

Element 4 - Transportation

I. INTRODUCTION

The Transportation Element provides policies and projects to guide the development of the Mercer Island transportation system in support of the City's vision for the future. The policies guide the City's actions, as well as the decisions related to individual developments.

The Transportation Element provides an inventory of Mercer Island's existing transportation system ~~and includes~~ including auto, truck, bicycle, transit, and pedestrian.

OBJECTIVES OF THE TRANSPORTATION ELEMENT

The City of Mercer Island has three main objectives within its Transportation Element:

- Develop multimodal goals, policies, programs, and projects which support the implementation of the Land Use Element of the Comprehensive Plan,
- Define policies and projects that encourage the safe and efficient development of the transportation system and
- Comply with legislative requirements for multimodal transportation planning.

Washington State's Growth Management Act (GMA) outlines specific requirements for the Transportation Element of the city's Comprehensive Plan. It calls for a balanced approach to land use and transportation planning to ensure that a city's transportation system can support expected growth and development. In addition, it mandates that capital facilities funds be adequate to pay for any necessary improvements to the transportation system. Finally, a city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

At the federal level, transportation funds have been focused on the preservation and improvement of transportation facilities and creating a multimodal approach to transportation planning. For Mercer Island, transportation projects that combine improvements for auto, buses, bicycles, and pedestrians have a much greater chance of receiving state and federal grant funds than those focusing solely on widening the road to carry more single-occupant vehicles.

Other legislative requirements addressed by the Transportation Element include the King County 2023 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA), and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

TRANSPORTATION TODAY

Most of Mercer Island's streets are two-lane residential streets with low to moderate traffic volumes. Island Crest Way, a north-south arterial that runs the length of the Island, is an exception because it is a principal feeder route to I-90 and the Town Center. East and West Mercer Way ring the Island and provide two more connections with I-90. SE 40th Street and Gallagher Hill Road also carry high traffic volumes in the north-central portion of the Island. In addition to arterial streets, the local street network provides access to private residences and properties. Public transit serves the Mercer Island Park and Ride and other locations on the Island.

1 Mercer Island has over 56 miles of trails, sidewalks, and bicycle lanes for non-motorized travel. The
2 regional Mountains-to-Sound Greenway Trail runs along the I-90 corridor, providing a convenient
3 connection to Seattle and Bellevue for pedestrians and bicyclists.

4 The March 2026 opening of the Sound Transit East Link light rail line will has begun to change how
5 Mercer Island residents travel and live. ~~A~~The new light rail station located north of the Town Center, on
6 the I-90 corridor between 77th Avenue SE and 80th Avenue SE, ~~is scheduled to~~ provides access to
7 destinations in Seattle, Bellevue, and other cities that are part of the Sound Transit system. As part of
8 this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island,
9 and bus riders will transfer to light rail. ~~The existing park-and-ride at North Mercer Way was frequently~~
10 ~~at or near capacity prior to the pandemic, and parking demand will likely increase when the new light~~
11 ~~rail station opens. As part of the mitigation agreement with Sound Transit, additional parking for the~~
12 ~~light rail station will be added in the Town Center. In sum, these~~These regional changes are expected to
13 ~~will likely~~ affect travel and land use development patterns, particularly for the north end of the Island.
14 The changes will also provide new opportunities for the Island and will support the vision and
15 development of the Town Center.

As per GMHB Order 25-3-0003, Issue #1, the City of Mercer Island must analyze residential land capacity at each housing affordability level and close any identified gaps. The updated Land Capacity Analysis, overviewed in the Land Use Element, represents Phase 1 of a two-phase compliance strategy whereby upzones and resulting development capacity increases is limited to the existing Town Center and adjacent multifamily zones. The land use assumptions used in the transportation analysis below have been updated for alignment with Phase 1. Implementation of the TOD bill (HB 1491) will be pursued as a second phase of work.

23 LAND USE ASSUMPTIONS — THE COMPREHENSIVE PLAN

24 Mercer Island's Comprehensive Plan, of which the Transportation Element is a component, must
25 be internally consistent. This means that the various requirements in each element must not contradict
26 one another. Of particular importance is the relationship between the Transportation Element and the
27 Land Use Element.

28 The transportation forecasts used in this element are based on Mercer Island's growth ~~targets~~
29 forecasts for housing and employment, regional traffic forecasts by the Puget Sound Regional Council,
30 and local traffic counts. Within the 20-year planning period, the transportation analysis evaluated City's
31 growth target of 1,239 new housing units and 1,300 new jobs and 3,165 new housing units in the City.
32 to be generated on the Island by 2044. The majority of the employment and housing growth is forecast
33 to occur within the Town Center and adjacent multifamily zones. This 2026-2044 Comprehensive Plan
34 reflects the adoption of the Station Subarea Plan and implementation of Phase 1 of the plan, including
35 rezoning of the Town Center Area and multifamily zones and changes amending the development
36 regulations to provide adequate affordable housing at each affordability level throughout the City.

37 The Land Use Element defines Mercer Island's strategy for managing future growth and physical
38 land development over the 20-year planning period. The Transportation Element identifies
39 transportation and multimodal goals and policies consistent with the vision of the Land Use Element.

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~~TOWN CENTER PLAN~~

~~The 1994 Town Center Plan for Mercer Island was updated in 2016 through a two-year long cooperative effort of City staff, consultants, and many community members. Specific goals and policies related to transportation and mobility in the Town Center are in the Land Use element.~~

~~The Sound Transit Link Light Rail station located on the I-90 corridor between 77th Avenue SE and 80th Avenue SE will continue to focus on multimodal development and population growth within the Town Center area.~~

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II. TRANSPORTATION GOALS AND POLICIES

The following transportation goals and policies have been developed to guide transportation decisions for Mercer Island. They have been crafted to be consistent with all other Comprehensive Plan elements, including the Land Use Element. They also serve to further articulate and implement the City's vision for the future.

GOAL 1:

Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.

- 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies, such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options.
- 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
- 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system, including, but not limited to: through traffic and turn lanes, management of street parking, signals, and other traffic control measures.

GOAL 2:

Receive the maximum value and utility from the City's investments in the transportation system.

- 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.
- 2.2 Prioritize expenditures in the transportation system, recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions to retain and attract businesses and workers to Mercer Island.
- 2.3 Encourage partnerships with nonprofit providers and the private sector in the provision and operation of the transportation system.
- 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.
- 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature.
- 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multimodal access to regional transit facilities.
- 2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

GOAL 3:

Minimize negative transportation impacts on the environment.

- 1 3.1 Use design, construction and maintenance methods, and low- impact development
2 strategies to minimize adverse health and environmental impacts related to water quality,
3 noise, light, stormwater, and pollution for all communities.
- 4 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and
5 neighborhoods from traffic congestion on regional facilities, implement ramp metering, and
6 provide transit services and facilities.
- 7 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation.
8 Encourage programs that plant and retain trees in unused portions of public rights-of-way.

9 **GOAL 4:**

10 Provide transportation choices for travelers through the provision of a complete range of transportation
11 facilities and services.

- 12 4.1 Work with King County Metro, Sound Transit, and other providers to ensure adequate
13 transit services to meet the needs of the Island, including:
 - 14 4.1.1 Maintain convenient transit connections to regional activity centers, including the
15 Seattle CBD, Bellevue, University of Washington, and other centers;
 - 16 4.1.2 Provide convenient transit service for travel on Mercer Island and enhance
17 connections to regional transit ~~stations~~, including the ~~future~~ Link light rail station; ~~;~~
18 ~~and~~
 - 19 4.1.3 Continue to expand innovative transit services, including demand- responsive transit
20 for the general public, subscription bus, or custom bus services; ~~;~~ ~~and~~
 - 21 4.1.4 Explore the possibility of on-demand intra-Island shared EV shuttle services to
22 connect neighborhoods to Town Center and Link ~~Light~~ light rail.
- 23 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks,
24 Recreation and Open Space Plan and Pedestrian and Bicycle Facilities Plan.
- 25 4.3 Support opportunities to facilitate transfers between different travel modes through
26 strategies such as:
 - 27 4.3.1 Providing small park and ride facilities throughout the Island; and
 - 28 4.3.2 Improving pedestrian access to transit with on and off-road pedestrian
29 improvements.
- 30 4.4 Investigate opportunities for operating, constructing and financing park-and-ride lots for
31 Mercer Island residents only.
- 32 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing
33 opportunities, and the use of transit.
- 34 4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light
35 rail station, and park-and-ride.
- 36 4.7 Promote the development of multimodal linkages to transit in the Town Center District.
- 37 4.8 Promote the mobility of people and goods through a multimodal transportation system
38 consistent with the Pedestrian and Bicycle Facilities Plan.

1 4.9 Development of programs to address the needs of people who do not drive (e.g., elderly,
2 minors, low-income, and persons with disabilities).

3 4.10 Provide adequate facilities for secure bicycle storage in City parks and at customer-facing City
4 buildings.

5 4.11 Prioritize “complete street” concepts in all material roadway construction or expansion.

6 **GOAL 5:**

7 Comply with local, regional, state and federal requirements related to transportation.

8 5.1 Comply with the requirements of the federal and state Clean Air Acts and work with other
9 jurisdictions in the Puget Sound region to achieve conformance with the State
10 Implementation Plan.

11 5.2 Ensure that all transportation improvements are consistent with the adopted Americans
12 with Disabilities Act (ADA) Transition Plan. The 2022 Americans with Disabilities Act (ADA)
13 Transition Plan and its successors is adopted by reference.

14 5.3 Comply with the Commute Trip Reduction requirements through the continued
15 implementation of a CTR plan.

16 5.4 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate
17 transportation planning for the Eastside subarea.

18 **GOAL 6:**

19 Ensure coordination between transportation and land use decisions and development.

20 6.1 Ensure compatibility between transportation facilities and services and adjacent land uses,
21 evaluating aspects such as:

22 6.1.1 potential impacts of transportation on adjacent land use;

23 6.1.2 potential impacts of land development and activities on transportation facilities and
24 services; and

25 6.1.3 need for buffering and/or landscaping alongside transportation facilities.

26 6.2 Develop strategies to manage property access along arterial streets in order to preserve
27 their function.

28 6.3 In the project development review process, evaluate transportation implications including,

29 6.3.1 congestion and level of service;

30 6.3.2 connectivity of transportation facilities and services from a system perspective;

31 6.3.3 transit needs for travelers and transit operators; and

32 6.3.4 non-motorized facilities and needs.

33 6.4 Ensure that transportation improvements, strategies, and actions needed to serve new
34 developments are in place at the time new development occurs or are financially committed
35 and scheduled for completion within six years.

36 6.5 As part of a project's SEPA review, review the project's impact on transportation and require
37 mitigation of on-site and off-site transportation impacts. The City shall mitigate the

- 1 cumulative impacts of SEPA-exempt projects through the implementation of the
2 Transportation Improvement Program.
- 3 6.6 Maintain standards and procedures for measuring the transportation impact of a proposed
4 development and for mitigating impacts.
- 5 6.7 Participate in the review of development and transportation plans outside the City
6 boundaries that may have an impact on the Island and its transportation system and
7 consider the effect of the City's transportation plans on other jurisdictions.
- 8 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects, including:
- 9 6.8.1 locating structures on the site in order to facilitate transit and non-motorized travel
10 modes;
- 11 6.8.2 placing and managing on-site parking to encourage travel by modes other than
12 single- occupant vehicles;
- 13 6.8.3 provision of convenient and attractive facilities for pedestrians and bicyclists; and
- 14 6.8.4 provision of public easements for access and linkages to pedestrian, bicycle, and
15 transit facilities.
- 16 6.9 Require adequate parking and other automobile and bicycle facilities to meet the
17 anticipated demand generated by new development.

18 **GOAL 7:**

19 Provide a safe, convenient, and reliable transportation system for Mercer Island.

- 20 7.1 Include safety accommodations for all travelers in the City's roadway design standards.
- 21 7.2 Provide a safe transportation system through maintenance and upkeep of transportation
22 facilities.
- 23 7.3 Seek to reduce the number of deaths and serious injuries caused by vehicle collisions on
24 Mercer Island.
- 25 7.4 Emphasize transportation network connectivity to minimize travel distances and emergency
26 response times by avoiding permanent street closures for through traffic.
- 27 7.5 Monitor the condition and performance of the transportation system to compare growth
28 projections with actual conditions, assess the adequacy of transportation facilities and
29 services, and identify locations where improvements may become necessary.
- 30 7.6 Monitor traffic collisions, community input/complaints, traffic violations, and traffic volumes
31 to identify and prioritize locations for safety improvements.
- 32 7.7 Where a need is demonstrated, consider signage, traffic controls, or other strategies to
33 improve the safety of pedestrian crossings.
- 34 7.8 Verify the policies, criteria, and process to determine when and under what conditions
35 private roads and privately maintained roads in the public right-of-way should be accepted
36 for public maintenance and improvement.
- 37 7.9 Coordinate with local and regional emergency services to develop priority transportation
38 corridors and coordinated strategies to protect and recover from disaster.

1 7.10 Strive to create a complete, connected, active transportation system allowing direct and
2 safe access for active transportation modes.

3 7.11 Consider requiring that new or materially remodeled public institutions, commercial mixed-
4 use, and multifamily facilities should have sufficient storage for bicycles and other active
5 transportation modes.

6 **GOAL 8:**

7 Preserve adequate levels of accessibility between Mercer Island and the rest of the region.

8 8.1 Continue to recognize I-90 as a highway of statewide significance.

9 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate transit
10 service levels linking Mercer Island to the rest of the region.

11 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of
12 adequate Park and Ride capacity for Island residents.

13 8.4 Maintain an effective role in regional transportation planning, decision-making, and
14 implementation of transportation system improvements.

15 **GOAL 9:**

16 Balance the maintenance of quality Island neighborhoods with the needs of the Island's transportation
17 system.

18 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly"
19 environment.

20 9.2 Address parking overflow impacts on neighborhoods caused by major traffic generators
21 such as schools, businesses, parks, and multifamily developments.

22 9.3 Provide facilities for pedestrians and bicyclists designed to keep individual neighborhood
23 characteristics.

24 9.4 Work with King County Metro to provide public transit vehicles and services that are more in
25 scale with the transportation needs of the City's neighborhoods and the capacity of its local
26 road network.

27 9.5 Maintain comprehensive street design guidelines and standards that determine the
28 appropriate function, capacity, and improvement needs for each street/roadway, while
29 minimizing construction and neighborhood impacts.

30 **GOAL 10:**

31 Maintain acceptable levels of service for transportation facilities and services on Mercer Island.

32 10.1 The City of Mercer Island Level of Service (LOS) at arterial street intersections shall be a
33 minimum of "C" within and adjacent to the Town Center and "D" for all other intersections.

34 10.2 Use the level of service standard to evaluate the performance of the transportation system
35 and guide future system improvements and funding. Emphasize projects and programs that
36 focus on the movement of people and provide alternatives to driving alone.

37 10.3 Implement the following strategy when vehicle capacity or funding is insufficient to
38 maintain the LOS standard: (1) seek additional funding for capacity improvements, (2)
39 explore alternative, lower-cost methods to meet level-of-service standards (e.g.,

1 transportation demand management program, bicycle corridor development or other
2 strategies), (3) reduce the types or size of development, (4) restrict development approval,
3 and (5) reevaluate the level of service standard to determine how it might be adjusted to
4 meet land use objectives.

5 10.4 Ensure that the City's level of service policies is linked to the land use vision and comply with
6 concurrency requirements.

7 10.5 Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the
8 Comprehensive Plan are changed to maintain a balanced and consistent plan.

9 10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be
10 established.

11 10.7 Work with partners to establish multimodal level of service (MMLOS) standards. MMLOS
12 policies should detail the City's actions to ensure transportation facilities and services meet
13 those standards.

Most of Goal 11, and all of Goal 13 have been moved to station area plan: As per GMHB Order 25-3-0003, Issue #3, the City of Mercer Island must adopt a subarea plan for the area around the Link light rail transit station. As part of this effort, existing Transportation Element goals and policies regarding Town Center and transit-oriented development have been relocated to the draft Station Subarea Plan. (Multicounty Planning Policy DP-22 and RCW 36.70A.840)

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20 **GOAL 11:**

21 Ensure parking standards support the land use policies of the Comprehensive Plan.

22 ~~11.1 Continue implementing flexible parking requirements for Town Center development based~~
23 ~~on the type and intensity of the proposed development; site characteristics; likelihood for~~
24 ~~parking impacts to adjacent uses; opportunities for transit, carpooling, and shared parking;~~
25 ~~and potential for enhancements to the pedestrian environment.~~

26 ~~11.1~~ 11.2 Maintain the current minimum parking requirements as adopted in City code or as
27 required by GMA.

28 ~~11.3 Support business development in the downtown area by prioritizing on-street parking~~
29 ~~spaces in the Town Center for short-term parking and encourage the development of off-~~
30 ~~street shared parking facilities for long-term parking in the Town Center.~~

31 ~~11.4 Have ample Town Center parking, both on-street and off, and the ability to park once and~~
32 ~~walk to a variety of retail shops.~~

33 ~~11.5 Reduce the Town Center land area devoted to parking by encouraging structured and~~
34 ~~underground parking. Parking should be convenient and safe.~~

35 ~~11.6 Encourage improved access to transit, bicycle, pedestrian, and shared parking facilities to~~
36 ~~reduce trip generation and provide transportation alternatives, particularly for secondary~~
37 ~~trips once users reach the Town Center.~~

38 ~~11.7 Consider a range of regulatory and incentive approaches that can increase the supply of~~
39 ~~public parking in the Town Center in conjunction with development proposals.~~

~~11.8 On and off street parking in Town Center should be well lit, convenient, and well signed so that drivers can easily find and use it.~~

~~11.2~~ 11.9 Develop long-range plans to meet the commuter parking needs of Mercer Island residents.

~~11.10 Prioritize parking for Mercer Island residents within the Town Center.~~

~~11.3~~ 11.11 Adopt the 2023 Town Center Parking Plan and its successors by reference.

GOAL 12:

Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, parks, and transit within the City.

12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are distinguished from designated bicycle lanes.

12.2 Adopt the Pedestrian and Bicycle Facilities Plan and its successors by reference. Implement the Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.

12.3 Standardize treatments for pedestrian crossings within the City.

12.4 Study opportunities for electric bicycle facilities that serve the Town Center, light rail station, and park-and-ride.

12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bike-share hubs, etc.).

12.6 Prioritize areas near schools and commercial areas to provide higher level of service for pedestrians, bicycles, and transit.

12.7 Coordinate with Mercer Island School District to plan for safe routes to schools.

~~**GOAL 13:**~~

~~13.1 Town Center streets should be viewed as multiple-use facilities, providing for the following needs:~~

~~13.1.1 Access to local businesses and residences.~~

~~13.1.2 Access for emergency vehicles.~~

~~13.1.3 Routes for through traffic.~~

~~13.1.4 Transit routes and stops.~~

~~13.1.5 On-street parking.~~

~~13.1.6 Pedestrian and bicycle travel~~

~~13.1.7 Sidewalk activities, including limited advertising and merchandising and restaurant seating.~~

~~13.1.8 Occasional special events and outdoor entertainment.~~

~~13.2 Town Center streets should be pedestrian friendly and provide for safe and convenient multi-modal access to existing and future development in the Town Center.~~

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1 ~~13.3 Design streets using universal design principles to allow older adults and individuals with~~
2 ~~disabilities to "stroll or roll," and cross streets safely. Pedestrian routes should be designed~~
3 ~~to break up larger City blocks.~~

4 ~~13.4 78th Avenue SE and SE 27th Street should be the primary pedestrian corridors in the Town~~
5 ~~Center, with ample sidewalks, landscaping, and amenities.~~

6 ~~13.5 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle~~
7 ~~network along I 90 and the planned light rail station with Mercerdale Park and the rest of the~~
8 ~~Island south of the Town Center.~~

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III. TRANSPORTATION SYSTEM—EXISTING CONDITIONS

This section describes and inventories the current transportation system serving Mercer Island. Major modes of transportation serving Mercer Island include automobiles, non-motorized modes such as walking and biking, and public and school transit.

ROADWAY NETWORK

Mercer Island has over 75 miles of public roads. Interstate 90 (I-90) runs east-west across the northern end of Mercer Island, providing the only road and transit connection to the rest of the Puget Sound region. Access to the I-90 on-ramps and off-ramps is provided at West Mercer Way, 76th Avenue SE, 77th Avenue SE, 80th Avenue SE, Island Crest Way, and East Mercer Way.

Most of the road network comprises two-lane local streets serving the Island's residential areas. Arterial roadways comprise approximately 25 miles, or one-third, of the system. In addition to public roads, numerous private roads are serving individual neighborhoods and developments on the Island.

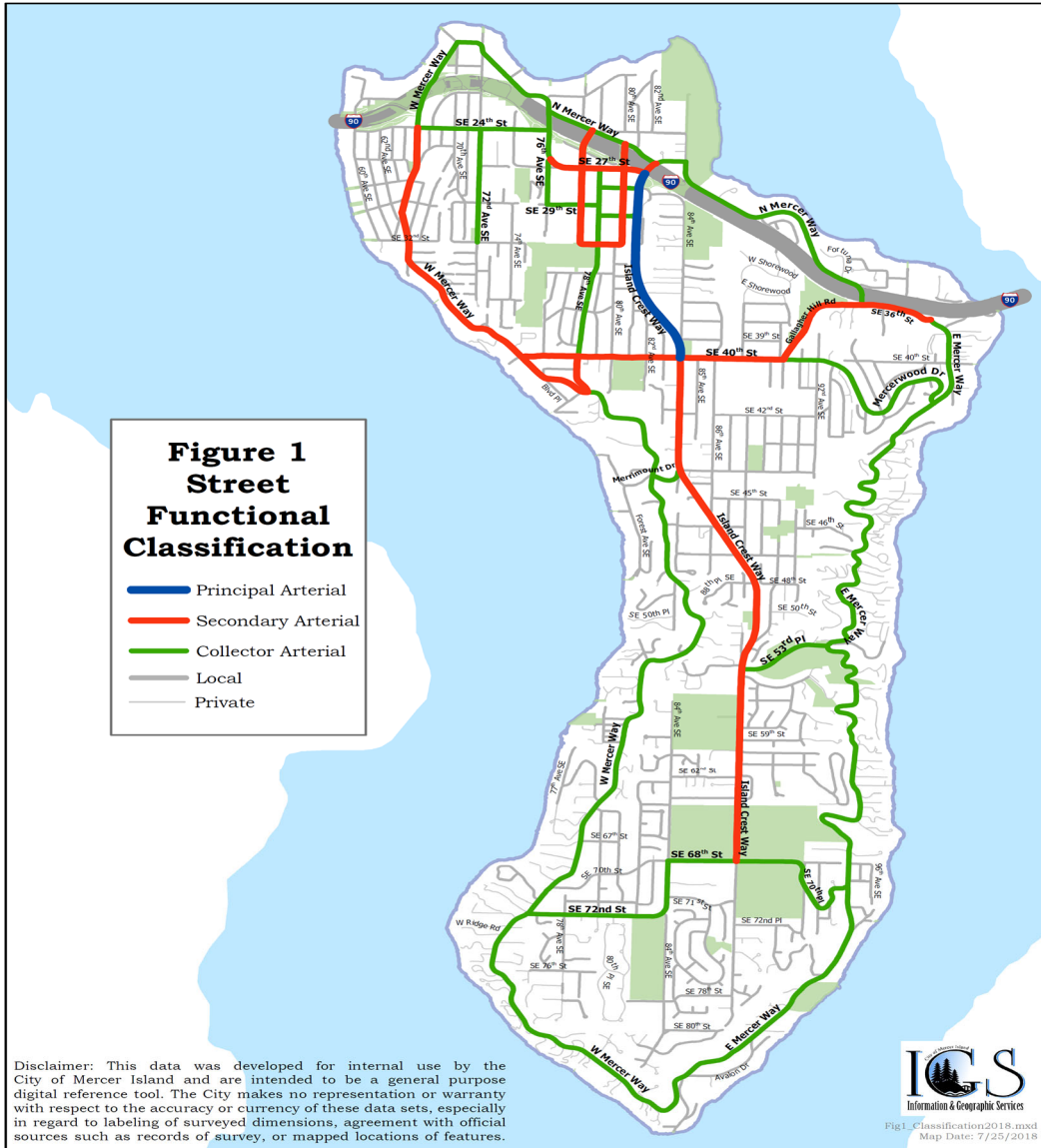
Roadways on the Island are classified into different categories according to their purpose and physical characteristics. The categories are:

- **Principal arterials** carry the highest volumes of traffic and provide the best mobility in the roadway network. These roads generally have higher speed limits, higher traffic volumes, and limited access to adjacent land uses.
- **Secondary arterials** connect with and augment principal arterials and generally have a higher degree of access to adjacent land, lower traffic volumes, and lower travel speeds.
- **Collector arterials** provide for movement within neighborhoods, connecting to secondary and principal arterials; they typically have low traffic volumes and carry little through traffic.
- **Local streets** provide direct access to abutting properties and carry low traffic volumes at low travel speeds. Local streets are usually not intended for through traffic.

Individual streets are assigned classifications based on several criteria, including the type of travel to be served, the role of the street in the overall street network and transportation system, physical characteristics, traffic characteristics, and adjacent land uses. Based on City staff recommendations, the City Council periodically reviews and updates the street classification system, its criteria, and specific street classification designations.

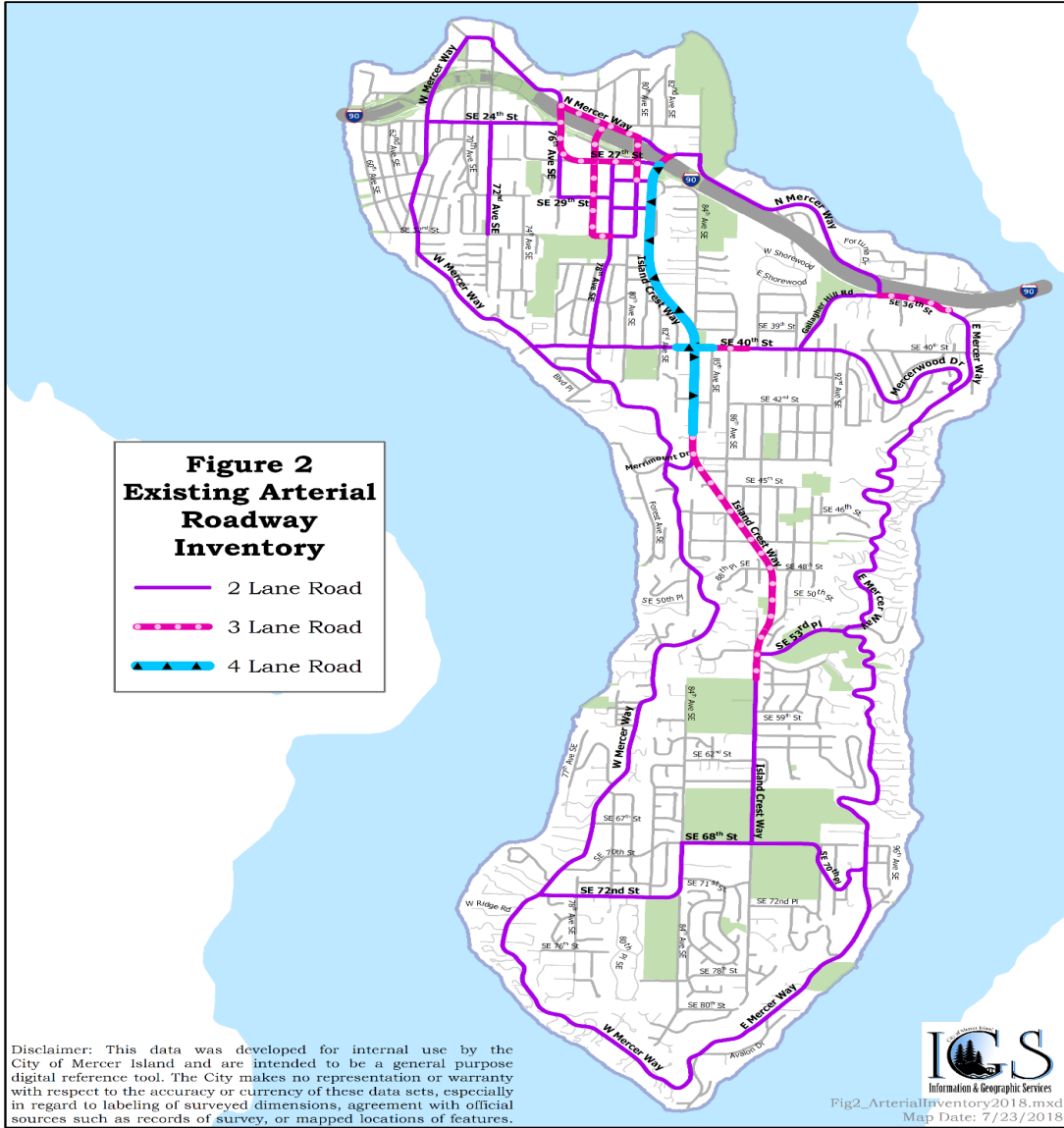
Figure 1 shows the street functional classifications. Figure 2 shows the number of travel lanes, and Figure 3 shows the posted speed limits of arterial roadways.

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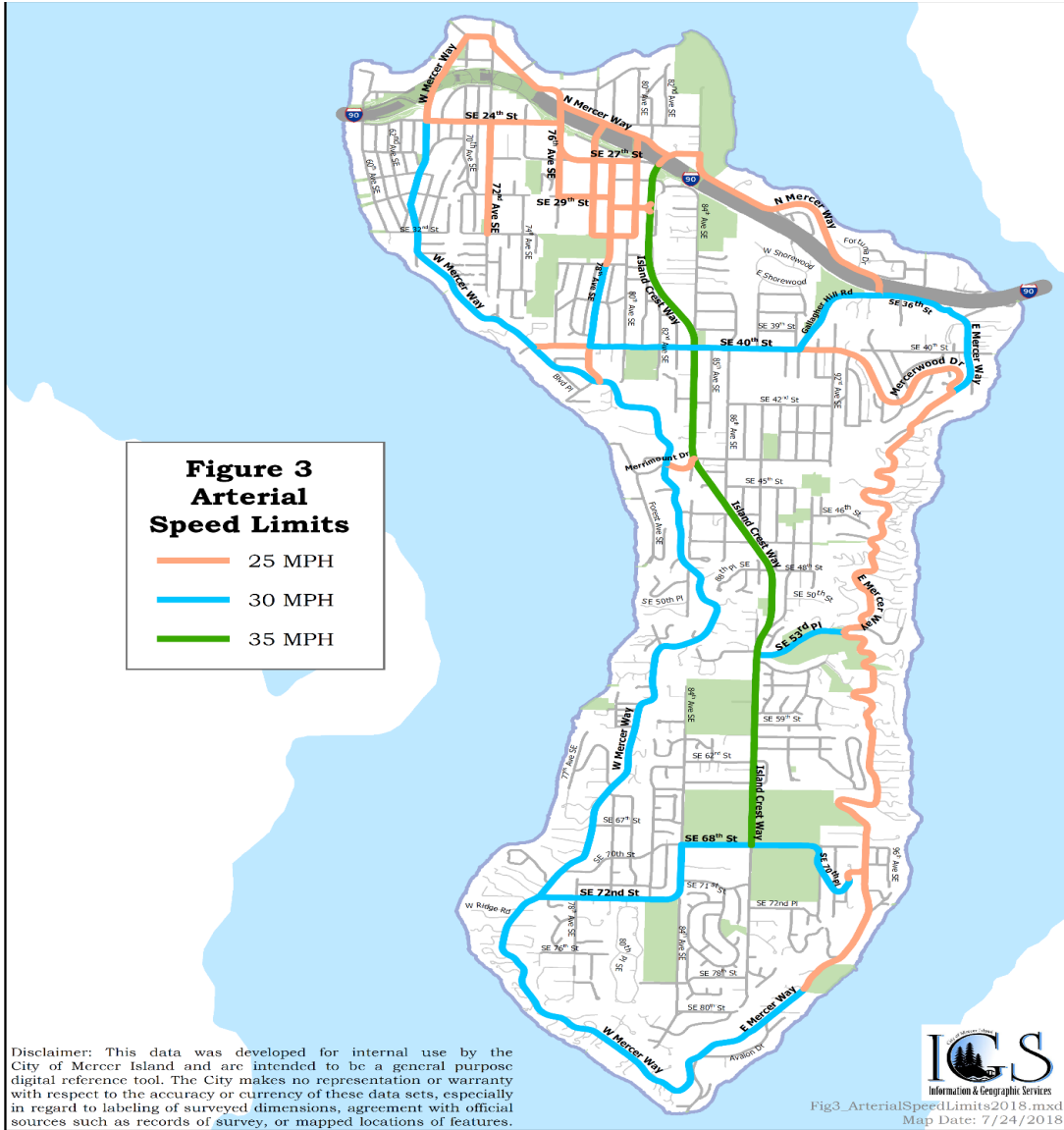
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LEVEL OF SERVICE STANDARDS

Level of Service (LOS) is a measurement of the quality of traffic flow and congestion at intersections and roadways. LOS is defined by the amount of delay experienced by vehicles traveling through an intersection or on a roadway. LOS is based on an A-F scale with LOS A representing little or no delay and LOS F representing very long delays.

Under the Growth Management Act, each local jurisdiction is required to establish a minimum threshold of performance for its arterial roadways. Cities use this standard to identify specific actions to maintain the adopted LOS standard. The City of Mercer Island has established its Level of Service standard at intersections of two arterial streets as LOS C within and adjacent to the Town Center and LOS D elsewhere. This standard applies to the operation during either the AM or PM peak periods. The intersection of SE 53rd Place/Island Crest Way does not have sufficient volumes on SE 53rd Street to warrant a signal and is exempt from the LOS D standard until traffic volumes increase, and signal warrants are met.

To be consistent with the WSDOT standard for I-90 and its ramp intersections, the City will accept LOS D at those intersections. I-90 is designated as a Highway of Statewide Significance under RCW 47.06.140.

TRAFFIC OPERATIONS

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations typically corresponds with the afternoon commute, which falls between 4:00 PM and 6:00 PM (PM peak hour). In April 2026, updated traffic counts were collected and analyzed at 39 intersections throughout the Island. These new counts reflect the March 2026 opening of the Link light rail service.

Select intersections for the AM peak hour were counted and analyzed to understand transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hours, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest Way, which operates at LOS F during the morning and afternoon peak hours.

Within and adjacent to the Town Center, where the LOS C standard applies, all intersections operate within this standard during the morning and afternoon peak hours.

Compared with traffic counts conducted in 2018 and 2021, traffic volumes have generally remained consistent or decreased slightly. This is likely related to increases in telecommuting since the Covid-19 Pandemic.

Table 1. Existing Intersection Operations

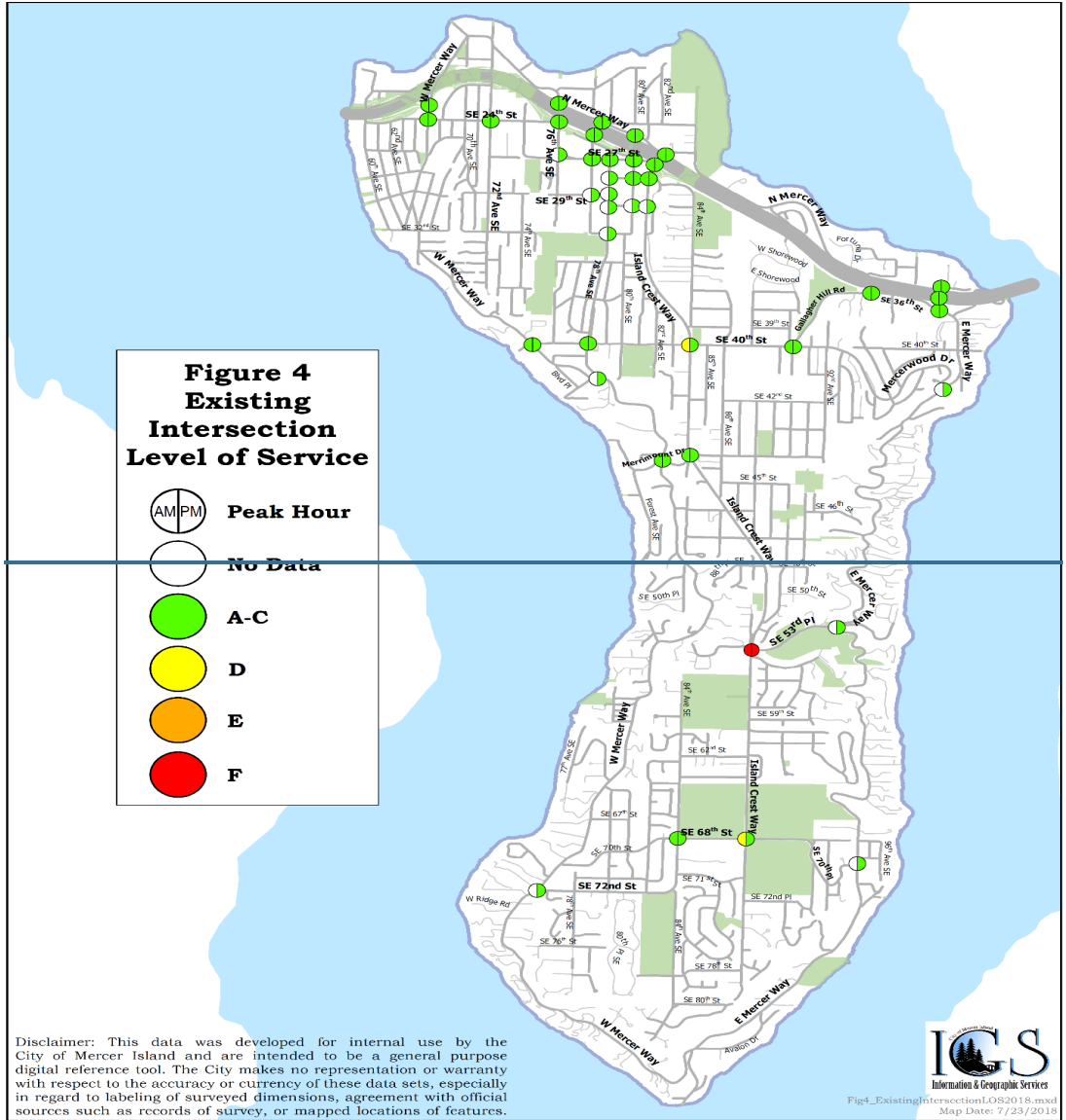
Intersection	AM Peak Hour	PM Peak Hour
Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B A	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	B	C
SE 27th St/76th Ave SE	—	A B
SE 27th St/77th Ave SE	B	B
SE 27th St/78th Ave SE	A	B
SE 27th St/80th Ave SE	B	C B
SE 28th St/78th Ave SE	—	A
SE 28th St/80th Ave SE	B	B
SE 28th St/Island Crest Way	B	B
SE 29th St/77th Ave SE	—	B A
SE 29th St/78th Ave SE	—	B
SE 30th St/78th Ave SE	—	B
SE 30th St/80th Ave SE	—	A
SE 30th St/Island Crest Way	—	B
SE 32nd St/78th Ave SE	—	B
WSDOT Intersections (LOS D Standard)		

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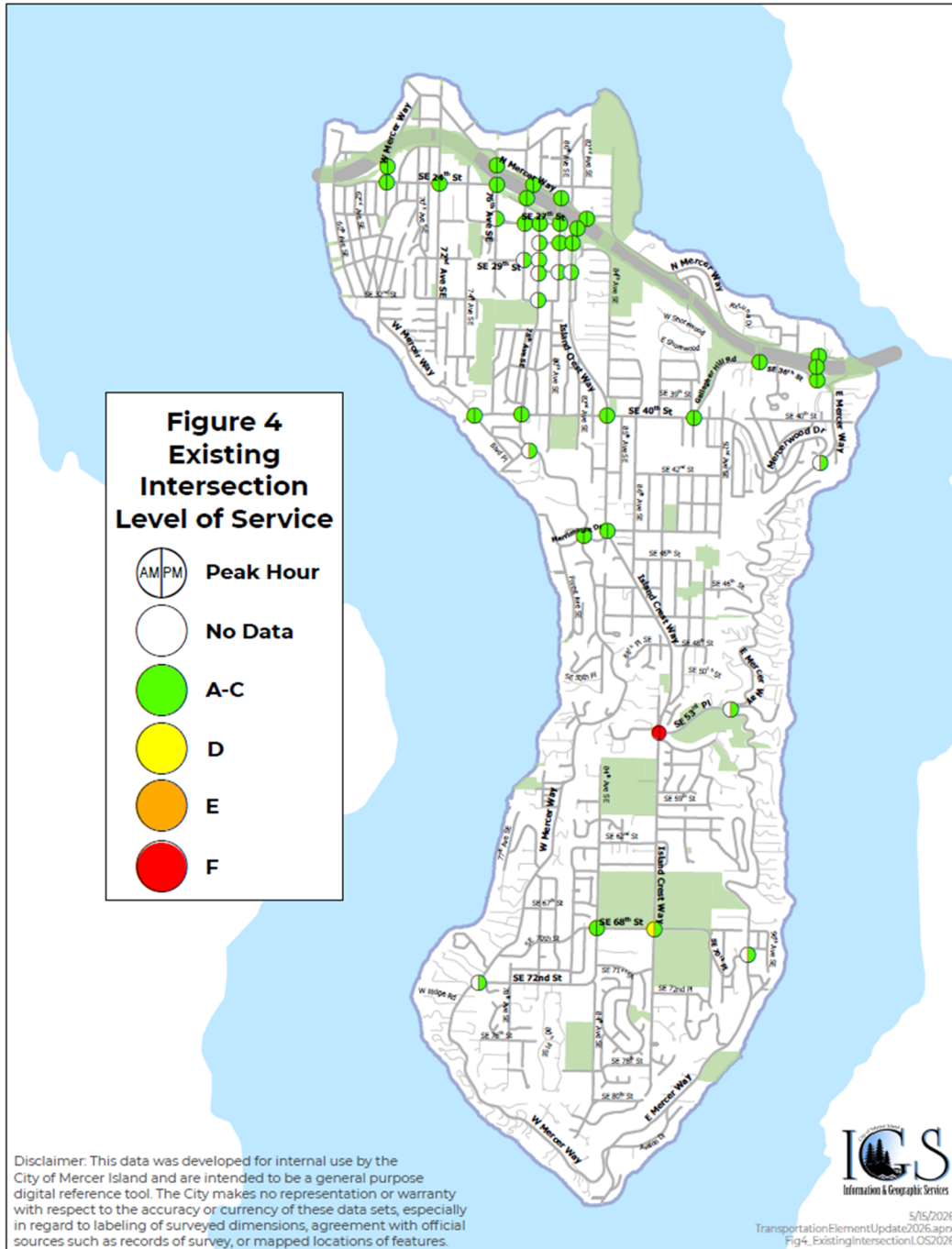
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B A	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	A	A
I-90 EB off-ramp/77th Ave SE	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	D C	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	B	B
I-90 WB ramps/100th Ave SE	B	A
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B
Outside of Town Center Intersections (LOS D Standard)		
SE 24th St/W Mercer Way	B	B
SE 24th St/72nd Ave SE	A	B C
SE 36th St/N Mercer Way	C	C
SE 40th St/W Mercer Way	B	A
SE 40th St/78th Ave SE	A	B
SE 40th St/Island Crest Way	D C	C
SE 40th St/SE Gallagher Hill Rd	C	B
Mercerwood Dr/E Mercer Way	—	A
W Mercer Way/78th Ave SE	—	B
Merrimount Dr/W Mercer Way	B	B
Merrimount Dr/Island Crest Way	C	C
SE 53rd Place/Island Crest Way	F	F
SE 53rd Place/E Mercer Way	—	A
SE 68th St/84th Ave SE	E B	B
SE 68th St/Island Crest Way	D	E B
SE 70th Place/E Mercer Way	—	A
SE 72nd St/W Mercer Way	—	A

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Mercer Island Comprehensive Plan
Element 4 – Transportation



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PARKING

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Most parking in the City is provided by private off-street parking lots, along residential access streets, or on-street spaces in select areas of the Town Center.

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BICYCLE AND PEDESTRIAN FACILITIES

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Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, and going to and from schools, and contribute to

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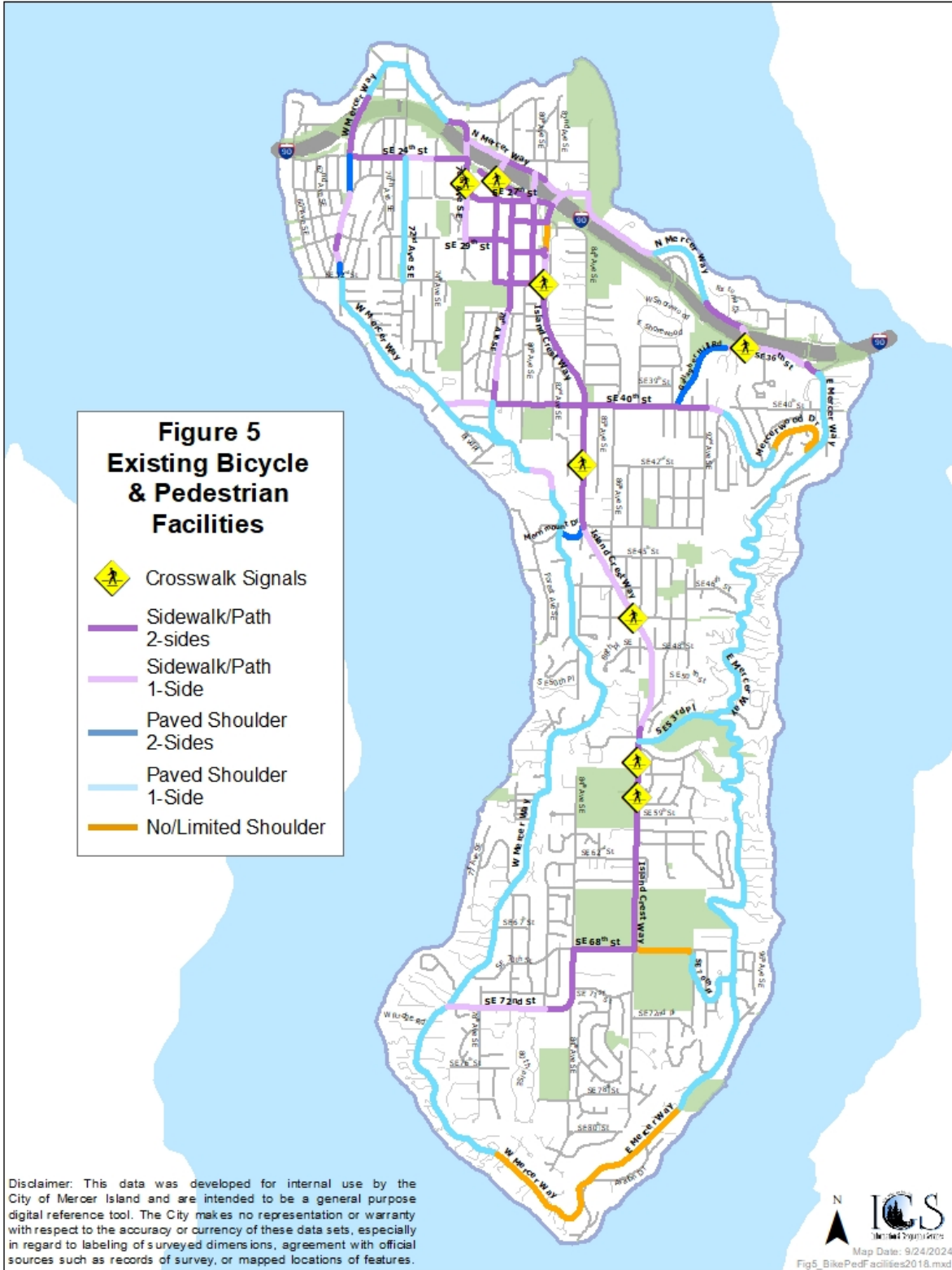
1 our community's quality of life. In 1996, the City developed a Pedestrian and Bicycle Facilities Plan to
2 provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized
3 travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects
4 identified in the plan, 38 were either fully or partially completed during the first 12 years of the plan.

5 A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and
6 future network, a list of completed projects, revised facility design standards, and a prioritized list of
7 projects. The plan emphasizes further development of safe routes to schools, completion of missing
8 connections, and application of design guidelines. [The City's next update of the Pedestrian and Bicycle](#)
9 [Facilities Plan is expected to be completed in 2027.](#)

10 A regional trail runs across the north end of the Island along the I-90 corridor, providing a
11 convenient connection to Seattle and Bellevue for pedestrians and bicyclists. The majority of streets in
12 the Town Center have sidewalks. In addition, there are sidewalks near schools and select streets.
13 Throughout the Island, there are paved and unpaved shoulders and multiuse trails that provide for
14 pedestrian mobility.

15 The bicycle network consists of designated bicycle facilities including bicycle lanes and sharrows,
16 and shared non-motorized facilities, including shared use pathways, off-road trails, and paved shoulder
17 areas. Figure 5 shows the pedestrian and bicycle facilities on the Island's arterial network.

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 Element 4 – Transportation



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PUBLIC TRANSPORTATION

The King County Metro Transit Department (Metro) and the regional transit agency, Sound Transit, provide public transportation services for Mercer Island and throughout King County. Five major types of service are offered on the Island: Link light rail, local fixed route service, regional express service, custom bus service, and access service.

~~When it opens, link~~Link light rail ~~will run~~s through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail ~~will provide~~s frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route transit service operates on the arterial roadway system and provides public transit service connecting residential and activity areas.

Regional express transit service, which also operates on fixed routes, is oriented toward peak-hour commuter trips between the Mercer Island Park and Ride and major employment and activity centers off the Island. ~~Sound Transit and Metro provide express transit service west and east along I-90 into Seattle and Bellevue.~~

Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours and operate on fixed routes with limited stops. Custom bus service (Route 981) is provided between the Mercer Island Park-and-Ride, Lakeside School, and University Prep in Seattle.

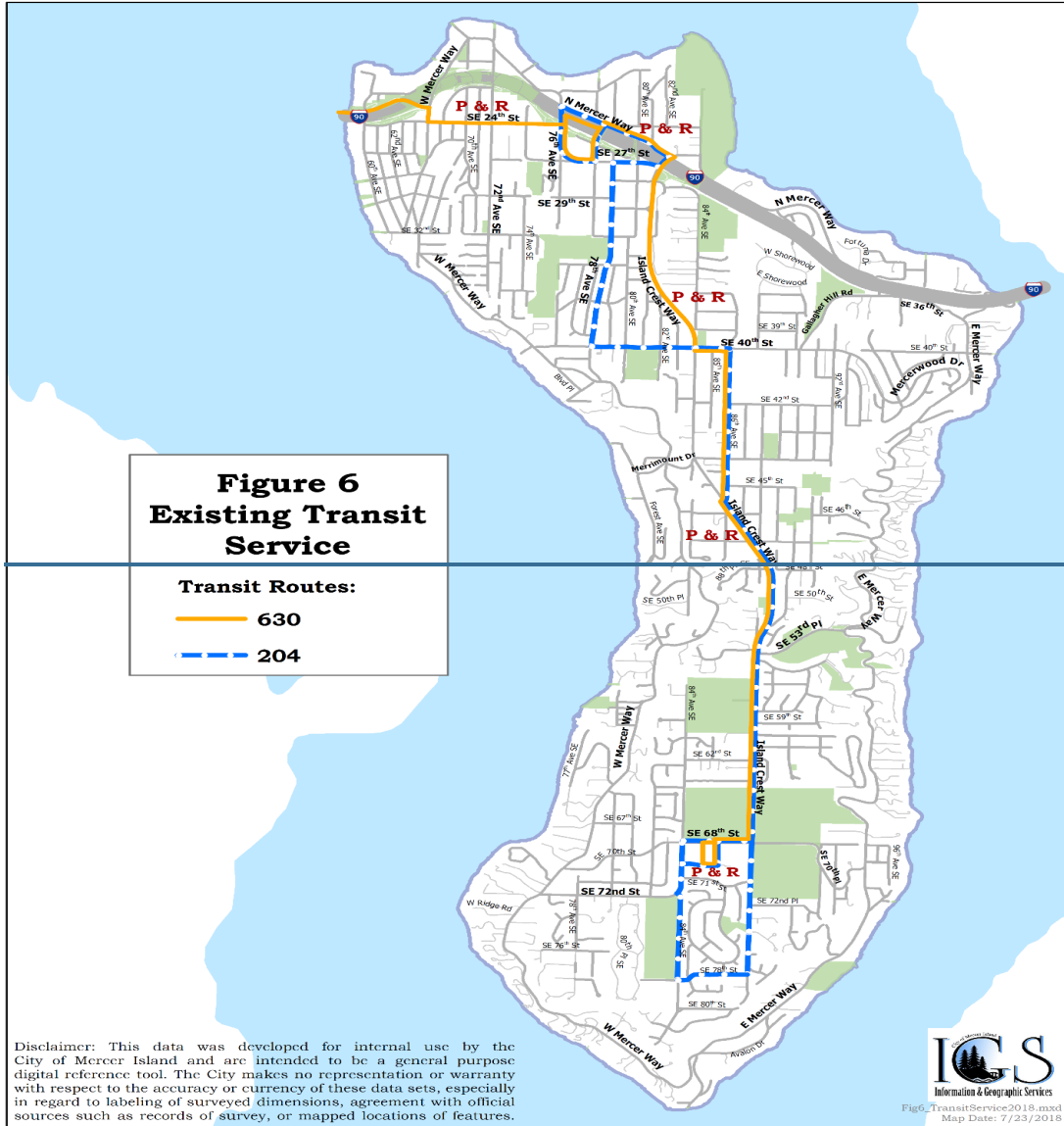
Access service provides door-to-door transportation to elderly and special needs populations who have limited ability to use public transit. It covers trips within the King County Metro transit service area.

Figure 6 shows the current transit routes serving the Island. On Mercer Island, there are two routes that circulate throughout the City (Metro routes 204 and 630). ~~At the Mercer Island Park and Ride, Sound Transit routes 550 and 554 connect Mercer Island to Seattle, Bellevue, and Issaquah.~~

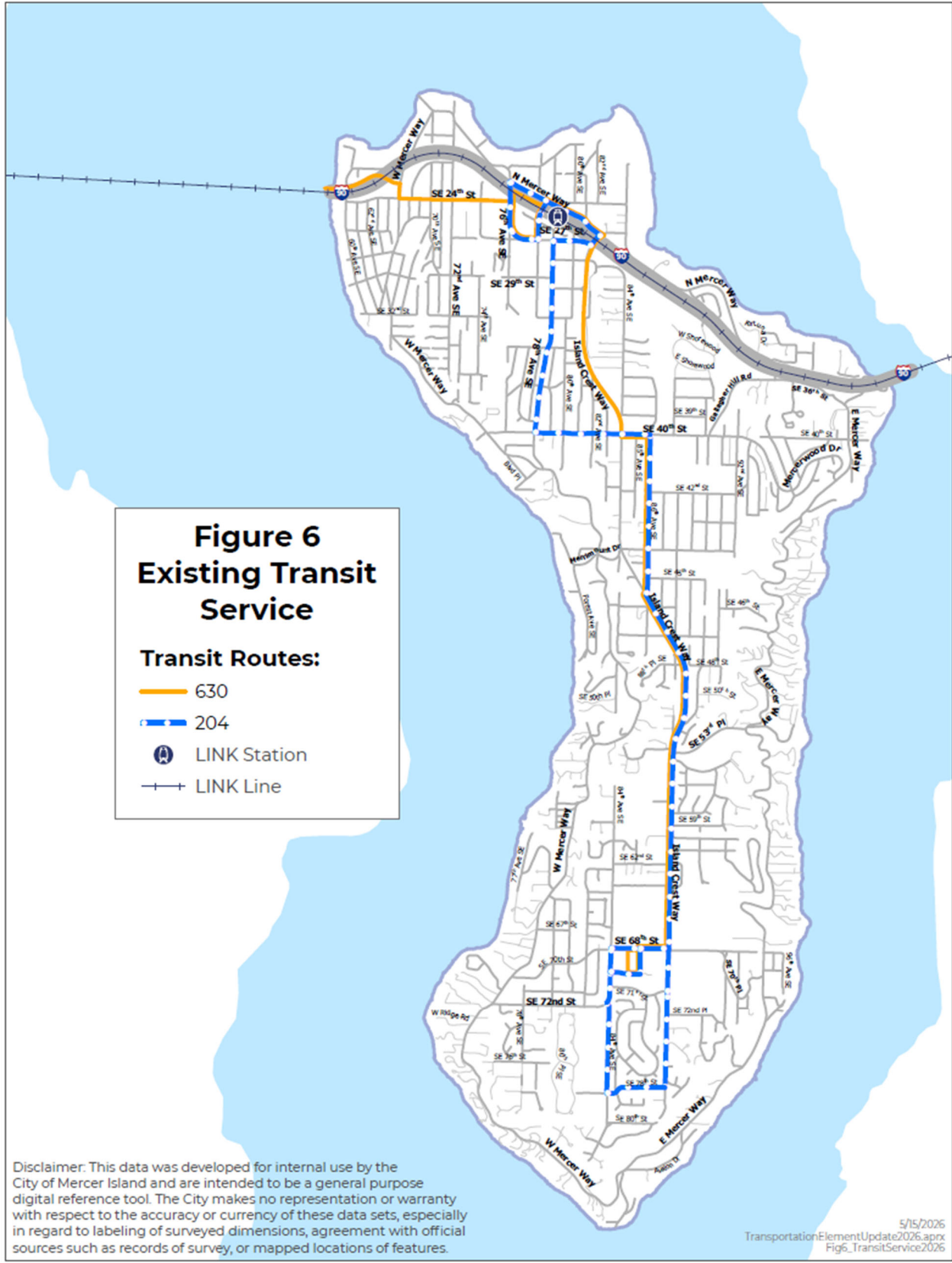
Route 204 provides service between the Mercer Island Park- and -Ride lot and the Mercer Village Center. It travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center.

Route 630 is a community shuttle that provides service between downtown Seattle and the Mercer Village Center.

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PARK - AND - RIDE

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2 The Mercer Island Park-and-Ride is located north of I-90 on N Mercer Way near Mercer Island's
3 Town Center. It has 447 spaces and is served by Metro and Sound Transit buses. In 2025, the City
4 opened 34-space pay parking lot located just south of the light rail station.

5 ~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County,~~
6 ~~the Mercer Island lot was typically fully occupied during weekdays. Full occupancy of the Park and Ride~~
7 ~~was consistently observed prior to the pandemic. The 2023 Town Center Parking plan reports a single~~
8 ~~point in time weekday utilization at 67%, a consistent pattern post-pandemic. The City is continuing to~~
9 ~~take quarterly counts at the Park and Ride to measure use ahead of the opening of the new light rail~~
10 ~~station.~~

11 To supplement park and ride capacity on the Island, Metro has leased four private parking lots for
12 use as park- and- ride lots, located at the Mercer Island Presbyterian Church, Mercer Island United
13 Methodist Church, Congregational Church of Mercer Island, and the Mercer Village Center. These lots
14 are described in Table 2. Together, they provide an additional 81 parking spaces for use by Island
15 residents.

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Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity
Mercer Island Park and Ride	8000 N Mercer Way	447
Mercer Island Presbyterian Church	3605 84th Ave SE	14
United Methodist Church	70th Ave SE & SE 24th St	18
Mercer Village Center	84th Ave SE & SE 68th St	21
Congregational Church of Mercer Island	4545 Island Crest Way	28

SCHOOL TRANSPORTATION

The Mercer Island School District (MISD) provides bus transportation for public early education (starting at age 3) through adult transition students (up to age 21) on Mercer Island; this includes primary education from kindergarten through 12th grade. The MISD operates approximately 40 scheduled bus routes during the morning and afternoon.

RAIL SERVICES & FACILITIES

There are no railroad lines or facilities on Mercer Island. In the region, the Burlington Northern Railroad and Union Pacific Railroad companies provide freight rail service between Seattle, Tacoma, Everett, and other areas of Puget Sound, connecting with intrastate, interstate, and international rail lines. Amtrak provides scheduled interstate passenger rail service from Seattle to California and Chicago. Major centers in Washington served by these interstate passenger rail routes include Tacoma, Olympia, Vancouver, Everett, Wenatchee, Spokane, and Vancouver B.C.

AIR TRANSPORTATION

Mercer Island does not have any air transportation facilities or services. Scheduled and chartered passenger and freight air services are provided at Seattle-Tacoma International Airport in SeaTac, Payne Field in Everett, King County International Airport in south Seattle, and via float plane from Lake Union.

WATER TRANSPORTATION

Mercer Island does not have any public water transportation services. The City's public boat launch is on the east side of the Island, off East Mercer Way, under the East Channel Bridge.

IV. TRANSPORTATION SYSTEM—FUTURE NEEDS

As per GMHB Order 25-3-0003, Issue #1, the City of Mercer Island must analyze residential land capacity at each housing affordability level and close any identified gaps. The updated Land Capacity Analysis, overviewed in the Land Use Element, represents Phase 1 of a two-phase compliance strategy whereby upzones and resulting development capacity increases is limited to the existing Town Center and adjacent multifamily zones. The analysis of future travel demand below has been updated for alignment with Phase 1. Further analysis and recommended transportation infrastructure improvements will be made during Phase 2 when the City pursues full implementation of the TOD bill (HB 1491).

This section describes the future transportation conditions and analysis used to identify future transportation needs and improvements.

FUTURE TRAVEL DEMAND

Future traffic volumes were forecast for 2044 based on the City's land use and zoning, including implementation of the Station Subarea Plan Phase 1 zoning changes, as well as the housing and employment growth targets identified in the 2021 King County Urban Growth Capacity report. More than 70 percent The majority of new households housing and employment growth and 76 percent of new jobs are forecasted to occur within or adjacent to the Town Center. The forecast shows an increase in traffic growth related to the additional housing growth expected as part of the Phase 1 Station Subarea Plan implementation. That said, traffic growth is attenuated by the decrease in existing traffic identified in traffic counts between 2018 and 2026, as well as the potential for more transit trips with the opening of East Link light rail in March 2026.

~~The analysis assumes that opening the East Link light rail line in 2025 will provide an additional travel option between the Town Center and regional destinations.~~

Town Center traffic growth reflects the higher potential for pedestrian and transit trips due to the land uses and proximity to transit of this neighborhood. ~~Overall~~ During the PM peak hour, the traffic growth in the Town Center is forecasted to increase by approximately 28-35 percent between ~~2024-2026~~ and 2044, an annual growth rate of 1.4 percent. For areas outside the Town Center, traffic growth is expected to be lower, with approximately ~~ten~~ 15 percent growth between ~~2024-2026~~ and 2044, with an annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.

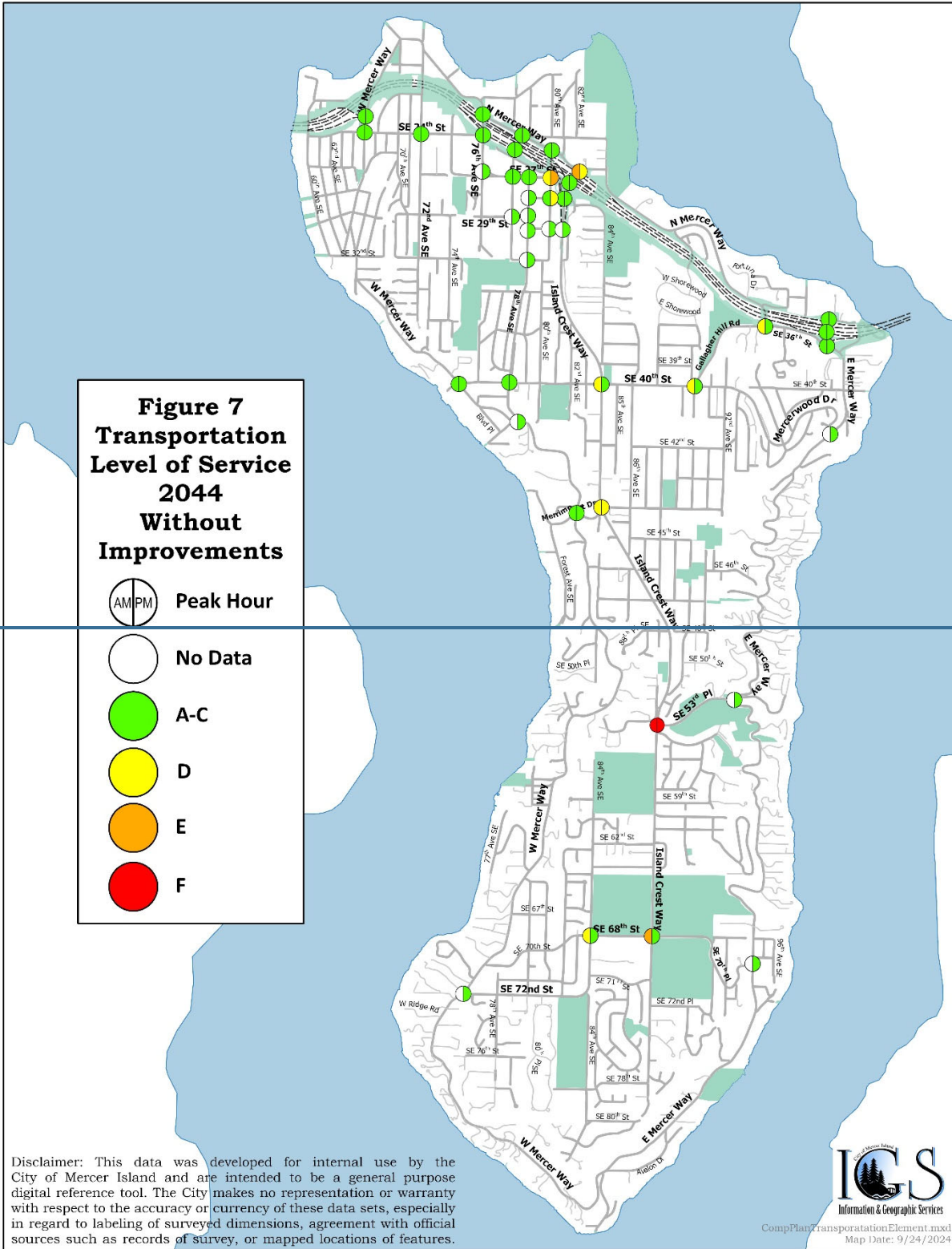
TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

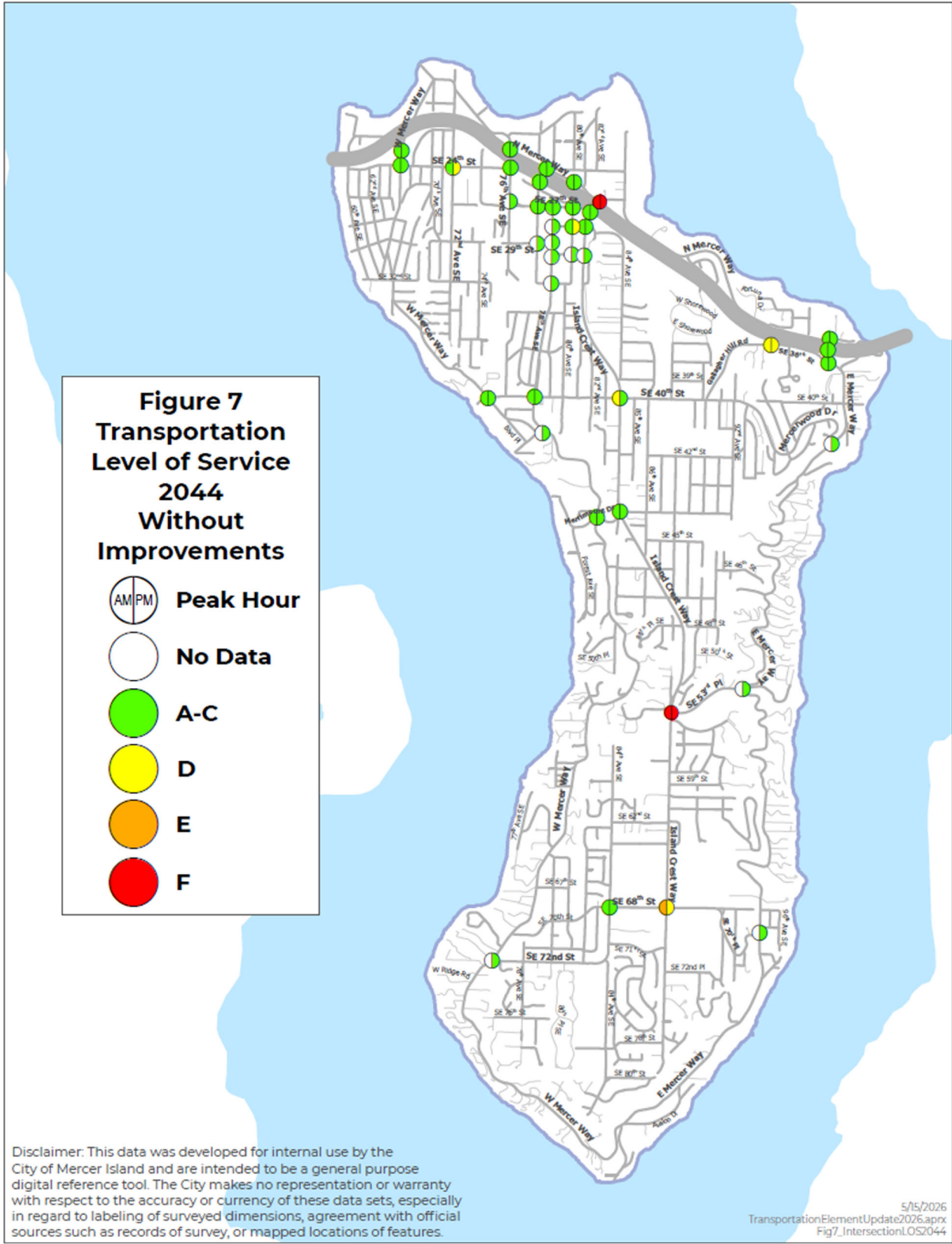
The 2044 traffic analysis uses the forecasted growth in traffic and planned changes to the regional transportation system. Figure 7 shows the future traffic operations at the study intersections without any changes to roadway capacity on Mercer Island.

Results of the 2044 traffic operations analysis show that five-four intersections would operate below the LOS standards by 2044 if improvements are not made to the intersections. ~~In~~ Within the Town Center, the ~~two intersections of SE 27th Street/80th Avenue SE and SE 28th Street/80th Avenue SE~~ intersection would operate at LOS D during the ~~AM or PM~~ peak hours, without improvements.

- 1 Outside the Town Center, the intersections of SE 53rd Place/Island Crest Way and SE 68th Street/Island
- 2 Crest Way would operate below the LOS D standard during the AM or PM peak hours. The WSDOT-
- 3 controlled intersection at the I-90 westbound off-ramp/N Mercer Way/Island Crest Way intersection
- 4 would operate at LOS ~~E-F~~ during the 2044 AM and PM peak hours. The City will work with the WSDOT to
- 5 ~~explore~~ implement improvements at this intersection when needed.

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RECOMMENDED IMPROVEMENTS

In addition to the projects identified in the City's Six-Year ~~2023 – 2028~~2027 - 2032 Transportation Improvement Program (~~TIP~~), a future transportation needs analysis recommended additional projects based on the long-range mobility and safety needs through 2044. These include projects from the City's Transportation Impact Fee program and select projects from the City's Pedestrian and Bicycle Facilities Plan. Figure 8 shows the locations of the recommended improvement projects. Table 3 provides map identification, describes the location and details of each of the projects, and estimates project costs. The table is divided into two main categories of project types:

Non-Motorized Projects — The listed projects include new crosswalk improvements and pedestrian and bicycle facilities. They include projects from the City's Pedestrian and Bicycle Facilities Plan that connect residential areas to schools, parks, regional transit, and other destinations.

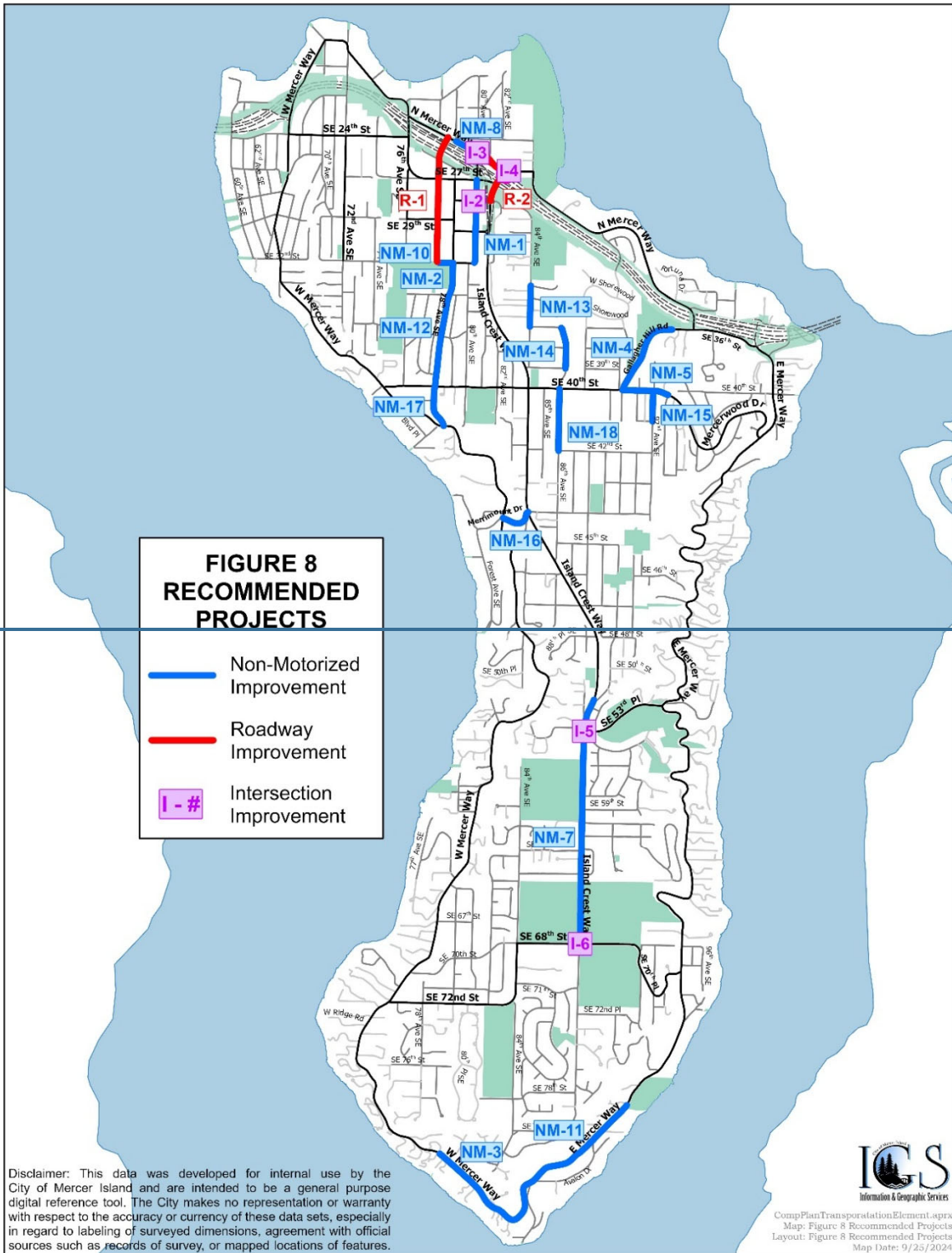
Intersection/Road Projects — These projects increase the capacity and safety of an intersection or roadway segment. They include the maintenance of existing roadway segments to ensure that the City's current street system is maintained.

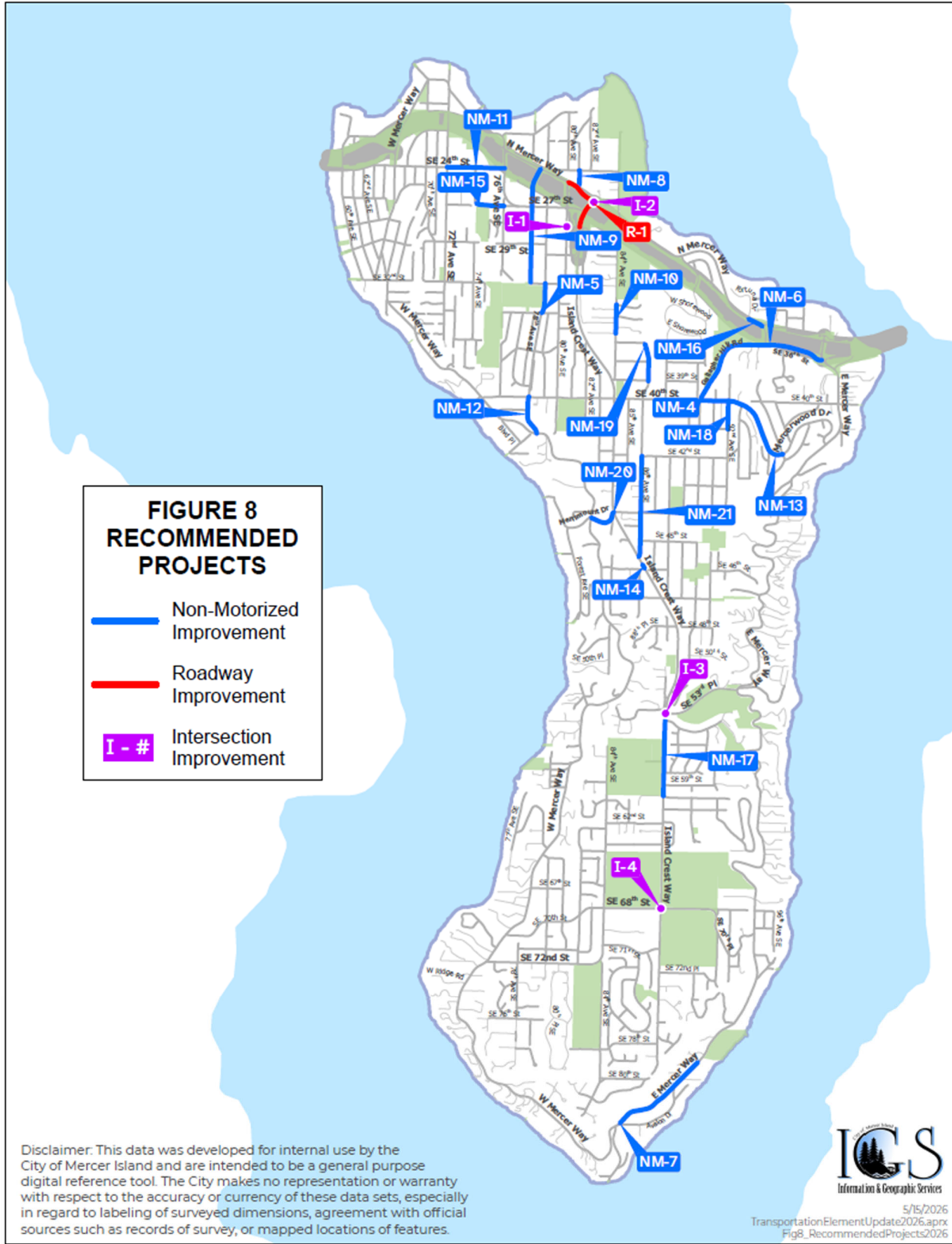
The recommended improvements identify approximately \$~~60-65~~ million in transportation improvements over the next ~~20-18~~ years. About ~~50-44~~ percent (\$~~28.630~~ million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another ~~37-44~~ percent (\$~~22.8.4~~ million) is for non-motorized system improvements. About ~~13-12~~ percent (\$8 million) is for intersection and roadway improvements.

TRAFFIC OPERATIONS WITH RECOMMENDED IMPROVEMENTS

With the recommended improvements, the intersection operations will meet the City's LOS standard for intersection operation, and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for Island residents. In addition, ~~improvements to regional transportation facilities will accommodate~~ growth in housing and employment, ~~which~~ will be focused in and around the Town Center, where residents ~~can be easily~~are served by high-capacity transit. Table 4 compares the ~~2044 study~~ intersections ~~study locations~~ without and with the recommended improvements ~~for each during the 2044~~ AM and PM ~~study location~~peak hours.

Mercer Island Comprehensive Plan
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Table 3. Recommended Project List 2026 – 2044

<u>ID</u>	<u>Location</u>	<u>Description</u>	<u>Justification</u>	<u>Cost (\$)</u>
Non-Motorized Projects (NM)				
<u>NM-1</u>	<u>ADA Transition Plan Implementation</u>	<u>Construct pedestrian facility improvements to comply with the ADA Transition Plan.</u>	<u>2027-2032 TIP</u>	<u>4,542,900</u>
<u>NM-2</u>	<u>Traffic Safety and Operations Improvements</u>	<u>Minor transportation improvements to address transportation operation and safety issues.</u>	<u>2027-2032 TIP</u>	<u>2,271,300</u>
<u>NM-3</u>	<u>Pedestrian and Bicycle Facilities (PBF) Plan Implementation</u>	<u>Annual program to construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide, as identified in the PBF Plan.</u>	<u>2027-2032 TIP</u>	<u>1,135,100</u>
<u>NM-4</u>	<u>SE 40th St Sidewalk Improvements (Gallagher Hill Rd to 93rd Ave SE)</u>	<u>Replace/improve existing sidewalk and construct bike lanes.</u>	<u>2027-2032 TIP</u>	<u>893,000</u>
<u>NM-5</u>	<u>78th Ave SE Sidewalk Improvements (SE 32nd St to SE 34th St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, street trees, and lighting.</u>	<u>2027-2032 TIP</u>	<u>860,300</u>
<u>NM-6</u>	<u>Gallagher Hill Road Sidewalk Improvements (SE 36th St to SE 40th St)</u>	<u>Construct sidewalk along one side and add bike lane in the uphill direction.</u>	<u>2027-2032 TIP</u>	<u>869,000</u>
<u>NM-7</u>	<u>East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St to 8400 block)</u>	<u>Construct a new paved shoulder. Final phase of Mercer Ways Roadside Shoulders project.</u>	<u>2027-2032 TIP</u>	<u>470,600</u>
<u>NM-8</u>	<u>81st Ave SE Sidewalk Improvement (NMW to SE 24th St)</u>	<u>Replace/improve existing sidewalk along the east side.</u>	<u>2027-2032 TIP</u>	<u>286,600</u>
<u>NM-9</u>	<u>77th Ave SE Channelization Upgrades (SE 32nd St to North Mercer Way)</u>	<u>Implement street standards required by MICC 19.11.120. Specific scope to be determined.</u>	<u>2027-2032 TIP</u>	<u>84,200</u>
<u>NM-10</u>	<u>84th Ave SE Pedestrian Improvements (SE 33rd Place to SE 36th St)</u>	<u>Construct a new sidewalk or path along the east side of street to provide a continuous pedestrian facility.</u>	<u>2027-2032 TIP</u>	<u>310,400</u>
<u>NM-11</u>	<u>SE 24th St Sidewalk Improvements (72nd Ave SE to 76th Ave SE)</u>	<u>Replace/improve existing sidewalk, ADA ramps, and crosswalks.</u>	<u>2027-2032 TIP</u>	<u>783,900</u>
<u>NM-12</u>	<u>78th Ave SE Sidewalk (SE 40th St to West Mercer Way)</u>	<u>Add new sidewalk along the west side of street.</u>	<u>2027-2032 TIP</u>	<u>423,400</u>
<u>NM-13</u>	<u>Mercerwood Dr Pedestrian Improvements (93rd Ave SE to 96th Ave SE)</u>	<u>Construct new sidewalk along the south side, ADA ramps, and crosswalk.</u>	<u>2027-2032 TIP</u>	<u>1,555,400</u>

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<u>NM-14</u>	<u>Island Crest Way Crosswalk Enhancement (SE 46th St)</u>	<u>Enhance existing crosswalk with pedestrian signal and ADA ramps.</u>	<u>2027-2032 TIP</u>	<u>662,500</u>
<u>NM-15</u>	<u>SE 27th St Sidewalk Improvements (74th Ave SE to 76th Ave SE)</u>	<u>Replace/improve existing curb, sidewalk, ADA ramps, street trees, and lighting.</u>	<u>2027-2032 TIP</u>	<u>923,700</u>
<u>NM-16</u>	<u>North Mercer Way Sidewalk Improvements (Fortuna Dr to SE 35th St)</u>	<u>Construct new sidewalk along north side of street.</u>	<u>2027-2032 TIP</u>	<u>175,100</u>
<u>NM-17</u>	<u>Island Crest Way Shared Use Path Phase 1 (SE 60th St to Island Park Elementary)</u>	<u>Construct Phase 1 of shared use path along ICW.</u>	<u>2027-2032 TIP</u>	<u>1,909,000</u>
<u>NM-18</u>	<u>92nd Ave SE Sidewalk Improvements (SE 40th to SE 41st St)</u>	<u>Construct new sidewalk along west side of street to provide walk route for nearby schools.</u>	<u>2027-2032 TIP</u>	<u>725,500</u>
<u>NM-19</u>	<u>86th Ave SE Sidewalk Phase 2 (SE 36th St to SE 39th St)</u>	<u>Construct sidewalk along east side of street.</u>	<u>Transportation Impact Fee Program</u>	<u>5,452,000</u>
<u>NM-20</u>	<u>Merrimount Dr Sidewalk (ICW to West Mercer Way)</u>	<u>Construct sidewalks along both sides of street.</u>	<u>Transportation Impact Fee Program</u>	<u>2,726,000</u>
<u>NM-21</u>	<u>86th Ave SE Nonmotorized Improvements (SE 42nd St to ICW)</u>	<u>Construct bike facilities and sidewalk along the west side of street.</u>	<u>Transportation Impact Fee Program</u>	<u>1,363,000</u>
<u>Intersection Projects (I)/Road Projects (R)</u>				
<u>I-1</u>	<u>SE 28th St/80th Ave SE Intersection</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard in the future</u>	<u>1,757,000</u>
<u>I-2</u>	<u>North Mercer Way/I-90 Westbound Off-Ramp/ Island Crest Way Intersection</u>	<u>Add exclusive westbound left turn lane at I-90 off-ramp.</u>	<u>Fails to meet LOS standard in the future</u>	<u>780,000</u>
<u>I-3</u>	<u>SE 53rd Pl/Island Crest Way Intersection</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard</u>	<u>2,289,000</u>
<u>I-4</u>	<u>SE 68th St/Island Crest Way Intersection</u>	<u>Install traffic signal or roundabout.</u>	<u>Fails to meet LOS standard in the future</u>	<u>2,582,000</u>
<u>R-1</u>	<u>Signal Coordination along Island Crest Way and along North Mercer Way (between SE 28th St and 80th Ave SE)</u>	<u>Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.</u>	<u>Transportation Impact Fee Program</u>	<u>828,000</u>
<u>R-2</u>	<u>Street Preservation/ Maintenance</u>	<u>Resurfacing arterial and residential streets based on pavement conditions.</u>	<u>2027-2032 TIP</u>	<u>28,646,900</u>
<u>Total 2026 — 2044 Projects</u>				<u>65,305,800</u>

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Table 3. Recommended Project List 2022 — 2044

Mercer Island Comprehensive Plan
Element 4 – Transportation

ID	Location	Description	Justification	Cost(\$)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St – SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St – SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488
NM-3	West Mercer Way Roadside Shoulders (8100 WMW – 8400 EMW)	Add shoulder along the east side of West Mercer Way for nonmotorized users.	2023-2028 TIP (SP138)	690,979
NM-4	Gallagher Hill Road Sidewalk Improvement	Construct sidewalk.	2023-2028 TIP (SP139)	508,455
NM-5	SE 40th St Sidewalk Improvement (Gallagher Hill Road – Mercer Way)	Replace/improve existing sidewalks and construct bike lanes.	2023-2028 TIP (SP140)	997,639
NM-6	ADA Transition Plan Implementation	Construct pedestrian facility improvements to comply with the City's ADA Transition Plan.	2023-2028 TIP (SP141)	5,000,000
NM-7	Island Crest Way Corridor Improvements (90th Ave SE – SE 68th St)	Implementation of recommendations from Island Crest Way Corridor Safety Analysis.	2023-2028 TIP (SP142)	1,526,375
NM-8	North Mercer Way – MI Park and Ride Frontage Improvements	Remove bus bay on the north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081
NM-9	Pedestrian and Bicycle Facilities Plan Implementation	Annual program to identify, prioritize, design, and construct spot improvements and gap completion projects.	2023-2028 TIP (SP145)	1,340,000
NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE – 78th Ave SE)	Replace the sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719
NM-11	East Mercer Way Roadside Shoulders (SE 79th St – 8400 block)	Add shoulder along the west side of East Mercer Way for nonmotorized users.	2023-2028 TIP (SP148)	531,105
NM-12	78th Ave SE Nonmotorized Improvements (SE 34th St – SE 40th St)	Improve pedestrian and bicycle facilities to connect with Town Center.	2022 Transportation Impact Fee (#3)	1,697,000
NM-13	84th Ave SE Sidewalk (SE 33rd St – SE 36th St)	Construct sidewalk.	2022 Transportation Impact Fee (#4)	597,000

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NM-14	86th Ave SE Sidewalk Phase 2 (SE 36th St – SE 39th St)	Construct sidewalk along east side of street.	2022 Transportation Impact Fee (#5)	1,141,000
NM-15	92nd Ave SE Sidewalk (SE 40th St – SE 41st St)	Construct sidewalk along the west side of street.	2022 Transportation Impact Fee (#6)	803,000
NM-16	Merrimount Dr Sidewalk (ICW – Mercer Way)	Construct sidewalk along both sides of street.	2022 Transportation Impact Fee (#8)	632,000
NM-17	78th Ave SE Sidewalk (SE 40th St – SE 41st St)	Construct sidewalk along the west side of street.	2022 Transportation Impact Fee (#9)	250,000
NM-18	86th Ave SE Nonmotorized Improvements (SE 42nd St – ICW)	Construct bike facilities and sidewalk along the west side of street.	2022 Transportation Impact Fee (#10)	2,666,000
Intersection Projects (I)/Road Projects (R)				
I-1	Minor Capital Traffic Operations Improvements	Minor improvements to address traffic operation and safety issues.	2023-2028 TIP (SP143)	313,295
I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000
I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000
I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000
I-5	SE 53rd Pl/Island Crest Way	Install traffic signal.	Fails to meet LOS standard	1,907,130
I-6	SE 68th St/Island Crest Way	Install traffic signal or roundabout.	Fails to meet LOS standard in the future	2,151,590
R-1	77th Ave SE Channelization (SE 32nd – North Mercer Way)	Rechannelization of the roadway to comply with street design standards.	2023-2028 TIP (SP146)	53,324
R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000
R-3	Street Preservation/Maintenance	Resurfacing arterial and residential streets based on pavement conditions.	2023-2028 TIP	30,000,000
Total 2022 – 2044 Projects				60,047,180

1 **Table 4. 2044 Intersection Operations — Without and With Recommended Improvements**

Intersection	2044 AM Peak Hour		2044 PM Peak Hour	
	Without Improvements	With Recommended Improvements	Without Improvements	With Recommended Improvements
Intersections Within and Adjacent to the Town Center (LOS C Standard)				
SE 24th St/76th Ave SE	B	B	B	B
N Mercer Way/77th Ave SE	A	B A	A B	A B
N Mercer Way/Park & Ride/80th Ave SE	C	C	C	C
SE 27th St/76th Ave SE	—	—	B C	B C
SE 27th St/77th Ave SE	B C	B C	C	C
SE 27th St/78th Ave SE	B	B	B C	B C
SE 27th St/80th Ave SE	D C	B C	E C	B C
SE 28th St/78th Ave SE	—	—	B	B
SE 28th St/80th Ave SE	B C	B	D	B
SE 28th St/Island Crest Way	B C	B C	C	C
SE 29th St/77th Ave SE	—	—	B C	B C
SE 29th St/78th Ave SE	—	—	C	C
SE 30th St/78th Ave SE	—	—	C	C
SE 30th St/80th Ave SE	—	—	B	B
SE 30th St/Island Crest Way	—	—	B C	B C
SE 32nd St/78th Ave SE	—	—	C	C
WSDOT Intersections (LOS D Standard)				
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	B A	B A	A B	A B
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	E F	C	D E	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	C	C

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Intersection	2044 AM Peak Hour		2044 PM Peak Hour	
	Without Improvements	With Recommended Improvements	Without Improvements	With Recommended Improvements
WSDOT Intersections (LOS D Standard) Cont.				
I-90 WB ramps/100th Ave SE	<u>€B</u>	<u>€B</u>	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B	B	B
Outside of Town Center Intersections (LOS D Standard)				
SE 24th St/W Mercer Way	B	B	<u>€B</u>	<u>€B</u>
SE 24th St/72nd Ave SE	B	B	<u>BD</u>	<u>BD</u>
SE 36th St/N Mercer Way	D	D	<u>€D</u>	<u>€D</u>
SE 40th St/W Mercer Way	B	B	B	B
SE 40th St/78th Ave SE	B	B	<u>BC</u>	<u>BC</u>
SE 40th St/Island Crest Way	D	D	C	C
SE 40th St/SE Gallagher Hill Rd	D	D	<u>€D</u>	<u>€D</u>
Mercerwood Dr/E Mercer Way	—	—	B	B
W Mercer Way/78th Ave SE	—	—	B	B
Merrimount Dr/W Mercer Way	C	C	C	C
Merrimount Dr/Island Crest Way	<u>DC</u>	<u>DC</u>	D	D
SE 53rd Place/Island Crest Way	F	B	F	B
SE 53rd Place/E Mercer Way	—	—	A	A
SE 68th St/84th Ave SE	<u>DC</u>	<u>DC</u>	B	B
SE 68th St/Island Crest Way	E	A	<u>€D</u>	A
SE 70th Place/E Mercer Way	—	—	B	B
SE 72nd St/W Mercer Way	—	—	B	B

V. FINANCIAL ANALYSIS

Since incorporation in 1960, the City has consistently made (or required through private development) transportation investments that have preceded and accommodated population and employment growth and its associated traffic growth. This strategy has enabled the City to make significant improvements in the community's neighborhood streets, arterial roads, pavement markings, street signs, and pedestrian and bicycle facilities.

The City's 2025-2026 Biennial Budget identifies revenues for the Street Fund. ~~Based on 2022-2023 data~~, the City's primary funding sources for local transportation projects included gas tax revenues (~~\$509,000~~429,000), real estate excise tax (~~\$1,543,000~~2,253,000), Transportation Benefit District vehicle fees (~~\$367,000~~375,000), and transportation impact fees (~~\$233,000~~75,000). In total, the City received approximately ~~\$2.65~~3.1 million in annual transportation revenues.

~~In addition, Sound Transit mitigation for the closure of the I-90 center roadway is providing up to \$5.1 million in funds for operational and safety improvements.~~

Combined with supplemental federal and state grant funding, Mercer Island has sufficient resources to maintain and improve its transportation system over the next 20 years and will be able to accomplish the following:

- Maintain the City's arterial street system on a 25-year (average) life cycle.
- Maintain the City's residential system on a 35-year (average) life cycle.
- Maintain, improve, and expand the City's pedestrian and bicycle system ~~over the next 20 years.~~
- Maintain and improve the transportation system to meet the forecasted housing and employment growth targets.

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VI. IMPLEMENTATION STRATEGIES

The following actions by the City of Mercer Island and other jurisdictions will be necessary to implement the programs and policies of this transportation element effectively:

TRANSPORTATION SYSTEM STREETS, TRANSIT, NON-MOTORIZED

- Implement local neighborhood traffic control strategies as necessary to address specific issues.
- Implement Transportation System Management techniques to control traffic impacts.

PLANNING STANDARDS, POLICIES, PROGRAMS

- Periodically update the City's inventory of transportation conditions, existing level of service and projected level of service.
- Complete the update to the Pedestrian and Bicycle Facilities Plan and incorporate into the next update of the Comprehensive Plan.
- Address parking impacts in the public right-of-way from schools, businesses, parks, and multi-family housing.
- Ensure transportation projects comply with the Americans with Disabilities Act (ADA) and the adopted ADA Transition Plan.
- Continue to involve the public in transportation planning and decisions.
- Develop policies, criteria, and a process to determine when and under what conditions private roads and privately maintained roads in public rights-of-way should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

FINANCIAL STRATEGIES

- Secure funding to implement the adopted Six-Year Transportation Improvement Program.
- Actively pursue outside funding sources to pay for adopted transportation improvements and programs.

TRANSIT PLANNING

- Work with Metro to improve transit services ~~and explore alternative service methods, such as developing a demand-responsive service.~~
- Work with Sound Transit on the operation of high-capacity transit and parking facilities consistent with Land Use and Transportation Policies contained in the Comprehensive Plan that will be available for use by Mercer Island residents.

VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

The Growth Management Act of 1990 requires local comprehensive plans be consistent with adjacent jurisdictions and regional, state, and federal plans. Further, several other major statutory requirements with which Mercer Island transportation plans must comply exist. This section briefly discusses the relationship between this Transportation Element and other plans and requirements.

OTHER PLANS

The Transportation Element of the Mercer Island Comprehensive Plan is fully consistent with the following plans:

Mercer Island Comprehensive Plan — The Transportation Element is based on the needs of and is consistent with the Land Use Element.

King County and Multi-county Planning Policies — Mercer Island's proposed transportation policies are consistent with PSRC's multi-county and King County's countywide planning policies.

Vision 2050 — Vision 2050 is the region's Metropolitan Transportation Plan. It builds upon Vision 2020, Destination 2030, and Vision 2040 to articulate a coordinated long-range land use and transportation growth strategy for the Puget Sound region. Mercer Island Comprehensive Plan's Land Use and Transportation Elements support this strategy by accommodating new growth in the Town Center, which is near existing and proposed future transportation improvements along the I-90 corridor. The Transportation Element is consistent with these plans.

Regional Transit System Plan — Sound Transit's Regional Transit System Plan (RTP) lays out the Puget Sound region's plans for constructing and operating a regional high-capacity transit system. The Land Use and Transportation Elements directly support regional transit service and facilities and are consistent with the RTP.

PLAN REQUIREMENTS

The Transportation Element of the Mercer Island Comprehensive Plan meets the following regulations and requirements:

Growth Management Act — The Growth Management Act, enacted by the Washington State Legislature in 1990 and amended in 1991, requires urbanized counties and cities in Washington to plan for orderly growth for 20 years. Mercer Island's Transportation Element conforms to all the components of a Comprehensive Transportation Element as defined by GMA.

Commute Trip Reduction — In 1991, the Washington State Legislature enacted the Commute Trip Reduction Law, which requires the implementation of transportation demand management (TDM) programs to reduce work trips. In response to these requirements, Mercer Island has developed its own CTR program to reduce work trips by City employees. There are two other CTR-affected employers on the Island; both have developed CTR programs.

Air Quality Conformity — Amendments to the federal Clean Air Act made in 1990 require Washington and other states to develop a State Implementation Plan (SIP), which will reduce ozone and carbon monoxide air pollutants so that national standards may be attained. The Central Puget Sound area, including King County and Mercer Island, currently meets the federal standards for ozone and carbon monoxide. The area is designated as a carbon monoxide maintenance area,

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- 1 meaning the area has met federal standards but is required to develop a maintenance plan to
- 2 reduce mobile sources of pollution.