

# Appendix A: Public Engagement

## Public Participation Plan

The MPO's 2021 Public Participation Plan (PPP)<sup>1</sup> lists public engagement methods to be used for various plans and core work products; although an "Active Transportation Plan" is not one of the plans listed, the MPO followed the PPP's guidance for a "Bicycle Plan".<sup>2</sup>

## MPO Website

The ATP was publicized on the MPO's Biking and Walking page<sup>3</sup>, including links to the public survey results, comment map, and presentation on survey results. The draft plan was also published on the MPO website.

## Email Notifications

People who completed the ATP public survey were invited to provide their email address for subsequent information about the plan. In addition to the MPO's standard contact list, these addresses were used to inform the public when the draft plan was released for review and comment.

## Public Meetings

The draft ATP was discussed at the February 2026 Technical Coordination Committee meeting and the March 2026 Policy Board meeting and was adopted by the MPO Policy Board at their **May 2026 Meeting**. *[This section will be updated following adoption of the ATP by the MPO Policy Board]*

## Social Media

The ATP public survey and comment map were promoted through posts on the MPO's [Facebook](#) and [LinkedIn](#) pages. When it was released for public review and comment, the draft plan was publicized through both platforms as well.

## Newsletter

The public survey and comment map were publicized in the MPO's [June 2025 Newsletter](#) and the Capital Area Regional Planning Commission's [May 2025 Newsletter](#).

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<sup>1</sup> Including the 2024 Amendment 1 to the PPP <https://www.cityofmadison.com/mpo/core-products/public-participation-plan>

<sup>2</sup> Figure 2 – Public Engagement Methods by MPO Planning Process, [https://www.cityofmadison.com/mpo/documents/core-products/public-participation-plan/PPP2021\\_web.pdf](https://www.cityofmadison.com/mpo/documents/core-products/public-participation-plan/PPP2021_web.pdf)

Note that "the methods listed above area based upon methods used for each of the MPO's planning efforts in the past, planned strategies for upcoming planning processes, or identified during the 2020 MPO Rebranding Survey and Focus Groups. The methods listed...are subject to change based on best practices and the evaluation of the methods moving forward."

<sup>3</sup> <https://www.cityofmadison.com/mpo/transportation-planning/biking-walking>

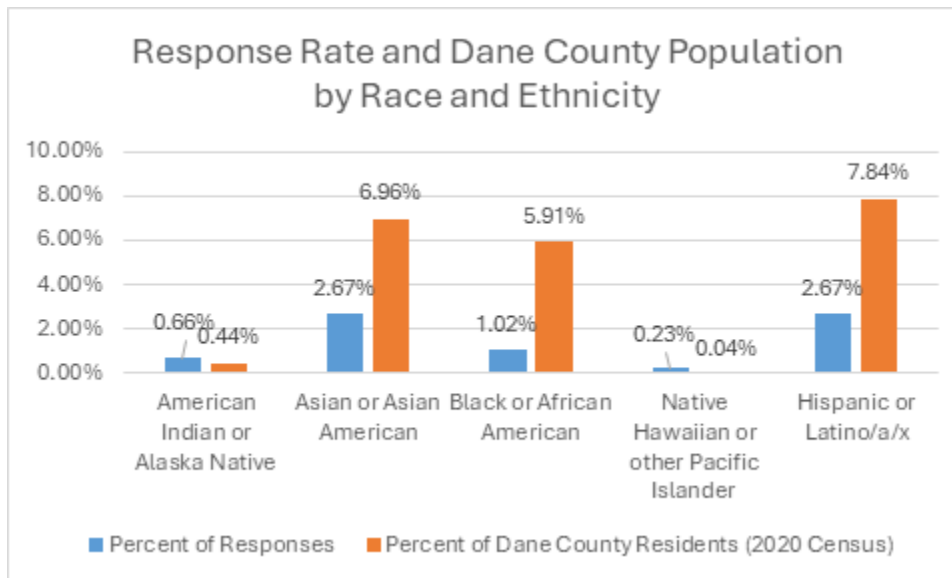
## Notice of the draft plan’s availability for review was provided in the MPO and CARPC newsletters for March 2026, as well as in the Madison Bikes [newsletter](#) on March 16, 2026. Media Outreach

In addition to issuing a press release on the public survey and comment map, MPO staff were interviewed by News 3 (Channel 3000) and promoted the public survey and comment map in several spots that aired in June 2025.

### Public Survey

The MPO conducted a county-wide survey in the spring of 2024. The survey was promoted through the MPO’s Facebook and LinkedIn pages, through press releases, through partner organizations and agencies, through tabling at 16 events throughout Dane County, through the placement of temporary “yard signs” placed along non-motorized facilities throughout the county, and through an appearance on a morning television news show. As surveys were completed, MPO staff monitored demographic trends among respondents and adjusted sign locations and outreach through partner agencies, non-profits, and social service organizations to ensure better representation among harder-to-reach populations. Nevertheless, respondents were highly skewed towards being college-educated, White, and more affluent than Dane County’s population at large. The full set of survey responses is available online on the MPO’s Biking and Walking web page.<sup>4</sup> with some of the more interesting findings described below.

Figure 1. Response Rate and Dane County Population by Race and Ethnicity

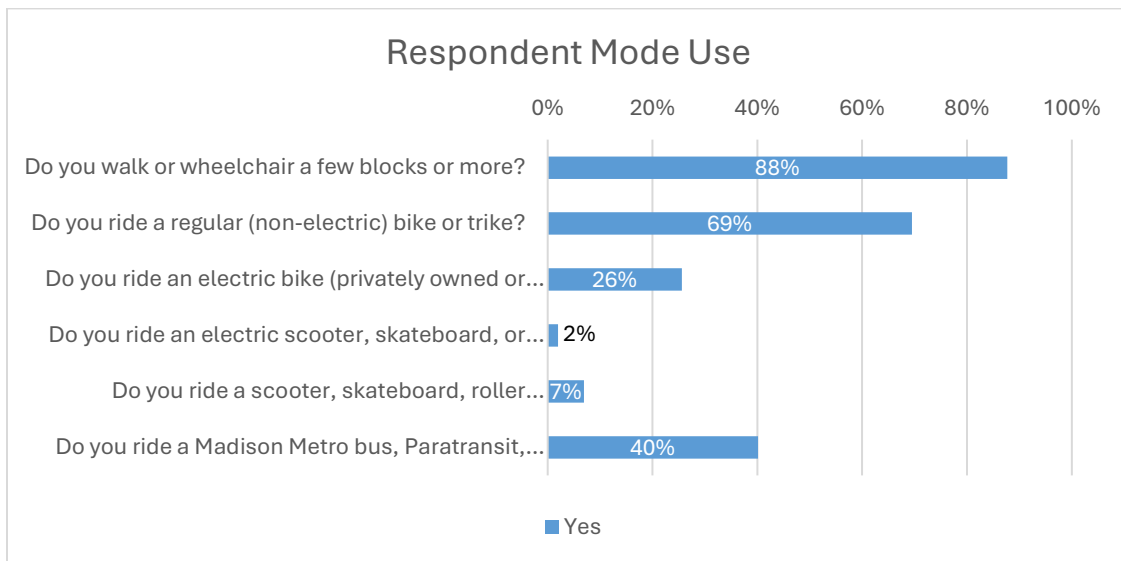


As Figure 54 shows, the MPO’s survey response rate under-represents Asian or Asian American, Black or African American, and Hispanic or Latino/a/x population in Dane County. Even for American Indian or Alaska Native and Native Hawaiian or other Pacific Islander populations, where

<sup>4</sup> [https://www.cityofmadison.com/mpo/documents/transportation-planning/biking--walking/ATP\\_Survey\\_Responses\\_public.xlsx](https://www.cityofmadison.com/mpo/documents/transportation-planning/biking--walking/ATP_Survey_Responses_public.xlsx)

the response rate exceeds the proportion of that racial group in Dane County, extremely small sample sizes<sup>21</sup> (and overall populations) make inferring population-wide trends from these responses impossible. With small sample sizes<sup>5</sup> in all non-White racial groups, all racial groups are condensed into a single Under-Represented Population category in most of the following charts that show responses by Race. This is not meant to infer that all non-White populations experience the active transportation landscape the same way – or even similarly – but recognizes that the small sample size for each race is too small to provide meaningful information about the experiences of people of that race.

Figure 2. Respondent Mode Use



As Figure 55 shows, nearly 90% of respondents reported that they walk or wheelchair a few blocks or more, and over two thirds of respondents ride a regular (non-electric) bicycle or tricycle, while two in five respondents ride public transit. 88% of respondents reported that they own a bicycle, and 31% reported that they have used the Madison BCycle bikeshare system.

Survey responses indicate that different racial and ethnic groups use different modes of active transportation to different degrees; however, as is noted above, with small sample sizes for non-White races and ethnicities those apparent differences are unlikely to be representative of any racial or ethnic group as a whole, so there are described here under the Under-Represented Population category. While there is no significant difference between White and under-represented respondents walking or rolling at all, the frequency of walking or rolling varies widely by race and ethnicity, with over 31% of under-represented respondents reporting that they only walk or roll 1-24 days a year while only 3.9% of White respondents walk or roll this infrequently. Similarly, only 52.1% of under-represented respondents walk or roll 104 or more days a year while 78.7% of White respondents indicate that they walk or roll this frequently.

<sup>5</sup> Generally 50 or fewer responses per race, and 80 Hispanic or Latino/a/x responses

66% of under-represented respondents ride a non-electric bicycle or tricycle, and 72.5% of White respondents do so. The frequency with which under-represented and White respondents ride non-electric bicycles varies much less than the frequency of walking or rolling, and the trend is in the opposite direction – 36.6% of under-represented respondents ride 1-24 days a year, while 43.1% of White respondents ride bicycles this frequently, and while only 38.1% of White respondents ride 104 or more days a year, 46.5% of under-represented respondents ride this frequently. Under-represented respondents ride e-bikes with less frequency, with 43.5% of these respondents reporting that they ride e-bikes 1-24 a year, while 23.3% of White respondents ride e-bikes this frequently. Only 21.7% of under-represented respondents ride e-bikes 104 or more days a year, and 34.5% of White respondents do so.

3.3% of under-represented respondents indicated that they ride electric scooters, skateboards, or similar e-mobility devices, while only 1.7% of Whites do so. 12.3% of under-represented respondents reported that they use non-electric scooters, skateboards, or similar devices, while only 6.3% of White respondents reported that they use such devices.

Over 54% of under-represented respondents reported riding public transit, while just under 42% of White respondents report riding public transit. Frequency of ridership follows this pattern, with 28.7% of under-represented respondents riding public transit 104 or more days a year and 18.6% of White respondents report riding transit that frequently.

27.1% of under-represented respondents reported that they are “very confident” bicyclists, while 31.6% of White respondents are this confident bicycling.

Other survey results are discussed throughout this plan by topic, and raw survey results are available on the MPO’s [project website](#).

## Online Comment Map

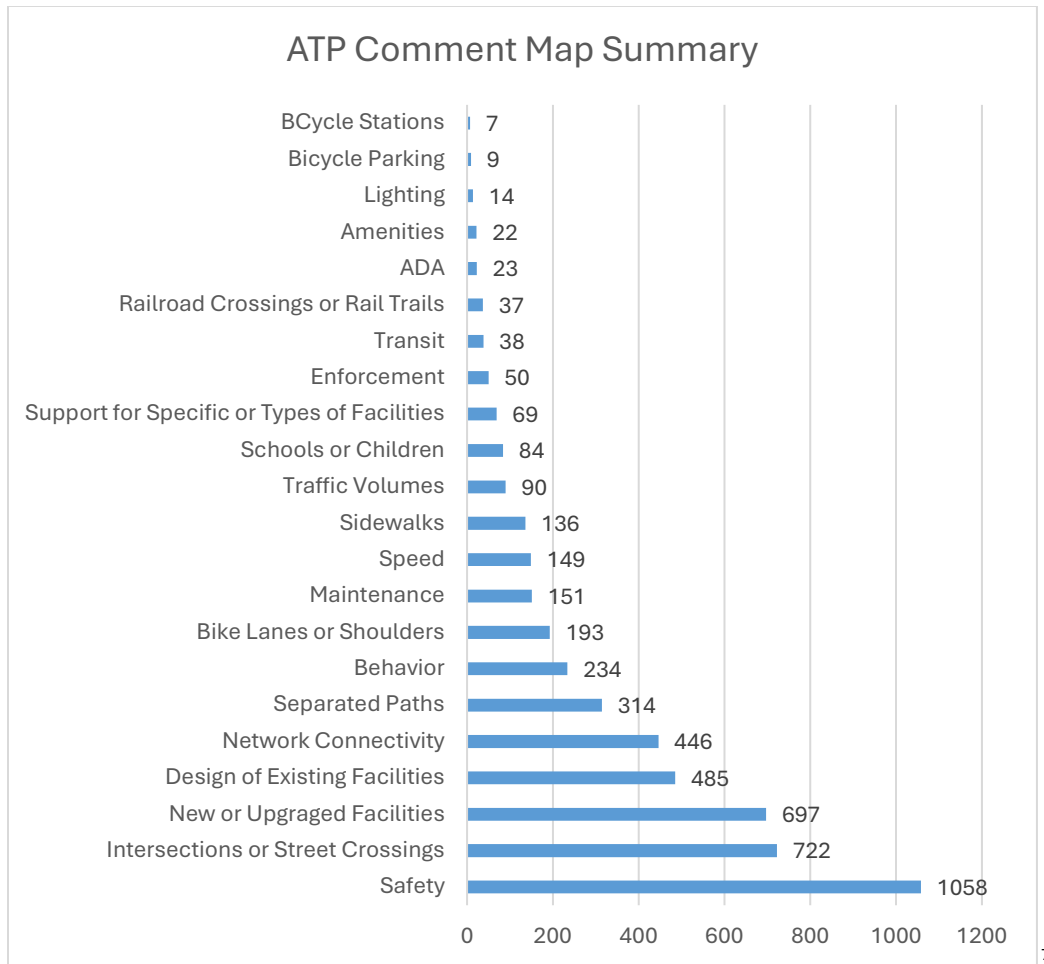
In conjunction with the public survey, the MPO offered an online comment map where respondents could indicate a point-specific location or draw a line and leave a comment regarding the location indicated. Comments could be left for a bicycle or pedestrian network point or as a mode-neutral line. Over 1,800 comments were submitted, with nearly 1,200 of them related to bicycle facilities, nearly 400 related to pedestrian facilities, and over 300 line-based comments.<sup>6</sup>

MPO staff reviewed and categorized map comments to identify trends and hot spots. Map comment themes and categories are shown in Figure 56, with the number of comments in each category.

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<sup>6</sup> Many comments included reference to multiple categories; accordingly, the total number of categorized comments exceeds the number of original comments.

Figure 3. ATP Comment Map Summary



MPO staff recommend and encourage local staff, stakeholders, and designers to consult the [comment map](#) when considering or designing projects to ensure that public input is considered and valid concerns are addressed as practicable.

## Community Coordination

Partner communities engaged in updating or developing new Pedestrian, Bicycle, and/or Active Transportation Plans concurrently with the MPO's Active Transportation Plan development, and over the past few years have conducted their own outreach including public surveys, focus groups, stakeholder meetings, and other engagement opportunities. Feedback received by those communities included:

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<sup>7</sup> ADA – Americans with Disabilities Act. Comments related to accessibility or ADA compliance.

## City of Fitchburg

For their [2025 Bicycle Pedestrian Plan](#) update, the City of Fitchburg relied primarily on public input gathered for the 2017 Bicycle Pedestrian Plan and did not conduct new public engagement efforts. 2017 findings included:

- Walking, rolling, and riding bicycles are important activities for Fitchburg residents.
- Closing gaps in the bicycle and pedestrian networks is important.
- Physical separation between motor vehicles and people walking, rolling, and biking is desired.
- Intersection safety is a concern.
- Corridors with the most use are also the highest safety concerns.
- Protecting existing trees and landscaping is important when installing sidewalks in established neighborhoods with mature trees that currently lack sidewalks.
- Long distances between destinations pose a barrier to active transportation for utility trips.
- Pedestrian connections to transit are a priority, especially for older adults and people experiencing disabilities.
- North-south trails and facilities serve the population well; however, east-west connections need improvement.

## City of Madison

The City of Madison contracted with a consultant, EQT by Design, to conduct public outreach for their All Ages and Abilities (AAA) Bike Plan and Pedestrian Plan process. Public input was collected through email, flyers, and in-person events. EQT by Design reports<sup>8</sup> in part that:

- Safety is the most important consideration, and it includes both traffic and personal safety.
- Network connectivity is essential.
- Consistency and predictable design help all users.
- Disparities exist between users of different races, genders, and dis/ability.
- Walking and bicycling are community connections, not just mobility modes.

## City of Middleton

The City of Middleton conducted a public survey in the summer and fall of 2024. Important takeaways from the survey results include:

- When asked to rank how they would prefer to travel around the community, walking was the top preference, followed by bicycling, with using a motor vehicle ranked third.
- When asked which safety improvements were top priorities, over 50% of respondents supported:
  - Improving on-street bike lanes (52%)
  - Improving off-street trails/paths (50%)
  - Redesigning streets to make crossing easier for pedestrians (51%)

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<sup>8</sup> Pedestrian Plan & AAA Bike Network [Engagement Summary](#)

- 40% of respondents indicated that they feel “Very Unsafe” or “Unsafe” riding in on-street bike lanes, while under 30% feel “Safe” or “Very Safe” using these facilities.
- Over 67% percent feel “Very Unsafe” or “Unsafe” sharing a lane with vehicles, and less than 9% feel “Safe” or “Very Safe” riding in traffic.
- When asked about new or emerging facility types or markings, over 50% of respondents supported:
  - Installing physical barriers to separate bike lanes from car lanes (58%)
  - Applying green paint to crosswalks serving bike paths to increase visibility and awareness (63%)
  - Installing raised crosswalks to help slow down traffic and eliminate sidewalk ramps (51%)

## City of Sun Prairie

The City of Sun Prairie adopted the [Sun Prairie in Motion Active Transportation Plan](#) in 2023. Engagement methods included an Online Interactive Map, Group Walk and Bike Rides, Pop-Up Engagement, and Focus Groups. Key findings include:

- Intersection ADA accessibility issues, and the consideration of accessibility in general.
- Improved connections to parks and schools.
- Safe crossings of USH 151.
- Perceived disproportionate investment in paths in newer and wealthier parts of the city compared to older and less-affluent areas.
- General concerns about walking and biking safety.
- Continuation of paths that currently dead-end.
- Consideration of the transportation needs of youth and older adults.
- Concerns about law enforcement targeting or “punishing” people of color for not wearing helmets or violating other Arrested Mobility laws.

## Village of Mount Horeb

The Village of Mount Horeb developed a Bicycle and Pedestrian Safety Plan in 2026. MPO staff worked with members of the Mount Horeb Sustainability and Natural Resources Committee to develop the plan, which highlights low cost / high reward projects and programs that can increase the use of active transportation modes, improve safety, and promoting sustainability and community health.

**From:** [Trevor Dinsmoor](#)  
**To:** [mpe](#)  
**Subject:** Feedback on Active Transportation Plan  
**Date:** Thursday, March 19, 2026 12:58:02 PM

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You don't often get email from [trevordinsmoor@gmail.com](mailto:trevordinsmoor@gmail.com). [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi MPO,

I appreciate the work you've done already to enhance alternative transportation in Dane County and the work you plan/propose to do going forward. I almost exclusively bike everywhere year-round, by choice, not financial burden, and I am very grateful that my community enables that to be feasible as a lifestyle. Thank you!

I overall agree with your assessment on core infrastructure being in place and that the next step is a period of interconnect and improve safety and conditions. My main observations about biking in the Madison area are that:

- You *pretty much* can get everywhere reasonably but depending on where you're going, connectedness has been prioritized. It is unfortunately often not very direct, efficient (waiting at intersections rather than having over or under passes), or relatively smooth (pavement). One wonderful exception/improvement was the diagonal bike light at Willy St & Blount St!
- 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.

Best,  
Trevor

**From:** [Johnathan "jp" Predaina](#)  
**To:** [mpo](#)  
**Subject:** Re: Active Transportation Public Comment  
**Date:** Friday, March 20, 2026 9:41:14 AM

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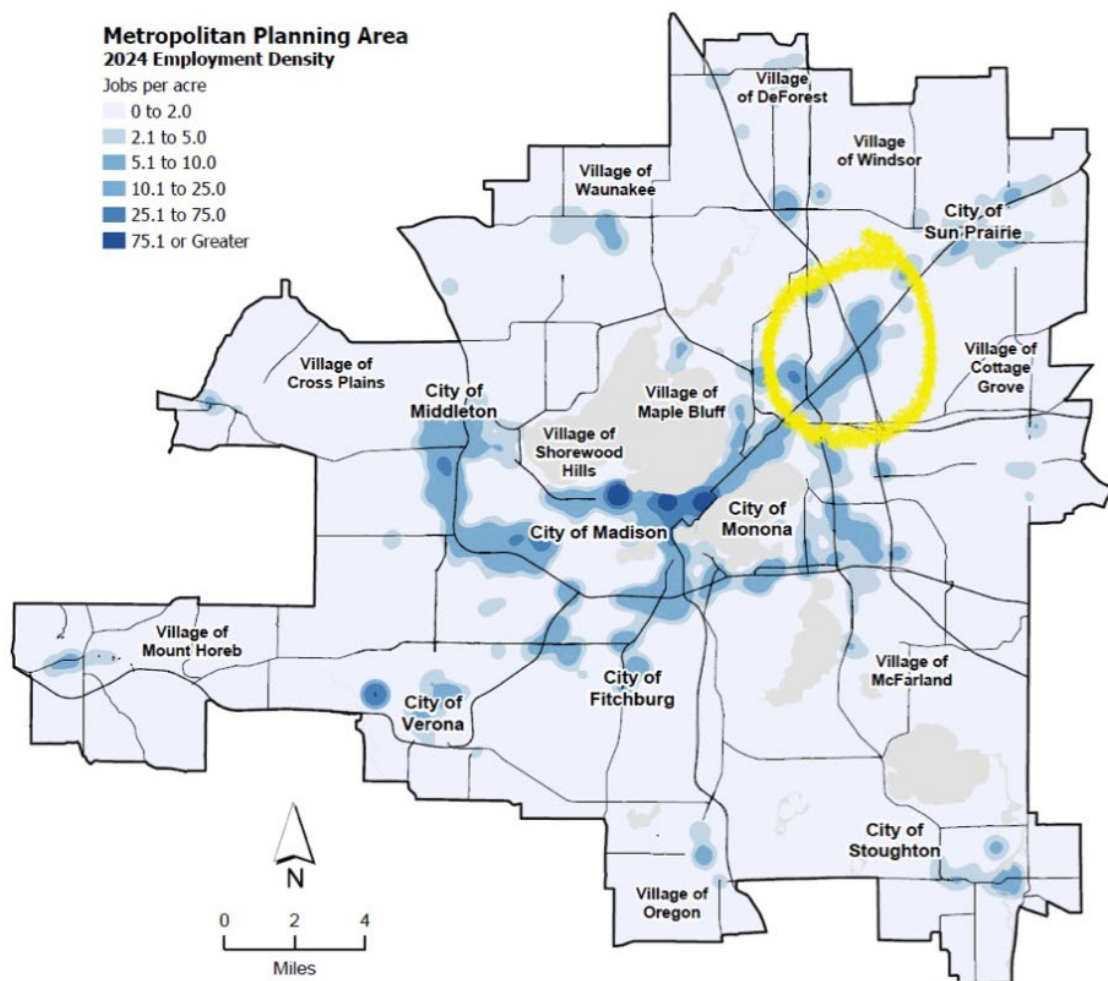
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The biggest gap in the low stress network to the largest nearby community and fastest growing. There is still city of Madison east of the interstate. I'm a Madison resident next to the Madison fire station 11 over here by am fam and Pooleys.

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

Map 4. Employment concentrations in the Madison Area (2024)



Large gap in low stress network. 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.

Figure 6 Low-Stress Destination Accessibility

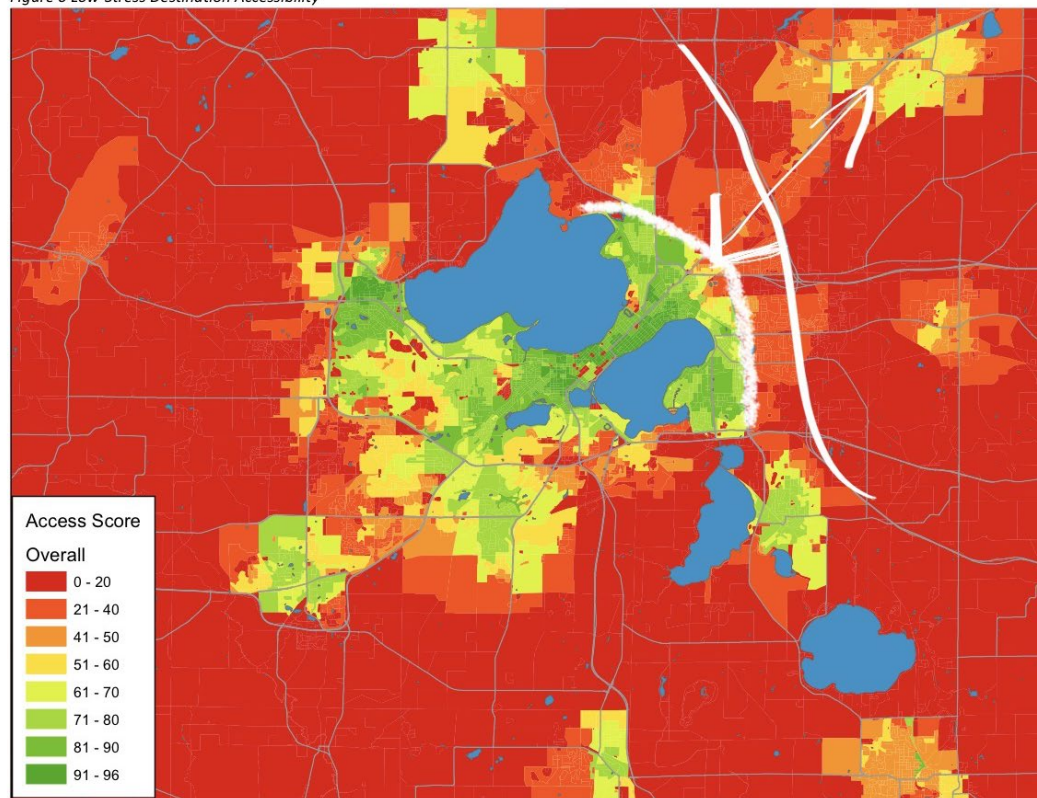
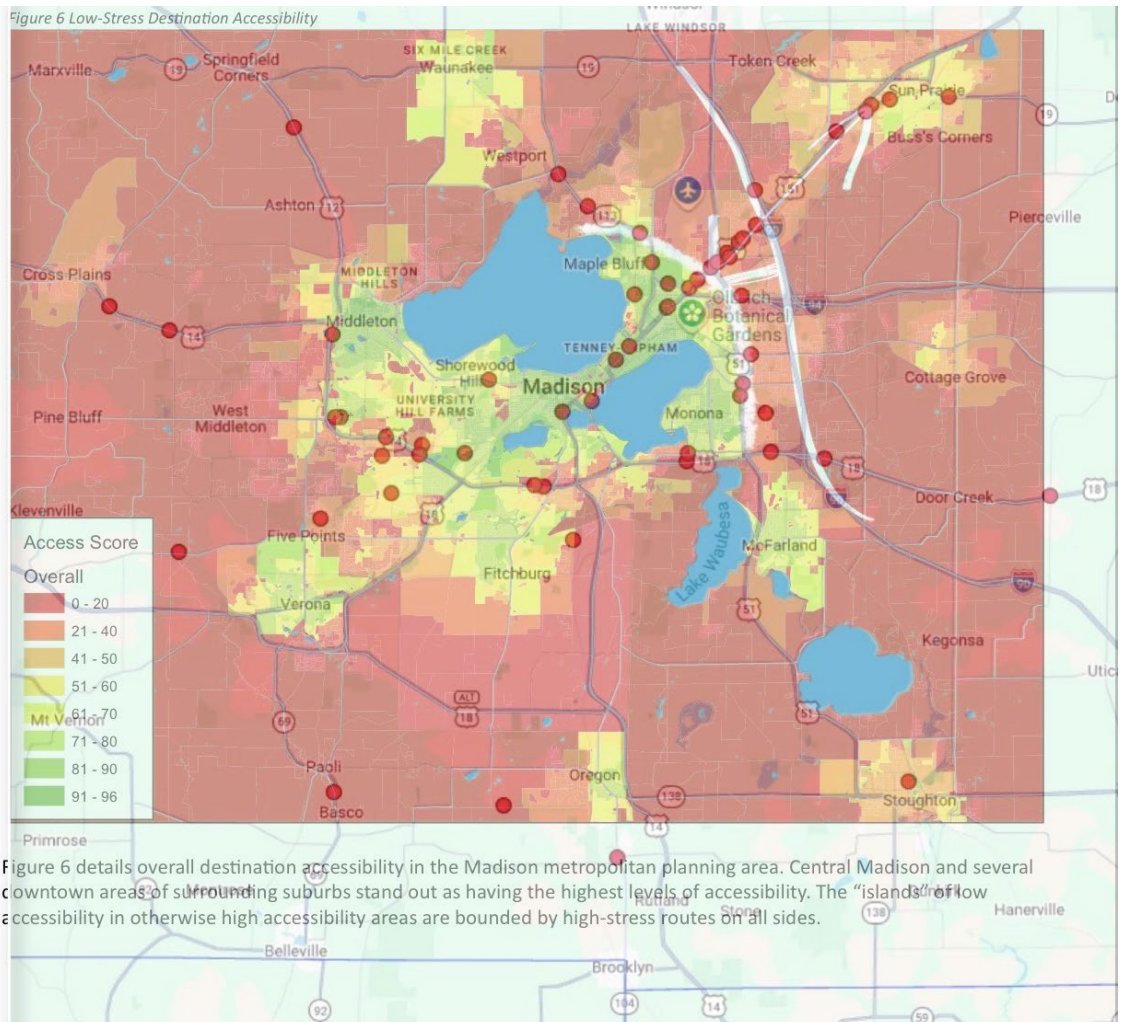


Figure 6 details overall destination accessibility in the Madison metropolitan planning area. Central Madison and several downtown areas of surrounding suburbs stand out as having the highest levels of accessibility. The “islands” of low accessibility in otherwise high accessibility areas are bounded by high-stress routes on all sides.

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

On Fri, Mar 20, 2026 at 2:27 AM Johnathan 'jp' Predaina <[predainaj@gmail.com](mailto:predainaj@gmail.com)> wrote:

Shorter comment period than the OCR

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.

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

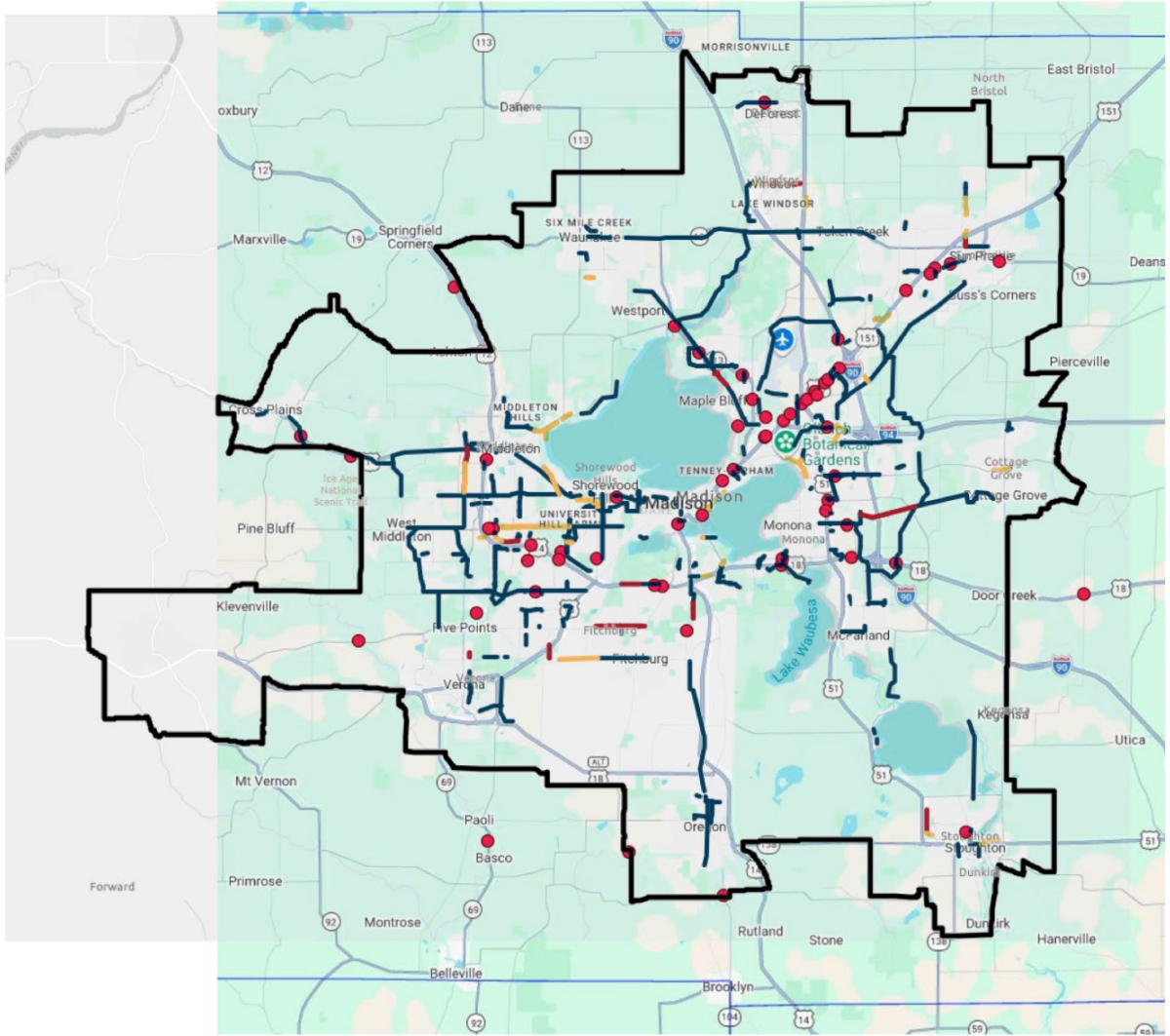
already exist. When you look at the missing links the east and north sides of town have hardly any yellow for recently completed paths and any paths are short compared to those on the other side of town.

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.

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.

*nting fatal pedestrian and bike crashes in Dane County, 2015 - 2025*



Johnathan 'jp' Predaina

**From:** [Aedan Gardill](#)  
**To:** [mpo](#)  
**Subject:** Comments on Active Transportation Plan for Dane County  
**Date:** Friday, March 20, 2026 11:46:27 AM

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Hello, I am sharing comments on the Active Transportation Plan for Dane County.

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.

Also, in multiple places in the report, it says "[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

**From:** [Johnathan "jp" Predaina](#)  
**To:** [mpo](#)  
**Subject:** Active Transportation Public Comment  
**Date:** Friday, March 20, 2026 2:27:26 AM

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### Shorter comment period than the OCR

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.

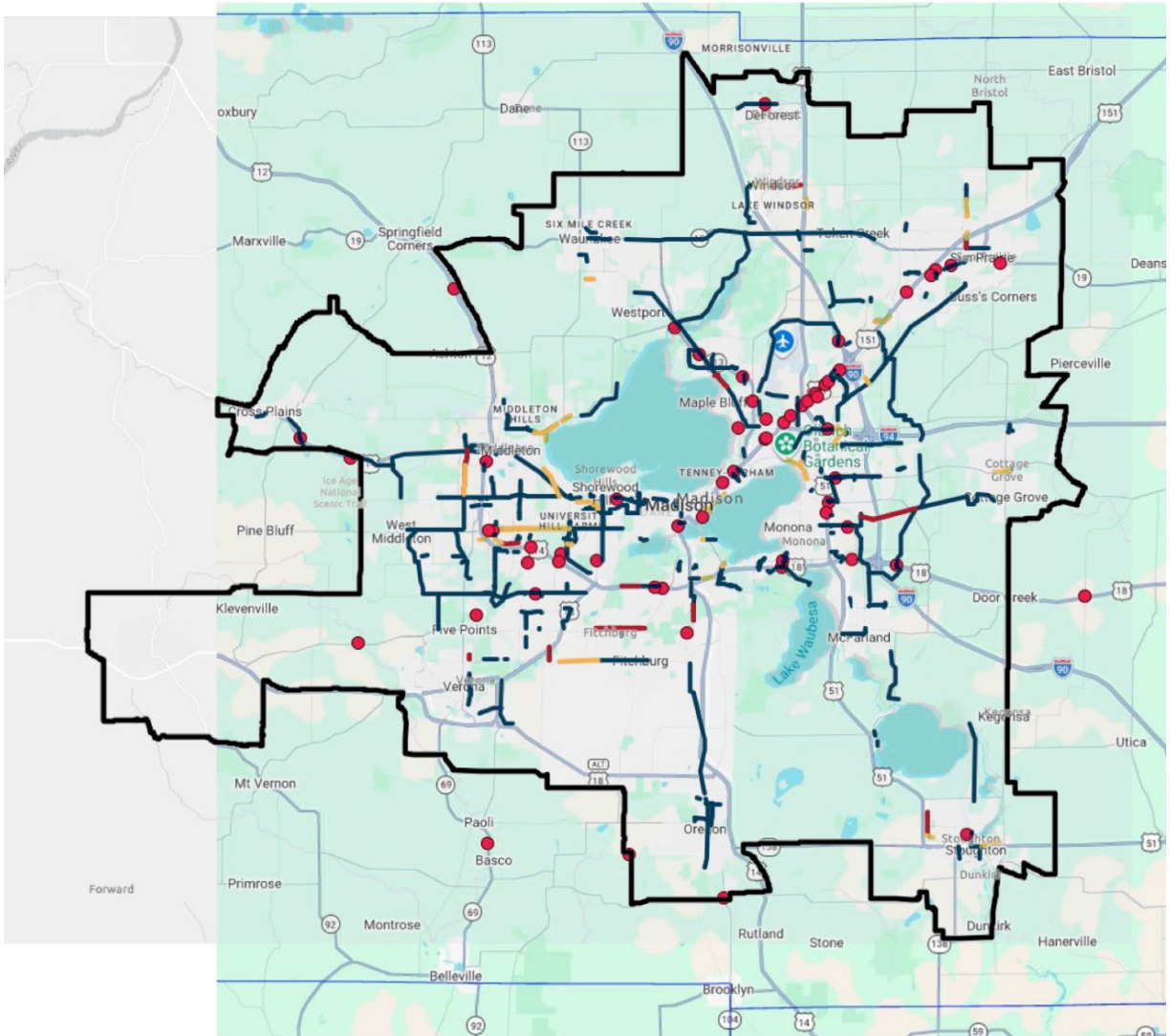
Looking at the missing links map and seeing that Sun Prairie is bigger than Stoughton and McFarland combined I'm once again disappointed a majority of the funding is being directed to the south and west sides of town where existing primary and long distance paths already exist. When you look at the missing 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.

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nting fatal pedestrian and bike crashes in Dane County, 2015 - 2025



Johnathan 'jp' Predaina

**From:** [Tad Dockery](#)  
**To:** [mpo](#)  
**Subject:** Late Draft ATP comments  
**Date:** Tuesday, March 24, 2026 8:21:50 AM

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You don't often get email from [tad@dockery.us](mailto:tad@dockery.us). [Learn why this is important](#)

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My main comment is that I was made aware of this document only 10 days before the comments deadline of March 23, and that at 142 pages it was simply too long with how little time I had available to me in that 10 days to do any kind of review. Further, 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.

**From:** [Johnathan "jp" Predaina](#)  
**To:** [Lyman, Benjamin](#)  
**Cc:** [mpo](#)  
**Subject:** Re: Dane County Active Transportation Plan  
**Date:** Tuesday, March 24, 2026 10:51:39 PM  
**Attachments:** [249266B5-35B2-4096-BC2B-37D096BF9C6F.png](#)  
[2FA48034-2AB1-4301-AB8F-84165814225F.png](#)

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I've been off meta all 2026 otherwise I probably would've seen it in the Bicycle Madison group so apologies about my frustration but thanks for being cool and extending it out more. 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. ♂

I'm just really frustrated about the design of the city on the east side and it's not likely the fault of anyone who is still working for the city because of the layout done long ago on the east side didn't leave room for bikes or they did but it was just a plan and has always been a plan and no one has been a squeaky bike wheel to make the asphalt pour yet.

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?

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.

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)

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)

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.

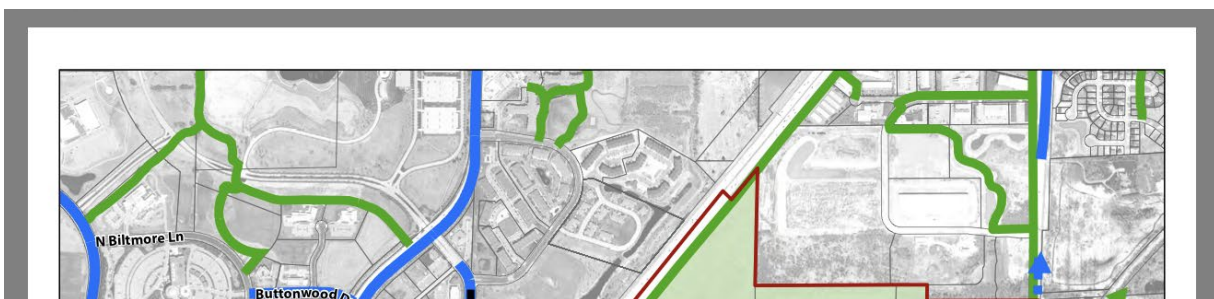
Here's some links to the old plans I referenced if you've not dug them up before... interesting to see the same stuff talked about over and over and over and see how almost nothing has changed for bikes for 30 years over here... well besides the number of potholes and patches on patches they have added to felland I can't wait until it's properly rebuilt

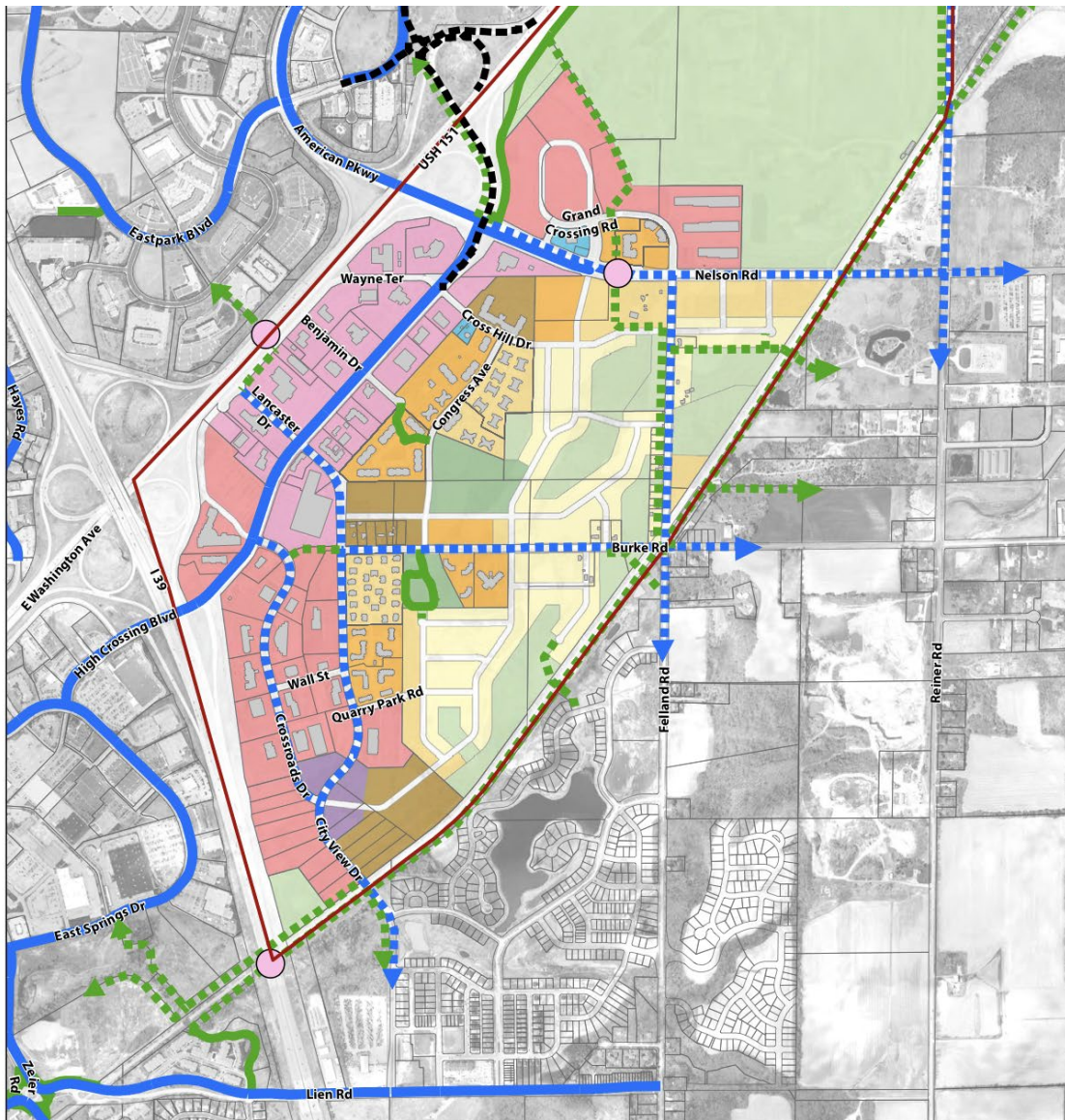
*2019 Nelson Neighborhood plan*

[https://www.cityofmadison.com/dpced/planning/documents/Nelson%20NDP\\_Final\\_2019-11-08\\_web.pdf](https://www.cityofmadison.com/dpced/planning/documents/Nelson%20NDP_Final_2019-11-08_web.pdf)

*Shared Use Paths*

**Other than an internal path in High Crossing Park, *here is currently one shared use path in the Nelson neighborhood*** It runs from the High Crossing Boulevard intersection with Nelson Road north, under USH 151, to Hoepker Road in Sun Prairie. **A major regional path has been platted to run along the south side of the railroad tracks in the Autumn Lake subdivision. That platted path is part of a larger planned connection that runs from East Towne Mall, under the Interstate, alongside Autumn Lake, and up to Reiner Road and Sun Prairie.** Map 11: Bicycle and Shared-Use Path Network shows existing and planned shared-use paths. This Plan includes a shared-use path connection from the Autumn Lake path north through the Nelson Neighborhood to the existing Nelson-to-Sun Prairie path. This planned connection, which crosses the railroad tracks bordering the neighborhood at the Felland-Burke intersection, is important to serve both pedestrians and cyclists, and will provide a safe route to the planned new elementary school at the intersection of Autumn Lake Parkway and Felland Road. Alternate shared-use routes across the railroad tracks, which would require either approval by the state or grade separation, are shown to the southwest of the Felland-Burke intersection.





**Map 11: Bicycle and Shared Use Path Network**

**Nelson Neighborhood Development Plan**

- Nelson NDP Boundary
- USH 151 - Nelson Road Interchange Revision
- Planned On-Street Bicycle Facility
- Planned Shared Use Path
- Existing Shared Use Path
- Existing On Street Bicycle Facility
- Planned Overpass/Underpass



City of Madison Planning Division  
Date: 11/20/2019

Document Path: M:\Planning Division\Plans\Neighborhood Development Plans\Nelson NDP\Amendments\2018\GIS and Maps\MXD's\Map 11 Bicycle and Shared Use Path Network.mxd

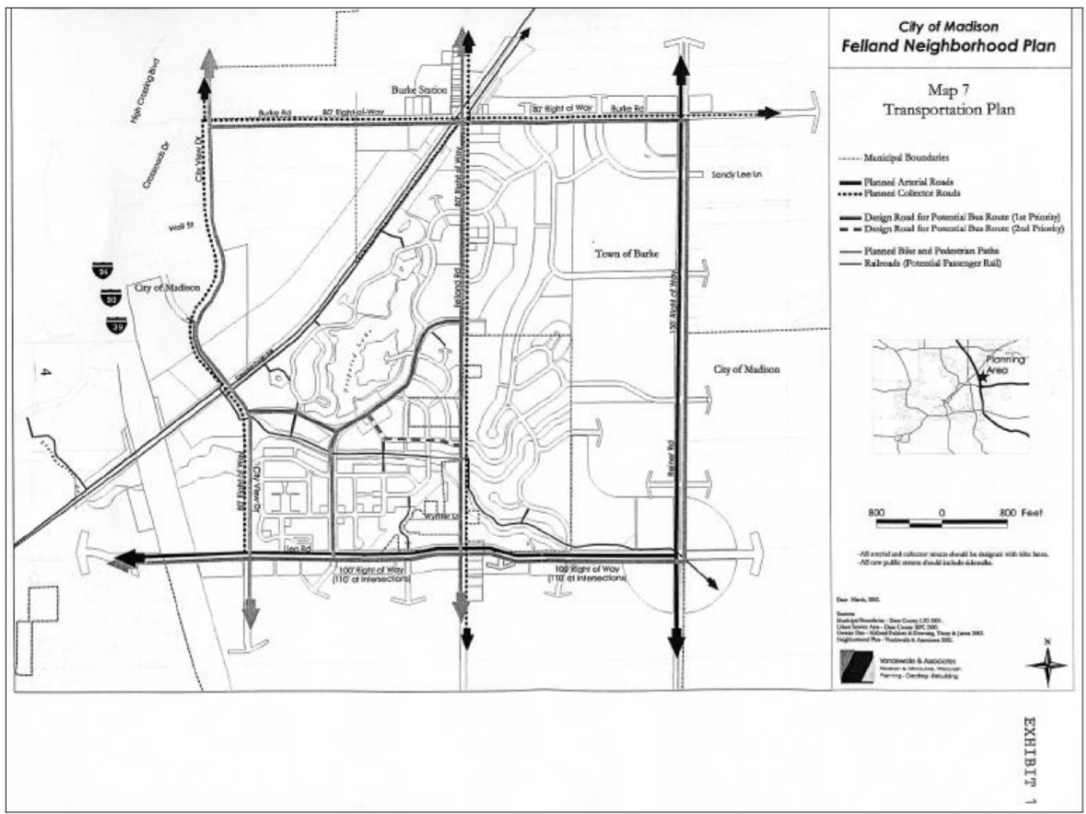
Data Source(s): Madison Planning Division, Dane County

2002 felland neighborhood plan

<https://www.cityofmadison.com/dpced/planning/documents/feland.pdf>

*No special facilities to accommodate bicycle traffic presently exist within the general*

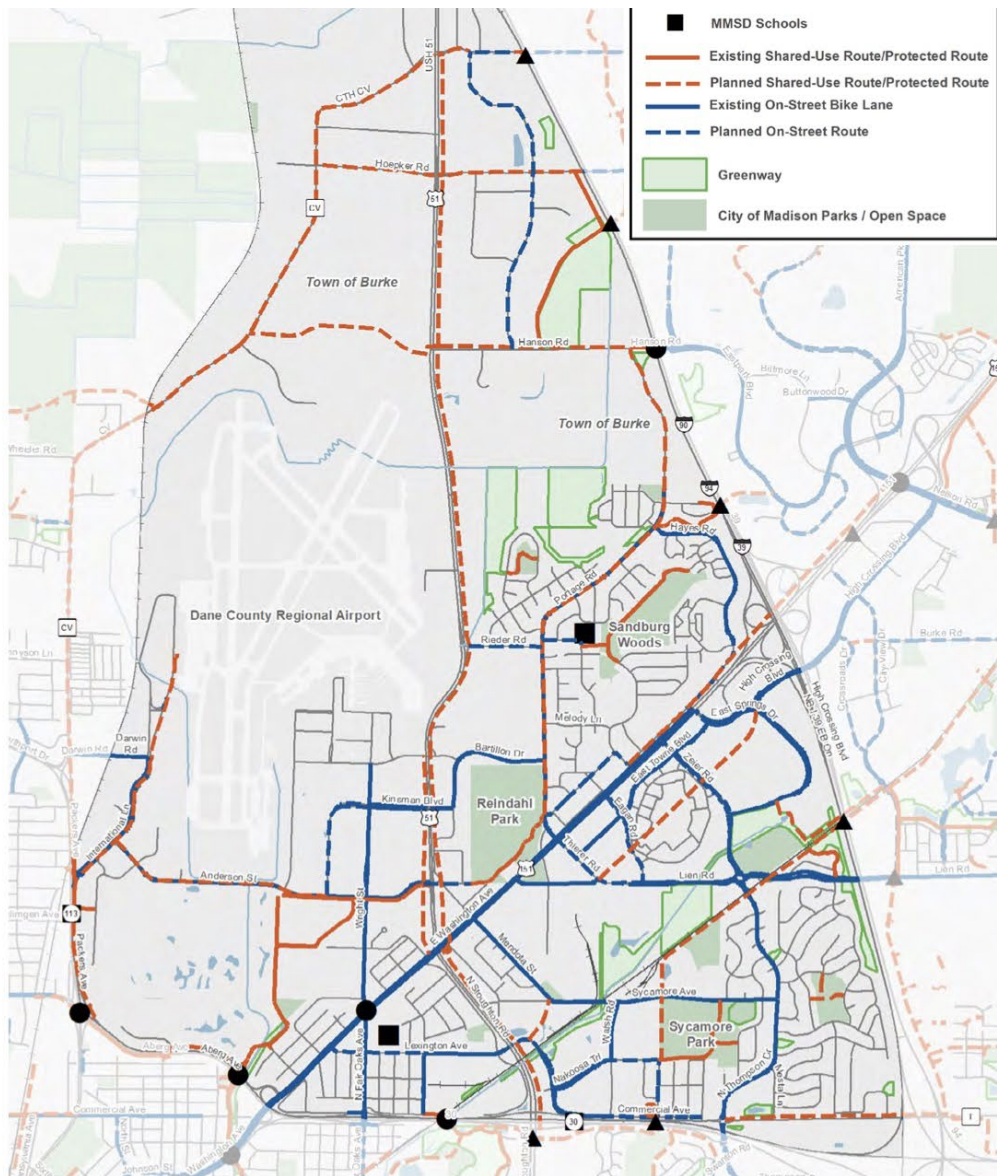
**study area.** The Dane County Parks and Open Space Plan 2001-2005 advises a recreational trail east of the Felland Neighborhood study area, connecting the Blooming Grove Drumlin area to McCarthy Park and eventually Sun Prairie via the Door Creek corridor. The **Bicycle Transportation Plan for the Madison Urban Area and Dane County (2000)** identifies Burke Road as an important bicycle route in and out of Madison. That plan also recommends the development of a multi-use path along the Canadian Pacific Railway corridor, connecting Madison to Sun Prairie, and the same recreational trail in the Blooming Grove Drumlin area.



Can you tell I made it to some of the northeast area plan meetings?  
<https://www.cityofmadison.com/dpced/planning/documents/NortheastAreaPlan.pdf>

**The bicycle network is inconsistent and not well-connected through most of the Northeast Area.** Heavily used shared-use paths, like the Starkweather Creek Path, frequently transition to less comfortable on-street routes. Some cyclists don't feel safe using on-street bike lanes, especially on busier streets, and as a result don't use the larger bike network. Residents frequently discussed the challenges of crossing Highway 51, and this barrier separates many Northeast Area neighborhoods from the more robust bike network further to the west.



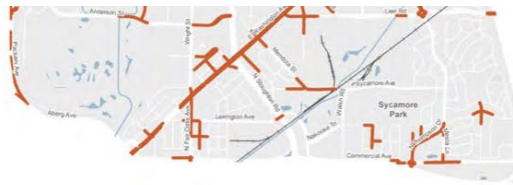


### Other Transportation Initiatives

The City has several major transportation initiatives that influenced and are supported by Northeast Area Plan recommendations. The City's Vision Zero Campaign is a data-driven strategy intended to eliminate deaths and injuries on all roadways, bicycle facilities, and sidewalks by 2035. To achieve this goal, physical improvements are made at locations with a high number of traffic-related injuries. The [High Injury Network Map](#) uses city-specific crash data to determine where to focus resources to eliminate serious and fatal crashes. Because collisions between motor vehicles and people result



in more serious injuries, areas where people tend to walk, bike, and board transit are of particular concern. This includes many of the intersections of East Washington Avenue, Highway 51 and Anderson Street, Portage Road and Rieder Road, and Commercial Avenue and



There was some talk on Reddit earlier this week about the mendota loop when someone was talking about there not being a good path in the northwest side of Mendota (which actually just got a NICE LONG boardwalk many pointed out ) one comment on the Reddit post this morning being their biggest gripe about Madison's bike paths this missing gap, this was my response.

*Have you ever biked in Madison east of hwy 51? This area in question isn't even in the Madison city limits while 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.*

*That's MY biggest gripe when people say Madison is a great bike city... when areas IN THE CITY LIMITS can't even get to the bike paths let alone the other side of the lake 2-3 municipalities away...*

Alright, I think that's all I got for now. Looking forward to seeing what you come up with and hopefully more paths come to fruition across the city to help fill the gaps.

Johnathan 'jp' Predaina  
PS Thanks for spelling my name right!

On Tue, Mar 24, 2026 at 3:52 PM Lyman, Benjamin <[BLyman@cityofmadison.com](mailto:BLyman@cityofmadison.com)> wrote:

Good afternoon, Johnathan-

Thank you for taking the time to review and comment on our Draft Active Transportation Plan for Dane County. You made some excellent suggestions for additional maps, and we plan to add several maps that you suggested to the final plan.

Although there wasn't much time between when the MPO Newsletter went out last week and yesterday's comment deadline, the plan has actually been available for review and publicized as such since mid-February. We sent out email notices to our contact lists, posted the information on our social media channels, and it was re-posted by groups such as Madison Bikes and the Capital Area Regional Planning Commission. The story in our newsletter last week was simply the last of many of our attempts to spread the word about the draft plan.

That said, we have decided to extend the comment period by two weeks to Monday, April 13, which will give us a chance to create the new maps for inclusion in the final plan.

In response to another comment that we received regarding the difficulty of seeing details in the images of maps in the draft plan, we have posted the embedded web maps to the [project website](#).

Thank you again for your thoughtful and well-considered suggestions.

Have a great day,  
Ben

**Ben Lyman (he|they)**

TRANSPORTATION PLANNER

ph: (608) 243-0182

email: [blyman@cityofmadison.com](mailto:blyman@cityofmadison.com)

[GreaterMadisonMPO.org](http://GreaterMadisonMPO.org)

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**From:** [Aedan Gardill](#)  
**To:** [Haas, Kayla M](#)  
**Cc:** [mpo](#)  
**Subject:** Re: Comments on Active Transportation Plan for Dane County  
**Date:** Wednesday, March 25, 2026 1:13:22 PM  
**Attachments:** [image001.png](#)

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Thank you very much! I am very glad I'll have more time to really look through the report.

Aedan

On Tue, Mar 24, 2026 at 5:02 PM Haas, Kayla M <[KHaas2@cityofmadison.com](mailto:KHaas2@cityofmadison.com)> wrote:

Hi Aedan,

Thanks for sharing these comments! I'll pass them along to our team.

We've also embedded the web maps on our website and agree that we should allow time for people to explore these maps. With that in mind, we've extended the public comment period through Monday, April 13. The maps are live on our website now, so I definitely encourage you to take a look when you have a chance.

Best,

**Kayla Haas**

MARKETING AND COMMUNICATIONS SPECIALIST

(608) 261-9962

[khaas2@cityofmadison.com](mailto:khaas2@cityofmadison.com)

Pronouns: she, her, hers



**From:** Aedan Gardill <[agardill56@gmail.com](mailto:agardill56@gmail.com)>  
**Sent:** Friday, March 20, 2026 11:46 AM  
**To:** mpo <[mpo@cityofmadison.com](mailto:mpo@cityofmadison.com)>  
**Subject:** Comments on Active Transportation Plan for Dane County

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Hello, I am sharing comments on the Active Transportation Plan for Dane County.

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.

Also, in multiple places in the report, it says "[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

**From:** [Harald Kliems](#)  
**To:** [mpo](#)  
**Subject:** Feedback on Active Transportation Plan for Dane County  
**Date:** Wednesday, March 25, 2026 1:20:49 PM

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Hi:

I would like to provide some specific feedback on the active transportation plan for Dane County.

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.

I think a discussion of this warrants inclusion in the plan.

Thanks for your consideration,  
Harald

Harald Kliems, 6 N Allen St, Madison

**From:** [Amanda T](#)  
**To:** [mpo](#)  
**Subject:** Active Transportation draft  
**Date:** Wednesday, March 25, 2026 2:33:10 PM

---

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Good Afternoon,

I would like to lodge my concern opposition to part of the transportation plan found here:

[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)

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!  
Amanda

**From:** [Richard Burke](#)  
**To:** [mpo](#)  
**Subject:** Public Comment - Active Transportation Plan for Dane County  
**Date:** Thursday, March 26, 2026 10:01:11 AM

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Hello,

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 & 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!

-Rick Burke

**From:** [Ted Callon](#)  
**To:** [mpo](#)  
**Subject:** Active Transportation Plan Feedback  
**Date:** Monday, March 30, 2026 5:45:16 PM

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Hi,

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).

Thanks,

Ted Callon

**From:** [Lynn Felhofer](#)  
**To:** [mpo](#)  
**Subject:** Public Comment on Active Transportation Draft  
**Date:** Monday, April 6, 2026 11:10:37 AM

---

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Regarding [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)

The following comment relates to Map 8 “Safety-related pedestrian comments” on pg. 60. and Section

"Design infrastructure to promote safety without active enforcement” of the public comment version of the Active Transportation report linked above.

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 & 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.

Lynn Felhofer  
402 W Shore Dr  
Madison, WI 53715

**From:** [Teague Prichard](#)  
**To:** [mpe](#)  
**Subject:** Comments on the Draft Active Transportation Plan and Supplemental E-Micromobility Guidance  
**Date:** Monday, April 6, 2026 1:27:40 PM

---

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**Subject: Formal Comments on the Draft Active Transportation Plan and Supplemental E-Micromobility Guidance**

Dear Members of the Greater Madison MPO Policy Board,

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.**

The supplemental guidance offers a scientifically sound approach to regulating emerging technologies while maintaining public safety. My comments focus on three critical areas:

### 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.

**Regulatory Consistency:** Treating these devices as bicycles avoids a fragmented "patchwork" of local ordinances that creates confusion for users and hinders regional commuting.

**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.

### 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.

**Behavioral Focus:** Data suggests that signage emphasizing etiquette and yielding is more effective than unenforceable speed restrictions.

**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.

### 3. Clear Differentiation of E-Motos (OCEVs)

The supplement's distinction between legal e-bikes and "Out-of-Class Electric Vehicles" (e-motos) is vital. High-speed, high-wattage devices that exceed Class 3 specifications should be regulated as something different than e-bikes. This distinction protects the integrity of bicycle infrastructure while ensuring that only appropriate, low-speed devices utilize shared-use paths.

#### Conclusion

The Greater Madison MPO's draft is a significant step toward a multi-modal future. By fully incorporating the supplemental e-micromobility guidance—particularly the "Where to Ride & Roll" standards—the MPO will ensure a consistent, safe, and equitable transportation environment for all residents of Dane County.

Thank you for your leadership and for the opportunity to comment on this important initiative.

Sincerely,  
Teague Prichard

**From:** [Margrethe Benton](#)  
**To:** [mpo](#)  
**Subject:** Active Transportation Plan Feedback  
**Date:** Wednesday, April 8, 2026 9:20:14 AM

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My name is Maggie Benton and I am a youth transportation ambassador this year at the Bike Fed. Here is my feedback for the Active Transportation Plan:

- 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.
- 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.

Sincerely,  
Maggie Benton

**From:** [Susan Gaeddert](#)  
**To:** [mpo](#)  
**Subject:** ATP feedback  
**Date:** Friday, April 10, 2026 11:10:11 AM

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Hi,

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).

Thanks!

Susan

**Susan Gaeddert** (she/her/hers)  
Commuter Solutions Coordinator  
UW-Madison Transportation Services  
Ph: (608) 890-4542  
<https://transportation.wisc.edu/commuter-solutions/>

**From:** [Ted Callon](#)  
**To:** [mpo](#)  
**Subject:** Comment on Draft Active Transportation Plan for Dane County  
**Date:** Friday, April 10, 2026 3:26:57 PM

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Hi,

I actually already emailed some thoughts on the draft, but realized I forgot to mention another intersection that I find to be very stress inducing both as a driver and as a bicyclist. (It's somewhat related to my last comments about the S 1st street --> Eastwood Dr. connection).

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.

Thanks,

Ted Callon

**From:** [Chris Kaschner](#)  
**To:** [mpo](#)  
**Subject:** Public Comment – Active Transportation Plan: S Segoe Rd & Mineral Point Rd Intersection  
**Date:** Saturday, April 11, 2026 8:48:28 AM  
**Attachments:** [5E48191F-3BCB-43AF-8057-7105A7DEC459.png](#)

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You don't often get email from [chris.kaschner@gmail.com](mailto:chris.kaschner@gmail.com). [Learn why this is important](#)

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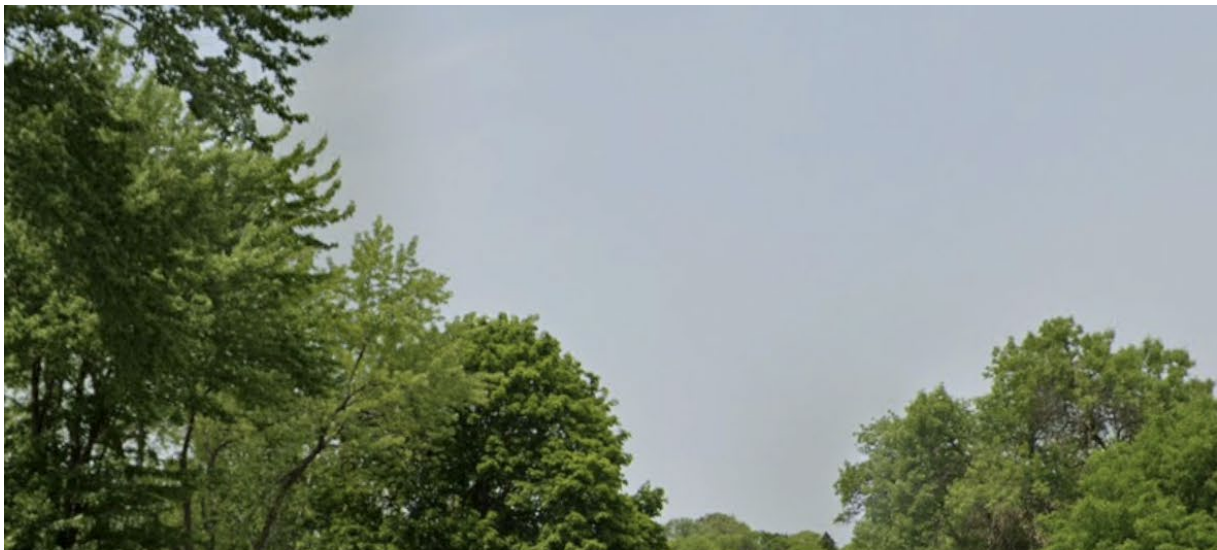
Hello,

I'm writing to submit a public comment on the draft Active Transportation Plan regarding the intersection of S Segoe Rd and Mineral Point Rd.

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.

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.

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.





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.

I'd ask the plan to consider:

- 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
- A dedicated bike signal phase to eliminate the turning conflict entirely
- Raised or hardened median/island treatments that make it physically impossible for cars to use the bike lane as a turn lane

Thank you for extending the comment period and for your work on this plan.

Chris Kaschner

**From:** [Susan Gaeddert](#)  
**To:** [mpo](#)  
**Subject:** RE: ATP feedback  
**Date:** Monday, April 13, 2026 10:24:52 AM

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Hi,

I finished the report have two more pieces of feedback.

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.)
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.

Thanks,  
Susan

**Susan Gaeddert** (she/her/hers)  
Commuter Solutions Coordinator  
UW-Madison Transportation Services  
Ph: (608) 890-4542  
<https://transportation.wisc.edu/commuter-solutions/>

---

**From:** Susan Gaeddert  
**Sent:** Friday, April 10, 2026 11:10 AM  
**To:** 'mpo@cityofmadison.com' <[mpo@cityofmadison.com](mailto:mpo@cityofmadison.com)>  
**Subject:** ATP feedback

Hi,

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).

Thanks!

Susan

**Susan Gaeddert** (she/her/hers)

Commuter Solutions Coordinator

UW-Madison Transportation Services

Ph: (608) 890-4542

<https://transportation.wisc.edu/commuter-solutions/>

**From:** [John Cramer](#)  
**To:** [mjo](#)  
**Subject:** Public Comment for Active Transportation (cycling)  
**Date:** Monday, April 13, 2026 12:02:23 PM

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You don't often get email from jjcramer@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear MPO:

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.

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.

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*.

Thank you,  
John Cramer  
2647 Sand Pearl Trail, Middleton, WI 53562  
Middleton, WI

**From:** [Sarah Swapinski](#)  
**To:** [mpe](#)  
**Subject:** Cycling infrastructure  
**Date:** Monday, April 13, 2026 12:47:27 PM

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You don't often get email from [sswapinski@gmail.com](mailto:sswapinski@gmail.com). [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear MPO:

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.

Specifically, please focus on missing links from eastern Middleton to southern Waunakee, and/or Hyw 12 bike path to western Waunakee.

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](#).

Thank you,  
Sarah Swapinski

Sent from my iPhone



## Department of Transportation

Christof Spieler, PE, AICP, Director of Transportation

Madison Municipal Building  
215 Martin Luther King Jr Blvd  
Suite 109  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
Phone: (608) 266-4761

April 9, 2026

Greater Madison MPO Active Transportation Plan Staff

Greater Madison MPO  
100 State St., Suite 400  
Madison, WI 53703

### **Subject: Greater Madison MPO Active Transportation Plan – City Staff Comments**

Greater Madison MPO Active Transportation Plan Staff:

The City of Madison appreciates the opportunity to provide comments on Greater Madison MPO's Active Transportation Plan. We recognize the significant effort undertaken by MPO staff to provide a thorough analysis of the current state of active transportation in the region and a wide range of strategies and recommendations intended to improve safety, accessibility, and connectivity throughout the region's active transportation network.

The comments included in this letter reflect coordinated input from City of Madison staff across departments and focus primarily on the recommendations provided within the plan.

Staff look forward to collaborating with Greater Madison MPO on the implementation of the Active Transportation Plan to continue making active transportation more accessible, safe, and coordinated throughout the region.

### **Overall Comments**

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City of Madison staff recommend additional detail and specificity for the recommendations included in the Active Transportation Plan to better connect them to actionable strategies and project review and selection processes for Federally funded projects (TIP) and grants. To aid regional collaboration and plan implementation, City staff also recommend defining jurisdictional responsibilities and timeline-related goals for the specific recommendations and supporting activities described in Table 11. In addition to the discussion of performance measures and desired trends within tables 11 and 12, City staff recommend incorporating specific measurable targets or preferred outcomes for recommendations and supporting activities to improve monitoring and evaluation efforts.

### **Revisions & Suggestions**

In our review of the Active Transportation Plan, City staff provided the following minor revisions and suggestions:  
The Madison Area: Transportation System Overview

- Page 20 – The NS BRT is now planned for 2028-2030 instead of 2027-2028.
- Page 24 – The Complete Green Streets Guide was updated in 2025 following its 2022 release.

- Page 25 – The All Ages and Abilities Bicycle Network Plan and Pedestrian Plan are two separate plans.
- Page 79 – Map 10. Existing On- and Off-Street Bike Facilities and the corresponding webmap do not display bike boulevards, two-way protected bike lanes, protected bike lanes, or bike lane contraflow.
- Page 98 – In the discuss of community sidewalk cost assessments in the Neighbor Opposition section, “Some communities...” should be revised to “Madison and some other communities...” or something similar as this was a big step for the City of Madison and should be called out.

### **Expand active transportation network to serve all communities and neighborhoods**

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**Low-stress bicycle and pedestrian facilities:** This recommendation and supporting activities could benefit from a more clear definition of low-stress facilities with appropriate examples. Specific priority facilities could also be highlighted on Map 17. Missing Links.

**Maximizing benefits of the pedestrian network:** Clearer expectations should be established for pedestrian network improvements including examples of possible strategies.

**Funding & 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.

**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?

### **Make public input foundational in the planning and design of projects affecting active transportation**

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**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.

**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.

### **Update laws and regulations for the 21<sup>st</sup> century**

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**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.

**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.

## **Improve data collection and analysis**

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**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.

## **Design infrastructure to promote safety without active enforcement**

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**Active enforcement:** Consider rewording this recommendation to change “promote safety without active enforcement” to “promote safety to supplement active enforcement” or something similar.

**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.

**Safety & reconstruction:** As a supporting activity, this recommendation could require consideration of safety design elements for reconstruction and major resurfacing projects.

**Additional recommendation to consider:** WisDOT should adopt FHWA-supported lane width policies to help implement this recommendation and supporting activities.

## **Tailor enforcement priorities to promote active transportation**

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**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.

**Enforcement:** Encourage coordination between enforcement agencies in the region and transportation staff to balance police enforcement with short- or long-term infrastructure design changes.

**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.

## **Support education and encouragement programs that promote walking, rolling, and bicycling**

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**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.

## **Maintain bicycle and pedestrian facilities in good condition year-round**

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**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.

**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.

**Ensure that end-of-trip facilities and multimodal transfer points meet the needs of people walking, biking, and rolling**

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**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.

**Wayfinding:** Consider adding wayfinding activities and clear connections to destinations and transit for this recommendation.

**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.

**Conclusion**

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We appreciate the range of recommendations and supporting activities provided by Greater Madison MPO with the Active Transportation Plan. We look forward to supporting this plan and working with regional partners to align policies and strategies for active transportation network improvements.

Sincerely,

Christof Spieler, PE, AICP, LEED AP  
Director of Transportation

**From:** [Joey Sachtleben](#)  
**To:** [mpo](#)  
**Subject:** Active Transportation Plan comments  
**Date:** Monday, April 13, 2026 8:40:19 PM

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You don't often get email from [jmsachtleben@gmail.com](mailto:jmsachtleben@gmail.com). [Learn why this is important](#)

**Caution: This email was sent from an external source. Avoid unknown links and attachments.**

Hello! My name is Joey Sachtleben. I am a City of Sun Prairie resident and a frequent cyclist for my transportation needs. I want to thank you for the opportunity to provide feedback on Dane County's Active Transportation Plan and for the excellent work you have already put into the plan. The outreach done last year, especially the interactive comment map, was fantastic and in my opinion sets the bar for how public engagement should look. Much of the draft plan is an excellent resource for the topics covered, and the approachability of the plan is fantastic. With that said, I do have some comments and concerns I would like to share, particularly regarding the planned Regional Bike Routes. The Plan is a great resource, but the actual infrastructure built is what people will use, so I consider the planned routes and associated infrastructure to be a high priority. While many of my comments are focused on the Sun Prairie area as this is naturally where I am most familiar with, I hope they are helpful across the larger area.

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.

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.

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.

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.

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.

Sincerely,  
Joey Sachtleben