

# Wayfinding for Multi-Use Paths

Placement and Style Guide



**The MAG area (Summit, Utah, and Wasatch Counties) has over 80 miles of paved, off-street trails with more on the way. We aim to create a regional network of active transportation (bicycle and pedestrian) facilities to provide safer alternatives for people to commute and recreate. A coordinated wayfinding system will improve user experience and encourage healthy travel.**

## Goals

1. Enhance awareness of *connectivity* by installing decision aids, mile markers, and other signs that inform users of amenities, distances, and destinations.
2. Contribute to *placemaking* by incorporating branding for trails and connecting facilities.

The following guidelines are for basic signs that every community should be able to implement due to their simplicity and low cost. Communities may opt for more artistic, costlier systems but we ask that the fundamental placement and content remain the same.

## Style Guidance

This document includes examples of signs common on multi-use paths largely separate from vehicle traffic, such as;

- 1) Decision Trees
- 2) Fingerboards
- 3) Turn Arrows
- 4) Confirmation Signs
- 5) Mile Markers
- 6) Street Labels

Signs should be simple; easy to understand and reproduce. Though each trail is unique, signs should be cohesive in design and consistent in location and information. Consider the following guidelines;

- 1) Standard size
  - a) Easy to create and replace
  - b) See [MUTCD standards Section 9b](#) for options. We recommend 0.08" aluminum with reflective high-intensity and anti-graffiti sheeting. Edges are routed, finished smooth, and rounded for safety.
- 2) Simple Background
  - a) Easy to create and understand
  - b) Groups responsible for trail can select colors
- 3) Unique Logo
  - a) Trail is easy to identify and has a sense of place
  - b) Can be printed on engineering-grade vinyl for broader range of color/design
- 4) Jurisdiction Labels
  - a) Enhance spatial context when trails cross boundaries
  - b) Allow personalization

## Decision Tree

24"x30", \$70+

Decision trees should include the following items:

Logo of trail system

Direction and distance to the next access point, with minutes walking and biking

Direction and distance to other points of interest, with minutes walking and biking

Direction and distance to the next trail system, with minutes walking and biking



Limiting destinations to 3 maximum allows those moving at speed to comprehend without stopping.

Consider travel direction when routing to bike lanes.

## Jurisdiction

24"x4", \$30+

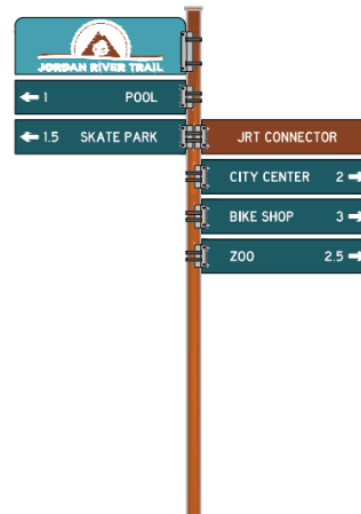
- To be placed under decision trees and fingerboards if the trail transverses multiple jurisdictions.



## Fingerboards

24" x 6", \$30+/destination + mounting hardware

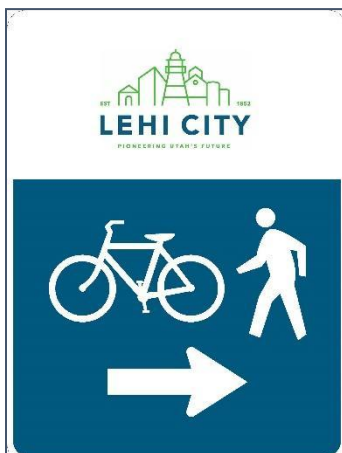
Fingerboards are important where many destinations are available from multiple directions. They are also useful where trails do not intersect at right angles. Destinations are angled to point in the direction of travel.



## Turn Arrow

12"x18" or 18x24, \$30+

Directs users to trail from on-road facilities



## Confirmation Sign

12"x18" or 18x24, \$30+

Place after complex intersections



## Mile Markers

\$30+

Mile markers help track progress, locate emergencies, and assure people they are on the right path.

Place mile markers every  $\frac{1}{4}$  mile on a consistent side of the trail.

Include the trail logo modified for small scale.

Flexible bollards are inexpensive, unobtrusive, and do not invite vandalism. However, mile markers can be a relatively easy way to incorporate placemaking through art.



## Street Labels

36"x6", \$25-\$80



Street labels help people on the trail understand their location, especially when sightlines are restricted i.e. at bridges or mid-block crossings.

## Placement Guidance

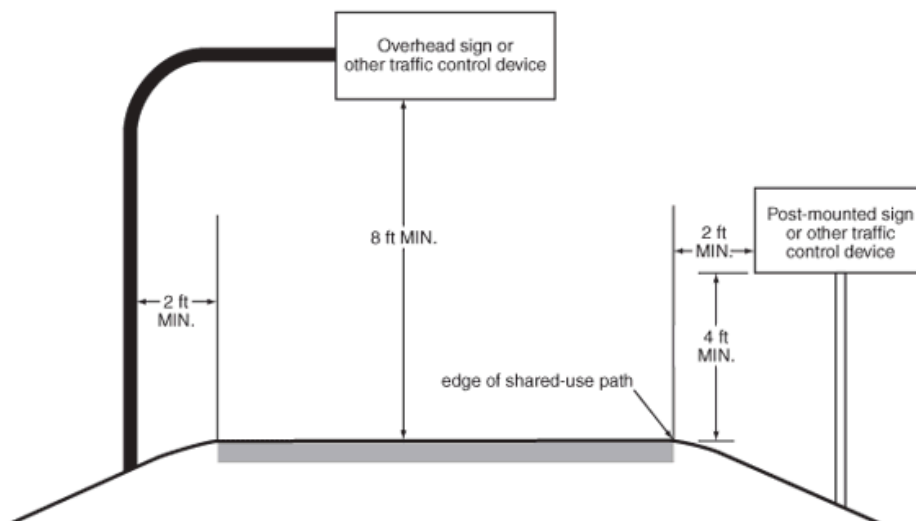
Predictable placement helps people feel comfortable navigating unfamiliar territory. This document provides examples for placement at;

- 1) Connecting trails
- 2) Complex intersections
- 3) At-grade street crossings
- 4) Grade-Separated street crossings

Decision-making signs should be installed 50'-100' before the intersection, depending on sightlines, and facing trail users (perpendicular to the direction of travel).

Signs should be placed a minimum of 2' from the edge of a path and a minimum of 4' from the trail surface to the bottom of the sign per [MUTCD guidance](#) (not the 7 foot standard for vehicle-oriented signs). Eye-level signs are easier to read.

**Figure 9B-1. Sign Placement on Shared-Use Paths**



Crossings without bike or pedestrian facilities need only the underpass or street label.

Signs should not encourage users to follow roads without adequate facilities. Minor roads may downgrade from decision tree to street label.

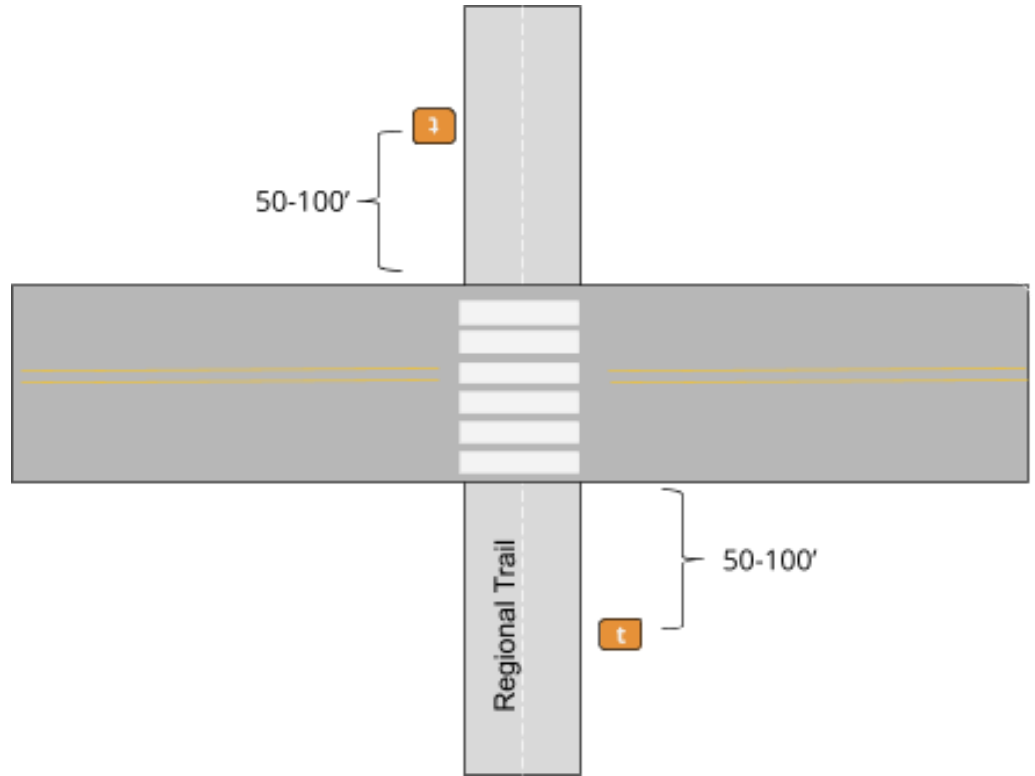
Use logos specific to each trail wherever possible.

Painted centerlines on the main trail are an inexpensive alternative where trails cross or offshoots exist. Centerlines need not continue along the entire trail.

# At-Grade Crossings

**t** Decision Tree

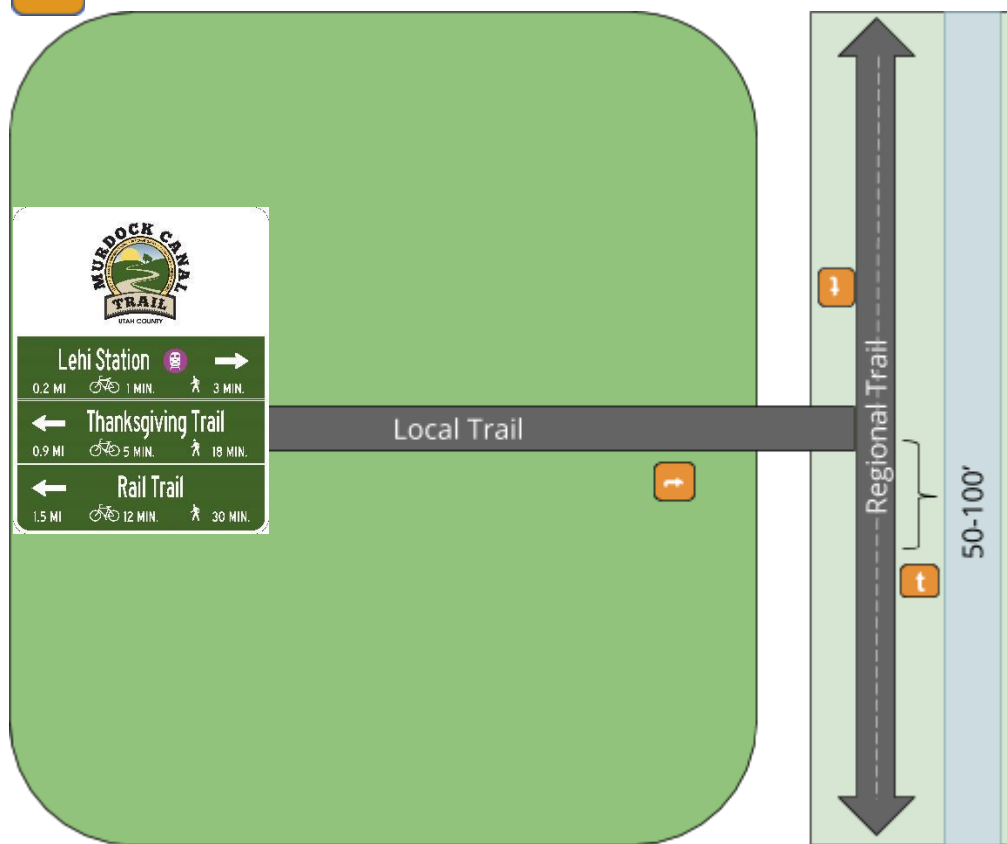
↑	<b>Thanksgiving Trail</b>
0.2 MI	🚲 1 MIN. 🚶 4 MIN.
↑	<b>Rail Trail</b>
1.0 MI	🚲 9 MIN. 🚶 33 MIN.
←	<b>Lehi Station</b> 🚆
1.5 MI	🚲 7 MIN. 🚶 30 MIN.



## Connecting Trails



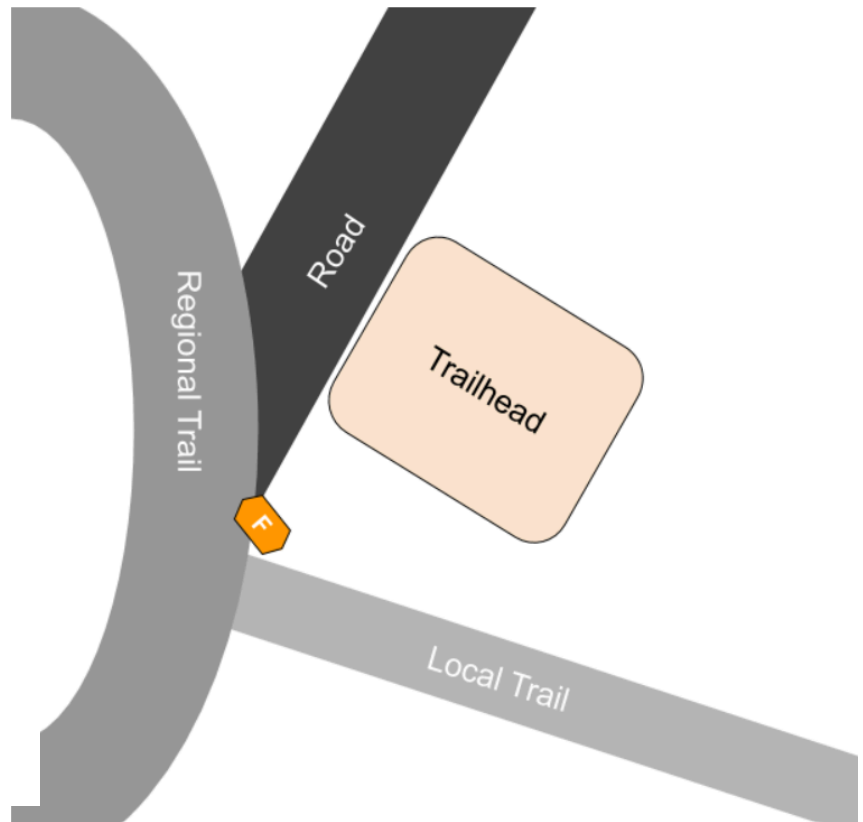
Decision Trees





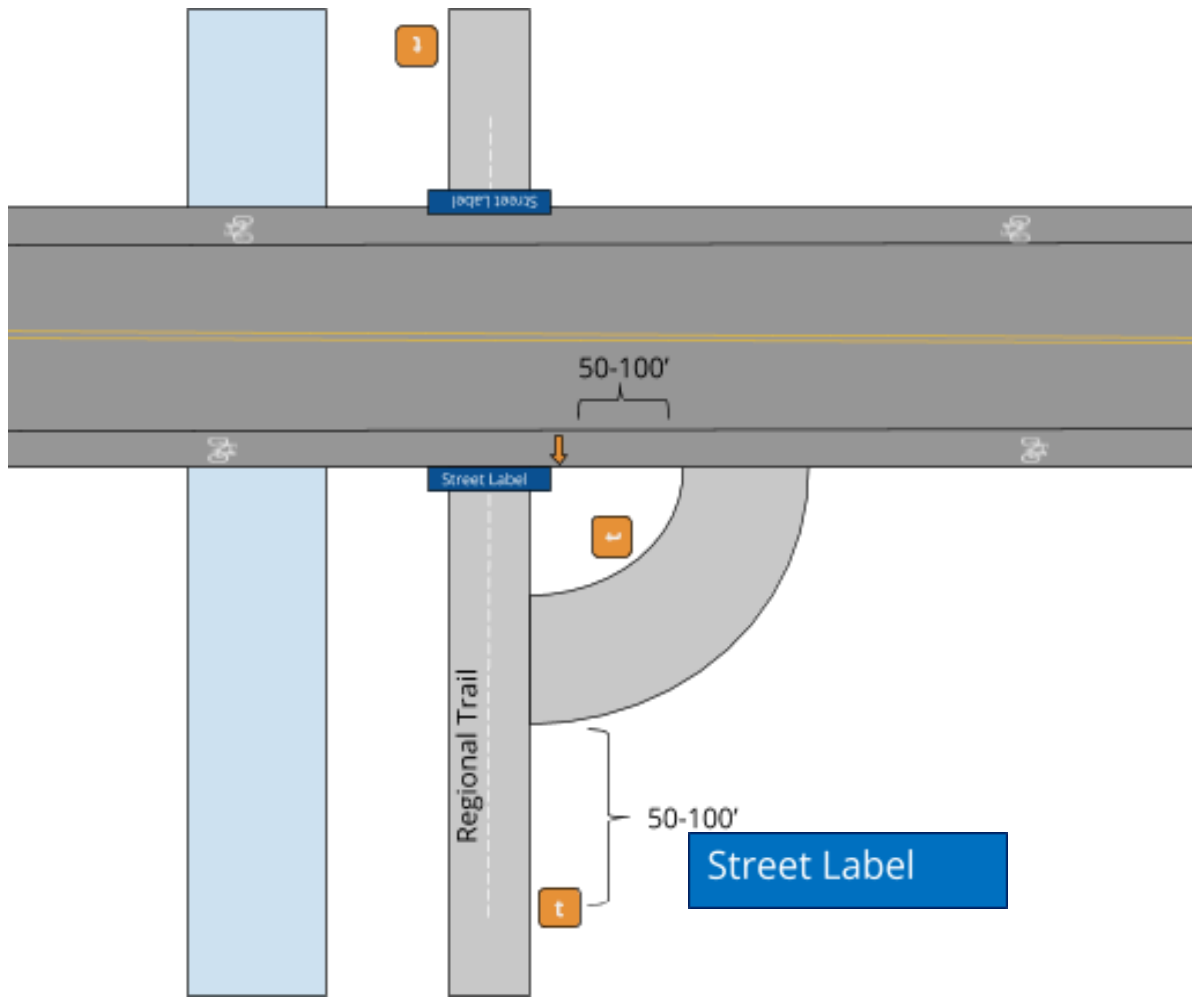
## Complex Intersections

### Fingerboards



Intersections with directional complexity or numerous destinations may use fingerboards to improve understanding.

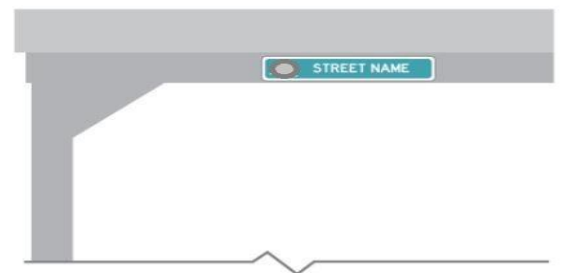
# Grade-Separated Crossings



Decision Trees



Turn Arrow



For additional information and .ai templates, contact:

Shauna Mecham

[smecham@mountainland.org](mailto:smecham@mountainland.org)

801-229-3838



Wayfinding on the Jordan River Parkway Trail, created by Alta Planning and Design, coordinated by the Jordan River Commission. Wayfinding on the Spanish Fork River Trail and Provo River Trail, designed by Alta Planning & Design, coordinated by MAG.



# MAG

Expert Resources. Enriching Lives.