

From: Mike Jensen
To: allalders@cityofmadison.com
Sent: Wed, Mar 30, 2022 9:25 pm
Subject: Sustainable Lake Mendota Dr Project

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

All,

Attached is a brief 2 page assessment of how we can create a successful and sustainable Lake Mendota Dr project that all residents and the city can support. Potentially a path to success that may also provide re-application for other city projects.

Regards,
Mike Jensen
5706 Lake Mendota Dr.
53705

2022 Lake Mendota Project: Outcome

A brief summary of the outcomes of our stewardship:

From Madison's Sustainability Plan...

"Stated vision & goal: Madison will create a state of balance between the natural and built environments wherein human, plant and animal communities live in harmony. City residents breathe clean air, drink clean water, swim and boat in clean water and enjoy those waters from the shore."

This project has the potential to do this and more! Yet the current proposed design (cement sidewalks, narrower asphalt streets with cement curbs) **will significantly and negatively impact the environment**, hurting water quality, adding pollutants to the lakes and streams, increase tree loss, and make storm water management more difficult. However there are viable solutions with a modified design.

How is this possible:

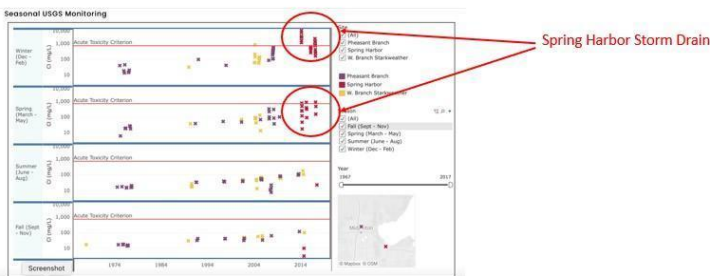
The current design is a standard time tested approach that Madison has used in numerous areas. Yet Lake Mendota Dr. has several critical differences that make this design not viable for the environment. Unfortunately this project is exempted from needing an environmental impact study as it is being funded by state and local resources. If it were being funded federally one would be required and this current design would fail.

There are several critical issues already along Lake Mendota Dr. This is why the standard design approaches won't work well.

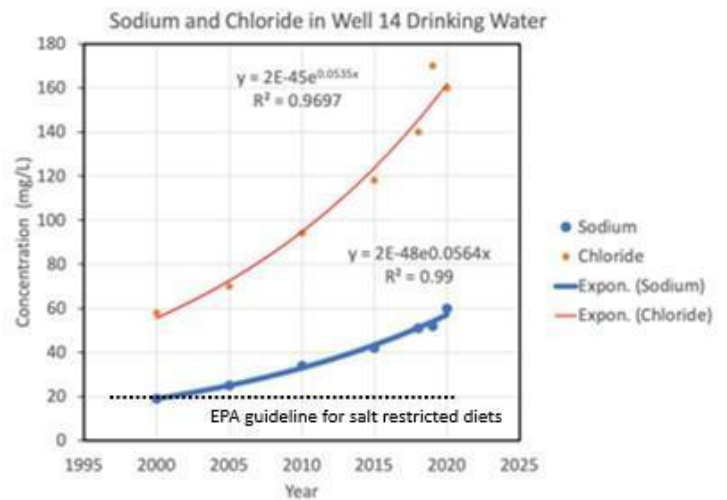
First, salt use will increase coming from the non-permeable cement sidewalks. This will end up in the water supply, streams and lake. Salt is easily solubilized by water. One the primary concerns for the neighborhood is the growing salinity in the water of well #14. Madison's own reports show the significant increase of this issue. It actually is above the aquatic acute toxicity criterion for Spring Harbor storm drain. This project also is right in the middle of well 14's drainage basin along Lake Mendota Dr. Here are the relevant charts from Madison's water quality report.

Spring Harbor Storm Drain (red x's) chloride concentrations are above the aquatic acute toxicity criterion in winter and spring

- Water sitting in Spring Harbor Storm Drain (buried under Spring Harbor Park) in the winter and spring reaches **10,000 mg/L** with high-saline discharges to Spring Harbor likely during diurnal melt events, risking contamination of surrounding soils, shallow groundwater, nearby springs, and Spring Harbor



<https://www.carpcwaterqualityplan.org/surface-water/monitoring/chloride/>



Second, cement sidewalks can cause tree damage if they are installed over existing tree roots, which is the current base plan. This design already requires the loss of over 50 trees with the addition of cement sidewalks, the increased salt damage, and the root damage will further thin the existing canopy. This will result in higher pavement temperatures, and less absorptive capacity for rain and runoff.

Third, the city engineering acknowledges that the narrower design will generate faster storm runoff. This will make the salt and pollutant management much harder, not to mention leaf wash, an annual problem for the lakes with the increased phosphates.

So what's a viable solution:

Fortunately there are ADA certified permeable pavers available and in-use today, (Eco-Priora pavers).

A more compelling aspect of permeable pavers is the impact they have on the everyday use. Included below is a link to one of their many projects using these pavers. It was a massive project at Joint Base Lewis-McChord, one of the

2022 Lake Mendota Project: Outcome

largest military bases on the west coast. Besides the aesthetics, storm water functionality, they also keep the roads and walkways cooler. One of their chief reasons for getting the contract was their ADA compliance. This project was intended to create an inviting environment that accommodates the needs of disabled veterans.

The company said they would be glad to work with City of Madison, or connect you to licensees in the midwest area, where these pavers could be seen first hand.

These permeable pavers have other significant advantages over cement sidewalks and asphalt streets;

- a) Permeable pavers do not change the water flow to trees' existing root system.
- b) Pavers make repair and maintenance easier, e.g. accessing an underground water or gas line doesn't require a patch on the road , just simply re-install the pavers.
- c) Permeable pavers drain faster than the surrounding soil and ground so salt and storm water management is straightforward. So longer term more functional ,

Here's the link to the project I mentioned:

<https://www.mutualmaterials.com/projects/eco-priora-iblm/>

I'm asking you to be great stewards for the environment, We have a choice, a current design that will create faster storm water runoffs, destroy more trees, and add more salinity to this already at risk area. If this current design is installed it will be very difficult and expensive to remedy. Or go with a proven design using permeable pavers for street and walkways that has worked great for other cities, As that old doctor saying goes when treating patients: " first do no harm".

Lastly as residents we would be gladly volunteer in any way we can to get a great outcome that we can all support.
Thank you.
Mike Jensen

This picture below is from Kirkland , Wa. They did street, sidewalk and parking all in permeable pavers.



From: [Alice Erickson](#)
To: [Board of Public Works](#)
Subject: Communication to Board of Public Works
Date: Saturday, April 2, 2022 6:12:51 PM
Attachments: [LMD4-2.docx](#)

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

Please include into the record the attached being provided to the Board of Public Works for the April 6th meeting in regards to Agenda Item #17 (70626).

Alice Erickson
5109 Spring Ct
Madison, 53705

4/2/2022

Please include the following in the comments provided to the Board of Public Works for the April 6th meeting in regards to Agenda Item #70626.

I am only one out of almost 200 residents who have indicated their concern regarding the Lake Mendota Drive project - about the speed of this project and the lack of bringing a long and established neighborhood into the discussion before plans were pretty much put in concrete. There are tremendous concerns about Well#14 (already in bad shape from the growth of the city and salting out in this region). This well affects not only Spring Harbor but quite a few other Madison neighborhoods draw from it.

“Madison’s Well #14 Reaches Critical Chloride Contamination Level

Well # 14, at 5130 University Avenue, is a major source of water for the near west side of Madison and supplies the following neighborhoods across at least a couple of watersheds: Spring Harbor, Glen Oak Hills, Hill Farms, Sunset Village, Regent, Dudgeon Monroe and Vilas. In addition, Well 14 serves the Village of Shorewood Hills and parts of the University of Wisconsin campus. Although Well #14 is outside of the Lake Wingra Watershed, it supplies two large neighborhoods in the watershed: Dudgeon Monroe and Vilas neighborhoods.”

<https://wingrasprings.wordpress.com/2016/12/01/madisons-well-14-reaches-critical-chloride-contamination-level/>

We are very concerned about pumping more debris and salt into Lake Mendota which is already suffering. It is one of the main treasures of the city of Madison. In the 90s I used to regularly swim off Merrill Spring Park – no longer, not inviting. We are very concerned about the entire ecosystem – the water, the trees and the animals. In our neighborhood we see coyote, fox, turkey, mink, many varieties of owls and other wonderful creatures. These animals rely on the naturalness of this neighborhood to be able to make their home and safely travel from their habitats down to the lake for water. Sidewalks and tree removal will not enhance their habitat.

We have an incredible talent of people living in this neighborhood who have taken hundreds of hours to study this and put forth ideas – once we finally became informed of this project – but it seems to fall on deaf ears. The Madison I moved to in 1974 was wonderfully progressive. I worry that Madison is changing – that budget is more important than taking time to build innovation. This is an opportunity to work with the neighborhood to build a truly creative solution such as Maureen Rickman suggests – turning Lake Mendota Drive back into a parkway as it was originally designed. Not only does her idea take into account the environment, it also addresses the heritage of this sacred area. Our area in the Midwest, with the effigy mounds, is unique to the United States – and this treasured neighborhood is incredibly fortunate to have several of these mounds. We are in the heart of Ho-Chunk history with these mounds and natural springs and it is time for us to honor that – rather than changing this landscape into another generic area of curbs, gutters and sidewalks. Yes, the road definitely needs resurfacing – and the neighborhood has ideas on safe ways to implement this.

I understand that the city staff are doing the best they can under the constraints they are given by the city. The Mayor and Council are the guardians of the city – as parents are to children. Spring Harbor neighborhood is one of your ‘children’. We were hurt to find that we had been left out of the loop

regarding this project until so late. Our first public meeting was recent – just in January. We residents are the heart and soul of this neighborhood. It is our home and we work very hard to take care of it - many hours have been spent by neighbors working to care for the city parks and greenspaces. We know this neighborhood well as many of us have lived here for decades and we wish we had been consulted earlier. A good example of this was at the last public meeting when there was a quick suggestion towards the end regarding moving the sidewalk from south to north on the stretch east of Spring Ct. The next plan I saw, the sidewalk had been moved. Did anyone speak to the residents that would be affected? Did anyone even notice how many driveways this sidewalk will cross now that it's been moved to the other side. A lot! And driveways are a hazard for pedestrians. We are also upset to find that the guardian of our district, Alder Furman was actually targeting his constituents. Many of us put up "Save Lake Mendota" signs in our yards to help inform our neighborhood. They include a QR code to help provide information. For years, we've put signs out by the street – being from the old Town of Madison there is no clear delineation of ROW. Signs have never been a problem. But now, the Lake Mendota Signs were tagged and moved. My neighbor across the street had a "NO F-35" sign at the street – it was not touched. Through open records, a neighbor found that Alder Furman had gone around and taken pictures of these specific signs and reported them. Here's just one example. I am stunned that our alder would target his constituents rather than representing us.

Please slow this project and work with the Spring Harbor Neighborhood Association Ad Hoc committee to incorporate the ideas of our neighborhood.

Thank you,
Alice Erickson
5109 Spring Ct

From: [Furman, Keith](#)
To: [Birap](#)
Subject: [Sign Violation] - Report a Problem - Sign in Right of Way
Date: Tuesday, March 1, 2022 9:18:24 AM

CONTACT INFORMATION

First Name: Keith
Last Name: Furman
Address: 5328 Lake Mendota Drive
Madison, WI 53705
Phone: 608-912-0000
Email: district19@cityofmadison.com

SIGN INFORMATION

Type of Problem: Sign in Right of Way
Location Type: Address
House No. or Hundred Block: 5442
On Street Location: Lake Mendota Drive
Description of violation: Lawn sign in right of way
Should we contact you with questions? Yes
Image: [View Image](#)

From: lesaboat@charter.net
To: [Board of Public Works](#)
Subject: FW: More on Lake Mendota Drive project
Date: Sunday, April 3, 2022 2:45:38 PM

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

A much longer version of this email was previously sent to the transportation commission and common council. I am resending this version with key points to the board of public works and ask that it be included in the legistar for item #70626.

Thank you

From: lesaboat@charter.net
To: "Transportationcommission@cityofmadison.com", "Jwolfe@cityofmadison.com"
Cc:
Sent: Friday March 11 2022 5:11:59PM
Subject: More on Lake Mendota Drive project

Some more observations about LMD current proposed plan.

1. Traditional sidewalks are not appropriate for this project for so many reasons and I'm still against the current plan as it stands, however, If you are dead set about installing sidewalks, which all your comments are suggesting please make them

- 1) the minimum 36" ADA width
- 2) consist of permeable pavers or pavement so you don't kill tree roots and improve water runoff issues
- 3) all on one side, (on the non lake side of the street). (I think that would be the south side the whole distanc)

REASONS WHY?

A. Your very own description of the project says you want sidewalks to connect with the school and park, then why wouldn't you put them all on that side of the road? Both the school and park are on south side of road where the sidewalk should be. Plus Spring Harbor is a magnet middle school drawing kids from around the city who bus there. I would bet there are less than 10 kids from this entire area that actually attend there. Most go to Jefferson Middle School.

B. You are saying that Eventually, every street in the neighborhood will probably get sidewalks. (Capital, Norman Way, and existing at Spring Harbor.) They will need to connect to the existing one. If the sidewalk is on lake side it connects to nothing. The sidewalk needs to be on that side where those streets come in not on opposite lake side.

C. The non lake side of LMD has far less driveways or lake courts that will need to be redone at the time of construction. Costing home owners more initially to replace them and all their destroyed landscaping... give these people a break for all they've spent to maintain those terraces. Plus, having many more cars having to back out over a sidewalk every single time they use their cars. Far less opportunities for pedestrian accidents. (5700-2 vs 5(3 driveways & 2 lake courts), 5600 is 3 vs 10(7 driveways & 3 lake courts). 5500 block - 5 vs 6 driveways 5400 block - 5 vs 10 (8 driveways & 2 lake courts), 5100 block - 3 vs 12 driveways and many side parking spots, 5000 block -2 vs 17 driveways and Merrill Springs Rd and there isn't a single driveway on non lake side of street from Merrill Springs to Risser Road with numerous driveways and parking spots on the lake side that will have to be reconstructed. Clearly far less interference and probably less cost to city, as well.

D. Those lake courts are all permeable gravel. The city typically re-gravels them every couple of years when they get rutted out. Running a sidewalk across 6 gravel fire lanes with regular wear and tear and weather, they will need to be filled in with additional gravel often. A substantial amount of construction, maintenance and even landscaping will be required. How will snow plows not destroy sidewalk every winter when they are plowed out by the city? They won't see the sidewalks. There are 6 of these lake courts, previously fire lanes. Each court is actually a driveway for two and sometimes three lake front houses. They get a fair amount of use by home owners living there.

E. There are far less trees and existing homeowner landscaped areas on non lake side of LMD then in lake side. The few big trees on the non lake side (5500) could have bump outs or more curves in road like you've already accommodated. You keep offering rain gardens and spaces for homeowners to maintain which is nice but it's hard to want to embrace idea after you've just destroyed all previous home owner expensed landscaping on their existing terraces for new sidewalks. Like...why bother now?, if you're going to rip it all up again in 10 years because of another initiative? Can you appease them somewhat? So much of non lake side of street has little to no landscaping at all. It grows wild with weeds or grass or is completely unmaintained. Almost all of 5600, half of 5500, 3/4 of 5400. Then up the big hill 5100-5000 there is none. It's almost all just wild with a few trees.

F. You've said Shorewood will also eventually be putting in sidewalks. You would want our sidewalk to connect with that. If they follow existing small sidewalks that are already in place at corners in Shorewood and they are all on non lake side of street (golf course side) and they would want to connect up with those. The lake side of LMD in Shorewood is in our same situation with too many trees and driveways on lake side while the other side has one driveway and far less trees on golf course side. Those home owners will not want sidewalks taking out their landscaping either. In addition, extra street space on lake side of street along hole 16 is used for Shorewood marina parking which is located directly below hole 16 on the lake. They will never put a sidewalk there if it interferes with that. (Just a side note, when that parking is full, they park further down west in LMD. Proposed Sidewalks on lake side there will interfere with that marina parking and not allowing parking there at all could be problematic for Shorewood. Have you spoken with them about limiting parking there?

G. Having gutters and sidewalks diverting rainwater from down hill directly into storm sewers on non lake side catches more water and less sediment from street before hitting lake side and eventually the lake.

ADDITIONAL CONCERNS

1. Please meet/discuss this project with the Mendota/Grassman Greenway System project at Baker Avenue. It's supposed to start this summer to reconstruct run off flowage area into the lake from rain and may or may not interfere with LMD project. If you haven't you may end up ripping up street and landscaping twice. The two projects need to be coordinated to save money and environment

2. Please keep in mind that during the winter many ice fishermen use the lake courts to access the lake for ice fishing. They park their trucks and cars on LMD. Sometimes on both sides for several car lengths. Baker and Capital get the most. Please do not restrict parking in those areas.

3. when installing Street grates please put in a wire mesh or screen to prevent baby ducks and rabbits from falling in. So many species of wildlife around here and so many will all die in those open or big slotted grates. Next to the lake we have many lake babies.

4. A big part that's clearly being missed when some spoke of our presumed "accessibility bias" in the closing comments of the transportation commission meeting Wednesday is that we already have so many disabled and elderly people living here that ARE indeed out using our streets. Our 200+ respondent neighborhood survey (see neighborhood survey results) found that 81% of our residents that responded to survey are over 50 years old(18 listing as disabled and 35% of those are 70 or older, with 40% living in their house for more than 21 years. 90% of those in the survey reported using LMD. These people DO use our streets as they are. They DO feel safe. There is no safety issue or accessibility issue here. Especially if average cars are already going 17-19 mph in some areas surveyed. . (See City's survey from slides 1/11 meeting) There is no safety problem here and if it ain't broke don't fix it. The only thing broken here is the street surface top. There is a blind woman that regularly walks LMD and surrounding streets by herself. Almost daily. Sometimes she has another elderly woman with her with a cane. I also see a couple of wheelchair riders and others using canes or walking sticks. Families walk in big groups, 4, 5 and 6 across, with or without bikes and strollers. Even in the winter. Everyone stops and talks. We share the road. We respect each other and pedestrians always have the right of way and cars yield and slow down to make room. I guarantee that any speeder or anyone who doesn't follow this does not live here. You don't know this because you don't live here and don't see it. (Google maps street view of this area actually shows people walking in the middle of the road.) We ARE accessible. Your argument that our street isn't, is based on inaccuracies. Kids DO walk, bike and play in and along the street as we did here when I was a kid. They jump in puddles and pick up sticks and help turtles cross the road. Just past the proposed project area in Shorewood there is an actual basketball hoop IN the road. Same LMD street but further down in Shorewood. Kids play basketball in the middle of the road. Geez... in New York City there are kids playing in the middle of the street with cars parked on both sides. If they can do it, so can we. My suggestion for a Woonerf is soooooo applicable here. Especially from Spring Harbor to Baker where it's a bit more level, but ideally it should be done the whole length of the mile. It could be so wonderful and a real statement and feather in Madison's cap, especially if the Ho Chunk Nation becomes a part of the project. How wonderful to acknowledge the historical significance. As a few at the meeting had said, "a real missed opportunity." The immediate shoot down of the Woonerf idea by some at that meeting showed lack of the knowledge of the concept, lack of creative problem solving and willingness to compromise. (mischaracterizing it as a big parking space when it's actually a big walking activity space that cars and pedestrians use) From Google,

"A woonerf is a street or square where cars, pedestrians, cyclists, and other local residents travel together without traditional safety infrastructure to guide them. Also sometimes called a "**shared street**," a woonerf is generally free of traffic lights, stop signs, curbs, painted lines and the like." (Please Google it for accurate information and Google images to see what it could look like.) you can also look up living streets, or play streets

Living here is not accessible because of dangerous streets or no sidewalks. It's not accessible because it's cost prohibitive to live here. Cost prohibitive to the elderly, retired, singles, and young single income families with kids, as well. Unless you have a substantial income, a big nest egg or multiple incomes, it's just not economical to live here. There ARE some wealthier people in this neighborhood for sure, that live on the lake. Many of them are older with grown kids. The rest of us are far from being wealthy, yet We are the highest assessed neighborhood in the city because of that lake property where people are paying anywhere from \$12,000-35,000 per year in property taxes or more. The rest of us are also paying more because of the desirability of the neighborhood because of the natural environment, off beaten path,

proximity to UW and lake accessibility. We moved here and stay here because of these things and are willing to pay more to stay until we're forced out or die. We are not elitist. We are not selfish. We are concerned about our lake and surrounding environment and you should be, too.

Thank you for taking the time to read this long email. Please try to hear and understand us. Try to Step out of the box. We all want what's best for all, and our lake and environment should have a big vote. We speak for far more than just those of us living here now. We speak for Lake Mendota, all the lakes and the many people who will enjoy them generations from now.

Thank you,
Lesia Reisdorf
1814 Camus Lane
53705

(My family lived at 5702 LMD from 1960 to 1998)

P.S. The entire Spring Harbor park doesn't have a single sidewalk in it or around it for people to use . It could connect with University Avenue bike path and Spring Harbor School sidewalks. That is where a path or sidewalk should be installed so all folks can enjoy the park.

P.S.S. every common council meeting deals with sidewalk issues. There is a huge portion of time devoted to this topic. To me, it would seem with so many opposed to them in so many neighborhoods, especially those where significant amounts of nature and environment is involved, that perhaps a new environmentally and neighborhood friendly approach or policy should be implemented to prevent all these debates at every turn. Why doesn't neighborhood consensus weigh in? Why aren't there environmental impact studies required in wetland, prairie and forest areas? Your answer is they aren't required and we can't afford it. That's not an answer we can afford. Aren't our lakes the biggest asset of our city? They should always be prioritized. It's why people move here. Why aren't we applying for federal grant money to save lakes or preserve native lands? The current policy is one sided, narrow and far from progressive. Vision Zero doesn't even apply here when we have no pedestrian accidents to report ever! Please use city money to clean up lakes, decrease crime, improve school infrastructure not build more sidewalks. "Paved paradise put up a parking lot!"

From: [Board of Public Works](#)
To: "[Lesla Reisdorf](#)"
Subject: RE: Lake Mendota Drive project
Date: Wednesday, April 6, 2022 10:35:45 PM

Lesla,

The Board members are directly forwarded all of the public comments. The link in the Agenda on the Clerk's website breaks every time I update an attachment. You can find the latest version of file 70626 on <https://madison.legistar.com/LegislationDetail.aspx>. You can also get to there by using the link imbedded in the file number on the Agenda. The public comments attachment currently on there is missing several public comments that arrived shortly before or during the meeting. Those were all send to the Board as they arrived and will be included in Legistar tomorrow at the latest. I have forwarded your comment on to the Board and will include it on Legistar tomorrow. Let me know if you have any additional questions.

Regards,

Lesley Parker

Pronouns: she/her/hers

City Engineering Division

210 Martin Luther King Jr. Blvd. Room 115

Madison, WI 53703

(608) 264-9277

-----Original Message-----

From: Lesla Reisdorf

Sent: Wednesday, April 6, 2022 10:01 PM

To: Board of Public Works

Subject: Lake Mendota Drive project

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

Thank you for listening to our concerns tonight. None of our sent in public documents appeared in the public works agenda for the public meetings tonight. I looked today and they were there but tonight they were not accessible and gone. How can you make a decision without all the documents we sent in to the legistar? All our many concerns and comments and we got a small discussion with some legitimate questions but then our alder and engineer were not honest with you about everything and sidetracked all your doubts. Sidewalks on one side, the south side of the street(non lake side) is the route the majority of folks want to take, yet the city refuses to compromise. Why wouldn't you put sidewalks on the side of the street with the least number of obstructions and that will eventually connect with future sidewalks from streets that connect to Lake Mendota Drive AND that are further from lake to catch more run off? And cost should not be the deciding factor. That's just awful if it is. Everyone wants the street fixed. Even almost everyone is ok with curbs and gutters. What We really want is a walking woonerf or in street bike/walk lane. No traditional concrete sidewalks. But if city insists, please put only one sidewalk on south side(non lake side) so it lessens the lake runoff going directly into lake. No one is listening to us. It's incredibly frustrating. 70% are not for this project as it stands. Average speed on LMD is 17-19 mph. Never been a single pedestrian accident ever! Safety is not an issue. Never had been. We walk the streets all the time. I grew up here and sledded or and played kickball in the street. Kids still do. We feel safe. You were our last hope and only one person voted no. Please help us change this project. Come see our neighborhood. I'll take you on a tour. See what it's really like. You're not getting the whole, real story. You can call

me for more information. I'd be happy to discuss more. 843-7449.

Help us!

Lesa Reisdorf

Sent from my iPhone

From: [Maureen Rickman](#)
To: [Board of Public Works](#)
Subject: Agenda #70626 Public Works
Date: Sunday, April 3, 2022 8:53:29 PM

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

Attachment available until May 3, 2022

To Members of the Board of Public Works,

Please review the attached document and takes its ideas into consideration as you deliberate on the proposed geometry of the hardscape on the Lake Mendota Drive reconstruction project. I am opposed to acceptance of the proposal and am requesting that the Board of Public Works deny the request and delay the reconstruction for at least one year. That would allow the City to address intersecting concerns about the sensitive historical, cultural, archeological and environmental aspects of this area in a proactive way.

Please let me know if you have any difficulty downloading this document, as I can also provide it by fax.

Thank you sincerely,
Maureen Rickman

4/4/22 Updated to version 1.1
Maaq̄a' Maa'í
Sacred Spring for All of Time

Please include the following in the comments provided to the Board of Public Works for the April 6th meeting in regards to Agenda Item #70626.

Hello,

My neighbors and I are trying to make the strongest case possible for bringing forward the uniqueness of Lake Mendota Drive in the Spring Harbor neighborhood. We are asking to slow down the projected reconstruction of this area so that our City can thoughtfully engage in meaningful collaborative planning that takes into account its cultural, historical, recreational and environmental sensitivity and significance.

By following standard City policies for roadways that were developed to assure equitable and efficient transit, we run the risk of creating a street that looks like 'Anywhere, USA.' We are asking the City to slow down the construction process by one year so that thorough consideration can be given to how to optimize this once-in-many decades opportunity to not only preserve the unique qualities of Lake Mendota Drive, but to enhance its significance and value to the greater Madison community.

Lake Mendota Drive needs to be developed as a park and parkway

LMD was Madison's first Park and Pleasure Drive created in 1894. And it is built, in part, on roads that were created by indigenous people who can trace their ancestry 12,000 years back in time. Why here? Because for time immemorial, humans have come to take the waters at the sacred spring, Maaq̄a' Maa'í (Merrill Spring) that flow year around. We need to use this reconstruction to develop LMD as an historical parkway focused on our human relationship with water throughout time.

People don't protect what they don't care about. And they can't care about what they don't know about. The mission of parks is to help people discover things that are worth protecting. Water and our human relationship with it is worth protecting.

Many of our Spring Harbor neighbors are working hard to assure the protection of Lake Mendota, Well 14 and Maaq̄a' Maa'í by asking that water quality take precedent so that optimal solutions don't have to be retrofit over pre-approved hardscape. But that is not enough. Even if LMD's water management is optimized, those efforts need to be highlighted and brought forward in meaningful ways. By helping neighbors and visitors to LMD appreciate that work, generations to come will not only care about the water, they will believe it can be protected.

What makes Lake Mendota Drive in Spring Harbor so special?

- Maaq̄a' Maa'í (Merrill Spring) has flowed for time immemorial and remains of central importance because it flows year around
- Maaq̄a' Maa'í is among the largest springs in the Madison area and the only one in a residential neighborhood

- Indigenous people started congregating around water in this area 10,000 to 12,000 years ago, building villages and cultivating food
- About 3,000 years ago, communities were stabilized enough to begin mound-building
- Several acres around LMD are documented on the National Register of Historic Places and comprise effigy mounds, including unique mounds with features like a pottery kiln
- Ho-Chunk people maintained villages in the Spring Harbor neighborhood well into the 1800's
- A 1200 year old dugout canoe was recovered from Lake Mendota in this area, showing that there is international desire to learn more from this area about our human relationship to water
- An indigenous roadway mapped by the French in the 1700's shows the important connection between this area and the indigenous encampments near Lake Wingra
- Trees around LMD include a surviving 'Signal Tree' and others shown in [Tree Walks](#), a guide to walking tours of urban forests
- LMD is already destination for pedestrians, dog-walkers and runners who want to travel side-by-side, 3-4 abreast
- Spring Harbor Beach, a boat launch, watercraft storage, and 9 lake courts provide public access to Lake Mendota
- Spring Harbor Park has a playground, a dog park and a nature trail with a small spring
- Wild foods still flourish here including watercress in the small spring, black raspberries along the roadway, and edible mushrooms in the wooded areas
- Indian Hills Garden Club and Friends of Merrill Springs already provide volunteer stewardship of gardens and landscaping in our parks and public areas
- Friends of Lake Mendota Drive is poised to become another community organization with even more fundraising and volunteer opportunities
- Spring Harbor Middle School students and Biology Club already provide stewardship to the neighborhood parks and the lake
- SHMS is an Environmental Studies magnet school that includes a lottery-based mix of students from the City who would otherwise not have access to such enriched learning opportunities
- LMD is one block away from a City bus stop on University Ave. All visitors are welcome.

Contextual Background

Some of you may already know my introductory information because I have written and spoken to the City more than once in the past few weeks. For you, I beg patience. I believe that because I am the primary author of this document, it is important that I bring forward my personal interests. Throughout this process I have also been privileged to gather wisdom and guidance from many, many people who also have personal stories that I am not bringing forward. I will take time to honor those connections at the end. If your decision-making process does not merit inclusion of personal information, I invite you to move on to the next section.

Twenty-two years ago, my spouse and I were fortunate enough to inhabit our current house which was previously owned by a family member. With that came stewardship of the remnants of effigy mounds on the land beneath us, and the responsibility of abiding by rules and limits of the National Register of Historic Places and the Madison Landmarks commission. This was a much welcomed gift.

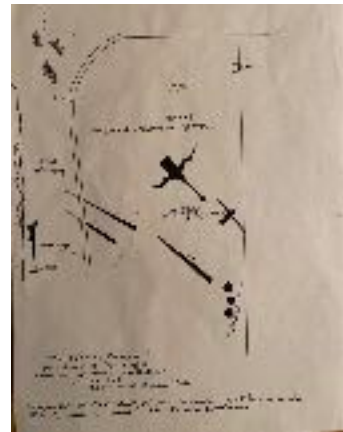
Several times over the intervening years I approached the City in an effort to stop the encroachment of pavement beyond the easement agreement required by the City. (There are public records of this in Engineering dating back to 2004.) Each time, I was encouraged to be patient. I specifically asked if I could dig up the pavement myself and use that corner to make a pedestrian respite to honor the Maąąą' Maąą'í sacred spring just across the street. I was told to "be patient." And we were patient. For nearly 20 years. Now there is a panic situation that places the precious jewel of LMD at risk of

being destroyed rather than enhanced by an upcoming reconstruction. The past several weeks have been a frenzied scramble.

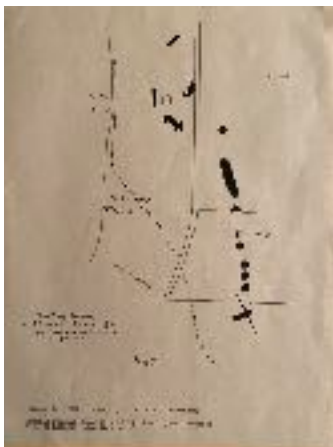
And at the most personal level, I claim an intersectional indigenous identity. I am a registered Non-Enrollee Descendent in the White Earth Nation. With that comes pride in having formal kinship with dedicated Water Protectors such as Winona LaDuke whose Honor the Earth organization takes mail in the P.O. Boxes that my grandfather filled as the Postmaster in Callaway, Minnesota. And with that comes the pain of knowing that my tribal matriarch Sophia Bisson migrated with her spouse from Quebec to claim land allotments provided by the U.S. government. This plan was devised to break up collective ownership of reservation lands, and all but a few indigenous communities succumbed. My family's intention was to become "pioneers of their race" (as documented in historical documents). That race? That race was French. A desire to heal the wounds of colonialism runs deep, as my ancestors both inflicted and received them.

National Register of Historic Places

We and many of our neighbors live on land designated as a National Historic Site. This is not well known because there is no signage along LMD to indicate that anywhere. The closest indicator is a sign posted on the golf course in Shorewood Hills. To look at it, you might think that the sign refers to Three Bears effigy mounds that are identified as the Blackhawk Country Club mound group. But as you can see from this map, that mound group actually covers several acres, including two mounds that have been bisected by LMD.



Directly adjacent is the Merrill Springs Mound Group. In this map, you can see that one mound lies immediately adjacent to LMD. And, there is a hash marked line crossing LMD that indicates the indigenous road to the sacred spring Maąąą' Maąą'i and two smaller springs that were flooded out when Lake Mendota water level was raised by damming at Tenney Park.



I contacted the City archaeologist, Heather Bailey to see if she could provide any additional information about that indigenous road, and included a copy of French map from the 1700's showing its connection to Lake Wingra. She did not know anything of the roadway. That is not a fault on her part. Given how much time and energy that department must spend assuring compliance with the law and protecting what is known, I can only guess how little is leftover for this kind of research. Unfortunately, the City is within their 'legal rights' to tear up LMD without any prospective archaeological evaluation because they are staying within the footprint of the past roadway. This is based on the assumption that

no more damage will be incurred than what has already been done to the effigy mounds, burial mounds, village site and indigenous roadway that previously existed. That policy is wrong. But it is policy. Dedicated City employees can only do their job as it is defined.

The archeological treasures of this area are not yet discovered. When a 1200 year old canoe was pulled out of the lake at Spring Harbor Beach, it made national and international news (CNN, Smithsonian Magazine, The Guardian). On several occasions, I and my family have unearthed

flint tools and arrowheads simply by tilling our garden, digging in less than 8 inches. A natural consequence of the freezing and thawing of layers upon layers of sediment is that over time, things move around. It very concerning that the City is under no obligation to prospectively protect important archeological artifacts that could be unearthed in the reconstruction process.

The City's only legal obligation is to avoid disturbing effigy mounds, their remnants and a few feet of earth around them. This may carry some truth from a legal perspective. However, by focusing on the effigy mounds and their frequent use as burial sites as the only legally protected entities in this area, we miss the larger obligation to understand their historical and contemporaneous significance. The Ho-Chunk lived in this area in historical times, up until the late 1800's when they were driven out.

They and all of the indigenous people in the upper Midwest had complex societies and thriving communities that had no forged metal tools until the colonial incursion. Around 8000 years, copper was first mined and pounded into tools and trinkets. Then about 2000 years ago, that stopped. Stone tools were the most durable of all tools thereafter.

Archaeologists actively scour Europe for remnants of 'Stone Age' societies that were supplanted about 5,000 years ago in Europe, desperate to find out something important about how humans lived like that. Yet, the resourcefulness of the indigenous communities who lived without metal tools is available to us in recent history and contemporaneous communities. Who needs metal needles, beads and scissors when you can make a gorgeous dress from tanned and cut animal skins (c. 1898) complete with porcupine quill neckline work, elk teeth tassels, bark-twine fringe and braided reed hem accents?



If this process were slowed down, the City could request consultation with the Tribal Preservation Officer of the Ho-Chunk nation, William Quackenbush. The Ho-Chunk Nations holds important information about areas within the LMD reconstruction that may merit more careful attention, including observation by archaeologists and members of the Ho-Chunk nation if desired. To do less than that deepens the wound created by colonial actions.

The cultural significance of this historic region is not of value only to the Ho-Chunk nation. This area is on the National Register of the United States of America because Ho-Chunk history is our shared human history. The history of this area is the story of our human history. That matters to all of us.

LMD is already a destination parkway primed to become much more.

In contemporary times, LMD has become a destination for walkers, runners, bicyclists and folks with companion animals who come here so that they can traverse LMD side-by-side. UW Badgers from collegiate teams and our local high schools frequently use LMD for training runs. My previous neighbor used to stroll along LMD in a reclined wheelchair with her caregiver at her side. This occurred so often, my relationship with her was based on connections made when she stopped in her passage to connect with me.

It seems likely that by improving perceived safety by reducing the speed limit to 20 MPH, narrowing the roadway, creating chicanes and other traffic calming features, LMD is likely to become even more appealing as a destination for roadway pedestrians. The City's current design

doesn't seem to dissuade that possibility. And it should not. According to the resources sent to me from Gary Brown, Director of the UW Lakeshore Preserve and Campus Planning & Landscape increased pedestrian activity actually reduces the risk of being injured in a crash (Jacobsen, P.L. "Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling.") The 'safety in numbers' effect is hypothesized to come from drivers being more aware and driving more carefully near pedestrians when more pedestrians are present.

In addition, the Spring Harbor neighbors are civic-minded people who are actively seek to provide outreach to the greater Madison community. We want to share the beauty of our neighborhood. The Spring Harbor Neighborhood Association sponsors music events in Spring Harbor Park, advertising them on University Avenue. The Friends of Merrill Springs hold public events in Merrill Spring Park where members of the Ho-Chunk nation lead community-building activities focused on the historical and contemporaneous value of Mąąąą' Mąą'i as the touchpoint for connecting us to each other throughout time. The Indian Hills Garden Club works with Spring Harbor middle school teachers and Biology Club to coordinate planting and maintenance of gardens and landscaped areas.

Spring Harbor has an historical park, a dog park, a playground, a nature trail, a boat launch, a public beach, public watercraft storage, and lake courts. LMD is the parkway to these public spaces.

Can LMD be an equitably accessible parkway?

In presenting my passion for developing LMD as a park and parkway to the Transportation Commission, I was challenged to address concerns about accessibility for mobility-impaired people. The purpose of requiring 5 ft wide sidewalks and a terrace several feet in from the roadway is to assure that anyone who felt unsafe walking in the roadway would be able to safely transit LMD and any other newly developed roads in Madison. The goal is to provide equity. As a person and in my profession, I strive to support achieving equity in multiple domains.

What is missing in this situation is a clear understanding of the difference between equal treatment of all new roadways in the City and the true equity that can be provided by developing LMD as a park and parkway.

I do not hold an expert opinion, but do have an opinion. While some mobility folks may want to stroll along LMD for a moment of solitary respite, it seems the majority of pedestrians who currently use LMD for recreation do so with companions. LMD is not a transit route because there is nowhere to go except where it is. The current size and placement of sidewalks precludes a mobility-limited person from enjoying what people not living with those limitations have been and will continue to do after the reconstruction - enjoy LMD with a friend.

In the public meeting with the Transportation Commission I was introduced to the concept of intentionally designing walkable roadways that prioritize pedestrian access over cars that are in temporary transit (in and out of the area rather than commuting through it). In trying to understand how LMD might be developed as a parkway that provides equitable access to recreational companionship and social ambling, I looked into these 'woonerf' principles. I also reached out to Gary Brown. He generously curated appropriate resources that speak to accessibility needs in recreational areas.

My somewhat inchoate ideas that emerged suggest that nearly all of LMD can be developed with accessible walkable roadways. Specifically, the eastern section up to Spring Harbor Drive has access roads spaced close enough to each other (about 500 ft or so) to meet woonerf principles for

having the roadway be a pedestrian walkway. Cars in temporary transit have minimal disruption from yielding to pedestrians because they can exit LMD on another road in less than a minute or so even at slow speeds.

The busy section around Spring Harbor Park, the boat launch, the beach and the school needs to have wide walkways off the roadway to allow safe and equitable access to those areas. And on the western side of that area, there is a mix of areas appropriate for walkable roadway.

Additional traffic calming features such as a 15 MPH speed limit and posting that cars must yield to pedestrians would increase the safety as a walkable roadway. In addition, if trees had an extended unpaved area at their base, they would act as a 'visual block' traffic calming measure. Several neighbors have objected to speed bumps because they disrupt the continuity of driving down LMD for pleasure, even at slow speeds. By utilizing woonerf principles, those traffic calming measures may not be necessary in the walkable roadway sections of LMD.

The Spring Harbor Neighborhood Association appointed an Ad Hoc Committee that made a very strong case for slowing down the construction process so that water quality management can be prioritized in the decision-making process. The current process requires that the City retrofit water management strategies over top of pre-approved hardscape. That requires compromise that precludes optimal design. Among their well-developed ideas to optimize water management was use of permeable pavement in some areas to increase infiltration of rainwater.



With good design, mixed use of this type of pavement may further create the kind of visual traffic calming and implicit traffic directing that increases pedestrian safety not only in walkable roadway sections, but also in areas where the walkway could be placed directly adjacent to the roadway to assure a wider, more accessible pathway for companioned pedestrians. By designating it as park, consideration for the recreational and companionship value of the LMD walkways comes to the fore instead of being included only as an afterthought.

I am no expert, but from the information I received from Gary Brown, the UW's 8-ft wide pathways provide more than enough access for mobility-limited folks who use wheelchairs. (ADA guidelines of 36" per chair allow two folks in chairs to stroll side-by-side, as they need a total of 6 ft for 'continuous' movement. In the rare chance that a third chair needed to pass coming at them, there would still be room. 30" each is needed for the two chairs facing each other and a temporary reduction to 32" is needed for the outside companion, totaling 92" which is still under 8 ft.)

I was unable to find specific information about the widths of paths needed for social walking for two people who have emotional support or service animals. But, ADA guidelines suggest that

folks with service dogs should have 48” of walkway, so math says that an 8 ft pathway is needed to include another human companion. Do we really want sidewalks to marginalize people?

ONE DOG PER WALKER.

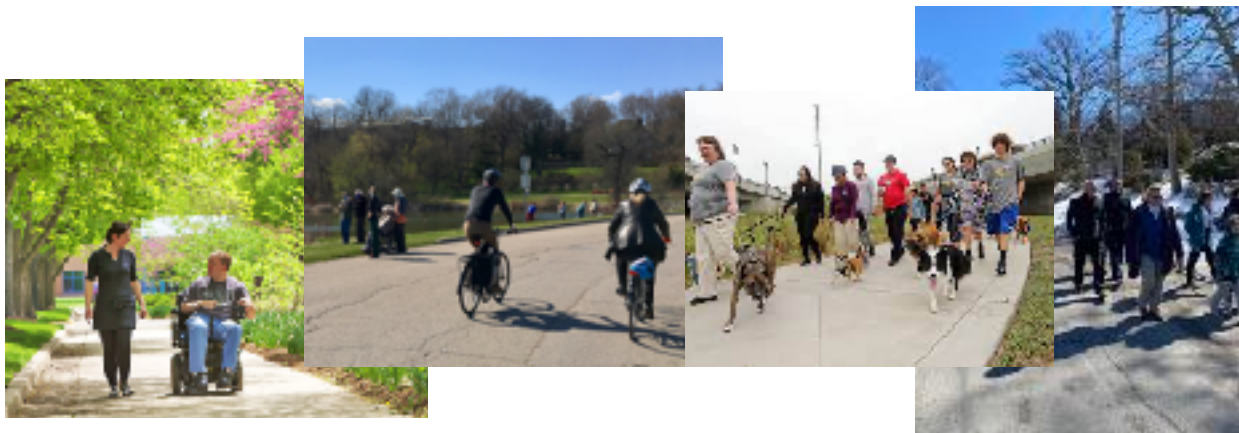
ONE CHILD LEFT BEHIND.

STAY IN YOUR LANE. ALONE.



The City’s current proposal includes ‘village style’ curbs that are lower and less noticeable than standard curbs, but stark enough to provide a visual cue for motorists to avoid jumping the curb. If the City utilized permeable pavement to define walkway from roadway and angled gutters with no curb (like those along LMD in Shorewood Hills) it would be more equitable. Angled curbless gutters provide ready access for pedestrians to move in and out of the roadway to allow cars to pass, even if they are mobility limited. If LMD is reconstructed as planned, groups will still walk in the roadway. If a group temporarily moved across a terrace and onto a 5ft sidewalk to make room for a passing car, any mobility-limited folks among them would be stuck in the roadway until there was a driveway, and not be able to return to their companions until the next driveway. Low-angled gutters that connect the roadway to the walkway solve that problem.

In walking with a neighbor along the LMD west of the school, we came upon a short stretch of colored pavement that looked to both of us to be a model of a walkable pathway directly adjacent to the street. It was brick-colored concrete and hatched in a way that spoke more to walking than parking. We were intrigued, so measured it. 8 ft wide. That is not an expert way to draw a conclusion, but it does match with my Google findings. Urban pedestrians want to be with friends.



While my non-expert recommendations require deeper consideration, it does seem that if the entire length of the LMD was designated as a parkway, the City could be more intentional about providing true equity in urban recreation. Walkable roadways are particularly attractive on the eastern side where there are numerous historically important features. The City has already identified several potential places for rain gardens. Those and other areas in the City right-of-way could be developed as informational waysides, pocket parks, art installations and other park features.

In addition to bringing forward the park mission of LMD to connect us to the human history of water, the City can use these right-of-way areas to intentionally provide ‘visual blocks’ for traffic calming and pedestrian respites for automobile passage. Angled gutters would make them accessible without separately creating ‘cut-outs.’ In other areas, especially the long stretch of LMD that runs along the lake courts but does not include a nearby conduit off LMD, adjacent walkways like the one my neighbor and I ‘saw’ may be the best fit.

If the City slows down this process, we can create walkable roadways and road-adjacent walkways that actually further the goal of true equity.

So what might a park look like?

Learning. When some of us think of parks, we think of grassy expanses, playgrounds and trails that meander through woods. Many of us may also have gone to parks that included informational kiosks, memorial rocks, and even interactive fitness structures. Some of us may have been dragged there on school field trips or be forced to break up the fun of family vacations by them. But some of us may have valued them as children and still value them today. At the bare minimum, LMD needs more overtly educational plaques, signs and interactive learning experiences.



Connecting. And, it needs more than that. The voices of those who educate are easy to bring to the forefront, as those voices are backed by the authority of a teaching license or credentialing as an expert. As Madison and our broader society are coming to realize, those voices are so loud, they can drown out the voices of the marginalized and under-represented.

A society built on a single pillar will crumble. No matter how strong the rock it is made of, a small stream of water can seep into it and crack it half in one sudden winter freeze. As a community, we need to actively seek to understand, bring forward and invest in the wisdom of

every member of our society. A foundation built on small rocks placed side-by-side, interspersed with soft earth that absorbs the water from the changing seasons can stand tall and remain pertinent for millennia. (Yes, some of our highest mounds are thousands of years old.)

LMD deserves to be a park that intentionally seeks the wisdom of the Ho-Chunk nation, and inclusion of artists from many perspectives who can help all of us connect to each other.

Urban landscape architects and folks dedicated to the emotional connection created by parks have a lot to say about that. Pocket parks, parklets, sculpture parks, and intentionally structured pedestrian respites can be designed to provide ongoing value for connection and understanding that goes beyond walking a ‘learning trail.’



Food. Many of our neighbors have forwarded an impassioned desire for the City to maintain the ‘rural feel’ of this area. In a sprawling metropolitan City, that may come across as seeking privilege to claim more space than our fellow citizens who are crowded into downtown apartments. That is one view of the truth. And there is more. People living here before us, just a few generations ago and for millennia before that depended on agriculture and wild foods to balance a diet high in fish and game. Many of those indigenous foods still grow in this area. The rice beds are gone, but berries, watercress and mushrooms have survived. Would you like to literally taste what people ate for dessert 10,000 years ago? Come to my neighborhood in June and eat the berries near my house. Feel a connection to an imagined ancestor who also reveled in the juicy tart-sweetness of a berry warmed by the sun.



Trees. Lake Mendota Drive has several trees that have been targeted for removal due to concerns about disease and safety. There are also numerous trees targeted for removal solely for the purpose of making room in the City right-of-way for terrace and sidewalk. If LMD were designed

with walkable roadways and accessible walkways adjacent to the road, we could probably save all of those trees. I don't know the width of the proposed terrace, but if that width was demarcated as walkway space, then we could probably save the trees. Even if a large circle of mulch and or other permeable ground cover extended far from enough from the base of the tree to protect it, the design would likely be able to accommodate a temporary reduction to single file walkway (32") around the tree.

HoChunk Nation is a stakeholder I have personally reached out to the Tribal Preservation Officer for the Ho-Chunk nation, Bill Quackenbush. His communications with me have been warm and positive. I am pleased to hear that the City has also reached out. Making connections is making progress.

- If the Ho-Chunk Nation is not included as a stakeholder at the outset of this project, post-hoc placement of names on signs in their native language and inclusion of historical plaques along LMD risks becoming performative virtue signaling.
- The Ho-Chunk are contemporaneous stewards of this land. They are not an exotic group of 'others' whose heritage and history can be fetishized by people who happen to live here now. By over-focusing on the effigy mounds as the primary focus for protection, we lose sight of the broader value of an indigenous world view and how that view becomes present in this area.
- The implicit message of not involving them at the outset of the reconstruction is that they should only care about what happens on LMD if it disturbs burial sites. The value of this region to all of us extends well beyond human remains.

And as an agent of a sovereign governing body, Officer Quackenbush has indicated that they would welcome an invitation from the City to prospectively be involved in the development of LMD as an historic parkway. The City should not miss out on this opportunity to connect with another sovereign governing body that is willing to collaborate on a project with so much potential.

How will we pay for all of this?

I have confidence that the dreamers will succeed in collaboratively creating a design for developing LMD as a parkway that connects us to each other, to water and to our shared human history. The pragmatic among us may even like it. A lot. A whole lot. And their pragmatic duty is to answer tough questions like, Who is going to pay for it? Who is going to maintain it?

As alders, commissioners, and pocket-book watchers for the greater Madison community, it may be difficult to make a case for spending magnitudes more on developing LMD in the Spring Harbor area than on roadways in other beloved neighborhoods. Lake Mendota Drive was the very first Park and Pleasure Drive in our City. But even City-wide bragging rights on its unique value are unlikely to be enough to convince the broader Madison community to financially support the totality of a park development. Who else might help?

Property owners. The originals plan for LMD included sidewalks on two sides, curb, and gutter to be assessed to the property owners according to the size of their property. I have no details about the policy. (Does removing the sidewalk from 'my side' mean that I pay less?) But the total cost of that projected plan should be levied on property owners to provide the baseline budget for the reconstruction. After that, multiple resources may need to be pooled to bring forward this vision. This is again where time is needed.

Neighbors. Spring Harbor neighborhood already has three community organizations: Spring Harbor Neighborhood Association, Indian Hills Garden Club and Friends of Merrill Spring. All of

them do fundraising and organize volunteers to make this neighborhood better. They have already helped on this project.

SHNA put forward a direct appeal to the City to slow down this process and to include consideration of its environmental and cultural importance in the context of its historical and contemporaneous connection to the Ho-Chunk nation and other indigenous people.

The Friends of Merrill Springs have formally endorsed support for slowing down the reconstruction of LMD. *“We the board members of The Friends of Merrill Spring support the SHNA LMD subcommittee request of the City of Madison to please slow down the reconstruction project of the east end of Lake Mendota Drive in order to better understand and take into account the fragile nature and the Native American history of this unique and treasured park.”* Their endorsement speaks to their commitment to protect Maaḡa’ Maa’i in context of its greater regional connectedness.

We have already begun the process to form yet one more community organization, Friends of Lake Mendota Drive. That mission will be to support the development and maintenance of LMD as an historic parkway dedicated to bringing forward our human relationship with water. The process of registering as a legally recognized 501c non-profit community organization takes at minimum of 6 months before fundraising can be done in earnest. We do intend to be a resource for funds, volunteerism and outreach. We just need time.

We are a neighborhood of folks who care. With time, all of Spring Harbor’s community organizations may become resources for funds and volunteers to support LMD as a parkway.

Shop One. Serendipitously, while my neighbors and I were mid-struggle to advocate for the City prioritizing water quality and the historical significance of this area over premature decisions about hardscape, Shop One held its inaugural event for their artist-in-residence grant. *“Water as community, water as kin: A celebration of Indigenous relationship to waterways in Teejop and everywhere.”* Teejop is the Anishinaabeg word for the four lakes region around Madison. Their first event included the storyteller and past president of the Ho-Chunk nation Jonjon Greendeer. His stories were the stories of people who literally camped in my backyard less than 100 years ago.

What is Shop One? <https://onewatermadison.org> It is a City-sponsored department in the Madison Metropolitan Sewerage District that is dedicated to creating public engagement about water. Just two days ago, Shop One’s Chief Engineer Michael Mucha welcomed an invitation from our Alder Keith Furman to explore how they might support the development of our vision for an LMD water-focused parkway. Were LMD to be developed as an historic parkway under the guidance of Shop One, the legacy of the LMD as Madison’s first Park and Pleasure Drive could be carried forward for generations to come.

Madison Parks Foundation. The non-profit branch of Madison Parks helps our community conserve, promote, and enhance our parks. Their website states, “In addition to our work helping neighborhoods steward improvements to their parks, we’ve identified three areas that advance our equity and programming goals for Madison’s Parks.” Expertise and funding, perhaps?

Madison Area Community Organizations. Madison has many community organizations that are invested in assuring the long-term health of our water. While we have only just begun to look,

already we identified the *Yahara Lakes Association* and the *Clean Lakes Alliance* as like-minded advocates that we will be reaching out to.

National Register of Historic Places. In 1966, the National Historic Preservation Act created the National Register as part of a national program to coordinate and support efforts to identify, evaluate and protect historic and archeological resources for our nation as a whole. Listing on the National Register is a prerequisite for many grants and loans available for public and private agencies, such as *the Historic Preservation Fund, State Historic Preservation Office, Save America's Treasures Grant Program* and more. Among them is the *Pomeroy Foundation* whose sole function is to provide funding for a plaque or sign to commemorate the site and share its value with the broader community. That is likely to be the source of our first grant.

Summary (“Phwew.” Wipes brow.)

I know that this has been a very long missive. And I deeply appreciate the privilege of having enough time and support from my friends, family, neighbors and broader community to write it. With enough time, these ideas would have been sifted and winnowed, shaped and formed through collaboration and cooperation. But with such a compressed time frame, this is the best I could do.

I do not have all the answers. And, this vision is not yet clear. But one thing is for certain. The City needs to slow down the reconstruction of Lake Mendota Drive, at least by a year. Meaningful collaboration and thoughtful planning takes time. The sacred spring Maaḳa’ Maa’i has flowed for all of time. Let us take this moment in time to work together to develop Lake Mendota Drive in a way that fosters deep connections to life-giving water, our human history and each other.

With deep appreciation for the dedicated work you’ all do,

- Maureen Rickman

P.S. My deep appreciation goes out to all those who have provided inspiration, support, factual information and eye-opening perspectives over the past several weeks. And to my ancestors and family of origin whose complicated history has inspired me.

Thank you to:

- Maaḳa’ Maa’i, Sacred Spring for all of time
- O-ge-mau-gee-shi-go-quay (Queen of the Skies), my last full-blood Objiwe ancestor
- Sophia Bisson, my tribal matriarch and connection to the White Earth Nation
- Rob Rickman who has been my steadfast daily support
- Winona LaDuke, Water Protector and White Earth Nation member who doesn’t know me and doesn’t know how much she inspires me
- Alder Keith Furman, who listened to me talk about this for an hour
- Transportation Commissioner Denise Jess, who challenged me to take a hard look at how my words affect others
- Bill Quackenbush, Tribal Preservation Officer for the Ho-Chunk Nation whose thoughtful words inspire honorable discourse in all situations
- Tyler Howe, Compliance Section Manager, State Historic Preservation Office
- Gary Brown, Director of Lakeshore Nature Preserve and Campus Planning & Landscape Architecture whose wish of ‘good luck’ buoyed me when this project seemed lost
- James Wolfe, City of Madison Principal Engineer, Streets and Path whose depth of patience is astounding
- Heather Bailey, City of Madison Preservation Planner who never stops caring about our history

- Nick Garton of the Capital Times whose commitment to investigative journalism serves our entire community
- Michael Mucha, Chief Engineer to Shop One, Madison Sewerage District whose depth of heart is rivaled only by the importance of the work he does
- Jerry Butler who introduced me to integrating art into urban design and to his professor, Janet Silbernagel Balster who proves that one can make a business of 'geodesign'
- Spring Harbor Neighborhood Association Officers and Area Directors whose commitment to local governance serves the broader Madison community and beyond:
 - Aaron Crandall
 - Sally Miley
 - Joan Martin
 - Mary Beth Dunning
 - Janet Loewi
 - Lis Freitick
 - Tanya Cunningham
 - Giovanna Miceli-Jeffries
 - Mark Williams
 - Aaron Collins
 - Stan Fuka
- The Ad Hoc Committee of SHNA who stepped up to address the concerns about LMD with expediency, passion and rigor. Their support and insight has been crucial in the development of this proposal.
 - Tom Kneubuehl
 - Roy Christianson
 - Erik Infield
 - Faith Fitzpatrick
 - Herman Felstehausen
 - Jeff Prey
 - Jeff Bauer
 - Leslie Herje
 - Matt Seib
 - Stewart Ellison
- Alice Erickson and the Friends of Merrill Springs
- Susan Laufer and the Indian Hills Garden Club
- Kristen Slack, our neighborhood media manager who facilitates clear communication through insightful, informational e-mails and website management.
- The not-yet-named founding members of Friends of Lake Mendota Drive who already volunteered to begin outreach, canvassing and advocacy for this vision. With apologies for not yet acting on your generous offers:
 - Angela Young
 - Tanya Cunningham
 - Sarah Spencer
 - Marie Dietrich
- The more than 50 individuals who signed onto supporting this vision in its infancy. With apologies for putting that petition on hold for further revisions:
 - Kristen Slack
 - Mark Redsten
 - Tanya Cunningham
 - Elizabeth Bauer
 - Nancy Ellison
 - Marie Infield

- Thomas Kneubuehl
- Camille Bernier, Bad River Ojibwe
- Alice Erickson
- Kathleen Magin
- Cole Slack
- Luke Kneubuehl
- Lesa Reisdorf
- Peggy Scallon
- Nathan Dau-Schmidt
- David N Erickson
- Marie Dietrich
- Robert C. Rickman
- Rachel Carlson
- Candy Schrank
- Lauranne Bailey
- Diann Danielsen
- Louise Scott
- Jessica Harrison
- Kelsey Stiloski
- Dustin May
- Patrick McBride
- Lesa Reisdorf
- Linda Nelson
- Susan K Skubal
- Ashley Campbell
- Sara Ensign
- Sandra Larson
- Joyce Y. Rosevear
- Faith Fitzpatrick
- Heidi J Sonnenburg
- Sarah Spencer
- Timothy Piatt
- Jana Stewart
- Lisa Steinkamp
- James F. Mankopf PhD
- Michael Rosenblum
- Jessica Balis
- Mark Shults
- Nancy Vedder-Shults
- Zubin Gagrat
- Jeffrey C Bauer

And to the impassioned folks who have continued to read and respond to voluminous e-mails in our overly large and chaotic e-mail threads who are not already listed above:

- G. Patrice Kennedy
- Patrick and Kim McBride
- Robert and Linda Nelson who have been working on the LMD redevelopment since January, and their friend, George Hall, board member of Frank Lloyd Wright Building Conservancy
- Agneta Sarinske who wants to preserve the neighborhood she's lived in since 1985
- Elma Metzloff
- Kyle Metzloff
- Derrick Buisch

- Catherine Martin
- David and Kate Eberhard

From: [Maureen Rickman](#)
To: [Board of Public Works](#)
Subject: #17 Lake Mendota Dr. Comment for 4/6 Public Works
Date: Wednesday, April 6, 2022 4:42:37 PM

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

This comment has been timed and takes between 2:15 and 2:30 minutes to read out loud. I apologize for not speaking in person, but I have another commitment that I could not miss.

Thank you for your patience. You are all very good listeners. My name is Maureen Rickman and the primary writer of the Lake Mendota Drive park proposal that was sent to you a few days ago. The coalition that helped me develop those ideas is growing. We strongly advocate for slowing down this project so those nascent ideas can be developed and replace the current plan which is not acceptable.

I claim an intersectional identity as 'part-Indian.' And like other people with indigenous heritage, my identity is the only one that is regulated by the government. My legal status is First Generation Non-enrollee Descendent of the White Earth Nation. It is complicated. And it is personal. So I share this trusting that you will treat this information honorably.

Today I am not here to speak for myself. I am here to speak for the trees for the trees have no tongues. Other voices speak with me and say, 'We must slow down and make a plan that saves all the trees.' And I speak for the water. It must be protected. Other voices speak with me and say, 'We must make a plan that improves water safety. Avoiding more damage is not enough.' I speak for the mound-building people whose thriving communities left behind stories all around this area. Their stories should not be hidden in history books. They should be told from where they lie - on Lake Mendota Drive. I speak for people who use wheelchairs, those whose mental health depends on an emotional support animal, and other people who want the companionship of human friends. I speak for equity. Other voices speak with me and say, 'We must make this parkway do more of what it already does - provide a safe and welcoming place for groups to walk together side-by-side.'

I speak for those who feel shame and wish to heal the wounds created by our ancestors who did not honor the words written in their own language. The Ho-Chunk Nation, the Voice of the People are stakeholders in the development of Lake Mendota Drive. The City needs to bring forward those voices. Not in a marginalized role of documenting use of their language or verifying historical facts. The voices of indigenous people, our fellow citizens need to be brought forward in a central role.

And I speak for Mąąąą' Mąą'í, the sacred spring that has bubbled for time immemorial at the foot of the hill across the street from my house. May we all heed that voice. Protect the water. Honor the Earth. Raise up the Voice of the People.

From: [Maureen Rickman](#)
To: [Board of Public Works](#)
Subject: Re: #17 Lake Mendota Dr. Comment for 4/6 Public Works
Date: Wednesday, April 6, 2022 5:23:22 PM

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

Thanks, Leslie. I've got one more.

I apologize for being naive to the City government process. It was brought to my attention that the purpose of Public Works is to assure that the City is abiding by the laws, policies and procedures germane to the projects at hand. Please do not allow this project to go forward because the City has not done its due diligence to assure that the cultural, historical and archaeological importance of this area is honored. On several occasions we have unearthed flint tools and arrowheads simply by tilling our garden, because constant freezing and thawing shifts things around. I contacted the City archeologist who did not even know that an indigenous roadway shown in a French map from the 1700's is bisected by Lake Mendota Drive. That roadway was also shown on a map from 1905. So it is not ancient history. How can we trust the City to protect sensitive areas when they don't even know what is here?

And there won't be anymore because I'm heading out the door for my appointment. Thanks for your patience and hard work.

Maureen Rickman

On Apr 6, 2022, at 4:54 PM, Board of Public Works
<boardofpublicworks@cityofmadison.com> wrote:

Maureen,

Your comment has been forwarded on to the Board.

Let me know if you have any questions or additional comments.

Regards,

Lesley Parker
Pronouns: she/her/hers
Board of Public Work Support Staff
City Engineering Division
210 Martin Luther King Jr. Blvd. Room 115 Madison, WI 53703
(608) 264-9277

From: Maureen Rickman <mdr.rickman@sbcglobal.net>
Sent: Wednesday, April 6, 2022 4:46 PM
To: Board of Public Works <boardofpublicworks@cityofmadison.com>
Subject: #17 Lake Mendota Dr. Comment for 4/6 Public Works

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

This comment has been timed and takes between 2:15 and 2:30 minutes to read out loud. I apologize for not speaking in person, but I have another commitment that I could not miss.

Thank you for your patience. You are all very good listeners. My name is Maureen Rickman and the primary writer of

the Lake Mendota Drive park proposal that was sent to you a few days ago. The coalition that helped me develop those ideas is growing. We strongly advocate for slowing down this project so those nascent ideas can be developed and replace the current plan which is not acceptable.

I claim an intersectional identity as 'part-Indian.' And like other people with indigenous heritage, my identity is the only one that is regulated by the government. My legal status is First Generation Non-enrollee Descendent of the White Earth Nation. It is complicated. And it is personal. So I share this trusting that you will treat this information honorably.

Today I am not here to speak for myself. I am here to speak for the trees for the trees have no tongues. Other voices speak with me and say, 'We must slow down and make a plan that saves all the trees.' And I speak for the water. It must be protected. Others voices speak with me and say, 'We must make a plan that improves water safety. Avoiding more damage is not enough.' I speak for the mound-building people whose thriving communities left behind stories all around this area. Their stories should not be hidden in history books. They should be told from where they lie - on Lake Mendota Drive. I speak for people who use wheelchairs, those whose mental health depends on an emotional support animal, and other people who want the companionship of human friends. I speak for equity. Other voices speak with me and say, 'We must make this parkway do more of what it already does - provide a safe and welcoming place for groups to walk together side-by-side.'

I speak for those who feel shame and wish to heal the wounds created by our ancestors who did not honor the words written in their own language. The Ho-Chunk Nation, the Voice of the People are stakeholders in the development of Lake Mendota Drive. The City needs to bring forward those voices. Not in a marginalized role of documenting use of their language or verifying historical facts. The voices of indigenous people, our fellow citizens need to be brought forward in a central role.

And I speak for Mąąąą' Mąą'í, the sacred spring that has bubbled for time immemorial at the foot of the hill across the street from my house. May we all heed that voice. Protect the water. Honor the Earth. Raise up the Voice of the People.

From: [taylor warsek](#)
To: [Board of Public Works](#)
Subject: Board Of Public Works Meeting , Agenda #17 LMD
Date: Monday, April 4, 2022 10:49:18 AM

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

From: Linda Warsek/Rick Taylor
1118 Risser Rd, Madison 53705

We are VERY CONCERNED that is board may be considering approval of this project without ANY consideration to two items. First, is very serious concerns about the water saline levels, that are not reducing, at Well #14, which serves drinking water to all residents of Indian Hills and Spring Harbor. These increased levels of salt in our drinking water is contraindicated for people who have high blood pressure and are on salt restricted diets. We are both hypertensive and on medication for this. This board needs to understand this issue and realize that increasing concrete surfaces and installing sidewalks where they are none now, in this entire neighborhood is not considering the health of its residents of this decision.

Second. The entire Lake Mendota Drive stretch has many historic Indian mounds/artifacts/historic areas. Any construction in this area needs an opportunity for the HoChunk community to review what is proposed and make comment. To date it is our understanding that this has not been done and comments received by the City.

While we understand and commend the City of Madison being very progressive and wanting to provide access, safe walking, biking for all neighborhoods in our city, we feel this might be contraindicated and require modification for some areas based on a HIGHER NEED , to provide safe drinking /cooking water for residents in some neighborhoods, and also continue protection of Indigenous History along our this stretch of roadway.

One last question is , Since this section of Lake Mendota is small in comparison to the entire stretch of Lake Mendota Drive, Please consider that the Portion of Eagle Heights, University Owned land, and Shorewood will never fall under this City of Madison's plan to force sidewalks on every residential neighborhood. Why not just replace the worn out street and add gutter, and leave the entire Lake Mendota Drive as the Historic Scenic drive it is now for all of Madisonians to enjoy.

Thanks for your further investigation of our two primary concerns.

From: [Jana Stewart](#)
To: [Mayor](#); [Phillips, Robert](#); [Fries, Gregory](#); [Petykowski, Christopher](#); [Schmidt, Janet](#); [Wolfe, James](#); [Transportation Commission](#); [Board of Public Works](#); [council](#)
Cc: [Jana Stewart](#)
Subject: Lake Mendota Drive (LMD) Proposed Sidewalk Design Input and Request for Response
Date: Monday, April 4, 2022 1:22:22 PM

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

Subject: LMD Proposed Sidewalk Design Input and Request for Response

Date: April 4, 2022

Legistar Item # 70626 - Board of Public Works Meeting Agenda - April 6th, 2022

Dear Mayor Rhodes-Conway, Leadership and staff of the City of Madison Engineering Division, and Members of the Transportation Commission, Board of Public Works, and the Common Council,

I oppose the draft plan for Lake Mendota Drive (LMD) in its current form and request that you review and respond to my citizen input and feedback. I prefer no sidewalks along LMD with the exception of the section between Norman Way and Spring Harbor Drive to provide safe school, boat ramp, park, and beach access. However, if sidewalks are going to be required throughout LMD reconstruction project I request that you 1) first provide rationale for including sidewalks on both sides of Lake Mendota Drive from Capital Avenue to Norman Way 2) second, consider having sidewalk on only one side of LMD rather than both, and 3) third, consider installing permeable pavers for sidewalks and in street to help improve the permeable footprint. The section from Capital Ave to Norman Way is no busier and in fact less busy with pedestrians than other sections of LMD where sidewalks are proposed on a single side of LMD and there are many environmental benefits to having sidewalks on only one side.

Safety:

- There are no safety issues on this section (Capital Ave to Norman Way) that would support the need for sidewalks on both sides based on Wisconsin Crash Maps data
- The busiest places on LMD for pedestrians are 1) crossing from the school to the park (9 months of the year) 2) from the school to the boat ramp (summer) and 3) from beach parking lot on Norman Way to Beach (summer)

Pros to having sidewalks on one side versus two sides

There are many pros to having sidewalks on one side versus both sides of LMD from a safety, cost-savings, and environmental standpoint.

- Less overall cost for construction due to less concrete
- Less stormwater runoff from impervious surface due to less concrete
- Less salt use due to less concrete benefits Lake Mendota and Well #14
- Fewer trees impacted by concrete from sidewalks surrounding their root zone. Trees need adequate soil surface area and root volume to remain healthy and benefit stormwater infiltration and reduce heat effect resulting from canopy loss
- More greenspace available to provide stormwater infiltration and place green infrastructure
- Fewer sidewalks needing repair over time due to impacts by tree roots (less cost to City) resulting in fewer safety issues for pedestrians navigating damaged sidewalks

Which side of LMD to place sidewalk on one side? Pros to having sidewalk on South side (non-Lake side)

- Placing sidewalk on south side (non-lake side) would provide direct connection to proposed future sidewalks on intersecting streets (e.g. Capital Avenue, Norman Way and others)
- There are fewer driveway crossings on south (non-Lake side) side of LMD and whence
- Safer for pedestrians on south side with fewer driveways and Right of Way (ROW) courts to cross
- Lower construction cost for constructing sidewalks on south side due to fewer driveway/ROW crossings
- Stormwater runoff on south side would occur further distance from Lake Mendota and have potential to infiltrate sooner and over a greater time/distance
- Provide more greenspace and opportunities to incorporate rain gardens and green infrastructure into the plan on north side (Lake Side) of LMD
- Fewer trees would be impacted by construction on the south side. Bump-outs could be placed in locations where larger trees would be impacted similar to other locations on the draft LMD plan.

Consider installing permeable pavers rather than concrete for sidewalks and sections of street

- Reduces runoff and increases water infiltration
- Reduces need for salt usage due to increased infiltration
- Reduces the heat burden on the surrounding environment
- Provides a more natural look much more in keeping with the neighborhood
- ADA compliant permeable paver systems have been used and demonstrated in other communities

Thank you for your review and response.

Jana Stewart

5516 Lake Mendota Drive

From: [Jana Stewart](#)
To: [Mayor](#); [Phillips, Robert](#); [Fries, Gregory](#); [Petykowski, Christopher](#); [Schmidt, Janet](#); [Wolfe, James](#); [Transportation Commission](#); [Board of Public Works](#); [council](#)
Cc: [Jana Stewart](#)
Subject: Lake Mendota Drive (LMD) Sidewalk Safety and Environmental Considerations
Date: Wednesday, April 6, 2022 9:01:38 AM

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

Subject: LMD Sidewalk Design Safety and Environmental Considerations

Item # Agenda #70626 - Board of Public Works Meeting April 6th, 2022

Dear Mayor Rhodes-Conway, Leadership and staff of the City of Madison Engineering Division, and Members of the Transportation Commission, Board of Public Works, and the Common Council

I oppose the Lake Mendota Drive plan in its current form. I request that the City revise their plan to help balance safety, accessibility, and environmental concerns for this project regarding sidewalks. The city's proposed plan includes sidewalks on both sides of Lake Mendota Drive from Capital Avenue to Spring Harbor Drive while the other sections have sidewalks on only one side. I DO support having sidewalks on both sides from Norman Way to Spring Harbor Drive to provide safe access between the beach, school, boat landing, and park. However, I request modifying the current plan to install sidewalks on only one side from Capital Avenue to Norman Way. A single sidewalk from Capital Ave to Norman Way would still support the desired and adequate connectivity, accessibility, and safety for pedestrians from the intersections of Capital Ave and Norman Way to and along LMD. And this section is not any busier than other sections of LMD where a sidewalk on one side is proposed. Eliminating the second sidewalk from this section would provide additional benefits and help address some of the environmental concerns for Lake Mendota and Well #14 by reducing stormwater runoff and salt use due to reduced impervious surface, provide more space for green infrastructure, reduce impacts to tree health from adjacent concrete, reduce tree removal, and reduce heat island effects from reduced canopy. There would also be reduced costs to the city and homeowners for construction and continued maintenance. I request that the City place the single sidewalk for all sections of LMD on the south side or the non-Lake side of the street. There are fewer driveways and right of way courts on the south side making it less congested and a safer side for pedestrians using the sidewalk and there are no blind corners on the south side as there are on the north side or Lake side at Epworth Court and by Spring Court making it safer and a better outcome for everyone. Placing a single sidewalk (thereby less concrete) on the south side would also provide more opportunities to place green infrastructure along the north or Lake side to help mitigate runoff of water, nutrients, and other contaminants and help protect our drinking water, the natural and scenic beauty of Lake Mendota Drive, and the future health of Lake Mendota and the Yahara Lakes chain. Thank you for your review and consideration.

Jana Stewart

5516 Lake Mendota Drive

From: [Elizabeth Bauer](#)
To: [Board of Public Works](#)
Subject: Fwd: Lake Mendota Drive Agenda Item 70626
Date: Wednesday, April 6, 2022 11:08:00 AM

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

Begin forwarded message:

From: Elizabeth Bauer <elizabeth607@ecentral.com>
Subject: Lake Mendota Drive
Date: March 28, 2022 at 1:36:39 PM CDT
To: Mayor <mayor@cityofmadison.com>, council@cityofmadison.com
Cc: Alice Erickson <alicatraz@sbcglobal.net>, Tom Kneubuehl <tkneubuehl@gmail.com>, Roy Christianson <roychristianson@gmail.com>, Erik Infield <einfield@ymail.com>, Faith <fafitzpa@gmail.com>, Herman Felstehausen <hhfelste@wisc.edu>, Jana Stewart <jana.stewart@gmail.com>, Leslie Herje <khumbu04@hotmail.com>, Matt Seib <matt.seib@gmail.com>, Stewart Ellison <snellison@att.net>, springharborpresident@gmail.com, ssmiley1@charter.net, Joan Martin <jmartin2701@gmail.com>, Mary Beth Dunning <mbdunning53@gmail.com>, Janet Loewi <janetloewi@gmail.com>, Liz Freitick <efreitick@gmail.com>, Tanya Cunningham <itmakesyousmile@gmail.com>, ITALINK1@charter.net, 5121minocqua@gmail.com, stanfuka@gmail.com, "Cc: From: Angela Young" <acgy@att.net>, Steve Tiffany <stevetiffany@charter.net>, Maureen Rickman <mdr.rickman@sbcglobal.net>, Pat McBride <pem@medicine.wisc.edu>, Agneta Sarinske <agneta.sarinske@gmail.com>, Carol Michalski <carolmichalski@hotmail.com>, Kathy Goldsworthy <kak17@sbcglobal.net>, Sarah spencer <sessasmds@aol.com>, msundquist20@gmail.com, Herman Baumann <hermwired@aol.com>, Roychristianson <roychristianson@gmail.com>, Jeff <jeffreycbauer@gmail.com>, jeff.prey@gmail.com, Leslie Her <khumbu04@hotmail.com>, Kim McBride <kasmcbride@gmail.com>, Heather Crade <heathercrade@gmail.com>, Kristen Slack <ksslack1@gmail.com>, Mark Redsten <mredsten@cleanwisconsin.org>, peggy.scallon@rogersbh.org, Me <elizabeth607@ecentral.com>, Chuck & Candy Gates/Schrank <chuck.candy@mendotaspring.com>, Linda/Bob Nelson <lnelsonrp@gmail.com>, Patricia Boyette <pboyette@wisc.edu>, Sandra Larson <petdoc53597@yahoo.com>, Kate and Dave Eberhard <kate.eberhard8@gmail.com>, Kate and David Eberhard <doctorwine@hotmail.com>, Marie Dietrich <einfeld@gmail.com>, Kim McBride <kasmcbride56@gmail.com>, AGENT FOR E METZLOFF <emetzloff@yahoo.com>, Patrice Kennedy <gpatricekennedy@gmail.com>, LISA A STEINKAMP

<steinkamp@pt.wisc.edu>, Derrick Buisch
<dbuisch@education.wisc.edu>, King Aymond
<kingaymond@hotmail.com>, tomasz Zal <tomaszzal@yahoo.com>, Kay Schwichtenberg <kaywired@aol.com>, Catherine Martin <martincatherine@hotmail.com>, Marie Dietrich <mariemadt@gmail.com>, lesaboat@charter.net, ngarton@madison.com, "Wolfe, James" <JWolfe@cityofmadison.com>, Keith Furman <district19@cityofmadison.com>

Dear Mayor and Council,

I am one of many neighbors who is concerned about the Lake Mendota Drive resurfacing project. While I believe that all of us in this neighborhood agree that Lake Mendota Drive needs to be resurfaced, over 200 of us in Spring Harbor do not agree with the plan that the city is proposing.

This is a lake neighborhood. We're not all rich people grabbing up land and putting up mega homes on the lake so we can have easy access to the lake with our boats. Most of us are living in moderately priced homes and many are on fixed incomes.

Many of us are walking Lake Mendota Drive on a daily basis. My husband and I have been walking our rescue dog for over two years twice a day on LMD. We have never felt unsafe. If a car approaches us, the driver usually moves over toward the middle of the road to give us space. If one car is approaching from one direction and another car from the opposite direction, the driver of one car will usually stop to let the other car pass so neither comes too close to us walkers. There has never been a fatality on LMD. We have never felt compromised by the lack of sidewalks.

Lake Mendota Drive is not a route you would take to get to the grocery store. There are no commercial businesses along LMD. Residences line both sides of the LMD and many of them have been there for years. Our house was built in 1957, but many homes along the drive are much older.

Huge old trees line LMD on both sides. Current plans call for cutting down many of these trees and those that aren't cut down will probably have serious root damage that will kill the tree within a few years. We have a 100 foot pine tree in our front yard that the city has said they will not cut down, but digging out a space to put a sidewalk around it will definitely damage the roots.

The mounds and spring that are part of our neighborhood are taken care of and respected by those of us who live in this neighborhood. They are an important part of Madison's history.

Lake Mendota itself is in bad shape caused in part because of the water runoff going directly into the lake from this neighborhood and other streets and neighborhoods in this area. What the city is proposing now will only add to the crud going into the lake

Our water comes from Well 14 which is compromised with salt. All of us who have that water coming into our homes are at risk for health problems. Adding more salt because you've added sidewalks to Lake Mendota Drive is a huge step backward in your obligation to citizens to provide them safe drinking water.

Our alderman, who was elected to represent us, has only been dismissive in addressing our concerns. He talks about "equity" and "accessibility" as if they are the only things to be considered in this resurfacing project. They are not!

Please vote against this project so that those of us directly involved can help the city come up with a solution.

Thank you.
Elizabeth Bauer

From: [Kristen Slack](#)
To: [Board of Public Works](#)
Subject: Please add this email and attachment to the agenda item #70626 for the 4/6 Board of Public Works meeting
Date: Wednesday, April 6, 2022 11:44:51 AM
Attachments: [Spring Harbor Neighborhood Survey_Final 01_23_2022.pdf](#)
[ATT00001.htm](#)

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

The attached is a document summarizing the results of a neighborhood-generated survey of Spring Harbor residents. A few findings are worth highlighting:

The Planning and Development Committee of the Spring Harbor Neighborhood Association administered a survey when word of the Lake Mendota Drive road reconstruction project first became widespread. Over 200 residents responded to date (attached document provides a summary of findings as of the end of January). Of the 211 respondents so far, among those with mobility limitations, 2/3 don't want sidewalks, and the rest, except one individual, want them on one side. Three-quarters of people 70 and older don't want sidewalks. Half of those with young children don't want them, another 15% aren't sure, and fewer than 10% want them on both sides. If sidewalks are ultimately installed, it seems like a clear solution to limit them to one side.

It turns out, the very people the City claims to care about most with respect to access, equity and safety hold multiple values at once and the environment definitely rises to the top. For the City to ignore them marginalizes their voices. The City rationalizes this by saying they are building for future residents. A nifty way to disenfranchise today's voters, and an argument that could be used to justify any decision the City wants to make, regardless of what current residents think.

Residents are eager to discuss plans that achieve access, equity, safety AND the reversal of adverse trends affecting Lake Mendota and Well 14 from increased salt use and the direct piping of stormwater into the lake. The City isn't interested. We've also never been asked where the true problem areas are for access, equity, and safety. These areas aren't being touched.

The survey results provided here are separate from the petition signed by about 200 people across the neighborhood, which is already an attachment for this meeting.

Finally, the vast majority of homes in Spring Harbor are modest in size and value. Opposition to aspects of this project is not just coming from residents in expensive homes like a recent Cap Times article suggested—it is coming from residents all throughout the neighborhood.

Kristen Slack

Spring Harbor Residents' Views

on

Lake Mendota Drive (LMD) Reconstruction Project

Hello neighbors:

My name is Tom Kneubuehl and I head up the Planning and Development Committee for the Spring Harbor Neighborhood Association (SHNA). I live in Spring Harbor on LMD.

This document provides results for the recent survey I put together in December 2021 where I solicited the views of Spring Harbor (SH) residents on the LMD reconstruction project.

The purpose of the survey was to:

1. Raise awareness among neighborhood residents that a significant project for LMD was underway by the City of Madison, starting in 2022, involving potential sidewalks on one or both sides of the street along with curb and gutter installation the length of the street and new street ends on Capital Ave and Norman Way.
2. Help everyone better understand what people in the neighborhood thought of the project so discussions could focus on what the neighborhood wants, as this didn't seem to be happening.
3. Gain a sense of specific concerns as LMD is an old street with significant portions on a grade and many of the properties lining the street are quite complex.
4. Help me understand whether various views on the project from anecdotal conversations with residents of SH were widespread, document their range of concerns, and quantify the general level of agreement and disagreement.

Survey Background

The City of Madison is moving forward with a project to reconstruct Lake Mendota Drive (LMD) from Baker Avenue to Shorewood. The work will be completed over several years, with work being completed on several blocks each year. In June 2022, work is planned for the western most blocks, in 2023, the eastern blocks, and the middle blocks in 2024.

Many residents were unaware of the planned project until surveyors were in the area in the Fall measuring traffic volume and speed and collecting other data. Those who had heard that road reconstruction was on the horizon were largely unaware of the full scope of the planned project, and many had no idea that they would receive assessments from the City for various aspects of the project.

The City stood up a digital survey online in late 2021 asking residents about issues with flooding on resident property and other engineering-related questions. It was unclear, though, whether this survey was being distributed to all residents of the Spring Harbor and Indian Hills neighborhoods or just to residents whose properties will be directly affected by the project. It is also unclear if the results will be shared with residents.

Given that whatever happens on Lake Mendota Drive is likely to affect what happens throughout the neighborhood whenever streets are repaired, it is important to have the perspectives of those living both along and off LMD. As the head of the Planning and Development Committee of the SHNA, I was interested in ensuring that a more systematic and comprehensive approach to gathering residents' input was put in place.

Based on the anecdotal comments and questions I had heard from numerous residents while walking the neighborhood, I developed a survey intended for all residents in the area. It was distributed to the Spring Harbor neighborhood through the SHNA email list, the Spring Harbor catchment area on the NextDoor app, through other email lists volunteered by residents, and by direct distribution to all households along the reconstruction route.

Survey Process

This survey was open to respondents beginning December 27, 2021. It remains open, but the results in this report are based on respondents' input through January 23, 2022.

NOTE: For anyone who has not yet responded to the survey, they can go to the following link and complete it: <https://www.surveymonkey.com/r/8LQJDGQ>

192 Residents of Spring Harbor and Indian Hills responded to the survey; 97 respondents live on Lake Mendota Dr. or have a corner lot that is affected by the LMD project and 95 live elsewhere in the neighborhood. Of the 120 homes directly affected by the reconstruction project (i.e., properties with land adjacent to the planned reconstruction), 59% responded to the survey.

If the same person took the survey more than once, the most recent entry was retained and the earlier entry was deleted. This occurred with four individuals, two living on Lake Mendota Dr. and two living elsewhere in the neighborhood. Multiple people from one household could take the survey (true for the City's engineering survey, as well). Half of the 34 households with more than one respondent involved residents who had conflicting views on the project, and these household splits occurred evenly across the on- and off-LMD respondent groups. Responses from individuals living outside of Spring Harbor and Indian Hills neighborhoods were omitted from the analysis.

Survey Results

Demographic Characteristics of Respondents

Several sociodemographic questions were asked in the survey to understand if there are particular subgroups of residents with shared concerns and questions.

Of the 181 residents who answered a question about the age of the youngest member of the household, 14 (8%) report having a child 5 years of age or younger; 18 (10%) report having a child 6 – 12 years of age and 11 (6%) report having a child 13 - 19 living in the household. Of the 182 respondents who answered a question about the age of the oldest member of the household, 34 (19%) reported an oldest age of 20 – 49 years, 83 (45.5%) reported an oldest age of 50-69, and 65 (35.5%) reported an oldest age of 70 or more. The average number of household members reported by respondents was three. Thirty-nine percent of respondents reported living in their current home for under 11 years, 21% for 11 – 20 years, and 40% for 21 years or more.

Eighteen (10%) of 182 respondents answered “yes” to the question: “Does anyone in your household have a disability or health condition that affects their mobility or that requires assistance with mobility?”

Respondent Reports of LMD Use and Perceptions of Safety

Residents of Spring Harbor are quite active on Lake Mendota Drive. Nearly 90% of respondents to the survey report using LMD for walking, running, biking and other activities (see Figure 1), and 88.5% engage in these activities at least a few times per week (see Figure 2). Other activities reported include dog walking, walking with a rolling walker, bird watching, neighborhood games, gardening, walking while pushing a wheelchair, pulling a kayak or canoe to the lake, pushing a stroller, and hiking with athletic equipment. One respondent noted that rollerblading is not a safe activity at this time with the road in its current condition.

Figure 1.

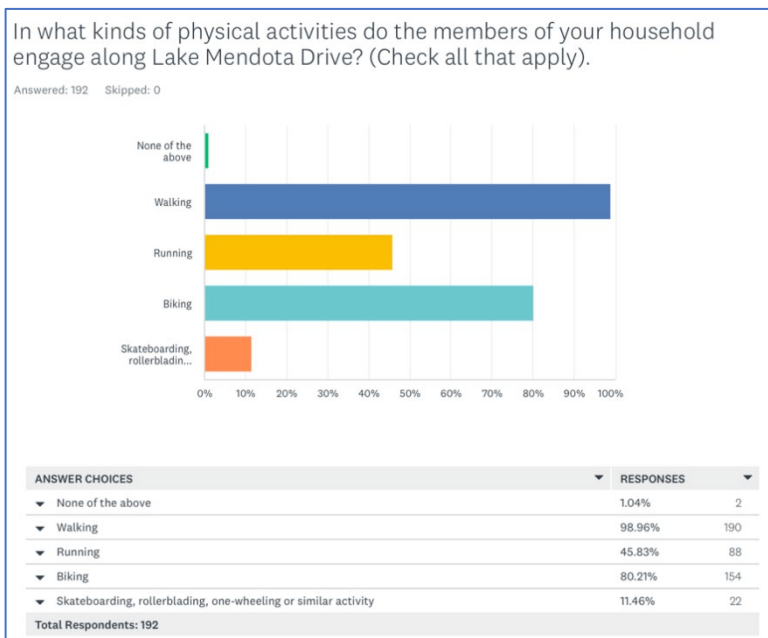
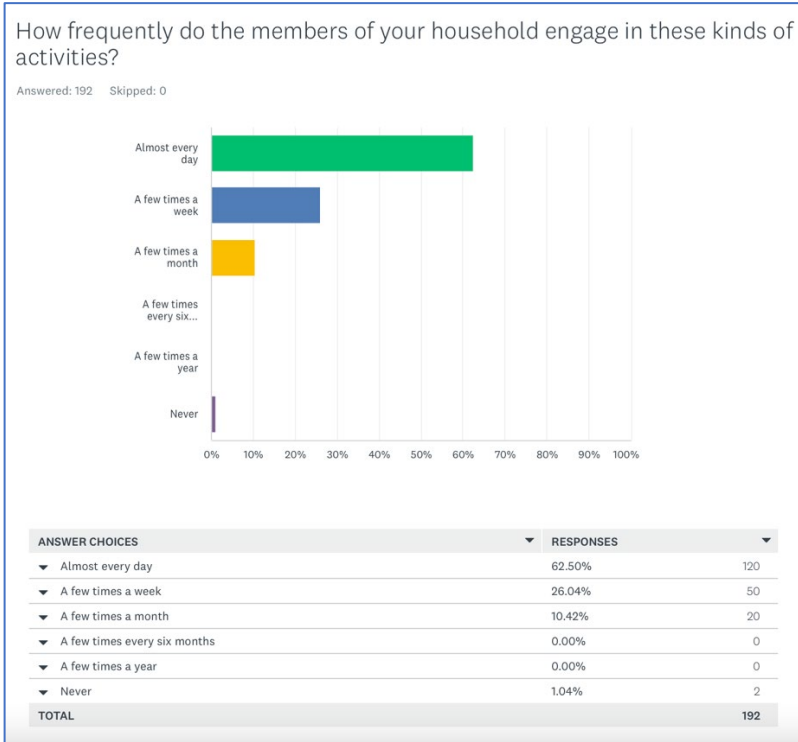


Figure 2.



Residents were asked how safe they currently feel engaging in these various activities along Lake Mendota Drive, and 190 responded to the question. Seventy-four percent report feeling somewhat or very safe, 21% report feeling somewhat or very unsafe, and 5% report feeling neither safe nor unsafe.

Breaking down these views by whether respondents live along LMD or not, 81% of those with property on LMD report feeling somewhat or very safe, and 66% of those living elsewhere in the neighborhood report feeling somewhat or very safe using LMD for physical activities.

Figure 3.

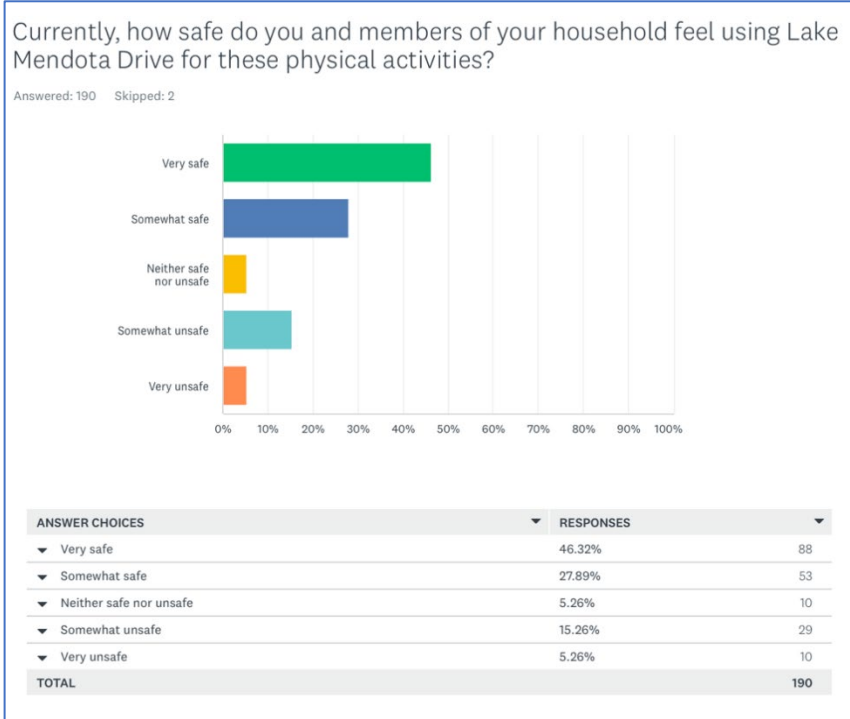
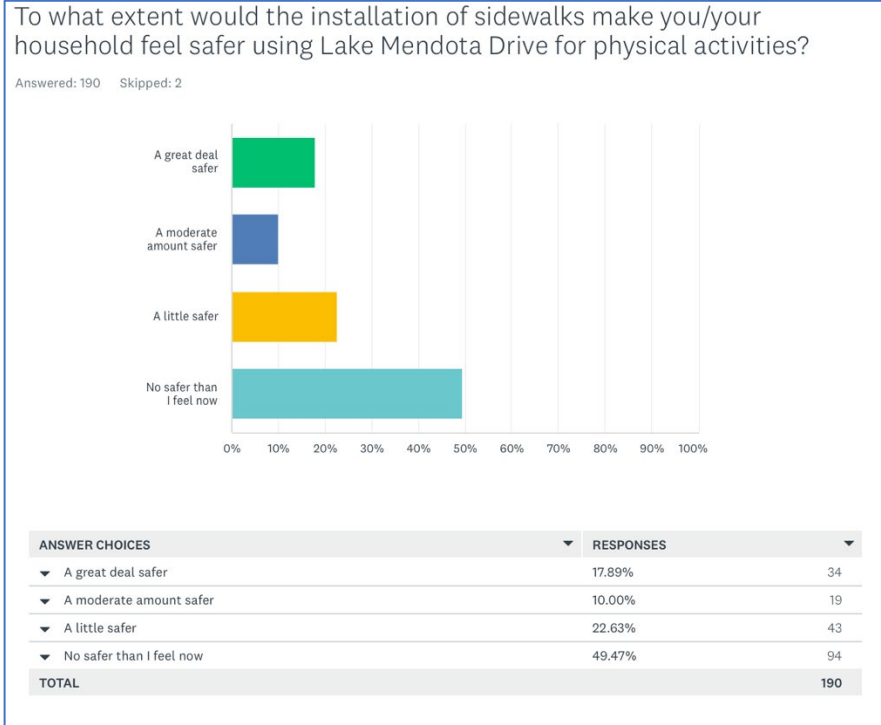


Figure 4 shows the distribution of respondent answers to a question about how much safer sidewalks would make them feel. Respondents are split on whether they believe sidewalks would make them feel any safer, with 49% reporting sidewalks would make them feel no safer than they feel now, and 51% reporting that sidewalks would make them feel a little, a moderate amount, or a great deal safer.

Breaking down these views by whether respondents live along LMD or not, 64% of those with property on LMD report that installing sidewalks would make them feel no safer than they feel now, and 35% of those living elsewhere in the neighborhood report the same. Thirteen percent of LMD respondents report that sidewalks would make them feel a great deal safer whereas 24% of those off LMD report the same. Twenty-four percent of LMD respondents report that sidewalks would make them feel a moderate amount or a little safer, and 41% of other neighborhood residents report the same.

This question will be revisited below, since perceptions of increased safety resulting from sidewalks were not necessarily aligned with respondents’ preferences around sidewalk installation.

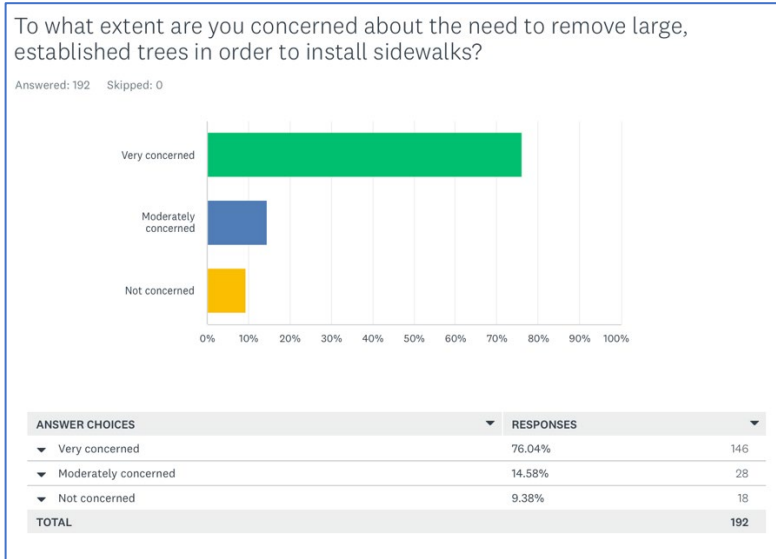
Figure 4.



Respondent Concerns and Preferences Related to Sidewalk Installation

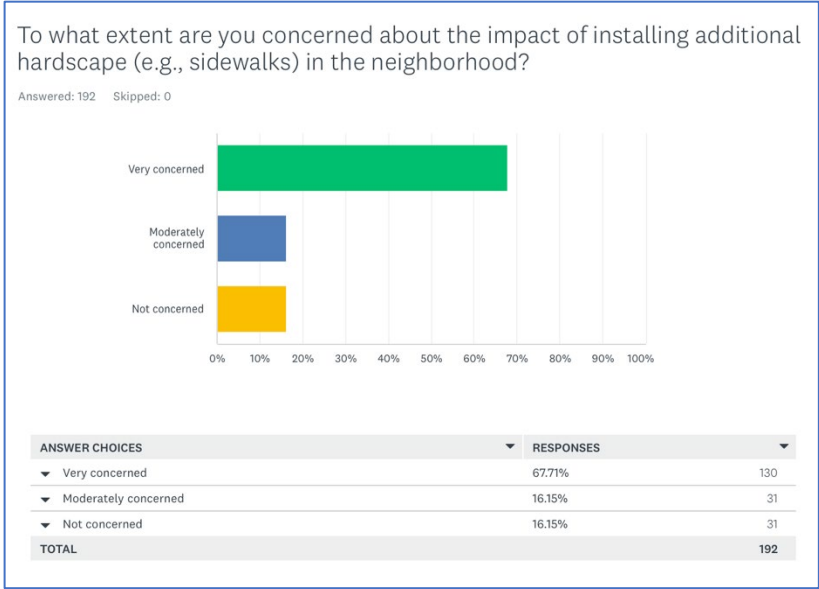
Respondents to the survey report a range of concerns about sidewalk installation along Lake Mendota Drive. Ninety-one percent have concerns about the removal of large, established trees along the road; over three quarters are very concerned and 15% are moderately concerned about this potentiality. Comparing those respondents on and off LMD, 95% of those on LMD report this concern and 87% of those off LMD do so – a general point of agreement.

Figure 5.



Similarly, 84% of respondents are concerned about the impact of installing additional hardscape in the neighborhood (see Figure 6). Sixty-eight percent are very concerned and 16% are moderately concerned about this issue. Comparing those respondents on and off LMD, 91% of those on LMD report this concern and 76% of those off LMD do so, another point of general agreement with the clear majority of both groups concerned about this issue.

Figure 6.



Neighborhood residents also report concerns about how the installation of sidewalks would affect the look and feel of the neighborhood (see Figure 7). Over two-thirds believe it would have a somewhat or very negative impact, 26% believe it would have a somewhat or very positive impact, and 7% believe it would have a neutral effect on the look and feel of the neighborhood. Comparing those respondents on and off LMD, 18% percent of LMD respondents believe sidewalks would have a somewhat or very positive impact on the look and feel of the neighborhood, and 35% of those off LMD believe the impact would be positive. Seventy-eight percent of those on LMD believe sidewalks would have a somewhat or very negative impact on the look and feel of the neighborhood, and 55% of those off LMD feel similarly.

Figure 7.

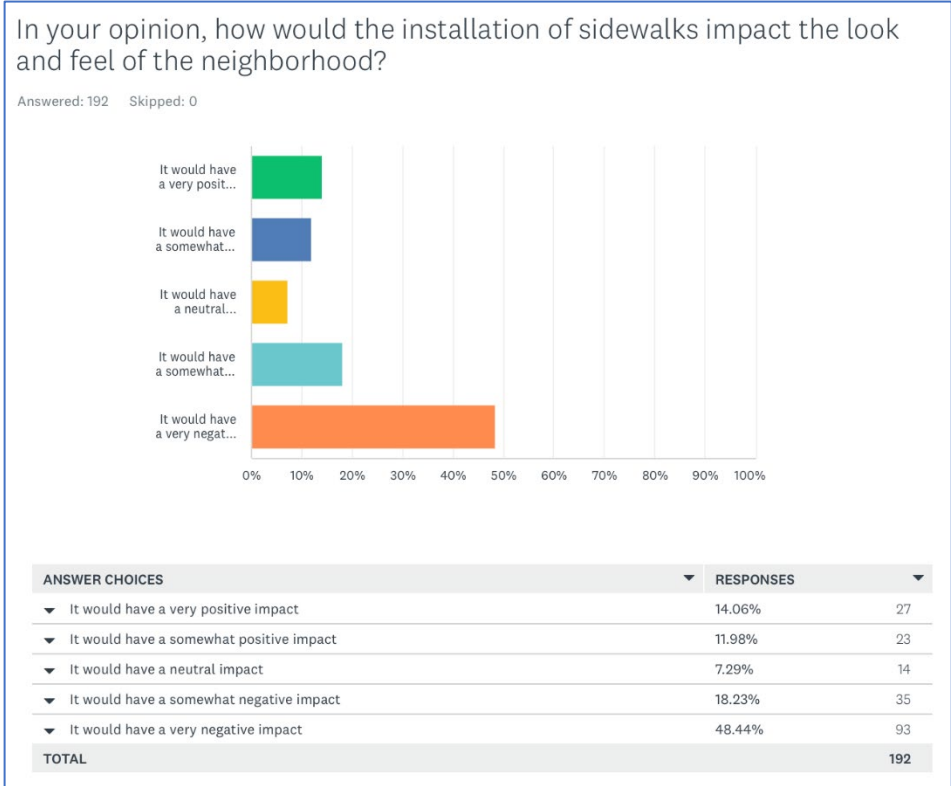


Figure 8 presents the distribution of responses to a question about preferences related to sidewalks. Two-thirds of respondents prefer that no sidewalks are installed, 20% prefer sidewalks on only one side of the road, 8% prefer sidewalks on both sides of the road, and 6% are unsure of their position at this time.

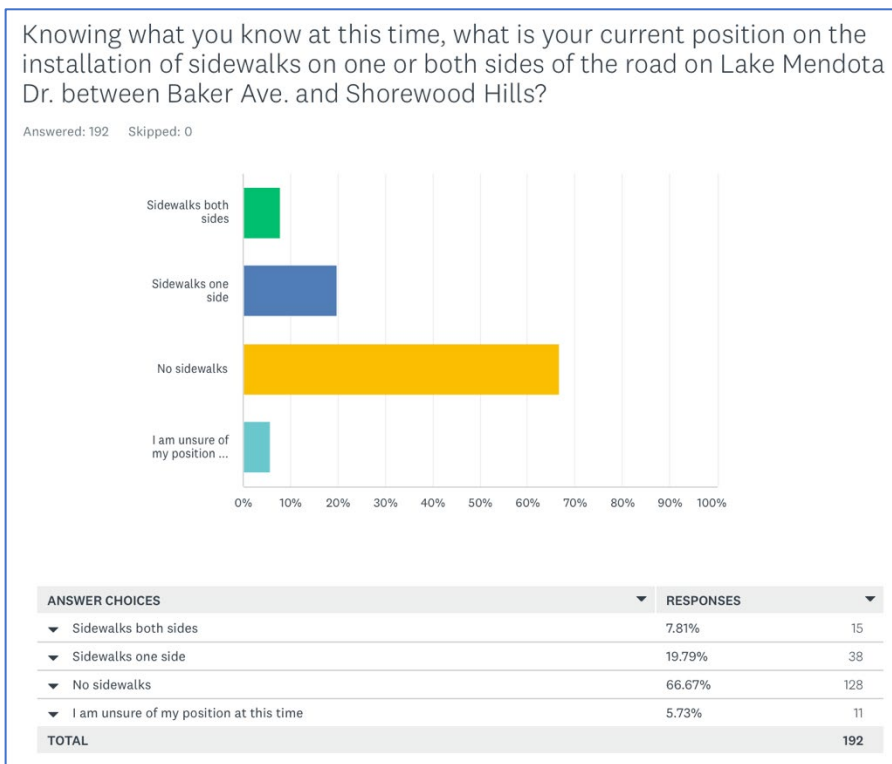
For respondents living along LMD, 75% prefer no sidewalks, 13% prefer sidewalks on one side, 7% prefer sidewalks on both sides, and 4% are unsure. For those living elsewhere in the neighborhood, these percentages are 57% (none), 27% (one side), 8% (both sides), and 7% (unsure).

Breaking down the answers to this question by other subgroups, the data continue to show more opposition to than endorsement of sidewalk installation. For residents who report having a household member with a disability or health condition that affects mobility or that requires assistance with mobility, 72% prefer no sidewalks, 17% prefer sidewalks on one side, 6% prefer sidewalks on both sides, and 5% are unsure of their position.

For respondents ages 70 and older, these percentages are 77% (no sidewalks), 14% (sidewalks on one side), 6% (sidewalks on both sides) and 3% are unsure of their position.

For respondents in households with children under 13, these percentages are 50% (no sidewalks), 25% (sidewalks on one side), 9% (sidewalks on both sides). Compared to other subgroups, a higher percentage (16%) of this group of respondents is unsure of their position at this time. Restricting this group further to respondents with a very young child (5 and under), 50% prefer no sidewalks, 21% prefer sidewalks on one side, 22% prefer sidewalks on both sides, and 7% are undecided. Expanding this group to include older children (13 – 19 years), these percentages are 49%, 30%, 9%, and 12%, respectively.

Figure 8.



Comparisons were also made between those who reported that sidewalks would make them feel a little, a moderate amount, or a great deal safer and those who reported that sidewalks would make them feel no safer than they feel now. Among those who felt sidewalks would make them feel safer, 16% prefer sidewalks on

both sides of the road, 39% prefer them on only one side, 37% do not want sidewalks, and 8% are unsure. Among those who do not believe sidewalks will make them feel safer, 0% prefer sidewalks on both sides, 1% prefer sidewalks on only one side, 96% prefer no sidewalks, and 3% are unsure. While these differences are stark, it is clear that sidewalks on both sides are not a popular opinion among these or any other subgroups. And for both groups, concern about the removal of trees and net increase of hardscape was concerning. Among the “sidewalk would make me feel safer” group, 82% are concerned about the removal of trees and 68% are concerned about adding hardscape. Among the “sidewalks would not make me feel safer” group, nearly all (99%) had these concerns.

Residents were asked if they had other comments, questions, or concerns about sidewalks; 119 responded to this open-ended question. The majority (61%) of responses pertain to concerns about and arguments against sidewalks, the most prevalent themes relating to environmental concerns and concerns about ruining the character, look and feel of the neighborhood; 16% of responses indicated support for sidewalk installation. The remaining responses were focused on road repair and speed issues or were questions about aspects of the project.

The following are response examples representing a range of objections to sidewalks:

“As a Lake Mendota homeowner for 63 years in Spring Harbor neighborhood, 42 of them being on Lake Mendota Drive, I strongly disapprove of sidewalks being put in. The intent of this area is and has always been, to preserve and enhance the natural beauty of the lakeside. To build a new street with sidewalks like you'll find in the manicured new subdivisions in other parts of the city, would severely and unnecessarily diminish the true essence and personality of Spring Harbor.

“It is important to get this project right and not butcher the environment.”

“We have lived here 15 years and have not had any significant safety issues while riding/walking along Lake Mendota Dr. I love the natural look of the street and think the addition of sidewalks would have a negative impact. They are not needed.”

“Due to the topography on the south side of the street, putting in sidewalks would damage trees, cause erosion, and further damage effigy mounds that were disrupted when roads were originally installed! In our minds, the sidewalks proposed would ruin the character & feel of a neighborhood that feels like one is up North. Our neighborhood is currently a hidden gem!”

“Sidewalks will require a lot of maintenance by homeowners in the winter time which is a burden, especially for elderly homeowners. It will also require people to spread salt or other de-icing agents which will then seep into Lake Mendota. Sidewalks will also create more water runoff directly into the lakes rather than letting water be filtered by the land and will generate additional heat which we don't need. At the same time we will likely need to cut down trees to enable sidewalks further damaging the ecosystem and some people may lose parking spaces off the street. This form of progress has many unintended consequences.”

“This is an old, lakeside neighborhood with many large, established trees. I am all for slowing down traffic but am strongly opposed to installing sidewalks. We bought our home several years ago precisely because of the

wonderful trees and rural feel of the neighborhood. We've raised kids here from age 5 on and have always felt safe walking and biking with them in the area."

The following are example responses that support exploration of alternatives to sidewalks or strategic installation of sidewalks:

"In my family's view a sidewalk on one side (does not have to be 100% continuous) would help us feel more comfortable with small children learning to ride bikes and walk on their own. A well-defined pedestrian/bike lane on the road, especially where sidewalks are costly to build, would work too."

"Alternative to sidewalks to provide a protected space for pedestrians without taking down trees."

"I think there are a few areas where a sidewalk on one side of the street could be beneficial. Some of the hillier portions of this stretch of Lake Mendota Dr don't seem suited to a sidewalk but a bike/pedestrian lane on road. Traffic speeds are not too bad (though the rough road is kind of a natural speed bump currently), except for a few blind corners."

"I don't think sidewalks are necessary and haven't heard a clamoring for something like this. Alternatives should be explored if there are concerns."

We have walked on Lake Mendota Drive many days per week for almost 40 years. We have never found the lack of sidewalks a problem on our walks. If sidewalks existed, we would use them, but narrowing the street as on Edgehill Drive seems like a better solution. Speed bumps also."

"I am generally a proponent of sidewalks. However, I am also concerned about the potential impact to the existing landscape - particularly large trees. I would be curious to know more about other measures that could be taken to make LMD more pedestrian and bike friendly."

"Why can't there just be lines on the north side of the street delineating a sidewalk much like edge hill drive in shorewood between Blackhawk Dr (4 corners) and Topping Rd? It would be less disruptive to the environment!"

The following are examples of support for sidewalks:

"I think it would be nice to have the sidewalks, except for obviously the cost and (less obviously) the need to cut down a LOT of large mature trees."

"Sidewalks would be OK if they don't trigger any tree removal or widening of the existing roadway, but parking would be problematic if sidewalks were added without widening the infrastructure zone. Bottom line don't widen the existing road infrastructure."

"I have written the city in the past with concern about the curve at Lake Mendota Drive in Spring Court. It is very dangerous there for pedestrians, and there should be a sidewalk for both students and walkers."

"Sidewalks will provide a safer walking area, especially when cars are passing each other."

“I would support sidewalks as an accessibility improvement for neighbors with mobility, vision, or other issues that may make it less safe for them to use the road without them—more so than I would for my/my household’s personal use.”

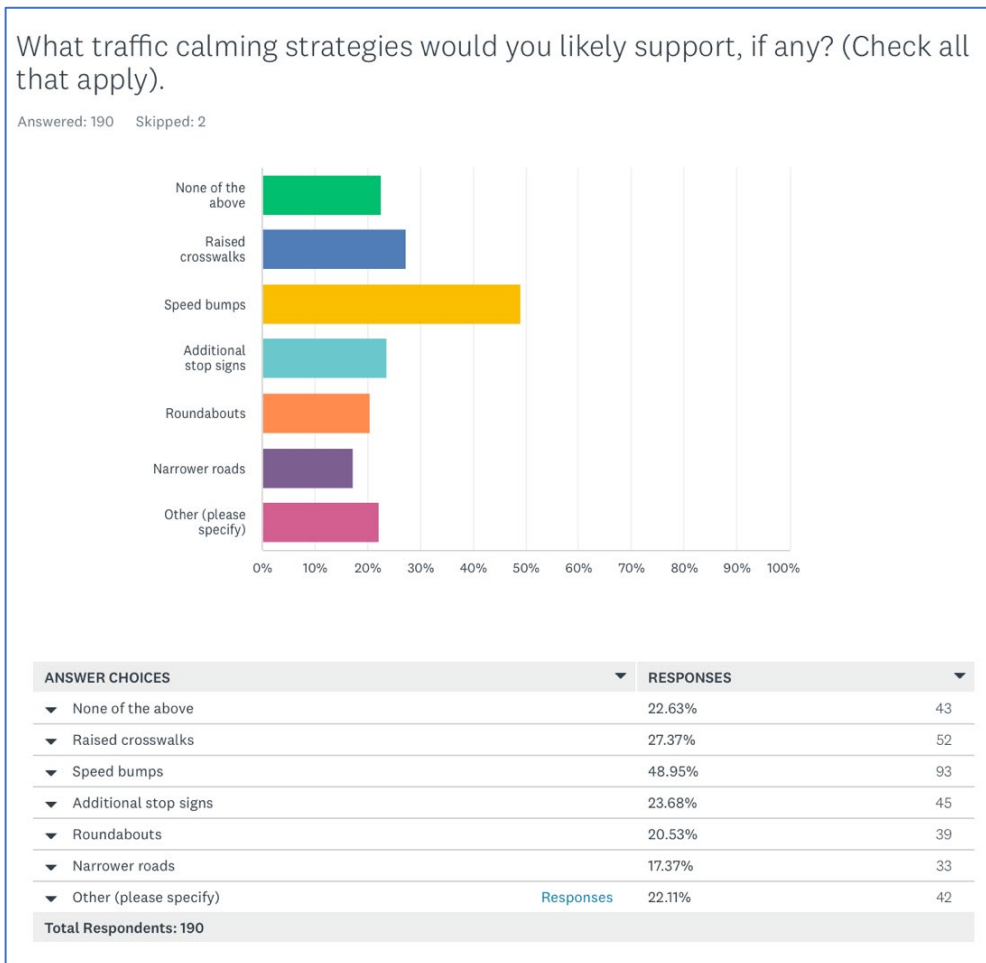
“Put sidewalks on the lake side of Lake Mendota Drive.”

Respondents Concerns about Traffic Speed and Ideas about Traffic Calming

Residents who responded to this survey have varying levels of concern about the speed of traffic on LMD. Twenty-six percent are very concerned, 37% are moderately concerned, and 37% are not concerned about traffic speed. They also have a wide range of preferences for traffic calming solutions, as shown in Figure 9, although 23% are not in favor of any of the solutions presented. Speed bumps are favored by the largest percentage of respondents (49%), and narrowed roads were favored by the fewest respondents (17%).

Twenty-two percent chose “other” as a response; suggestions include more signs (e.g., digital speed limit reading), reduced speed limit, chokers (form of intermittent road narrowing), rumble strips, bicycle and walking lanes in the road, no parking sections, and better enforcement of speed limit. Some respondents provided specific guidance on problem areas, like the intersection near the middle school and a blind corner at Epworth and LMD. Respondents also used the “other” option to voice concerns about specific traffic calming solutions, especially narrower roads and speed bumps, which some felt would be less safe for cyclists.

Figure 9.

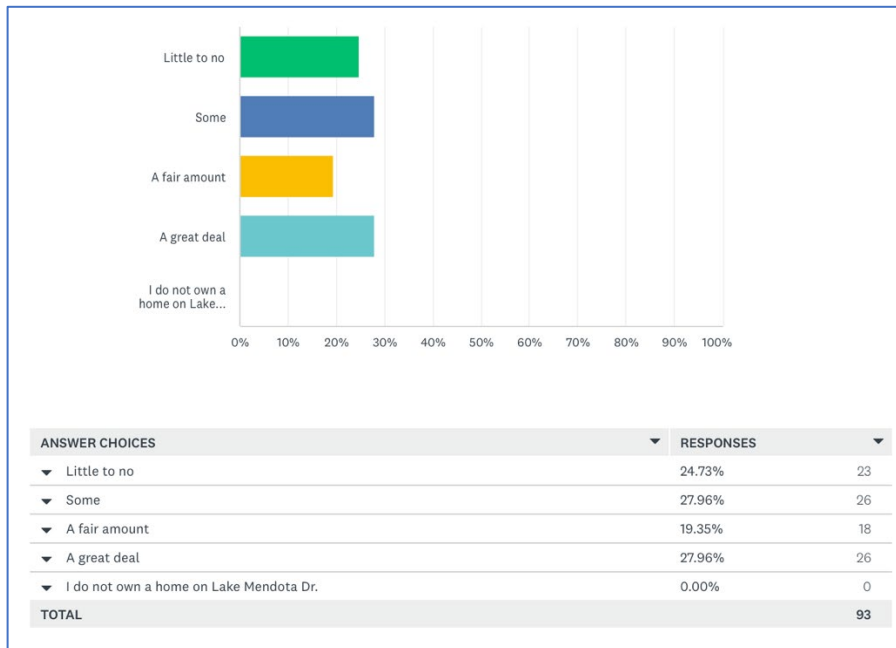


Questions for Residents with Properties along Lake Mendota Drive

The next set of survey questions focused on only the 97 respondents with properties along Lake Mendota Drive, given that their properties will be directly affected by the City assessment, changes to the City's right-of-way that impact existing structures (e.g., driveways and parking areas, retaining walls) as well as landscaping.

LMD respondents were asked to what extent the City's assessment for the project would cause financial hardship (see Figure 10). Twenty-five percent reported that it would cause little to no financial hardship, 28% said it would cause some financial hardship, 19% said it would cause a fair amount of financial hardship, and 28% said it would cause a great deal of financial hardship.

Figure 10. To what extent will the City's assessment create financial hardship for your household?



LMD respondents were asked to what extent the installation of sidewalks would create maintenance hardships for their households (see Figure 11). Thirty-eight percent reported that maintenance would cause a great deal of hardship, and the remaining responses were roughly evenly split (~20%) across other categories.

Figure 11.

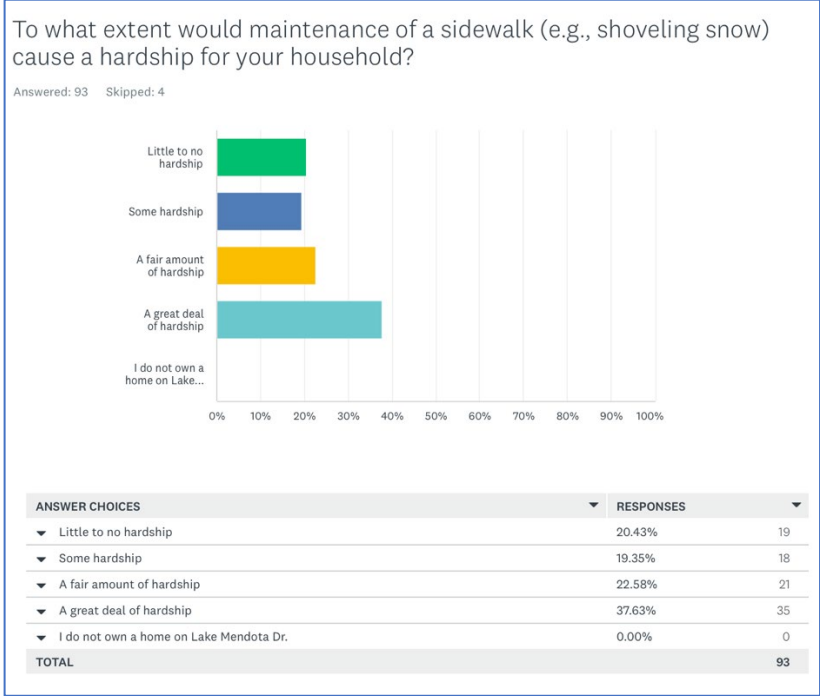
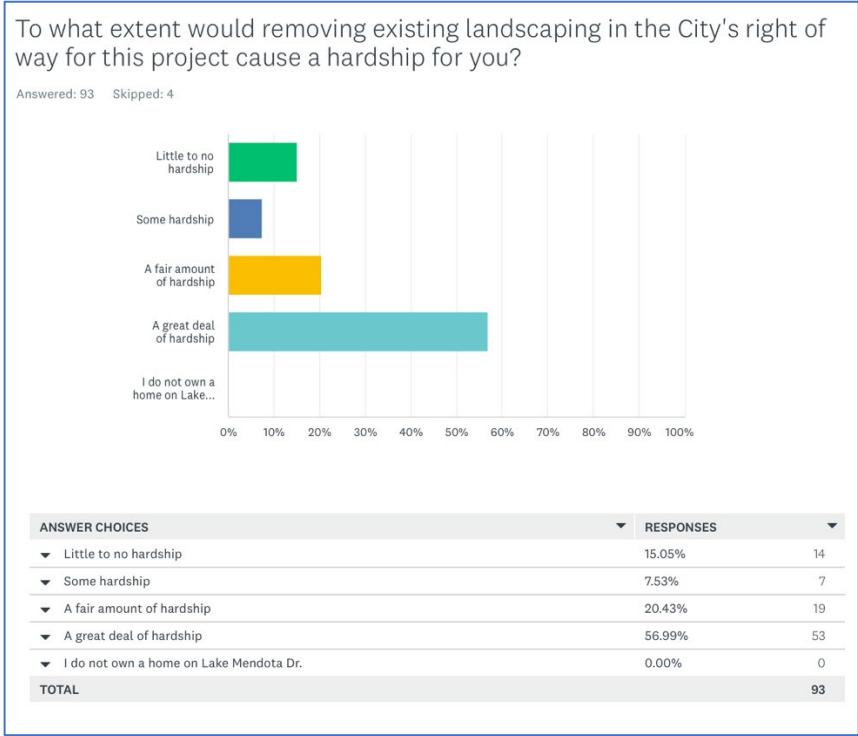


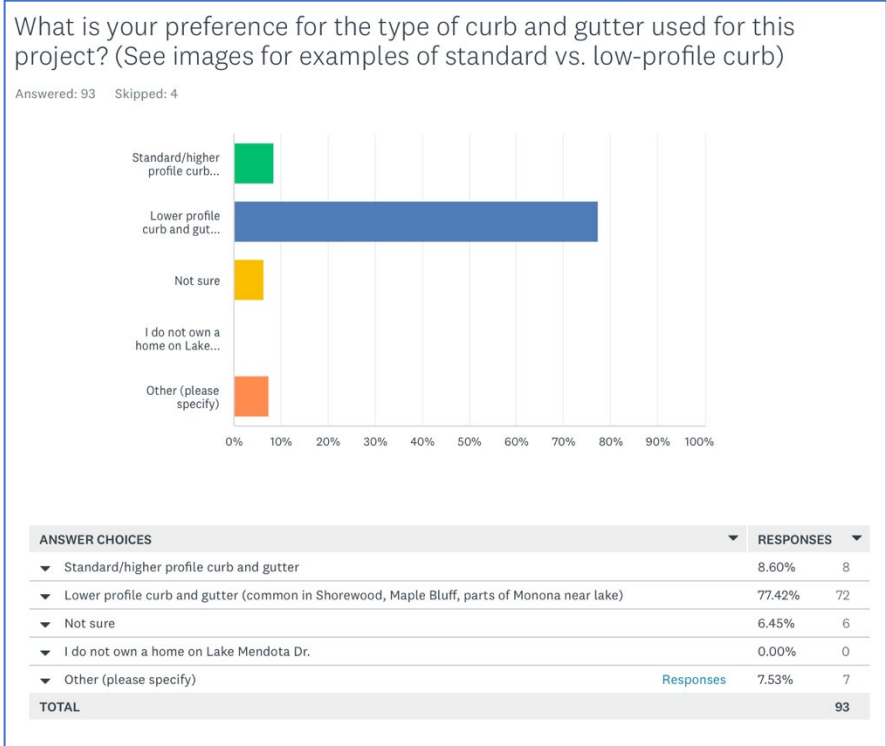
Figure 12 shows respondents reports of the extent of hardship created by needing to remove existing landscaping for the project. Over three quarters report that this would cause a fair amount or a great deal of hardship.

Figure 12.



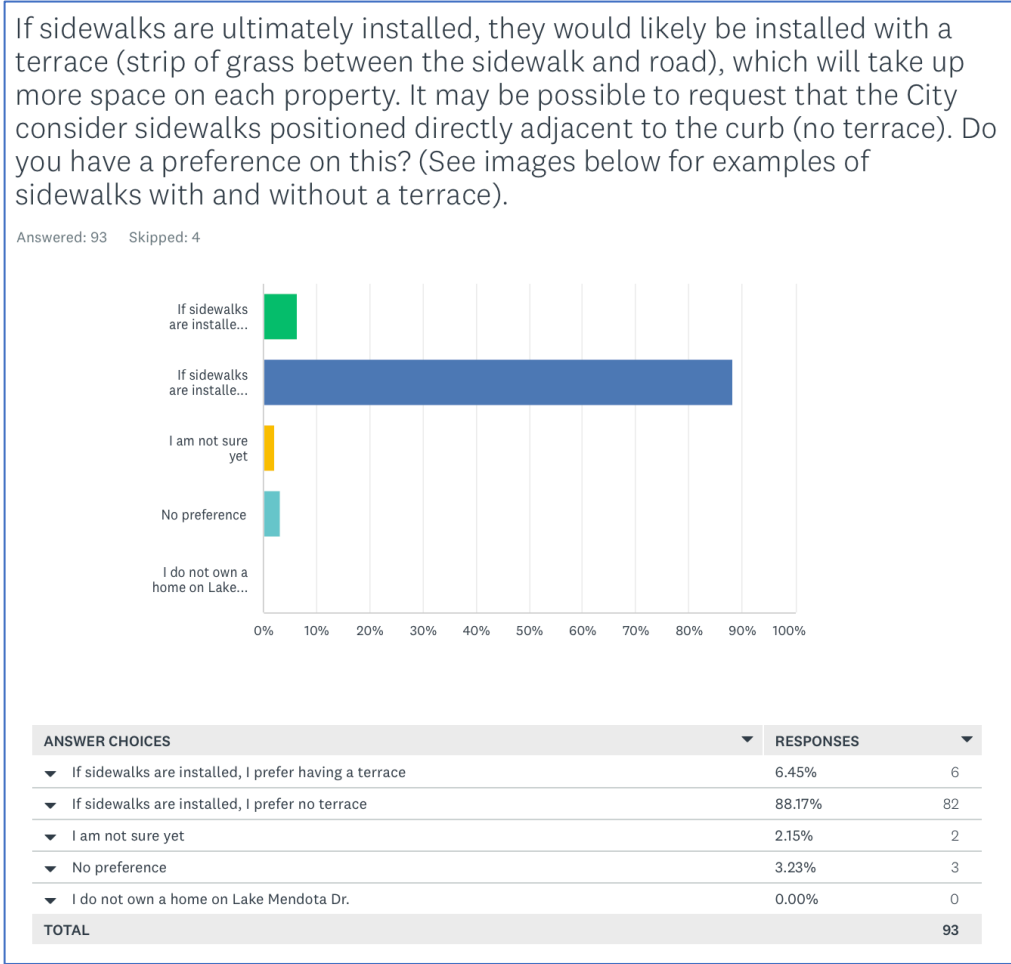
LMD respondents were asked about their preferences for the type of curb and gutter installed (see Figure 13). A large majority (77%) of respondents stated a preference for low profile curb and gutter. Nine percent preferred high profile/standard curbs and gutters, and 6% were unsure. Eight percent of respondents used the “other” answer option to state a preference for no curbs or gutters.

Figure 13.



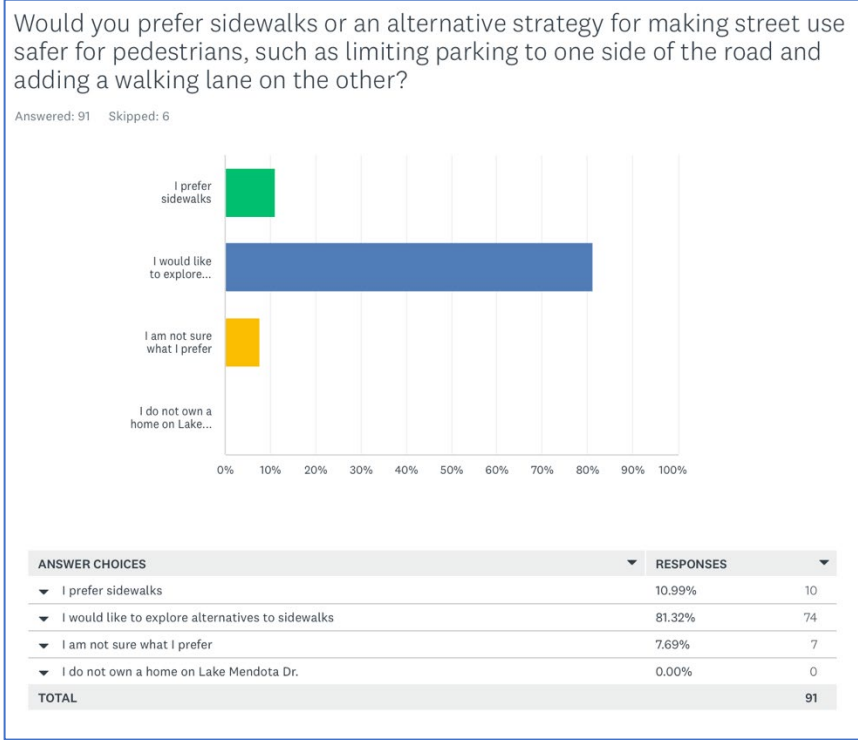
In Figure 14, respondent preferences for the installation of terraces between the road and a sidewalk are presented. Eighty-eight percent preferred no terrace. Only 6% preferred a terrace, 2% were unsure, and 3% had no preference. When responses to this question were compared to the verbatim comments about sidewalks, the opposition to terraces appear to stem largely from a concern about tree removal, and concerns about full use of the City right-of-way for sidewalks plus terraces when there are existing structures and established landscaping in these areas. It should be noted that a City engineer subsequently provided feedback that installing sidewalks without terraces would make snow removal more difficult for homeowners, as the snow plows would have to move snow from the road onto the sidewalks if directly adjacent to the road.

Figure 14.



Interest in exploring alternatives to sidewalks was high among LMD respondents (see Figure 15). Over 80% preferred to explore sidewalk alternatives, whereas only 11% stated a preference for sidewalks over any other alternatives. Eight percent were unsure of their position at this time.

Figure 15.



Additional Comments from LMD Respondents

LMD Respondents were asked if they had additional comments at this point in the survey, and 69 offered comments, almost all of them touching on sidewalks, with only a few exceptions. Three respondents offered comments in favor of sidewalks, related to safety concerns. Two-thirds of respondents voiced strong opposition to sidewalks, most of whom discuss concern for the impact on the lake, mature trees, and less permeable surface. The following comments are examples of common themes in the responses to this open-ended question:

“Please consider the impact this road project will have on the lake. It’s critical that we don’t make our lake water quality worse by trying to solve a pedestrian safety issue that doesn’t exist. I am a distance runner who runs in the street in our neighborhood every day and it is one of the best things about our neighborhood that it’s beautiful and safe to walk or run in the streets. Runners and bikers will not use the sidewalks.”

“I can understand that the road is very rough and could use a new surface. I do not understand why the city is pushing for sidewalks and curb and gutter in this quiet neighborhood. It is a huge waste of taxpayers and my money.”

“Not sure what problem we’re trying to solve with adding sidewalks, I’m not aware of any major accidents with current road for walkers (I’m a daily walker/runner). If anything taking folks off the road with sidewalks will likely increase traffic speed!!! This will be bad for days when sidewalk is not useable, snow, poor parking, leave, so likely more accidents in my opinion.”

“I have a small retirement income, and it is hard enough to cover rising costs of taxes. The financial burden of paying for sidewalks would be impossible. I have lived here all my life. The tree canopy on this street is an essential part of the quiet, calming atmosphere here. Lake Mendota Drive is NOT a main thoroughfare. Pedestrians and cars cooperate to keep the street friendly to all who use it. Sidewalks would NOT make the street safer or more user-friendly. Walkers and cars share the road. This is how a neighborhood street should be.”

“While we are all in favor of street improvements and not afraid of some changes, we want to keep the historic nature, beauty, and safety of the neighborhood.”

“I am 75 and live alone. Adding sidewalks is a great disturbance of my finances and life. I can't do the work myself and I can't afford to have it done. It is an intrusion into the property that I have bought and landscaped. It does not improve safety. The sidewalks will not be maintained well and will in this area, increasing the likelihood of falls by walkers. It will disturb the nature of the neighborhood in the expensive areas and in the less expensive areas. It will decrease the forestation of the area contributing to climate change. It will lead to more salting which the lake certainly does not need. Most of the danger of any kind in this neighborhood is caused by the poor maintenance of the road as it exists. Good maintenance is needed, change of design is not. Marked crosswalks with intermittent signs reminding people of rules customs of walking on the road would increase safety. Bumps on the road would not and are illogical. Having sidewalks would not and are an obvious likelihood, increasing the chance of falls by pedestrians and bikers. They are not needed. The city should substantiate any safety claims with statistics.”

“The section of Lake Mendota surrounding Risser Rd has property’s with steep embankment’s that would require significant excavating and tree removal for a sidewalk to be installed.”

“Land space is tight in our neighborhood due to the lack of zoning, etc. when the area was unincorporated. When Lake Mendota Drive is improved, it must be done in a way that respects the past and improves — not erodes — the neighborhood.”

General Comments from All Respondents

At the end of the survey, respondents were asked if they had any more comments to share, and 88 respondents did so. Comments aligned with concerns already expressed in the earlier parts of the survey with three exceptions. Many respondents expressed gratitude for being asked about their opinions, a fair number of respondents requested road improvements for Baker and Capital Ave., and several expressed strong frustrations about the lack of engagement by the City with residents, and the “out of nowhere” feeling about the project with respect to the full scope of planned elements. The following comments capture this last sentiment:

“Why is the city this far along in the planning process without having input from the residents? It appears to be a done deal and these current conversational attempts are nothing but an attempt to appease us homeowners. I do not appreciate being forced into a situation that is so very expensive and unnecessary.”

“It seems as though the city has not allowed enough time to consider input from residents with the stated construction time frame.”

“Although the beginning of the city planning meeting on January 11th was informative, we were very disappointed in the attitude as the meeting progressed. It appeared to be a “done deal” project without any concern for how the residents felt about the proposal. We were especially concerned that our alderman had not reached out in any way to his neighborhood.”

“I’m clearly not interested in changes to add sidewalks. AND I have kids who are about to enter Spring Harbor school and will have to walk. If a parent such as myself is against it, it must be a pretty horrible idea the City is pushing on us without any input from the residents most effected.”

Seven respondents voiced support for sidewalks. Examples of their comments include:

“Planning to have more kids in the next few years and making LMD safer for kids/biking/strollers is a priority for us.”

“I am in total support of the development of Lake Mendota Dr. in addition to sidewalks with terraces.”

Examples of other general comments from respondents:

“Madison should not be forcing a once-size-fits-all neighborhoods approach to reconstructing streets. I understand the desire to make the streets safer for pedestrians, but there are tradeoffs related to burdensome costs and maintenance to owners and removal of many large trees which give the neighborhood so much character. What are some alternatives to sidewalks? What is the baseline of safety concerns in this

neighborhood--how many accidents involving cars and pedestrians in last 10-20 years? What are we fixing here? Slowing the traffic but keeping the wide streets is all that is needed to enhance safety. And the huge amount of concrete that will be added to the landscape with sidewalks installed is exactly NOT what we need in this low-lying portion of a lakeside neighborhood. Please do not ruin the whole look and feel and this neighborhood to address a problem that doesn't exist. Just fix the roads and slow the traffic and pay attention to the handful of blind spots that are concerning."

"This project, if it happens may force us to have to sell our house & property! Whomever buys our house would likely knock it down. We were hoping to restore it, but the pandemic has delayed us because of the price of building materials. We love this area, but are distressed about all of the changes & now the road construction..... We are regular, modest, hardworking people who feel like we are getting pushed out because soon we will not be able to afford to live here!"

"The addition of sidewalks seems very unnecessary to me. In the 14 years that we've lived here and while taking almost daily walks in the neighborhood, we have never felt unsafe while walking along the sides of the roads or felt that sidewalks were needed. I am most upset by the negative environmental impact that the reduction of permeable ground would have on the filtering of water before it reaches the lake since LMD is so close to the lake. Just as important to me is the negative aesthetic impact the removal of mature trees would have on this older, historic neighborhood. The large, majestic trees along the road add so much to the enjoyment of living in this unique neighborhood and they cannot be replaced if sidewalks and terraces are added. Even trees planted in the terraces would take many, many years to reach the sizes of the existing trees. And more sidewalks mean even more salt in the winter! Ugh!"

"Retain the feel of a lake road. I love it just the way it is and have never had a problem pushing a wheelchair or biking on Lake Mendota all the way to UW campus. Keep it the same!"

"Looking forward to some smoother roads, but let's try not to over build. Part of what makes the neighborhood great is that is it's mix of urban and rural characteristics. Having lots of people walking/running in the road puts social pressure on people to drive carefully. A bit more infrastructure is probably warranted but adding lots of hardscaping would be detrimental to the aesthetic and very costly (plus more runoff!). Thanks for collecting input."

From: [Kimberly McBride](#)
To: [Board of Public Works](#)
Cc: [Wolfe, James](#)
Subject: Agenda item 70626
Date: Wednesday, April 6, 2022 1:13:30 PM

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Dear Board members,

My name is Kim McBride and my husband and I have lived on Lake Mendota Drive for over 35 years. We do not live on the lake but have sadly watched as this amazing body of water that all of the city enjoys has greatly declined in water quality. Much of that has to do with city storm water runoff that directly flows into Lake Mendota through large pipes. Now is the time for forward thinking on water pollution solutions before road construction begins. This city road project happened very quickly with little time for residents to absorb and discuss the large implications for our city lake. If the money is not available to include storm water updates in this project then I am sure the majority of residents would be willing to wait on the road construction until it is done right. A few rain gardens are not the answer. Taking care of storm water within the scope of this project and including residents in the conversation would go a long way towards reaching a more agreeable solution. Madison has always taken pride in its lakes and progressive thinking. We are all willing to compromise but NOT when it comes to our Lake's health which is in dire decline. Our lakes are for the entire city to enjoy and we in this neighborhood want to be part of the solution not part of the problem.

Thank you for your time and consideration for delaying this project until storm water is addressed.

Warm regards, Kim McBride

(Please enter this letter into the official record for item # 70626)

Sent from my iPhone

From: [Jeff Bauer](#)
To: [Board of Public Works](#)
Subject: Fwd: Lake Mendota Drive Agenda Item 70626
Date: Wednesday, April 6, 2022 3:04:37 PM

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Please enter this document in the permanent file for tonight's hearing on Lake Mendota Drive, Agenda Item 70626.

Jeffrey C. Bauer, PhD
1137 Minocqua Crescent
Madison WI 53705
Tel: (970) 396-3280
[E-mail: jeffreycbauer@gmail.com](mailto:jeffreycbauer@gmail.com)

Begin forwarded message:

From: Jeff Bauer <jeffreycbauer@gmail.com>
Subject: Letter to the Editor re: "Parkway debate: Neighbors, alder spare over Lake Mendota Drive plans"
Date: April 5, 2022 at 2:45:55 PM CDT
To: tctvoice@madison.com

Nicholas Garton's article is accurate as far as it goes, but it doesn't mention the main reason why hundreds of Spring Harbor residents are pushing hard to delay the project so they can work with City government to create a good plan. His oversight is no surprise, given that he interviewed officials who don't want to look at the big picture.

The City is focused on pedestrian safety, but there isn't a single report of a car-pedestrian accident in 70+ years of LMD's existence as a shared road without sidewalks. Hundreds of thousands of dollars to create them would be a total waste of money to solve a problem that does not exist. Walking in the street is a part of Spring Harbor's culture that we love to share with visitors. However, voluminous data show how many residents risk serious illness and premature death by drinking water from Well 14 or swimming in Lake Mendota, both polluted by dangerous chemicals channeled in directly from the roadway.

If the project proceeds on its current trajectory, none of our neighborhood's health and welfare concerns will be addressed. Contrary to the elitist charges unfairly hurled at us by Commissioners Jess and Brown and Alder Furman, people who live here are focused on the health of residents who suffer daily from risks that could be—but are not—addressed the City's plan for Lake Mendota Drive. The real equity question is: sidewalks for a few, or a healthier environment for tens of thousands? We don't have the land or money to do both.

Jeffrey C. Bauer, PhD
Madison, WI
Tel: (970) 396-3280

From: Jeff Bauer
To: Board of Public Works
Subject: Fwd: Lake Mendota Drive Agenda Item 70626
Date: Wednesday, April 6, 2022 3:08:56 PM

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Jeffrey C. Bauer, PhD
1137 Minocqua Crescent
Madison WI 53705
Tel: (970) 396-3280
[E-mail: jeffreycbauer@gmail.com](mailto:jeffreycbauer@gmail.com)

Begin forwarded message:

From: Jeff Bauer <jeffreycbauer@gmail.com>
Subject: Re: Repairing your broken campaign promise
Date: March 29, 2022 at 4:11:01 PM CDT
To: "Furman, Keith" <district19@cityofmadison.com>
Cc: Mayor <Mayor@cityofmadison.com>, Transportation Commission <TransportationCommission@cityofmadison.com>, "Wolfe, James" <JWolfe@cityofmadison.com>, Tom Kneubuehl <tkneubuehl@gmail.com>, Roy Christianson <roychristianson@gmail.com>, Erik Infield <einfield@ymail.com>, Faith Fitzpatrick <fafitzpa@gmail.com>, Herman Felstehausen <hffelste@wisc.edu>, Jana Stewart <jana.stewart@gmail.com>, Leslie Herje <khumbu04@hotmail.com>, Matt Seib <matt.seib@gmail.com>, Stewart Ellison <snellison@att.net>, "Springharborpresident@gmail.com" <springharborpresident@gmail.com>, "ssmiley1@charter.net" <ssmiley1@charter.net>, Joan Martin <jmartin2701@gmail.com>, Mary Beth Dunning <mddunning53@gmail.com>, Janet Loewi <janetloewi@gmail.com>, Liz Freitick <efreitick@gmail.com>, Tanya Cunningham <itmakesyousmile@gmail.com>, "ITALINK1@charter.net" <ITALINK1@charter.net>, "5121minocqua@gmail.com" <5121minocqua@gmail.com>, "stanfuka@gmail.com" <stanfuka@gmail.com>, "Cc: From: Angela Young" <acyy@att.net>, "To: Steve Tiffany" <stevetiffany@charter.net>, Maureen Rickman <mdr.rickman@sbcglobal.net>, Pat McBride <pem@medicine.wisc.edu>, Agneta Sarinske <agneta.sarinske@gmail.com>, Carol Michalski <carolmichalski@hotmail.com>, Kathy Goldsworthy <kak17@sbcglobal.net>, Sarah spencer <sessasmds@aol.com>, "msundquist20@gmail.com" <msundquist20@gmail.com>, Herman Baumann <hermwired@aol.com>, "Jeff.prey@gmail.com" <jeff.prey@gmail.com>, Alice Erickson <alicatraz@sbcglobal.net>, Kim McBride <kasmcbride@gmail.com>, Heather Crade <heathercrade@gmail.com>, Kristen Slack <ksslack1@gmail.com>, Mark Redsten <mredsten@cleanwisconsin.org>, "peggy.scallon@rogersbh.org" <peggy.scallon@rogersbh.org>, Beth Bauer <elizabeth607@ecentral.com>, Chuck & Candy Gates/Schrank <chuck.candy@mendotaspring.com>, Linda/Bob Nelson <lnelsonrp@gmail.com>, Patricia Boyette <pboyette@wisc.edu>, Sandra Larson <petdoc53597@yahoo.com>, Kate and Dave Eberhard <kate.eberhard8@gmail.com>, Kate and Dave Eberhard <doctorwine@hotmail.com>, Marie Dietrich <einfeld@gmail.com>, Kim McBride <kasmcbride56@gmail.com>, "emetzloff@yahoo.com" <emetzloff@yahoo.com>, Patrice Kennedy <gpatricekennedy@gmail.com>, LISA A STEINKAMP <steinkamp@pt.wisc.edu>, Derrick Buisch <dbuisch@education.wisc.edu>, King Aymond <kingaymond@hotmail.com>, tomasz Zal <tomasz.zal@yahoo.com>, Kay Schwichtenberg <kaywired@aol.com>, Catherine Martin <martincatherine@hotmail.com>, Marie Dietrich <mariedt@gmail.com>, "lesaboat@charter.net" <lesaboat@charter.net>, "ngarton@madison.com" <ngarton@madison.com>, DMosiman@madison.com, allalders@cityofmadison.com, Alder Barbara Harrington-McKinney <district1@cityofmadison.com>, "Alder Patrick W. Heck" <district2@cityofmadison.com>, Alder Lindsay Lemmer <district3@cityofmadison.com>, "Alder Michael E. Verveer" <district4@cityofmadison.com>, "Alder Regina M. Vidaver" <district5@cityofmadison.com>, Alder Brian Benford <district6@cityofmadison.com>, Alder Nasra Wehelie <district7@cityofmadison.com>, "Alder Juliana R. Bennett" <district8@cityofmadison.com>, Alder Nikki Conklin <district9@cityofmadison.com>, Alder Yannette Figueroa Cole <district10@cityofmadison.com>, Alder Arvina Martin <district11@cityofmadison.com>, Alder Syed Abbas <district12@cityofmadison.com>, Alder Tag Evers <district13@cityofmadison.com>, Alder Sheri Carter <district14@cityofmadison.com>, Alder Grant Foster <district15@cityofmadison.com>, Alder Jael Currie <district16@cityofmadison.com>, Alder Gary Halverson <district17@cityofmadison.com>, Alder Charles Myadze <district18@cityofmadison.com>, "Alder Christian A. Albouras" <district20@cityofmadison.com>

Alder Keith,

I just read your blog post and did not find any evidence of "emphasizing priorities you hear directly from District 19 residents," as you promised when running for office. To the contrary, your message below states that clarifications on the blog summarize *your position*—a direct admission you are doing what *you* want. You do not respect public input from hundreds of constituents who have other views, which raises serious questions about your ability to serve as an Alder.

[https://www.cityofmadison.com/council/documents/Alder%20Role%20Brochure%202012\(4\).pdf](https://www.cityofmadison.com/council/documents/Alder%20Role%20Brochure%202012(4).pdf)

To make matters worse, you imply that constituents with opposing views do not care about equity, accessibility, and safety. This is totally wrong and unfair, even insulting. If you would carefully read the voluminous public comments we have sent to you and the City over the past two months, you will find an intense focus on protecting the environment and combatting climate change for the entire Madison area. You seem hellbent on preventing hypothetical pedestrian accidents and providing sidewalks to local stores that don't exist. We want the LMD project to promote equal access to safe drinking water, a healthy lake, surroundings of natural beauty, and honored sites of Native heritage.

There are no historical data suggesting that pedestrians are likely to be killed while walking on LMD, but there are lots of scientific data predicting that hundreds of people will die from drinking Well 14 water. Really, Keith, how should the City spend its limited resources on this project for the benefit of all? How about using the money for modern traffic management and resource conservation practices, all engineered into a shared-use street? Do a benefit-cost analysis from social and economic perspectives; the answer is a no-brainer.

I have lived 75 years in seven states, a dozen cities, and four countries. I have never found a more socially and environmentally concerned citizenry than residents of Spring Harbor. If you are looking for equity, access and safety, you will find them abundantly in every proposal we have submitted. We truly believe that LMD renovation offers a once-in-a-lifetime opportunity for the City of Madison to join other local organizations in recognizing that environment and climate are critical foundations of social justice for the future.

<https://earthday.nelson.wisc.edu>

<https://www.instagram.com/onewatermadison/>

<https://www.wisconsinacademy.org/climate-fast-forward-2022>

Your focus on sidewalks is so 20th century. Our difference of perspectives on LMD's future brings to mind a ubiquitous banner from protests back in the sixties: Lead, or get out of the way.

Voter Jeff

On Mar 28, 2022, at 11:14 AM, Furman, Keith <district19@cityofmadison.com> wrote:

Thank you for your feedback. Please take a look at my blog post. I believe it clarifies the facts on some of the issues you raise and it summarizes my position, which prioritizes equity, accessibility, and safety. I am extremely grateful for the ways that City staff work to customize plans to preserve existing character in neighborhoods when they undergo these projects. I am confident that the plan, especially as it evolves, will preserve character, but most importantly, will make this neighborhood more accessible to all.

<http://www.cityofmadison.com/council/district19/blog?id=25136>

-Keith F.

Alder Keith Furman, 19th District, Madison, WI
district19@cityofmadison.com

608-912-0000

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Jeff Bauer <jeffreycbauer@gmail.com>
Sent: Sunday, March 27, 2022 3:37 PM
To: Furman, Keith <district19@cityofmadison.com>
Cc: Mayor <Mayor@cityofmadison.com>, Transportation Commission <TransportationCommission@cityofmadison.com>, Wolfe, James <JWolfe@cityofmadison.com>, Tom Kneubuehl <tkneubuehl@gmail.com>, Roy Christianson <roychristianson@gmail.com>, Erik Infield <einfield@ymail.com>, Faith Fitzpatrick <fafitzpa@gmail.com>, Herman Felstehausen <hffelste@wisc.edu>, Jana Stewart <jana.stewart@gmail.com>, Leslie Herje <khumbu04@hotmail.com>, Matt Seib <matt.seib@gmail.com>, Stewart Ellison <snellison@att.net>;

springharborpresident@gmail.com; ssmiley1@charter.net; Joan Martin <jmartin2701@gmail.com>; Mary Beth Dunning <mbdunning53@gmail.com>; Janet Loewi <janetloewi@gmail.com>; Liz Freitick <efreitick@gmail.com>; Tanya Cunningham <itmakesyousmile@gmail.com>; ITALINK1@charter.net; 5121minocqua@gmail.com; stanfuka@gmail.com; Cc: From: Angela Young <acgy@att.net>; To: Steve Tiffany <stevetiffany@charter.net>; Maureen Rickman <mdr.rickman@sbcglobal.net>; Pat McBride <pem@medicine.wisc.edu>; Agneta Sarinske <agneta.sarinske@gmail.com>; Carol Michalski <carolmichalski@hotmail.com>; Kathy Goldsworthy <kak17@sbcglobal.net>; Sarah Spencer <sessasmds@aol.com>; msundquist20@gmail.com; Herman Baumann <hermwired@aol.com>; Roychristianson <roychristianson@gmail.com>; Jeff Bauer <jeffreycbauer@gmail.com>; jeff.prey@gmail.com; Leslie Her <khumbuo4@hotmail.com>; Alice Erickson <alicatraz@sbcglobal.net>; Kim McBride <kasmcbride@gmail.com>; Heather Crade <heathercrade@gmail.com>; Kristen Slack <kslack1@gmail.com>; Mark Redsten <mredsten@cleanwisconsin.org>; peggy.scallon@rogersibh.org; Beth Bauer <elizabeth607@ecentral.com>; Chuck & Candy Gates/Schrank <chuck.candy@mendotaspring.com>; Linda/Bob Nelson <lnelsonrp@gmail.com>; Patricia Boyette <pboyette@wisc.edu>; Sandra Larson <petdoc53597@yahoo.com>; Kate and Dave Eberhard <kate.eberhard8@gmail.com>; Kate and Dave Eberhard <doctorwine@hotmail.com>; Marie Dietrich <einfeld@gmail.com>; Kim McBride <kasmcbride56@gmail.com>; emetzloff@yahoo.com; Patrice Kennedy <ppatricekennedy@gmail.com>; LISA A STEINKAMP <steinkamp@pt.wisc.edu>; Derrick Buisch <dbuisch@education.wisc.edu>; King Aymond <kingaymond@hotmail.com>; tomasz Zal <tomaszsal@yahoo.com>; Kay Schwichtenberg <kaywired@aol.com>; Catherine Martin <martincatherine@hotmail.com>; Marie Dietrich <mariemadt@gmail.com>; lesaboat@charter.net; ngarton@madison.com

Subject: Repairing your broken campaign promise

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Mr. Furman,

I voted for you in the last municipal election because you said during the campaign (<https://www.wortfm.org/join-us-district-19-debate-friday-at-5pm/>), "I work hard every day to connect people with resources and learn as much as I can about the options before Council so that I can best represent my neighbors...the issues that I emphasize are the priorities that I hear directly from District 19 residents." The way you are handling the upgrade to Lake Mendota Drive completely contradicts this promise you made as a candidate. You are not representing hundreds of Spring Harbor residents who have spoken out against your pet project, and you are actively working against neighbors' efforts to publicize options to it.

You did not even inform us about the project until a few days before the first public information presentation on January 11. Your excuse was that nothing had really been done on the project, but subsequent comments from the Mayor, City engineers, and surveyors prove that work had been underway for months. When called to task for this deception, you urged us to wait until we saw the proposal in hopes that we would like it. Well, hundreds of us did not like what we saw on January 11. We immediately asked for a delay so that we could become meaningfully involved in the planning process, but you have done absolutely nothing to delay and revise the plan based on what you heard from your constituents.

In spite of your efforts to suppress our input, dozens of Spring Harbor residents—including top-flight experts in key project areas—worked with the Spring Harbor Neighborhood Association to develop a proposal in accord with City policy. Hundreds of volunteer hours went into preparing this report over a period of two weeks—but you have consistently thwarted official consideration of its well-documented alternatives on the grounds that the City cannot modify existing policies to reflect unique attributes of Lake Mendota Drive. Your one-size-fits-all, my-way-or-the-highway approach is offensive because exceptions have been made on similar projects in other districts where Alders actually work with their constituents.

Perhaps most offensively, however, you personally had a City employee remove front-yard signs that promoted taking the time to do this project comprehensively and collaboratively. Your petty action was clearly designed to silence dissent. Elected officials may do this in Hoboken (the city where you got involved in politics, you said on WORT), but it is conduct unbecoming an elected official in Madison. Given the promise you made as a candidate, you have an ethical obligation to inform the Common Council on March 29 that your motion, "Approving roadway geometry for the reconstruction of Lake Mendota Drive from Baker Ave. to the City of Madison Limits," is strenuously opposed by a large number of constituents who are eager to help the City develop a plan that improves the environment, climate, and public health—goals not adequately addressed in the current plan. Please practice what you preached when you ran for the privilege of representing us, or resign.

Jeff Bauer

From: [Marie Dietrich](#)
To: [Board of Public Works](#)
Subject: agenda item 70626
Date: Wednesday, April 6, 2022 3:33:29 PM
Attachments: [sidewalk.docx](#)

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

I am unable to join the meeting tonight, so please add my attached comments to the agenda. Thank you. Sincerely, Marie H. Dietrich, resident of Lake Mendota Drive

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Marie H. Dietrich, RN, MS
Pediatric Nurse Practitioner
School Nurse
Spring Harbor Middle School
1110 Spring Harbor Dr.
Madison, WI 53705
(608)204-1106
FAX: (608)442-2196

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]Dear Mayor Sataya Rhodes-Conway and the City of Madison Engineers and Traffic committees: I believe that with the reconstruction of Lake Mendota Drive (LMD), this historic street should be considered in sections. The existing sidewalks should be continued where they are already present, near and across from Spring Harbor School. The existing sidewalk leads to the bike path & is used by a few students, but the majority of students are bused in because it is a magnet school. These sidewalks should be continued for the sake of continuity and aesthetics. The other area of LMD near the beach should also have improved sidewalks for beach-goers. This connects well to the existing sidewalk and makes sense. I see a major difference in LMD going east after the intersection of Spring Court & Minocqua Crescent. LMD east of the intersection of Minocqua Crescent & Spring Ct. should be regarded separately. Construction could damage many of the roots of established tree canopy. I think the city should look at alternatives and ask the residents of each section of LMD to re-imagine a LMD that could include a ped/bike multi-use path lane as part of the street reconstruction, but it has to be tailored to the naturally occurring topography! The section of LMD east of Spring Court should ideally **have no sidewalks**. If there absolutely has to be a sidewalk, it should be on the north side of the street. The grade on the South side of the street is very steep and that side of the street also receives no solar energy. Having a pedestrian path in such a place would be dangerous and it would also tempt residents to use salt because the snow and ice on this side of the street are the last to melt in Spring. In addition, one of the residents has a driveway behind their house off of Minocqua Crescent. It seems unreasonable for this homeowner to have to walk 500 feet around the block to use a snowblower to clear a sidewalk. Many of the homes along LMD going up the hill have driveways on alternative streets because of the steep embankment. It seems that steep topography is the reason for very few driveways on the south side of the street. This is the other reason that I believe there should be no sidewalks in this particular section of LMD. It is close to the MakiMai, sacred spring and there are many whole and partial effigy mounds close-by on private property. If this area is kept more "natural" with no sidewalks, it would be preferable in order to show respect for the indigenous peoples who were forced off of this land in the 1800's. This particular area could showcase the historical nature of the land. In addition, if the sidewalk would extend into the border of Shorewood Hills, it would look like a sidewalk to nowhere. The current plan ends at a golf tee. I think the golfers would not appreciate meandering walkers who become lost on a golf course. Thanks for considering. Sincerely, Marie H. Dietrich

From: [Faith Fitzpatrick](#)
To: [Board of Public Works](#)
Cc: [Tom Knew burl](#); [Herman Felstehausen](#); [Jeff Bauer](#); [Erik Infield](#); [khumbu 04](#); [jeff.prey@gmail.com](#); [Roy Christianson](#); [Matt Seib](#); [Furman, Keith](#); [aaron crandall](#)
Subject: Board of Public Works April 6, 2022 Item 70626
Date: Wednesday, April 6, 2022 3:56:25 PM

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To: Board of Public Works
From: Spring Harbor Neighborhood Association Lake Mendota Drive (LMD) Reconstruction Ad Hoc Committee (AHC)
Subject: Board of Public Works April 6, 2022 Item 70626
Date: 4/6/22

In participating in the Lake Mendota Drive (LMD) reconstruction project review process, the Spring Harbor Neighborhood Association LMD Ad Hoc Committee (AHC) has noticed that environmental concerns have been either ignored or avoided at every commission and planning meeting so far. After discussions with various sections of City Engineering, there is an absence of an engineering section that is considering the project's overall impact on the environment. This void is critically apparent on the LMD reconstruction project where the street geometrics present complex tradeoffs concerning runoff, drinking water supplies (well 14), and Lake Mendota water quality and habitat. If City Engineering lacks the expertise and resources to address these environmental concerns as part of the overall project design, then we are asking the City to conduct an environmental assessment of the project.

For these reasons, the AHC is opposed to the City's request for the Board of Public Works to approve the LMD street geometrics as presented because the City has failed to adequately address these environmental concerns. Although the City has represented that the LMD reconstruction project will not cause further harm to well 14, lakeshore recreational uses, or the shoreland ecosystem, it lacks the data to support its assertion. The AHC believes that the residents of Madison deserve more than a promise from the City. At this critical time in the fight against climate change, the City should ensure that the LMD reconstruction project benefits the environment, utilizes green infrastructure, and decreases the impact on water quality in the shallow aquifer and the Lake Mendota nearshore and shoreline.

Respectfully,

Faith Fitzpatrick *for the*

Spring Harbor Neighborhood Ad Hoc Committee
Tom Knehbuehl (chair)
Jeff Bauer
Roy Christianson
Stewart Ellison
Faith Fitzpatrick
Leslie Herje
Erik Infield
Jeff Prey

From: [Kate Eberhard](#)
To: [Board of Public Works](#)
Subject: Agenda item 70626
Date: Wednesday, April 6, 2022 3:57:24 PM
Attachments: [City of Madison.pdf](#)

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Hello,

Please have this document be part of the permanent record for the board of Public Works Mtg for this meeting tonight regarding Lake Mendota Dr construction.

Kate Eberhard
5521 Lake Mendota Dr
Madison, WI 53705

City of Madison
April 4, 2022
Agenda item 70626

We are new residents to Wisconsin and Madison. We chose Madison for a number of reasons. The lake environment, a progressive and inclusive city, the university and a welcoming place.

We purchased our home online, moved in and within a few months were presented with the proposed changes to LMD. The price tag is quite hefty. We are retired teachers and have a modest home.

What concerns we have now are the following:

~ Environmental impacts of the streets and additional walkways. As a city Madison must be addressing ways to reduce the city's carbon footprint.

~ There are many cities that have developed roadways as pedestrian walkways that provide safety and equity, even when cars are present.

~ Tree Canopy: The trees on LMD drive are critical. This must be preserved

~ Historical significance of LMD. The drive has such a rich history that we feel Madison would want to showcase.

~ Native American grounds~ How is Madison working with the People that lived here before us? We want to be proud of our relationships now.

~ Well 14 needs attention from the city. We have read and understand the reports that this well is a concern. The water here is testing high particles that are not healthy.. The city must address this.

~ The timeline appears to be aggressive for such a large project. Please slow this process down and work with the citizens that are voicing concerns.

We are looking forward to a new road and improved gutters. Thank you for all your work and consideration.

Kate Eberhard
5521 Lake Mendota Dr
Madison, WI 53705

From: [Wolfe, James](#)
To: [BPW Agenda](#)
Subject: FW: OPPOSITION TO THE RECONSTRUCTION PROJECT FOR LAKE MENDOTA DRIVE (LMD)
Date: Wednesday, April 6, 2022 4:51:07 PM

Hello – can this email chain also be added to the file for the Lake Mendota Dr. item? Thanks!

Jim Wolfe, P.E.

City of Madison Engineering Division
210 Martin Luther King Jr. Blvd, Rm 115
Madison, WI 53703
Ph. 608-266-4099
jwolfe@cityofmadison.com

From: Wolfe, James
Sent: Wednesday, April 6, 2022 4:51 PM
To: 'AGENT FOR E METZLOFF' <emetzloff@yahoo.com>
Cc: CHRISTIAN METZLOFF <metzloff@yahoo.com>
Subject: RE: OPPOSITION TO THE RECONSTRUCTION PROJECT FOR LAKE MENDOTA DRIVE (LMD)

Hi Elma,

Thanks for resending, I will forward along to the BPW folks to be attached to the record. This will also continue through to the Transportation Commission and Common Council.

Please note that the current design won't have any impacts on your ramp, and, since the proposed sidewalk would be installed around the existing edge of pavement, your driveway length will remain the same. Additionally, the trees along your property are planned to remain, and I see no impacts on the light adjacent to your driveway.

As we get more into the detailed design work, we can certainly take a closer look at the shrubs that were planted within the right-of-way, but there is potential that those would need to be removed.

We certainly understand the burden of the assessments associated with these projects, and, barring any significant changes, we can plan on requesting to extend the payback period on the assessments from the standard 8 years out to 15 years, and the City also offers additional assistance through the Office of Community Development. More information on that program can be found here:
<https://www.cityofmadison.com/dpced/economicdevelopment/special-assessment-loan/1738/#:~:text=The%20City%20of%20Madison%20offers,30%25%20equity%20in%20the%20property>

Please note that that actual assessment billing for your portion of LMD won't be sent until 2024 (estimated assessments sent either this fall or early in 2023).

Jim Wolfe, P.E.

City of Madison Engineering Division
210 Martin Luther King Jr. Blvd, Rm 115
Madison, WI 53703
Ph. 608-266-4099

jwolfe@cityofmadison.com

From: AGENT FOR E METZLOFF <emetzloff@yahoo.com>

Sent: Wednesday, April 6, 2022 11:19 AM

To: Wolfe, James <JWolfe@cityofmadison.com>

Cc: CHRISTIAN METZLOFF <metzloff@yahoo.com>; E METZLOFF <emetzloff@yahoo.com>

Subject: OPPOSITION TO THE RECONSTRUCTION PROJECT FOR LAKE MENDOTA DRIVE (LMD)

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

Mr. Wolf,

This email was previously sent to you however, I neglected to request that it be added to Legistar number 70626. I realize this is short notice, but I would like it to be read in for tonight's meeting during which the subject matter will be discussed.

Please count me among the many residents in my neighborhood that are vehemently opposed to the road reconstruction project as currently envisioned for Lake Mendota Drive (LMD) and be advised of the hardships it will cause me with respect to safety, accessibility, and equity for the following reasons:

- Loss of my wheelchair ramp which is necessary due to my visual and physical disabilities at my advanced age (88).
- Loss of necessary driveway space necessary for parking for my caregivers and the insufficient parking space on the road.
- Loss of 3 or 4, large trees which hold the soil on the roadside embankment and provide shade.
- Loss of evergreen shrubberies all along the street which screen noise, provide privacy, hold the soil on a steep grade, and provide healthy air.
- Possible loss of my only streetlight which is necessary due to my poor eyesight.
- I can't personally clear a sidewalk of snow due to my advanced age and disabilities nor can I afford to hire someone to do so.
- I can't afford the significant charges levied by the city because of my limited income.
- My property value would be considerably decreased due to the loss of privacy, shade, and usable front yard space.

Attached are pictures of my property adjacent to the road so that you can envision the adverse impact that the proposed changes would have on my property.

Please take any and all actions necessary to alter the course of this misguided plan and heed the input you're receiving from the many homeowners who would be adversely

impacted by this ill conceived project.

If you would like to discuss these issues, please contact my son Kyle Metzloff who also lives in my neighborhood at 608-345-5953 and is helping me with correspondence.

Respectfully Yours,
Elma Metzloff
5122 Lake Mendota Drive, Madison

From: [Angela Young](#)
To: [Board of Public Works](#)
Subject: Lake Mendota Drive Project # 70626
Date: Wednesday, April 6, 2022 5:05:47 PM

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

From: Angela Young
Re: Lake Mendota Drive project # 70626

Dear Sirs:

I wish to comment on the the Lake Mendota Drive project. This is a massive commitment covering over 1.2 miles, in an area of significant historical, environmental and cultural importance related to the land of the street and the lake nearby. Our local organization, The Friends of Lake Mendota Drive, which is in the process of becoming certified as a non-profit organization, is addressing ways to work with the city of Madison to create a reconstruction project to meet these interests.

I recommend changing the schedule of the current plan to allow time for the city officials and local representatives to work together. My suggestion is to change the schedule so that the public area around the harbor, beach, school and park would be completed this summer. The main reason for delaying this section, in the current plan, is budgetary constraints This area is in dire need of reconstruction and has constant use. Children, families and vulnerable adults use these public facilities on a regular basis. It would be appropriate to do this work this year, rather than in two years as is on the current plan.

Delaying the western section of the the street would allow interest groups more time to meet with city officials to develop a compatible plan. The Friends of Lake Mendota Drive are fully willing to cooperate with and coordinate our efforts with city officials for the betterment of this road project.

Thank you.

Angela Young
5532 Lake Mendota Drive
Madison