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### Comments from Respondents who Chose Option 2 – Midvale Boulevard to Meadow Lane Bike Boulevard

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Hate what you've already done to Segoe...hard to drive at night. Car lane just disappears. Parking lane in middle is confusing. Opt 3 Impact on queen of peace access unclear. Unclear what will motivate bikes to use alt routes if going to Hilldale. Options removing street parking on Midvale unfair to houses that were there first. Lot sizes don't allow Amount of parking removal in Option 1 seems troublesome for residents, and Midvale bike lanes not suitable for all abilities. Option 3 at Segoe/Mineral Point intersection concrete protection for bicyclists may cause confusion for right-turning motorists when turning onto Mineral Point. I've witnessed this at Whitney Way/Mineral Point, especially 1) Option 2 at north end, University Ave/Blackhawk allows a more convenient crossing to quieter Joyce Erdman Blvd and natural pitstop at Kwik Trip. 2) Does Parking really need to be removed from both sides Mineral Point Rd? 3) Segoe Rd improvement seems a logical extension of traffic calming measures on north (Hilldale) end, connecting I strongly feel removing parking on Midvale will create a more dangerous situation then adding bike lanes. There are mostly single car garages with no space for unloading and loading therefore deliveries, kid dropoffs, etc. would all be exposed to passing cars and would impede the proposed bike lanes. Our household strongly feels it would be the I am a 70 yr old very active female. My perspective comes from growing up in the Hill Farm neighborhood and raising my own family here. I have biked these roads for over 6 decades. Option 1 is a hard no, Midvale is a major artery and we should not be forcing more bikes to share this space with cars. I can think of 2 separate car/pedestrians accidents that resulted in fatalities in recent years. PLEASE DO NOT IMPLEMENT OPTION 1. Option 3 does not make any sense, the portion of Segoe that is highlighted is not an alternative for Midvale. Segoe does not follow a direct North-South corridor and the end of Segoe, at the intersection with Odana Rd. is a LONG distance from Midvale. And the suggestion to make Owen Dr, a narrow road with a very steep long hill, as an alternative is also questionable. An average person or child would not be able to bike up the incline of the hill on Owen from Regent St. to Mineral Point Rd. Only competitive bikers and ebikes could manage this hill. So that leaves Option 2 which I think that with small I am a cyclist that commutes by bike and rides recreationally, for a total of 5-7x a week. I also live on Midvale. I'm disappointed that true bike infrastructure is not an option at this time, as Midvale is an arterial road where safety must come first, and paint is not protection there. Without a physical barrier (like N Segoe) or a shared cycling & walking path, cycling remains dangerous on Midvale and cyclists are vulnerable to cars. This is even more concerning on Midvale, where the speed limit is 30mph, yet data consistently shows cars exceeding that limit (speed study from October 2023 [https://www.cityofmadison.com/traffic-engineering/documents/MidvaleBlvd\\_PIM2Presentation\\_000.pdf](https://www.cityofmadison.com/traffic-engineering/documents/MidvaleBlvd_PIM2Presentation_000.pdf)) How will paint physically keep us safe? If vision zero is truly striving to improve safety for everyone moving about the city, then protected bike lanes have to be the Improvements at Black Hawk and University will be much appreciated. Segoe improvements would have ranked higher WITHOUT Owen improvements. WRT all options, absent enforcement bike lanes without physical barriers are of only limited utility Owen already has a lot of traffic and not much space to work with, especially S Owen. Routing bikes down Meadows seems the safest option for bikes. Also consider adding turn lanes going north/turning left to Hilldale and going south/turning left onto Heathercrest and Regent. There is a significant amount of traffic and difficult to turn. Please consider left turn traffic light signals at both Regent and Heathercrest streets, heading South and North on Midvale. It is impossible to see oncoming traffic when cars are in left turn lane. These are very busy intersections with turns into Hilldale Mall at traffic light and Regent Street turns with Fire Dept and commercial properties on the Midvale is a beautiful street, especially in the spring. Keep the grass and trees that divide the road. All options seem like it would be not safe enough. Crossing lights don't always work as I have been hit on Midvale in a cross walk with a flashing lights by Yuma. Was hospitalized. Need red lights, physical protection or bridges. Lack of street parking would cause many new issues. Improving pedestrian crossing on midvale is important as it is dangerous crossing at the hilldale mall and I have seen many people almost hit.

Don't change midvale blvd if possible. Lots of traffics flows on this street safely and efficiently. Leave it as is

We need to find a way for bikers to help pay for costly and time consuming road changes. What do other cities do? I think that since bikers often break the road laws (even on updated and safer roads), ticketing would help with

Do not take on street parking away from Midvale homeowners. Plan 2 allows for bike safety, parking, and reduced

Option 1 is an unacceptable disruption of traffic flow on Midvale. We live close to Whitney Way and can vouch for the daily backup between Regent and Mineral Point due to the loss of lanes. Also Midvale has beautiful flowering trees in the median that are part of the character of the neighborhood and the City. Option 3 adds too much

What do you mean in option 3 about reserving the possibility to make Midvale changes later? We think Midvale is a car road and should not have heavy bike traffic. If multi family units are being encouraged on this street, parking is

If Segoe Road is to be changed from Regent to Mineral Point Road, please DO NOT make it similar to the route north of Regent. That stretch is horrible, and I cannot imagine what a mess it will be when we have snow. Have you actually counted how many bikes actually use these streets on an average day? I know you want to discourage car use, and encourage bus and bikes, but cars are a necessity on many occasions, and the current bus routes do not

Segoe Rd doesn't need further narrowing with bike lanes. The recent changes are sufficient. The Segoe Rd approach

Thank you for undertaking this project. As a year-round cyclist who regularly travels from west to east and back, I've encountered a winter challenge that might be worth considering in your design process. During winter months, snow plowed from main roads is typically deposited directly onto adjacent bike paths—particularly those separated from the roadway by only painted lines. This creates hazardous conditions that essentially render these bike paths unusable when cyclists need safe winter infrastructure the most. I'm curious whether any feasible design solutions

General comment: as a Madison frequent cyclist and pedestrian, and occasional driver, I think most "traffic calming measures" cause more problems than they solve. They make car travel more difficult, less fuel efficient, slower, and louder for everyone (for example due to speed humps and bumps that cause cars to slam on brakes and then accelerate rapidly, not slowing their overall speed). Simultaneously, they make it worse for pedestrians and cyclists, for example with traffic circles in small residential intersections that are not roundabouts and cause confusion and chaos for everyone, with cars turning left both in front of and behind them, and causing cars to swing unpredictably into the crossing regions of small intersections in residential neighborhoods that cyclists and pedestrians use. I have similar complaints about the recent initiative to reduce the speed limit from 25 to 20. The actually relevant dangers due to cars are that throughout Madison they frequently run red lights (and of course stop signs) and often drive 35 or higher in 25 zones. Instead, keep the reasonable existing 25 speed limit and enforce our existing basic traffic laws, and install red lights cameras to support your enforcement. I am shocked by how frequently I see drivers run red lights throughout Madison, especially in our most dangerous intersections, and I have

Madison is making choices which we do not like in general. The construction on Segoe by the Post Office is terrible and we see you doing that on Midvale Blvd. The least bad alternative is option 2 having bikers get off of Midvale and taking the back street to University. I am an avid biker and lived in Madison 79 years. We have concerns about neighbors not being able to park on Midvale and need to have them weigh in on this, but you should have a public

no option is perfect, I would be impacted by the loss of parking with option 1 but it's ok, I really don't have a strong opinion. I bike quite a bit and don't generally bike on midvale because it's so busy. If a bike lane was added with just paint lines, I'm still not sure i would use it much, I'd probably continue to use segoe/alternative routes, but I can understand why a lot of people could get utility out of a bike lane on midvale. I'm sure you're aware, but the main problems with options 2 or 3 are crossing University. If there was a better way/more than just a blinking light at blackhawk option 2 seems pretty good to me. I'm also not sure what the longer term plan is for bike routes in the

Do not do to Midvale what you did to Segoe, making it dangerously impassable for cars/turning. Separate bikes from cars by making less traveled routes better for bikes, not by destroying the already overcrowded single route to

Although I would really appreciate a bike lane along Midvale Blvd, I feel that the bike lane would need to be protected given how aggressive traffic can be on Midvale. Option 2 gives a good option that is still close to Midvale, for those who want to travel up Midvale (and Meadow Lane) to reach Hilldale, and the connection at Blackhawk could be a better opportunity to cross University, without too large of an impact on those who need to park along Midvale.

Option 3 would also be acceptable, but given that the north-south traversals are a little more removed from Midvale,

Removing all parking near hilldale on the streets is not a good outcome

I really appreciate the work going into improving Madison infrastructure for people who don't drive, it's really

I think the option with the least car traffic will be the best because people often pass in the bike lanes or use them as

I work in Madison and live in Middleton. I bike commute most weekdays spring-fall and drive in the winter. I would like to run errands in this area by bike more safely. Any improvements will be very appreciated! Integrating infrastructure with the bus line and existing multiuse paths and bikes lanes will help the whole area feel safer to

Too many costly changes for bicyclists. Bicycling is very dangerous in our winters

What has been done on N Segoe Rd behind Hilldale is a disaster - don't do anything like that again.

Taking away parking along all of midvale Blvd is not going to help the fact that cars go WAY Too FAST on this street. I would like to see speed bumps, more speed enforcement and a safer crossing at midvale and the commuter path- it is currently terrifying for two reasons: speeding and/or distracted drivers, and crossers who do not press the button for the flashing lights! It is terrifying as a parent to send your child to Cherokee knowing they have to cross midvale.

Making the whole street a no parking lane is not going to help speeding or the fact that crossing the boulevard is treacherous. We are a biking family and advocate for bikers. Do you know what kind of parking families in the

I hope more thought and rational planning is put into this project than the absurd revisions made to Segoe Blvd.

north of Regent Street. I can't imagine a professional planning process that would conclude with that outcome.

1) I'm against cutting into terraces and boulevards for more pavement; we need more greenery and shade along these busy routes, especially where pedestrians and bicyclists are present. The pavement-heavy re-construction of Segoe recently is over-kill: way too much concrete with way too little landscaping, shade trees, or permeable ground... it's all just ugly pavement where it easily could've been designed with landscaping, shade trees, and greenspaces in mind. Please don't continue adding pavement and cutting into green-spaces for traffic/bike lanes.

2) At pedestrian bump-outs, could you please add some shade trees? We spend a lot of time at intersections and cook in the sun. Added trees and landscaping would make Madison and our neighborhood more pleasant. It would also add to bus usage since it would increase comfort for pedestrians walking to and from bus stops. Segoe could have had so much nice landscaping with the new bike paths there... instead we have even more cement for water to run off in storms and heat up on summer days. Please don't do this to Midvale, Segoe (south of Regent) or other areas.

3) With this re-pavement project, could you add more shade trees to the boulevard and terraces along Midvale and Segoe? Both roadways used to have more trees and are now pitifully lacking in shade and beauty of tree cover.

4) Please don't paint buffer lines between bike lanes and car lanes.... they are SO dangerous! How? Because car drivers frequently use these super-wide bike-lane/buffer-paint zones to pass on and to park on. They are way, way too wide, and make bikers feel very vulnerable to traffic. Painted lines do not help keep us (bicyclists) safe... in fact, it's the opposite: bike lanes are so wide now that we don't feel comfortable biking along these paths anymore.

Please don't put such large concrete slabs like you did on Segoe. It is extremely confusing and poorly labeled. Every single time I drive it I curse the design. Truly awful. On Midvale, I don't like closing a parking lane. Midvale is a main route for emergency vehicles and it will be hazardous for pulling over to letting those vehicles through. I love the idea of having quieter streets hold the bike lanes. Who wants to ride their bike with heavy traffic zooming past.

We are regular (summer) bike riders along Midvale Blvd. from our house on Hillcrest Drive. We would be happy with designated bike lanes (like the "older" section of Segoe Road has) which still allow residents to park on the street but don't physically prevent them from doing so - like the bike lanes on the "newer/updated" section of Segoe Road does. As 19 year residents of Hillcrest Drive (Hillcrest + Mineral Point road area) we would greatly appreciate flashing lights/a much more robust crosswalk between our section of Hillcrest and the piece that heads up towards so glad you're working on this! Looking forward to a better option for getting from the SW path to Hilldale area.

Physical buffer for bike lanes in option 1 please

As a daily driver on Midvale, moving the bikers off Midvale is probably the safest option for them.

As a resident of the area and avid biker (as well as parent), I worry that the intersection at Owen, is not controlled well enough for cars moving at a HIGH rate of speed on MPR... Though dangerous, a controlled intersection at MPR and Midvale seems the safest place to cross with concrete protection barriers. Then get the bikers OFF Midvale Blvd at Bagley and ride over the Owen. Lastly, I would add that overpasses (Midvale at Yuma) and Mineral Point Road (at Option 3 should happen regardless, but option 2 adds a great option for people still biking on midvale. Could option As an experienced biker I don't like any solution that potentially forces me into a busy traffic lane if a parked vehicle door is abruptly opened. I have been hit by opening doors more than once.

Please keep street care in mind. Concrete islands make plowing and street care more difficult and makes it harder everyone to understand. If a curb is added in between main lane and bike lane is on Segoe it might make right turns

Option 3 is least preferable.

The section between Mineral Point and Segoe is not safe for biking. Option 3 would require some improvements on Mineral point from Midvale to Segoe. Also, diverting to Segoe is further out of the way than Meadow lane for

Improved crossing points with flashing lights are helpful in high traffic areas. Getting ride of the already limited parking maybe not the best option. I'd prefer railline availability to bike lanes most days too.

As a resident and frequent biker of this area, Option 2 is best balance of useful, cost-effective, least disruptive to parking, while also leaving room for tying in to future MinPt improvements. It would be even better for bikers if the section of Meadow was improved for bike travel beyond just street markings -- could N/S travel be non-stop for that

As a retired professional engineer and emeritus professor in the UW Dept of Civil and Environmental Engineering, I have some expertise that most citizens do not have. Hopefully you are fully aware of the following basic traffic safety principles. First, high levels of safety occur when conflicting traffic streams are physically separated. In the case of bike lanes, painted buffer lines do not constitute good physical separation as the buffer is too narrow and is easily crossed by an errant vehicle or cyclist. The best option is a separate bike path in the street terrace area, or an alternative bike route on a less traveled street. Also, any reduction in traffic lane widths to less than 11 ft on a major arterial, such as proposed for one of your Midvale Blvd options, will increase traffic conflicts and thereby reduce traffic safety for both motorists and cyclists. I am a regular cyclist and am familiar with most bike routes in Madison.

I encourage you to ride a bike in the bike lane on Fish Hatchery Road between Martin Street and Wingra Drive and consider whether you feel safe. I never do and that is why I ride on the sidewalk on the east side of the road. In my opinion the traffic situations on Midvale and Fish Hatchery Roads are quite similar. A painted 2-3 ft buffer between the traffic lanes and the proposed bike lane on Midvale Blvd will not provide for a reasonable level of safety and is an option that should be discarded. Finally, if you would go into the field and observe traffic operations along Segoe Road between Odana Road and Mineral Point Road, you should be able to note two important traffic operations and safety issues. First, the reduced 25 mph posted speed limit is receiving no compliance as it is unreasonably low for the function and characteristics of the road, and is not improving traffic safety. I am a regular user of Segoe Road and have never perceived a safety problem for either motorists or cyclists. I have also previously conducted my own engineering speed study on Segoe Road and transmitted that to the City Traffic Engineer's office. It clearly shows no

Midvale is already a low speed yet somehow chaotic road in the Hilldale area. Removing either parking or bike access to make it easier for car commuters is preferable for traffic.

I prefer bike options that parallel main roads to making the main road a little bit more bike-friendly but not really safe. I know it's not part of this project, but I would use an east-west bike route that paralleled Mineral Point. I use the sidewalk alley between Owen and Westmoreland all the time--slowly. Just yesterday I discovered another one west from Midvale at Hillcrest. There are a lot of neighborhoods that are safe for riding, but there are deliberately no auto connections between them. But if there were bike connections, even low-speed ones, between those "island" neighborhoods, I would use that. It is really difficult to retrofit a city that grew with autos to be good for bikes and

As a resident on Owen Dr I have witnessed many bike accidents while people are trying to go up and down the hill on S Owen Dr. As a civil engineer for transportation I believe removing parking on Midvale and using a protected bike lane will lead to accidents by motorists and pedestrians seeking locations to park and walk through the

I live between Midvale and Segoe and have been a lifelong bicyclist. The protected bicycle lanes on Segoe from Regent to University seem like overkill given the amount of biking and traffic there.

I strongly agree that this section of Midvale is high stress for bikers and bike improvements would also need to follow No, but thank you for surveying for public opinion!!

I am a design professional, and I found these graphics to be challenging to understand.

Option 2 & 3 should be pursued first. My top choice is tied between #2 and #3. As a long time resident - Segoe Road at Mineral Point Rd has historically been a very dangerous intersection for pedestrians and bikers. Option 1 needs

No Turn On Red at traffic lights is unacceptable. A bike lane in front of fire station 9 (which houses a fire engine and soon an ambulance) is dangerous and should be avoided as the emergency vehicles need to leave in an exigent manner and already content with hostile vehicular traffic; adding a bike lane could lead to a catastrophic accident, especially since trucks need to leave in stormy weather, rain, and in complete darkness. A biker could easily be

I would favor the midvale bike lanes if there were a concrete barrier in place of a painted barrier. It would allow for the most direct, convenient bike routes. With paint only, I would be scared of biking on midvale, since cars drive so

I live on N Meadow Lane and would love for it to become a bike boulevard, especially with the increased traffic we will likely get after they build the new apartments on University at the end of Meadow Lane. I don't mind option 1, I wouldn't be affected by the removal of parking, but I also don't anticipate using Midvale to bike even with the

Option 3 improvements should proceed. Option 2 is not great, and many bikers will continue using Midvale, reducing the effectiveness of this option. For any, the paint only is not much of an improvement.

Please do not add concrete protected bike lanes! What you've done to S. Segoe Rd is very dangerous. You likely have received many negative comments on the S. Segoe Rd redesign. Midvale Blvd could become worse, not improved, if

I sincerely hope that residents' opinions are considered before that of groups who may have an interest in the bike project, but wouldn't be directly affected by the results

The bike path proposed through Owen Rd for Option 3 would be extremely hilly. Owen Rd has a very steep incline not

The reason I oppose Option 1 regards things I've seen on Segoe near Hilldale. I've seen cars attempt to drive in the bike lanes, thinking the concrete barrier is the median, and I've also seen wrong-way charlies on the opposite side of those barriers who thought the same thing (including some during daylight). In places with a huge median such as this stretch of Segoe and most of Midvale, this is extremely dangerous for cyclists AND drivers, and I anticipate a

This is getting ridiculous! What you have done on Segoe Rd is enough. I live facing the Mall off Segoe and the driving lane is too small for drivers. Many have driven over the curbs (including me) with the access to tight around corners. Interesting that you cut the corners for the fire department But not everyone. They don't come often but we all drive this everyday. The median looks awful with the grass, get it cut! We look at this everyday! Great representation of the area you want to improve!!! Not to mention the great WHITE wall you were going to paint. With all the apartments and hotel the traffic is awful. Does not slow any traffic. Midvale has more traffic that would not help improve

Please preserve Midvale as a key north-south corridor. I would not want to see a plan that results in more traffic being shunted from University up to the residential portions of Mineral Point.

Appreciate this opportunity!

Hawks are much safer than RRFB. Please don't use RRFBs at intersections, since many drivers ignore the flashing yellow, but would stop for a red, making pedestrians and bicyclists much safer.

Painted buffers are not good enough- if we do end up with option 1, we should have physical dividers

Cyclist safety

Leave as is! Just resurface.

I don't see planned improvements to the difficult and dangerous pedestrian crossings at Midvale & Heather Crest and University & Blackhawk. Please! I have young children.

I'm concerned that any improvements similar to the ones made on Segoe Rd between Regent and Univ Ave would be I think that the biggest challenge is a lack of bike crossing on University. I would instead prioritize N-S connections from the bike trail on the north side of University to Segoe Rd bike access.

I drive this route to work and I don't see very many bicyclists on this street to begin with since it is so busy and many cars are parked on the sides. I like the idea of taking the bike path off of this street to keep them safer and not take I would actually like to comment on the Segoe Road project that finished up last year. A road that used to support two lanes of traffic on both sides between Regent and University is now a complete mess. I live at Weston Place and can't even tell you the number of times I have witnessed near accidents due to the road abruptly becoming one lane, people driving up on the bike curb, not to mention that sight obstructions from parking and the medians being filled with very tall weeds which the city appears to be calling wildflowers and "natural." What is natural, is not being able to see properly. Having parking between the bike lane and driving lane creates major blind spots for people coming out of Hilldale and the other side streets. The medians are unsightly and dangerous. And now all of the "natural" wildflowers (weeds) are overgrown, browning and they stay upright all winter. We originally thought at least they would die off in the winter but they just froze upright so we had to look at it all winter also. It seems like an "easy" out for the city to avoid having to keep these medians mowed. All of the residents in this area want grass. And was Adding extra concrete for bike lane protection seems expensive, wasteful and reduces the ability to easily repurpose streets in the future. Creates additional barriers for snow plows and emergency vehicles. Many people park on The current state of Segoe north of Regent is ridiculous, dangerous for bikers and basically useless for all but the strongest and bravest bikers. Many car drivers have issues there as well. Signage is not clear and traffic lanes are too I find the concrete barriers awkward as a Cyclist and a Driver.

Anything you can do to help fix what was done on segoe would be great. It's a mess to travel down now. I did not see anything about speed limits noted but please do not lower the speed limit on Midvale

Suggest adding "Not turn on Red" on Heather Crest at intersection with Midvale. Give pedestrians time with walk light before traffic gets Green. This is a relatively busy pedestrian intersection (we cross there almost daily)

Adding the protected bike lanes like currently on N segoe is an ideal aspect to try and include if a bike lane to either a portion or full length of Midvale is used as the bike corridor. I currently will do anything avoid biking along midvale due to safety concerns. Additionally, have the bike lane connect to the bike path near midvale and sommerset would Adding bike lanes to Midvale will just create more aggressive/reckless driving in the remaining lanes. As someone who walks, drives, bikes, and works at Hilldale and UW hospital, I would prefer better signage and safer crossing options but keeping car traffic in midvale and pedestrian/bike traffic on a parallel street. The Segoe redesign makes me feel less safe when I walk and I regularly see near accidents because of the poorly designed street. When I drive I

How does this fit in with the proposed resurfacing of Mineral Point Rd from Midvale to Speedway? I think these should be considered together. For what it's worth I attended the neighborhood meeting at the mid town precinct last winter, and oppose the proposed traffic diet for MP road. It needs no bike lanes because the sidewalks are available and hardly used, it will cause major backups at the Midvale MP intersection and will produce long convoys. Just don't do it like Segoe Rd, Regent to University. That is Terrible. Getting bikes off Midvale is good, needs signage. Hate Whitney & Mineral Point bike lane set up, Terrible. Good luck 🍀

Midvale has a longstanding speed problem at 30 mph. Segoe and Owen can not currently manage 30 mph speeds or higher safely, with the highest risk being to pedestrians. Moving a known traffic safety problem to locations less able to handle successfully is irresponsible at best. Before moving forward with option 3 as even a possibility, the city I would be more supportive of option 1 Midvale buffered bike lanes if the buffer were more substantial than just paint on the asphalt. That is pretty minimal protection against the cars going that speed on that particular road.

North South route through Midvale is the only car-friendly route with recent changes on Segoe and Whitney. Leave I park on Midvale when visiting friends

I'm in favor of the complete redesign of Midvale when the road is completely redone.

As a biker, I support more bike lanes in Madison and surrounding areas. However, I do not support taking away parking lanes from residents. It's not fair to them when there are other good alternatives. Thank you.

When Segoe was redone and 90% of the parking was taken, when Sheboygan was redone off of Segoe ALL of the parking was taken away it has been a disaster for folks. The bare minimum of parking on Segoe by Regent/Sheboygan etc has sparse, small and really not well thought out. You need to get a different traffic professional to provide another view on how to do these. I have parking so there's no issue, but for other folks who do not, and need a place. The separated bike lanes installed on north Segoe are confusing and make me extremely nervous when riding my bike there. Cars do not look for bikes at intersections and frequently try to turn into the bike lanes. Please do NOT add more of this confusing mess. DO add fully separated bike paths not in the roadway as was done on Mineral Point. Enforce speed limits on Midvale Blvd.

I realize cost is an issue, but I support the Segoe Rd and Owen Dr Mineral Point Rd crossing improvements independently of what happens on Midvale Blvd! Thanks for the survey!

I believe there needs to be parking options at the north end of Midvale near the rental properties who do not have off street parking available for guests. Renters are already treated as second class citizens.

Make sure there are still as many car lanes as before. This is a main artery for vehicle traffic

If possible, adding a median between car and bike lane makes a big difference in safety.

Need to know future plans to cross University Ave safely for all three options to make a more informed decision. Need to know future plans to SW Bike Trail and Beltline Bike Trails for all three options to make a more informed.

I am a bit confused as to all the biking changes, with a bike route being just a few blocks from Midvale Blvd (on N Blackhawk, Bluff, etc.). Is there a reason that bikes are unable to bike down Owen, catch Regent to N Blackhawk and continue on Bluff or go straight to Univ Ave? I live on N Blackhawk and although a fair number of bikers, there are probably just as many/more folks walking/catching the bus. I'm sure you've considered it, but as I completed the I would recommend altering the route for the north end of Option 2 to go down Harvey to Hill St in order to cross University where there is a traffic light, rather than attempting to cross University at Blackhawk, even if there is an Maintain (don't lose) the trees and plantings in the boulevard

Please respect the need for people who need to drive and get places in a timely manner. I am a biking commuter and find it best for all to be on the trails and side streets and have no problems. What I do have a problem with is how this city has become so driving unfriendly: More congestion and longer commutes, much of this caused by city choices such as less lanes, more red light times, and strange no right turns on red that see more about control than Good bike paths by Hilldale and easy ways to cross University are my preference. I like the bike Blvd in other parts of

Please turn to other streets surrounding Midvale blvd for bikers. Midvale traffic is too heavy to find a safe solution for all. Please seriously consider implementing flashing lights for pedestrian crossing with many children crossing Midvale to walk home from school - sometimes when it is already dark out. With additional walking traffic to Hilldale,

I prefer Option #2 Meadow Lane because it takes bikes off Midvale. I believe that, no matter the improvements to Midvale Blvd itself, as long as motorized vehicles are traveling at 5-15 mph above the posted speed limit, bicyclists will not be truly safe. Also, I think it important to preserve parking for the many residents who depend on it along Midvale. Although I no longer live in that neighborhood, I was a 23-year homeowner on Blackhawk Ave., and think Meadow would be the safest route, with bikes and cars traveling at more compatible speeds. As for option #3, the Owen Drive hill is a beast, not only a physically demanding climb for the average commuter biker, but not

As a person who bikes a lot I would be fine with any of these proposals. However, I don't prefer the option with a long bike lane on Midvale because it doesn't feel much better than the current situation. Even if buffered bike lanes were added to Midvale I'd probably still bike on a side street (like Meadow Lane) because of the lower traffic volume there.

The flashing crosswalk near Hilldale is a great idea! Is it necessary to burden the taxpayers further, by adding flashing cross walk at Hillcrest, when stop light crosswalk is a block away? Also, does the city have excess budget to fund the snow removal in new bike lanes with buffers? I do not support adding any buffers without future maintenance already provided in an approved budget plan. I do not approve the removal or lessening of any green

As a longtime resident of Madison, I support the City's efforts to make Madison bicycle-friendly, but not at the expense of a main thoroughfare such as Midvale Blvd. The boulevard has to support automobile traffic in and out of the city for commuters, and for people who visit Madison for its major events like the Art Fair on the Square, Badger Football games, etc. Midvale Blvd is a main entrance to/from the beltline as well. The Segoe Road "upgrades" already provide a safer way for bicyclists to travel from Mineral Point Rd. to University Ave than Midvale Blvd, and it is only one block away. Are bicyclists taking advantage of this safer way to travel? Is the City collecting data on the

I'm concerned about taking parking away on Midvale and then people coming to park on the side streets. As an example, Heather Crest people park on both sides and it's difficult to drive through. If you take away parking on

I think adding bike lanes to midvale only makes sense if they're protected. Paint only will likely still feel too dangerous for many bikers (I saw this as, admittedly, a non biker). For this reason it think it makes sense to focus on

In my experience, it is difficult to enforce proper use of bike lanes on Midvale. Drivers frequently use larger bike lanes as a driving or turning lane, so my first concern would be safety for the bikers and for the motorists who do behave. I support using Meadow Ln, where I live, as a bike boulevard, as long as proper safety measures are implemented, such as a stop sign at Lucia Crest and Meadow Lane. Also, with the new housing complex going in at

I live 2 blocks off Segoe Road. Driving on Segoe road where there are new bike lanes with concrete curbs is very disorienting for the car driver. I have inadvertently driven into bike lanes at the intersections and have seen other drivers do that too. It's worth noting I have never seen anyone riding a bike in those lanes! Traffic on Segoe is light except when the middle school and elementary schools dismiss most students. But that congestion doesn't even last an hour. My concern is really bicyclists who do not stop at stop signs. I see them racing through intersections everyday on Segoe, on Tokay and on Midvale Boulevard. Why do bicyclists deserve all these accommodations when they don't feel the need to follow the rules of the road? Aren't painted bike lanes enough of an accommodation for the

Thank you for working to make Madison even more bike friendly!

Best not to have bike traffic on roads and sidewalks. They belong on the road.

Thanks for soliciting input. I like the road sign encouraging us to fill out this survey!

I don't have strong opinions about parking since I do not live in any of the affected roads. My opinions are mostly

With the major reconstruction to Segoe and Whitney Way in prior years, why does Midvale need to change? Midvale is a major artery for emergency vehicles and commuters. There are a significant number of non-main roads Whitney Way and Segoe if bicyclists want to go from Mineral Point to University. I think the city is going too far to appease the



I like that there was an announcement made with the light board for the survey

If you place a "designated" bike route on Owen Dr., you should know that the intersection with Hillcrest is very dangerous. I walk by there 2x/day & I've observed many drivers heading west not come to a full stop. This makes it The intersection at Midvale and Mineral Point should be evaluated as well for this project. There are a lot of people who are heading north and turn on to Mineral Point Road and it makes it dangerous for bikers right there since a lot of I bike through Sunset Village frequently commuting to the hospital. Owen to Mineral Point is very steep, I always use Bagely. It's much nicer to bike through the quiet neighborhood than 3' from Midvale traffic. Without the space for concrete between bikes and traffic I doubt I would use bike lanes on Midvale. I do sometimes bike in the winter, but only if the side streets aren't glaciers. If making Owen a bike boulevard would mean it is cleared to pavement in the I would not encourage bicyclists to use Midvale. Get them on other options for routing as easily, quickly as possible. I hope this helps with the speeding problems on Midvale. Especially near the Schools.

Please do not destroy Midvale and confuse drivers as you did on Segoe

There is already lots of car traffic on S Meadow to avoid traffic light at Regent and Midvale so that will need to be Don't get rid of any more parking.

I think option 2 is the most feasible given the high neighborhood concern about losing parking on Midvale. Making Meadow Ln a 'bike boulevard' while retaining existing parking is just fine, as a resident on S Meadow Ln.

I think it's important to maintain parking for the people that currently live along Midvale. It's also important to create a safe bike path for the residents of this area. None of these plans seem to improve the crossing at Regent and Midvale, which has already seen multiple pedestrian accidents especially in the winter when it gets dark early.

Don't do anything. Leave the streets the way they are. Segoe road behind Hilldale is a mess. The street is too narrow. I find the bike infrastructure added to segoe last year, behind hilldale, awkward. It is very difficult to maneuver the tight turns onto segoe. Why wasn't the median width decreased when buffered bike lane AND parking lanes added? If this is what you have in mind for the mineral point to regent section — I wholeheartedly oppose this option.

So much of the traffic on Midvale turns on to other streets (right turns, left turns, turns into parking lots), I think Option 1 would not be a good idea without other intersection improvements that account for that. I know there are intersection improvements overall, I just don't see them making bikes safer/cars more aware while turning. Especially since the cars on Midvale often want to take right turns at somewhat high speeds. Option 3 is "alright" but the Owen Dr. hill is so daunting, I can't see it getting much use as a bicycle route. It's too steep to even want to go

Thank you for your hard work. I like the improvements at hilldale and #3. I really don't want to get rid of parking on Midvale on my block between Hillcrest and Mineral Point Rd. I don't like to park on Midvale due to safety issues but I get deliveries at least 2-3 times a month. Many times we need short term service vehicles for parking. Once in awhile I have guests. Where do they park? I really think we need a marked buffer zone all the way up Midvale. I do

I think option 2 would be great with bollards or a short stretch of cement barrier protecting the portion of the bike lane on Midvale. I like option 3 in theory, but I worry about the Owen Drive hill. I've personally hit 30+mph going down that on a bike, and going up seems hard too. It just seems a little unsafe to promote that as a bike boulevard and I'm looking to the future with a double track light rail in the median of Midvale from City of Verona to University Avenue. No car parking on the west side of Midvale for the entire length. Move bike traffic to a shared

Keep in mind the quantity of traffic that flows through midvale during school hours. The focus should be on maintaining traffic flow, not making lanes more congested to make room for bikers.

Please prioritize concrete separation for bikes in future designs. Paint is not infrastructure. We should encourage bike traffic especially as the Hilldale area grows. Please create safe paths for bikes to have complete separate driving south on Midvale, ADD a separate right turn lane onto Mineral Point going west to alleviate traffic back ups I support option 2 and 3. Option 1 would only be preferable if the bike lanes could coexist with parking. Additionally, due to the traffic, concrete barriers or moving of the bike lanes to the center median would be ideal, due to traffic

I support adding bike lanes to calmer flatter streets. Visibility on Owen at midvale is not great due to the hill. The past Segoe Rd changes have been confusing and rather odd. I avoid it whenever possible. I hope the proposed Good luck. I'm confident you will make the best decision based on your commitment to the best in public service I don't mind option 2 or 3 - but as often as I walk Owen Drive, it's really not a small hill for people to bike and I could see some view it as discouraging to do so consistently. Otherwise I love the idea of it potentially slowing vehicle traffic on Owen. Meadow is a lot less offensive in terms of hills, so that's why I lean that direction - despite some of Midvale parking being eliminated. If Owen/Segoe is selected, would love a safer way to cross at Owen and I do hope lessons were learned from the Whitney Way redesign, MP to University. I observe many violations, passing in bus lane, using bike lane for a lane of travel, running lights, going straight in right turn lane southbound at Old Thank you for soliciting input. I bike down Owen now and it has gotten dicier since they improved the road for cars. More speed and less visibility not ideal for bikers. Biking down Midvale as is too dangerous. Too many cars with too If you're going to do this at all, do the cheapest. City spending is out of control.

In option 3 the down-hill north-bound route on Owen requires that cross traffic have STOP signs (including traffic circle at Hillcrest) to improve safety due to fast-moving bicycles on the steep grade. Our family has had a near-collision at the Hillcrest circle due to cross traffic conflicts not yielding to a bicycle in the circle, which resulted in Bike lanes are such a poor alternative to a proper bike trail. On streets with medians, there is already sufficient space for a completely segregated and protected bike trail. These "bike lanes" on busy roads are stressful to use and remain relatively dangerous to bikers. So much of mineral point has a distinct trail now, let's connect it to more The cement safety bike lane barriers are poor ideas that only make the lane nearly impassable, are a waste of resources for taxpayers, and do not significantly improve bike safety at intersections. Furthermore, Midvale Blvd does not need additional flashing pedestrian cross walks beyond the two that currently exist. Pedestrians can safely Safe crossing of Midvale is a top priority along with slowing traffic on Regent from Segoe to Blackhawk - stop signs, Don't put anymore concrete bike lanes in!! Segoe Rd is going to be a mess in winter. Can plows eve get through those concrete "bike lanes"? It was not an improvement. Stop the bus improvements and fix the bumpy, potholes Midvale is too busy of a road for bicycles, regardless any improvements. Also, I did not vote for the last city referendum to increase sending because I am tired of the city just wasted money by adding expensive "features" to projects that are significantly underutilized and only benefit a few at the expense of the many. A prime example is what the city did I to Mineral Point Road and N Sege. Super expensive bike lanes lines for only a few people use per day that raises our taxes and makes travel more difficult for the 20,000 vehicles that use that road daily. A horrible use of tax payer dollars. N Segeo is just as bad. Now you want to do this to Midvale and even the rest of Mineral Point Road. I hope you realize the bicycle coalition is going to spam this survey. Just because they do, doesn't mean most people support their voice so don't mistake quantity for what most people (who probably will not fill out this survey) think and favor. Also, please fix the timing of the lights on Midvale (and Mineral Point) road. Timing every light to be red to slow down traffic penalizes everyone to maybe stop bad behavior of a few. Vision Zero needs to realize some I feel like option one would still put bicyclists at daughter since the bike lane is only separated from traffic by paint, not a physical curb barrier. I would imagine residents of Midvale would object to loss of parking. Option 3 is not great I would prefer Option 1 if the bike lanes were protected by something other than paint and auto speed reduction efforts were included. Option 3 seems extraordinarily half-baked.

Thanks!

Changing Owen Drive makes no sense. Segoe is good for biking. I don't understand why improvements to it are paired with Owen which has a one of the largest hills in the area.

Segoe is too out of the way and not straight/direct enough to be a good choice.

Most bikers don't bother to stop and push the flasher buttons on the southwest bike path.

I am only comfortable using bike boulevards or protected bike lanes. I would not use a Midvale bike lane if it was

Segoe is an absolute mess. It is so poorly designed and cars are constantly jumping the curb. I cannot believe that anyone thought this was a good idea. I BIKE on Segoe and can tell you that it's worse than it was originally. Madison I am not in favor of reducing the size of the medians on Midvale Blvd. I prefer the little green space it provides.

Thank you for asking for feedback. This was a very thoughtful slate of choices.

A lot of people rely on the street parking on Midvale and removing would be a horrible option

Bike lanes and no parking on Midvale Blvd would be a disaster. Please do not recreate a similar situation to what the

Option 2 appears to be the cheapest, impacts the fewest residents, and uses strategies that already worked on

I'm glad we're working on improving bikeability of the city

Selfishly option 1 is best for me, but removing parking on Midvale for all those residents is not optimal. Why not

This project is like the Monkey's Paw. It keeps coming back. NO! No bike lane on Midvale Blvd. No! No! No! What don't you guys get? We don't want it. Go ruin someone else's neighborhood. I ride my bike year round, and I'm 67.

I'm a bike commuter who lives just off of Midvale, and use it pretty regularly (generally at least once/week). The

current, dangerous parts of that ride are the right turns off of Midvale at Mineral Point and how chipped the pavement is between Mineral Point and Regent. Especially riding downhill, it feels like someone will hit the wrong pothole and end-over at a high speed. The lack of striping also doesn't encourage cars to consider the parking lane could also be a bike lane, and creates unpredictable biking. The section between Mineral Point and Tokay does that better.

A general comment is the hill between Regent and Mineral Point. Do we have good evidence that people will use this route, as that's a steep hill for a casual rider? Pedestrian updates: The crossing at Hillcrest doesn't make sense. Cars are either gunning it to get up the hill to make it to Mineral Point, or just starting to crest and coast the downhill from Mineral Point. The new curb bump-outs feel like they're a foot too wide. The bike lane, which was thankfully restriped, pushes into/compresses the traffic lane. It feels like they could've make the bump-outs a little shallower and kept the bike lane straight. Option 1: if the bike lane and parking are crossing mid-block, that feels pretty dangerous. No one will do it correctly. An intersection transition is probably slightly easier, but will create an unexpected traffic pattern. Predictable vehicle usage is the safest. Option 2: how successful with the crossing at University be? Will it be more like the W Washington crossing at the Capital City path? Do we have data from the new crossing by Hyvee on Whitney, which appears to be the same design? I also bike that part of Whitney, which doesn't Narrowing a large chunk of Midvale to one lane seems like a bad idea given population growth and all the new

I think option 2 or 3 because cars will still drive fast on Midvale and if it is only painted that is a risk for bikers.

A simple paint job does not protect bikers. I'd rather commit to protecting bikers on Midvale, or create useful and

Eliminating street parking while accepting/approving high density housing options do not go hand in hand. You would simply be allowing developers to make more money/charge a higher premium for the limited parking spots.

This goes against the affordability push. Midvale Blvd is a very busy street - often used by emergency vehicles traveling to the hospital. Not a place for bikers. Parallel residential streets are where the bikes belong. Why would I'd prefer NO bikes on Midvale and absolutely no bikes on Odana from Whitney Way to Gammon Rd. Much too dangerous for everyone. I know the mayor loves bikes but I'm old. I see the damn things as a hazzard.

Please don't over spend :)

Good compromise

Options, one and two are acceptable and in fact, attractive

Even if option 1 was selected, I would still use Meadow Lane to bike N/S here, it's a much lower-stress route. One slight modification would be to put an alternative connection from Meadow Lane almost all the way north to University, and then signage to walk bikes to the Midvale/University crossing (is a high ped. traffic sidewalk, and likely more so with the new development at that corner). Also look at upgrading the sidewalk that runs from the Meadow/Lucia Crest intersection west to Midvale(<https://maps.app.goo.gl/oYSadbYYYFzXkiEK8>), then south to the

Removing parking from houses on Midvale does not seem acceptable for those homeowners. For most homeowners between Mineral Point and Regent, there is not a "close enough" street parking option. Increasing bike traffic on The elimination of parking on any city street in front of a home should be removed from any of the plans, especially in the event of a median such as with Midvale Boulevard because parking then has to be moved to a nearby side street, which is not convenient and at times not safe (especially in bad weather such as snow, ice, or thunderstorms) or practical (individuals with poor mobility). Meadow Lane option though not ideal is acceptable given this street has the least amount of traffic and is closest to Midvale Boulevard. That said, this option is extremely inconvenient for residents on the east side of Midvale Boulevard if parking is restricted from Mineral Point Restricting traffic in/out just creates more road rage. I support speed bumps on a bike boulevard to deter cars from My top choice is Option 2, because even with the protected lanes, Midvale will be scary to ride on, but it would be nice to have protected lanes on Meadow Lane rather than just signage. Looking for an all ages and abilities solution. My ideal solution would be to move the bike lane to the inside (near the curb) and replace one of the traffic lanes with a parking lane that protects the bike lane (like basset street). Midvale is a residential road with multiple There needs to be an acceptable north-south bike route in this part of town but traffic speeds (and hills) on Midvale Blvd are such that, even with infrastructure like Option 1, it won't be heavily used by bikers. Option 2 is not bad for I drive Midvale Bld every day. Do not put a bike lane. Do this on other streets.

During the project please keep an east/west route open either Mineral Point or Regent so parents can continue to easily transport children to Hamilton MS/Van Hise without re-routing to University Ave (ie don't close both at the same time). Also, I don't like the buffered bike lanes and constant car traffic lane changes on the recently redesigned Segoe route, please don't do that to Midvale too, it's a confusing mess to constantly have to change Recent narrowing of Owen (Hillcrest to Regent) is already difficult to navigate. Added bike traffic would be dangerous. Also, traffic calming island at Bagley makes southbound driving up the hill very difficult (nearly Prefer Segoe improvements (but not Owen improvements), combined with Midvale to Meadow Lane (going east at Regent to Bluff St. then north at Ridge St. to University Ave.)

Thank you for your work on this! I would love to have a safer option to ride north-south on the bike.

Thanks for the survey!

The Midvale design (number 1) has too little protection for cyclists on a road known for it's aggressive commuter traffic. Vehicles will constantly block the unprotected bicycle lanes forcing conflict between cyclists and speeding motorists. Midvale should absolutely be a great cycling route, but the design offered isn't enough. The off-midvale alternates (2 and 3) underinvest. For example, option 2 relies on cyclists using flashing yellow lights to cross multilane roads at both ends (Blackhawk north, Bagley south). Motorists, especially the type that love to speed down Midvale and University, regularly endanger cyclists and other vulnerable road users at these kinds of crossings. The University crossing at Blackhawk requires crossing EIGHT lanes (three travel in each direction, one Option #1 doesn't protect the bikes very well, and the bike routes in Option #3 are far away from Midvale, where the I would love to see better biking options from our house on Frederick Lane (off Odana) to Hilldale Mall. Even if bike lanes were protected on Midvale, I don't think I would bike it because so many cars exceed the speed limit on Seems like the city is bowing to on-street parking whining from the residents of lower Midvale. That's a shame. Midvale would greatly benefit from overall calming, lane narrowing, and more activation @ bikes. I drive Segoe quite a bit and rarely see anyone biking along Segoe.

I am disappointed with the proposed options. Option 1 does NOT create a low-stress bikeway. The proposed bike lane will be high-stress as they are unprotected (only buffered) from two-lanes of high-speed traffic. The buffer gets VERY narrow on the north end where parking is retained. This would be much improved with flexi-posts to protect the bike lanes, and routing bike lanes between parking and sidewalk instead of between parking and travel lanes. Option 2 seems to be a designation, but limited actual changes. For example, Regent st is currently designated as a bike blvd, but is high-stress to bike on as cars do not respect the bike blvd. I would be in-favor of investing in this I find the bike lane "improvements" on Segoe to be difficult to navigate as a car driver and am puzzled at what seems like a vast amount of concrete that is not bikeable, driveable or, really walkable. I hope we can avoid such choices on Midvale! Having biked on both Segoe and Midvale. . . I thought Segoe was pretty bikeable before and am not Segoe road is the best north south route for biking. It seems nice just how it is.

Thank you for listening!

Blocks between Mineral Pt Rd. and University are very long, and most homes have short, narrow driveways. Street parking for visitors, and home repairs is very necessary. Not all streets sre candidates for bikes! Plus the street has I'd like to see a sidewalk from Owen to Midvale on Hillcrest Drive to connect with the new crossing light.

Adding pedestrian crossings will creat gridlock during rush hours. Over 60,000 vehicles per day use Midvale Blvd. Drive times will be greatly impacted "negatively"! More importantly, a tremendous increase in pollution will happen. One person can and will stop dozens or hundreds of vehicles. A flow of cars uses a minimum of fuel. Stopping and starting increases fuel consumption dramatically. It is far better for pedestrians to wait, as now happens, for most of I live at the corner of Bagley Pkway and Midvale and my property faces both streets. I utilize biking as my primary mode of transportation both to work (@UW Hospital) and for errands. I therefore have a high stake opinion regarding both the development of safe bike routes and Midvale traffic configuration. Primary bike routes on busy streets such as Midvale is NOT SAFE. As a bike commuter, (even if bike lanes were created/improved on Midvale!) I would avoid Midvale bike lanes and continue to utilize neighborhood streets for my commite. My family does not utilize on street parking on Midvale for ourselves or for contractors, but I strongly support that practice for others who live on Midvale. Those who live on Midvale have no other choice of parking and would therefore continue to do so making