From: Nicholas Davies <nbdavies@gmail.com>
Sent: Monday, May 11, 2026 6:50 PM
To: Park Commission <pacommission@cityofmadison.com>
Cc: Southwest Area Plan <SouthwestAreaPlan@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>
Subject: No to excess street connections in Southwest Area Plan (92879)

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Dear Board of Park Commissioners,

As the owner of property in the Southwest planning area, I object to these street connections shown on page 18 of the Southwest Area Plan "final" draft:

* It shows a road connecting from Struck to Grand Canyon, where a bike/ped path connects today. This would bring vehicular cut-through traffic onto what is currently one of very few low-stress crossings of the Beltline, effectively ruining it. Drivers do not need this connection; by car you can already get from Struck to Grand Canyon in only 5 minutes.

* In the Greentree neighborhood, the proposed connection from Hampshire Place to Suffolk Rd is one that residents want to be a sidewalk connection only, to avoid significant tree removals.

* The connection from Maple Grove Rd to Basalt Ln would run through a greenway, and would impact two(!) elementary schools and an assisted care facility.

Maybe these are just carry-forward items from past plans, but if the planning team isn't going to listen to resident feedback on this, then what is the entire point of this process?? No one is asking for these street connections, all I've heard is objection to them.

If anything, we should be looking for where we can reduce cut-through traffic by adding modal filters, and creating fully pedestrianized spaces, particularly around our schools, to give kids a safe area to gather/disperse. I would gladly sacrifice some of our current overabundance of available driving routes, in order to have calmer streets and safer kids.

The current draft of the Southwest Area Plan includes an entire overlay map of proposed street connections to add, and yet there is no corresponding map for proposed street subtractions. This makes the plan as a whole biased in favor of net-increasing car travel in the planning area. That goes against our county's climate goals of reducing VMT, it's counterproductive to our Vision Zero goals (which we're not on track to hit--wonder why!) and it means worse pollution for residents of the planning area.

For this reason, I am registering against approval of the Southwest Area Plan as it's shown on your agenda, and I urge the board to direct planning staff to:

*** Remove these unnecessary street connections from the plan**

*** Add a section to the plan on potential street disconnections (eg. modal filters, or opportunities for full pedestrianization)**

Thank you,

Nick Davies