

From: Nicholas Davies <nbdavies@gmail.com>
Sent: Sunday, April 17, 2022 9:10 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Yes on 70626 (Lake Mendota Dr plans)

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Dear alders,

The plan for Lake Mendota Drive has gone through rounds of public feedback, Commission review, and staff revisions. The current plan reduces the overall impervious surface. It provides a dedicated space for people to walk. It preserves the low speed, low volume character of the road. It has features for managing runoff better than the current street does.

City staff have also gone above and beyond, reaching out to the Ho-Chunk nation for their input, and investigating permeable pavers. Not everyone's ideas for Lake Mendota Drive have proven feasible, but they have all been heard and seriously considered. It's a good design.

At your meeting on Tuesday, you may hear requests to add more steps and more cost to this process. You may hear disappointment that Lake Mendota Drive is going to look like a street elsewhere in Madison. We've heard this every step of the way.

You might hear these things from people with million-dollar-plus lakefront mansions. If you own a luxury home and your street is getting rebuilt, you're going to naturally want a luxury-grade street as well.

I have no problem with things like permeable pavers, but I have to wonder: for every special add-on that Lake Mendota Drive residents are demanding, where is that demand when it comes to street projects in less affluent parts of Madison?

So if the demand is just to have Lake Mendota Drive not look like other parts of Madison, what parts of Madison do you think they're referring to? What is it about the rest of the city that they resent being associated with?

Thank you,

Nick Davies
3717 Richard St

From: David Van Sickle <dvansickle@gmail.com>
Sent: Monday, April 18, 2022 2:24 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Homeowner opposition to LMD - Comments on agenda #76026

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Alders,

As a new Madison resident and Lake Mendota Drive homeowner, I want to register my opposition to the reconstruction project (agenda item #76026) as proposed and submit the following comments to the public record.

I object to the project for a variety of reasons, including unaddressed environmental questions, economic and budgetary concerns for affected individuals and the city, and a robotic inattention to the unique neighborhood environment (built and natural), its character and residents, and to the potential negative consequences on traffic and pedestrian safety (paradoxically).

An inappropriate city transportation plan is being forcibly applied to this project without considering the practical concerns and alternative suggestions raised by homeowners. The potential for reconstruction to have significantly negative consequences for the people of Madison who use and live along the road has not been studied or taken seriously.

More importantly, the public participation process for this project has been ineffective and dysfunctional, even aggressive and divisive, totally counterproductive to the goals of public engagement and community-building. This is evidenced by the overwhelming failure to build any demonstrable enthusiasm and support for the project amongst the community.

Last, the road has quite obviously been poorly maintained by the city for some years. If there is no budget to maintain what we build, what is the point of spending money on costly, unnecessary and unwanted capital improvements?

David Van Sickle
4910 Lake Mendota Dr
Madison, WI 53705

From: Colin Punt <colinpunt@gmail.com>

Sent: Monday, April 18, 2022 3:25 PM

To: All Alders <allalders@cityofmadison.com>; Abbas, Syed <district12@cityofmadison.com>; Martin, Arvina <district11@cityofmadison.com>

Cc: Furman, Keith <district19@cityofmadison.com>; Figueroa Cole, Yannette <district10@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>

Subject: Support for Lake Mendota Drive Reconstruction

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Council President Abbas, Vice-President Martin, and Alderpersons:

I am writing in support of the Engineering Division's plans for the reconstruction of Lake Mendota Drive as a resident and homeowner on the street. I strongly support the narrowed roadway, addition of sidewalks, traffic calming measures, and stormwater management best practices included in the plan.

I have two young children under the age of five, and my family and I use Lake Mendota Drive for walking and biking (both recreationally and commuting) every day, so I am very concerned about traffic calming and I'm very anxious to see sidewalks included in the reconstruction plan. Although I would personally prefer sidewalks on both sides of the street, I appreciate that there is continuous sidewalk along the entire length of the street and I think the designers did a great job fitting them in. I strongly support traffic calming measures, including the narrow roadway, a traffic circle at the intersection with Norman Way, raised crosswalks near the school, and speed humps to slow traffic coming down the hill east of Spring Harbor. The roadway design keeps tree removals to a minimum, and I'm also pleased that the plan represents no net addition of paved surfaces and that large rain gardens and stormwater management best practices will be incorporated into this design, which I believe will have an overall positive impact on the runoff situation.

When Lake Mendota Drive was built as part of the Madison Parks and Pleasure Drive system in the 1890s, it looked like [this](#). Despite the claims of several of the neighbors, it does not look anything like that anywhere along its length in the Spring Harbor Neighborhood. In the early 1900s, a Ford Model T driving down this narrow gravel road weighed about 1600 pounds and had a maximum speed of only about 45 miles per hour. The most popular vehicle in America now, and driving on Lake Mendota Drive today, is a Ford F-150 that can weigh over 5000 pounds and can reach speeds over 100 miles per hour. In the 1890s, the area was predominantly farmland and marshland, with a few small lake cottages, almost three miles from what was then Madison. Today, Lake Mendota Drive is lined by multi-million dollar homes and serves as a cut-through for neighborhood and Shorewood Hills residents avoiding University Avenue and serves a city of nearly 300,000 in a metro area of nearly 700,000. It's a very different situation, and it should be treated as such.

I will also note that City policy clearly supports the inclusion of sidewalks for all street reconstructions, particularly for collector streets such as Lake Mendota Drive. Action 1D in the [Comprehensive Plan's](#) Neighborhoods & Housing chapter states that the City should "Ensure that existing and future neighborhoods are well served by transit, shared use paths, and sidewalks." Land Use & Transportation Action 8A says "Proactively fill gaps in the pedestrian and bicycle network." And Land Use & Transportation Action 8B says "Continue to integrate pedestrian and bicycle safety improvements and

amenities into new and reconstructed streets." Lake Mendota Drive from Spring Harbor Drive to the Shorewood Hills boundary is identified as a Tier 1 sidewalk in both Madison in Motion and the Comprehensive Plan, which are a priority for filling in existing gaps in the City's pedestrian network because they are close to schools, transit routes, or along other features that attract pedestrians. City of Madison policy is that all streets should have sidewalks on both sides of the street. Tier 1 streets are given the highest priority for the addition of sidewalks in existing neighborhoods. Madison in Motion even lists prioritizing Tier 1 Streets for sidewalk additions without street reconstruction as an action item with a timeline goal of (1-5 years (2017-2022)). The Madison in Motion plan also instructs the City to "incorporate Complete Streets design components when constructing new and reconstructing existing streets and roadways." Additionally, the Sustainability Plan also has much to say about sidewalks and walkability. Within the Planning & Design chapter, Goal 1 – Action 14 says "create plan to address gaps in the sidewalk network and fix them; "Goal 2 – Action 1 says "plan and create walkable neighborhood opportunities for Madison's increasing population. Upgrade walkability in already built out neighborhoods;" and Goal 3 – Action 14 says "improve opportunities for physical activities through sidewalk, signage, safe routes, lighting and bike paths." Goal 4 – Action 3 in the Health chapter says "Promote a complementary system of transportation that support walking and biking, through sidewalks, trails, and bike paths."

It was probably only a few months after my family and I moved into our house on Lake Mendota Drive that I first spoke with Alder Furman about how badly the street needed to be redone. He has been very open and communicative about the process. There has been a lot of misinformation being disseminated about this project within the Spring Harbor Neighborhood as a whole. Many neighbors believe that the City is unfairly targeting the neighborhood with this reconstruction project, the inclusion of sidewalks, and the assessments to pay for portions of the project, but they are not taking the time to understand that these are city-wide policies, rules, or ordinances. From my perspective, many of those opposed to the plan are playing a game of "whataboutism," identifying anything they can think of as a shortcoming of the plan, and if the Engineering Division addresses it, they try to find something else (first it's tree preservation, then salt use on sidewalks, then stormwater management, then native peoples' history— as soon as one issue is addressed, another "what about" is brought up). There have been many calls to slow the process down, but I believe that's just a tactic to slowly bleed the life out of the project. There is a misunderstanding of the way cultural features like the mound groups, stormwater management, and capital improvements are handled in the City process, but neighborhood misinformation is not a reason to delay the project.

It is clear City policy to make Lake Mendota Drive a complete multi-modal street. Please recommend approval of the Engineering Division's plans for the Lake Mendota Drive reconstruction.

Colin Punt
5317 Lake Mendota Dr

From: Faith Fitzpatrick <fafitzpa@gmail.com>

Sent: Monday, April 18, 2022 4:13 PM

To: All Alders <allalders@cityofmadison.com>

Cc: Faith Fitzpatrick <fafitzpa@gmail.com>; khumbu 04 <khumbu04@hotmail.com>; Tom Kneubuehl <tkneubuehl@gmail.com>; Stewart Ellison <snellison@att.net>; Roy Christianson <roychristianson@gmail.com>; Jeff Bauer <jeffreycbauer@gmail.com>; Jeff Prey <jeff.prey@gmail.com>; Herman Felstehausen <hhfelste@wisc.edu>; Erik Infield <einfield@ymail.com>; Mark Redsten <mredsten@cleanwisconsin.org>

Subject: Common Council meeting #111 7026 Spring Harbor Neighborhood Asso. Ad hoc. Committee opposes Lake Mendota Drive Roadway Geometrics due to stormwater concerns

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Please see comments below from the Spring Harbor Neighborhood Association Ad Hoc Committee on Lake Mendota Drive Reconstruction

April 19, 2022

The Spring Harbor Neighborhood Ad Hoc Committee opposes the roadway geometrics.

Recommendation from the Spring Harbor Neighborhood Association Ad Hoc Committee,
Environmental Task Team

Put on Hold or Amend Lake Mendota Drive Geometric Design to Allow for Climate-Change Resilient Stormwater Management Techniques to be integrated with Roadway Geometrics

Lake Mendota Drive Reconstruction Geometric Design needs to allow for climate-change adaptations and more integrated green stormwater design solutions that help make stormwater cleaner before it reaches well 14 and the Lake Mendota nearshore. **The two designs— street geometrics and stormwater— need to be done at the same time to get full climate resilient flood mitigation and water quality benefits before they are approved by the City Council.** The Spring Harbor Neighborhood Association Ad Hoc Committee recommends that more flexibility in the geometrics and time be allowed to assemble and facilitate an expert panel to assist Engineering staff in applying more science-based, action-ready, low impact stormwater management techniques to successfully adapt to more intense flooding, climate variability, and water quality concerns already at a critical state.

Rain gardens and infiltration basins are great but not enough. Instead of increasing concrete, funneling street runoff into more storm drains and enlarging pipes that discharge directly to already impacted beaches and public shorelines, why not take a look at how other communities have reduced overall reconstruction costs, met flood mitigation needs, and improved water quality? Other techniques include reducing impervious surface, limiting curb and gutter and storm drains to only where needed, strategizing locations of vegetation-based filtration swales, keeping existing and planting more canopy trees close to the edge of the parkway, and retrofitting outfall pipes with constructed connected wetland swales. Let's use sidewalks smartly, such as where they have been requested for decades in the vicinity of Spring Harbor School and adjacent Spring Harbor Park. Lets plan on how they fit with green stormwater solutions for the

least amount of concrete and pipes and most infiltration. Along with rain gardens that help to limit what makes it to the street in the first place, each of these techniques are like beads of a stormwater necklace that help to slow and get clean stormwater into the ground for when we need it during droughts. Lake Mendota Drive's reconstruction is a perfect setting to apply these techniques. Its existing shared-use tree-lined parkway with limited curb and gutter and abundant public land both adjacent to the street and connecting the street to the lakeshore in at least nine locations along more than a mile length make it a perfect location for City Engineering to expand its toolbox of climate resilient and environmentally sensitive stormwater management techniques that can be used throughout the sewershed.

The AHC has presented this proposal at all public meetings, the Transportation Commission meetings, and the Board of Public Works. When presented in the zoom-meeting setting, we have gotten simple answers from the City on why these additional techniques won't make a difference. We have tried to respond with science-backed information but cannot do so in the remote meeting setting or under the extreme time constraints. Sometimes even the terminology gets a bit confusing. For example, on concerns that adding sidewalks will add more salt to well 14's critical and exponentially increasing sodium chloride contamination problem, we get an answer that it really doesn't matter because University Avenue is the main contributor and Lake Mendota Drive is a drop in a bucket. Actually, in calculating the area of pavement in the 10-yr recharge source-water zone of well 14, University Crossing parking lots and streets contribute the largest area (27%), followed by University Ave (24%), and Spring Harbor streets north of University Ave (20%). Of note, about 370,000 square feet of pavement were added to University Crossing complex in about 2011. This complex also had about 70 200-ft deep geothermal wells directly across the street from well 14. Couldn't University Crossing investigate using geothermal or solar to heat pavement and potentially cut a third of the salt supply to well 14's 10 yr recharge zone. The county has decreased salt usage on University Avenue. Adding sidewalks to LMD will add salt usage. Even slantwise rates will contaminate the well more.

Similarly, when no curb and gutter was suggested, a simple answer was that this would result in more erosion from snow plows and curbs mean less sediment. We have wonderful examples throughout Shorewood with no curbs and limited storm drains and they also benefit from having less street runoff that needs costly sewer infrastructure. No curbs means more clean infiltration along both sides of the road when there are no salted sidewalks. When biofiltration swales are suggested, we get an answer that these mean huge ditches and all the trees cut down. There are examples where trees are part of the design that can be provided. There are ample examples in Shorewood. Did you know that trees can be used for stormwater credit? We've got the expertise in the AHC to see the applications and possibilities, along with a lot of connections with local, regional, and national experts, and an energetic, connected, and environmentally committed local neighborhood force (that you are witnessing at all the meetings) that understands that what we do can make a difference. We can't combat more floods like 2018 with more expensive concrete and bigger pipes and it takes a new look at how sewer networks are designed, and how curb and gutter are designed with sidewalks.

Goals of clean green street reconstruction:

- Reduce flooding and erosion

- Improve shallow ground water quality
- Improve lake border and shore habitat
- Keep water temperatures cool
- Improve human health
- Keep everyone safe -- pedestrians, bicyclists and recreational swimming, fishing, boating

How do we meet these goals?

1) Less impervious surface: opportunity to reduce impervious surface with how pedestrian pathways are oriented and materials used for surfacing. Example of low-impact designs implemented in Shorewood.

- More clean water stays off pavement
- More clean water makes it to the aquifer/well 14
- More clean water makes it to Lake Mendota as spring flow
- Pedestrian traffic can be designed as a safe option
- Lower chance of disturbing burial sites and remnant effigy mounds

2) Reduce curb and gutter: Use low impact asphalt designs for streets with similar traffic volumes (Ex. Shorewood).

- Reduce volume and rate of floodwater
- Increase clean water infiltration
- Reduce salt, dissolved pollutants, and TSS
- Reduce damage to lakeshore habitat
- Further reduce overall impervious surface
- Improve water quality in well 14, springs, and Lake Mendota

- Reduce carbon footprint by reducing cement, number of storm drains, and size of pipe

3) Save street side trees: Prevent any net reduction in number of trees and damage caused by construction footprint (Ex. Shorewood)

- Clean water is intercepted and stays off streets
- Further reduce effective impervious surface
- Pavement, cars, and houses are cooler
- Habitat is preserved
- Air is filtered
- Parkway feel and aesthetics are preserved

4) Incorporate constructed wetlands, bioretention basins and swales, and outfall retrofits. Use vegetation-based, ecologically fitting, and environmentally sustainable techniques. Get stormwater credits.

- Street water is filtered and slowed before reaching Spring Harbor beach and high-use Lake Mendota shore
- Carbon footprint and actual costs are less than hard structures
- Many opportunities in large public parks, school grounds, and 9 public lakeshore courts.
- High interest in participation from residences
- Lake border, shore and nearshore water quality and habitat are improved.
- Lakeshore and parkway aesthetics are improved.

Respectfully

Faith Fitzpatrick
SHNA LMD Ad Hoc Committee

From: lesaboat@charter.net <lesaboat@charter.net>
Sent: Monday, April 18, 2022 4:29 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Woonerf and shared street ideas for Lake Mendota Drive 4/19 CC meeting

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Please enter these videos and email into legistar for item 70626 common council meeting on 4/19

This video shows what Lake Mendota Drive could be like and in many instances already is used like this

<https://youtu.be/bSBdshn2tUM>

This video explains the concept of A woonerf or shared space but the residential woonerf, which is more of what we're thinking, are discussed beginning at 3.50 in the video

<https://youtu.be/ZxFu6rUH9cY>

We really could do something incredibly special with Lake Mendota Drive if the city could only see the vision like we do.

No lines. No traditional sidewalks. Permeable pavement with different options and placements. Slow speeds with traffic calming measures for cars that must move around the pedestrians who always have the right of way over cars and bikes. Areas for sitting, playing talking. Trees and green spaces and parking.

It's always been this way here. As kids we ran races, played kick ball, hopscotch and roller skated in the street. In the winter we sledged down Lake Mendota Drive, on the big hill going towards Shorewood, day and night before the plows came. Night was better because you could see the headlights coming. And also crossing Lake Mendota Drive coming down Laurel Crest. "CAR!!" was yelled and we waited until the car passed. Kids still play. Almost every one walks a dog, walks or jogs or rides their bike there these days. In our neighborhood survey 90% said they use Lake Mendota Drive daily in some capacity. Let's keep it that way.

FYI

Back In the 60's or 70's there was some talk of adding sidewalks here. At that time, as is now, most were against it. As I remember, The discussion of it ended fairly quickly, because it was determined that when the city of Madison originally annexed this area from the Town of Madison, which the Town and residents didn't really want either, there was an agreement made that the area would remain rustic and rural and sidewalks would not become a part of it when it was annexed. So the annexation went through. That has always been the rule here. It's not some old wives tale. Recently I, and others, have combed through old documents from common council meetings since the early 1900's, both at the city clerks office and the Town of Madison. Unfortunately, the records are extremely vague and not detailed and we were unable to locate this agreement. That doesn't mean it didn't happen or that it doesn't exist. Why do I and others

remember that we were “grandfathered in” to an agreement that would never allow for sidewalks on Lake Mendota Drive? We didn’t just make it up! It was real and now without the document the city won’t honor that pledge made back in the 30’s, 40’s or 50’s. It’s not right.

Please vote to delay this project until more research can be done on environmental impact and a new better solutions for the street plan can be made.

Thank you

From: catherine martin <martincatherine@hotmail.com>
Sent: Monday, April 18, 2022 5:45 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Lake Mendota Dr #70626

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Re: 70626 Approving roadway geometry for the reconstruction

We would like to register our opposition to the LMD plan. We along with the majority of the neighbors want to be heard. We feel overlooked and dismissed by this process.

The request for more time is to allow for a solution that matches the moment with a 21st century approach. We can re-imagine a drive that preserves our rich cultural history while still respecting the environment.

Despite all the efforts Jim Wolfe has made, it has been rushed with limited input, especially regarding an environmental impact study.

I have attended the city meetings regarding Lake Mendota Drive online and listened to the passion of my neighbors. We have been unfairly painted as selfish and elitist. My neighbors have worked really hard and deserve representation and respect. From Cap Times--**“The message we heard clearly tonight is that folks want to keep the street right-of-way to themselves, for their own personal needs and desires,”** Brown said at the meeting. **“It’s our job to look more**

comprehensively at what the needs of the city are.” I believe our concerns are legitimate. Lake Mendota is a valuable resource in Madison. Brown's statement mischaracterizes our love for the neighborhood and the city. Our concerns are the environmental impact, the historical and cultural changes, and practically speaking a loss of significant parking. Re: environment we see this as an opportunity not to have business as usual but make significant improvements. We believe that there are options for green infrastructure that can reduce stormwater runoff into the lake and have a flood mitigation plan.

We should not be a one size fits all city. Spaces are unique and should be respected.

I just read Alder Furman's email to you all. I hope you can see the holes in his retelling. Over 200 people signed a request to slow things down. Over 70% that were surveyed were in opposition to the plan as it is. He states he has received 'communications' in support of the project. Let's be honest here, the support is limited. It is ironic he mentions the misrepresentation of the facts.

When the idea was presented, it was presented as a done deal. But I am inspired by my neighbor's knowledge and passion and desires for

something better. There are a lot of aspects of the plan that I am excited about but I have concerns. I hope the council will take into consideration our concerns. Some commission members have offered a compromise of maintaining a sidewalk on ONE side except for by the park, while that is not the innovation, I was hoping for it, it is a compromise. It would also provide us with much needed parking on the 5500 and 5400 blocks.

Thank you for your time.

Catherine Martin and Derrick Buisch 5511 Lake Mendota Drive

From: Scallon, Peggy <Peggy.Scallon@rogersbh.org>
Sent: Monday, April 18, 2022 10:53 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Lake Mendota Drive Project

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April 18, 2022

Dear City of Madison Alders:

Thank you for offering your attention to the Lake Mendota Drive project. We have hope that this meeting tonight will be different from the previous meetings about this project in which the City's approach has been top-down & paternalistic, and neighbors have not been listened to.

We do not want sidewalks and the road design as it is proposed by the current City plan. We have given many reasons for this, and many good alternatives. And City staff come back and insist on sidewalks on both sides. "Because this is how we do it when we re-do streets." But our proximity to the lake and the historical and cultural significance of this parkway should signal that we should not take a cookie cutter approach to this project.

At a minimum, please listen to us and install sidewalks on *one* side of the street, but not two sides as is currently proposed from Capital Ave to Norman Way. Sidewalks on both sides are not necessary, and the increased paving, salting and tree loss would make this a devastating choice. And they are not necessary. There have been no safety concerns on Lake Mendota Drive. Wouldn't the City's money be better spent in areas where residents have actually been unsafe? There are already existing sidewalks on both sides close to the school.

We should also have an environmental impact study to learn what this proposal will mean for Lake Mendota, the adjoining trees and habitat and Well 14. Why the rush? We need to be stewards of the lake and the watershed and the historical and cultural significance of this land, which was sacred to the Ho Chunk Nation. The tree canopy here is beautiful and provides a natural sense of repose for all to enjoy. If this project is rushed and the natural environment is not honored, it will be gone for generations, if not forever. Death by a thousand cuts.

I also want to mention that Alderman Furman has not represented the majority of neighbors who are not in favor of this plan. He has been contemptuous of our voices, he has obfuscated this process, despite what he says about his blog, and he has even gone so far as to use City staff time to repeatedly go out and remove harmless, informational signs from neighbors' yards that provide links to the neighborhood survey and ways to get involved.

He has the City Building Inspector then send emails that defend his actions. Surely the City Building Inspector has more important things to do than send emails about keeping signs out of the right-of-way, especially when other advertising signs are left in place. He simply does not represent the wishes or suggestions of the neighborhood and he tries to silence our ideas and our voices.

My bottom-line requests are two-fold:

- 1) Slow down the timeline for this project.
- 2) But if you won't slow it down, at a minimum, please compromise by putting in sidewalks on one side only, but certainly not installing them on both sides from Capital Ave to Norman Way, as is currently proposed.

I would ask that the Common Council consider that as public officials, it is your job to balance a variety of interests, and not just promote one agenda. Who speaks for the owls in the trees, or the shade that the trees provide, or the ducks, birds and fish as well as swimmers, boaters, and kayakers?

Please listen to our suggestions and our input.

Why the rush? Slow down this project. This street is unique and has ecological and cultural significance. The plan as it is proposed has excessive and unnecessary paving, tree loss and will forever change the character of this beautiful neighborhood. And we have an opportunity to improve the quality of Lake Mendota through updated green infrastructure, and instead we are taking a step backwards. We ask that you listen to neighbors' voices in this process. Alderman Furman and the City staff have not represented our concerns or our views.

Sincerely,

Peggy Scallon
5536 Lake Mendota Drive
Peggyscallon@gmail.com

From: Jeff Bauer <jeffreycbauer@gmail.com>

Sent: Tuesday, April 19, 2022 10:11 AM

To: Mayor <Mayor@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Transportation Commission <TransportationCommission@cityofmadison.com>; Board of Public Works <boardofpublicworks@cityofmadison.com>; Engineer <engineer@cityofmadison.com>; Wolfe, James <JWolfe@cityofmadison.com>; Schraven, Joseph <JSchraven@cityofmadison.com>

Cc: Tom Kneubuehl <tkneubuehl@gmail.com>; Roy Christianson <roychristianson@gmail.com>; Erik Infield <einfield@ymail.com>; Faith Fitzpatrick <fafitzpa@gmail.com>; Herman Felstehausen <hhfelste@wisc.edu>; Jana Stewart <jana.stewart@gmail.com>; Leslie Herje <khumbu04@hotmail.com>; Matt Seib <matt.seib@gmail.com>; Stewart Ellison <snellison@att.net>; springharborpresident@gmail.com; ssmiley1@charter.net; Joan Martin <jmartin2701@gmail.com>; Mary Beth Dunning <mbdunning53@gmail.com>; Janet Loewi <janetloewi@gmail.com>; Liz Freitick <efreitick@gmail.com>; Tanya Cunningham <itmakesyousmile@gmail.com>; ITALINK1@charter.net; 5121minocqua@gmail.com; stanfuka@gmail.com; Cc: From: Angela Young <acgy@att.net>; To: Steve Tiffany <stevetiffany@charter.net>; Maureen Rickman <mdr.rickman@sbcglobal.net>; Pat McBride <pem@medicine.wisc.edu>; Agneta Sarinske <agneta.sarinske@gmail.com>; Carol Michalski <carolmichalski@hotmail.com>; Kathy Goldsworthy <kak17@sbcglobal.net>; Sarah spencer <sessasmds@aol.com>; msundquist20@gmail.com; Herman Baumann <hermwired@aol.com>; jeff.prey@gmail.com; Alice Erickson <alicatraz@sbcglobal.net>; Kim McBride <kasmcbride@gmail.com>; Heather Crade <heathercrade@gmail.com>; Kristen Slack <ksslack1@gmail.com>; Mark Redsten <mredsten@cleanwisconsin.org>; peggy.scallon@rogersbh.org; Beth Bauer <elizabeth607@central.com>; Chuck & Candy Gates/Schrank <chuck.candy@mendotaspring.com>; Linda/Bob Nelson <llnelsonrp@gmail.com>; Patricia Boyette <pboyette@wisc.edu>; Sandra Larson <petdoc53597@yahoo.com>; Kate and Dave Eberhard <kate.eberhard8@gmail.com>; Kate and Dave Eberhard <doctorwine@hotmail.com>; Marie Dietrich <einfeld@gmail.com>; emetzloff@yahoo.com; Patrice Kennedy <gpatricekennedy@gmail.com>; LISA A STEINKAMP <steinkamp@pt.wisc.edu>; Derrick Buisch <dbuisch@education.wisc.edu>; King Aymond <kingaymond@hotmail.com>; tomasz Zal <tomaszzal@yahoo.com>; Kay Schwichtenberg <kaywired@aol.com>; Catherine Martin <martincatherine@hotmail.com>; Marie Dietrich <mariemadt@gmail.com>; lesaboat@charter.net; ngarton@madison.com; Dean Mosiman <dmosiman@madison.com>

Subject: My public comment for tonight's Common Council meeting

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

The first page of the attached document is my 3-minute public comment for tonight's Common Council meeting. Supportive materials are presented in the remaining pages.

Testimony to City of Madison Common Council
by Jeffrey C. Bauer, Ph.D.; April 19, 2022

A vast majority of people in Spring Harbor openly oppose the geometrics Keith Furman is presenting to you tonight. He guided the plan's preparation without performing the basic duties of an Alder defined by the City: "communicating constituents' views to the staff and Council and making City government accessible and welcoming." He violated a promise he made as a candidate: "to emphasize the priorities he heard from District 19 residents." He concealed the project from us until it was too late to participate meaningfully in the planning process. He continually demeans residents who express alternative views and has a City employee remove "Save Lake Mendota Drive" yard signs. He decrees that the project must follow City policies that cannot be changed, even though the same policies are regularly modified for similar projects in other Council districts.

To make matters worse, citizens' comments at public Zoom meetings were reduced from five minutes to three—a ridiculous restriction for a project that will affect one of the City's top historic neighborhoods for decades to come. Dozens of concerned Spring Harbor citizens identified serious problems and made constructive suggestions, but not one single City official asked a question in response. We could not see City representatives when we were speaking, causing us to wonder how many were even paying attention. Officials made several insulting comments about the presenters and then closed the sessions by heaping praise on City employees who made the plans being challenged by affected residents.

Representative government is not working as it should in Madison's 19th district. To right this wrong, the Common Council must respect the well-informed views of Spring Harbor's concerned citizens and incorporate both—the views and the citizens—into a new process for engineering changes to Lake Mendota Drive. Working together, neighborhood residents and city officials can create a better plan than the problem-ridden geometrics presented tonight. I believe I speak for the vast majority of my neighbors in concluding that *the Furman plan creates far more problems than it solves; it would be worse than doing nothing*. However, note carefully that the residents of Spring Harbor do not propose doing nothing. We have presented innovative, feasible concepts for a shared-use parkway that reverses climate change, adds trees, reduces water pollution, improves public health, honors Native heritage, and preserves one of Madison's most-visited neighborhoods for all to enjoy in the future. Furman's proposal does the opposite on every count.

Therefore, I ask you to vote against the geometrics presented tonight and pass a substitute resolution to revise the plan in collaboration with residents of the 19th District and in accord with the Mayor's climate-related guidelines for 2023 capital budgeting. Given other environmental issues on tonight's agenda, like how to pay for recycling, I have no doubt that the Common Council can find better use for funds made available by slowing down the LMD project in order to do it right.

[See attached City Alder job description and my previous public comments]



Madison Common Council Office

210 Martin Luther King, Jr. Boulevard Room
417
Madison WI 53703

Phone: 608-266-4071

Fax: 608-267-8669

E-mail: council@cityofmadison.com

The Core Alder Job

Advocate for your district and your constituents in the City process.

Serve on City committees as appointed and be an active, prepared and equal participant.

Communicate actively with your constituents in multiple ways (e.g. listservs, newsletters, website, and meetings) about City resources and issues, policy debates, development proposals, and other relevant information.

Participate fully in the process of developing and approving the annual City Budget.

Communicate the needs and views of your constituents to City staff, committees and the Council.

City Committee Information

www.cityofmadison.com/mayor/mycommit

City Budgets

www.cityofmadison.com/finance/budget

What is an Alder's Role in the City of Madison?

Act as a liaison between the committees you serve on and the Council; and sponsor legislation for those committees.

Participate in the development and implementation of a Council Legislative Agenda.

Prepare and educate yourself and your constituents on city-wide and/or controversial policy topics or issues that come before the Council, and engage in the debate and decision-making process around them.

Advance policy issues important to your district and the City.

Help make City government accessible and welcoming to all Madison residents.

Resident Information

www.cityofmadison.com/residents

The Basics

Conduct yourself in a professional manner.

Attend and participate at Council Meetings.

Be available to constituents.

Follow all Ethics rules and other applicable standards of conduct.

Common Council

www.cityofmadison.com/council

City's Ethics Code

www.cityofmadison.com/attorney/ethics



Jeff Bauer <jeffreycbauer@gmail.com>

Re: Repairing your broken campaign promise

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

Cc: Mayor <Mayor@cityofmadison.com>, Transportation Commission

<TransportationCommission@cityofmadison.com>, "Wolfe, James"

<JWolfe@cityofmadison.com>, and 54 others

I just read your blog post and did not find any evidence of "emphasizing priorities you hear directly from District 19 residents," as you promised when running for office. To the contrary, your message below states that clarifications on the blog summarize *your position*—a direct admission you are doing what *you* want. You do not respect public input from hundreds of constituents who have other views, which raises serious questions about your ability to serve as an Alder.

[https://www.cityofmadison.com/council/documents/Alder%20Role%20Brochure%202012\(4\).pdf](https://www.cityofmadison.com/council/documents/Alder%20Role%20Brochure%202012(4).pdf)

To make matters worse, you imply that constituents with opposing views do not care about equity, accessibility, and safety. This is totally wrong and unfair, even insulting. If you would carefully read the voluminous public comments we have sent to you and the City over the past two months, you will find an intense focus on protecting the environment and combatting climate change for the entire Madison area. You seem hellbent on preventing hypothetical pedestrian accidents and providing sidewalks to local stores that don't exist. We want the **LMD** project to promote equal access to safe drinking water, a healthy lake, surroundings of natural beauty, and honored sites of Native heritage.

There are no historical data suggesting that pedestrians are likely to be killed while walking on **LMD**, but there are lots of scientific data predicting that hundreds of people will die from drinking Well 14 water. Really, Keith, how should the City spend its limited resources on this project for the benefit of all? How about using the money for modern traffic management and resource conservation practices, all engineered into a shared-use street? Do a benefit-cost analysis from social and economic perspectives; the answer is a no-brainer.

I have lived 75 years in seven states, a dozen cities, and four countries. I have never found a more socially and environmentally concerned citizenry than residents of Spring Harbor. If you are looking for equity, access and safety, you will find them abundantly in every proposal we have submitted. We truly believe that LMD renovation offers a once-in-a-lifetime opportunity for the City of Madison to join other local organizations in recognizing that environment and climate are critical foundations of social justice for the future.

<https://earthday.nelson.wisc.edu>

<https://www.instagram.com/onewatermadison/>

<https://www.wisconsinacademy.org/climate-fast-forward-2022>

Your focus on sidewalks is so 20th century. Our difference of perspectives on LMD's future brings to mind a ubiquitous banner from protests back in the sixties: **Lead, or get out of the way.**

Voter Jeff

On Mar 28, 2022, at 11:14 AM, Furman, Keith <district19@cityofmadison.com> wrote: Thank you for your feedback. Please take a look at my blog post. I believe it clarifies the facts on the some of the issues you raise and it summarizes my position, which prioritizes equity, accessibility, and safety. I am extremely grateful for the ways that City staff work to customize plans to preserve existing character in neighborhoods when they undergo these projects. I am confident that the plan, especially as it evolves, will preserve character, but most importantly, will make this neighborhood more accessible to all.

<http://www.cityofmadison.com/council/district19/blog/?id=25136>

-Keith F.

Alder Keith Furman, 19th District, Madison, WI
district19@cityofmadison.com
[608-912-0000](tel:608-912-0000)

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

From: Jeff Bauer <jeffreycbauer@gmail.com>
Sent: Sunday, March 27, 2022 3:37 PM
To: Furman, Keith <district19@cityofmadison.com>
Cc: Mayor <Mayor@cityofmadison.com>; Transportation Commission <TransportationCommission@cityofmadison.com>; Wolfe, James <JWolfe@cityofmadison.com>; Tom Kneubuehl <tkneubuehl@gmail.com>; Roy Christianson <roychristianson@gmail.com>; Erik Infield <einfield@ymail.com>; Faith Fitzpatrick <fafitzpa@gmail.com>; Herman Felstehausen <hhfelste@wisc.edu>; Jana Stewart <jana.stewart@gmail.com>; Leslie Herje <khumbu04@hotmail.com>; Matt Seib <matt.seib@gmail.com>; Stewart Ellison <snellison@att.net>; springharborpresident@gmail.com; ssmiley1@charter.net; Joan Martin <jmartin2701@gmail.com>; Mary Beth Dunning <mbdunning53@gmail.com>; Janet Loewi <janetloewi@gmail.com>; Liz Freitick <efreitick@gmail.com>; Tanya Cunningham <itmakesyousmile@gmail.com>; ITALINK1@charter.net; 5121minocqua@gmail.com; stanfuka@gmail.com; Cc: From: Angela Young <acgy@att.net>; To: Steve Tiffany <stevetiffany@charter.net>; Maureen Rickman <mdr.rickman@sbcglobal.net>; Pat McBride <pem@medicine.wisc.edu>; Agneta Sarinske <agneta.sarinske@gmail.com>; Carol Michalski <carolmichalski@hotmail.com>; Kathy Goldsworthy <kak17@sbcglobal.net>; Sarah spencer <sessasmds@aol.com>; msundquist20@gmail.com; Herman Baumann <hermwired@aol.com>; Roychristianson <roychristianson@gmail.com>; Jeff Bauer <jeffreycbauer@gmail.com>; jeff.prey@gmail.com; Leslie Her <khumbu04@hotmail.com>; Alice Erickson <alicatraz@sbcglobal.net>; Kim McBride <kasmcbride@gmail.com>; Heather Crade <heathercrade@gmail.com>; Kristen Slack <ksslack1@gmail.com>; Mark Redsten <mredsten@cleanwisconsin.org>; peggy.scallon@rogersbh.org; Beth Bauer <elizabeth607@ecentral.com>; Chuck & Candy Gates/Schrank <chuck.candy@mendotaspring.com>; Linda/Bob Nelson <llnelsonrp@gmail.com>; Patricia Boyette <pboyette@wisc.edu>; Sandra Larson <petdoc53597@yahoo.com>; Kate and Dave Eberhard <kate.eberhard8@gmail.com>; Kate and Dave Eberhard

<doctorwine@hotmail.com>; Marie Dietrich <einfeld@gmail.com>; Kim McBride <kasmcbride56@gmail.com>; emetzloff@yahoo.com; Patrice Kennedy <gpatricekennedy@gmail.com>; LISA A STEINKAMP <steinkamp@pt.wisc.edu>; Derrick Buisch <dbuisch@education.wisc.edu>; King Aymond <kingaymond@hotmail.com>; tomasz Zal <tomaszzal@yahoo.com>; Kay Schwichtenberg <kaywired@aol.com>; Catherine Martin <martincatherine@hotmail.com>; Marie Dietrich <mariemadt@gmail.com>; lesaboat@charter.net; ngarton@madison.com

Subject: Repairing your broken campaign promise



Mr. Furman,

I voted for you in the last municipal election because you said during the campaign (<https://www.wortfm.org/join-us-district-19-debate-friday-at-5pm/>), "I work hard every day to connect people with resources and learn as much as I can about the options before Council so that I can best represent my neighbors...the issues that I emphasize are the priorities that I hear directly from District 19 residents." The way you are handling the upgrade to Lake Mendota Drive completely contradicts this promise you made as a candidate. You are not representing hundreds of Spring Harbor residents who have spoken out against your pet project, and you are actively working against neighbors' efforts to publicize options to it.

You did not even inform us about the project until a few days before the first public information presentation on January 11. Your excuse was that nothing had really been done on the project, but subsequent comments from the Mayor, City engineers, and surveyors prove that work had been underway for months. When called to task for this deception, you urged us to wait until we saw the proposal in hopes that we would like it. Well, hundreds of us did not like what we saw on January 11. We immediately asked for a delay so that we could become meaningfully involved in the planning process, but you have done absolutely nothing to delay and revise the plan based on what you heard from your constituents.

In spite of your efforts to suppress our input, dozens of Spring Harbor residents—including top-flight experts in key project areas—worked with the Spring Harbor Neighborhood Association to develop a proposal in accord with City policy. Hundreds of volunteer hours went into preparing this report over a period of two weeks—but you have consistently thwarted official consideration of its well-documented alternatives on the grounds that the City cannot modify existing policies to reflect unique attributes of Lake Mendota Drive. Your one-size-fits-all, my-way-or-the-highway approach is offensive because exceptions have been made on similar projects in other districts where Alders actually work with their constituents.

Perhaps most offensively, however, you personally had a City employee remove front-yard signs that promoted taking the time to do this project comprehensively and collaboratively. Your petty action was clearly designed to silence dissent. Elected officials may do this in Hoboken (the city where you got involved in politics, you said on WORT), but it is conduct unbecoming an elected official in Madison. Given the promise you made as a candidate, you have an ethical obligation to inform the Common Council on March 29 that your motion, "Approving roadway geometry for the reconstruction of Lake Mendota Drive from Baker Ave. to the City of Madison Limits," is strenuously opposed by a large number of constituents who are eager to help the City develop a plan that improves the environment, climate, and public health—goals not adequately addressed in the current plan. Please practice what you preached when you ran for the privilege of representing us, or resign.

Jeff Bauer

Testimony to City of Madison Transportation Commission by Jeffrey C. Bauer, Ph.D.; April 13, 2022; Item #70626

My TC testimony last month examined this project from a general economic perspective, addressing how limited resources were being wasted and why the project must be delayed to allow comprehensive planning with active neighborhood involvement. Today's comments reflect my background in weather research and medical economics, which includes 8 years teaching health statistics at the University of Wisconsin School of Medicine.

The City's insistence on sidewalks for LMD doesn't make sense from the perspectives of economics or health statistics. In a conventional cost-of-lives-saved model, fifty- plus years of actual LMD data suggest that the long-term risk of a pedestrian being killed by a car on LMD is close to zero, yielding a close to zero return-on-investment in sidewalks. Conversely, data from nearby Well 14 indicate that we who drink its water have a relatively high risk of dying prematurely from heart disease, yielding a correspondingly high ROI for investments in water quality. Clusters of deadly cancers in the neighborhood can also be associated with water from the well—yet the project before you tonight commits hundreds of thousands of dollars to sidewalks and very little on water quality. To make matters worse, new sidewalks will increase salinity in the well.

The City's effort to characterize sidewalk salt as a minimal problem is ridiculous to residents of Spring Harbor. The only action that makes sense tonight is voting to delay the project and design a shared-use road that prioritizes *clean* water management, respects the parkway's character and historical safety, and protects its rich historical heritage, natural beauty, and value as a destination for recreation.

In the process, the City must update its policies on equity because the concept is evolving. Equal access to public services is an enduring foundation of social justice, but it is increasingly eclipsed by attention to the relationships between climate and

social welfare. In public policy circles, global warming is emerging as the most dangerous threat to human health. Data show that disadvantaged populations suffer disproportionately from droughts, floods, polluted water, dirty air, dangerous storms, natural disasters, and deforestation. Using minimal tree loss to defend the current LMD geometry is a misleading argument. The project should be redesigned instead to increase the number of trees because of trees' pivotal role in cleaning up air and water.

Accessibility is an equity goal that helps a few people with mobility problems, including me, but the City can enhance the health of thousands by ensuring a shared-use parkway that reduces water pollution and promotes physical activity. The United Nations and the Intergovernmental Panel on Climate Change both declared last month that governments must lead the way *starting now* by stopping all new activities that add harm to the environment and climate. The City's LMD project would be a great place for Madison to become a creative leader in this movement. Like our Mayor did last week, start demanding environmental actions that make Madison a healthier place for everyone. Please vote to delay and reformulate this project accordingly.

Testimony to City of Madison Transportation Commission
by Jeffrey C. Bauer, Ph.D.; March 9, 2022

I live on Lake Mendota Drive (LMD) and walk it for an hour almost every day of the year. Besides loving LMD for its beauty and history, I am an economist with extensive expertise relevant to its future. It would take me at least 45 minutes to read diverse comments I have already submitted to the Mayor, Alder Furman, the Transportation Commission, and other City representatives. My 3 minutes here are therefore focused on economics, knowing that many neighbors will provide detailed information on other critical issues they are superbly qualified to address.

Good economic analysis includes looking at **opportunity costs**—other ways the same dollars could be spent. The City hasn't demonstrated any serious interest in considering significant alternatives. It has only modified scope of the original plan, for example, imposing sidewalks on one side of the street instead of both. We who live in the neighborhood propose alternatives that have a much greater impact on overall health and safety, such as installing modern water management systems rather than sidewalks and planting trees rather than removing them. We believe the Transportation Commission should require that a full range of alternatives be evaluated from a global perspective before approving a plan for LMD.

Economists also evaluate alternatives by comparing their respective **benefit-cost ratios** for achieving a desired outcome. If the goal is to reduce pedestrian deaths, we compare the costs of different ways to eliminate fatalities at locations where they occur. Well, the data show absolutely no pedestrian deaths on LMD. None. Ever. So why spend any money on solving a problem that doesn't exist? However, data do reveal many deaths at crosswalks elsewhere in Madison, so why does the City's plan effectively increase use of crosswalks on LMD? Finally, data show that speed kills—yet the plan recognizes that many drivers will speed up when sidewalks are installed. You don't need a Ph.D. in economics to compare the high cost of installing sidewalks with the low cost of designing a roadway that pedestrians and automobiles can safely share—as they have ever since LMD was created.

There's also a **free-rider problem**. The City doesn't have to take full cost into account because it is forcing LMD-adjacent property owners to pay half the cost of sidewalks. However, the City's estimate of a \$10,000 per lot assessment will be far below the final homeowner obligation when rampant inflation in construction costs is ultimately taken into account. But wait, there's more. Add homeowners' sidewalk maintenance costs of hundreds of dollars per year and factor in the inflation-induced decline in spending power for the many of us on fixed incomes, and you've got all the ingredients of a taxpayer rebellion when the LMD tax bill hits the mailbox.

The only official who has directly and courteously responded to my extended comments on these points is Jim Wolfe. The lack of professional engagement from anyone else reinforces my belief that the City is not addressing economic problems that will cause the project to become a colossal waste of money that does more harm

than good. I therefore ask the Transportation Commission to put the project on hold long enough to directly involve Spring Harbor residents in a comprehensive planning process. Please, take action to slow this project down and make sure it is done right.

Jeff Bauer <jeffreycbauer@gmail.com>

Unprofessional staff conduct at City meetings

To: Transportation Commission <transportationcommission@cityofmadison.com> Cc: "Furman, Keith" <district19@cityofmadison.com>, Mayor <mayor@cityofmadison.com>, "Wolfe, James" <JWolfe@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>

Last night's Transportation Commission hearing included several examples of unprofessional conduct, reinforcing our neighborhood's growing perception that we are not taken seriously by representatives of the City. Sadly, these disappointing behaviors—both subtle and blatant—are part of a continuing pattern that must be stopped if Madison truly seeks to have good government.

One city planner snidely indicated last night that Spring Harbor residents reminded her of "crazies up north" (or words to that effect). I think she is the same employee who made a deprecating comment during our Alder's meeting last week that **LMD** residents who could not afford snow removal could simply form a neighborhood self-help organization to do the work. We were also characterized as "ableists" near the end of last night's meeting. (This comments is particularly offensive to me because I have a disability that significantly challenges my mobility, especially on sidewalks.) We've also heard a few "dog whistles" about the rich, spoiled elitists who live in Spring Harbor.

Regrettably, I did not get names of the officials who made these inappropriate comments that reek of bias against us, but I do know the name of the city planner who lives across the street from Alder **Furman** and publicly, on Nextdoor a few weeks ago, berated his neighbors for whining about sidewalks. He, **Colin Punt**, outdid himself last night with the demonstrably false assertion that people in Spring Harbor do not use salt on sidewalks and were therefore unjustified in opposing them due to salt pollution. Well, here are pictures that prove him wrong; I took them this morning. In the first, I am standing about ten feet into his neighbor's yard, with Mr. **Punt's** red front door visible at the top of the photo. The fence is presumably on the property line.



Now here's a close-up of the highlighted area...clearly showing salt pellets that were spread over the area after Monday's night's 6" snow fall. The neighbor's sidewalk was extensively covered with these salt pellets when my wife and I walked past it with our dog on Tuesday. (I would have taken a picture then if I had known Mr. Punt would be making false statement last night.) Most of the salt has since dissolved...heading straight for Lake Mendota about 150 feet away.



Regarding the general pedestrian safety issue of sidewalks vs. roadways in the City plan, here's a picture I took last month with Mr. Punt's house in the background. Please note the dangerous patch of ice that completely covers the sidewalk leading to his property—right next to the perfectly clear stretch of Lake Mendota Drive that parallels the sidewalk.



Finally, Mr. Punt has stated in more than one recent public forum that he wants sidewalks so his kids can walk “safely” to school and to the playground. This statement is misleading and deceptive because the sidewalk in front of his house already leads directly to the school next door and the playground across the street. Mr. Punt, a City employee, says his tree-hugging neighbors are preventing him from having what he wants, yet he has the sidewalk he wants. Here’s photographic proof, taken this morning from the south corner of his lot. The school is the brick building just above and right of the Cyclone Fence sign; the sidewalk points directly at the playground.



Please stop City representatives from engaging in insulting, unprofessional behaviors. They make a mockery of City government as they demean the taxpayers, voters, and other citizens who public servants are supposed to represent. Please help them find work elsewhere if they cannot do their jobs with the professionalism we rightly expect.

Sincerely,

Jeff Bauer

Property owner and resident on Lake Mendota Drive

From: Roy Christianson <roychristianson@gmail.com>
Sent: Tuesday, April 19, 2022 10:01 AM
To: All Alders <allalders@cityofmadison.com>
Subject: Regarding Project 70626, agenda item #111 on tonight's agenda

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

Hello to all of you,

I live at 5412 Lake Mendota Drive and spent over 20 years as an environmental consultant. I'm writing on behalf of the Spring Harbor Neighborhood Association's Ad Hoc Committee dealing with the Lake Mendota Drive (LMD) reconstruction project. Due to its proximity to the lake, LMD may have more direct impact on Lake Mendota water quality than any other Madison street. It also has significant impacts on the salinity of Well 14, which supplies drinking water to thousands on the west side of the city. Lake Mendota water quality impacts are being exacerbated by the impact of climate change due to warmer water which reduces the lake's self cleaning ability and also results in more algal blooms, closed beaches and fish stress. LMD contributes suspended solids, phosphorus, salt and other pollutants to the lake, especially in the area near the street. The proposed curb and gutter and storm sewer construction will lead to less clean runoff entering Well 14 and more pollution into Lake Mendota. Yet precious little attention has been paid to these issues in the planning for a reconstructed LMD. This is a missed opportunity which stands in contradistinction to City officials who regularly talk as if climate change and environmental protection are important factors affecting the city. We on the Ad Hoc Committee have expertise that can facilitate a better project with regard to these important environmental and public health issues. But to do that, the reconstruction project needs to be slowed down so that these issues can be adequately factored into the current engineering emphasis of the project. This is a time to plan for climate change resilience and also the public health ramifications of dramatically increasing Well 14 salinity.

The process thus far on this project has been non-user friendly in myriad ways to those of us who live in this neighborhood and has, instead, been stacked toward City Engineering's preferences. Attention on the part of City Engineering to the concerns of the Spring Harbor neighborhood has been perfunctory. Kristin Slack has written a detailed description of the flawed process to date. Jeff Braun has also written on and will be speaking to this issue as well as the health and environmental risks to those of us in the neighborhood. Faith Fitzpatrick has written a detailed analysis of water quality problems, including a refutation of comments by City Engineering on the salinity issue with Well 14. We on the Ad Hoc Committee strongly recommend you read each of those submissions carefully.

Thank you for your attention to this matter.

Roy Christianson

--

Roy Christianson
5412 Lake Mendota Dr.
Madison, WI 53705
608-220-7961

From: Terry Ross <trtrtr_trtrtr@icloud.com>
Sent: Tuesday, April 19, 2022 11:19 AM
To: All Alders <allalders@cityofmadison.com>
Subject: Agenda item #70626 / tonight's meeting

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

Hello,

Thank you for listening to my thoughts below regarding the Lake Mendota Drive project (agenda item #70626).

Please place my letter in the Legistar file for #70626.

Though I live in west Madison, I recognize that Lake Mendota Drive is a vital piece of Madison's and native history as well as a important part of Madison's water environment.

It is my understanding that the City has not figured out how it will deal with the many significant impacts this reconstruction would have, nor has the City does meaningful work with the area community.

I am especially concerned about the many Native American effigy mounds, and how this project would impact the amount of impermeable surface in the area. Given the ongoing and increasing ravages brought by climate change, this reconstruction must be done very thoughtfully.

Please slow down this project and work with the community. There are numerous community and university-based groups looking at the many issues involved. Please slow down and bring everyone into the conversation.

It will be a huge waste of money and very harmful if this is not done right. We simply don't have these resources to waste.

Sincerely,
Terry Ross
883 N High Point Rd
Madison

From: Warren Palmer <palmer@beloit.edu>
Sent: Tuesday, April 19, 2022 11:35 AM
To: All Alders <allalders@cityofmadison.com>
Subject: Lake Mendota Drive Rebuild

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

I am in support of delaying the rebuilding of Lake Mendota Drive in order to plan this project carefully, taking into account all relevant historical, environmental and social issues related to this reconstruction project. Such thorough consideration has not taken place yet. The process for engaging with people living in the vicinity of Lake Mendota Drive has been disappointing, to say the least.

My wife and I have lived in the neighborhood since 1984, raising two daughters. We have walked on Lake Mendota Drive frequently, 3-5 times per week, during this time.

We never felt the need for sidewalks. There is little traffic on the street, and walking/jogging/biking has been quite easy.

--

Warren Palmer
Professor Emeritus
Department of Economics & Business
Beloit College

From: Joan Martin <jmartin2701@gmail.com>
Sent: Tuesday, April 19, 2022 11:40 AM
To: All Alders <allalders@cityofmadison.com>
Subject: LMD reconstruction

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

I'm in favor of the plan the city has designed for LMD reconstruction. I look forward to repair of the road, gutters and curbs, safe sidewalks to walk on and the possibilities for rain gardens and native species gardens. I've been impressed with the process and willingness of city engineers to accommodate the many and diverse concerns of the neighbors.

From: Kimberly McBride <kasmcbride@gmail.com>
Sent: Tuesday, April 19, 2022 2:30 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Lake Mendota Drive reconstruction

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

Hi, I am writing to you all to ask that this project be slowed down until storm water management can be worked in to this project in a significant way. A few rain gardens is not enough. And environmental impact study needs to be done to get this right! Lake Mendota is suffering and that affects all residents of Madison. This can't be put off any longer and would be the opportune time to start on this part of the lake. In this past Sunday State Journal, the article Know Your Madisonian/Rob Phillips, he states, "We have also faced the impacts of climate change, and this has become a significantly bigger issue over the last 10 years. We have only begun to address the need to rebuild storm water-related infrastructure throughout the city while incorporating green solutions such as rain gardens and infiltration basins." Rob Phillips is the retiring city engineer who has also stated the urgency of storm water infrastructure. Please, now is the time to get this right.

Another concern is the large oaks and hickory trees that our neighborhood is known for. On my side of the street which has plans for a sidewalk there are several very beautiful large trees within a foot or so of the street. (Photo enclosed) The section of street from Spring Court to Risser Rd would greatly benefit from a more natural walking path that would benefit the historical Native American history and protect these old majestic trees. Please slow down and support changes to the proposed plan that only serve this community in the most positive way!
Thank you, Kimberly McBride

From: Mike Jensen <jmkcps@aol.com>
Sent: Tuesday, April 19, 2022 4:30 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Lake Mendota Project April 19th meeting

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

All,

Here are my comments specific to the Lake Mendota project on the city council's process and the current proposed design.

I would ask these be recorded in the Legistar.

First, the process for engaging with the residents has been very disappointing. On the positive side all my emails and comments have been responded to in a timely manner. On the needs improvement side, few of the issues or suggestions have been resolved or even addressed such that they will be resolved if the project proceeds. Further in my view the current process will lead to an outcome that is very inequitable. This project as currently designed is opposed by the majority of residents, yet the city seems determined to proceed spending significant amounts of our funds, while there are numerous less affluent neighborhoods that are desperately in need of infrastructure improvements that they want but aren't getting because the city is choosing this project.

Second, the current design will significantly and negatively impact the local environment. This breaks a commitment the City of Madison has made to its residents, "to improve the water and lake quality". The fact that the city has exempted itself from environmental impact statements doesn't mean the current design is environmentally neutral, let alone an improvement. In fact the design has a very negative impact in two areas: 1) salinity; Salt use will increase with addition of sidewalks. This has been acknowledged by the city. Better communication for lower salt levels and modified school bus routes are not effective solutions, although they may slow the salinity increase. Unfortunately the lake and well14 are already at concerningly high levels of salinity. and 2) storm water runoff (especially leaf incursion to the lakes). The leaf wash and build up because of the faster water flows will be hard to measure except through increased phosphates. This will manifest in more algae blooms, sea weed and beach closures.

There are many other unresolved concerns such as parking loss, cultural impacts, tree loss etc, the environmental concerns may take precedent in that they can be studied before construction and with mitigation designs (i.e. water treatment for salinity reduction) can be incorporated.

I would ask the city council to vote to hold this project until there is a clear assessment that this is a positive environmental design.

Regards,
Mike Jensen
5706 Lake Mendota Dr.

From: Neil Robinson <captnrobinson@gmail.com>
Sent: Tuesday, April 19, 2022 4:40 PM
To: All Alders <allalders@cityofmadison.com>
Cc: Neil Robinson <captnrobinson@gmail.com>
Subject: LMD project

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

Please enter my comments into legistar item #70626,

I am opposed to the rebuild of LMD as proposed because:

1. The process has been flawed and public input has been ignored or suppressed by our alder.
2. The proposal leaves us with greatly reduced parking making it difficult to host gatherings at our house.
3. The proposal alters the quiet character of our neighborhood and turns it into just another cookie-cutter subdivision. If I wanted to live in a "typical" subdivision I would have bought into one. I moved here because I like it this way.
4. The proposal reduces permeable surface and increases runoff into the lake and it cuts down more trees than necessary.
5. The subsurface infrastructure rebuild can be done without messing up our streets with curbs and gutters and inflicting sidewalks on us. Just patch the road when the subsurface work is done. Then you won't have to waste our money building speed bumps. We already have "natural" ones.
6. We don't need sidewalks! Our street is safe and pleasant to stroll along and I've been doing it since 1964. Sidewalks is a solution in search of a problem. I don't want to be liable to be fined for not clearing snow off the sidewalk if I'm late shoveling snow because I'm out of town or sick.
7. Please do not approve this project! Delay it or restart it from the beginning and then do it right.

Sincerely,
Neil A. Robinson
5646 Lake Mendota Dr.
Madison, WI 53705-105

From: Mark Redsten <mredsten@cleanwisconsin.org>
Sent: Tuesday, April 19, 2022 4:48 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Project 70626, Agenda Item #111 on tonight's meeting

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

Dear Common Council and Mayor Rhodes-Conway,

I am a lifelong Madisonian. I grew up on Madison's eastside and have lived and worked in several Madison neighborhoods before moving to Spring Harbor.

For the past 22 years, I have led a large environmental organization that collaborates with the city of Madison and the state of Wisconsin on climate change and water quality. I'm writing tonight in my personal capacity, as a resident of Lake Mendota Drive, asking you to slow down this project to protect our health and the environment.

To successfully enact citywide plans, like Complete Streets, or any citywide plans, Madison needs to listen to neighbors impacted by those plans. Neighbors can and should be vital and respected partners in developing a plan.

Since 2014, my organization has been installing green infrastructure in Milwaukee, together with neighborhood associations, the city of Milwaukee's ECO office, and Milwaukee Metropolitan Sewerage district (the other MMSD) in Milwaukee's North Westside neighborhoods. Neighbors there were frustrated with MMSD's big plan to capture rainwater, despite being the victim of devastating flooding that has caused hundreds of millions of dollars of damage to property. Original MMSD projects captured stormwater but created unintentional problems in the community. So, neighbors rightfully insisted on being part of green infrastructure planning, to have a voice in what occurred in their neighborhood. Milwaukee listened, understanding the concerns from their early unwelcome efforts, and MMSD now contracts with nonprofit organizations to respect and listen to neighborhood voices, and to integrate their knowledge and experience into designing neighborhood green infrastructure plans. The outcome of these plans, the neighborhoods and the city are all better as a result.

Contrast this approach with what is occurring with this project: Madison's city staff are taking a rigid, heavy-handed approach to rebuilding streets that is opposed by most of our neighborhood. The engineers make minor design changes, but they won't budge from their dogmatic approach that the neighborhood overwhelmingly opposes. Neighbor upon neighbor speak clearly and eloquently about reasonable alternatives to the plan—alternatives that achieve every objective the city has—but at the end of every Transportation Commission (TC) meeting, it's as though none of it mattered.

During this frustrating city approval process, TC members, especially, consistently ignored what was presented. They rationalized and lectured neighbors with *inane* anecdotes, even scolded us and attacked our motives. One TC member stated at the end of nearly 50 commenters, "can you just put a sentence or two in the record saying we addressed the environmental impacts?" Another

TC member wanted the record to show that, based off ONE phone call from our city engineers, that important concerns about environmental health were successfully resolved. And then they all congratulated themselves at the end of the night for being righteous, good listeners? Please, I wish addressing environmental and public health were as easy as these Commissioners would like you to believe. Of course, it's not that easy, and they all know that, too.

On top of actively ignoring reasonable requests, with LMD and with other street projects, the city's engineering department wants you to approve road layout first, then look for opportunities to build in green infrastructure, or incorporate the input of the neighbors, later. In separate comments, Spring Harbor Neighborhood Association's Ad Hoc Committee has described why this is not ok. *This is literally the opposite way streets are designed in more progressive communities* which also struggle with similar stormwater runoff and access/equity issues as Madison. By doing it this way, Madison is missing big opportunities to address stormwater runoff and climate solutions.

Madison can address equity and access concerns in a street design while also protecting our environment and public health. But this is not happening here. You have said you allow for flexibility, but then please listen and respond to neighborhood concerns.

I know many of our alders and the mayor care about the environment. I am excited that the city has hired a climate resilience director, and that you are thinking about this issue. But don't wait until it's too late with Lake Mendota Drive to realize that this important street reconstruction project should have been done much differently!

Spring Harbor residents have offered serious and workable suggestions, worthy of far more consideration from the city. Spring Harbor residents want to address equity and access, while we also want to:

- protect historically and culturally important native burial mounds.
- protect the mature tree canopy and improve tree diversity.
- maximize opportunities to remove pavement, install green infrastructure and plan for climate resilience.
- protect our drinking water, and Lake Mendota water quality.

Our alder is ramming this plan through, despite his constituents' clear and resounding opposition, and despite exceedingly workable alternatives. Please slow down Lake Mendota Drive's reconstruction so that we can get this street project right, and so that Madison can be a place where progressive ideas flourish and where our citizens, lakes and environment are all protected.

Sincerely,

Mark Redsten
5536 Lake Mendota Drive

From: Steve Holtzman <steve_holtzman@hotmail.com>
Sent: Tuesday, April 19, 2022 5:20 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Item #111, SUPPORT Lake Mendota Drive Improvements

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

Dear Members of the Madison Common Council,

After receiving some calls from neighbors, I send this message in SUPPORT of this item, approving the plans for the reconstruction of Lake Mendota Drive.

I have some experience with the Spring Harbor Neighborhood Association, representing this area for 5 terms after joining the Council in the same class as Alder Verveer. And, I'm impressed by the creativity of their opposition. In fact, I believe some good may come from their ideas for honoring the history of this area, respecting the sensibilities of the indigenous people who lived on this land since time immemorial, and better taking care of the environment.

After sorting through the strawmen arguments and the red herrings that distract, the neighborhood opposition is really about two things, so similar to what I encountered when serving many of the same people:

- NO SIDEWALKS
- delay, delay, delay

Pedestrian amenities on Brody Drive and Capital Avenue were vigorously opposed by SHNA. And, the tactics used then resemble those used during this opposition to needed infrastructure. After the distracting arguments are made, relentless attacks on the process, attacks on staff and attacks of the alder have no end.

This improvement is desperately needed, only possible when a courageous alder is willing to endure the personal attacks such a proposal foments in this neighborhood. A delay tonight pushes the project beyond the end of this alder's service, something a successor could not pursue when confronted by the next round of whatever arguments forestall sidewalks.

Meanwhile, I encourage the neighborhood to pursue the great ideas that have been forwarded as opposition. Honor the rich indigenous heritage with interpretive markers, showing the sacred springs, the villages and the effigy mounds.

Please keep in mind as you **honor Rob Phillips' service to the city** tonight that perhaps his greatest accomplishment has been in continuing Larry Nelson's approach to hiring excellent staff, exceptional for both their engineering acumen and their people skills. This staff did a remarkable job of implementing the Capital Avenue sidewalk. And, they have done a similar stellar job of designing the Lake Mendota Drive project.

Please vote to approve the design and schedule tonight.

Steve

P.S. The Dugout canoe was discovered near 3600 Lake Mendota Drive, not in or around Spring Harbor in the 5400 block.

*Steve Holtzman
105 Glen Hwy
Madison, WI 53705
608-212-1919*

*May you live as long as you want,
and never want as long as you live.*
— Irish Proverb

From: Jana Stewart <jana.stewart@gmail.com>
Sent: Tuesday, April 19, 2022 6:23 PM
To: All Alders <allalders@cityofmadison.com>
Cc: Jana Stewart <jana.stewart@gmail.com>
Subject: Fwd: SLIDE for Tonight Common Council April 19th, slide for Legistar #70626

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

Slide for tonight - I haven't had a response from Joe Schraven and was hoping to have this slide displayed when I speak

Thank you,

Jana Stewart

----- Forwarded message -----

From: Jana Stewart <jana.stewart@gmail.com>
Date: Tue, Apr 19, 2022 at 3:38 PM
Subject: SLIDE for Common Council April 19th, slide for Legistar #70626
To: <DFields@cityofmadison.com>, <JSchraven@cityofmadison.com>
Cc: Jana Stewart <jana.stewart@gmail.com>

Joe,

I have registered to speak tonight at the common council meeting for Item # 111, Legistar #70626 - Lake Mendota Drive Reconstruction. Could you please display this slide when I speak?

Please let me know if any questions,

Thank you,

Jana Stewart

Swimmers be warned: Algae blooms prompt closure of multiple beaches ahead of holiday weekend

Posted: July 1, 2021 2:16 PM

Updated: July 1, 2021 5:04 PM by Logan Rude, Fahvel Muhsen



July 1, 2021, Spring Harbor Beach



June 7, 2018, Lake Mendota (between Capital Ave and Epworth Ct)

Number of Beach Closures on Lake Mendota (2017 - 2021) from Public Health Madison Dane Cty					
Beach	2017	2018	2019	2020	2021
Spring Harbor	1	11	20	5	25
Maple Bluff	0	0	5	2	12
James Madison	4	13	6	7.5	8
Marshall	2	13	6	11.5	5
Tenney	11	14	11	3	4
Mendota Co Park	0	3	1	1	3
Memorial Union Pier	3	10	9	NA	1

Study Finds Link Between Climate Change and Longer "Dead Zones" in Lakes

Posted on March 11, 2021



March 1, 2021, Lake Mendota

From: Tom Kneubuehl <tkneubuehl@gmail.com>
Sent: Tuesday, April 19, 2022 10:54 PM
To: All Alders <allalders@cityofmadison.com>
Subject: CC Testimony - SHNA

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

Hello Alders

Here are my notes that I presented tonight. As usual 3 minutes is not enough time to present anything of substance so please see attached.

As I said, I predict we will continue to ruin the environment. Why do we think we are different than the rest of the world? It is a social delusion in Madison that we are different.

As Alders you need to stop this trend downwards but you will have to be disruptive because the human desire is to build and develop non-stop.

Say “no” to the current plan and request that the plan be returned with an environmental study and complete understanding of how it will not further damage the environment and better yet will improve it.

Thank you,

Tom Kneubuehl
Chair, Planning & Development
Spring Harbor Neighborhood Association

Hi, my name is Tom Kneubuehl and I am speaking on behalf of the Spring Harbor Neighborhood Association. The neighborhood association formed an ad hoc committee at the end of February to deal with the Lake Mendota Drive reconstruction project and I am the Chair of said committee.

The Ad Hoc Committee does not support the current version of the plans. We have asked the City to slow down the design process and over 200 residents have petitioned that the City do just that.

I want to focus on two main problem areas with this project that I and the AHC have observed.

The first is process. As background, the LMD project is a very disruptive, complex project, on a road over 100 years old running 1.2 miles along the largest lake in Madison, adjacent to Well 14 which provides drinking water to 10's of thousands of people on the west side of Madison, the east end of the street is cut into a hillside which creates even more difficulty, effigy mounds are on either side which must be respected, but in spite of all that complexity, the planning process has been rushed.

Any successful project depends on good communication. The City's approach to communication with the neighborhood has been designed to limit community input and this has caused a host of problems. The initial interaction with the community was to propose a design and ask for feedback on marginal

issues while keeping the most impactful issues for the City's own judgement. This is not really asking for community input. It is heavy central planning and control.

Meanwhile, the City further restricted communication by holding meetings on Zoom where again communication from residents is limited and suppressed. **The communication experience is very much like Twitter.** The interaction is virtual and communication is not a real-time dialogue. Public Information Meetings took only chat questions which are pretty much like Tweets. The Transportation Commission, Board of Public Works and the Common Council take 3 minute monologues on Zoom. Who knows if anyone listens?

After the resident monologues, City staff talk with each other and consistently rationalize why they were right in their thinking, but this is done in the bubble of knowing that nobody can challenge their thinking. At times City personnel complemented each other how great they were doing with their communication efforts when their very approach to communication contradicts their claims. The irony goes unnoticed. There is no dialogue, which representative government depends on. This lack of dialogue is very Twitter-like. It's easy to ignore, dehumanize and stereotype people on Twitter. And meaningful engagement is impossible on Twitter. The City uses a Twitter-like approach to communication and the result in the view of many is that the City and the neighborhoods are drifting apart.

The second major issue is environmental. I want to say one thing. We are losing. There is a rather famous saying "never confuse activity with achievement." We need different thinking and a lot of innovation which is heavily dependent on community involvement to turn around the damage we have done and are doing and to create a better Madison. **I predict the environment will continue to lose.**

In closing community involvement is imperative to the health of representative government but communities will not be involved if they are intentionally disconnected and disenfranchised. We are headed down the road of government and residents drifting apart. In a democracy, the ends don't justify the means. Finally, the environment is what sustains us. We must know the demands of the environment first, before human demands, as if the environment holds all the power and the votes because in the long run it does. **Being green, going green, being environmentally conscious are not slogans to be put on every idea and project like a brand.** It needs to be real and the change necessary will likely be inconvenient. Madison has an opportunity to lead but that will take serious change.

Thank you.