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**To:** [Transportation Commission](#)  
**Subject:** Olbrich Park Path: Option 1 Yes!  
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Dear Commission members,

Out of the three proposed routes for the paved mixed-use path through Olbrich Park, I favor option 1, and have concerns about option 2, for these reasons:

#### The sledding hill

When I first heard that the path was going to cross the sledding hill, I thought, so what? I've sledded down snow-covered pavement plenty of times. (My hometown of Bethesda, MD does not get snow regularly, and does not plow quickly when it happens.)

But where this becomes a problem is when you take into account winter cycling and other winter activities that would use the paved path. The city has committed to clearing routes that commuters need to make use of, regardless of vehicle/mode, which makes absolute sense. But if the city plows the path, that would impact the sledding hill. There's no reason to set these priorities against each other. Option 1 does a better job than option 2 or even 3, of routing the path away from the sledding hill.

#### The path intersection

What particularly appeals to me about option 1 is the way that the Lake Loop path intersects with the segment continuing along Atwood. The intersection is away from Atwood Ave itself, with space for people to pull over safely, regardless of which way they came from and which way they're going.

Orienting the intersection this way also helps cars coming in/out of the parking area. In options 2 or 3, it would look to the driver as though each of the cyclists coming towards them is going to have to cross in front of their vehicle, unless/until the cyclist makes a left turn at the last second. Cyclists may or may not think to signal their left turn, if they feel they're following the contiguous Lake Loop.

#### Enjoyment of the waterfront

Option 1 also offers a more peaceful and scenic riding or walking experience, with more time spent along the water and away from traffic. It also smoothes over what today is a bumpy desire line along the creek. If the path is routed away from the waterfront, that desire line would likely persist.

All in all, the dedicated bike lane along Atwood Ave is much used and much appreciated, but I think everyone can see that it's a stopgap measure. Any of the proposed options would be great, even if there is a clear winner in my mind.

Thank you for all that you do,

Nick Davies  
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