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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

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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

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