

Log #	Category	Location	Comment/Question	Staff Response
1	Pedestrian and Bicycle Project	SE 24th St & Aegis Living Driveway	Many people cross this street illegally to reach the I-90 trail, Shawn's Cafe, the elderly home and office building. This is a very dangerous spot to do so, as it's on a steep hill. Would you provide some kind of affordance for pedestrians here, such as a crosswalk with a pedestrian refuge, and/or a mid-block stop sign?	Would be considered in the SE 24th St Sidewalk project scheduled for 2029.
2	Non-TIP	SE 24th St & 76th Ave SE	The crosswalk paint here has been wearing down for some time and is almost invisible, despite this being one of the intersections most heavily used by pedestrians and bikes. I submitted a request to the city in 2022 to repaint, but was told they were waiting on more paint? It's been in bad condition for more than a year now.	This crosswalk will be improved by PA0160 (ADP Intersection and Crossing Improvements).
3	Pedestrian and Bicycle Project	SE 27th St & 76th Ave SE	The intersection here is very wide. I often see elderly people take ~30 seconds to cross this intersection while cars wait. I understand this will be improved with the potential SE 27th Street Realignment, but in the interim, could this gap be narrowed? For example, perhaps the westbound turn lane (in front of Hadley) could be combined, with the resulting gap paved into sidewalk. The low traffic volume here doesn't need two turn lanes.	Location has been identified for new curb ramp and crosswalk design as part of SP118 (ADA Implementation).
4	Pedestrian and Bicycle Project	7600 Block SE 27th St	This gap is frequently crossed by pedestrians going between the apartment buildings and shops. It would be nice to see a crosswalk here, at least a basic one to signal to drivers to slow down.	Requires evaluation and consideration for 2025-2030 TIP.
5	Pedestrian and Bicycle Project	76th Ave SE & N Mercer Way	This slip lane from 76th to Mercer Way feels unsafe to use as a pedestrian. Perhaps the intersection could be configured without a slip lane, or the crosswalk could be raised to improve visibility?	Intersection is being reconstructed by Sound Transit.
6	Pedestrian and Bicycle Project	77th Ave SE & McDonald's Driveway	It would be nice to have a mid-block pedestrian crossing on 77th Ave here. I understand the Xing Hua development is supposed to introduce this, but this project has been delayed for some time now, so perhaps we could implement it sooner.	Requires evaluation and consideration for 2025-2030 TIP.
7	Pedestrian and Bicycle Project	8400 Block SE 68th St	There is no legal pedestrian crossing between the shopping center and trail network. Could one or two crosswalks be added along 68th St?	Will be considered as part of Neighborhood Traffic Program.
8	Pedestrian and Bicycle Project	4100 Block Island Crest Way	This road feels very unsafe to use on a bicycle, despite being the most direct route between the south and north part of the island. Could this perhaps be reduced from 4 lanes to 3, with a barrier-protected bike lane on each side of the road?	Requires evaluation and consideration for 2025-2030 TIP.
9	Pedestrian and Bicycle Project	SE 40th St & Island Crest Way	Does the intersection at SE 40th / Island Crest Way have a bicycle detection mechanism? I've found myself waiting here for some time on a bike and eventually pressing the pedestrian beg button. Automatic cyclist detection here would be appreciated.	Detection sensitivity settings were recently increased to improve bike detection.

Log #	Category	Location	Comment/Question	Staff Response
10	Pedestrian and Bicycle Project	8100 SE 40th St	This section of SE 40th st is considered a bike route but has no physical barrier between cyclists and cars. Could the bike lane be upgraded to a fully separated or protected bike lane with a physical barrier? This area is right next to a school, so cyclists will often be younger and need extra protection to ride safely.	Requires evaluation and consideration for 2025-2030 TIP.
11	Pedestrian and Bicycle Project	8815 SE 40th St	This section of SE 40th st is considered a bike route but has no physical barrier between cyclists and cars. Could the bike lane be upgraded to a fully separated or protected bike lane with a physical barrier? This area is right next to a school, so cyclists will often be younger and need extra protection to ride safely.	Requires evaluation and consideration for 2025-2030 TIP.
12	Pedestrian and Bicycle Project	84th Ave SE	Missing sidewalk on 84th Ave SE	Project has been added to the 2024-2029 TIP.
13	Pedestrian and Bicycle Project	78th Ave SE between SE 34th St & SE 40th St	The side of 78th Ave between 34th-40th functions well as an informal mixed-use (pedestrian and cyclist) trail. It would be nice to see this formalized through the addition of a physical barrier between drivers and nonmotorized users.	Requires evaluation and consideration for 2025-2030 TIP.
14	Pedestrian and Bicycle Project	2555 76th Ave SE	There is a pedestrian connection behind the Hadley connecting to the Aegis Living road, but it is muddy and informal. It would be nice to see this path improved.	Private property/street.
15	Pedestrian and Bicycle Project	2448 76th Ave SE	There is an informal pedestrian path between the black-painted shopping center and the parking lot adjacent to the Chevron. This is in the form of a steep gravel-covered path. This informal connection happens twice, both in front of and behind the shopping center. It would be nice to see this replaced with a better walkway- this is the most direct route between the bus stops/light rail and the west side of the Town Center.	Private property.
16	Non-TIP	SE 26th St & N Mercer Way	Crossing SE 26th St is annoying on a bike because even when cars have a green light on N Mercer Way, you have to stop and hit the crossing button in order for the pedestrian signal to change. Having it change automatically instead of requiring a button press would be helpful.	WSDOT signal. Will request evaluation of signal settings.
17	Non-TIP	I-90	The freeway lid is lovely and is an excellent use of what otherwise could have been a rather unpleasant space. I also appreciate that Mercer Island landscapes its bridges over the freeway (76th, 77th, 80th, etc.) instead of just having a road with narrow sidewalks like most other cities.	Will continue to maintain and develop these spaces.

Log #	Category	Location	Comment/Question	Staff Response
18	Pedestrian and Bicycle Project	77th Ave SE	It's disappointing to see [SP146] 77th Avenue SE Channelization. This project will remove a critical bicycle route from the Town Center. We cannot simply replace this with sharrows; sharrows are a failed notion that leads to cyclist-vehicle conflict. The many children living in the Town Center would be endangered by directing them from a bike lane into the street. We can come up with a design that allows for both on-street parking AND bicycle lanes. Perhaps by removing the center lane, the street could be configured to widen the sidewalk and add raised-level bike lanes along with parking on one or both sides of the street. Brooklyn Ave NE near the U-District Light Rail Station is an approximate example of this configuration.	Restriping currently required by MICC 19.11.120. Will monitor the results of the TC Parking Study and any subsequent modifications to MICC 19.11.120. Project will be modified accordingly at that time.
19	Pedestrian and Bicycle Project	SE 27th St	I am looking forward to [SPXXX] SE 27th Street Realignment Study. This section of roadway can be unpleasant to use outside of a car, despite being in the most walkable part of Mercer Island. During this study, please consider narrowing the roadway width to encourage slow speeds; consider adding a fully protected bicycle lane as a safe connection between the I-90 trail and the rest of the island; and consider adding frequent crosswalks to discourage mid-block crossing.	Project is scheduled for 2023.
20	Pedestrian and Bicycle Project	SE 27th St & 77th Ave SE	Please change Town Center intersections to have leading pedestrian intervals and automatic walk signals. Seattle is rolling out leading pedestrian intervals everywhere- they have a big impact on pedestrian safety: https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/leading-pedestrian-intervals	LPI was implemented recently in the Town Center. Other timing changes will be considered in SP137.
21	Pedestrian and Bicycle Project	SE 27th St (Town Center)	The south side of this section of 27th St is pretty narrow for pedestrians. When two people approach each other, one is forced to step to the side putting them very close to the roadway. Cyclists that occasionally try to use this section (usually children) have a hard time.	Requires evaluation and consideration for 2025-2030 TIP.
22	Other Transportation Project	3300 Block 72nd Ave SE	72nd Ave SE needs proper traffic lane striping, especially south of 32nd. The road is very wide in parts and it's a hazard for both drivers and pedestrians where the boundaries of the driving area aren't clear.	Will be considered as part of Neighborhood Traffic Program.
23	Pedestrian and Bicycle Project	2500 Block 72nd Ave SE	72nd Ave SE needs proper sidewalks. There's a ton of pedestrian traffic, and access is often blocked by illegally parked vehicles.	Requires evaluation and consideration for 2025-2030 TIP.

Log #	Category	Location	Comment/Question	Staff Response
24	Pedestrian and Bicycle Project	Island Crest Way	We are writing as members of Neighbors in Motion (NIM) about our priorities regarding the missing link along ICW. NIM has these basic priorities for the route. 1.The NS route must have physical protection (trees, poles, etc.) for the bike and ped routes. 2.If at all possible, the bike and ped routes should be separated; not shared multiuse paths. 3. Bike and ped routes should be constructed on both sides of ICW, as the city-hired consultant recommended. 4.The bike routes should be one-way, northbound on the east side, southbound on the west side. 5.The bike route should go south to SE 71st and north to SE 40th. 6.We appreciate the likely installation of new/improvedcrosswalks, especially at SE 62nd, and possibly moving the one at SE 63rd further south.	Will be taken into consideration for SP135.
25	Pedestrian and Bicycle Project	Gallager Hill Rd	Gallager hill road needs a crosswalk	Would be considered in SP106 and SP115.
26	Non-TIP	Gallager Hill Rd	Entering the uphill road with cars can be dangerous for neighbors due to poor visibility caused by the road's sharp bends. Fast-moving cars may not be visible to those entering the road, increasing the risk of accidents. To address this issue, installing a mirror or a sign indicating "Drive slowly, neighbor cars enter the road" could help increase driver awareness. Or anything helps.	Roadway will be evaluated in SP106 and SP115.
27	Non-TIP	Mercerwood Dr	peds walk/run in wide shoulder here, and cars sometimes take it too tight and drive over the white line, in the shoulder (and due to overgrowth, can't see that people are on the shoulder ahead). Can this be protected? Parked cars also hinder visibility - can that be banned along the curves?	Will be considered as part of Neighborhood Traffic Program.
28	Non-TIP	E Mercer Way & SE 40th St	add wayfinding to SE 40th St streetend. Although it's an unimproved street end atm, the lack of signage and level of road maintenance does not suggest it's public land. Please improve. It would create a nice neighborhood walking destination	Will be considered as part of Neighborhood Traffic Program.
29	Non-TIP	4000 Block E Mercer Way	parked cars along EMW force bikers and peds into vehicular lanes. this is unsafe. Safe ped/bike lanes should be prioritized over car storage. Parking on EMW should generally be banned except in weather emergencies or where there's space to park without blocking the shoulder for bikes/peds	Will be considered as part of Neighborhood Traffic Program.
30	Non-TIP	97th Ave SE	open 97th Ave SE as a bike/ped connection between SE 36th St and SE 40th St; this would improve walkability this section of the island.	Private property/street.

Log #	Category	Location	Comment/Question	Staff Response
31	Non-TIP	SE 40th St & 97th Ave SE	provide pedestrian/bike access via the city's property connecting SE 36th and SE 40th. This would greatly improve multi-modal connectivity options for Mercerwood neighborhood! Make City Hall walkable!!	Has been considered previously but not approved due to security issues.
32	Pedestrian and Bicycle Project	SE 40th St & 86th Ave SE	missing bike lane along SE 40th after 86th to ICW. Cars aggressively try to cut out from the light in front of bikes, and move over to try to make the right on ICW. A marked (ideally protected) bike lane would enforce safer driving.	Requires evaluation and consideration for 2025-2030 TIP.
33	Non-TIP	SE 24th St & 78th Ave SE	cut back bushes to improve visibility and improve signage for drivers coming from 78th. Drivers from 78th roll the stop sign and don't understand that bikes from SE 24th may be going straight rather than turning.	Will be considered as part of Neighborhood Traffic Program.
34	Non-TIP	SE 26th St & N Mercer Way	SE 26th crosswalk doesn't activate unless you press the button. From a bike, this button is not easy to reach as it is along SE 26th St, left of the sidewalk, and actually a little past the cross walk. So rather than keeping right on the path as you approach, you have to pull to the left and go pass the crosswalk to hit it. Then you need to back up on your bike to actually cross. In the short-term, please reprogram crosswalk light to activate automatically in the cycle. In the long-term, please move the button to the right if you want to return the crosswalk to on-demand	WSDOT signal. Will request evaluation of signal settings.
35	Other Transportation Project	Multiple	Dear Council, my comments on the 2023-28 TIP can be found at Transportation Improvement Plan Comments Due. — NextdoorThe three main issues that concern me are:A. The rapid removal of mature street trees in the town center and replacing them with saplings (fortunately it looks like the plan for 80th is now too expensive). With the removal of the trees that died by Haps, and three mature trees for the crosswalk on 27th, and trees along 29th, we are removing the one attractive feature in our town center, our mature tree canopy.B. NIM's proposal for bi-directional segregated pedestrian and bike lanes on ICW. I have posted and written about this proposal many times, including in my recent ND post, and Dan Grausz chased this solution for at least a decade without a solution. I just don't think the missing gap exists on ICW, unless the outside consultant's proposal for a bi-directional dual use 10' wide path along the east side of ICW is the plan, but even then bike speeds would have to be slow enough to avoid the cars entering and exiting ICW that have to ease out past the privacy hedges. Bikes would have to yield to these cars because the cars won't be able to see the bikes, and will be focused on entering or exiting ICW.C. Converting 27th into a four way stop, with possibly removing the surface parking by The Boyd Collection. This was added at the last second last year, and I still don't get the purpose, and whether it will impact traffic congestion and our levels of service.	The City remains dedicated to preserving the urban tree canopy. Comments regarding SP0135 and the SE 27th Street Realignment Study will be taken into consideration during the preliminary analysis process.

Log #	Category	Location	Comment/Question	Staff Response
36	Pedestrian and Bicycle Project	Multiple	<p>Please consider full funding for 86th Avenue SE Sidewalk Improvements (SE 42nd Street to Island Crest Way). This is critically needed to provide a required walking facility where none exists.</p> <p>I strongly oppose [SP146] 77th Avenue SE Channelization (SE 32nd to North Mercer Way). A sharrow is not the same as a bike lane, it is simply some paint applied to a normal traffic lane and provides zero protection for bicyclists on an essential North-South route. Dropping this project is particularly germane given the results of the recent parking study.</p> <p>I strongly support continued development of SP142 in the Island Crest corridor. This corridor will become even more important over time and I agree with the NIM recommendations here.</p>	Requires evaluation and consideration for 2025-2030 TIP.
37	Pedestrian and Bicycle Project	77th Ave SE & N Mercer Way	<p>As owners of 2235 77th Ave SE, we would like to request stairs to connect our street to N. Mercer Way. The land between 77th and N. Mercer Way is WSDOT owned. For years there has been a foot path up the hill, and it gets a lot of pedestrian traffic. Many residents from surrounding streets cut through the woods there. As part of the improvements in the area, we would like to request stairs be built on the WSDOT land to make it safer to get up and down the hill, especially in the winter.</p>	Will be considered for SP0125 (PBF Plan Implementation).
38	Other Transportation Project	SE 27th St / 76th Ave SE	<p>SE 27th Street Realignment Study --> I don't understand the problem this is trying to solve. IMHO, this is the nicest and most walkable section of downtown. Our priority should be how we create *more* walkable, village-like sections of the town center like this, with businesses fronting onto a sidewalk that people use, rather than huge parking lots. The curve + crosswalks are great, because they give pedestrians priority over cars. If anything is a problem, it's the Starbucks drive-through, with people pulling out nearly blind with their coffee in one hand. Several times (on a bike going < 20 mph), I've been cut-off by people trying to make a left out of Starbucks, and stopping half-way while still blocking the northbound lane. The solution is to only allow right turns out of the Starbucks drive-through.</p>	Will be taken into consideration for SP140.
39	Pedestrian and Bicycle Project	West Entrance at Mercer Island P&R	<p>This entrance to the P&R creates an unnecessary danger to peds/cyclists. It is hard to see cars coming out of it, and the cars don't understand that a bike might be traveling at 15 mph on the path.</p>	Requires evaluation and consideration for 2025-2030 TIP.
40	Pedestrian and Bicycle Project	I-90 Trail at Mercer Island P&R	<p>although improved, this is still dangerous for peds + bikes. Despite the marked lanes, some people waiting for the bus are simply oblivious that they're standing in the middle of a bike path. The bus shelters should be eliminated (people don't use them much) as well as some of the light-posts/trees moved to create wider area and improve visibility.</p>	Requires evaluation and consideration for 2025-2030 TIP.

Log #	Category	Location	Comment/Question	Staff Response
41	Non-TIP	7100 Block Island Crest Way	Pedestrians frequently cross ICW here, entering or leaving Pioneer Park from the trail on the west side of ICW. Please consider adding crosswalk striping here.	Will be considered as part of Neighborhood Traffic Program.
42	Non-TIP	Island Crest Way & SE 77th Pl	Kids cross ICW here each school day on their way to Lakeridge and IMS. For safety, please consider adding crosswalk striping here.	Will be considered as part of Neighborhood Traffic Program.
43	Non-TIP	4000 Block E Mercer Way	I agree with Erik's comments. There are almost always cars parked in the ped/bike lane along this stretch.	Will be considered as part of Neighborhood Traffic Program.
44	Pedestrian and Bicycle Project	Island Crest Way & 90th Ave SE	Safe route for biking from the North end to Islander Middle School - at least starting from here and to the school.	Will be addressed in the ICW Corridor Improvements project and resulting future projects.
45	Pedestrian and Bicycle Project	77th Ave SE	Removing bike lanes in city makes cycling more dangerous. [SP146] 77th Avenue SE Channelization (SE 32nd to North Mercer Way). This project will modify existing channelization to provide on-street parking from SE 32nd to SE 27th Streets in the Town Center and provide sharrows in the northbound and southbound travel lanes to connect to the I-90 Mountains to Sound trail in accordance with Town Center street standards described in MICC 19.11.120. This project is a placeholder and may be modified in the future based on the results of the Town Center Parking Study currently underway. Apart from the erroneous view that these parking spaces will have a measurable impact on downtown shopping, the concept that sharrows are a safe alternative for separated bike lanes is a fallacy. Traffic research in Denver and Vancouver BC show that sharrows have no or a negative benefit on safety. Replacing bike lanes with sharrows is simply making cycling more dangerous. These bike lanes represent 50% of the bike lanes on the entirety of Mercer Island. "A recent study by the University of British Columbia has noted that in fact, sharrows are more dangerous for cyclists than they are helpful; having sharrows is worse than having no cycling infrastructure at all. Much of this can be attributed to the fact that drivers are more likely to be more aggressive to cyclists around sharrows. However, this is greatly reduced when there are segregated bike lanes independent of the roadway.	Restriping currently required by MICC 19.11.120. Will monitor the results of the TC Parking Study and any subsequent modifications to MICC 19.11.120. Project will be modified accordingly at that time.