

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
What could be improved for the draft actions? Would love even more walkable spaces. Rezone houses to be used for café/food?	Land Use	Planning	Engineering - Streets Sidewalks	Access to Food and Services	Public Meeting	n/a	
I live in the Greentree neighborhood, and if there were more development here/small local shops, I would definitely walk or bike here often! We used to go to Michael's frozen custard on Schroeder all the time in the summer for ice cream and miss them since they have closed this location. This would be a great place for a new ice cream shop or other local restaurants to open up!	Land Use	Economic Development		Businesses and Economic Development	Online Commenting Tool	1	Whitney at Schroeder
I would love to see more small, local shopping areas in these Missing Middle development areas! I would gladly walk or bike to local small shops, rather than drive to, say, Atwood or Monroe St.	Land Use	Planning	Economic Development	Businesses and Economic Development	Online Commenting Tool	3	
Shouldn't the area by Verona Road/Atticus way/Interstate Blood and Plasma/Autozone be considered for rezoning? The current street layout there--as a result of Verona Road reconstruciton--is a bit messy and it is not ideal. Businesses behind Interstate Blood an Plasma have had a hard time staying in business, as well as in the area next to Autozone.	Land Use	Planning	Economic Development	Businesses and Economic Development	Online Commenting Tool	1	Verona Frontage Road, east of Verona Rd
Are we going to be able to occupy all the commercial spaces on the first floor of the proposed mixed-use sites? The commercial space at Taylor Pl has been vacant for a while .	Land Use	Planning	Economic Development	Businesses and Economic Development	Public Meeting		
I bike to this small shopping mall all the time to come to the library! This could have the potential to become something like the area around the Sequoia Library, which has small shops and is a great hub for the community.	Land Use	Planning	Library	Community Gathering Spaces	Online Commenting Tool	3	Meadowood Shopping Center
I like the idea of building up this small mall up more. But I REALLY hope that the community spaces and library are able to stay. I realize the library just rents the space, but if the city can provide a path for them to stay here, that would be great.	Land Use	Library	Planning	Community Gathering Spaces	Online Commenting Tool	3	Meadowood Shopping Center
There is a need for more "third spaces" in the planning area. This comment was made during discussion of the future of Meadowood Shopping Center.	Land Use	Planning	Economic Development	Community Gathering Spaces	Public Meeting		Meadowood Shopping Center
As a homeowner in this area [Saybrook Road], I would welcome at least an LMR designation. These properties don't get redeveloped very often, but when they do, I think people should at least have the option to gradually increase density	Land Use	Planning		Housing - General	Online Commenting Tool	1	Saybrook Road area
Why does Madison keep placing new buildings so close to the road? Suburbs should feel spacious, not cramped.	Land Use	Planning		Identity and Sense of Place	Online Commenting Tool	-1	
Given the Plan Commission just approved a residential building in the frontage road area near Home Depot on Verona Rd (legistar 87879), I think that whole area should get some attention in the Southwest Area Plan. It's been completely off the radar until now. Despite being next to two big highways and practically in Home Depot's parking lot, the area is very bikeable, walkable, and busable. The new apartment will be less than a half mile from three parks plus Cherokee M.S. The area's industrial roots go back to the 1950's when it was on the outskirts of the city and served by a railroad line. Now the tracks are a bike path and the spot is closer to UW campus than the City's southern edge. It's an ideal spot for infill housing and the City should now work to encourage it. E.g.: -improve the park amenities at Britta and Del Vollis parks. -rezone. e.g., CC to CC-T. -consider future transportation links to Reetz Rd. -consider future parks or greenspace in the area. -advocate for noise & pollution control on the two highways. -traffic and pedestrian safety.	Land Use	Planning	Engineering - Streets Sidewalks	Land Use	Email	n/a	frontage road area near Home Depot on Verona Rd
As a homeowner in this area, wouldn't LMR still allow existing houses (or similar replacements) while also allowing for gradual densification? If the Vitense Gold property might become high-density mixed use, I don't see what the harm would be of moving the surrounding block(s) to LMR	Land Use	Planning		Land Use	Online Commenting Tool	1	Vitense Golfland
For sites this close to the Beltline, we really shouldn't be encouraging residential uses at all. These are better suited to be commercial zones, for both reasons of noise and air pollution. Instead we should be favoring increased density/upzoning for parcels that are further separated from the Beltline.	Land Use	Planning		Land Use	Online Commenting Tool	2	

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I agree with Will. We don't need to have all this lawn space for every building. Consider an old city street in, say, Pennsylvania or New England, with row houses and just a sidewalk. Those neighborhoods are great, have character, and are all walkable communities. [re: comment disagreeing with statement that buildings are too close to the road]	Land Use	Planning		Land Use	Online Commenting Tool	1	
I am excited about the possibility of having more pedestrian marketplaces / shopping areas in the SW area	Land Use	Planning		Land Use	Online Commenting Tool	1	
I live here and this street will disrupt all of the natural wildlife such as our foxes, turkeys and owls. We need as many trees as possible to offset the pollution that we are already can't keep up with, as well as protect the flying squirrels that live here. On top of cutting down wildlife we do not want any more apartments. Also, this is cutting through private property. We neighbors will bring this matter to ahead to make sure you guys do not build a road or apartments.	Land Use	Planning		Land Use	Online Commenting Tool	0	SW of Maple Grove-Cross Country intersection
It looks to me like a great deal of grass to maintain around buildings and small convoluted to navigate parking lots. I'd much prefer to see small/medium native plants around the perimeter of buildings and pedestrian paths through parking areas with groupings of native trees/shrubs to provide some shaded parking in the summer, but not large swaths of low plants that will just get crushed by snow or trampled by people cutting across in effort to take the most direct path to their destinations.	Land Use	Planning		Land Use	Online Commenting Tool	0	McKee-Maple Grove (illustration)
It would be nice to be able to walk or bike to small local shops instead of big box chain stores. I currently don't mind driving to Monroe St. occasionally, but I wish my neighborhood were more like that one when I do go.	Land Use	Economic Development	Planning	Land Use	Online Commenting Tool	0	
I've often thought that the area marked 46 would make a great place for walking trails through a small nature area. This seems even more true if the area around it will have higher population density, both for use by all those people, and also so we don't remove even more habitat for plants and animals that we need for community health and sustainability. It seems much more logical to redevelop a poorly used area that's already all concrete, than to destroy greenspace.	Land Use	Planning		Land Use	Online Commenting Tool	0	Area 46 on GFLU Map (Muir Field near Pagham Dr)
I've seen the current parking lot full, usually for voting. If this will continue to be a polling place, please consider where all those people will be able to squeeze in. This appears to be less than half the currently available parking for the shopping center, library, and community center.	Land Use	Planning		Land Use	Online Commenting Tool	0	Meadowood (illustration)
More specifically...the West Area Plan adopted in September 2024 calls for 6 story maximum building height east of Grand Canyon Dr. Grand Canyon Dr and Struck St align fairly closely on either side of the beltline. Yet, the SW Plan calls for 8 story building height east of Struck St. Why the difference?	Land Use	Planning		Land Use	Online Commenting Tool	0	East of Gammon/Beltline interchange
Please give me contact info so I can talk directly immediately. If not given this information or move ahead without talking with the property owners who will be affected by this, there will be legal action. [re: Land Use Actin #4. Note: nonfunctional phone number removed]	Land Use	Planning		Land Use	Online Commenting Tool	0	
Strong disagree: even if this area wasn't a neighborhood of the City of Madison (i.e. technically not a "suburb" at all) the absence of compact neighborhood centers within comfortable walking distance for nearby residents is a massive *defect* in the postwar U.S. suburban residential development style, not something to be celebrated or aspired to. [re: comment stating buildings are too close to the road]	Land Use	Planning		Land Use	Online Commenting Tool	2	
The West Madison Plan calls for 5 story buildings in General Commercial land use along Odana Rd between Medical Cir and Odana Ct. Why treat the land south of Watts Rd differently than Odana Rd, and suggest 6 story building height here?	Land Use	Planning		Land Use	Online Commenting Tool	0	East of Gammon/Beltline interchange
There is a church property along Gilbert Rd between Barton Rd and Tolman Terrace...why does the City not see this church property as an area to increase density as it did in surrounding neighborhoods?	Land Use	Planning		Land Use	Online Commenting Tool	0	
There is existing multi family housing located on the westside Frisch Rd here by Hoff Ct. Why does the City not see this area for future LMR, or MR1 zoning as it did in residential areas to the north and east?	Land Use	Planning		Land Use	Online Commenting Tool	0	
This particular area suggested to be re-zoned for low-medium residential development is already home to a great community of people alongside trees and wildlife. According to the State Cartographer's Office's Bordner Survey from about 100 years ago, this is some of the last remaining stands of hickory and oak forest. This area should not be included in proposed generalized land use plan changes to low-medium residential use, as it should remain a home for the many species that enjoy it.	Land Use	Planning		Land Use	Online Commenting Tool	5	S. end of Hampshire Pl
We come here all the time for the Poke restaurant and Pick N Save. We'd love to see more shops (especially local businesses) in this area!	Land Use	Planning		Land Use	Online Commenting Tool	0	SE of McKee/Maple Grove

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Whitney, Schroeder, Watts, Gammon, and much of Raymond all have relatively good transit service that I think justifies allowing significant upzoning along the entire streets. There should not be "Low Residential" along those corridors if we want to have transit service be effective.	Land Use	Planning		Land Use	Online Commenting Tool	4	
Why does the south side of the Beltline Highway have proposed building heights higher than the north side? One year ago, the City of Madison finalized the West Area Plan...designating land along the north side of the Beltline at a maximum of (6) stories. Why the push for more intense zoning on the southwest side of the Beltline E of Struck? Why not match the maximum building height on the south side as the same that is in place on the north side of the highway at 6 story buildings?	Land Use	Planning		Land Use	Online Commenting Tool	0	Employment area south of the beltline and east of Struck St
Why is St. Maria Goretti Catholic Church the only church property in the SW Plan left with a future land use of "Special Institutional (SI)"? Do you consider properties of other institutions with schools the same as St. Maria Goretti Catholic Church?	Land Use	Planning		Land Use	Online Commenting Tool	0	St. Maria Goretti Church
Would love to see less space devoted to parking. Love creating denser commercial zones, but a part of this plan should be to reduce car dependency.	Land Use	Planning		Land Use	Online Commenting Tool	0	Meadowood (illustration)
Greenspace should be part of Vitense if it changes/redevelops.	Land Use	Planning	Parks	Land Use	Public Meeting	n/a	Vitense
Meadowood Shopping Center recommended as Community Mixed-Use - concerned that neighborhood-serving uses will be lost if the shopping center is redeveloped. Think Sequoia Commons (redevelopment example) does not have enough parking and is too dense.	Land Use	Planning	Economic Development	Meadowood Shopping Center	Other	n/a	Meadowood Shopping Center
More housing with increased green space sounds great. It's a better use of space than the current giant parking lot.	Land Use	Planning	Economic Development	Meadowood Shopping Center	Online Commenting Tool	1	Meadowood Shopping Center
If the Meadowood Library remains at the Meadowood Shopping Center, it doesn't look like there is adequate parking. Need a walkable entrance for many of the patrons. (and the neighborhood center, New Bridge, laundromat - car loads of clothes). For example, always a lack of parking at Sequoia Library due to existing condos and lots of retail.	Land Use	Library	Engineering - Streets Sidewalks	Meadowood Shopping Center	Public Meeting		Meadowood Shopping Center
Thanks for hosting some of the interactive sessions around Madison about the SW Area Plan. I attended one at the Meadowridge Community center last week about the Arts portion of the plan. It was great to hear about the current progress and brainstorm with others in the community about ideas for the future. One thing we talked about at that meeting was that it seems like elsewhere in Madison, there are great places for people to hang out or walk around. We brought up examples like Monroe Street (around Trader Joes), Willy Street (around the St Vinnies), or spots along Atwood. We could not think of anywhere similar in the SW area. Sure, there are isolated shopping areas, but nothing is attractive for walking around or meeting up with friends or family. After that meeting, I talked with some of my friends about this, and we had some ideas of potential locations on the SW area that could be walkable streets that could attract small businesses and people to hang out. - The area around Watts Rd and Struck St. There are already a few social businesses/buildings there (Flannel Jacks, a mosque) and could be encouraged for more to come there. Plus, it is nearby to bike paths. - Odana Rd (although technically not in the SW area). There are a few spots along Odana that could be made more walkable, and already some businesses there worth stopping into: the little mall between Grand Canyon and Yellowstone, or around the St Vinnies / Salvation Army Thrift store. Again, the bike path runs behind Odana and would make it more accessible. However, traffic would be an issue on Odana, which already gets congested at rush hour. I hope these ideas are useful and could be taken into consideration for the SW Plan!	Land Use	Planning	Engineering - Streets Sidewalks	Mixed-use areas	Email	n/a	Watts Rd and Struck St; other misc. areas
I live near this intersection [Mid Town Rd near S High Point Rd]. Upzoning this area and allowing for more mixed uses like restaurants and retail would benefit me by providing more amenities and destinations for me to walk to and make me less reliant on a car to get places I need to go.	Land Use	Planning		Mixed-use areas	Online Commenting Tool	6	Mid Town Rd near S High Point Rd
I used to live at Watts & High Point. It was quite a walk to get anywhere. If some of the apartments here get redeveloped, maybe they could be mixed use	Land Use	Planning		Mixed-use areas	Online Commenting Tool	0	Watts Rd near High Point Rd
I would love to see even more areas getting moved from Low or Low-Medium to Medium or Mixed. Personally, I enjoy biking/walking between places a lot more than driving. And if we have more distributed shopping centers, even if I have to drive, they will likely require fewer parking spaces, and result in shorter trips.	Land Use	Planning		Mixed-use areas	Online Commenting Tool	3	

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It would be awesome if we had more mixed-use zoning in this area [McKee Rd at Maple Grove]. I don't know how feasible it is to require it, but given the new construction on the SW corner, having more things to walk to instead of drive to would be great.	Land Use	Zoning	Planning	Mixed-use areas	Online Commenting Tool	2	McKee Rd at Maple Grove
Raymond Rd is the perfect place to encourage a sense of community and create destinations for the neighborhood. The pharmacy, library, restaurants, and bank near the intersection with S Whitney provide convenient options for locals. The full length of Raymond between McKenna and Verona Rd should be designated as Neighborhood Mixed Use (or comparably flexible category), to encourage these opportunities.	Land Use	Planning		Mixed-use areas	Online Commenting Tool	1	Raymond Rd
Concerned about the new development proposed near Home Depot, no services and access to parks and other amenities	Land Use	Planning	Other	Other	CAS Event	n/a	Allied Drive area
Consider adding the area around Home Depot/Uhaul here [re: section of plan that shows site illustrations]	Land Use	Planning	Zoning	Street Design/ Complete Green Streets	Online Commenting Tool	2	Commercial area near Home Depot
I honestly hate driving through the intersection just north of here. I think the current proposal is not to eliminate the off-ramp, but to have through traffic to Shroeder Rd take a brief detour along Whitney Way. I don't have any opinion on the street placement here, it does strike me as a bit odd. But I am in favor of simplifying the connections to the highway to make them safer and presumably have higher throughput.	Land Use	Planning	Traffic Engineering	Traffic Safety/Speeding	Online Commenting Tool	0	Schroeder Road at Whitney Way
Destroying an institution like Coppertop or ruining one of the most successful businesses on the west side of Madison available to all like vitense is beyond unacceptable.	Land Use	Planning			Online Commenting Tool	0	Vitense
Gammon Rd, and the Watts intersection especially, are destination-rich, with a high walkshed population, but it's bike/ped-hostile.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Email	n/a	Beltline
Reconfiguring the [beltline] interchanges to support free-flowing traffic could further endanger bike/ped travelers through them.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Email	n/a	Beltline
Important connection but tunnel has issues which endanger cyclist safety:	Transportation	Engineering - Streets		Bike and Pedestrian	Online Commenting	4	Beltline at Struck St
This existing tunnel is really inadequate and should either be supplemented with another tunnel or bridge to cross the beltline nearby, or be fully replaced. It chronically floods and is basically impassible due to ice for much of the winter, and the design is very dark and narrow, which makes it a bit intimidating to use.	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	2	Beltline at Struck St
The "existing" bike facility on Watts and Gammon is practically non-existent. Painted gutters basically. This corridor could use significant upgrades to bike safety, and the intersection of Watts and Gammon is particularly daunting for pedestrians in spite of a lot of	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Bike and Pedestrian Safety	Online Commenting Tool	2	Gammon Rd at Watts Rd
Is this accurate? I haven't seen a protected bike facility here, though the street really needs one [note: the comment is located on Gammon between Watts and Schoeder on the Shared Use Path & Bicycle Network Map. The map is accurate, as there are existing on-street bike paths in each direction. The solid blue lines on the map mean existing on-street bike lanes OR existing protected bike lanes.]	Transportation	Planning		Bike and Pedestrian Safety	Online Commenting Tool	1	Gammon Rd between Watts and Schroeder
Thanks for the clarification. I think mapping it this way gives an impression that the need for bike access on Gammon Rd (without serious risk of bodily harm) is already met, when in reality that's not the case	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Bike and Pedestrian Safety	Online Commenting Tool	1	Gammon south of Beltline
Why not do this more, perhaps even everywhere? It would be safer for bicyclists to be further from vehicle traffic. I happily take my kids on mixed use trails as far as their ability allows, but it is quite nerve wracking to have kids riding in bike lanes that are part of a street, even just those in neighborhoods, such as Manchester Rd.	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	0	Gilbert Rd
What education will be done with residents along the shared use path to facilitate a smooth transition from just a sidewalk to the shared use path, especially with regard their responsibility to yield to path users? Will signage be provided to remind residents to check for and yield to path users?	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	0	Hammersley path near Rae Lane
This extension is needed. The current configuration, with the transition from the shared path to being on street, causes substantial confusion/consternation with motorists and many motorists insist on passing or being very aggressive regardless of how fast I am going, which is always +20mph and usually +25mph.	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	1	Hammersley path west of Frisch Rd
Why isn't a pedestrian flasher being considered at Kroncke and Whitney Way? This intersection is dangerous with the turn of Whitney way and the high speed. A pedestrian flasher would greatly increase the visibility on this street as there is a very limited way to get safely across Whitney Way on this stretch. There is also a bus stop at this intersection. Please reconsider and add a pedestrian flasher here.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	0	Kroncke & Whitney

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Add McKee Rd and Silverton Trl/Tanglewood Dr here as there needs to be increased visibility for pedestrians crossing McKee at this intersection. There is a Preschool and Assisted Living at this intersection (Country Grove Preschool, and Timberwood Lodge Assisted Living) and families need to have a safe way to cross PD/McKee with the excessive traffic and blind spots. PLEASE consider flashing lights here for pedestrian visibility!	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	0	McKee Rd, Silverton, Tanglewood
[Like] getting around by bike and people without cars	Transportation	Traffic Engineering		Bike and Pedestrian Safety	CAS Event	n/a	Park Edge/Park Ridge
Great idea. Will also need safety improvement of the Mc Kenna crossing at Hamersley. A raised crosswalk would be best.	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	6	Path on Hammersley, McKenna at Hammersley
Definitely needed. The left turn on to Marty and the left turn onto S. High Point are very stressful and dangerous with the speed of traffic and the aggressiveness of motorists on Mid Town and Raymond.	Transportation	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	1	planned N/S bike facility near Marty Rd
I approve of all new infrastructure listed here, but would like to also see improvement of existing infrastructure. The Raymond road and McKenna bd are two very important north-south and east-west roads. However, the bike facility on these axes are not of all ages and ability, or even comfortable for highly experienced riders. It's a narrow, unbuffered lane, regularly used for parking cars. Motorized traffic speeds are high, regularly above 40 mph. Last serious accident was at 80mph.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Bike and Pedestrian Safety	Online Commenting Tool	11	Raymond Rd, McKenna Rd
Thank you for including the flashing beacons as a potential development! It is surprising how little pedestrian safety measured there are along the (very few) crossings on Schroeder. And this is becoming more important with the new apartments and kids needing to get to school in the Greentree neighborhood	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	2	Schroeder Rd
There are a series of great ideas in this section. There is no safe way to cross the Schroeder at White Oaks or Schroeder at Saybrook bus stops from one side of the road to the other. People have to dodge traffic going at high speeds because there are not pedestrian walkways or stop lights to get home. It is difficult and dangerous for children who live in apartments to cross Schroeder either to go to or return from the Milele Chikasa Anana Elemtnary School, which is contributing to absences.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	1	Schroeder Rd
There are a series of recent high density developments on Schroeder Road. These folks deserve access to safe and accessible public transportation. Would it be possible to clarify more options on Shroeder Rd. for the many people who live there to access buses/bike paths/etc. safely?	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	0	Schroeder Rd
I am very excited for this upgrade! [re: Seminole Hwy bike upgrades)	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	Online Commenting Tool	0	Seminole Hwy
Very excited to hear this -- this stretch can feel discordantly dicey compared to all the very comfortable legs it connects.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Bike and Pedestrian Safety	Online Commenting Tool	1	Seminole Hwy (bicycle facilities)
Please add a pedestrian flasher for crossing the street on Kroncke and Whitney Way. Whitney Way curves and a slight incline making visibility difficult for pedestrians and bikers trying to cross Whitney Way. This is also the connecting road in order to walk to school with a crossing guard at Gilbert and Raymond for the Orchard Ridge district.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	1	Whitney & Kroncke
This area of Whitney Way is dangerous for bikers as the road curves on Kroncke intersection making visibility difficult. Pedestrian crossing is very unsafe at Kroncke and Whitney and a bump out or pedestrian flashing would increase visibility. The bike lane on Whitey also ends shortly before the curve in the road on Kroncke.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	1	Whitney & Kroncke
As a bicyclist that frequently travels under the Beltline on Whitney Way, I was disappointed to see that there wasn't something that addresses this safety issues at this intersection: !) Connection to the sidewalk on east side of Whitney Way at Schoeder 2) Cars turning	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	Online Commenting Tool	2	Whitney at Schroeder
Calling this stretch of Whitney an "existing on-street route/protected bike facility" is really a stretch. I wouldn't even think of biking here-- it's total chaos around the Beltline ramps, and there's terrible connectivity to the north (where there really should be a good connection to the beltline path and Odana bikeway). This area needs significant improvements to bike and pedestrian safety.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	Online Commenting Tool	4	Whitney at Schroeder
Agree with previous commenters that bike lanes on Whitney Way should be protected.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	4	Whitney Way
Agree with the need for dedicated bike lanes, but given how aggressive motorists are on Whitney Way, These lanes need to be protected and not just buffered with a wide painted section!	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	8	Whitney Way

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Consider a fully separate multi-use path in place of the parking lanes/current sidewalk, not just updated paint.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	Online Commenting Tool	0	Whitney Way
I 100% agree with James here. Painted lines on the road aren't enough on a road like Whitney way, especially with traversing under the highway underpass. Protected bike lanes would allow bikers of all ages to use Whitney Way to travel N-S on their bike.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	3	Whitney Way
I consciously choose never to bike along Whitney Way because of the traffic there. Separated bike lanes would be great	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	15	Whitney Way
Yes, improving traffic flow during pick-up/drop-off times would be so helpful! I think making Woodington one-way could definitely be helpful, but also carefully considering how that would force more traffic out to Hammersley as drivers circle around and the effect that would have on the many pedestrians who cross Hammersley to get to school. There are at least 4 points to cross Hammersley to school. Thankfully one has a crossing guard, but not all children walk to that intersection to cross.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	1	Woodington Way by Anana School
Hello City of Madison - To help address safety concerns noted at Woodington Way and Piping Rock Rd, I was curious, is it possible to consider adjusting the Shared Use Path & Bicycle Network "Proposed On-Street Route" as shown on page 1 in the attached pdf...to instead follow all of Hathaway Dr southbound from Schroeder Rd past Piping Rock Rd, then follow the course of Woodington Way southbound to Frisch Rd? I understand moving this "on-street" bicycle route would remove the connection with the existing wide sidewalk at Norman Clayton Park...however adjusting the bike route over the length of Woodington Way, and Hathaway Dr would open new possibilities for safe pedestrian travel, especially near Milele Chikasa Anana Elementary School.	Transportation	Engineering - Streets Sidewalks	Planning	Bike and Pedestrian Safety	Email	n/a	Woodington Way by Anana School
I would love to see more bike infrastructure on Raymond Rd that allows all age biking. I often bike along Raymond Rd on my commute to/from work to the library. It is always nerve racking when a parked car opens their door into the bike lane. At the very least, can the bike lane and parking pane be swapped, so the bike lane is fully protected by parked cars?	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	1	Raymond Rd
There's a crosswalk at McKee Rd and Maple Valley Dr. that could really use a rapid-flashing beacon to help pedestrians cross McKee Rd. Traffic moves very fast on McKee, well above the posted 40 mph, so I think this type of mechanism would help protect pedestrians.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	2	McKee Rd
I did not buy my property with knowledge that a street may be paved through the yards across the street. I bought it for the trees, the nature, and the relative quiet. We need to let some trees, wildlife and woods live in our "progressive" city too.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	5	(unclear - comment posted on whitespace north of Beltline)
Street connection coming soon to give Derby access to Red Arrow, also sidewalk	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	CAS Event	n/a	Allied Drive area
It's hard to see on this map, but there is currently not a great ped/bike-friendly way to connect Allied Park with Marlborough Park and Britta Park. The parks in this neighborhood including Fitchburg's Bel-Mar Park often function like community centers for outdoor events, but between the 2 municipalities and the layout of the area, it's hard to get from one to another.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Allied Drive area
A central goal here should be to make Badger Prairie into a useful thru route for cyclists and pedestrians, but *not* for cars. Add trails crisscrossing it in every direction (especially an east-west trail parallel to Cross Country Rd) and a north-facing entrance or two with a small parking lot, but under no circumstances should these entrances allow a driver to reach the parking lots in the southern half of the park.	Transportation	Other		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Badger Prairie County Park
I love a lot of the proposed actions on the Southwest Area Plan. Sidewalk/bike facility on Seminole, extending the well-received Hammersley Path, making Elver Park accessible for neighbors to the west of it, making Schroeder Rd safer, rethinking Raymond Road's ROW width, separated bike lanes on Whitney. A connection from Nesbitt & Maple Grove to the Military Ridge State Trail. All great to see. I	Transportation	Traffic Engineering		Connectivity (Road/Bike/Ped)	Email	n/a	
Some of the maps show a planned street connection from Struck to Grand Canyon. Maybe this is just a copy-forward. Yes, the existing bike/ped tunnel has drainage issues, but I don't think we should ruin one of the few low-stress Beltline crossings. Cars who want to go from Struck to Grand Canyon already have a way to do that, very quickly and easily.	Transportation	Traffic Engineering		Connectivity (Road/Bike/Ped)	Email	n/a	Beltline crossing

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Something else that's really important to address: WisDOT is pushing for another round of expansion/construction on the Beltline. So where the Southeast Area Plan is doing a good job setting a vision for the Stoughton Rd corridor, the Southwest Area Plan presents an opportunity to set a vision for how this area interfaces with the Beltline--and the rest of Madison on the other side.	Transportation	Traffic Engineering		Connectivity (Road/Bike/Ped)	Email	n/a	Beltline
Whitney Way is the only available Beltline crossing in its area, and it's a real safety issue. We need to be really clear with WisDOT about the priority of making this an all ages & abilities connection for bikes and pedestrians.	Transportation	Traffic Engineering		Connectivity (Road/Bike/Ped)	Email	n/a	Beltline
This proposal displays a roadway through our campus building complex where patients and staff routinely walk between our buildings. This is not a feasible plan for the safety of our patient, staff and visitors to the campus. I would suggest finding an alternate route.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Beltline (proposed crossing near Kessel Court)
I agree. I use this path often to get to the beltline on my bike. While the bike path could use some maintenance, it should stay a bike/walking path and not allow cars.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Beltline at Struck St
I don't see a need for this. There is already a path connection here. Cars can go from Struck to Grand Canyon just fine already. Please don't destroy one of the few safe Beltline crossings	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Beltline at Struck St
Why is this marked as a future street connection? There is already a path through here. Cars can already get from Struck to Grand Canyon quite easily. Please don't ruin one of the few safe Beltline crossings	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Beltline at Struck St
Is there perhaps a way to add a full new interchange here? The huge amount of traffic from West Towne Mall, Walmart, Woodmans, the Odana research park, Exact Science, and more, is just way too much load on the Gammon and Whitney interchanges. Traffic on Odana Rd is particularly bad during rush hour, on both ends.	Transportation	Other		Connectivity (Road/Bike/Ped)	Online Commenting Tool	-1	Beltline between Gammon and Whitney
As someone who commutes on this road daily, a dedicated path will be great! And also, it will connect the Seminole Hwy bike path to the SW Commuters Bike Path!	Transportation	Other		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Beltline frontage between Verona Rd and Seminole
Connecting this segment to the other existing paths will be really great.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Britta Parkway
"If Home Depot and Uhaul area redevelops, realign the existing street network to provide a tighter street grid and greater pedestrian and bicycle connections.	Transportation	Planning	Engineering - Streets Sidewalks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Commercial area near Home Depot
To fully realize this transformative potential, the city needs to be more aggressive about adding multi-use trail connections on the greenways leading to this point from the north and northwest. Even if the greenway running parallel to McKenna is deemed too narrow for a trail, it's hard to imagine the same being true of the greenway running southeast from Raymond & High Point.	Transportation	Engineering - Streets Sidewalks	Engineering - Stormwater	Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Cross Country Rd-Maple Grove Dr-Nesbitt Rd (NW)
I'm thrilled at the prospect of a bike/pedestrian trail that crosses the highway here. It would be transformative for the area.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	4	Cross Country Rd-Maple Grove Dr-Nesbitt Rd to Military Ridge Trail
The Military Ridge trail runs along 18 there. I am absolutely in favor of this connection being made, since I have to take Nesbitt Rd if I want to get on the path currently. It absolutely discourages me from biking sometimes, especially during rush hour.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Cross Country Rd-Maple Grove Dr-Nesbitt Rd to Military Ridge Trail
Where would this planned shared use path connect? It seems to end at the Verona rd/151 highway by the marsh area. How would it connect to existing paths further south and west?	Transportation	Planning	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Cross Country Rd-Maple Grove Dr-Nesbitt Rd to Military Ridge Trail
This is great! I once biked through Elver park and was disappointed to find that the paths didn't lead through. I just ended up on the driveway near someone's farm	Transportation	Parks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Elver Park
FYI, Fitchburg is actively working on closing the bike/ped gap on Fitchrona north to the Military Ridge trail. Once that's done, there will still be a gap between the trail and Nesbitt. I'm not sure which parts belong to whom	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Fitchrona Rd near Hwy 151
I don't see a need for this. There is already a pedestrian-bicycle underpass at Struck St & Grand Canyon, a few blocks away. I use it frequently. [re: Beltline underpass @ Forward Dr]	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Forward Drive
Extending this shared-use path in the green space will be great, especially to connect it with the Hammersley path	Transportation	Engineering - Streets Sidewalks	Engineering - Stormwater	Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Greenway south of Hammersley

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Is there a reason why the plan proposes a shared-use path for the relatively narrow greenway between Hammersley Rd and Pilgrim Park (great!) but not for the far wider and more open greenway down Badger Mill Creek? It seems like an obvious improvement for all kinds of reasons, especially if the other planned path additions are completed and a path here would be the missing link in a direct route between Elver Park and the Military Ridge State Trail.	Transportation	Engineering - Stormwater	Engineering - Streets Sidewalks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Greenway south of Hammersley
As a frequent user of the Hammersley Rd. path, I found it to be much safer than the previous configuration. Extending it to Elver park would be great from a bicycle perspective. However, since this would eliminate on-street parking, it might create a problem for people living on Hammersley. The larger yards and long driveways east of Brookwood more easily accommodated the existing path.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Hammersley Rd
As a long-time resident, I strongly oppose the plan to connect Hampshire PL and Suffolk Rd. The Hampshire PL - Schroeder Rd intersection is already very dangerous as traffic has increased and will increase further due to business and housing development. More traffic on Hampshire would create additional hazards for vehicles and pedestrians, plus cause noise and pollution in our historically green area. The long-established flora and fauna would also be adversely affected.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	8	Hampshire PL
Building a thru-street through the beautiful, wooded land between Hampshire and Suffolk will help no one, except those who wish to speed from Schroeder to Piping Rock. Instead, it will disturb the homes of the wildlife that many of us who live in this neighborhood enjoy, including the turkey flock, the handsome fox, and many songbirds.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	10	Hampshire PL
Connecting the street from Suffolk Road to Hampshire is a horrible idea. It will, at great expense, add nothing of value to west side traffic flow in general or the immediately affected neighborhoods. Worse, the Hampshire PL-Schroeder Rd. intersection will become more dangerous than it is presently due to the semi-blind hill on Schroeder just west of Hampshire.	Transportation	Engineering - Sanitary Sewer		Connectivity (Road/Bike/Ped)	Online Commenting Tool	10	Hampshire PL
Connecting the street from Suffolk Road to Hampshire serves no purpose to the few families living on Suffolk/Sunridge and be would be cost ineffective. More importantly, it would greatly harm the green space of trees and animal habitats. This area homes wild turkeys, at least one fox, a family of coyotes, numerous bird species. Madison prides itself in green space and this should be saved and not destroyed.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	9	Hampshire PL
Cutting private property in-half and disturbing wild life along with introducing dangerous traffic only benefiting those looking to cut through our neighborhood and endanger children, will provide no benefit. This through road would only be used by those that don't live in green tree and cause harm to those that do.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire PL
Don't ruin where I live with this hairbrained idea. Before any debate on the approval of this please at least come look at this area. It makes no sense and will just make everyone that lives here angry.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	5	Hampshire PL
I am against extending Hampshire Place. This is a forest home to animals, trees, and wildlife. We already lost a similar place in Greentree at Davenport. No need to connect Shroeder Rd to Sunridge / Suffolk. Save our Greentree neighborhood from this unnecessary road.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Hampshire PL
I am opposed to the Hampshire Place project: it will ruin the serenity of the Sunridge Dr neighborhood. Homeowners near Hampshire Place should know that their zoning status will change from "Single Family Dwelling" to "Predominantly single-family and two-unit housing types." I'm against the rezoning of 1021 & 1022 Hampshire Place to allow "two-, three- and four-unit buildings, row/townhouses, and small apartment buildings (1-3 stories)." It is out of character with the neighborhood.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Hampshire PL
In addition - I want to add on here that I attended the open house in person in relation to the southwest area plan on October 23rd, 2025 - and voiced the same points as listed above to some of the City Planning staff in attendance. You are undermining the neighborhoods trust with such a proposal.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Hampshire PL
In consideration of design alternatives, the no-build condition has allowed a tranquil, minimally developed island to flourish ever since the neighborhood was platted, many years ago. Should the plan be adopted to punch through this vestigial connection, then the city should consider a less impactful alternative by placing a cul de sac at the north end of Hampshire Place, cutting off through traffic. The build alternative would shatter this cherished ecological gem.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Hampshire PL

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
It appears the plan includes extending Hampshire from Schroeder to Suffolk/Sunridge. Nothing is gained by extending this road, and it would destroy the character of two neighborhoods! Please remove the Hampshire extension from your plan. Thank you.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
Suffolk Rd & Sherwood Forest Park already has a concrete sidewalk in place from 1979 that you are not showing on your map. All the neighbors on Hampshire and Suffolk Rd. / Sunridge Dr. want to maintain their privacy and do not want any additional traffic thru their neighborhood created by the city making a connection to Hampshire Pl. This was discussed during the Annexation of Town of Madison properties in town hall meeting in 2021.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Hampshire Pl
This is a closely knit community that includes historic woodlands rare in the city of Madison (as mentioned in the prior comment please see the 100-year old Bordner Survey). This woodland adds immeasurable quality to the life of those who live within it and proximate to it, across a diversity of species. Could the city please clarify what annexation process they propose to use to build a road through these woodlands, cutting into the ecology of humans, animals, birds, and tree species alike?	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	5	Hampshire Pl
This plan seems to suggest extending Hampshire road from Schroeder to Suffolk/Sunridge. I see no real benefit to this choice, and do feel it would negatively disrupt the neighborhood. It would do little to improve traffic flow and would disrupt the wooded character of the neighborhood. As someone who lives in this area I strongly oppose. I encourage you to remove the Hampshire extension from your plan. Thank you.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	2	Hampshire Pl
We did not want Hampshire Pl to be a pass thru street/oppose this!!	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Hampshire Pl
We do not agree with extension of Hampshire Rd to the south. The building of said road would divide a single homeowner's property in half and disturb the existing ecosystem of wildlife (deer, turkey, fox) in this heavily wooded area. If built, it would also drop Schroeder Rd traffic onto the very quiet & family friendly street of Sunridge/Suffolk. It really makes no sense to put a road in when Hathaway drive (west) and Saybrook (east) already exist and both lead traffic directly to Piping Rock.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
We have lived in this neighborhood since 1972 and love it. However, we cannot see any advantage to anyone living in this neighborhood to extending Hampshire Pl. to Suffolk. Please consider giving us a response to our comments so that we could possibly understand the motivation and reasoning behind this plan.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
What would the purpose of building this road be and who benefits? It appears that it would serve no valuable purpose for the neighborhood, nor would it ease traffic in any meaningful way. It would, however, destroy a natural habitat for urban wildlife and encourage drivers to speed down previously a quiet road.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Hampshire Pl
Why are you showing a no sidewalk line here? There is no street here also.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Hampshire Pl
You are currently showing a proposed road through the end of Hampshire Place that is a wildlife sanctuary, is one of the last tree habitats of its kind left in the city, and is my family's home. The land is home to wild fox, turkey, flying squirrels and more. This proposed roadway would ruin this area of the Greentree neighborhood with its drastic increase in traffic and have a very negative impact on the connecting street homes also. My family and neighbors strongly oppose this proposed roadway	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
Do not want a vehicular connection for Hampshire Place – only a ped-bike connection.	Transportation	Engineering - Streets Sidewalks	Planning	Connectivity (Road/Bike/Ped)	Public Meeting	n/a	Hampshire Pl
You are currently showing a proposed road through the end of Hampshire Place that is a wildlife sanctuary, is one of the last tree habitats of its kind left in the city, and is my family's home. The land is home to wild fox, turkey, flying squirrels and more. This proposed roadway would ruin this area of the Greentree neighborhood with its drastic increase in traffic and have a very negative impact on the connecting street homes also. My family and neighbors strongly oppose this proposed roadway [note: same comment is also on page 8]	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
When will High Point Rd and Raymond Rd connections be completed?	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Public Meeting	n/a	High Point and Raymond Rd

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It's unclear what this means. There is already walkable unpaved path in this area. Please don't pave everything over.	Transportation	Engineering - Streets Sidewalks	Parks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Ice Age Junction Natural Resource Area
Please keep land in this park undeveloped for hiking. Extend off-road bike path alongside Cross Country instead.	Transportation	Engineering - Streets Sidewalks	Parks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Ice Age Junction Natural Resource Area
There is a paved path that currently runs along the border between the Town of Verona and City of Madison on the North Side of Cross Country Rd. You Could easily run another paved path through Dane County Parks as there is already a mowed grass path. Making a connection to Reddan Soccer Park without including large property owners along Cross Country Rd. These properties owners do not want to be included in the planning.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Ice Age Junction Natural Resource Area
Connectivity is needed in this area [comment is located west of High Point Road outside the Southwest Area, near Jeffy Trail]	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	Jeffy Trail (west of High Point Rd)
Why is there a need for a new street here? This seems unnecessary to add another street and 4 way intersection along Maple Grove which already has multiple road connections in the immediate area. [note: comment is located on planned street that connects Maple Grove Dr to Basalt Lane - on Planned Street Network Map]	Transportation	Engineering - Streets Sidewalks	Planning	Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Maple Grove connection to Basalt Lane
Challenging proposed intersection at Midtown/High Point Road. Increased traffic is going to clog up at this intersection! More people coming north from Verona & SW areas to get to commercial areas around West Towne! I had to deal with new roundabouts installed on Pleasant View Road which was such a blessing but SO many problems and traffic on that corridor with new developments, etc. That was a costly project and to consider a round about around the new Marty Farm development would save city \$ over time, complaints, over the long haul. The fact that the intersection @ High Point & Midtown will be within a residential area will also be problematic. Considerations for this intersection is imperative before any road construction, sewer lines, etc. is done.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Connectivity (Road/Bike/Ped)	Public Meeting	n/a	Midtown @ High Point
It's important that a bike/ped connection from Mid-Town Rd through the Marty Rd area is maintained. An important link between Elver Park and Verona	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Mid-Town Rd through the Marty Rd area
Instead of a road, this could be a bike/pedestrian path through a natural area, giving a safer, healthier, more inviting option for all the residents who live south of Elver to be able to have a way to get into Elver, especially if the proposed path is put on the other side of Raymond right there. Having this as a connecting nature path instead of road would be fantastic. I would use it all the time.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	N. end of Pagham Dr.
The realignment option for Schroeder Road would result in a very expensive business displacement. Given the changes to Wis. Stats. sec. 32.09 related to use of income evidence to value real property, such a displacement, in addition to extraordinary business relocation costs, would also result in an enormously high land valuation. The loss of the Vitense Golfland business would adversely affect thousands of customers who frequent the business and diminish the neighborhood's amenities.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Schroeder Rd
Really excited about the possibility of adding an all ages, all abilities bike/pedestrian path here to connect to the Cannonball Path. I'm curious to know which side of the street it will be on. Thank you!	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	4	Seminole Hwy (bicycle facilities)
This should be a priority [Transportation Partnership A.ix - increasing pedestrian, bicycle, transit, and car connectivity across Verona Rd... aim to enhance safety by expanding connections to local street grid, narrowing lanes, and traffic calming measures]	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	6	Verona Rd (Hwy 151/18)
Is this something Vitense is already considering, or would this be something they would be asked to do by the city? It definitely makes sense to help alleviate the traffic at their entrance/exit in combination with Schroeder, Whitney, and the Beltline all converging in that area as well.	Transportation	Planning		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Vitense street to Whitney Way
How would the new street connecting Schroeder to Whitney through Vitense happen?	Transportation	Engineering - Streets Sidewalks	Planning	Connectivity (Road/Bike/Ped)	Public Meeting	n/a	Vitense street to Whitney Way
Giving false hope of sidewalks going in here is not feasible. These large properties would never want sidewalks . Please take all these properties off the plan.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	0	West of East Pass
There is a lack of bike routes north/south. Most are west/east	Transportation	Planning	Engineering - Streets Sidewalks	Connectivity (Road/Bike/Ped)	Arts Workshop	n/a	

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I am VERY excited about this. The Hammersley path has greatly improved safety for bikers to and from the SW commuter path. Before that dedicated path was implemented, I was hit by a car on my bike as I biked towards the SW commuter path on Hammersley. With a protected path leading all the way from SW commuter path to essentially Elver Park, so many more people will be able to bike safely!	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hammersley pth
I don't agree on extending Hampshire Pl to Suffolk. It will change the quiet dynamic and environment of our current neighborhood. It would also make it more dangerous for children as well	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	9	Hampshire Pl
I love where I live, I love my neighbors, and I love the animals and the trees. I do not want a through street here, I believe it would lower the value of my property in every way applicable. I bought my home in part because it was a dead end. Also, annexing my neighbors property to do this is a ridiculous idea you would literally be cutting their property in half.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	5	Hampshire Pl
I recommend removing the mapped connection to extend Hampshire Pl. between Schroeder and Suffolk Rd. This adds no value to the neighborhood or traffic flow. The Schroeder Rd. and Hampshire Pl. intersection is already quite dangerous due to the blind hill, lack of dedicated turn lane, and increased traffic from development. The road already receives extensive traffic due to poor signage of the dead end and people turning on to it to try and cut through and avoid the speed bumps on Saybrook Rd.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	8	Hampshire Pl
I strongly oppose a road from Hampshire Pl to Suffolk Rd! This would destroy the beautiful quiet wooded neighborhood street. We do not need a thruway to another street! Please remove this idea from the plan! Thank you!	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	8	Hampshire Pl
I strongly oppose the plan to connect Hampshire Place with Suffolk Roads, as this would negatively affect our neighborhood because of increased traffic and disruption of a quiet and peaceful area. There is already congestion on the intersection of Hampshire Place with busy Schroeder Rd, and the additional traffic surely will cause major backups. Hampshire Place is not a road that should carry additional traffic, as anyone trying to turn left onto Schroeder Rd will affirm.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	8	Hampshire Pl
I strongly oppose the plan to have Hampshire Pl to Suffolk connected to each other. As a home owner who specifically bought the home for its quiet neighbourhood appeal, woods, dead ends and safety for pets; the road will introduce high speed traffic, create chaos and spoil the charm of a laid back neighbourhood. Please scrap this plan!	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Hampshire Pl
Not only is lumping together protected and unprotected on-street bike lanes extremely unhelpful in practical everyday terms to a cyclist trying to understand their options for low-stress, low-risk travel routes -- from a planning perspective, it actively deemphasizes the importance of upgrading existing unprotected bike gutters into first-class Dutch-style protected cycling lanes/intersections, since doing so wouldn't lead to any visible "upgrade" that can be highlighted on the map!	Transportation	Planning		Connectivity (Road/Bike/Ped)	Online Commenting Tool	1	Gammon Rd
Pt 2... buildup due to said hill. And the solution of adding speed bumps to the road to "encourage" slower speeds as was done to Saybrook Rd is laughable. This connection would also destroy at least 3 plots of existing families backyards that would not benefit them in any way. Unless the goal is to somehow build more apartments in this area by destroying Sherwood Park and the existing backyards, making Hampshire a thru street makes no sense whatsoever.	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	6	Hampshire Pl
Pt1. As a newer resident of the area, I strongly oppose a road from Hampshire Pl to Suffolk Rd. Not only would this would destroy the beautiful, quiet wooded neighborhood street but, it would also worsen the already constant high speed u-turns that occur due to people ignoring the "No Outlet" sign at the end of the roads. The intersection of Hampshire and Schroeder is already dangerous due to the semi-blind hill on Schroeder just west of Hampshire and it is worse during the winter with the ice	Transportation	Engineering - Streets Sidewalks		Connectivity (Road/Bike/Ped)	Online Commenting Tool	7	Hampshire Pl
These waterways/greenways represent a great opportunity to add biking/walking access that naturally doesn't have a steep grade	Transportation	Engineering - Stormwater	Engineering - Streets Sidewalks	Greenways	Online Commenting Tool	3	Greenway south of Raymond/Marty
This would be spectacular [Transportation Partnership B]. Even as a bike owner, there are times when BCycles would make certain errands and logistics so much simpler (including when bikes must be dropped at a local shop for maintenance and repairs). It would also make it easier to bike as a party when friends are visiting us on the west side.	Transportation	Engineering - Streets Sidewalks		Other	Online Commenting Tool	0	

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Could you do a map with different colors for protected vs. unprotected? [re: bike facilities]	Transportation	Planning		Other	Online Commenting Tool	3	
This would be fantastic. I looked at a map of all the BCycle locations around Madison and do not understand why the West side has nearly none of them. At minimum Elver Park would be a great initial location!	Transportation	Other		Other	Online Commenting Tool	0	
How does adding a parking lot help pedestrians and cyclists? There is already good pedestrian/bike access via the existing bike path crossing. There is plenty of parking available on Arctic Fox, or about a 2 minute drive to enter the park through the existing entrances.	Transportation	Planning		Parks	Online Commenting Tool	0	Badger Prairie County Park
I oppose this extension [bike path through Elver]. Impairs the Nordic activity/ ski trails. For the past 3 days with new snow. More than 20 cars parked for trail access. Thanks for all your efforts. Please cancel the bike path proposal for Elver Park.	Transportation	Engineering - Streets Sidewalks	Parks	Parks	Email	n/a	Elver Park
Agree that only useful connections should be made. Don't just add paths in what seems like a nice pattern in a drawing.	Transportation	Parks		Parks	Online Commenting Tool	1	Elver Park
Even just changing the color chart so physically protected bike lanes are grouped with the orange would be an improvement. From the perspective of someone on a bicycle who doesn't want to be hit by a car (which presumably means everyone on a bicycle) the distinction between protected vs unprotected is a lot more important than whether or not the bike facility is "on-street".	Transportation	Planning		Planning Process	Online Commenting Tool	6	
This sidewalk/path connection on the north side of PD between Dorchester Way and the new development in Fitchburg is desperately needed sooner rather than later, especially in light of the bus stop on PD at Fitchrona.	Transportation	Engineering - Streets Sidewalks		Sidewalks	Online Commenting Tool	6	McKee Rd east of Dorchester Way
What does "Priority Sidewalk connection" mean? As in, the city is prioritizing adding sidewalk connections here? Because there is no sidewalk on this road	Transportation	Planning		Sidewalks	Online Commenting Tool	1	Nesbitt Rd
Watts Road should be a priority sidewalk connection.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Sidewalks	Online Commenting Tool	3	Watts Rd
Yes please! [comment is related to Transportation Action 15, which is about installing a roundabout at the intersection of Cross Country Rd, Maple Grove Dr, and Nesbitt Rd.]	Transportation	Traffic Engineering		Street Design/ Complete Green Streets	Online Commenting Tool	2	Cross Country Rd-Maple Grove Dr-Nesbitt Rd
What do you like most about the draft actions? Action #15 - the roundabout at Cross Country, Nesbitt, and Maple Grove (Transportation chapter).	Transportation	Engineering - Streets Sidewalks		Street Design/ Complete Green Streets	Public Meeting		Cross Country Rd-Maple Grove Dr-Nesbitt Rd
Don't do this. High Point is a fairly major throughfare. Single lane traffic would be a huge pain for school/work commuters.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	0	High Point Rd
So many people speeding on Maple Grove. There is so much parking that never gets used, that you get passed through the parking lane if you're going the speed limit. I'd be in favor of getting rid of one side of the parking, and expanding green space, or having multi-use pedestrian/bicycle lanes that are wide enough to support it.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	2	Maple Grove
Also note that neighborhoods with few entry/exit points and lots of cul-de-sacs do have some merit. They tend to discourage through traffic and foster a sense of community (particularly cul-de-sacs).	Transportation	Engineering - Streets Sidewalks		Street Design/ Complete Green Streets	Online Commenting Tool	0	Maple Grove NW of Rockstream
I don't think on-street parking should be placed here. This is an important arterial, not a residential road.	Transportation	Planning	Traffic Engineering	Street Design/ Complete Green Streets	Online Commenting Tool	1	Raymond east of High Point (planned section of street - shown on concept)
People literally drag race on Raymond.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	0	Raymond Rd
Raymond is so wide that you could maybe even close an entire half of it, and make the other half a non-thru street (for parking, bikes)	Transportation	Traffic Engineering	Fire	Street Design/ Complete Green Streets	Online Commenting Tool	2	Raymond Rd

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Raymond Rd in particular is quite wide, and traffic regularly exceeds the speed limit. What's more, on-street parking is rarely utilized, further encouraging higher speeds. It'd be my suggestion that one parking lane be converted to a bi-directional, protected bike lane. Implementing a buffered lane would be insufficient for vehicle volumes and speeds.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	5	Raymond Rd
Second this. Make all of Raymond 1 lane each way. This will end the drag racing that currently happens.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	0	Raymond Rd
It has become apparent to all that trying to cross Schroeder Rd from either side goes from being hard to do here during the summer months to being extremely difficult during the winter months. Please consider a crossing mechanism that will help pedestrians get across the street as in its current layout - crossing the street is extremely dangerous. A lighted median could be added, or the street could be narrowed through this portion to allow for a safer crossing once off the bus.	Transportation	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	2	Schroeder Rd
Speeding is a real problem on Raymond, especially in the school zone. Speed bumps or other mitigations on Raymond are a must. And don't just lower the speed limit, that doesn't work.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	0	Raymond Rd
This x1000. Could even expand the median both ways to create public green space.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	1	Raymond Rd
Please don't decrease vehicle speeds on Verona. It's very convenient to have some ways to get around quickly. Narrowing every street and slowing down every road is not a good option. There need to be some major arteries.	Transportation	Traffic Engineering		Street Design/ Complete Green Streets	Online Commenting Tool	1	Verona Rd
I use Raymond Rd between High Point and Verona Rd often, and would support a reduction in lanes. It would make taking my bike more often a more attractive option.	Transportation	Traffic Engineering	Engineering - Streets Sidewalks	Street Design/ Complete Green Streets	Online Commenting Tool	7	Raymond Rd
Adding lanes to the Beltline ("flex" or no), and things like weave lanes (which also mean more lanes), will widen the highway footprint, making crossings longer and louder, and these plans could endanger the bike/ped bridges we rely on today. Highway expansions have shown over and over not to reduce congestion, but to actually increase it only two years later. WisDOT uses 30 year population growth projections to justify adding lanes, ignoring the fact that recent population growth hasn't translated into proportional vehicle travel. When those lanes become the cause of congestion two years after they open, WisDOT are shooting themselves in the foot, at humongous expense, and the damage to our community is long-lasting. If we want less congestion in this area, we should make it clear that more lanes on the Beltline is not a realistic solution.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Email	n/a	Beltline
I carpool every day from the Southwest area to UW. Please keep traffic efficiency on the list of priorities. With all these proposed traffic calming measures, I worry that the city is becoming increasingly unfriendly toward commuters.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	CAS Areas
Good idea: A roundabout would be much more efficient than the current 4-way stop.	Transportation	Engineering - Streets Sidewalks		Traffic Safety/Speeding	Online Commenting Tool	0	Cross Country Rd-Maple Grove Dr-Nesbitt Rd
Right in, right out across from the existing street sounds awkward and dangerous. Of course people will want to treat it as a 4 way intersection. Even having a T intersection that is supposed to be right in, right out will be awkward and likely ignored at least occasionally. Why not just make another T intersection in the middle between where Keswick Ct and Rockstream Dr hit Maple Grove?	Transportation	Engineering - Streets Sidewalks		Traffic Safety/Speeding	Online Commenting Tool	0	Maple Grove NW of Rockstream
The speed limit is way too low along this stretch. The road is much wider, and there are fewer driveways than north of McKee. And it's a major arterial.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	-3	Maple Grove south of Manchester
There's a school on this road, as well as senior living [re: comment to increase the speed limit]	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Maple Grove south of Manchester
To be fair, the road is way too wide along this stretch, convincing drivers that the speed limit should be higher even though it absolutely shouldn't. Traffic calming measures here would hopefully reduce the induced driving speed to more closely match the actual safe driving speed.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Maple Grove south of Manchester

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Timing for the lights at Muir Field/McKee and High Point/McKee is too sensitive. Increase the delay before switching / allow more throughput on McKee.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	4	Muir Field/McKee, High Point/McKee
At least twice a day, during the morning and evening "rush hours," it is nearly impossible to turn from Hampshire Place onto Schroeder Rd. Lights controlling the traffic stream to and from Exact Sciences and, in the evening, from Whitney Way into the neighborhood would help enormously.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Schroeder & Hampshire
If speed limits were set to match road characteristics instead of absurdly low, people would be more likely to follow them. When cars are moving at consistently predictable speeds, the roads are safer than when there is a wide range of speeds and thus wide variability to account for when determining whether one has sufficient space in relation to others across all modes of transport.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Schroeder Rd
If you are adding a stop light, please also consider putting it at Hathaway.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Schroeder Rd
Any planned stopped lights on Schroeder between Whitney and Gammon? Feels like an accident waiting to happen with how busy that road had gotten.	Transportation	Engineering - Streets Sidewalks		Traffic Safety/Speeding	Public Meeting	n/a	Schroeder Rd
Turning onto Schroeder - there were several properties with tall plants in the terrace and it was blocking visibility of seeing cars while trying to cross street. Called Building Inspection and the property owners trimmed the plants so it is better now.	Transportation	Engineering - Streets Sidewalks	Building Inspection	Traffic Safety/Speeding	Public Meeting	n/a	Schroeder Rd
Vehicles use Silverton Trl to cut through between Muir Field Rd and PD/McKee Rd. This increases traffic and the vehicles often are speeding. It is dangerous and many families with young kids live on Silverton Trl. Please consider calming improvements so this is not used just to avoid the light at the end of Muir Field Rd.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Silverton Trl
How about separating bicycle and pedestrian traffic from vehicle traffic instead of making vehicles go as slow as bicycles and pedestrians?	Transportation	Other		Traffic Safety/Speeding	Online Commenting Tool	0	Verona Rd
As a resident living off of Schroeder Rd, it is very evident that there is consensus to improve the speed and safety of traffic and address the Whitney Way intersection. Removing a heavily leveraged exit ramp, destroying a cornerstone of the community in Vitense Golfland (pending land sale) and repositioning through streets is not the answer. Are there alternatives not documented here that are still up for consideration? [note: the beltline exit ramp is NOT proposed to be removed]	Transportation	Planning	Traffic Engineering	Traffic Safety/Speeding	Online Commenting Tool	3	Whitney at Schroeder
As a neighbor living across the street from the school, I oppose making Woodington one way. A one way street would make it highly inconvenient for school neighbors to access their homes. Part of the problem is the small size of the school parking lot which makes a large number of staff need to park all day on the street blocking access to parents dropping off and picking up their children. Better enforcement of parking and driving laws would improve safety for the children.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School
Additional no parking zones during school hours would improve safety and school pickup/drop off. I would propose additional restrictions to be placed from Piping Rock Road to Winston Drive along the opposite side of the street to the school. Where there are no restrictions, ex. on the hill as you drive from the school to Piping Rock Rd, it is a tight squeeze to drive between parked cars when people are loading kids on both sides and this area does get congested during school drop off/pick up	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
Also, further awareness, reminders and enforcement of school pick-up drop-off policies to parents may increase the safety and traffic flow using drop-off and pick-up times. Woodington Way is basically turned into a temporary one-way during these times, which definitely improves safety. But, the accountability for parents/drivers to safely drive through in an orderly manner is needed whether the road is one or two ways.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	3	Woodington Way by Anana School
Also, restricting parking on the street increases visibility thus increases safety of the road for drivers and pedestrians. There is a curve and a hill by Piping Rock road, which both bring lessened visibility. If you remove parking opposite the school, you can better see who is on the street, whether cars or pedestrians. Off street parking is mainly used during school hours, so visibility issues outside of school hours is less of an issue, making no parking zones fine for school hours only.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
As a next door neighbor of Anana Elementary School I am neutral on the idea of making Woodington Way a one-way street, although it may improve traffic safety provided there are additional parking restrictions on one side of the road. See additional comment regarding our situation as next-door neighbors of the school.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Woodington Way by Anana School
As a resident who lives on Woodington Way, I completely agree that the high volume of traffic is a safety issue during drop off and pick up at Anana. However, I would like to request that the city provide other possible options that could reduce the traffic on Woodington Way, instead of one-way flow. I.e. traffic enforcement, additional parking restrictions during drop off/pick up times and/or speed bumps.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	4	Woodington Way by Anana School
I am not sure that making Woodington Way a one-way street will improve our situation as next-door neighbors of the school as our driveway is often used as a drop-off site or parking lot for parents who are in a hurry or just don't want to walk a block to the school. It is a safety issue for kids walking on the sidewalk when a car backs out of our driveway. To improve this situation there would have to be more frequent parking enforcement or at least education of parents by school staff.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School
I am the resident that lives in the intersection at the end of Woodington Way and Frisch Road so I have a prime view of the congestion during school pick up and drop off time. That is the ONLY time that the street is congested and I see residents use this road to drive through the neighborhood to get out to the main roads. By making this a one-way, you'll move the congestion to the stop sign intersections. Increase parking, put an officer on patrol, etc. This is a neighborhood not city street..	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School
I fail to see how making Woodington one way addresses the drop-off/pick-up issues at the school. Notwithstanding the inconvenience to people that live in the area, the drop-off/pick-up issues will just continue only with a different traffic pattern. One needs to address the root cause problem, inconsiderate motorists.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	7	Woodington Way by Anana School
I live on Woodington Way and see the congestion during school pick up and drop off every day and agree it is a major safety issue. However, the street is very quiet outside of these two short periods and a full-time one-way restriction seems unnecessary and like it could cause more problems with traffic flow in the surrounding area. I agree with several other comments about exploring parking enforcement or other solutions first.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
I would prefer having a traffic officer occasionally visiting this area and issuing citations for traffic law violations I've seen repeatedly living here. It may be that the flow isn't the issue but abiding by traffic laws in this area is. Illegal u-turns, no parking zone violations, and double parking are types of violations which affect the safety of the children. I don't want a one way on this street.	Transportation	MPD		Traffic Safety/Speeding	Online Commenting Tool	4	Woodington Way by Anana School
Include residents in the discussion. [re: Woodington Way]	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
Let's figure out what would help improve the congested drop-off and pick-up times only. I would suggest, as others have, keeping the parking off of Woodington Way during these congested times and provide a parking enforcement/traffic control officer to reinforce the changes. Making Woodington Way a one-way street is not necessary and from what I witness (on a daily basis) would not clear up traffic, parking or safety issues, but only make Woodington Way neighbors more inconvenienced.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School
Making W. Way a permanent one way does not seem necessary. A main reason for making this a one way would be for safety during school pick up and drop off. This street is usually very quiet otherwise, so I would like to see if extending and enforcing of "no parking zones" during school hours would help current safety concerns of the school. A permanent one way would upset traffic flow of the neighborhood, causing unnecessary and increased travel on adjacent streets and may promote speeding.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	3	Woodington Way by Anana School
Making Woodington one-way addresses only drop and pickup issues. Those times are approximately 30 minutes in the morning and 30 minutes in the afternoon for 180 school days. In essence, 180 hours out of 8,760 hours in a year. The impact of cut-through and circling traffic, extra time for municipal services (police, fire etc.) makes this a poor choice.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	4	Woodington Way by Anana School

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Making Woodington Way a one-way street all year around is a poor solution to the student pick-up/drop-off safety concerns. Since this situation only occurs in the mornings and afternoons on school days, it makes more sense to me to have a traffic safety officer on site, just as crossing guards are. If violators are ticketed, perhaps their behavior would change and safety would improve. I live on Winston Dr, just 3 houses from Woodington Way intersection and am a full-time resident.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	5	Woodington Way by Anana School
Please consider a one-way (east/north bound) only during pick-up/drop off times? Pole-mounted "Do Not Enter" and "One Way" signs that fold up when not in use, and a lot of driver education at the start. I used to live next to a school where this worked well, but I agree driver behavior has declined since then.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	-2	Woodington Way by Anana School
Please keep the Anana School neighbors involved in further discussions and street decisions, as we are affected on a daily basis. Thank you.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
Thank you for considering the parking restrictions currently for school drop off and pick up. As Orchard Ridge is a community school with no bussing, many parents drop off kids and walk them to the school safely. There is such limited parking and parking enforcement lingers during pick up and drop off times.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Woodington Way by Anana School
To add, the current "no parking signs" are not well followed. Every day, the school's staff has to manually put up cones and additional signs on the road to prevent people from parking illegally. Enforcement of parking restrictions should not be overlooked.	Transportation	MPD		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
To comment what I meant by "tight squeeze" on the road; there is not room for two lanes of parked cars plus two lanes of traffic. There is only room for three cars across on the road. Where there are no restrictions, cars easily get backed up and almost stuck trying to get through, which makes it unsafe for drivers and pedestrians, and jumbled during pickup times. Where there are restrictions currently in front of the school, traffic is able to flow well as well as aide in making a drop off lane.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Woodington Way by Anana School
Very happy to see this consideration! We've heard from the school how dangerous the school drop off/pick up is on Woodington Way. It will make the kids and parent's lives better!	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	-1	Woodington Way by Anana School
We are residents that have lived a few houses down from Anana School for 37 years. The traffic congestion along with illegal parking is the worst I've witnessed. We nearby neighbors cannot safely get in or out of our driveways during school drop-off and pick-up times, but I don't see making Woodington Way a one-way street will improve the situation. Please note that other than a half-hour in morning and again in afternoon, Woodington Way is a quiet neighborhood street.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	Woodington Way by Anana School
What data was used as the benchmark for needing improvement?	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Woodington Way by Anana School
Instead of speed bumps, the city should prioritize raised crossings at existing intersections and crosswalks. The gentler/broader hump is easier on the suspensions of drivers who are already going appropriately slow, and instead of some random point in the middle of the block, the places where it forces drivers to slow down are by definition the exact points where slowing down is most important!	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	
Please don't reduce traffic lanes on Raymond. Already moves slowly with the number of vehicles making turns, etc.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Raymond Rd
Please look at controlling traffic speed on Schroeder Road (adding a stop light?). I've also witnessed multiple drivers using the middle turn lane to pass cars so they can go faster. During rush hour, I feel it's very risky pulling onto Schroeder Road because of how fast cars are going.	Transportation	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	1	Schroeder
Would be great to improve the Schroeder/Whitney intersection.	Transportation	Engineering - Streets Sidewalks		Traffic Safety/Speeding	Online Commenting Tool	0	Whitney at Schroeder
Bus shelters are planned on Allied (by empty lot or near Allied Learning Center)	Transportation	Metro		Transit	CAS Event	n/a	Allied Drive area
Need a bus shelter (especially along Allied Dr. and Percy Julian Wy. or Jenewein	Transportation	Metro		Transit	CAS Event	n/a	Allied Drive area
Seconding this! We should also make sure this area is well connected to the bike paths that are planned in Elver Park and beyond. [re: extending transit service to the area]	Transportation	Metro		Transit	Online Commenting Tool	0	High Point and Raymond, north of Mid Point Meadows
Significant growth is planned here but there is no transit service! We should ensure that areas targeted for significant multi-family buildings have all-day bus service.	Transportation	Metro		Transit	Online Commenting Tool	1	High Point at Mid Town Rd

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
This corner has become a significant transfer node between bus routes E / D2 / 75 but transfers require crossing rather than pedestrian unfriendly arterials, and there are no shelters at any stop. This area could use significant pedestrian safety and transit amenity improvements, particularly as even more large apartment development is occurring nearby.	Transportation	Traffic Engineering	Metro	Transit	Online Commenting Tool	1	Maple Grove at McKee Rd
Need to move existing bus stops further from intersections. McKee and Maple Grove is an unsafe intersection due to the traffic volume and poor visibility from the north due to the hill. Bus stops near the light make this worse. Move them further from the light.	Transportation	Metro		Transit	Online Commenting Tool	0	Maple Grove at McKee Rd
Bus lines don't go where [people] need them to	Transportation	Metro		Transit	CAS Event	n/a	Park Edge/Park Ridge
This would be great, especially considering the current and future plans for this small shopping/community area [re: adding bus shelters]	Transportation	Metro		Transit	Online Commenting Tool	1	Raymond at Whitney
I don't often take the D towards Epic during rush hour, but the one time I did (it was still 75 at the time) it was absolutely packed. I and many others would love additional frequency for those times	Transportation	Metro		Transit	Online Commenting Tool	3	
Transit signal priority at key points along Route D would also help--the route often gets bogged down at congested intersections in the vicinity (Whitney/Odana, Watts/Gammon for example), causing delays and problems with connection timings at various transfer locations.	Transportation	Traffic Engineering	Metro	Transit	Online Commenting Tool	0	
What could be improved for the draft actions? They could have not closed Raymond and Leland bus stops... they were one of the most used and popular. It should be reopened.	Transportation	Metro		Transit	Public Meeting	n/a	
Excellent plan to reduce close calls with inattentive drivers and make it safer for bikers and pedestrians to traverse the Gilbert Rd hill for access to the adjoining neighborhoods and sidewalks in the area.	Transportation	Engineering - Streets Sidewalks	Traffic Engineering	Traffic Safety/Speeding	Online Commenting Tool	3	Gilbert Rd
Read in draft plan something about expanding community service provision as area grows with new housing units and additional people; would like that to stay in there in light of recent approval of apartment building across Verona Rd. on Home Depot parking lot	Neighborhoods and Housing	Community Development	Planning	Access to Food and Services	Other	n/a	Allied Drive area
Neighborhood wants more communication, especially for celebrations, big political things	Neighborhoods and Housing	Other		Community Empowerment and Capacity Building	CAS Event	n/a	Allied Drive area
Add Madison Nordic Ski Club as a partner organization.	Neighborhoods and Housing	Community Development	Planning	Bike and Pedestrian Safety	Online Commenting Tool	2	City of Madison
This is very important! [re: N&H chapter, partnership A]	Neighborhoods and Housing	Community Development		Community Empowerment and Capacity Building	Online Commenting Tool	0	
Affordable housing is a huge need, but lots of concern about putting in a huge development without services/supports or access to greenspace for kids.	Neighborhoods and Housing	Community Development	Planning	Housing Affordability	CAS Event	n/a	Allied Drive area
Good feelings about what happened in Mosaic/Revival Ridge planning process	Neighborhoods and Housing	Other	Planning	Planning Process	CAS Event	n/a	Allied Drive area
Neighborhood school is Ms. Howard's biggest wish [for Allied] but I acknowledge this seems like an even tougher goal than a Community Hub due to jurisdictional red tape, unless someone can start a public charter school	Neighborhoods and Housing	Other		Schools	CAS Event	n/a	Allied Drive area
Teens need afterschool resources/things to do - additional services for Derby residents (Wellness Center at capacity)	Neighborhoods and Housing	Community Development		Youth Programming	CAS Event	n/a	Allied Drive area
All this is wonderful. Thank you! [re: Neighborhoods & Housing partnership G]	Neighborhoods and Housing	Community Development		Community Gathering Spaces	Online Commenting Tool	1	
The area is becoming more expensive-> displacing long term residents. New set of residents (changes in community identity). Renters struggling on how to live = other priorities	Neighborhoods and Housing	Planning	Community Development	Housing Affordability	Arts Workshop	n/a	
What could be improved for the draft actions? The community needs a recreational center for kids to grow in the community where they learn life skills to have a healthy adult life.	Neighborhoods and Housing	Community Development		Neighborhood Centers	Public Meeting	n/a	
[Need more] things for kids to do	Neighborhoods and Housing	Community Development	Library	Youth Programming	CAS Event	n/a	Park Edge/Park Ridge

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Agree with importance of increasing access to recreational opportunities regardless of financial circumstances for area youth. Pedestrian and bike-accessible infrastructure will help young people with working parents be able to participate in these activities.	Neighborhoods and Housing	Community Development		Youth Programming	Online Commenting Tool	0	
What do you like most about the draft actions? The focus on children.	Neighborhoods and Housing	Community Development		Youth Programming	Public Meeting	n/a	
We do need a central location Hub for different service providers in the neighborhood to use. The Boys and Girls club has really upped their availability to residents lately, but can anyone just walk in and use the printer/copier? How about this parking lot? https://www.google.com/maps/place/43%C2%B001'55.3%22N+89%C2%B027'28.7%22W/@43.0319819,-89.4585987,206m/data=!3m1!1e3!4m4!3m3!8m2!3d43.032037!4d-89.457975?entry=ttu&g_ep=EgoyMDI1MDcyMS4wIKXMDSoASAFQAw%3D%3D [parking lot location is at southern corner where Red Arrow Trail intersects Verona Frontage Road adjacent to Luna's]	Economy and Opportunity	Planning	Community Development	Community Gathering Spaces	Email	n/a	Allied Drive area
This would be a great idea! [re: E&O, Partnership B - Facilitate a conversation with SW Area nonprofits and service-providing agencies from different levels of government to determine the demand for, and feasibility of, a "hub" building for community service providers in the Allied Drive area to increase access to available services under one roof.]	Economy and Opportunity	Community Development		Community Gathering Spaces	Online Commenting Tool	0	Allied Drive area
I'm curious what this [public wi-fi in some parks] would look like. I think ideally, this would include sheltered areas where people can connect to the wifi without having to worry about getting rained on while working (school or jobs). I wonder what the cost/benefit would be like if such areas were not included	Economy and Opportunity	Other		City Services	Online Commenting Tool	0	CAS Areas
I'm in favor of this wi-fi idea, but I feel like more year-round bathroom facilities are the more urgent need--literally	Economy and Opportunity	Other		City Services	Online Commenting Tool	4	CAS Areas
Public Market on the West side. We know that it has taken decades to get the East side public market going (and it's still under development), but if it were successful, it'd be great to have something like that on the SW area too!	Economy and Opportunity	Economic Development		Businesses and Economic Development	Email	n/a	
Does the plan include recommendations about connectivity relating to getting people to the downtown/other parts of Madison? Does the plan talk about keeping downtown as Madison's main business area, or are there also recommendations related to supporting businesses in the SW area, especially local businesses. It should. Seems like downtown is already doing fine.	Economy and Opportunity	Economic Development	Planning	Businesses and Economic Development	Other	n/a	Hammersley
Prioritize/incentivize independent businesses, since those connect and support community building, as opposed to chains that extract and make people feel more distant, disconnected, and erode community camaraderie and connection. [re: Economy & Opportunity Action #2]	Economy and Opportunity	Economic Development		Businesses and Economic Development	Online Commenting Tool	0	
This area could become a great small local shopping area, especially with the bike path going under the beltline to connect to.	Economy and Opportunity	Economic Development		Businesses and Economic Development	Online Commenting Tool	0	Area bounded by Gammon-Watts-Struck-Beltline
Have heard that the owner of the Meadowood Shopping Center is not particularly responsive to concerns from tenants. What would the process look like to redevelop the Meadowood Shopping Center since it is owned privately?	Economy and Opportunity	Economic Development	Planning	Meadowood Shopping Center	Public Meeting	n/a	Meadowood Shopping Center
I like the draft actions about building more apartments and adding mixed-use/retail, but it seems like some of the retail spaces remain empty. Will the SW Area Plan include anything related to small business viability/support for businesses?	Economy and Opportunity	Economic Development	Planning	Businesses and Economic Development	Public Meeting	n/a	
"Sometimes our community is separated." Feeling like certain areas/activities are not meant for them. Not fitting main identity. Not the target Group	Culture and Character	Planning	Community Development	Community Empowerment and Capacity Building	Arts Workshop	n/a	
Garbage can provided by city - one near Luna's, none other in neighborhood - recycling in Allied Park? Lots of trash on the ground	Culture and Character	Streets and Forestry	Parks	Identity and Sense of Place	CAS Event	n/a	Allied Drive area
General art-related feedback: Incorporate experimental art, performance art, interactive art in parks, greenways, other natural areas. Projects/ Programming to create these arts together. More third Spaces, possibly making them interactive. Separate activities targeting adults vs. Children	Culture and Character	Planning	Parks	Community Gathering Spaces	Arts Workshop	n/a	
General art-related feedback: Need for more commercial/cultural hubs, potential along Gamon Rd., Raymond Rd, Maple Grove	Culture and Character	Planning		Community Gathering Spaces	Arts Workshop	n/a	

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
General art-related feedback: Potential music/art venue at Marty Farm barn? More cool spaces! Can we add a small version of WYSO [Wisconsin Youth Symphony Orchestras] in the neighborhood? We need more spaces like Monroe St, Willy St, etc. For people to have spontaneous gatherings	Culture and Character	Planning		Community Gathering Spaces	Arts Workshop	n/a	
This would be great! [re: C&C chapter, partnership B]	Culture and Character	Planning	Community Development	Community Gathering Spaces	Online Commenting Tool	1	Various locations
Get rid of the UDD. This is not a downtown or prestige historical district. There is no point in having the extra hurdles to development of a UDD. The boundaries chosen here seem completely arbitrary and I don't understand the rationale for having a UDD here.	Culture and Character	Planning		Land Use	Online Commenting Tool	0	UDD 2
Art-related feedback for Meadowood Park: Want mural, Painted Basketball Court, Colorful Benches	Culture and Character	Planning	Parks	Public Art	Arts Workshop	n/a	
Art-related feedback for specific locations: Art/murals at underpass on Verona Rd and Struck St.	Culture and Character	Planning	Engineering - Streets Sidewalks	Public Art	Arts Workshop	n/a	
Art-related feedback for specific locations: Artistic bus shelters at Allied Neighborhood	Culture and Character	Planning	Metro	Public Art	Arts Workshop	n/a	
General art-related feedback: Art Projects should be a think piece; MAKE PEOPLE THINK. Ideas of Peace, Unity, Community	Culture and Character	Planning		Public Art	Arts Workshop	n/a	
General art-related feedback: Art connecting people to native plants and animals to the area	Culture and Character	Planning	Parks	Public Art	Arts Workshop	n/a	
General art-related feedback: Free Performance + Creative+ Learning space. People can gather around. Classes and workshops for all ages	Culture and Character	Planning	Community Development	Public Art	Arts Workshop	n/a	
General art-related feedback: More wrapped electrical boxes from local artists	Culture and Character	Planning	Traffic Engineering	Public Art	Arts Workshop	n/a	
General art-related feedback: Neighborhood Association = Good Community Partner. Lack of understanding on purpose and impact of the Association. Struggles with renter engagement compared to homeowners	Culture and Character	Planning		Public Art	Arts Workshop	n/a	
General art-related feedback: Sidewalk poetry or other pavement paintings. Medallions at bike paths to encourage residents to bike more. Mosaic Stepping Stones. Pavement Paintings.	Culture and Character	Planning	Engineering - Streets Sidewalks	Public Art	Arts Workshop	n/a	
General art-related feedback: There used to be public art in the library	Culture and Character	Planning	Library	Public Art	Arts Workshop	n/a	
Infrastructure does not support change or the arts. Example: People want art on bus stops but there are not many stops, stops are not visible or maintained	Culture and Character	Planning	Metro	Public Art	Arts Workshop	n/a	
This Area is a desert [related to art]	Culture and Character	Planning		Public Art	Arts Workshop	n/a	
Want Art piece at Meadowood Center. More murals, Benches. Needs to be more accessible (walkable) and desirable. Piece of Art may bring it to life. Example: Sculptures	Culture and Character	Planning	Community Development	Public Art	Arts Workshop	n/a	Meadowood Shopping Center
Want arts in the local community garden	Culture and Character	Planning	Parks	Public Art	Arts Workshop	n/a	
June 7 (impromptu block party takeover) went ok, but should not be repeated lots	Culture and Character	MPD			CAS Event	n/a	Allied Drive area
Want Meadowood Health Partnership mural	Culture and Character	Planning		Public Art	Arts Workshop	n/a	
Welcome to Meadow sign= want it to be more welcoming. Colors, Mosaic Arch	Culture and Character	Planning		Public Art	Arts Workshop	n/a	
A wide range of facilitators and arts activities would be great. Programming that brings adults together is really important, too! [re: C&C Partnership A]	Culture and Character	Planning		Public Art	Online Commenting Tool	0	
The bike/walking Beltline Overpass of the Southwest Commuter path would be a great place to add culture and character to! Right now it is just an ugly cage around the path.	Culture and Character	Other		Public Art	Online Commenting Tool	3	SW Path over Beltline

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Recognize the valley from Elver Park to Highways PD and M as a regionally significant open space that continues beyond the Plan Area. It is Madison's gateway to a wealth of natural and scenic resources (Ice Age National Trail, Driftless Area, Military Ridge and West Madison Bike Paths). Preserve views from public areas overlooking and within the valley. The topography provides great views from many parks, streets and trails. Views should not be blocked by typical urban street trees.	Culture and Character	Parks		Parks	Online Commenting Tool	0	Elver
Can you do more digging and consider adding Meadowood as a part of a historic area? https://www.wisconsinhistory.org/Records/Image/IM92512 Meadowood was developed around the same time as Orchard Ridge. Parade of Homes Plan Book 1956 - Page 13 - Madison Trust for Historic Preservation Archives - Collections hosted by the Milwaukee Public Library https://share.google/vpYZ4NbndnAkk2D94 More Parade of Homes photos https://www.wisconsinhistory.org/Records?terms=Meadowood	Culture and Character	Planning		Identity and Sense of Place	Online Commenting Tool	0	Meadwood
I want people to be more positive and respectful	Culture and Character	Other		Community Empowerment and Capacity Building	CAS Event	n/a	Park Edge/Park Ridge
More activities and gatherings for the community	Culture and Character	Community Development		Community Empowerment and Capacity Building	CAS Event	n/a	Park Edge/Park Ridge
More community gatherings with people of all ages	Culture and Character	Community Development		Community Empowerment and Capacity Building	CAS Event	n/a	Park Edge/Park Ridge
More parks, gardens and third spaces	Culture and Character	Parks	Planning	Community Gathering Spaces	CAS Event	n/a	Park Edge/Park Ridge
+1 to creating more walkable spaces, especially in this area. As it stands, the street layout encourages speeding, especially when turning onto Maple Grove, which is incredibly dangerous to the people walking through that intersection	Culture and Character	Planning	Zoning	Street Design/ Complete Green Streets	Online Commenting Tool	2	Maple Grove at McKee Rd
Recognize the views that can be provided or blocked by the design of the new Raymond crossing to Midtown. Collaborate between Parks, Engineering and Planning similar to the design process for John Nolen Drive.	Culture and Character	Engineering - Streets Sidewalks		Street Design/ Complete Green Streets	Online Commenting Tool	0	
Fitchburg has a bus shelter at Belmar (done through a grant) - potential for bathroom partnership in this park?	Green and Resilient	Parks		City Services	CAS Event	n/a	Allied Drive area
Additional trees would be helpful to mitigate road exhaust from Verona Road	Green and Resilient	Streets and Forestry	Public Health	Noise and air quality	CAS Event	n/a	Allied Drive area
Lights needed on basketball court and on far side of park by big tree	Green and Resilient	Parks		Other	CAS Event	n/a	Allied Drive area
Again, lack of amenities at Britta Park mentioned (even though we didn't get that far north on the walk)	Green and Resilient	Parks		Parks	CAS Event	n/a	Allied Drive area
I learned the difference between Community and Neighborhood Parks (from Mike Sturm) [note from Abby - wonder if we need to see if Allied Park can be reclassified as a Community Park because of the role it fills as a community center for the neighborhood?]	Green and Resilient	Parks		Parks	CAS Event	n/a	Allied Drive area
Parks planning does not have a formal timeline yet but should be coming soon (Elver and similar large Community Parks have larger plan process)(existing budget cycles have to overlay as well for big parks improvements)	Green and Resilient	Parks		Parks	CAS Event	n/a	Allied Drive area
Better park infrastructure at Britta Park. Britta Park is very well used. Whenever I go by there are always children playing there. However, it's just a patch of grass, some trees, and (recently) a picnic table. Would be nice to add a basketball court and play equipment.	Green and Resilient	Parks		Parks	Email	n/a	Allied Drive area

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
What will be done with 2359 Allied drive? It seems that a community hub--which ADMNA and Allied Coop has long requested--is not possible due to city requirements, and low income housing isn't possible because its not near frequent transit. Can we ask residents what they want there? One idea that someone mentioned at an event I was at several years ago was a small dog park. Not a terrible idea because there are some nice mature trees on that parcel, and so many people live in apartments without yards.	Green and Resilient	Parks	Community Development	Parks	Email	n/a	Allied Drive area
Paving this short path would make it worse because it is a very steep incline. Accessibility is important, but there is already a paved sidewalk nearby. Paving such a steep path would likely cause it to be icy and unsafe in winter. Better to maintain current grassy mown path through the prairie. Consider repairing some of the erosion if that is an issue.	Green and Resilient	Engineering - Streets Sidewalks	Parks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	6	Apple Ridge Park path
(That said, if a parking lot is added, it'd be absolutely vital to avoid connecting it to the driveways and parking lots in the southern portion of the park... nothing would ruin this entire park faster than a horde of hurried drivers treating it as a convenient north/south shortcut!)	Green and Resilient	Other		Parks	Online Commenting Tool	0	Badger Prairie County Park
Badger Prairie Park is a Dane County Park and they have not been contacted about their wishes of where they would like to keep over 180 acres. Talking to property owners is extremely important. [note: City Planning staff met with Dane County Parks staff]	Green and Resilient	Other		Parks	Online Commenting Tool	0	Badger Prairie County Park
Bike/pedestrian access is more than zero, but far from "good": for instance, you'd have to walk more than a mile to get to the dog park area right next to the road. A bona fide park entrance from the north (yes, including a parking lot) would help lay the groundwork for the entire northern boundary of the park to be broadly accessible to pedestrians and cyclists, and would give drivers on Cross Country a reason to slow down instead of treating the entire stretch as a high-speed thoroughfare.	Green and Resilient	Other		Parks	Online Commenting Tool	0	Badger Prairie County Park
Please don't subtract park land for yet another parking lot. The only lots that fill up are the ones used for soccer or other sports in the summer. Also, don't ruin the only quick way to get to Verona from the west edge of Madison. I love having a higher speed limit and it makes sense for this road with few crossings or driveways.	Green and Resilient	Other		Parks	Online Commenting Tool	0	Badger Prairie County Park
If this was similar to the Ice Age Trail Junction area parking, I wouldn't be wholly opposed to it. It still feels a bit unnecessary, since there is already parking in the Badger Prairie County Park for drivers.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Badger Prairie County Park
love this! [constructing a Belmar Hills Park restroom that serves both the Allied and Belmar Hills parks]	Green and Resilient	Parks	Other	Parks	Online Commenting Tool	4	Belmar Park and Allied Park
This would be great to give people (especially kids) things to do in the summer! [re: amenities at Britta Park]	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Britta Park
Collaborate with the City of Fitchburg and the UW Arboretum to build an entrance to the south arboretum from the Cannonball Trail near Seminole Highway.	Green and Resilient	Engineering - Streets Sidewalks	Planning	Connectivity (Road/Bike/Ped)	Online Commenting Tool	4	Cannonball Trail near Seminole Highway
Revising my previous suggestion: Collaborate with the City of Fitchburg and the UW Arboretum to build an entrance to the south arboretum NEAR the Cannonball Trail off of Seminole Highway. This could be part of a larger project to build a bikeway or shared use path along Seminole Hwy and move the parking lot for the south arboretum/Grady Tract away from its current tight location near the Beltline frontage road.	Green and Resilient	Engineering - Streets Sidewalks	Planning	Connectivity (Road/Bike/Ped)	Online Commenting Tool	3	Cannonball Trail near Seminole Highway
2) Adding addition well thought out paths are always a good idea. Please consider if the connection is useful. For example the path leading out of Elver to the north connects with two sidewalks leading to cul du sacs of what seem to be "higher end" homes. 3) The path should not cross the ski trail. Consider bridges/flyovers/tunnels if needed. 4) The bike/walking paths should not displace existing ski trails.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
Adding this bike path through the best cross country ski trails in Madison would have a massive negative impact on the ability to cross country ski in Madison. The north side of Elver has the best skiing. I love the idea of more interconnected bike paths, but I would greatly appreciate if they went around the ski trails rather than disruptively through it.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
All in favor of shared use paths and I would like to think there are opportunities to expand outdoor opportunities for winter walkers, while also maintaining and improving Elver's XC ski trails. The number of XC ski trail users at Elver is very large, and coming up with a well thought out system to allow winter walkers to have their place as ell.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Better bike connectivity through Elver is a great idea, but not at the expense of the heavily used and cherished ski trails. It would be a travesty to lose additional tree canopy and one of the few cross-country ski trails in the city. Connecting Meadow Sweet Dr. (at 1237 & 1239) or Valley Ridge Park directly to existing Elver bike trails makes sense. A sinuous pleasure bike path that only reaches a few wealthy homes at cul-de-sacs on the north side, does not. Please reconsider!	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
Elver Park is a critical backbone of the outdoor winter recreation community, and development and maintenance of the ski trails illustrates what has been an exemplary partnership between the city and recreational user groups. Does the city no longer have an interest in those relationships or see a need to maintain winter recreational opportunities? It appears this plan for Elver was created with disregard for the existing users and partnerships the city worked hard to foster in the first place.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
Hello, I am an avid cross-country skier and I am very concerned that proposed bike paths will go through Elver Park where the ski trails are located. Please, do take skiers into consideration. There are very few options for us in Madison! Thank you, Elizabeth	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
I am concerned about opening up Elver for a through bike path, other than the one that already exists from the shelter to S. Gammon. The current paved path is groomed for skiing in winter. But, having that path be part of a bike route through Elver will ruin the skiing at Elver, assuming it is plowed as other bike paths are.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
I am excited by this proposal. I commute through this area almost every day and this will make it much safer. My one concern is how this will work in the winter. As many other comments have noted, Elver Park is a great place to ski and I love to ski there in the winter. I think we will likely need to have good all ages and abilities alternatives at the very least for the winter.	Green and Resilient	Parks		Parks	Online Commenting Tool	3	Elver
I both bike and ski, and I appreciate the prospect of improving our city's bicycle network. However, I strongly believe this should be done in a way that does not compromise the wonderful cross-country skiing trails in Elver Park.	Green and Resilient	Parks		Parks	Online Commenting Tool	1	Elver
I love that the city is becoming more bike-friendly. However, putting a bike path through Elver Park on the Nordic ski trails would damage the skiing. In Madison snow mass is really thin, and if there were an asphalt trail, it would be really hard to groom and ski on. Putting a bike path on the ski trails would ultimately devalue all of the investments towards skiing that the city has put into Elver Park.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
I love the idea of more safe biking infrastructure, but I am also a Nordic Skier and am concerned about how the bike trails could interfere with the ski trails at Elver. What is the plan for winter when there is natural snow on the ground? These trails are used for skiing in the winter, so would the bike trails be closed and not plowed? Elver Park is the most used city park for Nordic Skiing and Madison Nordic Ski Club has lessons and programs that use the trails at Elver in the winter.	Green and Resilient	Parks		Parks	Online Commenting Tool	6	Elver
I regularly bike to Epic year round from Grand Canyon to Raymond Rd and would really like the plan to have the Elver Park bike path extended in order to avoid riding with traffic on MidTown, Marty and Raymond. Thanks! Hopefully this can be plowed while also allowing the xc ski trails in Elver park? I don't mind dismounting my bike to cross a snowy path so skiers don't have to remove their skis to cross the bike path.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
I support the proposed path to connect Midtown Rd and Elver park during the summer. Biking on Midtown, especially at the 3 way stop intersection, is dangerous. The other proposed trail seems less likely to be used. Elver Park has an extensive cross country ski trail system that has been maintained by volunteers and the city for decades. It is one of the few affordable and challenging cross country ski options in the county. Any changes to improve bike paths should be limited to summer.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
In the Master Plan for Elver Park, kindly consult Madison Nordic Ski Club before introducing new bike trails, which should not cross existing ski trails, used not only in winter but also summer/fall for training. The Ski Club has suggestions for signage to reduce the number of hikers/walkers on ski trails when grooming machines have prepared the trails for skiers. Club is active in trail grooming, brush maintenance & provides free lessons to children & public.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
It looks as though a proposed bike path is on top of the west ski trails at Elver Park. This, of course, would destroy the ski trail system which has been largely funded by the Madison Nordic Ski Club and is used by thousands of people. Don't do that!	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Lots of people like the Elver Park cross-country skiing trails, but as the area around here develops into a more fleshed-out part of Madison, the city needs to put a higher priority on accessibility to a wider variety of all-season uses. Sooner or later Elver Park needs to get paved multi-use path access from all major directions, especially if the Hammersley path is extended and the park ends up connected to the broader Madison off-street trail network.	Green and Resilient	Parks		Parks	Online Commenting Tool	-1	Elver
Madison Nordic Ski Club has been doing regular Nordic walking activities at Elver. The pleasure of Nordic walking at Elver is that there is minimal concrete and it feels like a wilderness or nature walk. I think paving paths through the park would change the feel and make it seem more urban. We need more wilderness in our lives and Elver is a perfect escape for that for that. Could the park bike paths be made of crushed gravel instead of a paved surface? I fear E bikes going 30mph!!	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
Not sure what you have in mind for the proposed bike paths in Elver Park. Please be mindful of the ski trails and don't put the bike trails on them! Elver is the most used city park for Nordic skiing and winter recreation and a lot of work has gone into keeping them in good shape for both summer and winter use. There is currently a paved path that runs from McKenna Blvd to S. Gammon Rd that could be enhanced without affecting the ski trails. Thank you	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
Please consider partnering with Madnorski when developing new paths, especially paved ones, through Elver Park. Given the financial investment the club has made in the last 30+ yrs towards maintaining the ski trails at Elver (lights, equipment and maintenance for grooming, marketing, etc.), which also generates revenue for the city in terms of rentals and passes, I think that the club could bring an important perspective to any future plans for paths and access.	Green and Resilient	Parks		Parks	Online Commenting Tool	1	Elver
Please keep in mind the cherished ski trails through Elver Park. We have such limited ski trails that are maintained in Madison and this would be devastating for the winter activities that take place at Elver.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
Please see comment bubbles/circles on the southern portion of the map regarding ski trail preservation.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
Restore and respect existing partnerships with trail user groups such as Madnorski and the Elver Park ski trails. Many decades of collaboration between Madnorski and the City Parks have gone into building and maintaining the ski trails for winter and summer recreation. Please preserve those non-paved trail uses and natural spaces for future generations.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Elver
Thank you for working to make Madison more bike-safe and accessible! Please also preserve the cross-country ski trails in the park/work to find a way to have bike and ski options - the skiing in Madison is a great plus for living here too.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
The cross-country ski trails in Elver Park are wonderful resources. They are the best in the city. Having high quality cross-country ski trails like this greatly enhance my experience as a resident of Madison. Any bike paths that put those trails at risk should be reconsidered and re-routed so that they don't put trails at risk. Please consider re-routing these proposed trails so that they do not degrade the cross-country ski trails at risk.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
The exact location of these trails given the terrain will be important to design. It would be far better to design paved trails as part of a more focused process than as part of a master plan. This specific trail does not appear to add much value, for example, and will degrade the natural trails and harm the cross country ski trails which are the subject of decades of investment and maintenance. These dotted lines should be removed.	Green and Resilient	Parks		Parks	Online Commenting Tool	5	Elver
The paved bike trails in this northern-most section of the park will cross multiple loops of the west-end skin trails, which are already established and well used. I have several alternative suggestions to the proposed section highlighted in yellow: 1) pave the perimeter of the park, connecting with the other proposed new trail along the west edge which do not interfere with ski trail, AND/OR 2) improve bike lane infrastructure and traffic calming along S. Gammon to McKenna (needs it anyhow!!!)	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
The purposed route through Elver will be detrimental to the XC ski trails. Adding concrete or black top will create a warming zone, causing snow to melt much faster. I also appreciate the wilderness feeling of Elver being surrounded by the City. By installing the path, the peace and quiet which is vital to people will be severely be disrupted. The top destination for XC skiing in Madison should be considered.	Green and Resilient	Parks		Parks	Online Commenting Tool	3	Elver

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
There have been numerous well thought out comments regarding preservation of the ski trails at Elver Park. As noted by others these trails are a gem of the Madison Parks. Key items to consider: 1) Ski trails are on the north and south sides of the park. This is one of the reasons (and lights) Elver is a gem. List continued on another comment....	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
This route will have a negative impact if built exclusively for summer sport and commuting. Please improve existing cross country ski trails by routing walking and bike paths around these established trails and/or improve the existing ski trails by bench cutting and placing crushed limestone walking paths.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
This route will have a negative impact with cross country ski trails by speeding the melt of snow and encouraging foot traffic on groomed snow. Please route walking and bike paths around these trails and/or improve the existing ski trails by bench cutting crushed limestone walking paths into more area of the park.	Green and Resilient	Parks		Parks	Online Commenting Tool	3	Elver
When building new bike trails, please keep in mind that there are Nordic skiing trails in the winter at Elver Park. Cross-country skiing at Elver Park is a vital part of winter activities for our community. People from all over Madison and the surrounding areas come to Elver Park for skiing, as it is the best spot in the region. It is important to preserve these paths.	Green and Resilient	Parks		Parks	Online Commenting Tool	0	Elver
Preserve Elver Park natural areas and a natural connection from Elver to the Ice Age Trail. Need to take a broad and collaborative cross-agency perspective on landscape/viewshed issues - this is a special area.	Green and Resilient	Parks	Engineering - Stormwater	Parks	Email	n/a	Elver and land to south and west
Please don't add paved paths through Elver park that cross over existing cross country ski trails. This is the most heavily used ski trail in the city and the trails should be preserved. If bicycle connections are needed in the park, please have them remain outside the ski trails and limit any crossings with ski trails if possible.	Green and Resilient	Parks	Engineering - Streets Sidewalks	Connectivity (Road/Bike/Ped)	Online Commenting Tool	8	Elver Park
Hopefully the last steep portion of the hill on the path before Gammon Rd can be made less steep in conjunction with the Elver Park expansion project	Green and Resilient	Engineering - Streets Sidewalks		Parks	Online Commenting Tool	1	Elver Park
The neighborhood to the west could really use better access to Elver Park. Currently there is a connection through Valley Ridge Park but it is hardly possible on foot	Green and Resilient	Parks		Parks	Online Commenting Tool	1	Elver Park
What do you like most about the draft actions? New Master Plan for Elver Park	Green and Resilient	Parks		Parks	Public Meeting	n/a	Elver Park
Please clarify. Why is an unpaved path unsuitable for kids to walk or bike to a soccer field? [re: comment from another commenter]	Green and Resilient	Other		Parks	Online Commenting Tool	0	Ice Age Junction Natural Resource Area
Unpaved trails are good for recreational hiking, but far from ideal for walking or biking as a practical mode of transportation. For one thing, it'd be great if kids in the surrounding neighborhoods had a paved path to get directly to the northern edge of the soccer park a quarter mile away, instead of generating extra useless car trips by driving a mile to the parking lots at the south.	Green and Resilient	Other		Parks	Online Commenting Tool	0	Ice Age Junction Natural Resource Area
Add splash pad for older kids at Elver Park	Green and Resilient	Parks		Parks	CAS Event	n/a	Park Edge/Park Ridge
Want a community pool	Green and Resilient	Parks	Other	Parks	CAS Event	n/a	Park Edge/Park Ridge
More garden space	Green and Resilient	Parks		Trees/Greenery	CAS Event	n/a	Park Edge/Park Ridge
More trees and native plants at Elver Park	Green and Resilient	Parks		Trees/Greenery	CAS Event	n/a	Park Edge/Park Ridge
No shade at bus stops	Green and Resilient	Streets and Forestry	Metro	Trees/Greenery	CAS Event	n/a	Park Edge/Park Ridge
Want more sports learning centers	Green and Resilient	Other	Other	Youth Programming	CAS Event	n/a	Park Edge/Park Ridge
Want unstructured nature play at parks	Green and Resilient	Parks		Youth Programming	CAS Event	n/a	Park Edge/Park Ridge

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Proposed changes 15 & 17 would allow fairly dense buildings which require deforestation of this area. There are numerous old growth trees on these parcels which support a variety of wildlife. The City tends to prioritize saving large caliper trees in other building developments. Allowing this change sets the city up to fight a future developer about clear cutting these properties. I'd recommend keeping these parcels their current LR zoning to allow the best chance to save the old growth trees	Green and Resilient	Planning		Trees/Greenery	Online Commenting Tool	2	S. end of Hampshire Pl
Concerned that there are no play areas for kids, especially with new apartments close to Schroeder Rd and Hammersley road where there new 3 bedroom units (which suggests families w/ children live there).	Green and Resilient	Parks	Community Development	Parks	Public Meeting	n/a	Schroeder Road
Consider aesthetics of all the stormwater, street and path designs in the Midtown-Raymond-Marty Road area. These are not parklands but should be designed to work with the the adjacent park landscapes and activities in this valley.	Green and Resilient	Engineering - Stormwater		Greenways	Online Commenting Tool	0	South of Elver
This park has a nice playground and a small covered shelter would be a nice addition. The GTNA purchased an additional picnic table for the park this past summer.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Sunridge Park
This would be a great addition to Sunridge Park and would get a lot of use from the neighborhood.	Green and Resilient	Parks		Parks	Online Commenting Tool	2	Sunridge Park
Also work with recreation groups that use the park such as disc golf, MadNorSki, cricket, and baseball clubs.	Green and Resilient	Parks		Access to Food and Services	Online Commenting Tool	0	
I really love the idea of community gardens. It creates an additional safety net for neighbors who might need fresh produce or are food insecure.	Green and Resilient	Parks	Community Development	Access to Food and Services	Online Commenting Tool	2	
I would love to see edible landscape/foraging be added to the master plan for Elver Park. It is an important resource for so many people, and allowing people to forage fresh food from parts of the park would be lifechanging for some.	Green and Resilient	Parks		Parks	Online Commenting Tool	1	
My HOA doesn't allow gardening areas on the property, and even if they did there is not a lot of space for one regardless. It would be great to have additional areas close to multi-family residences for this	Green and Resilient	Parks		Parks	Online Commenting Tool	3	
What do you like most about the draft actions? Areas for additional recreational amenities.	Green and Resilient	Parks		Parks	Public Meeting	n/a	
Art-related feedback for specific locations: Murals at Elver Park.	Green and Resilient	Planning	Parks	Public Art	Arts Workshop	n/a	
Offer engaging ways for residents to learn about how they can help with resilience with the decisions they make for their own yards, too. [re Green and Resilient Action 5]	Green and Resilient	Engineering - Stormwater		Stormwater/Water Quality	Online Commenting Tool	0	
I can't believe this isn't already done - it's a small thing but it will be a lifesaver for so many families who wouldn't have means to make it downtown easily. [re: EG partnership C - Metro bus passes to students]	Effective Government	Metro		Transit	Online Commenting Tool	1	
I love the Meadowridge Library and go to it every other week. I think it would be great to expand the library and what they are able to provide the community!	Effective Government	Library		Library	Online Commenting Tool	4	
The community center and library are a big resource to the low-income community here. Meadowridge has one of the highest usage rates of community members in the area. Please keep the library and community center available in this shopping center.	Effective Government	Library		Library	Online Commenting Tool	2	Meadowood
Nesbitt Road is currently fully developed within the Town of Verona and the Town Board feels this area should not be in the planning for the city of Madison.	Effective Government	Planning		Land Use	Online Commenting Tool	0	Nesbitt Rd
These properties are in the Town of Verona and none of these can be served by city if Madison services. Secondly these property owners do not want to be in the city of Madison. Please exclude these 12 properties.	Effective Government	Planning		Land Use	Online Commenting Tool	0	Properties west of East Pass
This area is located in the Town of Verona and is included in the comprehensive plan that was approved by all neighbors including the City of Madison and this area on the future land map is set to go commercial. Please follow the land planning approved already but also this should not go into the City of Madison as the Town asked that all Town land that was included in this plan be removed. [note: Comprehensive Plans are not approved by neighboring jurisdictions]	Effective Government	Planning		Land Use	Online Commenting Tool	0	Land SW of Maple Grove-Cross Country intersection
Will the library move to a different location?	Effective Government	Library		Library	Public Meeting	n/a	
According to a police officer there was a block party that occurred last Saturday by armed people from Beloit. Not sure why it is not on the news, while an incident that occurred that day in Hammersley related to guns was.	Health and Safety	MPD		Other	CAS Event	n/a	Allied Drive area
Speed bumps desired on Gene Parks (separates Allied Park from rectangular vacant lot owned by City)	Health and Safety	Traffic Engineering		Bike and Pedestrian Safety	CAS Event	n/a	Allied Drive area

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Street lighting is an issue, a neighborhood walk TE did last fall no changes made	Health and Safety	Traffic Engineering		Street lighting	CAS Event	n/a	Allied Drive area
Could the proposed lights be on a switch or timer so that they don't have to be on if no one is using the court? This would save energy and minimize light pollution.	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	0	Allied Park basketball court
Carefully consider the usefulness and direction of current and additional street lighting to reduce impact on plants and animals while providing measurable benefit to people.	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	0	
Great! [re: H&S Partnership A]	Health and Safety	Community Development	Other	Community Empowerment and Capacity Building	Online Commenting Tool	0	
I like the idea of street lighting. Is there a way to reduce other lighting, such as residential and commercial buildings at night, to save energy and reduce nighttime light pollution?	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	2	
I would MUCH MUCH rather resources be put into traffic calming improvements than traffic enforcement. Traffic enforcement doesn't get at the root issue of people speeding, but road diets or other physical changes to the road WILL (and better yet, adding more public transit or bike infrastructure aka getting more cars off the road.)	Health and Safety	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	
If additional lights go up, please work with light pollution experts. Currently, a lot the street lights in my neighborhood shine all over yards and into bedroom windows which is really bad for sleep (especially kids) (and especially if you need the windows open so you can get a breeze on hot days), and also really bad for biodiversity which we need for sustainable neighborhoods. Offering free reflectors and lights for pedestrians and bikers, and education about light pollution, would be great.	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	0	
Lighting in Allied along the following is also needed: Revival Ridge and Gene Parks Place - the roads surrounding Allied Park	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	0	
Please include McKee Rd. It carries heavy traffic and is highly unsafe. Not sure why it is not included in this list. The Intersection of Maple Valley Dr and McKee Rd needs some type of traffic control. People living in the Maple Grove Apartments and folks working at the daycare center use that to access the bus stop on McKee in front of Walgreens. It is very dangerous to cross that intersection.	Health and Safety	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	
Speed bumps are a nuisance. Please don't add more.	Health and Safety	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	2	
Speeding and reckless driving plagues this area, particularly near the Beltline ramps. Significant engineering-based interventions like removal of slip lanes and improved signals, with particular focus on safety for pedestrians and cyclists, are a must for the areas around Whitney Way.	Health and Safety	MPD		Traffic Safety/Speeding	Online Commenting Tool	3	Whitney Way near beltline
Speeding is a huge issue on Prairie. We are happy to see this being addressed given the high number of families and children who live along that street.	Health and Safety	Traffic Engineering	MPD	Traffic Safety/Speeding	Online Commenting Tool	3	Prairie Road
Thank you for including this! This has been a concern for families in the area for many years! We cannot be asking young kids living N of the road to walk themselves across Schroeder -- especially in the morning during rush hour! So many of these kids aren't able to get to school because of that, and this would decrease their truancy and help them make it to school!	Health and Safety	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	Online Commenting Tool	1	Schroeder Rd
[Need] day treatment programs for mental health	Health and Safety	Community Development		Other	CAS Event	n/a	Park Edge/Park Ridge
[Need] job coaches for people with disabilities	Health and Safety	Community Development		Other	CAS Event	n/a	Park Edge/Park Ridge
Make communities more accessible for people with emotional support animals	Health and Safety	Planning	Public Health	Community Empowerment and Capacity Building	CAS Event	n/a	Park Edge/Park Ridge
This is needed, but I feel like there should also be a sort of community-outreach portion. A lot of bicyclists in particular don't use lights at night, which can be inexpensive ways to increase safety, regardless of where we bike at night [re: street lighting evaluation]	Health and Safety	Traffic Engineering		Street lighting	Online Commenting Tool	0	

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
This would be great! [re: H&S partnership G]	Health and Safety	Public Health		Community Empowerment and Capacity Building	Online Commenting Tool	1	
Traffic flow through this area at the beltline is very problematic. Many people are running the red lights and speeding through the areas around the beltline. It would be great to see this addressed to increase safety. and walkability in the area.	Health and Safety	MPD		Traffic Safety/Speeding	Online Commenting Tool	3	
What does this map show? Because, it feels like McKee is definitely at least a Collector road with how fast/how many people drive on it	Health and Safety	Planning		Traffic Safety/Speeding	Online Commenting Tool	1	McKee
Where's Maple Grove on this map then? McKenna is marked here, but the problems on McKenna largely stop south of Putnam, since the ultimate root of the problem is drivers using the McKenna / Putnam / Maple Grove route as a north-south thoroughfare for the entire stretch between the Beltline and E Verona Ave. Traffic calming along every part of the route (including Maple Grove) would have a positive impact along all other parts of the route, by inducing drivers to seek other routes altogether.	Health and Safety	Traffic Engineering		Traffic Safety/Speeding	Online Commenting Tool	0	Maple Grove Rd
With new(ish) development along Maple Grove south of Chavez Elementary, speeds have anecdotally increased along Manchester Road. This, along with other traffic calming measures included under the Transportation section would benefit the safety of pedestrians and bicycles along Manchester Road.	Health and Safety	Traffic Engineering	MPD	Bike and Pedestrian Safety	Online Commenting Tool	0	Manchester Road
Need a grocery store	CAS	Economic Development	Other	Access to Food and Services	CAS Event	n/a	Allied Drive area
2401 Dunns Marsh for a community garden is closer to African Am. folks living at Revival Ridge; Wish there was more than one site adjacent to people of different cultures; Tried to do programming this past summer with Sharice Johnson – salsa making, foraged pesto before plants were up, tea and salve making too with Marlborough Garden learning plot but it was a lot of labor maintaining the garden and it was very difficult for Allied Wellness Center. Perhaps put in the plan that community would like CDA – coalition of gardeners – leaders would maintain raised beds – maybe even a mobile planter of some type – accessible on a flat surface for people in wheelchairs	CAS	Planning	Other	Access to Food and Services	Other	n/a	Allied Drive area
Allied Wellness Center received grant funding to pilot a Community Learning Garden at Marlborough Park in 2025. Interest was high, but getting neighborhood residents to the garden was difficult: long walk/roll, some folks older/disabled. most direct path from Allied Park to Marlborough Park lacks sidewalks/shade. Public Health nurse Rose and JFF social worker Maureen also helped connect folks to garden work/programming. Other feedback: accessible/raised beds would be great! (Ms Alice Howard even has some in her yard she would donate, labor would be needed to move.)	CAS	Planning	Other	Access to Food and Services	Other	n/a	Allied Drive area
What do you like most about the draft actions? Lights, resources, gardens, fruit trees, etc. in Allied area.	CAS	Community Development	Parks	Access to Food and Services	Public Meeting	n/a	Allied Drive area
Need speed bumps on new road by McDonalds - access to Derby Apartments	CAS	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	CAS Event	n/a	Allied Drive area
As long as I've been involved in the ADMNA, I've heard interest in having more community gardens and learning about growing food. More community gardens closer to Allied Drive. Consider community gardens along the southwest path, behind the Allied Drive apartments. Pros: Sunny area, will "activate" the space, potentially prevent the occasional beer bottle from being broken on the path. Challenges: need a strong community partner to help manage the garden (possibly allied wellness center).	CAS	Engineering - Streets Sidewalks	Engineering - Stormwater	Community Gathering Spaces	Email	n/a	Allied Drive area
This initiative of edible landscape/garden is fantastic! [re: CAS Allied Action #8]	CAS	Other		Community Gathering Spaces	Online Commenting Tool	1	Allied Drive area
Make Woodington a one-way! And add a stop sign at Piping Rock & Woodington as its hard to cross at school times	CAS	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	CAS Event	n/a	Woodington Way by Anana School
Votes for CAS projects - Youth recreation - bike, skateboard, other rec. 19; Public gathering 18; Public art 4; Community gardens 11; Artist studio/Maker space 8; Streetscape 1	CAS	Planning	Other	Other	CAS Event	n/a	Allied Drive area
These improvements would be so appreciated! Allied Park and that court are true labors of love that exist because of area residents.	CAS	Parks		Parks	Online Commenting Tool	2	Allied Drive area

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
This would be great. The Shopping Center is very car oriented, but I almost get there exclusively by bike. It would be great to shift away from car/parking and more to pedestrian access [re: Meadowood CAS Action #4]	CAS	Engineering - Streets Sidewalks		Bike and Pedestrian Safety	Online Commenting Tool	3	Meadowood Shopping Center
I'm interested if there would be some concrete infrastructure to support this as well such as a digital sign near revival ridge or at a future bus shelter to help get information about neighborhood connection activities to residents. [CAS Allied #1]	CAS	Community Development		Community Empowerment and Capacity Building	Online Commenting Tool	1	
Derby is facing some issues, people have high needs and services, some services there but not enough; need more kids' activities - Allied Wellness Center can't keep up with all the service [needs]	CAS	Community Development		Youth Programming	CAS Event	n/a	Allied Drive area
This is really important. This path is used by dozens of people everyday, and making sure cars actually see the path and the people walking will improve safety for families/bikers/kids and all ages using the path. [re: Park Edge-Park Ridge CAS Action #2]	CAS	Traffic Engineering		Bike and Pedestrian Safety	Online Commenting Tool	2	Chapel Hill Road path crossing
Votes for CAS projects - Youth recreation - bike, skateboard, other rec. 5; Public gathering 5; Public art 10; Community gardens 7; Artist studio/Maker space 14; Streetscape 8	CAS	Planning	Other	Other	CAS Event	n/a	Meadowood
Would like a fun waterpark; community handprints on picnic tables	CAS	Parks	Planning	Public Art	CAS Event	n/a	Meadowood
I LOVE this idea! Edible landscape/foraging is such an important resource to give people, especially as grocery prices continue to rise. [re: CAS Meadowood Action #2]	CAS	Other		Community Gathering Spaces	Online Commenting Tool	3	Meadowood Park
Greatly appreciate the ease and connectivity of bike paths and sidewalks in the Greentree neighborhood. However, they aren't able to access nearby neighborhoods because bike paths and sidewalks aren't consistent.	CAS	Traffic Engineering	Parks	Sidewalks	CAS Event	n/a	Park Edge/Park Ridge
Love how Hammersley Park connects commuter path	CAS	Parks	Traffic Engineering	Bike and Pedestrian Safety	CAS Event	n/a	Park Edge/Park Ridge
Free [monthly] community tutoring events near Elver Park	CAS	Library		Community Empowerment and Capacity Building	CAS Event	n/a	Park Edge/Park Ridge
In Hammersley area, there is not a common area to hang out, grab food, or grab coffee. People are driving to Sequoia Commons instead	CAS	Other	Planning	Community Gathering Spaces	CAS Event	n/a	Park Edge/Park Ridge
[Would like] community centers and related places to provide free community meals, kids stuff/activities, washing clothes for free	CAS	Other		Other	CAS Event	n/a	Park Edge/Park Ridge
Need more accessible information about cultural and family events	CAS	Library		Other	CAS Event	n/a	Park Edge/Park Ridge
Need more language immersion spaces/clubs	CAS	Community Development		Other	CAS Event	n/a	Park Edge/Park Ridge
Votes for CAS projects - Youth recreation - bike, skateboard, other rec. 150; Public gathering 57; Public art 80; Community gardens 73; Artist studio/Maker space 43; Streetscape 55	CAS	Planning	Other	Other	CAS Event	n/a	Park Edge/Park Ridge
More parks!	CAS	Parks		Parks	CAS Event	n/a	Park Edge/Park Ridge
Need restrooms at public parks	CAS	Parks		Parks	CAS Event	n/a	Park Edge/Park Ridge
In addition to a community orchard, edible landscape/foraging should be added to Elver Park. [re: Park Edge-Park Ridge CAS Action #3]	CAS	Parks		Parks	Online Commenting Tool	3	Park Edge/Park Ridge
Add middle and high school trade workshops.	CAS	Community Development		Youth Programming	CAS Event	n/a	Park Edge/Park Ridge
Need shade/covered area for Elver Park	CAS	Parks		Trees/Greenery	CAS Event	n/a	Park Edge/Park Ridge - Elver Park
No speed bumps on Prairie Road, need to add them for speeding issues	CAS	Traffic Engineering	Engineering - Streets Sidewalks	Bike and Pedestrian Safety	CAS Event	n/a	Park Edge/Park Ridge - Prairie Rd.
Great! [re: Meadowood CAS Action 1]	Other - general	Planning	Community Development	Community Gathering Spaces	Online Commenting Tool	0	Meadowood
Why is Town of Verona not being included in your partnerships to work with them on this planning. You are making plans for over 150 acres from the town this is unacceptable. [note: see Effective Government, Partnership A, which discusses an intergovernmental agreement]	Other - general	Planning		Planning Process	Online Commenting Tool	0	

Stakeholder Comment	Topic (Element)	Primary Agency	Secondary Agency	Theme	Feedback Source	Online "Thumbs Up" Tally	Specific Area
Wow, that is really cool! This would be great to celebrate and have more people know about! [re: Appendix --> Properties of Historic Interest --> Orchard Ridge]	Other - general	Planning		Housing - General	Online Commenting Tool	0	Orchard Ridge neighborhood
What do you like most about the draft actions? Very well thought out! - Thank you	Other - general	Planning		Other	Public Meeting		
How quickly are other neighborhoods getting things done - is there a place to track things like bus shelters	Other - planning process	Planning	Metro	City Services	CAS Event	n/a	Allied Drive area
Ideas for community engagement: Dec 17th community supper at Good Shepherd last year had over 100 community members; MMSD will hold a public meeting on January 28, 2026 and will attend Urban Design Commission and Plan Commission meetings for Toki/Orchard Ridge rebuild - breaking ground on this project in 2027; Parks Development Plan engagement process will begin soon; Parks Alive dates in 2026 will be June 10, July and National Night Out will be August 4	Other - planning process	Planning		Planning Process	Other	n/a	Balsam/Russett