

**From:** [the-greens31@charter.net](mailto:the-greens31@charter.net)  
**To:** [Plan Commission Comments; All Alders](#)  
**Subject:** West Area Plan - Comments to PC Mtg of 26 August 2024  
**Date:** Monday, August 26, 2024 3:27:18 PM  
**Attachments:** [20240826 West Area Plan Comments to PC Mtg.pdf](#)

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Please file under Legistar Numbers 84377 and 84388

Although made in the context of the West Area Plan, and of a resident in the West Area, the attached comments are quite general and could be more broadly interpreted and applied, as for example, to the Comprehensive Plan.

I sincerely apologize that these comments are not more complete and better written but available time for writing them down was most limited.

Based on personal experience over most of the last year, there is not the slightest illusion that these comments will see a positive outcome in the present environment of City governance. But, in the fullness of time, and hopefully future changes in governance, they should be written down and submitted.

Michael A. Green  
Madison 53705

Housing and Development  
General Comments  
West Area Plan of 8 July 2024  
Coming Before the Plan Commission Meeting of 26 August 2024

The West Area Plan (WAP), like all City plans, has glorious and appealing wording that invites and welcomes new comers to Madison. But, as regards development, a number of central tenets seem to defy reality and reason:

- The Centralized Hub-and-Spoke Transportation Model – Everyone does not want to go downtown. Given Madison’s Isthmus, bottleneck geometry, better is a decentralized, more local/district oriented model in which resources are closer by and require less travel. This also better favors neighborhood micro-economics.
- Bus Travel Has Scant Ridership – On the far west side, on average, buses are mostly to entirely empty. It requires non-rider subsidy to operate. The BRT model, taking away driving lanes from automobiles, appears coercive to encourage/force bus usage.
- No Owner-Occupied Development – The City’s grand words to the contrary, new development is almost entirely rental which gives developers an endless income stream and deprives new residents of ownership. The City’s primary (verging on sole) consideration is accommodating the demand for new housing but with no meaningful, tangible, timely response to the “demand” for new comers to have an ownership option. New residents are destined to long-term “servitude” to the developers. And, yet, the number of apartments keeps growing unabated. This is a boon for developers and a shrug and loss to would-be residents.
- Green Space – Like it or not, residents, perhaps especially children, need and deserve outdoor time and space that are very close at hand. The City may decry the inefficiency of land usage by single-family houses that is immediately contiguous to a home. But, apartment complexes drastically reduce per family green space by simultaneously increasing the percentage of impermeable surfacing while substantially increasing the du/acre. Instead of going for maximum density and per family green space reduction, why not, for example, consider development of the massive “under utilized” golf courses with zero du/acre, that are maintenance intensive, and serve only a very small part of the population?
- Outcome – Between the centralized model, BRT “encouragement”, no ownership development, and per family green space reduction, it is scant wonder the City’s plan is resulting in development outside of Madison. Any new resident coming to Madison, desiring residential ownership, is turned away by the City. And all this in the name of “saving the farmland”! There is no apparent restraint or sense of saturation in the City’s determination to densify Madison with near apartment-only development and developer ownership, return on investment, and, ultimately control of the housing crisis.
- Global Warming – While progress is certainly being made on reducing the carbon footprint of transportation, yet, there is much that needs to be done with respect to extant and new housing. A major obstacle is how we are to heat homes in the upper Midwest. Presently (in the city) that is mostly by natural gas. But, eventually, this has to become all-electric ... How is that to be accomplished? Is that the case for new development (a small part of the whole)? Focus on the installed base of housing – minimally, that will require changing out the furnace, besides minimizing heat losses. Where is that initiative? Where is the net-zero effort to not just improve but strive toward the elimination of carbon fueled dependency?

**From:** [Craig Weinhold](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** Support of West Area Plan  
**Date:** Monday, August 26, 2024 3:13:10 PM

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I support the West Area Plan as written. It sets forth both tactical fixes and a strategic vision to guide Madison's west side for decades to come.

Four things I feel are still wrong that I hope can be addressed in future Area Plans:

1. **SETBACKS** (pg 43) I think there should be *bigger* setbacks, especially when a building is near a major intersection. Our transportation arteries are a finite resource with many competing users. For example, the City permitted Kwik Trip on Mineral Point Rd to install new gas tanks in 2022 that limited options for a widened sidewalk project in 2024. Or consider the new building at 5577 Odana Rd that now prevents the City from pursuing some types of improvements to the chronically-congested Odana Rd and Whitney Way intersection.
2. **ARTICULATION** (pg 43): Façade articulation is good in moderation, but we now have so many going in side-by-side that our streets look unnatural and chaotic. Articulated features also drive up development costs, so they're being done of cheaper and cheaper materials.. Mostly, I think of how some of the City's most striking architecture – the “sardine” can building on E. Wilson, the US Bank building on the capitol square, the UW hospital, etc – would not be allowed by today's City building code. It's time to revisit this design aesthetic!
3. **ORIENTATION** (pg 44): Outside of downtown, the City's goal to re-orient businesses towards pedestrians and transit has not worked out. Businesses simply erect “ENTER IN REAR” signs and keep their street-facing doors locked. Ironically, that makes the businesses even harder for pedestrians to access.
4. **SCHOOLS** (pg 22 and others): Planners did engage the school principals, but I think they could do more to align their recommendations with school transportation needs. E.g., map out district boundaries, crossing guard locations, bus routes, “unusual hazard” declarations, etc, and highlight any time a recommendation might reduce the district's dependence on bussing.

I also found it frustrating that of the 140 recommendations in the West Area Plan, the two or three that generated organized opposition absolutely smothered every forum for public engagement. I hope planners can think of different ways to manage public engagement to prevent this with future area plans.

Thank you,

Craig Weinhold

**From:** [Susan Bruegman](#)  
**To:** [Plan Commission Comments](#); [sundevis98@yahoo.com](#); [rasoldner@madison.k12.wi.us](#); [Field, Derek](#); [Guequierre, John](#); [Duncan, John](#); [ledell.zellers@gmail.com](#); [nicole.solheim@gmail.com](#); [pwheck@gmail.com](#); [srsande608@gmail.com](#)  
**Subject:** Fwd: Agenda Item 84383: Oppose Any Bike Path in the Sauk Creek Greenway  
**Date:** Monday, August 26, 2024 2:57:16 PM  
**Attachments:** [SaukCreekParksCommissionLetterOpposition8.13.24.pdf](#)

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You don't often get email from [susan.bruegman@att.net](mailto:susan.bruegman@att.net). [Learn why this is important](#)

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To: Members of the Madison Plan Commission

I submit the following letter signed by 43 area residents to illustrate a **major problem** in Madison's new area plan process.

Sincerely,  
Susan Bruegman

Begin forwarded message:

**From:** Susan Bruegman <[susan.bruegman@att.net](mailto:susan.bruegman@att.net)>  
**Subject:** Agenda Item 84383: Oppose Any Bike Path in the Sauk Creek Greenway  
**Date:** August 14, 2024 at 12:14:28 PM CDT  
**To:** [pacommission@cityofmadison.com](mailto:pacommission@cityofmadison.com)  
**Cc:** "[benjamin.d.williams@gmail.com](mailto:benjamin.d.williams@gmail.com)" <[benjamin.d.williams@gmail.com](mailto:benjamin.d.williams@gmail.com)>, "[catie.mcdonald@gofarewell.com](mailto:catie.mcdonald@gofarewell.com)", "[district18@cityofmadison.com](mailto:district18@cityofmadison.com)" <[district18@cityofmadison.com](mailto:district18@cityofmadison.com)>, "[mscarpace92@gmail.com](mailto:mscarpac92@gmail.com)" <[mscarpace92@gmail.com](mailto:mscarpac92@gmail.com)>, "[mfharrington@wisc.edu](mailto:mfharrington@wisc.edu)" <[mfharrington@wisc.edu](mailto:mfharrington@wisc.edu)>, [district10@cityofmadison.com](mailto:district10@cityofmadison.com)

Dear Commissioners,

Below is a letter signed by 43 residents opposing any bike path in the Sauk Creek Greenway.

Sincerely,

Susan Bruegman  
313 Sauk Creek Drive  
Madison, Wisconsin 53717

Aug. 13, 2024

Dear Park Commissioners:

We thank you for your excellent work managing our parks with your thoughtful nature-endorsing and environment-sustaining policies in your [Land Management Plan](#), particularly the 2023 Parks and Open Spaces Plan.

We oppose an east-west bike path in Walnut Grove Park that will cross the Sauk Creek Greenway because bikers say it is unneeded and we oppose the environmental damage of a path and its high cost in a time of a \$22 million deficit that the mayor says may require park cutbacks or additional park fees. We urge you to remove the east-west bike path from the West Area Plan in your deliberations on Aug. 14.

In January, a prominent biker, Craig Weinhold who is a board member of Madison Bikes, told the city that bikers will not use the east-west path because it is inconvenient, and they prefer street bike lanes around the greenway. (See January 2024 letter to the city in the attachment.)

Given this fact, the cost of cutting down dozens of life-promoting trees, removing important Riparian vegetation and disrupting wildlife outweighs the benefits of unneeded bike paths. Endorsing the bike path this week will show us that you have not listened to us after the 2022 protests against another inappropriate bike path proposal.

Sauk Creek Greenway neighbors gained trust in the Board of Park Commissioners because you stopped that problematic mountain bike trail that was too disruptive in Walnut Grove Park. Your public engagement plan failed because we learned the bids for the project already were approved before the May 5, 2022, engagement meeting. We are impressed that you realized those issues after our protests and made an important decision to stop that project.

However, recently we were very concerned when we received a letter through a FOIA request in which Park staff members described us in May 2022 as “older folks” who “aren’t great or willing users of the internet.” It also said that we “disliked” children. Neither of these statements were correct. We were not allowed to ask as many questions and were muted during this online-only meeting. The technology, new to all of us in COVID time, was used to silence our concerns by parks employees and we wanted a more open online meeting. And any spin through our neighborhoods or the greenway shows we do not “dislike” children or grandchildren because we are out playing with them. Both characterizations of our neighbors were disrespectful, and we need to work harder to rebuild our relationship. See attached FOIA letter.

We never heard back from the parks staff when we notified them of our chagrin, so we request that you show us your good intent to work with us in partnership in the future by stopping this unneeded east-west bike path with a robust engagement process that avoids these incorrect assumptions about your supporters.

The Friends of Sauk Creek, the area environmental advocacy, has studied this east-west bike path and other city plans for two years. It finds that the city’s practice and plan to cut swaths of trees---as it did in recent years behind the nearby Walgreens---does not adhere to your mission statement in the Parks and Open Spaces Plan 2023 calling for the city to “preserve and expand our forest

resources through a well-planned and systematic approach to TREE MAINTENANCE, planting and natural area management.”

The current east-west proposal includes a route that has a 40-foot drop on the slope at the west end of the park where Walnut Grove Park meets city land managed by city engineers. You acknowledge in your plan that “(s)teep grades may make accessibility paths unfeasible in some area parks.”

In addition, neighborhood opposition in the form of petitions and letters to you in 2022 show that a bike path in the busy Walnut Grove Park would conflict with children playing soccer, using the playground equipment and elders and dog walkers often using the asphalt path. Your stakeholders vociferously opposed it, and we don’t see any reason since 2022 that would change our minds. We are concerned that the city is proposing a bike path again that you know your stakeholders oppose for many solid reasons.

The east-west path was not on city planning maps and was not under consideration until December 2023 when Robbie Webber, a Transportation Commissioner and Madison Bike board member, broached it and our alder proposed it in April 2024. Yet City planners admit in the recent Transportation Commission meeting that there is no link for this bike path to other paths in the city because of the significant problems facing a Beltline overpass. Despite compelling evidence of the lack of worthiness of this east-west bike path, Webber and others linked to the bike lobby voted to keep it in the West Area plan. We urge you not to make the mistake of taking advice from the bike lobby.

Many of us in the Sauk Creek neighborhood are bikers and our children and families are bikers. We support bicyclists. However, there is ample evidence that the Sauk Creek Greenway and Walnut Grove Park are not appropriate locations for an expensive, unneeded bike path when Tree Lane, Westfield Road and High Point Road offer safe, convenient bike lanes that do not require any money from Parks or other city agencies to build and will not raise the ire of your constituents particularly those in the neighboring Tamarack Trails community that strongly opposed the 2022 mountain bike path in the park. Federal or state grants can pay for part of the costs of a bike path but in recent years the federal government requires co-pays of 50 percent of the cost from the city and the grant application needs community support.

The FOSC effort to gather additional FOIA information about the parks and city planning/engineering process shows us that for many years prior to 2022, your agency and other city agencies were considering bike paths and other environmentally detrimental actions without consulting with your taxpaying stakeholders. For example, employees discussed removing box elder trees in the area where your policies only target buckthorn and hackberry as invasives. Given the \$22 million deficit and potential cutbacks to the parks and added fees, we strongly urge you to stop that process of secretly planning for changes in the Sauk Creek Greenway and Walnut Grove Park if you want our support for financial turbulence.

If you approve the West Area Plan with an unneeded east-west bike path that even prominent bike leaders say is inconvenient, too steep and fraught with conflicts between bikers and dogwalkers/child hikers/elders, you will send us a signal that you do NOT want a robust engagement

process with your neighbors and others about the use of park land and that you will not adhere to your Parks and Open Spaces Plan 2023 and your Land Development Plan.

Remove the east-west bike path from the West Area Plan before you send it back to the city council as a strong statement of your intent to manage the parks with your thoughtful guidelines, your keen attention to the city's deficit dilemma, and your growing relationship of trust with your stakeholders who cherish the environment more than unneeded bike paths.

Thank you,

Toni Brown

Judy Bluel

Anne Earl

Ellen and Tom Foley

Ben Bramble and Rebecca Bush

Benny, Jenny, Mona, and Jamie Iskandar

Lynn Hummel

Britta Wunderlich-Herr and Paul Herr

Jim and Gwen Long

John A Oaks

Rebecca Oakes

Stan and Zoe Richardson

Sharon Schoolmeesters

Rick and Sue Stark

Amy Kell

Mara Eisch

Grace Kwon

Barbara Hughes

Dilsha Happel

Janet Hirsch

George and Jane Meyer

Louie Cornelius and Pris Boroniec

Randy and Susan Bruegman

Rev & Mrs. Ted and Deb Drewson

Larry and Karen Sipovic

Michael Notaro and Dawn Marie Zimmerman

Larry and Ginny White

Nino Amato



## ATTACHMENT OF LETTER FROM BIKERS SAYING THEY WILL NOT USE BIKE PATH

From: Craig Weinhold <cweinhold@gmail.com>  
Sent: Thursday, January 18, 2024 2:22 PM  
To: OBrien, Joanna  
Cc: Callaway, Renee; Zellers, Benjamin  
Subject: Re: Two Sauk Creek greenway questions

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Thanks Jojo, And thanks for posting the

I've been reaching out to some of the more level-headed voices in the Sauk Creek path kerfuffle. One is Tom Dosch (public comment on pg 72-76). Another is Simon Widstrand, (cap times letter-to-the-editor). It's worth reviewing their input.

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. They'd only choose it for novelty and nature reasons. Timid bicyclists will use the path, but I don't see them venturing past Mineral Point Rd, Gammon, Beltline, or Old Sauk. (i.e., the "network" part is a bit hollow)

That doesn't mean a path isn't worthwhile, but the current messaging is unpersuasive. I'd recommend some adjustments:

1. Stress the need for east/west connectivity through the greenway, especially given WisDOT's plans for a bike/ped beltline bridge at Sauk Creek Park. Today, the east and west sides of the greenway may as well be on different planets.
2. Stress the value of the path as a neighborhood amenity. The path would look just like Fitchburg's many backyard paths (e.g., Oak Meadow Park, Seminole Glen, McKee Farms, Nannyberry, and Bluestem/Buttonbush). These carry far more local foot traffic than thru-bicyclists.

3. Explain why it's better to put a path through a greenway than along a street. E.g., terrace modification, tree loss, homeowner disruption, loss of parking, etc.
4. Talk about why High Point isn't on the All Ages and Abilities network. It is, after all, already a bike N/S artery with great path connectivity. It seems perfect for a path -- at least south of the greenway.

Best regards,

-Craig

On Mon, Jan 8, 2024 at 9:36?PM OBrien, Joanna <jobrien@cityofmadison.com> wrote:

Hi Craig –

Thanks for reaching out.

1. The maintenance access path and multi-use path can be the same path.
2. Yes, the City could use switchbacks to keep the path ADA compliant on steep slopes.

I'll be posting a web update with similar info soon.

Thanks,

Jojo

Jojo O'Brien

*(she/her/hers) (what's this?)*

## ATTACHMENT OF LETTER FROM PARKS EMPLOYEE ABOUT OLDER RESIDENTS

**From:** [Stelljes, Corey](#)  
**To:** ["Tim Halbakken"](#)  
**Cc:** [Mike Reovak](#)  
**Subject:** RE: Aldo and Walnut Grove  
**Date:** Friday, May 6, 2022 11:46:58 AM

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Hey Tim-

Sorry I didn't get back to you yesterday, it was a pretty crazy time. The revised plans were very helpful, thank you. This project has become very contentious and controversial. I'm asking you to stop any work on the project, we are unsure if it will proceed and in what form.

Parks received a lot of negative comments from the Tamarack Trails Condo community immediately to the south of the park. These are older folks and based on my comments received have some misconceptions about trails and users in general. They aren't great or willing internet users, have trouble reading plans or diagrams, dislike kids and bikes in general, and to make matters worse someone apparently distributed information saying the trail would be open to motocross/dirt bikes. These are a minority of the people in the neighborhood but are very loud. It's going to take some time to get the correct information out there in order to proceed, if we can at all. There was also a lot of concern about the shared use path and intersections. We may need to explore other options.

I will keep you updated when we know more.

Please also be aware that I'm expecting to be out on paternity leave beginning May 23<sup>rd</sup> until approx. July 15<sup>th</sup>. I may be reachable during this time but please don't count on it for at least the first couple weeks. You can work with Ann Freiwald in my absence.

**From:** [Susan Bruegman](#)  
**To:** [Plan Commission Comments](#); [sundevils98@yahoo.com](#); [rasoldner@madison.k12.wi.us](#); [Field, Derek](#); [Guequierre, John](#); [Duncan, John](#); [ledell.zellers@gmail.com](#); [nicole.solheim@gmail.com](#); [pwheck@gmail.com](#); [srsande608@gmail.com](#)  
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Thank you,

Toni Brown

Judy Bluel

Anne Earl

Ellen and Tom Foley

Ben Bramble and Rebecca Bush

Benny, Jenny, Mona, and Jamie Iskandar

Lynn Hummel

Britta Wunderlich-Herr and Paul Herr

Jim and Gwen Long

John A Oaks

Rebecca Oakes

Stan and Zoe Richardson

Sharon Schoolmeesters

Rick and Sue Stark

Amy Kell

Mara Eisch

Grace Kwon

Barbara Hughes

Dilsha Happel

Janet Hirsch

George and Jane Meyer

Louie Cornelius and Pris Boroniec

Randy and Susan Bruegman

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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. They'd only choose it for novelty and nature reasons. Timid bicyclists will use the path, but I don't see them venturing past Mineral Point Rd, Gammon, Beltline, or Old Sauk. (i.e., the "network" part is a bit hollow)

That doesn't mean a path isn't worthwhile, but the current messaging is unpersuasive. I'd recommend some adjustments:

1. Stress the need for east/west connectivity through the greenway, especially given WisDOT's plans for a bike/ped beltline bridge at Sauk Creek Park. Today, the east and west sides of the greenway may as well be on different planets.
2. Stress the value of the path as a neighborhood amenity. The path would look just like Fitchburg's many backyard paths (e.g., Oak Meadow Park, Seminole Glen, McKee Farms, Nannyberry, and Bluestem/Buttonbush). These carry far more local foot traffic than thru-bicyclists.

3. Explain why it's better to put a path through a greenway than along a street. E.g., terrace modification, tree loss, homeowner disruption, loss of parking, etc.
4. Talk about why High Point isn't on the All Ages and Abilities network. It is, after all, already a bike N/S artery with great path connectivity. It seems perfect for a path -- at least south of the greenway.

Best regards,

-Craig

On Mon, Jan 8, 2024 at 9:36?PM OBrien, Joanna <jobrien@cityofmadison.com> wrote:

Hi Craig –

Thanks for reaching out.

1. The maintenance access path and multi-use path can be the same path.
2. Yes, the City could use switchbacks to keep the path ADA compliant on steep slopes.

I'll be posting a web update with similar info soon.

Thanks,

Jojo

Jojo O'Brien

*(she/her/hers) (what's this?)*

## ATTACHMENT OF LETTER FROM PARKS EMPLOYEE ABOUT OLDER RESIDENTS

**From:** [Stelljes, Corey](#)  
**To:** ["Tim Halbakken"](#)  
**Cc:** [Mike Reovak](#)  
**Subject:** RE: Aldo and Walnut Grove  
**Date:** Friday, May 6, 2022 11:46:58 AM

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Hey Tim-

Sorry I didn't get back to you yesterday, it was a pretty crazy time. The revised plans were very helpful, thank you. This project has become very contentious and controversial. I'm asking you to stop any work on the project, we are unsure if it will proceed and in what form.

Parks received a lot of negative comments from the Tamarack Trails Condo community immediately to the south of the park. These are older folks and based on my comments received have some misconceptions about trails and users in general. They aren't great or willing internet users, have trouble reading plans or diagrams, dislike kids and bikes in general, and to make matters worse someone apparently distributed information saying the trail would be open to motocross/dirt bikes. These are a minority of the people in the neighborhood but are very loud. It's going to take some time to get the correct information out there in order to proceed, if we can at all. There was also a lot of concern about the shared use path and intersections. We may need to explore other options.

I will keep you updated when we know more.

Please also be aware that I'm expecting to be out on paternity leave beginning May 23<sup>rd</sup> until approx. July 15<sup>th</sup>. I may be reachable during this time but please don't count on it for at least the first couple weeks. You can work with Ann Freiwald in my absence.

**From:** [Daniel Olson](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** Comments, Plan Commission Agenda 08/26/24  
**Date:** Monday, August 26, 2024 2:08:54 PM

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

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Comments for items 17 & 18, Adoption of the West Area Plan

I do not wish to speak. I do not represent any lobbying group.

I oppose the adoption of items 17 and 18 regarding the West Area Plan.

Disagree with the concept of pro-active rezoning. Should wait until the time when rezoning is needed.

The Mayor, Common Council and Planners should not disrupt people's homes, life's and nest eggs for anonymous and unknown people who may or may not move to Madison in the future.

Oppose the construction of 12-16 story buildings in our neighborhood.

The Mayor, Alders and planners should apply the "Golden Rule", if you don't want a high rise apartment building next to your home then neither do we.

Even what appears to be a very tall building on the Beltline are probably only a 6-8 story building. So it follows that no one wants a 12-16 story building in their neighborhood.

People's homes are their most significant investment and their nest egg. No one wants their home devalued by construction of high rise apartments next to it.

Respectfully submitted.

Daniel Olson

Hello Plan Commission,

I'm writing in support of agenda items 15-18, approving the West and Northeast area plans, and for the values represented within those plans, such as sustainability, mixed-use development, and transportation alternatives. I'm a high schooler who's spent my entire life growing up on the west side of Madison, and I believe these plans will improve the lives of current students, and generations to come. I, along with many of my peers, feel very anxious growing up in these times, and the necessity of confronting crises like climate change and housing affordability have added additional worries to the challenge of maturing into adulthood. It really is scary, but I know that we have the solutions. And I know ideas in these plans can improve the lives of youth now, such as helping students at Memorial High cross the road to safely get lunch at West Towne. Thus, I very much support these plans and hope that plan commission continues to push for these values in the future.

Sincerely,  
Harry Jin

**From:** [Sarah Peters](#)  
**To:** [Guequierre, John](#); [Plan Commission Comments](#)  
**Subject:** City of Madison Plan Commission Meeting on 8/25/2024 > Agenda Items 17 & 18 West Area Plan  
**Date:** Sunday, August 25, 2024 8:13:13 PM

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

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

Dear Alder John and the City of Madison Plan Commission,

I oppose the West Area Plan's steep increases in the land use density of parcels along Old Sauk Road. I ask that the plan be amended to return those parcels to their current land use designations.

The West Area Plan purports to be a plan that prioritizes Missing Middle housing, affordable housing while preserving neighborhood character and a “sense of place”. The proposed increases in density along Old Sauk Road are not necessary to enable Missing Middle housing, which is possible on LMR and LR designated parcels.

Based on the past Plan Commission meeting I attended, it seemed like the meeting just rubber stamp approved all items. Unlike at City Council meetings, at the Plan Commission meeting, there were no questions asked of people who wrote in to approve or oppose certain items. When I listened in, every item was approved unanimously without debate. From what I've heard from neighbors and based on my personal experience, no one on the Plan Commission, including our alder, responded individually to any of the questions or concerns posed to him via email prior to said meeting. I understand there has been a large volume of communications regarding the West Area Plan and individual development in the area, and we need to find a way to have more of a collaborative conversation and to find common ground that better meets the needs of current residents, new neighbors, the environment, city infrastructure, and services.

Sincerely,

Sarah Peters  
702 Blue Ridge Parkway  
Madison, WI 53705  
Cell: 608.712.1043

**From:** [Guequierre, John](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** FW: [District 19] West Side Plan  
**Date:** Sunday, August 25, 2024 12:58:56 PM

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**From:** noreply <noreply@cityofmadison.com>  
**Sent:** Saturday, August 24, 2024 3:02 PM  
**To:** Guequierre, John <district19@cityofmadison.com>  
**Subject:** [District 19] West Side Plan

Recipient: District 19: John P. Guequierre

Saturday, August 24, 2024 – 3:00pm

Leland Pan

he/him

1706 Laurel Crest

Madison, Wisconsin. 53705 Yes, by email. [listen-to-the-fascists-sing@gmail.com](mailto:listen-to-the-fascists-sing@gmail.com) District 19  
West Side Plan Hi,

Thanks for your past communication about sidewalk development in the neighborhood. I'm messaging today to express my support to many of the guiding values behind the West Side Plan as a (relatively new) west side homeowner. I do not want some of the strongest voices against the West Side Plan to be portrayed as a universal perspective among west side homeowners.

I can't pretend to know the ins and outs of urban planning policy, but I felt like many things I want to see are at least intended in the West Side Plan. Those things are, namely, increasing the density of zoning in many places, allowing for mixed use developments, improving walking and biking infrastructure, and reducing car lane reductions.

My biggest reason for this is because I believe this would move Madison in a more accessible direction socioeconomically. People need a variety of housing choices and the West Side has room for more types of housing and more density. More density and mixed use development means less car dependency, which is more environmentally sustainable and creates less financial strain on people. The lowest carbon emissions per capita regions of Wisconsin are the north and south sides of Milwaukee, where cars are used least and navigating the city with public transit is most manageable. Pressuring people to spend money they may not have on a car that feels necessary to get a job or get groceries is also unfair. This is also why I think improving walking and biking

infrastructure and reducing car lanes is a positive.

Fundamentally, for me, I want Madison to be a place where I don't feel dependent on a car, and I want Madison to be a place where anyone of any socioeconomic level feels they can find housing and get around.



**From:** [Guequierre, John](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** FW: [District 19] West Side Plan  
**Date:** Sunday, August 25, 2024 4:18:12 PM

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**From:** noreply <noreply@cityofmadison.com>  
**Sent:** Sunday, August 25, 2024 4:02 PM  
**To:** Guequierre, John <district19@cityofmadison.com>  
**Subject:** [District 19] West Side Plan

Recipient: District 19: John P. Guequierre

Sunday, August 25, 2024 – 3:59pm

Paul

1446 W Skyline Dr

Madison, Wisconsin. 53705 Yes, by email. [pflata@gmail.com](mailto:pflata@gmail.com) District 19 West Side Plan

Dear John,

I live on the West Side. My wife and I do a lot of bicycling and walking for transportation and for recreation. I'm contacting you with my comments on the West Side Plan regarding transportation.

In the Sauk Creek Greenway, I would have preferred at least more study of a north-south path to use the path the city needs to create to maintain the drainage. A path through the greenway would have created a high-quality experience for those uncomfortable bicycling on roads as well as improved access for disabled individuals. However, there seems to be significant pushback from the neighborhood and the alternative routes on Westfield and High-Point will work from a strictly transportation perspective if they are properly constructed.

However, the East-West crossing of the greenway is essential to provide east-west connectivity in that area. Currently there is no east-west crossing of the greenway. Consequently, those wishing to use active transportation to access locations on the other side of the greenway (e.g. schools) must travel a significant distance, some of which is on high traffic roadways with a history of crashes.

WisDOT has plans for a bike/ped beltline bridge at Sauk Creek Park which is sorely needed because the beltline crossing on Old Sauk is dangerous and there are many businesses (including my physician and other medical offices) on the west side of the beltline. When the bridge is constructed, the east-west greenway crossing will become even more important for those wishing to use active transportation to access these businesses. I therefore strongly recommend the east-west greenway crossing be kept in the plan.

Paul Lata

**From:** [Jenny Iskandar](#)  
**To:** [Plan Commission Comments](#); [sundevils98@yahoo.com](mailto:sundevils98@yahoo.com); [rasoldner@madison.k12.wi.us](mailto:rasoldner@madison.k12.wi.us); [Field, Derek](#); [Guequierre, John](#); [Duncan, John](#); [ledell.zellers@gmail.com](mailto:ledell.zellers@gmail.com); [nicole.solheim@gmail.com](mailto:nicole.solheim@gmail.com); [pwheck@gmail.com](mailto:pwheck@gmail.com); [srsande608@gmail.com](mailto:srsande608@gmail.com)  
**Subject:** Fwd: PC Meeting -- Oppose WAP SCG Paths  
**Date:** Monday, August 26, 2024 11:54:11 AM  
**Attachments:** [Iskandar\\_email\\_Oct\\_2023.pdf](#)  
[Zellers Iskandar Emails Nov-Dec 2023.pdf](#)

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

To: Members of the Madison Plan Commission

I submit the following letter to illustrate a **major problem** in Madison's new area plan process.

I will be available for questions during your meeting tonight.

Jenny Iskandar

----- Forwarded message -----

From: **Jenny Iskandar** <[jennyiskandar@gmail.com](mailto:jennyiskandar@gmail.com)>  
Date: Mon, Jul 29, 2024 at 4:32 AM  
Subject: Sauk Creek Greenway  
To: <[transportationcommission@cityofmadison.com](mailto:transportationcommission@cityofmadison.com)>

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.**

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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  
December 2023 TC Meeting*

### **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](mailto: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 2<sup>nd</sup> 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 10<sup>th</sup> and noted that there was no discussion and no boards depicting a bike path in the greenway. At the August 2<sup>nd</sup> 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](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 2<sup>nd</sup> 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](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 2<sup>nd</sup> boards

([https://www.cityofmadison.com/dpced/planning/documents/WestPlan\\_2023-08-02\\_Boards\\_c.pdf](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 &lt;jennyiskandar@gmail.com&gt;

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

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**Zellers, Benjamin** <BZellers@cityofmadison.com>

Mon, Dec 4, 2023 at 4:48 PM

To: Jenny Iskandar &lt;jennyiskandar@gmail.com&gt;

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 13<sup>th</sup> 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-A**City 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

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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 15<sup>th</sup> 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

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**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 18<sup>th</sup>.*** 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:** [Michael J. Lawton](#)  
**To:** [Plan Commission Comments](#)  
**Cc:** [Tishler, Bill](#)  
**Subject:** Hill Farms Association Planning Committee Comments on Draft West Area Plan for Plan Commission Meeting on August 26, 2024; Agenda Items 15 and 16; Legistar Numbers 84377 and 84383  
**Date:** Monday, August 26, 2024 10:21:18 AM

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## **To the City of Madison Plan Commission:**

**The following are comments submitted to the City of Madison Plan Commission from the Hill Farms Association Planning Committee concerning the July 8, 2024 Draft West Area Plan, to be considered by the Plan Commission on August 26, 2024, under Agenda items 15 and 16, Legistar Numbers 84377 and 84383.**

- 1. Requested Change: Page 14 of the draft West Area Plan. In the beige colored box at the upper west edge of the Plan document, the following words should be stricken from the second paragraph in the beige box: “\*In select conditions, Low Residential may allow up to 30/DU/ac and three stories.”**  
**The reason that this changes is requested is that this language is not appropriate for existing parcels in the West Side Plan Area that are currently zoned by the City for either single family or duplex residences. The City should not be encouraging the destruction of these stable residential areas with replacement residential structures with up to 30 dwelling units per acre.**
- 2. Requested Change: Page 17 of the draft West Side Plan. The map on this page shows the boundary line for the Transit-Oriented Development (TOD) Overlay Zoning splitting the Hill Farms neighborhood roughly in half. The following note should be added to the legend for the map on page 17 by placing a single asterisk on the legend entry to the Transit-Oriented Development Overlay Zoning box and adding the following language as a footnote to the legends for this map: “\* It is recommended that the Transit-Oriented Development (TOD) Overlay Zoning not include parcels that are zoned and used for single family residences under the SR-C1 zoning classification.”**

**Thank you for your consideration.**

**Michael Lawton  
Chair, Hill Farms Association Planning Committee**



**Michael J. Lawton**

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**From:** [jhirsch@chorus.net](mailto:jhirsch@chorus.net)  
**To:** [Plan Commission Comments](#)  
**Subject:** OPPOSE West Area Plan  
**Date:** Monday, August 26, 2024 9:52:03 AM

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Commissioners:

**OPPOSE** Items 17 (84377) & 18 (84383) for the West Area Plan.

*As of Friday, August 23, 2024:*

**267 PAGES of Public Comment**  
*Barely read; Mostly Ignored!*

*Janet Hirsch*  
*West Area Resident*

**From:** [John A. Oaks](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** Sauk Creek Greenway changes  
**Date:** Monday, August 26, 2024 11:00:05 AM

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We, who live near the Greenway, understand the need to renovate the creek bed that has been untouched for decades. We also recognize that the Greenway is an important part of the reason Madison is recognized for its green counterbalancing all the paved surfaces of the City (i.e., parking lots and streets with added bus lanes, etc.). Over the years, the Greenway has become a home for wildlife as well as migratory birds. (Tree frogs are currently singing for mates). It is currently a chance for city kids to learn about the natural world close to their neighborhood. I realize those pluses of the Greenway are unimportant to the bike lobby and asphaltting a major part of the Greenway will change all that.

I am a biker. My son and his daughter are bikers. We understand the bike lobby's stand on making bike paths wherever and whenever they can, that's what they are paid to do, but none of us would choose to use the bike paths that are proposed for the Sauk Creek Greenway. As a former 40 year bike commuter, I find the north-south proposed bike path not useful, street lanes are much faster and accidents on the streets are few and far between. The east-west proposed bike path brings biker to a currently pedestrian park, Walnut Grove, a park used presently by families with strollers, young children as well as slow older folk. When the three bikers in my family choose to ride, they either use roads around our lakes or trails such as the Military Ridge Trail.

Lastly, the City of Madison is running a budget deficit that is predicted to continue and swell for several years. Financial commitments and contracts already made must be paid, but new plans will add to that growing deficit. Is the cost of a bridge over Sauk Creek viable at this time? Is the high cost of an ADA compliant asphalt paths reasonable addition to the Salk Creek Greenway during a time when the City must put a referendum on the ballot?

Sincerely,  
John A. Oaks

John A. Oaks, Etcher  
Crooked Line Etching Studio  
<http://crookedlineetching.com>

**From:** [Steve Mason](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** West area plan  
**Date:** Friday, August 23, 2024 4:21:05 PM

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We oppose the West Area Plan with regard to its density increases along Old Sauk Road and on church parcels. The high density being permitted on these parcels will assure the presence of yet another group of outsized apartment buildings. This will guarantee that in this neighborhood the “missing middle” will indeed remain just that ..MISSING.

**From:** [Nicholas Davies](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** West Area Plan: Approve as-is  
**Date:** Sunday, August 25, 2024 1:43:42 PM

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Dear Plan Commission,

I believe that the West Area Plan has gone through plenty of public engagement and rounds of committee feedback, and can be adopted as it's currently written.

Alternatively, the Planning Division would be welcome to undo the down-coding of LMR and NMX to LR that was done to appease the bullies that disrupted their public meetings. The input since that revision makes it clear that those bullies were not and cannot be appeased this way.

As someone who used to live in Hill Farms, if the pool were to change hands and stop being a pool, I think the neighborhood would very much benefit from a mixed-use building on that site.

Given the intensifying development on Whitney Way and at University Ridge, Merrill Crest seemed like a logical place to support gradual densification, where LMR would support the houses there now, or small-scale multi-unit housing in future. Likewise for Hillcrest Dr adjacent to Mineral Point Rd.

The corner of Segoe and Mineral Point is desperately lacking in amenities, and a mixed use parcel there would help a lot. In general, we need to make our neighborhoods more self-sufficient and walkable by breaking up large contiguous swathes of residential, and providing this kind of heterogeneous zoning.

For the Sauk Creek Greenway, I support the east-west path shown in the current revision, to help kids get to school safely and to form part of a larger east-west corridor for commuter and cross-town recreational traffic. It will also help those living to the west of the greenway access their closest city park, which would otherwise be a challenge for those with limited mobility.

Thank you,

Nick Davies  
3717 Richard St

**From:** [Anna Shen](#)  
**To:** [Plan Commission Comments](#)  
**Cc:** [Tishler, Bill](#); [Kokpeng Yu](#)  
**Subject:** West Area Plan  
**Date:** Sunday, August 25, 2024 11:25:15 PM

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I wish to make some comments on the draft West Area Plan. I am opposed to inclusion of properties on the south side of Sheboygan Ave. in UDD6, which governs properties abutting University Ave. These properties about a residential neighborhood that have nothing in common with commercial and high-density development present on University Ave. Height, parking, and lighting requirements suitable for University Ave. are most certainly not suitable for the adjacent Hill Farms neighborhood that would be affected by these regulations.

I also wish to register opposition to Item 11 on page 27 of the draft West Area Plan, that proposes to convert the sidewalks on Regent Street south of Rennebohm Park to a shared bike/pedestrian path. The disadvantages of this plan far outweigh the very limited benefits for bicyclists. This path does little to improve bike safety or connectivity because it does not extend to either Midvale Blvd or Whitney Way. If the shared path is only on the north side of Regent, it does not help bicyclists at the most dangerous time - the morning eastbound rush. Besides requiring removal of a large number of mature (>40 years old) trees, a major flaw of this proposal is that is not wide enough to safely separate pedestrians and commuter bicyclists, many of which are fast ebikes. Many pedestrians, including dogs, children, and strollers, use this sidewalk. As ebikes become more common, the city needs to consider plans that provide a safe route for pedestrians.

Thank you,

Anna Shen and Kokpeng Yu  
210 Green Lake Pass  
Madison WI 53705

**From:** [Mary Escalante](#)  
**To:** [Plan Commission Comments](#)  
**Subject:** West Area Plan  
**Date:** Friday, August 23, 2024 7:31:48 PM

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To Whom It May Concern:

I do not support high density housing on Old Sauk Road, especially because of the additional traffic which will affect traffic as well as the elementary school families morning and afternoon. Also there will be additional water/flood issues that will result from that build. Lighting from the building will flood the residential homes all night long. Property values will decrease. I also do not believe St. Thomas Aquinas should be in the discussion as a high density location. 5 stories is simply too large for that area of family homes. None of the proposed plans preserves neighborhood character. What happened to the Missing Middle idea?

Thank you.

Mary