

Paul West

From: Peter Struck
Sent: Friday, June 03, 2022 9:04 AM
To: Paul West
Cc: Jodi McCarthy
Subject: Aubrey Davis Park Safety Improvements

Paul:

1 - It looked like the cost estimates were quite detailed, so I would divide the improvements into the two objectives - primarily safety vs. user experience. Then one could get a revised estimate of all the important safety improvements and see what that \$ estimate looks like.

Given the projected budget of the total project (\$783k), my guess is that just the safety improvements will well exceed the \$350k budget. Then it becomes a prioritization exercise of which safety ones are most critical. I suspect those improvements in areas around the ballfield/restroom/parking lot including the roundabout would be high on the list. A lower priority would be the areas away from that trail section (including the WMW area).

2 - Regarding the question of an increase an impervious surface, I would think two exercises would suffice - one that shows no net increase, and then one w/ minimal increase where the increase would only be for critical safety features (e.g., the idea of bending the trail into a sharper turn to slow bike speeds).

I believe these suggestions would greatly help the PRC in its deliberations for next meeting. Thx, Peter

Paul West

From: Rory Westberg
Sent: Wednesday, June 15, 2022 10:50 AM
To: Paul West
Cc: Jodi McCarthy
Subject: Comments on 30% Design

Good morning Paul. I finally had some time to walk the I-90 trail from West Mercer to the restroom on the lid with a copy of the 30% design concept in my hand. Here are some thoughts I had on the proposal, mostly predicated on safety being the top priority and the limited budget for this project.

1. The improvements shown as Schedule C are definitely the lowest priority given limited funding so I didn't spend a lot of time looking at that design, We do need signage on the West side of the crosswalk at West Mercer that warns cyclists of potential pedestrian use on the I-90 trail ahead and that encourages fast riders to use either North Mercer Way or West Mercer Way.
2. Vegetation needs to be trimmed back on the South side of the trail going uphill toward the tennis courts. The north side didn't look too bad. If we need to save money I think we could cut back on shoulder improvements in that area.
- 3.
4. I like the crosswalk features and the thermoplastic bars at crossing points on the trail between the parking area and the tennis courts. Does the thermoplastic material hold up well? Is it replaceable? Is it more expensive than a high quality paint?
- 5.
6. The key to slowing bikes down through the "mixing area" by the bathrooms is getting cyclist's attention at the top of the blind curve. That's where they pick up speed. We need warning signs that say something like "caution blind curve", "slow pedestrians ahead" or something along those lines. I would go so far as to paint in large yellow letters the word "S-L-O-W" on the pavement of the eastbound (downhill) lane between the Aubrey Davis sign and the "roundabout." I even thought about a flashing light similar to school zones that could be triggered from the plaza area below by someone crossing the trail. Is that even feasible?
- 5.
6. I generally like what is being proposed for Schedule B and think the final proposal should include some if not all of the proposed design elements. Would an asphalt overlay be cheaper than replacing the existing surface with concrete? Could the existing surface be painted or texturized to achieve some of the desired effect of calling cyclist's attention to the change in trail conditions. And I still think we should strongly consider eliminating the short trail from the parking area to channel pedestrians to the accessible trail by the restroom. That would also eliminate the need for a way finding sign at that location.
- 7.
8. Schedule A contains too many elements that we don't need for safety purposes. In fact I would personally trade off a reduced plaza area in Schedule A for the improved "roundabout" in Schedule B. We don't need the installed bench seat Northeast of the rest room. The existing bench in front of the rest room works fine. Also we don't need concrete pads for way finding and waste disposal on the

path coming from the parking area. There are trash cans by the bathroom that currently work fine. I'm not sure what's included in a "bike corral" but the location in the middle of the mixing area is ill-advised. Again there is a bike rack on the north side of the restroom building that is out of the way of traffic and works fine. I saw on the budget sheet that this Schedule included funding for a bike maintenance station but didn't see it located on the drawing--part of the bike corral? Again a nice to have but non-essential element.

9.

10. We need a fence between the parking lot and the trail to stop the practice of creating social trails through the ground cover vegetation.

11.

12. Part of the current concrete pad that connects the backstop to the existing trail could be removed to offset the addition of other impervious surface.

13.

14. Could the new concrete trail be made of a pervious material and still hold up to the anticipated use?

10. I like the idea of changing the alignment of the trail in front of the restroom to make that turn downhill slightly sharper forcing through riders to slow down. I watched three riders yesterday--2 on electric bikes--cruise around that curve at 15-20 mph.

Overall with the money available I think we can this a safe and attractive stretch of trail. But we will have to make some hard choices about the amenities proposed and the amount of existing trail that is replaced.

Give me a call if you have any questions about any of the above--2063215779.

Rory

Paul West

From: Rory Westberg
Sent: Tuesday, June 21, 2022 12:22 PM
To: Paul West
Subject: Pavement marking
Attachments: IMG_1694.jpg

Hi Paul. See the attached photo. It was something along these lines—no pun intended—that I was thinking of in my comments. We off course could do something more visually striking. It would be helpful to know what markings are being considered beyond those detailed in the 30 percent design.

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Paul West

From: Don Cohen
Sent: Monday, June 27, 2022 10:22 AM
To: Ryan Daly
Cc: Paul West; Jodi McCarthy; Peter Struck
Subject: RE: trail examples for the MI Parks Commission

Thanks for this info. It might provide some useful information if someone was able to contact the Wisconsin people to see what activities interactions they were trying to deal with (i.e., is it just bicycles and walkers? I see some open grassy areas and homes and businesses) and how their roundabout affects whatever they were trying to accomplish. Don

From: Ryan Daly <Ryan.Daly@mercergov.org>
Sent: Monday, June 27, 2022 8:44 AM
Cc: Paul West <Paul.West@mercergov.org>
Subject: FW: trail examples for the MI Parks Commission

Commissioners,
Below is an email from Liz Gibson of KPG with some examples for implementation similar to the Aubrey Davis Trail Area.

Thanks,
[Ryan Daly](#)
Recreation Manager
City of Mercer Island
206.275.7870

Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).

Due to the regional COVID-19 outbreak, many City of Mercer Island staff are now working remotely. Responses to emails and phone calls may take additional time as we have modified our operations. Thank you for your patience.

From: Jodi McCarthy <jodi.mccarthy@mercergov.org>
Sent: Friday, June 24, 2022 8:48 PM
To: Liz Gibson <Liz@kpg.com>; Ryan Daly <Ryan.Daly@mercergov.org>
Cc: Paul West <Paul.West@mercergov.org>; Bryce Corrigan <bryce@kpg.com>; Phuong Nguyen <Phuong@kpg.com>; Coreen Schmidt <coreen@kpg.com>
Subject: Re: trail examples for the MI Parks Commission

Thank you Liz!

Ryan can you please share this list with the commission?

Thanks!

Jodi

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From: Liz Gibson <Liz@kpg.com>
Sent: Friday, June 24, 2022 4:33:13 PM
To: Jodi McCarthy <jodi.mccarthy@mercergov.org>

Cc: Paul West <Paul.West@mercergov.org>; Bryce Corrigan <bryce@kpg.com>; Phuong Nguyen <Phuong@kpg.com>; Coreen Schmidt <coreen@kpg.com>

Subject: trail examples for the MI Parks Commission

Hi Jodi,

Here is the list we put together, they all have google links so that folks can jump into google maps and look around. Please let us know if you have questions, the last one is the example of a trail roundabout that is very similar to the AD Trail!

- Parks Board requested examples of similar types of proposed safety improvement for their review, and if other Cities have viewed them as being effective in their community or trail project.
 - Redmond | Central Connector - <https://goo.gl/maps/KGMVxJX9PNCPjGDL9>
 - Seattle | Westlake – Cycle Track <https://goo.gl/maps/aRyRtbF3Sx7KZLoC6>
 - Mercer Island | 78th Ave SE & Sunset Hwy – <https://goo.gl/maps/wWgTc8R5uTnre1QL9>
 - Bellevue | Mountains to Sound Greenway Trail (KPG project) - <https://goo.gl/maps/9T5QB4TkBW7qSYe47>
 - Yelm | Prairie Line Trail (KPG project) – <https://goo.gl/maps/UPKK7G9spfM788MQ8>
 - Wisconsin Cannon Ball Trail Intersection Roundabout <https://goo.gl/maps/5W3QpfjwmAEupK3u5>

Best,
Liz

Elizabeth Gibson PLA, LEED

Urban Design Manager |
Principal Landscape Architect
d: 206 267 1062 // c: 206 354 6569



Paul West

From: Ashley Hay
Sent: Monday, June 27, 2022 9:46 PM
To: Ryan Daly
Cc: Paul West
Subject: Re: trail examples for the MI Parks Commission

Thank you, Ryan, for these examples.

I'm interested in the second part of the request - "if other cities have viewed them as effective in their community or trail project".

Was KPG able to comment on this?

Thanks,
Ashley

From: Ryan Daly <Ryan.Daly@mercergov.org>
Sent: Monday, June 27, 2022 8:43 AM
Cc: Paul West <Paul.West@mercergov.org>
Subject: FW: trail examples for the MI Parks Commission

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Jodi

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