

Log #	Category	Location	Comment/Question	Staff Response
1	Pedestrian and Bicycle Project	3795 E Mercer Way	<p>Dear Esteemed Members of the City Council, I hope this letter finds you well. My name is Karl Archer, and I am the Director of Communications, Marketing, and PR at the French American School of Puget Sound, located at 3795 East Mercer Way, Mercer Island. I am reaching out to you with a pressing concern regarding pedestrian safety in our school zone. Our school community is greatly appreciative of the city's efforts in maintaining safe roads and crosswalks. However, I wish to bring to your attention a particular crosswalk at the intersection of East Mercer Way and Frontage Road that urgently requires your intervention. As the current situation stands, this crosswalk, heavily used by our teachers, staff, and students, lacks adequate safety measures. It is equipped only with a standard crosswalk sign, devoid of any lights or flashing signals. This absence becomes particularly perilous during the winter months when visibility is significantly reduced. The fast-approaching traffic, especially near the freeway onramp, poses a considerable risk to our community members, many of whom have reported alarming near-miss incidents. Rebecca O'Sullivan, Mercer Island Transportation Engineer, has evaluated the crosswalk, and based on her data and existing conditions, gave this project a medium priority level. To enhance the safety of our school community and all pedestrians using this crosswalk, I propose the installation of an upgraded crosswalk system. Specifically, a system that includes a button-activated mechanism to trigger flashing lights on signs on both sides of the road. This upgrade will significantly improve visibility and alert drivers to the presence of pedestrians. We understand that connectivity to a power source might be a concern; however, solar-powered alternatives, similar to those in Bellevue, could be a viable solution. The safety of our staff, students, and the broader community is a top priority, and we believe this upgrade is a crucial step towards safeguarding their well-being. We deeply value the council's commitment to public safety and are grateful for your consideration of this request. Your prompt decision on this matter will be highly appreciated, and I am at your disposal for any further information or assistance required. Thank you for your dedication to the safety and welfare of our city. Warm regards, Karl Archer Director of Communications, Marketing, and PR French American School of Puget Sound</p>	<p>Requires evaluation and consideration for 2026-2031 TIP.</p>
2	Residential Street Resurfacing	60th SE and SE 32nd St	<p>The pavement patches for the water line work on 60th SE and SE 32nd St do not appear to be durable enough to last for 6+ years. These streets are commonly used not just by motor vehicles but lots of cyclists and walkers. Repaving of those streets needs to be accounted for in the TIP now.</p>	<p>Will consider for residential street resurfacing.</p>

Log #	Category	Location	Comment/Question	Staff Response
3	Other Transportation Project	N Mercer Way and 77th Ave SE	I love the new roundabout by the park and ride. I encourage the city to consider other intersections that could be improved by adding roundabouts.	Thank you for your feedback. Roundabout feasibility study currently underway on SE 68th St and Island Crest Way.
4	Pedestrian and Bicycle Project	Aubrey Davis Park	add wayfinding reminding ALL trail users to keep right, as there is at other I-90 trail segments. along this stretch of I-90 trail peds seem to like to hug the north side of the trail, because south side puts them closer to high speed cars. This creates dangerous conflicts with WB bikers obeying the law to keep right on the trail. If bikers deviate by moving left, they put themselves at risk of hitting EB bikers OR the ped if the ped realizes at the last minute that they're supposed to be keeping right and suddenly move over	Will consider as part of PBF Plan Implementation.
5	Pedestrian and Bicycle Project	SE 24th St and N Mercer Way	lower/remove fence along SE 24th St so that westbound bikers can see if safe to merge.	Will consider signage and pavement markings to notify non-motorized users of merging point, as part of PBF Plan Implementation.
6	Pedestrian and Bicycle Project	N Mercer Way and 80th Ave SE	grade-separate the bike path in front of the park and ride, leaving the pedestrian path and bus stop elevated (eg a bus island). This is best practice for design and safety. Current system is unsafe - many pedestrians and transit users obviously step out onto bike path, without realizing they're stepping in front of bikers. The painted markings are fading and not working.	Will consider as part of PBF Plan Implementation and/or PBF Plan Update.
7	Pedestrian and Bicycle Project	N Mercer Way and 80th Ave SE	fix the bike crossing over the park and ride driveway. 1) grade-separate or lower cover; 2) move signal to where bikers can reach it easily OR change the cycle so that it doesn't have to be activated	Will consider as part of PBF Plan Implementation and/or PBF Plan Update.
8	Other Transportation Project	SE 27th St and 80th Ave SE	this should be a roundabout. Now that we've gotten MI drivers to learn how they work, replacing this 4-way stop with 8 entry lanes with a roundabout could improve traffic flow and safety.	Sound Transit to install new signal in the next year.
9	Other Transportation Project	SE 26th St and N Mercer Way	eliminate the signal at SE 26th St on I-90 trail OR move where bikers can reach it.	WSDOT owned and operated signal. May coordinate for button placement.
10	Pedestrian and Bicycle Project	SE 40th St and 92nd PI SE	[SP0116] SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE): Consider adding a safe crosswalk here to reach the new sidewalk on the S side of SE 40th St or consider extending the new N side sidewalk to these stairs. The gravel area here is an IMS bus stop and many students walk up these stairs to get to the HS/Elementary school and back after school	Considered for 2025-2030 TIP.

Log #	Category	Location	Comment/Question	Staff Response
11	Pedestrian and Bicycle Project	SE 40th St and 97th Ave SE	add bike/ped access connecting SE 40th St w SE 36 St, providing safer and more direct access for Mercerwood to businesses/schools on SE 36th St, Gallagher Hill, and the I-90 trail	Evaluate following PBF Plan Update
12	Pedestrian and Bicycle Project	97th Ave SE	this maps shows 97th Ave SE and a trail that connects through to SE 36th street, yet signage at SE 40th St / SE 36th St intersection suggests its a private road. Can we correct the wayfinding here? Make our community friendly to pedestrians!	Evaluate following PBF Plan Update
13	Other Transportation Project	SE 40th St and E Mercer Way	fix wayfinding. new sign put up in 2023 suggests people can't continue to lake on SE 40th St, when in fact SE 40th St terminates at the lake with an undeveloped street end park.	Evaluate following PBF Plan Update
14	Pedestrian and Bicycle Project	E Mercer Way north of SE 40th St	re-strip EMW to provide single direction ped lanes on BOTH sides. make it clear that bikers should use roadway, as the painted shoulders are NOT continuous safe bike paths. (aggressive drivers often try to force bikers onto these shoulders, not realizing the storm drains and debris pose serious dangers). eliminate parking on EMW except in weather emergencies.	Evaluate following PBF Plan Update
15	Pedestrian and Bicycle Project	Mercerwood Dr from 92nd Ave SE to EMW	Please consider installing a PBF run from 92nd Ave SE, where it currently stops, to East Mercer Way. There are several district bus stops along this stretch of Mercerwood Drive (40th), and it's also regularly used by walkers, high school athletic team runs, bikers, strollers and scooters. My 11-yr old was hit by a car on his walk to his bus stop at Shoreclub Drive & Mercerwood during the busy 7:45-8:00 rush in February 2024. Note there is no safe place to stand for these kids waiting for the bus. The school district has proclaimed this stretch unsafe/ dangerous and doesn't want kids walking to school even though Northwood and the high school are less than one mile away.	Included in years past 2030 in 2025-2030 TIP (please see TIP AB 6468). Scope of work to be determined following PBF Plan Update.

Log #	Category	Location	Comment/Question	Staff Response
16	Residential Street Resurfacing	88th Ave SE north of Island Crest Way	<p>Please approve the budget for the repair and repaving of 88th Ave SE ( nearest intersection Island Crest Way just north of Island Park Elementary), which has significant deterioration and has not been repaved since it was installed in the 70's. We have been communicating and working with Public Works to improve the drainage and condition of the road since 2014 and many neighbors are getting quite frustrated by the potholes, safety, and standing water. Many students and families walk on 88th Ave SE to get to and from Island Park Elementary as well.</p> <p>We have been told that repaving was not prioritized &amp; budgeted for in 2023/2024, but that Public Works has a project in early 2025 to fix the drainage on 88th Ave SE using the design they develop this year. Once the drainage is complete, they will repave 88th in the summer of 2025.</p> <p>We want to ensure our concerns are also heard by City Council in the upcoming TIP/CIP and budgeting process as our road is in terrible condition and it gets worse every winter.</p>	88th Ave SE to be repaved in 2025.
17	Residential Street Resurfacing	88th Ave SE north of Island Crest Way	<p>We are hoping that we will be approved in the next budget for the improvement of our street, 88th Ave SE, a lane just north of Island Park School and parallel to Island Crest Way. It has not been repaved as long as we have lived here, 28 years. It has huge potholes and cracks which make it a hazard to drive down. Large areas of pooling water collect after our frequent rains. Our grandchildren won't ride their bikes down the street because it is too difficult and dangerous.</p> <p>We and our neighbors have been requesting road repairs and repaving since 2014 and are very frustrated that they have not made it into the city agenda. This issue easily impacts 20 homes.</p> <p>We have been working with Ian Powell, street engineer, to address this problem. We have been promised that drainage issues will be addressed in 2025/2026 followed by repaving, but we need assurance the road repairs will be funded in the next (TIP/CIP) budget, and not put off yet again to a future date.</p>	88th Ave SE to be repaved in 2025.

Log #	Category	Location	Comment/Question	Staff Response
18	Non TIP	Island Crest Way	I have resided on Mercer Island since 1994. I am vehemently opposed to removing trees along Island Crest Way so that bike lanes could be built there (or for any other purpose). I am also strenuously opposed to building a "roundabout" at the intersection of Island Crest Way and 68th Street. I have never - not ever, not even once - experienced any problem at all using that intersection. Nor has it ever occurred to me that the intersection would function better if only a roundabout were built there. If we have public funds to burn on an unnecessary project like this, they would be far better spent replacing our aging water and sewer infrastructure, or on providing adequate parking in the commercial business district at the north end (which developers should have been required to provide as a condition of permit approval). These ideas strike me as a foolish waste of taxpayer money. Enough already.	Thank you for your feedback.
19	Pedestrian and Bicycle Project	77th Ave SE & N Mercer Way	Please improve the pedestrian access between the south end of 77th Ave SE and N Mercer Way. There is a well traveled dirt trail up the hill now. Many people from our street and neighborhood use it frequently. It is a great way to quickly get to downtown. But in the winter it gets slippery. It is also tricky with a stroller. The street 77th Ave SE is already planned all the way to N Mercer Way. In addition, There is about 0.5 acre WSDOT Right of Way there too. As these already public lands, and about a half acre in size, they will easily accommodate stairs and even a ramp in the future and still retain its greenbelt look. It could be done in two phase: Phase 1: stairs on MI owned land (77th Ave SE) Phase 2: ramp on WSDOT ROW	Will consider as part of PBF Plan Implementation and/or PBF Plan Update.
20	Other Transportation Project	Island Crest Way	It is important that the TIP include money for the selected ICW missing link plan.	Staff will include this after receiving direction from Council.
21	Pedestrian and Bicycle Project	Various	SP 0125 is identified as an "annual plan", but it only includes budget every other year?	Staff will update text for clarity.
22	Pedestrian and Bicycle Project	Gallagher Hill Road	Can SP 0008 be expanded to include bike lanes? At both ends of this section of road there are bike lanes and / or shoulders. This is an important connector route to town center.	There is limited right of way available to add bike lanes in addition to the sidewalk. Staff will evaluate the feasibility of adding bike facilities during the design process, possible a bike lane in the uphill direction and sharrows downhill.

Log #	Category	Location	Comment/Question	Staff Response
23	Pedestrian and Bicycle Project	Various	The 2010 bicycle and facilities plan ( <a href="https://www.mercerisland.gov/sites/default/files/fileattachments/community/page/13761/mi_pbf_07012010_web.pdf">https://www.mercerisland.gov/sites/default/files/fileattachments/community/page/13761/mi_pbf_07012010_web.pdf</a> ) lists 6 pages of bicycle and pedestrian projects to be completed in the 20 year planning period. (Presumably ending in 2030). Which of these projects have been completed? Of those not completed, which are on the current TIP or planned to be on the 2025-2030 TIP?	Information provided.
24	Pedestrian and Bicycle Project	Island Crest Way	As a long time resident living on the South end who raised three young men on the island, I firmly support building a safe bike/pedestrian corridor along Island Crest Way. After decades of worrying about the safety of that area to children, students, commuters, and myself, it is time to finally create a safe passage. More and more students are riding e-bikes and e-scooters to school and all over the island. The light rail station contains secure storage to encourage bicycle commuters and reduce parking issues in the city center. New funding for bike facilities is available via the state's new \$1.3 billion funding of bike and bike education. Surely as a community we can find a solution to safely connect our schools, the library, the city center, and new light rail station with the rest of the island.	Thank you for your feedback. City staff plan to pursue grant funding for construction of Island Crest Way pedestrian/bicycle facilities.
25	Pedestrian and Bicycle Project	40th/Mercerwood Dr	I echo heatherring74's comments about the clear need to accommodate non-motorized traffic on the stretch of 40th/Mercerwood Dr. between 92nd Ave SE and East Mercer Way. This heavily traveled arterial is shared by pedestrians, cyclists, scooters, dog walkers, baby strollers, joggers, student athletes, and a few brave kids who walk to the high school and Northwood school. While a shoulder of Mercerwood is available part of the way, it's not clearly separated from the roadway and leaves pedestrians, cyclists, etc. vulnerable to vehicles which often appear to exceed posted speed limits. Minimally, consider ways to separate the shoulder from the main roadway, and install sidewalks elsewhere to make it possible to walk, bike etc. in this area without being exposed directly to motor vehicles.	Mercerwood pedestrian improvements from 93rd Ave SE to 96th Ave SE are incorporated into the 2025-2030 TIP. Additional improvements east to E Mercer Way are considered past year 2030. Timelines and project scopes may change pending the PBF Plan Update in 2026-2027.
26	Other Transportation Project	SE 40th St with 88th Ave Se and Gallagher Hill Rd	Would having roundabouts on SE 40th St, especially where it intersects with 88th Ave SE and also Gallagher Hill Rd help with traffic flows, especially during the school rush times? Seems traffic backs up a lot at the stop signs even when there are no alternate cars waiting. I'd think roundabouts could work like the one on N. Mercer. Or, is there a better way to relieve that congestion?	The intersection of SE 40th St and Gallagher Hill Rd operates sufficiently in existing conditions (Draft Comprehensive Plan). Operations of SE 40th St and 88th Ave SE were not analyzed in the Draft Comprehensive Plan. City staff to continue to monitor both intersections for changes in operations.

Log #	Category	Location	Comment/Question	Staff Response
27	Pedestrian and Bicycle Project	77th Ave SE from SE 32nd St to SE 27th St	<p>I am surprised the current TIP proposes eliminating the dedicated bike lanes along 77th from 32nd (Rite Aid) to the light rail station to create more street parking: “[SP0136] 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”.</p> <p><a href="https://www.mercerisland.gov/sites/default/files/fileattachments/community/page/13781/detailed_descriptions_of_tip_projects_2024-2029.pdf">https://www.mercerisland.gov/sites/default/files/fileattachments/community/page/13781/detailed_descriptions_of_tip_projects_2024-2029.pdf</a>(External link) [List of projects with description]. I understand there are some public comments on the Let's Talk Page and before the council about creating a bike path on ICW from Island Park Elementary School to 68th depending on tree removal, cost, privacy hedges and so forth, but even as someone who is not a regular bicyclist I would think there must be at least one set of dedicated bike lanes through the town center north/south to the light rail station, especially with parking light due to work from home and the city planning to build a large surface parking lot where the old Tully's is and some of the sculpture garden (a project I am not thrilled with and I think is a waste of the location and all the work the city did to get the insurer to remediate the polluted soil when it was dug up for underground parking (\$ 27 million) that will now sit capped forever in our town center on such a critical parcel).(edited)</p>	<p>The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by AB6369 recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2, log #2 of AB6369 (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the "out-years" as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Ave. SE, north of SE 29th Street to build out the code required street improvements along their property frontage – replace the bike lanes and center turn lane with on-street parking and sharrows. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them.</p>

Log #	Category	Location	Comment/Question	Staff Response
28	Pedestrian and Bicycle Project	Island Crest Way from SE 68th St to Light Rail Station	There needs to be bike lanes and pedestrian walking paths from 68th/Pioneer Park all the way to the light rail station. Ebikes will solve lots of future parking issues if you build safe bike lanes.	Pending Council decision regarding ICW Corridor Improvements, will evaluate and consider for 2026-2031 TIP.
29	Other Transportation Project	Island Crest Way and SE 68th St, SE 40th St and Gallagher Hill Rd	More roundabouts on the island! 68th/Pioneer Park (with new art in the center of the roundabout since we don't have much art on the south end!) and Gallagher hill/40th intersection. That's a start.	All three intersections operate sufficiently in existing conditions (Draft Comprehensive Plan). City staff to continue to monitor intersections for changes in operations.
30	Other Transportation Project	Island Crest Way and Island Park Entrance	A turn lane to go "south" out of Island Crest Park is needed since traffic backs up after practices/games and can take 20 min. just to leave the park since cars can't turn north with so much ICW traffic.	Will coordinate/evaluate with Parks
31	Non TIP	Pioneer Park	Pioneer Park needs trail name signs on all the trails. "Flicker Trail" "Fern Trail" etc. so it is easier to navigate. Use signs posts like the Bridle Trails have- makes the park easy to know where you are going.	Will coordinate/evaluate with Parks
32	Pedestrian and Bicycle Project	Various	<p>The new bike/pedestrian path should continue ALL THE WAY from the south end to the north of the island- connecting us all and helping the "Safe Routes to School" program be successful. Here's the route we need to make this community safe for bikers, e-scooters and pedestrians:</p> <ol style="list-style-type: none"> <li>1. Start at 84th Ave SE @ Lakeride Elem. continue past the south ball fields and Islander Middle School on 84th.</li> <li>2. Turn East at 40th, past the south end shopping center, bus transit and Pioneer Park</li> <li>3. Turn North on Island Crest Way, past Island Crest Park (and new bike park) and Island Park Elem.</li> <li>4. Turn West from ICW to 40th, past West Mercer Elementary and Homestead Park</li> <li>5. Turn North on 78th past Mercedale Park (and farmer's market), north end shopping and end at the new light rail station, opening in 2025.</li> </ol> <p>Currently, the bike lanes and pedestrian sidewalks are hit and miss along this route. It's dark and very unsafe for both bikers and pedestrians. By following this route and planning to connect the north and south, kids would have safer routes to school, the community more connected and MI a "greener" place to live. Thank you!</p>	Evaluate following PBF Plan Update



Log #	Category	Location	Comment/Question	Staff Response
33	Pedestrian and Bicycle Project	Various	<p>The purpose of this email is to formally follow up on several previous discussions with the hope appropriate action will be taken expeditiously. The problems with bicyclists on the northend are increasing every year as the volume of bike riders has increased with applications that encourage bikers to head through the neighborhoods and the growing competitive nature of biking which is largely due to new legislation which no longer requires bikers to stop at stopsigns. The speed and risks are also increasing as electronic tracking devices now allow riders to compete against one another for better times. Strava is one such application but only represents a small portion of the biking community (less than 10%) and their users just in the 45-54 age group have over 135,000 documented rides over the last several years.</p> <p>In addition, cut through traffic has gotten progressively worse as the light rail program has been under construction and as driving applications like waze divert cars through neighborhoods. The city has seen the worst of these situations but is likely not aware of the impacts during lower volume days. This is a problem for the area near Luther Burbank/north mercer way as well as the gallagher hill to WMW cut throughs. For these reasons i am making the following 3 requests in order of priority:</p> <p>1.) This is a formal request for an elevated crosswalk be placed on 84th avenue se, between the North entrance of Luther Burbank (24th) and the south entrance (26th) Luther Burbank to serve as both a speed dampener and a safety enhancement. This will allow local residents who are elderly or disabled the opportunity to safely cross the street. There currently is no crosswalk and people with disabilities cannot navigate the uneven ground to make it to the crosswalk on 24th nor can they navigate between the cars that are parked on the shoulder. This solution, as well as the challenges of the area, have previously been discussed with Jason Kintner and other city staff members. sidenote: making the area a no-parking zone will not fix the problem either. The ground between 24th and 26th is uneven and those with disabilities and the elderly need firm/flat ground. Also, this solution would require them to have to walk all the way down to the southend corner and then have to walk back up north to get to the entrance of the park. A raised crosswalk where 25th would be, if there were a street, is the best solution for car's safety, pedestrian's safety, biker's safety, and those that are elderly or disabled's safety.</p> <p>2.) This request should be credited to one of the bike groups who saw a post on Nextdoor. They suggested that two speed dampeners (speed bumps), similar to what is in front of the MISD Administration Building, be placed on the downhill side of se 24th street to slow down traffic on the blind stopsign. They would be approximately located at both the entrance and the exit of the community center or otherwise spaced out as</p>	<p>1. Will evaluate as part of PBF Plan Implementation and/or the Neighborhood Traffic program.                  2. SE 24th Street is classified as a collector arterial. Based on City of Mercer Island Criteria and Policies for Speed Humps (adopted by Council on 4/25/88, agenda bill no. 2163), arterial streets will not be considered for speed hump installation.                  3. Evaluate following opening of the Sound Transit Light Rail Station and the PBF Plan Update.</p>

Log #	Category	Location	Comment/Question	Staff Response
			<p>appropriate.                      3.) Something needs to be done on North Mercer Way by the transit station to protect vehicles and cars. I'm not sure what the solution is but pushing bikers into the neighborhood or not doing anything and not doing anything are not good solutions. Thank you for your consideration.</p>	
34	Residential Street Resurfacing	71st Ave SE	<p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.                      Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.                      We have been grateful to work with Rebecca O'Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:                      Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.                      Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.                      Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.                      Given these critical issues, we urge the city to:                      Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.                      Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.                      Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).                      We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
35	Residential Street Resurfacing	71st Ave SE	<p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
36	Residential Street Resurfacing	71st Ave SE	<p>Petition for Traffic Calming and Safety Improvements on 71st Ave SE</p> <p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
37	Residential Street Resurfacing	71st Ave SE	<p>Petition for Traffic Calming and Safety Improvements on 71st Ave SE</p> <p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
38	Residential Street Resurfacing	71st Ave SE	<p>Petition for Traffic Calming and Safety Improvements on 71st Ave SE</p> <p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
39	Pedestrian and Bicycle Project	Various	Given the comments about increasing bicycle traffic across the northland neighborhoods, we should realize that it will continue. The E-W bike path across Mercer Island was designed by WSDOT as one of two main transportation connections between Seattle, Mercer Island and the East Side. This trail is constantly extended and will soon reach Issaquah. Just to the east of the lake, this trail will cross one that runs from Renton to Woodinville. Add in population growth, e-bikes, e-scooters, our light rail station plus increased state funding, and our focus should be on making sure we create the infrastructure needed to move these increased volumes safely across the island...and around the island. "Safely" for residents and "safely" for those using the trail.	Trail safety improvements are underway on Aubrey Davis Trail, planned to be constructed this summer. City staff will continue to evaluate safety improvements on trail systems and along streets throughout the island. The PBF Plan Update in 2026-2027 will also help inform improvements.
40	Residential Street Resurfacing	71st Ave SE	Please add my name to the list of residents supporting the petition to improve safety on 71st Ave SE.	1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.
41	Residential Street Resurfacing	71st Ave SE	I fully support the 71st Ave safety and street improvement petition. It is much needed, not only by our street residents, but the multitude of walkers and riders that use 71st Ave. Looking forward to bringing this project to the full Council on June 4th.  warren	1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.
42	Pedestrian and Bicycle Project	Island Crest Way / East and West Mercer Ways	As a 13 year resident of Mercer Island's south end with three school-aged children, I fully support the Island Crest Way Corridor Improvements project, the East/West Mercer Way Shoulder Work, and all other projects that improve safety for bicyclists on Mercer Island. As it stands currently, many of the key roads on Mercer Island (e.g., Island Crest Way, East/West Mercer Way) are not particularly safe for children riding bicycles, scooters, or e-bikes. There have been a number of children just over the last few weeks who have been hit by cars while riding. It's time we made Mercer Island a safer place for kids (and adults) riding on two wheels.	Thank you for informing the City of support for these pedestrian/bicycle projects.

Log #	Category	Location	Comment/Question	Staff Response
43	Residential Street Resurfacing	71st Ave SE	<p>Petition for Traffic Calming and Safety Improvements on 71st Ave SE</p> <p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>



Log #	Category	Location	Comment/Question	Staff Response
44	Pedestrian and Bicycle Project	Island Crest Way, North Mercer Way	<p>As a resident of Mercer Island for many decades I have seen a decline in the safety of routes for transit for an increasing variety of users. Bicyclists, pedestrians and car drivers are all entitled to safe passage yet a few areas consistently are not addressed. Delays must end, and the city needs to step up.</p> <p>For over a decade, a safe bicycle trail through the Island Crest Way Corridor has been identified as a route that needs attention, yet school children on bicycles, and increasingly, bicycle commuters are subject to gaps in the route. This endangers all users of ICW. Delays in improvements need to come to an end for the safety of all Island residents.</p> <p>Additionally, the bicycle trail through the north-end bus loading zone needs to be widened and marked so that bicycles are not required to dismount. The large number of cyclists using that route, including many off island commuters, will not dismount on this route and a narrow, crowded route is dangerous to all users, including car drivers.</p>	<p>1. Through the Island Crest Way Corridor Improvements project in the current biennium and the proposed project in 2025-2026, City staff will continue to work with the public and Council for analyzing and implementing bicycle and pedestrian facilities along the corridor. Gap completion for non-motorized facilities will continue to be addressed in upcoming projects and the PBF Plan Update in 2026-2027. 2. Will evaluate bicycle improvements at bus loading zone through PBF Plan Implementation.</p>
45	Pedestrian and Bicycle Project	Island Crest Way	<p>I would like to comment on the Transportation plan.</p> <p>A safe bicycle trail through the Island Crest Way Corridor should not be delayed for two to three years by yet another Pedestrian Bike Plan. This project was identified in the 2010 PBF plan, and the need has been clear for over a decade. When I was working with the city and Bruce Bassett many years ago we identified this as an issue. I cannot understand why we can't get going on it.</p> <p>We never anticipated the congestion that would be occurring around the north end bus loading zone. The bicycle trail through the north-end bus loading zone should be widened and marked. Off island commuters won't dismount, and a narrow, crowded route is inherently dangerous. Please separate the congestion so that bicycles are not required to dismount. Thank you for your consideration.</p>	<p>City staff is coordinating with the public and Council to continue progress on pedestrian/bicycle facilities on Island Crest Way. The Shared Use Path analysis will continue throughout 2024. Design of facilities may occur in 2025-2026 through the proposed ICW Corridor Improvements.</p>
46	Pedestrian and Bicycle Project	Island Crest Way	<p>I haven't seen any movement towards picking a preferred option in the ICW corridor safety plan.</p> <p>Please prioritize!</p>	<p>Please see comment above regarding ongoing coordination with the public and Council to progress the analysis, recommendations, and ultimately decisions by Council.</p>

Log #	Category	Location	Comment/Question	Staff Response
47	Residential Street Resurfacing	71st Ave SE	<p>Petition for Traffic Calming and Safety Improvements on 71st Ave SE</p> <p>We, the undersigned, are concerned residents of the neighborhood along 71st Ave SE, from 24th St SE to the junction of 70th and 71st Ave SE. Our community elected a traffic safety committee in 2021. Our top priority is ensuring the safety of all street users, including pedestrians, cyclists, and motorists.</p> <p>Despite previous communications with the city, where we highlighted unsafe conditions, only spot changes facilitated by Lia Kleine (formerly Transportation Engineer) have been made. The street remains hazardous. A few weeks ago, there was almost a head-on collision with a child bicyclist and a car driving too fast around the corner.</p> <p>We have been grateful to work with Rebecca O’Sullivan (current Transportation Engineer) this year to begin addressing our concerns with a holistic solution. This street serves as a crucial pedestrian artery into the First Hill neighborhood and requires immediate attention for the following reasons:</p> <p>1/ Limited Visibility at Corners: The intersection at 71st Ave SE comprises a 90-degree and a 120-degree corner, both of which have severely restricted sightlines, particularly in the evenings.</p> <p>2/ Inadequate Street Width: The midsection of 71st Ave SE, especially at 2700 71st, is only 16.5 feet wide—significantly narrower than the 22-foot standard, making it insufficient for two cars to pass simultaneously.</p> <p>3/ Lack of Safe Pedestrian Pathways: Approximately 20 children under the age of 10 live within 40 feet of this street. They frequently use the street to move between homes and to access school bus stops, yet there are no sidewalks available for safe travel.</p> <p>Given these critical issues, we urge the city to:</p> <p>1/ Prioritize street resurfacing for 71st Ave SE in the 2024-2025 maintenance schedule.</p> <p>2/ Add our street in the regular cleaning maintenance schedule. Our street is currently only cleaned 1-2 times a year.</p> <p>3/ Conduct a safety review that considers new permanent traffic calming measures to replace the existing spot changes (such as the deteriorating laminated road signs).</p> <p>We believe these actions will significantly enhance the safety and quality of life for all residents along 71st Ave SE, the larger First Hill neighborhood and the Mercer Island community. Thank you for your attention to this urgent matter.</p>	<p>1. 71st Ave SE will be moved up in schedule to be resurfaced in 2025. 2. ROW manager and customer service team are aware of sweeping requests. Will continue to prioritize sweeping on this road. 3. Will conduct safety evaluation prior to resurfacing in 2025.</p>

Log #	Category	Location	Comment/Question	Staff Response
48	Pedestrian and Bicycle Project	Various	<p>Please give priority to cycling safety and continuity of routes on Mercer Island. The comments you have from Neighbors in Motion include many useful details for both the north end bike route through the bus loading zone and for opening and improving the 'missing link' for cycling through the midsection of the island around Island Park Elementary.</p>	<p>Thank you for informing the City of your support to Neighbors in Motion comments. Please see responses to the bus loading zone and gap completion projects.</p>
49	Other Transportation Project	Various	<p>Please update street design guidance to reflect best practices. Mercer Island's existing design standards concerning lane widths makes for unnecessarily wide right of way and turn radii that dramatically increase project impact area and decrease road safety. Island Crest Way 'missing link' is critical example where the consultants recommended 12.5' lane widths which is wider than currently recommended for Interstates (12') and dramatically out of line with guidance from industry, government, and research organizations that recommend 10'-11' for similar roadways. These wider lanes resulted in a high number of proposed tree removals and increased costs due to larger project area footprint. Please see a list of agencies and organizations below recommending 10-11' guidance.</p> <ul style="list-style-type: none"> <li>Federal Highway Administration</li> <li>Transportation Research Board</li> <li>American Association of State Highway and Transportation Officials</li> <li>National Association of City Transportation Officials</li> <li>Washington State Department of Transportation</li> <li>John Hopkins Bloomberg School of Public Health - Narrower Lanes Save Lives</li> </ul> <p>It is critical we adopt new standards that reflect the dramatic shifts in road design that have occurred in recent history - most notably through the adoption of a Safe Systems Approach in 2022 by the FHWA via the new National Roadway Safety Strategy. The failure to adhere to new standards unnecessarily burdens projects and creates inferior outcomes. Additionally, with forthcoming light rail we must develop strong walking and biking connections to the station to increase access for all users.</p>	<p>Staff to consider updates to City design standards.</p> <p>Staff to implement walking and biking gap-completion projects through PBF Plan Implementation. Connections to be identified and prioritized by PBF Plan Update in 2026-2027.</p>

Log #	Category	Location	Comment/Question	Staff Response
50	Pedestrian and Bicycle Project	Various	<p>This is Mark Clausen. These comments are identical to an email I sent to Council today. These comments follow up on my comments at the meeting of 6/4. As I mentioned in those comments, the community survey shows Mercer Island does a lot of things well, but not everything. If the Council wants to raise the level of the City’s game, it needs to focus on the areas where it is not doing well – not those where the citizens report a high level of satisfaction. Prominent among those is the “condition of bicycle infrastructure in City.” See attached. As I mentioned in my comments, this rating is inadequate given the high ratings of City services for many other services; and given the fact that Mercer Island is home to hundreds of serious cyclists, hundreds more casual cyclists, and some of the best cycling roads in the nation. There is no good reason for the City that rates so high for parks, trails and open space should rate so low for other cycling infrastructure. First let me point out where I think the City has done a great job with cycling infrastructure: (1) paving the shoulders on the Mercers; and (2) expediting the approval and work on the bike skills area. You and staff should be applauded for all the fine work in the past and going forward. These are the kinds of projects that will raise the community rating of the City’s cycling infrastructure. Please do more. Similarly, repaving East Mercer Way with HMA instead of chip seal makes riding those sections simply amazing. Thank you for these efforts. Where is the City falling down? First, as other Neighbors in Motion commenters have pointed out, the N-S bike route is the orphan stepchild that deserves better treatment. We have heard repeatedly from City staff that this project is not important enough to merit staff time and attention. The latest excuse is that every City staff person needs to spend every minute of their time on the SPU pipeline break. Before that there were multiple other excuses. These need to stop and Council needs to instruct the staff to devote what will be a modest amount of time and money to getting the N-S bike route off the drawing board and onto the streets of Mercer Island. This will significantly improve the City’s cycling infrastructure. What else? For starters, look at what Bellevue, Kirkland, Redmond and other more enlightened cities are doing with cycling infrastructure. The most obvious would be separated bike lanes around Mercer Island’s schools. If there were separated bike lanes, kids could ride safely to school without fear of being run over by an oversized SUV or truck that is too large to effectively see children at certain angles. It also would encourage adults who are concerned about traffic conflicts to get on their bikes for routine trips. You can see long lines of cars at every school at the start and finish of each school day. Parents believe they must drop off and pick up their darlings at school. This requires District staff to deal with the drop-offs, increases traffic on the Island, and obviously contributes a large share of the greenhouse gases produced by a city without an industrial or agricultural base. The City has done little or nothing to create the infrastructure so that families can ride safely and without fear of being run over. [Continued next page]</p>	<p>Thank you for your comment. At the June 18, 2024, Council meeting, staff will provide information to Council for a decision to be made on the Island Crest Way Shared Use Path. This will allow plans and progress to continue for multi-modal travel. Through the PBF Plan Update in 2026-2027, staff will have a robust roadmap to implement ped/bike facilities city-wide.</p>

Log #	Category	Location	Comment/Question	Staff Response
50 Continued			<p>[Continued from previous page]</p> <p>Alternatively, the City, along with the District, could facilitate the creation of a “bike bus,” which basically is a mass of parents and kids who ride to school together. Here’s some coverage by the Washington Post about what other cities are doing:  <a href="https://www.washingtonpost.com/video/climate-environment/cars-are-overrated-join-a-bike-bus-instead/2024/05/24/724bfe1f-2da5-4601-b5a8-f114257aa907_video.html">https://www.washingtonpost.com/video/climate-environment/cars-are-overrated-join-a-bike-bus-instead/2024/05/24/724bfe1f-2da5-4601-b5a8-f114257aa907_video.html</a>(External link)  <a href="https://www.washingtonpost.com/lifestyle/2022/10/11/bike-bus-school-sam-balto/">https://www.washingtonpost.com/lifestyle/2022/10/11/bike-bus-school-sam-balto/</a>(External link)  <a href="https://www.washingtonpost.com/climate-environment/2024/06/04/bike-to-school-skip-the-car-line/">https://www.washingtonpost.com/climate-environment/2024/06/04/bike-to-school-skip-the-car-line/</a>(External link)</p> <p>The city should prioritize creating the infrastructure that will allow kids and their parents to leave cars behind and ride bikes to and from school. This obviously will improve Islanders’ health, fitness and quality of life; reduce traffic; and shrink the city’s carbon footprint. Similarly, the City should drive a stake through the heart of the plans that repeatedly crop up to remove the pitiful few bike lanes on the Island from the Town Center. There need to be more bike lanes in the Town Center, not fewer, especially since they will be arteries leading from our residential areas to the Sound Transit train station.</p> <p>I took classical organ lessons from a distinguished instructor. He insisted that I focus on the sections of pieces where I made mistakes. Focusing on what I played well, he said, only expanded my mediocrity. The Council should avoid the temptation to expand mediocrity and move swiftly and forcefully to improve an obvious problem area.</p> <p>Regards, Mark Clausen</p>	

Log #	Category	Location	Comment/Question	Staff Response
51	Pedestrian and Bicycle Project	West Mercer Way / E Mercer Way	Blind spot for bikers and cars, with the construction going on it is incredibly unsafe.	Visibility to be evaluated through Neighborhood Traffic Program.
52	Pedestrian and Bicycle Project	Island Crest Way / SE 40 <sup>th</sup> St	fix disappearing EB bike lane. bikes that wish to continue straight on SE 40th must either block the turn lane OR merge across vehicle lane.  add a painted bike lane (solid color, probably green or whatever our prevailing regional standard is) that continues straight and makes it clear to drivers turning right onto ICW that they must merge, yielding to cyclists	Evaluate following PBF Plan Update.
53	Other Transportation Project	SE 24 <sup>th</sup> St / 72 <sup>nd</sup> Ave SE	SE 24th- 72nd Ave SE should be a roundabout. people occasionally gun it through here. roundabout calms traffic while minimizing points of conflicts.	Evaluate traffic calming through Neighborhood Traffic Program.
54	Pedestrian and Bicycle Project	SE 24 <sup>th</sup> St / 76 <sup>th</sup> Ave SE	The crosswalk distance on the west side of 24th St and 76th Ave should be shortened. This is a high-volume intersection for pedestrians, and cars are often going very fast down the hill.	Evaluate crosswalk conditions through Neighborhood Traffic Program.
55	Pedestrian and Bicycle Project	76 <sup>th</sup> Ave SE in Town Center	The crosswalk at 76th where the bend starts is very wide. It takes elderly people and children about 20 seconds to cross. It would be great to see this shortened- 2 northbound lanes in front of The Hadley can be reduced to 1 with minimal traffic impact, then the intersection width can be reduced with paint and posts.	Evaluate crosswalk conditions through Neighborhood Traffic Program.
56	Pedestrian and Bicycle Project	76 <sup>th</sup> Ave SE between 76 <sup>th</sup> Ave SE and 77 <sup>th</sup> Ave SE	This crossing point frequently has people crossing over from the apartment building to the cafes on the south side. Another marked crosswalk should be added here.	Evaluate crosswalk conditions through Neighborhood Traffic Program.
57	Pedestrian and Bicycle Project	77 <sup>th</sup> Ave SE south of SE 27 <sup>th</sup> St	77th facilities should be enhanced on this corridor to connect with the light rail station. There is excessive ROW that can accommodate increased buffering and protection through lane narrowing.	Evaluate following PBF Plan Update.

Log #	Category	Location	Comment/Question	Staff Response
58	Other Transportation Project	SE 27 <sup>th</sup> St in Town Center	The scheduled repaving of 27th this year is a critical opportunity to resize lanes to appropriate widths (11' as prescribed by WSDOT, FHWA, AASHTO, etc.). From measuring on Google earth lanes are 14' which is excessively wide. Resizing lanes would improve safety and provide the opportunity to add bike facilities or expand sidewalks to accommodate the increase in pedestrian volumes that have occurred with Town Center's redevelopment. If appropriately sized to 11', that would provide 9' of ROW to work with to accommodate cyclists and pedestrians. It would also dramatically reduce the crossing distances decreasing the amount of time needed to cross - increasing safety and decreasing the amount of time spent waiting for pedestrians by motorists - improving operations.	Resurfacing to continue as scheduled for SE 27 <sup>th</sup> St. Channelization changes to be considered during resurfacing.
59	Pedestrian and Bicycle Project	77 <sup>th</sup> Ave SE north of SE 27 <sup>th</sup> St	77th is a critical biking connection to the new light rail station, protection, buffering, flex-posts etc. should be added to increase cyclist comfort. A bidirectional cycle facility on the East side of the road would make sense to provide direct access to the station and avoid conflicts with vehicles exiting I-90.	Evaluate following PBF Plan Update.
60	Other Transportation Project	SE 27 <sup>th</sup> St / 80 <sup>th</sup> Ave SE	There tends to be a traffic build up here due to the 4 way stop, I think having a roundabout in this area would help break up the congestion. Similar to the N Mercer Way Roundabout recently installed.	Sound Transit installing signal at this location soon.
61	Pedestrian and Bicycle Project	N Mercer Way	Fix abrupt lane change.  In front of P&R, there's bi-directional marked bike path; and separate, bi-directional marked pedestrian path.  Without warning, that transitions to just asphalt bike trail, with no guidance on what bikes and peds are supposed to do (presumably, all trail users keep right per typical I-90 trail norms?)	Evaluate following PBF Plan Update.
62	Other Transportation Project	Island Crest Way and I-90	The slip lane from I-90 westbound existing onto SE 26th St. lane should have been removed during the recent sidewalk project.  It should still be removed and the intersection 'squared off'. Slip ways create very high consequence conflicts. There is sufficient right of way to eliminate slip lane and create queue holding space for right turn or left turn movement to prevent queue formation extending on to the highway.	WSDOT right of way.