

Paul West

From: Stephen Majewski <majewski.stephen@gmail.com>
Sent: Monday, August 08, 2022 11:07 AM
To: liz@kpg.com; Jason Kintner; Alaine Sommargren; Parks & Rec Commission
Subject: Aubrey Davis 30%

Commissioners,

I took the opportunity recently to take a snap of the proposed roundabout location.

As I have mentioned in the past, this is a very dark location and I hope this helps to illustrate why luminaires will be required for any design that imposes an obstacle to bicycle traffic.

The location sits directly North of a retaining wall and directly underneath the 72nd Ave. Further, it is surrounded by trees and there is no existing lighting in the vicinity.

In short, it's dim in the day and a black hole at night.

Please consider all of the impacts to Safety that a roundabout with any obstacles imposes on bicycle traffic.

Stephen Majewski



Paul West

From: Jim Stanton <jlstanton@gmail.com>
Sent: Friday, August 12, 2022 9:23 AM
To: Parks & Rec Commission
Cc: Jeff Koontz; Mark Clausen; Kirk Griffin; Robert Olson; Paul West; Vicky Clarke
Subject: Cyclists suggestions for improving I-90 Trail Safety

On behalf of the cyclists who have been active participants in this trail safety project process and are supportive of most of the elements in the 30% design, we submit the following comments in response to the PRC's 30% design discussion of 7/7/2023.

General Concerns:

1. The purpose of the state grant is to improve the safety of shared trails for all users, yet we have not seen a discussion of the concerns raised by the cycling community. As far as we know from staff, there have been no bicycle-pedestrian accidents nor is there any evidence that recreational and commuting cyclists go at unsafe speeds through the park. Cyclists have raised concerns about issues that have caused cyclists to be injured and sent to the ER such as off leash dogs, root damaged trail surfaces, and distracted walkers of all types. We have not seen these safety concerns discussed or addressed, and signage examples focus solely on bicycle behavior.
2. Severe injuries caused by hazards on this trail have cost Mercer Island millions of dollars in judgements and settlements. In a case that resulted in a \$7 million dollar settlement, the state Supreme Court ruled that this trail was constructed and remains part of the state's transportation system and does not provide recreational immunity to the city. Accidents arising from poorly marked obstructions or badly maintained trail surfaces are likely to lead to more litigation.

Roundabout concerns.

1. While we are supportive of a roundabout in principle, the newly proposed planter in the middle of the roundabout creates an obstacle for cyclists and increases the risks of a fall. A fall at any speed on a bicycle can send a cyclist to the hospital. The assumption that a cyclist hitting the planter would only fall on soft plants inside the planter and not the asphalt pavement surrounding the planter is unrealistic. If the signs warning of an upcoming roundabout would be sufficient to slow cyclists to avoid hitting the planter, then the same signs should slow cyclists sufficiently without a planter.
2. The examples of roundabouts with planters shown in the consultant's presentation underscore this point: they all have long sight lines and unrestricted visibility. Unfortunately the proposed roundabout sits in an unlit area on a curve with short sight lines and that is often dark and shaded. The city has been in the process of removing bollards on trails because they too are hard to see and have caused multiple accidents.
3. The roundabout design splits the trail into two narrower segments about 7 or 8 feet wide which reduces the trail width from the WSDOT trail width of 12 feet. People with dogs on leashes or walking in groups can completely block this narrower trail segment. The roundabouts in Wisconsin, UC Davis and Stanford shown below all provide ample room and long sight lines to avoid these conflicts.
4. The design doesn't provide any clear direction or channelization of pedestrians who will be crossing the roundabout from four different directions. In particular it is not clear how crossing pedestrians would actually use the roundabout. For example, pedestrians coming from the town center to go to the tennis courts would likely turn left rather than walking with traffic around the circle which could place them squarely in the path of

cyclists coming down hill. The cycling roundabout examples we have seen separate cyclists from pedestrians, so this is not an issue. Examples are attached below

Recommendations for improved safety.

1. Address the issue of off leash dogs interfering with cyclists.
2. Roundabout.

- Remove the central planter or reduce the planter diameter and surround the planter with a slightly raised surface that will not cause a bicycle fall, such as the ones shown in the Stanford University and UC Davis photos attached.
- Remove the trail from the car park to the roundabout. Removing this little used pathway would reduce the risks and uncertainty resulting from pedestrians crossing across the flow of traffic as well as substantially reduce the impermeable surface area in the park.
- Separate pedestrians from bicycles in the roundabout or channelize pedestrian movement so everyone knows what to expect from the other users.
- If possible, widen the roundabout trail width to reduce bicycle-pedestrian conflicts. As there are no separate WSDOT standards for roundabout design, deviations from a 12 foot trail width may result in litigation if someone is injured.

3. Use signage and other markings to make users actions predictable and inform all users of the trail-- cyclists, pedestrians, and others--that they are on a trail to be shared with others.

Thank you for your work to make our trails safer .

Respectfully,

Neighbors in Motion

Jim Stanton, Jeff Koontz, Kirk Griffin, Mark Clausen, Bob Olson



UC Davis



Stanford University



Wisconsin Bike/Pedestrian roundabout



Proposed Roundabout location on Mercer Island

Paul West

From: Stephen Majewski <majewski.stephen@gmail.com>
Sent: Tuesday, July 19, 2022 3:35 PM
To: Parks & Rec Commission; Alaine Sommargren; Jason Kintner
Subject: Aubrey Davis 30%

Commissioners,

As an avid cyclist, bicycle commuter and frequent user of the Mountain to Sound Greenway Trail through ADP I have been following the development of safety improvements from the grant award with great interest.

I was impressed with the original 30% recommendations from KPG and thought they were well done.

I am, however, dismayed by some of the recent changes imposed by the PRC to that design. In particular, the changes to the roundabout that create a planter need to be reconsidered!

I understand that the motivation is to slow riders descending into the Feroglia common area, but the result of the planter is that it will become a collision hazard. Comparisons were made to the Wisconsin roundabout, but the siting of our roundabout puts it at the bottom of a curve on a descent.

Additionally, the requirement for lighting has been neglected. A large proportion of Northwest riding is actually in the dark and often in the rain. Signage, stripes and reflective paint are no guarantee that riders will be aware of an unlighted obstacle at the bottom of a curve.

Commissioners may recall that in 2006 Susan Camicial was left paralyzed when she collided with a bollard on the I-90 trail. As a result, the city committed to utmost safety in the corridor (after paying millions....). The 4-6" of curbing that was discussed at the June meeting is sufficient to create a similar mishap.

My recommendations:

-Scrap the changes to the original roundabout design. Construct the roundabout of textured concrete with no collision obstacles. Add pavement "ripples" (small cuts in the concrete) that provide cues that the environment is changing. Remember, bike tires are inflated to high pressures and these small cues are felt through the handlebars. If the addition of impermeable surface is of concern then make the center portion of the roundabout of permeable concrete.

-Thermoplastic warning bars are not a good idea. Thermoplastic is extremely slippery when it is wet and it is currently planned exactly where you expect riders to apply brakes to slow down, on the downhill section of a curve. You are creating a hazard!

-If the planter is a must-have, eliminate any curbing and make the planter completely flat with no collision obstacles. Add sufficient luminaires to illuminate the approach to the intersection, signage and the roundabout. A PLANTER ROUNDABOUT MUST BE LIT!

-Solicit input from cyclists and trail users.

Stephen Majewski