

**From:** Nicholas Davies <nbdavies@gmail.com>  
**Sent:** Tuesday, October 12, 2021 10:15 PM  
**To:** Park Commission <pacommission@cityofmadison.com>  
**Subject:** Yes on Olbrich path option 1!

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Dear Parks Commission members,

I want to point out significant advantages to option 1 for the multi-use path through Olbrich park:

#### Traffic safety

With option 2 or 3, people on bikes following the Lake Loop would head north along Monona Dr, and then veer to the left just before the entrance to the parking area. This means that for drivers entering/exiting that lot, it would look like those cyclists could continue on Monona Dr, until they turn at the very last second. For the cyclist, that slight left to continue on the Lake Loop may not seem like a turn that they even need to signal. Drivers may be put in a frustrating position of having to wait, only to find out they didn't actually have to.

With option 1, everyone's intentions are much clearer. For drivers entering/exiting the parking, it will be obvious at a glance whether any cyclists are actually headed towards them or not.

#### Enjoyment of the natural waterfront

Option 1 would offer a peaceful, scenic experience for path users of all modes, with less time spent right next to traffic. Today there is a rutted desire line through the grass, which is not very accessible to anyone. With options 2 or 3, that desire line would persist, and the need prompting it would go unmet.

Today, much of Olbrich Park is devoted to mowed grass. Much more mowed grass than necessary. Rewilding a portion of the park, to prairie or oak canopy, would be much better for carbon capture, water absorption, and wildlife habitats. (Perhaps eventually we'd earn a visit from the goats!) This isn't in conflict with path alignment option 1. We can do both, and we should.

#### The sledding hill

Option 1 also does the best job of preventing conflicting priorities between sledding and active commuting in winter. The city has committed to clearing snow from commuting routes regardless of transportation mode, which makes absolute sense. When Monona Dr has better bike accommodations all the way to Cottage Grove Rd (as part of this project), there will be even more commuting and other non-vehicular traffic through the park year-round.

#### One minor adjustment

Option 1 is great, and I hope I've helped convince you to adopt it. I also want to suggest a slight modification to it. For those arriving at the parking area, there should be a short ADA-accessible connector path from the parking area directly to the waterfront path. Folks with reduced mobility

should not be expected to go the long way around. (This pavement already exists today, so the plans show it as part of the satellite underlay, but I want to make sure it's part of the final design.)

Thank you!

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