

Summary of Public Comments

2022-2027 Transportation Improvement Program

(All comments received by May 31)

Submission No.	Category	Location	Comment/Suggestion	Date Submitted
1	Other Transportation Project	92nd Ave SE between SE 40th St and SE 42nd St	Speed Humps on 92nd Ave SE between SE 40th Street and SE 42nd Street: We understand installation is planned for summer of '21; thank you. We absolutely support this work and believe it will make a significant difference for the residents in the area and will close the loop around this oversized block. 86 th Ave SE, SE 42 nd Street both have speed humps or raised crosswalks that have calmed traffic significantly.	3/30/2021
2	Pedestrian and Bicycle Project	SE 40th St between 92nd Ave SE and 93rd Ave SE	Sidewalk Construction on SE 40th Street between 92nd Ave SE and 93rd Ave SE: This is a project the District has lobbied for the past few years. Currently the District's transportation group runs a bus from the neighborhood east of 92 nd Ave SE to Northwood Elementary (which should be in the walk zone) since there is not a safe walk path or ability for pedestrians to cross SE 40 th from the south. This improvement would tie into other improvements on SE 40 th and allow expansion of the walk zone for Northwood.	3/30/2021
3	Pedestrian and Bicycle Project	92nd Ave SE between SE 40th St and SE 41st St	Sidewalk Improvements on 92 nd Avenue SE between SE 40 th Street and SE 41 st Street: Given the addition of the speed humps, we agree with the City that this should be monitored to determine if sidewalk improvements continue to be warranted. Students do have the ability to move from 92 nd AVE SE to SE 41 st Street, to 91 st Avenue SE, to SE 40 th Street.	3/30/2021
4	Pedestrian and Bicycle Project	77th, SE 32nd - SE 27th	Regarding the proposed work on 77th, do you have any engineering to show the proposed street cross-section? Modify channelization to on-street parking (SE 32nd - SE 27th), shared bike (sharrows) facility to be consistent with Town Center Development and Design Standards (MICC 19.11), connect to MTS/I-90 trail	3/31/2021
5	Pedestrian and Bicycle Project	77th, SE 32nd - SE 27th	I am writing to ask that the bike lane on 77th be maintained in any improvement project to this street. This is the only designate bike access to town center and is used daily by adults and kids. Removing it would be irresponsible and unsafe as the walks are too crowded to ride on and the street is a busy one, and people don't always share the road.	3/31/2021
6	Arterial Street	WMW	Chip Seal on West Mercer Way (SP 105). Thank you for the wonderful HMA paving project completed on East Mercer Way. I also applaud all of the other specific Arterial Improvement projects on the TIP calling for resurfacing with HMA. The poor orphan in this otherwise outstanding list is West Mercer Way from 56 th -EMW. Another euphemism is that you will "restore" the pavement with chip seal. Chip seal does not restore pavement; it fundamentally degrades it. Anyone who disagrees can ride with me over the HMA on East Mercer, then continue down to where it becomes chip seal and you will feel the distinction. I have previously communicated with Council on the problems with chip seal. Among the problems: rough surface, both for driving, riding and if on a bike, landing on it; more susceptible to tire grooves as car tires depress parts of the lanes; lane edges where there are pre-existing shoulders not covered; months of loose top coat, which creates additional sliding out danger for bikes; and increased friction which almost certainly increases tire wear and sends more tire dust into the environment. When the City staff initially proposed chip seal on some roads, it was to be limited to neighborhood streets, with arterials receiving HMA. In the current TIP, with the exception of the WMW segment, the City is adhering to that policy. I understand that chip seal is significantly cheaper than HMA is. But you get what you pay for. HMA is a superior product, with superior utility and service to residents. I would rather drive and ride on this arterial the existing HMA surface until the City can afford to replace it with HMA than to have new chip seal in 2023. We are not an impoverished community with roads that are crumbling and no resources for new asphalt. We should acknowledge that the chip seal at the south end of East Mercer Way was a mistake for an arterial, and we should not repeat it. The current surface is in better condition than it will be with a chip seal overlay. The City staff initially proposed chip seal on some roads, it was to be limited to neighborhood streets, with arterials receiving HMA. Let's stick to that plan. No chip seal on arterial roads.	3/31/2021

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7	Pedestrian and Bicycle Project	WMW-EMW 8000 WMW- 8500 EMW	<p>I am writing in regard to the proposed bike lane paving, SP 113, WMW-EMW 8000 WMW- 8500 EMW. I am a 27 year resident of Mercer Island and reside on Avalon Dri. I bike the WMW-EMW loop around MI approximately 200-250 times per year. In addition, I walk multiple days per week with my wife and dog along WMW and EMW on the south end. I want to congratulate the city for its commitment to continuously adding additional pedestrian / bike lanes along EMW and WMW.</p> <p>In my experience the single most dangerous piece of roadway for pedestrians and bikers is the section between Clark Beach on EMW and 8400 WMW. SP 113 states that the biker lane project is from 8000 WMW - 8500 EMW. Is this accurate? I believe that the road from 8400 WMW around the south end to 8000 EMW and Clark Beach is noted for having a blind corner, plus there is little shoulder with a deep drainage ditch for portions of this section all the way to Clark Beach Park.</p> <p>One of the outcomes of the Covid experience is that I have observed a significant increase in pedestrians and bikers on this section of roadway. Also, we often walk the loop along East and West Mercer, up the Flurry steps and back down the trail by Clark Beach Park. This is a popular loop that takes more pedestrians to the stretch of roadway we are talking about. Yesterday I saw an elderly man walking with a walker, facing traffic, at the point where EMW meets WMW. If a car came at that time there would be no place for this walker to go.</p> <p>I strongly encourage the city to put the highest priority on creating a bike lane between 8400 WMW to Clark Beach Park on EMW. Please feel free to reach out to me if I can provide any additional observations.</p> <p>Thank you for all the work you do for the residents of MI.</p>	4/4/2021
8	Pedestrian and Bicycle Project	77th Ave SE in City Center	<p>I am writing to ask that the bike lane on 77th be maintained in any improvement project to this street.</p> <p>This is the only designate bike access to town center and is used daily by adults and kids. Removing it would be irresponsible and unsafe as the walks are too crowded to ride on and the street is a busy one, and people don't always share the road.</p>	3/31/2021
9	Pedestrian and Bicycle Project	ICW from 53rd-68th St	<p>https://nextdoor.com/p/5ZkrLHFbWdBx?view=detail(External link) This is a link to my 2021 post on Nextdoor on the 2021 TIP.</p> <p>https://nextdoor.com/news_feed/?post=148567555r(External link) This is a link to my 2020 post on ND I submitted as a public comment for 2020's TIP.</p> <p>It doesn't look like there are any new projects for 2021. I still oppose removing the mature trees along the east side of 80th, and my advice is be careful on the north-south bike path. I agree with Patrick Yamashita's comments last year that every time the council tries to fund completing the bike gap out of the TIP and the citizens realize it means removing the mature trees along one side of ICW from 53rd to 68th they object strenuously, and the city abandons the project. I still don't understand how a bike path on the far south end of Mercer Island qualifies for the \$5.1 million in ST mitigation funds for East Link.</p> <p>My advice is there is a big difference between selecting a TIP project and funding it vs. the citizens supporting it. 2022 is a levy year, and that generally means avoiding controversial projects, certainly TIP projects.</p> <p>I do think the crossing at West Mercer Way for the bike trail turned out well, better than I first thought.</p>	3/29/2021
10	Other Transportation Project	800 NMW	Add commuter parking space. There was not much room for parking pre-pandemic, and the Light Rail only stands to increase demand as it is restored.	3/28/2021
11	Other Transportation Project	W Shorewood Dr via ULB to 84th Ave SE	complete/recover trail connection from Shorewood via ULB to 84th Ave SE	3/26/2021
12	Pedestrian and Bicycle Project	SE 40th St and 36th St (9703 SE 40th St)	Mercerwood Connector - add trail through city property to provide ped/bike connection between SE 40th St and 36th St	3/26/2021
13	Pedestrian and Bicycle Project	3906 East Mercer Way	paved shoulder on only one side is a safety issues; tendency of cars to park on it, and peds to use it both north and south bound, leading to many conflicts with oncoming traffic	3/26/2021
14	Pedestrian and Bicycle Project	SE 44th Pl	lack of eastbound wayfinding for trail down to EMW	3/26/2021
15	Pedestrian and Bicycle Project	4248 Crestwood Place	lack of eastbound wayfinding	3/26/2021
16	Pedestrian and Bicycle Project	9301 Southeast 43rd Street	lack of westbound wayfinding for connection to 92nd Ave SE	3/26/2021
17	Pedestrian and Bicycle Project	SE 68th St	I see many folks cross 68th street to and from the shopping center to Pioneer Park, may consider a lighted ped crosswalk. Thx	4/14/2021

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18	Pedestrian and Bicycle Project	62nd and ICW/40th and 86th;90th/72nd st/78th Ave SE	Miscellaneous projects. <ul style="list-style-type: none"> Add a flashing crosswalk at 62nd & ICW. City signage instructs cyclists and pedestrians to cross Island Crest Way at this point, but there is no crosswalk or other safety element marked. We recommend a flashing crosswalk light be installed. Use green paint and NACTO standards to mark bike routes at 40th & ICW; 40th & 86th; 90th just northeast of ICW (near ICW mailbox). It is not clear to drivers or cyclists how these busy intersections should be crossed. Add warning signage or street marking to 72nd Street in front of IMS to warn cyclists that the northside shoulder ends abruptly. Add sharrows on 78th AVE SE near Mercerdale park. Adopt NACTO standards at least in town center and at other busy intersections. 	4/15/2021
19	Pedestrian and Bicycle Project	77th Ave SE in City Center	Bike lanes in city center <ul style="list-style-type: none"> Last year residents unanimously opposed removing the bike lanes along 77th Ave SE in the city center, yet city code and the TIP still call for removing them via project SP126. Change city code if necessary to protect these important lanes. 	4/15/2021
20	Residential Street	Gallagher Hill	Chip seal <ul style="list-style-type: none"> Use chip seal on SP115 instead of project SP105. Gallagher Hill is very steep and seldom used by cyclists. It would benefit from the extra traction that chip seal would provide. SP115 See previous comment. If the city moves ahead on chip seal for this project, consider using HMA for the shoulders to reduce negative impact on cyclists. 	4/15/2021
21	Other Transportation Project	ST Station Park and Ride	Safety improvements in front of the Park and Ride. <ul style="list-style-type: none"> After then ST station opens, the risk of injuries from conflicts between bicycles and the increased numbers of disembarking transit passengers will also increase. This area needs wider, more clearly marked traffic lanes or similar improvements. Are the bus shelters still needed for disembarking passengers? The absence of information due to litigation makes specific suggestions difficult at this point. 	4/15/2021
22	Pedestrian and Bicycle Project	EMW and WMW	East and West Mercer Way Shoulders <ul style="list-style-type: none"> Please do not delay these projects. 	4/15/2021
23	Pedestrian and Bicycle Project	ICW from 90th Ave-63rd St	Island Crest Way missing link. <ul style="list-style-type: none"> Please to no delay this project. 	4/15/2021
24	Arterial Street	WMW	I saw that chip seal on West Mercer Way is in the current TIP. Given the heavy use of WMW by cyclists and pedestrians, I would encourage the City to look at alternative cost-effective approaches for preventative maintenance. This could be using a finer aggregate (like 1/4 inch), microsurfacing, slurry seal, or cape seal. These tend to give a smoother surface and fewer flying rock chips (which is good for cyclists, pedestrians, and drivers!). Some resources I have seen on these methods: http://sdotblog.seattle.gov/2013/12/23/microsurfacing-sdots-new-method-to-preserve-residential-streets/ http://www.wyopath.org/bicycle-friendly-chip-seal/ http://www.wyopath.org/wp-content/uploads/2013/08/Tour_de_Chip_Seal_Report.pdf http://www.ucprc.ucdavis.edu/PDF/UCPRC-RR-2016-02.pdf https://www.elevationoutdoors.com/chip-sealing-more/ https://www.elevationoutdoors.com/chip-sealing-an-answer-from-the-county/ And how other local jurisdictions have been adopting these approaches: https://www.seattle.gov/transportation/projects-and-programs/programs/maintenance-and-paving/preventative-maintenance/microsurfacing#background https://www.seattle.gov/transportation/projects-and-programs/programs/maintenance-and-paving/preventative-maintenance/slurry-seal	4/15/2021
25	Pedestrian and Bicycle Project	SE 40th and ICW	I have noticed that the signal on SE 40th Street eastbound at Island Crest Way does not change for cyclists; the City may want to address this.	4/15/2021
26	Pedestrian and Bicycle Project	SE 68th and ICW	I walk daily throughout Pioneer Park. Cars turning right heading westbound onto SE 68th St from southbound Island Crest Way rarely look for pedestrians as it is a yielding right turn. This corner already has poor visibility for the crosswalk coming out of the park. Eventually this could become a tragic accident at this intersection. Typically drivers are looking left for other cars without looking for pedestrians, and they are typically moving quickly through the intersection. Although I am plainly visible at the start of the crosswalk, I often have to wait for several cars to pass before one stops. I am almost hit by cars several times each week. I don't want to see a full stop put in place, but rather a flashing cross light at that right turn alerting drivers to a pedestrian crossing. It need not extend across the street but a simple flashing light on demand at a signpost perhaps 20-30 feet before the turn.	4/15/2021
27	Pedestrian and Bicycle Project	EMW/WMW	I would love to see flexible delineation posts installed on the blind turns on EMW/WMW to keep cars out of the shoulder area where pedestrians walk.	4/15/2021

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28	Pedestrian and Bicycle Project	77th Ave SE in City Center	I am emailing to express my support for the NIM recommendations in general, but particularly on TIP 126, the 77th re-channelisation to add parking. I know that several years ago citizens were adamantly opposed to additional parking there, and I don't really see the point given the lack of storefronts on 77th, but I am expressly opposed to any design that eliminates designated bike lanes if parking must be added. A sharrow is not a bike lane, it is some paint in a general traffic lane. Kids won't ride bikes in a sharrow because they don't feel safe (because they're not) If you must, change the design standards and protect this resource.	4/16/2021
29	Residential Street	86th Ave SE (46th - 47th)	This neighborhood is in need of resurfacing. 86th Ave SE and 84th Ave SE (between SE 46th St and SE 47th St) and SE 47th Street (between 86th Ave Se and 84th Ave SE) are in great need of resurfacing. It has been scheduled and delayed, scheduled and delayed for many many years. The edges are decaying, there are potholes that continue to reappear and the road is "spidering" all over the place. This is unsafe for bikers, drivers, cars, etc.	4/16/2021
30	Pedestrian and Bicycle Project	ICW from 90th Ave-63rd St	Thank you for encouraging comments on the TIP before the final is presented to Council. As a group promoting sustainability, Island Vision encourages further development of the pedestrian and bicycle system throughout Mercer Island, to reduce the need for motorized vehicles. This means making the system safer, as well as more attractive. High priorities that we think should be emphasized in the TIP update: Complete the missing bike/pedestrian links on the Mercer Ways and Island Crest Way. These items are already on the existing TIP, but should be completed as soon as possible. Perhaps the new federal emphasis on infrastructure will provide additional funds. (See additional comments 31-34) Again, thank for inviting comment, and for all the pedestrian and bicycle improvements that have been made recently.	4/16/2021
31	Pedestrian and Bicycle Project	Islandwide	Update the existing Bicycle and Pedestrian Facilities Plan to emphasize NACTO safety and design standards, and to specifically address trouble spots, such as the slip lanes on 78th to 32nd, and the slip lane near the City Center Starbucks Lodge.	4/16/2021
32	Pedestrian and Bicycle Project	86th Ave SE (ICW to SE 42th St)	Upgrade the pedestrian route on 86th, from ICW to 42th, making it ADA accessible and more safely walkable. This is a Metro and school bus route. The Metro busses will be used increasingly when the light rail on Mercer Island opens, providing frequent fast service to two major employment centers.	4/16/2021
33	Pedestrian and Bicycle Project	SE 40th St & ICW	Improve crosswalk and bike lane markings on 40th and ICW, to alert drivers as well as bikers and pedestrians as to how to handle that intersection. The eastbound bike lane on 40th just disappears as it approaches ICW, which is confusing to drivers as to what to expect re cyclists.	4/16/2021
34	Pedestrian and Bicycle Project	77th Ave SE in City Center	Retain the bicycle lanes on 77th. This will take a plan change, but perhaps that can be done in conjunction with any action on the retail study, or the updated Bicycle and Pedestrian Facility Plan.	4/16/2021
See Below For Public Comments Received Following the Deadline for Inclusion in the TIP Preview For City Council on May 4, 2021 (AB5853)				
35	Pedestrian and Bicycle Project	62nd & ICW	Add a flashing crosswalk at 62nd & ICW. City signage instructs cyclists and pedestrians to cross Island Crest Way at this point, but there is no crosswalk or other safety element marked. We recommend a flashing crosswalk light be installed.	4/19/2021
36	Non TIP	40th & ICW; 40th & 86th	Use green paint and NACTO standards to mark bike routes at 40th & ICW; 40th & 86th; 90th just northeast of ICW (near ICW mailbox). It is not clear to drivers or cyclists how these busy intersections should be crossed	4/19/2021
37	Non TIP	SE 72nd & 84th Ave SE	Add warning signage or street marking to 72nd Street in front of IMS to warn cyclists that the northside shoulder ends abruptly.	4/19/2021
38	Non TIP	78th Ave (SE 34th to SE 39th)	Add sharrows on 78th AVE SE near Mercerdale park.	4/19/2021
39	Non TIP	Town Center	Adopt NACTO standards at least in town center and at other busy intersections.	4/19/2021
40	Pedestrian and Bicycle Project	77th Ave SE in City Center	Last year residents unanimously opposed removing the bike lanes along 77th Ave SE in the city center, yet city code and the TIP still call for removing them via project SP126. Change city code if necessary to protect these important lanes.	4/19/2021
41	Arterial Street	Gallagher Hill	Use chip seal on SP115 instead of project SP105. Gallagher Hill is very steep and seldom used by cyclists. It would benefit from the extra traction that chip seal would provide.	4/19/2021
42	Arterial Street	West Mercer Way (SE 56th - EMW)	See previous comment. If the city moves ahead on chip seal for this project, consider using HMA for the shoulders to reduce negative impact on cyclists.	4/19/2021
43	East Link Mitigation Project	Park & Ride	After then ST station opens, the risk of injuries from conflicts between bicycles and the increased numbers of disembarking transit passengers will also increase. This area needs wider, more clearly marked traffic lanes or similar improvements. Are the bus shelters still needed for disembarking passengers? The absence of information due to litigation makes specific suggestions difficult at this point.	4/19/2021

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44	Pedestrian and Bicycle Project	E/W Mercer Way	East and West Mercer Way Shoulders. PLEASE DO NOT DELAY THESE PROJECTS	4/19/2021
45	Arterial Street	ICW (90th Ave SE - SE 63rd)	Island Crest Way missing link. PLEASE DO NOT DELAY THIS PROJECT	4/19/2021
46	Arterial Street	WMW	Chip and seal is bush. I've seen it on desolate county roads and curvy mountain roads. It reeks "cheep". It is not "Mercer Island". And, for all the motorist's reasons (auto and bike), please don't do it.	5/20/2021
47	Pedestrian and Bicycle Project	77th Ave SE in City Center	I am emailing to express my support for the NIM recommendations in general, but particularly on TIP 126, the 77th re-channelisation to add parking. I know that several years ago citizens were adamantly opposed to additional parking there, and I don't really see the point given the lack of storefronts on 77th, but I am expressly opposed to any design that eliminates designated bike lanes if parking must be added. A sharrow is not a bike lane, it is some paint in a general traffic lane. Kids won't ride bikes in a sharrow because they don't feel safe (because they're not). If you must, change the design standards and protect this resource.	4/19/2021
48	Pedestrian and Bicycle Project	Islandwide	<p>For those who cycle on Mercer Island and our neighboring communities the difference in bike infrastructure is striking. Eastside communities, King County and the State are investing an additional \$250 million in safe bike/pedestrian projects such as East Trail and the new \$26 million Factoria bike flyover. In addition Seattle is investing heavily in improving and expanding separated bicycle lanes to connect to the Eastside and improve safe cycling on its streets. Safe bicycle infrastructure is increasingly recognized as an important transportation asset that contributes to a reduced automobile traffic, cleaner environment, healthier lifestyles, and vibrant local businesses, particularly in communities such as Mercer Island. Redmond, Bellevue, Kirkland and many other Washington cities have successfully applied for and received national recognition as Bicycle Friendly Communities. Despite adopting a Pedestrian Bike Plan in 1996 and again in 2010, Mercer Island's support of sustainable alternative transportation systems has been slow and limited by funding and the staffing needed to apply for grants. We are pleased, however, that a traffic engineer has just been added to city staff. Two key areas needing attention are:</p> <ul style="list-style-type: none"> · The shoulders on East and West Mercer, a necessary buffer zone for cyclists and pedestrians, remain incomplete and are often blocked by parked cars, boats and garbage cans. · A completion of a safe bicycle/pedestrian route connecting the commercial centers, schools and transit ; a necessity to promote sustainable transportation on the Island. <p>Additionally, there is only about one mile of dedicated bicycle lanes on the entire Island, and the few bike lanes in the city center are listed for removal in the current city code. The Island's main cycling resource is the multi-use I-90 trail, largely owned by WSDOT, which will be closed to bike and pedestrian travel over the next several years during the sewer construction project. Nationally and locally bike ridership is increasing, and e-bikes are the fastest growing segment of new bicycle sales. The Sound Transit light rail station will feature secure, covered parking for bicycles and e-bikes, and the Farmers Insurance building remodel will include covered bike storage and showers. Both Island Vision and Neighbors in Motion have advocated for key projects that would make our MI safer and more livable. These projects deserve community support and a higher priority in the future.</p>	5/3/2021
49	Arterial Street	WMW	Chip and seal is bush. I've seen it on desolate county roads and curvy mountain roads. It reeks "cheep". It is not "Mercer Island". And, for all the motorist's reasons (auto and bike), please don't do it.	5/10/2021
50	Pedestrian and Bicycle Project	Islandwide	The general TIP approach for PBF projects seems to be to build them along arterial streets. Should we consider instead trying to route new PBF projects along secondary corridors? This approach will likely make these safer and less disruptive to other vehicles. The big difference is prevalent vehicle speed. On arterials with 30-35 mph limits, such as ICW, Gallagher Hill Rd, and the Mercer Ways, bikes who "take the lane" - even at 20 mph - slow down other vehicles. By comparison, on neighborhood streets with prevalent speeds of 20-25 mph, bikes can take the lane without slowing cars at all. This approach is also safer for pedestrians, as it leaves the shoulders / sidewalks clear of high speed bikes coming head on.	5/24/2021

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51	Other Transportation Project	Islandwide	<p>Hello, out of the projects, absolutely none of them are necessary. With regard to SP110, it will be a waste of time to redo the pavement. Why don't you wait until the construction of Ryan Properties and Xing Hua are completed before doing anything along that stretch. It is just that the construction trucks do a lot of damage to the roadways and Ryan is talking about building some townhouses, that is going to be a lot of construction.</p> <p>And again, I am like a broken record with regard to SP111 and SP112. It was originally a pilot project at a cost of \$400,000 and now, the costs have exploded to over \$1 MILLION. It is to replace existing curb, sidewalk & ADA ramps. Replace street trees and street lighting. The lighting doesn't need replacing. As you can see from the photo, there is a streetlight there. It is enough lighting. And the problem is with the development above. I don't know whether it is City property or property belonging to the apartment block, but that is the cause of a lot of the debris falling onto the sidewalk. So, even if you spend all that money, that is not going to stop the debris from falling onto the sidewalk. And as far as designs go, why don't they just copy Sound Transit's sidewalks which they installed along Bellevue Way? No-one has complained about the lighting. Granted, the sidewalks could be made more even, and all that landscaping could be removed and cut back, but not at a cost of over a million dollars. That is ridiculous. And with regard to the channelization of 77th Ave SE to add parking. I am not an engineer, but I can tell you now, that if you add channelized parking leading up to that crosswalk at the intersection of 77th Ave SE and where the dry cleaners is, even without the channelization, my friend and I have almost been knocked down. Drivers just don't see pedestrians so easily. And where are the trucks which currently park in the middle of the roadway going to park when they drop off goods? And it is going to impact the traffic flow and cause more car fumes as the roadway will be single laned and if people are backing out of the angled parking, it will cause more car fumes in that the drivers will have to wait for the drivers to reverse. That is not a plus for pedestrians. It is a degrade. And actually, you could get people to park in the Park and Ride at night and get an autonomous van to take people from there to where they want to go. At night, the Park and Ride is pretty empty. I don't see why people couldn't just park there and walk to wherever they want to go. And for SP120, I hope that you are aware that they are supposed to "work with the local agencies regarding alternatives and stations that are located within the Facilities median of roadways so that the most appropriate treatments are provided for safe and effective pedestrian crossings and access. These treatments could include painted crosswalks or signals, street lighting, warning lights, or signage." Let them pay the \$600,000 and come up with a design and then you can be asked to approve it, together with WSDOT. Why use Mercer Island's taxpayers' money? And with regard to SP123, I am sorry, but I just don't understand why you want to remove the bus bays on the north side of North Mercer Way, but then allow Sound Transit to build a cutout along North Mercer Way. And no-one has discussed what is going to happen at the intersection of North Mercer Way and 80th Ave SE in that when the bicycles come off the sidewalk using the ramp, that is right where all the pedestrians will be waiting to cross the street. There is going to be a major conflict at that intersection with bicyclists and pedestrians. Just make sure that there is a clause in which the City is not made responsible for any accidents. And are you going to have the stupid green painted bicycle path on a sidewalk? I am sorry, the costs are \$1,229,000. You are mad to want to spend so much on something that is completely unnecessary. If you insomuch as approve any of the projects above, please do not ask for a levy for anything. I don't know, but is the City now flush with money because it seems just from the expenditures that you are.</p>	5/31/2021