

## Chapter 7.0 Route and System Signing

### 7.1 Types of Signage

Signs along the Pedestrian and Cycling Network should communicate various kinds of information to the user. Recommended signage has been organized according to the following six functions:

- Bicycle Route and Pedestrian System Designation signs;
- Way-Finding signs;
- Regulatory signs;
- Warning signs;
- Information signs; and
- Interpretative signs.

While all elements of the bicycle network and most elements of the off-road trail network should be signed, it is not feasible to sign every part of the pedestrian system. Therefore, only the primary (spine) system and key secondary (community) system links should be signed.

**Bicycle Route and Pedestrian System Designation signs** should be used to “brand” or identify routes that constitute the network. This type of sign may be designed in various sizes depending on its intended application. Designation signs may be mounted alone or with other signs at logical, highly visible locations on both on and off-road network route segments. The bicycle route sign, shown in **Figure 7.1**, is already in use in the Region of York. The National Capital Commission (NCC) has been very successful at “branding” the Ottawa Area’s Capital Pathway network through its signing system. An example of an NCC pathway sign is shown in **Figure 7.2**.



**IB-23**

**450 mm x 450 mm**

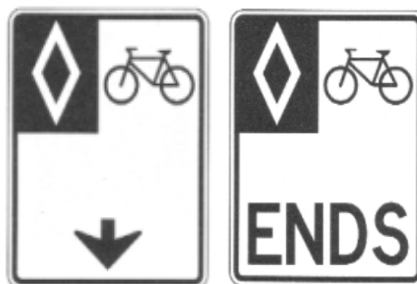
*Figure 7.1 Bicycle Route Marker Sign  
Source: TAC Bikeway Traffic Control Guidelines, 1998*



*Figure 7.2 NCC Branding Sign*

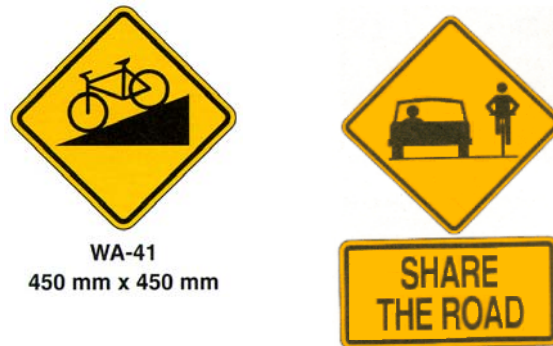
**Way-Finding signs** may include the network logo or “brand” and communicate other information to users such as directional arrows and distances in kilometres to major attractions and settlement areas. Way-finding signs should be mounted on standard sign poles and be located on all legs of an intersection or off-road trail junction, as well as at gateways.

**Regulatory signs** are intended to control particular aspects of travel and use along the road or off-road network. Signing restricting or requiring specific behaviour is not legally enforceable unless it is associated with a provincial law or municipal by-law. Where applicable, it is recommended that authorities discreetly include the by-law number on signs to reinforce their regulatory function. **Figure 7.3** illustrates a reserved bicycle lane sign and a bicycle lane ends sign which are currently used in the Region of York.



*Figure 7.3 Reserved Bicycle Lane and Reserved Bicycle Lane Ends Signs  
Source: TAC Bikeway Traffic Control Guidelines, 1998*

**Warning signs** are used to highlight bicycle route conditions that may pose a potential safety or convenience concern to network users. Examples are steep slopes, share the road, railway crossings and pavement changes. These signs are diamond in shape, with a black legend on a yellow background. These signs are more applicable to cycling routes and multi-use trails than pedestrian systems. **Figure 7.4** illustrates examples of warning signs.



*Figure 7.4 Examples of Warning Signs*  
*Source: TAC Bikeway Traffic Control Guidelines, 1998*

**Information signs** provide general information about the use and identity of the network, as well as adjacent features. Signs can communicate a single point of information on a standard sign, or a number of points on a large format signboard. Signs at trailheads, access points and gateways may communicate a range of information, including maps. The preferred (as opposed to the regulated) use of the system is communicated through “use symbols” where the separation of trail users has been accommodated.

**Interpretative signs** provide specific information about points of ecological, historical, cultural and general interest, as well as current land uses along the network. They represent a broad range of possible sign formats and applications, depending on the interpretative program and complexity of information to be communicated.

Currently in the Region of York, many designated bicycle routes are not signed as such. In many locations with signage, the types of signage are inconsistent. In order for a particular segment to be designated as a bicycle route, it should be signed as such to create safe and user-friendly routes. There may also be legal liability issue if a route is designated as a bike route, but is not signed.

In order to maximize the ease of understanding, signage for pedestrian and cycling network should be consistent.

## **7.2 Signage Formats**

Signs associated with the Pedestrian and Cycling Network should be economical, adaptable, durable and identifiable. To accomplish these objectives while unifying the design and graphic image of the network, recommended signing can be organized according to the following three formats:

- Standard signs;
- Large signboards; and
- Special applications.

The following descriptions introduce the three formats.

**Standard signs** are aluminium plate blanks with a reflective sheeting surface. The dimensional size of standard signs varies. Recommended signage is generally the same size as typical roadway signs for on-road sections of the network. For off-road sections, where the travel speed of the typical trail user is slower, standard signs are slightly smaller. Simple shapes, bold graphics and concise text typify the sign message. Standard signs are mounted on or immediately adjacent to the pedestrian or cycling facility on existing posts wherever possible, or on new posts as required.

**Large signboards** are composite structures generally constructed with a wood or metal frame and a replaceable, updateable message area. Large signboards are associated with trailheads, access points and gateways. The specific format for primary and secondary trailhead signs have been recommended. Large signboards are mounted near the pedestrian or cycling facility, but never immediately adjacent to the travel surface.

Special applications include pavement markings (lines and symbols on the trail surface), as well as unique signage formats associated with information and interpretative signs. Typically interpretative signs and features are mounted away from the travel surface of the trail, allowing users to pull off to appreciate the sign.

### ***Guidelines:***

- 7.1 The Region of York should develop a formal logo for the Cycling Network.*
- 7.2 The Region of York should develop and implement a formal on and off-road signing plan to support the existing and proposed Pedestrian and Cycling Network.*
- 7.3 The Region of York should ensure that all designated bicycle routes are properly signed.*

7.4 *All signage should be consistent throughout the Region.*