

LAKE MENDOTA DRIVE PHASE 3 CONCERNS AND COMMENTARY

Thank you for the opportunity to provide additional input and responses from the residents of the Lake Mendota Drive regarding the preliminary project plans for Phase 3. I am attaching this statement to augment the survey form you have provided. Thank you.

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1. The initial survey feedback from the residents was ignored. See question 9 on page 9 and the responses from residents. Speed humps were preferred by residents. The narrowing of roadway, all of the above and none of the above answers were at lower percentages. The results for question 14 with responses on page 17 indicate speeding, access to biking routes and vehicles passing too close were the highest response rates. Curiously, on University Avenue as you approach the Spring Harbor Drive entrance, the city has a sign that says "Bike Route" inviting cyclists to turn onto Spring Harbor Drive. The Lake Mendota Drive project has no bike lanes in the plan and now bicyclists face the reality of a less attractive and more dangerous bike route.
2. COST: The project has been needlessly expensive. The scope and cost of Phase 3 should be scaled back. The project has and will cause a financial hardship for many of the residents, especially those who are senior citizens, disabled and those with limited financial resources to pay the assessment. The costs have ranged from \$2,800 to over \$17,000 for property owners.
3. WIDTH OF THE ROAD (A): The city has a right of way of 66 feet plus but has narrowed the road in certain sections to 21 feet or 22 feet. The width of vehicles traveling Lake Mendota Drive ranges from 5.5 feet to 9 feet. A fire truck is 8.5 feet wide not counting mirrors. A UPS truck is 8 to 9 feet wide. This has already created an elevated risk of accidents if a bicycle, large service vehicle is moving into or a vehicle is parked on or near that narrow stretch of the road. The school bus collision with a parked vehicle on or about October 24th is an example of the unsafe condition created by the narrowing of the roadway.

4. **WIDTH OF THE ROAD (B):** The lack of parking on the street and non-sensical signage the city has put in place during Phase 1 of the project are major concerns. The residents want and need street parking to be available. This is essential for the contractors, delivery and service vehicles that are frequently coming to the resident's homes at all times during the year. According to the proposed project plan any resident that wants to have a family event of any type is being forced to accept the harsh parking restrictions on Lake Mendota Drive. I would suggest a visit to the western side of the project to see for yourself the daunting task of interpreting the signage that has been installed during Phase 1.

5. **TWO SIDEWALKS:** The far west side of Lake Mendota Drive has one sidewalk. Phase 1 put in two sidewalks. The Phase 2 east side of Lake Mendota Drive has one sidewalk. Why is the city insisting on two sidewalks for Phase 3? The increase in costs is unnecessary. Moving all utility poles and power lines plus the inconvenience to all the residents. There is a compelling visual logic and efficient cost savings to put in one sidewalk for Phase 3 for anyone who walks down the road. The residents want to see the stated benefits of the project to come to fruition. Curbs, sidewalks, and stormwater control are all appreciated goals. Reduce the scope of Phase 3 and use the taxpayer savings to address the terrible conditions on both Capital Avenue and Noman Way which have no curbs, sidewalks, or storm water controls. Both of those streets are gateways to Lake Mendota Drive for drivers and pedestrians.

6. **BIOSWALES AND DRAINAGE AREAS:** These solutions to collecting stormwater are unsightly and the residents are concerned the city will not maintain their physical appearance.

7. **BUMP-OUTS, CHICANES AND SPEEDBUMPS:** The "traffic calming features" the city has installed the first two phases of the project are being inconsistently utilized. Why not use just speed bumps where appropriate versus the much greater expense of a bump-outs or chicane?

8. Residents have asked the Engineering Department or Project manager to come out to our property and point out specifically where and how the project will impact us. We would ask that the city take the time to make those visits to property owners before the construction plan is finalized.

