

# 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.**

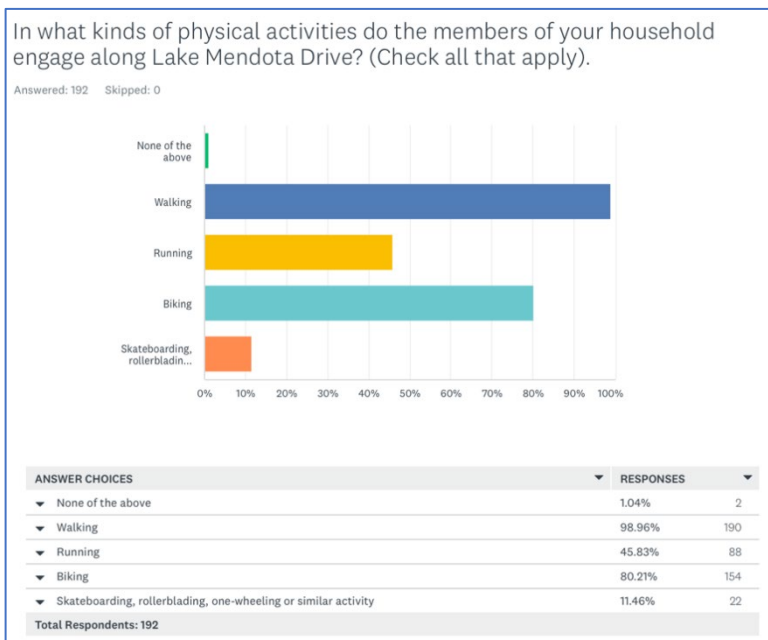
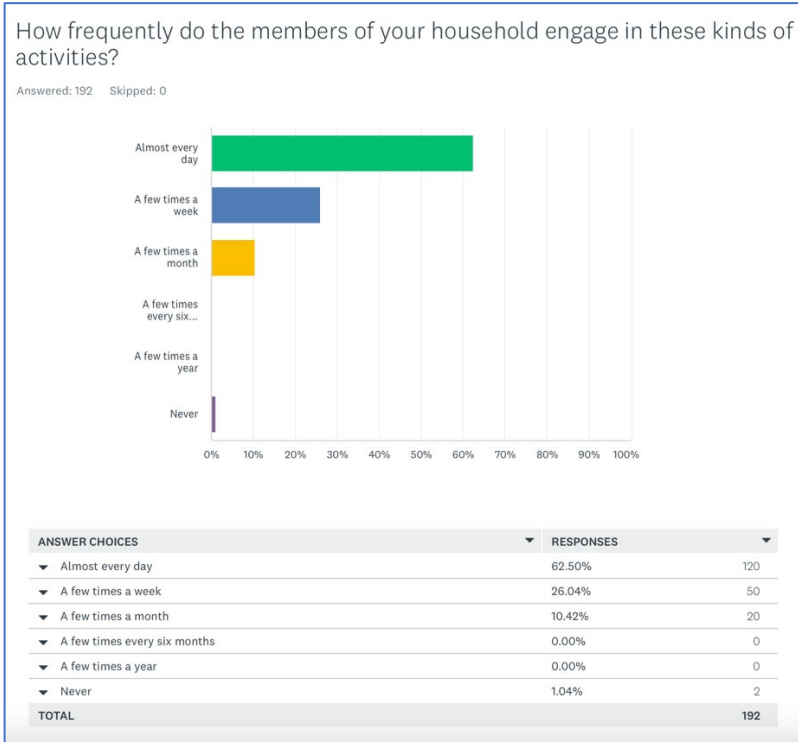


Figure 2.



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.**

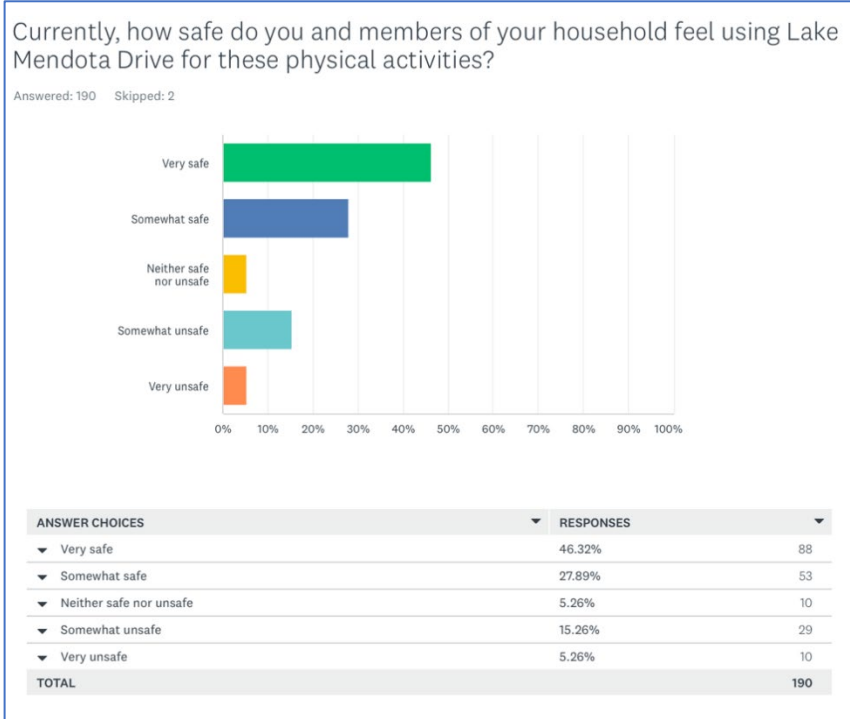
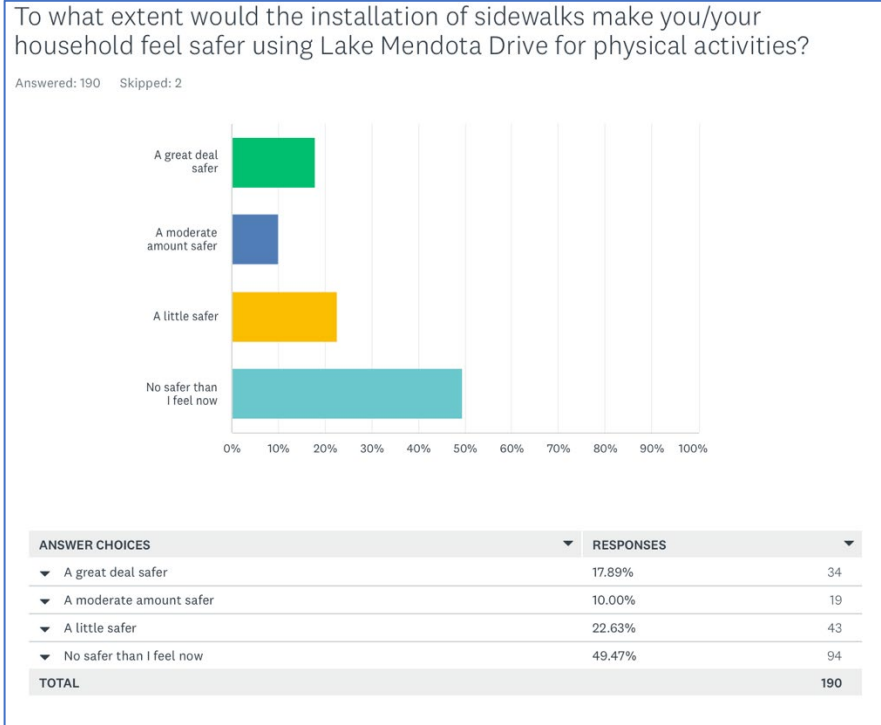


Figure 4 shows the distribution of respondent answers to a question about how much safer sidewalks would make them feel. Respondents are split on whether they believe sidewalks would make them feel any safer, with 49% reporting sidewalks would make them feel no safer than they feel now, and 51% reporting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

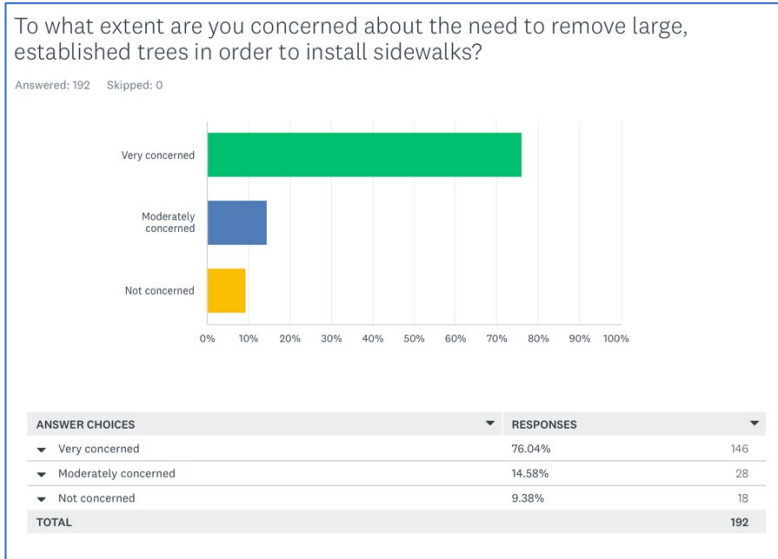
**Figure 4.**



## Respondent Concerns and Preferences Related to Sidewalk Installation

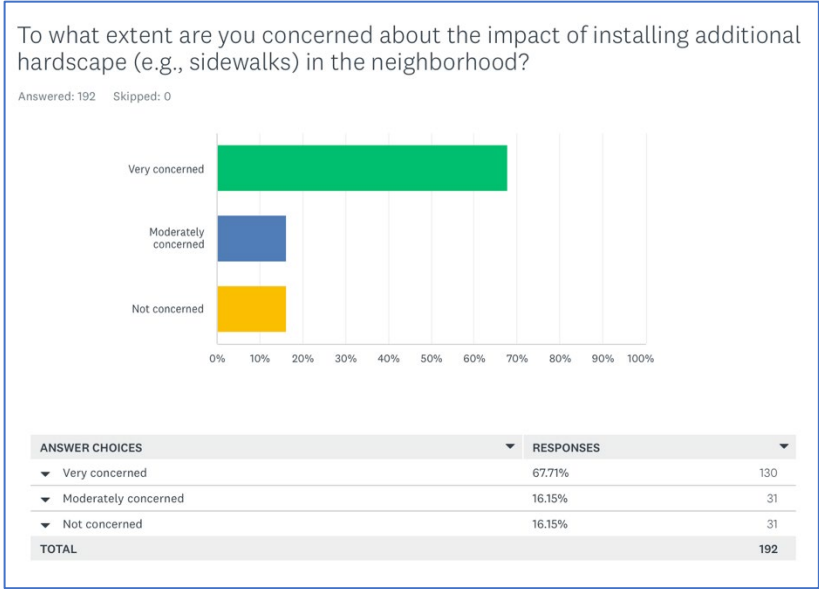
Respondents to the survey report a range of concerns about sidewalk installation along Lake Mendota Drive. Ninety-one percent have concerns about the removal of large, established trees along the road; over three quarters are very concerned and 15% are moderately concerned about this potentiality. Comparing 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.**

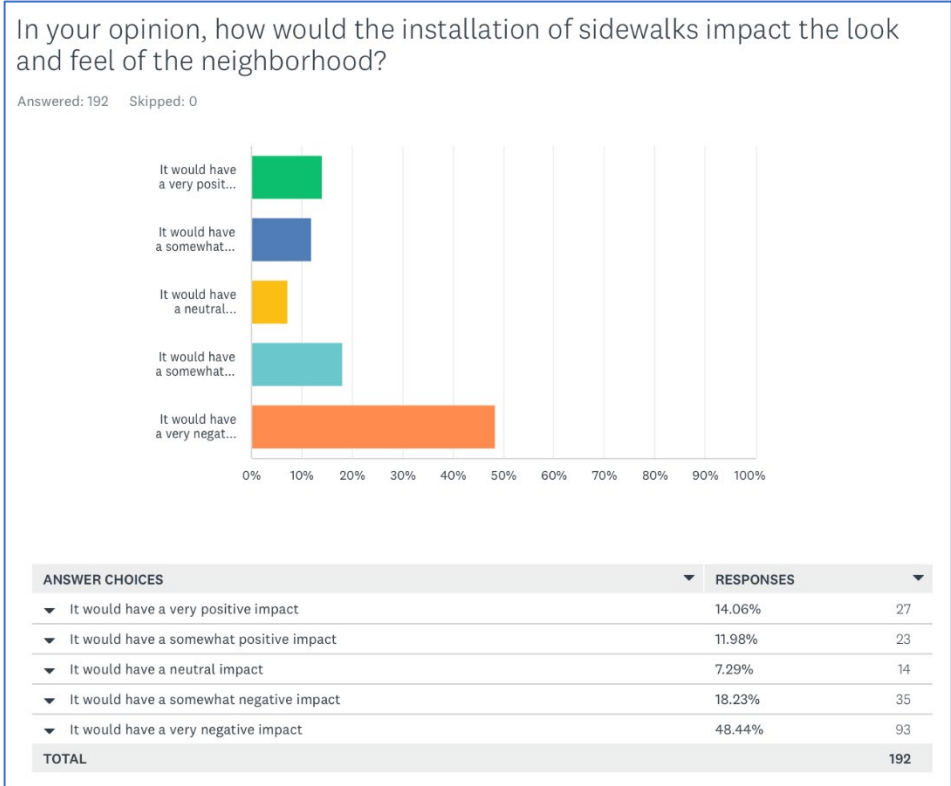


Figure 8 presents the distribution of responses to a question about preferences related to sidewalks. Two-thirds of respondents prefer that no sidewalks are installed, 20% prefer sidewalks on only one side of the road, 8% prefer sidewalks on both sides of the road, and 6% are unsure of their position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

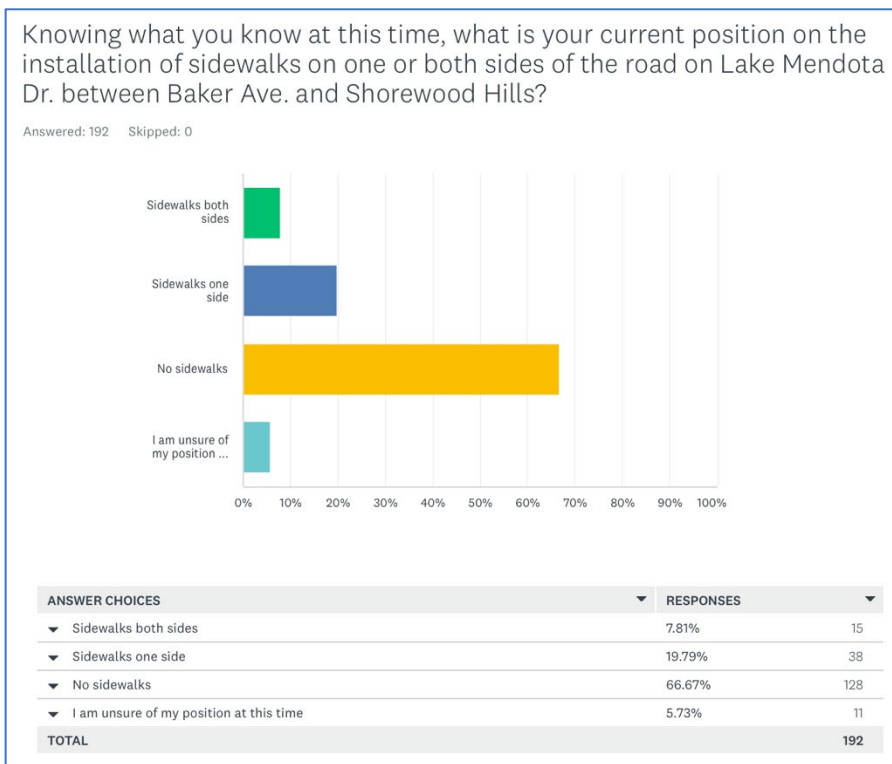
For respondents living along LMD, 75% prefer no sidewalks, 13% prefer sidewalks on one side, 7% prefer sidewalks on both sides, and 4% are unsure. For those living elsewhere in the neighborhood, these percentages are 57% (none), 27% (one side), 8% (both sides), and 7% (unsure).

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.”

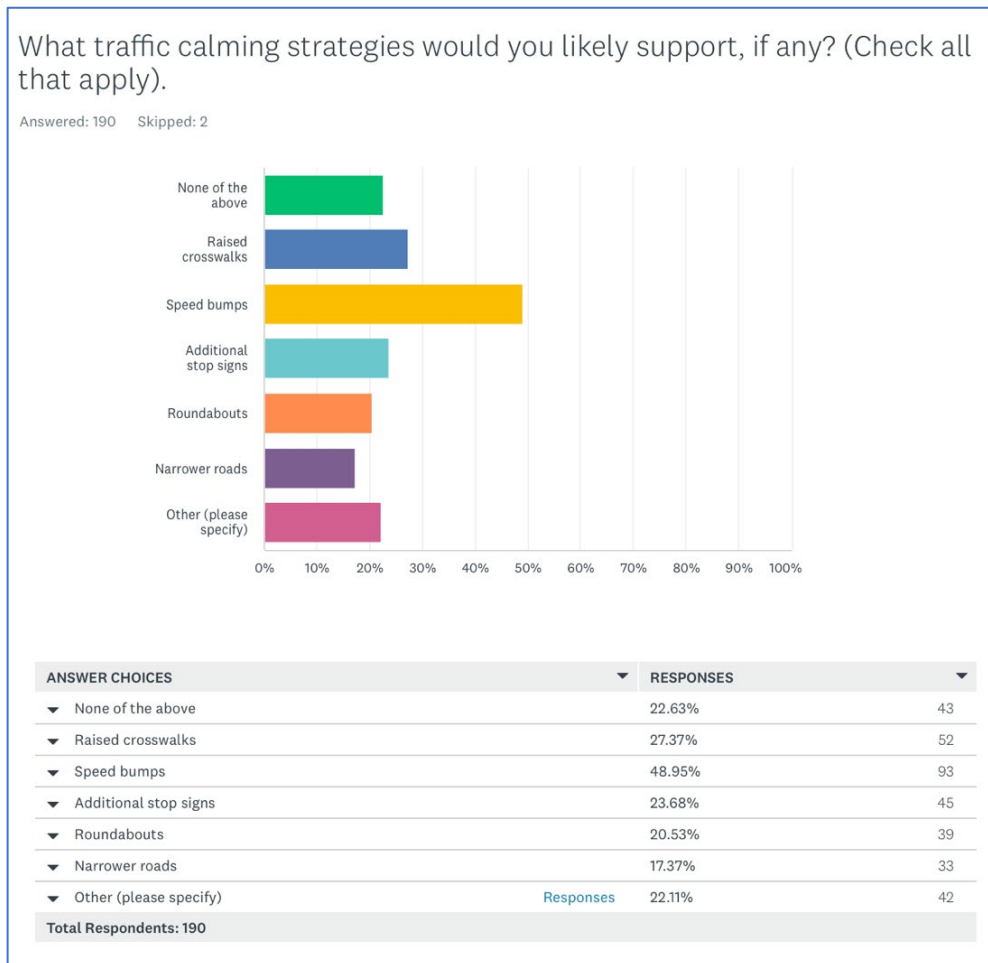
“Put sidewalks on the lake side of Lake Mendota Drive.”

## 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.**

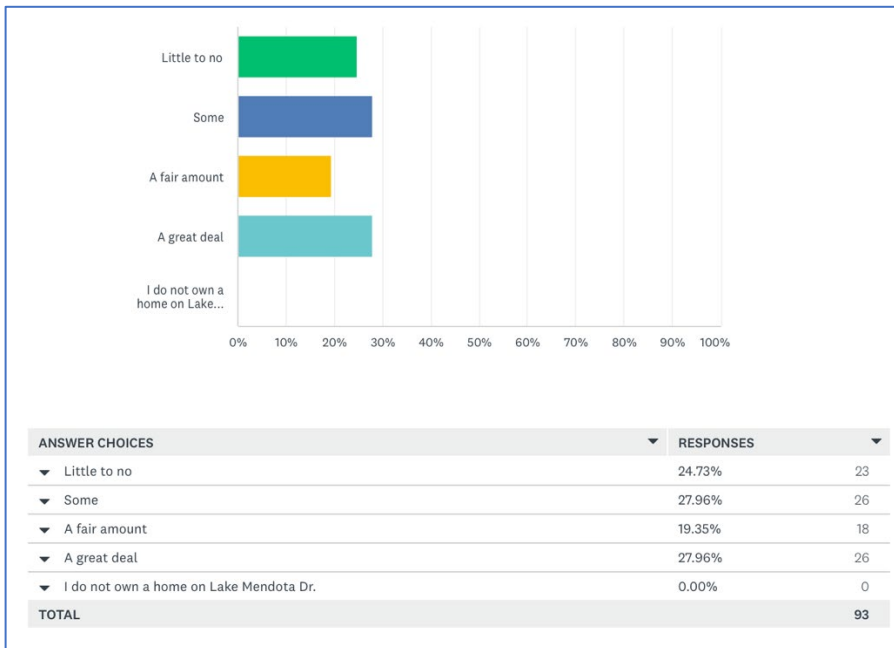


## Questions for Residents with Properties along Lake Mendota Drive

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.**

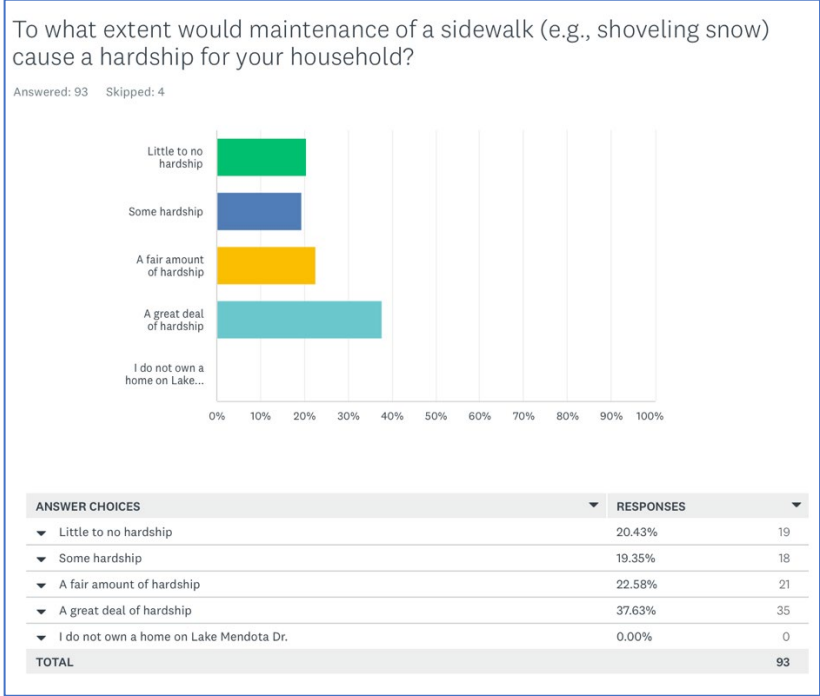
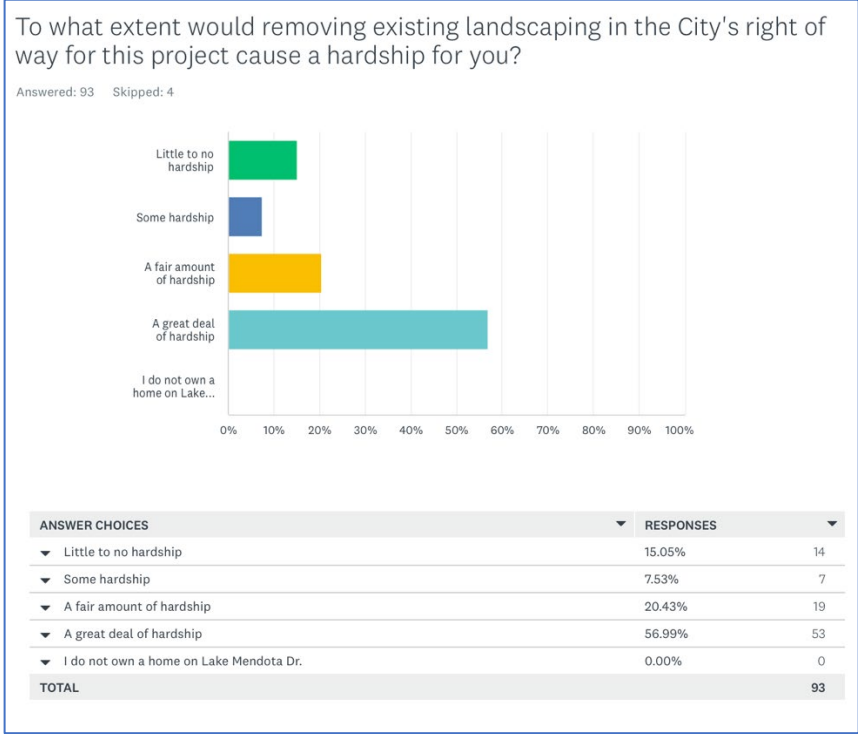




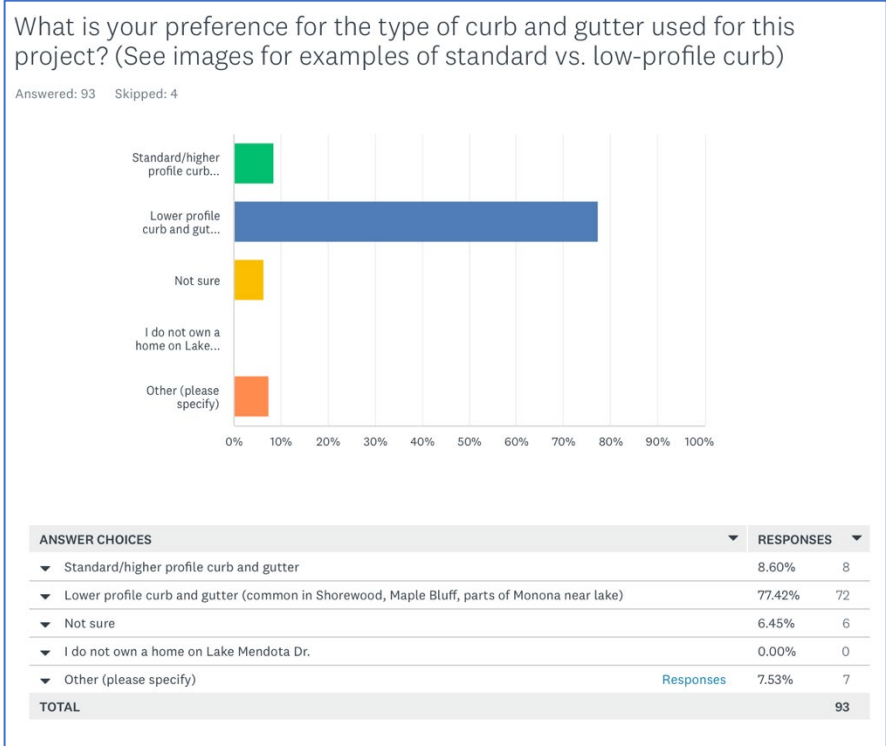
Figure 12 shows respondents reports of the extent of hardship created by needing to remove existing landscaping for the project. Over three quarters report that this would cause a fair amount or a great deal of hardship.

**Figure 12.**



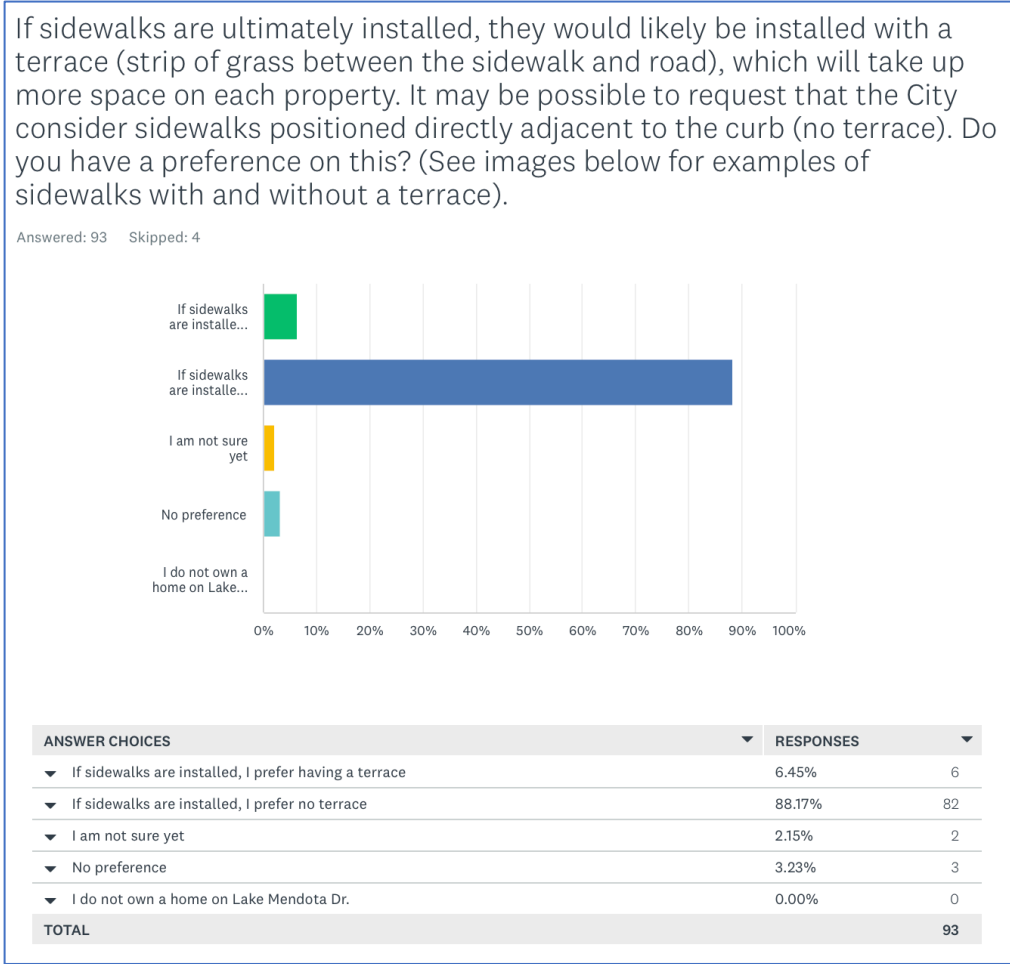
LMD respondents were asked about their preferences for the type of curb and gutter installed (see Figure 13). A large majority (77%) of respondents stated a preference for low profile curb and gutter. Nine percent preferred high profile/standard curbs and gutters, and 6% were unsure. Eight percent of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

**Figure 13.**



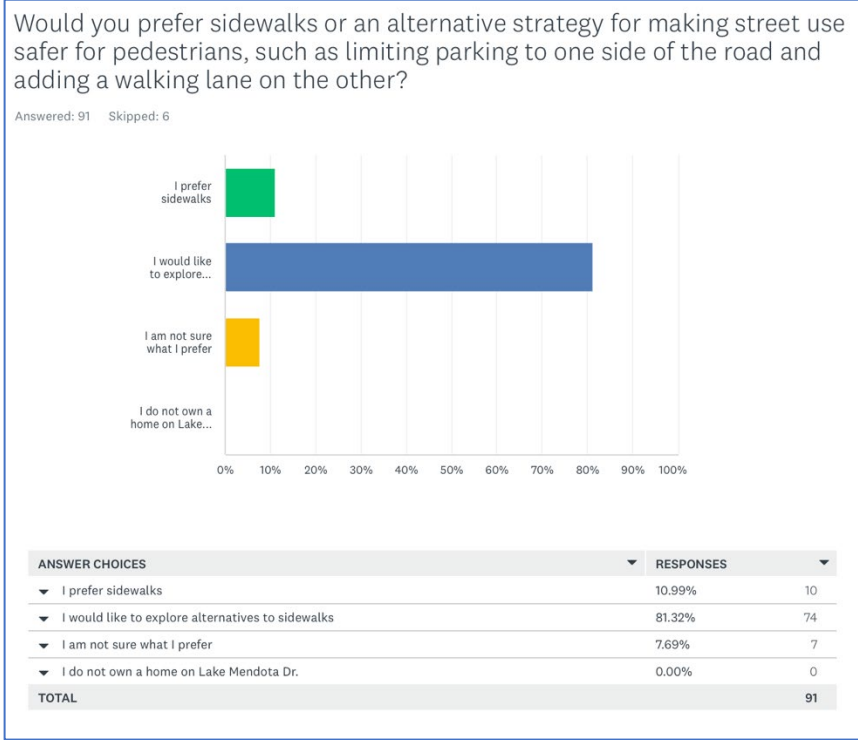
In Figure 14, respondent preferences for the installation of terraces between the road and a sidewalk are presented. Eighty-eight percent preferred no terrace. Only 6% preferred a terrace, 2% were unsure, and 3% had no preference. When responses to this question were compared to the verbatim comments 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."*