



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND, WA

AB 5489
October 23, 2018
Study Session

KING COUNTY SEWER PROJECT UPDATE

Action:
Receive report.

- ☒ Discussion Only
☐ Action Needed:
☐ Motion
☐ Ordinance
☐ Resolution

DEPARTMENT OF

Parks and Recreation (Jessi Bon)
Public Works (Jason Kintner)
Information and Geographic Services (Mike Kaser)

COUNCIL LIAISON

n/a

EXHIBITS

1. Proposed Sewer Alignment
2. Email from WSDOT on Trail Standards
3. Aubrey Davis Master Plan Community Survey Results
4. Meeting Notes from 09/25/18 Public Meeting
5. Preferred I-90 Trail Cross-Section within limits of King County Sewer Project

2018-2019 CITY COUNCIL GOAL

1. Prepare for Light Rail/Improve Mobility

APPROVED BY CITY MANAGER

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

King County is scheduled to replace an aging sewer interceptor, known as the North Mercer Island/Enatai Sewer Upgrade Project (Sewer Project) which conveys sewage from their North Mercer Pump Station across the Island to their Swayolockyn Pump Station in Bellevue. This Sewer Project will have major impacts on the neighborhoods and parks where it will be constructed (Exhibit 1). This presents both challenges and opportunities for the City to consider. The purpose of this Study Session is to update the City Council on the current considerations being discussed with King County (sewer upgrades and the placement of conduit for fiber optic cable) and to seek Council input on the design standard for modifications to the portion of the I-90 Trail impacted by the Sewer Project.

BACKGROUND

The King County Wastewater Treatment Division (WTD) needs to replace the sewer pipes that serve areas in North Mercer Island, the southwest portion of Bellevue near Enatai Beach, and the Town of Beaux Arts Village. This pipeline carries wastewater from the North Mercer Island Pump Station to the Swayolocken Pump Station in Bellevue. Planning efforts began in 2015 and the project is now nearing final design. Construction is anticipated to begin in 2021.



Due to the size, location, and complexity of the project, staff have been working with WTD regarding restoration and mitigation requirements.

RIGHT-OF-WAY RESTORATION AND CITY SEWER INFRASTRUCTURE IMPROVEMENTS

The Sewer Project will impact just over a mile of public right-of-way for the installation of the new County interceptor pipe. Restoration of these roadways will require a full resurfacing of City streets with either a full or half-width overlay depending on the location of the pipe trench. Where sidewalk is disturbed, full restoration of the curb, gutter, and sidewalk is required.

The County project also requires modification to the City sewer discharge point on 97th Ave SE (between Fruitland Landing and the I-90 Trail) where the City system pumps from Lift Station #11 (LS #11) to discharge into the County system (interconnection point). As a result, Public Works staff are discussing with the County several options for improvements to LS #11, including requesting pump and equipment replacements.

FIBER OPTIC COMMUNICATION LINES

The City has a network that facilitates data and voice communications between buildings, vehicles, other government entities, the Internet, the public telephone network, and equipment/devices. Currently, the City utilizes a mixture of City owned fiber, leased fiber, leased copper, satellite, and cellular communications to support City operations and service delivery. City owned fiber connections are the most flexible, stable, secure, highest speed, highest bandwidth, and lowest operating cost option.

The City's primary data facility is at City Hall. A secondary data facility is at the Mercer Island Community and Event Center (MICEC). Since the MICEC was completed in 2005, the City has been steadily building the capacity to run all City technology operations out of that building should City Hall fail for any reason (e.g. earthquake, fire etc.)

A portion of the Sewer Project aligns with the City's preferred path for fiber connectivity between City Hall and the MICEC. Staff have been working with WTD to include placement of the conduit in the design phase of this project. WTD is receptive to this request but has requested the City cover the costs for design work and construction, which is currently estimated to range from \$300k to \$500k. This is a small fraction of what it would cost if the City pursued conduit installation as a standalone project.

The City has utilized existing resources to cover the initial costs of the conduit design. Staff anticipate returning to the City Council with a formal appropriation request for installation of the conduit as part of the overall Sewer Project.

THE I-90 TRAIL IN AUBREY DAVIS PARK

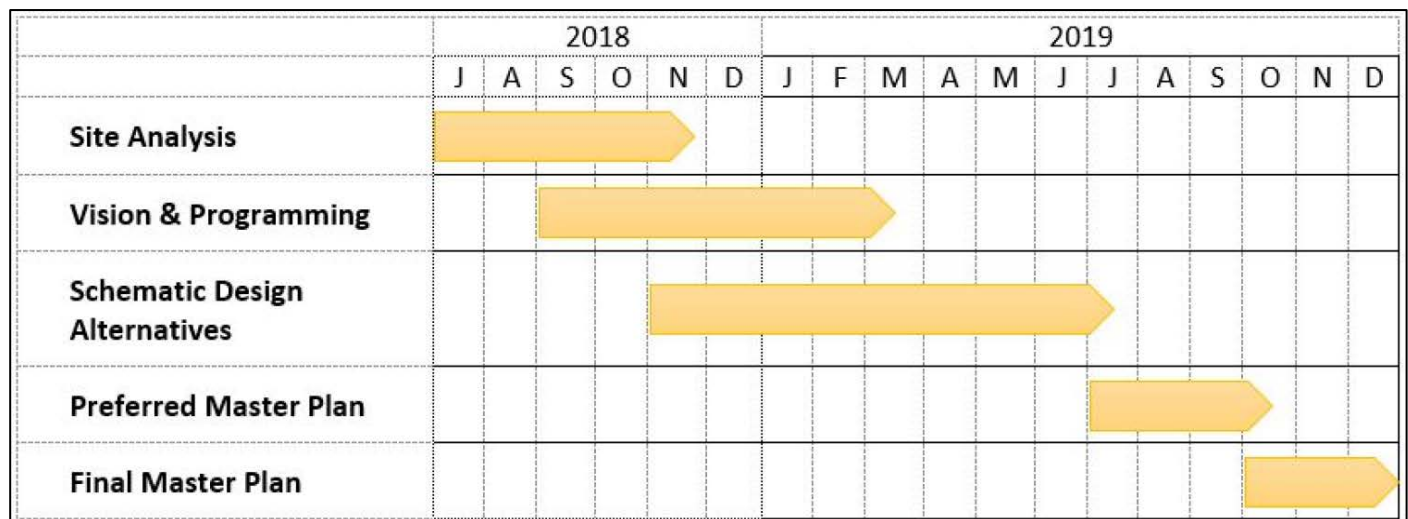
The Sewer Project is located within a 1.3-mile section of the I-90 Trail (also known as the Mountains to Sound Trail) from Island Crest Way to the East Channel Bridge, which would disturb most of the existing trail and create a need to determine how the trail should be restored. The Trail was constructed by the Washington State Department of Transportation (WSDOT) in 1990 as a multi-use trail across the Island.

The City currently maintains the I-90 Trail, along with the rest of Aubrey Davis Park, under agreements with WSDOT. The maintenance agreements do not, however, address the need for capital reinvestment and in recent years various operational issues have arisen that highlight this shortcoming. Tree roots have heaved the pavement and the landscaping is dying and/or performing poorly throughout the trail corridor. Conflicts between trail users have increased largely due to the popularity of the I-90 Trail and the multiple users that enjoy this public amenity. Demand for athletic fields and other uses in the park have also grown beyond the capacity of existing infrastructure.

The need to address the ongoing operational issues, combined with Light Rail Construction, and the Sewer Project, led the City Council to recognize the need for a master plan for Aubrey Davis Park in 2016. The Master Plan was included in the 2017-2018 budget using a combination of City and outside funding resources, including State funding that was appropriated in early 2018. Staff met with City Council in November 2017 to outline the framework for the Master Plan (see [AB 5357](#)).

SEWER PROJECT TRAIL PLANNING IS AHEAD OF THE MASTER PLAN PROCESS

Earlier this year, WTD completed the 60% design of the Sewer Project and plans to complete the 90% design by the end of the year. The Aubrey Davis Master Plan, however, just kicked off and will not be adopted until the end of 2019. Admittedly, this puts design and planning for the Sewer Project ahead of the master planning work by a full year. Although the two projects are out of sync, a project of this scale provides opportunities to collaborate on improvements to the trail design and landscape, likely resulting in significant cost-savings over a future standalone project. The master planning schedule is as follows:



In order to meet the design timeline and align with WDT's construction schedule, City staff and the master plan consultant began a fast-track process this summer to deliver preliminary recommendations on the trail design to WTD in October. This work includes ongoing collaboration with WSDOT (the primary owner of the underlying property) and a targeted community engagement strategy to gather early input on proposed trail improvements.

Like all of the potential partnership projects related to the Sewer Project, the trail design and planning component is expected to be iterative, with the likelihood of several back and forth discussions over the next several months between the City, WDT, and WSDOT.

WSDOT Trail Design Parameters

Virtually all of the trail impacted by the Sewer Project is within WSDOT right-of-way. As the underlying property owner, WSDOT ultimately approves reconstruction and modification plans and utilizes the following policies and standards to inform design recommendations:

- WSDOT Design Manual, Chapter 1520: Roadway Bicycle Facilities
- WSDOT Design Manual, Chapter 1515: Shared-Use Paths
- WSDOT Roadside Manual
- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning & Design Guide
- Manual on Uniform Traffic Control Devices (MUTCD)

WSDOT recently provided correspondence to the City (Exhibit 2) indicating the following preferred trail design standards:

“Per the WSDOT design manual (Chapter 1515), the minimum standard width for a grade-separated shared-use path is 10 feet for the paved portion, with additional 2 feet minimum clearance on either side of the path. The desirable width of such a path, especially where substantial bicycle and pedestrian use is anticipated, is a minimum of 12 feet paved surface. As such, due to the volume expectations as mentioned above, we recommend 12 feet or greater for paved trail width where possible, again with 2 feet minimum clearance to either side. We understand of course that physical restrictions in some locations may not necessarily accommodate this width, and look forward to working with you on a design that is acceptable to all parties.”

Community Engagement and Public Input on Trail Improvements

The City and HBB Landscape Architecture, the City’s consultants on the Master Plan, facilitated a focused community discussion on the trails component of the Aubrey Davis Park Master Plan on September 25, 2018. In addition, City staff hosted information booths at a number of recent events (Seafair, Art Uncorked, and the Farmers Market), and solicited input via a community survey (Exhibits 3 and 4).

Without a doubt, the Mercer Island community has broad appreciation for the I-90 Trail and the many outdoor recreation and transportation opportunities it provides. Also acknowledged by community members is the immense challenge of planning and designing one trail that works for all users, although safety has consistently been identified as the highest priority.

Most community members have indicated the preference to avoid a “one size fits all” approach to trail design, and instead prefer an approach suitable for each area of Aubrey Davis Park. This strategy certainly makes sense, considering the unique and varying amenities throughout the linear park, and is the planning approach being pursued by the staff and consulting team.

From the cycling group, the trail is a cherished amenity, and this applies to both the commuters and the recreational cyclists. Local residents also value the trail for walking and other recreational uses. Community conversations included all types of users and identified opportunities to improve way-finding, align amenities with high-traffic cycling areas (e.g. restrooms), and identify opportunities to better facilitate safety of the shared-use path. Contributors to the community engagement process acknowledge that strategies to separate uses should be explored, where space allows.

The feedback on the potential of widening the trail has been mixed. Many have expressed concerns about increased bike speeds as a result of wider trails and the subsequent safety concerns this may create. In contrast, there has been equal acknowledgement that a wider trail would allow for better separation of uses and could enhance safety. Concerns have also been expressed about the environmental impacts of increasing impervious surfaces, and there is certainly enthusiasm for restoring a healthy landscape through this process.

In general, early community feedback indicates support for a wider trail than what is existing. The initial preferred trail width, where space allows, is 14' paved with gravel shoulders. This will have to be adjusted where existing conditions are constrained enough to preclude a wider trail.

Preferred Trail Cross Section for Limits of Sewer Project

HBB Landscape Architecture compiled the trail design information obtained from WSDOT and the community outreach process and developed a preferred trail cross section (Exhibit 5). The recommendation is a 14' wide paved trail with 2' wide crushed rock shoulders, which is consistent with best practices for regional trails and compliant with AASHTO standards. A reduced width is identified where existing conditions are constrained.

A wider crushed rock shoulder and/or separated crushed rock path should be considered to facilitate different modes of transportation, different experiences, and different types of users. Any crushed rock path or shoulder for this purpose should be 6' wide. Where a crushed rock path or wider shoulder is provided, the paved trail width may be reduced to 12' if existing conditions preclude the full 14' width. Any width less than 12' should be minimized and only allowed on a case-by-case basis.

Stormwater improvements and vegetation management will need to be considered as part of the final design.

The trail improvements should be accessible to the extent feasible and given the existing constraints. Where accessibility is not feasible, additional improvements should be considered to facilitate mobility, such as benches, a handrail, and/or graded "pull-outs" to allow individuals a place to rest at strategic locations. Justification for not meeting full accessibility guidelines will need to be provided.

Wayfinding, trail connections, and access to the trail from adjacent neighborhoods will also be considered as part of the overall master planning process.

This recommendation is intended for the portion of the I-90 Trail within the limits of the Sewer Project only. Trail standards for the remaining portion of Aubrey Davis Park will continue to be vetted and refined as a component of the master planning process.

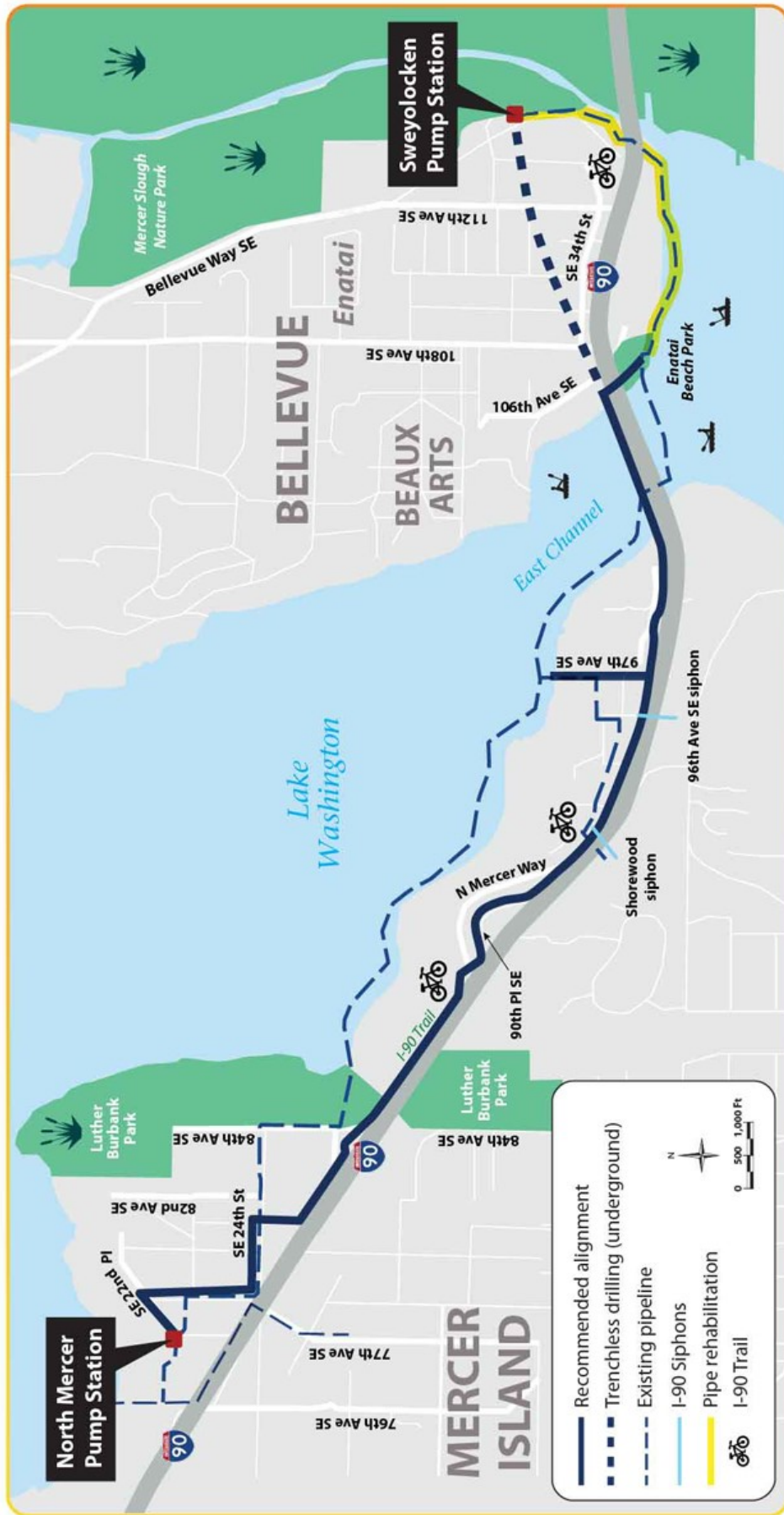
NEXT STEPS

Staff seeks City Council input on the current considerations being discussed with King County (sewer upgrades to LS#11 and the placement of conduit for fiber optic cable) and on the preliminary design standards for modifications to the I-90 Trail within the limits of the Sewer Project.

RECOMMENDATION

Parks & Recreation Director, Public Works Director, and IGS Director

No formal action required. Receive report and provide staff feedback.



1705_8458_NME_Sewer_Upgrade_REVISEDmap.ai

AB 5489 Exhibit 1: Proposed Alignment of the North Mercer/Enatai Sewer Project

Paul West

From: Nawrocki, Justin <NawrocJ@wsdot.wa.gov>
Sent: Thursday, October 11, 2018 8:55 AM
To: Paul West
Cc: Sidhu, Maan S.; McGovern, Elizabeth; Juliet Vong
Subject: Regarding WSDOT standards for shared-use paths (Mercer Island I-90 path)

Paul:

Thank you for your inquiry into WSDOT's expectations for the redesign of the I-90 shared-use trail on Mercer Island. We greatly appreciate your effort to reach out and collaborate early on this exciting effort to improve active transportation facilities on city streets and WSDOT right of way.

Because of anticipated high volume usage for access to Aubrey Davis Park, the city center, bus transit, and future Light Rail Transit, we believe the shared-use trail on the I-90 corridor through Mercer Island should be designed wide enough to accommodate that volume. Per the WSDOT design manual (Chapter 1515), the minimum standard width for a grade-separated shared-use path is 10 feet for the paved portion, with additional 2 feet minimum clearance on either side of the path. The desirable width of such a path, especially where substantial bicycle and pedestrian use is anticipated, is a minimum of 12 feet paved surface. As such, due to the volume expectations as mentioned above, we recommend 12 feet or greater for paved trail width where possible, again with 2 feet minimum clearance to either side. We understand of course that physical restrictions in some locations may not necessarily accommodate this width, and look forward to working with you on a design that is acceptable to all parties.

Thank you once again for reaching out. Please let me know if you have any questions or concerns.

Best regards,

Justin Nawrocki

--

Active Transportation Coordinator
WSDOT, Northwest Region
nawrocj@wsdot.wa.gov
O: 206-440-4383
C: 206-459-0079

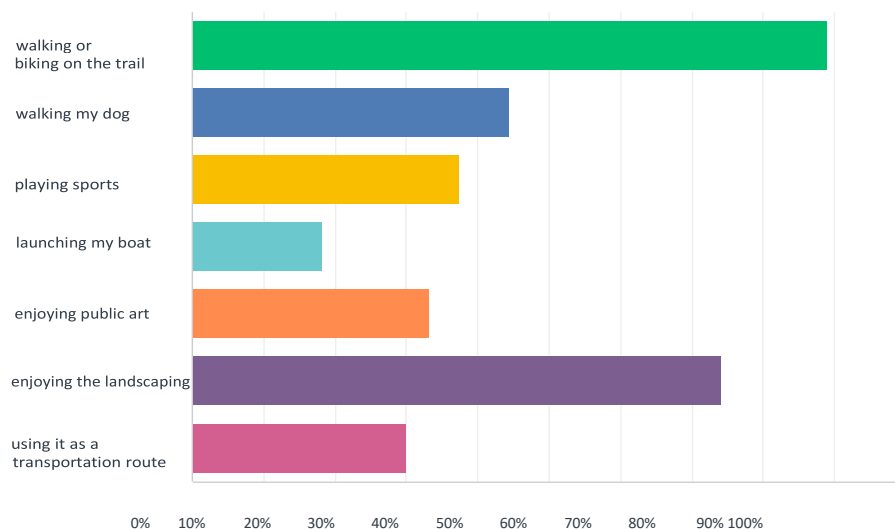
Q1 OPTIONAL: Please give us the best way to contact you

Answered: 146 Skipped: 130

ANSWER CHOICES	RESPONSES	
Name	97.26%	142
email	98.63%	144
phone number	69.86%	102

Q2 What park activities interest you? (select all that apply)

Answered: 270 Skipped: 6



ANSWER CHOICES	RESPONSES	
walking or biking on the trail	88.89%	240
walking my dog	44.44%	120
playing sports	37.41%	101
launching my boat	18.15%	49
enjoying public art	33.33%	90
enjoying the landscaping and scenery	74.07%	200
using it as a transportation route (by foot or bike) off-island	30.00%	81
Other	20.00%	54
Total Respondents: 270		

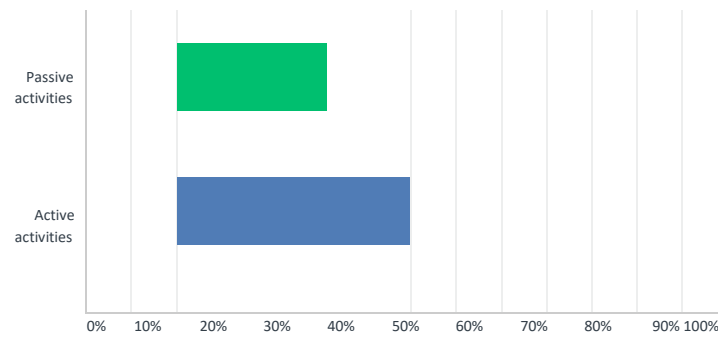
Other Responses:

- Tennis
- creating space for peace and quiet, enjoying wildlife
- Playing with my kids
- Playground
- Playground with Ada equipment for the many children with disabilities on Mercer Island
- Walking/strolling with my toddler or at the playground
- Disc Golf Course
- Hanging out on the grass
- launching my dog
- Playing and walking with my grandchildren
- Watching Blue Angels, picnics
- Children's big toy
- Launching my SUP
- Playing with my kids
- Using it as a transportation route - on island.
- Kids play at playground
- Playground for kids
- taking children to playground
- enjoying the abundant bird life

- Running
- the link from Upper Luther Burbank Park to the waterfront portion on a green overpass.
- Rest room at ball field and drinking fountains there.
- Relaxing in the green shady walkways and sitting areas
- The need for fresh air and a break from the concrete structures of modern life
- festivals
- Keeping I-90 from my neighborhood by visual & esthetic barrier
- Question 3 both passive and active.
- I'm not opposed to public art, just not a priority
- Buffer from the freeway as it's a pleasure to be listening trees and green space. Watch the birds enjoy various habitats.
- Lots of trees and long scenic walking trails away from traffic
- Enjoying the birds and wildlife
- Swimming
- My son loves to grill there, I love that he and his friends can
- Kids play areas
- Please add options to check for tennis use, picnicking
- Kids
- Don't use
- Children's play areas, passive recreation areas, nature trails
- Would love to swing with my child
- Swimming in the lake during summer months, playing softball
- birdwatching
- Kid's activities/play
- A place to enjoy open space, sitting in the grass, having lunch, etc.
- playgrounds, exercise
- playgrounds
- Enjoying public performances. Using for community gatherings. Watching performing arts.
- My kids used to play on the structures.
- I like walking in the park - not biking on a trail
- Taking my kids to the playground
- The green spaces and natural feel.
- NO DOGS
- none
- Picnics; watching the Blue Angels' air show; star-gazing; up & down the 58 stairs for strength training; grandkids play on 'jungle gyms';
- Playground for kids; picnic
- I enjoy watching all the activity along the trail and in the grassy area of the sculpture park which I can see from my apartment deck.

Q3 When you visit a park, do you typically enjoy passive activities (birdwatching, picnicing etc.) or active activities (sports, playground, etc.)?

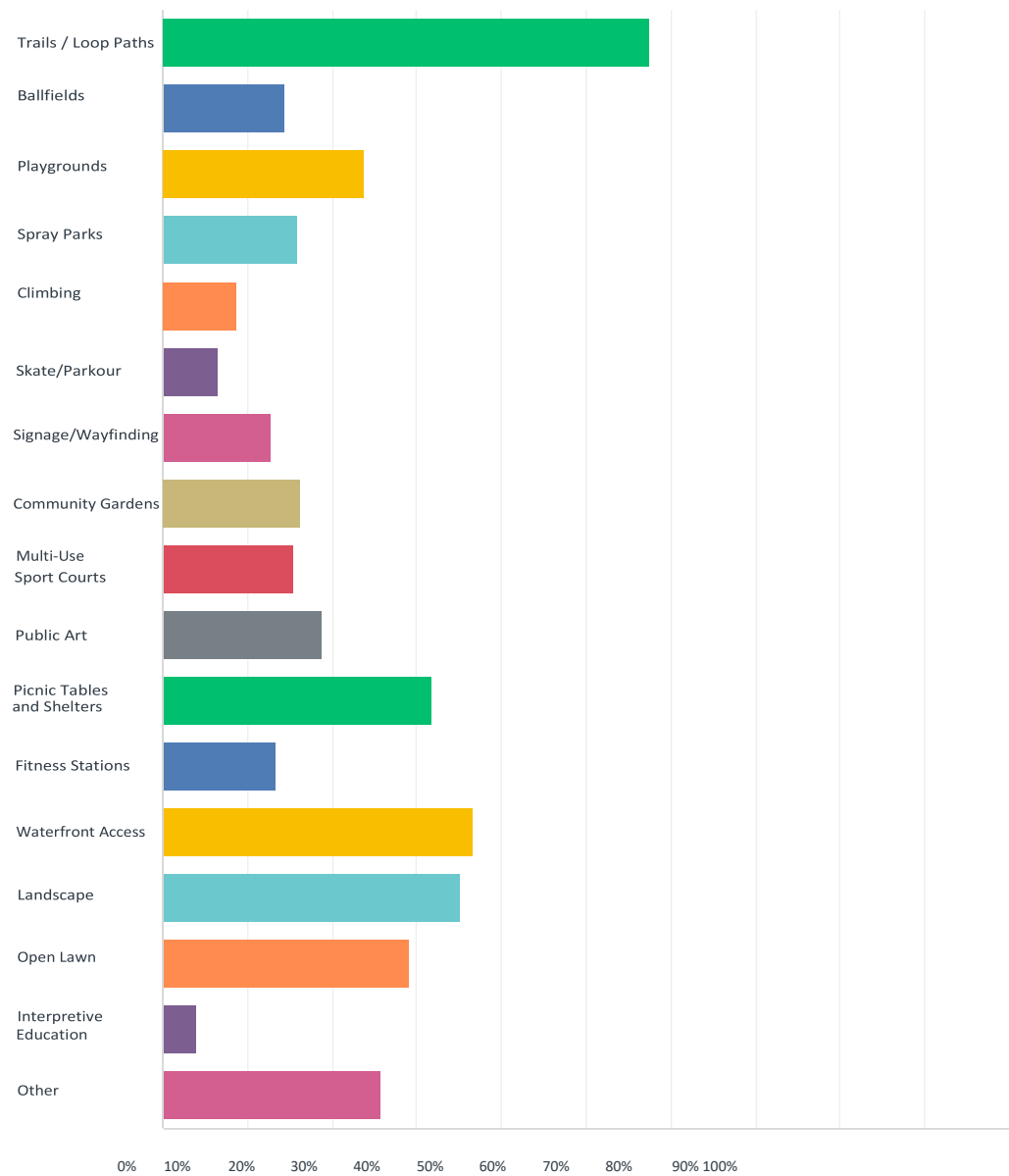
Answered: 269 Skipped: 7



ANSWER CHOICES	RESPONSES	
Passive activities	43.49%	117
Active activities	56.51%	152
TOTAL		269

Q4 Of the following amenities, which of the following would you like to see improved or added in Aubrey Davis Park? (select up to 5 total)

Answered: 276 Skipped: 0



ANSWER CHOICES	RESPONSES	
Trails / Loop Paths	57.61%	159
Ballfields	14.49%	40
Playgrounds	23.91%	66
Spray Parks	15.94%	44
Climbing	8.70%	24
Skate / Parkour Elements	6.52%	18
Signage / Wayfinding	12.68%	35
Community Gardens	16.30%	45
Multi-Use Sport Courts	15.58%	43

Public Art	18.84%	52
Picnic Tables and Shelters	31.88%	88
Fitness Stations	13.41%	37
Waterfront Access	36.59%	101
Landscape (planted areas, trees, etc.)	35.14%	97
Open Lawn	28.99%	80
Interpretive Education	3.99%	11
Other (please specify)	25.72%	71
Total Respondents: 276		

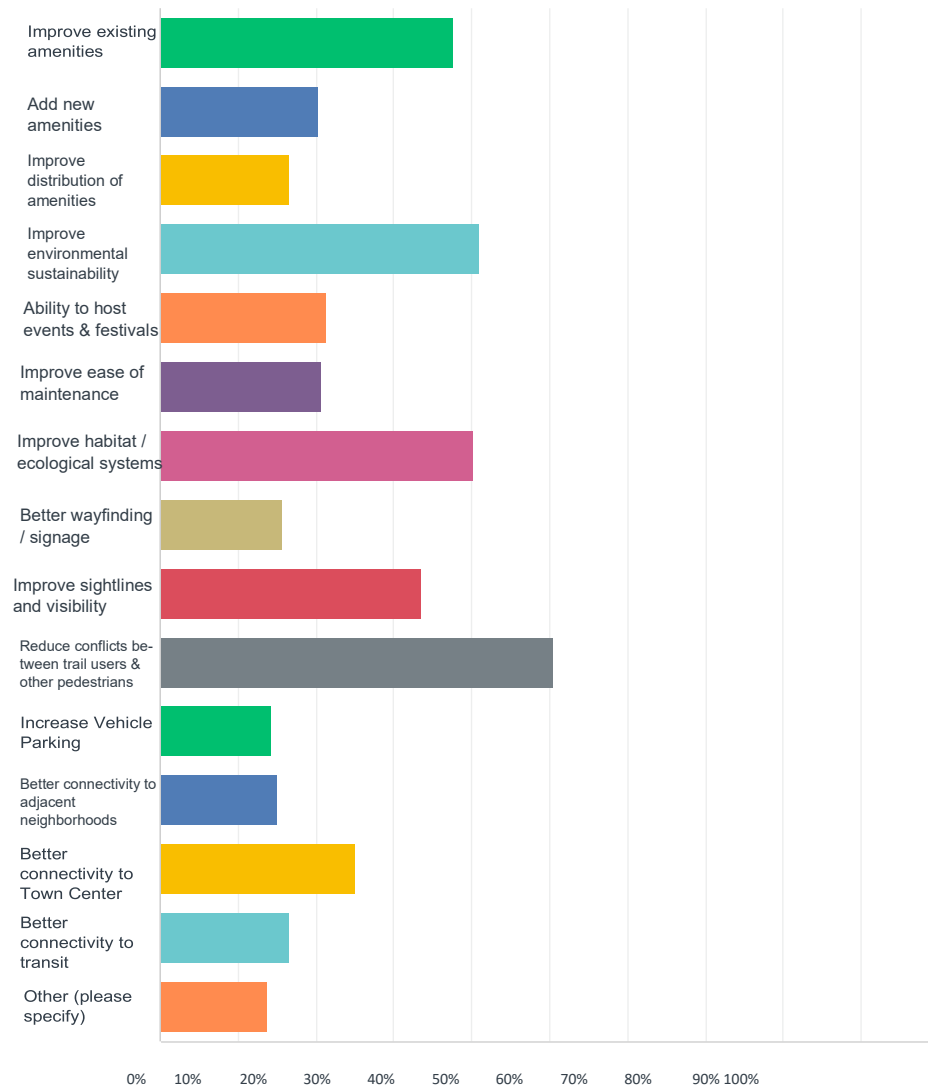
Other Responses:

- Sand volleyball court
- Bocce court
- An outdoor climbing structure like that at Marymoore Park would be great for kids and adults
- Restaurants shops where people can enjoy the waterfront. Similar to kirkland
- Cafe. And playground that is ADA equipped.
- In light of the proposed significant tax increases in the Levy, I believe NO IMPROVEMENTS are necessary at this time. Cutting police, mental health and other essential services is just simply wrong.
- Dog park
- Restrooms, parking
- Disc Golf Course
- An old fashion swing with long chains a set of 4 swings would be fun!
- I feel this park is already very well thought out and cared for
- Lighting along the trails at night
- i'd love to see a designated off leash area (presumably up by the smoke stacks/tennis courts
- Soccer fields
- We enjoy letting the dogs run together when there is no organized activity, either at the ball park or in the lower open grassy area.
- Better differentiation of walking paths vs bike paths, it can get pretty dangerous around the corners
- Bikes in separate trail from walkers - speeding bikes a hazard to runners, walkers, kids on bikes, babes in strollers.
- The park area is very near perfect as is, needs bathroom at west mercer on-ramp field and parking area
- Widening of and better lighting on pathways for walkers and bikers. More separation of bikers from walkers and cars.
- Mountain bike park
- Water bottle filling station (drinking fountains don't work to fill bottles)
- Happy with most of park, wish people had better control of off leash dogs
- Biking
- Dog-friendly areas
- bathrooms
- Separate foot traffic from bicycle traffic
- Restrooms, parking
- Better lighting to make it feel safer at night
- I think the area around the vents near the tennis courts could be improved with plantings and updated tables and with those improvements could be a lovely place to picnic. This area has terrific views, why not take advantage of that.

- Viewshed
- Indoor Aquatic Center like Snohomish Aquatic Center
- Please leave it alone. It is fine.
- Regular watering of the landscape that is now there.
- Restroom
- Bocce ball and / or croquet courts
- The park is great as is. Don't add shelters and picnic tables as they will attract homeless and people from light rail station --- people who are not from Mercer Island but want a place to hang out and maybe to cause trouble (sell drugs or alcohol to teenagers)
- Water fountains
- better links between Upper and Lower Luther Burbank Park
- Island needs more undeveloped parks to sit or walk in green environment without a lot of noise

Q5 Master plans often involve “guiding principles” that help shape and prioritize design ideas. Please select your top 5 guiding principles below.

Answered: 266 Skipped: 10



ANSWER CHOICES	RESPONSES	
Improve existing amenities	37.59%	100
Add new amenities	20.30%	54
Improve distribution of amenities	16.54%	44
Improve environmental sustainability	40.98%	109
Ability to host events and festivals	21.43%	57
Improve ease of maintenance	20.68%	55
Improve habitat / ecological systems	40.23%	107
Better wayfinding / signage	15.79%	42
Improve sightlines and visibility along trails and open space	33.46%	89
Reduce conflicts between trail users and other pedestrians	50.38%	134
Increase vehicle parking	14.29%	38
Better connectivity to adjacent neighborhoods	15.04%	40
Better connectivity to Town Center	25.19%	67
Better connectivity to transit	16.54%	44

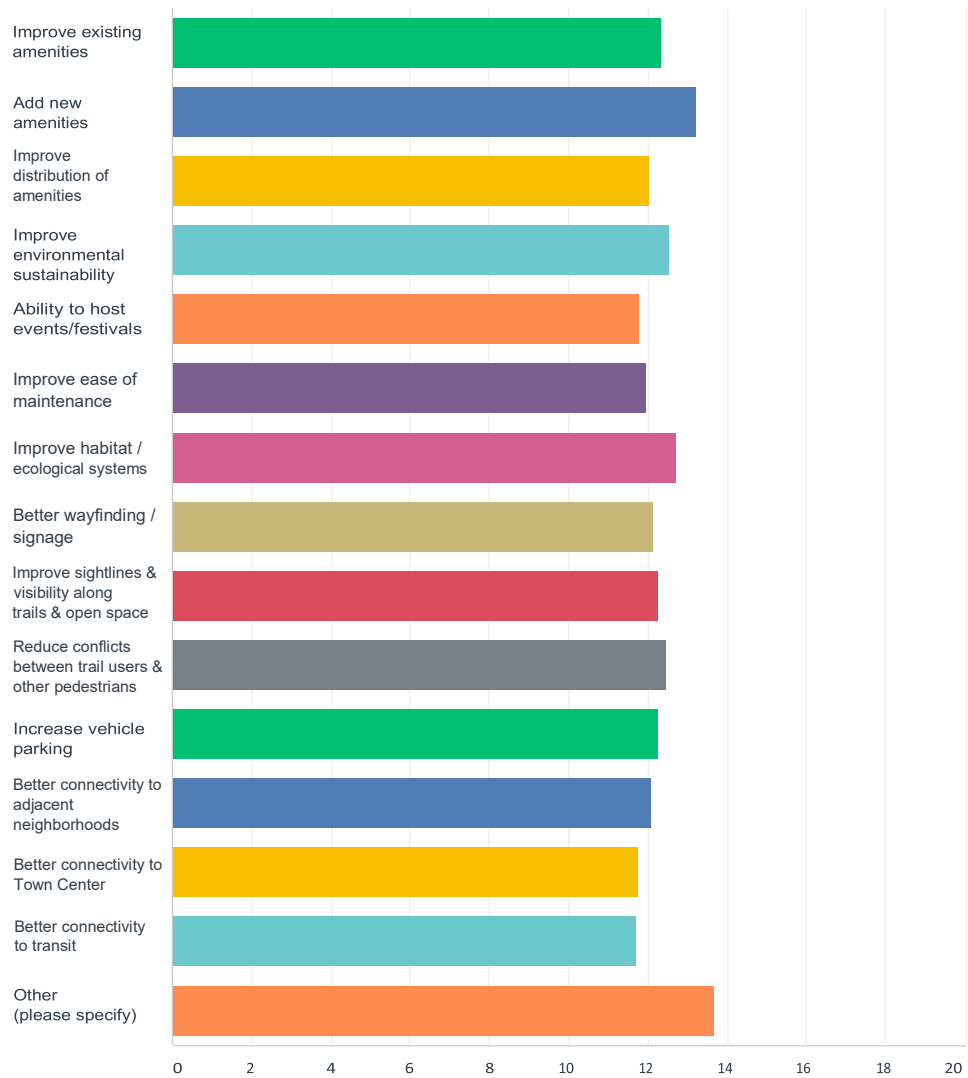
Other (please specify)	13.91%	37
Total Respondents: 266		

Other Responses:

- Add restrooms to the lid park.
- ADA playground equipment. Safety from drug related issues. Cafe to buy drinks, snacks.
- Improve crosswalk access
- None I marked the apparent least expensive as I do not beleive anything should be done in light of the LEVY
- Quiet open spaces
- Disc Golf Course
- Turf fields
- Keep green spaces, particularly sculpture park!
- Add turf to lid park for lacrosse
- Turf for ballfields
- add off - leash dog park
- Clear biking path
- better bathrooms
- "Keep Right" / center white line on trail, plus signage that dogs should not be off leash on trail
- Safety
- Please leave it alone. It is fine.
- Just keep the paths cleared.
- Water landscaping so plans stop dying during summer weather.
- Playground on NE side
- playground at east end
- reduce conflicts between trail users and vehicles where trails and roads cross. Vehicles should stop allowing bikes to continue without stopping.
- Great caution must be employed on the trails due to bike riders going too fast. I've almost been hit a couple of times. Very dangerous to encourage more bike traffic on the park trails. They think they own the walking paths and bark out commands to get out of their way. Very obnoxious. They should walk their bikes through the park, or go less than 3 mph to be compatible with trail walkers and kids.
- Thin/clear foliage & clear/reduce tree height. Care for gardens
- Consider something like speed bumps on the trails to slow down the bicycles coming down the hill towards the baseball field.
- Safety monitoring - we get homeless & campers

Q6 Please rank your answers from the previous question. A rank of 1 means “Most Important” and 5 means “Least Important.”

Answered: 255 Skipped: 21



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	N/A
Improve existing amenities	26.09% 24	23.91% 22	20.65% 19	13.04% 12	15.22% 14	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.09
Add new amenities	46.00% 23	38.00% 19	12.00% 6	2.00% 1	2.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.00
Improve distribution of amenities	9.30% 4	23.26% 10	39.53% 17	13.95% 6	11.63% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.33
Improve environmental sustainability	25.74% 26	30.69% 31	19.80% 20	19.80% 20	3.96% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Ability to host events and festivals	14.29% 8	17.86% 10	17.86% 10	23.21% 13	21.43% 12	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	5.36
Improve ease of maintenance	9.43% 5	26.42% 14	28.30% 15	18.87% 10	15.09% 8	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.89
Improve habitat / ecological systems	41.35% 43	21.15% 22	14.42% 15	16.35% 17	6.73% 7	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Better wayfinding / signage	19.51% 8	19.51% 8	26.83% 11	17.07% 7	14.63% 6	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.44
Improve sightlines and visibility along trails and open space	21.59% 19	27.27% 24	15.91% 14	19.32% 17	13.64% 12	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.27
Reduce conflicts between trail users and other pedestrians	29.60% 37	25.60% 32	20.80% 26	11.20% 14	12.80% 16	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Increase vehicle parking	20.59% 7	38.24% 13	2.94% 1	23.53% 8	14.71% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Better connectivity to adjacent neighborhoods	12.82% 5	20.51% 8	41.03% 16	12.82% 5	12.82% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Better connectivity to Town Center	10.94% 7	26.56% 17	14.06% 9	21.88% 14	25.00% 16	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.56
Better connectivity to transit	9.09% 4	20.45% 9	25.00% 11	25.00% 11	20.45% 9	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Other (please specify)	78.38% 29	13.51% 5	8.11% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00

Q7 Please finish the following sentence: I love Mercer Island because . . .

Answered: 230 Skipped: 46

- Convenience to sea and Bellevue and the small town yet urban feel.
- Community and location
- The community spirit
- It's a quiet Community but within close proximity to downtown Seattle and Bellevue.
- it's a community
- Of its location and amenities
- It's a wonderful place to grow my family with a healthy lifestyle
- Enjoy walking, sometimes off to the west across I90 towards Seattle, sometimes across to Factoria, and sometimes just on MI
- It is clean, there is art sculptures and good trail systems.
- I have kids and it's safe here
- The water
- cool town vibe
- Access to water, parks, central location, close to eastside activities
- Of the parks and green spaces
- It's an island
- small community connections & parks ease of location
- It's small, convenient, green, and quiet.
- it is a small community
- Small town near to large city, great schools and local recreation facilities.
- It's a quaint bedroom community close to everything the area has to offer.
- Open spaces, grass, landscaping
- It's a beautiful place to live and bike.
- It is a small but successful community
- Beautiful, best parks, nature close to cities.
- It is my home
- Of its green space and small-town vibe.
- there are amazing waterfront views everywhere and the location is so close to Seattle & Bellevue.
- Its fun
- it is a peaceful place to live
- Open spaces, grass areas
- low crime
- It has been a safe, comfortable home town for our family.
- it is surrounded by water and is more rural than Seattle or Bellevue.
- Is a community
- its convenient location and natural beauty make it easy to live, work, and enjoy outdoor recreation year round
- Small, tight knit community
- it's a great place
- it is a family- oriented community
- There are so many beautiful parks, trails, and great public transportation.
- Of the community
- Community
- Community

- Not much traffic, low crime
- Of the peace, quiet and great parks that provide shade, fields and playground.
- It feels like a small town
- its were i live and the community
- it is a small-town feel in the middle of two large metropolitan areas.
- Of the sense of community
- of the green space and recreation offered by the parks system
- Of green spaces and trails. Wish walking on the biking routes weren't so treacherous to those on foot. Sharing not working!
- I feel safe.
- It's a small town just a bike ride or short drive to the city
- we care about our community
- it has such abundance of space, plant and animal life, cared for by our community
- The strong sense of community and neighborly feel is unlike any other.
- Great parks
- lots of user friendly green space and good quality of life
- ...its a great place to ride bicycles and it's close to both Seattle and Bellevue.
- it is a comfortable and safe environment with excellent public spaces and parks, yet also being in close proximity to two major metropolitan centers.
- It is family friendly
- It's peaceful
- ...it has been my home for 48 years: safe & lovely, nurturing & responsive, a place I (& family) too have helped create and maintain thru the years
- it offers great natural beauty whole remaining separate from surrounding urban neighbors
- It's beautiful
- It is a nice suburban community with easy access to a large city
- It is relatively quiet and safe
- great community in a great location
- Julie Underwood is awesomeness
- Its community feel and resources
- It's my home.
- It has great parks.
- Walkability, friendly people
- Small town feel within easy commute to big city amenities
- there are trees everywhere
- Close to both Seattle and Eastside, quiet bedroom community
- it is a beautiful place to walk, and before I moved here I came to Mercer Island to visit my grandparents.
- Friendly community
- It is a small, friendly community with easy access to Bellevue and Seattle
- It's safe
- It feels like a community
- It has the potential of being a great place to raise a family
- Of the community
- it is close to Seattle and Bellevue.
- rural, natural parks, undeveloped green space.
- it is beautiful and safe.
- it is close to Seattle, Bellevue, and mountains.
- of the rural character & trees, open spaces, & parks without buildings.
- of its convenient location

- It has lots of gardens, parks, trails and diversified residents
- of the community.
- It is a beautiful, friendly community.
- community
- It's a defined community that's great for kids
- the parks and sense of community.
- Of the small town feel and the proximity to larger cities without the negative aspects of actually living in a large city
- of the incredible setting it's surrounded by
- of the parks, birds, and friendly community feeling.
- The park and trails are beautiful and peaceful.
- of its parks, great schools, and formerly easy commute to Seattle. Plus it's a safe place for seniors (except for the parks where you allow off leash dogs. That has to end! It's not even safe to walk a dog on leash where there are so many off leash dogs.)
- Of it's beautiful environment and ease of access to the east and west
- It has beautiful parks, safe neighborhoods, and fantastic waterfront that is FREE.
- green spaces and parks
- we have so much in the public sector, it's well maintained and citizens tend to take good care of it.
- Open space and parks and convenience and 630 shuttle
- it is the best Place in Washington and i wanna raise my kids here
- It is green and quiet and an oasis from hectic city life
- its a community
- The green space is good for the soul
- It is visually beautiful and feels like a community.
- It were my family history lives, thrives, & dies.....
- it is a small town with a small town feel that we cannot lose.
- of the quiet community and parks that are not overcrowded.
- it's not too crowded. I can walk on the trails without fear of bicyclists hitting me (like at Greenlake or Sammamish River Trail).
- I have lived here for 52 years. I love the parks._
- we have a community of people who care and work to keep it special.
- still maintains a more small town feel (compared to other regional towns) and the trees
- open space and plentiful parks
- I'm liking it less and less. We need a new city manager.
- It's still accessible without being overrun and still a small town
- Peacefulness, open spaces, greenery, trails for walking, mercerdale park for its beauty in the middle of the Island (somewhat like the large park in Bellevue adjacent to Bel Square).
- small community with access to trees, the lake
- It's natural beauty.
- I live here
- It is very nice and I get to play with my neighbors without people yelling at us.
- It has a nice small town feel
- I live here. It is my community. Our family is at the park every day!
- It's a safe community to raise a family
- The tranquility and access.
- All the greenery, parks and trails
- Of the pace, the availability of services and the proximity to downtown Seattle.
- Off leash dog laws
- Easy access to Seattle and bellevue. Good schools.
- of its central location.

- Of the open safe places
- of the parks!
- it has lots of green space in its parks
- It's a small town, close to big cities.
- It's where I grew up and has beautiful parks
- Location and community feel
- Small town feel; the trees, nature, Pioneer Park make me feel like I am further away from the concrete city than I am
- it is like a giant, beautiful park.
- Safety, quiet and close to cities
- Community
- Its public spaces and parks, public services, MIYFS are all wonderful.
- Community and various parks and great place to raise kids
- It's a safe place and tight community
- MI has so many options, from the waterfront landings to the 400 plus acres of parklands.
- Of our community and parks
- It's my home.
- Of the community
- It is rural and an escape from the city
- The green park space
- Proximity to Seattle/Bellevue with small town feel and good schools
- the community feel, the diversity and appreciation of the arts
- It is safe
- It's a safe community where I can raise my kids.
- the small town community
- It is peaceful
- It is a quiet, slow paced place to live yet close to Seattle and Bellevue.
- It has a lot of large trees.
- the small town feel and location
- it offers a quiet, safe place with trees, grass, parks with water access, and a refuge from the over-urban, city atmosphere that allows street camping and the mess it entails that has come to exemplify the once-attractive city of Seattle.
- there is a sense of community.
- Quiet respite and enjoyment of the parks
- Of the parks and small community
- my daily needs can be met here.
- Of the sense of community
- I have always loved the Island because of its green spaces. We have lost trees in the residential areas, so I would like to maintain rather than increase development in Aubrey Davis Park.
- It is walkable
- of its park like nature.Keep
- I can walk from my home in East Seattle to the town center and back with ease, making shopping and dining car-free activities.
- it is so close to seattle but it is like living in the country
- of its open spaces and parkland
- Of open spaces
- its proximity to Seattle and Bellevue and waterfront location
- we have many small natural parks as opposed to landscaped parks.
- I feel connected to my community.
- Our community values Art, Open Space, Business, Culture, Diversity, Education, Retail

- It is safe, convenient to seattle and belluvue, and green.
- House values rising, it used to be a fun place to live.
- It's Parks, trails, green spaces & greenery.
- access to parks
- easy to get to both E and W sides of "Seattle," safe, good schools
- It's a beautiful and convenient place to live.
- It feels like the countryside even though you're close to Seattle and Bellevue
- I've lost the feel of the 70's....people seem to be initialed
- It feels like a small town community and a great place to raise kids
- My neighbors value high quality public education. It is a safe place to live.
- of the small town, single-family residential feel
- It is centrally located and has many wonderful parks
- it is a haven from the 2 cities it lies between.
- the clean nice environment.
- close in suburban/semi-rural
- Because of the green space available to grow and know our community. It has great location. Great schools.
- it is kid friendly and schools are decent (not great, but decent).
- It's a great place to raise our kids with great parks and schools.
- It's proximity to Seattle, safety.
- the community takes care of its space
- of its small town feel.
- It used to have lots of green space
- It has a feeling of community and living here is easy.
- Actually I hate MI because the egos and desires of the city leaders has always come before the needs of residents. Please call for elaboration if you dare.
- I can live in an urban environment and enjoy the natural beauty of trails in wooded areas and parks
- of the low-density, suburban, tree-filled feel
- it is a small town neighborhood, no draw for non-residents
- It's an amazing community but taxes too high!
- of green space and neighborhoods
- it has a great park system and wonderful public art
- It feels safe and it's a convenient location and have a small town feel
- If the small community feeling, and parks
- It is an easy and quiet place to live
- it has a great sense of community
- of its woodsy chracter and its small-town feel. . .
- of its natural and green spaces, schools and rural feel.
- We have open spaces & trails without dogs. No bldgs in parks.
- It's a small town near a big town.
- It is safe and beautiful, plus great school district.
- It's not seattle- traffic, overcrowding neighborhoods and achools
- the commute is good
- It's beauty, the small town atmosphere, all the places my dog and I can walk.
- It is a small community with parks, trees, water areas, good schools and adequate retail shops
- ...it's 'all of our' community & has been home to me thru 5 decades of personal & family change; plus, of course, all the well-known reasons: lovely place, friendly people, safe, convenient, "nice", excellent schools, wonderful leaders & neighbors too.
- Great schools, access to east and west cities, great parks, good people living here

- The views of the water, the trees and the parks.
- of the trees and open space
- it is a small community with lots of outdoor trails and parks in addition to great schools
- rural
- Community, schools, parks, water.keel
- it has great schools, great neighborhoods, wonderful parks and convenient location to Seattle and Bellevue
- of its parks, good schools, good walking, long time friends.
- Convenience to sea and bellevue and the small town yet urban feel.
- Community and location
- The community spirit
- It's a quiet Community but within close proximity to downtown Seattle and Bellevue.
- it's a community
- Of its location and amenities
- It's a wonderful place to grow my family with a healthy lifestyle
- Enjoy walking, sometimes off to the west across I90 towards Seattle, sometimes across to Factoria, and sometimes just on MI
- It is clean, there is art sculptors and good trail systems.
- I have kids and it's safe here
- The water
- cool town vibe
- Access to water, parks, central location, close to eastside activities
- Of the parks and green spaces
- It's an island
- small community connections & parks ease of location
- It's small, convenient, green, and quiet.
- it is a small community
- Small town near to large city, great schools and local recreation facilities.
- It's a quaint bedroom community close to everything the area has to offer.
- Open spaces, grass,landscaping
- It's a beautiful place to live and bike.
- It is a small bu successful community
- Beautiful, best parks,nature close to cities.
- It is my home
- Of its green space and small-town vibe.
- there are amazing waterfront views everywhere and the location is so close to Seattle & Bellevue.
- Its fun
- it is a peaceful place to live
- Open spaces, grass areas
- low crime
- It has been a safe, comfortable home town for our family.
- it is surrounded by water and is more rural than Seattle or Bellevue.
- Is a community
- its convenient location and natural beauty make it easy to live, work, and enjoy outdoor recreation year round
- Small, tight knit community
- it's a great place
- it is a family- oriented community
- There are so many beautiful parks, trails, and great public transportation.

- Of the community
- Community
- Community
- Not much traffic, low crime

Q8 Is there anything else you would like us to consider as we develop a new master plan for Aubrey Davis Park?

Answered: 157 Skipped: 119

- Sand volleyball court
- Don't give up Park land for transit parking.
- make it economically self sustaining
- Improve park n ride parking space and access. Add water view and access
- Lacrosse fields & markings — especially for the girls game. Also, some sort of marked connection from the lid down to the south to connect w/ the greenbelt bt the middle achool down there.
- Please dont mess with the playgrounds. They are fun for the kids. The playground you installed at south mercer is awful. Its dangerous and not fun for any kids, regardless of age.
- basketball court (hoops specifically)
- Think of our children with disabilities; would love. Er er Island to become a leader and innovator in this issue.
- I walk my dog there every day
- crosswalks for safety at Mercer way
- I'd love for there to be a place to enjoy the western views. Currently we have to look through the fence in the tennis court to get any view.
- No changes due to expense
- Off-leash Dog area needs to be included
- Don't reduce size of sculpture gallery!!
- Please put in speed bumps for bicycles, or something to slow them down and keep other park users safe from them.
- A Disc Golf course
- Spray parks for the community!
- Include amenities for a large variety of uses so many people can enjoy the park.
- No
- Do not develop the sculpture park along Sunset by Tully's!
- cost, we really can't afford a gold plated design!!!
- Separate cyclists from pedestrians. Maintain wood chip supply under children's swings. Increase community awareness around how to reserve park space and what is available. Find a way to educate dog owners of their responsibilities.
- Minimize the impact of the east link light rail project.
- Enhanced lighting to improve safety is important, but consider light pollution in the design
- Activities for all ranges of kids
- no
- I am NOT willing to support increased taxes to finance improvements to this park
- Dogs need to be kept off of playing fields.
- basketball court
- sustainable and ecologically conscious building
- Connectivity between the upper lid and the area near the lake.
- Covered areas for family and group picnics.
- No
- astro turf at least one of the playfields to give us another year-round field on the island for adults and youth to use
- No fake turf! Dogs will still poop on it and baseballs will roll to far
- make it a place people want to come and walk and be active
- Implement signage for safe sharing of paths for e-bike, bicycles, pedestrians.
- The pedestrian/bike safety issue is a biggie. Sustainability? Please, to the max! Let citizens help.

- I love the green space, don't want more parking or congestion
- remember it's a transit (bike) throughfare. It's important to mix this with future uses
- clearer mechanisms for future changes to the Master Plan
- Commuter cyclists should not be allowed on the Aubrey Davis Park trails. Never. Ever. It is a safety issue for both them and other trail users. I will live the rest of my life with a handicap because of being hit by a commuter while I was standing on the walk. No one should have to live his whole life in pain, walker or cyclist.
- Bike trails and traffic safety
- Redesign of Mercedale Park would better serve the community
- Nope
- Don't overdevelop the park or its surroundings!
- Luther Burbank gets a lot of use, and I think there is an opportunity to develop Aubrey Davis Park so that it draws more of the traffic from Luther Burbank. Aubrey Davis Park can be so much more than a route over the I-90 lid.
- Add some bench to enjoy nature
- Basketball hoop
- That this park is our main view for the blue angels so keeping tree canopies low would be ideal
- Better access to a boat launch or moorage
- There is nothing wrong with the park. Stop trying to improve a great park and island.
- Minimal intervention. Keep it natural.
- Don't spend a lot of money on what is already a great park.
- Less is more.
- Water access
- Would love to see more trail options added.
- Dog walkers use the park for off leash activities in the off season or at times when it doesn't conflict with sports. Please consider this regular use by neighbors in the plans.
- More play fields/areas for athletic activities
- Please consider how parks are spread across the island. The NE quadrant of the island has loads of private community facilities and community buildings, but no public parks or playgrounds.
- playground at east end; pedestr
- Can you negotiations with WSDOT please ensure that they are contributing their full share
- sustainable, low-impact designs that simulate native conditions have a subtle yet lasting impact on creating an enjoyable and responsible environment
- It's pretty darn good as it is and only needs slight modifications.
- No off leash dogs please. Get the commuting bike riders out of the park too. They can use city streets or make them a special bike path, but mixing them up with people walking dogs on leash, seniors out getting walking exercise, or kids playing or people walking together... disaster waiting to happen if bike riders are allowed to use park trails. They should have to get off their bikes and walk or jog with them through the park. They go way too fast to be safe to other trail users.
- Habitat for flowers flora and fsuna
- Keep the paths the same, replace the non-sport field grass with native shrubs, try to discourage teens from using the park to do drugs
- Could Primavera be moved to the knoll of LBP lid?
- Leave it alone right do minimal changes
- Our parks are part of what makes MI special and worth the money
- Keep as much of natural space as possible
- Keep the generally serene look and feel
- Clear, simple, cost effective foliage maintenance plan....
- It should be consistent with what MI has been for years and not simply an extension of Seattle or a hub for mass transit
- Off leash dog area
- Please build a bicycle bridge for the I-90 trail crossing of W Mercer Way and widen the path down onto the bridge
- more landscaping and green belts and drought tolerant landscapes in the parks (they are severely struggling with the drought this year)

- make attractive for walking
- Get the bike riders to slow down or walk their bikes through the park. Some have almost hit me while I was walking on the paths.
- Do NOT let sound transit think about developing or trying to take our access away!
- Please keep it as natural as possible. Don't overdevelop.
- No
- No
- Would be nice if there was better signage for bikes. Also would be nice to have an official non gated off leash area for dogs.
- make it larger, restroom near West Mercer
- We need to generate more usage, one way or the other. We probably also need to improve the lighting, with the support of the neighbors.
- Water quality and storm water BMP
- Maximize the green canopy.
- Avoid development, hard surfaces, active uses
- Remember, there is an elegance in simplicity
- The park is fine as is. Spend the (limited) money fixing docks around the island instead.
- Adding a spray park would be great
- No
- Protect privacy and quiet of present abutting housing
- Make it easy to reserve picnic tables and play areas online
- Cost balanced with amenities for active residents
- No arts center in parks
- Safety - Currently with bicycles, skateboards and scooters on the same walk as pedestrians, the trails are not safe.
- Inclusive spaces, wheelchair access
- Please minimal actions
- Do not increase parking
- Public meetings to comment on master plan options
- Inclusive and accessible for kids with disabilities
- please keep it as a passive park for Islanders
- The view of the lake is blocked by trees, etc, please restore the view.
- Make sure that we don't lose the vegetation. Plant more natives as they need little maintenance and we are losing native vegetation in neighborhoods.
- THE BUDGET
- Keep expenses to a minimum and maintain existing amenities.
- Keep it dog friendly
- I hear the soil is depleted, it should be enriched to sustain the mature trees.
- Please don't further develop it. Maintain the existing tennis and basketball courts, ballfields, playgrounds. I have used them, but there is a good balance with flexible open space for less formal activities.
- I enjoy the park and the paths daily
- Keep the ball fields natural turf.
- do not over do it
- Lid C - add a bathroom and figure out a way to solve parking issues. Many off island residents park in this lot to bike around the island. It's frustrating to have the lot filled w off Island residents!
- better quality ballfields
- The trees along the lid on the north end (W. Mercer Way area) have become much too tall and obscure all the views of the lake. Those tall trees (evergreen type) should be removed and replaced with vegetation which is self limiting in height or vegetation that should be constantly pruned within a certain height. Why have a lake view park (the lid) when there is no view of the lake. Whoever proposed all those tall trees on the lid did not know what they were doing.
- I care about opportunities to incorporate public art and participate in community activities in our parks.
- More public art - permanent and changing installations

- Keep it all green, contiguous and maintained.
- Stay under budget!
- Its parks, green spaces and greenery are key to keeping MI from becoming just another "Seattle Neighborhood". We need to build on to the legacy of natural beauty and our own unique place in this region.
- bike/pedestrian conflicts need to be mitigated
- think about island demographics of the future - not the whiny residents of today
- Keep it beautiful. :)
- no more added taxes
- Not to overbuild with structures. I like the paths and the lawns. It is a really nice place to walk the dog.
- Do not commercialize and do not add any more concrete or buildings
- Focus on improving the existing facilities and landscaping.
- playgrounds
- Keep it walkable/bikeable. Keep it accessible.
- No
- Making it more welcome to those that DON'T live on Mercer Island.
- better signs for cyclist to share the road/cars to share the road
- a separate space for bicycles and pedestrians so someone won't be killed
- Stop "improving" parks, leave greenspace
- Leave a natural pleasant environment as a natural pleasant place. What is lacking in connectivity? Maybe we need a vehicle that carries people from the area surrounding the park, through the park to light rail. Paving nature (perhaps paradise to some) and putting a road though it isn't quite a parking lot but it sucks just the same.
- path lighting
- Stop spending money
- Keep community informed on your plans.
- Nope
- Please consider allowing alcohol in this and other parks.
- The city has little money. The two critical projects are a new irrigation system and soil remediation. It concerns me that this survey is all about new development in the park, when all the trees are dying.
- No large Buildings in parks. No more dog parks. Enforced rules. KEEP FEW PARKS WE HAVE
- It's a very walkable park. Please don't break that as you fix other things.
- Don't spend a bunch of money and NO more ball fields
- emphasis on reduced costs
- Please make it dog friendly.
- Important environmental areas to improve and retained
- Yes: the number of people who need directions to the ballfields, for our "park on the lid", must be way more than anyone knows: I live on a corner one block away and so very often, when I am outside, drivers stop and ask me, "Where is the [park, playfield,...]" --coming from out of area. Signs are needed on adjacent streets, esp. 24th & 72nd intersection! Thank you.
- No additional sports courts/fields.
- maintain planting and landscaping
- keep it as a park for everyone to use
- less is better
- Keep bike commuting trails!
- Above all, I would like Mercer Island to consider 'Efficiency First' in all future planning for the island and its citizens.
- Remember his words about the freeway," we don't want to hear it, we don't want to see it, we don't want to smell it" or words to that effect. Try to keep the vegetation and trees alive along the freeway.

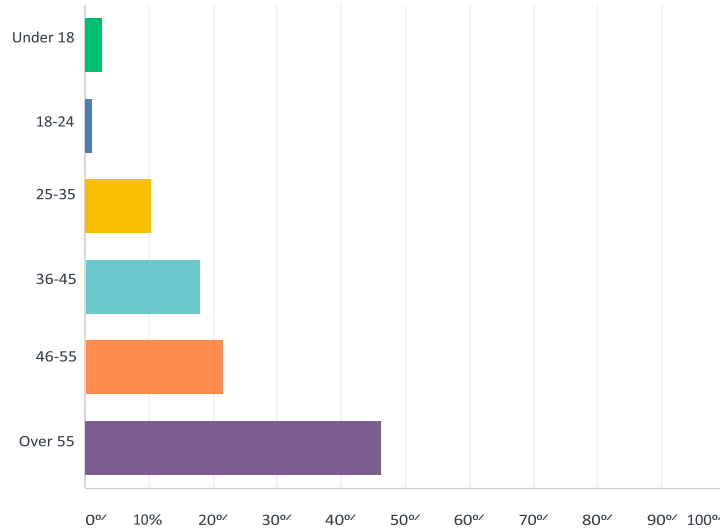
Q9 What is your age?

Answered: 251 Skipped: 25

AB 5489

Exhibit 3

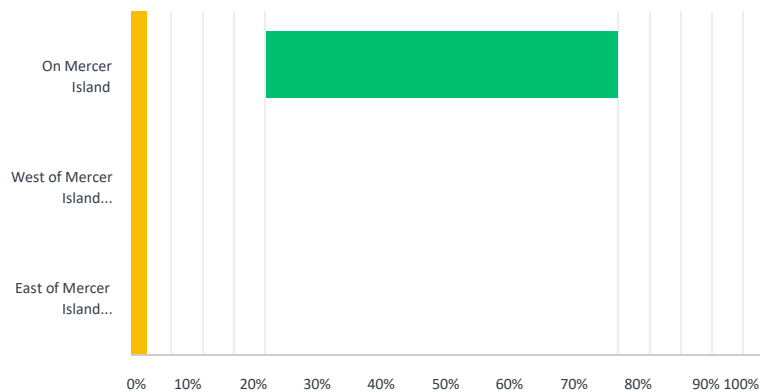
Page 28



ANSWER CHOICES	RESPONSES	
Under 18	2.79%	7
18-24	1.20%	3
25-35	10.36%	26
36-45	17.93%	45
46-55	21.51%	54
Over 55	46.22%	116
TOTAL		251

Q10 Where do you live?

Answered: 254 Skipped: 22



ANSWER CHOICES	RESPONSES	
On Mercer Island	94.88%	241
West of Mercer Island (Seattle, Shoreline, Burien, etc.)	2.36%	6
East of Mercer Island (Bellevue, Renton, Kirkland, etc.)	2.76%	7
TOTAL		254

Trails Focus Group | MEETING SUMMARY

September 25, 2018

Topic	Comment Summary
Trail section	<ul style="list-style-type: none">● 14' wide paved with 2' wide shoulders● Separated 6' wide crushed surface trail where space allows● Provide different types of trail types and experiences for different trail users● Include a bypass route with improved on-road bike facilities along N and W Mercer Way and provide connections between the bypass route and the trail to allow a variety of choices● Improve all trail intersections and conflict zones for safety and accessibility● Provide looped trails within the park as well as the regional connections● Regional trail route preferred to stay on the north side with south side more secondary access● Extend trail on south side from Island Crest Way to City Hall and the waterfront
Trail amenities (north and south)	<ul style="list-style-type: none">● Benches● Picnic areas● Wayfinding● Interpretive / educational elements● Pedestrian lighting● Activation / programming of open spaces along the trail● Create destinations along the corridor● Additional restrooms locations should be considered
The trail experience should feel...	<ul style="list-style-type: none">● Safe, serene, green, effective, protective, attractive, natural, balance of users, users separated, shared, not a thru park, fun, fast, calm, shaded, secure, predictability, connected, welcoming, accessible

Trail users should include everyone...	<ul style="list-style-type: none"> ● Walkers; walk commuters (to the bus / park-n-ride); skate boarders, scooters, kids on bikes, ride share (uber/lyft) waiting person, travelers (ie, w/ luggage), dogs-walkers, rollerblades, picnic-ers, kids learning to ride bikes, neighbors, high speed cyclists, recreation-ers, seniors, event participants and racers (ie, 5K to marathons), bike share users, visitors to Mercer Island (arriving by trail), group riders, e-bike riders (or e-scooters, e-boarders, etc.)
The trail character should be...	<ul style="list-style-type: none"> ● Urban, natural, green, have destinations, horticultural, separate paths for separate users, countryside, central park, benches, signed / wayfinding / rules, surface differences, less asphalt ● Unified but with some highlights of distinction for context of park areas, trail only corridors, and urban centers
Trail safety	<ul style="list-style-type: none"> ● Improve sightlines and sight distances, especially around curves and on slopes ● Improve accessibility overall and provide step-outs or rest areas where needed ● Improve accessibility and safety at intersections for all users ● Provide vegetation management to support trail safety and experience ● Provide cyclist-oriented traffic calming to reduce speeds and separate or better define different types of users
Trail connections	<ul style="list-style-type: none"> ● Increase connections to adjacent communities and neighbors ● Make sure connections include accessible options and routes ● Create clear connections (with wayfinding) to major destinations in the Town Center, Sound Transit, Luther Burbank Park, Community Center, the waterfront, City Hall, and other locations near and far ● Reduce cyclist speeds and increase safety at all connections ● Highlight entrances into the park and connection locations

Trails Focus Group | DETAILED MEETING NOTES

September 25, 2018

Plan Area	Notes
General	<ul style="list-style-type: none">● Trail section: proposed is 14' wide paved with 2' wide shoulders and a separated 6' wide crushed surface trail where space allows● The trail experience should be: safe, serene, green, effective, protective, attractive, natural, balance of users, users separated, shared, not a thru park, fun, fast, calm, shaded, secure, predictability, connected, welcoming● Right now, the trail is: fractured, segmented, dangerous, noisy, confusing, cyclist / commuter focused● Trail users include: walkers; walk commuters (to the bus / park-n-ride); skate boarders, scooters, kids on bikes, uber-waiting person, dogs, rollerblades, picnic-ers, kids learning to ride bikes, neighbors, high speed cyclists, recreation-ers, seniors, visitors to Mercer Island (arriving by trail), group riders, e-bike riders (or e-scooters, e-boarders, etc.), travelers w/ luggage● The trail character should be: urban, natural, green, have destinations, horticultural, separate paths for separate users, countryside, central park, benches, signed / wayfinding / rules, surface differences● There are a lot of ADA challenges on the trail now; also lot of conflicts and speeding from cyclists● Like crushed rock path 5' – 6' wide for pedestrians / non-commuters (in addition to the 14' wide paved)● Some walkers don't like pavement● Reduce asphalt where possible● Make N and W Mercer Way a bypass for cyclists – high speed route; bike lanes or other bike-friendly treatments● Pushing cyclists onto N Mercer Way doesn't feel safe● Prefer separated path for pedestrians● Accommodate strollers in destinations● Include mile markers● Kiosks and wayfinding needed throughout, including to Luther Burbank Park● Dog bags and trash cans needed

	<ul style="list-style-type: none"> ● Slow cyclists down at connection points ● Add benches, picnic all along the trail (north and south sides) ● Preserve trail through MKA development ● Add signage along the trail for native plants, wildlife, etc. (interpretive elements) ● Add signage for dog areas (where it is acceptable and where it is not) ● Add educational elements / interpretive signage about wetlands or streams if there are any in the park areas ● Gateways could be located at E Mercer Way (cul-de-sac), park-n-ride, W Mercer Way east side near playground ● Provide more info on park history ● Consider more pedestrian lighting – maybe motion censored; for community and commuters; connection to Sound Transit station ● Don't put fast bikes through park, playgrounds and fields ● Provide a non-paved route from water to water
Segment 1	<ul style="list-style-type: none"> ● Connection to the waterfront (to the west) needs wayfinding, more visibility ● Bicycles speeds excessive heading west; need safety and sight distances improvements, especially at the curve ● Need sight distance improvements around curve ● Can't see around on-ramp ● Add benches, picnic areas along trail on the south side of I90 ● Consider a divided path on trail on the south side of I90 with soft surface for pedestrians ● Trail on south side of I90 is hard to find, many don't know its there so need better visibility, entrances, and wayfinding ● Improve the kayak / canoe launch area at the waterfront
Segment 2	<ul style="list-style-type: none"> ● Intersection at W Mercer Way is confusing, needs safety and accessibility improvements, wayfinding ● Add connection or crosswalk at entrance to parking, more like midblock and more direct to the playground ● Provide an on-street route along W Mercer Way headed north (bypass route) ● Conflicts between people moving to and from the playground and bicycles trying to get through on the path, especially when the bicycle turns down W Mercer and then tries to cut back to the trail to the south ● Need more wayfinding at trail crossing to clear where bicycles should go to stay on trail or go on bypass route

	<ul style="list-style-type: none"> ● Add pedestrian lighting or bollards on trail to Town Center ● Add lights at wayfinding or other signage ● Provide loop path lawn area and connecting courts to the trail ● Provide better connection from the parking area on SE 22nd Street to the courts and open lawn area ● Do something with the stacks so more attractive, maybe a spot for covered picnic ● Create more of a gateway to the lid park at the intersection here ● Add lights along the trail (pedestrian priority but nice for pedestrians and bicycles) – continue through to lid connection to Luther Burbank but priority from W Mercer Way to the park-n-ride ● Stacks could be a focal point and draw for people if more interesting (art, trellis, canopy shelter, etc.) ● Add a bathroom near the corner of the parking and the W Mercer Way (east or west sides) ● Consider separate crossings for different users at intersection of the trail and W Mercer Way – pedestrians, EB cyclist, WB cyclist – and raised table or other approach to make it safer ● Need better sightlines and visibility where trail comes up the hill towards the parking off SE 22nd Street, difficult to see around the curve in trail ● Consider trail separated (bridge) over W Mercer Way, would reduce speed and align with higher elevation by parking lot near courts for greater separation of uses
Segment 3	<ul style="list-style-type: none"> ● Need safety improvements where trail comes down the hill and around a blind corner into the restroom and field area – big conflict zone; add elements to slow down cyclists ● Don't move main regional trail to south side ● Open space used a lot next to playground ● Connect east side of fields to the south side trail ● Consider a trail-sized roundabout at conflict corner ● Need better visibility and sightlines at corner / under the overpass area ● Consider moving trail to the west of the restroom/maintenance building (around the back side) to avoid conflict with park users ● Need safety improvements to reduce speeds coming down the hill along the trail to the north side of the lid ● Need to improve connection on the south side towards the Town Center and add more wayfinding, but main trail should stay to the north side; trail on the south side could be narrower so it doesn't feel as much like the main regional trail route ● Consider programming and other opportunities in open space to the east of the playground

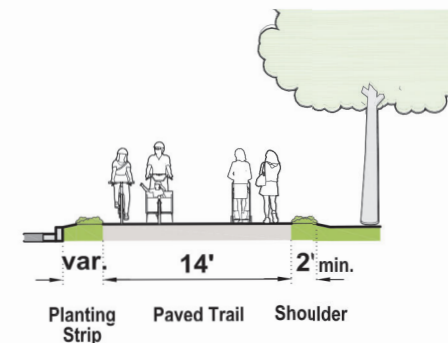
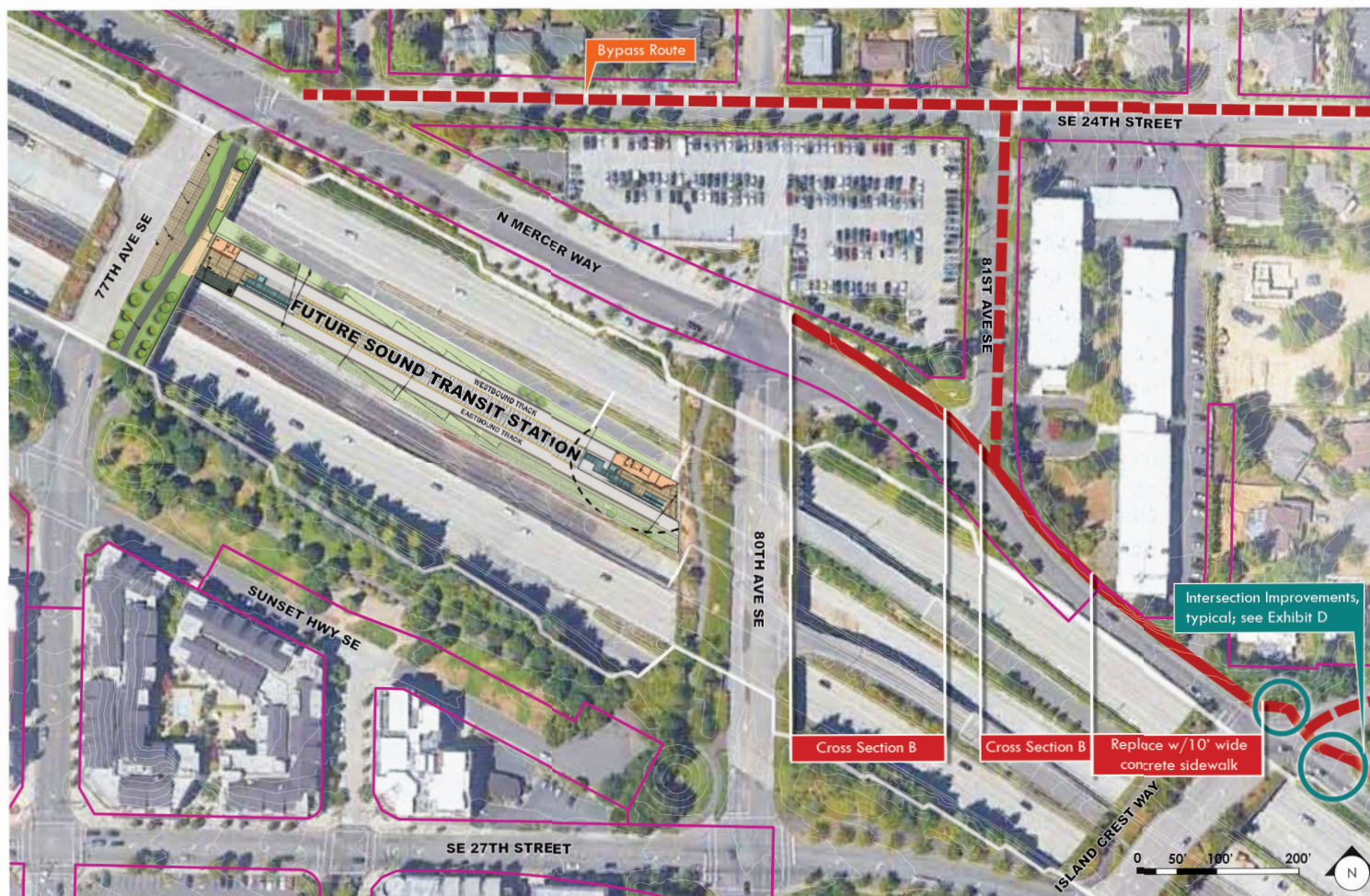
	<ul style="list-style-type: none"> ● Improve connection to 74th Avenue SE ● Consider more of a connection from the south side along the east edge of the lid to the main trail on the north side, this would avoid the conflict area in the middle ● Provide separated trail between bicycles and pedestrians along the south side of the open space area
Segment 4	<ul style="list-style-type: none"> ● Need better crossing at off ramp to 77th Avenue SE; feels unsafe now ● Need safety improvements along trail on the north side of I90 where adjacent to N Mercer Way – wider, better separation, trail surface improvements, visibility, etc. ● Would like to see a more direct crossing of the trail on the south side of I90 (intersection of 76th Avenue SE and SE 24th Street); prioritize the pedestrians / trail users at this intersection ● May need a trail-sized roundabout at intersection of south trail and 76th Avenue SE ● Add benches on south side ● Park-n-ride should be a walk only zone ● Include opportunity for bike-share parking
Segment 5	<ul style="list-style-type: none"> ● Need directional signs / wayfinding at corner of N Mercer Way and SE 24th street for bypass route; and improve the street for a better bypass route ● Improve treatment at the bus stop in front of park-n-ride so no ride zone, priority to pedestrians – need bicycle calming, more clear signage, hierarchy of treatment to pedestrians first, etc. ● Do not encourage bicycles / trail connection along 81st Avenue SE from SE 24th Street to N Mercer Way ● Preserve the trail on the south side through this segment, but north side should be primary trail ● Improve walkways and trail connections along bridges to get from north trail to the Town Center, needs more visibility and nicer walking route as well as intersection crossing improvements so feels safer (enhanced vegetation, lighting, paving, etc.) ● Need crosswalk wider or relocated to align to the trail at intersection of SE 27th Street and 80th Avenue SE; maybe crossing flags or other safety improvements ● Add “bikes too” to stop signs – when bicycles are on the street (bypass route) they forget to obey the street signs ● School buses load at park-n-ride too, so need to consider how they will function with any improvements or changes to the system, right now doesn't feel safe for school kids ● Bike parking needed at Town Center, transit area and activity zones – signage and wayfinding to the bike parking and lockers needed as well ● Need safer intersection crossings for north trail ● Add a restroom at the park-n-ride or at the new Tully's development site

Segment 6	<ul style="list-style-type: none"> ● Lid area is not visible from roads or other public areas, feels unsafe ● Access to this lid area is not very visible – need signage, improved entry, more sightlines and views into the area, etc. ● Provide stairs from SE 28th Street into the lid area ● This feels like a pass-through but should be a destination – needs activity, reason for people to be here ● Sign the pinch point so warning / added caution ● There is an existing informal trail from overlook down to roadway; steep grade ● Need better access to Covenant Shores area ● This lid feels isolated ● Need safer intersection crossings for north trail ● Opportunity area at corner of Island Crest Way and SE 28th Street, open space could be improved and help get people to use the lid area here better ● Need more formal entrance to the lid – something visible from SE 28th Street ● Uses for lid area – sculpture area, garden / demonstration planting, picnic, other passive uses ● Connect from this lid down to Luther Burbank, make the connection more visible ● Need safe crossing between Luther Burbank and the open space adjacent to I90 (across N Mercer Way) ● Consider using SE 26th Street as a connection from the bypass route back to the trail ● Bypass route on street would continue on N Mercer Way through this area ● Trail on north side should include separated trail for pedestrians (soft surface) where space is available ● Continue a secondary path from the lid area along the south side of I90 through the wooded area (area has some steep slopes) ● Add signs about the history of the area at the top of the hill (base of the overlook) ● Move the bench so you can sit and still see the view at the overlook ● Add picnic area and benches to the lid area ● Add signage about history of Luther Burbank Park to the overlook area; like the signage around the community center as a good example
Segment 7	<ul style="list-style-type: none"> ● Would like to see a trail through the forested area on the south side of I90 ● Need more connections to the neighborhood between the north trail and N Mercer Way ● Intersections with the trail crossings need safety improvements ● This might be a good place for the bypass route to connect back into the trail so users have options for on or off trail experience (like a left turn lane for cyclists heading westbound)

	<ul style="list-style-type: none"> ● Add a westbound bike lane on N Mercer Way for improved bypass route ● Provide lighting long trail
Segment 8	<ul style="list-style-type: none"> ● Improve connection to City Hall – from north trail, from south secondary trail, from both east and west sides (N Mercer Way and E Mercer Way) ● Need better crosswalks, safe crossings at intersections east and west from City Hall ● Need better wayfinding so can use City Hall parking as trail head parking on weekends ● This section of the trail on the north side feels isolated, need more wayfinding, visibility, clear entrances to the trail system, etc. ● Make the trail feel more permeable to the neighborhood along this segment, more connections ● Consider parking, trailhead type improvements at the existing cul-de-sac off SE 35th Place, connect better to trail (short term trailhead parking) ● Need better wayfinding and letting people know there is waterfront access at east end; potential destination; better path along the water ● Improve connection, provide a clear route from trail (and City Hall) to the waterfront ● Provide lighting along trail ● Create connection to SE 40th Street ● Add a restroom at the boat launch / waterfront area ● Add lights along connection from trail to City Hall

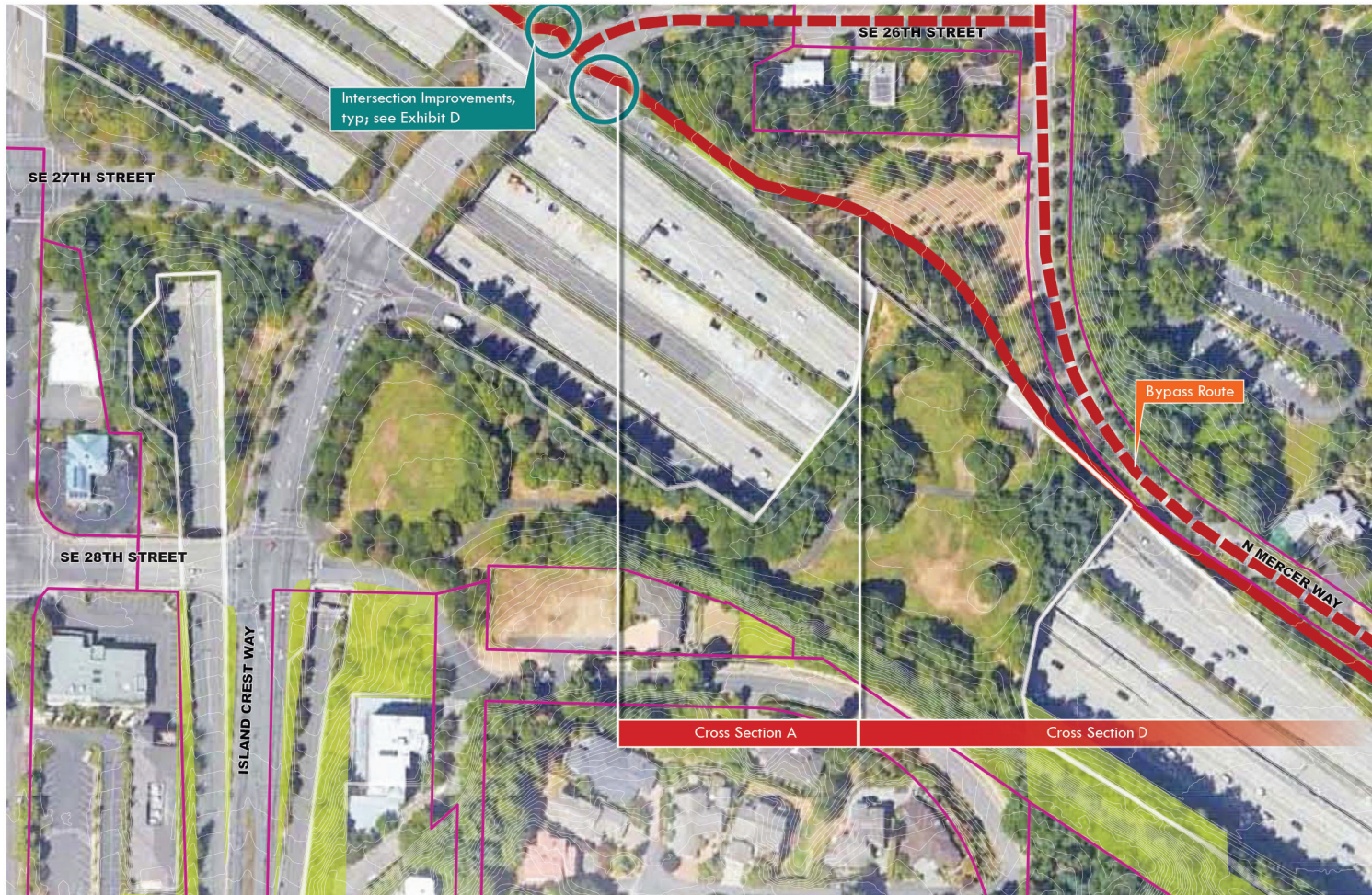
Segment 5

Site Plan and Existing Photos



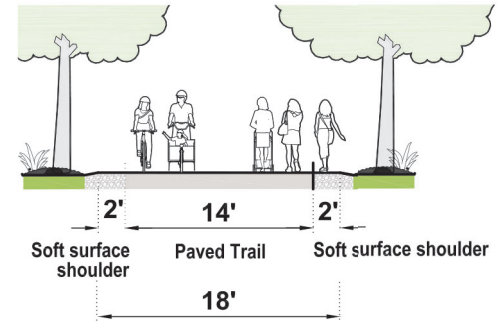
Cross Section B



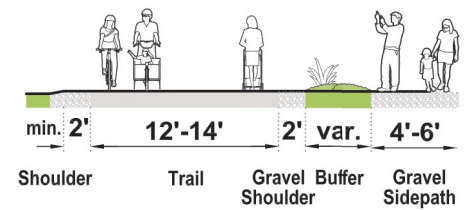


Segment 6

Site Plan and Existing Photos



Cross Section A

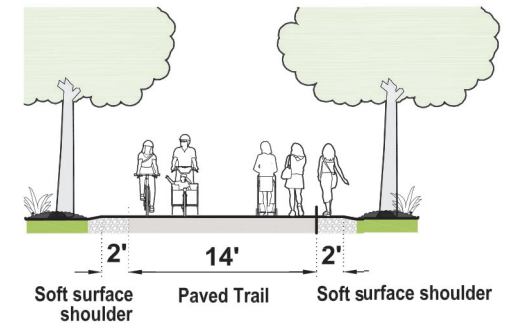


Cross Section D

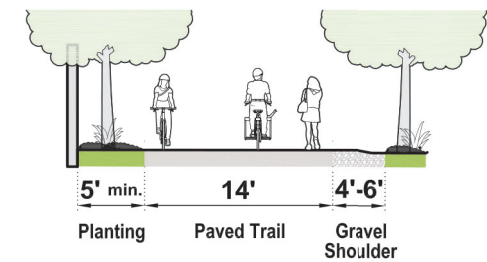


Segment 7

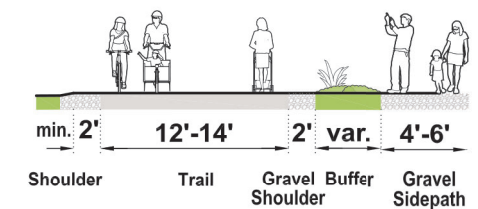
Site Plan and Existing Photos



Cross Section A



Cross Section C

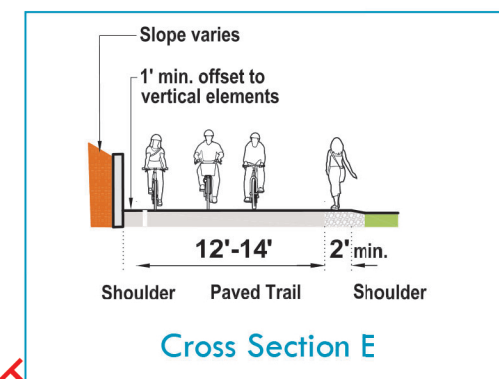
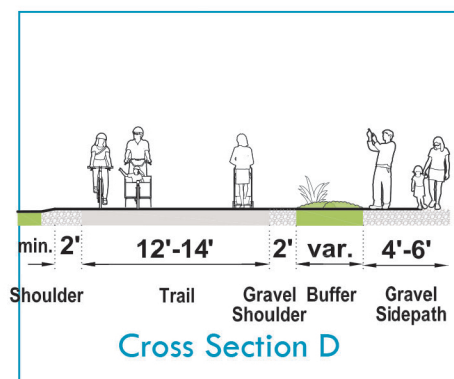
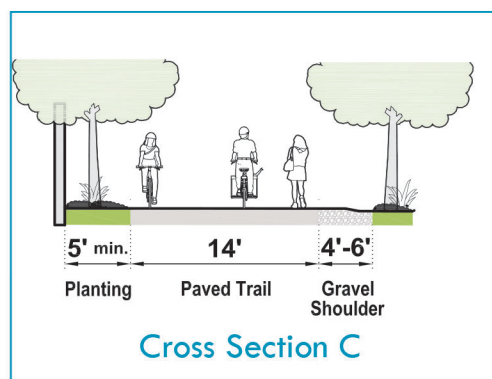
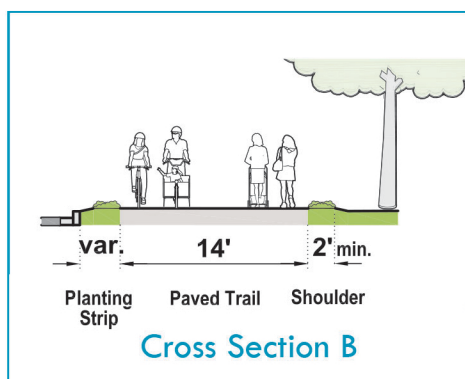
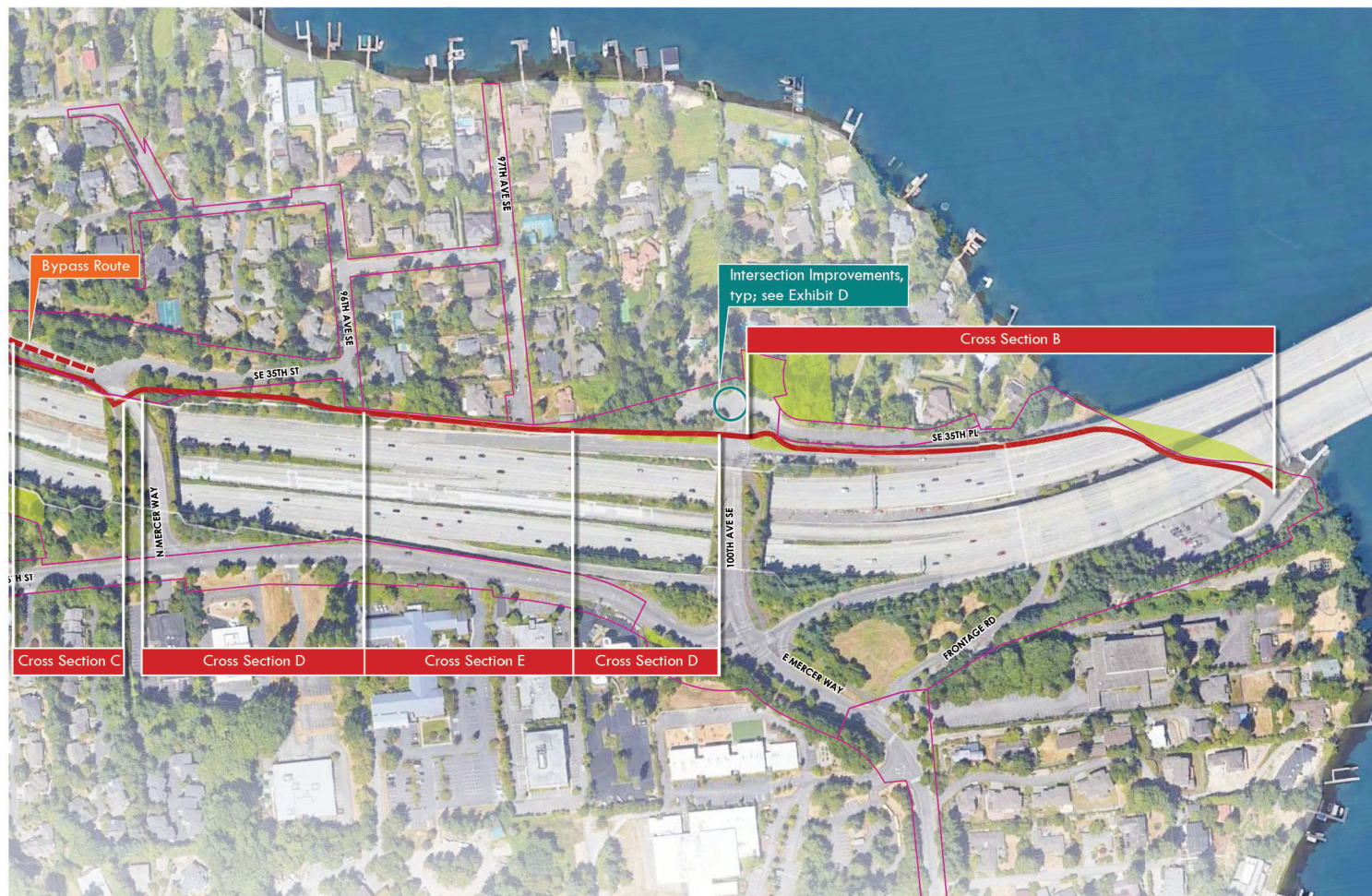


Cross Section D



Segment 8

Site Plan and Existing Photos



Aubrey Davis Park | Trail Improvements

DRAFT

AB 5489
Exhibit 5

10 October 2018



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND, WA

AB 5493
October 23, 2018
Public Hearing

2019-2020 PROPOSED BUDGET: OPERATING BUDGET REVIEW BY DEPARTMENT

Action:
Conduct public hearing, receive staff presentation, and provide feedback and direction to staff.

- ☒ Discussion Only
☐ Action Needed:
☐ Motion
☐ Ordinance
☐ Resolution

DEPARTMENT OF

City Manager (Julie Underwood & Chip Corder)

COUNCIL LIAISON

n/a

EXHIBITS

1. Complete Proposed Budget:
www.mercergov.org/files/19-20ProposedBudget.pdf
2. Operating Budget by Department:
www.mercergov.org/files/19-20_SEC-F.pdf

2018-2019 CITY COUNCIL GOAL

n/a

APPROVED BY CITY MANAGER

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

On Tuesday night, staff will review the 2019-2020 Operating Budget, as outlined below (times are estimated):

Employee compensation & benefits:

- HR 101 (15 min)
- 2019-2020 budget (5 min)

Operating budget by department:

- City Attorney's Office (10 min)
- City Council (5 min)
- City Manager's Office (10 min)
- Development Services (30 min)
- Finance (10 min)
- Fire (15 min)
- Human Resources (10 min)
- Information & Geographic Services (15 min)
- Municipal Court (10 min)
- Non-Departmental (30 min)
- Parks & Recreation (35 min)
- Police (15 min)
- Public Works (35 min)
- Youth & Family Services (35 min)

The Operating Budget by Department is fully contained in [Section F](#) of the budget document. Staff will focus on the following sections for each department in its presentation to the Council:

- Organization chart
- Staffing summary
- 2019-2020 operating budget analysis
- 2019-2020 service packages, if any

During the department presentations, it would be helpful to learn if Council has clarifying questions or additional information requests. "Follow-up" items, if any, will be addressed at the November 20, 2018 meeting, when the Council will finalize all changes to the 2019-2020 Proposed Budget.

The table below shows the 2019-2020 operating budget by department and by fund grouping:

Department	General & YFS Funds		Utility Funds		Other Funds*		All Funds	
	19-20 Budget	% of Total	19-20 Budget	% of Total	19-20 Budget	% of Total	19-20 Budget	% of Total
City Attorney's Office	1,595,966	2.2%					1,595,966	1.5%
City Council	124,704	0.2%					124,704	0.1%
City Manager's Office	2,222,440	3.1%					2,222,440	2.1%
DSG	6,891,707	9.7%	215,574	0.7%	69,858	1.3%	7,177,139	6.7%
Finance	1,965,925	2.8%	941,090	3.1%			2,907,015	2.7%
Fire	13,280,803	18.6%					13,280,803	12.3%
Human Resources	1,286,284	1.8%					1,286,284	1.2%
IGS	263,241	0.4%	319,974	1.0%	2,097,041	38.3%	2,680,256	2.5%
Municipal Court	972,158	1.4%					972,158	0.9%
Non-Departmental	5,879,691	8.2%			1,245,704	22.7%	7,125,395	6.6%
Parks & Recreation	12,175,756	17.1%			30,000	0.5%	12,205,756	11.3%
Police	14,908,787	20.9%					14,908,787	13.8%
Public Works	3,961,047	5.5%	29,369,920	95.2%	2,035,717	37.2%	35,366,684	32.8%
YFS	5,851,419	8.2%					5,851,419	5.4%
Total	71,379,928	100.0%	30,846,558	100.0%	5,478,320	100.0%	107,704,806	100.0%

* Other Funds include the following: Self-Insurance Fund, Youth Services Endowment Fund, Street Fund, Contingency Fund, 1% for the Arts Fund, Equipment Rental Fund, Computer Equipment Fund, and Firefighters' Pension Fund.

At the November 5, 2018 meeting, staff will review the 2019-2024 Proposed CIP, which is fully contained in [Section G](#). Specifically, staff will review the following:

- CIP revenues estimates and 2019-2020 proposed utility rates
- Significant budget policy issues/changes
- New, partially funded & unfunded projects
- 2019-2020 projects by category, excluding TIP approved projects (review by exception)

RECOMMENDATION

City Manager

Conduct public hearing, receive staff presentation, and provide feedback and direction to staff.