

**From:** [Susan Clark](#)  
**To:** [All Alders](#)  
**Subject:** 6600 block Mineral Point Road  
**Date:** Tuesday, September 19, 2023 12:10:18 PM

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Dear Alders,

I would like to register my objection to the removal of the mature locust trees on the 6600 block of Mineral Point Road as part of a bike path project. My primary means of transportation is a BIKE, but I still vehemently oppose destroying any mature tree that is not dead, dying or hazardous. We need absolutely every full grown tree we have during this climate emergency. Replacement trees take far too long to provide shade or to mediate urban heat islands. They may not even make it to maturity.

Please look into the plans for this project. Please devise alternatives to cutting down healthy, mature trees. I know they exist.

Thank you for your consideration,  
Susan Clark

## **Matthias, Isaac L**

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**From:** senji1@sbcglobal.net  
**Sent:** Tuesday, October 3, 2023 7:20 PM  
**To:** All Alders  
**Subject:** [All Alders] Proposed tree removal on Mineral Point Rd.

**Recipient:** All Alders

**Name:** Vaira and Ron Akselis  
**Address:** 13 Julia Circle, Madison, WI 53705  
**Email:** senji1@sbcglobal.net

**Would you like us to contact you?** Yes, by email

### **Message:**

We have learned of a plan to remove more than FIFTY healthy, mature trees on Mineral Point Rd, due to the BRT. This is CRAZY!!! Totally unnecessary and not good for the environment at all. We agree with Kristen Slack, that trees are indeed a part of our infrastructure and should be preserved at all costs! Therefore, we are OPPOSED to the removal of any of these trees.

## Matthias, Isaac L

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**From:** Nicholas Davies <nbdavies@gmail.com>  
**Sent:** Monday, December 4, 2023 11:20 PM  
**To:** All Alders  
**Subject:** Accept TC recommendation on 80605 (Mineral Point Rd replacement bike facility)

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Dear alders,

I hope you'll support an alternate for item 80605 that reinstates the Transportation Commission's recommendation: to build a continuous multi-use facility along as much of Mineral Point Rd as possible. This is the right thing to do for safety, sustainability, and fiscal responsibility, to give a few reasons.

### Safety

\* A single row of trees won't make you feel like you're biking through the woods--all of the air and noise pollution are still there--but it does get in the way of cars and bikes/peds seeing one another. Cars entering a driveway apron from Mineral Point Rd will have less warning to stop.

\* If all we have in place is the 5 foot sidewalk that exists today, cyclists will look at that and not see something intended for their use. As a result, they'll end up riding on the road, mixed with car traffic. That's a legal choice, but a dangerous one, as Mineral Point Rd's deadly track record shows.

\* Squeezing bidirectional bike traffic, pedestrians, wheelchair users, skateboarders, etc. into a 5 foot wide sidewalk will create conflict. Obviously, bike/bike or bike/ped collisions are much less deadly than anything involving a car (which has much more mass and velocity), but these are still accidents. Imagine if cars going opposite directions on Mineral Point Rd were expected to share a lane!

### Sustainability

\* For every person who switches from car to bike for their commute, that saves about 3,505 lbs of CO2 per year. A single mature tree captures 48 lbs of CO2 per year. If we can convince even one person to bike, even if it takes another 16 trees, the planet will be coming out way ahead. But to do that, we need it to be obvious to someone in their car that they could ride their bike the whole way.

\* Conversely, if even one person switches from bike to car, because the destroys the continuous bike route that exists today, the carbon impact of that will be much more than that of saving 16 more trees.

\* The city has already committed to making the project tree population-neutral. I urged them to do that for the Davies/Dempsey project, and I'm glad they're going to offset any tree removals. And the impact of the project is already way down from the initially estimated 70 trees. While new trees don't offer the same shade, a tree captures carbon fastest at the time when it's growing fastest. This means newly planted trees do a lot of good!

### Fiscal responsibility

\* Replacing the on-street bike lanes is part of the federal BRT grant. If we don't do this now, using federal funds, we will end up having to finish it later, and at that time, it will be at the city's expense. Mineral Point Rd is a problem for getting to Vision Zero, and if we don't address it now, it'll take time and money out of that pot instead, taking it away from other urgent Vision Zero needs.

\* Bike facilities are cheaper to build and maintain than car travel lanes. They're narrower, and the traffic on them is far less heavy, so they last longer.

\* If we fail to build an adequate bike facility, it will lead to comparatively more people driving on Mineral Point Rd vs. biking. That wear and tear adds up, hastening the need for a full reconstruction.

\* Deadly accidents are costly for cities. In some accidents, the city may be directly involved. But all accidents involve police time, city staff, road cleanup, and more.

It wouldn't be right for a major corridor like Mineral Point Rd to be without a bike facility. A five foot sidewalk would not cut it as a bike facility under Complete Green Streets, especially not for all ages and abilities. And it certainly isn't right to take away two 10+ foot bike lanes that exist today, that people rely upon today, and replace those with an existing sidewalk--effectively taking away the only bike facility there today, and not replacing it at all.

### A modest proposal

I also take issue with this forced conflict between trees and bikes (and peds and wheelchair users etc.). Meanwhile, motor vehicle traffic has 4 lanes to themselves, about 48 ft of road width, and they're giving up none of it? While we're supposed to squabble over 5 ft of width for everything else??

Reducing the number of motor vehicle lanes on Mineral Point Rd would:

\* Free up plenty of space for bikes, pedestrians, trees, and who knows what else.

\* Reduce vehicle speed and vehicle counts, making the road safer for everyone, including drivers, pedestrians, cyclists, and wildlife.

\* Effectively convince people commuting by car today to switch to alternatives like bike or public transit.

Therefore, if we can't provide a continuous bike route at sidewalk level, the least the city can do is create a protected bike lane at street level instead of / in addition to the widened sidewalk.

This could take the place of one of the west-bound motor vehicle lanes, and it would only take some jersey barriers to separate car traffic from bike traffic. Intersection improvements can be added incrementally over time--don't let the perfect be the enemy of the good!

### Build, build, build

Ultimately, I want to see 80605 passed one way or another. Mineral Point Rd needs and warrants a bike facility. Every foot, every mile of this necessary infrastructure we can build, I'll take it. If we can only build a bike facility along 85-90% of Mineral Point Rd today, I'll take that. It's not enough, but it's 90% of the way to enough, and that makes the remaining gap that much smaller.

I fully believe that in the end, Mineral Point Rd will have a path running along its full length. As long as Mineral Point exists, people will deserve to use it safely and conveniently, regardless what mode they're

traveling by. The question before you now is: when, and out of what pot of funding, and how many more human lives will need to be lost before the city does the right thing.

Thank you,

Nick Davies  
3717 Richard St

Note on the figures above:

"3,505 lbs of CO2 per year" was calculated using [this tool](#) using these assumptions:

- \* A commute of 10 miles each way, since that's a reasonable distance to replace car with bike
- \* An average fuel efficiency of 25 mph, based on [this US government data](#)
- \* 50 weeks of work per year (2 off), 5 days per week

"48 lbs of CO2 per tree" comes from [the USDA](#).

## Matthias, Isaac L

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**From:** Nathaniel Detra <ndetra@gmail.com>  
**Sent:** Tuesday, December 5, 2023 1:30 PM  
**To:** All Alders  
**Subject:** Bike Path along Mineral Point Road

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

Hello,

I understand that plans for a potential Multi-Use path (Bike path) along Mineral Point road may be changed to simply a sidewalk instead and that this will be considered by the council soon.

I would like to voice my preference for a 10' wide Multi-Use path as opposed to a 5' sidewalk for the following reasons:

- This road is very dangerous for bicycle users, so a curb separated path is really needed for safety. Would you let any kids you know bike on this road? I wouldn't!
- A 5' sidewalk won't accommodate bicycles, skateboarders, roller bladers, and many other transport methods that Madisonians like to use. A 10 foot path generally provides enough room for many different modes of transport and allows for traffic flow in both directions.
- Even though it may technically be possible to ride a bike on a 5' sidewalk, most people simply won't do it because it feels disrespectful to anyone walking (not enough space).
- We have great paths, but we need to close gaps in our low-stress bike network. This part of town could really use a good east-west path.

Thank you for your time and consideration.

Regards,

Nate Detra  
1413 Stemp Ter, Madison, WI

**From:** [Brian S.](#)  
**To:** [All Alders](#); [Mayor](#)  
**Subject:** Don't cut down trees along Mineral Point Road  
**Date:** Friday, September 15, 2023 2:52:21 PM

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

Hello,

On Mineral Point Road 66 large, mature trees are all marked for removal to expand the sidewalk between Tree Ln and S Whitney Way. Due to BRT eliminating the current bike lanes, they are making a 2 way bike path on one side of Mineral pt road. I think that is a bad idea. Please keep the trees.

Brian

## Matthias, Isaac L

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**From:** MaryJane Getlinger <getlinger2@gmail.com>  
**Sent:** Tuesday, December 5, 2023 12:53 PM  
**To:** All Alders  
**Subject:** Keep the bike path on mineral point rd

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

It is important for safety and promotes healthy life.

Mary Jane getlinger  
6225 Mineral Point Rd, Madison, WI 53705

## Matthias, Isaac L

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**From:** Vernon Getlinger <getlingervernon@gmail.com>  
**Sent:** Tuesday, December 5, 2023 1:49 PM  
**To:** All Alders; Mayor  
**Subject:** Mineral Point Road Bike trail

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

I would like to encourage that a full width bike path be constructed on the North side of Mineral Point Road. I live at Oakwood Village West, 6225 Mineral Point Road and go biking. In the last five years many more seniors are utilizing bikes. There currently is no easy and safe way to get around on bikes other than to use the narrow sidewalks or use the bus lane on busy Mineral Point Road to get to the great bike trails nearby. I see many regular commuters using Mineral Point Road on a daily basis. Traffic and buses will increase in the coming years. Narrow stretches may result in more accidents with walkers. If trees are the issue, perhaps some could be replanted along the way.

## Matthias, Isaac L

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**From:** Sonia Dubielzig Haeckel  
**Sent:** Monday, December 4, 2023 5:34 PM  
**To:** All Alders; Mayor  
**Subject:** Item 80605 - Mineral Point sidewalk widening

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

Dear alders,

For item 80605, please do not approve the sidewalk widening recommendations passed by the Board of Public Works, but instead approve the sidewalk widening recommendations passed by the Transportation Commission.

Alder Slack's and the neighbors' desire to retain mature tree canopy is commendable. However, I believe that when actually built, the neighbors who walk along those short sections of 5' sidewalk to be shared with bicyclists will come to regret that decision. The issue is simple: there is simply not room for a bicyclist to safely pass a pedestrian on a 5 foot wide sidewalk.

### **Minimum space needed for a bicyclist passing a pedestrian.**

Think about riding a bike. The handlebars on your bike are 2' wide. You wouldn't ride your bike on the very edge of the sidewalk; you would want at least a foot of "shy space" from the edge of the sidewalk. Plus, if you were passing a pedestrian, you would want to give them extra "shy space," because they might suddenly move to the center, or they might be pushing a stroller or in a mobility device. So typically a bicyclist would give a pedestrian at least 2' of "shy space" so as not to hit them (2' is not really enough either, but I'm trying to be reasonable). Meanwhile a pedestrian--especially one using a mobility device--is also about 2' wide. And pedestrians also won't be walking right on the edge of the sidewalk, but will also be walking about 1' foot from the edge of the sidewalk. Those dimensions, from left to right, can be added up like this:

[ 1' shy space from edge of sidewalk ] + [2' width of bike handlebars] + [2' shy space between pedestrian and bike] + [2' width of pedestrian or mobility device] + [1' pedestrian shy space] = 8'

The above calculation is why the [minimum width for a shared use path in constrained spaces is 8 feet wide](#) according to Wisconsin state and federal guidance. That 8' minimum wasn't just made up out of thin air. It represents the **minimum operating space** that is available for a bicyclist to safely pass a pedestrian! And it doesn't take into account the ways in which pedestrians actually walk, or bicyclists actually bike: parents walk next to their children, high school students bike next to each other and chat, dogs on leashes stop and smell the grass on both sides of the sidewalk. The **recommended** width for shared use paths--which is 10'-12' feet--reflects the reality of how people actually walk and bike.

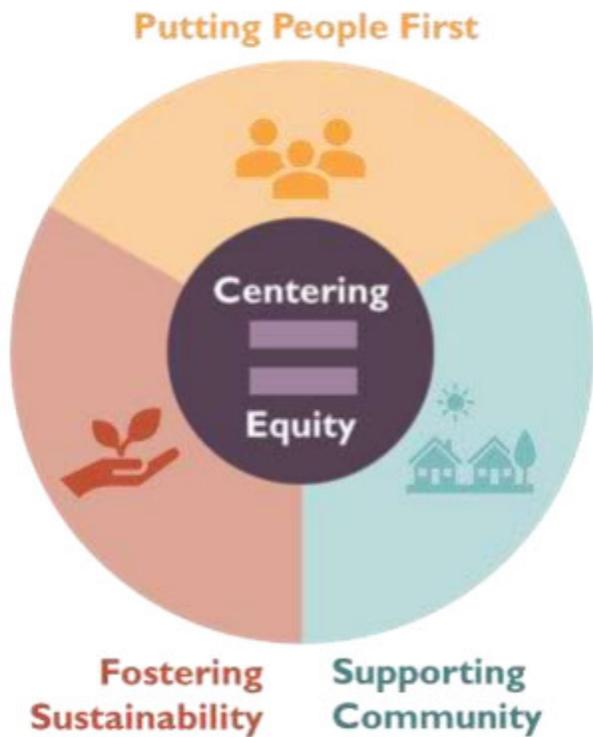
### **Across from Oakwood Village? Really?**

Plus, one of the locations proposed to have only 5' sidewalks is right across the street from Oakwood Village. Don't you think that the elderly residents of Oakwood Village who go out for walks or who use the BRT stop at Island Drive will have something to say about sharing that sidewalk with people on bikes? And the location at Kwik Trip is also quite close to multi-family and income-restricted housing on Tree Lane, whose residents are also more likely to use mobility devices.

### **Remember the Complete Streets Approach**

The Council last year passed this [Complete Streets Guide](#). It was developed to help the City think through these kinds of difficult decisions and tradeoffs. The Complete Streets approach recognizes street trees and bikeways are both great things. But there simply isn't space to have street trees everywhere you want them, and there isn't space to have bikeways everywhere you want them either. I would agree that the whole area along Mineral Point road is lacking in mature tree canopy. But development requirements on property owners and tree plantings in the center of Mineral Point road can easily offset the loss of some of the trees that will be removed for this project. Reading through the Complete Streets overarching values that should guide street design in Madison, I believe that they clearly favor safety over tree canopy:

- **Putting people first:** prioritize safety, comfort, and well-being, which deemphasizes speed and convenience
- **Supporting community:** create safe, welcoming places and emphasize short trips and access to local destinations
- **Fostering sustainability:** promote walking, biking, and transit and use streets to expand the urban tree canopy and clean stormwater
- **Centering equity:** engage inclusively, provide access to opportunities, prioritize, and support the needs of historically underserved people (race, culture, age, income, and gender identity)



Thank you for your consideration,

Sonia Haeckel  
Walker, biker, user of transit, and nature lover  
[Bicycle and Pedestrian Planner](#)  
Allied-Dunn's Marsh Neighborhood Association resident

## Matthias, Isaac L

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**From:** Kaleb Haugen <kaleb@haughen.us>  
**Sent:** Sunday, December 3, 2023 9:20 PM  
**To:** All Alders  
**Subject:** Comments on Legistar 80605

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

Comments on Legistar 80605: Mineral Point Rd Bike Facilities.

Good evening Council Members,

As a year-round bike commuter, regular transit rider, and regular driver I have an interest in every aspect of this project.

I write in opposition to any proposal that does not provide the bike facilities recommended by the Transportation Commission – a continuous 8-10 foot paved path along the entire Mineral Point Rd. corridor. The proposal before you goes against the city's Vision Zero initiative, and is contrary to the BRT plan negotiated with the Federal Transit Administration potentially threatening current and future funding.

I urge you to vote against any plan that does not provide functional transportation facilities for all users including bike commuters like myself. I also remind you that I will only vote for those who share my urban values.

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**Kaleb Haugen** (he, him)

t. 608-301-5044  
e. kaleb@hagenh.us

(Composed on my mobile)

## Matthias, Isaac L

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**From:** DarylH <darylhinz86@gmail.com>  
**Sent:** Tuesday, December 5, 2023 11:46 AM  
**To:** All Alders  
**Subject:** Mineral Point Bike Path

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

Dear Madison Common Council, please support an 8 (at least) to (preferably) 10-foot bike path, as recommended by the Transportation Commission, along the entire length of the redeveloped Mineral Point Road. This is important for safety (Vision Zero), to enhance or maintain bike connections, as well as to encourage healthy activities and no/low-carbon alternative transportation. I commute through that area several times each month.

Daryl Hinz  
314 S Main St  
Verona, WI 53593  
Mbr Friends of the Military Ridge & Bombay Bicycle Club

## Matthias, Isaac L

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**From:** jhirsch@chorus.net  
**Sent:** Tuesday, December 5, 2023 9:35 AM  
**To:** Conklin, Nikki; Mayor; All Alders  
**Subject:** CC Item 33 80605 MPR Widened Sidewalk

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

Alder Conklin, Mayor and Alders:

On your December 5, 2023 agenda, Item 33 (80605) requests approval of the plans, etc. for the widened sidewalk on Mineral Point Road.

Before your approval, please review the following concerns:

1. In a review of the documents, I was pleased to see a small reduction in the number of trees that are slated for removal. Several of the trees marked for removal appear to be small and recently planted. Can any of those be saved for use elsewhere?
2. On Sheet L-11 of *Madison BRT Tree Removal Exhibit 2023-11-1.twl.pdf*, the elimination of "the freeflowing right turn" lane is shown in photos and plan view. This is located in the 7000 block of Mineral Point Road in front of the Navitus building. Please reconsider. This lane is heavily used and is an asset in keeping the two adjacent traffic lanes moving.
3. The 10' wide sidewalks are double the size of the existing sidewalks and will require increased services for snow removal and cleaning. When the time comes for replacement, there will also be greater shared cost expense between the owners and the City. Will the property owners be required to assume all of these new burdens?

Thank you for your discussion of these issues.

Janet Hirsch  
District 9

## Matthias, Isaac L

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**From:** Elizabeth Jesse <liz@madisonbikes.org>  
**Sent:** Monday, September 25, 2023 5:20 PM  
**To:** Tishler, Bill  
**Cc:** All Alders  
**Subject:** Concerned Cyclist and Pedestrian

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

Good Evening Alder Tishler,

I understand that you have been receiving many emails from concerned citizens regarding the removal of 66 trees on Mineral Point for the new multi-use path, but I want to make sure that all facts are being brought into the conversation.

We urgently need safe walking and biking facilities on Mineral Point. Two people have already been killed on this street; it is extremely dangerous for both pedestrians and cyclists.

The widened sidewalk was already a compromise. The tree removal is solely because the city wasn't willing to consider reducing the number of travel lanes.

In most circumstances, I would be emailing you about saving these trees - but I believe that human lives take precedent in this situation.

Thank you for listening,

-Liz Jesse

(Madison Bikes board member and Hill Farms resident)

## Matthias, Isaac L

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**From:** Liz Jesse <liz.jesse@gmail.com>  
**Sent:** Monday, December 4, 2023 1:06 PM  
**To:** All Alders  
**Subject:** Comments for December 5th Common Council Meeting: Item 33 - Legistar 80605

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

Good Afternoon,

I would like to register my concern regarding the Board of Public Works edited version of the Transportation Commission's recommendation of a continuous 8-10 foot path along the E/W BRT Project on Mineral Point. The NEW edited recommendation from the Board of Public Works allows for several sections that would only be a 5-foot sidewalk.

The city has a Vision Zero policy, which says that the only acceptable number of traffic fatalities and serious injuries is zero. And yet, here is a proposal that does not create a safe bike facility.

Five feet is going to create a lot of conflicts between pedestrians, bicyclists, people with strollers, etc. It is too narrow for people to pass each other. The city would never just randomly have driving lanes that narrow to only 7-8 feet and expect drivers to "work it out", yet we ask for non-motorized traffic to do just that in the new, edited version of the path.

I would also like to note that the 8-10 foot sidewalk is already a compromise over what was discussed as part of BRT. We thought we'd get a real multimodal path or bike lanes on BOTH sides of the road, but we ended up with a wide sidewalk.

Thank you for listening,  
-Liz Jesse

5126 South Hill Dr.

## Matthias, Isaac L

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**From:** Chelsea Johnson <johnson.e.chelsea@gmail.com>  
**Sent:** Monday, December 4, 2023 3:58 PM  
**To:** All Alders  
**Subject:** Writing in support of bike infrastructure on Mineral Point

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

Hello,

Writing to register support for bike infrastructure on the Mineral Point BRT reconstruction. Please vote for solutions that provide safe infrastructure along this route! It is very hard to bike along currently and would unlock great connectivity to the west side to have safe infrastructure for riders of all ages and abilities separated from cars. Thank you,

Chelsea Johnson

## Matthias, Isaac L

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**From:** Tishler, Bill  
**Sent:** Sunday, October 22, 2023 11:36 PM  
**To:** All Alders  
**Subject:** Fwd: Trees on Mineral Point Road

Carol Koehler asked me to forward this email to all city alders.

Best,  
Bill

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**From:** Carol Koehler <carol.koehler28@gmail.com>  
**Sent:** Sunday, October 22, 2023 11:30 PM  
**To:** Bill Tishler <district11@cityofmadison.com>; Kristen Slack <district19@cityofmadison.com>; Cechvala, Michael <MCechvala@cityofmadison.com>; tlynch@cityofmadison.com <tlynch@cityofmadison.com>; Madison Mayor <mayor@cityofmadison.com>  
**Cc:** Carol Koehler <carol.koehler28@gmail.com>; Cliff Koehler <cliff.koehler@gmail.com>  
**Subject:** Trees on Mineral Point Road

Hello,

I am out of town and will not be able to attend the public meeting regarding the proposal to remove 66 trees on Mineral Point Rd to create a pedestrian/bike lane. I understand that the wrong plan was used to mark the trees and should have been approximately 33 instead.

First, I think it is critical that all current yellow markings should be fully covered with brown or dark grey paint. Then after a decision is made, new markings should be made. This will help prevent communication issues so only the correct trees are removed. The marking of the 66 trees is one error and we just heard of a playground structure being removed because of incorrect communications. There has been so much bad "press" around BRT, it would be good to prevent more.

Watching the video of the meeting where Tom Lynch spoke, he said that there wouldn't be 66 trees removed, but maybe more like 33. Mike Cechvala had said a handful of trees would be removed -- like if they were unhealthy. Typically, a couple = 2; a few = 3, maybe 4; handful = ? Logic tells me 5, like a hand with 5 fingers. Maybe, up to 10, but that sounds more like two handfuls. Certainly NOT 33.

1. Mature trees add to the esthetics of the road and makes it more like a boulevard.
2. Particularly, mature trees keep the area cooler and are better for the climate.
3. Assuming these trees were planted in the late 70ies when that area was developed, they are near to 50 years old. What a waste to take them down.
4. Replacing them with new "baby trees" will take many years to mature, will need more watering and care at least for the first few years.

5. There will be an enormous cost to take the trees down and dispose/shred them and remove the stumps.
6. There will be an additional cost to buy new trees and plant them.
7. I do not see how these costs can be justified to add to an already very expensive project (BRT).
8. I understand that trees were retained on a widened sidewalk in Monona for bikes by having it curve around the existing trees. I have not had a chance to observe that to see if it is a similar situation to Mineral Point Rd.
9. Madison wants to be bike friendly, but removing more trees than a handful (maybe 5-7?) does not seem justifiable, nor cost effective.

Please consider a much more reasonable solution. Compromise is a good and healthy practice.

Bill- would you please forward this to the other alders before the Tuesday meeting since I couldn't figure out if there is an "all alder" email address. Also, please consider this email as a substitute to speak at the meeting.

Thank you,  
Carol Koehler  
214 N Whitney Way  
[carol.koehler28@gmail.com](mailto:carol.koehler28@gmail.com)

## Matthias, Isaac L

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**From:** Ann Kovich <sawney@charter.net>  
**Sent:** Monday, December 4, 2023 8:40 PM  
**To:** All Alders; Rhodes-Conway, Satya V.  
**Subject:** Comments regarding Mineral Point Rd Widened Sidewalk Project – Item #33 - Leg File 80605  
**Attachments:** Widee Sidewalk Desirable 11-23.pdf

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

Hello, Alders. I am Chair of the Transportation Commission (TC), but I am not representing TC with these comments as they are my own personal opinions and observations.

I am writing to support the TC recommendation made regarding the Mineral Point Road Widened Sidewalk item (#33 on the Common Council agenda – Leg file 80605). Here is the motion passed by TC on 11/8/23: “Kliems moved approval of the plans and specs, but that the widened sidewalk be constructed along Mineral Point Road with a width of 8 to 10 feet with the exception of the length along Nautilus Park, until the City can provide another adequate facility at the park, seconded by Barros.” Motion passed unanimously.

As noted in the updated staff memo dated 11/29/23, TC recommended widening 475 feet of the narrow 5 foot sidewalk to a minimum of 8 feet (removing 9 more trees); and BPW voted to widen 200 feet of the narrow sidewalk to a minimum of 8 feet (removing 4 more trees).

At the TC meeting on 11/8/23 many TC members, including myself, spoke about the importance of saving as many trees as possible. TC recommendation removes 9 more trees than the staff recommendation (which is 5 more than the BPW recommendation). Many additional trees are being saved due to the concerted efforts of staff in reworking the design. I believe this minimal amount of additional tree removal as recommended by TC is well supported by the priority interest of pedestrian bicycle safety. When you look at the graphics on slide 19 of the deck (page attached) it shows how much room is used on this narrow 5-foot sidewalk by someone walking, biking, using a wheelchair, etc. 5 feet is shown to be too narrow to accommodate one pedestrian and one biker without encountering issues. When you consider having one or more people biking in the same or opposite directions, and one or more people walking in the same or opposite directions, it’s difficult to imagine how that could be accomplished easily and safely in this narrow space. As noted on the slide, “Wider sidewalk desirable to accommodate all users. Diverse range of users need to be able to pass each other.”

After lengthy discussion, at the 11/8/23 meeting TC members voted in support of removing a few more trees in order to provide a safer, wider shared use sidewalk. TC members, including myself, spoke strongly in support of pedestrian and bicycle safety. At TC we have many conversations about how best to make our City’s pedestrian and bicycle facilities safer for all ages and abilities. Widening the shared sidewalk from 5 feet to a minimum of 8 feet for the additional 475 feet as proposed by TC will make that shared space safer for both pedestrians and bicyclists.

In the interest of prioritizing pedestrian and bicycle safety, I urge you to consider approving TC’s recommendation as translated by City staff (shown in whereas clause #6 of Version 2): “The

Transportation Commission voted to approve the geometry, plans, and specifications with the modification that 475 feet of the narrow sidewalk be widened to at least 8 feet at Stations 89+00, 134+50, 136+20, and 158+50.”

Thanks and best regards,  
Ann

Ann E. Kovich  
(she/her/hers)  
2605 Golden Gate Way  
Madison, WI 53713  
Email: [annelizabethkovich@gmail.com](mailto:annelizabethkovich@gmail.com)  
Mobile: 608-886-2556

Sent from [Mail](#) for Windows 10



## Matthias, Isaac L

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**From:** Deena Dawn L. <peacefuldeena@gmail.com>  
**Sent:** Tuesday, December 5, 2023 7:31 AM  
**To:** All Alders; Mayor  
**Subject:** Mineral Point Path

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

Greetings Mayor Rhodes-Conway and Alders:

I am writing over concerns that the Mineral Point Path plan is being compromised in favor of a car-centric plan. As someone who bikes daily, year-round, we need to have bikes, pedestrians and other non-motorized traffic safely off the road with sufficient to be safe from multiple ton vehicles going too fast.

Vision Zero means zero. You have a golden opportunity to create pathways that reduce risk. Please don't water down and compromise the plan.

I understand the BRT plan despite not fully understanding the nuances. My support hinges on the city using this opportunity to support other means of non-car traffic as well. Please do right by those who choose not to drive.

Respectfully submitted,

Deena Dawn Larsen  
1041 Melvin Court  
Madison, WI 52704

**From:** [kathleenwilkes](#)  
**To:** [All Alders](#)  
**Subject:** Losing trees? No, please.  
**Date:** Friday, September 15, 2023 5:27:36 PM

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

I just learned today that 60+ mature are to be removed on Mineral Point to expand the sidewalk between Tree Lane and Whitney Way.

Although all details concerning the plan weren't available, I am very concerned about this radical destruction of such valuable, natural resources. Actually it makes me a little sick.

Surely something can be done to spare these magnificent trees. Please.

Kathleen Wilkes  
1217 Brookwood Rd  
Madison 53711

Sent from my Galaxy

## Matthias, Isaac L

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**From:** Wayne Morris <waynemorris@charter.net>  
**Sent:** Monday, October 2, 2023 6:18 PM  
**To:** All Alders  
**Subject:** Tree removal on Mineral Point Rd.

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

City of Madison Alders

I am letting you know that my wife and I are against widening of sidewalks on North side of Mineral Point from Whitney Way to Tree Lane

In addition , we don't want any of the trees removed along this route to ruin the beauty of the street. Nor do we want to share the sidewalk we walk on with bicyclists. This would make walking along this stretch of road very dangerous. Already 4x this past week we have encountered bicyclists not obeying traffic signals(going through intersections on red), not stopping at stop signs, and riding side by side instead of single file and not staying within bike lane.

Please vote no on widening sidewalks and removing mature healthy trees along Mineral Point Road.

Wayne & Karen Morris  
7833 E Oakbrook Circle  
Madison 53717

## Matthias, Isaac L

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**From:** Benjamin Noffke <bnoffke3790@gmail.com>  
**Sent:** Tuesday, December 5, 2023 8:45 AM  
**To:** All Alders  
**Subject:** Mineral Point Path

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

Hello,

I'm writing to indicate my support for maintaining a width of 8'-10' on the proposed Mineral Point Road shared use path for the entire length of the path. Mineral Point Road has already proven to be a deadly place for cyclists and pedestrians, so please keep commitments to the Vision Zero plan and deliver infrastructure for vulnerable road users that is of equal quality to the infrastructure for cars.

I have not been able to find the details of Mineral Point Road's lane width online, but consider a recent [Johns Hopkins study](#) that found streets with speed limits of 30-35 MPH saw improvements in safety for cyclists and pedestrians when lane width was reduced. Mineral Point Road fits this speed limit criterion, so if there is opportunity in lane width reduction, then perhaps that can make more room for the shared use path to occupy 8'-10' for the entire length. This approach would be congruent with Vision Zero and the fact that BRT will be available on the street. Presumably, demand in car traffic would be reduced, which would make lane width reductions more palatable.

Thanks for your consideration,  
Ben Noffke

**Matthias, Isaac L**

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**From:** Dave Pearson <davepearson3973@gmail.com>  
**Sent:** Tuesday, December 5, 2023 12:34 PM  
**To:** All Alders; Mayor  
**Subject:** Mineral Point Road Bike Path

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

Dear Madison Mayor and Common Council,

Please support an 8 (at least) to (preferably) 10-foot bike path, as recommended by the Transportation Commission, along the entire length of the redeveloped Mineral Point Road. This is important for safety (Vision Zero), to enhance or maintain bike connections, as well as to encourage healthy activities and no/low-carbon alternative transportation. Many of us here at Oakwood University Woods use the Mineral Point bike lanes to get to Madison's wonderful bike trails. It will be very dangerous not to have bike lanes for us elderly citizens.

Sincerely,

David Pearson

6225 Mineral Point Rd. Apt. D85

Madison, WI 53705

**From:** [Deb Palm](#)  
**To:** [All Alders](#)  
**Subject:** Please stop!!!!  
**Date:** Friday, September 15, 2023 2:44:29 PM

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

Born and raised in Madison for over 60 years! We hardly recognize our dear midwestern city anymore! Please stop!!! Violence, speeding on the beltline, panhandlers, unlicensed cars, cement replacing trees! Non support of law enforcement! Do something about things that matter!!!!

Sent from my iPhone

## Matthias, Isaac L

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**From:** Mary Pustejovsky <darktownstrutter@gmail.com>  
**Sent:** Monday, December 4, 2023 4:20 PM  
**To:** All Alders  
**Subject:** Mineral Point path

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

Hello

I am writing to support the Transportation Commission recommendation for the Mineral Point path. I know there is a concern about trees, but making safe, accessible connections for people to walk, bike, and roll decreases driving and carbon emissions as well. The more we give people safe ways to get where they are going, people will choose to do so. 5 feet is a sidewalk, full stop. It is not a multi modal path. Older people riding recumbent trikes would not fit on the sidewalk with a person using a stroller or a wheelchair. We need to make ALL people welcome, no matter what their age or ability. If we say we as a city are committed to climate action and Vision Zero, then we need to put our values into action instead of just statements. An action that can be taken is to accept the TC recommendation for the Mineral Point path.

Thank you for your service to the city.

Mary

**From:** [DARLENE GAKOVICH](#)  
**To:** [All Alders](#)  
**Cc:** [Tishler, Bill](#)  
**Subject:** Removal of trees on city streets  
**Date:** Saturday, September 16, 2023 12:16:04 AM

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Honorable Alders:

There's a lively discussion on NextDoor concerning the removal of 66 trees on Mineral Pt. Road to accommodate "widening of sidewalks". The location escapes me because the person mentions Tree Ln and South Whitney. Nonetheless, I am very much opposed to removing healthy, mature trees without first looking for creative solutions to traffic challenges. Has this been done?

I don't need to tell you the value of the green, living canopy that provides shade and purifies air. Our beloved city is losing too many beautiful trees to development. Some are being replaced by worthless Q-Tip trees, which provide zero shade. Citizens are upset! The general feeling is that we are not listened to anymore, that our wishes are not valued.

I urge you to stop rubberstamping this wanton destruction of our city trees and demand that planners find ways to preserve mature trees whenever possible.

Thank you!

Darlene Gakovich  
5110 Buffalo Trl  
Madison. WI 53705  
608-238-5774

## Matthias, Isaac L

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**From:** Dustin Schneider <dgschneider@gmail.com>  
**Sent:** Monday, December 4, 2023 1:46 PM  
**To:** All Alders  
**Subject:** Mineral Point Bike Path Need

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

Good afternoon,

I can't make the public meeting tomorrow, but please preserve a full bike path option on the north side of Mineral Point. I live near Whitney/Mineral Point and ride west often with my kids in a cargo bike. Mineral Point is unusable as a corridor currently and it's the most direct. A 5' sidewalk is unacceptable, and will entrench the status quo.

If you allow it to be a 5' sidewalk more people will choose to drive, creating congestion and safety issues not to mention missing an easy climate solution.

Thanks  
Dustin Schneider  
608-697-4180

## Matthias, Isaac L

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**From:** NANCY A SHOOK <nshook@wisc.edu>  
**Sent:** Monday, December 4, 2023 4:35 PM  
**To:** All Alders  
**Subject:** Bike path along Mineral Point Road

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

To all Madison Alders,

Please make sure that there is a safe bike path constructed all along Mineral Point Road. This is a very busy street, and in some cases the only reasonable choice for bicyclists. While I am very much a tree lover, I am more concerned about the people riding their bicycles. Trees can be replaced. People who are seriously injured or killed while bicycling are not replaceable.

By the way, I am a 76 year old bicyclist, and ride on Mineral Point Road at least twice a week in the spring - summer - fall. I also lead two different bicycling groups made up primarily of retired people. We ride 20-40 mile trips around Madison twice weekly. Madison has some of the best bicycling paths anywhere, but there are large gaps in places where they do not connect to each other. Mineral Point Road is a vital link that needs safe places to bicycle without car contact. And, people need a path either wide enough to accommodate both pedestrians and bicyclists (minimum 10 feet) - or separate paths.

While some bicyclists are riding for sport and recreation, many are using bicycles as transportation to school or work. They need fast, direct routes, with no safety gaps requiring taking risks with busy car, truck, and bus traffic.

Please make a safe, wide path for both bicyclists and pedestrians all along Mineral Point Road.

Thank you,  
Nancy A Shook  
608-772-7717  
nshook@wisc.edu

## Matthias, Isaac L

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**From:** Nancy Simonsen <njsimonsen@gmail.com>  
**Sent:** Tuesday, December 5, 2023 3:20 PM  
**To:** All Alders  
**Subject:** Mineral bike path vote

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

As an active bike rider that lives on Mineral Pt Rd. my husband and I, several times a week, need to connect to bike trails via Mineral

Pt. Rd. More deaths will occur if a bike path is not developed.

Please keep the bike path plans.

Nancy Simonsen

6225 Mineral Point Rd, Madison, WI 53705

608-230-3014

## Matthias, Isaac L

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**From:** Robbie Webber <robbie@robbiewebber.org>  
**Sent:** Tuesday, December 5, 2023 2:57 PM  
**To:** All Alders  
**Subject:** Mineral Point Rd - Please support substitute motion from the floor

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

Tonight the Council will be considering the reconstruction of Mineral Point Rd. and I hope you will support the option to **not** narrow the sidewalk/path unnecessarily. Ald Figueroa-Cole will introduce a substitute motion to approve the recommendation of the Transportation Commission instead of that of the Board of Public Works. **Note that the Transportation Commission passed their recommendation unanimously.**

The pedestrian and bicycling community was told that there would be protected bike lanes along Mineral Point Rd as part of the reconstruction, so the "expanded sidewalk" is already a compromise. To further narrow it down to five feet in areas is just signalling that these modes are not important.

Considering that a young man was killed biking to work on Mineral Point Rd less than 18 months ago -- on the first day of Bike Week, no less -- it would be a slap in the face to all who still mourn him to not build safe and comfortable accommodations.

This area already has a retirement community, a high school/middle school complex, large employers, considerable retail, and some residential properties. With BRT, I would expect further redevelopment. We need to build appropriate transportation infrastructure now to serve all these needs.

Five feet, even for short distances, is simply setting up conflicts among users. Imagine a group of teens walking east after high school while a parent with a cargo bike is traveling west. Or a bicyclist trying to pass a wheelchair user going the other way. This is not just about bicyclists, but allowing enough space to avoid conflicts for all users.

We would never narrow car travel lanes down to six feet and expect drivers to just figure out how to share the space. And we wouldn't build a major arterial that suddenly becomes one lane, and then require oncoming traffic to just pull over to negotiate how to pass. Why should we expect those not driving to do this?

Thank you for your support for building a better transportation future for all.

Robbie Webber

Transportation geek

All opinions are my own, and not necessarily those of any group or organization with which I am affiliated.

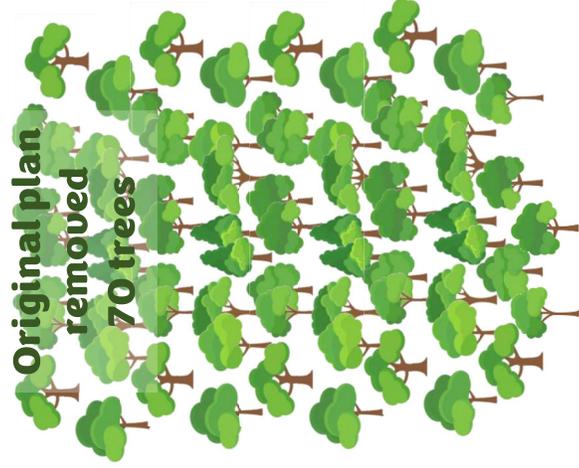
Founding member, [Madison Bikes](#)

*...where anyone can ride a bicycle conveniently and comfortably to any place year round.*

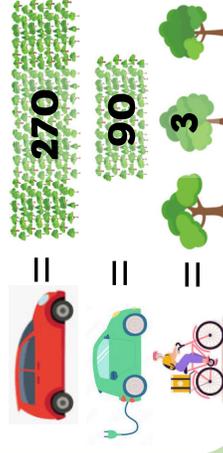
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# Mineral Point Rd "Widened Sidewalk"



**Thinking Green?**



## Hasn't path safety been compromised enough?

- 1/3 of its length will have substandard 8' width
- 35 width changes and 20 artificial jogs
- No reduction in driveway crossings
- No improvement at Memorial H.S. entrance (<https://t.ly/9azBd>)
- A recent history of death and injury

**Please support the TC recommendation!**