

**From:** [Colin Punt](#)  
**To:** [Transportation Commission](#); [Wolfe, James](#)  
**Subject:** Lake Mendota Drive reconstruction - Legistar 70385  
**Date:** Monday, March 7, 2022 11:25:22 AM

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Members of the Transportation Commission,

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

As several of my neighbors are opposed to portions of the reconstruction, particularly the sidewalks, I will note many adopted City plans strongly support a City policy for more sidewalks. 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."

Finally, 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 is clear City policy to include sidewalks and 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  
[REDACTED] Lake Mendota Drive