

From: [John A. Oaks](#)
To: [Transportation Commission](#)
Subject: Voter's opinion on West Area Plan
Date: Sunday, July 21, 2024 6:13:34 PM

You don't often get email from etching.crookedline@gmail.com. [Learn why this is important](#)

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

Planning of the Sauk Creek bike path plan seems to be constantly changing without Voter input. I am both a voter and a biker. I no longer commute, but having done so for many years, I am against any bike path for the Sauk Greenways for the following reasons: 1. any east-west bike path will connect to the Walnut Grove park which is filled with young children playing, elders walking, dog walkers and after school soccer players. Increased traffic from bikers endanger all. In addition, east/west paths will require a bridge across the Sauk Creek, an additional and unplanned expense in a time of City deficit. 2. A north/south bike path has reappeared in the Sauk Creek West Area plan. As a biker, I would not use this path, because it goes nowhere that commuters wish to go, and pleasure and exercise bike riders would find the path leading to nowhere, while the City and State have constructed many intricate trails around the City and the lakes, and many of them connect to paths/trail going for miles (i.e., the Military Ridge Trail). The planned Sauk Creek path is really a bike path to nowhere and potentially few biking users.

3. Someone has said that the alternate and faster routes north/south up Westfield and High Point streets and east/west across Tree Lane are dangerous and have had many accidents. I think looking at the police records for biking accidents on those specific blocks (that have bike lanes) would not back up those statements. As a scientist, I want to see the data!

Lastly, loss of trees and habitat will change the habitat for many of the avian, mammalian and amphibian species enjoyed by walkers and those younger folk from the Lussier Center, Please remove any paved path from the Sauk Creek section of West Area Plan.

Sincerely, John A. Oaks, Professor Emeritus
UW-Madison, School of Veterinary Medicine

From: [Jim M.](#)
To: [Harrington-McKinney, Barbara](#); pepbarrosh@gmail.com; [Govindarajan, MGR](#); annelizabethkovich@gmail.com
Cc: [Transportation Commission](#)
Subject: Proposed bike path in Sauk Creek Greenway
Date: Friday, July 19, 2024 12:49:18 PM

[Some people who received this message don't often get email from jim.munhofen@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

To the City of Madison Commissioners and Transportation office:

As a resident of the Walnut Grove neighborhood, I am writing to you about my concerns about the proposed bike path through the Sauk Creek Greenway. While I am an avid bicyclist, I am vehemently opposed to the city's proposal to construct a pathway in this area.

The reasons that I am opposed are as follows:

1. The bike path is not needed as there are plenty of bike lanes and trails in this areas already.
2. With the city projecting a \$22 million budget deficit for the upcoming year, this unnecessary and unneeded project will only increase our property taxes.
3. The proposed bike path and its construction would have an irreparable impact on the character of the greenway.
4. There is very little support and widespread opposition from the neighborhood for this project. The primary group advocating for this the Madison Bike Lobby which is spreading misinformation about this project.
5. There is not a transportation reason for the proposed bike path. It is a path to no-where.
6. There would be extensive environmental damage with the destruction of thousands of trees in the greenway. We should be looking for ways to preserve the city's tree canopy, not destroy some of it.

Thank you for considering my comments about this project.

Sincerely,

Carl Munhofen
12 Oak Creek Trail

From: [Edmond Drewsen III](#)
To: [Transportation Commission](#); [Conklin, Nikki](#)
Subject: Urgent Citizen letter on West Area Plan review July 31
Date: Monday, July 22, 2024 2:49:49 PM

You don't often get email from teddraw@ameritech.net. [Learn why this is important](#)

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

Dear Transportation Commissioners,

Subject: Removal of East-West and North-South Bike Path from West Area Plan

I applaud Ald. Nikki Conklin for persuading city planners to remove from the West Area Plan (WAP) paved and lit north-south bike path in the Sauk Creek Greenway. I appreciate the alder's April 29 statement that "the beauty and natural feel" of the greenway should be available to "surrounding communities." In addition, I support removal of the east-west bike path from the current plan and seek assurance that any maintenance plan will not be paved. The popular bike lanes on High Point and Westfield Road will continue to serve bikers as planners first proposed last summer.

I am concerned that the paved and lit north-south bike path in the Sauk Creek Greenway path could be reinstated in the WAP during the July 31 Transportation Commission meeting or at the Sept 10 City Council meeting. I would be disappointed if the commission or the council disrespected Ald. Conklin by changing her policy decision by re-inserting any more bike paths or paved paths. In my reading of city rules it says that the commission can make suggestions to the council but cannot make policy by removing an alder's policy change.

In her April 29 th statement, Ald. Conklin said the greenway should be available to "surrounding communities." I agree that prohibiting the north-south bike path,

removing the east-west bike path and prohibiting any paved maintenance road will maintain the alder's wishes. Allowing the north-south and east-west bike paths in the greenway would create a tremendous loss of green space for the city. Hundreds of healthy trees could be removed for an unneeded bike path and the tree canopy for Madison, now at 23 percent, will struggle to meet its 40 percent goal. Removing Sauk Creek trees will not be able to help Madison fight climate change by cooling the earth and absorbing carbon pollution and forest fire smoke.

Bicycle advocates in Madison have told city officials that cyclists will not use any bike path in the Sauk Creek Greenway because it is inconvenient and out of the way. It also does not connect to any other bike path networks as planners originally designed. Bikers say they prefer the bike lanes of High Point and Westfield Roads that run parallel to Sauk Creek, steps from the woods. Removing trees and spending city funds during a deficit for an unneeded transportation route is a violation of our trust in the city officials and the city council.

I hope that you'll be able to convince all commissioners to vote for the WAP without a north-south bike path, east-west bike path and paved maintenance road.

Sincerely,

Deb Drewsen
7621 Farmington Way
Madison Wi 53717

teddrew@ameritech.net

From: [Ted Drewsen](#)
To: [Transportation Commission](#); [Conklin, Nikki](#)
Subject: Urgent Citizen letter on West Area Plan review July 31
Date: Monday, July 22, 2024 2:50:05 PM

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

Dear Transportation Commissioners,

Subject: Removal of East-West and North-South Bike Path from West Area Plan

I applaud Ald. Nikki Conklin for persuading city planners to remove from the West Area Plan (WAP) paved and lit north-south bike path in the Sauk Creek Greenway. I appreciate the alder's April 29 statement that "the beauty and natural feel" of the greenway should be available to "surrounding communities." In addition, I support removal of the east-west bike path from the current plan and seek assurance that any maintenance plan will not be paved. The popular bike lanes on High Point and Westfield Road will continue to serve bikers as planners first proposed last summer.

I am concerned that the paved and lit north-south bike path in the Sauk Creek Greenway path could be reinstated in the WAP during the July 31 Transportation Commission meeting or at the Sept 10 City Council meeting. I would be disappointed if the commission or the council disrespected Ald. Conklin by changing her policy decision by re-inserting any more bike paths or paved paths. In my reading of city rules it says that the commission can make suggestions to the council but cannot make policy by removing an alder's policy change.

In her April 29 th statement, Ald. Conklin said the greenway should be available to "surrounding communities." I agree that prohibiting the north-south bike path, removing the east-west bike

path and prohibiting any paved maintenance road will maintain the alder's wishes.

Allowing the north-south and east-west bike paths in the greenway would create a tremendous loss of green space for the city. Hundreds of healthy trees could be removed for an unneeded bike path and the tree canopy for Madison, now at 23 percent, will struggle to meet its 40 percent goal. Removing Sauk Creek trees will not be able to help Madison fight climate change by cooling the earth and absorbing carbon pollution and forest fire smoke.

Bicycle advocates in Madison have told city officials that cyclists will not use any bike path in the Sauk Creek Greenway because it is inconvenient and out of the way. It also does not connect to any other bike path networks as planners originally designed. Bikers say they prefer the bike lanes of High Point and Westfield Roads that run parallel to Sauk Creek, steps from the woods. Removing trees and spending city funds during a deficit for an unneeded transportation route is a violation of our trust in the city officials and the city council.

I hope that you'll be able to convince all commissioners to vote for the WAP without a north-south bike path, east-west bike path and paved maintenance road.

Sincerely,

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

From: [Larry and Ginny White](#)
To: [Transportation Commission](#); [Conklin, Nikki](#)
Subject: Urgent Citizen Letter on West Area Plan review July 31
Date: Monday, July 22, 2024 7:10:32 PM
Attachments: [Letter to TC.pdf](#)

Some people who received this message don't often get email from lgwhites@gmail.com. [Learn why this is important](#)

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

Please note our comments on the West Area Plan. Thank you.

July 22, 2024

Dear Transportation Commissioners:

We oppose including any Sauk Creek Greenway paved bike paths in the West Area Plan. The 26-acre greenway's primary purpose is to control stormwater runoff and filter water that will ultimately drain into Lake Mendota. After that, the greenway's highest and best use is to mitigate climate change and provide habitat for wild animals and birds. Deer, coyotes, foxes, opossums, turkeys, owls, hawks, and songbirds live there. It's popular with hikers and dog walkers and serves as an outdoor classroom where children learn about nature.

Stabilizing the creek bed and restoring the greenway will require removal of hundreds of trees, but further environmental destruction should be avoided. The greenway is one of the Madison's last undeveloped green spaces and needs to be protected.

Here are specific reasons why we oppose bike infrastructure in the Sauk Creek Greenway:

- **The city is faced with a \$22 million operating budget deficit and such deficits are expected to continue.** Recommending construction of a north-south and/or east-west bike path that will cost millions of dollars is fiscally irresponsible. City leaders should be looking for ways to reduce spending and avoid cuts to essential services that affect all residents.
- **Bike paths are not needed in the greenway.** The greenway is far more valuable as undisturbed urban green space than it is as a transportation corridor. Dedicated bike lanes already exist on nearby S. Westfield and High Point Roads. A north-south bike path in the greenway would be redundant--*a third parallel bike route within a three-block radius*. An east-west path would require switchbacks and a bridge due to the steep slope, which would be extremely expensive and environmentally destructive.
- **Any bike infrastructure in the greenway will degrade the environment.** The most destructive design would be for a paved, lighted bike path. It would destroy the greenway's fragile ecosystem of trees, vegetation, and wild animals and birds. Thousands more trees would need to be removed beyond what's necessary to restore the creek, and tens of thousands of square feet of asphalt would have to be laid down. Paving 1.2 acres (10 ft. wide x 5,280 ft.) of ground would exacerbate problems with stormwater runoff and erosion.
- **Bike infrastructure will reduce the greenway's ability to mitigate climate change.** Rapid development on Madison's west side is contributing to the heat island effect. Every year the city loses more tree canopy to infill development, even as it plants hundreds of new saplings on public land. The urban forest surrounding Sauk Creek cools and purifies the air. Mature trees are an asset for the whole city. The Arbor Day Foundation estimates that a mature tree absorbs more than 48 pounds of carbon dioxide annually from the atmosphere and releases oxygen in exchange.

We urge you to take the long view and preserve the natural character of the Sauk Creek Greenway. The greenway is a precious gem that provides soil protection, stormwater regulation, air and water purification, carbon sequestration, habitat for native plants, birds, and animals, and aesthetic beauty. Not every piece of undeveloped land should be exploited for the enjoyment or convenience of humans.

Respectfully,

Ginny and Larry White
71 Oak Creek Trail
Madison, WI 53717

From: [Debra Oakes](#)
To: [Conklin, Nikki](#); [Transportation Commission](#)
Subject: Sauk Creek Greenway
Date: Wednesday, July 24, 2024 8:47:22 AM

You don't often get email from dkostlpark@yahoo.com. [Learn why this is important](#)

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

Hi, I recently moved out of the Sauk Creek Neighborhood, but nevertheless I would like to voice my support for leaving the greenway as is (except for some limited and necessary storm water upgrades).

I'm still a Madison resident, and it's important that as a city, we preserve the limited greenspace we have without removing mature, healthy trees. I understand that the city needs to cope with accelerated growth, which makes it even more important preserve existing greenspace.

A newspaper article that appeared on Friday, July 19 entitled "Neighbors celebrate little patch of nature" highlighted the importance of neighborhood input on preserving greenspace - decades after the greenspace was preserved as a neighborhood park. As a former resident of the Sauk Creek Neighborhood, I would like to think that the efforts of my neighbors to preserve the Sauk Creek Greenway would also be successful, providing a "cool green refuge on most warm summer afternoons" for future generations. This effort is not the work of affluent NIMBYs. It's a group of concerned neighbors who don't want thousands of trees and critical wildlife habitat destroyed to build unnecessary bike paths through one of the last green parcels left in Madison. I'm not a homeowner and I ride a bike. But destroying wildlife habitat and mature trees so I can have a nice ride (when the weather allows) is simply wrong. And it doesn't matter that it's in an affluent neighborhood. The trees and wildlife can't move to a less affluent area to appear more sympathetic for a news story or for politicians. It's wrong to destroy trees and wildlife on Willy Street and it's wrong to destroy them in the Sauk Creek neighborhood too.

Debra Oakes

From: [Sharon Genthe](#)
To: [Transportation Commission](#)
Subject: An appeal to save Sauk Creek Greenway
Date: Wednesday, July 24, 2024 1:31:55 PM

You don't often get email from stgenthe@gmail.com. [Learn why this is important](#)

Dear Transportation Commissioners and Alders

Nikki Conklin is my 9th District Alderperson. She ran on unifying the district. Her constituents have clearly communicated that we don't want a bike bath integrated into the Sauk Creek Greenway which is meant to mitigate stormwater runoff. Nikki said she has heard our voice and took the north/south bike path out of the West Side Plan. I don't believe that she's changed her position on opposing the north/south bike path. And I've not seen her accepting an east/west switchback from Walnut Grove Park to Brule Street.

Nikki Conklin is an elected official, elected by those of us who pay taxes in her district. Transportation Commissioners are not elected, so as such, have no business proposing putting the north/south back into the West Side Plan. Nor do they have the district's best interest in mind when they propose or insist on an east/west switchback that will destroy the Greenway's infrastructure, tree canopy, wildlife, natural flowers and natural beauty.

A bike path connecting Old Sauk Road and Tree Lane or the switchback from Walnut Grove Park to Brule Street make no sense. I am opposed.

**The bike path would only serve a few for maybe 6 months a year. And how long does it take to bike through the Greenway? Maybe 5 minutes? Hardly long enough to enjoy the quiet beauty so many of us have enjoyed for years.

**My biker friends are interested in a destination or a ride through the country for pleasure. Sauk Creek is of no service to bikers as it doesn't connect with a meaningful, continuous corridor. It connects Old Sauk Road and Tree Lane, which already have miles of bike lanes and sidewalks.

**The cost is prohibitive at an estimated \$3-7million by the time it's complete and doesn't include the cost of maintaining the path.

** There is no plan as to how to pay for the path or the upkeep. We constantly hear that Federal or Government Grants will pay for it. Last I checked, I, too, pay federal taxes. I prefer that they go to better causes.

** Construction of an east/west bike path must implement a switchback to accommodate the 5% grade from a 17% grade as dictated by the government. That means hundreds of good, healthy trees will be cut down. Wildlife will be displaced.

**The east/west switchback is proposed to travel from Walnut Grove Park to Brule Street. There is a pathway on Brule Street, but there is not an entry/exit pathway on Walnut Grove Park. I haven't seen proposed plans for that entry/exit pathway or how that will affect the park and its green space. I believe that is under the Parks Department and requires their input and approval. Take a walk and see for yourselves.

**The Sauk Creek Greenway is a storm water runoff pathway in need of cleanup, which the city said they planned to do several years ago. And a whole lot less expensive.

** Tamarack Trails spent over \$200,000 of its reserve budget to restore its internal swale with the goal of being environmentally conscious by carrying storm water to the Greenway. The city said they would work with Tamarack to make the restoration project happen. But that hasn't happened. Sand and runoff from the swale have washed down to the opening at the Greenway instead of flowing with the refurbished Greenway as originally expected

What is the solution?

**Perhaps we all would be better served if bikes were asked to pay for the privilege of using the bike paths on our streets and greenways. I propose a bike fee to ride in the city like cars pay a wheel tax to license a car. Let's make it the same percentage as our car wheel tax.

** How about the bike groups pitch in and walk the greenways and conservancies, pulling invasive species and watching the seasons change in the woods. Maybe then the 5 minute bike ride through our natural beauty would have meaning.

**Look at the optics of this situation. Sauk Creek Greenway neighbors see and hear a small group of bikers, some from outside Madison and the neighborhood, funded by outside money and inside pull with the Mayor and her Alders, insist that they have the right...by virtue of what(?)...to destroy a small, environmentally important piece of property with the goal of shortening their trip around the block.

Apparently, members of the Board of Directors of Madison Bikes. have said that they could care less if every last tree were cut down if it made one biker happy to use the Greenway. Nice attitude. The impression after undignified name calling is that nobody can tell you what to do. Is this your idea of a "power play"?

This is especially difficult as one founding member has pictures on Facebook enjoying the woods in the springtime behind a relative's home. Maybe given the nice time you had that day, you have a sense of the passion we feel for our beloved Sauk Creek Greenway.

I say...Just do the right thing. Let the Greenway be cleaned and restored to do the job it was intended.

Respectfully,

Sharon Genthe



ReplyReply allForward

Add reaction

From: [Bonnie Ackerman](#)
To: [Transportation Commission](#)
Subject: URGENT: Please Remove the East West Bike Path from the West Area Plan
Date: Friday, July 26, 2024 8:44:43 AM

[You don't often get email from bonnieackerman@charter.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Transportation Commissioners Ann Kovich, Denise Jess, Darrin Wasniewski, Barbara Harrington-Mckinney, Jose Miquel Barron Hoffens, MGR Goverindaran, and Robbie Webber,

PLEASE No bike path in the Sauk Creek Greenway-

I am writing as a Tamarack neighbor who has enjoyed walking the Greenway. It is a wonderful place close to my home where I go to escape for some peace and quiet. Walking the path amongst the trees from Walnut Grove Park to Old Sauk Road is a wonderful experience. A place to relax and refresh oneself. To escape from the city. I moved to Madison from Dillon Colorado where I did extensive hiking on the mountain trails. This greenway gives me a similar sense of peace as did hiking in the forest. The Sauk Creek Greenway is a sanctuary. A sanctuary for animals and humans. A bike path will destroy this area.

I'm very concerned that the deforestation of this wonderful sanctuary for a bike path will make it just another open city park. Putting in a bike path seems ludicrous for many reasons-especially financial. This is not a biking area, it is a forest preserve to be enjoyed for the serenity one gets when walking in this greenway. I implore you to vote against the plans of including a bike path in the Greenway.

Come take a walk.

Thank you in advance.

Respectfully submitted,

Cecilia D Ackerman
17 Oak Creek Trail
Madison Wi 53717
608 836-9876

From: [Amy Kell](#)
To: [Transportation Commission](#)
Subject: URGENT: Please Remove the East West Bike Path from the West Area Plan
Date: Friday, July 26, 2024 2:47:29 PM

You don't often get email from amykell0450@gmail.com. [Learn why this is important](#)

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

July 22, 2024

TO: The City of Madison Transportation Commission

The Transportation Commission should advise the City Council on July 31, 2024, to remove the East West bike path from the West Area Plan and the City council should concur in its final approval of the West Area Plan on September 10, 2024. The overarching goal is to save the Sauk Creek Greenway – the only urban forest/slice of nature in the 9th District. Reasoning as follows:

1. The bike path is not needed nor wanted, nor was it ever requested by residents who live on or near the Sauk Creek Greenway or Walnut Grove Park. In fact, there is widespread opposition by those of us who know the Greenway terrain. The path will create an unneeded expense and irreversible harm to the environment by reducing the mature, healthy trees in the greenway.
2. The proposed bike path is not part of a regional or localized transportation strategy for Madison's west side. That is because High Point Road is already the on-street alternative. High Point Road is safe; there are no recorded bike accidents on High Point Road. And even bikers say they prefer High Point to a possible bike path in the Greenway. Further, commuters say they would not use the proposed bike path for commuting because it runs in the wrong direction and covers a very short distance. In terms of bike riding for pleasure, who would use an eighth of a mile path that goes nowhere? Finally, compare Pheasant Branch, a bike path that is linked into the City's transportation system. It is three to four times as long as the proposed bike path in the Greenway and connects to a large network of trails which the Greenway does not. Pheasant Branch makes sense. Sauk Creek does not.
3. Too many more mature and old growth trees will be removed in the construction of the bike path. The city's 2018 tree survey by the city engineering division said that the Sauk Creek area has only 975 mature, healthy trees. Many of these "good trees" will be in the path of construction equipment and the East-West bike path route. The East West bike path in Sauk Creek will require taking down hundreds of trees along the face of the area below the park and the hill that surrounds the Brule Circle sidewalk into the creek. The equipment to build the bike path will be large and will cause many of these mature, healthy trees to be taken down for access. District 9 where I live only has a paltry 16 percent tree canopy at present. That is less than half of the goal of a 40% tree canopy that the City has established to fight climate change.
4. Being more specific, the Tamarack Trails neighborhood has clarified with city planners that a proposed "shared use" path will have the same width and grading requirements as an "all-ages and abilities" path governed by ADA rules. The minimum width is 5 ft for a walking path but 10 ft for a biking path. The maximum

grade allowed by ADA is 5%. The grade across the greenway is approximately 17% -- more than 3 times higher. City staff have discussed the use of switchbacks to accommodate for the grade. Imagine the tree loss that comes with a 10 ft wide path winding back and forth up the bluff behind Tamarack Trails homes. To get construction equipment, and concrete trucks to build a bridge, the area will need to be cleared of trees, as they have throughout Madison when building park bridges.

These switchbacks and the ancillary tree lost for construction machines will affect homes in Tamarack Trails and remove the natural feel of the greenway for those who use it for recreation and nature hikes, such as myself.

5. The cost is astronomical, considering the minimal benefit, if any, the bike path would provide. The proposed 0.13-mile bike path East West from Brule Circle to Walnut Grove Park could become one of the most expensive bike paths per square foot in City history. It will require a bridge and the 40 -foot drop from the park to the creek area, which will require switchbacks. Our neighborhood's conservative estimate of the cost is \$3 million.
6. The City probably has their eye on federal grants to support a project of this size. **Having personally been involved in the development of more than 100 winning federal grant awards for cities around the country, I know that the "need" for a federal project is worth at least 20% of the total points awarded by the federal agency. Since the need is nonexistent in this case, the likelihood of a federal award is remote at best. Furthermore, with a city deficit of \$22 million, what cash would we use to provide the required matching cash funds and leveraged dollars? I have worked on applications where matching and leveraged dollars were five times the grant award. That's what is needed for a competitive application.**

And finally, a personal reflection from a senior who loves being in nature. Not everything in our city has to be tied to some economic purpose, such transportation to employment centers. I walk through Walnut Grove most every day I can and have observed other seniors in contemplation such as myself, persons walking their dogs through quiet spaces, young parents with children in strollers admiring the trees and plants, and meditators welcoming the sun first thing in the morning. Nature offers a quality of life that no paved path filled with people in a hurry can provide. There is an old growth Burr Oak in the southwest corner that I stop and admire every day. There are many other beautiful and majestic trees along the west side as well that burn with red and yellow leaves in the fall. When the branches are covered in ice and sparkle in the winter sunlight, it is intoxicating to behold. Nature moves the spirit and heart in ways we cannot always quantify or even describe. Replacing old growth trees with saplings will mean that two or three generations of Madisonians following us will not be able to experience what we can experience until the next century. Why should we ever deprive our children and children's children, the marvel of untouched forest? Let's stop and smell the roses before it's too late.

Amy Kell
Tamarack Trails Resident
Oak Creek Trail
Madison, WI

From: [Jenny Iskandar](#)
To: [Transportation Commission](#)
Subject: Sauk Creek Greenway
Date: Monday, July 29, 2024 4:33:51 AM
Attachments: [Iskandar_email_Oct_2023.pdf](#)
[Zellers Iskandar Emails Nov-Dec 2023.pdf](#)

You don't often get email from jennyiskandar@gmail.com. [Learn why this is important](#)

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

July 22, 2024

To: The City of Madison Transportation Commission

At your December 2023 meeting, **planners omitted critical information** and **failed to correct inaccuracies** used as the basis of your motion to recommend adding the east-west path through the Sauk Creek Greenway. This is in **direct conflict with** the following sections of the City of Madison's Values and its Mission of Public Engagement.

*We believe in transparency, openness and inclusivity.
We will protect freedom of expression and engagement.*
City of Madison Values

Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.

City of Madison RESJI Mission
Source: International Association for public participation Core Values

Therefore, the Transportation Commission should advise the City Council on July 31, 2024, to **remove the east-west bike path from the West Area Plan.**

As city commissioners you are not expected to know every inch of the city. You must rely on city staff to provide you with accurate information to inform your decisions. At your December 2023 meeting, the planners omitted essential information and even failed to correct inaccuracies that were used as the basis of your motion.

Information Omitted – Planners showed THREE options during public engagement BUT only presented ONE to you

1. During WAP public engagement events, held between July and November 2023, planners highlighted THREE possible north-south connections – High Point Road, Westfield Road and Sauk Creek Greenway. By your December meeting, **planners had unilaterally narrowed it down to ONE – the greenway path – which is heavily opposed by area residents.** Even vocal proponent of the greenway path, Craig Weinhold, a Shorewood Hills resident

and member of Madison Bikes, stated in an email to city planners:

*One question that continually comes up is who and what the “all ages and abilities bike network” is for, especially in the context of Sauk Creek. I struggle to answer that. **Few Bikers will choose a Sauk Creek path over other routes since it'd be longer, add climbing, and have more bike/ped/dog conflicts. ... That doesn't mean a path isn't worthwhile, but the current messaging is unpersuasive. I'd recommend some adjustments...***

*Craig Weinhold email to
Jojo O'brien, Renee Calloway and Ben Zellers
Obtained via FOIA request*

I also share a quote, by city planner Ben Zellers, from an email he sent me in November 2023, explaining the role of city planners in the WAP process.

,,, city staff does not approve a plan – we draft maps and text for review and approval by our boards/committees/commissions and ultimately the common council has the final decision ...

*Ben Zellers email to Jenny Iskandar
full copy of correspondence attached*

2. During your discussion in December, when commissioners were seeking options to address the overwhelming public opposition to the greenway path, why didn't the planners disclose the other two options? It is important to note that **both the Highpoint and Westfield routes had/have unanimous support by area residents.**

3. **Planners presented THREE options; we opposed ONE.** Their unilateral decision to omit the other two options, when presenting to city boards and commissions, was misleading and **led to a mischaracterization of area residents' position** as anti-bike NIMBYism. As an example, I offer the following quote, made by Ben Zellers at your December meeting. He seems to be saying that we, “folks who live close to this project”, are not concerned with bike and pedestrian safety in our own neighborhood. These types of **statements are false, incendiary, and have contributed to bullying on social media** (See *Madison Bikes Newsletter* <https://www.madisonbikes.org/2024/05/the-tragedies-of-sauk-creek-greenway/>).

*In general, there were pretty high number of people that thought it was important to improve pedestrian bicycle connectivity in the west area – improve safety of pedestrians and bicyclists in the West area. But then when it comes to a specific section like this — there is also a **significant amount of feedback from folks who live close to this project, who don't want to see this portion of the bike ped system within the West area be constructed ...***

Ben Zellers response to Commissioner Webber

City Planners Failed to correct inaccurate information – provided during the drafting of your motion

In the following statement, Commissioner Webber incorrectly states that there are no east-west routes around the greenway. Tree Lane and Farmington are safe east-west routes used by area residents every day. Both are classified, by the city, as low stress bike routes. **The planners should have identified and corrected the inaccuracy of Commissioner Webber's statement.**

I just wanted to add that we feel an east-west connection is especially important ... because ... there are no other alternatives to an east-west ... to get across that big space without going all the way down apparently to Mineral Point Road or up to Old Sauk Road to get there.

*Transportation Commissioner Robbie Webber
December 2023 TC Meeting*

It is also important to note, that during the drafting of your motion at this virtual meeting, members of the public were raising their hands to correct this inaccurate information. In response, Chair Kovich announced that at that point in the meeting she could no longer call on members of the public. This is an example of how the impersonal nature of **virtual meetings can interfere with civic engagement.**

Conclusion

Since the omissions described above were used to make your motion regarding the Sauk Creek Greenway path(s), the transportation commission should modify that motion and advise the Common Council to remove the east-west path from the West Area Plan.

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



Jenny Iskandar <jennyiskandar@gmail.com>

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

Zellers, Benjamin <BZellers@cityofmadison.com>

Mon, Dec 4, 2023 at 4:48 PM

To: Jenny Iskandar <jennyiskandar@gmail.com>

Cc: "Haas, Michael R" <MHaas@cityofmadison.com>, "Horvath, Linda" <LHorvath@cityofmadison.com>, "Callaway, Renee" <ReCallaway@cityofmadison.com>, "Tao, Yang" <YTao@cityofmadison.com>, "Wolfe, James" <JWolfe@cityofmadison.com>, "Stouder, Heather" <HStouder@cityofmadison.com>, All Alders <allalders@cityofmadison.com>, Mayor <Mayor@cityofmadison.com>, "Rhodes-Conway, Satya V." <SRhodes-Conway@cityofmadison.com>, "Conklin, Nikki" <district09@cityofmadison.com>, "Veum, Eric" <EVeum@cityofmadison.com>, "Lynch, Thomas" <TLynch@cityofmadison.com>, Sharon/Tom Dosch <dosch@charter.net>, Cindy Schott <cindyschott@gmail.com>, Donald Schott <don.schott.ds@gmail.com>, Britta Wunderlich-Herr <britta@brittahomes.com>, Sharon Dosch <doschs@j@gmail.com>, Alison Tenbruggencate <atenbruggencate@pinesbach.com>, "gbjillings@gmail.com" <gbjillings@gmail.com>, "cjillings@gmail.com" <cjillings@gmail.com>, Jackie Crum <jrf@athletics.wisc.edu>, "Tcrum@strang-inc.com" <Tcrum@strang-inc.com>, Gwen Long <gwenlong6@gmail.com>, Benny and Jenny Iskandar <bennyandjennyiskandar@gmail.com>, Paul Herr <peherr@chorus.net>, Ellen Foley <ellen.madaline@gmail.com>, Ginny White <ginnywerginwhite@gmail.com>, Larry Sipovic <LVSipovic@gmail.com>, Damon Rygiewicz <damon.rygiewicz@gmail.com>, Chris Gomez Schmidt <cgomezschmidt@tds.net>, Susie Bruegman <susan.bruegman@att.net>

Hello Jenny –

City staff were invited guests to the Sauk Creek Neighborhood Association meeting. We did not organize the meeting – that was done by the Association – and had no input or control over the format of the meeting. As I mentioned in my reply to your November 13th request, we welcome the opportunity to discuss the West Area Plan with other associations beyond the Sauk Creek Neighborhood Association. Beyond any of those potential meetings, there will continue to be other public input and engagement opportunities as we progress through the West Area Plan process, which will be shared through the project website, project email list, and area alders.

- Ben

Ben Zellers, AICP, CNU-ACity of Madison Planning Division
608-266-4866**From:** Jenny Iskandar <jennyiskandar@gmail.com>**Sent:** Monday, December 4, 2023 4:22 PM**To:** Zellers, Benjamin <BZellers@cityofmadison.com>**Cc:** Haas, Michael R <MHaas@cityofmadison.com>; Horvath, Linda <LHorvath@cityofmadison.com>;

Callaway, Renee <ReCallaway@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>; Wolfe, James <JWolfe@cityofmadison.com>; Stouder, Heather <HStouder@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; Conklin, Nikki <district09@cityofmadison.com>; Veum, Eric <EVeum@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Sharon/Tom Dosch <dosch@charter.net>; Cindy Schott <cindyschott@gmail.com>; Donald Schott <don.schott.ds@gmail.com>; Britta Wunderlich-Herr <britta@brittahomes.com>; Sharon Dosch <doschsj@gmail.com>; Alison Tenbruggencate <atenbruggencate@pinesbach.com>; gbjillings@gmail.com; cjjillings@gmail.com; Jackie Crum <jrf@athletics.wisc.edu>; Tcrum@strang-inc.com; Gwen Long <gwenlong6@gmail.com>; Benny and Jenny Iskandar <bennyandjennyiskandar@gmail.com>; Paul Herr <peherr@chorus.net>; Ellen Foley <ellen.madeline@gmail.com>; Ginny White <ginnywerginwhite@gmail.com>; Larry Sipovic <LVSipovic@gmail.com>; Damon Rygiewicz <damon.rygiewicz@gmail.com>; Chris Gomez Schmidt <cgomezschmidt@tds.net>; Susie Bruegman <susan.bruegman@att.net>

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

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

Hello Ben,

You have repeatedly refused to meet with us.

Since your October 10 email, where you encouraged me to attend public meetings if I am "interested in further discussion of the West Area Plan", I have attended 3 such meetings, including the November 15th meeting you mentioned below.

The conclusion I and many others who patiently attended, is that the City is not interested in partnering with neighborhoods on projects that directly impact their immediate communities, and continues to be disingenuous about the information it's providing. Many people in attendance felt patronized by the answers you provided to their questions, especially that we were given no opportunity to respond back and correct your misstatements.

As the West Area Plan moves through the various commissions and the Common Council, we will do what we can to make sure our opposition to the Sauk Creek Greenway path and dissatisfaction with the planning process is heard.

Regards,

Jenny Iskandar

17 St Lawrence Circle

Madison

On Thu, Nov 16, 2023 at 8:52 AM Zellers, Benjamin <BZellers@cityofmadison.com> wrote:

Hello Jenny –

I hope you were able to attend last night's meeting and get some questions answered. We would certainly welcome the opportunity to discuss the West Area Plan with other associations beyond the Sauk Creek Neighborhood Association. If other associations would like to partner on setting up a meeting that would be great – there are about 35 associations in the West Area of varying sizes, so an opportunity to talk to multiple associations at once would be appreciated.

To clarify a few points on your request below, City staff does not approve a plan – we draft maps and text for review and approval by our boards/committees/commissions, and ultimately the Common Council has the final decision on plan approval. Path discussion is taking place as part of the West Area Plan because transportation is a component of our area planning efforts - it is important for us to consider transportation decisions as part of an interconnected network.

If there are associations that are partnering on a meeting to hear about the West Area Plan please let me know what the preferred date(s) may be and which associations are looking to participate so we can make sure we have West Area Plan team staff available to attend. Thank you,

- Ben

Ben Zellers, AICP, CNU-A

City of Madison Planning Division
608-266-4866

From: Jenny Iskandar <jennyiskandar@gmail.com>

Sent: Monday, November 13, 2023 7:11 AM

To: Haas, Michael R <MHaas@cityofmadison.com>; Horvath, Linda <LHorvath@cityofmadison.com>; Callaway, Renee <ReCallaway@cityofmadison.com>; Zellers, Benjamin <BZellers@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>; Wolfe, James <JWolfe@cityofmadison.com>; Stouder, Heather <HStouder@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; Conklin, Nikki <district09@cityofmadison.com>; Veum, Eric <EVeum@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>

Cc: Sharon/Tom Dosch <dosch@charter.net>; Cindy Schott <cindyschott@gmail.com>; Donald Schott <don.schott.ds@gmail.com>; Britta Wunderlich-Herr <britta@brittahomes.com>; Sharon Dosch <doschs@j@gmail.com>; Alison Tenbruggencate <atenbruggencate@pinesbach.com>; gbjillings@gmail.com; cjjillings@gmail.com; Jackie Crum <jrf@athletics.wisc.edu>; Tcrum@strang-inc.com; Gwen Long <gwenlong6@gmail.com>; Benny and Jenny Iskandar <bennyandjennyiskandar@gmail.com>; Paul Herr <peherr@chorus.net>; Ellen Foley <ellen.madaline@gmail.com>; Ginny White <ginnywerginwhite@gmail.com>; Larry Sipovic

<LVSipovic@gmail.com>; Damon Rygiewicz <damon.rygiewicz@gmail.com>; Chris Gomez Schmidt <cgomezschmidt@tds.net>; Susie Bruegman <susan.bruegman@att.net>
Subject: Follow up: Significant Concerns Regarding Proposed Bike Path in Sauk Creek Greenway

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

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

From: [Randy Bruegman](#)
To: [Transportation Commission](#)
Subject: Request to the Transportation Commission
Date: Monday, July 29, 2024 11:37:26 AM
Attachments: [image001.png](#)
[image002.png](#)
[Request to Table the West Area Plan.pdf](#)


You don't often get email from rbruegman@outlook.com. [Learn why this is important](#)

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

Chief Randy Bruegman (Ret.)
PRESIDENT + FOUNDER



<https://www.theleadershipcruciblefoundation.org/>

 [Follow us on LinkedIn](#)

transportationcommission@cityofmadison.com

RE: Request to Table the West Area Plan

I request that the Transportation Commission table the West Area Plan until the city completes further citizen engagement in the development of this plan and the full accounting of the anticipated cost of the projects that are included in this plan.

When a group of citizens from Sauk Creek met with the mayor over two years ago and asked how funds could be allocated for the Sauk Creek Greenway drainage project in the capital budget without a design of what was to occur with the Greenway project, she replied that the approximately \$3 million that was included in the budget was a placeholder for the project.

Fast forward two years, and after multiple city meetings, there is no final design, no identified final cost for the Sauk Creek Greenway changes including two unneeded bike paths that even bike leaders say they will not use. We understand that the north-south bike path which was removed by an elected alder in April will likely be re-inserted in the West Area Plan tonight by unelected Transportation Commission members and the move will require more staff time, which means more cost, to untangle the change during a time when the mayor is proposing layoffs due to a \$22 million deficit. Why do unelected commission member trump the decisions of elected council members and then create more cost with staffers scrambling to redo the plans? Is there no respect for the decision of the alders whom we elected?

The other bike path, called the east-west path, was inserted in the West Area Plan quietly by staff with out any decision-maker asking for it. The path was discussed at the December Transportation Commission meeting but there was no directive to staff to put that costly path into the West Area Plan. We are told that path would be All Ages and Abilities, 10 feet wide and strung across two sides of the greenway along cliffs and hills via expensive switchbacks to allow bikers, hikers, and wheelchair users to navigate the narrow terrain which at one point hosts a 40 foot drop from Walnut Grove Park to the floor of the greenway, a distance equivalent to the height of the four-story building. By doing this, Planning staff members essentially assigned these project to the city engineering staff without the approval of a commission or the city council? The bike path projects could cost more than \$3 million just for that construction and there has been no discussion in the commission on the cost issue and no discussion with stakeholders such as the taxpayers who will foot the bill.

The reality is that the budgeted \$3 million project to reconstruct the greenway and the approximate \$3 million to build bike paths will likely cost substantially more because the city never did proper due diligence and community engagement in the final design. The planners say they don't do the design; engineers do that. This is backwards financial stewardship in which people with no sense of how much something will cost taxpayers get to put it in a plan that invariably gets approval at the council. Many others projects similar to Sauk Creek Greenway were placed in this plan and many have money tucked away for them in budget requests that the city now with the deficit will not have the money to pay for them. While it is appropriate to have plans that outline potential projects in the future, allowing the council to allocate money in the budget without a final design is fiscally irresponsible.

As a 27-year executive-level department head in local government, this type of budgeting leads to over-expenditure on projects by design and is one of the reasons why the city is experiencing the budget deficit that exists today. This type of fiscal management ultimately will negatively

impact the city's AAA credit rating, which will increase the cost of future borrowing for the city and increase the impact on the taxpayer.

The lack of transparency in this entire process, including the facade of community engagement, under which residents were never given a full picture of what was proposed for their neighborhoods. This is a result of the meetings being well orchestrated to provide controlled amounts of information at each meeting and limited open discussion. Many of them were online like this one in which our microphones are muted, and we don't have the opportunity to speak for more than 3 minutes. As we have heard from other groups across the city, this is not how the city previously operated, and it's a big change from the past.

Tonight, the Transportation Commission will review this plan for adoption and have the opportunity to include other projects in the plan such as re-introducing the expensive north-south bike path in Sauk Creek Greenway and endorsing the very costly east-west bike path that with switchbacks and a bridge will blow out budget projections that Transportation Commissioners aren't even aware of. I would suggest that you take the action to table this plan and redesign the community engagement process so that the residents who are affected by the projects proposed in this and other plans throughout the city get a fair and robust engagement forum that builds trust with city planners, and all can agree to support the plans being put before this commission. That is simply good governance.

Randy R. Bruegman

313 Sauk Creek Drive

Madison, WI.

From: [Alexandre](#)
To: [Transportation Commission](#)
Subject: support of trails and multiuse path
Date: Monday, July 29, 2024 12:40:50 PM

You don't often get email from minot.alexandre@gmail.com. [Learn why this is important](#)

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

Dear transportation commission,

I am writing in support of all trail, multi use path and bike infrastructure projects. These improve safety, health, travelling time, the environment and reduce road maintenance costs. Please do not yield to the loudest minority.

Best regards,
Alexandre

From: [George and Patricia Silverwood](#)
To: [Transportation Commission](#)
Subject: Transportation Commission Meeting 7/31 Agenda Item 84377 West Side Plan
Date: Monday, July 29, 2024 12:57:13 PM
Attachments: [trans commission.docx](#)

You don't often get email from psilver4414@gmail.com. [Learn why this is important](#)

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

Hello: I have attached a comment regarding this item. Please confirm receipt

To: Members of the Transportation Commission

Re: Agenda item # 84377 West Side Plan

The current Plan has two on street bike lanes on Mineral Point Rd., from Segoe to Midvale. Contrary to one of the more vocal Bike Federation Board member's comments who thinks there is room to retain all current lanes, this would require a "road diet" where the most recent vehicle count was at 17,000. I confirmed that configuration need through Traffic Engineering. The right of way does not have room.

While the actual decision on any redesign will likely not take place until 2026, this should not be locked in as part of the plan. The impact on vehicle traffic, particularly during morning and evening rush hours will be significant. Entering Mineral Point from driveways and side streets will become very difficult as traffic gaps become nonexistent. Crashes will inevitably increase due to the need for thousands of required merging actions. The comparison to Odana Rd is not relevant. That is a largely destination, commercial area not one of the three east/west access routes.

This plan presupposes a similar configuration for the next stretch of Mineral Point from Midvale to Glenway to attain "connectivity". That proposal last fall met with significant neighborhood opposition for reasons similar to those cited above. In addition, the very steep grade in the 4300 block, the heavy mix of busses and vehicles and the fact that the east end of the lanes simply ended in mixed traffic gave many bicyclists pause as well. As someone who commuted by bike and bus from Midvale Heights for 11 years, I know there are safer and less disruptive options.

Obviously, this is a part of the Plan that requires much more input and actual planning. If retaining the lanes as simply a placeholder for now, so be it. However, if leaving them in gives them any higher status they should be removed until some actual planning occurs. Thank you.

George Silverwood

Midvale Heights resident

From: [Jan Miller](#)
To: [Transportation Commission](#)
Subject: Opposition to Bike Path
Date: Monday, July 29, 2024 1:48:41 PM

[You don't often get email from janmilleralbertsen@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

We strongly oppose any bike path through the Sauk Creek Greenway.
Soren and Jan Albertsen

Sent from my iPhone

From: [Annie Brunsell](#)
To: [Transportation Commission](#)
Subject: Agenda Item #7 OPPOSED
Date: Monday, July 29, 2024 1:48:50 PM

You don't often get email from cactusinbloom@yahoo.com. [Learn why this is important](#)

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

Ann Brunsell
101 Pine Ridge Trail
Madison, WI 53717
970-420-0077

Merci, Annie

From: [Richard S. Russell](#)
To: [Transportation Commission](#)
Subject: Agenda Item 84377: Oppose Any Bike Path in the Sauk Creek Greenway
Date: Monday, July 29, 2024 1:52:25 PM

You don't often get email from richardsrussell@tds.net. [Learn why this is important](#)

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

Please don't subtract any more greenery from the greenway. In this era of global warming, we need all the green spaces we have left. Putting a bike path thru it may seem like a small thing, but the critters (including gentle use by us humans) who make it a thriving ecosystem don't think so. And neither do I.

To see what this kind of incremental nibbling can lead to, read Harry Harrison's 1966 SF novel *Make Room! Make Room!*, on which the film *Soylent Green* was based.

We should be creating more green spaces in Madison, not whacking away at the few we have left.

Thank you for your kind attention.

=====

Richard S. Russell
7846 W. Oakbrook Cir., Madison WI 53717-1609
608-219-7044 • RichardSRussell@tds.net

=====

I do not believe in putting out the sun to keep weeds from growing.

— Robert Green Ingersoll (1833-1899), “The Great Agnostic”

From: [Ben Varick](#)
To: [Transportation Commission](#)
Subject: Improve bike connectivity with the West Area Plan
Date: Monday, July 29, 2024 1:56:44 PM

You don't often get email from ben@wisconsinbikefed.org. [Learn why this is important](#)

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

My job is to help the high school students of Dane County walk and bike for transportation: to school, to a summer job, to their friends house. As I meet with students in different schools, I hear about the issues they face biking and walking near their school.

At Memorial High School, students have voiced that they don't feel safe biking from the apartments west of Gammon Road to the school. They talk about how they are uncomfortable biking with the car traffic on Tree Lane (even with the bike lanes) and so they choose to bike on the sidewalk. This has resulted in students being yelled at by residents for biking on the sidewalk.

Adding a better connected network of bike paths and bike lanes (protected by bollards or curbs) throughout the area west of Gammon Rd would help tremendously for students trying to bike or walk to school and the community center. For East-West travel, a bike path across the Sauk Creek Greenway and a protected bike lane on Tree Lane would be vital. Similarly, protected bike lanes on Westfield and High Point roads would help with North-South travel. These improvements will also reduce the traffic around the schools as more students will be able to walk and bike to school.

I'm also concerned about Gammon Road itself as there are a concentration of bike and pedestrian crashes involving kids near the schools and West Towne Mall on Gammon Rd. The West Area Plan includes reducing the number of lanes on Gammon north of the schools, and this will help, but those lane reductions should extend further south to the West Towne Mall, or at least to Mineral Point Road.

I've heard residents voice environmental concerns about these bike paths and bike lanes. Climate models indicate that 1 person reducing their car use by 10% is the carbon equivalent of 12 mature trees. These bike lanes and paths will allow for hundreds of families to choose non-car transportation options for some of their trips and have a far great carbon impact than the tree removal will.

Connecting the neighborhood with protected bike lanes, a bike path across the Sauk Creek Greenway, and a lane reduction on Gammon Road will help students, their families, the environment, and traffic congestion.

Thank you,
Ben Varick

Ben Varick (he/him)
Dane County High School Active Transportation Program Manager
WISCONSIN BIKE FED
Madison, WI

From: [Kap Mueller](#)
To: [Transportation Commission](#)
Subject: In support of bike paths
Date: Monday, July 29, 2024 2:22:09 PM

You don't often get email from kapmueller@gmail.com. [Learn why this is important](#)

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

Hello, I understand the transportation commission will discuss bike paths in the northeast and west area plans. I would like to indicate my support for the bike paths proposed in those plans, because I primarily get around town by bike and the paths included in both plans are important to me to enjoy all the city has to offer and get to local businesses and friends. Thank you for your consideration.

Kap Mueller
Madison, WI

From: [Jayne Meyer](#)
To: [Transportation Commission](#)
Subject: RE: Against the East West Bike Path and Any Bike Path in the Sauk Creek Greenway in the West Area Plan File# 84377
Date: Monday, July 29, 2024 2:42:20 PM
Attachments: [letter to Transportation commission 7-31.pdf](#)

You don't often get email from mshazmat@gmail.com. [Learn why this is important](#)

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

TO: Madison Transportation Commission

RE: Against the East West Bike Path and Any Bike Path in the Sauk Creek Greenway in the West Area Plan File# 84377

Dear Transportation Commissioners. I am writing to object to the inclusion of the East West Bike Path and Any Bike Path in the Sauk Creek Greenway in the West Area Plan file number 84377 on your agenda for the July 31st meeting.

Listen to voices other than Madison Bikes

Opponents of the Friends of Sauk Creek (FOSC) consistently diminish supporters claiming the citizen advocacy group represents a "minority voice" that doesn't encompass the welfare of the entire City of Madison. Some city officials have dismissed FOSC's standing to protect the environment in the Sauk Creek Greenway by using this "minority voice" label for us.

But city officials do not use the derogatory label of "minority voice" to another group that clearly has an agenda opposing FOSC and readily admits it represents only the 2.7 percent and 5 percent of Madison residents who commute to work. Its name is Madison Bikes, a local bike advocacy group affiliated with the Wisconsin Bike Federation. Madison Bikes have powerful voices with pipelines into city hall.

Two Transportation Commissioners were also Madison Bikes board members while on the commission. They are Robbie Webber, a current Transportation Commissioner, and Harald Kliems who termed out this June.

The stakes are too high for the city to listen only to Madison Bikes, one minority voice. At issue is a Sauk Creek bike path that was inserted in the important West Area Plan. The approval of that plan is on the agenda of the Transportation Commission July 31.

In April, an alder removed a milelong north-south bike path and added a shorter

east-west bike path. FOSC argues that the east-west bike path is needs to be removed so there are no bike paths in Sauk Creek Greenway but FOSC learned from social media sites and comments from officials that the Transportation Commission on the recommendation of a commissioner, who is also a Madison Bikes board of directors member, may put back the north-south bike path into the West Area Plan next week or recommend that the city council do that Sept. 10. A blog by another Madison Bikes board of director named Craig Weinhold (who is not even a city resident) called for this in May in the Madison Bikes blog and Madison Bikes Instagram in July.

FOSC supporters, who live near the greenway, have unique understanding of its terrain and Riparian traits that spur trees and specialized vegetation along the banks to absorb water and stop flooding. Madison Bikes does not share this expertise.

FOSC's concern is that with climate change sending storms that make Madison wetter, bike paths in the creek area will require the city to remove thousands of trees to construct two paved bike paths in the greenway. The flooding risk would not just affect Madison's West Side but Middleton, and Madison neighborhoods like Lake Mendota Drive.

Webber, a current Transportation Commissioner and board member of Madison Bikes, says Madison Bikes has not taken a position on the greenway project and members of the organization have the right to share any ideas on its website. However, the content on its website newsletter, Instagram and other social shows Madison Bikes' strong opinion against FOSC. One article [describes FOSC as "bullies," contends supporters hate bikers and are liars.](#) Madison Bikes leaders put a disclaimer on the article in May saying this article is only the opinion of one person. But Webber, Kliems and others refer readers to it several times in website content and that acts like an endorsement of those comments.

We also see negative comments on social media from members of Madison Bikes. Webber on social media referred to FOSC as the "west side cranks." We are called "NIMBYs" by people that say yes in my back yard when they really mean yes in YOUR backyard, and "washed up has beens". And in a July the Madison Bike Instagram account with more than 2,000 followers posted a very clear position statement that was not marked as just one person's opinion:

Text Box:



FOSC wants to be clear that is supporters do Not hate bikers.
Supporters literally love bikers. Several members' partner/spouses and children are
commuter bikers and belong to the Bike Federation. And several of the active

FOSC members are avid bikers themselves. But as much as supporters enjoy biking, FOSC strongly believes that the city needs to balance the value of unneeded bike paths and a greenway environment that can be a solution to climate change and flooding. ([See the mayor's blog on this.](#)) The bike paths are unneeded because they do not directly connect with the regional network and their construction would destroy many of the greenway's 5,600 water-absorbing trees. These bike paths have no transportation purpose.

And in addition to flood control, the greenway's trees sequester carbon, capture smoke from forest fires, cool heat islands, buffer noise from highways and encourage a diverse ecosystem with food for insects and other wildlife.

We are a kind, wise and helpful group of neighbors who have no budget, do everything with volunteers and make decisions around our kitchen tables and do not deserve to be derided for our caring and activism for our neighborhoods. Most of us are retired or homemakers with school age children. We are no match for the powerful bike lobby, but we continue to fight for the land and the trees for the good of all of Madison. In fact, we see ourselves as a model that could be used in the other 26 city greenways in an effort to create a network of nature centers.

In recent days, Webber, a former alder, wrote in a letter to one of our neighbors that city officials like herself often need to confer with experts and use their conscience to decide for the best interest of the whole city. This can upset "vocal segments" in an alder's district, she said.

We are not "upset" but we do strongly encourage the members of the Transportation Commission, Planning Commission, Urban Design Commission, and the city council members to listen to our voice and not just the powerful voice of Madison Bikes with its insider connections.

City Hall sources tell us there is a very good chance that our Alder will not know how to muster the support of the majority of the council because it relies on advice from the mayor only. Alders friendly to Madison Bikes will make a motion to put the bike paths back into the Sauk Creek and many healthy and helpful trees will come down.

That will be a sad day for our tired band of homespun environmental advocates. Our "minority voice" may not be able to penetrate the fortress around the mayor and alders like Madison Bikes. But we hope we can reach you.

We will continue to educate our neighbors and our city. We will show our children how to save their world from the ravages of climate change, even if we do not get very with city officials in 2024. Webber was overheard by me at a recent plan open

house telling one of my neighbors “It’s not your greenway, it’s the city’s” Ms. Webber I have a comment for you. We ARE the city.

Jayne Meyer
Madison
District 9

TO: Madison Transportation Commission

RE: Against the East West Bike Path and Any Bike Path in the Sauk Creek Greenway in the West Area Plan File# 84377

Dear Transportation Commissioners. I am writing to object to the inclusion of the East West Bike Path and Any Bike Path in the Sauk Creek Greenway in the West Area Plan file number 84377 on your agenda for the July 31st meeting.

Listen to voices other than Madison Bikes

Opponents of the Friends of Sauk Creek (FOSC) consistently diminish supporters claiming the citizen advocacy group represents a "minority voice" that doesn't encompass the welfare of the entire City of Madison. Some city officials have dismissed FOSC's standing to protect the environment in the Sauk Creek Greenway by using this "minority voice" label for us.

But city officials do not use the derogatory label of "minority voice" to another group that clearly has an agenda opposing FOSC and readily admits it represents only the 2.7 percent and 5 percent of Madison residents who commute to work. Its name is Madison Bikes, a local bike advocacy group affiliated with the Wisconsin Bike Federation. Madison Bikes have powerful voices with pipelines into city hall.

Two Transportation Commissioners were also Madison Bikes board members while on the commission. They are Robbie Webber, a current Transportation Commissioner, and Harald Kliems who termed out this June.

The stakes are too high for the city to listen only to Madison Bikes, one minority voice. At issue is a Sauk Creek bike path that was inserted in the important West Area Plan. The approval of that plan is on the agenda of the Transportation Commission July 31.

In April, an alder removed a milelong north-south bike path and added a shorter east-west bike path. FOSC argues that the east-west bike path is needs to be removed so there are no bike paths in Sauk Creek Greenway but FOSC learned from social media sites and comments from officials that the Transportation

Commission on the recommendation of a commissioner, who is also a Madison Bikes board of directors member, may put back the north-south bike path into the West Area Plan next week or recommend that the city council do that Sept. 10. A blog by another Madison Bikes board of director named Craig Weinhold (who is not even a city resident) called for this in May in the Madison Bikes blog and Madison Bikes Instagram in July.

FOSC supporters, who live near the greenway, have unique understanding of its terrain and Riparian traits that spur trees and specialized vegetation along the banks to absorb water and stop flooding. Madison Bikes does not share this expertise.

FOSC's concern is that with climate change sending storms that make Madison wetter, bike paths in the creek area will require the city to remove thousands of trees to construct two paved bike paths in the greenway. The flooding risk would not just affect Madison's West Side but Middleton, and Madison neighborhoods like Lake Mendota Drive.

Webber, a current Transportation Commissioner and board member of Madison Bikes, says Madison Bikes has not taken a position on the greenway project and members of the organization have the right to share any ideas on its website. However, the content on its website newsletter, Instagram and other social shows Madison Bikes' strong opinion against FOSC. One article [describes FOSC as "bullies," contends supporters hate bikers and are liars.](#) Madison Bikes leaders put a disclaimer on the article in May saying this article is only the opinion of one person. But Webber, Kliems and others refer readers to it several times in website content and that acts like an endorsement of those comments.

We also see negative comments on social media from members of Madison Bikes. Webber on social media referred to FOSC as the "west side cranks." We are called "NIMBYs" by people that say yes in my back yard when they really mean yes in YOUR backyard, and "washed up has beens". And in a July the Madison Bike Instagram account with more than 2,000 followers posted a very clear position statement that was not marked as just one person's opinion:



madisonbikes When Madison released its new West Area Plan, it included provisions for a Multi Use Path through the Sauk Creek Greenway, connecting local families with schools and other amenities. This path was to be built in conjunction with a large stormwater management project that will be taking place in the greenway.

After opposition from some local neighbors opposed to the Multi Use Path, the City chose to remove the North/South portion of the path from the project plan. While this is a frustrating loss, there is still an East/West path that will be an essential connector in the Madison bike network.

Madison Bikes board member, Craig, talks a little about why this path is so important and how it will benefit the neighborhood and community.

• Register to speak at July 9 Meeting:

<https://cityofmadison.zoom.us/meeting/register/tZEuc-moqj4uEtx4pArLCKcadDp5KqjnRsr#/registration>

• Email YOUR alder, and let them know that even though this project is in a different district, this is a bike network issue that impacts the entire city. This is a good opportunity to remind alders all over the city that there are people who care about bike issues in their districts.

• Email Alder Nikki Conklin and the entire Madison Common Council and let them know how crucial this project is for not only the bike network, but moving the city towards a more environmentally sustainable and socially responsible future.

• Read the blog post written by Craig Weinhold, Madison Bikes Board Member - <https://www.madisonbikes.org/2024/05/the->

FOSC wants to be clear that its supporters do Not hate bikers. Supporters literally love bikers. Several members' partner/spouses and children are commuter bikers and belong to the Bike Federation. And several of the active FOSC members are avid bikers themselves. But as much as supporters enjoy biking, FOSC strongly believes that the city needs to balance the value of unneeded bike paths and a greenway environment that can be a solution to climate change and flooding. [\(See the mayor's blog on this.\)](#) The bike paths are unneeded because they do not directly connect with the regional network and their construction would destroy many of the greenway's 5,600 water-absorbing trees. These bike paths have no transportation purpose.

And in addition to flood control, the greenway's trees sequester carbon, capture smoke from forest fires, cool heat islands, buffer noise from highways and encourage a diverse ecosystem with food for insects and other wildlife.

We are a kind, wise and helpful group of neighbors who have no budget, do everything with volunteers and make decisions around our kitchen tables and do not deserve to be derided for our caring and activism for our neighborhoods. Most of us are retired or homemakers with school age children. We are no match for the powerful bike lobby, but we continue to fight for the land and the trees for

the good of all of Madison. In fact, we see ourselves as a model that could be used in the other 26 city greenways in an effort to create a network of nature centers.

In recent days, Webber, a former alder, wrote in a letter to one of our neighbors that city officials like herself often need to confer with experts and use their conscience to decide for the best interest of the whole city. This can upset "vocal segments" in an alder's district, she said.

We are not "upset" but we do strongly encourage the members of the Transportation Commission, Planning Commission, Urban Design Commission, and the city council members to listen to our voice and not just the powerful voice of Madison Bikes with its insider connections.

City Hall sources tell us there is a very good chance that our Alder will not know how to muster the support of the majority of the council because it relies on advice from the mayor only. Alders friendly to Madison Bikes will make a motion to put the bike paths back into the Sauk Creek and many healthy and helpful trees will come down.

That will be a sad day for our tired band of homespun environmental advocates. Our "minority voice" may not be able to penetrate the fortress around the mayor and alders like Madison Bikes. But we hope we can reach you.

We will continue to educate our neighbors and our city. We will show our children how to save their world from the ravages of climate change, even if we do not get very with city officials in 2024. Webber was overheard by me at a recent plan open house telling one of my neighbors "it's not your greenway, it's the city's" Ms. Webber I have a comment for you. We ARE the city.

Jayne Meyer
Madison

From: [James Long](#)
To: [Transportation Commission](#)
Subject: Agenda Item 84377: Oppose Any Bike Path in the Sauk Creek Greenway
Date: Monday, July 29, 2024 3:05:50 PM

You don't often get email from jphiliplong@gmail.com. [Learn why this is important](#)

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

I oppose the inclusion of a bike path in the West Area Bike plan, as it duplicates safe, parallel roadway access. Furthermore, in this city with a looming multimillion dollar deficit, the City is ill advised to spend money on a bike path that is not needed.

Jim Long

From: [Ted Drewsen](#)
To: [Transportation Commission](#)
Subject: Agenda Item 84377
Date: Monday, July 29, 2024 4:49:22 PM

You don't often get email from ted.drewsen@gmail.com. [Learn why this is important](#)

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

I Oppose Any Bike Path in the Sauk Creek Greenway.!!!

It will not be used and it will mean the destruction of many trees

Sincerely

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

From: [Becky Bittner](#)
To: [Conklin, Nikki](#); [Mayor](#); [Transportation Commission](#); alladlers@cityofmadison.com; [WestPlan](#)
Subject: Agenda Item 84377 Oppose Any Bike Path in the Sauk Creek Greenway
Date: Monday, July 29, 2024 3:36:14 PM

Some people who received this message don't often get email from rbbttner@americascreditunions.org. [Learn why this is important](#)

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

Dear Transportation Commission and Alders:

There are **no bikes** allowed on Strickler Pond Trail.

There are **no bikes** allowed on Tiedeman Pond Trail.

There are **no bikes** allowed on Picnic Point, Raymer's Point, and other city nature trails.

In Owen Conservation Park, bicycles are **restricted** to entrance roads and parking lots.

So why is there even a debate if there should be asphalt bike paths through tranquil, shaded, Sauk Creek Woods?



The neighborhood residents who currently utilize the multiple hiking and mountain bike trails through the woods do NOT support the proposed asphalt bike paths, per the previously submitted petitions, emails, meeting testimonials and citizen letters. Citizens desire more peaceful areas, free from disturbance and full of nature and cooling tree shade.

Our neighbor Dr. Michael Notaro, Climate Change Director at UW Nelson Institute, has stated multiple times: “The environmental marching orders from the state, county, and city are clear that urban green spaces, such as the Sauk Creek Woods, should be protected in order to minimize the urban heat island effect, support carbon sequestration and lower concentrations of atmospheric greenhouse gasses,

reduce runoff from increased intensity precipitation events, foster biodiversity, and continue to provide shelter and food for wildlife.”

In an area already surrounded by multiple other safe bike paths, the limited City budget should not be used for lighted bike paths or expensive bridges through these woodlands and ravine, causing the removal of trees and wildlife. There is no history of any bike accidents in the area that the new bike trails would cover. These trails would not assist children crossing Old Sauk Road to get to the library.

There are many other areas in the City of Madison already identified as needing safe bike routes. Sauk Creek is not one of those areas. Sauk Creek and Tamarack Trails residents do not understand why city staff is spending so much time and money on these redundant bike paths when there are so many other truly important social issues.

We specifically request the East-West paved bike Path be taken out of the West Area Plan, and the Commission stop any attempt to put the North-South path back into the Plan.

Becky and Josh Bittner
301 Sauk Creek Dr
Madison, WI