



Federal Grant Projects Update:

Pedestrian Plan
AAA Bike Network Plan
Safe Routes to School Plan

Transportation Commission

March 18, 2026

Kevin Luecke
Pedestrian & Bicycle Administrator



Federal Grants Funded Planning

- Safe Streets and Roads for All (SS4A) FY22 Grant
 - Pedestrian Plan Update
 - AAA Bicycle Network Plan
 - Safe Routes to School Planning
- Transportation Alternatives Program (TAP)
 - Safe Routes to School Plan





Pedestrian Plan

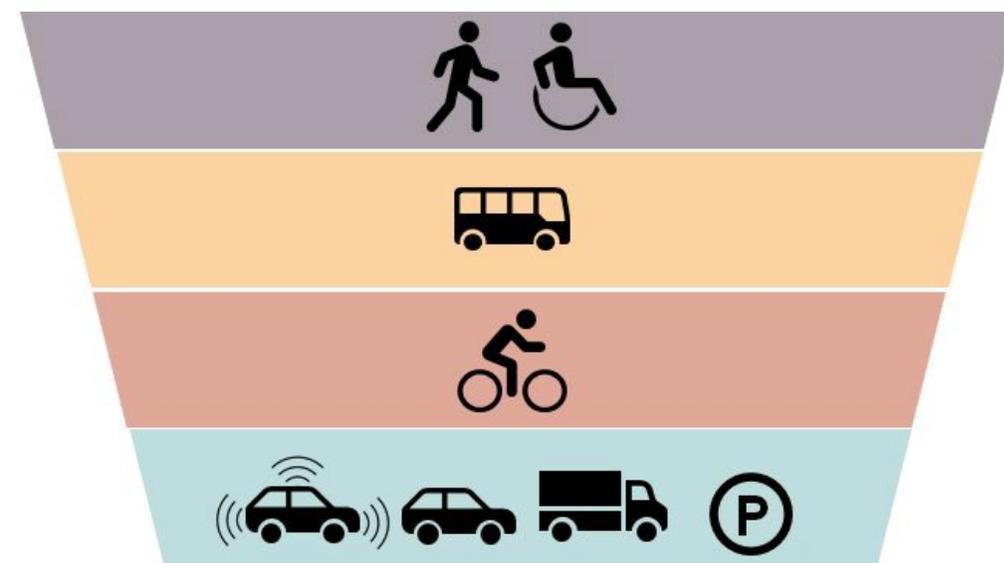


Pedestrian Plan

- Update of the 1997 Pedestrian Plan
- Summary of existing conditions
- Policy recommendations
- Programmatic recommendations
- Infrastructure recommendations and prioritization

Building on Past Plans...

- Madison in Motion (2017)
- Madison Area Low Stress Bicycle Network (2018)
- Bicycle Transportation Plan for the Madison Metropolitan Area (2015)
- Vision Zero Action Plan (2022)
- Metro Network Redesign (2023)
- Complete Green Streets Guide (Updated 2025)
- Imagine Madison Comprehensive Plan (2024)
- Current Area Plans



Complete Green Streets

Modal Hierarchy

...and Previous Work

The City does a lot to make pedestrian travel safe, comfortable, accessible, and attractive.

- Sidewalks are built by default with street projects and infilled as budgets allow
- The majority of Safe Streets Madison projects focus on pedestrian safety
- Pedestrian safety and access are considered in all street designs
- Traffic signals are set up to benefit pedestrians
- Sidewalks are regularly inspected for accessibility
- Sidewalk snow removal is enforced

Listening to the Public

Focused public engagement effort

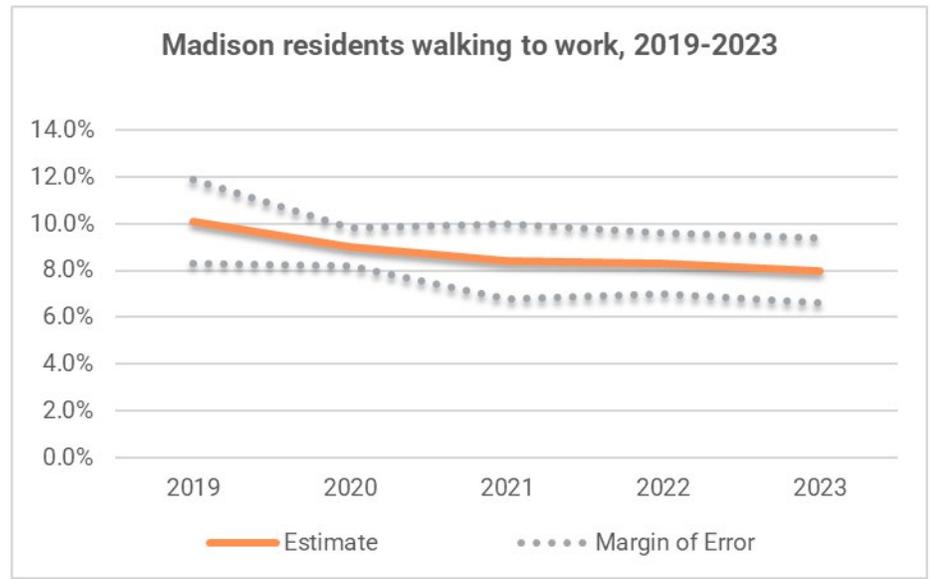
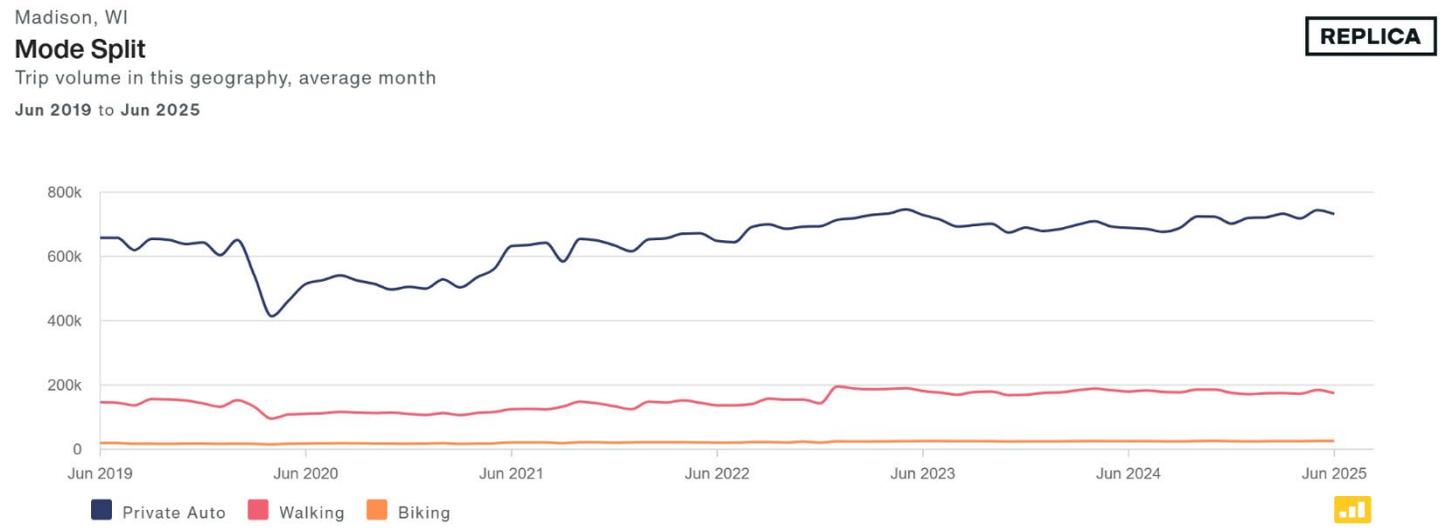
- Virtual interviews
- Online survey
- Tabeing at community centers, libraries, Parks Alive, and other areas
- Focus groups with women and youth

Walking today

Existing conditions

Mode Share

- Per the Census Bureau, approximately 11% of people walk or bike to work
- Replica, a Big Data source, estimates that 15% of *all* trips in Madison are made on foot

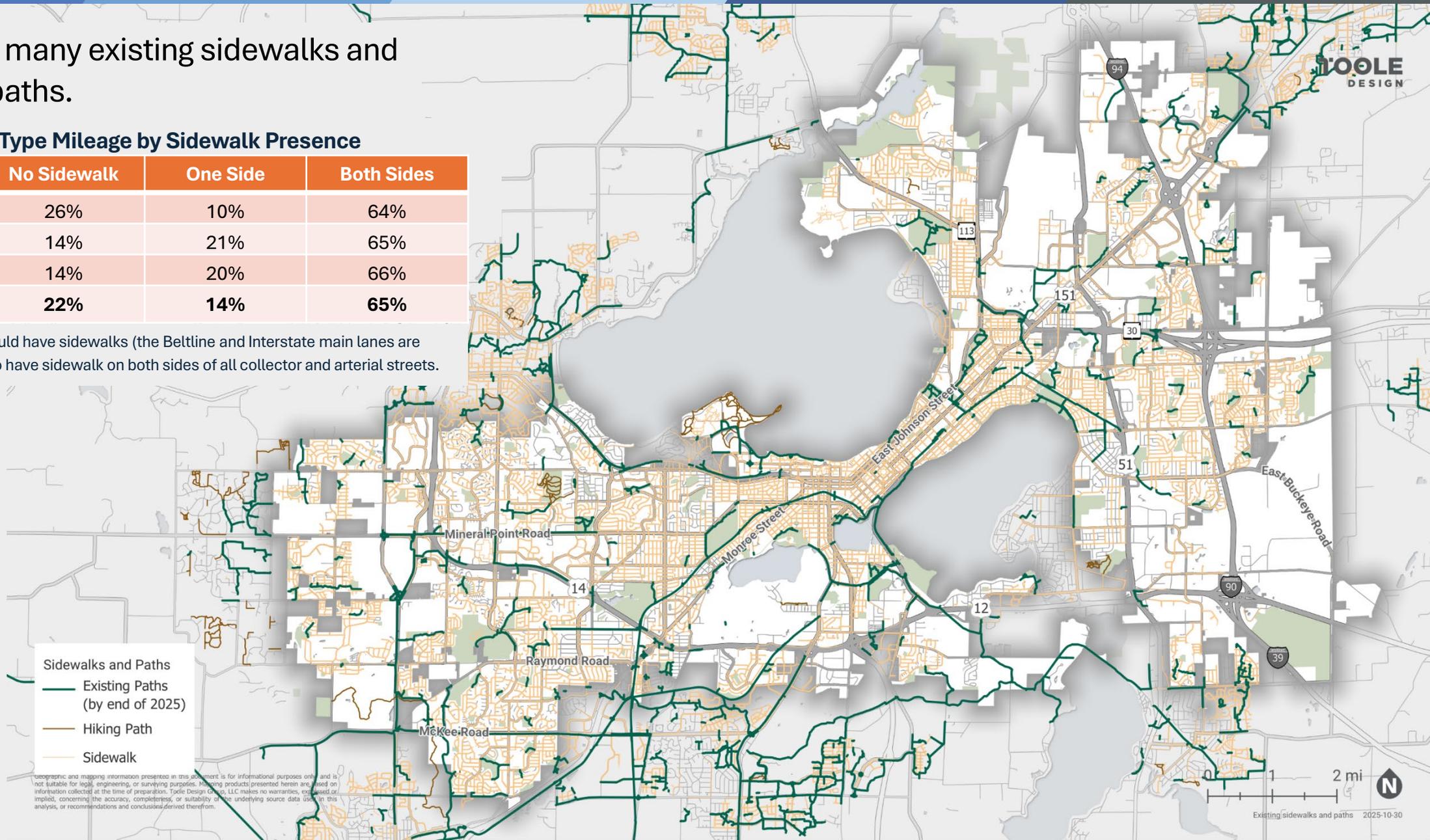


Madison has many existing sidewalks and shared-use paths.

Percent of Street Type Mileage by Sidewalk Presence

Street Type	No Sidewalk	One Side	Both Sides
Local	26%	10%	64%
Collector	14%	21%	65%
Arterial	14%	20%	66%
All Types	22%	14%	65%

Based on streets that should have sidewalks (the Beltline and Interstate main lanes are excluded). City policy is to have sidewalk on both sides of all collector and arterial streets.

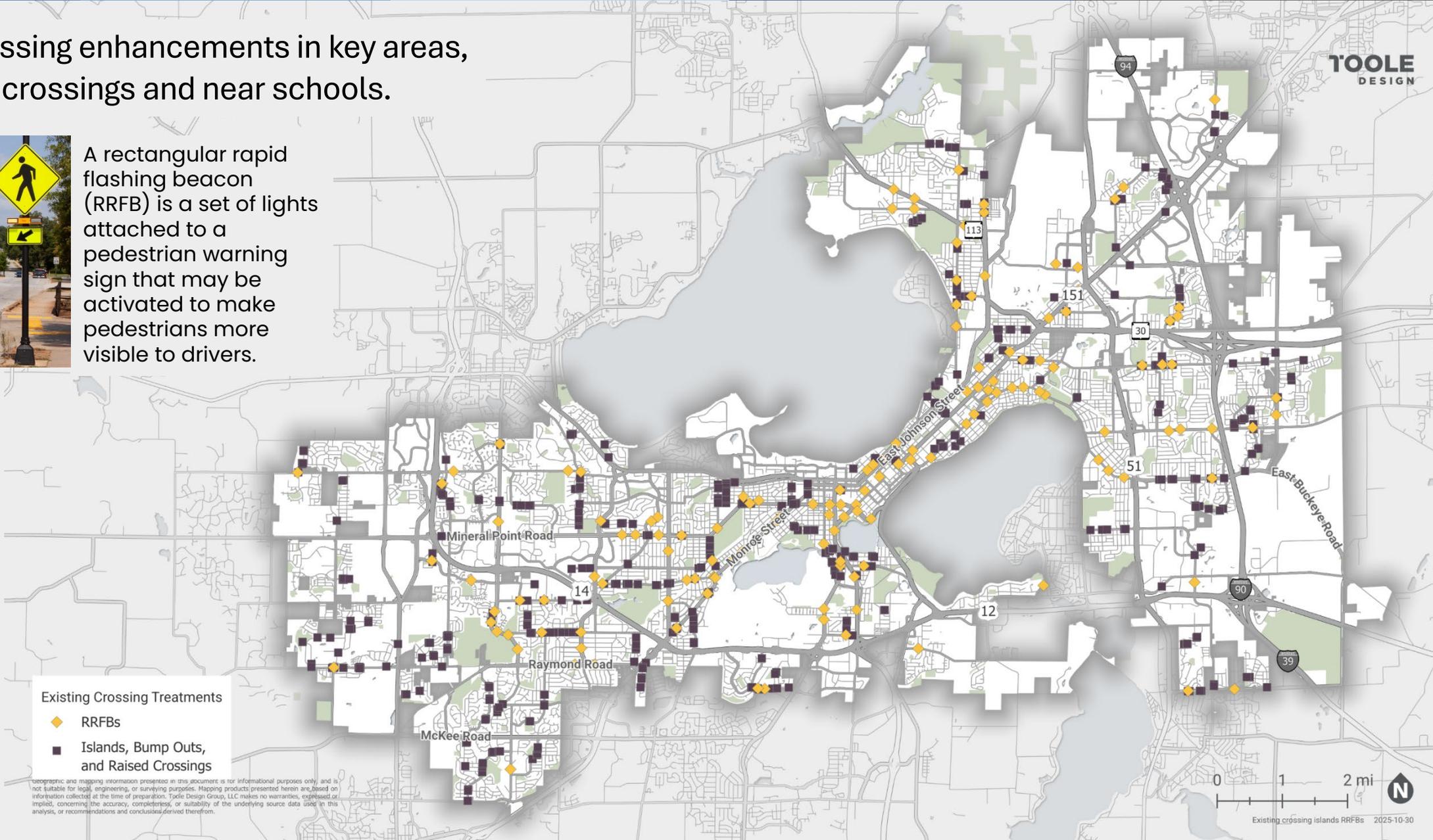


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There are crossing enhancements in key areas, such as path crossings and near schools.



A rectangular rapid flashing beacon (RRFB) is a set of lights attached to a pedestrian warning sign that may be activated to make pedestrians more visible to drivers.



TOOLE
DESIGN

- Existing Crossing Treatments
- ◆ RRFBs
 - Islands, Bump Outs, and Raised Crossings

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Analysis: Trip Potential

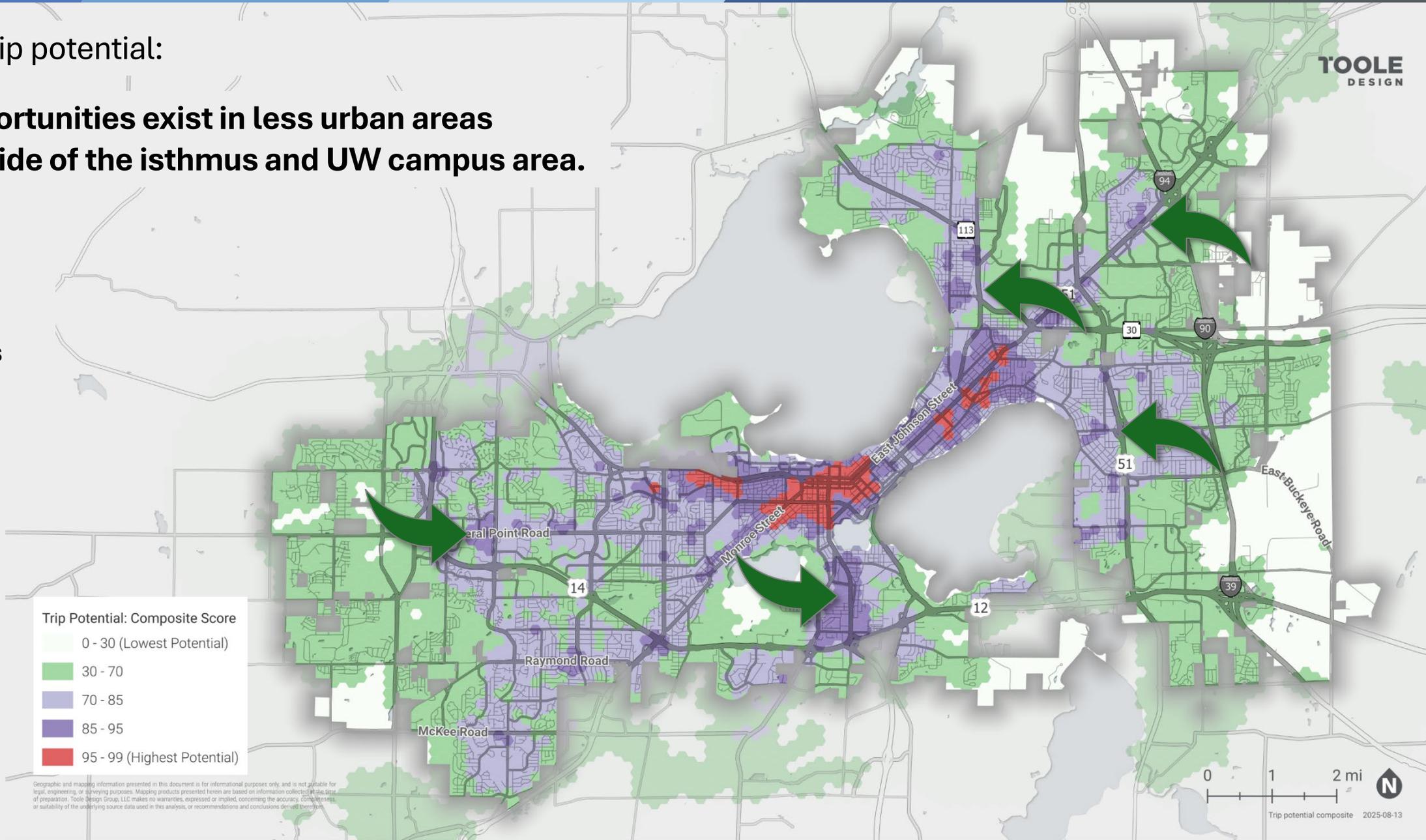
The Trip Potential Analysis uses data to identify the areas where walking and biking activity is high—or would be high if more safe places to walk or bike were provided. This can help identify priorities for investment. The analysis includes seven layers, described below, and a composite.

Factor	Description
Population	Where people live, measured as population density. People living in households without a car are counted twice to prioritize their mobility options.
Jobs	Where people work, measured as employment density.
Urban Form	Where the built environment encourages more walking and biking, measured by the density of the street grid.
Transit	Where transit stop density is highest, with Bus Rapid Transit lines receiving extra weighting to reflect higher use than local routes.
Destinations	Where daily destinations are located. Includes grocery stores, retail stores, libraries, parks, restaurants, cafes, and bars.
Education	Where K-12 schools, colleges, and universities are located.
Mobility	Where trips under 2 miles in length (according to Replica, a Big Data traffic model) are most likely to occur. These are trips that could happen by walking or biking.

Analysis of trip potential:

Opportunities exist in less urban areas outside of the isthmus and UW campus area.

- Population
- Jobs
- Urban Form
- Transit
- Destinations
- Education
- Mobility



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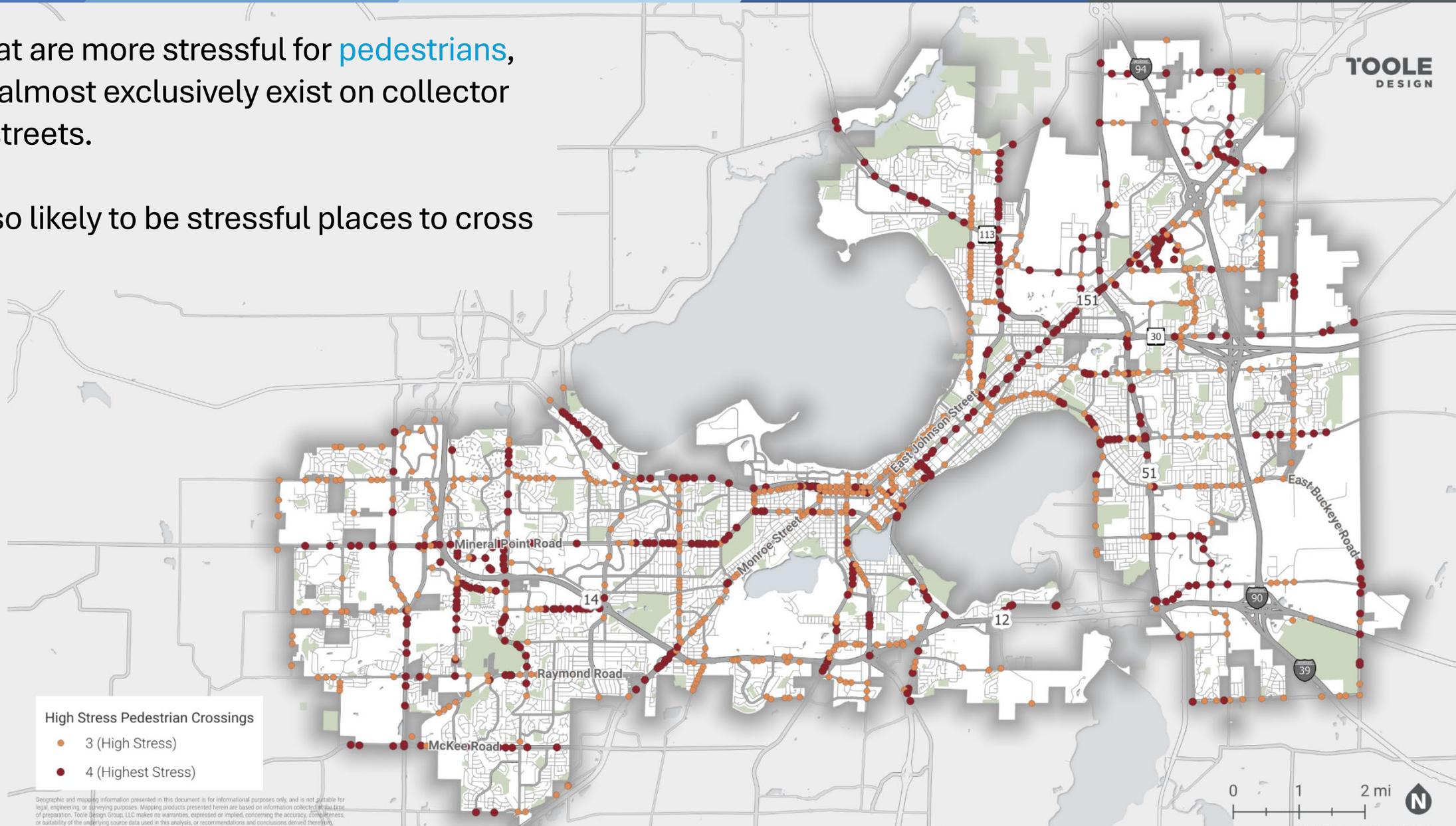
Pedestrian Crossing Level of Traffic Stress

- A Pedestrian Crossing LTS (PxLTS) assigns intersection crossings a score based on how comfortable they are for pedestrians crossing the street.
- The analysis considers traffic volume, prevailing speed, number of lanes, and if a median refuge or crossing island is present.

	PxLTS Level	Description
Low Stress	1	Represents little to no traffic stress and requires little attention [by the pedestrian] to the traffic situation.
	2	Represents little traffic stress for most adults but requires more attention to the traffic situation than young children [defined as ages 10 and younger] may be capable of.
High Stress	3	Represents moderate stress; a higher level of attention to traffic is needed, and adults may feel some discomfort using this facility
	4	Represents high traffic stress. Only pedestrians with limited route choices would use this facility.

Crossings that are more stressful for **pedestrians**, shown here, almost exclusively exist on collector and arterial streets.

These are also likely to be stressful places to cross on a **bike**.

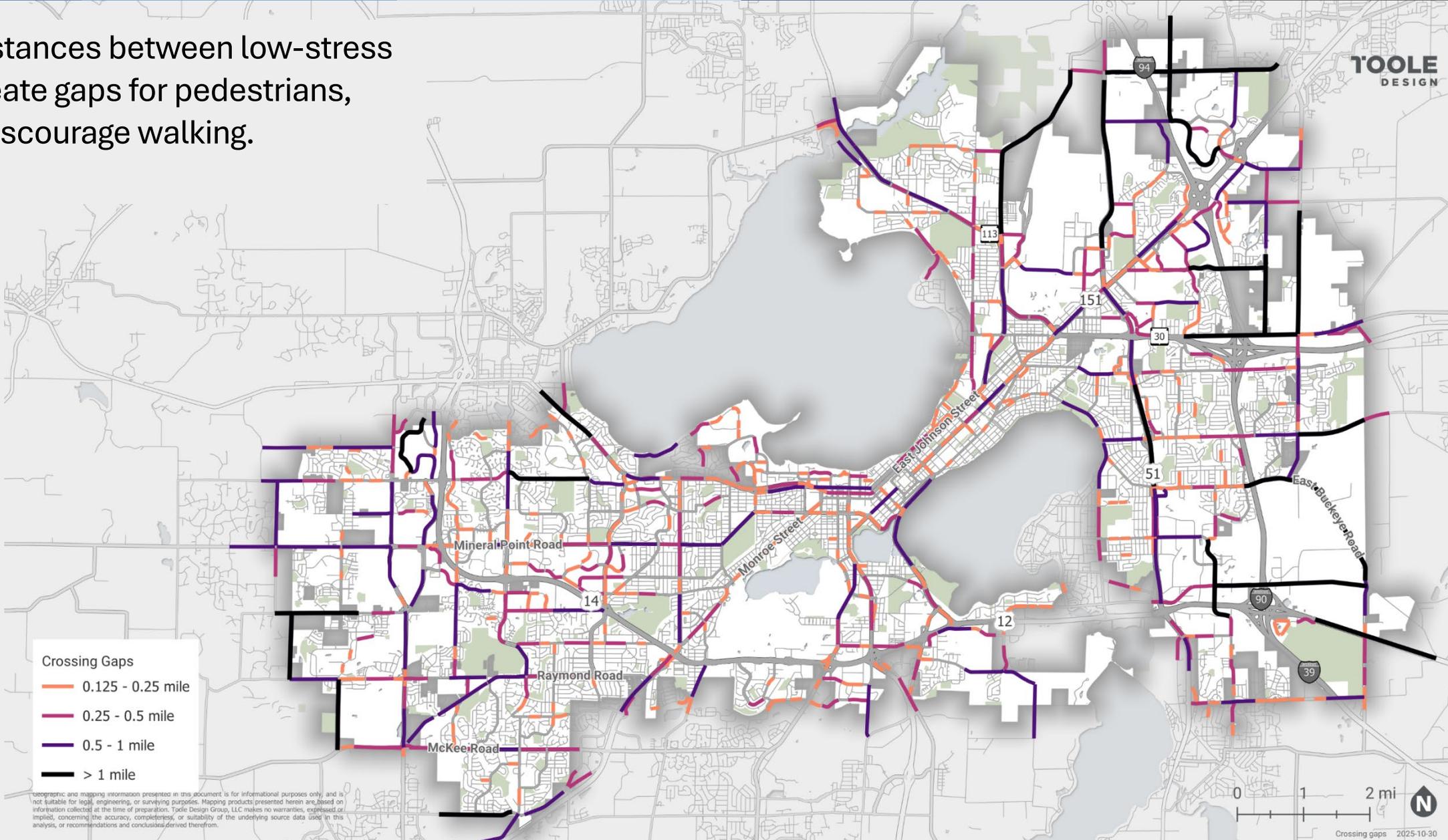


High Stress Pedestrian Crossings

- 3 (High Stress)
- 4 (Highest Stress)

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Excessive distances between low-stress crossings create gaps for pedestrians, which may discourage walking.



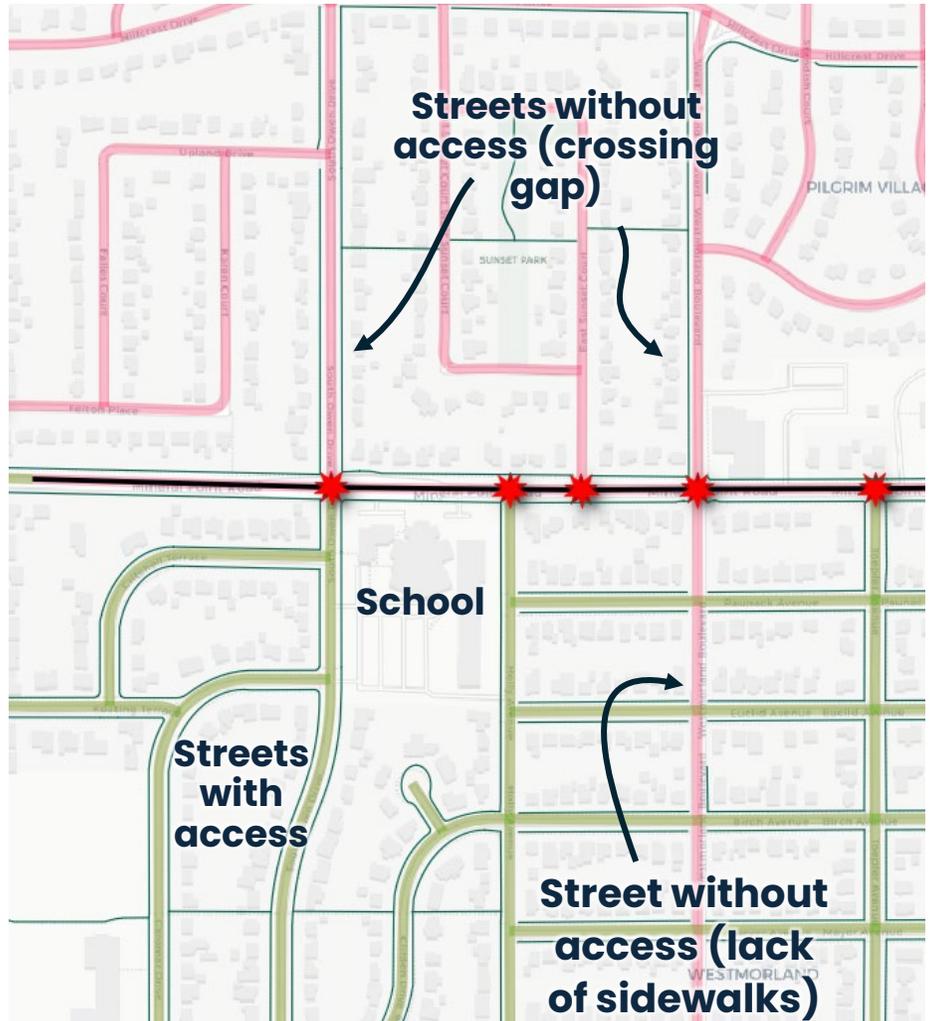
Crossing Gaps

- 0.125 - 0.25 mile
- 0.25 - 0.5 mile
- 0.5 - 1 mile
- > 1 mile

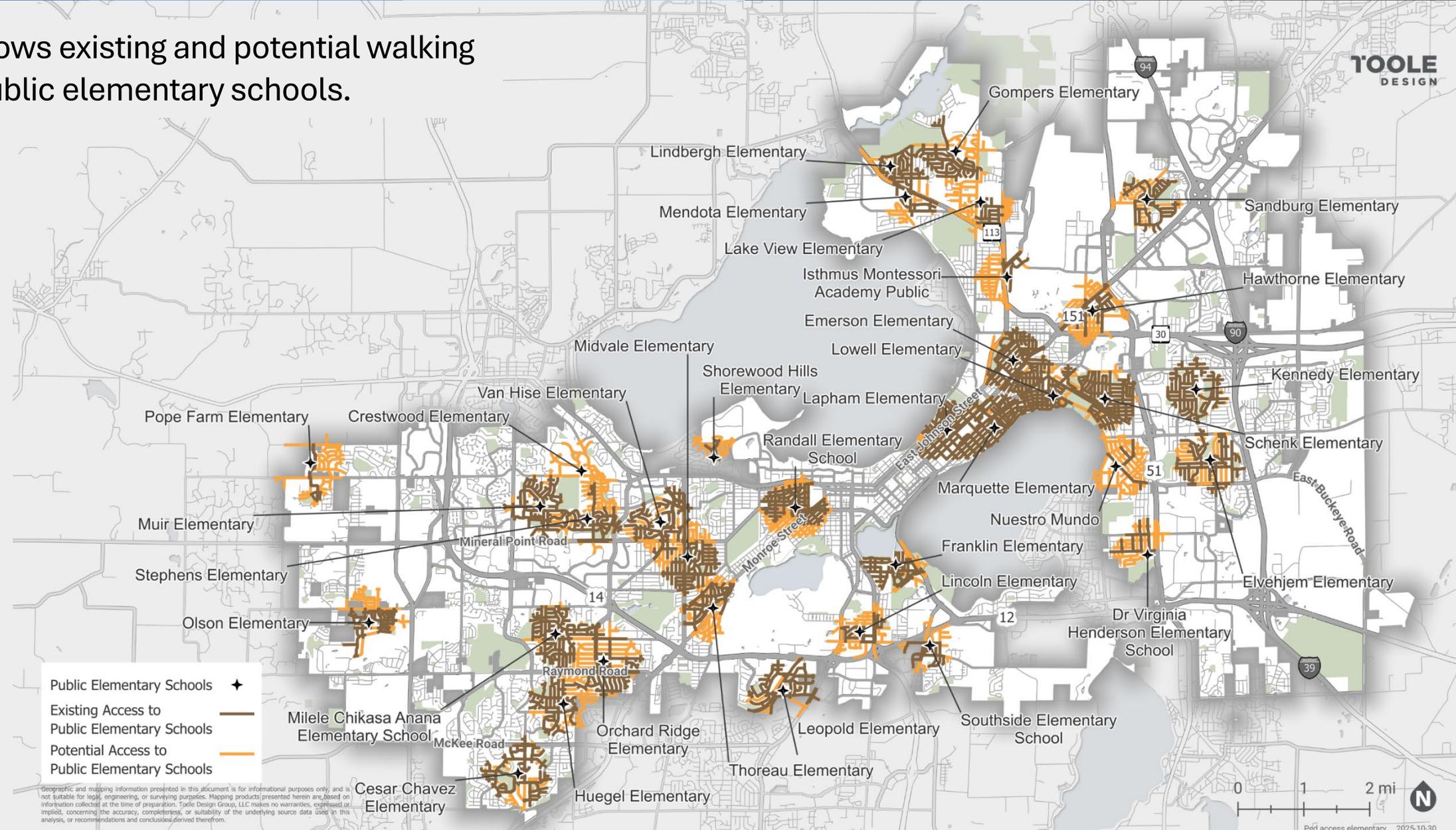
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Analysis: Pedestrian Access

- This analysis identifies how well people can currently access important destinations by walking. Crossing gaps (excessive distances between low-stress crossings, identified on the previous pages) and absence of complete sidewalks influence the outcomes of this analysis.
- For each destination type, the maps show the current accessible areas (within one-half mile), and the potential access areas. The potential access areas identify places that would have access if sidewalks were complete, and crossing gaps were addressed.



This map shows existing and potential walking access to public elementary schools.



TOOLE
DESIGN

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Takeaways

- There is **significant potential**—and likely latent demand—for walking in areas that have not historically been considered hot spots for active transportation.
- Madison has **sidewalks on most streets**. Exceptions include some post-1940s neighborhoods and areas recently annexed.
- Although only about 12% of crossings in Madison are high stress, lengthy **gaps between comfortable pedestrian crossings** reduce walkability to key destinations.

What we are planning

Draft plan overview

Draft Vision

Madison will be a city where walking and rolling are easy, safe, and inviting for everyone—no matter their age, ability, identity, or neighborhood. Walking will be a common and valued way to get around, supported by well-connected walkways, safe crossings, and vibrant public spaces. Sidewalks and paths will link homes, schools, parks, and jobs, helping all communities thrive and stay connected.

Draft Goals

Four draft goals will guide the Pedestrian Plan:

- **Safe:** Ensure that walking and rolling are safe for all users.
- **Comfortable:** Provide places to walk and roll that are comfortable, low-stress, and accessible.
- **Convenient:** Build continuous, interconnected pedestrian networks that easily get people to daily destinations.
- **Enjoyable:** Create places to walk and roll that are welcoming and interesting, ensuring that everyone feels that they belong and are legitimate users of the transportation system.

Plan Structure

- Chapters are structured around the four Goals
 - Introduction, Objectives, and Measures/Targets
 - Existing Conditions and Needs
 - Strategies and Actions

Measure	Target	Baseline (2025)
Mileage of gaps between low-stress crossings	n/a (???)	TBD
Percent of streets with continuous walk/roll access to nearby schools, grocery stores, and transit stops	100% by 2035	TBD
Percent of streets in Neighborhood Priority Areas with continuous walk/roll access to nearby grocery stores	100% by 2035	TBD
Mileage of missing sidewalks (not including sidewalks built with new development)	0 by 2035	88 miles
Walking and rolling trips to work	n/a (???)	6.6% (2024)
Public perception of pedestrian, convenience, collected via surveys	n/a (???)	TBD

Project Prioritization

- Planning effort includes project prioritization tools for internal use
- Help guide where standalone pedestrian improvements are made
- Recognizes that many improvements happen through larger projects



Pedestrian Plan Tentative Timeline

- **Monday, April 6:** Plan released for public review and comment
- **Tuesday, April 7:** Virtual Public Information Meeting for plan overview
- **Monday, April 27:** Public comment period closes
- **May:** Plan revisions
- **Summer:** Plan adoption

Learn more at the [Pedestrian Plan website](#)



All Ages & Abilities Bicycle Network Plan

What is the AAA 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 AAA Network...

...is:

- A **long-term vision** for a backbone network
- Low-stress / high-comfort routes
- Connections to key destinations
- A framework for prioritizing

...is not:

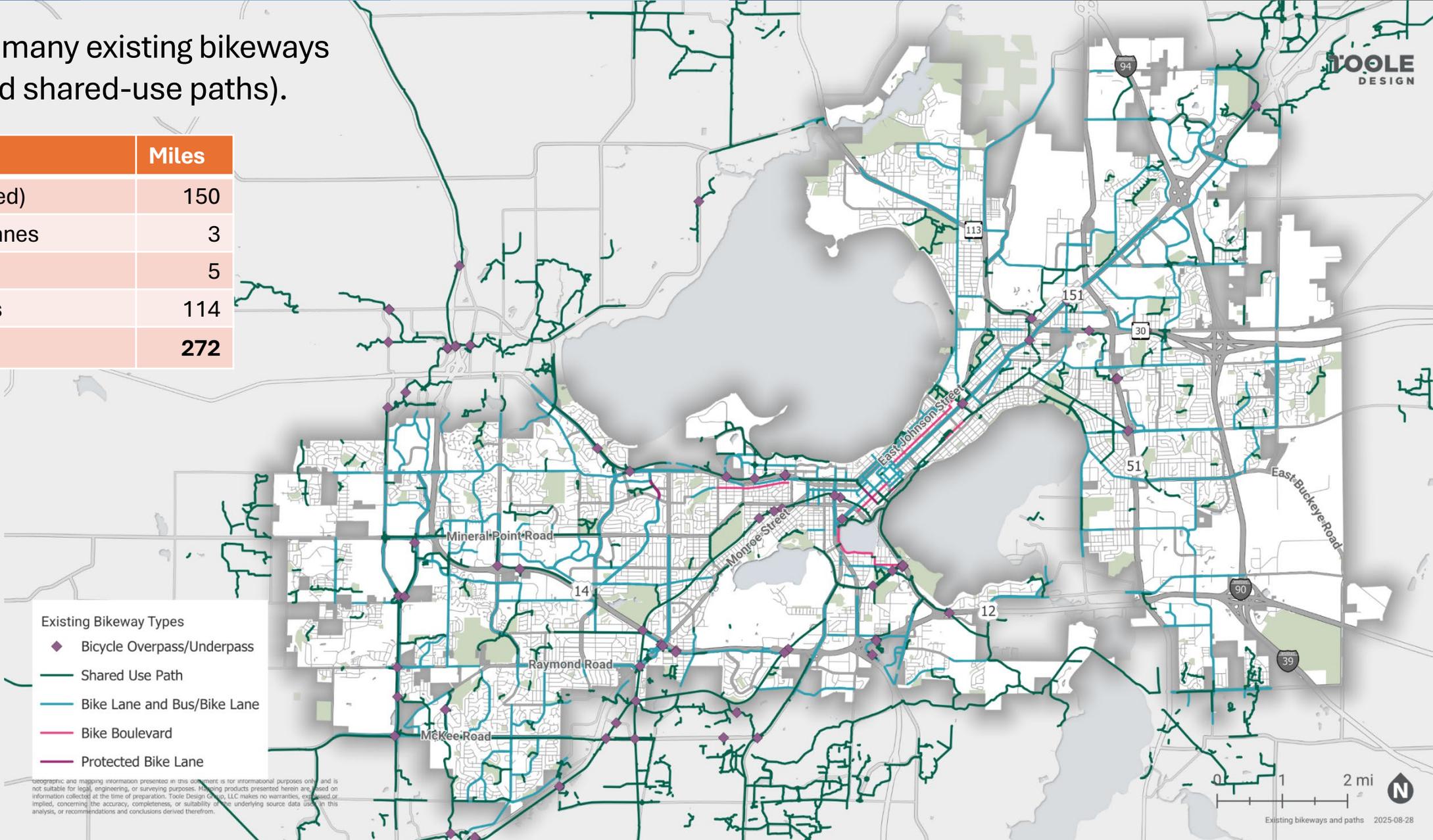
- The only places where bikeways are or will be
- The only places that will be AAA-friendly
- Design-specific
- Instantaneous

Biking today

Existing conditions

Madison has many existing bikeways (on-street and shared-use paths).

Type	Miles
Bike Lanes (striped)	150
Protected Bike Lanes	3
Bike Boulevards	5
Shared use paths	114
Total	272



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Bicycle Level of Traffic Stress Visualized

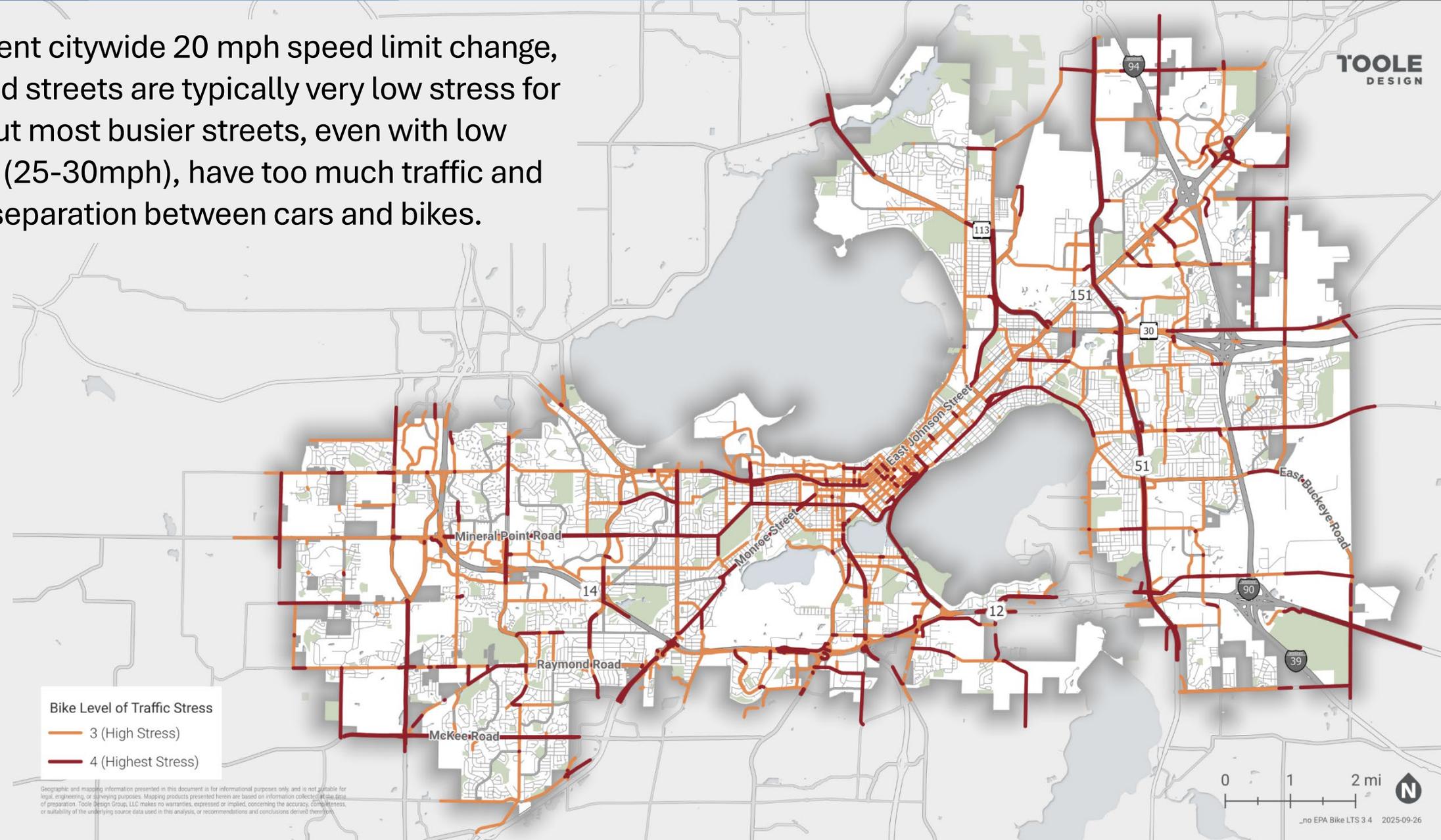


Level of Traffic Stress (Urban Contexts)

	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 & 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

With the recent citywide 20 mph speed limit change, neighborhood streets are typically very low stress for bicyclists. But most busier streets, even with low speed limits (25-30mph), have too much traffic and not enough separation between cars and bikes.



What we are planning

Draft plan overview

All Ages and Abilities

Level of Traffic Stress (Urban Contexts)

SHARED LANE

BIKE LANE**

INTERSECTION

SHARED USE PATH

SEPARATED BIKE LANE



1



Low Traffic
≤ 20 mph



Low Traffic
≤ 25 mph, 1 Lane Per Direction



Medium/High Traffic
Protected



Path in Independent
Right-of-Way



Fully Separated
Bike Lane



2



Low Traffic
30 mph



Low/Medium Traffic
30 mph, 1 Lane Per Direction



Low/Medium Traffic
Short Right Turn Lane

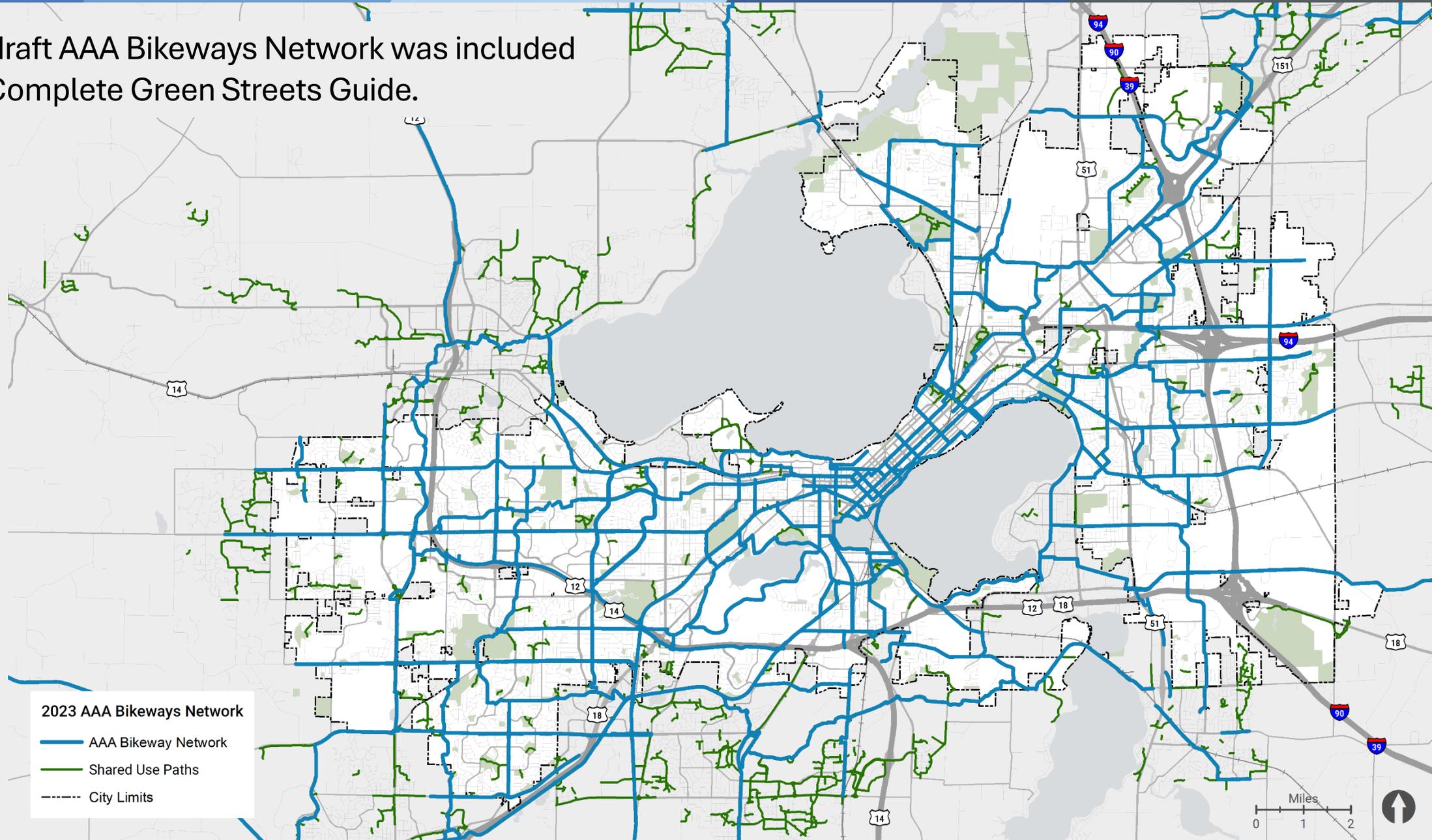


Path Along
High Traffic Street



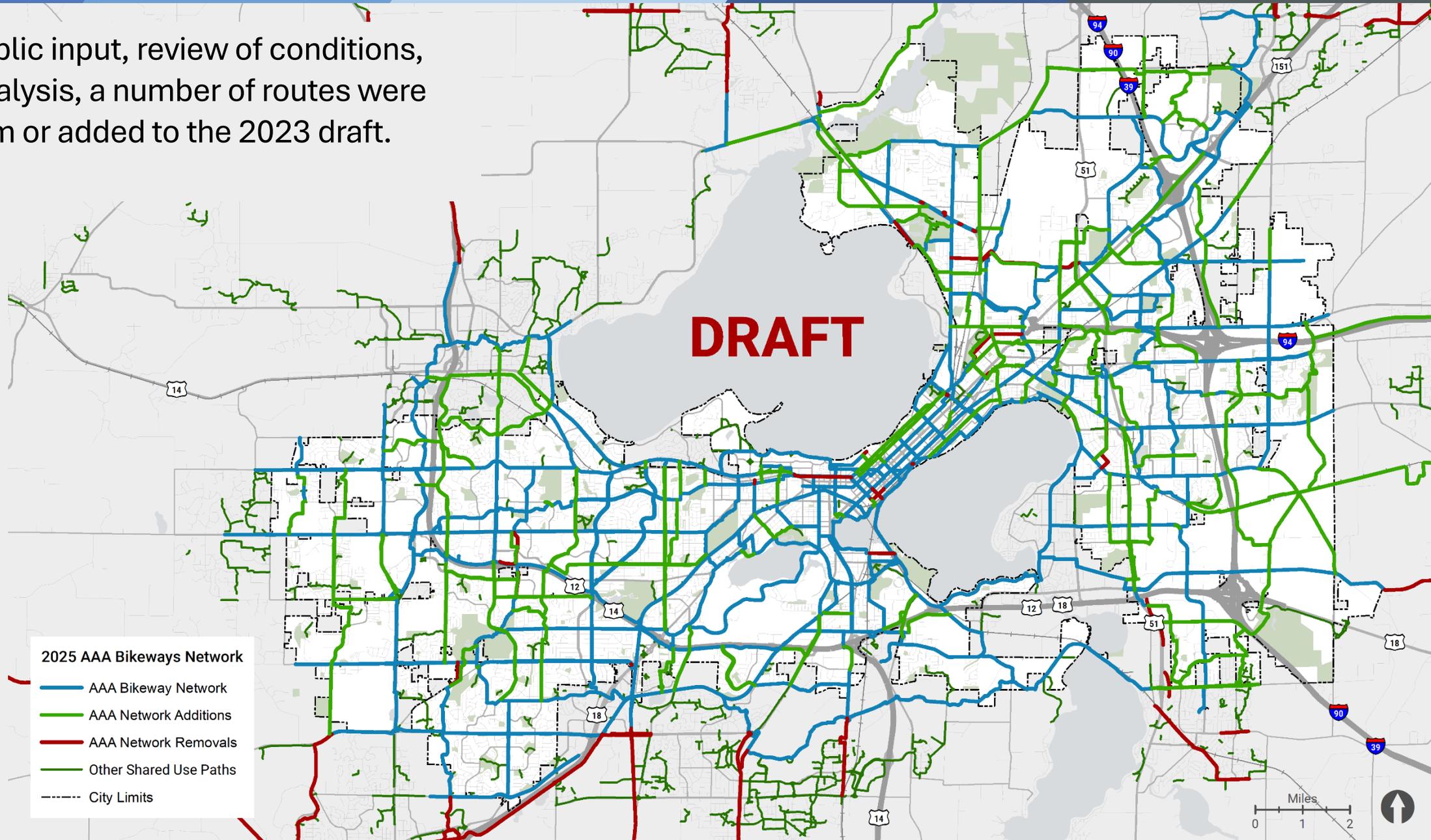
Separated Bike Lane
With Mixing Zones

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



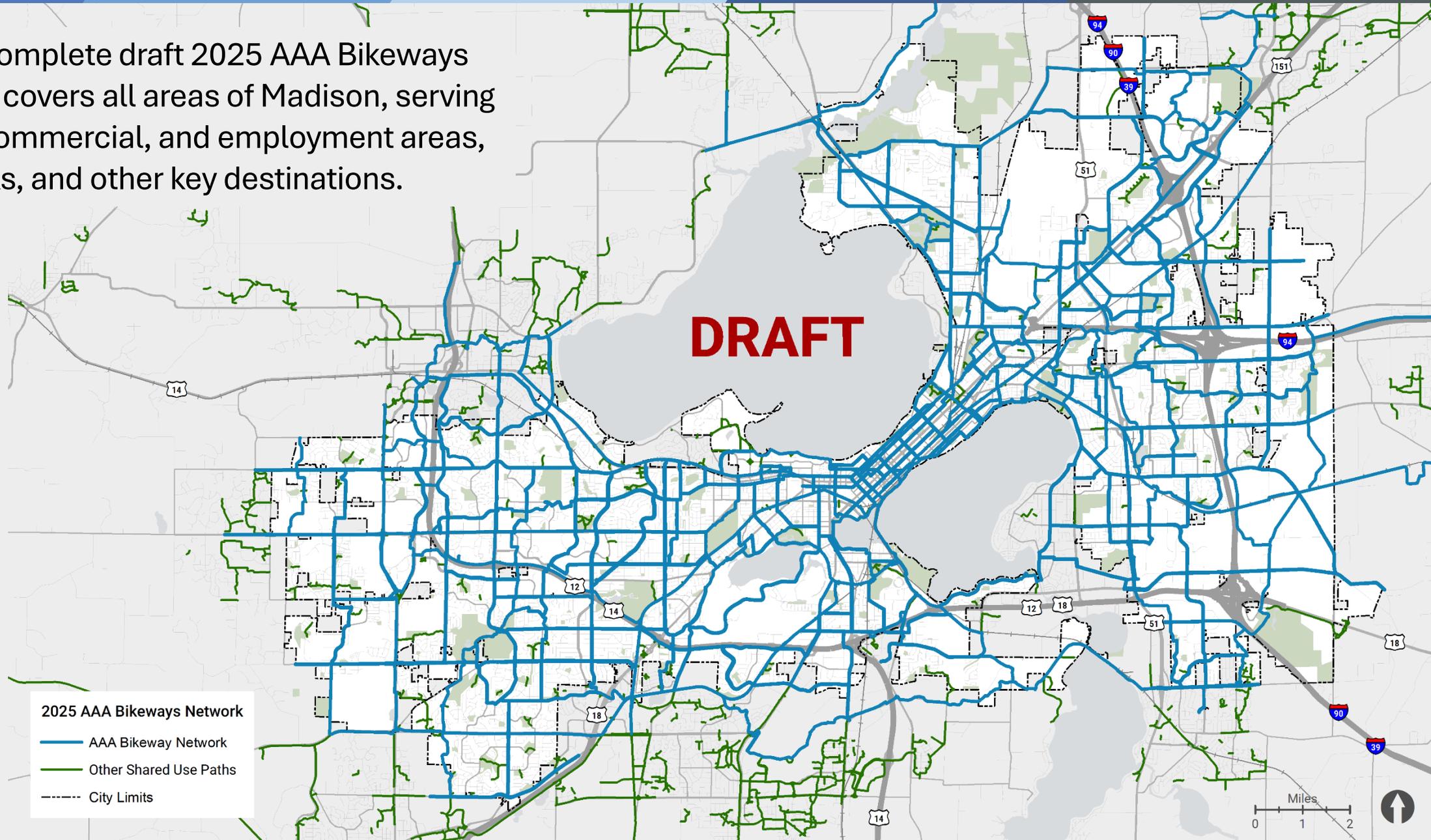
- 2023 AAA Bikeways Network**
- AAA Bikeway Network
 - Shared Use Paths
 - - - - City Limits

Based on public input, review of conditions, and other analysis, a number of routes were removed from or added to the 2023 draft.



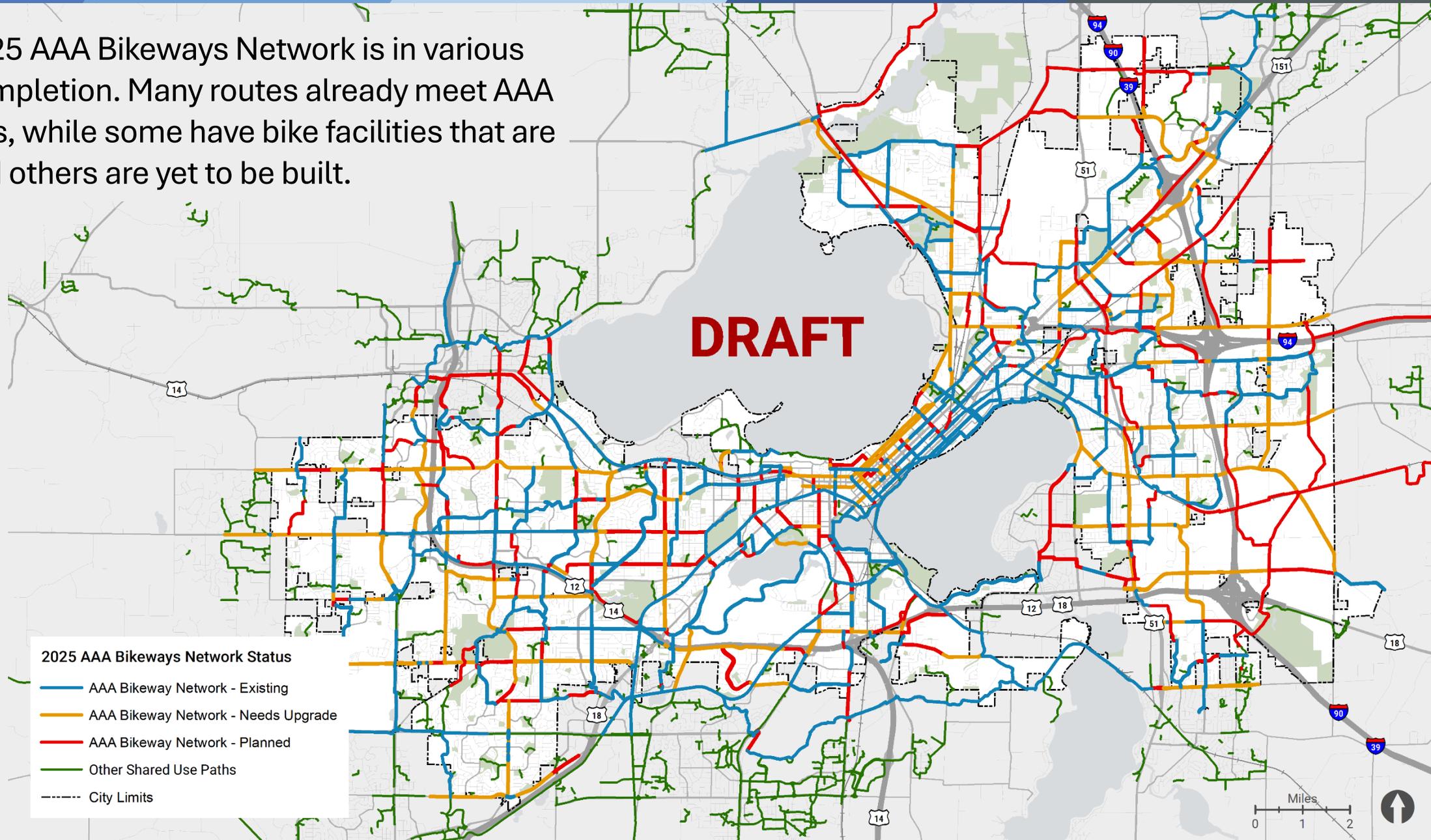
- 2025 AAA Bikeways Network**
- AAA Bikeway Network
 - AAA Network Additions
 - AAA Network Removals
 - Other Shared Use Paths
 - City Limits

This gives a complete draft 2025 AAA Bikeways Network that covers all areas of Madison, serving residential, commercial, and employment areas, schools, parks, and other key destinations.



- 2025 AAA Bikeways Network**
- AAA Bikeway Network
 - Other Shared Use Paths
 - - - City Limits

The draft 2025 AAA Bikeways Network is in various stages of completion. Many routes already meet AAA requirements, while some have bike facilities that are not AAA, and others are yet to be built.



AAA Bike Network Plan Tentative Timeline

- **Monday, April 20:** Plan released for public review and comment
- **Thursday, April 23:** Virtual Public Information Meeting for plan overview
- **Monday, May 11:** Public comment period closes
- **May-June:** Plan revisions
- **Summer:** Plan adoption

Learn more at the [Bike Plan webpage](#)



Safe Routes to School (SRTS) Planning



Two SRTS Planning Efforts Underway

- Consultant-led SRTS Plan
 - Partnered with MMSD and Wisconsin Bike Fed
 - District-level Strategic Plan
 - Review of Unusually Hazardous Transportation (UHT) areas
 - 23 school-specific SRTS plans
 - TAP-funded
- Staff-led SRTS Planning
 - 9 school-specific SRTS plans
 - SS4A-funded

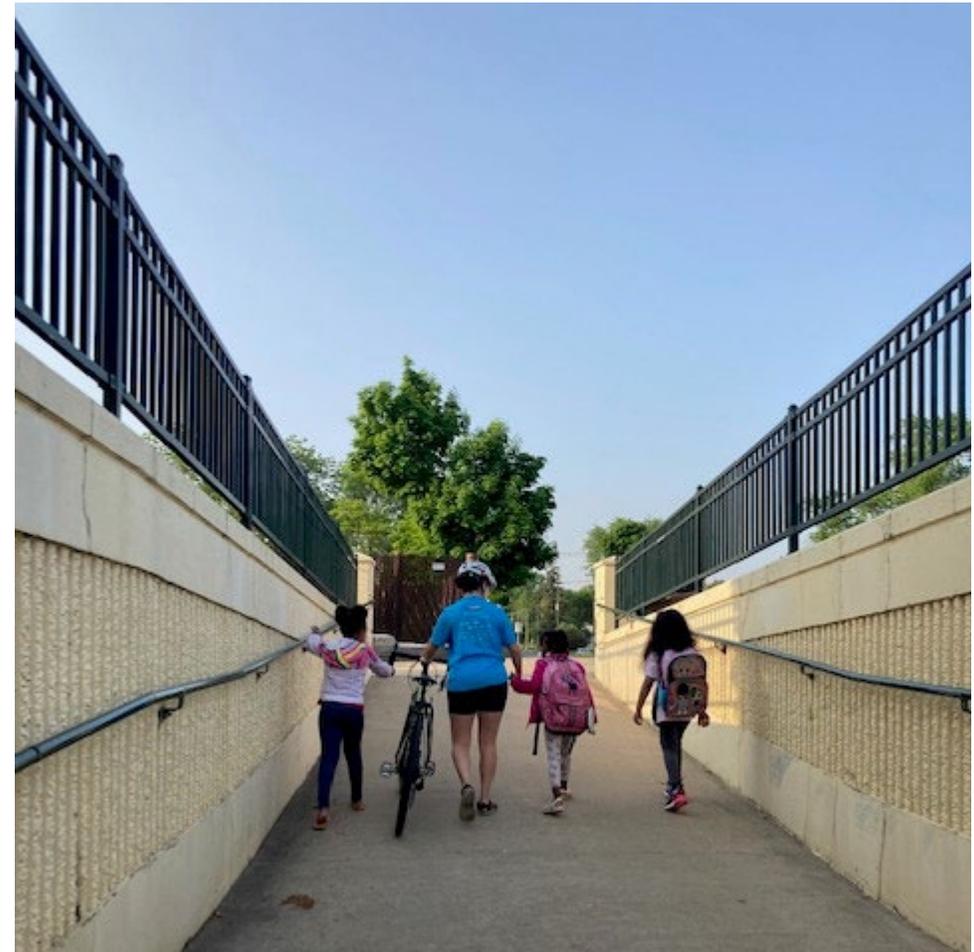


District-wide planning

Draft recommendations

District-Wide Plan & Supporting Work

- Strategic Plan
 - Make walking and biking to school more comfortable and attractive for students and caregivers
 - Recommendations for MMSD and the City
- New standardized UHT scoring criteria
 - Will result in changes to walk/bus areas
- Crossing Guard location review
 - Data analysis to look at locations that may meet standards for providing a crossing guard
 - Will not result in new guard placements or changes to the request process for guards

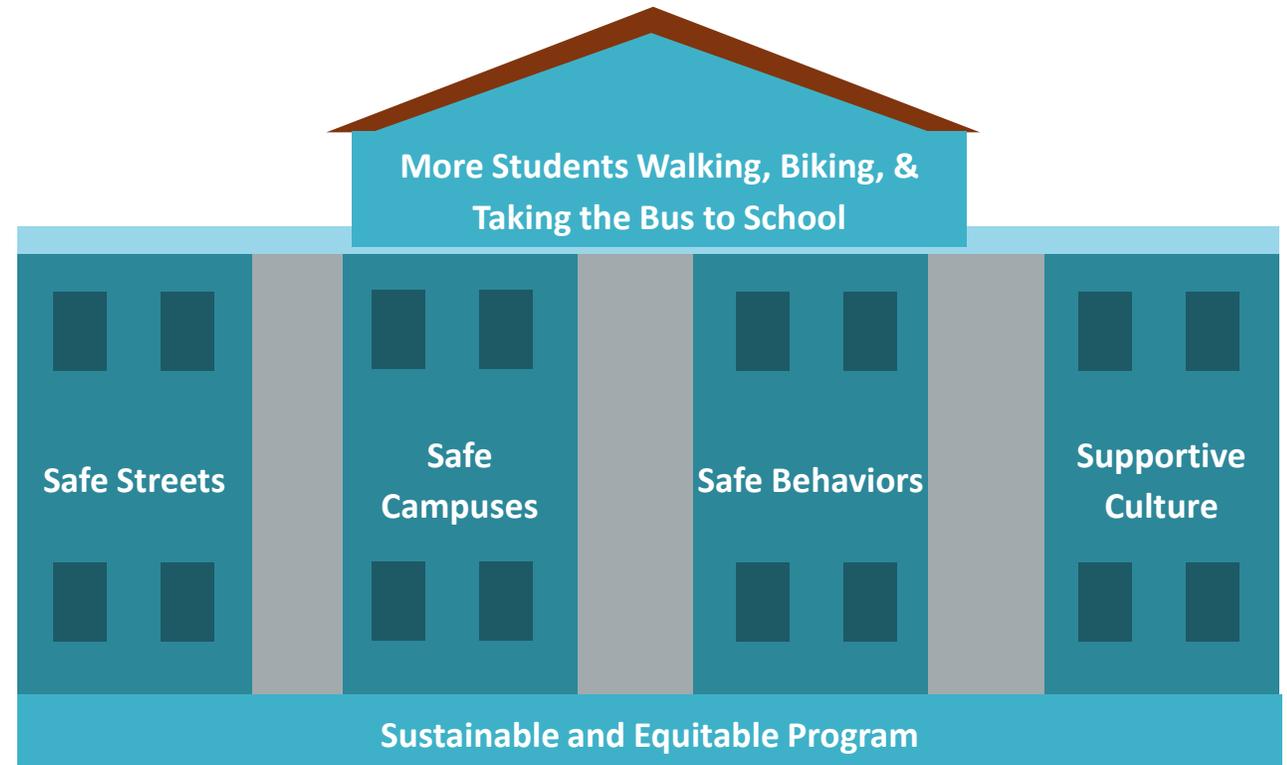


SRTS Strategic Plan Draft Vision

More Madison students and their families will walk, bike, and take the bus to school safely, comfortably, and enjoyably.

SRTS Strategic Plan

- Plan Structure
 - Benefits of Safe Routes to School
 - Sustainable and Equitable Program
 - Safe Streets
 - Safe Campuses
 - Safe Behaviors
 - Supportive Culture



SRTS Strategic Plan

- Recommendations primarily for City and MMSD
 - Policy updates
 - Programmatic recommendations
 - Infrastructure recommendations
 - Performance measures

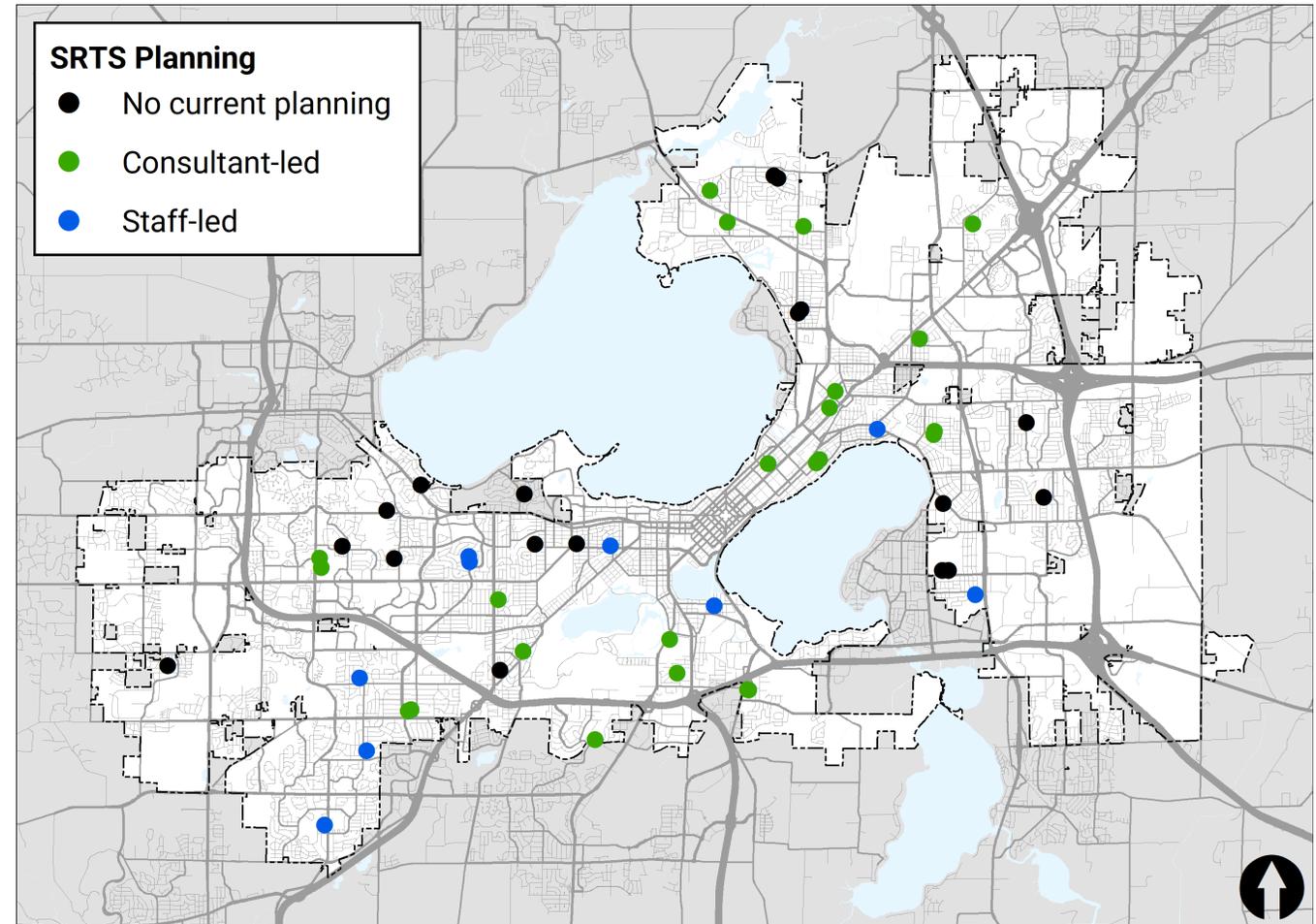


School plans

Draft recommendations

School Specific Plans

- Schools prioritized for plans
 - Students nearby
 - Equity factors
 - Socioeconomic factors
 - Proximity to major streets
- Consultant-led plans for 23 schools
- Staff-led plans for 9 schools
- Goal to cover all schools in the future



School Specific Plans – Travel Brochure

- Two-page document for students and parents
- Shows safe arrival information
- Consistent design across schools

Hawthorne Elementary Traffic Safety Brochure

2025-26 Bell Times: 7:35 am-2:30 pm (Mon 1:10 pm early release)

We want to get ensure that all our students get to and from school safely, no matter how they travel. Look at the map below to see where drop-off and pick-up locations are located for everybody!

1 Hawthorne path. Students and caregivers walking or biking students to school may use the path off N Fair Oaks Ave marked with the “Hawthorne School Open Space” entry sign.

2 Crossing guard. Our crossing guard is posted at Lexington and Fair Oaks at these times:

- 7 – 8 am (M-F)
- 1-2 pm (M)
- 2:15-3:15 pm (T-F)

3 Vehicle Drop-off / Pick-up. Caregivers driving to or from school should wait or park in legal parking zones on Lexington Ave or Jacobson Ave. Caregivers wanting remain in their vehicle should use the drop off / pick up areas on the school side of the street:

- Near the parking lot
- Near the walking path at Christianson Avenue.

Pull forward immediately after dropping off or picking up their student. Do not block the visibility of the crosswalks.

4 Crosswalk. This crosswalk is monitored by staff. If your student is crossing Lexington unaccompanied, they should cross here.

5 Bicycle parking. Please use the racks near Door 2. Wear a helmet and bring a lock!

6 Concord Ave loop. Before 7:35, caregivers may only drop off students here under special circumstances with prior approval. Students arriving after 7:35 must be dropped off at Door 1 (the main office).

9/2025 draft

Turn the page to learn more!

School Specific Plans – SRTS Plan

- Brief plans targeted at City, MMSD, Bike Fed and other stakeholders
- Highlight issues in the *immediate vicinity* of the school



School Specific Plans – SRTS Plan

- Summary of input from families, school staff, and site assessment
- Recommendations for short and long-term improvements

#	Location	Issues or Observations	Recommendations (Responsible Party)
	Lexington Avenue	<ul style="list-style-type: none"> • Caregivers were observed parking on the opposite side of the street, and many parked too close to the crosswalk, limiting visibility. One caregiver was observed stopping and facing oncoming traffic. • Existing parking restrictions signs prohibit drop off (no stopping, standing and parking) on the school side of the street. • Lexington Avenue is a shortcut for car and truck traffic coming to or from Stoughton Road. 	<p><i>Immediate Priority:</i></p> <ul style="list-style-type: none"> • Communicate expectations by sharing the school’s new Traffic Safety Plan. Encourage caregivers to drop off and pick up in legal parking zones on Lexington Avenue or Jacobson Avenue. Remind caregivers whose students must cross Lexington to walk them to the staff-monitored crosswalk. (School leadership) • Add No Stopping, Standing or Parking signs within 15 feet of the crosswalks in front of the school and reinforce with flex posts and markings if necessary. Revise parking restrictions so they are Drop Off Pick Up No Parking on school days on the school side of Lexington Avenue west of the crosswalk. (City of Madison) <p><i>Medium Term (2-6 years):</i></p> <ul style="list-style-type: none"> • Consider designating the portion of Lexington Avenue directly in front of the school as a <u>school street</u>. (City of Madison)
	Christianson Avenue, Jacobson Avenue, and Lexington Avenue between N Fair Oaks Avenue and Mayfair Avenue	<ul style="list-style-type: none"> • Christianson and Jacobson Avenues lack sidewalks. The southern side of Lexington Avenue lacks sidewalks between N Fair Oaks Avenue and Mayfair Avenue. Missing sidewalks present a barrier to walking and bicycling to school. 	<p><i>Medium Term (2-6 years):</i></p> <ul style="list-style-type: none"> • Construct new sidewalks where there are gaps on Christianson and Jacobson Avenues and on Lexington Avenue between N Fair Oaks Avenue and Mayfair Avenue. (City of Madison)

SRTS Strategic Plan Tentative Timeline

- **Monday, May 4:** Plan released for public review and comment
- **Thursday, May 7:** Virtual Public Information Meeting for plan overview
- **Monday, May 25:** Public comment period closes
- **June:** Plan revisions
- **Summer:** Plan adoption

Learn more at the [SRTS website](#)



Questions

Kevin Luecke
Pedestrian & Bicycle Administrator

