
Comments from Respondents who Chose Option 3 – Segoe Road Improvements and Owen Drive Bike Boulevard

Keep Midvale the same as it is now for car traffic.

Please do not remove the Midvale parking. Removing the Midvale parking will create an inconvenient and dangerous situation for guests and contractors visiting Midvale residences. It would be much safer for bikes to be encouraged

Please do not make the same mistakes as on Whitney Way or the end of Segoe by Hilldale.

By keeping Midvale a more car-centric road and Segoe a bike/pedestrian-centric road. Everyone will be safer on

Midvale Blvd is not a good option for bikes - there's too much traffic

Please keep all of the Midvale Blvd parking, there is already too little. Bikes can use other streets one block in either direction where there is less traffic and so efforts have already been made to have bike lanes

I would like to see a frequent bus route along Midvale, with stops in the median of the road.

Owen Drive is a main pedestrian walking route for children living in the Sunset Village neighborhood as they walk to School (at Queen of Peace or Midvale Elementary). Improving that intersection along with the proposed pedestrian safety improvements to Midvale would make a huge positive impact to the walkability/bikability for residents and commuters alike. Without further safety improvements that are outside of the scope of changes proposed to this

Do not add unnecessary bike facilities on Midvale Blvd.

Buffered bike lanes do not make sense. They take up too much of the road width, are confusing for everyone (cyclists and drivers), and I have very low confidence they will be cleared effectively in the winter. A better alternative would be what they do in Copenhagen, where the bikelane is elevated (just like a sidewalk), and then the Option 3 is less expensive and still addresses bike needs. Midvale parking restrictions will force even more vehicles to streets east of Midvale despite already getting parked up now.

Meadow Lane is already difficult to navigate being narrow and parked on both sides of the street by people who work in the area and/or park for the day and take the bus downtown for work or classes.

I don't think option 3 goes far enough. This is heavy traffic area that is a school route and crossing for residential area to business for a work commute. Would like to see these improvements added: Curb bump outs to shorten pedestrian walk Extend median noses in intersection to provides better pedestrian refuge High visibility crossing

I've always found southbound lanes at the NW corner of the Segoe/Mineral Pt indirection to be somewhat confusing for drivers. The bike lane goes from "middle of the road" to the right side of the road by the time it reaches the intersection. At the same time, the single car lane becomes two lanes and "takes over" what was the "middle of the

That much disruption to Midvale when Segoe is already highly bikeable seems unnecessary.

Please stop obstructing traffic flow on major boulevards. These changes cost a lot and are very lightly used by bicyclist. I bike around Madison. These changes are Mostly for show. Regular bike riders use the alternative routes Every street, road, boulevard, etc. does not need a bike lane.

Midvale Blvd is a nightmare for bicyclists and should be discouraged.

Strongly enforce with PD "No Right Turn" sign on SW intersection of Midvale Blvd & Regent Street

Please stop prioritizing bike and bus lanes. Its only made traffic conditions worse. North Segoe Road is a great example of over-doing bike and bus lanes. The road is slow, crowded and non-functional for cars! Owen Drive needs a traffic light that operates only on school drop off and pickup times, 8a-8:30a and 3:30-4pm. Its super

You have recentlyover developed S. Segoe Road in the name of bikers. They can use that path; there is no need to Owen would be an even more attractive option for bikes if one could cross Regent without stopping, i.e. putting in stop signs for traffic on Regent. Then the momentum from one hill could be used to get up the next.

Bikes don't belong on a main artery into downtown with heavy traffic

I support option three. Midvale is busy as it is an adding a bike lane and Removing parking is just not a good idea.

Just don't mess it up like you did with N. Segoe Rd. Cars coming down N. Segoe Rd jump on the accelerator when they cross Regent Street. They speed thru a school area. I'm nervous that a child will be hurt by a speeding vehicle

Midvale is a major thoroughfare and option 3 results in minimal disruption to it. It reinforces a safe bike path along Owen and Segoe which are not as heavily traveled by cars. This option is both cost effective and the most logical. The city already paid to redo the bike path on Segoe, and made it nicer and safer for cyclists. I don't think we should spend more money to add another bike path one street over to the same place. This seems like frivolous spending of Parking is needed on Midvale Blvd. for visitors of residents there. Plan #1 would eliminate this without making Midvale Blvd. significantly safer for cyclists—it would remain the main artery for car traffic that it has been for decades. Segoe Rd. and Owen Dr. are safer options for cyclists, and the southern part of Segoe Rd. needs safety Dont do anything similar to what was done on Segoe Regent to the post office. That is a confusing mess. may not be related, but left turn lanes from Midvale onto Mineral Point, both North and South, are too short, and lead Midvale is an essential thoroughfare for large vehicles (including emergency vehicles) to get downtown and to the near Westside. As a bike commuter, the last thing I want is to bike near large vehicles and high-volume commuter Bikes should not be encouraged on Midvale, due to necessarily high large vehicle traffic.

I'm a daily, year-round bike commuter. I think that Madison is well suited to separating car and bike traffic by designating bike routes on the residential streets, providing bike paths where possible and necessary (downtown) and letting the cars have the big multi-lane roads. Most riders settle into this pattern anyway -- for instance you I support bike lane improvements to Midvale Blvd, but it seems prudent to design these improvements during street reconstruction, rather than trying to push them through now. Also, please note I approach this survey as a Losing parking on Midvale is not fair to homeowners. The first two options will not improve biking enough to justify the loss of parking. It makes sense to wait until Midvale is totally redone in 10-15 years. For now, option 3 is the best I am a frequent bicyclist. I would much rather ride on Segoe and Owen, not Midvale. Midvale residents also need on street parking for their guests. Most homes have limited off street parking.

There's plenty of alternative bike options. This is a major car artery that needs to be preserved. As part of consideration for pedestrians and drivers at that light on Segoe and Mineral Pt, the intersection needs a green left arrow for turning from Mineral Pt onto Segoe (both eastbound and westbound). Otherwise drivers often have to make risky turns without full view of oncoming traffic or speeding oncoming traffic. If you wait until it is entirely clear, you may end up having to sit at the light and block one lane of traffic for multiple green lights. This I live in the area and bike here frequently. I don't think Midvale Blvd is safe for biking currently. I am okay with using Owen, Meadow, Segoe, and Regent in the area. I think there is too much traffic on Midvale to have safe bicycle lanes Segoe is already set up as a bike route, this makes sense that it can easily be followed. Traffic is increasing and it needs to keep moving instead of taking away lanes. People living on Midvale need to be able to have on street Driving and biking on Midvale in the winter can get very dangerous due to the mix of ice build up, stopping at traffic lights, and the hills. I would feel more comfortable using Midvale more often in the winter if this was addressed. We are avid bikers but agree cars need some designated roads too along with residential parking. There are about 30 homes in option 2 along Midvale. We don't know how many people actually do park on Midvale and if parking was The idea of limiting an already rare N-S arterial is not responsible. Just see what a problem has been created on I work for a local EMS agency. Resurfacing and traffic light pre-emption are badly needed on Midvale between MPR Don't repeat Segoe Road fiasco. The cement barriers and islands are difficult to navigate, confusing, dangerous, Midvale Blvd needs to keep the 2 car lanes each way, even if bus service alleviates car traffic due to overall city growth. Nearby Segoe is a much safer route regardless and much less expensive.

I am an auto driver and a cyclist. I believe Madison has an excellent bike path/route system. We do not need to keep adding more bike lanes/routes/paths. There are already plenty of options for cyclists. The newly built-in cycling lanes on Segoe are an example of excess. I've seen exactly one cyclist using it in about one year. The one big need I do see is that it would be great to have a bike/pedestrian overpass across Midvale at the bike path. Otherwise, resurface Midvale Blvd but leave current configuration intact, do NOT replicate the supposed improvements on

There should be a left turn lane at Midvale and Odana. Too many accidents at that intersection.

Bike lanes that are only 3-feet wide are dangerous because they are only a foot wider than the handlebars of a bike. All bike lanes (this includes bike paths) should be 4-feet to 5-feet wide in each direction. Long-term, would be to dedicate a two-direction, barrier-protected, limited crossing path/lane on the east or west side of Midvale from the Shorewood bike path south to at least the commuter bike path at Yuma Drive. The missing lane for car traffic would then be restored by scavenging it from the Midvale median. East/west car traffic crossing the path would be limited to Regent, Mineral Point, Tokay, Odana, Yuma, Cherokee and Nakoma Roads. A traffic light at both Yuma and Cherokee would help slow Midvale traffic down. As is the major issue with cars and bikes, users of any route need to We live right on Midvale Blvd. There is constant traffic, constant speeding, reckless driving, u-turns made in front of Hilldale Mall, main thoroughfare for fire trucks and ambulances. Bikes should remain on side streets. We love bike

I hate what you already did to Segoe road. I haven't spoken to anyone that likes it. So I think you may as well completely ruin the entire length of it with a full on bike lane and confusing sea of concrete walls. Please don't destroy Midvale Blvd. It's at least pretty with its Blvd of trees and the traffic flows reasonable well. Unlike University What about narrowing the median all along Midvale to keep on-street parking but also add bike lanes? Giving bikes quieter streets seems like the best option, though, and not putting more traffic on Midvale.

Bike Path on Segoe would be safer if it were separated from car lanes by cement mini walls. Those would also make the road narrower and would slow car traffic down - it is still hard to drive at 25 miles/hr in Segoe. Finally, most With Whitney capacity for car traffic compromised, due to the addition of bus lanes which run mostly empty buses, Midvale should be left as a mostly car thoroughfare - adding bike lanes would feel precarious, putting the bike lanes Have used Midvale as my bike route to get to the dedicated path that parallels Univ. Ave when I'm heading farther Prefer an option that removed parking from Midvale and adds lots for residents

Midvale Blvd. works well now. If bike lanes are added, it will be just as tricky as driving on Segoe Rd. is now, and how Not at this time

barely anyone parks on Midvale North of Regent, and there is a huge boulevard on Vernon, maybe more parking Midvale is an important car commuter route. Do not add bike lanes! Segoe Rd is not easy to drive anymore because Please DO NOT remove parking. Please DO NOT do what was done to Sheboygan Avenue--I am aware that the bus runs there, but removing all parking was a very bad idea. SO inconvenient! Making walking/crossing easier should be I commute on Midvale and would love to see better flow of green lights. The bike path crossing could also use safer options. It seems like people from out of town have a hard time figuring out to stop for bikers/pedestrians.

Please do an adequate study if bikers will actual use whichever proposal you decide on. I have yet to see a biker Keeping cyclists off of main, high volume streets is always the best option.

I don't want to bike near high-speed traffic.

In my opinion, Midvale bike lanes will only work if there is good protection for cyclists, i.e., concrete divider from car We have enough bike lanes.

Bike lanes are a profound failure. The existing bike lanes are almost never used and are impractical in this climate. the "fixes" already done to Segoe rd are atrocious and annoying for all kinds of travelers (bike or vehicle). better to keep messing that road up than do similar damage to Midvale. there is no reason to eliminate parking at any point I don't think it's necessarily to do any of this. Midvale is a very busy road and is currently not used by bikers because of that. I am a biker and I will always choose a route that is less hazardous than going on Midvale. Even if you make Bikes should be encouraged

Why not transform the Midvale sidewalks, into bike paths? I RARELY see any pedestrians on Midvale (or bikers, for that matter!) and they could easily share a paved pathway designed for both bikes and walkers.

Prefer cheaper and more parking options.

As an avid biker who is comfortable on busy roads. I strongly oppose the Midvale bike lane addition. It is much more pleasant to ride on neighborhood bike streets like S. Owen drive and Charles Lane. Those routes are better suited for 8-80 year old riders if there are intersection improvements along the way. Can you please include curb Additional right turn lane at Moneral point road.

I think that option 1 is not worth the taxpayers' money, and inconvenience. And it's raw deal for property owners on Midvale Blvd. I suspect that if option 2 was adopted, cyclists would just use the sidewalks one Midvale Blvd. Most of I am a driver and a biker. I use different routes when I bike somewhere vs when I drive. I like Segoe and Owen for biking. I like that Midvale would be more car focused. I also see Midvale as an extension of Verona Road, so like a Do not over engineer this like was just done to northern Segoe.

PLEASE Keep Parking on Midvale Blvd. Where are guests supposed to park if you are having a gathering or your How can this be in a supposed stretched budget? This mayor overspends my tax money.

I oppose creating bike lanes on Midvale for several reasons: 1. Bike lanes already exist on Segoe Rd roughly 1-2 blocks parallel to Midvale. Segoe has less auto traffic. I would think it safer for that reason. Why two sets so close together? A second set of bike lanes would draw bicyclists off Segoe and put them on a busier street. I have trouble imagining a safe intersection where Midvale meets University Ave. 2. Midvale is an important route connecting the Beltline to University Ave. Auto traffic should be provided for. 3. Midvale Blvd provides access for emergency vehicles from the Fire Station as well as ambulances headed to UW Hospitals from the Beltline. 4. Why? I am Segoe is a great biking street, any improvements to make better connections to Segoe would be appreciated Segoe is very bumpy - could use a resurface

It is important for residents to park on Midvale. Traffic lights to cross Mineral Point would improve safety for I am a bicyclist and occasional bus rider but I dislike the hugely negative impact BRT has had on motorists in Madison To require everyone who walks or bikes on the main pedestrian path that CROSSES Midvale road (The main path with the flashing yellow lights) to stop before crossing. I realize the importance of pedestrian traffic and their rights but many times bikers don't stop making a traveling vehicle difficult to stop. If they simple stop and wait for traffic to Thank you for your work on this project. My family loves Madison, and we want it to be a safe place to walk and bike. I ride my bike in the area covered by this project, and I think making Segoe and Owen safer for bikes with Option 3 would be the clear best choice. Midvale works well as a main route for cars, and I would hate to see all the folks who Given that a full redesign will actually occur in 10-15y and the major reason for the work planned in the near future is for resurfacing and keeping pedestrians safe, I believe option 3 is more economical, keeps pedestrians safe AND I've lived in this area for 25 years. I'm a regular cyclist. I don't think we need to encourage riding on midvale. Defoe is a great option. Owen is not ideal with the hill but is OK. Maybe option 2 is worth considering

Several of the descriptions for each project use 'planning language' familiar to planners but likely not to the general public. That makes it hard to fully understand each option. Adding a glossary of terms would help.

Absolutely do NOT remove parking from Midvale.

I support option 3, but would recommend an actual traffic light instead of human actuated flashing lights at three intersections with mineral point; there are existing flashing lights that do not seem to be effective.

Please leave Midvale Blvd alone as the only good option to travel north and south to/from University Ave. with the bike lanes on Segoe and the bus lanes on Whitney Way, travel is unbearable.

Bikes on Midvale will be dangerous for drivers and bikers.

Move bike traffic to segoe, way more space

Option 1 would still eliminate parking for many of the multi unit apartments on Midvale.

No need for changes.

You could also drastically reduce the median potentially on Midvale Blvd to keep parking available. There also are sidewalks for use too. The Segoe is the best design concept of all three that doesn't curtail parking.

I live on Midvale and this directly affects me. I should not have my parking taken away when there are other viable solutions, such as reducing the center boulevard to create the space necessary for a bike lane. Midvale is a busy road-the only one with 2 schools directly on it yet the speed limit is still 30 mph. Why? There should be flashing lights and cross walks to slow cars down. Adding a bike lane will create more safety issues. Where will my guests

I live on Midvale blvd and this directly affects me so I feel strongly that my parking not be taken away from me.

Where will my guests park? Where will anyone who comes to my house park? I do not have a driveway that has ample room to create another parking spot= in fact I cannot expand my driveway to make an extra space. I work at west high school and those houses not only have 2 hour parking but resident only parking in addition to driveways and garages. Yet they are big homes with money and a strong neighborhood association to make sure their neighborhood is protected. But I live in a small house so apparently this means I do not have the same rights as those who have money. This is wrong in so many ways. There is more than enough room to reduce the center boulevard and expand and create a bike path without taking my parking away. It wouldn't be accepted and would

Removing street parking for existing residences on Midvale is an issue, not only for the residents and their guests, but also when any remodeling/construction projects are undertaken. Also an issue for delivery services such as Amazon. The existing flashing crossing light on Mineral Point at Owen Drive is not visible when traveling east in the evening when the sun is at certain angles- the signal is washed out by the sun. Is there a way to improve this? With

During construction, please leave a lane open for our buses, garbage , delivery trucks.

Removing parking from the residents on Midvale Blvd is impractical, where do maintenance/construction vehicles park? Or visitors park? These are very long city blocks w/o middle of the block cut throughs. You've already admitted current funding doesn't allow for this project to properly proceed. Just 2 streets to the west, on a parallel street, you have already removed all of the street parking for the residents to create dedicated, overly wide bike lanes. I rarely

I feel we need to keep Midvale Boulevard open to two lanes in both directions

Given that there have been SO many changes to other major thoroughfares in the city, and not all good, it would be nice to have one "normal" street and not have lanes or parking removed.

Midvale Blvd. from Nakoma to University is the major corridor for ambulance traffic to UW from the south. Adding bike lanes on Midvale increases conflict with traffic that already struggles with how to maneuver when emergency

I SEE Current Segoe Road bike path used often, including Hamilton and Van Hise students with parents. Improve it!

Midvale will never be a good place to ride and adding bike lanes will encourage people to ride in a space that isn't meant for bikes no matter what you do. Upgrading the side streets, which are a much more pleasant place to ride

Please no more binky light crossings! As both an avid cyclist and a driver, they're so stressful! Just use a stoplight instead, or better yet, tunnels or bridges. The West Commuter trail crossing at Midvale is the most dangerous part of

Midvale needs parking for cars. Bikes can use the Segoe alternative

Bicyclists should use the same signals as auto. Design so only pedestrians can use the flashers. Flashers are excellent idea. We need Midvale to move vehicles north/south especially since Segoe is restricted. This will keep

Construction on Midvale for pedestrians is a waste of money and time. Let it continue to have the flow of traffic which is already horrific with the reduced speed limits - when UW is in session adding bike lanes to Midvale will be a

Regardless of the plan, Midvale will still be resurfaced, right? Resurfacing the road should be the primary part of this

I can see the hills on midvale being an obstacle to people actually using it as a bike path

second choice would be midvale to meadow lane. it's always so annoying with bikers in front, even as someone who

Various improvements have already been made on Segoe to support bicycling. This is road by FAR the safest route for bicycling and it is also a more cost effective option. Please keep the traffic on Midvale moving and the bicyclists

I strongly feel that option 1 is unsafe - that it funnels both high volume commuter traffic with bicycles together on one street. the volume and speed of traffic is not compatible with biking. the alternate, neighborhood routes are

Keeping bikes off Midvale Blvd is a high priority. Midvale is not suited for bikes - it carries too much vehicular traffic. It is important that we have safe streets - both for bikes and for cars. Option 1 is not acceptable.

I am displeased with the Segoe redesign and avoid it whenever possible. Please don't do the same thing to Midvale.

This is one of the main streets on the west side. The City should really consider it's approach to this street. Why do the traffic lights not allow for more efficient travel on this road? There are many days when a vehicle can get caught at the lights on all cross streets. I feel strongly that one car on a cross street should not cause 50+ cars to stop on Midvale when it trips the light. It seems like the lights are set to give equal red/green at all intersections, when this is clearly disproportionate to the amount of cars traveling each direction. Regarding bikes - I do not feel the City

I am a biker. I think bikers should leave Midvale to motor vehicles. Meadow Lane doesn't go all the way to University. there is a lot of traffic on Midvale blvd and people should be directed to ride their bikes on alternative routes.

I am concerned about the hazards that are being created by shrinking car lanes.

Would love if this project includes smoothing out the road overall, it's very bumpy currently!

Midvale Blvd should prioritize cars and parking, with bike routes on more residential streets, just facilitate crossing

Bikes should not be allowed on any heavily traveled road or street. Crossing for bikes must require the rider to dismount and walk the bike across any major road. Heavy enforcement of stop signs/lights and maintaining a distance of 3 feet or less from the right hand curb. Ideally all bike riding should be on the side walk or on no-road

It appears that the Blackhawk crossing in Option 2 would also be useful in combination with Option 3

Thank you for seeking feedback on options. We're planning to move to Hilldale area next spring.

Stop spending so much money on those dumb bike lanes.

I ride my bike and drive in this area daily. Midvale is a crucial route for cars between University Ave and the Beltline and growing area like Verona. It is unsuitable as a bike route, speaking as a cyclist and driver. Cyclists already use Segoe Rd and Meadow lane successfully, and if better ways to cross University Ave at Segoe or Blackhawk are installed, bike needs are met. The S Owen at Mineral Pt crossing has a light already, it's fine. It's important not to

For the most part, North Midvale Boulevard is not part of a biking route to anything and there are faster and easier ways to get to the main east/west bike path than at Midvale and University. While I indicated my preference from the options given, I believe the solution is a combination of options 2 and 3. Make Owen and Meadow Lane bike boulevards, cut into the median at Segoe and Mineral Point, and improve signage to make people aware of the bike boulevards. Instead of taking bikers to the Blackhawk Ave crossing take them down Harvey to Hill Street to the lights with University Avenue. This intersection already has bike markings and the BRT stop. There is a concern for the amount of traffic expected with the new development planned at the end of Meadow Lane. I believe Meadow Lane should be a bike boulevard, similar to Kendall Avenue where there is only one way car traffic, all the way to University Avenue. We should improve signage for bikes all over the city. Signage should lead bikers to bike boulevards, bike paths and landmarks. Can we develop a biking app to help bikers find the fastest and safest way to their destinations? We should implement flexible/adaptable solutions so we can more cheaply and easily adapt to changes in the population, culture, environment and technology. Los Angeles, San Mateo, Houston, Ontario, Orlando, Amsterdam, New Orleans, and Culver City have been reported to have removed dedicated bike lanes and moved to Bike Boulevards on other streets. We should learn from the cities that are ahead of us and skip the expense and problems created by dedicated bike lanes. We should move to bike boulevards rather than bike lanes.

Option 3 also supports safe routes to school for Van Hise and Hamilton for kids who bike AND will calm traffic for kids crossing Segoe (which is better with the flashing ped crossing but it's still scary for families with Van Hise aged

Option 3 is best for biking safety and would be attractive to cyclists to be off Midvale. IMHO, Midvale is crucial to moving huge amounts of traffic through center of west side. Bike commuters are not north-south in direction, and Segoe is now squeezed. Don't degrade general traffic flows, both commuter and non-commuter, that need a key 4- Keep trees in medians! Do not remove!

Do not want people to start Parkin on Meadow Lane because you got rid of parking on Midvale

Option 3 provides the bike improvements without eliminating parking or restricting traffic on Midvale

Midvale needs to be the major N/S road for cars. It's the only thru street with access to the belt line from university Ave. Whitney way has already been taken away as a major car route with BRT and bike lanes, Segoe dr has already been given away to convoluted bike and car traffic, so just give it away to the Bike folks and keep just one lane for

Gratitude

like it or not, Midvale is needed for many uses going north/south----so let this be a road for cars- option for bikes is

The intrusive renovation of Segoe Road simply fills what used to be a useful thoroughfare with concrete. Visibility is very poor due to cars parked near intersections and navigating the badly designed swaths of concrete is difficult. I

For context, I drive, walk, bike, and sometimes take the bus, and I live on Segoe Rd. The Segoe reconfiguration is fairly nice for biking, but somewhat confusing to drivers, especially those who don't often drive this stretch. Midvale is far too busy with cars to be a good bike route; steering bike traffic to Segoe and Owen makes far more sense - and would likely be safer for bikers - than painting a lot of new markings on Midvale and assuming all the drivers will a) figure it out and b) comply. I regularly see impatient drivers zooming down the red bus lanes on Whitney to get

I bike and drive. much better to bike on Segoe and Owen. Cars need to drive on Midvale.

The Segoe redo is a disaster for driving and there are virtually no bikes that use it. You should use this as an example

I commute regularly by bike on Segoe. Fairly frequently cars drive in the bike lanes as if they were automobile lanes or they cut across into bike lanes when traveling through curves. Is there a way to clearly indicate to automobile

I would ride with my 5 year old on either options 2 or 3 but would not feel safe enough to ride with him on option 1.

Maintaining parking for residents on midvale is important. Midvale is too busy to deal with bike lanes. Segoe and owen drive bike Blvd is safer for everyone. Thanks for opportunity give input!

Yes. First, I very much appreciate being asked my opinion among the three design options. This should be standard practice when the city engages in redesign activities. Further, a report of the survey results is desired, and once an option is chosen, I recommend engaging an advisory group to provide ongoing input on the project. I strongly prefer option 3 because it is least disruptive to Midvale residents, retains Midvale as a principal, less complicated, albeit

Midvale as currently configured as a parkway is both functional and attractive. Parking is appropriate given the character of the neighborhood. Bike lanes on Midvale are neither necessary or desired. There are many alternatives for bikers. Current Bike lanes are underutilized with many bikers preferring sidewalks. Pedestrian improvements in

Please keep the parking for the residents along Midvale Blvd. Also, I have not noticed that the city has done much to educate the public on the state law with respect to crosswalks. I have yet to see any public service announcements about educating the public on state law. Area high schools could be engaged to create these PSA. In addition, I have not seen or observed any enforcement by the MPD traffic safety team. West Washington, where I live, is going down to one lane permanently for safety reasons, yet I have seen no education or enforcement. The same issue on West Washington where one lane of traffic stops and the other lane does not exists all over the city. Are all of those going to lose a lane of traffic. Having lived in MN for a couple of years I was surprised that everyone stops when

Midvale is too much of a commuter route that is heavily traveled to put in bike lanes. The bike lane is working nicely

As a senior citizen who bikes occasionally I know not to ride on streets like Midvale Blvd. during rush hours. Others

None of the optiona are ideal. I oppose any options that reduce traffic lanes on Midvale--just observe the heavy traffic at the morning and evening rush hours. You made a mess of the Segoe redesign. Please do not do it with

I do not favor removing parking on Midvale Blvd. As a bicycle rider, I avoid riding on Midvale Blvd because of the high volume of traffic and the size of vehicles using Midvale. I think it is unrealistic for bike commuters to expect major

Midvale Blvd is a major thoroughfare and provides important access to Hilldale, the stores and businesses on Univ. Ave and the UW hospital and UW campus. This road already gets congested at peak times and options 1 and 2 would make that worse. Patients going to UW hospital, especially those from out of town (many from small towns who drive long distances), already find getting to the hospital and clinics challenging. Anything that exacerbates their travel really isn't a good idea. Also, on game days and other major events, there is heavy car pressure and Park St, Seminole, and Nakoma road have intense traffic. Options 1 and 2 would likely make this worse. As a biker who has Thank you for considering community input on this project. I think continuing to improve Segoe and Owen as bike friendly routes considering how busy and congested Midvale can already be in the safest and most efficient option I feel that midvale is still too stressful/unprotected for kids/kidcarriers in option one, additionally the connections from the larger dudgeon Monroe, parts of Nakoma and westmoreland don't have great connections. I would prefer a I work at two restaurants that deliver in this neighborhood so I'm driving on this stretch of road dozens of times a week. I'm thrilled that the pavement will be smoother on Midvale between University and Mineral Point in the near future. I'm also hoping the south bound right turn lane (from Midvale turning onto Mineral Point) could be widened or I'd prioritize them as 3 then 2 then 1. They all have somethings that are OK and others that are not. What I would like to see is a protected lane both north- and south-bound to connect the Southwest Commuter path with whatever the make midvale for CARS! get rid of the bikes and put them onto segoe

I bike North on Midvale often, and I'm comfortable biking in the current bike lanes. A less expensive option would be to actually enforce the speed limit with speed cameras that send tickets to offenders. Why allow cars to continue to maybe the city could fix the potholes as a first step!

As this is a resurfacing project, it seems it would be better to save any potential major changes for a larger project, e.g. street reconstruction, both in terms of cost and design options. Also, as Midvale is a residential street, it might

As a resident on Midvale Blvd and biker the only option I do not support is option 1.

Much of Segoe has already been updated; until we see increased ridership on recent existing roadway bicycle projects further major revisions to arterial roads should not be undertaken.

Midvale boulevard does not need to be changed. It only needs resurfacing. Segoe is a fine alternative for biking, The city needs to think about what to do with more cars and more traffic and stop shrinking the roads for bikes. The city needs to plan on having more and more cars on the roads and traffic is getting worse and worse. Stop shrinking I hate the concrete barriers though, is there any other way to make this option 3 safe without those?

Thanks for the survey.

I am very happy with the planned crossing improvements to improve pedestrian safety on Midvale. I feel that it has the scariest crossings of any street in my area. Any possible improvements to Owen at Mineral Point would be hugely I visit friends and family often and need to park on Midvale

Midvale is a major road. Divert bikes to less used roads. Keep midvale at two lanes.

None mention eliminating the median. Was that considered? Cost?

Removing any parking on Midvale Boulevard would be a big mistake.

I often bike from the Westmorland neighborhood to the Hilldale area and feel option 3 provides the best combination of cyclist safety in North/South travel and lowest cost while preserving street parking for Midvale

I'm a bike rider and car traveler who much prefers to have alternatives to riding my bike on Midvale. Investing in safe bike alternatives on other streets and pedestrian safety on Midvale is what I'd like to see.

I selected no on all the options. (Picked 3 as the least awful option.) Midvale has too much going on to try to optimize biking. Pedestrian safety and crossing should be prioritized, parking should be maintained for residents and the driving lanes should be maintained at current widths. PLEASE!! I'm a biker but we don't have to have every street designed with biking as the highest priority. Dedicated bike routes or paths between busy roads can work. Both Whitney Way and Segoe are a mess ESPECIALLY for bikes. Whitney can work because sometimes it's not that busy. But Segoe is a travesty of justice. The curbs, the weaving in and out with buses and cars to be in the correct lane. Trucks and cars turning right across the bike lanes on Whitney and Segoe. They can't see us! It's horrible...and in a car it's a joke!! Very dangerous. On Segoe the streets and curbs aren't oriented to allow cars to make turns and stay in their lanes. Anyone in a decision making position should drive their car and ride a bike on these streets during busy times. Its horrible. Please don't ruin Midvale! Also, it seems that there is inconsistency in how streets are marked and signs are posted. I've noticed differences between the east and west side. Somehow there needs to be Please DO NOT create more parking + bike lanes with protected curbs like the one recently installed on Segoe near the Hilldale mall area. It is confusing, cramped, creates back ups and is not an improvement for bikers or drivers in As a daily south-north cyclist on Midvale I've experienced the most dangerous configurations of the current geography. Tokay to Mineral Point; cycleists share parking lane, when car doors open and wide delivery vehicle use forces merging w/ traffic lane, downhill grade creates higher speeds, at Mineral Point intersection higher speed bikes at green light share right lane w/ right turning vehicles, at red bikes forced between traffic lanes or having right turning vehicles cross bikes at right curb side. Mineral Point to Regent; Midvale narrows meaning cycleists at We don't need more bike lanes. There is a bike path conveniently located through the city to use.

I live on Whitney Way, which underwent a similar redesign a few years ago and can say there are definitely major pros and major cons to our street redesign. I work from home and spend a lot of time looking directly at the street. The paint-buffered bike lane, together with the new single lane traffic, lowered speed limit and frequent speed enforcement from MPD, has drastically increased the number of cyclists using it. That's great. I feel very comfortable biking with my 3-year-old on the back. It feels very safe. That said, I think the parking concerns of residents should be considered. If every house on Midvale had a two-wide driveway, I would absolutely say the benefits of expanding bike amenities outweighs minor parking losses and that the city should go ahead and replace street parking with a buffered bike lane. But the reality is that homeowners with single driveways face major parking challenges from losing access to street parking, even if they only occasionally need it. We have a single driveway. The previous owner of our home added an extra parking space next to our garage but built a shed on top of it. Until we demolished that shed earlier this summer (to create more parking), hosting holidays at our house posed a challenge — especially considering some of our guests were seniors or had limited mobility following a cancer treatment. Looking at Please do not use Midvale as a bike friendly option! It will be more safe for bicyclists to use Segoe or Owen, especially during times of UW events like football. Traffic is already backed up to Mineral Point Road going south towards the beltline when there are games, or during rush hour. I can't imagine what that would be like if Midvale Considering the future rebuild of the road, keeping costs down while providing low stress travel seems like the best If bike lines are going to be built on Midvale - would prefer they have a barrier separating bike lane from traffic. otherwise as noted, route is not safe for all ages, and still have to reroute to other streets that aren't designed for Initially I thought removing parking on Midvale was a good idea, but in thinking through impact on homeowners & Midvale traffic, I see Owen & Segoe bike Blvds as a safer option. I am a frequent walker & occasional biker.

I think removing on street parking on Midvale in order to add/improve bike lanes would be unfair to many Midvale residents. The majority of people who drive cars actually need them to live their lives (and they are not all able-bodied), while the majority of people who use their bikes to get around have other alternatives, like taking alternate routes like side streets, etc. (and most people who bike are able-bodied). Keeping parking is more of a necessity for If bike lanes are to be added to Midvale they should be protected like they are on from Randall to Basset, otherwise

I have biked more than 250,000 miles in my lifetime. I think the new Segoe Road changes are extremely excessive. How will these bump outs work with snow plowing? The islands on Glenway Street haven't slowed traffic, but they have made snow shoveling at the Glenway-Birch intersection an absolute mess. By the way, I sure hope a storm

I much prefer concrete buffers to just painted dividers from cars. I especially think that improving the crossing at

All options are good, the third option seems like the best because of the concrete buffers and improved crossing

Option 3 would improve bike and pedestrian safety in this corridor, and significantly improve the safety of students

Thank you for asking for input.

Eliminating street parking for the majority of Midvale is a poor option. Most homes have single car driveways and

Don't remove Midvale parking. It's already hard enough for residents

Homes on Midvale need to retain on-street parking. The street is also too busy for safe bike lanes

The complications added to these options all add confusion to both pedestrians and drivers! Simple direct crossings

-especially for elderly - who are used to crossing at a green light- is safest and cheapest I believe. Now on Segoe Rd

pedestrians are always unsure if they should go halfway or all the way across, if a car or bike is turning, or who has

right of way. The bus lanes have already complicated and adding more new options cannot possibly be helpful!

The crossing of University Ave in option 2 seems quite problematic

Midvale needs bridges for the pedestrian crossings because traffic already SUCKS!

I support bike lanes on Midvale Boulevard. It's a major car and truck route. I would like to keep as much parking on

Midvale as is feasible. I support plan for using Segoe, Meadow and Owen for bike routes. Bicyclists can use other

I'm very concerned about the lack of on street parking for Midvale Blvd residents. Having lived on Bagley Pkwy for

several years, and as a biker, I never felt Midvale Blvd was a safe option for bike riding. I would routinely go on streets

Option 3 is a great idea! I am a frequent biker (almost daily except when it's icy and snowy) and I would never bike on

Midvale, even with the enhancements outlined in options 1 and 2. I already bike on Owen and I am really excited

1. You do not identify cost in these questions. How much will this cost for the number of bike riders that will use the

improvements? Where will the funds come from to do these projects? Is there a user-tax of bicyclists to defray a

small portion of those costs? If you really want a property owner and tax payers input, please state clearly the

estimated costs of each option offered. How can one intelligently offer the City a "top choice" without this

information? 2. In your next survey (if any) please include the pros/cons/estimated cost of merely resurfacing the

Considering the amount of vehicle traffic and the amount of bicycle traffic on the proposed streets, the bicycle

Less traffic on side roads makes walking and biking safer. Owen Road is already used by many bikers, including our

family. Midvale Blvd. residents should not have to lose street parking when other alternatives are reasonable.

I very much hope that this project includes the resurfacing of Midvale Blvd as a whole, because it's in rough shape.

Also, now that Whitney Way is effectively one lane in each direction, Midvale Blvd is the only relatively direct way to

get from University Ave to the Beltline that doesn't take 20+ minutes. I hope that whatever changes are planned, this

My opinion is, I understand the City's needs for greener solutions, but as a society we're still too reliant on motor

vehicles for transportation. Midvale Blvd is a major road way that should prioritize motor vehicle use. Semi's use this

roadway. Painting in bike lanes and removing parking in a high motor vehicle area isn't a good option to encourage

greener solutions. This is positioned as a safety concern, I questions if its safe to encourage biking on Midvale Blvd,

using streets like segoe and owen makes much more sense to allow safer bike thoroughfare. avoiding Midvale to

allow that as a car-predominant street prevents everywhere from becoming bus and bike lanes. it is already hard

enough due to traffic to get anywhere in madision via car. we need to stop making it so inhospitable for drivers to be

able to travel from point to point in town without endlessly sitting in manufactured traffic. please stop making

Segoe road literally has stop light where no traffic can enter into the road. Please don't screw up Midvale like you've

screwed up Segoe which has basically become unpassable. Hillcrest (where I live) already has too much overflow

traffic from people trying to bypass these stupid engineering projects. We have fantastic bike paths throughout the

Please don't add bike lines to Midvale or Owen.

I occasionally bike on midvale boulevard and I agree that it is not the safest option. I also use segoe on occasion and like how that is set up. It's not the ideal route back to my house, but it is comfortable and safe. I would consider a
As a biker, my preference is to always go a route that has the least amount of car traffic. So unless any Midvale redo attempted to reduce road traffic, I feel the other roads are better options.

How about we start focusing on bike pass all the time. There's enough bike lanes for the bikes and they don't need to make it so complicated. How about the people that designed the streets ask the people that actually have to plow them it makes it very difficult for the plow driver When they keep adding all these bike lanes.Segoe Rd Is a nightmare I am a regular bike user and live in this area, even with changes Midvale is a busy street and I would not bike there. I much prefer adjacent Owen and Segoe routes even as they are now.

Thanks for explaining the options and providing an opportunity to vote. I think biking is safer if separated from the
Ultimately, it seems that a better solution for biking on Midvale Blvd should happen. Using Owen/Segoe as an improvement until a more complete solution is achievable seems to make sense to me.

I was a bike commuter to UW campus for 11 years. Most difficult section was Mineral Pt to University Ave crossing and most frequent choice had to be sidewalk. Mid ale is a major commercial and residential access to Hillsdale and reducing convenience of that access won't make it any easier as for drivers or bikers. Segoe to Regent is a rational

While considering these options please look at speed/traffic on N Owen Dr when cars cut through from Mineral Pount to Hillcrest or Blackhawk to avoid lights on Midvale. Speed bumps in Blackhawk encourage cut throughs to I'm concerned with option 1 that people would street park in the bike lanes even though parking has been removed.

However also hard to balance because without option 1 there are no bike lanes at all for the people who live on Prioritize minimal impact of parking for those living in the neighborhood! We have small driveways here, how would home contractors like tree trimmers, etc be able to do their work? Where would parking realistically move to? We pay a lot in property taxes here, respect Madison homeowners and our needs. The quality of living in our

Removing parking on Midvale is an irresponsible overreach and a slap in the face to homeowners. It is a public safety issue and will impede any and all trades and service work on those homes. The city of Madison would be extremely short sighted to undertake such a large project at the taxpayer's expense while benefitting only a handful of cyclists.

We are really looking forward to a north/south bike option from the Southwest Commuter Bike Path at Midvale to connect with the path at University. Our family, including our two children, would love to have a dedicated bike lane so we could feel comfortable that the kids were protected. We would prefer a dedicated lane off of Midvale, as that Midvale Boulevard is a major north south traffic corridor. It needs to be preserved for moving automobile traffic north/south. Do not turn it into Segoe Road, which should be the primary north/south bike route.

I'm actually very in favor of bike improvements to Midvale as I am a pedestrian and anything that gets cars further away from the sidewalk, the better. But I voted for Option 3 because it makes Mineral Point safer to cross.

Midvale is a primary NS traffic 4 lane designed to move volumes of cars and traffic to hi speed thoroughfare south and businesses N. Adding bike lanes on such a roadway is not a solution for either bike or vehicle. Keep these two I both bike and drive daily in this area. Improving the safety to cross Mineral Pt at Segoe and Owen by bime, and to make any crossing of University possible, would be much appreciated! Vehicle traffic on Mineral Pt, University, and Too much traffic on Midvale Blvd. especially during the morning and evening rush hours to support a bike boulevard.

Redesigning most Madison roads to prioritize bikes is incredibly ableist. Many people can't ride bikes at all. Most people won't ride bikes in the winter. And few people can ride bikes to work since they have no place to shower and change once they arrive. We need safe bike riding in the city. But destroying every day traffic flow and safe, accessible parking to care for bikes is absolutely prejudiced towards the able-bodied. it is wrongheaded and a waste I bike on the bike paths. Segoe Road bike stuff is strange. No bikers use it. Seems like a huge waste.

Segoe Rd has become far more dangerous for attempts to turn right northbound at several intersections due to the concrete bump outs. Also, throughout the areas of BRT, it is terribly confusing for left turns as one does not know which lane is for busses and which for left turns. I live here and I'm confused. Guests who used to live here cannot You've made Segoe Road a real mess at the Post Office intersection.

In addition to lower cost, I think alternatives to bike traffic on Midvale would be safer.

do not put concrete barriers between cars and bicycles. Do not bump out pedestrian islands. Where do you expect Midvale needs a protected bike lane for it to be worthwhile

There are very few options to get to campus and downtown from south, especially hard with bus lanes on Whitney now. Need to protect traffic and pedestrians and send bikes around the main route.

I cycle for transportation on the west side of Madison about 2,000 miles per year, though my path wouldn't typically take me down Midvale in the affected sections. I find all of the options disappointing. The buffered bike lanes on Midvale wouldn't feel very secure at rush hour, particularly where the buffer narrows on one side with a door zone on the rider's right. For Option 2, counting on "bike boulevard" signs on Meadow Lane seems just like sharrows to me, which have been shown to be less safe than no infrastructure at all. (Drivers seem to think they mean that cyclists need to "share the road" with them by getting out of the way.) And there aren't many times of day I'd be willing to cross University with only the blinking yellow lights. That seems like a huge safety hazard given how many lanes of drivers will have to yield. Option 3 is the best of a bad bunch, but still prioritizes drivers over cyclists. And while I'm I recommend diverting bicycle traffic from Midvale Blvd.

Biking on Midvale is a bad idea. Also Biking on Mineral Pt is a really bad idea given the speed of traffic way above the posted limits. A better West bound route from Segoe would be S. Hill Drive to Whitney or Rosa from which bikers---of Leave parking alone.

My family commutes by bike throughout the spring, summer and fall (and some in winter), and I think that Option 3 would be an excellent choice. It supports bikers and makes use of large bike lanes on Segoe that are already excellent, and preserves parking for Midvale residents. While I like the idea of expanding bike access/safety on Midvale, without large, dedicated bike lanes with extra safety measures in place, I will continue to do what I can to avoid Midvale Blvd when I'm on bike. I think Option 3 will leave the most number of people satisfied. Unrelated, Left turn lights at Midvale and Odana! This needs to be done. A bike/pedestrian bridge at the bike path crossing.

Midvale is such a high trafficked street that people already dont drive safely on. Taking space away from wide lanes to have a buffered bike lane that no one uses will cause more trouble, especially if it is done the same way as segoe where turning clearances are so small that cars take so long to turn because they are afraid of hitting the curb and not paying attention to other cars on the road when they do that. This is especially problematic in winter when safe stopping distances are longer. Segoe is a mess with all the parking where people are not parking in the lines, the driving lane is so small due to design and poor parking and parking spots in poor places where there shouldnt be any parking. There are small turning clearances due to the bike lane. The intersection of segoe and regent needs a Stop with all the concrete and street signs everywhere. You're creating a huge eyesore in the city. North part of Segoe is shrouded in fugly because of what the city did. Shame on you for what is being done to this city.

Improve crosswalks, leave the roads alone

Please, no more flashing light bike crossing as with Midvale and the bike path. Drivers and bikers do not all use this biking on midvale in option 1 and 2 would still feel risky so I prefer option 3 because I'm not sure I would bike midvale even with those changes. in other words, they could be a waste of money. I would prefer to bike on quieter, slower Segoe and Mineral Point need a dedicated turn lane with lights for the turns. Its ridiculous and there is enough right Keep both lanes of traffic on midvale and parking.

Please don't remove street parking on Midvale Boulevard. Many residents rely on this for day-to-day activities as well Midvale blvd needs resurfacing

We love option 3 for the safety of Van Hise/Hamilton kids regardless of any improvements made to Midvale Blvd. Option 2 does not seem to address safe access to Hilldale, which may not be an issue if the primary audience is bike commuters to downtown. I would encourage the city to take its time in coming up with the right plan for Midvale

As someone who occasionally bikes and drives in this area I like the idea of keeping bike facilities separate on Segoe and other local streets instead of Midvale. Biking on a four lane divided road like Midvale with several stoplights will Not a fan of diagonal crosswalks

A few weeks ago I almost drove into the segoe rd bike lane when turning right from regent at night in the rain. I dread the possibility that midvale would go the way of segoe. Hard to see the need for midvale to become more bike friendly/car unfriendly when major changes are already in place on segoe. In fact I wish you would make changes to Segoe road is already a mess bike lanes there used instead of Midvale which is a main artery to the beltline

I don't really like any of the options and think Midvale should be redone with protected bike paths like Mineral Point or Segoe whenever the street is fully rebuilt. Are four lanes really necessary for the whole road? Maybe just have Segoe rd around Hilldale is a joke. Do not do it to Midvale.

Given traffic patterns, access to the belt line/verona rd, I think routing bikes outside Midvale is the best and safest All three are acceptable. The loss of parking on Midvale, though that's relatively lightly used closer to Mineral Point, should be avoided. Enough folks resent bicyclists as it is, and taking parking away when both Segoe and Owen are As a biker and a frequent driver on midvale, i dont see a strong need to bike on midvale as traffic is too heavy. I The bike lanes and markings on Segoe Road cause confusion and seem dangerous. I would not want to see this on Don't need bike lanes on Midvale Blvd here. It's the major north south Rd. arterial for cars. Plus there are NO bike lanes south of Mineral Point Rd. on Midvale. Both Whitney Way and Segoe Rd have great bike lanes and are not far away. Plus you disadvantage home owners on Midvale (who will have to pay for this update) for probably very few The intersection of Odana and Midvale continues to experience many fender benders. A left turn arrow for cars and It makes no sense to me at all to combine bikes and heavy car traffic when Option 3 is available. As a biker I much prefer to use routes that help me avoid heavy car traffic not only for safety issues but for a more pleasant ride. I like Have you explored putting bike lanes down the Medium on Midvale Blvd. I have seen this done on other cities. North/ South traffic on Whitney Way and Segoe have already been greatly altered to accomdate bikes. It doesn't make sense to add another layer of congestion by altering Midvale. I'm concerned that impatient drivers will take Thank you for asking for input. Segoe Road is better suited for bicycle traffic

I'm an infrequent biker, but have traveled from Gregory Street to Hilldale a few times. I support what is best for bicycles. I know, for me, I would probably continue to use Owen Drive on a bike even with a painted lane. I was unclear about support for pedestrian and bike crossing at Blackhawk and university. I am assuming it's just a While it is appreciated that there is a focus on pedestrian and cyclist safety, it seems that what is missing from this conversation is long term planning about the growth of vehicle traffic throughout the city due to the anticipated population growth. Lanes are becoming narrower, parking availability decreases, and speed limits shift to a crawl it seems incredulous that you are planning for population growth focusing on bike paths. Currently, if you have a disability you are not able to navigate this city on a bike and thus are relegated to using a vehicle. The bus rapid transit, while expanding, still takes over two hours to get from one side of the city to the other in many cases and then includes a 20 minute walk on top of the bus ride. Reducing options for low income families, people with disabilities and teens to navigate Madison in a reasonable amount of time as they try to get from work/school, the I don't think the concrete barriers on Segoe are necessary. I'm a biker and driver and have not had any problems at this intersection. PLEASE don't build it like the Mineral Point Whitney Way intersection. NO ONE uses it. It is difficult for cars going north on Whitney Way to turn east on Mineral Point. The build it and theym will come mentality does not work. Please encourage bikers to not use major streets. Why encourage conflicts? I Use the Kendall bike

The language about the bump outs on midvale blvd is not clear. Please ensure bumpouts INTO Midvale blvd are provided at all crossings as part of option 3 as there will be no bike infrastructure on Midvale to conflict with.

Segoe Road is already a pretty nice north/south bike corridor; the addition to a bike lane on Midvale would not prompt me to use that over Segoe. In addition, the improvements to the Segoe/Midvale intersection would help children walking to Van Hise/Hamilton. A slight improvement to the connection between the north end of Segoe and the east/west bike bath just north of the state crime lab would probably make the biggest difference; I have found My kid walks to school via the Segoe/Mineral Point crossing. I also take him to school via that intersection by car sometimes. Cars are typically disrespectful to egregiously dangerous for bicyclists at that intersection, so even if you went for option 1 (which I also like) I would be happy with the improvements offered by option 3. But the thing that inclines me to option 3 the most is all the bike improvements you made to Segoe north of Regent St, which option 3 would just make more attractive. I like the option of biking to the Hilldale area without going through any "high stress" biking zones (thank you for that phrase, it's useful). I guess, because of the ways cars act at the Segoe Mineral light at school start and end times, I see multiple big safety payoffs occurring with option 3. I see no problem How about just resurface Midvale. The city is making driving in town more congested & confusion to drive with all the bike lanes & bus lanes. The city interests are in favor of the few bikes I see on the roads rather than mortises. Stop I can't believe that I'm actually selecting a choice that isn't give me bike lanes on Midvale, however I think with intersection improvements to make crossing Mineral point safe at Segoe and Owen, option 3 is the best current alternative. In the long term I still believe planning more extensive changes on Midvale that remove parking, add bike Midvale Blvd. is very much in need of resurfacing immediately to protect pedestrians and motorists.

A longer left turn lane going south on Midvale to turn east onto Mineral Point. During peak times it can take more Bikes should not be on Midvale with the amount of traffic. Best move the bikes to neighborhood streets parallel to Disallowing folks from parking in front of their own house in favor of bike lines seems not worth the trade.

I live a block off of Midvale Boulevard - so I have spent much time driving Midvale Boulevard. It is a main, busy thoroughfare thru the near West Side of Madison. I don't believe it is safe to encourage bicycle riders to use this street. Segoe Road and Owen Boulevard will be a safer choice and get bikers to where they need to go. I also am a bicyclist and a driver. I have seen so many near misses at the bicycle/pedestrian flashing light crossing already on Midvale Blvd. I believe another one on Midvale Blvd. would be dangerous. If the city is going to continue to use those kinds of crossings - please put money into public service ads which delineate the responsibilities/laws for cars, bikers and pedestrians. People driving into our city via Midvale Blvd. going North - are not expecting to see flashing lights as they come over a small incline. Also, with Options 1 & 2, I don't think it is equitable to take away all street parking is a major issue for residents in this area and taking away midvale blvd parking would greatly affect us I believe the best option to improve safety is to separate bike traffic and auto/truck traffic as much as possible.

In my opinion, getting bikes off of Midvale seems to be the smartest and safest option. I do NOT bike in this area, so There are enough bike lanes on Segoe given how few riders there are. Leave Midvale alone. Needed for car travel, which is a much larger number of Madisonians. I assume you realize that bikers may be a strong advocacy group, but are really 'ableist'. Many older citizens and folks with disabilities do not benefit from all the expense put into the I used to bike on Segoe between Regent and University Ave frequently. I avoid it now. Do not like ability to maneuver bike out of enclosed bike lane. Crossing traffic to make a left rather than merging into car traffic to the left as I previously did is less safe. Cars are confused about the pattern, increasing hazards to bikes, pedestrians and other cars. I appreciate Madison's focus on bikes, but this system doesn't work for me. Another close by spot that has Improve pavement on Midvale and direct bikers to Segoe and Owen.

I live on the corner of Travis Ter and Midvale. Cars regularly drive 40+mph down Midvale. Please consider adding more trees and plants in the median to encourage people to slow down.

My friends and I are very active cyclists and often road bike for pleasure around this neighborhood and I bike commute to work using these roads. I live on Blackhawk and commute to UW Health DHC. We often use midvale as our driving option and Segoe/Owen as the biking option. Midvale is always going to be a stressful road to bike on and there are many ways already to avoid it. I frequently use midvale when I drive places and would rather keep that road Option 1 to make Midvale Blvd an improved bike throughway does not make the best sense from a safety perspective. It is only a small section of Midvale Blvd, which means it is only addressing a short portion of this throughway and therefore does not 'solve the problem' (and this is the most most crowded section--why add more traffic?!). From a safety standpoint, it makes more sense to build bike-focused throughways that aren't being retrofitted to "do all things for all people". Let Midvale remain a good option for drivers and safer for residents by not The Owen drive boulevard seems like the safest option for bikers. Given how many multi-unit buildings there are on Midvale, reducing street parking could be difficult for residents. Please also consider reducing the number of Northbound lanes that can go straight across University Ave on Midvale to one lane. Currently there are two straight lanes crossing Univ. ave onto Rose pl. The lanes merge immediatly upon crossing the street and this creates a high Leave Midvale as is re auto lanes. DO NOT make it like Segoe from Regent to Univ Ave.

Updates for bike lanes on Segoe towards University have created traffic issues and confusion for driving. Hence, I ddefinitely would not want to have that same situation/bike lanes on Midvale Blvd. The traffice issues on Midvale are Those of us living in this neighborhood are already going to be directly impacted by the major changes coming to mineral point causing driving to already become more of a hassle, now if this impacts Midvale and the traffic routes that direction there will be no route from our house that are ideal for vehicle traffic. It will by product of these I'm curious why Midvale is being considered a bike route. The North has a nice tie-in to the bike route on Locust Drive via Rose Pl. I bike weekly on Segoe, which is more than adequate. Adding a crossing on Mineral Point at Owen is a safety issue since it is at the bottom of a hill. A bike path on the West Side only of Midvale between Mineral Point and Bagley is less costly and safer than a crossing at Owen. Option 1 severely limits BRT options on Midvale and limits parking for residents/visitors. Option 2 is OK since it uses Owen as a bike route. Segoe is already a very good I drive Midvale frequently and have never seen high bike traffic to justify taking the parking lane from residents. Too many concessions being given to bikes when it's the cars that are paying the taxes through their licenses, bikes?, not I strongly disagree with encouraging people to bike on Midvale Blvd. Traffic volumes are too heavy and traffic speed is too fast. Routing biking on residential streets is a much better option. I commuted by biking from the Westmorland neighborhood to the City-County Building for 12 years using a residential streets route and never had a problem getting to and from downtown safely. I also am not in favor of the University Ave. crossing at N. Blackhawk Ave. There are traffic control lights at N. Midvale Blvd and Shorewood Blvd. & Hill Street intersections that bikers can use more safely. I bike on the SW recreation trail and use the crossings at Odana Road & S. Midvale Blvd. Even when using the I think that Midvale should be left for cars. I bicycle around 1500 miles per year in the city of Madison and I always Paint is not protection. Option 1 should *never* have made it to public comment. If you're not going to build bike infrastructure protected from cars, don't even bother calling it a bike lane. The 30+% of Wisconsin residents who No. You are doing a good job.

In favor of no changes.

Satya is not going to be mayor if she keeps putting Madison on a "road diet".

For Option 3, have you considered doing only Segoe Rd. or only Owen Dr. but not both? It seems doing both is an In my opinion keeping bikes off streets that are meant for cars like Midvale, University and Mineral Point is important -- that eliminates option 1. Since Owen goes the entire north/south route between University and Mineral Point, it is a better option than Meadow -- again keeping bikes off a car boulevard. (unless you move the part of the Meadow option that is on Midvale; off of Midvale). Finally I'd remove the center of the road obstructions (supposed calming

I walk, bike and drive this area daily. Please let the cars have Midvale! As a bicyclist, I never use Midvale because I have Segoe or Owen available to get to Hilldale/University area safely. Segoe is already a good bike route and would not really need any other improvements to Mineral Point. Owen was recently paved and I now actually have a safe surface to ride my bike on. Meadow would need to be repaved to accommodate bikes. As a pedestrian, I agree with Segoe, as renovated, is confusing for bikers and drivers and pedestrians--not sure how to address this. The physical I'd feel safer biking on a slightly less busy street like Segoe

I believe there is too much traffic on Midvale to safely have a bike lane and it should be on Segoe instead.

It feels like Midvale just isn't conducive to biking. That might be okay and we just need to explore other preferred designated routes. I feel the same about Mineral Pt Rd- lots done to try to improve the situation but fundamentally the roadway upgrade at the north end of Segoe road - the lanes, cement medians, traffic flow- are insanely

The current flashing lights at Owen and Midvale are hard for drivers to see on sunny mornings. We use that crossing to bike kids to school, it would be impossible to cross with our crossing guards. During the summer I choose to cross. Bicycle safety is highest when bicycles are not on high volume Midvale Blvd.

Please move the bike lanes off of Midvale. Having a safer crossing from Univ to a bike path using a quiet street is better all around. Many kids use the bike lanes and Midvale is too busy for that to feel safe. Also, the residential homes on Midvale need to keep parking. For instance, if someone has family over during holidays there's no where Midvale Blvd needs to be resurfaced from Tokay to University Ave. Currently, it's a bumpy ride.

The street pavement on Midvale Blvd is in very poor condition and requires a complete resurfacing!

I definitely do not agree with Option 1. Based on the speed and crash data, non-barrier bike lanes will provide another opportunity for traffic to zoom around those adhering to the limit, and if there are cyclists present (vs parked cars), the potential for serious injury and death increases. Additionally, residents lose street parking not only for themselves, but also for service vehicles. S Segoe Rd, Meadow Ln and Owen Dr are calmer and safer streets for bicycling. I'm a motorist and a cyclist and believe cyclists don't NEED to be on every major thoroughfare especially

Traffic on Midvale is busy as a main artery keeping bikes on other streets makes it safer for bikes, pedestrians, cars. My choice for going from my home to University Ave by bike is to go via Owen or Segoe. I worry that the removal of on street parking for homeowners will lead to hazardous backing out of driveways, as well as reduced property values. While I understand it is expensive, the crossing at Owen and Midvale seems to be more blind and is terrifying to cross, even with the crossing guard during school time. A bridge would be welcome for pedestrians.

Please consider that if an emergency situation occurred on campus requiring evacuation and all the south bound lanes of Whitney, Segoe and Midvale are "restricted" we are doomed. Also how many bikes do you see in November thru March not so many as especially because it is almost impossible to plow and clear the roads with the concrete protection mounts. There are plenty of Madison residents who actually need to drive to work why can't we have one

There are two parks and two schools on Segoe. Improving the bike path on Segoe, similar to the dedicated bike lane between University and Regent, would be preferable. Adding additional speed bumps and enforcement would also. Midvale is needed as a traffic flow area. Do not bottleneck the west side more than you already have

I would never choose to bike on Midvale when side streets going the same direction are available. On busy streets like Midvale all the gravel and crud end up in the bike lane. It would be like biking on the paved shoulder of a

I'm not a biker but I drive on Midvale every day. I can not imagine Midvale being like Segoe. It is reasonably confusing. You have Whole Foods there. The speed limits need to be 25 miles an hour. I like the concrete divider for bikes. But does every street need to be a bike street? One street up from Midvale is Segoe. Seems as though bikes

As someone who often bikes from Shorewood hills to the SW bike path I find improving Owen road is by far the best option. As a bicyclist I much rather use Owen (or Segoe) than Midvale because of all the traffic. And as a driver using Midvale I feel safer with fewer cyclists. It's a matter of 2 blocks difference for cycling and a much better /safer route especially with the limited improvements. The key is making the crossings at Owen and Mineral Point and

I like that Option three improves the safety of pedestrians crossing Mineral Point, which is why it is my top choice. My second choice would be Option 2, as a bike boulevard parallel to Midvale seems like a superior option both for The city has already created bike and bus options for north/south traffic on both Whitney and Segoe, along with making Mineral Point a longer commute due to additional bus and fewer right-on-red options. Commuter and University auto traffic still needs a reasonable option to get north/south, and Midvale Blvd is all that is left. This is

I do not think it is acceptable for the city to remove onsite parking in front of resident homes and apartments. The residents who pay property taxes to the city should take priority over construction projects that will benefit others that do not live there and also decrease those residents' home values. There was just a big expensive bike lane construction project on Segoe, which also has bike lanes from University Ave down to Odana Rd. Why is the city looking to spend significant tax dollars to essentially duplicate that same effort that is just a few blocks away.

Keep midvale a main car artery between university and beltline. Keep the bike traffic artery PARALLEL to midvale with a neighborhood road (option 2/3). I feel safer as a parent with high school/middle schoolers that they to use a bike route on a less traveled/neighborhood street than A main car road. Also as a driver... I feel safer when bikers are using a less busy road (not midvale) Bikers now with electric support go very fast down the midvale hills

I don't think Midvale Blvd should have any bike lanes.

Midvale is not a safe street for a bike path. Homeowners on Midvale have the right to parking in front of their Midvale should remain a free flowing vehicle thoroughfare with parking. As an avid biker I feel Segoe is perfectly satisfactory and wonder why any consideration would be given to impede traffic on Midvale with Segoe so close.

leave middle as is

Please address the excessive speed of cars and trucks along Segoe Road beyond Mineral Point Road. More stop signs and better bike lane segregations in Segoe between the city parks: The corridor between Hillview Terrace and There isn't a ton of pedestrian or bike traffic on Midvale so it does not make sense to change it. Bikes have a great buffer on segoe so they can easily use that street. Do not add a buffer on midvale.

We, and our out-of-town guests, are weary of the perpetual street construction projects that make navigating the city I think the bike boulevards are the most effective option to address the goal of making that area more bike

We don't need bike lanes on Midvale and residents on Midvale (and their guests) need the option of on street

Keep bikes on sidewalk on high-volume roads

In option 2, south bound bike traffic will need to make a left hand turn onto Midvale. This seems like a potentially dangerous situation, which is why I prefer option 3. Also, I do not favor the addition of rapid flashing pedestrian lights. I have seen too many pedestrians and bikers using these lights and immediately stepping out into traffic in a very dangerous manner. If pedestrian usage at an intersection is high enough, put in a real traffic light to aid

Thanks!!!

You've limited lanes on Whitney Way & Segoe for cars due to lanes for bikes and buses. Bikers can use those. Traffic is already backed up for car traffic without squeezing out more lanes for cars. Thank you.

It is a travesty that Madison wants to eliminate on street parking for Midvale Blvd residents in order to provide bike lanes. Let the bikes and parked cars share as they do today. The cars are parked there today because they need the space. The takeaway for residents for minimal bike activity is just being mean to residents. Eliminating on street parking is anti-community because it isolates residents. No onsite parking makes it impractical for residents to hold a garage sale, allow overnight guests, host impromptu visitors, experience haphazard interactions with neighbors because both are parked on street. Lack of on street parking will make less desirable homes resulting in less

Do not remove any traffic lanes on midvale

MIDVALE is the main route to the hospital, if you add bike lanes that block cars from being able to pull over to let Segoe is already "bike friendly" and car confusing. Keep bikes on Segoe and Owen.

I frequently drive Midvale Blvd and usually see bikes on the sidewalk near the bike path near the HYuma intersection but practically never in the Hill Crest to Mineral Point area. Bikes generally stay off Midvale. I use street parking visiting friends north of Hill Crest. Driveways are generally short & narrow in that area and it is hard not to block the sidewalk. I think option 3 supports both bike commuters heading the University, UW hospital, and Hamilton Middle school. Currently Segoe for middle school is less safe than it should be and without crossing guards for middle schoolers. For myself, I find Segoe preferable for bike commuting over Midvale and have been choosing that route for more than 10 years. I like the investment into the blinking lights for high traffic bikes, pedestrians to cross busy roads. How can you get people to use them!!! and yes people have to slow down in their cars!!

My preference is to maintain parking and traffic on Midvale Blvd. it's a great way to get from the Beltline to University. I would like to see most or all of the following in addition to the plan in this survey: 1. Steps to shrink the driving lanes on the whole of Segoe to an appropriate size and installing including bike lane barriers (cones or vertical barrier posts/flags vs concrete) - probably the #1 priority 2. Painting crosswalks and bike lanes 3. Pedestrian activated overhead lights/Rapid Flashing Beacons at all crosswalks that do not have stop signs 4. Additional crosswalks (and consideration of Stop signs) at the Segoe x Tocora/Hilltop and even Segoe x Berwyn intersections. -

As a cyclist I would not ride on Midvale regardless of the bike lanes added-traffic goes too fast! It often feels dangerous to even cross the road in the crosswalk with my kids at Regent & Midvale!

Even with bike lanes riding on Midvale Blvd is dangerous and I would still avoid it. With the new bike lanes on Segoe from Regent to University that is now my preferred route heading north.

stay away from Midvale

Prefer option that maintains or improves automobile traffic flow. Do NOT reduce the speed limit. With Whitney Way changes this is the only North-South westside thoroughfare. What is the lowest cost option? Look at option 3

I feel it is best to keep bicyclists and vehicles as separate as possible regarding Midvale. People drive incredibly fast down Midvale and I HIGHLY doubt that speed or the stress of that road will decrease if bike lanes are put in. Adding the bike lanes will just make Midvale even busier and more congested, I would say even higher stress for both bicyclists and drivers. As a driver, I get stressed when riding near or around bikers, even if I'm only going 20mph on a quiet street, so I can't imagine driving down Midvale next to speeding drivers AND bicyclists. With that, I think option three is best. Improving Segoe and Owen Dr. as bike routes I think is a great idea. Designating those streets for more primarily bicyclists would be less stress for them, and less stress for drivers who use Midvale. I think of the bike boulevard on the east side by Willy St., PRIMARILY bicyclists on a slower speed road-- it feels much more biker-friendly and bicyclist-prioritized. Why try and prioritize cars AND bikes on a car-focused road? I imagine people

I am a daily commuting cyclist that lives one block off of Midvale/Mineral Point. Midvale can be very dangerous for cyclist and while I know the intention is to make improvements, I believe the work done on Segoe fulfills this need with cyclists and the improvements made over the past years creates excellent separation and protection for cyclist and pedestrians. Getting cycle routes off of Midvale is most ideal and provides a better cycling experience vs fast moving cars/emergency vehicles on Midvale. The sight lines on Midvale can create some surprise for motorists. Midvale is congested as it is. Taking away parking to residents and adding bike lanes would make it even more so. Use the side streets, if it's actually needed. We don't have to create and have a project just to have a project.

No bike lane down midvale. It's a too dangerous with fast traffic.

Reducing street parking on Midvale is not ideal, especially since many garages for homes are not large enough to fit the SUV-type cars many people own these days. I also think street parking is a safer alternative for being able to view approaching bikes and merging into traffic as compared to backing out of driveways along Midvale, which can be tricky especially during very busy times - (I know this because my mom lived on Midvale for many years). Midvale is a busy and important conduit from Verona & beltline to Hilldale shopping, University Ave., and west campus + hospitals. Now that Segoe is very bike-focused and has been reduced to a one-lane road, it's very important to

I have friends who live on Midvale, and I am concerned that option 1 would limit my ability to visit them due to lack of street parking. Based on heavy car volume on Midvale, I do not foresee that I would ever utilize a bike lane on that I do not see Midvale as a good option for any type of bike lane.

Removing street parking is not a good option especially for residents that rely on street parking for their only option.

Please do not do what year done on Segoe between univ and regent. We live on Segoe and feel like there are not

I don't appreciate taking parking from Midvale Blvd. As a person that lives in this street, it is already busy enough

from traffic coming into city. It is already hard to back out of driveway onto street. Most houses on this street are

As a contractor that works in the City of Madison parking is always a LARGE challenge for work vehicles especially

with a trailer attached. Pulling into tight and short driveways is not an option. Additionally I have friends that live on

I'd love to see some numbers on the Current bike usage of these routes. To better understand the usage of these

routes and the costs to construct these projects. I am not in favor of reducing lanes for car traffic

midvale will always be high stress since it is a road that is very busy. adding bikers to the area would cause it to be

even more stressful. having alternate route for bikers in less stress roads is best for safety of all

Adding crosswalks where there are not stop lights creates a dangerous situation even when there are flashing lights.

Midvale is needed as a main thoroughfare between the hospitals ,the beltway and Verona road. Keeping bike traffic

off it is safer for the bikers and allows residents and their visitors to have reasonable access to their houses.

On street parking is essential for us homeowners

Don't get rid of midvale parking for residents!

Do not create the concrete mess that you did on N.Segoe Rd. There is plenty of room for cars and bikes as is on both

This street has already big traffic load and especially, mineral point intersection has long waiting period for cars in

rush hours. Any future updates should not bring more traffic problem to the area. Unfortunately, the middle schools

What is the calculated demand for doing this bicycle lane? I find it frustrating that you are spending money on this

instead creating intelligent traffic lights at low volume intersections, such as Segoe. I could list many, many more.

Midvale is a busy street because it is a major thoroughfare for commuters. Segoe's redesign is a disaster. Winter

road conditions making driving on Segoe dangerous. Whitney Way has been ruined by this type of redesign too -

causing more traffic to shift to Midvale. The worst intersection in Madison is Whitney Way and Mineral Point. People

do not understand how to navigate the bike lanes and car lanes. Please stop. This redesign of Midvale will create

We have a lot of new concrete curb dividers with many of the infrastructure "improvements" that have been

implemented in recent years. In my experience as a cyclist, these are not improvements to the useability of our

streets nor are they improvements in safety. Fixed concrete barriers create erratic behavior (both cyclist and auto

drivers) by inhibiting a natural "flow" of traffic. They also create retention traps for trash and seasonal debris. In

many cases the recent installment of concrete curb dividers actually forces a left turning cyclists out of the flow of

Already selected option 3, but it doesn't make sense to put bikes on an artery especially when there's a pretty safe

bike lane on Segoe. Just seems to be asking for trouble to put it on midvale.

There are very few bikers going uphill on Midvale (from Regent uphill). The traffic going south on Midvale is very

heavy at times and drivers are turning right on Mineral Point Road (either direction). It is difficult sometimes to get

Hardly anyone bikes on Midvale compared to Segoe. Many people park on Midvale. So removing parking from

Midvale in favor of bikes seems to be the wrong answer. Even if there were bike lanes on Midvale, I would still rather

Don't do anything to impede traffic on Midvale. It is an important thoroughfare.

It's unreasonable to take away the street parking for Midvale residents. I bike Midvale all the time and it's really not

too bad as-is. It's a WIDE road and though the parking / bike / traffic isn't all fully separated and delineated it works -

I've never had or seen a close call. And for those who don't feel safe totally reasonable alternatives already exist.

Option 3 is fine; helps a bit I suppose. I probably wouldn't judge it as worth the money it will cost, but we as a city do

seem to be extremely committed to the bike / ped infrastructure and I'm certainly a beneficiary of that. But options 1

Due to location of the school and the focus of students using bikes to gain access the expanded bike focus makes I rarely see anyone using the various bike lanes on Segoe, Odana, and I would imagine if you did it to Midvale, hardly anybody would be riding it anyway. So, if you have to do something, make it the least invasive for car traffic.

Please choose Option 3. I am not in favor of accommodating Midvale Blvd to add another biking route or to improve biking conditions. Midvale Blvd is a main artery to the Beltline and the road pavement should primarily be for cars. Most other roads are bike friendly in the city, The paved in bike lane idea is awful and I cringe thinking about Option 1 for Midvale. I hate biking on Segoe and avoid the very narrow bike lane near Hilldale on Segoe because the result of Reducing/eliminating parking along Midvale is a poor choice that will seriously inconvenience many residents.

Creating buffered bike lanes on this major thoroughfare is also poor choice. It makes the most sense to me to move as much bike traffic off of Midvale Blvd onto residential streets where car traffic is lower as possible. Encouraging bicyclists to use Segoe and Owen Dr by upgrading them is the best way to do this. Finally, I trust that every effort will I much prefer biking on Segoe and Owen Dr now, crossing Mineral Point is the most dangerous intersection. I don't think adding paint would make Midvale safe. I would like to see the university/blackhawk pedestrian crossing that is I have never seen a single bike on Midvale Blvd. Doesn't seem like we need to add any special bike lanes because they are using other streets. They avoid Midvale because it's less traffic. I get that you're trying to have more bike lanes but not every street in the city needs one. Established bike routes are fine but Midvale clearly does not need to Rather spend the money on paying city employees better, particularly the police department whose contract is up Thank you for posting about this survey. It's nice to feel included!

Leave Midvale blvd alone. Resurface only. Move any changes to segoe or Whitney way. Those have already been ruined. Whitney way is a total wreck from mineral pt to old Sauk. Segoe is horrible from regent to university ave. I have never seen anything like it, and I use other routes now as I hate driving on those areas. I use alternate routes

I have lived here for almost 35 years. I may not use the parking on the street 24/7, but some people need to do so; almost all of us on the street need it for one reason or another at all sorts of various times--short-term, or otherwise. Everyone that commented or complained about the removal of parking at your online presentation earlier this year (and that was pretty obviously the number one issue) needs the parking for service calls, friends or visitors, family, switching cars from the single-car garages, care providers, etc., etc. Given the size and layout of the blocks, it's not at all reasonable or feasible for us and others to park remotely and try to walk to our home. It's too much to ask in good weather, let alone rain or winter. Some can't physically walk that distance or up a hill. (I live between Mineral Point and Heather Crest, so I "loose" all parking all the time in Options 1 and 2. Every single time someone brought up that particular complaint (and the number of those alone should reinforce and tell you something), inevitably the first reason you gave for creating the bike lane was that the "utilization data" for parking was low or zero. That really is a ridiculous reason in itself when you admittedly only did counts and a survey at a single "moment in time", approximately only three times over the past year-plus, and only, again, at single moments (I believe 7:30, 12:30, 6:30). It is a fact of life that many of us have some sort of emergency furnace or plumbing repair. It may be only an hour or two; but that person for one reason or another may not be able to pull into a small driveway. (It may even be company liability policy as seems to be the case with AT&T.) How are they going to end up in your "utilization data"? You say they can apply for a city permit to park on the street (which obviously negates your safe street intent). And if it's an emergency furnace repair in the middle of winter, people are supposed to wait a few days while the contractor applies for a permit? (And, of course, that permit cost will be added to the homeowner's bill--another "special assessment".) You admit that you have not done any bicycle count because it's not reasonable to do so. I am self-employed, working from home, and in a position most all of the day where I see the traffic. There is pretty minimal bicycle traffic, certainly far and few between without any pattern of regular use. You use the cliché that "if you build I really am Not happy with the changes on Whitney Way & Segoe. Way overboard. And I bike.

I think it's important to save parking on Midvale Boulevard between Regent and University, preferably on both sides, but especially on the east side. I think Option 3 is best for safety of bike riders. Riding down Midvale with all the auto and truck traffic is dangerous. I want to see better walking access to Hilldale, so I support more blinking lights at all intersections. Improve the synchronization of stop lights on Midvale so vehicles don't sit idling and add more pollution to our city. Option one puts bikes on a very busy street with lots of cars turning into Hilldale shopping mall and there already is a lot of traffic. Midvale Blvd is too busy for bike traffic. There is a ton of traffic going west (towards the beltline) around 4pm. With the Hilldale mall nearby and all the apt buildings on Midvale, parking needs to stay. There are plenty of other bike routes. Segoe Rd is not a great design. I have witnessed many people attempting to drive in the bike lane, because it's so confusing. Not very many bikes actually ride down Segoe Road. The concrete dividers are way too big. Traffic flow is awful on Segoe Rd. Midvale Boulevard is always backed up, I feel like your design will only cause problems such as backups. I think Midvale is a lost cause for bikes. There are many nicer routes which are just as fast and less hilly. I wonder if Midvale could eventually get BRT, say, to run from University to EPIC/Verona, in which case the less money we put in the more we can improve other areas. I often bike/walk in Madison, especially in this area, and there just isn't yet a good North - South bike path. I love the recent editions to Segoe at University and would love to see that implemented further south (protected bike lanes). Unfortunately I do not think there is a safe option to implement bike lanes on Midvale Blvd. I think focusing on alternative routes through the back neighborhoods is the best course of action, while improving turn lanes and pedestrian infrastructure. As someone whose driveway backs directly onto S Midvale, it already gets easily blocked. The bike lane design near Segoe is a disaster. I strongly disagree with creating a bike lane on any part of Midvale. Please minimize concrete separation between car travel lanes and bike lane. I do not feel safe biking or driving on Segoe Rd. to/from Regent St. - University Ave. Maybe that was the goal :(As a resident who frequents this area in car and on bikes, it is not user friendly and I am disappointed in everything regarding this project except for the pollinator plants in the median. The bike path is uneven and is often covered in debris, so I use the 1 vehicle lane. It's very unsafe. There should not be parking and a separated bike path here. My point for the Midvale project: Please prevent parking. Midvale is very busy, especially in the rush hours. With the no turn on red on mineral point and cut off turn lanes due to full through lanes both north and south on Midvale turning motorists are anxious to get through, adding a bike boulevard to the corner would be unsafe in my opinion. Midvale is business 151 for many motorists. Parking at the intersection is a disaster. Poorly designed survey.

This is one of the main artery streets in Madison. Traffic now flows without obstacles unlike some recently "improved" streets. Stop spending unnecessarily and let the street function well.

Option 1 works well because it connects Midvale northbound to Locust Drive and then to the bike path that leads to campus/downtown. Option 2 won't be safe for bikers because Meadow Ln will already see increased vehicle traffic due to the 143-unit apartment complex being built at Meadow Ln and University Ave, plus it involves a significant uphill/downhill, and doesn't easily connect to the bike paths heading to campus/downtown. Option 3 works best because it connects Midvale to the bike path that leads to campus/downtown. Please listen to residents on the route and respect their needs!

Thank you for the opportunity to express my opinion.

We don't need more bike lanes!

Midvale is heavily used for EMS traffic and buffering would impede this access. As a bicyclist in this city, I would find it redundant and wasteful to repeat this on Midvale when Segoe is so easily accessible already.

Would prefer option 1 if concrete buffers were used to separate the bike lane from vehicle traffic.

I am concerned about rising property taxes relating to these projects which impact Madison housing costs. Many of the recent changes (e.g. no right turns on red) have done little but annoy people - many of these areas do not have regular pedestrian traffic. Please focus on what is not working and give thought to the most reasonable option. That

Option 1 seems a lot like what has been done to Segoe Blvd just south of University, and that is an extremely confusing street to navigate now. It is true that Option 3 keeps Midvale as an unfriendly route for bikes, but the routes parallel to Midvale are unfriendly to cars. Midvale is the only efficient motor route north-south from University to the Beltline. I agree with the goal of making Madison's streets safer, but I do not think adding complicated infrastructure is the way to do it. I support giving people lots of traffic citations for speeding and unsafe maneuvers.

I would love to see a protected bike lane on Midvale. Being able to take the Southwest commuter path to Midvale would open up so many options for commuting and would allow direct access to Hilldale. The traffic is so heavy and there is not enough foot traffic on these roads. Mineral Point construction was a waste of money and has caused a mess up Midvale with bike lanes! Segoe already has them and runs parallel!! Midvale is a major street for ambulances and fire engines and SHOULD NOT be further obstructed for the safety of the ENTIRE community not for just a few people. I was relieved that you were not thinking of road-dieting Midvale. That would be a disaster. I hope you are giving more weight to the opinions of residents who live directly on Midvale Blvd.

Improve the existing bike lane infrastructure versus creating new. Midvale is super hilly and not fun to ride anyway. Leave the street alone. Do not need bike lanes on every major artery in Madison. Ridiculous

As a long-time resident and daily pedestrian in the neighborhood, it's clear to me that Midvale Boulevard is and always will be a critical artery for emergency vehicles within the city and surrounding counties. Bikes and pedestrians have so many safe, peaceful alternative options, not the least of which is the Segoe Road project only a block away. I'm unclear on why there is a need to replicate the work done on Segoe just one block away on Midvale - why did the city do that if not as an alternative to a busy street? Emergency vehicles and automobiles must travel on Midvale, including to and from the fire station at the corner of Regent and Midvale. Madison has miles of bike paths and connections to the same destinations that Midvale Blvd would take a cyclist; that is not the case for emergency vehicles. I can't rationalize why the city would spend the time and money to try to make bikers and ambulances co-exist on a busy street when there are so many options for bikers. I walk in the neighborhood daily and experience every version of biker, driver, runner and pedestrian on every single day. Please do not try to make Midvale into something that is actually more dangerous by mixing fire trucks and bicycles, as well as more confusing for anyone from outside the city, all while encouraging more traffic to self-select to neighborhood streets. Those are the streets that are already dangerous. Stop crippling automobile travel in what is already a difficult area of the city to traverse. That's it. Like it or not, your grand plans for vision zero continuously end up making automobile access more difficult in the worst served area (Far West inside the beltline) of the city for public transportation. Consider more roundabouts with dedicated bike lanes. I work in Hill Farms building. Street closures are problematic for my commute.

While I am a resident of Sun Prairie, I work and commute to the Hill Farms building, so this route is important to my commute. Adding lanes for biking on Midvale is not productive we need arteries for cars bikes should not be on main roads this is why Segoe has a new bike lane. Keep bikes off main roads and there will be less accidents. Duh

I really like option 3. a safe crossing at Owen Dr would be so amazing. I think Midvale is an important car connector to the city/neighborhoods, as a frequent biker myself, I think we can find better solutions for biking on the side roads. Midvale Blvd is already too crowded with motor vehicle traffic - with many drivers going far above the speed limit. Adding more bicyclists to this mix are disasters (yes, plural) waiting to happen. It is safer for everyone if bicyclists are given a dedicated lane. The city needs to do a thorough study on the effect of the properties on Midvale before removing any street parking. In addition, street parking allows services such as moving, lawn care, shipping, etc to actually provide service to residents on Midvale. Otherwise, the small or no drive ways that a majority of the houses have will not allow for easy access. Removing parking on Midvale Blvd seems like a very misguided way to increase biker safety. Decreasing the speed limit or encouraging the bikers to use the existing sidewalk seems like a win-win situation.

Option 1: Reducing street parking on Midvale, especially the South-east section, limits accessibility for visitors to those houses as Hillcrest and Felton are extremely steep, don't have sidewalks, and aren't wide enough for close parking. Option 2: Has promise, but the issue is outbound bikers having to cross at Bageley that won't have a flashing light option (which will be up 1 block at Hillcrest), causing an issue for outbound bikers to have to bike in the wrong lane/side to reach the button to then cross to their correct street side. Option 3: Not idea because Owen hill does suck, but also, people do not respect the Mineral Pt/Owen crosswalk. However, Segoe and Owen are very biker-known so it would be an easier solution. Proposed Option 4: Improve bike connection thru Westmorland park (widen path), connecting Tokay and Westmorland Blvd. Make Westmorland Blvd a bike lane, get flashing lights

I have lived in the Westmorland neighborhood for 36 years. I travel on Midvale frequently and have rarely seen a biker. It does not make sense to put bicycles on busy streets when they can easily be routed to streets with less car

I'm happy to see the alternate routes being considered, rather than just trying to fix midvale. I commute often either by myself or with kids in a cargo bike, and without curb separation for the bike lane, the speed differential between

I hate all of these projects, let everything the same. You ruined North Segoe Road all ready. Stop this foolishness

Please add a safer crossing for pedestrians and bikers at mineral point road with option 3. Reworking Midvale blvd (specifically the cracked roads and bumps on the downhill towards university ave) would be appreciated as a driver.

Add a connection between Segoe and Owen Dr Bike Boulevards at Keating Terrace with protected crossing and

Perhaps a future project, but extending these improvements with the safer and easier connection to the Blackhawk

Even with Option 1, I would continue to avoid biking on Midvale. The traffic volume, car speed, and number of intersections with turning drivers focused on automobiles will still be dangerous. My general experience with these painted bike lanes on busy roads is they are not respected by drivers. Cars and trucks often "temporarily" park in

I would NEVER bike down Midvale BLVD. unless there was a concrete barrier the entire length separating cars and bikes. Cars drive TOO fast and do not watch for pedestrians or bikes.

Cars drive too fast on Midvale. The only reason to put the bikes on Midvale would be to slow the traffic. But I fear for the safe of cyclists on Midvale. I support plans to get the bikes on Owen and Segoe instead of Midvale.

Thanks for gathering input from residents!

Thank you for option 3. People living on Midvale need street parking. They have repair services, delivery trucks (Amazon, FedEx) as well as visitors/party guests who need a convenient place to park. These residents have enough issues living on a major thoroughfare and no street parking shouldn't add to this burden. Bikes are great, but they have a lot more options throughout neighborhoods instead of biking on a busy street. Car operators are tired of the

Please x100 include left turn lights on Midvale turning left onto Tokay and onto Odana. Very dangerous to make a turn onto these streets from Midvale. Barely make the yellow light now!

I favor Option 3 (and to a lesser extent Option 2) for a few reasons: - According to the presentation, it is cheaper, which is important. - Even with bike lanes, I don't think Midvale is a comfortable place to be on a bike because of the high traffic volume and speed. I suspect bike lanes there would be underused. Owen Drive, Meadow Lane, and other roads parallel to Midvale are already good places to bike, and were I travelling north towards University I would elect to bike on them even if Midvale had bike lanes. - The single best way to make Midvale more hospitable to non-vehicular traffic is to slow traffic down. Even if made a complete street, people won't want to walk there if there is a high volume of fast-moving traffic. There is already a perfectly useable sidewalk that is very lightly used because it doesn't feel comfortable to walk there, among other reasons. Slowing traffic is best achieved by making it uncomfortable to drive fast. Narrowing the roadway, adding RRFBs, and putting objects in the clear zone are effective. While I think on-street parking is usually a bad thing, parked cars are better at slowing traffic than an empty or underused bike lane, so I worry that Option 1 would have a harmful effect on traffic speeds (or at least not improve them). - I realize that reducing crashes is an aim of the vision zero/complete streets mindset, but I actually don't think this is a very problematic stretch of road. It appears to me that the last fatal crash was in 2011, and all of

The City needs to keep main north-south thoroughfare Midvale Blvd. open to both the current significant vehicle traffic (2 lanes each way) as well as street parking for nearby residents. Adding a bike lane on Midvale will be to the I am a frequent biker and avoid streets like Midvale Blvd because of car speeds and would not bike on Midvale even with improvements. I bike on Owen regularly so support encouraging all to avoid Midvale for biking.

I love the improvements for pedestrian crossing at Midvale - I think it's a great idea and will help both drivers and pedestrians have clarity and improve safety for all. Bravo! I do not think we need to turn Midvale Blvd into a bike route. It already is a main arterial road for the city of Madison with high volumes of traffic for people coming to and from the freeway to and from the campus and surrounding area (not to mention all of the emergency vehicles). The We bike on Midvale currently with young children even where there is an existing bike lane and are forced to use the sidewalk because Midvale is too busy with too much speeding traffic. Owen, Segoe or Meadow are far superior Midvale will increasingly become more busy. Remove bike option for safety reasons on Midvale. It's also not fair to As noted, Midvale is a high-volume street so making it bike-friendly will be challenging. Directing bike traffic to nearby, less-traveled streets looks like a better option that will be safer for both bicyclists and motorists.

Any narrowing of Midvale to one lane will significantly impede emergency vehicle traffic including from Station 9 and ambulances coming to UW Hospital from outlying communities. It also creates the potential for an accident if cars I've lived at this address for over 20 years and have parked on the street there just as long. I also walk through the neighborhood frequently using the streets in all proposed plans. I dislike what was done to Segoe Road over the last couple years. Bikers are still using traffic lanes which have been substantially cut, and rarely use the new designated lanes in my observation. The parking lanes are small and appear to be difficult to maintain during snow events. I

Adding pedestrian crossing lights at University and Blackhawk would attract more crossers there. That would increase the frequency of car traffic having to stop and that would increase congestion, especially at peak times.

For any on-street bike lanes, build a curb between the bike lane and the drive lane (similar to the bike lane on University Ave). Another option on Midvale is to widen the sidewalks to be as wide as the bike path. This would allow for a bike path/sidewalk combo (similar to what has been done on Hammersley Rd. and portions of Atwood Ave).

This option would keep on street parking and keep bikes off the street where it would be safer. On-street parking is a Midvale is not a good options for bikes. Too busy. It would not be safe with just lines - need concrete bumpers if you wan to use such a fast busy road. SegoeRd/OwenDr is best of the 3. I think crossing Midvale is unsafe without a bike/walking bridge. The crossing is at the the top of a hill. Car are simply driving too fast and bikers and

The Owen option doesn't get people in bikes to hilldale so doesn't make sense spending money when you already have Segoe set up for bikers. Would be good to have s a better option for Segoe riders to cross university

With an aging population, it is important to maintain parking near homes. As a retired home health Physical Therapist, I personally understand the importance of maintaining parking near homes for family, caregivers and home health staff to be able to reach patients along Midvale and other streets in Madison. In the past I have personally had 4 patients on Midvale in the proposed area. Parking close to the patient's home is necessary (in all kinds of weather) to allow for medical care of an aging population. Please keep the Midvale Parking. While I do not Biking for all ages should be routed and encouraged off of Midvale - traffic is just too fast on this road.

We've removed enough car lanes from our roads in Madison. Let's not keep making the same mistake. Whitney way was a great way to get in and out of town, but now it's a total disaster as one lane. No one bikes it. Few ride the bus. People have to cross the street to get to the bus extending time at stoplights. Keep Midvale with wider lanes for cars I support the Own Drive Bike Boulevard but I don't think the Concrete barriers are useful nor cost effective for the Though I do not live in the area I take Midvale daily for my commute to/from work.

I wish you guys would have had this for folks along Sheboygan Ave. before you just took away all of their parking!

I normally feel safe biking on Midvale, understand not everyone would feel safe. There are plenty of north/south alternatives that are not too far out of the way. I doubt many would choose Midvale even if there are protected bike lanes, its a pretty good hill climb heading south. Even with the road widening on Midvale south of Mineral Point (think it was around 2009), I do not see many bikers choosing to ride on it. Segoe is a bit longer, but is an easier hill climb if I don't often need to bike on Midvale Blvd, but I do frequently need to cross it either on foot or by bike. I often bike up Owen, cross Mineral Point, and continue on Owen until I reach Tokay Blvd. From there, I turn onto Midvale and ride until I reach the Southwest Commuter Path. Because of this, I prefer the third proposed option of improving the Owen/Mineral Point intersection. It lets me spend more time biking on low-traffic residential streets instead of on Midvale. I would prefer an option that would give cyclists actual protection on Midvale, but just giving us a painted lane doesn't do much. I selected option 3 because you say it's the cheapest.

Traffic on Midvale is far too fast and unsafe to simply put bike lane paint on it. If Midvale is the preferred location for N-S transit, please consider a raised curb when applicable. On the west side of Midvale, there are no single family homes between University and Regent. A raised curb in this zone seems like a no brainer for cyclists traveling south. Perhaps, there is an opportunity to put the N-S transit bundled together on the west side of Midvale adjacent to a bus lane. I am a biker. I don't think any of the 3 options need to be done. At the very least, leave Midvale Blvd alone.

If you live here you know that few bikers use Midvale due to horrendous traffic. Making bikes use midvale makes no sense. First, Community maps shows only 1 bike crash and 5 ped crashes on Midvale since Jan. 2015; absence of need. Next, eliminating on-street parking for residents is a hardship on them for no benefit to peds or bikes. Next, the proposed substandard Midvale lane widths, confusing ped beacons (that neither drivers nor peds know how to use), diverting bikes onto sidewalks are confusing and provide no discernible safety or traffic flow benefits. Segoe Rd is drastically over-engineered and scary for cyclists and drivers; look at how much tire rubber is marked on the curbs (not to mention visual clutter from excessive no-parking signs). Just resurface Midvale. If it ain't broke don't fix it. I understand the City wants nobody to drive and eliminating parking is one effective way to do this but the proposed solutions for bikes DO NOT help cyclists. I myself bike commute down Midvale and have (without mishap) for over 25 years. Protected bike lanes create terrible left-turn movements that either force cyclists into the travel lanes or force drivers to make unsafe maneuvers. Option 3 can be done the quickest, and upgraded/changed as needed the easiest.

Option 3 provides an even safer route for an existing route many already take, including middle school students, due to the biking lanes already present on Segoe. An improved crossing will support safety even more. Midvale Boulevard is main traffic route and one ambulance use too. The relatively high speeds at which traffic flows on this road are a concern. I have lived in this neighborhood for 36 years and don't see many bikers on Midvale Blvd. Let's keep Midvale focused on car traffic, with different street options for bikers. Cars are driven by people, too!

In general I find these projects and changes exhausting. It is like the new bus lanes a waste of money, confusion, and space. Putting buffered bike lanes between Univ. and Mineral Pt. without a plan for Midvale south of Mineral Pt. does little or nothing for bicyclists. Growing use of e-bikes makes hills less of a problem.

Midvale Blvd is not a good choice for a bike route. You've already narrowed Segoe and Whitney Way, making them difficult and confusing to use and driving N-S traffic to Midvale. For God's sake leave Midvale alone and leave Segoe alone. Thanks for getting input. My family commutes mostly by bike, even to do errands. Any of these options would be a great improvement and much appreciated. I didn't favor the Midvale lanes because I would like to keep bikes off of Midvale. Bikers are safer on less well traveled roads.

Improving the Segoe Rd crossing of Mineral Point would benefit far greater numbers of kids who use that route to get to school. Get rid of all the unnecessary no turn on reds. Cars have to sit there with the engines running and no people or other cars around. This contributed to excess carbon and climate change. The Regent/midvale, Rosa/mineral point and university/midvale no turn on red in particular make no sense. But then there is not a no turn on red on

Candidly, any improved pedestrian and bikeways across mineral point and midvale would be most welcome. Living on Glenway for the past year has demonstrated to us how unbelievably fast traffic drives in these areas, and cars simply do not allow for adequate response/reaction times in areas where children and families are frequently

There doesn't need to be a bike lane on Midvale, when there is one a block over. Any bike lane on Midvale is still Stop wasting taxpayer money - the road is fine the way it is.

This is the route we use now on our bikes when we go to Hilldale. Midvale Blvd is not appropriate as a bike route: it is much too busy and the residences there need street parking for visitors and service vehicles. Option 1 would be It is wrong to take away on street parking from the residents on midvale boulevard. Many of whom are renters in the apartments and do not have access to a parking spot. Midvale does not need a bike lane when segoe road already Midvale Boulevard is a poor option for a bike lane. It is not only a busy road for standard traffic, it sees a significant amount of emergency vehicle traffic for Madison emergencies, as well as ambulance service from outlying areas to UW Hospital. Heavy traffic, especially as cars navigate these emergency vehicles, is already precarious. Cars backing out on to Midvale from homes located on the street is another hazard that is already present. Removing parking from any part of Midvale will increase use of these driveways. And, bike paths will add bicycles to an already challenging situation. Bicyclists and drivers will be at greatly increased danger on a road that already sees things like drag racing and disregard of traffic signs. I live on the corner of Midvale and Regent, and I have personally witnessed It would have been useful to have an overview of all the options before deciding about them. I've biked Midvale and it's a tough situation. I see that continuing what was done south of MPR was not listed as an option, though I could I feel strongly against pedestrian crossing being added on major roadways especially major ones like university avenue, and that intersection area is already super busy but the last thing we need to more craziness right by that spot. It's just going to back up traffic for everyone, even the new fast busses we have. I personally don't like biking busy streets so that's why I'm against option 1. Have heard too many bad story's of friends almost dieing because of cars hitting them with a shared road. Plus loading all of that parking in the area would be huge for those apartment people. I see cars parked there all of the time so take that away from them wouldn't be fair. Option 3 is pretty good though, Segoe road is already very bike friendly with the separate divide. I know it causes some confusion for drivers but it is much safer. Those crossing points on mineral point road would make sense and be safe for bikers and cars What do people do if they currently use their street parking and it is removed? Will they have to pay for another lot? Paint only bike lanes on Midvale Blvd unacceptable due to volume and speed of traffic on Midvale. Option 3 a much I would only support increased bike facilities if the bike traffic obeyed the traffic laws, which they do not at the moment. Why do the police let them get away with running red lights, weaving through traffic etc. They are a safety Resurfacing is definitely needed.

As a biker myself, I avoid Midvale..too busy. Even with a bike lane, I would probably still avoid it. I think it is better to focus on alternative (parallel streets). Yes, please improve the crossing at Owen and Midvale. It is also a route for students going to school. A separate issue....regarding the turn lane onto Mineral Pt road from University going left The Owen plan seems to be the best balance of the three.

I would have chosen Option 1 if it had been a protected bike line.

Midvale Blvd has several features that should be accounted for in the resurfacing plan: 1. POORLY ENGINEERED: Midvale is a main truck route, and the present condition of the pavement shows that there may likely be fundamental flaws in the engineering of the underlying road bed that cannot be fixed by resurfacing. This is one of the roughest roads that I drive in Madison. The pavement is damaged, and was damaged shortly after the last resurfacing. I steer around to avoid the roughest parts of the road. Monona Drive seems like a very similar truck route, but for some reason it features a much higher quality and more durable road surface. 2. HISTORY: City Staff who spoke to the public at the Sequoia meeting regarding this project seem uniformed about the history of Midvale Blvd. A. The engineer who spoke was mystified by the staggered trees. He was unaware that median historically up to the last work done on Midvale featured an open sewer with the trees planted on either sides of the concrete lined open channel. This open storm sewer was in response to at least one child tragically getting sucked into a conventionally designed culvert and drowned. B. The median of Midvale Boulevard is a notable Madison landmark. The main feature of the median's landscape has been the flowering fruit trees (apple & crab apple) planting of various colors. It is a sign of Spring when the trees are in full bloom and a sign of fall when they are in full fruit. It has been a mini- arboretum in the city. The Midvale median's orchard has not been well cared for. It was partially destroyed during the last updating of Midvale when the open storm sewer was converted back to a buried culvert. No care was taken by the construction crews to avoid harming the trees. They were cut down or driven over. The contemplated update of Midvale Boulevard should include a *full* restoration of Midvale's median orchard. It should be even more spectacular than what I remember. 3. EMPHASIZING OPTIONS 1 & 2 ARE POOR; EVEN OPTION 3 UNNECESSARY OPTION 1 removes on-street parking for Midvale single family homes, which would make it difficult and unsafe for me to visit my friends who live on Midvale. The history of the houses built along Midvale is that they feature a single car-width driveway and a single-car garage, unlike houses built later along Witney Way, for instance. It is odd how the city prioritized the needs of the apartment landlords who are using on-street parking in order to accommodate that their tenants having more cars than when the apartments were designed and built. But the city does not seem to care about the single-family homeowners. OPTION 2: The same complaint about the removal of single-resident on-street parking. OPTION 3: My household has three bike riders who bike to work and GOOD LUCK!

Thanks for asking through the survey.

If you insist on making our lives miserable, as the city does lately, go ahead and make more mess on Segoe. But leave Midvale alone! And Owen is already slow and narrow. It's fine for biking. Leave Owen alone too!

The recent improvements to Segoe are great! Look forward to more updates

I lived on midvale for years some of the beauty of the street is the median natural green space that it has and I don't believe taking away from that or street parking to allow for more bike path is going to make it safer. More cars will

Just resurface midvale do not change it.

My choice is because of the hope of eventual redesign of midvale that includes major bike infrastructure. For

I am an avid bicyclist and frequently ride from the far west side to the downtown area. I haven't seen a good description of the problem to be solved by the proposed solutions and there are existing north south bike routes already in place. Having lived on Midvale Blvd for several years I would not consider it a safe and viable bike route

Option 3 makes the most sense as it already bike lanes in place. Too much traffic on Midvale to eliminate parking for PLEASE do NOT remove street parking or reduce traffic lanes from Midvale Blvd.

I just don't want midvale to be like Segoe, with the weird separated bike lanes, otherwise I don't bike or live on

Give focus on low traffic roads only nobody bikes on the fast roads as is currently. More like bike boulevard

The speed limit should be reduced to 25 mph on Midvale. That is the speed limit on other heavily traveled residential streets, such as Gorham St.. Park St. has been reduced to 25 mph hour also. This would increase safety for

Stop making bicycles a priority. Buses too. It's crappy to keep punishing residents and commuters for so called

As a relatively experienced biker I would love bike infrastructure on Midvale to help connect to the Southwest commuter trail, but suspect it won't get too much use as a buffered lane. On a road with speeds like Midvale, protected lanes would be ideal, even with something lower cost like bollards (although the north Segoe update has It seems this division is either well-intentioned but incompetent or deliberately sabotaging transportation in Madison. Whatever the reason, anything traffic engineering touches turns to sludge. Your previous attempts over the past several years have succeeded in simultaneously reducing safety AND reducing traffic capacity. Why would you Please do not make these proposed changes to Midvale as the city has done to Mineral Point. Mineral Point went from a wide, safe road with big side walks for the small number of pedestrians and even smaller bicyclists. Do NOT No. Glad you are thinking of bike lanes but not taking away street parking for those who live on Midvale Don't screw this street up like you did Segoe Rd.

I hope preserving the trees in the median will be a priority if the option that reduces the median is chosen Option 1 is unfair to the numerous homeowners on Midvale. Being completely unable to park on the street outside their homes would be a hardship. Thinking holistically, if option 3 is pursued (best choice), I would recommend a clear bike link between Owen and Segoe. There's a hill going up Owen that some bicyclists may prefer to avoid, The new diagonal crossing of University Ave at Blackhawk Ave that will be constructed in September 2025 seems like it would be dangerous. I live near here and would not feel comfortable crossing here or recommending this as a crossing. There have been multiple accidents on this stretch of road, and this does not seem like a good option for Midvale Blvd. has heavy traffic especially at rush hour. Please don't do anything to inhibit traffic flow, including barriers to protect bicycles. They can use alternative routes. Most people still drive cars. Narrowed roads for Please do not make midvale even more difficult by focusing on bikes and pedestrians as you have on Odana rd. We Thank you for this questionnaire! I believe it is dangerous for bikes to travel next to the heavy traffic on Midvale. I vote for option 3. Remember, much of this traffic is necessary in order to connect HWY151 to the University Hospitals----which should be a priority. It is hard to see driving lanes at night on wet pavement. Glare from Please do not remove parking options for residents on Midvale. Please protect the trees on the medians on Midvale as they add so much beauty, especially during spring with the blooms, shelter from the heat, removal of CO2 in the Midvale is a great street as is, except for possibly improving a couple of pedestrian crossings. I have ridden my bike down the street many times over the years without safety concerns.

Preferred option 3 because it was only option providing full concrete separation. If additional barriers could be Option 2 has a pro that it skipped the Owen hill but Meadow has a pretty decent hill on the North side. Also Owen seems like the best option for connecting to the southwest commuter path.

I would be in favor of allowing those who live on Meadow to have the most say in this project. we are frequent bikers and drivers. we find what was done on Segoe to be extremely confusing ourself and have seen elderly residents in the nearby area very confused by Segoe so we do not want that to spread to Midvale Boulevard where the traffic is While I support bike infrastructure, and bike often, I am generally in favor of adding it during major reconstruction No more bike road improvements, without taxing bikes. Which use roads the same as automobiles. This is a complete waste of motor vehicle registration and tax funds. Dane county and the city of Madison have more than There are sufficient bike lanes on Segoe and Whitney Way to accommodate bike travel. Please leave Midvale Ave Madison can not continue to add apartment buildings in every open spot and also contract the streets to cars. No matter what the Mayor and council think, residents come with cars. Cars need places to park and drive. Contracting streets will lead to more accidents and issues with traffic flow. When parking is removed from streets - the speed of traffic increases. Roads that are long and straight with no obstacles lead to speeding cars. Additionally, street I get why bike lanes are important, but on a major connector like Midvale, the number of cars versus number of bikes using the road makes trying to make it more bike friendly an illogical choice. There are so many more cars than bikes that use that road. Providing parallel bike route options off Midvale for bikes is safer for everyone and more logical

Option 3 is a critical improvement that needs to occur. There are many school age students who cross at the intersection with their bikes, and people turning right onto Mineral point cut them off. Please prioritize kids safety. The least expensive option #3 is a plus, for that reason. Also, eliminating street parking in front of small single-family residences, typically having short driveways and single car garages, is unacceptable. Why would you even consider that? Where are visitors supposed to park? Put a set of stoplights on Mineral Point Drive at the intersection with University. This is the only option that makes sense. Univ and Midvale has been the focus of a lot of urban density and infill, which makes a lot of sense, but also adds a lot of auto traffic. There is no way we should be encouraging people to ride a bike on a major north-south route like Midvale. We also should not be removing parking options for the remaining small homes on Midvale that have narrow one-car driveways. The last thing we need is for people to start paving their front yards because their visitors have no place else to park. I have been biking, walking and driving this way for years. Option 3 did not detail a means to safely cross University to access the East-West trail that parallels University. It makes the most sense to encourage bike traffic to use streets that do not have as much car traffic. Separating car and bike traffic is likely the safest option. Make it clear which facilities are for cars, and which are for bikes. The way Whitney Way was reconstructed is very poor and not a good idea. We have 3 roads and many neighborhood roads bicyclists can use, but we also need roads for cars. I use my bike often. I use Segoe and south Hill or other neighborhood roads. Madison is a growing city. Let's use one road like Segoe for bike and buses, use the roads that are direct connectors between University and the Beltline for car traffic, like Midvale and Whitney Way. Trying to use Midvale regularly to access my grocery store. I'm also an avid bicyclist. I believe we ought to discourage cyclists from using Midvale due to its very high traffic volume. Segoe and Owen are excellent alternatives. Traffic on Speedway, Midvale & Mineral Point needs to be slowed down. Can speed bumps be installed on Owen? The intersection at Mineral Point & Owen is especially dangerous. I would like to see Mineral Point from Speedway. The curb for a bike lane is an extreme hindrance for emergency vehicles. I have seen fire trucks have difficulty turning. It creates longer response times. Segoe road also has many issues with confusing intersections. Frey st/Madison Yards Way and Segoe should not have a stop sign. It has a half signal and stop sign on another street. There are many private roads that have signals. For example, the exit to the apartments at the end of Sheboygan st. I just wanted to provide some context for my decision. I personally enjoy biking down Owen Drive, and would likely opt for that over riding on Midvale, even if Midvale had a bike lane. There's just so much traffic on Midvale that I feel safer and less stressed biking on Owen. That said, I do really think there should be an improvement to the Owen-Mineral Point intersection as it is pretty tough to cross there as a cyclist. So, ultimately, while I would support option 3, I would also support option 4. Taking away parking from residents on Midvale Blvd is not acceptable. And I can't imagine that trying to sell a house that doesn't allow parking in front of the house would be great for any of those individuals who may decide to sell. Midvale is too busy a street to do this. I rarely see bikes or pedestrians. It is a main thoroughfare. A thoroughfare from University to the beltline. Just leave it as it is. Don't mess with it. What is the number of bicyclists using this corridor, both current and anticipated future. Cars partly subsidize improvements through gas and wheel taxes. How do bicyclists contribute? How would these options affect the corridor? Please: is there any evidence that bicyclists use Midvale Blvd.? Bike Trails are a huge benefit, but I do not see much bicycling on the residential streets of near or far west side—the territory I drive regularly. Redesigns for a minority of citizens who ride bikes seems unfair and expensive. The thought occurs to me: this effort to pair bicycling infrastructure with pavement maintenance (which Midvale badly needs—needs) is serving an idea rather than a reality. That bridge over University Bay Drive for example rarely has pedestrians on it much less bicycles. Or coming out of Hilldale onto Segoe into a mass of curbs and narrow angles. Again: where is the evidence we need these changes? It is dangerous to cross Mineral Point at Owen even with TBE flashing pedestrian light, cars on Mineral Point ignore it. Keep Midvale two traffic lanes.

I prefer the status quo. Segoe is already a good alternative to Midvale for bikes in this area. I also think that biking on the Midvale sidewalks is very safe; they see very little pedestrian traffic and removing bikes from Midvale is a safer

I prefer option 3, but if option 1 is chosen, can speeds be reduced? I'm a confident bike rider, but even with a dedicated bike lane, I would not take my child on Midvale and I would still choose another route to bike to work.

I do NOT support option 1 and would not like to see this happen.

The segoe rd redesign has been horrific and my fear is that the midvale redesign will be just as challenging! While I support changes for bike lanes and pedestrian crossing bc I know they are essential, the midvale redesign needs to have CLEAR lanes (bus, car and bike) unlike segoe, where people are constantly going into the wrong lanes (because of poor signage and design) and people are constantly hitting the TOO large concrete barriers! They are all scratched I am doubtful that either of the north south alternatives to midvale are going to be used by bikes. People won't know they are there, and you'll do all this work and spend all that money for nothing.

midvale has always been high traffic and high speed. let's not mix things up with biking routes and lose more road-

No need to eliminate parking on midvale altogether, just enforce time frames of no parking. Example Monday -

Friday, no parking between 7am to 6pm. It would gather more support. Midvale is already a high stress street and

The Hillcrest and Owen traffic control circle has been a problem since inception. Because of the yellow caution diamonds on the circle, cars have increased their blowing the stop sign coming either direction on Hillcrest and the traffic circle points speeding cars at sidewalks as they do so making it dangerous for pedestrians. Suggest replacing

Not enough consideration is going into the fact that this road is too dangerous for a full time bike lane, also there are always cars parked along midvale after 6pm for the people who go to work. Taking away the parking is not a good

option for anyone in this area, as there are no good alternative parking spots for visitors. Please do not remove

Please install left turn green arrow signal for cars or bikes turning left from Segoe Road onto Sheboygan Ave. It is

Please don't remove parking on Midvale Blvd. There are other options that would cause less of a hindrance for

neighbors living along Midvale Blvd. We pay way too much in taxes to then be told no parking on the street in front or

Parking on Midvale is very important to MANY people who visit friends and family and those who work downtown.

Many parallel streets have bike lanes that are safer and can continue to be accessed.

The changes on Segoe behind Hilldale have too much zigging and zagging and always wondering if you're in the correct lane while driving. I would really hate to see that on Midvale. Divert bikers off Midvale please.

Considering the volume of traffic and weather in Madison, I think it a mistake to give bikes so much priority in "improvements." I cannot bike or walk far due to spine handicap. I need convenient roads and parking.

There are already bike lanes on Segoe Rd. No need to also add to Midvale.

Please add a bike lane and bike bridge westward on mineral point onto Midvale. Please add a bike bridge crossing

Segoe/Owen route also mitigates a climb up Midvale if you are heading west on Tokay or Odana. Bikers who are headed north, downhill, on Midvale, are typically riding way to fast for a "high stress, poor biking option".

Many residents of Midvale Boulevard rely on street parking. Removing it would be severely detrimental and limiting to many families. Efforts should be made to preserve that perhaps narrowing the median between the north and

Segoe Road makes sense as there is a wide existing bike lane. Segoe has 2 playgrounds and a school. The speed limit should be reduced and enforced and all crossings need to be improved with better markings.

Please don't construct bike lanes like the project on Segoe Road behind Hilldale from Regent towards University. I never see any bikes using these lanes. My understanding is the biking community does not support this type of

Midvale has too much traffic for me to ever want to bike on it even with enhancements. And if I do absolutely have to,

I use Owen drive as an alternative to Midvale when biking north for the portion between Tokay and University ave. Not being able to hit the rapid flashing beacon button is a huge issue! I love the idea of the ramp up to widened side walk. This would be such a huge improvement. Even if the City decides on Option 1 or Option 2, I would LOVE to see Option 3 Owen improvements happen anyway. I worry about Option 1, will the lanes be wide enough for driving? The two lanes at Segoe and Regent (when going south on Segoe) are so narrow that with today's huge vehicles (ie

Eliminate street parking. Move all bike lanes and add lane for cars. Repair/refinish

Why do you hate drivers and commuters in this city? I have to drive for work. There are bike paths for bike commuters. Just stop with making a form of transportation that can only be used 6 Months of the year such a priority. Driving in west Madison has been materially impacted by city changes in favor of bus traffic & biking. Please stop making it worse. Impacting Midvale now would be an enormous issue for those of us who live here and need to

As a homeowner on Meadow Ln, and a 20 year Realtor in the area with clients who own on Midvale who I know depend upon the availability of street parking, in my personal and professional opinions, and in the interest of maintaining Sunset Village's overall loveliness, Option 3 seems clearly the best option. As a bike rider, riding on Midvale will not become a desirable option for bikers, regardless of the configuration. Kendall Ave is a great example of how using quieter residential streets (like Segoe and Owen) works great, doesn't negatively impact parking and I live on the corner of Regent and Midvale and I have watched people on bikes getting hit and almost hit for the past sounds like option 1 is an in protected bike lane bikers would go in when then speed limit is 40. not the safest for

Parking is needed for housing on this street.

I am very opposed to losing parking on midvale. Many homes depend on street parking

I am a long time (>40 yrs) bike commuter in Madison. Now that Owen is repaved, it is a very nice biking route. Midvale, even with the proposed construction changes, will continue to be a major car thoroughfare with cars coming and going from the side roads, crossing the bike paths. Proposals 1 and 2 will not eliminate the stress of biking on a busy road and it will continue to be more dangerous for those bikers who choose to use Midvale. I'm not sure how you have estimated the future usage of Midvale as a bike route, but I expect most bikers, like myself, will 1. As a cyclist I strongly dislike the concrete "protection" at intersections. I think it creates confusion and invites accidents. 2. On question 5 why wasn't "do nothing but pedestrian crossings until future reconstruction" offered as one of the options? 3. Still no evidence of either safety or usage/need case for bike lane on Midvale. 4. total parking removal unnecessarily inconveniences residents, guests and service/tradespeople along street, especially on west People drive way to fast on Midvale for there to be a bike lane. Options 2 and 3 are the only feasible options

Removing street parking on Midvale will not improve safety for cyclists or pedestrians.

we do appreciate the city taking residents preferences into account. we walk every day on these routes and appreciate pedestrian improvements. we do not support a bike lane on midvale that would remove parking. a line of paint will not protect you from cars going 35-40mph. as residents, we actually take owen when biking towards shorewood and that is an excellent choice for renovating into a bike boulevard it is so much more enjoyable to bike I prefer the options without a bike lane or minimal bike lane on Midvale because I believe biking on the side streets is safer and nearly just as direct. Bicyclists prefer to bike on quieter streets.

Please continue to work on traffic speed issues on Midvale. Feels like people still speed on Midvale between Mineral Keep promoting Segoe for N/S near west bike avenues!! If that works sufficiently, Midvale does not need to be

I don't believe, based on daily experience, that the volume of bike traffic warrants this special attention. But the city seems to have adopted a "build it and they shall come" attitude on this. Just look at the abomination that Mineral Point has become! Or the mind-blowing reconstruction of Segoe Rd. At least we can appreciate the weeds going in I feel that keeping bikers away from high volumes of traffic, and higher-speeding traffic, is in the best interest of all.

We are an older couple a visit and stay at our son's house (41 Midvale) about 10 times per year for multiple nights. So without street parking how do we unload a car and where do we park? My wife has mobility issues so how does

Seems like it needs a bigger re-do than can be undertaken at this time. I travel Midvale alot and never see bikers which I think says Both that there aren't that many wanting this route And that it is too dangerous.

Before we make massive changes to MOTOR VEHICLE roadways to accommodate bicyclists we need to make sure, and enforce with penalties like a vehicle driver, that bicyclists follow the rules of the road! I am sick and tired of the entitlement bicyclists feel they have, don't stop or even slow, bike path road crossings even though the bike path has if you decide on option 3, you might consider a connector street between Segoe and Owen Drive for bikers. and/or do a hybrid of option 2 & 3 of doing Segoe and Meadow Lane, again considering a connector street. will there

I am a frequent commuter on bike to UW hospital and my teenage son bikes to many locations near west so this is something that I feel directly impacts our tax paying, locally living family. I'm interested in what is SAFE, practical For both Options 2 and 3, the city notes concerns about "poor connections" at the north end of the route. However, if this route was extended down Harvey street to Hill Street, bikers would still be well protected and could use the existing street light to cross university to the Rapid Transit hub or to the existing east/west bike path along Shorewood. To present these 2 options as if there are not already existing options to connect/cross University is misleading. Segoe Road recently received an expensive renovation in an effort to increase bikeability and bike safety. I still have major issues with this change, but the reality is that it is finalized. This proposed north/south Buffered Bike Lane (Option 1) is just 2 blocks from Midvale Blvd. Any businesses between Midvale and Segoe can easily be accessed from the Segoe bike paths. The Segoe road project also made it more difficult to drive on Segoe Rd. I live in the neighborhood and now use Midvale when driving instead of Segoe. There is no reason to put a north/south bike path on Midvale. Any homes or businesses on the east side of Midvale Blvd can easily be accessed by Options 2 and 3. Car traffic is already fairly light on these roads. Bikes are already using these roads, as well as Regent St., to commute, so drivers are already mindful to look for bikes. Enhancing these routes (2 or 3) is safer for cars and bikes alike. Allow cars to continue to travel on Midvale - a major thoroughfare that becomes 18/151 just 3 miles south of Regent street. Allow bikers to use the quieter streets and provide them good connections and crossings across Midvale and University. The city budget has been ballooning. With the high cost of the Segoe Rd No easy solutions for a great biking community in a growing city. Appreciate the chance to weigh-in, but will defer to urban architects and housing folks who are affected. I do think waiting until Midvale needs a different construction DO not want bike lanes on Midvale AVE. The street is too busy for bikes and there are alternative streets for this. Street parking on northbound Midvale right before the Mineral Point intersection causes traffic turning right onto Mineral Point to get congested because parked cars are in what would otherwise be a turn lane. It would be nice to remove or shorten the amount of street parking on Midvale right by this busy intersection to increase the flow of Option 1 would severely curtail car traffic and I do not think that is a wise decision. Best for me is Option 3. Option 2 would also curtail car traffic on a major westside arterial and is not advisable.

I have hardly ever seen someone biking on Midvale Blvd. Segoe Road is somewhat parallel and a better option if building more bike lanes is essential. I bike a fair amount and don't think it is necessary to keep cutting down the Please don't turn meadow lane into a parking lot!

I do not think painted bike lanes will make midvale safer for anyone. The car traffic needs to be slowed way down and this plan does not so that. In my opinion the paint creates a false sense of safety. Right now inexperienced bikers should stay off this very dangerous street. In no way does this silly painted lanes make it any safer inexperienced bikers or experienced bikes. Please stop with this ridiculousness. On the east side Owen to Ideally improvements would be made to both owen and segoe not only at the intersections with midvale, but adding bumpouts at additional intersections to better protect non-motorized transport. Crossing Midvale on regent could

Making a bike lane that not everyone can use seems like a poor option. More explanation of this option is necessary. I drive Segoe whenever I can but few others seem to, which makes me think it would be good for bikes. Now there are few bikes on either Midvale or Segoe. Midvale is a hill, which makes it not great. Probably low bumps need to signal to car drivers that they are entering the bike lane. Maybe rumble strips too? A big problem besides cars is Improvement continues to be needed in convincing bicyclers to obey traffic signals and stop signs.

This seems to be a solution in search of a problem. Option 3 is the least objectionable, but the intersection of Owen and Mineral Point should be controlled with a traffic signal to prevent accidents. The eastbound portion of Mineral Primary motivation for Option three is potential to improve crossing Mineral Point on Owen. It is a major artery for children that have friends in Westmoreland/Sunset Village and cannot safely ride bikes across on their own because current flashing cross is insufficient. Anything that can be done to improve safe transition between these two

I support this option 3

Thank you for doing this outreach. I think it's important to recognize Midvale as a key artery for commuters and residents alike, and use lower-traffic options for the bike routes. This seems analogous to using Kendall/Bluff as the Midvale still needs significant aesthetic treatments, landscape improvements with higher rate of maintenance. It is As a biker, buser, walker, and occasional driver, I do not support changing Midvale at all, other than the street improvements already needed. Both Segoe and Whitney Way were adapted for bikers, eliminating most street parking, along with all street parking on Sheboygan. I feel Midvale is a bit too busy to fully adapt for bikers and it's With Option 3, I'd also love to see biking improvements E-W along Regent St between Owen and Segoe. This is a popular passageway for school kids riding to Hamilton Middle School and Rennebohm Park.

As an avid biker, that also drives a car, I think vehicles and bikes should be separated, especially on main traffic Bought house on Midvale in 2009. The majority of residents back out of driveways quickly (when there is a break in traffic) onto Midvale to leave homes. It is already challenging to make a safe transition into a heavily trafficked road. Increased bike traffic from Regent to Mineral Point Road would add to this challenge and wouldn't be safe enough for bikers - especially children. Segoe is the road kids use most often for biking to Midvale Elementary schools (k-5)

As a bicyclist, I do not support encouraging biking on Midvale and strongly support encouraging other routes. There are many other route options available that are much safer for bikers of all levels AND this major commuter artery needs to remain available to get from the south to University Avenue without obstruction as various other routes are

I love the pedestrian improvements especially for kids getting to school from east of midvale.

I own 3 rental buildings on Eugenia. My tenants support maintaining all parking on Midvale Blvd.

As a biker in this area I would not use the Midvale lanes in either of options 1 or 2.

I do not think even bump outs are necessary or appropriate if they impinge on automobiles pulling out of the flow of traffic to turn on side streets that have no lights. This is the primary reason of the shoulder area on a major traffic corridor. In my opinion the temporary parking along the street for residents, deliveries, contractors has always been the secondary benefit. The primary is for cars to pull over as they turn especially on side streets without lights. I am really confused about the entire approach to the redesigning of this street. Well marked and lights for the SouthWest Bike path near Yuma are great and work well! But the location does not interfere with cars turning on side streets. As long as the bump outs are not at side streets and allow cars to pull over out of the flow of traffic at corners then they are ok but in my mind unnecessary. The amount that a bump out helps pedestrians seems far less than the extra maintenance they require and how they impact snow and ice removal in winter. A simpler strategy and less expensive strategy is to just paint the cross walk add appropriate yield signage and for crossings not at an intersection provide lights as has been done at MidVale Elementary and the SouthWest bike path and increase the time to get across. Improving the signage to direct bicycle riders north south along the two alternate paths north and south both west <https://maps.app.goo.gl/Jstmr4DsWPjyRu9RA> and east of MidVale

<https://maps.app.goo.gl/paUWaE3e3TC5onyM9> across our community on streets that already have bike improvements or are very low traffic corridors would be great. They are both connected by a designated bike way along Regent and Bluff. <https://maps.app.goo.gl/CuptY6z4q6oMMAKSA>. Improving the signage and repainting the The Segoe Road bike route is already quite good--not sure what you'd do there that would improve the biker experience. I ask in all cases you don't further increase idling time (and road rage) with automated walk signals even when no one is there, limiting turns to arrows or green lights, lights turning yellow prematurely when the walk timer is Midvale is so high traffic that the only orientation I would feel safe on is a curb side bike lane with traffic buffered by parking, then traffic or a widened sidewalk/off road bike path. The Owen-Mineral Point crossing is a dangerous crossing that children frequently cross and is a tragedy waiting to happen. Motorists regularly miss or ignore the pedestrian crossing signals in the current configuration. Using this opportunity to add safety improvements to that Could you move the bike boulevard from Owen to Meadow to avoid the Owen dr hill (portion of #2)?

Thanks for this survey. Who is riding their bike on University to go towards downtown? Seems that you should focus If safety is the goal, Midvale Boulevard as a bike route is the worst option. I hope that frequent U-turns necessitated by the boulevard was taken into account. As a frequent biker, I avoid Midvale Even though there are only occasional cars parked in front of Residences. As a homeowner with a large backyard like many of my neighbors, I have fairly Thank you for all the work in setting up this survey!

Bicycle riders like to use Owen Dr right now. We have many going up and down our street every day. Unfortunately, we also have several cars that speed up and down our street. Having speed bumps would make our street much As many of the homes in the eastern hill farm/western sunset neighborhood are only one car households and individuals purchased homes with the expectation of being able to park additional cars on the street, the elimination of on street parking may decrease home values, deter folks from moving to the neighborhood, especially since there There needs to be a left turn light from north bound midvale onto regent street-cars routinely back up there during rush hour and only one car can go at a time. There has already been such improvements made to segoe just extend it down; plus there are so many bikers that go to van hise elementary and Hamilton schools that go down segoe it makes much for sense to improve segoe all the way down and make it safer for kids crossing mineral point to go to Be fair to the people who live on Midvale

Strongly Against removing Midvale Blvd street parking

Option 3 is strongly preferred. I am a resident on Midvale Blvd who runs, bikes, and would be disproportionately impacted by loss of on street parking at my home. We have elderly family with mobility issues that will no longer have access to our home. Our neighbors with children also heavily rely on street parking. For these reasons, I do not

Stop adding no turn on red signs everywhere. As a pedestrian I find these make the crossings even worse! As a driver I see people running red lights because the lights are so long they don't want to miss the green.

I am a bicyclist, but support Midvale Blvd. remaining mostly for auto traffic and parking. Speed control would be

In all frankness, what you are doing in the recent road redesigns is poor at best. Auto traffic will continue to increase in this city but you continue to make it harder in your efforts to enable bikes. Moreover, you sacrifice parking for people in front of their houses. If I were them, I would sell and move. I don't have a good solution for the

Option 3 is the least bad of the three terrible choices. 1) Madison already has many bike lane options. Trying to create another one at the expense of traffic flow on a major arterial needed by motorists imposes high stress for both motorists and cyclists. 2) The "improvements" made last year to Segoe are a disaster and should be an embarrassment to the City planners. It is looking like the planners have more Segoe-like fixes in store for us all. I call those "bump outs" lolly pops and they are obstacles to traffic flow but particularly to moving vans, heavy trucks and will surely be a headache for snow plows. Ultimately they only reward to cement contractors. 3) Stop with all the "No turn on Red" signs. They only frustrate drivers and impose congestion while increasing gasoline use. 4) Also stop with the new left turn signals that include red arrows instead of yellow arrows for left turns. Motorists are capable of scanning for whether a turn is possible when no oncoming traffic is in sight. I sit at red lights at so many intersections when there is absolutely no cross traffic. 5) The so-called "buffered bike lanes" are a further disaster.

Owen Dr and Segoe already have a lot of bike traffic. The crossing of Mineral Pt is dangerous and should be improved and traffic on Owen needs to be slowed down but it is still better than riding bike on Midvale Blvd.

This will improve the segoe mineral point intersection which is dangerous and a walking route to school for kids. Also drivers drive in the segoe bike lane in its current state and dont always realize it is not a passing lane for cars.

Do not remove on-street parking on Midvale Blvd. Do not encourage more bike traffic on this major route from

Related is the recent N Segoe Rd bike construction. Why not get an easement through the State lot north of Univ. Ave. this would directly connect with the Univer. Ave. route and, for many, be a better option, even if one of these is I don't like what the North end of Segoe has become; large amounts of concrete, very narrow driving lanes, and confusing road markings at the Regent/Segoe intersection. You can see tire marks on the concrete, showing how many vehicles have trouble with the narrow lanes and confusing markings. If option 3 will add more areas like this to Segoe, then I do not support any of the 3 proposed options. If the changes with Option 3 are more limited to specific

The bike route to the University avenue is not showing the main alternative route. Regent street from MidVale to BlackHawk, Bluff to Franklin has dedicated bike lanes. This is a more typical route to campus and downtown. Bike access from Bluff to University on Ridge conveniently places you on the dedicated bike path both east to the capital and west. So the bike route should probably emphasize this very nice dedicated path. The idea that you would go down Meadow is limited in that you would only be going to business close by on University Avenue. You would not

Option 3 would be great.

I am retired and I'm outside gardening quite a lot. And I can see how Option 3 is really needed for safety.

There are 146 apartment units being built at the north end of Meadow Lane which will increase traffic on Meadow lane north of heather Crest as all that traffic if being forced south onto Meadow lane. That in itself will add to traffic e-w on Heather crest and N-S on Meadow Lane and require the light on heather crest and Midvale to be adjusted a

The southbound bike lane on Segoe just north of Mineral Point has had a lot of dangerous car/bike interactions. Cars will drive into the bike lane thinking it is a right turn lane, which is a problem for bikers. Making this worse, many bicyclists are children going to and from Hamilton/Van Hise schools. They are smaller and harder to see, and also less experienced at biking. Many of us would like to see this bike lane protected, or else some kind of barrier added

Really support the improved pedestrian crossing along Segoe!

Support the improved pedestrian crossings on Segoe in option 3 and as much bike lane protection as possible.

I routinely bike year round in this neighborhood. I have no problems biking with the status quo. I am not in favor of large taxpayer funded expenses for any changes, nor do I favor reduced parking options. That only antagonizes I both drive and ride Midvale Boulevard frequently. I have no problems in the current configuration and I believe the loss of parking would be extremely detrimental for the existing property owners.

this survey was poorly designed. it was difficult to ensure the correct opinion was logged. Throughout this debate, i fear the opinions of the citizens with homes on Midvale - who will be most affected by eliminating street parking - are not being allowed the influence they deserve. i appreciate efforts to make biking safer, but bikers are a smaller segment of the total city population and shouldn't wield such a huge power. also, elected officials should represent I live on N Segoe road and bike to work most days during the summer. The N Segoe road is nice for cyclists. I would love to see it extended to Mineral point road. With the schools on Segoe road, I feel it would make sense as well.

There's already a north-south bike lane on Segoe. Dedicated bike lanes on Midvale are unnecessary, a waste of money, benefit a minority of the population (more cars than bikers on Midvale), interfere with tax paying home

The school on Segoe road has many middle school and older elementary school kids biking by themselves on what is now an unsafe bike lane. I support improving Segoe mostly for these children and their independence. My kids have gone to both Midvale Elementary (on Midvale) and Van Hise (on Segoe). Kids only go to Midvale from 4k to 2nd grade. Kids that age are not independently transporting themselves to school. I see kids every day walking and biking down Segoe by themselves, with cars going way too fast down this way too wide street. Better bike infrastructure on

This option would mean a lot to parents in Midvale Heights whose children go to Van Hise/Hamilton or play at Segoe or Slater park. A great number of us bike or walk to these locations with our children but do not feel good about it.

Sego Rd.'s current design encourages fast driving, so walking/biking/playing/crossing it feels unsafe. Further, it is difficult to cross with a child due to its width: it takes my seven year old about 20 seconds to cross it, which is a lot when the vast majority of cars are speeding. And they are; Madison PD should be able to back this up. They frequently do speed traps here (in part due to my calls) and, when they do, are basically constantly pulling over cars, some of which are going 50mph and above. A group of us have been meeting to talking about these issues and

The crossings specified at Mineral Point (Midvale/Segoe) absolutely need to be improved. Strong enthusiasm here

I am 85 and frequently have to drive on Midvale Blvd. With slower traffic (OK with me!) and ridiculously few 20-25 seconds of green light at the Mineral Pt intersection, I often encounter long lines in the 2 lanes and impatient drivers.

As a resident who bikes to work and for enjoyment, I appreciate the efforts to create safer options!

Midvale is a heavily used traffic route including for emergency personnel (police, fire & rescue, ambulance transport to UW etc). Need to maintain two lanes and keep bike traffic off this heavily used road.

Taking away parking on Midvale would be a huge problem for a lot of residents and there is already cycling infrastructure all over the place. There is no reason a cyclist can't use Segoe etc instead of a busy, emergency

I live and bike Midvale Blvd and do not believe Midvale is as dangerous as portrayed. An occasional parked car in road may have to be maneuvered around while biking. I have also used sidewalks to ride on. I am opposed to bike lane and losing on-street parking. Parking is very important and alternative parking is very unrealistic since it would Would not like parking removed from residential areas of Segoe Rd. Would like to see bicycle improvements along Mineral Point Rd and Speedway from Whitney Way to West High School.

The pedestrian crossing at Midvale and Regent is dangerous. I have nearly been hit several times while making the crossing. Drivers routinely ignore the pedestrian crossing sign and turn onto Midvale before looking. Anything you can do to enhance the visibility and safety of pedestrians at that crossing besides audible alerts would be greatly

The main concern would be to maintain parking for the residents that live on Midvale. I would definitely support a project that would involve narrowing the existing median to allow for adding a protected bike lane along Midvale

I prefer Segoe Road as a primary route. Consider cross-over from Owen to Segoe (maybe use Regent Street) to avoid

I have children and grandchildren who live on Midvale Blvd. We visit often and it would be hard for us to walk from several blocks away. We often have 3 or 4 loads of items to carry into and out of the house. It would also make it As an avid biker and resident on Midvale, the Segoe and Owen park option is a more inclusive route for bikers of all skill levels. Our children attend Midvale Elementary and we would prefer biking a few blocks over for a safer ride versus going direct via Midvale with a bike lane because of the speed and volume of traffic. Add in that Midvale is a busy Emergency Route and it seems like adding a bike lane is trying to do too much and safety will suffer. Option 3 I'm from out of town but I do park on Midvale often to visit my children and grandchildren. There driveway is full and there is no room for my car. As grandparents it would be difficult to park blocks away to visit relatives.

Side streets in our area (sunset village) are already seeing an increase in traffic. Upcoming developments on University AVE would mean even more traffic. I'd like to see more focus on side street safety improvement

I drive and park on Midvale often. It is already so busy. Adding a bike boulevard is shortsighted and unsafe. Plus, this would remove on street parking that the community relies on. This would hugely inconvenience homeowners who live on Midvale as they would lose on street parking. The Midvale option would create more unnecessary problems I get why you want to improve bike and pedestrian availability and safety. but as someone who bike, walks, and drives much of the west side, I would say option 1 stinks. Segoe and Owen are already good alternatives; it seems to Please Allow for Parking on Midvale Blvd. . Thank You !!

Regarding the RRFB on University at Blackhawk -- didn't we learn on West Wash that RRFBs across multi-lane roadways don't work?? If you want to give a safe crossing of Univ Ave there, then a "control signal" is needed... I'm not in favor of option #1 because of the unsafe biking north of Univ Ave to get to the Path. #2 doesn't help much and Midvale is not an ideal road for biking - even with these improvements. I would prefer the city keep me off busy roads

I drive down both Midvale and Segoe on a regular basis. Segoe has turned into a gauntlet of stress. I was paranoid that I would hit a biker turning into the Hilldale parking lot while heading north (near LLBean) due to bikes not having to stop and their approach from behind my vehicle. This has not been an issue though because I have only seen a biker using this dedicated lane once since its construction. I do not support elaborate and expensive reconstruction of Midvale Blvd that permanently removes parking for those who live on the street. Those are affordable homes, many with single car garages. It seems a cruel penalty. I also support more policing of existing bike lanes. I man on After the mess you've created on Whitney way, I am totally opposed to options 1 & 2. Residents need places to park! I bike and am still offended by the no right turn on red signs and the stupid curbs and cut outs on Segoe Rd. which leave almost no space for cars. The team that designed this ought to be fired. Bike should share the road with cars;

Cut all the cement, kids run into it and fall. Rather than having your #1 consideration the bicyclists who want to speed down the path as fast as possible, literally running over those who are slower consider the average commuter biker and pedestrian. Be more like the European countries and consider first those who are NOT racers. Racing

I surmise that the order in which these options are presented indicates that option 1 is pretty much a done deal. Of course, it also in decreasing order of cost to the tax payer. How much of a tax-hike is this going to represent? for option 3, I'm concerned about the portion of Owen between Regent and Mineral Point road. The traffic circles on those intersections do a good job of slowing cars, but they also pose challenges for cyclists who are traveling in the intersection with cars. Its not possible for a car and a bike to both be in the road going around a traffic circle. Is it Use 37 S. Midvale for street parking as close friends live there.

as both a cyclist and a driver, using Owen & (sometimes) Segoe makes the most sense for the neighborhood. I have no desire to bike on Midvale when other options are close by and much quieter traffic-wise. I feel the traffic calming on Segoe just increased traffic on Midvale. Especially drivers who like to speed. It is also a high-use corridor for those heading to University Ave and Hilldale Mall. Especially if not from Madison, they are not always the most "bike friendly" drivers, so I don't anticipate a nice cozy relationship there. But navigating Hilldale traffic is a mess on both Segoe & Midvale, so improvements to Owen would be preferable. Segoe is kind of scary to traverse on a bike. Old folks home, mall, sentry, target, whole foods - too many choices, too many places to get run over, too many drivers who don't pay attention. Add in the weird lanes at the light and I avoid it. I prefer Owen as it is residential. It would be a huge loss for residents of Midvale Rd to lose their parking. The Segoe option was listed as being cost-effective; it is important to consider costs as the City continually makes it more and more expensive to live here.

Thanks for asking

These pedestrian bump outs are terrible. We didn't get much snow last year, and the plows didn't clear areas with. I come to daughter's house 2 times per week who lives on midvale blvd. It is NOT safe except to re-route bikers. It would be totally unacceptable to park blocks away from the house with little children, and any other items to tote. Unrealistic option. You would also be taken away from each homeowners equity in re-sale. That is not worth a biker. Improving safety for the existing bike corridors and keeping parking on midvale is a priority.

I live on the corner of N blackhawk and regent and think a lot of bike traffic (commuters and families) currently uses owen/midvale-regent-blackhawk-bluff-franklin-university as a safe relatively level neighborhood route for all access biking from mineral point or midvale toward campus/hospital area. Advertising and signage on these safe quiet

As a very frequent visitor, I'm very concerned about the safety issues around losing parking along Midvale.

Prefer Segoe / Owen as lower-stress bike routes

The Option 1 plan seems to mimic what was created on Segoe Rd from University Ave to Regent Street. As a resident and user of this area, I find this reconstruction VERY confusing. I have seen cars try to drive in the bike lanes (I have also witnessed this at the reconstructed corner of Whitney Way and Mineral Point Road). Please do not put this in. Let midvale be a car thoroughfare and instead bouy up side streets. Segoe needs help. There's a school for crying. The Owen Drive hill is not an issue for those with eBikes. I do not like eliminating parking in front of residents on Midvale, and I like retaining the flowering crab trees in the Midvale median strip.

What is the rationale for creating bike lanes on Midvale Blvd? I ride a bike in this area. There are no realistic connections to/from the ends of this section of Midvale. The bike lanes on Segoe and Whitney Way are close-by north-south routes that already exist. The proposed Owen route is another. Hills are not a barrier for electric bikes or to fit bicyclists without motors. Scoff-law drivers continue to speed on squeezed automobile lanes, and automobile

Option 2 - The Meadow Ln bike boulevard is unacceptable due to expectation to cross Midvale without signal at Bagley Pkwy. Meadow Ln is also hillier than Midvale. Option 1 - I don't believe Midvale needs all the parking it has, but I am concerned that safety improvements will further divert truck traffic to Whitney Way and further reduce the perception of safety on that bike route which already has buffered bike lanes and is a key N-S connector further from the improvements on N Segoe. Option 3- Improving S Segoe makes a ton of sense given the connection to N Segoe improvements and the presence of the schools. I feel this option will get the most use. The Mineral Point

Midvale is a major traffic route and truck route for the city. It is also used for quick police, fire and emergency access to UW Hospital and the beltline. God forbid it is ever needed, it is also an emergency evacuation route for the area. The designs for this street MUST focus on these key factors. Eliminating traffic lanes, adding navigation completely with better bike lanes, making it harder for the fire station on Midvale to respond to fires must be AVOIDED. If you want to make really smart changes, you would support the millions of dollars already spent in the area to reduce flooding and instead add curb cuts to the center median and carve out large parts and add rain gardens, etc. Also, no sane bicyclist wants to ride on Midvale. Even with improvements it is still too busy, too stressful and not safe. Keep

As a biker in Madison, I avoid biking down Midvale Blvd because of how busy it is. This would not change even if option 1 is the option that moves forward. Owen is a much safer street to bike down and runs completely parallel to Bikers continue to drive through stops, causing risk to both cars and pedestrians. I have seen bikers go straight through the west bound red light at Regent across both east and westbound red lights without stopping. Often. Midvale Blvd is an important emergency route. Please do not make changes, add buffers, narrow lanes, or add Given the large volume of vehicle traffic on Midvale, a bike lane on a less busy street is safer. Midvale's parking lane is used by many and it seems that removing parking for a bike lane (relatively speaking used by few) does not benefit Keeping street parking is critically important for the residents of Midvale Blvd. As regular bikers ourselves, we truly believe that the best and safest option for the biking community is to remove bikes from Midvale Blvd and find alternative routes on lower-traffic, lower-speed roads. We support options 2 and 3 because they foster safer bike Option 3 is safest option. Also, appreciate it is most economic.

Options 2 and 3 are optimal while maintaining a primary auto artery.

Owen Drive seems too steep in places to really be an optimal alternate route to Midvale, but an extension of improvements on Segoe would be greatly welcome. Really more a fan of improving Segoe rather than pairing it with Midvale is too dangerous for bikes. Keep them off. People drive too fast. To force bikes onto Midvale would cause Curb improvements seem like a lot of expense relative to the benefit. Keep costs low - we just approved extra funds I would like to see Option 3, with lane reductions and narrowing along Midvale. Ideally a bus lane would be great too. It's hard to read the low-res graphics provided for this survey. I was not able to decipher what the bike route would look like in the area near the apartment buildings / Hilldale. Survey quality issues aside, as an occasional biker (I ride my bike to and from work on campus when the weather is nice, but don't do a lot of recreational biking or other bike commuting), I like buffered bike lanes for safety, but given their scarcity, I'm already accustomed to finding side streets and finding my own "bike boulevard" or riding on the sidewalk if there aren't better route options. I empathize with the homeowners on Midvale who'd lose on-street parking. This would make it hard for residents on Midvale to schedule service appointments or deliveries, in addition to taking away on-street parking for residents and their guests. The Midvale Blvd median, while I'm sure it has its aesthetic value, seems like mostly wasted space. I'd rather give up the grassy median or a lane of traffic (or compromise and make a flex lane that's available Midvale Buffered Bike Lanes will make the already difficult intersection of Midvale and University Avenue more complex and accident prone. Routing bike traffic onto residential streets is a better option. Narrowing the median in front of Hilldale Mall is and especially bad idea, since many northbound cars on Midvale use cutouts to turn left into the mall. Making the median less wide will make these turns more challenging for drivers, particularly during high Listen, you pencil-necked bureaucrats, you're at it again, aren't you? Wasting ink and air on another half-assed survey to "gauge public interest" in bike lanes, like we're all sitting around sipping lattes, dreaming of pedaling through your pothole-ridden streets. What a load of horseshit. The city's drowning in debt, coughing up millions to service loans while the sewers back up and the schools rot, and you've got the gall to burn cash on surveys? For bike lanes? You think we're all Tour de France wannabes, don't you? This is why people hate you. You and your clipboards, your "community input" meetings where the same three NIMBYs show up to whine. It's the job of the aldermen. those glad-handing, backroom-dealing leeches to know this crap already. They're supposed to have their ears to the ground, not their heads up their asses. Same goes for the mayor, strutting around like a peacock in a cheap suit, pretending to "listen" while the city's budget bleeds out like a drunk in a bar fight. You don't need a survey to know bike lanes on these streets already choked with traffic, delivery trucks, and double-parked Ubers are a pipe dream for hipsters and nobody else. You cry about budget shortfalls, about "tough choices," while you're I remain concerned about crossing at University and Blackhawk even with the flashers. I hope the safety of this will continue to be monitored as any bike infrastructure improvements in this area should include a way to connect to

This project always makes me think of the mess of 'rennovated' Sego Rd where: curbs are too high for some to step over. Streets are too narrow for many cars. MFD could not get through initially. Turning corners is a nightmare. Car 'flow' is VERY CONFUSING and often I see cars doing crazy things because the street itself is so confusing. Almost never are cars parked in the curbed parking lanes. Almost never see bicyclists using street. In winter snow removal Segoe is much safer for kids and older riders. It is also preferred route to get kids to school, to shopping..... Midvale just doesn't seem safe to use as bike route anytime in the near future. Segoe already has improvements but could use more for kid safety and that of older neighbors, adults biking with kids..... Midvale is also major path to get to Option 2 and 3 only work if the crossing at Blackhawk is completed & safe — that project has been delayed multiple times now. In option 2 I love the idea of having no parking headed northbound between mineral point and bagley — that section is terrifying as a cyclist. Option 3 is my preferred pick reworking the mineral point/owen intersection HATE BUMPOUTS...STUPIDEST IDEA EVER. Given the actual numbers of vehicles vs bikes too much is spent on idiotic accommodations for bikes. I'd appreciate the city respecting the majority. Ugh.

The city has heard loud-and-clear from residents that removing street parking from Midvale in favor of a bike lane is not desired nor warranted. The city admitted during January's public comment session that no study of bike traffic had been conducted. At the same time, many regular bicyclists also came out in opposition to the proposal, stating that they would rather use Segoe or the available sidewalks. Removing street parking from Midvale (in total or Midvale Blvd needs to keep on street parking. The blocks are too long with no pedestrian cross throughs for alternative parking to visit houses on Midvale. Residents and visitors need to be able to park on both sides of Midvale Blvd. Also parking is needed for delivery vehicles and services vehicles. Owen Drive is an acceptable alternative. It is Eliminate diagonal curb ramps on Midvale! Extend ped call buttons on RRFB and signals so reachable from Curbing Speeding on Midvale and Mineral Point thru traffic calming and speed limit reduction with enforcement should be high priorities in areas where these streets are residential. The walk signs at the Midvale and Mineral Point should be automatic rather than dependent on the pedestrians having to rush to the corner to activate them. Too often middle school students and other pedestrians just miss the limited activation by button time as they approach Option 2 forces bicyclists to climb a steep hill Same with option 2 southbound Removing parking on Midvale in the A major benefit of Option 3 is that the Mineral Point Road crossings would be improved — which is important not just for bikes, but also pedestrians. (It's still a challenge at Owen and MP Road, even with flashing beacons on one side — need it on the other side as well, including a way for cyclists to cross when there's a lot of traffic on MP Road.). Only major downside on Option 3 is that the Owen Dr Hill is significant — hills cause a lot of less-than-optimal I don't like the buffered bike lanes that were done on Segoe. The single car lane feels tight and constrained. Parking is awkward and feels dangerous because of the tight lane. I'm glad I don't have to park there.

With Madison's increasing population, we must keep as much parking as possible.

This survey focused on biking, but I also dislike walking and driving on Midvale. The street is configured to make 50-60 MPH traffic safe--but it's in a city. The reason I don't like the side bike lane is because it is unprotected and leaves four lanes of car traffic, which is very unappealing to cross in a car, on a bike, or on foot. Walking in Madison should be pleasant and none of these designs seem to achieve that. Loud speeding cars don't give the feeling of a pleasant city. Have you considered reversing the flow so there are only two lanes and they face one another? it looks like median adjustments are possible, so you could add driveway extensions to the other side of the street. The other issue I'll point out is that the RRFB at Hillcrest is pretty weird because of the approximately 10% grade on Hillcrest. That's for sure not an all abilities hill. And even with an RRFB, crossing a street that is about 8 lanes wide (including the median and parking lanes) is pretty harrowing. Nevertheless, there it is on the all abilities map, a connection Midvale is a major driving road. I do not support anything that would decrease the drivability of Midvale. We don't have that many bikers in town to do all this bike stuff. And I say this as a LONG time biker.

We have already addressed this! Option 3 is already in place! We on Midvale do not have side street parking available to us. It is already barely utilized. Waking away any green space in the median is unacceptable to us as City planners must truth test changes with humans not with computers. Segoe is a bad plan. People trip, fall. Lots of walkers, wheelchairs, walkers, children, elderly. Left off access to businesses N of University Midvale and walk through to N Meadow Lane. Access to buses; what are plans for snow, ice, drifts; piles of snow removal from walks and icy areas. Lots of businesses, banks in greater area will lose customers and money with these plans. Many more walkers than bikers. How are fire trucks and ambulances going to travel. These are computer designs that will not work for current traffic. Few bikes. Lots of people, old very young, handicapped. Use these streets. Please test plans with lots of real people not computers. How to cross University Ave to get to businesses north. How to access 3 streets to get metro bus? Many bus stops in area. Bicycles and motorbikes race at very high speeds. Please ticket. How ambulances and firetrucks will travel. Walkers outnumber bikes. Many residents and businesses outside of Segoe Rd is close to Mivale. Bikers should use it since is has a bike lane. Owen Dr. is also good alternative for biking. Midvale Blvd has sidewalks and bikers can use them for a few blocks if fearful on the road. One street parking is very Make a compromise with parking in option 1 and 2. We can have bike lanes with parking. Other areas of the city do it. We support the bike lane idea on Midvale but this quick fix isn't it. This project truly needs the median and terrace to be worked on, the space is there to expand all the while we can keep parking while adding the bike lane. The best City engineers: No, stop this project. Discourage bike use on the northern end of Midvale. We bike riders find our own routes. Midvale Blvd is a major traffic artery coming off the Beltline - which is a sea of vehicles. Yes, improve crosswalks. Enforce speed limits. Sorry, it's for vehicles! But, leave our parking alone! NO! NO! NO! NO! I ride my Homeowners deserve parking in front of their homes

Owen leads to Blackhawk to University Ave. How do I cross Univ. Ave where bike path is available. I have to go back to Midvale to cross University Ave or cross at light at La Brioche, etc. Please make that clear!