

Trail Extension + Enhancements

Creating a looped trail system that connects to the Old Creamery Trail, the Glow Trail, and regional trail systems such as the Cedar Valley Nature Trail was identified by residents as one of their most desired improvements. During the design workshop, community members had the opportunity to interact with the design team and communicate their opinions and ideas as to the route selection and what routes were priority – this was done by having them place Wiki Stixs sticks on an aerial plan of the community in the location(s) they wanted trails and sidewalks. Residents gave highest priority to routes that would have the greatest impact to improving connectivity, accessibility, and safety.

The pedestrian circulation map shown on board 9a provides an overview of the proposed location(s) for trail extensions and sidewalks based on the community input received. This board and board 10b provide illustrations as to how these proposed improvements are envisioned.

The Vinton proposed trail system is anticipated to be comprised of three main segment types based on trail location and site conditions that consist of:

- 1) Shared road (pavement markings and signage) – shown on this board
- 2) Separated trail (recommend 10-foot-wide travel-way with 2-foot grass shoulders) – see board 10b
- 3) Paved road shoulder bike lane (recommend a 4-foot minimum buffer area between roadway and trail lane, with buffer area consisting of rumble strip and painted buffer between lane and shoulder lane)



Existing view of 9th Ave. when looking north from 4th St.



Existing view from Hwy. 218 (K Ave.) looking easterly along 13th St.



Shared road segment: 9th Avenue proposed enhancements (extend from 3rd St. north to hospital)

4th Street and 9th Avenue Enhancement Elements

- 6-foot-wide ADA-compliant sidewalk on both the east and west sides of 9th Avenue from 3rd Street north to the north side of the hospital to serve as main pedestrian corridor and a segment of the safe route to schools
- Shared road pavement markings and associated signage
- Directional way-finding at appropriate locations
- Decorative lighting with banners can be added along the roadway to improve safety and serve as a way-finding tool to the hospital, Riverside Park, Vinton Country Club, and the Vinton Community Swimming Pool
- Enhanced hardscape: street and concrete curb and gutter



Hwy. 218 (K Ave.) and 13th Street proposed enhancements; shared road segment

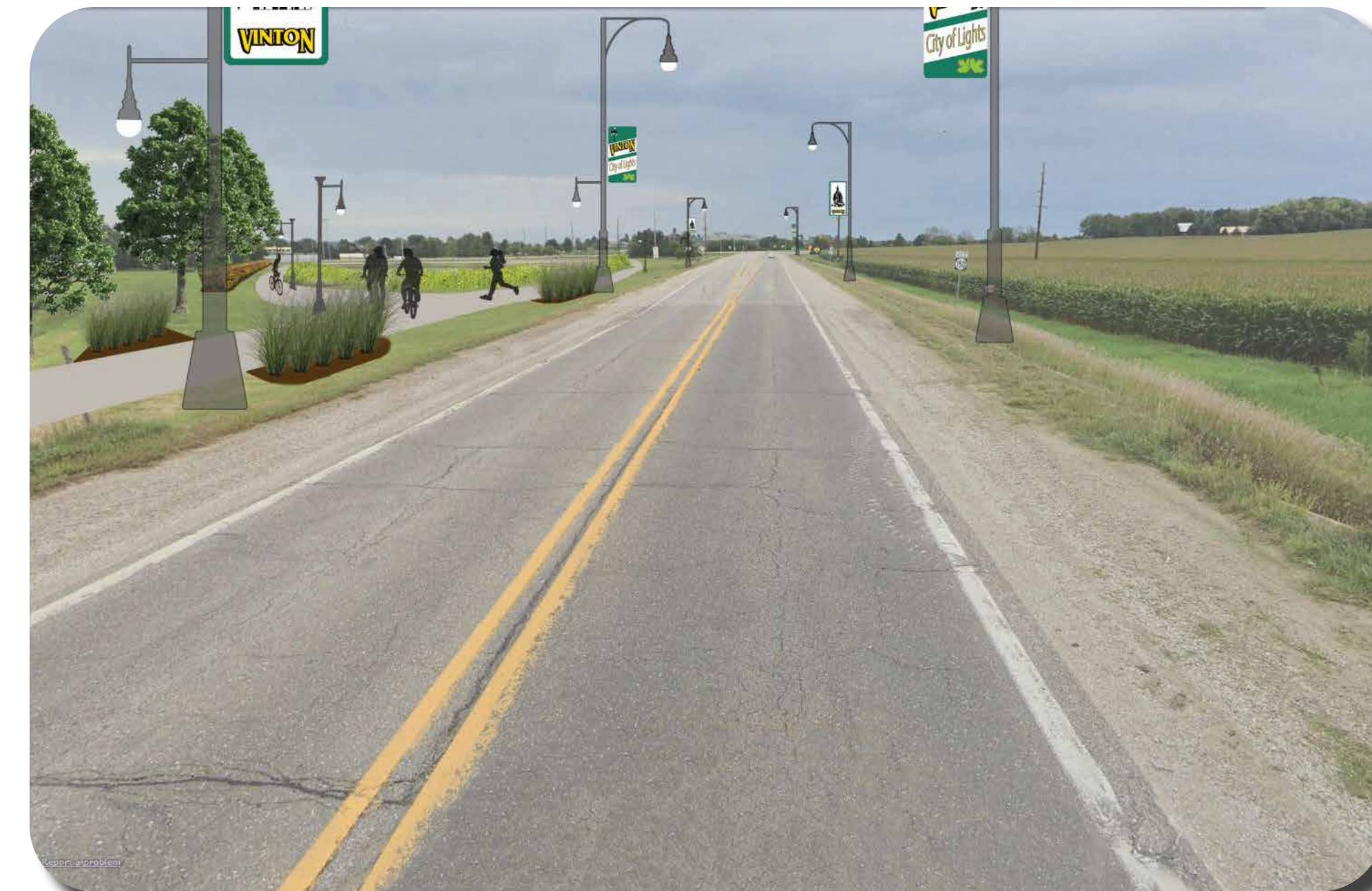
Hwy 218 and 13th Street Enhancement Highlights

- 6-foot-wide ADA-compliant sidewalk on both the north and south sides of 13th Street from Highway 218 to 2nd Ave. on south side and 8th Ave. on north side to serve as main pedestrian corridor and a segment of the safe routes to school
- Shared road pavement markings and associated signage to enhance safety
- Directional way-finding at appropriate locations and branded street signs to enhance community identity
- High-visibility painted crosswalks at main intersections to enhance safety
- Street trees to provide shade, assist in traffic calming, and enhance the aesthetics of the streetscape
- Site amenities (i.e., benches, bike racks, trash receptacles) to enhance user comfort along main pedestrian routes and bike trail
- Seating pads for benches – bench located on concrete adjacent to sidewalk/trail, landscaped on the sides and back with low-maintenance plantings tolerant of conditions






Existing Hwy. 218; photo taken approximately 0.25-miles northwest of Hwy. 218 & Hwy. 150 intersection, near northwest end of detention park area. Photo is looking southeasterly toward the Hwy. 218 & Hwy. 150 intersection.



Paved road shoulder bike lane: Hwy. 218 proposed enhancements (option 1 ~ interim)

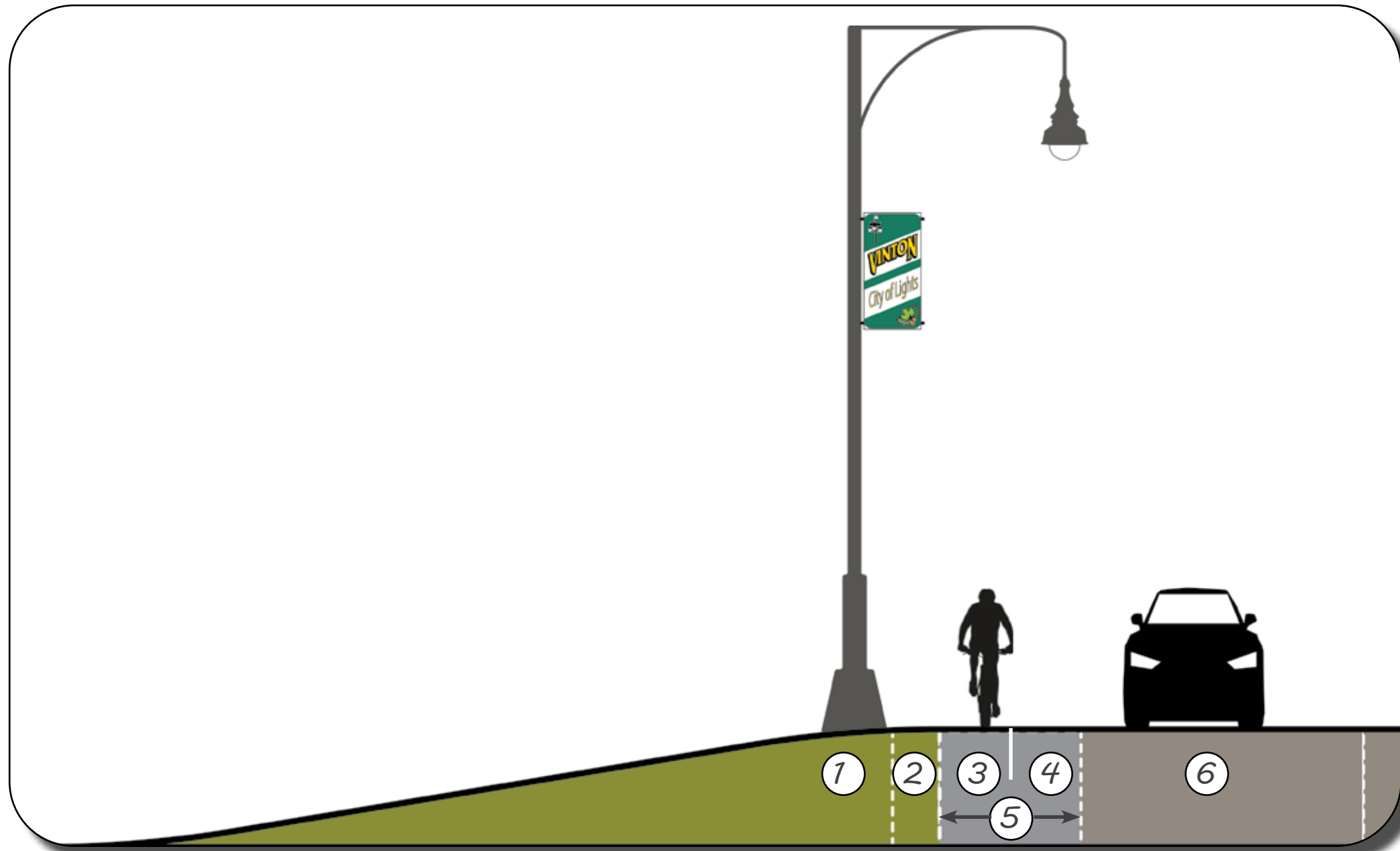


Separated 10-foot wide trail: Hwy. 218 proposed enhancements (option 2 ~ preferred final)

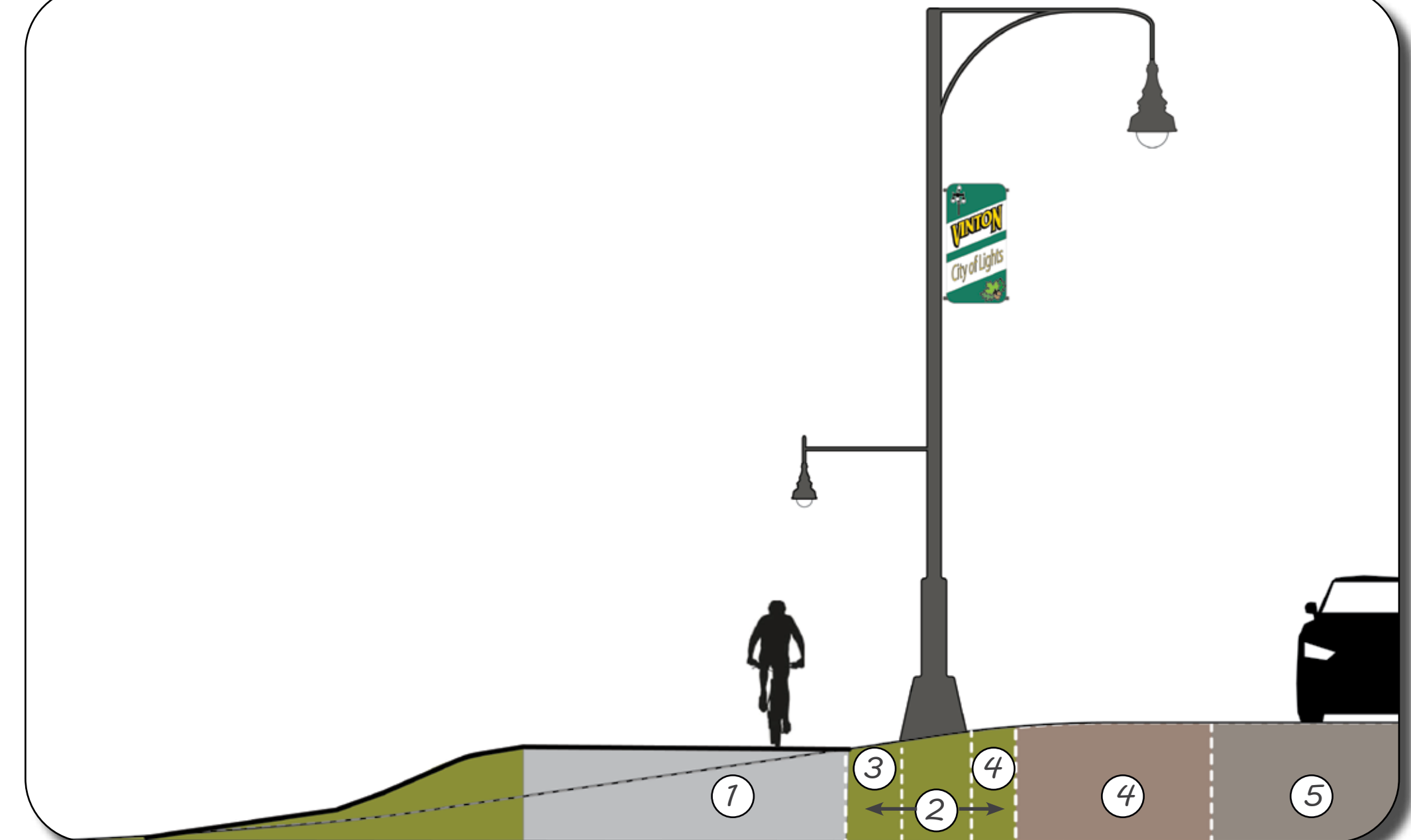
-  Proposed Trail (Separated)
-  Proposed Shared Road
-  Proposed Paved Shoulder Bike Path
-  Proposed Priority Sidewalks (Safe Routes To School)
-  Proposed High-Visibility Crosswalks



Excerpt from the proposed pedestrian circulation map shown on board 9a. This illustrates the location for the paved shoulder bike lane that is proposed to be an interim segment until a separated trail can be installed in this area as shown on the above excerpt.



 Paved road shoulder bike lane along Hwy. 218 - typical section



 Separated 10-foot-wide bike trail along Hwy. 218 - typical section

- Trail Extension on Hwy. 218- Paved Shoulder Bike Lane**
- ① Furnishing zone: Decorative lighting with banners, way-finding signage
 - ② Minimum 2-foot shoulder/clearance from vertical obstruction
 - ③ Minimum 4-foot-wide paved shoulder (one-way, one each side of road)
 - ④ +/- 4' wide buffer with rumble strips and paint markings; signage
 - ⑤ Existing +/- 8-foot-wide gravel shoulder of road
 - ⑥ Existing driving lane (+/- 12' to +/- 14')

- Trail Extension on Hwy. 218- Separated 10-foot Bike Trail**
- ① 10-foot-wide paved trail with 2' grass shoulder each side and a minimum 2'-wide clearance from vertical obstruction
 - ② Roadway separation/furnishing zone (minimum 6-foot width): Decorative lighting with banners, way-finding signage;
 - ③ Minimum 2' distance from edge of roadway shoulder and edge of trail
 - ④ Existing +/- 8-foot-wide gravel shoulder of road
 - ⑤ Existing driving lane (+/- 12' to +/- 14')

Vinton

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