

From: [Sarah Smith](#)
To: [Transportation Commission](#); [Jaeckels, Nicholas](#); [Harrington-McKinney, Barbara](#)
Subject: Midvale Resurfacing Project, Whitney Way and Biking
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Hello,

My name is Sarah Smith. I am resident of District 20 and live in the Prairie Hills Neighborhood. I am primarily a bike commuter for my job. Recently, my office moved from the UW Madison campus to 3500 University Ave. This move has significantly changed my bike commuting experience. Previously, with the changes to Hammersley Rd, my 6 mile commute to the UW Madison campus was mostly on paved paths, which supported a safe and efficient bike commuting experience. Now, I have a 4.5 mile commute that is 100% on roads with some bike lanes. My biggest challenges are currently riding on Whitney Way, the Northbound Segoe Blvd and Mineral Point intersection, and Midvale Blvd.

I ride on Whitney Way from Hammersley Rd until I can pick up the wide sidewalk at the Beltline interchange. In both the North and South directions, there is no marked bike lane, while plenty of space. This does mean that cars continually take up space where cyclists should be able to safely ride. Are there any future plans to include markings for a bike lane on this stretch of road?

When riding northbound on Segoe Blvd, the intersection with Mineral Point continues to be a point of conflict between cars turning right onto eastbound Mineral Point from Segoe. In just the past two weeks I have had three cars turn right in front of me and numerous cars blocking the bike lane. Is it possible to at some point change the markings from a dotted line with the bike lane to a solid line so that cars have at least some cue to not block the bike lane? Since right turns on red are no longer allowed at this intersection, there is no need for cars to take over the bike lane unnecessarily.

Finally, as you continue developing plans for the Midvale Blvd reconstruction around Regent-University, please consider as much safety infrastructure for bicycling as possible. That stretch of road should be a safe path for cyclists to connect with the University Ave area and path infrastructure. It is at a lower elevation making it more efficient for cyclists trying to navigate the hilly terrain of the west side.

Thank you for reading through this and hopefully understanding a bit more about what cyclists experience as they try to navigate the west side for commuting purposes.

Sarah Smith
6306 Jacobs Way, Madison