



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6468
June 4, 2024
Public Hearing**

AGENDA BILL INFORMATION

TITLE:	AB 6468: 2025-2030 Six-Year Transportation Improvement Program Review and Public Hearing	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Receive comments from public hearing and provide feedback to staff.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Matt Mornick, Finance Director Patrick Yamashita, City Engineer/Deputy Public Works Director Clint Morris, Capital Division Manager Rebecca O’Sullivan, Transportation Engineer Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Summary of Public Comments Received by May 15 2. Street Fund Forecast, as of May 2024 3. Detail of Proposed Expenditures 2025-2030 4. Project Descriptions 5. Map of Proposed Roadway and PBF Improvements 6. Map of Mercer Way Shoulder Improvements
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this agenda bill is to conduct a public hearing on the 2025-2030 Transportation Improvement Program (TIP) and for the City Council to provide staff with feedback. Adoption of the TIP is scheduled for June 18.

- The 2024-2029 TIP was adopted by the Council on June 6, 2023.
- The 2024 public comment period is March 20 to June 18.
- A public hearing will be held during the June 4, 2024, City Council meeting.
- An update on current 2024 construction projects is provided below.
- Program elements include Residential and Arterial Street Improvements, Pedestrian and Bicycle Facilities, and other projects.

- Projects pertaining to the Americans with Disabilities Act (ADA) Transition Plan are included in the TIP.
- Priority for resurfacing projects is determined by the pavement condition index (PCI), a score from “Good” to “Failed” based on data collected over the entire roadway network every three years. The PCI was last updated in 2022.
- Staff will incorporate City Council feedback and return on June 18, 2024, for continuation of the public hearing and adoption of the TIP.

BACKGROUND

The Six-Year TIP is a planning tool used to identify specific projects that serve to maintain, preserve, and maximize use of the existing roadway and trail systems. The TIP balances revenues and expenditures within the Street Fund through programming and phasing construction of projects over a six-year period.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to WSDOT and the Puget Sound Regional Council (PSRC) by July 1. A public hearing on the draft TIP is a requirement of State law and is incorporated as part of the City Council meeting. Once the TIP is adopted, projects are budgeted and funded through the City’s Capital Improvement Program (CIP) during the biennial budget process.

The TIP is also used to coordinate future transportation projects with needed underground utility improvements so that utility work is budgeted and programmed to occur prior to or in conjunction with roadway projects. All arterial street and pedestrian and bicycle facility (PBF) projects must be included in the TIP to be eligible for State and Federal funding.

The draft 2025-2030 TIP is an update of the 2024-2029 TIP ([AB 6278](#)) adopted by the City Council in June 2023. Individual projects and programs are combined, where feasible, to create economies of scale for construction. The draft TIP includes transportation improvement projects and programs in the following categories:

- A. Residential Street Preservation Program
- B. Arterial Street Improvements
- C. Pedestrian and Bicycle Facilities (PBF) – New Facilities
- D. Other

At the June 4, 2024 meeting, the City Council will conduct a public hearing on the draft 2025-2030 TIP and provide feedback to staff to guide development of the final TIP. An updated version of the 2025-2030 TIP will be presented for review and adoption at the June 18, 2024 City Council meeting.

ISSUE/DISCUSSION

PUBLIC COMMENTS

The 2024 public comment period runs for thirteen weeks from March 20 to June 18, when the City Council adopts the TIP. Notices advertising the opportunity for public comment were posted on the City’s website, in the Mercer Island Reporter (March 29), the City’s weekly newsletter (MI Weekly), and on [Let’s Talk](#). Additional information is available on the City’s TIP webpage (www.mercergov.org/TIP). Let’s Talk and the City’s TIP webpage provide users with access to TIP maps, FAQs, and related information to learn more about the TIP process and to submit comments online.

Prior to the public hearing, a total of 48 public comments were received in four primary project areas:

- Pedestrian and bicycle facilities projects (26 comments)
- Residential Street Resurfacing (12 comments)
- Other transportation projects (8 comments)
- Non-TIP Related projects: (2 comments)

These comments are summarized in Exhibit 1. Public comments will also be taken during the public hearing.

STREET FUNDING

Street Fund revenues support the planning work reflected in the TIP, as outlined in the Street Fund forecast. During the 2024-2025 planning period, resources that fund TIP projects include:

RESOURCES	% OF TOTAL
Real Estate Excise Taxes (REET) Revenues	40%
State-shared Motor Vehicle Fuel Taxes (MVFT)	12%
State Shared - Multimodal Transportation Fees	1%
MI Transportation Benefit District	10%
State Grants (when available)	2%
Transportation Impact Fees	2%
Interfund Transfers (Utility work within street projects)	15%
Sound Transit Mitigation Fees	18%

Except for REET funding, all revenues noted above are dedicated to the Street Fund. One hundred percent of REET-1 revenues go to the Capital Improvement Fund to fund capital improvements including parks, open space, public building maintenance projects, and to pay debt service on construction of the Community Center. REET-2 revenues are split differently. Ten percent of REET-2 revenues are directed to the Capital Improvement Fund. The remaining 90 percent is committed to the Street Fund for construction and maintenance of streets and pedestrian and bicycle facilities.

MVFT is a fixed tax, currently making up 49.4 cents of the per gallon price of gasoline, diesel, and other fuels. It is not based on the dollar amount of the fuel, but rather on the volume of fuel sold. Hence, there is no revenue benefit from higher gas prices. The state shared revenue is distributed based on population and other set allocation methods.

MVFT is to be spent on salaries and wages, material, supplies, equipment, purchase or condemnation of right-of-way, engineering or any other proper highway or street purpose in connection with the construction, alteration, repair, improvement, or maintenance of any city street, bridge, viaduct, or under passage along, upon, or across such streets. The share of the motor vehicle fuel tax distributed to the City of Mercer Island is projected to decline over time.

Like MVFT, Multimodal Transportation funds are a state shared revenue. Distributions are shared equally between cities and counties. The city portion is made on a per capita basis. In general, Mercer Island’s population grows at a slower rate than surrounding cities, so this revenue is projected to also remain flat if not slightly declining over time.

City Council adopted [Ordinance No. 14C-11](#), which directs vehicle license fees collected under the Transportation Benefit District (TBD) to the operation, preservation, and maintenance of principal arterials of regional significance, high-capacity transportation, and/or public transportation. Street Right of Way

Maintenance and Operations, and arterial street improvements are the kind of projects typically funded with vehicle license fees.

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on “system improvements.” System improvements can include physical or operational changes to existing roadways, as well as new roadway connections. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.), but can also include bicycle, pedestrian, and transit-supportive projects that provide capacity for future growth and are within the right of way of ‘streets and roads’ as defined by the Growth Management Act.

Sound Transit Mitigation Funds have supported the design and construction of projects identified to mitigate traffic and safety concerns due to the I-90 center roadway closure and the opening of the East Link Light Rail station. Staff anticipates all remaining Sound Transit Traffic Safety Mitigation Funds will be spent by the end 2024. This is further discussed under the Sound Transit Traffic Safety / Mitigation Eligible Projects section of Program Elements (bottom of page 6).

Past practice with funding transportation infrastructure improvements has been to utilize the more restrictive resources in the Street Fund – such as transportation impact fees – before using the less restrictive resources (such as REET-2 or revenues from the State’s Motor Vehicle Fuel Tax). This practice will continue, as outlined in the 2025-2030 TIP. For the current Street Fund balance, refer to Exhibit 2.

In 2023, staff secured a U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant in the amount of \$160,000 to develop a Comprehensive Safety Action Plan (Action Plan). Once developed, the Action Plan will serve as a building block to significantly improve roadway safety. It will also allow staff to apply for implementation or planning and demonstration grants based off the Action Plan’s projects and strategies that address roadway safety problems.

In 2024, staff secured a SS4A supplemental planning grant in the amount of \$320,000 to develop a new Pedestrian and Bicycle Facilities (PBF) Plan. Ultimately, the PBF Plan will inform and support the Action Plan.

Staff will pursue WSDOT’s Safe Routes to School (SRTS) grant to improve safety and mobility for children by providing safe walking and bicycle routes to school. Projects that may be eligible for SRTS funding in Exhibit 3 include 84th Avenue SE Pedestrian Improvements (90.25.0025), 78th Avenue SE Sidewalk Improvements (90.25.0029), Mercerwood Drive Pedestrian Improvements (90.25.0030), and ICW Crosswalk Enhancement (90.25.0031).

Staff will also pursue WSDOT’s Pedestrian and Bicycle Program (PBP) to enhance safety and mobility for people who choose to walk or bike. The Aubrey Davis Trail Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Drive) may be eligible for PBP funding. The SRTS and PBP discretionary programs call for projects on a biennial basis.

Staff may also pursue Transportation Improvement Board (TIB) funds through the Urban Arterial Program (AUP), Urban Active Transportation Program (ATP), or the Arterial Preservation Program (APP). Both street and pedestrian/bicycle related projects may be eligible.

UPDATE ON 2024 CONSTRUCTION PROJECTS

Several projects from the 2024-2029 TIP are planned for construction in 2024, including:

- ADA Transition Plan Implementation (SP0118) – 11 ADA ramps will be reconstructed this summer to meet compliance standards established by the Americans with Disabilities Act (ADA). Locations include multiple Town Center intersections along SE 27th Street and SE 28th Street. This project is funded with Sound Transit Mitigation Funds.
- Traffic Signal Safety Improvements (SP0137) – Traffic signal safety enhancements will be constructed this summer at: SE 27th Street/77th Avenue, SE 27th Street/78th Avenue, SE 40th Street/Island Crest Way, and SE 40th Street/86th Avenue. Work includes the installation of accessible pedestrian signal push buttons and signal phasing improvements to increase pedestrian safety (leading pedestrian intervals and pedestrian protected phasing). This project is mostly grant funded.
- Island Crest Way Corridor Improvements (SP0135) – Rectangular rapid flashing beacons (RRFBs) at SE 62nd Street and SE 63rd Street and a pedestrian signal at the Island Park Elementary driveway will be installed this summer and fall. This project is funded with Sound Transit Mitigation Funds.
- North Mercer Way Overlay (7500 to Roanoke) (SP0104) – This project will resurface North Mercer Way with an HMA overlay this summer. The roadway was last repaved in 1994 and its current PCI ratings are in the Fair and low Satisfactory ranges. Work scope will include repaving the roadway and the adjacent eastbound pedestrian shoulder.
- 80th Avenue SE Sidewalk Improvements (SP0111) – This project will reconstruct sidewalks and ADA ramps, primarily along the east side of 80th Avenue, and replace street trees with a new design that will allow space for trees to mature without sidewalk damage. Work along 80th Avenue will also include replacement of the outdated street lighting fixtures. This section of 80th Avenue was not rebuilt during the 1994-1996 Town Center Streets reconstruction effort and suffers from significant sidewalk damage from tree roots, poor ADA accessibility, and poor sidewalk lighting. Construction of the project will start this summer and will be completed by the end of the year. The project is funded with Sound Transit Mitigation Funds.
- West Mercer Way Roadside Shoulders – Phase 4 (8100 WMW to 8400 EMW) (SP0114) – This project will build a new paved shoulder from the 8100 block of West Mercer Way around the south tip of the Island to the 8400 block of East Mercer Way. Construction is currently underway and should be complete in June.

PROGRAM ELEMENTS

The following describes the TIP categories and follows the same order as the Detail of Expenditures in Exhibit 3. The proposed TIP projects fall under two main categories – “Preservation & Maintenance Projects” and “New Construction Projects.” The Capital Improvement Program includes a budget policy that prioritizes capital reinvestment projects (preservation & maintenance) over capital facilities projects (new facilities). Staff utilizes this policy when prioritizing projects in the TIP to maintain a positive Street Fund balance. Refer to the [City’s website](#) for more information about the Street Resurfacing Program and how streets are prioritized. For specific project descriptions, refer to Exhibit 4. For a map of these projects, refer to Exhibit 5.

Preservation & Maintenance Projects

Residential Street Preservation Program

This program restores and resurfaces the City’s 58.2 miles of public residential streets on an approximate 35- to 40-year cycle. Over the last 15 years, just under 16 miles of residential streets have been resurfaced with a Hot Mix Asphalt (“HMA”) overlay and 2.8 miles have been resurfaced with a chip seal. This combined 17 miles accounts for 30% of the residential street network. The residential program also improves substandard

streets in public right-of-way at the rate of roughly one per biennium, as the need arises. Selection and timing of residential resurfacing work is based on Pavement Condition Index (“PCI”) ratings performed every three years, as well as planned water, sewer, and storm drainage utility work. The most recent PCI ratings were collected in 2022 and are scheduled to be updated again in summer 2025.

Arterial Street Improvements

This category provides preservation and improvement of the City’s 25.4 miles of arterial streets on an approximate 25- to 30-year cycle. This includes the 2.6 miles of Town Center arterial streets. Project priorities are based on PCI, the need for underground utility improvements, condition of pedestrian and bicycle facilities, and timing of other large projects. These projects incorporate reinvestment in existing pedestrian and bicycle facilities. Residential street overlays are linked when feasible to arterial street projects to create an economy of scale. In the next six years, resurfacing projects are planned on portions of North Mercer Way, East Mercer Way, West Mercer Way, Gallagher Hill Road, SE 36th Street, SE 40th Street, SE 27th Street, 78th Avenue SE, and SE 24th Street.

New Construction Projects

Pedestrian and Bicycle Facilities (“PBF”)

This category improves and adds to the pedestrian and bicycle facilities network. Specific projects are based primarily on those identified in the [2010 PBF Plan](#), with input from the community and the School District. PBF “reinvestment” projects, such as asphalt overlays of existing pedestrian paths adjacent to arterial street improvements, are not included in this category. Rather, they are included in the scopes of their associated arterial street improvement projects. This category also includes ongoing program funding to implement smaller scale PBF improvements and Americans with Disabilities Act (ADA) compliance improvements guided by the [ADA Transition Plan](#).

The Roadside Shoulder Development Program was established in 2002 to create new paved shoulders suitable for pedestrian and bicycle use on the Mercer Ways. Since that time, numerous phases of work have been completed. While most of these have been on East Mercer Way, improvements have also been made on North and West Mercer Ways. Exhibit 6 shows the status of the Roadside Shoulder Development Program.

Since 2003, the City has constructed at least one shoulder project per biennium. The East Mercer Way Roadside Shoulders Ph. 11 scheduled for 2026 will complete the Roadside Shoulder Development Program, for a lifetime program cost of approximately \$5.2 million.

Starting in 2025, approximately \$250,000 per year will be allocated to the ADA Transition Plan Implementation program. The projects will be accomplished through a combination of specific ADA focused capital projects (e.g., ADA Transition Plan Implementation Project) and other capital projects that include the elimination of ADA deficiencies such as:

- SE 40th Street Sidewalk Improvements from Gallagher Hill to 93rd Avenue SE (90.25.0006)
- Gallagher Hill Road Sidewalk Improvements from SE 36th to SE 40th Streets (90.25.0009)
- 78th Avenue Sidewalk Improvements from SE 32nd to SE 34th Streets (90.25.0007)
- SE 32nd Street Sidewalk Improvements from 77th to 78th Avenue SE (90.25.0011)
- 81st Ave SE Sidewalk Improvements from North Mercer Way to SE 24th Street (90.25.0020)
- SE 27th Street Sidewalk Improvements from 76th Avenue SE to west approx. 325 feet (90.25.0032)

Sound Transit Traffic Safety / Mitigation Eligible Projects

This category was added in 2018 to reflect projects identified to mitigate traffic and safety concerns due to the I-90 center roadway closure and the opening of the East Link Light Rail station and earmarked for funding through Sound Transit Traffic Safety Mitigation Funds. Staff developed these projects based on the community's feedback, analysis of traffic patterns, and anticipated needs for pedestrian/bicycle safety improvements on routes to the light rail station.

Since 2018, the City has utilized Sound Transit Mitigation Funds on several pedestrian-focused improvement projects including West Mercer Way Pedestrian Crossings, 76th Avenue SE Mid-Block Crosswalk, 77th Avenue SE & Sunset Highway Intersection Improvements, Island Crest Way Corridor Improvements, and ADA Transition Plan Implementation.

Prior to the end of 2024, staff anticipates all remaining Sound Transit Traffic Safety Mitigation Funds to be spent or allocated; therefore, this category is removed for the 2025-2030 TIP.

NEW PROJECTS AND CHANGES TO CONSIDER FROM THE PREVIOUS TIP

The following is a summary of the noteworthy changes incorporated into the draft 2025-2030 TIP. Refer to Exhibit 4 for a description of the projects in the draft 2025-2030 TIP.

Emergency Water Main Work

In April 2024, the Seattle Public Utilities (SPU) water supply line showed evidence of leaking near SE 40th Street and 95th Court SE. SPU is working on immediate solutions to repair the existing water main in summer 2024. City teams are exploring feasibility options for a new water supply pipeline in a new location; however, there are many unknowns at this time regarding the location and scope of the new water main.

A preliminary consideration for the location of the water main is to run the new water main from the boat launch to the reservoir, utilizing SE 36th Street, Gallagher Hill Road, and SE 40th Street as its route. In anticipation for potential underground utility work occurring on these roadways, City staff recommend deferring design of Gallagher Hill Road Overlay and Sidewalk Improvements (SE 36th Street to SE 40th Street), SE 40th Street Overlay (88th to 93rd Avenue SE), and SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE) from 2025 to 2026.

Arterial Street Improvements

Arterial projects can vary in scope from substantial reconstruction (as seen on SE 40th Street in 2018), to hot mix asphalt overlays (East Mercer Way in 2019 and 2021), to chip seals (East Mercer Way in 2018). Staff utilize PCI data to help determine the scope, resurfacing method, and timing of arterial street projects. Arterial work for the next six years continues to focus on preserving existing facilities through hot mix asphalt (HMA) overlays which have service lives of 25 to 30 years.

- **90.25.0008: Gallagher Hill Road Overlay (SE 36th to SE 40th Street)** - This project is moved from starting in 2024 to 2026 to provide time for water main installations anticipated to occur on Gallagher Hill Road.
- **90.25.0010: SE 40th Street Overlay (88th to 93rd Avenue SE)** – This project is moved from starting in 2024 to 2026 to provide time for water main installations anticipated to occur on SE 40th Street.
- **90.25.0014: SE 27th Street (76th to 80th Avenue SE)** –This project is moved from 2024 to 2026 to provide more time for multiple projects to be completed on SE 27th Street. These projects include

2024 Water System Improvements, Tully's Site Commuter Parking, 76th Avenue Mid-Block Crossing, and a new traffic signal improvement at 80th Avenue built by Sound Transit.

- **90.25.0017: 76th Avenue and North Mercer Way Overlay** – This new project will resurface the intersection of North Mercer Way and 76th Avenue SE at the westbound I-90 on ramp and North Mercer Way up to SE 22nd Street with a grind and HMA overlay. The intersection is nearing the end of its pavement life. The upcoming Sound Transit traffic signal project will impact this intersection with utility cuts. It will need resurfacing after completion of the signal project and is therefore planned for 2026. Current PCI ratings are in the Poor range.
- **90.25.0019: East Mercer Way Overlay (SE 36th to SE 40th Street)** – This project was moved from 2027 to 2028 to provide time for water main installations anticipated to occur on East Mercer Way.
- **90.25.0023: SE 36th Street Overlay (Gallagher Hill Road to East Mercer Way)** - This project was moved from 2025 to 2028 to allow time for potential water main installations and for potential construction on the current City Hall property to occur.

Pedestrian and Bicycle Facilities (PBF)

- **90.25.0003: ADA Transition Plan Implementation** – This program budget is increased from \$200k to \$500k per biennium to make greater strides in achieving ADA-compliance as outlined in the City's ADA Transition Plan.
- **90.25.0004: Minor Capital – Traffic Safety and Operations Improvements** – This program budget is increased from \$100k to \$200k per biennium to account for minor City contributions to safety-related grants and collection of traffic data.
- **90.25.0006: SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Avenue SE)** – This project is moved from starting in 2024 to 2026 to provide time for water main installations anticipated to occur on SE 40th Street.
- **90.25.0007: 78th Avenue SE Sidewalk Improvements (SE 32nd Street to SE 34th Street)** – This project budget is increased to account for the installation of planter cells surrounding replaced street trees. Design for this project is moved from starting in 2024 to 2025 to allow Mercerdale Sewer Upsizing work to be completed.
- **90.25.0009: Gallagher Hill Road Sidewalk Improvements (SE 36th Street to SE 40th Street)** – This project is moved from starting in 2024 to 2026 to provide time for water main installations anticipated to occur on Gallagher Hill Road.
- **90.25.0011: SE 32nd Street Sidewalk Improvements (77th Avenue SE to 78th Avenue SE)** – This project cost is increased to account for the installation of planter cells surrounding replaced street trees. Design for this project is moved from starting in 2024 to 2025 to allow Mercerdale Sewer Upsizing work to be completed.
- **90.25.0012: 76th Avenue SE Mid-Block Crossing** – This new project will install an RRFB, new center median, and new ADA-compliant curb ramps at the existing mid-block crossing near Starbucks to increase visibility of pedestrians and bicyclists. The enhancements will be installed prior to the SE 27th Street Overlay (76th Avenue SE to 80th Avenue SE), project 90.25.0014.
- **90.25.0022: 77th Avenue SE Channelization Upgrade** – This project is reprogrammed from 2026 to 2030 as a placeholder. 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, log #2 of AB6369 (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 out 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.

- **90.25.0030: Mercerwood Drive Pedestrian Improvements (93rd Avenue SE to 96th Avenue SE)** – This new project will install new sidewalk on the south side of Mercerwood Drive, with ADA-compliant ramps and a new pedestrian crossing at 96th Avenue SE. This project will improve pedestrian and bicycle connectivity and safety and will provide safe routes to Northwood Elementary and Mercer Island High School.
- **90.25.0031: ICW Crosswalk Enhancement (SE 46th Street)** – This new project will install a pedestrian signal and ADA-compliant ramps and center median. The pedestrian signal will help increase visibility and create a safer route to school by requiring vehicles to stop for children and other pedestrians crossing Island Crest Way.
- **90.25.0032: SE 27th Street Sidewalk Improvements (76th Avenue SE to west approx. 325 feet)** – This new project will install curb and gutter, sidewalk, driveways, and ADA-compliant ramps where the existing facilities are heaving due to street trees to improve pedestrian mobility in Town Center. Street trees, street lighting, and storm drainage systems will also be replaced.

Other

- **90.20.0008: Aubrey Davis Trail Mountains to Sound Trail Lighting: Island Crest Way to Shorewood Drive** – This new project will install illumination along the north side of the retaining wall to increase pedestrian and bicyclist safety on the trail, as this portion of the trail is heavily shaded from the wall and adjacent trees. This project is part of Mercer Island’s Parks, Recreation, and Open Space (PROS) Plan, and must be adopted in the TIP to be considered for grant funding.
- **90.25.0013: ICW Corridor Improvements (SE 68th Street to SE 53rd Place)** – This new project will continue the planning and design of traffic safety and operation improvements identified as part of the Island Crest Way Corridor Safety Analysis in 2022 and Island Crest Way Corridor Improvements (90th Avenue SE to SE 63rd Street) in the 2023-2024 biennium. [The City Council received a presentation on shared use path alternatives on March 19, 2024 \(AB 6421\). No decision was made at that time. Staff will return on June 18 with a recommendation on the location for the preferred path and will seek City Council’s approval.](#) The planning and design elements proposed for 2025-2026 include:

- SE 53rd Place Safety Improvements – Design a right turn lane to the westbound approach of SE 53rd Place and Island Crest Way, install ADA-compliant ramps, and improve crosswalks.
- ~~West-Side~~ Shared Use Path (Initial Phase) – [This is currently a placeholder,](#) building off the Shared Use Path Analysis completed in 2024. [The project includes design of a west-side](#) shared use path that extends from Island Park Elementary to Island Crest Park. Design of the path from the park to SE 68th Street will be proposed in a subsequent TIP.
- SE 68th Street Intersection Safety Improvements – Design mountable apron curb returns and ADA-compliant ramps to shorten pedestrian crossing distances and improve safety.

Project construction will be costly and require significant grant funding to complete the work. Construction is planned in two phases. Phase 1 is shown in 2030 as a placeholder until adequate funding is secured. Phase 1 includes the SE 53rd Place Safety Improvements and the West-Side Shared Use Path from Island Park Elementary to Island Crest Park. Phase 2 will follow with the SE 68th Street Intersection Safety Improvements.

LOOKING AHEAD – UNFUNDED PEDESTRIAN AND BICYCLE FACILITIES (“PBF”) PROJECTS BEYOND 2030

Several PBF projects are unfunded pending further evaluation of scope, confirmation of need, and availability of funding. They include:

- **86th Avenue SE Sidewalk Improvement (SE 42nd Street to Island Crest Way)** – Install curb, gutter, sidewalk, ADA-compliant ramps, and cycle track along the east side of 86th Avenue where no walkway currently exists. Replace speed humps, signage, and pavement marking. This project would fill a current gap in the PBF network. The estimated cost is approximately \$2.6M.
- **Merrimount Drive (Island Crest Way to West Mercer Way)** – Sidewalk improvements on both sides of the roadway and supports Safe Routes to School. The estimated cost is approximately \$960,000.
- **92nd Avenue SE Sidewalk Improvements (SE 40th Street to SE 41st Street)** - Install curb, gutter, sidewalk, and ADA-compliant ramps along the west side of 92nd Ave SE to provide a “safe walk route” for Northwood Elementary and the High School, as well as a bus stop location for Islander Middle School. The estimated cost is \$800,000. This project will complete a missing link on 92nd Avenue by connecting with sidewalks along the High School frontage, creating a continuous sidewalk from SE 40th to SE 42nd Streets. This project may be eligible for Transportation Improvement Board or Safe Routes to School Grant funding. City and District staff will monitor the need and propose this work in a future TIP if warranted.
- **SE 34th Street Sidewalk Improvement (78th Avenue SE to 80th Avenue SE)** – Reconstruct curbs, sidewalk, ADA-compliant ramps, and street trees with silva cells along the north side of SE 34th Street where the existing sidewalk currently has significant root damage and heaving due to nearby street trees. This project will improve pedestrian mobility in Town Center. The estimated cost is approximately \$1M.
- **Mercerwood Drive Pedestrian Improvements (96th Avenue SE to East Mercer Way)** – Install a pedestrian facility on both sides of Mercerwood Drive, to connect to the 90.25.0030 new sidewalk and East Mercer Way. This project will improve pedestrian safety, especially for students and families accessing schools and other gathering places on SE 40th Street and East Mercer Way. This pedestrian improvement is included in the 2010 PBF Plan. The estimated cost is approximately \$1.7M.

MOBILE ASSET DATA COLLECTION & PAVEMENT CONDITION RATINGS

As part of the ongoing effort to cost-effectively maintain the City’s street network, staff has contracted for pavement condition assessment of City roadways at regular intervals (completed in 2013, 2016, 2019, and 2022). The data collected produces a Pavement Condition Index (PCI) value for each of the over 700 segments of pavement within the City’s 83.6-mile public road network. This rating process is based on collecting visual pavement distress information and computing it into numerical deduction values which are subtracted from a highest possible score of 100, resulting in a PCI score between 0 and 100. These numerical scores are bracketed into six condition ranges: Good (PCI 100-86), Satisfactory (85-71), Fair (70-56), Poor (55-41), Very Poor (40-26), and Failed (25-0).

The overall health of Mercer Island’s road network can be determined by three general indicators: the average network PCI, the amount of network backlog (defined as a PCI below 40), and the amount of network in Good condition (PCI of 100-86).

PCI data from 2022 gave the City’s road network an average PCI of 75. This is considered a slightly above-

average grade in the pavement rating industry. The backlog was 4.0%, which is considered low (below 15% is desirable) and the amount of good condition streets at 25% was considered somewhat high (should be at least 15%). Over the last six years, road projects have repaved numerous streets in the Poor and Failed categories, which has significantly lowered the backlog.

Staff uses PCI information as the primary basis for prioritizing street resurfacing projects within the TIP. Other factors that are considered when scheduling roads for repaving are upcoming utility projects (storm drainage, water mains, natural gas work) and coupling with PBF improvements. Because pavement conditions change over time, data collection needs to be an ongoing process. Staff plans to collect PCI data again in the summer of 2025.

SUMMARY

Project schedules were updated from the 2024-2029 TIP. Street resurfacing projects were added based on pavement conditions, timing with utility construction projects, and increasing material costs. New pedestrian facility improvements will focus on closing gaps in the network and providing safe routes to both schools and transit.

NEXT STEPS

Develop the final TIP based on feedback from the Council. Continue public hearing and present the updated TIP to the Council on June 18, 2024 for adoption.

RECOMMENDED ACTION

Receive comments from the public hearing and provide feedback to staff.