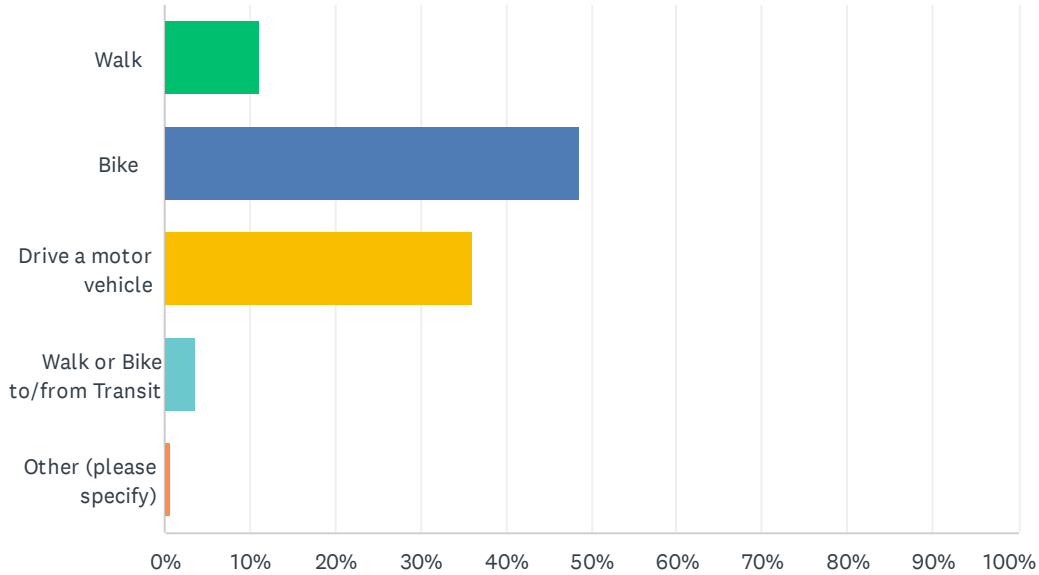


Q1 How do you most frequently travel on E Mifflin St? Please choose only one.

Answered: 136 Skipped: 0

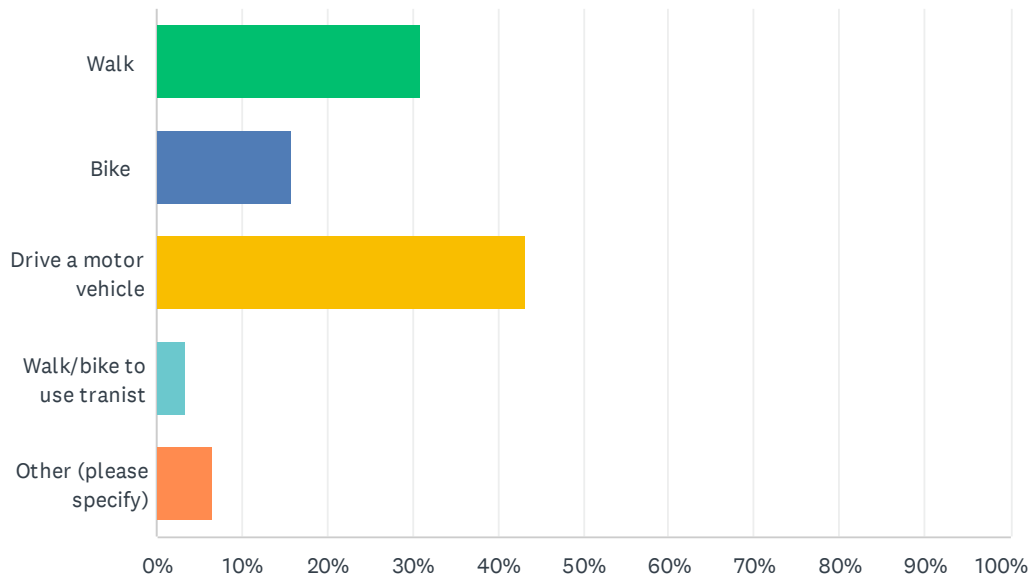


ANSWER CHOICES	RESPONSES
Walk	11.03% 15
Bike	48.53% 66
Drive a motor vehicle	36.03% 49
Walk or Bike to/from Transit	3.68% 5
Other (please specify)	0.74% 1
Total Respondents: 136	

#	OTHER (PLEASE SPECIFY)	DATE
1	I cross Mifflin using Payrrson.	10/5/2024 3:35 PM

Q2 What other ways do you travel on E Mifflin St?

Answered: 120 Skipped: 16

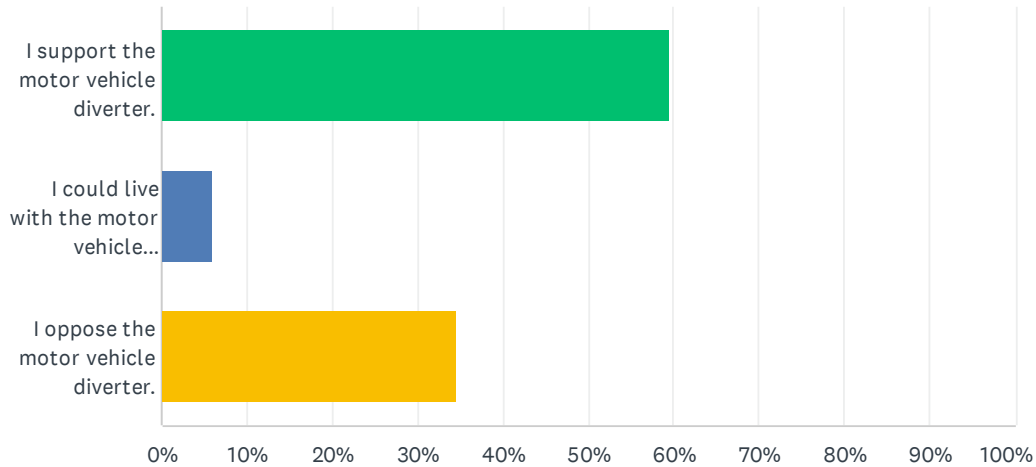


ANSWER CHOICES	RESPONSES
Walk	30.83% 37
Bike	15.83% 19
Drive a motor vehicle	43.33% 52
Walk/bike to use tranist	3.33% 4
Other (please specify)	6.67% 8
TOTAL	120

#	OTHER (PLEASE SPECIFY)	DATE
1	Walk and Walk/bike to use transit	11/27/2024 3:11 PM
2	No other methods	11/27/2024 2:15 PM
3	I formerly used it as a FedEx express driver to deliver packages	11/18/2024 1:31 PM
4	Run	10/20/2024 12:46 PM
5	Walking	10/8/2024 11:49 PM
6	Always in my car	10/5/2024 7:28 PM
7	None	10/4/2024 3:19 PM
8	drive AND bike	10/4/2024 2:08 PM

Q3 Please rate your level of support for a permanent motor vehicle diverter at E Mifflin St and S Paterson St. Choose only 1 answer.

Answered: 136 Skipped: 0



ANSWER CHOICES	RESPONSES	
I support the motor vehicle diverter.	59.56%	81
I could live with the motor vehicle diverter.	5.88%	8
I oppose the motor vehicle diverter.	34.56%	47
Total Respondents: 136		

Q4 Please provide any additional feedback you have related to the motor vehicle diverter test at E Mifflin St and S Paterson St.

Answered: 90 Skipped: 46

#	RESPONSES	DATE
1	It is great for bicyclists and would be a great addition to the bike boulevard.	12/1/2024 9:12 PM
2	I liked it! The only issue with the temporary set up was that cars coming east on Mifflin didn't have the best visibility of bikes on Paterson heading towards E Wash. because of the talk cones	12/1/2024 6:11 AM
3	Please put one in at Maher and Morningside so that people stop driving down my block (where I live and only bike) and almost killing me. I've been honked at and passed on the downhill side of Maher north of Morningside by drivers cutting through. Keep in mind I was already going downhill at about the speed limit. it's crazy out here. But specific to this one ... more stuff like this in our city is extremely welcome as a full time cyclist.	11/29/2024 3:40 PM
4	It feels natural to have this diverter to complement the similar mechanism traveling eastbound on Mifflin. The number of parks and business close to the area would really benefit from the increased traffic calming by making this permanent.	11/29/2024 2:10 PM
5	Having ridden my bike around Madison for years and thousands of miles for commuting, I understand the need for safer ways to get around for bicyclists, but I can't count the number of times I've seen a blocked-off bike boulevard that drivers go down regardless or drivers who understand it's blocked off and don't pay attention to cross-street (bike going SW on Mifflin in this case) traffic. We can blame the driver, but a bicyclist hit is a bicyclist hit. It does come off that a lot, but definitely not all, of the bicycle improvements lately are being made by those who don't actually bike a lot around town and don't see the near misses which may not be present in the data. I think cars and bicyclists alike understand a four-way intersection more than these plans, but I guess I don't mind how the result goes in the end. Also, I typically take the commuter path next to Willy St. if I'm going down the isthmus because it's off street, even if it means crossing E Wash.	11/28/2024 7:33 PM
6	Thank you for pursuing projects that aim to increase the safety of our roads for walkers and bikers. Streets safe for pedestrians are a joy to use and invite the development of person-oriented communities and businesses. Giving up a through-street for these benefits is an easy exchange. Please make the diverter permanent, but please also continue to give the power of our streets to people, not cars. Thank you again for conducting the project and best wishes moving forward.	11/28/2024 7:40 AM
7	That section o Mifflin already doesn't see much traffic. Intersections east of Breeze Stevens see much more traffic and might benefit more	11/27/2024 8:18 PM
8	I support it but wonder if it will create other problems?. I witnessed delivery trucks speeding more than usual as they navigated to get around the diverter area.	11/27/2024 5:29 PM
9	This was a great addition and the street felt noticeably calmer	11/27/2024 5:14 PM
10	If property marked so that cars can't squeeze through going towards downtown, it would be a big improvement to bike safety. Particularly at afternoon rush hour away from downtown, cars speed a lot, so additional traffic calming would be helpful.	11/27/2024 3:11 PM
11	I cycle to work every day, with a toddler, on E. Mifflin from Ingersoll to the capitol. I have had a couple scary incidents on e. Mifflin near Paterson where a car passed me with very little room between us, once very aggressively. Each case was in the morning, going towards the capitol. This diverter is a very welcome addition to ease this type of aggressive behavior of cars that I assume are avoiding traffic on gorham/e. Wash and are in a hurry -- but they have no business moving their reckless driving onto the residential / bike boulevard of e. Mifflin, so this diverter very much helps improve safety. Thanks! -Corina Mommaerts	11/27/2024 2:49 PM
12	Yes please! Let's make E Mifflin a proper bike boulevard. There is also a lot of east bound	11/27/2024 2:36 PM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

	traffic during the pm rush hour.	
13	It was nice and calm to ride on and very welcome. I felt very safe	11/27/2024 2:30 PM
14	Love it. Thanks.	11/27/2024 2:16 PM
15	With the surrounding neighborhood and access to BRT only steps away, discouraging car traffic along this street is more than feasible. It also facilitates safe ingress/egress from Breese Stevens Field with less cars at crosswalks.	11/27/2024 2:12 PM
16	Slowing traffic on the bike boulevard is a good idea.	11/27/2024 2:10 PM
17	As a pedestrian who accesses Festival Foods via the pedestrian crossing across Mifflin St from Reynold Park, I have noticed that the motor vehicle diverter test at E Mifflin St and S Paterson St has helped reduce vehicular traffic at that crossing, providing safer passage for pedestrians. Before the installment of the motor vehicle diverter test, in my experience, cars driving quickly down Mifflin St and not stopping for pedestrians were a substantial impediment for pedestrians using the crosswalk.	11/23/2024 9:40 PM
18	E. Mifflin is a bicycle boulevard and is a main thoroughfare for commuters on the isthmus (like myself). I'm excited to see the city implementing infrastructure to support the promise of a bicycle boulevard. My only comment is that the permanent version must be more windproof, on one windy day many of the cones and the stop sign had been knocked over!	11/23/2024 3:10 PM
19	Projects like these encourage safer environments for those outside motor vehicles, and reduce neighbor's dependence on private cars- exactly the steps we should be taking to make Madison greener and more accessible!	11/19/2024 5:36 PM
20	This is just my anecdotal experience. I have been able to travel through on bike with no problems (I was a little worried about the "lane squeeze" in the westbound direction but I haven't had it happen). I feel like this has helped reduce east-west traffic on Mifflin in general, including/especially speeding cut through traffic. I'm sure you all have some data on that, and I'll be curious to see it. One of the benefits of this location (compared to other Mifflin intersections) has been improving safety for pedestrians entering/exiting Breese Stevens. In my opinion this trial has been a real success, and is very promising for making a permanent change in this location, and for running this kind of trial elsewhere. That said, if other respondents feel strongly/overwhelmingly that a diverter would work better at a different intersection, I think it'd be reasonable to move the temporary diverter to another spot and compare	11/18/2024 6:39 PM
21	Has the city also considered reducing the lanes on these Isthmus streets & in this area down to a single lane and also being one way? That would provide right of way for either bike lanes, bus lanes, or expanded sidewalks.	11/18/2024 2:45 PM
22	I feel safer when I bike and walk to the Capitol. Additionally, I never drove down that section of Mifflin anyway because I can get to Johnson or Washington through Bready or Ingersoll.	11/18/2024 1:36 PM
23	I support the diverter and further efforts to make mifflin a more people oriented street, but I don't want these efforts to detract from the fact that east Johnson and east Gorham need protected bicycle infrastructure, regardless of how much mifflin is improved. This corridor is part of my mom-fri work commute now. I mostly cycle and occasionally take the bus.	11/18/2024 1:31 PM
24	It's helpful and gives peace of mind to have a stretch of road that I can ride through without having to look behind me for passing cars, but the key here is ensuring that drivers aren't doing even more dangerous maneuvers in moving around the diverter. We should honestly add even more of these to discourage driving more than a block or two on Mifflin altogether.	11/18/2024 1:02 PM
25	The diverter at Paterson street is poorly designed. A couple streets up at Blair there is another diverter that only allows traffic in the opposite direction. If there will be another diverter the street might as well be a one way street instead of allowing traffic in one direction for two blocks and another direction in another two blocks.	11/17/2024 10:19 PM
26	When I am in a car, I'm very willing to accept a little inconvenience for the sake of making it safer to walk or bike. When I'm on my bike, the diverter is very appreciated!	11/17/2024 9:34 AM
27	I'm excited about ways to make Madison more friendly for pedestrians and cyclists, especially if they're things we can try right away to see if they work.	11/16/2024 9:16 PM
28	Please do more of these tests to help make biking and walking safer.	11/16/2024 8:33 PM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

29	The diverter makes Mifflin street feel so much safer in that area. I highly support a permanent installation!	11/16/2024 8:31 PM
30	E Mifflin is the road I most frequently travel by bike because it is already the safest route to and from downtown from where I live. Any improvement to safety is very important to me because of the frequency at which I use it. There are plenty of great options for cars on pretty much every other road that runs parallel with it, so I think that E Mifflin should be made as safe as possible.	11/16/2024 5:33 PM
31	Bikes need safer streets. Cars can go elsewhere. Keep E Mifflin as safe as possible. We love the work you are doing. Thank you! Safe streets save lives.	11/16/2024 5:30 PM
32	I like the design of this diverter more than the diverter at Blair	11/16/2024 4:56 PM
33	The city caters too much to private motor vehicles. This diverter is a small step toward correcting this imbalance.	11/16/2024 2:51 PM
34	I live on the corner of N Baldwin and E Washington, and I frequently bike down Mifflin to get to downtown. I love the additional traffic calming that this provides. It make me feel even safer on my last few blocks to home.	11/16/2024 2:16 PM
35	The East Mifflin bike boulevard provides an essential link in the transportation network, especially for bicyclists travelling from the east side of town to essential destinations, including major employers, west of the Capitol and beyond. Lowering the traffic-stress levels along this corridor supports bicycling by users of all abilities and ages. The pilot diverter is an important mechanism by which traffic stress levels can be reduced. As a cyclist who frequents East Mifflin, I can say, anecdotally, that the pilot diverter has reduced auto speeds and the number of dangerous driver behaviors on the blocks east and west of the diverter. Please make it permanent. Please also consider adding additional diverters along East Mifflin. Once additional diverters are in place, please consider removing the newly installed stop signs along this corridor which were put in place to slow auto traffic--they are a significant cause of bicyclist delay. I hope traffic engineering is collecting speed data during this pilot, or will use Streetlight speed data to demonstrate its success in reducing auto speeds. Please make such analyses public.	11/14/2024 8:45 PM
36	As a resident of the 800 block of Mifflin, it is clear the majority of cars use this street to try to "beat" the E Washington traffic. I highly recommend keeping be barriers and adding speed bumps to prevent excessive speeding for the safety of pedestrians and bikers. At minimum the crosswalk in the middle of the 800 block which is very busy due to Festival Foods customers should be raised to prevent speeding there. Also, many drivers are bypassing the barriers in place.	11/12/2024 2:29 PM
37	The traffic diverter has caused numerous cars to go around and proceed to speed the wrong way down E. Mifflin. I am in favor of slowing down traffic and the vehicle diverter, but numerous cars are not obeying the signs. It is very hazardous for me to cross the street to take my dog to Reynolds park. There have been several close calls with pedestrians in the crosswalk and cars speeding down the street. Another suggestion is to add speed bumps to E Mifflin Street.	11/12/2024 2:27 PM
38	The motor vehicle diverted on Mifflin is great! Definitely an encouragement to bike more, and it makes the street safer for bikes and pedestrians. Love it.	11/10/2024 12:41 PM
39	I see no real purpose and I'm more likely to bike on dayton street anyway.	11/5/2024 4:36 PM
40	It's great! I experience no slowdown when riding my bike through it compared to before it was installed. Anything to limit the amount of car through traffice on the bike boulevard is good with me.	11/2/2024 6:49 AM
41	This is absolutely excellent work to get it set up so quickly. I think there should be a whole bunch of these all along Mifflin. I also definitely support the placement of the island in the middle of the road, since it helps to make the lane smaller. Drivers often ignore the one at Blount, especially in the winter when the flex posts are removed. I think this design would help with that. I'm really glad the city is prioritizing projects to make Mifflin feel better to bike and walk on, since I bike commute through this intersection and walk to get groceries past it too.	11/1/2024 3:39 PM
42	Having a low stress bicycle route through here is important and reducing the number of cars, especially people speeding through the neighborhood is great. I bike E. Washington, also, but	11/1/2024 3:20 PM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

the bike lane is often compromised by double parked cars, delivery vehicles, construction vehicles, road construction, tree trimming, etc.

43	Love it.	11/1/2024 3:04 PM
44	Well, I was struck from behind while riding my bicycle westbound on E Mifflin St, just after the intersection of E Mifflin/N Livingston, by a car that was turning right onto E Mifflin St from N Livingston St. So I'd have to say the diverter has done nothing for my safety as a bicycle commuter. I don't know why drivers don't use E Dayton St over the "bicycle boulevard" that is E Mifflin. I suspect cars are bypassing the diverter by using E Dayton for a block, then turning right back onto E Mifflin from N Livingston.	10/31/2024 8:58 AM
45	Stop making it hard to move around.	10/28/2024 3:53 PM
46	I own a condo right at the diverter (835 E Mifflin). We have lost at least 5 street parking spots because of the location. I am unable to park and unload groceries etc from my car now to my home. When walking the area, multiple vehicles have done u turns and or crossed over the wrong traffic lane to head south on Mifflin Street and I haven't even witnessed an event at Breese Stevens yet to see what a major influx of traffic looks like. There is also a diverter to the Festival Foods location on East Washington that is causing more U turn vehicles along Mifflin between Patterson and Livingston. My neighbor to the north of me is in an even worse situation because the single turn lane for traffic is at her doorstep leaving no ability to stop with a car at all in front of their home. I will continue to follow this test and provide feedback. Thank	10/25/2024 10:17 PM
47	I think it is the stupidest thing I've ever seen!!!! I know how we could make improvements, have the bikes stop at a stop sign!!! There is a thought!! The city caters to the bikers and they pay NOTHING. They don't obey laws and if they get hit due to the fact they didn't stop at the stop sign the driver has to live with that the rest of their life!!!! Explain this to me??? The city is broke thanks to our mayor but yet we spend spend on bike paths and screwing up our roads!!	10/25/2024 11:39 AM
48	The diverter has been great so far! The morning westbound motor vehicle traffic has been much lighter. I have seen that cars are not observing the new no parking signs, but I wonder whether the number of parking spots eliminated could be reduced at least by one. I am concerned about snow clearing with this design. I listened to the TC bit about it so I know it can be cleared but I'm worried if it happens slowly it will get icy and sometimes be hard to clear. You guys are the experts though! Thank you!! I wish this survey distinguished between motor vehicle users who have destinations on Mifflin and those who just don't like to drive on E Wash. I hope the opinions of the latter are not considered.	10/22/2024 12:11 PM
49	So far, I have witnessed cars turn at the diverter, travel one block south on a parallel street, and then return to E. Mifflin. If the intention is to encourage drivers to go to and remain on other roads, more may need to be done to change driver behavior.	10/20/2024 12:46 PM
50	I think it's a good idea. I bike Mifflin 2 directions a day, 5 times a week. I don't encounter a lot of car traffic at the times I use it, but when I do I'm often surprised at when seems like excess speeds (certainly more than the posted 20). I feel like some drivers use Mifflin as if it's a secret westbound alternative to E Wash, driving over the speed limit all the way to Webster. So a diverter limiting that kind of behavior is welcome.	10/19/2024 10:05 PM
51	I like it and think it is a good idea, but I have seen people going around it. When I bike commute on Mifflin in the AM, I am heading SW toward the capital square and I have seen a couple of cars heading SW move over to the left side of the road to go around the diverter and continue SW on Mifflin. I assume if something permanent goes in, it will be harder to sneak around than cones. This is not a complaint, people are going to do this. I am just here to tattle.	10/17/2024 10:11 AM
52	Enforcement is needed, drivers are just going around it on the left	10/17/2024 10:02 AM
53	Put up a sign that indicates speed of each vehicle on E Mifflin. I live on the 1100 block. Many cars go up to 45 mph. Hardly anyone drives 20 mph. 20 Is Plenty is a (cruel) JOKE!	10/10/2024 2:50 AM
54	Living on E Mifflin I use this route almost daily. I now cannot turn right on to E Washington, Which backs up traffic on Baldwin, I live on the corner of E Mifflin and Baldwin. Cannot turn left onto Baldwin from E Washington. So I often use E Mifflin to return to my home. When was it decided that we should try this? It's cutting off one of three roads to get across the Ithmus. ARGH! Feel you're trying to take away cars in this area because we lost a lane on E Washington. Make room for high speed busing...take away the decent thrufare, so alternative ones are now also being taken away.	10/8/2024 11:49 PM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

55	You've already done one of these up by Blair - that's plenty. No one wants to drive up a simple street and be forced to zigzag multiple times. And believe me, the increased traffic on the streets affected by the diversion really pisses off residents living on those streets. I know because I'm one of them. Leave well enough alone - between this and the changes in right turns, etc associated with BRT makes all of us living in this area feel like we're the guinea pigs for every traffic control project that any city staffer dreams up. Enough please.	10/8/2024 1:51 PM
56	I'm an advanced cyclist. I ride or walk on E Mifflin more than 300 days per year, multiple times per day. I strongly oppose the diverter on E Mifflin. The street is already quiet and safe. We don't need to fix what's not broken. Getting rid of free street car parking in the area will negatively affect people that are already scraping by. Bike infrastructure is great and needed, but E Mifflin should be left alone for now.	10/8/2024 11:07 AM
57	This part of the city is already difficult to navigate, especially when trying to visit businesses along E. Washington. Adding to the confusion will reduce the frequency I visit this part of town.	10/8/2024 10:14 AM
58	This is a stupid waste of city tax payer funds.	10/8/2024 10:11 AM
59	You are attempting to close Mifflin at the same time you are reducing lanes on E Washington Ave for the new bus line. This is not fair to the residents of Dayton who will have to pick up the slack. Not everyone can take the bus or bike, especially in winter. Please don't do this.	10/8/2024 7:49 AM
60	Stop with the insanity and go back to what Madison used to be. We are sick of the social experiments.	10/7/2024 10:39 PM
61	You continue to make changes to this city in hopes to get more people to ride your horrible bus system, here is another horrible change that will do nothing but congest other streets. Thank you for making this city less and less desirable to anyone but the ones you cater too.	10/7/2024 7:01 PM
62	What kind of bicycle nazis are in charge? and how do you have billions for all these new buses?!? Less parking. Definitely someone oblivious in charge.	10/7/2024 7:04 AM
63	What's wrong with East Wash? It's the most direct route! However the City is making it a bus only route. That doesn't make sense. People have multiple modes of transportation- city needs to consider that and MAKE it work for all people..not just bus people.	10/6/2024 4:44 PM
64	less cars. We need more diverters in this city. Look at Europe!	10/5/2024 11:20 PM
65	Living in the Tenney-Lapham area, it seems that the pattern of traffic is getting either very congested, or confusing for where to turn left, coming from East Washington. It would make sense to have a four way stop on Brearly and Mifflin, and Blount and Mifflin, since Ingersoll and Livingston have them, as does Paterson. I bike on the Mifflin corridor and notice the inconsistency of four-way stops as a detriment to the safety of pedestrians and cyclists. Another idea would be to put stop signs on the bike corridor parallel to Williamson Street (running along the train tracks). Thank you for your time and opportunity to share these thoughts.	10/5/2024 9:26 PM
66	This is enough. The city needs to come to it senses and face the facts that the prefer mode transportation in Wisconsin is the automobile. I hope the city planning committee remembers it is winter 4-5 months out of year and 95% of the citizens of Madison use automobiles to get around.	10/5/2024 7:28 PM
67	The real question is whether the westbound bicycles on Mifflin will stop at Paterson. They seldom do now. They completely ignore the stopping there. I have almost hit them several times. Cyclists are a menace at that intersection now.	10/5/2024 3:35 PM
68	Diverter are fine...if they are enforced. But if not it will be just like the diverter at Mifflin and Blair. It's a hazard and annoyance to those who live on the street and obey the law. Cars ignore it all the time...I've witnessed accidents and have almost been in a few myself with people turning west down Mifflin illegally (if it's not illegal maybe I'll start ignoring it). Enforce the diverter and I'm all for it...until then quit messing with the damn street.	10/5/2024 1:59 PM
69	Less car traffic makes biking less stressful and me more likely to bike rather than drive.	10/5/2024 7:37 AM
70	Can we please stop trying to make this city harder for cars to drive. Bikes need to adhere to traffic laws and when they don't we blame cars. This needs to be fixed. You already made E Wash extremely more difficult to drive on with BRT lets not make it even more complicated with this.	10/5/2024 12:09 AM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

71	Stop making traffic congestion worse! Stop reducing traffic lanes! This is a terrible idea.	10/4/2024 10:40 PM
72	None	10/4/2024 10:25 PM
73	I oppose this	10/4/2024 9:11 PM
74	Excellent idea! Bravo!	10/4/2024 8:49 PM
75	Please stop. Bikes can use the bike path 2 blocks away. Stop screwing up traffic like the Atwood, Monona Dr. catastrophe.	10/4/2024 5:32 PM
76	No, it is already too hard to get around in this city, having disabled people in my family this creates even larger issues with commuting. It's simply not needed and excessive	10/4/2024 4:58 PM
77	Madison is making it harder and harder for the people responsible enough to maintain a car payment/purchase outright to use their vehicles. New bike system, new bus systems, more apartments leading to higher congestion on an isthmus. Can't wait to leave this god forsaken shit hole city	10/4/2024 4:25 PM
78	Because Livingston is only a one way turn onto East Washington, my typical route to go east on that road is to drive up Mifflin and take a right on Patterson. Also, there is no all way stop sign on Dayton and Livingston so I like to drive around the park in order to use them.	10/4/2024 3:59 PM
79	I am a regular bike commuter on Mifflin and I think this is great. The amount of traffic moving in both directions on Mifflin has gone through the roof with all of the additional housing in the area and this will make it much safer. The next thing you might consider fixing would be figuring out a way to facilitate eastbound bikes coming from State Street and wanting to head east on Mifflin. We all ride on the sidewalk now rather than go all the way around the square, but there has to be a better way.	10/4/2024 3:53 PM
80	Because of the issues BRT has caused, Johnson/Gorham is a parking lot every day and E Wash is no better. I strive to find the best way to downtown from the East side and now the diverter takes away yet another way to get downtown	10/4/2024 3:30 PM
81	Why is this needed when there is a bike path on the other side of east Washington.	10/4/2024 3:19 PM
82	A diverter on E Mifflin sounds great! There are plenty of cross isthmus driving options, having another safe area for vulnerable road users is a huge improvement!	10/4/2024 2:20 PM
83	East Mifflin is no longer the appropriate place for a bicycle boulevard. There should either be a real bike path, or the bicycle boulevard should be moved. With all the new construction, businesses, and expanding use of Breese Stevens, the congestion is terrible, and local traffic is often diverted in inconvenient ways. Sometimes people just need to get to and from work.	10/4/2024 2:19 PM
84	I bike, and walk, but also have to drive. Since this is the first I've heard of it and don't know what it entails exactly, and since traffic is already bad enough and constricted especially now that the BRT bus is opened, I certainly oppose a permanent diverter. But this is Madison so you'll punish the 90 percent of people who still have to drive cars anyway.	10/4/2024 2:08 PM
85	Why not just put up permanent barricades on all Madison streets. Clearly motor vehicles are not welcome in Madison, regardless whether people need the vehicles due to disability.	10/4/2024 1:37 PM
86	I love the idea of dedicated bike streets and bike boulevards. Cars don't mix that easily with bikes, and most of our roads are very much oriented to car traffic. I've seen Mifflin get taken over by traffic taking advantage of the bike boulevard when they would fit in better (in terms of their size and speed) to be on East Washington or East Johnson. Thank you SO much for doing this.	10/4/2024 1:17 PM
87	One of the dumbest ideas just like the new rapid bus route!! Pull your heads out of your asses	10/4/2024 10:54 AM
88	The city of Madison actively opposes the use of automobiles in Madison, against the wishes of many motorists. Their management of right of way, and construction is abhorrent. Public transportation is not better than driving. It is more intrusive and less flexible than getting in your own vehicle and going where you want, when you want, without waiting in inclement weather, or traveling with people you do not wish to spend time with.	10/4/2024 10:34 AM
89	How about bikers following the rules of the road ie: stop at stop signs, travel in direction of traffic. This is a problem throughout Madison. How is traffic going to flow during Breeze Stevens Field events. Don't try to make it difficult for cars!	10/4/2024 10:14 AM

E Mifflin Bike Boulevard - Traffic Diverter Pilot Feedback

90 I would love to see more of these along Mifflin including other improvements to make this a true low-traffic neighborhood. I think adding some modal filters in strategic locations would be really helpful to cut down on through traffic between Johnson and Washington, which can be problematic, especially on Blount and Baldwin St (the 4 way stop there has been amazing, though!). Some of the diagonal modal filters would really disincentivize cut-through traffic by forcing cars to make multiple turns instead of allowing them straight through.

10/4/2024 9:49 AM