

**From:** [Nicholas Davies](#)  
**To:** [Transportation Commission](#)  
**Cc:** [Southwest Area Plan](#)  
**Subject:** Southwest Area Plan transportation feedback (88388)  
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Dear Transportation Commission,

I love a lot of the proposed actions on the Southwest Area Plan. Sidewalk/bike facility on Seminole, extending the well-received Hammersley Path, making Elver Park accessible for neighbors to the west of it, making Schroeder Rd safer, rethinking Raymond Road's ROW width, separated bike lanes on Whitney. A connection from Nesbitt & Maple Grove to the Military Ridge State Trail. All great to see. I like the idea of Meadow Sweet Dr being a path connection.

Something else that's really important to address: WisDOT is pushing for another round of expansion/construction on the Beltline. So where the Southeast Area Plan is doing a good job setting a vision for the Stoughton Rd corridor, the Southwest Area Plan presents an opportunity to set a vision for how this area interfaces with the Beltline--and the rest of Madison on the other side.

- Gammon Rd, and the Watts intersection especially, are destination-rich, with a high walkshed population, but it's bike/ped-hostile.

- Some of the maps show a planned street connection from Struck to Grand Canyon. Maybe this is just a copy-forward. Yes, the existing bike/ped tunnel has drainage issues, but I don't think we should ruin one of the few low-stress Beltline crossings. Cars who want to go from Struck to Grand Canyon already have a way to do that, very quickly and easily.

- Whitney Way is the only available Beltline crossing in its area, and it's a real safety issue. We need to be really clear with WisDOT about the priority of making this an all ages & abilities connection for bikes and pedestrians.

- Adding lanes to the Beltline ("flex" or no), and things like weave lanes (which also mean more lanes), will widen the highway footprint, making crossings longer and louder, and these plans could endanger the bike/ped bridges we rely on today.

- Reconfiguring the interchanges to support free-flowing traffic could further endanger bike/ped travelers through them.

Highway expansions have shown over and over not to reduce congestion, but to actually increase it only two years later. WisDOT uses 30 year population growth projections to justify adding lanes, ignoring the fact that recent population growth *hasn't* translated into proportional vehicle travel. When those lanes become the cause of congestion two years after they open, WisDOT are shooting themselves in the foot, at humongous expense, and the damage to our community is long-lasting. If we want less congestion in this area, we should make it clear that more lanes on the Beltline is not a realistic solution.

Thank you,

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