

## Recreational Trail Standards and Guidelines

### A. Shared-use Pathways (separated from roadway)

#### 1. Large, multi-use trail including equestrian

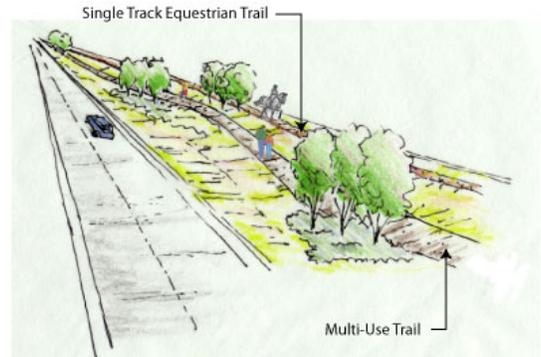
- Multi-use pathway: 8' to 12' wide (12' ideal), 2' minimum shoulders
- Parallel soft-surface trail separated from multi-use pathway: 2' to 6' wide (6' ideal – required for double track equestrian use)

#### 2. Typical multi-use bicycle & pedestrian trail

- Typical 10' to 12' wide pathway, 2' minimum shoulders

Design varies and is based on context:

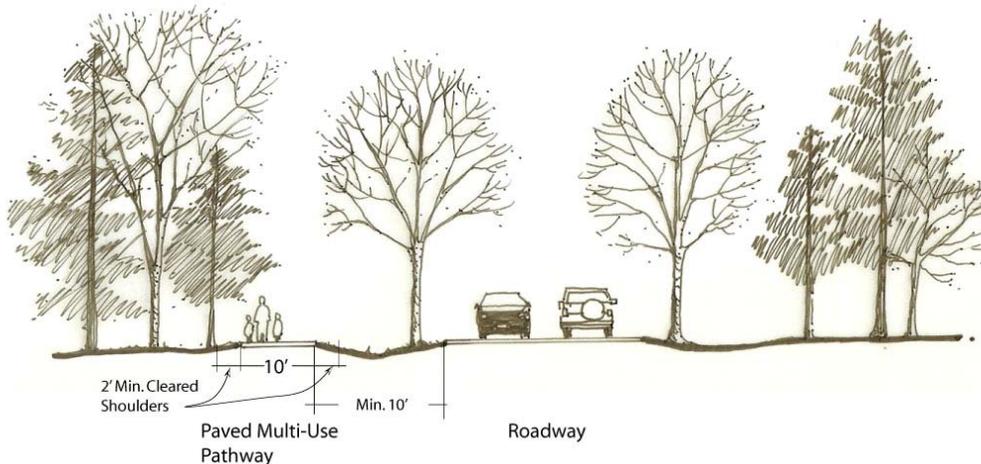
- greenway or river trail
- paved urban trail
- rail-to-trail
- roadside separated pathway



*High traffic multi-use trail with adjacent equestrian trail.*

#### 3. Nature Pathway, Hiking, Mountain Biking, Horseback Riding

- In general, a pathway 4' to 6' wide with ideally 12' of clearing from vegetation and trees should be provided. Surface should be a soft surface (e.g. dirt, wood chips, or crushed gravel).
- Horseback riding and hiking are compatible uses where trail sight distance of 50 – 100 feet, passing room, and dry surface conditions can be provided. Where the trail becomes wet for short distances a separate trail should be provided and the split well marked.
- Horseback riding and biking / mountain biking may be compatible on trails of considerable width with flat to moderately flat terrain for sight distance and passing room. This combination should be provided on primarily low-use trails. Right-of-way



rules and instructions for users on how to pass each other should be clearly displayed and enforced when possible. For example, bikers must yield to horses by stopping completely and moving to the side of the trail. Bikers should be cautioned about the likelihood of frightening a horse and the safety implications to both rider and biker.

### B. Bike Lanes (Part of roadway, adjacent to vehicular lane)

- A lane of 4 to 6' in width marked by 6 – 8" wide of striping that may or may not be raised. The lane may also be indicated by a paving color or material different from that of the vehicle lanes (e.g. red colored paving). The bicycle lane contains pavement markings indicating it is for bicycle travel. The lanes may be created by narrowing existing lanes, removing a travel lane, or widening a roadway.



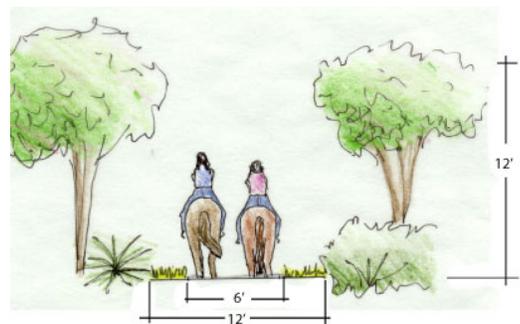
*Bicycle lane with a painted bicycle to indicate purpose.*

### C. Shared Roadway Bike Route (Bicycles share roadway but road is signed)

- These routes are generally wider than normal curb side travel lanes along roads with no curb and gutter. Often rural roadways, the bicycle lane of travel is the shoulder of the road. A typical 4" wide painted strip separates the biker from automobiles. Signs direct bikers to another bike route or a destination.

### D. Equestrian Trail Design Guidelines

- Provide a track width of 2 – 4' for one way/single track, or 5-6' for two-way/double track. In addition a clearing width of 8' for single track, and 12' for double track should be provided. The overhead clearing height should be 10 – 12' in height. Trail or adjoining trail system should provide a minimum of 5 miles up to 30 miles for day use trails. Riders travel at average speeds of 4 to 8 miles per hour.
- Avoid asphalt or concrete surfaces as both may injure horses' hooves. A natural dirt trail surface, wood chips, or crushed gravel is preferred. Any surface should be as well drained as possible, particularly if trail is open to other uses, i.e. hiking. Water crossings should be kept to a minimum, with natural crossings and culverts favored over bridges. Bridges must be carefully designed to meet the needs and weight of horses. Avoid high, narrow bridges, provide a minimum width of 8' and a weight capacity of 5 tons (variable depending on maintenance equipment and length of bridge).



*Double-track / Two way equestrian trail.*