

Pontiac, Boston, Nokomis, and Rosewood Reconstruction

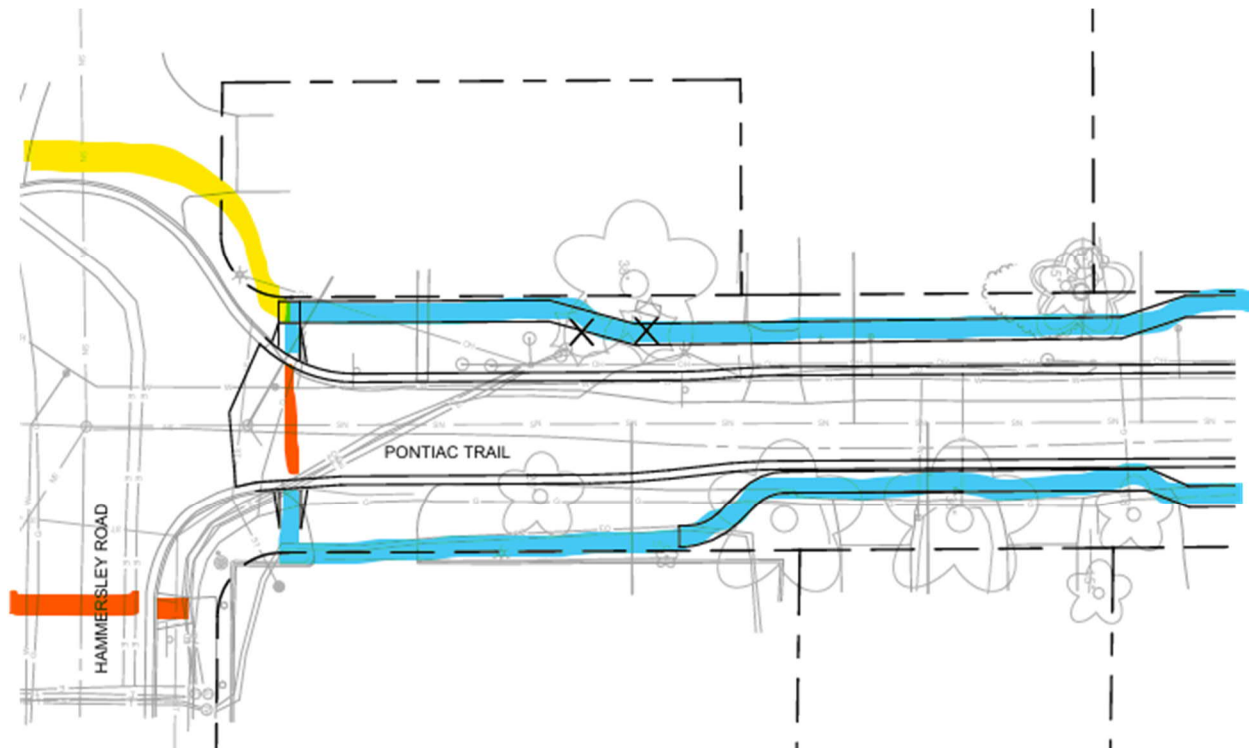
<https://www.cityofmadison.com/engineering/projects/pontiac-boston-nokomis-and-rosewood-reconstruction>

Exhibit A - Accessibility Must Be Meaningful

The current sidewalk design on Pontiac Trail requires pedestrians to cross the street twice to reach the Southwest Bike Path. This raises a critical question: Why is the sidewalk not directly connected to the multiuse path via the yellow connection?

This is the quote from Denise Jess is the Executive Director of the Wisconsin Council of the Blind and Visually Impaired. Please note **consistent and** ADA-compliant (bold added).

“In a perfect world, sidewalks on both sides would be ideal. But given the trees and terrain, I understand the concerns. From a blind/low vision perspective, having a **consistent and** ADA-compliant pathway that runs predictably along one side of the street is better than a meandering, confusing route that stops abruptly and forces a street crossing.”



Red Highlights: The current design requires two street crossings to travel from the Southwest Path to Zook Park. An unnecessary burden for residents with mobility or vision challenges.

Blue Highlights: Proposed and existing sidewalk segments.

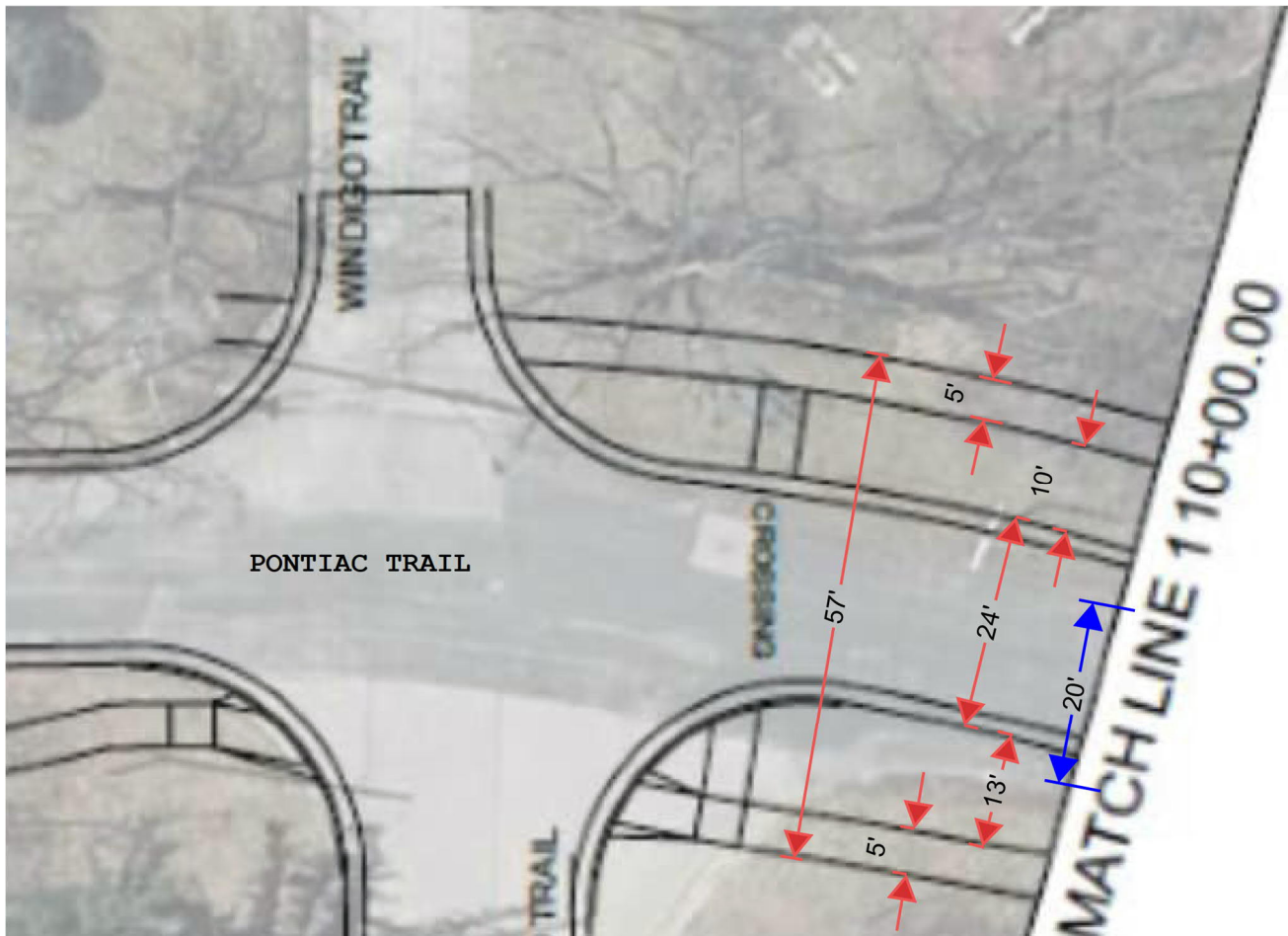
Google Maps View: <https://maps.app.goo.gl/L3RuPB4NxZixtNY78>

Does the current design deliver on that consistency and predictability? Please discuss.

Exhibit B - Overbuilt Design Contradicts Green Streets Principles

The Madison Complete Green Streets Guide calls for human-centered streets that prioritize safety, environmental sustainability, and accessibility for all. It advocates for “right-sized” design — tailoring street width and infrastructure to the surrounding context, ***not defaulting to oversized solutions.***

The new design is almost 3x wider than the current street.



Google Maps View: <https://maps.app.goo.gl/7tUrBCzwSkkMJKg87>

- ***Is this design truly responsive to neighborhood scale and character?***
- ***Does it reflect the Guide’s call for restraint, balance, and environmental sensitivity?***
- ***Must we use the full right-of-way simply because it exists?***

Please, please discuss.

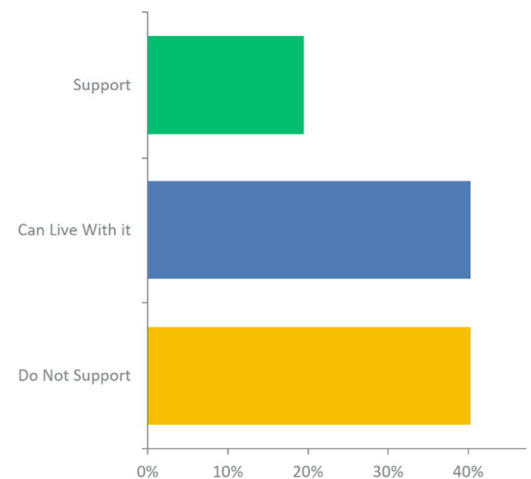
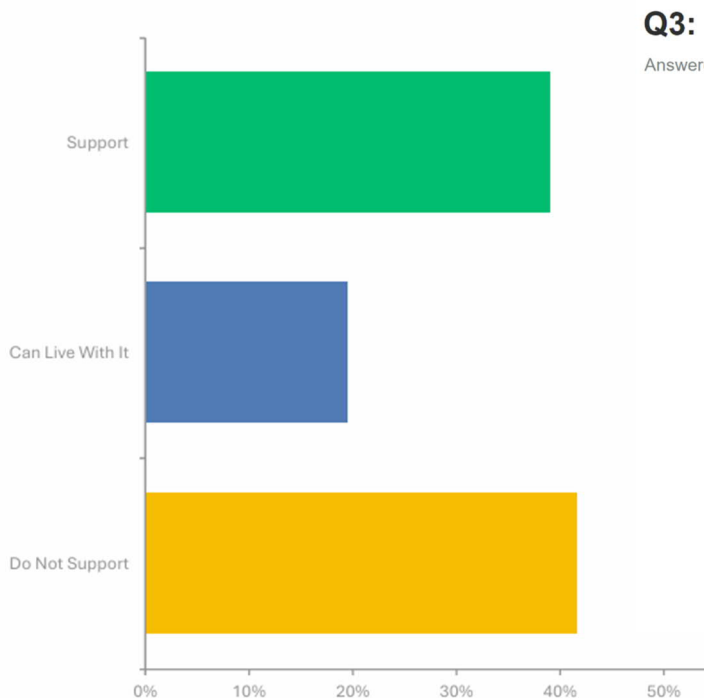
Exhibit C - Community Support Is Unclear at best— We Need a New Survey!

The public was presented with two design options. Even members of the Commission struggled to distinguish between them. Many residents I spoke with felt compelled to choose one — unaware that “neither” was a valid response.

Less than 40% support the project. Without genuine buy-in, this project risks falling short of its potential.

Questionnaire Results

- Preliminary results: *Option 1, 24' Street*



I urge the Commission to conduct a new survey focused solely on Option 1 — to accurately gauge current neighborhood support.

I hope you consider discussing these points raised to inform and provide a dialogue that centers the needs and values of our neighborhood.

Further questions please contact layne_larson@yahoo.com. Thank you!