

Bike committee recommends four-way stops, signs

By JACK FICHTER
Cape May Star and Wave

2, including creating more four-way stops, bike lanes and markings painted on the streets.

Committee member James Moffatt said a number of bicycle riders enter Cape May from West Cape May via

Elmira Street. He said Elmira Street narrows making it impossible to continue a bike lane from Central Avenue and Park Boulevard. The committee is recommending reducing the speed limit on Elmira Street from 25 mph to 20 mph.

Another suggestion is to paint "share the lane" markings on Elmira Street. A Department of Transportation subsidized "Bike Walk" report for the city stated the markings help increase motorists' awareness of bicycles on the roadway.

The committee is recommending a four-way stop at the intersection of Broad Street and Elmira Street. Moffatt called it a dangerous intersection with limited visibility.

Venice Avenue comes to a "T" intersection at Elmira

Street. The committee would like to see a continental crosswalk, referred to as a ladder or zebra striped crosswalk, constructed at that location.

A four-way stop is suggested by the committee for the intersection of Columbia Avenue and Franklin Street, Moffatt said. He noted Franklin Street is in a downward slope towards the intersection with Columbia Avenue.

"You're pretty much in a ditch as you go into that intersection," Moffatt said.

He said it is difficult to see cars on Columbia Avenue from the east and west.

A safe route to school project has been in existence since 2014 with grant funding approved years ago. Moffatt said it is a county project and it has not progressed.

Moffatt said craft shows on the Promenade present a problem for bicyclists. He said the committee would like to see craft shows open after 10:30 a.m. and eventually moved off the Promenade to Lafayette Street Park.

The committee is suggesting a crosswalk on Perry Street at the end of the mall.

Moffatt said Beach Avenue is not very bicycle-friendly or safe.

"There's enough room on some, but not all of Beach Avenue, for a bicycle lane on each side," he said.

Moffatt said an enhanced bicycle lane could be used which puts the bike lane in the middle of the street and removes bicyclists from the hazard of motorists opening their car doors into the path of a bike. In areas that are too narrow for a bike lane, "share the lane" markings could be painted in the street, he said.

The committee is suggesting reverse angle parking from Broadway to the cove along Beach Avenue rather than the current back out parking.

"You're able to see a lot better," Moffatt said.

Wide, painted continental crossings are also suggested for Beach Avenue.

A bicycle and pedestrian path is suggested from Madison Avenue to the Physick Estate through Kiwanis Park, which would keep bikes off Washington Street, as they travel to the tennis courts or the estate.

The committee is suggesting the speed limit be reduced to 20 mph on Washington, Lafayette, Perry, Jackson, Ocean, Decatur, Hughes and Congress streets and Windsor Avenue.

Columbia Avenue has enough room for a bike lane in a westerly direction, according to the committee. Share the road markings could be painted in the street in the easterly direction of travel, Moffatt said.

Lyle and Carpenter lanes are one way but some bicyclists ride the lanes in the wrong direction, he said. The committee is suggesting one way "share the street" markings in the street in the proper direction.

Intersections that need improvement including crosswalks are Benton Avenue at Howard Street, Myrtle Avenue at Jackson and Perry streets and Jackson Street at Lafayette Street.

Entrances and exits for bicyclists from the future Lafayette Street Park need to be addressed, he said.

Bike lane markings have

faded and need repainted on New Jersey and Pittsburgh avenues, according to the committee. Both are scheduled to be repaved in the next year or two, Moffatt said.

Moffatt said bicyclists travel against the one way designation of Hughes Street near Stockton Place. He suggested painting one way lane markings on the street along with signage. The committee suggested the city seek state grant funding to implement the suggested changes to intersections and streets.

"We really see the need to make the Elmira Street entrance to the city, a bicycle-friendly gateway, beautify it but more importantly, make it safer," Moffatt said. "I hate to mention it but that might include taking away parking."

He said it could also include taking away sidewalks.

The committee suggested creating a one way bicycle lane on Jackson Street from the mall to Beach Avenue. At the intersection of Broad and Jackson streets by Swain's Hardware, the committee suggested a roundabout which was in the Bike Walk report.

"Once you go east of Madison Avenue, you hardly find a single yellow curb at intersections," Moffatt said.

The hiring of a safety officer was also suggested on a part time basis.

The city has released 30,000 bike safety maps as a result of the committee's work. Committee member Hillary Pritchard said a suggestion has been made by the public to have signage that follows the guidelines of the map.

She suggested an inventory of signage be undertaken with the city working with a designer for consistency. City Manager Neil Young said signage in Cape May was currently a "hodgepodge of different ideas."

Committee Chairman Bill Murray said the group has been meeting every two weeks for at least one year. He thanked the city for lowering the speed limit on Pittsburgh Avenue.

The Cape May-Lewes Ferry is distributing the committee's bicycle safety maps as well as bike rental shops, Murray said.

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DATE	HIGH		LOW	
	A.M.	P.M.	A.M.	P.M.
10	3:00	3:50	9:09	9:49
11	4:04	4:49	10:05	10:52
12	5:06	5:44	11:00	11:52
13	6:04	6:35	1:52	
14	6:57	7:22	12:45	12:41
15	7:45	8:05	1:35	1:28
16	8:30	8:47	2:20	2:12
17	9:12	9:26	3:02	2:53

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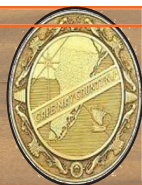
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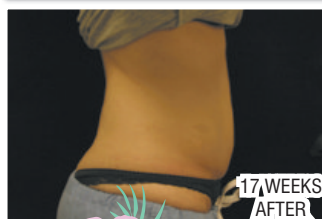
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