THE
INTER
TWINE

Regional Trails Signage Guidelines
November 2017

SECOND EDITION

about metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operation venues, and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by, and respond to a changing climate. Together we're making a great place—now and for generations to come.

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forward

This manual serves as a technical resource to guide parks and transportation agencies as they plan, design, and fabricate wayfinding signage along regional trails in the Portland-Vancouver metropolitan area. Metro and its partners developed the manual in response to requests from the public for better uniformity and consistency of signage along regional trails. Additional impetus came with the advent of The Intertwine brand and the opportunity to give the regional trail system a unifying identity.

The guidelines are intended to be followed when signing off-street regional trails and on-street bicycle and pedestrian facilities that serve as the primary routes connecting one trail segment to the next. The manual gives guidance for sign placement, messaging and content, color, size, and typeface. It should be used when signing new trails for the first time and when replacing or retrofitting signs along existing trails.

Since it is primarily local parks and transportation agencies that will implement the signs, Metro and its partners agreed that guidelines were more appropriate than standards. The guidelines are designed to offer flexibility to agencies that already have trail sign standards in place, while also providing solutions for certain conditions where existing standards may fall short. For example, these guidelines embrace the increasing ubiquity and popularity of Oregon's standard green bicycle directional sign and recommend its use along on-street bicycle connections, while acknowledging that the sign is not ideal for use along off-street trails since it is not intended for pedestrians and does not generate intrigue about The Intertwine.

With these guidelines, parks and transportation agencies can provide regional trail users an attractive, consistent sign system.

the intertwine trail providers

City of Battle Ground
City of Camas
Clackamas County
Clark County
City of Cornelius
City of Durham
City of Fairview
City of Forest Grove
Forest Park Conservancy
City of Gladstone
City of Gresham
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Oregon Parks & Recreation
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City of Portland
City of Ridgefield
City of Sherwood
City of Tigard

City of Troutdale
City of Tualatin
Tualatin Hills Parks & Recreation
City of Vancouver
Washington County
City of Washougal
City of West Linn
City of Wilsonville
City of Wood Village

how to use these guidelines

This document is organized into sections that relate to sign types, information content, function, and location planning. These are described below in a brief overview.

section 1: introduction

The first part of this manual provides background information to help planners, designers, and fabricators better understand the intent and purpose of the Regional Trail Network, how to use these guidelines, and frequently asked questions.

section 2: sign family overview

An important early step is to understand the function of your sign system as a whole. Developing a set of standards for your trail and determining which options from these guidelines you will integrate into your system, before moving into design and fabrication, will be useful as questions arise during design and fabrication. This section includes a detailed overview that describes and illustrates each sign type showing content and message variations for pedestrian-only and multi-use trails, roadway connections, and the Intertwine identity.

section 3: sign location planning

During the planning stage, decisions will have to be made about sign type and placement, as well as what will be done when a site doesn't fit neatly into your standards. This section illustrates various trail and roadway connection scenarios as a guide for sign location planning and selection of appropriate sign types and messages.

section 4: design guidelines

The design guidelines create a standard for sign appearance throughout the Regional Trails Network with dimensioned drawings, colors, sizes, message layouts, and imaging techniques. Each sign type has a specific function within the greater sign system (e.g. trailhead, on-street trail connector, etc.). With example layouts and templates, this section should help resolve what information is important and how it can be best communicated.

section 5: fabrication details

When ready to begin the production process, the fabrication specifications provide detailed information for the production of each sign type based on commonly available materials and processes. Sign post options are included to accommodate various jurisdictional requirements and preferences. Though specifications for the installation of sign posts will vary by jurisdiction, guidance for post installation is also included in this section.

section 6: appendix

The appendices provide further resources including: names and locations of existing and planned Regional Trails; definitions of terms used frequently in the development of trail systems (e.g. designations such as "greenway" and "corridor"), and information on where to find additional jurisdictional signage documents.

process flow chart for signing a regional trail

Identifying base information for trail/trail segment

Regional trail name

Trail sign system: **new** or **integrated** with existing

Mode of travel: **multi-use** or **pedestrian only**

Facility type: **off-street** trail or **on-street** connection

Applicable regulations

Determining sign locations

Trail entry points

Decision points: **on-street connections, pedestrian and bicyclist routes, intersections,** and **spurs**

Mileage: sign every 1/4 mile throughout trail (see FAQs)

Developing trail maps

Identify the following depending on area shown:
» trail(s)
» streets that intersect the trail or that lead to a nearby amenity
» landmarks and/or destinations (e.g. rivers, parks, cities, districts)
» amenities (i.e. transit stops, picnic areas)
» on-street connection route (if applicable)

Maps should be "heads-up" (see FAQs)

Maps should be simple and graphic for quick comprehension of vicinity

Developing messages

Trailhead

Determine if **Regional System Trailhead** or **Standard Agency Trailhead** will be used

Develop applicable rules and regulations

Develop trail map(s) with mileage to key points

Trail access

Develop applicable rules and regulations

Determine whether to use a **trail map** or **directionals** depending on site context (i.e. space, speed of travel, complexity of route)

Develop trail map(s) with mileage to key points (if applicable)

Directionals

Establish a hierarchy of destinations for signing:
» **use major landmarks** along the trail as necessary to orient the user (i.e. city, major park, district)
» direct to regional **destinations on approach** to destination (i.e. park, district, library, transit hub, major streets, other trails)
» include **relevant amenities** at decision points (i.e. streets/roads, transit stops, local amenities)

Consistently sign destination throughout trail to arrival at destination

Include consistent on-street connection information (as applicable):
» direct pedestrians and/or bicyclists to **crosswalks** on the way to the next off-street trail segment
» include **connection diagram map** as necessary for complex on-street connections

Consistently sign on-street to arrival at off-street trail segment

Establish destination mileage (if applicable)

FAQs

What do I use if my regional trail already has signage?
While some regional trails currently maintain signage from an adopted Sign Manual, these guidelines provide sign types that can be integrated into existing sign systems. In Section 3, the methodology for sign placement and content can be used by a jurisdiction with existing signage to add to their system as necessary.

How should I determine mileage for my regional trail?
Check with Metro to determine the "zero point" or benchmark for each trail's mileage numbering system. For riparian trails, the general rule is to use river miles, with zero located at the mouth of the stream. The Wildwood Trail's mileage is marked south to north and the Springwater Trail is marked west to east. Develop mileage standards for your trail and be sure to keep them consistant throughout the trail system.

What is "heads-up" mapping?
"Heads-up" maps are oriented according to where they are situated, not necessarily north-south. North, south, east, and west rotate to correspond with the direction the user is facing. If you look at the map and you are facing south, the top of the map is south and the bottom is north. On the other side of the panel, the information would be the opposite—now you are facing north and north is at the top of the map. The purpose is to allow people to quickly orient themselves without having to know where cardinal north is.

Can I use abbreviations when signing my regional trail?
Follow the guidance on abbreviations found in Section 1A.15 of the 2009 Manual for Uniform Traffic Control Devices.

We are already using ODOT's standard bicycle signs on our off-street multi-use trail, why should we use signage from these Guidelines?
Because of the popularity of Portland's Bicycle Signage, which have been adopted by ODOT (sign number OBD1-3), some agencies in the region have implemented these signs along off-street multi-use trails. While that signage is highly effective, it is designed primarily for bicyclists traveling at an average roadway speed. Borrowing from that system, these guidelines accommodate both bicyclist and pedestrian trail users.

What is The Intertwine?
The Intertwine is the Portland metropolitan region's network of parks, trails and natural areas. More information about The Intertwine is available at www.theintertwine.org.

I need a sign that isn't in these Guidelines. How do I resolve that?
The examples provided in these guidelines should not be taken as an exhaustive list of every possible scenario. The intention is to provide enough guidance for a planner or designer to create consistent solutions for any scenario they may encounter. Strive for consistency and clarity.

Will these Guidelines be updated?
Yes. Metro considers this a "living" document. If your experience designing and installing signs from this document generates new information about what works and what doesn't work, please provide that information to Metro for consideration in future updates.
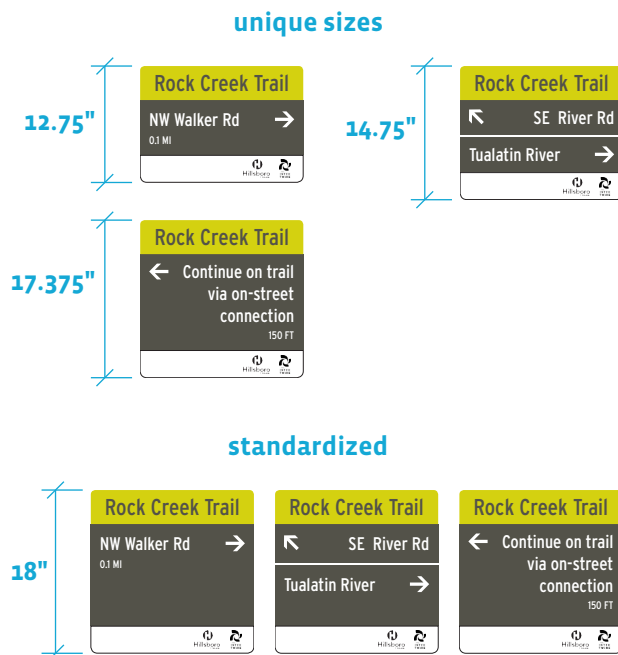
How can I apply these guidelines economically?
A good way to sign a trail economically is to standardize—standarding sign sizes, post types, and the method of installation will make your project more cost efficient. In section 4 of these guidelines, there are very precise layout specifications. However, if you layout your signs according to these specifications, only to find you have 18 unqiue sign sizes, you may consider making the layouts more uniform by adding blank space at the bottom (below the last directional messsage and above the footer). For example, if you have signs that are 13", 14" and 17"—make them all 18" tall. Remember, the width of the signs cannot be changed.

unique sizes

12.75"

| Rock Creek Trail |
| NW Walker Rd → |
| 0.1 MI |

14.75"

| Rock Creek Trail |
| ↖ SE River Rd |
| Tualatin River → |

17.375"

| Rock Creek Trail |
| ← Continue on trail via on-street connection |
| 150 FT |

standardized

18"

| Rock Creek Trail |
| NW Walker Rd → |
| 0.1 MI |

| Rock Creek Trail |
| ↖ SE River Rd |
| Tualatin River → |

| Rock Creek Trail |
| ← Continue on trail via on-street connection |
| 150 FT |

How do I decide what destinations to include?
Because these signs are oriented to bike and pedestrians traffic, the destinations included on directional signage should be limited to no more than 5 per sign. Remember, all destinations can be included on maps

found at trailheads and trail access points. There is a two-step process for determining whether or not a destination should be included on directional signage.

Step 1
Destinations must fall under one of the following eligible categories: **permitted commercial attractions** (zoos, botanical gardens, aquariums, and arboretums), **permitted community destinations** (shopping and business districts, government buildings, and military bases), **permitted cultural/institutional destinations** (arenas, schools, healthcare centers, libraries, museums, and performing arts centers), **historical/ architectural destinations** (historical buildings or districts), **recreational destinations** (waterfronts and boat launches, trails and parks, and sports facilities), **tourist services** (visitor centers), and **transportation** (historic and heritage roads, mass transit centers, and nearby transit connections).

Step 2
If a destination can be included in one or more of the categories from step 1, then you should rate its value to trail users as either Tier 1 (important to almost all users and usually included), Tier 2 (important to most users and sometimes included), or Tier 3 (relevant and included when there is space). Rate destinations based on the following criteria: **distance** (how far away is the destination? at what point along the trail should it be introduced as a destination?), **size of the attraction** (how popular is the destination?), **adequate access** (is the route to the destination paved or unpaved? is the destination/route ADA? is there clear signage to it?), **daily and/or seasonal operation** (is the destination only open and operational during certain hours/days/months?), **regional significance as identified by stakeholders and/or the city** (does the destination have local, regional, or national significance?).

How do I organize my destinations?
There are three tiers to destination organization. First, group destinations by **direction**. List destinations that are straight ahead (up arrow) first, then destinations to the left, then destinations to the right. Within that group, destination should be ordered by **distance** from closest to furthest. If there are two destinations with identical mileage they should be listed **alphabetically**.

What is the difference between reflective and retroreflective? What should I use?
Signs printed on reflective materials are luminous when light hits them. Reflective materials reflect light in a diffuse way. When light hits the surface, it bounces off in different directions. Generally, you can print directly onto a reflective material with solvent-based inks.

Signs manufactured with retroreflective materials are highly-reflective (appearing almost backlit) when light hits them. Retroreflective materials are specially-engineered to cause light to bounce back at the same angle it came from. This produces a much brighter, more vivid reflection. You cannot easily print directly onto a retroreflective material. Graphics can be applied with electrocut films or injection printing.

reflective   **retroreflective**
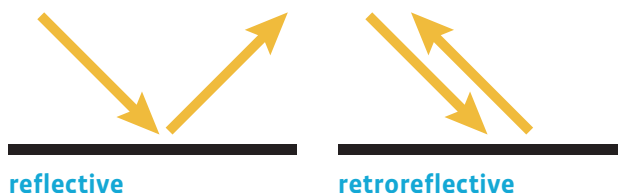
These guidelines recommended that all pedestrian and multi-use signs be manufacured with **reflective** materials in order that they be more visible during low-light conditions (e.g. dusk and dawn). However, the MUTCD states that pedestrian wayfinding signs should not be retroreflective (2D.50.11). Bike signs that follow MUTCD guidelines must use retroflective materials.

General rule for the Intertwine: all signs (pedestrian and multi-use) can be **reflective**, but not retroreflective—except MUTCD bike signs which must be retroreflective.

See **section 5** for fabrication details and a list of recommended print materials.

2:2 off-street trail signs
Use these sign types anywhere along off-street trail segments.

2:8 on-street connection signs
Use these sign types along street right-of-ways that connect off-street trail segments.

2:10 the intertwine logo component
Use these components to identify the trail as part of the Regional Trail Network.

TYPE A: vertical trailhead

12'-0"

11'-0"

10'-0"

9'-0"

8'-0"

7'-0"

6'-0"

ADA STANDARD 703.5.5
middle of map at
"eye-height" (60")

5'-0"

4'-0"

3'-0"

2'-0"

1'-0"

Trolley Trail

TRAIL RULES:

Yield to pedestrians.

Keep animals under control. Keep pets on a leash and waste must be removed.

Keep the trail clean.

Stop at intersections and obey all traffic laws.

Keep right and pass on the left.

Motorized vehicles are prohibited.

Please be respectful of neighbors.

In an emergency dial

911

Milwaukie Police Dept.
Non-Emergency Dispatch
503-786-7500

Trail contact:
503-794-8030

NCPRD.com
NCPRD ORG. 07.2004

painted aluminum pole   **galvanized telespar pole**

TYPE A: trailhead

Trailhead signs are located at major trail access points that are distinguished by features such as vehicle parking, restrooms, staging areas, or major trail entrances. This sign type identifies the trail and modes of travel in the header. It includes a map of the entire trail and the surrounding amenities while also providing space for trail regulations and jurisdiction information in the sidebar and partner logos in the footer. Any map should be installed centered at "eye-height" (60"). Use of reflective vinyl is recommended, but not required.

references

Layouts on page 4:11   Trail map guidelines on page 4:9   Manufacturing page 4:2

TYPE A: horizontal trailhead

12'-0"

11'-0"

10'-0"

9'-0"

8'-0"

7'-0"

6'-0"

5'-0"

🚴 🚶 **Trolley Trail**

TRAIL RULES:

911

4'-0"

3'-0"

ADA STANDARD 903.2
28"-34" AFF

150°

2'-0"

1'-0"

TYPE B: trail access

12'-0"

11'-0"

10'-0"

9'-0"

8'-0"

7'-0"

6'-0"

ADA STANDARD 703.5.5
middle of map at
"eye-height" (60")

5'-0"

4'-0"

3'-0"

2'-0"

1'-0"

Wildwood Trail

Trail continues

Fanno Creek Trail

TYPE B: trail access

Trail access signs are located at trail access points where the trail typically meets the street right-of-way. This sign type identifies the trail and mode of travel in the header while also providing space for trail regulations and jurisdiction information in the sidebar and partner logos in the footer. This sign type includes a trail map of the immediate vicinity and amenities, and may include a brief directional statement. This sign type is compatible with The Intertwine Branding Signage. Any map should be installed centered at "eye-height" (60"). Use of reflective vinyl is recommended, but not required.
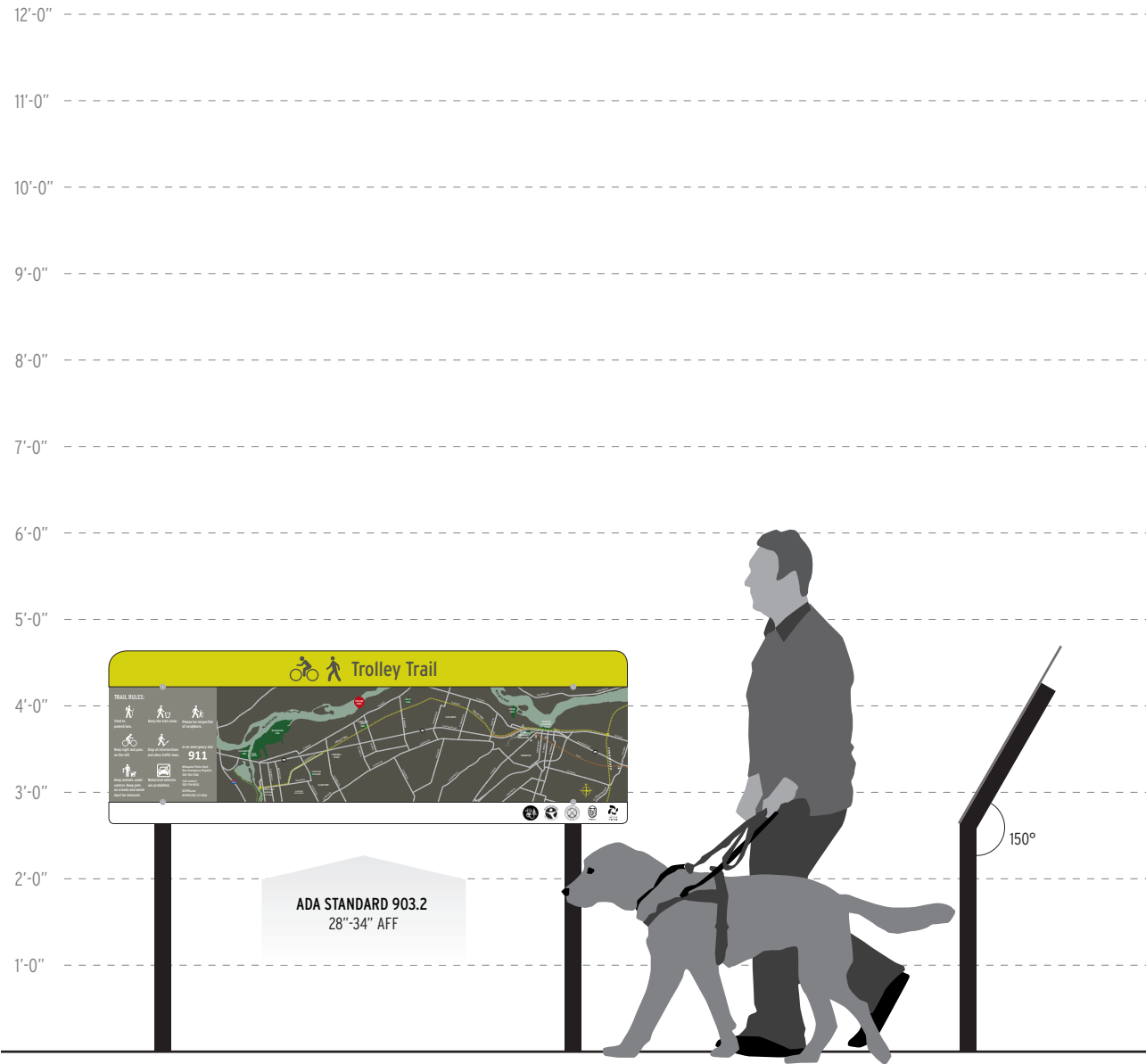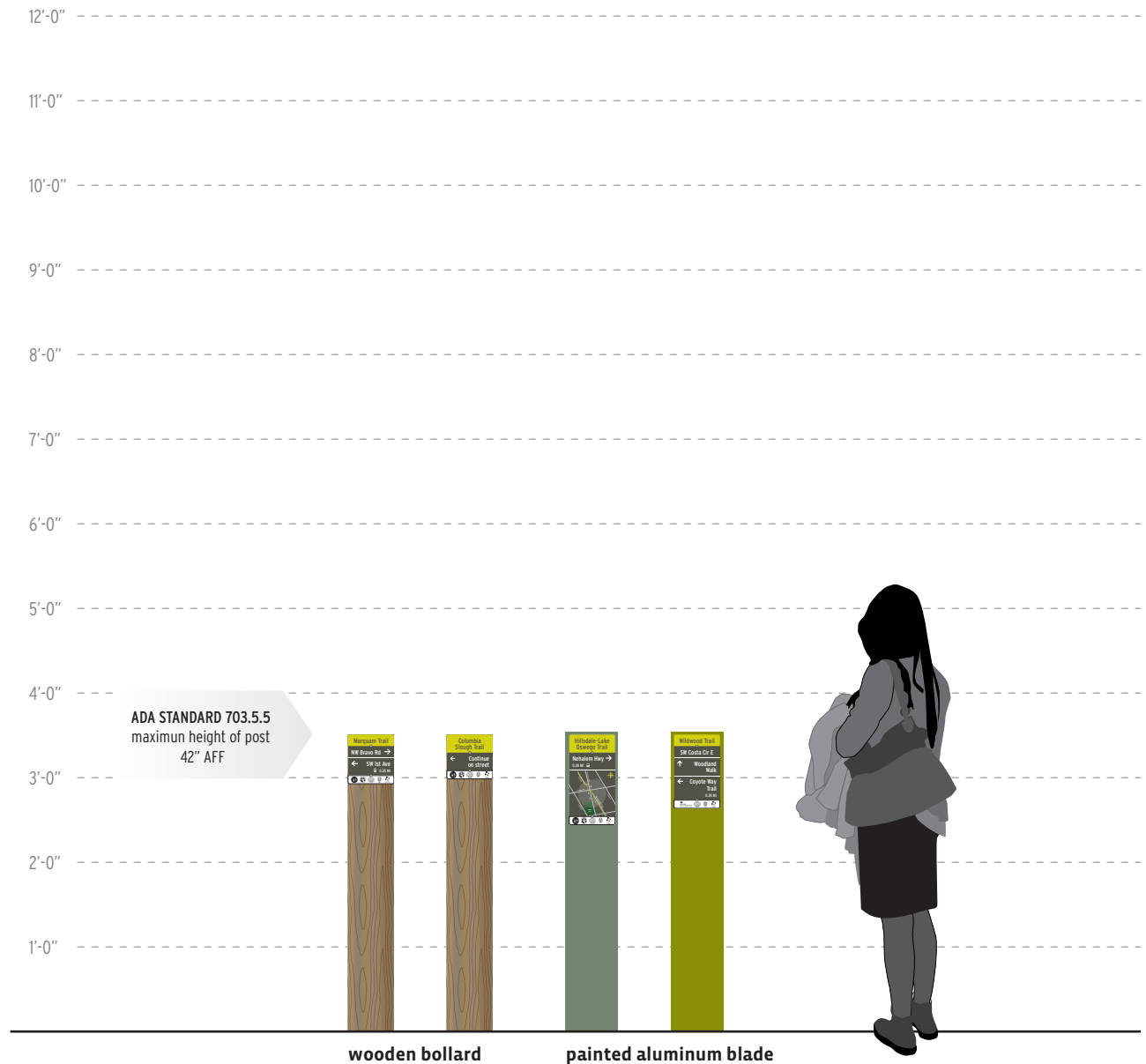
references

Layouts on page 4:21   Trail map guidelines on page 4:9   Manufacturing page 4:2

TYPE C: off-street pedestrian directional

12'-0"

11'-0"

10'-0"

9'-0"

8'-0"

7'-0"

6'-0"

5'-0"

4'-0"

ADA STANDARD 703.5.5
maximun height of post
42" AFF

3'-0"

2'-0"

1'-0"

Marquam Trail
NW Bravo Rd →
← SW 1st Ave

Columbia
Slough Trail
← Continue
on street

Hillsdale-Lake
Oswego Trail
Nehalem Hwy →

Wildwood Trail
SW Costa Cir E
↑ Woodland
Walk
← Coyote Way
Trail

wooden bollard   **painted aluminum blade**

TYPE C: off-street pedestrian directional

This sign type is located along off-street, pedestrian-only regional trail to provide directional information. This sign may have a close-up map to show street crossings or complicated connections. It has space for partner logos in the footer and may or may not have mileage statements. These signs are smaller and can be installed lower because they are intended only for pedestrian use.
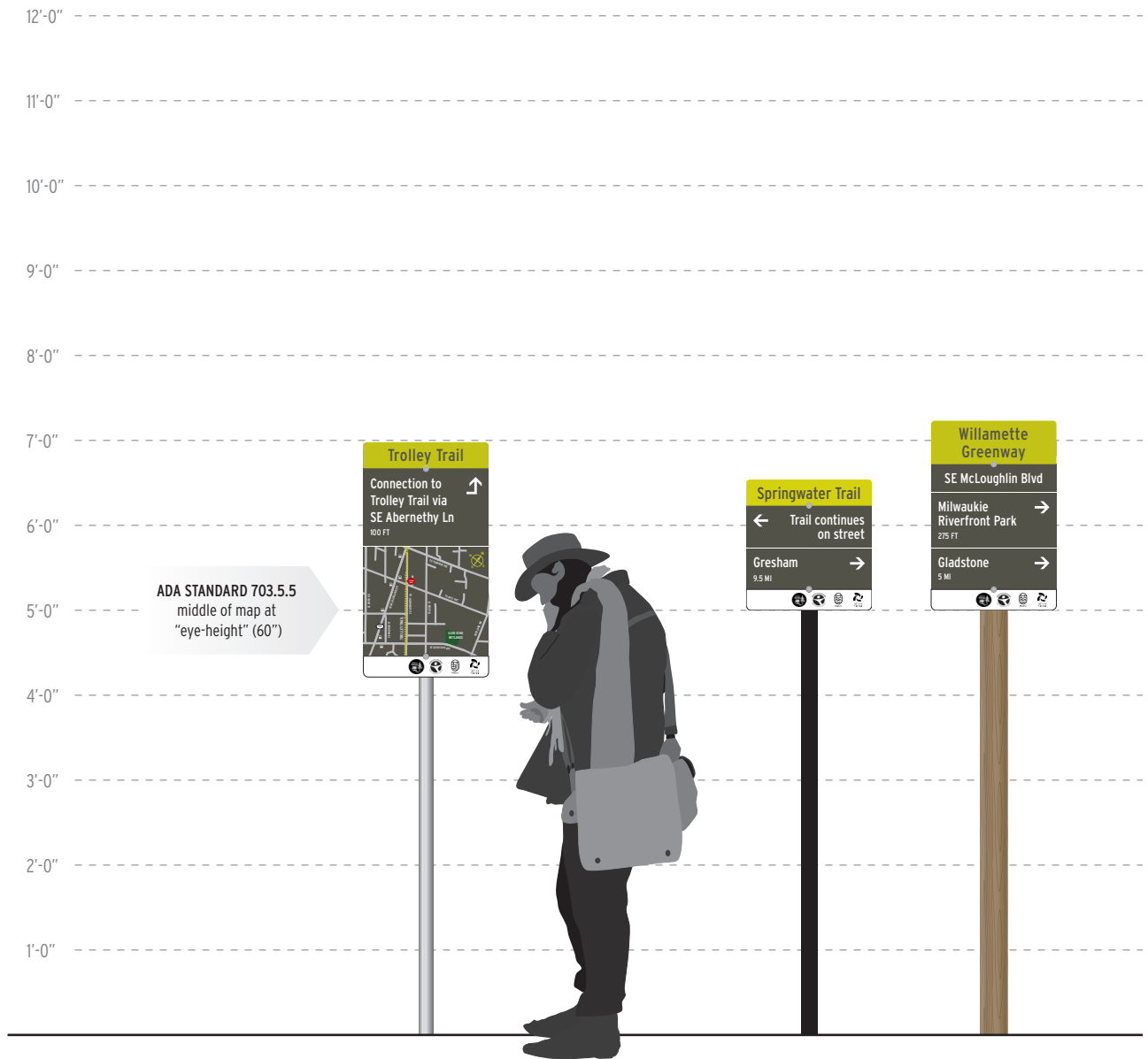
references

Layouts on page 4:26   Trail map guidelines on page 4:9   Manufacturing page 4:2

TYPE D: off-street multi-use directional

ADA STANDARD 703.5.5
middle of map at
"eye-height" (60")

Trolley Trail

Connection to
Trolley Trail via
SE Abernethy Ln
100 FT

Springwater Trail

← Trail continues
on street

Gresham →
9.5 MI

**Willamette
Greenway**

SE McLoughlin Blvd

Milwaukie →
Riverfront Park
275 FT

Gladstone →
5 MI

TYPE D: off-street multi-use directional

This sign type is located along an off-street, multi-use regional trails to provide directional information. This sign may have a close-up map to show street crossings, complicated connections, or nearby amenities. It has space for partner logos in the footer and may or may not have mileage statements. The bottom of all directionals should be installed at an even height—ideally at 60" (unless trail regulations or the jurisdiction require they be higher). Any map should be installed centered at "eye-height" (60").
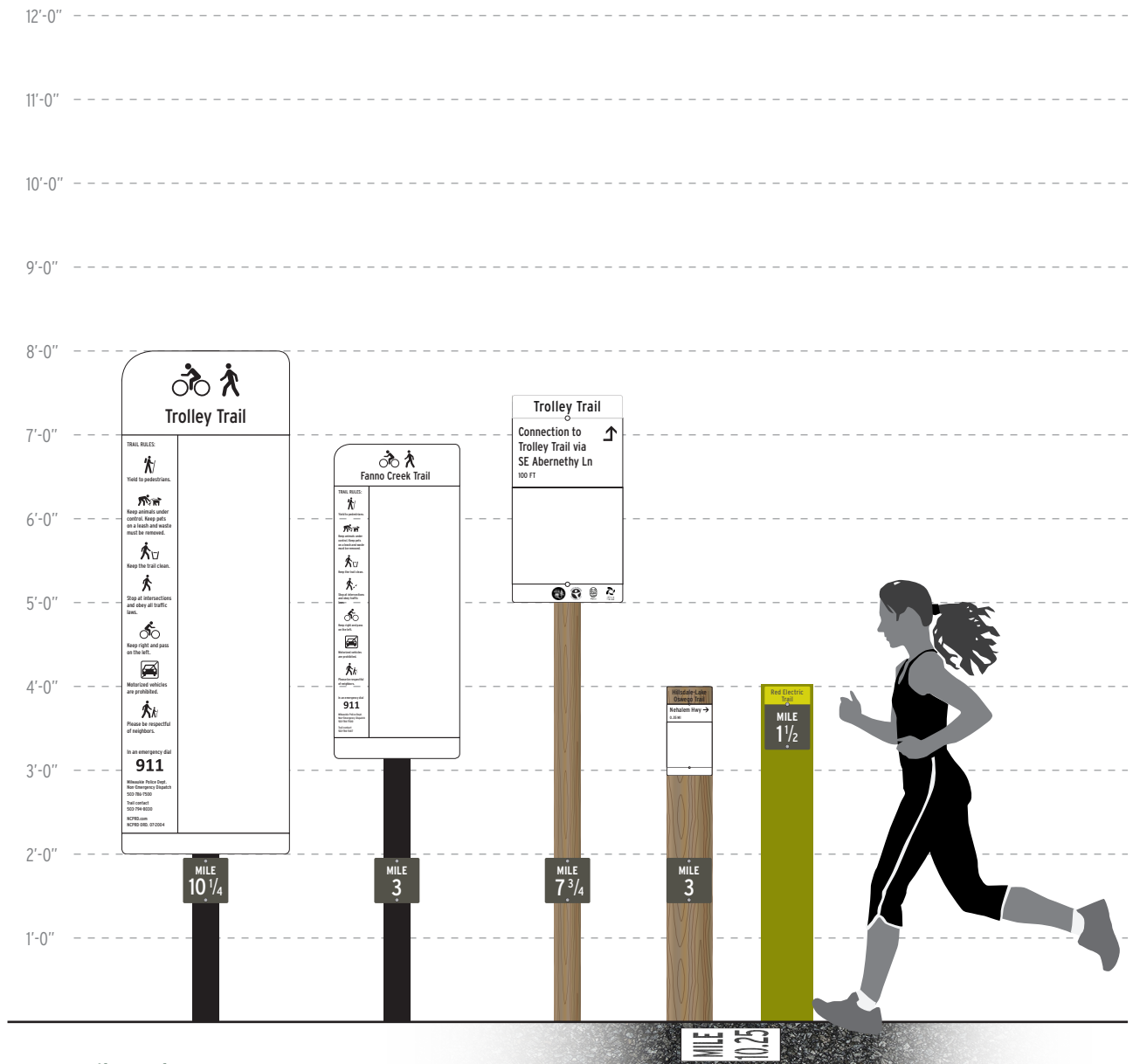
references

TYPE E: mile marker

TYPE E: mile markers

This sign type is located at 1/4 mile increments along a regional trail. They should be installed at a consistent height throughout the trail (around 24") and can be installed with other signs on the same post. If mile marker is installed on stand-alone post, it should include a header and be installed at the height of an off-street pedestrian directional so as not to be a tripping hazard. Use of reflective vinyl is recommended, but not required. The layouts for this sign type can also be adapted for use as pavement markings.
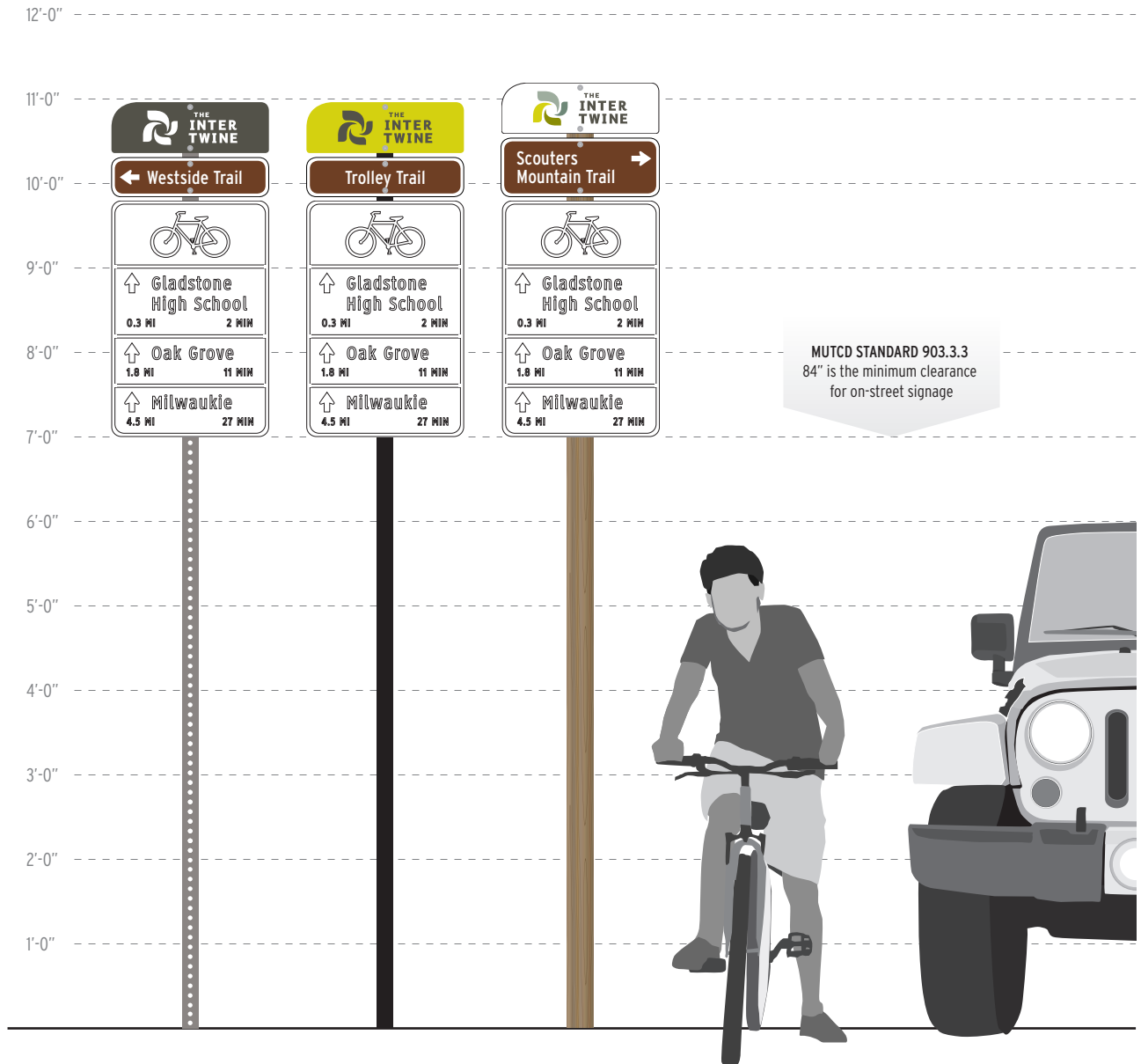
references

Layouts on page 4:42   Manufacturing page 4:2

TYPE G: on-street bicycle header

12'-0"
11'-0"
10'-0"
9'-0"
8'-0"
7'-0"
6'-0"
5'-0"
4'-0"
3'-0"
2'-0"
1'-0"

Sign 1 (left):
THE INTER TWINE
← Westside Trail
[bicycle icon]
⇧ Gladstone High School
0.3 MI   2 MIN
⇧ Oak Grove
1.8 MI   11 MIN
⇧ Milwaukie
4.5 MI   27 MIN

Sign 2 (center):
THE INTER TWINE
Trolley Trail
[bicycle icon]
⇧ Gladstone High School
0.3 MI   2 MIN
⇧ Oak Grove
1.8 MI   11 MIN
⇧ Milwaukie
4.5 MI   27 MIN

Sign 3 (right):
THE INTER TWINE
Scouters Mountain Trail →
[bicycle icon]
⇧ Gladstone High School
0.3 MI   2 MIN
⇧ Oak Grove
1.8 MI   11 MIN
⇧ Milwaukie
4.5 MI   27 MIN

MUTCD STANDARD 903.3.3
84" is the minimum clearance for on-street signage

TYPE G: on-street bicycle header

This sign type is located in the street right-of-way to connect bicyclists to the off-street trail segments. The MUTCD allows The Intertwine signage on-street as long as they are oriented to bicyclists/pedestrians and not to traffic (9B.02). Use of reflective vinyl is required.

references

Layouts on page 4:46   Manufacturing page 4:5

MUTCD: on-street bicycle directional

| 🚲 | 🚲 | 🚲 |

↑ Forest Grove
1.0 MI   6 MIN

← Hagg Lake Trail
330 FT   1 MIN

← SW Herr Rd
430 FT   1 MIN

↑ Gresham
1.0 MI   6 MIN

↑ Wy'East Way Path
1.8 MI   10 MIN

← Fairview
4.3 MI   26 MIN

← SE 172nd Ave
0.6 MI   4 MIN

Rock Creek →
0.1 MI   1 MIN

Scouters Mountain Trail →
0.5 MI   4 MIN

MUTCD STANDARD 903.3.3
84" is the minimum clearance for on-street signage

MUTCD: on-street bicycle directional

This sign type is located in the street right-of-way to connect bicyclists to the off-street trail segments. The MUTCD allows The Intertwine signage on-street as long as they are oriented to bicyclists/pedestrians and not to traffic (9B.02). Use of reflective vinyl is required.
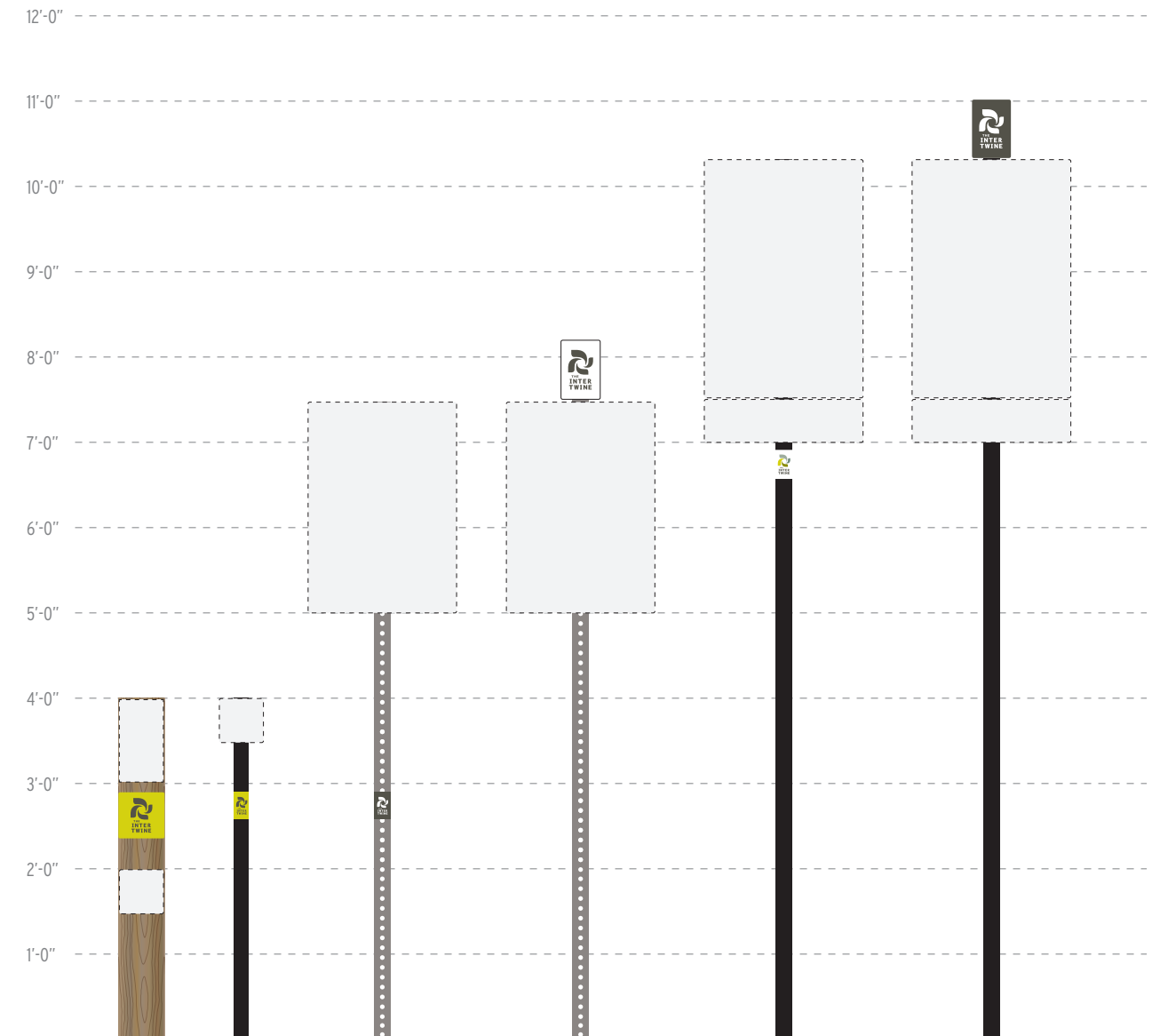
references

Layouts on page 4:46   Manufacturing page 4:5

TYPE H: logo components

TYPE H: logo components

This sign type is used in combination with other off-street regional trail and on-street connection signs. Examples illustrate how to add The Intertwine logo to various types of existing and new signs.

references

Layouts on page 4:50   Manufacturing page 4:5

typical sign placement

When mounting on-street, please follow MUTCD standards. The most current version of the MUTCD can be downloaded at http://mutcd.fhwa.dot.gov.

11'-0"
10'-0"
9'-0"
8'-0"
7'-0"
6'-0"
5'-0"
4'-0"
3'-0"
2'-0"
1'-0"

Tonquin Trail

↑ Oak Grove
0.4 MI

← McLoughlin Blvd
🚌 0.4 MI

SE River Rd →
0.2 MI 🚌

**7' 0"– 10' 0"
optimal zone for
on-street multi-use panels**

**5' 0"– 8' 0"
optimal zone for
off-street multi-use panels**

Springwater Trail

← Trail continues
on street

Gresham →
9.5 MI

panel faces
away from trail

2' 0" clearance
between trail
and sign edge

2' 0" clearance
between trail
and sign edge

**standard
center mount**

**flag mount
option**

*NOTE: the edge of the trail is assumed to be the edge of the traveling or paved surface; the trail shoulder is not considered part of the travelway.

11'-0''

10'-0''

9'-0''

8'-0''

7'-0''

6'-0''

5'-0''

4'-0''

3'-0''   **24" – 42"**
optimal zone for bollard mounted
pedestrian-only panels

Hillsdale-Lake
Oswego Trail

Nehalem Hwy →

2'-0''

1'-0''

2' 0" clearance
between trail
and sign edge

2' 0" clearance
between trail
and sign edge

bollard

signing at intersections

This page illustrates guidelines for the spacing between signs. Regulatory, warning, and other (vehicular) guide signs have higher priority than community wayfinding signs. Community wayfinding signs cannot be installed in a location or position where they would obscure road users' view of higher priority traffic control devices (MUTCD 2D.50.06).
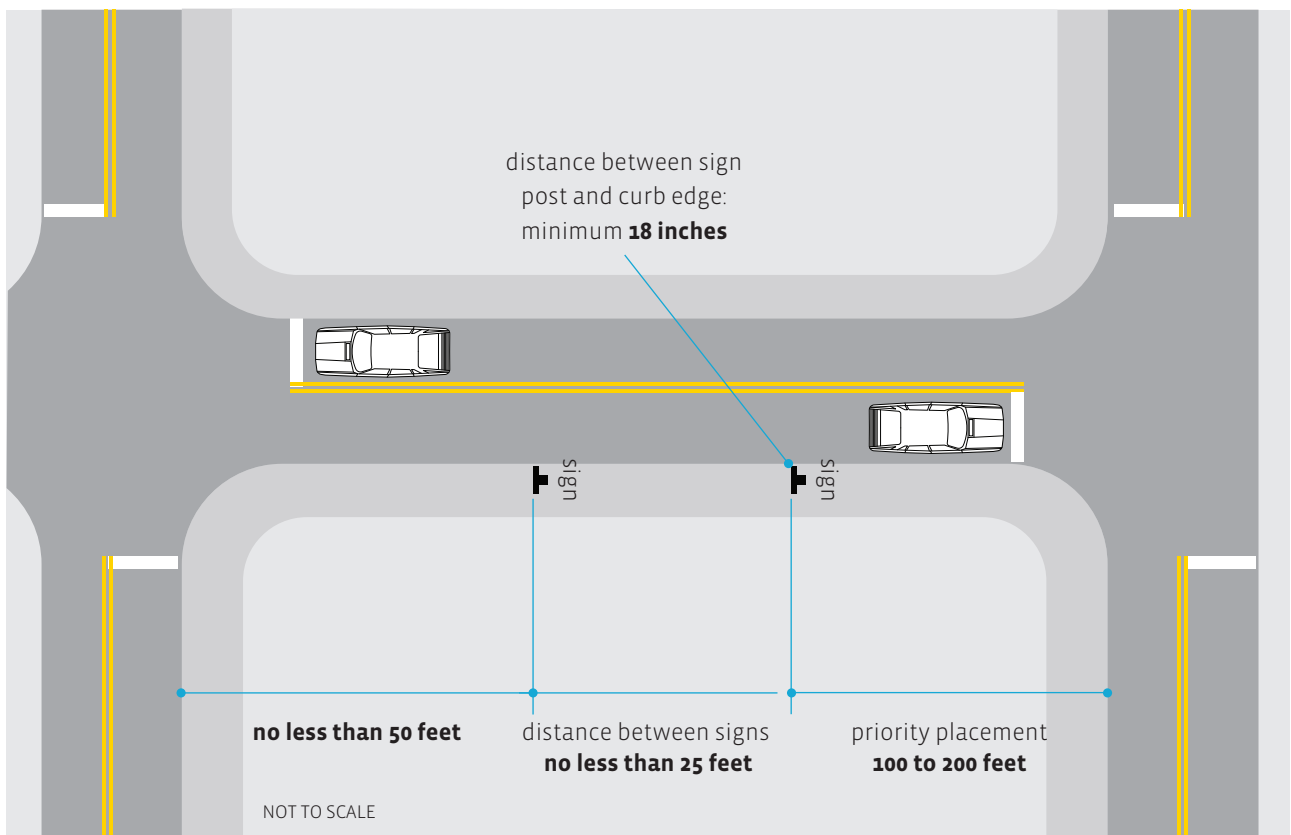
Traffic Control Devices

Signs shall be located so as not to interfere with, obstruct, or divert road users' attention from any other official traffic control device. Other official traffic control devices placed at intersection approaches, subsequent to the placement of a wayfinding sign, shall have precedence as to location and may require the relocation of the wayfinding sign.

Terrain

Signs shall be located to take advantage of natural terrain, to minimize impacts on scenic environment and to avoid visual conflicts with other signs, trees, and lampposts within the city right-of-way.

Off-street

When placing signs off-street along a trail, wayfinding signage won't be competing with other traffic control devices, however, the same general rules apply to signage placement. Signs should always be placed a minimum of 25 feet apart. On bike paths, consider placing signs 25–50 feet prior to intersections to give riders advanced notice of a turn.

distance between sign post and curb edge: minimum **18 inches**

sign

sign

no less than 50 feet

distance between signs **no less than 25 feet**

priority placement **100 to 200 feet**

NOT TO SCALE

mounting multiple panels

There may be some trail situations, such as intersections, where more than one wayfinding panel is needed. You may need to catch the attention of visitors coming from different places, or you may need to communicate different information to visitors heading in different directions.
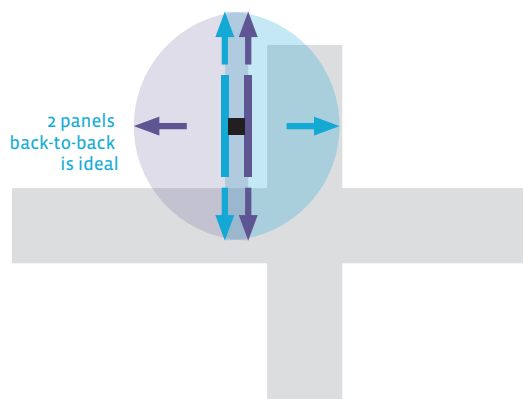
Single panel

A single panel can direct visitors in three directions—left, right, and straight ahead. Along straight sections of trail, for simple turns, at spur intersections, and most T-intersections, a single panel may be appropriate. The placement of the post will change who the information is oriented towards. Are to directing people to a spur trail? Are you catching people who are entering the main trail? If you need to direct to a destination straight ahead (up arrow), be sure the visitor will be facing in that direction when reading the sign.

orient to user along main trail

orient to user entering from side trail
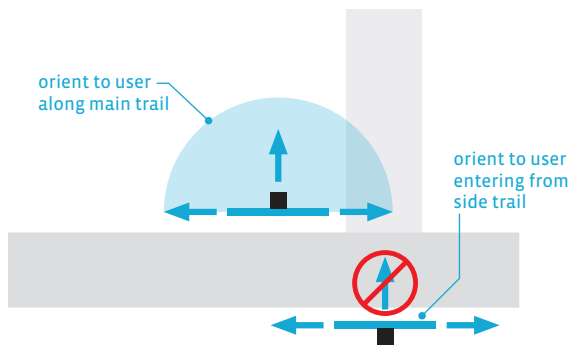
Front and back

Two panels back-to-back allows visitors who are traveling in different directions to be given only the information that is most relevant to them. There is never a need to use the a down arrow. After all, visitors don't need to know where they have come from, only what lies ahead.

2 panels back-to-back is ideal

Stacking multiple panels

There will be instances when a single panel is not enough, for example at a four-way intersection. Adding a second panel that is perpendicular to the first allows you to not only communicate more information but to orient it to the visitors approaching from different directions.

single panel is not ideal here
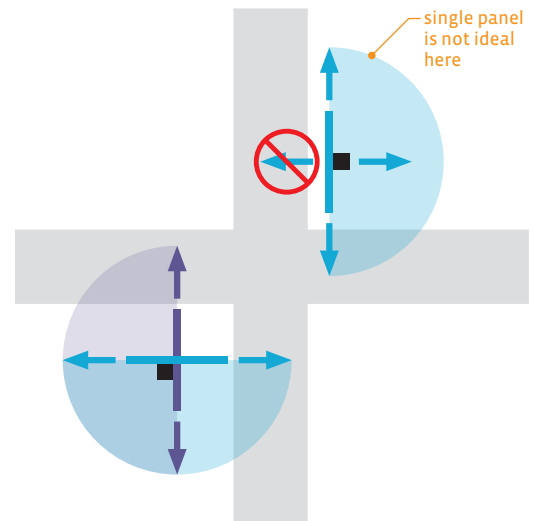
Straight, left, right

If you are faced with a situation where you need to use an arrow that faces down, it is always better to add another panel that is either on the back of or perpendicular to the first. Down arrows are unclear at best, as everyone interprets them differently, and visitors do not usually need to know where they have come from. Moving that information to a second panel will generally allow you to use a left, right, or up arrow.
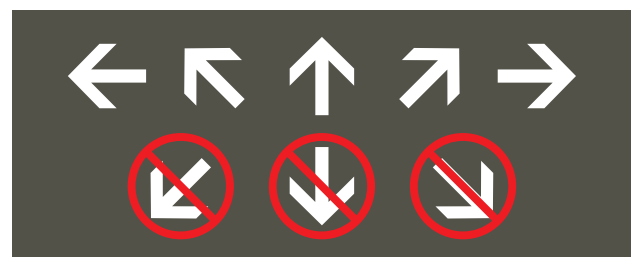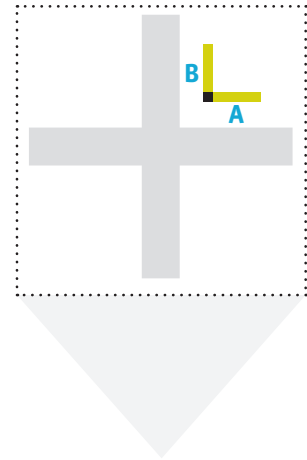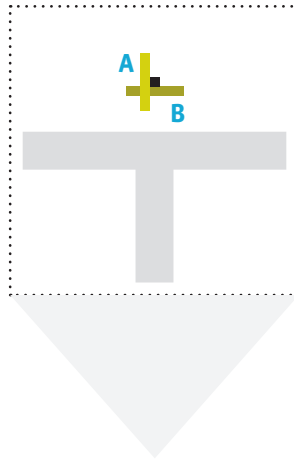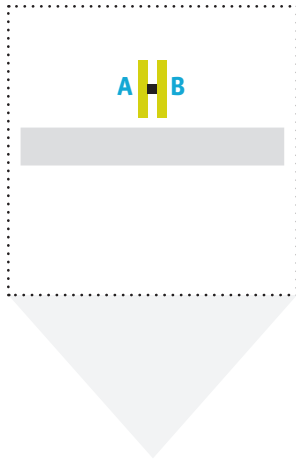
**standard
center mount**
back-to-back

**standard
center mount**
stacked
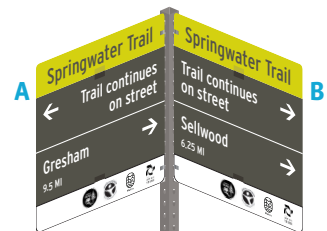
**flag mount
one or two sides**

A

A   B

A   C
B
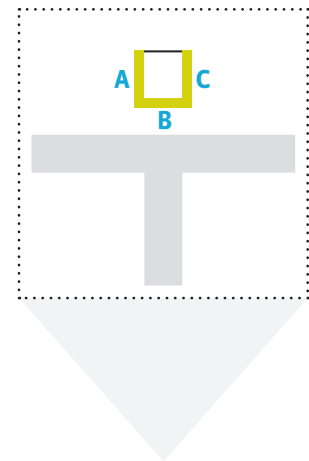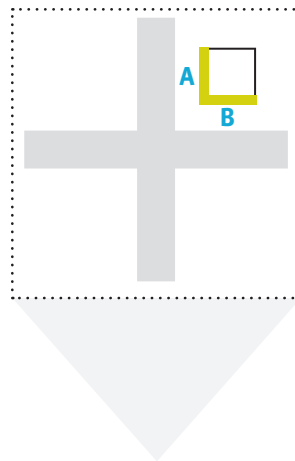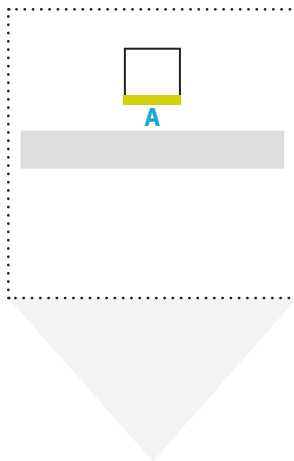
single panel
faces trail

double panel
placed at intersection
with one legend for
each trail

**single, double,
or triple panel**
depending on the
information you may
place one panel
facing the trail (B),
place two panels on
opposite sides of
the post (A/C), or
place three panels —
on the face and on
either side (A/B/C).

trail scenario 1: on-street connections

The following examples illustrate the types of signs and messages to consider when off-street trail segments are connected via an on-street route.
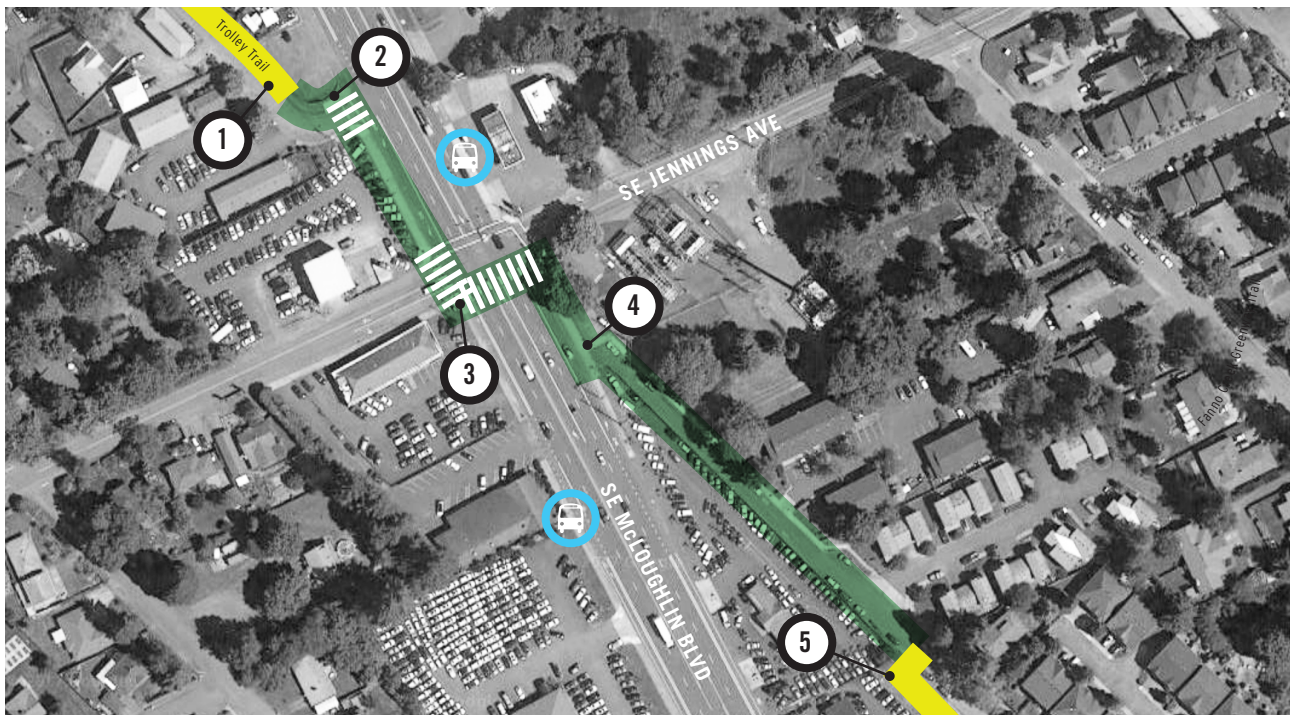
① This is an access point for the trail. **Sign Type B** can be used to provide the trail name as well as mode of travel.

This is also the point where the trail continues via an on-street connection. **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name and how to connect to the next off-street trail segment using the nearest crosswalk. If there is a transit stop in the immediate vicinity, the symbol for it can be included in the message.

②, ③ & ④ These are confidence markers. **Sign Type D** or **Type G** can be used at this location. Consider using a map to reinforce the route the user will take between off-street trail segments.

⑤ This is an access point for the trail. **Sign Type B** can be used to provide the trail name as well as mode of travel.

This is also the point where the trail continues via an on-street connection. **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name and how to connect to the next off-street trail segment using the nearest crosswalk. If there is a transit stop in the immediate vicinity, the symbol for it can be included in the message.

① This is an access point for the trail. **Sign Type B** can be used to provide the trail name as well as mode of travel.

This is also the point where the trail continues via an on-street connection. **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name and how to connect to the next off-street trail segment using the nearest crosswalk. If there is a transit stop in the immediate vicinity, the symbol for it can be included in the message.

② & ③ These are confidence markers. **Sign Type D** or **Type G** can be used at these locations to direct to trail users along the on-street connection to the next off-street trail segment. Consider using a map to reinforce the route the user will take between off-street trail segments.

④ This is an access point for the trail. **Sign Type B** can be used to provide the trail name as well as mode of travel.

This is also the point where the trail continues via an on-street connection. **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name and how to connect to the next off-street trail segment using the nearest crosswalk. If there is a transit stop in the immediate vicinity, the symbol for it can be included in the message.

trail scenario 2: trail connections

The following examples illustrate the types of signs and messages to consider when trails intersect off-street.
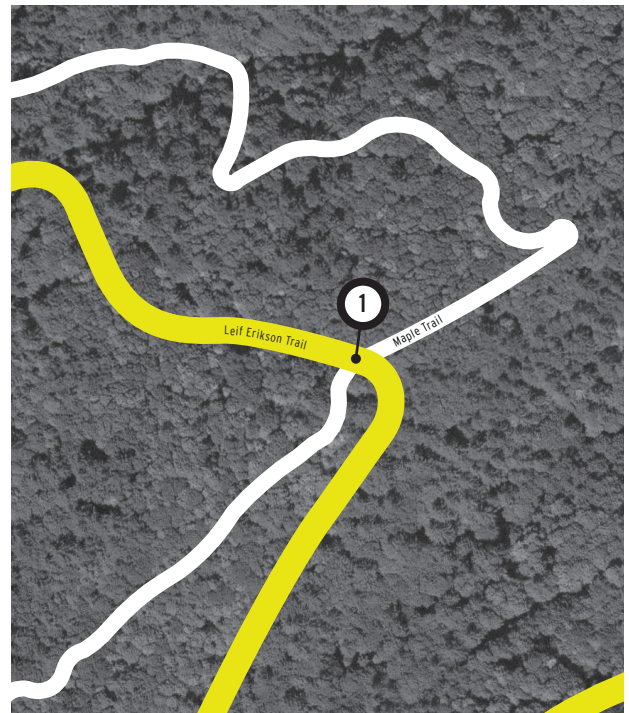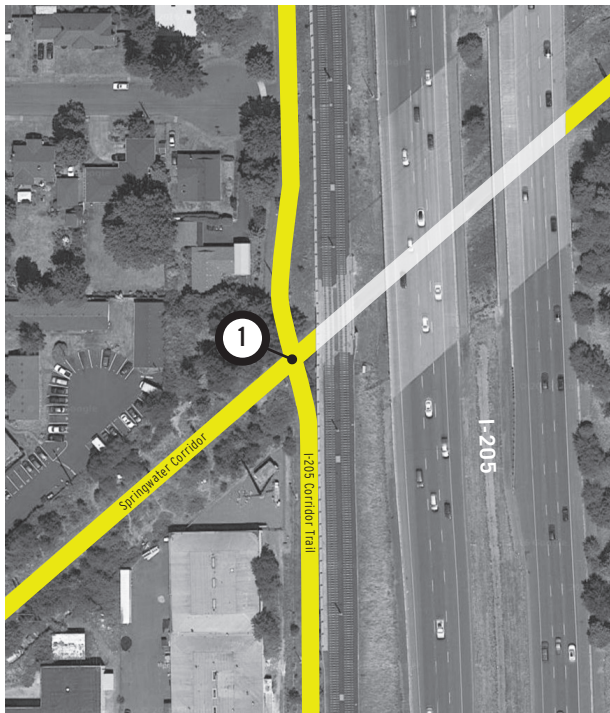
① Depending on mode of travel, use **Sign Type C** or **Type D** to direct to the regional (or non-regional) intersecting trail. To orient the user, use cardinal directions (north, south, east, west) after the trail name. If there is an amenity along the trail or in the immediate vicinity (e.g. a transit stop, restrooms, etc.) those symbols can be included in the destination message.

If the intersecting trail is non-regional (as shown in the example above on the right), the signage installed along the regional trail should direct to the non-regional trail as a destination with orienting cardinal directions.

Amenities should only be included with the destination if the local trail signage supports it or if the amenity is in the immediate vicinity.

Entering the regional trail, the jurisdiction should provide signage as necessary so that regional trail messages are available from all directions.

1 This is an access point for the trail. **Sign Type B** can be used to provide the trail name as well as mode of travel.

This is also the point where the trail intersects with another trail. **Sign Type C** or **Type D** (depending on mode of travel) oriented perpendicular to the **Type B** sign (on the same post whenever possible) can be used to direct to the intersecting trail. If there is a transit or other amenity in the immediate vicinity, consider including the symbol for it in the directional message.

2 This location is also an access point to the trail. **Sign Type B** should be located facing the street.

Perpendicular to the **Type B** sign (on the same post whenever possible), use **Sign Type C** or **Type D** (depending on mode of travel) to direct to the intersecting trail as well as any destinations and amenities ahead. Directional panels should direct to end destinations (Portland, Gresham, etc) or cardinal directions (north, south, east, west) to orient the user.

trail scenario 3: spur trails

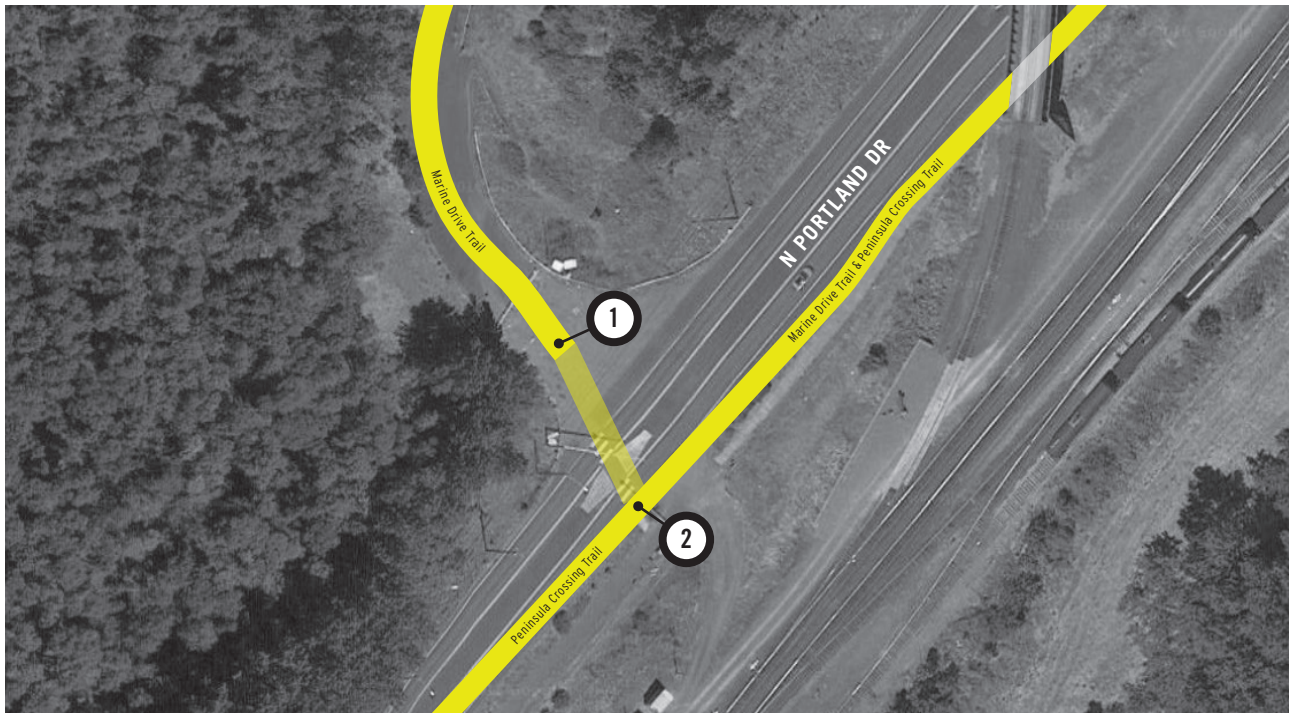The following examples illustrate the types of signs and messages to consider when a trail spurs off to connect to transit, an amenity, a street, or a destination.
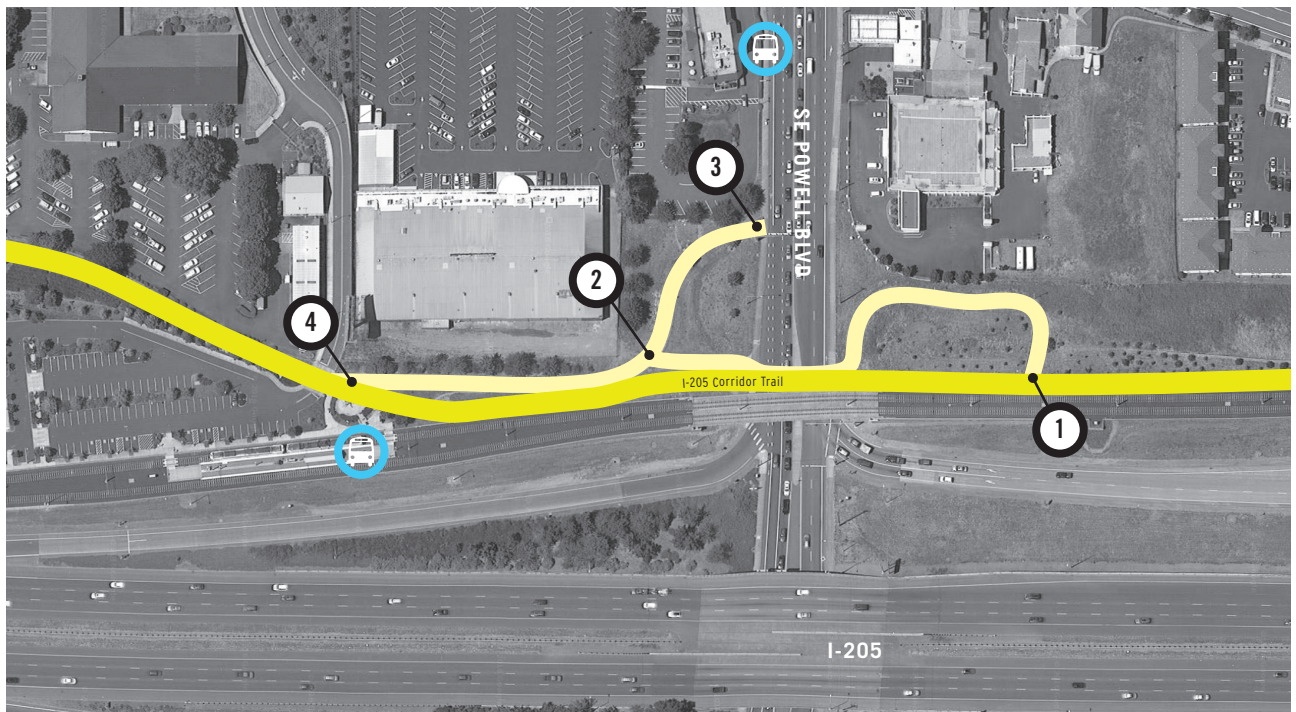
① & **④** In this location, **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the amenities, such as street name and transit located off the trail spur, destinations ahead, as well as the MAX line immediately off the trail. This would be an example of transit being a stand alone destination.

② This is decision point because it is an intersection and a confidence marker is recommended. **Sign Type C** or **Type D** (depending on mode of travel) can be used to reinforce directional messages.

③ This is an access point to the trail. Entering the trail, **Sign Type B** can be used to provide the trail name as well as mode of travel.

Exiting the trail, **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name, transit in the immediate vicinity, as well as cardinal directions (north, south, east, west) or city destinations (Portland, Gresham, etc) to orient the user. Landmark destinations, such as parks and districts should only be directed to if there is adequate bicycle and/or pedestrian

on-street signage leading to that destination or if the destination is in the immediate vicinity.

In the above example, signage at location #3 can direct to transit since the stop is on the same side of the street and therefore in the immediate vicinity.
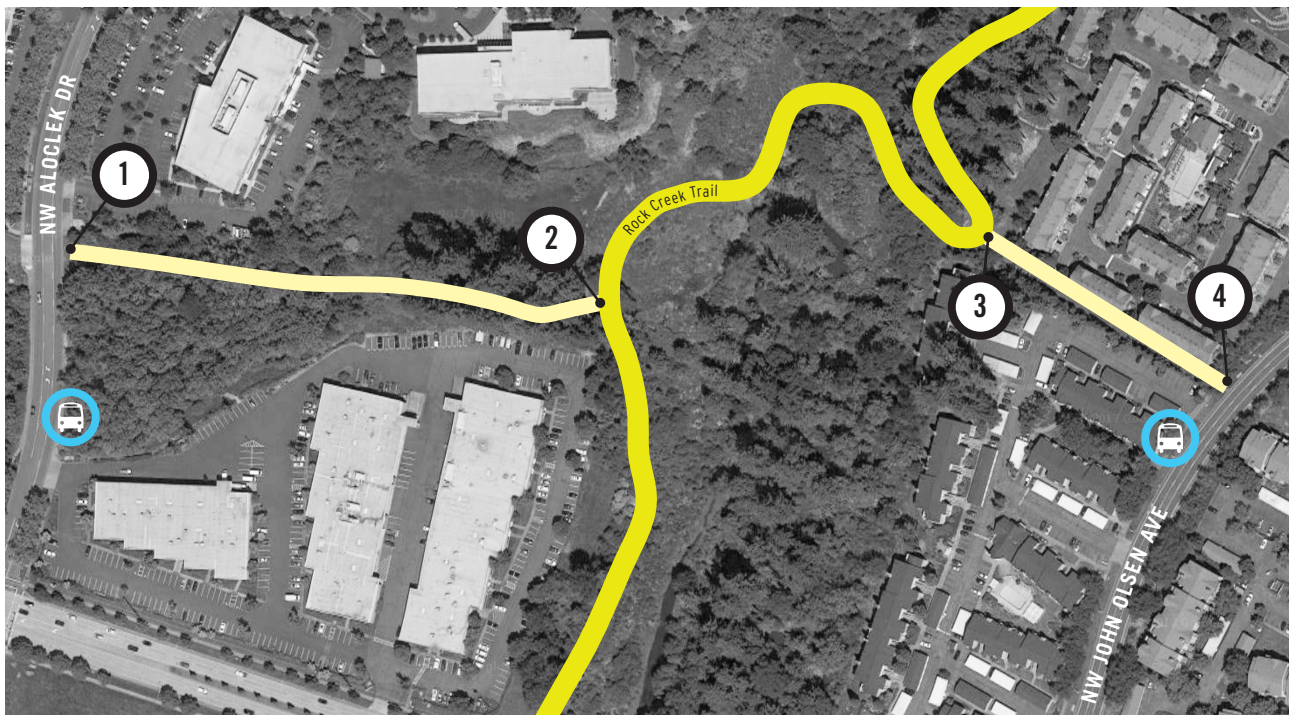
① & ④ These are access points to the trail. Entering the trail, **Sign Type B** can be used to provide the trail name, as well as mode of travel.

Exiting the trail, **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name, transit in the immediate vicinity, as well as cardinal directions (north, south, east, west) or city destinations (Portland, Gresham, etc) to orient the user. Landmark destinations, such as parks and districts should only be directed to if there is adequate bicycle and/or pedestrian

on-street signage leading to that destination or if the destination is in the immediate vicinity.

In the above example, signage at locations #1 and #4 can direct to transit since the stop is on the same side of the street and therefore in the immediate vicinity.

② & ③ At these locations, **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of nearby amenities, such a street name and transit located off the spur trail, as well as any destinations ahead.

application of the intertwine logo to existing signs

In many cases, a sign program, apart from the designs show in these guidelines, are in use along off-street regional trails and on-street connections. Multiple options can be used to integrate The Intertwine logo and identify the trail as part of the Regional Trail Network and The Intertwine. The following examples give options on how to do so. Refer to **Sign Type H** in Section 4 for fabrication details.

Since The Intertwine is not a single sign trail, but rather a network of trails, the logo is not used as a directional sign with an arrow. Instead, it is used as a confidence marker to show visitors that they are within a familiar network.

① & ② These examples illustrate the option of applying an aluminum sign with The Intertwine logo to an existing sign post.

③ This example illustrates the option of applying a small vinyl wrap with The Intertwine logo to an existing sign post.

④ This example illustrates the option of painting The Intertwine logo in a bike lane (or sidewalk) along an on-street trail connection as allowable by individual jurisdictions (MUTCD 3B.20, pg 387, 2009 edition).

(5) This example illustrates the multiple options for applying The Intertwine logo to different types of signs in the same sign system. Examples shown include vinyl wraps and badges, as well as a post cap.

(6) & (7) These examples show The Intertwine logo integrated into the trail signage design, adjacent to the jurisdiction logo.

Salmon Creek
Greenway Trail

Graham
Oaks
NATURE PARK

Metro

Villebois Trailhead

color matrix

This matrix provides color specifications across all materials referenced in these guidelines in order to maintain consistency across all regional trails.

color		digital & direct print	translucent vinyl	transparent film
	1 charcoal	Pantone Black 7C 60c 50m 75y 70k	3M 3630-69 & Gerber 220-69 (Duramodic); Oracal 8800-080 (Brown)	Oracal 8300-073 (Dark Grey)
	2 grass	Pantone 397C (on white vinyl) 15c 5m 100y 12k Pantone 809C (on reflective vinyl)	3M 3630-115 & Gerber 220-65 (Light Lemon Yellow(; Oracal 8500-025 (Brimstone Yellow)	Oracal 8300-025 (Brimstone Yellow)
	3 sky	Pantone 5635C 35c 9m 20y 20k	--	--
	4 forest	Pantone 582C 35c 10m 100y 38k	--	--
	5 slate	Pantone 5625C 28c 0m 29y 48k	--	--
	6 light gray	0c 0m 0y 30k	3M 3630-71 (Shadow Grey); Gerber 220-31 (Medium Grey)	Gerber 225-31 (Medium Grey); Oracal 8300-074 (Middle Grey)
	7 brown	Pantone 469C 0c 52m 100y 62k	3M 3630-109 (Light Rust Brown); Gerber 220-29 (Russet Brown); Oracal 8500-831 (Middle Brown)	Oracal 8300-079 Reddish Brown

typography

Metro may be able to help agencies purchase font licenses. Contact Metro for more information at 503-797-1700 or 503-797-1804 (TDD).

Interstate
Based on Federal Highway Administration (FHWA) typeface used in MUTCD.

Interstate Regular Condensed
Use for all message content.

A B C E D F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

Interstate Bold Condensed
Use for all mileage on directional signs.

ABCEDFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Clearview Hwy
Newly adopted typeface for green Portland Bicycle Signage for higher legibility. Use of this typeface is optional.

Clearview Hwy 2-W
If used, use for all message content.

A B C E D F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

Clearview Hwy 3-W
If used, use for all mileage on directional signs.

A B C E D F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

the intertwine logo

To maintain a consistent presentation of the brand identity, use the configuration of the icon and type shown below. To ensure its integrity and visibility, The Intertwine logo should be kept clear of competing text, images, and other logos with adequate clear space on all sides as shown. There can always be more space surrounding the logo, but not less.

When the color version of The Intertwine logo cannot be used, the following versions are available. Please note that The Intertwine logo should not be used in any colors or combinations of colors other than those presented in these standards.

For additional sizing suggestions, refer to **Sign Type H** layouts.

For color specifications, refer to the color matrix on **page 4:2**.

height of logotype

minimum clear space

recommended clear space

recommended clear space
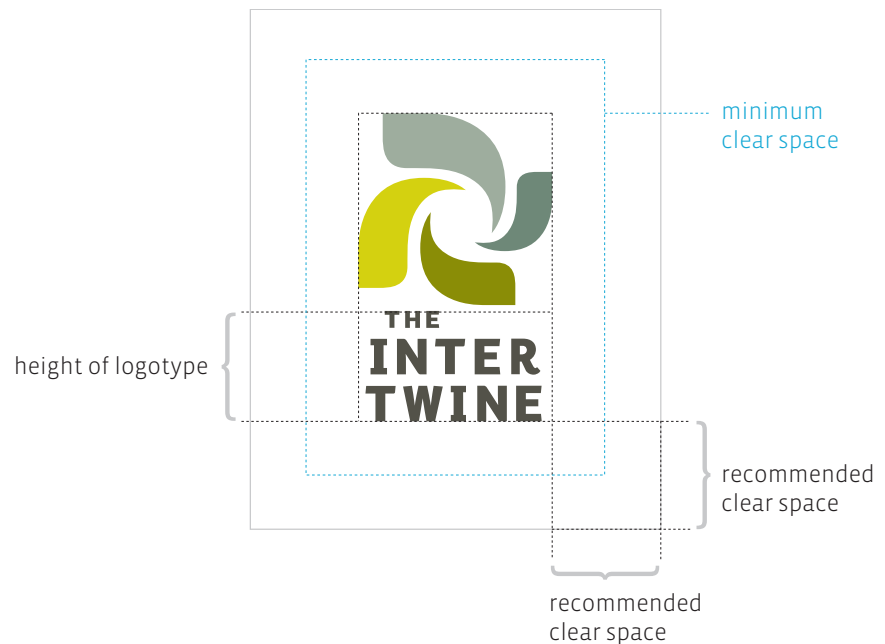
allowable logo configurations

logo in colors 1-5
on white background

logo in color 1
on white background

logo in colors 1
on color 2 background

logo in white
on color 1 background

other logos

Each jurisdiction will be responsible for developing their own logo using the layout dimensions of each sign type illustrated later in this section. Although the jurisdiction may choose to apply their logo and/or trail logo more prominently than partner or network logos, this grid provides a guideline for the sizing and the placement of multiple logos in the footer.

In order to maintain a clean appearance, logos should be displayed in black & white or grayscale.
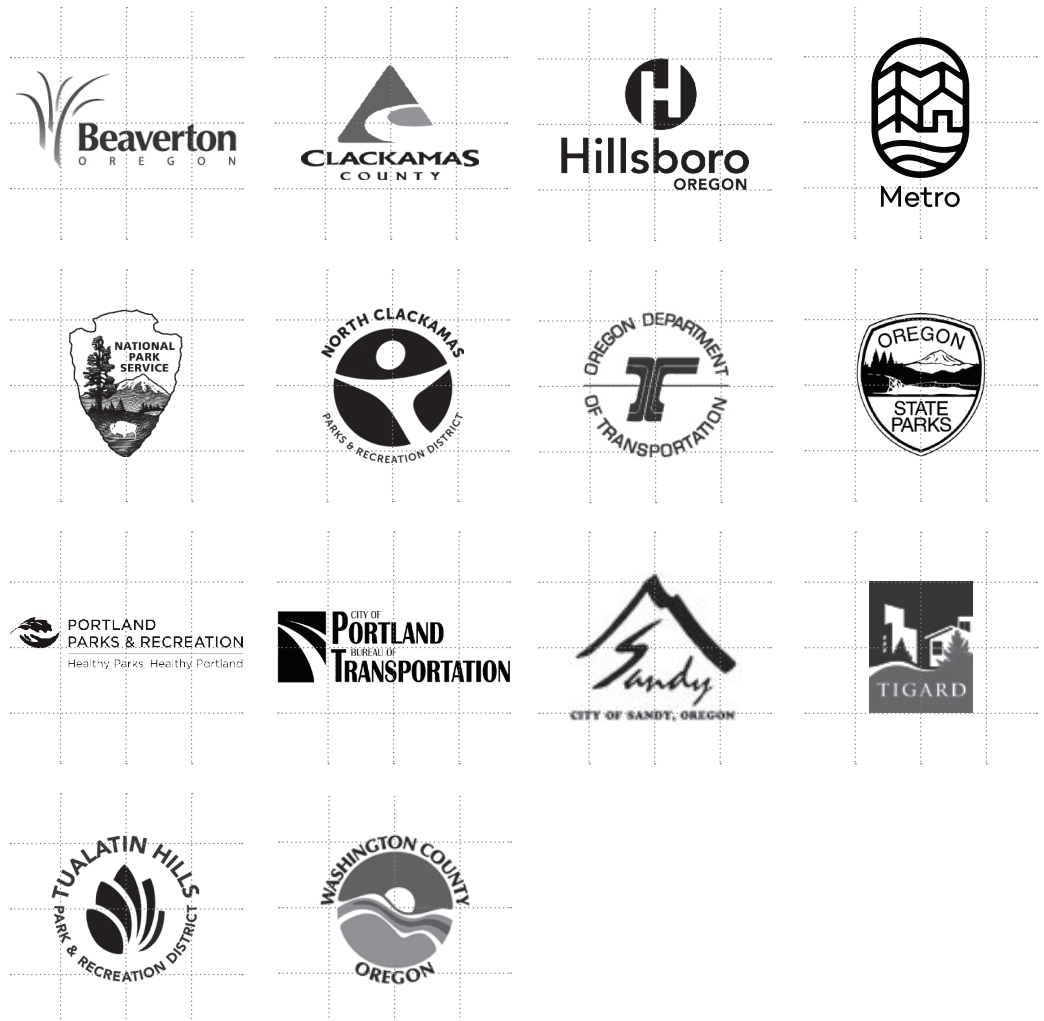
These guidelines advise that trail logos appear with jurisdiction and partner logos in the footer. In order to maintain a clean appearance, logos should be displayed in black & white or grayscale as shown.
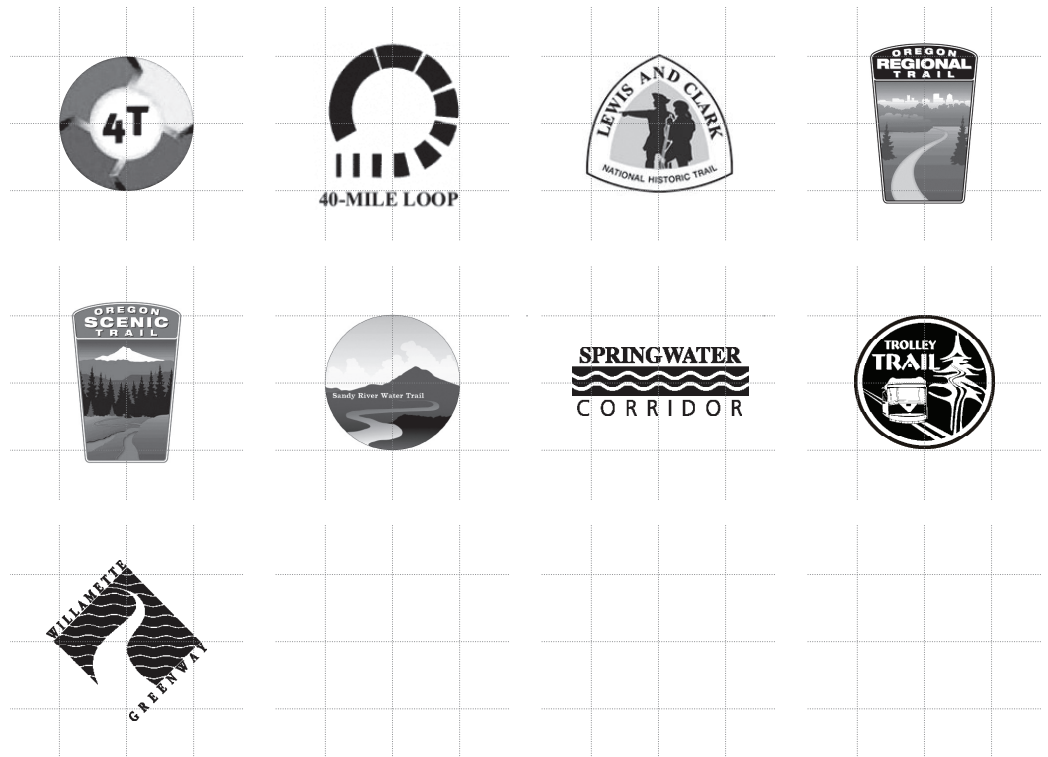
symbols

These universal symbols are taken from the National Park Service pictograph set. For the entire symbol listing visit *www.nps.gov/hfc/map-symbols.htm*.

Mode of travel
Use these symbols, typically at trail access points, to indicate the types of use allowed on the trail.

Pedestrian	Hiker	Bicyclist	Roller blading/ skating	Skateboarding
Horseback riding	Motorbike/ATV	Kayak	Motorcraft	Rowboat
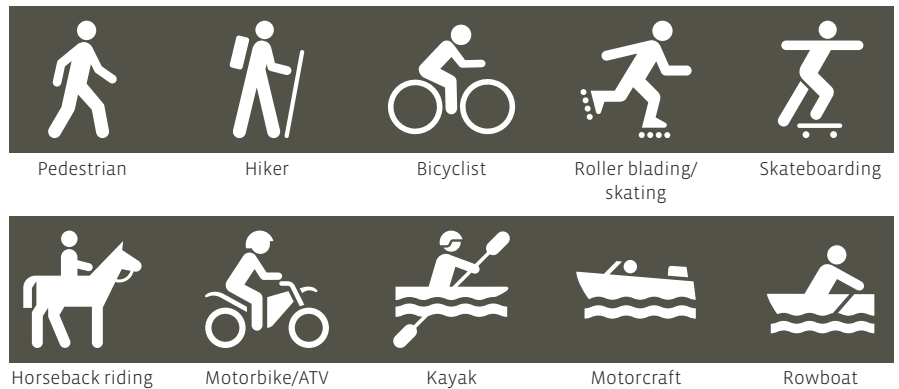
Regulatory
Use these symbols, typically at trail access points, to indicate the types of use not allowed on the trail. Regulatory symbols can be used along with or in place of the trail rules and regulations.

No pedestrians	No bicycles	No horses	No roller blading/ skating	No skateboarding
No golfing	No swimming	No fishing	No camping	No campfires
No parking	No vehicles	No boat launch	No pets	No live music
No drugs	No bottles or cans	No smoking	No alcohol	No weapons

Transit symbols

Use these symbols to direct to a transit stop either in the immediate vicinity or along the route of a destination.

| Bus | MAX light rail | Streetcar | WES commuter rail | Aerial tram |

Additional symbols

Use these symbols to direct to an amenity either in the immediate vicinity or along the route of a destination.

| Accessible | Restroom | Crosswalk | Parking | Information |

| Viewpoint | Point of interest | Recycling | Leash & cleanup after pets | Keep the trail clean |

| Swimming | Playground | Tennis court | Baseball field | Golf |

| Fishing | Boat launch | Stables | Library | Store |

| Campground | Drinking water | Picnic area | Snacks/ refreshments | Food/ restaurant |
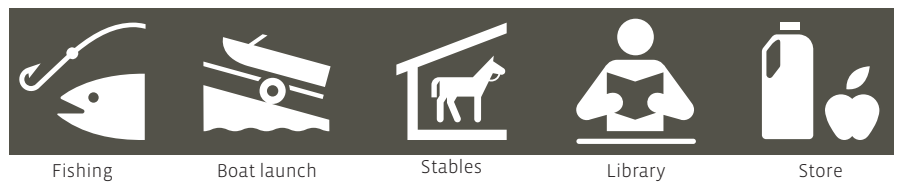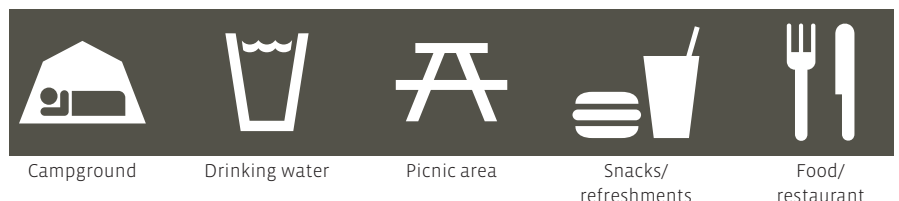
trail maps

Maps should be based on a geographic information system (GIS) map, but should be simplified to allow visitors to quickly read important information. There should be a clear hierarchy. For example, highways and main thoroughfares are shown as a thicker line
than backstreets.

step 1: map area

The first step is to locate a map of the area you intend to represent. Different sign types will contain different types of information: **Sign Type A** will show an overview of the entire trail with only major roads, amenities, and destinations identified; **Sign Type B** will show a trail segment with major roads, amenities, and destinations identified, as well as side streets; **Sign Types C** & **Type D** will show a 1-3 block area with only streets, amenities, and destinations in the immediate vicinity.

step 2: orientation

The map should always be "heads up," meaning it is oriented to what is in front of the visitor—not towards cardinal north. When locating these signs, make sure to orient them so that the illustrated trail and the trail on the ground match.
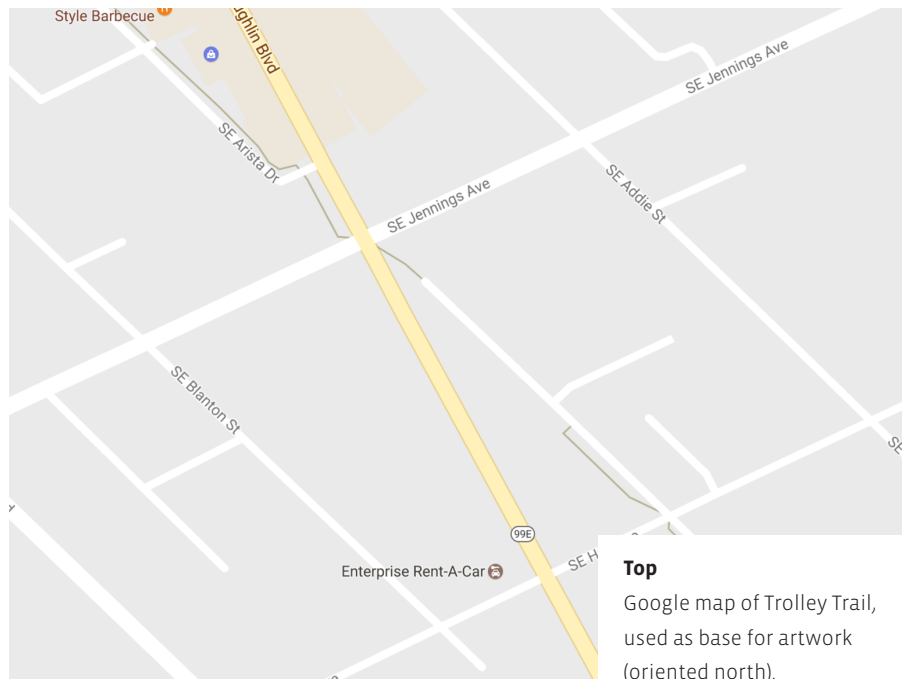
Top
Google map of Trolley Trail, used as base for artwork (oriented north).

Bottom
Google map of Trolley Trail, oriented to the trail or "heads-up."

step 3: simplify map graphics

destinations & streets
Destinations should be well defined and of regional significance. This may include commercial areas, schools, libraries, parks, bicycle routes and other trails, transit centers and MAX stations. Follow similar guidelines for streets, including only those that define boundaries or connect visitors to destinations and amenities.

symbols
Use symbols where possible in the map artwork to show destinations and amenities in relationship to the trail. Symbols should also be used in place of text to illustrate the trail rules and regulations.
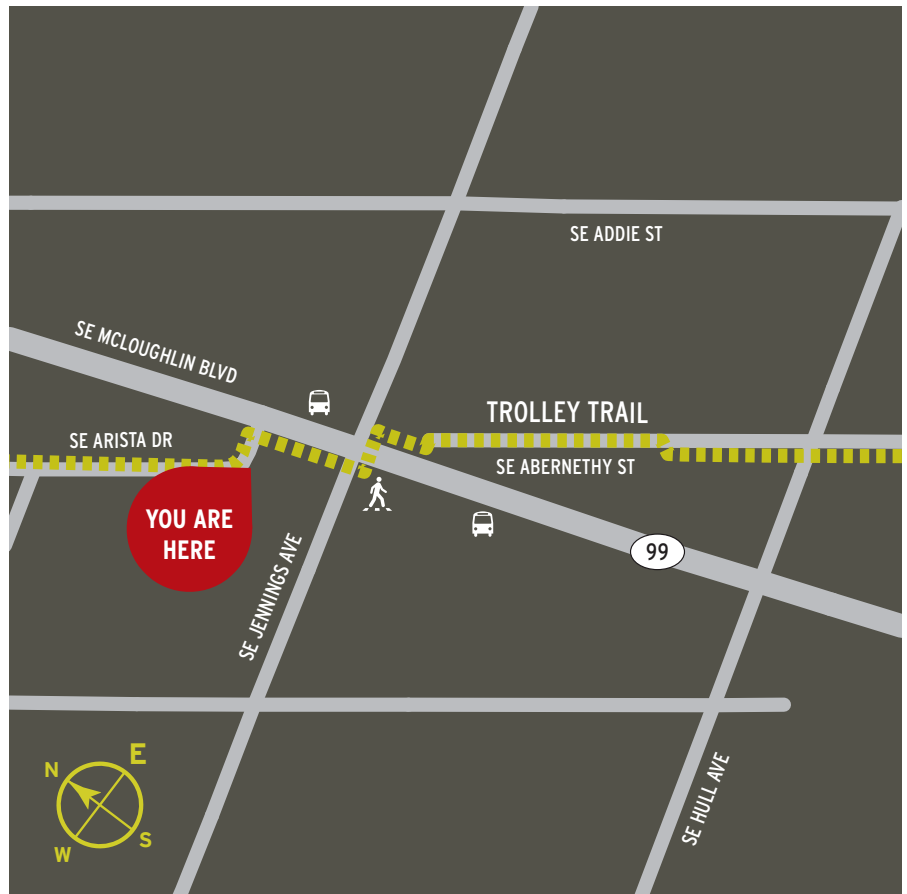
TYPE A vertical: trailhead layout overview

Single or double-sided pylon with internal framing. Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE A: vertical trailhead" on **page 2:2**.

2'-0"

Trolley Trail

TRAIL RULES:

Yield to pedestrians.

Keep animals under control. Keep pets on a leash and waste must be removed.

Keep the trail clean.

Stop at intersections and obey all traffic laws.

Keep right and pass on the left.

Motorized vehicles are prohibited.

Please be respectful of neighbors.

In an emergency dial

911

Milwaukie Police Dept. Non-Emergency Dispatch 503-786-7500

Trail contact 503-794-8030

NCPRD.com NCPRD ORD. 07-2004

31" minimum – 6'-0" maximum

header
background color: 2
text & symbol color: 1

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

trail map
background color: 1

footer
background color: white

sidebar background color: 6 @ 70%

TYPE A vertical: header

Identify the trail name and mode of travel. Trail logos should not appear in the header but rather in the footer For information on universal symbols refer to **page 4:7**.

Single line header

Trolley Trail

R 4.5"
12"
CL
24"

margins:
1" min

top space: 1.75"
R 0.75"
icon: 4.75"
between icon & text: 1.75"
text: 2"
bottom space: 1.75"

Mount Scott Trail

Rock Creek Trail

Double line header

If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.

Lewis & Clark
Greenway Trail

R 4.5"
14"
CL
24"

margins:
1" min

top space: 1.75"
R 0.75"
icon: 4.75"
between icon & text: 1.25"
text: 2"
text and leading: 2.75"
bottom space: 1.5"

Salmon Creek
Greenway

Banks-Vernonia
State Trail

TYPE A vertical: sidebar

This layout integrates all rules and regulations, contact information, and applicable laws and ordinances. Universal regulatory symbols should be used alongside all text. For information on universal symbols refer to **page 4:7**.

margins: 0.75" min
text (title): 0.625" min
text (rule): 0.625" min

rules:
each rule will have a 2.5" icon and a text explanation below, with 0.5" in between. the amount of text may vary.

8"

57"

top space: 1"
space below title: 1.25"
icon: 2.5"
space below icon: 0.5"
space between rules: 1"
icon: 2.5"

TRAIL RULES:
Yield to pedestrians.
Keep animals under control. Keep pets on a leash and waste must be removed.
Keep the trail clean.
Stop at intersections and obey all traffic laws.
Keep right and pass on the left.
Motorized vehicles are prohibited.
Please be respectful of neighbors.
In an emergency dial
911
Milwaukie Police Dept. Non-Emergency Dispatch 503-786-7500
Trail contact 503-794-8030
NCPRD.com NCPRD ORD. 07-2004

this space will vary depending on above etiquette messages

text (rule): 0.675" min
text: 1.75" min
text (regulation): 0.5" min

space: 0.675"
space after "911": 1.25"
space between regulations: 0.85"
bottom space: 1"

TYPE A vertical: trail map

Map artwork can be used at trailheads to illustrate distance, amenities, landmarks, as well as other features in the environs of the trail. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.

16"

57"

bleed:
be sure to include at
least a 0.25" bleed
on the right side of map
graphics for trimming

TYPE A vertical: footer

The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.

top space: 0.5"

logos: 2" X 2"

bottom space: 0.5"

3"

24"

margins: 1" min

space between logos: 0.85"

R 0.75"

TYPE A horizontal: trailhead layout overview

Single or double-sided pylon with internal framing. Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE A: horizontal trailhead" on **page 2:3**.

31" minimum – 6'-0" maximum

2'-0"

Trolley Trail

TRAIL RULES:

Yield to pedestrians.

Keep the trail clean.

Please be respectful of neighbors.

Keep right and pass on the left.

Stop at intersections and obey traffic laws.

In an emergency dial

911

Keep animals under control. Keep pets on a leash and waste must be removed.

Motorized vehicles are prohibited.

Milwaukie Police Dept.
Non-Emergency Dispatch
503-786-7500

Trail contact
503-794-8030

NCPRD.com
NCPRD DRD. 07-2004

sidebar background color: 6 @ 70%

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

header
background color: 2
text & symbol color: 1

trail map
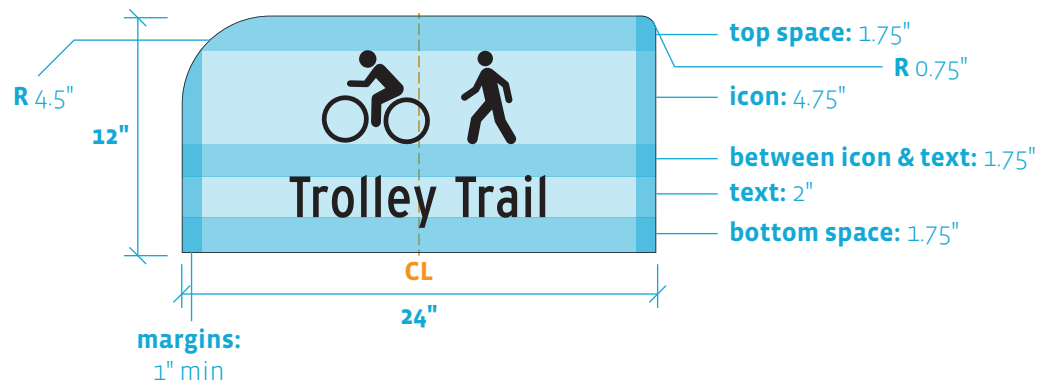background color: 1

footer
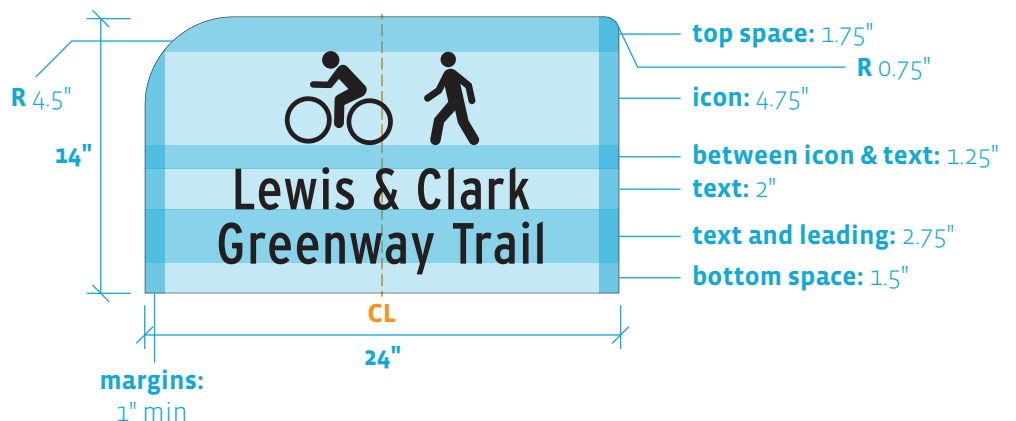background color: white

TYPE A horizontal: header

Identify the trail name and mode of travel. Trail logos should not appear in the header but rather in the footer For information on universal symbols refer to **page 4:7**.
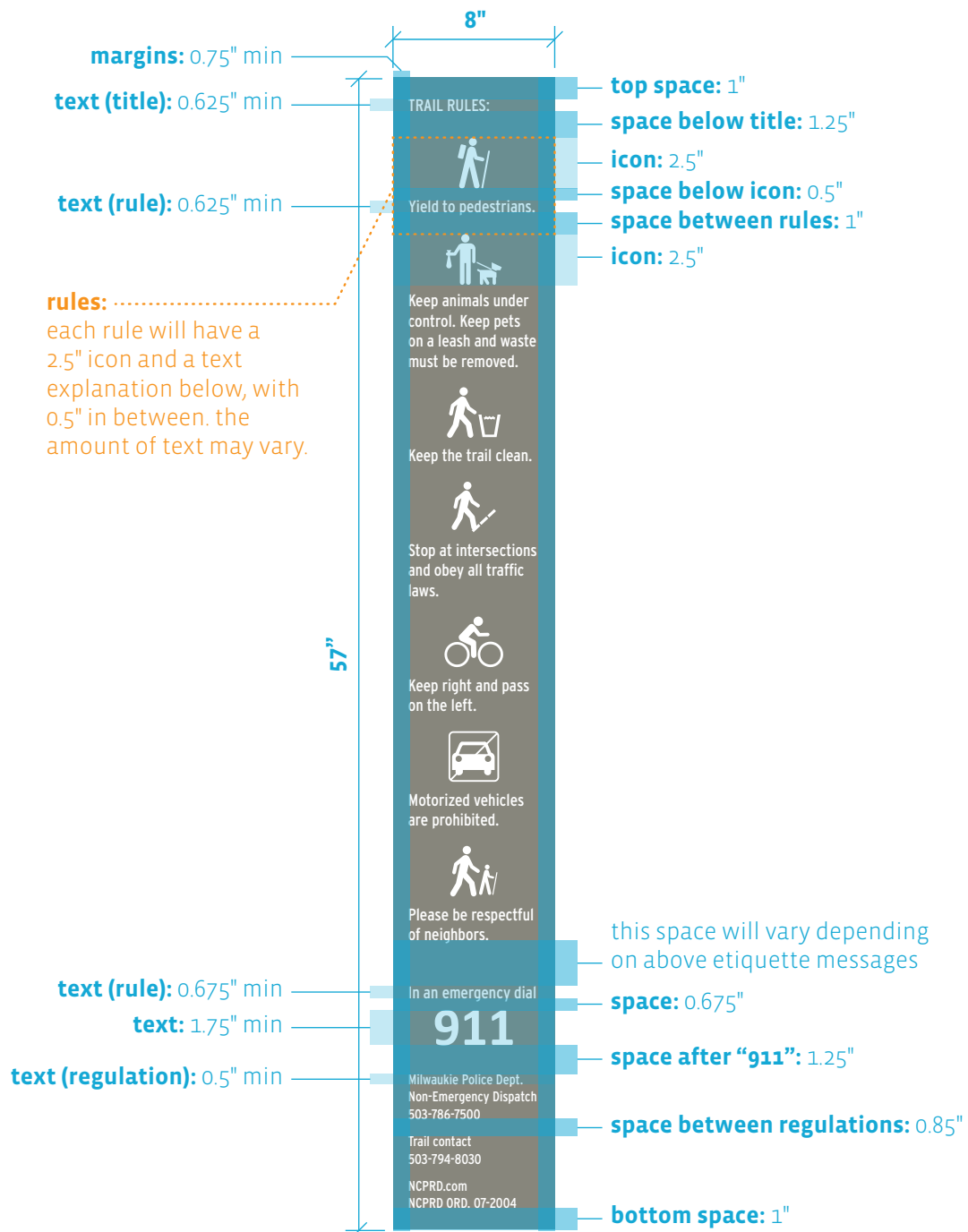
Single line header

7.75"

CL

72"

R 4.5"

R 0.75"

icon: width varies x 3.5"

top space: 1.75"

text: 2"

bottom space: 1.75"

margins: 1" min

Trolley Trail

Tualatin River Greenway

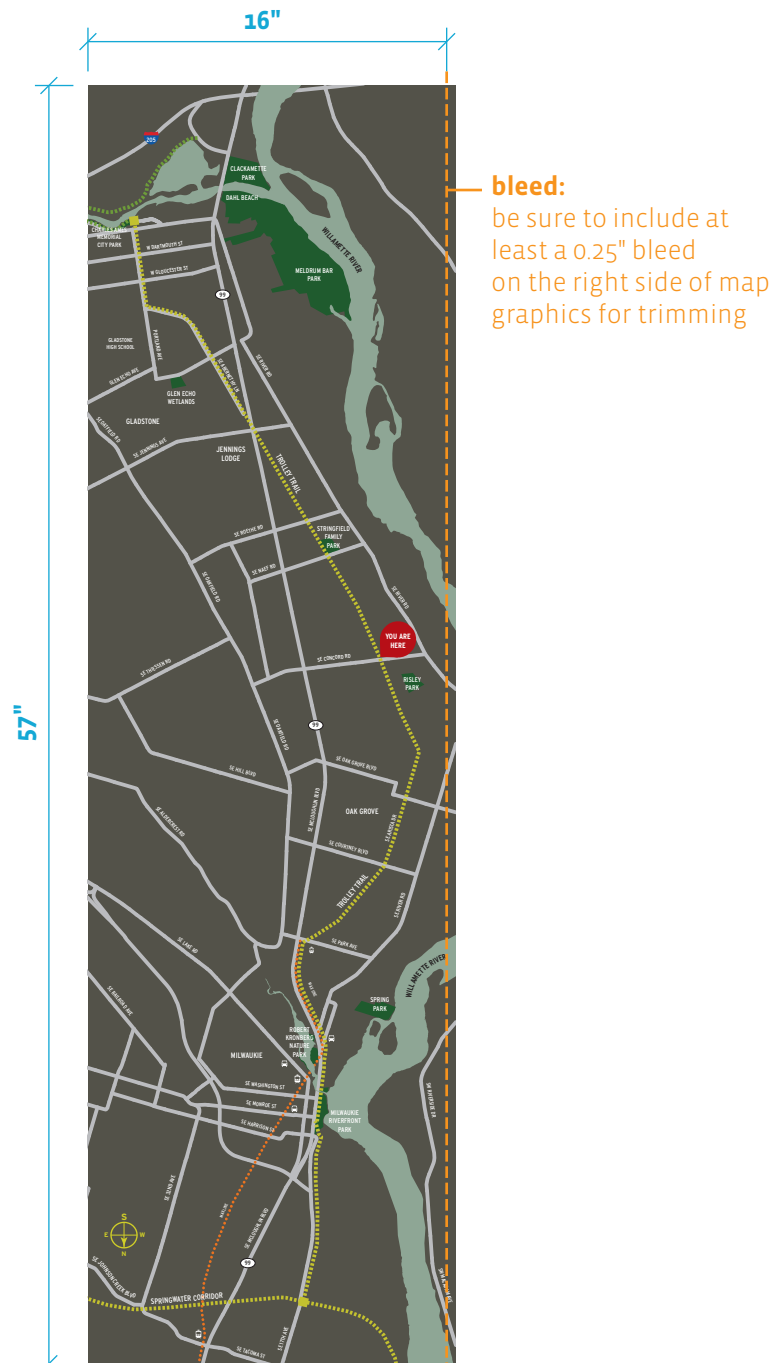Mount Scott Trail
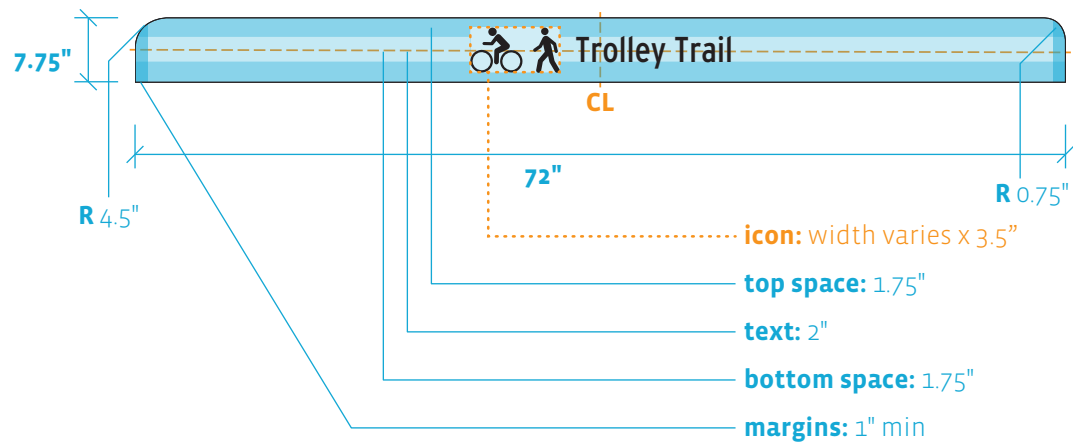
TYPE A horizontal: side bar

This layout integrates all rules and regulations, contact information, and applicable laws and ordinances. Universal regulatory symbols should be used alongside all text. For information on universal symbols refer to **page 4:7**.

15"

text (title): 0.625" min

text (rule): 0.5" min letter height

16"

rules:
each rule will have an icon that is 1.75" tall with a text explanation below, with 0.25" in between. the amount of text may vary.

TRAIL RULES:

Yield to pedestrians.

Keep the trail clean.

Please be respectful of neighbors.

Keep right and pass on the left.

Stop at intersections and obey traffic laws.

In an emergency dial
911
Milwaukie Police Dept.
Non-Emergency Dispatch
503-786-7500
Trail contact
503-794-8030
NCPRD.com
NCPRD ORD. 07-2004.

Keep animals under control. Keep pets on a leash and waste must be removed.

Motorized vehicles are prohibited.

top space: 1"

space below title: 0.875"
icon: width varies x 1.75"
space below icon: 0.25"
space between rules: 0.8125"

emergency information:
align to the grid as best you can—either in a column or in a row

bottom space: 0.875" min

margins:
0.75" min

space between rules:
0.5" min
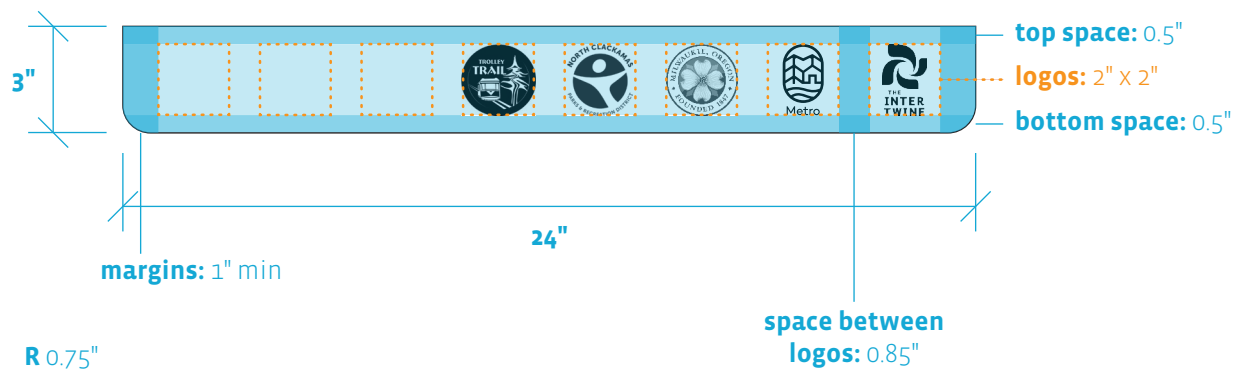
TYPE A horizontal: map

Map artwork can be used at trailheads to illustrate distance, amenities, landmarks, as well as other features in the environs of the trail. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.
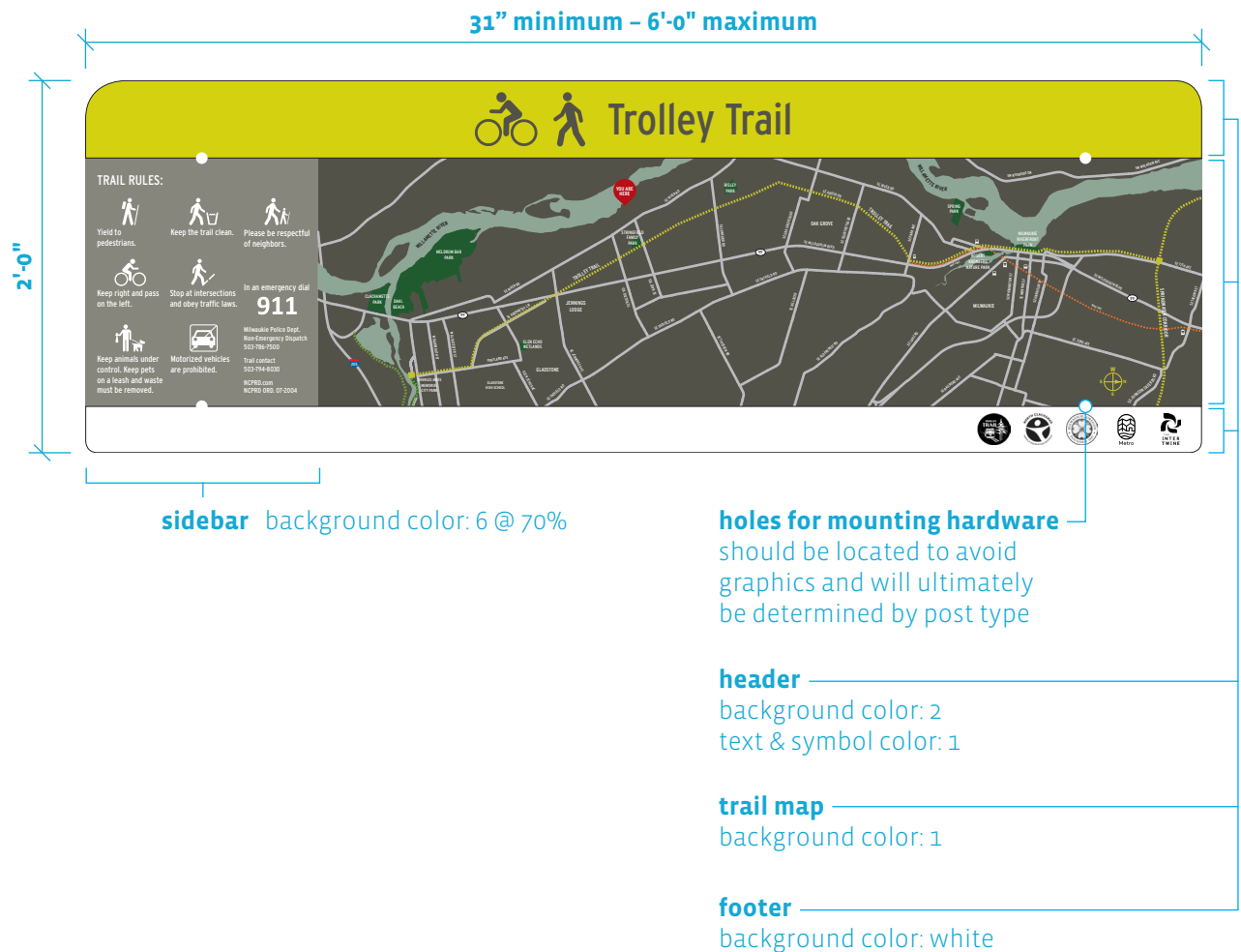

57"

16"

bleed:
be sure to include at least a 0.25" bleed on the right side of map graphics for trimming

TYPE A horizontal: footer

The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.

3"

24"

margins: 1"

R 0.75"

logos: 2" x 2"

space between logos: 0.825"

top space: 0.5"

bottom space: 0.5"
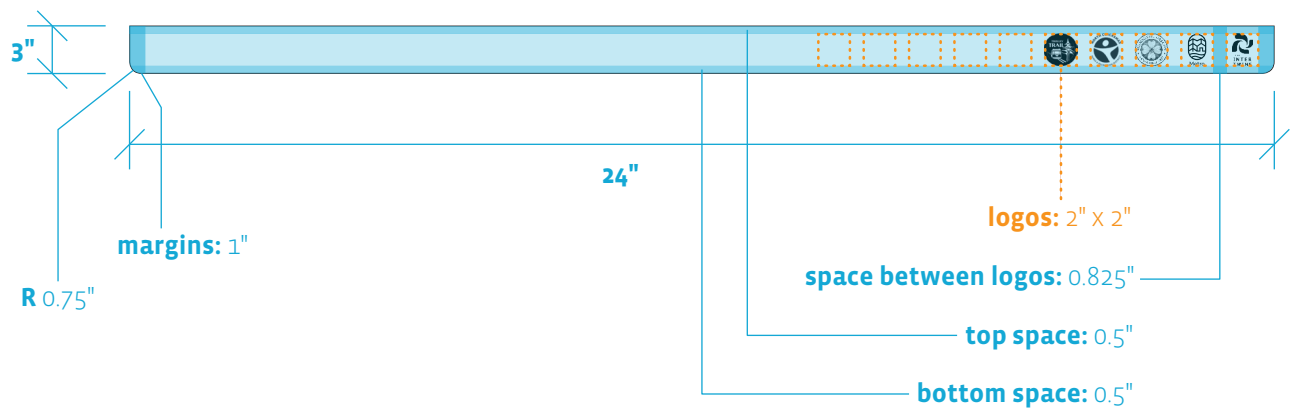
TYPE B: trail access layout overview

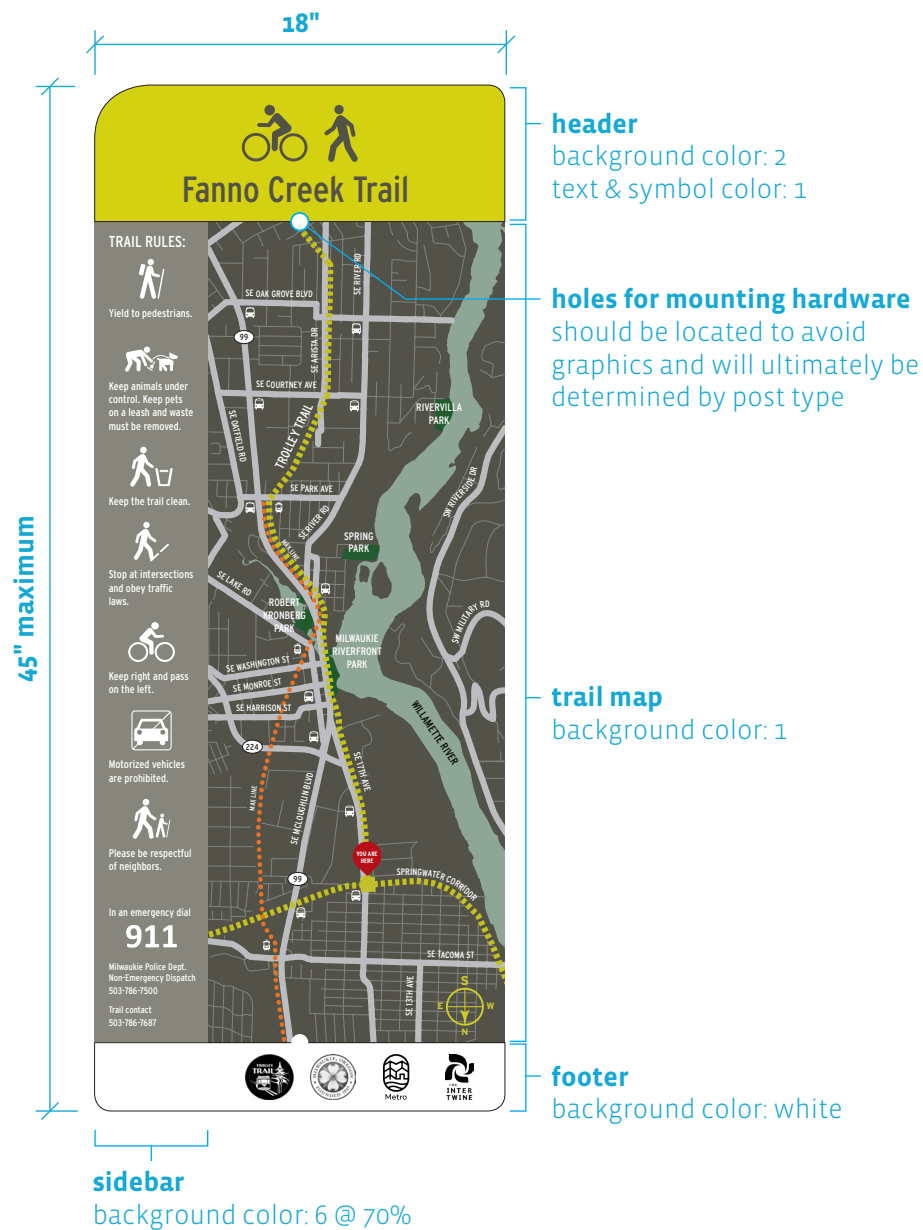Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE B: trail access" on **page 2:4**.

18"

45" maximum

Fanno Creek Trail

TRAIL RULES:

Yield to pedestrians.

Keep animals under control. Keep pets on a leash and waste must be removed.

Keep the trail clean.

Stop at intersections and obey traffic laws.

Keep right and pass on the left.

Motorized vehicles are prohibited.

Please be respectful of neighbors.

In an emergency dial

911

Milwaukie Police Dept. Non-Emergency Dispatch 503-786-7500

Trail contact 503-786-7687

header
background color: 2
text & symbol color: 1

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

trail map
background color: 1

footer
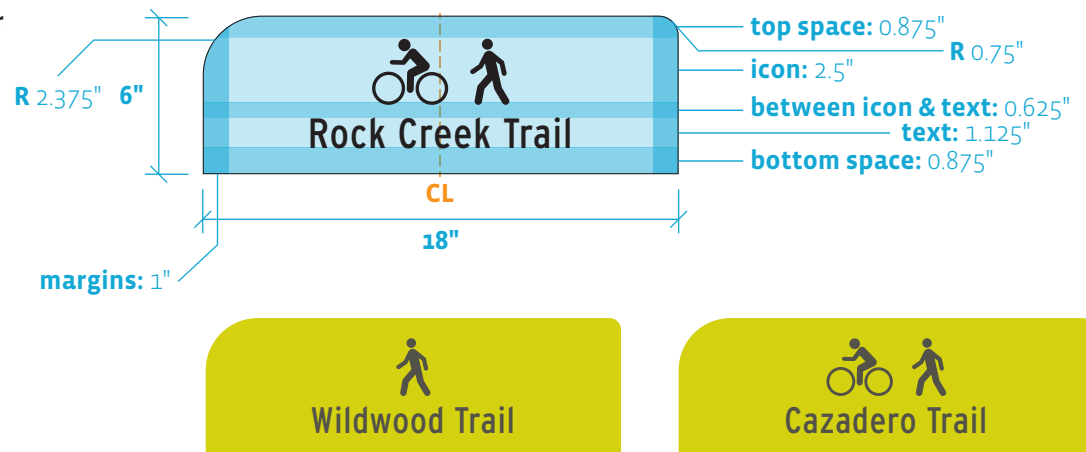background color: white

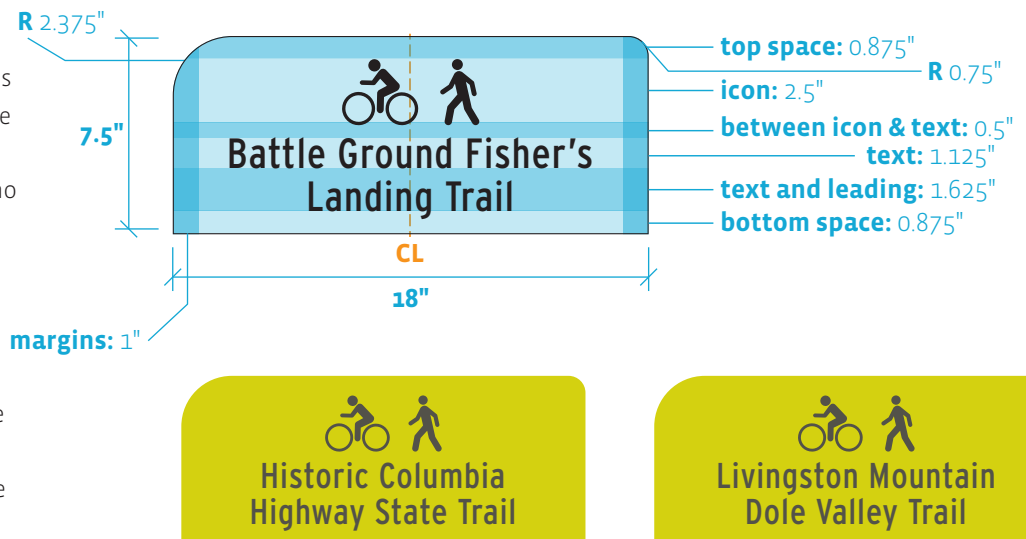**sidebar**
background color: 6 @ 70%

TYPE B: header

Identify the trail name and mode of travel. Trail logos should not appear in the header but rather in the footer For information on universal symbols refer to **page 4:7**.

Single line header

R 2.375" 6"

top space: 0.875"
R 0.75"
icon: 2.5"
between icon & text: 0.625"
text: 1.125"
bottom space: 0.875"

Rock Creek Trail

CL

18"

margins: 1"

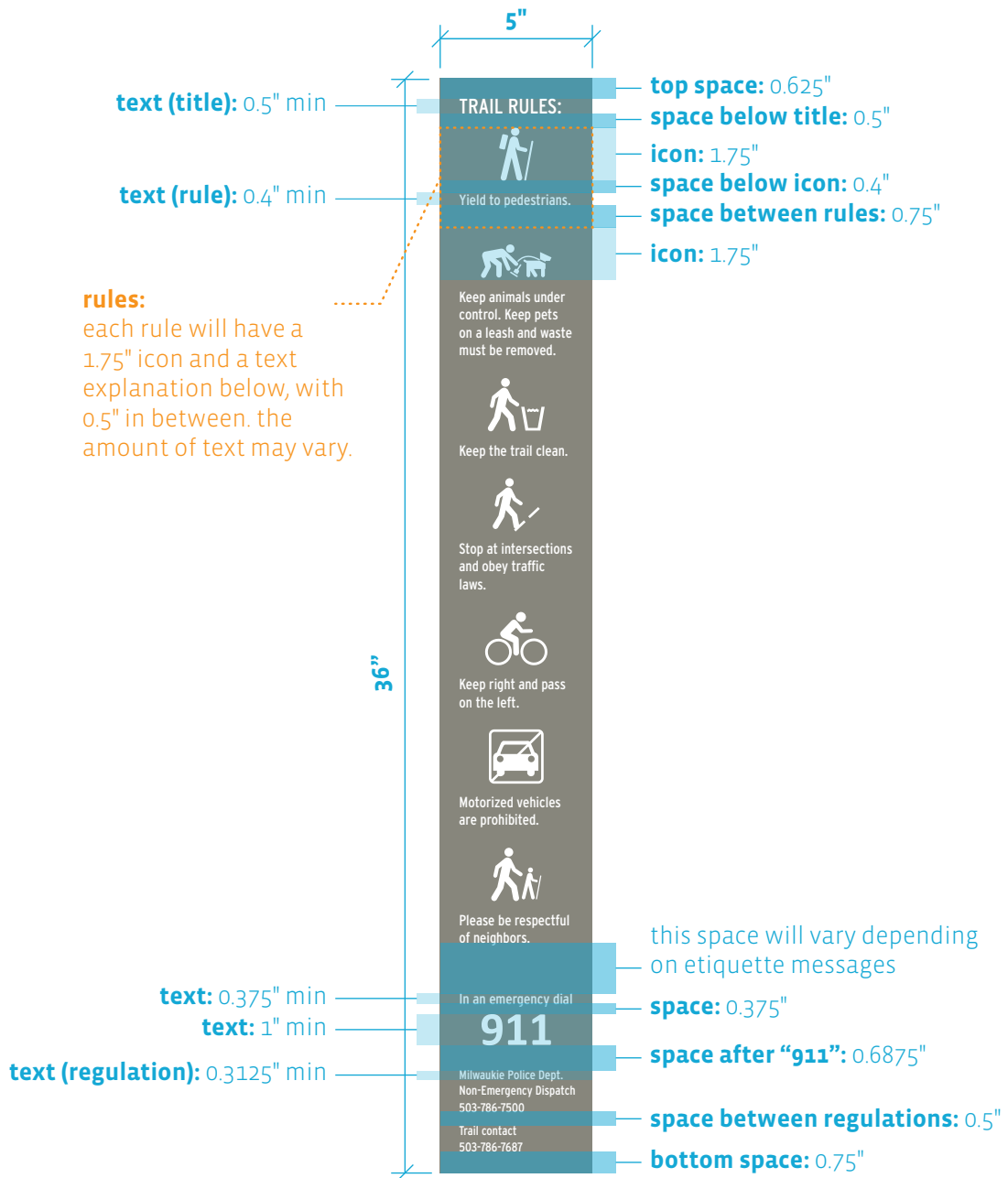Wildwood Trail

Cazadero Trail

Double line header

If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.

R 2.375"

7.5"

Battle Ground Fisher's
Landing Trail

CL

18"

margins: 1"

top space: 0.875"
R 0.75"
icon: 2.5"
between icon & text: 0.5"
text: 1.125"
text and leading: 1.625"
bottom space: 0.875"

Historic Columbia
Highway State Trail

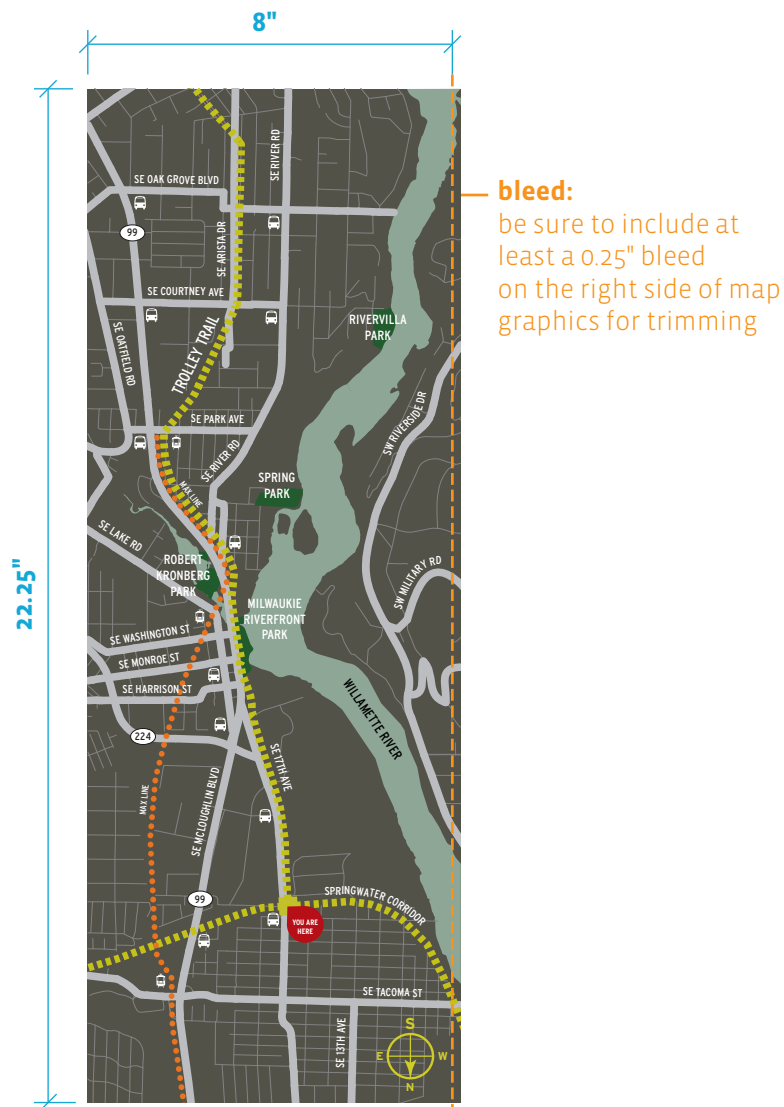Livingston Mountain
Dole Valley Trail

TYPE B: sidebar

This layout integrates all rules and regulations, contact information, and applicable laws and ordinances. Universal regulatory symbols should be used alongside all text. For information on universal symbols refer to **page 4:7**.

5"

text (title): 0.5" min

top space: 0.625"
space below title: 0.5"

TRAIL RULES:

icon: 1.75"
space below icon: 0.4"

text (rule): 0.4" min

Yield to pedestrians.

space between rules: 0.75"
icon: 1.75"

rules:
each rule will have a 1.75" icon and a text explanation below, with 0.5" in between. the amount of text may vary.

Keep animals under control. Keep pets on a leash and waste must be removed.

Keep the trail clean.

Stop at intersections and obey traffic laws.

36"

Keep right and pass on the left.

Motorized vehicles are prohibited.

Please be respectful of neighbors.

this space will vary depending on etiquette messages

text: 0.375" min

In an emergency dial

space: 0.375"

text: 1" min

911

space after "911": 0.6875"

text (regulation): 0.3125" min

Milwaukie Police Dept. Non-Emergency Dispatch 503-786-7500

Trail contact 503-786-7687

space between regulations: 0.5"
bottom space: 0.75"
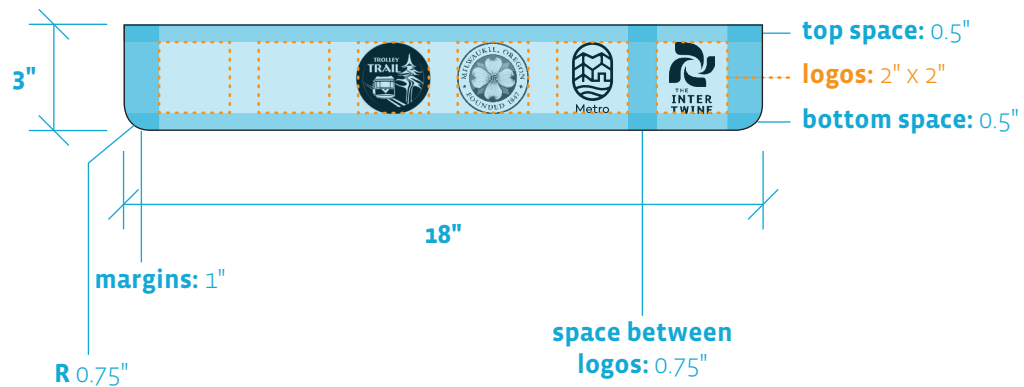
TYPE B: trail map

Map artwork can be used at trail access points to illustrate amenities, landmarks, and transit features in the vicinity. While Type A trail maps generally show the entire trail, Type B trail maps focus on a smaller section with greater detail of the surrounding roads and amenities. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.
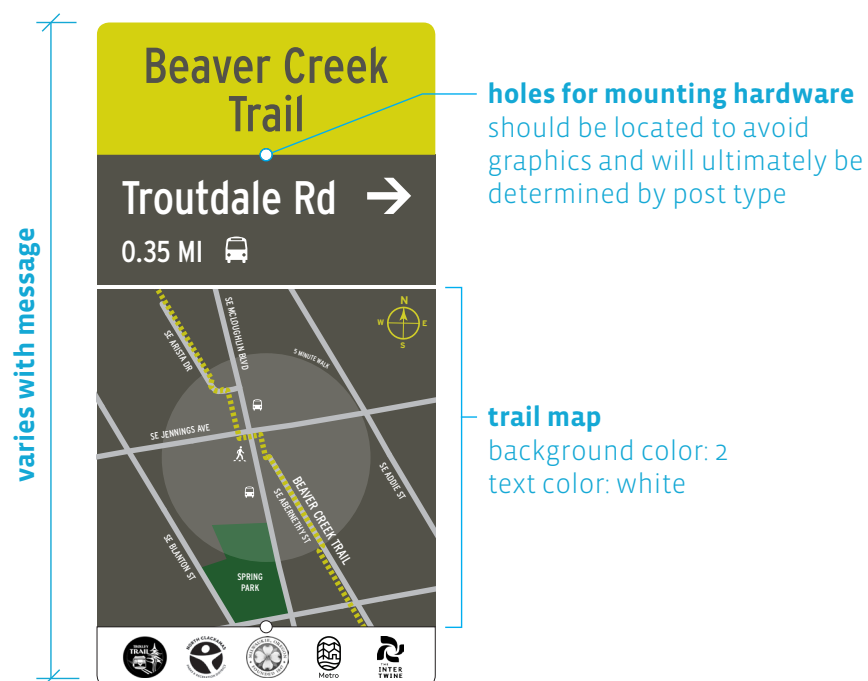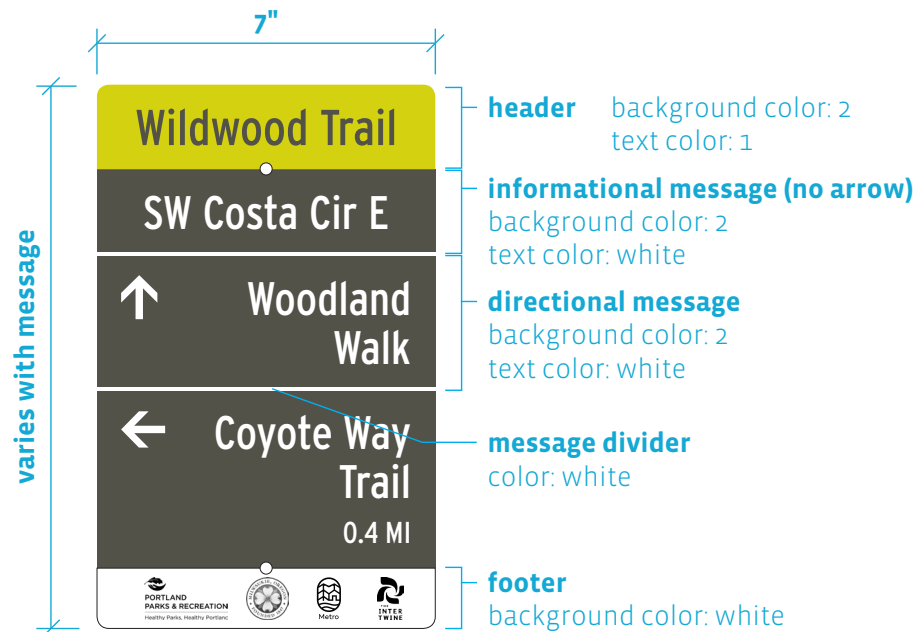

8"

22.25"

bleed:
be sure to include at
least a 0.25" bleed
on the right side of map
graphics for trimming

TYPE B: footer

The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.

top space: 0.5"

logos: 2" x 2"

bottom space: 0.5"

3"

18"

margins: 1"

R 0.75"

space between logos: 0.75"

TYPE C: off-street pedestrian directional layout overview

Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE C: off-street pedestrian directional" on **page 2:5**.

7"

Wildwood Trail

SW Costa Cir E

↑ Woodland Walk

← Coyote Way Trail

0.4 MI

PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

Metro

THE INTER TWINE

varies with message

header
background color: 2
text color: 1

informational message (no arrow)
background color: 2
text color: white

directional message
background color: 2
text color: white

message divider
color: white

footer
background color: white

Beaver Creek Trail

Troutdale Rd →

0.35 MI 🚌

varies with message

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

trail map
background color: 2
text color: white

TYPE C: header

Identify the trail name in the sign header. Trail logos should not appear in the header but rather in the footer

Single line header

1.75"

R 0.25"

Westside Trail

CL

7"

margins:
0.5" min

top space: 0.5"
text: 0.75"
bottom space: 0.5"

Cazadero Trail

Tonquin Trail

Double line header

If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.

2.75"

Banks-Vernonia State Trail

CL

7"

margins:
0.5" min

top space: 0.5"
text: 0.75"
text and leading: 1"
bottom space: 0.5"
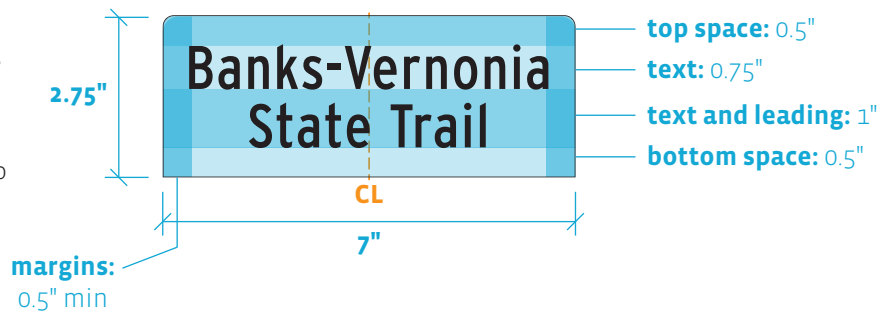
Tualatin River Greenway

Whipple Creek Greenway

TYPE C: message component

Single line informational message
Use to identify a street at a trail crossing.

1.75"

SW Costa Cir E

CL

7"

top space: 0.5"
text: 0.75"
bottom space: 0.5"

margins: 0.5" min
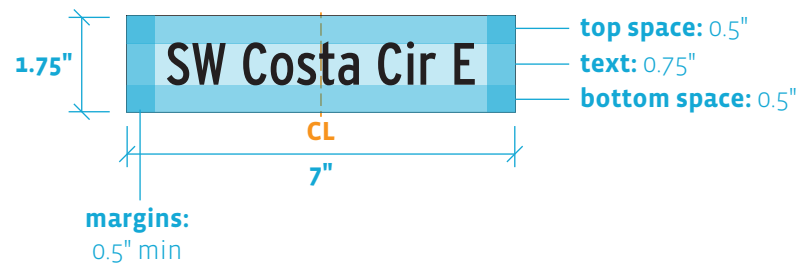
N Abernathy Dr

SW Kingston St

Double line informational message

2.875"

SW Boones Ferry Rd

CL

7"

top space: 0.5"
text: 0.75"
text and leading: 1.125"
bottom space: 0.5"

margins: 0.5" min
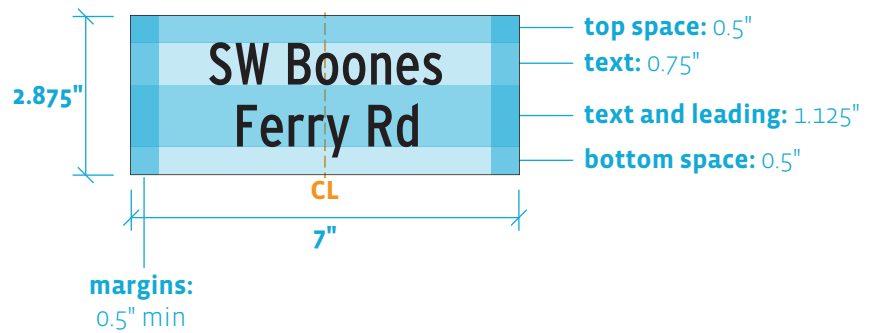
SE Johnson Creek Blvd

NW Old Germantown Rd

Message divider
Use the white divder to separate informational and directional layouts. Do not use adjacent to header or footer.

0.0625"

7"

Single line directional message

Use to direct to a destination. Layout should be mirrored to correspond to direction (i.e. left-justified for destinations to the right and right-justified for destinations to the left). Destinations straight ahead (with upward facing arrow) should have right-justified text with the arrow on the left.

The directional arrow does not change dimension no matter its orientation and is always centered to the top line of text.

← Coyote Way

1.75"

7"

top space: 0.5"
text: 0.75"
bottom space: 0.5"
arrow: 0.9" x 0.75" centered on text

margins: 0.5" min

minimum space between arrow & text: 0.25"

↑ St Johns

right-justified

Portland →
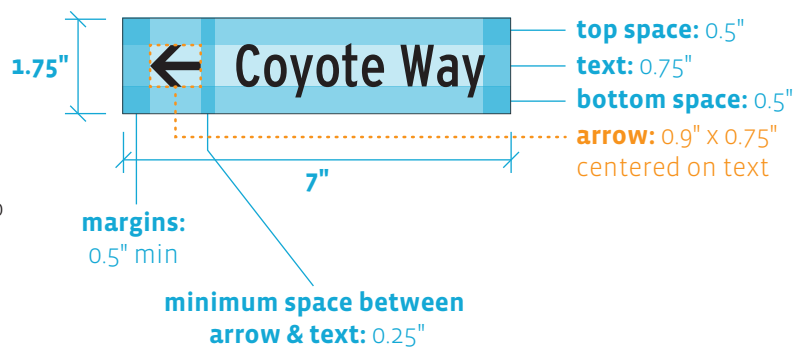
left-justified

Add optional mileage statement

Mileage statements are optional. If used, mileage should be rounded to the nearest tenth and text
should be justified the same as the destination. When mileage statements are less than 0.2 miles, they are displayed in feet and rounded to the nearest quarter increment: 100, 125, 150, 175, etc.

← Coyote Way
0.3 MI

2.75"

7"

space between text: 0.5"
text: 0.5"
bottom space: 0.5"

margins: 0.5" min

↑ St Johns
3.3 MI

right-justified

Portland →
0.5 MI

left-justified

Add optional amenity icon

Amenity icons are optional. They may be used with or without a mileage statement. If paired with a mileage statement, both should be aligned to the baseline of the icon with the amenity icon on the inside. Icons should be justified with text.
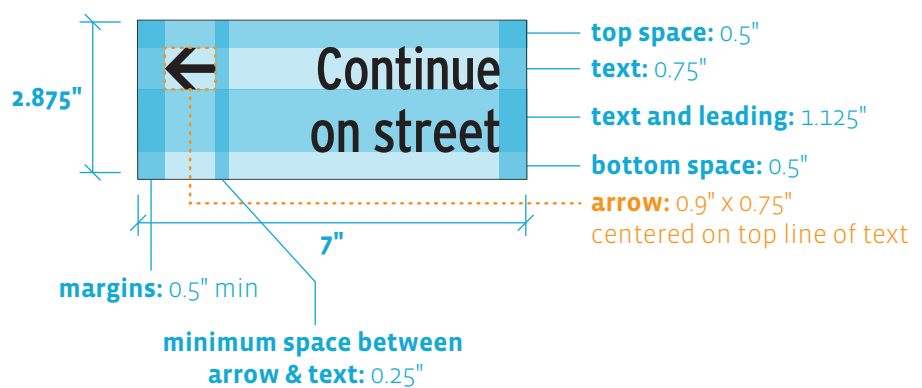
← Coyote Way

🚶 0.3 MI

3.25"

space between text & icon: 0.5"
icon: 1"
bottom space: 0.5"
icon: 1" x 1"

7"

margins: 0.5" min

space between icon & text: 0.25"

St Johns ↗

750 FT 🚌

left-justified

Spring Park →

🚻

left-justified

Double line directional message

← Continue on street

2.875"

top space: 0.5"
text: 0.75"
text and leading: 1.125"
bottom space: 0.5"
arrow: 0.9" x 0.75"
centered on top line of text

7"

margins: 0.5" min

minimum space between arrow & text: 0.25"

Columbia Slough Trail →

left-justified

↖ Pittock Mansion

right-justified

**Add optional
mileage statement**

3.875"

← Continue
on street

0.5 MI

space between text: 0.5"
text: 0.5"
bottom space: 0.5"

7"

Columbia
Slough Trail →

525 FT

left-justified

↖ Pittock
Mansion

0.2 MI

right-justified

**Add optional
amenity icon**

4.375"

← Continue
on street

♿ 0.5 MI

space between text & icon: 0.5"
icon: 1"
bottom space: 0.5"

7"

icon: 1" x 1"

**space between
icon & text:** 0.25"

Columbia
Slough Trail →

525 FT 🚊

left-justified

↖ Pittock
Mansion

🚻
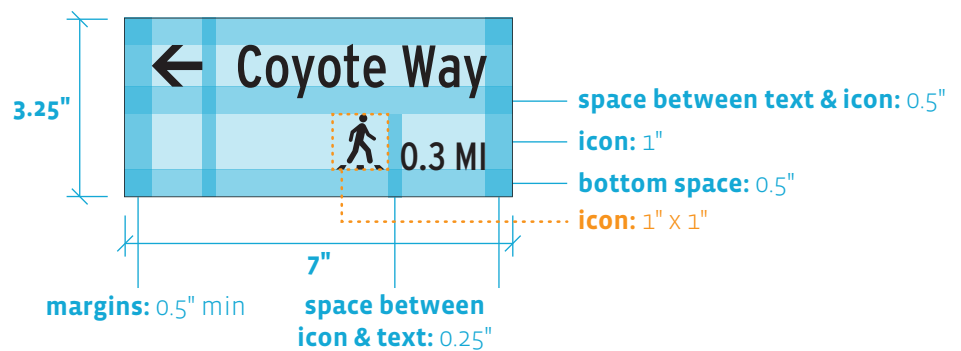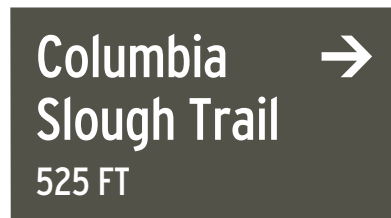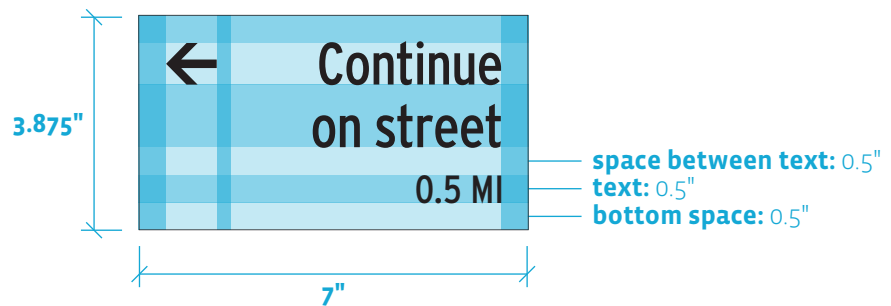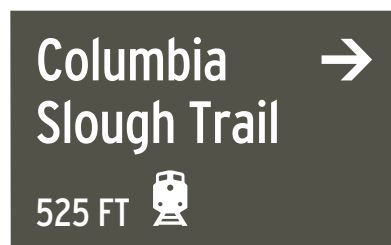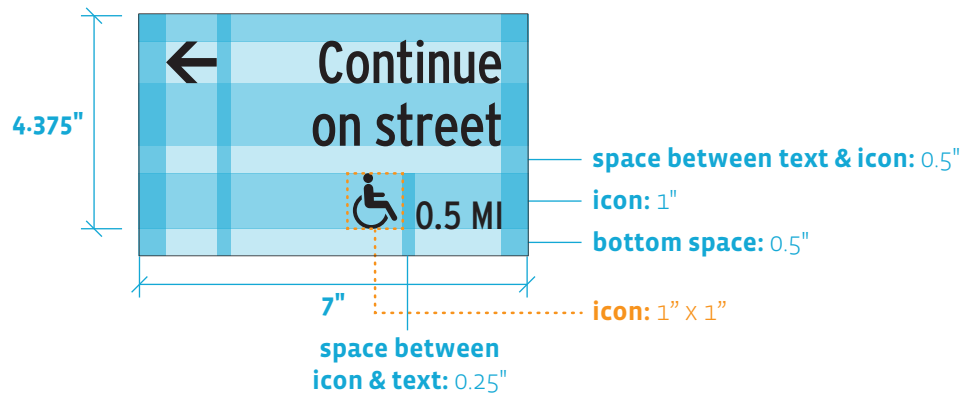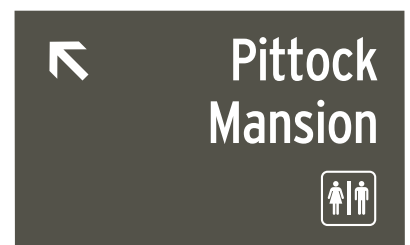
right-justified

TYPE C: trail map

Map artwork can be used to illustrate how to connect off-street trail segments via an on-street connection. Type C maps may include a "5 minute walk" circle***** (shown below as a lighter gray circle), to quickly and graphically represent to pedestrians what amenities are nearby. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.

bleed:
be sure to include at least a 0.25" bleed on both sides of the map graphics for trimming
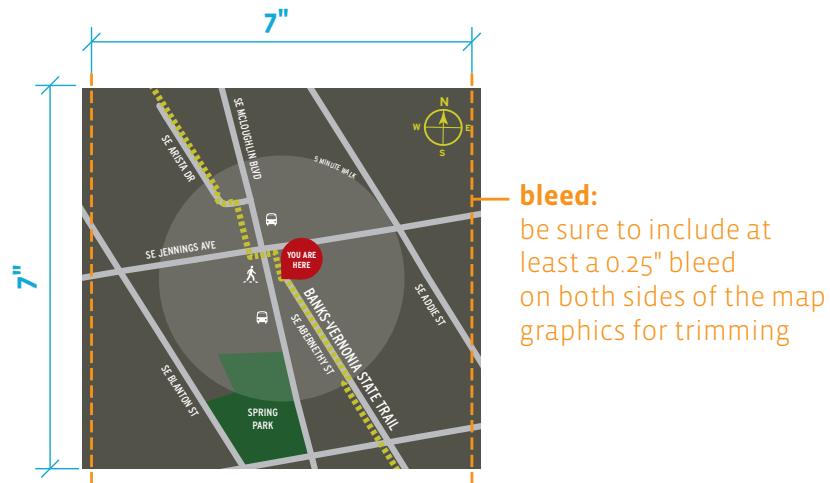
*MUTCD (4E.2.7) estimates pedestrians travel 3.5 feet per second, or 0.2 miles in 5 minutes. Be sure your "5 minute walk" circle represents this 0.2 mile distance.

TYPE C: footer

The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.

top space: 0.1875"

logos: 0.875" x 0.875"

bottom space: 0.1875"

1.25"

7"

margin: 0.5"

margin: 0.5"

R 0.25"

space between logos: 0.4375"
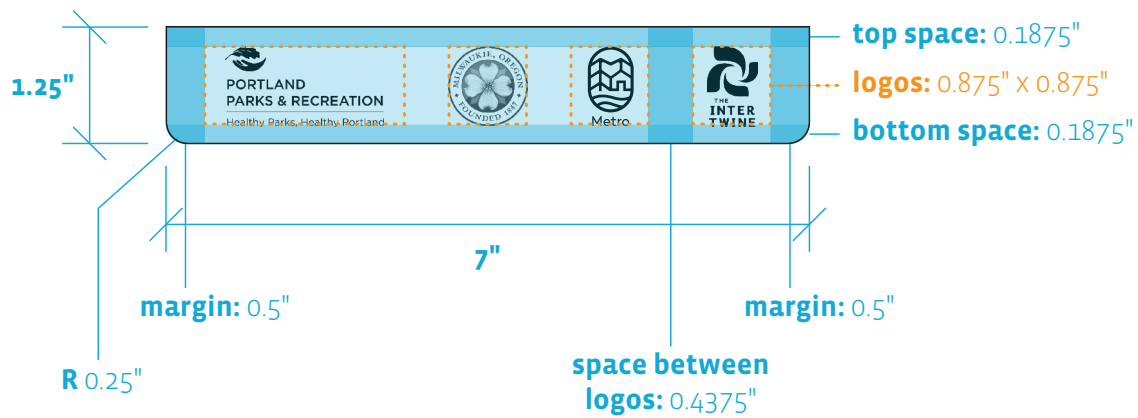
TYPE D: off-street multi-use directional layout overview

Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE D: off-street multi-use directional" on **page 2:6**.

18"

Willamette Greenway

SE McLoughlin Blvd

Milwaukie Riverfront Park
275 FT →

Gladstone
5 MI →

header
background color: 2
text color: 1

informational message (no arrow)
background color: 2   text color: white

directional message
background color: 2
text color: white

message divider
color: white

footer
background color: white

varies with message

Trolley Trail

Connection to Trolley Trail via SE Abernethy Ln
100 FT ↱

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

trail map
background color: 2
text color: white

varies with message

TYPE D: header

Identify the trail name in the sign header. Trail logos should not appear in the header but rather in the footer

Single line header

R 0.5"
3.75"

Trolley Trail

space: 1"
text: 1.75"
space: 1"

CL

18"

margins: 1"

Rock Creek Trail

Tonquin Trail

Double line header

If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.

R 0.5"
6.25"

Willamette Greenway

space: 1"
text: 1.75"

text and leading: 2.5"

space: 1"

CL

18"
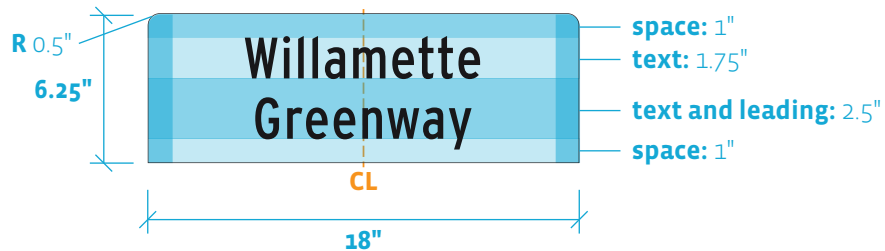
Sullivan's Gulch Trail

Springwater Corridor Trail

TYPE D: message component

**Single line
informational message**
Use to identify a street at a
trail crossing.

W Burnside St

4"

top space: 1.25"
text: 1.5"
bottom space: 1.25"

CL

18"

margins:
1" min
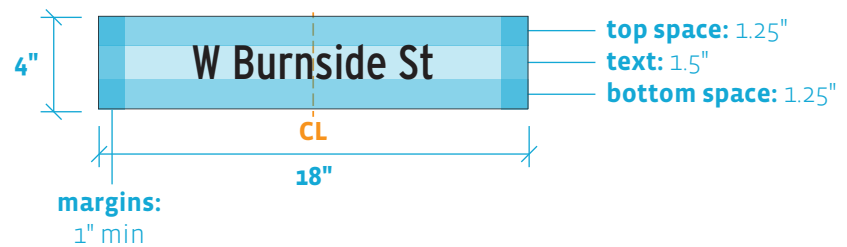
SW Denney Rd

SE McLoughlin Blvd

**Double line
informational message**

**SW Tualatin
Valley Hwy**

6"

top space: 1.25"
text: 1.5"
text and leading: 2"
bottom space: 1.25"

CL

18"

margins:
1" min
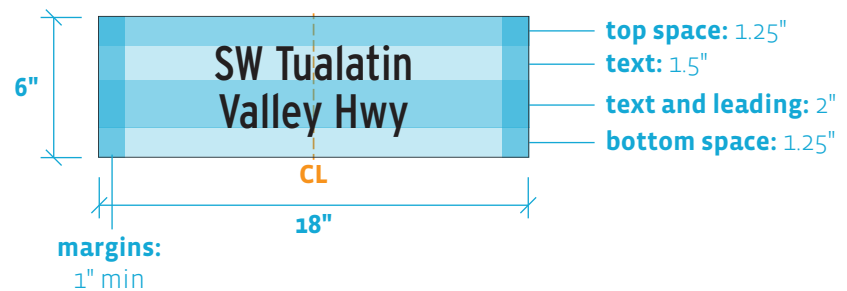
**NW Old
Germantown Rd**

**SE Johnson
Creek Blvd**

Message divider
Use the white divder to
separate informational and
directional layouts. Do not use
adjacent to header or footer.

0.0625"

18"

Single line directional message

Use to direct to a destination. Layout should be mirrored to correspond to direction (i.e. right-justified for destinations to the right and left-justified for destinations to the left). Destinations straight ahead (with upward facing arrow) should have right-justified text with the arrow on the left.

The directional arrow does not change dimension no matter its orientation and is always centered to the top line of text.

Gladstone →

4"

top space: 1.25"
text: 1.5"
bottom space: 1.25"
arrow: 2.125" x 1.75" centered on text

18"

margins: 1" min

minimum space between arrow & text: 0.375"

↑ **SE Powell Blvd**

right-justified

← **Rock Creek Trail**

right-justified

Add optional mileage statement

Mileage statements are optional. If used, mileage should be rounded to the nearest hundredth and text should be justified the same as the destination.

Gladstone →
5 MI

4"

space between text: 1"
text: 0.75"
bottom space: 1.25"

18"

↑ **SE Powell Blvd**
10.5 MI

right-justified

← **Rock Creek Trail**
750 FT

right-justified

Add optional amenity icon

Amenity icons are optional. They may be used with or without a mileage statement. If paired with a mileage statment, both should be aligned to the baseline of the icon with the amenity icon on the inside. Icons should be justified with text.
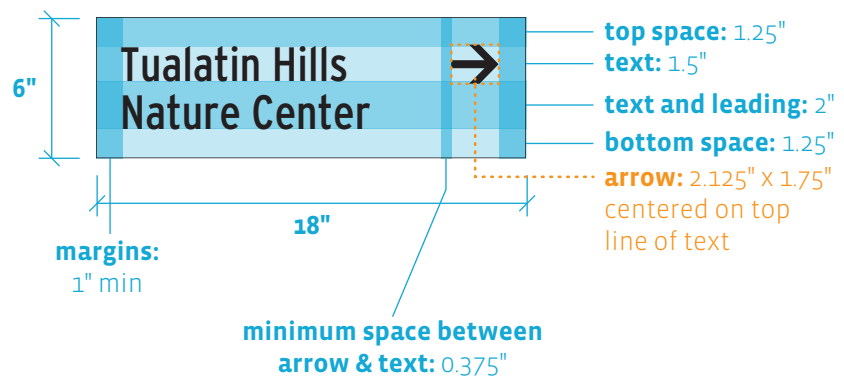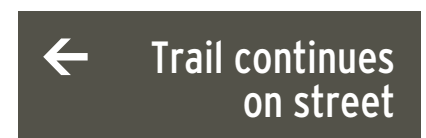
Gladstone →

5 MI 🚌

4"

18"

space between text & icon: 1"
icon: 1.75"
bottom space: 1.25"
icon: 1.75" x 1.75"

space between text & icon: 1"

↑ SE Powell Blvd
🚌 10.5 MI

right-justified

← Rock Creek Trail
🚈 750 FT

right-justified

Double line directional message

Tualatin Hills Nature Center →

6"

18"

top space: 1.25"
text: 1.5"
text and leading: 2"
bottom space: 1.25"
arrow: 2.125" x 1.75" centered on top line of text

margins: 1" min

minimum space between arrow & text: 0.375"

I-205 Corridor North ↗

left-justified

← Trail continues on street

right-justified

Add optional mileage statement

7.75"

Tualatin Hills Nature Center

5 MI

→

18"

space between text: 1"
text: 0.75"
bottom space: 1.25"

I-205 Corridor North

5 MI

↗

left-justified

←

Trail continues on street

500 FT

right-justified

Add optional amenity icon

8.75"

Tualatin Hills Nature Center

5 MI

→

18"

space between text & icon: 1"
icon: 1.75"
bottom space: 1.25"
icon: 1.75" X 1.75"

space between icon & itext: 1"

I-205 Corridor North

5 MI

↗

left-justified

←

Trail continues on street

500 FT

right-justified

TYPE D: trail map

Map artwork can be used to illustrate how to connect off-street trail segments via an on-street connection. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.
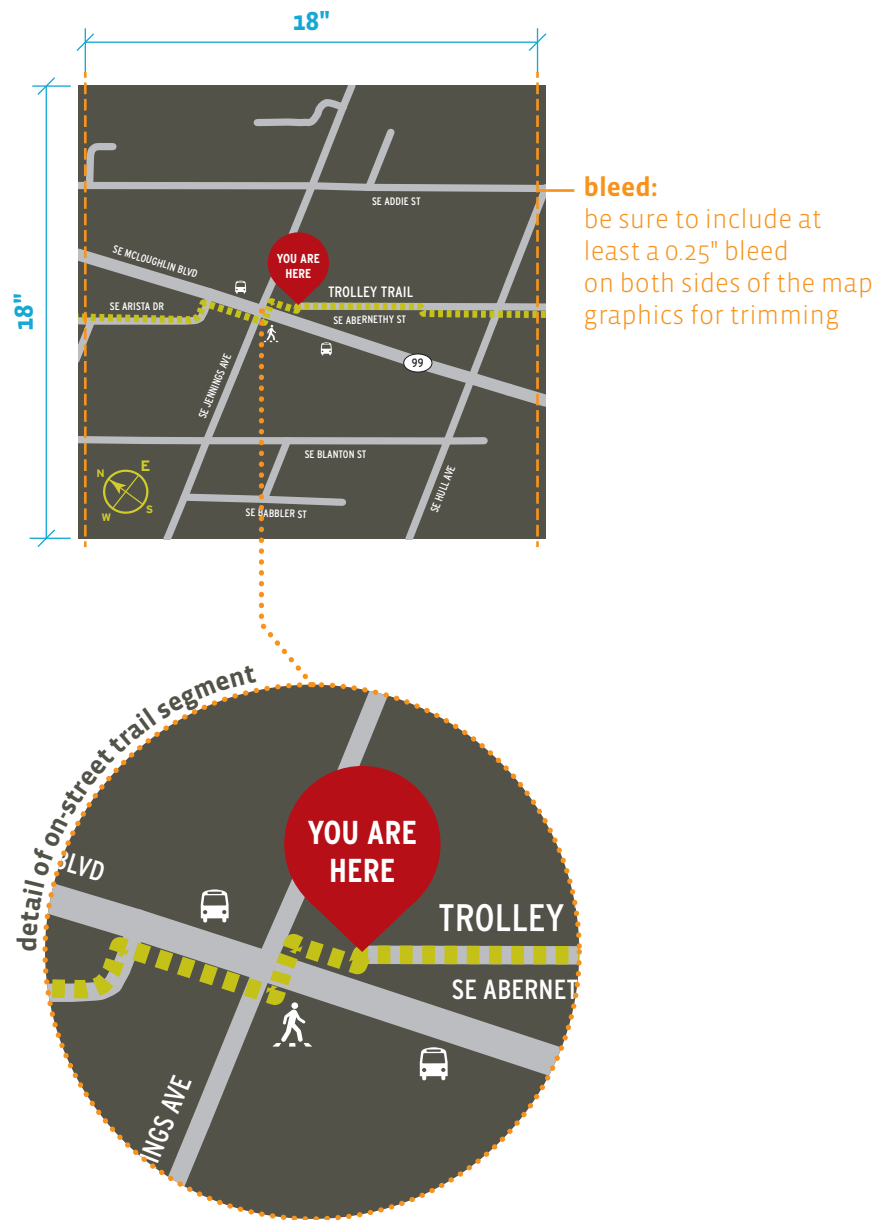
18"

18"

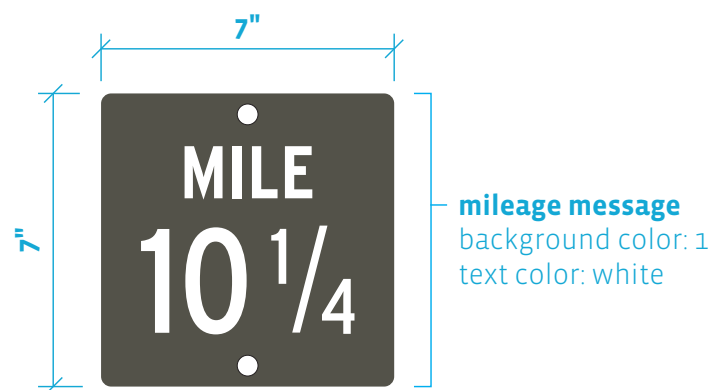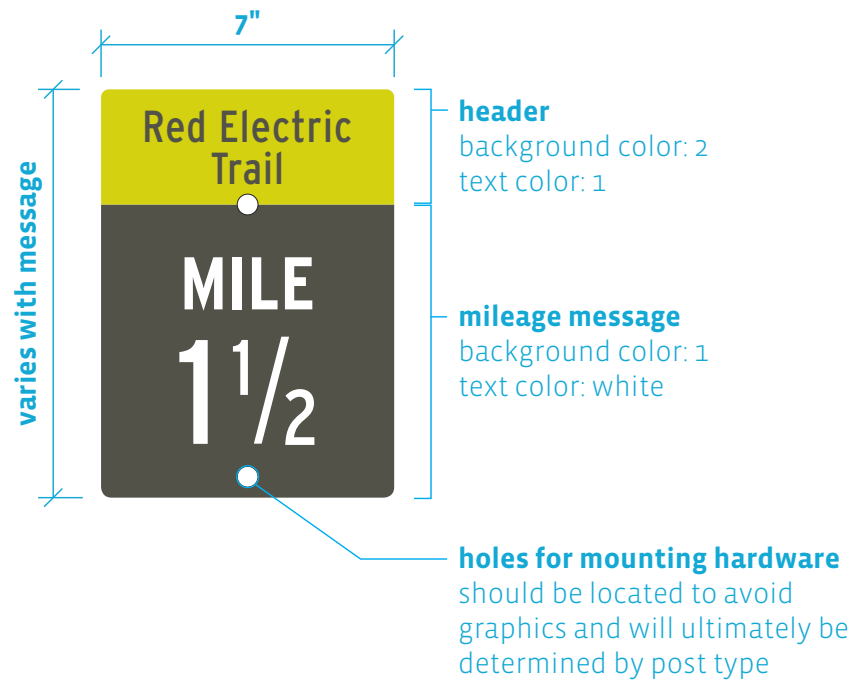SE ADDIE ST

SE MCLOUGHLIN BLVD

YOU ARE HERE

TROLLEY TRAIL

SE ARISTA DR

SE ABERNETHY ST

99

SE JENNINGS AVE

SE BLANTON ST

SE HULL AVE

N E W S

SE BABBLER ST

bleed:
be sure to include at least a 0.25" bleed on both sides of the map graphics for trimming

detail of on-street trail segment

BLVD

YOU ARE HERE

TROLLEY

SE ABERNET

NGS AVE

TYPE D: footer

The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.

top space: 0.5"

logos: 2" x 2"

bottom space: 0.5"

3"

18"

margins: 1"

R 0.75"

space between logos: 0.8"
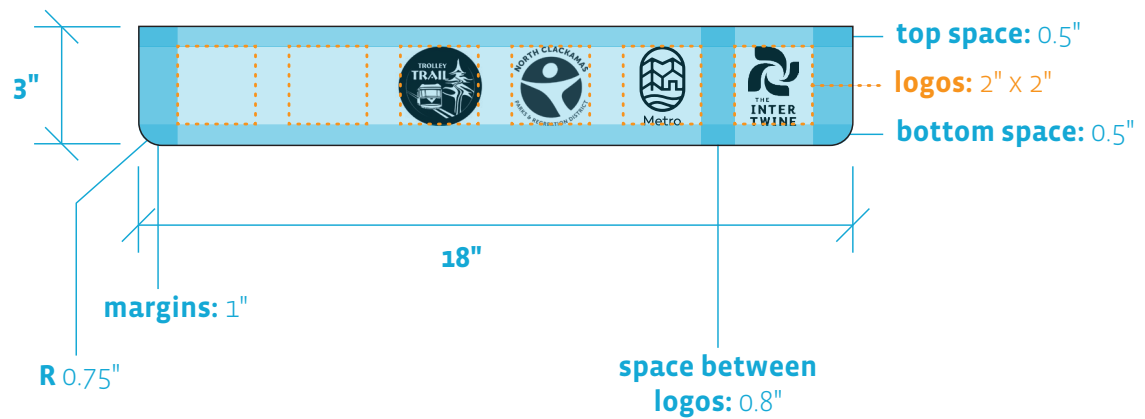
TYPE E: mile marker layout overview

Refer to following pages for layout dimensions. For more information on the function and placement of this sign type refer to "TYPE E: mile marker" on **page 2:7**.

7"

varies with message

Red Electric Trail

MILE
1 ¹/₂

header
background color: 2
text color: 1

mileage message
background color: 1
text color: white

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

7"

7"

MILE
10 ¹/₄

mileage message
background color: 1
text color: white

*use this layout only with other signs; not intended to be mounted solo.

TYPE E: header

Identify the trail name in the sign header. Trail logos do not appear in this sign type.

Single line header

1.75"

R 0.25"

Trolley Trail

CL

7"

margins:
0.5" min

top space: 0.5"
text: 0.75"
bottom space: 0.5"
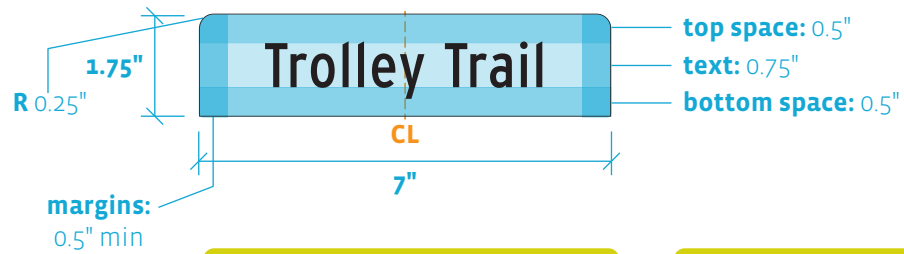
Marquam Trail

Westside Trail

Double line header

If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.

2.75"

Red Electric Trail

CL

7"

margins:
0.5" min

top space: 0.5"
text: 0.75"
text and leading: 1"
bottom space: 0.5"
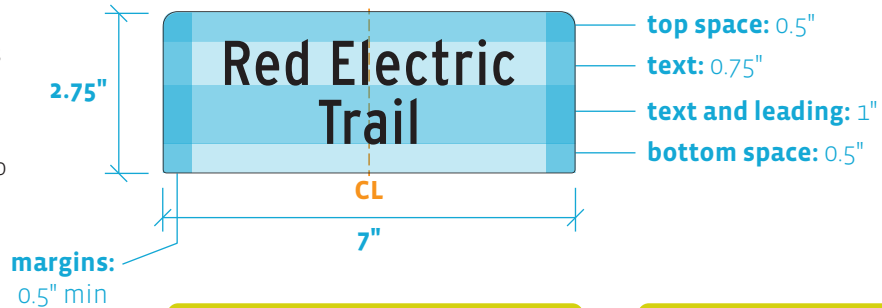
East Butte Powerline Trail

Whipple Creek Greenway

TYPE E: message component

Mileage message

Use to identify the mile along the trail. If mile marker is a stand-alone sign, include a header.

Either fractions or decimals may be used for mileage increments, as long as the text fits within the margins and is consistant along the trail.

NOTE: make sure to use typographic fractions (e.g. ¼, ½, ¾) for increase legibility.

MILE
10 ¼

7"

CL

7"

R 0.25"

margins: 0.875" min

top space: 1.25"

text: 1.25"

space between text: 0.75"

text: 2.5"

bottom space: 1.25"

MILE
3

MILE
7 ¾

Westside Trail
MILE
5 ¾

East Butte
Powerline Trail
MILE
15
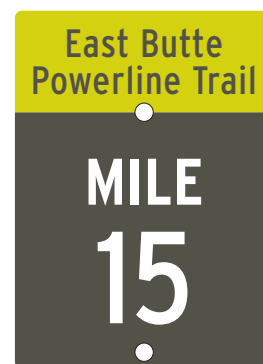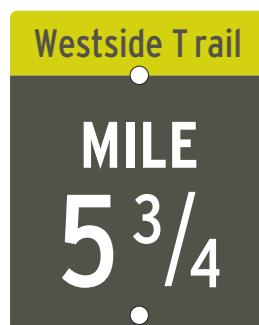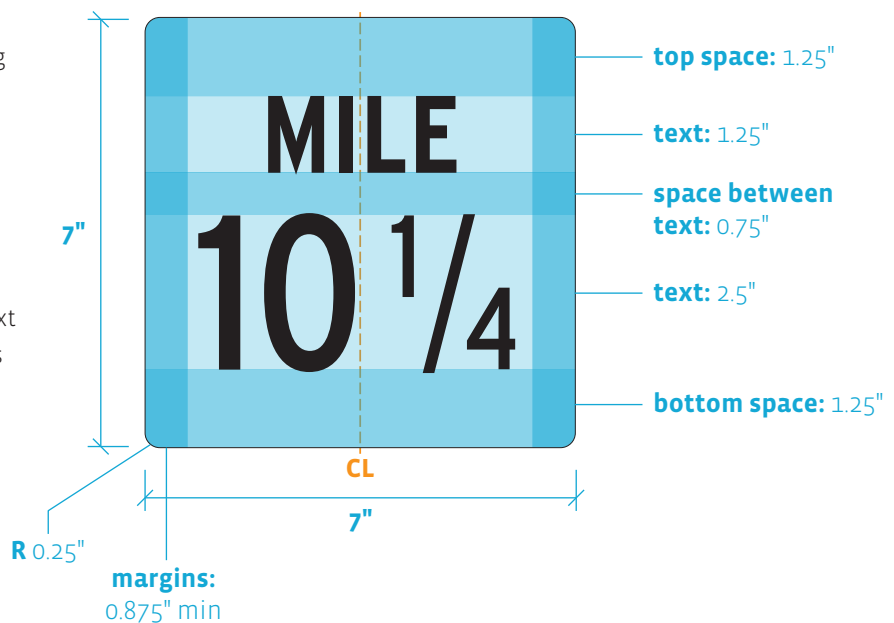
TYPE E: pavement application

Mileage message applied to pavement or hard surface trail
Use to identify the mile along the trail. Use heavy-duty permanent traffic paint or retro-reflective preformed thermoplastic pavement markings when applying to hard surface trails.
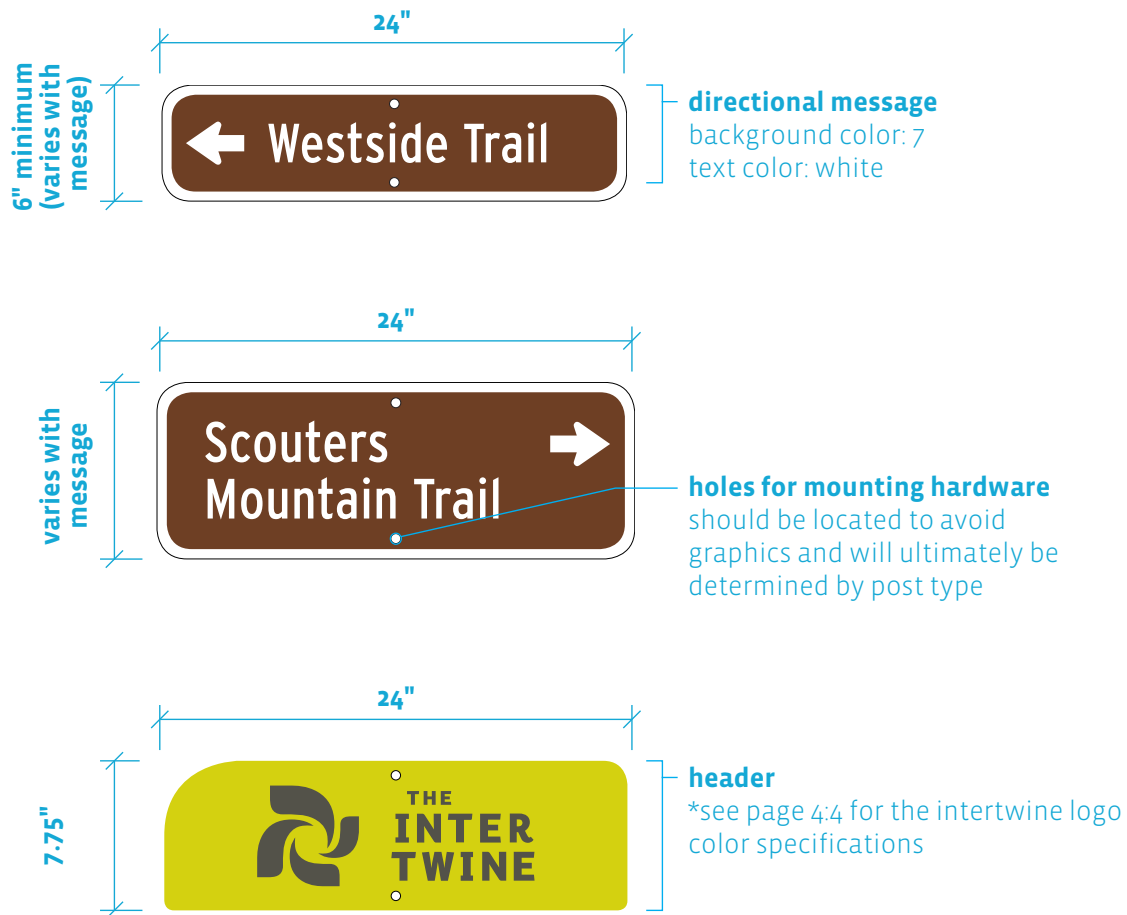
Always use decimals for pavement markings.
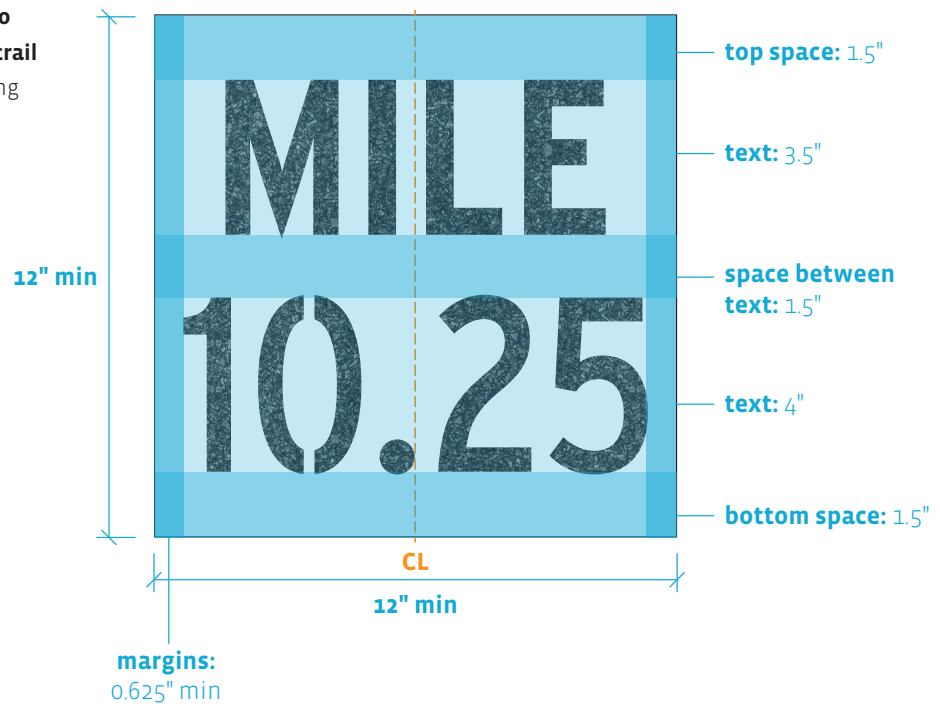
MILE 10.25

top space: 1.5"

text: 3.5"

space between text: 1.5"

text: 4"

bottom space: 1.5"

12" min

CL

12" min

margins: 0.625" min

1234567890

Refer to following pages for layout dimensions. Messages on Type G signs are limited to the regional trail name. These signs are designed as headers to existing ODOT Bicycle Signs and should be located as necessary to direct bicycle traffic to the next off-street trail segment. For more information on the function and placement of this sign type refer to "TYPE G: on-street bicycle directional" on **page 2:8**.
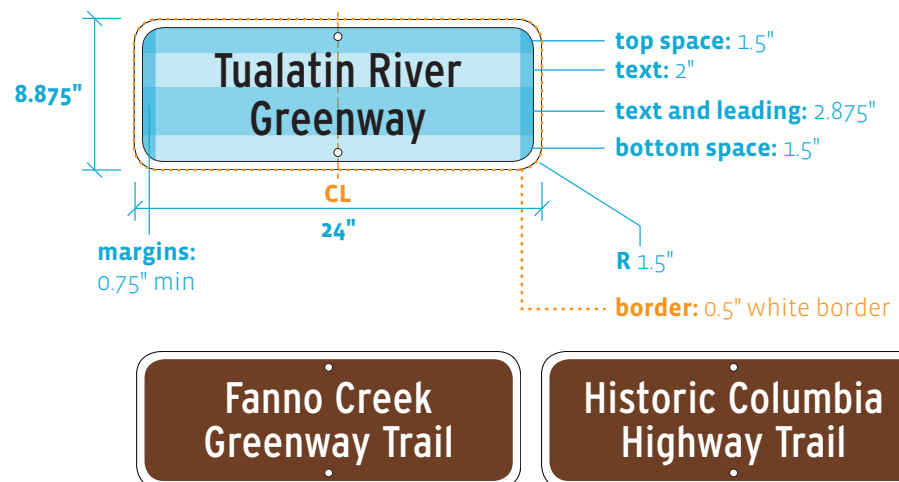
24"
6" minimum (varies with message)

← **Westside Trail**

directional message
background color: 7
text color: white

24"
varies with message

Scouters Mountain Trail →

holes for mounting hardware
should be located to avoid graphics and will ultimately be determined by post type

24"
7.75"

THE INTER TWINE

header
*see page 4:4 for the intertwine logo color specifications

TYPE G: message component

Single line informational message

Use to direct to an off-street trail segment. Layout should be mirrored to correspond to direction (i.e. arrows are on the right side for destinations to the right and arrows are on the left side for destinations to the left or straight).
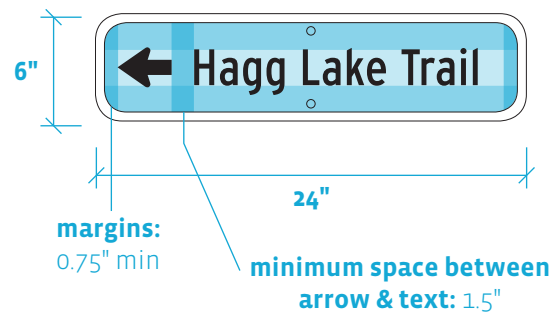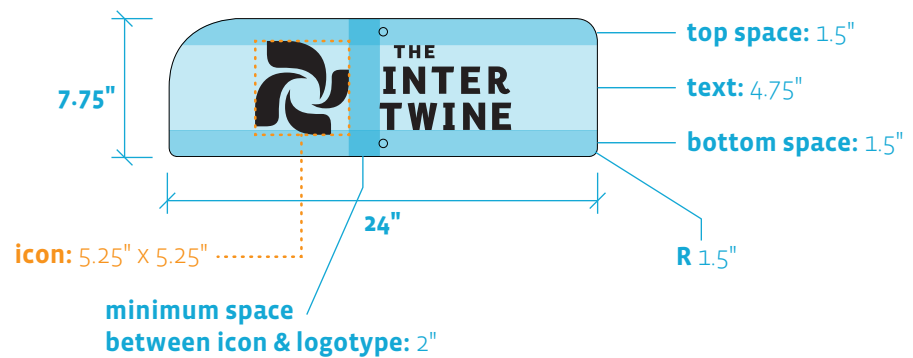
Wy'East Way Path

6"

top space: 1.5"
text: 2"
bottom space: 1.5"

CL

24"

margins: 0.75" min

R 1.5"

border: 0.5" white border

I-5 Corridor Trail

Trolley Trail

Double line informational message

Tualatin River Greenway

8.875"

top space: 1.5"
text: 2"
text and leading: 2.875"
bottom space: 1.5"

CL

24"

margins: 0.75" min

R 1.5"

border: 0.5" white border

Fanno Creek Greenway Trail

Historic Columbia Highway Trail

Adding an arrow

6"

← Hagg Lake Trail

24"

margins: 0.75" min

minimum space between arrow & text: 1.5"

← Westside Trail

Scouters Mountain Trail →

Optional header

7.75"

THE
INTER
TWINE

top space: 1.5"

text: 4.75"

bottom space: 1.5"

24"

icon: 5.25" x 5.25"

R 1.5"

minimum space between icon & logotype: 2"

THE
INTER
TWINE

THE
INTER
TWINE

THE
INTER
TWINE

MUTCD bike signs

For layout specifications for the green on-street green bike signs shown in these guidelines refer to the latest version of the Manual for Uniform Traffic Control Devices which can be found at *https://mutcd.fhwa.dot.gov*. The MUTCD is maintained and routinely updated by the Federal Highway Administration.

← SE 172nd Ave		↑ Forest Grove		↑ Sellwood		↑ Gresham	
0.6 MI	4 MIN	1.0 MI	6 MIN	1.0 MI	6 MIN	1.0 MI	6 MIN
Rock Creek →		← Hagg Lake Trail		← Trolley Trail		↑ Wy'East Way Path	
0.1 MI	1 MIN	330 FT	1 MIN	330 FT	1 MIN	1.8 MI	10 MIN
Scouters Mountain Trail →		← SW Herr Rd		← Riverfront Park		← Fairview	
0.5 MI	4 MIN	430 FT	1 MIN	430 FT	1 MIN	4.3 MI	26 MIN

Refer to following pages for layout dimensions and variations. These signs can be used with signs from an existing sign system or with signs from these Guidelines. For more information on the function and placement of this sign type refer to "TYPE H: logo components" on **page 2:10**.

H1 square badge

H2 vertical post cap

H3 post wrap

TYPE H: logo components

For color specifications, refer to "The Intertwine Logo" on **page 4:4**.

H1 square badge
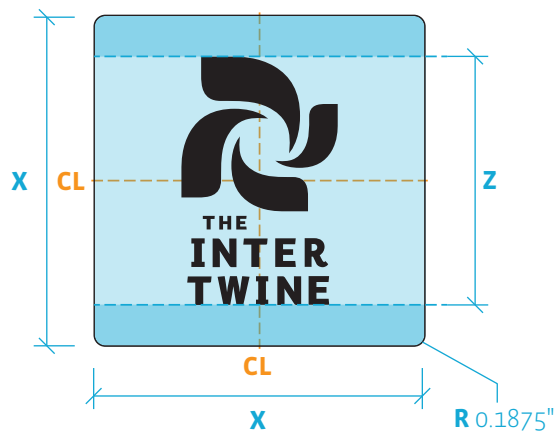
X	Z
6"	4"
7"	4 $^5/_8$"
9"	6"
12"	8"

H2 vertical post cap
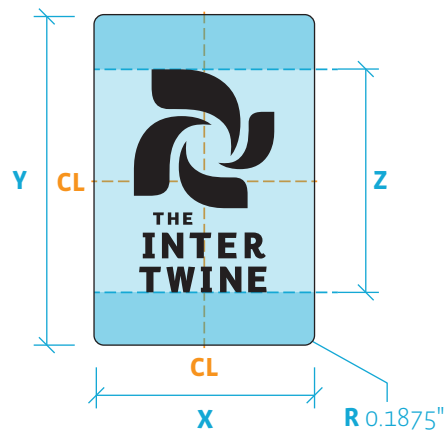
X	Y	Z
2"	3"	2"
3"	4 $^1/_2$"	3"
4"	6"	4"
6"	9"	6"

H3 post wrap
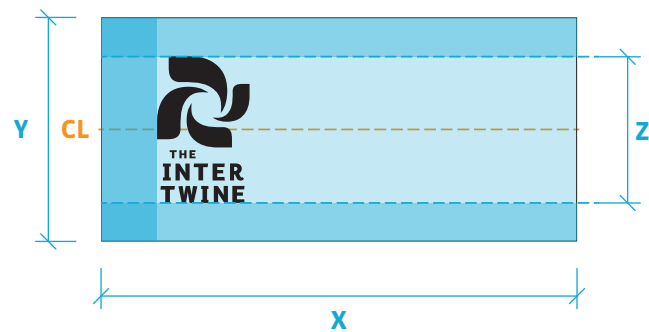
post type	A	X	Y	Z
2" square	1"	8 $\frac{1}{2}$"	4"	2 $\frac{5}{8}$"
3" square	1 $\frac{1}{8}$"	12 $\frac{1}{4}$"	5 $\frac{1}{2}$"	3 $\frac{5}{8}$"
2" round	1"	6 $\frac{1}{2}$"	4"	2 $\frac{5}{8}$"
3" round	1 $\frac{1}{8}$"	9 $\frac{1}{2}$"	5 $\frac{1}{2}$"	3 $\frac{5}{8}$"
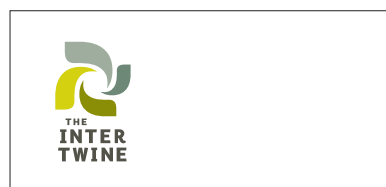
standard sign panel fabrication: reflective

This method describes the standard fabrication process for all sign types, except **MUTCD** bike signs. See FAQs for more information on sign reflectivity and see **page 5:8** for material recommendations.
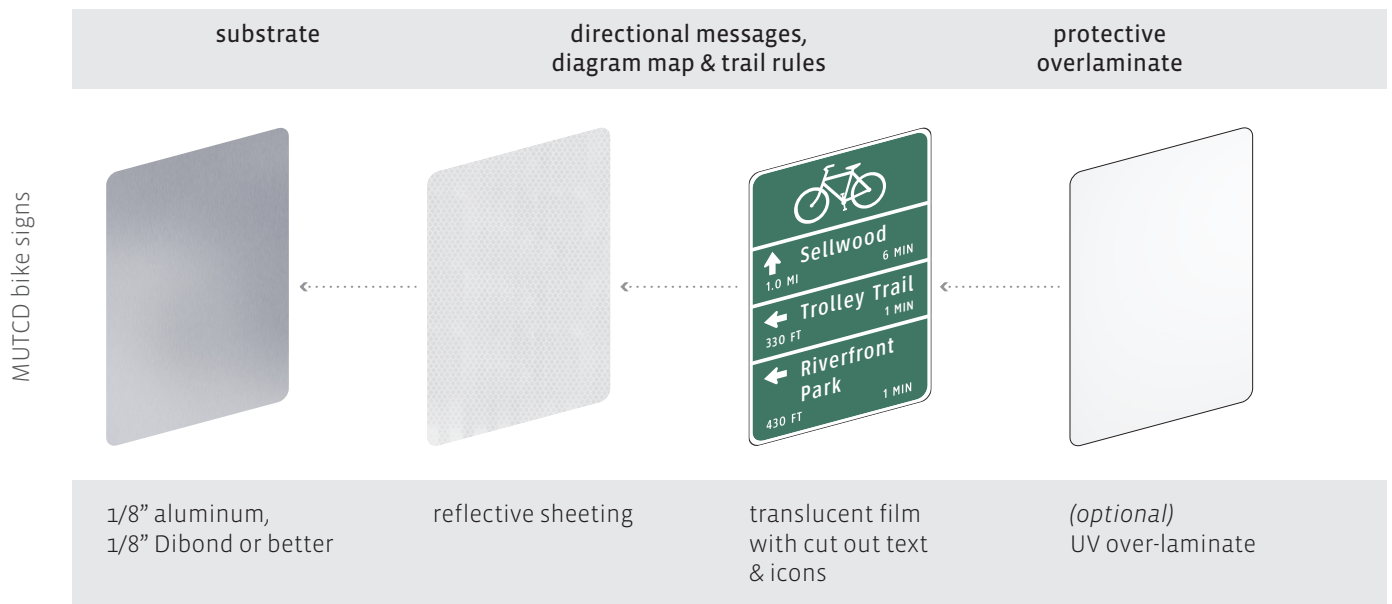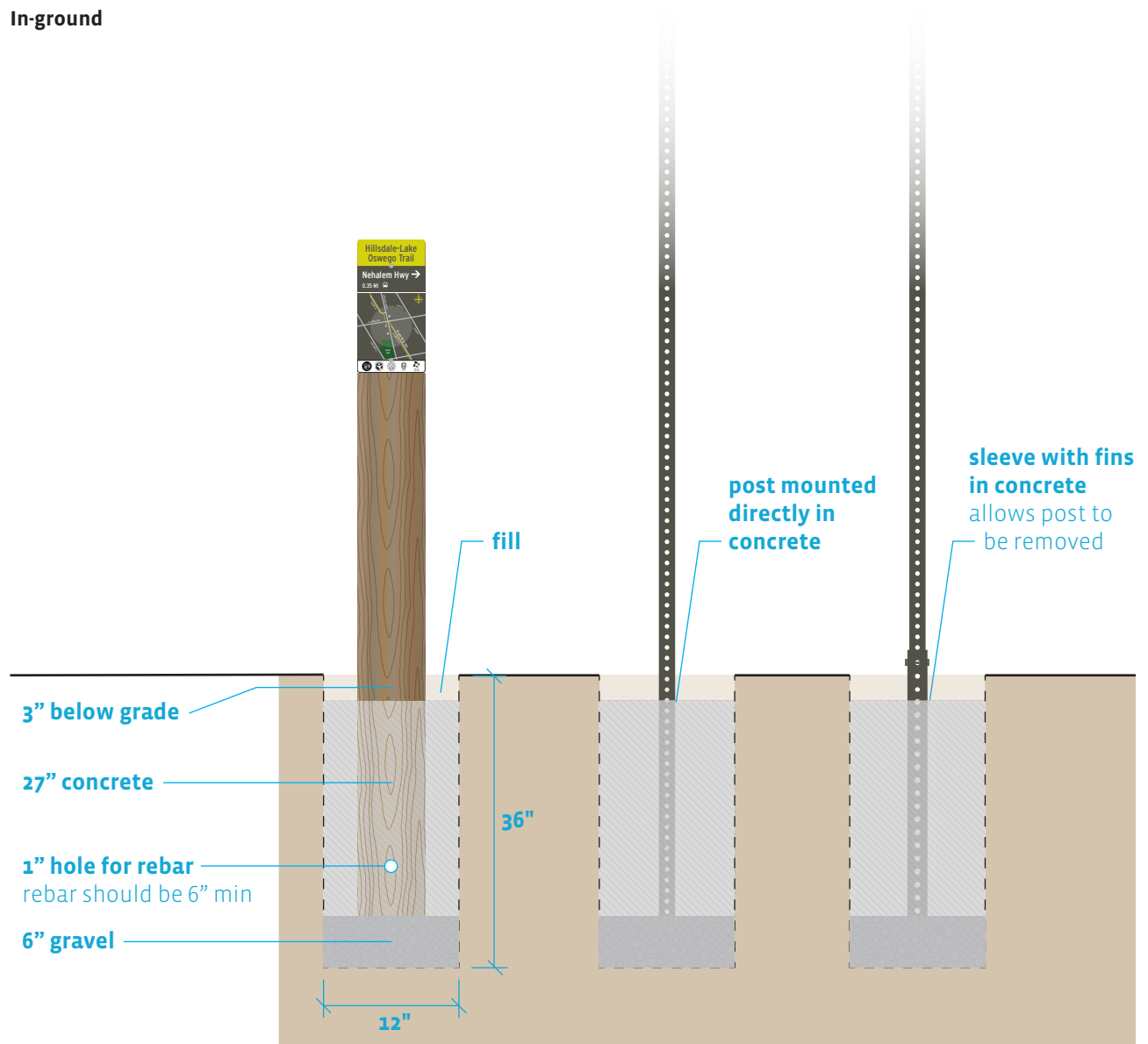
substrate	directional messages, diagram map & trail rules	protective overlaminate

SIGN TYPE C, D, E & F TYPICAL (maximum sign size 18" x 35")

0.080 aluminum, 1/8" Dibond, or better (maximum size 18" x 35")	full color digital print on **reflective white vinyl** with solvent-based inks	UV overlaminate applied to print

SIGN TYPE A & B TYPICAL (sign sizes 18" x 35" and larger)

1/8" aluminum, 1/8" Dibond, or better	full color digital print on **reflective white vinyl** with solvent-based inks	UV overlaminate applied to print

sign panel fabrication: alternative 1

This method is an alternative to the standard fabrication process for any sign type that does not require nighttime reflectivity (this excludes all on-street, multi-use signs such as **Sign Type G** and **MUTCD** bike signs). Although reflectivity is recommended, it is not required for off-street signs or pedestrian-only signs. See FAQs for more information on sign reflectivity and see **page 5:8** for material recommendations.

substrate	directional messages, diagram map & trail rules	protective overlaminate

SIGN TYPE C, D, E & F TYPICAL (maximum sign size 18" x 35")

0.080 aluminum, 1/8" Dibond, or better (maximum size 18" x 35")	full color digital print on **opaque white vinyl** with solvent-based inks	UV overlaminate applied to print

SIGN TYPE A & B TYPICAL (sign sizes 18" x 35" and larger)

1/8" aluminum, 1/8" Dibond, or better	full color digital print on **opaque white vinyl** with solvent-based inks	UV overlaminate applied to print
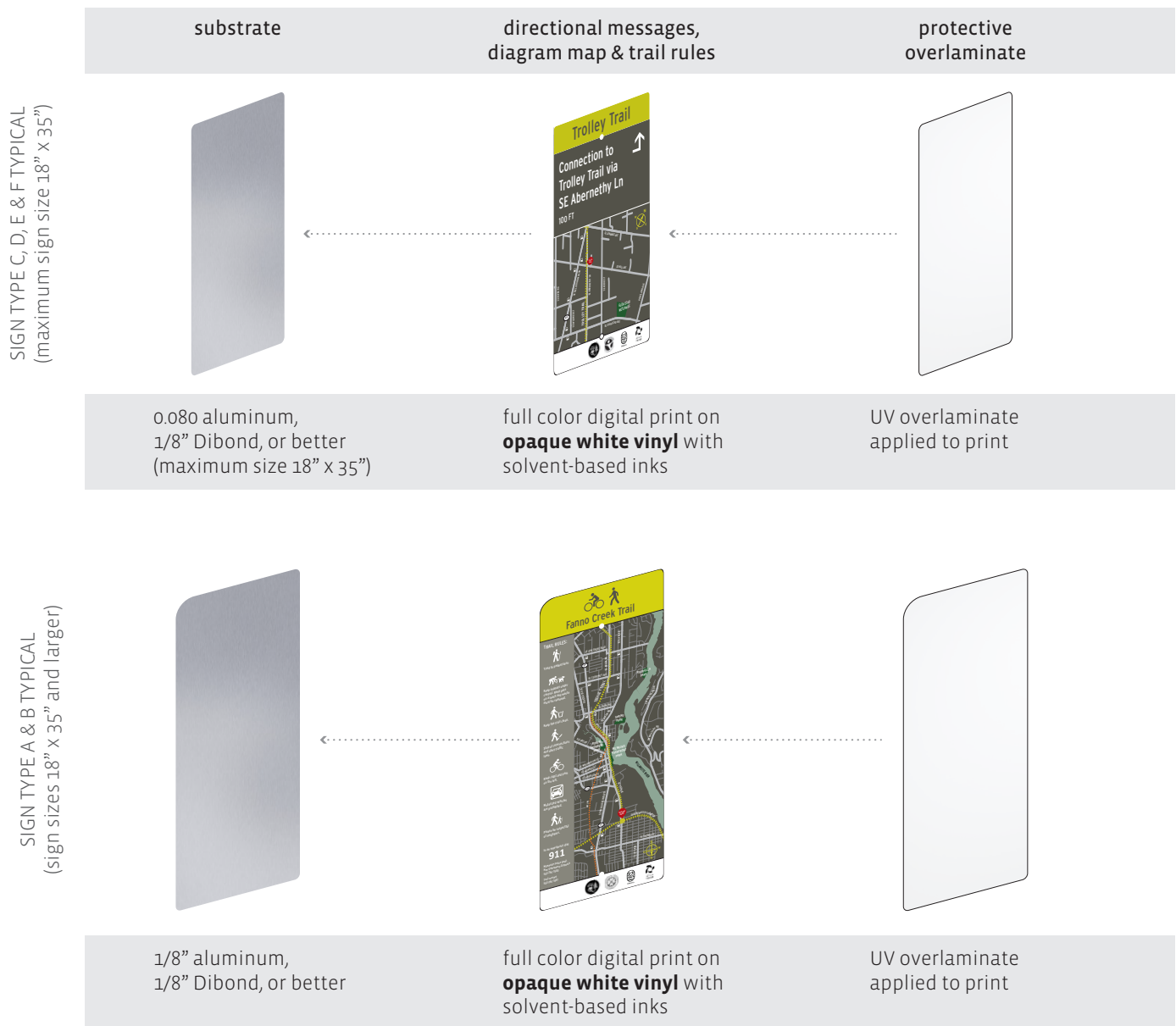
sign panel fabrication: alternative 2

This method is an alternative to the standard fabrication process for any sign type that does not require nighttime reflectivity (this excludes all on-street, multi-use signs such as **Sign Type G** and **MUTCD** bike signs). Although reflectivity is recommended, it is not required for off-street signs or pedestrian-only signs. See FAQs for more information on sign reflectivity and see **page 5:8** for material recommendations.

substrate	directional messages, diagram map & trail rules	protective overlaminate

SIGN TYPE C, D, E & F TYPICAL (maximum sign size 18" x 35")

0.080 pre-coated aluminum, 1/8" Dibond, or better	print directly onto pre-coated surface with solvent-based inks	UV over-laminate applied to printed surface

SIGN TYPE A & B TYPICAL (sign sizes 18" x 35" and larger)

1/8" pre-coated aluminum, 1/8" Dibond, or better	print directly onto pre-coated surface with solvent-based inks	UV over-laminate applied to printed surface
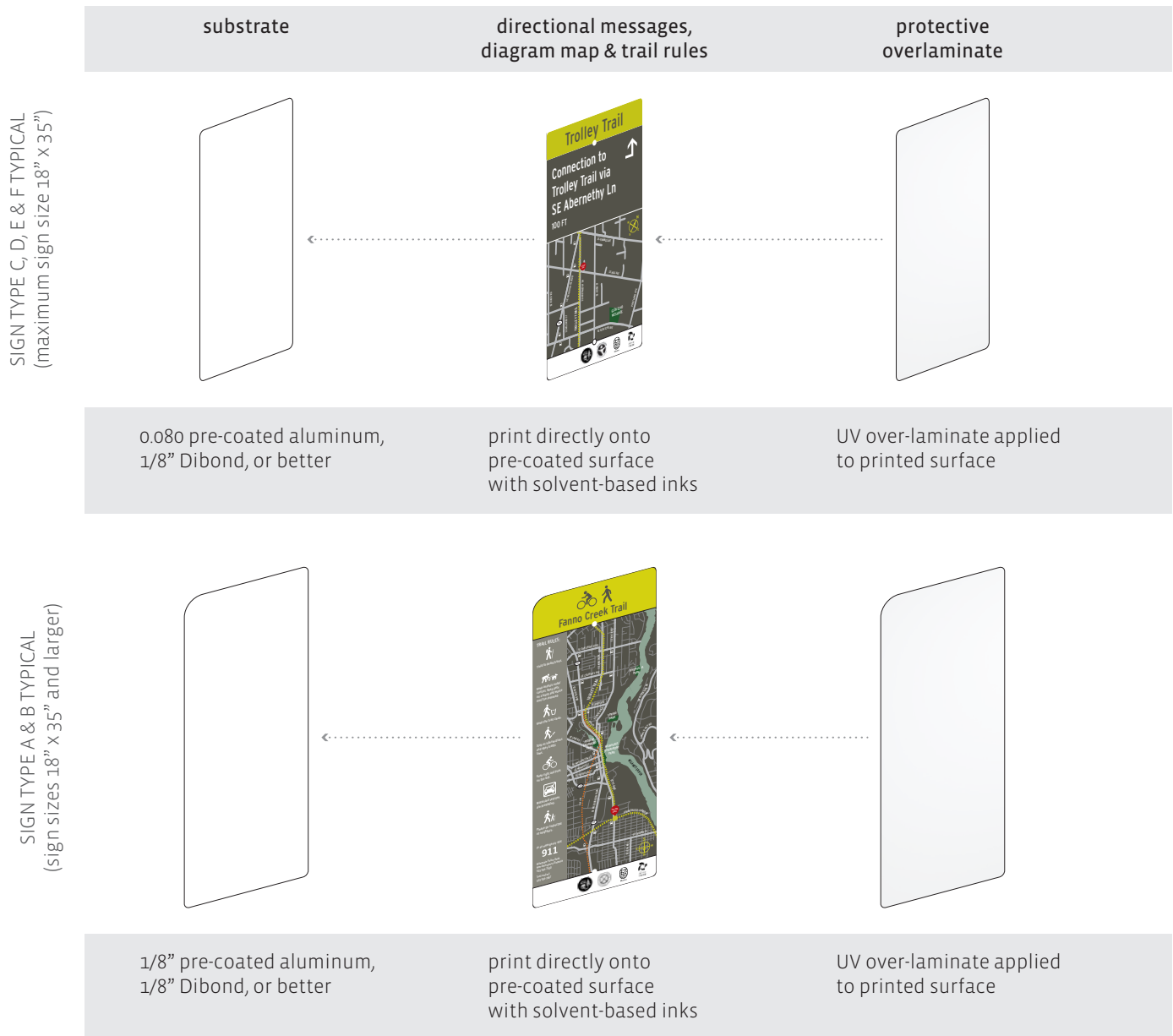
sign panel fabrication: MUTCD

This method is required for all **MUTCD** bike signs. See FAQs for more information on sign reflectivity and see **page 5:8** for material recommendations.

substrate	directional messages, diagram map & trail rules		protective overlaminate

MUTCD bike signs

1/8" aluminum, 1/8" Dibond or better	reflective sheeting	translucent film with cut out text & icons	*(optional)* UV over-laminate

post installation options

In-ground

sleeve with fins in concrete
allows post to be removed

post mounted directly in concrete

fill

3" below grade

27" concrete

36"

1" hole for rebar
rebar should be 6" min

6" gravel

12"

Hillsdale-Lake Oswego Trail

Nehalem Hwy →
0.35 MI

Direct embedded post
Sign post can set directly in concrete with a 6" gravel

Sleeve/breakaway anchor
A minimum 30" section of tubing can be set into concrete to serve as an anchor. Leave 2–3" exposed above the surface so sign post can be inserted into the sleeve and anchored with a corner bolt.

Surface mount

4" concrete anchors

square telespar post   square wood post   u-channel post   round post
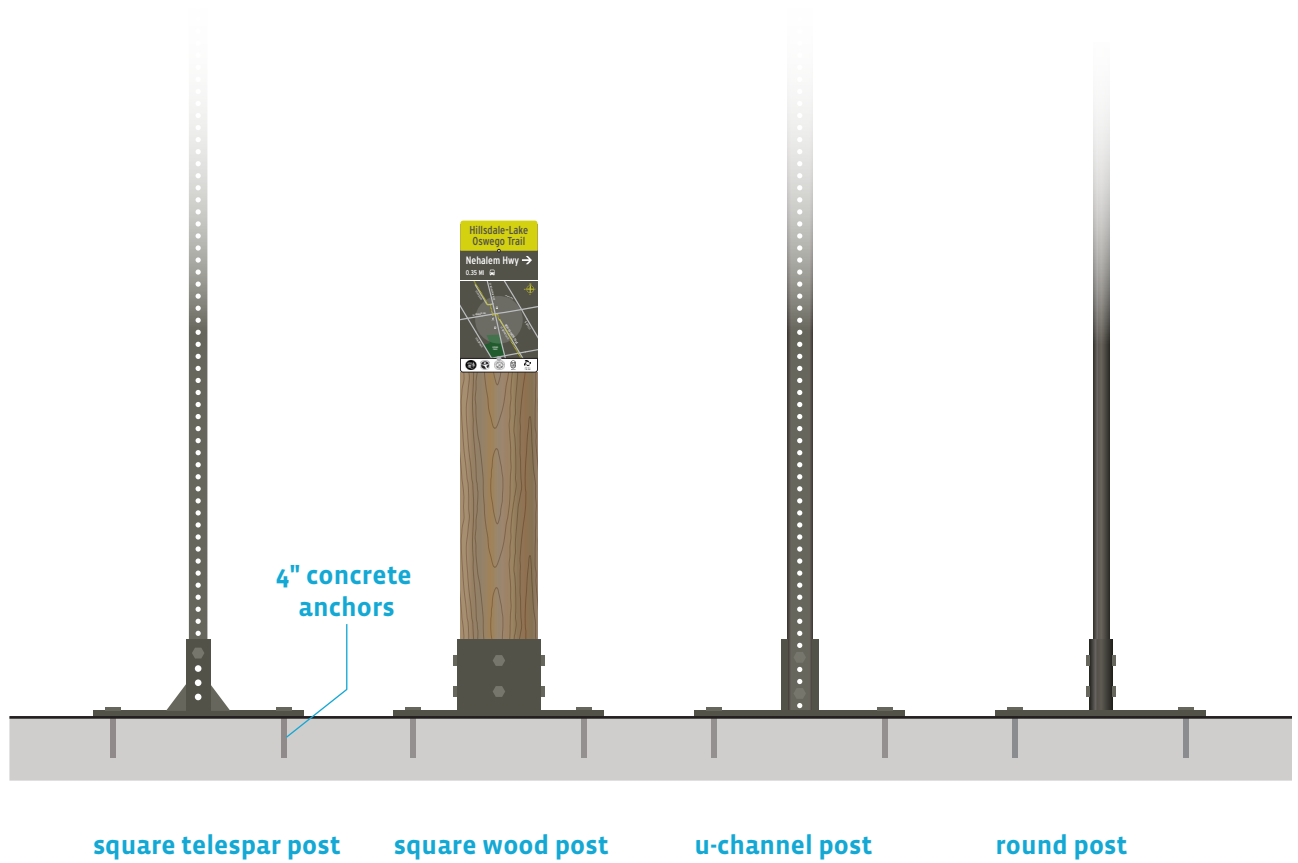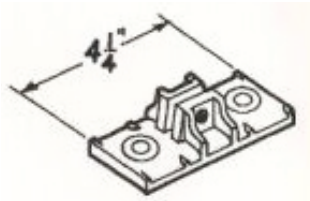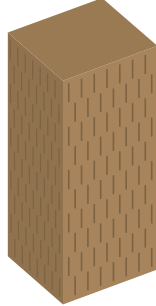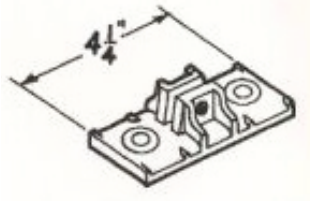
recommendations: print materials

These material recommendations are provided as guidance and are not a mandate. 3M Graphics materials are recommended because of their high quality and because they are backed by comprehensive warranties and support. However, other equivalent materials may be substituted.

type	print/cut material	over laminate	application
reflective white vinyl	3M scotchlite reflective graphic film IJ5100-10 (white)	3M scothcal overlaminate luster (8519)	Recommended for sign Types A, B, C, D, E & G
opaque white vinyl	3M controltac graphic film IJ180Cv3-10 (white)	3M scothcal overlaminate matte (8520)	Can be used for sign Types A, B, C, D, E & G
retroreflective	3M high intensity prismatic (HIP) reflective sheeting series 3930 color: white (3930) *used with* 3M electrocut film series 1170 color: green (1177)	3M scothcal overlaminate luster (8519) *NOTE: do not use matte over-laminate with HIP or you will reduce the reflectivity of the sheeting	Required for green MUTCD bike signs

recommendations: mounting hardware
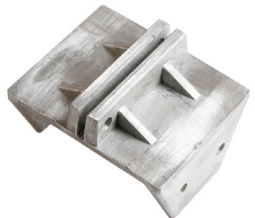
post/pole options	center mount	flag mount
2" square *galvanized or powder coated (color 1)*	3/8" drive rivet (anti-theft) *aluminum or steel with nylon washer*	flat back bracket w/ 3/8"x3" bolt *galvanized, zinc plated, or powder coated (color 1)*
2" round *galvanized or powder coated (color 1)*	THDW-105 single bracket or THDW-107 double bracket	Wing bracket *galvanized, zinc plated, or powder coated (color 1)*
4" wood *pressure treated or cedar*	3/8" lag bolt *galvanized with galvanized washer & black nylon washer*	flat back bracket w/ 3/8"x3" bolt *galvanized, zinc plated, or powder coated (color 1)*

This hardware can be found at your local municipal sign or traffic safety supply store, or online.

3.25"

round pipe cap	square post cap	u-channel post cap	4" wood post cap
2-3/8" cap 3.25" receiver *galvanized, zinc plated, or powder coated (color 1)*	2" cap 3.25" receiver *galvanized, zinc plated, or powder coated (color 1)*	180 degree cap 3.25" receiver *galvanized, zinc plated, or powder coated (color 1)*	4" x 4" cap 3.25" receiver *galvanized, zinc plated, or powder coated (color 1)*

This hardware can be found at your local municipal sign or traffic safety supply store, or online.
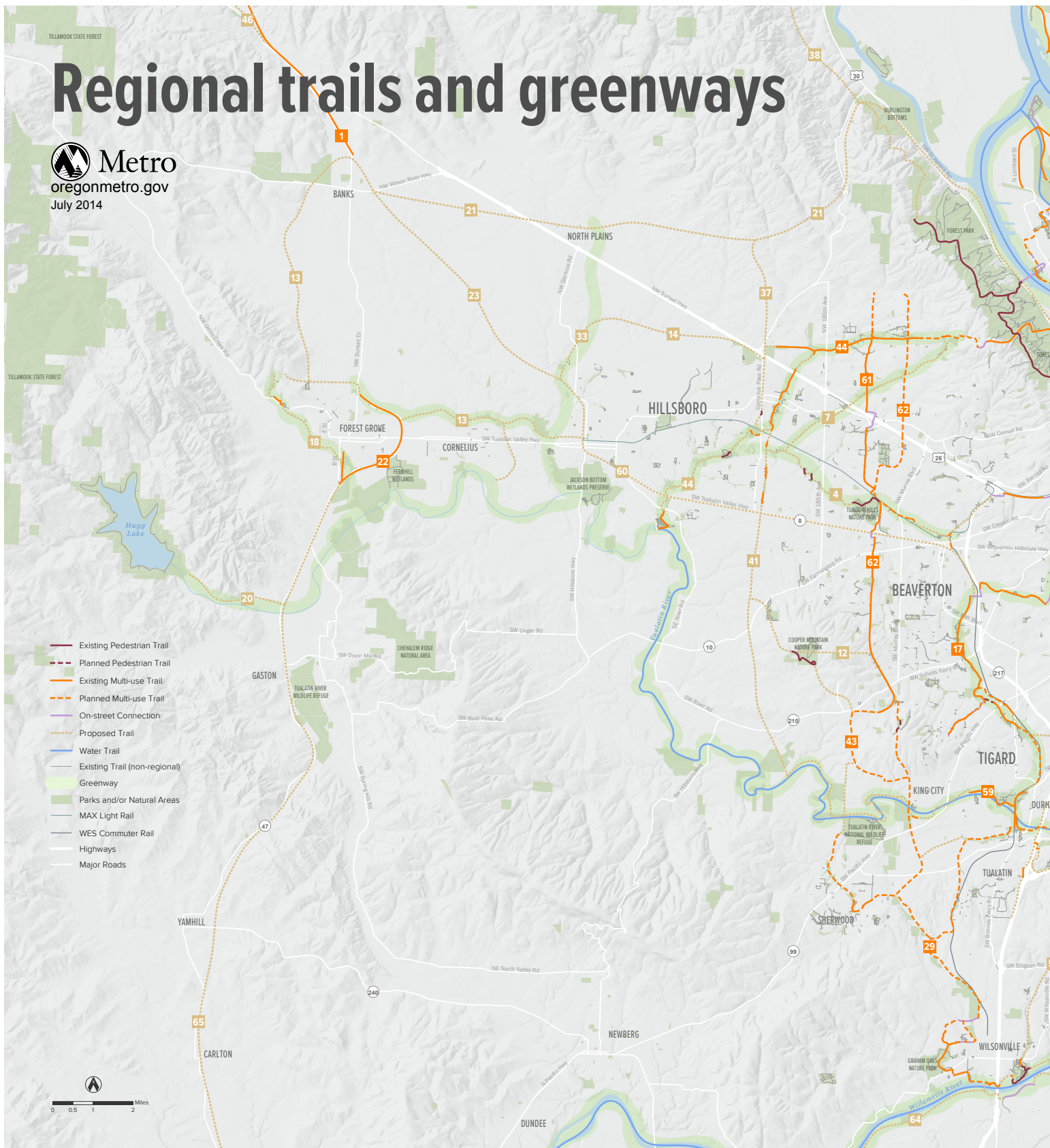
recommendations: post hardware

square telscoping post with sleeve and corner bolt

surface mount options
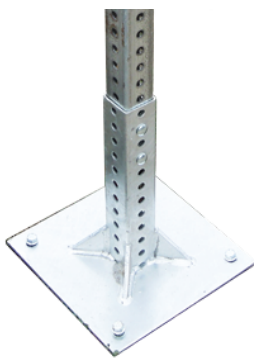
square telespar post
*galvanized, zinc plated, or
powder coated (color 1)*

u-channel post
*galvanized, zinc plated, or
powder coated (color 1)*

round post
*galvanized, zinc plated, or
powder coated (color 1)*
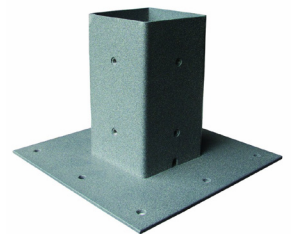
square wood post
*galvanized, zinc plated, or
powder coated (color 1)*

This hardware can be found at your local municipal sign or traffic safety supply store, or online.

fabrication details

6:2 regional trails and greenways system

Twelve hundred miles of connected trails and greenways in the Portland region: that was the vision in the 1992 Metropolitan Greenspaces Master Plan. Since then, huge progress has been made.

6:4 definitions

Some of the typical terms used in the development of trail systems and throughout these guidelines.

Regional trails and greenways

Metro
oregonmetro.gov
July 2014

Legend

- Existing Pedestrian Trail
- Planned Pedestrian Trail
- Existing Multi-use Trail
- Planned Multi-use Trail
- On-street Connection
- Proposed Trail
- Water Trail
- Existing Trail (non-regional)
- Greenway
- Parks and/or Natural Areas
- MAX Light Rail
- WES Commuter Rail
- Highways
- Major Roads

Miles
0   0.5   1   2

1. Banks-Vernonia Trail
2. Beaver Creek Trail
3. Beaver Lake Trail
4. Beaverton Creek Trail*
5. Beaverton to Milwaukie Trail
6. Bridgeport to Milwaukie Trail
7. Bronson Creek Trail

8. Butler Buttes Trail
9. Cazadero Trail
10. Clackamas River Greenway
11. Columbia Slough Trail
12. Cooper Mountain Trail
13. Council Creek Trail
14. Crescent Park Trail

15. Crown Zellerbach Trail**
16. East Buttes Powerline Trail
17. Fanno Creek Trail
18. Gales Creek Trail
19. Gresham-Fairview Trail
20. Hagg Lake Trail
21. Helvetia Trail

22. Highway 47 Trail
23. Hillsboro to Banks Trail
24. Hillsdale to Lake Oswego Trail*
25. Historic Barlow Road Trail
26. Historic Columbia River Highway
27. I-205 Trail
28. I-84 Trail

29. Ice Age To
30. Kelley Cre
31. Marine Dri
32. Marquam
33. McKay Cre
34. Mount Sco
35. North Clac

* Alignments shown on map are simplified for cartographic purposes. Additional on-street segments are shown in individual trail master plans.   ** Not shown on map. Located in Columbia County, Oregon.

definitions

The following are some of the typical terms used in the development of trail systems. Many of the glossary terms and definitions provided here were compiled for and published in *Trails Primer: A Glossary of Trails, Greenway, and Outdoor Recreation Terms and Acronyms,* 2001, Jim Schmid, editor, South Carollina Department of Parks, Recreation and Tourism, Columbia, SC. The full list can be found at: http://www.americantrails.org/glossary.html

Amenities
Any element used to enhance the user's experience and comfort along a trail.

Connectors
Paths or on-road routes that provide key connections between or within trail or greenway corridors; these have little, if any, ecological benefits.

Corridor (trail)
The full dimensions of a route, including the tread and a zone on either side (usually three feet) and above the tread from which the brush will be removed.

Greenway (trail)
A linear open space established along a natural corridor, such as a river, stream, ridgeline, rail-trail, canal, or other route for conservation, recreation, or alternative transportation purposes. Greenways can connect parks, nature preserves, cultural facilities, and historic sites with business and residential areas.

Guidelines
A statement and/or illustration describing a recommendation or principle for a preferred development technique or a course of action. Guidelines are not mandatory actions.

Legend
A listing that shows symbols and other information about a map. Legislation: Written and approved laws. Also known as "statutes" or "acts."

Multi-use trail
A trail that permits more than one user group at a time (equestrian, OHVer, hiker, mountain bicyclist, etc.).

Multi-use trail network
A series of trails that interconnect to form a system that, as a whole, allows for more than one use. The individual trails may be single use or multiple use.

Regional trails
Trails that connect across jurisdictions, are primarily off-street, and typically multi-modal. "Regional" is the highest classification in a trail hierarchy that also includes "community" and "local" trails.

Single-use trail
One that is designed and constructed for only one intended use (i.e. hiking only).

Spur trail
A trail that leads from primary, secondary, or spine trails to points of user interest, overlooks, campsites, etc.

Standards (design)
Values selected and documented from the design criteria that become the standards for a given trail or greenway project.

Terminus
Either the beginning or end of a trail.

Trail (linear)
A trail on which a visitor travels and returns exactly along the same route and has a beginning and an end. The trail is on land or water with protected status and public access for recreation and/or transportation purposes such as walking, jogging, motorcycling, hiking, bicycling, ATVing, horseback riding, mountain biking, canoeing, kayaking, and backpacking.

Trail system

A collection of individual trails that may or may not
be connected to one another, whereby each retains
its distinctiveness, and yet belongs to the system
by association with a federal, state, local, or
bioregional context.

Trailhead

An access point to a trail often accompanied by various
public facilities, parking areas, toilets, water, directional
and informational signs.