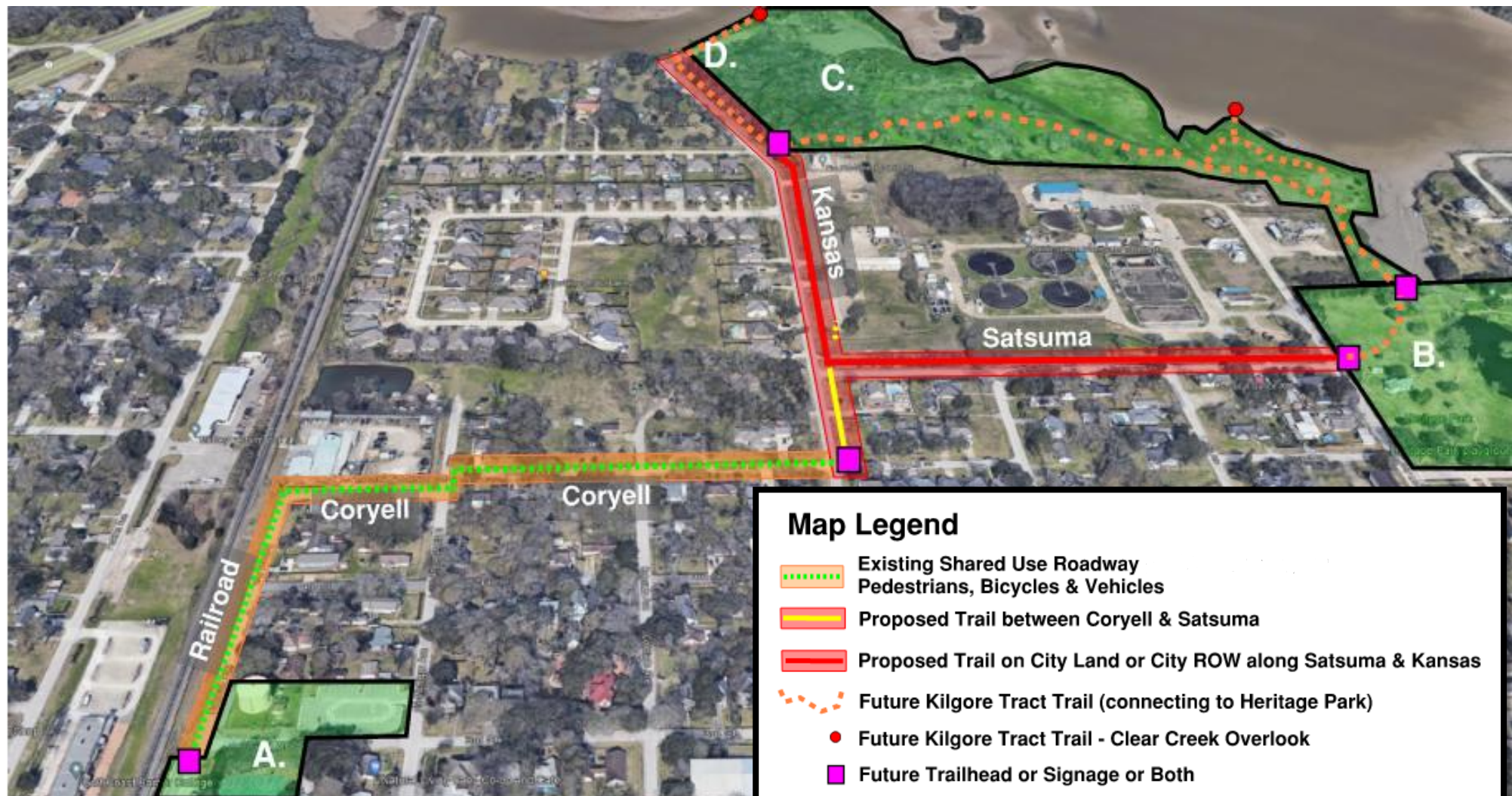








# Aerial Perspective of Heritage Signature Trail Route



## Map Legend

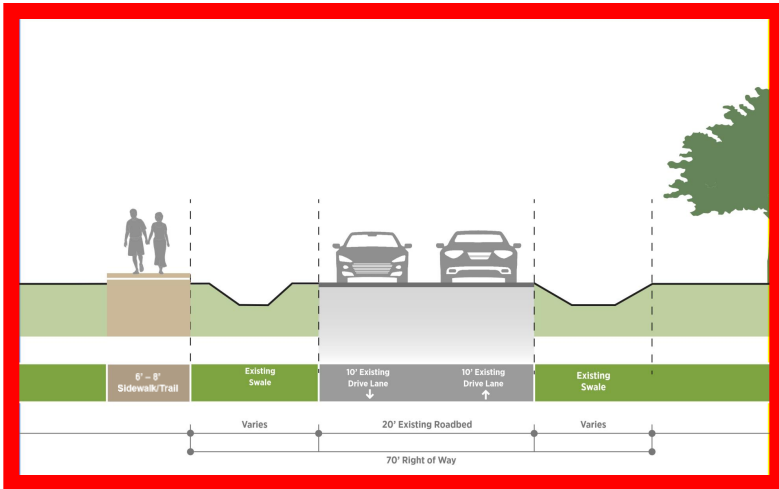
-  Existing Shared Use Roadway  
Pedestrians, Bicycles & Vehicles
-  Proposed Trail between Coryell & Satsuma
-  Proposed Trail on City Land or City ROW along Satsuma & Kansas
-  Future Kilgore Tract Trail (connecting to Heritage Park)
-  Future Kilgore Tract Trail - Clear Creek Overlook
-  Future Trailhead or Signage or Both
- A. League Park
- B. Heritage Park
- C. Kilgore-Davis Tract
- D. Future Kansas Avenue Kayak Launch

## Trail Route Summary

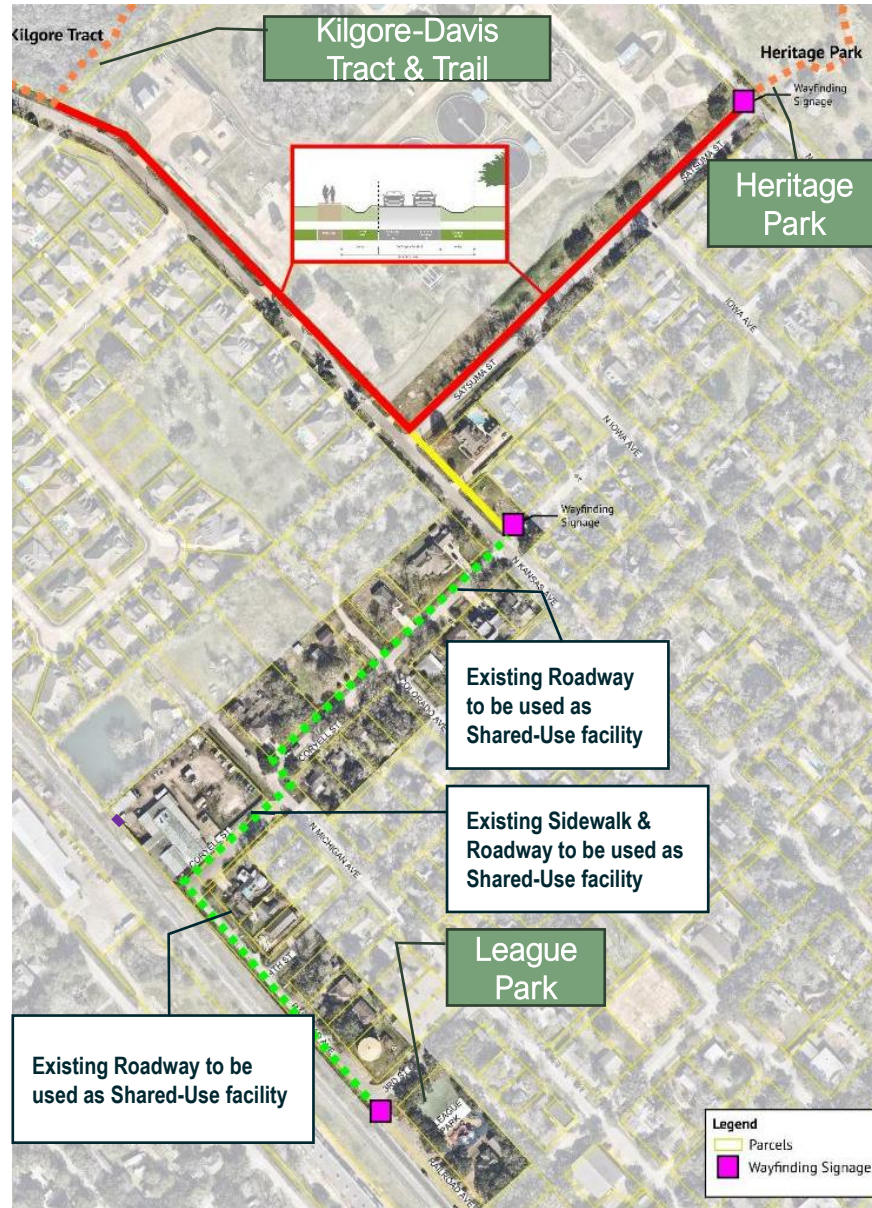
- Railroad Avenue: To remain as is, a shared-use roadway path for pedestrians, bicycles, and vehicles (Yield Roadway).
- Coryell Street West: To remain as is, an existing pedestrian sidewalk and a Shared-Use roadway path for bicycles, and vehicles.
- Coryell East: To remain as is, a shared-use roadway path for pedestrians, bicycles, and vehicles.
- Kansas Avenue: Create new 6'- 8' sidewalk/trail from Coryell Street north along Kansas Avenue to connect with the proposed Kilgore-Davis Tract Trail near the intersection of Kansas Avenue and 7<sup>th</sup> Street. The path will be off the roadway, between the roadway ditch and property lines. Where necessary, fences will be relocated.
- Satsuma Street: Create new 8' trail from Kansas Avenue eastward to Heritage Park. The path will be off of Satsuma Street between the roadway ditch and Dallas Salmon Wastewater Treatment Facility. Fence relocation will be carried out to provide space for the trail.
- Kilgore-Davis Tract Trail: Future trail is not part of this project (under design) but will connect with Heritage Park, completing the trail north along Kansas Avenue & then along Clear Creek to shoreline overlooks.



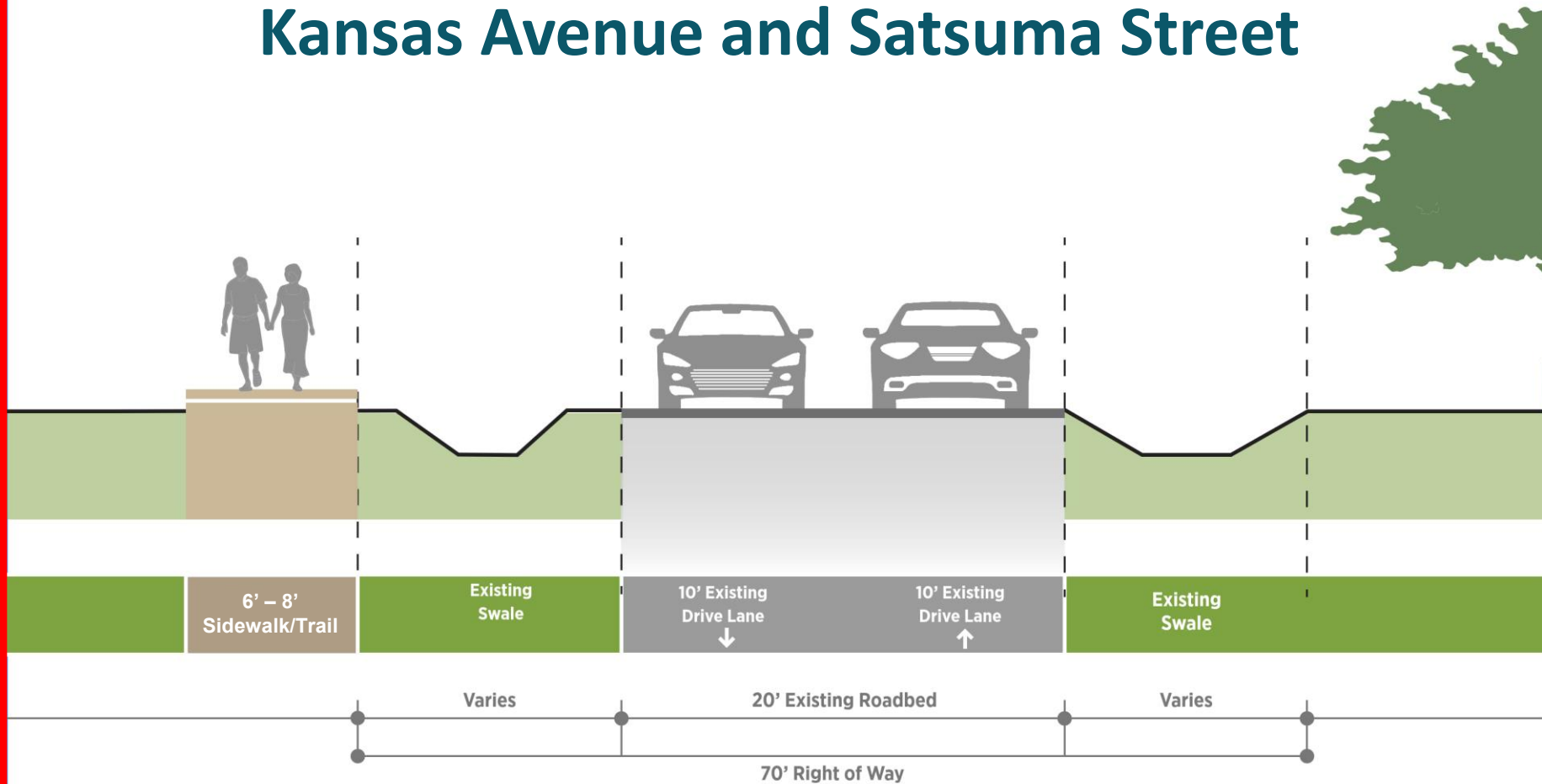
# Proposed Trail Route along Kansas Avenue and Satsuma Street



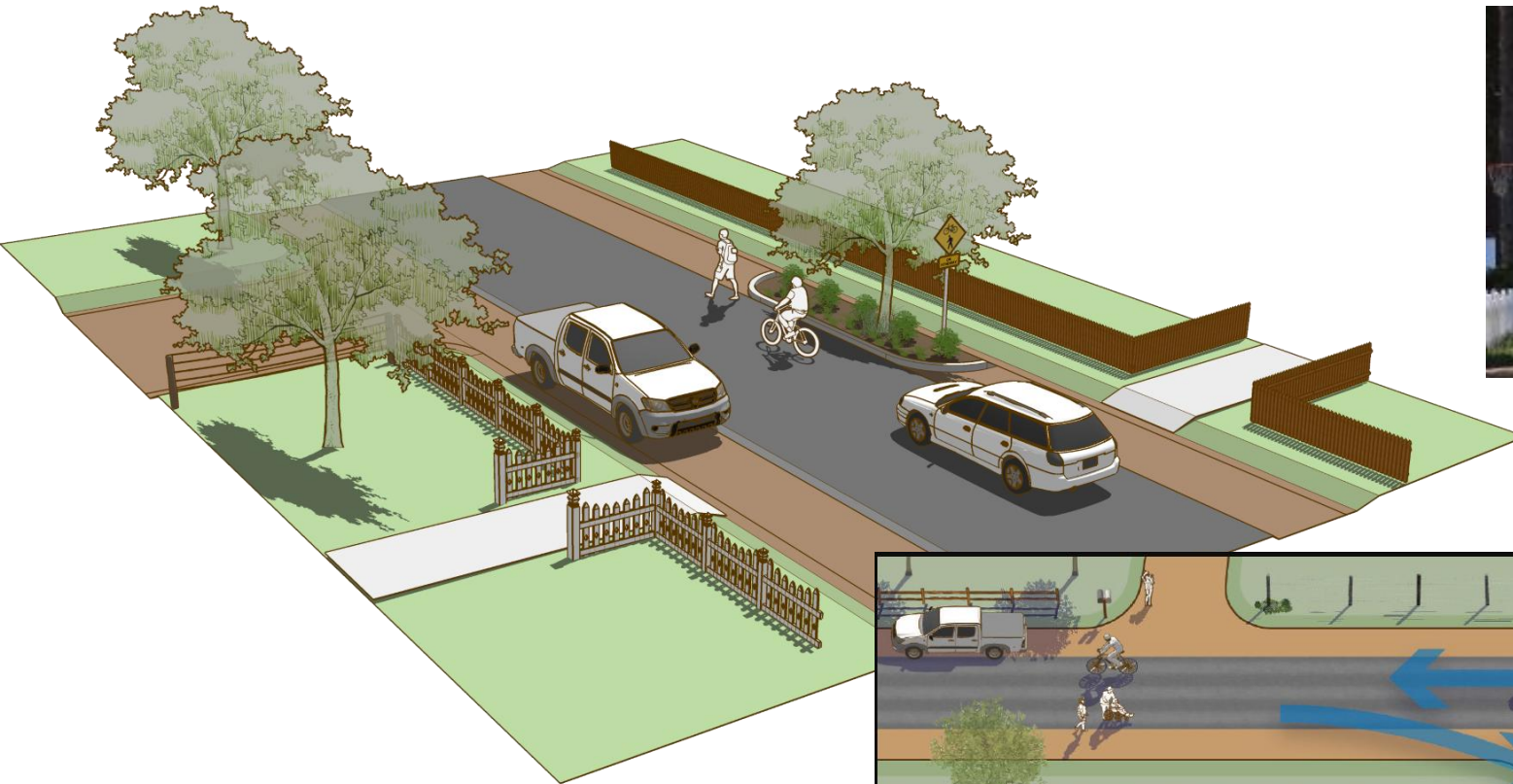
Typical Cross Section for Kansas Avenue and Satsuma Street



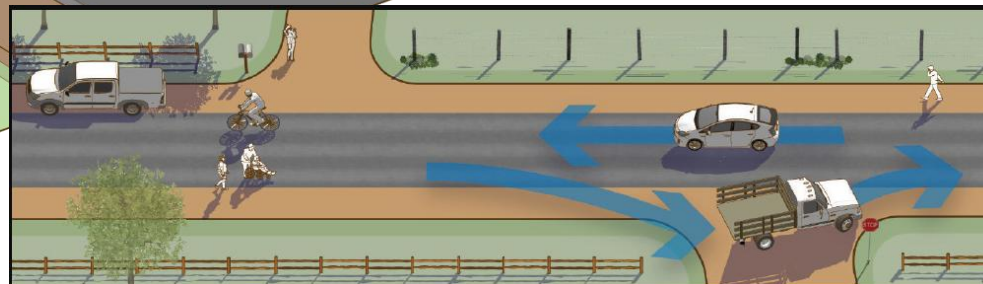
## Typical Trail Cross Section for Kansas Avenue and Satsuma Street



## Shared -Use Facility Diagrams & Examples

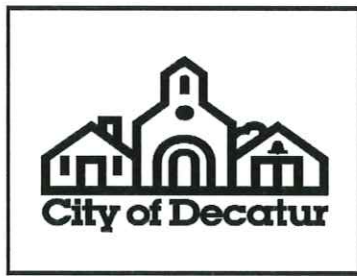


Typical signage.  
Markings can be  
added as well.



Diagrams of a typical "Shared-Use" facility (pedestrians, bicycles, & vehicles). Note: Parking lanes not applicable to Heritage Signature project.





## SHARED LANE MARKINGS ("SHARROWS")

### FACT SHEET

January 12, 2012

#### What are shared lane markings\* or "sharrows"?

Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning. The shared lane marking is not a facility type; it is a pavement marking with a variety of uses to support a complete bikeway network.



#### Shared Lane Marking benefits

- Helps bicyclists position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side within the same traffic lane.
- Alerts motor vehicle drivers to the potential presence of bicyclists.
- Alerts road users of the lateral position bicyclists are likely to occupy within the street.
- Indicates a proper path for bicyclists through difficult or potentially hazardous situations such as railroad tracks.
- Advertises the presence of bikeway routes to all users.
- Provides a wayfinding element along bike routes.

\*The information contained in this fact sheet was obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, April 2011 edition.

- Increases the distance between bicyclists and parked cars, keeping bicyclists out of the “door zone”.
- Encourages safe passing by motorists.
- Requires no additional street space.
- Reduces the incidence of sidewalk riding.
- Reduces the incidence of wrong-way bicycling.

### **Typical Applications**

As shared lane markings are a relatively new bikeway marking in American cities, guidance on application will continue to evolve over time. Shared lane markings should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits. Shared lane markings can be used as a standard element in the development of bicycle boulevards to identify streets as bikeways and to provide wayfinding along the route.

#### Desirable shared lane marking applications:

- To indicate a shared lane situation where the speed differential between bicyclist and motorist travel speeds is very low.
- As a reasonable alternative to a bike lane.
- To strengthen connections in a bikeway network.
- To clarify bicyclist movement and positioning in challenging environments.
- Generally, not appropriate on streets that have a speed limit above 35 mph.

### **Maintenance**

- Frequent, visible placement of markings is essential.
- Lateral placement is critical to encourage riders to avoid the “door zone”.
- The shared lane marking may be placed in the center of the lane between wheel treads to minimize wear.

\*The information contained in this fact sheet was obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, April 2011 edition.