From: Nicholas Davies
To: Transportation Commission
Cc: tom.mohr@cityofmadison.com; Southeast Area Plan
Subject: Southeast Area Plan transportation feedback (92878)
Date: Sunday, May 31, 2026 12:56:36 PM

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Dear Transportation Commission,

While the Southeast Area Plan contains a lot of recommendations on transportation that I support, there are a few areas where it could be improved before adoption.

1. Extend the AAA portion of Cottage Grove Rd
The memo proposes an AAA facility on Cottage Grove Rd from the Cap City Trail to Acewood Blvd. Cottage Grove Rd would benefit from a safer facility eastward of there as well. If you're a regular at the YMCA, or the Dine Inn, or Pinney Library, you have probably seen kids biking on the sidewalk on Cottage Grove. The on-street bike lanes are narrow, and the traffic is not calm.

2. Consult the pending AAA map update
This area plan is being developed simultaneously with an update to the AAA bike map, so there is a chance that they will end up with conflicting recommendations in some areas. For instance, there is a significant AAA gap on Monona Dr, south of Cottage Grove Rd. It's half City of Monona jurisdiction, and they've put up "no bikes on sidewalk" signs--ironic, since there often are bikes on the sidewalk, due to road conditions.

3. Avoid extraneous street connections in built-out neighborhoods
Page 32 of the draft SEAP includes a map of proposed street connections. Some of these appear to be carry-forward recommendations that haven't been reconsidered.

* Dawes in shown connecting through Eastmorland Park to Silver. This would needlessly add vehicle traffic to my neighborhood's bike boulevard and break up the park. What we actually need is a path connection to Silver, which the Parks Department is already working on, as part of the playground installation.

* Cottage Ct would extend through the AmFam site to Dempsey. This would add a street crossing to the Cap City Trail (and complicate the trail's crossing at Dempsey). The railroad would probably not welcome/approve the new street. All it would do is provide speeders with a way around the signal at Cottage Grove & Dempsey.

* Lumbermans (Stoughton Rd industrial access road) would connect to Leo Dr (residential, entrance to Acewood Conservancy). A path connection here could be an improvement, but bringing cut-through traffic onto Leo Dr would be counterproductive.

I urge you to remove these proposed street connections from the plan.

4. While there are proposed street additions, there are no proposed street subtractions
When subdivisions are initially platted, they often allow for cut-through traffic, because they don't know which entry/exit points are going to be important. But once the area is built out, we

don't need all these redundant routes in and out of these neighborhoods.

From my home, I can enter/exit my neighborhood onto 3 different arterials, at many different cross-streets. I don't need all those options! I would gladly give some up, in order to reduce cut-through traffic, and make my street a safer environment for kids to play in the front yard. This is where modal filters can come in. These area plans ought to include recommendations for where to place modal filters over time.

Street subtractions can also include things like School Streets--where the street in front of a school is closed to through traffic. There's a trial of this beginning at Marquette Elementary this month. Several schools in the Southeast area would be good candidates for this, including Schenk/Whitehorse near me.

5. Leave Milwaukee Street as a Community Connector
I rely on Milwaukee Street's existing bike facility, and the city's recent actions have shown that if Milwaukee Street is classified as a Community Main Street, it loses any guarantee of having a bike facility.

For a Community Main Street, the Complete Green Streets guide says, "Bike lanes should be included", while for the Community Connector, it says, "1 travel lane per direction, often with medians or center turn lane; on-street bike facilities"

Traffic Engineering staff have begun interpreting that "should" in the weakest possible sense, in contradiction with the intent of CGS and language elsewhere in the CGS guide. As a result, the Community Connector street type has stronger protections for the inclusion of bikes on the street (since the authors omitted that pesky verb "should") than the Community Main Street. Therefore I oppose reclassifying Milwaukee Street to Community Main Street, since that could allow the city to remove the bike facility.

Thank you,

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