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# CITY OF MERCER ISLAND

## Public Works Department

9611 SE 36TH STREET | MERCER ISLAND, WA 98040

PHONE: 206.275.7870 | [www.mercergov.org](http://www.mercergov.org)

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## Parks and Recreation Commission

### December 3, 2020

#### Aubrey Davis Park Trail Safety Improvements #3

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To: Parks & Recreation Commission

From: Paul West, CIP Project Manager

Date: November 24, 2020

Mercer Island City Council directed the City Manager and the Parks and Recreation Commission to develop a recommended scope of work for the \$500,000 Washington State Department of Commerce grant when it adopted the Aubrey Davis Park Master Plan ([AB 5629](#)). These funds were appropriated to the City of Mercer Island by the Washington State Legislature, designated specifically for trail safety improvements on the Mountains to Sound Trail.

#### **Background:**

At its February 2020 meeting the Parks and Recreation Commission (PRC) discussed a draft scope of work for Aubrey Davis Park Trail Safety Improvements. At the November 2020 meeting, the PRC reviewed a draft scope of work presented by staff. Paul West, CIP Project Manager, proposed two additions to the scope of work:

1. the re-establishment of “clear zones” on either side of the trail to provide pedestrian refuge; and
2. the removal of bollards on the trail, replacing them with other traffic control measures where needed.

These two elements are included in the Aubrey Davis Park Master Plan. They are compatible with the other “low impact” approaches and also meet/adhere to the intent of the grant.

At the November Parks and Recreation Commission meeting, Chair Westberg called for other commissioners to submit comments and edits to the proposed scope of work. He and Mr. West

prepared a revised draft scope of work, attached as Exhibit 1 with both “clean” and markup versions.

**RECOMMENDATION:**

Move to:

1. Approve the revised draft scope of work as presented;
2. Direct staff to forward the scope of work to the City Manager for presentation to City Council.

**Aubrey Davis Park Trail Safety Improvements  
REVISED DRAFT Scope of Work**

## Problem Statement

A segment of the Mountains to Sound Regional Trail (I-90 trail) crosses the width of Mercer Island through Aubrey Davis Park. It is one of two primary transportation connectors for bicycle traffic from Seattle to the Eastside and is heavily used by runners, pedestrians, and bicyclists. This use is expected to increase due to population growth and improved access to public transportation connections along the trail corridor. While much of the trail across Mercer Island is relatively flat with good sight lines, the 0.8 mile section of the Mountains to Sound Regional Trail from 60<sup>th</sup> Avenue SE to 76<sup>th</sup> Avenue SE has several steep grades with limited sight lines that can result in speeds in excess of 20 mph by wheeled trail users. This segment of trail also travels through an urban park setting that contains many recreational facilities, including sports fields, tennis courts, playgrounds, picnic areas and connecting spur trails. Park users on foot cross the trail in multiple locations. The concentration of users in a relatively small area and the hilly nature of the terrain creates a potential for serious accidents and injury. The trail currently does not segregate users, nor does it have notable features that regulate speed or control traffic flow other than limited center striping, bollards and “keep right” signs.

The Aubrey Davis Park Master Plan explored high-level trail planning issues such as trail width, bypass routes and key intersections. It did not consider a more detailed transportation design of the trail itself. Also, a main goal of the master plan is to preserve the open space in the park. Limiting or avoiding new impervious surface is a key objective in planning new facilities.

## Goals and Objectives

The goal of this project is to create a more enjoyable experience for all trail and park users, while maintaining the existing character of Aubrey Davis park, by improving access and safety in the section of trail from 60<sup>th</sup> Ave SE to 78 Avenue SE.

Primarily, this goal would be achieved by combining “low impact” approaches in a coordinated trail plan. Low impact approaches could include, but are not limited to:

- Traffic calming measures
- Traffic separation on the trail
- Street bypass routes for high-speed cyclists
- Trail speed limits
- A two foot “clear zone” on either side of the trail to provide pedestrian refuge
- Barriers to limit cross-trail traffic in targeted areas
- Traffic signage and pavement markings
- Wayfinding and park rules signs
- Public education
- Art and placemaking elements

Secondarily, the planning process would consider an expanded trail cross section in limited or targeted areas such as immediately around the restroom that enhances the function of the low impact

approaches. The planning process would also include the removal of bollards and replacement with traffic control measures where needed on all parts of the trail as recommended in the master plan.

**This project would exclude the creation of new parallel trails, such as the one that is shown as an option in the master plan to route cyclists behind the restroom.**

## Scope of Work

This project would design and construct trail safety improvements that meet these goals and objectives in the segment of the Mountains to Sound Trail defined above. The scope of work would include regular public involvement in the design of the project. Roles for project partners would generally be as follows:

1. Project management by City of Mercer Island (CMI). These costs are not covered by the Department of Commerce (DOC) grant;
2. Project oversight by City of Mercer Island Parks and Recreation Commission;
3. Review and approval authority by WA State Dept of Transportation Northwest Region staff (WSDOT);
4. Design, permitting and construction management provided by a consultant team selected by CMI and WSDOT;
5. Public works construction of an approved plan or a portion thereof;
6. Grant management by the DOC (@2% of the grant total).

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**REVISED DRAFT** Scope of Work

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