

From: Jenny Iskandar <jennyiskandar@gmail.com>

Sent: Tuesday, December 12, 2023 10:23 PM

To: Park Commission <pacommission@cityofmadison.com>

Cc: Conklin, Nikki <district09@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>; Wachter, Matthew <MWachter@cityofmadison.com>; Stouder, Heather <HStouder@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>

Subject: Agenda Item #16, Legistar file 80665

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Parks Commission,

Enclosed please find 89 letters written by Madison residents in opposition to the shared-use path proposed for the Sauk Creek Greenway in the West Area Plan.

Thank you. Jenny Iskandar

Alison TenBruggencate
Tony D'Alessandro
14 St. Lawrence Circle
Madison, WI 53717
608-219-1131
tenbruggencatealison@gmail.com
tony@surgery.wisc.edu

Sent via email

December 5, 2023

City of Madison Plan Commission
City-County Building
210 Martin Luther King, Jr. Blvd
Madison, WI 53703

**Re: Legistar File Number 81028, Agenda Number 3, Discussion Item
Number 9-Sauk Creek Greenway Shared Use Path**

Dear City Plan Commission Members

This letter is to request that all plans for a bike path in the Sauk Creek Greenway be removed from the West Area Plan.

The Sauk Creek Greenway is comprised of a narrow ribbon of urban woods which is home to owls, multiple species of woodpeckers, foxes, deer and coyote. The woods are rich with valuable trees and an undergrowth of woodland flowers and plants. Two narrow well-used natural hiking paths run the one-mile length of the woods, and 4-6 paths cross the woods. In many locations the woods are less than 120 feet wide. The creek that runs through the woods is in need of restoration. It has suffered from the diversion of runoff from Menards and other big box enterprises which has caused a huge volume of water to be forced down the little creek, eroding its banks and killing many adjacent oak trees.

Until recently, this community's focus has been on protecting the urban woods we all cherish through the use of sound forestry and animal-friendly measures to restore the Greenway creek and urban forest. For several years we have had to resist 'over-engineered' proposals for the Greenway restoration, which included grass banks necessitating extensive tree removal, the installation of streetlamps, mountain bike paths, and wide paved walking paths. Until recently, we had thought these proposals had been tabled and looked forward

to constructive engagement in the planning to simply restore the Greenway. We had hoped we were finally on the same page with the city.

This hope that we had achieved a unity of purpose has come to an end. Without any notice or request for resident input, a separate set of plans for the Greenway emerged at a meeting on July 17th—this one for a bike path. It is as if the West Area Plan staff, and our city alderperson, never set eyes on these woods. Or else, how could they envision squeezing a wide bike path in a ribbon of woods 120 foot wide in places where there already exists a creek, two hiking paths and trees. The only way to do it would be to take out trees and forest undergrowth to make way.

Residents have pointed out repeatedly that there are near-by bike paths already in place running parallel to the woods with much better connections to parks, grocery stores, restaurants, the library, and the new BRT line. Experienced bikers have raised that they would never make use of a one mile diversion from the already existing bike paths. We have pointed out concerns about installing impervious surfaces, further tipping the scale against this little creek.

These concerns fall on deaf ears and are not carried forward in the plan process. Justifications by staff for the plan, labeled 'Opportunities', do not connect to what has been proposed on the display boards in public meetings. They seem generic and inapplicable to this proposal. There was mention of one resident in the Walnut Grove area who was in favor of a bike path, yet who interestingly would not derive benefit from the proposed location of the path, but there was no mention of the widespread opposition to a bike path in the Greenway. At best, the information that has been provided to residents in the area has been disconnected. At worst, and with particular regard to this bike path, it has been manipulated.

As has been brought to city staff's attention repeatedly, there is an overwhelming lack of community support for a bike path in the Sauk Creek Greenway woods. The Sauk Creek Community has written letters, signed petitions, filed objections, attended meeting after meeting after meeting. The numbers opposing the installation of a bike path dwarf the 1-6 residents who appear to favor the path. And it is not clear that those who expressed favor were well-informed or even in the district. City staff appear to go through the motions of soliciting feedback from area residents, and then completely ignoring the feedback when it is given. This has occurred over and over again.

This community would welcome being relieved of the impression that staff on the West Area Plan aim to steam-roll the bike path through this process despite massive opposition. At this point, the entire community in and around the Sauk Creek Greenway is on edge. If this bike path goes forward, we readily envision perhaps a half a dozen people per month riding their bike on a path where once 200 year old oak trees stood.

Thank you for your time in consideration of our concerns,

Sincerely,

Alison TenBruggencate and Tony D'Alessandro

Cleveland, Julie

From: Deb Ankowicz <debankowicz@gmail.com>
Sent: Tuesday, December 5, 2023 3:52 PM
To: Plan Commission Comments
Cc: All Alders; Conklin, Nikki; Stouder, Heather; Mayor; Wachter, Matthew; Lynch, Thomas
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. **The City planners claim that the path goes back 30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise

and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you for listening to my concerns and opposition to a bike path in the Sauk Creek Greenway.

Sincerely,
Deborah Ankowicz
406 Sauk Creek Drive,
Madison, WI 53717
debankowicz@gmail.com
608-843-4341

Cleveland, Julie

From: Ted Drewsen <ted.drewsen@gmail.com>
Sent: Tuesday, December 5, 2023 3:48 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

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forests. There is a great deal of value in keeping this urban forest as intact as possible to mitigate the effects of global warming as much as possible.

D. The City is incorporating in the streets "safe" bike paths per its *Complete Green Street Guide*, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,

Edmond & Debra Drewsen
7621 Farmington Way

Madison, WI 53717
ted.drewsen@gmail.com
920-251-9640 (cell)

Cleveland, Julie

From: Sue Stark <sstark7060@aol.com>
Sent: Tuesday, December 5, 2023 3:21 PM
To: Plan Commission Comments
Subject: RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**. Sent from the all new AOL app for iOS

Thank you,
Mary Susan Stark
7433 Farmington Way
Madison, WI. 53717-1311

Cleveland, Julie

From: Jennifer Morgan <jbmorgan@me.com>
Sent: Tuesday, December 5, 2023 2:02 PM
To: Plan Commission Comments
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Please remove the Sauk Creek Greenway bikepath from the West Area Plan!

Thank you,
Jennifer Morgan

Cleveland, Julie

From: Susan Bruegman <susan.bruegman@att.net>
Sent: Tuesday, December 5, 2023 12:51 PM
To: Plan Commission Comments
Cc: Conklin, Nikki; Mayor; Lynch, Thomas; Stouder, Heather; All Alders; Tao, Yang
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values.**

Respectfully,

Susan Bruegman
313 Sauk Creek Drive
Madison WI 53717
559-999-0287
susan.bruegman@att.net

Cleveland, Julie

From: JOANN J PRITCHETT <jjpritch@wisc.edu>
Sent: Tuesday, December 5, 2023 12:30 PM
To: Plan Commission Comments
Cc: Gwen Long
Subject: Re: proposed bicycle path

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As a retired senior citizen and an avid walker, I am opposed to constructing a bike path in a community with a large population of walkers. It puts (us) at risk for falls and health issues that are sustained as a result of a fall. I lived in the Westmorland neighborhood along the Southwest path before moving to the 9th District (inclusive of Tamarack Trails). And yes, I have been hit by cyclists who have zero regard for others (i.e., no bell ringer or verbal announcement that they are approaching). Seniors are encouraged to remain active and walking is in keeping with remaining active even at a slower pace, hearing loss, using assistive devices (canes, walkers) loss of visual acuity, etc. In a nutshell, constructing a bike path without a **destination point** is insane and DENIES walking seniors the one opportunity to feel safe and free from harm from cyclists. WHO conducted the survey to determine the need for constructing a bike path in this proposed area? Without a preponderance of evidence to support this project is akin to remodeling my kitchen without consulting me about refrigerator size, counter space, gas vs electric, flooring, etc.. As taxpayers, seniors and constituents, this neighborhood deserves better than a heavy-handed approach from the City of Madison that smacks of WE KNOW what's BEST for you.

Joann Pritchett

9th District Constituent

Cleveland, Julie

From: Mike Schmidt <mfschmidt1@gmail.com>
Sent: Tuesday, December 5, 2023 11:46 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear City of Madison Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting. My wife and I are long term residents in the Madison area, but only recently moved to the Sauk Creek Neighborhood. We chose our home and neighborhood largely because of the Sauk Creek Greenway. We are also long time bikers, logging many miles on the bike paths in the Madison area and around the state every year. That being said, my wife and I are against a bike path in the 26-acre heavily wooded and narrow Sauk Creek Greenway **and urge the commission to remove it from the West Area Plan.**

I attended a West Area focus group meeting back in October. While there was much discussion about retaining the natural beauty of the Sauk Creek Greenway for the enjoyment of residents and protection of the natural environment and wildlife, nothing was mentioned about a wide lighted impervious surface bike path. We already have far too much concrete and asphalt in our city and far too few trees and natural areas. Adding an expensive bike path in a location where it would add to that disparity seems both ludicrous and unnecessary, especially when there are perfectly safe bike lanes available on nearby low traffic streets.

The proposed bike path would lead to the loss of precious trees and plants, disturb wildlife, reduce property values and increase runoff. There are also increased safety concerns, potential for crime, noise and litter in our neighborhood caused by the added traffic, as well the high cost to build and maintain a path. In short we feel there is no need for a path and a lot of valid reasons not to support it.

We moved to Madison from the Town of Dunn, which has long supported maintaining a natural environment over needless construction and development. My wife and I would urge you to follow that example by removing the proposed bike path from the West Area plan.

Best regards,

Michael Schmidt
Sharon Schoolmeesters
7629 Farmington Way
Madison, WI 53717
(608) 698-3598

Cleveland, Julie

From: Stouder, Heather
Sent: Tuesday, December 5, 2023 2:29 PM
To: Cleveland, Julie
Subject: FW: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Hi Julie-
Could you please add this one to the group? Thanks!

From: Jennifer Morgan <jbmorgan@me.com>
Sent: Tuesday, December 5, 2023 2:11 PM
To: Stouder, Heather <HStouder@cityofmadison.com>
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Thank you,
Jennifer Morgan

Cleveland, Julie

From: Lynn Hummel <lynn.hummel@aol.com>
Sent: Tuesday, December 5, 2023 9:36 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather
Subject: Sauk Creek Greenway

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Dear City of Madison:

I am opposed to the proposed Sauk creek green way bike path because it will greatly degrade the green way and create a bikeway that already has good biking alternatives.

As an avid bicyclist I have enjoyed and benefited from the bikeways in Madison and in Dane County. However, I am totally perplexed why this expensive bike way was proposed. There are good, safe bike ways on the streets surrounding the green way on all four sides. Highpoint Road has good designated bike lanes as does Westfield Road.

Tree lane is a lower speed road and I have never felt endangered biking on that road. Farmington is a 25mph road with multiple speed bumps. I would feel safe to ride with my kids on all these streets.

The existing bike lane in back of the shopping mall that houses Main Appliance ends up in a huge, frightening traffic snarl on the south end. Using this short bike way to get to the Target shopping center off Mineral Point road is scary business with very fast traffic exiting south off the beltline onto Mineral Point Road. You have to literally run or sprint to make the crossing safely. So, my point is, where does this proposed bike way go? It doesn't serve any purpose and in constructing this bike way you will degrade a resource that hundreds of residents enjoy and cherish. If there was an elementary school or similar at the south end of the proposed bike way I would be all for it in spite of good alternative routes. Building this bike way in the Sauk Creek green way will benefit very few people and greatly diminish the green way for many of us.

Just because you have a small bike trail segment in place does not mean you have to continue to build on it. It was a mistake and it does not warrant making it a bigger mistake. Please take the money and use it on a different bike route where more people will benefit.

thanks

Cleveland, Julie

From: Larry and Ginny White <lgwhites@gmail.com>
Sent: Tuesday, December 5, 2023 9:28 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew; Baumel, Christie; Brown, Ian K.
Subject: Oppose Bike Path in Sauk Creek Greenway

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Commissioners and City Officials: **Have you personally visited the 26-acre Sauk Creek Greenway?** If not, with all due respect, you haven't done due diligence on the question of a paved, shared-use path in the greenway. Simply reviewing maps and reading staff memos is insufficient preparation for such a consequential decision.

Our earth is in crisis. Governments should be conserving as much green space and tree canopy as possible to mitigate the effects of climate change. But in Madison, city planners are conducting business as usual. They're promoting a plan that was first proposed in 1991--and rendered irrelevant by today's climate crisis.

Planners see the greenway as a mere "transportation corridor" and are dismissive of residents who object to a bicycle path. Immediate neighbors have personal concerns about privacy and security. But they and hundreds of others cherish the greenway as an environmental asset that contributes to everyone's quality of life. Sauk Creek Greenway is one of precious few remaining natural spaces in Madison. It helps mitigate the effects of climate change and provides habitat for animals, birds and wildflowers.

The planning process itself has been disillusioning because of the city's indifference to citizen concerns. Planners asked for feedback on a proposed bike path, residents objected and now the planners are proceeding with their own vision and priorities. They're applying the same three-step protocol they've used in other Madison neighborhoods: (1) Ask for input on plans, (2) receive well-supported criticism from property owners and (3) ignore it. Owners are expected to pay ever higher property taxes and fees every year, while ceding control over their own neighborhoods.

We're urging you to consider the long-term effects of a paved, shared-use path in the Sauk Creek Greenway. It will be bad for the environment, it will reinforce residents' feelings of being marginalized and it will provoke continuing conflict with City Hall. Please exercise your independent judgment and stop this ill-advised plan.

Respectfully,

Ginny and Larry White
71 Oak Creek Trail
Madison 53717
608-821-0056

Cleveland, Julie

From: Brian S. <bgswis@yahoo.com>
Sent: Monday, December 4, 2023 5:50 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang
Cc: Wachter, Matthew; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. **The City planners claim that the path goes back 30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given "suitable on-road routes exist". The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees,

does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantitive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,

Brian Shore

Cleveland, Julie

From: Lora Burchill <lburchill@tds.net>
Sent: Monday, December 4, 2023 11:05 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders
Subject: Sauk Creek Greenway Bike Path Objection

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To Whom It May Concern:

As area residents, we object to a bike path running through the Sauk Creek Conservancy. We even more strongly oppose a lighted pathway. While the green space needs managed due to the invasive plants particularly the buckthorn and mustard, it is our strong desire that this space remain "wild". We have regular spottings of turkey, deer and fox in the neighborhood. This space is essential habitat in a city that should be maintaining and protecting its remaining public natural spaces. Lighting this space adds insult to injury regarding destruction of this area. Most major cities along the bird migratory paths (Minneapolis, Chicago, etc.) are working hard to reduce lighting to aid wild animals. This proposal moves the opposite direction. Someone should study the impact it would have on the bird population.

Secondly, we are avid walkers and regularly commute using our e-bike when the weather is fair. Despite living a few hundred yards from the conservancy, we have never had a desire to cross the space on a bike. High Point Rd and Westfield-Farmington both are bikable roadways running parallel to the proposed pathway. Because of the green space, there are few through streets and only scant cross traffic on this stretch of road. We feel safe riding these alternatives and no of no biking incidents in this area.

Lastly, the proposed path connects to no trail on either end. If it were part of a larger bike system (perhaps running to downtown Middleton), I could get behind the idea of a permeable pathway without lighting, but this proposition literally goes nowhere.

Lora and Todd Burchill
2 Gray Fox Circle
Madison, WI 53717
312-919-9952

Cleveland, Julie

From: Brent Denton <bdenton@uwalumni.com>
Sent: Monday, December 4, 2023 7:28 PM
To: Plan Commission Comments
Subject: 07-Dec Plan Commission Meeting: Legistar #81028

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

With regard to the West Area Plan Discussion Points, Item 9 - Sauk Creek Greenway Shared-Use Path, the information presented is misleading: this greenway is at least an order of magnitude smaller than the smallest example given (Pheasant Branch) and would be decimated by the installation of the proposed path. Furthermore, although the linked summaries do include feedback by many neighbors (36 and 92, respectively) that bike paths should be expanded, even more neighbors (79 and 62, respectively) provided feedback that greenspaces must be preserved. To effectively lose a greenway for a bike path, in an area which is already filled with bike paths and which would not create any new biking connections, does not match the community feedback received. I am therefore firmly opposed to the proposed path for the greenway.

I care very much about our greenspaces, and am happy with the public input being solicited for the related Sauk Creek Greenway project - further discussion regarding a path going through the greenway should be combined with that project so that proper community feedback can be obtained.

Sincerely,
Brent Denton

7814 W Oakbrook Cir

Cleveland, Julie

From: Patrick Rindfleisch <porindfleisch@icloud.com>
Sent: Monday, December 4, 2023 7:35 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; Wachter, Matthew; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as a **third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff

mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,

Patrick & Jennifer Rindfleisch
14 Canvasback Circle

Sent from my iPhone

Cleveland, Julie

From: Ellen Schneiderman <ejks73@gmail.com>
Sent: Monday, December 4, 2023 7:32 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; Wachter, Matthew; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting. I strongly urge the commission to remove the Sauk Creek Greenway bike path from the West Area Plan. I am adamantly opposed to a bike path being constructed in the auk Creek Greenway.

The City and our Alder have ignored significant feedback from constituents against a bike path in the Sauk Creek Greenway and we have not had a true engagement process. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were submitted at the Common Council meeting on Nov. 15, 2022 (Legistar file 73264 agenda number 1) and additional signatures be attached to this agenda item. More than two dozen written objections were submitted to the Transportation Commission for its meeting on Aug. 8, 2023 after the Sauk Creek residents found out a path was shown in the Complete Street Guide while the engagement process was underway (Legistar file 79282 agenda number 3). Additionally, the area residents were never informed of the inclusion of a bike path in the Sauk Creek Greenway when it was introduced on Nov. 2, 2022 (Legistar file 74436) and subsequently passed on January 3, 2023 (Legistar file 74926), all prior to the engagement process beginning in February 2023.

Per the first phase planning survey, 69 area residents expressed concerns about a path in the Sauk Creek greenway. 27 additional residents were agains the path in the second phase two survey while just six residents indicated support.

City staff mentioned in its memo to you for your Dec. 7 meeting that residents', have concerns regarding the proposed path including: safety, increased crime, loss of trees, negative impact to wildlife, increased runoff, increased noise and litter, and excessive cost for construction and maintenance. These concerns seem to have been summarily dismissed by city staff.

The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid the redundancy of a bike path in the Sauk Creek greenway by using the nearby High Point Road or Westfield Road, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall, and the future connection across the beltline to Watts Road (per WAP street rendering in the Dec. 7 memo).

In summary, I am asking that you inform the City West Area planning team to remove a Sauk Creek greenway bike path from the West Area Plan.

Thank you for your attention to this matter.

-Ellen Schneiderman
Brule Circle

From: [James Long](#)
To: [Plan Commission Comments](#); [Mayor](#); [Conklin, Nikki](#); [Lynch, Thomas](#); [Tao, Yang](#); [Wachter, Matthew](#); [Stouder, Heather](#); [All Alders](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Monday, December 4, 2023 4:13:44 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing to oppose the construction of a bike path through the Sauk Creek neighborhood, a pristine and vibrant green space of trees, wildlife, a stream and home to many species of wild animals and beautiful vegetation.

When we moved to the Sauk Creek neighborhood 13 years ago we were attracted to this beautiful green space and have since observed countless people enjoying it in its winding paths. We were pleased that the City saw fit to maintain such a serene green space and now are upset that the City is reversing its long standing policy of maintaining this green space.

We feel a paved bike path is wasteful and unnecessary, as it does not connect to other bike paths. There are lightly used streets running parallel to the proposed bike path adequately wide and well lit for safe bike travel. We also feel the City has a less than stellar habit of not keeping up green spaces and feel that once this bike path is constructed, it will not be adequately maintained to keep it safe.

Therefore I write in opposition of the proposed bike path through Sauk Creek Greenway and have it removed from the West Area Plan.

Having talked to several neighbors in the area, I have not encountered one person who is in favor of the bike path proposal. I think the City has not thoughtfully considered if there is truly a need for such a bike path. Given the expense, the burden on the fragile ecosystem and the disruption to the wild plant and animal species, I think the inclusion of this proposal in the West Side Plan is ill advised and unnecessary.

Jim Long MD
225 Sauk Creek Drive
Madison. 53717

From: [Claire Forrester](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Monday, December 4, 2023 3:33:30 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bike path from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some

of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,
Claire Forrester

From: [Dawn Zimmerman](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Stouder, Heather](#); [All Alders](#); [Wachter, Matthew](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Monday, December 4, 2023 3:32:14 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing as a resident in the affected area and as a disabled person, regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

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about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantitive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets "safe" bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,
Dawn Marie Zimmerman

From: [Richard S. Russell](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#)
Subject: Legistar File #81028, Agenda Item 3, Discussion Item 9-Sauk Creek Greenway Shared Use Path
Date: Monday, December 4, 2023 3:01:38 PM

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There are plenty of actual citizens willing to speak up for the bikers and hikers. They have voices and votes, so they're in a position to speak up in their own self-interest. Birds and birches, critters and creeks do not. Which doesn't mean they're unworthy and unwelcome and can thus easily be dismissed and destroyed.

The Sauk Creek Greenway provides shelter for urban wildlife, a welcome cooling canopy in this time of global warming (especially as opposed to heat-trapping concrete and asphalt), and a restful reminder of how beautiful this area used to be before we started paving it over.

Please do everything in your power to preserve this welcome vestige of nature in celebration of not only human diversity but natural diversity as well.

Who speaks for the trees? Joyce Kilmer did. I do. I hope you will, too.

=====

Richard S. Russell
7846 W. Oakbrook Cir., Madison WI 53717-1609
608-219-7044 • RichardSRussell@tds.net
https://urldefense.proofpoint.com/v2/url?u=http-3A__richardsrussell.livejournal.com_&d=DwIFaQ&c=byefhD2ZumMFFQYPZBagUCDuBiM9Q9twmxaBM0hCgII&r=EQgg7uY6gX1lmVjf-bnHVDCc8f-JggwxtZapC762N-w&m=N4-qBwla2of-f0z18DA7e7kqertZICAu7VMcEQr4Wthe5vzQjEdFO4JIYIyHTgpE&s=KQIq6-K7YmXDb1v2xjWSaXdyBtRNw8ka_IRydaJxdlo&e=

=====

I think that I shall never see
A poem lovely as a tree.

A tree whose hungry mouth is prest
Against the earth's sweet flowing breast;

A tree that looks at God all day,
And lifts her leafy arms to pray;

A tree that may in Summer wear
A nest of robins in her hair;

Upon whose bosom snow has lain;
Who intimately lives with rain.

Poems are made by fools like me,
But only God can make a tree.

— Joyce Kilmer (1886-1919) American Poet

From: [Tom Dosch](#)
To: [Plan Commission Comments](#)
Cc: [Mayor](#); [All Alders](#); [Tao, Yang](#); [Stouder, Heather](#)
Subject: File number 81028-Discussion Item No. 9 - Please remove Sauk Creek Greenway bike path from the West Area Plan
Date: Monday, December 4, 2023 11:40:47 AM
Attachments: [102323 Callaway ltr.pdf](#)
[ATT00001.htm](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Madison Plan Commission members,

I write to request that you please remove the proposed Sauk Creek bike path from the West Area Plan which I understand will be considered at your upcoming meeting on December 7th. I live in the Sauk Creek neighborhood and despite being a bicycling enthusiast I oppose the construction of a paved path here for reasons including those I described at length in a letter to city engineering and transportation staff two months ago. I've attached a copy of that letter - explaining why I believe a paved path would be of very limited value or useless for bicycle commuting or recreational purposes. Contrary to the suggestion in the briefing memo you've received from planning staff, a bike path here would not in any way be comparable to the very popular Southwest Bike commuting path or the long Pheasant Branch path which constitutes a recreational destination for bikers. After all, the "Bicycle Transportation Plan for the Madison Metropolitan Area and Dane County 2015" recommends that the city and county "[l]ocate future off-street paths where they are most useful for transportation and cost effective (i.e., where they supplement rather than duplicate the local street system)." See https://www.greatermadisonmpo.org/planning/documents/Final_BTP_2015_web.pdf at page 110. A Sauk Creek Greenway bike path would duplicate existing bike routes (as I explained in my letter) and would not be cost effective.

I won't reiterate here what I've previously written but I submit that letter for your consideration. I would, however, like to add two points:

First, at a November 9, 2023 zoom meeting with city engineering and transportation staff, neighbors who expressed concerns about the potential storm water runoff from a paved bike path running the length of the greenway were told it would be trivial in comparison to that coming from upstream commercial parking lots. While the runoff from a 4,000 foot long and ten feet wide paved path may be small in comparison to that from the Target Department store parking lot, it would seem to be well over the "significance" threshold established by the city ordinances. Under Ordinance 37.06(3)(a)1., any land disturbing project which "[r]esults in the addition of twenty thousand (20,000) square feet of new impervious surface to the site" requires a stormwater permit and development of a stormwater management plan. The proposed path here would likely be twice the size of the city's stormwater "significance" threshold. And the additional runoff from a paved path would not only be significant for areas downstream, but is a cause of particular concern for the residents in this neighborhood whose properties might receive a good share of the additional runoff from the 40,000 square feet of new pavement.

Second, I would like to correct the point I made in my letter about the redundancy of a Sauk Creek Greenway bike path with other existing or planned bike routes between Mineral Point Road and Old Sauk Road. The proposed bike path would be one of 11

bike routes - not 9 - in the 2 and 1/2 mile stretch from Gammon Road to Pleasant View Road. I had failed to count the existing bike lanes on High Point Road and Westfield Road in my initial letter. This represents an extraordinary redundancy of bike routes, apparently greater than anywhere else in the city. Aren't there better places to put new bike paths?

Thank you for your consideration of these comments.
Tom Dosch

Tom Dosch
13 St. Lawrence Circle
Madison WI 53717
608-445-2401
dosch@charter.net

Via email

October 23, 2023

Attention: Ms. Callaway, Ms. Horvath, Mr. Zellers, Ms. O'Brien, Ms. Stouder, Mr. Wolfe, Mr. Tao, Mr. Haas, Mr. Veum, Alder Conklin, and Mayor Rhodes-Conway.

Re: Sauk Creek Greenway and related bike path issues

Dear Ms. Callaway, et al.,

I am writing about the city's planned work in the Sauk Creek Greenway and in particular the suggestion that a north-south bike path be constructed in the greenway when work is done in the next several years to improve the drainage way. I'm hoping that someone from the city will answer my questions, either directly in response to this letter or at the upcoming November live and virtual public information meetings regarding the "Sauk Creek Greenway Corridor Plan Kick-Off."

I am particularly interested in this project for two reasons. First, my wife and I live adjacent to the greenway and for some years have shared our concerns with city engineering staff about the damage done and threatened by the extensive erosion in the drainage channel. Aside from destroying trees in the greenway and impairing water quality in the Lake Mendota, it threatens to undermine the service road and sanitary sewer main on the west side of the greenway. Here's a photo of the channel immediately behind our house, taken 5 years ago. It hasn't gotten any better since and the eroded bank is now within about 8 feet of the road and sewer main. It's for reasons like these that we strongly support the city's proposed improvement to the drainage way.



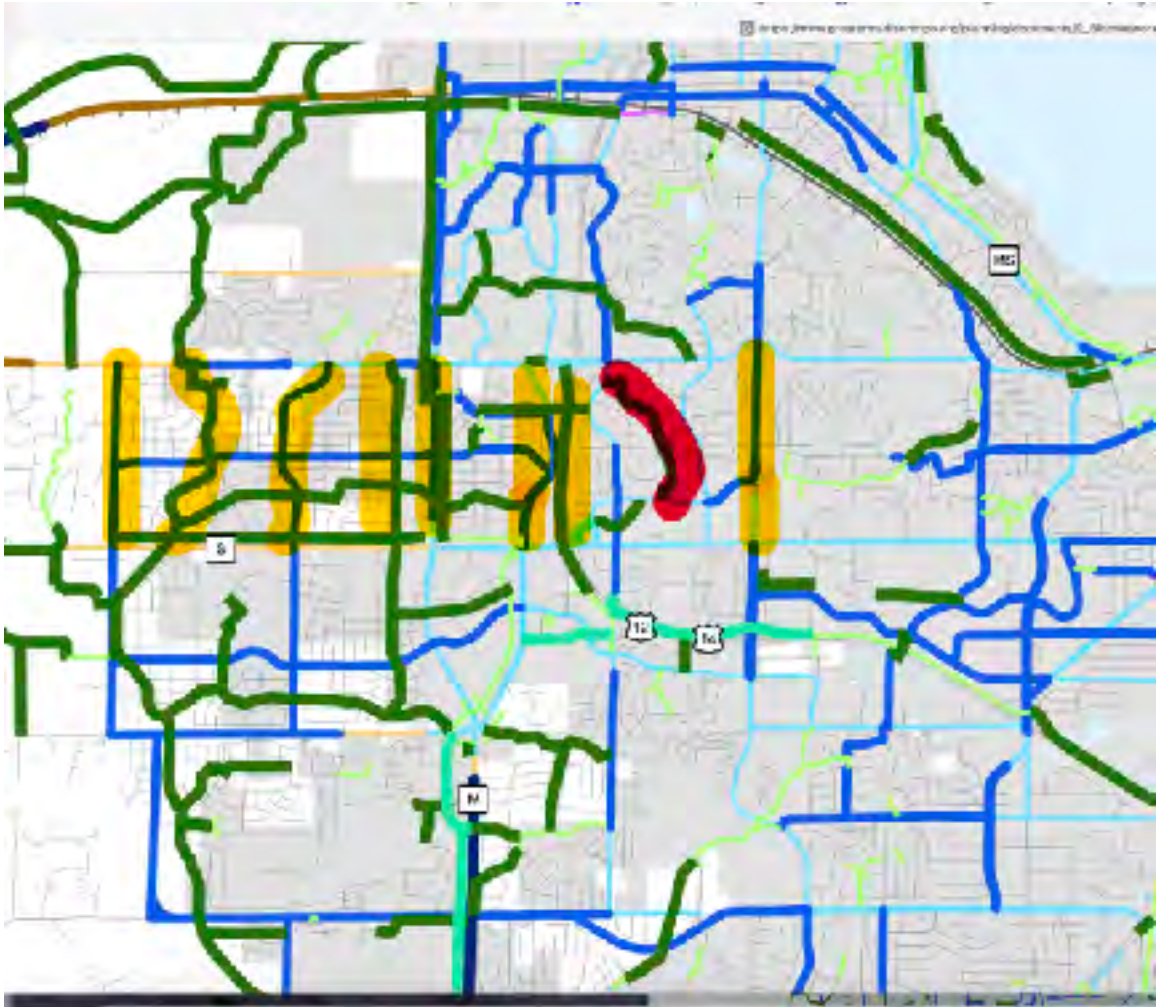
I'm also interested in the suggestion that this project might include a bike path because I am very interested in bicycling generally. For many years before my retirement, in good weather, I commuted by bike from this neighborhood the 8 miles to work on Capital Square and I still ride the same route to campus to audit UW classes. I've been a bicycling enthusiast for more than 50 years, I'm a member of the Wisconsin Bicycle Federation, and aside from lots of recreational riding and errand running in the Madison area, my wife and I plan many of our vacations around bicycling opportunities. The questions I have about a bike path in the Sauk Creek Greenway derive from this experience.

As I will describe in more detail below, it looks like a north-south bike path in this area would be of very little use or value to the bicycling community. I note too that the recent West Side Plan Survey shows only negative comments about the possibility of a bike path in the greenway, and these comments were the second highest multiplier in the entire survey (https://www.cityofmadison.com/dpced/planning/documents/WestPlan_Feedback_Summary_6-30-23.pdf)." This prompts my first question to you: **Has anyone other than city or county planning officials asked for this specific bike path?** Or is the proposed path being driven primarily by city planners' more general goal to "expand ... bicycle networks to enable safe and convenient active transportation" as expressed in the 2018 Comprehensive Plan strategy city officials cited in a recent public meeting? Creating better biking opportunities is certainly a laudable goal, but shouldn't the city prioritize projects that are useful and desired by the biking community? A Sauk Creek Greenway bike would be neither. And is a bike path

like the one under consideration - which doesn't connect to anything - really going to be part of any "bicycle network"? I don't think so.

I expect that anytime a municipality proposes to construct a new bike path in or adjacent to a long-established residential neighborhood there will be some controversy. I suppose too that it's less controversial where the proposed path would replace a motorized transportation route (like the Southwest bike path which replaced an active freight train route) or where, like the Pheasant Branch path, no homes back up to the path. In her October 2, 2023 letter to all of you my neighbor Jenny Iskandar spelled out a number of the concerns with a north-south bike path in the greenway, among them that any new path would cause additional loss of trees, would be redundant with existing bike routes on adjacent streets and would seem to serve no purpose as there's really nothing at either end for people to travel to and nothing special to see in between. My wife and I support those and all of her other concerns. I'd like to elaborate on two points.

As to redundancy, I have to wonder why there is any need for a new north-south bike path in a neighborhood like this which is already served by very nice bike lanes on the adjacent High Point Road and Westfield Road. And if you take a "bigger picture" view you will see what seems to me to be an extraordinary redundancy in planned north-south bike routes in our area. The "Madison Area Bicycle Network Plan" https://www.greatermadisonmpo.org/planning/documents/9_BikeNetworkPlan_Urban.pdf shows that in the approximate 2 1/2 miles from Gammon Road west to Pleasant View Road there are 9 existing or planned north/south bike routes connecting Mineral Point Road and Old Sauk Road. I've tried to depict that in a graphic below. **This appears to be a greater density of alternative routes than is proposed anywhere else in the city with the possible exception of an area east of the Interstate near Sun Prairie. Why?** And of those 9 alternatives, the proposed Sauk Creek Greenway route is the shortest and likely least practical - it doesn't seem to go anywhere useful for most commuters and wouldn't be some kind of scenic recreational biking destination like the Pheasant Branch or Capital City bike paths. **Why spend city money on something that's of such little value to bikers? Why should this bike path be a priority?**



Another consideration demonstrating that path's very limited value would be its **lack of connectivity**. In support of the project the city has suggested it would somehow enhance bicycling connectivity but that clearly appears not to be the case. At its north end the path would put riders back on the existing bike lane on High Point Road. On its south end, whether the trail head would be at Tree Lane on the existing service road or constructed somewhere in Haen Family Park, riders would have to go onto the existing Tree Lane bike lanes - there would be no path on the opposite side of the street to continue further west/upstream on the drainage way. And given a law enacted by our legislature during the Walker administration, the city will never be able to exercise eminent domain to acquire a right of way for a bike path along the drainage way where it crosses through the privately owned Greenbrier Village apartments property. For that reason such a path would never be connected to the short bike path the city built behind Rocky Rococo's several years ago - a bike path which itself is almost never used by

bikers because the only place it would direct riders westward requires crossing a busy on-ramp, a busy off-ramp, the busy Target Department Store driveway and the very busy Junction Road, all of which are hazardous for bikers. I expect a bike path in the Sauk Creek Greenway would be similarly unconnected, little used, and its construction a poor use of public moneys. **Aren't there better biking projects for the city to invest in?**

For example, in this neighborhood the safety of bicycle travel on High Point Road might be improved by putting "bicycle only" green lights at the Old Sauk Road crossing like the city has done at some intersections downtown. This would make biking to the Alicia Ashman Library or High Point Pool safer for kids from the Sauk Creek, Tree Lane and Oakbridge neighborhoods and for kids living north of Old Sauk Road to get to Tree Lane and from there to the Ezekiel Gillespie and Vel Phillips schools on Gammon Road. Another modest biking improvement project might be for the city to create a dedicated west-bound bike lane on Tree Lane as it already has on the east-bound side of that street - kids on their way home from school and other bikers wouldn't have to swerve around parked cars and into traffic. And I personally have long hoped for an alternative to the bike lanes on either side of Old Sauk Road which are heavily used by riders commuting to campus and the Square because I think they are dangerous - lots of fast cars which you can see drifting in and out of the bike lane in front of you - and because riding on them is unpleasant with all the car traffic and the killer climb westbound from Old Middleton Road. Improvements to that "connected" commuting route would be welcomed by many bikers. **Why not prioritize projects like these?**

I hope you will address these questions in correspondence or at our upcoming meetings. I hope too that after we've had those discussions the city will decide to pull the proposed Sauk Creek bike path from the West Area Plan. Thank you very much for your consideration of these comments.

Sincerely yours,

Tom Dosch

Matthias, Isaac L

From: Deb Ankowicz <debankowicz@gmail.com>
Sent: Tuesday, December 5, 2023 3:52 PM
To: Plan Commission Comments
Cc: All Alders; Conklin, Nikki; Stouder, Heather; Mayor; Wachter, Matthew; Lynch, Thomas
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. **The City planners claim that the path goes back 30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise

and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you for listening to my concerns and opposition to a bike path in the Sauk Creek Greenway.

Sincerely,
Deborah Ankowicz
406 Sauk Creek Drive,
Madison, WI 53717
debankowicz@gmail.com
608-843-4341

Matthias, Isaac L

From: Lora Burchill <lburchill@tds.net>
Sent: Monday, December 4, 2023 11:05 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders
Subject: Sauk Creek Greenway Bike Path Objection

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To Whom It May Concern:

As area residents, we object to a bike path running through the Sauk Creek Conservancy. We even more strongly oppose a lighted pathway. While the green space needs managed due to the invasive plants particularly the buckthorn and mustard, it is our strong desire that this space remain "wild". We have regular spottings of turkey, deer and fox in the neighborhood. This space is essential habitat in a city that should be maintaining and protecting its remaining public natural spaces. Lighting this space adds insult to injury regarding destruction of this area. Most major cities along the bird migratory paths (Minneapolis, Chicago, etc.) are working hard to reduce lighting to aid wild animals. This proposal moves the opposite direction. Someone should study the impact it would have on the bird population.

Secondly, we are avid walkers and regularly commute using our e-bike when the weather is fair. Despite living a few hundred yards from the conservancy, we have never had a desire to cross the space on a bike. High Point Rd and Westfield-Farmington both are bikable roadways running parallel to the proposed pathway. Because of the green space, there are few through streets and only scant cross traffic on this stretch of road. We feel safe riding these alternatives and no of no biking incidents in this area.

Lastly, the proposed path connects to no trail on either end. If it were part of a larger bike system (perhaps running to downtown Middleton), I could get behind the idea of a permeable pathway without lighting, but this proposition literally goes nowhere.

Lora and Todd Burchill
2 Gray Fox Circle
Madison, WI 53717
312-919-9952

Matthias, Isaac L

From: Jackie Crum <JRF@athletics.wisc.edu>
Sent: Wednesday, November 1, 2023 11:53 AM
To: Haas, Michael R; Horvath, Linda; Callaway, Renee; Zellers, Benjamin; Tao, Yang; Wolfe, James; Stouder, Heather; All Alders; Mayor; Rhodes-Conway, Satya V.; Conklin, Nikki; Veum, Eric
Cc: Benny and Jenny Iskandar; Tcrum@strang-inc.com; cindyschott@gmail.com; Donald Schott; Britta Wunderlich-Herr; Sharon Dosch; Alison Tenbruggencate; cjjillings@gmail.com; gbjillings@gmail.com; Gwen Long; ellen.madaline@gmail.com; LVSipovic@gmail.com; peherr@chorus.net; cgomezschmidt@tds.net
Subject: Concerns regarding proposed bike path in the Sauk Creek Greenway

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Attention: Ms. Callaway, Ms. Horvath, Mr. Zellers, Ms. O'Brien, Ms. Stouder, Mr. Wolfe, Mr. Tao, Mr. Haas, Mr. Veum, Alder Conklin, and Mayor Rhodes-Conway.

As a resident backing the Sauk Creek Greenway, I would like to express in this email that I am not in favor of a Sauk Creek Greenway bike path for the many reasons already brought up by our surrounding neighbors.

Additionally we are concerned with safety, limited connectivity the path would create, and the addition of asphalt/concrete/gravel at the expense of our precious natural green spaces within our city.

Please consider preservation above over-engineering and ease of maintenance for the design of this amazing greenway we all have.

Sincerely,

Jackie Crum



Jackie Crum

Assistant Coach | Women's Hockey | University of Wisconsin

LaBahn Arena | 105 East Campus Mall | Madison, WI 53715

Office: 608-263-6282 | Fax: 608-890-4909 | Cell: 608-239-2077

[email](#) | [web](#) | [Facebook](#) | [Twitter](#) | [Camp](#)

Matthias, Isaac L

From: Tom Dosch <dosch@charter.net>
Sent: Wednesday, October 25, 2023 5:56 PM
To: alison tenbruggencate
Cc: Haas, Michael R; Horvath, Linda; Callaway, Renee; Zellers, Benjamin; Tao, Yang; Wolfe, James; Stouder, Heather; All Alders; Mayor; Rhodes-Conway, Satya V.; Conklin, Nikki; Veum, Eric; LVSipovic@gmail.com; Susan Bruegman; cindy schott; Donald Schott; Paul Herr; Britta Wunderlich-Herr; cgomezschmidt@tds.net; Sharon; Gayle Bush; Chris Jillings; Jackie Crum; Tcrum@strang-inc.com; Gwen Long; Benny and Jenny Iskandar; Tony D'Alessandro
Subject: Re: Community Request for Removal of Bike Path Construction from Sauk Creek Greenway Renovation Plans

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Mountain biking friend. Honest, this was an autocorrect error!

On Oct 25, 2023, at 5:54 PM, Tom Dosch <dosch@charter.net> wrote:

I have to wonder if the "one resident in the Walnut Grove area who was in favor of a bike path" was a mountain biking friend of mine who I know wrote in favor of the once-proposed-and-now defunct short mountain biking loop they were considering putting in Walnut Grove Park. Maybe no one in Walnut Grove has actually endorsed a bike path in the Greenway.

On Oct 25, 2023, at 8:54 AM, alison tenbruggencate
<tenbruggencatealison@gmail.com> wrote:

<Remove Bike Path from Sauk Creek Greenway Planning.pdf>

Matthias, Isaac L

From: Ted Drewsen <ted.drewsen@gmail.com>
Sent: Tuesday, December 5, 2023 3:48 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-

agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced in Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back **30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as a **third priority** given "suitable on-road routes exist". The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike

road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were plated before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway. I am saddened that the city of Madison does not see the value urban

forests. There is a great deal of value in keeping this urban forest as intact as possible to mitigate the effects of global warming as much as possible.

D. The City is incorporating in the streets "safe" bike paths per its *Complete Green Street Guide*, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,

Edmond & Debra Drewsen
7621 Farmington Way

Madison, WI 53717
ted.drewsen@gmail.com
920-251-9640 (cell)

Matthias, Isaac L

From: Jennifer Morgan <jbmorgan@me.com>
Sent: Tuesday, December 5, 2023 2:13 PM
To: All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan.**

I live on N High Point and bike a great deal in this neighborhood. I do not see any need for a bike path through that wooded area, as High Point, Westfield, Tree Lane and Old Sauk all have good bike lanes. I do not see a need to remove any more of what remains of that wooded area to create an unneeded bike path after the needed maintenance is done for drainage. I love biking and the many paths available in Madison, but this one is not necessary, and would further displace the animals and birds that make a home there.

Please remove the Sauk Creek Greenway bikepath from the West Area Plan!

Thank you,
Jennifer Morgan

Matthias, Isaac L

From: Patrick Rindfleisch <porindfleisch@icloud.com>
Sent: Monday, December 4, 2023 7:35 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; Wachter, Matthew; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear Plan Commission:

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A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as a **third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff

mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,

Patrick & Jennifer Rindfleisch
14 Canvasback Circle

Sent from my iPhone

Matthias, Isaac L

From: Mike Schmidt <mfschmidt1@gmail.com>
Sent: Tuesday, December 5, 2023 11:46 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear City of Madison Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting. My wife and I are long term residents in the Madison area, but only recently moved to the Sauk Creek Neighborhood. We chose our home and neighborhood largely because of the Sauk Creek Greenway. We are also long time bikers, logging many miles on the bike paths in the Madison area and around the state every year. That being said, my wife and I are against a bike path in the 26-acre heavily wooded and narrow Sauk Creek Greenway **and urge the commission to remove it from the West Area Plan.**

I attended a West Area focus group meeting back in October. While there was much discussion about retaining the natural beauty of the Sauk Creek Greenway for the enjoyment of residents and protection of the natural environment and wildlife, nothing was mentioned about a wide lighted impervious surface bike path. We already have far too much concrete and asphalt in our city and far too few trees and natural areas. Adding an expensive bike path in a location where it would add to that disparity seems both ludicrous and unnecessary, especially when there are perfectly safe bike lanes available on nearby low traffic streets.

The proposed bike path would lead to the loss of precious trees and plants, disturb wildlife, reduce property values and increase runoff. There are also increased safety concerns, potential for crime, noise and litter in our neighborhood caused by the added traffic, as well the high cost to build and maintain a path. In short we feel there is no need for a path and a lot of valid reasons not to support it.

We moved to Madison from the Town of Dunn, which has long supported maintaining a natural environment over needless construction and development. My wife and I would urge you to follow that example by removing the proposed bike path from the West Area plan.

Best regards,

Michael Schmidt
Sharon Schoolmeesters
7629 Farmington Way
Madison, WI 53717
(608) 698-3598

Matthias, Isaac L

From: Ellen Schneiderman <ejks73@gmail.com>
Sent: Monday, December 4, 2023 7:32 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; Wachter, Matthew; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting. I strongly urge the commission to remove the Sauk Creek Greenway bike path from the West Area Plan. I am adamantly opposed to a bike path being constructed in the auk Creek Greenway.

The City and our Alder have ignored significant feedback from constituents against a bike path in the Sauk Creek Greenway and we have not had a true engagement process. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were submitted at the Common Council meeting on Nov. 15, 2022 (Legistar file 73264 agenda number 1) and additional signatures be attached to this agenda item. More than two dozen written objections were submitted to the Transportation Commission for its meeting on Aug. 8, 2023 after the Sauk Creek residents found out a path was shown in the Complete Street Guide while the engagement process was underway (Legistar file 79282 agenda number 3). Additionally, the area residents were never informed of the inclusion of a bike path in the Sauk Creek Greenway when it was introduced on Nov. 2, 2022 (Legistar file 74436) and subsequently passed on January 3, 2023 (Legistar file 74926), all prior to the engagement process beginning in February 2023.

Per the first phase planning survey, 69 area residents expressed concerns about a path in the Sauk Creek greenway. 27 additional residents were agains the path in the second phase two survey while just six residents indicated support.

City staff mentioned in its memo to you for your Dec. 7 meeting that residents', have concerns regarding the proposed path including: safety, increased crime, loss of trees, negative impact to wildlife, increased runoff, increased noise and litter, and excessive cost for construction and maintenance. These concerns seem to have been summarily dismissed by city staff.

The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid the redundancy of a bike path in the Sauk Creek greenway by using the nearby High Point Road or Westfield Road, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall, and the future connection across the beltline to Watts Road (per WAP street rendering in the Dec. 7 memo).

In summary, I am asking that you inform the City West Area planning team to remove a Sauk Creek greenway bike path from the West Area Plan.

Thank you for your attention to this matter.

-Ellen Schneiderman
Brule Circle

Matthias, Isaac L

From: Brian S. <bgswis@yahoo.com>
Sent: Monday, December 4, 2023 5:50 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang
Cc: Wachter, Matthew; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. **The City planners claim that the path goes back 30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some

of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,

Brian Shore

Matthias, Isaac L

From: Sue Stark <sstark7060@aol.com>
Sent: Tuesday, December 5, 2023 3:36 PM
To: All Alders
Subject: Fw: RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Alders in the City of Madison:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

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said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantitive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**. Sent from the all new AOL app for iOS

Thank you,
Mary Susan Stark
7433 Farmington Way
Madison, WI. 53717-1311

Please do not destroy the redonda why we built our homes on these sacred woods!

Alison TenBruggencate
Tony D'Alessandro
14 St. Lawrence Circle
Madison, WI 53717
608-219-1131
tenbruggencatealison@gmail.com
tony@surgery.wisc.edu
Sent via email

October 25, 2023

Attention: Ms. Callaway, Ms. Horvath, Mr. Zellers, Ms. O'Brien, Ms. Stouder, Mr. Wolfe, Mr. Tao, Mr. Haas, Mr. Veum, Alder Conklin, Mayor Rhodes-Conway

Re: Community Request for Removal of Bike Path Construction from Sauk Creek Greenway Renovation Plans

Dear Ms. Callaway, et al.,

This letter is to request that plans for a bike path be removed from plans for the Sauk Creek Greenway renovation (Greenway Plan). As you are aware, there is a kick-off meeting regarding Sauk Creek Greenway project planning scheduled for November 6th at which members of the Sauk Creek Greenway community hoped to get much sought-after clarification of the planning. Until recently, community focus has been on protecting the urban woods we all cherish through the use of sound forestry and animal-friendly measures to restore the Greenway stream and urban forest. For several years we have had to resist 'over-engineered' proposals for the Greenway restoration, which included grass banks necessitating extensive tree removal, the installation of streetlamps, mountain bike paths, and wide paved walking paths. Until recently, we had thought these proposals had been tabled and looked forward to constructive engagement in the planning to restore the Greenway. We had hoped we were finally on the same page with the city.

Unfortunately, this appears to have come to an end. Without any notice or request for resident input, another set of plans for a bike path in the Greenway emerged at a meeting on July 17th. Justifications for the plan, labeled 'Opportunities', did not connect to what we saw on the display boards. None of the justifications appeared to apply to the proposal.

There was mention of one resident in the Walnut Grove area who was in favor of a bike path, yet who interestingly would not derive benefit from the proposed location of the path, but there was no mention of the widespread opposition to a bike path in the Greenway. If the city derives a sense of growing apprehension from our community, it stems from a perception that our access to information is being manipulated.

Now, our attention must be diverted once again to a bike path which appears to have taken on a life of its own, and, worse yet, does not appear to be integrated in the Greenway restoration planning. Indeed, there is an indication that it may be installed ahead of and irrespective of the Greenway restoration. There does not appear to be regard for forestry preservation, the impact of lights on wildlife, and excessive runoff caused by paving. And we were advised yesterday that there is no intention to address our concerns and questions concerning the bike path at the upcoming meeting on November 6th.

This places us in an untenable position. It is impossible to focus on one aspect of Greenway planning in isolation of other plans for the corridor. The Greenway is just not that big. I echo the concerns raised by my fellow Greenspace residents, Jenny Iskandar and Tom Dosch. There is simply no urgency or use for a bike path in this location. The path would be redundant to two already existing near-by parallel bike routes. It would be a brief side-track, not practically accessible, and not functional in terms of access to parks, bus lines, schools, etc. It is perplexing that the city would give such priority to a plan of such little benefit to bikers. More concerning, the bike path depicted on the display boards at the July 17th meeting clearly would entail more disruption and upheaval in the Greenway than will already occur with the restoration, particularly since the plans do not appear to be integrated.

Therefore, foremost, we respectfully request that all plans for a bike path be removed from all plans for the Sauk Creek Greenway. We further request that you advise us as to when we will be able to see a comprehensive plan for the Greenway, and when such plans are to be brought before the Planning Commission.

Thank you very much. We appreciate your time and consideration of our concerns.

Sincerely,

Alison TenBruggencate and Tony D'Alessandro

Matthias, Isaac L

From: Larry and Ginny White <lgwhites@gmail.com>
Sent: Tuesday, December 5, 2023 9:28 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew; Baumel, Christie; Brown, Ian K.
Subject: Oppose Bike Path in Sauk Creek Greenway

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Commissioners and City Officials: **Have you personally visited the 26-acre Sauk Creek Greenway?** If not, with all due respect, you haven't done due diligence on the question of a paved, shared-use path in the greenway. Simply reviewing maps and reading staff memos is insufficient preparation for such a consequential decision.

Our earth is in crisis. Governments should be conserving as much green space and tree canopy as possible to mitigate the effects of climate change. But in Madison, city planners are conducting business as usual. They're promoting a plan that was first proposed in 1991--and rendered irrelevant by today's climate crisis.

Planners see the greenway as a mere "transportation corridor" and are dismissive of residents who object to a bicycle path. Immediate neighbors have personal concerns about privacy and security. But they and hundreds of others cherish the greenway as an environmental asset that contributes to everyone's quality of life. Sauk Creek Greenway is one of precious few remaining natural spaces in Madison. It helps mitigate the effects of climate change and provides habitat for animals, birds and wildflowers.

The planning process itself has been disillusioning because of the city's indifference to citizen concerns. Planners asked for feedback on a proposed bike path, residents objected and now the planners are proceeding with their own vision and priorities. They're applying the same three-step protocol they've used in other Madison neighborhoods: (1) Ask for input on plans, (2) receive well-supported criticism from property owners and (3) ignore it. Owners are expected to pay ever higher property taxes and fees every year, while ceding control over their own neighborhoods.

We're urging you to consider the long-term effects of a paved, shared-use path in the Sauk Creek Greenway. It will be bad for the environment, it will reinforce residents' feelings of being marginalized and it will provoke continuing conflict with City Hall. Please exercise your independent judgment and stop this ill-advised plan.

Respectfully,

Ginny and Larry White
71 Oak Creek Trail
Madison 53717
608-821-0056

Cleveland, Julie

From: Michael Heald <mheald@tds.net>
Sent: Wednesday, December 6, 2023 1:57 PM
To: Plan Commission Comments
Cc: All Alders; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather
Subject: Legistar File Number 81028, Agenda number three-Discussion item number nine, Sauk Creek Greenway shared use path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

To: pccomments@cityofmadison.com

Copy: allalders@cityofmadison.com; district9@cityofmadison.com; mayor@cityofmadison.com; tlynch@cityofmadison.com; ytao@cityofmadison.com; mwachter@cityofmadison.com; hstouder@cityofmadison.com;

Dear Planning Commission:

I am writing to convey a number of reasons why you should inform the City planning team presenting the update on the West Area Plan to remove the bike path they are showing in the Sauk Creek greenway:

1. Staff started public engagement process before the Common Council approved the West Area public participation plan

Given the West Area Plan will be incorporated into the City Comprehensive Plan, which has a public participation process required by Wis Stats. 66.1001(4)(a), shouldn't staff also follow these rules for the West Area Plan-to engage the public and keep them informed throughout the process in an equitable and inclusive manner?

The City West Area Plan team had their first Community Meeting I on February 6, 2023, **before they had a public participation plan approved almost six months later in July 25, 2023** (per Legistar 78632).

Community Meetings I-February 6, 2023 through May 10, 2023

2. Staff did not publicize initial public engagement activities or build awareness.

The neighborhoods did not know about the Westside Area “10 year future development plan” first public hearing until Alder Nikki Conklin posted it on her blog the day of the meeting or on February 6, 2023, which was the same night of the first meeting. The City’s Sauk Creek Greenway Restoration web page did not inform the public about this plan or process.

This goes against the West Area Plan public participation plan since they did not **publicize engagement activities to** neighborhood associations adjacent to the Sauk Creek Greenway; these groups are key stakeholders. A blog the morning of a meeting is not reasonable notification, and most of the residents do not follow this blog.

3. First four public meetings: No mention of bike path in Sauk Creek Greenway=no community input given the following:

- a. That the bike path was not shown in any of the slides nor discussed at the four (4) public meetings, and at the Plan Commission meeting (May 8, 2023) and at the Board of Parks Commissioners meeting (May 17, 2023).
- b. Therefore, the interactive mapping survey (only five comments pinned near Sauk Creek greenway) and the West Area Plan resident survey are not adequate engagement tools. Some neighbors who knew about the bike path from the 2018 initial public meeting commented about it in the West Area Plan survey.
- c. City staff and the Mayor were at the in person March 9th meeting there was no discussion nor a bike path shown on any of the poster boards; therefore if you are a resident who only went to this meeting you may not have known about the community to meetings.

Community Meetings II-July 18, 2023 to August 2, 2023

4. Staff first presented a bike path in the Sauk Creek Greenway.
 - a. This is the first time a bike path in the Sauk Creek Greenway was shown with two options-a bike path on High Point or Westfield Road. Given there was not community input on it in the Community Meetings I phase, how did this emerge? Also it was the only bike path shown in the entire West Area, which was odd.
 - b. Two other options were shown for a bike path on High Point Road and Westfield Road-we would like to know why these were not explored further.

Given the public engagement plan and process issues, a bike path in the Sauk Creek Greenway should be removed from the West Area plan.

Cleveland, Julie

From: Debra Oakes <dkostlpark@yahoo.com>
Sent: Wednesday, December 6, 2023 11:57 AM
To: Plan Commission Comments; Conklin, Nikki; Wachter, Matthew; Mayor; Stouder, Heather; All Alders; Lynch, Thomas; Tao, Yang
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan.**

I live at 7705 Old Sauk Road and strongly oppose the proposed bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because of the following facts:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process.** A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three.

The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT.

The Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given "suitable on-road routes exist". The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the

neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true.

These concerns were **summarily dismissed by City staff without substantiative evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets "safe" bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,

Debra Oakes
608.630.2605

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

I am writing to convey a number of reasons why you should inform the City planning team presenting the update on the West Area Plan to remove the bike path they are showing in the Sauk Creek greenway.

For the past 18 months, the neighborhoods adjacent to the Sauk Creek Greenway have become engaged and concerned after learning of the scope of the greenway project and witnessing similar projects throughout the city where trees have been clear-cut. While I have attended several in-person and Zoom meetings, there has never been a proposed design for this project that the residents could react to. In fact, in several meetings, residents have asked for engagement in the design of the project but have been told that can only happen after all of the planning processes have been approved by the Common Council. The concern of the residents is that once this plan is approved, it provides the latitude for staff to move forward and do what they wish as long as it is in the budget. While I totally agree that such plans are needed, the lack of transparency for what that means for the projects that are outlined in the plan and the impact each will have on the residents is lacking. The Sauk Creek Greenway is an excellent example of this. The city budget process of approving capital expenditures without a specific plan of the work to be done and the impacts that the project will have on the community, without citizen engagement on the front end, is not a good process. In repeated meetings, the residents have been adamant regarding the need to do a strategic cutting of trees for this project, that they do not want a bike path to be included in the greenway, and that the community wants to be engaged and part of the final project design. Several have also raised process issues that should be evaluated, including the following:

- Lack of transparency in the planning process
- Lack of citizen engagement on the front end
- Need for strategic cutting of trees
- No bike path in the greenway

Several procedural issue have been raised tht should be evaluated including the following.

1. Staff started public engagement process before the Common Council approved the West Area public participation plan

Given the West Area Plan will be incorporated into the City Comprehensive Plan, which has a public participation process required by Wis Stats. 66.1001(4)(a), shouldn't staff also follow these rules for the West Area Plan-to engage the public and keep them informed throughout the process in an equitable and inclusive manner? The City West Area Plan team had their first Community Meeting I on February 6, 2023, **before they had a public participation plan approved almost six months later in July 25, 2023** (per Legistar 78632).

Community Meetings I-February 6, 2023 through May 10, 2023

2. Staff did not publicize initial public engagement activities or build awareness.

The neighborhoods did not know about the Westside Area “10 year future development plan” first public hearing until Alder Nikki Conklin posted it on her blog the day of the meeting or on February 6, 2023, which was the same night of the first meeting. The City’s Sauk Creek Greenway Restoration web page did not inform the public about this plan or process.

This goes against the West Area Plan public participation plan since they did not **publicize engagement activities to** neighborhood associations adjacent to the Sauk Creek Greenway; these groups are key stakeholders. A blog the morning of a meeting is not reasonable notification, and most of the residents do not follow this blog.

3. First four public meetings: No mention of bike path in Sauk Creek Greenway=no community input given the following:

- a. That the bike path was not shown in any of the slides nor discussed at the four (4) public meetings, and at the Plan Commission meeting (May 8, 2023) and at the Board of Parks Commissioners meeting (May 17, 2023).
- b. Therefore, the interactive mapping survey (only five comments pinned near Sauk Creek greenway) and the West Area Plan resident survey are not adequate engagement tools. Some neighbors who knew about the bike path from the 2018 initial public meeting commented about it in the West Area Plan survey.
- c. City staff and the Mayor were at the in person March 9th meeting there was no discussion nor a bike path shown on any of the poster boards; therefore if you are a resident who only went to this meeting you may not have known about the community to meetings.

Community Meetings II-July 18, 2023 to August 2, 2023

4. Staff first presented a bike path in the Sauk Creek Greenway.

- a. This is the first time a bike path in the Sauk Creek Greenway was shown with two options-a bike path on High Point or Westfield Road. Given there was not community input on it in the Community Meetings I phase, how did this emerge? Also it was the only bike path shown in the entire West Area, which was odd.

- b. Two other options were shown for a bike path on High Point Road and Westfield Road-we would like to know why these were not explored further.

Given the public engagement plan and process issues, I believe that a bike path in the Sauk Creek Greenway should be removed from the West Area plan. If this project is done incorrectly, it will have significant impact on the residents that live in the area surrounding the Sauk Creek Greenway. The city has already demonstrated their tactic on greenway management, in the first phase of this project on High Point and Mineral Point behind Walgreens. The result was a clear cutting of the majority of trees and vegetation in that section. The impact of a clearcutting of the remainder of the greenway would have negative impacts on residents who live in the area, including:

- **Impact on home valuation:** There have been numerous studies published on the negative financial impacts that occur on property values when adjacent or proximal green space is removed.
- **Environmental Impacts:** The loss of so many trees would impact our local environment causing higher daily pollution counts and higher temperatures, let alone the impact on the entire city. As an environmentally friendly city, it is counterintuitive to me that they don't take a more surgical approach to the removal of established and healthy trees that remove a substantial amount of carbon from the air.
- **The loss of habitat:** Greenspace is home to many species, and they would be displaced or lost. This habitat adds to the uniqueness of this area, and it would be a shame to lose that.

Respectfully Submitted,

Randy R. Bruegman

313 Sauk Creek Drive

Cleveland, Julie

From: Greg Grigoriev <pixelshifter@outlook.com>
Sent: Wednesday, December 6, 2023 10:26 AM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; vtao@cityofmadison.com; Wachter, Matthew; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission,

I am writing regarding the above matter to be discussed at the December 7th Plan Commission meeting. I ask that a copy of my email be included in the meeting packet, voicing my opposition to the proposed Sauk Creek greenway bike path. Along with my wife and rescue dog, we enjoy walking the woods. I can't imagine walking without the thousands of trees and wildlife and having to dodge bicyclists. There are plenty of bike paths throughout Madison - my understanding of the route is that it duplicates an existing one and leads to nowhere. I am also concerned about the ecosystem in the woods — with climate change being a concern (an understatement), why on earth would we run a brightly lit blacktop path and displace the many animals, flora and fauna that call the woods home?!

It feels like the bike path is being pushed through without much thought given to the residents. I am asking URGENTLY that the bike path be removed from the West Area Plan as it's neither needed nor wanted by a majority of the residents..... WE DO NOT NEED ANOTHER BIKE PATH IN OUR NEIGHBORHOOD!!!

Thank you,
Greg Grigoriev
7662 Widgeon Way
Madison, WI 53717

Cleveland, Julie

From: Pris Boroniec <louie.pris@gmail.com>
Sent: Wednesday, December 6, 2023 12:51 AM
To: Plan Commission Comments; Mayor; Conklin, Nikki
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Plan Commission Member:

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway for the following reasons:

First, there has been a lack of transparency and public input on the inclusion of a bike path in the Sauk Creek Greenway as part of the West Area Plan (Plan). As neighborhood residents, we have just recently been informed of the inclusion of a bike path in the Plan without any substantive detail or discussion of the need, location, route, size or other issues and challenges involved in adding a bike path in the Sauk Creek Greenway--an area that is periodically subject to high water runoff. In essence, there has not been true public engagement in this process. As the neighborhoods have learned about the proposed inclusion of a bike path, surveys have reflected great concern and opposition to its addition.

Second, in a period of climate change, the construction of a bike path will result in the removal of hundreds of trees, which will cause the loss of carbon sequestration, oxygen production and habitat for wildlife, birds and native plants. In the case of the Sauk Creek Greenway proposal, the value of a path is questionable. There is no "areawide destination" for which access can be substantially improved by a bike path. In essence, it is a "bike path to nowhere" in terms of providing more convenient and quicker access to West Madison area destinations. It merely connects one side of the Greenway to the other side at the expense of removing hundreds of trees. There are currently bike lanes on Old Sauk Road and High Point Road within a short distance of the Greenway. In addition, Farmington Way and Westfield Road have speed bumps to control traffic speed and improve safety. There are also traffic crossing lights on both Old Sauk and High Point Roads to allow residents to cross the roads safely.

Third, I have lived in the Sauk Creek neighborhood for 35 years. I was the 2nd Neighborhood President and served on the Sauk Creek Board for many years. We worked closely with the City Engineering Department, the Parks Department and other city entities to address water control, erosion, and storm water runoff issues. Over the years, a lot of water control problems and issues resulted from paved surfaces at the larger stores, such as Menards and PetsMart, which did not have adequate storm water control protections and which feed into the Sauk Creek Greenway. The addition of paved bike path will only contribute to the impervious surface area in the Sauk Creek Greenway and only add to the City's and neighborhoods' efforts to address stormwater control and runoff issues.

Finally, in the 35 years that I have lived in Sauk Creek, the call or need for a bike path through the Sauk Creek Greenway has not been a priority issue. Area residents have access and use the existing paths through the Greenway for walking, bird watching and other recreational activities. It is a beautiful and attractive area with thousands of trees, wildlife, birds, plants and walking paths.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,

Louis Cornelius
13 Sauk Creek Circle
Madison, WI 53717

Cleveland, Julie

From: Toni Brown <tbrownrsd@gmail.com>
Sent: Tuesday, December 5, 2023 9:51 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear Plan Commission,

I am writing regarding the above matter to be discussed at the December 7th Plan Commission meeting. I ask that a copy of my email be included in the meeting packet, voicing my opposition to the proposed Sauk Creek greenway bike path. I live near Sauk Creek Woods and, like my neighbors, I enjoy the woods for the peace and tranquility it brings in a city that is offering less and less green space and more cement. I fail to understand why all of a sudden the city's 'hair is on fire' to mow down thousands of trees and push through a bike path when, for decades, the City completely ignored the woods when they should have been maintaining it. With climate change being an important local as well as global issue, it doesn't seem prudent to destroy a thriving ecosystem and replace it with pavement and artificial lights.

We pay extremely high taxes in Madison (this is coming from someone who lived in New York City for 20 years!) – our tax dollars are earmarked for something the residents don't even want! The City and our Alder have ignored significant feedback against the bike path. The residents were never informed of the inclusion of a bike path when it was first introduced as an agenda item November 2, 2022 – it passed January 3, 2023 and the engagement process started in February 2023. I understand in the first phase planning survey, 69 other residents voiced concerns about a path. In addition, 27 residents in the second phase two survey were against a path compared to 6 who were for a path. These numbers don't sync with staff who have said that they continue to support this feedback.

I am asking that the bike path be removed from the West Area Plan as it's neither needed nor wanted... and the residents in the surrounding neighborhood overwhelmingly DO NOT WANT IT.

Thank you,

Toni Brown

7622 Widgeon Way

Madison, WI 53717

917-744-3074

Cleveland, Julie

From: Ellen Foley in Madison, Wi <ellen.madaline@gmail.com>
Sent: Tuesday, December 5, 2023 9:02 PM
To: Plan Commission Comments; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders; Conklin, Nikki
Subject: RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear Plan Commission,

I oppose the ill-conceived bike paths created by Ben Zellers, a city planner, and Renee Callaway, the city bike office representative, and described in the recent memo by planners to prepare you for your Dec. 7 meeting on the West Area Plan. Those bike paths, which are woven into the West Area Plan, cannot possibly be considered by city agencies until Engineer JoJo O'Brien finishes the difficult task of detailing her plans to reconstruct the creek, which the city has ignored for decades. Approving even the concept of bike paths is premature. Please remove the Sauk Creek bike path plans from the West Area Plan.

Sauk Creek neighbors like me support the cleanup of the creek for flood control. Many of us are bicyclists. Our primary concern is the city's commitment to the environment and I will let my neighbor, Michael Notaro, director of the UW-Madison Center for Climatic Research, testify to the importance of those issues for you and our other city agencies.

My biggest concern for you is that the information supporting the proposed bike path(s) is exaggerated and misleading. More than 100 neighbors in Far West Madison have spent 18 months trying to research and validate the information that we were getting about the bike paths in the West Area Plan. We have a lot of documents and we are disappointed with the accuracy of some of the statements you have been given in the most recent memo. We have been told that the city is not planning one bike path in Sauk Creek but several that run east-west and will require significant tree loss. We are not sure you have been told about the bike hub that city planners want to create in Sauk Creek. We are unsure why the plans for the bike paths continue to increase in size every time we attend a city meeting and why it appears to be so important to city planners to expand bike path plans continually even though they can't explain why Sauk Creek is targeted for this new commuter bike hub that they are building.

Most disturbing to me is a passage in the memo about how the bike paths in Sauk Creek Greenway have been set in stone for 30 years with the implication that commissioners only need to rubber stamp the West Area Plan.

Our research shows that is not accurate and we are concerned about the quality of that other data the planners have given you. Many neighbors in the Sauk Creek neighborhood have vivid memories of how the bike path conversations went in the past 30 years. We have documents that show:

- The Park and Open Space plans do not apply to the Sauk Creek Greenway.
- The 2000 MPO Bike Plan said a Sauk Creek path was listed as a third priority given "suitable on-road routes exist."

- The 2015 MPO bike report said there is not a bike gap in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as the primary bike road, and High Point Road, a secondary bike road.
- That 2015 MPO document is the root document that the City used for other reports (2018 Comprehensive Plan, etc.) Many neighbors say they did not get proper notification when city planners decided to put bike paths within feet of area homes.

We want to help city officials balance the many values of its different constituencies and we are baffled why the city planners ignore environmental concerns in this era of a climate crisis.

I do not live on Sauk Creek or on the sewer line road that you will hear about. I live on a service road that has many dogwalkers and hikers and they do not scare me. What frightens me is a cadre of city officials who can't connect the dots between indiscriminate tree removal in one of the city's last large woods and the loss of the mature trees' role as our best defense against the inevitable noxious plumes from Canadian forest fires and life-threatening hotter temperatures in our city.

Thank you, Ellen Foley

Cleveland, Julie

From: Ellen Foley in Madison, WI <ellen.madaline@gmail.com>
Sent: Tuesday, December 5, 2023 6:57 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders
Subject: RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear Plan Commission,

Here are 28 email letters from Madison residents who took the time to write their opposition to the bike path proposal for the Sauk Creek Greenway in the West Area Plan. Thank you, Ellen Foley

From: Ted Drewsen

I believe the proposed bike path through the Sauk Creek Greenway is a poor choice for numerous reasons. Putting a bike path in the greenway will have a negative impact on the environment because it will require even more trees to be taken down. The trees help with global warming and give needed shade for the area. Trees also give homes to the many animals that live in the greenway. I believe that the bike path will increase crime. This crime will be difficult to deal with since I don't think that Madison Police will be patrolling the greenway. This crime would be not only to the others that use the path but also to the property owner's house with easy access to the back of houses and ease of escape. There is talk of a lit path which would increase the light pollution and bring unwanted light to the property owners. To my understanding, the greenway is for stormwater run off. JoJo from the Engineering Department told us that there is no bike path in the plan. I am surprised to hear from the Parks Department of this plan, which I don't think is a good idea. This greenway is enjoyed by many (including many animals). The natural beauty of the trees as well as the positive effects of tree cover is important to maintain. Thank you

Ted & Deb Drewsen Ted Drewsen 7621 Farmington Way Madison, WI 53717 ted.drewsen@gmail.com 920-251-9640 (cell)

From: Gail Walsh

While I support efforts to create safe bike paths through Madison, I think this should be addressed with designated paths adjoining roadways. I don't think reducing woodlands for bike paths is a good idea. I don't mind expanding natural walkways in Greenway to make them more accessible to the public, but paving a Greenway is absurd. Once you pave it, doesn't that require ongoing maintenance? That seems like an ongoing cost, with noise interfering with the quiet enjoyment of such spaces.

Gail Walsh 5 Plover Cir, Madison, WI 53717

From: James Long

I understand that the Transportation Commission is finalizing a plan to consider a lighted, paved bike path through the Sauk Creek neighborhood. As a homeowner in this area, I strongly oppose the placement of this bike path, as it would not be a good use of resources and would disrupt the serenity of the shoreline that is currently enjoyed by wildlife and walkers. The proposed path would begin and terminate on lightly traveled streets that currently provide bikers with a safe, lighted route and would need far less maintenance than a creekside path. I am sure the City has better uses for funds than a path such as proposed. This proposed path

was described only recently in a West Side Plan meeting and I feel that local input has been lacking and object to finalizing a plan that does not have community input. At the very least, more time is needed to study the plan to see if it meets the needs of those who will potentially use or be affected by the path. Thank you,
Jim Long Madison

From: **Michelle Sharpswain**

Hello, As a resident with a home that faces the Sauk Creek greenway, I oppose the addition of a bike path and lights. The greenway project, as I understand it, is intended to primarily help mitigate flooding. It's clear the creek needs to be restored to better function. It's also clear this work can be done while maintaining as many non-invasive trees and plants as possible. We are losing a great deal of green space in Madison, in general, and this green space is home to many different animals and birds and has important environmental impact. I am a cyclist. I appreciate paths that keep me from needing to use heavily trafficked streets. This proposed path does not serve this function. The roads on either end of the proposed path are easily walked and biked with a high degree of safety. The proposed path is unnecessary. The current dirt/grassy path is regularly used by residents, year-round, who appreciate the forest and are happy to walk on unpaved paths. The proposed path also adds an impervious surface to a space in which the city is trying to reduce flooding. That seems counterproductive. The homes built along this path were built to face the woods...Having lights back there will be intrusive to many homes. It would be reasonable to expect depreciation of property value with paved path and lights back there. I've known a number of residents who have moved away from houses in other areas of the city (and surrounding cities such as Fitchburg and Sun Prairie) where bike paths were put in because of the intrusive nature of the paths/lights and the perceived increase in safety concerns. Thank you for your consideration.

Michelle Sharpswain 7558 Red Fox Trail

"If we want our students to lead creative, productive, responsible lives, we must give them opportunities to learn in ways that have consequences for others, as well as for themselves." Judith A. Ramaley, National Science Foundation

I am writing as a resident of the Tamarack Trails/Sauk Creek/Walnut Grove area ("Neighborhoods") to give feedback on the above-referenced file number. I am wondering about the checklist that is being discussed and if it is done before a project is considered or afterwards? The Neighborhood is concerned about the Sauk Creek Greenway ("Bike Path") that was shown in the Complete Green Streets Policy Guide ("CGSG") approved on January 3, 2023, and the West Area Plan rolled out in February 2023, and what type of checklist was developed before including the Bike Path in these documents. Overall, the Bike Path is opposed for a number of reasons:

1. Non-Public Participation First and foremost, the Neighborhoods were not notified in the mail (which is in the checklist) that the Bike Path was included in the CGSG. The CGSG was also not mentioned in the City's Sauk Creek Greenway project communication page. The last update on the Bike Path was from 2018 when it was unveiled to the Neighborhoods in 2018 when the City held its first Sauk Creek Greenway engagement meeting. Likewise, the Neighborhoods were never notified in the mail that a Bike Path was being considered in the 2000 Bike Transportation Plan and 2015 Bike Transportation Plan. The city had its first West Area Plan public meeting on February 6, 2023 with the Bike Path shown in the presentation and asking for feedback; however, the CGSG approval was one month before this public meeting. Why would a project be in a major guide before the city seeks input from the public? These actions go against the RESJI standards.

2. Unnecessary Bike Path The 2000 Bike Transportation Plan classified the bike path in the Sauk Creek Greenway not a priority since there are suitable on-road routes nearby. Westfield Road, which is 1000 feet east of the proposed path, is classified as a "Primary" bike lane per the updated 2015 Bike Transportation Plan, and High Point Road a "Secondary" bike route. Westfield Road is a safe biking route especially now given the speed bumps that were recently added. Per Figure 4-16 of the 2015 Bike Transportation Plan, the planners said there is NOT a bike network gap between the Primary and Secondary bike networks in our neighborhood, which means the path is not necessary from their criteria. The checklist is missing the network gap analysis.

3. Environmental Impact There are seven (7) designated wetland areas in the Sauk Creek Greenway that would be impacted by a bike path. Per the 2015 Bike Plan, an environmental analysis should be done for new shared-use paths that go through wetlands, and the City could minimize the impact to the wetlands by utilizing existing

pathways (Westfield and High Point). There is not an environmental analysis criterion in the checklist. Maintaining and growing the City's Tree Canopy is a City priority per the CGSG. The Sauk Creek Greenway is a dense 26-acre woods that would be significantly impacted by a Bike Path. The City is also not following its Fostering Sustainability Street Values in the CGSG=By adding a 5000+ foot Bike Path that would have an impervious surface. 4. Not Respectful of Stakeholders Petitions against this Bike Path were submitted to the Common Council on November 15, 2022, attached to file #73264, which was before the CGSG passed on January 3, 2023. These petitions were totally ignored, and the Neighborhoods opinions once again were excluded from this process. Likewise, the impact of the Bike Path on the homeowners affected by this decision is not being considered at all or in your checklist. You need to consider this project through their lens instead of trying to check the boxes.

In summary, a number of City Values are not being upheld with this Bike Path and we ask that the CGSG be amended to exclude the Bike Path given the above stated reasons, as well as the City's imploding debt. Thank you.

Larry Sipovic LVSipovic@gmail.com 608 770-0150

From: Sara McGaughy

Hello, Asking (begging!!) that you do NOT approve the proposed bike path through Sauk Creek Woods. My spouse and I (both registered voters) and countless neighbors are vehemently opposed to this plan. Thank you for your consideration,

Sara McGaughy 13 Plover Circle 608 770 8479

From: Michael Gerdes

All -- My home backs up to Sauk Creek Woods. I am very alarmed that information being provided to the neighborhood through the Friends of Sauk Creek organization reveals that there are numerous separate organizations are working on shocking environmentally oblivious proposals and plans affecting our properties without any communication or notice or requests for input from the neighborhoods ... namely a "West Area Plan" group and now we hear also the group ironically misnamed "Green Streets Group". Both, we hear, are making proposals to tear down many hundreds of trees – perhaps as many as a thousand --to put a 9 to 12-foot wide lighted concrete or asphalt bike path that runs behind our properties and that will destroy the character of the woods and the habitat of thriving wildlife only to cater to some special interest sport enthusiasts that already have adequate biking lanes on the West sides wide and safe roadways! WHY is there this multi-pronged push to destroy the Sauk Creek Woods? What gives THESE special interest organizations the authority to destroy trees and fundamentally transform the environmental profile and character of one the City's cherished greenbelts? The Friends of Sauk Creek organization representing the people who live here tries in every way possible to communicate the local opposition to these plans and yet, from many new directions similar repetitive plans keep appearing. Why isn't the council and the mayor vocally standing up for the dwindling green space in this city and the habitat of wildlife? What has happened to Madison? What monied interests are driving this and why are they being allowed to? Please take a stand and make it know that the Sauk Creek Woods will be protected and not sacrificed for environmentally harmful special interests and hobbyists that already have designated bike paths and routes through the area.

Michael Gerdes Farmington Way resident Madison

From: Claire Forrester

Good morning, As a resident of the Sauk Creek Neighborhood I want to express my opposition to the proposed bike path through the Sauk Creek Woods. This project will result in a loss of far too many trees in the woods, displacing wildlife and reducing the privacy for residents whose homes back up against the woods. The additional proposal to have a lighted path would further disrupt the natural environment and cause a nuisance to those whose backyards would essentially be right along the path. The Transportation Commission should not approve the proposal as residents have not been given adequate notice of the bike path and the environmental and privacy concerns of the path on the west side of the creek need much more study. Thank you,

Claire K. Forrester

From: **Larry and Ginny White**

I have learned that the Complete Green Streets Guide contains a proposed bike trail in the Sauk Creek Greenway. This is despite the fact that no greenway restoration plan has yet been developed. For months, city staff have been assuring concerned residents that we'll be able to weigh in on the development of a plan. Including a controversial bike trail in the CGSG now contradicts what city officials have been saying. I oppose a bike trail in the Sauk Creek Greenway for several reasons: There is already a nearby north-south bike route on Westfield Road connecting Old Sauk Road with Tree Lane. An All Ages and Abilities bike trail would need to be paved, thus reducing water infiltration, and increasing stormwater runoff. Elderly and disabled users of wheelchairs, walkers, and canes would feel unsafe and risk injury if sharing a path with bicycles. A 10" to 12" wide trail would require removal of even more trees than is already predicted to address stormwater runoff and provide vehicle access for future maintenance. Loss of tree canopy adversely affects carbon sequestration and habitat for animals, birds, and native plants. Trails in fragile green spaces lead to fragmentation of vegetation and endanger whole ecosystems. Madison is losing green space at an alarming rate. Constructing an unneeded, unwanted bike path in Sauk Creek Greenway would mean that the city values bicycles over protecting endangered green spaces. Please amend the CGSG to remove any and all references to a bike trail in Sauk Creek Greenway and make my comments part of the official record. Thank you. Regards,
Ginny White 71 Oak Creek Trail 608-821-0056

From: **Aparna Dharwadker**

Dear city officials: As a resident of the Sauk Creek neighborhood with the greenway behind my home, I am writing to register my strong opposition to the paved and lit bike path the city proposes to construct in Sauk Creek Woods. In a meeting with the Mayor last Fall, we were told that the Woods are not a recreational area, and the main problem they pose is of storm water management, so they involve Engineering rather than Parks issues. The proposed bike path contradicts both the Mayor's statements: it does turn the Woods into a recreational area, and hence involves the Parks division. At the Open House at Rennebohm Park last week, I was also told by a Planning division member that the bike path would provide a "safer" mode of transportation for elderly residents than the roads in the neighborhood—an argument I can only describe as ridiculous, because it is not the function of green spaces to be alternative modes of "transportation." Over the past year, the City has made no effort to contact Sauk Creek residents directly, explain the issues posed by the Woods clearly, lay out specific plans, or invite feedback. We do not know what the City is planning to do, or when. The area behind my home has numerous dead trees that have not been removed for more than a decade, so I have seen no signs of active maintenance in the area. Now the City is evidently considering a plan that will destroy the ecology of the space, disturb wildlife habitats, seriously affect our privacy, and pose safety risks. We in the neighborhood see no rational reason for any of this, and it is the City's responsibility to bring us actively and directly into the discussion. The decision-making process has had little transparency so far, even those it will affect our daily life. I request you to take this email actively into consideration in today's meeting of the Transportation Commission. Sincerely,

Aparna Dharwadker

Professor of English and Interdisciplinary Theatre Studies University of Wisconsin-Madison 7125 Helen C. White Hall, Madison, WI 53706 Phone: (608) 263-3790 Fax: (608) 263-3709 Affiliate Faculty, Centre for South Asia Member, Executive Committee, American Society for Theatre Research Member, Editorial Board, Contemporary Literature Member, Advisory Board, Studies in Theatre and Performance

From: **Sharon Schoolmeesters**

Please reconsider the negative impacts that a lighted bike path, that leads essentially to nowhere, will have on the existing community that has been built up around the wooded greenway for up to 50 years now. This path doesn't lead to or connect to anywhere now or in the future. Additionally, there are already alternatives available to any user of this path, with lighted bike lanes on all surrounding streets presently. The loss of large, mature trees that soak up runoff water and consume CO2 is against anything I ever thought the City of Madison stood for.

Sharon Schoolmeesters 7629 Farmington Way Madison, WI 53717

My name is **Louis Cornelius**. I live in Sauk Creek and have been a resident in the Sauk Creek Neighborhood for over 35 years. I am writing to provide feedback on the Complete Green Streets Policy Guide (CGSPG). I oppose the inclusion of the bike path in the Sauk Creek Greenway, which is shown in the guide. As a neighborhood resident, I was not aware that the bike path was included in the CGSPG, and thus, have not had an opportunity to comment on it. I attended the first West Area Plan public meeting on February 6, 2023, but no mention was made that a bike path was included in the CGSPG, which was approved a month earlier. In fact, in a question/answer session after the meeting, city staff presenters were unclear and uncertain about whether a bike path would be included in the final West Area Plan with respect to the Sauk Creek Greenway. In terms of specific comments on the proposed bike path, the bike path is unnecessary. In recent years, suitable bike lanes have been established on Westfield and High Point Roads, with speed bumps added on Westfield Road to enhance a safe biking route. I understand that the 2000 Transportation Plan did not classify the bike path in the Sauk Creek Greenway as a priority due to the suitable on-road routes in the surrounding areas. A bike path through the Sauk Creek Greenway will have a significant negative impact on a beautiful and attractive greenway that is nearly 30-acres in size. There are seven (7) designated wetlands that will be impacted by a bike path. The Sauk Creek Conservancy Greenway also has nearly 6,000 trees with an abundance of wildlife, birds, plants and walking paths. The trees provide an earth-cooling, carbonsequestering, oxygen-providing environment, which will slow the effects of climate change. The construction of a 5,000+ foot bike path will bring in large construction and logging equipment that will change the woods forever and cut down additional trees and supporting vegetation in their path during construction. In addition, the bike path with an impervious surface will likely cause more flooding, not less than the water absorbing tree roots. Finally, the bike trail does not connect to any other bike paths. There is not a “destination” towards which transportation by bike will be facilitated by the construction of a bike path through the Greenway. It creates a bike path from Old Sauk Road to Tree Lane—an area that is presently safely served by suitable on-road bike lanes on High Point and Westfield Roads. In conclusion, I request that CGSPG be amended to exclude the bike path from the Sauk Creek Greenway. Thank you for the opportunity to provide comments for this item at your meeting. Respectfully submitted,

Louis Cornelius 13 Sauk Creek Circle Madison, WI 53717

From: **Susanne Dunham**

We strongly oppose a proposed bike path in Sauk Creek Greenway. We have received no detailed information about this despite neighborhood citizens requesting it. There are important environmental and safety issues involved in the tree loss in this project.

Susanne and Randall Dunham 7426 Farmington Way Madison, WI 53717

From: **Debra Oakes**

I live on Old Sauk Road on a property that abuts the Sauk Creek Greenway Woods. I was dismayed to learn of two plans for a bike path (one version including lighting) that plow through the thriving tree canopy enjoyed by all the area residents. My opinion (and that of my neighbors') is that any bike path constructed in the Sauk Creek Greenway Woods is destructive and unnecessary. I enjoy riding a bike. The Sauk Creek area already has many bike lanes that are very nice to ride on. There is no need to destroy thousands of trees so bike riders can gaze at the few survivors of what once was a thriving woodland (that is also home to thousands of birds, as well as deer, foxes, and other creatures). Further, per the 2015 Bike Plan, an environmental analysis should be done for new shared use paths that go through wetlands, and the City could minimize the impact on the wetlands by utilizing existing pathways (Westfield and High Point).

The Sauk Creek Greenway is a dense 26-acre woods that would be significantly [and negatively] impacted by a Bike Path. The City is also not following its Fostering Sustainability Street Values in the CGSG by adding a 5000+ foot Bike Path that would have an impervious surface. The installation of a bike path in the Sauk Creek Woods is strongly opposed by me and the majority of the residents in the area. It is contrary to the City's own values. Listen to the residents and strike this bike path from all plans. Do not spend taxpayer money to destroy a

thriving woodland for an unnecessary bike path. Sincerely,
Debra Oakes Old Sauk Road

I write asking the Transportation Commission to delay acting on the approval of the Green Streets Guide which contains a surprising proposal about a bike path in the Sauk Creeks Woods. I oppose the bike path for environmental reasons due to tree loss.

Kathy Losby

From: **Brian S.**

I oppose the Transportation Commission approval of the Green Streets Guide, which contains another surprising proposal about a bike path in Sauk Creek Woods. A bike path in the woods is not needed and is a bad idea. The neighbors who live in the area are against it. The few bikers who want to bike there can use the sidewalks and bike lanes on the roads. That is what they are there for. It is a bad idea just like the path the city installed in the woods near 7933 Tree Lane. Very few people use that path. There are good sidewalks that bikers and walkers can use. Stop repeating your mistakes. Brian

From: **Simon S**

Hello, As a resident with a home that faces the Sauk Creek greenway, I oppose the addition of a bike path and lights. The greenway project, as I understand it, is intended to primarily help mitigate flooding. It's clear the creek needs to be restored to better function. It's also clear this work can be done while maintaining as many non-invasive trees and plants as possible. We are losing a great deal of green space in Madison, in general, and this green space is home to many different animals and birds and has important environmental impact. I am a cyclist. I appreciate paths that keep me from needing to use heavily trafficked streets. This proposed path does not serve this function. The roads on either end of the proposed path are easily walked and biked with a high degree of safety. The proposed path is unnecessary. The current dirt/grassy path is regularly used by residents, year-round, who appreciate the forest and are happy to walk on unpaved paths. The proposed path also adds an impervious surface to a space in which the city is trying to reduce flooding. That seems counterproductive. The homes built along this path were built to face the woods...Having lights back there will be intrusive to many homes. It would be reasonable to expect depreciation of property value with paved path and lights back there. I've known a number of residents who have moved away from houses in other areas of the city (and surrounding cities such as Fitchburg and Sun Prairie) where bike paths were put in because of the intrusive nature of the paths/lights and the perceived increase in safety concerns. Thank you for your consideration.

Simon Sharpswain 7558 Red Fox Trail

From: **Ellen Foley** in Madison, Wi

Dear Commission,

I agree with Paul Skidmore that the city should immediately remove any representation of a bike path in Sauk Creek Greenway from the West Area Plan. Residents near the Sauk Creek Greenway have not been informed of a bike path planned for the Greenway and, in fact, they have been given several indications that the city cannot afford to build one and do not agree that its recreational purpose has a role in the Greenway. Mayor Satya Rhodes-Conway told a group of residents from several neighborhoods at Yola's Cafe last year that the Greenway is NOT a place for our recreation and is only to be used for water conveyance to prevent flooding. And Alder Nikki Conklin read to another neighborhood meeting last year at the Tamarack Trails Clubhouse a similar email from the Engineering Department to her. The Greenway is not for our recreational use, it said.

Yet images of a recreational bike path continue to surprise us in documents that city officials share at poorly attended meetings, such as the open house at Rennebhom Park with 37 residents in attendance. One of the key principles of the Green Streets Guide is the engagement of voters affected by changes in our streets, roads, paths, bus lanes, etc. We have not received postcards about a meeting or other specific communication about

engagement on a bike path. In fact, at a recent Sauk Creek Association meeting, Ben Zellers, a city planner, told the group he did not believe in sending postcards.

Another principle is that transportation routes need to have a destination, which this proposed bike path does not have. Engineering has told us that the current version starts at Tree Lane and ends in a cul de sac off High Point Road. It is not connected to any other bike paths and is not a destination path for small children to schools, which are East of the Greenway, not North-South. The Green Streets Guide also works to ensure equity for People of Color and low-income people. The hilly terrain of Sauk Creek Greenway could make a bike path unsafe for the families of Indian descent who live in a large nearby apartment complex and use the woods to walk in groups, sometimes with strollers. It also could present privacy and safety issues for low-income seniors who live on Social Security in the area. We are eager for your action to exclude any representation or content about a Sauk Creek Greenway bike path from the Green Streets Guide before your discussion today. Thank you, Ellen Foley

From: **Dawn Zimmerman**

Dear Commission, I agree with Paul Skidmore that the city should immediately remove any representation of a bike path in Sauk Creek Greenway from the Green Streets Guide. Residents near the Sauk Creek Greenway have not been informed of a bike path planned for the Greenway and, in fact, they have been given several indications that the city cannot afford to build one and do not agree that its recreational purpose has a role in the Greenway. Mayor Satya Rhodes-Conway told a group of residents from several neighborhoods at Yola's Cafe last year that the Greenway is NOT a place for our recreation and is only to be used for water conveyance to prevent flooding. And Alder Nikki Conklin read to another neighborhood meeting last year at the Tamarack Trails Clubhouse a similar email from the Engineering Department to her. The Greenway is not for our recreational use, it said. Yet images of a recreational bike path continue to surprise us in documents that city officials share at poorly attended meetings, such as the recent open house at Rennebhom Park with 37 residents in attendance. One of the key principles of the Green Streets Guide is the engagement of voters affected by changes in our streets, roads, paths, bus lanes, etc. We have not received postcards about a meeting or other specific communication about engagement on a bike path. Another principle is that transportation routes need to have a destination, which this proposed bike path does not have. Engineering has told us that the current version starts at Tree Lane and ends in a cul de sac off High Point Road. It is not connected to any other bike paths and is not a destination path for small children to schools, which are East of the Greenway, not North-South. The Green Streets Guide also works to ensure equity for People of Color and low-income people. The hilly terrain of Sauk Creek Greenway could make a bike path unsafe for the families of Indian descent who live in a large nearby apartment complex and use the woods to walk in groups, sometimes with strollers. It also could present privacy and safety issues for low-income seniors who live on Social Security in the area. We are eager for your action to exclude any representation or content about a Sauk Creek Greenway bike path from the Green Streets Guide before your discussion today. Thank you, Dawn Marie Zimmerman

From: **Anne Earl**

I am sending this to voice my opposition to the inclusion of a lit bike path going in the Sauk Creek wooded area. This should not be included in the Green Streets guide. I demand transparency from the mayor, city engineering department and all city health and wellness proponents. Sincerely, Anne Earl

From: **John A. Oaks**

Commisioners, Could you please tell my wife and I why the City is planning to turn the Salk Creek Greenway walking path into a bike path? Before I retired, I commuted by bike. It alway made sense to take the shortest and fastest route. The SCGreenway is not a short route to anywhere in particular, instead it's a scenic route currently used by walkers of all ages and all abilities who enjoy the coolness in summer and the wildlife all year

long. For enjoyment and exercise, as a biker of 81, I and those that have joined me on rides, prefer to ride trails that are of greater distance and NOT asphalt, such as the Military Ridge Trail. If we are typical older recreational, noncompetitive, non commuter bikers, we would not choose to ride a SCGreenway's two block long trail, but as a former commuter, I cannot imagine using the trail to go to work. The biking in the streets is much faster. Another consideration of the Military Ridge Trail vs proposed plans for SCGreenway Trail is the width of the trail. It is clear that to make it ADA compliant, it must be wheelchair accessible (ramps over curbs, no hill greater than a 5% grade and wide enough to allow wheelchairs and bikes to safely pass). This means 10-12 feet of the asphalt width. I see two problems: 1. surface runoff, less soil infiltration, 2. Greater bike speed. I have a grandson in a wheelchair, who visits often, and know from personal experience with him, speed of passing bikes can be very serious issue. Lastly, I am concerned that to build a bike trail will require the removal of additional mature and young trees with the loss of carbon sequestration, oxygen production and wildlife. I'm sure you are aware of others concerns including loss of animals as well as plants. Madison has lost a lot of green space in the 40+ years I have lived here, and it is a major part of the ambiance of this City. Please help to keep it that way, and save the City valuable budget \$'s, as well. Don't build a bike path through the Salk Creek Greenway Thank you for listening,
John A. Oaks, Professor Emeritus UW-School of Veterinary Medicine -- John A. Oaks Crooked Line Etching Studio <http://crookedlineetching.com>

From: **kathy lemkuhl pedersen**

Dear Commission, I agree with Ellen Foley and others that the city should immediately remove any representation of a bike path in Sauk Creek Greenway from the Green Streets Guide before you discuss and move ahead with approval of the use of the Green Streets Guide Checklist today. Residents near the Sauk Creek Greenway have not been informed of a bike path planned for the Greenway and, in fact, they have been given several indications that the city cannot afford to build one and do not agree that its recreational purpose has a role in the Greenway. Mayor Satya Rhodes-Conway told a group of residents from several neighborhoods at Yola's Cafe last year that the Greenway is NOT a place for our recreation and is only to be used for water conveyance to prevent flooding. And Alder Nikki Conklin read to another neighborhood meeting last year at the Tamarack Trails Clubhouse a similar email from the Engineering Department to her. The Greenway is not for our recreational use, it said. Yet images of a recreational bike path continue to surprise us in documents that city officials share at poorly attended meetings, such as the recent open house at Rennebhom Park with 37 residents in attendance. One of the key principles of the Green Streets Guide is the engagement of voters affected by changes in our streets, roads, paths, bus lanes, etc. We have not received postcards about a meeting or other specific communication about engagement on a bike path. Another principle is that transportation routes need to have a destination, which this proposed bike path does not have. Engineering has told us that the current version starts at Tree Lane and ends in a cul de sac off High Point Road. It is not connected to any other bike paths and is not a destination path for small children to schools, which are East of the Greenway, not North-South. The Green Streets Guide also works to ensure equity for People of Color and low-income people. The hilly terrain of Sauk Creek Greenway could make a bike path unsafe for the families of Indian descent who live in a large nearby apartment complex and use the woods to walk in groups, sometimes with strollers. It also could present privacy and safety issues for low-income seniors who live on Social Security in the area. We are eager for your action to exclude any representation or content about a Sauk Creek Greenway bike path from the Green Streets Guide before your discussion today.

From: **Becky Bittner**

I am sending you a message to oppose the Transportation Commission approval of the Green Streets Guide because neighbors have not had adequate notice of a possible bike path and the environmental and privacy concerns of such a path on the West Side of the creek need much more study. The city departments need to be more transparent and understand what they are all doing to not take advantage of the situation. Thanks for your consideration.

Becky Bittner 301 Sauk Creek Drive

From: **Ellen Schneiderman**

Hi! As a resident and frequent user of the Sauk Creek Greenway, I am adamantly opposed to any bike path, whether lit or unlit being built in the woods. We have sidewalks, bike lanes, and wide paved roads in the neighborhood for use by bikers of all ages. What we don't have anywhere else in the neighborhood is a sheltered, serene, Greenway, full of beautiful, walking paths, wildlife, and quiet! Please vote not to approve any such development. Thank you,
Ellen Schneiderman Brule Cr.

From: **Gwen Long**

As members of Friends of Sauk Creek, we oppose the Transportation Commission approval of a bike path through Sauk Creek Greenway, because neighbors have not had adequate notice of a possible bike path and the environmental and privacy concerns of such. A path on the West Side of the creek needs much more study. Our neighbor and friend Paul Skidmore has sent a memo to the Transportation Commission detailing our opposition to this bike path. We support the items outlined in Paul Skidmore's email to the Transportation Division today.
Dr. Jim and Gwen Long 225 Sauk Creek Drive Madison, WI 53717

From: **Paul Skidmore, former Alder**

I am writing as a resident of the Tamarack Trails/Sauk Creek/Walnut Grove area ("Neighborhoods") to give feedback on the above-referenced file number. I oppose the inclusion of the bike path in the Sauk Creek Greenway ("Bike Path") shown in the Complete Green Streets Policy Guide ("CGSG") that was approved in January 2023 for several reasons:

1. Non-Transparent Actions First and foremost, the Neighborhoods were not notified that the Bike Path was included in the CSSG. The CGSG was also not mentioned in the City's Sauk Creek Greenway project communication page. The last update on the Bike Path was from 2018 when it was unveiled to the Neighborhoods in 2018 when the City held its first Sauk Creek Greenway engagement meeting. Likewise, the Neighborhoods were never notified that a Bike Path was being considered in the 2000 Bike Transportation Plan and 2015 Bike Transportation Plan.
2. CGSG Approval Before West Area Plan Announced The city had its first West Area Plan public meeting on February 6, 2023, with the Bike Path shown in the presentation; however, the CGSG approval was one month before this public meeting. This essentially means that the City is approving the bike path before the neighborhoods can comment on it.
3. Unnecessary Bike Path The 2000 Bike Transportation Plan classified the bike path in the Sauk Creek Greenway as not a priority since there are suitable on-road routes nearby. Westfield Road, 1000 feet east of the proposed Bike Path, is classified as a "Primary" bike lane per the updated 2015 Bike Transportation Plan, and High Point Road is a "Secondary" bike route. Westfield Road is a safe biking route, especially now given the speed bumps that were recently added. Per Figure 4-16 of the 2015 Bike Transportation Plan, the planners said there is NOT a bike network gap between the Primary and Secondary bike networks in our neighborhood, which means the path is not necessary from their criteria.
4. Environmental Impact There are seven (7) designated wetland areas in the Sauk Creek Greenway that would be impacted by a bike path. Per the 2015 Bike Plan, an environmental analysis should be done for new shared-use paths that go through wetlands, and the City could minimize the impact on the wetlands by utilizing existing pathways (Westfield and High Point). Maintaining and growing the City's Tree Canopy is a City priority per the CGSG. The Sauk Creek Greenway is a dense 26-acre woods that would be significantly impacted by a Bike Path. The City is also not following its Fostering Sustainability Street Values in the CGSG by adding a 5000+ foot Bike Path that would have an impervious surface.
5. Non-Civic Engagement Petitions against this Bike Path were submitted to the Common Council on November 15, 2022, attached to file #73264, which was before the CGSG passed on January 3, 2023. These petitions were ignored and the Neighborhood's opinions once again were excluded from this process.

In summary, several City Values are not being upheld with this Bike Path and we ask that the CGSG be amended to exclude the Bike Path given the above-stated reasons, as well as the City's imploding debt. Thank you.

Paul Skidmore, ASLA 13 Red Maple Trail Madison, WI 53717

From: **Cindy Schott**

I am writing to let you know that a bike path is totally unnecessary between Tree lane and Old Sauk. It doesn't hook up to other paths, Westfield road is wide enough for bikes and Sauk Creek drive is a safe residential road to bike on. It's a waste of money that is needed for other things. Not sure you could even make a path that won't cross the waterway at some point. With a heavy rain you don't want people back there it's dangerous. Thank you. We live in the area affected and would appreciate being heard.

From: **Elizabeth Brunner**

Please do not put a bike path between Tree Lane and Old Sauk Rd. Currently, the trees there are only a few left in the city of Madison and should be preserved. I vehemently oppose the lighted bike path there. Betty Brunner
Sent from my iPad

From: **Nino Amato**, former alder and chair of Strengthening Neighborhood Ties (SNTs)

The Proposed Bike Path for Sauk Creek Woods Greenway, Is Not Only Unnecessary, It Defies Our City's Environmental Sustainability Plans and Removing several hundred mature trees in Sauk Creek Woods, will Increase CO2 Greenhouse Emissions.

Given Today's Climate Crisis, Our City's Rising Urban Heat Rates & The Urgency for the City of Madison to Reduce Greenhouse Gas Emissions, the proposed bike path in the Sauk Creek Greenway is not environmentally UNSUITABLE & ENVIRONMENTALLY HARMFUL – it is grossly unnecessary, given the current nearby marked bike lanes on Westfield Road, 1000 feet east of the proposed Bike Path (Primary Bike Path) and High Point Road, which is a "Secondary" bike route.

It is also important to note, Westfield Road is a much safer biking route, especially given the recent installation of the speed bumps and predestine crossings that are now completed on North Westfield Road, across from the Walnut Grove Park.

Lasty, maintaining and growing the City's Tree Canopy's throughout our City, is a priority per the CGSG and play's important natural-based carbon removal, turning CO2 into clean oxygen and lowering the urban heat rates throughout our neighborhoods.

The Sauk Creek Woods & Natural Habitat Greenway is a dense 26,4 acre woods, with 5,595 trees, that would be tragically impacted by a Bike Path, while increasing stormwater runoff. Such a bike path, would be in violation and counter to Madison following its Fostering Sustainability Street & Tree Canopy Environmental Values.

In closing, the proposed Bike Path for Sauk Creek Woods, not only run's counter to our City's Environmental Values, removing several hundred to a thousand trees for an unnecessary Bike Path, is fiscally irresponsible and will contribute to Greenhouse Gas Emissions, at a time, when the City needs to aggressively reduce CO2 Emissions. .

Respectfully submitted;
A.J. Nino Amato, Chair

Strengthening Neighborhood Ties (SNTs)
608-514-3317 / 64 Oak Creek Trail, Madison, 53717

SNTs Represents Several Hundred Residents in Sauk Creek, Walnut Grove, Tamarack Trails and Wexford Village and Wexford Ridge Neighborhoods.

Cleveland, Julie

From: Jenny Iskandar <jennyiskandar@gmail.com>
Sent: Tuesday, December 5, 2023 8:13 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew
Subject: Re: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Attachments: Bike Path Iskandar Letter (1) 10.2.23.pdf; Bike Path Iskandar Letter (2) 11.13.23.pdf

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Members of the Madison Plan Commission

I am writing regarding the above matter to be discussed at the December 7th Plan Commission meeting. I strongly **oppose** the paved shared use path in the Sauk Creek Greenway.

For those of you who are not familiar with the Sauk Creek Greenway, it is a cherished part of our community. It is a sanctuary for birds and animals and a lovely slice of nature in our own neighborhood. We are already concerned about the number of trees that will be lost for the creek restoration. The loss of more trees for a paved shared use path will decimate this natural habitat.

My concerns are detailed in my October 2 letter (attached) to city staff. Although the reply I received from Mr. Ben Zellers stated that attending open public meetings would give me an opportunity to voice my concerns, my November 13 letter (attached) shows that this was not my experience. **At the November 6th meeting, “ground rules” were set that the bike path would NOT be discussed.**

The conclusion I and many others who have patiently attended WAP meetings have arrived at is that the City is not interested in partnering with neighborhoods on projects that directly impact their communities, and continues to be disingenuous about the information it's providing.

Our letters and the ones submitted by other concerned citizens outline the many reasons to oppose this path, but the **lack of true civic engagement** should concern you as members of this Community, and more importantly, as members of this Commission.

Jenny Iskandar

October 2, 2023

From: Jenny and Bermans Iskandar
17 St. Lawrence Circle
Madison, WI 53717
jennyiskandar@gmail.com
(608) 335-6666

Attention: Ms. Callaway, Ms. Horvath, Mr. Zellers, Ms. O'Brien, Ms. Stouder, Mr. Wolfe, Mr. Tao, Mr. Haas, Mr. Veum, Alder Conklin, and Mayor Rhodes-Conway.

Re: Significant concerns regarding proposed bike path in the Sauk Creek Greenway

We and other families in the Sauk Creek neighborhood would like to express significant reservations concerning plans that have emerged to construct a paved path over the sewer maintenance access road on the western edge of the existing creek in the Sauk Creek Greenway. While we're concerned about the negative effects of such a path on our home, such a plan has much wider negative consequences to the neighborhood, including negative environmental impact and worsening neighborhood safety and noise. As importantly, such a path would have no obvious advantages to the community, it is ill-planned, duplicating existing paths, and it does not seem to have a real purpose. Lastly, we're especially concerned that the project was a recent surprise add-on with no attempt to seek feedback from the community.

Negative impact on our property and adjoining properties

Our property at 17 St. Lawrence Circle, along with the properties of a sizeable group of residents in our neighborhood, will be adversely impacted by a bike path as proposed. In our case, the path would turn 2 of the 3 borders of our pie-shaped lot to paved trails and is just 3 feet from our outdoor seating area and 30 feet from our back door, and the inlet would come within 1 foot of our side patio. In the photos, we placed mats where we think the path is supposed to go. Note that the mats are only 6 feet wide. The path would be much wider. In addition, the bike path is to be built over the sewer maintenance road. Twelve years ago, when the sewer access road was first proposed, it was to be paved. But after meetings and discussions with our community, the city decided to seed and sod the path to minimize the impact on adjoining



properties. We were appreciative of this decision and in return, have taken care to maintain the grassed-over road. Hence, it was greatly disappointing to learn of the current plans to not only pave over this road, but to expand its width, remove adjoining healthy mature trees, and possibly add lighting.



Negative impact on the environment

The **impact of paving over soil** is well known. Our sump pumps run continuously in the rain and spring thaw. We are concerned that the impact of significant additional runoff caused by impervious surfaces has not been considered in this plan. Considering the upcoming creek repair project, **the need to remove even more mature trees and pave this large swath of land adds to our concern about the wildlife** (deer, fox, owls, turkeys, ...) living in the Sauk Creek Greenway.

Negative impact on neighborhood noise and safety

The insult of paving this green space is aggravated by increased litter, dog waste, noise, and inducement for trespassing. Our neighborhood has had break-ins in which the perpetrators accessed houses through the greenway. In some instances, the retreat was impeded by the lack of clear ingress and egress. The path being proposed would give potential burglars easy access

to all our backyards. There have also been incidents of voyeurism. Building a path within 30 feet of our back door would allow more of these problems to occur.

Lack of sensible bike path purpose and lack of advantage to the neighborhood

There is no gap in the existing bike path network in our neighborhood. Identifying a gap should be a fundamental criterion to building additional paths. One look at the map on the August 2nd boards reveals how redundant it is. It is a short trail to literally nowhere, and it runs parallel to, and in some instances, is located within one block of, two major bike routes – High Point and Westfield Roads. These routes already connect to many destinations, including West Towne Mall, grocery stores, restaurants, the library, the schools, the new BRT line, and Haen, Walnut Grove and Sauk Creek Parks. This greenway path does not add any connections or destinations to our neighborhood bike network.

Lack of Community Input

We attended the West Area Plan meeting on May 10th and noted that there was no discussion and no boards depicting a bike path in the greenway. At the August 2nd West Area Plan meeting, someone from city engineering told our neighbors, that a bike path **will most likely be built** over the storm sewer maintenance road

(https://www.cityofmadison.com/dpced/planning/documents/WestPlan_2023-08-02_Boards_c.pdf). Unlike 12 years ago, when we were invited to engage in the conversation about the sewer access road, we did not get a postcard about the project, nor did we have a chance to comment. The boards presented at the August 2nd meeting did not include the impact on bordering properties or the need to seek input from property owners as issues to be considered.

Not surprisingly, the **West Side Plan Survey shows only negative comments about the possibility of a bike path in the greenway**, and these comments were the second highest multiplier in the entire survey

(https://www.cityofmadison.com/dpced/planning/documents/WestPlan_Feedback_Summary_6-30-23.pdf).

And it is important to remember that the West Side Plan is supposed to cover the entire west side of Madison, not just our neighborhood. So, we're perplexed by the fact that this duplicative short path with no obvious purpose is the **ONLY** specific project highlighted on the August 2nd boards

(https://www.cityofmadison.com/dpced/planning/documents/WestPlan_2023-08-02_Boards_c.pdf).

Waste of tax-payer money

We are major stakeholders in this project. And yet, we have not heard from the city about it. The city is giving serious consideration to expending taxpayer dollars on a redundant, short and insignificant path that aggrieves a large majority of the residents of the area it is supposed to serve. Moreover, the proposed path would present a long-term maintenance and possibly even

electricity cost. These are costs that the area residents have not asked for. **This money should be allocated to real gaps and safety updates needed elsewhere in the west side bike network.**

All Ages and Abilities

We understand and applaud the desire of the city to create paths for **All Ages and Abilities**. In fact, our neighborhood should be viewed as a model for “all ages and abilities” biking and walking in the city. The sidewalks, cul-de-sacs, and of course the greenspace, make this neighborhood very walkable and runnable. On any given day, year-round, we see children walking to a friend’s home, parents jogging with a stroller, people walking a dog, athletes out for a run, and people of all ages getting some exercise.

We raised 2 children here. Our kids first learned to bike on our cul-de-sac, then transitioned to the sidewalks on Sauk Creek Drive (perfect way to teach about crossing streets and driveways), then to the streets using Sauk Creek Drive and the neighboring cul-de-sacs, then to the bike lanes on High Point and Tree Lane. In addition, the existing path through Walnut Grove Park, which includes hills and curves to maneuver, and the underutilized spur behind Walgreens, have been perfect places for children to practice biking.

Request

As long-time residents, we encourage sound public projects in our neighborhood. While it may be well-intentioned, this project lacks planning and foresight, is disruptive, and accordingly, is not supported by the neighborhood. **We request a meeting with city staff and property owners bordering the utility access road to discuss the planned path. In addition, since there is no urgent need for this path, we request that any further planning on this project be tabled until an agreement has been reached.**

Thank you for your attention. We eagerly anticipate your response.

Jenny and Bermans Iskandar

CC: Our Sauk Creek Neighbors

Tom and Sharon Dosch, 13 St. Lawrence Circle

Alison TenBruggencate and Tony D’Alessandro, 14 St. Lawrence Circle

Jackie and Tim Crum, 10 St. Lawrence Circle

Chris Jillings and Gayle Bush, 6 St Lawrence Circle

Paul Herr and Britta Wunderlich-Herr, 14 E. Geneva Circle

Don and Cindy Schott, 18 E. St Lawrence Circle

Gwen and Jim Long, 225 Sauk Creek Drive

Subject: Follow up: Significant Concerns Regarding Proposed Bike Path in Sauk Creek Greenway

Date: Monday, November 13, 2023 at 07:11:09 Central Standard Time

From: Jenny Iskandar

To: mhaas@cityofmadison.com, lhorvath@cityofmadison.com, recallaway@cityofmadison.com, bzellers@cityofmadison.com, ytao@cityofmadison.com, jwolfe@cityofmadison.com, hstouder@cityofmadison.com, allalders@cityofmadison.com, mayor@cityofmadison.com, SRhodes-Conway@cityofmadison.com, Conklin, Nikki, eveum@cityofmadison.com, tlynch@cityofmadison.com

CC: Sharon/Tom Dosch, cindyschott@gmail.com, Donald Schott, Britta Wunderlich-Herr, Sharon Dosch, Alison Tenbruggencate, gbjillings@gmail.com, cjjillings@gmail.com, Jackie Crum, Tcrum@strang-inc.com, Gwen Long, Benny and Jenny Iskandar, Paul Herr, Ellen Foley, Ginny White, Larry Sipovic, Damon Rygiiewicz, Chris Gomez Schmidt, Susie Bruegman

Attachments: Bike Path Letter 10.2.23-2.docx, Bike Path Letter 10.2.23-2.docx

November 13, 2023

From: Jenny and Bermans Iskandar, 17 St Lawrence Circle

Attention: Ms. Callaway, Ms. Horvath, Mr. Zellers, Ms. O'Brien, Ms. Stouder, Mr. Wolfe, Mr. Tao, Mr. Haas, Mr. Veum, Mr. Lynch, Alder Conklin, and Mayor Rhodes-Conway

Re: Followup -- Significant concerns regarding proposed bike path in the Sauk Creek Greenway

In our October 2nd letter (attached) we requested:

a meeting with city staff and property owners bordering the utility access road to discuss the planned path. In addition, since there is no urgent need for this path, we request that any further planning on this project be tabled until an agreement has been reached.

In Mr. Zeller's reply dated October 10, he encouraged us to

1. attend upcoming public meetings on the West Area Plan and
2. "to coordinate with the Sauk Creek Neighborhood association on whether they would like to include the West Area Plan presentation/discussion on their next agenda".

Our actions:

We attended the West Area plan focus group at Lussier on Wednesday, October 18th. In addition to 4-5 large maps of the west side there were 3 large posters describing the proposed path in the greenway. There were no other projects highlighted with posters. Seven of the ten residents in the room were there to discuss the greenway in general and the bike path more specifically. The facilitators wanted to talk about the whole west area plan, not the greenway and bike path. Even though the only specific plan highlighted in the posters was the bike path, the city staff in attendance were not equipped to answer our specific questions.

We attended the November 6 Sauk Creek Greenway Corridor Plan kick off meeting. The room was packed with residents interested in the Greenway restoration – it was obvious that the opposition to the bike path extends far beyond the neighboring property owners and included over 95% of attendees. The speakers started by establishing “ground rules” for the meeting, with the first rule being that **the bike path would not be discussed.** The word “not” was underlined. One question that was clearly answered on Monday night is that “If the West Area Plan includes a bike path, the Sauk Creek Greenway engineers will have to figure out how to include it.” The consensus of the audience was that the city is planning ***a bike path but wants no input from the neighborhood.***

As it happened, Renee Calloway was present at that meeting, so at the end many questions were directed to her. The group discussion started because of the significant discontent by the attendees that the city was being disingenuous. Renee knew of a bike path plan but could not give reasons that effectively countered the opposition in the room. In my discussion with her after the meeting, I suggested that the discontent and anger can be mitigated if the proposed bike path was removed from the West Area Plan and discussions about the path was assigned to the Sauk Creek Greenway planning process. Again, our interest is focused on a thoughtful and environmentally sound renovation of the greenway. Imposing a bike path is wrong for the many reasons already mentioned in the various letters (including ours) that our neighborhood sent you.

You have been invited to the November 15 Sauk Creek Neighborhood Association Meeting. We asked the Sauk Creek Neighborhood Association to schedule a meeting with the bordering property owners and city staff to discuss the proposed bike path. They have invited you and Jojo to their annual meeting on November 15 to discuss the West Area Plan and the Sauk Creek Greenway Plan. With only 20 minutes of questions to discuss both large projects, I doubt we will get much time to discuss the bike path, but **we will be there and will try again.**

Our Modified Request:

1. Since it is obvious the opposition to this proposal extends beyond our neighborhood, we request a meeting to discuss the proposed bike path with

the **all** the neighborhoods of the Sauk Creek Greenway and the city staff involved in the planning and approval of the West Side Plan.

2. The bike path should be removed from the west area plan. Since the city has developed a detailed planning process for the Greenway, this logically should include discussions/decisions of bike path plan.

The greenway is a cherished part of our neighborhood. It is a place to enjoy and experience nature in its natural state. We understand that the creek needs to be shored up but we are concerned that this cherished part of our neighborhood will no longer be a sanctuary for the birds and animals AND a lovely slice of nature to be enjoyed and explored in our own neighborhood.

We look forward to your response.

Jenny and Bermans Iskandar
608-335-6666

Cleveland, Julie

From: George Jesien <geojesien@gmail.com>
Sent: Tuesday, December 5, 2023 9:52 PM
To: Plan Commission Comments
Subject: Sauk Creek Greenway

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I fully support the city's plans to restore the creek in the Sauk Creek Greenway. Also, support the development of a dual-use trail through the Greenway. Currently, it is a total mess inaccessible to most, let alone to those with mobility challenges. I think that there has been a certain amount of objections because folks have not been given a vision of what the trail would be like when finished. I think showing them examples such as the Pheasant Branch walking and bicycle trails would afford a realistic look at what the trail could accomplish and how it could enhance people's experience of nature. The concerns about the number of trees that would be lost are way overblown, given that the vast majority are invasive species and need to be pulled anyway. Also, repairing the creek bed is essential if we are to prepare for future heavy rains and possible flooding conditions.

George
George Jesien
geojesien@gmail.com
Cell: 301-509-2397

Cleveland, Julie

From: Gwen Long <gwenlong6@gmail.com>
Sent: Tuesday, December 5, 2023 9:38 PM
To: Ellen Foley in Madison, WI
Cc: Plan Commission Comments; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders; Conklin, Nikki
Subject: Re: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Very well said.

On Tue, Dec 5, 2023 at 9:02 PM Ellen Foley in Madison, WI <ellen.madaline@gmail.com> wrote:
Dear Plan Commission,

I oppose the ill-conceived bike paths created by Ben Zellers, a city planner, and Renee Callaway, the city bike office representative, and described in the recent memo by planners to prepare you for your Dec. 7 meeting on the West Area Plan. Those bike paths, which are woven into the West Area Plan, cannot possibly be considered by city agencies until Engineer JoJo O'Brien finishes the difficult task of detailing her plans to reconstruct the creek, which the city has ignored for decades. Approving even the concept of bike paths is premature. Please remove the Sauk Creek bike path plans from the West Area Plan.

Sauk Creek neighbors like me support the cleanup of the creek for flood control. Many of us are bicyclists. Our primary concern is the city's commitment to the environment and I will let my neighbor, Michael Notaro, director of the UW-Madison Center for Climatic Research, testify to the importance of those issues for you and our other city agencies.

My biggest concern for you is that the information supporting the proposed bike path(s) is exaggerated and misleading. More than 100 neighbors in Far West Madison have spent 18 months trying to research and validate the information that we were getting about the bike paths in the West Area Plan. We have a lot of documents and we are disappointed with the accuracy of some of the statements you have been given in the most recent memo. We have been told that the city is not planning one bike path in Sauk Creek but several that run east-west and will require significant tree loss. We are not sure you have been told about the bike hub that city planners want to create in Sauk Creek. We are unsure why the plans for the bike paths continue to increase in size every time we attend a city meeting and why it appears to be so important to city planners to expand bike path plans continually even though they can't explain why Sauk Creek is targeted for this new commuter bike hub that they are building.

Most disturbing to me is a passage in the memo about how the bike paths in Sauk Creek Greenway have been set in stone for 30 years with the implication that commissioners only need to rubber stamp the West Area Plan.

Our research shows that is not accurate and we are concerned about the quality of that other data the planners have given you. Many neighbors in the Sauk Creek neighborhood have vivid memories of how the bike path conversations went in the past 30 years. We have documents that show:

- The Park and Open Space plans do not apply to the Sauk Creek Greenway.
- The 2000 MPO Bike Plan said a Sauk Creek path was listed as a third priority given “suitable on-road routes exist.”
- The 2015 MPO bike report said there is not a bike gap in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as the primary bike road, and High Point Road, a secondary bike road.
- That 2015 MPO document is the root document that the City used for other reports (2018 Comprehensive Plan, etc.) Many neighbors say they did not get proper notification when city planners decided to put bike paths within feet of area homes.

We want to help city officials balance the many values of its different constituencies and we are baffled why the city planners ignore environmental concerns in this era of a climate crisis.

I do not live on Sauk Creek or on the sewer line road that you will hear about. I live on a service road that has many dogwalkers and hikers and they do not scare me. What frightens me is a cadre of city officials who can't connect the dots between indiscriminate tree removal in one of the city's last large woods and the loss of the mature trees' role as our best defense against the inevitable noxious plumes from Canadian forest fires and life-threatening hotter temperatures in our city.

Thank you, Ellen Foley

Cleveland, Julie

From: Gwen Long <gwenlong6@gmail.com>
Sent: Tuesday, December 5, 2023 5:54 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Wachter, Matthew; Stouder, Heather; All Alders
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

December 5, 2023
City of Madison Plan Commission
City-County Building
210 Martin Luther King, Jr. Blvd
Madison, WI 53703
Re: Legistar File Number 81028, Agenda Number 3, Discussion Item
Number 9-Sauk Creek Greenway Shared Use Path

Dear City Plan Commission Members

This letter is to request that all plans for a bike path in the Sauk Creek Greenway be removed from the West Area Plan.

I recently read the 11/30 memo to the Plan Commission from Ben Zellers and Linda Horvath regarding the proposed bike path through Sauk Creek Woods:

"Sauk Creek Greenway Shared-Use Path:

There has been a significant amount of feedback from residents living close to the Sauk Creek Greenway regarding the planned shared-use path that is currently shown for the greenway...."

They go on to share their opinions in this memo which seem authoritative and not following the democratic process. The community's concerns and overwhelming objections are being ignored, mitigated and not accurately presented to the Plan Commission, and marginalized in the minutes and reports. If members of the Plan Commission had attended the two City sponsored community meetings on November 6, 9, or the Sauk Creek Neighborhood Assoc meeting on Nov 15, the commission would have heard directly and accurately the overwhelming objections to a bike path through this very narrow and heavily wooded Greenway.

Quoting from the West Side Plan website: "The City of Madison invites you to join us as we create the West Area Plan! We'll work with residents, community organizations, neighborhood associations, businesses and others to chart course of action for the next 10 years." Hundreds of members of the community who will be most affected by the bike path attended meetings, shared their objections and now feel completely disregarded in the West Area Plan process by Ben Zellers, Renee Callaway and Linda Horvath. This process feels authoritarian instead of the democratic process that Madison is known to use.

The Sauk Creek Greenway consists of a narrow ribbon of urban woods which is home to owls, multiple species of woodpeckers, foxes, deer and coyote. The woods are rich with valuable trees and an undergrowth of woodland lowers and plants. Two narrow well-used natural hiking paths run the one-mile length of the woods, and 4-6 paths cross the woods. In many locations the woods are less than 120 feet wide. The creek that runs through the woods is in need of restoration. It has suffered from the diversion of runoff from Menards and other big box enterprises which has caused a huge volume of water to be forced down the little creek, eroding its banks and killing many adjacent oak trees.

Until recently, this community's focus has been on protecting the urban woods we all cherish through the use of sound forestry and animal-friendly measures to restore the Greenway creek and urban forest. For several years we have had to resist 'over-engineered' proposals for the Greenway restoration, which included grass banks necessitating extensive tree removal, the installation of street lamps, mountain bike paths, and wide paved walking paths. Until recently, we had thought these proposals had been tabled and looked forward to constructive engagement in the planning to simply restore the Greenway.

We had hoped we were finally on the same page with the city. This hope that we had achieved a unity of purpose has come to an end. Without any notice or request for resident input, a separate set of plans for the Greenway emerged at a meeting on July 17th—this one for a bike path. It is as if the West Area Plan staff, and our city alderperson, never set eyes on these woods. Or else, how could they envision squeezing a wide bike path in a ribbon of woods 120 foot wide in places where there already exists a creek, two hiking paths and trees. The only way to do it would be to take out trees and forest undergrowth to make way.

Residents have pointed out repeatedly that there are near-by bike paths already in place running parallel to the woods with much better connections to parks, grocery stores, restaurants, the library, and the new BRT line. Experienced bikers have raised that they would never make use of a one mile diversion from the already existing bike paths. We have pointed out concerns about installing impervious surfaces, further tipping the scale against this little creek.

These concerns fall on deaf ears and are not carried forward in the plan process. Justifications by staff for the plan, labeled 'Opportunities', do not connect to what has been proposed on the display boards in public meetings. They seem generic and inapplicable to this proposal. There was mention of one resident in the Walnut Grove area who was in favor of a bike path, yet who interestingly would not derive benefit from the proposed location of the path, but there was no mention of the widespread opposition to a bike path in the Greenway. At best, the information that has been provided to residents in the area has been disconnected. At worst, and with particular regard to this bike path, it has been manipulated. As has been brought to city staff's attention repeatedly, there is an overwhelming lack of community support for a bike path in the Sauk Creek Greenway woods. The Sauk Creek Community has written letters, signed petitions, filed objections, attended meeting after meeting after meeting. The numbers opposing the installation of a bike path dwarf the 1-6 residents who appear to favor the path. And it is not clear that those who expressed favor were well-informed or even in the district. City staff appear to go through the motions of soliciting feedback from area residents, and then completely ignoring the feedback when it is given. This has occurred over and over again.

This community would welcome being relieved of the impression that staff on the West Area Plan aim to steam-roll the bike path through this process despite massive opposition. At this point, the entire community in and around the Sauk Creek Greenway is on edge. If this bike path goes forward, we readily envision perhaps a half a dozen people per month riding their bike on a path where once 200 year old oak trees stood.

Thank you for your time in consideration of our concerns,

Gwen Long
225 Sauk Creek Drive
Madison, WI

Cleveland, Julie

From: Ted Losby <tkmlosby@sbcglobal.net>
Sent: Tuesday, December 5, 2023 6:57 PM
To: Plan Commission Comments
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

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Dear Plan Commission:

We are writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. **The City planners claim that the path goes back 30+ years. THIS IS INCORRECT** because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff

mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,
Kathy and Ted Losby

Cleveland, Julie

From: Stanley Richardson <stanr@tds.net>
Sent: Tuesday, December 5, 2023 5:15 PM
To: Plan Commission Comments
Subject: Sauk Creek Greenway

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As an avid bicyclist I am against a bike path through the Sauk Creek Greenway. It would require the un-necessary removal of trees and would not connect to any other bike paths. I thought the city was committed to carbon reduction and this project would do the exact opposite.

Stanley Richardson
314 Sauk Creek Dr
Madison 53717

Paul Skidmore, ASLA
13 Red Maple Trail
Madison, Wisconsin 53717-1515

December 6, 2023

Dear Plan Commission:

As a former alder and former member of the Madison Board of Park Commissioners, I am very concerned about the erratic and opaque process that city planners have used to propose a north-south bike path and several east-west bike paths in the Sauk Creek Greenway as buried in the West Area Plan which you will consider Dec. 7. I oppose any bike path in the hilly, narrow 26-acre heavily wooded Sauk Creek Greenway and I call on you today to immediately stop any further discussion of bike paths in Sauk Creek Greenway.

As a professional landscape architect and past president of the Wisconsin Chapter of the American Society of Landscape Architects, I strongly urge The Plan Commission to halt any feedback or discussion of bike paths in Sauk Creek until engineers release their plan for the creek reconstruction that will determine the fate of its 5,000-plus trees. Only then can the Plan Commission and other city agencies thoughtfully consider bike paths in what clearly will be a very different creek area with a widened and possibly redirected channel.

As a former member of the Tamarack Trails Board of Directors, I can relay to you the serious concerns that many residents share about the irreparable harm to the environment that bike paths would bring to the greenway. We are environmentalists on the Far West Side and choose to live here to be good stewards to nature and wildlife, just as the protestors to the 26 trees on Mineral Point Road recently showed.

In these days of climate change, the Plan Commission and other city officials need to hear the residents of Madison about issues of trees and vegetation because those natural elements are our first defense against toxic plumes from Canadian forest fires and global warming that could eradicate our Wisconsin agriculture industry and harm the health of Madison citizens.

Why are you and the mayor not listening to these dedicated taxpayers and neighborhood advocates?

I have additional concerns that include:

1. The City and our Alder Nikki Conklin have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore, we have not had a true engagement process. Your staff did not mention, discuss, or show any slides of bike paths at the first four West Area public meetings.

Neighbors submitted numerous petitions at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and new ones will be attached to this agenda item. Residents wrote more than 20 letters of objection to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three, and these citizens received no response to their timely feedback. The neighborhoods were never informed of the inclusion of a bike path in the Sauk Creek Greenway when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

In the City Planners' first phase planning survey, 69 residents had/have concerns about a path in the Sauk Creek greenway; in addition, 27 residents in the second Phase Two survey were against a path compared to 6 who were for a path. Staff said in its memo to you that they continue to recommend this feedback as evidence that the bike paths are popular. This does not coincide with the above numbers or other noted feedback.

2. City planners claim that the path goes back 30+ years. I have lived in the Tamarack neighborhood for decades and know that THIS IS INCORRECT. The Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as a third priority given "suitable on-road routes exist." The 2015 MPO bike report said there is not a bike gap in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as the primary bike road and High Point Road, a secondary bike road. Most importantly, this is the root document that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it so it could voice its deep concerns. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

3. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increases runoff, costs too much to build and maintain, and increases noise and litter. This is true and your staff summarily dismissed these concerns without substantive evidence to the contrary. In addition, the staff ignores strong environmental concerns from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison, such as Michael Notaro, director of Center for Climatic Research at UW's Nelson Institute.

The other paths that your staff mentions as good models for the Sauk Greenway are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek Greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

4. The City is incorporating in the streets "safe" bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the nearby High Point Road or Westfield Road, both of which directly connect to the new BRT stations, Westfield Road, West Towne Mall and the future connection across the beltline to Watts Road shown in the WAP street rendering in the planners Dec. 7 memo to you. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the City's Civic Engagement, Equity and Stewardship Values.

Thank you,

Paul Skidmore, ASLA

Cleveland, Julie

From: chris turner <clturner412@gmail.com>
Sent: Tuesday, December 5, 2023 7:49 PM
To: Plan Commission Comments; Conklin, Nikki; Mayor; Lynch, Thomas; Tao, Yang; Stouder, Heather; All Alders; Wachter, Matthew
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To the Madison planning commission and elected officials:

I live in the Sauk Creek neighborhood of Madison. I urge the commission to **remove the Sauk Creek Greenway bike path from the West Area Plan**. I am opposed to a bike path in the 26-acre wooded Sauk Creek Greenway because:

- There is **no need for a bike path** in the neighborhood because of the roads that are boundaries to the greenway, all of which have wide shoulders and/or bike lanes: Westfield Road, Tree Lane, High Point Road, Old Sauk Road, and Farmington Way.
- After decades of increasing water run-off in developed areas, and increasing flooding due to climate change and deforestation, we need to **leave trees, bushes, plants and soil** and let nature do more of the water retention for run-off that we have created. Cutting down MORE trees is going backwards.
- A bike path will result in the deforestation of many trees, will increase runoff, does not connect to anything that already-paved roads don't also connect to, negatively impacts the wildlife in the greenway, will require significant budget to build and maintain, and will increase noise and litter.

In summary, I am asking that you inform the City West Area planning team to remove the bike path from the West Area Plan.

Thank you,
Chris Turner
326 Sauk Creek Dr
Madison 53717
608-609-6319

--
Chris Turner

From: [Jesse Lassiter](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Wachter, Matthew](#); [Stouder, Heather](#); [All Alders](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Wednesday, December 6, 2023 7:08:31 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

A. The City and our Alder have ignored significant feedback against a bike path in the Sauk Creek Greenway; therefore **we have not had a true engagement process**. A bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings.

Numerous petitions were obtained and submitted at the Common Council meeting on Nov. 15, 2022-Legistar file 73264-agenda number 1, and **new ones** will be attached to this agenda item; **27 + objections** were written to the Transportation Commission for its meeting on Aug. 8, 2023, after the neighborhoods first found out a path was shown in the Complete Street Guide while the engagement process was underway Legistar file 79282 agenda item three. The neighborhoods were **never informed of the inclusion of a bike path in the Sauk Creek Greenway** when it was first introduced on Nov. 2, 2022 Legistar file 74436 agenda number and passed on January 3, 2023 Legistar file 74926 BEFORE the engagement process started in February 2023.

Per the first phase planning survey, **69 other residents had/have concerns about a path** in the Sauk Creek greenway; in addition, **27 residents in the second phase two survey were against a path** compared to 6 who were for a path. Staff said in its memo that they continue to support this feedback. This does **not coincide** with the above numbers or other noted feedback.

B. The City planners claim that the path goes back 30+ years. THIS IS INCORRECT because the Park and Open Space plans do not apply to the Sauk Creek greenway, and the 2000 MPO Bike Plan said a Sauk Creek path was listed as **a third priority** given “suitable on-road routes exist”. The 2015 MPO bike report said there is **not a bike gap** in the neighborhood and refers to the following roads that are within 1000+ feet of the greenway: Westfield Road, as primary bike road and High Point Road, a secondary bike road. **Most importantly, this is the root document** that the City then used for other reports (2018 Comprehensive Plan, etc.) and the neighborhood was not notified about it to have its voice heard. The neighborhood first heard about it at the March 2018 City Engineering meeting on the greenway.

C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns

include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantitive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

D. The City is incorporating in the streets “safe” bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the **nearby High Point Road or Westfield Road**, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline.

In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City’s Civic Engagement, Equity and Stewardship Values**.

Thank you,
Jesse Lassiter

From: [Ibelisse Lassiter](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Stouder, Heather](#); [All Alders](#); [Wachter, Matthew](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Wednesday, December 6, 2023 7:10:11 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,
Ibelisse Lassiter

From: [Elizabeth Mijaria](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Stouder, Heather](#); [Wachter, Matthew](#); [All Alders](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Wednesday, December 6, 2023 7:12:49 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,
Elizabeth Mijaria de Lafuente

From: [Erick Lafuente](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Stouder, Heather](#); [All Alders](#); [Wachter, Matthew](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Wednesday, December 6, 2023 7:15:17 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing regarding the above matter to be discussed at the Dec. 7 Plan Commission meeting and urge the commission to **remove the Sauk Creek Greenway bikepath from the West Area Plan**. I am against a bike path in the 26-acre heavily wooded (5000+ trees) and narrow Sauk Creek Greenway because:

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C. City staff mentioned in its memo to you for your Dec. 7 meeting that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, does not connect to anything, negatively impacts wildlife, increase runoff, costs too much to build and maintain, and increases noise and litter. This is all true and these concerns were **summarily dismissed by City staff without substantitive evidence to the contrary**. In addition, the staff **ignores strong environmental concerns** from residents, some of whom are scholars and researchers at the University of Wisconsin-Madison. The other paths that staff mentions are not comparable for several reasons. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, deer, and birds that live in the Sauk Creek Greenway.

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In summary, I am asking that you inform the City West Area planning team to remove a bike path from the West Area Plan, which goes against the **City's Civic Engagement, Equity and Stewardship Values**.

Thank you,
Jose Lafuente

From: [Paul Herr](#)
To: [Plan Commission Comments](#); [Conklin, Nikki](#); [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Wachter, Matthew](#); [Stouder, Heather](#); [All Alders](#)
Subject: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Wednesday, December 6, 2023 8:41:13 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Please Protect the Sauk Creek Oasis

Dear Planning Commission:

I've spent the past 30 years walking with my dog, family, and neighbors in the Sauk Creek Greenway. I am a geologist, hydrogeologist, and former owner of a 250-acre oak forest in Southern Indiana.

The Greenway is currently crisscrossed by 2 miles of informal walking trails that I have helped to maintain. My family and I have participated in annual Earth Day cleanups, garlic-mustard pulls, and educational activities to learn more about this mature hardwood woodland and the native and invasive species within it. We also walk the creek bed regularly in search of Native American artifacts like arrowheads and hide scrapers. The serenity of the greenway is often interspersed with the tapping of woodpeckers, croaking of frogs, and the squeals of children playing in the woods.

I have also been the City's eyes and ears in the greenway. For example, when trees fall across the City's sewer-maintenance road, I alert my Alder and the City Engineering Department. I also report occasional vandalism to the Police Department.

I view the greenway as a precious urban oasis for native plants and animals and a natural classroom for learning about human-caused environmental damage. This oasis is under attack and the native riparian ecosystem is being tattered. Flash floods rage through the greenway after heavy rains, pushing tons of sediment downstream. These are unnatural floods precipitated by poor City planning and the lack of retention ponds upstream. Majestic oaks near the creek channel are being undermined and killed. The creek channel is now littered with their hulking remains. The City has recently changed its terminology from "Sauk Creek Greenway" to "Sauk Creek Corridor" which may be an omen of things to come.

The City is planning to re-grade the creek channel and then stabilize it with rip rap (large field stones). This work is necessary and welcomed but will result in the removal of many dead and dying trees along the creek bank. Once the creek channel is cleared, re-graded and stabilized, it will also require a parallel "maintenance road" to provide long-term access for heavy equipment – another regrettable injury to the woodland ecosystem.

To add insult to injury, the City is planning to simultaneously construct a bike path (multi use path) through the greenway that will require the removal of many healthy trees. At the end of all this disruption, the ecosystem will likely be unrecognizable.

The City's website states,

"Greater Madison is the bike capital of the Midwest. We have more bikes than cars! And more than 200 miles of scenic biking and hiking trails. Traversing the city on bike is both easy and beautiful."

The City's policy seems to be, "Build bike paths wherever you can, regardless how many trees, native species, serenity, or unhappy residents get in the way." I hope the planning commission will save the day and JUST SAY NO to an unnecessary and unwanted bike path through the "Sauk Creek urban oasis."

Warm Regards,

Paul Herr
14 East Geneva Circle

Madison, Wi. 53717

From: [Jayne Meyer](#)
To: [Plan Commission Comments](#)
Cc: [All Alders](#); [Lynch, Thomas](#); [Tao, Yang](#); [Wachter, Matthew](#); [Stouder, Heather](#)
Subject: RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path
Date: Thursday, December 7, 2023 1:47:06 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Legistar File Number 81028, Agenda Number 3, Discussion Item Number 9-Sauk Creek Greenway Shared Use Path

Dear Plan Commission:

I am writing about the above matter to be discussed at the Dec. 7 Plan Commission meeting and would urge the commission to **remove the Sauk Creek Greenway bike path from the West Area Plan**. For many reasons, I am against a bike path in the 26-acre heavily wooded and narrow Sauk Creek Greenway.

The City planners and our Alder have ignored significant feedback and petitions against a bike path in the Sauk Creek Greenway. They have also been less than honest. We have been at meetings where City engineers have said there is no plan for a bike path in the greenway only to hear at the same meeting that if it's in the West area plan it will be in the greenway plan. All the city staff knew there was a plan for the path but didn't want to talk about it. The community did not support the bike path when it was first brought up in the 2018 initial public meeting. Since then a bike path was not mentioned, discussed, or shown in any slides at the first four West Area public meetings and now it's there. We have not had a true engagement process.

Where is the data to support that there is significant enough bike traffic that a developed bike path in this greenway is needed when there are bike lanes on both sides of all the streets, Westfield, Tree La., Old Sauk Rd, and Highpoint, surrounding the greenway as well as a new 10-foot-wide off-street bike road on Mineral Point Rd. The City is incorporating in the streets "safe" bike paths per its Complete Green Street Guide, and it can avoid a bike path in the Sauk Creek area by using the nearby High Point Road or Westfield Road, both of which directly connect to the new BRT stations, Westfield Road, West Town Mall and the future connection across the beltline to Watts Road per WAP street rendering in the Dec. 7 memo. Also, city officials show that a bike path should connect in the Bike Network rendering to connect to High Point Road, just north of the future bike path across the beltline. It makes more sense to use a shared bike path on High Point Road rather than build an expensive bike path on the narrow Sauk Creek Greenway. High Point Road is also shown to connect to the south to a new bike path that will parallel the beltline while the Sauk Creek Greenway path would not connect to anything.

Putting all that aside, I thought the real purpose of work in the greenway was to improve stormwater management and decrease flooding in the community. That's what the engineers said. We need to clean up the stream bed area to get obstructions out and improve the banks to lessen erosion, so water can move freely out of the area. The community understands this, and I don't believe people object to doing this

work or having a service road so that the stream channel can be maintained. I also would not object if people rode their bikes on the (hopefully) fine gravel (not paved) service road. What I do object to is what appears to be a plan for bike trails that would be wide, paved impervious surface, lit, crisscross the channel (one map even shows what looks like an entrance from private property), require bridges (a big maintenance item that will catch all sorts of debris), and wholesale environmental damage.

Environmental concerns from residents, some that are scholars, and researchers at the University of Wisconsin-Madison, have been largely ignored. The other paths that the staff mention are not comparable. Those paths did not require cutting down massive numbers of trees to build the paths; the other bike paths were platted before the homeowners acquired their lots; the paths are near commercial uses and not the 90% frontage of homes that abut the Sauk Creek greenway eliminating a buffer to the homes; the other paths are longer than .8 miles etc. The other paths did not cause significant animal displacement such as the coyotes, foxes, owls, hawks, deer, and birds that live in the Sauk Creek Greenway.

The Commission has a staff memo outlining that residents' concerns include that the path will cause safety concerns (dangerous), increase crime, lead to losing too many trees, negatively impact wildlife, increase runoff, cost too much to build and maintain, and increase noise and litter. And if lit, light pollution. These concerns were summarily dismissed by City staff without substantive evidence to the contrary.

I am asking that the bike path be removed from the City West Area Plan.

Thank you,

Jayne Meyer
201 Randolph Dr.

Sincerely,

Chris & Suzie Eckerman

From: [Gwen Long](#)
To: [Plan Commission Comments](#)
Subject: Fwd: Before and after pictures of completed of Sauk Creek reconstruction.
Date: Monday, December 11, 2023 12:13:36 PM
Attachments: [Doc3.docx](#)
[Greenway before-after.docx](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Friends of Sauk Creek formed after seeing the destruction of the woods in the previous two Sauk Creek Reconstruction projects.

Attached are before and after aerial pictures of the deforestation of the woods after Phase 1 and Phase 2 of the Sauk Creek Reconstruction in 2018 and 2019.

Phase 1 from Beltline to Tree Lane \$900,000 for 1 block

Phase 2 and Tree lane (the street curves) to High Point Road. Not sure the price tag on that. WSJ came out (too late) and wrote an article about the upset Oak Bridge community. They felt lied to by the City about how many trees would be removed during thier community input meetings. [article_1de8e9c6-7574-570e-a76a-3e3ed883fdbc.html](#). They are still upset by how the beautiful wooded area behind their homes has been turned into a weedy mess. We do not what that to happen to the rest of the Sauk Creekl Greenway.

Friends of Sauk Creek felt the Plan Commission last week totally dismissed, minimized, and marginalized our 12 or more neighbors who took the time to provide comments, wrote 77 letters to the commission, obtained 330 signatures on petitions opposing the bike path petitions. It is NOT easy to get anyone to come out and speak in front of a commission with a few days notice, We got 12 or more!! Then after we had left and could not respond, the Commission only seemed to listened to Ben Zellers.

This is not what we expected from Madison Government.

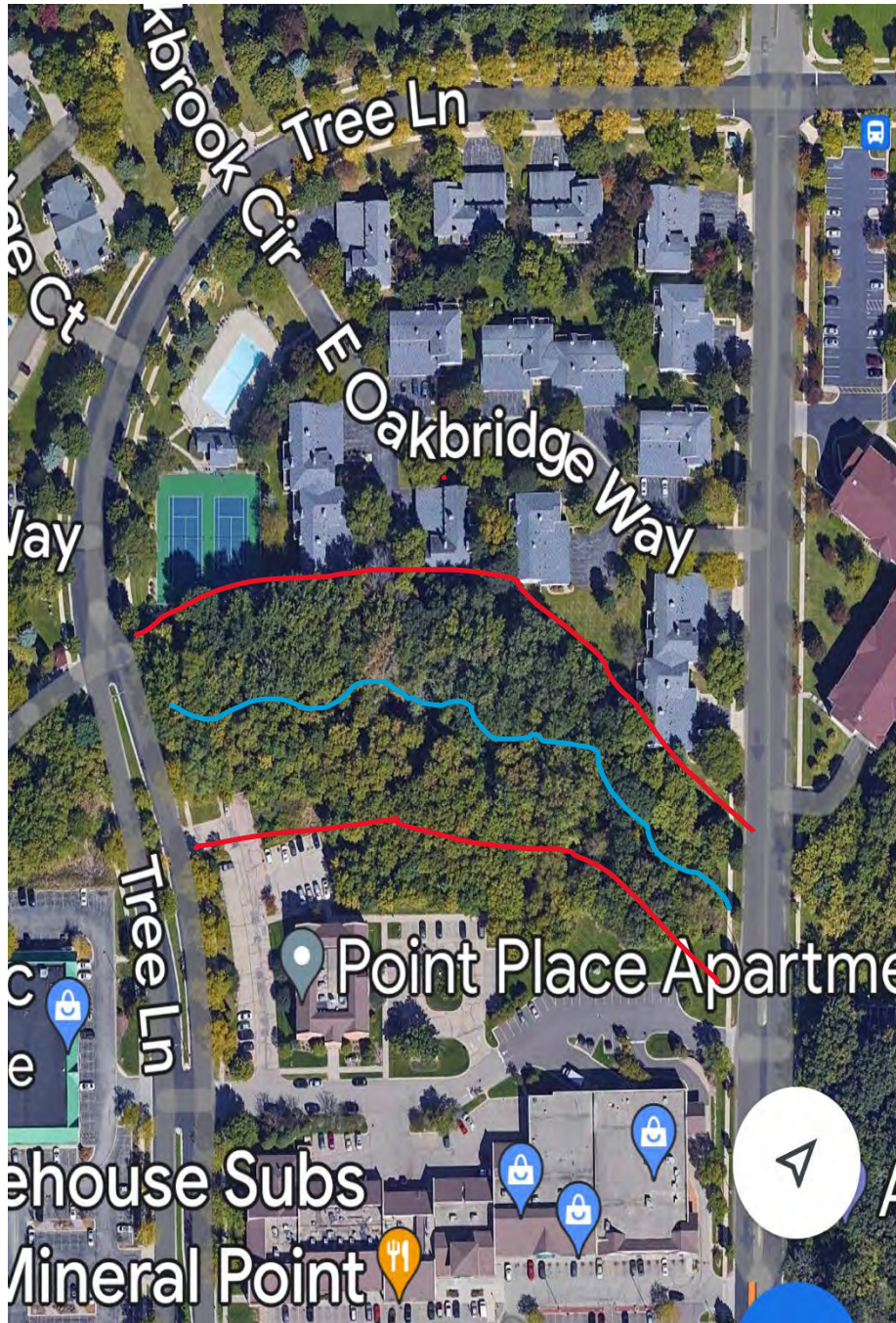
Only one commision member has even seen or walked the hilly, serene and meditative Sauk Creek Greenway.

It is a gem for Madison that should be preserved for so many many reasons. Bike path construction (that is redundant to the nearby safe bike paths and too steep for ADA compliance) following the greenway reconsrcution would just cause even more tree loss and destruction to this last island of native woodlands.

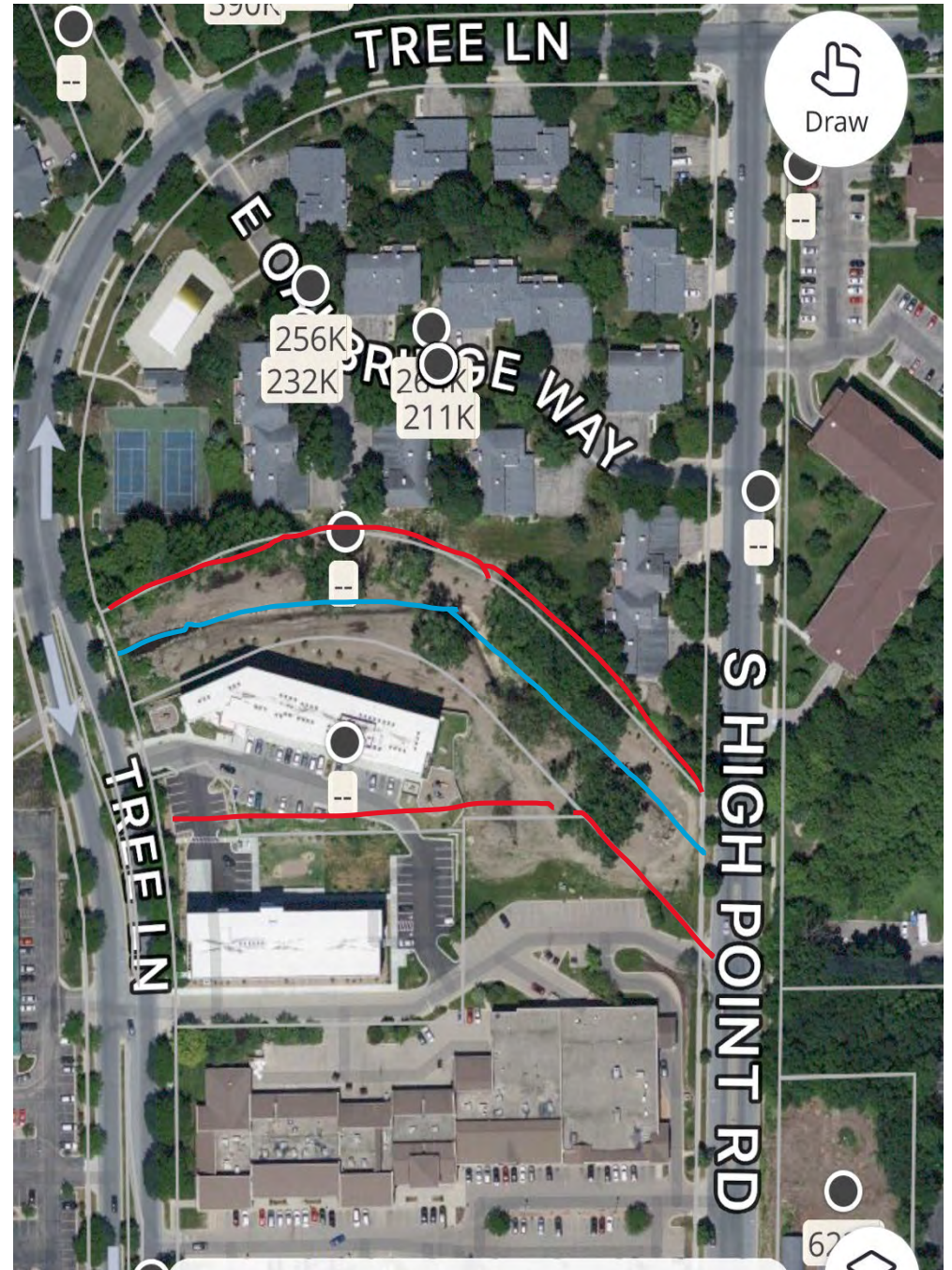
Do not support a bike path through the Sauk Creek Greenway.

Gwen Long
225 Sauk Creek Drive
Madison

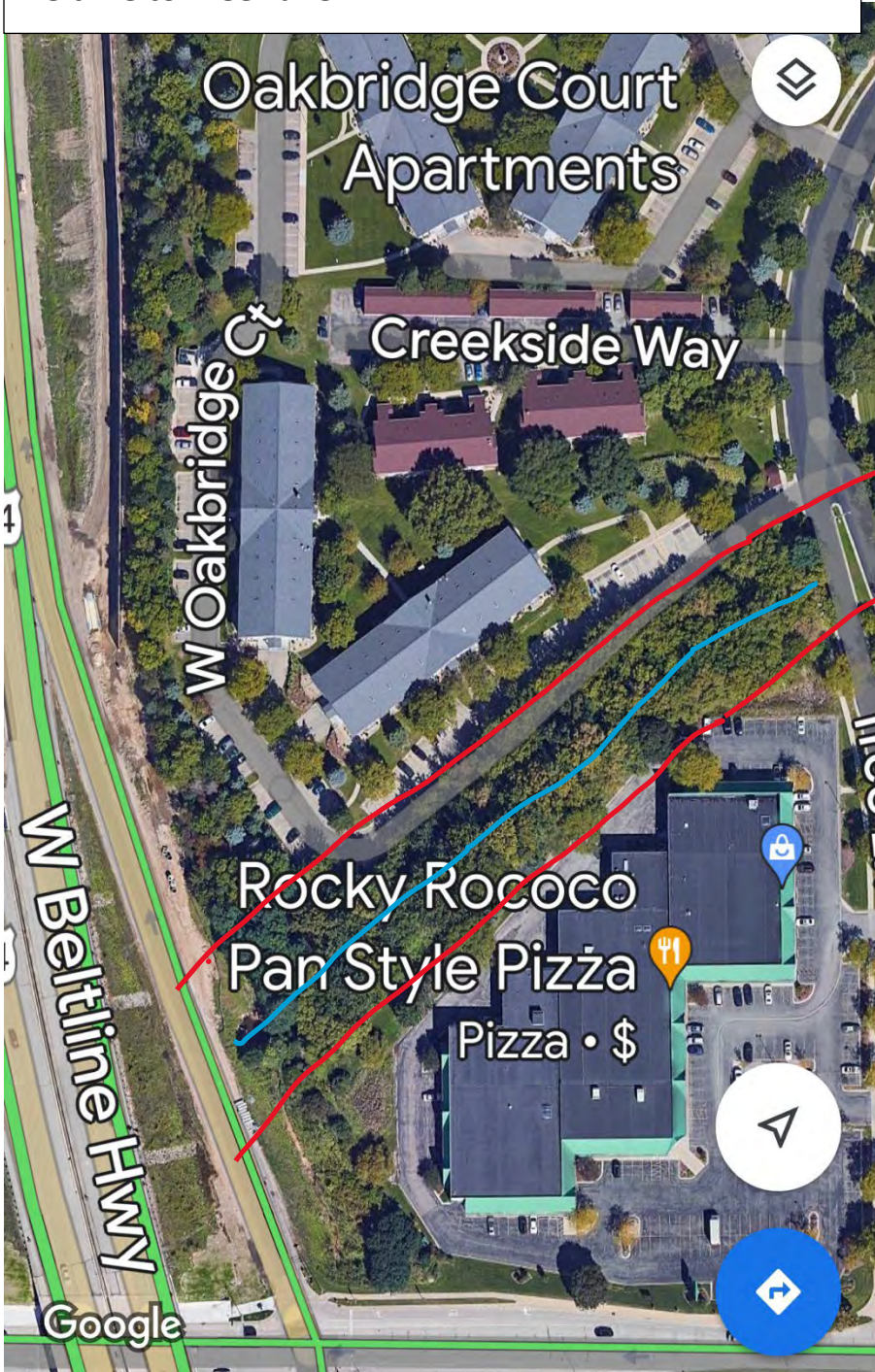
BEFORE City Engineering "Restoration" Project
Tree Lane to High Point Rd



AFTER 2019 Project. 80% of trees removed and Creek
straightened. Many remaining trees are on private property.



Before City Engineering "restoration" project, Beltline to Tree Lane



AFTER 2018 City Engineering removed 90% of trees, installed a one block raised concrete "Bike Path to nowhere". Now area is full of weeds.



From: [Jenn](#)
To: [Plan Commission Comments](#)
Subject: West area plan meeting tonight 12/11/23
Date: Monday, December 11, 2023 10:00:57 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I am writing to voice my complete and unequivocal objection to the bike path(s) planned to go through the Sauk Creek greenway. The committee needs to understand the EXTREMELY negative consequences the bike path through the steep narrow greenway would have for the environment, animals, heat zone, and our neighborhood. It is NOT wanted by the west side community based on 77 letters of opposition sent in, 330 signed petitions opposing the bike path, and lack of support at all of the community meetings. The east-west crossing from Brule to Walnut Grove Park is way too steep for an "All Ages and Stages", disability accessible bike path.

Please remove the proposed bike path(s) through the Sauk Creek greenway from the west area plan.

Thank you,
Jennifer Rygiewicz
Sauk Creek resident

Sent from my Galaxy

From: [Paul Herr](#)
To: [Plan Commission Comments](#)
Subject: Answers to Questions Posed to Ben Zeller During the December 7th Meeting
Date: Monday, December 11, 2023 5:29:49 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Transportation Committee Members,

I attended the December 7th planning meeting but left before the committee questioned Ben Zeller regarding the proposed Sauk Creek multi-use bike path (all age all ability path). I subsequently watched the video of the meeting (from time stamp 1:55:30 to 2:26:13) and noticed that Mr. Zeller had difficulty fielding some of the committee's questions. I am very knowledgeable about the greenway and can answer some of these questions.

Question 1: Would the City Engineering department need to modify grades in the greenway to accommodate residents with disabilities (to make it ADA compliant).

Answer: In general, Walnut Grove Park, a key destination for the proposed multi-use path, sits on top of a bluff. The Americans with Disabilities Act places states that the maximum grade for an ADA compliant path is 5%. My calculation from the creek bed directly to the top of the bluff showed a 17% grade which greatly exceeds the 5% grade limit.

On the other hand, if the multiuse path starts at the Tree Lane entrance to the greenway, it could run parallel to the bluff and gradually climb to the top at a 2% grade (33 ft of elevation rise over a span of 1,500 ft). This route would only require moderate grading of a few bumps that probably exceed the 5% limit.

Question 2: How wide is the greenway?

Answer: I measured the width of the greenway at nine locations equally spaced along the greenway at a 500-foot interval. I calculated an average width of 97 yards, and ranges from 51 yards to 196 yards. In golf terms, I could hit ball across the greenway with a pitching iron at seven of the nine locations (it is long and narrow).

Correction 1:

Mr. Zeller's first slide was titled "Sauk Creek Greenway" and indicated that it was 150 acres in size. This is incorrect because Mr. Zeller included residences within his definition of the greenway (my house is in the greenway according to Mr. Zeller's slide). The greenway is only 26 acres, not 150. I suggest that Mr. Zeller create a new term, like "the Sauk Creek planning area" as opposed to "greenway" because the "greenway" always referred to a 26-acre, City-owned parcel.

Correction 2:

Mr. Zeller made a statement that the greenway does not have any connections across or through it.

This is simply incorrect. There are, in fact, 2 miles of informal, heavily used trails crisscrossing the entire greenway that are used by hikers, bird watchers, dog walkers, skiers, kids playing in the woods and a few bikers. I mapped these trails with my Garmin GPS and would be happy to provide a copy to the transportation committee.

I volunteer to take Mr. Zeller, and anyone else who is interested, on a walk through the Sauk Creek Greenway, so everyone is on the same page regarding the basic layout, resources, and problem areas in the Greenway.

Warm Regards,

Paul Herr
608-576-7616

From: jhirsch@chorus.net
To: [Plan Commission Comments](#)
Cc: [Conklin, Nikki](#)
Subject: West Area Plan Public Engagement
Date: Monday, December 11, 2023 12:50:28 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Chair Zellers and Commissioners:

I am writing to express my concerns about the inadequate meetings that were held to obtain comments from the public regarding the West Area Plan.

February 2023:

- Two ZOOM meetings/ February 6th and 13th. Breakout sessions were included; no regrouping to share what others were saying.
- In-person meeting on February 9th was cancelled due to a snow storm.

March 2023

- In-person meeting at Memorial on March 9th had minimal attendance due to another snow storm. 20 people at most.

May 2023

- May 10, 2023 - Open house at Lussier Center. An inadequate space for this type of meeting. Well over 100 people in attendance, beyond the capacity of the room. Many left when they couldn't enter the room or hear/see what was being presented. There was no opportunity for audience members to ask questions of the presenters or make comments about the plan. Following the short presentation, the audience was invited to talk with staff individually. Again, more people left when they grew tired of waiting to speak to staff, or because they couldn't hear.

August 2023

- August 2, 2023 - Open house at Rennebohm Park. For many people, this was their first look at the plans. They expressed their disappointment that there was no presentation; this would have given them an understanding of what they were looking at. The plans were placed flat on picnic tables. The junior staff members were not able to answer many of the questions. Those who had attended prior meetings were surprised to see changes which were not included at the earlier meetings.

As the City develops plans for other areas of the City, I ask that we do a better job of involving the public and keeping them informed.

Janet Hirsch
District 9