

From: [Ellen Foley in Madison, WI](#)
To: [Mayor](#); [Lynch, Thomas](#); [Tao, Yang](#); [Wachter, Matthew](#); [Stouder, Heather](#); [All Alders](#); [Transportation Commission](#)
Subject: Re: Registrar File Number 77560, Agenda Number 3, Discussion Item Sauk Creek Greenway Shared Use Path
Date: Monday, December 11, 2023 9:03:39 PM

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Dear Transportation Commission,

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

From: Ted Drewsen

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

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

From: Gail Walsh

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

Gail Walsh 5 Plover Cir, Madison, WI 53717

From: James Long

I understand that the Transportation Commission is finalizing a plan to consider a lighted, paved bike path through the Sauk Creek neighborhood. As a homeowner in this area, I strongly oppose the placement of this bike path, as it would not be a good use of resources and would disrupt the serenity of the shoreline that is currently enjoyed by wildlife and walkers. The proposed path would begin and terminate on lightly traveled streets that currently provide bikers with a safe, lighted route and would need far less maintenance than a creekside path. I am sure the City has better uses for funds than a path such as proposed. This proposed path was described only recently in a West Side Plan meeting and I feel that local input has been lacking and object to finalizing a plan that does not have community input. At the very least, more time is needed to study the plan to see if it meets the needs of those who will potentially use or be affected by the path. Thank you,

Jim Long Madison

From: michelle sharpswain

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

michelle sharpswain 7558 Red Fox Trail

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

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

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

again were excluded from this process. Likewise, the impact of the Bike Path on the homeowners affected by this decision is not being considered at all or in your checklist. You need to consider this project through their lens instead of trying to check the boxes.

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

Larry Sipovic LVSipovic@gmail.com 608 770-0150

From: **Sara McGaughy**

Hello, Asking (begging!!) that you do NOT approve the proposed bike path through Sauk Creek Woods. My spouse and I (both registered voters) and countless neighbors are vehemently opposed to this plan. Thank you for your consideration,
Sara McGaughy 13 Plover Circle 608 770 8479

From: **Michael Gerdes**

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

Michael Gerdes Farmington Way resident Madison

From: **Claire Forrester**

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

From: **Larry and Ginny White**

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

From: **Aparna Dharwadker**

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

Aparna Dharwadker

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

From: **Sharon Schoolmeesters**

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

Sharon Schoolmeesters 7629 Farmington Way Madison, WI 53717

My name is **Louis Cornelius**. I live in Sauk Creek and have been a resident in the Sauk Creek Neighborhood for over 35 years. I am writing to provide feedback on the Complete Green Streets Policy Guide (CGSPG). I oppose the inclusion of the bike path in the Sauk Creek Greenway, which is shown in the guide. As a neighborhood resident, I was not aware that the bike path was included in the CGSPG, and thus, have not had an opportunity to comment on it. I attended the first West Area Plan public meeting on February 6, 2023, but no mention was made that a bike path was included in the CGSPG, which was approved a month earlier. In fact, in a question/answer session after the meeting, city staff presenters were unclear and uncertain about whether a bike path would be included in the final West Area Plan with respect to the Sauk Creek Greenway. In terms of specific comments on the proposed bike path, the bike path is unnecessary. In recent years, suitable bike lanes have been established on Westfield and High Point Roads, with speed bumps added on Westfield Road to enhance a safe biking route. I understand that the 2000 Transportation Plan did not classify the bike path in the Sauk Creek Greenway as

a priority due to the suitable on-road routes in the surrounding areas. A bike path through the Sauk Creek Greenway will have a significant negative impact on a beautiful and attractive greenway that is nearly 30-acres in size. There are seven (7) designated wetlands that will be impacted by a bike path. The Sauk Creek Conservancy Greenway also has nearly 6,000 trees with an abundance of wildlife, birds, plants and walking paths. The trees provide an earth-cooling, carbonsequestering, oxygen-providing environment, which will slow the effects of climate change. The construction of a 5,000+ foot bike path will bring in large construction and logging equipment that will change the woods forever and cut down additional trees and supporting vegetation in their path during construction. In addition, the bike path with an impervious surface will likely cause more flooding, not less than the water absorbing tree roots. Finally, the bike trail does not connect to any other bike paths. There is not a "destination" towards which transportation by bike will be facilitated by the construction of a bike path through the Greenway. It creates a bike path from Old Sauk Road to Tree Lane—an area that is presently safely served by suitable on-road bike lanes on High Point and Westfield Roads. In conclusion, I request that CGSPG be amended to exclude the bike path from the Sauk Creek Greenway. Thank you for the opportunity to provide comments for this item at your meeting. Respectfully submitted,
Louis Cornelius 13 Sauk Creek Circle Madison, WI 53717

From: **Susanne Dunham**

We strongly oppose a proposed bike path in Sauk Creek Greenway. We have received no detailed information about this despite neighborhood citizens requesting it. There are important environmental and safety issues involved in the tree loss in this project.
Susanne and Randall Dunham 7426 Farmington Way Madison, WI 53717

From: **Debra Oakes**

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

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

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

Kathy Losby

From: **Brian S.**

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

From: **Simon S**

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

Simon Sharpswain 7558 Red Fox Trail

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

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

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

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

From: **Dawn Zimmerman**

Dear Commission, I agree with Paul Skidmore that the city should immediately remove any representation of a bike path in Sauk Creek Greenway from the Green Streets Guide. Residents near the Sauk Creek Greenway have not been informed of a bike path planned for the Greenway and, in fact, they have been given several indications that the city cannot afford to build one and do not agree that its recreational purpose has a role in the Greenway. Mayor Satya

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

From: **Anne Earl**

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

From: **John A. Oaks**

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

From: **kathy lemkuhl pedersen**

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

From: **Becky Bittner**

I am sending you a message to oppose the Transportation Commission approval of the Green Streets Guide because neighbors have not had adequate notice of a possible bike path and the environmental and privacy concerns of such a path on the West Side of the creek need much more study. The city departments need to be more transparent and understand what they are all doing to not take advantage of the situation. Thanks for your consideration.
Becky Bittner 301 Sauk Creek Drive

From: **Ellen Schneiderman**

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

From: **Gwen Long**

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

From: **Paul Skidmore, former Alder**

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

1. Non-Transparent Actions First and foremost, the Neighborhoods were not notified that the Bike Path was included in the CGSG. The CGSG was also not

mentioned in the City's Sauk Creek Greenway project communication page. The last update on the Bike Path was from 2018 when it was unveiled to the Neighborhoods in 2018 when the City held its first Sauk Creek Greenway engagement meeting. Likewise, the Neighborhoods were never notified that a Bike Path was being considered in the 2000 Bike Transportation Plan and 2015 Bike Transportation Plan.

2. CGSG Approval Before West Area Plan Announced The city had its first West Area Plan public meeting on February 6, 2023, with the Bike Path shown in the presentation; however, the CGSG approval was one month before this public meeting. This essentially means that the City is approving the bike path before the neighborhoods can comment on it.

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

4. Environmental Impact There are seven (7) designated wetland areas in the Sauk Creek Greenway that would be impacted by a bike path. Per the 2015 Bike Plan, an environmental analysis should be done for new shared-use paths that go through wetlands, and the City could minimize the impact on the wetlands by utilizing existing pathways (Westfield and High Point). Maintaining and growing the City's Tree Canopy is a City priority per the CGSG. The Sauk Creek Greenway is a dense 26-acre woods that would be significantly impacted by a Bike Path. The City is also not following its Fostering Sustainability Street Values in the CGSG by adding a 5000+ foot Bike Path that would have an impervious surface.

5. Non-Civic Engagement Petitions against this Bike Path were submitted to the Common Council on November 15, 2022, attached to file #73264, which was before the CGSG passed on January 3, 2023. These petitions were ignored and the Neighborhood's opinions once again were excluded from this process.

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

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

From: **Cindy Schott**

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

From: **Elizabeth Brunner**

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

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

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

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

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

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

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

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

Respectfully submitted;
A.J. Nino Amato, Chair
Strengthening Neighborhood Ties (SNTs)
608-514-3317 / 64 Oak Creek Trail, Madison, 53717

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