

**From:** [Craig Weinhold](#)  
**To:** [Transportation Commission](#)  
**Subject:** Midvale MUST have a bike facility  
**Date:** Tuesday, September 9, 2025 2:20:34 AM

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The need for Midvale bike lanes goes back FIFTY YEARS:

- The [1975 Madison Bikeway long-term plan](#) shows the entire length of Midvale Blvd as a class 2 bikeway.
- The [2000 Bicycle Transportation Plan](#) (pg 72) lists Midvale Blvd as one of sixteen streets with the "greatest need for bicycle facilities." Since then, eleven are done and four are being actively programmed (Mineral Point Rd resurfacing east of Midvale 2026, Midvale Blvd resurfacing north 2026, Regent St reconstruction 2028, and the North Mendota Trail). The final one (Gammon Rd from Mineral Point Rd to University Ave) is in the West Area Plan.
- The [2014 Hoyt Park Neighborhood Plan](#) (pg 63) *"Add bicycle facilities on Midvale Boulevard and Mineral Point Road."*
- The [2015 Bicycle Transportation Plan](#) (pg 40) shows an on-street Midvale facility as part of a future secondary bicycle network (Segoe being the primary).
- The [2024 West Area Plan](#) (pg 24) calls for on-street bike lanes for the entire length of Midvale Blvd (as well as on Mineral Point Rd east & west of Midvale)

Despite its lack of bike lanes and "high-stress, poor bike" condition, Strava data shows that this part of **Midvale carries more individual bicyclists than Segoe or Owen**. I.e., bicyclists are using and will keep using Midvale whether there are bike lanes or not. The reasons are simple and obvious:

- Midvale is the shortest and most intuitive connection between the Southwest Path, the University Ave / Campus Drive Path, and the Regent / Kendall bike boulevard.
- Midvale is the most heavily-used bicycle crossing of University Avenue in the two miles between Whitney Way and Highland Ave.
- Midvale is where the shops, groceries, schools, hardware stores, banks, medical offices, restaurants and library all are. Midvale is part of a "15-minute city"
- Alternate routes of Owen or Segoe/Orchard are great and often appropriate for certain riders and destinations. But they can also be longer, slower, steeper, and require crossing busy Mineral Point Rd and/or University Avenue without a stoplight.

The recent survey about Midvale was poorly-written and maddening:

- The Bike Lane option #1 is backed up by 50 years of demonstrated need, City planning documents, Complete Green Streets, and bicyclist behavior. Options #2 and #3 are at best minor SS4A projects that only served as fodder for the bike lane opponents. Presenting the three options as equals was a false equivalence that is unfair to everyone.
- The Bike Lane option #1 had false CONS:
  - *"Bike connections on the north and south ends are not great" -- **this is absolutely untrue**.* The north end leads directly to the safest and most popular bike crossing of University Ave in the area, and immediately connects to the busy University Ave/Campus Drive path. The south end leads to existing Midvale bike lanes that run two miles to Home Depot. In the future one can hopefully turn east or west on

new lanes planned for Mineral Point Rd.

- *"Bike lane ... would not be an 'all ages & abilities' facility"* -- this is true, but it's hardly a con. Midvale isn't even on the All Ages & Abilities bike network. Painted bike lanes will be an improvement on Midvale. They are a PRO, not a CON.
- Many misread the survey's jargon to mean North Segoe-style protected bike lanes. I alerted Engineering about that, but only minor wording changes were made. To this day, people I've spoken with on the street, social media posts I've read, and [letters-to-the-editor](#) all believe option #1 was calling for N Segoe-style curb-protected bike lanes.
- The survey never asked if the respondent bikes, drives, walks, etc.
- The survey gave the impression that safety and access are a popularity contest. The City should instead have made clear that every single artery in Madison (except the beltline) will eventually get bike and pedestrian facilities. The only question is what those facilities look like. Not having a facility is no longer an option.

Please stick to your guns and support bike lanes on Midvale Blvd.

Thank you,

-Craig Weinhold