
Comments from Respondents who Did Not Choose Any Option

Option 3 "improving" is too vague as to what that entails. Thus I oppose all plans in the absence of detail as to option 3 "i.proving" ambiguity. Option 1 and 2 are NOT .you top choice. The survey is inco.plete without clarification as to Stop making it harder for automobile traffic to flow effectively in Madison.

NO CHANGES PLEASE! ALL GOOD AS IT IS!

You need to.stop with the uncontrolled intersections and the crosswalk. It is terribly dangerous and stupid. The flashing lights in the middle of block to allow bikes or runners to dart out into traffic is idiotic. If they need to cross at I do not think any of these options should be pursued and our taxes should not be spent on it. Why are we spending so much money to accommodate bicyclists in this city - new bike paths, new bridges, etc? Midvale road needs to be repaired as it is terrible to drive it. I do not think bicyclists should be traveling on this road as it is too busy and will make it very difficult. Almost none of the bicyclists who cross the Midvale at the bike path near Yuma actually stop when traffic is already at the intersection and have seen accidents because of their lack of consideration for vehicles. They do not follow traffic rules or signals. People who own homes on Midvale who are taxpayers should

There are too many impediments already. Do not spoil Midvale as you have spoiled other streets. Drivers are impatient and distressed therefore the new bike lanes are not safe or acceptable for my bicycle riding. Indeed very few bicycle riders use these lanes. Many are driving with one headlight or running light out because of your tax -

Actually none of the above. There is no information about how any of these will impact driving lanes. Also Segoe Rd

No option is desirable . Dedicated right turn lane at midvale and mineral point should be added. Remove no right

The new bike paths that were already installed on Segoe Rd by Regents Street and Hildale Mall are dangerous for

The city has very few north/south roads. Park St, Mills, Midvale, Whitney Way and Gammon. For the number of bikes that I have seen in the last 46 years on Midvale, I think you have gone way overboard. The bus system is good for going A to B but if you have to make multiple stops and they are N/S in direction it could take all day. You already made Segoe a nightmare to drive with the extensive waste of safe road space between University and Regent.

Whitney Way has extremely long vehicle lines because of the single lane. Buses seem to think they can exceed the speed limit by as much as 15 mph. For the number of bikes that I see on your so-called improved roads, the numbers are miniscule compared to cars. I had the pleasure of having bicycles on the concrete median next to the threw lane

Adding bike lanes to Midvale would not improve safety for bikers and is dangerous. Bikes should be on a parallel

The Bike Path that crosses Midvale is a traffic hazard. You need to put in a bridge or underpass for those walkers and bikers. Many times neither the walkers or bikers use the caution lights and there are many times drives do not stop

Bike lanes are not needed on this stretch of road as I do not see bikers using this stretch of road.

Yes. My only point was that the existing pedestrian crossing at Owen Drive on mineral point Road is best to leave in the same location it currently is. I see No reason to add a second crossing on the west side. It is easy for everyone on Owen to go to the east side to cross mineral point Road. Cars are already expecting pedestrians and bikes to

All of this seems like a waste of money and unnecessary.

Do not support any option. Pedestrian sounds are OK. Do not add more obstructions. I do ride a real bicycle but never on the "bike" lanes that have been made on Segoe and other roads. Too many frazzled people suffering from

You are forcing a selection on bike lanes. Midvale is an auto street from the beltline. Do not let the bike loving traffic engineers who totally screwed up Segoe to do the same to Midvale. Resurfacing is all it needs it rides like a gravel

I think it is important to separate bike routes from main arterial car roads. We need both, but they just don't fit together well. There are so many less busy neighborhood streets to choose from. Kendall Ave instead of University

Why reroute the bikes through car traffic- that will always be there? Find a neighborhood to send the bikes through.

Midvale Blvd is a major thorough fare that needs to remain open for car traffic! We're not going to stop driving just

Why do you need personal information to fill out a survey? I oppose all of these they will only make traffic worse.

segoe modifications are crazy and cause confusion and problems. Flashing crosswalks are always a great idea. I

I don't believe additional work is required for Midvale. Clearly the changes you made on Segoe although not great, Do NOT do wasteful reconstruction. You are creating problems that do not exist.

Wait 15 years for major improvements. Shared bicycle lane on Midvale (painted) is the way to go . If need safer route, use streets to west or east of Midvale. Only bicyclist in great shape will go up Owen.

leave the design as present. just resurface roadway. Do not remove parking along Midvale.

The concrete barriers and curb extension bump outs are a hazard to drivers especially when making a turn. I have personally seen confusion when turning from Mineral Point onto Whitney Way with drivers turning into bike lane or hitting the bump outs. The bump outs on Segoe require ridiculously wide turns when trying to access the Hilldale Mall or the street in front of the post office. In addition all these bike lane barriers and improvements have not Just replace and leave things alone. No one rides bikes enough there to make more changes. It's winter for 1/2 of year. Your office keeps trying to create this bike space. Get over yourself. We drive cars. It's not Chicago. Roads are I have driven Segoe Road daily for the last 25 years. Years ago it was reduced to one lane so there could be a dedicated bike lane. It is still rare that I ever see a bicyclist using that lane. This desire to make more bike areas (like that awful mess the city created on Segoe north of Regent for the BRT) is a solution in search of a problem. The additional concrete adds to global warming and is another impermeable surface that can cause more flooding Preferred option is keep everything as is. All the new bike lanes are extremely confusing (eg Segoe Rd). I see people There needs to be a left turn signal installed at Midvale for the turns onto Regent. Repave Midvale and be done with it. All of these proposals are very expensive solutions to non existent problems. I travel Segoe quite often and rarely see bicyclists using the lanes. The cost of that project far outweighs the benefits and the Midvale project sounds like There is no need for any of these projects. Bike ridership is an unrealistic option for a majority of people. Do not Stop prioritizing bikers man. You can make things better for them on things that aren't the roads. Plenty of trails and No bike lanes on Midvale. You're screwing up traffic in the city by putting all these hard bikes lanes everywhere. None of these options are acceptable until the City of Madison starts impementing the same financial penalties that apply to motor vehicle users - start ticketing and citing bicycles and start charging license fees for usage on city Stop the madness. Every time Madison "improves" the roads, it gets worse. Case in point: Segoe Road as it nears University Avenue is a labyrinth. Leave Midvale alone, except to maintain its CURRENT status.

We could be spending our money so much better. Segoe Road by Hilldale is absurd. Residents all agree that it was safer for the motorists, buses, and pedestrians before its resurfacing project happened. Don't make the same None of the options. You have made a mess of Segoe around the post office and cannot be trusted to "improve"

I think all these options could use improvements but of the three, I'd go with option 3. We have an existing N/S bikeway on Segoe. It doesn't make sense to place another on Midvale as it is only a few blocks away. Improve what we have. The city spent a lot of money rebuilding Segoe with bike lanes. Building a new bike path on a heavily travelled street like Midvale is going to piss off drivers. I would suggest continuing with the University Ave crossing (part of Option 2) as part of this approach to help bike riders get across University Ave over to the bike path. Another comment on this option is get some input from the school and parents regarding the Mineral Point Segoe "improvements". There are many. children using the intersection when school begins and at the end of the day.

These ideas are not necessary. Need more parking for the residents on Midvale Blvd. Residential speeds should be I believe the Whitney Way design is bad, slows traffic to a crawl, No to only one lane for cars!! The Segoe reconfiguration at Hilldale is a mess. Keep Midvale 2-lanes both ways with no restricted lanes for busses or bike!! Just that you stink

absolutely a make work project. Midvale works fine for cars and bikes as is.

Segoe is hard to maneuver now and lanes are too narrow. Please do not do this to Midvsle too

Don't do anything at all

This is going to be a big mess. I fail to see any problem in the existing situation. Traffic moves briskly. Bikers have

The priority the city gives to bike lanes is ridiculous when it comes at the expense of car convenience. Bikes will never be a real alternative to cars in Madison, given our long cold winters and sizeable older population. Bike lanes west of the campus and downtown areas are so little used that they're a waste of money. The number of people who use them could easily be accommodated by riding on sidewalks. Also, the revised bus system doesn't provide easy. Whatever you do, can the traffic lights be altered so that when they turn green, the next light is better timed to be green as well. Currently the next light turns red just in time for vehicles to arrive; they can only make it if they speed or run the light, which many do. Can any of these options assist bikers in signaling their turns or lane shifts?

I find "Bike Boulevard" signage of no value unless changes are made to limit vehicle traffic (ala the Bryant St Bike Boulevard in Palo Alto, CA). Signs give a false sense of security. I prefer using low traffic streets whenever possible. I think that to encourage bike traffic on heavily-traveled streets does a disservice unless there are no alternatives. Unless there is a compelling reason, I think adding bicycle amenities to a short stretch of a long street is worse than NO changes should happen.

1. All proposals do not include existing vs proposed lane widths. This corridor is highly travelled and making travel lanes narrower is problematic. Can not tell from info provided what existing is... Option #2. Crossing Midvale at Bagley for bikes is problematic and would not be favorable for bikes. Too much traffic here. See comment above regarding existing vs proposed lane widths. Can median be narrowed to allow for same lane widths, parking, and bike lanes? No detail on what a 'bike boulevard' is? Are we talking about bike lanes separated by paved curb? If so, bad idea. Option #3. The meta link in the email sent to residents does not work. Current Segoe Rd works fine for bikes. Nothing needs to be improved and additional costs are unnecessary. All options do not like bump out intersections. Adequate time to cross all signaled crossings can be accomplished through adequate crosswalk. Any of the N-S options with buffered bike lanes and pedestrian safety improvements is OK. Not sure what "buffered bike lanes" are - a physical cement barrier? Would especially like to see the small section of Laub Lane from Berwyn. Creating successful alternate bike routes that bikers will actually use (Segoe, Owen, Meadow Ln) will require intensive biker education AND ENFORCEMENT. I suspect most bikers will stay on Midvale rather than leaving that road for safer routes, especially those who are headed to Hilldale & the east-west bike path just north of University Ave. Bikers are notorious for ignoring the rules of the road (which I really resent as a driver, since they put me in the position of potentially hitting them). At a minimum you will need to install extended-reach buttons to activate the flashing crossing lights; bicyclists will not get off their bikes to push the button. Even then, they often don't bother. It's infuriating. Ticket a few of them and the word might get out that they need to use those buttons. Have you considered using the median entirely for bicycles? To me it seems like wasted space that could be creatively used, I support none of these. They are unneeded "improvements." All they do is make driving more difficult, as in the travesty that is Segoe Road north of Regent Street. It is a joke and planners to not care what longtiem residents think. Why isn't there an option to widen sidewalk(s) on Midvale to include a bike path so that parking and biking could be maintained? What about narrowing and shifting the west lane the length of midvale to retain parking along east side, Not this project, but getting Schroeder Rd resurfaced ASAP. That road is an accident waiting to happen with all the Why can't you do what is done on Monroe St. and have no parking between certain hours while permitting parking at other hours? Unless I misunderstand, that is not one of the supposed "options" being proposed. I like the Midvale Blvd is a very busy road and is also largely a residential area. Any plan that would eliminate two lanes of traffic is unacceptable to me or parking restrictions. Addition of flashing beacons and an acceptable pedestrian signals are the only thing that would be good to me. The alterations on Segoe Rd by the post office serve as an