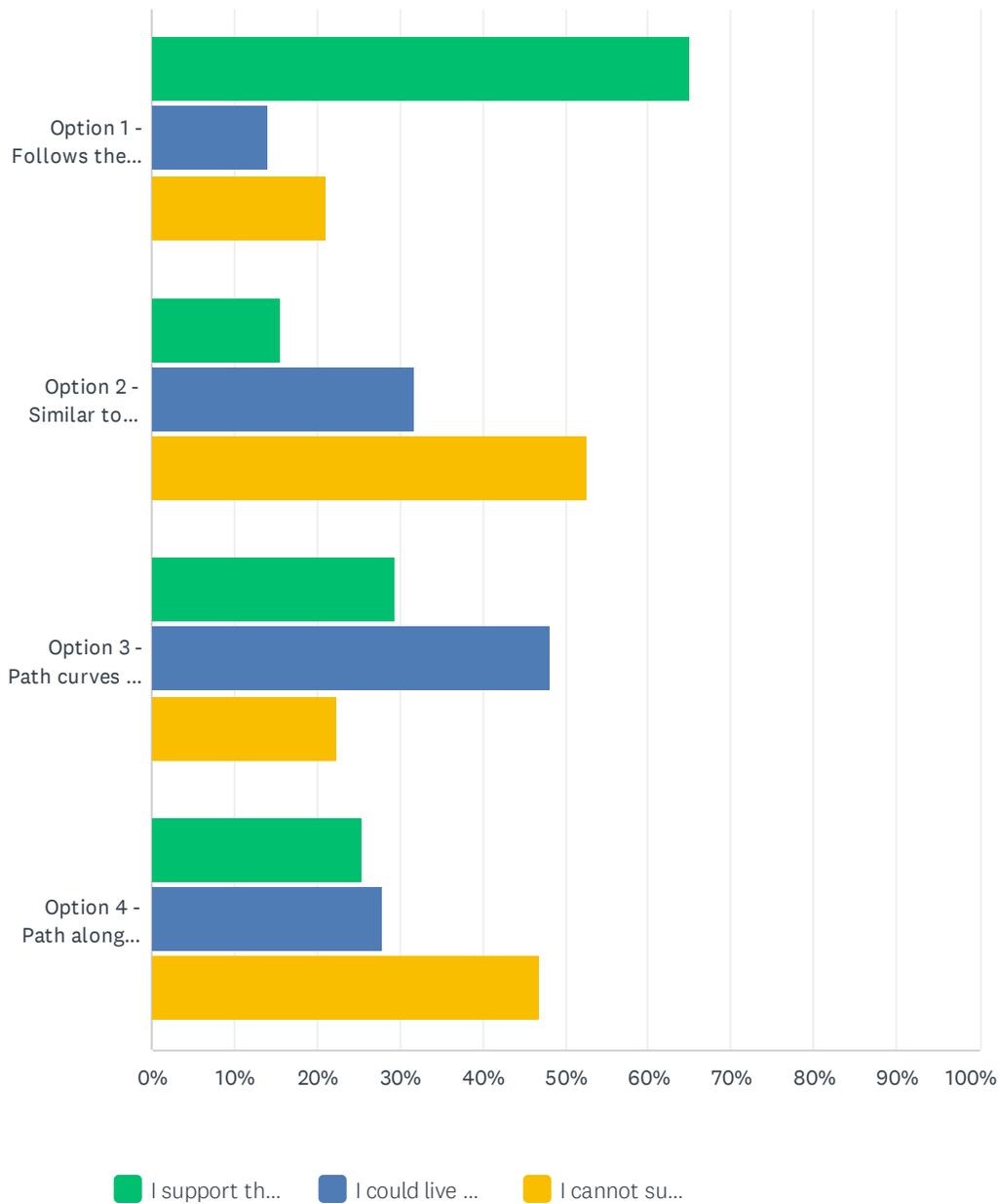


Q1 Please view the path alignment options at the Atwood Ave project page and then rate your support for each option. The project alignment options are on the project page under "March 2022 Proposed Path Alignments." Please note that Option 2 would not be cleared in the winter but Options 1, 3 and 4 would be cleared.

Answered: 483 Skipped: 1



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	I SUPPORT THIS OPTION	I COULD LIVE WITH THIS OPTION	I CANNOT SUPPORT THIS OPTION	TOTAL	WEIGHTED AVERAGE
Option 1 - Follows the park lakeshore more closely	64.97% 306	14.01% 66	21.02% 99	471	1.56
Option 2 - Similar to current route	15.54% 71	31.73% 145	52.74% 241	457	2.37
Option 3 - Path curves to avoid sledding hill	29.45% 134	48.13% 219	22.42% 102	455	1.93
Option 4 - Path along Welch Ave & Oakridge Ave	25.27% 117	27.86% 129	46.87% 217	463	2.22

Q2 If you selected that you cannot support one or more of the options, please tell us your concern.

Answered: 387 Skipped: 97

#	RESPONSES	DATE
1	The other options are much better.	4/7/2022 10:55 AM
2	Option 2 is in conflict with pedestrians and dogs. Option 4 puts bikes and cars together needlessly.	4/7/2022 10:45 AM
3	It's best to stay off the streets and sledding hill at this location.	4/6/2022 1:09 PM
4	This route is not accessible year round.	4/5/2022 8:23 AM
5	#2 not plowed in winter, #4 just seems silly	4/5/2022 12:29 AM
6	No plowing, not a safe route for children by following atwood.	4/4/2022 6:25 PM
7	Option 2 - The path needs to be plowed and available year round. Option 4 - This route is longer and requires climbing a steeper and longer hill from both directions than all the other options.	4/4/2022 8:07 AM
8	Option 2 would not be plowed in the winter. Option 4 puts a hill into the route where none exists now and would not be as low stress as the other options.	4/3/2022 8:35 PM
9	#2: I live near the park, walk often along the lake shore, take my granddaughter to the playground, etc. I am also a winter biker. This is a great route when clear of snow, but it's too confusing to keep switching back and forth all winter between bike-path-that's-plowed and sledding-hill-with-bike-path-not-plowed, especially since the snow cover and the sledding hill use come and go all winter. There will be times when there is 1/2" of snow, and sledders will try to sled while bikers are biking through. Is the city going to keep running out to Olbrich to open/close the hill and open/close the path? Today, for example: Morning there was snow on the ground. Early afternoon, I rode around Lake Monona (including Lakeland through the park). #4: The worst option, by far. Detouring bikes around the park, on city streets, through two tricky corners and an unacceptable elevation gain? I can't imagine bicyclists won't find a workaround way through the park and mess up the plan. Just makes the whole ride less pleasant. Bicyclists are park users too!	4/3/2022 5:13 PM
10	Option one accomplishes more for both pedestrians and bike riders	4/1/2022 8:52 AM
11	Option 1 I don't support because it's paving the dirt running trail.	3/31/2022 8:19 PM
12	If Option 2 is is not plowed in the winter, the path may not even be used, could be hard to locate, or could be unsafe. Also, if sledding is happening, no one could safely sled and use the path simultaneously without accidents being possible.	3/28/2022 5:08 PM
13	#4 requires cyclists to turn onto Atood at the bottom of a hill, into traffic that is usually moving quickly and not looking for bikes. Wouldn't feel safe biking with my child in a trailer on that	3/28/2022 12:16 PM

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	route.	
14	Needs to be separate from vehicle traffic	3/28/2022 12:12 PM
15	In 1, the bicycle path meanders too much, which takes away much of the utility. Same with Option 4, where the bike route is longer than it needs to be, without really gaining much more usable space in the park.	3/25/2022 11:14 AM
16	This doesn't allow enough room for sledding.	3/24/2022 1:26 PM
17	It is nice to have the bike route connect more directly to the park proper.	3/24/2022 11:34 AM
18	While there are multiple feasible routes for bikes to travel, there is only 1 sledding hill. That stretch of green space should be valued as green space and not be cut for transportation purposes.	3/23/2022 9:51 PM
19	Proximity to sledding hill and/or more pavement on already flood prone lake area	3/23/2022 9:37 PM
20	Kids go really far on sleds when conditions are right, so having a path anywhere near the sledding hill that gets plowed in the winter would cause problems/safety issues.	3/23/2022 9:31 PM
21	solar lights along bike path would be nice and a couple of benches	3/23/2022 8:20 PM
22	Concerns that it would impact the safety of sledders and bicyclist.	3/23/2022 7:54 PM
23	Despite the changes sledders (children) will be at risk of running into the bike path leading accidents/injury	3/23/2022 7:04 PM
24	Option 1 and 3 - Along the lake is a really peaceful spot for pedestrian traffic, and lake-loop bikers (me included) are usually biking pretty fast especially if they are coming down the hill off Welch...it seems like a safety concern with pedestrians and kids on the playground. Option 3 still looks really dangerous to kids sledding - onto plowed concrete and the possibility of biker/sledding accidents. Kids on sleds can make it all the way down to the bathrooms when conditions are right.	3/23/2022 6:35 PM
25	Waste of tax dollars. We can already walk along the shoreline, why do we have to do anything??	3/23/2022 6:23 PM
26	#2 would seem to interfere quite a bit with sledding in the winter. There are other options that get to the same place, and limit the potential conflicts that this could create.	3/23/2022 5:18 PM
27	Pedestrian and flooding issues	3/23/2022 2:51 PM
28	I agree with people who have pointed out the dangers of a bike path along the lakeshore close to the bathrooms and playground (option 1). As for Option 3, I think sledders would still be in danger of crossing the path, and this path seems like an unnatural bisection of the open area.	3/23/2022 2:20 PM
29	Prefer path along the water and out of the street like option 1. However not sure if you have considered changing the slope to be less severe at park entrance off of Welch Ave. might be a good idea as I have had some close calls riding. Parks are meant to enjoy not go around. (Option 4)	3/23/2022 1:55 PM
30	It would cut into pedestrian access to the lakeshore	3/23/2022 1:38 PM
31	#1: Will interfere with sledding and essentially cut the park in half with bike commuters, etc. riding through, as well as adding impermeable surfaces close to the lake in areas that already deal with flooding through out the year. #3 Will interfere with the sledding hill in winter.	3/23/2022 1:36 PM
32	Disruptive of park users.	3/23/2022 1:09 PM
33	Too many conflicts.	3/23/2022 1:05 PM
34	The Upshot: The Bike access needs to be maintained, pretty much as is: Option 2. It works pretty well for everyone. Maybe delineate pedestrian space from bike space (keeping it wide enough for both), but that direct access to the super popular Lakeland Ave Lake Loop route must be maintained. If it is officially blocked, I guarantee there will be a muddy rut following the current trajectory. High speed crashes will follow. More below on this 3-season route. All four of the options have fundamental problems. I've settled on Option 2 (essentially the current trajectory) as the least bad. It's downside is that it will be unplowed during winter given the sledding hill. I don't like that. Indeed, along with the inimitable Tim Wong (rest, Tim, though I know it won't be in peace, let's say happiness in agitation!) and Betty Chewning & a few	3/23/2022 1:00 PM

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others, I led the fight for year-round bike access (through timely bike path plowing) back in the mid-90s when bicycling was not the cool thing that it is now. It was a major fight, and we were denounced by the powerful, but we made it happen and bicycling was able to flourish as a significant year round transportation thing because of it. (Previously they wouldn't get to the paths for days, leaving icy ruts, making the paths unbikeable most of the winter.) Now, more people ride in January than rode in an early 90s July. I take a backseat to no one in pushing for year-round cycling. But, contrary to engineering ideology, not every place is uniform with every other place. The Olbrich sledding hill and surrounding park need special care & consideration. After a lengthy & detailed tour of the park this weekend with Betty Chewning, I've come to see that the uses in the park are just too intense—yet currently convivially working well—to jam a bike path through anywhere near the playground & lakeshore. (Thanks, Betty!) It would behoove each commission member to either experience & observe in person, or listen to those who do. If you go by on any given sunny weekend you'll see for yourself. Kids, toddlers off leash(!), strollers, picnics, ambling, frisbees, lots of easy-going, carefree fun. Jamming a 17' wide bike path in here simply would not be appropriate. And then there's the dog leg routing of Option 1 (the playground + lake shore route). Why force cyclists to do the A2 + B2 when we all know cyclists are always going to use the C2? (See the muddy rut discussion.) It kills me, but I have settled myself into the idea that we should live with a 3-season path along its current trajectory. Winter time, sledding fun takes priority, bicyclists just route up the well-plowed Welch & Oakridge (and no, I don't want to climb it either, but I will in the name of fun!). It is important to keep Olbrich the easy-going, family-friendly, riparian habitat-friendly park that it is. So here's the detailed rundown: Option 1 rams the path through the toddler play area and the current amble path along the lakeshore. Right now, it is more suited to said ambling, free-to-roam toddler play, frisbees, soccer & riparian habitat. That's how it should stay. This peaceable area definitely must not become a high stress motorbike whizzing zone. Because that is what the city has turned all of our bike paths into: high speed motorbikeways. Even excluding the motorbike issue, routing the path through toddler/picnic areas has already failed at Brittingham Park where people on bikes are getting injured from the intense picnic & play activity there (one friend, victimized by a volleyball while biking cautiously & slowly through Brittingham, ended up unconscious and hauled off to the hospital with lingering issues to this day). Another attacked by a disgruntled park user. Etc. Compound Brittingham with gravity induced speeds and toddlerland becomes a tyke exclusion zone. Biking through such dense & intense uses is anything but a low stress environment for cycling & everyone else. Why replicate that mistake when alternatives exist? Option 2 is my preference. It basically keeps the status quo. It keeps the high speed uses separated from play areas better than the other options. Details above in the intro. Option 3 was originally my favorite option because I thought it threaded the needle of year-round bike access, and separated uses. Unfortunately, it does none of the above. Indeed, it aims the path right into the toddler play area. Sleds make it all the way out across the proposed path route, creating surprise conflicts for cyclists. Plus, we would likely lose several trees. So I now oppose it. Option 4, while well intended, won't suffice for even 3-season biking. Trying to block cycling from this super popular route and force a hill climb on the hordes of summer cyclists who love this route will prove futile at best, and likely more dangerous than ever. I guarantee that without the direct access the result will be a muddy rut along the current trajectory. Any attempt at a hard block will be overcome. (Witness Mullins's decades-long efforts to keep us/cyclists from accessing the end of E. Mifflin connection to the Yahara Path at his Washington Square building!) But I thank Lou for bringing this out because it woke the SASY neighborhood association out of its torpor. Furthermore, the spirit of maintaining a convivial, relaxed, kid-friendly space should be heeded. I almost always like Lou's plans and thoughtful take on things. Unfortunately, what we've got here, his Option 4, is that one case in a hundred where I disagree. More issues with the plan: -As Betty Chewning and Lou Host-Jablonski have pointed out, the SASY neighborhood has been cut out of the decision making and opportunities to comment. You need to consider the machinations that have made this so. -The parking area at the base of the hill needs to go away. We are already park deficient in this area; every bit of park space should be dedicated to green. People who insist on supporting Putin's war on Ukraine can park on the street or across the street in Olbrich Gardens lot (yes, the westsiders, The Lords of The Gardens, can learn to share). I put this demand to city representatives at last night's Zoom meeting. There was no response. -The two-way bike path southeast of Walter is a disastrous proposal. Back in the 70s they did these 2-way contra-flow schemes and ended up getting cyclists creamed from all sides. Think about it: anyone waiting to turn right from one of the cross streets onto Atwood will naturally only look left for a break in traffic. Once the break appears, they'll take it, never thinking to look right. I mean, why would they? (I'm not saying it's right, I'm just saying it is.) Think about it next time you are driving, because, yup, you (whoever you are!) do it too. There is also the problem of people turning right or left from Atwood onto these side streets easily

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misjudging the speed of oncoming cyclists ahead of them (in the case of left turners, behind them!). Everything about this proposal goes against intuitive read of the streetscape. The confusion will end up with a lot of people hauled off to the hospital. And Traffic Engineering will not record the injuries because they don't meet the damage thresholds for reporting (because in an engineer's mind, bent metal is more precious than human tissue & bone). The question is, why does the city continue to put these 1970s death paths in with every new major road reconstruct? At last night's Zoom meeting I asked this question. Mr. Petykowski's answer was that people are interested in grade separated paths. My response last night: Wonderful. So why design them in a maximally dangerous way that motorists are not expecting? Why not follow the lead of the Dutch who have decades of experience doing it right: have each side of the road with a one-way separate bike path, essentially riding on the "right" side of the road in all directions, aligning cyclists with the expectations of drivers (and fellow cyclists). Please leave the bell bottom planning in the 70s. He had no answer. -The 2nd westbound lane needs to go. It's so obvious that if only one lane is needed eastbound, we can live with only one westbound. Or do cars just miraculously materialize overnight for the morning rush 1/4 hour? It's time for City Engineering to learn how to live within budgetary limits (the paving schemes you people vote for has driven debt service from 10% to 18% and rapidly rising). It's time for City Engineering to live within climate limits (the #1 destroyer of a livable climate is the deathmobile that you people so worship with your votes). It's time for City Engineering to recognize—and act—on its role in fomenting a wasteful transportation system that requires bombing grannies, babies and young mothers in Iraq, Afghanistan, Syria and Ukraine while poisoning our own communities—with Black & Brown communities taking the brunt—on behalf of all that goes to service the Deathmobile (where's your concern for equity now, commissioner?). One car lane in each direction is my demand. I presented this demand at last night's Zoom meeting. There was no answer.

35	Impermeable surfaces too close to lake; cross traffic from bikes/walkers/sledders; cutting park in half with path	3/23/2022 12:52 PM
36	too dangerous and bikers need a safe way to travel through this neighborhood into monona	3/23/2022 12:45 PM
37	My husband is a bike commuter, my kids utilize the park more heavily in winter than summer, really. And the sledding/bike accidents that 1 & 3 will bring, as well as the way it would change a really lovely pedestrian park, is something we both can't support.	3/23/2022 12:38 PM
38	#1 I oppose this one as it will interfere with sledding and essentially cut the park in half with bike commuters, etc riding through, as well as adding impermeable surfaces close to the lake in areas that already deal with flooding through out the year, so the path would be unusable for days at a time anyway. #3 curved bike path around sledding hill, plowed in winter - I can just see the sled/bike accidents happening in my mind - I think people without kids don't visit the sledding hill enough to realize how far the kids go on their sleds!	3/23/2022 12:33 PM
39	All but option 4 cross over the sledding hill, as most kids start at the very top of the hill (close to the road) and often end up near the lake. Options 1-3 will likely result in injuries or angry bikers / sledders.	3/23/2022 12:18 PM
40	The sledding hill is an important winter activity in the neighborhood and it's important that it not get disrupted during the winter months.	3/23/2022 12:07 PM
41	Both Option 1 and 3 would present a significant impact to winter sledding on Olbrich Hill. I live directly across the street and see sledders go far closer to the bathrooms and playground structure than this map seems to consider. Besides potential collisions with bikers and sledders, it would negatively impact the sledding experience as kids would suddenly hit a patch of pavement. Also, I'm not sure if this were taken into consideration, but parts of the current path are often underwater after storms and even in strong winds from lake waves - it seems a poor option for a year-round bike path.	3/23/2022 12:03 PM
42	My kids, as well as many kids in the neighborhood and beyond, use the sledding hill. It's dangerous to have bikers whizzing by so close to them. I'm all for making Madison biker friendly, but there are many other people who use this park, especially kids who will get hurt. Also, the lake floods often and that would make the bike path unusable. The last thing we need is more pavement in this park. It's beautiful, and many people enjoy the grassy areas. There are plenty of other places to put the bike path.	3/23/2022 11:58 AM
43	#1 cuts the park in half and interferes with pedestrians crossing and using all parts of the park, especially the sledding hill #3 looks like it's still too close to the sledding hill	3/23/2022 11:53 AM

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44	It disrupts sledding and the use of the park.	3/23/2022 11:53 AM
45	The options that include a path through the park that is cleared in winter creates too much conflict with the sledding hill.	3/23/2022 11:48 AM
46	Sledding accidents are sure to happen with option 1 and 3. People don't realize how far kids can go on their sleds on a good sledding day! Olbrich Sledding hill is a community institution and an historic pastime for our neighborhood and the city at large and anything that would inhibit safe usage of the hill for children and adults the same during the long cold winter months does not have my support, so I cannot support options 1 or 3. Please choose the community created option four!	3/23/2022 11:16 AM
47	Option 2 conflicts with the sledding hill and won't get plowed. Option 4 is too close to very fast traffic, even though it would be elevated. I still don't trust drivers.	3/23/2022 11:06 AM
48	I'm concerned about the safety of kids in the park during all seasons. The sledders go far and wide - past the restrooms, and both options options 1 and 3 would be asking for a bike/sledder collision. Also, I'm opposed to adding more impermeable surface near the lake. There is a significant amount of flooding that happens during the year on the walking path and the biking routes going through the park (options 1 and 3) would be unusable during those periods. I think bikes using the road during the winter is the safest and most environmentally friendly option.	3/23/2022 10:56 AM
49	I hope using federal money doesn't trump having the least impact on the historical and safest use of the park as I have seen it used in my 48 years in the neighborhood. Giving in to a strong biker lobby including Alder Foster will affect young children and my age group who want peace, not fear, in the park. So, my muted support for option two is a compromise for bikers but only if they are separated from walkers and children at a safe distance. It would be best to close off bike and motorized vehicle traffic through the park at Welch and Lakeland altogether, in my opinion. Motorized scooters regularly cut through the park using Lakeland as a shortcut. That should also be addressed.	3/23/2022 10:03 AM
50	I'm concerned that pedestrians or kids on the playground could be hurt by bikes moving quickly on the path.	3/23/2022 9:43 AM
51	For option 4, that road's hill is pretty steep and there's more potential bike/car interaction. That's why it is my least favorite. Winter or other adverse weather would be an unpleasant commuting and biking experience. Whereas a dedicated path through the park is a great option for small kids and the route connecting to the Olbrich driveway area reflects current pedestrian and bicycle traffic and would also support those connecting to/from Olbrich and Garver. I prefer an option where the path is cleared all winter since I do commute by bike during the winter and also my family bikes to go sledding or skating at Olbrich. Less car interaction is particularly valuable in the winter.	3/23/2022 3:53 AM
52	The path proposed should support bicycle commuting. A route that meanders through the park does not support this use. I have concerns about the steepness combined with curves for safety and whether this path will be used. "Cutting the corner" going down the hill near the playground will result in a much steeper incline immediately following a curve that would be taken at speed. A bicycle rider going westbound may be in conflict with downhill eastbound riders "cruising" the curve at a point when they are struggling to ascend. A straighter alignment of the trail on the hill would make either direction safer.	3/22/2022 11:38 PM
53	Options 2 & 3 are the worst combination, as they divide the green space without providing an optimal bike path.	3/22/2022 11:05 PM
54	Unsafe to have bike path so close to an unfenced playground, children will get hit by bikes on a fast downhill, makes lakeshore less friendly to pedestrians	3/22/2022 11:05 PM
55	Option 4 is both less direct and less pleasant - requires uphill ride and also staying with traffic instead of riding/walking in the park and along the lake which is much more pleasant. I either bike or walk this route several times per week and feel that people would simply cut through the park anyway if route goes along the road instead.	3/22/2022 10:29 PM
56	Option 2 is no good due to the sledding hill interference. The bike path must be cleared in the winter. Option 4 is no good since bikers won't want to take the alternate street route up the hill or be diverted to the isthmus bike path.	3/22/2022 10:19 PM
57	Option 1 disturbs the lake shore and option 4 is just silly.	3/22/2022 9:53 PM
58	Option 1 is effectively an additional road through the park that cuts through the playground.	3/22/2022 9:45 PM

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59	Option 1 and 3 will likely take out trees for no good reason. Option 2 is the best.	3/22/2022 9:42 PM
60	Both option 1 and 4 are over-engineered.	3/22/2022 9:40 PM
61	I'm persuaded by multiple comments tonight that Options 1 and 3 pose unacceptable risks to little kids going to and from the playground. I view Option 4 as being a waste of money.	3/22/2022 9:03 PM
62	Option 1 is a vanity project for Alderman Foster	3/22/2022 8:50 PM
63	Option 1 takes up too much parkland for a road	3/22/2022 8:43 PM
64	Option 1 is too much pavement! Option 4 completely pushes bikers out of the park	3/22/2022 8:34 PM
65	The compromise option 3 is adding more concrete where there isn't any currently. It also bisects green space more. Option 1 is widening an existing path and option 1 is a direct path where one exists. I don't see a big need to plow in the winter which is why option 1 works. It doesn't stop sledding. The lake loop is more of a pleasure activity not a commuter option. In the winter I use the cap city trail to commute and it works fine. Leave the current pedestrian path as is and just make Lakeland an improved bike path through the park with engineering controls to slow bikers entering the park headed east down the hill	3/22/2022 8:26 PM
66	Option #1, coming closest to the lake, provides a much nicer experience for bikers. Option #4 has too many steep hills.	3/22/2022 7:13 PM
67	Options 1 and 3 are too steep too close to the playground. They'd be unsafe and I'm concerned about crashes between bikes (especially e bikes) and children near that hill. They also cut through an area that is used in the spring, summer, and fall for community and family picnics. Bikes speeding through the middle of the park near the playground will bisect those picnics and gatherings and make them unsafe due to bike/e-bike speed down the hill. I'm also concerned for strollers/wheelchairs on options 1 and 3 for the steepness of the paths while bikes pass very quickly/closely. Options 1 and 3 would also interfere with current park uses by going through the middle of the park: soccer, softball, picnics, drum circles, playground use, people reading near the lake, weddings, kickball.	3/22/2022 7:00 PM
68	Don't like the issue with the grade of the terrain.	3/22/2022 6:45 PM
69	Should be cleared in winter Welch/Oakridge is out of the way	3/22/2022 6:37 PM
70	It's unsafe for walking-pedestrians to share same path as in people on bikes	3/22/2022 6:32 PM
71	I believe that option 1 or option 3 would work better if there were re-grading done to direct sledders in a more easterly direction rather than straight to the lake. This would also result in lower sledding speeds. The re-grading could also reduce the maximum downhill grade for cyclists, also reducing downhill cycling speeds.	3/22/2022 6:31 PM
72	1) the route of #4 is basically parallel the existing route, just moved out of the park and onto a low use side street. (I'd def be in favor of making the bike path 2-way on the SE side of Oakridge. If cyclists, especially with e-bike assist can't handle an extra 15' of elevation gain going up Welch ave, and a very gradual gain coming back in along Oakridge??? c'mon! I've done that route up Welch tons of times and never found it to be a deterrent. Also, using google map, I calculate that #4 is about an extra 200' x 2 of distance for bikers a) 200' from mouth of parking lot where bikers now turn, extending to Oakridge, and b) 200' from Lakeland along Welch up to Oakridge, avoiding the current cut off down thru the park. That's a total of an extra 400' to bike on a 4 season maintained path. At 10 mph, that's a "burden" of only an additional 15 seconds! 2) Option #4 leads to MUCH better year round use cuz of ability to plow, especially the steeper section.....Without plowing on the cutoff thru the park, I'd guess winter cyclists might already be using Welch/Oakridge (but that is speculation on my part.....) 3) Speeds are increasing on bike paths. ANY higher speed bike path, such as #2, #3, constitutes a break in the park, separating the hill section from the other parts of the park. This is not dissimilar to what freeways do to neighborhoods. This is another point in favor of routing AROUND the park perimeter. 400' and 15 secs is a more than adequate trade off for preserving green space continuity. A pedestrian friendly barrier at the former cut off on Welch/Lakeland would help prevent cutoffs, as will the restoration of a greensward with no pavement. Continuity of hill to flats will help extend play opportunities for all ages, not just in wintertime, since there will be no fear of barreling bikers in the midst (mist).....Thanks! Ray Purdy	3/22/2022 6:08 PM
73	Option 1 is too much pavement through the park (to close to the water). The city will be required to maintain a lot more asphalt. Option 3 will swing the path wide towards the	3/22/2022 5:57 PM

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playground and will create an unsafe environment where bikes and toddlers clash Option 4 is overbuilt with too much zig zagging

74	If the city is to make any investments, they should be to promote accessibility and multiple uses of this popular park. The historic sledding hill should be preserved at all costs. It is a treasure and should not be plowed. The current path is already dangerous - cyclists rush down the olbrich hill at top speed, already uncomfortably close to the playground area. Options 1 & 3 make this worse. Option 4 makes a wonderful park even more accessible to persons with mobility constraints - such as those in wheelchairs and stollers who otherwise cannot ascend the current hill. Option 4 also clearly seperates cycling from other activities - making the park safer for everyone. Option 4 also allows for year-round biking via the plowing of a road/bike path that wont interfere with existing winter uses of the park. Option 4 also makes a more gradual descent/ascent for cyclists, much safer! Option 4 is an elegant solution that enhances a park with more accessibility and safety. The other options detract from the park's current uses and endanger the safety of our most vulnerable residents to accommodate our most athletic cyclists.	3/22/2022 5:52 PM
75	Longer bike route. No plowing	3/22/2022 5:30 PM
76	Bikes through a park where people congregate and in the path with pedestrians leaves the possibility of accidents.	3/22/2022 5:07 PM
77	Option 4 would reroute bicycling. Folks take the fastest route through the park. The option has good intent but impractical.	3/22/2022 5:04 PM
78	Option 4 is undesirable from both a bicycle-commuting perspective (unnecessarily lengthens the route and adds elevation gain) as well as accessing the park via bicycle and with kids riding. Current use of the park includes a de-facto bicycle route and I have used it often as both a cyclist and pedestrian without perceiving any user conflicts.	3/22/2022 5:03 PM
79	Path not cleared in the winter and 2 better options	3/22/2022 4:54 PM
80	My children toddled, walked, ran, flew kites, sledded, picnicked, played on the swings, threw frisbees, danced and just sat in the park. Options 1 and 3 are dangerous with the bikes speeding down the hill from Lakeland close to little ones and families and older people in wheel chairs. The new 25 mph heavier bikes make it even more dangerous. Madison would have serious legal liability as so many of us have informed decision makers of the serious risk.	3/22/2022 4:47 PM
81	For option 1, pedestrians would have to deal with the now speedy E-bikes. Keep them on their own path. Option 2 only doesn't allow for winter biking.	3/22/2022 4:18 PM
82	I don't see a good enough reason to have bicyclists avoid the park, which should be used for activities such as bicycling. I'd bet that many would cut through the park anyway.	3/22/2022 4:16 PM
83	The main purpose of riding on the bike path is typically to get out in nature and get exercise (as well as some commuting). The farther away from traffic the better (as well as safer), and the more scenic and closer to nature (e.g. the lake) the better. Bike path riding should be enjoyable, and preserving that for future generations is also important.	3/22/2022 3:12 PM
84	I would like the path to be plowed in the winter, which rules out Option 2. The elevation change in Option 4 would make me extremely unlikely to use it, and I also hate to lose the enjoyment of biking through the park itself.	3/22/2022 2:53 PM
85	more separation of bikes/pedestrians and busy traffic is needed, especially for the boat launch area.	3/22/2022 2:33 PM
86	Any plan that allows fast bicycle traffic trough a heavily used park area is a poor design, and unsafe. This is especially the case here in Olbrich, with a steep, fast path running right through the primary areas used children and families (near the restroom, playground, sledding hill).	3/22/2022 2:20 PM
87	Option 2 is not plowed during the winter	3/22/2022 1:36 PM
88	I think option 4 looks like the safest option for both bikers and pedestrians/park users.	3/22/2022 1:32 PM
89	Adding switchbacks will NOT prevent electric bikes from speeding past the playground thus NOT preventing accidents. Wheelchairs avoid the area entirely because of the terrain surrounding the park; switchbacks will NOT attract wheelchair traffic. The bike path hill is the BEST part of entering and exiting the park by bike and foot.	3/22/2022 1:20 PM
90	Any route for bicycles coming down that hill into that part of the park will lead to high speed	3/22/2022 1:07 PM

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riding in an area where people with kids play, picnic, fly kites... I raised my kids in this neighborhood and spent countless hours in that park during all seasons. A bike path through the park land will be inherently dangerous and should be considered an incompatible use. Option 4 is far and away the best plan for all users.

91	Don't want properties to lose land.	3/22/2022 12:49 PM
92	There are no turn lanes for motor vehicles. There is a lot of motor vehicles using these roads to get to and from work, especially during the morning commute and the evening commute. The average person does not ride their e-bike, b-bike, bike, etc. during the winter months. With only increased volume of people, cars, animals, smog, along with the excessive density of people in the City of Madison, these plans appear to be bias towards motor vehicles. These plans will only create more congestion of motor vehicle traffic in that area. There are many cities in the US where they have designed user friendly and safe roadways for all persons traveling including peds, bicycles, ebikes, roller blades, motor vehicles, etc. It does not flow well into Monona Drive, which the City of Madison just paid to re-construct.	3/22/2022 12:42 PM
93	No good -- Options 1,2,3 -- too much traffic, safety issues, bikes too fast where pedestrians are walking. Please choose option 4, neighborhood option Option 4 eliminates congestion and safety trafficking concerns good wheelchair accessible path on slope (make plenty wide for people who need to move over and rest). The amount of bicycling has increased many fold recently. Electric bikes do present a safety issue with exceeding speed going past pedestrians and bicyclists traveling in the opposing direction. Separate 5-foot pedestrian trail (foot path does not need to follow the bike trail). Please site ped-path accordingly.	3/22/2022 11:36 AM
94	I'm very worried about increased bike traffic close to areas that are heavily used by children. The statements "closer to playground" or "closer to picnic area" are not positives. Option four is the only option that retains the footpath along the water, increasing access to the park, and moves the wheeled vehicle traffic (remember, e-bikes are allowed!) along a very lightly traveled road in order to synch up with the existing bike lane on Atwood.	3/22/2022 11:34 AM
95	Path of least resistance seems prudent	3/22/2022 11:02 AM
96	I'm concerned for children's safety if the bike path is rerouted through Olbrich park. I think the rerouting is unnecessary, and will cause dangerous situations in a busy park.	3/22/2022 10:22 AM
97	The climb up Welch is steep. Oakridge Ave is not a good biking street. It is narrow and heavily traveled. Plus the downhill is steep.	3/22/2022 9:48 AM
98	I see an existing perfectly usable winter bike route that simply sticks to Welch and Oak Ridge Roads. I don't want to see more asphalt dividing up our already diminishing green spaces. When there are sledders there are not cyclists so I don't understand that as a conflict. it doesn't make sense to me to add more plowing and more asphalt when there already is a perfectly good route	3/22/2022 8:08 AM
99	Interference with pedestrian & event functions. Placement of a high speed bike path (including electric bikes @ 25 mph) through well-used and sometimes crowded park space. Why place a road through park space!	3/22/2022 12:28 AM
100	No need for bikes to have fastest or most direct route. Bikes yield to pedestrians so avoid their activities crossing each other.	3/21/2022 11:35 PM
101	2 and 3 seem to be compromises that take more from various uses than contribute. 1 and 4 move the bike path out of bisecting the park but still give direct enough routing.	3/21/2022 11:17 PM
102	Safety issues for park users	3/21/2022 10:44 PM
103	Lakeland should be closed to make sledding safer	3/21/2022 10:40 PM
104	The path being wheel chair accessible and cleared of snow is most important to me	3/21/2022 10:25 PM
105	The path along the lake is regularly used as a pedestrian path. I would like an option for pedestrians different from bikes because bikes come down the hill crazy fast!	3/21/2022 10:18 PM
106	Option 4 allows for the safest bike route and better and safer options for pedestrians. The other options create dangerous bike travel where pedestrians and small children often walk.	3/21/2022 10:05 PM
107	Option 3 is a waste of space and breaks up the open area for people to use. Option 4 is also a waste of space and can cause erosion with the switchbacks.	3/21/2022 9:53 PM

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108	2 is best assuming path that runs along Atwood is cleared. There would still be an easy route to the path without having to go on Monona Dr. Does path go all the way to the Eastside Club?	3/21/2022 9:50 PM
109	I don't think bikes should be that close to the shore. It sort of creates a barrier for the people not in bikes from the lake. Also, option 4 could direct people to cross Atwood to get on the already established bike path. Closing a lane of traffic for bikes to go down Atwood is annoying. Especially when the bike path is a block over.	3/21/2022 9:50 PM
110	2. the current road has little value, is dangerous for sledding and does not allow for lighting and sledding to co-exist. 4. no biker will ride this route, they will cut through the grass.	3/21/2022 9:30 PM
111	I bike through the winter, cleared paths are important to me	3/21/2022 8:57 PM
112	I love having the opportunity to run and bike through the park - I don't want the path to avoid the park by using the roads around it.	3/21/2022 8:48 PM
113	Even though I bicycle around Lake Monona quite often, I believe that Madison can route the path along Olbrich Park without adding more pavement. Option 4 does not require more pavement. Also, the traffic on Oakridge between Atwood and Welch is virtually nonexistent. Even though Option 3 will require new pavement, it's only to avoid the sledding hill, and should minimize conflicts between bikers and pedestrians.	3/21/2022 8:39 PM
114	It's important to retain space at the bottom of the sledding hill for sleds to run. I don't think it's necessary, or even all that beneficial to run the bike path along the lakeshore.	3/21/2022 8:39 PM
115	I worry about mixing bike traffic, sometimes fast commuter bikers, with play areas and family day use.	3/21/2022 7:34 PM
116	I strongly support the plan created by the SASY NA transportation committee with help by Lou Host-Jablonski.	3/21/2022 7:34 PM
117	N/A	3/21/2022 5:59 PM
118	I cannot support a non-year round option when a year-round option exists	3/21/2022 2:40 PM
119	route 3 cuts across the sledding hill area. route 4 requires a tight and steep road segment shared with cars. route 1 is simply best by far and is most efficient route of bike and pedestrian traffic that mirrors other areas of the lake loop.	3/21/2022 2:19 PM
120	I don't like that option 2 isn't plowed in winter and is closest to vehicle traffic route.	3/21/2022 12:34 PM
121	Option four forces bikes out onto the street and makes them take two sharp semi blind corners. It also adds a bit more of a hill. It also removes what would be a pretty portion of path along the lake. In my opinion this proposal is terrible.	3/21/2022 9:41 AM
122	NA	3/21/2022 9:22 AM
123	lack of winter use, inconvenience of hilly route	3/21/2022 8:00 AM
124	Option 2 will not be maintained in the winter. This is a major barrier for the current route and often leads to rutted ice lasting well into the beginning of spring when everyone is jumping on bikes to ride the lake loop. Option 4 keeps bikes out of the park entirely. Why in the world would we do that?	3/21/2022 6:50 AM
125	The path should be cleared in the winter. And Option 4 includes a very steep grade that will make biking difficult.	3/20/2022 9:52 PM
126	Too much traffic on Atwood	3/20/2022 9:03 PM
127	There's plenty of bike paths through this neighborhood as it is	3/20/2022 8:00 PM
128	main criterion for support is: would I want to bike with a trailer full of groceries on this route? Options 1 and 4 are the most circuitous and steep, so the answer for those both is "nope."	3/20/2022 7:58 PM
129	Option 1 & 3 adds more pavement to green space and feel adding bikers through park would diminish safety for all. If option 2 selected, bikers could follow Oakridge, Welch route during winter. As a side note, I'm a bike rider.1	3/20/2022 7:58 PM
130	I did not select that for any of the options.	3/20/2022 7:24 PM
131	The version that goes along the lake makes the area less friendly for pedestrians (would be forced to share the path and have to be on the alert for speeding bikes). This version would	3/20/2022 7:02 PM

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also interfere with other activities by the water.

132	Downhill portion on Oakridge is steep making it hard to stop a bike quickly, and cars turning right from Atwood onto Oakridge or illegally turning left from Atwood onto Oakridge and flooring it to go up the hill while other cars come down are a scary hazard for bikers. I tried this route in the past and had cars narrowly miss me.	3/20/2022 6:46 PM
133	Option 2 wd not be cleared.	3/20/2022 6:07 PM
134	The 4th option is terrible! Even with a path, how do you expect children to bike up OR down that hill? The grade does not work for a high traffic public path. That hill is simply too steep and dangerous. I would be terrified to have my kids bike down it, and and it's impossible to bike up with a bike trailer. I understand the resistance to option 1 by some in the community. But Olbrich is not a conservation park, it is a HIGHLY used public park that frequently hosts soccer games, drum circles, and festivals. You presented 3 options, and I am baffled why you are now presenting a 4th option that doesn't even make sense from an engineering perspective. You are not beholden to SASYNA, and SASYNA does not represent the neighborhood.	3/20/2022 6:05 PM
135	Option 3 cuts into the sports fields. Option 2 would be cut off in the winter.	3/20/2022 1:23 PM
136	I feel it's very important to have this area maintained in the winter as many of us in the neighborhood walk our dogs year round. We already lost out on a dog park.	3/20/2022 12:39 PM
137	Transforms the park into an area where bike traffic is welcome, too invasive.	3/20/2022 12:32 PM
138	Stick with what you knoe	3/20/2022 12:15 PM
139	I disagree with putting a bike path down Welsh Ave. bad idea	3/20/2022 12:01 PM
140	i didn't choose to "not support" Option 1 but my concern is that there would be too much bike traffic directly in the park.	3/20/2022 11:36 AM
141	No plowing terrain too challenging for some	3/20/2022 8:31 AM
142	We need a winter cleared bike path	3/20/2022 8:11 AM
143	path needs to be extended along the lakeshore from the jetty to atwood	3/19/2022 6:13 PM
144	2 and 4 are unsafe	3/19/2022 5:58 PM
145	I am concerned about keeping bike/multi-use paths accessible for people of all ages and abilities, year round. Options 1 and 3 represent that ideal.	3/19/2022 4:36 PM
146	Option 3 seems to be a half measure of all the other options. If there is going to be a new path added, I would just prefer it be closer to the shoreline and less on the middle of the park.	3/19/2022 3:42 PM
147	I want a trail by the water but also plowed in the winter.	3/19/2022 3:37 PM
148	Lack of plowing	3/19/2022 1:20 PM
149	Option 1 would not only require plowing, but salt/sand. It is too close to the lake. Plus, even with a 17-foot wide bike/walk path, it is not conducive to a leisurely stroll – bikes will be cutting over to the walking portion to pass. Option 2, with the no-plowing during winter is not bad. But this will not get bike support. Plus, snow over pavement melts quicker and could decrease the time that the hill can be used for sledding.	3/19/2022 1:12 PM
150	Studies show that the number of people who use bike paths (and multi-use paths) depends not on climate but on whether the paths are cleared in times of inclement weather. Clear the path!	3/19/2022 12:47 PM
151	Cannot support option 2: bike route should be plowed in winter. these are transportation routes for people for getting to work, shopping, etc. they should be accessible in the winter. Cannot support option 4: additional elevation of route makes bike path less accessible to riders of all ages and abilities. This route should be a major bike route for people of all ages and abilities to commute, travel around the lake, etc. It should be open all year round and be accessible to people.	3/19/2022 12:46 PM
152	The options need to support commuting better, including plowing in the winter, and limit travel on Atwood.	3/19/2022 11:44 AM
153	I prefer to commute by bike year round. The lack of winter snow removal would be a major	3/19/2022 11:06 AM

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downside for me, between the presented options.

154	The sledding hill is really important to the neighborhood. Any plan that jeopardizes the hill isn't thinking about year round park enjoyment holistically.	3/19/2022 11:04 AM
155	Stay away from cars completely.	3/19/2022 10:59 AM
156	I do not support #2 as I have experienced conflicts/near misses with unpredictable behavior of other bikes/pedestrians/cars on current route. #4 puts bikes, including children on bikes, on streets, which is less safe and discourages biking along route by families and individuals who feel uncomfortable and less inclined to bike on streets. #1 is best because it takes best advantage of our beautiful lakeshores and streams, and will increase safe ridership by all ages and abilities. Tim Olsen 1331 E Johnson St 53703	3/19/2022 10:42 AM
157	It is not fair for all ages and abilities.	3/19/2022 9:34 AM
158	My concerns are around safety for all ages and modes of transportation ie bike & car transportation.....the safest routes have the potential to encourage MORE biking and thus address climate change as well ie reduce carbon footprints safely.	3/19/2022 9:27 AM
159	NA	3/19/2022 8:39 AM
160	Path should be cleared in winter and remain safe and usable for all ages and abilities.	3/19/2022 2:10 AM
161	The grade is far too steep for the majority of bike riders of all ages.	3/19/2022 12:24 AM
162	Option 4 seems like an attempt to push bike traffic outside the park, requires climbing to higher elevation discouraging bikers.	3/18/2022 8:03 PM
163	The lack of clearing in the Winter and proximity to sledding are a problem for use Winter riders.	3/18/2022 5:44 PM
164	Prefer not adding another path across greenspace	3/18/2022 5:28 PM
165	Option 2 will not be plowed in the winter. One of the reasons I quit biking in the winter is the slop that gets all over my bike and chain. Frequent bike cleanings are needed and I don't have anywhere to do that. It seems like it would also be more dangerous.	3/18/2022 4:09 PM
166	Winter plowing is important to me for commuting.	3/18/2022 1:46 PM
167	Unless there is an obvious deterring feature, Bicyclists will continue traveling the route down the sledding hill area. Turning left (away from the lake) and going up an incline, around a park doesn't support bicyclists feeling welcome to the park.	3/18/2022 12:39 PM
168	We should be separating bike and car traffic when possible and making it easy for people of all abilities to cycle, walk or run safely all year.	3/18/2022 12:37 PM
169	Plowing of snow and elevation changes	3/18/2022 11:13 AM
170	I believe traffic will be an issue for runners bikers and walkers and then on top of things it completely takes people out of the park and just on streets. not cool	3/18/2022 10:57 AM
171	Accessibility for all ages and winter time use.	3/18/2022 9:40 AM
172	2 and 4 seem incredibly unsafe for bicycles.	3/18/2022 9:28 AM
173	Option 2 won't be plowed in winter. I am a winter cyclist and this is worse than the current layout. Option 4 requires biking up a hill on Welch and then onto Atwood, which is not practical for all ages and abilities.	3/18/2022 8:51 AM
174	Both are too close to vehicular traffic for bicyclists.	3/18/2022 8:16 AM
175	That it would not be plowed in winter.	3/18/2022 6:23 AM
176	Riding on Atwood	3/18/2022 5:26 AM
177	I am concerned that putting the bike path along the lakeshore will make it too busy for kids, families and people to walk and picnic along the lake. This is currently used by many families for picnics and walks and will make it too busy and not safe for this. Would appreciate saving the quiet lakeshore for people to enjoy safely without having to worry about fast bikes.	3/18/2022 3:11 AM
178	I do not think it will be safe to have bikes at full speed going along the lakeshore. That is where many people walk including families with children. The risk of a biker hitting a pedestrian	3/18/2022 3:09 AM

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at high speed (having just come down the hill if headed east) seems too high.

179	This is a one time opportunity to make a nice multi-use path to bring people closer to the lake. Why would we spend \$ just to push bikes and runners out closer to a busy street where they can inhale tailpipe exhaust? That makes no sense.	3/18/2022 1:37 AM
180	Option 2 would not be plowed in the winter.	3/18/2022 12:18 AM
181	It is important to have a bike path we're snow can be cleared in the winter. Options 2 and 4 would not be work the investment if they don't work a third of the year or more.	3/18/2022 12:11 AM
182	We need more dedicated paths that avoid surface streets (car traffic) and residential neighborhoods.	3/17/2022 10:42 PM
183	A path that is not cleared in winter is not useful, and the other option adds a miserable hill and shunts cyclists onto a dangerous road	3/17/2022 10:24 PM
184	Need to be able to bike in winter.	3/17/2022 10:08 PM
185	Winter access	3/17/2022 9:50 PM
186	There is a great opportunity to build a nice, inviting, year-round option. To waste that opportunity to draw people closer to the lakefront and into the park would be a shame.	3/17/2022 9:45 PM
187	Not being plowed in winter	3/17/2022 9:22 PM
188	Other options are safer	3/17/2022 9:01 PM
189	#1 Path goes right past playground and through park center, inviting conflicts with park users (see Vilas Park's interior path) #3 path is so obviously contrived that many bicyclists will cut through the grass (see Indian Hills park). It is also steep. #4 adds a long uphill in each direction that bicyclists will deride since they see an obvious better alternative.	3/17/2022 8:29 PM
190	Lack of plowing, steep hills.	3/17/2022 7:34 PM
191	Option moves bike traffic through busier areas of the park.	3/17/2022 6:54 PM
192	The more accessible a bike path is to all ages and abilities throughout the year, the better it will be for our community. Options 2 and 4 aren't as accessible as 1 and 3.	3/17/2022 6:47 PM
193	Not plowing #2 in the winter means the path will not be usable	3/17/2022 6:31 PM
194	If it isn't plowed in winter, I can't support	3/17/2022 6:17 PM
195	Options 2 and 4 are not safe year round for all cyclists.	3/17/2022 6:16 PM
196	Option 4 is just a really ugly option it doesn't make anything better really. Option 1 feels like the best compromise to make it good for everyone, it would seem to meet all parties in the middle	3/17/2022 6:04 PM
197	It's boring - let us enjoy/see the park too.	3/17/2022 5:11 PM
198	Doesn't get plowed. Road not as viable an option.	3/17/2022 4:49 PM
199	No plowing in winter	3/17/2022 4:43 PM
200	Want a route that can be cleared of snow and is usable year round.	3/17/2022 4:07 PM
201	I think option 2 and 4 will make biking worse then it currently is.	3/17/2022 4:00 PM
202	Options 2 and 4 are worse for bike commuters than current conditions.	3/17/2022 3:54 PM
203	Option 4 does not support safe biking for all ages and abilities	3/17/2022 3:51 PM
204	I am an occasional bike commuter but I would bike more if this infrastructure existed! I have been aced out of parking repeatedly when traveling to the botanical garden or the biergarten, and would be much more likely to choose biking for those trips if there were better infrastructure. Option 2 is not plowed in the winter, meaning bikes will ride along Atwood all winter. Option 4 takes bikes out of the park, making people ride up the hill on Welch Ave which would be a significant deterrent, and otherwise is too street-adjacent. The park is currently under-utilized as is -- more bike traffic would increase safety and make it a more appealing destination. These options do not support safe biking for all ages and abilities.	3/17/2022 3:38 PM

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205	Would I want all year access	3/17/2022 3:35 PM
206	Biking on Atwood without a protected lane is not acceptable.	3/17/2022 3:35 PM
207	Not plowed in winter is not ok	3/17/2022 3:24 PM
208	Must provide a route that keeps cyclists off Atwood.	3/17/2022 3:16 PM
209	The grade of the hills at Welch and Oakridge, plus biking along Atwood make this an unsafe option for many bikers.	3/17/2022 3:15 PM
210	Winter biking would be very dangerous with sledding hill and roads.	3/17/2022 3:12 PM
211	biking along or in roadways is dangerous and stinky. Closer to the lake = closer to nature.	3/17/2022 3:11 PM
212	Lack of winter maintenance and conflict with the sledding hill and parking areas.	3/17/2022 3:10 PM
213	It excludes bikes from the park altogether	3/17/2022 3:09 PM
214	Na	3/17/2022 3:07 PM
215	Traffic conditions	3/17/2022 3:00 PM
216	I prefer to see more separation between bicycle routes and motor vehicle traffic, and prefer a route that seems safer and more able to encourage riders of varying abilities.	3/17/2022 2:59 PM
217	Having it cleared year round would be awesome	3/17/2022 2:54 PM
218	Not bike friendly or safe.	3/17/2022 2:52 PM
219	Current option no good needs to change	3/17/2022 2:52 PM
220	Not as friendly to bikers and places them in traffic	3/17/2022 2:47 PM
221	Option 2 is not plowed in winter, leaving no bike route except the road. This is not acceptable. Option 4 takes bikes out of the park year-round, making people ride up the hill on Welch Ave., down Oakridge Ave., and along Atwood the rest of the way. These options do not support safe biking for all ages and abilities.	3/17/2022 2:47 PM
222	A path that is not cleared during the winter should be out of the question.	3/17/2022 2:28 PM
223	Reduced equity of solution for all cyclists.	3/17/2022 2:26 PM
224	Winter is already rough with riding on the road without snow and vehicles I think adding bikes to this route in the winter wouldn't be safe for families.	3/17/2022 2:22 PM
225	Options 2 and 4 do not plow and support bikers specifically commuters.	3/17/2022 2:21 PM
226	Not plowing in winter forces bicyclists onto the roadway, not allowing access through the park forces bicyclists to go around the park and up a large hill	3/17/2022 2:14 PM
227	Not accessible for all ages and abilities and not accessible during winter.	3/17/2022 2:08 PM
228	option 2 lack of winter option is not acceptable to us all-weather bikers option 4 looks like the objective is to keep bikes out of the park, which is not the practice anywhere else in the city, where bikes are an integral part of the parks option 1 maintains continuity with Lakeland Avenue's proximity to the lake, which produces some of the heaviest recreational bike traffic in the city when weather is good. I know because I live one block away and use it heavily myself. If the city has no recent traffic data to confirm this, it should get some. Anyone suggesting that bikes and pedestrians can't coexist on a path should produce injury data to support their opinion. Pedestrians are killed by cars. The path width near MG&E should be adequate since I don't anticipate pedestrian traffic as heavy as it is adjacent to the convention center.	3/17/2022 1:55 PM
229	Running the path outside the park hides bike infrastructure which should be celebrated to encourage alternative transit. Also since it is part of the lake loop the route should be clear.	3/17/2022 12:49 PM
230	#1 interferes with pedestrian safety. I run on this path. #2. Having a bike path at the base of the sledding hill has been long problematic. I don't understand why the street has been continued there for as long as it has. #3. This goes into current park space that gets used for a number of activities. Keep the bikes out of the park. It is not a good use of park space.	3/16/2022 8:13 PM
231	2. Path needs to be cleared in winter. 4. Doesn't encourage community connection/informal	3/16/2022 7:40 PM

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	interactions	
232	It is never safe to have bikes and pedestrians on the same path. I have been spooked while walking by bikes sneaking up and speeding by. The park activities should take precedence over a bike path	3/16/2022 2:09 PM
233	Option 2 interferes too much with winter activities Option 4, unless you completely cutoff going down the hill will not be followed. Also, staying on the road down a very steep hill is not safe.	3/16/2022 10:41 AM
234	I cannot support option 2 because it does not clear the path during the winter, forcing bicyclists into the street during those months. I cannot support option 4 because it adds a conflict point at a parking lot, and cars just do not "play nice" with bicyclists; why make it easier for the bicyclist to be hit by a car when option 1 is does not have that conflict.	3/16/2022 10:05 AM
235	Concerns for safety of children who might run out into the path without looking and pedestrians who might have walking issues or startle reflex from cyclist	3/16/2022 9:31 AM
236	Too steep and hilly for bikes - not very accessible	3/16/2022 8:34 AM
237	Cannot support if not cleared in winter	3/16/2022 5:40 AM
238	This option puts cyclists into conflict with cars turning into the parking lot, this not an acceptable solution	3/16/2022 12:03 AM
239	Unnecessary winding seems excessive	3/15/2022 10:43 PM
240	Putting the bikes on the road to compete with the cars is a terrible idea. Along Welch + and then on to Oakridge puts bikes in jeopardy. Lots of curves and blind areas and again, a bad relationship with automobiles. Bikers and pedestrians will all be at risk. Too many intersections, too many conflicts, too many risks.	3/15/2022 9:32 PM
241	Option 1 isn't the best for bicyclists because there are more pedestrians around.	3/15/2022 6:53 PM
242	I believe that the routing of option one would lead to a larger number of pedestrian/bike interactions that could be dangerous. Leaving the pedestrian only gravel path would be ideal for a largely pedestrian area in the green space	3/15/2022 6:52 PM
243	The path needs to be year-round and it needs to go through the park.	3/15/2022 3:42 PM
244	It seems superfluous to put money into what the trail already is and yet it still can't be plowed in winter.	3/15/2022 2:53 PM
245	Conflict with the sled hill is a major concern.	3/15/2022 2:08 PM
246	Option 2 is untenable because it is not a year round bike path. Option 4 would be underutilized, and is a worse option than what currently exists.	3/15/2022 12:29 PM
247	There would be too much interruption of the current uses of the park. More separation of the various uses makes more sense.	3/15/2022 11:10 AM
248	The two options that I cannot support do not provide a dedicated, wheeled entry and path into the park that follows the lake shore. Wheeled entry and pedestrian access encourage stopping points for park users to enjoy the entirety of the park while accommodating recreational park use of the green space AND lake shore. A paved path that follows the lake shore would make this area one of the few that are also accessible to ALL users, including those who are differently abled or may require sturdy, paved ground to enjoy our outdoor spaces.	3/15/2022 10:08 AM
249	My concern is with cycle traffic destroying what is now peaceful and safe pedestrian access to the lakeshore. Why add another roadway? It's a park, not a commuting corridor.	3/15/2022 2:41 AM
250	Option 4 adds distance and more on-street biking to popular Lake Loop biking route.	3/15/2022 12:09 AM
251	Folks will still cut through the park if the other path goes out of the way.	3/14/2022 9:56 PM
252	I prefer a route that can be plowed in the winter and that has minimal conflict points.	3/14/2022 9:05 PM
253	Putting a bike path between playground, sledding hill and sports fields would be like putting a bike path down the middle of Vilas park. It would be so chaotic and children would likely get run over by commuters or weekend warriors out to beat a Strava segment around the lake. Do the park a favor and keep the bike path out of the middle.	3/14/2022 8:31 PM
254	I think the lack of clearing in winter would be a problem.	3/14/2022 7:36 PM

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255	Option 4, is not optimal for bikers (which includes myself as a regular user). It is a straight shot to use the current bike route through the park.	3/14/2022 7:19 PM
256	I am concerned about the loss of a walking path that can be used by people with disabilities who may be unable to ride bikes or would prefer to not walk on a high speed bike path.	3/14/2022 6:38 PM
257	Placing the path interfering with the sledding Hill doesn't make sense. A multi use path most efficiently uses city resources by constructing and maintaining a single multi use path. I both walk and bike in this park frequently.	3/14/2022 5:30 PM
258	I can not support Option 2 would either block the sledding hill or not be plowed during the winter. I can not support option 4 because forcing bikes into the street, to a crazy intersection is not safe. People will also circumvent the route because if you're coming from lake monona to olbrich you have to go up a huge hill just to go back down it. People are going to take the cut through every time. Every other path in Madison is multi use, why would the path through olbrich be the exception?	3/14/2022 5:29 PM
259	Current route isn't great so would not support this.	3/14/2022 4:35 PM
260	It's unacceptable for this to be a seasonal piece of infrastructure, so it needs to be plowed in the winter. I also think the next to the road alignment of the bike path would be significantly less pleasant to ride.	3/14/2022 2:58 PM
261	Option 4 added elevation is not good for bike route.	3/14/2022 2:45 PM
262	the hill on oakridge is far more intimidating to novice cyclists/kids, and also is a non intuitive distance from the lake loop route	3/14/2022 2:38 PM
263	Option 2 not cleared in the winter	3/14/2022 2:16 PM
264	Not being able to keep the path open all year due to not being able to remove snow means this path cannot be relied upon for commuting or general transportation needs. I'm concerned that the steepness of the grade for option 4 makes it a poor choice - I could live with it, but I think option 4 wouldn't be nearly as accessible to people of all abilities.	3/14/2022 2:00 PM
265	For 2, I cannot support an option that turns something into a partial year option. I ride year round and we would never do something like that for cars in our city. It's insulting. For 4, I am concerned about the different options that create more conflict points with motor vehicles.	3/14/2022 1:37 PM
266	Not being cleared in winter	3/14/2022 1:06 PM
267	option 2 seems like a missed opportunity. As a 3 decade winter biker, why not take the opportunity to get the bike path off the road and onto a path that is plowed in the winter and not blocked by sledding. Option 4 is the worst. Oppose this the most. Puts bikes on the road with cars. More dangerous. Anytime it is possible to separate cars and bikes please do that. Thanks. Hoping for #1 or #3.	3/14/2022 12:28 PM
268	I want an option that has snow clearing. And with option 4, there is a steep incline by bike up Welch to get to the path, and it doesn't take advantage of the lake - in other words, shouldn't the lake loop by bike be next to the lake whenever possible?	3/14/2022 12:25 PM
269	If bikes are routed around the park it decreases the safety of the route and diminishes opportunity to enjoy this space to folks who pass through.	3/14/2022 12:09 PM
270	I do not like that Option 2 would not be plowed in the winter. Option 4 is unappealing because it separates the path from the primary destinations in the park and the more visually appealing and peaceful parts of the landscape.	3/14/2022 12:01 PM
271	Option 2 - I can't support because it is not cleared during the winter and it not an improvement. Option 4 - I can't support because it is dangerous for bike coming around the corner and up Welch due to traffic. It will also be a difficult incline for many bicyclists.	3/14/2022 11:45 AM
272	Not being plowed in the winter would be a deal breaker.	3/14/2022 10:57 AM
273	The conflict with the sledding hill with Option 2 is an immediate disqualification.	3/14/2022 10:40 AM
274	N/A	3/14/2022 9:51 AM
275	Unless the cross walk at the foot of Oakridge were somehow improved, I think this option would be dangerous for pedestrians, bikers, and drivers. There is very poor visibility at that	3/14/2022 8:37 AM

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intersection and cars tend to speed up there. Meanwhile, the hill on Oakridge is very steep and especially during the winter bikes may skid or hit black ice and not be able to take the turn at the bottom of the hill. The few cars that do use that road often take the turn very very fast, adding to the danger.

276	Olbrich Park is one of the reasons people bike (and walk) the "Lake Loop." bypassing the park, or any alignment that does not follow the existing paved path along the lake and the desire line along Starkweather Creek is silly because people are going to continue walking and biking along the lakeshore and creek regardless, so we may as well accommodate what people are already doing as safely as possible. thanks	3/14/2022 8:36 AM
277	Option four is too indirect and too much time on city streets as opposed to a bike path.	3/14/2022 8:17 AM
278	The current pedestrian and bike interaction in the park is unsafe in summer. People want access to the lake - give it to them. Whatever you choose, you should include a path along the river. EVERYONE walks along there. Make it safer... and for everyone.	3/14/2022 8:10 AM
279	No way will people bike away from the lake, especially uphill. The will end up shortcutting to keep doing what the do right now.	3/13/2022 11:15 PM
280	I oppose Option 4 because it poses significant problems and safety risks for both bikers and pedestrians. Due to the grade of Welch Street and the curve where it meets Lakeland, bikers heading east would be traveling very fast downhill and could hit pedestrians heading to the park or just walking on Lakeland Ave (many people walk on the street in this area). Bikers trying to make the curve coming down Welch Ave heading east would also be at heightened risk of being hit by cars driving up (north) on Welch Ave. Bikers would not see cars or pedestrians and vice versa until practically on each other. Also, for bikers heading west, the climb up Welch Ave would be problematic due to the grade.	3/13/2022 11:02 PM
281	Why are we doing so much to preserve a sledding hill? We can only use it for 3 months of the year and by a small number of citizens. Bikes are transportation and are used year round in our community. We need year round bike infrastructure on par with vehicle infrastructure.	3/13/2022 10:56 PM
282	Option 2 - This is not an option I can support because the path needs to be cleared in the winter. I am a year-round cyclist for transportation. Option 4 - Olbrich Park is often a destination for me and my kids, and this routing ignores that cyclists need to reach the playground. The grade change is also a problem for me riding a cargo bike with kids. The other options don't the same grade problem.	3/13/2022 9:57 PM
283	Option 4 there is too much elevation gain and it is too close to the street making it less safe. Option 2 is too close to the lot and facilities which could cause interference from pedestrians when biking	3/13/2022 9:36 PM
284	Option 4 makes a dangerous situation at corner of Welch and Lakeland even more dangerous. West bound bikes would have to shift, cross pedestrian traffic from the sidewalk to the path and turn the corner. East bound bike would be picking up speed downhill and also cross the pedestrian path and turn the corner. Both bike directions would add significant traffic to an already dangerous corner where car traffic in both directions cannot safely make the tight corner. Bike are a higher speed, more direct mode of transportation and should not be made to turn sharp corners and deal with steep grades on street which is the case with this option. I bet that many bikers will chose to go straight causing danger for pedestrians and for them no matter how well marked or how elaborate the barriers will be.	3/13/2022 9:04 PM
285	Option 2 best, least invasive, less pavement. This option should include a striped green bike lane up Welch and down Oakridge to be used in winter (and summer if one wanted another few feet of elevation gain :)	3/13/2022 8:33 PM
286	It runs too close to the busier street, is not a good hill for biking up or down (leads to a really hard stop/turn coming down, and a hard push to get up), and leaves what is a nice spot along the lake.	3/13/2022 8:33 PM
287	Path should be cleared in winter.	3/13/2022 7:02 PM
288	Children and families play in Olbrich park, people are picnicking, other people are going to the park to gaze at the lake and look at sunsets--it is a very busy park and to have bicycles riding close to the lake takes that away from people. I'm a bicyclist and I do not want bicycles riding so close to the lake. There are more and more e-bikes and they are riding faster than ever. Most of the year, bicyclists can ride down the hill into Olbrich park. There are just a few	3/13/2022 6:54 PM

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months where it is blocked because of snow and sledding. Also, there are fewer bicyclists during the winter who are impacted. Riding to Oakridge on roads which are plowed is a good option for those riding during the winter.

289	That it is not plowed in the winter due to the sledding hill.	3/13/2022 6:18 PM
290	Na	3/13/2022 5:49 PM
291	There are streets there, why would you need an additional path.	3/13/2022 4:04 PM
292	I like option 1 the others seem ineffectual	3/13/2022 3:55 PM
293	My concern with Option #1 is that it would eliminate the safe and easy walk-ability of the current path. Option #3 would result in bicycles whizzing through an area where people like to gather for picnics, exercising, conversation.	3/13/2022 3:50 PM
294	Not cleared in winter	3/13/2022 3:43 PM
295	I am in a wheelchair	3/13/2022 3:28 PM
296	Na	3/13/2022 2:51 PM
297	I prefer options that put the new path closer to the lake---this bike route is a scenic choice for many. If a biker is in a hurry or is headed directly to Olbrich Gardens, they can still use Oakridge.	3/13/2022 2:47 PM
298	No plowing in winter	3/13/2022 1:59 PM
299	Important to have snow cleared in winter. Option 3 feels a little tight spacing wise. Path along lake would be nicest- we have these beautiful lakes and olbrich is mostly empty grass fields and parking lots. :facepalm:	3/13/2022 1:57 PM
300	The great part about the park at that point is that you can walk around easily. Bikers do not need to ride along the lake. They are going from one place to another and are not there to hang out. Kids especially would be at risk.... think toddlers. All people are using that area to be with the lake or each other. no one wants to watch out for bikes. The road is right there; use it. Bikes are vehicles I walk a lot and when I walk on bike paths it is tricky at times. I try to stay out of the way. A pedestrian walkway should stay for people. A path used by people and vehicles is dangerous. I want to watch to lake. Not watch out for bikes. I am also concerned with this limited survey and the limited zoom meeting. Save the park for people. If bikers want to walk at the shore. Have them walk at the shore!	3/13/2022 1:43 PM
301	-	3/13/2022 1:28 PM
302	Other designs are better and more useful	3/13/2022 1:10 PM
303	Hardscape. We have enough non -permiable surfaces in Madison and our parks already.	3/13/2022 1:01 PM
304	Option 3 cuts up more of the park (we shouldn't do that) and would be a hazard for both bike riders and park visitors.	3/13/2022 1:00 PM
305	Option 2: no plowing in the winter Option4: path runs adjacent to the the road, increases risk of road traffic accidents.	3/13/2022 12:54 PM
306	Slices the park area up too much	3/13/2022 12:52 PM
307	The hill is tough to climb and the downhill is too fast	3/13/2022 12:49 PM
308	Option 4 doesn't increase access to the park, it includes "bike paths" along the road which are less safe and welcoming, and is a less direct path. Option 1 is the best option because it will increase interaction with the park and make commuting easier. I cannot support Option 2 because it won't be plowed.	3/13/2022 12:36 PM
309	I don't like that option 2 and 3 have the path splitting just before the parking entrance. Vehicles entering/exiting the parking area will have a hard time telling whether a cyclist is going to cross their path until the very last second For option 4, I don't like that bikes are being exiled from a public park and expected to go the long way around and climb unnecessary elevation. Oakridge and Welch are also not very busy streets, so it raises the question of why build a path next to these streets when the streets themselves are not a problem. So on the whole, it represents a downgrade from the direct route through the part that is available today. It also looks like someone drew it with their mouse in MS Paint. For any of the options that route the	3/13/2022 12:23 PM

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path along the road rather than along the water, I think there would still be some bike usage of the path along the water and then across the grass to reconnect. There's a desire line there today from people doing this. I can live with options 2/3/4. They won't deter me from using this route. But I think option 1 is still clearly the best. Option 1 would give kids a bike route to the playground, and it would let people on the Lake Loop follow the actual lake, rather than an Atwood Ave access path.

310	Too steep for biking	3/13/2022 12:22 PM
311	Option 3 gets in the way of some of the other uses of the park, without giving any real benefit to path users. It just seems like more pavement that serves no real function.	3/13/2022 12:21 PM
312	Option 2 - no point - it's more or less the status quo. Option 4 - encourages even more biking along shared sidewalk. Steep climb / fast descent up hill. Will probably be challenging in winter even with plowing (ice). Seems like it's turning a large regional city park into a neighborhood only access (pedestrian).	3/13/2022 12:13 PM
313	As a near daily bike commuter that goes from Lakeland down the hill to the parking area and out to Atwood, option 4 creates significantly less efficiency in my travel route and adds additional hills to get up to Oakridge. I think many bikers would end up trying to bike on the walking path or across the grass rather than take a less efficient route, which would create conflicts with pedestrians.	3/13/2022 12:12 PM
314	Option 2 does not get plowed in the winter, and I think it would be better to not have pavement cross the sledding area. Option 4 makes it more difficult to bike (greater elevation), decreases safety (using the street) and I'm guessing many bikers will take the pedestrian path and bike on the non-paved walking route along the river (which happens sometimes now).	3/13/2022 11:48 AM
315	Option 1 - Pedestrian/bicycle conflicts Option 2 - Not cleared in winter	3/13/2022 11:32 AM
316	Option 2 doesn't have snow removed. option a 4 takes you out of the park	3/13/2022 11:32 AM
317	Option 3 uses areas of the park that are currently used for gatherings and sports. Option 4 diverts bikes to a very steep hill that would be shared with Metro Bus line and cars.	3/13/2022 11:31 AM
318	Option 2 the bike path doesn't cut through the park. Option 4 doesn't have a bike path in the park, it's only pedestrian access. I see that being ridden on even if for only pedestrians.	3/13/2022 11:27 AM
319	Option 3 just seems odd, option 4 takes you away from the lake all to circle back around. Doesn't seem smart. I run this way daily. The path cutting straight along the lake seems the most logical. Keep bikers, walkers away from Atwood as much as possible	3/13/2022 11:02 AM
320	All would be acceptable. As a bike commuter, the more separation from traffic the better and the prettier the better. Though I understand it would place more pedestrian traffic around the fields and typically paths used for foot traffic and fisherman, I'd consider this area of the park currently underutilized.	3/13/2022 8:08 AM
321	As a resident, frequent walker and former cyclist, I do not support any new biking lanes for either Atwood or Oakridge avenues. We have one perfectly good bike path that parallels the railroad only one block away from Atwood, which is a narrow street with a lot of traffic. We have another perfectly good bike path that follows Lakeland Avenue. Both are safe and accessible bike paths. Oakridge Avenue is even narrower than Atwood, and the corner of Oakridge and Atwood is already dangerous for drivers proceeding from Oakridge onto Atwood. What is this insanity about biking? Commuting cyclists can't expect the city to provide bike paths that will get them to work within a certain amount of time. If they choose to ride a bike to work, they have to allow enough time to get there while obeying all traffic rules, just like the rest of us do. I don't understand why the city wants to spend money on bike lanes in this area when 1) we already have enough bike lanes in this area, and 2) bike lanes will only make this area more dangerous for pedestrians, drivers and cyclists alike. Like the rest of us, cyclists need to learn to use existing routes. If they find a particular route too crowded, they can choose a different route. Ever since someone got the bright idea to set off a bike lane on Atwood using traffic cones, it feels like I'm taking my life in my hands driving on that stretch of Atwood. It's harrowing to drive down Atwood Avenue with cyclists coming at you, darting out in the middle of intersections, and wobbling on their bikes while talking to one another. It's even worse at night, when cyclists' lights can blind you. As a long-time cyclist, I used to cringe at newspaper letters to the editor in which the writer blamed drivers for not giving them enough space, but I've had it with cyclists. We have plenty of recreational bike trails, especially right in this neighborhood. Recreational cyclists who want to go faster need to either find a track or go	3/12/2022 8:17 PM

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far, far out in the country. This is a city. We all need to compromise to make it livable. Pedestrians, cars and buses need to use the roads to get from one place to another. Our neighborhood has children, pregnant women, dog walkers, disabled people and senior citizens who should be the first priority for traffic and engineering. If recreational cyclists want more trails, they should fund them in areas that aren't densely populated already. I can guarantee that if you put bike lanes on Atwood and Oakridge, people will have accidents and possibly die. Please fill in the potholes instead of kowtowing to cyclists.

322	Not the most advantageous for bikes	3/12/2022 4:02 PM
323	I use the current walk path along the lake shore daily and it's a fantastic peaceful pedestrian walk. Turning that route into the bike way would take away from walkers, families, and events in the park. Curving the path to avoid the sledding hill would cut into the park and is an unnecessary use of additional resources.	3/12/2022 2:51 PM
324	I would like to keep the lake shore and the park as open space. People will use this to commute so keep it closer to the road. Thanks.	3/12/2022 2:18 PM
325	I want paths plowed in the winter.	3/12/2022 1:40 PM
326	#2 For year-round bikers/commuters, unplowed path is really no path for 3-4 months each year, breaking the link for bike travel or leaving dangerous options.	3/12/2022 1:38 PM
327	For option 4, Welch St is a very steep hill, option 1 is not very straight and requires a roundabout way of getting through Olbrich park	3/12/2022 12:53 PM
328	4. People will skip the Welch hill and bike on grass. 1. Keep bike traffic away from pedestrian and play/sport fields.	3/12/2022 12:38 PM
329	Year round path through park needed for bikes as well as walking and disabled.	3/12/2022 12:29 PM
330	It would put more bikes in close proximity to cars. We have too many opportunities for car/bike accidents already.	3/12/2022 12:11 PM
331	Putting bikes back on Oakridge does not seem like a good option	3/12/2022 9:25 AM
332	3: Avoiding the sledding hill and not having snow removal is not a big deal to me. I don't bike when it is snowing. 4: I am a frequent biker on that route and I like paths that are away from traffic and along the lake shore is more enjoyable and beautiful. That's one of the reasons I bike on Madison's paths is for the safety and ambiance. Thank you for improving this portion of the path.	3/11/2022 10:24 PM
333	I would like to have a cleared path at all times of the year. I would prefer Option 1 to be able to bike/ run along the lake.	3/11/2022 7:00 PM
334	Option 2 - Lack of plowing for bicycles in the winter + is having concrete at the bottom of a sledding hill really a good idea? Option 4 - Needlessly having the bike path go up a steep hill.	3/11/2022 2:40 PM
335	They are simply inferior ideas and make little sense given that option one is the best design. It frees up more green space for the sledding hill and hugs the lake. What needs to happen is this path should continue ON the lake (boardwalk or fill with break water wall) from the East side club all the way to San Daminano property so bikers / joggers / walkers can avoid all the curb cuts and traffic on that stretch or Atwood / Monona Drive - essentially make it a mirror image of the path on the west side of the lake along John Nolen Drive.	3/11/2022 11:55 AM
336	Despite it being not cleared in winter, I don't support the conflict with the sledding hill at all.	3/11/2022 10:29 AM
337	Opportunity to miss the sledding hill but still keep the path open in the winter.	3/11/2022 8:23 AM
338	Option 4 is too far out of the way and creates conflicts with the parking lot. Option 2 is not cleared in the winter, which is not acceptable	3/11/2022 8:19 AM
339	plowing	3/10/2022 8:35 PM
340	it said that one of those options would not be shoveled in the winter	3/10/2022 7:06 PM
341	I believe it's important to be able to clear bike paths in the winter, so option #2 is automatically ruled out for me.	3/10/2022 3:49 PM
342	I like the idea of the path in the park because it brings people closer to the lakes. When I ride this route it is specifically to be near the lake for a recreational ride.	3/10/2022 3:36 PM

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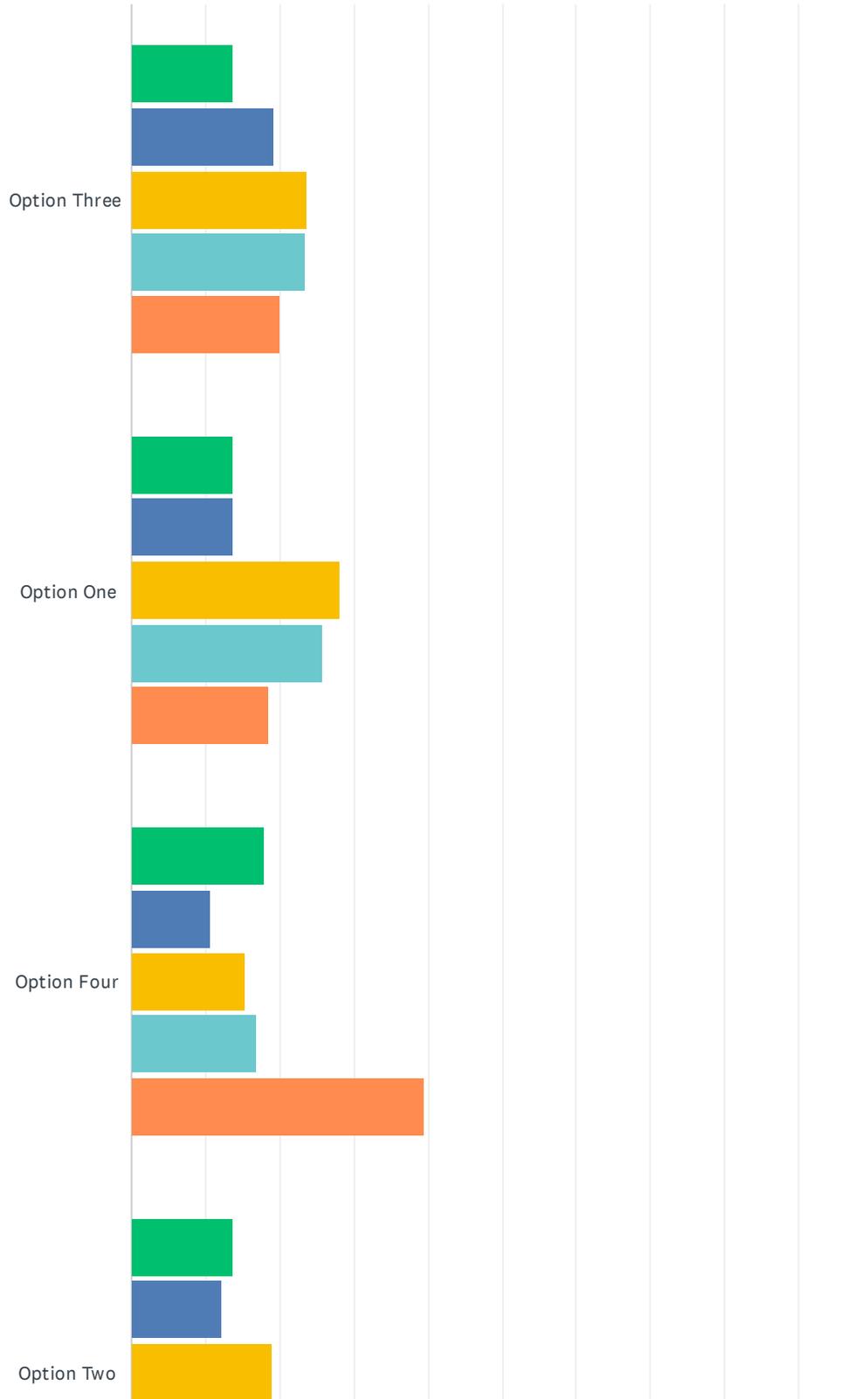
343	Option 2 not being plowed in the winter on an incline like that is a crash waiting to happen. Option 4 being rerouted out of the way, then the additional 15' elevation, then not connecting to the intersection at Sugar for the obvious connection to Olbrich/Garver just makes no sense.	3/10/2022 3:04 PM
344	Option 1 adds too much pavement inside our park. Paving parkland reduces intimacy and desirability of park users. We would have bike traffic penetrating the heart of the park where users go to escape from heavy traffic on Atwood. Plus, the city would probably add obnoxious lighting which would only add to our city's light pollution problem in our parks (like the boat dock and Olbrich parking lots do... way too much all-night lighting!)	3/10/2022 2:58 PM
345	Option 2 is not plowed in the winter so that's a deal breaker for me.	3/10/2022 10:03 AM
346	Plowing in winter is essential. Bikes should be able to go though the park as they have, not down a steep street that then requires a hard right turn.	3/10/2022 6:59 AM
347	Option 1 takes away from the current nature feel of the dirt path along the lake. I feel this should be protected as a pedestrian space only and left as is. It is a special part of the park and a bike path would change this feel.	3/9/2022 6:35 PM
348	I believe that bikes will continue along the lake no matter what option you pick and the best way to avoid conflicts with the sledding hill etc is to make good accommodations. I don't even understand option 4-clearly offered by someone who doesn't actually bike.	3/9/2022 4:19 PM
349	Putting the path up on Oakridge isn't a bad idea if it is IN ADDITION to a path that goes through the park. I'm not sure what the "pedestrian" path even means. As far as I can tell, the existing paved path is a multi-use path that people bike on to access the fishing pier, boat storage, and ball fields.	3/9/2022 2:31 PM
350	The added elevation is sort of a dealbreaker, and why should cyclists not be able to enjoy the park as others do?	3/9/2022 8:47 AM
351	Don't want a paved path through the gathering area near the parking lot. This area is used for drum circles and solstice celebrations. Want to keep the large grassy area free of vehicles.	3/9/2022 12:02 AM
352	Option 3 cuts too far into the park area and disrupts playing fields/activities.	3/8/2022 2:57 PM
353	I cannot support option two. Building a bike route that we're not going to clear in the winter doesn't make any sense.	3/8/2022 7:49 AM
354	Why, when given the choice between having bikes and pedestrians and cars share a space, and giving bikes and pedestrians a secure space to move, would you POSSIBLY think the former is a viable option? If moving the path clear of the sledding hill is an option, why wouldn't we do so?	3/8/2022 7:38 AM
355	I like neighborhood option 4 but am concerned that kids in Oakridge neighborhood cannot ride their bikes directly to the playground. My interpretation of the drawing is that they will have to ride all the way down and around to the parking lot and then walk their bikes to the playground (?).	3/8/2022 12:28 AM
356	More elevation changes, not maintained in the Winter	3/7/2022 8:57 PM
357	Routing the bike path up Welch adds unnecessary elevation change to the path. I believe cyclists and pedestrians would continue to follow the flatter & shorter "desire path" through the park to reach Atwood rather than use the less direct and more difficult route along Welch and Oakridge.	3/7/2022 8:32 PM
358	Going uphill on Welch to Oakridge. Bikes won't do it and it creates bike/car conflicts	3/7/2022 8:21 PM
359	Not being cleared in winter.	3/7/2022 8:17 PM
360	Keeping the busy lake loop safe for cyclists and all others is important. Options 2&4 seem to make things more difficult for cyclists, which will drive them to paths with less safety.	3/7/2022 8:13 PM
361	Stays on a street	3/7/2022 8:06 PM
362	bicycle traffic would interfere with pedestrian and pleasure uses within the park. Bikes are often assertive and behave as if they have exclusive rights. having bike traffic within the park would be a problem for people with children and pets, would disrupt the mood of the park. If you wouldn't put car traffic lanes there, don't put bikes there,	3/7/2022 8:04 PM

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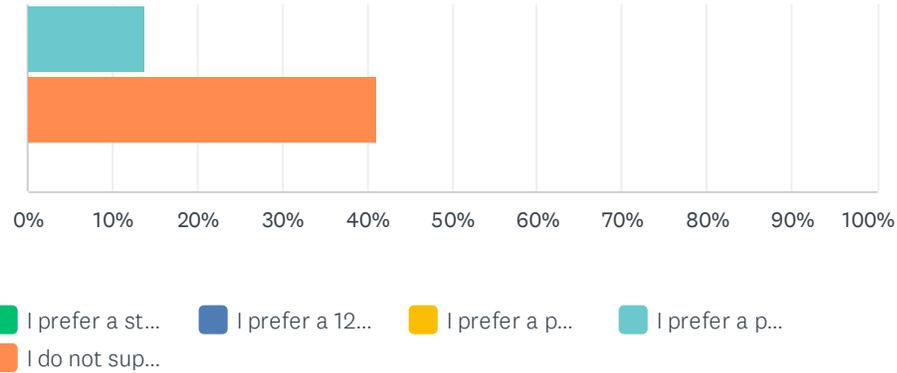
363	If it's not cleared then it's not useful for much of the year	3/7/2022 7:54 PM
364	Current path is more dangerous and will be used less than changing the route. Anything that does not increase accessibility by embracing the park and lake will be used less by less experienced cyclists/ pedestrians, which will make it even harder for people to get out and enjoy the space.	3/7/2022 7:46 PM
365	To get more people biking, paths need to be clearer. I don't really care much about the specific route, but strongly think it should be maintained (plowed)	3/7/2022 6:53 PM
366	Less pavement should be the goal citywide. Leave the greenspace green and improve it to be more supportive of wildlife.	3/7/2022 6:39 PM
367	Bicycle paths should be plowed in the winter.	3/7/2022 6:10 PM
368	Do not want to dissect open green spaces. Streets in question are narrow with lots of parked cars and are not safe for volumes of bikes	3/7/2022 6:10 PM
369	It needs to be plowed in the winter or it is really no better than the current options	3/7/2022 5:50 PM
370	Option 4- I can already bike on the road if I wanted to. The whole point is to make a path through the park. No one wants extra hills. Realistically, if 4 is selected people will cut through the park anyway.	3/7/2022 5:43 PM
371	Not plowed in the winter would be bad for bikes.	3/7/2022 5:28 PM
372	It won't get cleared in the winter.	3/7/2022 5:28 PM
373	winter path clearing is required	3/7/2022 5:15 PM
374	Let the sledders sled and the bikers bike with a cleared path.	3/7/2022 5:14 PM
375	Not cleared in winter	3/7/2022 5:13 PM
376	The bike path in option 2 would be unpaved	3/7/2022 4:57 PM
377	It would make the area too busy with people to be able to have a peaceful out of the way area to watch the lake and relax.	3/7/2022 4:57 PM
378	Option three cuts right through a softball field; a softball field is a good thing to have.	3/7/2022 4:50 PM
379	N/A	3/7/2022 4:47 PM
380	Bike path should not go up hill but follow the hill down to the parking lot to save distance and momentum	3/7/2022 4:46 PM
381	I could live with any of them but prefer a route that would get snow removal support. However, option 4 might be the most difficult for non-athletes as it requires a bit of a steep climb to get up to Oakridge. I feel the other three options would be better as any rider that has made it up to the south entrance of the park can more easily continue into the park.	3/7/2022 4:45 PM
382	Option 1 is the worst. It makes it more likely that people using the park will have conflicts with cyclists, particularly along the lake. There is a 100% chance that a good number of cyclists will use the path as a speedway, regardless of which option is selected. Option 1 is by far the worst for creating conflicts between peds & bikes. Please don't select that one. Option 3 is also bad in that it has an unnecessary curve that provides no substantial slowing of bikes and just takes away more of the park space for others who want to enjoy it peacefully. Option 2 is probably the best option. People are used to that route and it doesn't intrude on the parts of the park that people currently use. It will keep the path close to the parking, making more of the park open for other uses. I do like Option 4 as well. That really makes the park available for other uses. My only concern with that is the steep hills that cyclists will have to climb heading east (north?) on Welch or west on Oakridge might be a hardship for some.	3/7/2022 4:44 PM
383	Option 4 feels very exclusionary to people on bikes. People on a bike want to be able to enjoy the waterfront and parks as well. Option 4 feels like "make the bikes go around the park, we don't want them in the park". I cannot support Option 2 because it is not plowed in the winter.	3/7/2022 4:38 PM
384	I like riding through the park better	3/7/2022 4:29 PM
385	Any bike path which will not be plowed in the winter will not be useful	3/7/2022 4:22 PM
386	I cannot support option 2 because of the inability to keep the path clear in the winter.	3/7/2022 4:21 PM

Q3 What width or path design would you prefer?

Answered: 465 Skipped: 19



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	I PREFER A STANDARD 10 FEET WIDE SHARED PATH.	I PREFER A 12 FEET WIDE SHARED PATH.	I PREFER A PATH WITH 10 FEET FOR BIKING AND 5 FEET FOR WALKING.	I PREFER A PATH WITH 10 FEET FOR BIKING AND 7 FEET FOR WALKING.	I DO NOT SUPPORT THIS OPTION EVEN WITH A DIFFERENT WIDTH OR PATH DESIGN.	TOTAL	WEIGHTED AVERAGE
Option Three	13.62% 58	19.25% 82	23.71% 101	23.47% 100	19.95% 85	426	3.17
Option One	13.72% 62	13.72% 62	28.10% 127	25.88% 117	18.58% 84	452	3.22
Option Four	17.84% 76	10.56% 45	15.26% 65	16.90% 72	39.44% 168	426	3.50
Option Two	13.72% 59	12.09% 52	19.07% 82	13.95% 60	41.16% 177	430	3.57

#	OTHER (PLEASE SPECIFY)	DATE
1	Prefer parallel, separate paths if possible, as opposed to shared paths. Make it clear which is for bikes and which is for walkers.	4/3/2022 5:13 PM
2	Bike and walk important for all options	3/23/2022 4:12 PM
3	The more safely we can share the space between bikers and pedestrians the better. Olbrich has lots of runners, walkers, and bikers. Each should be able to safely use the space.	3/23/2022 12:07 PM
4	Separate paths would be safer than the above options.	3/23/2022 10:03 AM
5	Reduce the maximum grade on the current route to 8.5%, widen the opening in the barrier, and basically keep things as they are. That way peds can stay well away from high speed downhill bikes.	3/22/2022 9:03 PM
6	Option 2 is the best solution that maximally accommodates all park users	3/22/2022 8:50 PM
7	If option #4, I would see no need for pedestrian paving along Oakridge/Welch as park greensward an pedestrian path can be used.	3/22/2022 6:08 PM
8	For option 4 cyclists and pedestrians do not need to share a path, so it doesnt matter	3/22/2022 5:52 PM
9	No bikes on the path into the park in option 4	3/22/2022 5:07 PM
10	I prefer a street path for bikes like we have all over the city. If you do #2 I want a path narrower than 10 feet and a separate wheel chair accessible path at Lakeland like #4 has.	3/22/2022 4:47 PM
11	It is telling here that the survey-creators at Engineering have chosen not to present a pedestrian-only path option, as if a so-called 'multi-modal' is appropriate in all situations. It is NOT here, through a busy park.	3/22/2022 2:20 PM
12	Please keep ped and bike path separate. Peds don't need to go along perimeter bike trail (Oakridge Ave). Can either walking or biking path be made permeable? Combined paths are	3/22/2022 11:36 AM

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dangerous to walkers wondering if I am going to get collision with fast bike. Please see written answer to question #4.

13	As I'm not a heavy bike path user, I have no opinion on this if we use option 4. I leave the choice up to people for whom it matters. However, if the path ends up going through the park, I would vote for whatever width makes it safest for both bikes and pedestrians to use the path.	3/22/2022 11:34 AM
14	A walking path and a biking route.	3/21/2022 9:22 PM
15	See earlier comment.	3/21/2022 7:34 PM
16	I'm fine with any combo of the above options for a path. Wider is nicer, but not necessary to be functional.	3/21/2022 12:34 PM
17	Ideally, honestly, I would much rather have the bike path and The pedestrian path completely separate.	3/20/2022 7:24 PM
18	Need enough space for bikes and pedestrians no matter what as otherwise will have accidents. Avoid being near cars at all as if busy - could be bad.	3/19/2022 10:59 AM
19	Like the Monona Terrace/Law Park path, there are runners, walkers, skaters, and bicycles sharing this route. Also the steep grade/hill creates likelihood of people traveling at different speeds with more potential for injury. These are good reasons for separate bike & ped lanes - including over a new bridge - for options #1 & 3. Need for wide bike-ped bridge is made apparent by conflicts on narrow bridges at Law Park/John Nolen path.	3/19/2022 10:42 AM
20	Not certain of usage vs 10' vs 12' vs separate path for walking -biking. I defer to experts on this. Where usage is heavy --- divided path sounds important.	3/19/2022 9:27 AM
21	I don't know the ped/bike traffic counts. Build whatever is needed based on the research; we trust you.	3/18/2022 4:09 PM
22	A 10 foot wide path would also be acceptable	3/18/2022 1:37 AM
23	I support a bike path only for Option #4. Pedestrians can walk through the park.	3/16/2022 8:13 PM
24	I would prefer separate bike and pedestrian paths.	3/14/2022 7:19 PM
25	It's hard for me to take a position on this; there is high demand for both bicycling and walking in this location, which would make the widest path perhaps the most effective, but I do not like the idea of adding that much pavement from an environmental perspective. If the pavement is permeable, that would made a wider path more palatable.	3/14/2022 12:01 PM
26	Do what fits the land and the roads. We can adapt. Make the paths that MAKE sense.... so the folks USE them.	3/14/2022 8:10 AM
27	I am open to any of the width and path designs for Options One and Three.	3/13/2022 9:57 PM
28	Option 1, I believe would provide a wonderful shared biking and walking path similar to the very similar path in Brittingham Park along Monona Bay. It is important to have a good separation of walking and biking paths from The corner down into the park to a point that the grade is level in Options 1,2 and3.	3/13/2022 9:04 PM
29	I use this area regularly, and believe a standard path is adequate for any of these options.	3/13/2022 12:21 PM
30	It's unclear if the pedestrian/foot paths would be paved in option 4. They should have some designation so they seem "official"	3/13/2022 8:08 AM
31	Please do not pave over our park with 17 feet of paving. Ten feet works in places like along the Yahara River.	3/12/2022 2:18 PM
32	A path similar to the one west of the convention center in Law Park, divided by a "brick" strip to separate walkers and bikers, has worked pretty well most of the time.	3/12/2022 1:38 PM
33	Whatever the width is by the Monona Terrace path should be the standard	3/11/2022 11:55 AM
34	On the incline section, going a bit wider might be nice for slower riders and pedestrians.	3/10/2022 3:04 PM
35	Option 4 should just use the road pavement as it is already... NO need for a wider road to accomodate a bike lane here.	3/10/2022 2:58 PM
36	Wider than the selected paths would also be OK.	3/7/2022 4:50 PM

37	As much space as possible in all path designs. The 10 foot wide bike paths are often not quite enough space for some cyclists to ride side by side - same with a lot of pedestrians. 12 foot wide should be the standard design for all paths.	3/7/2022 4:47 PM
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Q4 Are there any features you would like to see included regardless of the final approved alignment? Are there any options that you would like to see built in combination with another option? Are there any features you think are missing?

Answered: 238 Skipped: 246

#	RESPONSES	DATE
1	Lighting along the path.	4/7/2022 10:55 AM
2	Access to drinking water and restrooms, and a rack system for locking bikes.	4/6/2022 1:09 PM
3	Make sure it's ADA compliant and that it's well-lit.	4/5/2022 8:23 AM
4	I think since this will likely be a highly used path I think it would be nice to keep bikes/peds separate	4/5/2022 12:29 AM
5	Option 4 would be much better if the bike path followed the pedestrian path but still separated (ex 10ft bike 5/7ft walking). Look at Lake Nokomis in Minneapolis for a great implementation of this!	4/4/2022 6:25 PM
6	Any lighting should be like that used on the SW Path.	4/3/2022 8:35 PM
7	1. In all the proposals, I would like to see fewer parking places along Lakeland inside the park - maybe a few handicapped spots, but most people should park on the streets or in existing lots and walk. Keep cars out of the park as much as possible! 2. Along the same lines, can you stop the commercial jet-ski and party boat pickups and drop offs at the pier by the bathrooms at the bottom of Lakeland hill? Lots of congestion, noise, rudeness. 3. Make sure that wherever the bike trail ends up, there continues to be a drinking fountain very near the trail.	4/3/2022 5:13 PM
8	Wheelchair accessible	4/2/2022 10:19 PM
9	I would like to see a repair station somewhere along the path. Thank you.	3/31/2022 8:19 PM
10	I'd like to know the grade/steepness of these paths along the entire lengths. Steeper grades mean people will be going slower and may need more time/space to be passed going up the hill. Also, you'd want a wider path to give berth to those flying down the hill to prevent collisions.	3/28/2022 5:08 PM
11	Traffic separate, cleared in winter, glad to see it!	3/28/2022 12:12 PM
12	I already filled out survey and thought of additional comments - for option 4 why couldn't bike path stay on Welch and Oakridge to stop sign and not elevate the path? Seems like it would unnecessarily add construction and maintenance costs. The stop would slow bikes down at Oakridge/Atwood where another hairball of travel modes converge between pedestrians, bus riders, vehicles and bikes. Not in favor of bike path eating up green space on curve at end of Oakridge.	3/24/2022 12:11 PM
13	Crossing with warning lights across Atwood Avenue near the west end of Olbrich Park (near the Botanical Garden entrance). Remove the curbs in the road at the based of teh sledding hill.	3/23/2022 9:31 PM
14	Nope	3/23/2022 7:54 PM
15	If anything, there should be a small roof shelter for cyclists and walkers caught in the rain, or teens to make out. How about a cat park with taller surrounding fences. Why are we doing this again?	3/23/2022 6:23 PM
16	I would like to see the removal of the parking area.	3/23/2022 4:42 PM

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17	Benches Fitness activity course (signs)	3/23/2022 4:12 PM
18	Be sure to look at hill slope at entrance to park from Welch. If possible to reduce grade it would be safer.	3/23/2022 1:55 PM
19	Safety for park users.	3/23/2022 1:09 PM
20	Eliminate the parking lot.	3/23/2022 1:00 PM
21	I would like to see habitat improved.	3/23/2022 12:52 PM
22	Donut shop?	3/23/2022 12:33 PM
23	na	3/23/2022 12:18 PM
24	I would only be concerned if the path stays as is. Currently the area is not safe for bikers due to traffic, and this in turn makes it unsafe for pedestrians due to bikers on the sidewalk.	3/23/2022 12:07 PM
25	Is it possible that we could have a pervious paved surface? That last thing Madison lakes need is even more paved surface for water to drain off of into them and this new path (if Option 3 isn't selected) could provide a chance to better help with runoff and pollution than the current path.	3/23/2022 12:03 PM
26	nope	3/23/2022 11:48 AM
27	NA	3/23/2022 11:06 AM
28	I would like to see Lakeland Ave become a one way street with cars going west and incorporate a wide bike lane on the road on the Lake Monona side of the street. I would also like to see the crosswalk at Oakridge and Atwood have a pedestrian blinking light option to push.	3/23/2022 10:56 AM
29	Separate paths for bikers and walkers. Speed bumps at the entrance to the park from Lakeland and Welch, if not a barrier prohibiting access from the streets for bikes and motorized vehicles. I do like to see that more green space is added with several of the options. Thanks for your hard work!	3/23/2022 10:03 AM
30	Path cleared in winter.	3/23/2022 6:05 AM
31	Bike parking by the sledding hill or baseball diamond area would be nice! We need safer bike and pedestrian crossings over Atwood, though narrowing that road to two lanes will help considerably	3/23/2022 3:53 AM
32	Elevated pedestrian crossing (speed table) at Olbrich Gardens with flashing pedestrian lights. Connection to Capital City Trail between ball diamonds with elevated crossing (speed table) of Atwood towards basketball courts/biergarten. Protected bicycle lane on Walter from Capital City Trail to proposed trail along Atwood with redesigned intersection at Walter/Atwood with diagonal crossing for bicycles continuing on Lake Loop. Narrowed and/or reduced lanes on Atwood avenue through Olbrich Park. Dedicated transit lane for proposed line C of Madison Metro Transit Network Redesign. Arching pedestrian bridge over Starkweather Creek at lakeshore connecting pedestrian pathways along lakeshore east and west of the creek. Pedestrian thoroughfare from Garver Feed Mill, around front of Olbrich Gardens to crossing at Atwood. Trails and paths through green space north of Garver Feed Mill to bridge crossings into OB Sherry Park and thence to proposed development north of Milwaukee Street. Maintained pedestrian pathway along lakeshore bluffs from Olbrich Park to Hudson Beach. Seizure of private property along lakeshore from Hudson Beach to Yahara Place Park to Morrison Park to BB Clarke Beach to Law Park, with pedestrianized/bicycle access lakefront from Olbrich Beach to Monona Terrace Convention Center.	3/22/2022 11:38 PM
33	Please do not add lighting, as it detracts from the natural park environment and ruins the view and skywatching.	3/22/2022 11:05 PM
34	As regards the proposed multi-use path from Margret to Cottage Grove, I would prefer a bike lane on both sides of the street to a path on only one side. As a biker it's much more convenient and safer to stay on the side of the road you are on in both directions, and as a walker I am fine walking on the sidewalk.	3/22/2022 10:29 PM
35	Option 2 keeps the playground safe but still allows bikes to go through the park.	3/22/2022 9:53 PM
36	Option 1 takes parkland away. Leave the area like it is. It's the best option (#2)	3/22/2022 9:45 PM

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37	Not that I can think of, but are all these options ADA compliant? Whatever is built needs to be.	3/22/2022 9:03 PM
38	I would like to see speed bumps or rumble strips for cycles near playground/soccer area. I believe the best way to address the roads is keep a sidewalk on both sides and have a bike lane on the road on both sides. As an avid cyclist I believe we need to keep separate from pedestrians when possible. I think more signage educating people about proper trail etiquette would help, i.e. use of bell, lights and hand signals. People will do as they do irresponsibly, selfishly, unintentionally and oblivious. We can only try to mitigate the damage.	3/22/2022 8:57 PM
39	If we go with options that traverse the park, let's make sure they're well lit, to increase safety for bikers and pedestrians at night (i.e., make it less likely for assailants to hide, or for bikers to run into pedestrians).	3/22/2022 7:13 PM
40	This is definitely my preferred option.	3/22/2022 7:04 PM
41	Sidewalks on Welch/Oakridge	3/22/2022 6:37 PM
42	I don't support the parking lot inside the park. This reduces the overall amount of park space and breaks up the space undesirably.	3/22/2022 6:31 PM
43	Option 2 is the best option. It does not need to be plowed during the winter (which will allow for safe sledding).	3/22/2022 5:57 PM
44	Option 4 is so great. ACCESSIBILITY is so important. Please consider our neighbors with mobility constraints and the safety of our youngest residents. Option 4 serves our cyclists while still keeping accessibility and safety at the forefront.	3/22/2022 5:52 PM
45	Lighted paths. Protected intersections	3/22/2022 5:30 PM
46	Proper lighting.	3/22/2022 5:04 PM
47	You didn't mention anything about the absurd demand that the #2 path be plowed in winter. That's what led to #3. Just use what we have with a plowed street in winter and do not plow the #2 option. If bikers have big, spiked tires they can ride over the snow and if they don't want to they can take the street (Welch and Oakridge going east and Oakridge going west.) Remember, you can't turn west onto Oakridge from Atwood. You literally have a bike path going up Oakridge.	3/22/2022 4:47 PM
48	A small fenced in dog park that east side residents can walk to. There are no small dog parks on the east side within walking distance.	3/22/2022 2:33 PM
49	It is vital to incorporate safe accessibility for wheelchairs, strollers and individuals with disabilities from the uphill side of the park.	3/22/2022 2:20 PM
50	The path should have both cycling and pedestrian lanes and be maintained year-round.	3/22/2022 1:27 PM
51	Trash and recycling receptacles are needed in the Winter for sledders.	3/22/2022 1:20 PM
52	Option 4 does not need any other features. Options 1, 2, and 3 all need significant modifications to improve the safety for all users of the parkland and bicycle trail.	3/22/2022 1:07 PM
53	Turn lanes for motor vehicles going into the parks/public spaces.	3/22/2022 12:42 PM
54	The portion of the loop immediately after/before this where you're supposed to turn from Atwood to Walter to get to the Capital City trail is confusing and crosses a large number of streets - if this continues to be the way the loop is encouraged to go it would be nice if there were cyclist buttons at these intersections to ease crossing.	3/22/2022 12:30 PM
55	Option 4 is best by far. Please de-link ped and bike trail (i.e. no need for ped trail down along the Welch - Oakridge --Atwood bike path-- that portion of path that detours around Lakeland Avenue (vacated). Please mandate least damage to tree roots, & mandate superb erosion control on all the steep slopes. Consider making walking path of good wood chips, laid across the ground (i.e. do not disturb the soil surface, since to do so greatly increases the risks of water erosion of soil particles into waterways) -- . These woodchip paths will need to be maintained over time. Thanx	3/22/2022 11:36 AM
56	I don't know if this question refers to additional path options or additional options within the park for everyone. I mean... I'd love a warming hut with some concessions for the sledding hill but I'm not sure that's the kind of feedback you're interested in.	3/22/2022 11:34 AM
57	Gym equipment/bike repair similar to the university path	3/22/2022 11:02 AM

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58	A bike service feature would be nice if it were away from the playground and playing fields.	3/22/2022 10:22 AM
59	I am wary about combining bicycles and pedestrians on standard two lane paths. That is a heavily traveled route and while it's easy to lump bicycles and pedestrians together because they are unmotorized, in fact it's a mistake. they travel very differently. That's why the existing lakeshore path completely separate from a bike route is most appealing to me. I would like to see more of the roads made safe for cyclists and for pedestrians to have the room they also need for walking comfortably without bicycles zipping by right next to them at high speeds	3/22/2022 8:08 AM
60	Missing: Attention to Parkland as undisturbed individual/social & event space, featuring human in nature, not in roadway (bike-ped/children traffic accidents)? Do families avoid Olbrich Park lakeside due to fear of Bike traffic?	3/22/2022 12:28 AM
61	Could this be the time to make safer pedestrian crossing of Atwood near Olbrich entrance? That is right where eastbound vehicle traffic speeds up.	3/21/2022 11:35 PM
62	10ft biking / 5ft walking paths provide the best safety for each mode of transportation. I find this type of path by Monona Terrace to be very successful (as both a walker and a biker) and would like to see it employed elsewhere.	3/21/2022 11:17 PM
63	A lack of incline/decline is important to me so that disabled Madisonians using wheelchairs can enjoy Olbrich Park year round.	3/21/2022 10:25 PM
64	Ways to safely cross the bridge at Atwood & ability to safely cross Atwood at the olbrich facility	3/21/2022 10:18 PM
65	Not at this time	3/21/2022 10:05 PM
66	I think it should be option 4 & bikers should be directed to cross Atwood & get on the bike path that is already there a block over. They don't need to go through the park. There are already paved, lightly trafficked paved areas that can get them to the bike path. Keep the bikes off Atwood.	3/21/2022 9:50 PM
67	if option 1 is selected, a crossing point for Atwood would be nice. the tie in location to Atwood doesn't align for walkers and bikers going to the garden. Maybe add a 10' bike path that allows a rider to head west to the current driveway of olbrich gardens?	3/21/2022 9:30 PM
68	I cannot tell from the renderings, but please be sure to widen the bridge so there's enough room for bikes both ways and pedestrians	3/21/2022 9:24 PM
69	I would hate to see park use jeopardized in favor of bike traffic	3/21/2022 7:34 PM
70	There was not enough opportunity for neighborhood input. There is a much better plan -- proposed by SASY NA Transportation committee. Please add this plan for the park to the table.	3/21/2022 7:34 PM
71	N/A	3/21/2022 5:59 PM
72	Option 4 needs significant safety concerns (eg concrete protection pillars) around the park entrance.	3/21/2022 2:40 PM
73	Signage to orient riders to lake loop route distance and major markers (e.g., distance around, distance to square); consider inviting businesses to advertise (e.g., nearby bike shop/air, b-cycle locations, kayak rental, beaches, ice cream). The project would leave approx. 4.5 blocks of Atwood before the bike lane on Monona Drive. It would be ideal to see this gap close with continued bike land or related access, reducing the number of times needed to cross busy streets. Thank you for moving this important project forward!	3/21/2022 2:19 PM
74	I really like the option of being close to the lake on a path that is cleared in the winter. I would love to see secure bike parking near the playground that can accommodate bikes with trailers, e-bikes, etc. Keep a "family forward" mentality with design regarding the new path and I think we will be in good shape.	3/21/2022 12:34 PM
75	NA	3/21/2022 9:22 AM
76	Separating bikers and pedestrians would be safer, especially as the volume of bicycle traffic grows and the number of people walking in the park increases.	3/21/2022 7:24 AM
77	1 & 3 would go together well. 1 is the nicest route for the lake loop and people wanting access to the waterfront. Option 3 is nice for people to access the playground area from the parking lot	3/21/2022 6:50 AM

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and to connect directly with the crossing to access the gardens.

78	The path should be cleared in winter and hopefully not too steep.	3/20/2022 9:52 PM
79	No comment	3/20/2022 8:00 PM
80	plan for increases in ped. + bike volume (wider than standard!), plan for bikes with trailers and long-tail bikes (larger turning radius needed, gentler slopes appreciated).	3/20/2022 7:58 PM
81	BCycle parking	3/20/2022 7:58 PM
82	Ideally, it would be fantastic we could absolutely separate the bikers from the pedestrians. I understand, though, this is a pretty tall order.	3/20/2022 7:24 PM
83	Some way to make it obvious to cars that bikes are crossing the driveways into Olbrich (all of them), to warn them and to make them yield. Every crossing on that sidewalk path is scary, especially at the Walter Street intersection.	3/20/2022 6:30 PM
84	Don't obscure curves with vegetation. Add traffic calming features to slow down bike racers who think everyone else should just get out of their way.	3/20/2022 6:07 PM
85	Definite removal of the pavement and curbs near the sledding hill. Hard to tell from plans, but wider sidewalks on the bridge over Starkweather Creek	3/20/2022 1:23 PM
86	No matter what the bike option is, the pedestrian path should be extended from the lakeshore by the jetty to atwood	3/19/2022 6:13 PM
87	Not atm	3/19/2022 5:58 PM
88	Bike parking especially near the Bier garden.	3/19/2022 3:37 PM
89	Separating walkers from bikers in a high-traffic area is safest for all users. I don't see notes on any plan about bike parking, but would love to see more.	3/19/2022 12:47 PM
90	Winter snow clearing is the major positive feature in my opinion, regardless of the final approved alignment. In the options where the path goes close to the parking lot, a small connecting walkway might be desirable.	3/19/2022 11:06 AM
91	Removing parking lot along that area. Support walking and biking! Climate change is real.	3/19/2022 10:59 AM
92	Need wide bike-ped bridge over creek with designated lanes. If parking for rental ebikes is created, hardscape features, or other impermeable surface other than the path, it needs to be as far away from waterfront as possible. No private landowner parks their cars or pavement right on their lakeshores and we should stop doing this in our precious public parks & green space. (Eg. Rental bike parking on the Yahara River in Tenney Park was poor site selection, added impermeable surface, failed to first solicit public input, and ironically in a National Register of Historic Places landscape.)	3/19/2022 10:42 AM
93	Greatest access for users as well as connections to local businesses approach as if this is the community gem it is and support its development to attract local & visiting users to benefit our community.	3/19/2022 9:27 AM
94	NA	3/19/2022 8:39 AM
95	I think that 10ft is fine, would be ok with 12ft due to the hill where there may be more congestion. 15ft or 17ft seems overly wide.	3/18/2022 8:03 PM
96	You've presented 4 good options. Thank you.	3/18/2022 5:44 PM
97	I'm not familiar with the steepness of the hill. Would it make sense to put in a some mild switchbacks? Also, it seems like a great time to embrace the shoreline. Benches, at a minimum? Great survey! Although I understand option 4 is actually NOT from SASY (as labeled), just from *some* SASY residents. We have trouble in a southside neighborhood with a few vocal people sharing things in the name of the NA when in fact they are not.	3/18/2022 4:09 PM
98	Having a pump and work station with tools is appreciated.	3/18/2022 1:46 PM
99	Also, the multi-use path should extend east, on the south side, past Starkweather creek and all the way to the end of Olbrich park. Car drivers are often distracted by the activities in the park, and there will likely be more incidences of bikes being hit due to the nature of this. Bikes need to be off the street in this area.	3/18/2022 12:39 PM

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100	Good signage will be important. Following the lakeshore highlights Madison's natural beauty and gives a nice view of downtown, so look for opportunities to highlight those views.	3/18/2022 12:37 PM
101	Restroom is key for bikers	3/18/2022 11:13 AM
102	Winter plowing needs to be included	3/18/2022 8:51 AM
103	Widening the path where it crosses Starkweather Creek on the bridge beside the road is essential. A new bikes-only bridge adjacent to the current concrete sidewalk bridge would be ideal	3/18/2022 8:16 AM
104	Create two paths - one for biking and one for walking	3/18/2022 3:11 AM
105	If the path continues on Lakeland Ave at Olbrich park (headed east) please widen the access at the top of the hill. The current 6 foot wide access is a bottleneck and crash risk.	3/18/2022 3:09 AM
106	The path should be extended from Olbrich park along the west side of the street all the way to Monona Drive and the new San Damiano park that has been established in Monona.	3/18/2022 1:37 AM
107	Designated walking/running area in addition to the biking path as selected for all options. No matter which option is chosen.	3/18/2022 12:18 AM
108	Nope! The best way to go is a no-frills bike path with good upkeep and year-round access.	3/18/2022 12:11 AM
109	Just avoid traffic with dedicated bike/walk bridge.	3/17/2022 10:42 PM
110	No	3/17/2022 10:08 PM
111	DON'T LET THEM REMOVE BIKE LANES FROM ATWOOD !! (sorry for shouting)	3/17/2022 8:29 PM
112	Not that I see at this time	3/17/2022 6:54 PM
113	Clearly painted lines on path like at the terrace to keep us all safe.	3/17/2022 5:11 PM
114	Continue reducing road space and improve bicycle and pedestrian infrastructure. Atwood and Willy St next!	3/17/2022 4:49 PM
115	I want to ensure the bike path over the Starkweather Creek bridge is more than just a narrow sidewalk	3/17/2022 4:07 PM
116	Bike parking at bathrooms	3/17/2022 3:38 PM
117	None	3/17/2022 3:35 PM
118	Cross walk to olbrich. Bike service station. Lake loop signs	3/17/2022 3:12 PM
119	Walkway along Starkweather creek, under bridge with a path that connects to the new bridge by Garver.	3/17/2022 3:11 PM
120	No.	3/17/2022 3:09 PM
121	A separate walking area	3/17/2022 3:07 PM
122	Lights	3/17/2022 3:00 PM
123	Not sure	3/17/2022 2:59 PM
124	No	3/17/2022 2:47 PM
125	Whatever option is picked, it should serve all ages and abilities, be plowed in winter, and have sufficient width that pedestrians won't feel crowded or intimidated by bicyclists.	3/17/2022 2:47 PM
126	Continue a protected bike path down Atwood to the light.	3/17/2022 2:26 PM
127	As an old guy, I am disturbed by the gradual disappearance of public drinking fountains. It is ironic that a respiratory pandemic would become an excuse to close them. Hydration is important during exercise. Street reconstruction would seem a great opportunity to install something. If there is something at the Olbrich beach facility, a sign directing people to it would work if using option 3.	3/17/2022 1:55 PM
128	This upgrade should be paired with a much needed improvement to bike infrastructure on Atwood. Since many many people bike to the beer garden bikes need to be moved off the sidewalk but there is not a safe on-road option.	3/17/2022 12:49 PM

Atwood Ave Project - Olbrich Park Path Input

129	Take advantage of redevelopment to implement green stormwater infrastructure with native landscaping and also interpretive installations that promote informal STEAM learning (possibly through partnership with local organizations like boy Scouts or environmental organizations) https://www.epa.gov/G3/why-you-should-consider-green-stormwater-infrastructure-your-community	3/16/2022 7:40 PM
130	A new soccer field	3/16/2022 2:09 PM
131	Separate bridge across Starkweather creek for biking and walking.	3/16/2022 10:41 AM
132	I believe option 1 is by far the best option, as it follows a path (and dirt path) that already exists, without adding any new conflicts with bicyclists and cars at the parking lot.	3/16/2022 10:05 AM
133	I use a wheelchair and there are many children from Lowell school needing to cross Atwood. I would like to see safer way to cross Atwood. Flags and crossing guards are not enough. Perhaps a crossing ramp at the end of Oak Ridge and into Olbrich parking area. It would be an easy way to get to the bike trail crossing Fair Oaks.	3/15/2022 9:57 PM
134	Why is there a parking lot in the middle of all of these plans. If there is going to be all of this planning and implementation of a "better" situation, why would we want cars in the middle of all of the activity. Why not put the parking lot so the cars are parking perpendicular to closer to Atwood Ave. out of the way of...the sledding hill, the bikers, the picnicking families, joggers, skaters, the soccer players? A parking lot in the absolute middle of all of the park activity makes absolutely no sense whatsoever. I know, it's basically what is there now. We've lived with this for years. But to propose that the parking become more concentrated in the middle of everything, I don't get why that's smart at all.	3/15/2022 9:32 PM
135	Bike repair stations and keeping a lane for bikers and walkers.	3/15/2022 6:53 PM
136	Lighting at the base of the sledding hill. This area is usually ridden at a much higher speed due to the elevation change.	3/15/2022 6:52 PM
137	Access to the lake.	3/15/2022 3:42 PM
138	A lot of walkers and joggers use bike paths. It would be nice for bike paths to generally be wider to accommodate this and label lanes for walking and lanes for bikes. In general it would be good if bike path etiquette was posted along the routes. Also a thought is to have emergency call stations, especially for more isolated parts of the trail or where attacks have happened.	3/15/2022 2:53 PM
139	A paved path along starkweather creek between atwood ave and the breakwall/pier would be nice regardless of final bike path location.	3/15/2022 12:29 PM
140	If the route along Oakridge & Welch (Opt 4) is not selected, it would still be nice to have standard sidewalks in these areas, especially along Oakridge.	3/15/2022 12:05 PM
141	Any choice would be improved by including waysides with plantings, benches, picnic tables and artwork so that the thoroughfare would not simply be a transit artery.	3/15/2022 11:10 AM
142	As the owner of 3209 atwood and a cyclist myself (commuting to trek and just leisure riding) I'm very excited to see improvement and can be on board with any of the plans. One concern I have is the connection from the lake loop to garver feed/ cap city trail. I already see a lot of traffic along Walsh/Garrison connecting the loop to cap city. Given the increase traffic to the garver feed mill and the improvements to the loop I imagine this will continue to increase. Is there a possibility of improving this connection? Maybe making Garrison a bike boulevard or improving Sugar Ave access as that seems more protected for crossing in your plans. Something as small as wayfinding in the form of signs or direct paint to the street could be really useful.	3/15/2022 9:29 AM
143	The current bike path along Atwood Avenue feels too narrow and close to the road to be safe when biking when there is a bike approaching from the other direction. Whatever option you choose, please make that path wider to make two-way bike traffic safe.	3/15/2022 12:09 AM
144	I love the path along the lake version, and maybe in the future it could connect to a bridge crossing Starkweather creek and a path that continues to the beer garden and along the entire stretch of Olbrich Park. It's so nice to stay close to the water for walking and less noisy than the street paths, but difficult to walk with strollers/wheelchairs/ect in the grass.	3/14/2022 9:11 PM
145	N/A	3/14/2022 9:05 PM

Atwood Ave Project - Olbrich Park Path Input

146	I do not like the latest map of two way bike lanes along Atwood Ave Dennet Drive to Cottage Grove. There is a lot of pedestrian traffic, and bicycle use on current sidewalk. I live at 3614 Atwood Ave. And the bikes whiz by without yielding to people on sidewalk. My neighbor has limited vision and has been sworn at and almost hit by bikes on numerous occasions. The option from 2018 with bike lanes on both sides of street makes more sense and keeps the bikes off the sidewalk, leaving it safer for people.	3/14/2022 7:19 PM
147	A separate path for walking.	3/14/2022 6:38 PM
148	I don't have a preference between 5 or 7 feet for walking, but I do prefer either of the options that separates space for walking and biking.	3/14/2022 2:00 PM
149	It was not clear to me, but the bicycle path crossing at Atwood/parking lot should make the path a table crossing--ie that those driving need to go slightly UP to cross, ensuring that they slow down and take care when crossing a busy path	3/14/2022 1:37 PM
150	no	3/14/2022 1:06 PM
151	This may not be the survey to address tis part of the planning, but any bike option along atwood that involves a shared car/bike lane is not something I would support. Not separating the cars and the bikes now when doing major reconstruction is a huge missed opportunity. Cars do not like having to share with bikes and drivers are getting more aggressive about delivering a message to bikers by passing too close and too fast. car/bike interactions are getting more dangerous and I hope there might be a way to allow bikes to not be in a car lane. Thanks	3/14/2022 12:28 PM
152	I wasn't clear if there will be changes to the bridge over Starkweather on Atwood. The sidewalk needs to be at least twice as wide if it continues to be used for bikes and pedestrians. And it should be cleared more often in winter. It is always filled with snow and ice from the street plows. There should be flashing pedestrian crosswalks from the park to the Olbrich garden.	3/14/2022 11:45 AM
153	no	3/14/2022 10:57 AM
154	N/A	3/14/2022 9:51 AM
155	I would like the crosswalks at Oakridge, Garrison, and in front of Olbrich to have flashing lights and islands in the middle of the road. I walk often in the neighborhood with my daughter and find crossing at Any of these corners very dangerous. Cars tend to drive above the speed limit outbound and inbound in that stretch. I also think that parking along the inbound lane between Oakridge and Fair oaks should either be eliminated or better protected and marked. In the last year I have witnessed two cars rear ended while parked on between Garrison and Fair Oaks because drivers did not think that was a parking lane. This lack of designation is dangerous for drivers and residents alike.	3/14/2022 8:37 AM
156	there should be bike parking near the playground and/or biergarten	3/14/2022 8:36 AM
157	I really dislike option four very much, but if it were chosen, I would want the ped path to connect the sculpture area by the jetty to Atwood Ave.	3/14/2022 8:17 AM
158	GOOD downlighting at ALL pedestrian crossings of ALL paths. Lighting on Atwood is HORRIBLE. There needs to be illumination where people are waiting at the curb... and where they cross. Black jackets in winter are invisible with standard street lighting. Flashing walk lights are great, more ground illumination is ALSO needed.	3/14/2022 8:10 AM
159	I think the walking path along the lakeshore should connect north to the new bridge over Starkweather Creek.	3/13/2022 11:15 PM
160	The barricade currently where the path goes from Lakeland Ave down past the sledding hill needs to be improved. It is not aesthetic and dangerous. If the path stays where it is now (past the sledding hill), there should be better marking on the hill to delineate where bikes should go and where pedestrians should walk. Also, parked cars along this area can sometimes be a problem, especially with people opening car doors. Maybe allow parking only on one side? Finally, the turn from the paved area along the sledding hill to the path along Atwood should be improved. It is rather sharp currently.	3/13/2022 11:02 PM
161	I'm working in Monona to hopefully keep the loop path moving along all the way to cottage grove road. Because it feels a bit like a bridge to nowhere (or to the Olbrich Biergarten) if we don't connect it safely the last quarter mile.	3/13/2022 10:56 PM

Atwood Ave Project - Olbrich Park Path Input

162	Given the amount of foot and bicycle traffic (lake loop!) and the speed of bicycles, I think it's important to have the path split and wider is better.	3/13/2022 10:15 PM
163	Adding a bike path would be a great additional amenity for Olbrich Park and greatly improve transportation connectivity.	3/13/2022 9:57 PM
164	Option 1, I believe would provide a wonderful shared biking and walking path similar to the very similar path in Brittingham Park along Monona Bay. It is important to have a good separation of walking and biking paths from The corner down into the park to a point that the grade is level in Options 1,2 and3.	3/13/2022 9:04 PM
165	This plan does not, I don't think, but should, include a green striped bike crossing to Walter St and connect with the Cap City. The City of Madison and Monona should also cooperate to widen Monona to include a two-way bike lane or two-way segregated path from Olbrich to Cottage Grove Rd.	3/13/2022 8:33 PM
166	A few street lights or a lighted path	3/13/2022 8:33 PM
167	Just please separate pedestrians and cyclists. No good comes from shared lanes in the same way putting a sidewalk on a motorists' road would.	3/13/2022 7:26 PM
168	A dirt/gravel median to one (or both) sides.	3/13/2022 7:02 PM
169	I like how the path near the Monona Terrace is constructed with a widen path for bikers/wheels and then a crushed gravel part on the job-lakeside edge for runners or walkers who like softer surface	3/13/2022 6:18 PM
170	Na	3/13/2022 5:49 PM
171	Dog waste receptacles	3/13/2022 4:04 PM
172	Can't think of any at the moment. Would be interested in hearing what others might suggest during the Zoom meeting.	3/13/2022 3:50 PM
173	No	3/13/2022 3:28 PM
174	No	3/13/2022 2:51 PM
175	I am assuming the changes to Atwood will still allow the current vehicular crossing between Oakridge and the west entrance to Olbrich Gardens. This is very convenient for the neighborhood	3/13/2022 2:47 PM
176	1. Traffic calming. 2. I think olbrich should have more trails on the other side of the creek too. Even if just woodchipped walking/running. Additionally more hiking/walking along the lake. I understand it's out of scope but this whole could have an integrated trail system. Smaller places like Fayetteville Arkansas and Duluth are developing these trails way better than us. We have so much opportunity from Hudson to olbrich to garver to voit farm. How cool would a fully integrated walking/hiking and biking system be!? Even the west side has better trails and woods.	3/13/2022 1:57 PM
177	Yes. A better barrier at the top of the hill.	3/13/2022 1:43 PM
178	Thank you for prioritizing safe cycling as an option throughout the year. Olbrich is one of my favorite parks and we bike through multiple times per week, both as adult commuters and with elementary-aged cyclists. Please also prioritize the linkage through to Cottage Grove Road.	3/13/2022 1:28 PM
179	None	3/13/2022 1:01 PM
180	Pedestrian crossing across bike path.	3/13/2022 1:00 PM
181	Speed bumps in areas near intersections or crosswalks. Otherwise cars will not have an incentive to slow down on Atwood Ave— which makes it more dangerous for other road users.	3/13/2022 12:54 PM
182	Permanent air inflation station for the multitude of bikers	3/13/2022 12:49 PM
183	The intersection at Oakridge Ave needs to be narrowed. Currently the right hand turn is so easy to make without stopping. There needs to be a sharper angle there. As well, the crosswalks on Atwood should be raised and widened similar to the Langdon crossing platform by the Memorial Union. It's extremely unsafe to cross Atwood especially during commuting times. The Oakridge Ave crosswalk should also be raised as well.	3/13/2022 12:36 PM

Atwood Ave Project - Olbrich Park Path Input

184	I would like to see a bike-accessible path along the lakefront, and a connection from there back to Atwood Ave. People following the Lake Loop should not be routed away from the lake (and closer to traffic) for no good reason. In other words, even if we build the path as recommended in options 2/3/4, I think the path from option 1 would also be important to have. I'm also looking forward to having a fire pit in the middle of the softball field and having the whole park look like it was designed in MS ducking Paint :-P	3/13/2022 12:23 PM
185	Split the path between walkers & bikers - w/o split, walkers naturally take up a greater width while walking, compromising safety for all path users	3/13/2022 12:22 PM
186	The area has quite a history. Native Americans lived in this area more recently than most people realize, including a settlement in the Garver area as late as the early 20th century. A few mounds still exist today, remnants of the many that were once here, but many more were plowed under to make room for houses. Even after the Indians were expelled, there used to be artifacts in the area, including a large grinding stone at the summit of the hill just above the water building. (I know about this from researching Charles Brown and various historical publications at the historical library on campus.) Residents and path users would benefit from learning about the history of this appropriated land.	3/13/2022 12:21 PM
187	The other side of the bridge at Starkweather (eastern part of park). This is a different project (apparently), but the routes shown will only be solving 1/2 the problem of getting a bike route through the park and along Atwood in this area.	3/13/2022 12:13 PM
188	disposal cans and doggy waste bags bike racks benches	3/13/2022 11:31 AM
189	bicycle station with air pump and chained tools	3/13/2022 11:27 AM
190	I'd love to see a user counter like the one on John Nolan	3/13/2022 11:02 AM
191	Crossing the road from Olbrich park to Olbrich gardens has always been precarious. Consider adding crossing features (besides little flags). Vehicle traffic along this section typically travels well above the speed limit. If the goal is to have traffic travel 25 mph, please consider designing a road that encourages slower traffic... I'm glad it is being reduced from 4 to 3 lanes.	3/13/2022 8:08 AM
192	There's a huge feature that's missing--common sense and respect for pedestrians and drivers. Please scrap this plan for everyone's safety.	3/12/2022 8:17 PM
193	Make the paths wide	3/12/2022 4:02 PM
194	A protected place to cross Atwood between the botanical garden lakeshore	3/12/2022 2:51 PM
195	I found that it was difficult to compare the options because some of them did not show the current and/or proposed use for the parkland. Where is the water fountain? Bikers need to fill up water bottles.	3/12/2022 2:18 PM
196	Built-in separation on shared paths, like a colored-brick pattern, protect multi-users (if signed well and everyone pays attention). Speed limit posted on signs and pavement for bikers that remind us to slow down and safely share the path.	3/12/2022 1:38 PM
197	as usual, City of Madison Engineering has created a very thoughtful set of options. None are really "bad." (Although i vastly prefer to not share the scenic lakefront walk with bikes.)	3/12/2022 1:10 PM
198	Inclusion of a dog park would be excellent for the neighborhood. It is very difficult to cross the street from olbrich sledding hill to olbrich gardens since cars do not stop. We need a crosswalk with stoplights or a pedestrian crossing light, similar to the one at atwood ave by monty's blue plate.	3/12/2022 12:53 PM
199	Dog park	3/12/2022 12:38 PM
200	Better signs to indicate bike and walking routes.	3/12/2022 12:11 PM
201	I think option 1 is it! I imagine that there will be a lot of mixed traffic here with many on bike doing a Monona loop, so making sure to have a large pedestrian dedicated area (similar to the strip by Monona terrace) is key. One consideration is that sometimes the Starkweather and Lake Monona come over the rocks and leave smelly trash/debris (including sharp objects) and lake weeds on the path. Either raising the path up or adding to the rocks on the shore might help. Would be GREAT to add more kayak/canoe racks. I've been trying to get a spot for years, but not enough supply.	3/12/2022 8:57 AM
202	Any improvement in the width and safety is great. Using the sidewalk is something I	3/11/2022 10:24 PM

Atwood Ave Project - Olbrich Park Path Input

	reluctantly do to not ride with car traffic. I appreciate your efforts!	
203	Need option 1 and would like 4 with it. Wish the entire bike lane could stay on the west side of Atwood further down so it doesn't have to cross the street	3/11/2022 7:00 PM
204	we live on lakeland right next to the entrance to Olbrich park and the narrow entryway with guardrails is not the most welcoming approach to the park. It is important to block cars but if there could be an improvement to the look and safety for walkers/bikers entering the park that would be great. Thank you for the survey and for doing this project. The project will provide a very welcome upgrade to a very well used path.	3/11/2022 5:14 PM
205	Wide enough to accommodate both bicycles and pedestrians	3/11/2022 3:42 PM
206	Wider multi-use paths are better.	3/11/2022 2:40 PM
207	Bike rike, bubbler	3/11/2022 2:17 PM
208	Put a path on the shoreline from East Side club to San Damiano. Make it like the west side of the lake along John Nolen. Get the foot traffic and bikers on the lake to enjoy the views and away form all the traffic on Atwood / Monona Drive. That's the toughest ½ mile of the Lake Monona loop - its a mess for bikers / walkers / joggers. Way too much traffic and curb cuts. GET IT ON THE LAKE!	3/11/2022 11:55 AM
209	Consider safety at bike/ped intersections - Option 1 would be great, but intersecting at the bridge doesn't feel right.	3/11/2022 8:23 AM
210	Thanks for the opportunity to fill this out.	3/10/2022 3:49 PM
211	Just a useful path that's reasonably direct while connecting to important park features and lighting.	3/10/2022 3:04 PM
212	Yes, I'd love to see more heavily planted terraces between car traffic and bike paths. Also, more trees planted between parking lots and bike paths. Madison's bike paths are getting too wide and way, way too shadeless! We need more thought going into dense tree plantings on both sides of bike paths to make them more enjoyable in summer heat and more pleasant all around. Trees near bike paths also reduce wind and rain for bikers. And reduce our skin cancer rates. Please consider putting zig-zag rows of trees along both sides of our bike paths. Wooded bike path lanes are more usable and higher quality than just blacktop next to a road or grass.	3/10/2022 2:58 PM
213	I wish Monona had agreed to the shared use path as well since crossing streets creates an unnecessary conflict point between cars and cyclists. As a Monona citizen, their refusal to participate will have a negative impact for decades. But thank you for making such great changes to this corridor on the Madison side of the street!	3/10/2022 10:03 AM
214	Continue to work with Monona in extending path on West side to Cottage Grove road.	3/10/2022 6:59 AM
215	N/a	3/9/2022 6:35 PM
216	I would like a bike and walking path to connect through Olbrich Gardens parking lot to Garver. This is a dangerous connection that a lot of people use but there is no designated path. The path could easily run through Olbrich Playground Park.	3/9/2022 2:31 PM
217	Keep a paved bike path from Lakeland Ave to the parking lot, and keep the bike racks there. The gathering area there is a popular destination. Best to keep bikes and pedestrians separated, especially on a steep slope (bikes going fast). Prefer not to add pavement to open fields.	3/9/2022 12:02 AM
218	It may already be planned, but some better options with lights for crossing Atwood in multiple locations.	3/8/2022 9:12 AM
219	It needs to be wide enough to accommodate two way bike traffic and pedestrians if possible. Winter clearing is a must.	3/8/2022 7:49 AM
220	I would really like to see separate facilities for bikes and pedestrians. "Shared" paths don't really work well for anybody in heavily travelled areas. There's plenty of space to do both here.	3/8/2022 7:38 AM
221	Missing better access to the lake edge. Kids and families need to be able to interact with the lake itself. Right now the lakeshore is mostly bushy shrubs growing amongst the huge rip rap rocks in the summer - not very welcoming. Is this being addressed in the plan?	3/8/2022 12:28 AM

Atwood Ave Project - Olbrich Park Path Input

222	Winter maintenance is nonnegotiable. It must be maintained.	3/7/2022 8:57 PM
223	Shared bike paths on both sides of Atwood is fine too	3/7/2022 8:13 PM
224	Trees along path and a bike station	3/7/2022 8:06 PM
225	None I can think of	3/7/2022 7:46 PM
226	Instead of grass and more pavement, install more trees and native vegetation to support wildlife.	3/7/2022 6:39 PM
227	Separation of pedestrians	3/7/2022 6:10 PM
228	Plow it in winter so it is truly safe for all ages/abilities	3/7/2022 5:50 PM
229	Drivers speed in motorized vehicles A LOT on the part of Atwood w/ 25mph speed limits near Olbrich. Narrow all the lanes to discourage speeding. I'm not sure I understand what the new plan is for east of Dennett Dr, but if its a multi use path (with no separate sidewalk) on the north side of the street that seems like a bad idea. Wouldn't it be better on the South side so that it can connect to the new path through Olbrich and since most people ride the lake loop clockwise.	3/7/2022 5:43 PM
230	Appropriate signage to help educate which is walking, which is biking.	3/7/2022 5:28 PM
231	Though option two can't be used for part of the year, I have to guess fewer people bike through while the hill is sleddable than at other times of year, so it's a reasonable compromise. Option four takes most park users into account, but the elevation gain is not ideal. Is there any way to get a little closer to the boat launch on option one?	3/7/2022 4:50 PM
232	More trees, native wild flower gardens, places to sit, rest, reflect (especially if the plan for the path is along the shore)	3/7/2022 4:47 PM
233	Consider the steepness of the path from Welch into the park or inside the park up to Welch. A more gradual slope would reduce the potential speed of those entering the park and reduce the effort required of families and less athletic users getting out of the park.	3/7/2022 4:45 PM
234	How about some signage stating bikes yield to peds?	3/7/2022 4:44 PM
235	I frequently bike from Grandview Commons to downtown via the Cap City Trail. I currently frequently ride through the Olbrich parking lot and cross Atwood at Sugar Ave. I would LOVE if there was a better BIKE crossing at the intersection of Atwood and Walter St (the proposed design seems to focus more on people on foot). I avoid the Cap City Trail when it's heavily congested and I want to do a Lake Loop, so these changes are super impactful to me. Grandview Commons has so few safe routes into downtown aside from Cottage Grove Rd (awful) and the Cap City Trail. I also can't stand painted (unprotected) bike lanes, even if they're buffered. Stop it, Madison! You can do better. Paint is not going to stop a car from running you over when you're on a bike.	3/7/2022 4:38 PM
236	Not really. The city does a great job with bike paths so far, and will do so again with this one. The performance of the path, whichever path, has more to do with user behavior than with the specifics of physical design.	3/7/2022 4:31 PM
237	A wider path for all over Starkweather Creek would be ideal. The current, narrow sidewalk over the Creek is dangerous for bikers and pedestrians who have to share it.	3/7/2022 4:22 PM
238	Park benches or tables included near the path for resting and enjoying the park.	3/7/2022 4:21 PM