

What the City said about: Native American Heritage	How we can do better: Honor and Respect
The reconstruction will not disturb archeologically-sensitive areas because it is within the existing footprint.	The contents of three effigy mounds that abut LMD may have shifted due to the slope of the hill and decades of freezing and thawing.
The reconstruction will not disturb archeologically-sensitive areas because it is within the existing footprint.	The City does not know the location of an indigenous roadway identified in maps from the 1700's and 1905. LMD is on top of it. Somewhere.
The reconstruction will not disturb historically-sensitive areas because it is within the existing footprint.	The City has failed to identify the locations of Ho-Chunk encampments up the hill from Mąąką' Mąą' that persisted into the late 1800's.
The reconstruction area is "mostly" within the existing footprint.	The City is mandated to identify excavation it does outside the existing footprint, including excavation needed to place sidewalk forms.
The reconstruction area is "mostly" within the existing footprint.	This project digs deep to replace storm sewer. The contents of mounds that settled deeply could be disturbed. And where is that indigenous road again?
The reconstruction area is "mostly" within the existing footprint.	The City has no plan to proactively identify and protect historically and archeologically sensitive areas.
Neighbors could seek grants to develop LMD as a park that honors the Native American presence here.	The Madison Parks Department needs to re-establish LMD as a parkway in order to obtain funding from Madison Parks Foundation.
This project doesn't meet criteria for federal grants, so external funding sources are unlikely to be available.	The majority of LMD's eastern section is registered as a National Historic Site with 25 effigy mounds. It's eligible for numerous public and private grants.
The City respects the Native American history of this region.	At meetings about LMD, the City has never acknowledged that the Ho-Chunk were forcibly and illegally removed from this area.
The City respects the Native American history of this region.	The Ho-Chunk are not 'history.' They are contemporaneous stakeholders in LMD and decisions about the broader Spring Harbor neighborhood.
The City has reached out to the Ho-Chunk.	Without a formal request to engage as a sovereign governing body, the Ho-Chunk are marginalized to expressing concerns only about burial sites.
The City has reached out to the Ho-Chunk.	We have not heard the Voice of the People.
Sidewalks	Alternative Pedestrian Walkways
The City is not planning sidewalks on Arboretum Drive because "the UW is responsible for part of it."	The UW also oversees LMD. The UW Lakeshore Preserve fears for its destruction through mandated 'improvements.' lakeshorepreserve.wisc.edu
Sidewalks improve pedestrian safety because they are out of the way of motorists.	The more pedestrians in view, the more safely motorists drive. (The 'Safety in Numbers' effect is documented in street design research.)

Sidewalks improve pedestrian safety by separating them from cars.	Isolating pedestrians out-of-sight with curbs and terraces for the entire length of LMD reduces motorist caution.
Sidewalks improve pedestrian safety by separating them from cars.	Social groups, dog walkers and athletic teams will keep using the street. That's where there's room for everyone.
Equitable access to LMD is achieved with sidewalks.	People with mobility limitations are marginalized by curbs and terraces that separate them from their group.
Equitable access to LMD is achieved with sidewalks.	Pedestrian walkways can be connected to the road with angled gutters so everyone can be together.
Adjacent walkways impede equitable access to people with visual limitations.	Permeable pavement can be used. It feels different underfoot and comes in high contrast colors like brick red.
Equitable access to LMD is achieved with sidewalks.	Shared Streets Design uses evidence-based principles to assure safety and equity through lower speed limits, visual cuing, line-of-sight structural features and more.
Adjacent walkways will require deeper incursion into the City right-of-way (ROW).	The 3.5 to 4 ft terrace, 5 ft sidewalk, and 2 to 3 ft of excavation for laying of forms is a minimum of 10.5 to 12 ft already.
The City speaks for people with mobility limitations.	The Spring Harbor Neighborhood Association survey of 235 residents asked people to self-identify as having mobility limitations.
The City says people with mobility limitations want sidewalks on both sides.	2/3 of Spring Harbor neighbors with mobility limitations don't want any sidewalks. All but one of the other 1/3 want sidewalks on only one side.
Sidewalks belong everywhere in this project.	Improved pedestrian recreational paths and sidewalks are needed by the park, the beach, the school and the boat launch.
Equity is achieved through a one-size-fits-all application of sidewalk policies.	Sidewalks are only part of the solution. Shared streets can provide true equity for social recreation on LMD.

Trees

Save all the Trees

We've saved all the trees we can.	Adjacent walkways can be narrowed to ADA temporary passage limits (32" to 48") to provide cut-outs at tree bases.
We've saved all the trees we can.	Angled curbless gutters require less excavation and save more trees.
We've saved all the trees we can.	Trees can be saved wherever Shared Streets principles are applied.

Water

Optimize Water Management

Permeable pavement isn't ADA compliant.	Permeable pavement is ADA compliant.
We can look at permeable pavement on an individual basis for property owners.	What you can do for one, you can do for all. It's that important.
This project won't contribute "that much" to the increasing contamination of Well 14 and Lake Mendota.	The collective deterioration of our water can only be prevented by reductions in contamination on every project, from this day forward.

The City is too short-staffed to do an environmental impact study.	So how does the City know the increased contamination is 'not that much'?
The City isn't mandated to do an environmental impact study.	Other City projects on our lakes require environmental impact studies because they use federal funds.
The City isn't mandated to do an environmental impact study because it isn't seeking federal funding for this project.	If the City does an environmental impact study, then funding can be sought to optimize sustainable water management.

Time	Slow Down
This project needs immediate approval to address recent complaints about LMD's condition.	This project's contribution to water quality degradation will have consequences for generations to come.
This project needs immediate approval to address recent complaints about LMD's condition.	This project's disregard for LMD's unique archeological, historical and cultural value perpetuates the silencing of indigenous voices.
This project needs immediate approval to address recent complaints about LMD's condition.	Isolating pedestrians out-of-sight with curbs and terraces for the entire length of LMD invites additional car traffic in the future.
This project needs immediate approval to address recent complaints about LMD's condition.	Marginalizing pedestrians with curbs and terraces for the entire length of LMD precludes long-term equity for recreational activity.
This project needs immediate approval to address recent complaints about LMD's condition.	Future neighbors and visitors to LMD will suffer the consequences of rushed decisions for generations to come.
Decisions about a \$2.5 million project must be made within weeks.	We can slow down. We can do better.