

| What the City said about: | How we can do better: |
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| Native American Heritage | 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 Mąąąą' Mąą'í 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.) |

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| 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

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| 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

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| 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. |

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| 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

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| 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. |