



# **THE INTER TWINE**

Regional Trails Signage Guidelines

December 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.

Stay in touch with news, stories, and things to do.  
[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### **metro council president**

Tom Hughes

### **metro councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **auditor**

Brian Evans



## acknowledgments

### prepared for

Metro Parks and Nature  
600 NE Grand Avenue  
Portland, OR 97232-2736  
P 503.797.1700  
www.oregonmetro.gov

### second edition

Leia Reedijk  
Sea Reach Ltd  
146 NE Yamhill St  
Sheridan, Oregon 97378  
P 503.843.2005  
F 5-3.843.2744  
www.seareach.com

### first edition

Liz Talley  
Mayer/Reed  
319 SW Washington  
Suite 820  
Portland, OR 97204  
P 503.223.5953

### metro

Robert Spurlock, *Regional Planner*

Karen Vitkay, *Regional Planner*

Rod Wojtanik, *Parks Planning Manager*

Lisa Goorjian, *Visitor Services Program Director*

### 2012 advisory committee stakeholders

Tammy Abbot  
*State Parks Sign Coordinator  
Oregon Parks & Recreation Department*

Jean Akers  
*Planner, Vancouver–Clark Parks & Recreation*

Kris Schamp  
*Northwest Trail Alliance*

Katherine Kelly  
*Transportation Planning Manager  
City of Gresham*

Laurie DeVos  
*Landscape Architect  
City of Hillsboro Parks & Recreation*

Bruce Barbarasch  
*Natural Resources Manager  
Tualatin Hills Parks & Recreation*

Sarah Coates-Huggins  
*Planner, Portland Parks & Recreation*

Katie Dunham & Michelle Healy  
*North Clackamas Parks & Recreation*

Anthony Buztek  
*Transportation Engineer, Metro*

Shelly Oylear  
*Bike & Pedestrian Coordinator  
Washington County*

Basil Christopher  
*Bike & Pedestrian Coordinator, Oregon  
Department of Transportation – Region 1*

Joe Marek  
*Transportation Engineer  
Clackamas County*

Roger Geller & Denver Igarta  
*Portland Bureau of Transportation*

Greg Stout & Jeff Peck  
*City of Tigard*



## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### additional project partners

Linda Tate  
*City Administrator*  
*City of Durham*

Jim Whynot  
*Public Works Supervisor*  
*City of Gladstone*

Kevin Cayson  
*Park Maintenance Supervisor*  
*North Clackamas Parks & Recreation*

Rich Mueller  
*Parks & Recreation Manager*  
*City of Tualatin*

Tom Steiger  
*Park Maintenance Manager*  
*City of Tualatin*

Mike Wetter  
*Executive Director*  
*The Intertwine Alliance*





## contents

- ii about metro
- iii acknowledgments

### 1:0 introduction

- 1:2 forward
- 1:3 how to use these guidelines
- 1:4 process flow chart for signing a regional trail
- 1:5 FAQs

### 2:0 sign family

- 2:2 off-street trail signs
- 2:8 on-street connection signs
- 2:10 the intertwine logo components

### 3:0 sign location planning

- 3:2 typical sign placement
- 3:4 signing at intersections
- 3:6 mounting multiple panels
- 3:8 trail scenario 1: trail connections
- 3:10 trail scenario 2: trail intersections
- 3:12 trail scenario 3: trail spurs
- 3:14 application of The Intertwine logo to existing signage

### 4:0 design guidelines

- 4:2 color matrix
- 4:3 typography
- 4:4 the intertwine logo
- 4:5 other logos
- 4:7 symbols
- 4:9 trail map
- 4:11 TYPE A vertical: trailhead layout overview
- 4:16 TYPE A horizontal: trailhead layout overview
- 4:21 TYPE B: trail access layout overview
- 4:26 TYPE C: off-street pedestrian directional layout overview

- 4:34 TYPE D: off-street multi-use directional layout overview
- 4:42 TYPE E: mile marker layout overview
- 4:46 TYPE G: on-street bicycle header layout overview
- 4:49 MUTCD bike signs
- 4:50 TYPE H: logo component layout overview

### 5:0 fabrication details

- 5:2 standard sign panel fabrication
- 5:3 sign fabrication: alternative 1
- 5:4 sign fabrication: alternative 2
- 5:5 sign fabrication: MUTCD
- 5:6 post installation options
- 5:8 recommendations: print materials
- 5:9 recommendations: mounting hardware
- 5:11 recommendations: post hardware

### 6:0 appendix

- 6:2 regional trails and greenways map
- 6:4 definitions



## 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

City of Hillsboro

City of King City

City of Lake Oswego

Metro

North Clackamas Parks & Recreation

City of Oregon City

Oregon Department of Transportation

Oregon Parks & Recreation

Port of Portland

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 consistent 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](http://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.

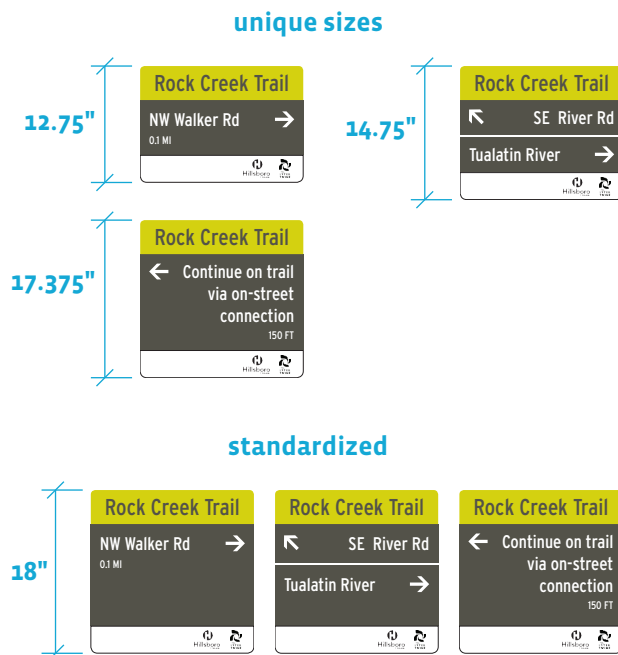


## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### How can I apply these guidelines economically?

A good way to sign a trail economically is to standardize—standardizing 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 unique sign sizes, you may consider making the layouts more uniform by adding blank space at the bottom (below the last directional message 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.



### 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?).



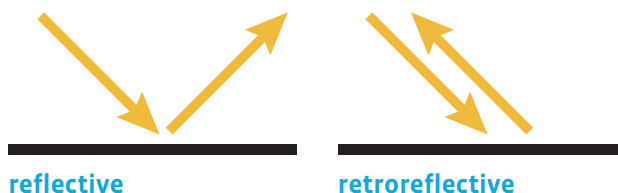
### How do I organize my destinations?

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.



These guidelines recommended that all pedestrian and multi-use signs be manufactured 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 retroreflective 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.



## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017



## 2:0 SIGN TYPES

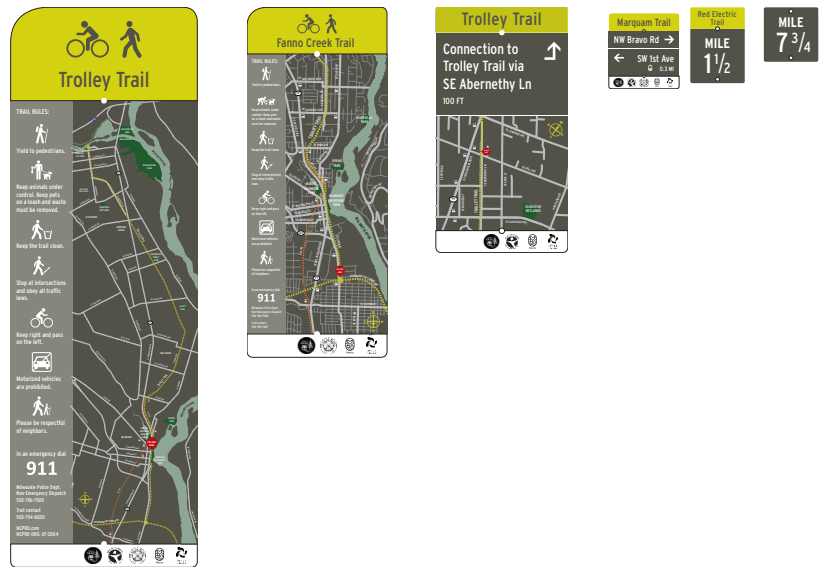
THE INTERTWINE  
Regional Trails Signage Guidelines  
December 2017



### sign families

#### 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



### 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





## TYPE B: trail access



### 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

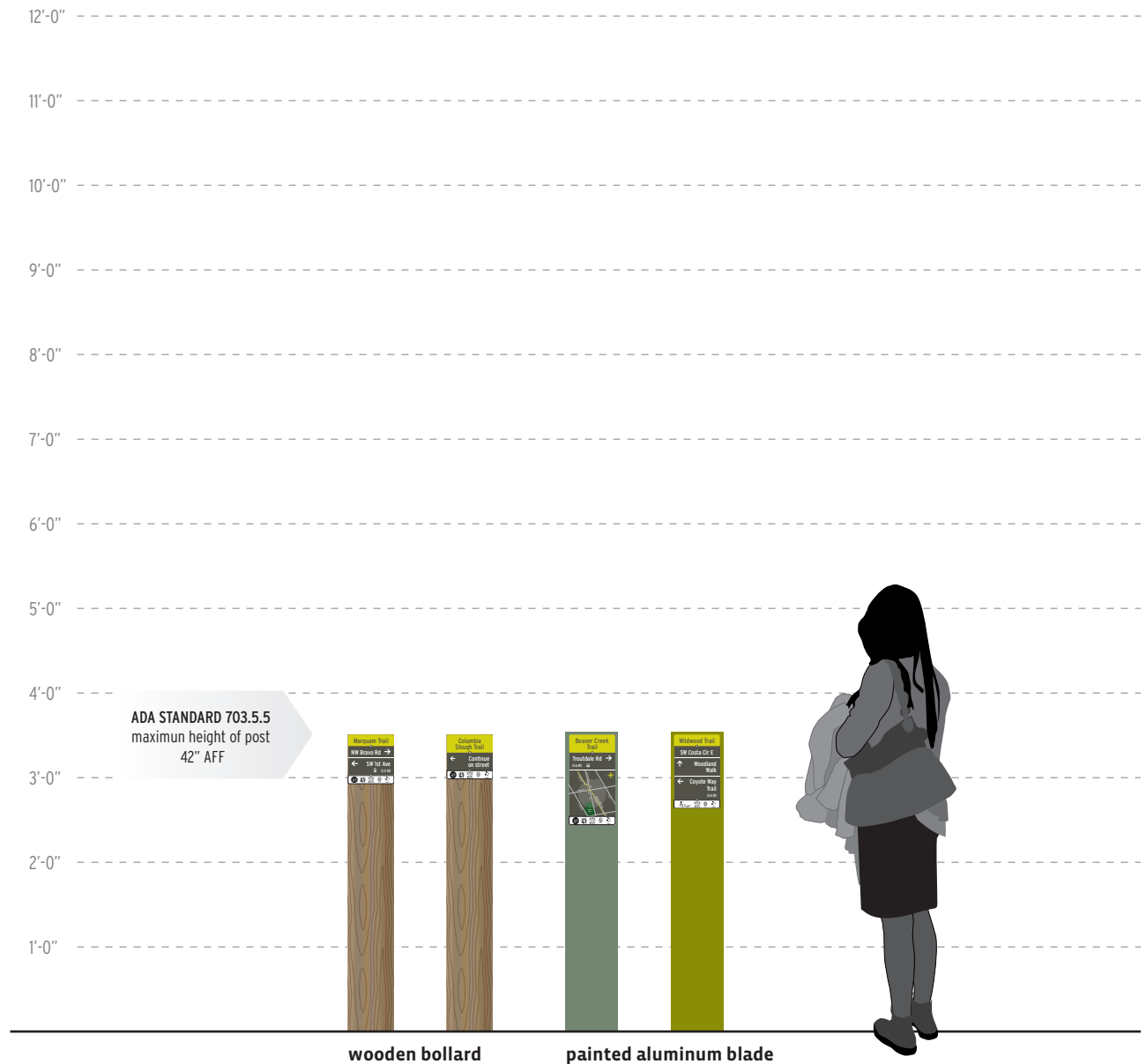
Layouts on page 4:21

Trail map guidelines on page 4:9

Manufacturing page 4:2



## TYPE C: off-street pedestrian directional



### 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

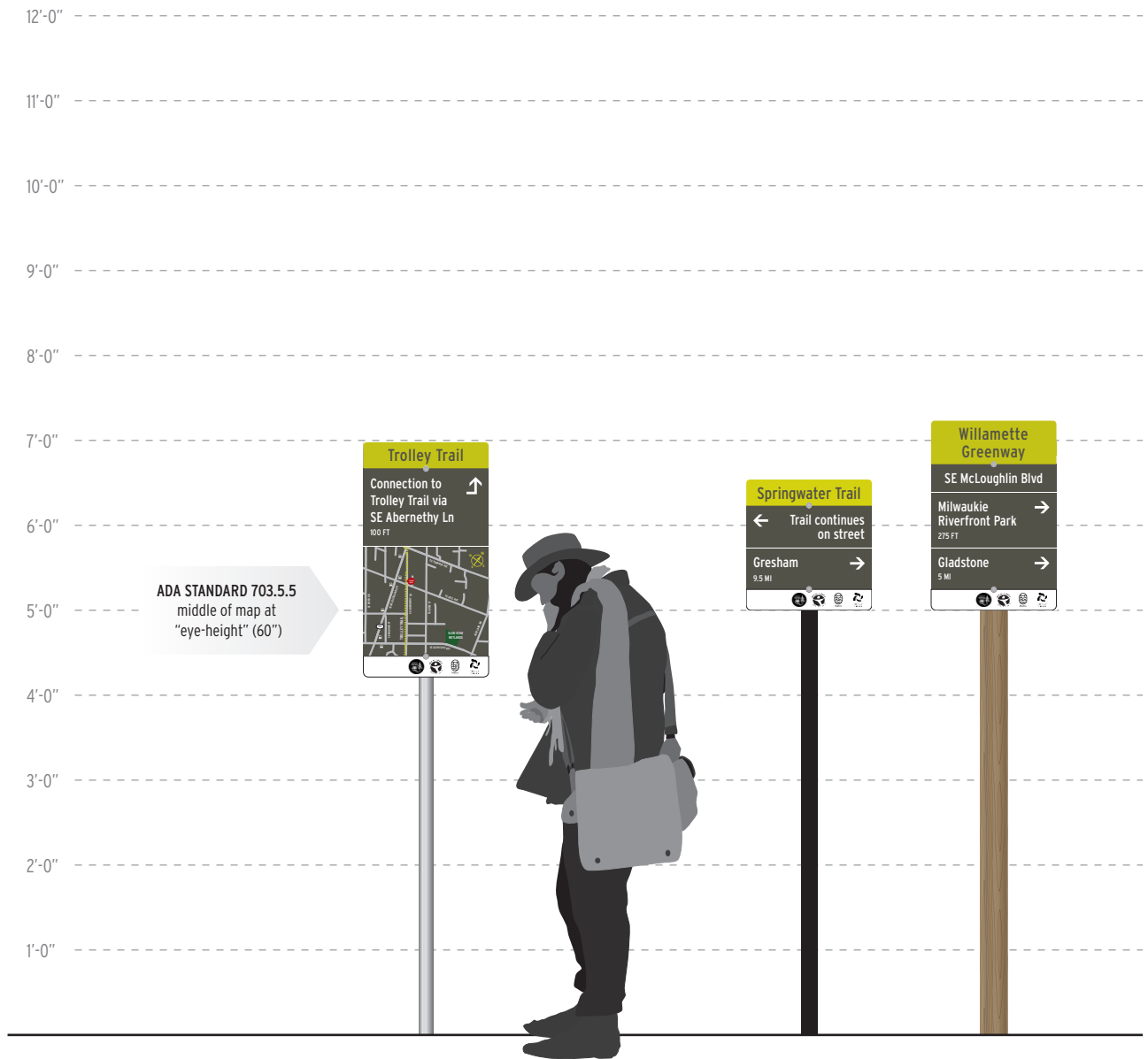
Layouts on page 4:26

Trail map guidelines on page 4:9

Manufacturing page 4:2



## TYPE D: off-street multi-use directional



### 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

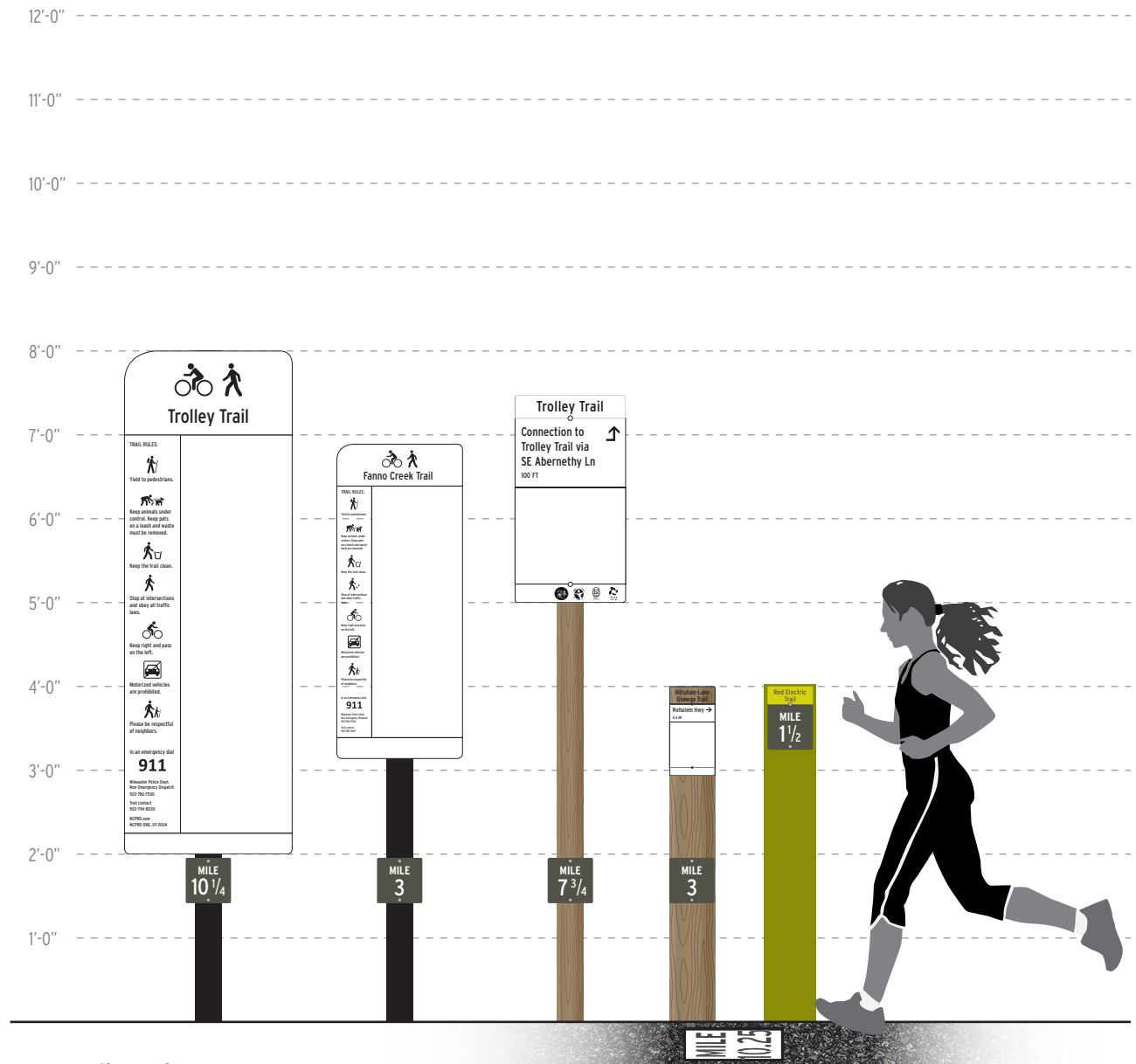
Layouts on page 4:40

Trail map guidelines on page 4:9

Manufacturing page 4:2



## 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.

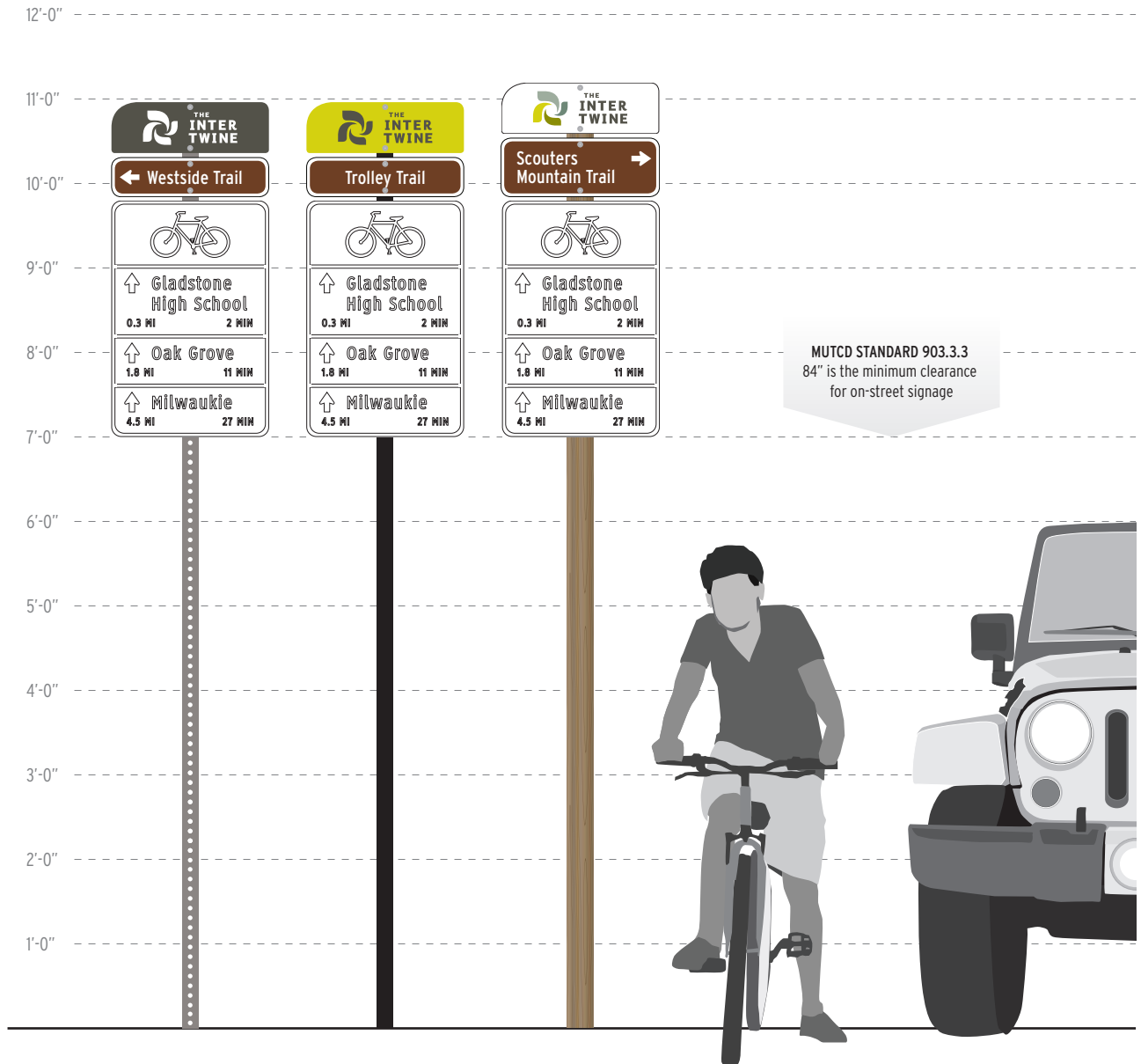
### references

Layouts on page 4:42

Manufacturing page 4:2



## TYPE G: on-street bicycle header



### 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



### 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.

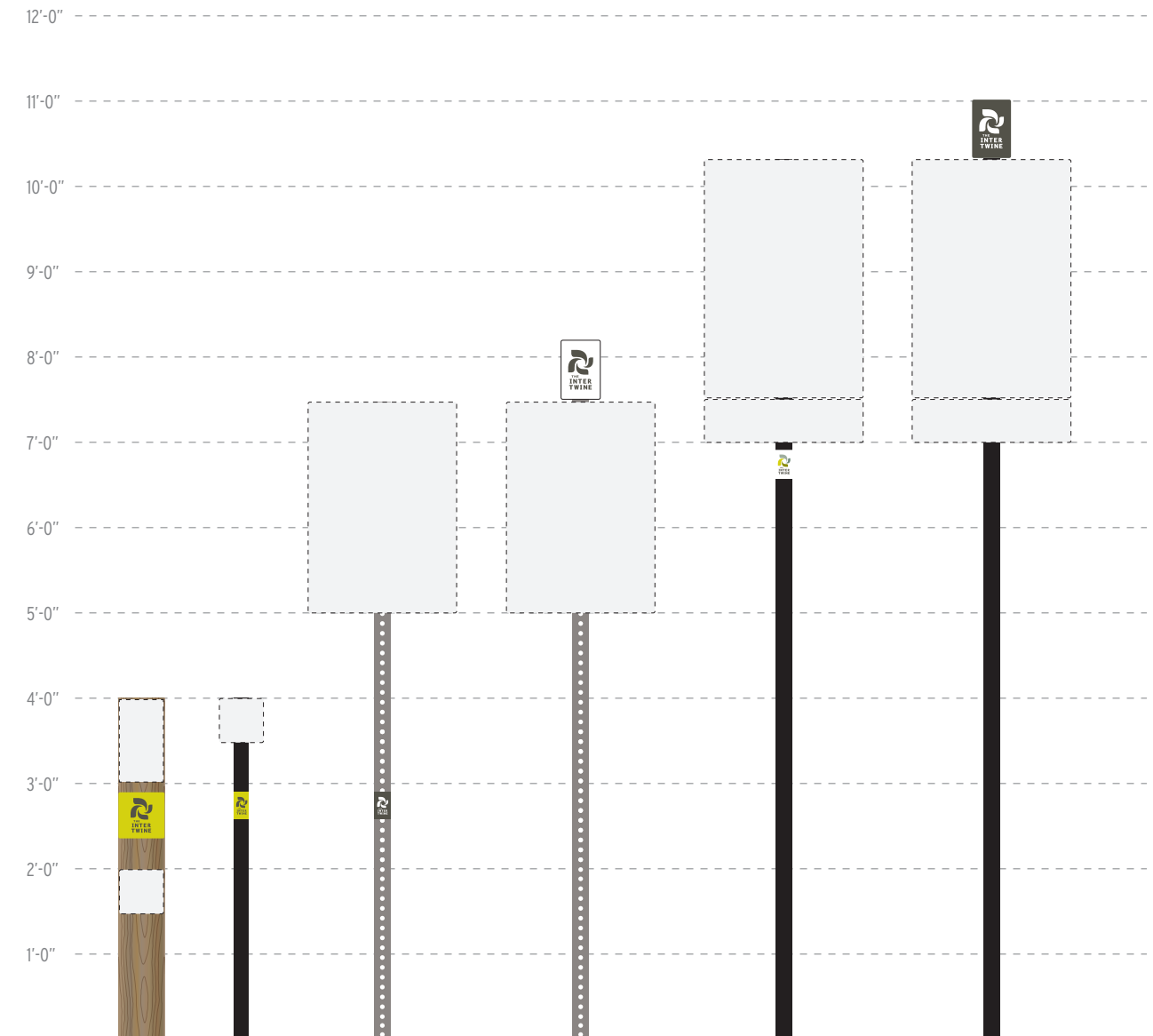
### references

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



### **3:2 typical sign placement**

These diagrams provide guidelines for sign placement both on-street and off-street for multi-use and pedestrian-only signs.

### **3:4 signing at intersections**

This illustration provides guidance for sign placement at intersections.

### **3:5 mounting multiple panels**

This section provides options for intersections that require multiple panels on a single post.

### **3:8 trail scenario 1: trail 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.

### **3:10 trail scenario 2: trail intersections**

The following examples illustrate the types of signs and messages to consider when trails intersect off-street.

### **3:12 trail scenario 3: trail spurs**

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.

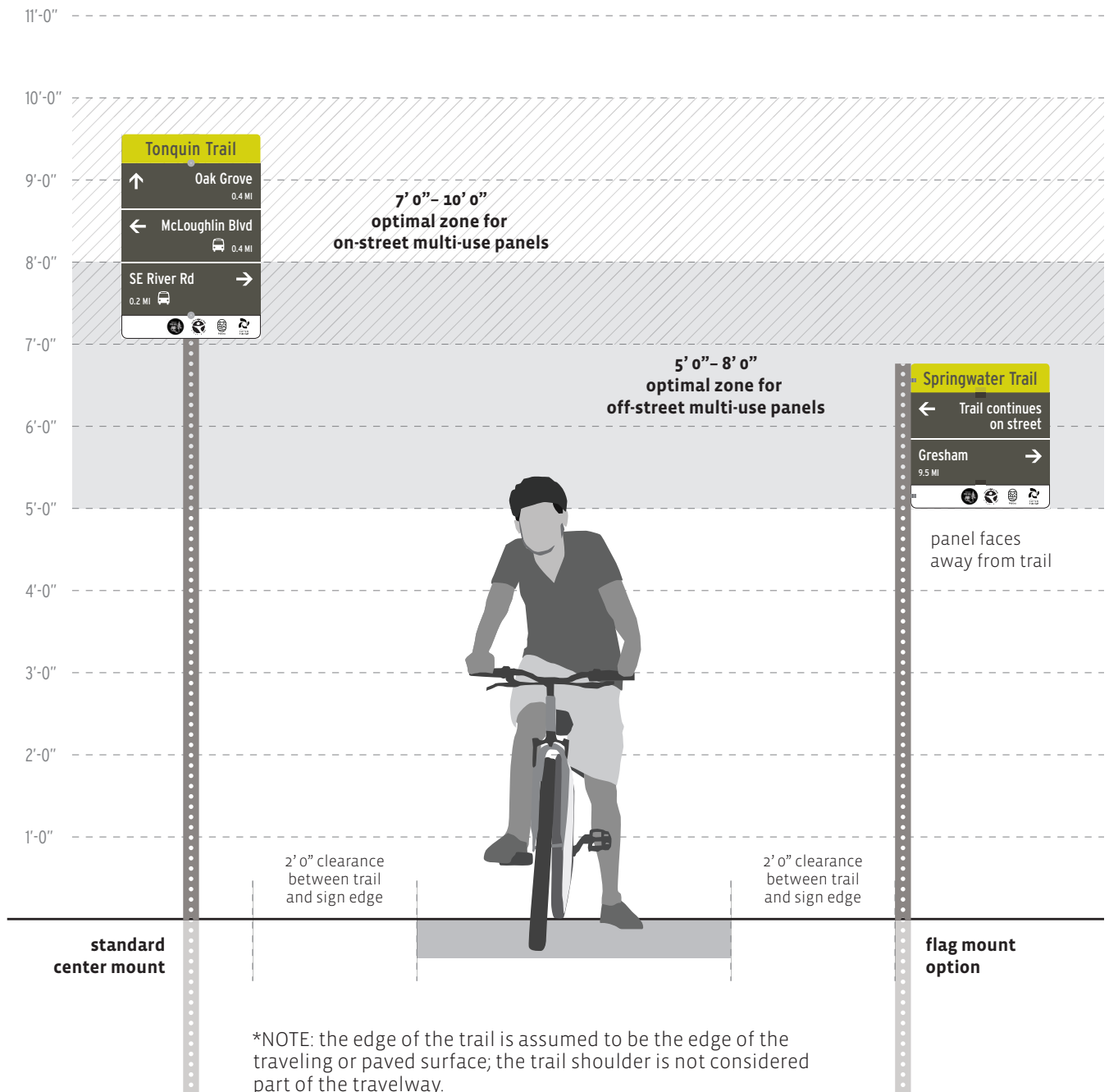
### **3:14 application of the Intertwine logo to existing signage**

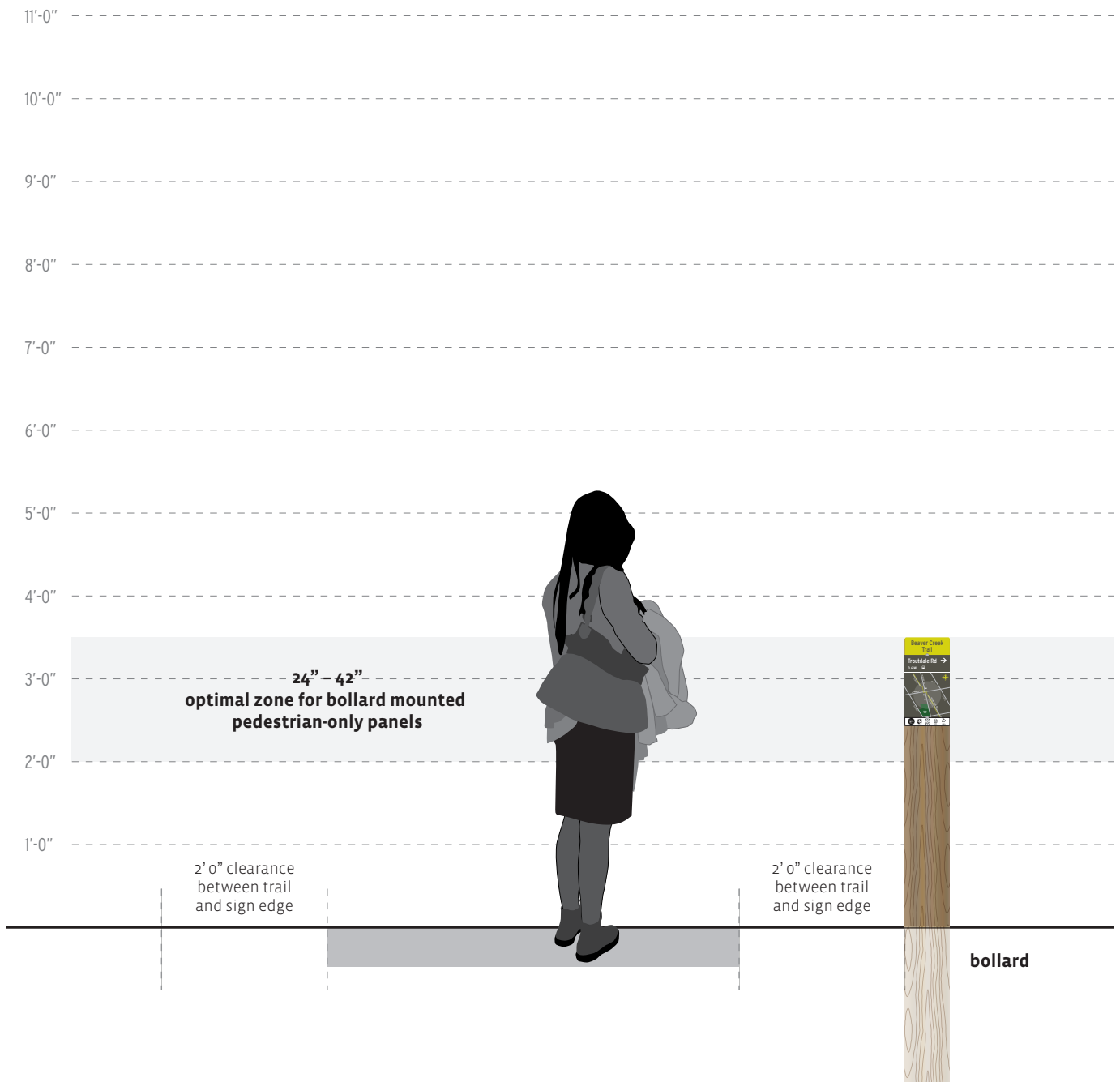
In many cases, a sign program, apart from the designs shown in these guidelines, are in use along off-street regional trails and on-street connections. Multiple options can be used to integrate The Intertwine logo and identify the trail as a part of the Regional Trail Network and The Intertwine. The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



## 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>.







## 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

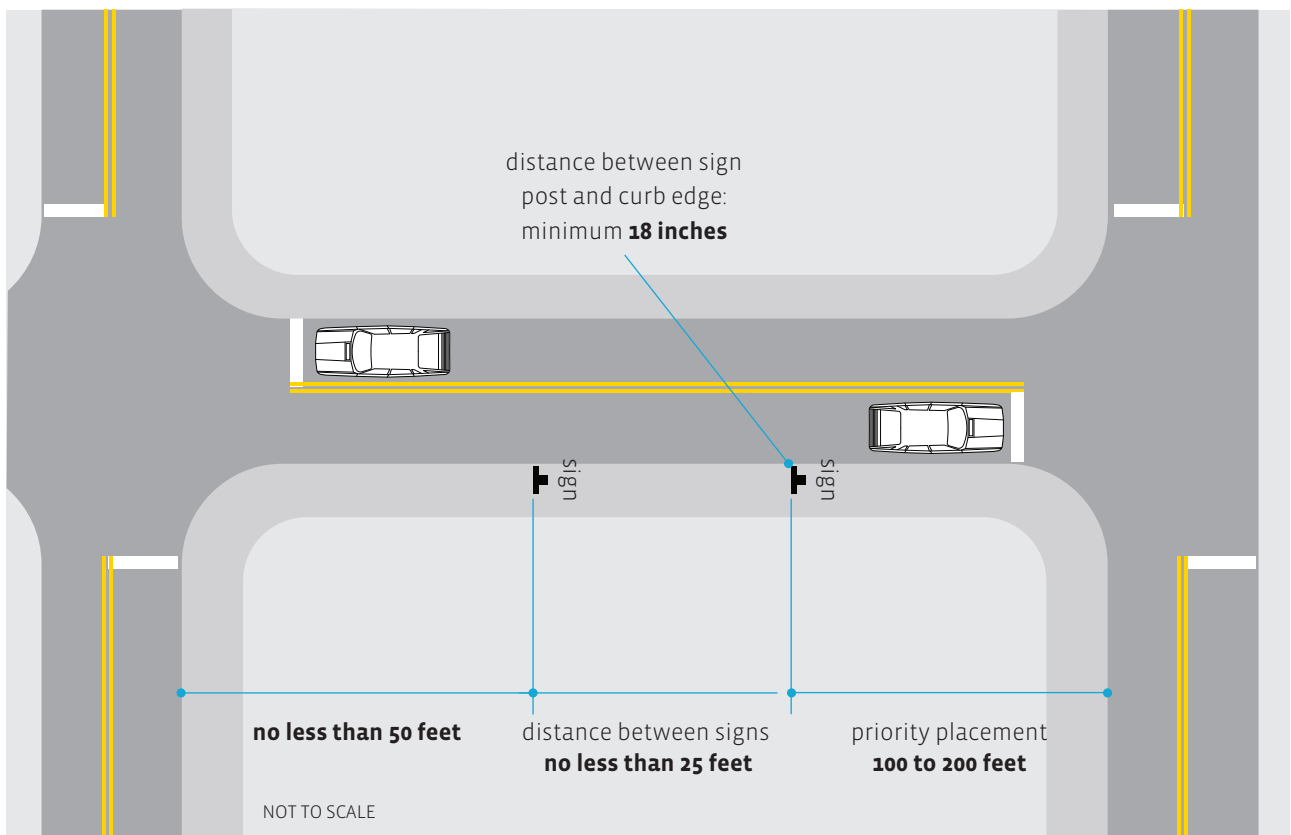
Signs shall be located so as not to interfere with, obstruct, or divert road users' attention from any other official traffic control device. Other official traffic control devices placed at intersection approaches, subsequent to the placement of a wayfinding sign, shall have precedence as to location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

### 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.

### 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.



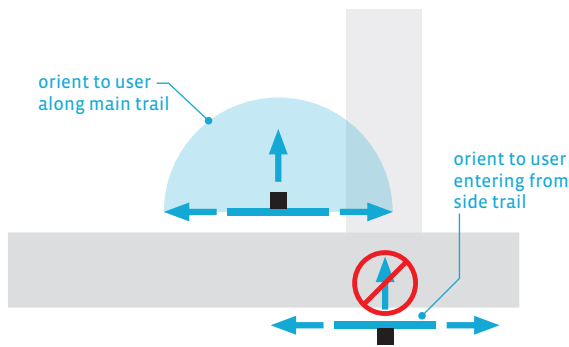


## mounting multiple panels

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.

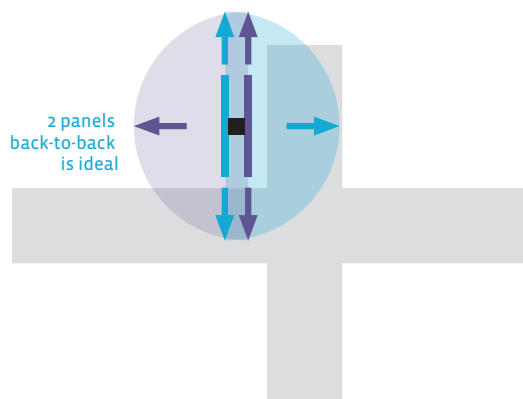
### Single panel

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 you 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.



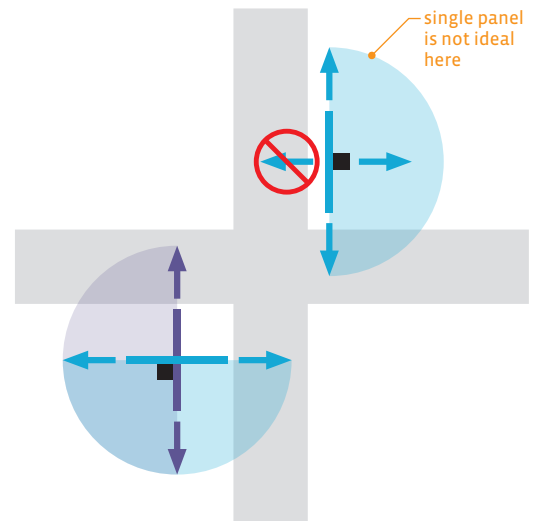
### Front and back

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.



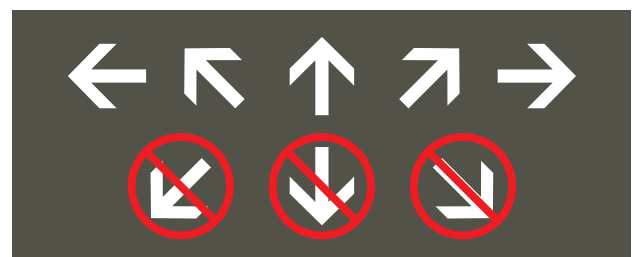
### Stacking multiple panels

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.



### Straight, left, right

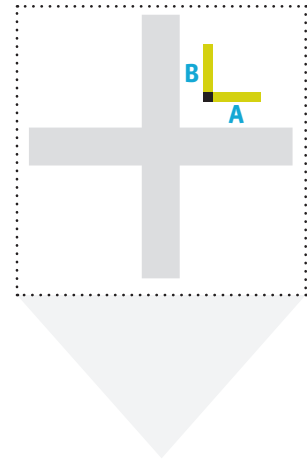
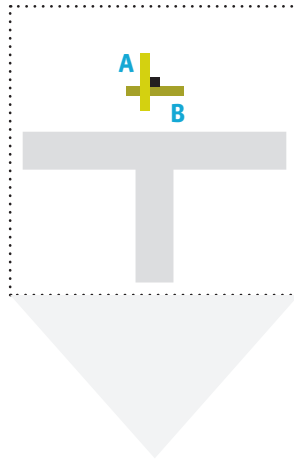
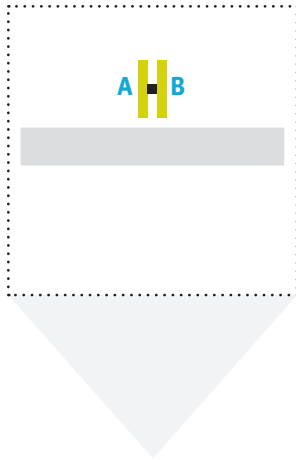
If you are faced with a situation where you need to use an arrow that faces down, it is always better to add another panel that is either on the back of or perpendicular to the first. Down arrows are unclear at best, as everyone interprets them differently, and visitors do not usually need to know where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





## THE INTERTWINE

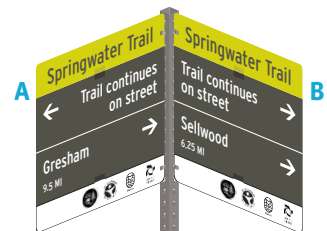
Regional Trails Signage Guidelines  
December 2017



**standard  
center mount  
back-to-back**

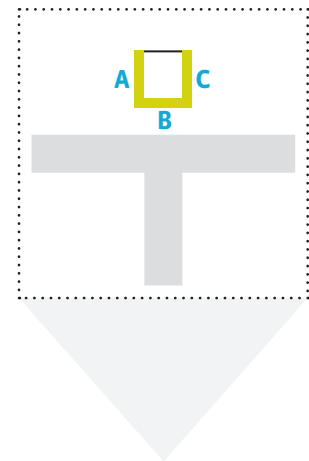
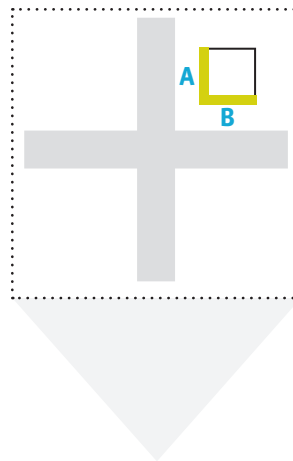
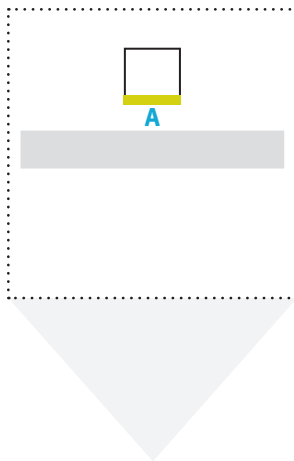


**standard  
center mount  
stacked**



**flag mount  
one or two sides**





**single panel**  
faces trail



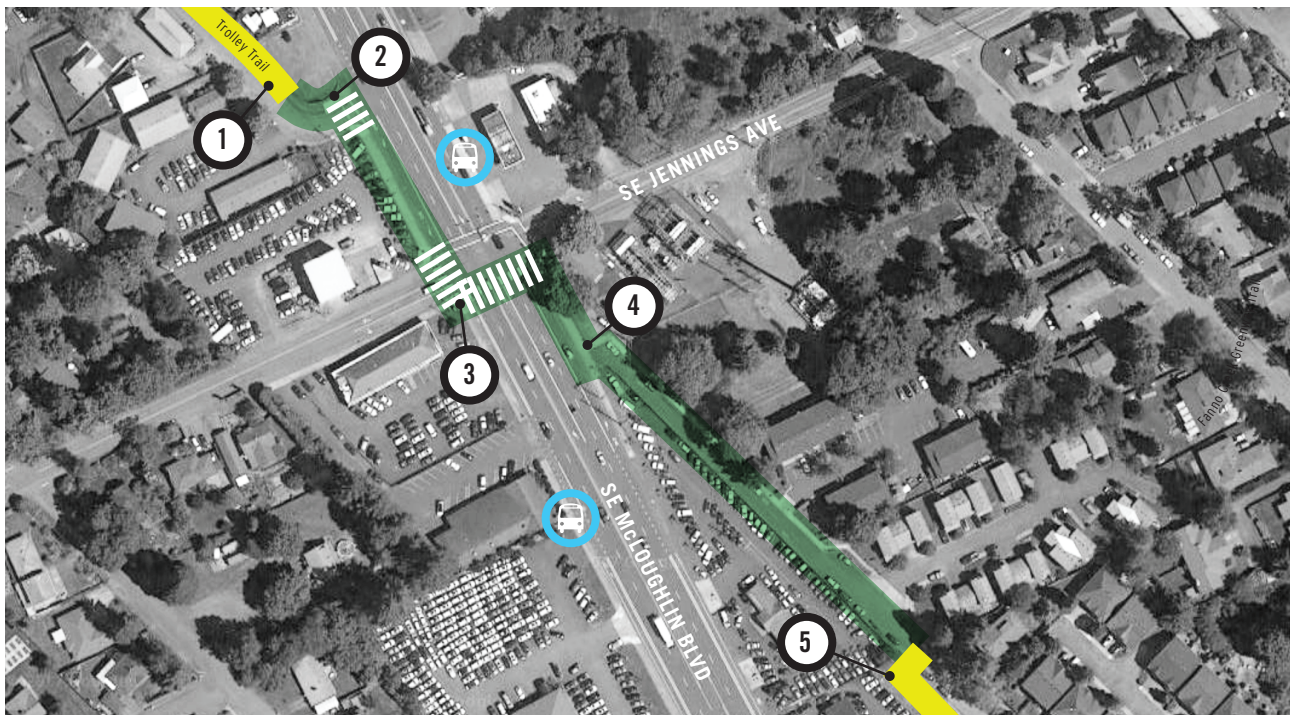
**double panel**  
placed at intersection  
with one legend for  
each trail



**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.

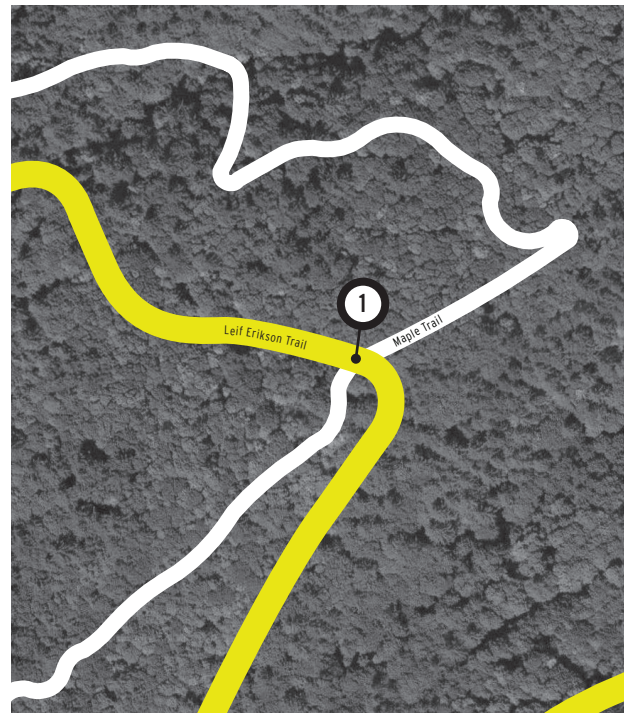
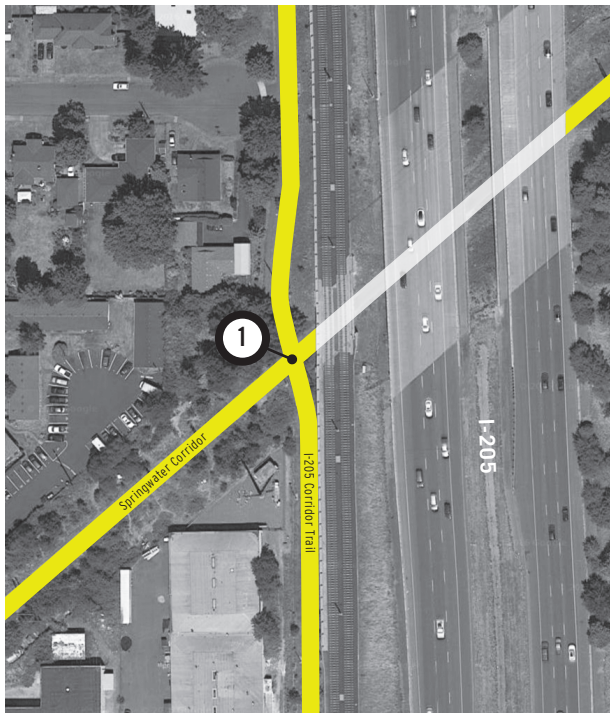
This is also the point where the trail continues via an on-street connection. **Sign Type C** or **Type D** (depending on mode of travel) can be used to inform the user of the street name and how to connect to the next off-street trail segment using the nearest crosswalk. If there is a transit stop in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

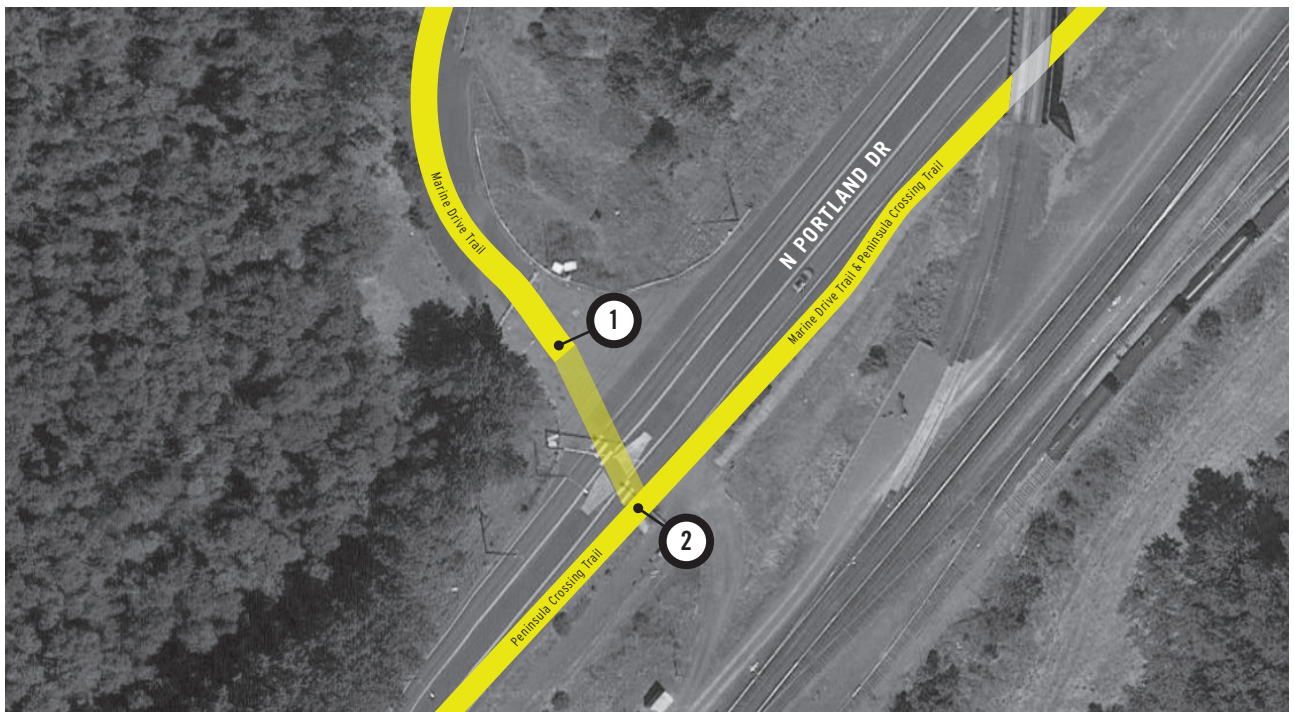


① Depending on mode of travel, use **Sign Type C** or **Type D** to direct to the regional (or non-regional) intersecting trail. To orient the user, use cardinal directions (north, south, east, west) after the trail name. If there is an amenity along the trail or in the immediate vicinity (e.g. a transit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

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.

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.



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.

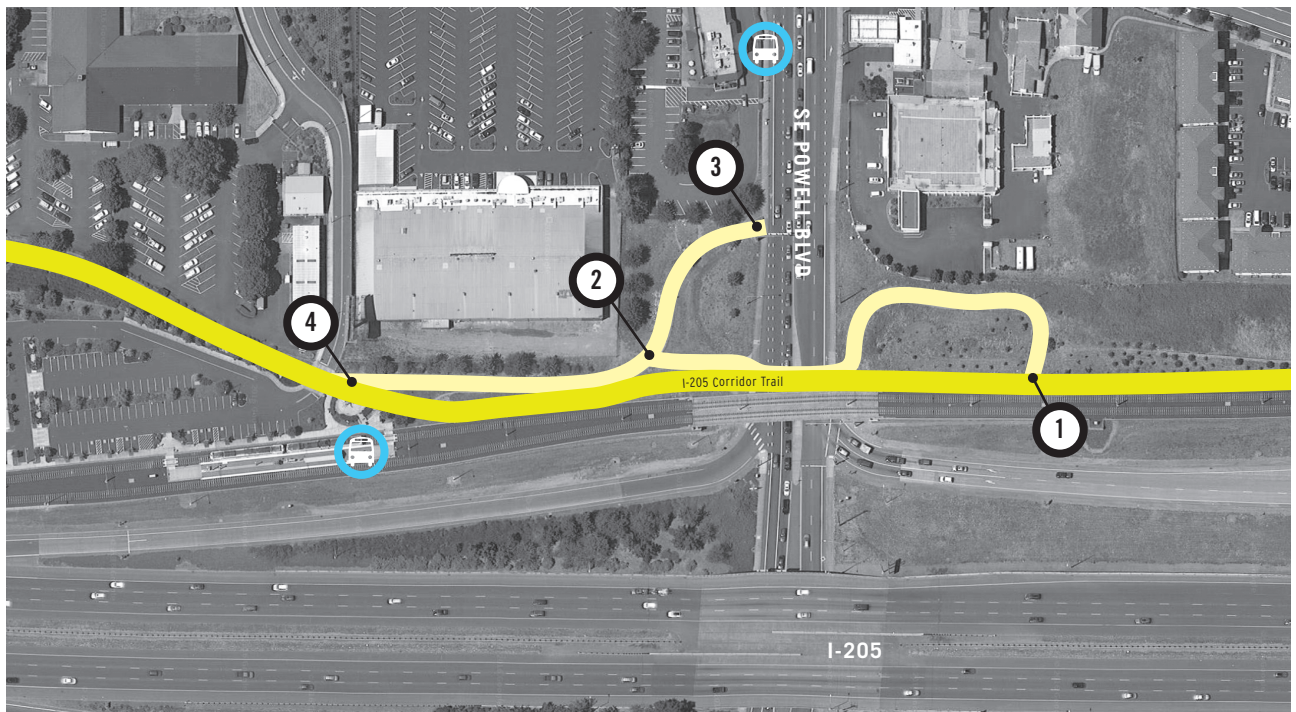
Perpendicular to the **Type B** sign (on the same post whenever possible), use **Sign Type C** or **Type D** (depending on mode of travel) to direct to the intersecting trail as well as any destinations and amenities ahead. Directional panels should direct to end destinations (Portland, Gresham, etc)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

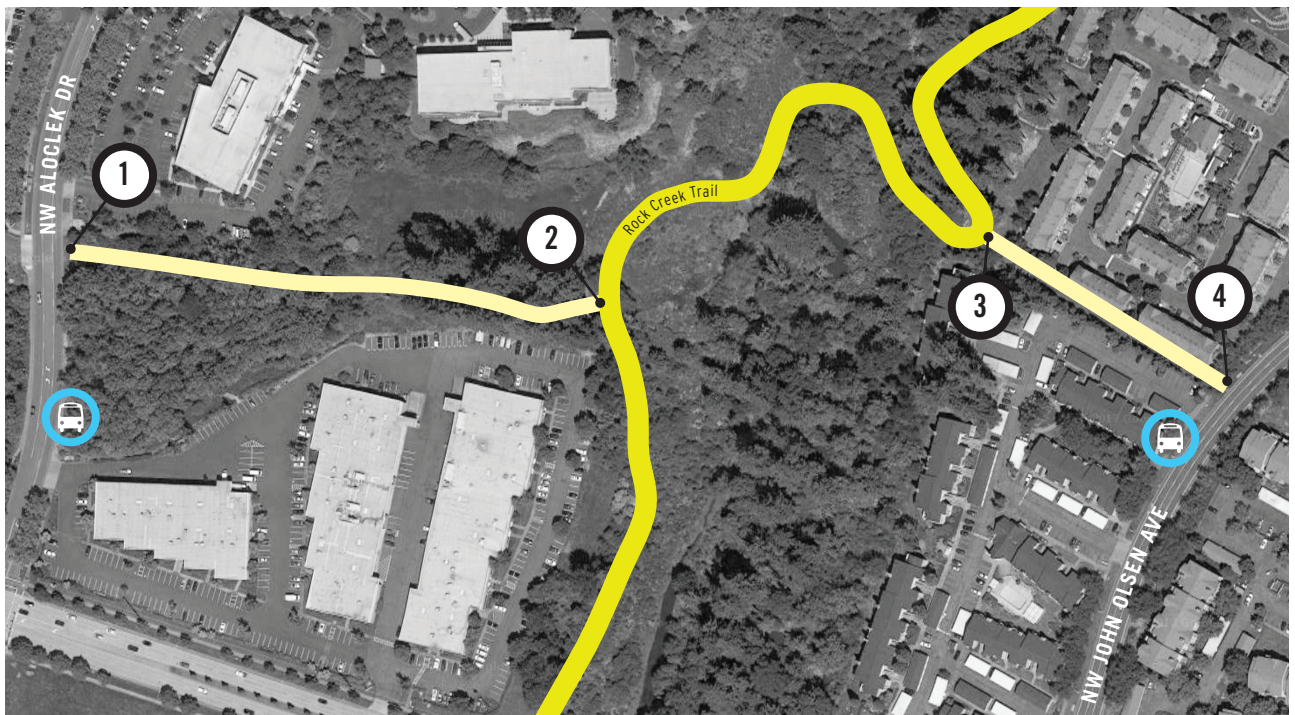
**②** This is decision point because it is an intersection and a confidence marker is recommended. **Sign Type C** or **Type D** (depending on mode of travel) can be used to reinforce directional messages.

**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 as 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 shown 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.





## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017



**4:2 color matrix**

**4:3 typography**

**4:4 the intertwine logo**

**4:5 other logos**

**4:7 symbols**

**4:9 trail map**

**4:11 TYPE A vertical: trailhead layout overview**

**4:16 TYPE A horizontal: trailhead layout overview**

**4:21 TYPE B: trail access layout overview**

**4:26 TYPE C: off-street pedestrian directional layout overview**

**4:34 TYPE D: off-street multi-use directional layout overview**

**4:42 TYPE E: mile marker layout overview**


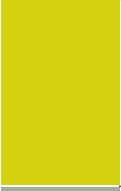





**4:46 TYPE G: on-street bicycle header layout overview**

**4:49 MUTCD bike signs**

**4:50 TYPE H: logo component layout overview**

## 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
	<b>1</b> charcoal	Pantone Black 7C 60c 50m 75y 70k	3M 3630-69 & Gerber 220-69 (Duramodic); Oracal 8800-080 (Brown)	Oracal 8300-073 (Dark Grey)
	<b>2</b> 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)
	<b>3</b> sky	Pantone 5635C 35c 9m 20y 20k	--	--
	<b>4</b> forest	Pantone 582C 35c 10m 100y 38k	--	--
	<b>5</b> slate	Pantone 5625C 28c 0m 29y 48k	--	--
	<b>6</b> 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)
	<b>7</b> 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.

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
1234567890

#### **Interstate Bold Condensed**

Use for all mileage on  
directional signs.

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
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.

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
1234567890

#### **Clearview Hwy 3-W**

If used, use for all mileage  
on directional signs.

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
1234567890

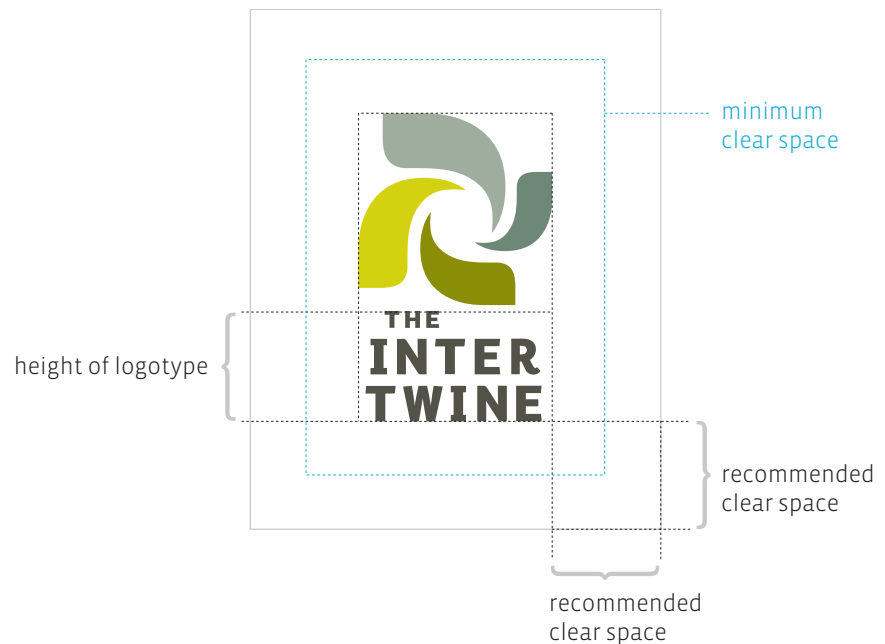
## the intertwine logo

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**.



### 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



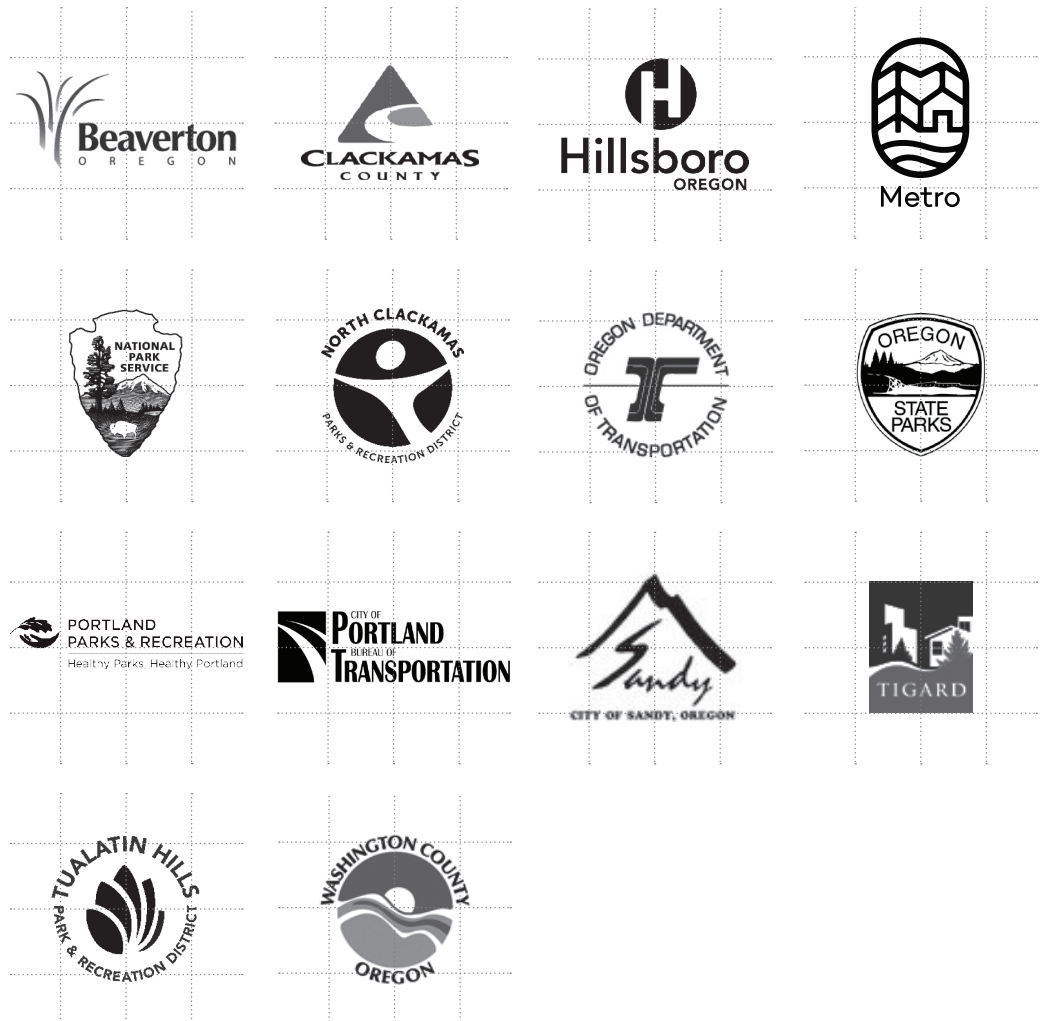
logo in white  
on color 1 background



## 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.

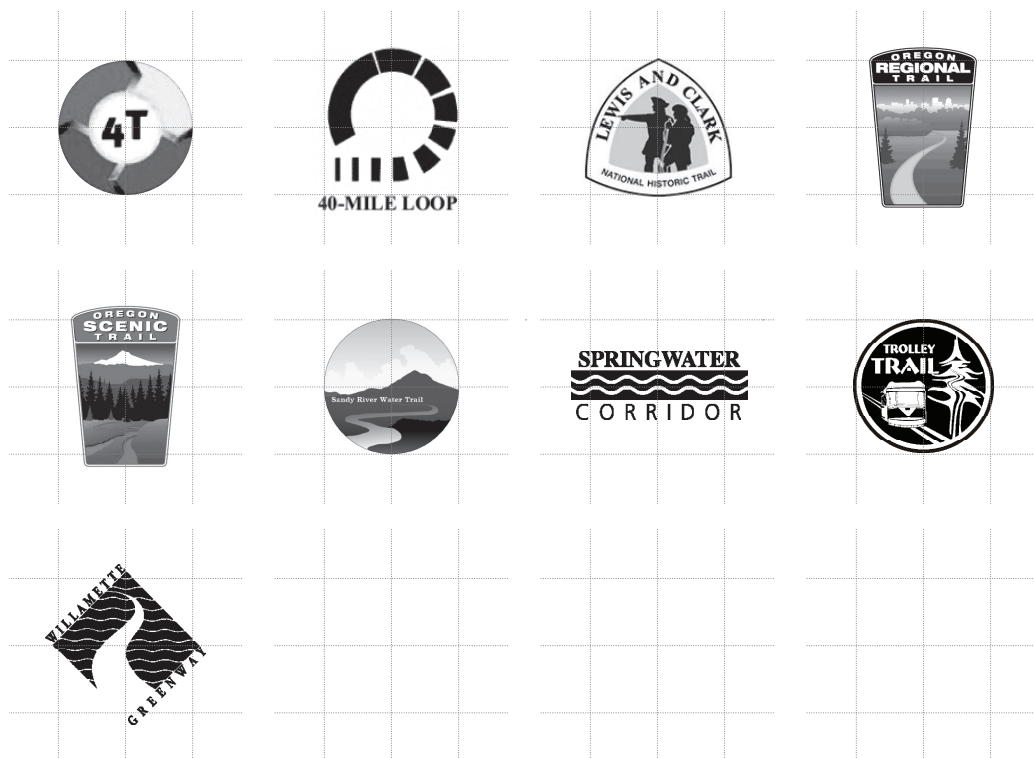




## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

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.





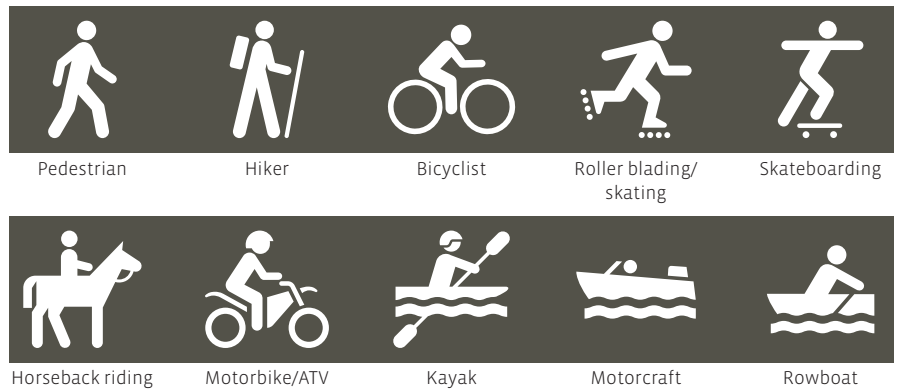


## symbols

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](http://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.



### 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.





## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### 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



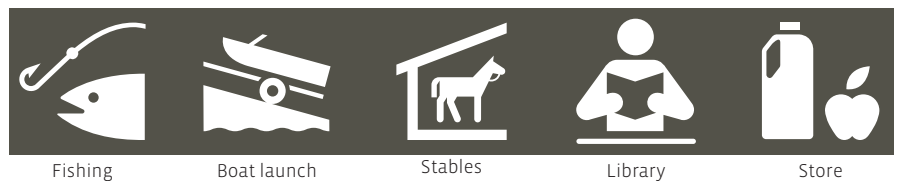
Swimming

Playground

Tennis court

Baseball field

Golf



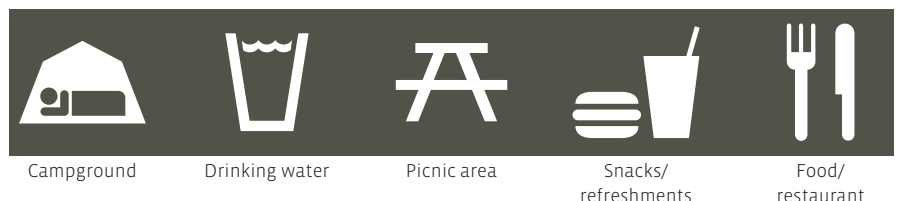
Fishing

Boat launch

Stables

Library

Store



Campground

Drinking water

Picnic area

Snacks/  
refreshments

Food/  
restaurant



## trail maps

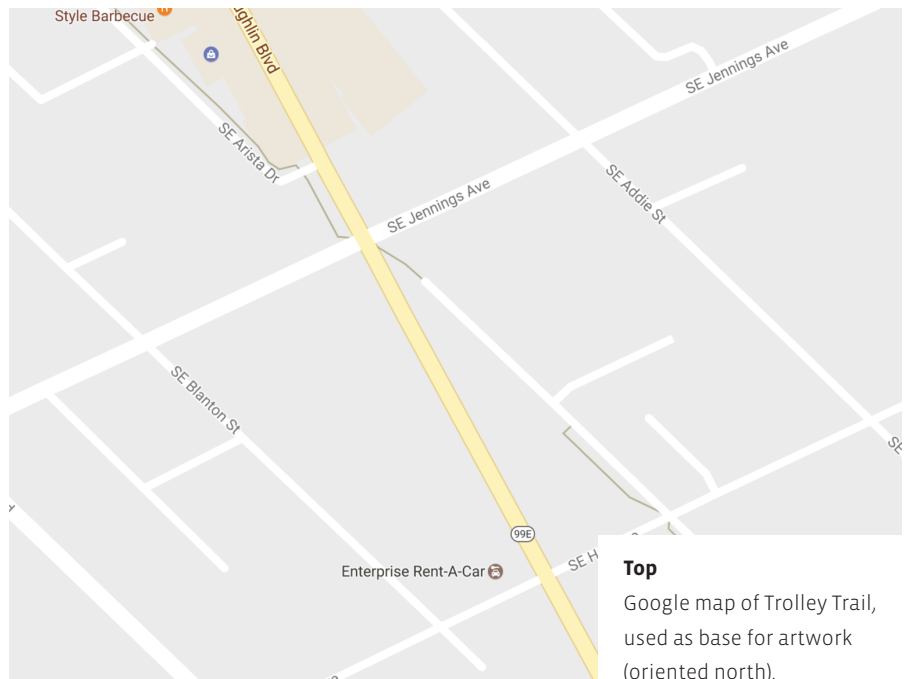
Maps should be based on a geographic information system (GIS) map, but should be simplified to allow visitors to quickly read important information. There should be a clear hierarchy. For example, highways and main thoroughfares are shown as a thicker line than backstreets.

### 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.”



## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

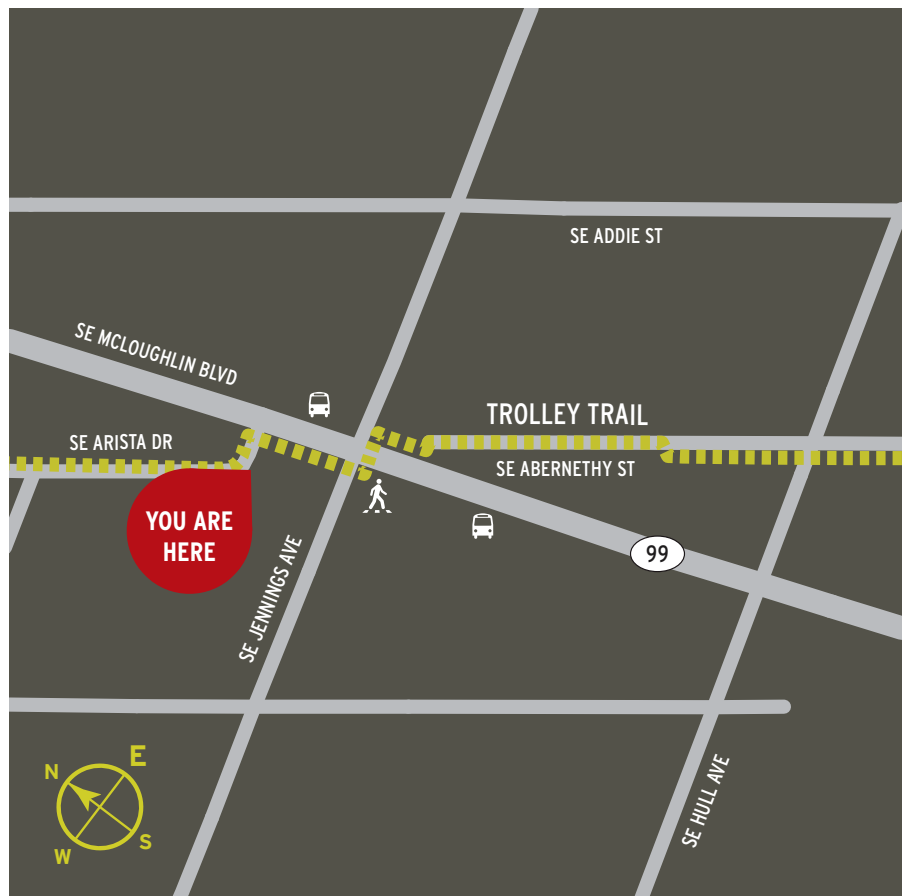
### step 3: simplify map graphics

#### *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*

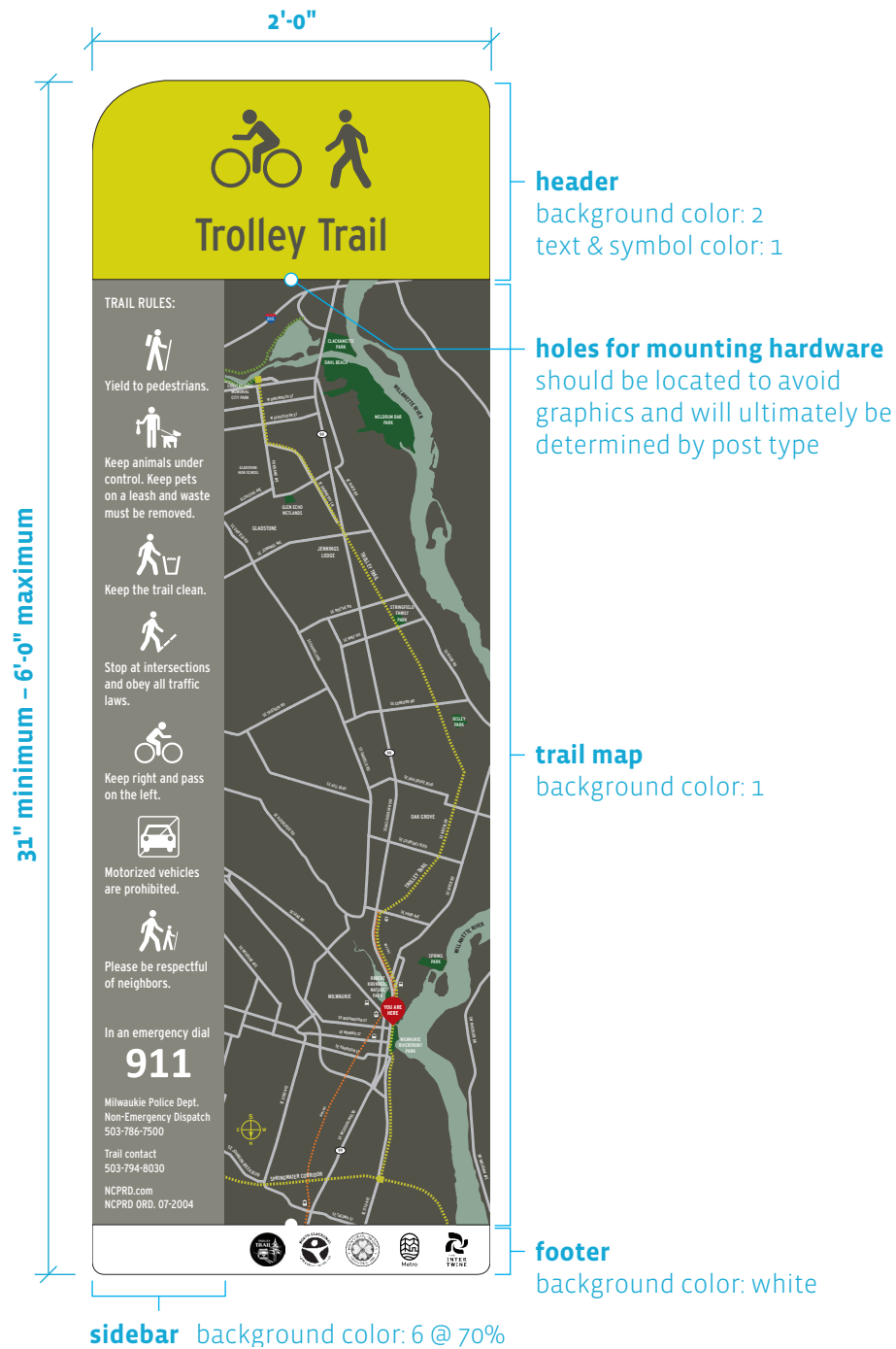
Use symbols where possible in the map artwork to show destinations and amenities in relationship to the trail. Symbols should also be used in place of text to illustrate the trail rules and regulations.





## 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**.

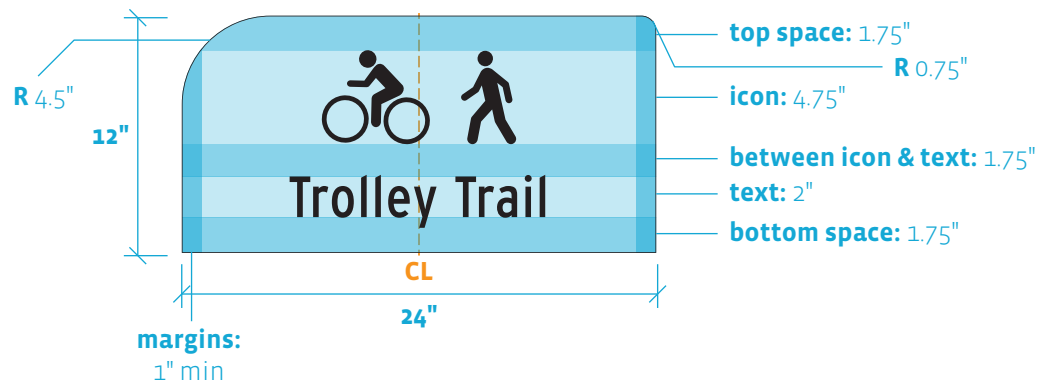




## TYPE A vertical: header

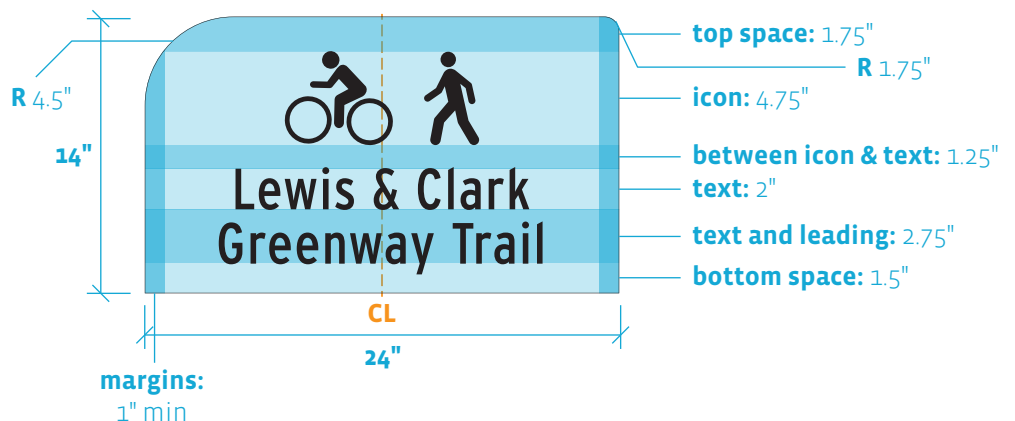
Identify the trail name and mode of travel. Trail logos should not appear in the header but rather in the footer. For information on universal symbols refer to **page 4:7**.

### Single line header



### Double line header

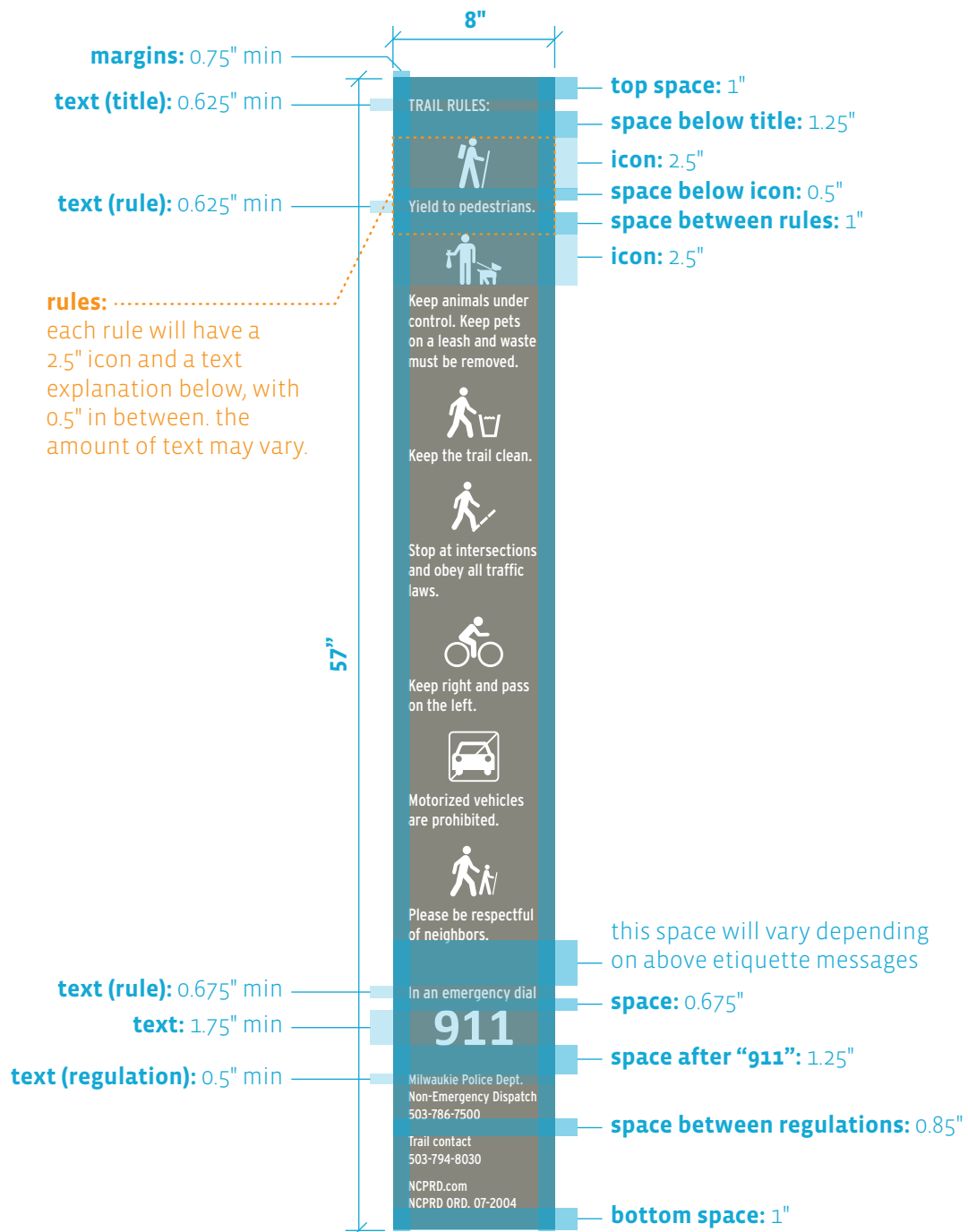
If a trail name invades the side margin of the header, add a second line of text. There is no limit to the number of lines that can be used to display a trail name—though no more than three is recommended. Use the same spacing shown for the double line header for each additional line.





## TYPE A vertical: sidebar

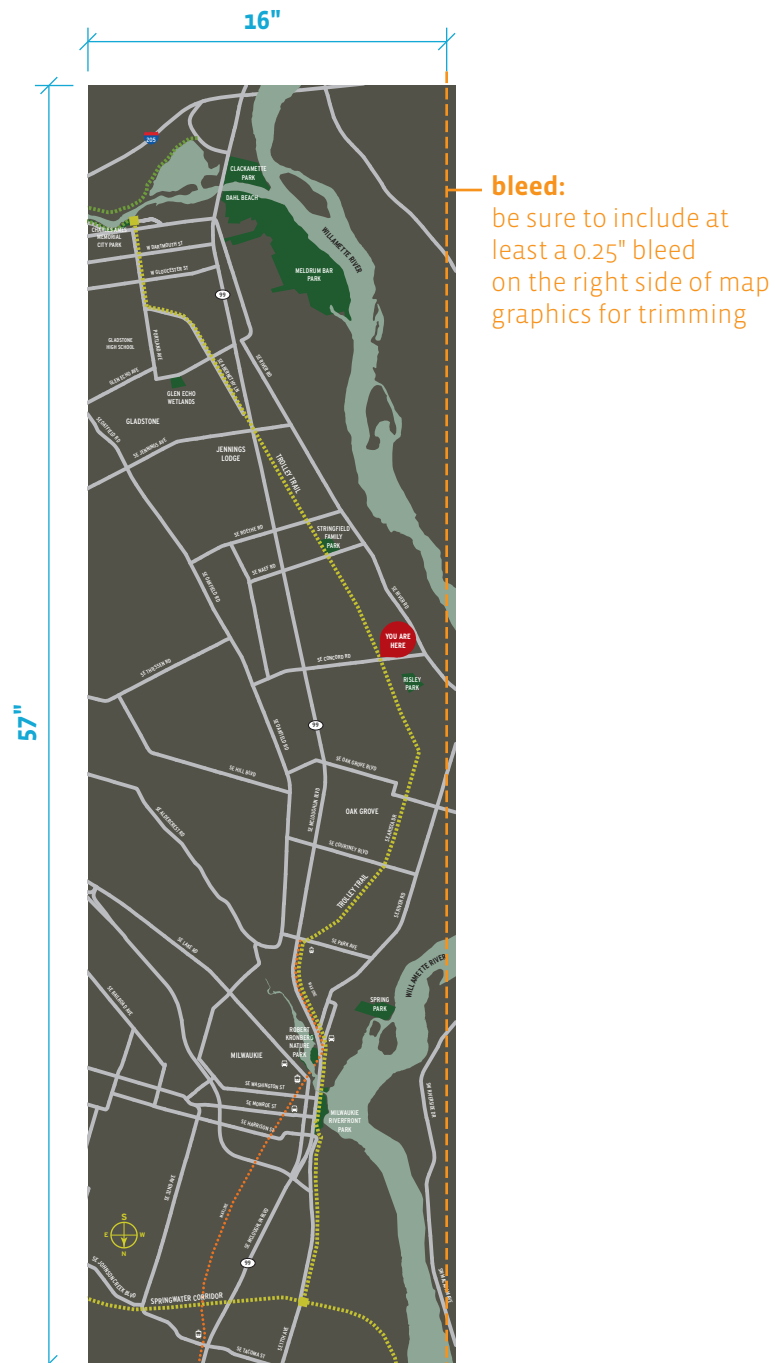
This layout integrates all rules and regulations, contact information, and applicable laws and ordinances. Universal regulatory symbols should be used alongside all text. For information on universal symbols refer to **page 4:7**.





## 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.

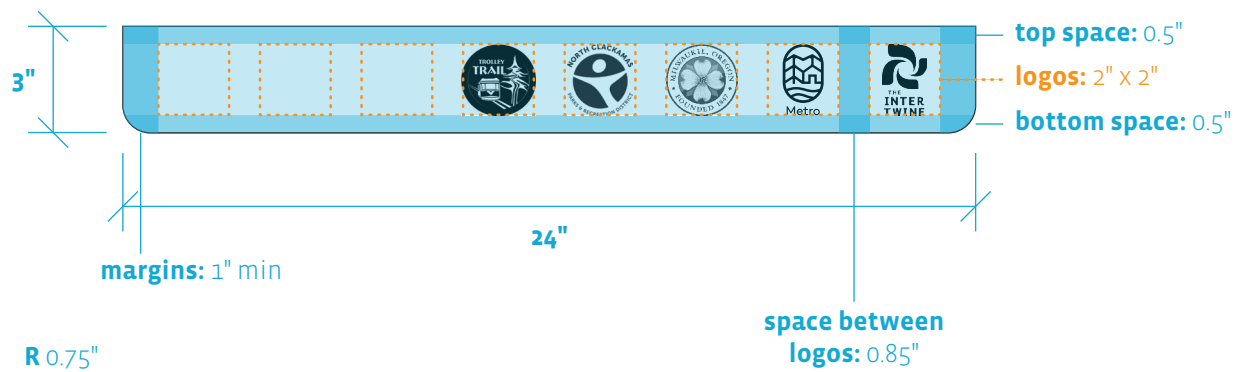






## TYPE A vertical: footer

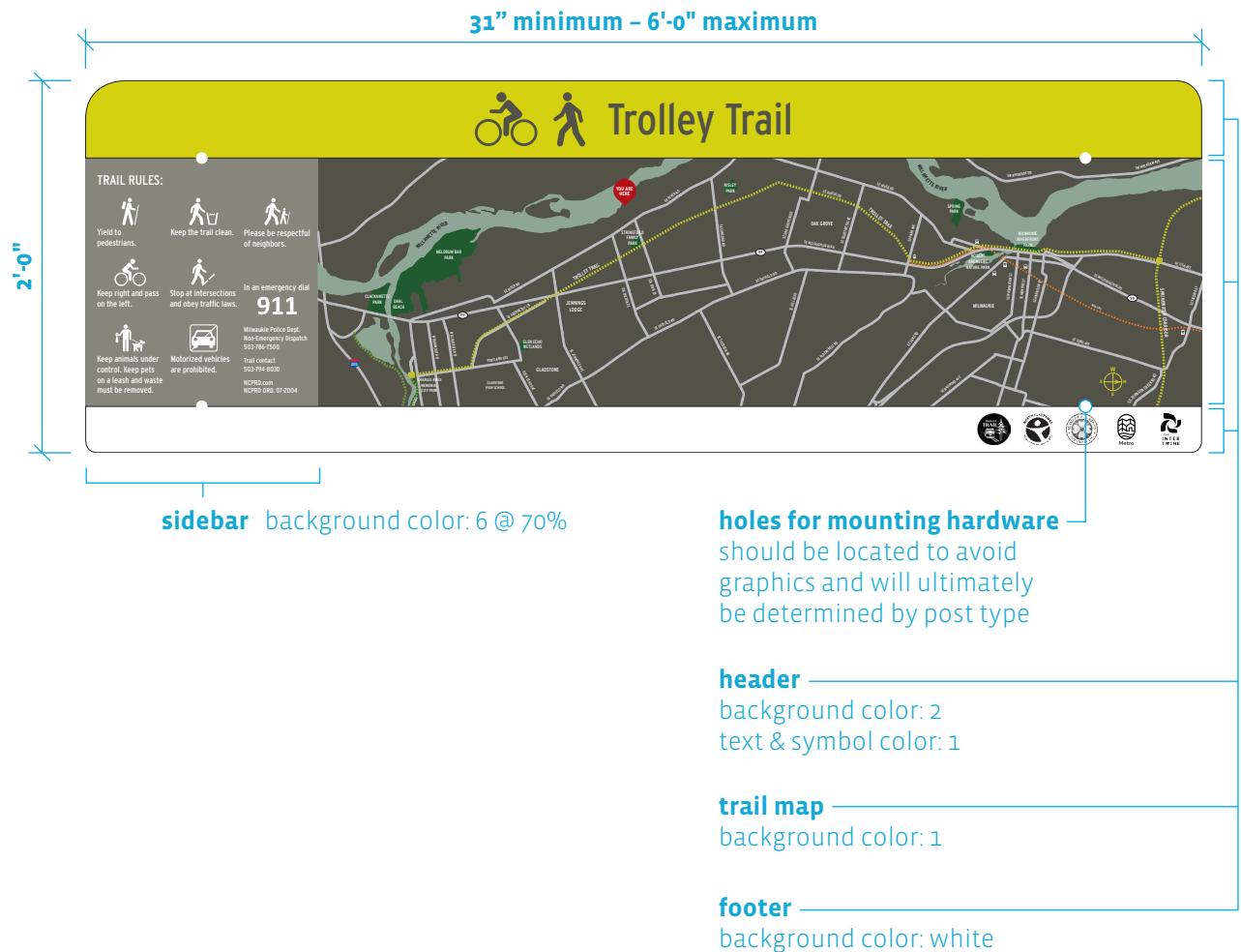
The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.





## 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**.

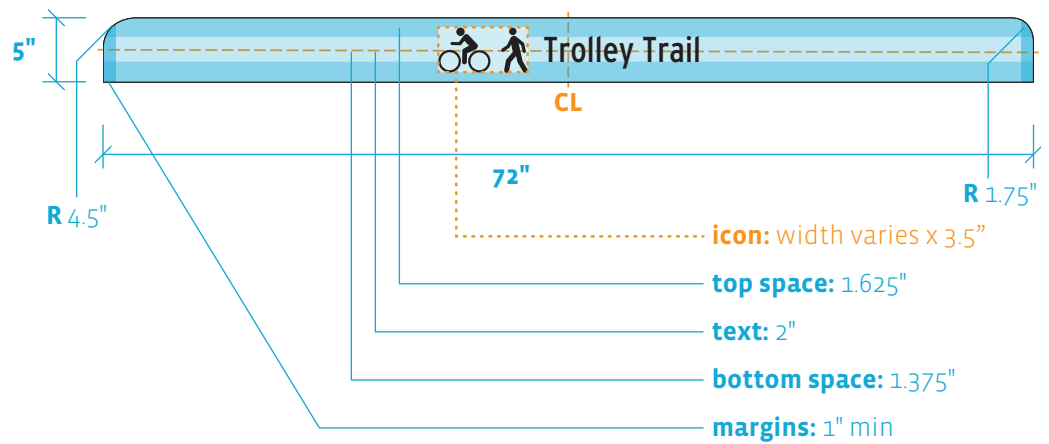




## TYPE A horizontal: header

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



 Trolley Trail

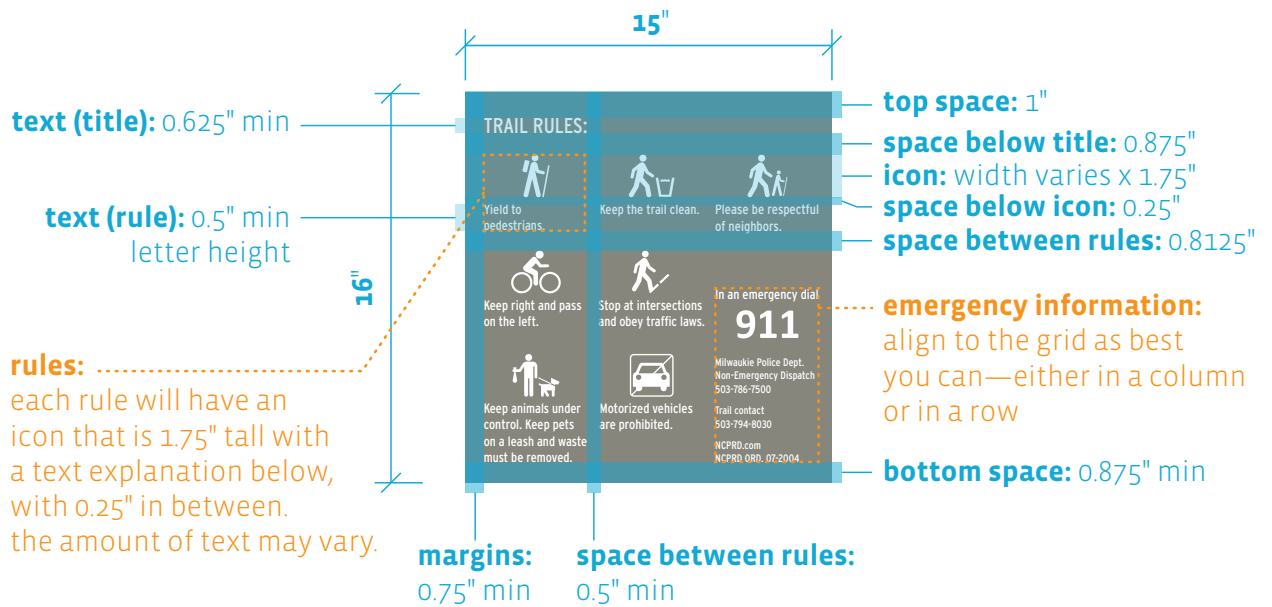
 Tualatin River Greenway

 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**.





## TYPE A horizontal: map

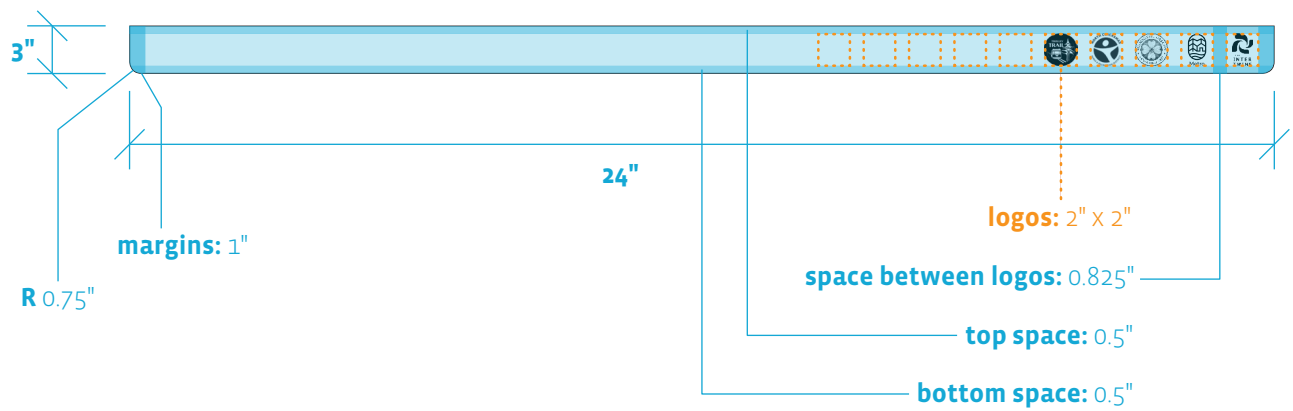
Map artwork can be used at trailheads to illustrate distance, amenities, landmarks, as well as other features in the environs of the trail. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.





## TYPE A horizontal: footer

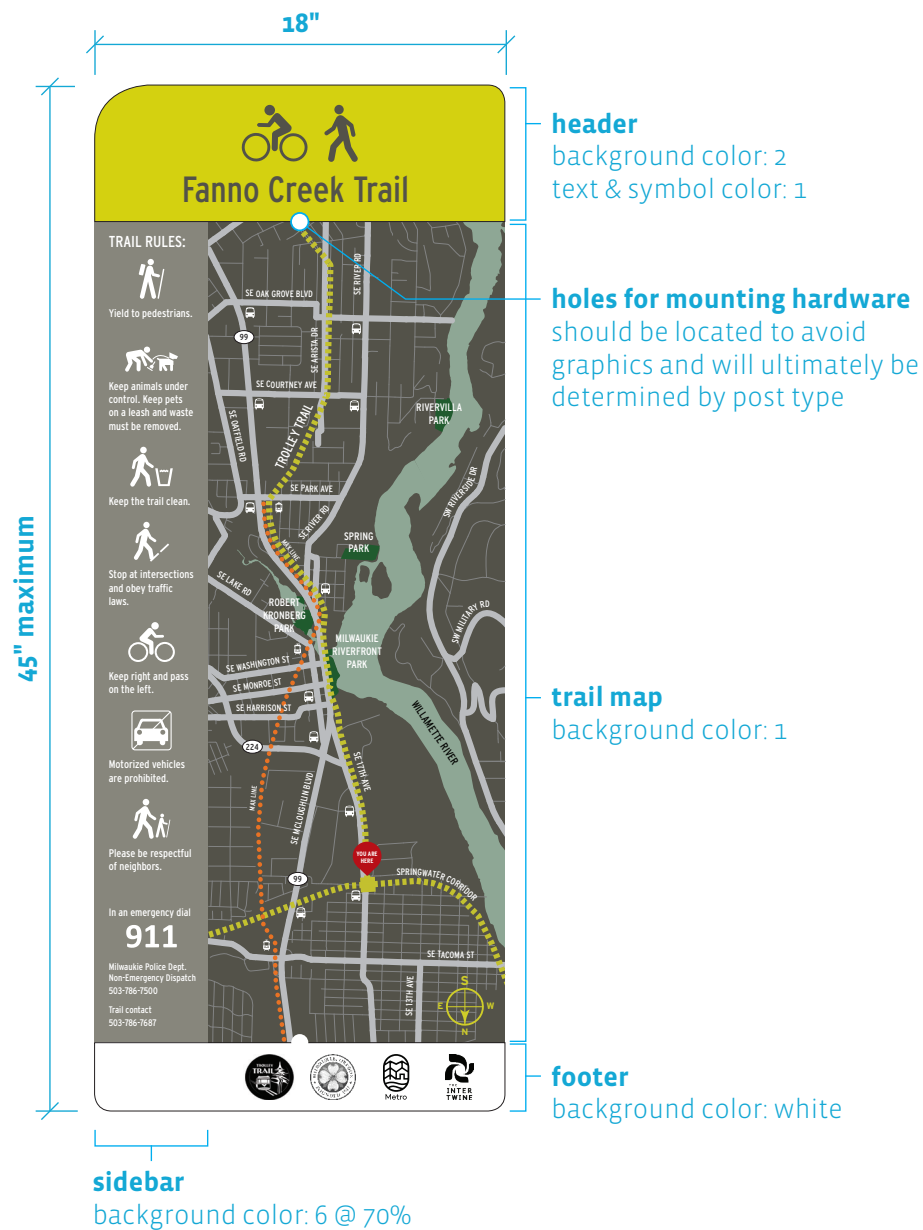
The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.





## 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**.

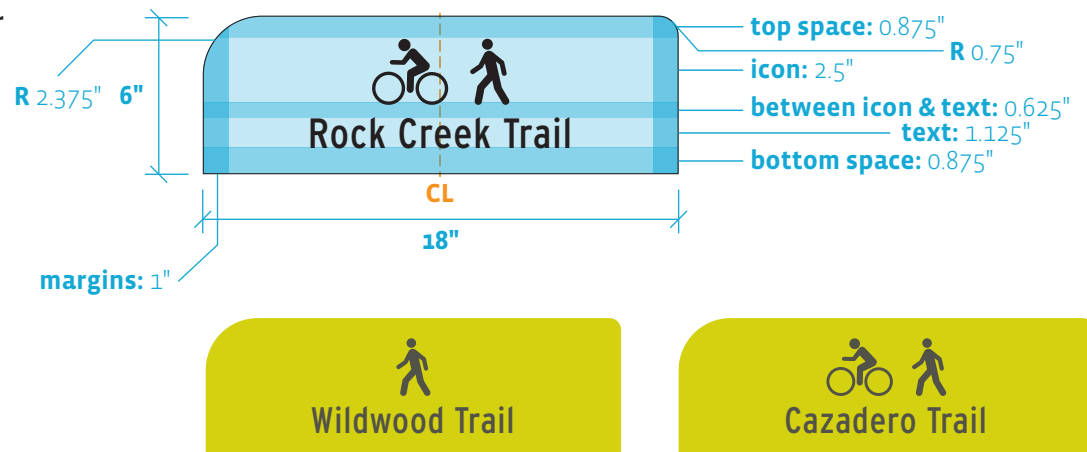




## TYPE B: header

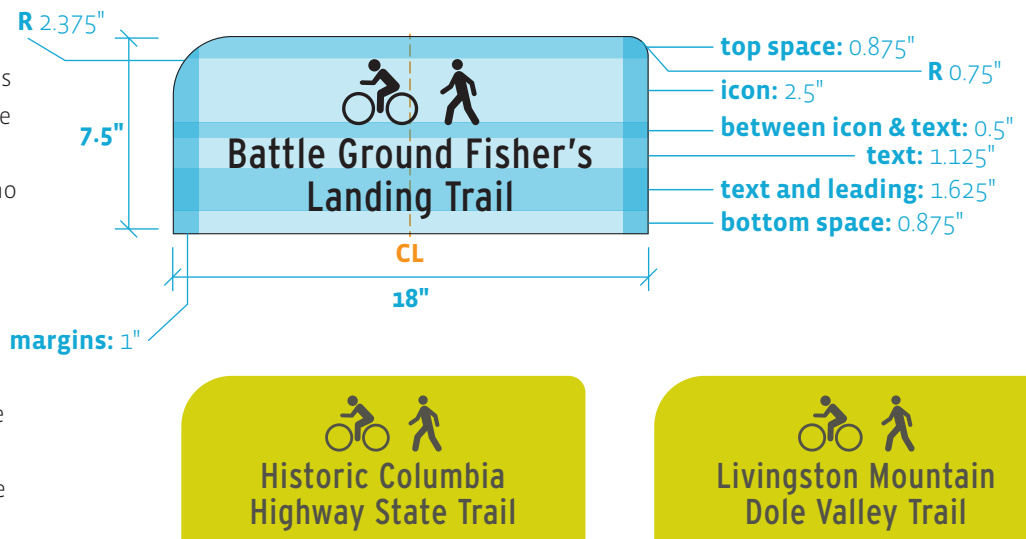
Identify the trail name and mode of travel. Trail logos should not appear in the header but rather in the footer. For information on universal symbols refer to [page 4:7](#).

### Single line header



### 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.

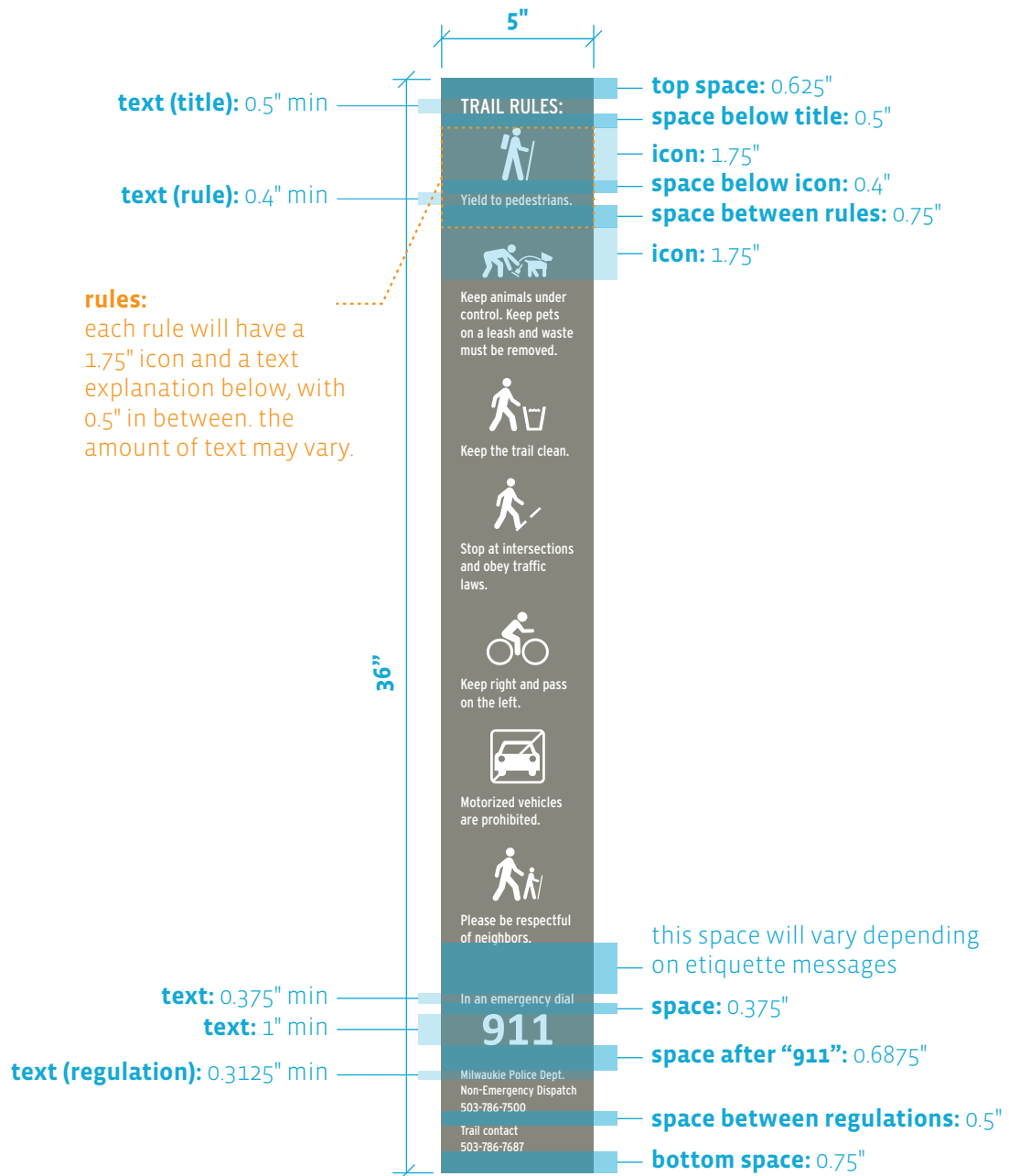






## TYPE B: sidebar

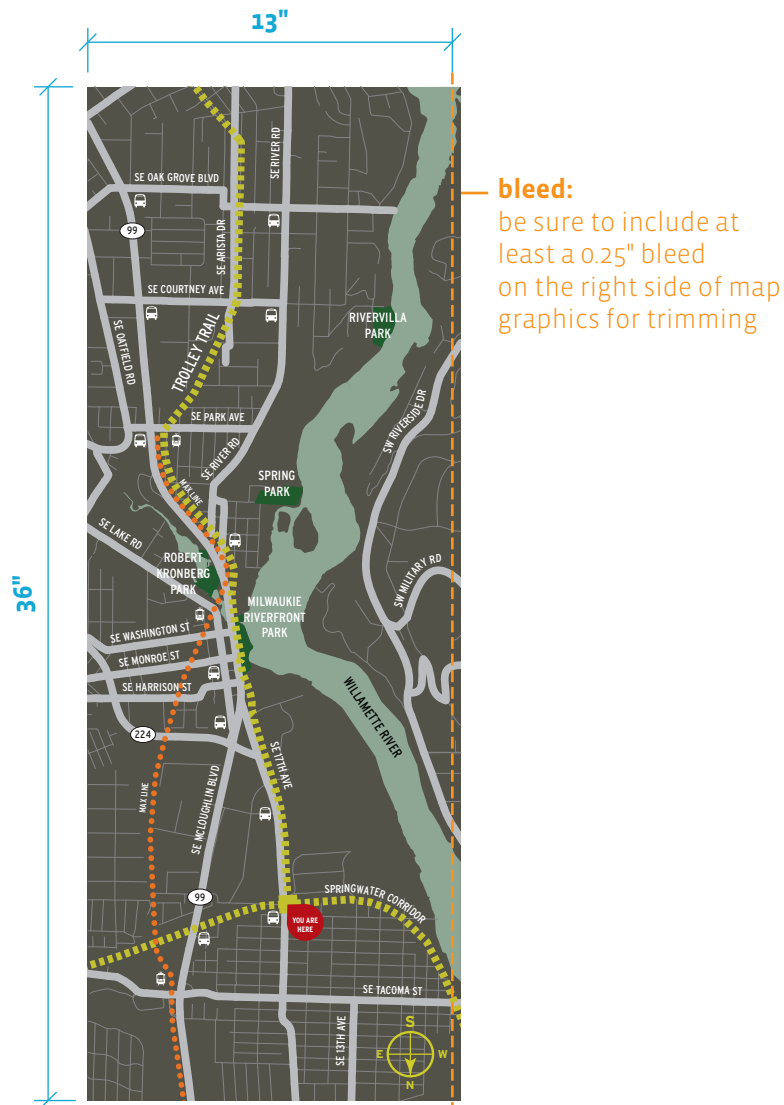
This layout integrates all rules and regulations, contact information, and applicable laws and ordinances. Universal regulatory symbols should be used alongside all text. For information on universal symbols refer to **page 4:7**.





## TYPE B: trail map

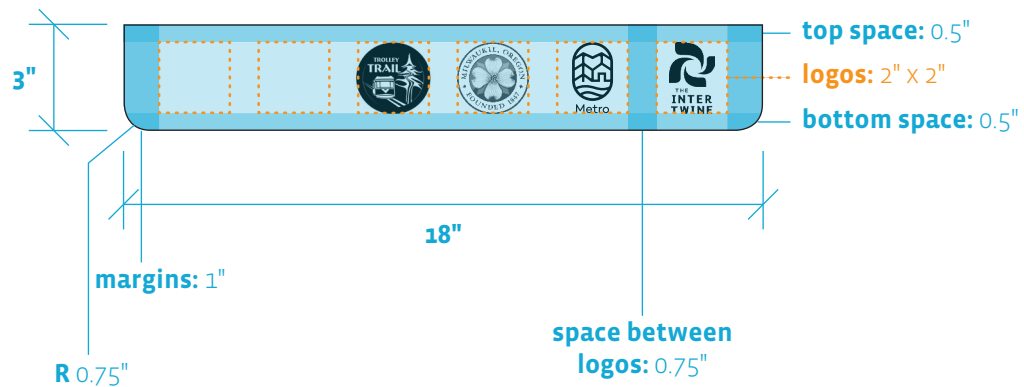
Map artwork can be used at trail access points to illustrate amenities, landmarks, and transit features in the vicinity. While Type A trail maps generally show the entire trail, Type B trail maps focus on a smaller section with greater detail of the surrounding roads and amenities. Artwork should have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





## TYPE B: footer

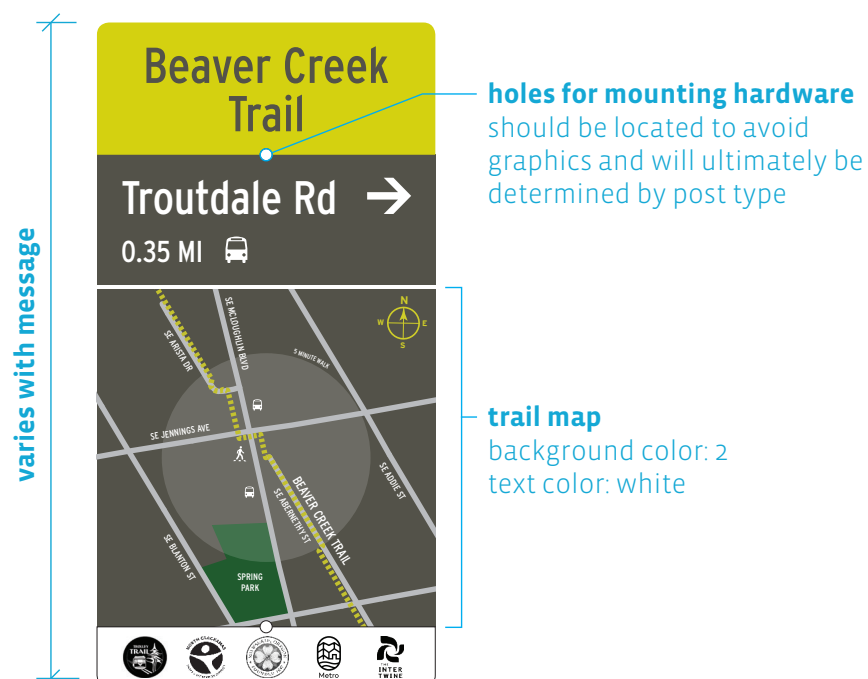
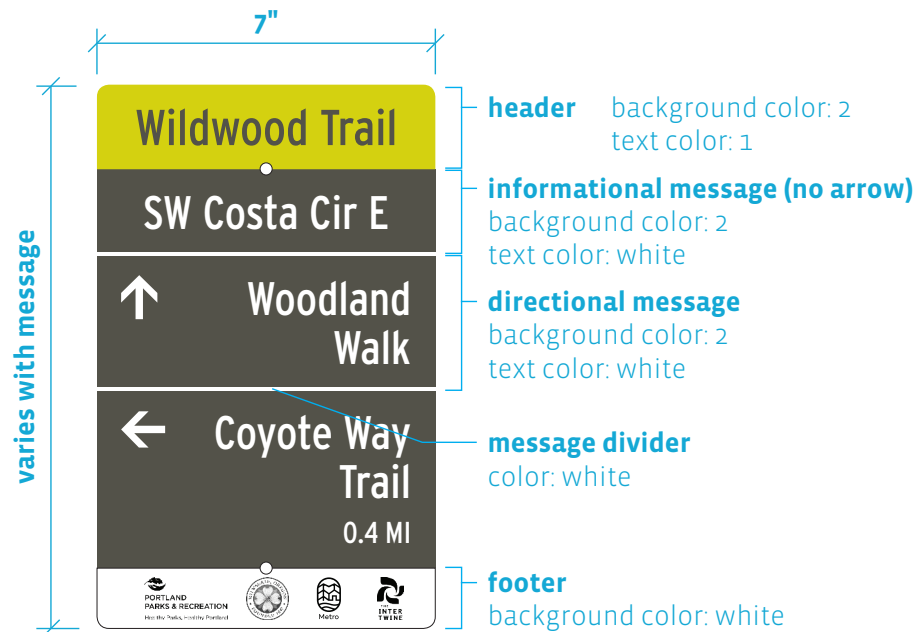
The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.





## 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**.

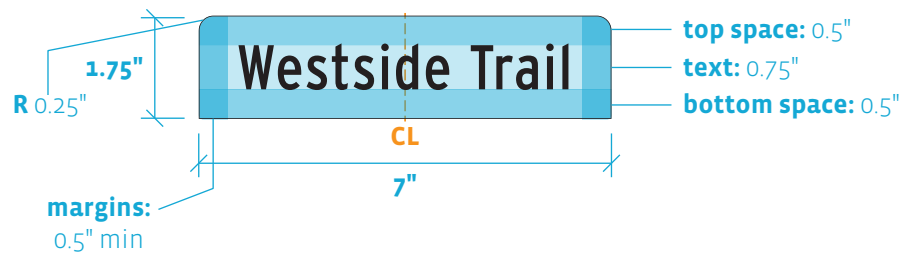




## TYPE C: header

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

### Single line header

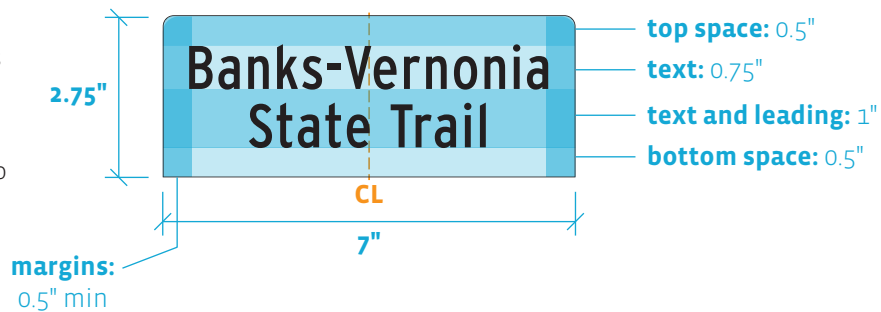


Cazadero Trail

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.



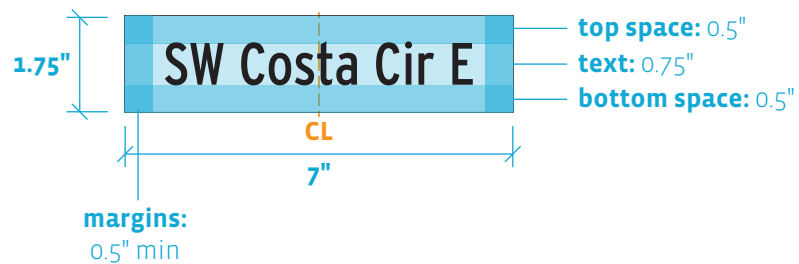
Tualatin River  
Greenway

Whipple Creek  
Greenway



## TYPE C: message component

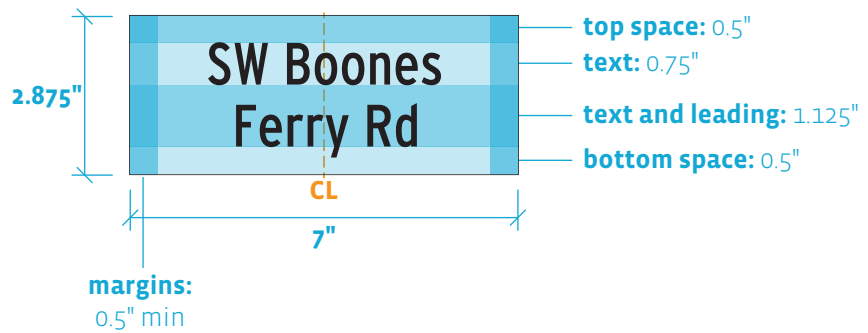
**Single line  
informational message**  
Use to identify a street at a  
trail crossing.



N Abernathy Dr

SW Kingston St

**Double line  
informational message**



SE Johnson  
Creek Blvd

NW Old  
Germantown Rd

### Message divider

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

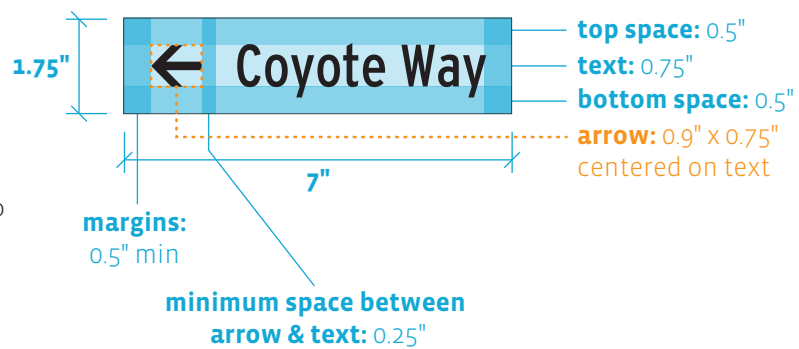




### Single line directional message

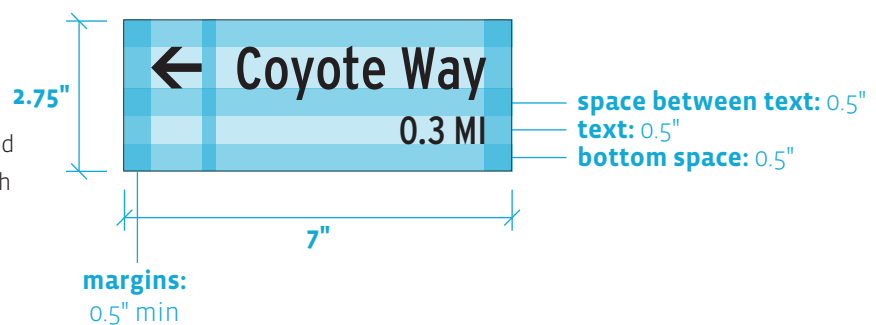
Use to direct to a destination. Layout should be mirrored to correspond to direction (i.e. left-justified for destinations to the right and right-justified for destinations to the left). Destinations straight ahead (with upward facing arrow) should have right-justified text with the arrow on the left.

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



### 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.



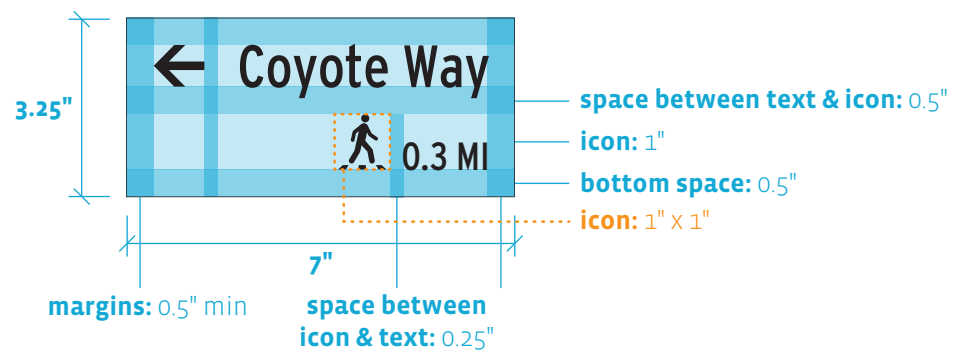


## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### 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.

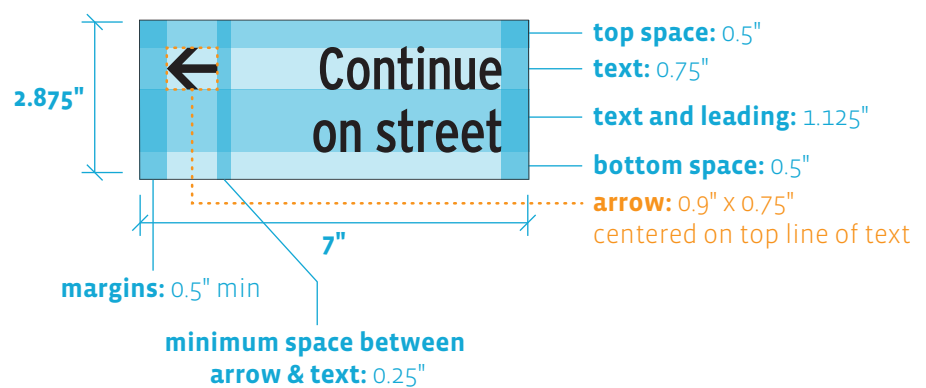


left-justified



left-justified

### Double line directional message



left-justified

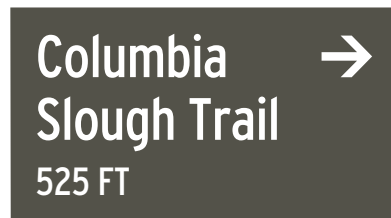
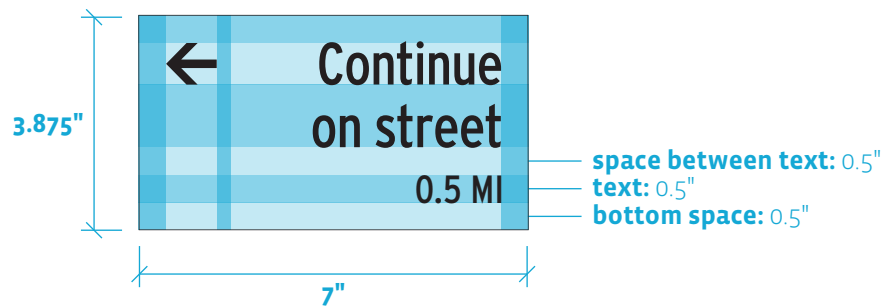


right-justified





Add optional  
mileage statement

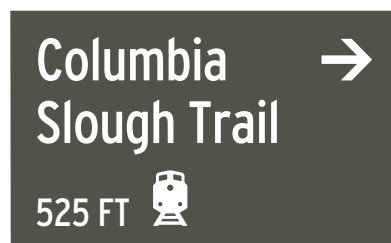
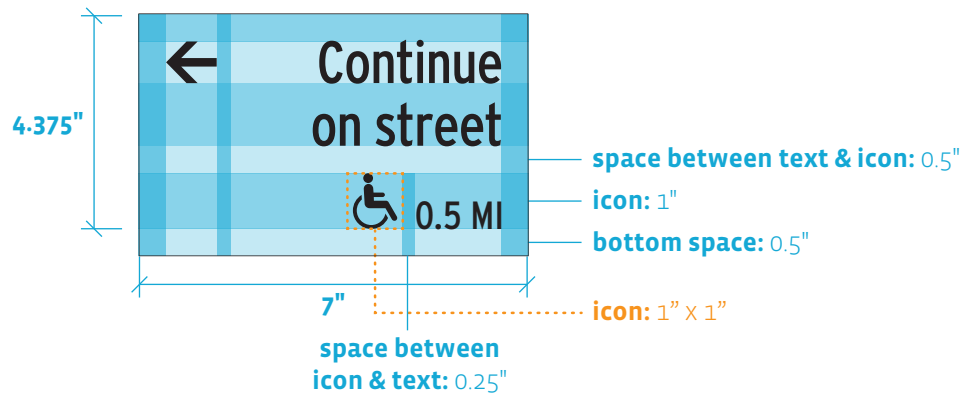


left-justified

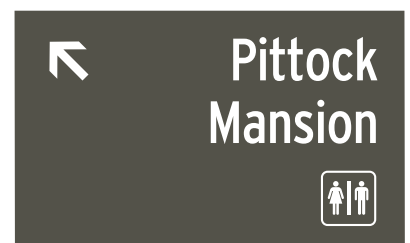


right-justified

Add optional  
amenity icon



left-justified

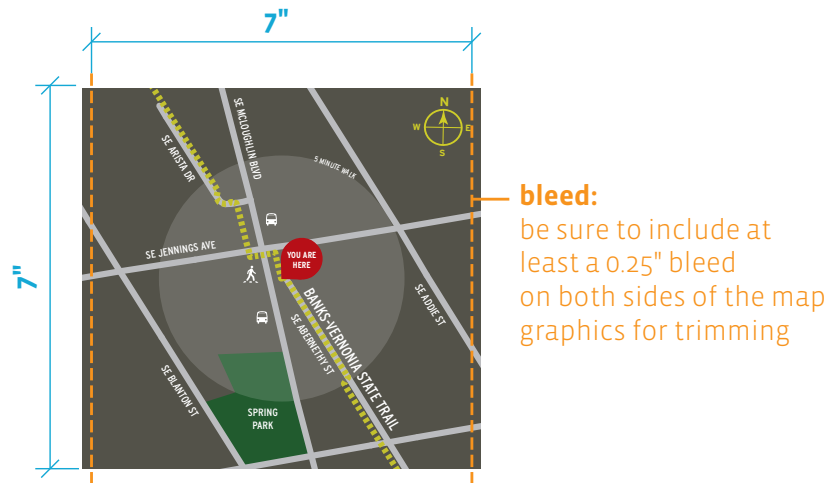


right-justified



## 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.

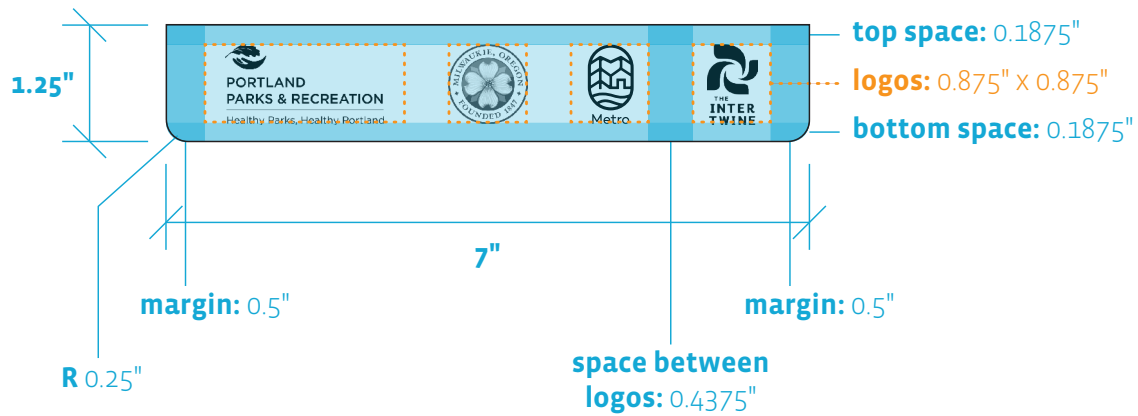


\*MUTCD (4E.2.7) estimates pedestrians travel 3.5 feet per second, or 0.2 miles in 5 minutes. Be sure your “5 minute walk” circle represents this 0.2 mile distance.



## TYPE C: footer

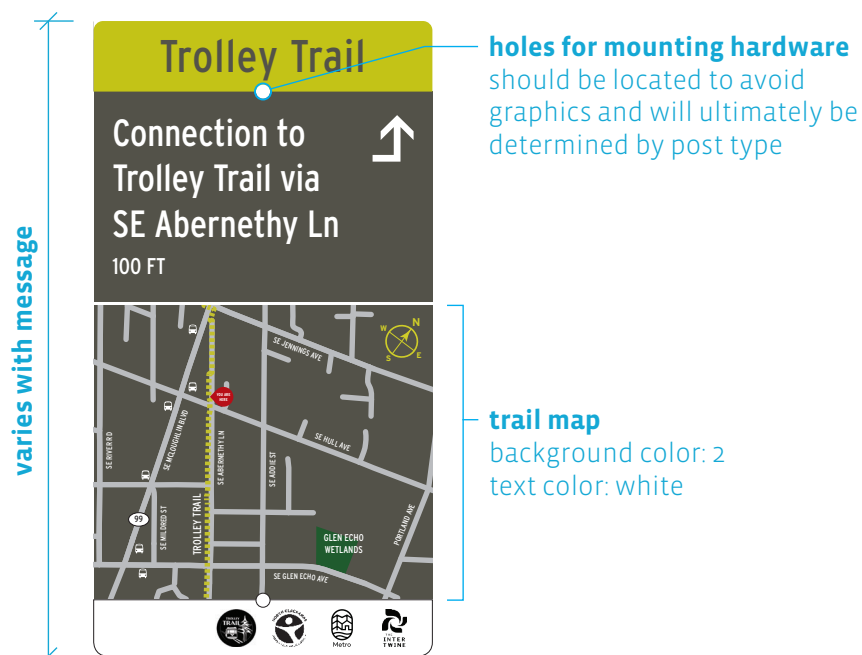
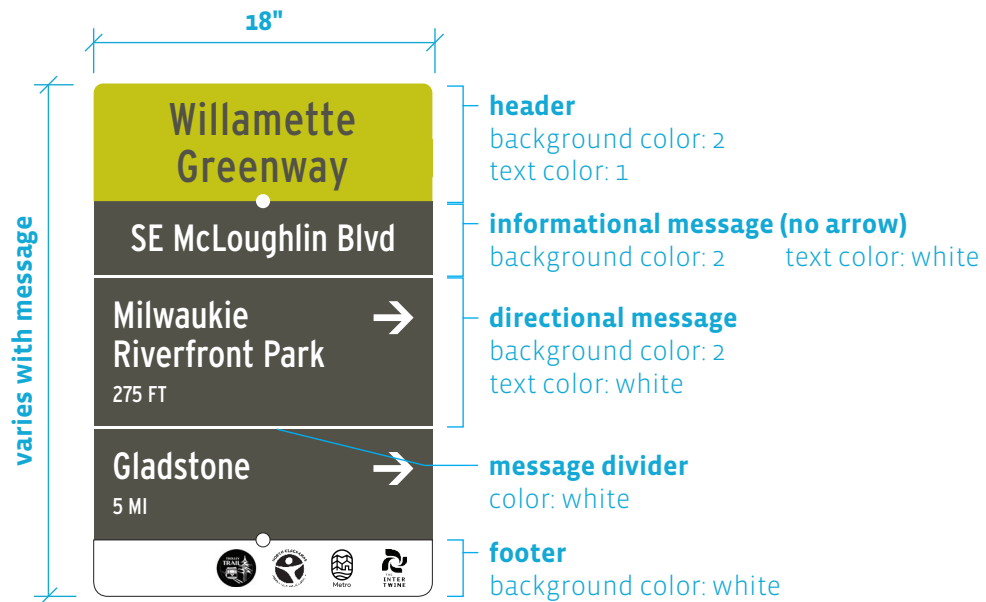
The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.





## 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**.

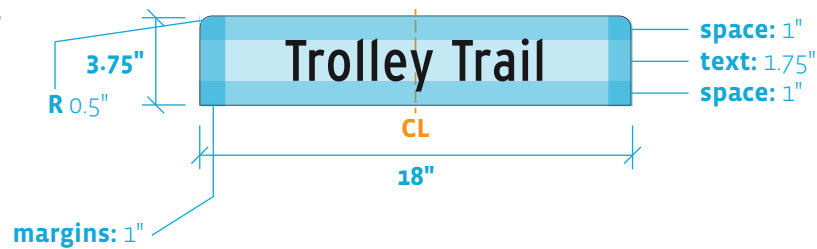




## TYPE D: header

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

### Single line header

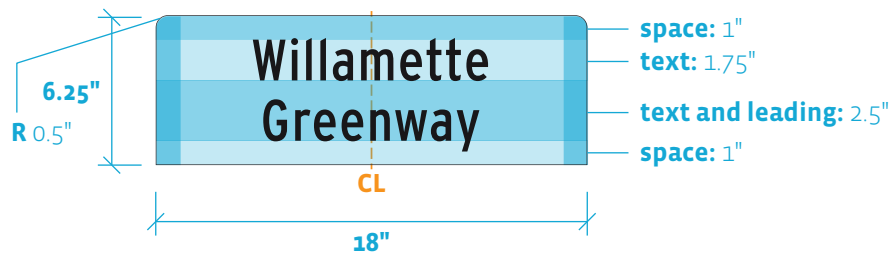


Rock Creek Trail

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.



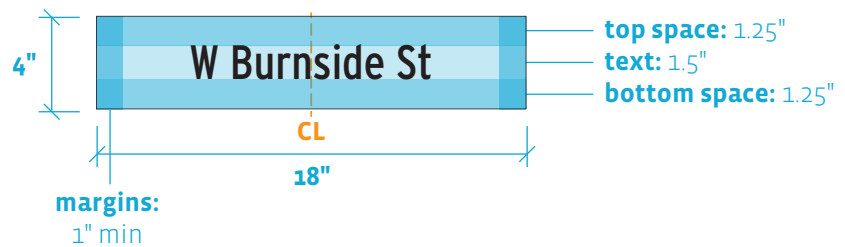
Sullivan's  
Gulch Trail

Springwater  
Corridor Trail



## TYPE D: message component

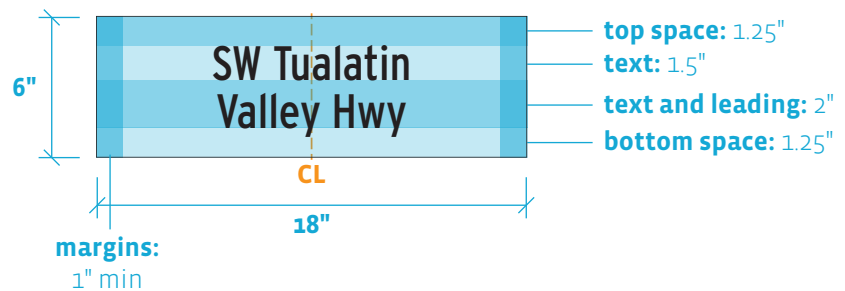
**Single line  
informational message**  
Use to identify a street at a  
trail crossing.



SW Denney Rd

SE McLoughlin Blvd

**Double line  
informational message**



NW Old  
Germantown Rd

SE Johnson  
Creek Blvd

### Message divider

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

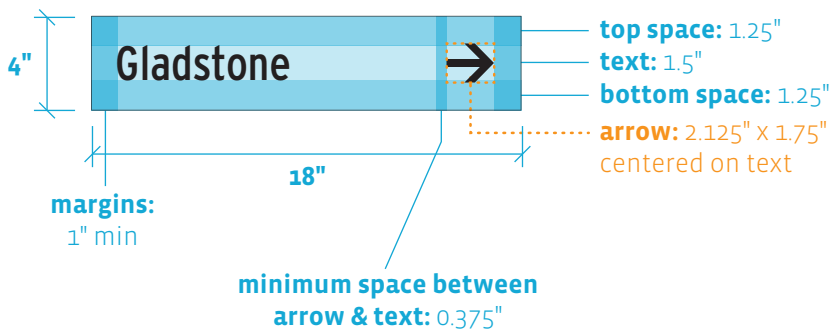




### Single line directional message

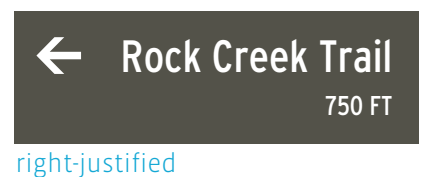
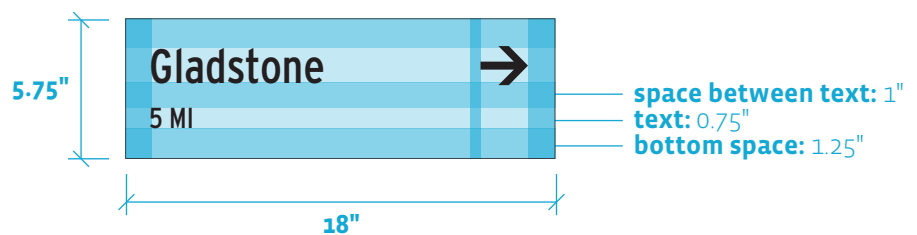
Use to direct to a destination. Layout should be mirrored to correspond to direction (i.e. right-justified for destinations to the right and left-justified for destinations to the left). Destinations straight ahead (with upward facing arrow) should have right-justified text with the arrow on the left.

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



### 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.



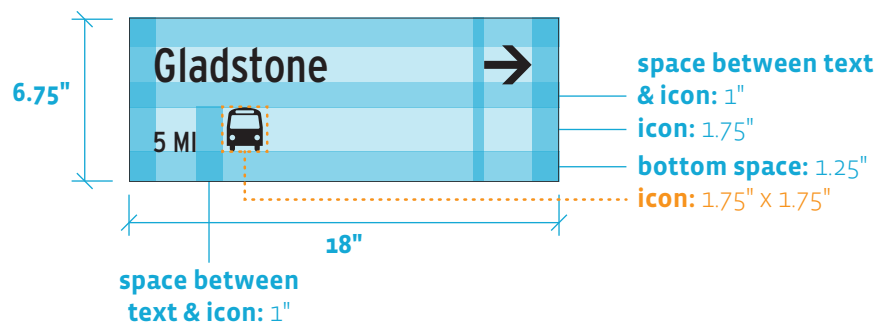


## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### 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.

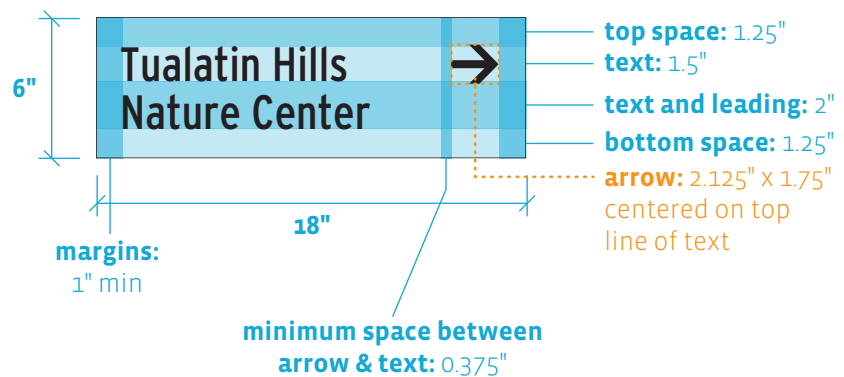


right-justified

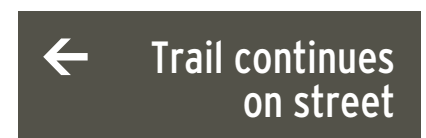


right-justified

### Double line directional message



left-justified

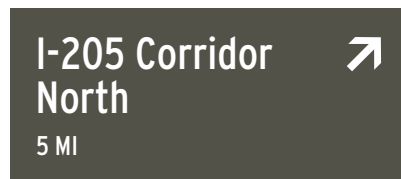
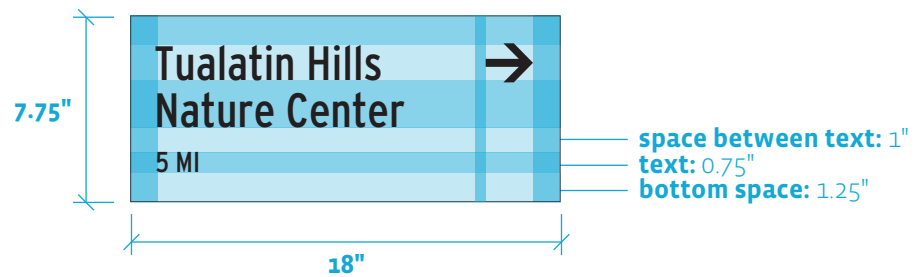


right-justified

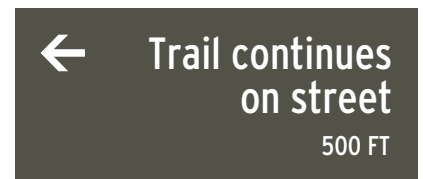




Add optional  
mileage statement

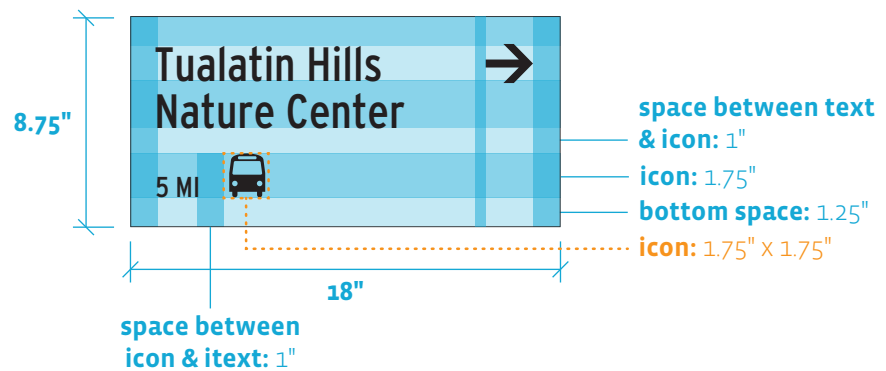


left-justified

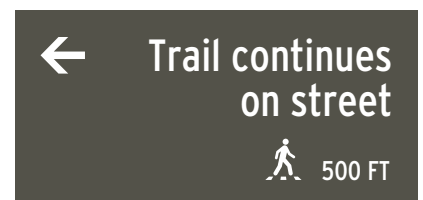


right-justified

Add optional  
amenity icon



left-justified

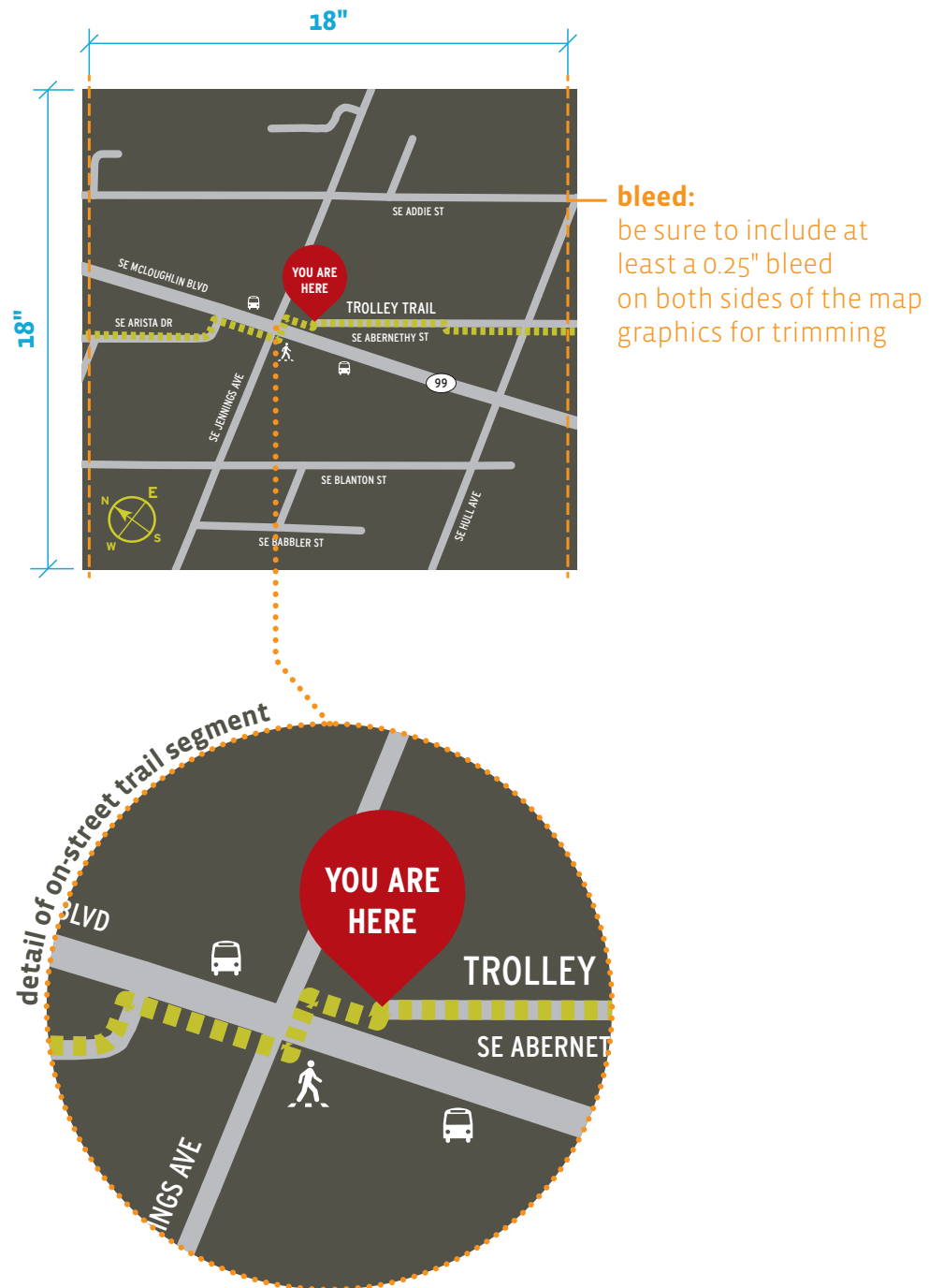


right-justified



## TYPE D: trail map

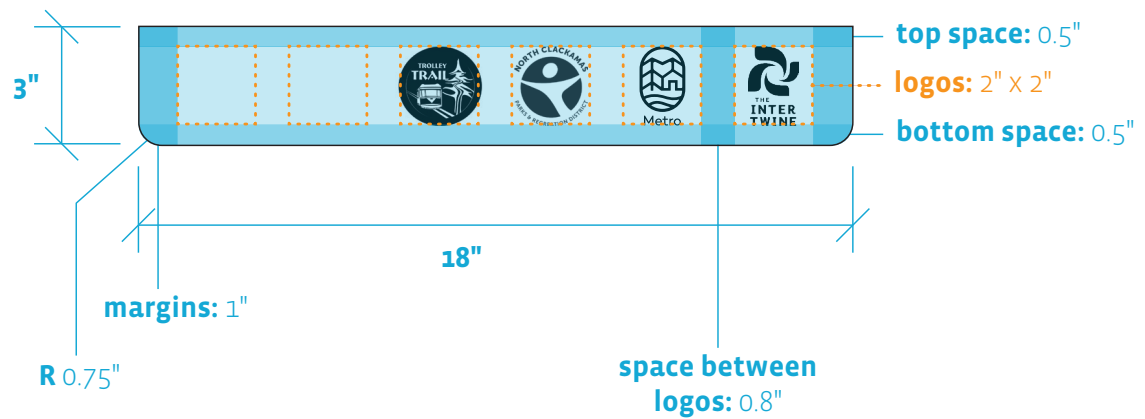
Map artwork can be used to illustrate how to connect off-street trail segments via an on-street connection. Artwork should have a full bleed. Refer to **page 4:9** for trail map artwork guidelines.





## TYPE D: footer

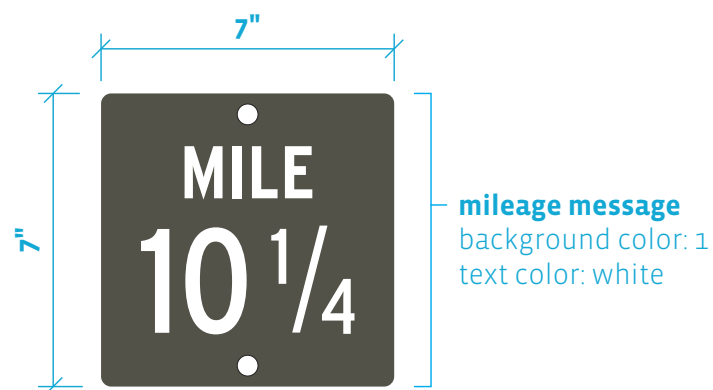
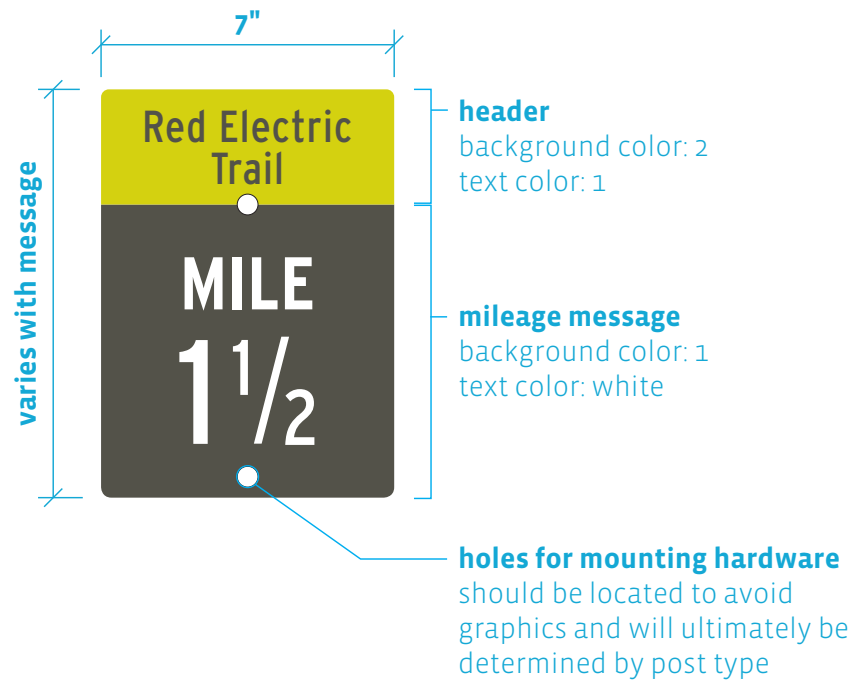
The footer is where all the jurisdiction, partner, and trail logos are displayed. For information on logo layout and placement refer to **page 4:4**.





## 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**.



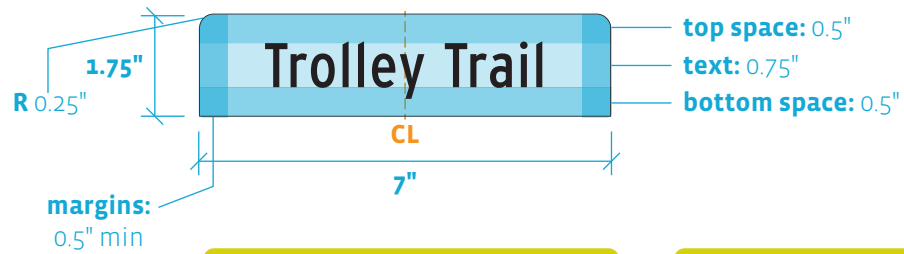
\*use this layout only with other signs; not intended to be mounted solo.



## TYPE E: header

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

### Single line header

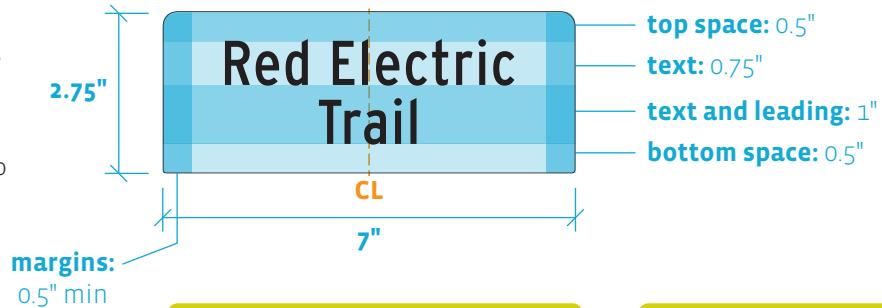


Marquam Trail

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.



East Butte  
Powerline Trail

Whipple Creek  
Greenway



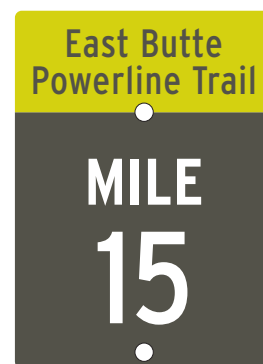
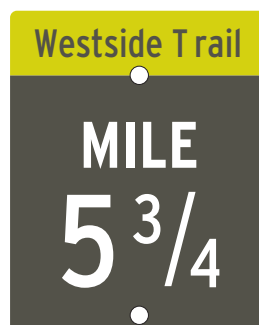
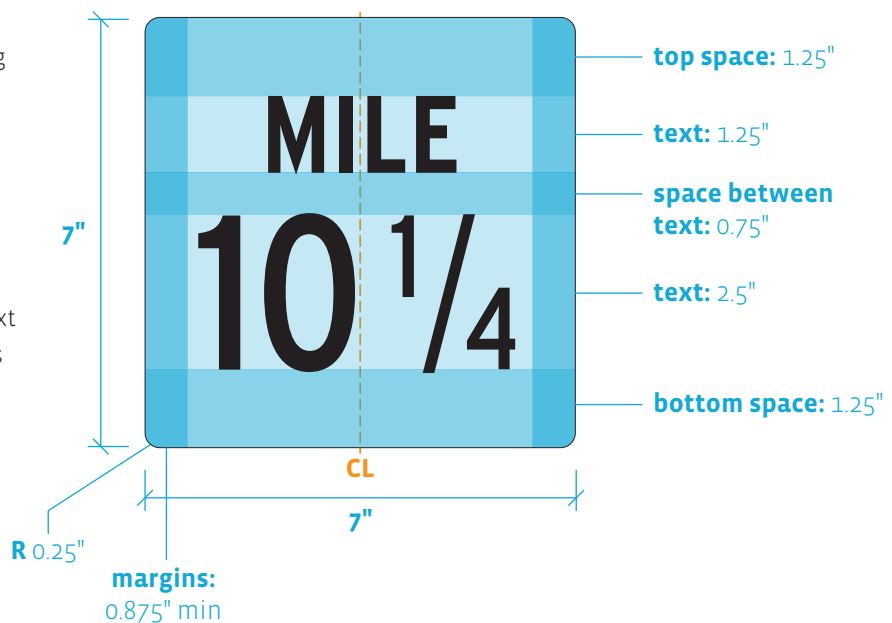
## TYPE E: message component

### 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 consistent along the trail.

NOTE: make sure to use typographic fractions (e.g.  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$ ) for increase legibility.



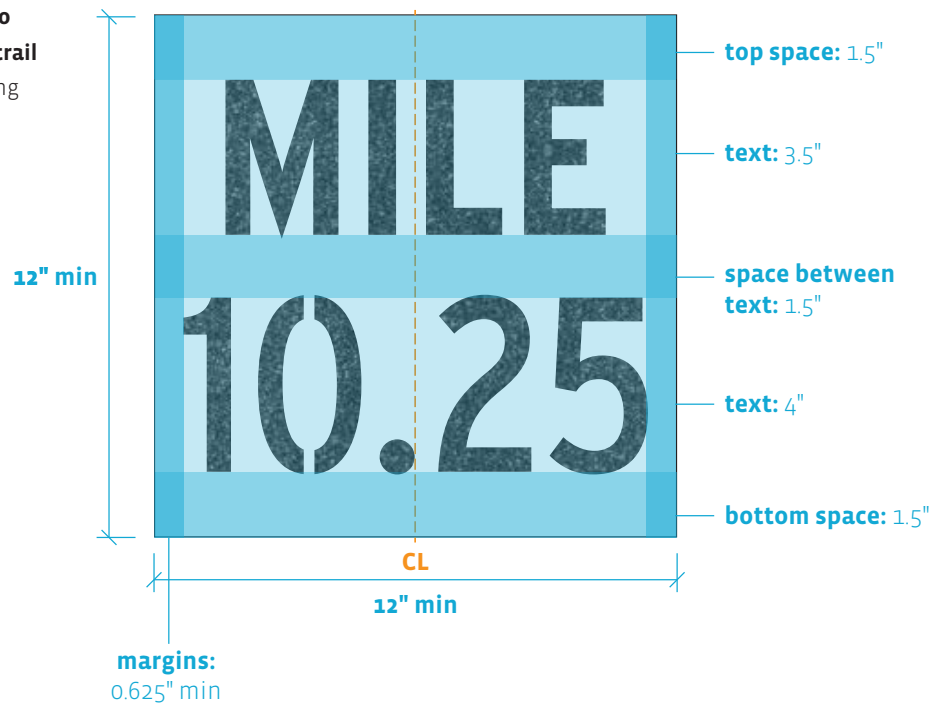


## TYPE E: pavement application

### 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.

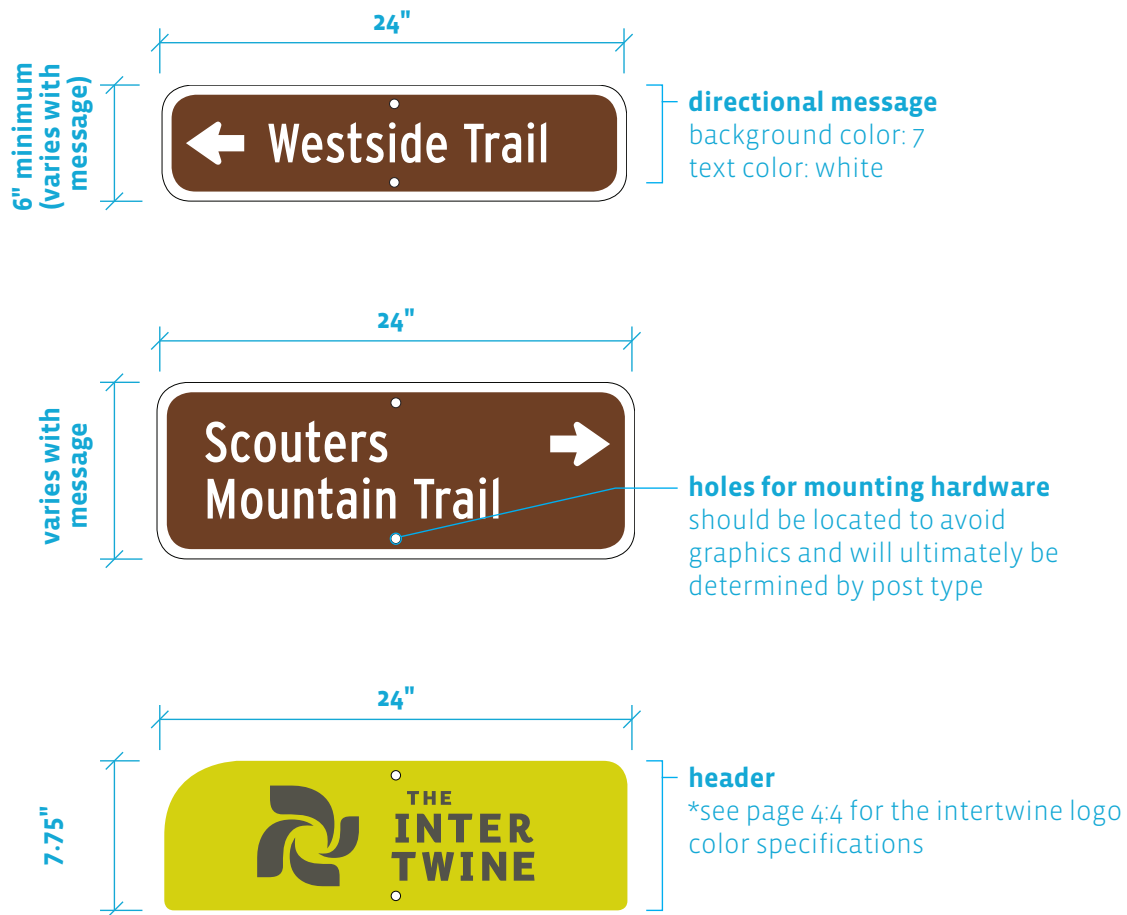


1 2 3 4 5  
6 7 8 9 0



## TYPE G: on-street bicycle header layout overview

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**.





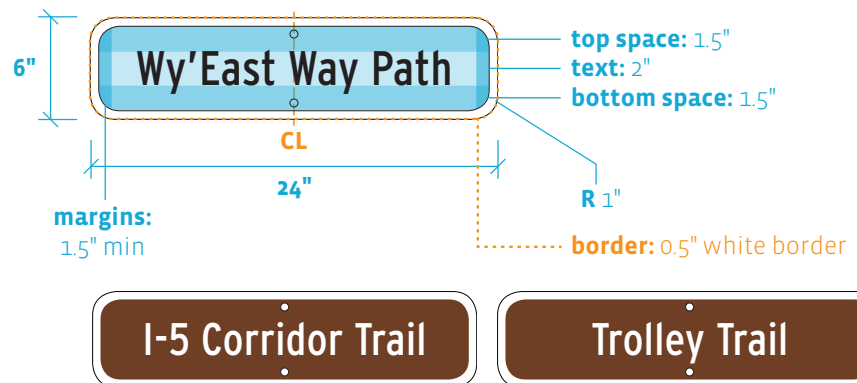


## TYPE G: message component

### Single line

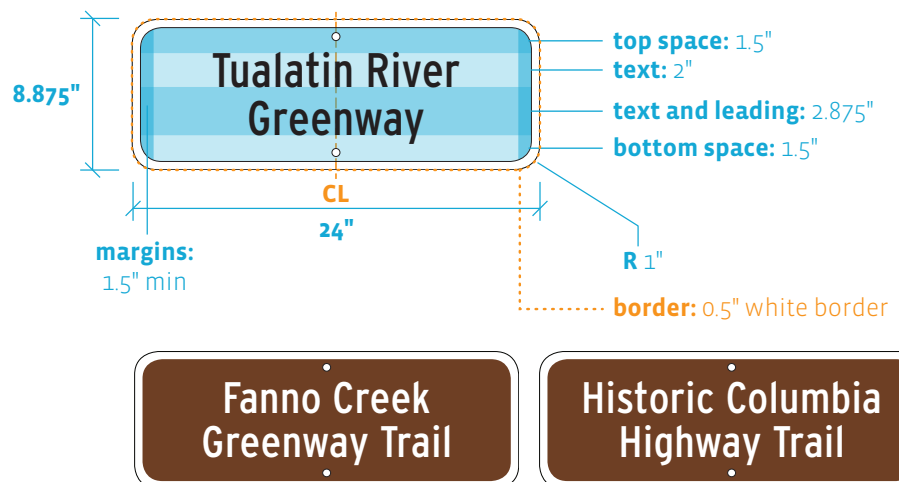
#### informational message

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).



### Double line

#### informational message

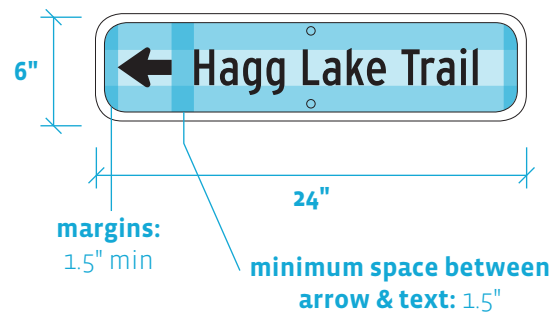




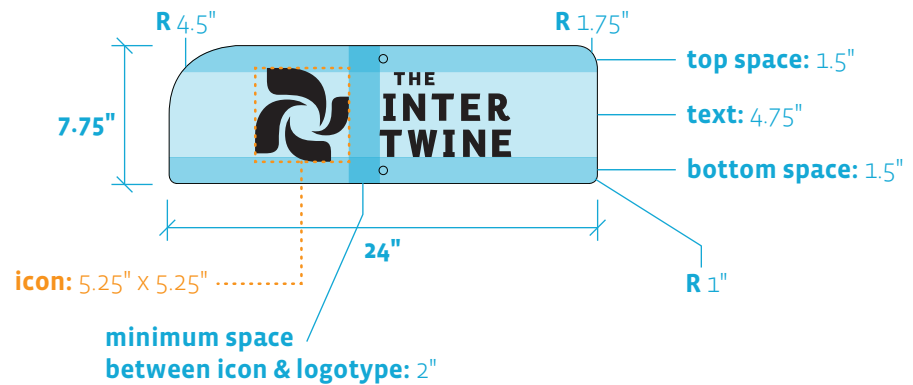
## THE INTERTWINE

Regional Trails Signage Guidelines  
December 2017

### Adding an arrow



### Optional header





## 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.





## TYPE H: logo components layout overview

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



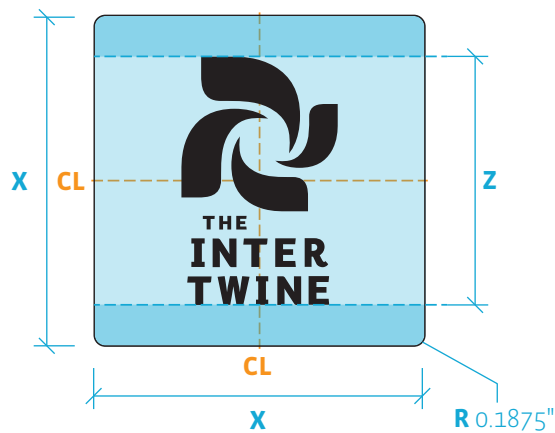
H3 post wrap



## TYPE H: logo components

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

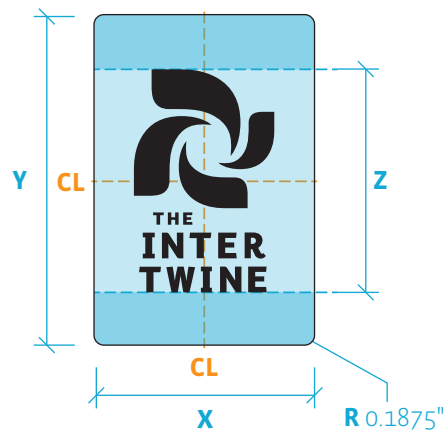
### H1 square badge



X	Z
6"	4.5"
7"	5 1/4"
9"	6 3/4"
12"	9"



### H2 vertical post cap

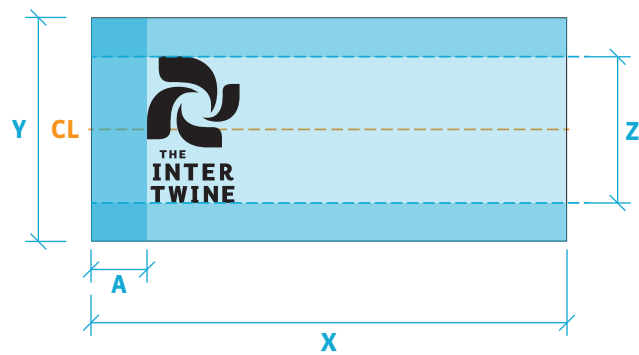


X	Y	Z
2"	3"	2"
3"	4 1/2"	3"
4"	6"	4"
6"	9"	6"

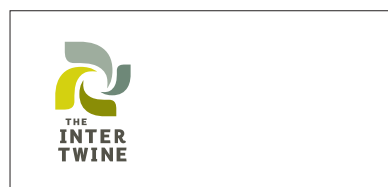




### H3 post wrap



post type	A	X	Y	Z
2" square	1"	9"	4"	2 5/8"
3" square	1 1/2"	13 1/2"	5 1/2"	3 5/8"
2" round	1"	6 1/2"	4"	2 5/8"
3" round	1 1/2"	9 1/2"	5 1/2"	3 5/8"



# 5:0 FABRICATION DETAILS

## production & mounting hardware

THE INTERTWINE  
Regional Trails Signage Guidelines  
December 2017



**5:2 standard sign panel fabrication**

**5:3 sign fabrication: alternative 1**

**5:4 sign fabrication: alternative 2**

**5:5 sign fabrication: MUTCD**

**5:6 post installation options**

**5:8 recommendations: print materials**

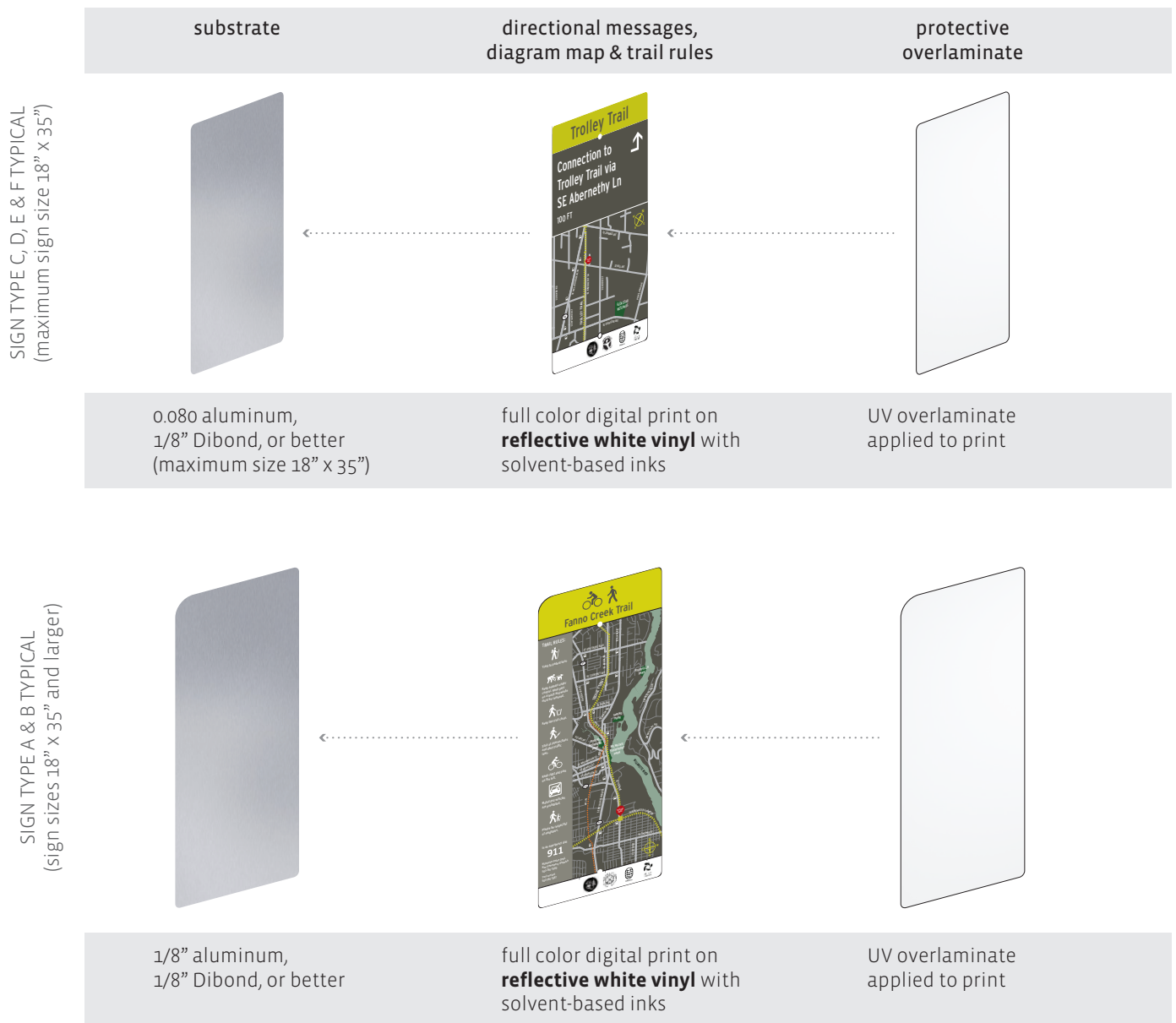
**5:9 recommendations: mounting hardware**

**5:11 recommendations: post hardware**



## 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.

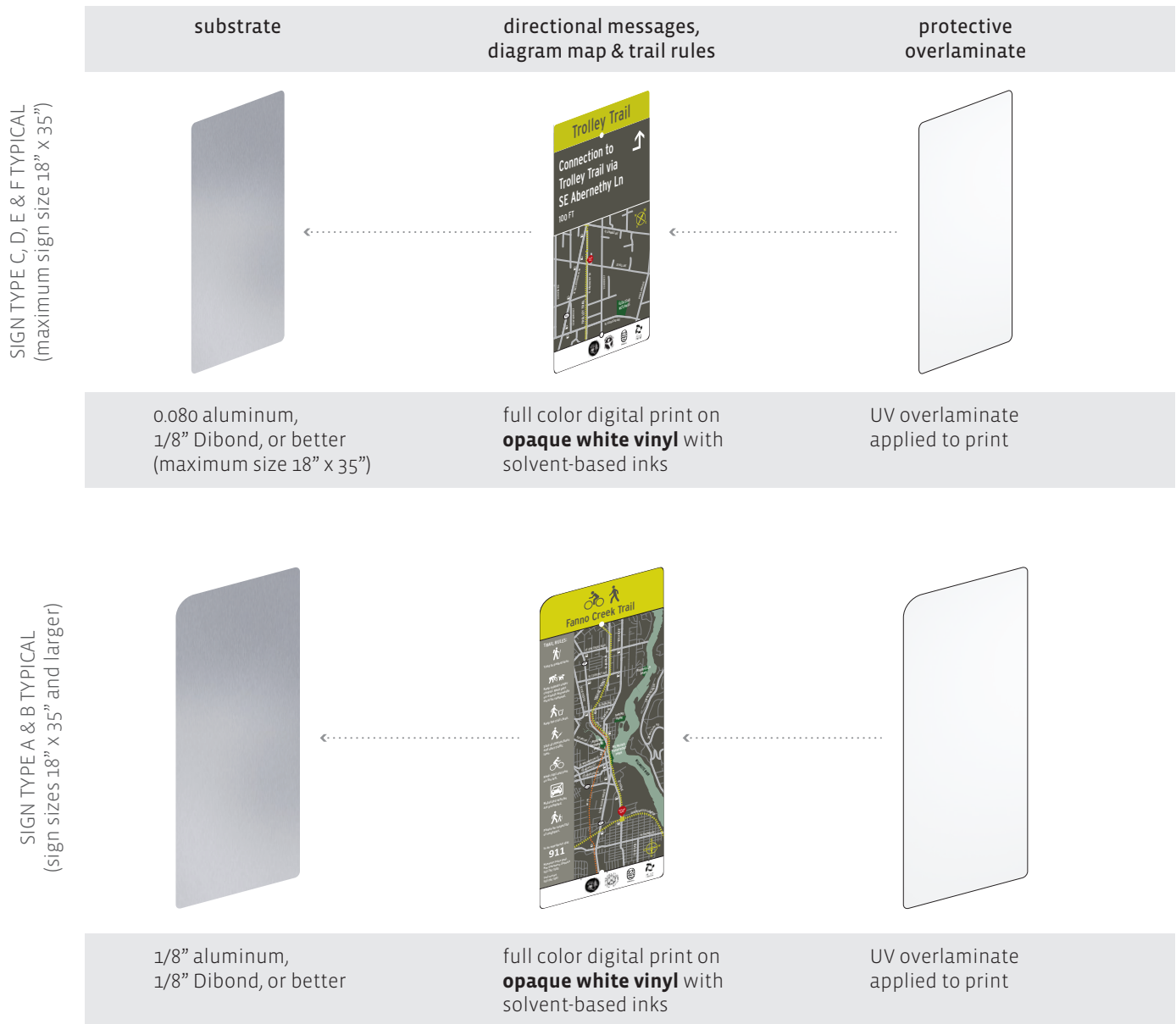






## sign panel fabrication: alternative 1

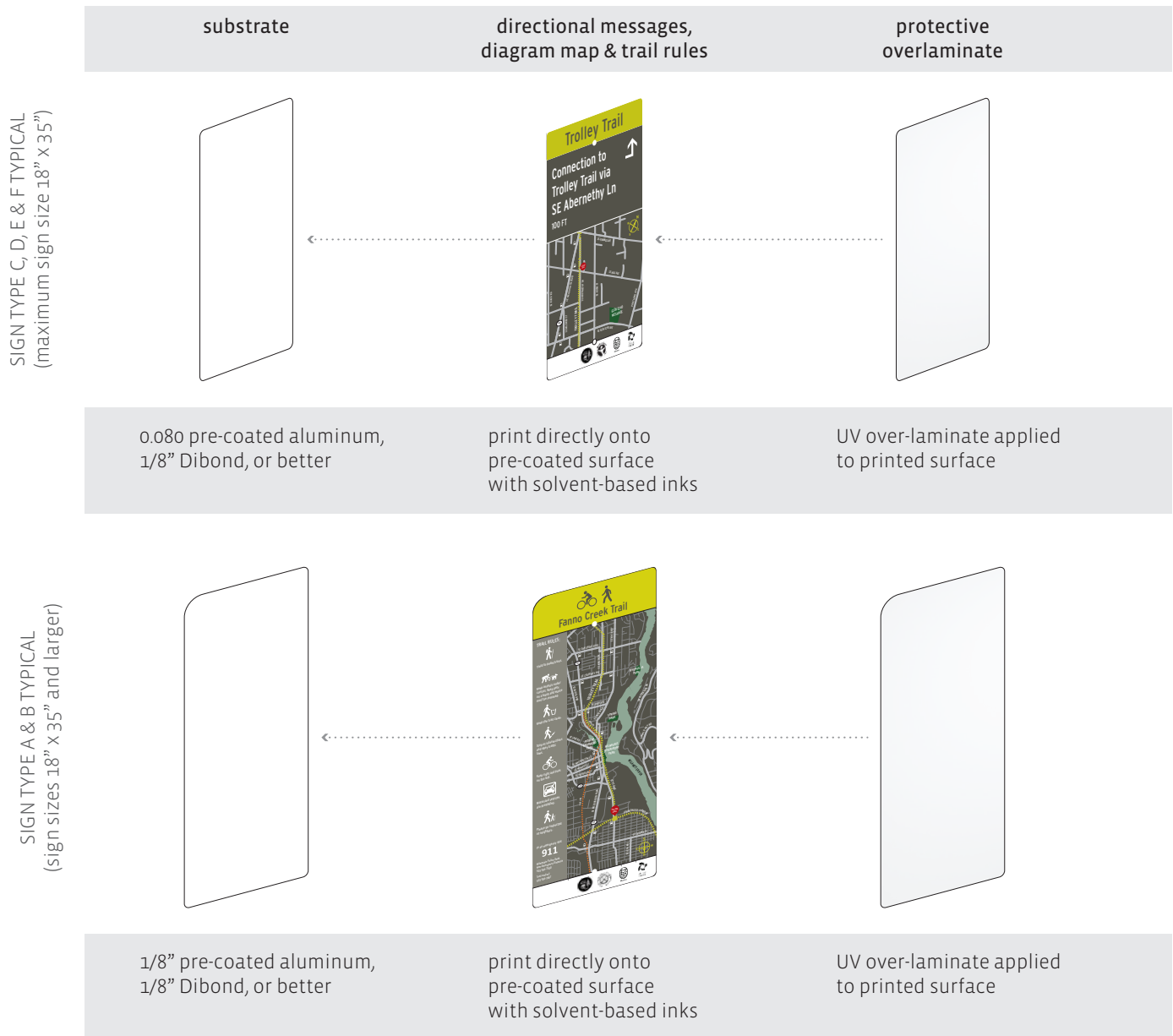
This method is an alternative to the standard fabrication process for any sign type that does not require nighttime reflectivity (this excludes all on-street, multi-use signs such as **Sign Type G** and **MUTCD** bike signs). Although reflectivity is recommended, it is not required for off-street signs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





## sign panel fabrication: alternative 2

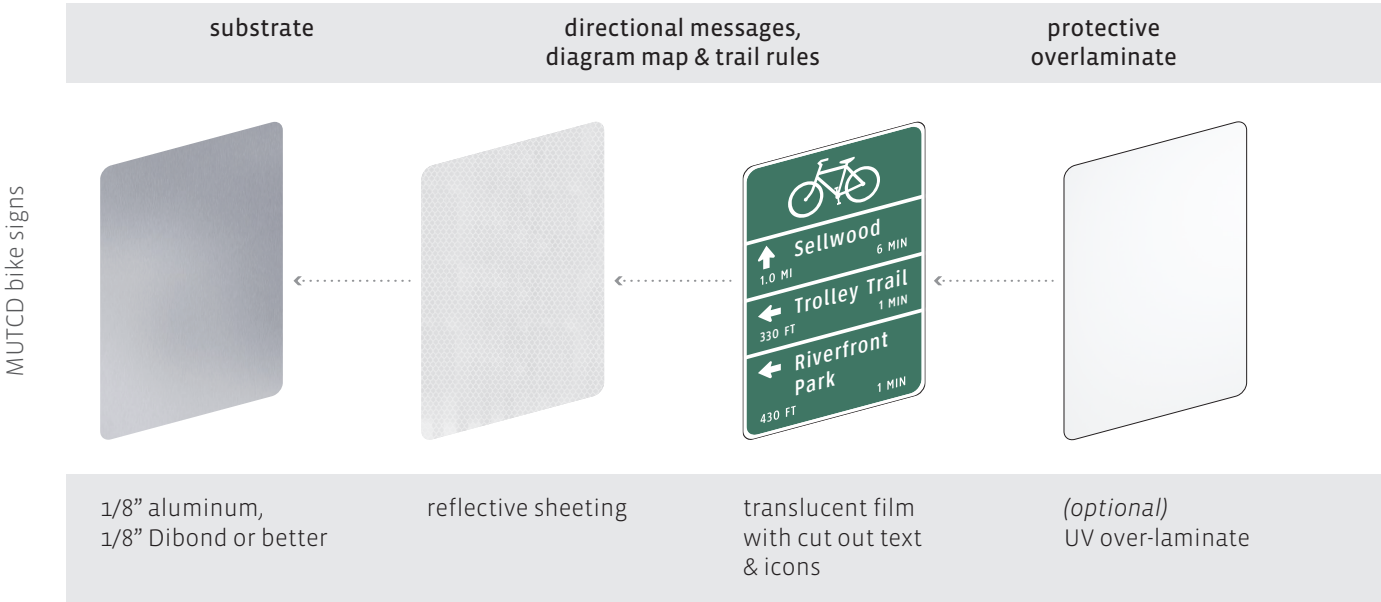
This method is an alternative to the standard fabrication process for any sign type that does not require nighttime reflectivity (this excludes all on-street, multi-use signs such as **Sign Type G** and **MUTCD** bike signs). Although reflectivity is recommended, it is not required for off-street signs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





sign panel fabrication: MUTCD

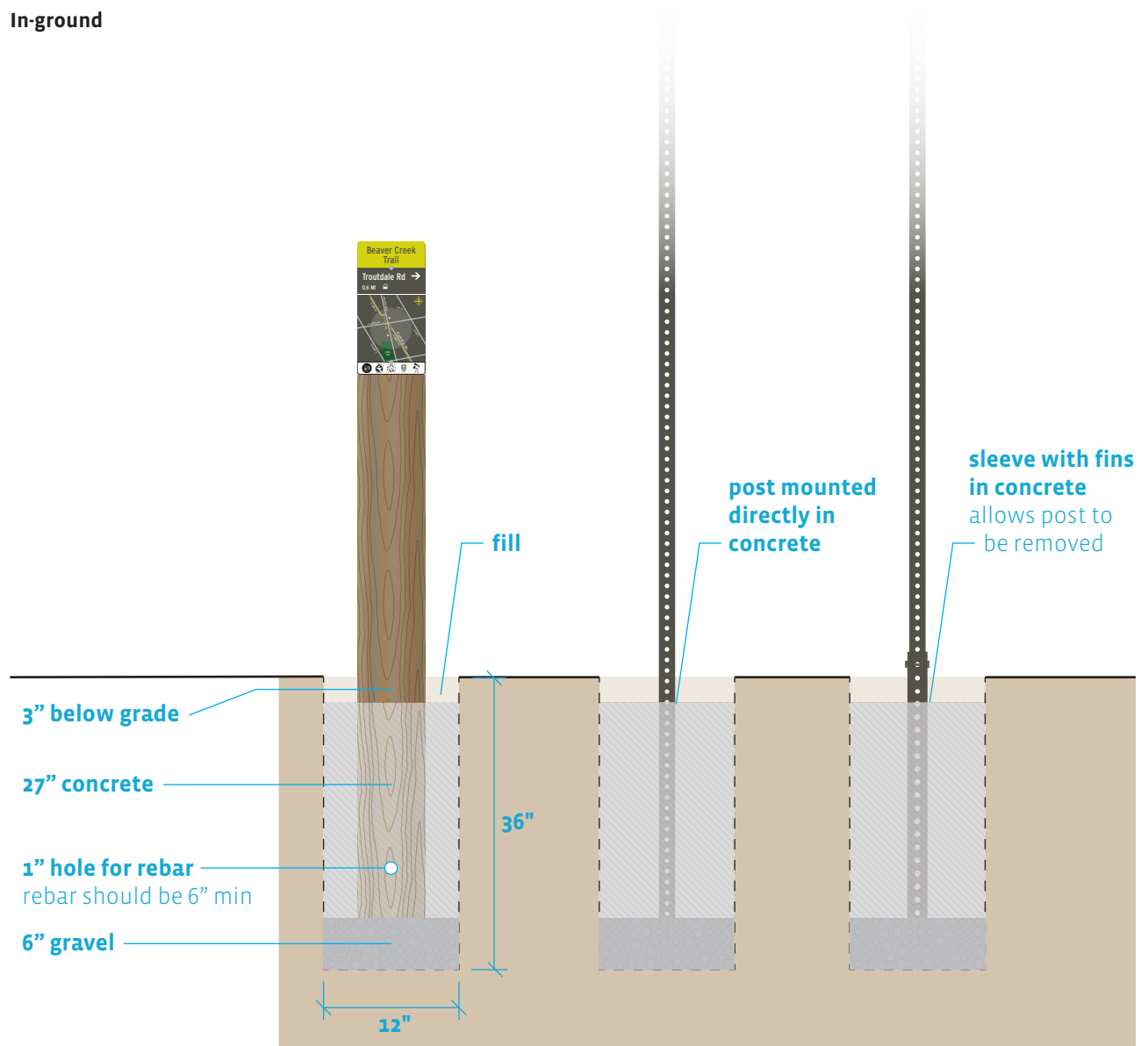
This method is required for all **MUTCD** bike signs. See FAQs for more information on sign reflectivity and see **page 5:8** for material recommendations.





## post installation options

### In-ground



#### Direct embedded post

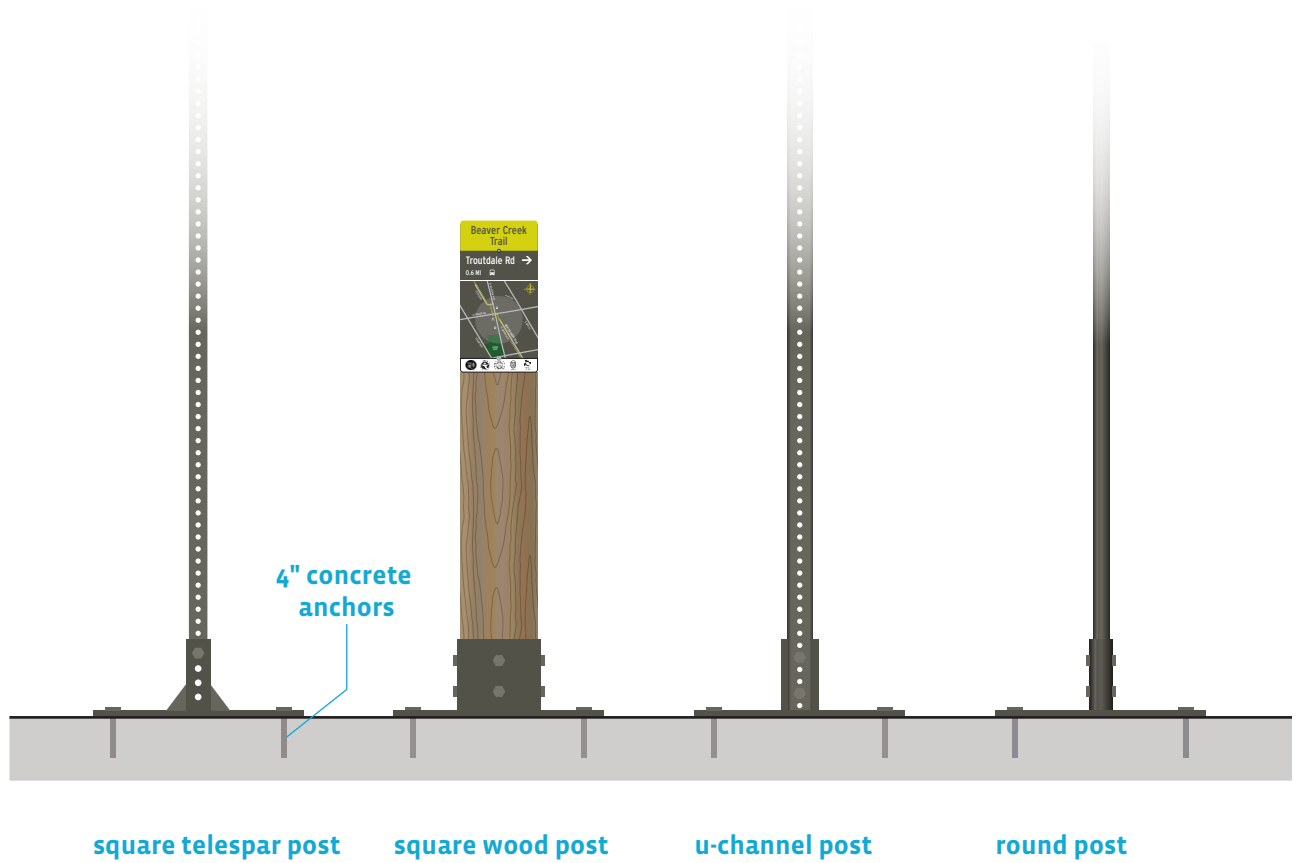
Sign post can set directly in concrete with a 6" gravel

#### 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







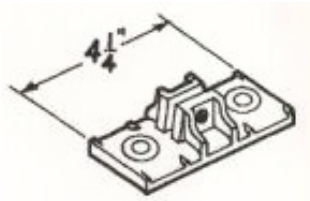





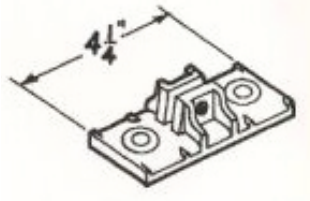
## recommendations: print materials

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



## recommendations: mounting hardware




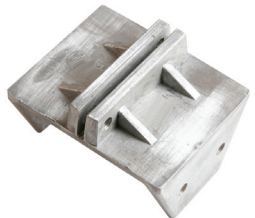
post/pole options	center mount	flag mount
 <p><b>2" square</b> <i>galvanized or powder coated (color 1)</i></p>	<p>3/8" drive rivet (anti-theft) <i>aluminum or steel with nylon washer</i></p> 	<p>flat back bracket w/ 3/8"x3" bolt <i>galvanized, zinc plated, or powder coated (color 1)</i></p> 
 <p><b>2"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

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
 <p>2-3/8" cap 3.25" receiver galvanized, zinc plated, or powder coated (color 1)</p>	 <p>2" cap 3.25" receiver galvanized, zinc plated, or powder coated (color 1)</p>	 <p>180 degree cap 3.25" receiver galvanized, zinc plated, or powder coated (color 1)</p>	 <p>4" x 4" cap 3.25" receiver galvanized, zinc plated, or powder coated (color 1)</p>

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



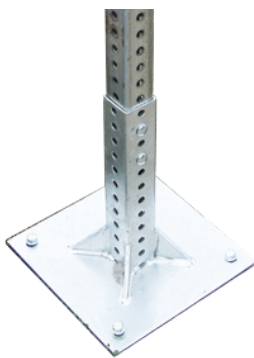


## recommendations: post hardware

### square telescoping post with sleeve and corner bolt



### surface mount options



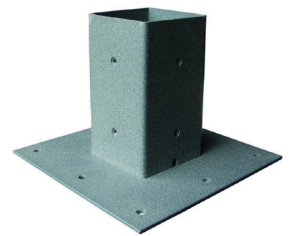
square telescoping post  
*galvanized, zinc plated, or  
powder coated (color 1)*



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.





#### **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**

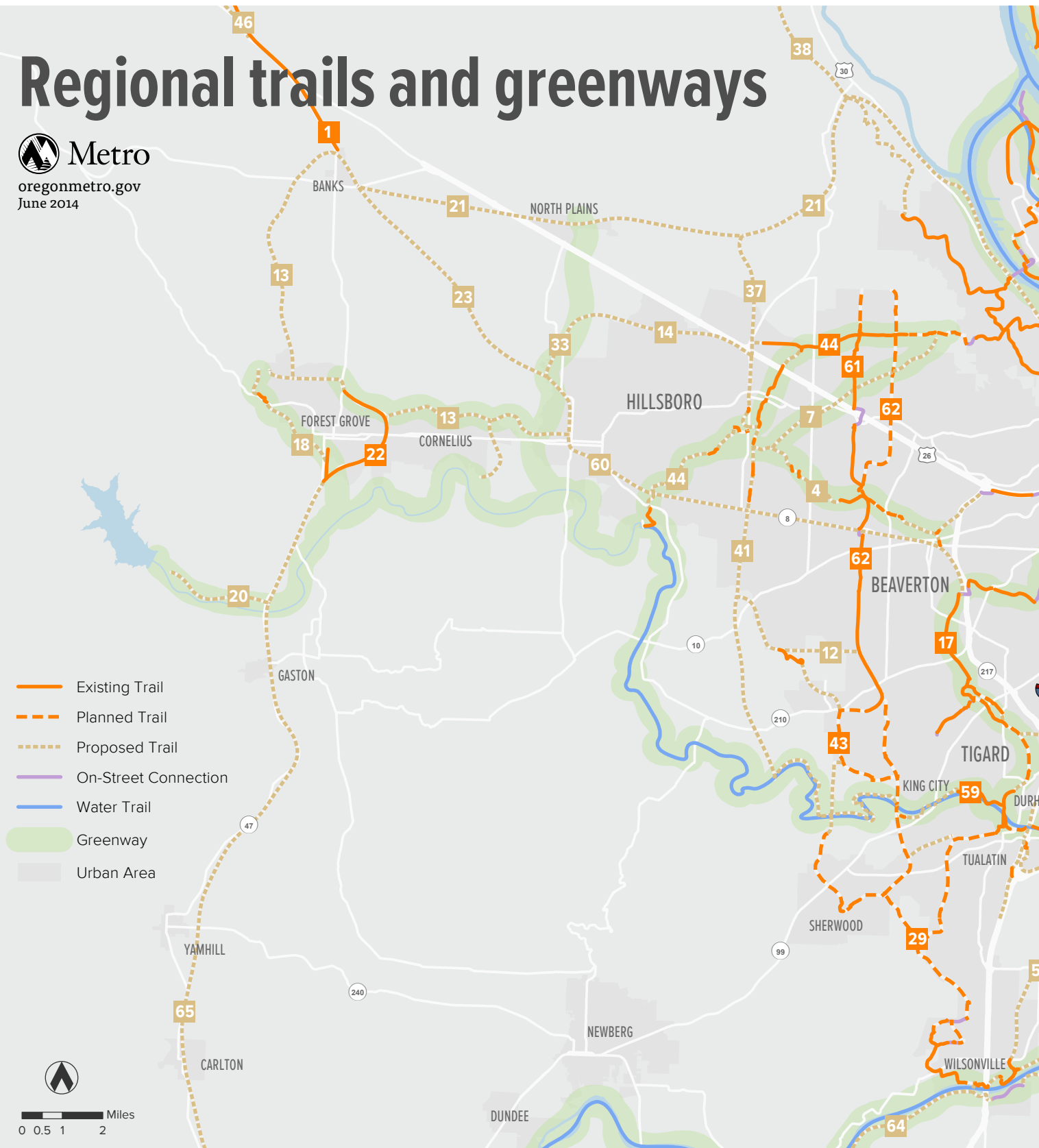
Some of the typical terms used in the development of trail systems and throughout these guidelines.

# Regional trails and greenways



**Metro**

oregonmetro.gov  
June 2014



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

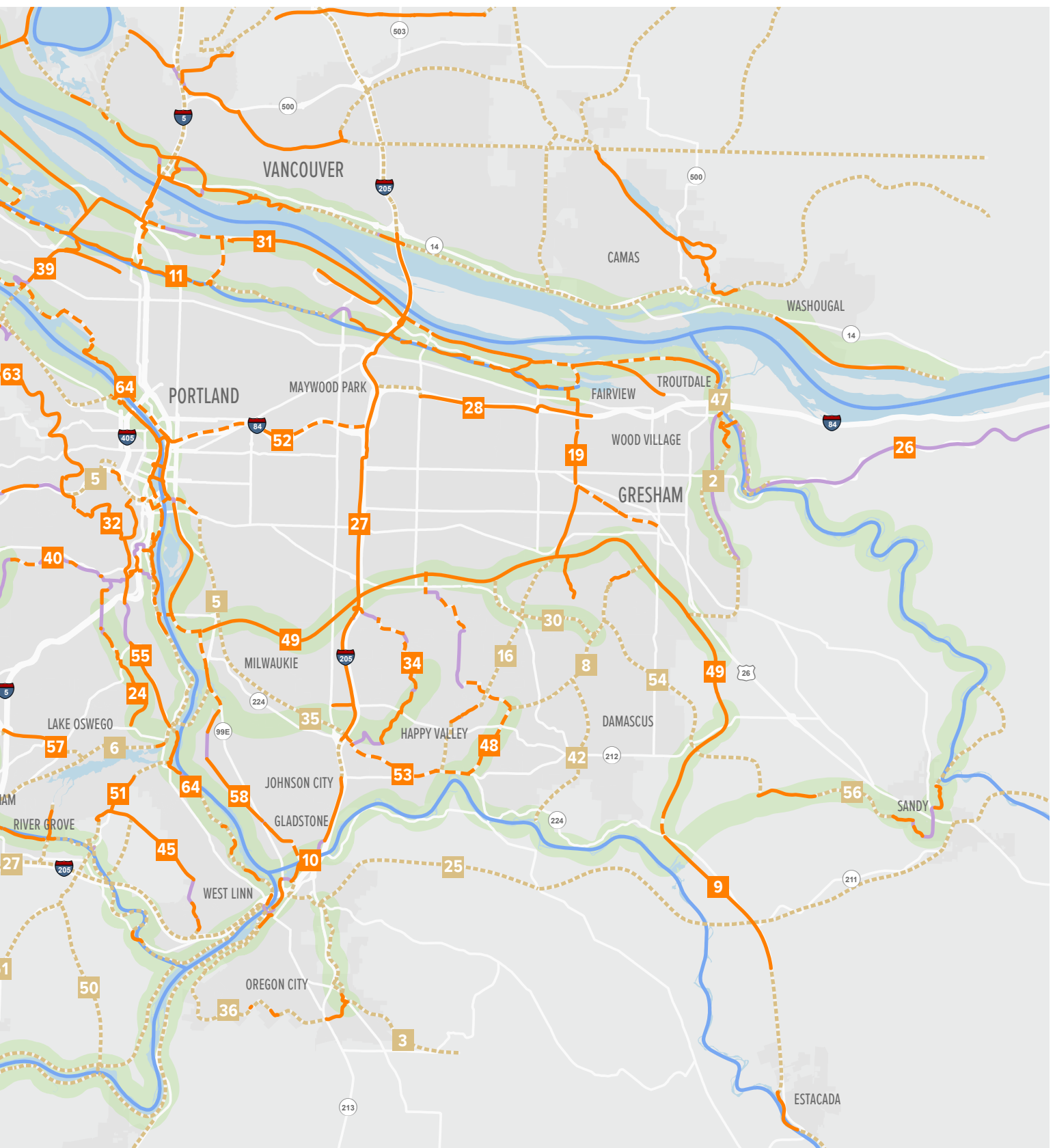
15. Crown Zellerbach Trail\*\*
16. East Buttes Powerline Trail
17. Fanno Creek Trail
18. Gales Creek Trail
19. Gresham-Fairview Trail
20. Hagg Lake Trail
21. Helvetia Trail

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 Trail
30. Kelley Creek Trail
31. Marine Drive Trail
32. Marquam Trail
33. McKay Creek Trail
34. Mount Scott Trail
35. North Clackamas River Trail

\* 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.



- |                  |                                   |                                |                                 |                               |
|------------------|-----------------------------------|--------------------------------|---------------------------------|-------------------------------|
| Donquinn Trail   | 36. Oregon City Loop Trail        | 43. River Terrace Trail        | 50. Stafford to Canby Trail     | 58. Trolley Trail             |
| Rock Creek Trail | 37. Oregon Electric Railway Trail | 44. Rock Creek Trail           | 51. Stafford Trail              | 59. Tualatin River Greenway   |
| Live Trail       | 38. Pacific Greenway Trail        | 45. Rosemont Trail             | 52. Sullivan's Gulch Trail      | 60. Tualatin Valley Trail     |
| Trail            | 39. Peninsula Crossing Trail      | 46. Salmonberry Corridor Trail | 53. Sunrise Corridor Trail      | 61. Waterhouse Trail          |
| Greenway         | 40. Red Electric Trail            | 47. Sandy River Greenway       | 54. Sunshine Valley Trail       | 62. Westside Trail*           |
| ott Trail*       | 41. Reedville Trail               | 48. Scouters Mountain Trail*   | 55. Terwilliger Trail           | 63. Wildwood Trail            |
| ckamas Greenway  | 42. Richardson Creek Trail        | 49. Springwater Trail          | 56. Tickle Creek Trail          | 64. Willamette River Greenway |
|                  |                                   |                                | 57. Tigard to Lake Oswego Trail | 65. Yamhelas Westsider Trail  |



## 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 Carolina 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.