

From: [Ben Noffke](#)
To: [Transportation Commission](#); [Vidaver, Regina](#); [Tishler, Bill](#); [Traffic](#)
Subject: Support Midvale Bike Lanes
Date: Wednesday, September 10, 2025 10:56:00 AM

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Hello Transportation Commission, Alders Tishler and Vidaver, and Traffic division,

I'm writing to voice my support for option 1 of the Midvale resurfacing project: add buffered bike lanes and replace most on-street parking on Midvale.

I live a few blocks east of Midvale along Mineral Point Rd and I regularly bike on Midvale for my work commute and errands. I'm an experienced cyclist and I place a lot of value on a direct route. However, I only use Midvale if I have my camera recording because I know the risks. I would be much more comfortable taking Midvale with buffered lanes. While they aren't as good as fully protected lanes, I feel much safer in a buffered lane compared to a single line of paint. The buffered region also does the work of securing the space for a potential barrier in the future.

I think the other improvements that were suggested around improving Segoe and Owen are still worthwhile to pursue. We should have a diversity of bike network options where people can weigh the trade-offs of comfort vs directness.

After reading through the survey results, I can't say I'm surprised by the number of responses that would choose to preserve parking. I think people are unlikely to give up a free benefit, especially if there isn't a desire to change their habits. In the face of a majority requesting preservation of parking, this is an opportunity for this commission, alders, and city staff to show leadership. We've already adopted a resolution for complete green streets that places parking as the lowest priority. It's no secret that investing in infrastructure to promote walking and biking aids in climate goals, public health outcomes, and shifting our capital improvements to projects that have lower maintenance costs.

Lastly, I want to point out that the vast majority of residents have a common desire: to improve the safety compromised by the high speed throughput of Midvale. This is the common thread that plagues pedestrians/cyclists, makes it difficult for drivers to get out of their driveways, and demands so much space that we can't fit biking and parking on the street. What would the responses have looked like if there was a proposal to close a travel lane in each direction and create parking protected bike lanes? I think this would have been something that addresses the concerns of Midvale residents and pedestrians/cyclists.

People might think that the city isn't hearing their concerns by choosing bike lanes, but I hope they can come to realize that the public space lining their houses has already been surrendered to car travel. I know that we need to wait for street reconstruction to pursue more impactful permanent safety options, but I think residents would appreciate action that shows responsiveness to the root concern. Returning to residents with an opportunity for a quick build experiment to reduce speeds would go a long way to build trust in the city's ability to solve problems.

Thanks for your consideration,