

From: [Zwieg, Andrew](#)
To: [H.J](#)
Cc: [Olivares, Daniel](#); [Heinecke, Jeffrey](#); [Malloy, Sean](#); [Field, Derek](#); [Mohelnitzky, Hannah](#); [Luecke, Kevin C](#); [Navarro, Jose](#); [Pearson, Timothy](#); [Gutierrez Vazquez, Nashaly](#); [Transportation Commission](#); [Petykowski, Christopher](#)
Subject: RE: Macarthur Road and MacArthur Court reconstruction project concerns and questions
Date: Friday, September 5, 2025 2:14:05 PM

Hi Hilton,

Here are responses (in [blue](#)) to questions from your original email.

1. I am specifically requesting a study on the foot traffic of the neighborhood to use a data based approach for these decisions and better justification for adding any sidewalk beyond what was previously agreed at inception of this project and noted above. [The design team doesn't recommend conducting pedestrian counts. We do not do them for other projects, nor do we generally do bike counts before proposing bike facilities. People tend not to bike or walk where there are not safe and comfortable facilities. The City has an adopted policy \(CGS\) that calls for sidewalks on both sides of nearly all streets, and we should adhere to that policy. Sidewalks are identified by the Federal Highway Administration as a Proven Safety Countermeasure to reduce crashes. Even in the absence of a documented crash history, our goal is to proactively make streets safer and more accessible for all users.](#)

2. I am specifically also requesting an appropriate and more comprehensive speed and traffic monitoring assessment for ALL roads being proposed for redevelopment in order to ensure we have appropriate data. I would like to request this study have traffic monitoring set up to help assess how much traffic is in support of the neighborhood (i.e. for actual residents and business vs through traffic). A better data driven approach would be to set up traffic monitoring at multiple spots along MacArthur Road, Sycamore Road, Duncan Drive, and MacArthur Court. This would allow better understanding of traffic within the neighborhood support vs that merely using the neighborhood as a passage. This would also allow a better understanding of actual speeds as a 2 day mid week study is not a great assessment of speed. We commonly experience high speed vehicles so the data collected was a woefully poor subset of clearly biased assessment due to either limits of time or desire to use poor data on a false narrative (both are equally concerning as a resident). [The design team has an understanding of the traffic patterns in the neighborhood.](#)

3. I am specifically requesting the city evaluate the option of making the NW end of MacArthur Road a dead end (dead end after the commercial properties of tiresplus and Cousins/ before the residential properties). This was the agreed upon plan 14 years ago and while I understand the city often wants to increase passage through the city, the neighborhood would benefit from reducing the passage merely through the neighborhood from east washington to Sycamore ave. The high speed of traffic coming on east washington and also off Northbound 51 was historically a concern and I dont believe that has gotten any better. 14 years ago the ONLY constraint raised for this was passage of fire and EMS, but the reality was noted that both M5 fire and EMS already

come through Sycamore Ave in order service the neighborhood due to the one way entry form East washington (i.e. can only access MacArthurr Road when outbound). It's important to remember that our streets are public infrastructure meant to serve the whole community, not just the residents who live nearby. A well-connected street network helps everyone get around more safely and efficiently, whether by car, bike, foot, or transit. It also becomes especially important during emergencies, like crashes or road closures, when alternate routes are needed. The proposed cul-de-sac in this location would reduce that overall connectivity and could lead to longer emergency response times or fewer options for getting in and out of the neighborhood. In addition, Madison General Ordinance § 16.23(6) – Design Standards generally discourages the creation of new cul-de-sacs. While the ordinance may not apply directly in every case, it reflects the city's broader goal of creating a connected and accessible street network. It also provides guidance on sidewalk placement within cul-de-sacs to ensure that residents have safe, direct connections to the main public sidewalk system.

Regards,

Andy

Andrew Zwieg, P.E.

Principal Engineer

City of Madison - Engineering

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azwieg@cityofmadison.com

From: Zwieg, Andrew

Sent: Friday, August 29, 2025 1:29 PM

To: H J <hmjones3@gmail.com>

Cc: Olivares, Daniel <DAOlivares@cityofmadison.com>; Heinecke, Jeffrey <JHeinecke@cityofmadison.com>; Malloy, Sean <SMalloy@cityofmadison.com>; Field, Derek <district3@cityofmadison.com>; Mohelnitzky, Hannah <HMohelnitzky@cityofmadison.com>; Luecke, Kevin C <KLuecke@cityofmadison.com>; Navarro, Jose <JNavarro@cityofmadison.com>; Pearson, Timothy <TPearson@madisonwater.org>; Gutierrez Vazquez, Nashaly <Ngutierrez@cityofmadison.com>; Transportation Commission <TransportationCommis@cityofmadison.com>; Petykowski, Christopher <CPetykowski@cityofmadison.com>

Subject: RE: Macarthur Road and MacArthur Court reconstruction project concerns and questions

Hi Hilton,

The TC registration link will be posted to their website the Monday before the meeting. Anyone

can register and speak about items on the agenda.

At this time, the design overview exhibit has not been posted on the website, as it evolves daily while Nashaly works through the preliminary design phase. The most current version of the exhibit is attached for your reference. Please note that this is a preliminary design and is subject to changes, as several elements are still under evaluation and require approval from the TC, BPW and CC.

Regarding the questionnaire: all residents are welcome to participate. Responses will be counted per individual to ensure everyone has an equal voice in the planning process.

We will collect the survey responses, review them thoroughly, and incorporate the findings into the presentation to the TC. We heard clearly from you and the neighborhood in 2024 that there was strong support for narrow streets with no on-street parking. Engineering has reflected that preference in the preliminary design. During the November 2024 field review, it was also discussed that maintaining narrow streets would create space for sidewalks and that's what's been implemented in the preliminary layout. The TC will want to see a complete sidewalk layout if space and tree impacts are minimal.

As of right now, the sidewalk curves in and out along the street to better fit the surroundings. This variation is due to the presence of several trees located near the right-of-way line. Installing a standard, straight sidewalk would result in the removal of some of these trees. Since preserving the existing tree canopy is a high priority for this project, the design includes sidewalk sections that shift toward the street to avoid impacting trees, resulting in a varied layout.

There is flexibility on the horizontal placement of the sidewalk where it's proposed. As part of the preliminary design process, we'll continue to review the locations of both public and private trees. The goal is to avoid tree removals wherever possible, protect the tree canopy, and minimize impacts to private property.

Given that the next available TC meeting after September isn't until October 2025, I would prefer not to delay the presentation because it would likely impact the overall schedule and could push some construction work into 2027. For that reason, the design team plans to keep the preliminary street geometry for the TC meeting. It's important to note that this plan is still preliminary. It requires, TC, BPW, CC approval over the next 6 weeks. The City will use input from the City's Complete Green Streets guide, public engagement, public meeting survey, and recommendations from Transportation Engineering to help inform the TC as they review the preliminary design, develop recommendations, and provide approval for the project to proceed.

Based your door-to-door conversations with residents, it's important that they also attend the TC, BPW, and Common Council meetings to share their input directly, as well as submit

feedback to TransportationCommis@cityofmadison.com ahead of the Sept. 10 meeting.

Your initial email requires a more detailed response to questions 1–3. We will continue to discuss these and get back to you.

Regards,

Andy

Andrew Zwieg, P.E.

Principal Engineer

City of Madison - Engineering

Rm 115, City-County Building

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azwieg@cityofmadison.com

From: H J <hmjones3@gmail.com>

Sent: Thursday, August 28, 2025 5:38 PM

To: Gutierrez Vazquez, Nashaly <Ngutierrez@cityofmadison.com>; Transportation Commission <TransportationCommis@cityofmadison.com>; Petykowski, Christopher <CPetykowski@cityofmadison.com>

Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>; Olivares, Daniel <DAOlivares@cityofmadison.com>; Heinecke, Jeffrey <JHeinecke@cityofmadison.com>; Malloy, Sean <SMalloy@cityofmadison.com>; Field, Derek <district3@cityofmadison.com>; Mohelnitzky, Hannah <HMohelnitzky@cityofmadison.com>; Luecke, Kevin C <KLuecke@cityofmadison.com>; Navarro, Jose <JNavarro@cityofmadison.com>; Pearson, Timothy <TPearson@madisonwater.org>

Subject: Re: Macarthur Road and MacArthur Court reconstruction project concerns and questions

Importance: Low

Hi Nashaly and Chris,

I wanted to check if post completion of the survey period that you and your staff may revisit the proposed plan prior to the Sept 10 meeting where it will be presented?

I am under the impression after knocking on doors and speaking with the majority of residents today on MacArthur road and MacArthur Court that feelings are very strong concerning what was shown with the surprised additional sidewalks from what was previously discussed at the July 2025 meeting and also the Nov 2024 site walk through; which both indicated no additional sidewalks beyond 5 properties on the even side of MacArthur road were needed to meet minimum green streets.

I have been researching the safe streets and green streets policies and it seems apparent that there is ample room for compromise for a plan that takes in the specific needs of each neighborhood and community as unique and not merely applying the “standard”. In other words it appears the policy provides ample room to not merely require or recommend sidewalks everywhere and instead should take into account the unique needs and desires of each specific community now and for the future. This stands to be the largest improvement in MPNA area in the last 100 years and we need to get it right for the next 100.

I believe there is also ample opportunity to further examine the suggested “dead ending” of MacArthur road at east Washington Ave. This appears to align with the traffic calming subcommittee and HIN (1400 block was flagged in the HIN) and Vision zero guidelines to improve street safety and decrease injury and death. Dead ending of MacArthur would greatly improve the safety of the entire proposed area for improvement and align closely with the desires of the majority of the residents in MNPA.

I am concerned that it took us 9 months to get from a site walk to the first time the neighborhood was able to see a first draft plan and now we only have 1.5 weeks until the TC meeting when staff needs to propose a plan. I am concerned that we still are not provided access to the current draft plan for better review and ability to ask questions with a real draft map in hand.

I would like to ask that we delay the TC discussion of this topic until the survey period has ended, a more comprehensive study of both vehicle and foot traffic is done, and we can have another meeting with the neighborhood to discuss options in greater depth before staff proposes to TC. Is this an option?

It only seems appropriate that staff should be drafting a plan with options to discuss for each street and sub street section of this proposed project after all survey results are collated and factored in as we were previously promised at the July 2025 information meeting. Is there a reason that staff has already made a draft recommendation prior to conclusion of the survey period? Also were all survey comments incorporated in the draft staff plan?

Sincerely, Hilton

On Thu, Aug 28, 2025 at 10:07 AM H J <hmjones3@gmail.com> wrote:

I am adding the transportation commission email to this chain as the provided link does not appear to have a way to register to speak at the meeting.

Is there a form or format to register to speak?

I am pro the project IF it is amended to remove sidewalk additions to the NE side of MacArthur road and MacArthur court. I am in opposition IF it continues as presented at yesterday's informational meeting and am concerned that the TC meeting is happening with so little notice and no full draft plans even provided to the residents at this time. We were all surprised with the draft changes that are not what we have been explicitly told for the past 14 years.

Please advise.

Also if I retain legal council at this time are they allowed to formally speak at meetings?

Thanks, Hilton

On Thu, Aug 28, 2025 at 10:00 AM H J <hmjones3@gmail.com> wrote:

Is there a place that we can have and see the draft plan?

You shared it during the end of the meeting but it does not appear to be available online.

I recieved many questions already from residents of MacArthur road and court that did not attend and they would like to see this. It also appeared that the proposed sidewalk on the NE side of MacArthur road was not straight and made many turns so people want to see what is proposed.

Last question, does the city take the democratic votes based on a per property owner or per resident basis?

Asking as for example the apartment complex on MacArthur has probably 50 residents but one property owner. Does that parcel get 50 votes or 1 vote? Since that property is a non conforming conditional use as an apartment this was raised as a concern if the apartment has a disproportionately higher influence on this

project based on number of residents or if it is weighted per parcel based on property ownership?

Thanks, Hilton

On Thu, Aug 28, 2025 at 9:46 AM Gutierrez Vazquez, Nashaly
<Ngutierrez@cityofmadison.com> wrote:

Hello Hilton,

Thanks for reaching out, I will be evaluating your concerns with the design team which are loop on this email and get back to you. The presentation and recording are usually posted the day after the public meeting to give time to process the information correctly, for MacArthur Rd it got posted last night on the website. And right now the preliminary design is still being evaluated for impacts beyond the right of way, once the impacted lots are known I will work with real estate.

There are three City committee meeting you can attend and provide written or verbal feedback:

- a. Transportation Commission Meeting on September 10, 2025, here is the link for registration and more information
<https://www.cityofmadison.com/transportation/about/commission>. Members of the public can watch, register support/opposition, speak (3 minutes), and/or submit written comments. If you register to speak, make sure the name you display in Zoom matches the name you registered under so staff know who to unmute when it's your turn. TC meetings start at 5:00 pm and an individual project review starts based on its placement on the agenda. Public hearings start at 6:00 pm and you can join at any time.
- b. Board of Public Works Meeting on October 8, 2025, here is the link for registration and more information
<https://www.cityofmadison.com/city-hall/committees/board-of-public-works>. The public is encourage to watch, register support/opposition, speak (3minutes), and/or submit comments. The BPW meeting start at 4:30 pm but the public hearings for public works projects don't start until 5:30 pm (or when the item under discussion at 5:30 pm finishes) and you can join at any time.
- c. Common Council Public Hearing on October 28, 2025, here is the link for registration and more information
<https://www.cityofmadison.com/council>. The public can watch,

register support/opposition, speak (3 minutes), and/or submit written comments. The CC meeting starts at 6:30 pm and you can join at any time.

Thanks,

Nashaly Gutierrez

City of Madison – Engineering Division

Room 115, City-Council Building

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608-266-4414 (ph)

ngutierrez@cityofmadison.com

From: H J <hmjones3@gmail.com>

Sent: Wednesday, August 27, 2025 7:13 PM

To: Gutierrez Vazquez, Nashaly <Ngutierrez@cityofmadison.com>; Zwieg, Andrew <AZwieg@cityofmadison.com>; Olivares, Daniel <DAOlivares@cityofmadison.com>; Heinecke, Jeffrey <JHeinecke@cityofmadison.com>; hmjones3@gmail.com; Malloy, Sean <SMalloy@cityofmadison.com>; Field, Derek <district3@cityofmadison.com>; Mohelnitzky, Hannah <HMohelnitzky@cityofmadison.com>; Luecke, Kevin C <KLuecke@cityofmadison.com>; Navarro, Jose <JNavarro@cityofmadison.com>; Pearson, Timothy <TPearson@madisonwater.org>

Subject: Macarthur Road and MacArthur Court reconstruction project concerns and questions

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi All,

I am emailing to echo my strong concern for the residents of the neighborhood which have repeatedly echoed concerns for the eventual development of the neighborhood roads and sewer/sanitary.

This project was first discussed over 14 years ago and many of the concerns are still not being heard or shown in draft plans.

As a property owner and resident of MPNA for almost 2 decades and the MPNA president for the past 10 years it concerns me that we are continually told one thing and then when we finally see the first official draft plans for the first time today, the city has yet again tried to force sidewalk on both sides of the street of both MacArthur Road and add to both sides of MacArthur court.

I specifically walked through the neighborhood on Nov 19th 2024 with the entire

core team and we discussed specifically at that time that Macarthur Road would remain with sidewalk only on the SW side, that connector sidewalks would be added from ~1302 - 1326 Macarthur road properties as a way to meet the minimum requirements of the new "safe streets" requirements, there would be NO sidewalks added to MacArthur Court (or possibly ONLY the SE side as an option), and lastly there would be only be entire new sidewalks added on both sides of the proposed turn around on the end of MacArthur Road (from past Larson court to the woodsedge private property).

MPNA has been clear for over 14 years that there is no desire to take on or request any project for streets improvements if the city is going to force sidewalks onto more than those properties noted above.

The neighborhood largely desires to maintain the residential feel and historical nature of the community we have built and many of us have lived in for decades now.

Narrow streets maintained are important for the feel of our neighborhood.

Sidewalks ONLY where absolutely necessary to maintain that historic feel of the neighborhood while providing safe passage.

Specific to Macarthur Road and MacArthur Court we ONLY have enough foot traffic to justify the need for sidewalk on one side of the road; and in reality rarely does anyone even use the sidewalks.

I personally believe there is no reason to have any sidewalk on MacArthur Court at all. While there is a back cut through sidewalk to Duncan, this leads to part of the neighborhood with NO sidewalks; so logic would hold it makes little common sense to add sidewalks to a connecting dead end road which services only 5 properties and leads to no sidewalk. There historically was not supposed to even be a sidewalk that cut through when the neighborhood was developed in the 50s and 60s but it was later added when there was no room for a road.

Residents largely desire to maintain green space, reduce impermeable surface, and slow vehicle traffic through the neighborhood while compromising to have sidewalks on 1 side of the main thoroughfares to promote safe foot traffic.

Residents desire to maintain permeable grass/lawn surfaces, not add parking paid for by city funds/taxes, and do NOT want to have to pay to maintain sidewalks where the use is not justified. Underused and underutilized sidewalks are additional costs for the city to install, additional time and costs for residents to maintain, and additional negative environmental impacts (via installation, maintenance, and longer term replacement).

I apologize if this email comes off as snarky or frustrated but after this many years I feel as though the city is simply hearing but not listening; or even worse telling us one thing and then presenting another. I am not sure how to appropriately ensure voices of property owners are heard?

I have some requests of the city:

1. I am specifically requesting a study on the foot traffic of the neighborhood to use a data based approach for these decisions and better justification for adding any sidewalk beyond what was previously agreed at inception of this project and noted above.
2. I am specifically also requesting an appropriate and more comprehensive speed and traffic monitoring assessment for ALL roads being proposed for redevelopment in order to ensure we have appropriate data. I would like to request this study have traffic monitoring set up to help assess how much traffic is in support of the neighborhood (i.e. for actual residents and business vs through traffic). A better data driven approach would be to set up traffic monitoring at multiple spots along MacArthur Road, Sycamore Road, Duncan Drive, and MacArthur Court. This would allow better understanding of traffic within the neighborhood support vs that merely using the neighborhood as a passage. This would also allow a better understanding of actual speeds as a 2 day mid week study is not a great assessment of speed. We commonly experience high speed vehicles so the data collected was a woefully poor subset of clearly biased assessment due to either limits of time or desire to use poor data on a false narrative (both are equally concerning as a resident)
3. I am specifically requesting the city evaluate the option of making the NW end of MacArthur Road a dead end (dead end after the commercial properties of tiresplus and Cousins/ before the residential properties). This was the agreed upon plan 14 years ago and while I understand the city often wants to increase passage through the city, the neighborhood would benefit from reducing the passage merely through the neighborhood from east washington to Sycamore ave. The high speed of traffic coming on east washington and also off Northbound 51 was historically a concern and I dont believe that has gotten any better. 14 years ago the ONLY constraint raised for this was passage of fire and EMS, but the reality was noted that both M5 fire and EMS already come through Sycamore Ave in order service the neighborhood due to the one way entry form East washington (i.e. can only access MacArthrur Road when outbound)

I have a few questions as the audio was not always clear on the informational meeting tonight and while noted that the presentation would be available at <https://www.cityofmadison.com/engineering/projects/macarthur-road-larson-court-sycamore-avenue-reconstruction> it is currently not provided.

1. What are the next times, dates, and meetings where I need to attend to ensure my voice is heard and this project is altered as such?
2. Who are other city representatives that should be looped in on this project?
(unclear if I have copied all decision makers)
3. Anything else I should know about this process?
4. It was mentioned in the meeting that the city would move to purchase some right of way properties to accommodate this project. Can you please provide full details of what parcel right of way the city plans to purchase? Will this be through eminent domain? Some other means of purchase at current FMV?

sincerely, Hilton