

**Aubrey Davis Park Trail Safety Improvements**  
**Exhibit 2: 72<sup>nd</sup> Ave Overpass Intersection Options Comparison**

	<b>Option 1: 44 foot diameter roundabout with signage, pavement markings and lighting to be further developed in subsequent design phases.</b>	<b>Option 2.1: 50' by 35' mixing zone with signage, pavement markings and lighting to be further developed in subsequent design phases.</b>	<b>Option 3: the existing trail width with signage, pavement markings, shoulder improvements and lighting to be developed in subsequent design phases</b>
<b>Total Cost (entire trail project)</b>	\$477,000	\$474,000	\$384,000
<b>Impervious Surface Comparison</b>	2670 SF (43% increase over existing intersection coverage)	2250 SF (21% increase over existing intersection coverage)	1857 SF (5% decrease over existing intersection coverage)
<b>Trail User Safety Features</b>	The 16 foot center island contrasts distinctly from the travelway, providing deflection of traffic to control speeds of all trail users; 14 foot trail width provides space for a variety of trail users to maneuver to avoid each other; signs and pavement markings warn trail users of the intersection and reduce speeds of compliant trail users; lighting increases visibility of the intersection	A wider trail "mixing zone" provides space for various users to maneuver past each other; this option does not provide traffic deflection like Option 1; signs and pavement markings warn trail users of the intersection and reduce speeds of compliant trail users; lighting increases visibility of the intersection	Signs and pavement markings warn trail users of the intersection and reduce speeds of compliant trail users; lighting increases visibility of the intersection; expanded shoulders provide limited maneuvering and refuge options
<b>Maneuvering Space</b>	Most improvement with defined circulation and wider trail section	Significant improvement with wider mixing zone trail section	Minimal improvement with the expanded trail shoulders
<b>Field User Safety</b>	Ballfield users would experience lower trail traffic speeds more consistently	Ballfield users would experience lower trail traffic speeds on average	Ballfield users would experience lower trail traffic speeds on average
<b>Environmental Impacts</b>	Increased pavement surface slightly increases the rate of runoff into WSDOT stormwater system that drains to Lake Washington	Increased pavement surface slightly increases the rate of runoff into WSDOT stormwater system that drains to Lake Washington	Similar to current condition: runoff drains into WSDOT stormwater system that drains to Lake Washington

	<b>Option 1: 44 foot diameter roundabout with signage, pavement markings and lighting to be further developed in subsequent design phases.</b>	<b>Option 2.1: 50' by 35' mixing zone with signage, pavement markings and lighting to be further developed in subsequent design phases.</b>	<b>Option 3: the existing intersection pavement with signage, pavement markings, shoulder improvements and lighting to be developed in subsequent design phases</b>
<b>Landscape Aesthetics</b>	Larger area of pavement reduces living landscape area; center island and lighting is an opportunity for creative detailing or a placemaking feature; existing landscape in the surrounding area would be cut back for visibility	Larger area of pavement reduces living landscape area, but slightly less so than Option 1; pavement treatment is an opportunity for creative detailing or placemaking; existing landscape in the surrounding area would be cut back for visibility	Existing landscape in the surrounding area would be cut back for visibility; location under overpass is shady and has limited ability to grow plants
<b>Long-term performance</b>	This facility would mitigate higher traffic volumes and more diverse trail users, such as E-bikes and scooters	This facility would handle existing traffic volumes. It would mitigate an increase in traffic volume, but not as well as Option 1	This facility would handle existing traffic volumes. It would not mitigate an increase in traffic volume as well as Options 1 or 2
<b>Forward Compatibility</b>	This facility would make future options for this intersection more difficult to implement	This facility would make future options for this intersection more difficult to implement	This facility could be upgraded to a roundabout or other intersection configuration as a future project if needed