

Mercer Island Transit Connection Area

Summer 2020 online open house response and comments

Overview

The Mercer Island transit connection area, along North Mercer Way, 77th Avenue Southeast and 80th Avenue Southeast, includes improvements designed to create a seamless connection experience for riders transferring between bus and light rail on Mercer Island when East Link light rail service begins in 2023. The Mercer Island transit connection area is part of a larger set of transportation improvements and mitigation measures included in the East Link light rail extension project. Since they reached a settlement agreement in 2017, Sound Transit and the City of Mercer Island, along with King County Metro, have worked together to address community concerns in the final design of the project.

In June of 2020, Sound Transit shared its 60-percent designs for the transit area and provided an opportunity for the public to submit questions and comments.

We received 267 comments through the comment form provided. Concerns related to the design of the transit connection area fall into the broad categories of safety, service and community impact.

Safety

Bike and pedestrian safety

Q: How is bicycle and pedestrian safety at the roundabout being addressed?

The proposed roundabout is designed with bicycle and pedestrian safety in mind. In fact, national studies have shown that roundabouts have a better safety record when compared to signalized intersections. Insurance Institute for Highway Safety and the Federal Highway Administration (FHWA) have studied roundabouts and have determined that roundabouts reduce injury crashes significantly. Their studies show the following reduction in collisions:

- 37% reduction in overall collisions
- 75% reduction in injury collisions
- 90% reduction in fatality collisions
- 40% reduction in pedestrian collisions

There are a number of reasons why roundabouts help reduce the likelihood and severity of collisions, including:

- Lower travel speeds
- No “light to beat” – increasing vehicular speeds that reduce impacts from yellow- and red-light runners
- Roundabout geometry eliminates the possibility for “t-bone” or head-on collisions

In addition, roundabouts improve the safety of all modes of travel—including pedestrians—as the roundabout geometry forces vehicles to slow down as they enter and exit the roundabout. The design of the proposed roundabout at 77th Avenue Southeast and North Mercer Way will verify the sightlines for pedestrians and vehicles and ensure that they meet or exceed requirements set by WSDOT; this includes checking these sight lines with buses located in the layover zones. The proposed crossing just east of the proposed roundabout, providing a connection from the I-90 Trail to the future light rail station entrance along 77th

Avenue Southeast, is planned to be at least 14 feet wide and contain ample space for pedestrians, bicyclists, and other users to cross the street safely, with the improved visibility that a wide crossing provides.

For additional information on roundabouts:

<https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm>

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

80th Avenue Crossing

Q: How many pedestrians and bicyclists are projected to cross North Mercer Way at 80th and 77th intersections?

The signal at 80th Avenue and North Mercer Way currently has a regular cycle length of 90 seconds, but there are multiple phases based on time of day. The regular phase has a 10-second “Walk” sign and 18 additional seconds of clearance for the west crosswalk. A 90-second cycle provides 40 opportunities for people to cross N. Mercer Way each hour.

The number of pedestrians in the west crosswalk during the busiest one-hour period in the morning per the FEIS Addendum—comprised of both bus transfers and users of the park-and-ride—is estimated at approximately 1,300 people, comprised of 1,050 transferring passengers and 250 park-and-ride users. The hypothetical scenario based on METRO CONNECTS provides an example with a slightly lower number of pedestrians (1,290) in the crosswalk. This results in an average of 32 or 33 pedestrians per cycle during the morning peak. This also assumes that all transferring passengers and park-and-ride users will choose to use the 80th Avenue station entrance, and no transfer passengers will opt to use the 77th Avenue Southeast station entrance.

These numbers fall well within the range of average crossings at similar intersections. While this represents an increase in pedestrian volumes at this location over existing conditions, this increase would not jeopardize safety or require significant changes to traffic signal timing, noting that the East Link FEIS assumed 1,300 pedestrians would cross the street during the peak hour with no impact to people or cars. As we proceed with final design, we will conduct intersection analyses to confirm pedestrian and traffic operations.

Q: Will the timing of the traffic signal at the 80th Avenue Southeast/North Mercer Way intersection be studied to determine appropriate time intervals?

Safety improvements and increased operational efficiencies—including potential signal timing changes—at the 80th Avenue Southeast/North Mercer Way intersection will be discussed and developed as the project design is finalized. Sound Transit and Mercer Island staff have already begun early conversations with WSDOT, as the owner of the signal, about appropriate adjustments to enhance pedestrian safety.

Operations

Q: What is the possibility of opening the South Bellevue Park-and-Ride prior to start of East Link revenue service?

The South Bellevue Park-and-Ride closed May 30, 2017. Since then, and for approximately two more years, Sound Transit will be using this park-and-ride site to stage equipment and materials to build the light rail tracks, station, systems and bus transfer facility. Sound Transit has established temporary alternate commuter parking lots at various locations, and will explore opportunities to open the park-and-ride sooner if possible.

Q: Why do regional buses have to connect to light rail at Mercer Island and not South Bellevue?

Regional buses will connect to light rail at both the Bellevue Downtown Station AND South Bellevue Stations, and in fact Metro has already planned to fill all of the capacity for bus transfers at South Bellevue Station.

To access the South Bellevue Station, Metro customers east of the station would have to travel off I-90 onto Bellevue Way, north to the station and then board Link and double back down Bellevue Way to I-90. Particularly eastbound, the merge from Bellevue Way to I-90 is extremely congested and presents safety and operational challenges for buses merging across several lanes to get from Bellevue Way into the center HOV lane. This travel time, assuming a five-minute light rail trip from South Bellevue to Mercer Island, is 10 minutes longer in each direction during peak travel periods than traveling directly from Eastgate to Mercer Island.

In addition, direct service to Mercer Island avoids out-of-direction travel and provides safer, quicker connections to/from the I-90 HOV lanes, resulting in faster bus travel times and discouraging Eastside drivers from parking on Mercer Island to reach Link light rail.

Q: How many buses can layover at Mercer Island at any given time?

There will be approximately four spaces on Mercer Island for buses to layover, which will limit non-local bus volumes to below existing levels that serve the island.

Q: What is the layover space requirement for the proposed layover on the north side of North Mercer Way?

In response to Mercer Island City Council concerns and the amount of space available, the length of the flexible curb space/layover on the north side of North Mercer Way was designed to be only 145 feet for one bus. This is the smallest it can be and still meet Metro's operational needs to pull in and out of the space safely.

Q: Why can't Metro drop off all of its westbound passengers on the south side of North Mercer Way after going around the roundabout and still satisfy its minimal and real operational layover needs?

The Settlement Agreement prohibits regional buses from circulating through the Town Center. Dropping off passengers only on the south side of North Mercer Way would require buses to loop through the Town Center or other local Mercer Island streets to access the designated layover spaces on North Mercer Way. Based on extensive study and review, there is no way to drop-off passengers on the south side of North Mercer Way and utilize the planned layover spaces on the north and south sides of North Mercer Way without circulating through the Town Center. The planned layover spaces on the north and south sides of North Mercer Way, as outlined in the Improved and Optimal Configurations, are essential to meet KCM's operational needs.

Q: Are there alternative sites of bus layover bays that do not require buses going through Town Center?

None that are consistent with the Settlement Agreement. Prior to the Settlement Agreement, many other options were evaluated in the FEIS and SEPA Addendum, including the 80th Avenue Southeast Configuration that Mercer Island City Council opposed. In the Settlement Agreement, Mercer Island City Council negotiated for their preference of the 77th Avenue Southeast Configuration. The planned 77th Avenue Northeast Configuration allows buses to serve Mercer Island and avoids buses circulating through the Town Center.

Service

Bus Service

Q: What is the vision for Metro service from Mercer Island to Eastside cities?

Metro strives to provide the best regional service network to its customers, one that offers a convenient and competitive alternative to driving alone. Metro published METRO CONNECTS in 2016, laying out a preliminary plan for future regional service when East Link opens. This document was part of extensive public outreach process. To improve service when Link light rail opens, Metro will reinvest service hours that are currently used to run buses into Seattle from Eastside communities.

This reinvestment will restructure and enhance Eastside service to complement the new light rail network. It will connect Eastside communities not served by East Link, including Issaquah, North Bend and Sammamish, to light rail as well as jobs and services on Mercer Island. Specifically for Mercer Island, this service will aim to reduce vehicle trips and parking demand from the Eastside on Mercer Island streets and public parking facilities. It is anticipated that ST Express Bus routes currently serving Mercer Island will either be eliminated (ST 550) or terminate at South Bellevue (ST 554). There is no bus service envisioned between Mercer Island and Seattle.

Q: How will local intra-island bus service change on Mercer Island?

In 2021, roughly 18-24 months before East Link opens, Metro will lead an extensive public engagement and planning process to give Mercer Island residents and visitors the opportunity to provide input and feedback on transit services and routing when East Link opens. This process will guide Metro's decisions about the existing Route 204, Route 630 and other transit and mobility services on Mercer Island.

Q: What is the purpose of the 80th Avenue Southeast bus stop? Is there a local benefit to this bus stop?

A stop on 80th Ave SE is not currently included in the final design. If pursued in the future, this bus stop would be reserved for local Mercer Island buses only and would be located in-lane and south of the I-90 eastbound HOV on-ramp. No impact to pedestrian space or flow would occur. Such a stop would exclusively benefit local customers by providing a more convenient connection between East Link and local Mercer Island services. The stop would allow local MI riders to connect to transit heading south without crossing the street and in the direction of their travel. Metro does not have a position on whether there is a stop at this location, and can coordinate with Mercer Island about potential uses, and more detailed benefits of such as stop.

Link Service

Q: What are the anticipated light rail travel times from Mercer Island to points east and west?

Sound Transit is currently in the process of updating ridership numbers for the entire Link light rail system approved as part of the ST3 plan. Here are some times to and from popular destinations from Mercer Island:

- Mercer Island – International District/Chinatown: 9 min
- Mercer Island – Westlake: 14 min
- Mercer Island – University of Washington: 20 min
- Mercer Island – Bellevue Downtown: 10 min
- Mercer Island – Redmond Technology Station: 20 min

It is anticipated East Link trains will run at least at eight-minute intervals during peak hours. For additional information:

<https://www.soundtransit.org/system-expansion/east-link-extension>

<https://www.soundtransit.org/system-expansion/mercer-island-station>

Q: What is the anticipated increase in light rail ridership over time?

- Projected East Link ridership—including the downtown Redmond extension—is anticipated to be approximately 43,000 to 52,000 daily riders by 2026.
- Full Link light rail system ridership – today, Link averages 80,000 boardings every weekday. In 2040, estimates are that Link trains will carry between 480,000 and 590,000 passengers every weekday. By 2040, when the high-capacity transit system (Link, BRT and commuter rail) is built out, Sound Transit will have between 560,000 to 690,000 average weekday boardings.

Q: If trains are at capacity, would buses return to service between Seattle and Mercer Island?

We do not anticipate a scenario where Link trains would not be able to accommodate ridership to, from and through Mercer Island. Sound Transit will be running four-car trains every eight minutes, with each of those trains having the capacity for 800 riders. Metro has no plans to operate duplicative East Link routes between Mercer Island and Seattle once East Link light rail is operational.

Community Impact

Q: What is the benefit to Mercer Island residents of the transit configuration?

Bus service connecting Eastside communities to Mercer Island will be a critical component of the regional transit network because that service will efficiently connect customers to East Link and destinations on Mercer Island. This service will provide a competitive mobility option to reduce demand for parking at Link stations, including the Mercer Island park-and-ride lot; and reduce car dependency for people accessing jobs, shopping and other services on Mercer Island.

A shorthand list of the benefits of the designed transit configuration include the following:

- Transportation funds in the amount of \$10M for transportation improvements on Mercer Island per the Settlement Agreement
- Future bus volumes (16-20 buses per peak hour) will be less than existing bus volumes (36-39 buses per peak hour)
- Bus/Rail Integration in the form of the 77th Avenue Southeast Configuration—as preferred by the Mercer Island City Council
- Mercer Island is one of limited cities in King County that will have a light rail station
- Overall improved connections to the regional transportation network
- No substantial bus operations and no bus layovers along 80th Avenue
- No bus idling during layovers
- Provides benefit to Mercer Island employers whose employees rely on bus service from eastside locations not served by light rail
- Provides flexible curb space that may be used for future first/last mile mobility initiatives, including local Metro service, micro-transit, and rideshare opportunities
- Bus/rail integration is limited to a two-block area of Mercer Island

- Limited occurrences of long bus layovers (average 15 minutes when a bus is laying over);
- No routing of regional buses through the Town Center
- The better the transit service and flexibility of transit service operations, the fewer single-occupant vehicle trips on Mercer Island from non-Island commuters
- Other Eastside cities will have a significantly greater number and percentage of buses for bus/rail integration
- The roundabout provides a safer intersection for both vehicular and pedestrian traffic

Q: How is Sound Transit working with and assisting homeowners that will be impacted by the 77th/North Mercer Way roundabout?

Per the Settlement Agreement, both Sound Transit and the City of Mercer Island agreed to construct the 77th Avenue Southeast configuration—including a new roundabout—which will result in Sound Transit acquisition of private property. Sound Transit complies with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (as amended), Revised Code of Washington (RCW) Chapter 8.26, and Washington Administrative Code (WAC) Chapter 468-100 to ensure uniform and equitable treatment for persons displaced by federally funded public projects (in this case, East Link). Sound Transit will provide relocation advisory services and payments for eligible displaced owners and tenants.

We are in talks with the affected property owners. Owners of real property needed will be offered just compensation for their land and improvements that will be acquired. Sound Transit will provide relocation advisory services and payments for eligible displaced owners and tenants.

For more information:

<https://www.soundtransit.org/system-expansion/building-system/easing-construction-impacts/property-acquisition-relocation>

Q: How will Sound Transit provide buffers for neighbors to the north of the proposed new layover space and the new roundabout?

Sound Transit intends to work closely with the City of Mercer Island as the design progresses to provide appropriate buffers and screening between the roundabout/transit connection area and the neighborhood to the north. For reference, the distance between the proposed roundabout and the nearest residence is greater than the distance between the current North Mercer Way/77th Avenue Southeast intersection and existing residences. It is also important to note the proposed layover space along North Mercer Way would continue to be screened from view from the neighborhood to the north via the existing wood fence along the south side of Southeast 24th Street.

For more information:

<https://www.soundtransit.org/get-to-know-us/documents-reports/2017-sepa-addendum-to-east-link-final-eis-executive-summary>

Comments received through the online open house comment form:

1	As a resident of Mercer Island, I'm fully supportive of our City Council's concerns and position expressed in their email letter of October 16, 2019 to Eric Beckman, Deputy Executive Director, Sound Transit, regarding the Sound Transit Bus/Rail Interchange 60% Design, that are consistent with the 2017 Settlement Agreement. Thank you.
2	The bicycle facilities will be critical in ensuring the functionality of this station. Those facilities include both the connections to regional city bike paths, and a secure place to store bicycles. The regional trail where it traverses in front of the P&R is poorly executed and better separation between bikes and commuters would be beneficial.
3	I am against Mercer Island being a hub for bus/light rail transfers due to the small population size of the community and the volume of riders switching transportation: "Buses traveling from the Eastside to downtown Seattle will end at new stations located in Mercer Island, Bellevue and Redmond. Riders will then transfer from buses to Link at these new stations. "
4	As a Mercer Island resident, thank you for bringing better transit connections to my home town. The proposal for the bus to light rail connections seem very reasonable.
5	Desperately need more park and ride parking space.
6	Thank you so much for your work bringing light rail to the eastside! I have a question about ADA access - it looks like most buses will be letting people off on the south side of the street, on the east side near 80th Ave SE. Is there an elevator or other ramp/access point on this side of the light rail station entrance to get down to the platform? I know there is one on the 77th street entrance, but it feels like the majority of people will be moving towards the 80th Ave entrance based on the bus pattern and park and ride entrance. Thank you!
7	Please pay special attention to the interface between 78th and N Mercer Way. A lot of cyclists and pedestrians use this connection to avoid conflict points around the park and ride so making it clear to see, spacious, and usable for people traveling any direction would be a major improvement from current conditions.
8	Looks like a good plan. It appears that the signal at the crosswalk at 77th & North Mercer Way will be removed in lieu of the two-stage crossing. Will that be sufficient/safe for pedestrians after dark, particularly in the winter when it's dark during rush hour?
9	Love the wider bike path! Love the new green spaces. Is there a way to place bus stops closer to station entrances? Seems weird to give kiss and ride spots, which will be used much less than bus stops, prioritized location to the station entrances. Does the two stage crossing make more sense than a one stage located a little further east, safety wise?
10	So how many buses from South King County and further East do you plan to dump onto Mercer Island every day? And how many people? Notice how that detail was conveniently left out of your glossy fluff piece. We don't want ANY buses here. End of discussion.

11	<p>I am a resident of Mercer Island who commutes to SLU via bus/corporate shuttle in non-COVID times. I am highly supportive of the entire project and particularly so of the traffic circle serving as a calming measure. When crossing the street to get to the Seattle-bound stop, cars that speed through red lights at 80th & N Mercer Way are a regular occurrence; this also occurs frequently at 76th & N Mercer Way, though I less frequently travel that direction. I would suggest additional calming measures (eg, bulb-outs, narrower lane striping) at 80th to protect arriving passengers who seem likely to prefer 80th over 76th (particularly in the rain) to transfer to the train platform. The pedestrian improvements will also be very welcome. I hope these are already part of the planning, but improved nighttime lighting along all pedestrian paths would be an appreciated improvement over the status quo.</p>
12	<p>The absence of REST ROOMS is wholly unacceptable and oppressive. It stinks of classism and should not be tolerated. I understand this lack of facilities applies to all stations. Unbelievable.</p>
13	<p>The changes sound fine & dandy - as long as there is 1) no additional buses or bus traffic along N Mercer Way! 2) traffic along N Mercer Way is not slowed down by buses or longer traffic signals! and 3) No additional buses parked along N Mercer Way or 77th Ave SE! If any of these occur, the changes should not be made!!! The changes would reduce safety along an already high traffic area.</p>
14	<p>This web page does not match what has been presented to the City of Mercer Island. There are proposed curb cuts along N. Mercer Way directly for bus stops violating the settlement Agreement ST signed with the City of MI. I STRONGLY oppose any plan that involves buses stopping/discharging passengers on the north side of the street requiring pedestrians to cross to the opposite side to access the light rail station. No matter how wide you make the crosswalk it still is not safe. No buses should be allowed to park and remain on either side of the street for any purpose other than to pickup/drop passengers. Finally, bicycles should be required to dismount and walk along the entire route from 76th Ave until reaching the east side of 80th Ave as a safety precaution, or there should be a designated "through lane" that is physically separated and bicycle only. The speed of bikes through this area is already too fast and doesn't mix well with pedestrians. Safety has been overlooked.</p>
15	<p>No bus drop-off on North Mercer Way No bus idling anywhere on Mercer Island bus service from the MI Park & Ride to and from Seattle ugly color of building (orange-ish) - please change to something more aesthetically pleasing which reflects the character of the Island please include public restrooms please provide ST police officers to keep everyone safe please enforce payment of fare by everyone</p>

16	<p>Thank you so much for all your hard work. I'm curious, I lived in Japan for a long time and many of the train stations there have an integrated space for businesses like grocery, food vendors, book shops, cafes etc. I have not seen anything like that in our area. I wonder why that is the case. It seems to me that a light rail station is of limited usefulness if it doesn't include space for businesses in the same structure.</p> <p>I'm sure there's a good reason why things are designed differently here, but I'm interested to understand more.</p>
17	<p>Looks great. Too bad I am afraid to ride public transit until there is a vaccine or a treatment.</p>
18	<p>I am slightly concerned that the bend in the trail around the roundabout will lead to an increased rate of bicycle pedestrian accidents - because of the obstructed line of sight, cyclists will come around that corner quickly and run smack into pedestrians as the exit the cross walk or are walking on the path. Cheapest and easiest fix is probably putting some 'rumble strips' for the bikers and highly visible warnings for bikes on each end of the curve around the roundabout to ensure bikers are paying attention. Hopefully this will decrease the possibility of accidents. Other than that this looks good! Have you thought about putting a small coffee stand inside the station like is done in European transit stations? Could work with a local vendor like Shawn's Cafe and Bakery (just google them)</p>
19	<p>Our family lives on 77th Ave SE, just north of N Mercer Way. We remain concerned about several aspects of the proposed roundabout specifically 1) traffic flow 2) noise and pollution caused by increased bus traffic 3) safety of the crossing (ref item 3) 4) proposed green screen (item 7) ensure it is robust enough to block the view of all traffic 5) today there is access from 77th Ave SE to the bike path via a neighborhood dirt path - please ensure access is improved to include both proper steps and a paved bike path. Our safety is of prime concern.</p> <p>I'd be happy to provide additional detail on the 5 points above.</p>
20	<p>Stop work and bring back the express lanes. \$30 car tabs, enough is enough! Covid-19 will forever change ridership and remote work, the train is outdated and not needed. Let's have buses and self driving cars instead.</p>
21	<p>Will there be bike lockers available for all riders on a typical day? If not I believe it will discourage biking. I would favor a larger "corral" space, versus individual lockers, if needed to house more bikes. Lockers sound like there will be too few to support potential riders. I live on first hill and riding is for me an excellent alternative to park and ride.</p> <p>Best, Ben Straughan PS- thanks for asking for our input!</p>
22	<p>Please bring back sidewalks so that we can walk across I-90 without taking the long detour!</p>

23	<p>"Creating convenient access to Mercer Island Town Center by optimizing the new station plaza and landscaped pathway along 80th Avenue SE." Seems like it would be more convenient to put all of this on the south side of I-90, adjacent to the Town Center.</p> <p>Bike-Pedestrian conflict along N Mercer Way is a big problem. The round-about design should encourage high-speed/thru cyclists (not going to station) to divert onto SE 24th St. Proper bike lanes should be added on SE 24th St and 84th Ave SE. Otherwise this design perpetuates the problem with people exiting/entering buses will cyclists passes a few feet behind them. It would also reduce conflict between bikes and the P&R access.</p> <p>Relocating the existing bus stop so that people don't have to cross N Mercer Way would also help this, as well as reducing pedestrian-vehicle conflict. You could either enlarge the one on the south side of N Mercer Way so that all buses pickup/dropoff there, OR add one on the south side of I-90.</p>
24	<p>It is a crime that we gave up our access on island crest for this. With the lack of dedicated parking for MI residents the rail is unusable. Parking will always fill with people commuting from farther away who wish to "park for free" in the MI P&R and MI residents will never have reasonable access to public transit. Suggestions: (1) MI resident only free parking, minimum 500 spaces (2) restore Island Crest - the MI City Counsel made a mess of this and should have held out until the transit lanes were designated HOT lanes + some level of pre-paid HOT fees were subsidized for MI residents. Another alternative would be to charge residents who are non-MI residents for parking in the existing P&R (\$15-20 perday) to preserve access for MI residents.</p>
25	<p>Where do we find frequency /timing of bus activity, bus type, time that buses will be idle on MI, area's where buses will be staged on MI, routes buses will take from I-90 to stations and/or staging areas? This would let us know the true impact on our community from this proposed bus/light rail link.</p>
26	<p>The bike/ped improvements appear insufficient to ensure the safety of vulnerable users. The volume of that traffic going to/from or through the station/parknride area will be high, as will the car traffic, much of which will be distracted by merging buses and cars heading back to I-90 or into the Town Center. A wider crosswalk will not solve the problem. Sound Transit should install an elevated crossing above the street for bikes and peds, so these vulnerable users can avoid the vehicle traffic, and the vehicle traffic will not be obstructed and impatient by crosswalk traffic. Don't wait for someone to get run over. N Mercer Way is a busy street now and will be much busier once the trains run. Correct the problem now.</p>

27	<p>MI station is great, but parking at Park and Ride lot is hard to get (except for the COVID 19 has parking easy). Narrow walking/biking and bus waiting will need sidewalk striping and signage improvements. You've been working on this this issue recently, but it will continue to be a problem. There is a large parking lot 5 block to the south that could be a great overflow area but is under used (think it is a private lot).</p> <p>We use MI P&R when going to Seattle from Issaquah. We are not using North Gate P&R, because of limited parking space. Hopefully, new Bellevue south station will have enough parking, or have a short bus connection from Issaquah, COVID 19 may be only problem. FYI</p>
28	<p>Overall I am happy with this plan, although I feel like a few things have not been addressed:</p> <p>At which bus stop (westbound vs eastbound) would buses arriving from the Eastside drop off and pick up passengers? Would this mean that loads of riders would have to cross N Mercer Way in early morning and evening hours when it could be dark out?</p> <p>I am glad that new lighting is being considered, however, is anything going to be done about the N Mercer Way / 80th Ave SE light? Currently, this area is a hotspot for ped vs vehicle near-accidents due to the light timing. Would re-timing the light to give pedestrians a protected crossing point be considered?</p> <p>What about lighting and path improvements heading south on 80th Ave SE towards the Town Center? Will there be bike cages at the Station?</p>
29	Route the busses to Bellevue. Not MI
30	<p>While the drawing makes it look nice, it does not capture the damage you are proposing to do and already done to that area. Examples: too much concrete for the entryway, too small lockers/bike racks for the anticipated volume, replacing mature trees with shrubs. We asked for a new designed back in 2016 way before construction began and you told us NO. Please listen now, when we tell you to route the Eastside buses elsewhere - we are opposing the bus depot and the current design plans. We support the council's letter to the community and objection to the bus intercept, and using the north side of NMW as a bus stop 100%, including litigation.</p>
31	<p>This is a very disappointing decision. Was it developed to protect Bellevue? Destroy Mercer Island? From what I've read, this plan will bring a massive amount of bus traffic to Mercer Island. We only have a couple of mail roads through the center, and this plan essentially removes one of them. This plan also promotes bringing a tremendous amount of auto traffic to Mercer Island. MI has a scant amount of parking. Where are these "park-and-riders" going to park? Why is the 5,000 space parking garage in Bellevue Way not being considered? The way the plan was presented, it seems bound and determined to screw up MI traffic and take over the tiny amount of parking we have in the Center. I'm sure tow trucks will be doing a huge business from all of these off-island cars. It sounds as if feedback has been provided to Sound Transit many, many times, and it has been succinctly ignored.</p>

32	I love the idea of a light rail on mercer island! I think it would make it much easier for me and my friends to get into seattle and back safely. I also think it would encourage mercer island residents to get out og the mercer island bubble and go into the city.
33	This sounds great, make it happen! Mercer Island thanks Sound Transit for connecting our community.
34	<p>I live on Mercer Island, and it really doesn't look like the link out to us from the International District station will take 3 more years to finish. Isn't it possible to start opening the line up and using it prior to the entirety of the line being complete?</p> <p>There are so many people out of work right now that it seems like if it needed an increase in labor to bump the schedule up, it's the ideal time to do that.</p>
35	I have heard that the MI transit station will be the terminus of buses arriving from Issaquah and other (?) East side communities. This website does not provide any information pertinent to that issue. Since I live on the north end of MI, North Mercer Way is my primary access to I-90 both East and West bound. I am very concerned about the increase in transit traffic resulting from East side bus turnarounds. I am also concerned about off island East side commuters monopolizing the MI Park and Ride. Please address these important issues in future communications, hopefully soon. Thank you
36	<p>1-- The station is of little use to Mercer Island residents. 2-- Partnering? That's like calling a Rapist and victim "partners"!! 3-- A station and bus intercept without toilet facilities! 4-- No clarity on Bus pick up and drop off. 5-- No reference to settlement agreement. 6-- Regional bike trail is hazardous at current levels..disaster with bus intercept. 7-- Ridiculous conversation without metro at the table. 8--You should respond promptly the the Mercer Island City Manager and Council or expect legal action from the City. You can also expect Mercer Island Residents to exercise their civil rights to peaceful protest. 9-- We are at the end of one way conversations. Get serious with Mercer Island residents or prepare to deal with the consequences!!</p>
37	<p>Problem areas for bicyclists, pedestrians, and passengers.. One area that jumps out from the plan is that no trail improvements are shown for the trail through the existing bus pick up and drop off the front of the Park and Ride. This is a highly congested area with bus passengers and cyclists forced into a narrow, poorly marked area. Sound Transit did make some minor changes to this area several years ago, but they are inadequate now and will be even more so in the future given drastic projected increase in passengers loading and unloading in this area and expected increase in bicycle traffic to the light rail station.</p> <p>The various access points from the Aubrey Davis Park trail to the city and station shown in the diagram lack any real information about the changes so it is hard to comment at this point. However, as one person suggested, there needs to be a separated bike path that move bicycles through the area safely.</p>

38	<p>Having the small town of Mercer Island serve as a bus intercept for the Eastside communities is ridiculous. Our streets can not handle the car, bus, bike and pedestrian traffic that will be involved in such an enterprise. The levels of service will be unacceptable. I am in full support of our city council in fighting the bus intercept up to and including litigation if it comes to that.</p> <p>I am having trouble believing that Eastsiders will want to get on a bus, (possibly by driving to a park and ride first) transfer to a train and get on another bus and then walk to their destination and reverse that at the end of their day. Wouldn't they just drive to the train station, defeating the purpose? That also means our overused Park and Ride will be more desirable to more Eastsiders. Eastsiders will drive more and further than they are currently. This makes no sense! Stop the bus intercept and send buses across the bridge like we were told at the beginning of this process.</p>
39	<p>Bikes should be eliminated from the NMW trail and striped onto the main roadway. The striping and separation at the W Bound bus shelter improves the safety there, but the trail is too narrow and congested for shared use along NMW.</p> <p>I love the terra cotta!</p> <p>The roundabout is a great solution for MI - the mostly hysterical opposition to it and the bus layover reflect lack of understanding of regional transportation connections and the responsibilities of a privileged community to be part of the regional community.</p>
40	<p>VERY concerned that Mercer Island is just being used as a convenient bus depot/turn-around/bus idling station and you are NOT truly 'enhancing' our Island with these changes! I'd much prefer the burden be fairly spread out between us, Bellevue, Seattle, even Issaquah. We do not wish to have the noise, pollution, slow burdensome bus traffic, etc. that your plan 'provides' us. PLEASE re-think this and TRULY consider the residents of Mercer Island when you do so.</p>
41	<p>I object to the bus intercept, and using the north side of NMW as a bus stop. I support the City council's letter to the community including possible litigation.</p>
42	<p>As a long time Mercer Island resident, I am strongly opposed to the plan to use Mercer Island as a bus intercept. The plan to have a small community be the terminus for all buses is not something we want. Why should our community be tasked with having all of the buses and riders congesting one of main thoroughfares through our downtown core. Many residents live off North Mercer Way and it's going to be difficult everyday to navigate across or along this street. Additionally, for those of us residents wanting to ride the light rail, parking is going to be a huge problem. We and our City Council have rejected this plan in the past and do so again now.</p>
43	<p>I strongly object to the bus intercept plans, this is the wrong place to have the bus intercept for the Eastside.</p> <p>I stand behind the council's letter to the community and there will be likely be litigation pursued to oppose this plan and the use of Mercer Island as the bus intercept.</p>

44	I'm really confused why Mercer Island is the bus/rail intercept site? Wouldn't it make more sense to have it in Bellevue? MI has fewer parking spots than the new S. Bellevue site will. Also, the Bellevue site would have less of a negative impact: fewer residential homes nearby and less disruption of traffic to the community than MI. Please reconsider the bus turn-around location: moving it from your current plan of being on MI to relocating it to Bellevue. Thanks for your consideration.
45	I strongly object to your over zealous plans, oppose any further overdevelopment and agree with the MI City Council's opposition to your plans.
46	Fantastic! Can't wait for this to all be up and running! So much more efficient to get to the places that most MI residents work -- Seattle, Redmond, Bellevue!
47	<p>Please confirm it is Sound Transit's intent to use Mercer Island and North Mercer Way as a staging area for non-Mercer Island residents to access light rail.</p> <p>Please confirm the number of buses Sound Transit projects will use Mercer Island and North Mercer Way as a staging area for access to light rail on every weekday.</p> <p>Please confirm the number of persons Sound Transit projects will use Mercer Island and North Mercer Way as a staging area for access to light rail on every weekday.</p> <p>Please confirm if the 2 Sound Transit centers on Mercer Island will or will not have public bathrooms.</p> <p>Please confirm amounts Sound Transit will annually compensate the City of Mercer Island for increased police and fire department costs due to Sound Transit light rail.</p>
48	I only recently moved to the area, so I may not be aware of all the features of this plan. So if this issue is addressed elsewhere I apologize. But I'm very concerned that there seems to be no thought given to additional parking. The existing Park and Ride does not have adequate space for the people wishing to use it. I feel that if you are going to be expanding transit options in the area, you should also create additional parking space so people can use your transit system. This website says bus routes will be cut and that makes absolute sense. But will there be no buses between Mercer Island and Seattle? What happens when there are technical difficulties and the Light Rail service is out? I'm also concerned with the placement of the crosswalk at the roundabout. Wouldn't it be safer set back from the roundabout, not on the roundabout? And won't it be difficult to navigate with strollers and wheelchairs if it's going through at an angle like that?
49	Once I get off the train in downtown Bellevue, how do I get to Belsquare?
50	I support the MI City Council's letter and planned litigation against Sound Transit should the bus intercept plan proceed. Please listen to the community.

51	<p>I oppose any bus intercept on Mercer Island. I oppose any bus drop offs on the north side of North Mercer Way. None of ST's proposed configurations (optimal, improved, or limited) are acceptable. The bus intercept should be located in Bellevue. Mercer Island is a small, residential community with limited resources that cannot sustain this type of influx of non-Island pedestrian and auto traffic. ST's proposed violation of the 2017 settlement agreement is egregious and offensive. I will urge Mercer Island to pursue litigation against ST to prevent bus drop offs on the north side of North Mercer Way, or the placement of any type of bus intercept on Mercer Island. I will fully support such litigation and if the City of MI is unwilling to pursue such litigation, I will encourage my neighbors to pursue litigation ourselves. Either way, MI will not allow ST to proceed with this ill-conceived project.</p>
52	<p>Thank you for considering input from Mercer Island residents! Here is my input:</p> <p>Any design MUST comply with the Settlement Agreement between the City of Mercer Island and Sound Transit, dated November 2017. A copy of this agreement can be found here: http://www.mercergov.org/files/Final_ST_SettlementAgreement_2Nov2017_Web.pdf</p> <p>2. In particular, the following clauses must be adhered to:</p> <p>4.2(c) Buses will not be scheduled in a manner that could be expected to result in bus volumes on North Mercer Way, both during peak periods and on a daily basis that exceed current volumes</p> <p>4.3(a) In order to reduce impacts on traffic flow on North Mercer Way, all pick-up/drop-off of passengers will be on the south side of North Mercer Way.</p> <p>ANY DESIGN THAT CONTEMPLATES (1) AN INCREASE IN BUS VOLUMES EXCEEDING CURRENT VOLUMES ON NORTH MERCER WAY, OR (2) PICK-UP/DROP-OFF OF PASSANGERS ON THE NORTH SIDE OF NORTH MERCER WAY, SHOULD NOT BE CONSIDERED.</p>
53	<p>I join my spouse in opposing any bus intercept on Mercer Island. I oppose any bus drop offs on the north side of North Mercer Way. None of ST's proposed configurations (optimal, improved, or limited) are acceptable. The bus intercept should be located in Bellevue. Mercer Island is a small, residential community with limited resources that cannot sustain this type of influx of non-Island pedestrian and auto traffic. ST's proposed violation of the 2017 settlement agreement is egregious and offensive. I will urge Mercer Island to pursue litigation against ST to prevent bus drop offs on the north side of North Mercer Way, or the placement of any type of bus intercept on Mercer Island. I will fully support such litigation and if the City of MI is unwilling to pursue such litigation, I will encourage my neighbors to pursue litigation ourselves. Either way, MI will not allow ST to proceed with this ill-conceived project.</p>

54	I join my parents in opposing any bus intercept on Mercer Island. I oppose any bus drop offs on the north side of North Mercer Way. None of ST's proposed configurations (optimal, improved, or limited) are acceptable. The bus intercept should be located in Bellevue. Mercer Island is a small, residential community with limited resources that cannot sustain this type of influx of non-Island pedestrian and auto traffic. ST's proposed violation of the 2017 settlement agreement is egregious and offensive. I will urge Mercer Island to pursue litigation against ST to prevent bus drop offs on the north side of North Mercer Way, or the placement of any type of bus intercept on Mercer Island. I will fully support such litigation and if the City of MI is unwilling to pursue such litigation, I will encourage my neighbors to pursue litigation ourselves. Either way, MI will not allow ST to proceed with this ill-conceived project.
55	Looks like a very nice plan. Thank you.
56	Absolutely not a benefit to any Mercer Islander without dedicated free parking.
57	I, along with my sister and parents, oppose any bus intercept on Mercer Island. I oppose any bus drop offs on the north side of North Mercer Way. None of ST's proposed configurations (optimal, improved, or limited) are acceptable. The bus intercept should be located in Bellevue. Mercer Island is a small, residential community with limited resources that cannot sustain this type of influx of non-Island pedestrian and auto traffic. ST's proposed violation of the 2017 settlement agreement is egregious and offensive. I will urge Mercer Island to pursue litigation against ST to prevent bus drop offs on the north side of North Mercer Way, or the placement of any type of bus intercept on Mercer Island. I will fully support such litigation and if the City of MI is unwilling to pursue such litigation, I will encourage my neighbors to pursue litigation ourselves. Either way, MI will not allow ST to proceed with this ill-conceived project.
58	I support the latest Mercer Island City council letter - busses turning around on Mercer Island, and parking waiting along North Mercer Way need to be reduced to make this work and not cause severe congestion during the commute times. A crosswalk across the turnaround is sure to hold up traffic - in fact maybe I will just plan to walk back and forth. I am prepared to support litigation if necessary.
59	What about increased capacity in parking garage?? If you increase traffic and interconnectability folks will bring cars onto MI. Where do they park to take bus into Seattle or Eastside? This seems to me, a regular user of transit from park n ride, a MAJOR deficiency in the plan. Sure, you want to discourage cars. Good luck. There will inevitably be more simply due to increased traffic from both busses and train. Bus loads already overflow existing parking lot onto streets and into Community Center parking lot, also occasionally over-capacity. More population = more traffic = more vehicles, ipso facto. Why not add upper storeys to MI park n ride lot???
60	I object to the bus intercept and using NMW as a bus stop. I support the council's letter to the community including possible litigation.
61	I am not supportive of the bus intercept on Mercer island! I think it will create chaos and safety issues with limited space at busy downtown area. Also it will be unfair to Mercer island residents who would not be able to find seats on the train and possible no parking spots in the parking lot.
62	We support our MI City Council's letter to STOP Mercer Island from serving as the eastside's bus intercept. And we support litigation if necessary to stop any bus intercept on Mercer Island.

63	I am not in support of this design at all. I strongly support the council's letter to ST and I support their attempt to oppose this plan. Thank you.
64	I completely object to the bus intercept plan on Mercer Island, and fully support the MI council's previous letter to our community. There is willful disregard to our community, bringing much more congestion without benefit to the people of this city, including me. I have supported the light rail plan, but we do not have the surface street and land area to support the intercept. Why not the new Bellevue P&R or Eastgate with their huge garages and bigger roads? I will support any litigation to prevent this plan being implemented. It makes no sense!
65	MI has already lost a major access to West bound I 90 and now the increased traffic due to bus traffic at the roundabout will further make I 90 access difficult unless people drive through downtown MI with all its traffic lights and traffic. Please consider re-opening the Island Crest onramp to W Bound I 90 to SOV drivers.
66	The 2017 Settlement Agreement between the City and Sound Transit limits how Sound Transit can operate their Bus/Rail Interchange. It clearly excludes using the NORTH side of North Mercer Way for passenger drop-off and bus layovers. The 60% design includes curb cuts along the north side of North Mercer Way to drop off bus riders bound for light rail. This was not contemplated under the Settlement Agreement. If necessary, I support litigation to maintain Sound Transit's observance of the 2017 Settlement Agreement and the 2017 SEPA Addendum concerning daily and peak-hour bus trips, from design through operation. The Settlement Agreement also states: "There will be no drop-off/pickup or layover area on 80th Avenue SE." A 90 foot pull-out area on the west side of 80th Ave SE is cleverly? -labeled "emergency vehicle & maintenance area". With all of the eastside buses turning on and off of 80th at this location, there is not room for what will become an auto-passenger pick-up point.
67	The roundabout is a great idea. We need more roundabouts in the town area to keep traffic flowing and decrease the use of stop signs and traffic lights where there is so much vehicular idling time.
68	I don't like the idea of buses dropping passengers on Mercer Island to connect with the trains to Seattle and beyond. We already have lost the direct I-90W access from Island Crest Way. As it is, it requires us to traverse through North Mercer Way to get to the I-90W entrance. I don't know how the Mercer Island City Council would agree to additional disruption to the local options by creating congestion with multiple buses using N. Mercer Way as a transit point for off island traffic. We are a small community and should not have to handle so many people transferring through our connection to the light rail. We already have trouble finding a parking space in the MI P&R. We also have lost several Metro Bus connections from the South End of the Island. Please rethink from a local perspective. Thank you.
69	We do not want the bus turn around on our Island. It is simply not an appropriate place, too crowded, too "residential." Bellevue has far more space. Do not be unfair, be wise. Please.

70	<p>Issues: Where will drop-off occur? If to the North, North Mercer Way will be a cattle crossing, utterly unusable. Cars from Mercer Island will be impeded on-boarding I-90W. The Island Crest Way entrance must be made available again, even if cars must then merge to the non-HOV lanes. 2. Even modern Diesel busses are terribly polluting. And poorly tuned or maintained ones are abundant. All busses should be mandated to use only ELECTRIC energy when on Mercer Island. 3. The busses should be in use. They can't form a bus parking lot. Park and set up in Bellevue where there is space.</p>
71	<p>I am very much in favor of light rail on Mercer Island. Of course that is a fabulous idea.</p> <p>I am very much AGAINST the bus intercept. Our town center is tiny, with little open space. It's amazing to me that Sound Transit would want to turn it into what amounts to a massive bus station for a large, population centered in Bellevue.</p> <p>Please rethink the very unpopular bus intercept, which feels like a big thumb in the nose to Mercer Island--and a big gift to Bellevue, with all its voter. Many Islanders are enraged by it, even though they support light rail.</p>
72	<p>Stopping all bus service from Mercer Island to Seattle and forcing people to transfer to the train on Mercer Island is total and complete lunacy. It will needlessly add 10-15 minutes to everyone's commute, and result in an enormous amount of foot traffic crossing n Mercer way. People will probably be more inclined to drive directly to MI and get off there to take the the train in. But then there are so few spots that doesn't work either. As a Mercer Island resident, it feels as if you are trying to punish MI residents. What possible benefit does presenting buses from crossing the bridge to Seattle have?</p>
73	<p>I disagree with the bus intercept on mercer island and am fully behind our new City counsel even if it includes litigation. You are leaving very poor and dangerous options for people who have to drive their cars to work, through downtown mercer island or the light rail mess. You have screwed up access to the freeway for mercer island residents.</p>
74	<p>without improved and increased transit on the island, the interconnect is not very useful since there will still not be adequate parking in the P&R. When I commuted by bus from the south end of mercer island to downtown, I nearly always had to have my family pick me up because there were not enough busses in the evenings and so I would have to wait 20-30 minutes sometimes.</p> <p>I would much prefer to use transit for my commute, but unless the feeder systems get put in place, it may just not be practical.</p>
75	<p>Hi, I am opposed to the bus intercept on Mercer Island. It will cause more congestion, pollution, potential crime to an already small town that is not able to handle this type of traffic. It is truly unfair to push this on residents. It belongs in a bigger area able to handle this type of traffic. Thank you for your time. Best wishes.</p>

76	No bus intercept on Mercer Island!!! Don't think we will be silent - we won't be bullied by ST! Our island doesn't have the infrastructure. Go to south Bellevue or elsewhere.
77	Why are there no public restrooms in any part of the transit design. Not in the stations or in connection areas. This is a health issue for passengers and Mercer Island area residents.
78	I object to the bus intercept and roundabout concept. We need keep bus options (alternative route) from the eastside to Seattle and vis versa, as not all destinations are close to the Link Stations. This will also reduce the parking lot pressure.
79	If you put a roundabout instead of a light, please be sure to NOT put pedestrian crossings at the same place or Sound Transit will be liable if anyone gets hit or killed. Many pedestrians do not pay attention to traffic and do not realize that drivers are so busy watching for other cars that they may see them.
80	The Bus Intercept is a bad idea.
81	I live on the north end of Mercer Island and I'm absolutely opposed to a round about being added to accommodate a large number of buses. This portion of Mercer Island already gets very congested during rush hour periods and the approach you are proposing will increase this congestion significantly. It is not right that you are sacrificing the quality of live for people who live on Mercer Island in order to provide convenience for commuters.
82	No optimal configuration on MI. The buses need to continue to Seattle.
83	<p>Hello</p> <p>The area near the park and ride where the new turn around spot for buses is will be even more crowded and difficult for bikes, cars and people to get around. Specifically the plan doesn't have improvement of the bike trail in front of the Park and Ride. This is already a crowded, tight area that forces cyclists and pedestrians to share the same space. The projected increases in buses and passengers will make it worse. Needs addressing.</p> <p>Please provide more detail for much of the other bike/pedestrian routes indicated with arrows. How will cyclists safely access the covered bicycle lockers planned for the light rail station with all the added pedestrian and bus traffic?</p> <p>The I-90 Trail east of the Park and Ride where the sidewalk narrows shows no improvement but is highly used and will only be more used after. Sound Transit has indicated that it is widening shared bike/ped trails to 14 feet but that section much narrower which is short sighted and should be addressed now.</p>
84	The Bus Intercept planned for Mercer Island is a desecration of our community that must be stopped.

85	<p>Although I favor light rail for the Seattle metro area, I adamantly oppose the currently proposed Mercer Island bus intercept. It will harm the adjacent neighborhoods by reducing safety, increasing pollution, and also require additional law enforcement expenditures.</p> <p>I support the Mercer Island city council using all legal means to prevent the bus intercept as currently designed.</p>
86	<p>77th Avenue SE is the major artery through Mercer Island's retail core. There should never be any consideration of doing anything to harm the retail core or the community. Just the thought of damaging a community that Sound Transit is suppose to serve is repugnant. It also is unnecessary.</p>
87	<p>The proposed bus intercept location on Mercer Island needs to be remedied. There is no reason for it and will cause congestion, noise and polution in our city center. Please find another way.</p>
88	<p>There have been many missteps (hundreds?) between Sound Transit and Mercer Island, going all the way back to the original agreement. Sound Transit has very little credibility in my opinion, therefore I oppose the bus turnaround for multiple reasons including: Safety Congestion Pollution Noise Need for more MI funded resources (police, fire, EMT) Loss of public space and total lack of accountability when promises and commitments are broken or reneged. There is zero recourse with ST and because ST has chosen so many times in the past to use the bully approach, it would be foolish of us to believe ST when it comes to issues such as volume, turn around times, congestion, future plans, off island commuters staging on MI, having the buses idled, even when summer and winter riders need heat or AC, the list goes on. I would support litigation against ST.</p>
89	<p>How does a single passenger vehicle access I-90 westbound and eastbound?</p> <p>If the westbound access is around the round about, I worry about accidents like we used to have when we had a roundabout in the middle of the I-90 bridge in the 70s. (Also on the bike and bed map, the roundabout seems to go clockwise, which would be backwards if it is meant for car traffic.)</p>

90	<p>I was flabbergasted to find out that people riding the bus from the Eastside to Seattle when they are 8 minutes from their destination will have to get off the bus and transfer to light rail. On the surface this seems like a ridiculous idea. It is inconvenient for the riders. People will be upset with ST for concocting such a scheme. People on Mercer Island will be upset because it will make their commute more difficult for both drivers and transit users. It will create congestion on Mercer island. It will create additional safety concerns for riders as thousands of people transit the island each day. It will mean Mercer Island will need to spend more on policing at a time when groups are protesting for lowering funding for police. So, I believe the bus intercept is a bad idea, but if ST is set on having an intercept it should be at the transit station in Bellevue. I also don't believe that the City Council of Mercer Island agrees with the plan. It appears to me that ST is tr</p>
91	<p>First, the crosswalk is undersized for the numbers of bicyclists and pedestrians using it. It should be raised and widened. Elevating, instead of curb cuts, increases the visibility of users while slowing traffic (crossing ta. Second, the lack of improvements in front of the park and ride is a major concern. The creation of the roundabout eliminated the need for left-turn lanes on 77th and much of N Mercer Way. Additionally, it looks like the travel lanes are being kept excessively wide. NACTO states: "lane widths of 10 feet are appropriate in urban areas and lanes greater than 11 feet should not be used." Between lane narrowing and left-turn lane elimination, there should be room for further bike improvement. Third, bike lanes currently end one block short of the station on 77th, this gap should be addressed. Finally, left turn restrictions or a second roundabout should be considered at 80th and N Mercer Way. Doing so would create space for further improvements in the corridor.</p>
92	<p>No roundabout please and keep the bus route with reasonable frequency. The capacity of the passengers off the bus for exchanging the bus route will impact the safety of mercer island residents and increase noises to north island.</p>
93	<p>Let me be clear. I am vehemently opposed to the bus intercept on Mercer Island. The idea that Sound Transit has been "working with the community" since 2006 (or since any period of time) is laughable. I'm embarrassed to say that I voted for Sound Transit funding because I believe in public transit and I naively believed that Sound Transit would do the right thing and would be good for the community and region. Boy was I wrong! Brain dead decisions like 1) requiring all bus riders to disembark buses on Mercer Island and board light rail for the last mile of their ride (because what commuter doesn't want to needlessly transfer between multiple modes of transportation during their commute) 2) a failure to abide by the 2017 Sound Transit settlement agreement and 3) an overall "eat it" attitude from Sound Transit have all but assured that I will never vote for any additional Sound Transit funding nor will I vote to support the politicians behind it (I'm looking at you Dow Constantine).</p>

94	<p>All bus drop off/pickup should be on the south side of NMW (safety)</p> <p>In addition to the planned roundabout (if possible) consider adding another at the entrance of the P&R - - much more efficient than stop lights (safety/efficiency)</p> <p>Bus layovers should be minimized (environment)</p> <p>Existing bike path in front of the P&R should be relocated behind the P&R to minimize bike/pedestrian conflicts (safety)</p> <p>Bike lockers should exceed anticipated usage allowing for future growth (accessibility)</p> <p>Landscaping should not create blindspots on the pathways (safety)</p>
95	<p>Buses should not be dropping all commuters on MI and forcing them to take ST.</p> <p>Buses should not be parking on MI for more than 15 minutes.</p> <p>There should not be a bus bay or bus barn on MI.</p> <p>There should be no drop off's on the North Side of NMW.</p> <p>Buses should continue routes into Seattle after dropping commuters on MI.</p>
96	<p>Corrupt and dishonest Sound Transit's plans to establish a "regional transit hub" on Mercer Island will have a profoundly negative impact on my community, from increasing foot and vehicle traffic on our city streets, to increasing air pollution caused by the stream of diesel buses idling in our community, to facilitating access of criminals and homeless into our community from Seattle, to increasing traffic gridlock, and increasing crime in the neighborhoods adjacent to the Sound Transit Light Rail Station. Sound Transit has famously and repeatedly proven itself to be both dishonest and corrupt, both in its levy of an illegal surtax on motor vehicle registration and in it's projections of costs and ridership to Washington voters. Since you've proven yourselves via your own words and actions to be corrupt liberal LIARS, I will treat you as corrupt, liberal LIARS. I 100% oppose the damage you plan to do to my community, and will work tirelessly to see that your public funding cut</p>
97	<p>Your plans will significantly clog traffic on the only east-west artery on the North end of Mercer Island, and results in additional dangers to pedestrians and cyclists (particularly those traveling between Seattle and points East of Mercer Island). To be clear, the cycling path is already dangerous. I have tried to ride on the street but Sound Transit buses have run me off the road several times.</p> <p>Someone should remind drivers that when an articulated bus follows a curve, the rear wheels will track closer to the curb, and threaten riders.</p>
98	<p>My family and I have no interest in a bus intercept/turnaround on MI. It will bring more traffic, and pedestrians with no added value.</p>
99	<p>Your plan doesn't show the details of how the Mountains to Sound Trail will traverse the sidewalk in front of the P&R, do more to straighten that out and you have my vote. (are we voting on this?) -Dan Thompson</p>
100	<p>Looks good to me!</p>
101	<p>I object to the bus intercept. I will now support the Mercer Island council if they agree to litigation to stop using the North Mercer Way as a bus stop.</p>

102	<p>I voted and campaigned for Sound Transit in multiple elections and remain a strong supporter of mass transit solutions for the transportation and environmental needs of future generations of the region. That said, as a 40-year Mercer Island resident I continue to be disappointed in the decisions of ST's management and board and their failure to honor agreements with the City of MI. The 2017 ST-MI settlement clearly limits bus layovers to the south side of NMW. Metro's signing of a union contract committing otherwise does not absolve ST of its obligation to honor the 2017 settlement. ST needs to negotiate a solution with Metro or it cannot legally proceed with its bus intercept construction plans. My fellow Democrats on the ST board should keep in mind that ST's rough treatment of MI in the 2017 HOV-closure lawsuit contributed to democrats' current razor-thin majority on MI City Council. Further dismissal of MI's concerns could tip the balance and flip a state house or senate seat.</p>
103	<p>Information being provided is grossly inadequate. The only buses to use the Mercer Island Light Rail station should be small buses serving Mercer Island internally only. There is not the space for large bus shunting or for adequate parking on the north end of the island. For the light rail to be used extensively by Mercer Island residents there will need to be much better, more frequent local services connecting to the light rail station on the island. Sound transit needs to be involved generating and funding the Mercer Island feeder service if it is to be successful in achieving the utilization targets being promoted. This means they will need to listen better at the community level than in the past.</p>
104	<p>This is a terrible idea - putting the "intercept" in the middle of an already heavily populated area and increasing the traffic (cars, buses, and pedestrians) makes very little sense. Given there is no longer access to I-90 westbound directly from Island Crest Way, you are adding even more congestion in the CBD as well as along NMW. Additionally, there is very little parking space for MI residents who are traveling the last 1-4 miles (to the south end of MI). The "pick up and drop off" area is minimal at best. There are no restrooms. How long will the buses be parked along NMW - in both directions (adding more frustration to travelers)? Additionally, people traveling from Issaquah, North Bend, etc will need to make a transfer at MI - adding to confusion/congestion - multiple buses unloading and getting onto a 4 car train. Just look at the congestion at SeaTac going from cars/buses to airplanes and vice versa. Everyone knows how frustrating and stressful that last half mile is.</p>
105	<p>I am completely against the proposed bus intercept plan which will adversely impact traffic patterns and public safety on our island. I totally agree with MI city council's letter to our community. In that letter, the council makes clear its objection to the bus intercept, using NMW as a bus stop, which would increase police and fire costs and diminish services to the rest of the island. It objects to the plan which could allow up to 20 buses/hour on NMW in each direction with up to 14,000 Island commuters / day crossing NMW including park and ride.</p> <p>It is irresponsible and a breach of public trust to promote such a plan on a small island which will result in catastrophic consequences, while there are much larger communities nearby with many streets and much more space to handle such a bus interchange.</p>

106	<p>Please include improvements including widening the I-90 bike trail east of the Park and Ride area. This is a very constricted sidewalk now with current conflicts between pedestrians and cyclists. With increased usage after completion of the rail connection, there will be more serious conflicts and safety problems.</p>
107	<p>I am excited for the access to light rail from the MI stop as I work at U of W Hospital, however, we are a very small community and the idea that we will become a HUB for the eastside is troubling. The bus/rail intercept hub on MI makes no sense to me-the shear number of buses and riders is too overwhelming for our community without providing any benefit. I am concerned about the added noise, traffic, bike and pedestrian safety issues and security issues for which our community will not be able to absorb. I also think this hub/roundabout idea had not been approved in the original agreement with sound transit and this concerns me-how is it possible to rail road our community to accept this plan. MI is the last stop until seattle-why would someone from Issaquah get on the bus only too have to change to rail for the remaining few miles? 13000 people changing on MI just for the last couple miles? Why dont the buses just not stop on MI and keep going to Seattle? thanks!</p>
108	<p>Hi Sound Transit,</p> <p>I am 100% against the bus intercept on Mercer Island. Please see the city council letter and signatures from Island residents that DO NOT want a bus turn around. The impact far outweighs the benefits for a small community. Buses should continue from the Eastside to Seattle. I support litigation to stop the bus intercept.</p>
109	<p>I think this design has a number of flaws. 1. There is insufficient parking for MI residents to drive their cars or ride bikes to the station. This is important as the bus service is not convenient around the island to the station. 2 The street crossing for pedestrians seems insufficient for the numbers of people using it from on Island or getting off buses to connect with light rail. 3. There does not seem to be sufficient space for buses to park and unload/load passengers and to turn around. 4. It is unclear if there is sufficient restrooms, elevators/escalators or covered waiting areas near the station given the potentially large numbers of riders. (This has been a problem at the UW station) 5. This plan seems like it would create traffic congestion for cars trying to get to and from MI business district and the North end of the Island.</p>
110	<p>To The decision makers of Sound Transit,</p> <p>By proposing to place the bus intercept on Mercer Island you are blatantly violating the agreement that your reached with the City of Mercer Island when you were given the use of the single occupancy HOV entrance. You struck a deal with Mercer Island and its residents and now you are strong arming us into a bus intercept. We are not a large city. We are limited in our ability to grow and absorb thousands of new commuters because we are an island community. Our tax base is also limited because our population is essentially capped. Yet you want to place the burden of a bus intercept on our community even though every other city on the east side is bigger and has an ability to absorb an intercept. Please explain to me why Bellevue cannot absorb this intercept? You have no explanation. Sound Transit is a disaster of an agency and your actions here prove it.</p>

111	No bus intercept on Mercer Island!
112	<p>As a Mercer Island citizen, I strongly object to the North Mercer Way (NMW), 77th and 27th Ave SE bus intercept/turnaround that is planned, with estimates of up to 20 articulated buses per hour in each direction of NMW, up to 14,000 off Island commuters per day crossing NMW, and two articulated buses parking on each side of NMW for up to 20 hours/day. MI would gain no benefit from serving as the bus intercept for the eastside. Bellevue came to the same conclusion, but unfortunately the former MI mayor (Bassett) and council were fooled. I fully support our current council's objection to the bus intercept, and to using the north side of NMW as a bus stop, including litigation, if necessary. They propose eliminating the bus stop in 2024 when East Link becomes operational.</p>
113	<p>I am very excited for the Link connection! I think it's a great investment in the people of our communities, our local economy, environmental impact, and social equality. Personally my needs are mostly met by the proposed design however an extension to the Factoria and Eastgate areas would enable my commute via Link.</p> <p>Thank you</p>
114	<p>In the mornings there will be many more eastbound pedestrians on the north side of North Mercer Way who will need to wait for a traffic signal to change before crossing at one of the two crosswalks. Since it rains so much in the winter (and other times, too), it would improve the experience of such riders if there were open-sided shelters (i.e., a roof) at the north end of each crosswalk to shelter them from the rain while waiting to cross the street.</p> <p>2. Since there will be many more pedestrians on the sidewalk on the north side of North Mercer Way, the safety of the pedestrians could be improved by providing a path on the north side of the park & ride for cyclists who are traveling through. Those are cyclists more likely to be traveling fast. I think such cyclists would appreciate not having to navigate through the pedestrians.</p>
115	<p>There is no benefit and much downside to MI serving as a bus intercept. Some objections: Too many people! Increased cost for police and fire, buses clogging streets & traffic, long lines for train as MI is last stop, no bathrooms for commuters, more off-Islanders in already crowded parking garage. There's no reason buses can't continue to Seattle from the Eastside. Light rail is supposed to take cars off the road but people won't want to make all the transfers involved in both directions of their commute. Bellevue is better able to handle the buses. Comply with the Settlement Agreement! No curb cuts on north side of N Mercer & no parking 4 articulated buses for 20 hours/day on NMW. Even the "limited" configuration (12 buses/hour) does not honor Settlement Agreement; no drop offs on N side of NMW limits off Island buses to 8/hour. We support MI's city council's position on the bus intercept, including litigation.</p>

116	<p>Without more accurate detailing of expected volumes of buses and other traffic patterns the design does not adequately showcase the expected flow and resulting impact.</p> <p>Given the results of prior noise studies, the design doesn't seem to adequately protect nearby neighborhoods, is that the intent of the new landscaping and, if so, how and, if not, what is the plan?</p> <p>What is the update on parking expansion or alternative plans for Mercer Island community residents to have (more) access to parking. Since buses won't be allowed in downtown and 6 years ago 47% of Park N Ride parkers were not residents of MI and I assume everyone anticipates an increase in non-MI residents to park on MI (individuals will not make 3 transitions within their commute, so they will just drive a little closer to downtown vs their local P-N-R).</p> <p>The orange building color seems out of place, like ST forgot to paint it.</p>
117	<p>With the addition of the light rail station, there will be a stronger need to separate bicyclists on the Regional bike route from the Bus Stop located on the north side of N. Mercer Way. Every effort should be made to clearly delineate the bus stop pedestrian standing area from the through-route of the bicyclists to avoid conflicts and potential injury in this transition area.</p>
118	<p>Having a bus intercept in the small Mercer Island town center is a foolish idea. There is no convenient turnaround, and the downtown land space is already choked by traffic of all types. It is difficult to understand why an intercept is not employed at South Bellevue and/or Eastgate--and if it is, why you would ever need a Mercer Island intercept. We are informed by our City representatives that the existing agreements--already breached by the State and Sound Transit--prohibit this development without our consent. Well, you don't have it. I have ALWAYS supported Sound Transit's requests for additional funding. I speak for many Mercer Islanders to advise you that it NEVER happen again if this intercept project on Mercer Island goes forward. If it does, I hope that our City traffic engineers limit both the number of buses and roadways available for that use. One-way streets, bus only lanes and stop lights, and speed bumps should be employed. Again, this is terrible.</p>

119	<p>Mercer Island is the wrong place for the roundabout. It should be at the Bellevue transit station. On Mercer Island you are causing significant disturbance of the main and only retail area on the island - thus significantly impacting an changing this smaller community. The Bellevue P&R has plenty of space to handle the volume, is close to 1-90 on and off. Has plenty of capacity to handle the transfers and is not in a city center area and would be less expensive to implement. This seems like a no-brainer to me. I'm not sure why Sound Transit is so set on squeezing this major project into our smaller community.</p>
120	<p>Questions, not a comment.</p> <p>What bus routes will serve Mercer Island once EastLink is running?</p> <p>Are there switch sets between tracks so that eastbound could jump to westbound tracks then jump back? (and visa versa)</p>
121	<p>I would like to see tree restoration in the I-90 trail/path on Sunset Highway between 77th and 78th. Cedars and Firs have died allowing complete open space view to the new transit center. The lights on the transit Center at 77th are too bright and come directly into my windows at 7785 Sunset Hwy. /77 Central apartments. Watering and care are the problem. In addition is both noise and actual pollution rising from the freeway. Bus turn around idling is also of concern. Sound Transit needs to include irrigation in the landscaping on the south side of the I-90 along the Sculpture Park presently not watered by Mercer Island. Without a traffic light at 77th circle how will increased traffic aimed for Seattle manage?</p>
122	<p>Looks to me like it will be one big congested area. Very difficult for cars trying to leave the Island on N. Mercer to go westbound. Why can't this be in Bellevue where there is so much more room for more parking and easy access to Bellevue and I-90. No overpasses from MI P&R to station? Or tunnels to help with exiting Island traffic? It will be a royal mess when this starts!!!</p>
123	<p>No. Simply put. Our community does not have the infrastructure to maintain a light rail station. I pay a premium to live in a community without the city transit coming through a small island. What data supports the environmental factors associated with this rail way station or of the light rail in general. MI is not the primary benefactor of this railway station or the light rail. The east side and Seattle are so, put the stations in those areas. Or better yet, follow the traffic patterns and where the biggest commutes are impacted (north and south I5) and give those people a break with putting light rail there first. Tolls didn't work and this will not work either. It will transport homeless from Seattle to the east side. Although representatives assert there will be "no impact" these statements have no data to back up the words. Just as the agreement for MI residents to have access to the Express lanes. No problem. Rename them and problem solved.</p>

124	<p>We have been giving you feedback for years, and Sound Transit just ignore us. And "working with the community," you have not. We don't want a roundabout, don't want buses terminating on MI, don't want to look at more concrete. The utility box and additional lighting on 77th Ave were never shown to us on any design. Please remove. The roundabout does not promote safety like you say: "The roundabout area is also designed to manage traffic, further promoting the safety of people in the transit connection area." Articulated buses will block the crosswalk & roundabout itself as the distance btwn the crosswalk & the roundabout is 40ft, buses are 60ft long. Do not add anymore lighting on 80th Ave SE, don't want an emergency zone, not necessary, do not want wider crosswalks, or wider paths, bikes should be going along 24th St to 84th Ave SE (bike trail), not by the P&R & don't want entrances to P&R to be off of 24th St & don't want more bus stops. Where is EIS for bus roundabout?</p>
125	<p>the bus stops should be on 77th and 80th avenues SE to minimize the walk distances for Link-bus transfers. Transit has seams; it cannot be seamless; good design minimizes seams. the Link station is 400 feet long by itself. if the buses cannot have passenger stops on 77th and 80th avenues SE, perhaps the station should have provided a pedestrian bridge over the north half of I-90 that took them to the middle of the platforms.</p>
126	<p>I oppose the planned bus intercept and roundabout on Mercer Island and support our city council litigation against your agency.</p>
127	<p>I am against the light rail intercept on Mercer Island. This is a small place with small roads and there is enough congestion here as it is. I do not understand why you would put a major regional transportation hub here, when Bellevue is just over the bridge and would work just as well. It is inconsiderate of those who live here and call this small neighborhood community home.</p>
128	<p>I am very much opposed to dropping passengers off on the north side of North Mercer Way. This was not the agreement!</p>
129	<p>Many issues: Delete the roundabout - this is absurd! Absolutely no busses should terminate or pick up off 80th. North Mercer Way is a main arterial, too crowded already. Please show us the EIS, and explain why riders from the east side cannot get on at Issaquah or Bellevue and go NON STOP, which is more efficient. Orange is tacky, and more landscaping is required to blend into the neighborhood for the light rail station. Who is inspecting the bridge for cracks and how often? With more passengers, light rail, i.e. weight, if it ends up like West Seattle know Mercer Island residents have NO OPTION to get on and off the island!</p>
130	<p>As a resident living near to the future roundabout for the light rail on Mercer Island, I'm opposed to the unnecessary large roundabout for following reasons. First, it tears down houses, asking residents to leave their houses, and negatively impacting the surrounding neighbors including my family. Such construction is plowing through our backyards, and bringing heavy traffic, noises and fumes. This roundabout construction damages the peace of our neighborhood. Additionally, Sound Transit doesn't provide concrete plans to reduce the noises, traffic, and fumes the roundabout will create. We don't want there to be too much change of our neighborhood, including tearing down houses, and enlarging the roundabout into the vicinity of our neighborhood around North Mercer Way. Moreover, it is critical Sound Transit respects the rights of the residents in this area to continuously live in a clean, quiet, and safe community, listen to our voices and develop plans to honor such rights.</p>

131	<p>As a resident living near to the future roundabout for the light rail on Mercer Island, I'm opposed to the unnecessary large roundabout for following reasons. First, it tears down houses, asking residents to leave their houses, and negatively impacting the surrounding neighbors including my family. Such construction is plowing through our backyards, and bringing heavy traffic, noises and fumes. This roundabout construction damages the peace of our neighborhood. Additionally, Sound Transit doesn't provide concrete plans to reduce the noises, traffic, and fumes the roundabout will create. We don't want there to be too much change of our neighborhood, including tearing down houses, and enlarging the roundabout into the vicinity of our neighborhood around North Mercer Way. Moreover, it is critical Sound Transit respects the rights of the residents in this area to continuously live in a clean, quiet, and safe community, listen to our voices and develop plans to honor such rights.</p>
132	<p>I'm excited about the new landscaping, but I want to share my concerns, I pickup up trash to help keep the park-n-ride and bus stops looking presentable. I do find evidence of homeless and drug use. It's not uncommon to pick up two or three needles during an outing. All landscaping should ensure that the vegetation doesn't create a screen for homelessness and drug use. All scrub and trees should have a three to four foot clearance from the ground preventing a screen. I'm sure you want to keep a clean and positive environment for all to enjoy. Thank you.</p>
133	<p>The massive incremental bus traffic on N Mercer Way is a huge imposition and reduction in the freedom of movement for Island residents. Also introduces incremental noise and pollution that appear to not be addressed in the EIP.</p> <p>Need another cross walk across N Mercer Way on the west side of the traffic circle. The east side will be inundated with incremental bus traffic doing the 360 turn around.</p> <p>Buses need to remain on N Mercer after turn around leading to a left turn on the east bound ramp to i90. This will keep the bus traffic as isolated as possible.</p>
134	<p>The plan is horrible, as Sound Transit gave in to a rich white city rather than serve the transit dependent population well. It's probably too late to change that, but at least bother to draw a complete diagram? It is unclear if any improvement are being made to the sidewalk near the west entrance, at the very least show existing sidewalk and planting strip.</p>
135	<p>The roundabout is a bad idea. The bike path staying on NMW is a bad idea. Having the entrance on 80th so small is a bad idea. That is closest to where most people will enter. So many bad ideas. It's like you are throwing money out and around without even thinking about it.</p>

136	I support MI City Council's recent letter to the community and OBJECT to the BUS INTERCEPT . This plan will only decrease MI's access to parking and transit. I want less pavement & more trees/plants. Even I f litigation is necessary I support our city council.
137	<p>I support the City of Mercer Island's position on this matter as outlined in their recent letter to ST (dated 5/27/20). ST, and be extension KC Metro, need to abide by the 2017 Settlement Agreement as it relates to the Bus/Rail Interchange.</p> <p>The safety of pedestrians, bicyclists, drivers, and transit riders is paramount, and I would hope that ST concurs with that objective, as it appears your project designs suggests otherwise.</p> <p>There are a number of other issues that remain unresolved, and as a ST stakeholder - both as a transit rider and taxpayer - I urge you to work in good faith to resolve these matters.</p>
138	Hello! Thank you for your engagement of the public. I'm deeply appreciative of this planning and excited for the LightRail to go live! I'm curious if you will be forecasting the long-term impact of COVID-19 on commute patterns, and how changes in commute patterns might impact these plans. I'm also saddened that my fellow citizens voted down a tax increase for the city, and am worried about the MI budget and pressures you may be getting from the county to finance this from the city. I'd love to support increasing the city budget, and make sure the broader government system is accounting for the pressures you are under.
139	I will be interested in using the light rail service. What is not clear to me however is what would be the options for getting from the middle of Mercer Island where I live to the Mercer Island station. Mercer Island P&R fills in very quickly in the morning, i.e. it does not have sufficient capacity. Are you planning to increase the parking capacity in the vicinity of the station?
140	The roundabout described in these designs is NOTHING like the roundabout depicted in the March 2019 plans. In 2019, it appeared that the roundabout would fit into the existing road. Now, we see that in order to construct this roundabout, it will require an expansion of North Mercer Way, the demolition of multiple homes, and surrounding home-owners will be drastically, negatively impacted. I object to homes being destroyed and residents being forced out of their homes for the construction of this roundabout. Despite requesting information from Sound Transit about what measures will be taken to mitigate the noise, visual nuisance, and health concerns for nearby home owners (as they would be looking directly at a busy traffic hub with automobile fumes wafting through their homes) - I have received no response. Please design a bus/rail integration which does not force residents out of their homes in the midst of a global pandemic and does not negatively impact surrounding home-owners.
141	Why is there no information about the increase in bus traffic nor the impact on air quality or on car traffic flow to the immediate area? Once more, ST isn't really interested in hearing from MI or considering its concerns. MI gets railroaded again.. Shame on you.

142	<p>The roundabout, as designed, presents significant safety concerns. I see that a two-stage crossing is being proposed on the East side of the roundabout. This multistage crossing will require pedestrians to partially cross the street, then wait in the middle of the busiest thoroughfare on Mercer Island before completing their crossing. Scientific articles studying the compliance rate of multistage crossings have shown that compliance decreases in inclement weather (such as rain) or poor visibility conditions. In a city where it rains nearly half of the year...a multistage crossing is a very bad idea. Please, do not risk safety for your operations.</p>
143	<p>Residents are aware that you, Sound Transit, no longer wish to abide by the terms of the Settlement Agreement signed with Mercer Island in 2017. In Section 4.2(a) Sound Transit agreed to passenger drop-off/pick-up and layover occurring ONLY on the South Side of North Mercer way, but now, you claim this is not possible. This deviation would create enormous safety concerns and would negatively impact traffic flow. You cite Metro (your partner) as the reason you can no longer abide by the terms of the Agreement. It appears you had no intention of adhering to the Agreement, and planned to use your partner to circumvent the terms of the Agreement all along. This is unacceptable. Until these operational violations are addressed, you should NOT continue to spend tax payers' money on the costly construction of this project.</p>
144	<p>Residents are aware that you, Sound Transit, no longer wish to abide by the terms of the Settlement Agreement signed with Mercer Island in 2017. In Section 4.3(b) Sound Transit agreed that busses would not layover for more than 15 minutes, and only during peak afternoon hours of 3:30-7pm. Now, you demand that the busses layover anytime of day, and for as long as needed. Again, you cite your partner Metro as the reason for violating the terms of the Agreement you signed. Again, it appears you had no intention of adhering to the Agreement you signed. This is unacceptable. Until these operational violations are addressed, you should not continue spending tax-payers' money on the costly construction project.</p>
145	<p>Residents are aware that you, Sound Transit, no longer wish to abide by the terms of the Settlement Agreement signed with Mercer Island in 2017. In Section 4.2(b) Sound Transit agreed to constructing a roundabout "substantially similar" to the design depicted in Exhibit A of the Settlement Agreement. However, comparing Exhibit A, and the March 2019 depiction of the roundabout, to your current design – it appears the only similarities are that this roundabout is round! In the 2017 and March 2019 drawings, I guess you forgot to expand the roundabout area to traverse across the multiple homes you planned to destroy? This is extremely deceptive and again, demonstrates that you had no intention of adhering to the Agreement you signed. Until this violation is addressed, you should not continue spending tax payers' money on this egregious project.</p>
146	<p>I like that wider paths are part of the improvements. My goal would be to have a treatment similar to the UW section of the Burke-Gilman trail where there is a wide bike path and a grade separated path for pedestrians.</p>

147	<p>In 2019, King County Metro provided figures which indicated that an estimated 10,000-14,000 passengers would be forced to disembark the busses to cross over to light rail on a typical weekday. During sporting events, these numbers could be even higher in a condensed time frame. Recognizing that Mercer Island is a quiet Island community with approximately 25,000 residents, how do you anticipate this running smoothly, to add 50-60% of our population onto one short stretch of North Mercer Way, every day? Will you provide police, fire and other services, as needed, to address the service needs at the Light Rail station and surrounding area?</p>
148	<p>I am against the proposed bus intercept. It will have a detrimental impact on the quality of our lives increasing vehicle and pedestrian traffic. The already long times to take island exits from Bellevue will be made even worse, walking or biking next to the lines of buses moving or idling on the streets would not be pleasant, either. There is no reason why you should not let the busses continue to Seattle. And where are the parking spaces for me to park my car if I want to take a ride? Or dedicated dropping off/picking up waiting spaces? I do not see how myself, my family or visitors could take advantage of the rail.</p>
149	<p>Absolutely no bus turnaround/intercept if there will be buses parked on the N Mercer Way or 77th Ave SE!</p>
150	<p>The roundabout described in these designs is NOTHING like the roundabout depicted in the March 2019 plans. In 2019, it appeared that the roundabout would fit into the existing road. Now, we see that in order to construct this roundabout, it will require an expansion of North Mercer Way, the demolition of multiple homes, and surrounding home-owners will be drastically, negatively impacted. Please design a bus/rail integration which does not force residents out of their homes in the midst of a global pandemic and does not negatively impact surrounding home-owners.</p>
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153	<p>This looks great, very excited to see the Mercer Island service begin!</p>

154	<p>I am a Mercer Island resident and I am very upset and alarmed by your plan to change your plans from the 2017 agreement on Mercer Island.</p> <p>What you are now proposing is a BIG CHANGE and BIG IMPACT for residents.</p> <p>In the original agreement you had a small roundabout - and now you have a large one, with a plan to destroy multiple houses and increase the intersection massively. This plan has pedestrians crossing over now, and having to wait in the middle. This is very dangerous when you are talking about 11,000-14,000 people a day. This is different then the original plan which had pedestrians on the south side.</p> <p>And, originally you said buses would only have to wait 15 min during peak hours of 3:30-7, and now apparently you are not abiding to that agreement. As a resident you do not have my support any more. I am really angry. I know my neighbors are also. You need to work with our city and be transparent and work to have a compromise plan we can all support. Thank you.</p>
155	<p>I'm a big believer in karma. Sound Transit has refused to listen the citizens of Mercer Island - we're not interested in a bus intercept. Sound Transit has ignored the 2017 settlement agreement it made with the City of Mercer Island. Sound Transit has continued to jam its plans down the throats of Mercer Island residents. Karma will return for Sound Transit the next time Sound Transit needs to go to the voters for more funding. Dow Constantine will understand karma the next time he runs for election or re-election.</p>
156	<p>We want our car tab money back!!! We just paid over \$1,200 to Sound Transit in car tab funding - where are the \$30 car tabs we voted for??? We feel cheated that you are using our hard earned money to plow over our neighbors' homes and force residents out of our community. Have a heart, put your tail between your legs and RETREAT. NOBODY WANTS YOU HERE. You're a bully. Go away please!!</p>
157	<p>This roundabout is outside the scope of the original agreement with Mercer Island. The amount of traffic and crime surrounding stations is going to overwhelm our already small police force. Will Sound Transit be giving money to support more Mercer Island police officers for traffic and crime issues?</p> <p>There are also concerns about Covid outbreaks. Airports are a nexus of multiple people from many areas converging to spread disease. The transit center is no different. We are bringing multiple people from all over the region into very close quarters.</p>
158	<p>The drawings and descriptions didn't make it clear if there were plans to create a separation between pedestrian and bicycle paths. Currently the North Mercer bus station has periodic problems with cyclists and pedestrians occupying the same space. This can a times be frustrating to both parties and dangerous at others. Thank you.</p>

159	<p>Sound Transit continues to walk all over the communities and not stay within the guidelines that were set in the beginning. We are against the “large roundabout” on Mercer Island. It destroys several homes while also making a behemoth huge circle of traffic for the residents on the North End if MI to deal with. It is not only wrong but illegal for Sound Transit to do this. Keep within the parameters of your original pledge you made to the City of Mercer Island. What you are trying to do is destroy out little Island, peaceful living, and bring crime and Noise to our homes. NO TO SOUND TRANSIT</p>
160	<p>I live on MI and am very unhappy with this design. The transit turnaround will result in idling buses contaminating the downtown area and making it much harder for residents in cars to get on I90 westbound, especially after the loss of the Island Cret westbound on ramp. ST has been dictating what they want, and not listening to MI residents' wishes</p>
161	<p>I think it’s a very bad location for this. Mercer island is small and already congested downtown.</p>
162	<p>I oppose Mercer Island serving as the bus intercept for the east side and allowing bus drop offs on the north side of North Mercer Way. Any intercept configuration will require additional police and fire/medical funding from ST for Mercer Island. It makes little sense to bus commuters from Issaquah or areas south of I-90 to catch a train on MI when those commuters are going to Seattle anyway. ST's proposals for the intercept and bus bays will force too much traffic from NMW to other town center streets and cause our streets and intersections to drop below their minimum levels of service and eliminate the sounds to mountains trail along NMW, and cause thousands of riders/hr. to cross NMW to catch a train. I think the station designs need more vegetation (and never liked the design to begin with). I oppose using 80th as a bus stop since 80th is the corridor to the town center although I originally supported using 80th as the bus intercept. Plus where is the second transit tunnel?</p>
163	<p>I do not like nor support the bus turnaround on MI as now discussed. Buses sitting on streets add exhaust, disruption as well as traffic congestion (both cars and people as well as buses) to north end streets. MI does not have the infrastructure to accommodate these effects. We had a taste of parked buses recently when double bus parked on 76 th several times during April or May and it was not nice. Commuters coming from east and south need to ride directly into Seattle and not have to transfer, especially as it is now suggested for them to do so on MI.</p>

164	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
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166	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
167	<p>If Sound Transit is truly sympathetic to community needs as stated on the website, Mercer Island would NEVER have been considered for this bus intercept. Our very small community has no infrastructure (police, fire, medical or traffic accommodation) for such an out-of-scope public transport requirement. This plan also eliminates the Sound to Mountain bike trail and shatters the tranquil community ambience that makes Mercer Island special.</p> <p>The huge and ever growing need to connect all of the East side with Seattle should be facilitated through the East side Bellevue/Eastgate area and not saddled onto the back of Mercer Island.</p>

168	<p>(resending, not sure if my previous message that I just sent made it through or not)</p> <p>You've written "Sound Transit has been working with the community on the transit connection area design since 2006". The immediate question that comes to mind is whether Sound Transit has a Department of Comedy because whoever is writing this stuff is hilarious - pure comedy gold.</p> <p>Here's the reality: Sound Transit continues to ignore the voices of Mercer Island citizens and the City of Mercer Island. Sound Transit continues to ignore the settlement agreement it made with the City of Mercer Island. Sound Transit has been completely unable to articulate a single benefit of the bus intercept to the residents of Mercer Island.</p> <p>Now, remind me again (without breaking into fits of uncontrollable laughter), how exactly Sound Transit has been "working with the community".</p>
169	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
170	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>

171	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
172	<p>There are a number of ways in which the ST concept for the Mercer Island transit depot is flawed. First what is the value proposition for this concept for Mercer Island. I can find none. If you have one, where is the proof of concept? Judging by what I have seen there is not one. Everything is still a matter of speculation. We should not be making these kinds of decisions on speculation. I do not favor the Roundabout nor the high number of busses transiting the MI ST station. Moreover when asked what the security arrangements are there is a deafening silence or at best. The concept is flawed and will damage Mercer Island. We should not have to carry the regions burden. We don't want this facility on Mercer Island.</p>
173	<p>I am totally against your new plans for Mercer Island. They are nowhere near the same ones you sold to us in 2017. Your new plans are much bigger and will cause much disruption to our tiny community. Along with pollution and noise, there will be many safety issues which you have not addressed. How are we to handle 10,000 to 14,000 additional people entering our Island? Mercer Island doesn't have enough manpower to police these people. The roundabout is also "huge". It's not at all like the ones on your earlier plans. You will be displacing many of our current homes with this new plan. This is not a good plan for Mercer Island.</p>
174	<p>We should not approve the SP123</p>
175	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>

176	<p>Sound Transit needs to abide by its agreement with the City of Mercer Island. Now is not the time to spend more of the taxpayers money, create more pollution (air and noise), and shift more off island people onto the island. The goal of transit is to eliminate traffic but this should not just be in Seattle but along the whole ST network. I do not agree with scope creep beyond the original agreement and ST knew they where going to have an issue with buses and must not just make it our problem. We have already lost the access to the WB and EB access to HOV lanes and easy access to I-90 from ICW. ST has a poor track record on abiding by their promises. Therefore it is difficult to believe what they say/promise today.</p>
177	<p>Traffic should not be routed through our down town. Homes should not be demolished to allow for bus transit or turn around. Bus exchange or turn around should occur at the South Bellevue station because the area near south bellevue is less residential. This should be the main transit exchange location. North Mercer Way is not a major thoroughfare and is not designed to have significant transit traffic. People who live north of I90 have the right to a quiet and suburban experience free of pollution of all types. My general experience with Sound Transit - how they listen or rather don't listen to input, and how they do not have the best interest of the community in mind, has soured my view of the company and service they provide. In general I am a fan of public transit, but Sound Transit's plans for Mercer Island are not welcome.</p>
178	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>

179	<p>Please DO NOT put this bus station on our island: It is not necessary –</p> <ul style="list-style-type: none"> • Busses could go straight into Seattle without stopping to offload/load passengers • There are more appropriate locations for a Transfer station if one is needed. <p>It will cause incredible traffic jams with dozens of busses /unloading passengers/parking and clogging the streets and causing cars to detour onto town center streets. There are no planned toilet facilities for all the people transferring at the station. It will require for additional law enforcement officers The citizens of Mercer Island adamantly oppose the bus station/transfer station. Those needing to transfer on the Island will oppose it as well when they find the additional time and inconvenience needed to transfer on the Island. We will fight this in the courts on sound legal grounds. That will be expensive not only to ST's budget but also to ST's reputation and implementation this section of the light rail.</p>
180	<p>We are delighted that Link Light Rail is coming to Mercer Island. Travel to Seattle and Bellevue and to the airport will be so convenient, safe, efficient and environmentally sound. We are very impressed by the features of the new station plaza., the paths, the crosswalks, the bus shelters and bike lockers. We are not concerned at all about the bus turnaround. We think it is a good idea. We are looking forward to having light rail come to Mercer Island.</p>
181	<p>Please clarify -- for a bus that is coming to Mercer Island from Bellevue and lets off its passengers to continue to Seattle on the light rail, what route does the bus take and where does it let its passengers off? Does it go West on NMW, go around the new roundabout, let passengers off at the transit stop on the south side of NMW, and then the passengers walk to the station? If so, that all sounds good! Much better than having all those passengers cross NMW as they walk to the station (I believe this was an earlier plan). Will the existing bus stop on the north side of NMW be eliminated? Thanks for taking my questions!</p>
182	<p>Please stop this project! It is not in the best interests of Mercer Island - people will lose their homes and the negative impacts to traffic flow in and around the MI downtown area far out ways the need for this project. I have been against it and continue to be as the severe negative impacts far out weigh any gain.</p>
183	<p>I will not support any design that does not comply with the 2017 agreement between Sound Transit and Mercer Island.</p> <p>In particular, there are two important aspects that the design needs to adhere to:</p> <p>There should be no passenger pick ups and drop offs on the north side of North Mercer Way</p> <p>2) There should be no increase in the number of buses per hour than current levels.</p> <p>All other aspects of the design look fine.</p>

184	<p>You are not concerned about the impact on the homes closest to this project. There are home values, quality of life and neighbors to consider. Unlike the two homes that will be destroyed and compensated, you have done nothing to compensate for the financial hit to those families living next to that project on 78Th Ave SE. Please come out to see my daughter's home at 2283 78Th Avenue SE and see the deleterious impact this will cause her family. They should not have to shoulder this hardship without sufficient compensation or mitigation.</p> <p>It is unreasonable to ask that neighborhood to put up with all the new traffic from the intercept. Their ability to drive off that street will be impossible. As it is, 78Th Ave is a major bike thoroughfare, making it difficult to maneuver. Put the intercept in a spot that doesn't hurt neighborhoods or livelihoods. My daughter and husband are tireless public servants working for the city. They cannot afford to see their only asset reduced by half.</p>
185	<p>I am concerned about the noise, visual and air quality impacts on the homes immediately north of the proposed roundabout from so many buses utilizing this roundabout. There needs to be an effective barrier along the north side of this to mitigate these impacts. A little improved landscaping is not adequate. A tall concrete wall or the equivalent is desperately needed in the design to protect the adjacent homes from the adverse effects of these buses and their thousands of commuters.</p>
186	<p>I am opposed to buses dumping passengers on Mercer Island and then turning around...! How many thousands of people will trek from buses to the trains making Mercer Island a bottle neck...a bus parking lot. I am not pleased.</p>
187	<p>Sound Transit builds stations on the cheap. No restrooms? No amenities other than a roof?</p> <p>Why no provision for a retail at stations? A coffee shop? A bakery? No one will walk to Town Center. This station just creates potential for people to crowd onto the platform, delayed, waiting for seats on the next train. Poor design!</p> <p>Mercer Island is NOT appropriate as a major regional Transit Center. The location for a regional Transit Center should be SE 8th, or anywhere in SE Bellevue, along the 405 corridor.</p> <p>And more money should be allocated to security and maintenance at the Mercer Island Station, judging by all the problems ST is having at other stations.</p>
188	<p>I am a Mercer Island resident and am 100% opposed to the design plans for the Mercer Island Transit Interchange (MITI). I am very concerned about the roundabout, which is not supported by our existing infrastructure and will forever negatively impact our small Island community without an equal benefit. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, and ensures that MI residents are a part of the solution.</p>

189	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
190	<p>I am 100% against having a transfer station on Mercer Island. It's too narrow of an area and it's already so congested with so few ways to get off and on Mercer Island from I 90. Why can't you just use the huge bus already on Bellevue Way? People who live on Mercer Island can't use the Park & Ride as it is and need to be dropped off & picked up daily. I love the idea of public transit and have used the Link many times but this transfer station idea is the worst.</p>
191	<p>Hi, Please do not put the bus intercept on Mercer Island. There's no room for that much bus traffic. The Park & Ride (as well as every parking lot in the North of MI) is already useless for Island residents because it's always filled up by people from elsewhere (which almost defeats the purpose of having a Park & Ride: to reduce people's driving). MI doesn't have the infrastructure to support that many people passing through. The stops in Bellevue are much better suited to all of the above.</p>
192	<p>Is it correct that 2 homes would need to be demolished in order to construct the roundabout? Are the owners of these homes being given a say in this situation? Or are you forcing them out of their homes? Has a fair market value been determined for these homes? In addition to a fair market value, would these residents receive an additional sum for the pain and suffering caused by this situation? I think it's reprehensible to force residents out of their homes in the midst of a global pandemic. You can, and should, manage to complete your project with a smaller roundabout which does not destroy homes.</p>

193	<p>Have home-owners near the MITI been contacted, informing them that their neighbor's homes would be destroyed, and that they would be looking out at a concrete roundabout soon? If so, how many neighboring home-owners have you contacted (and in what proximity to the proposed construction area)?</p> <p>What type of noise barriers will be put into place, to keep the traffic noise down for these neighbors? You've noted that a "green screen" of evergreen trees would be used to create a visual barrier - what type of trees, and how many? It could take 10+ years to create an adequate visual barrier.</p> <p>What kind of compensation is being given to these residents, who will have a decreased property value once this visual and auditory nuisance is constructed (not to mention the health hazards of car and bus fumes wafting through their windows)?</p> <p>You can, and should, complete this project in a way which is more commensurate with our small Island infrastructure.</p>
194	<p>As a Mercer Island resident, I am strongly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout. Not only will these homeowners lose their homes, Mercer Island will lose the property tax revenue and other business revenue. I am concerned about the massive footprint of this roundabout, which will create a massive traffic headache on the one major road leading to the freeway. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. Furthermore, this plan does not abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which preserves the homes and abides by the terms of the 2017 Settlement Agreement.</p>
195	<p>As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you pivot and design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>

196	<p>I like the general layout proposed and look forward to riding the new light rail. As a bicyclist on Mercer Island, I have concerns about the 'local connection' trails that pass through the new bus zone. If there are a lot of buses passing through this area dropping and picking up passengers, the proposed plan raises some safety concerns. It is hard to image this increased volume of traffic on these local streets, without causing safety and delay issues on adjacent roads. I like the roundabout idea for cars, but have concerns about how a pedestrian or cyclist can safely be a part of the roundabout. It is already extremely dangerous to cross 77th Street at the intersection south of the new bus station. (Or from the trail) Adding more buses into this area seems to make the outcome of an accident more lethal for pedestrians. As someone who regularly walks and cycles in this area, I am concerned about safety as we increase traffic, Cyclists and pedestrians in this small area.</p>
197	<p>I am against the bus intercept model. Yes Mercer Island is central location for area transit. We are also vulnerable --We are a small town first and a strategic location second. No! Mercer Island cannot sustain the volume of traffic that intercept bus to rail will bring. The north end of the island is already congested and access to town center and community center is a mess at current peak travel times. It takes as long to get from Bellevue to the island as it does to actually get onto the island. Additional traffic will further stress and physically divide this small city. One interruption on the bridge due to accident/earthquake/whatever and it will tie up the region. And by the way.... lately there is a significant increase in loud sounds coming from I-90 -- either from traffic over the roadway gaps on the bridge or from running the light rail equipment.</p>
198	<p>This will be awful for us! I live in the town center and it is already tough to get to the freeway to go east. This whole bus turnaround with roundabouts and no extra parking will wreck havoc on our city. I will NEVER understand why this isn't happening in the Bellevue park and ride area.....that's it! I hate what you plan to do to Mercer Island.</p>
199	<p>Absolutely no bus intercept on Mercer Island! It should be in So Bellevue where there is more parking, capacity, & arterials to accommodate the bus traffic.</p>
200	<p>It is outrageous to use the small Mercer Island footprint to serve the much larger more spacious east side. No matter how much you tear down or widen it is still a huge impact on a small geographical community. Increased diesel fumes from buses Congestion on streets. It makes no sense to me to ruin a community when there are more spacious locations to handle this.</p>
201	<p>I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable.</p>
202	<p>As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am worried about traffic loads in a small, quiet community. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you pivot and design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>

203	Although I support light rail coming to the island, I don't like how ST is approaching the bus intercept. At the very least, you must abide by the original agreement with Mercer Island. Our downtown does not have the infrastructure to support the bus traffic, stick to the 15 minute bus max waiting period and more. Thank you.
204	As a resident of Mercer Island who lives near the light rail station we object to the proposed changes and bus circle as unnecessarily and unreasonably infringing on our quality of life. We ask Sound Transit to live up to its prior commitments and rethink the proposed plan. Thank you for the opportunity to comment.
205	Residents are aware that you, Sound Transit, no longer wish to abide by the terms of the Settlement Agreement signed with Mercer Island in 2017. In Section 4.2(a) Sound Transit agreed to passenger drop-off/pick-up and layover occurring ONLY on the South Side of North Mercer way, but now, you claim this is not possible. This deviation would create enormous safety concerns and would negatively impact traffic flow. You cite Metro (your partner) as the reason you can no longer abide by the terms of the Agreement. It appears you had no intention of adhering to the Agreement, and planned to use your partner to circumvent the terms of the Agreement all along. This is unacceptable. Until these operational violations are addressed, you should NOT continue to spend tax payers' money on the costly construction of this project.
206	In 2019, King County Metro provided figures which indicated that an estimated 10,000-14,000 passengers would be forced to disembark the busses to cross over to light rail on a typical weekday. During sporting events, these numbers could be even higher in a condensed time frame. Recognizing that Mercer Island is a quiet Island community with approximately 25,000 residents, how do you anticipate this running smoothly, to add 50-60% of our population onto one short stretch of North Mercer Way, every day? Will you provide police, fire and other services, as needed, to address the service needs at the Light Rail station and surrounding area?
207	The roundabout described in these designs is NOTHING like the roundabout depicted in the March 2019 plans. In 2019, it appeared that the roundabout would fit into the existing road. Now, we see that in order to construct this roundabout, it will require an expansion of North Mercer Way, the demolition of multiple homes, and surrounding home-owners will be drastically, negatively impacted. I object to homes being destroyed and residents being forced out of their homes for the construction of this roundabout. Despite requesting information from Sound Transit about what measures will be taken to mitigate the noise, visual nuisance, and health concerns for nearby home owners (as they would be looking directly at a busy traffic hub with automobile fumes wafting through their homes) - I have received no response. Please design a bus/rail integration which does not force residents out of their homes in the midst of a global pandemic and does not negatively impact surrounding home-owners.

208	<p>I'm strongly opposed to the bus intercept that is planned for Mercer Island. Sound Transit has ignored the voices of the citizens of Mercer Island that would be most impacted by these plans. Sound Transit has yet to articulate a single benefit of the bus intercept to the community who would be most impacted by the bus intercept.</p> <p>Sound Transit has also ignored the City of Mercer Island and the Mercer Island City Council by not abiding by the terms of the settlement agreement that it signed with the City of Mercer Island. This is obnoxious. The demolition of multiple homes forcing the homeowners out of the community in order to construct a roundabout for the bus intercept is unconscionable. Saying that "Sound Transit has been working with the community on the transit area design since 2006" is disingenuous at best.</p> <p>This behavior by Sound Transit is incredibly disappointing for an agency and a King County government administration supported by my tax dollars. Do better.</p>
209	<p>"Sound Transit has been working with the community on the transit connection area design since 2006." Seriously? Here's the reality. Sound Transit has: Ignored the settlement agreement that it signed with the City of Mercer Island Ignored the voices of the Mercer Island community opposed to the bus intercept Been unable to communicate (or provide) a single benefit of the bus intercept to the Mercer Island community that will be significantly impacted by the bus intercept. Get your act together Sound Transit. We're opposed to the bus intercept on Mercer Island. Stop ramming it down our throats.</p>
210	<p>I'm strongly opposed to the bus intercept that is planned for Mercer Island. Sound Transit has ignored the voices of the citizens of Mercer Island who would be most impacted by these plans. Sound Transit has yet to articulate a single benefit of the bus intercept to the community that would be most impacted by the bus intercept.</p>
211	<p>Overall, looks good. We live only 6 blocks from the park and ride--southeast. I look forward to more usage of the light rail and bus.</p> <p>But. . .we can't have congestion for those of us that still drive. My workplace (school) is not near a bus stop in Bellevue. Super inconvenient at this time to take a bus or light rail. And we walk a lot in downtown Mercer Island to the store, post office, etc. . . I'm concerned that congestion will be caused by the roundabout. MI residents should not "pay" in terms of minutes because we were chosen to have the connection between transit and light rail. Yes, MI makes sense geographically. Yes. But, please, the flow onto and off the island by car, and for those of us to walk in the downtown area, needs to be a priority! I say this, while at the same time I'm in full support of light rail and improved transit!</p>

212	I oppose the bus intercept planned for Mercer Island. Sound Transit needs to listen to the Mercer Island community (you haven't). Sound Transit needs to abide by the terms of settlement agreement that they entered into (you haven't). Sound Transit needs to start listening and stop forcing it's poorly thought out plans on the Mercer Island community.
213	<p>NO BUS TURNAROUND. NO BUS "INTERCEPT." NO DEMOLITION OF RESIDENTIAL PROPERTY.</p> <p>Access to the new station looks like a nightmare, unsafe, exhausting for anyone with physical disabilities, and I don't see any wheelchair access at all. The orange siding on the station is hideous.</p>
214	I oppose the current plans for a bus intercept on Mercer Island. Sound Transit needs follow the settlement agreement that it agreed to. If the settlement agreement no longer works for Sound Transit, then Sound Transit needs to come back to the table and renegotiate an agreement that works for BOTH parties. If an agreement can't be reached, then Sound Transit needs to look elsewhere for a bus intercept.
215	Dear Sound Transit and elected King County government officials supporting Sound Transit, your behavior around the bus intercept on Mercer Island has been atrocious. We'll see you at the (voting) polls.
216	I'm strongly opposed to the bus intercept that is planned for Mercer Island. Sound Transit has ignored the voices of the citizens of Mercer Island who would be most impacted by these plans. Sound Transit has yet to articulate a single benefit of the bus intercept to the community that would be most impacted by the bus intercept. Sound Transit has also ignored the City of Mercer Island and the Mercer Island City Council by not abiding by the terms of the settlement agreement that it signed with the City of Mercer Island. This is unacceptable. The demolition of multiple homes forcing the homeowners out of the community in order to construct a roundabout for the bus intercept is unconscionable. Saying that "Sound Transit has been working with the community on the transit area design since 2006" is disingenuous at best. This behavior by Sound Transit is incredibly disappointing for an agency and a King County government administration supported by my tax dollars. Do better.
217	Residents are aware that you, Sound Transit no longer wish to abide by the terms of the Settlement Agreement signed with Mercer Island in 2017. In Section 4.3(b) Sound Transit agreed that busses would not layover for more than 15 minutes, and only during peak afternoon hours of 3:30-7pm. Now, you demand that the busses layover anytime of day, and for as long as needed. Again, you cite your partner Metro as the reason for violating the terms of the Agreement you signed. Again, it appears you had no intention of adhering to the Agreement you signed. This is unacceptable. Until these operational violations are addressed, you should not continue spending tax-payers' money on the costly construction project.

218	<p>Looks like getting to the Westbound I90 freeway entrance at 76th and N Mercer Way will become much more difficult. We bypass Downtown MI and go to N Mercer Way when needing to use I90 Westbound. N Mercer Way looks like it will become very crowded in the proposed transit area forcing more traffic to go through Downtown. Not a good option.</p> <p>Additionally, I don't see where the buses will wait. Will the buses be turned off to minimize exhaust fumes?</p> <p>Is there a crosswalk light at the two stage crossing? Will this force cars and buses to stop? How will this affect backups and access to I90 Westbound?</p>
219	<p>Where are the idling buses expected to hang out, and how many, and on average, for how many minutes will buses be sitting, idling and polluting the area each and every day? What is the capacity for drop offs on 77th? How many cars can it accomodate at any one time? What provisions are being made for MI residents to have priority access for parking at our park-n-ride lot? Or can off-island residents just come fill up the P-n-R, leaving island residents with few parking options near our homes?</p>
220	<p>How many homes will be demolished to make room for these improvements? Why are pedestrians required to cross the turnaround lanes in two steps? Wouldn't it be better to have just a one step crossing for pedestrians there? Are there lights to stop traffic?</p>
221	<p>I oppose this plan. The roundabout is a danger to pedestrians. Stop lights are a better way to go. Cars will speed up to avoid being stuck behind buses pulling into the roundabout. Without lights, some pedestrians are going to be killed. It is also a serious inconvenience to Mercer Island residents, as North Mercer Way is a major access road to I-90. Reports on Mercer Island have houses being torn down to build this. That too is deeply objectionable. Buses cannot stay on Mercer Island. The Mercer Island City Council has to approve of any plan for the transit center.</p>
222	<p>Please do NOT create the roundabout on Mercer Island. I'm concerned that it is a community risk on several levels. Please don't do it. Thank you.</p>
223	<p>As a Mercer Island resident, I am greatly concerned about the construction of the unnecessary construction of the roundabout. First of all, I heard sound Transit only plans to plant rows of trees to obstruct the traffic from the residence area. I am strongly against such a poor and useless design/ plan. It takes a long time for the trees to grow to function as a barrier; in fact , a useless barrier which cannot reduce the noises and fumes. The barrier should be at least a sound proof wall, high enough to keep the view of the traffic, noises and fumes from residence areas. Finally, it is really unfair and wrong if Sound Transit makes their own plans without taking the residents' voices into consideration at all. We hope to see Sound Transit can show their respect to the voice and ideas of the residents by coming up with effective plans that keep the safety, peace and cleanness our neighborhood.</p>
224	<p>Placing a bus-rail transfer station on Mercer Island would offer no benefit for riders or the neighboring residents. There are no, nearby, retail services. The exchange will add more time to people's commute and given the lack of public restrooms will impose a significant inconvenience.</p> <p>I strongly oppose the plan and see no benefit for Mercer Island residents.</p>

225	I am very concerned about the design plans for the Mercer Island Transit Interchange. This is a very busy intersection and will be even busier when the transit station completes. I am concerned that this interchange will create hazards for both pedestrians and cyclists. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. It is unacceptable that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement. I request that you design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes
226	This is a whack job of an idea that does not put public safety first.
227	My husband and I have a combined total of over 112 years being residents on Mercer Island. We are puzzled that Sound Transit is not abiding by the terms of the 2017 Settlement Agreement. Why are you not honoring your agreement? This is completely wrong and a violation of our democracy. The current design is neither safe nor appropriate. It is interesting that you fail to reference in your drawings that you are tearing down existing homes and label the space as a 'green screen'. It is an inaccurate representation of your plans.
228	As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.
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230	I am so excited for this expansion! As a Mercer Island resident, I love that my community will have this connection to the greater Seattle area. Thank you!

231	<p>As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you pivot and design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
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233	<p>Build the intercept in Bellevue not on Mercer Island, we do not need the added congestion in such a small area.</p>
234	<p>ST is once again flogging a dead horse. That horse is long dead and buried. How many times do the MI residents have to give you an emphatic NO!!! We have been through this with both the City of Mercer Island and ST. We do NOT need a transit waiting area on MI, neither do we need a gigantic circle for buses and other traffic. Because the Luther Burbank and Community Center areas are off the table, it is NOT in the interest of Mercer Island residents, to okay your proposals. Do NOT plow throw our City. ST has no regard for our residents' wishes. Everything you are doing is done behind the scenes. How about transparency prior to assuming all is fine in any city???</p>
235	<p>Prefer an asphalt walkway, not concrete. Would ask that you keep as many of the mature trees as possible and the cement boxes, just remove the ivy and clean up the area. And please take into consideration the dog walkers who walk their dogs along the path on their way to Luther Burbank Park. The dogs need grassy areas to do their business along the path. And please do not install so many lights. I just found out what is involved to remove them. This is what is in the Maintenance Agt (WSDOT GM1268) and it stipulates that "the City will maintain landscaping on North Mercer Way, 77th Avenue SE and 80th Avenue SE within the sculpture park for an annual payment from WSDOT. "Sound Transit will restore disturbed park and open space to pre-project conditions after construction in cooperation with the resource owner. This would include landscaping, paths, and any built features of the park." How does this play in with Sound Transit?</p>

236	<p>Please comply with your 2017 agreement with Mercer Island to not use the north side of North Mercer Way or 80th Ave for bus stops.</p> <p>The rationale for retaining screening plants on 80th Ave SE bridge starts with the “1971 Mercer Island I-90 Design Report”. The report states (p 48) “These bridges will include landscaping and pedestrian walkways so that persons crossing the corridor, whether in an automobile or as a pedestrian, will barely be aware of the traffic passing beneath. The signatories of a 1976 Agreement (amended to include Sound Transit) built the 1971 Design.</p> <p>The 80th Ave bridge design does not screen the “traffic passing beneath.” Please build a visual barrier (plants or fences) to the freeway below.</p> <p>The very artificial and angular design on the planting on the 80th bridge is unlike any naturally occurring planting on Mercer Island and on other bridges. Please use plants listed on Sound Transit plans for the 77th Ave bridge and the Shorewood Drive support structure.</p>
237	<p>As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you pivot and design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes."</p>
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239	<p>The Mountains to Sound trail is a critical commuter and recreational cycling route for the region. The long-standing trail passes in front of the Mercer Island Park and Ride, which has the potential to cause increasing bike-pedestrian safety issues as commuter and bike traffic increases over the coming decade.</p> <p>To limit bike-pedestrian conflicts, Sound Transit should either: Limit bus pick-up and drop-off to the south side of N Mercer Way, or Work with the City of Mercer Island and WSDOT to establish an alternate route for the regional bike trail</p>

240	<p>I am concerned with the footprint of this plan and the impact on our community. Though I am not against mass transit, I think there needs to be greater consideration about the traffic flow on the island and where people will ultimately park. Prec-ovid, there were never enough spaces for island resident use.</p>
241	<p>I find your diagram of the planned project so confusing that I cannot understand what is where. This is a terrible plan for such a small geographical area (a 6 mile long island). It should be constructed east of Mercer Island where many of the riders will make better use of it. /very few Mercer Islanders will be boarding here.</p> <p>As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busi</p>
242	<p>Many have contacted me, asking for a template/summary of concerns to help formulate their comments. Here is a summary of main concerns about the current 60% design: "As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you design something which is both safe and functional.</p>
243	<p>I am 12 year MI resident who has been following the plans from afar, I even voted to expand lightrail. I typically commuted to Seattle daily on the 550. These plans for change however are confusing/unclear, at best. I am VERY worried about what looks like people's home being removed (to make way for new streets, parking, walking paths), excessive bus parking/storage and on the island. In addition to a widened street and round-about on a street that is already VERY BUSY with traffic for many hours during the day. I have a child that takes a public to school every and will need to for years to come. Having an intersection with multiple crossing is a recipe for pedestrian problems and perhaps increases the probability for a fatal accident. I TOTALLY OPPOSE these changes and would like to see ST abide by the terms of the 2017 Settlement Agreement. There needs to be solution that is safe for bus & rail riders, pedestrians, bikers and people not losing their homes.</p>

244	<p>I am very concerned about plans for the bus intercept on Mercer Island. To reach my home coming from the east, I exit Island Crest Way and drive along North Mercer Way to 76th Ave SE and then west on SE 24th Street. Your plans will make that drive crowded and dangerous. I am concerned about the roundabout and the multistage crossing at North Mercer and 77th. This is a small island, and Bellevue could more easily handle the bus intercept than we can. I am disturbed that you are not following the terms of the Settlement Agreement and listening to our City Council. We need the light rail to be safe for our citizens who walk, ride bikes and use strollers in that area. I am in our large senior walking group, which meets at the Community Center and often walks along North Mercer Way. We will not be safe if you continue with your plans. You are also going to a huge expense to buy and demolish homes in the area, which will make the area ugly and displace people from their homes.</p>
245	<p>Mercer Island should not serve as a bus intercept. Why? We dont need too many people changing from train to bus and vice versa in a location that is a small community .buses will clog the street... too much traffic long lines for trains as Mercer Island is the last stop. Increased need for fire and police protection. No restrooms for commuters. No park and ride big enough to serve those from off island Safety issues for school children and seniors It makes more sense for buses to go on to seattle from east side. Why make people transfer when the light rail will be crowded enough especially at Mercer island stop</p> <p>Stick to the settlement agreement. Otherwise why do we have it. Waste of more time and money. An agreement is an agreement. Why is Mercer Island being inconvenienced and forced to relive these issues. let bellevue have the intercept. Also no curb cuts, no parking of articulated buses we support MI city council including litigation. Barbara &stuart Sulman</p>
246	<p>On page 13 of the 60% design I noticed that there is an encroachment of the existing wooden fence in NW corner of "green screen" area into 2248 77th ST prop. Hopefully the fence can be relocated to the property line. On page 14 there is a line with an embedded "F" which appears to delineate the toe the slope. The contours dive into and seem to terminate at this line. Does this represent a wall or do these contour lines continue outside this line ? We like the mix of trees which form the green screen, however we believe that a better (line of sight) visual screen from buses, bicycles and pedestrians could be created with a replacement hedge at the top of the slope next to the widened bicycle path. With the widened path, there will be more exposure from the top of this embankment which is currently screened by a wooden fence and the neighbor's laurel hedge. The plan does not show a replacement fence nor hedge which we believe would be more effective in creating a visual barrier.</p>
247	<p>One other concern that we had was at the SW corner of the green screen area. There is currently a wooden fence across this SW boundary and we were wondering whether this fence would remain or if it would be replaced at the property line. We have some security concerns if people start walking into this area and decide to stay and pitch a tent. As mentioned in the previous comment, there is an encroachment of the fence separating 2248 77th and the green screen area. In addition to moving this fence back to the property line we were wondering who would be responsible for the maintenance of this fence moving forward. Thank you for allowing us to participate !</p>

248 For years, Sound Transit has said that there will be no buses running between Mercer Island and Seattle once light rail starts because they didn't want duplicative service. The same rationale applies to duplication of service over the East Channel Bridge. Having the bus intercept in Bellevue will mean that there will not be duplicative services over the East Channel Bridge. It makes much more sense to have the intercept in Bellevue, not Mercer Island, which is already congested and has very little free land.

A few years ago (in 2014) there was a petition circulating regarding mobility and traffic on Mercer Island, including the proposed bus intercept. Over 2700 people signed this petition. Among other things, it was against placing the bus intercept or turnaround on Mercer Island.

<https://www.change.org/p/mi-city-council-maintain-mobility-and-transit-options-for-i-90-commuters>

Please reconfigure the bus intercept so that it is in Bellevue, not Mercer Island.

Thank you

249 The Puget Sound area has seen exponential population growth. Mass transit is necessary to move residents from suburbs to job centers. To make mass transportation work it needs to be convenient and inexpensive. Building a bus intercept on Mercer Island accomplishes neither. Requiring transit rider to exit buses to take light rail for "the final mile" into Seattle does not make sense. It takes more time to disembark, more time waiting for the connection and more time to embark. Making those connections and movement around Mercer Island will be extremely difficult based on the sheer congestion created by a high volume of buses, cars heading to the park and ride and people running to make a connection. There is an introduction of risk to pedestrians, cyclists and cars. North Mercer is a major arterial with two lanes. The increased traffic will make North Mercer impassable and cut north end residents off from the only, limited services on the island. No additional traffic on Mercer

250 I am concerned about the impact of the roundabout and the increased bus traffic on our neighborhood north of the Park & Ride, especially to the houses that are across the street from and next door to the houses that will probably be torn down. The loss of the two homes and their surrounding buffering vegetation will cause an increase in the traffic sights, sounds and smells, thus severely impacting our neighborhood economically and aesthetically. (Perhaps this is even a health or safety concern.) If you must go ahead with this roundabout design, please put in place extra vegetation, screening and/or sound walls to protect our residential neighborhood. and to reduce the impacts (sights, smells, sounds) of the roundabout and increased traffic. Even with these additional design elements, the neighboring homes are likely to suffer an economic impact. Does Sound Transit plan to compensate these home owners for their loss? Thank you.

251 I live in the neighborhood north of the Park & Ride.

Up to this point, our neighborhood has been (mostly) a quiet and peaceful neighborhood. We have a very short pedestrian/bike cut through that connects our neighborhood to North Mercer Way, but there is also a wonderful fence and vegetation that help to separate our tranquil neighborhood from the bustle of North Mercer Way.

If you go ahead with the roundabout design, we in this neighborhood are requesting and urging that the cut through remain, and that it be used only for pedestrian and cycling use as it is today. We do NOT want cars to be able to access our neighborhood from the roundabout.

Throughout this process, my neighbors and I have been in contact with both Sound Transit and the City of Mercer Island regarding the cut through. We have received assurances and hope that you will continue to honor these statements that the cut through will remain and be similar to what exists today--including the fence.

252	<p>I live in the neighborhood directly north of the Park & Ride and know first hand how dangerous the 77th Ave/North Mercer Way intersection is.</p> <p>When the traffic signal was installed a few years ago, that increased safety tremendously. Now you are going backwards by proposing an unprotected crosswalk in a heavily congested roundabout. I cannot imagine how pedestrians will be able to cross that street safely with cars quickly careening around the roundabout.</p> <p>I hope that you are planning to have some kind of blinking crosswalk lights that are triggered when a pedestrian or cyclist pushes a button. The lights that are imbedded in the asphalt are good, but I would also urge that there be above-ground flashing lights well in advance of the crosswalk--on the other side of the roundabout. Such sign/light placement can then warn an approaching driver that s/he needs to slow down for the pedestrian/cyclist who is already in the crosswalk.</p> <p>Thank you.</p>
253	<p>As a Mercer Island resident, I am greatly opposed to the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you continue working towards a design which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.</p>
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256	I oppose the present design as proposed on several fronts.: safety of pedestrians, destruction of homes, the loss of access to 77th, the loss of N Mercer Way, and forcing all single commuters through the downtown corridor to access the freeway.
257	We will not sit silent while you try to pollute our small island...and to no benefit to us. NO to the bus intercept!! Why would you put the intercept here where there is more space further East of Mercer Island. No, No, No!!
258	As a Mercer Island resident, I am greatly concerned about the design plans for the Mercer Island Transit Interchange (MITI). The 60% design plans reveal that homes will need to be demolished in order to build the proposed roundabout - I oppose these plans. I am concerned about the footprint of this roundabout, which is not commensurate with the existing infrastructure of our small Island community. I am opposed to installing a multistage crossing on one of the busiest thoroughfares in the city, requiring pedestrians to cross the road in multiple stages. I am aware that Sound Transit is refusing to abide by the terms of the 2017 Settlement Agreement – this is unacceptable. I request that you pivot and design something which is both safe and functional for bus & rail passengers, pedestrians, cyclists and commuters, one which does not force residents out of their homes.
259	We love bus intercept on Mercer Island! Please ignore the NIMBYs. Having a few thousand bus passengers transferring to the train will not be the end of the world. Well worth the benefit of having the train.
260	No bathrooms should be allowed. Limit parking options so that people don't drive all the way to Mercer island for the last stop. We sure there is good security unlike how ST implemented in SE Seattle.

261	<p>I would really appreciate it if Sound Transit would live up to the agreement you signed with the City of Mercer Island in 2017. It seems that the 60% Design you have submitted does not address our city's concerns and you are totally ignoring Mercer Island and its citizens request for respect of this agreement with your response by letter in April by letter repeating your unwillingness to accept the limitations imposed by the Settlement Agreement on their Bus/Rail Interchange. Our city negotiated this agreement in good faith on our behalf. The least you could do is appreciate that there were citizens behind those negotiations who would expect Sound Transit to live up to their end of the deal and that we have real concerns about your plans for our community. You negotiated it, I can't understand why you cannot live within it? Moving ahead with your plans that are in direct conflict with the Settlement agreement shows no regard for the negative impacts upon our community, our infrast</p>
262	<p>As a resident of Mercer Island, I would appreciate that you design the station and bus intercept to the terms that were agreed upon in 2017. These terms were negotiated on behalf of our citizens to ensure safety around what is likely to be a busy addition to our town center. Sound Transit's attention to the City's several significant unresolved concerns (the high volume of bicycles and pedestrians that are expected to mix with cars and buses adjacent to the busy Park & Ride location) is of highest importance. Improper design with this mix of activity will prove dangerous and it is imperative these concerns are addressed according to your agreement. Please live up to the agreement you made with our city and abide by its terms – lives will depend on it.</p>
263	<p>And just one thing, you say that Public comments will be compiled and shared with project staff. And what then? Will you be sharing the comments with the Executive Board?</p>
264	<p>Our family is concerned that sound transit keeps trying to work outside of the 2017 settlement agreement. Sound transit must abide by the agreement they signed & that includes no roundabout, And no dropping off on the north side of North Mercer Way. This also means no bus layovers. We are not going to be a massive bus station for the east side. This bus intercept is adjacent to parks, residential neighborhoods and is a quiet area. You are also taking peoples homes. To just change the agreement that we have on the books is unreasonable and our community will not stand for it. Abide by what you agreed to already. Our citizens will demand it.</p>
265	<p>Moms 4 safe MI represents residents, parents, law enforcement officers, Special Victims advocates & KC prosecutors, who are privy to what is actually occurring in neighborhoods at bus/ rail integration in seattle. They have all vocalized concern with the implementation of a transit intercept with 14k folks daily in our public areas and impacts to parks, residential & drain on our infrastructure. Sound transit currently has a budget of \$34.4 million to address security concerns. How much of that will be allocated to keeping our transit center safe on Mercer Island? Considering the stabbings, shootings and over 187 sexual assault that occurred on metro buses and in stations there needs to be some additional oversight. This should not be Mercer Island residents responsibility to police a regional transit center that brings with it crime.</p>

266 We want to maintain a quality of life for our most vulnerable residents (our kids & our aging parents). The safety considerations are huge as you come to a quiet area like Mercer Island. It will be very easy to see the changes that Transit brings to our community as far as safety implications. Will you be paying for dedicated patrolling officers? Will you be paying for additional lighting? Will you be paying for video? And who will monitor this video? It should not fall to the burden of our residents or our police staff to manage your regional transit center and its problems. these additional resources shouldn't be burdened by MI residents. We do not want to pull resources off of islanders needs to police a major regional transit center on our dime. There is a documented connection between increased crime activities around transit centers. Our residents are concerned about crime stats (like the 187 sexual assaults that occurred on KC metro busses last year alone)

267 If you move the roundabout a little south and to the west, you will eliminate the need to acquire both those homes. Or perhaps one home.

This was suggested years ago but I bet no one thought about doing that or even tried to avoid eminent domain. So much easier to destroy two homes.