

AUBREY DAVIS PARK TRAIL SAFETY IMPROVEMENTS

PARKS & RECREATION COMMISSION MEETING
APRIL 7, 2022



KPG
PSOMAS

Introductions

City of Mercer Island

Paul West	CIP Project Manager
Craig Reynolds	Council Liaison
Jodi McCarthy	Commission Chair
Peter Struck	Commission Vice-Chair
Sara Berkenwald	Commission Member
Paul Burstein	Commission Member
Don Cohen	Commission Member
Sara Marxen	Commission Member
Rory Westberg	Commission Member

KPG Psomas

Liz Gibson	Project Manager
Phuong Nguyen	Public Engagement & Urban Designer
Coreen Schmidt	Multi-Modal Trail Designer



Project Goals

The goal of this project is to **improve safety** and **create a more enjoyable experience** for **all trail and park users**, while maintaining the existing character of the Aubrey Davis Park. The project improvements will focus primarily on **low-impact approaches** for improvements to a 0.8-mile trail section from 60th Ave SE to 76th Ave SE, along the Mountains to Sound Greenway Trail. One high-priority location for improvements and **placemaking** will be the area near the restrooms, adjacent to the Gary Ferrogia playfields.

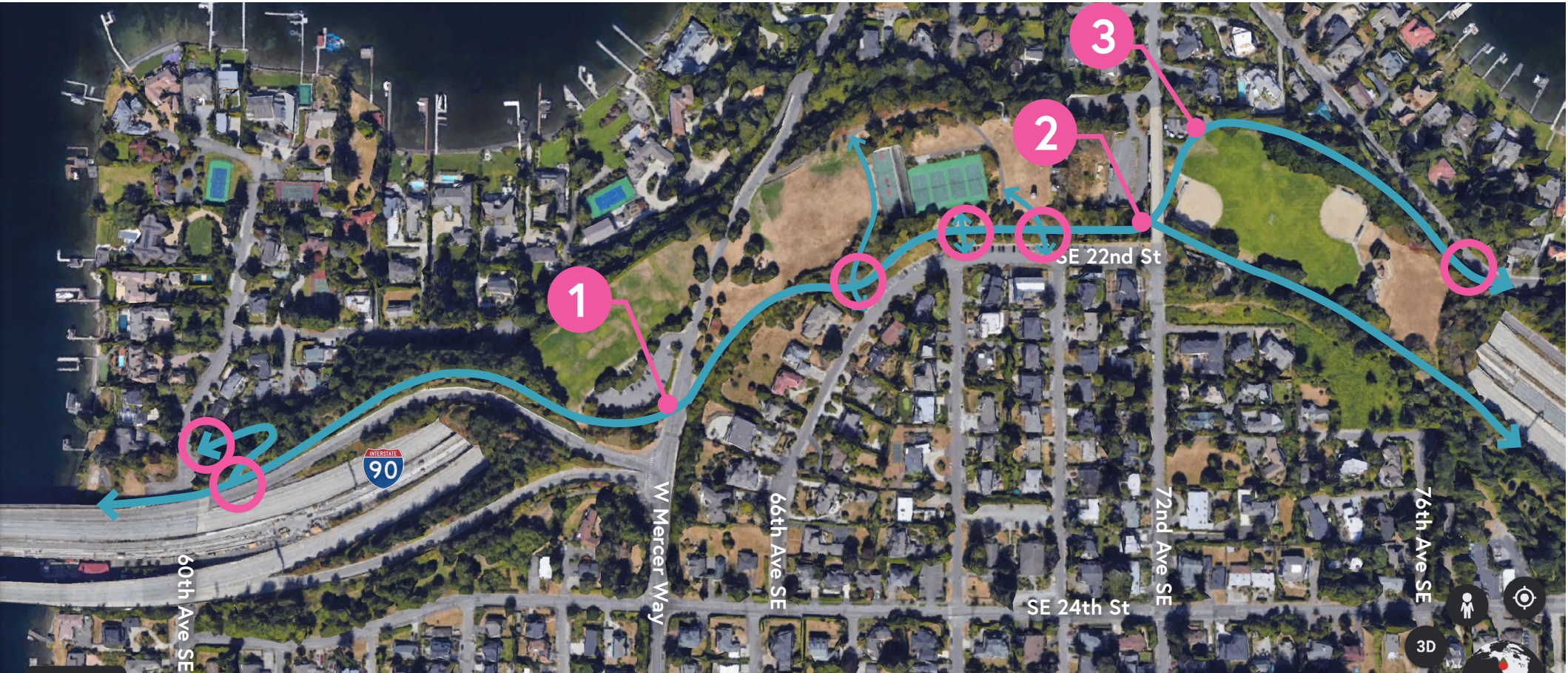


Overview / Project Scope

- Trail improvements to make pedestrian and bicycle movements safer and more predictable at key locations.
 - Bike traffic-calming measures
 - Removal of existing bollards
- Signage and pavement markings
- Restoring trail shoulders
- Wayfinding signage and markings
 - Signage for bypass routes for high-speed cyclists
- Channeling cross-trail traffic
- Art and placemaking elements
- Vegetation management for sight distance



- 1 W. Mercer Way Trail Crossing
- 2 Trail Connection under 72nd Ave SE Overpass
- 3 Restroom Facilities & Playfields Node



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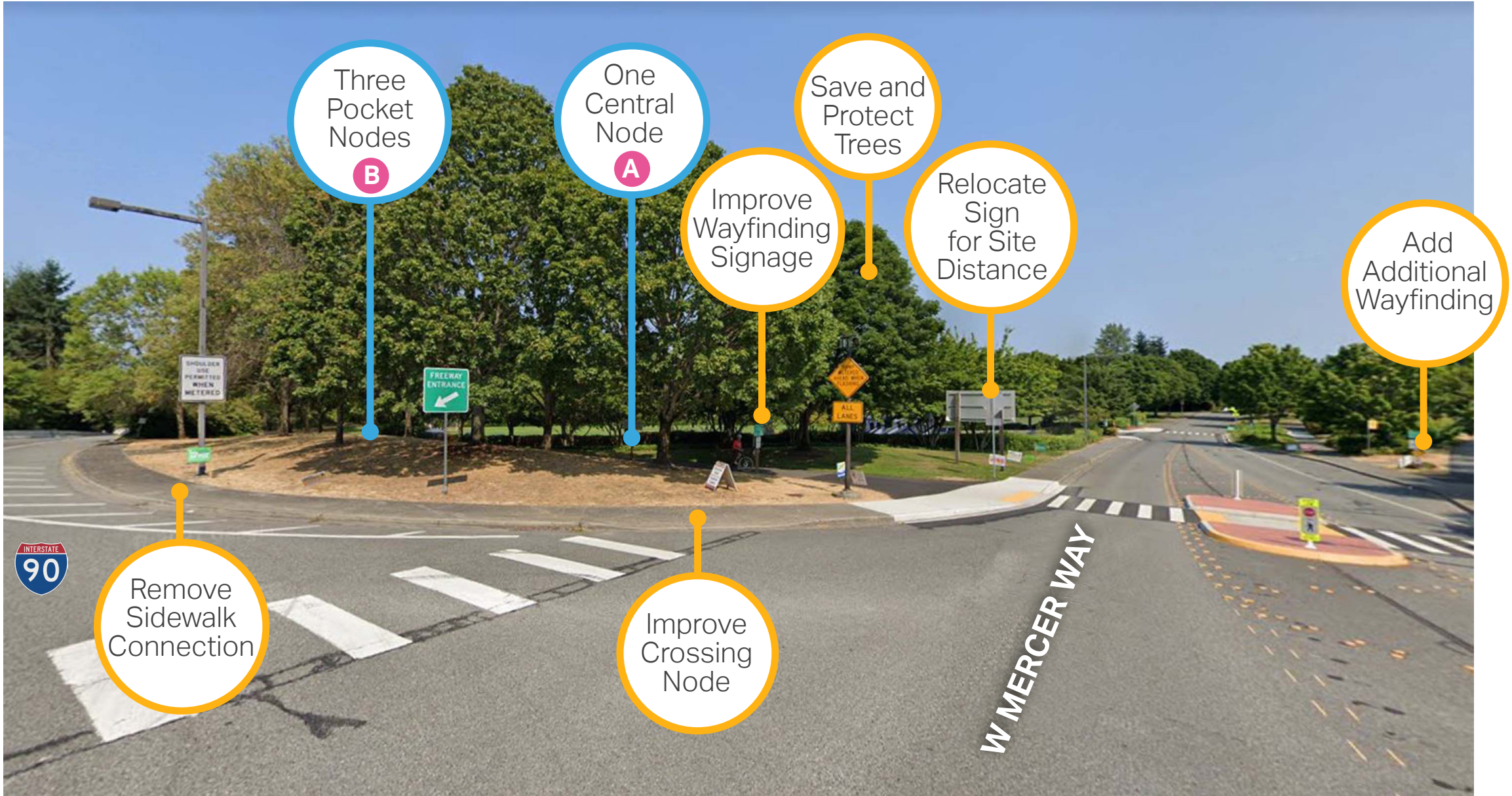
PRIORITIZED IMPROVEMENT AREAS

IMPROVEMENT AREAS

TRAIL

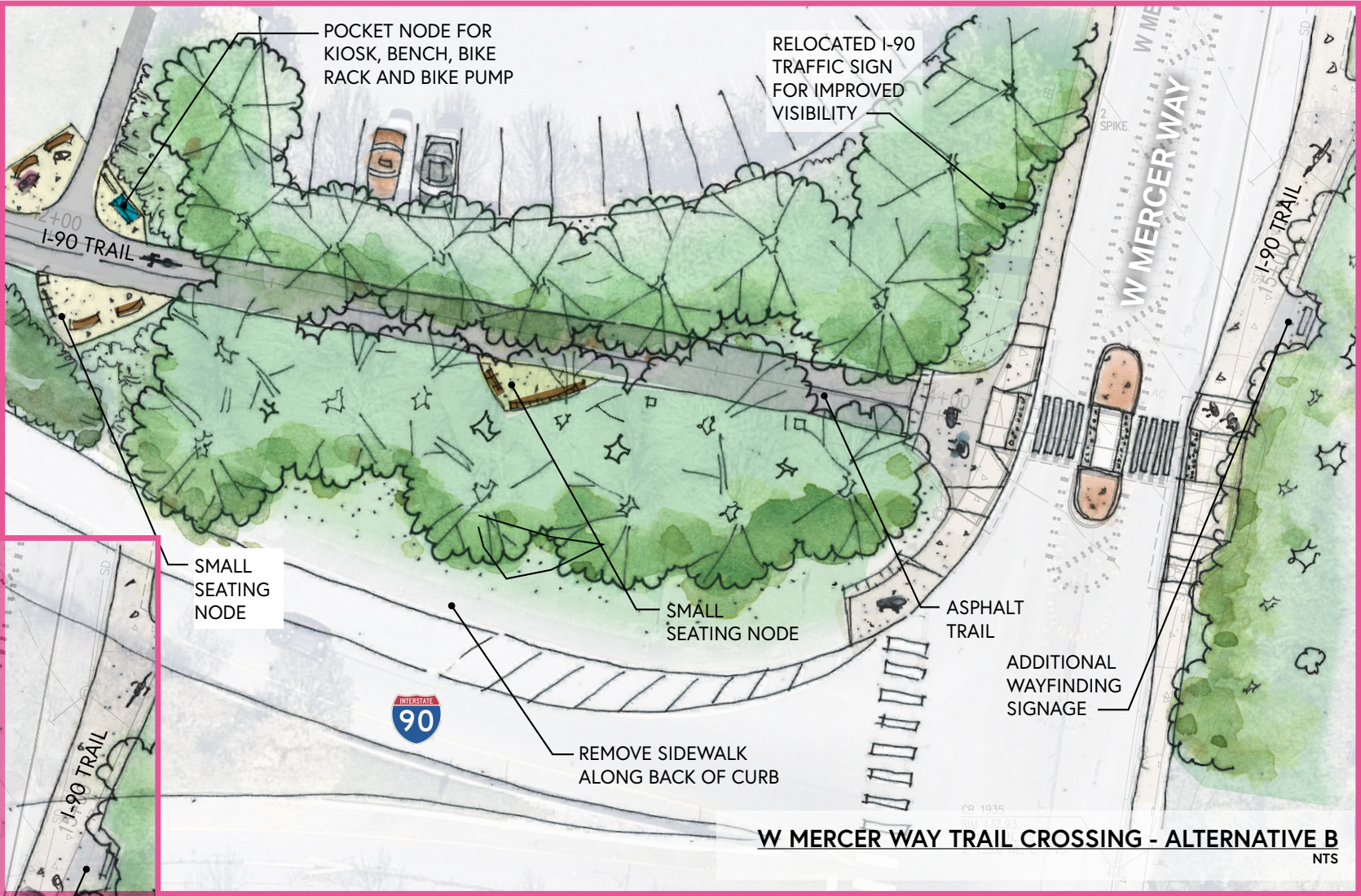
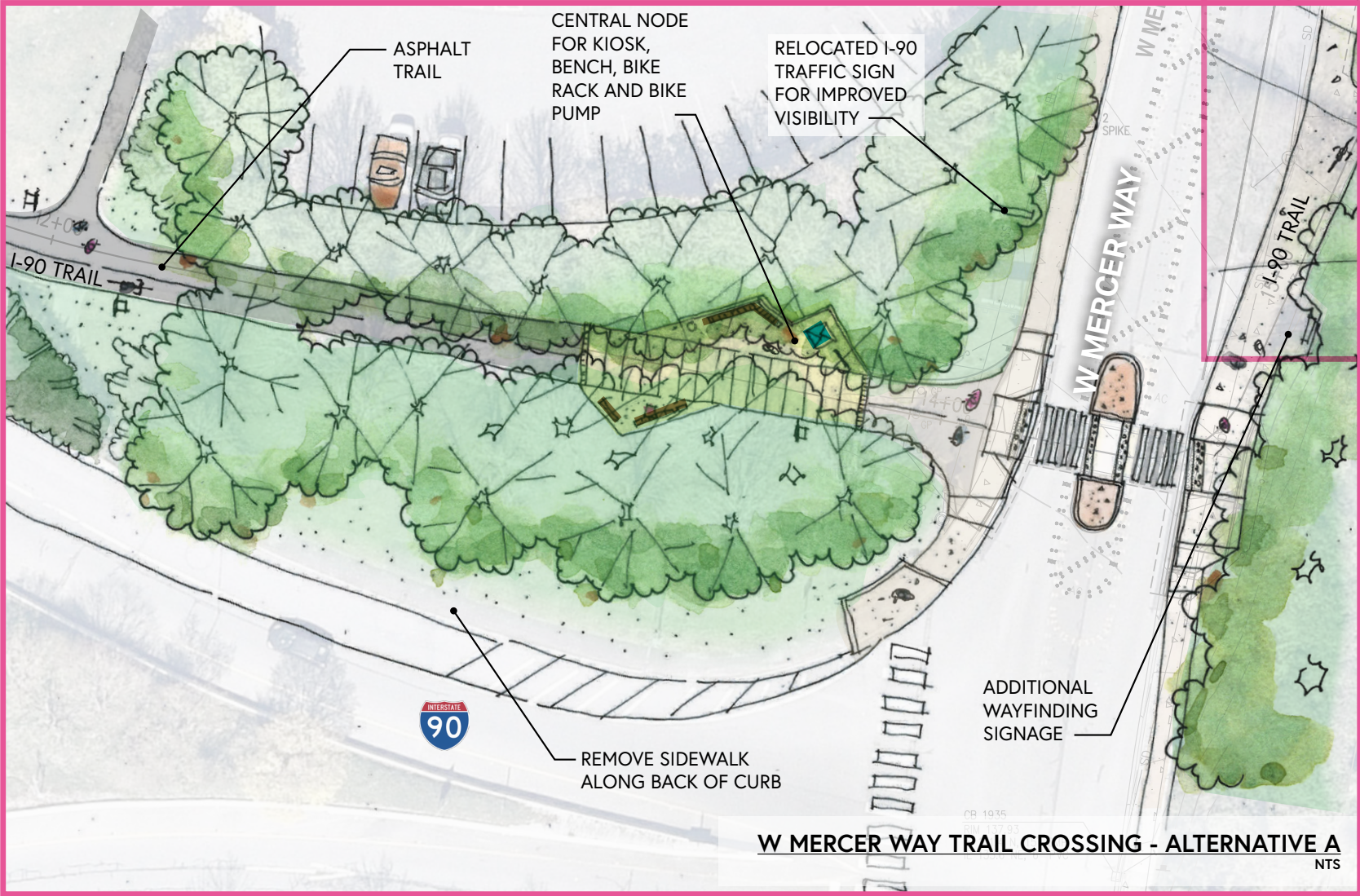
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Conceptual Alternatives / W. Mercer Way Trail Crossing



Conceptual Alternatives / W. Mercer Way Trail Crossing

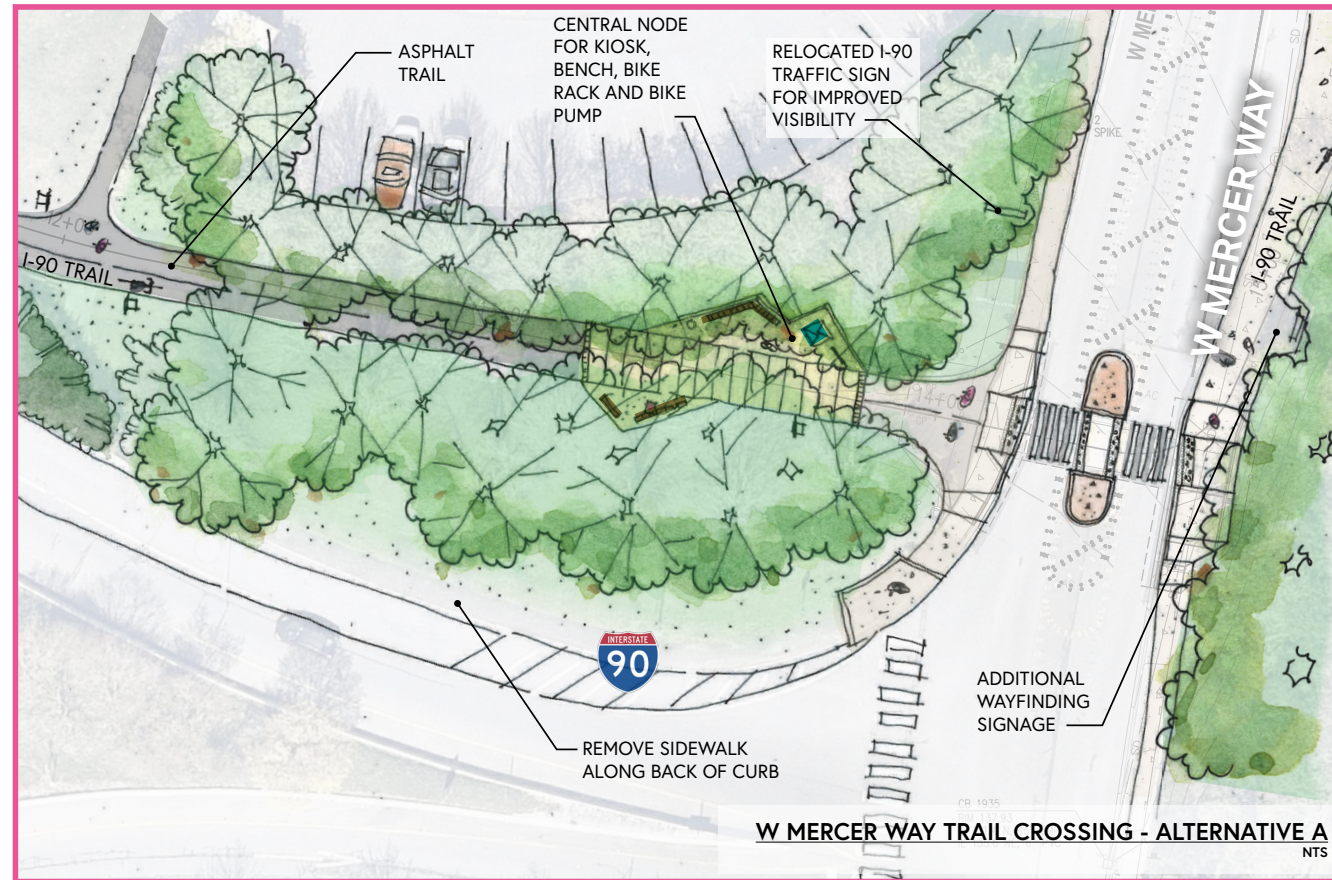
Conceptual Alternative A: "A Central Node"



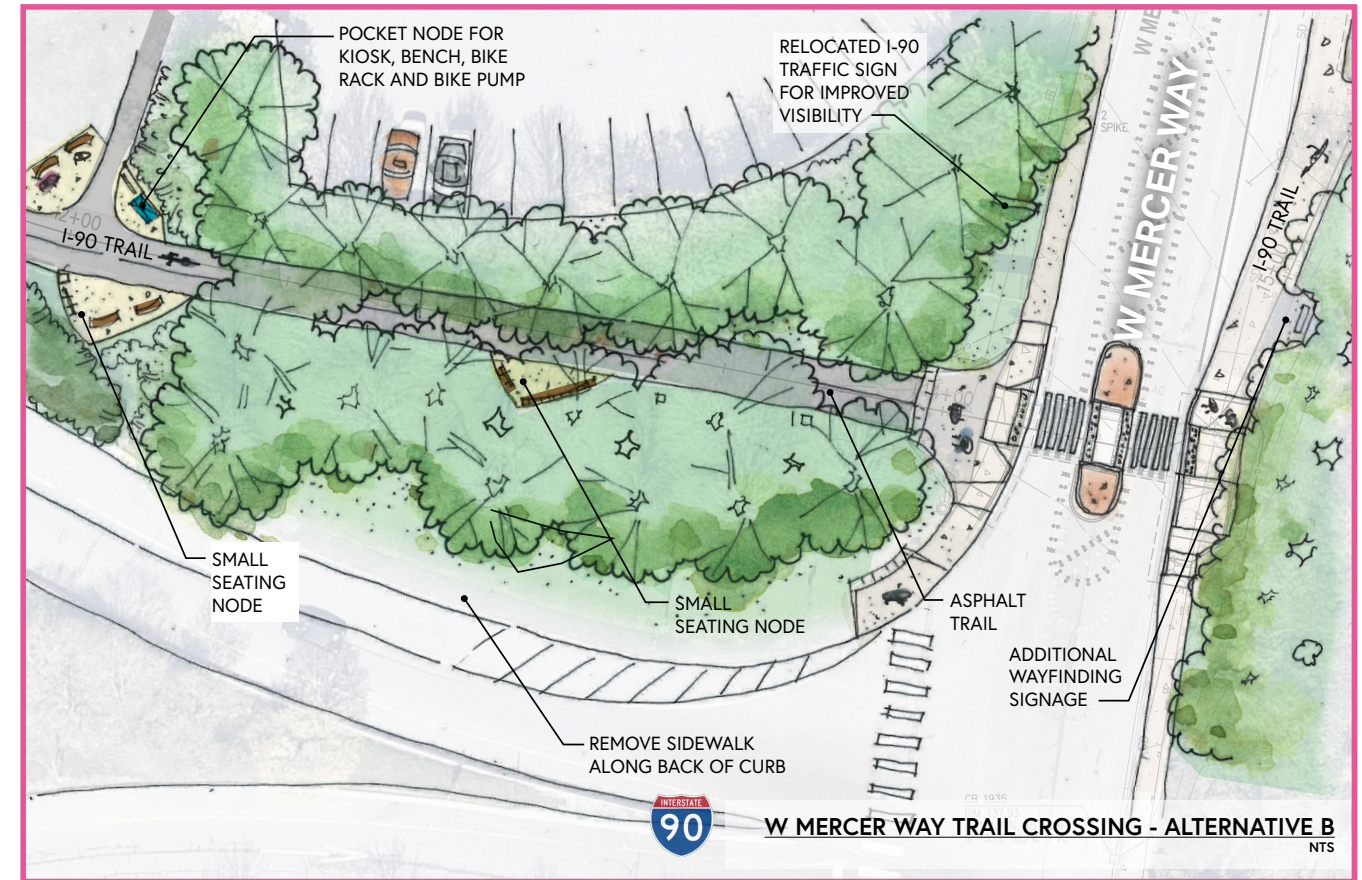
Conceptual Alternative B: "Pocket Nodes"

Conceptual Alternatives / W. Mercer Way Trail Crossing

Conceptual Alternative A: "A Central Node"



Conceptual Alternative B: "Pocket Nodes"

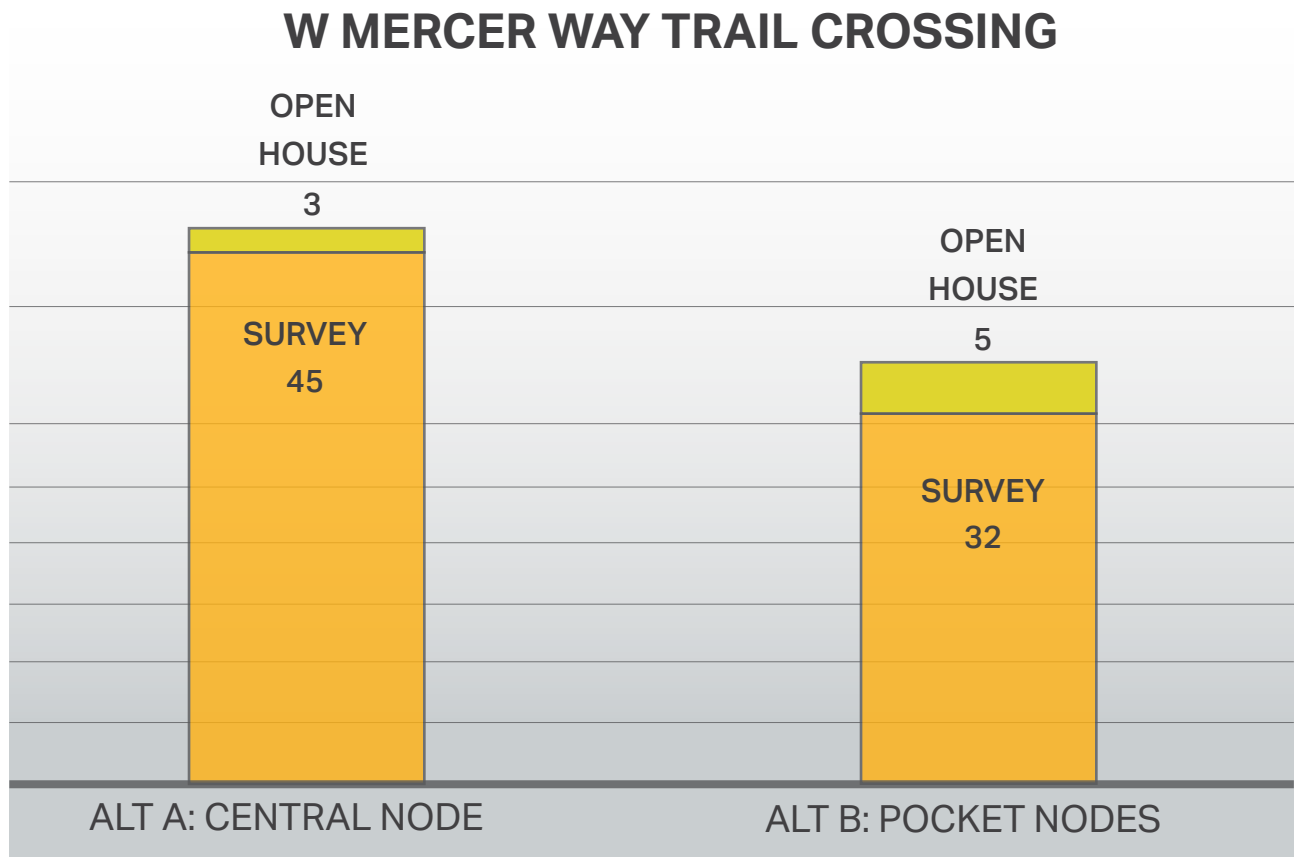


Public Feedback

"The nodes are intended to give riders a resting area and access to bike amenities (pump/bike rack). At present, some **cyclists gather in that area** to regroup or meet up with other riders before circling the island and the nodes would enhance that option." (LT)

"Remove sidewalk along back of curb. That sidewalk is not used by cyclists (in my experience) and I don't believe cyclists would miss it. Pedestrians may use it when walking down to the bottom of the hill." (LT)

"I'm ambivalent about the 'nodes,' constructing a kiosk is a good idea. If we had a kiosk there (or near the restrooms as is also an option) the city could post cycling maps and the Island's "Rules of the Road" document." (LT)



Alternative A: Central Node

Having a node closer to the streetside would allow for **better access for maintenance** and can provide **more visibility** from the road (have more eyes on it). (City Staff)

"I also don't get the kiosk. Three nodes and a kiosk start to look like park clutter to me." (LT)

"I like Alternative A—one [central] node is **less busy** and the location I think works **better for wayfinding** and encouraging the use of the alternative route on West Mercer Way that goes around the park." (Open House)

"Seems best for **how** I see **people use that area**." (Open House)

Alternative B: Pocket Nodes

Why can't we do both [alternatives] A and B? (Open House)

Design Team responded that *the number of alternatives chosen are **dependent on budget**. The project team is looking for feedback on desired conceptual preferences which will help inform how many improvements can be made.*

W. Mercer Way Trail Crossing / **Improvement Matrix**

AREA 1: West Mercer Way Trail Crossing	PROPOSED IMPROVEMENT	CAPACITY	ACCESSIBILITY	SAFETY	AESTHETICS
	Provide additional trail striping (channelization)			✓	
	Expand pavement in high traffic areas	✓		✓	✓
	Increase shared-use path width				
	Reestablish 2' shoulders along trail	✓	✓	✓	
	Trim back overgrown vegetation	✓	✓	✓	✓
	Provide defined amenity nodes	✓		✓	✓
	Improve ADA access				
	Improve wayfinding signage			✓	✓
	Add educational signage for lower speed control			✓	
	Improve pedestrian/bicyclist traffic control devices				



Provide Amenity Nodes



Trim Back Overgrown Vegetation



Reestablish 2' Shoulders

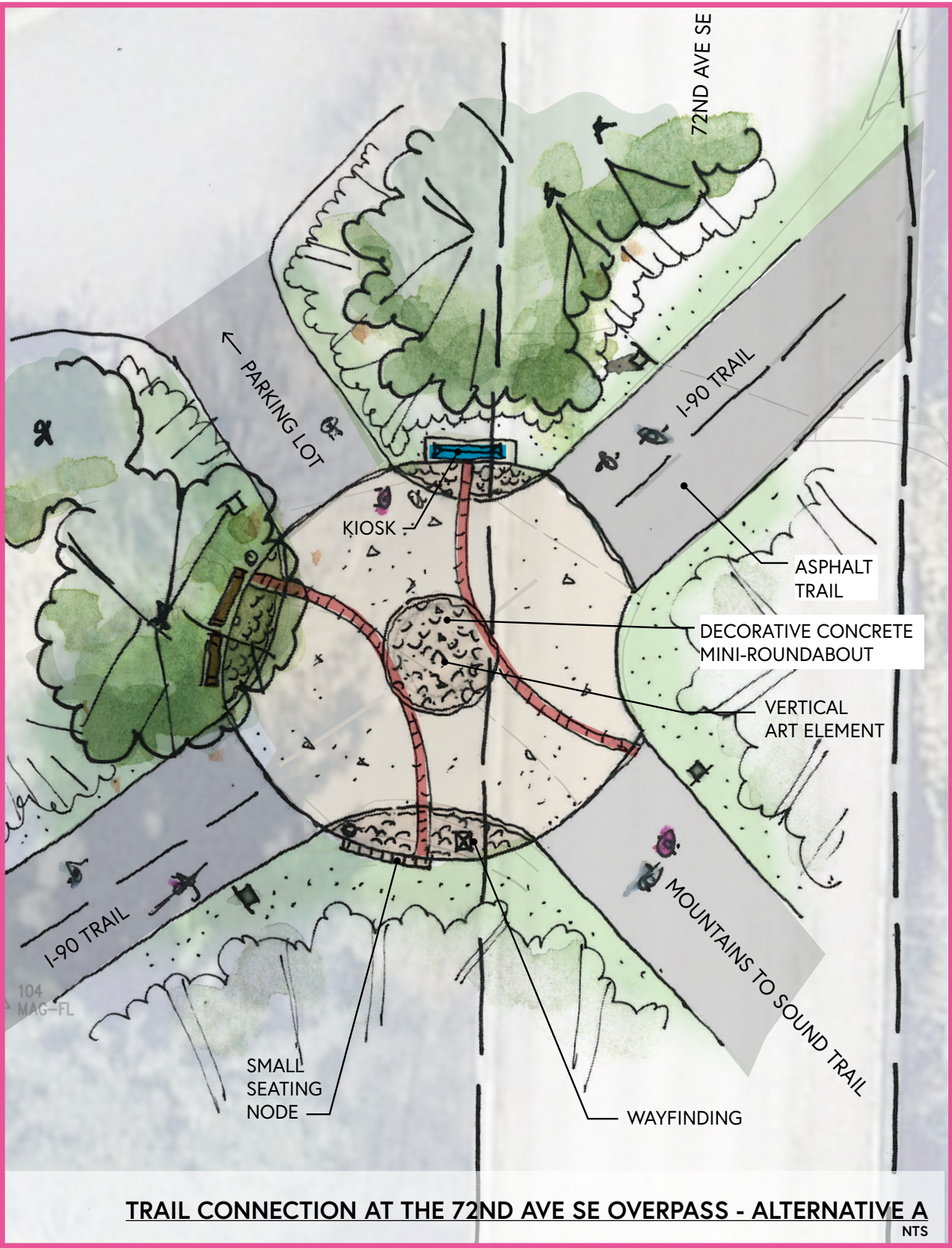


Improve Wayfinding Signage

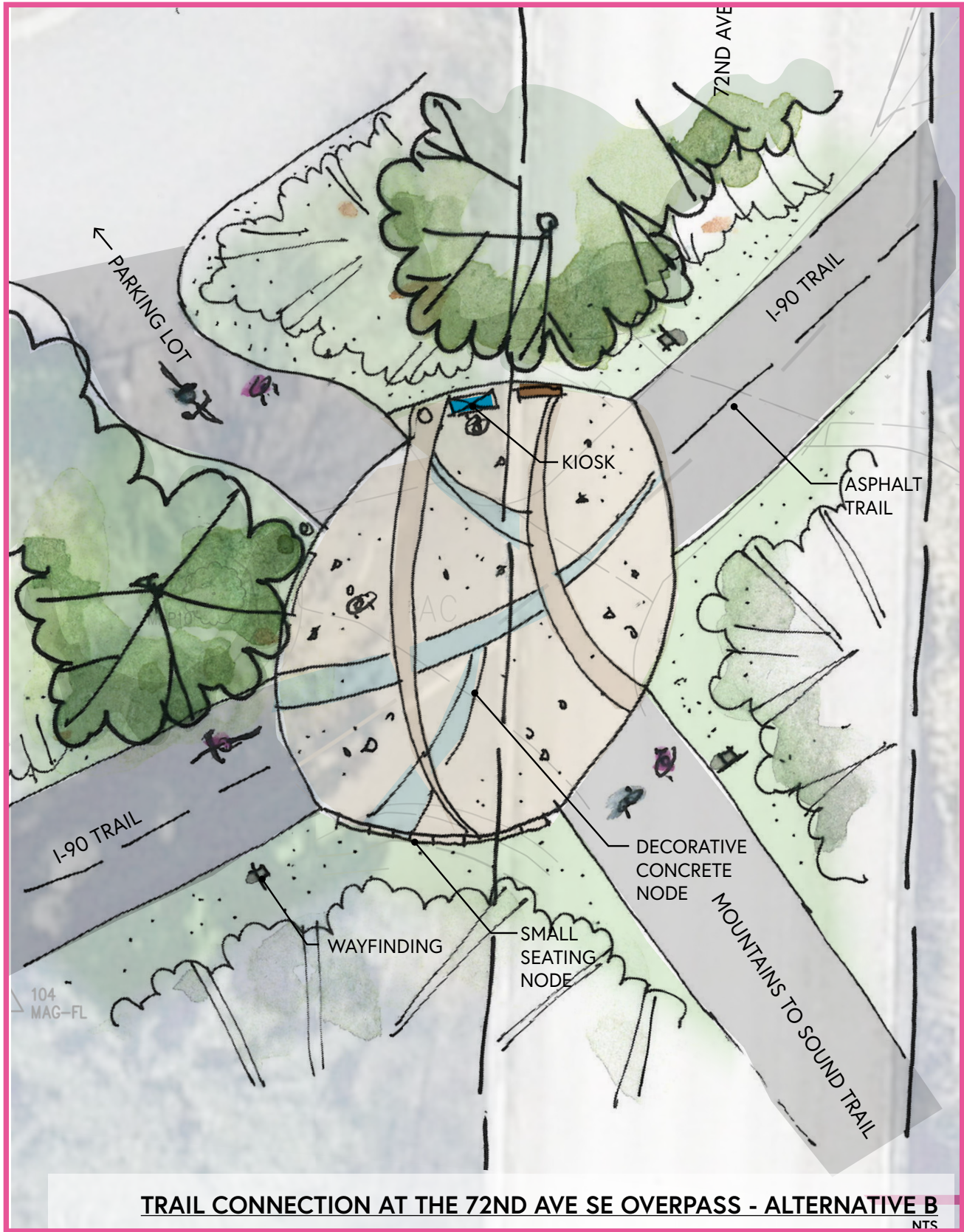


Conceptual Alternatives / Trail Connection under 72nd Ave SE Overpass

Conceptual Alternative A: "Circulation Mindset"

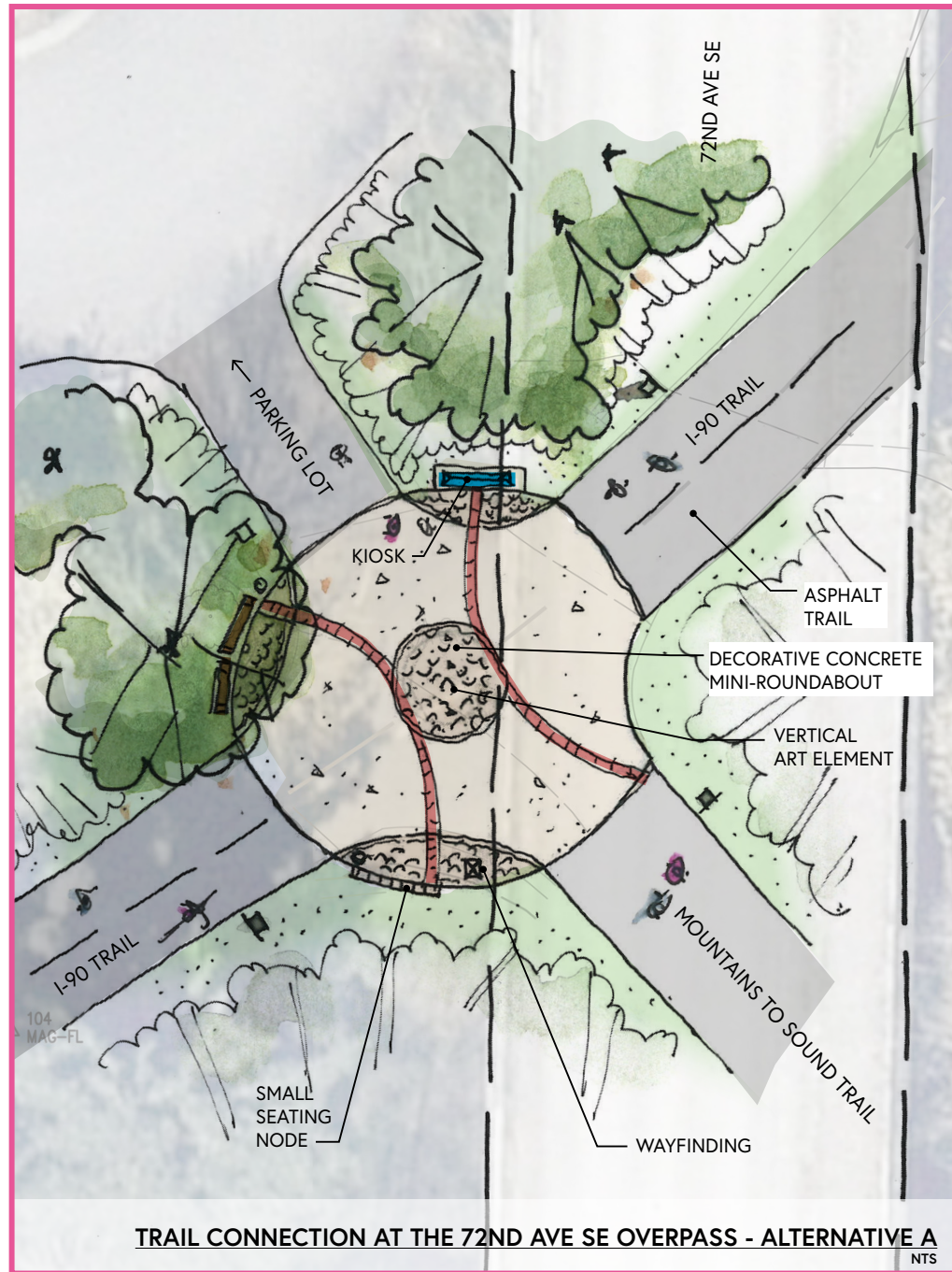


Conceptual Alternative B: "Realigned Mindset"

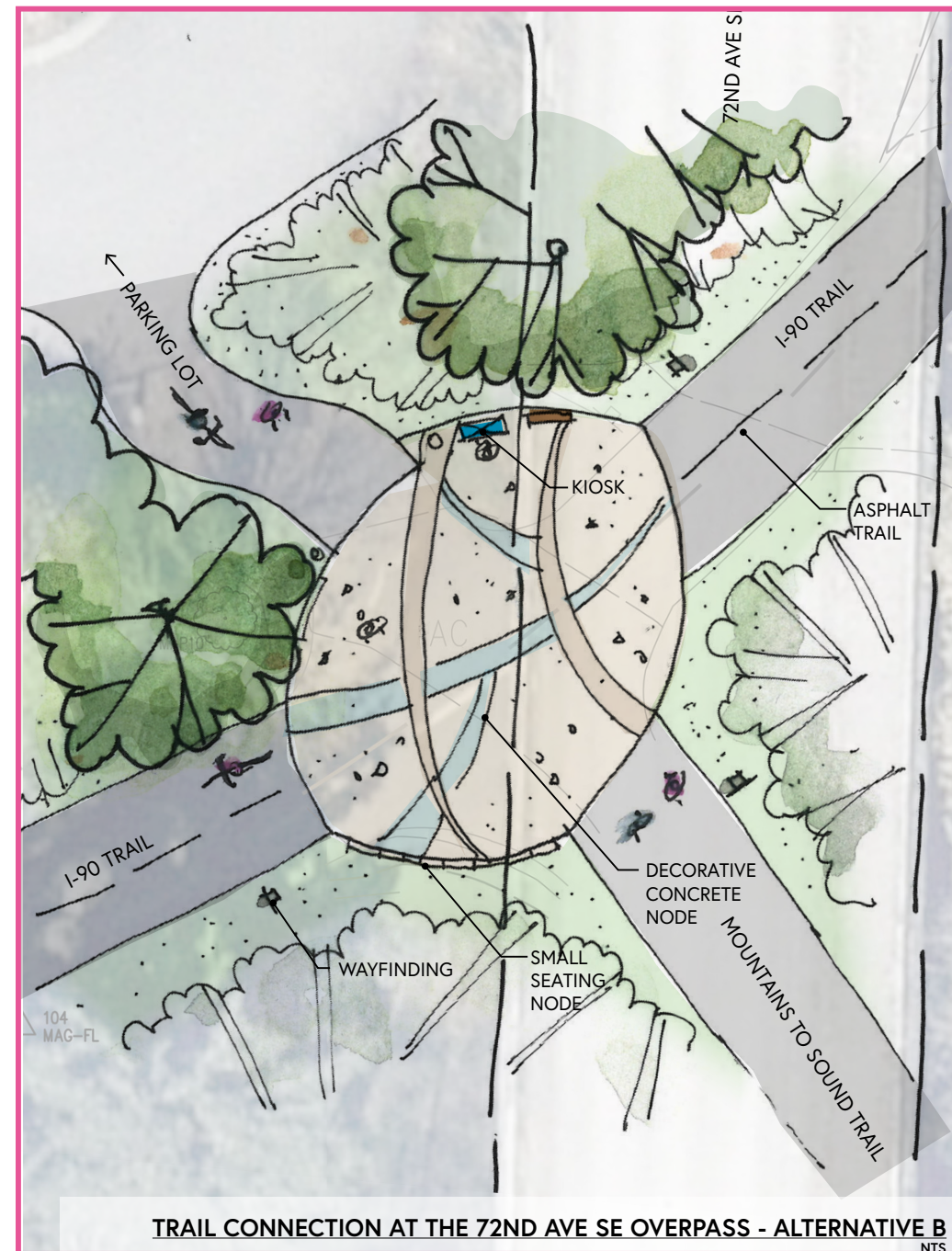


Conceptual Alternatives / Trail Connection under 72nd Ave SE Overpass

Conceptual Alternative A: "Circulation Mindset"



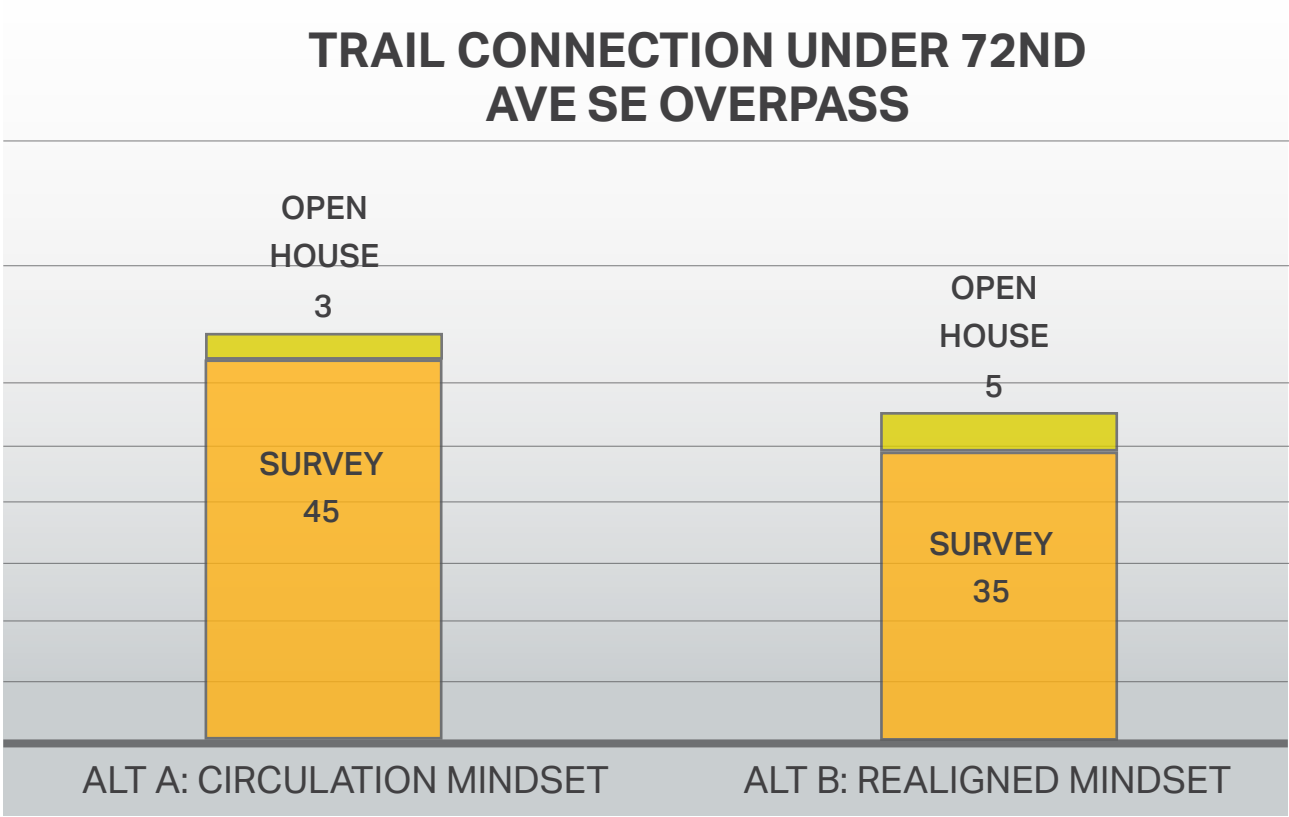
Conceptual Alternative B: "Realigned Mindset"



Public Feedback

"I do think some **traffic calming** measure will be necessary at the backstop which is the "Y" for both trails going to the town center. If bicycles are slowed at this juncture, I don't think they can create more speed by the bathroom." (LT)

"Or why would you run the path from the parking lot to the roundabout? This is the one area we want to separate slowing bikes and pedestrians, not mix them... And **eliminate the current path from the parking lot** to where the roundabout will be located, and as noted below route those pedestrians to a marked crossing closer to the bathroom where bike speeds will have slowed." (LT)



Alternative A | Circulation Mindset

*"I like the roundabout. Strollers and dogs tend to wander across the path, and this is the worst sightline area, in my opinion. If installed though, there would have to be some very strong pavement paint to **encourage turning short.**" (Open House)*

*"...We want to **slow bicyclists**...The roundabout has to be designed to allow a bicyclist who did not slow enough earlier to recover..." (LT)*

*"I'm a fan of the roundabout option, even if it's not raised, it could still **signal people to pay attention** to who has the right of way." (City Staff)*

Alternative B | Realigned Mindset

*"...while roundabouts are often used on streets (and cyclists are familiar with them), they are hardly ever used on trails.... **don't know where pedestrians are supposed to be on the roundabout.**" (LT)*

*"This node should **continue to have the striping that separates** the sides of the trail, but otherwise this option is fine." (LT)*

*"I like Alternative B because it realigns the trail from the parking lot and **improves sight lines.** That could be accommodated in Alternate A, couldn't it?" (Open House)*

Trail Connection under 72nd Ave SE Overpass / Improvement Matrix

AREA 2: Trail Connection at 72nd Ave SE Overpass	PROPOSED IMPROVEMENT	CAPACITY	ACCESSIBILITY	SAFETY	AESTHETICS
	Provide additional trail striping (channelization)		✓	✓	
	Expand pavement in high traffic areas	✓		✓	✓
	Increase shared-use path width				
	Reestablish 2' shoulders along trail	✓	✓	✓	
	Trim back overgrown vegetation				
	Provide defined amenity nodes	✓		✓	✓
	Improve ADA access				
	Improve wayfinding signage		✓		✓
	Add educational signage for lower speed control			✓	
	Improve pedestrian/bicyclist traffic control devices			✓	✓

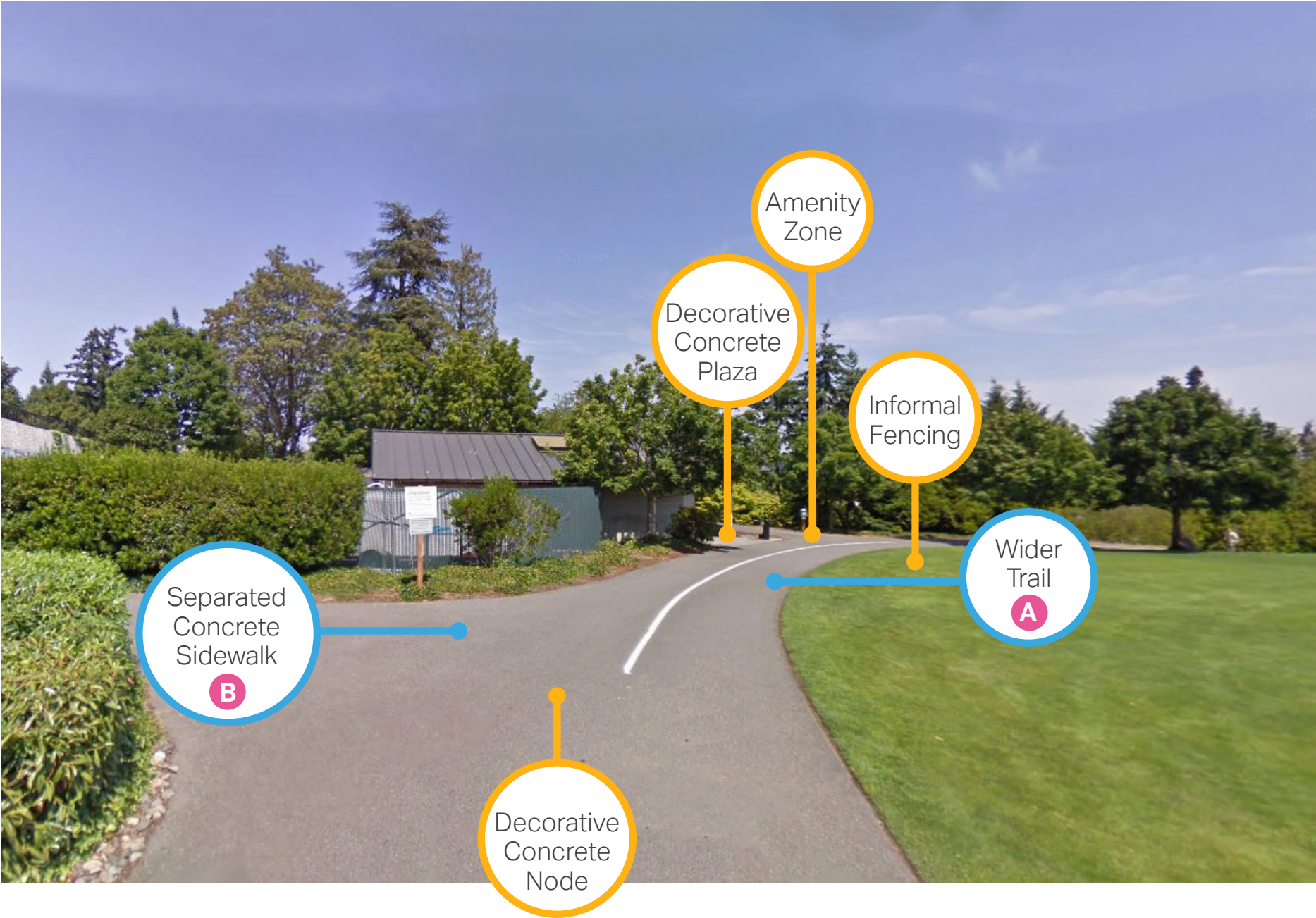


Pedestrian/Bicyclist Traffic Control Devices

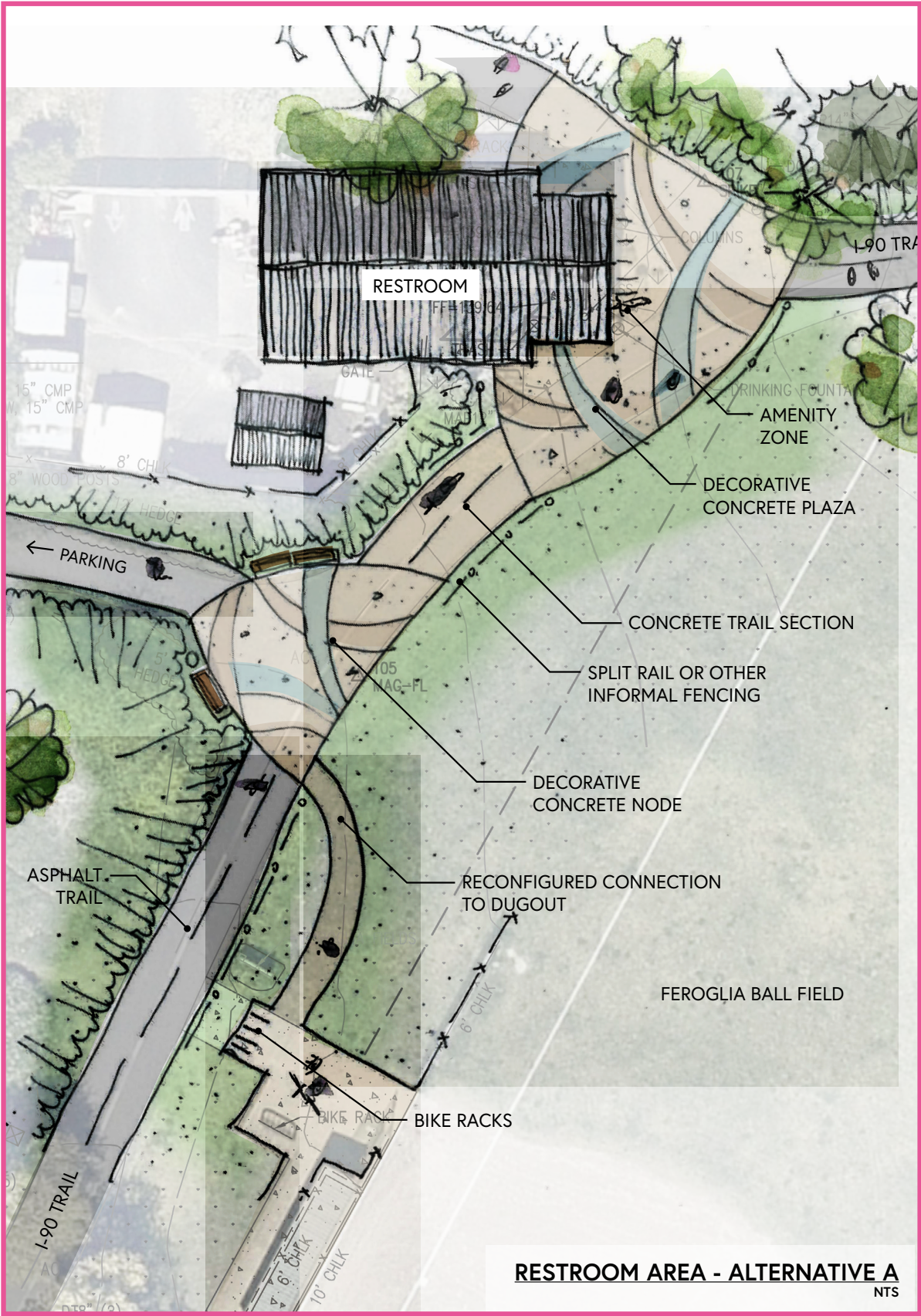


Trim Back Overgrown Vegetation

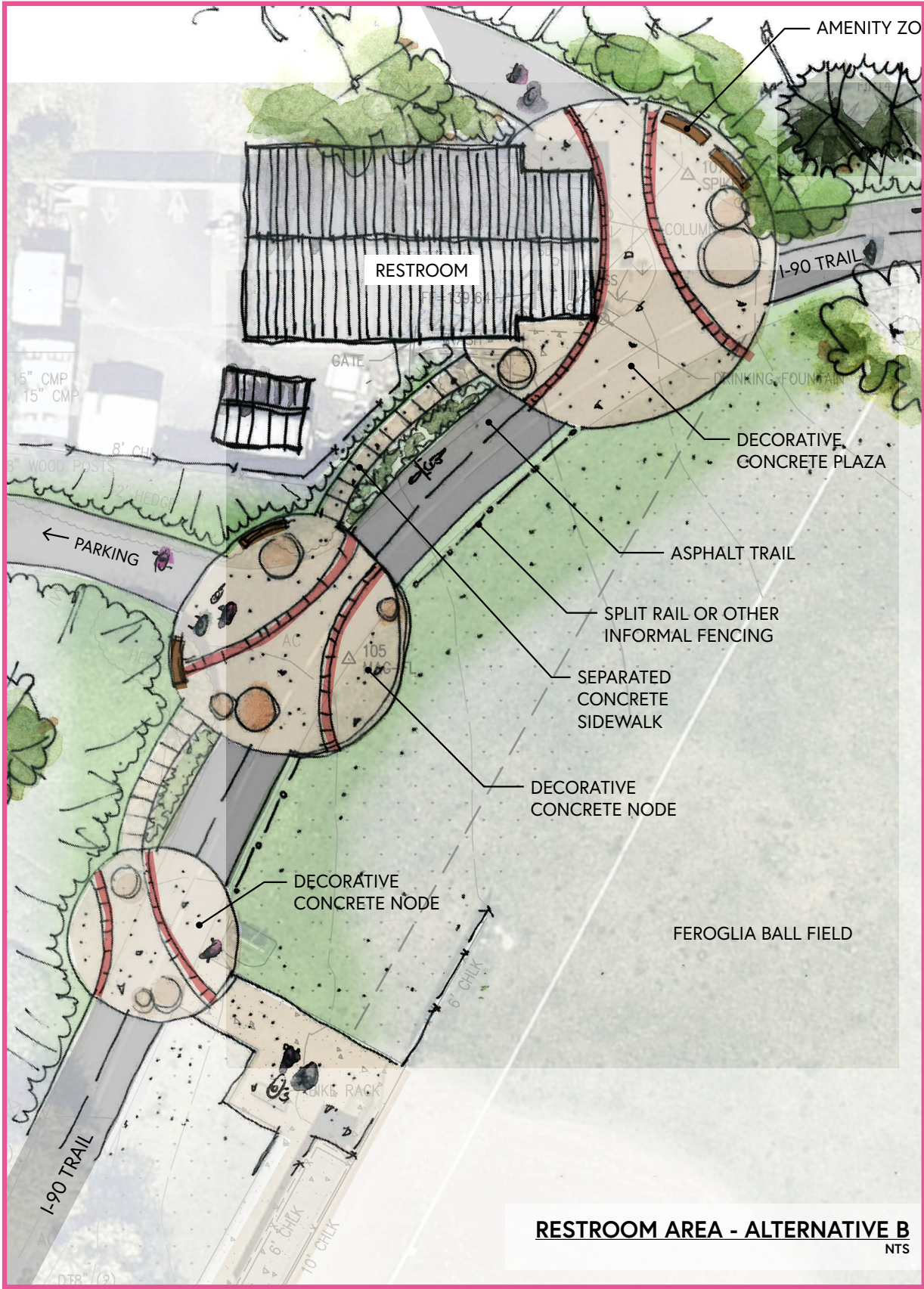
Improve Wayfinding Signage



Conceptual Alternatives / Restroom Facilities & Playfields Node



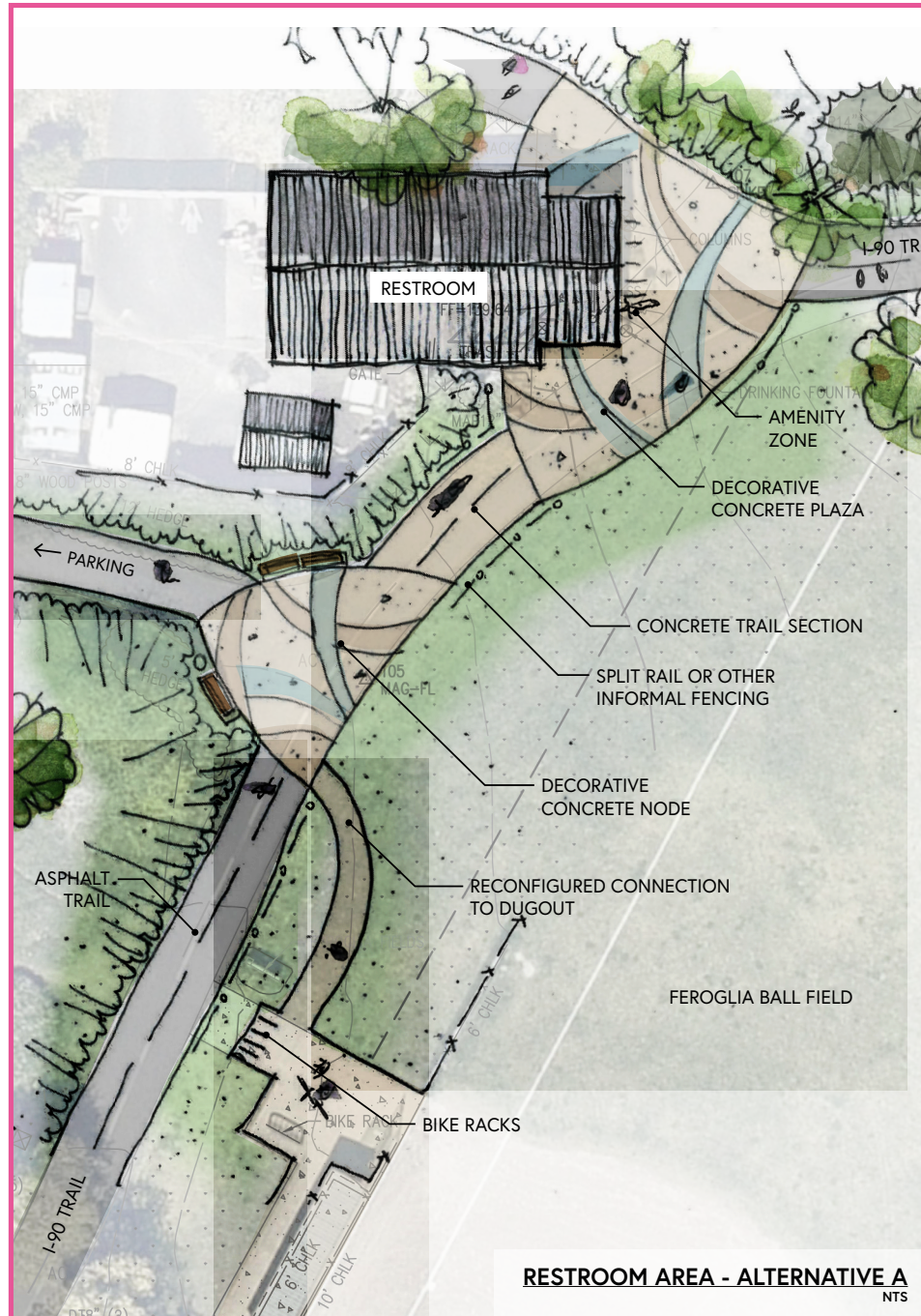
Conceptual Alternative A: "Trail Confluence"



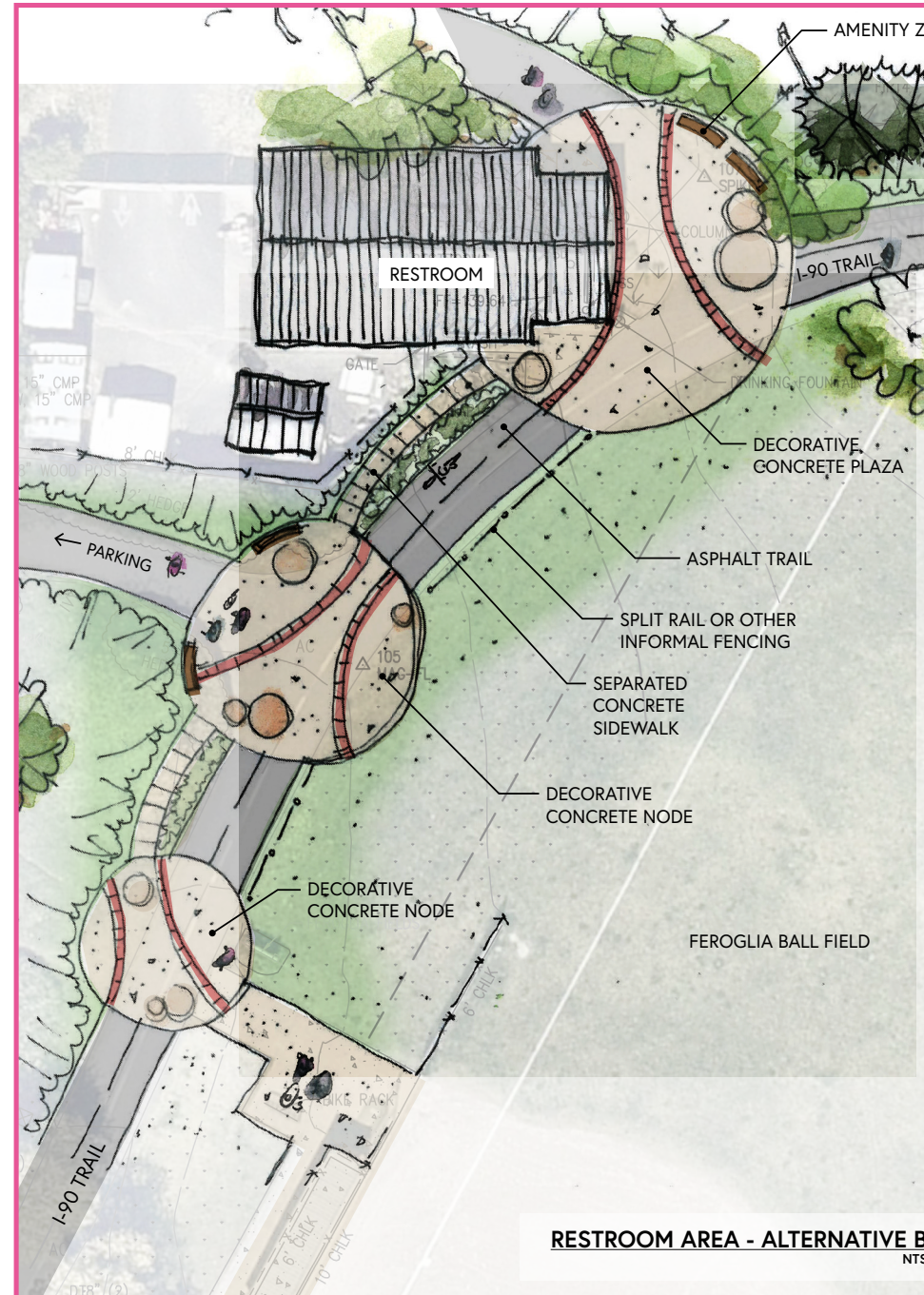
Conceptual Alternative B: "Delineated Paths"

Conceptual Alternatives / Restroom Facilities & Playfields Node

Conceptual Alternative A: "Trail Confluence"



Conceptual Alternative B: "Delineated Paths"



Public Feedback

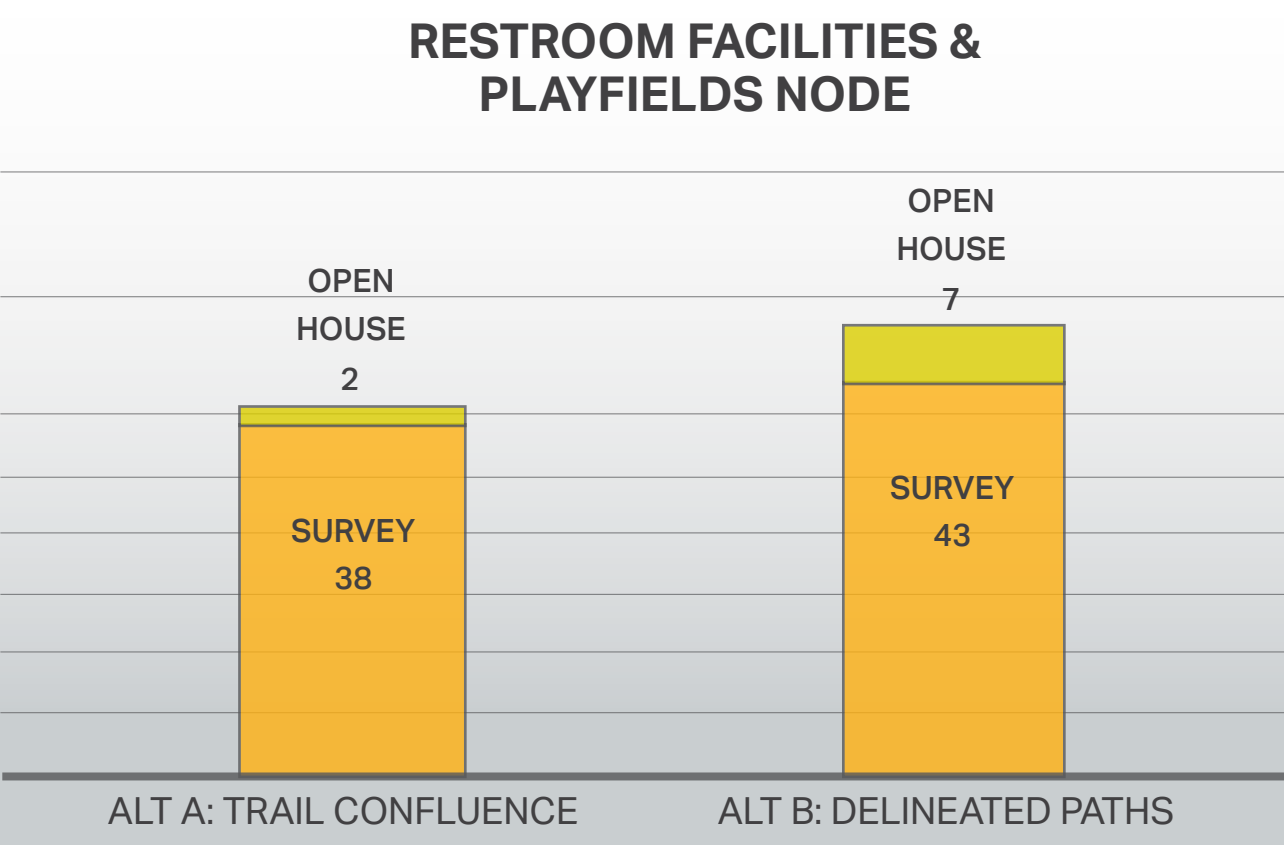
All users could benefit everyone by **being more self-aware** of how their actions affect others." (LT)

"You want [users] to walk along the **grass** part of the field to cross closer to the bathroom in a central marked crossing where bike speeds are low, not near the roundabout." (LT)

"These would **funnel pedestrians (and dogs)** from the parking lot **to a central main crossing** in the trail after the roundabout so bike speeds are slow and this part of the trail crossing is marked." (LT)

"In several places the plan calls for '**informal fencing**' to control where pedestrians can cross the trail. This is an **effective, low tech way**, of giving users of the **trail predictability** as to where pedestrians will cross.... I would additionally **add raised cross walk markings** on the trail in those locations." (LT)

"I don't like the plan to expand the gathering area with **impervious surfaces** that extend into the grass field." (LT)



Alternative A | Trail Confluence

Alt A is more straightforward and will require **less signage** than Alt B – providing **less park clutter**. There are fewer numbers of mixing zones (compared to Alt B) and **minimized points of conflict**. (Design Team)

Alt A has no separated landscape buffer and will require **less maintenance** than Alt B. (Design Team)

“Why would a pedestrian cross a paved path from the dugout to reach another path when they can just walk on the main path and have legal priority?” (LT)

“If you need to meet the letter of the law, make a 12’ trail through the plaza and then give it a 6’ apron. Or call it a plaza. Trail, asphalt. Plaza, concrete. Two different things...**the separate trail just means you’ll have pedestrians on both trails.**” (LT)

“It **REQUIRES** anyone on the field wanting to use the bathroom to cross the trail to get to the walking trail at all different points, exactly what you don’t want to do.” (LT)

Alternative B | Delineated Paths

People who preferred option B liked it because it provided more space and ultimately the public had a **perceived notion that the separated pedestrian and bike paths provide more space**. (Design Team)

“In constrained areas **where widening a single trail is not practical**, the multi-use pathway separates into **two trails** so walkers and bikes can still be separated.” (LT)

Restroom Facilities & Playfields Node / **Improvement Matrix**

	PROPOSED IMPROVEMENT	CAPACITY	ACCESSIBILITY	SAFETY	AESTHETICS
AREA 3: Restroom Facilities near Fergolia Playfields	Provide additional trail striping (channelization)		✓	✓	
	Expand pavement in high traffic areas	✓	✓	✓	✓
	Increase shared-use path width	✓	✓	✓	
	Reestablish 2' shoulders along trail	✓	✓	✓	
	Trim back overgrown vegetation	✓	✓	✓	✓
	Provide defined amenity nodes	✓	✓	✓	
	Improve ADA access		✓	✓	
	Improve wayfinding signage		✓	✓	
	Add educational signage for lower speed control	✓		✓	
	Improve pedestrian/bicyclist traffic control devices				



Channelization



Expand Pavement in High Traffic Areas



Low/Informal Fencing



Educational Signage for Speed Control

Project / Phasing



IMPROVEMENT
AREAS

TRAIL



- Trail improvements to make pedestrian and bicycle movements safer and more predictable at key locations.
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 - Removal of existing bollards
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