

From: [Nicholas Davies](#)
To: [All Alders](#)
Subject: Yes to Pontiac Trail, Zook Park, etc reconstruction (90845)
Date: Sunday, December 7, 2025 2:44:14 PM

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Dear alders,

Looking at the plans for Pontiac Trail, Boston Court, Rosewood Circle, Nokomis Circle, and Zook Park, it's clear that a lot of attention and detailed work has gone into this, and there are several things in it that I love to see:

- * Chicanes (wobbles in street alignment) to address neighborhood concerns about speeding
- * Filling in sidewalk network gaps, while carefully aligning that sidewalk to minimize tree impacts
- * Improving connectivity between the Southwest Path and Zook Park--and the neighborhood as a whole

I see that these plans include a compromise on sidewalk coverage, by not including it on the dead-end courts. I know the city sometimes encounters resistance to adding sidewalks in places like this, but as someone who has walked door-to-door in a significant portion of the city, I feel that sidewalks do make a difference to pedestrian accessibility, even in cul-de-sacs like this.

To those who might say, "but no one walks here anyway", a) that may not be as true as supposed, or may not remain true over time, and b) it's a somewhat self-fulfilling statement of values. You could also say "no one drives here", or "no one parks here", and minimize or even eliminate the vehicle lane.

But having witnessed similar public engagement processes play out across the city, I understand why these compromises get made, and overall these plans look great.

Thank you,

Nick Davies
3717 Richard St

From: [Layne Larson](#)
To: [All Alders](#)
Subject: Vote NO on Oversized Pontiac Trail Reconstruction (Expansion to almost 3x The Current Street Width)
Date: Sunday, December 7, 2025 9:44:10 PM
Attachments: [Pontiac Trail - Agenda Item 7 Public Comment.pdf](#)

Some people who received this message don't often get email from layne_larson@yahoo.com. [Learn why this is important](#)

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Agenda Item #7 for December 9th Meeting

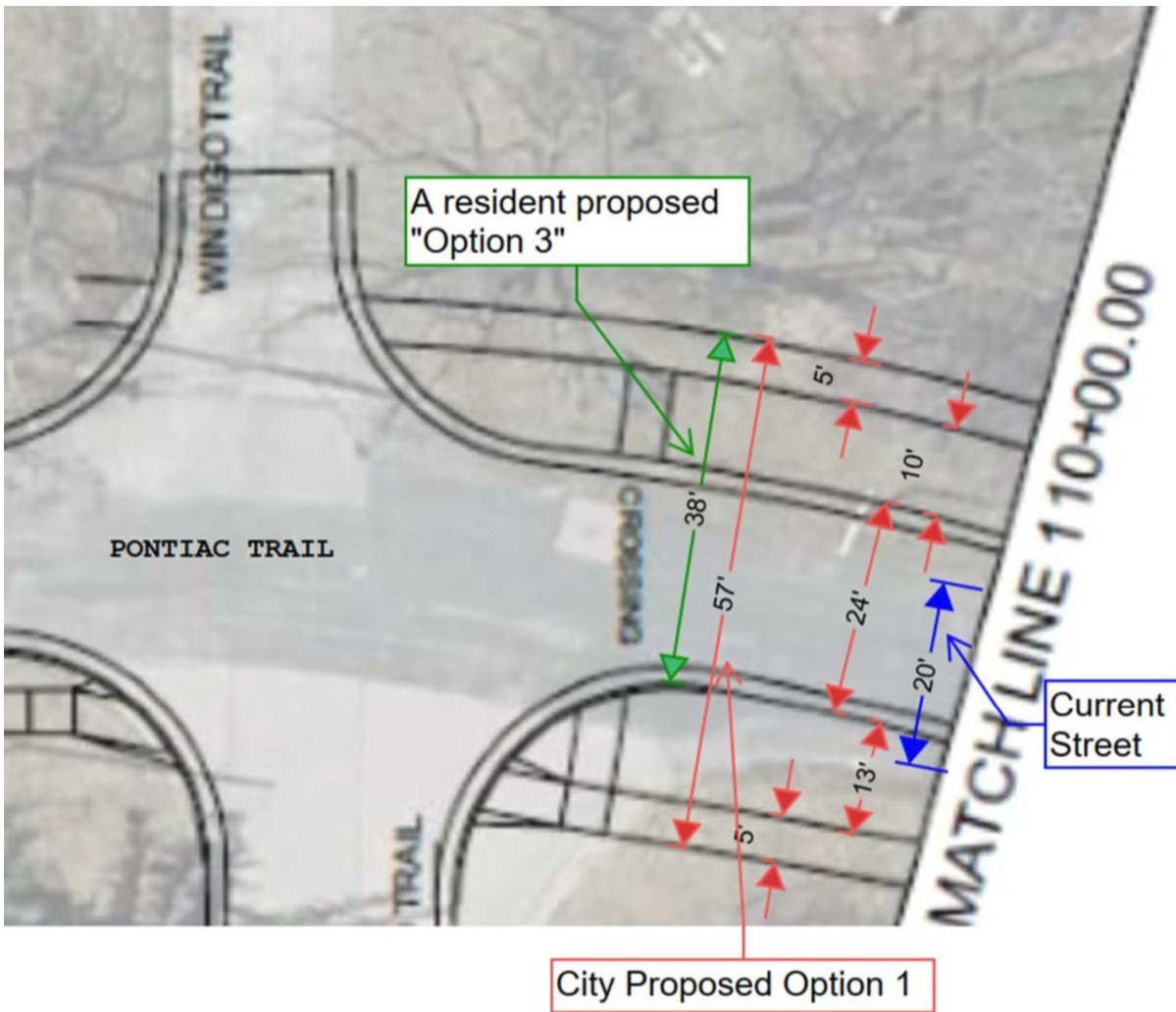
Hello Alders,

I am writing to share serious concerns about the proposed Pontiac Trail reconstruction.

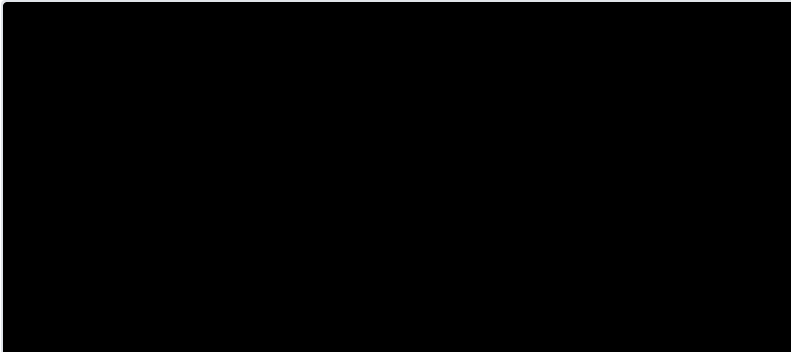
This street reconstruction project will widen Pontiac Trail almost Three Times! Please see attached Public Comment for additional information. Also additional information in Legistar file <https://madison.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=99548>.

After careful review and discussion with neighbors, I must respectfully oppose the project in its current form.

Please vote NO.



Google Street View Link: [Street View · Google Maps](#)



Street View · Google Maps

Explore a place in a more immersive way in Google Maps.

If you have any question please feel free to reach out to Layne Larson. layne_larson@yahoo.com

Respectfully,

Layne

Public Comment for Pontiac Trail Reconstruction
- Agenda Item 7 -- December 9, 2025

Hello Alders,

Pontiac Trail is a historic, rustic neighborhood street that reflects the character and roots of Summit Woods. The Engineering Division is proposing a major reconstruction that would expand the street from its current 20-foot width to more than 57 feet, **nearly tripling its footprint**. While intended to improve accessibility, the plan raises serious concerns about preserving neighborhood identity, environmental impact, and the lack of meaningful community engagement.

After careful review and discussion with neighbors, I must respectfully oppose the Pontiac Trail project in its current form. While Pontiac Trail certainly needs updating, the current City Engineering proposal **does not fully align with the City's own Complete Green Streets Guide**. The plan is oversized, and it fails to balance accessibility with neighborhood character, environmental stewardship, and authentic community engagement.

Two critical concerns stand out:

Neighborhood scale design ignored. The current plan for Pontiac Trail is not appropriately scaled. It proposes a street **nearly three times wider than its current footprint**. This contradicts the spirit and guidance of the Green Streets framework. The Guide encourages thoughtful trade offs and flexible strategies that balance accessibility with environmental impact. Yet there has been no meaningful discussion about alternative designs that achieve accessibility without unnecessary expansion. Yet the proposed plan would expand the current street width from 20 feet to more than 57 feet, measured from edge of sidewalk to edge of sidewalk. This expansion is unnecessary for a street that averages only 200 cars per day. By stretching the street to this scale, the plan unnecessarily increases impervious surface, removes canopy trees and green space, and consumes more right of way than is needed. This does not adhere to the Guide's directive for neighborhood scale design.

Community engagement is minimized. The **lack of meaningful dialogue is equally concerning**. The Guide calls for authentic collaboration, yet City Engineering narrowed resident input to a single question about road size, excluding critical design elements such as sidewalk layout, preservation of green space, stormwater management, and protection of the tree canopy. The project manager stated "We did not want to ask any questions that would ultimately have no impact on the final design" (direct quote from e-mail). This is not meaningful engagement. The Guide is clear: "streets should be designed for people first." That requires survey questions and dialogue that address **all aspects of design, not just one**. When only 15% of residents support the current proposal, according to a resident's survey, it is a clear signal that the project must be rethought.

Additional concerns include Engineering's repeated use of the term "extraordinary circumstances" to deny meaningful dialogue with residents. This term does not exist in the Complete Green Streets Guide. Adding terminology that does not exist in the Guide creates confusion about the standards we are all meant to uphold.

Unlike many projects, this proposal **did NOT receive unanimous support** from the Board of Public Works. There is a reason for that. The balance required by the Guide is not being met. While accessibility is paramount in all projects, it is still achievable through other options that do not impose unnecessary impacts on the environment. Other options discussed also cost less. Does the City Council want to impose projects on neighborhoods and streets that are strongly opposed by residents and represent the most expensive option? Simply extending the payment terms with interest only adds to resident debt strain.

For these reasons, I respectfully urge the City Council to pause the Pontiac Trail project until a design is developed that reflects the Guide's standards and earns genuine neighborhood support. Alders are entrusted to represent the voices of their constituents, and the strongest outcomes come when residents and city leaders work together in partnership. By listening and collaborating, we can achieve accessibility while preserving the environment and character that makes Summit Woods unique.

I urge you to vote NO.

