

**From:** [Juan](#)  
**To:** [Transportation Commission](#)  
**Subject:** Sept 10 Meeting, Midvale Project  
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I live on Midvale, near Regent St.. I am writing about Item 3 on the Sept. 10 meeting agenda. I support resurfacing Midvale Blvd. and improving the pedestrian crossings on it. As I did in 2023 and 2024, I am writing to oppose the prohibition of parking on Midvale to install a bike lane, Option 1 of the proposal. If anything needs to be done I suggest Option 3.

Before retiring I was a lifelong bike commuter, often year-round, and now ride recreationally, including on Midvale. There is no demonstrated need for the project as proposed Option 1 and no reasonable alternatives offered for the occasional needs of the 63 affected homes between Mineral Point and Regent for brief, temporary street parking (and another hundred or so apartments and condos between Regent and University). I'll speak primarily to the portion of the project between Mineral Point and Regent St.

There is no demonstrated safety or transportation need for a bike lane on Midvale. As far as is known, there's never been a bike-motor vehicle accident on the affected stretch of the street. The curb lane is currently usually almost entirely unimpeded for cyclists to use. Prohibiting all parking at all times on both sides of a half-mile stretch of residential street because sometimes a biker may have to deviate around two or three parked cars is not a reasonable balancing of multiple uses, even when one gives greater weight to cycling over parking, as city policy does.

How likely is a bike lane to increase usage? I commend the city for seeking more feedback through the August questionnaire. I don't know of any counts of cyclists traveling on adjacent or intersecting routes, from which it might be possible to deduce the origin or destination of trips and thus how many would divert onto the new bike lane. Another way to assess this is to look at possible points of origin and destinations of bikers in the area.

Cyclists south of Midvale School can more easily and quickly get to campus or downtown by accessing the Southwest Path at Glenway, Odana or Midvale. Those who live west of Midvale but north of Midvale school have an easier and better route on Segoe, then Regent-Bluff-Kendall, or Segoe north on the new protected lane to the Blackhawk/Shorewood path and then to campus. Those from Middleton have bike lanes on Old Middleton Road or the path/sidewalk on University Avenue until they reach the Blackhawk Path. Those north of Mineral Point and east of Midvale can more easily use Meadow or Owen Drive to get to Regent/Kendall to campus and downtown, or cross University at Shorewood Boulevard or Farley to get to the West Campus. In short, from every direction, there are already better bike routes to campus and downtown.

Those going to Hilldale also have better routes. From the southwest they can take Segoe straight to Hilldale. From the northwest, Old Middleton to Segoe to Hilldale. If they live east of Midvale they can take Owen Dr. or Meadow to Heather Crest. The pool of likely users of a Midvale lane is limited to those living on Midvale (among whom even we cyclists oppose the bike lane) and to the few Shorewood residents who wish to connect to the Southwest path.

The parking study does not fully capture the needs residents have for brief, temporary street parking. Most houses have single-car driveways and garages. People visiting for garage sales, a Make Music Madison event, family gatherings on holidays, a high school graduation, lawn services, snow removal services, package deliverers, contractors and trades people, all will be unable to park even briefly. This will be a special hardship for elderly visitors and residents or families with infants or very young children, especially in bad weather. It will be much worse for those living in the middle of long blocks uninterrupted by cross streets or median breaks to reach alternative parking, such as the west side of Midvale between Hillcrest and Mineral Point.

On a daily basis, the ability to park on the street for even an hour or two is useful. Someone coming home from work to a plow pile in their driveway won't be able to just park next to their driveway until they clear the pile, a family shuffling cars in a narrow driveway can't just move a car onto the street for a few minutes, a visitor stopping by for a few minutes or just to drop something off won't be able to just park in front of the house. Instead of stopping on the street, package delivery vans and trucks will have to pull into driveways or aprons (if they can), sometimes blocking sidewalks, and then having to back into the busy street, doing this repeatedly as they complete their route.

The burden and inconvenience borne by residents outweighs the little public benefit to be gained from this proposal. I believe the curb lane can continue to be safely shared by cyclists and parkers, as it has been for decades, especially once it has been repaved to eliminate cracks, potholes and uneven patches. I believe simply resurfacing Midvale and improving the pedestrian crossings is all that needs to be done at this time.

However, if something is to be done, Option 3 is the best. It makes use of two existing, lightly traveled streets that roughly parallel Midvale Blvd and provide access to the existing bike route on the Regent-Bluff-Kendall corridor, as well as easy access to Hilldale and to crossings at University Ave (even if none of the crossings under any option are "that great"). S. Owen was recently repaved and includes traffic calming circles and Segoe already has dedicated bike lanes for its entire length. As a cyclist I'm unconvinced of the value of concrete protections at intersections, though. I worry they may confuse motorists and make bikers who are proceeding straight through the intersection less visible, as they are shunted to an adjacent crosswalk.

Thank you for your attention.

Juan B. Colás