

Midvale Blvd (University Ave to Mineral Point Rd)

Safe Streets Madison Meeting Feedback

May 3, 2023



General Comments

- Interest in review of lighting especially in the Hillcrest area of Midvale Blvd – feels dark
 - Discussion regarding dark sky and lighting
- Interest in speed limit reduction on Midvale Blvd
- Interest in how enforcement works together with street design
 - [2022 Q4 MPD Traffic Safety Report](#)
- Interest in looking at lane configuration
 - One idea is having one lane except at intersection where there could be turn lanes
 - General support for narrowing roadway
- Segoe viewed as better now that it has fewer travel lanes



Midvale Blvd (University Ave to Mineral Point Rd)

Safe Streets Madison Meeting Feedback

May 3, 2023



General Comments

- Concern from a resident that changes could impact safety when backing out of driveway
- Could more intersections have protected left turns (instead of flashing yellow)
- Paint the parking lane with a solid white line – too many people treat that area as an extension of the drive lane
- Trade off of slight delay in getting to Verona Rd is worth it to have a safe street
- Interest in having Midvale south of Mineral Point Rd reviewed for improvements
- A safer Midvale Blvd and more multi-modal access also supports sustainability goals
- Concern raised over trucks doing deliveries blocking a University Ave lane



Midvale Blvd (University Ave to Mineral Point Rd)

Safe Streets Madison Meeting Feedback

May 3, 2023



Pedestrian/Crosswalk Comments

- Discussion of different crossing treatments - [rapid flashing beacon](#) versus [pedestrian hybrid beacon](#)
- Concerns that drivers are ignoring rapid flashing beacon lights at crosswalks
- Midvale Blvd has too many different types of crossings including some that are unmarked
- Concerns over drivers not stopping at stop signs when turning right out of Hilldale Mall
- Request for Right Turn on Red restriction at Heather Crest
- Interest in having features that shorten the crossings of Midvale Blvd
 - Bump outs at intersections
 - Pedestrian Refuge Islands
 - Narrow street
- Consider needs of people with limited mobility
 - Very hard to get across Midvale currently



Midvale Blvd (University Ave to Mineral Point Rd)

Safe Streets Madison Meeting Feedback

May 3, 2023



Bike Facility Network Comments

- Many comments regarding the need for a safe bike facility on Midvale Blvd
 - Comments supporting repurposing parking for bike lane
- Interest in a protected bike facility but buffered bike lanes viewed as improvement
- Suggestion to look at bike facility using median (seen this style in other countries)
- Heather Crest is also an important neighborhood bike connection
- Current condition of parking lane makes biking difficult (needs pavement crack repaired)
- A concern was raised that Midvale is too busy with fast traffic to be a good bike facility
- Segoe noted as not a route that works for all origin/destinations
 - Winds around some too



Midvale Blvd (University Ave to Mineral Point Rd)

Safe Streets Madison Meeting Feedback

May 3, 2023



Bike Facility Network Comments

- Idea to work with Shorewood Hills to connect a path along Rose Pl and across University to Midvale
- Potentially have a bike signal to aid in crossing
- Support from a resident to make changes at University & Blackhawk Ave to make that crossing safer
- Consider adding a [green bike box](#) to facilitate a two-stage left turn at Regent
- Regent – needs marked bike lanes at Midvale crossing
- Request for consideration of [protected intersection concept](#)
- Discussion on how a bike facility would be cleared in winter
 - [2022 Bike Maintenance Report](#)



Midvale Blvd – Feedback Prior to Meeting

Let's
Talk
Streets

- Edge of street in bad condition, try to use inside lane when driving due to rough condition
- Do not want to see reduction to one lane in each direction as too much traffic and is route for visitor/patients to UW Hospital
- Walk signal for crossing Midvale at Regent (west to east on north crosswalk) is too short.
- Standing water at northwest corner of the entrance to Hildale near hardware store. People walking get splashed in summer and freezes in winter making walking difficult.
- Midvale is fine – do not see safety issues or lack of bike routes in area
- NE corner of Heather Crest/Midvale needs a curb cut.



Midvale Blvd – Feedback Prior to Meeting

Let's
Talk
Streets

- Better lighting is needed along this stretch of Midvale Blvd.
- Cars speed up heading north on Midvale from Mineral Point Rd
- Midvale Blvd should have less lanes which would also make it safer for people walking/biking
- Midvale Blvd should be rebuilt with fewer lanes dedicated to motor vehicles and to parking. Redesign should focus on pedestrian crossings, protected bike lanes, and transit. Design should include raised pedestrian & bike crossings.
- Mineral Point Rd/Midvale – concerns over red light running
- Some residents in the 700 & 800 blocks need to park in street in the winter due to the steepness of driveways
- More trees



Midvale Blvd – Feedback Prior to Meeting

Let's
Talk
Streets

- Regent/Midvale (SW corner) is dangerous. Cars do not look for pedestrians & turn right on red even though not allowed. Needs to have a leading pedestrian interval to allow pedestrians to start crossing first.
- Midvale approaching Mineral Point Rd – need a flashing beacon crosswalk light at Hillcrest to provide a safe crossing between Regent and Mineral Point Rd.
- Many people in neighborhood walk to Hilldale and crossings to get there are difficult especially for older residents
- Many people make u-turns in area near Hilldale and do not see people in crosswalk
- Need more traffic controls (flashing beacons, etc.) and more enforcement



Midvale Blvd – Feedback Prior to Meeting



- Winter snow clearing isn't always done well by all property owners and makes it hard for older residents to walk in winter
- Need more/better pedestrian signage near Hilldale Mall to help raise driver awareness
- Crossing Midvale as a pedestrian feels very unsafe as drivers travel very fast and the hills make it hard to see.
- Need better/safer pedestrian connections for bus stops and access to Hilldale Mall.
- Walking across University Ave is terrifying. Would prefer a over/underpass.
- Crossing at Hilldale entrance (near Macys) is very dangerous for pedestrians and needs flashing beacon lights and high visibility crosswalk



Midvale Blvd – Feedback Prior to Meeting



- Support for a bike facility – ideally protected – along this stretch
- Desire for safe bike route for travel to Hilldale (from east of Midvale, south of Regent)
- Biking this stretch of Midvale is treacherous. Support for bike lane or protected bike lane.
 - Northbound issues with parked cars, traffic speeds and right turn lane onto University Ave.
 - Southbound needs better lane markings at traffic signals as car drivers go straight from right turn only lane. At Hilldale people try to turn into driveway closest to University and don't see bikes traveling straight.



Midvale Blvd – Feedback Prior to Meeting

Let's
Talk
Streets

- Midvale Blvd needs a safe bike facility.
- People biking use parking lane but it is unsafe when they reach an area with parked cars and need to merge into travel lane. Having a separated bike lane would be better for people biking and driving.
- Add bike boxes or protected intersection at Mineral Point/Midvale and extend bike lanes up to intersection.
- People forced to bike on sidewalk because not safe on Midvale Blvd but in winter if one person doesn't shovel it can be hard to travel this corridor by bike.
- Midvale is the most direct route for biking and it currently feels very unsafe. It is also the best cleared street in the winter.
- If Midvale can't be made safer for biking consider improving an alternative parallel route.



Midvale Blvd – Feedback Prior to Meeting

Let's
Talk
Streets

- Biking Northbound
 - Potholes & cracks make it necessary for a person biking to constantly move around and are often forced into travel lane
 - Many people use the sidewalk
 - Cross traffic at Bagley and Hillcrest have limited sight lines due to parked cars
 - University Ave intersection invites conflict and confusion so many bikes take sidewalk starting at Frey St but it is very narrow.
- Biking Southbound
 - Uphill so going slowly; often need to move into travel lane to avoid car doors
 - Need to be more safe crossings of University Ave
- Overall
 - On street parking should be reduced or eliminated
 - Add buffered bike lanes (or better) to allow more space between people biking and people driving – especially truck traffic
 - Add bike lanes at Midvale to cross University to Rose Pl

