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To: [Transportation Commission](#)
Subject: Meeting 9/14, Item 8
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Hello

I am reaching out regarding item 8 on the agenda, for funding to fix the intersection at Odana and Whitney Way. I ride my bike through this area at least 4x per week, sometimes more. It is a death trap for people outside of vehicles. I'm excited to see dedicated funding to fix this intersection. However, I am concerned that some of the key improvements necessary are not listed. For example, the slip lane on northbound Whitney Way means that drivers rarely yield to people walking, and then they quickly fly through past Hy-Vee where there is a flashing crossing beacon (I have never had drivers stop for me even with the lights on). Since this is a key transition zone from people driving on the Beltway to people driving on neighborhood streets, we need treatments that slow traffic so they understand they are no longer on a freeway. If the slip lane cannot be eliminated, then it should at least be converted to a tabletop crossing that will require slower vehicle speeds and encourage yielding.

I also find the lack of any accommodation for bicycles at the intersection to be concerning. I am a confident bicyclist, on an ebike. But when biking with my children, it does not feel safe for them to ride westbound on Odana. Intersections are the most dangerous place for crashes, and the NACTO design guide has many options for handling bicycles at intersections. Will these be considered?

I've also found that the extra lane on the west side of the intersection (on Odana) is confusing, as it immediately merges into a single lane. Why not just have a single turn lane from Whitney onto Odana? I've seen many people complain about this issue on Nextdoor. Removing the extra lane on the west side of the intersection would allow for a more continuous bike lane on Odana. It doesn't make sense that we now have bike lanes on Odana, with a single vehicle travel lane, then expands into 3 lanes at the intersection, then back to 1 on the other side of Whitney (this is actually true in both directions). Why not keep it one continuous straight/turn lane, a more protected bike lane treatment, and a turn lane? You would still have two turn lanes for vehicles going toward the Beltline, less confusion for drivers, and more safety for people biking.

I am also glad to see the addition of "pedestrian storage" which I assume is more space on the corners and pedestrian refuge islands? The corners and sidewalks are extremely narrow and since my kids and I don't feel safe biking on the road at the intersection, we end up squeezed on the sidewalk with other people walking. I hope there will be a pedestrian refuge island on Odana on the west side of the intersection as well. Hardening that intersection would ensure that drivers turning actually slow down.

I realize that the item on the agenda is listed to accept funding, but if the funding means that the design is not allowed to deviate from WisDOT's plan, I don't know that we should be accepting funding that is not supportive of our Vision Zero efforts. We need to ensure that there is latitude in the design process to put in treatments that have measurable impacts on safety.

Thank you

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