

From: [Callaway, Renee](#)
To: [Larson, Aidan](#)
Subject: FW: District 6: E Mifflin Bike Blvd improvements at Transportation Commission mtg 7/31
Date: Monday, July 29, 2024 2:30:27 PM

Aidan – Steve asked that the email below be shared with the Transportation Commission.

From: Steve Rankin <rankin.sc@sbcglobal.net>
Sent: Monday, July 29, 2024 1:38 PM
To: noreply <noreply@cityofmadison.com>
Cc: Callaway, Renee <ReCallaway@cityofmadison.com>
Subject: Re: District 6: E Mifflin Bike Blvd improvements at Transportation Commission mtg 7/31

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Hi Marsha:

Thanks for the info re: Mifflin Street Bike Boulevard. I can't make the meeting on Wednesday.

My first experience with bike boulevards was the Bryant Street Bike Boulevard in Palo Alto. There are barriers every couple of blocks so people who live on the street can get in and out in cars but only bikes can use it as a through street.

Madison's approach, in contrast, seems to be to give it the name and hope that will mean something to motorists. The city did, eventually, put a barrier up at Blair Street.

If we are going to call a street a bike boulevard, barriers are necessary to limit motor vehicles as much as possible. If we are going to add barriers on E. Mifflin, I prefer option #2. If I understand the drawings correctly, option #1 requires bikes traveling west on Mifflin to cross over the center line to get to the bike lane west of the intersection. It also requires bikes turning right (west) from southbound Paterson to swing very widely to make a right turn, again crossing the center of the intersection before swinging back in to their lane. Both are counter-intuitive and not conducive to safety.

I will cc Renee Callaway since I cannot provide input at the meeting.

Steve Rankin
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