

Log #	Category	Location	Comment/Question	Staff Response
1	Pedestrian and Bicycle Project	City-wide	Hello. I am a long-time resident, pedestrian, and bicyclist. In the past year, I have noticed increasing rudeness from bicyclists and lack of sharing the road with vehicles. I would appreciate clearer rules on road-sharing between bicyclists and drivers, and an encouragement for both parties to share the road. It is becoming increasingly stressful to drive here, and I have been unfairly cursed and yelled at by bikers several times. I love our island and would like to keep it civil. In my opinion, drivers have first priority on roads. As a biker, I bike on designated trails. Thank you.	Thank you for your comment. City staff are looking for opportunities for bicycling education, including Road Safety Best Practices based on Resolution 1452 (https://www.mercerisland.gov/publicworks/page/road-safety-best-practices). The Transportation Action Plan, planned for 2027-2028, will also recommend projects and strategies to improve roadway safety City-wide.
2	Pedestrian and Bicycle Project	West Mercer Way between SE 33 rd and SE 34 th Street	This corner is extremely dangerous for pedestrians. Cars often speed well beyond the 25 mph limit, and there is no line of sight into walkers. I am concerned an accident will happen. Thank you.	Crews recently trimmed back hedges and bushes on West Mercer Way near SE 33 rd and SE 34 th Street in late December 2025 to improve sight lines and maintain shoulder clearance. City staff will continue to monitor this location through the Neighborhood Traffic Program for further vegetation trimming and possible pavement marking improvements. City staff will also share speeding concerns with MIPD.
3	Pedestrian and Bicycle Project	West Mercer Way north of 72 nd Place SE	It does not feel safe to walk this corner, going southward on West Mercer Way from where I live at 3805 West Mercer Way. Rebecca Corigniano and Brian Hartvigson have been helping me with this, but additional work is needed. Thank you!	Additional improvements to be considered by City staff upon development of the Pedestrian and Bicycle Facilities (PBF) Plan Update in 2026-2027. In the meantime, City staff will monitor the trimmed vegetation and double-edge line pavement markings that were installed as part of the Neighborhood Traffic Program.
4	Non-TIP	Fruitland Landing	I saw in the report, "In 2027, likely residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work." Other neighborhoods were also included. However, my neighborhood, the Fruitland Landing neighborhood (especially along 97th Ave at SE 34th St), was not noted to be repaved. There has been several years of extensive water main work. I want to make sure this is repaved. We've been told the work was to have already been completed, including the roads being repaved, but it's still a mess.	Fruitland Landing roads impacted by King County's Sewer Upgrade Project will be repaved by Walsh Construction during the next permitted weather window (which begins mid-March). Please find updates regarding Fruitland Landing restoration work here: https://content.govdelivery.com/accounts/WAKING/bulletins/4044746
5	Non-TIP	Various Locations	Not sure this is the right place for this suggestion. With the rail opening soon, I request a bus run on the North & NE corner of MI to the MI Park and Ride. A stop would include the mini-village between Gallagher Hill & the intersection of EMW & SE 36th St (accommodating SJCC, French American School, and the various office complexes at the bottom of Gallagher Hill), and run along North Mercer Way, with a few other stops (e.g. 35th and N. Mercer Way. I think there is a DART bus, but it seems there are some restrictions with DART.	Please request additional bus routes through Metro.

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6	Pedestrian and Bicycle Project	SE 68 th Street & Island Crest Way	<p>Comment on SE. 68th St/ICW improvements.</p> <p>I live on SE 68th and travel through the SE 68/ICW intersection daily as a driver and as a pedestrian. There is substantial pedestrian activity at the intersection from the trails; there are also frequent/ongoing car/ped conflicts and close calls. The proposed pedestrian improvements appear to be focused on ADA compliant crossings ramps. That's appropriate but I feel strongly that some additional pedestrian safety improvements — such as enhanced crosswalks, flags/activated ped light — are also needed now. The ped crossing at SE 61st/ICW was upgraded last year and it has much less ped activity compared to SE 68th. Please consider adding additional safety improvements in this planning cycle. They are long overdue.</p>	<p>SE 68th Street intersection improvements will be considered as a stand alone project or combined with SE 53rd Place intersection improvements or a future phase of the shared use path (first phase from Island Park Elementary to SE 60th Street will be constructed in 2027). There is currently a construction placeholder for this work in 2030. Please note that rectangular rapid-flashing beacons (RRFBs) are meant for enhancing visibility at locations where a stop is unexpected. Since this intersection is stop-controlled, RRFBs are not included in the proposed pedestrian improvements.</p>
7	Pedestrian and Bicycle Project	Island Crest Way from SE 53 rd Place to SE 68 th Street	<p>Building a separated, safe north-south bike and pedestrian path along the "missing link" of Island Crest Way (from 53rd to 68th) should be a top priority for the Transportation Improvement Program (TIP).</p> <p>This project would provide a vital, protected connection for commuters heading to the Town Center and light rail station, as well as students traveling to and from school. As the use of bicycles and new forms of micromobility continues to rise, the city's Comprehensive Plan explicitly calls for a fully connected network for non-motorized travel.</p> <p>Currently, Mercer Island lags behind our neighboring Lake Washington communities in providing separated bike infrastructure. Without these dedicated paths, conflicts between cars, cyclists, and pedestrians are inevitable. The state and county have increased grant funding for this infrastructure; we should take advantage of this opportunity.</p>	<p>Thank you for your comment in support of the ped/bike connection on Island Crest Way between SE 53rd Place and SE 68th Street.</p>

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8	Pedestrian and Bicycle Project	East Mercer Way and West Mercer Way	<p>Walking and cycling should be promoted and supported in Mercer Island. We are fortunate to have a community where most of our needs are only a short distance away. However, walking and cycling in our main thoroughfares of EMW and WMW (the most direct and level routes to town center from many residences) is a dangerous undertaking. I think many parents do not feel comfortable letting their children walk on WMW to West Mercer Elementary however short the distance. Thus, parents feel obliged to drive their kids to and from school, creating more traffic, and more unnecessary trips, and depriving the children from outdoor physical exercise. Motorized vehicles are not looking for pedestrians and cyclist around the many blind curves on Mercer Way (and many do not heed the 25 MPH limit on many of the curves,) this danger discourages walking and cycling.</p> <p>Please consider improving the main thoroughfares with a physical separation between dedicated pedestrian-cycling paths and motor vehicles.</p>	<p>Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.</p>
9	Other Transportation Project	Town Center-wide	<p>Preparing for the perfect storm.</p> <p>Before COVID ridership at the Mercer Island Transit Center was so great that a bus would roll into the stop every 10 minutes. You didn't have to run to catch a bus to Seattle because you knew there would be another even before you got to the loading zone. Covid changed this but for how long? I think everything will return to normal when the new Light Rail Station opens, only more so. The question is "Will we be ready?"</p> <p>Mayor Bassett ten years ago understood this challenge. He promoted more commuter parking in the Town Center. He pushed for more sidewalk lighting so North end residents could walk to our transit hub instead of driving. He looked for local churches to partner with to help create resident only commuter parking near the transit hub. He personally lobbied for local buses to help transport residents on the south end to the north so they didn't need to drive. He worked directly with residents to solve community challenges.</p> <p>Since this time, many options for commuters have gone. Especially the number of public commuter parking spaces that existed on our Town Center streets. Along with this, private parking spaces that helped commuters have gone away as well with the new two hour parking limits that have forced our business community to</p>	<p>Lighting enhancements for crosswalks and sidewalks are included in the City's pedestrian and bicycle facilities projects. The Town Center Parking Area opened in late July 2025 with an additional 33 new stalls for all day parking and bike locker storage. Utilization of this lot is being monitored.</p>

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			<p>move their employee and business parking to their private customer parking, forcing their customers out on the street to public parking. While sharing of private parking at one time was common, today almost every private parking lot is patrolled. The days of sharing are over. Today it is every business doing what it must to stay alive.</p> <p>While some lighting has improved next to the new Light Rail Station, almost all other sidewalks are still unlit, requiring driving for north end residents when the sun is down. This includes not just north end neighborhoods like Shorewood Heights, around the Roanoke Inn and First Hill but actual residents living directly next to the Town Center.</p> <p>What we can do in short order is to ask the few churches that haven't partnered with Sound Transit to help out until the storm has passed. We can also in very short order just use paint to add extra public parking to our streets with dead center lanes. As well we can pretty quickly fix all the street lights in Town Center to shine both on the street and the sidewalk as is being done at the new rail station. Then long term we can get serious about lighting all our sidewalks coming into the Town Center from the north end. None of these sidewalks should ever again be unsafe to use after dark.</p> <p>Above all though, I think we need to consider what it was that Mayor Bassett and the city manager of the time did that was best. They never tried to do it alone. They never felt that they alone held all the answers. They formed the Town Center Stakeholder Group, the Citizen Advisory Group (CAG), the Mercer Island Wayfinding Committee,... They brought together residents of all backgrounds, viewpoints and skill-sets and asked them to help out. They asked them to work with them to make sure we had a wonderful home to live in. It is this teamwork of residents and city that made our community a great place to live. It is this attitude that will also help us to avoid the storms that lie ahead of us in the future.</p> <p>Thanks, Jim</p>	

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10	Pedestrian and Bicycle Project	City-wide	<p>Mercer Island needs much more (and better) infrastructure to support bicycles and related forms of transportation. Many of our roads and intersections are unsafe for cyclists. Yet, the number of bikes, e-bikes, and e-scooters on our roads has been rapidly growing.</p> <p>My family of five lives by Lakeridge Elementary School. And across all of us, we own and regularly use five traditional bicycles, two e-bikes with top speeds of around 20 mph, and an e-scooter with a similar top speed of around 20 mph.</p> <p>One observation I have from living here for the last 14 years and watching my children grow up is that the most important roadways on Mercer Island, such as Island Crest Way and East and West Mercer Way, are not particularly safe for children (or adults for that matter) who are riding bikes, e-bikes, and e-scooters.</p> <p>I appreciate the work the City has done to widen some of the shoulder areas of East and West Mercer Way. And I'd very much like that work to continue, ideally at a more aggressive pace. And I'd like the Island Crest Way Corridor Improvements Project to be fully approved and move forward at a more aggressive pace as well.</p> <p>Other areas around the Island are similarly unsafe. As an example, the intersection of 40th Street and Island Crest Way is unsafe for cyclists even though the east/west corridor is a designated bike route with bicycles painted on the roadway. But if you actually use the lane as it suggests on a bike, you'll find yourself surrounded by cars and needing to navigate a complicated, multi-lane intersection.</p> <p>I worry every time my wife and kids ride from our home on the south end of Mercer Island to the north end and back. My kids make that trip regularly by bike and scooter in all weather conditions and sometimes outside of daylight hours. There really isn't a safe way right now for kids to get around the Island on bikes and scooters.</p> <p>Meanwhile, King County actively encourages cycling and e-cycling, and has been building infrastructure to support it. The cities of Seattle and Bellevue have made safe bike routes a priority, and both have come a long way in the last ten years. It's time we do the same.</p>	<p>Thank you for your comment in support of the Mercer Way Roadside Shoulders and Island Crest Way Corridor Improvements. As the Pedestrian and Bicycle Facilities (PBF) Plan is updated in 2026-2027 with prioritized projects and strategies to increase multi-modal safety, we plan to add additional improvement projects to the Six-Year TIP list.</p>

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11	Pedestrian and Bicycle Project	City-wide	<p>I would like to echo other comments about the lack of cycling infrastructure on Mercer Island. What exists, is often dangerous (e.g. the ICW/40th intersection) or piecemeal and non-specific (e.g ICW is entirely a bumpy, sometimes narrow, unmarked path shared with pedestrians with no right of way specifications). Almost all bike route sections are unlit, to boot.</p> <p>Establishing one quality north south route with an east west connector to EMW and WMW is my strong recommendation, as a parent who would love to bike to any on island destination, thereby minimizing traffic through arterials for those that drive.</p>	<p>The Shared Use Path Phase 1 is a step toward a north/south route, but additional planning work through the Pedestrian and Bicycle Facilities (PBF) Plan will be crucial for completing connections.</p>
12	Pedestrian and Bicycle Project	Island Crest Way	<p>I am encouraged the city is moving forward on completing the north-south bike/ped route. This project has been on the city's radar since at least 1996. The current update is to construct a route on the west side of ICW, from IP school's new crosswalk light to SE 60th. That helps access to IP school and the bike skills area. But it is an isolated section, with gaps at both ends.</p> <p>On the north end, the current route ends at ICW and 90th SE/the mailbox. Southbound cyclists have to make a dangerous crossing of 90th to continue to the new crosswalk, on a narrow sidewalk; or try to cross ICW at 90th despite the lack of a crosswalk.</p> <p>Suggestion: make the southbound bike route from the Ellis Pond/library area cross ICW at 47th, using the existing crosswalk light. Cyclists could continue south on ICW, using the existing shoulder, marked and adequately separated from traffic.</p> <p>South of SE 60th is another gap, until the route turns west along SE 62nd. Doubtless, many peds and bikes will continue to use the existing dirt path on the west side, but that path is narrow for bikes and peds going both directions. Suggestion: make the route one way southbound for bikes on the west side of ICW; bidirectional for peds. Continue it along ICW to SE 68th, either making a bike lane along ICW or using one of the two parallel paths in Pioneer Park for bikes, the other for peds. That would be safer than bidirectional for bikes and peds, and should allow a narrower path, = fewer trees impacted.</p> <p>South of 68th, the bike route could continue along ICW to SE 71st. A route safer than the current one would go through the Estates neighborhood to the middle school, Lakeridge, the ball fields etc.</p>	<p>Thank you for your comment in support of Island Crest Way Shared Use Path Phase 1, and for your suggestions to improve the network to the north and south of the first phase extents. Your suggestions will be considered as the first phase is completed.</p>

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			<p>If the route on the east side of ICW were one way northbound for bikes, bidirectional for peds, beginning at SE 68th, the existing sidewalk could be widened. If needed, additional area could be gained by cutting back the laurel that encroaches on city property. As cyclists reach 90th/the mailbox, they could continue north along ICW (using the shoulder on ICW, marked and separated as a bike lane), or go up 90th along the current route.</p>	
13	Pedestrian and Bicycle Project	Island Crest Way and City-wide	<p>Please stop researching and start making community safe biking and walking infrastructure on the island. It's a public island and this talking is taking too long to get er done please: Completing the North-South Route: Establishing a safe bike route along Island Crest Way and filling the "missing link" between 53rd and 68th.</p> <p>Intersection Safety: Clearly marking the intersection of Island Crest Way and 40th to safely guide cyclists through the junction.</p> <p>Building a Connected Network: Fulfilling the City's Comprehensive Plan by connecting the current "chopped up" segments into a cohesive, island-wide bicycle network.</p> <p>Thank you for making the island safe and usable for a healthy happy community of outdoor and fitness lovers. Reduce our Stress!</p>	<p>The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>The current bicycle route on SE 40th Street shares the roadway with vehicles. Improvements to this route may be considered as part of the PBF Plan Update.</p> <p>Our goal with the PBF Plan Update is to plan for a safe, island-wide pedestrian and bicycle network.</p>
14	Pedestrian and Bicycle Project		<p>I've been cycling across the Puget Sound Region for 25 years and on long rides it's always disheartening when I cross the bridge and get back on the island. So little has been done in our community to improve cycling infrastructure or support bike commuting since I moved here. By contrast, when I cycle through the cities around us I'm constantly finding new bits of bike paths, revised signalling, new bike lanes or other improvements. The rest of the region is moving ahead: Mercer Island feels stuck.</p> <p>If I would focus on one thing it would be creating a safe path along Island Crest Way, filling in the "missing link" between 68th street and 55th. School kids, bike commuters, and recreational cyclists all need a more direct and safer path through this section. The progress announced so far is modest, and the plans are moving ahead at a disturbingly slow speed.</p>	<p>The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first "missing link" from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available.</p>

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			<p>Two things make this gap even worse than before: (a) the availability of e-bikes makes convenient, comfortable bike commuting even more attractive than before and (b) the opening of light rail will dramatically increase the desire for south end residents to make it to the north end without a car.</p> <p>I know there are plans to address this. They're too modest. They are moving too slow.</p>	
15	Other Transportation Project	93rd Avenue SE south of SE 70th Place	Road surface on 93rd Ave SE is in EXTREMELY POOR condition and is well past its useful lifespan. Please fully resurface this road (the numerous attempts at spot repairing the gigantic potholes is not working).	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
16	Other Transportation Project	93rd Avenue SE south of SE 70th Place	On 93rd Ave SE, the section south of SE 70th Pl, is in *very* poor repair. Lots of sections that are starting to look unpaved with the amount of road damage and potholes. Several of our biggest potholes were spot repaired last summer, and within a month they had already reappeared. This section of road is badly in need of repaving.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
17	Other Transportation Project	93rd Avenue SE south of SE 70th Place	I've lived here sine 2006 and our little section of 93rd Ave gets hardly any traffic, but is always in disrepair with potholes and other issues. They've tried spot repairs but it never works. The road surface needs to be torn up and replaced with something permanent. I'm fed up with having to weave my way home from work every day to avoid the road damage!	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.
18	Non-TIP	93rd Avenue SE south of SE 70th Place	On this city-owned corner, there are several Utility Access panels that are frequently damaged and buried in dirt by cars and trucks that cut the corner. The dirt fills up the meter and valve boxes with mud so they can't easily be accessed. The corner needs a small curb or concrete bollard installed to prevent vehicles from leaving the roadway.	Comment to be shared with Operations & Maintenance team.
19	Other Transportation Project	93rd Avenue SE south of SE 70th Place	93rd Ave SE has deteriorated to a condition that warrants immediate repaving. The current state of the roadway poses ongoing concerns for residents and should be addressed without further delay. Prompt action to restore the pavement would improve safety, accessibility, and overall quality of life in the neighborhood.	Staff will utilize Pavement Condition Index (PCI) data from September 2025 for consideration in the upcoming resurfacing schedule.

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20	Pedestrian and Bicycle Project	77 th Avenue SE, SE 22 nd Street, Lid Park	<p>"[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way). The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by AB 6369 recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2, AB 6711 Exhibit 4 Page 26log #2 of AB 6369 (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the "out-years" as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Avenue SE, north of SE 29th Street to build 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> <p>This is from the TIP. I think the city and council have done a good job over the last four years on our infrastructure including trails and roads.</p> <p>But the key factor going forward we learned from the \$500,000 WSDOT grant to improve pedestrian safety through the Lid Park is just how expensive these projects are (even for just mixed use paved trails that are already paved), or can be if the plans become unrealistic (the original request by NIM's was for a separate dedicated bike path running along the east side of the park that would have cost at least \$10 million). Just the design cost was over \$125,000. Anything that requires design and new concrete will cost a fortune.</p> <p>Re: the quote above I don't quite understand eliminating the dedicated bike lanes on 77th that are the only dedicated north/south bike lanes to and from the light rail station and south end of the Island through the town center.</p> <p>There are major intersections along 77th at 29th and 27th, and numerous business driveways including Met Market and McDonalds that create a lot of ingress and</p>	<p>Thank you for your feedback on the placeholder 77th Avenue SE Channelization project.</p> <p>Regarding bikes rerouting to SE 22nd Street instead of using North Mercer Way – preferred routes and improvements will be investigated as part of the PBF Plan Update (occurring in 2026-2027).</p> <p>Restroom facilities will need to be incorporated into other plans (such as Parks, Recreations, and Open Space Plan).</p>

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			<p>egress traffic on 77th plus deliveries. If cars are parked along 77th (and the SEPA review for MICA parking showed a maximum of 37 parking spots being created) they are going to create a blind spot for cars entering and exiting these businesses with bikes riding fast along in the sharrows, especially if the parked vehicles are tall like vans or SUV's, which means there would have to be a no parking zone on either side of each driveway to create sight lines. The issue is cars have to inch into the bike path/sharrows just to see traffic coming along the street (which will be a problem for the north/south "gap" trail on ICW). There will also be significant backups from cars trying to turn left. Imagine 27th with no turn lanes.</p> <p>This project is based on criteria from long ago. The parking study was updated with the council's recent parking management plan, and work from home has significantly reduced parking pressures from commuters on town center streets. The new lot on the old Tully's property has hardly any cars parked in it, and the park and ride is usually half full on weekdays., 78th is not a good north/south arterial (and should not be used as one), and the Island lost SOV access westbound from ICW due to poor negotiations during the SEPA permitting process for light rail which puts more pressure on 77th.</p> <p>Finally I would like to see bikes removed from the Lid Park as much as possible and signage that directs bicyclists onto 22nd instead of along a sidewalk on NMW, especially after light rail opens and there could be many bus riders disembarking on the north side of NMW onto the sidewalk to cross NMW to catch the train in a hurry. Using the sidewalk for a mixed use trail for the Sound to Mountains Trail makes little sense, especially since it crosses a park and ride and two very busy lighted intersections. It is very difficult for a car turning onto 81st or from 81st to NMW to identify bicyclists riding fast along the sidewalk while looking for traffic from both directions moving quickly from exiting I-90 westbound.</p> <p>The city manager during the Aubrey Davis Park Master Plan suggested a bathroom on the far west side of the parking lot in the lower field where the porta potty is today, and I agree that would be a good station for bicyclists crossing the bridge to stop and use the bathroom without creating new impervious surfaces in the park, get water, and for signage directing them onto West Mercer Way toward 22nd rather than into the Lid Park which is really only appropriate for very slow or novice riders.</p>	

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21	Other Transportation Project	Tully's Lot	The city of Mercer Island is actually making it more difficult for Islanders to commute via mass transit with their changes to the permitting in the downtown core for parking and also the open access parking lot where the old Tully's used to be. This parking lot remains mostly empty, derailing the narrative that it is necessary for downtown businesses to thrive. The more pressing need is for Islanders outside of major transit lines to be able to drive to the north end and Park so that they can take mass transit. This lot, which the city owns, should be reserved solely for Islanders. Whether the City charges for this or not is a separate question, but it should be for Islanders only, and in my view that is a non-negotiable ingredient to Islanders being able to take advantage of mass transit.	Comment to be shared with staff managing parking enforcement in the Town Center.
22	Pedestrian and Bicycle Project	Island Crest Way	I'm urging support for the Island Crest Way Trail. Access to the south end of the island by bicycle is limited to East or West Mercer Ways followed by a significant hill to the shopping center. The Island Crest corridor contains access to many significant island resources--churches, virtually all the public schools, the library--yet it is not safely rideable by bicycle. Seems making access easier would be a genuine benefit to many plus reduce car trips. With electric bicycles becoming way more popular, in the immediate future there will be much more need for safe bicycle routes. Island Crest is the main thorough on the Island and is not safely rideable. Time for a change there.	Thank you for your comment in support of the Island Crest Way path improvements.
23	Pedestrian and Bicycle Project	West Mercer Way	Please address the safety issues along the West Mercer Way corridor next to West Mercer Elementary. This area between Merrimount and 78th Ave SE has been brought to the attention of the Mercer Island PD, the City, and the School District multiple times by community members over the past 10+ years. This is due to frequent vehicle speeding and lack of safe walking and biking space for children and community members to reach West Mercer Elementary and Homestead Park. The School District installed a solar speed radar sign years ago, which does not function because of lack of sun light. The School District also updated School Zone signage and the City has updated School Zone road painting and years ago put No Parking signs during school hours. However, these efforts have not made the area sufficiently safe for walking and biking. Each time that the police department patrols the zone, they pull over speeding violators. The School Zone is too small to be effective and needs to be extended to 78th Ave SE and Merrimount so that drivers are forced to slow down and to watch for children. There also needs to be dedicated walking and biking areas (such as what is found near Luther Burbank	Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.

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			<p>Park on North Mercer Way or sidewalks) that allow children to walk to and from school independently and safely. As it is, parents walk with their children because vehicles do not slow down through the area. The other schools on the island have safe walking and biking routes on the surrounding roads, and lengthier school zones to control traffic.</p> <p>Even if the School Zone is improved, children and other community members still need to be able to access the park and playground at West Mercer Elementary and Homestead Park. The entire area needs to have the speed clearly reduced to 25mph with traffic mitigation to force vehicles to slow down such as what is seen in similar school areas in Seattle (speed bumps, painted lines, etc.).</p> <p>It is vital that this West Mercer Way corridor near West Mercer Elementary and Homestead Park is improved so that it is safe for children and all community members. West Mercer Elementary should have the same safe walking and biking routes that other elementary schools on the island have.</p>	
24	Pedestrian and Bicycle Project	Various	<p>To align our infrastructure with the Comprehensive Plan’s multimodal goals, we ask the Council to prioritize the following:</p> <p>Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps.</p> <p>Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center.</p> <p>Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit.</p> <p>Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street.</p> <p>Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>“Last-mile” links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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			<p>navigating the entirety of the Island.</p> <p>Thank you for your continued commitment to a safer, more connected Mercer Island.</p>	
25	Pedestrian and Bicycle Project	Various	<p>Dear Mercer Island City Council,</p> <p>As you finalize the 2027–2031 Transportation Improvement Program (TIP), we urge the Council to move beyond "routine accommodation" and prioritize the completion of a truly connected, low-stress bicycle network.</p> <p>The City's own data demonstrates a clear mandate for action. The 2024 Community Survey shows that while 91% of residents feel safe generally, only 42% are satisfied with our safe biking facilities—a "satisfaction gap" that has persisted since at least 2018. Notably, the condition of bicycle infrastructure is now a top-three streets and infrastructure priority for MI residents.</p> <p>To align our infrastructure with the Comprehensive Plan's multimodal goals, we ask the Council to prioritize the following:</p> <ul style="list-style-type: none"> • Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps. • Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center. • Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit. • Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street. <p>Our goal of a "pedestrian-friendly and transit-oriented environment" will only be realized when our most vulnerable cyclists—our children and seniors—feel safe navigating the entirety of the Island.</p> <p>Thank you for your continued commitment to a safer, more connected Mercer Island.</p> <p>Sincerely, Debbie Bertlin, Jim Shannon, Don Mochtel, Steve Frazier</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>"Last-mile" links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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			<p>Jose Oncina, Shelly Bowman, Jolanne Stanton, Cali Ridolfi, Carl Platou, Jay Greer, Mark Clausen Jim Stanton, Jeff Koontz, Kirk Griffin, Kevin Hockley Alan Bunin</p>	
26	Pedestrian and Bicycle Project	SE 35 th Street	<p>we should use the 95th Ave right-of-way to provide through access for bikes + peds (multi-use-path from SE 36th to S3 40th St. This would greatly improve access from Mercerwood neighborhood to businesses and facilliates along SE 36th St; the I-90 trail; and Gallagher Hill. Mercerwood has no walkable parks whatsoever.It would provide a quiet, safe, and more direct alternative to walking/biking along Mercerwood Dr or E Mercer Way, both of which are more highly trafficked arterial streets. Via this route, hundreds of homes would have safer bike access to Town Center and the light rail stations.An additional pocket-park with playground in the back of the City's parcel would greatly add to the neighborhood as well.Now is the time, so peds/bikes/people are kept in mind as the City rebuilds its utility shops on this parcel.Illustrated a direct alignment of the path, as well as an alternative that would avoid moving any existing city facillities.</p>	<p>This comment will be shared with staff managing the City Hall project.</p>
27	Pedestrian and Bicycle Project	East Mercer Way	<p>Paved shoulders are not "Pedestrian Bike Facillities" if people are allowed to park on them. They're also not very safe or pleasant, especially for bikes, if they are not level from side-to-side and are interrupted by large unmarked holes and storm drains. We should build real side-walks/paths along EMW, at least as far as Mercerwood shoreclub - as cars travel at much higher speeds in these straighter sections (and often floor it to pass cyclists at their first opportunity after miles of curves).Picture doesn't capture it, but storm drains like the one at corner of 40th and EMW is sunken considerably below grade, making it quite dangerous to bike over. But calling this a "paved shoulder" that is a "pedestrian bike facillity" only encourages drivers to bully/intimidate any cyclist who isn't fully riding on this shoulder, despite the danger. Our city suggesting that people are supposed to walk/bike in the shoulder is breeding a dangerous culture of entitlement, where drivers feel they should be able to rip through EMW at 30+. Personally, I bike on the roadway because it's much safer than the shoulder, and I'm fit enough to reach 25 mph on flats, or use e-bike assist on climbs. But even then I have been yelled at by motorists to "share the road" - even though I biking at nearly the 30 mph speed limit.</p>	<p>Improvements to the Mercer Ways will be considered as part of the Pedestrian and Bicycle Facilities (PBF) Plan Update.</p>

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28	Pedestrian and Bicycle Project	West Mercer Way	<p>We would love to see the school zone extended for West Mercer Elementary on West Mercer way. Our kids and lot of kids in the neighborhood walk to school and we would like the neighborhood to be safe for kids. We would love a crosswalk to cross West Mercer Way safely and metal reflectors that clearly demarcate the sidewalk. There isn't a sidewalk on west Mercer way and that may be the solution. This will help school kids but everyone else in the neighborhood.</p>	<p>Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.</p>
29	Pedestrian and Bicycle Project	Various	<p>I agree with many of the other proposals including the Island Crest Way Corridor and adding protected bikeways on major roads such as Island Crest Way and 78th Ave SE.</p> <p>I also urge the MI City Council to request Metro to terminate the low-ridership route 630 and reinvest all the service hours into making route 204 more frequent. The MI City Council must also urge Metro to change the routing of 204 to better serve MIHS (Mercer Island High School) as currently the bus stop is over half a mile away from the school, a change in routing would massively improve the overall usefulness of the route and boost student ridership. To achieve a "transit-oriented environment" we must make our transit a viable option this means it must be at a usable frequency and serve the destinations that MI residents and students want.</p> <p>As a more long term plan we must build out and expand our downtown area to allow more residents to be within walking distance to everyday amenities, this will massively reduce overall traffic on the island and allow people who can't drive to be more independent.</p> <p>Thank you for making Mercer Island a safer more convenient place for all.</p>	<p>Thank you for your comments in support of Island Crest Way Corridor and bike enhancements on major roads.</p> <p>For Metro coordination, please use the following link: https://kingcountymetro.my.salesforce-sites.com/customers/cs_app#/cs/general</p> <p>Staff will continue to identify mobility and gap completion projects.</p>

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30	Pedestrian and Bicycle Project	East Mercer Way	<p>I am writing to request improvements to East Mercer Way (EMW).</p> <p>1- Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks need to be added (beyond the 2 that exist, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows:</p> <ul style="list-style-type: none"> a. North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) b. South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) c. Crosswalk and Flashing Sign at SE 38th and EMW d. Crosswalk and Flashing Sign at SE 39th and EMW e. Crosswalk and Flashing Sign at the unnamed street south of SE 39th St f. Crosswalk and Flashing Sign at SE 40th St and EMW <p>2- Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St.</p> <p>3- Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to</p>	<ol style="list-style-type: none"> 1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities.

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			<p>station there car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation.</p> <p>4- Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.</p>	
31	Other Transportation Project	East Mercer Way	<p>I am extremely concerned about the Traffic for Mercer Island Residents and Pedestrian injury risk on East Mercer Way. Traffic is already an issue at the intersections between Frontage road and SE 39th during school drop off and pick up hours for FAS, JCC, as well as in the summers for Summer camp/school. Traffic backs up in both Southbound and Northbound directions and often appears to be an accident just waiting to happen. It appears Herzl-Ner Tamid has been permitted to build a pre-K to 8th grade school which will only multiply the traffic with hundreds of additional vehicles entering and exiting the Island on top of actual Mercer Island Residents trying to exit the Island to go to work in the morning or to return home in the afternoon. I agree with many of the comments and suggestions by Ronil below. Something certainly has to be done to provide a solution for the traffic and to minimize safety risks for motor vehicle accidents and pedestrian vs motor vehicle accidents. Is it possible to reroute the JCC/FAS exit directly across from Frontage road/HNT and put up a 4-way stop light at a clear 4-way intersection? Additionally there should be individual extended length left and right turn lanes for each direction along with a main central lane at the intersection.</p>	<p>Traffic mitigation measures will be constructed on East Mercer Way as part of conditions of permit approval. Please note private development impact analyses are not evaluated as part of the Six-Year TIP.</p>

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32			<p>I am writing to request improvements to East Mercer Way (EMW). 1-Student Safety Crosswalks: School pick-up occurs on the southbound lane of EMW at SE 38th St. There are no sidewalks past the EMW side street (EMW-SS) which is unnamed on the map (it lies between Frontage Road and SE 38th Street) and 38th Street. Students have no safe way to cross the street. The sidewalk needs extending, crosswalks needs to be added (beyond the 2 that exists, and flashing signs need to be added to the area for pedestrians, ideally like the new signs installed in the city center that pedestrians can press to indicate they intend to cross so that traffic can stop. Right now, although there are 2 crosswalks (one just north of EMW-SS and the other just south of EMW-SS), but cars don't always stop for the pedestrians (either because they don't see them or because they are driving too fast). This type of signage would also be ideal for SE 38th St, SE 39th St, the unnamed street south of SE 39th St, and SE 40th St. In total, there would be 6 of these flashing pedestrian signs as follows:</p> <ul style="list-style-type: none"> a. North of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) b. South of EMW-SS (there's already a crosswalk here, it just needs a flashing sign) c. Crosswalk and Flashing Sign at SE 38th and EMW d. Crosswalk and Flashing Sign at SE 39th and EMW e. Crosswalk and Flashing Sign at the unnamed street south of SE 39th St f. Crosswalk and Flashing Sign at SE 40th St and EMW <p>2-Slowing Down Traffic: Vehicles travel over the speed limit along EMW, especially as they are approaching the entrance to I-90. Some form of speed mitigation needs to be implemented. One suggestion: a minimum of 2 speed bumps, one just north of Frontage Rd and one just south of SE 39th St. 3-Managing Ingress & Egress onto EMW (from JCC parking, EMW-SS, & SE 39th St): EMW-SS lies just north of the JCC parking exit. Vehicles exiting the JCC are often seeking to turn north onto EMW. Vehicles traveling along EMW are often traveling over the speed limit. Moreover, traffic has increased in the area. EMW-SS lies just north of the JCC ingress/egress. The vehicles exiting the JCC often turn left (north onto EMW) with disregard to vehicles exiting EMW-SS, even though vehicles turning right (north) from EMW-SS have right of way. Trying to turn onto EMW-SS from EMW also creates challenges. In order to safely do so, one has to station their car in front of the JCC exit and U-turn onto EMW-SS, otherwise the cars exiting the JCC often will try to turn north onto EMW in front of the vehicles turning onto EMW-SS. I have reached out to the JCC on several instances regarding this issue, but each time they have indicated the public roadway is under City of Mercer Island jurisdiction. Therefore, I am requesting that the City of Mercer Island make improvements to</p>	<ol style="list-style-type: none"> 1. Crosswalk enhancements will be considered as part of the resurfacing project on East Mercer Way. Staff will evaluate pedestrian routes following completion of adjacent construction work and will also consider the recommendations established by the PBF Plan Update (to be completed in 2026/2027). 2. Traffic calming measures will be evaluated on East Mercer Way through the City's Neighborhood Traffic Program. Please note the adopted criteria for speed humps does not consider arterial streets for installation. 3. Ingress and egress concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 4. Traffic flow concerns will be shared with staff who review the annual Transportation Management Plans that are submitted by adjacent facilities. 5. Private development traffic impact analyses are not evaluated as part of the Six-Year TIP.

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			<p>the area to mitigate this traffic concern before there's an accident. Perhaps signage (and the speed bumps in No. 2 above) will help mitigate the situation. 4-Traffic Flow along EMW due to JCC: EMW has one lane northbound and one lane southbound. There is a left turn lane onto SE 36th St. During high use of the JCC, particularly during summer camps, it's nearly impossible to travel southbound along EMW. EMW is not meant for this level of traffic without modifications.5-Traffic Issues related to the Herzl Permit for a New School: Improvements are needed due to the pre-K to 8th grade school on the Herzl Synagogue property that was permitted in 2025 by the City of Mercer Island. The property owner is getting ready to build the school, with an expected opening date for the fall of 2026. Traffic will be impacted as a result of the school, as noted in the Traffic Impact Analysis conducted by the property owner, but the property owner is not making these improvements, viewing it as the City's responsibility. I would like to direct the City of Mercer Island to that Traffic Impact Analysis (TIA), dated January 2025, and conducted by TranpoGroup, which can be found in the permitting file for the project. As a resident in this area, I have reviewed the study and it fails to grasp the true traffic conditions in this area. It is deficient and a new one is required. For example, we already face significant traffic challenges that are not captured here due to traffic issues with the JCC camps (see No. 4), along with other activities in the synagogue and JCC. Moreover, the TIA doesn't adequately describe EMW, indicating that there are sidewalks when there are not. There are many others. The hearing examiner also noted resident comments expressing concerns, but did not address them, viewing them instead as "outside the scope of the design review criteria." (Page 16 of the November 21, 2025 Design Review decision). The hearing examiner did provide for some recommendations regarding the traffic impact, which include the following (along with some additional recommendations by me):a.Provide a left turn lane from southbound East Mercer Way to the Frontage Road serving the site.b.The addition of the southbound left turn lane may reduce the length of adjacent northbound left turn lane at the SE 36th Street/East Mercer Way intersection. Verify with a traffic operations analysis that, with the addition of the southbound left turn lane to the Frontage Road, the northbound left turn lane at the SE 36th Street/East Mercer Way intersection will have sufficient storage length to accommodate vehicles, including buses, which currently pick-up students along EMW, starting at the intersection for SE 38th St. If it cannot, then the City needs to determine how it will address the traffic issues. c.The left turn lane from southbound East Mercer Way to the Frontage Road serving the site may</p>	

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			<p>consequently require narrowing of the northbound lane on East Mercer Way, especially as approaching the Frontage Road serving the site. Confirm adequacy of curb radii for right turning vehicles exiting from the Frontage Road onto northbound East Mercer Way based on lane width designed for East Mercer Way, if said East Mercer Way lane width is narrower than existing condition. The design vehicle shall be a S-BUS-40 (school bus). Modify curb radii if reasonably warranted.d.A study and plan are needed to protect Mercer Island public school students whose buses will also be traveling along EMW south to pick them up for school within the timeframes that traffic will be heightened due to the Herzl private school. Traffic congestion will likely result in late arrivals at school if this issue isn't addressed.e.Traffic flow patterns that allow for egress/ingress into the Herzl property at the same time that JCC usage/camps are at their highest (see No. 4).f.A requirement that all vehicle parking for traffic related to use of the Herzl property be accommodated on-site. Overflow parking will not be allowed on public/side streets, including weekdays, weeknights and weekends. (We currently have issues with overflow parking, particularly during high usage times of the synagogue.) Signs need to be installed. g.“No Parking During School Days” signage and prevention of vehicle parking along the roadway, side streets, and shoulders. (When vehicles park along EMW, pedestrians are relegated to walking along EMW because there are no sidewalks and those shoulders are used by pedestrians.)h.Signs and enforcement to prevent parking along EMW and side streetsBased on the City of Mercer Island’s 2025-2030 Six-Year Transportation Improvement Plan, the only planned improvements to EMW include resurfacing. Thus, improvements on EMW are of prime importance, especially if they impact Mercer Island Public Students as a result of the traffic congestion at this new private school – the City of Mercer Island has allowed the permit to be granted and the private school to be built without making the necessary improvements to the roadway and therefore this point requires immediate attention.</p>	
33	Pedestrian and Bicycle Project	Various	<p>According to the 2024 Community Survey 91% of residents feel safe generally, but only 42% are satisfied with our safe biking facilities. More to the point the condition of bicycle infrastructure is now a top-three streets and infrastructure priority for MI residents. The city should to prioritize the following: * Execute the Island Crest Way Corridor: Fully utilize secured grant funding to transform this high-stress corridor. This project must not be an isolated segment; it</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>“Last-mile” links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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			<p>must be extended to create a seamless connection from Mercer Island Middle School (IMS) to the Town Center.</p> <p>* Fund Protected "Last-Mile" Links: Prioritize dedicated, separated infrastructure on 77th Ave SE and other Town Center feeder routes to ensure safe access to regional transit.</p> <p>* Clearly Mark Key Intersections: Designate and mark safe bike passages through high-conflict intersections, such as Island Crest Way and SE 40th Street.</p> <p>- [] Accelerate the PBF Update: Ensure the 2026–2027 update to the Pedestrian and Bicycle Facilities (PBF) Plan remains on track to identify and bridge high-stress gaps.</p> <p>- [] The Comp plans calls for “a pedestrian-friendly and transit-oriented environment” which means one that our most vulnerable cyclists—our children and seniors—should feel safe navigating the entire island.</p>	
34	Pedestrian and Bicycle Project	Various	<p>Council Members:</p> <p>Islanders have long been dissatisfied with progress on a safe and effective bicycle network. Lack of sufficient infrastructure places very high on the list of resident transportation concerns. Among all of the goals of our Pedestrian and Bicycle Facilities Plan, it is vital that the Council prioritize action to complete the following:</p> <ul style="list-style-type: none"> • Update the Plan in 2026-2027, as intended • Complete the Island Crest Way corridor - and connections from this trail to IMS and the Town Center • Provide protected bicycle infrastructure in Town Center for safe access to businesses and regional transit • Clearly mark key intersections presenting safety hazards that discourage ridership - e.g. SE 40th and Island Crest Way. <p>The time is now for the benefits of bicycle and pedestrian transportation - including progress on our climate protection goals.</p> <p>Thank you. Carolyn Boatsman</p>	<p>The PBF Plan Update is on track for completion in 2026-2027.</p> <p>The Shared Use Path Phase 1 is also still on track for construction in 2027. Additional phases will be considered in future updates to the TIP as funding is available.</p> <p>“Last-mile” links and marked intersections will be evaluated as part of the PBF Plan Update.</p>

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35	Pedestrian and Bicycle Project		<p>Doug MacDonald had a good analysis of e-scooters &c. He was head of WSDOT when I was in the legislature. Read his post to the end. Folks are starting to push back on the e-scooter companies.</p> <p>On a slightly different tangent: I've been disappointed in the new traffic signals Town Center. I've found they significantly increase the time it takes to walk from our condo to the P&R. Their design focuses on automobiles to the detriment of pedestrians despite the city's stated interest in a walkable Town Center. The fixable problem is the left turn signal. It sets priority so in each cycle pedestrians wait for left turning cars. I understand why a traffic engineer would make that choice but it annoys me as a pedestrian. Choosing to have left turning cars wait for pedestrians has little impact on cars but would richly benefit pedestrians.</p>	<p>The traffic signal upgrades were completed in 2025 to improve pedestrian safety. These improvements included flashing yellow arrows with pedestrian protected phasing, leading pedestrian intervals, reflectorized backplates, and Accessible Pedestrian Signal (APS) push buttons.</p> <p>Signal timing adjustments may be implemented as pedestrian, bicycle, and vehicle traffic patterns are established following opening of the Sound Transit light rail station.</p>
36	Pedestrian and Bicycle Project	Island Crest Way	commenting to support a N-S Island Crest Way bike corridor and bicycle facilities in general	Thank you for your comment in support. The Shared Use Path Phase 1 is scheduled for construction in 2027.
37	Pedestrian and Bicycle Project	West Mercer Way and Merrimount Drive	I implore the City Council to prioritize the safety of the corridor on West Mercer Way between West Mercer Elementary and Merrimount Drive. This 0.3 mile stretch is used by many to access the green space of Homestead Field and as the pedestrian route to downtown. Most importantly, it is frequented by dozens of children walking to West Mercer Elementary or the bus stop at Merrimount Dr. This blind corner is a disaster waiting to happen. The posted speed limit is not adhered to and vehicles regularly cut the curve to save momentum. The school zone speed restriction is not even one full block - the shortest for any school zone on the island. Please come and see for yourself. It is clear - we must protect our children on their way to school with an extended school zone, better signage and road paint that lasts more than a couple of months.	Improvements to the West Mercer Way corridor for West Mercer Elementary will be analyzed as part of the PBF Plan Update. In the meantime, Staff will monitor the efficacy of the neighborhood traffic measures installed in 2025 (School Zone pavement markings and sign enhancements). Staff will also continue coordination with MISD for safe routes to school priorities.
38	Pedestrian and Bicycle Project	Various	<p>Hey, cyclists! Share the road! Obey the traffic rules! You don't own the streets! In the past, Mercer island city council members decided not to restrict cyclists but educate them but I don't see any result at all. The 99% of the cyclists act as if they are racers and own the streets, prioritizing themselves. They never stop on stop signs and they don't notify to pedestrians when they are passing the trails that can cause serious accidents. Many don't even have front light and rear on. In many occasions they are in a group. I'm wondering if they got a permits from city. They just go through together at the all way stop intersection as if they are one huge vehicle instead one at a time. Many are not ride on the shoulder and double triple side by side blocking the</p>	City staff are looking for opportunities for bicycling education, including Road Safety Best Practices based on Resolution 1452 (https://www.mercerisland.gov/publicworks/page/road-safety-best-practices). The Transportation Action Plan, planned for 2027-2028, will also recommend projects and strategies to improve roadway safety City-wide.

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			narrow local streets even some cars are behind them. Rarely seen mannered cyclists. It seems the most of the lack of mannered cyclists are not commuters just visitors from nearby cities for their fun or training on weekend. The street, especially on north and east Mercer way has the most problem. Does Somebody consider about local residence safety and rights rather than cyclists from outside the island? Hope the current council members see the ongoing issues of cyclists manners and apply the same restrictions and reinforcement as they do to drivers. It's no use and waste if just improving path for cyclists by spending local taxpayers money in my opinion.	
39	Pedestrian and Bicycle Project	North Mercer Way, Mercerwood Drive to SE 40 th Street	Need better paint job on the streets. Especially, crosswalks on north Mercer way are faded away and hard to see from drivers. Need sidewalks on Mercer wood drive to the SE 40 th street where many people walk with dogs or run, sometime wheelchair too on the narrow shoulder where cars parked. Also need shuttle or bus(public transportation) services in all neighborhood to connect light rail station. No access in east side of island for now. The Park and ride has been over filled even before light rail came.	Striping improvements on North Mercer Way will be shared with the Maintenance & Operations team. Sidewalks on Mercerwood Drive are proposed as part of Mercerwood Sidewalk Improvements (90.20.0030) Please reach out to Metro for public transportation service requests.
40	Pedestrian and Bicycle Project	2558 76 th Avenue SE	This intersection is not good. It should:- have a new crosswalk for the east-west connection- existing north-south crosswalk is too wide, especially for slow, elderly users in the area.- the two turn lanes are underutilized and should be consolidated to one, with the leftover space being painted over to reduce crosswalk width	The existing mid-block crossing at 7620 SE 27 th Street will be upgraded to a rectangular rapid-flashing beacon (RRFB) crossing in summer 2026. Crosswalk distance shortening throughout the City will be considered as part of the PBF Plan Update.
41	Other Transportation Project	76 th Avenue SE & SE 27 th Street	This stop sign has a lot of people that just roll through it at 15 mph without stopping. Consider a basic traffic circle to discourage this.	Comment to be shared with MIPD for stop sign enforcement.
42	Pedestrian and Bicycle Project	77 th Avenue SE & SE 27 th Street	This intersection is used heavily by pedestrians. It would be great to have walk cycles automatically, instead of requiring the button.	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
43	Pedestrian and Bicycle Project	77 th Avenue SE & SE 29 th Street	This intersection is unpleasant to use as a pedestrian. Consider narrowing lanes at the intersection to reduce pedestrian crossing time	Crosswalk distance shortening throughout the City will be considered as part of the PBF Plan Update. Existing ramps will be upgraded to meet ADA compliance in summer 2026.

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44	Other Transportation Project	78 th Avenue SE & SE 29 th Street	This would be safer as an all-way stop	All-way stop control to be assessed by staff through the Neighborhood Traffic Program following completion of adjacent private development construction.
45	Other Transportation Project	78 th Avenue SE & SE 30 th Street	This would be safer as an all-way stop	All-way stop control to be assessed by staff through the Neighborhood Traffic Program.
46	Pedestrian and Bicycle Project	78 th Avenue SE & SE 27 th Street	This intersection has heavy pedestrian traffic and would benefit from an automatic walk cycle	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
47	Pedestrian and Bicycle Project	80 th Avenue SE & SE 27 th Street	This intersection has heavy pedestrian traffic and would benefit from an automatic walk cycle	Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection. Staff are monitoring new pedestrian/bicycle and traffic patterns upon the opening of the Sound Transit light rail station and may consider automatic pedestrian recall in the future.
48	Pedestrian and Bicycle Project	77 th Avenue SE & Sunset Highway	It would be great if this functioned as an all-way walk intersection, with paint allowing for people to walk from the southwest to northeast corners.	Staff plan to monitor pedestrian and bicycle patterns with the opening of the Sound Transit light rail station for additional enhancements at this intersection.
49	Pedestrian and Bicycle Project	77 th Avenue SE north of SE 29 th Street	This long block between the new apartment building and Metropolitan Market really should have a pedestrian crossing	Pedestrian patterns to be assessed on 77 th Avenue SE through the Neighborhood Traffic Program following completion of adjacent private development construction.
50	Pedestrian and Bicycle Project	76 th Avenue SE & SE 24 th Street	The crosswalk paint is fading and needs to be repainted. Ideally it should be converted to vertical bars instead of long horizontal lines for better visibility. It would be great if we could also square off the corners on the west side -- the rounded corners create an excessively long crosswalk and encourage drivers to roll through the stop sign.	Intersection to be resurfaced as part of the SE 24 th Street Overlay (90.20.0027). Crosswalk repainting with piano-key style bars will be considered for installation following resurfacing.
51	Pedestrian and Bicycle Project	SE 24 th Street west of 76 th Avenue SE	This area needs a midblock crossing. It is frequently used by people going between the park, cafe, residential area, and office building	Since this location is in close proximity to the crosswalk at 76 th Avenue SE, and there are no existing ADA-ramps on either side of SE 24 th Street, a new mid-block crosswalk is not advised. The Six-Year Transportation Improvement Program (TIP)

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				plans for sidewalk improvements on SE 24th Street in 2031. Enhancements to the existing pedestrian facility may be considered as part of the project scope.
52	Pedestrian and Bicycle Project	77 th Avenue SE north of SE 27 th Street	The bicycle lane here is often used as temporary parking for people picking up/dropping off. We should use some basic form of protection, such as flex posts, to discourage this	Bicycle lanes on 77 th Avenue SE to be evaluated through 77 th Avenue SE Channelization (90.20.0022) and Street Standard Details (90.20.0042).
53	Pedestrian and Bicycle Project	77 th Avenue SE south of SE 27 th Street	77th Ave SE needs some form of protection for the bicycle lanes. This road does not feel safe to ride on unless you are a confident cyclist.	Bicycle lanes on 77 th Avenue SE to be evaluated through 77 th Avenue SE Channelization (90.20.0022) and Street Standard Details (90.20.0042).
54	Pedestrian and Bicycle Project	SE 27 th Street west of 77 th Avenue SE	The sidewalk here is very narrow. Can we work with the property owner to remove the bushes and widen the sidewalk?	Sidewalk widening may be considered as part of a future sidewalk improvement project.
55	Non-TIP	I-90 off ramp at SE 26 th Street	The slip lane here is extremely unsafe for pedestrians and cyclists. This offramp from the freeway is taken at high speeds and puts drivers directly in conflict with trail users. Consider closing off the slip lane and requiring drivers to use the traffic light at the intersection.	WSDOT intersection.
56	Pedestrian and Bicycle Project	Island Crest Way & SE 40 th Street	This intersection is unpleasant for people walking. Can we do something to make it feel less light a high-throughput boulevard and more like a neighborhood intersection?	Pedestrian improvements at ICW & SE 40 th Street to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
57	Other Transportation Project	Island Crest Way south of SE 42 nd Street	This section of Island Crest Way would benefit from a 4-lane to 3-lane conversion, which have been shown to discourage speeding and allow for more safe entry/exit for property owners. Right now it functions like a "stroad" -- both a local street and a high-throughput road, which benefits neither use case. We should commit to traffic calming here.	Roadway dieting to be assessed through the Transportation Action Plan (2027-2028).
58	Other Transportation Project	Island Crest Way & SE 68 th Street	This intersection should probably be a roundabout	A SE 68 th Street intersection feasibility study was completed in 2023-2024. Results of the study recommend pedestrian safety improvements to be installed, but not a roundabout. Please find the study as a document linked on the Island Crest Way Corridor Improvements Let's Talk page: https://letstalk.mercergov.org/island-crest-way-corridor-improvements-analysis-and-design
59	Pedestrian and Bicycle Project	72 nd Avenue SE south of SE 29 th Street	72nd Ave SE should have sidewalks, at least on one side of the road. As it stands it does not feel safe to walk on.	Sidewalk installation to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
60	Pedestrian and Bicycle Project	80 th Avenue SE & SE 28 th Street	This intersection is excessively wide. We should reduce it to 2 lanes at the intersection instead of 3, which would reduce the crossing width for pedestrians.	Reducing crossing distances for pedestrians throughout the Town Center will be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.

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61	Pedestrian and Bicycle Project	SE 27 th Street & 76 th Avenue SE	The lanes on SE 27th St should have a bicycle lane. They are already much wider than necessary (14ft?) so this could be done by simply repainting differently when the road is repaved.	Pavement marking changes on SE 27 th Street to be assessed through the Pedestrian Bicycle Facilities (PBF) Plan Update.
62	Other Transportation Project	SE 24 th Street & 81 st Avenue SE	4 way stop needed, traffic throughput is relatively even on all sides and sight lines on 82nd are poor.	Through the Neighborhood Traffic Program, staff plan to collect traffic and pedestrian/bicycle data in April and August 2026 to determine if all-way stop control is warranted.
63	Pedestrian and Bicycle Project	E Mercer Way I-90 Ramps	I just witnessed a bicyclist struck by a car at the intersection of Westbound I90 and East Mercer Way. To the credit of the driver, he pulled over immediately and ran back to assist and the cyclist and possibly the bike appeared to be okay. None the less, as a Mercer Island resident of 30+ years and avid cyclist, this particular stretch of road has been on my mind a lot and witnessing the accident today prompted me to finally say something. The small stretch of East Mercer Way that crosses I90 and 36th Street (Gallagher Hill Rd) is heavily used by cyclist leaving the I90 bike trail either on their way home or on their way to the popular Mercer Island loop. Unfortunately, this stretch of road appears to have been designed without bicycles in mind, making it simultaneously one of the most used cyclist routes and most dangerous. Let's start with how one gets from the I90 path coming from Bellevue onto East Mercer Way. There are several options, all with their own problems. 1) You can move over into the traffic lane and turn left with the green light. Technically, this may be the appropriate legal maneuver but considering that the cars are exiting a freeway at a high rate of speed, it is exceedingly dangerous and I sincerely hope no one tries it. 2) You can turn left with the traffic light directly from the bike path. This is safe most of the time as most cars coming off the freeway are also turning left, but it is legal for a car coming off the freeway to go straight, back onto the freeway which could take out any bicycle turning left. 3) You can cross East Mercer Way on the green light and then wait for the East Mercer Way signal before proceeding. This is what the cyclist was doing that was struck by the car today. Unfortunately for him, many of the cars that are turning left onto the freeway are not watching for cyclist, likely due in part because there is no pedestrian crossing at that point or any other markings on the road that would cause a car to expect a pedestrian or bike. Also, if you try this maneuver and there are no cars waiting across the intersection on East Mercer Way, there appears to be no way for a cyclist to trigger the light. 4) You could press the pedestrian button and cross the I90 and enter the pedestrian trail on the North side of East Mercer Way. This is perhaps the safest thing to do but I can't remember ever seeing a cyclist do it, and if they did attempt it, the pedestrian trail entrance is poorly	Bicycle routes connecting with the I-90 trail will be assessed for improvement through the PBF Plan Update (2026-2027). WSDOT coordination will be required for implementing improvements, as this interchange is within WSDOT right-of-way.

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			<p>designed for bicycles and even a little dangerous. Beyond that, the pedestrian path at the intersection on the South side of the freeway is also poorly designed for bikes. After you have successfully turned onto East Mercer Way, you are now confronted with two lanes, one turning right and one going straight, and no extra space for bicycles. What should a cyclist do? Do you stay on the right and then cross over at the last minute hoping a car turning right does not hit you? Do you occupy the middle of the right lane making it more likely cars will see you? Do you ride between the two lanes? Or do you occupy the middle of the left lane? I honestly don't know what the safest thing to do is at this point. Lastly, when you come to the intersection of 36th and East Mercer Way, you encounter a signal that is designed to be unviewable from an angle making it impossible for a cyclist to know when the light is green. All of this would not be so bad if this stretch of road was someplace else, but this section of road is heavily used by bicycles. Also, this stretch of road stands out in contrast to the rest of the island which I consider very bicycle friendly. I have many thoughts on possible improvements and would be happy to talk about them. I also suspect you have people on staff that are more qualified than me and may come up with equally good or better ideas.</p>	
64	Pedestrian and Bicycle Project	Various	<p>I would like to express my particular support for the following elements in this year's TIP:</p> <ul style="list-style-type: none"> • Completing project 90.20.0040, the ICW Missing Link. This project is supported by a substantial grant. In addition to the safety issues it addresses, filling in the ICW Missing link would facilitate people on bikes, e-bikes and scooters commuting to the light rail station and reduce the number of cars looking for parking. • Revising the PDF Plan 90.20.0018 creating a Transportation Action Plan 90.20.0041 also has grant support and could generate the longer term vision for an island transportation network that we sorely need. The 1996 and 2010 PBFs are basically collections of projects and lack priorities, time lines, and a coherent vision of a connected network called for by the city's Comp Plan. • Improving safe bike/pedestrian access to island schools. • Completing the shoulders on East Mercer Way. 90.20.0022 <p>Additionally, The open-ended nature of the 77th Ave Channelization project 90.20.0022 in the city center continues to be of concern if it leads to reducing bike lanes in the city center.</p>	<p>Thank you for your comment in support of 90.20.0018, 90.20.0016, 90.20.0040, and 90.20.0041. Staff will continue to coordinate with MISD to improve safe routes to school.</p>

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65	Pedestrian and Bicycle Project	Various	<p>Hello City Council,</p> <p>I've written and appeared in the past to show my support for new bicycle infrastructure projects on Mercer Island as well as my support for allowing legal e-bikes in our Parks.</p> <p>I'm unable to appear at tonight's City Council meeting. But in the spirit of information sharing, I'm attaching a link to the YouTube video, "Greater Seattle Area Bike Projects to Follow in 2026."</p> <p>This video provides a nice overview of all the major bicycle infrastructure projects that are happening right now in our surrounding communities.</p>  <p>Greater Seattle Area Bike Projects to Follow in 2026 youtube.be</p> <p>I just wanted to highlight the large amount of attention our surrounding communities are giving to bicycle infrastructure. The projects in Bellevue later in the video are of particular note. For years Bellevue had been known as being a community that wasn't bicycle-friendly. It had been very difficult to get around Bellevue safely by bike. But that's really improved over the last ten years or so.</p>	<p>Thank you for your comment in support of bicycle infrastructure and sharing the video highlighting Greater Seattle Area bike projects.</p>

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			<p>You'll also see that some communities are specifically focused on creating new bicycle infrastructure that ties into their new light rail stations. This approach seems very relevant to us.</p> <p>In short, I just wanted to focus your attention on this topic and show you what our surrounding communities are doing right now to support safe cycling in the hope that it may spark additional focus on Mercer Island.</p> <p>Thank you for your time.</p>	
66	Pedestrian and Bicycle Project	Various	<p>Tonight I'd like to make a general observation. Which is Bicycles, scooters and E-bikes are an important component of our transportation system that needs safe infrastructure to support it. The federal government, Washington State, King County, and nearly all our neighbors have already integrated micro mobility into their long-term planning. Mercer Island's infrastructure hasn't kept pace. We see the "side effects" of our current infrastructure every day:</p> <ul style="list-style-type: none"> • Our elementary and middle schools are choked with cars because parents (rightfully) don't feel safe letting their kids bike on our current streets. • We're seeing more kids riding in our parks because parents—rightfully—don't trust the safety of our roads or sidewalks. • We're facing parking challenges in the Town Center and at the light rail station. We need to give more people a safe way to get there without a 4,000-pound vehicle. <p>Washington's most recent transportation package (Move Ahead Washington) carved out nearly \$1.3 billion for active transportation. This includes massive funding for:</p> <ul style="list-style-type: none"> • Safe Routes to School programs • Pedestrian and bicycle grant programs • Complete Streets initiatives • Bicycle and pedestrian education <p>It is great to see the city starting to tap into those funding sources, especially when funds are tight.</p>	Thank you for your comment.

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			<p>To sum up, as you make decisions about the TIP, bikes, e-bikes and e-scooters should be viewed as more than recreational devices and start seeing them as the traffic-reduction tools they are.</p>	
67	Pedestrian and Bicycle Project	Island Crest Way	<p>In particular, completing north-south bike and ped route should be a priority. Now that light rail has arrived, we can expect the park and ride to fill up soon, quite possibly with mostly off-island cars. (This was the case pre-covid; the south Bellevue park and ride usually had empty spaces while the one on MI was usually full by 7:30 am.) Apparently, Metro does not plan to increase bus route frequency on the island. MI residents need additional options to access the light rail. Finishing the north-south route would enhance access to the light rail (and town center). This could be done cost-effectively and be a small but positive action by the Council to address an important need.</p>	<p>The Shared Use Path Phase 1 (to be constructed in 2027) will complete the first “missing link” from 53rd going south to 60th. Additional phases will be considered in future updates to the TIP as funding is available. Planning work through the Pedestrian and Bicycle Facilities (PBF) Plan will also be crucial for completing connections.</p>
68	Pedestrian and Bicycle Project	84 th Avenue SE and West Mercer Way	<p>Hi there, I'm writing with concern about the crosswalk at the corner of 84th and WMW trailhead. While the staircase was beautifully installed, the crosswalk is not enough to have cars stop for pedestrians. I am a mother of 2 elementary students and we also have many other elementary and middle schoolers in the neighborhood. Standing at the bus stop every day with these kids, I see not only how fast these cars drive, but how they do NOT stop for children, let alone adults. I've reached out already and the city quickly provided reflective sign stickers, but we really do need a flashing light or crossing flags, as cars speed by even when people are clearly waiting to cross, even with traffic and construction, even with people pushing babies in strollers! It'd be fabulous to include more visibility / cross walk protection.</p>	<p>Rectangular rapid-flashing beacon (RRFB) crossings locations are prioritized based on utilization by pedestrians and direct connections to trip generators (such as schools, parks, trails, facilities). We also score candidate locations based on existing ADA-compliant facilities (ramps and sidewalk/trail) leading up to the RRFB crossing to ensure safe, accessible transitions. Since this location does not have ADA-facilities or a direct connection to a school, it scores lower on our criteria for installation.</p> <p>Advanced pedestrian crossing warning signage to be considered for installation through the Neighborhood Traffic Program. In the last year, City crews installed reflectorized post-sleeves on the signposts to increase visibility of pedestrians.</p>
69	Non-TIP	SE 71 st Street and West Mercer Way	<p>I am formally requesting that the 2027-2032 TIP include Utility Undergrounding for West Mercer Way (specifically the south-end segments near SE 71st St). As shown in the attached image, the primary high-voltage lines and transformers are currently integrated into the mature conifer canopy. This represents an unmitigated fire risk to a primary arterial and earthquake evacuation route. It is a matter of fiscal necessity that the City coordinates this undergrounding with the AC Water Main Replacement Program planned for this area. Utilizing a "Joint Trench" approach during the upcoming water pipe mobilization is the only cost-effective way to resolve this safety hazard. We must avoid the "double-dig" scenario where the road is resurfaced without addressing the grid's vulnerability to vegetation-related failure.</p>	<p>Overhead electrical lines are owned and maintained by Puget Sound Energy. Moving overhead lines underground must be coordinated through Puget Sound Energy.</p>