



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

**Public Information Meeting**

April 23, 2026

**Thank you for attending. We will begin shortly...**



# Meeting Technical Housekeeping

- This meeting will be recorded and posted to the project page.
- All attendees should be muted to keep background noise to a minimum.
- Use the “Q and A” button to type questions about presentation. Questions may be responded to in the chat or will be answered live after the presentation.
- Inappropriate questions will be dismissed.
- Use the **“raise your hand”** button to verbally ask your question at the end of the presentation. You will be prompted to unmute when it is your turn.



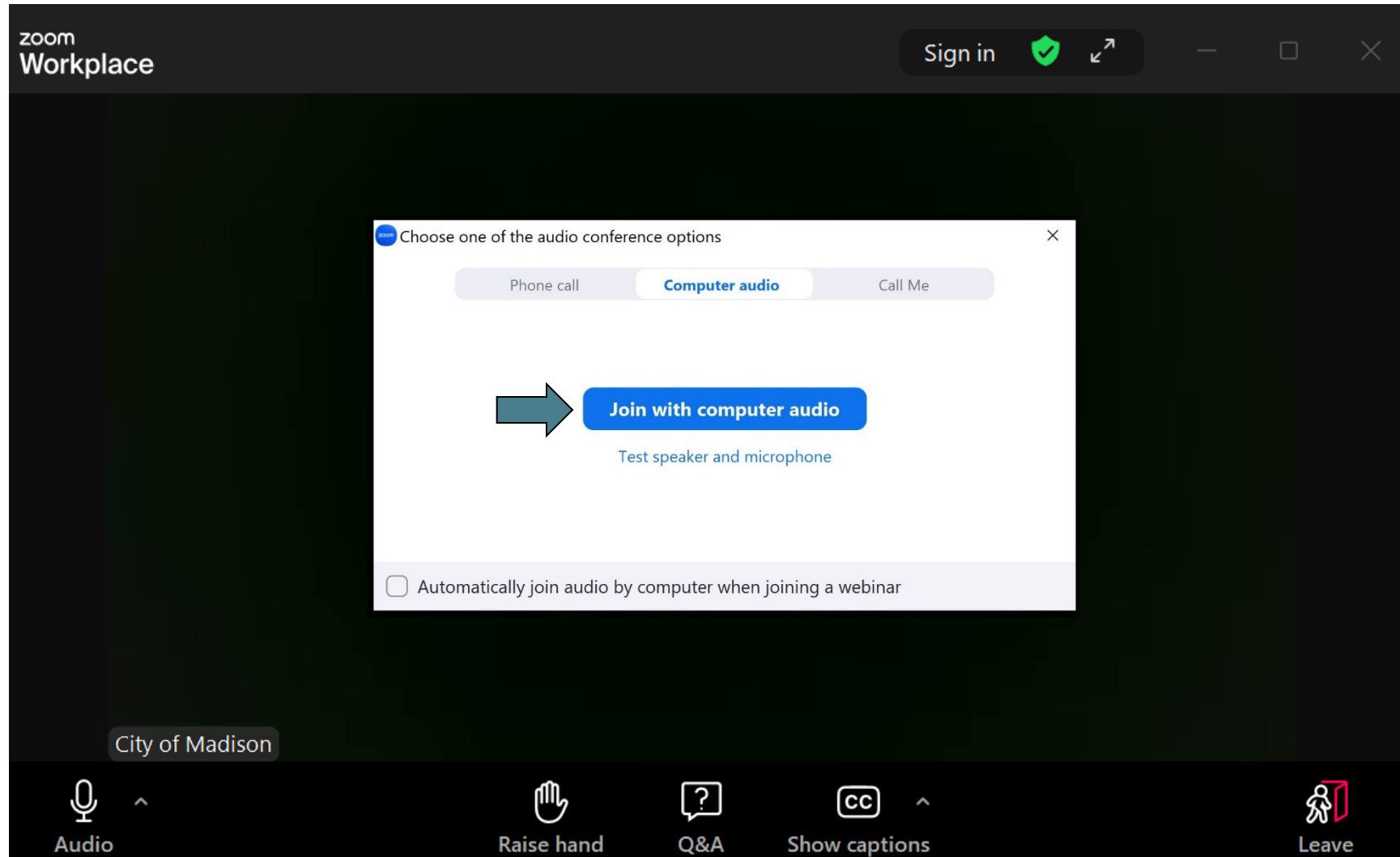
# Meeting Recording Notice

**This meeting is being recorded.**

**It is a public record subject to disclosure.**

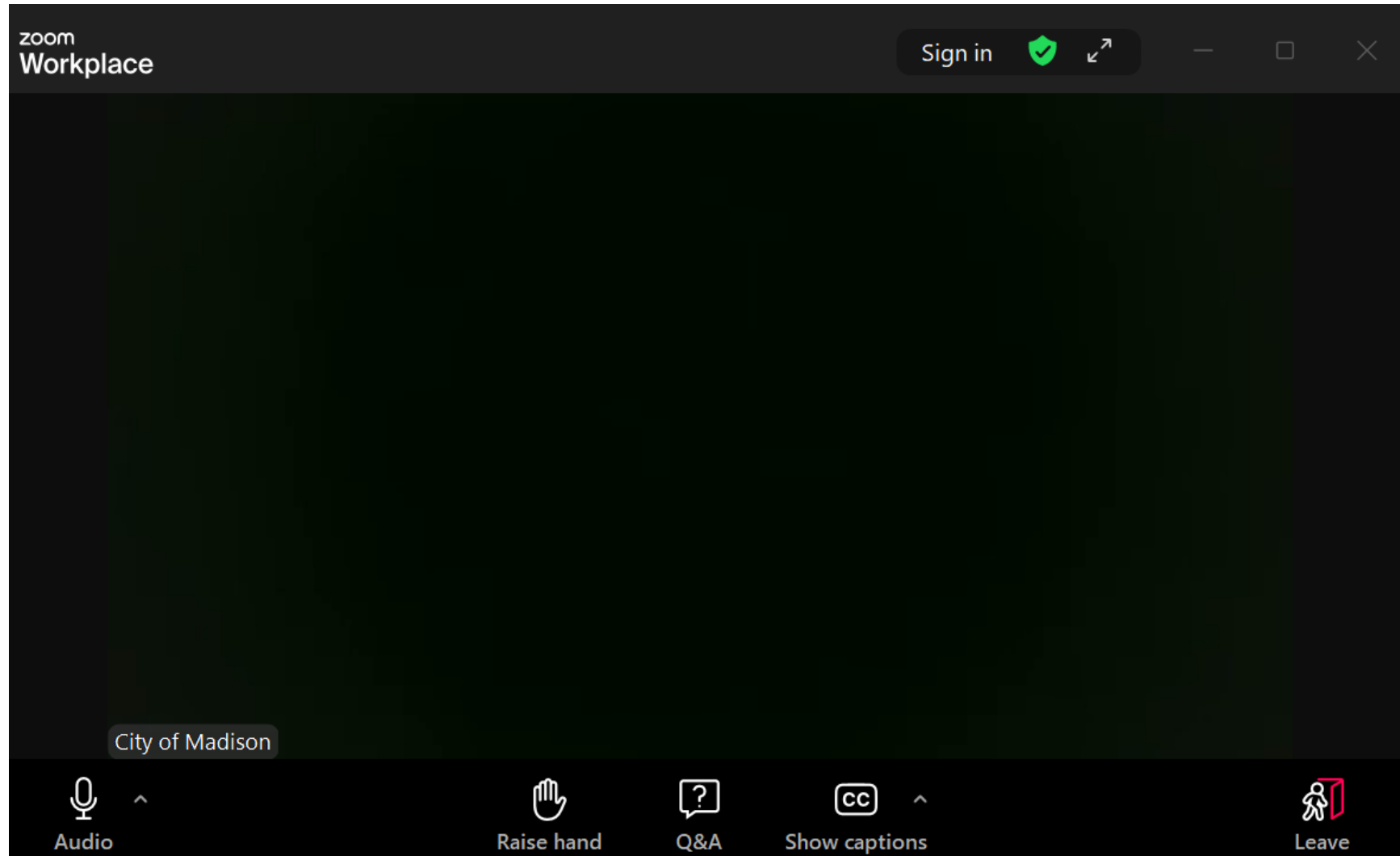
By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

# How to Participate



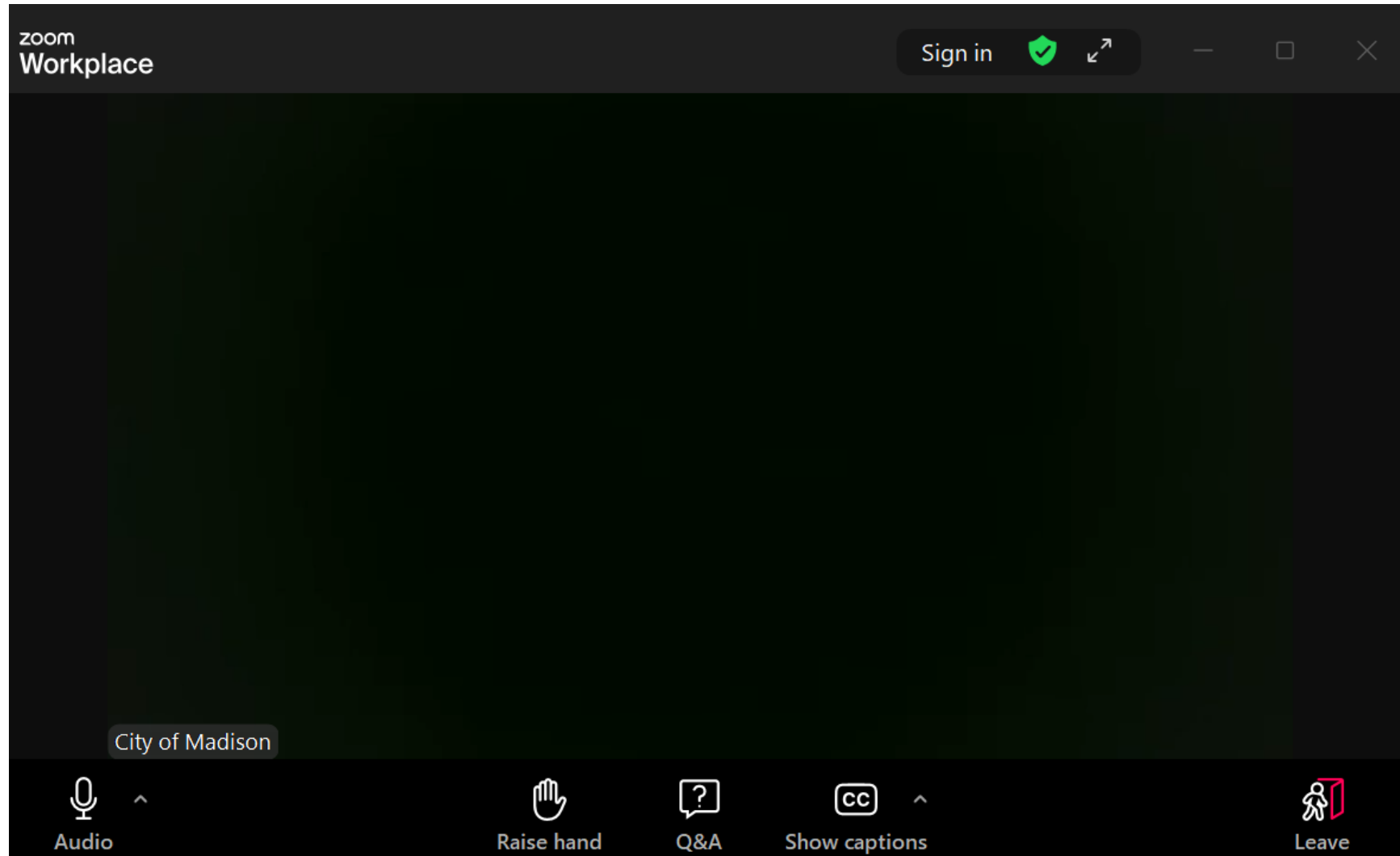
Make sure to join audio 

## How to Participate



**Raise your hand** for comments or ask questions following the presentation. 

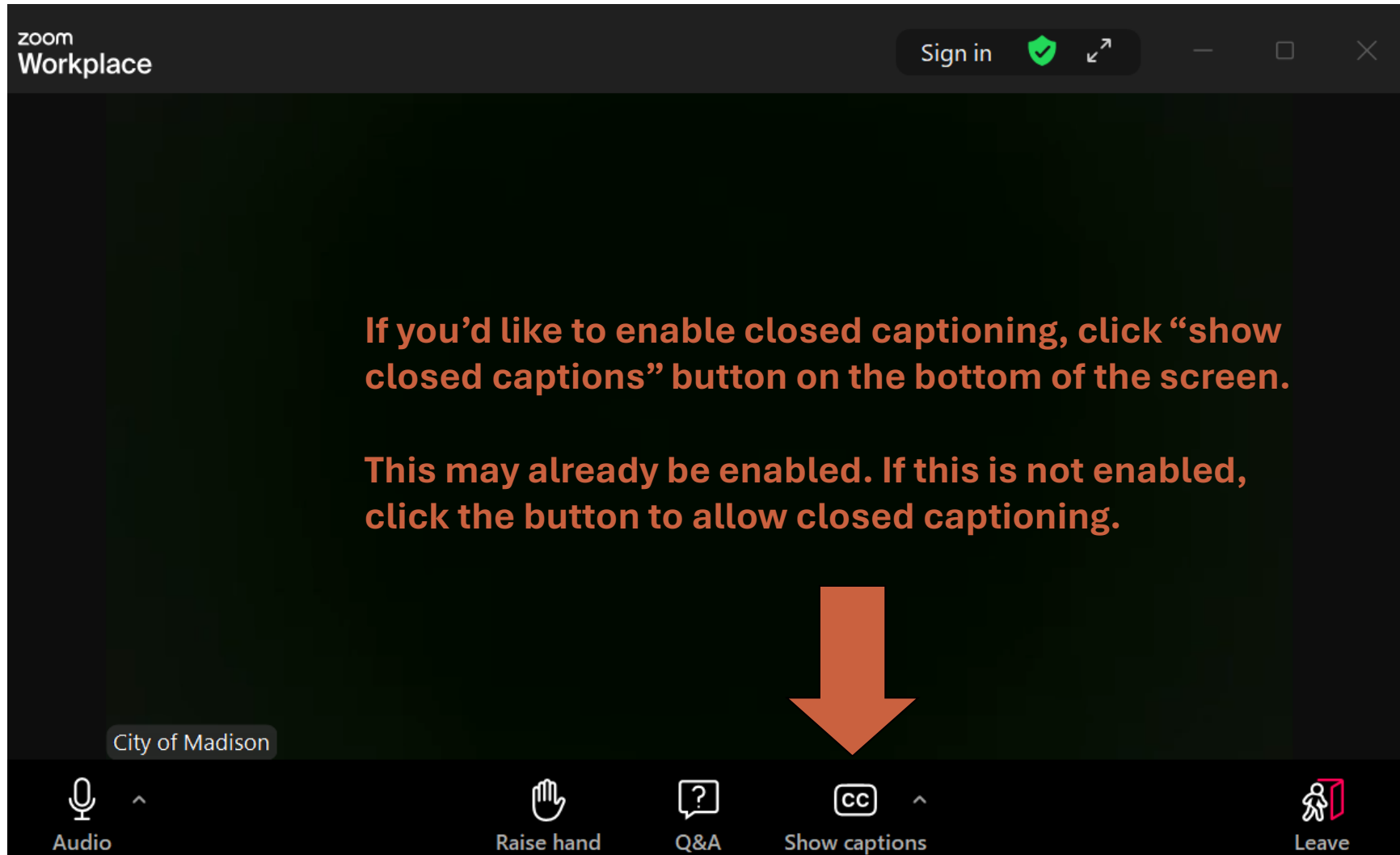
## How to Participate





Use **Q&A** button to type questions.  
We will answer after the presentation.




## How to Participate





zoom Workplace


Sign in  


City of Madison

Audio  ^

Raise hand 

Q&A 

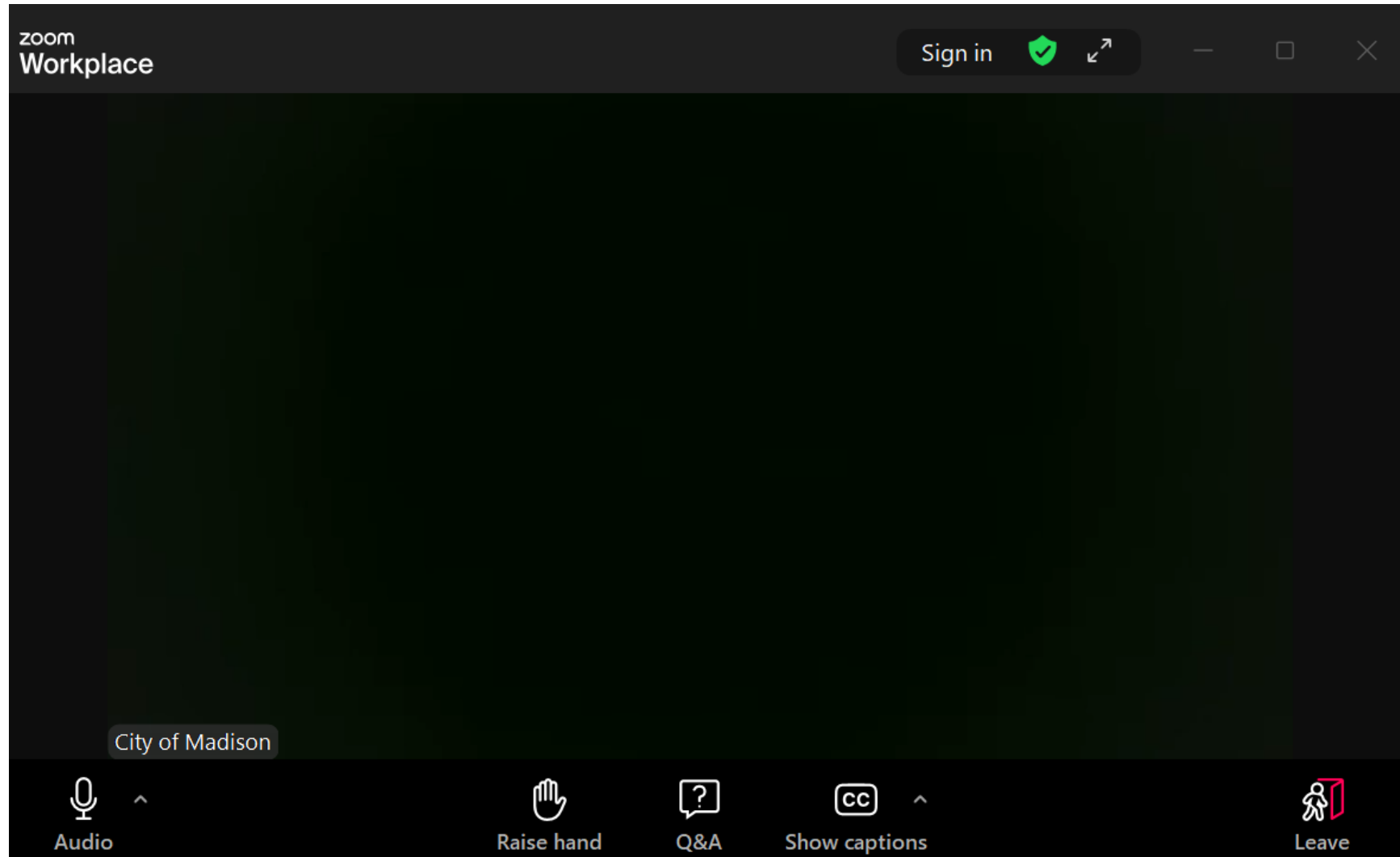
Show captions  ^

Leave 

If you'd like to enable closed captioning, click "show closed captions" button on the bottom of the screen.

This may already be enabled. If this is not enabled, click the button to allow closed captioning.

# How to Participate



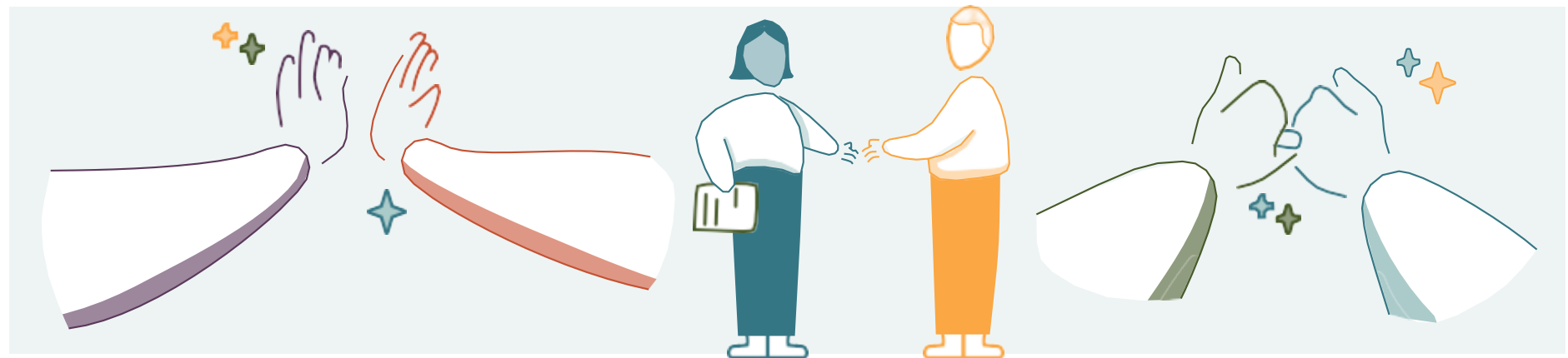
To leave the meeting, click leave. 

# Tonight's Meeting Purpose

- Introduce the Draft AAA Bicycle Network Plan
- Provide high-level overview of the network
- Highlight how people can review and comment on the Draft Network Plan
- Respond to questions and comments

# Questions and Answers

- Q&A will occur following the presentation
- Questions can be typed into the Q&A box or you can raise your hand to be called on to ask a question verbally



# What we are planning

Draft network plan overview

# 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.



# The Bicycle Network...

...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 modes are included?

- People riding bicycles are the major user group.
- The network is also designed for people using **micromobility devices that move at bicycle speeds**, including e-bikes, scooters, and electric skateboards.



# Bicycling Comfort

- Bicycle level of traffic stress (BLTS) is a four-point scale for **rating a bicycle facility's perceived comfort.**



- 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)

	SHARED LANE	BIKE LANE**	INTERSECTION	SHARED USE PATH	SEPARATED BIKE LANE
LOW	<p>Low Traffic ≤ 20 mph</p>	<p>Low Traffic ≤ 25 mph, 1 Lane Per Direction</p>	<p>Medium/High Traffic Protected</p>	<p>Path in Independent Right-of-Way</p>	<p>Fully Separated Bike Lane</p>
2	<p>Low Traffic 30 mph</p>	<p>Low/Medium Traffic 30 mph, 1 Lane Per Direction</p>	<p>Low/Medium Traffic Short Right Turn Lane</p>	<p>Path Along High Traffic Street</p>	<p>Separated Bike Lane With Mixing Zones</p>
3	<p>Low Traffic 35 mph</p>	<p>Medium/High Traffic ≤ 35 mph</p>	<p>Medium/High Traffic Long Right Turn Lane</p>	<p>Narrow Path with Multiple Driveways</p>	
HIGH	<p>Medium/High Traffic and /or ≥ 40 mph</p>	<p>Any Street ≥ 40 mph or High Traffic &amp; Narrow Bike Lanes</p>	<p>Medium/High Traffic Bike Lane Drop</p>		

\*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

# What is High Comfort?

- Bikeways that present low levels of stress for people biking.
- High comfort equates to BLTS levels 1 and 2.

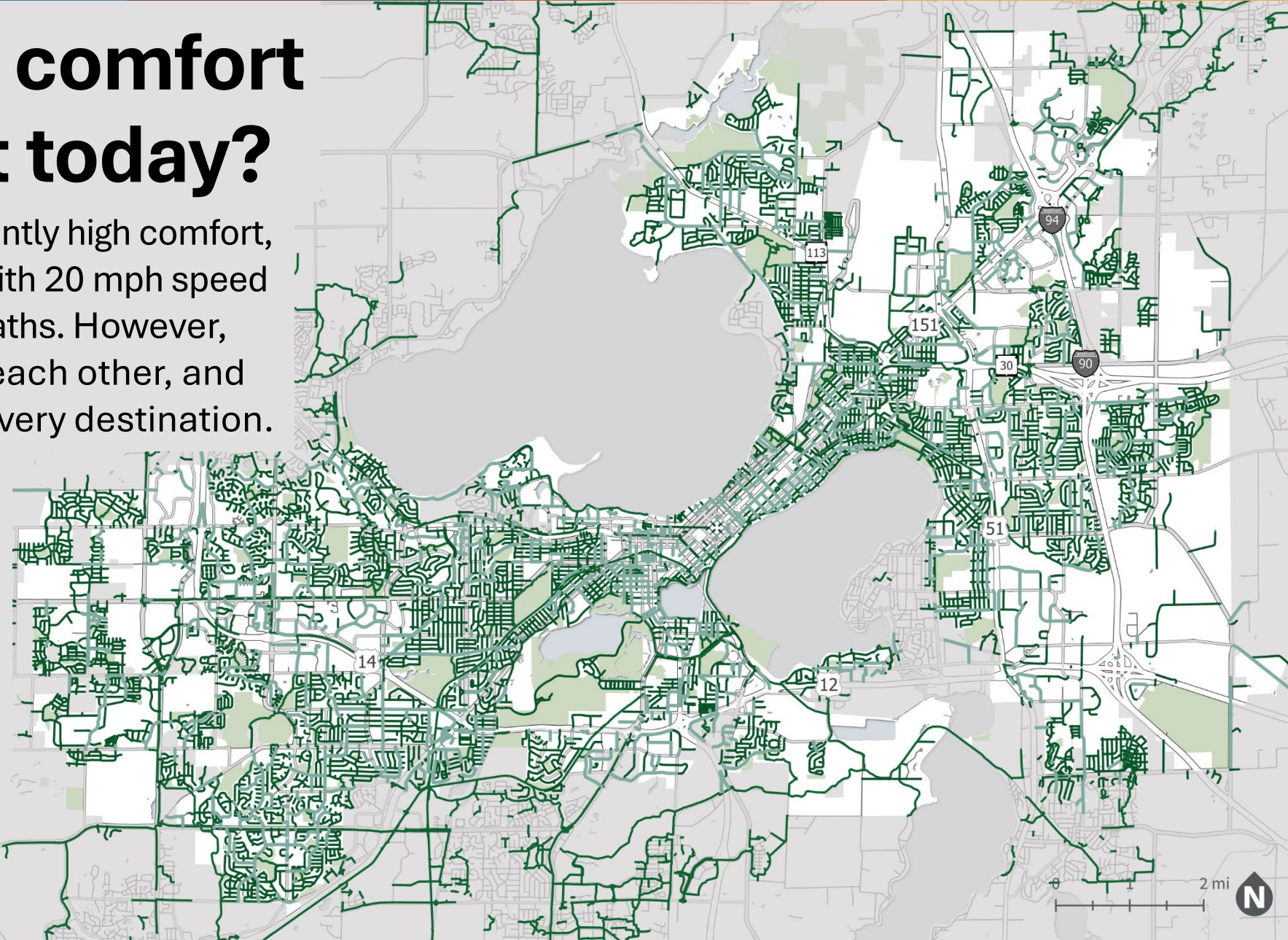
## Level of Traffic Stress (Urban Contexts)

	SHARED LANE	BIKE LANE**	INTERSECTION	SHARED USE PATH	SEPARATED BIKE LANE
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 <b>2</b>	 Low Traffic 30 mph	 Low/Medium Traffic 30 mph, 1 Lane Per Direction	 Low/Medium Traffic Short Right Turn Lane	 Path Along High Traffic Street	 Separated Bike Lane With Mixing Zones

# Where do high comfort bikeways exist today?

Many places in Madison are currently high comfort, including neighborhood streets with 20 mph speed limits and the City's network of paths. However, these are not all connected to each other, and they do not provide access to every destination.

The High Comfort Network is planned to serve as a citywide spine which will connect existing high comfort routes. For more information, review the [2025 Pedestrian and Bicycle Plan Existing Conditions Summary](#).



# How was the network developed?

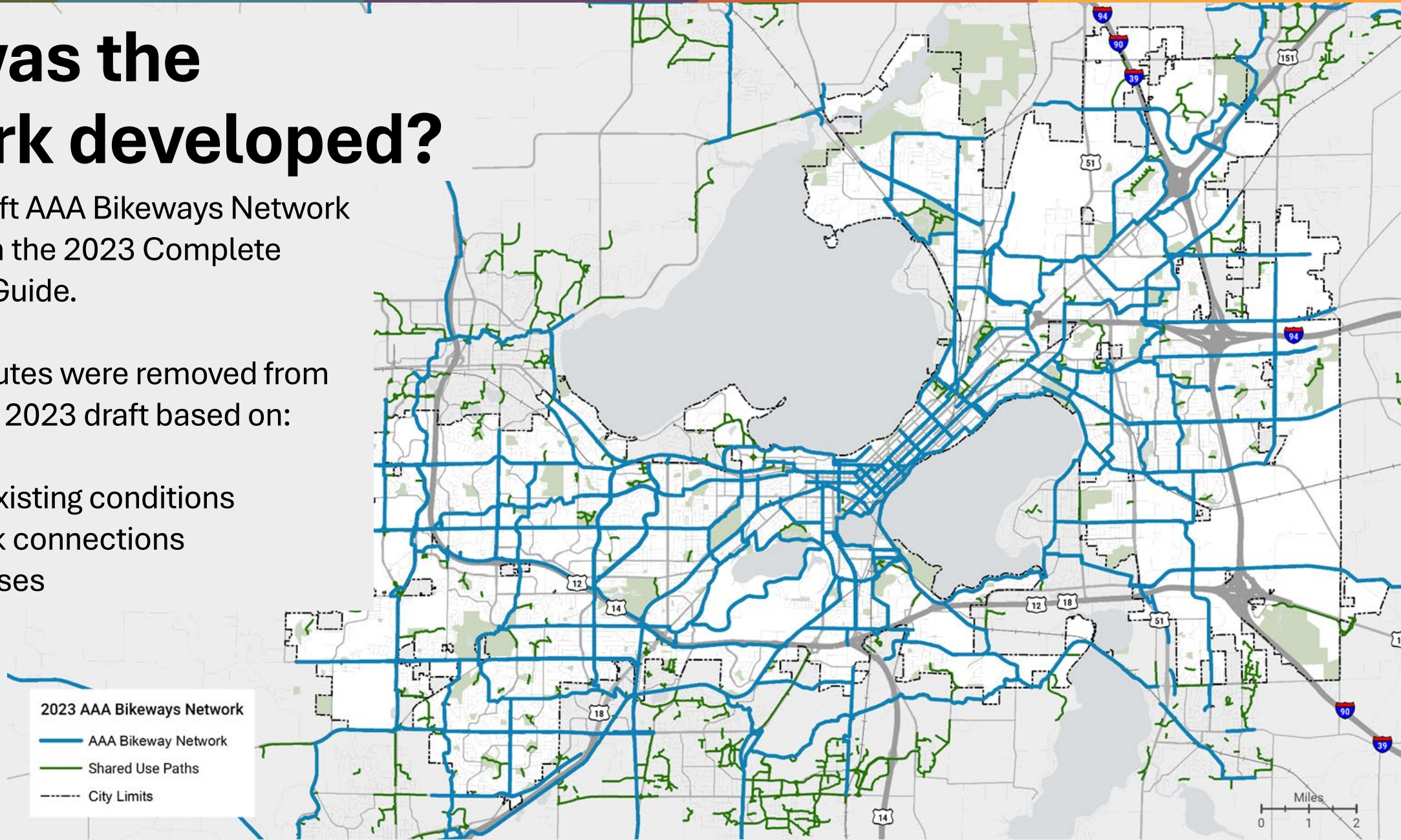
Draft network plan overview

# How was the network developed?

The original draft AAA Bikeways Network was included in the 2023 Complete Green Streets Guide.

A number of routes were removed from or added to the 2023 draft based on:

- Public input
- Review of existing conditions
- Key network connections
- Other analyses



# Public Input

Network development was informed by public input conducted in 2025 and summarized in the [Pedestrian Plan and AAA Bike Network Engagement Summary](#).



### FOCUS GROUP: BIKE NETWORK

- 15 participants (diverse group of bike advocates)
- Participants indicated that biking carries deep personal meaning and identity.
- The current network develops organically, often reacting to construction rather than being driven by a proactive plan.
- Participants felt this led to gaps, inconsistent designs, and lost opportunities.

### SURVEY LEARNINGS

- 557 respondents (various modes of outreach)
- Affirmation of modal prioritization from Let's Talk Streets: **people feel as if bike and pedestrian paths currently come secondary to roads.**
- Community focus vs infrastructure focus: **people view paths as community connections, not just infrastructure.**
- Multiple meanings of safety (e.g. traffic vs fear of harrasment)
- Traffic enforcement as a safety concern is a consistent theme

### FOCUS GROUP: BIKE NETWORK

- A major repeated theme: **Continuity in language, signage, color, and appearance is essential.**
  - Users should be able to navigate the system like a bus or transit route: recognizable cues that clearly show where to go next.
- Participants emphasized evaluating the network in **low-income and historically marginalized areas, ensuring access and safety metrics are tracked.**

- Network must be **complete & destination-oriented**
- Need better **inter-municipal coordination**
  - better tools for alders and policymakers, including improved online maps that show gaps clearly.

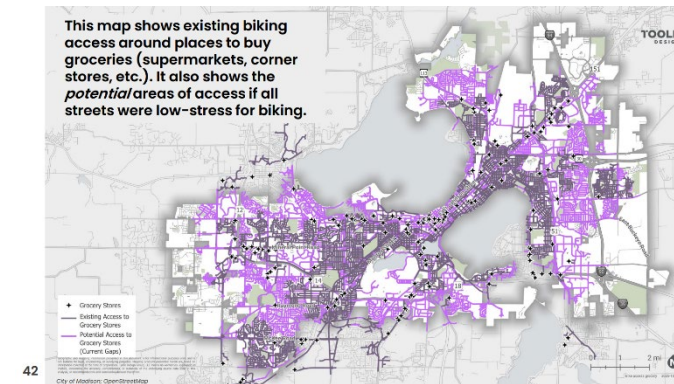
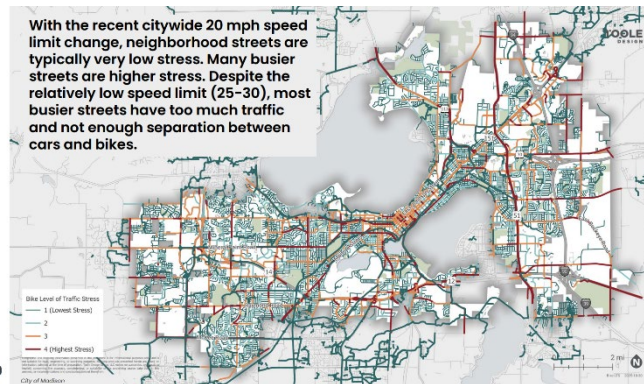
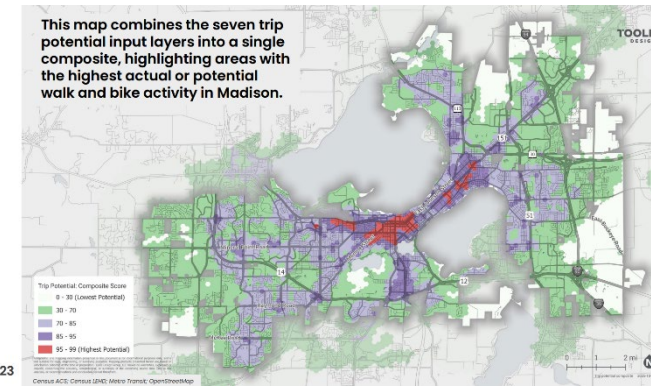
# Existing Conditions and Analyses

Network development was informed by the analyses performed for the 2025 Pedestrian and Bicycle Plan Existing Conditions Summary.

**Summary of Existing Conditions & Challenges**  
 Pedestrian Plan and All Ages & Abilities Bikeways  
 November 2025



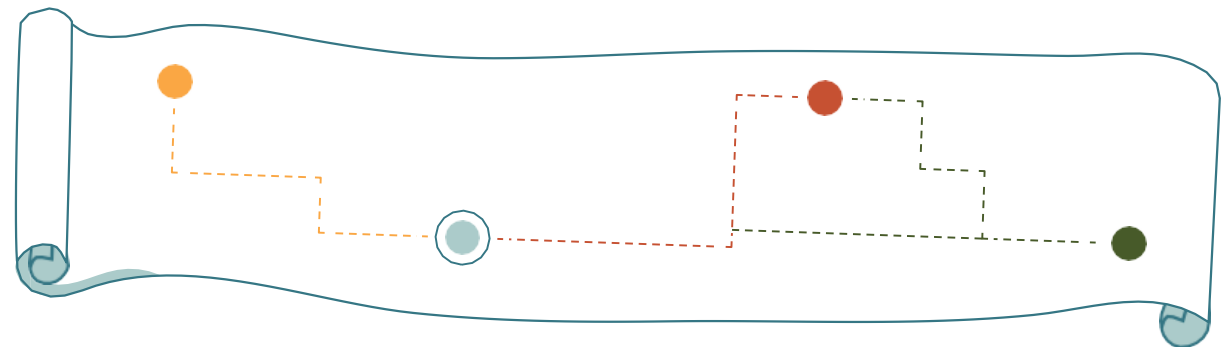
CITY OF MADISON



# Network Design Principles

## Connectivity

- The network should connect people with destinations, with no gaps or missing links. Destinations include places of work, schools, parks, and commercial areas.
- Routes connecting to destinations are preferred over those that do not.
- Routes should connect existing pockets of high comfort routes, such as the City's 20 mph residential streets.

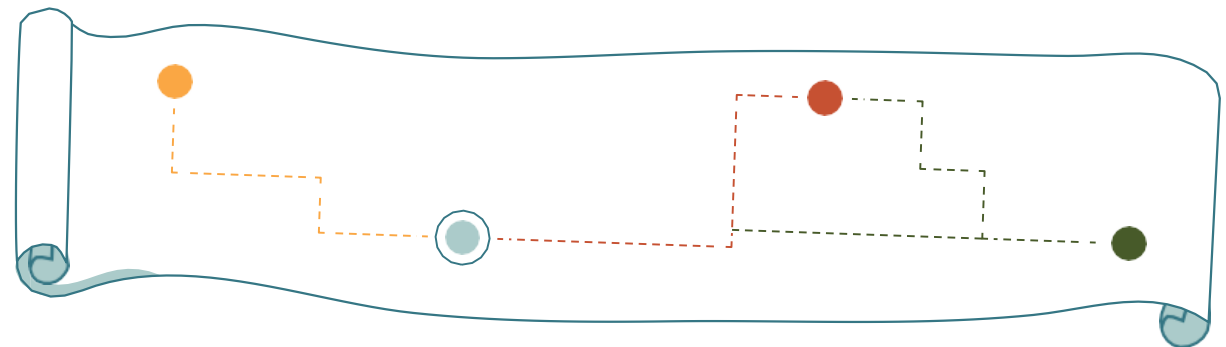




# Network Design Principles

## Directness

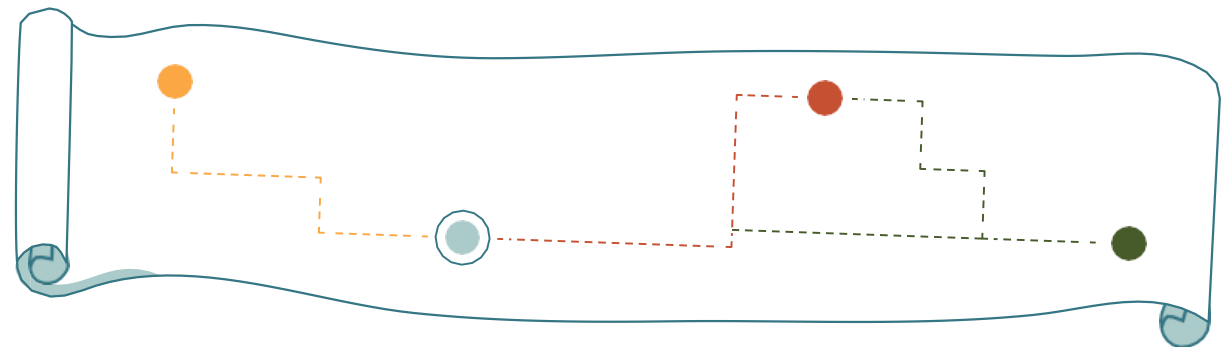
- Direct routes are generally preferred over less direct routes with detours.
- This acknowledges that people biking experience additional travel distance as both added time and effort.



# Network Design Principles

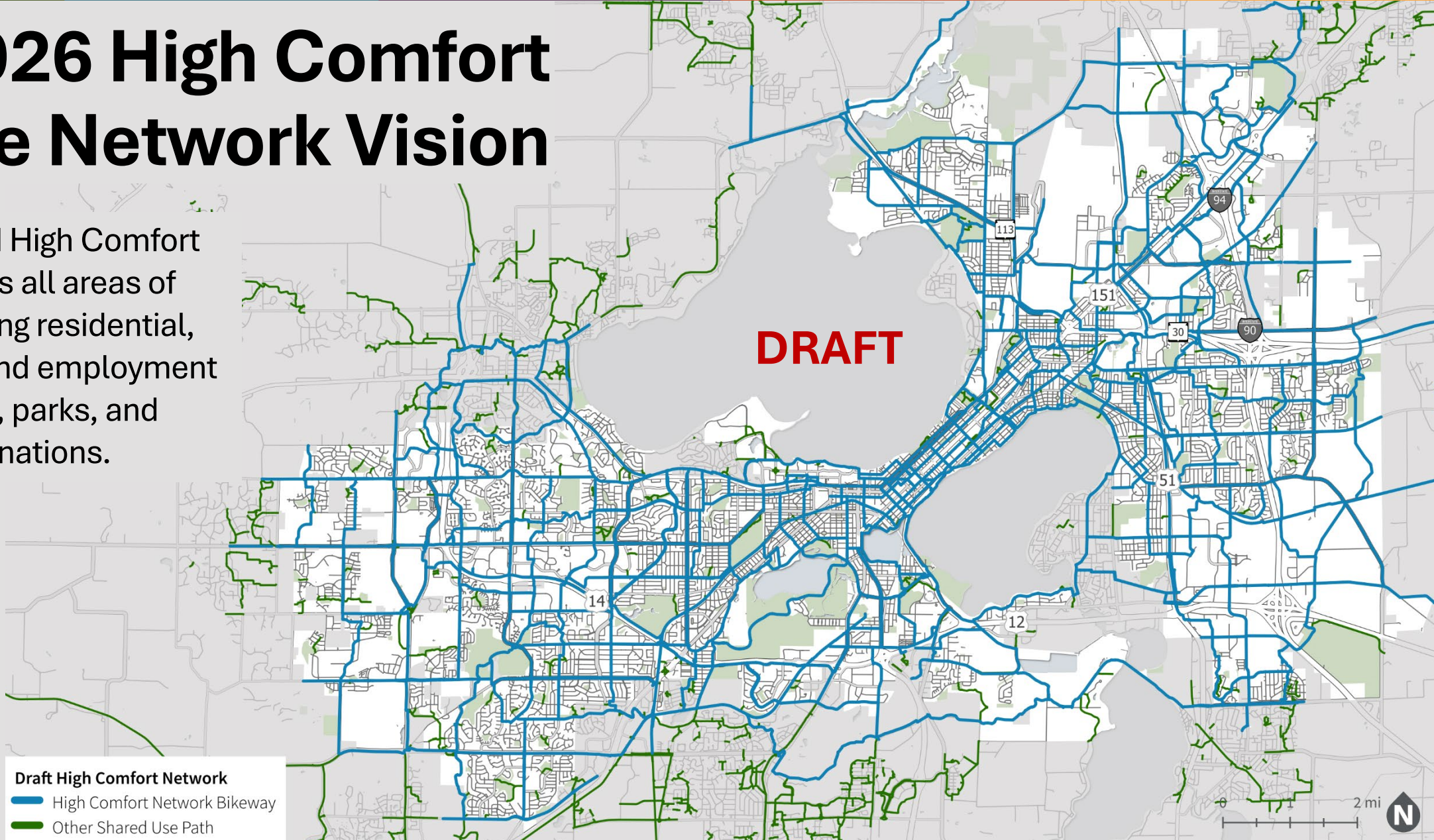
## Parallel route spacing

- In Madison's densest urban areas, parallel routes are spaced approximately  $\frac{1}{2}$  mile or less, so the nearest high comfort route is often no more than  $\frac{1}{4}$  mile away.
- In less dense areas, spacing of up to 1 mile between parallel routes is used, so the nearest high comfort route is often no more than  $\frac{1}{2}$  mile away.
- This spacing results in a network of priority routes while maintaining coverage of the City. Other high comfort connections exist, including most of the City's 20 mph residential streets.



# 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

# The network will be implemented using a variety of bicycle facilities.

Shared Use Path



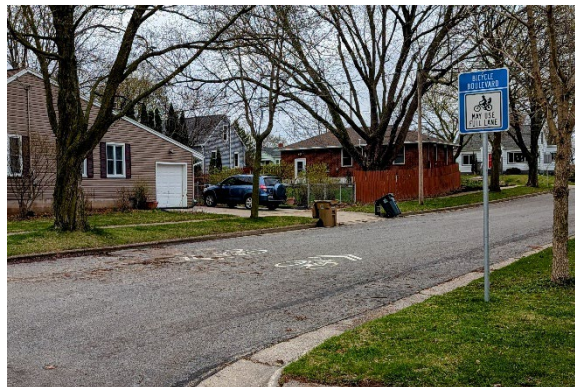
Cycle Track



Separated Bike Lane



Bicycle Boulevard



Bike Lane (Buffered/Standard)



# Bicycle Network Status

The envisioned Network is in various stages of completion. Portions of the network are already high comfort and low stress, while other portions are high stress, and some areas have yet to be built.

**Draft High Comfort Network Status: On-Street Facilities**

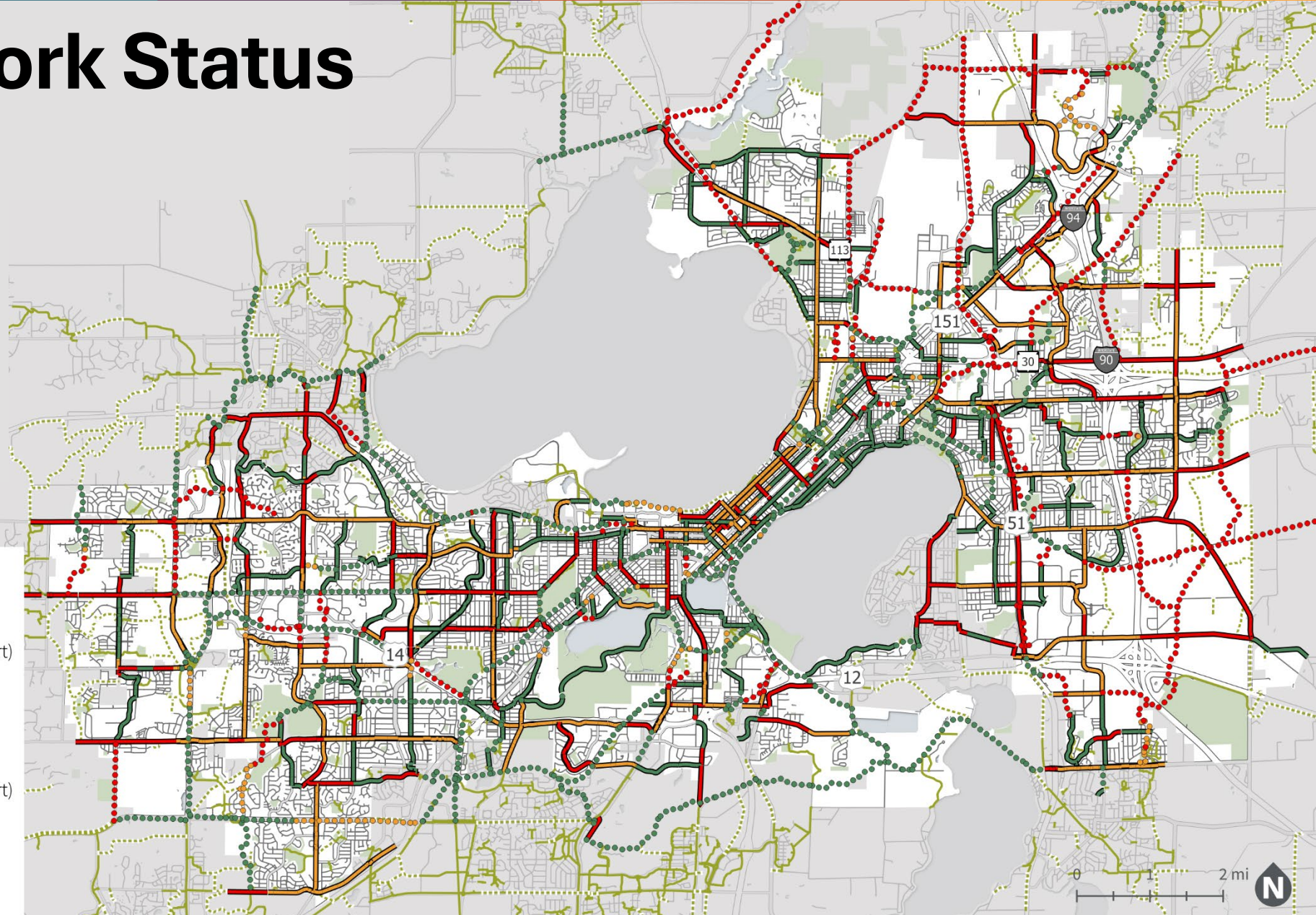
- Existing (High Comfort)
- Existing (Not High Comfort)
- Planned

**Draft High Comfort Network Status: Paths**

- Existing (High Comfort)
- Existing (Not High Comfort)
- Planned

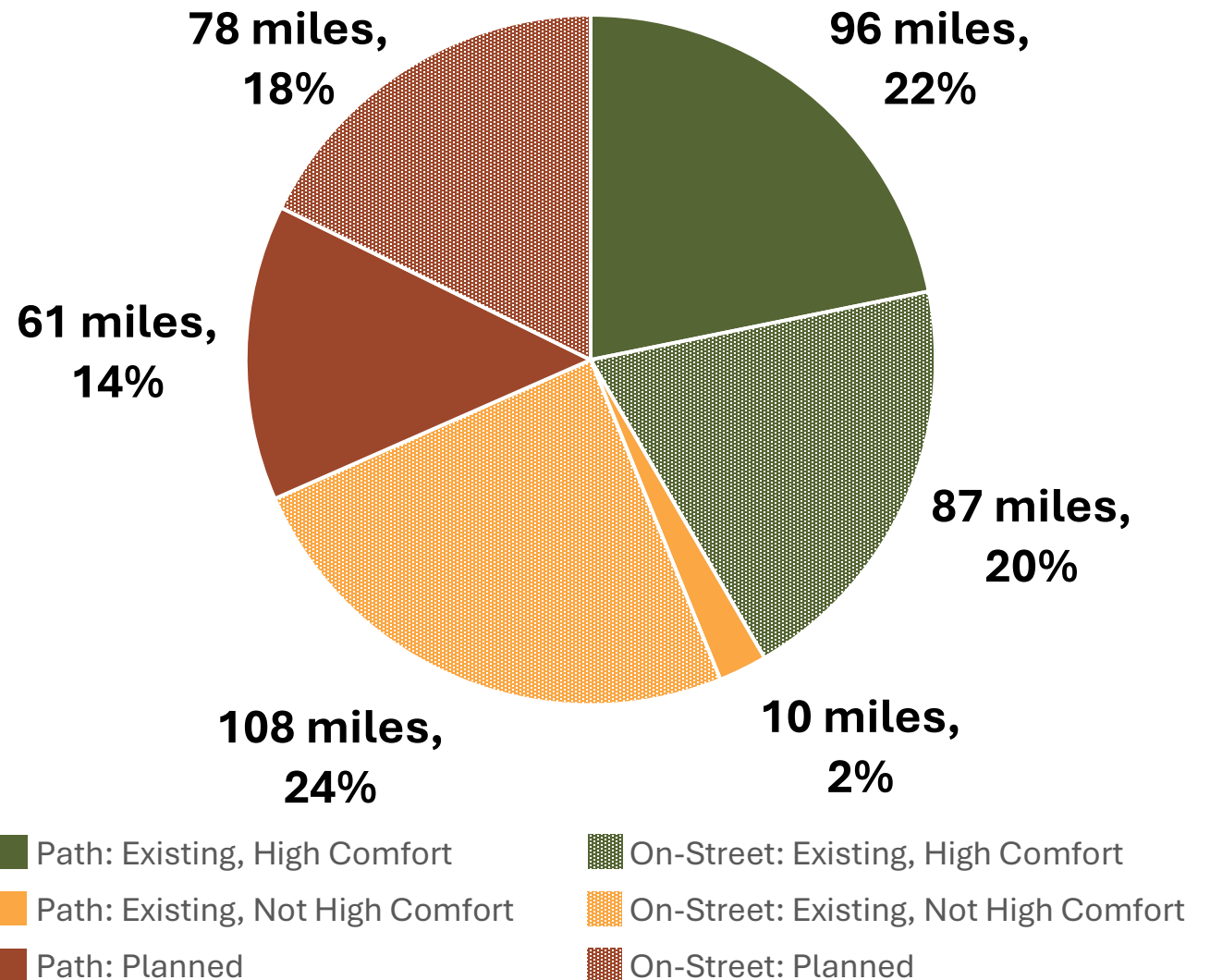
**Non-AAA Network Paths**

- Other Path Existing
- Other Path Planned



# What's the status of the network today?

- Approximately 42% of the High Comfort Network currently meets high comfort standards.
  - 96 miles of paths
  - 87 miles of on-street bikeways
- The remaining 58% of the network either exists but does not meet high comfort standards or is planned.
  - 71 miles of paths
  - 186 miles of on-street bikeways



# 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.





# Plan Review & Comments

Tell us what you think

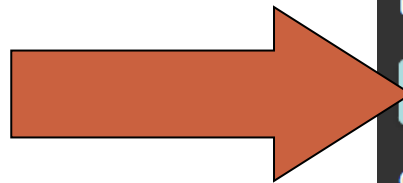
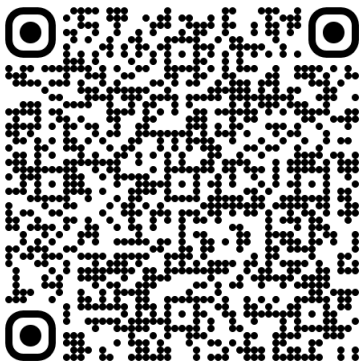
# Review the Plan Online

Visit the [Bicycle Network Plan website](https://www.cityofmadison.com/traffic-engineering/biking-walking/get-biking/bicycle-plan)

- <https://www.cityofmadison.com/traffic-engineering/biking-walking/get-biking/bicycle-plan>

Click the link to Explore the Network Map

Comments will be accepted until noon on Monday, May 11



## Explore and Comment on the Draft All Ages and Abilities Bike Network

The Draft All Ages and Abilities Bike Network is a long-term vision for a well-connected, high comfort bicycle network in Madison. It is designed to connect residents to schools, parks, commercial areas, and other destinations throughout the city. You are encouraged to read a brief summary about the draft network through either of the documents linked below before viewing the interactive network map.

Read a brief summary of the [Draft AAA Bike Network PDF](#)

Read a more detailed [summary of the Draft AAA Bike Network PDF](#)

Additional documents about existing bicycling conditions and analyses that were completed for this draft plan are linked at the bottom of this page under the Project Materials heading.

Follow the link below to review and provide comments on the Draft AAA Bike Network through an interactive map. Comments will be accepted until **noon** on Monday, **May 11**.

[Explore the Draft AAA Bike Network Interactive Map ↗](#)

Comments on the Draft AAA Bike Network are preferred through the interactive map, but they can also be emailed

## Draft High Comfort Bike Network Review Map

*This experience is best when used on a computer rather than a phone.*

The City of Madison is updating and finalizing the High Comfort Bike Network, first developed as part of the Complete Green Streets Guide as the All Ages and Abilities (AAA) Bike Network. The Network identifies the streets and paths that, when completed, will make a complete bike network of low-stress bikeways connecting neighborhoods, key destinations within Madison, and adjacent municipalities. This map purposefully does not include all existing and future on-street bikeways in Madison. Rather, its focus is on creating a citywide interconnected network for people of all ages and abilities.

The High Comfort Network map is a **long-term planning document** and is an **aspirational concept for a complete system**. The Network will largely be implemented through street projects as they arise, although standalone bicycle projects are possible, particularly if grant funding is secured. The Network includes selected connections outside of the city of Madison that make connections of regional significance to/from Madison.

This is your opportunity to review the draft revised network and provide input! The webmap allows you to comment on and rate segments of the network. To add comments to the map, please sign-in by adding your email in the box below and clicking on "continue to map." A short survey will pop up before you can start adding to the map. Your email and the survey are not required but will allow us to contact you if we have questions about your input.

If you have any questions about the project, please email [walkingbiking@cityofmadison.com](mailto:walkingbiking@cityofmadison.com).

Hit "Let's go!" to get started.

Name (optional)

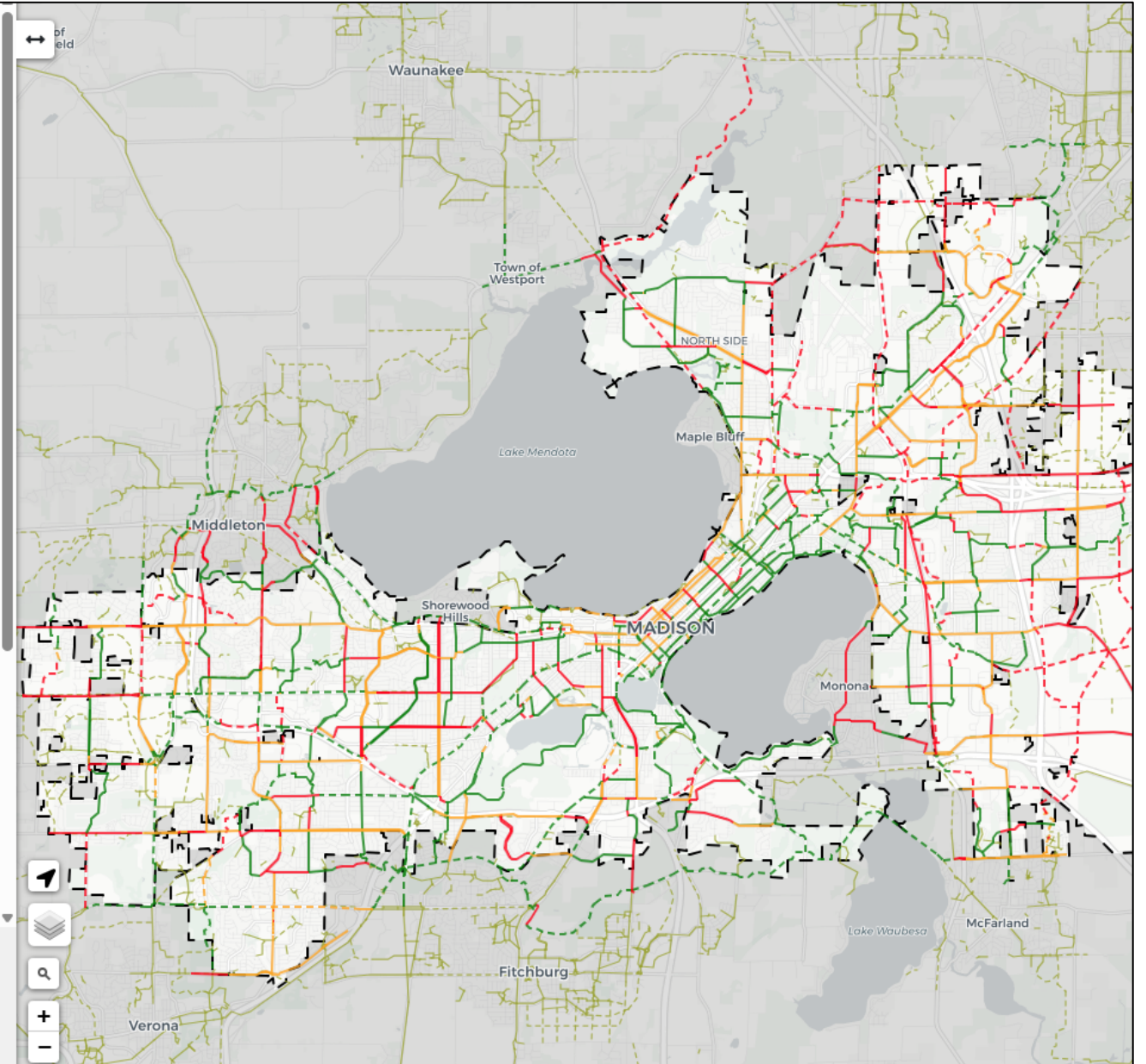
Don't want to share your information?

[Skip ahead to the map.](#)

Select Language ▼

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Map Tiles © Google | Leaflet | **TOOLE** DESIGN



## Mineral Point Road

Status: Planned

Network: On-Street

Existing Facility Type: None

Level of Traffic Stress: LTS 4

4505 Mineral Point Rd  
Madison, Wisconsin  
[View on Google Maps](#)



Google

Keyboard shortcuts © 2026 Google Terms Report a problem

### Commenter Name

Leave this blank to comment anonymously.

Do you think this route should be part of the High Comfort Bike Network?

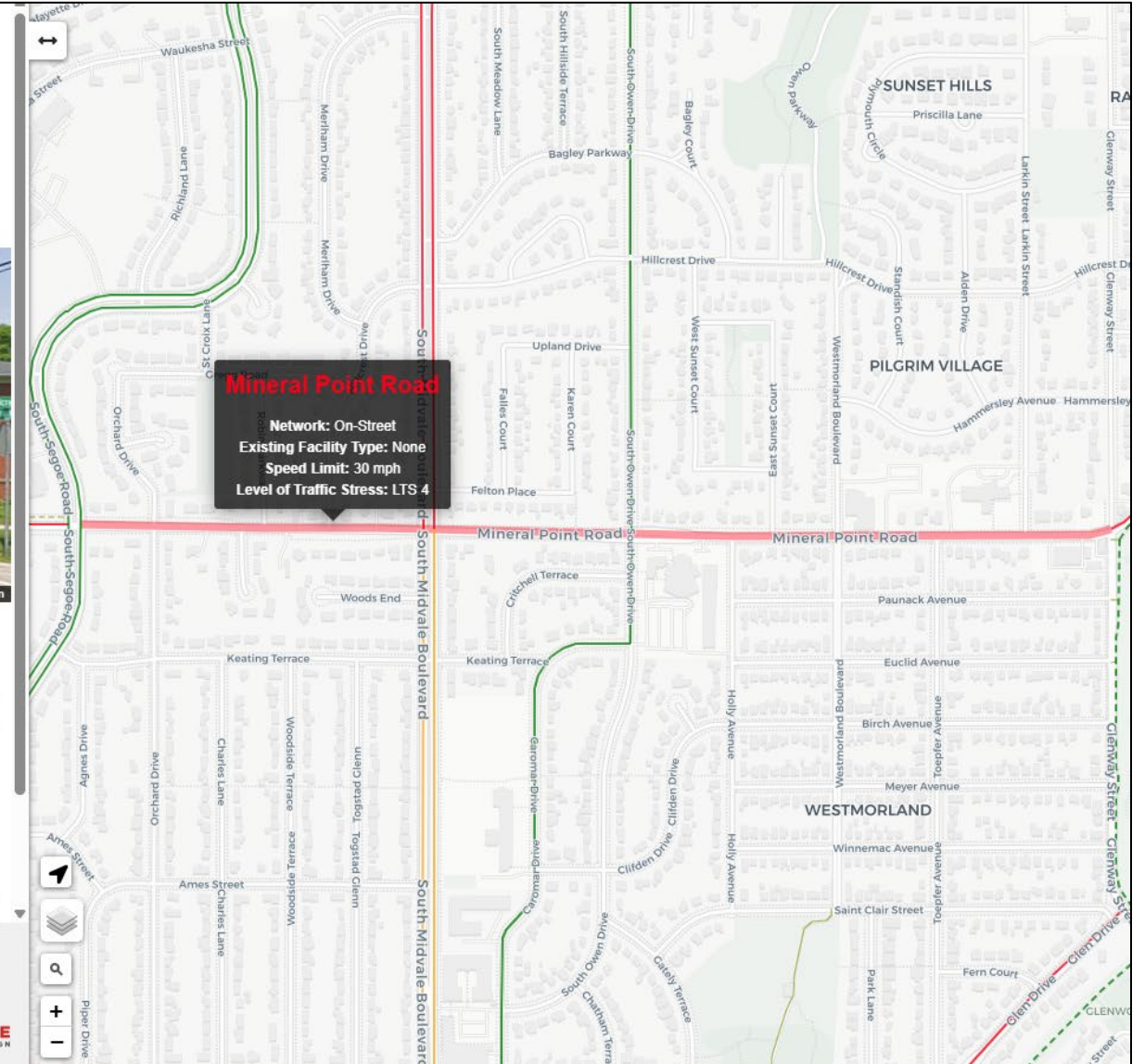
- Support
- Disagree

What should we know about this route?

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# High Comfort Network Plan Timeline

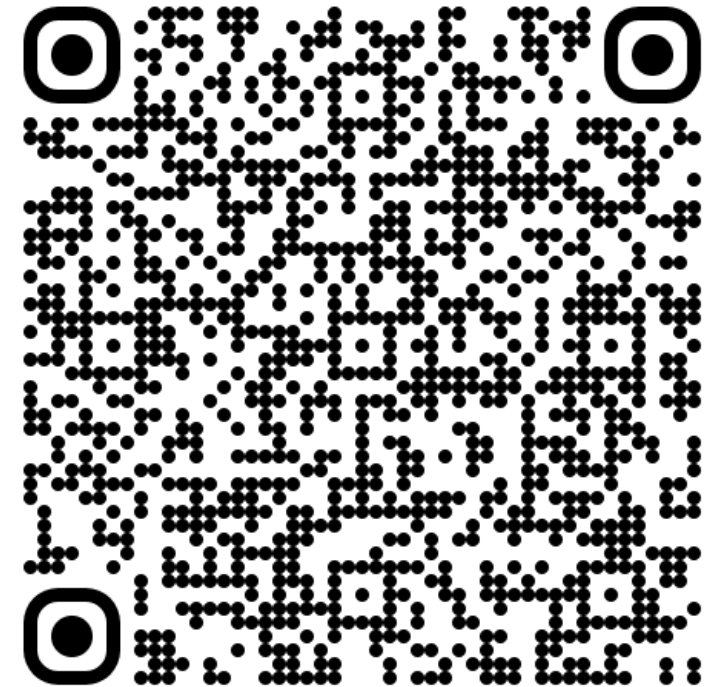
- **Monday, May 11:** Public comment period closes
- **May–June:** Plan revisions
- **Summer:** Plan adoption

## **Future Public Comment Opportunities** (dates TBD)

- Transportation Commission
- Common Council

**Stay up to date at the [Bicycle Network Plan website](https://www.cityofmadison.com/traffic-engineering/biking-walking/get-biking/bicycle-plan)**

- <https://www.cityofmadison.com/traffic-engineering/biking-walking/get-biking/bicycle-plan>



# Contact Information

- City Project Manager
  - Kevin Luecke  
Pedestrian & Bicycle Administrator
- Plan comments:
  - [walkingbiking@cityofmadison.com](mailto:walkingbiking@cityofmadison.com)



# Questions

- Type your question in the Q&A box  
OR
- Raise your virtual hand to be called on
- Please limit your comments to 3 minutes to allow time for others



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

**Public Information Meeting**

April 23, 2026

