

From: [Jonathan Mertzig](#)
To: [Transportation Commission](#)
Cc: [Tishler, Bill](#)
Subject: Feedback for 5/13/26 TC Meeting re: Odana/Whitney HSIP
Date: Monday, May 11, 2026 10:07:27 PM

You don't often get email from jmmertzig@uwalumni.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear members of the Transportation Commission,

I am writing in regard to the 5/13/26 agenda item (Legistar #92825) regarding the Odana Road & Whitney Way HSIP project.

I cross this intersection nearly every day on foot or by bike, going to bus stops as part of my commute and to access various businesses in the neighborhood. I often encounter dangerous driver behavior compounded by numerous deficiencies in the current design. Thus, I'm greatly excited about this intersection being rebuilt with improved safety features. That said, I have some concerns and observations about the current plans for the HSIP project.

First, the plan does not make any substantive changes to the slip lane from NB Whitney to EB Odana. The slip lane encourages high speed turns where drivers often ignore the signal and proceed without regard to pedestrians or cyclists in the bike lane. The positioning of the lane and adjacent trees also contributes to reduced visibility for both pedestrians and drivers approaching the crosswalk. Any reconstruction should include changes to mitigate the risks from this slip lane, such as incorporating a raised crosswalk, removing visual obstructions, or perhaps even eliminating the slip lane entirely.

The signal replacement introduces opportunities to provide better signal operations for all users, however, I would encourage the Commission to confirm that the chosen signal technology supports two key features: Leading pedestrian intervals (LPIs), and transit signal priority (TSP).

The current signals lack support for an LPI, which contributes to conflicts between drivers and pedestrians as the walk signals overlap with right turn movements. Many of my most dangerous encounters at this intersection come from inattentive drivers making incursions into the crosswalk with right turns from EB Odana to SB Whitney, something that would be mitigated by a proper LPI. I've also observed that buses are often significantly delayed at the signals. Given the importance of this intersection for three routes (D1, E, J) that combine to provide service frequencies at times almost comparable to BRT, it would seem prudent to consider providing proper TSP at this intersection to improve transit operations.

Finally, while I favor the plan to remove a northbound receiving lane, the design as shown potentially creates conflicts with buses and the proposed new bike lane. A reduced number of lanes will concentrate vehicles into a bottleneck including the right-hand lane which runs directly into conflicts with driveway movements from the gas station as well the adjacent bus stop. The new bike lane appears to put cyclists right in the middle of this conflict zone. Ideally a "floating bus stop" providing protection to a through-running bike lane would provide greater safety for cyclists, though might not adequately avoid other problems with blocking traffic flow in one of the remaining two vehicle lanes. The design must carefully consider how

the bus stop and bike lane interact with the lane reduction.

Thank you for your attention to creating a safer experience for all road users,
Jonathan Mertzig
Midvale Heights/D11 Resident
jmmertzig@uwalumni.com

[cc: D11 alder Bill Tishler]