From: Betty Chewning <betty.chewning@wisc.edu>
Sent: Tuesday, April 12, 2022 6:17 PM
To: Park Commission <pacommission@cityofmadison.com>
Subject: FW: 4/13 Board of Parks Commissioners Meeting at 6 PM on zoom - Need to register to speak

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I would appreciate your sharing my letter to the Board of Parks Commissioners along with the wheelchair access ramp drawing by architect Lou Host Jablonski. Thank you very much. I didn't know which would be easier for you to do so I attached the letter as well as printed it below. Lou's drawing is just here as a 1 page attachment.

Thanks again.
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2. Hybrid Bikes and Safety: Hybrid bikes are heavier and can speed up to 28 mph legally. They can be rented east, west and adjacent to the park by the biergarten, OBS/Garver and Monty's Blue Plate. Many more inexperienced "tourist" electric bike renters will be coming down the 8 grade Lakeland entrance.

3. Bisecting the Park and Safety: Both routes 1 and 3 bisect the green space of the park. Ann Freiwald tells me that there are only two other parks which are bisected (Wingra and Brittingham). Neither part have an 8 grade entrance near a playground. I checked out Wingra and the bisection is minor. With the steeper descent, racing into the current green space is far more dangerous.

If Option 1 is selected, close to the play ground and restroom then it interferes with safe transit for kids wandering between soccer fields and playground and restroom. Toddlers suddenly will have to be controlled in case some bike comes silently close. People in wheel chairs like my husband who already are vulnerable will have an increased sense of vulnerability with the heavy motorized bikes nearby. The green space will be concretized even more on behalf of hybrid, racing and regular bikers.

If Option 3 is selected, it will go near, if not through, the weekly drum circle and dancers who, bless their hearts, are in their own world of rhythm and ecstasy at times. These are peaceful people. Maybe they will just stop coming…although they represent a beautiful diversity of age, color, ethnicity, gender, disabilities, and health. We usually seek shade in the weekly drumming in the warmer months so there are only so many places where the precious trees make that possible. I must tell you crazy as it sounds we drummers were out there with our gloves and parkas when it was in the 30's and sunny. Maybe you saw the State Journal picture this winter. Under the trees you also find the picnics, frisbee tosses, etc.

If Option 2 is selected, bikers would have to get fat winter tires with their spikes as some have always done to bike up the Lakeland, or use the plowed streets as some have always done (and we suggested in Route 4) or take the Capitol trail route which will be plowed as some have always done. This latter makes so much more sense. In better weather, they will be able to see the lake from route 2 as they always have and they will not risk the safety of others who use the park throughout the seasons for a tremendously varied set of uses.

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This is very, very different from the perspective of me as the biker in transit through the park to get to another destination (and not infrequently LATE). The park is a nice addition to ride through as part of the transportation system without cars. But I would just as soon have the path be fast through the park, which route 2 is. While bikers savor the ride through the park for its safety from cars, ironically to the park user on foot, bikers are like our "car" to avoid. The hybrid bikes are the perfect image for that. And the greenspace further is diminished by expanding the concrete for the moving vehicles.

This brings me to my last point – in addition to thanking you for reading this far if you have. The City Engineering poll seems to holds a great deal of sway. I fear that the Parks Commissioners are feeling pressure from the poll results. For that reason, I want to take a minute and share something about my professional life. I am a social scientist at the university and have directed two research centers across 3 decades and am on the Board for the University of Wisconsin Survey Center. The City Engineering Department did not design a sample or set of questions which are objective from the perspective of Park users. They were designed for bikers. Park design is being framed within a transportation agenda which is in conflict with Park Design process. The City Engineering Department raised the bike route issue in the context of its Atwood Reconstruction project which focuses on bike safety with respect to cars. The poll can be viewed as primarily sampling bikers about their perspectives of how to get a plowed path for winter biking through Olbrich as close to the lake as possible. When City Engineering decided to do a poll, they decided to sample about 1000 households within 3-4 blocks of Atwood Avenue. They wanted feedback on an issue on Walters St. and also the bike path. They sent an invitation card to the eastern end of SASY where Olbrich Park is located. The remainder of the 1,000 went to Eastmoreland, Lake Edge, and parts of Monona. The rest of SASY, Marquette neighborhoods were irrelevant for their purpose in spite of the runners, walkers, dog walkers, children playing soccer who come from these neighborhoods……because park users were irrelevant. City Engineering Department also automatically shares these announcements with the city Bike Newsletter which has 1100 biker subscribers which brings us to the starting 2100 sample. But it gets even more skewed. Members of this group include leaders of major bike advocacy organizations and blogs who immediately messaged their subscribers. This is such an obvious point that I hate to say it again, but you as the Park Commissioners can see the poll results primarily as the preference of bikers. As much as a neighborhood like SASY might want to reach people through its list serve I can tell you I, who am on the SASY Council and chair of the Transportation Committee, did not see an announcement from SASY. You might think we would have heard from our alder who we inherited in January, but most don't know who he is let alone be on his blog which he inherited from an earlier alder who I also did not hear from. By the way, I'm now on his blog. I asked Ann Freiwald if the city has a Parks newsletter with subscribers similar to the bike newsletter. She said no, Parks does not. This frankly puts the Parks Department and the Board of Parks Commission in a very difficult position.

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I will talk for my 3 minutes on the 13th along with many others. Please know that as I talk I will send you my very best thoughts. Please be well. Again, thanks for reading this and looking at the attachment.
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ATTACHMENT #2

Lou H-J Apr 22

Well 8 Building

Well 8 driveway

existing city sidewalk

Welch

±6% bike route

±8% multi-use path

4% walk

8% ramp

4% walk

8% ramp

4% walk

8% ramp

5' walk @ 4% slope

landing

5' walk @ 4% slope

8% ramp

extg. walk

sculpture

Lakeland

Playground

0 20 40 60

Concept for ADA Accessible and Multi-Use paths

SASY recommendations overlaid on

Current Uses of Olbrich Park