

Community Member Comment	Topic (Element)	Primary Agency	Theme	Draft Plan Related Actions	Feedback Source	Multiplier ("Online Thumbs Up" Tally or Repeated Comment)	Specific Area
To the extent that residential development has been making inroads into commercial/employment zoning districts, this has been because of the shortage of housing, and the very limited opportunities to increase housing density in residential zones—which are generally very prescriptive about what kind of housing is allowed where							
Creating zoning codes that are more exclusionary towards housing will not solve the root cause, and will in fact make it worse. I would recommend against that	Land Use	Planning	Zoning	Land Use: Action 2.	Online Comment	0	
<u>Excited about the possibilities with MR1.</u>	Land Use	Planning	Land Use	Land Use: Illustrations	Public Meeting	n/a	American Family Site
<u>Explore accessory commercial use in residential areas and/or something more "house scale" commercial.</u>	Land Use	Planning	Land Use		Public Meeting	n/a	
Small neighborhood commercial/gathering?	Land Use	Planning	Mixed Use		Public Meeting	n/a	near Davies and Major Ave
No industrial (even light) next to secret places	Land Use	Planning	Land Use		Public Meeting	3	Secret Places
commercial/gathering?	Land Use	Planning	Community Gathering Spaces		Public Meeting	n/a	near Whitehorse Middle School
<u>Thrilled to see this combo, HPNA has been hoping for mixed-use and some denser residential.</u>	Land Use	Planning	Land Use	Land Use: Illustrations	Public Meeting	n/a	Karmenta Site
<u>Interested to hear more on possibilities and limitations with existing Am Fam building.</u>	Land Use	Planning	Land Use	Land Use: Illustrations	Public Meeting	n/a	American Family Site
Excited to see some additional mixed-use opportunities.	Land Use	Planning	Mixed Use Development	Land Use: Illustrations	Public Meeting	n/a	S Stoughton Rd/ Hwy 51
Potential for mountain bike trails?	Green and Resilience	Parks	Parks		Online Comment	0	Greenway south of S Thompson Drive
Love the prairie areas of Kennedy park. Adds beauty and supports our ecosystem (and neighborhood kids!) with a variety of cool bugs. The park has lost several beautiful, mature trees to storms in the last few years (or trees that were fully removed after storm damage). We've seen a few new trees planted near the Kennedy school field but it would be nice to see more tree planting here to build the tree canopy for the future! Mature trees are a hallmark of a fantastic neighborhood park.	Green and Resilience	Parks	Parks		Online Comment	0	Kennedy Park
RRFB at Thompson Dr would aid in MMSD Students and families crossing MKE Street.	Transportation	Traffic Engineering	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 2e.	Online Comment	0	Thompson Drive
Agreed with this as a priority - there's a lot of streets near schools that don't have sidewalks, such as around the La Follette, Henderson, & Sennett area.	Transportation	Engineering - Streets	Sidewalks	Transportation: Pedestrian and Bicycle Network Action 1a.	Online Comment	0	
RRFB or extra signalling to Cross Swanton Rd while on North side of MKE may help pedestrians and turning traffic from MKE street.	Transportation	Traffic Engineering	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 2e.		0	Swanton Road at Milwaukee Street
Install RRFB at Portland Pkwy and MKE street for Middle School routes	Transportation	Traffic Engineering	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 2ai.	Online Comment	0	Portland Parkway at Milwaukee Street
East-West bicycle & pedestrian connection at the 51/30 junction are much more needed than North/South. There are already 2 North/South crossings of 30 on either side of 51. Connecting the new bicycle over pass to the starkweather creek underpass with an East-West connection would be far more valuable.	Transportation	Engineering - Streets	Bike/Ped Connectivity	Transportation: Pedestrian and Bicycle Network Action 5a.	Online Comment	0	Starkweather Creek
The multi-use path crossing at Milwaukee near Eastmordan Park is not ideal. The path currently ends at Milwaukee street with only a crosswalk, not a bike signal. The continue on W Corporate Dr to the path that goes under 30 you need to cross diagonally (or cross both streets in the crosswalk). The solution could be a diagonal bike cross signal at that intersection, or an extension of the multi-use path to connect the two segments.	Transportation	Engineering - Streets	Bike/Ped Connectivity	Transportation: Pedestrian and Bicycle Network Action 7b.	Online Comment	0	Milwaukee Street
Eliminating excess travel lanes would help more than an RRFB--and would improve compliance with an RRFB if one is also added	Transportation	Traffic Engineering	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 2bi.	Online Comment	0	Johns Street
Bicycle stations are great and more would be great!	Transportation	Other	Bike Infrastructure	Transportation: Partnerships Action 1.	Online Comment	0	
Make Agriculture/Marsh Rd a bicycle boulevard to connect area to McFarland	Transportation	Engineering - Streets	Bike/Ped Connectivity	Transportation: Pedestrian and Bicycle Network Action 8biii.	Online Comment	0	Agriculture/Marsh Road
Would love a transit corridor that goes from Atwood to Sherman (south/north) and takes less than an hour, for employment and activity purposes.	Transportation	Metro	Transit	Transportation: Transit and Parking Action 1.	Online Comment	0	
The small traffic circles we have, such as those on Walter, are not great. They don't have signage indicating how to turn left, so people will either cut into oncoming traffic or go around the circle. If two consecutive cars choose differently, they come into conflict. If we must have this kind of circle, please include signage to help drivers make good decisions.	Transportation	Traffic Engineering	Traffic Control	Transportation: Street Connectivity and Traffic Circulation Action 5.	Online Comment	0	Walter Street
Agreed, I see those problem situations too. And the traffic "circles" on Walter aren't effective at slowing traffic because cars can still pass through with minimal change to their trajectory	Transportation	Traffic Engineering	Traffic Control	Transportation: Street Connectivity and Traffic Circulation Action 5.	Online Comment	0	Walter Street
A blinking crossing at Fair Oaks and the bike path would be great. Could be one that could only be blinking every minute, time for cars to go	Transportation	Traffic Engineering	Traffic Signal	Transportation: Street Connectivity and Traffic Circulation Action 3.	Online Comment	0	Fair Oaks Avenue

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I live on Spaanem (4900s) and there is a problem with speed on the street. Especially because it is the shortest path connecting the neighborhoods north of Buckeye to the high school, there are cars that regularly speed down Spaanem at 40mph+ either rushing or simply because they are young drivers. I love the idea of a bike boulevard, but fear that if it does not include measures to reduce speed (e.g. speed bumps) it would put bicyclists in danger.	Transportation	Traffic Engineering	Traffic Safety/Speeding	Transportation: Pedestrian and Bicycle Network Action 8bii.	Online Comment	0	Spaanem Avenue
Consider sidewalks on spaanem rd. Install RRFB or crosswalk indicators at Spaanem and Linda Vista rd to help facilitate better student/ pedestrian path to the high school back property/ Grounds.	Transportation	Traffic Engineering	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 8bii.	Online Comment	0	Spaanem Avenue
Traffic control circle may be use here	Transportation	Traffic Engineering	Traffic Signal	Transportation: Street Connectivity and Traffic Circulation Action 3.	Online Comment	0	Fair Oaks Avenue
I like this idea. The two on-road alternatives (Femrite and Sigglekow) are not safe for biking and have significant traffic.	Transportation	Engineering - Streets Sidewalks	Bike/Ped Safety	Transportation: Pedestrian and Bicycle Network Action 8bii.	Online Comment	0	Femrite Drive and Sigglekow Road
What does this mean? Busse and Johns are parallel to each other	Transportation	Engineering - Streets Sidewalks		Transportation: Pedestrian and Bicycle Network Action 8biii.	Online Comment	0	
Whoever works on this needs to drive this daily. Car incidents on 51 are created by the swings back and forth from highway to signaled street. The lights at buckeye & pflaum need to be removed and these roads need to go over or under 51. The frontage road area between buckeye and pflaum should be used to create a single on/off ramp for the area.	Transportation	Department of Transportation	Highway Design	Transportation: Highway 51- South Stoughton Road Redesign Action 1a.	Online Comment	0	S Stoughton Road/ Hwy 51
Stoughton Rd right now acts as a de facto form of segregation, with many lower income households past Stoughton Rd and blocked from walking to the rest of the neighborhood. A lot of La Follette students also attempt to cross this to reach businesses across Stoughton. This philosophical shift is needed for safety and for equity reasons, things WI DoT has a history of not understanding.	Transportation	Department of Transportation	Highway Design - Segregation	Transportation: Highway 51- South Stoughton Road Redesign Action 1b.	Online Comment	0	S Stoughton Road/ Hwy 51
See milwaukee st and any other area where a main artery is supposed to be controlled by speed limits. It doesn't change how fast most people go, and creates additional hazards of people going vastly different speeds. Bike lanes end up becoming passing lanes, and ends up worse.	Transportation	Department of Transportation	Traffic Safety/Speeding	Transportation: Highway 51- South Stoughton Road Redesign Action 1b.	Online Comment	0	S Stoughton Road/ Hwy 51
There is an existing bike/ped route across 12/18 at 51. That's not even the hard part (unless WisDOT messes it up further). The hard part is 51 & Broadway. When you arrive at the southeast corner of this intersection, you have no crosswalk available in any direction	Transportation	Department of Transportation	Bike/Ped Safety	Transportation: Highway 51- South Stoughton Road Redesign Action 5c.	Online Comment	0	S Stoughton Road/ Hwy 51
The La Follette High families in the Great Gray neighborhood are cut off by the combination of Stoughton Rd and the Beltline - anything to reduce this isolation would do wonders for a neighborhood with a lot of children, bicyclists, and working class public transit users.	Transportation	Department of Transportation	Highway Design - Segregation	Transportation: Highway 51- South Stoughton Road Redesign Action 7a.	Online Comment	0	S Stoughton Road/ Hwy 51
Would love to get something between these two options.	Transportation	Department of Transportation	Highway Design	Transportation: Highway 51 GFLU Alternatives	Public Meeting	n/a	S Stoughton Road/ Hwy 51
Reducing speed limits will not reduce the number of accidents. The intersection of 51 and Pflaum has so many injuries not due to speed but because 1) the other streets that could funnel children to schools lack sidewalks so they are forced to use Pflaum 2) the traffic is so backed up during school drop off and pickup that people engage in reckless driving: not leaving intersections clear so people can turn, driving on the wrong side of the road because cars are piled up, and making rash decisions	Transportation	Department of Transportation	Traffic Safety/Speeding	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
Reducing speed does reduce the number of accidents (since lower speeds give people more time to react), and importantly reducing speed also reduces the severity of the crash. When it involves a pedestrian, a 55 mph crash is deadly ~80% of the time, and a 35 mph crash is deadly ~30% of the time	Transportation	Department of Transportation	Traffic Safety/Speeding	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
Reducing speed limits does not reduce the speeds people actually travel at, that is the point being made. Main arteries with artificially reduced speed limits are some of the most dangerous streets in the city.	Transportation	Department of Transportation	Traffic Safety/Speeding	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
The way to reduce accidents is to provide better throughput from Pflaum to 51. This is a theory of constraints issue (read: The Goal by Goldratt). The 2stop lights at both Pflaum and Buckeye could be replaced with 1elevated highway interchange and the problem would be resolved. I know it's expensive, but it would improve commute times and keep our kids safe. Doubly so if there was a pedestrian path either under/above 51 that linked the two sides of Pflaum Rd for the kids walking to Starbucks	Transportation	Department of Transportation	Highway Design	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
We would strongly support this design, as we feel it opens up opportunities for amenities that the East Buckeye neighborhood is lacking, such as dining and entertainment options. The lower speed limits could also reduce the number and/or severity of accidents along this stretch.	Transportation	Department of Transportation	Highway Design	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
Alternative B is preferable to A to me for pedestrian safety, more walkability (mixed use zoning); it would seem preferable to the schools nearby - La Follette, Sennett, Henderson.	Transportation	Department of Transportation	Highway Design	Transportation: Highway 51 GFLU Alternatives	Online Comment	0	S Stoughton Road/ Hwy 51
I would support a bike/ped bridge here, but a street connection would make Dawes more attractive to cut-through car traffic, and less safe as a bike boulevard.							
This feels like something included just to check a box. Please stop. This area is already developed, we don't need more streets.	Transportation	Planning	Future Streets	Potential Street Network Map	Online Comment	0	Dawes Street
As shown, this new street connection would just enable cut-through traffic to bypass the Cottage Grove & Dempsey intersection, which is not a particularly overloaded intersection. The downside would be another rail crossing (good luck with that!) and 1 or 2 additional Cap City Trail crossings.							
To be honest, this feels like something included just to check a box. This area is already developed. It's okay to stop adding streets	Transportation	Planning	Future Streets	Potential Street Network Map	Online Comment	0	Dempsey Road
I support this connection for bikes/peds, to improve the Cap City Trail route. However, if it doesn't need to be a street connection, it would be better not to make it one. This would allow traffic from Atlas Ave (for example) to connect to Acewood Blvd via Leo Dr (a quiet residential street) instead of making that connection via Cottage Grove Rd (the intended arterial)	Transportation	Planning	Future Streets	Potential Street Network Map	Online Comment	0	Lumbermans Trail
No curb/gutter or sidewalk	Transportation	Engineering - Streets Sidewalks	Sidewalks	Sidewalk Network Map	Online Comment	0	Clover Lane
La Follette and Sennett students can exit out the parking lot and walk to the C line on this if they are going downtown, such as UW-Madison opportunities; Henderson Elementary students also walk along Spaanem. Seems a priority for a sidewalk due to that pedestrian traffic. (It's also the evacuation pathway for La Follette in the case of a threat.)	Transportation	Engineering - Streets Sidewalks	Sidewalks	Sidewalk Network Map	Online Comment	0	Spaanem Avenue

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Agree. I see a lot of students and others walking along Spaanem. It's also the first street over from the schools and golf course.	Transportation	Engineering - Streets Sidewalks	Sidewalks	Sidewalk Network Map	Online Comment	0	Spaanem Avenue
Further Agree- Spaanem sidewalks would be a large impact for pedestrian routing especially due to high Student counts in the area.	Transportation	Engineering - Streets Sidewalks	Sidewalks	Sidewalk Network Map	Online Comment	0	Spaanem Avenue
A path connection across the creek here to Chicago Ave could help connect a low-stress east-west corridor all the way from E Wash at Goodman Library across to Thompson Dr or Sycamore Park, and take some pressure off of Milwaukee St. And this path connection to Chicago Ave could be made more cheaply and with less destruction of housing than a street connection	Transportation	Traffic Engineering	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	Chicago Ave
The next section of Monona Dr really needs improvement for biking. Monona has their "No bikes on sidewalk" signs, which are kind of a joke because there are so often bikes on the sidewalks, and I cannot blame them. They're just trying to get through here safely	Effective Government	Others	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	Monona Drive
The proposed bike path along Stoughton Rd/51 is awesome!	Transportation	Engineering - Streets Sidewalks	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	S Stoughton Road/ Hwy 51
This crossing is not great, you go from the path to the street, so depending on which way you are going you have to diagonal across the intersection	Transportation	Traffic Engineering	Bike/Ped Safety	Shared-Use Path & Bicycle Network Map	Online Comment	0	Corporate Drive
There's currently a dirt track connection from the Cap City Trail to Royster Oaks Dr. This ought to me made accessible.	Transportation	Traffic Engineering	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	Royster Oaks Drive
It would involve dealing with the Railroad Commission (I know, I know) but at this point, if they're going to fight every single crossing anyway, then let's give them more fronts to have to fight on. They have a staff of like 4 people. Flood the zone.	Transportation	Traffic Engineering	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	Royster Oaks Drive
Right now, La Follette has the lowest bicycle usage among the comprehensive high schools, according to surveys by the Wisconsin Bike Federation. This is despite La Follette having the highest poverty rate, meaning it has more students who face barriers to car ownership. Improved protections for bicyclists would help realize the latent demand for bicycle infrastructure. We do also now have a Bike Club at school and students who use e-scooters to commute.	Transportation	Traffic Engineering	Bike Infrastructure	Shared-Use Path & Bicycle Network Map	Online Comment	0	
This east/west connection would be fantastic	Transportation	Traffic Engineering	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	
Excited about ped safety improvements on Milwaukee Street.	Transportation	Traffic Engineering	Bike/Ped Safety	Shared-Use Path & Bicycle Network Map	Public Meeting	n/a	Milwaukee Street
I'd be very interested to see where this path goes. It's a real shame that some of the best views in Madison go by at 55+ mph	Transportation	Engineering - Streets Sidewalks	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	Beltline Hwy
Safer bike crossing at buckeye to connect with the path. A bridge would be ideal	Transportation	Engineering - Streets Sidewalks	Bike/Ped Safety	Shared-Use Path & Bicycle Network Map	Online Comment	0	Buckeye Road
Agreed, we need more East-West connections, North/South has lots of options included safe neighborhood streets	Transportation	Engineering - Streets Sidewalks	Bike/Ped Connectivity	Shared-Use Path & Bicycle Network Map	Online Comment	0	
We love the quiet serenity of the Heritage Sanctuary! If a bike path is added please keep it as natural and undisturbed as possible. It's so wonderful to have a piece of "woods" within the city.	Transportation	Engineering - Streets Sidewalks	Parks	Shared-Use Path & Bicycle Network Map	Online Comment	0	Heritage Sanctuary
I wonder if there could be more bicycling infrastructure between this region of Milwaukee Street and the section of Cottage Grove to the south? Milwaukee Street has some concentration of lower income residents who face barriers to car ownership but few amenities in walking distance; Cottage Grove Rd is flush with amenities. Connecting the areas for non-cars would be good.	Transportation	Traffic Engineering	Milwaukee Street Connection	Shared-Use Path & Bicycle Network Map	Online Comment	0	Milwaukee Street
This would be fantastic	Transportation	Traffic Engineering	Support Shared Use Path Network	Shared-Use Path & Bicycle Network Map	Online Comment	0	Retana Drive
Connection under the beltline to connect to marsh road	Transportation	Engineering - Streets Sidewalks	Support Shared Use Path Network and Addition	Shared-Use Path & Bicycle Network Map	Online Comment	0	Beltline Hwy
This would be a very nice path, but it would be even better if it kept going south	Transportation	Engineering - Streets Sidewalks	Support Shared Use Path Network and Addition	Shared-Use Path & Bicycle Network Map	Online Comment	0	East of Agriculture Drive area
Make the milwaukee bridge pedestrian only	Transportation	Engineering - Streets Sidewalks	Support Shared Use Path Network and Addition	Shared-Use Path & Bicycle Network Map	Online Comment	0	Milwaukee Street
This connection is fantastic, the glacial drumlin is the only local rail trail not connected to the city network	Transportation	Traffic Engineering	Support Shared Use Path Network	Shared-Use Path & Bicycle Network Map	Online Comment	0	East of Agriculture Drive area
This shelter is always full. Would this shut the shelter down?	Neighborhoods and Housing	Community Development/Others	Shelter	Neighborhoods and Housing Action 1bi.	Online Comment	0	Salvation Army Family Shelter
How has the city worked with MMSD to plan for the growth and need of students?	Neighborhoods and Housing	MMSD	School Growth		Online Comment	0	
This makes the most sense, you're close to resources (laundromat, groceries, employers-Amazon, Post Office)	Neighborhoods and Housing	Planning	Affordable Housing	Neighborhoods and Housing: Action 1bii.	Online Comment	0	Milwaukee Street
There is a lack of community centers in the SE plan area.	Neighborhoods and Housing	Community Development/Other	Community Centers	Neighborhoods and Housing: Action 3d.	Online Comment	0	
At one time, there was talk of 3 houses along Allis, one of which would be a water demonstration house. I think this has some potential for development, but since it's atop the hill, anything tall would really stand out.	Neighborhoods and Housing	Planning	Building Height	Neighborhoods and Housing: Action 1bii.	Online Comment	0	Allis Avenue
Making public school playgrounds public parks becomes confusing during school hours. Other schools have had issues with people walking dogs through the playground during school hours and having access when our schools are essentially locked down all of the time. I would say keep Quaker Park	Neighborhoods and Housing	Planning	Land Use	Neighborhoods and Housing: Action 1bv.	Online Comment	0	Quaker Park
I'm a MMSD Senior Leader- Please share the ideas.	Neighborhoods and Housing	Planning	Affordable Housing	Neighborhoods and Housing: Action 1bv.	Online Comment	0	Quaker Park
Yes, Harmony Apts & Meadowlands need amenities in walking distance (also that bridge over the interstate should have a real sidewalk if possible).	Neighborhoods and Housing	Community Development	Amenities	Neighborhoods and Housing: Action 3d.	Online Comment	0	Milwaukee Street
I agree. Families in Harmony and Meadowlands consistently report needing services and safe gathering spaces within walking distance.	Neighborhoods and Housing	Community Development/Planning	Community Amenities and Gathering Spaces	Neighborhoods and Housing: Partnerships Action 3d.	Online Comment	0	Milwaukee Street

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Add an implementation item to create a community led hub in the Milwaukee Street corridor serving families in Census Tract 30.02. The hub would provide onsite support services, employment help, basic needs navigation, youth safety programming, and accessible third spaces, directly addressing priorities identified in SEAP focus groups.	Neighborhoods and Housing	Community Development/Other	Community Amenities and Gathering Spaces	Neighborhoods and Housing: Partnerships Action 2.	Online Comment	0	Milwaukee Street
Set-up localized grocery store pick-up sites. City run building with refrigerated space that local grocery stores can deliver peoples orders to for more localized pick-up. Open to deliveries from any grocery store. Stores could be set-up to do a single mass delivery to various sites at a set time every day.	Neighborhoods and Housing	Economic Development	Food Access	Neighborhoods and Housing: Action 4b.	Online Comment	0	
A location on Buckeye might be ideal for this	Neighborhoods and Housing	Economic Development	Food Access	Neighborhoods and Housing: Action 4c.	Online Comment	0	Buckeye Road
I think the Metro Market serves a good chunk of the area fairly well.	Neighborhoods and Housing	Economic Development	Food Access	Neighborhoods and Housing: Action 4c.	Online Comment	0	
Add a community led hub in the Milwaukee Street corridor to support job access and small business activity for residents in Census Tract 30.02. The hub would offer employment navigation, connections to training, and basic needs support, helping stabilize families while strengthening efforts to revitalize the Milwaukee Street commercial corridor.	Neighborhoods and Housing	Economic Development	Business Hub	Economic and Opportunity: Action 2aii.	Online Comment	0	Milwaukee Street
Areas need to be a walkable "destination". Bicycle stations, bus stops, etc to be able to get there. Once there it needs to feel safe and inviting to walk to multiple places.							
See Atwood or Willy st area. You don't necessarily go to a specific place, you go to the area to do multiple things.							
Monona dr/buckeye/cottage grove junction is an example where this is getting much better.	Economy and Opportunity	Economic Development	Community Amenities and Destinations	Economic and Opportunity: Action 2aii.	Online Comment	0	
This would be great. A garver type area with lots of small business in one place would be great.	Economy and Opportunity	Economic Development	Business Hub	Economic and Opportunity: Action 5	Online Comment	0	
There are a lot of young adults and recent La Follette graduates in the eastern end of Milwaukee St. Are there ways to cultivate local potential entrepreneurs? Are there local residents with small business dreams that could be realized with proper training/support, especially with an eye to more representation for our Black residents, given the area's demographics?	Economy and Opportunity	Economic Development	Entrepreneur Opportunities		Online Comment	0	
Agreed! Families need places to get support, and keep kids engaged. A small community led hub in this area would work alongside park programming and help fill the gaps neighbors talked about.	Culture and Character	Other	Youth Engagement	Culture and Character: Partnership Action 2c.	Online Comment	0	
Neighborhood events should be used to draw people to areas you want to revitalize.	Culture and Character	Other	Community Events	Culture and Character: Partnership Action 1.	Online Comment	0	
Just 100% agreeing with this	Culture and Character	Other	Community Gathering Spaces	Culture and Character: Partnership Action 2.	Online Comment	0	
Love the idea of an info kiosk, better lighting at Hiestand and Honeysuckle Parks.	Green and Resilient	Parks	Parks	Green and Resilience: Hiestand Park Action 2.	Online Comment	0	Hiestand Park and Honeysuckle Park
Add a MTB loop to the park.	Green and Resilient	Parks	Parks	Green and Resilience: Hiestand Park Action 2.	Online Comment	0	Hiestand Park
Might be a good spot for an outdoor bouldering wall, similar to Boyce Bouldering Park in Pittsburgh.	Green and Resilient	Parks	Parks	Green and Resilience: Hiestand Park Action 2.	Online Comment	0	Hiestand Park
Add pickleball courts to Quaker. We don't have any in the area	Green and Resilient	Parks	Parks	Green and Resilience: Monona Golf Course Action 9.	Online Comment	0	Monona Golf Course
Support	Green and Resilient	Parks	Parks	Green and Resilience: Monona Golf Course Action 8.	Online Comment	0	Monona Golf Course
Add an area for food truck vendors, the biergarten is very nice but is often skipped because the food options are pretty limited.	Green and Resilient	Parks	Parks	Green and Resilience: Olbrich Park Action 3.	Online Comment	0	Olbrich Park
There is already a ton of parking in this area. What are you talking about?	Green and Resilient	Parks	Parking	Green and Resilience: Olbrich Park Action 5.	Online Comment	0	Olbrich Park
The area does draw a lot of people, but it is also well served by bus and bike options.	Green and Resilient	Parks	Parks	Green and Resilience: Olbrich Park Action 5.	Online Comment	0	Olbrich Park
Yes more bicycle stations at Olbrich	Green and Resilient	Other	Bike Infrastructure	Green and Resilience: Olbrich Park Action 5.	Online Comment	0	Olbrich Park
Lack of pools in Madison as a whole. Lots of kids in this area that would benefit from a pool.	Green and Resilient	Other	Pools		Public Meeting	0	
I would love to see more fruit trees at parks/urban foraging options.	Green and Resilient	Forestry	Trees		Public Meeting	0	
More biodiversity of tree plantings.	Green and Resilient	Forestry	Trees	Green and Resilience: Tress and Canopy Action 11.	Online Comment	0	
Henderson has a play area already. Aldo Leopold also has kid-focused areas. I don't think developing part of a conservation park is the answer here	Green and Resilient	Others	Parks	Green and Resilience: Glendale Neighborhood Action 10.	Online Comment	0	Virginia Henderson Elementary School
We also have some schools located on low-volume streets that could be closed to through traffic, and turned into a safe area for kids to gather/disperse.							
Would love to see a School Street program at Whitehorse/Schenk for example. Schenk St has so many speed bumps, "no U-turn" signs that people ignore, and still a lot of cars moving through at drop-off & pick-up							
This would also work at Elvehjem (on Academy) and Kennedy (on Meadowlark)	Effective Government	Other	Bike/Ped Safety		Online Comment	0	
Many families walk this sections of Milwaukee Street daily, including those staying at the Karmenta family shelter. It is especially difficult and unsafe for caregivers moving multiple young children. A formal hazardous roadway review with MMSD would reflect these conditions and help improve safety for school-aged kids.	Health and Safety	Traffic Engineering	Bike/Ped Safety	Health and Safety: Partnerships Action 3.	Online Comment	0	Milwaukee Street

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People are speeding down 20-25 MPH roads ALL the time. I have never seen anyone patrol streets like, Milwaukee Ave, Turner Ave/ Spanem (especially at school times). People are going close to 40+ MPH. Changing the speed limit doesn't do anything if no one enforces it every once in a while.	Health and Safety	Traffic Engineering	Traffic Safety/Speeding	Health and Safety: Speeding and Pedestrian Safety Action 1.	Online Comment	0	
All bump outs need to have a through lane for bicycles. Current bump outs being used significantly increase danger for bicyclists over not having them.	Health and Safety	Traffic Engineering	Bike/Ped Safety	Health and Safety: Speeding and Pedestrian Safety Action 2.	Online Comment	0	
This is one reason to have the revised Stoughton Rd as a boulevard with 35 mph speed limits.	Health and Safety	Traffic Engineering	Highway Design	Health and Safety: Noise Pollution Action 3.	Online Comment	0	
Yes! Our kids should not have to walk on or cross Milwaukee Street	Health and Safety	Traffic Engineering	Bike/Ped Safety	Health and Safety: Partnerships Action 3.	Online Comment	0	Milwaukee Street
Yes - things I've heard include our most isolated regions of this area lack amenities in walking distance, culturally relevant local businesses, lack of activities for youth, especially teenagers. Free/affordable and accessible programming for this age demo, such as a community center, would improve safety.	Health and Safety	Other	Community Amenities and Access	Health and Safety: Partnerships Action 1.	Online Comment	0	
Potentially partner with MMSD for High Schools as well in some areas as are conditioned now. Also use for place of shelter in case of natural disaster. Local Schools=Local Safe haven?	Health and Safety	Traffic Engineering	Cooling Centers	Health and Safety: Environmental Health and Safety Action 3a.	Online Comment	0	
Build truly affordable housing with help and services for people with AODA and mental health and disability issues, and affordable child care for single parents. Use Municipal bonds to make affordable housing permanent	Neighborhoods and Housing	Community Development	Affordable Housing		Public Meeting	n/a	
General art-related feedback for possible symbols within the Southeast Area: Owl, Wild turkeys are everywhere on the southeast side, Oak Trees, Native American symbology (effigy mounds, designs, Ho-Chunk Nation Community Center, Indigenous mounds in Elvehjem sanctuary), Lots of urban wildlife Chimney Swifts (protected species) and foxes, Trilliums (ephemeral flowers found in Heritage Heights Sanctuary, Butter fire of 1991-Central Storge warehouse, Sledding and disc golf , Georgia O'Keeffe and Frank Lloyd Wright were from the area - could be part of inspiration, Southeast Madison has a more working class feel and history that could be called out, Children's Sanitarium, City flower, Or Food, Radar Hill (Hiestand park), ESBMA Carnival at the Voit Farm, Interchange designs as symbols	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
General art-related feedback for art resources within the Southeast Area: Antique Mall, Woodman's, Farm and Fleet, Coaster on Walter Street, Marsh land, Capitol Views from Eastside, Biergarden @ Olbrich, Strip malls, MSCR, Camp Creatibility, Kindling Community Arts, Eastmoreland Community Center, Midwest Clay Project, Fired Up, Textile Art Center (Park street?), Sector 67 (Correy Street), Harry Whitehorse sculpture festival (Monona – San Damiano), YMCA, Communications Studios (unknown location), More collaboration needed across Monona drive	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
General art-related feedback for locations for art infrastructure within the Southeast Area: Color to industrial areas and spaces, Stoughton Road-make more lively, Bus Stops (benches, bus stops), Park Shelters (Kennedy Park), MMSD and Madison College-make public art partnership to allow folks to use art spaces, Thompson Drive (Southern portion), Orlando Bell Park, Multiuse path, Bike path between Pinney and Eastmoreland Community Center, Water tower on the Spaennum, Radar Hill, Bill Boards along Stoughton Road between Buckeye Road and Pflaum, East transfer point, Madison has so many little free libraries (started in Wisconsin) and could help create little gathering places, There are many community gardens that could connect more with the arts, Whitehorse and Elvehjem have large walls for murals, More murals on Madison side of Monona Drive, Parks, Overpasses/ underpasses, Bike path between library and Garver	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
General art-related feedback on issues to address via art: Space access, Isolation, Accessibility (ex. Color cross walks like done in Milwaukee, Sun Prairie, Monona Drive), Speeding, traffic calming (Buckeye Road, N Thompson), Impact at controlled access Hwys, Abundant Life school shooting-school safety, Are there areas of SEAP that were redefined? Flip-side of that are there areas that were "white-lined" and didn't allow black or other home ownership (maybe Eastmoreland), How could public art help address issues in the neighborhood	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
Want Permanent play structure (Art and Play in parks)	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
Want murals in industrial parks on many of blank walls	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
General art-related feedback for art opportunities within Southeast Area: Affordable art spaces ,studios, exhibition spaces and workshops, Many vacant areas (ex. Round house), Dark rooms and ceramics (ex. Sector 67), Art District, Art resources around Milwaukee Street, Work/live spaces, Capitol views, Gateways (Beltline and Hwy 30), How to get kids and families more "play" opportunities, Play opportunities for all ages, Outdoor third spaces	Culture and Character	Planning	Public Art		Arts Workshop	n/a	
Yes to 35 mph, encourage bus use	Transportation	Department of Transportation	Highway Design		Public Meeting	2	S Stoughton/ Hwy 51
S Stoughton Road upgraded to a freeway, do not support 35mph	Transportation	Department of Transportation	Highway Design		Public Meeting	n/a	S Stoughton/ Hwy 51
S Stoughton Road: want mix between two options A and B	Transportation	Department of Transportation	Highway Design		Public Meeting	1	S Stoughton/ Hwy 51
Bike/Ped crossing at overpass at Cottage Grove Road and 51	Transportation	Traffic Engineering	Bike/Ped Connectivity		Public Meeting	n/a	
General Focus Group feedback focused on support of prioritizing sidewalk gaps and adding crossing improvements (e.g., bridges, underpasses) at locations such as Milwaukee Street, Swanton & Thompson, Buckeye & 51, and Pflaum & 51	Transportation	Traffic Engineering	Sidewalks		Focus Group	n/a	
Focus Group Summary Report feedback focused on support the 2026 Parks Development Plan, which will upgrade over 20 parks in the area	Green and Resilience	Parks	Parks		Focus Group	n/a	
Focus Group Summary Report feedback focused on support of increasing the tree canopy and protecting green spaces	Green and Resilience	Urban Forestry	Trees		Focus Group	n/a	
Focus Group Summary Report feedback focused on support increasing density along transit corridors	Neighborhoods and Housing	Planning	Housing and Land Use		Focus Group	n/a	
Focus Group Summary Report feedback focused on support allowing mixed-use development at community nodes	Neighborhoods and Housing	Planning	Housing and Land Use		Focus Group	n/a	
Focus Group Summary Report feedback focused on support incentivizing affordability through bonus stories or City-owned land	Neighborhoods and Housing		Housing and Land Use		Focus Group	n/a	
Focus Group Summary Report feedback to create community food-growing spaces, such as gardens or small urban farms	Green and Resilience	Economic Development	Food Access		Focus Group	n/a	
Focus Group Summary Report feedback to integrate prairie habitat and environmental stewardship into park design, instead of relying solely on lawn landscaping	Green and Resilience	Parks	Parks		Focus Group	n/a	

Community Member Comment	Topic (Element)	Primary Agency	Theme	Draft Plan Related Actions	Feedback Source	Multiplier ("Online Thumbs Up" Tally or Repeated Comment)	Specific Area
Focus Group Summary Report feedback to replicate models like Warner Park's school partnerships, bringing environmental education to youth	Green and Resilience	Parks	Parks		Focus Group	n/a	
Focus Group Summary Report feedback to prioritize Hiestand Park and Kennedy Park in 2026 Parks Development Planning	Green and Resilience	Parks	Parks		Focus Group	n/a	
Focus Group Summary Report feedback to consider cooling center expansion in areas with heat vulnerability	Health and Safety	Cooling Centers	Emergency Planning		Focus Group	n/a	
Focus Group Summary Report feedback to address commercial affordability along Stoughton Road; residents noted vacancies and high rents as barriers to revitalization.	Economic Development	Economic Development	Commercial Affordability		Focus Group	n/a	
Focus Group Summary Report feedback to prioritize grocery access and fresh food availability as part of the area's economic strategy	Economic Development	Economic Development	Food Access		Focus Group	n/a	
Focus Group Summary Report feedback to add food access and grocery stores were absent from recommendations but repeatedly named as critical needs	Economic Development	Economic Development	Food Access		Focus Group	n/a	
Focus Group Summary Report feedback questioned whether Stoughton Road connectivity should be a priority, suggesting limited community benefit.	Transportation	Department of Transportation	S Stoughton Road/Hwy 51		Focus Group	n/a	
Focus Group Summary Report feedback to add more explicit investments for youth programming, especially teens	Culture and Character	Community Development/Other	Youth Programming		Focus Group	n/a	
Focus Group Summary Report feedback to improve healthcare access—participants named long waitlists and the need for more practitioners	Health and Safety	Public Health/Other	Healthcare Access		Focus Group	n/a	
We are writing to provide our perspectives as La Follette High School staff to help inform the development of the Southeast Area Plan, a region that is closely aligned with our attendance area. We are proud to work at the most diverse and most working class/low income comprehensive high school in the Madison Metropolitan School District; our students and families bring in many unique strengths and assets to our school community. They also face disproportionate barriers and challenges due to those statuses, though. For example, we have the highest rate of homelessness among the comprehensive high schools. At the end of the 2024-2025 school year, we had over one hundred identified homeless students. Because of these needs, there must be additional care and thought in how to proceed with the Southeast Area Plan.							
Increasing public transit and non-personal vehicle infrastructure (bicycling, walking, etc.) is a must for our students and families. We are by far the most disconnected and worst served attendance area by our public transit infrastructure, despite having the greatest number of families who face socioeconomic barriers to car ownership. This contributes to us having the worst attendance rate among the comprehensive high schools. This also means we are the only comprehensive high school that does not have a steady relationship with UW-Madison students. UW-Madison provides a base of volunteers and interns at the other three comprehensive high schools due to being only one bus route away from campus; we are two.							
We recognize the City of Madison has tried to make improvements to public transit. The addition of the City of Monona to the Madison Metro Transit system has already been a major improvement. However, we know there are systemic barriers to improving transit to the La Follette attendance area, such as Stoughton Road functioning as a highway, segregating our attendance area for non-drivers. More significantly, the low density suburban style development on much of this land that was developed in the 1960s, when urban planning trends were, intentionally or unintentionally, revolving around catering to white flight and the re-entrenchment of racial segregation in response to the Civil Rights Movement, makes public transit inherently more difficult to run efficiently. This speaks to a need for future development in Southeast Madison to be mixed use and more dense. Increased density also means being able to support needed anchor businesses, such as grocery stores, in walking distance for more of our families. In conjunction with increased density, we need more accessible "third spaces" - places for residents to congregate, be in community with each other, and meet their needs.							
Right now, our poorest residents are also on the outskirts of our attendance areas, making them even more disconnected from public transit and walkable neighborhoods. This actually incentivizes crime; youth facing socioeconomic challenges coming from families that struggle to maintain stable car ownership and often juggle multiple jobs then also lacking access to affordable pro-social activities, such as community centers, libraries, or even just a corner store are far more likely to get involved in something that traps them in the criminal justice system. It is no surprise that some of our car thefts are in our most disconnected regions of the city as people try to find access and entertainment by any means necessary. Those aforementioned third spaces would help address this, such as more community centers, more parks, and more public library branches							
One note on new development in Southeast Madison is it must take gentrification into consideration. Being wary of gentrification and the pricing out of our families into even less connected and more distant neighborhoods isn't an anti-development take; development is needed. But substituting our residents with a different demographic	Transportation	Traffic Engineering	Bike/Ped Safety		Email	n/a	La Follette High School