

CITY OF MADISON ALL AGES AND ABILITIES (AAA) BICYCLE NETWORK

Network Development Overview – April 2026



What is the AAA Bicycle Network?

The City of Madison is defining a **priority network** of paths and low-stress on-street bikeways for an enhanced level of comfort for biking and micromobility.



The Bicycle Network...

...is:

- a **long-term vision** for a backbone network.
- composed of high comfort (low stress) routes, both separated paths and on-street bikeways.
- designed to connect people to key destinations.
- a framework for prioritizing projects.
- a living plan – this is an update to a prior network, and it will be updated again.

...is not:

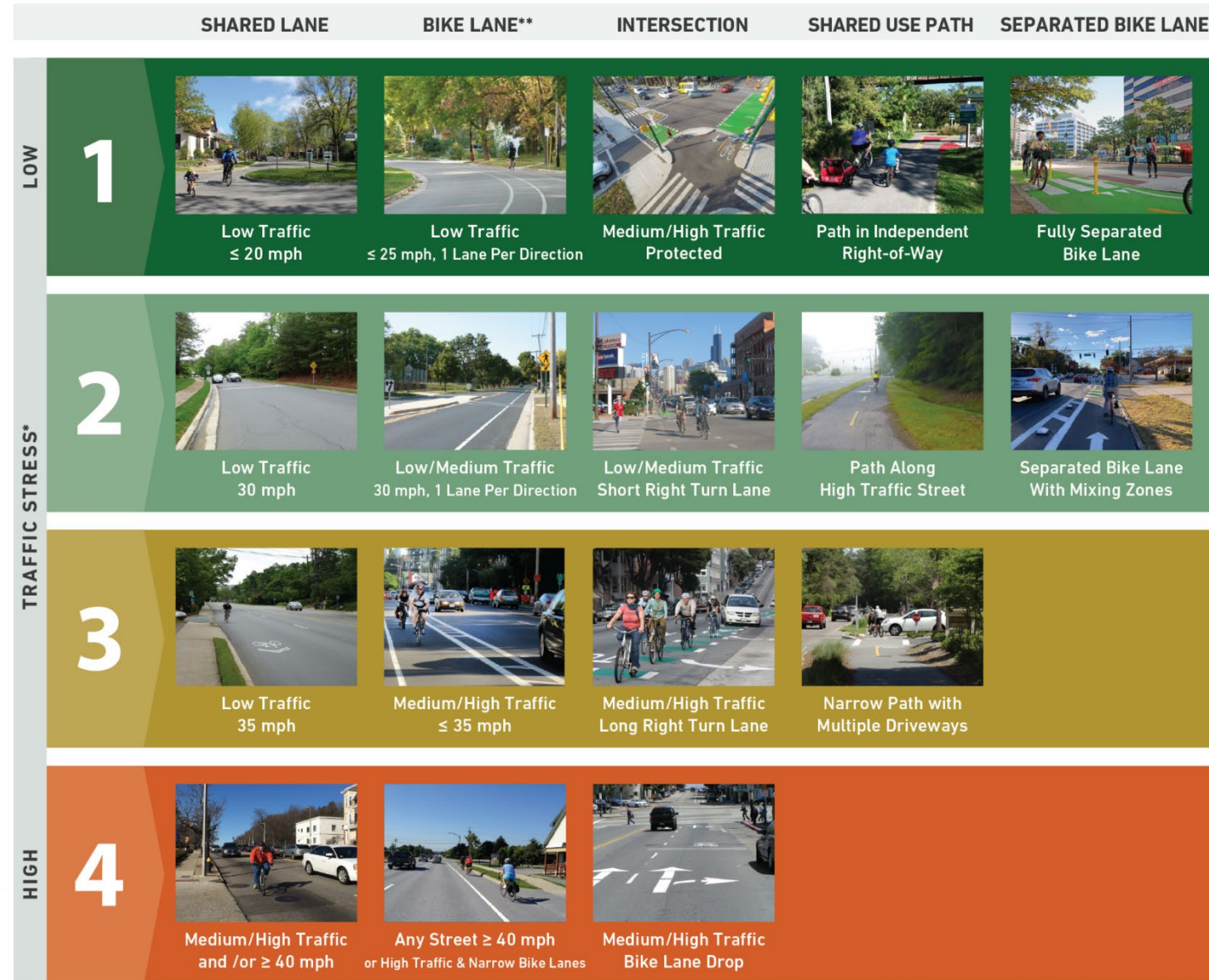
- **going to be developed instantaneously** – this is a long-term vision.
- intended to include all current and future bikeways.
- intended to include all high comfort bikeways in the City.
- design-specific – it does not recommend specific types of bikeways.
- solely for bicycling – it also serves micromobility users.

What is High Comfort?

- Bikeways that present low levels of stress for people biking.
- Bicycle level of traffic stress (BLTS) is a four-point scale for **rating a bicycle facility's perceived comfort.**
- High comfort equates to BLTS levels 1 and 2.
- This rating is based on street design factors and use. Higher comfort is associated with:
 - Lower vehicle speeds
 - Lower vehicle volumes
 - More separation from vehicles



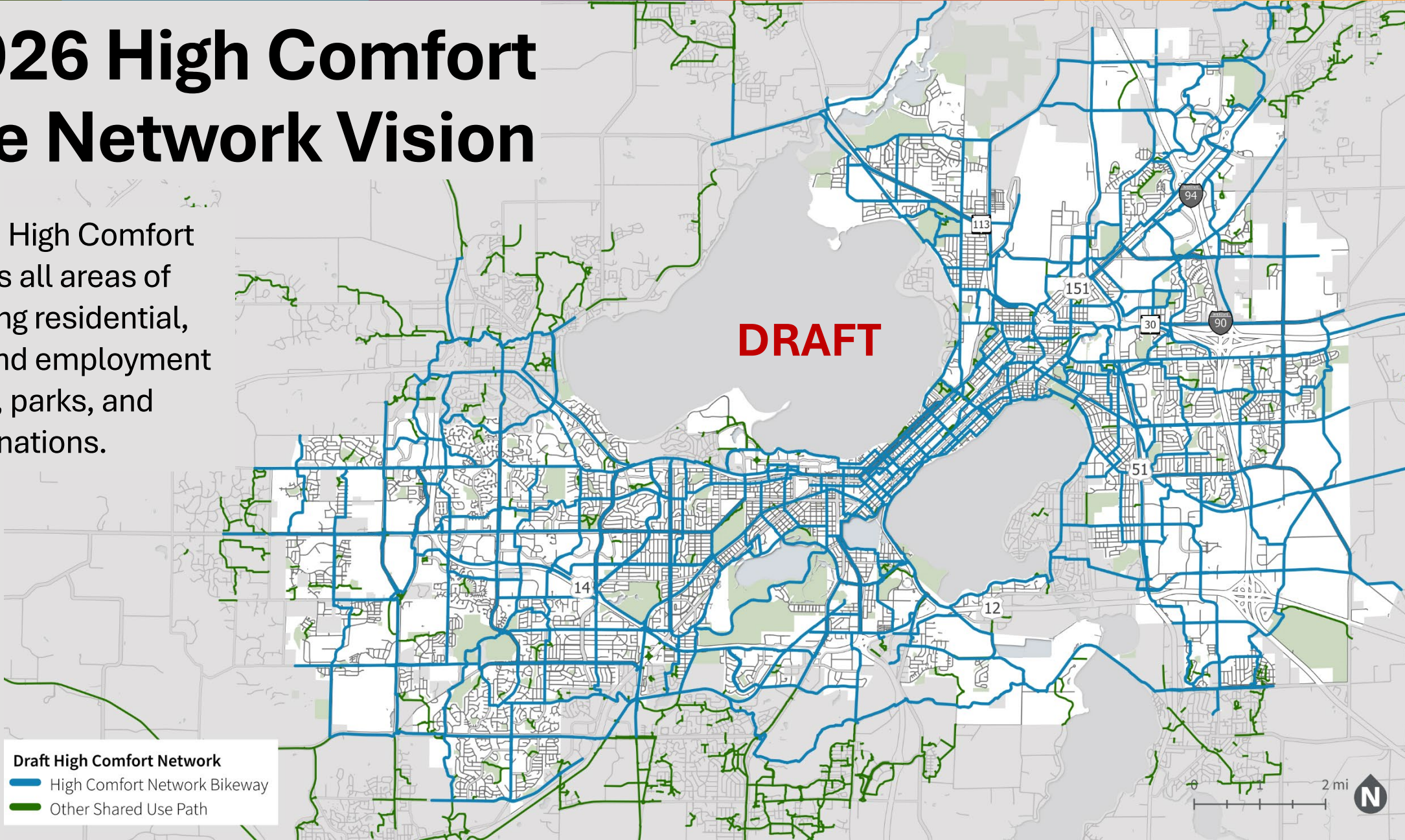
Level of Traffic Stress (Urban Contexts)



*The traffic levels, speeds, and configurations listed on this graphic are generalizations of a much more nuanced methodology
 **Presence of on-street parking increases traffic stress while wider bike lanes decrease traffic stress

The 2026 High Comfort Bicycle Network Vision

The envisioned High Comfort Network covers all areas of Madison, serving residential, commercial, and employment areas, schools, parks, and other key destinations.



Draft High Comfort Network

- High Comfort Network Bikeway
- Other Shared Use Path

What will network implementation look like?

- The majority of the network will be implemented as street projects arise. The Complete Green Streets Guide will be used to prioritize limited space.
- Some portions of the network will be constructed as [stand-alone bike projects](#), as funding allows.
- Larger path projects are generally dependent on grant funding.
- Full network buildout will likely take decades.

