

PUBLIC SAFETY

1. Purpose and Applicability

These guidelines establish a consistent, region-wide approach to public safety design along the Jordan River Trail, a paved multi-use trail primarily serving pedestrians and bicyclists. The intent is to:

- Improve personal safety, emergency response, and user comfort
- Reduce conflicts among trail users, including emerging mobility devices
- Support Crime Prevention Through Environmental Design (CPTED) principles
- Enable coordinated implementation across multiple jurisdictions

These guidelines are advisory and intended to inform capital projects, retrofits, maintenance, and operational policies along the Jordan River Parkway.

2. Guiding Principles

2.1. CPTED Framework

Crime Prevention Through Environmental Design is an effective method for improving safety without relying on heavy enforcement. Design decisions should align with the following CPTED principles:

- Natural Surveillance: Enhance visibility so trail users can see and be seen by others and by adjacent land uses
- Natural Access Control: Guide movement and behavior through design rather than reliance on enforcement alone
- Territorial Reinforcement: Clearly communicate that the trail is a managed public space with shared rules and expectations
- Maintenance and Management: Maintain infrastructure and vegetation to reinforce safety, legitimacy, and stewardship

Review the [CPTED Crime Prevention Through Environmental Design Manual](#) here.

3. Summary of Key Recommendations

3.1. Recommended permitted devices:

- 3.1.1. All human powered bicycles, adaptive equipment, and other single/individual rider or adult/child equipment (unicycles, boards, rollers and blades, strollers and jogging strollers, bikes with trailers)
- 3.1.2. Class I and II ebikes (see definitions as currently being reviewed/adopted in [HB381](#))
- 3.1.3. Ride share program devices (GreenBike, Lime, Spin, Bird, etc.) with clear guidance about placement to avoid blocking trail and walkways - docks and pads preferred for parking
- 3.1.4. Small individual electric devices (skateboards, one wheels, electric scooters, etc.)
 - 3.1.4.1. Pending changes to state law
- 3.1.5. Any electric mobility assistive device
- 3.1.6. Toy-type devices when accompanied by an adult

3.2. Recommended Not permitted:

- 3.2.1. Class III ebikes
- 3.2.2. E motos
- 3.2.3. All motorcycles (gas or electric)
- 3.2.4. All types of golf carts, ATVs, and other multi-passenger devices or vehicles
- 3.2.5. All gas powered motorized devices (noise nuisance)

3.3. Recommended posted speed limit — “9 MPH when pedestrians present”

3.4. Recommended trail width — 12’ minimum; 15’ optimal

3.5. Pavement Markings

- 3.5.1. Primary Jordan River Trail route markings
- 3.5.2. 1/10th mile (as funds available - lower cost option) with east and west side designations
- 3.5.3. Center striping
 - 3.5.3.1. Color stripe to reinforce main Jordan River Trail route at decision points
- 3.5.4. Warning for congested areas around trailheads and gathering/activity locations

3.6. Signage

- 3.6.1. 1/10th mile (as funds available) with east and west side designations
- 3.6.2. Additional and consistent trail etiquette signs at all trailheads, and all points where trailhead access and connecting trails meet the Jordan River Trail

3.7. Incorporate “What 3 Words”

- 3.7.1. Identify with stickers/placards on all fixed amenities and structures (poles, sign posts, bridge structures, benches, lights,
- 3.7.2. Use QR code/tag to promote app broadly to the public through stickers/placards

4. Explore education opportunities with emergency call centers/emergency responders/public safety personnel/CERT programs, etc. Emergency Location Identification & Response

4.1. Trail Signage for Emergency Response

Consistent and frequent location signage is crucial for accurate emergency dispatch and response.

Design standards include:

- Install primary trail identification signs at regular intervals, supplemented by sub-mile markers
- Recommended spacing:
 - Tenth-mile, or more frequent, markers
- Signs should clearly display:
 - Trail name
 - Mile or segment identifier
 - Directional orientation
- Trailhead and connecting path markers
- Soft trail sections

4.2. East/West Trail Designation

Where feasible, designate and sign east-side and west-side trail alignments to improve clarity during emergency calls.

4.3. GIS Integration

Consultants and contractors shall provide GPS coordinates of all installed signs in a GIS-compatible format. Data should be shared with SLVECC and relevant local agencies to support dispatch accuracy.

4.4. “What Three Words” Integration

- Encourage awareness and optional use of the What Three Words location system.
- Where appropriate, include messaging on kiosks or educational materials noting:
 - “You may also provide a What Three Words location when calling 911.”

- Physical signage remains essential and should not be replaced by digital-only tools.

5. Visibility and Lighting

5.1. Vegetation Management

- Vegetation should not create hiding places or visual obstructions. Maintain clear sightlines along the trail, particularly:
 - At blind curves
 - Under bridges
 - Near trail access points

5.2. Lighting

Lighting should adhere to Dark Sky principles whenever possible. Refer to Section [3.5 of the Design Guidelines](#) for details. Motion-activated sensors are recommended when possible after 10:00 PM.

Lighting should support:

- User recognition at safe distances
- Emergency response access
- Note: Lighting infrastructure may serve wayfinding purposes

Lighting placement should prioritize:

- Underpasses
- Trailheads
- High-conflict or historically problematic areas

6. Speed Management & Conflict Reduction

6.1. Speed Guidance

Adopt consistent regional speed guidance signage, such as:

- 10 mph when pedestrians are present

6.2. Design-Based Speed Management

Where speed reduction is necessary, prioritize design-based solutions over enforcement-only approaches:

- Narrowed visual corridors
- Pavement markings that visually cue caution
- Dismount zones
- Negotiated paths (e.g., staggered posts or chicanes), ensuring:
 - ADA accessibility
 - No undue burden on users with mobility impairments

Traditional speed bumps should be avoided unless specifically designed for shared-use trails and reviewed for accessibility impacts.

7. Signage, Pavement Markings, and Wayfinding

7.1. Standardization

- Utilize a uniform design across the Jordan River Trail system, with consistent:
 - Fonts
 - Colors
 - Language
 - Symbols
- Reinforce existing Jordan River Trail signage standards and expand implementation where gaps exist.

7.2. Pavement Markings

Use pavement markings as a cost-effective supplement to signs, including:

- Centerline striping in high-volume areas
- Yield or caution markings at blind corners
- Shared-use reminders

7.3. Trail Etiquette Messaging

Include standardized trail etiquette messaging that encourages:

- Clearly audible warnings when passing
- Yielding to pedestrians
- Predictable travel behavior
- Courtesy and shared responsibility
- Walking with only up to two people side-by-side

8. Mobility and Motorized Devices

8.1. Allowed Uses

Clearly communicate what types of devices are acceptable, including:

- Permitted
 - Traditional bicycles
 - Traditional scooters
 - Skateboards
 - Roller blades
- Restricted
 - Ebikes: Only Class 1 pedal-assisted e-bikes are allowed
- Prohibited
 - Ebikes: Class 2 and 3
 - Any device that is powered by a traditional or electric motor
 - Note: Powered wheelchairs and other devices to assist with physical disabilities are allowed
- Messaging should be consistent across jurisdictions to avoid confusion.

8.2. Design for Mixed Use

Design should anticipate increasing use by:

- Pedestrians
- Bicycles and scooters

- Adaptive mobility devices

Safety measures should prioritize pedestrian protection while acknowledging legitimate micromobility use. Design measures should include:

- Adequate trail width to accommodate mixed use and increasing traffic
- Separate or secondary paths where appropriate

9. Stewardship

Well-maintained infrastructure signals legitimacy and discourages disorder. Use consistent branding, signage, and maintenance to reinforce that the trail is:

- Actively managed
- Shared by multiple jurisdictions
- Subject to common expectations

10. Evaluation and Continuous Improvement

- Periodically review:
 - Emergency response data
 - User feedback
 - Incident reports
- Update guidelines as technology, usage, and safety needs evolve.