

Question	Commenter	Topic	Comment	Response
1	Hay	Signs	How is it determined which signs are absolutely necessary in the park/along the trail?	Sign type and placement will be recommended per established best practice guidelines, such as MUTCD, AASHTO and NACTO. WSDOT, as facility owner, has final approval authority for design. This design is an iterative process and discussion/decisions on final sign needs and placement will be discussed with the design team, City staff, WSDOT and the PRC.
2	Hay	Signs	Is there a Washington State Law which gives us guidance on this topic? Or any sort of Best Practices document for trails?	Design standards such as MUTCD, AASHTO and NACTO are utilized by the engineer of record when designing a project like this.
3	Hay	Signs	Who decided the type, quantity and placement of signs we are seeing on this 30% design?	The design team proposed the type, quantity and placement of the signage based on discussions with WSDOT, the City and best practices. These sign numbers/choices will be refined as the design moves into 60% and a preferred option is selected.
4	Hay	Signs	At what point in the design process would the type, quantity and placement/location of signs be determined?	The initial sign placement was established in the 30% design phase. A sign schedule will be worked out in more complete detail in the 60% design phase. Final details for signs will be completed in 90% and 100% design phases with feedback from WSDOT and the City.
5	Hay	Signs	Considering only the straight path (not including the side path) - there are 15 signs in Option 1 and 14 signs in Option 2. The signs appear evenly spaced. The proposed designs have a sign every ~7 to 7.5 feet. I question if it would be possible for a cyclist to actually read the signs when placed this close together.	The design team has not had a chance to analyze final sign placement, but generally they are shown in both options about 40'-80'+ apart. The design team will analyze the quantity and placement of signage during 60% design, with input from WSDOT, and according to established best practices. Most likely the number will be reduced and the options shown are a first cut on what might be necessary.
6	Cohen	Roundabout	Will we be discussing illumination?	Illumination will be discussed in the 60% design. It has been repeatedly suggested by many people in the early design process. Staff has included it in the budget for design and construction.
7	Cohen	Signs	Will we be discussing WSDOT's comment about pavement versus signage and sign clutter?	Staff will present this comment and recommend that WSDOT's suggestion be incorporated in the 60% design phase.

8	Community	Roundabout	What are the proposals to reduce impervious surfaces in other places as noted in staff's report along the rest of the trail to offset the 34% increase in impervious surface from the roundabout?	Staff has not requested that the consultant identify these locations. Following direction from the PRC, staff will look to identify potential locations and return to the PRC to discuss where these modifications could be made. Option 1 increases impervious surface by 812 square feet over the current condition and 500 square feet over Option 2. Staff previously identified approximately 900 square feet of pavement that could be removed next to the West Mercer Way on-ramp in an earlier design phase.
9	Community	Roundabout	Has WSDOT stated that either a 14' or 12' width for the shared use part of the roundabout is acceptable, if not preferable?	No. WSDOT has only stated that it's preference is for the 14' width.
10	Community	Roundabout	Can the shoulder or center diameter width be reduced to reduce impervious surface?	The center diameter was set based on the need for deflection to achieve a reduction in speed. The shoulder treatment can be considered in 60% design, but the width is being maintained for maneuverability per WSDOT and current design standards.
11	Community	Roundabout	Is the new cost of \$510,000 exclusive of the \$122,000 paid to the consultant. What is the total estimated budget for this project at this time including all outside consultant costs? Where will the additional funding come from?	The \$510,000 construction cost is exclusive of the \$122,000 consultant agreement. Total project budget estimate is now \$751,000. Staff will be seeking additional outside funding to cover the added costs of design and construction. This project could be a strong candidate for several grant programs.
12	Community	Roundabout	What is the outside consultants total estimated fee today?	The consultant's agreement now totals \$171,000, which is 23% of the total project.
13	Community	Roundabout	Will this new 30% proposed design be shown to the citizens to get their feedback before asking for council approval?	This design proposal will be subject to public review as a regular business item in a future City Council meeting. It will not have a separate process like an open house.