, adding connectivity for non-motorized traffic is likely a win-win for the Town and Village residents in the area and these streets offer efficient connections as routes to and from school for both Town and Village residents.

Crawford Plat Sidewalk Additions (\$\$\$\$)

This project would add sidewalks to this historic residential neighborhood lacking pedestrian infrastructure.

Justification: Offering off-street options for residents in the neighborhood and those moving through is an important part of offering transportation infrastructure to all.

Seldal Plat Sidewalk Additions (\$\$\$)

This project would add sidewalks to this historic residential neighborhood lacking pedestrian infrastructure.

Justification: Offering off-street options for residents in the neighborhood and those moving through is an important part of offering transportation infrastructure to all.

Commerce Part Sidewalk/Path Additions (\$\$\$)

This would complete the few remaining missing links in sidewalk connectivity in the nearly built-out Commerce Park.

Justification: As park has filled with diverse businesses and residential growth has filled in around much of the area, offering residents, visitors, and employees routes to travel throughout the entire Commerce Park is vital, completing these missing pieces will ensure no one is deterred from taking their preferred route.

BB Urbanization: CTH N to eastern limits (\$\$\$\$)

The project will urbanize the north side of CTH BB from CTH N east to the Village limits. This will include curb, gutter and storm sewer installation and addition of an off-street path. The project will incorporate improved crossing(s) to get users to/from the path (at Oak St and potentially BB/N).

Justification: The south side has been urbanized with the development there, yet nonvehicle users do not have a way to travel to/from the businesses on the north side, Village Hall, or the residential neighborhood north. The inclusion of an off-street path in this location will ensure that as the Village grows east in future years, our off-street network will continue with it.

CTH N/Main St. Reconstruction: Reynolds to Village southern limits (\$\$)

This project involves replacement of water and sanitary sewer infrastructure and failing asphalt from (roughly) Reynolds St (near 1855 & Outpost) south to the Village limits. This project could include extra allocation for potential streetscape, beautification, traffic calming or pedestrian infrastructure improvements that may be desired.

Justification: While primarily a utility-driven project, additional improvements would beautify this highly traveled southern entrance to our community & Olde Town area. Traffic calming would slow traffic as it approaches the Glacial Drumlin Path crossing and improve pedestrian visibility.

CTH N Urbanization: Oak St to School Rd; w/pedestrian improvements (\$\$\$\$)

This project will complete the urbanization of CTH N/Main St. The project will involve significant stormwater infrastructure improvements, retaining walls, and path/sidewalk addition along the rural section on the west side of CTH N. The project could also incorporate intersection improvements throughout to improve the walkability across CTH N throughout the corridor if those projects are not completed prior.

Justification: A consistent concern expressed by residents is the difficulty and discomfort in crossing our main corridors (CTH N & CTH BB) on foot. Improvements in recent years have drastically improved things, but this project would finish the urbanization of our Main Street and add pedestrian improvements for travelling along the west side as well as make the intersections safer to cross.

BB Corridor Improvements: CTH N to Sandpiper, w/ped improvements (\$\$\$\$)

This project would involve reconstructing much of this undivided four-lane corridor to improve the pedestrian infrastructure and streetscape and create a more appealing street where much of TID 9 lies. The project would be designed to slow vehicle traffic, encourage bike/ped activity and identify design elements that invite residents to the businesses and into the public space.

Justification: A consistent concern expressed by residents is the difficulty and discomfort in crossing our main corridors (CTH N & CTH BB) on foot. And similar to N urbanization, this will improve pedestrian accessibility and comfort crossing BB. A road diet with the addition of two-way left turn lanes (TWLTLs), medians, streetscape, green infrastructure, and other improvements could be incorporated to not only improve user experience, but spur redevelopment in the corridor.

Commerce Park Improvements (\$\$\$)

This project is an opportunity to improve the pedestrian experience in the Commerce Park once the asphalt is due for replacement. The streets in the Commerce Park were designed to serve heavy truck traffic (wide streets, large curb radii). The nature of business development over the last decades has been diverse with multiple service industries locating here. Given that diverse development, the area sees significant pedestrian traffic. When the asphalt is replaced, this project will incorporate pedestrian intersection improvements throughout the park. Potential bump outs, striping, median additions/expansions, and other options could be explored.

Justification: The nature of the area is different than imagined decades ago, it makes sense to incorporate improving the experience for all roadway users at the time of street reconstruction.

Addition of bike parking at all Village facilities (\$)

To encourage transit to/from Village-owned facilities by bike the Village will add appropriate bike parking facilities at all existing and new buildings. Additionally, staff will monitor usage and stay up to date on best practices and update or expand parking facilities as needed.