

Log #	Category	Location	Comment/Question	Staff Response
1	Pedestrian and Bicycle Project	City-wide	Hello. I am a long-time resident, pedestrian, and bicyclist. In the past year, I have noticed increasing rudeness from bicyclists and lack of sharing the road with vehicles. I would appreciate clearer rules on road-sharing between bicyclists and drivers, and an encouragement for both parties to share the road. It is becoming increasingly stressful to drive here, and I have been unfairly cursed and yelled at by bikers several times. I love our island and would like to keep it civil. In my opinion, drivers have first priority on roads. As a biker, I bike on designated trails. Thank you.	Thank you for your comment. City staff are looking for opportunities for bicycling education, including Road Safety Best Practices based on Resolution 1452 (https://www.mercerisland.gov/publicworks/page/road-safety-best-practices). The Transportation Action Plan, planned for 2027-2028, will also recommend projects and strategies to improve roadway safety City-wide.
2	Pedestrian and Bicycle Project	West Mercer Way between SE 33 rd and SE 34 th Street	This corner is extremely dangerous for pedestrians. Cars often speed well beyond the 25 mph limit, and there is no line of sight into walkers. I am concerned an accident will happen. Thank you.	Crews recently trimmed back hedges and bushes on West Mercer Way near SE 33 rd and SE 34 th Street in late December 2025 to improve sight lines and maintain shoulder clearance. City staff will continue to monitor this location through the Neighborhood Traffic Program for further vegetation trimming and possible pavement marking improvements. City staff will also share speeding concerns with MIPD.
3	Pedestrian and Bicycle Project	West Mercer Way north of 72 nd Place SE	It does not feel safe to walk this corner, going southward on West Mercer Way from where I live at 3805 West Mercer Way. Rebecca Corigniano and Brian Hartvigson have been helping me with this, but additional work is needed. Thank you!	Additional improvements to be considered by City staff upon development of the Pedestrian and Bicycle Facilities (PBF) Plan Update in 2026-2027. In the meantime, City staff will monitor the trimmed vegetation and double-edge line pavement markings that were installed as part of the Neighborhood Traffic Program.
4	Non-TIP	Fruitland Landing	I saw in the report, "In 2027, likely residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work." Other neighborhoods were also included. However, my neighborhood, the Fruitland Landing neighborhood (especially along 97th Ave at SE 34th St), was not noted to be repaved. There has been several years of extensive water main work. I want to make sure this is repaved. We've been told the work was to have already been completed, including the roads being repaved, but it's still a mess.	Fruitland Landing roads impacted by King County's Sewer Upgrade Project will be repaved by Walsh Construction during the next permitted weather window (which begins mid-March). Please find updates regarding Fruitland Landing restoration work here: https://content.govdelivery.com/accounts/WAKING/bulletins/4044746
5	Non-TIP	Various Locations	Not sure this is the right place for this suggestion. With the rail opening soon, I request a bus run on the North & NE corner of MI to the MI Park and Ride. A stop would include the mini-village between Gallagher Hill & the intersection of EMW & SE 36th St (accommodating SJCC, French American School, and the various office complexes at the bottom of Gallagher Hill), and run along North Mercer Way, with a few other stops (e.g. 35th and N. Mercer Way). I think there is a DART bus, but it seems there are some restrictions with DART.	Please request additional bus routes through Metro.

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6	Pedestrian and Bicycle Project	SE 68 th Street & Island Crest Way	<p>Comment on SE. 68th St/ICW improvements.</p> <p>I live on SE 68th and travel through the SE 68/ICW intersection daily as a driver and as a pedestrian. There is substantial pedestrian activity at the intersection from the trails; there are also frequent/ongoing car/ped conflicts and close calls. The proposed pedestrian improvements appear to be focused on ADA compliant crossings ramps. That's appropriate but I feel strongly that some additional pedestrian safety improvements — such as enhanced crosswalks, flags/activated ped light — are also needed now. The ped crossing at SE 61st/ICW was upgraded last year and it has much less ped activity compared to SE 68th. Please consider adding additional safety improvements in this planning cycle. They are long overdue.</p>	<p>SE 68th Street intersection improvements will be considered as a stand alone project or combined with SE 53rd Place intersection improvements or a future phase of the shared use path (first phase from Island Park Elementary to SE 60th Street will be constructed in 2027). There is currently a construction placeholder for this work in 2030. Please note that rectangular rapid-flashing beacons (RRFBs) are meant for enhancing visibility at locations where a stop is unexpected. Since this intersection is stop-controlled, RRFBs are not included in the proposed pedestrian improvements.</p>
7	Pedestrian and Bicycle Project	Island Crest Way from SE 53 rd Place to SE 68 th Street	<p>Building a separated, safe north-south bike and pedestrian path along the "missing link" of Island Crest Way (from 53rd to 68th) should be a top priority for the Transportation Improvement Program (TIP).</p> <p>This project would provide a vital, protected connection for commuters heading to the Town Center and light rail station, as well as students traveling to and from school. As the use of bicycles and new forms of micromobility continues to rise, the city's Comprehensive Plan explicitly calls for a fully connected network for non-motorized travel.</p> <p>Currently, Mercer Island lags behind our neighboring Lake Washington communities in providing separated bike infrastructure. Without these dedicated paths, conflicts between cars, cyclists, and pedestrians are inevitable. The state and county have increased grant funding for this infrastructure; we should take advantage of this opportunity.</p>	<p>Thank you for your comment in support of the ped/bike connection on Island Crest Way between SE 53rd Place and SE 68th Street.</p>

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8	Pedestrian and Bicycle Project	East Mercer Way and West Mercer Way	<p>Walking and cycling should be promoted and supported in Mercer Island. We are fortunate to have a community where most of our needs are only a short distance away. However, walking and cycling in our main thoroughfares of EMW and WMW (the most direct and level routes to town center from many residences) is a dangerous undertaking. I think many parents do not feel comfortable letting their children walk on WMW to West Mercer Elementary however short the distance. Thus, parents feel obliged to drive their kids to and from school, creating more traffic, and more unnecessary trips, and depriving the children from outdoor physical exercise. Motorized vehicles are not looking for pedestrians and cyclist around the many blind curves on Mercer Way (and many do not heed the 25 MPH limit on many of the curves,) this danger discourages walking and cycling.</p> <p>Please consider improving the main thoroughfares with a physical separation between dedicated pedestrian-cycling paths and motor vehicles.</p>	<p>Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.</p>
9	Other Transportation Project	Town Center-wide	<p>Preparing for the perfect storm.</p> <p>Before COVID ridership at the Mercer Island Transit Center was so great that a bus would roll into the stop every 10 minutes. You didn't have to run to catch a bus to Seattle because you knew there would be another even before you got to the loading zone. Covid changed this but for how long? I think everything will return to normal when the new Light Rail Station opens, only more so. The question is "Will we be ready?"</p> <p>Mayor Bassett ten years ago understood this challenge. He promoted more commuter parking in the Town Center. He pushed for more sidewalk lighting so North end residents could walk to our transit hub instead of driving. He looked for local churches to partner with to help create resident only commuter parking near the transit hub. He personally lobbied for local buses to help transport residents on the south end to the north so they didn't need to drive. He worked directly with residents to solve community challenges.</p> <p>Since this time, many options for commuters have gone. Especially the number of public commuter parking spaces that existed on our Town Center streets. Along with this, private parking spaces that helped commuters have gone away as well with the new two hour parking limits that have forced our business community to</p>	<p>Lighting enhancements for crosswalks and sidewalks are included in the City's pedestrian and bicycle facilities projects. The Town Center Parking Area opened in late July 2025 with an additional 33 new stalls for all day parking and bike locker storage. Utilization of this lot is being monitored.</p>

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			<p>move their employee and business parking to their private customer parking, forcing their customers out on the street to public parking. While sharing of private parking at one time was common, today almost every private parking lot is patrolled. The days of sharing are over. Today it is every business doing what it must to stay alive.</p> <p>While some lighting has improved next to the new Light Rail Station, almost all other sidewalks are still unlit, requiring driving for north end residents when the sun is down. This includes not just north end neighborhoods like Shorewood Heights, around the Roanoke Inn and First Hill but actual residents living directly next to the Town Center.</p> <p>What we can do in short order is to ask the few churches that haven't partnered with Sound Transit to help out until the storm has passed. We can also in very short order just use paint to add extra public parking to our streets with dead center lanes. As well we can pretty quickly fix all the street lights in Town Center to shine both on the street and the sidewalk as is being done at the new rail station. Then long term we can get serious about lighting all our sidewalks coming into the Town Center from the north end. None of these sidewalks should ever again be unsafe to use after dark.</p> <p>Above all though, I think we need to consider what it was that Mayor Bassett and the city manager of the time did that was best. They never tried to do it alone. They never felt that they alone held all the answers. They formed the Town Center Stakeholder Group, the Citizen Advisory Group (CAG), the Mercer Island Wayfinding Committee,... They brought together residents of all backgrounds, viewpoints and skill-sets and asked them to help out. They asked them to work with them to make sure we had a wonderful home to live in. It is this teamwork of residents and city that made our community a great place to live. It is this attitude that will also help us to avoid the storms that lie ahead of us in the future.</p> <p>Thanks, Jim</p>	

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10	Pedestrian and Bicycle Project	City-wide	<p>Mercer Island needs much more (and better) infrastructure to support bicycles and related forms of transportation. Many of our roads and intersections are unsafe for cyclists. Yet, the number of bikes, e-bikes, and e-scooters on our roads has been rapidly growing.</p> <p>My family of five lives by Lakeridge Elementary School. And across all of us, we own and regularly use five traditional bicycles, two e-bikes with top speeds of around 20 mph, and an e-scooter with a similar top speed of around 20 mph.</p> <p>One observation I have from living here for the last 14 years and watching my children grow up is that the most important roadways on Mercer Island, such as Island Crest Way and East and West Mercer Way, are not particularly safe for children (or adults for that matter) who are riding bikes, e-bikes, and e-scooters.</p> <p>I appreciate the work the City has done to widen some of the shoulder areas of East and West Mercer Way. And I'd very much like that work to continue, ideally at a more aggressive pace. And I'd like the Island Crest Way Corridor Improvements Project to be fully approved and move forward at a more aggressive pace as well.</p> <p>Other areas around the Island are similarly unsafe. As an example, the intersection of 40th Street and Island Crest Way is unsafe for cyclists even though the east/west corridor is a designated bike route with bicycles painted on the roadway. But if you actually use the lane as it suggests on a bike, you'll find yourself surrounded by cars and needing to navigate a complicated, multi-lane intersection.</p> <p>I worry every time my wife and kids ride from our home on the south end of Mercer Island to the north end and back. My kids make that trip regularly by bike and scooter in all weather conditions and sometimes outside of daylight hours. There really isn't a safe way right now for kids to get around the Island on bikes and scooters.</p> <p>Meanwhile, King County actively encourages cycling and e-cycling, and has been building infrastructure to support it. The cities of Seattle and Bellevue have made safe bike routes a priority, and both have come a long way in the last ten years. It's time we do the same.</p>	<p>Thank you for your comment in support of the Mercer Way Roadside Shoulders and Island Crest Way Corridor Improvements. As the Pedestrian and Bicycle Facilities (PBF) Plan is updated in 2026-2027 with prioritized projects and strategies to increase multi-modal safety, we plan to add additional improvement projects to the Six-Year TIP list.</p>

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11	Pedestrian and Bicycle Project	City-wide	<p>I would like to echo other comments about the lack of cycling infrastructure on Mercer Island. What exists, is often dangerous (e.g. the ICW/40th intersection) or piecemeal and non-specific (e.g ICW is entirely a bumpy, sometimes narrow, unmarked path shared with pedestrians with no right of way specifications). Almost all bike route sections are unlit, to boot.</p> <p>Establishing one quality north south route with an east west connector to EMW and WMW is my strong recommendation, as a parent who would love to bike to any on island destination, thereby minimizing traffic through arterials for those that drive.</p>	<p>The Shared Use Path Phase 1 is a step toward a north/south route, but additional planning work through the Pedestrian and Bicycle Facilities (PBF) Plan will be crucial for completing connections.</p>
12	Pedestrian and Bicycle Project	Island Crest Way	<p>I am encouraged the city is moving forward on completing the north-south bike/ped route. This project has been on the city’s radar since at least 1996. The current update is to construct a route on the west side of ICW, from IP school’s new crosswalk light to SE 60th. That helps access to IP school and the bike skills area. But it is an isolated section, with gaps at both ends.</p> <p>On the north end, the current route ends at ICW and 90th SE/the mailbox. Southbound cyclists have to make a dangerous crossing of 90th to continue to the new crosswalk, on a narrow sidewalk; or try to cross ICW at 90th despite the lack of a crosswalk.</p> <p>Suggestion: make the southbound bike route from the Ellis Pond/library area cross ICW at 47th, using the existing crosswalk light. Cyclists could continue south on ICW, using the existing shoulder, marked and adequately separated from traffic.</p> <p>South of SE 60th is another gap, until the route turns west along SE 62nd. Doubtless, many peds and bikes will continue to use the existing dirt path on the west side, but that path is narrow for bikes and peds going both directions.</p> <p>Suggestion: make the route one way southbound for bikes on the west side of ICW; bidirectional for peds. Continue it along ICW to SE 68th, either making a bike lane along ICW or using one of the two parallel paths in Pioneer Park for bikes, the other for peds. That would be safer than bidirectional for bikes and peds, and should allow a narrower path, = fewer trees impacted.</p> <p>South of 68th, the bike route could continue along ICW to SE 71st. A route safer than the current one would go through the Estates neighborhood to the middle school, Lakeridge, the ball fields etc.</p>	<p>Thank you for your comment in support of Island Crest Way Shared Use Path Phase 1, and for your suggestions to improve the network to the north and south of the first phase extents. Your suggestions will be considered as the first phase is completed.</p>

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			<p>If the route on the east side of ICW were one way northbound for bikes, bidirectional for peds, beginning at SE 68th, the existing sidewalk could be widened. If needed, additional area could be gained by cutting back the laurel that encroaches on city property. As cyclists reach 90th/the mailbox, they could continue north along ICW (using the shoulder on ICW, marked and separated as a bike lane), or go up 90th along the current route.</p>	
13	Pedestrian and Bicycle Project	Island Crest Way and City-wide	<p>Please stop researching and start making community safe biking and walking infrastructure on the island. It's a public island and this talking is taking too long to get er done please: Completing the North-South Route: Establishing a safe bike route along Island Crest Way and filling the "missing link" between 53rd and 68th.</p> <p>Intersection Safety: Clearly marking the intersection of Island Crest Way and 40th to safely guide cyclists through the junction.</p> <p>Building a Connected Network: Fulfilling the City's Comprehensive Plan by connecting the current "chopped up" segments into a cohesive, island-wide bicycle network. Thank you for making the island safe and usable for a healthy happy community of outdoor and fitness lovers. Reduce our Stress!</p>	<p>The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>The current bicycle route on SE 40th Street shares the roadway with vehicles. Improvements to this route may be considered as part of the PBF Plan Update.</p> <p>Our goal with the PBF Plan Update is to plan for a safe, island-wide pedestrian and bicycle network.</p>
14	Pedestrian and Bicycle Project		<p>I've been cycling across the Puget Sound Region for 25 years and on long rides it's always disheartening when I cross the bridge and get back on the island. So little has been done in our community to improve cycling infrastructure or support bike commuting since I moved here. By contrast, when I cycle through the cities around us I'm constantly finding new bits of bike paths, revised signalling, new bike lanes or other improvements. The rest of the region is moving ahead: Mercer Island feels stuck.</p> <p>If I would focus on one thing it would be creating a safe path along Island Crest Way, filling in the "missing link" between 68th street and 55th. School kids, bike commuters, and recreational cyclists all need a more direct and safer path through this section. The progress announced so far is modest, and the plans are moving ahead at a disturbingly slow speed.</p>	<p>The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available.</p>

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			<p>Two things make this gap even worse than before: (a) the availability of e-bikes makes convenient, comfortable bike commuting even more attractive than before and (b) the opening of light rail will dramatically increase the desire for south end residents to make it to the north end without a car.</p> <p>I know there are plans to address this. They're too modest. They are moving too slow.</p>	
15	Other Transportation Project	93 rd Avenue SE south of SE 70 th Place	Road surface on 93rd Ave SE is in EXTREMELY POOR condition and is well past its useful lifespan. Please fully resurface this road (the numerous attempts at spot repairing the gigantic potholes is not working).	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
16	Other Transportation Project	93 rd Avenue SE south of SE 70 th Place	On 93rd Ave SE, the section south of SE 70th Pl, is in *very* poor repair. Lots of sections that are starting to look unpaved with the amount of road damage and potholes. Several of our biggest potholes were spot repaired last summer, and within a month they had already reappeared. This section of road is badly in need of repaving.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
17	Other Transportation Project	93 rd Avenue SE south of SE 70 th Place	I've lived here sine 2006 and our little section of 93rd Ave gets hardly any traffic, but is always in disrepair with potholes and other issues. They've tried spot repairs but it never works. The road surface needs to be torn up and replaced with something permanent. I'm fed up with having to weave my way home from work every day to avoid the road damage!	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
18	Non-TIP	93 rd Avenue SE south of SE 70 th Place	On this city-owned corner, there are several Utility Access panels that are frequently damaged and buried in dirt by cars and trucks that cut the corner. The dirt fills up the meter and valve boxes with mud so they can't easily be accessed. The corner needs a small curb or concrete bollard installed to prevent vehicles from leaving the roadway.	Comment to be shared with Operations & Maintenance team.
19	Other Transportation Project	93 rd Avenue SE south of SE 70 th Place	93rd Ave SE has deteriorated to a condition that warrants immediate repaving. The current state of the roadway poses ongoing concerns for residents and should be addressed without further delay. Prompt action to restore the pavement would improve safety, accessibility, and overall quality of life in the neighborhood.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.

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20	Pedestrian and Bicycle Project	77 th Avenue SE, SE 22 nd Street, Lid Park	<p>"[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way). The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by AB 6369 recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2, AB 6711 Exhibit 4 Page 26log #2 of AB 6369 (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the "out-years" as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Avenue SE, north of SE 29th Street to build the code required street improvements along their property frontage – replace the bike lanes and center turn lane with on-street parking and sharrows. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them".</p> <p>This is from the TIP. I think the city and council have done a good job over the last four years on our infrastructure including trails and roads.</p> <p>But the key factor going forward we learned from the \$500,000 WSDOT grant to improve pedestrian safety through the Lid Park is just how expensive these projects are (even for just mixed use paved trails that are already paved), or can be if the plans become unrealistic (the original request by NIM's was for a separate dedicated bike path running along the east side of the park that would have cost at least \$10 million). Just the design cost was over \$125,000. Anything that requires design and new concrete will cost a fortune.</p> <p>Re: the quote above I don't quite understand eliminating the dedicated bike lanes on 77th that are the only dedicated north/south bike lanes to and from the light rail station and south end of the Island through the town center.</p> <p>There are major intersections along 77th at 29th and 27th, and numerous business driveways including Met Market and McDonalds that create a lot of ingress and</p>	<p>Thank you for your feedback on the placeholder 77th Avenue SE Channelization project.</p> <p>Regarding bikes rerouting to SE 22nd Street instead of using North Mercer Way – preferred routes and improvements will be investigated as part of the PBF Plan Update (occurring in 2026-2027).</p> <p>Restroom facilities will need to be incorporated into other plans (such as Parks, Recreations, and Open Space Plan).</p>

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			<p>egress traffic on 77th plus deliveries. If cars are parked along 77th (and the SEPA review for MICA parking showed a maximum of 37 parking spots being created) they are going to create a blind spot for cars entering and exiting these businesses with bikes riding fast along in the sharrows, especially if the parked vehicles are tall like vans or SUV's, which means there would have to be a no parking zone on either side of each driveway to create sight lines. The issue is cars have to inch into the bike path/sharrows just to see traffic coming along the street (which will be a problem for the north/south "gap" trail on ICW). There will also be significant backups from cars trying to turn left. Imagine 27th with no turn lanes.</p> <p>This project is based on criteria from long ago. The parking study was updated with the council's recent parking management plan, and work from home has significantly reduced parking pressures from commuters on town center streets. The new lot on the old Tully's property has hardly any cars parked in it, and the park and ride is usually half full on weekdays., 78th is not a good north/south arterial (and should not be used as one), and the Island lost SOV access westbound from ICW due to poor negotiations during the SEPA permitting process for light rail which puts more pressure on 77th.</p> <p>Finally I would like to see bikes removed from the Lid Park as much as possible and signage that directs bicyclists onto 22nd instead of along a sidewalk on NMW, especially after light rail opens and there could be many bus riders disembarking on the north side of NMW onto the sidewalk to cross NMW to catch the train in a hurry. Using the sidewalk for a mixed use trail for the Sound to Mountains Trail makes little sense, especially since it crosses a park and ride and two very busy lighted intersections. It is very difficult for a car turning onto 81st or from 81st to NMW to identify bicyclists riding fast along the sidewalk while looking for traffic from both directions moving quickly from exiting I-90 westbound.</p> <p>The city manager during the Aubrey Davis Park Master Plan suggested a bathroom on the far west side of the parking lot in the lower field where the porta potty is today, and I agree that would be a good station for bicyclists crossing the bridge to stop and use the bathroom without creating new impervious surfaces in the park, get water, and for signage directing them onto West Mercer Way toward 22nd rather than into the Lid Park which is really only appropriate for very slow or novice riders.</p>	

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21	Other Transportation Project	Tully's Lot	<p>The city of Mercer Island is actually making it more difficult for Islanders to commute via mass transit with their changes to the permitting in the downtown core for parking and also the open access parking lot where the old Tully's used to be. This parking lot remains mostly empty, derailing the narrative that it is necessary for downtown businesses to thrive. The more pressing need is for Islanders outside of major transit lines to be able to drive to the north end and Park so that they can take mass transit. This lot, which the city owns, should be reserved solely for Islanders. Whether the City charges for this or not is a separate question, but it should be for Islanders only, and in my view that is a non-negotiable ingredient to Islanders being able to take advantage of mass transit.</p>	<p>Comment to be shared with staff managing parking enforcement in the Town Center.</p>
22	Pedestrian and Bicycle Project	Island Crest Way	<p>I'm urging support for the Island Crest Way Trail. Access to the south end of the island by bicycle is limited to East or West Mercer Ways followed by a significant hill to the shopping center. The Island Crest corridor contains access to many significant island resources--churches, virtually all the public schools, the library--yet it is not safely rideable by bicycle. Seems making access easier would be a genuine benefit to many plus reduce car trips. With electric bicycles becoming way more popular, in the immediate future there will be much more need for safe bicycle routes. Island Crest is the main thorough on the Island and is not safely rideable. Time for a change there.</p>	<p>Thank you for your comment in support of the Island Crest Way path improvements.</p>
23	Pedestrian and Bicycle Project	West Mercer Way	<p>Please address the safety issues along the West Mercer Way corridor next to West Mercer Elementary. This area between Merrimount and 78th Ave SE has been brought to the attention of the Mercer Island PD, the City, and the School District multiple times by community members over the past 10+ years. This is due to frequent vehicle speeding and lack of safe walking and biking space for children and community members to reach West Mercer Elementary and Homestead Park. The School District installed a solar speed radar sign years ago, which does not function because of lack of sun light. The School District also updated School Zone signage and the City has updated School Zone road painting and years ago put No Parking signs during school hours. However, these efforts have not made the area sufficiently safe for walking and biking. Each time that the police department patrols the zone, they pull over speeding violators. The School Zone is too small to be effective and needs to be extended to 78th Ave SE and Merrimount so that drivers are forced to slow down and to watch for children. There also needs to be dedicated walking and biking areas (such as what is found near Luther Burbank</p>	<p>Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.</p>

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			<p>Park on North Mercer Way or sidewalks) that allow children to walk to and from school independently and safely. As it is, parents walk with their children because vehicles do not slow down through the area. The other schools on the island have safe walking and biking routes on the surrounding roads, and lengthier school zones to control traffic.</p> <p>Even if the School Zone is improved, children and other community members still need to be able to access the park and playground at West Mercer Elementary and Homestead Park. The entire area needs to have the speed clearly reduced to 25mph with traffic mitigation to force vehicles to slow down such as what is seen in similar school areas in Seattle (speed bumps, painted lines, etc.).</p> <p>It is vital that this West Mercer Way corridor near West Mercer Elementary and Homestead Park is improved so that it is safe for children and all community members. West Mercer Elementary should have the same safe walking and biking routes that other elementary schools on the island have.</p>	
24	Pedestrian and Bicycle Project	Various	<p>To align our infrastructure with the Comprehensive Plan’s multimodal goals, we ask the Council to prioritize the following:</p> <p>Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps.</p> <p>Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center.</p> <p>Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit.</p> <p>Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street.</p> <p>Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>“Last-mile” links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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			<p>navigating the entirety of the Island.</p> <p>Thank you for your continued commitment to a safer, more connected Mercer Island.</p>	
25	Pedestrian and Bicycle Project	Various	<p>Dear Mercer Island City Council,</p> <p>As you finalize the 2027–2031 Transportation Improvement Program (TIP), we urge the Council to move beyond "routine accommodation" and prioritize the completion of a truly connected, low-stress bicycle network.</p> <p>The City’s own data demonstrates a clear mandate for action. The 2024 Community Survey shows that while 91% of residents feel safe generally, only 42% are satisfied with our safe biking facilities—a "satisfaction gap" that has persisted since at least 2018. Notably, the condition of bicycle infrastructure is now a top-three streets and infrastructure priority for MI residents.</p> <p>To align our infrastructure with the Comprehensive Plan’s multimodal goals, we ask the Council to prioritize the following:</p> <ul style="list-style-type: none"> • Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps. • Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center. • Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit. • Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street. <p>Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe navigating the entirety of the Island.</p> <p>Thank you for your continued commitment to a safer, more connected Mercer Island.</p> <p>Sincerely, Debbie Bertlin, Jim Shannon, Don Mochtel, Steve Frazier</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>“Last-mile” links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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			<p>Jose Oncina, Shelly Bowman, Jolanne Stanton, Cali Ridolfi, Carl Platou, Jay Greer, Mark Clausen Jim Stanton, Jeff Koontz, Kirk Griffin, Kevin Hockley Alan Bunin</p>	
26	Pedestrian and Bicycle Project	SE 35 th Street	<p>we should use the 95th Ave right-of-way to provide through access for bikes + peds (multi-use-path from SE 36th to S3 40th St. This would greatly improve access from Mercerwood neighborhood to businesses and facilliates along SE 36th St; the I-90 trail; and Gallagher Hill. Mercerwood has no walkable parks whatsoever.It would provide a quiet, safe, and more direct alternative to walking/biking along Mercerwood Dr or E Mercer Way, both of which are more highly trafficked arterial streets. Via this route, hundreds of homes would have safer bike access to Town Center and the light rail stations.An additional pocket-park with playground in the back of the City's parcel would greatly add to the neighborhood as well.Now is the time, so peds/bikes/people are kept in mind as the City rebuilds its utility shops on this parcel.Illustrated a direct alignment of the path, as well as an alternative that would avoid moving any existing city facillities.</p>	<p>This comment will be shared with staff managing the City Hall project.</p>
27	Pedestrian and Bicycle Project	East Mercer Way	<p>Paved shoulders are not "Pedestrian Bike Facillities" if people are allowed to park on them. They're also not very safe or pleasant, especially for bikes, if they are not level from side-to-side and are interrupted by large unmarked holes and storm drains. We should build real side-walks/paths along EMW, at least as far as Mercerwood shoreclub - as cars travel at much higher speeds in these straighter sections (and often floor it to pass cyclists at their first opportunity after miles of curves).Picture doesn't capture it, but storm drains like the one at corner of 40th and EMW is sunken considerably below grade, making it quite dangerous to bike over. But calling this a "paved shoulder" that is a "pedestrian bike facillity" only encourages drivers to bully/intimidate any cyclist who isn't fully riding on this shoulder, despite the danger. Our city suggesting that people are supposed to walk/bike in the shoulder is breeding a dangerous culture of entitlement, where drivers feel they should be able to rip through EMW at 30+. Personally, I bike on the roadway because it's much safer than the shoulder, and I'm fit enough to reach 25 mph on flats, or use e-bike assist on climbs. But even then I have been yelled at by motorists to "share the road" - even though I biking at nearly the 30 mph speed limit.</p>	<p>Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.</p>

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28	Pedestrian and Bicycle Project	West Mercer Way	<p>We would love to see the school zone extended for West Mercer Elementary on West Mercer way. Our kids and lot of kids in the neighborhood walk to school and we would like the neighborhood to be safe for kids. We would love a crosswalk to cross West Mercer Way safely and metal reflectors that clearly demarcate the sidewalk. There isn't a sidewalk on west Mercer way and that may be the solution. This will help school kids but everyone else in the neighborhood.</p>	<p>Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.</p>
29	Pedestrian and Bicycle Project	Various	<p>I agree with many of the other proposals including the Island Crest Way Corridor and adding protected bikeways on major roads such as Island Crest Way and 78th Ave SE.</p> <p>I also urge the MI City Council to request Metro to terminate the low-ridership route 630 and reinvest all the service hours into making route 204 more frequent. The MI City Council must also urge Metro to change the routing of 204 to better serve MIHS (Mercer Island High School) as currently the bus stop is over half a mile away from the school, a change in routing would massively improve the overall usefulness of the route and boost student ridership. To achieve a "transit-oriented environment" we must make our transit a viable option this means it must be at a usable frequency and serve the destinations that MI residents and students want.</p> <p>As a more long term plan we must build out and expand our downtown area to allow more residents to be within walking distance to everyday amenities, this will massively reduce overall traffic on the island and allow people who can't drive to be more independent.</p> <p>Thank you for making Mercer Island a safer more convenient place for all.</p>	<p>Thank you for your comments in support of Island Crest Way Corridor and bike enhancements on major roads.</p> <p>For Metro coordination, please use the following link: https://kingcountymetro.my.salesforce-sites.com/customers/cs_app#/cs/general</p> <p>Staff will continue to identify mobility and gap completion projects.</p>

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30	Pedestrian and Bicycle Project	East Mercer Way	<p>I am writing to request improvements to East Mercer Way (EMW).</p> <p>1- Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks needs to be added (beyond the 2 that exists, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows:</p> <ul style="list-style-type: none"> a. North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) b. South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) c. Crosswalk and Flashing Sign at SE 38th and EMW d. Crosswalk and Flashing Sign at SE 39th and EMW e. Crosswalk and Flashing Sign at the unnamed street south of SE 39th St f. Crosswalk and Flashing Sign at SE 40th St and EMW <p>2- Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St.</p> <p>3- Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to</p>	<ol style="list-style-type: none"> 1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities.

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			<p>station there car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation.</p> <p>4- Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.</p>	
31	Other Transportation Project	East Mercer Way	<p>I am extremely concerned about the Traffic for Mercer Island Residents and Pedestrian injury risk on East Mercer Way. Traffic is already an issue at the intersections between Frontage road and SE 39th during school drop off and pick up hours for FAS, JCC, as well as in the summers for Summer camp/school. Traffic backs up in both Southbound and Northbound directions and often appears to be an accident just waiting to happen. It appears Herzl-Ner Tamid has been permitted to build a pre-K to 8th grade school which will only multiply the traffic with hundreds of additional vehicles entering and exiting the Island on top of actual Mercer Island Residents trying to exit the Island to go to work in the morning or to return home in the afternoon. I agree with many of the comments and suggestions by Ronil below. Something certainly has to be done to provide a solution for the traffic and to minimize safety risks for motor vehicle accidents and pedestrian vs motor vehicle accidents. Is it possible to reroute the JCC/FAS exit directly across from Frontage road/HNT and put up a 4-way stop light at a clear 4-way intersection? Additionally there should be individual extended length left and right turn lanes for each direction along with a main central lane at the intersection.</p>	<p>Traffic mitigation measures will be constructed on East Mercer Way as part of conditions of permit approval. Please note private development impact analyses are not evaluated as part of the Six-Year TIP.</p>

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32			<p>I am writing to request improvements to East Mercer Way (EMW). 1-Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks needs to be added (beyond the 2 that exists, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows:</p> <ul style="list-style-type: none"> a. North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) b. South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) c. Crosswalk and Flashing Sign at SE 38th and EMW d. Crosswalk and Flashing Sign at SE 39th and EMW e. Crosswalk and Flashing Sign at the unnamed street south of SE 39th St f. Crosswalk and Flashing Sign at SE 40th St and EMW <p>2-Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St. 3-Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to station there car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to</p>	<ol style="list-style-type: none"> 1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 5. Private development traffic impact analyses are not evaluated as part of the Six-Year TIP.

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			<p>the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation. 4-Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.5-Traffic Issues related to the Herzl Permit for a New School: Improvements are needed due to the pre-K to 8th grade school on the Herzl Synagogue property that was permitted in 2025 by the City of Mercer Island. The property owner is getting ready to build the school, with an expected opening date for the fall of 2026. Traffic will be impacted as a result of the school, as noted in the Traffic Impact Analysis conducted by the property owner, but the property owner is not making these improvements, viewing it as the City's responsibility. I would like to direct the City of Mercer Island to that Traffic Impact Analysis (TIA), dated January 2025, and conducted by TranpoGroup, which can be found in the permitting file for the project. As a resident in this area, I have reviewed the study and it fails to grasp the true traffic conditions in this area. It is deficient and a new one is required. For example, we already face significant traffic challenges that are not captured here due to traffic issues with the JCC camps (see No. 4), along with other activities in the synagogue and JCC. Moreover, the TIA doesn't adequately describe EMW, indicating that there are sidewalks when there are not. There are many others. The hearing examiner also noted resident comments expressing concerns, but did not address them, viewing them instead as "outside the scope of the design review criteria." (Page 16 of the November 21, 2025 Design Review decision). The hearing examiner did provide for some recommendations regarding the traffic impact, which include the following (along with some additional recommendations by me):a.Provide a left turn lane from southbound East Mercer Way to the Frontage Road serving the site.b.The addition of the southbound left turn lane may reduce the length of adjacent northbound left turn lane at the SE 36th Street/East Mercer Way intersection. Verify with a traffic operations analysis that, with the addition of the southbound left turn lane to the Frontage Road, the northbound left turn lane at the SE 36th Street/East Mercer Way intersection will have sufficient storage length to accommodate vehicles, including buses, which currently pick-up students along EMW, starting at the intersection for SE 38th St. If it cannot, then the City needs to determine how it will address the traffic issues. c.The left turn lane from southbound East Mercer Way to the Frontage Road serving the site may</p>	

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			<p>consequently require narrowing of the northbound lane on East Mercer Way, especially as approaching the Frontage Road serving the site. Confirm adequacy of curb radii for right turning vehicles exiting from the Frontage Road onto northbound East Mercer Way based on lane width designed for East Mercer Way, if said East Mercer Way lane width is narrower than existing condition. The design vehicle shall be a S-BUS-40 (school bus). Modify curb radii if reasonably warranted.d.A study and plan are needed to protect Mercer Island public school students whose buses will also be traveling along EMW south to pick them up for school within the timeframes that traffic will be heightened due to the Herzl private school. Traffic congestion will likely result in late arrivals at school if this issue isn't addressed.e.Traffic flow patterns that allow for egress/ingress into the Herzl property at the same time that JCC usage/camps are at their highest (see No. 4).f.A requirement that all vehicle parking for traffic related to use of the Herzl property be accommodated on-site. Overflow parking will not be allowed on public/side streets, including weekdays, weeknights and weekends. (We currently have issues with overflow parking, particularly during high usage times of the synagogue.) Signs need to be installed. g. "No Parking During School Days" signage and prevention of vehicle parking along the roadway, side streets, and shoulders. (When vehicles park along EMW, pedestrians are relegated to walking along EMW because there are no sidewalks and those shoulders are used by pedestrians.)h.Signs and enforcement to prevent parking along EMW and side streetsBased on the City of Mercer Island's 2025-2030 Six-Year Transportation Improvement Plan, the only planned improvements to EMW include resurfacing. Thus, improvements on EMW are of prime importance, especially if they impact Mercer Island Public Students as a result of the traffic congestion at this new private school – the City of Mercer Island has allowed the permit to be granted and the private school to be built without making the necessary improvements to the roadway and therefore this point requires immediate attention.</p>	