

IdeaScale Ideas

Date/Time	Idea ID	Idea #	Author	Campaign	Total Votes	Vote Up	Vote Down	Comments	Title	Details	Tags	URL
5/1/2014 18:40	33645	2	michaeljchronister	Reasons to Ride	17	13	4	7	Implement Idaho stop law for bicycles	The law allows bicycles to treat stop signs as yield signs and stop lights as stop signs. When a bicycle approaches a stop sign they slow down check all directions and if no one else is present proceed as if it was a yield sign. If other vehicles are present they must treat as a regular stop sign. At a red light bicycle would come to a stop and check all directions and if no other vehicles are present proceed as if it was a stop sign.	law,idaho stop,stop sign.,http://origin.www.treehugger.com/cars/6-ways-to-defuse-anti-cyclist-road-rage.html	http://ideascale.com/t/UH3bZJCj
5/1/2014 18:45	33646	3	michaeljchronister	Places To Ride	1	1	0	0	Create signed bike routes outside city of Madison	Once you get outside the city it can be hard to know where to go to find the best routes to cycle on. The city with help from the county should create signed bike routes that loop out from the city center and take cyclists to nearby destinations such as Paoli, Cambridge, Columbus, Cross Plains, Mt. Horeb, etc. For inspiration check out Sharon, WI and its signed bike routes. http://villageofsharon.com/sharon-cycling/sharon-cycling-series-(-area-routes)	routes,signs,dane county,best roads	http://ideascale.com/t/UH3bZJCK
5/2/2014 5:06	33661	4	Norman Moore	Bike Culture / Events	0	0	0	0	City Ordinance?	Can there be a city ordinance established that is somewhat similar to a vulnerable users bill. I know DOT and the legislature has to be involved in state laws, etc. But is there a possibility the city could levee a fine that would be a little stiffer than a "failure to yeild" ticket when running over a cyclist? Something along those lines.	vulnerable user,safety,culture	http://ideascale.com/t/UH3bZJCz
5/2/2014 5:14	33662	5	Norman Moore	Information on Bicycling	2	2	0	2	Consistency	Can we get consistent signage along the bike path as far as traffic guidance. Just from the back-side of MGE headed towards the east side, in the span of two-miles you may come to an intersection that has a stop, another with a yield and yet another with no sign at all. All the while, the intersecting road may have a yellow caution sign but no direction for them to stop, yield or otherwise act. This causes rider AND driver frustration. If at some intersections I am required to stop and others there is no sign, then I must have the right away??? (Personally, I view myself as a vehicle and when I am breaking the flow (crossing an intersection) and will yield to a car, but I don't feel others view it that way)		http://ideascale.com/t/UH3bZJCO
5/2/2014 12:48	33688	6	Sarah Rogers	Reasons to Ride	9	8	1	3	Barrier-Protected Bike Lanes	I would love to see barrier-protected bike lanes in Madison, for better safety for cyclists. Good places for this would be Park Street, University (west-bound, as it already exists east-bound), Washington, and other major car-and-bike shared routes through the city. Barriers could be a type of semi-permanent cone (like Chicago's implemented), cement divider (like on University), or planters (how pretty!). This would increase safety and comfort for cyclists, and give beginner cyclists stronger reasons to ride.	complete streets	http://ideascale.com/t/UH3bZJDQ
5/2/2014 12:53	33689	7	Sarah Rogers	Other Thoughts	12	11	1	9	Linkage Issues, e.g. State Street to E. Mifflin	This is a rather specific idea, but the State-Street-to-East-Mifflin-Street corridor east-bound is confusing to cyclists. I often "break the law" to stay safe by biking on the wide sidewalks on the Capital Square in order to get to the bike boulevard on the other side. I'm sure other links between bike routes are iffy in this town. Johnson Street is an option in this specific case, but its bike lane is not safe when turning right to get to E. Mifflin from State. Perhaps a campaign to discover and rectify linkage issues like this is in order?	complete streets	http://ideascale.com/t/UH3bZJDR
5/2/2014 13:03	33692	8	Sarah Rogers	Places To Ride	9	8	1	5	LOVE the existing bike paths and bike boulevards	They're safe, fast, and easy to find. Love it. <3 the prompt winter plowing. More, please. Also love it when there are designated pedestrian walkways alongside bike paths, so there's less risk of colliding into baby strollers, puppies, joggers, etc. Favorites: SW Commuter Trail, E. Mifflin Bike Boulevard, Cap City Trail, Wingra Creek (although getting a bit bumpy!). Improvements: PLEASE less sand in winter. PLEASE!	bike paths,bike boulevards,winter	http://ideascale.com/t/UH3bZJDU
5/2/2014 13:12	33693	9	Sarah Rogers	Information on Bicycling	3	3	0	1	LOVE the bike maps!	They're the first thing I give to new cyclists in town. Informative on city geography, safety, and local cycling law. Would love to see occasional kiosks full of maps along major bike paths, but I'm happy to find them at bike shops & libraries. What about stocking all the "Little Libraries" around town?	maps,safety,law	http://ideascale.com/t/UH3bZJDV
5/2/2014 15:57	33701	10	michaeljchronister	Places To Ride	2	2	0	1	Give priority to bike routes for street repairs	If the city is going to create bike routes through the city like the current Lake Monona Loop route it should make sure those roads are kept in good shape. Currently the streets south from Cottage Grove Rd to Monona Drive are in bad shape and almost unridable. It is a shame to send people on this route only to have them deal with crappy roads.	lake monona	http://ideascale.com/t/UH3bZJDe
5/4/2014 19:44	33749	11	Bruce A Johnson	Places To Ride	7	0	7	6	Consistency on bike path/road crossings - cars get right-of-way	As a biker for my entire 27 years here in Madison, I have been thrilled to witness the expansion of the bike path infrastructure over that time. However, the interfaces between cars and bikes have got to be made standard, with cars getting the right-of way every time. Every intersection should have "Yield" signs for bikes, and the roads should have signs reminding cars that they should NOT stop for bicycles. And the insane experimentation with new, non-standard traffic signals to give bikers the upper hand should end immediately! Bikers do a great job of ignoring the fact that bikes are "vehicles," the same as cars, and must follow the same rules of the road as cars do. (Not a big fan of "bike boulevards" either.) One of these days a biker is going to be plowed down at a bike path crossing - who will be at fault? As a biker, the arrogant attitude many of my fellow bicyclists have towards cars is just sickening.		http://ideascale.com/t/UH3bZJEQ
5/4/2014 20:23	33751	12	Community Member	Information on Bicycling	2	2	0	1	Educate Motor Vehicle Drivers, too	I JUST had an extended chat about bike safety and it is clear that one of the main problems is that motor vehicle drivers do not know the laws pertaining to bikers. This certainly detracts from the safety and enjoyment of biking. Please consider amping up the educational component for motor vehicle drivers.	cars,motor vehicles,laws,bikes,education	http://ideascale.com/t/UH3bZJES
5/6/2014 6:28	33829	13	steve_s	Other Thoughts	0	0	0	2	Consistency in road shoulder lanes	For example, Cottage Grove road, between Stoughton Rd and the interstate goes from bike lane to parking lane to vague no-mans land, turning lanes, back and forth, back and forth. Cottage grove road is straight, but the white line comes and goes, disappears, moves. Draw the line straight the whole road. i don't care if there's parking or whatever on the right of me, but if cars drive straight, there's less swerving into the bike lanes; if i ride straight, there's less confusion about where i'm going to be.	traffic,road improvement	http://ideascale.com/t/UH3bZJFk
5/8/2014 11:58	34015	14	grantxyz	Other Thoughts	6	5	1	3	SW Commuter Path/North Shore Intersection	This is an incredibly tough crossing for path users and needs some additional support. An activated signal would be a great addition here.	intersection	http://ideascale.com/t/UH3bZJIn
5/8/2014 11:59	34016	15	grantxyz	Other Thoughts	10	8	2	3	SW Commuter Path/W. Washington Intersection	This is an incredibly tough crossing for path users and needs some additional support. An activated signal would be a great addition here.	intersection	http://ideascale.com/t/UH3bZJIo
5/8/2014 12:00	34017	16	grantxyz	Other Thoughts	2	2	0	0	SW Commuter Path/Midvale Ave Intersection	This is an incredibly tough crossing for path users and needs some additional support. An activated signal would be a great addition here.	intersection	http://ideascale.com/t/UH3bZJIp
5/8/2014 12:02	34018	17	grantxyz	Other Thoughts	4	4	0	0	Odana/Whitney -> West Towne	There is no safe way to get from the terminus of the bike lane on Odana east of Segoe to West Towne. Please consider a N. Sherman treatment for Odana in this section. Even if a path connection is made as I believe is planned, cyclists need safe access to the many businesses along Odana Rd.		http://ideascale.com/t/UH3bZJlq
5/8/2014 12:03	34020	18	grantxyz	Other Thoughts	5	4	1	2	Fix W. Washington from Bedford to Henry	This is an incredibly confusing stretch for all road users. Please consider an update with clear indications for bike users (bike lane).		http://ideascale.com/t/UH3bZJlS

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5/8/2014 12:19	34022	19	Peter Gray	Other Thoughts	9	5	4	1	Make Capitol Square car-free like State Street	Let's make the four sides of Capitol Square into a "pedestrian mall" extension of State Street: no private cars, just transit & delivery vehicles, pedestrians & bikes. This should not be that hard because cars already avoid Capitol Square. It's already set up to encourage cars to take the outer loop instead.		http://ideascale.com/t/UH3bZJlu
5/8/2014 12:28	34024	20	grantxyz	Other Thoughts	4	4	0	1	Provide bike lane on Midvale north of Mineral Point	See above.		http://ideascale.com/t/UH3bZJlw
5/8/2014 12:30	34026	21	grantxyz	Other Thoughts	4	2	2	1	Create clear signage/markings on Park St. between Parr and Vilas	This section has confusing bike facilities both north and south bound. There is plenty of roadway, we just need better lane markings and signage.		http://ideascale.com/t/UH3bZJly
5/8/2014 12:31	34027	22	grantxyz	Other Thoughts	1	0	1	1	Fix poor weave lane markings southbound Fish Hatchery @ Badger	This section was recently redone, but the weave pattern indicated by the lane markings for through bike lane and right turn onto Badger traffic is dangerous.	intersection	http://ideascale.com/t/UH3bZJlz
5/8/2014 12:34	34029	23	grantxyz	Other Thoughts	11	10	1	3	More space needed at path crossing at John Nolen/North Shore	Westbound path traffic from Capital City Path crossing John Nolen has insufficient room to queue and creates obstacles for path users.	intersection	http://ideascale.com/t/UH3bZJl1
5/8/2014 12:36	34030	24	grantxyz	Other Thoughts	2	2	0	0	Create safe connection from Starkweather Path to Aberg	It is extremely dangerous to travel from the Starkweather Path at the northbound exit ramp of 113 to Huxley/Aberg and vice versa. There was a recent bike fatality in this stretch.		http://ideascale.com/t/UH3bZJl2
5/8/2014 12:38	34031	25	grantxyz	Other Thoughts	3	3	0	1	Provide bike facilities on Atwood from Dunning to CGR	The stretch from Dunning to Fair Oaks is needed to give cyclists access to local businesses. From Fair Oaks to CGR is required for good access to Olbrich park and connections to Monona Dr.		http://ideascale.com/t/UH3bZJl3
5/8/2014 12:39	34032	26	grantxyz	Other Thoughts	3	3	0	0	Bike facilities on Cottage Grove Rd from Dempsey to Atwood	Good bike lanes are available from Dempsey East and from CGR south on Monona Dr. This is a missing link.		http://ideascale.com/t/UH3bZJl4
5/8/2014 12:40	34034	27	grantxyz	Other Thoughts	6	6	0	0	Bike facilities on Mineral Pt. Rd east of Whitney Way	There is not a good alternate route here.		http://ideascale.com/t/UH3bZJl6
5/8/2014 12:41	34035	28	grantxyz	Other Thoughts	4	3	1	2	Cap City Path between Jackson and Waubesa	This stretch of path has too many road crossings. Should look to table top crossings and add stop signs for cross streets to give priority to path traffic.	intersection	http://ideascale.com/t/UH3bZJl7
5/8/2014 12:42	34036	29	grantxyz	Other Thoughts	3	1	2	0	Limit use of salt and sand on paths	Too much sand is used without sufficient plowing. This causes significant and unneeded wear on equipment and lasts well into spring.		http://ideascale.com/t/UH3bZJl8
5/8/2014 12:44	34038	30	grantxyz	Other Thoughts	7	5	2	4	Commit to snow/ice removal on on-street bike lanes	On-street bike lanes on existing salt routes should be maintained at a level that facilitates safe use. Much of our bicycle infrastructure disappears in the winter due to a lack of clear policy guidance here.		http://ideascale.com/t/UH3bZJJA
5/8/2014 12:46	34040	32	grantxyz	Other Thoughts	4	4	0	1	Need a connection Cap City Path to Schenk's Corners eastbound	Need a good way for this to happen going up Winnebago. Current options are not good and this is a frequently traveled route.		http://ideascale.com/t/UH3bZJJC
5/8/2014 12:46	34041	33	michaeljchronister	Places To Ride	2	2	0	1	Connect Starkweather Creek Path to Pankratz St	A simple connection could be made from Shopko Drive to Prankratz St. This would open up a link from Starkweather Creek Path to businesses (Ale Asylum) on Pankratz. Currently you must risk riding with traffic along on ramp to Packers Ave or go to Loftsgordon and Schlingen via awkward and dangerous intersection already mentioned.	Starkweather Creek, Packers	http://ideascale.com/t/UH3bZJJD
5/8/2014 12:55	34047	34	grantxyz	Other Thoughts	3	3	0	2	Secure bike/ped access along lake from James Madison to MU	I'm sure there are challenges with this, but it would be incredibly valuable to residents and visitors.		http://ideascale.com/t/UH3bZJJJ
5/8/2014 13:18	34054	35	Bradley Grzesiak	Bike Culture / Events	7	7	0	2	Encourage a Bike Week	Encourage a Bike Week in Madison. Not "Bike to Work Week"... just "Bike Week." Group rides, picnics, goldsprints, etc. See what Tallinn in Estonia has done: http://vimeo.com/69423470	event	http://ideascale.com/t/UH3bZJJQ
5/8/2014 15:05	34069	36	grantxyz	Other Thoughts	4	4	0	0	Bike facility on E. Johnson from Baldwin to Pennsylvania	Current plans for E. Johnson call for extending the bike lane to Baldwin. Lane needs to continue to Pennsylvania and there should also be improved access to Tenney Park.		http://ideascale.com/t/UH3bZJJg
5/9/2014 14:51	34118	37	fieldcf	Other Thoughts	11	11	0	0	Improve Downtown Connection of Bike Infrastructure	Approaching the Square from any direction other than State Street requires the use of busy, non-protected, and poorly maintained streets. Current bike infrastructure gets downtown workers close, only to throw them into dangerous rush-hour traffic for the final few blocks. Protected connections to downtown will make bike commuting more appealing to the general population.		http://ideascale.com/t/UH3bZJKT
5/9/2014 15:06	34120	38	fieldcf	Places To Ride	8	7	1	0	Improve Safety on E. Johnson St.	Most bike-car accidents in the city occur on E. Johnson, a biker is in critical condition after an accident just this week. The re-construction of E. Johnson leaves the one-way design and poorly protected bike lane in place. Better protection from parked car doors and passing cars, or slower traffic should be encouraged while the project is still underway.		http://ideascale.com/t/UH3bZJKV
5/9/2014 20:06	34129	39	Steve.Arnold	Places To Ride	8	6	2	0	Make Mills Street a bicycle boulevard	Mills (Wingra Dr to Regent) is heavily used by bicyclists and transit. Beyond just a designation, engineering measures should be taken to - Maintain bicyclists momentum by turning stop signs to face side streets so cyclists on Mills do not need to stop. - Calm motor vehicle traffic, that will then have no stop signs on Mills. One idea is speed tables with gaps for bus wheels and bikes that are too widely spaced for cars. Other ideas: make some blocks one way, except bikes and buses, and forced right turns at some intersections, except bikes and buses.		http://ideascale.com/t/UH3bZJKf
5/12/2014 13:34	34196	40	Community Member	Information on Bicycling	12	12	0	3	Street sweeping in bike lanes	Glass, sticks, litter and other debris (even hubcaps!) tend to accumulate on curbside bike lanes near gutters, causing cyclists to swerve into traffic to miss them. Regular street sweeping in areas such as East Johnson St. would help.		http://ideascale.com/t/UH3bZJLI
5/12/2014 13:51	34197	41	Richard Schifreen	Other Thoughts	10	10	0	0	Maintain what we have	Big expensive plans are nice and generate attention. BUT how about maintaining what we have. Many sections of my commuter route on designated bike routes have dangerous cracks, potholes, collapsed pavements, etc. etc. City so far has ignored my problem reports.		http://ideascale.com/t/UH3bZJLm
5/13/2014 5:19	34222	42	Community Member	Information on Bicycling	2	2	0	0	Safety signaling: Eastwood & Division intersection	When traveling towards downtown on the bike path, there is no indicator of the traffic signal to indicate safety to cross Division. This intersection is also a bit dangerous for pedestrians crossing the bike path. Cyclists tend to ride quickly through that intersection and feel they have the right of way over pedestrians. The right of way needs to be indicated in some signage.		http://ideascale.com/t/UH3bZJMB
5/13/2014 9:58	34250	43	Community Member	Other Thoughts	2	2	0	0	Build Another Bike Path From First North To Aberg By Tracks	Let's invite our friends-in-cleaner-air-transport, Wisconsin & Southern to partner with us in building a beautiful bike corridor alongside the track that goes just north of East Washington at First Street all the way to Aberg. Thank you, -Elena	Train track bike corridor	http://ideascale.com/t/UH3bZJMe
5/13/2014 21:14	34278	44	Ken Walz	Places To Ride	2	2	0	0	path from olbrich park to cottage grove road along Monona drive	This is a big gap in the ride around Lake Monona. Either widen the sidewalk or provide a dedicated bike lane for this section		http://ideascale.com/t/UH3bZJM6
5/13/2014 21:16	34279	45	Ken Walz	Places To Ride	5	5	0	2	create a lake loop around lake Mendota	The ride around Lake Monona is currently one of the most popular routes for recreational cycling. It is a shame that one does not also exist around Mendota. And for that matter, a southern route around Waubesa would also be nice (maybe we can get Dane County on board to help?)		http://ideascale.com/t/UH3bZJM7
5/13/2014 21:22	34280	46	Ken Walz	Places To Ride	1	1	0	0	Link starkweather creek to demetral field	There is no good way to get from starkweather to demetral without dodging traffic on North and Comm Ave. A bike route that went past Eken park along the way would be a big help.		http://ideascale.com/t/UH3bZJM8

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5/14/2014 7:43	34309	47	undermatt	Places To Ride	13	13	0	4	Extend Olbrich Park lakeshore path and add bridge crossing	<p>There is currently a lack of walking/biking paths in Olbrich Park along Lake Monona. Walkers and bikers are forced along busy Atwood Ave, and everyone must cross Starkweather creek via the Atwood Ave bridge on narrow sidewalks.</p> <p>There is a paved path that runs from Lakeland Ave to Starkweather Creek, but this path abruptly ends at the creek.</p> <p>This path should be extended by adding a bridge to cross Starkweather Creek and continue the paved path along the shore of Lake Monona to the south end of the park at East Side Club.</p>		http://ideascale.com/t/UH3bZJNc
5/14/2014 13:10	34364	48	Community Member	Places To Ride	5	5	0	0	Connect Campus Drive path to SW Commuter Path	<p>Establish a bike path along the railroad tracks through the heart of UW Madison campus from the Southwest Commuter Path at N. Mills St. proceeding west, across University Ave. and connecting with the Campus Drive Path behind the Dairy Barn (1915 Linden Dr.). A dedicated bike path would be safer than stair stepping along busy streets such as Dayton, Randall, University Ave, or Breese Terrace.</p>	bike path connections	http://ideascale.com/t/UH3bZJOV
5/14/2014 20:02	34371	49	Ken Walz	Places To Ride	7	7	0	2	incentives to install bike racks at local businesses	<p>It is very frustrating to ride to a location and find that there is no place to park and lock up a bike. This problem is particularly evident once you get outside of downtown. A person could probably ride for hours around west town mall without finding a bike rack. Maybe we could create some kind of local incentives to encourage businesses to install bike parking?</p>		http://ideascale.com/t/UH3bZJOd
5/14/2014 20:08	34372	50	Ken Walz	Places To Ride	1	1	0	1	off road bike trails near madison	<p>Although there are some great mountain bike trails in the area (Blue Mound, Cam Rock) there is not much close to the city. Quarry Ridge and Pleasant View in Middleton are about the closest, and the latter is in question of being dismantled by a future housing development. There are many off road cyclists that attend the university or tech college who do not have easy access to vehicles. It would be nice to develop some mtn bike trails at a location near the city.</p>		http://ideascale.com/t/UH3bZJOe
5/15/2014 8:27	34428	51	gfergus	Other Thoughts	6	6	0	2	More paint	<p>Please add more paint to the streets in Madison. Adding white paint lines, creating clear car/bike lanes makes it easier and safer for motorists and cyclists. This is especially helpful when the street has 3 strips of asphalt, and 2 seams on the road surface between the 3 strips/lanes of asphalt. Motorists often get confused and use the right seam as the "centerline" - pushing them way farther to the right than they should be - and endangering cyclists riding on the right side of the road as well. Please add more paint. It makes it easier for motorists, and safer for cyclists.</p>	paint,more paint,bike lanes,car lanes,motorists,safety	http://ideascale.com/t/UH3bZJPY
5/20/2014 12:42	35122	52	robbie	Other Thoughts	1	1	0	0	Good, safe, easy connection btwn Univ/Gorham and John Nolen	<p>Broom and Bassett are both one way, at least part of the distance. Broom inbound gets pretty scary around both Wilson and again at Johnson St. The whole length is not all that pleasant, even with bike lanes.</p> <p>Bassett outbound dumps you onto Wilson and then Broom to cross John Nolen. This intersection is not easy for most people.</p> <p>I can and do bike these routes, but they are not comfortable for the vast majority of people. This leads to people riding on the sidewalk, which is both dangerous for the bicyclist and irritating to pedestrians.</p>	connections,gaps	http://ideascale.com/t/UH3bZJbw
5/20/2014 12:50	35127	53	robbie	Other Thoughts	1	0	1	4	By-the-hour bike lockers downtown	<p>Install coin or credit-card operated bike lockers in parking ramps and/or elsewhere around downtown. These can be similar to lockers at airports and train stations. (I have seen and used the technology with a credit card, so I know it exists.)</p> <p>People driving cars can lock their purchases, work bags, farmers market veggies, or other items in their car. This allows them to easily move around downtown to eat, socialize, shop, or otherwise spend time and money downtown.</p> <p>People on bikes would benefit from being able to temporarily leave items with their bikes in a secure location. This would also allow people on expensive bikes to know their bikes were safe while they visit downtown.</p> <p>This is different from monthly or yearly lockers (although we need those as well.) This is just for an hour or so. Maximum one day.</p>	bike parking,downtown	http://ideascale.com/t/UH3bZJb1
5/20/2014 12:56	35129	54	robbie	Other Thoughts	1	1	0	1	Secure bike parking at Metro transfer points and other locations	<p>Bike lockers, bike cages, bike stations, or other secure daily bike parking is needed to pair with Metro. It would boost both bicycle usage and transit usage is people felt secure leaving their bikes when they transfer to the bus. A different kind of park-and-ride.</p> <p>The transfer points are not currently a safe place to leave a bike all day while one takes the bus to work. Bike are likely to be stolen or vandalized, not to mention rained or snowed on. Other cities have secure bicycle parking at high-capacity transit stops. This means both sheltered and locked. Sometimes via a membership and key fob to open the enclosure.</p> <p>This would extend the "transit shed" of the bus system, because people could ride their bikes to the transfer point and have a wide choice of transit options from there.</p>	multi-modal,transit,bike parking,buses,secure parking	http://ideascale.com/t/UH3bZJb3

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5/21/2014 13:49	35278	55	wca478	Places To Ride	0	0	0	1	Safe, convenient route through Elver Park	<p>Currently there aren't any good options for getting from downtown Madison to the far southwest neighborhoods west of Elver Park.</p> <p>The most direct route involves Hammersley Rd. When that ends at McKenna, cyclists are left trying to cross 4 lanes of fast traffic without a wide median. It looks like Madison wants us to take the sidewalk to get to the Elver traffic light which is inconvenient in either direction for cyclists taking Hammersley Rd.</p> <p>West of the park, there are no direct connections to the neighborhoods. Cyclists have to go up S Gammon Rd to Mid Town. Mid Town has a lot of very steep hills and fast traffic.</p> <p>Suggestions: 1) Make it easier to get across McKenna at the end of Hammersley by widening the median and adding signage at the crosswalk 2) Add left turn lanes at Hammersley and the Elver park entrance so cyclists (and cars!) on the road can turn onto these routes without getting hit from behind by fast traffic. 3) Connect the west side of Elver park to one of the nearby neighborhood streets, perhaps near Starr Grass & Dayflower.</p>		http://ideascale.com/t/UH3bZJeU
5/23/2014 9:05	35456	56	steve_s	Other Thoughts	0	0	0	0	Responsiveness from the city transportation crews	I was very pleased with the speed the city cleaned the bike trails this winter, and extremely happy with the speed in which they responded to my specific requests for intersections or plowed-in areas on the roads themselves.		http://ideascale.com/t/UH3bZJhP
5/23/2014 12:10	35505	57	robbie	Reasons to Ride	2	2	0	1	You can stop and talk to friends and neighbors	<p>One of the things that makes bicycling fun and great for the city is that you can easily stop to talk to friends, neighbors, colleagues, or even strangers.</p> <p>If you see someone you know, you can easily pull off to the side of the street or path and talk. you can ride together for a little while. You can change direction and change your plans because of someone you see.</p> <p>Biking, along with walking and taking transit, allows us to talk to and interact with people more often and more easily. It creates social bonds and help people watch out for each other.</p> <p>Bicycling and other alternatives to driving also mean we observe our surroundings more. We can notice people, things, and places. This is good for neighborhoods and the city as a whole, because it creates "eyes on the street." It also means we are more in touch with the city. We notice things that are both good and bad.</p>	social connections,safety,community	http://ideascale.com/t/UH3bZJiD
5/23/2014 12:16	35506	58	robbie	Reasons to Ride	0	0	0	1	Biking is faster, cheaper, and less stressful than driving	<p>I ride because it's easier to park a bike than a car. I ride because it's often faster than driving. I ride because traffic jams are less of a problem with a bike. I ride because it relieves stress instead of creating it.</p> <p>If more people rode bikes, even the car drivers would be happier, because there would be more parking and road space for them.</p>	cost,parking,time saving,stress,efficiency	http://ideascale.com/t/UH3bZJiE
5/23/2014 12:23	35509	59	robbie	Other Thoughts	4	4	0	1	Good news/bad news: bike parking	<p>Good news: Bicycling is so popular that the bike racks are all full.</p> <p>Bad news: Bicycling is so popular that the bike racks are all full.</p> <p>We may be at the point in bicycling parking policy that we were when everyone wanted to drive a car downtown: We may need to have large designated spaces -- aka "parking lots" -- or even buildings -- aka garages -- for parking bikes.</p> <p>I'm glad the city is doing a study of downtown bicycle parking. And I'm glad they are including short, medium, and long-term parking ideas, just as we have those options for car parking.</p>	parking,congestion,study	http://ideascale.com/t/UH3bZJiH
5/30/2014 6:21	35976	60	grantxyz	Other Thoughts	4	4	0	0	More Bike Parking at Schenk's Corners	The Alchemy, Green Owl, Thorps, One Barrel, Tubbs, Chocolaterian: all great places to go by bike. Parking has always been tight here, but has gotten really tough in the last year. Perhaps consider converting some MV parking stalls to bike parking? The first parking spot on Atwood in front of 2002 and on Atwood in front of Alchemy would be good options.	Parking	http://ideascale.com/t/UH3bZJpw
5/30/2014 6:47	35979	61	grantxyz	Other Thoughts	4	4	0	0	Public Access from Mifflin Bike Blvd to Yahara Bike Path	I understand that there are some property right issues currently, but we should figure this out. Routing traffic around Dayton St. for this block with such a perfect physical connection already in place along the State building is a shame. They put boulders at the connection to try and dissuade cyclists from accessing Mifflin and these boulders just get moved out of the way. Let's figure out a good legal solution to make this problem go away.		http://ideascale.com/t/UH3bZJpz
5/30/2014 6:54	35980	62	grantxyz	Other Thoughts	3	3	0	0	Mifflin/Hamilton through Mifflin/Fairchild	<p>The bike boulevard is a great route for bicycle traffic until it gets to Hamilton. The light is always red here as well as at Hamilton and Mifflin with a no turn on red. Most cyclists end up going through both of these and it seems like things could better accommodate this high volume bicycle traffic.</p> <p>Mifflin at Wisconsin is also always red, even while the parralel sidewalk users have a green walk light. It seems that the traffic controls are set up to keep motor vehicle traffic use down around the square and really impact bicycle travel. Again, most users run this light, but it would be great to not have to feel like you're breaking the law by doing so. What about a bike specific green light here when parallel ped traffic is green?</p> <p>Mifflin at State is also problematic and could use some help. Getting from there to Mifflin/Fairchild has a lot of conflicts with buses and peds and driveway traffic at the end of the cul de sac.</p> <p>And of course, as someone else mentioned, making this same route work from west to east would be grand too.</p>		http://ideascale.com/t/UH3bZJp0

IdeaScale Ideas

Date/Time	Idea ID	Idea #	Author	Campaign	Total Votes	Vote Up	Vote Down	Comments	Title	Details	Tags	URL
5/30/2014 12:27	36025	63	ablesignal	Places To Ride	8	2	6	4	Switch pedestrians to left side on bike-pedestrian paths	This will seem drastic to a lot of people, but it actually probably makes a lot more sense to have the walkers/runners facing the bikers on paths like the SW path. The closing speeds are similar to car/pedestrian on a rural road (where walkers face traffic) and even more intimate on the 10'-15' widths of bike-pedestrian paths. Having walkers/runners facing the bikes as they come towards them would make things a lot safer because bikers wouldn't have to just hope that the walker/runner remembers that a bike may be coming around them from behind before they cross the path or step to the left for any reason. The "on your left" verbal warning that bikers are supposed to do when coming up on a pedestrian/runner sounds quaint, but is rarely done (I never do it) and ineffective when ear-buds are in use anyways. This would require some signs like "Pedestrians on left, cyclists on right" This would provide a safer and less stressful path experience for everyone. We won't be forcing peds into having massive objects approaching them at relatively high speed from behind then narrowly missing them. Bikers will have the opportunity to make eye contact with pedestrians they are approaching, which is especially useful when they have dogs and strollers. Pedestrians will often naturally shift over to make room when they can see the bike coming. It will require some signage, but people will quickly get used to it and everyone will be safer and more comfortable on our awesome bike-ped paths.	Path,bike path,bike-pedestrian path,multiuse path,pedestrian,safety	http://ideascale.com/t/UH3bZJqk
5/30/2014 12:36	36028	64	ablesignal	Information on Bicycling	3	0	3	2	Fix backwards "you are here" signs next to bike-ped paths	The orientation of these nice maps seems sort of arbitrary. Normally, when you look at a "you are here" type of map next to a path, one would expect that "left" on the map would correspond to "left" on the path you are standing next to. This is often not the case. An example of the problem can be seen next to the SW Path by the stadium. This would likely never be noticed by regular path users (who don't need to consult the map) but is likely very confusing to visitors.	Signage,bike-pedestrian paths,SW Path,Maps	http://ideascale.com/t/UH3bZJqn
6/3/2014 8:17	36341	65	j duris	Places To Ride	4	4	0	2	Extend Mifflin Bike Blvd to East High and Emerson Elementary	I believe in safe routes to bike to schools and that our schools should be connected by bike routes. On the East Side planning of the Fiore property development (at First Street and East Mifflin) should include a connecting bike route from Burr Jones to Mifflin Street and then Mifflin declared a bicycle boulevard to Emerson Elementary. This would put 3 schools total on the Mifflin Bike Boulevard.	Mifflin,Burr Jones,Fiore	http://ideascale.com/t/UH3bZJvv
6/3/2014 18:16	36419	66	wackybadger	Places To Ride	1	1	0	0	Widen Blind Curve on Indian Hills Path @ Blackhawk CC	Very dangerous curve on the Indian Hills Path near Indian Hills Park & Blackhawk Country Club. The curve is blind due to the bushes/trees on the north side of the path and this is precisely where a 2-lane path significantly narrows to about 1-1.5 lanes. Add to that a downward grade for westbound users and there is bound to be collisions here.		http://ideascale.com/t/UH3bZJxC
6/3/2014 18:23	36420	67	wackybadger	Places To Ride	8	8	0	4	Fix Dangerous/Confusing Campus Dr Path Intersection @ Highland	This intersection is very dangerous. There is an island to cross halfway but it is scarecely wide enough for a bicycle and certainly not with a trailer/kids in tow. The biggest issue at this intersection is that the path is far enough away from the Campus Drive off/on ramps that it does not seem to be considered part of the intersection. There are no signals for path users to say when it is safe to cross. If the offramp light is green, those vehicles turn right with barely a stop. If that light is red, it means the Highland Ave light is green. Add to that the vehicles using the onramp and not watching the path before pulling across it and this intersection is recipe for disaster. Allegedly, the island was supposed to have been widened to 8' last year but that did not happen.	campus drive,highland avenue	http://ideascale.com/t/UH3bZJxD
6/7/2014 10:00	36849	68	ablesignal	Information on Bicycling	0	0	0	0	Update green "Bike Path" signs on all multi-use paths.	Most of the green "street signs" have already been updated to reflect the multi-use nature of these paths. For example, the signs should read "Southwest Path" (with the bike/ped logo) instead of "Southwest Bike Path" The sharing of these paths between the many forms of non-motorized users is one of the most socially valuable and charming aspects of Madison's path system. Signage that mis-labels a multi-user path a "Bike Path" is not just a quibble over a detail, there is a subtle and long-term safety and utility impact. A large percentage (and often the majority) of users in one of the mis-labeled sections (the SW Path green-space section) are actually "non-cyclists". While 99% of cyclists are thoughtful and navigate carefully in this area, a tiny percentage appear to feel as if the pedestrians and other slower traffic are simply obstacles to their racing workout. Flying through the walkers, runners, strollers, dogs, kids, etc. at 20mph is inviting eventual tragedy and the cardio work can easily wait until farther away from town. Calling it a "Bike Path" subtly promotes the notion that bikes have precedence on these multi-use paths. It may also feed the disturbing sense of entitlement among the selfish few who apparently harbor the absurd belief that our multi-use paths should be "Bike Only".		http://ideascale.com/t/UH3bZJ4F
6/9/2014 18:25	36952	69	Mz McIntyre	Places To Ride	18	17	1	0	Safe passage from Elvehjem/East Buckeye across Hwy 51	This is well known as one of the most dangerous intersections in Madison. Bikes are forced to traverse across a four lane highway using a so-called bike lane that is filled with busted up rocks and debris. Once you make it across to the Camden Road area, the bike lane disappears. Aggressive vehicles jockey for position as people head off to five different schools: Sennet, La Follette, Monona Grove, Nuestro Mundo and Immaculate Heart of Mary. If that doesn't scream for some serious help, I don't know what does. Even hardcore bikers are afraid to cross this terrible, deadly intersection.	east side,under-served,Buckeye/151,bike to five different schools	http://ideascale.com/t/UH3bZJ5w
6/12/2014 7:18	37239	70	kevin.ladell	Places To Ride	0	0	0	0	Need paths from Hoepker Rd.	Madison needs to bring bike paths to the Northeast side. The area near American Pkwy and Hoepker Rd. is growing and is difficult to bike around. There is a lot of beautiful green space that could be enjoyed if the city brought paths to the area. A path from Hoepker Rd to Madison College would help connect the this side of town to the center of Madison.	Hoepker,New,American Pkwy	http://ideascale.com/t/UH3bZKAe

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Date/Time	Idea ID	Idea #	Author	Campaign	Total Votes	Vote Up	Vote Down	Comments	Title	Details	Tags	URL
6/26/2014 10:47	39654	71	wca478	Places To Ride	2	1	1	1	Bike signals at John Nolen intersections	<p>The trail crossings at North Shore and Willy St along John Nolen need better signals.</p> <p>There should be a bike signal at these lights that activates EVERY cycle. It is not reasonable to expect a person on a bike to wait an entire light cycle simply because they didn't reach the intersection in time to stop and hit the beg button, especially during non-peak hours.</p> <p>Why are there even beg buttons here? These are probably among the busiest bike/ped crossings in the city.</p> <p>Right now people on bikes routinely ignore the pedestrian signals. We have to try to figure out if any traffic has a turn arrow in our direction (at JN/Willy) or guess how much time is left on the light if there are no lights facing us (JN/North Shore intersection). This is going to end tragically when someone guesses wrong.</p>	path,intersection,signal	http://ideascale.com/t/UH3bZKpE
6/27/2014 12:16	39911	72	Richard Schifreen	Places To Ride	2	1	1	1	EauClaire crossing	<p>I witnessed yet another bad situation for a cyclist crossing from EauClaire Road across Old Middleton to the Black Hawk bike trail. Fortunately no accident. The city is planning to reconstruct this intersection, but not do anything to improve on this crossing. The city planners were responsive to the need, but just won't include this need in their plans. A lot of us use this crossing - does anyone else want to see these plans reassessed?</p>		http://ideascale.com/t/UH3bZKtR
7/2/2014 12:02	40635	73	TVR	Other Thoughts	1	1	0	0	Create Better signage/education for Bike Blvds	<p>Bike boulevards currently have signs and sharrows, but most bikers and drivers still do not understand the rules for riding/driving on them. Signs with general rules or better signage about speed and yielding to bikes is needed. Allowing bikes to treat stop signs as yield signs on bike blvds should also be allowed.</p>	bikes,bike boulevard,cycling,mifflin street,commuting	http://ideascale.com/t/UH3bZK5J
7/8/2014 12:46	41205	74	Dan Seidensticker	Other Thoughts	3	3	0	1	E. Mifflin Blair Street Bike Box	<p>I think the bike box (green lane) on the east bound lane of E. Mifflin at N. Blair creates more problems then it solves.</p> <p>The bike box is directing bike traffic to move to the far right side of the lane. All the bike traffic is going straight through the intersection (continuing along the the bike blvd), however, most auto traffic is turning right onto N. Blair. This created a situation where autos are turning right, into bicyclists. Drivers are looking left at the one-way traffic and not at bikes waiting along the right side of their car.</p> <p>Solution: Add a green lane on the left side of the lane for through bike traffic to wait in. It will allow bikes to cross w/o interfering with traffic turning right.</p> <p>I realize this puts the crossing button out of reach, but peds (and the lone biker turning right) can still use it.</p>	Bike box,Bike Blvd,Mifflin,Blair	http://ideascale.com/t/UH3bZLEf
7/12/2014 9:50	41646	75	Jim	Places To Ride	0	0	0	0	Stoughton Road Corridor	<p>All along the Stoughton Road corridor are areas where improvements to motor vehicle, bicycle, and pedestrian infrastructure is desperately needed. Better bicycle and pedestrian accessibility is needed for the section between Broadway and Pflaum, at the intersection with Buckeye, and in the length encompassing Milwaukee St. to E. Washington, especially the HWY 30 crossing.</p> <p>Many studies have been done on this stretch of road, including the Stoughton Road Revitalization Project adopted in 2008, which all conclude that for all forms of transportation the corridor needs infrastructure improvements. So far very little has been done to improve the corridor's usability.</p> <p>Stoughton Road is a very important north-south corridor connecting most of the east side of Madison. Making that corridor less stressful to travel for all forms of transportation, especially bicycles, should be a high priority for the city.</p>	Stoughton,corridor,access,Broadway,Pflaum,Buckeye,Milwaukee,HWY 30,Washington,E Wash,East Wash,improvement,infrastructure ,roads	http://ideascale.com/t/UH3bZLLt

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Date	Idea ID	Idea #	Author	Comment
5/2/2014 12:58	33645	2	Sarah Rogers	I am a huge fan of this idea (but don't see a place to vote on it... tech issue?). The majority of cyclists in this town already operate on this principle, from my observations. This would get some of the motorists off our backs (reference: back-of-the-Isthmus letters). Cyclists operate at much lower speeds, and can thus see and hear approaching vehicles much sooner. I think this law would make so much sense for 4-way stops, especially.
5/6/2014 6:34	33645	2	steve_s	We have a 45 second rule for stop lights (see below). Stop sign is a stop sign and i believe it should be treated as such. If not for the sake of appearance to cars and their opinion of us, then for the 2-ton pickup truck who believe stop-signs should be considered yield signs. Wisconsin Statute: 346.37(1)(c)4. 4. Notwithstanding subd. 1., a motorcycle, moped, motor bicycle, or bicycle facing a red signal at an intersection may, after stopping as required under subd. 1. for not less than 45 seconds, proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle, moped, motor bicycle, or bicycle reasonably believes the signal is vehicle actuated
5/6/2014 8:13	33645	2	michaeljchronister	"If not for the sake of appearance to cars and their opinion of us," This is one of the main reasons I think we should have an Idaho stop law. Bikes will never stop rolling through stop signs and people who are anti-bike will always use that observation as an argument for how much cyclists break the law or don't play by the rules or don't pay for the roads, the arguments go on an on. So, if we had an Idaho stop law we would not be breaking the law and I believe it would no less safe than cycling is now. There will be some bike scofflaws just like there are now that will blow through stop signs which is not what an Idaho stop law allows.
5/8/2014 11:54	33645	2	grantxyz	I'm absolutely in favor of adopting this approach, but don't think there's any opportunity to do so at the city level. This would need to happen at the state level. Great idea, just not practical as a focus for what to do here in Madison.
5/9/2014 15:10	33645	2	michaeljchronister	Good video explaining how Oregon was going to introduce this. http://vimeo.com/4140910 http://en.wikipedia.org/wiki/Idaho_stop
5/13/2014 13:05	33645	2	Richard Schifreen	The 45 second rule works and resolves issues around stop lights. I support a reevaluation of what a bicyclist needs to do to meet the criteria of a stop sign.
5/15/2014 5:52	33645	2	cargobike106	What this does for the bicyclist "cyclists" is a sense of "pre- active " momentum, safe forward direction, preventing the dangers of second guessing motorists whom do everything BUT drive lawfully , quick clear knowledgeable / thinking / reaction , survival tools on two wheels.
5/4/2014 19:45	33662	5	Bruce A Johnson	+1.
5/23/2014 12:30	33662	5	robbie	Treat a path-street intersection like any uncontrolled intersection. (Although those were quite common when I was growing up, they seem to have disappeared. I guess driver education doesn't teach about them anymore.) Don't assume that you have the right of way just because you aren't facing a traffic control sign. Look to see if the other street has a sign. That's why they are different shapes - so you can see what the sign is from the back. At an uncontrolled, the first person/vehicle to arrive has the right of way. If two people/vehicles arrive at the same time, the person/vehicle on the right has the right of way. Of course, as you said, this depends on everyone understanding that path-street intersections are just like street-street intersections and also understanding how to deal with uncontrolled intersections, and that may be a bit much to ask.
5/6/2014 6:29	33688	6	steve_s	Yes, Yes, Yes, Yes
5/13/2014 7:01	33688	6	Jenny Wroblewski	Also, Regent Street needs something along these lines
5/14/2014 6:14	33688	6	Jim	This is a good idea, although it is very costly, and the fact that dedicated, wide bike lanes exist is already going well beyond what is required. Doing a conservative estimate for a 1 foot by 1 foot barrier over 1 mile would already cost over \$13,000 (at \$2.50/sq.ft. of concrete) for the concrete alone, not to mention the costs associated with labor and the cost of disrupting traffic to install barriers on already busy streets. Ultimately I believe that the costs would outweigh their benefits in this case.
5/8/2014 9:30	33689	7	Peter Gray	Yes. This. We need an eastbound contraflow bike lane on Mifflin Street on Capitol Square. This is the #1 most important "missing link" piece of bike infrastructure in Madison. Where people complain about bikes being ridden on the sidewalk, it is generally here and other hotspots where a bikeway is needed to fill a missing link.
5/8/2014 13:10	33689	7	grantxyz	Westbound flow from E. Mifflin/Webster to State St. is also not supportive of a primary bike route. Stop lights at Mifflin/Hamilton, Mifflin/Wisconsin, Mifflin/State are all configured to reduce MV access/use and are consequently ignored by or frustrate cyclists.
5/9/2014 12:30	33689	7	allenarntsen	Should also include linkage across 100 block of W. Mifflin to Square and 100 block of N. Carroll. Also counterflow on 100 block of S Pinckney for access from Monona Terrace and bike elevator to square.
5/17/2014 5:47	33689	7	cargobike106	E.Wash, Webster & S.Pinckney , streets routes all terminals eastbound, or avoid square all- together : IE, Monona Terrance causeway bike path, was built @ \$180K, after court ruling in favor of bicyclists needs in Madison. (originally the city wanted to semi- privatized the Monona Terrance and exclude cycling, but HEY we won!!) " that's 1" 4 the 2wheel nation " .

IdeaScale Comments to Ideas

Date	Idea ID	Idea #	Author	Comment
5/26/2014 15:24	33689	7	Ken Walz	Getting from State street over to East mifflin is definitely an issue. Most bikers ride up the square, then pedal on the sidewalk for 2 blocks past Coopers Tavern to get over to Mifflin St. The square is wide enough, and traffic light enough that it should be possible to create a counterflow bike lane going all the way around the square. Also note, that this would be even easier if that other person's suggestion was taken up and the square was closed to vehicle traffic just like State Street.
5/27/2014 9:32	33689	7	Peter Gray	I can't tell what this comment means. Also can't tell if it's meant as a constructive contribution to this forum, or a rant. Could you rephrase?
6/13/2014 17:35	33689	7	cargobike106	Rant 'n' rave! Well it's likened to those of us , who remember the peril riding bicycle any where in Madtowne. Guess U just had to be there.
6/27/2014 12:00	33689	7	cargobike106	Top of State St. to E. Mifflin of Getting from State street over to East mifflin : As it has always been, walk bike across the square. Bicyclist need to give respect to receive respect. Follow the rules.
6/30/2014 10:05	33689	7	Peter Gray	Agreed about the need for respectful cycling. Bike polite! That said, I still think we need a contraflow lane or other improvement to allow people to bike eastbound from State Street to East Mifflin.
5/8/2014 11:50	33692	8	grantxyz	Definitely some of the best facilities to use. E. Mifflin Bike Boulevard needs more support, though. There should be less stopping required for Boulevard traffic and more effort towards keeping through motor vehicle traffic out. And, yes, LESS SAND IN THE WINTER. You're killin' us out there. There was a good document developed by city staff that calls for limited use of salt and sand on the path, only on ice where snow removal isn't successful. Routinely spraying sand over inches of fresh snow as an alternative to plowing is a really bad move.
5/13/2014 6:03	33692	8	Community Member	The only reason I disagree with this is that the bike boulevards were not necessarily well planned. The bike boulevard on East Mifflin is nothing more than signage. How about lowering the speed limit on bike boulevards? In addition because of bicyclists who run stop signs and don't use lights at night, the boulevard has been a source of stress for those living on it. I'm all for bike boulevards, but only if they are constructed properly. That means diverting cars to the right at each corner, and so on.
5/13/2014 13:13	33692	8	Richard Schifreen	I like the idea of bike boulevards, but the implementation is really spotty. Some are done well, others not so well. And you need to maintain them. I've already posted on that topic - enough said.
5/27/2014 13:33	33692	8	TVR	I find that the signage on E. Mifflin is not enough for Bikes or cars to really understand how it works. I often get honked at for biking through the middle of the street. Additional signage lowering the speed limit and alerting drivers to yield to bikes would help a lot.
5/27/2014 13:35	33692	8	TVR	I agree E. Mifflin can be frustrating, there are often too many cars so bikes are still biking too close to parked cars and flying through stop signs to avoid cars. I think better signage for cars would help.
5/8/2014 11:13	33693	9	Community Member	Great idea, especially: Would love to see occasional kiosks full of maps along major bike paths,
5/8/2014 12:22	33701	10	Steve Wagner	It's also important to consider that pavement quality means different things for MVs and for cyclists. This difference should be part of the equation when creating maintenance plans for bikeways (whether on-street or not).
5/6/2014 6:30	33749	11	steve_s	I agree, the Capitol path East of the Capitol, is either not-marked, stop, or yield. be consistent. And clarify it to drivers too.
5/6/2014 7:00	33749	11	michaeljchronister	I like the idea of bike boulevards but I don't think Madison implemented them correctly. They should have limited motor vehicle access. Mifflin is getting busy especially with the new buildings on East Wash.
5/8/2014 11:45	33749	11	grantxyz	I agree that path/road intersection treatment is a mess in the city today, but wholeheartedly disagree that the fix is to encourage path users to yield and MV users to not yield. The law is clear that the opposite is true. All roadway users (whether motor vehicles or bicycle vehicles) are required to yield the right of way at all crosswalks. A multiuse path crossing at a roadway is a crosswalk and all road users are required to yield the right of way to all crosswalk users (pedestrians and cyclists). The use of various "caution" signs for roadway users does not help reinforce this expectation and would be better replaced with the "State Law: Yield to pedestrians and cyclists in crosswalk" type signage. Installation of Stop signs for path users where the path crosses certain roadways is also confusing and a disappointing interpretation of the law. It doesn't change the need for roadway traffic to yield to path users and contributes to the widespread confusion.
5/13/2014 6:56	33749	11	Jenny Wroblewski	I agree that cars need to NOT stop for bicyclists when it is not called for. Last week I was on the Cap City trail, waiting to cross Seminole Hwy. A woman stopped and waved me on (being TOTALLY oblivious that there is traffic coming the other direction that is NOT stopping for me, because they aren't required to do so). She caused a huge traffic build up behind her because she wouldn't just go, ultimately making it more difficult for me to cross in the long run.

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Date	Idea ID	Idea #	Author	Comment
5/13/2014 7:58	33749	11	Bruce A Johnson	<p>Thanks, Jenny, for reinforcing what I see on the bike paths every day. Don't get me wrong - I love that Madison is the kind of community where people will try to do (what they perceive as) a nice thing for a fellow human. But here is the essential problem:</p> <p>PHYSICS ALWAYS WINS. ALWAYS.</p> <p>So the driver stops for you to cross the street. That's great...until the driver behind them rear-ends the car and pushes it into you. Or at a four-lane road (worst example: West Wash where Willy St Bikes used to be) where someone in one lane stops and the folks in the other lanes don't. And the worst case of all: Teaching young bike riders that cars should - and *will* - stop for them, when we all know that 90+% will not. Prudence dictates that the smaller, lighter participant in an interaction like this should stay out of the way of the heavier, more massive one, if for no other reason than self-preservation. But to try and enforce the reverse of that physical reality is nothing more than wishful thinking at its worst. (And let us not forget that at many intersections, such as the aforementioned West Wash, the bike path DOES have a stop sign. The road doesn't. Do the cars still have to stop, even though it is the bikes that have been ordered to do so?)</p> <p>"Go" for cars and "Yield" for bikes is the only solution that will make the bike paths safer and more consistent.</p>
5/13/2014 13:00	33749	11	Richard Schifreen	I appreciate that some drivers really want to be nice and stop for cyclists when they have the right of way and really should proceed. I wish they wouldn't. It makes things less predictable, hence a bit more hazardous. It does beat the other extreme of drivers that want to stick it us.
5/13/2014 6:31	33751	12	dorothea	Exchanges in the Isthmus newspaper over the last few weeks demonstrate a lot of simmering animosity in both driver and cyclist communities. Rapprochement could be a valuable part of an educational initiative!
5/6/2014 6:57	33829	13	michaeljchronister	+1. My pet peeve is what they did to Winnequah Road in Monona from Maywood south to Bridge. Going from bike lane to weird sidewalk section and back is not only very annoying but I think dangerous. They did remove the lines and arrows that instructed bikes to go up on the sidewalk section but if you don't you are essentially in the car lane at that point. I personally never go on the sidewalk section especially going north as there are multiple roads that intersect and if you are on the sidewalk are very hard to see from that cars perspective.
5/6/2014 7:21	33829	13	steve_s	I just google streetviewed that. weird...especially in contradiction to the no biking on sidewalks in monona ordinance.
5/8/2014 12:32	34015	14	grantxyz	Additional lighting should also be considered to increase visibility of path users crossing in the dark.
5/14/2014 5:54	34015	14	Jim	I think a sign informing drivers of their responsibilities under state law 346.24 (as it applies to that crossing) would be more cost effective, at that crossing and the one further down at West Washington. The issue at those intersections is that drivers are unwilling to yield to crossing pedestrian and bicycle traffic as required by state law. I have even seen city and campus police not yielding to crossing ped. traffic at both of those crossings.
5/20/2014 7:36	34015	14	grantxyz	<p>Jim,</p> <p>You're right that it's the law and that a signal *shouldn't* be required. I disagree with your assertion that a passive sign would be as effective as a signal. In my experience this is not true. Motorists definitely respond differently to a flashing light than they do to a passive road sign. I've also shown studies that reinforce this. Nothing assures 100% compliance, but a signal does achieve better results than does a sign (which achieves better results than no sign).</p> <p>I would like to see us move away from our current use of the "caution" signs and move towards signs that more explicitly reinforce the legal requirement for road users to yield the right of way. I think this would help at lower-volume crossings. High volume crossings like SW path and W. Washington, however, would benefit from installation of a signal.</p>
5/8/2014 12:43	34016	15	allenarntsen	I agree. Sometimes a car will stop in one lane for cyclists, but others cars continue to barrel through in the adjoining lane. This is an accident waiting to happen.
5/14/2014 6:03	34016	15	Jim	<p>As I commented on the suggestion for almost an identical crossing at nearly the same place on the path, signage would be more cost effective than an activated signal. Under current state law, vehicles are already required to yield the right-of-way to crossing pedestrians, cyclists, and people using mobility chairs. (See: https://docs.legis.wisconsin.gov/statutes/statutes/346/IV/24, also https://docs.legis.wisconsin.gov/statutes/statutes/340/01/69 in case you were unsure of how the state defines a "traffic control signal".)</p> <p>The issue at this crossing and the one on North Shore is that motorists are unwilling to yield as required by state law, and signage there making motorists aware of their responsibilities under current law would be much more cost-effective and bicycle friendly than installing expensive signaling.</p>
5/20/2014 7:34	34016	15	grantxyz	<p>Jim,</p> <p>You're right that it's the law and that a signal *shouldn't* be required. I disagree with your assertion that a passive sign would be as effective as a signal. In my experience this is not true. Motorists definitely respond differently to a flashing light than they do to a passive road sign. I've also shown studies that reinforce this. Nothing assures 100% compliance, but a signal does achieve better results than does a sign (which achieves better results than no sign).</p> <p>I would like to see us move away from our current use of the "caution" signs and move towards signs that more explicitly reinforce the legal requirement for road users to yield the right of way. I think this would help at lower-volume crossings. High volume crossings like SW path and W. Washington, however, would benefit from installation of a signal.</p>

IdeaScale Comments to Ideas

Date	Idea ID	Idea #	Author	Comment
5/8/2014 12:13	34020	18	Peter Gray	The odd, in-between width of the roadway (most drivers treat it as 2 lanes, but some try to eke out 4 lanes) lends itself to a solution with buffered/separated/protected bike lanes.
5/8/2014 12:48	34020	18	grantxyz	Yeah, really no need for four lanes of mv traffic (and not enough room for it anyway). Should be lots of space to work with to accommodate safe bicycle and mv use.
5/19/2014 7:43	34022	19	Sarah Rogers	I am really, really into this idea. Just had to share. ;)
5/8/2014 14:05	34024	20	Peter Gray	Midvale is definitely wide enough for a bike lane.
5/14/2014 5:36	34026	21	cargobike106	Park St. Like EWASH, just 2 congested , paint yellow bike lanes : boxes @ intersections, and be "HIGHLY VISABLE : PM:AM - A ' must.
5/8/2014 13:06	34027	22	grantxyz	This is actually northbound Fish Hatchery: 43.038303, -89.403940
5/13/2014 21:39	34029	23	Ken Walz	This whole intersection is bad for cyclists. It is really confusing to figure out how you are supposed to get from Machinery Row Bikes on Williamson over to east Wilson heading west bound. It seemingly requires three separate street crossing and signal changes, as well as riding across train tracks at a funny angle that risks making a person crash. Perhaps there is a way to re-think the layout?
5/14/2014 5:47	34029	23	Jim	I agree with Ken. Something needs to be done about that corridor of John Nolen with regards to cyclist access. The intersection at John Nolen and North Shore is a perfect example of how not to do bike infrastructure on a heavily trafficked path. For cyclists it is at least a 2-step process that often involves swarms of cyclists crowding the island in the middle of the intersection. To relieve this issue, cyclists will often disregard the status of the traffic control signal and will cross illegally. If the city is serious about becoming more friendly, then this intersection is one of the first that needs to be fixed. I realize that the city just spent money on improving the island in that intersection, but unfortunately I view it as money completely wasted, because that was an entirely unacceptable solution to the infrastructure problem for cyclists.
6/30/2014 10:40	34029	23	Peter Gray	It is part of the SCTOD (South Capitol Transit Oriented Design) committee's recommendations to redesign the bike/ped crossing at this intersection. The recommendation is to move the crossing south so no one will cross over the island. This should simplify things a lot. But I don't know what the timetable is for implementation. An image of this recommendation can be found here: https://app.box.com/s/dcd5ck1r0henhu2sv5ep Look in the Executive Summary document on page E-2.
5/27/2014 21:34	34031	25	jason.tish	The opportunities for amenities and Placemaking along this stretch are significant, especially at Garver/ Olbrich.
5/8/2014 14:34	34035	28	Mitchell Nussbaum	There's no need to close off any of these crossing (that is not being suggested here), but the Cap City Path is the arterial route; its traffic should have priority, and the crossings should be at the level of the path, not the cross-streets.
5/8/2014 15:12	34035	28	grantxyz	I agree generally with keeping our network open and not closing streets, but Jackson may be the exception to the rule. The approaches are really too short from St. Paul and Atwood and stopping MV traffic or using a table top treatment could lead to increased collisions (think vehicles turning onto Jackson from Atwood at speed rear ending a car or two that are stooped there). I would support a temporary closing of this short segment as proposed by Alder Rummel to determine the feasibility of a permanent closure. This would have the added benefit of reducing cut through traffic along St. Paul in this neighborhood.
5/8/2014 13:48	34038	30	Peter Gray	The "Biking in Winter" page on the City website currently says: "Since on street bike paths are located on the edge of streets they will get snow accumulations. Because snow removal operations are expensive and our places to store removed snow are limited, we only clear these on street bike paths when we get significant narrowing of a street. We do not remove snow strictly to clear on street bike paths." https://www.cityofmadison.com/residents/winter/transportation/biking.cfm That language has been quoted in Report-A-Problem responses from the City too, when winter cyclists have commented on uncleared bike lanes. We need to do better than that! Understood it's difficult to clear on-street bike lanes in some places, where there are parked cars or other obstacles. But there are many stretches of on-street bike lane that can be cleared to the gutter pan without difficulty, and were not this past winter (for example, long segments of Bluff Street and Old University, both sharrowed bike boulevards, whose on-street bike lanes were not cleared much and became impassable this winter.) It would be great if we could at least move to a policy of "best efforts to clear on-street bike lanes where reasonably feasible."
5/8/2014 13:53	34038	30	grantxyz	Yeah, we do need to do much better. Here's a much better document from the city that I think was drafted by Engineering: http://legistar.cityofmadison.com/attachments/e440e3df-1b4d-49fa-bbfc-5e94495a7e63.pdf Not sure who approved of the stance adopted by Streets that we don't plow on-street bike lanes. It's unacceptable.

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5/8/2014 13:54	34038	30	grantxyz	"On-Street Bike Lanes The Streets Division is responsible for the removal of snow and ice from all Madison streets and on-street bicycle lanes. On-street bicycle lanes are cleaned during street snow removal operation. This operation includes salting, sanding and plowing. Madison practices a "sensiblesalting" policy; salt and liquid sodium chloride are applied only to predetermined routes which cover bus routes, main streets, connecting streets and streets leading to and from schools. All other City streets, hills, intersections and railroad crossings are sanded. A snow accumulation event of three inches or more results in a City-wide, or "general" plowing operation. On average, this standard has contributed to the performance of 5 general plowings per snow season. In addition to the City's 85 - 90 pieces of equipment available for plowing, the City employs private contractors capable of furnishing graders and endloaders for general plowing operations. Under normal conditions, a general plowing effort is completed in 10 to 12 hours. Note: In heavier snows, on-street bike lanes may not be immediately cleared as plowed snows build up along the curb and gutter."
5/9/2014 12:26	34038	30	allenarntsen	This is very important. Inadequate snow removal from on street bike lanes creates a hazardous and narrow riding surface in the winter, sometimes exacerbated by how driveways are plowed.
5/8/2014 12:46	34039	31	allenarntsen	Have a bike passage through the 100 block of East Mifflin to the 100 block of N. Carroll (or proposed counterflow lane on Mifflin St. on the square)
5/8/2014 12:48	34039	31	allenarntsen	Create a bike lane on Atwood Ave/Monona Drive between Cottage Grove Road and Olbrich Park, to connect the Lake Loop above Olbrich Park with Winnequah Road.
5/8/2014 12:49	34039	31	allenarntsen	Create a counterflow lane on 500 block of W. Gilman to provide westbound access between State St. and University Ave/Francis St.
5/8/2014 12:50	34039	31	allenarntsen	Create a counterflow lane on 100 block of S. Pinckney between the bike elevator and the square.
5/8/2014 12:55	34039	31	allenarntsen	Install a bike crossing signal at Park St./Heywood Ave for the bike route between Monona Bay and the Arboretum/Vilas.
5/8/2014 12:57	34039	31	allenarntsen	Make official the bike route through the parking lot between Mifflin St. at Dickenson and the Yahara River path.
5/8/2014 12:58	34039	31	allenarntsen	Run a clearly defined bike path all the way down Johnson and Gorham streets.
5/8/2014 12:59	34039	31	allenarntsen	Clean up the dangerous intersection of Highland Ave and the Campus Drive bike path.
5/9/2014 12:25	34040	32	allenarntsen	Perhaps a contraflow lane on Winnebago between 1st and Atwood. Could take path to Riverside, to path, to First, to Winnebago to Schenks Corners
5/12/2014 9:00	34041	33	matt.gauger	This would also make it easier to get to the airport by bike or as a pedestrian.
5/13/2014 13:39	34047	34	leja	Minneapolis has a wonderful example of this type of path near campus.
5/26/2014 15:17	34047	34	Ken Walz	A link between James madison and MU has been missing for a long time. If successful, it would allow folks to ride lakeshore path all the way from James madison to Picnic Point!
5/9/2014 15:08	34054	35	fieldcf	Madison could improve upon its "bike culture" quite a bit. A bike week is a good place to start.
5/19/2014 7:41	34054	35	Sarah Rogers	When I lived in Pittsburgh, BikePGH sponsored an annual "Bike Fest," which was roughly 10 days of all kinds of rides, events, races, and skillshares open for anyone to both teach and learn. I dug the grassroots, anything-goes attitude that celebrated all kinds of cycling. (I hosted a bike ride to the sewage treatment plant for a tour, which families and city-utility-nerds seemed to enjoy!) I would love to see an annual bike festival of sorts, although this may seem more like a BikeFed thing to do (perhaps piggy-backing off of Bike-to-Work Week). The city could certainly get involved as support.
5/13/2014 7:03	34196	40	Jenny Wroblewski	This is true of the dedicated bike paths as well. I got 2 flat tires early this spring because the Cap City trail didn't get swept of debris from winter until very, very recently.
7/5/2014 20:32	34196	40	cargobike106	I agree, adjusted my riding style on the Park St. Bike lanes during the weekdays for city collection of recyclables : quick reaction side to side motion eluding sparkling glass dust and growing potholes : let's call this evasive " action " ; ' The Madison WOBBLE " .
7/11/2014 11:44	34196	40	Richard Schifreen	This comment really hits home. I'm so used to it that I just expect it and hope that a car isn't behind me when I have to go around it.
5/14/2014 5:38	34279	45	Jim	There is a way to travel around Mendota which requires the use of Highway M. Unfortunately it is a very dangerous route for cyclists, as evidenced by the cyclist that was killed in 2012 taking that very route. http://host.madison.com/news/local/crime_and_courts/madison-woman-killed-when-bicycle-hit-by-pickup-truck/article_1f7eb77e-1187-11e2-a045-0019bb2963f4.html Having a dedicated path all the way around Mendota would more easily and safely connect cyclists from the Madison area with communities north and west of Lake Mendota, including Middleton.
5/14/2014 6:56	34279	45	michaeljchronister	Ask and ye shall receive. http://host.madison.com/news/local/new-off-road-bike-trail-set-for-north-shore-of/article_2be41a78-8e81-5c28-96ff-bf30764bc29a.html
5/14/2014 9:09	34309	47	michaeljchronister	Yes, Yes, Yes. The hardest part would be the bridge cause they are expensive but perhaps they could use the existing atwood bridge and add a bike lane off to the side. Here is a map of where the path could go using the existing path and some sidewalk and parking areas already built. https://mapsengine.google.com/map/edit?mid=zaspfAtIW0f4.kXIIKYSZuKJk
5/16/2014 11:58	34309	47	grantxyz	We definitely need more/better bike facilities through this area. I think that the existing bridge for Atwood/sidewalk should be replaced with a wider one that accommodates ped/bike traffic off the roadway. A path along the north side of the park would probably be more useful for commuters. Having a nice recreational trail along the shore east of the creek seems reasonable as well, but not sure if a separate bridge is really required.
5/27/2014 8:01	34309	47	Travis Youman	We need to either create a better path along this route, or widen the road so that the bike lanes can continue from Monona Drive. Right now there are nice wide bike lanes along Monona Drive right up to Cottage Grove Road, and then there is NO bike options from there on out. No bike lanes on Cottage Grove Rd, no bike lanes on Atwood. The transition from Monona to Madison is pretty striking.

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Date	Idea ID	Idea #	Author	Comment
5/30/2014 11:40	34309	47	grantxyz	I don't think the roadway actually needs to be widened from CGR to Fair Oaks, just repainted. There's no reason for 4 lanes of unrestricted traffic through here. It could easily accommodate a bike lane and MV lane in both directions with a center turn lane like was done to N. Sherman. Or the curb lanes could be converted to bus/bike/right turn lanes. Plenty of options that don't require more concrete, but that provide for safe access by bike. Atwood is already constricted to 2 lanes from Sugar to Fair Oaks, so there's no advantage to having it be 4 lanes cutting right through the heart of what could be a great park.
5/16/2014 11:53	34371	49	grantxyz	I believe there are requirements in place for new construction to include an appropriate amount and type of bike parking in Madison. Perhaps the requirements could be broadened to include existing businesses and commercial housing.
5/27/2014 21:25	34371	49	jason.tish	Agree with comment that bike parking should be required. Yes, it usually is for new developments, but the requirement should be phased in for existing businesses - at least those within a certain distance of a bike path or designated bike route.
5/16/2014 11:46	34372	50	Peter Gray	Seminole Trails are in the works ... http://pdf.countyofdane.com/lwrparks/SeminoleMtnBikeTrails.pdf
5/16/2014 11:44	34428	51	Peter Gray	When the roadway is wet, the painted lines become much less visible. Especially at night. Can the visibility of road paint be improved?
5/27/2014 7:56	34428	51	Travis Youman	Some of the painted bike lanes are so faint that it looks like it's just a wide car lane. Fair Oaks in particular is pretty bad where it crosses the Capital City trail.
5/21/2014 8:55	35127	53	Peter Gray	There is a bicycle center with secure bike parking planned for Judge Doyle Square development. Bike Advocates will need to keep an eye on thta to make sure it gets implemented.
5/21/2014 9:16	35127	53	robbie	Yes, and I'm really glad about that. But there should be more locations around downtown: lower and middle State St, other side of the Square, etc. A few lockers don't require the huge investment as a full bike station.
5/23/2014 11:40	35127	53	Richard Schifreen	I like the idea, in principle. Problem is the same that has resulted in loss of lockers at airports and other public places -- it's a great place to hide a bomb. Sad, but an unfortunate reality. Perhaps a locker made from wire mesh so that the contents are visible with an attendant and police having master keys would be both secure and safe.
5/23/2014 12:02	35127	53	robbie	Of course, cars are better places to put bombs, and we let them be parked just about everywhere, so I don't see bike lockers - which are considerably smaller than cars - being a real problem. And lockers are still available in many places, like just about every Smithsonian in Washington, DC, so they haven't completely disappeared.
5/21/2014 8:55	35129	54	Peter Gray	Along similar lines, there is a bicycle center with secure bike parking planned for Judge Doyle Square development. Bike Advocates will need to keep an eye on thta to make sure it gets implemented.
5/23/2014 11:49	35278	55	Richard Schifreen	I live in this general area and commute by bike to the UW campus. There are a number of routes from downtown that will get you on the bike path between Whitney Way and Grand Canyon north of the beltline. There is a bike and pedestrian tunnel at Grand Canyon under the beltline that will take you by Erick's and you can go past the Post Office to Schroeder Road. Take a right onto Schroeder and then a left from Schroeder onto S. Gammon and there is a marginal but usable shoulder (patched last week - thanks Alder Subeck) to either New Washburn Way (to S. High Point Road) or to Elver Park. There is a bike path, currently with a detour, through Elver Park that will connect you with Midtown Road. Far from optimal, but a workable solution.
6/18/2014 19:11	35505	57	ablesignal	This is a really valuable aspect of non-motorized transportation, it is often overlooked; thanks for the observation.
5/30/2014 13:50	35506	58	Richard Schifreen	Well said! One way to sum it up is that biking just makes the day better.
5/27/2014 14:02	35509	59	Scott Resnick	What about capacity-enabled racks? Technologically, it's not that difficult to indicate whether or not a rack is at capacity. It also could indicate how long a bike has been at that particular rack to improve enforcement in high profile areas.
5/30/2014 12:37	36025	63	Jim	This is a terrible idea because it creates awkward situations where a cyclist is moving down a path where users in BOTH lanes are approaching. I've almost been in a serious head on accident because someone used the path like this.
5/30/2014 12:44	36025	63	ablesignal	So it somehow helps if the walker in that scenario is oblivious to the biker approaching in their lane?
5/31/2014 6:45	36025	63	Travis Youman	No. If anything, *separate* walkers and cyclists. Why should a walker at 3mph be integrated with cyclists doing 15-17mph? That's as large of a difference as a bike doing 15-17mph and a car doing 25-30mph.
6/3/2014 18:11	36025	63	wackybadger	Walkers and bikers are on the same side because they are both considered "intended users" of the paths/trails. If you want them to change sides, that would probably require a change in the law.
6/6/2014 11:36	36028	64	Jim	The maps are all oriented so that north is up, like every other map published today. Changing that so maps are oriented randomly based on the direction you're facing would be more confusing.

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6/7/2014 6:07	36028	64	ablesignal	I agree that making all the signs with North at the top is more convenient, but only for the people making the signs. For everyone else, it is confusing and quite possibly misleading. Most new users simply don't have a compass handy to relate these maps to their surroundings. These are fixed signs, not general-purpose, portable, (and rotatable) maps like "every other map published today". The purpose of these particular maps is to provide orientation to someone who is standing at a known location on an established path. Traffic Engineering (who did the original mapping) should take the additional step of orienting the graphics the same way that a person would align a paper map if they were standing on the path trying to figure out which way was which. All these "you are here" signs next to paths should be oriented to have the path as a horizontal line across the "you are here" star (which is already in the middle of the map for each site). North would be indicated by an index arrow in whatever direction it *actually is* (if the map were laid down). This is a more functional way to implement a fixed "you are here" sign next to an established path. We can even put "left" and "right" arrows at the bottom of the map to make it really clear to the USER of the map, which way is which. This will require the person doing the graphics to have information relating to the ultimate orientation of the signs (e.g. which side of the path for each site). The ultimate placements may not have been known when the first round of graphics were done, but now they are. The smaller-sized "wide view" maps on the same signs should retain the "North at the top" orientation because it is a general city-wide layout view, not a site-specific "you are here" view. It is OK that the "North" Indices don't line up between these two maps, in fact, the relative orientation between the "wide view" and "you are here" maps provides additional, easy-to-process, directional information for the user. In short, we should not require new users of our biking infrastructure to have both a compass and exquisite spatial-manipulation skills to make use of the signage.
6/3/2014 9:19	36341	65	grantxyz	This is a great suggestion. You can see a foot path already worn here: https://www.google.com/maps/@43.0920482,-89.3620148,210m/data=!3m1!1e3?hl=en Getting a crossing approved at the tracks may be very tricky, though.
6/3/2014 9:58	36341	65	grantxyz	It looks like this was proposed as part of the Yahara River Parkway Master Plan from 1998 (pg. 34): http://www.cityofmadison.com/planning/yahara/yahara.pdf "D. Bike Route Extensions. Construct an extension of the Mifflin Street bike route (with appropriate guidance signage) from North Dickinson Street to the proposed west riverside bike/ pedestrian route, continuing across the existing railroad bridgethrough Burr Jones Field to the Mifflin Street/First Street intersection."
6/6/2014 12:41	36420	67	Richard Schifreen	This intersection is a nightmare. I go out of my way to avoid it as do other commuters and visitor to the UW Hospital complex and adjacent areas on campus. What is really sad is that this intersection was reconstructed last year and no thought was given to correcting a very dangerous situation for bicyclists and pedestrians and even automobiles. This is a lost opportunity and unfortunately reflects a chronic lack of planning.
6/13/2014 13:39	36420	67	grantxyz	The last time I tried to cross here I was nearly struck by a southbound MV trying to fly around a bus that was stopped yielding at the crosswalk and then almost immediately struck by a northbound MV flying around the corner from the off-ramp. This second vehicle honked at me as he swerved around me for being in his way (in the crosswalk). We need a signal here.
6/16/2014 6:59	36420	67	Peter Gray	I believe a signal is planned for this crossing - a ped/cyclist activated button on the bike path, giving Highland Ave traffic a red. Like the signal at Blair & East Mifflin. Last I heard, it was to go in this summer or fall.
6/20/2014 11:50	36420	67	ablesignal	It seems there is some confusion here as to the law: Motorists are required to yield to bikes or pedestrians when they are *crossing the highway within a marked or unmarked crosswalk*. They are not supposed to (and really shouldn't) stop when a bike or pedestrian is waiting up on the sidewalk or on a connecting path. Here is the law (which is confusingly written) and uses "highway" for basically any kind of street: "At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crosswalk by pedestrians, who is crossing the highway within a marked or unmarked crosswalk." The North Shore and Midvale crossings all have safety islands. I think when a pedestrian or cyclist is on a safety island, they are not "crossing in a crosswalk". I like to cross when I feel it is safe, not when some motorist who is trying to be nice decides I should.
6/30/2014 10:38	39654	71	Peter Gray	It is part of the SCTOD (South Capitol Transit Oriented Design) committee's recommendations to redesign the bike/ped crossing at this intersection. The recommendation is to move the crossing south so no one will cross over the island. This should simplify things a lot. But I don't know what the timetable is for implementation. An image of this recommendation can be found here: https://app.box.com/s/dcd5ck1r0henhu2sv5ep Look in the Executive Summary document on page E-2.
6/30/2014 10:10	39911	72	Peter Gray	Yes. This is a challenging crossing. The redesign will mainly help eastbound cyclists turn left off Old Middleton onto the bike path. The crossing between the bike path and Eau Claire remains challenging. But I think it may get easier because there will be an island between traffic lanes on Old Middleton at the crossing.
7/11/2014 11:39	41205	74	TVR	Agreed, there should be a better solution here. I cross this intersection every day on my commute to work and never use the green box unless I am turning right, otherwise I stay in the middle of the lane to continue straight on Mifflin. I assume it is there so that cyclists will push the bike button and wait for the green light, but I cross this intersection twice daily and rarely see a cyclist stop to use the signal on either side. I often avoid using it because it is difficult to get to.