



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

**AB 6503  
June 18, 2024  
Regular Business**

**AGENDA BILL INFORMATION**

<b>TITLE:</b>	AB 6503: Island Crest Way Shared Use Path Preferred Alternative	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
<b>RECOMMENDED ACTION:</b>	Select a preferred shared use path alternative.	

<b>DEPARTMENT:</b>	Public Works
<b>STAFF:</b>	Jason Kintner, Chief of Operations Patrick Yamashita, Deputy PW Director/City Engineer Clint Morris, Capital Division Manager Rebecca O’Sullivan, Transportation Engineer
<b>COUNCIL LIAISON:</b>	n/a
<b>EXHIBITS:</b>	1. Draft Shared Use Path Conceptual Design Summary Memo 2. Island Crest Way Driveway/Access Points
<b>CITY COUNCIL PRIORITY:</b>	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUIRED</b>	\$ n/a

**EXECUTIVE SUMMARY**

The purpose of this agenda bill is to continue the discussion held on March 19, 2024, regarding the preliminary Island Crest Way shared use path alternatives and to seek a decision from City Council on a preferred shared use path alternative. There are three shared use path alternatives for City Council to consider including a path on the east side, path on the west side, or separated bike lanes in the roadway.

- The Shared Use Path Conceptual Design Summary Memo provided in Exhibit 1 discusses each alternative, including likely impacts and design considerations. Each alternative results in differing levels of impacts on impervious surfaces, utilities, trees, privacy hedges, construction impacts to the public, and cost.
- A City Council decision for a preferred shared use path alternative is necessary for the Island Crest Way Corridor Improvements between SE 68<sup>th</sup> Street and SE 53<sup>rd</sup> Place (90.25.0013) to be included in the 2025-2030 Transportation Improvement Program (TIP), planned for adoption on June 18.
- Staff recommends the west side shared use path alternative for inclusion in the 2025-2030 TIP, with design occurring in 2025-2026.

## BACKGROUND

The Island Crest Way Corridor Improvements project was approved by City Council in the 2023-2028 TIP and the [2023-2024 Capital Improvement Program \(CIP\)](#) budget, following the [Island Crest Way Safety Analysis](#) in 2021-2022. The project implements recommendations from the Safety Analysis along the Island Crest Way corridor between 90<sup>th</sup> Avenue SE and SE 68<sup>th</sup> Street.

Project elements include crosswalk improvements, shared use path pre-design, illumination study, tree condition assessment, and an intersection design feasibility study. Conceptual design of these elements is underway.

On March 19, 2024, staff and the project design consultant presented an update on the Island Crest Way Corridor Improvements project, and provided information on the three alternatives ([AB 6421](#) and [slide deck](#)). The goal of the meeting on March 19, 2024 was to provide an opportunity for City Council to review the three alternatives and ask questions.

This agenda bill focuses on the shared use path alternatives, to provide information and a recommendation to City Council to select their preferred alternative for inclusion in the 2025-2030 TIP.

## ISSUE/DISCUSSION

Staff presented the draft 2025-2030 TIP to City Council on June 4, 2024 ([AB 6468](#)). The draft includes the Island Crest Way Corridor Improvements between SE 68<sup>th</sup> Street to SE 53<sup>rd</sup> Place as a placeholder while the Council selects their preferred path alternative. This project will continue the planning and design efforts of the Island Crest Way Corridor Improvements project in 2025-2026, with construction of initial improvements programmed in 2030 to provide time to pursue grant opportunities to fund elements of the project. The City Council will need to select a preferred shared use path alternative to incorporate into the TIP, planned for City Council adoption on June 18, 2024 for design to proceed.

The shared use path alternatives and associated impacts are described in the sections below.

### Shared Use Path Alternatives

Exhibit 1 provides an analysis of the three shared use path alternatives – path on the east side, path on the west side, and separated bike lanes in the roadway. It includes graphical representations of the three alternatives providing cross-sectional views, a high-level view of the alternatives, and a zoomed-in view showing the path alignments overlaid onto an aerial image of the Island Crest Way corridor. The overlay image provides a visualization of the potential impacts along Island Crest Way, including areas near the edges of the right-of-way where large hedges and fences are currently located.

For the sake of comparing impacts between alternatives, several metrics are provided, including new impervious surfaces, level of utility impacts, number of trees to be removed, percentage of tree canopy removed, storm drainage modifications, pedestrian/vehicle impacts during construction, and cost. This comparison is shown in the table on the following page:

Alternative	New Impervious Surface (square feet)	Utility Impacts	Trees Removed	Tree Canopy Removed	Drainage Mods	Vehicle Impacts (const. stage)	Ped Impacts (const. stage)	Const. Cost (order of magnitude)
West Side Path	~24,000	low	75 to 94	~28%	low	low	low	med
Separated Bike Lane	~70,000	med	110 to 120	~40%	high	high	med	high
East Side Path	~15,000	high	85 to 99	~34%	med	low	high	med
East Side Path (Option A)	~15,000	high	70 to 85	~30% to ~32%	med	low	high	med

Planning level estimated costs along the entire corridor length for design and construction of the separated bike lane alternative is \$12M-\$14M, the east side shared use path is \$3.5M-\$6M, and the west side shared use path is \$3M-\$5.5M. These estimated costs do not include the cost of right of way acquisition, if required.

Exhibit 2 shows the Island Crest Way corridor and properties whose sole vehicle access is via Island Crest Way. There are significantly more properties on the east side accessing Island Crest Way, resulting in greater potential vehicle conflicts with pedestrians and bicycles if the shared use path is constructed on the east side. Similar sentiments were expressed by the public during the safety study.

### Funding Options

Staff will pursue grant funding opportunities for construction of the shared use path and the other project elements of Island Crest Way Corridor Improvements. Potential grants to consider include:

- Transportation Improvement Board (TIB) – A grant program focused on local transportation projects. The City may also consider the Urban Arterial Program (UAP) or Active Transportation Program (ATP).
- Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Program (PBP) – A grant program to improve the transportation system to enhance the safety and mobility for people who choose to walk or bike.
- Safe Streets and Roads for All (SS4A) – A grant program intended to prevent roadway deaths and serious injuries. The City may be eligible for implementation grants if the shared use path and other project elements are identified in the City’s Comprehensive Safety Action Plan (Action Plan). See AB6494 for more information on the Action Plan.

Should the City secure federal funding to support the work, the project cost could increase 10% to 20% to cover the additional administrative reporting and construction requirements tied to the grant.

### Public Engagement

As part of City Council’s selection of a preferred alternative, staff seeks direction from the City Council regarding the public engagement process. Staff proposes to seek feedback from the public during the early design stage to inform the design of the shared use path. Staff will use Let’s Talk to keep the public informed throughout the project.

### Staff Recommendation

Staff recommends selecting the west side shared use path as the preferred alternative. Compared to the other alternatives, the west side has the least impact to utilities, tree canopy, drainage modifications, and pedestrians/vehicles during the construction phase, and has the lowest estimated cost. It results in the least potential impact between shared use path-users and motorists who turn from Island Crest Way onto driveways and side streets.

Staff recommends design and construction of the Island Crest Way Corridor Improvements, in three phases:

1. Phase 1 (design in 2025-2026, construction placeholder 2030):
  - a. West side shared use path from Island Park Elementary School driveway, south across the entire frontage of Island Crest Park to SE 60<sup>th</sup> Street, approximately 1,400 feet.
  - b. SE 53<sup>rd</sup> Place intersection safety improvements (right turn lane).
  - c. SE 68<sup>th</sup> Street pedestrian/bicycle safety improvements (shorten crossing distance and add mountable curbs for truck traffic). [design only]
2. Phase 2 (design and construction: TBD):
  - a. Shared use path from south end of Island Crest Park from SE 60<sup>th</sup> Street to SE 68<sup>th</sup> Street, approximately 2,650 feet.
  - b. SE 68<sup>th</sup> Street intersection pedestrian/bicycle safety improvements (shorten crossing distance and add mountable curbs for truck traffic) [construction]
3. Phase 3 (design and construction: TBD): Shared use path from Island Park Elementary driveway, north to 90<sup>th</sup> Avenue SE, approximately 1,300 feet.

This incremental design and construction approach spreads the cost of the work over several years, allowing for design and construction of other programmed pedestrian and bicycle facility improvement projects throughout the Island to continue. Phasing the work allows the community to use one segment of the shared use path and provide feedback before the entire corridor is completed. Setting Phase 1 construction for 2030 provides time to pursue construction grant funding. Phases 2 and 3 will be proposed for inclusion in future TIPs.

Intersection safety concerns identified in the [Island Crest Way Safety Analysis](#) at SE 53<sup>rd</sup> Place and SE 68<sup>th</sup> Street presented to the City Council in 2022, will be addressed in conjunction with shared use path improvements to provide connectivity and economies of scale. The feasibility studies for these intersections is underway as discussed in [AB 6421](#) and will lay the groundwork for future design efforts. The focus for SE 68<sup>th</sup> Street is on pedestrian and bicycle safety through narrowing of the intersection approach lanes to shorten pedestrian crossing distances. A roundabout will be a consideration in the distant future.

## NEXT STEPS

Following the City Council's selection of a preferred alternative and inclusion in the 2025-2030 TIP, staff will initiate a community engagement process to seek feedback to inform the design of the shared use path. Design work will begin in 2025, following the City Council's adoption of the 2025-2026 biennial budget. Staff will propose the remaining design and construction of shared use path in future TIPs, along with construction of the SE 68<sup>th</sup> Street pedestrian/bicycle safety improvements.

## RECOMMENDED ACTION

1. Select the west side shared used path as the preferred alignment and seek feedback from the public during the design process.
2. Include in the 2025-2030 Transportation Improvement Program, the design of the west side shared use path from the Island Park Elementary School driveway south to SE 60<sup>th</sup> Street, the SE 53<sup>rd</sup> Place intersection safety improvements, and SE 68<sup>th</sup> Street pedestrian/bicycle safety improvements in 2025 to 2026.

3. Include in the 2025-2030 Transportation Improvement Program, the construction of the west side shared use path from the Island Park Elementary School driveway south to SE 60<sup>th</sup> Street and the SE 53<sup>rd</sup> Place intersection safety improvements in 2030.