

AUBREY DAVIS PARK TRAIL SAFETY IMPROVEMENTS

REVISIONS TO 30% DESIGN PACKAGE

PARKS & RECREATION COMMISSION MEETING
JULY 7, 2022



Aubrey Davis Trail 30% Design Revisions

The following revisions to the 30% design are in response to the Parks and Recreation Commission meeting on 6/2/22 and subsequent input from commissioners and City staff:

- 1. Restroom** – realignment of trail and improvements to area in front of restroom to remain in Schedule A; modify design as follows:
 - Reduce proposed benches and amenity areas by the restroom; move to Schedule B.
 - Install additional low fencing to reduce cut-through across the trail to the restroom.
 - Review opportunities to reduce new pavement and/or remove unnecessary paving.
 - The design team recommends using concrete for the trail improvements in front of the restroom for the following reasons:
 - Change from asphalt to concrete pavement provides visual and tactile cue to cyclists that they are entering a shared space with more complex circulation and mixing of users.
 - Concrete provides better opportunity for placemaking and aesthetics.
 - Pervious concrete was considered, however it is not the preferred option for the following reasons;
 - Maintenance requirements; if not properly maintained, pervious concrete can become clogged and subject to surface ponding.
 - Cost; the small amount required for this project would result in a significant cost increase for installation.
 - Most of the trail through Aubrey Davis Park is on the lid over the freeway and the drainage from any of these areas (including grass, planting or pavement) is collected and dispersed into Lake Washington.



Example of pavement change to concrete at mixing zone



Examples of bike channelization

Aubrey Davis Trail 30% Design Revisions

2. Roundabout – move to Schedule A; modify design as follows:

- The trail roundabout will be constructed in asphalt with a planted center, instead of decorative concrete, in order to reduce costs and unify the trail and roundabout approaches.
- Outside radius of the roundabout will be increased to allow for adequate planting area in the center, improve visibility and maneuverability, and encourage additional slowing by cyclists. This will elongate the intersection’s footprint by about 5’ along the north-south axis but will not significantly increase the total impervious pavement area (approx. 45 square feet net increase over existing).
- Additional trail safety measures will be included, such as reflective paint and warning signage at the roundabout and on approaches, including:
 - Warning signage at the top of the hill/curve by the tennis courts as well as halfway down and just before the roundabout (for example, SLOW and YIELD AHEAD pavement markings and “caution blind curve”, “intersection ahead” and “yield” signage)
 - Reflective sheeting on sign posts, reflective yellow paint on mountable curb, reflective yield markings and channelization at roundabout approaches.
 - Low, soft, massed vegetation in the center of the roundabout (grasses etc).



Examples of bike regulatory signage

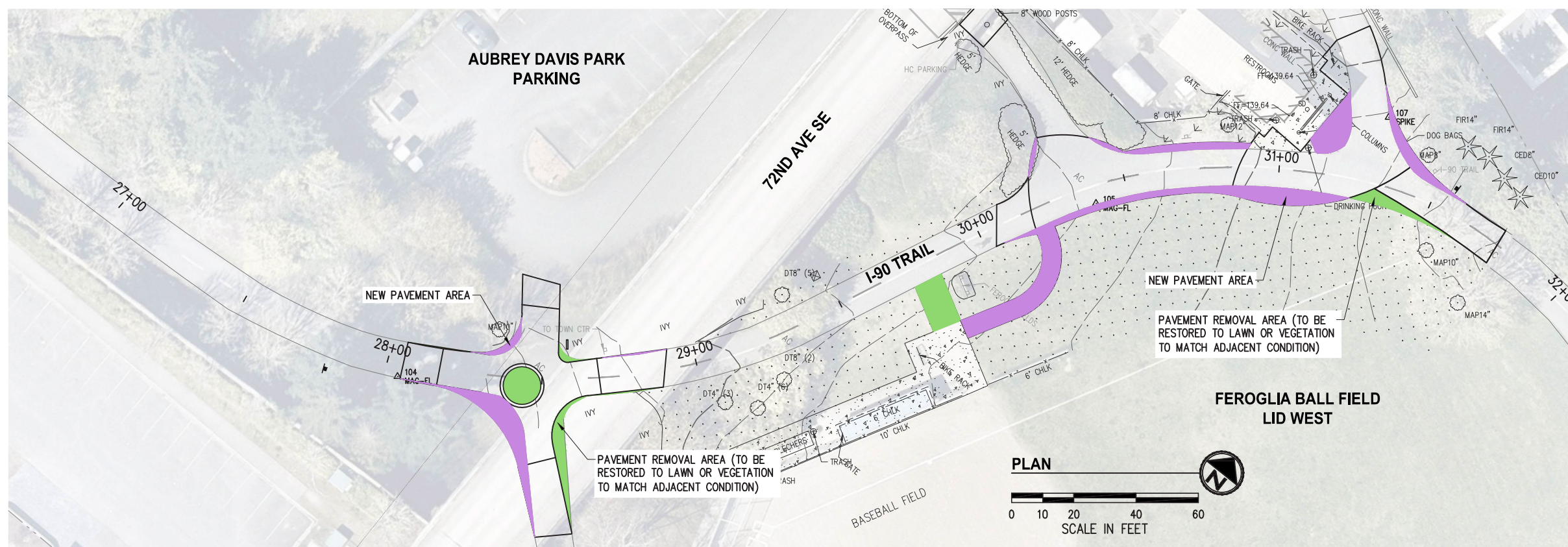
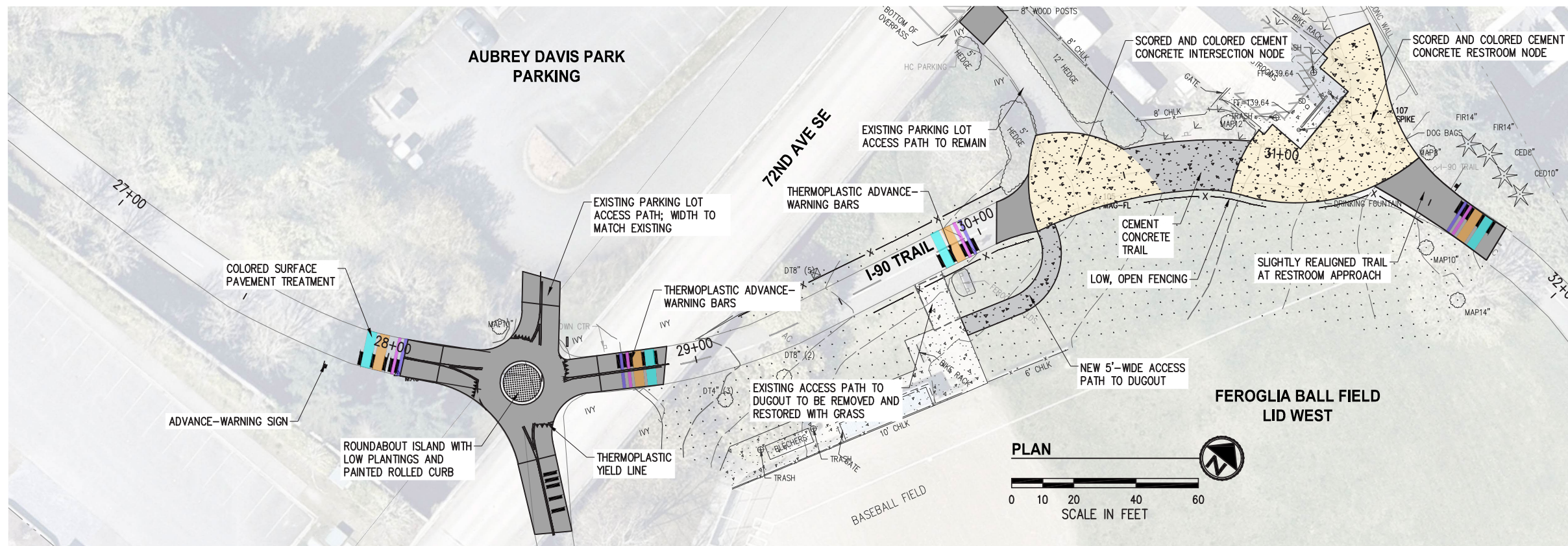


Example of planted bike roundabout in Fitchburg, WI



Example of bike channelization & yield signage

Aubrey Davis Trail 30% Design Revisions



Aubrey Davis Trail 30% Design Revisions

3. W Mercer Way Crossing – node and kiosk improvements to remain in Schedule C (lowest priority implementation); modify design as follows:

- Add additional elements to emphasize to cyclists that the trail through Aubrey Davis Park is a “slow zone” with heavy mixed-use; elements could include warning signage and/or eye-catching elements such as thermoplastic snail decals, etc.
- Add Bike Route and Mercer Island Loop signage directing cyclists who wish to avoid the slow-zone through Aubrey Davis Park to the designated on-street route in a clockwise direction.

4. Additional Improvements:

- We recommend keeping all the proposed shoulder improvements to bring the trail back up to standards, provide recovery zone for bicyclists, improve sight distance, and provide additional space for pedestrians to move off the trail if necessary.
- We recommend using thermoplastic vs paint for trail markings. Thermoplastic costs more up front but will hold up longer than paint (10+ years) and require less long-term maintenance.



Examples of bicycle slow zone signage



Mercer Island's snail



Examples of thermoplastic decals



Mercer Island Loop and Bike Route signs

Examples of Pavement Changes at Trail Nodes



Elliott Bay Trail node at Olympic Sculpture Park



Elliott Bay Trail node at Expedia Campus



7th Ave Cycletrack intersection node at Blanchard St



Westlake Cycletrack node at South Lake Union Park



Westlake Cycletrack node at South Lake Union Park



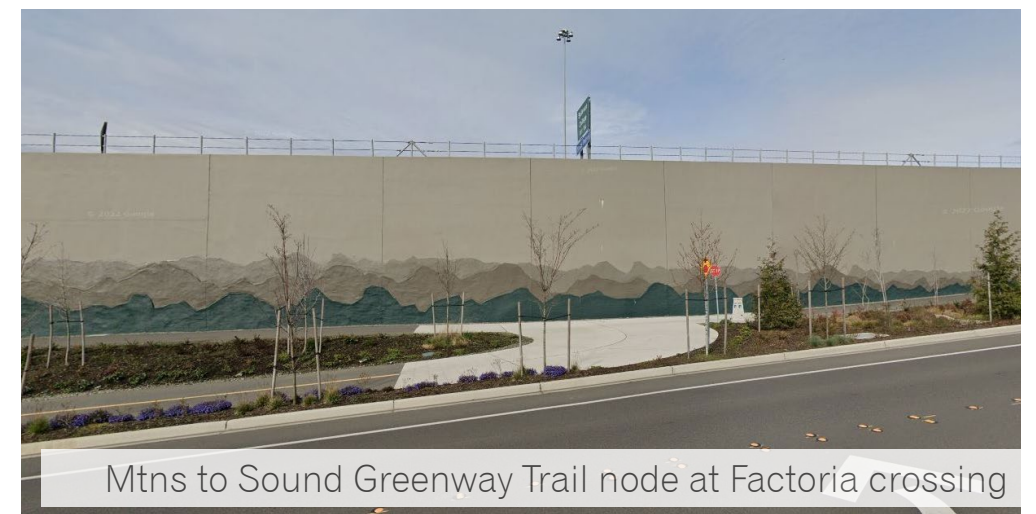
Burke Gilman Trail node at 15th Ave NE (UW Campus)



Burke Gilman Trail node (UW Campus)



Mtns to Sound Greenway Trail node at Factoria Blvd



Mtns to Sound Greenway Trail node at Factoria crossing

Examples of Trail Warning Markings & Signs



Yield line markings and signage on Elliott Bay Trail



Crossing and SLOW markings on Westlake Cycletrack

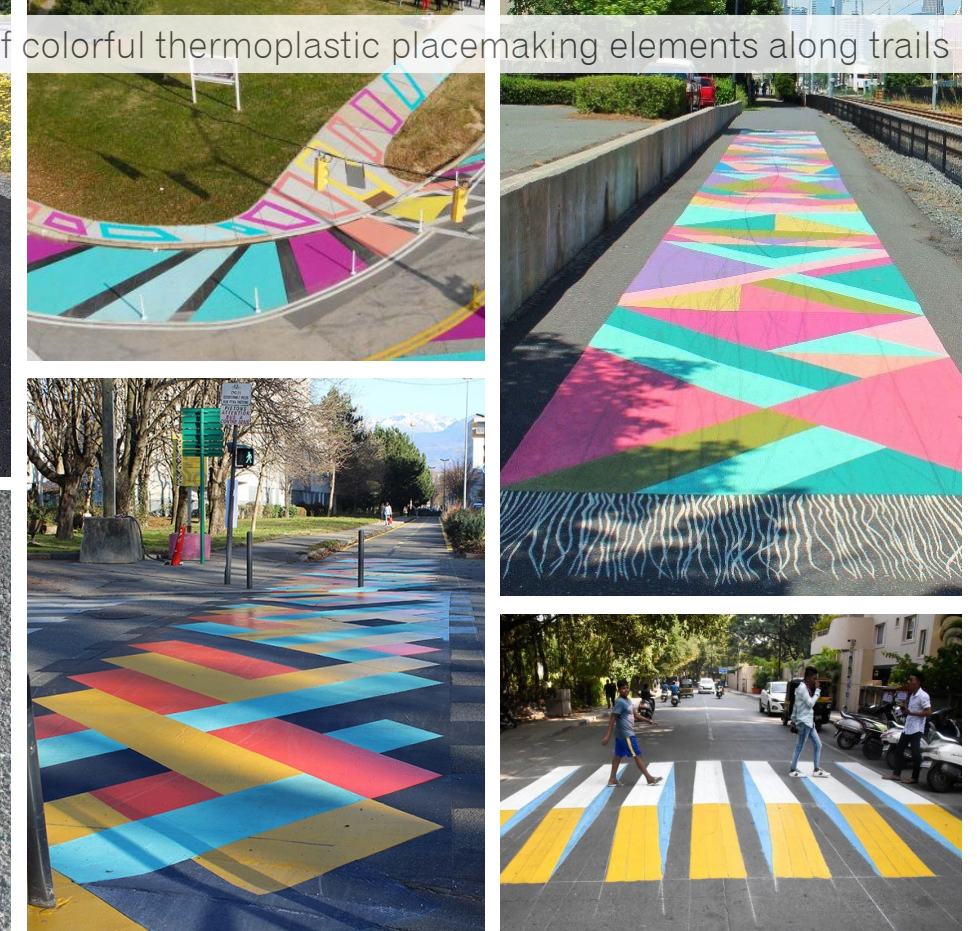


Advance warning markings on Elliott Bay Trail

Examples of Unique Trail Markings & Signs



Examples of unique slow-zone signage and markings



Examples of colorful thermoplastic placemaking elements along trails