

**From:** anewalker@homelandgarden.com <anewalker@homelandgarden.com>  
**Sent:** Saturday, April 16, 2022 4:59 PM  
**To:** Mayor <Mayor@cityofmadison.com>; All Alders <allalders@cityofmadison.com>  
**Subject:** Lake Mendota Drive

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Mayor Rhodes-Conway, Alders,

Lake Mendota Drive provides an opportunity to work with neighbors and with indigenous people on a reconstruction of the land, a road and our history. In *The City of Madison Comprehensive Plan*, under Green and Resilient, the introduction states "Our society exists within an environment that must be respected and preserved for future generations. While the visual character of cities is established predominantly by the built environment, the preservation of important natural features and systems is critical to maintaining a healthy environment and ecological balance.

Madison has a long-standing commitment to protecting the natural environment, but we must continue to lead. Stormwater runoff from both urban and rural sources pollutes our lakes and streams."

I would ask that the reconstruction be put on pause to provide an opportunity to improve this project. A pause will give time for interested parties to work together. This is a goal that should be observed for all reconstructions so that we not only build roads, but we also build resilience and sustainability in our community.

Respectfully,  
Anne Walker  
Merry and Winnebago  
District6

**From:** stewart ellison <snellison@att.net>

**Sent:** Saturday, April 16, 2022 5:26 PM

**To:** All Alders <allalders@cityofmadison.com>

**Cc:** Mayor <Mayor@cityofmadison.com>; springharborplanning@googlegroups.com; Tom Kneubuehl <tkneubuehl@gmail.com>

**Subject:** Lake Mendota Drive Reconstruction; CC Meeting 4/19/2022

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Please place this email in the file for Legistar #70626.

Dear Alders;

The City Engineers have completed their design for reconstruction of LMD. They have done an outstanding job, as this design should endure 75 years of use,(as they have repeatedly stated). The Transportation Commission has given Engineering, their stamp of approval as this plan is consistent with **past** Madison road designs. Spring Harbor Neighborhood residents have begged them to slow down this process to allow time to consider the adverse impact from stormwater pollution to our Lake Mendota. New methods now exist in road design to better filter and handle stormwater runoff. Please allow a two month delay for the necessary environmental study and selection of the best solutions before finalizing/approving the design.

In Madison we hear a lot about how "forward thinking" we can be. Why not start today by allowing application of better design solutions to reduce both pollution and climate change. Investing 2 months to avoid 75 years of living with an outdated design, does not seem unreasonable to us taxpayers. Let us look to the **future** with making good environmental decision now while we still can. A better future for your **voters** is a good return on investment that you can be proud of, and not have to apologize for later.

Respectfully,  
Stewart Ellison  
1737 Camelot Drive  
Madison, WI 53705

**From:** Maureen Rickman <mdr.rickman@sbcglobal.net>  
**Sent:** Sunday, April 17, 2022 9:06 PM  
**To:** All Alders <allalders@cityofmadison.com>  
**Subject:** Agenda #111 Lake Mendota Drive Reconstruction

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Attachment available until May 17, 2022  
4/17/22

Please include this in the comments to the Common Council related to Agenda Item #111 and place it in the file for Legistar #70626 regarding reconstruction of Lake Mendota Drive.

The Friends of Lake Mendota Drive was founded to support the development and maintenance of this precious parkway and the surrounding area in the Spring Harbor Neighborhood. It has a mission:

- promote cross-cultural understanding of our human relationship to water across time
- provide stewardship of the land and water
- foster community engagement in recreational and educational activities

Friends of LMD intends to bring forward the connection between local indigenous world views and forward-thinking sustainability practices through creation of appropriate signage, parklets, tree islands, pedestrian respites and art installations that provide education and experiences that will foster a passion for water protection.

Friends of LMD intends to promote and develop sustainably designed rain gardens, gravel gardens, tree islands and catchment areas that invite nature to help us guide water slowly into the earth where it can be cleansed and rejuvenate the aquifer based on the work of the Spring Harbor Watershed Project and recommendations of the Spring Harbor Neighborhood Association Ad Hoc Committee.

Friends of LMD intends to promote and develop equitable access to the recreational opportunities along LMD through improved recreational walkways within and around Spring Harbor Park, Boat Launch and Beach and improved visitor parking along the west end lake courts that provide public access to the lake.

Lake Mendota Drive passes through three distinct areas that have very different needs. Friends of LMD are requesting an amendment to the plan that provides improvements that fit the specific needs of each area.

#### 1. The Historic East End

The portion of LMD from the City Limits at Shorewood down to Minocqua Crescent/Spring Court is included on the Register of National Historic Sites under the auspices of the National Park Service. The area comprises:

- 25 effigy mounds
- the sacred spring Mąąąą' Mąą'í
- an indigenous road to Lake Wingra
- sites of Ho-Chunk encampments that were there well into the 1800's.

- A 1200 year old dugout canoe pulled from the lake at Spring Harbor Beach garnered international attention.
- Its status on the National Register makes this section eligible for numerous public and private grants.

The plan for the Historic East End should be revised to *provide road-adjacent walkways made of permeable pavement that are connected to the road using angled gutters*. This would allow the City to create pedestrian waysides that can be developed with park-like features.

- Evidence-based design principles (e.g. woonerfs, SharedStreets) that support lower speed limits here because access roads to this section of LMD are spaced less than 500 ft apart.
- Research shows that the more pedestrians a motorist sees, the more safely they drive.
- Sidelineing pedestrians to out-of-sight sidewalks as planned might paradoxically reduce safety.
- Equitable access to recreation is improved for those with visual impairments because permeable pavement feels different underfoot.
- Equity is also improved for people with mobility limitations by angled gutters that allow for easier movement while recreating in groups.

The waters of Maaąą' Maa'í has been flowing year around for all of time. The sacred spring speaks of the need to restore reverence for the water.

## 2. The West End

Much of the West End of LMD from Norman Way to Baker Ave is built on swamp. Many of the residents literally have springs in their basements and flooding is so common, one neighbor charmingly pointed out that the house came with a self-cleaning system. The roads to University Ave shoot rainwater down the street so rapidly, drainage systems are insufficient to prevent occasional flooding. When stormwater flows too freely, it contaminates Lake Mendota and the Well 14 aquifer. When it flows too slowly, it floods homes.

There are compromises required to balance utilizing green solutions to absorb and disperse rain (rain gardens, catchments, trees) with hardscape to move water quickly (gutters, curbs and drains). The current plan installs sidewalks first, which creates an encumbrance to optimal solutions.

This area also includes 9 lake courts that provide lake access just to view it, and also for ice-fishing or floating. The current plan reduces parking so much in that area, the courts will be inaccessible for anyone wishing to do more than meander down to get a closer view of the lake.

The West End will require a *meandering mix of road-adjacent walkways and sidewalks placed deeper into the City right-of-way to optimize terrace areas for drainage for pedestrians. And, a mix of green solutions and hardscape to protect the water.*

## 3. The Recreational Area

The Spring Harbor recreational area from Minocqua Crescent/Spring Court to Norman Way includes a playground, a dog park, a nature trail, an historical park, two public boat storage areas, a beach, a boat launch, and a school with recreational field and a sledding hill. All in less than two city blocks.

The City is proposing 5 ft wide sidewalks along LMD in this highly utilized area. That one-size-fits-all policy runs counter to serving the actual pedestrian needs in the area. *Walkways here*

*should be off-road for safety and wide enough for social recreation. Crosswalks to the beach and to Spring Court (road to Maaqqa' Maa'i and boat storage) should be wide and noticeable, and designed as traffic calmers.*

*The dog park is a prime location to install green water management because the slope and the slant of the hill can be utilized to draw down stormwater rather than allow it to shoot directly into the lake. Pedestrian walkways there should provide a park-like experience, meandering into the greenspace and bordered by rock gardens, rain gardens and tall grasses that optimize green water management along the road. Naturalized pathway should be created in this area to provide equitable access to the micro-forest that houses the nature trail.*

FMLD has a long-term plan that isn't just 'dreaming.'

- *Helpers.* The Ho-Chunk nation has agreed to consult on development of this parkway, as have the Friends of Merrill Springs. And, our liaison with the Spring Harbor Neighborhood Watershed Project will facilitate bringing forward green water management. The Indian Hills Garden Club may also be available for consultation and maintenance of planting. The Madison Sewerage District 'ShopOne' which was established for the purpose of providing outreach to the community about the importance of water may also be interested in providing consultation and support during the development.
- 2. *Money.* Because nearly the entire length of the east end is a National Historic Site, it is eligible for numerous public and private grants. And, if the City does an Environmental Impact Study, we can seek grants for green water management. Spring Harbor Park and Merrill Springs Park (Maaka' Maa'i) are already eligible for Madison Parks Foundation grants. There is money. We need to create space to use it wisely.

The Friends of Lake Mendota Drive are asking the City to improve the recreation, cultural value and sustainability of this area. The City must slow down and make a better plan. It's inconvenient. But the consequences of rushing this decision will have consequences for generations to come.

Sincerely,

### **Friends of Lake Mendota Drive**

Connecting people with water through all of time

"Be a friend to water." - *Maaqqa' Maa'i*

Please enjoy this short selection of slides as they show what this vision might look like:

[Click to Download](#)

LMD is a park for CC 4-19-22.pdf  
127.5 MB

**From:** Maureen Rickman <mdr.rickman@sbcglobal.net>  
**Sent:** Sunday, April 17, 2022 9:11 PM  
**To:** All Alders <allalders@cityofmadison.com>  
**Subject:** Agenda #111 Lake Mendota Drive Reconstruction

Caution: This email was sent from an external source. Avoid unknown links and attachments.

4/17/22

Please include this in the comments to the Common Council related to Agenda Item #111 and place it in the file for Legistar #70626 regarding Reconstruction of Lake Mendota Drive

To: Common Council and Mayor Satya Rhodes-Conway

From: Friends of Lake Mendota Drive (Community Organization)  
Residents of Spring Harbor Neighborhood  
Concerned Citizens of Madison

I, Maureen Rickman, created the following petition in late February. I claim an intersectional identity as 'part-Indian.' And like other people with indigenous heritage, my identity is regulated by the government. My legal status is First Generation Non-enrollee Descendent of the White Earth Nation whose members include Water Protectors. My family story is complicated. And it is personal. So I share this trusting that you will treat this information honorably.

I did not develop this petition for my own interests. It was written with a desire to heal the wounds created by our ancestors who did not honor the words written in their own language. Since its inception, it has garnered support from over 140 Spring Harbor residents and the greater Madison community. They know that people don't protect what they don't care about. And they don't care about what they don't engage with. LMD should be developed to bring forward indigenous voices that can touch hearts about the human relationship with water. That is how our City will assure protection of water for generations to come.

Since the petition's inception, the Ho-Chunk Nation said that they would welcome an opportunity to provide consultation on the importance of this area to indigenous people. The City needs to heed the depth of that invitation. The City needs to take this opportunity to make space for indigenous voices. We need to hear the Voice of the People. The reconstruction of LMD is uniquely suited to this task.

The portion of LMD from the City Limits at Shorewood down to Minocqua Crescent/Spring Court is included on the Register of National Historic Sites under the auspices of the National Park Service. The designated area comprises 25 effigy mounds, the sacred spring Maaąą' Maaą'í, an indigenous road to Lake Wingra and sites of Ho-Chunk encampments that were there well into the 1800's. Because of its status on the National Register, this section of LMD is eligible for numerous public and private grants.

The City currently has designated some areas of right-of-way for rain gardens and other naturalized areas. The plan should be amended to include respites, tree islands and waysides that provide space for education, interaction and art. Revising the proposed sidewalks and terraces to be road-adjacent

permeable pavement walkways will create even larger spaces for park-like features. Use of angled gutters in place of curbs makes those spaces accessible. The voices of indigenous people, our fellow citizens need to be brought forward in a meaningful way that goes well beyond the marginalized role of documenting proper use of the Ho-Chunk language and verification of historical facts.

The undersigned deeply appreciate serious consideration of our petition.

### **Petition to the City of Madison Designate a Portion of Lake Mendota Drive to Native American History**

The undersigned are requesting that the City of Madison modify its proposed reconstruction of Lake Mendota Drive. We ask that the stretch from Shorewood Hills to Spring Harbor Drive be designed to honor the Native American history of this region. This section passes through a region previously filled with effigy mounds and contains one of its most important historical features - Maaka' Maa'i (Merrill Spring).

The City's plan is to reconstruct the full length of Lake Mendota Drive according to standard policies that include creation of sidewalks and terraces. That will essentially turn the drive into 'Anywhere, USA'. This is unacceptable for this historically important section of Lake Mendota Drive.

Lake Mendota Drive was designated a 'Park and Pleasure Drive' in 1892. The lake on one side and effigy mounds on the other were key features of interest for horse and buggy riders as they made the trek to 'take the waters' of the spring. Now, this street is a destination for walkers, joggers, and bikers because of its tree-lined canopy and rustic feel. What is missing is any recognition that the natural feel of this stretch of roadway is rooted in its connection with the Native Americans who were forcibly removed from it.

We ask the City to take guidance from the Ho-Chunk Nation in developing this portion of Lake Mendota Drive. With their guidance, we ask the City to create informational plaques that provide historical context, erect signs that use Ho-Chunk names for historical features, and support any other specific recommendations that would connect users of the this "Park and Pleasure Drive" with the history of this region.

We also ask the City to design this portion of the street in a way that minimizes adverse environmental impacts to the lake, the springs, and the tree canopy. The design should honor the natural features that drew large populations of Native Americans to this area for millennia. This portion of Lake Mendota Drive should connect our imperfect past with opportunities to heal today. We need emotionally soothing connections to the environment, each other and our ancestors.

The City's policies derive from a human-centric viewpoint which asserts that safety, access, and inclusivity at an individual level are paramount. While these words are emotionally evocative, they are specious in the absence of data that deem the street unsafe. Our neighborhood survey shows that the very groups the City claims to be concerned about are opposed to many aspects of the City's plan, including excessive hardscape.

The City's policies derive from colonialist thinking that places individual wishes to exploit a given resource over the long-term collective needs of the earth and its human inhabitants. We ask the City

to design Lake Mendota Drive to address the intersecting needs of the earth and its human inhabitants in a new plan that benefits from the wisdom of the Ho-Chunk Nation.

It is time to make decisions that focus on protecting the earth and create a soul-nourishing environment for generations to come.

Please respect the sincere wishes of the undersigned.

Aaron Bird Bear  
Adam M Chern  
Adam Zolnik  
Agneta Sarinske  
Ahjinakwe Micaela Salas  
Alexander Matthew Tovar  
Alexis Wechman  
alice erickson  
Amy Washbush  
Andrea T Watson  
Angela Fernandez  
Angela Richardson  
Angela Young  
Anna Fetter  
Ashleigh Christy  
Ashley Belgarde  
Ashley Campbell  
Brenda L. Owen  
Camille Bernier, Bad River Ojibwe  
Camory Repenshek  
Candy Schrank  
Carla Moore  
Carmen Nightfall  
Cedar Heller  
Claire LaLiberte  
Clara Brown  
Cole Slack  
Cynthia Bachhuber  
David N Erickson  
Diane Michalski Turner  
Diann Danielsen  
Donna Vukelich-Selva  
Dr. Leah S. Horowitz  
Dustin May  
Edmund Heskin  
Elizabeth Bauer  
Ella Buffalo  
Erik Infield  
Evan Fry  
Eve Emshwiller



Faith Fitzpatrick  
Gage Hunter  
Gary Tipler  
Grace Licausi  
Heidi J Sonnenburg  
Helen Findley  
Jacob Griffin  
James F. Mankopf PhD  
Jana Stewart  
Jeffrey C Bauer  
Jesse Mendez  
Jesse Montoure  
Jessica Balis  
Jessica Harrison  
John Kenneth Leonard  
Joshua Hall  
Joyce Y. Rosevear  
Judith Simcox  
Julie Melton  
Justin Billy  
Karen Geszvain  
Karolyn Beebe  
Kasey Keeler  
kathleen magin  
Kathy Heskin  
Katie Klauser  
Kay LeClaire  
Kayley Manuel  
Kelsey Roy  
Kelsey Stiloski  
Kelsey Weddig  
Kimberly McBride  
KJ LeFave  
Kristen Slack  
Larry Black  
Larry Jensen  
Laura Hiebing  
Lauranne Bailey  
Lea Zeise  
Lesa Reisdorf  
Levi A Hoffman  
Lewis Koch  
LilyAnn Rudolph  
Linda Nelson  
Lisa Steinkamp  
Louise Scott  
Luke Kneubuehl  
Lynn Fry  
Madyson Friese

Marcy LeFave  
Maria Rivera  
Mariaya M. Jackson  
Marie Dietrich  
Marilyn J. Ross  
Mark Redsten  
Mark Shults  
Martina Napoli  
Mary Ann McBride  
Mary Beth Collins  
Maureen D. Rickman  
Megan Murphy-Belcaster  
Michael Marfori  
Michael Rosenblum  
Nancy Ellison  
Nancy Vedder-Shults  
Nathan Dau-Schmidt  
Nicole Yazzie  
Patrick McBride  
Paul Amauta Lema  
Peggy Scallon  
Pilar Gauthier  
Rachel Byington  
Rachel Carlson  
Richard Russo  
Robert C. Rickman  
Sally Bowers  
Samantha Gervais-LeClaire  
Sandra Larson  
Sara Ensign  
Sarah Spencer  
Sierra Skenandore  
Steffenie Williams  
Stephen C Martin  
Steve Kantrowitz  
Susan K Skubal  
Susan Rose Dominguez, PhD  
Susanna Bradley  
Sylvia Mett  
Tanya Cunningham  
Tara Tindall  
Terry Ross  
Thomas Kneubuehl  
Timothy Piatt  
Timothy R. Kuhman  
Tracy Doreen Dietzel  
Valeria Davis  
Veronica Laverdure  
Victoria Kahite

Zada Ballew  
Zubin Gagrat

4/17/22

Please include this in the comments to the Common Council related to Agenda Item #111 and place it in the file for Legistar #70626 regarding Reconstruction of Lake Mendota Drive.

The following table provides a summary of the exchanges that concerned citizens have had with the City over the course of public meetings with the Transportation Commission and the Board of Public Works, and meetings and e-mail exchanges with City staff. We came to meeting after meeting with evidence-based reasons to slow down the reconstruction and make a better plan. The City's response each time seemed to be, 'its good enough.' I do not believe it is. The City can do better.

The Common Council needs to reject the proposal and send it back to create a better plan.

Thank you.  
Maureen Rickman

<b>What the City said about:</b>	<b>How we can do better:</b>
<b>Native American Heritage</b>	<b>Honor and Respect</b>
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 in the area 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?
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.' <a href="http://lakeshorepreserve.wisc.edu">lakeshorepreserve.wisc.edu</a>
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.)
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).	If the 5 ft walkway is road-adjacent, 3.5 to 4 ft of terrace is recovered. Property-side ROW is useable for water management, parking and park-like features.
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**

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 to create tree islands.
-----------------------------------	--

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**

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.
--	---

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**

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.
--	-------------------------------------

**From:** heidi <hsonnenburg@gmail.com>  
**Sent:** Monday, April 18, 2022 10:53 AM  
**To:** All Alders <allalders@cityofmadison.com>  
**Subject:** Lake Mendota Drive improvements

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

We have lived in this neighborhood 33 years. Our children & dogs grew up in this neighborhood. We have all enjoyed walking, biking and other activities in the area.

This morning as I did my usual walk into Shorewood from my home near Capital Ave, I did notice how much more comfortable I became walking once I reached the Shorewood area.

I asked myself, why is that and these are the reasons.

Shorewood has:

- 1) better curve and gutter which keeps it cleaner
- 2) significantly much better roads without potholes everywhere
- 3) the road is textured differently which doesn't get as slippery
- 4) 20mph speed limit

I feel if the quality of the Spring Harbor portion of LMD would continue from Shorewood with all of the above we would be safe and the environment wouldn't be as harmed and our water quality wouldn't get even worse than it already has in Well 14.

Has anyone spoken with Shorewood and Joe they manage the LMD portion along the lake? I haven't seen any large quantities of salt being used compared to other streets in Madison. The texture of the road may help with that.

I also feel that the 20mph limit should continue into Spring Harbor for the safety concerns that the city has discussed. It is a natural area and a slower speed limit would solve the problem of those who cut through the neighborhood off of University Ave to attempt to get to the University faster. My observation over the 33 years of living here, has been to witness many impolite drivers being those who use the area to avoid the traffic on University Ave. Many times I've witnessed speeders rushing through in the 7-8am time frame. They come down Capital & Spring Harbor Dr.

I oppose sidewalks especially because the increase in salt use will definitely increase and destroy more of the quality of our precious drinking water. We definitely taste the salt in the water and are very concerned for our health.

The roads have been safe enough to walk on all of these years and I think the road improvement that needs to be done along Lake Mendota Drive in Spring Harbor would greatly benefit the area to make it safer along with a slower speed limit.

Thank you,

Heidi Sonnenburg  
Tim Piatt