Chapter 4  Design

The guidelines that are in this chapter are intended to provide guidance in the design and construction of trails within Sandy City. There are additional references found in the appendix to this plan that may be used to supplement these standards. It is the intent of this section to provide a consistent standard so that those using them can understand and better interact with the trails.

4.1 Trail Types

The following brief definitions are offered in this plan for the purpose of familiarizing trail users with the types of trails offered in Sandy City. These designations are also used on the Sandy City Trails map in order to designate their locations and relationships to the trail network as a whole.

4.1.1 Type A - Walking (Historic Trails and Sidewalks)

This type of trail is a paved surface that is typically found within an urban setting, either roadside or within a residential community. Historic trails follow routes that travel through areas of historic significance within Sandy.

Trails may also include sidewalks as part of the overall network. Older sidewalks are typically four (4) feet wide. Sidewalks built after 2003 are a minimum of five (5) feet wide and sidewalks located against a curb are a minimum of six (6) feet wide. Refer to City Standard Details CD-04, CG-02, and MS-01 (for historic walking tour and trail routes).

4.1.2 Type B - Bike Lanes, and Bike Routes, and Neighborhood Byways

This type of trail is a part of the roadway and is either separated from or shared with other traffic by striping, signage or a combination of the two. Bicycle lanes serve the needs of all types of cyclists in urban and suburban areas by providing them with a dedicated travel lane within the street space. The Salt Lake County Planning & Development Services Cooperative County Plan Bikeway Design Manual should also be referenced.

- A bike lane is a dedicated guideway within the road for cyclists to use. It has specific design standards and legal rights for cyclists. These lanes generally require more right of way, design considerations, and enforcement. They also provide a safer and more visible route and space for cyclists.
• Bike routes are on roads that are designated as good cycling routes, but may not have fully dedicated bike lanes. They can be signed and mapped but do not include the same design guidelines or legal rights as bike lanes. Residential and collector roads with shoulders are good candidates for bike routes.

• Neighborhood byways are low-speed and low-volume shared roadways. They are typically used to provide access and connections to other mapped bike trails. Signage and stripping may be used to increase driver awareness that bicyclists may be present.

4.1.3 Type C - Equestrian

Equestrian trails are intended to accommodate equestrians and their horses, but may also serve as a path for pedestrians and cyclists. Equestrian trails are always unpaved, soft surface trails, and therefore limit the use by design to horses, walkers, joggers, and mountain bikes. Dimple Dell park is the only designated public equestrian use facility within Sandy City limits and is managed by Salt Lake County. Therefore equestrian trails within Sandy City should reference Salt Lake County’s Dimple Dell Regional Park Master Plan. There are limited trails that access the park from communities such as Bell Canyon Acres Subdivision and trail heads such as the NW corner of Lone Peak Park. City Standard detail TR-02 should be referenced for construction standards.

4.1.4 Type D - Mountain and Hiking

Mountain and hiking trails are single track trails constructed dirt or other soft surface material of a natural nature. They are typically located in the canyons that run through the City or on the mountain side. Therefore they will have some steep terrain and may be difficult to use. And due to their nature and location of these trail types, you may encounter wildlife. Typical wildlife may encounter would include, deer, mountain lions, and snakes. Refer to City Standard Detail TR-02.
4.1.5 Type E - 10-foot Multi-Purpose

This type of trail should accommodate a wide variety of users, from cyclists and pedestrians, to in-line skaters and people with strollers or dogs. The surface material on these trails must therefore be hard, smooth, and durable with a minimum width of ten (10) feet. They may also have a soft surface running adjacent to it. Refer to City Standard Details TR-01, TR-03, & TR-04.

4.1.6 Type F – Park Walking and Jogging Trails

This type of trail typically accommodates a wide variety of users, from cyclists and pedestrians, to in-line skaters and people with strollers or dogs. They are typically developed with all new parks and have been integrated into most existing parks. These trails are typically ten (10) feet wide and constructed of asphalt or concrete. Refer to City Standard Detail TR-01.

4.1.7 Type G - Secondary/Neighborhood Access

This type of trail provides an alternative route from neighborhoods to other trail types and park facilities. They may also serve as connections between neighborhoods.

4.1.8 Type H - Fire and Maintenance

This type of trail requires construction to withstand emergency vehicle and maintenance access for weight as well as width.