

**From:** [Furman, Keith](#)  
**To:** [Jeff Bauer](#)  
**Cc:** [Mayor](#); [Petykowski, Christopher](#); [Mohelnitzky, Hannah](#); [Engineer](#); [Wolfe, James](#); [Transportation Commission](#); [Tom Kneubuehl](#); [Faith Fitzpatrick](#); [Herman Felstehausen](#); [Stewart Ellison](#); [Scallon, Peggy](#); [Mark Redsten](#)  
**Subject:** RE: Form submission from: Contact the Mayor  
**Date:** Wednesday, February 2, 2022 3:45:16 PM  
**Attachments:** [image001.png](#)

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Jeff,

I'm not sure how to provide you any more information on the process. It's not opaque. Decisions aren't being made behind closed doors. I'm sorry you aren't happy with the process, but continuing to complain about process because you aren't getting the results you are looking for isn't going to change anything.

The goal is to have this project on the western side done in 2022. In order to do that, there is a ton of meetings and approvals that need to take place (rough outline of those dates below) and then the project needs to be put out for bid. I'm open to hosting additional meetings other than what I outlined in my previous note, but no one has shared with me anything that indicates feedback isn't being heard. All the feedback being shared is being heard, but to be clear, decisions aren't based on the loudest voices.

I will say it again: there is no developed plan yet. You keep mentioning there was a meeting after a plan was developed and I'll tell you again: that's simple untrue.

Once January's meeting was scheduled, I included in my blog. I'll share again the structure of that meeting:

The intent of the PIM on January 11<sup>th</sup> was to outline the City's general policies and procedures that relate to street reconstructions and get feedback from residents. These policies and procedures have been in place for many, many years as well as tweaked over many, many years. Again, those details are in the presentation on the 11<sup>th</sup>.

Based on the feedback from that meeting and the City's policies and procedures, a plan is being developed. I'm eager to see it and share it. I'm hopeful people are less stressed when they see it.

There was no decisions made before that public meeting. Are there general policies and procedures for street reconstruction? Of course! All of that was developed and continued to be tweaked over years by committees and the council. I haven't heard any good arguments on why we should ignore those policies and procedures, but I remain open.

For Lake Mendota Drive, a draft plan will be available for review at the next meeting. No decision will be made without the process I outlined in my reply (and again, is below). Those additional public meeting, hearing and committee meetings will be scheduled.

I continue to be open to hearing people's feedback. I reply to every note I receive. I work with staff to answer questions I don't know. People have suggested different ways to do pedestrian areas. There have been concerns about the lake and sidewalks. It's all being heard and if it hasn't already been addressed directly with the resident who sent in the feedback, it will certainly be discussed/addressed at the next public information meeting, but to be clear: safety, accessibility and equity decisions aren't going to be decided by polling residents.

A street reconstruction project is not the same as not the same as a park design.

A survey asking about problem areas is completely different than asking people if they wish to follow the City's policies when it relates to safety, accessibility and equity.

If you have unaddressed concerns about the project, let me know, but I'm hoping the above explanation helps address your continued process concerns.

-Keith F.

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Alder Keith Furman, 19th District, Madison, WI

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Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

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**From:** Jeff Bauer <jeffreycbauer@gmail.com>

**Sent:** Wednesday, February 2, 2022 2:56 PM

**To:** Furman, Keith <district19@cityofmadison.com>

**Cc:** Mayor <Mayor@cityofmadison.com>; Petykowski, Christopher <CPetykowski@cityofmadison.com>; Mohelnitzky, Hannah <HMohelnitzky@cityofmadison.com>; Engineer <engineer@cityofmadison.com>; engineering@cityofmadison.com; Wolfe, James <JWolfe@cityofmadison.com>; Transportation Commission <TransportationCommission@cityofmadison.com>; Tom Kneubuehl <tkneubuehl@gmail.com>; Faith Fitzpatrick <fafitzpa@gmail.com>; Herman Felstehausen <hhfelste@wisc.edu>; Stewart Ellison

<snellison@att.net>; Scallon, Peggy <Peggy.Scallon@rogersbh.org>; Mark Redsten <mredsten@cleanwisconsin.org>

**Subject:** Re: Form submission from: Contact the Mayor

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Keith,

I concede your point that the LMD plan is not secret if it does not exist, but the process for creating it is unquestionably opaque. I also appreciate that you spend a lot of time doing your job. However, listening to constituents is not the same thing as involving them in the planning process. Nor are public information meetings *after* the plan is prepared. You are missing a critical point: a large number of Spring Harbor residents want to have their ideas considered *before* a completed plan is presented for public comment.

We are extremely concerned that your timeline does not allow for meaningful public input in the project's development stages. You claim that the LMD project is following the same path as every city redevelopment project, but an article in today's Wisconsin State Journal (see below) directly contradicts you. How can you rationalize the open-minded, reasonably timed approach being taken at Lake Monona if the City uniformly imposes the rushed, opaque redevelopment process being followed for LMD?

And why is the LMD plan effectively being prepared behind closed doors? Is there any justification for the rush? Why weren't affected residents told about the project in advance? Is there something we missed in one of your newsletters? All we are asking is that you slow down the process and incorporate our input into it before a plan is submitted at public hearings.

Finally, your avowed dislike for polling is contradicted by your promotion of the City Engineer's 2022-2024 Reconstruction Survey. If you truly don't believe in making decisions based on surveys, you surely won't pay attention to the results of any public input collected via a form...right? I hope I am wrong. To make things right, please recognize the strong neighborhood opposition to the current process by slowing it down and allowing time for innovation. If that's good for Lake Monona, it's surely good for Lake Mendota.

Jeff Bauer

A4 | WEDNESDAY, FEBRUARY 2, 2022

LOCAL&STATE

WISCONSIN STATE JOURNAL

MADISON | LAKE MONONA

# Council invites design contest for waterfront

LOGAN WROGE  
lwroge@madison.com

The Madison City Council signed off Tuesday on a design competition to reimagine the Lake Monona waterfront in the Downtown area.

While grand ideas for the waterfront have been floated for decades, the competition will task three design teams with developing a master plan for a 1.7-mile stretch of the shoreline between Williamson Street and Olin Park.

The designers should consider how to connect Downtown to Lake Monona, increase physical and visual access to the lake, improve water quality and aquatic habitat, celebrate Frank Lloyd Wright's architectural contribution to the city, and preserve the lake's cultural history from the Ho-Chunk Nation to present, according to a

competition proposal.

The project area includes 17 acres of parkland, including Law Park in Downtown, the John Nolen Drive causeway and the northern part of Olin Park.

Three designers will be selected through a request for qualifications process after which each is set to receive \$75,000 to draft a master plan. The winning team — to be recommended by a 13-member ad hoc committee — would then receive a contract up to \$200,000 to further refine the plan.

The goal is to have a master plan selected by Sept. 1, 2023. Private donations of \$112,500 partly cover the cost of the competition.

## Bus rapid transit

In other action Tuesday, the City Council approved a con-

struction manager for the \$160 million bus rapid transit line slated to roughly run from East Towne to West Towne.

The city can now enter into a three-year, \$5.4 million contract with national architecture and consulting firm HNTB Corp. Largely federally funded, the east-west BRT route is expected to be constructed in 2023 and 2024.

Metro Transit general manager Justin Stuehnenberg said HNTB's responsibilities will include construction inspection, regulatory compliance, outreach to residents and tenants of properties along the construction route, and inspection of the long, articulated buses needed for BRT, among other roles.

The expectation is the project will go out for bid by the end of the year, Stuehnenberg said.



AMBER ARNOLD, STATE JOURNAL ARCHIVES

Bicyclists use the Capital City Trail along the Lake Monona shoreline. The city's coming design competition includes the John Nolen Drive causeway, which now features a path shared by pedestrians and cyclists.

On Jan 31, 2022, at 4:06 PM, Furman, Keith <[district19@cityofmadison.com](mailto:district19@cityofmadison.com)> wrote:

Jeff,

Although this e-mail isn't addressed to me, I do want to clarify some points in your note that are not correct.

I'm not sure what you're talking about when you say there is a secret, already developed plan. The plan for Lake Mendota Drive reconstruction doesn't exist yet. When it does, it will be shared with residents at an upcoming public information meeting late Feb/March.

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The Public Information Meeting (PIM) on January 11 outlined in detail how the process works and will work ([Lake Mendota Drive | Engineering, City of Madison, Wisconsin](#)). I discussed that again at a recent board meeting of the Spring Harbor Neighborhood Association meeting.

This project is following the same path as every reconstruction project.

There was budget and pre-project survey work that took place in 2021.

The intent of the PIM on January 11<sup>th</sup> was to outline the City's general policies and procedures that relate to street reconstructions and get feedback from residents. These policies and procedures have been in place for many, many years as well as tweaked over many, many years. Again, those details are in the presentation on the 11<sup>th</sup>.

Based on the feedback from that meeting and the City's policies and procedures, a plan is being developed. I'm eager to see it and share it. I'm hopeful people are less stressed when they see it.

The next steps are the following:

- Late Feb. or Early March: Second Public Information Meeting (held virtually)
  - Post card to be mailed prior, and registration link will be on [project page](#)
- 3/9/2022: Street Design for LMD to Transportation Commission (estimated date)
- 3/16/2022: Street Design for LMD to Board of Public Works (estimated date)
- 4/8/2022: Mail Estimated Assessments, Public Hearing Notice for 2022 Project (estimated date)
- 4/20/2022: BPW Public Hearing on 2022 Project (estimated date)
- 5/10/2022: Common Council Hearing on 2022 Project (estimated date)
- 8/1/2022: Begin Construction on 2022 Project (estimated date)
- Winter 2022: Start public meetings for 2023 reconstruction project

The Mayor does not play any role in the development or approval of the plan.

I also want to make it clear how I view my role. I'm elected (part-time) official who job it is to make the best decisions for my constituents and the City. I work incredibly hard on engagement via attending public meetings, answering resident e-mails and office hours. I'm open to discussing and addressing residents' concerns, but I don't believe in making decisions based on doing polling.

-Keith F.

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Alder Keith Furman, 19th District, Madison, WI

[district19@cityofmadison.com](mailto:district19@cityofmadison.com)

608-912-0000

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

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**From:** Jeff Bauer <[jeffreycbauer@gmail.com](mailto:jeffreycbauer@gmail.com)>

**Sent:** Monday, January 31, 2022 3:50 PM

**To:** Mayor <[Mayor@cityofmadison.com](mailto:Mayor@cityofmadison.com)>

**Cc:** Furman, Keith <[district19@cityofmadison.com](mailto:district19@cityofmadison.com)>; Petykowski, Christopher <[CPetykowski@cityofmadison.com](mailto:CPetykowski@cityofmadison.com)>; Mohelnitzky, Hannah <[HMohelnitzky@cityofmadison.com](mailto:HMohelnitzky@cityofmadison.com)>; Engineer <[engineer@cityofmadison.com](mailto:engineer@cityofmadison.com)>; [engineering@cityofmadison.com](mailto:engineering@cityofmadison.com); Tom Kneubuehl <[tkneubuehl@gmail.com](mailto:tkneubuehl@gmail.com)>; Faith Fitzpatrick <[fafitzpa@gmail.com](mailto:fafitzpa@gmail.com)>; Stewart Ellison <[snellison@att.net](mailto:snellison@att.net)>; Herman Felstehausen <[hhfelste@wisc.edu](mailto:hhfelste@wisc.edu)>; Scallon, Peggy <[Peggy.Scallon@rogersbh.org](mailto:Peggy.Scallon@rogersbh.org)>; Mark Redsten <[mredsten@cleanwisconsin.org](mailto:mredsten@cleanwisconsin.org)>

**Subject:** Re: Form submission from: Contact the Mayor

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Dear Mayor Satya,

Your loyalty to "adopted plans and policies" (last paragraph in your reply below) misses my point: the vast majority of residents along Lake Mendota Drive (LMD) believe that the City's existing plans and policies are outdated, misdirected, and even harmful in this instance. Instead, we see the project as an opportunity to improve LMD in alignment with new circumstances and bring positive attention to Madison in the process.

I am continuing this discussion to emphasize a major problem you are creating if the project is designed and implemented solely in accord with current practices. Your administration will own the ensuing political, economic, and environmental disasters. As

an alternative to the damage that will be done by continuing along the current path, you can turn the project into a national model of future-focused planning. I therefore beg you to take the time to get constructive input from the people who live along LMD before finalizing any plans. We're not aware of any reason to rush this important project.

We recently heard our Alder, Keith Furman, state that the neighborhood's concerns are adequately addressed in the current plan—but he has not shown us the plan. Nor has he informed us about or involved us in the process that generated it. I have talked with dozens of neighbors who are directly affected by the future of LMD, and we have no reason to believe his assurances. I strenuously disagree if he claims that he is fairly representing his constituents.

A very large group in Spring Harbor objects to the way that Alder Furman has managed the process, and we will not go away quietly if the project continues along its secret path. We have lots of good ideas for your consideration and want to share them with your administration first-hand. I therefore invite you to a friendly walk along LMD with us at your earliest convenience.

Please contact our neighborhood task force leader, Tom Kneubuehl at [tkneubuehl@gmail.com](mailto:tkneubuehl@gmail.com) or 608.438.5152 to make arrangement for a walking tour at your earliest convenience. (You and Tom met a few months ago when the Native American dugout was retrieved from Lake Mendota.)

An onsite walk will allow us to suggest improvements that meet key policy goals without creating the harms that likely exist in the unseen plan referenced by Alder Furman. I am confident you will be impressed with the many innovative solutions that we propose for making the improvements on LMD's existing footprint—to preserve the road's history, to promote safety, to protect the lake and the environment, and to liberate City funds for higher-value use.

In addition, I am responding here to two key goals you mention in your reply below: equity and access. I share your general commitment to both—one of the reasons I voted for you—but they can be better actualized in other projects.

- **Equity:** It's anti-equitable to force a few Spring Harbor residents to bear nearly all the project's economic costs. The current approach appears to create lots of "free riders," that is, neighbors who will reap alleged benefits at the considerable expense of neighbors who must pay for them simply because they live along LMD. If you and Alder Furman are truly dedicated to equity, then you must fairly propose sidewalks for all properties between Lake Mendota on the east, Baker on the north, University on the west, and Blackhawk Country Club on the south. Also, make sure all costs are spread equally among all residents of Spring Harbor because all can benefit. Indeed, and not facetiously, I suggest that neighbors who do not live along LMD be charged more because they will not directly experience the project's ongoing costs and non-monetary aggravations (e.g., increased traffic, sidewalk snow removal, parking limitations).
- **Access:** Access simply isn't an issue here. This isn't State Street! You cannot argue that people need sidewalks on LMD in order to walk safely to public transit or to do their shopping—LMD has no bus routes or stores! You could reasonably argue that some Spring Harbor residents need sidewalks to get to public transportation, but then sidewalks would only be needed on side streets that lead to the bus stops on University Avenue (e.g., Minocqua, Tomahawk, Merrill Springs, and Flambeau in Indian Hills). Hardly anybody in this neighborhood walks to shopping, so that argument is a red herring. Last, and not least, you cannot argue that sidewalks along LMD would allow everyone to enjoy the road's historic charm because sidewalks would destroy it. Joni Mitchell makes the point beautifully in Big Yellow Taxi: "Don't it always seem to go/That you don't know what you've got till it's gone/They paved paradise and put up a parking lot." Please don't!

On the other hand, I truly believe that the vast majority of Spring Harbor residents would like to work with you and your departments to find ways that LMD's existing footprint can be turned into an innovative route shared by pedestrians, cyclists, and cars. Surely something better than the current plan can be created for a lot less money if we agree to take the time to work together and do it right. I look forward to joining you on a walk along LMD to explore the possibilities.

Citizen Jeff

P.S. Here's this week's NY Times article reinforcing my point about climate change. Reducing global warming is at least as important to Madison's future as pursuing equity and mobility. As an economist, I remind you that only one goal can be optimized (i.e., maximized or minimized) in a system with limited resources. As a futurist and forecaster originally trained in atmospheric physics, I believe that reversing climate change must now be the #1 goal of public policy. In the likely event that climate continues to deteriorate at an accelerating rate, traditional programs to enhance social justice will be far down the list of public services needed to maintain public health and tranquility.

<image001.png>

On Jan 20, 2022, at 8:18 AM, Mayor <[Mayor@cityofmadison.com](mailto:Mayor@cityofmadison.com)> wrote:

Dear Jeff,

Thank you for reaching out with your thoughts on the Lake Mendota Drive reconstruction project.

This is a project on which our Engineering, Traffic Engineering, Sanitary and Storm Water Utility have been working for some time. I am encouraged by the number of residents who were able to attend the most recent Public Information Meeting (PIM) to learn more and share reactions.

I want to share that there are more opportunities for you to respond to information as the process and design move forward. This includes additional public meetings, as well as presentations to the Transportation Commission, Board

of Public Works, and the Common Council. The dates and times for all of these meetings will be updated on the project page.

The Transportation Commission provided some initial input at the meeting on January 12, and their recommendation was to move forward with a preliminary design that includes sidewalks.

The City welcomes all feedback on the project, but major policy decisions, such as the installation of sidewalks, need to consider the City's adopted plans and policies along with the recommendations of the City's committees. In general, I support adding sidewalks where they do not already exist as a matter of access and equity.

Thank you again for contacting me.

Be well,  
Mayor Satya

-----Original Message-----

From: [noreply@cityofmadison.com](mailto:noreply@cityofmadison.com) <[noreply@cityofmadison.com](mailto:noreply@cityofmadison.com)>

Sent: Friday, January 14, 2022 3:47 PM

To: Mayor <[Mayor@cityofmadison.com](mailto:Mayor@cityofmadison.com)>

Subject: Form submission from: Contact the Mayor

Submitted on Friday, January 14, 2022 - 3:46pm

==Contact==

Name: Jeffrey C. Bauer

Address: [REDACTED] Minocqua Crescent, Madison, WI, 53705

Home Phone: (970) [REDACTED]

Work Phone:

Email: [jeffreycbauer@gmail.com](mailto:jeffreycbauer@gmail.com)

Message:

As a homeowner on Lake Mendota Drive (LMD), I appreciate the professionalism of city employees who are working with residents on a plan to upgrade the street. However, I am unimpressed with the official position that sidewalks will be included in the project because that's the Madison way. Sidewalks are simply not appropriate in residential areas like ours. I beg municipal leaders to renovate LMD with an eye on the future, not the past! Rather than creating one more issue to divide us, let's take a new look at the real problems and truly responsive solutions.

Because climate change is generally recognized as the biggest threat we all face, comprehensive inquiry into the environmental impact of sidewalks is essential. A preliminary proposal presented to the public this week does not adequately address the issue. Several neighbors emphasized in public comment how sidewalks prevent water infiltration into the soil—a critical concern for the future of Lake Mendota—and how the lake will be further damaged by anti-icing chemicals used on sidewalks in the winter. The net negative impact of sidewalks will be even clearer when analysis accounts for the carbon costs of installing concrete and the heat it subsequently generates. Having a background in atmospheric physics and economics, I believe the current proposal should be rejected solely on the basis of its contributions to global warming. We should agree to solve LMD's problems without sidewalks and proceed with planning accordingly.

Formalizing a mixed-use approach would be a great place to start because city statistics show that pedestrian and automobile traffic on LMD have coexisted quite well since the 1950s. Speeding—not the lack of sidewalks—is the #1 problem, and there's no evidence that sidewalks would cause fast drivers to slow down. My wife and I walk LMD four miles every day of the year and believe people will continue to walk in the street even if sidewalks are installed; it's part of the neighborhood culture. Some combination of traffic circles, speed bumps,

marked pedestrian lanes, a circumstance-sensitive speed limit (e.g., reduced speed in school zones when children are present), and clear rules of the road for all users would be economic and environmentally appropriate solutions from all perspectives.

The other major problem is parking. I believe the official statistics included in this week's presentation are gross underestimates of reality. Topography and short distance between garages/driveways and the street would make the current plan a disaster for most homeowners. In reality, cars parked along the roadway help solve the speeding problem, so any reduced parking would only make matters worse.

In conclusion, I ask you to slow down the planning process as necessary to allow time for residents and city planners to explore new solutions together. This project is great opportunity to be creative, not coercive.

Jeff Bauer, Ph.D.