

From: [Scallon, Peggy](#)
To: [Board of Public Works](#); [Legistar Email Group](#); [Mayor](#)
Subject: LMD Project- Capital Avenue and preservation of trees
Date: Wednesday, May 11, 2022 11:38:15 AM

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

Dear Board of Public Works Members and Mayor Rhodes-Conway:

My home is 5536 Lake Mendota Drive, which is the northeast corner of Capital Avenue and Lake Mendota Drive. We have been ignored and treated with contempt throughout this process. I could provide several examples of this if you are interested. The City of Madison has abandoned its progressive principles at this point in time. I am sorry to say this.

Nevertheless, at this point, we are asking for some concessions.

1. Please do not cut down more trees than are absolutely necessary.
2. Please do not pave an asphalt path down Capital Avenue all the way to Lake Mendota
3. Please do not install sidewalks on both sides of the street from Capital Avenue to Norman Way. One side of the street is more than enough.

We have a mature, healthy, lovely tree that is slated to be chopped down. We have been told by the City arborist that it is "unhealthy". But it is *not* unhealthy. The entire tree is budding out right now, and it is very much alive.

It appears to me when the chain saws are buzzing, all the trees are a target. Please allow this concession to save this tree. It does not pose a danger and it provides nice shade over our yard and our driveway.

Please also do not pave unnecessarily all the way up to the lake. Green space is at a premium within the bounds of the city, and if we have an opportunity to keep more square footage unpaved, we should do it. Especially on the banks of Lake Mendota.

Regarding the sidewalks on both sides, the current plan for sidewalks on both sides is excessive to the point of being extreme. I have no remaining hope that our voices will be heard on this, but I have to say it.

I will also send along a photo of the tree in our yard to demonstrate the buds.

Thank you,

Peggy Scallon

From: [khumbu 04](#)
To: [Board of Public Works](#)
Cc: [Legistar Email Group](#); tkneubuehl@gmail.com; matt.seib@gmail.com; "Faith Fitzpatrick"; [Roy Christianson](#); jeff.prey@gmail.com; [Jeff Bauer](#); [Stewart Ellison](#); [Erik Infield](#)
Subject: Oppose the Lake Mendota Drive Assessments - Item 71282
Date: Tuesday, May 10, 2022 11:10:20 PM
Attachments: [Lake Mendota Drive Background and Environmental Concerns.docx](#)

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

Board of Public Works Members,

The Spring Harbor Neighborhood Association's (SHNA) Lake Mendota Drive (LMD) Adhoc Committee (AHC) asks you to oppose the City's Proposed Assessment District for the Lake Mendota Drive Reconstruction Plan.

When provided the opportunity to make public comments, the vast majority of Spring Harbor residents have told the City that this project has been rushed. City Engineering first presented a plan to the neighborhood on February 24, 2022. When asked to work collaboratively with concerned residents, City Engineering said it would not work with groups of citizens unless they were part of a neighborhood association. Consequently, on February 28th, the SHNA created the AHC. Half of the AHC's members have environmental expertise relating to water resources or management, or urban planning.

The SHNA also passed a resolution asking the City to slow down the LMD project. Moreover, almost 250 Madisonians submitted a petition asking the City to slow down and extend the timetable for the design planning process. Our Alder, Keith Furman, has urged the Transportation Commission, the Board of Public Works, and the Common Council all to simply ignore our requests. Although City Engineering agreed to one perfunctory meeting with the AHC on March 23, 2022, it did not listen to the AHC's numerous concerns regarding the environment before finalizing the street geometrics. This response falls far short of the commitment we need to protect the environment and reduce our collective impact on climate change.

Specifically, the LMD 2022 Assessment District fails to evaluate the project's environmental harm by, among numerous other concerns, the following:

1. Increasing the storm sewer on Capital Ave. from a 36" pipe to approximately 60", with a new outfall dumping additional pollutants and stormwater into Lake Mendota;
2. Needlessly adding hardscape, including to the Capital Avenue lakeside court, adding more impervious surfaces adjacent to the lakeshore; and
3. Cutting down additional mature trees unnecessarily (i.e, trees not in conflict with the geometric design).

For these reasons, the LMD project assessments fail "to protect the health, safety and property of its residents and promote the general welfare through the installation, construction or reconstruction" of this public works project as required. MGO 4.09. Consequently, we are asking you to support our effort to slow down the project and to require City Engineering to meaningfully examine the environmental impact of this project by opposing the City's LMD assessments. Attached is a LMD background

document for your review, which provides additional facts and information regarding the AHC's environmental concerns regarding the entire LMD Project.

Sincerely,

Spring Harbor Neighborhood Association
LMD Reconstruction Adhoc Committee

Reply



Reply all



Forward

Lake Mendota Drive Background and History

Lake Mendota Drive (LMD) is a unique street in Madison. It was developed as part of a parkway, is adjacent to Lake Mendota, is the home to a significant number of nationally registered Native American effigy mounds, is near the historic Merrill Springs Park, is lined with a mature canopy of majestic oak trees, and is above a significantly contaminated Well 14. It is also within a quiet, residential neighborhood with numerous public recreational facilities enjoyed by many City residents (Spring Harbor Park, Spring Harbor Beach, Spring Harbor Boat launch, canoe and kayak facilities, and Merrill Springs Park), located in a very limited geographical area. Fig. 1.

Spring Harbor Middle School is no longer a neighborhood school, rather, it now serves as a magnet school focused on environmental studies. As such, students are now bussed, rather than walk from neighborhood homes. Contrary to the comments and perceptions of some Alders, Spring Harbor is a welcoming neighborhood that we love sharing with everyone. Notably, LMD is the corridor that weaves throughout the neighborhood and connects all of us to this historic place.

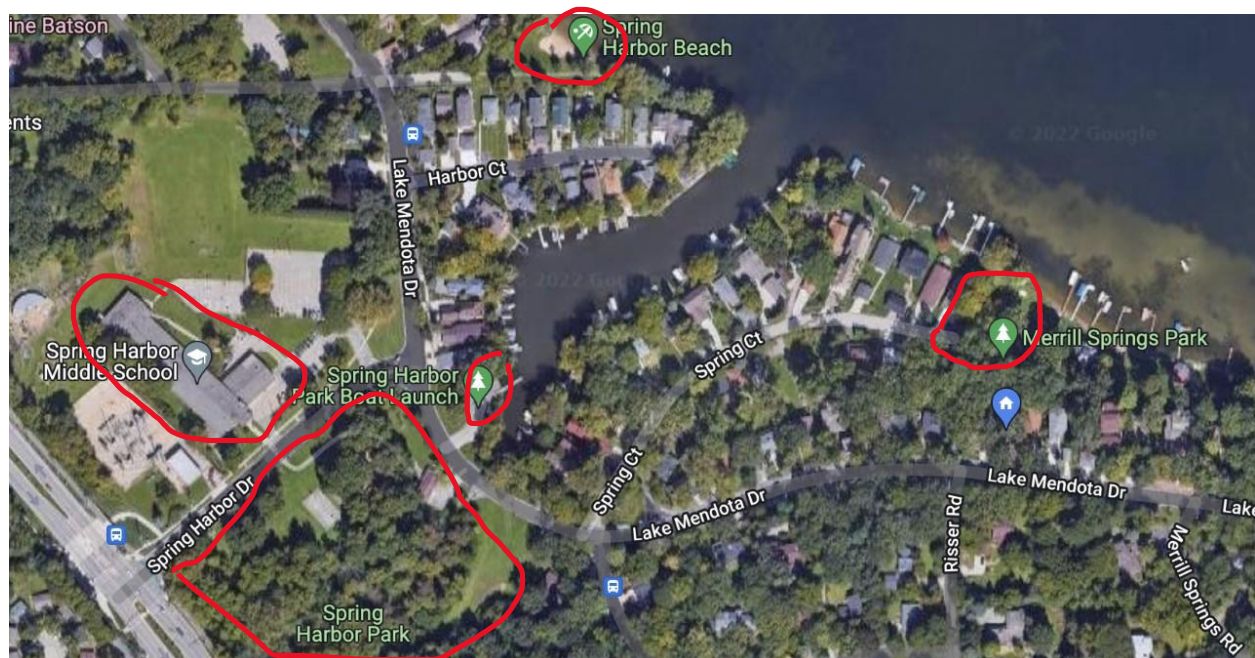


Figure 1

What the City has failed to recognize throughout this process is that LMD itself is a recreational destination. Fig. 2. It has been used for decades as a shared-use street for groups of bicyclists, walkers, runners, and slow-moving cars enjoying the lakeside drive, similar to other City parkways, such as Arboretum Drive.

This 1.2 mile segment of LMD is comprised of portions of several neighborhoods platted between the late 1890s and 1910 (Spring Park, Spring Harbor, and Mendota Beach). All of these plats were originally in the Town of Madison.

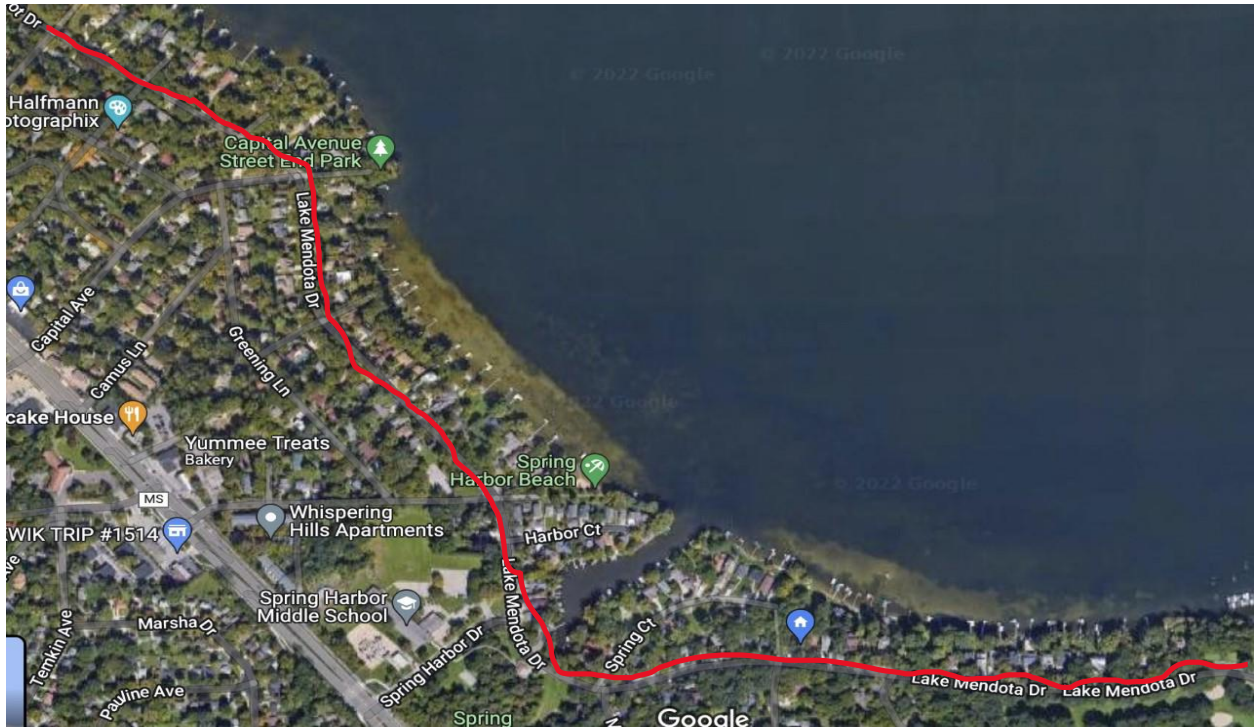


Figure 2

In 1910, as part of the platting of Spring Harbor, Earnest Warner conveyed the eastern and a portion of the middle segment of LMD to the Madison Parks and Pleasure Drive Association (MPPDA), as part of a land swap to move a segment of LMD from the lakeside to higher ground up on the hillside (to help facilitate the building of Spring Harbor). According to MPPD historic records, the Association agreed to this proposal, but only if Warner also agreed to convey to it Merrill Springs Park and the Spring Harbor Boat launch. Warner agreed, and these conveyances to the MPPDA actually appear on the 1910 plat map. Fig. 3.

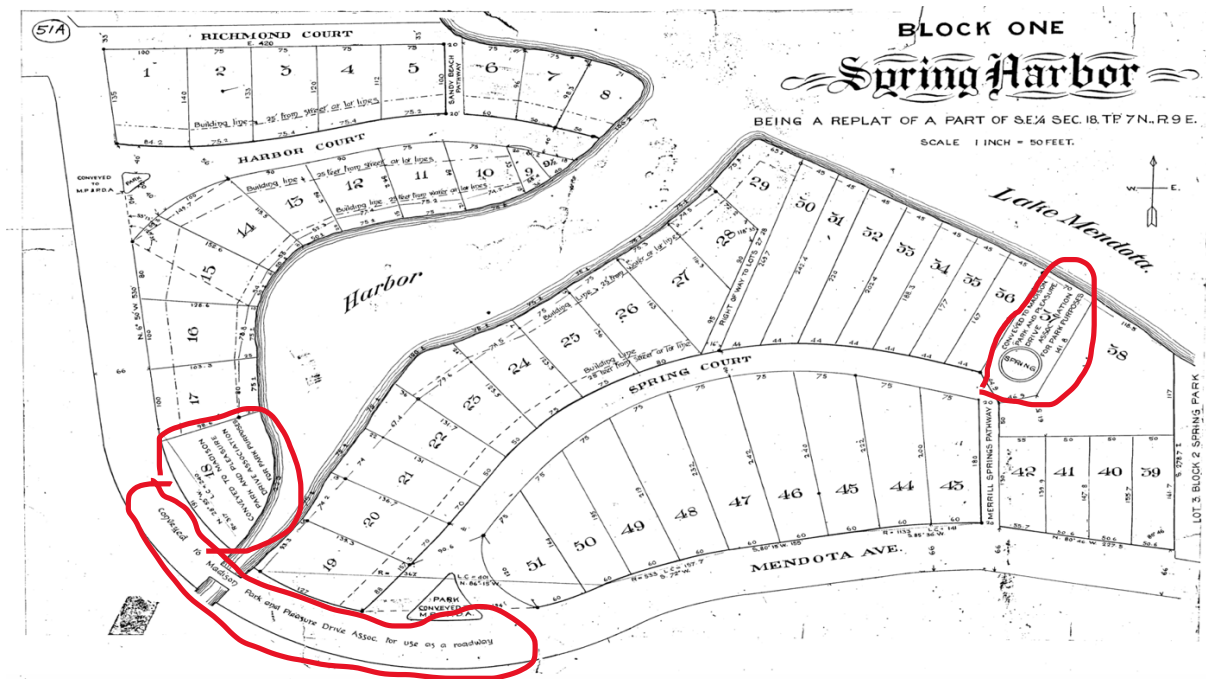


Figure 3

In 1931, the City finally established a public Parks Department. The MPPDA worked with the City throughout this time to create public parks, facilities, and parkways in Madison, and ultimately, the MPPDA deeded the land it owned to the City on July 12, 1937, which the City accepted on August 13, 1937.

Although the City Clerk has been unable to produce the annexation documents for this portion of LMD through an open records request, it appears the City forcibly annexed this area of LMD from the Town of Madison during the 1950s. Spring Harbor originally consisted of smaller summer cottages along the lakeshore and was surrounded by farm land. In the 1950s, the Indian Hills subdivision was built and Spring Harbor transitioned to a year-round, bucolic residential neighborhood.

The footprint of LMD has essentially been the same for over 100 years, and the existing neighborhood, Spring Harbor, was built-up around it. LMD still retains much of its mature tree-lined canopy, which is a significant and historic characteristic of the neighborhood.

LMD Reconstruction Concerns

Over 70% of the neighborhood is opposed to the current LMD plan. Residents have many different reasons for their opposition, but the two primary areas of concern are based on the environmental impact the project will have on Well 14, Merrill Springs, and Lake Mendota, as well as the destruction of the mature, historic tree canopy. As a result, these were two of the factors that the AHC was tasked with addressing. Originally drilled in 1960, Well 14 is now highly contaminated and significantly exceeds EPA guidelines. It's now unsafe to drink for individuals with high blood pressure or on salt restricted diets. Fig. 4.

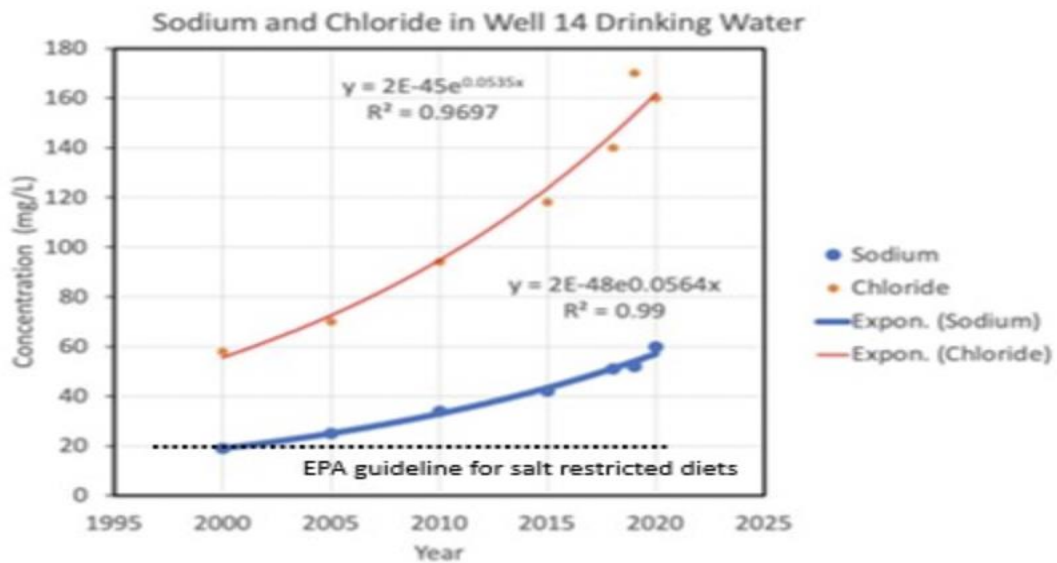


Figure 4

Well 14 provides the drinking water for thousands of people on Madison's West side. While City Engineering has downplayed the project's impact on Well 14's water quality, the Madison Water Utility recently reached out to the AHC to support its efforts to obtain federal funding to improve the water quality of Well 14. The irony of this request is not lost on the neighborhood's residents.

In addition to Well 14, residents are also concerned about the project's impact on the water quality of Lake Mendota, Merrill Springs, and Spring Harbor Beach. The street geometrics completely ignores the project's impacts on these critical public resources. Although adjacent to Spring Harbor Beach, the plan fails to consider the impact that curbs and gutters will have on dumping more polluted water into the lake.

The LMD project should improve the likelihood that Spring Harbor beach will stay open for swimming rather than be closed due to E. coli and blue green algae blooms. Fig. 5 (blue green algae blooms along LMD shoreline). Last summer Spring Harbor beach was closed 25 days out of 98- more than one-quarter of the days that it was sampled by the Public Health Department. This is also the highest number of beach closure days for Spring Harbor beach in the last 5 years. And these beach closures not only impact children swimming, but are indicative of the overall health and water quality of our lakes. These harmful algae blooms are detrimental to beach users, our fishing community, and other recreational users throughout the lakes as they can create dead zones, depleting oxygen and resulting in fish kills.

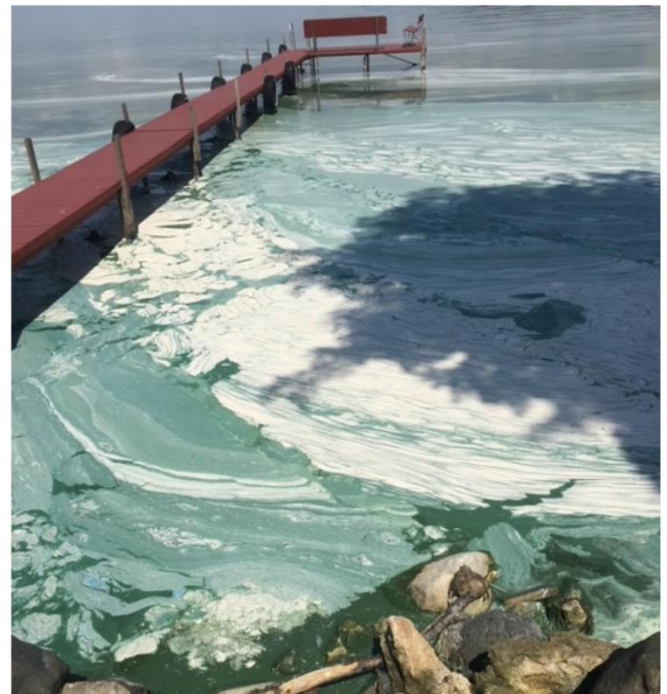


Figure 5

The fundamental flaw in the City's approach to street reconstruction is that it designs streets in two phases: geometrics and then stormwater management. This approach fails to evaluate the environmental impact of a project as part of the design process, as well as to prioritize consideration of clean green street infrastructure as part of the geometrics. When reconstructing a road in an existing neighborhood, there are a host of factors that must be evaluated within existing constraints, including opportunities for greater natural stormwater management. The City's policies fail to make the environment a priority when designing street geometrics. In addition, the Stormwater Department has failed to adopt and sufficiently explore methods of stormwater management that have a greater emphasis on vegetation-based solutions, as well as the utilization of

public spaces to maximize the development of green solutions to ensure the water quality of our lakes isn't further impaired.

For these reasons, the City must examine new approaches to treating stormwater before it enters our lakes if we have any chance to reduce water quality degradation, as well as making a significant effort to reduce our impact on climate change. Maintaining the status quo on the City's street reconstruction practices is a failed public policy. The City must act now to address these concerns, and a project along 1.2 miles of lakeshore is just the project that needs biologically based stormwater strategies to prevent further environmental harm.

LMD AHC's Proposed Solutions

Both the SHNA and the AHC, as well as nearly 250 residents, have asked the City to slow down the planning of the LMD project. A road in this critically impaired area of the watershed should not be designed in eight weeks, with little to no public input, and without considering stormwater management at the same time as street geometrics. LMD needs to have a comprehensive plan that ensures stormwater is designed seamlessly with geometrics to improve the area's overall impact on water quality and runoff into Lake Mendota. The plan also needs to improve the quality of water infiltration and to ensure that cleaner water enters Lake Mendota and Well 14.

The AHC requested that the City perform an environmental assessment of the project, as well as to develop an integrated street geometric and stormwater plan – City Engineering rejected both requests, stating that the project would not have “that much” of an impact on water quality. It also stated that it isn't required to perform an environmental assessment because it is solely using City funds. Essentially, the City's policy on this project is that if it avoids using state or federal funds, it can skirt the ethical obligation to determine the project's environmental impact. The AHC submits that this is the exact mindset that is contributing to our collective harm to the environment and climate change. Madison – which has a history of progressive policy making -- needs to reform its road reconstruction practices now.

If the City continues to refuse to conduct an environmental assessment of the LMD project, then the AHC suggests an alternative approach – the assembling of an expert panel to collaborate with City Engineering to address the following concerns of critical importance:

- Evaluating the potential for less impervious surface in the overall design;

- Reducing the use of curb and gutters (curb and gutters serve to convey water out to Lake Mendota through larger outfalls at a faster rate, preventing natural ways of filtering water before pollutants are directly dumped into Lake Mendota);
- Further limiting hardscape to reduce the heat island effect, preserve more greenspace, and save additional historic trees adjacent to LMD, which root systems also help absorb and clean runoff;
- Designing stormwater management at the same time as street geometrics to develop an integrated plan that maximizes the use of available public spaces for stormwater mitigation (e.g.'s parkland, the nine lakeside courts adjacent to Lake Mendota, and other adjacent public spaces); and
- Incorporating vegetation-based and environmentally sustainable stormwater techniques to improve water quality before it enters Well 14, Spring Harbor Beach, Merrill Springs, and Lake Mendota.

In light of the climate crisis, the current and future citizens of Madison deserve cutting-edge green solutions on all of its construction projects. More cement and less greenspace is not the answer. Environmental protection should not be an afterthought, it should be a priority. If the Madison Common Council is serious about addressing climate change, as well as improve lake and well water quality, the LMD reconstruction project is exactly the project that needs an integrated design plan that incorporates green infrastructure solutions to the greatest extent possible.

From: [Maureen D. Rickman](#)
To: [Board of Public Works](#)
Subject: Safety Risk created by "compromise"
Date: Wednesday, May 11, 2022 7:47:37 AM

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

We are Friends of Lake Mendota Drive reaching out with serious concerns about the safety of the proposed reconstruction plan. We met with City engineers yesterday and rather than quell our fears, they heightened them. They didn't even see what they did. The 'complain-and-compromise' approach led to shifting parking from one side to the other, 1-sided sidewalks changing sides, trading off parking pads for rain gardens, etc. This piecemeal approach created identifiable safety risks. Fatality risks to be specific. And that is unacceptable.

Primary Safety Concern: Mid-street crossing

Mid-street crossings hold the highest risk for fatalities (72 of 73 in one study) because they are head-on and often happen with no braking. They account for the vast majority of accidents on local streets like LMD (upwards of 70%). Crossing through parked cars escalates that risk. Being a child increases it more. The approved plan not only encourages this behavior, it requires it where there are sidewalks on one side. This is a safety risk that cannot be ignored.

The City acknowledged they weren't aware of mid-street fatality risk data. When shown a diagram of a safer design using the same amount of cars (i.e. creating open spaces by parking in pairs on alternating sides), they doubled down their assertion that the design is safe as proposed. It is not.

Creation of Danger

The one-sided parking requires choosing how to get to the other side:

1. Walk out between parked cars OR
2. Traipse through a neighbor's yard and through unimproved right-of-way (an equity concern) to get past the 5 to 8 parked cars between driveways. (Homes with the driveway on a side street have up to 16 parking spaces lined up end-to-end on LMD.)

Most people choose #1. Especially children.

Perfect Safety Record

Lake Mendota Drive is destination for recreational walking, running, strolling and dog-walking. And it has a perfect safety record. No pedestrian accidents in the 20 years since data was collected and 70 years according to long-time residents. The culture of caution and cooperation created here is dubbed the "safety in numbers" phenomena. Drivers intuitively avoid parallel parking, so parked cars are well-spaced. 'Visual chicanes' created by randomly parked cars, dangling limbs, large tree trunks and protruding mailboxes encourage drivers to intuitively drive slowly. (LMD's average speed and 85%ile speed are both below 22mph.)

What will it take?

The proposed plan reduces existing safety features and creates identifiable safety risks. One-sided parking creates 'fast lanes' that encourage faster speeds. Drivers will have to make u-turns to park in front of their own house. And the risk of death from walking between parked cars has become a forced choice.

So what level of increased safety risk would it take for the City to halt the construction? One projected increase in death per 10 years? Two? The City must halt the project now. We need a better plan.

And we need a better process. Citizen interest groups should not have to be the ones to point out safety risks to street designers. The City has broken our trust. We want a comprehensive safety analysis that includes citizen oversight. And we want evidence-based decision-making - Complete Green Street and VisionZero.

Vote 'No' to moving forward with the proposed plan. Someone's life may depend on it.

Maureen Rickman
mdr.rickman@sbcglobal.net

"Be a friend to water."
- *Mqakq' Mqak'i*

Please include the following in the comments to Board of Public Works Public Hearing on 5/11/22 regarding reconstruction of Lake Mendota Drive and place it in the file for Legistar #70626 Lake Mendota Drive Reconstruction and Legistar #71282 Lake Mendota Drive and Capital Ave assessment district.

Adopt Complete Green Streets Now

The Friends of Lake Mendota Drive was founded to support the development and maintenance of this precious parkway and the surrounding area in the Spring Harbor Neighborhood. It has a mission:

- provide stewardship of the land and water
- foster community engagement in recreational and educational activities
- promote cross-cultural understanding of our human relationship to water across time

Concerns about the reconstruction of Lake Mendota Drive have expanded beyond the Spring Harbor neighborhood to the City at large. Public Works must amend the current plan to address these concerns before irreparable damage is done to this sensitive area.

Friends of LMD fully endorses the Complete Green Streets initiative. And, we are asking that the City apply these principles to the proposed reconstruction of Lake Mendota Drive.

Shortly after approving the Complete Green Streets initiative in February, the Common Council narrowly approved a plan for reconstruction of Lake Mendota Drive (12-8) that fails to adhere to that policy.

A Complete Green Street is supposed to:

- assure sustainability and “provide climate change mitigation”
- promote “healthy, equitable urban design”
- incorporate green features that “improve air quality, shade and contact with nature”
- consider “the specific context of the community, neighborhood and street”

The current plan for Lake Mendota Drive falls short on all counts. Friends of Lake Mendota Drive ask that the plan be revised to adhere to Complete Green Streets principles.

Climate Change Mitigation. When stormwater flows too freely, it contaminates Lake Mendota and the Well 14 aquifer. When it flows too slowly, it floods homes. The current plan puts sidewalks first. Green solutions offered by the Spring Harbor Stormwater Project need to come first. Water flowing to the lake must be clean. Drinking water must be safe. Water flowing around our homes shouldn't flood them. Water protection must be the first priority. This is an urgent concern on the west end because stormwater management has not yet been addressed.

Equitable Access to Recreation. The Spring Harbor neighborhood has a beach, a nature trail to a natural spring, a playground, a boat launch, lake courts, two areas for public boat storage and the sacred spring Mąąąą' Mąą'í (Merrill Spring). In order to meet goals for health and equity, recreation-width walkways are needed in the busy central section and in Spring Harbor Park. The current plan prevents visitors and residents from using LMD as they have safely done for decades - walking, running and strolling in groups and then moving aside for cars to pass. Sidewalks made

of permeable pavement placed adjacent to motorist lane would improve safety and assure equity in areas with low car traffic.

Trees. Forty-five mature trees have been targeted for removal to make room for sidewalks. Many more will die from disturbing their root systems during excavation. Trees improve air quality, shade and contact with nature, just as Complete Green Streets specifies. Moving the sidewalks adjacent to the roadway saves. Trees not only improve the natural feel of the area, they mitigate climate change. Everywhere possible, tree islands should be created by eliminating terraces and working sidewalks around the trees.

Cultural Context. The east end of LMD is a National Historic Site that comprises 25 effigy mounds, the sacred spring Maąąą' Maą'í, an indigenous road to Lake Wingra and sites of Ho-Chunk encampments up to the 1800's. A petition on LakeMendotaDrive.com asks to bring forward the Native American historical and current cultural value of this area. Spring Harbor Middle School is the City's Environmental Studies magnet school that highlights green water management. To make room for indigenous voices and education about sustainability, the City needs to create pedestrian waysides and install park-like features along the entire length of LMD.

Are there straightforward, safe, green, equitable solutions? Yes. Use the Complete Green Streets policy informed by SharedStreets and woonerf design principles.

Straightforward

- Cars are not the priority. There are no destinations for transit on LMD. It is not a tier 1 street.
- Slow speeds limits and narrow driving lanes should be the norm.
- Eliminate the 4' terrace and place sidewalks along the motorist lane where appropriate.
- Use colored pavement to define a 20' lane for motorists.
- Use the 4' of recovered right-of-way to optimize safety, equity, sustainability and cultural value.
- Use angled curbs along the property-side wherever possible to save trees and optimize green solutions to water management.
- Use variable height gutters where needed to manage stormwater and reduce flooding.

Safety

- Sidewalks are placed directly adjacent to the road on streets much busier than LMD.
- Road-adjacent walkways visually define a narrower driving lane which reduces driving speeds.
- By increasing visibility of pedestrians using road-adjacent sidewalks, motorists drive more safely.
- Road-adjacent sidewalks on both sides encourage groups that spill onto the roadway to walk against car traffic and line up on the sidewalk when cars pass.
- Evidence-based design principles related to woonerfs and Shared Streets can be applied to further safety and equity (e.g. intentional visual 'blocks' such as islands around mailboxes don't protrude into the driving lane, but cars slow down because they seem to).

Green

- Concrete is not 'green' and alternatives should be used wherever possible.
- Sidewalks and parking areas made of permeable pavement improve water infiltration.
- Engineering already said they'd consider permeable pavement on an individual basis, so should consider it for all sidewalks and parking areas for the entire project.
- Recovered right-of-way can be dedicated to rain gardens, tree islands, permeable pavement parking spaces, stormwater management and pedestrian respites for park-like features.
- The Spring Harbor Watershed Project will have more options for choosing angled gutters v. curbs, property-side catchments and drainage gardens, etc.

Equity in Road-adjacent Sidewalks

- Permeable pavement is ADA accessible and feels different underfoot so addresses needs of folks with mobility and visual limitations.
- Road-adjacent sidewalks can meander on either side of a tree and still meet ADA recommended widths for temporary transit.

Equity in Connecting to Nature

- The middle section along Spring Harbor Park (Spring Court to Norman Way) needs to assure equitable access to the beach, park, boat launch and road to Merrill Springs Park.
- Recreation-width pathways (8') should connect to the beach and the road to Merrill Springs Park on the south side only.
- Crosswalks at Norman Way (beach) and Spring Court (Merrill Springs Park) should be recreation width and elevated for traffic calming.
- A naturalized recreation-width path in the park should be placed much deeper than the 4' of terrace to improve the connection to nature.
- The hillside along the park should be used for a naturalized aesthetically pleasing catchment that keeps street run-off out of the lake and reduces toxins to Well 14.

You are the commissioned with assuring that public works serve the public good. Please recommend that Engineering revise the current plan to provide a green, equitable, safe solution that serves our greater community. The Complete Green Streets model must be implemented. If the current plan moves forward, generations to come will suffer the consequences of not abiding by a well-developed vision for the future. Take the time to do this right.

Sincerely,

Friends of Lake Mendota Drive

Connecting people with water through all of time

“Be a friend to water.” - *Mqkq' Mq' i*

The collage below provides a glimpse of our vision. Please enjoy additional slides that may be included as a separate item in the Legistar.



Appendix. Excerpts from City documents used to guide the current plan.

What the City said in:	Friends of Lake Mendota Drive's Response
<u>Madison in Motion Transportation Plan 2017</u>	
<i>Tier 1 streets are those classified as arterials and collectors, streets upon which local bus service is provided, streets where there exists a high level of pedestrian activity for school access and streets that provide connections to neighborhood commercial/ community services. As such, Tier 1 streets should be given the highest priority for the addition of sidewalks in existing neighborhoods.</i>	2018 Comprehensive Plan designates only a portion of Lake Mendota Drive as Tier 1. The criteria for inclusion could not be provided despite being asked for in writing. Given that LMD is not an arterial or collector, only the portion in front of the school qualifies. Criteria for inclusion of other areas may have changed.
<i>When streets are reconstructed, ensure design supports a pleasant pedestrian experience.</i>	The design should assure continuation of the pleasant pedestrian experience of walking in groups 3-4 abreast with dogs, strollers, and little kids on tike-bikes. Permeable pavement sidewalks in the street provide that.
<i>Providing wide, planted terraces on residential streets (8'-12' is ideal) creates an attractive buffer from the roadway while creating an optimum root environment for street trees.</i>	8'-12' wide buffers don't fit. 3'-4' terraces destroy existing trees. Keep all the trees by eliminating all the proposed terrace.
<i>On all City streets where sidewalks are installed (or retrofitted) and where terraces are paved, consider the use of permeable pavement to provide enhanced stormwater management.</i>	Use permeable pavement for all sidewalks. It feels different underfoot so improves equity for the visually impaired and blind.
<i>On all City streets where sidewalks are installed (or retrofitted) and where terraces are paved, consider the use of permeable pavement to provide enhanced stormwater management.</i>	Permeable pavement comes in many colors so should be used to visually define a 20' driving lane. (Current design is up to 28' which encourages higher speeds.)
<i>Continue studying how the urban canopy within the public right of way can be improved to increase stormwater management efforts, air quality and neighborhood character.</i>	That's what Complete Green Streets does. LMD should be identified as a Canopy Priority Area.
<u>Vision Zero</u>	
<i>Vision Zero is a data driven strategy.</i>	Data collected only from 2011-2015.

<i>Vision Zero is a data driven strategy.</i>	<u>Community Maps - Wisconsin County TSC Crash Mapping</u> shows no pedestrian accidents of any kind on LMD 2001-2021.
<i>Vision Zero is a data driven strategy.</i>	Mid-block accidents happen when people walk out between cars or from behind trees.
<i>Sidewalks keep pedestrians safe.</i>	Sidewalks on the street keep pedestrians in view.
<i>Sidewalks keep pedestrians safe.</i>	Data shows that drivers are more cautious when they see more pedestrians.
<i>Vision Zero initiative strives to improve the identified high injury intersections.</i>	Please spend our taxes there.
<i>Create safer streets through speed reductions.</i>	Agreed. Make the motorist lane a fixed narrow width of 20' to assure uniform slow speeds.
<i>Bicyclists needs safety too.</i>	There was one 'possible injury' with a bicycle at an intersection from 2001-2021.
<i>Bicyclists needs safety too.</i>	Bicycles should be able to use the entire motor lane.
<u>Imagine Madison Comprehensive Plan 2018</u>	
<i>Develop a healthy and diverse urban tree canopy.</i>	This plan destroys over 45 mature trees and risks killing more due to excavation.
<i>Protect Madison's water supply and improve lake water quality.</i>	Sidewalks were given priority over water management in the current plan. Well 14 and Lake Mendota are being poisoned, not protected and certainly not improved.
<i>Use Green infrastructure. Its a resilient approach for management of stormwater.</i>	The plan for stormwater management has still not been made public. Complete Green Streets policies need to be implemented.
<i>Use Green infrastructure. Its a resilient approach for management of stormwater.</i>	LMD needs to be identified as a Green Infrastructure Priority Area because of Well 14 and Lake Mendota.



From: [Tanya Cunningham](#)
To: [Board of Public Works](#)
Cc: [Maureen Rickman](#); [Kristen Slack](#); [Carol Michalski](#); [Angela Young](#)
Subject: Legistar #71282 - Lake Mendota Drive Rebuild - I AM OPPOSED
Date: Wednesday, May 11, 2022 4:51:16 PM

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

Please enter my comments into the Legistar #71282 record.

Thank you for taking my comments..

I cannot allow the opportunity to pass to testify and share my strong feelings with this board.

What in the world has happened to the democratic process in our city? The previous BPW meeting where this project came up was a *pathetic.....sham.....* of a substitute..... for participatory and representative government. Even though there were over **100 attendees** at an informational meeting the night before, and most were *passionately* opposed to the form of this project and the speed with which it was being pushed, THERE WAS NO ANNOUNCEMENT during that meeting by our alder, or anyone, of the BPW meeting the following night.

How convenient for our alder, who dropped this project on the neighborhood like a bag of flaming dog poop on the doorstep, rang the bell and ran. He has subsequently and **consistently** ignored, compartmentalized, belittled, mocked, disrespected, AND misrepresented his constituents. When he spoke at that last BPW meeting, after hearing the huge uprising of alarm, opposition, and anger of his constituents the night before, his comment was that

"Yes, this is definitely the best plan and the district supports it", or sentiments along those lines.

THAT WAS A LIE!

There has rarely been the level and degree of opposition and energized participation around a street project as has been seen with this project. Hundreds of residents, many of whom are experts and professionals in pertinent areas, who want our street to be the best it can be, who want to keep and improve the beauty, accessibility, historical significance, and environmental impact, have spooled up in record time, and given hundreds of hours of their time to work to find the best solutions. We have NOT been heard.

I fully understand that it is the easiest for those in decision making positions to simply fall back on "what we always do". But that is simply NOT GOOD ENOUGH for this amazing park and

pleasure drive that was established over a hundred years ago, and is one of our City's jewels.

Lake Mendota Drive is one of the safest streets in the City. What is the hurry to completely change it? The outcome of this project will be with us for generations, what is the problem with delaying a year so that we can work - TOGETHER - to find and implement the best possible solutions for this unique and beautiful place.

Lake Mendota Drive is safe, safe, SAFE!! Slowing traffic would make it an even better experience for all users. Sidewalks are a waste of resources, an unnecessary addition of concrete, of damage to trees, of expense and ongoing maintenance burden to homeowners. Sidewalks **discriminate** against those who wish *or need* to walk abreast or in groups of more than just two people walking side-by-side. **Call.....me.....able-ist,** if that is the worst you can throw at me, but our street is, and has been for a hundred years, a safe, and living place where people join together to enjoy this beautiful place. Please do not take that away from us.

Tanya Cunningham
5646 Lake Mendota Drive

From: [Jim Mankopf](#)
To: [Board of Public Works](#)
Cc: [Maureen Rickman](#); [Kristen Slack](#); [Carol Michalski](#); [Tanya Cunningham](#); [Angela Young](#)
Subject: Item 71282
Date: Wednesday, May 11, 2022 4:44:46 PM

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

Please be advised that I am opposed to the project as it now stands . The vast majority of neighborhood residents are opposed and signed a petition to ask for more time to have give and take discussions with the city . Zoom meetings have not been a good format for two way discussions. The project as proposed does not sufficiently integrate ideas contained within the city's Green Streets Policy.

Jim