

Comment	Commenter	Revision	Section, Page - Note that this is where change was originally made, page number may have changed due to subsequent changes
...The executive summary is a brief change log, but doesn't summarize any of the findings or recommendations, and is far too technical for anybody outside of the MPO's executive committee, or similar group of experts. Private citizens, even the ones like me who try to understand this stuff, will have significant difficulty referencing this document.	Tad Dockery	Review for plain language. Removed descriptions of technical appendices.	Exec Summary
Safety has become my main concern in terms of 1. inattentive vehicle drivers and 2. E-Bikes and E-"Bikes" that are not at all bicycles. I understand the planned focus is on education and clarifying laws, etc. I get it. My concern is that many bike paths are quite remote or remote-seeming, which makes it so those who know and do not care that they're breaking the law and putting people in danger feel very secure in the knowledge there is no chance they'll get in trouble, which is true. They won't. Education won't change those people's behavior. I encounter these people too frequently nowadays and there is nothing effectively I can do about it.	Trevor Dinsmoor	None.	
First, I notice section discussing Traffic Enforcement Cameras on page 75. I am very much against this report (which is about Biking and Walking) supporting additional surveillance on our community. Traffic Enforcement Cameras can never prevent traffic law breakings, they only punish people after the fact. Instead, effort should be redirected to proven methods to prevent these kind of issues: like structural changes of street corners to protect pedestrians/bikers. I fear that these tools would be co-opted by law enforcement for more surveillance, especially on minorities. Also, as the report states, these cameras are illegal in Wisconsin and so I don't know why this section is even in the report. I would recommend removing it altogether. My previous comments apply to the next section of "Prioritizing Safety-Related Enforcement": prioritizing actual methods to prevent traffic issues instead of punishments after they occur.	Aedan Gardill	No revision. Traffic enforcement cameras have been shown to result improved safety outcomes. Tickets are issued automatically without the need for an officer to be present, eliminating the chance of pretextual traffic stops and escalating police/driver interactions. Added sub-action to make equity considerations central to policy and geographic deployment.	137
"[Embedded map to be added]". Is there plan to add those maps before public comment ends on Monday? I think it is only fair that the public gets to fully explore the maps before the public comment closes. I ask for the public comment period to be extended until the full size maps are embedded.	Aedan Gardill	No revision. Comment period was extended. Full embedded maps posted to web site. Commenter notified.	
The biggest gap in the low stress network to the largest nearby community and fastest growing. There is still city of Madison east of the interstate. I'm a Madison resident next to the Madison fire station 11 over here by am fam and Pooleys. Looking at that large cluster of deaths in the last ten years we also see missing connections in the low stress network an high employment density and a connection to the largest suburb. Large area of employment density along the 151 corridor EAST of i39/90/94. It's almost like Madison forgot about the city that exists EAST of 51 or i39/90/94. With more development happening on the east side more bike paths are urgently needed to curb the deaths over the last ten years on the missing low stress corridor. Connecting East Madison housing developments to the central Madison low stress bike network. You can see a CLEAR correlation between the low stress and deaths even more so than the missing paths (even in areas of the west side where there are fewer deaths). Look how many happen just on the edge of hey 51 and in the gap along east wash. You can argue correlation doesn't always mean causation but if there isn't a safe path the people will still use what is available.	Johnathan 'jp' Predaina	Added new map and accompanying text--fatal and serious injury bike and pedestrian crashes with Low-Stress Routes.	Assessing Urban Bike Facilities section, pages 91-92.
I appreciated the comments about the OCR and their lack of a comment period but it's ironic you mailed this out at the end of the day Wednesday and expect comments back by Monday. I'm sure OCR would've given us at least 5 days before looking at aerial pictures with obvious signs of people walking across tracks between sidewalks before saying there's no desire/cow path or sign of people walking there.	Johnathan 'jp' Predaina	Misunderstanding? Comment period extended. Commenter notified of full period for public review and efforts to spread the word. Submitted additional comments.	
Looking at the missing links map and seeing that Sun Prairie is bigger than Stoughton and McFarland combined I'm once again disappointed a majority of the funding is being directed to the south and west sides of town where existing primary and long distance paths already exist. When you look at the missing links the east and north sides of town have hardly any yellow for recently completed paths and any paths are short compared to those on the other side of town.	Johnathan 'jp' Predaina	Most projects are prioritized and selected for funding by municipalities. MPO project selection metrics include safety impacts and population served, but projects must be selected by municipality for application to be selected. Added sidebar on project selection to plan.	Page 106
I'd like to see a map with the recent deaths and known missing links combined (example below) to drive home the point that East Wash is killing people at an alarming rate and we need safe ways to get from Sun prairie to Madison. During the i39/90/94 study members of the Sun Prairie cycling community shared pictures of a cyclist using 151 at the i39/90/94 interchange to get from Sun prairie to Madison because there was no clear direct path between the largest and fastest growing suburb and the existing Madison path network. He was riding on the shoulder of 151 south but had to cross the cloverleaf where cars go from 151south to i39/90south.	Johnathan 'jp' Predaina	Added new map and accompanying text--fatal and serious injury bike and pedestrian crashes with Low-Stress Routes. Missing links didn't have as obvious a connection, as many are currently unbuilt paths or potential alternates to existing routes.	
Would like to see the chart of planned and funded paths from the end of the document highlighted on the missing links what's funded and being worked on vs what's been planned for 20+ years and only talked about. Table 10. 2050 RTP Update Figure A-e Regional Priority Multi-Use Path Projects with 2025 Status combined with the other maps of planned paths or missing links to show what is happening and what isn't. Maybe throw an extra red dot over in Fitchburg while you're at it for our cyclist friend who rode his last bike ride this week.	Johnathan 'jp' Predaina	Due to changes in project descriptions, scope, and other factors between initial conception and design, it is impossible to draw a bright line tracking progress of projects over time. Construction of long facilities in multiple segments further complicates tracking and reporting projects as suggested. A discussion about these issues has been added to the Planned Bike Facilities section. Regarding fatality reporting, this crash will likely not be considered a reportable fatal crash, as it appears to have been the result of intentional homicide.	Planned Bike Facilities

<p>I think it would be interesting as a measure of success for your plan instead of generic "increase bike path miles" to see what is the percentages of planned off street protected paths to existing protected paths for each "area plan" or the percent complete for each of the area plans which the city is doing now that replaced these earlier neighborhood plans. Like the northeast area plan is 20% complete for protected paths (with half that in parks [paths to nowhere, kiddie paths] and the other half in other areas that might be used by a commuter adjacent to or to avoid a dangerous roadway) and the other 80% is just planned paths maybe some with planned construction or not, who knows? Sure the city is gaining miles of bike paths and that's a great thing to show growth but where are the paths being built? Is it concentrating all the paths in the rich area of town or is it addressing gaps in the low stress network or in the known high injury areas? Shown by percent of protected paths complete in each area?</p>	<p>Johnathan 'jp' Predaina</p>	<p>Communities could include these metrics in their area planning efforts; however, as a regional agency the MPO generally does not evaluate the distribution of facilities at small geographic scales.</p>	
<p>The reconstruction of Lien Rd to one lane and wider buffered on street bike paths near the fire station in response to where the cyclist was killed there seems appropriate but it's also the shortest section of that road.</p>	<p>Johnathan 'jp' Predaina</p>	<p>None.</p>	
<p>I get the goodman center to Sun Prairie protected bike path plan next to the rail is likely a lot of work because railroads suck. Going back 20+ years that trail to Sun Prairie has been "planned" and with Amtrack coming in on that same railroad I was hoping maybe that would be some motivation to get more bike paths on the east side so we can get to the train and other Madison paths. Maybe instead of just "planned paths" we can prioritize some "artery" paths instead of here's 200miles of paths we'd like to see and throw a dart at which random segment we'll build next. I get that's part of the 2050 plan building some paths already planned but going beyond that what's next where are the gaps once that plan is done. It would make sense build out the missing arteries of the bike network and then fill in the collector paths and prioritize paths in areas of town with less paths or more deaths/injuries as a result of crashes. (Hopefully I used those street terms correctly)</p>	<p>Johnathan 'jp' Predaina</p>	<p>Most projects are prioritized and selected for funding by municipalities. MPO project selection metrics include safety impacts and population served, but projects must be selected by municipality for application to be selected. Added sidebar on project selection to plan.</p>	<p>Page 106</p>
<p>Lots of the "Dane County" path projects are seemingly focused on areas outside of Madison like the path to Stoughton or the west side rail bridge to baraboo it seems but the Sun Prairie and Madison path really needs the help of both municipalities and Dane co to connect these large communities safely through the red zone. There are so many city/county plans and projects it's hard to keep track of who's doing what where but seemingly nothing around me (ok there is a path within a park being worked on at the northeast park to the appts there near tancho dr, but it's just another path towards Sun Prairie and a path within a park not back to Madison's network so I do loop Sun prairie more because of their more complete loop than the city I'm a resident of in Madison)</p>	<p>Johnathan 'jp' Predaina</p>	<p>No revision. The Tancho Drive Path will connect to the underpass of USH 151 and to Sun Prairie, connecting a low-traffic stress connection between Madison and the American Family Center, with a connection to existing paths to Sun Prairie. Dane County projects are generally located outside municipal boundaries.</p>	
<p>Would be interesting to see the table of words describing planned projects for the 2050 plan mapped out to see which "planned" paths are funded and which ones are going on 3 decades of plans with no action and which neighborhoods/areas are still mostly incomplete as stated over the last 30 years of neighborhood plans being planned but nothing poured.</p>	<p>Johnathan 'jp' Predaina</p>	<p>No revision. Not feasible. Many planned paths take decades to bring to reality, and their designs can move through many iterations to accommodate competing interests. Many important planned paths depend on location within Railroad ROW or require the use of eminent domain, which further complicates permitting, design, and construction.</p>	
<p>city of Madison folks have huge gaps in access to low stress bike paths. Cottage grove road, Lien road, commercial ave, Milwaukee, ferrite, buckeye, felland, Reiner, e wash and all around east town mall, there hardly any safe paths from neighborhoods east of 51 to connect to Madison's bike paths.</p>	<p>Johnathan 'jp' Predaina</p>	<p>None. East-west connections in East Madison are shown as missing links.</p>	
<p>The topic of paved shoulders comes up in various places in the document, portraying them as an improvement over not having shoulders while also not constituting a low-stress bike facility in most cases. I think what is missing from this is an explicit discussion of the trade-off between shoulders and multi-use paths on county highways. County highways generally form direct connections between the region's cities, towns, and villages, and outside of city limits, at most they have paved shoulders as bike facilities. As the report mentions, the primary function of shoulders is to create clear space or a space for cars to pull over. A side effect of this is that the wider roadway width a) encourages faster car travel, and b) uses up right-of-way. What if instead of shoulders, the default for county highway reconstruction would include a separate sidepath instead? Most county highways probably have sufficient ROW width and suitable grading, and this would create a true low-stress bike and pedestrian facility at limited cost. For example, when highway AB was reconstructed east of McFarland, this would have been an opportunity to build a sidepath, which would have closed a crucial gap in the Lower Yahara River Trail. Yes, ultimately there will be a path cutting through between McFarland and Fish Camp County Park, and it'll probably be more scenic than CTH AB, but we have seen again and again how long these projects take because of the land acquisition required. Similarly, when CTH BB between Madison and Cottage Grove was redone, we could have closed the gap in the Glacial Drumlin Trail at a much faster timeline and likely lower budget.</p>	<p>Harald Kliems</p>	<p>Included a discussion about this in the Roles and Responsibilities section on Local Governments and Dane County. Added to recommendation 1: "Install parallel shared-use paths rather than paved shoulders during highway reconstruction projects, particularly on regional bike routes, missing links, and direct connections between communities. "</p>	
<p>Please include additional bike paths (separated) and/or protected bike lanes of any kind in future transportation plans and road reconstructions. The path on Wilson St. is an excellent example. The plan states "bike paths are expected to remain a small part of the bike network", but I would encourage these to be added to high-traffic areas that are key transportation corridors, such as E Washington Ave, Gorham and Johnson Streets, Sherman Ave, Regent St, and Monona Dr (the intent on Monona would be appreciated given it's a separate municipality). Raised sidewalk crossings are also underutilized. There's one at Miller &amp; Atwood that is a good example. I'd also like to see more sidewalks in Monona, if they can. Thank you for all your work!</p>	<p>Rick Burke</p>	<p>Added to recommendation 1: "Communities should consider adding protected bike lanes or shared-use paths and crossing improvements in high-stress locations whenever roads and highways are reconstructed. Sidewalks should be a standard addition to any urban road when it is reconstructed."</p>	

<p>I would like to lodge my concern opposition to part of the transportation plan found here:  <a href="https://www.cityofmadison.com/mpo/documents/transportation-planning/biking--walking/Active_Transportation_DRAFT_for_Public_Comment.pdf">https://www.cityofmadison.com/mpo/documents/transportation-planning/biking--walking/Active_Transportation_DRAFT_for_Public_Comment.pdf</a>  My concern is with section "Traffic Enforcement Cameras". The plan seems to acknowledge concerns over abuse and discrimination, but makes no effort to actually deal with those concerns. It just sounds like the plan is to place these cameras at "problem intersections" but does not define what makes a "problem intersection", so I don't see anything stopping these cameras from being abused for discrimination. It is prohibited by WI law (which this plan also acknowledges) so it's unclear to me how this can be included. Just because there are bills in the works doesn't actually mean anything, the WI law is still the WI law as it stands today.  I would like this entire section removed from the plan.  Thanks!</p>	<p>Amanda Thoyre</p>	<p>Traffic enforcement cameras have been shown to result in improved safety outcomes. Tickets are issued automatically without the need for an officer to be present, eliminating the chance of pretextual traffic stops and escalating police/driver interactions. Added sub-action to make equity considerations central to policy and geographic deployment.</p>	<p>137</p>
<p>Recommendation #6 (Tailor enforcement priorities to promote active transportation.) Jetzer: Concerned about recommendation to check/clear out underpasses. Said he never has felt unsafe when passing unhoused people along paths, etc. but recognizes that other people may feel differently.  Andrae: The recommendation should be revised to emphasize that the goal is safety for all parties.</p>	<p>MPO POLICY BOARD (3/4/26)</p>	<p>Language revised.</p>	
<p>Performance Measures. Field: Suggested that the MPO include miles of urban streets without sidewalks as a performance measure.</p>	<p>MPO POLICY BOARD (3/4/26)</p>	<p>PM added.</p>	<p>New Active Transportation Plan Performance Measures (p.137). Table 14 (p. 134).</p>
<p>Recommendation #5 (Design infrastructure to promote safety without active enforcement.)  Callin: Include more specificity/design standards.</p>	<p>MPO POLICY BOARD (3/4/26)</p>	<p>Added reference to NACTO guides.</p>	<p>Page 131</p>
<p>Callin: Add Expanding Bike/Ped infrastructure as roads are repaved/reconstructed as a supporting activity.</p>	<p>MPO POLICY BOARD (3/4/26)</p>	<p>Added to recommendation 1: "Communities should consider adding protected bike lanes or shared-use paths and crossing improvements in high-stress locations whenever roads and highways are reconstructed. Sidewalks should be a standard addition to any urban</p>	
<p>Callin: Call out the (in)ability to use eminent domain for bike/ped projects as a supportive activity.</p>	<p>MPO POLICY BOARD (3/4/26)</p>	<p>Added activity to Recommendation 1.</p>	<p>Page 130</p>
<p>I live on Helena St. right next to the Capital City State Trail and wanted to add some comments that I didn't see in the Active Transportation draft or on that map of the safety-related biking complaints / support existing comments. First, and this isn't on the map at all, but I wanted to say that the route from south first street to the capital city state trail is HORRIBLE. If you're in the road as a member of traffic then if the light isn't timed correctly you might end up in the middle of eastwood drive trying to get over to russell street to try to get onto the capital city trail. Honestly, it's a horrible spot even if I'm in my car! (Personally, I think all of Eastwood should be removed of cars and a dog park should be put in with the triangle south of Winnebago, but that's probably a pipe dream). Second, I just want to agree with all of the comments that already exist that there's no reason why cars shouldn't have stop signs on Dickinson going north to south. It might even make sense to put a light in there that prioritizes the east to west bicyclists or not even have through-traffic there at all (see below). Lastly, and somewhat relatedly, I think the city could really rethink north to south travel on the Isthmus. There's no reason why cars need the option of going north to south on every road from Dickinson to Blaire. (Maybe just Ingersoll? We can start by cutting one at a time). Consolidating this in some way would be a fantastic way to promote biking on the capital city trail, since I know that the rail road has forced the city to give priorities to cars on those roads already, if there is going to be through traffic. I also think there should be some kind of public transportation to help people make that trip from the northern side of the Isthmus (e.g. Johnson street) down to the southern side (e.g. Willie street).</p>	<p>Ted Callon</p>	<p>Regarding South First Street connection to Capital City Trail: The City of Madison received funding for a corridor study through a SS4A grant and will be selecting a consultant in April 2026 for public engagement and study that will be completed this year. Project limits are Winnebago between Riverside Dr and Atwood Ave, and Atwood between First St and Winnebago St. Added summary to comment map (250 character limit).</p>	
<p>The following comment relates to Map 8 "Safety-related pedestrian comments" on pg. 60. and Section "Design infrastructure to promote safety without active enforcement".  Specifically, Map 8 is missing a report I made to Madison Traffic Enforcement about the corner of Park Street, Vilas Ave, and West Washington St.  Category: Traffic Enforcement Concern  Type of Violation: Stop Light Violation  Day of Violation: every day  Time of Violation: all day long pm  Location: Corner of Park St and Vilas Ave, heading north in the right turn lane to W. Washington.  Message: The existing "no turn on red" sign on the light post in the right turn is not visible to a car stopped at the first red light in the turn lane, by the pedestrian crossing. When the light is red, a high percentage of drivers either turn right after stopping, or blow right through the red light without stopping at all. I live on that corner. You can stand &amp; watch this happen all day long. If you want to prevent the next death on Park St, especially with summer coming and more people walking to Brittingham Park, please consider improving signage  Suggestions:  Add an electric "no right turn" sign on the corner.  Add an additional "no right turn" sign on the traffic light on the east side of the turn lane, which is further down the turn lane and is visible to a car that stops at the first light on the right turn lane.</p>	<p>Lynn Felhofer</p>	<p>Reports to city staff (such as through Madison's "Report a Problem") are not included in this regional plan, as they are not reported to the MPO. Added summary to comment map (250 character limit).</p>	

<p>Dear Members of the Greater Madison MPO Policy Board,</p> <p>As an advocate for sustainable transit and equitable mobility, I am writing to express my strong support for the Draft Active Transportation Plan with modifications. The MPO has produced an excellent framework that accurately identifies e-micromobility as a critical tool for modernizing our regional transportation network. To maximize the efficacy of this plan, I strongly urge the MPO to fully integrate the provisions of the supplemental "Municipal guidance on e-bike, e-moto, and other e-micromobility device regulation" into the final primary document.</p> <p>The supplemental guidance offers a scientifically sound approach to regulating emerging technologies while maintaining public safety. My comments focus on three critical areas:</p> <p>1. Classification and Uniformity of Access The plan should explicitly adopt the recommendation that Class 1, 2, and 3 e-bikes be classified as bicycles as allowed by state law and permitted on all facilities where traditional bicycles are allowed, including sidewalks, bike lanes, and separated paths.</p> <p>Regulatory Consistency: Treating these devices as bicycles avoids a fragmented "patchwork" of local ordinances that creates confusion for users and hinders regional commuting.</p> <p>Mobility Equity: Class 1,2 and 3 e-bikes are essential for seniors, individuals with disabilities, and low-income residents who rely on them as primary vehicles. Restricting their access to safe infrastructure is a significant barrier to independence and community participation.</p> <p>2. Evidence-Based Safety Standards I support the supplement's recommendation to prioritize "reasonable and prudent" speed requirements over arbitrary speed limits or outright bans.</p> <p>Behavioral Focus: Data suggests that signage emphasizing etiquette and yielding is more effective than unenforceable speed restrictions.</p> <p>Non-Punitive Enforcement: I advocate for the supplement's focus on education-led enforcement and modest fines to prevent creating financial hardships for vulnerable populations.</p>	Teague Prichard	E-moto guidance will be adopted as an Appendix to the ATP.	
<p>Here is my feedback for the Active Transportation Plan:</p> <p>1: Prioritizing BRT route B seems like a good plan, as so many people already use Route A so adding a North/South option would be great.</p> <p>2: On the accessibility standpoint, school parking lots also need to be free from ice and snow. From what I hear from my peers, the ice and snow in school parking lots is a big barrier and a stress factor for students coming to school each day. From what I understand, the school custodians are responsible for plowing parking lots and sidewalks near the school, but generally they do not have the infrastructure to adequately remove ice and snow. This poses an accessibility issue not only for wheelchair users but also for people walking from their cars to the school, and should be addressed.</p>	Maggie Benton	Added winter maintenance of public properties in addition to ROW to recommendation 8 (schools etc.).	
<p>Regarding the intersection of S Segoe Rd and Mineral Point Rd.</p> <p>I regularly bike through this intersection with my children on the way to and from Van Hise Elementary, located just north on Segoe. The current design creates dangerous conditions for cyclists in both directions of travel.</p> <p>Northbound: The bike lane on S Segoe approaching Mineral Point transitions to a dashed line near the intersection, implying shared use as a right-turn lane. The travel lane is wide enough that drivers treat the bike lane as a second queuing lane, stacking up as far as a full block south of the intersection. This effectively creates three lanes of car traffic (left turn, through, and bike-lane-as-right-turn) and eliminates the bike lane entirely. This is a no-right-turn-on-red intersection, but the queued cars regularly make illegal right turns on red. As a cyclist approaching with children, I face cars merging into the bike lane ahead of me and impatient drivers behind me expecting me to turn or get out of their way. I'm frequently forced onto the sidewalk to cross with the school crossing guard instead of riding through the intersection as intended.</p> <p>Southbound: The same pattern occurs in reverse. The parking lane along Segoe disappears approaching the intersection, and without any physical barrier, cars drift right into the bike lane to queue or attempt illegal right-on-red turns. While the geometry is slightly tighter than the northbound approach, drivers still encroach on or fully occupy the bike lane — visible even on Google Street View imagery from June 2025.</p> <p>The common thread in both directions is that paint-only bike lanes do not prevent this behavior. Signage alone will not fix it — drivers already ignore the existing no-right-on-red restriction. This intersection is on a primary route to an elementary school and needs physical infrastructure to protect cyclists.</p> <p>I'd ask the plan to consider:</p> <ul style="list-style-type: none"> <li>· Curb-protected or physically separated bike lanes on both approaches to the intersection, extending far enough to prevent cars from queuing in the bike lane</li> <li>· A dedicated bike signal phase to eliminate the turning conflict entirely</li> <li>· <del>Raised or hardened median/island treatments that make it physically impossible for cars to use the bike lane as a turn lane</del></li> </ul>	Chris Kaschner	Added summary to comment map (250 character limit)	

<p>The Eastwood Drive to Russell St., intersection is rife for a car to hit someone moving on the capital city bike path. As a driver, I am always concerned at the prospect of having a car speeding down Eastwood ram me from behind as I stop for a bicyclist or pedestrian before I turn onto Russell. As a driver leaving via Russell, I feel like I cause a massive block for bicyclists and runners as I wait to turn onto Eastwood, and it's tricky to account for pedestrians crossing Eastwood at that crosswalk when I'm busy looking out cars to pass on Eastwood. I don't feel that this turn should even exist. It should be made into a small cul de sac like the one that exists across the street and all of us drivers who live in the Marquette area should be made to use Division and Riverside, or potentially just Division (I'd love if Riverside weren't a through-way), to get out of the neighborhood. Roads shouldn't unnecessarily intersect with the Capital City Bike trail and bring cars out onto it. And, overall, the ways to enter and exit our residential neighborhoods via car I think should be limited to better encourage people to use alternative modes of transportation and to limit people from treating them as major roads / shortcuts to avoid the roads they should be taking. This would allow walkers and rollers to more comfortably use its streets.</p>	Ted Callon	Added summary to comment map (250 character limit)	
<p>It's a small correction, but UW-Madison employees are eligible for a bus pass that costs \$48. It's heavily discounted, but not quite free. Students and UW-Health employees can get a fully subsidized bus pass. (This is on the "Transit Subsidies" subheading on p. 21). I finished the report have two more pieces of feedback.</p> <ol style="list-style-type: none"> <li>1. The link to "Equitable Development in Madison" is broken. It's on p. 98 of the report. (There has been some interesting discussion recently about bike lanes and gentrification, so I was hoping to see what the City has to say about it.)</li> <li>2. A ban on turning right on a red light would improve safety. The report notes that most crashes occur at intersections. This would be politically risky and require a BIG shift in Madison's driving culture. It would also take a lot of education and enforcement, but I think it's worth considering.</li> </ol>	Susan Gaeddert	Bus pass information corrected for employee passes. Sentence added about free/discounted passes for college students. Link fixed (Madison Planning just moved to a new web site, all old links are broken).	
<p>This email is intended as my message for PUBLIC COMMENT in support of existing initiatives and advancing their timeliness for bike paths and safe cycling in Dane County.</p> <p>Specifically, please focus on missing links from eastern Middleton to southern Waunakee, and/or Hyw 12 bike path to western Waunakee. I commute by bicycle to/from Middleton and Waunakee. It is NOT SAFE.</p> <p>Thank you for continuing your initiative to Expand the active transportation network to serve all communities and neighborhoods. Closing gaps in bicycle and pedestrian networks is critical to provide residents with access to goods, services, and the larger non-motorized networks in a convenient and safe way, as stated on page 121 in Active Transportation Draft.</p>	John Cramer	None, facilities are included in Missing Links.	
<p>This email is intended as my message for PUBLIC COMMENT in support of existing initiatives and advancing their timeliness for bike paths and safe cycling in Dane County.</p> <p>Specifically, please focus on missing links from eastern Middleton to southern Waunakee, and/or Hyw 12 bike path to western Waunakee.</p> <p>Thank you for continuing your initiative to Expand the active transportation network to serve all communities and neighborhoods. Closing gaps in bicycle and pedestrian networks is critical to provide residents with access to goods, services, and the larger non-motorized networks in a convenient and safe way, as stated on page 121 in Active Transportation Draft.</p>	Sarah Swapinski	None, facilities are included in Missing Links.	
<p>Perhaps my biggest concern is with the prevalence of on-street segments in otherwise long off-street path routes. One particularly glaring example of this is found in Sun Prairie. The map of planned routes calls for a route along Thompson Rd/Brooks Dr, crossing S Grand Ave (Cty Hwy C) to meet Hoepker Rd and several other off-street routes. The entirety of this stretch is designated as off-street, with the exception of the approach up to and the crossing of S Grand. Grand is a major arterial with busy crossings, and the idea that cyclists should have to enter the roadway to cross here is, frankly, abhorrent. The right-of-way along Hoepker and Brooks is more than wide enough to support a multi-use path in place of the existing sidewalk with some minor shifts of the roadway alignment. I cannot think of a reason to not construct the ~1,500ft of off-street path it would take to close this gap in what is otherwise an excellent connection of many neighborhoods to the Prairie Lakes area and beyond. Planning to require cyclists to move from off-street paths onto high-stress roadways, even for short stretches, is precisely the type of thing that will keep active transportation from being a viable transportation method. We need only look across Sun Prairie to a recently closed gap in the path network along N Bird to see the problems this has. The off-street path diverts to an on-street buffered two-way bike lane, and the LTS map reflects this drop from a LTS 1 path to an LTS 3 facility. Other similar gaps apparent in the network include a number of such transitions in and around the American Center and an off-street path following E Washington Ave in from Sun Prairie which drops off entirely at Independence Ln less than 800 ft before an on-street route picks up at Continental Ln. These unforced gaps and unnecessary transitions hurt the plan with no apparent benefit or reason. Planning to have these sorts of high-stress crossings in the network is silly and significantly devalues the rest of the network. I hope that the final plan can close these gaps and be more ambitious in where it calls for off-street routes generally.</p>	Joey Sachtleben	We spoke with Sun Prairie staff about this issue and they agreed that Brooks/Hoepker, on either side of Grand Ave, and Prairie Lakes, from Bunny Trail to Hoepker, should be identified as Missing Links and that our maps should display planned paths in both of these locations. We also added some additional Missing Links on the length of High Crossing Blvd and in the East Towne Mall Area--East Springs (High Crossing to East Towne Blvd), East Towne Blvd (East Springs to Zeier), and Independence Ln (East Towne Blvd to the East Washington Ave Frontage Rd) to facilitate lower stress biking from Sun Prairie to Madison.	Missing Links map

<p>A strongly related concern is the lack of clarity on what types of on-street infrastructure are called for in the regional plan. The map merely distinguishes between the levels of on- and off-street routes, leaving the details of the actual infrastructure vague. An on-street route built as protected bike lanes is a very different experience from merely painted bike lanes, and both are different from a bike boulevard. I worry that by leaving the details of this crucial distinction up in the air we will see critical route segments done as buffered lanes where protected ones would have been much more appropriate or other questionable choices made that devalue the network. The Plan states that the regional route network "typically includes" almost every type of infrastructure tracked by the MPO with little description given as to any sort of preference or deciding factors when choosing a route. The planned routes makes zero mention on when to choose a particular type of infrastructure or suggested types for future builds. I think this is a significant missed opportunity. In addition to leaving the door open for higher-stress infrastructure to get built along what are supposed to be the ideal low-stress routes, I think the potential for inconsistency along a route could potentially be a deterrent for new users. Someone who hops onto a regional route who finds themselves getting passed from a buffered lane into a protected cycletrack only to turn onto a bike boulevard may find the constant changing of exposure and stress to itself be a stressor and something that discourages them from integrating it into their daily travels. City planners and engineers looking to advance a project also find little guidance in the Plan for what to choose on a given corridor. Providing stronger guidance on recommended on-street facilities, especially for the future regional route network, would make the plan a more useful tool and provide a stronger vision on what the future network actually looks like.</p>	<p>Joey Sachtleben</p>	<p>Please see section on Project Prioritization and Selection for Funding, which describes the MPO's role. Decisions about specific infrastructure types are by local communities.</p>	
<p>There are also several sections on the planned route network that have significant deviations from other adopted area plans. Sun Prairie's 2023 Active Transportation Plan calls for the installation of protected bike lanes along W Main St from Bristol St to Clamar Dr (with the bike routing near E Main St punted to a future study); the route network as shown on the planned regional network hews to the existing routing via Buena Vista Dr and Commercial Ave, a less direct routing which requires crossing W Main itself to travel east-west. The planned network has an on-street connection between two segments of off-street path following US 151 into Madison while WisDOT's proposal to rebuild the US 151/American Pkwy interchange as part of the I-39/90/94 study appears to keep these (correctly) connected with off-street paths. While one would hope that these oversights would get mended as part of the planning for each individual project, it feels prudent to make sure that all current plans are consistent, and that deviations or changes from older plans is intentional to improve the connections and utility of the routes.</p>	<p>City of Madison DOT</p>	<p>Funding scoring metrics follow as separate documents; they must also account for any changes to federal funding programs, and implement the ATP but are not part of the ATP. Jurisdictional responsibilities should be fairly self-evident. Communities plan, design, and build facilities and operate programs within their own jurisdictions. MPO does not have control over local budgets and timelines. Many are ongoing/continuing. Add Timelines and Responsibility discussion to Recommendation introduction. Refer to project prioritization sidebar.</p>	
<p>Moving on from the planned routes, I also want to take a moment to comment on the performance measures proposed for the plan. Generally speaking, the measures themselves seem good, with the changes to improve measurability a good move. I think the weakness here is that the only desired state for these metrics is a desired trend. Without more concrete benchmarks to work towards, I fear that we will end up settling for the smallest of increases instead of aiming higher. In particular, the existing metrics of transit ridership and SOV commuting, along with the new measurement of per-capita VMT, represent some of the best measures to track whether our investments are being used for transportation. These ought to have a more specific goal for the region to aim for and work towards. That isn't to say that we should have an end point where we say "good enough" and stop trying to improve, but rather that we make sure we aren't merely settling for the smallest of improvements that technically meet a trendline.</p>	<p>City of Madison DOT</p>	<p>Revised as suggested. Map 10 updates had not been published.</p>	<p>Multiple</p>
<p>I want to thank you again for the work that has already gone into the plan and for taking the time to listen to these comments. I think the current plan presents a strong framework for the future of active transportation across the region, even if some tweaks could improve it further.</p>	<p>City of Madison DOT</p>	<p>Linked to LTS discussion section (which has a link to Appendix B) and referenced shared-use paths as an example of a low-stress facility.</p>	<p>1. Expand the active transportation network to serve all communities and neighborhoods. (p. 127)</p>
<p>Expand active transportation network to serve all communities and neighborhoods: Maximizing benefits of the pedestrian network: Clearer expectations should be established for pedestrian network improvements including examples of possible strategies.</p>	<p>City of Madison DOT</p>	<p>Added action to retrofit sidewalks with street reconstructions and require sidewalks in new developments.</p>	<p>135</p>
<p>Expand active transportation network to serve all communities and neighborhoods: Funding &amp; project scoring: Connect recommendations for active transportation network improvements to funding decisions, including how STBG-U and TAP scoring will prioritize gap closure, safety improvements, and access to key destinations.</p>	<p>City of Madison DOT</p>	<p>Added action to connect ATP recommendations to funding decisions.</p>	<p>136</p>
<p>Expand active transportation network to serve all communities and neighborhoods: Cultivating consistent communication: More details on how collaboration between agencies and staff will be ensured early in the planning process would be beneficial. Will this require creating, strengthening, or modifying existing workgroups or steering committees for example?</p>	<p>City of Madison DOT</p>	<p>Added sub-actions of how the MPO can and does support this action.</p>	
<p>Make public input foundational in the planning and design of projects affecting active transportation: Public engagement strategies: Incorporating the International Association for Public Participation (IAP2) Spectrum of Public Participation into public input processes would help guide how public participation is applied across project phases to right-size engagement efforts with more engagement and in-depth consultation during planning and early design, and more information-based engagement as the project moves forward into final design and construction.</p>	<p>City of Madison DOT</p>	<p>Added action that communities should follow appropriate engagement strategies. Included as a part of "Ensure public engagement efforts are properly calibrated, communicated to the public, and that their impact on the final project is clear."</p>	<p>137</p>
<p>Make public input foundational in the planning and design of projects affecting active transportation: Project-specific engagement: More clarity on engagement for matching project types and impacts would help to provide more transparency on decision-making, such as pairing engagement with clear "what we heard/what we did" summaries.</p>	<p>City of Madison DOT</p>	<p>Added as supportive activity. Included as a part of "Ensure public engagement efforts are properly calibrated, communicated to the public, and that their impact on the final project is clear."</p>	<p>137</p>
<p>Update laws and regulations for the 21st century: Automated enforcement policies: Specify pathways for passing policy recommendations to enable use of automated enforcement. Equity considerations should be central to both policy design and geographic deployment of automated enforcement to ensure that efforts to reduce bias in traffic enforcement do not create new, disproportionate financial burdens for low-income communities and communities of color.</p>	<p>City of Madison DOT</p>	<p>Added as supportive activity.</p>	<p>137</p>

Update laws and regulations for the 21st century: Interagency collaboration: Encourage coordination and info-sharing across municipalities to share resources and collaborate on policy adoption — this could be a possible area for the MPO to lead.	City of Madison DOT	Added as supportive activity.	137
Improve data collection and analysis: Data collection roles & responsibilities: This is an item the MPO is already leading, and this recommendation could more specifically call that out and expand it to incorporate more consistent crash data analysis, HIN development methodologies, and other items multiple municipalities are currently tracking or producing.	City of Madison DOT	Added as supportive activity.	4. Improve Data Collection and Analysis (p. 130)
Design infrastructure to promote safety without active enforcement: Active enforcement: Consider rewording this recommendation to change “promote safety without active enforcement” to “promote safety to supplement active enforcement” or something similar.	City of Madison DOT	Modified description to highlight the way good design complements enforcement.	5. Design infrastructure to promote safety without active enforcement.
Design infrastructure to promote safety without active enforcement: Infrastructure design: This recommendation would benefit from some examples drawing on the Safe Systems Approach such as defining target speed limits and treatments based on road functional classification.	City of Madison DOT	Reference LTS methodology (Apx B) and NACTO guides.	5. Design infrastructure to promote safety without active enforcement.
Design infrastructure to promote safety without active enforcement: Safety & reconstruction: As a supporting activity, this recommendation could require consideration of safety design elements for reconstruction and major resurfacing projects.	City of Madison DOT	Added as supportive activity.	135
Design infrastructure to promote safety without active enforcement: Additional recommendation to consider: WisDOT should adopt FHWA-supported lane width policies to help implement this recommendation and supporting activities.	City of Madison DOT	Added as supportive activity.	135
Tailor enforcement priorities to promote active transportation: Targeted enforcement: Clarify enforcement focus areas and identifying factors, such as high-risk behaviors like speeding, failure to yield to pedestrians, or red light running, and geographic location based on the High Injury Network.	City of Madison DOT	Added as supportive activity.	135
Tailor enforcement priorities to promote active transportation: Enforcement: Encourage coordination between enforcement agencies in the region and transportation staff to balance police enforcement with short- or long-term infrastructure design changes.	City of Madison DOT	Added as supportive activity.	135
Tailor enforcement priorities to promote active transportation: Tunnel inspection: Consider reviewing the frequency of key bike and pedestrian tunnel/underpass inspections as daily inspections may be difficult to implement. These activities could benefit from consideration of potential design or technology improvements that could address this issue.	City of Madison DOT	Has been modified following other comments.	135
Support education and encouragement programs that promote walking, rolling, and bicycling: Driver engagement: Consider expanding education and encouragement programs to drivers in addition to bicyclists and pedestrians to help increase awareness of more vulnerable road users.	City of Madison DOT	Added activity.	135
Maintain bicycle and pedestrian facilities in good condition year-round: Maintenance standards: Supporting activities for this recommendation could be expanded to establish clear maintenance standards and enforcement approaches in local ordinances pertaining to snow removal.	City of Madison DOT	Added activity.	140
Maintain bicycle and pedestrian facilities in good condition year-round: Access during construction: Ensuring bicyclist and pedestrian access during construction projects has been a major focus for City of Madison staff and we would like to see a stronger emphasis on these supporting activities and greater detail on potential strategies. PROWAG is also relevant here and could be referenced.	City of Madison DOT	Added activity.	140
Ensure that end-of-trip facilities and multimodal transfer points meet the needs of people walking, biking, and rolling: Multimodal transfer point enhancements: Specify potential facilities upgrade approaches, such as lighting, visibility, weather protection, and identify priority locations for these investments. Encouraging quick build or experimental projects to test approaches for mobility hubs and strategies for multimodal transfer points.	City of Madison DOT	Added activity.	137
Ensure that end-of-trip facilities and multimodal transfer points meet the needs of people walking, biking, and rolling: Wayfinding: Consider adding wayfinding activities and clear connections to destinations and transit for this recommendation.	City of Madison DOT	Added activity.	137
Ensure that end-of-trip facilities and multimodal transfer points meet the needs of people walking, biking, and rolling: Explore public-private partnerships: Bikeshare expansion: Additional details on possible funding options for bikeshare expansion activities would help with implementation as bikeshare providers rely on funding from private developers, municipalities, sponsors, and grant opportunities for system expansion.	City of Madison DOT	Added activity.	137