



PARKS & RECREATION COMMISSION STAFF REPORT

Item 4
September 1, 2022
Regular Business

AGENDA ITEM INFORMATION

TITLE:	Aubrey Davis Park Trail Safety Improvement Project 30% Design Revisions	<input type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Approve revised 30% design; Approve transmittal memo to City Council	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

STAFF:	Paul West, CIP Project Manager	
COUNCIL LIAISON:	Craig Reynolds	
EXHIBITS:	<ol style="list-style-type: none"> 1. ADTS 30% Design Plans 2. Email comments to PRC since the July 7, 2022 meeting 3. ADTS Revised 30% Cost Estimate 4. City Council Recommendation Memorandum 	

SUMMARY

BACKGROUND

At its July 7, 2022 meeting, the Parks and Recreation Commission (PRC) reviewed revisions to the 30% design for the Aubrey Davis Park Trail Safety Improvement Project (ADTS) presented by the City’s consultant, KPG Psomas. Revisions were mostly focused on the ballfield/restroom area and included:

- Reduced furnishings;
- Additional low fencing to reduce pedestrian cut-through from the 72nd Avenue parking lot;
- Reduced paving from previous versions (the functional need for areas where additional paving remains was reviewed at the meeting);
- Addition of the roundabout to Schedule A;
- Increased diameter of the roundabout to effect slower traffic speeds;
- Replaced decorative paving in the roundabout center with grass or low vegetation surrounded by a rolled curb edge;
- Additional reflective paint and warning signage on the approaches to the roundabout;
- Additional “slow zone” elements for trail users heading east from West Mercer Way intersection; and
- Additional signage (***Bike Route*** and ***Mercer Island Loop***) directing cyclists to designated street routes at the West Mercer Way intersection.

The PRC agreed that the improvements in Schedule A would constitute PRC’s recommendation to City Council. A revised 30% design is provided in Exhibit 1. If recommended by the PRC, this would be the product that is forwarded to City Council for approval.

REMAINING DESIGN ISSUES

The PRC significantly refined the 30% design through its previous discussion. At the end of the last meeting, it appeared that there was consensus for most design issues; however, staff identified three areas that need

additional consideration from the PRC.

1. Roundabout details

At the July 7 meeting, there was significant discussion of the details of the roundabout. The radius of the center island, the height and profile of the curb, and warning markings and signs were discussed. The Design Team confirmed its opinion that the roundabout is a way to improve circulation through the intersection. Subsequently to the meeting, the PRC received email comment (See Exhibit 2). The concerns included the poor lighting in the roundabout location, the limited sight-distance for trail users coming into the roundabout, the potential for slippery surfaces created by thermoplastic surfacing, the trail width in the roundabout, and the need to separate pedestrians from bicycles in the roundabout.

The Design Team has provided the following commentary in response.

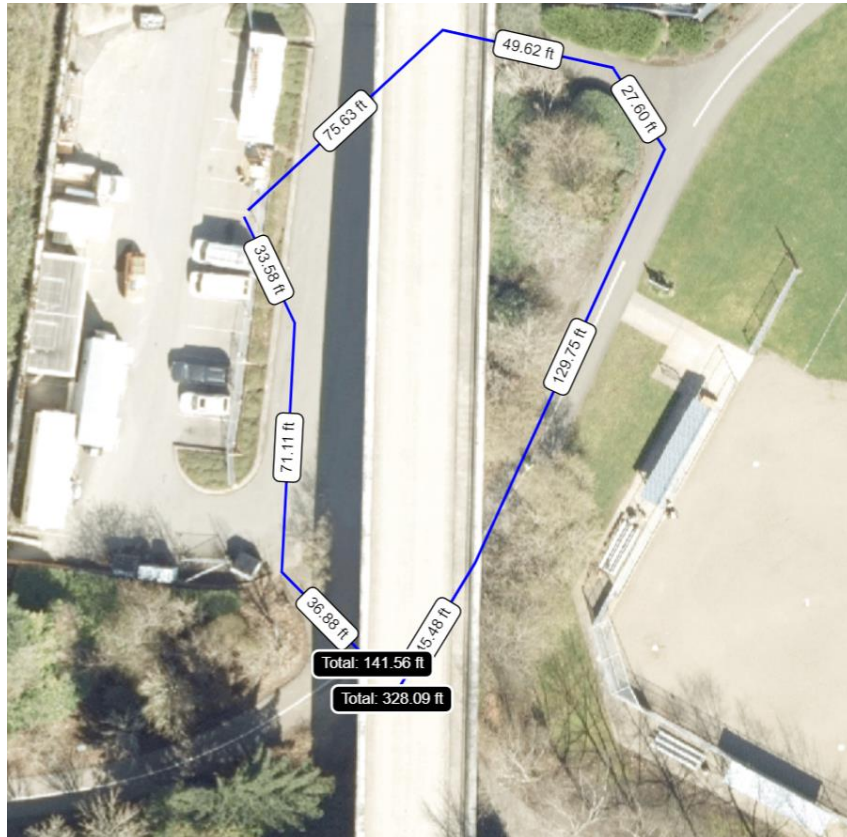
- The roundabout concept was discussed with Brian Walsh, WSDOT State Traffic Design Engineer, and there was general support that the City was considering a bicycle / pedestrian treatment for this regional facility. He discussed a similar application in Thurston County that was very well received by the regional trail users along the Chehalis Western Trail. WSDOT is supportive of treatment that intends to provide safer facilities. All treatments are evaluated for contextual application and this roundabout, based on his experience, is a context that WSDOT would support.
- The rolled curbing design has not been finalized, but it is envisioned to be a low-height, ramped curb that is traversable by wheeled vehicles. There is more study needed by the Design Team to ensure the roundabout will not be a hazard for cyclists and pedestrians.
- Lighting can be added to the roundabout intersection. Again, more study is needed by the Design Team regarding this potential element. At the least, power conduit could be installed to allow the option for lighting in a future phase of work.
- Separation of pedestrians and cyclists is not realistic in this location. Eight feet is standard width for a one-way split trail, however we can recommend widening the one-way trail to ten feet where we might expect bikes to encounter ped flow from the opposite direction.
- The roundabout examples sent with the August 12 email are not comparable to the Aubrey Davis Park Trail, except for the Wisconsin example. Most are college campus facilities with high volumes of bike ridership at peak times (class change). They are designed to accommodate maintenance and security vehicles and are therefore much wider.
- There are a variety of thermoplastic products on the market, some of which are specifically designed for bike applications to provide traction under wet weather conditions. The Design Team will investigate this issue in future phases of design. It understands that the PRC's objective is to end up with a surface that has adequate traction for trail users under the anticipated range of conditions on the trail.

PRC will be advancing the 30% design to City Council. Many details are yet to be worked out at this stage of design. PRC can include design guidance in its recommendation to City Council. The guidance will then be used to inform the remaining design stages.

2. Spur Trail from the Roundabout to the Parking Lot

At the July 7 meeting, many commissioners expressed their desire to eliminate the spur trail from the parking lot to the proposed roundabout location. This would reduce the amount of cross-traffic coming into the intersection (thereby reducing conflicts with the main flow of traffic); however, City staff pointed out that the desire by park users to reach the first base dugout would create an ongoing problem with

people trying to circumvent the fence. After the meeting, staff further considered the impact of removing this trail. The 72nd Avenue parking lot is the only realistic parking access for the playground and the picnic shelter. The current walk from the middle of the parking lot to the picnic shelter is 800 feet. Eliminating the spur trail adds another 190 feet of walking to the route, potentially inconveniencing users of the picnic facility.



The Design Team agrees that reducing cross traffic at the intersection would have benefits; however, they also believe that the roundabout is capable of channeling cross-trail traffic safely in this location. Since work on this project also includes restore American Association of State Highway and Transportation Officials (AASHTO)-recommended sight distances to and from the spur trail, the spur will no longer be on a “blind curve.” There will be multiple layers of warning for trail users as they come down the hill towards the roundabout. Staff believe that eliminating the spur trail eliminates a functionally important pedestrian connection in the park. The PRC should revisit this question to see if there is consensus one way or another. One option to consider is narrowing the spur path to a 6’ wide. This would make the pedestrian transition into the roundabout more predictable. This configuration is shown in Exhibit 1 on Sheet 11.

3. Art/placemaking and traffic calming

The PRC continued to have questions and concerns about the “colorful striping” element in the 30% design. Concerns were raised about materials and colors. Several commissioners expressed concerns about colors or patterns that would have a “Disneyland” effect and detract from the natural surroundings of the park.

City staff recommends that the colorful striping element be removed from Schedule A and the concept be referred to the Arts Council for possible future development. The Arts Council will be taking up arts and placemaking opportunities in Aubrey Davis Park at a special meeting on September 14, 2022. Staff will share the PRC's desires about color and style with the Arts Council to help inform their discussion of the 1% for Art in Public Places' role in this project. Arts Council recommendations will come back to the PRC for review at a future meeting.

Budget

Exhibit 3 shows the updated total cost of Schedule A is estimated at \$373,949. Although this Engineer's Estimate exceeds the available budget of \$350,000, at the 30% design stage this estimate is close enough that remaining design can be adjusted to stay on track. If necessary, the bidding of the project can be structured with alternates that allow minor items to be optional.

RECOMMENDATION TO CITY COUNCIL

Staff has tentatively placed this item on the agenda of the September 20 City Council meeting. The attached recommendation memorandum (Exhibit 4) highlights the work done and the positive results achieved. Input on the memo would be welcome at this meeting.

Once approved by City Council, City staff will continue to work with the Design Team to complete the design. Staff hopes to finish design in early 2023 and to construct the project in either spring or fall of 2023, to avoid construction during the peak summer season if possible.

RECOMMENDED ACTION

Approve the 30% design as revised and approve the recommendation memo to be transmitted to the City Council on September 20, 2022.