

5 TRAIL INTERVENTIONS

Using the above site analysis and engagement with City stakeholders, the consultant team and City trail managers developed the following framework with which to unify future trail development under a common vision.

The framework breaks the system into six unique “Character Areas” which each will have unique aesthetic characteristics while also maintaining uniform quality standards and connectivity. Trail design specifications will be applied depending on the segment’s intended “Trail Capacity,” which was determined using an aggregate of factors including population density and frequency of trail usage. Finally, specific trail needs such as shade or flood infrastructure will be addressed using components specified in the system “Toolkit.” The toolkit will allow trail managers to uniformly install appropriate trail amenities and infrastructure and eliminate the need to individually design solutions across the trail system.



A NATIONAL LOOK

In order to determine the appropriate baseline standards for width and other features of greenway system, National and Regional standards were assessed and are outlined here.

TIER 1, AND TIER 2 SITES

As new trailheads are developed, the Parks and Recreation Department will need to prioritize investments in key areas based on site criteria. While existing and proposed Tier 1 and 2 sites are identified in this document per City staff input, the following criteria should be used in combination

NATIONAL PRECEDENTS FOR TRAIL WIDTHS

	TRAIL TYPOLOGY	TRAIL WIDTH
FEDERAL HIGHWAY ADMINISTRATION	Two-Directional Trail	10' 12'-14' heavy use 8' adequate
NACTO	Conventional Bike Lane	6' min.
	Buffered Bike Lane	5' min., 7' desired
AUSTIN URBAN TRAILS MASTER PLAN	Typical Urban Trail	12'
	Dual-Track Urban Trail	5' for pedestrian side 10' for bicyclist side
HOUSTON BIKE PLAN	Off-Street Bike Path	12' desirable for two-way off-street bike path, 8' min
PORTLAND TRAIL DESIGN GUIDELINES	Walking and biking	8'-25' (10'-12' pref. maint. vehicles) 12'-25' for riverfront esplanades
ATLANTA BELT LINE	Shared-Use Path	14' (7' outer trail and 7' inner trail)
	Connecting Trail	Hard Trails: 4'-8' Soft Trails: 2' - 4'
DENVER MOVES: PEDESTRIAN AND TRAILS PLAN	Regional Trails	12'-18'
	Collecting and Local Trails	10'
STORY MILL PARK, BOZEMAN, MT	Commuter Biking	12'
	Connector Biking	10'

in the future to determine new sites for Tier 1 trailheads as well as key opportunities to improve existing trailheads to a standard aligned with Tier 1 expectations.

VARIABLE	WEIGHT
Within high use area	High
On arterial street	High
Within .25 miles of Bicycle Plan nodes and corridors	Medium
Within .25 miles of an SA Corridor	Medium
Within .5 miles of proposed TOD station	Medium
Within .5 miles of SA activity center	Medium
Within .25 miles of VIA transit center or multi-modal center	Medium
City owned land adjacent to creek	Medium
Within medium use area	Low
Within .5 miles of military base	Low
Within high density census tract	Low
Within low income census tract	Low
Within non-white plurality census tract	Low
Within .25 miles of commercial land use	Low

Criteria were determined based on a variety of factors, including the opportunity to align with other City plans and policies, the opportunity to meet demand in high-traffic and high-use areas (or those with that potential), as well as promote equity in providing quality trails assets.

RECOMMENDED TRAIL WIDTHS

TRAIL CAPACITY A

To address the trail demand in the most densely populated, highest use segments of trail, Trail Capacity A provides 14' of usable trail space. Trail Capacity A is applicable in areas where there will be high demand on the trail as both a recreation and transportation corridor to accommodate the higher traffic demand safely and efficiently.



TRAIL CAPACITY B

This category will be most appropriate in areas of high recreational use and moderate transportation use. At 12', this is the trail capacity of most of the current trail system, however under the new standards it would be uniformly applied throughout the identified Trail Capacity B area.



TRAIL CAPACITY C

Trail Capacity C is applicable in rural and suburban areas where the trail is predominantly a recreational corridor. 10' is still wide enough to accommodate both bicycle and pedestrian traffic safely and efficiently, though user conflict may exist in certain areas at certain times. The narrower right of way will decrease impact on the corridor ecology.

