

**From:** [Paul Herr](#)  
**To:** [Transportation Commission](#)  
**Subject:** Facts Concerning the Sauk Creek Greenway from Paul Herr  
**Date:** Wednesday, December 13, 2023 7:30:42 PM

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Dear Transportation Commission Members,

I attended the December 7th planning commission meeting and noticed that Mr. Zeller had difficulty fielding some of the commission's questions. I am very knowledgeable about the greenway and can answer some of these questions. The Transportation Commission might find my answers relevant to its deliberations.

Question 1: Would the City Engineering department need to modify grades in the greenway to accommodate residents with disabilities (to make it ADA compliant). Mr. Zeller could not answer this question.

My Answer: In general, Walnut Grove Park is a key destination for the proposed multi-use path and sits on top of a 40 bluff 40 feet above Sauk Creek. The Americans with Disabilities Act (ADA) 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 proposed multiuse path starts at the Tree Lane entrance to the greenway south of Walnut Grove Park, 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 where a few humps likely exceed the 5% grade limit.

Question 2: How wide is the greenway? Mr. Zeller was unsure.

My Answer: I measured the width of the greenway at nine map locations equally spaced along the greenway at 500-foot intervals. I calculated an average width of 97 yards and a of 51 to 196 yards. In golf terms, I could hit golf ball across the greenway with a pitching wedge 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 proper is a narrow, 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 incorrect. There are, in fact, 2 miles of informal, heavily used trails crisscrossing the entire greenway that are currently used by hikers, bird watchers, dog

walkers, cross country 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 of the resulting map to the transportation commission.

I'd be happy to take Mr. Zeller, and anyone else involved in planning, 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,

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