

**From:** [Douglas Steege](#)  
**To:** [Transportation Commission](#)  
**Subject:** Item 70601 Atwood Avenue comments.  
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Comments from Douglas Steege  
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I live in the neighborhood that this project passes through and am a regular car driver and year round biker and walker on the Lake Monona Loop path and through Olbrich Park.

Improvements should be made to the path along Atwood - on the park side. This is the most direct route that crosses the fewest streets and driveways. We should continue to work with Monona to improve their short stretch but that can be done anytime they are ready. The proposed off street path, on the side of the street across from the park, should not be pursued. It requires crossing the very busy Atwood traffic twice, is closely parallel to the existing rail path between Olbrich Gardens and Garver, and it has a large number of driveway and street crossings.

Concerning the bike path options connecting to Lakeland Avenue:

Option 2 satisfies the most constituents and concerns. It preserves the most park space. It reduces impervious surfaces. It is the most direct path route. It is, I guess, the least expensive. It is the least change. The only negative is the sled hill but bikers carefully navigate the sled hill icy stretch now and the sledding season is relatively short and getting shorter with climate change. The safety concern of fast bikes coming down hill off Lakeland can be vastly improved. Currently, bikes, walkers, runners, strollers and disabled all are funnelled through a five foot opening in a broken down street barrier. This can easily be reworked to provide separated biking and pedestrian lanes on this relatively short steeper grade section that is the cause of most of the concern.

Option 1, I believe is the best of the year round maintained path options and would provide a very enjoyable bike and pedestrian path, viewing the lake with limited conflicts, no worse than the very enjoyable path through Brittingham Park adjacent to Monona Bay.

Option 3 is a workable compromise but does impact the use of the park more due to its route arcing out into the playing fields to avoid the sledding hill.

The recently proposed Option 4 should not be considered because of safety issues, a circuitous path that has excessive grade changes and stop signs and because it limits bicycle access from the neighborhood to the park for children and adults going to soccer and baseball practices and games.

I look forward to the various improvements to the street and adjacent bicycle and pedestrian paths and street crossing enhancements.

Thank you.