

From: [Tao, Yang](#)
To: [Marshall Bergman](#); [Transportation Commission](#); annelizabethkovich@gmail.com; [Verveer, Michael](#); [Evers, Tag](#)
Cc: [Mohr, Thomas](#); [Petykowski, Christopher](#); [Zwieg, Andrew](#); [Wolfe, James](#); [Spieler, Christof T](#)
Subject: RE: Continued Neglect of Complete Green Streets
Date: Thursday, May 14, 2026 1:09:07 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)

Dear Marshall,

Thank you for sharing your thoughts with us! This is what makes Madison a great community.

I do want to point out what my statement at the meeting meant though. I was one of the two executive sponsors of the Complete Green Streets Guide who developed it, and I deeply care about implementing it consistently across the City as I felt a great deal of ownership and responsibility about it. The Complete Green Streets Guide is not about each individual street as an island; it's about the entire network. The guide was developed from a network approach and should be applied to the entire network, which means that it's not possible to make every street "complete" in terms of including every type of desirable accommodation for every mode on every street (if we do so, we will end up with a bunch of streets that do not work well for anyone), but we should make sure to build a good and complete network for every mode of transportation throughout the City. I don't think that the Transportation Commission or staff are neglecting the Complete Green Streets Guide. As Tom mentioned, he went through this step by step at his Board of Public Works presentation that the guide was indeed followed for Regent St.

As a year-round bike commuter myself, I understand your disappointment when it comes to the decision on Regent St. I really hoped myself as well that we could find a way to include good bike facilities on Regent St. But I'm sure that we will be building a lot more streets like Atwood Ave, Wilson St, Segoe Rd and Hammersley Rd, for which we will be able to prioritize bikes and provide All Ages and Abilities bike facilities according to our AAA Bike Network Plan. We are also committed to continuing to institutionalize our shift of philosophy and practice from moving cars to moving people.

Hope this makes sense. Again, we appreciate your input!

Best,
Yang

Yang Tao, PhD, PE, PTP (he/him/his)
Director of Traffic Engineering | City of Madison, Wisconsin
Madison Municipal Building, Suite 109

215 Martin Luther King Jr Blvd, Madison, WI 53703
Office: 608.266-4761 | Direct: 608.266.4815 | Fax: 608.267.1158
www.cityofmadison.com/trafficengineering/



From: Marshall Bergman <marshall.bergman81@gmail.com>
Sent: Wednesday, May 13, 2026 8:17 PM
To: Transportation Commission <TransportationCommis@cityofmadison.com>;
annelizabethkovich@gmail.com; Tao, Yang <YTao@cityofmadison.com>; Verveer, Michael
<district4@cityofmadison.com>
Subject: Continued Neglect of Complete Green Streets

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Dear Transportation Committee and Staff:

I'm writing to share my disappointment with some of the actions and comments from the Transportation Commission and the staff, particularly around the Regent Street redevelopment but also in general.

It seems that despite the Complete Green Streets guide being the standard for the city that the staff, particularly Dr. Tao, do not care to implement it across the city. He claimed that it is not possible to apply these city-wide standards to "every street" despite it being explicitly designed to do so. From the CGS Guide: "*This Guide is intended to consistently and equitably apply Complete Green Streets principles to the entire street network.*"

It is not in the spirit of CSG to just apply parts of it and ignore others because all of the streets are part of a greater network. It is designed to apply to projects exactly like Regent St. The modal pyramid shows how pedestrians and bikes are supposed to be prioritized over cars, yet all the staff comments on during meetings is how things will impede traffic or lead to backups.

I hope that staff and the Transportation Commission will work towards a consistent and thorough application of the CSG rules in the future, rather than ignore them in favor of increasing traffic flow.

Thanks,

Marshall Bergman
District 4 Resident