

### Comments from Respondents who Chose Option 1 – Midvale Buffered Bike Lanes

Prefer the first option in hopes it will force people to slow down on Midvale which is an issue.

Option 3 seems to punt the issue and not really solve anything. Not a fan.

No matter the end layout, North Midvale needs lines on outer edge of the travel lane. Right now too many people are unable to remain centered in the travel lane due to the current unmarked parking/fake-bike-lane. This is also an issue at the right turn from Midvale southbound to Mineral Point where drivers attempt to form a new turn lane that

There are two schools directly in front of Midvale, crossing with students is very dangerous considering drivers don't even follow the speed limits, rapid flashing beacons are ignored most of the times. Lanes must be reduced,

I am a bike commuter and often go north and South on Midvale. Current traffic patterns are unsafe for cyclists,

Please also improve the intersection of University and Midvale; it is hazardous for pedestrians and bikes in a number of ways. I do not think a crossing of University at Blackhawk without a full traffic signal will be safe.

anything that helps prevent high speeds on Midvale would be appreciated

I biked frequently for years and found Midvale Boulevard very safe. I have always lived very close to Midvale so I used it a lot. Now I am disabled. Many of us must drive -- especially since the new bus system does not serve disabled

Do not extend curb extensions into full buffered bike lanes. Rework bike connection at and across University Ave.

Painted crosswalks are inexpensive. I would like to see crosswalks all around Hilldale, price place etc etc

Transitioning off of straight high volume rights of way is dangerous and creates risk for cyclists. buffered bike lanes that connect people to where they need to go (the mall and the BRT stations) is the most important. Parking supports

The information about option 2 was not clear in the type of bike lanes to be created between Bagley and Mineral Pt. I support option 2 if they are buffered bike lanes or better. Tangential to option 3, pedestrian improvements are still needed at Segoe Rd and Mineral Pt Rd. However crossing Mineral Point at Segoe on bicycle is of lesser concern. I

Bike boulevards do not meet the vision zero standard as well meeting all Madisonians of all ages and physical ability or lack thereof. Option 1 is best to adapt Midvale transit environment for future physically protected bike/ multi use paths. Madison needs to focus on being a town that meets the needs of people not the cars that away land use, drive

This survey is very difficult to follow and the concepts are not clearly conveyed. I support efforts that prioritize greater bicycle and pedestrian safety and accessibility, regardless of the negative impacts on parking and private motorized vehicles--but these efforts should be effective and efficient in creating cohesive networks for pedestrians

Option 1 is the safest option for crossing University Av. biking or walking providing easier access to shopping centers, UW Hospital & Clinics, UW campus, neighborhood pools and parks like Picnic point or Hoyt. I believe placing a RRFB on University Av. is very unsafe because cars go too fast to stop and some people are driving under a lot of stress going to UW Hospital emergency department. A traffic light is necessary for pedestrians or bikers to cross University Avenue. We already had a kid dying when he was crossing a few years ago on University Avenue

I regularly take my bike northbound on midvale crossing university ave. The only problem I have had is the intersection where I cross university to the north and cars turn right Eastbound on university. My concern with option two is that a signalized pedestrian crosswalk may not stop traffic on university avenue creating a dangerous

Thank you for seeking feedback. I recognize that I do not park on Midvale and that there might be compelling reasons why the second option might be preferred over the first, if parking is important given limits on parking elsewhere.

The city's greatest need for this project are safer pedestrian crossings for both Mineral Point and Midvale. Flashing lights are not adequate! Please install stoplights that remove the guessing game pedestrians must play with drivers. There are two schools on Midvale and one on Mineral Point. 4 lanes of (typically speeding) traffic demand safer infrastructure so kids can safely navigate the school commute. In addition, bike lanes should be physically separated by contiguous physical barriers or parked cars. If the city cannot achieve this, do not bother installing

On-street parking for a small number of (vocal) residents, the majority of whom already have both garages and driveways, should not be prioritized over the needs of the greater community, especially given the environmental and social benefits of cycling. In fact, slowing and reducing traffic on Midvale will ultimately improve the QOL for residents of the busy thoroughfare as well, regardless of whether they cycle. Safe and accessible cycling options for west side commuters headed to the medical/west campus are sorely needed. A stoplight is necessary for cyclists. Would parking protected bike lanes be possible for option one?

They need to redo the street lights on that section of midvale, with more modern LED fixtures and poles.

1. Add left turn signal at Midvale and Odana Rd. 2. Extend length of green light for Midvale traffic at Mineral Point

I have lived in Madison for 10 years, and I continue to be simultaneously amazed and disappointed with our bike and pedestrian infrastructure. On one hand, you have things like the Russell, Jackson, Ohio raised crossings and the Atwood Ave multi-use path (amazing), but then you have things like this project where Madison pushes unsafe RRFBs and bike boulevards. Paint is not infrastructure. Madison needs to start making some serious choices if the city wants bike commuting to be a viable option. We have an extensive trail network that makes cycling enjoyable for recreation, but the "on-street" infrastructure is abhorrent. Who is coming up with these options? You honestly believe that an RRFB is going to be a viable option to safely cross UNIVERSITY AVE? It's an improvement over nothing, but on high-traffic multi-lane roads, it's putting a lot of trust in drivers across all lanes to stop, and you get drivers who try to race ahead so they don't have to stop. Midvale connects a multiple grocery stores, a popular outdoor shopping mall, Target, etc. This area has a lot of graduate students who often bike to campus. On the northern and southern end are multi-use paths that connect you to the rest of the trail network. This isn't a road that

The parking lanes on the entire length of Midvale are enormously under-utilized and the area is desperately in need of better north-south bike options. Please prioritize biking over providing free car storage to a limited number of

I think it would be great if we could do all three! But Option #1 is the best option for bike access and safety. As someone on the Madison Bikes facebook group commented: "Midvale is where you find the groceries, the library, the schools, the hardware store, the banks ... it's the most efficient connection between two of the city's most heavily used bike paths and the Regent/Kendall bike boulevard. Today, more different people bike north/south on Midvale than on Segoe or Owen. Bikes need to be there." I hope that as part of this project, you also consider a road diet for Midvale car lanes. I think part of what makes Midvale so dangerous for bikes (including crossing along the southwest commuter path) is the high speed of cars (seems most drive way above the posted 30 mph speed limit). I think pedestrian cutouts at all high trafficked pedestrian crossings and narrower travel lanes would help

Yes to the pedestrian lights!

I feel it's about time we have dedicated bike lanes on Midvale and removing on-street parking should not be too big an issue since all the homes and apartments have available off-street parking.

As a cyclist, I avoid riding on Midvale as much as I can. I like the buffered bike lanes because it will make it more accessible for everyone in the area. The neighbor cut throughs are great and safer but less direct. I also think it will Driving south on Midvale, attempting to turn east onto Regent, I cannot see oncoming northbound traffic on Midvale, if other northbound vehicles are in the turn lane attempting to turn west onto Regent. Visibility is near zero. This is very hazardous. This week again I narrowly missed being hit. Whatever option is chosen for Midvale, this hazard

I commute by bike from around the Segoe and Mineral Point intersection to the UW Hospital area. Depending on where I'm going after work, I use a mix of the Owen Dr., Midvale, and Segoe north-south routes, so I'm familiar with all of these roads by bike during commute times. I think both Owen Dr., and particularly Segoe, are already acceptable options if they offer the most direct route. They both have their tradeoffs: the Owen hill sucks but has very little car traffic; Segoe has very protected lanes but is an indirect path, ie, not a straight line. For option 2 to be viable, there needs to be a plan for how southbound cyclists would turn from Bagley back onto Midvale. That is a wide intersection! And anecdotally is the section of Midvale where cars speed the most. Besides, if I'm as far east as Blackhawk, I'll just take Owen. I probably won't feel like cutting back over to Midvale and enduring whatever the Bagley x Midvale intersection is just for a quarter mile. Plus, crossing Regent while on Meadow Ln is okay, but not the safest crossing point. For option 3, the Midvale x Segoe intersection is a non-issue in my mind. The Midvale x Owen intersection would offer almost no improvement by adding an easier way for people to access or interact with an RRFD. The core problem is still that there is heavy traffic in both directions with limited visibility for cars traveling west. It works fine for what it is, but it's no "bike boulevard". The proposed changes for option 3 don't really move the

I don't think on-street parking should be a consideration for Midvale Blvd, since it's a major artery and street parking will surely have to be deprecated at some point. As well, there seems to be plenty of off-street parking available. In terms of sight lines, parked cars obscure entering traffic — not a good thing for a major artery, even at relatively low

The drawings are largely confusing and the survey isn't very smart phone-friendly

Bike lanes are needed on Midvale currently the roads is unsafe for bikes

Bike lanes here would be amazing!

option 2 and 3 are solid yet, in fact option 3 is the safest one I will U would have money for all three, yet lets' start with option one, and maybe in my grandchildren's' life time the other options will be a choice again

Was the option of shrinking the median for the whole length of Midvale explored? If parking can be maintained for a portion of the proposed bike lane, why not for all of it? Why was a painted divider chosen instead of a concrete

Due to Midvale's location, it becomes the most obvious and most direct north-south road that cyclists can use to travel to locations like the library and gym, and even stores like The Home Depot. Not to mention as a connection to the southwest commuter trail. Especially as e-bikes gain popularity as a mode of transportation, roads like midvale need to service cyclists as, if not first class citizens equal in importance to cars and giant SUVs, then at least worthy of consideration. There is plenty of pavement and space over there, and with the incredible job the city did on N

I personally see shunting bike traffic to streets that are already low stress as a stopgap measure. Midvale is the most straightforward route and bikes should be able to ride it safely.

I use an E bike on all these roads whenever the weather permits. All these proposals appeal. I would like to use Midvale Boulevard safely, but I appreciate residents need for parking.

Traffic calming on midvale is needed to make it more walkable for pedestrians and bikeable. Almost all single family homes have off-street parking and maintaining that public space for private vehicles excludes free use by the public.

Please consider including retrofitting all street lights in the construction area to 2200K or 2700K LED lights that have their light carefully targeted and up-shielded to reduce wasted light, light pollution, and save electricity costs to the

I do not support having parking on Midvale road. I believe any plan that allows for parking on Midvale will create problems with the planned redesign in 10 years because residents will parking will feel entitled to retain it. I further believe that the preferences of a small group of people should not interfere with the development of sustainable

Removing on-street parking in favor of bicycle infrastructure is the best choice almost all the time.

Option 1 is the only true improvement for cycling on the near west side.

When using Midvale on a bike, it is typically to connect up to the the east-west running bike path (via Rose Place onto Locust Lane). For me, option 1 would preserve that connection. It does not appear that either option 2 or option

You need to create physical buffers for the bike lanes, not painted lines.

Of option 1, I support separate, curbed bike lanes (3rd Option 1) over lanes just painted on the same street level as I had to pick one of the options, it would be option 1. However, I would strongly prefer adding protected bike lanes and dedicated bus lanes on Midvale. I support removing on-street Midvale parking.

Could lane separation posts be used within the bike lane buffer option?

Buffered bike lanes do not offer a sense of safety personally, since it's distracted drivers on my bike commute that I know residents might be frustrated by the prospect of losing parking spots, but demand for parking in the neighborhood would decrease with added bike lanes. If even a tiny fraction of the people who frequent the many businesses in the area opt to bike there, residents may ironically have an easier time finding parking. When you I am concerned about the description of not great access at University. I believe it's important to have access to the I use Midvale to Yuma most weeks 2x by bike and 2x by car. Because of extra distance and a few more hills I would only use the Owen drive alternative out of curiosity when I have time. The Segoe alternative I would only use by car. I would be happy to see no more than an extra 2' for the parking lane or bike protection strip so no parking has to be eliminated as a benefit to the apartment dwellers. (Note I would hardly ever park a car on Midvale.) As far as I always observe there is significant pedestrian traffic only at University/Midvale, but heavy car traffic entering and 2 and 3 are very nearly status quo, from a biker's perspective. The street parking on midvale is rarely more than 1/3 used. The primary thoroughfares in this city need to be as easy for bikes to use as for cars.

Recommend raised median between bike lane and travel lane for safety. Appreciate the painted buffer but it is much I believe the city should poll homeowners on Midvale affected by the loss of parking. Their input should be heavily weighted. I believe any chance of improving pedestrian and bicyclist safety on both Midvale and Segoe hinges on controlling the speed of traffic. Eliminating one lane of traffic in each direction has dramatically reduced the incidence of high speed commuter "racing" that used to be extremely common. I cross Midvale multiple times each day at Regent of Hillcrest and the speed of traffic is appalling. All these methods are doomed to failure without a concerted effort to reduce volume and speed. Since you can't force drivers to take the bus, I suggest you concentrate on forcing them to drive the speed limit. The idea that radar signs flashing their speed limits speeding is Please put traffic humps and/or restrict speed to 15mph on Hillcrest as drivers use it to avoid Midvale stops or congestion. This will likely increase with any changes to the street.

The crossing at Blackhawk and university seems doomed to failure. Cars fly by there and flashing lights without a Worried about parking for residents of apartments if this option is chose. However, I think there is parking behind all I chose Option 1 as the preferred option because it offers the most potential for future improvements. As someone who bikes to work using the nearby Segoe path, I see this as a viable future route since it aligns with my commute. However, as the plan is currently drawn up, I wouldn't use that path—it leads to two poorly designed intersections for cyclists. The intersection at University, in particular, features a slip lane, which is a major safety concern and a dealbreaker for me. In many ways, this feels like a half-measure, an attempt to improve biking infrastructure, but one that doesn't quite succeed in doing so effectively. While the intention is there, the current design doesn't address the key safety and usability issues that would make this route appealing to cyclists. If it's not improved, I I find Segoe already a great alternative to Midvale with wide bike lanes, but would welcome a better crossing at There needs to be a better way to connect bike paths/lanes south of University with the East/West trails North of University. The Segoe road path ends in a parking lot across University Ave. There should at least be some signage none of these options will address the excessive speeding and running of red lights on Midvale and Mineral Point Road. It's not safe to walk or bike due to high traffic volume, speeding and congestion due increased housing Just don't repeat the construction of concrete bike lanes as at Segoe near the post office. Getting in and out of the I walk and bike Midvale daily. Any improvements for safety would be appreciated.

Adding protection to the bike lanes makes me feel safer

Adding buffered bike lanes would make it more likely to add permanent separated bike lanes in the future. The extra protection can make the possibility of biking more accessible to all abilities. Go all out Dutch on it

I appreciate being able to voice my opinion!

PDF links on city's website to view maps are broken and can't be viewed.

I feel bad for getting rid of even more parking, which tends to always get worse and never better. As long as we don't do another ridiculous thing where we remove a traffic lane to make room for a bus lane. Whitney Way was the

We should raise crosswalk for non-signal controlled crossings.

<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022->

These options seem fine to the extent I'm understanding them; the huge problem is Mineral Point Road, which operates like a highway, but with more chaos. I'd love to see the city implement a solution that would make that

Please do what is safest for bikers :) lots of my friends bike in this area and have had cars come too close to them or not see them. Saving money is great but not at the cost of a biker's life

As a regular bike commuter, the lack of bike lane on Midvale between Regent St and Mineral Pt Rd during rush hour can be unsafe when there are parked cars and lanes full of traffic. To avoid being caught in a parked car's opening door radius, cyclists risk being clipped or worse, run over, by rush hour traffic. A bike lane would increase safety for  
Buffered bike lanes are incisively important for kids being able to bike to local public schools (and everyone to get to the commercial centers of Hilldale/Univ Ave. The Midvale option is the ONLY alternative that does this and the only I ride on Midvale Boulevard several times per week, mostly for work, and diverting off of Midvale makes as much sense for me as it would or a car driver. I ride to my destinations on routes that make the most sense, typically the most convenient for a given destination. Currently that means taking a lane on Midvale. The question here is how  
Remove the parking on both sides of Midvale Blvd.

I would prefer to see a separated bike lane that has more protection than paint on Midvale. The new section of Segoe near Sheboygan comes to mind where there is a curb protecting the bike lane.

The pedestrian flashing beacon on University is a bad idea. No cars will stop. Why not make improvements to Midvale as well as Segoe buffered bike lane extension. Give people more options.

Option 3 does little to support bicyclists, as Owen Drive is already a low stress road to bike along. Midvale Blvd should be addressed, as the crossings along this street are very poor and bicycling on this street is not feasible as it  
more protected bike lanes

I fully support the removal of street parking spaces on Midvale to expand dedicated bike paths. On my commute, I see many families and individuals using Midvale to commute by bike to work and school and I believe it is more important for the city to ensure they are able to arrive safely over the convenience of street parking. Midvale has

Option 3 is also good

How about putting the bike lane down the middle of the grass median?

The project should prioritize making it easier and safer to access the Hilldale shopping area as a pedestrian or cyclist. Bike lanes that focus on alternative routes not adjacent to the shopping center do not accomplish this. Any Along with the Midvale overhaul(option 1), Mineral point and Segoe needs improvements for both cars and bikes, including left turn light signals and more pedestrian friendly crossing options. Thanks.

Although the current connections for biking on either end of Midvale aren't the best, I don't think it should factor in dissuading a more comprehensive bike lane design (option 1). Creating forward-thinking infrastructure now will  
Cyclists should be prioritized

Both option 2 and 3 are just not good, and option 1 needs some major rethinking. In their current forms i can't support any of the options, but option 1 at least has some potential to be fixed. The best way to fix said option would likely be to actually retain parking on most of Midvale to make Parking protected Bike Lanes. I have a couple of examples for what could be put on midvale that would be better than the current option 1.

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[%3D%3D This is Saint-Denis Street in Montreal. I believe this is an excellent example of what midvale could be if done properly. I spent a month this summer there and biking on that street was the safest i've ever felt in a bike lane.](https://www.google.com/maps/@45.5192624,-73.5726271,3a,75y,273.91h,71.02t/data=!3m7!1e1!3m5!1secgqwrN4WdGjDSHm-DGw!2e0!6shttps:%2F%2Fstreetviewpixels-)

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Have you considered slightly raised bike lanes similar to those in other countries? Halfway between street level and sidewalk level. Could work well in areas with a bike lane but no parking. Additionally, would it be safer for bicyclists

Is there anyway to make midvale sidewalk off street into 2 way bike path?

There should be an option for protected bike lanes as part of this survey.

I know it's not in scope for this project, but I would really like to see a curb separated option for bike facilities along

Would be great to have a easy safe way to get on the southwest commuter path from the University Ave area.

Option 2 beacon across University seems it would be futile. From my experience, flashing beacons do not stop

I am a longtime bike commuter. Within the past two years, I have moved to a location that requires me to take Midvale Boulevard for a large portion of my bike commute to the Madison Yards State Office Building. The lack of bike lane and hazardous cycling conditions on Midvale are the biggest factor preventing me from commuting to work on my bike from my location. It seems likely that other people who work in my building would also benefit from improvements in the safety and accessibility of bike commuting on Midvale, and also improve cycling access to the Sequoya Library, Hilldale, and grocery stores in the area of the University Ave/Midvale intersection. Midvale does not appear to be used heavily for parking and there are many more cyclists on the West side than there are residents on

Given the high rate of travel on Midvale, a protected bike lane seems necessary. We have to stop giving preference to motor vehicles and subsidizing the public parking of private property.

Using Roadways for parking cars full time is an un-necessary give-away to cars. Houses should use own drive-way

For all crossings with stop lights, the pedestrian walk signal should be automatic and pushing a button should not be required. Also, it would be nice to have trash cans and busy intersections to keep the area clean, especially at bus

Paint is not infrastructure. Get rid of car lanes and put in real bike lanes with concrete barriers. Mineral Point and Midvale both need traffic calming measures- there is nothing in these plans to reduce the speeding and other

I support the bike lanes being added. I would strongly recommend a bike lane along bluff street to the intersection of Kendall Ave and North Franklin Av if there is ever going to be another bike lane expansion.

Any bike lanes added on existing roads should be fully buffered with a concrete or other kind of barrier. The parking on midvale is not often used and should be removed. If the parking must remain in that specific section, then the bike lane should swerve to the outside of the parking stalls. Not remain next to live traffic. Simple concept here guys

Regardless of improvements to Midvale (which are needed), I fully support pedestrian crossing improvements at Mineral Point-Owen, Mineral Point-Segoe, and University-Blackhawk intersections.

Having a space for bikes out of the traffic lanes will be helpful. Especially during high traffic hours. I feel that including pedestrian improvements such as zebra stripe crosswalks at all intersections, no right turn on red

Buffered/Protected bike lanes would get me to ride my bike MUCH more often in this part of the city. Thank you!

We should encourage biking on all major roadways and do everything possible to make biking a viable option to commute (instead of cars). Midvale needs to have a safe biking option - period.

It would be nice to see more bike friendly infrastructure in Madison that provides security for bikers and drivers. If Midvale could start looking like Segoe, that would be fantastic.

Protected bike lanes on midvale would be the best option, but if that isn't possible now, we need bike lanes and

Why not do the same on Mineral Point Rd?

please prioritize pedestrians (as you have) and bikes (as this attempts to do)! cities must do all they can to support

I much prefer option 1 because it actually addresses bicycle traffic on Midvale, rather than punting the issue to a side street with much less actual consideration. e.g. an RRFB at University and Blackhawk by my estimation would not go well, as University traffic would never abide pedestrians or cyclists in a 30mph zone with 3 lanes in each

Please try to disturb all of the trees along Midvale Blvd. as little as possible, whichever option is selected. Our urban Would be lovely if it could be extended all the way down to Nakoma Road at some point in time!

A protected Midvale path should be the top priority. Midvale remains the top impediment to get from one bike path to another. Fixing this would open up Madison to significantly more biking.

Option 3 is my second choice. Option 2 is a poor substitute

Not this in particular, but you have a raised buffer at Segoe going N entering apartment lot that =- if you look at it is marked with tire marks. I have almost lost a tire more than once going over that thing; going around it means pulling into oncoming traffic exiting the apartment parking area. It is just dangerous pulling into oncoming cars to avoid that I live near Owen Drive and drive it every day between Mineral Point Road and Regent Street. There is not enough room for additional bicyclists. Also the uphill going south is challenging for most cyclists (including myself).

For sections with parking and a bike lane on Midvale, what is the reasoning for having the bike line outside the parking area, would it not be much safer for cyclists to have a parking protected bike lane?

Many drivers seem to go too fast on Midvale even with many pedestrians and cyclists. I would appreciate ways to encourage drivers to slow down near pedestrians and cyclists. Thank you!

There doesn't seem to be any great option/solution for North - South bike traffic on Midvale. I ride it from Odana to University Ave every week or so and it can be scary. But I also know that folks who live on Midvale need somewhere to park their cars. I'd be happy just having a clearly marked bike lane that gives some room around the parked cars. I don't know if shifting over to Owen is really feasible. Thanks for trying to come up with some sort of solution for this.

The availability of parking on Midvale Blvd is vital for all residence (whether in an apartment or a house). Since Midvale Blvd is a major street for travel, there are very few bicyclists to begin with, and many have stated they will not use Midvale for bicycle use. Any attempt to decrease automobile flow and parking on Midvale will have a negative impact on traffic flow, and the quality of residences on the street. Also making the Midvale Blvd smaller for Option 3 should also be done to make Segoe safer, but many bicyclists still use Midvale even without a proper bike lane because it's a direct route and connects with the Capital City path. I would prefer a fully protected bike lane like the one recent added to Segoe by Hilldale mall, as it also forces cars to drive slower and traffic on Midvale is often

Would strongly recommend engineering and education /enforcement efforts to slow cars down such as speed cameras. Engineering efforts alone do not fix inattentive and aggressive drivers while our children have to try cross

Midvale Boulevard has the potential to be an incredible asset to the community. It has everything that's great about Madison on it or just a block away – parks, single family homes, apartments, condos, a library, shopping, restaurants, major bus routes, and the list goes on and on. The one problem is it's incredibly dangerous because of the current design. People and bikes actively avoid going near it because cars treat it like a highway rushing to and

Please do NOY make it like the Segoe Rd remodel. That rd is now very confusing and unsafe for bikers. The separate bike lane looks like a "lane" and cars turn onto it. Cars turning right onto Segoe think the bike lane is a traffic lane. I

Glad to see bike safety being prioritized in Madison.

Ideally, there would be solutions that directly increased the availability of north/south connectivity to the bus networks, it's my hope that Midvale bike routes can help. Permanent, protected, and well utilized bike lanes help far more people than parking spaces, either way, and any action that reduces street parking is preferable to any action that maintains the status quo. Also: thank you so much for putting this survey together! I know you'll probably

I would support the bike lane on Segoe as a preferred option but I do not think it's safe to have on street parking on

Too many bikers are killed and injured. I believe option #1 is the best for bikers who will use this route. Other

This would be huge for pedestrian safety!!! Please prioritize

I hope the same work will be done south of Mineral Point. I live in Marlboro Heights and cannot safely bike anywhere from where I live, nor are there good transit options. It's very disappointing that Madison can't give me any car-

Midvale is the only easily accessible bike route up from that section of University Ave. Segoe is hard to access from the State Crime Lab so isn't an adequate "go there" option bc you have to ride on sidewalks or university Ave to get can you resurface the road also? i work on the ambulance and it's extremely bumpy and unsafe for patients

All of these options are bad! Blinking lights are not sufficient to cross either University or Mineral Point. You need actual traffic calming measures on Midvale so people will stop driving 50+ on it. Do a road diet and reduce the lanes

Strongly prefer eliminating on street parking for major streets.

Protect bikers in Midvale. I don't bike on Midvale now because it's too dangerous!! I would choose biking over my

If the goal is to create a lower-stress bike route on Midvale as part of the resurfacing, the bike route should be \*on\* Midvale, not on adjacent streets people on bikes can already use. Detours around popular destinations like Hilldale

I bike from Midvale/Mineral Point to University almost every day (and the reverse in the afternoon) to connect w/ the bike trail going to campus. You have to be very careful and observant along Midvale. A bike lane would be great.

Biking up Meadow Lane wouldnt be a problem, but crossing University with just a flashing light is not a safe option.

I'd also like to see left turn signals at the corner of Odana and Midvale in all directions. This is a very dangerous and extremely busy intersection particularly at high traffic times.

I don't believe a bike lane is necessary. There are so many other routes a biker can take. In addition, I don't like that the taxpayers have to pay for the project. I also don't think it is fair to take any parking away from homeowners on Midvale especially since they can't extend parking options on the property. That can impact property value. Is that fair to the homeowners? I don't think it is and I don't even own a home. I own an apartment on Midvale so street parking hopefully will not be affected. Also, the flashing lights are frequently not used on Midvale by the walking/bike

I would like to bike lanes to be well protected from car traffic so that it's safer for the bikers who are using them.

Parking is the biggest waste of my 12000 tax bill. I don't care that Landlords want increased property values. For bike infrastructure to be effective, it needs to be on the fastest routes. There's bike lanes on Pennsylvania avenue in Washington DC. The idea that we can't have a bike lane on midvale is a farce perpetuated by old people and


None of these options prioritize pedestrian and bike safety enough. The idea that people deserve city supported car storage in the form of on street parking is a tax on bikes and pedestrians. Kids bike from dudgeon monroe, regent, sunset village and Shorewood to Hamilton Middle School. The city should be prioritizing those kids safety over the limited benefit to very few residents of on street parking. I would like to see protected bike lanes like what was

We should be supporting bike infrastructure over car infrastructure throughout the city, especially closer to the

The safety of the Mineral Point/Segoe crossing needs to be addressed, not specifically for safer bike travel but for overall safety. This is a terrifying intersection with people driving at high rates of speed on Mineral Point, and lots of

Biking on Midvale is scary and dangerous. It's unfortunate to lose parking but, because Midvale is a major thoroughfare including for bikes, the need for safe biking along Midvale itself should be a priority.

we are both avid cyclists and commute via vehicle on Midvale daily. First option is preferred, though since we live at the Lodge apartments, we are not faced with looking for parking on Midvale. We also are regular users of the Segoe

Midvale at University needs a better crossing. Perhaps Bike  lights that are at other busy crossings in the city. Anything to slow down traffic and dangerous driving on Midvale is strongly preferred. Extreme tailgating, speeds of 50mph, lane weaving, passing on curb side on right lane, failing to stop at flashing crosswalks and honking at those who do are regular occurrences. I drive Midvale from Nakoma junction to University every day and am astounded by Improving bike lanes on midvale itself should be the priority. Option 2 and 3 addresses lower speed roads that are already fairly safe for bike. Of course there could be improvements, but midvale is dangerous for bikers, and midvale is an important connection for people getting to the hilldale mall, the Metro, the bike path behind the metro, and the Great idea and thanks for including the public!

Thank you!!!

Everything you can do to improve bicycling options on Madison streets benefits cyclists and not cyclists. The better/safer the cycling options, the more cyclists and thus fewer cars that drivers have to share their lanes and I think there should be fully built separation of bike lanes from general traffic along Midvale. I do generally support efforts to improve bike options here. Currently, getting from the southwest commuter path to that part of town by It appears that the safest option for bikes is to have a bike lane that is separated by a concrete barrier like on N. Prioritizing Pedestrians and bicycles over automobile traffic.

Maybe learn how to pave the road so it lasts more than 10 years, the road has sucked for a long time. What are you Options 2 and 3 do so little to improve the situation for bikes that they are not worth the cost of doing them I think improving Midvale for bikes is important. Options 2 and 3 would be better than the current state, but they wouldn't be obvious to new and inexperienced bikers, who might continue to bike on Midvale in dangerous Option 1 is the optimal option hands down

Would like the bike lanes to be protected by a barrier.

Ideally I think there should be concrete buffers on Midvale. Owen option makes it easier to put in concrete buffers Midvale is a dangerous place for anyone. The vehicles go way too fast coming off the highway. Protection for cyclists, pedestrians, and even other vehicles are needed. I would like to see more traffic calming measures added and My partner bikes on Midvale every day to get to work and has had SO many close calls with reckless drivers. The street is SO unsafe for bikers in what's meant to be a super bike friendly city.

Crossing Mineral Point is always one of the worst aspects of riding on the North-South corridor. While I think any work to make the crossings on Segoe and Owen safer is obviously a good idea, I don't personally find that I would feel much safer due to some flashing lights as opposed to just using the traffic light at Midvale/Mineral Point. Are flashing lights better than nothing? Yeah. Are they enough to make me feel safe crossing there? No. Both other Protected bike lanes on Midvale seem to be the best option to improve safety for pedestrians and motorists on Midvale. As Hilldale expands and Madison Yards builds out, we need to plan for the future in making this area more accessible. Anecdotal, I see very few cars parked on Midvale outside of the multi-family apartments, and I'm Options 2 and 3 seem to change so little that they're not worth doing at all. Bikers can already use Segoe rd as an Any option to add safety to this space is great! So many people bike on the sidewalk due to the lack of reasonable bike space on the streets. This road has much promise to be a vehicle though fare as Madison grows, but biking infrastructure will also be important to keep up with alternative to car commutes. Additionally with so many schools I have had multiple close calls with cars while biking on midvale. It is the road I live on, and whether it is just crossing an intersection to get home and almost being hit, or being honked at for biking in the parking area to avoid being in a lane, it can be a very stressful experience (and usually is). Though I think buffered lanes on midvale is ideal, if others I like the idea of buffered bike lanes on midvale but struggle overcome no parking, what if there was a bike path

All three options are suboptimal. None really address the issue of turning west into hilldale area from Midvale. Even the third option would dwindle and end before one arrives close to Hilldale Shopping, because one would need to cross Midvale if coming from any given direction. It may not be feasible, but an overpass, like Hammersley or University Bay Dr, would be ideal. Something that gets one over midvale, to the west, but allows for street parking, I would be a lot more in favor of option 1 if it wasn't just a painted line to separate biking and cars. I'd prefer an option that would allow kids. Otherwise, I haven't seen any data for how many people bike the area currently to see if Thanks for posting the sign on Midvale so I knew of the survey! I'm grateful for the actions of your staff and their recommendations to keep pedestrians (like my son) and bikers (like my husband) safe.

We need connection from the southwest commuter path to the Hilldale area. It should all be protected, not painted A protected bike lane in the future would be ideal. Having a bike lane on Midvale would be the best option for now because it would connect people more directly with destinations.

Biking north to south to get to the major military ridge bike path is challenging when not downtown. A bike path on or I am highly supportive of improving infrastructure for bikes - although I am not much of a bike rider myself. Would defer to what bike-friendly and bike-focused groups see as the best option, but as a resident/taxpayer/etc. I'm

Really hard to choose any of the options when they are all so bad from a pedestrian and cyclist standpoint. Option 1 is just paint on the ground which is not anything different than riding down Midvale today. There are barely any cars parked on Midvale in the section where the bike lane would be installed. Improving crossing for peds and cyclists (options 2 and 3) shouldn't be seen as alternative options to well designed bike lanes. Better crossings from options 2 and 3 should exist regardless. Turning a street with extremely low traffic (Meadow Ln) into a "bike boulevard" sounds like a joke. A cute logo on the street is not going to change anything. Segoe protected bike lane is great and I use it all the time but it has a terrible design. There is no easy way for a cyclist to make any left turns on Segoe. At least there aren't any parked cars on the bike lane on Segoe anymore. If the city wants to provide a better environment to cyclists, you have to treat it as an ecosystem. Option 3 should exist regardless of painting white stripes on Midvale. Better crossing on Owen/Mineral Point shouldn't be an alternative to a bike lane on Midvale.

Major bike destinations in my mind would be the midvale shopping center and the rapid transit route at midvale. If the Owen or Meadow Ln options are pursued, it would be valuable to make crossing Midvale a little easier to get to I support efforts to improve access for pedestrians and bicyclists. Even when I drive my car, traffic calming treatments make it safer to get where I'm going and make turns safely.

Unfortunately N Meadow Lane will be seeing a huge increase in traffic due to a new apartment developed at the end of the street. You need to focus on stopping the traffic flow onto N Meadow by expanding the intersection at Midvale and University - acquire the US Bank property, acquire the fountain at Hilldale to significantly expand the University Ave/N Midvale Blvd intersection. Install a rounded dead end (example Eugenia Avenue) in the mid 700 block of N Meadow forcing the planned apartment traffic (which will be considerable) to exit to University Avenue exclusively. N Meadow lane cannot bear additional traffic, and there is a lot of parking on it currently in flagrant and continuous violation of the City's parking policies. The problem with Unbuffered bike lanes on N Midvale is that cars and trucks Ultimately, the connection on Midvale Boulevard is the most convenient for bicyclists trying to get to Walgreens/UW Credit Union/Pick and Save/the Locust Drive Bike Connection. Ideally Midvale Boulevard should have separated bike lanes, but the buffered bike lanes are the best option. The proposed RRFB at Blackhawk (which I know is separate from this project) raises significant safety concerns, since it is introducing a triple-threat scenario. It will NOT be an all ages and ability crossing. The Owen Drive crossing of Mineral Point Road is a school crossing and is definitely used, but there are visibility issues--its hard to see vehicles coming up the hill and for some reason it Any of these options will help improve commute for all transportation options and will slow down cars in sections close to schools and where foot traffic is common. All 3 options have their strengths.

Having ridden back in these neighborhoods to get north south, I feel this is not only confusing but more dangerous

Options two and three will add fuel to the fire of those who don't think people should be allowed to ride their bikes on Midvale Boulevard. Disappointed to see those being considered as a solution for safety ON Midvale.

I believe the emphasis for installing bike lanes on as much of Midvale Blvd as possible should be a top priority for this project. The workarounds (Meadow + Owen) would be fine, but ultimately would not make it any safer for bikers

Not many cars park on Midvale, it should be fine to get rid of that parking. Especially by Hilldale where there is dedicated parking for units, parking lots, and 2 parking garages. However, it's important to note that paint is not infrastructure. Putting in some physical separation would be great. I could even envision a world where we take out a small amount of the median and have room for 2 lanes of traffic, parking, and a protected bike lane. Plus

I think bike lanes on Midvale boulevard all the way to university avenue would make an enhanced and safer connection to the bike trail bike lanes paralleling university avenue to the north. Traffic lights at the intersection of Bicyclists should be able to get to work and businesses relatively safely and directly.

Having buffered bike lanes would make getting to and from my parents house significantly easier and safer.

I support quieting Midvale. I am willing to give up parking for a quieter, more bike friendly street.

Could you shrink the median everywhere in this section and just put a bike lane with no buffer between the traffic and the parked cars? It seems like there's plenty of room whenever I bike down Midvale currently, and it seems like the setup on the Tokay-Mineral Point section could be replicated on the Mineral Point-University section. I hate

Ideally, I'd like to see option 1 and 2 implemented. Protected bike lanes (like segoe) would be preferred on Midvale

Your maps / graphics are terrible. Very hard (impossible) to see actually which streets and intersections you are actually discussing. IMO the worst part of Midvale to bike on is Univ. Ave to Regent if that area were remedied that's Suggestion to turn sidewalk into biking walking path like on Mineral Point rd.

Yes, it fails to recognize traffic issues closer to the Beltline... the area between Tokay and Nakoma Rd./segue to Verona Road. Lots of problems in that area, including the bike path crossing, high-volume traffic from Yuma to Midvale. The intersection of Yuma and Midvale is challenging for Nakoma residents the homes on the opposite side of Yuma (west corners). What the plans fail to recognize is speed on Midvale. Drivers can be quite reckless and Whatever bike lanes are created, they must be protected.

Don't mess with Segoe anymore than the current nightmare redo adjacent to Hilldale. South of Hilldale Segoe is fantastic for bikes and residential parking but the new section of complicated curbs and right of ways should not be replicated. Snow and ice removal alone is a good enough reason to not replicate this project. Pedestrian safety can be engineered but it also takes a strong effort to enforce a change in norms. MPD should set up traffic cameras at pedestrian crossings and stop lights to enhance city engineering efforts. Without a cultural shift in respecting pedestrian and bike safety redesign efforts will be less impactful. At Midvale and the SW commuter path there is a high rate of ped/bike usage which spikes with commuter traffic. A stop light needs to be put in place for peak rush hour traffic rather than relying on the flashing lights. Perhaps rather than flashing lights more pedestrian and bike

Thanks for asking!

The bike lanes would potentially slow traffic on Midvale too, and that would be cool.

I am open to moving the bike lane to Owen but crossing university is easier and safer at Midvale.

In the summer I consistently commute to/from work on my bike via Midvale both ways. I could already choose the alternative route in option #2, but it's not as fast or efficient. I would continue to use Midvale. Option #3 is too far out Please remove as much parking on Midvale Blvd as possible.

Concrete buffers to protect bicyclists are essential

I would really like to see physically protected bike lanes like on segoe. I understand the driveways could be

Is it possible to put a bike path in like segments of mineral point road? I think the plans need to think about where people are most likely going also. For example, there isn't a lot of inter modality or connection to Hilldale mall. I really don't care about the boomers needing parking. We need safer biking options in Midvale. I think they need to

I would support even stronger bike measures, like concrete separators along the length of Midvale to be even more Roundabout at Regent and Midvale to slow down traffic.

Option 1 would be a big step toward making Midvale Blvd more people friendly. I do think that the improvements at Segoe and Owen Drive need to happen regardless of what happens on Midvale. The crossing at Mineral Point and I am a frequent biker on Midvale avenue (and elsewhere in Madison). We need to support bike over cars and direct

I would like to see additional hard barriers between the traffic lane and the bike lanes on Midvale. Especially in higher traffic areas, I don't feel that paint is enough to keep distracted drivers from injuring people riding bicycles

Midvale is a major thoroughfare for both cars/trucks and bikes. It should be able to accommodate both. I

understand the difficulty of on street parking for the residents that live on Midvale, but it's incredibly dangerous for bikers if we don't provide enough space. On a regular basis I have individuals opening car doors on me, or pulling out without looking as I ride. Another issue is the "third lane" that exists on Midvale. Too many cars use this as a

Option 1 provides the greatest improvements to safety and the ped/bike experience. While it won't suffice for the most risk-averse riders, creating a consistent corridor with at least some protection seems the most likely to increase cycling numbers and generate demand for further cycling improvements, which is in line with the City's goals to fight climate change by improving active transportation and to reduce road fatalities. The City should place plastic bollards in the 3' buffer wherever there aren't driveways to create a further visual barrier. If Option 1 can't be pursued, the City should implement Option 3, which would at least reverse the City's current complete neglect for cyclists along the Midvale corridor. In either case (but especially if Option 2 or 3 is implemented) the City should Protected bike lanes are preferred. Disappointed to not see barriers or additional protection for bicyclists, especially on a busy road with multiple schools and family neighborhoods.

Thanks for the survey. Cycling is my primary mode of transportation and I live close to Midvale, however I never use that street because it's not bike friendly. Having at least a buffered bike lane would be transformative!

The Segoe and Owen improvements are needed regardless of this project. I currently use Segoe to connect to Midvale using Regent. I would prefer to see Options 1 and 3 implemented. I don't see Option 3 improving much on its

Losing parking on Midvale is a PRO for pedestrians--currently, the parking makes cycling more difficult, pushing New apartments being constructed on north end of Meadow Ln that will access Meadow Ln, factor in additional traffic since the access from the north on University is limited. Creates additional traffic conflicts, as Meadow Ln is

Option 1 is the most direct and convenient route for my normal use cases.

Midvale Blvd feels extremely unsafe to bike currently and adding bike lane protections would go a long way to my priority is slowing traffic on midvale blvd + convenience/safety for bikers. i think option 1 achieves that.

Keep the focus on improving the bike infrastructure of Midvale Blvd.

I would like to see bike safety and ridership encouraged and a reduction in parking.

I'm from California and Madison is an amazing bike friendly city- compared to Santa Monica, San Luis Obispo, and most other cities. However, Midvale and university avenues are incredibly busy with college traffic including students, parents, professionals and bikers. Good for Madison for being bike friendly- but keep it going. Bikes are a

Option 3 is particularly bad, in part because Midvale South of Mineral Point does have bike lanes. With the proposed Option 3, those lanes would stop at Mineral Point, and any bicyclist traveling North would then have to travel along Mineral Point (which also lacks bike infrastructure) to connect to Segoe or Owen. Option 2 is not preferred,

because even with improvements to pedestrian and bike crossings, Midvale will be a nuisance to cross, especially where there are not stoplights. In addition, for people trying to travel to the Hilldale Mall, access will be diminished. I am also concerned that people travelling South along the lower section (for example, residents of Shorewood Hills

I am a bicyclist. Cars treat Midvale like it's a highway when it's not and it's unsafe for all involved. Biking along Owen, Segoe, and Heather Crest are already perfectly fine. It is improvement to Midvale that needs done.

I bike every day. Making biking more accessible on small roads to the sides of midvale will not eliminate cyclists on Midvale. It will only make things not change for cyclists or make them worse. Additionally, the piecemeal approach to crossings is problematic. A single crossing having flashing lights makes that one location safer. But now drivers think of locations without those flashing lights as different and it makes all other crossings more dangerous. Consistency is far more important than two (or now 10) places having more signage. I can't count on one hand the number of times cars have almost hit me and honked at me because they had a yield sign and not flashing lights and a solid green painted crossing. This design for individual places one at a time doesn't reduce risk, it just transfers it. I would love to see protected bike lanes instead of just painted lanes. Drivers often ignore the speed limit and are a hazard for bikers. If bike lanes are just painted, there will be less cyclists and drivers will just infringe on bike lanes especially to turn right. Also, parking for residents should not be a consideration. Literally all houses have parking I think all of Midvale should be designed to be like the recently redone portion of Segoe Rd by Hillisdale. In fact I think every main street or busy road in the city should be designed that way. I've never seen a better road design. And all Making it a protected bike lane like North Segoe

I love what they've done on the new section of Segoe Road. It's very effective in slowing down traffic, which is exactly what needs to happen on Midvale. It's a race track right now!

I don't live in the neighborhood but I work at Midvale Elementary

"If it isn't broken, don't fix it," Madison's tax revenue is totally mismanaged. But it doesn't surprise me since the Just that Option 1 is the only one that would make any Real difference. Segoe is already Fine for bikers (though the intersection with mineral point could be improved), and bike boulevards don't really do anything to actually encourage biking more. I'd go a step farther and advocate for full concrete separators as much as can be placed on As someone who commutes via bike on Segoe, any bike route ending at university is a huge deterrent because it's so busy. Segoe is so nice to bike on. Can you still make the mineral point bike crossing concrete separators AND Travel lanes should be 11-foot minimum, Consider keeping bike lane along the curb with parking acting as buffer. Deferring bike traffic to Meadow or Owen and Segoe makes it more challenging for cyclists coming from the east to access Hilldale. Additionally, adding ramps to the crossing of Owen and Mineral Point will not make it easier for bikes moving with the flow of traffic to cross. Instead, adding a more clear crossing, such as the green ones Thank you for projects that improve safety and infrastructure for pedestrians and cyclists

I would prefer all parking were removed from Midvale, and the protected bikes lanes extend the full distance in both directions from Mineral Point Road to University Ave. The way cars are currently parked on Midvale is already creating increased danger for pedestrians and bicyclist, and this will not be fully mitigated by the currently proposed plan. While I understand the challenges associated with parking in higher density residential areas, Midvale is a It would probably be cheap to option 1 to add the white vertical lane delineators that are bolted into the ground and would add a little more security feeling to biking down midvale.

Given the large medians on Midvale it seems like there could be some other creative possibilities.

Being able to bike to Hilldale would be really great and only Option 1 seems to really do anything to make that work. I would like at least limited cement buffers at strategic locations to make the Midvale bike lanes even safer People drive way too fast down Midvale. Please remove the parking and make the lanes narrower to force slower driving. I moved here in 2022 and have been hoping the city would fix Midvale since then!

I commute down the entirety of Midvale every day. Any improvements for bike lanes should NOT increase congestion of traffic at the busiest times. I am all for increasing safety and access for bikes, but this should defer to Placing bicycle routes away from major thoroughfares/destinations (as all options other than option 1 do) makes biking roundabout, inconvenient and confusing. Midvale would be the best option for improving the mobility of Thank you for taking the time to consider these options. For me as a cyclist, option 1 is by far the best. Option 2 is marginally better than what exists now. Option 3 doesn't create straightforward north-south routes for bikes.

Bike lanes are great, but slowing traffic on Midvale is the highest priority. Currently a resident of Midvale, and in general, I do not trust my car on the street due to the high speeds and number of damaged vehicles on the road. as a cyclist lowering car speeds is my number 1 concern! convenient biking is my second concern. I would give up my parking space for a concrete median to narrow car lane of traffic. The current situation, people drive at the curb and Any bike lane is 100% an improvement to no bike lane

As all commuters, bikers prefer safe, direct routes to their destinations. Taking bikes off Midvale solves little, as the places we go are commercial stops ON that street (Ace Hardware, PickNSave, Walgreens, Hilldale, etc), so we would still be biking on Midvale regardless of suggested bike routes/lanes to reach them! This makes Option 1 the Better bicycle infrastructure is very much needed here

I prefer option 1 because options 2 and 3 don't accommodate riding directly to UW Credit Union, Walgreen's and Metro Market across University Avenue. The other options go too far out of the way. High demand destinations have I know I live over in Atwood but my partner's parents live right off of Midvale and it would be great to be able to more This is an opportunity for the City of Madison to prove that it makes bicycle infrastructure a priority. Midvale is a major thoroughfare and promoting more bicycle infrastructure is good for commuters and recreational cyclists and Are "buffered bike lanes" just paint, or will there actually be some physical separator from vehicle traffic? Drivers From our neighborhood, Summit Woods, there is no bus line to connect us to the Hilldale business area and Midvale Blvd remains a vehicle only corridor. I hope this project will start the transition to make Midvale more accessible to Any measures to decrease traffic operation speed along midvale would be great for the bike network. Adding more Let's keep making Madison and even better great bike city!

We really need a 15 minute bus on Midvale Blvd.

Resurfacing of Midvale is vital to reducing the stress of bad pavement while riding with speeding cars on the left and parked cars on the right. Options 2 & 3 beg the question: how will bikes cross University Ave? Anything short of an overpass will feed cyclists across 6 lanes of speeding traffic. At least Option 1 is protected by a stoplight (but the slip lane onto eastbound University Ave makes for a tricky lane change during the evening rush hour). I have cycled down Midvale literally hundreds of times since 2010, but have finally lost my taste for auto roulette. I now work my way from Orchard Dr on city streets to Eau Claire Ave, crossing Old Middleton Rd onto the Blackhawk bike path A lack of north south connections are a barrier to biking in this area. And improvement is appreciate!

We love the section on Segoe starting at Regent that was updated with protected lanes. It's wonderful! Keep up the Please consider parking to hug the road while protecting the bike lane like N Segoe Rd Paint is not infrastructure. Bike infrastructure is good. More bike infrastructure is better.

Protected bike lanes are essential

it is a safe, simple & direct route that will facilitate an increasing volume of bikers over the long term. It is the best Many people will continue to bike on Midvale, so if you create bump outs like the ones you put in on Nakoma, it I hope this is related enough to be considered: at the Regent/Midvale intersection while biking west on Regent (I commute on this labeled bike route), I worry about safety. The light often changes from green to yellow after I have entered the intersection or close enough to entering that I cannot stop, and then the lights on Midvale change to green before I have made it through the intersection. It would be nice if there was an extra 0.5-1 second delay before I appreciate the efforts the city puts into improvements like this, thank you!

Please add parking-protected bike lanes to Option 1! This could make the experience for cyclists feel much safer. Then we don't have to bike in the "door zone" and risk getting killed. Consider adding flex posts if possible.

Would it be possible to add some bike lane protection with the goal of eventually narrowing down the roads to one lane in a decade? It would lead to the whole area eventually becoming more pedestrian, bus, and commuter Option 1 actually improves access for bikers. With options 2 and 3, I see the lack of actual crossing signals as a barrier - I would still take Midvale. University traffic is too fast, and has too many lanes for me to rely on cars to

Having pedestrian flashers crossing University at Blackhawk would be challenging for most pedestrians and bikers, I'm imagining. For the long term benefit of our city, the more we can make it easier and safer for people to choose to RRFB at Blackhawk to cross University is unacceptable. Safe crossing requires all motor vehicles to stop and there are six lanes. I've had lots of issues trying to cross 4 lane roads with RRFBs. Drivers already are frustrated with The key is a safe, useful crossing of University that connects this route to the E-W bike path on the south side of Shorewood Hills. Option 1 seems to be the only one that provides this.

Option 2 would be acceptable to me if there was something to support the crossing of the proposed bike boulevard at Regent St. Option 3 is unacceptable to me b/c of the steepness of the hill on Owen.

Madison needs to figure out a way to stop cars from speeding up for yellow/red lights. It is so dangerous for Remove a traffic lane in each direction on Midvale and you have room for parking and a buffered bike lane. This will Lack of good bike infrastructure on the west side means going there for me is very difficult and inconvenient, as I do not own a car. Improving bike lanes on Midvale would make a huge difference for me

I bike down Midvale all the time, and would continue to use it under option 2 or 3. Option 3 in particular would be bad for bicyclists, because Owen Drive is such a steep hill that it would not be viable when heading south (and I am disappointed that all three plans do little to encourage bicycling or discourage car use in this highly congested area. In my experience the use of pedestrian flashing beacons can put cyclists and pedestrians at great risk as many drivers simply disregard them. I think they will be particularly dangerous at crossing for University Ave where speeding is epidemic. Having nearly been the victim of mindless drivers multiple when trying to cross University, Bicyclists have to be so aware of speeding cars. We need protection. Cars slow when there is good bike

People who use bicycles for transportation need to be able to safely access businesses ON Midvale blvd. This means having safe, onstreet bike lanes there so they can safely travel by bike to their destination. If the bike lanes are on Meadow Ln or Segoe, that only gets them to those streets, which are side streets, not the location where the businesses are. Option 1 is the only one that truly offers ability for all modes of transportation to get where they need to go. I used to live in an apartment on the 500 block of Midvale and all apartments and homes already have off-street parking behind the buildings there, so on street parking is NOT necessary. I never parked on the street when I This is a major street on the west side. It's for all the residents, not just the local people who live on it.

Bump-outs for pedestrian crossings should be designed so as not to force bikes into the automobile travel lanes as Options 2 & 3 are barely better than what we have today. The real problem area is Midvale north of Regent, and also A dedicated bike lane on Midvale would be beneficial because it is the most direct and efficient route to get from the SW path to the university ave bike path. Diverting bikes into side streets only works if there are direct connections and easy/priority crossings at midvale and Mineral point. Having to navigate multiple crossings means people are

I bike regularly north/south from Mineral Point Rd. to University Avenue for commuting, shopping, and exercising. It seems to me that options 2 and 3 are already viable bicycle routes without additional "bike boulevard" signage. And the endpoints crossing University Avenue are not present as they are on Midvale/University. If the goal is to encourage and enable bicycle access to everyday retail needs such as groceries, hardware, banking, etc., finishing the Midvale Rd. bicycle lanes north of Mineral Point Rd. is the only equitable and functional option. As more

I strongly disagree with the statement in the materials that says biking on Midvale is high stress. I use it most weekdays. Because the parking is so under utilized, I find biking on Midvale mostly chill and preferable to Owen Drive. Conflict with motorists on Owen is possibly more common due to traffic islands (not bad though). More importantly, Owen and Segoe don't serve the same transportation needs as Midvale. It seems unprofessional or at

Option 4: Add Segoe style protected bike lanes to Midvale. Also connect these bike lanes to the east-west path that ideally there would be a grade separated bike path on one side of the road with both directions like was built on mineral point past whitney way going west. i feel like 2 lanes of traffic on midvale isnt super necessary and some of the parking could be kept if it is useful, but these bike lanes would also be super useful to go between university and

I think option 2 or 3 put bikers in danger of having a lack of good options for network connections. I think getting bike lanes on Midvale opens up a lot of traffic from the SW commuter path and we should be supporting expanding that bike network and moving bikers to signalized intersections across 6 lane roads rather than the beacons. I actually I'm not sure why this survey exists; bike lanes on Midvale Blvd. are in the Comp Plan and the West Area Plan. The issue should be settled. Please don't ignore the plan that was unanimously adopted by the City Council.

Is there a way to reduce the median to make more space to have both bike and parking lanes?

I'd like a bike lane on Midvale, as well as signage suggesting diversions to Owen Park way with crossing button for I don't like the idea that this is an either or question and that you link Owen Drive with Segoe Rd. improvements. Owen drive is a challenge for most people on a bike due to the steepness of the grade between Hillcrest and Regent St. The crossing of University Ave. at Blackhawk is going to be problematic with just a rapid flashing beacon. The Owen route should be dropped from consideration. Instead focus on Midvale and Segoe. The grades are not as The biggest issue on this route is how to cross university. Option 2 makes no sense because there's no way to safely cross university at the north end. Options 1 and 3 are better because they outlet at lights, but those crossings are still hairy. I'd rather you skip all of this work (or just do the improvement to where segoe crosses mineral point) and I don't own a car. My bike is my primary means of transportation. I frequently travel the area to and from work, and to visit shops at Hilldale and north of University Ave. I should be able to travel safely and conveniently on Midvale when it is the most direct route to my destination. This means Option 1 is the only option I support. Option 2 does not take me to my destinations. Option 3 does not take me to my destinations and people on bikes are not going to choose Owen Dr with the hill. On-street car storage creates hazards for people on bikes and is subsidized by taxpayers. It I live a few blocks away from Midvale and bike on the near west side regularly. Midvale needs protected bike lanes. The Segoe bike crossing at university is confusing to drivers and feels dangerous every time. There should be a safe Please ignore my previous submission for this survey.

Option 3 is good but crossing Mineral Point at Owen Drive can be very difficult, even in a car. It's hard to see and cars often drive very fast, especially coming up the hill from Midvale. Many drivers from both directions ignore flashing Adding buffered bike lanes on Mineral Point Rd is essential for bicyclist safety, connectivity, and accessibility. There are essentially no other options to efficiently connect destinations along Midvale with origins along University Ave (and vice versa). Improvements to pedestrian facilities are also essential for the safety of pedestrians. Studies show that these changes will have the added benefit of slowing traffic along Midvale. Please include improvements to crossings of Mineral Point and University Ave from options 2 and 3 in option 1. There is no reason this has to be an Yes. This projects makes way more sense if the Midvale Buffered lanes go past Mineral Point and connect to the bike path that crosses Midvale. It makes even more sense if it goes all the way to Hammersley so that our children can Bike lanes should be properly protected, not just buffered. When street parking is kept, it should be between the car Will the buffered lanes be a painted line or a physical curb/barrier like the separated lanes on N. Segoe? While the physical barriers do make some cyclists feel safer they do not seem like a good long-term solution. Clearing these lanes in the winter seems like it will be terribly inefficient and likely ineffective . In addition, as a cyclist they are a pain to navigate since they don't allow you to move in and out of the lane of traffic to make left hand turns. They force a cyclist to take extra time to cross at the crosswalk rather than in the lane of traffic like we are used to being able to do. They also seem confusing for drivers - especially at the intersection of Whitney and Mineral Point - the pavement paint helps but when that wears away or is covered in snow those lanes almost look like turn lanes for cars. Ultimately, they seem like an over engineered solution to a problem that didn't exist or only existed for a few cyclists.

Midvale absolutely needs buffered bike lanes, and they should be extended beyond Mineral Point Blvd, south to Hammersley Rd. This would improve bike commutability and reduce traffic issues on Midvale Blvd. There are two schools currently on Midvale Blvd past Mineral Point and bike/pedestrian safety on this route this should be a city

Paint isn't infrastructure. Please consider a fully separated bike path on one side of midvale. Much safer especially in winter. It's not that much wider than a sidewalk in terms of zROW but makes a huge difference. If not feasible, The buffered bike lanes are 1000 times better than more paint and signs.

Thank you for adding a pedestrian crossing at university! There's no safe way to cross there now

I support every step we can take to make Midvale a key piece of safe infrastructure that encourages bike use, reduces on-street parking (a terrible use of space that benefits very few at a cost to many), and creates a safer, Where parking is retained on Midvale, use parking to protect bike lane(s).

As a resident of midvale blvd and professional triathlete who bikes on midvale multiple times per week I strongly I'd take options 2+3 in addition to Option 1 :-). Option 1 is the only forward thinking proposed change, options 2 and 3 are nice tokens but Option 1 is the only meaningful bike/pedestrian improvement being considered. This is a direct / purposeful and practical route. The others are already options - the signage and other crossing improvements Midvale is a direct route to many locations. I've bike Midvale coming from work to events near Hilldale and it always feels so dangerous with parked cars and fast moving traffic. Buffered bike lanes is really the only way to go to encourage MORE use of bike lanes in this area. I do not like the other options as there is not an efficient way to cross The buffered bike lanes would make me feel a lot more confident biking on Midvale to access places like Hilldale and the bike path, especially when traffic is bad. The side streets (ex: Owen Blvd) are significantly more hilly and hard for me to bike on. Option 3 is unacceptable because Midvale is such a busy, high-speed route and accesses areas like the BRT route and bike path and protected lanes are necessary to protect cyclists. Madison really needs to I support all of the pedestrian improvements proposed in this project, they will be much appreciated. Adding buffered bike lanes to Midvale is clearly the best option. The alternatives do not provide much improvement at all. Simply saying bikes have to go around and calling other streets bike boulevards can hardly be considered improved bike infrastructure. I would prefer if the buffered bike lanes would be curb separated. Adding a curb in the buffer would make this fully accessible for all users. However the currently proposed buffer at least allocates space for where this could be done in the future. Where parking is kept I would strongly prefer the parking be on the inside of the street next to the vehicle lane. It doesn't make sense to put it on the curb side. This forces the cars to unnecessarily cross the bike lane to park. I also often see cars parking in the bike lanes more when they are already It is important to improve bike infrastructure because Midvale is such a high speed dangerous road for bikers that it is a deterrent. The hill on Owen Dr is also a deterrent, and so option 3 is less desirable because of that fact. We need to focus on making our city more safely bikeable, and if that means losing some street parking, so be it. There is In my opinion, options 2 & 3 are "do nothing" options. As these routes are for the most part already available to cyclists. I frequently use Segoe to commute on bike, and I do support changes to the Segoe intersection, but bicycle boulevard signs do not keep people safe. I hope to see Option 1 implemented with additional future improvements to Midvale Boulevard south of Mineral Point Road, as there isn't a safe way to access this new path from either Owen drive has become a busier cut through for car traffic and making this a bike boulevard while maintaining

Thank you for gathering input from cycling residents

People need a safe bike option on Midvale. People want that direct route and will still take it anyways and it is very dangerous. I've seen how it has become much safer on Segoe and hope that it can also be that way on Midvale. It would not take that much effort to substitute or add AI-generated photos rather than just engineering drawings that people can use their driveways imo

We support one lane of traffic on Midvale Blvd and a protected bike lane. Parking is not a priority. Ideally, we support a lighter colored paving option to reduce heat and trees planted in the median between north and south traffic.

When there are not equal and safe options for bike traffic, riders will use the sidewalk to try to be safe. This creates an unsafe condition for pedestrians. Although Madison was and is created as a motor vehicle centered city. Where it has been redesigned with priority given to pedestrian, then bike, then then public options, then private motor vehicle

The important consideration needs to be not what is the easiest solution but what is the solution that is going to meet what is already occurring on the street. Cyclists will continue to use Midvale regardless of the work that is done on side streets. The city needs to make Midvale as safe as possible even knowing that the connections on the North and the South are not the greatest. Bike boulevards are fantastic however they're not utilized consistently where they could be utilized over improvements on Midvale. Parking on Midvale should not be considered a deal breaker as it is not the city's job to protect the parking of private homeowners on city streets. City streets are for all users and are not a guarantee to those who own property alongside them. Any option to improve cycling infrastructure is a positive change for the city. Therefore I would support any change to make it better. If the city goes with a bike

The Owen/Segoe option is not a true alternative as neither of those actually connect Hilldale/University Ave (Blackhawk Trail) to the SW commuter trail, which is the main reason a Midvale N/S route is needed. If Midvale is not seriously being considered (which seems likely based on neighborhood feedback) I would propose a fourth alternative. Eliminate parking on the East (Non-Sidewalk side) of Blackhawk Ave and make that a bi-directional buffered path. Blackhawk is a very wide road and frequently used by drivers for cut-throughs. This would help in GREATLY slowing down traffic on Blackhawk and may help this project meet the "all ages & abilities" goal. As noted,

Make the busy road safer seems more beneficial than investing in side roads that aren't necessarily used as commuter routes as frequently and that could probably accommodate bikers on neighborhood roads well enough. Midvale should be the priority for bike safety and access. It is a commuter street that leads directly to shopping centers, grocery stores, workplaces, and the University Ave east-west bike path. Crossing University with only a beacon at Blackhawk sounds unpleasant and dangerous, with the high number of traffic lanes to cross. Mineral Pt Painting lines is not enough on a road like Midvale. Protected bike lanes should be protected with a physical In addition the buffer, I'd like to see bollards preventing cars from entering and parking in the bike lane.

Buffered bike lanes are the only option that will improve pedestrian safety on Midvale. The other two make it worse by removing bikes completely, giving drivers even less incentive to slow down and look around.

Midvale needs safe bike access along its entirety. That's where destinations are.

Protected bike lanes would be preferred similar to Segoe, the option should be whatever will be the safest for pedestrians and cyclists and would slow down the traffic on Midvale Blvd

Keep bike routes direct. Options 2 and 3 both have very indirect routing just to allow car traffic to dominate Midvale.

Option 1 is the only one that actually meaningfully improves North-South bike connectivity on this side of town.

I do not think the Owen Drive option is a viable solution for improving bike network. Heading south is a VERY steep climb that would be prohibitive for many bike commuters, children, or families. Even apart from the climb, "Bike boulevard" signage does not deter most drivers. Option 3 seems like it doesn't actually solve any of anyone's problems. It was not clear to me from the presentation materials how the Midvale bike lanes in Option 1 would be

Problem with Option 2: for bikers traveling south it would require an unprotected left turn while also going uphill. The pedestrian crossing improvements would be at the wrong intersection for bikers!

Bike bridge for commuter path crossing should be considered

I will opt for safety and convenience of people walking and biking over parking every time! Since the destinations for most people are on Midvale, I think it makes sense to improve the bike/ped infrastructure focusing on Midvale

RRFBs are not a great means of crossing more than two lanes of car traffic so option 3 really seems unsafe. I am a regular cyclist with my child and protected bike lanes are by far my preferred routes. Midvale would be a great connector and has a lot of businesses and the library which are currently difficult to get to safely. Option 1 is a clear

Midvale has such a wide right of way and connects through an incredibly fast growing part of this city that it would be negligent not to upgrade this road to have fully separated bike lanes. The new BRT plus bikes is super convenient, and having this protected connect right at the midvale stop would make shopping/visiting that much easier, plus plan for additional growth. The city lacks a lot of non suburb-downtown directional routes that this helps build out. There's a ton of parking around hilldale for both visitors and residents, with almost all the small apartments on the

These are disappointing options. Why are we continuing to put RRFBs up across 4 lanes of traffic? The city has data showing they make crossings more dangerous. Is there any data suggesting they make crossings safer? Can we get rid of the slip lane from northbound midvale to east bound university? What would happen if we reduced midvale to 1 lane in each direction and used the existing footprint to implement cheap parking protected bike lanes (never minding the fact the parking on this stretch is not heavily utilized). This would make the intersections safer and the proposed RRFBs less of a hazard. Is this while stretch so desperate for resurfacing that we can't hold off on that long enough to do a full rebuild? I don't understand why non vehicular travel should have to be rerouted around vehicle

Bike lanes on Midvale Blvd is most direly needed near Hilldale shopping center and other businesses, but this is only allowed in Option 1. In other portions, bike boulevards are preferred to on-street high-stress bike lanes. I understand that road portions near busy shopping destinations are also craved by vehicular access and parking, but even with added bike lanes, cars remain the favorite travel mode here. I am disappointed to see City hesitate to see through changes as mild as Option 1. Also, removing parking for residents is not a "con" but a gain in equitability. The most important aspects of whatever gets chosen should be protection from traffic on Midvale and safe crossings (maybe a traffic signal with a bike green) of Mineral Point and University.

I'd support the implementation of all three options together, but only Option 1 makes any sense alone. Option 2 and 3 are worse than doing nothing, as it creates the sense that "we did something, and those ungrateful bicyclists don't

Option 2 and 3 DO NOT work for me. I NEED option 1. There are destinations on Midvale. I don't understand why this is so hard to figure out that Midvale is a street for people to safely get where they are going, NOT store their

N/S bicyclists need to cross U Ave at Midvale/Rose Pl - it's the safest crossing in 1.5 miles and the most direct connection to the Blackhawk / campus path. Midvale carries more individual bicyclists than Segoe or Owen (people, not trips). Midvale is where the shopping is. It's where the schools are. It's where the library and hardware store are. It's the most efficient connection between the SW path and the Blackhawk/Campus path. Midvale

Improvements to Meadow, Segoe, and Owen aren't a replacement for making the direct route on Midvale safe, regardless of what destination or connecting route a cyclist is trying to reach. Excluding cyclists from Midvale (or effectively making it more hostile) is not consistent with Complete Green Streets or Vision Zero. Even if this project

Midvale is a direct route and major connector for cyclists traveling between the Southwest Commuter Path and the Hilldale area/Blackhawk Commuter Path. It's the most efficient and practical route to take, avoiding the big steep Owen Drive hill climb. As such, I think it's important to focus on building high quality multimodal, non-motorized

Bikes are vehicles that take people to work, run errands, etc. - just like cars. It seems very unfair to push them to slower roads that do not provide direct routes to where they need to go. This is an equity issue in my eyes.

Although Option 1 is the preferred choice here, I don't understand why parking is not used to buffer the bike lane when it remains on the north end. The city has other parking-protected bike lanes, so it is not a novel design. I can hardly believe that Owen is being proposed at all. I take this route north (down the hill) at least once per week on my bike, but I \*rarely\* take it back up since the hill is so steep. Depending on where I am coming from I may take Regent to Segoe, or potentially the SW Path, if I am going to campus and then coming home. Going up Owen on a bike is a nonstarter for most people (certainly for my kids who are pretty confident cyclists) and basically sounds like a "we

This seems like a proposal from traffic engineers who don't bike and have always focused on accommodation autos. This is a compromise that probably won't please anyone. I would like to see a real protected (not buffered) 2-way

I am glad that City Engineering paused this project to look at and analyze the problem, and potential alternative

Reducing speeds on Midvale is paramount for both cyclist and pedestrian safety.

Just narrow the median and make the bike lane protected. Yeah, more work but its obviously the answer. Do not move bike facilities off of midvale, that is actively against the needs of the city and a failure that the city keeps

1. If it is possible to open a car door and hit a bicyclist, the option should not be used. Buffer between cars and bikes or don't do it! The apartments should have limited parking and no street parking, imo. 2. The only bike routes that make sense are the main roads. Rerouting to less travelled roads doesn't solve anything and still leaves bicyclists vulnerable — perhaps more so. This is why I don't like any of the options, but if you do it, you should do it on Midvale

Why are there no options for a shared use sidewalk or separated bike lane as I have seen in other parts of the city?

Midvale and Mineral Point are both in need of reimagining due to their high stress natures and Midvale has the entire median to work with as well. As a former resident of this area, I have biked both streets many times and it feels like

Option 1 is the most direct for people using Midvale from the south. It de-centers the automobile in planning for community. Also please remove the slip lane at Midvale and University.

I'm happy to see the pedestrian improvements separated from the bike improvements! That felt like a false choice residents were latching onto to oppose bike improvements. While Option 1 is my preference, Option 3 could work.

My main issue with Owen is that there isn't a great direct route to get to it when approaching from the east in the Westmorland neighborhood without going through the church/school parking lot. This is not a safe

feeling/comfortable biking experience to navigate parents dropping their kids off in their cars during commuting hours. To address this, I would also like to see improvements made for crossing at Westmorland Blvd & Mineral

Point Rd. This is a frequently used transit stop and is a street that connects two parks. Alder Tishler has also

expressed interest in improving the crossing at this intersection. Options 2 and 3 also don't integrate very well with

If parking needs to remain just before Heather Crest in Option 1, is it possible to put the bike lane adjacent to the curb and have the car parking adjacent to the travel lane? Because the decreased road width as a result of needing to accommodate parked cars will not allow for a buffer for the bike line like with the rest of the Midvale redesign, why

I'm really disappointed that the window on this project has shifted so much towards parking that the most bike friendly option still maintains a door zone bike lane. Why isn't a parking protected bike lane being used in that section? Why isn't the city subsidizing landlords by maintaining free street parking on what is supposed to be an arterial road? Why are the complaints of residents south of heatherwood who use the parking maybe three times a

options 2 and 3 are in direct opposition to the complete green streets guide by valuing publicly funded car storage in

Segoe and Owen are okay, but it's a big detour and doesn't provide direct access to Midvale. I drive and ride down

Midvale daily and there are very few cars parked along the route, though those parked cars make it extremely scary to bike so I often bike down Segoe or Owen which adds time and effort to my bike ride. I think Option 1 is preferred,

Putting extra bikes on Meadow Lane is a bad idea. You will have people backing out of their driveways from both

Driveways are generally long enough to accommodate parking needs of residents along Midvale. Bike lanes provide a straight shot along commuter routes shortening time to destination for cyclists

Can you write us again to make us aware of what will happen once work starts in Midvale? I don't have a car, but I depend heavily on UBER car rides to get around. Would UBER cars still be able to drive down Midvale? Will you leave one or two lanes open for necessary traffic - as Midvale is a major artery? Contact info - to contact during actual

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