



This chapter summarizes the details of the pavement marking and signage identified in the preceding chapters, focusing primarily on the applications associated with the pedestrian and cycling facilities.

7.1 SIGNAGE

This chapter focuses on regulatory and warning signage for pedestrian and cycling facilities. This chapter is not intended to cover all applicable signage for every scenario, but refers to the most commonly referenced signs in these guidelines.

Please refer to the corresponding Regional standards, OTM books and TAC guidelines for detailed guidance on the use of these signs.

7.1.1 Regulatory Signage

Right-of-Way Control Signage

STOP SIGN

- OTM Ra-1 – 600 mm X 600 mm
- OTM Ra-101 – 750 mm x 750 mm
- OTM Ra-1101 – 1200 mm x 1200 mm



Source: OTM Book 5

APPLICATIONS	Unsignalized Intersections (Chapter 5.2.2) Driveways (Chapter 6.2)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> To direct motorists exiting a driveway or minor roadway and crossing a cycling or pedestrian facility to stop before crossing the facility Place minimum 1m in advance of the cycling or pedestrian facility crossing (but ideally no farther than 15m from the edge of the intersecting street) Where a stop sign is applied to a pedestrian or cycling facility and is not intended for vehicles, the size of the sign may be reduced to a minimum horizontal and vertical dimension of 300 mm
FURTHER GUIDANCE	OTM Book 5

YIELD SIGN

OTM Ra-2 – 750 mm

OTM Ra-102 – 900 mm

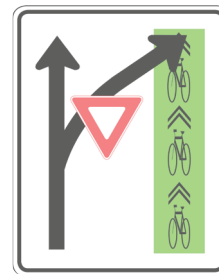


Source: OTM Book 5

APPLICATIONS	<p>Unsignalized Intersections (Chapter 5.2.2)</p> <p>Freeway Crossings (Chapter 5.4)</p>
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • In these guidelines, used to direct motorists exiting a driveway or minor roadway and crossing a cycling or pedestrian facility to yield to pedestrians and cyclists before crossing the facility • Another application is to warn cyclists and pedestrians crossing freeway merge / diverge ramps to yield to motor vehicles using the ramps • Place minimum 1m in advance of the cycling or pedestrian facility crossing (but ideally no farther than 15m from the edge of the intersecting street) • May be combined with the educational 'YIELD' tab (OTM Ra-2t, Ra-102t) as needed where motorists/cyclists may be unfamiliar with the signage • Where a yield sign is applied to a pedestrian or cycling facility and is not intended for vehicles, the size of the sign may be reduced to a minimum dimension of 450 mm
FURTHER GUIDANCE	OTM Book 5

TURNING VEHICLES YIELD TO BICYCLES SIGN

TAC RB-37 - 600 mm x 750 mm (CUSTOMIZED)



Source: Adapted from TAC Bikeway Traffic Control Guidelines for Canada, p. 15

APPLICATIONS	<p>Signalized Intersections (Chapter 5.2.1)</p> <p>Unsignalized Intersections (Chapter 5.2.2)</p> <p>Facility Transitions (Chapter 5.2.3)</p> <p>Rural Intersections (Chapter 5.3)</p> <p>Driveways (Chapter 6.2)</p>
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Used to alert drivers that they must yield to through cyclists • Conflict zone marking on the sign must be customized to reflect the specific markings applied at the crossing • Generally placed 15m in advance of the crossing / conflict zone
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

YIELD TO PEDESTRIANS SIGN

OTM Rb-73 / TAC RB-39 - 300 mm x 450 mm



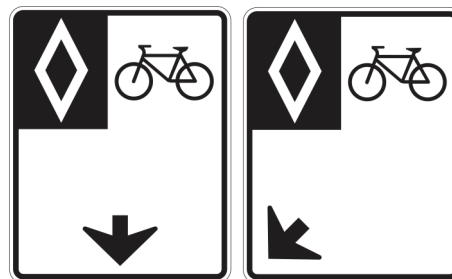
Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 15

APPLICATIONS	<p>Signalized Intersections (Chapter 5.2.1)</p> <p>Unsignalized Intersections (Chapter 5.2.2)</p> <p>Facility Transitions (Chapter 5.2.3)</p> <p>Rural Intersections (Chapter 5.3)</p> <p>Driveways (Chapter 6.2)</p>
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> Used to alert cyclists that they must yield to through cyclists
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

RESERVED BICYCLE LANE SIGN

TAC RB – 90 (Overhead) – 600 mm x 750 mm

TAC RB-91 (Adjacent) – 600 mm x 750 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 24

APPLICATIONS	Signalized Intersections (Chapter 5.2.1)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> For on-road facilities and separated cycle tracks, installed downstream from each intersection, at a maximum of 15m from the end of the curb radius, with subsequent signs installed at 200m intervals
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

**RESERVED BICYCLE
LANE ENDS SIGN**

TAC RB – 92 – 600 mm x 750 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 24

APPLICATIONS	Signalized Intersections (Chapter 5.2.1)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> For on-road facilities and separated cycle tracks, installed downstream from each intersection, at a maximum of 15m from the end of the curb radius, with subsequent signs installed at 200m intervals
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

**AUTOMOBILES AND MOTORCYCLES PROHIBITED
SIGN**

TAC RB-89 - 600 mm x 600 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 23

APPLICATIONS	Signalized Intersections (Chapter 5.2.1)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> For on-road facilities and separated cycle tracks, installed downstream from each intersection, at a maximum of 15m from the end of the curb radius, with subsequent signs installed at 200m intervals
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

SHARED PATHWAY SIGN

TAC RB-93 - 300 mm x 450 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 23

APPLICATIONS	Signalized Intersections (Chapter 5.2.1) Unsignalized Intersections (Chapter 5.2.2) Facility Transitions (Chapter 5.2.3) Midblock Crossings (Chapter 5.6) Roundabouts (Chapter 5.8)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none">• Used to indicate to pedestrians and cyclists that they are using a shared facility• Typically installed following intersections, or at the start / end of shared path segments
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

7.1.2 Warning Signage

Specific Road and Bikeway Features

HILL SIGN FOR BICYCLES

TAC WA-41 – 450 mm x 450 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 33

APPLICATIONS	As needed, depending on the grade of the cycling facility
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Applied to warn cyclists of a downgrade of 10 percent or more for lengths of 50m or more and where the length of the downgrade is 50m or more • Can also be considered where the grade is on a horizontal curve which makes higher speeds dangerous • Can be supplemented by Distance Advisory supplementary tab sign (WA-28S) to indicate the length of bikeway over which the cyclist can expect to encounter the grade
FURTHER GUIDANCE	TAC Bikeway Traffic Control Guidelines

OBJECT MARKER

TAC WA-36– 300 mm x 600 mm

TAC WA-36L – 225 mm x 600 mm

TAC WA-36R – 225 mm x 600 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 35

APPLICATIONS	As needed, depending on obstructions / hazards within the bikeway
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Applied to warn cyclists of obstructions adjacent to or within the bikeway, particularly where such obstructions encroach on the lateral clearance of the bikeway • Typically mounted directly on the hazard itself or just in front of the hazard
FURTHER GUIDANCE	TAC Bikeway Traffic Control Guidelines

Intermittent or Moving Hazards

PEDESTRIAN AND BICYCLE CROSSING AHEAD SIGN

TAC WC-46L – 600 mm x 600 mm

TAC WC-46R – 600 mm x 600 mm (pictured)



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 37

APPLICATIONS	Freeway Crossings (Chapter 5.4) Midblock Crossings (Chapter 5.6)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Use in advance of crossing on driveways facing drivers exiting the driveway of high-volume driveways serving medium to high-density residential, retail/ commercial and employment developments, or where blocking of the driveway by drivers entering the street is of concern • The pedestrian and bicycle symbols are oriented towards the centre of the road • The Crossing supplementary tab sign (WC-7S) must be used to convey the meaning of the Pedestrian and Bicycle Crossing Ahead sign • Typically placed 1 to 15m in advance of the path crossing on the driveway but within the roadway right-of-way
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

RAILWAY CROSSING AHEAD SIGN

TAC WA-18 – 450 mm x 450 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 32

APPLICATIONS	Railway Crossings (Chapter 5.7)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Used to alert pedestrians and cyclists of upcoming at grade railway crossings
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

CROSSING TAB

TAC WC-7s / OTM Wc-32t –
300 mm x 600 mm



Source: TAC Bikeway Traffic Control Guidelines
for Canada, p. 38

APPLICATIONS	<p>Signalized Intersections (Chapter 5.2.1)</p> <p>Unsignalized Intersections (Chapter 5.2.2)</p> <p>Midblock Crossings (Chapter 5.6)</p>
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> Supplementary tab to crossing warning signs
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

BICYCLE TRAIL CROSSING SIDE STREET SIGN

TAC WC-44 - 600 mm x 600 mm



Source: TAC Bikeway Traffic Control Guidelines
for Canada, p. 38

APPLICATIONS	<p>Signalized Intersections (Chapter 5.2.1)</p> <p>Unsignalized Intersections (Chapter 5.2.2)</p> <p>Midblock Crossings (Chapter 5.6)</p>
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> In the context of pedestrian and cycling facilities, placed on the roadway at the approach to an intersection with a side street where a parallel in-boulevard facility crosses the side street close to the through road Use in advance of crossing on driveways facing drivers exiting the driveway of high-volume driveways serving medium to high-density residential, retail/ commercial and employment developments, or where blocking of the driveway by drivers entering the street is of concern Place TAC WC-44R on roadway 15m in advance of a path crossing of a driveway to the right Place TAC WC-44L on roadway 30m in advance of a path crossing of the driveway to the left. If the major street has a left-turn lane adjacent the median, place the sign on the median, 15 to 30m in advance of the stop bar
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

SLOW WATCH FOR TURNING VEHICLES

OTM Custom Sign

Suggested Size: 450 mm x 450 mm



Source: Adapted from OTM Book 18

APPLICATIONS	As needed, depending on project-specific considerations
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Optional sign which may be applied along cycling or trail facilities to alert cyclists of turning motorists • Generally located 15m in advance of crossing
FURTHER GUIDANCE	OTM Book 18

7.1.3 Guide & Information Signs & Tabs**BICYCLE SIGNAL LOOP DETECTOR STENCIL SIGN**

TAC ID-24 - 130 mm x 200 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, p. 44

APPLICATIONS	Signalized Intersections (Chapter 5.2.1)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> • Where a traffic control signal is loop-activated, used to indicate where a cyclist should be positioned to activate a green signal phase
FURTHER GUIDANCE	TAC Bikeway Traffic Control Guidelines for Canada

BICYCLE ROUTE MARKER SIGN

OTM M511 /TAC IB-23 - 450 x 450 mm



Source: TAC Bikeway Traffic Control Guidelines for Canada, 2012 p. 44

APPLICATIONS	Facility Transitions (Chapter 5.2.3)
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> The Bicycle Route Marker sign provides route guidance for cyclists and indicates those streets, highways and separate facilities which form part of a bicycle route system (refer to York Region's Wayfinding Guidelines) The sign can also be applied where facilities transition to clarify the cyclist path of travel through an intersections This sign is typically unnecessary when the Reserved Bicycle Lane signs (RB-90, RB-91) are used
FURTHER GUIDANCE	OTM Book 18, TAC Bikeway Traffic Control Guidelines for Canada

CYCLIST USE PEDESTRIAN SIGNAL SIGN

Source: MUTCD

APPLICATIONS	As needed, depending on project-specific considerations
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> Install adjacent the pedestrian signal head facing the path users to indicate to cyclists to follow the pedestrian signal head indications Install adjacent pedestrian signal head, min. 3.7 m vertical clearance over sidewalk surface
FURTHER GUIDANCE	Not currently included in Ontario guidance

USE BIKE BOX FOR LEFT TURN SIGN

York Region Custom Sign - 600 x 750 mm



Source: York Region

APPLICATIONS	As needed, where two-stage left turn queue boxes are applied
USAGE & LOCATION CRITERIA	<ul style="list-style-type: none"> Alerts cyclists to the presence of a two-stage left turn queue box to facilitate left turns
FURTHER GUIDANCE	Not currently included in Ontario guidance

7.1.4 Signage Placement

Placement of all signs should conform to OTM Book 1B. According to OTM Book 1B, the basic guidelines for horizontal mounting offsets are as follows:

- **Rural areas without raised curbs:**
2 m to 4 m from the outside edge of the outer traffic lane.
- **Urban or residential areas with raised curbs:**
30 cm to 2 m from the curb line.

Where the signs will be placed adjacent pedestrian and/or cycling facilities rather than vehicular lanes, similar horizontal clearances are acceptable, except that a minimum lateral clearance of 50 cm to the pedestrian or cycling facility is preferred.

The basic guidelines for vertical mounting offsets of ground-mounted signs are:

- **Areas with no pedestrians and without raised curbs:** 1.5 m to 2.5 m from curb line to bottom of principal sign, regardless of whether there is a tab sign mounted beneath principal sign
- **Areas with no pedestrians and with raised curbs:** 1.5 m to 2.5 m from curb line to bottom of principal sign, regardless of whether there is a tab sign mounted beneath principal sign
- **Areas with pedestrians:** 2 m to 3 m from ground elevation at the base of the sign post to the bottom of the overall sign, including tab if present

Per OTM Book 1B, "typical sign placement is upstream of the condition to which the sign applies. Signs should normally be placed individually on separate posts, except where one sign supplements the other, or where route

7.1.5 Wayfinding Signage

Wayfinding provides direction to help pedestrians and cyclists navigate through space and among places. When wayfinding is successful, it goes beyond providing information, and supports placemaking, enriching the public realm. Wayfinding that highlights options for walking and cycling are important investments that help to build a multimodal transportation system.

York Region has developed a *York Region Active Transportation Wayfinding Guidelines* document that covers the following topics related to wayfinding:

- Purpose and goals of wayfinding signage
- Existing wayfinding signage in York Region
- General principles of wayfinding signage
- Proposed family of wayfinding signage
- Sign design considerations
- Sign placement criteria
- Considerations for implementation

For detailed guidance, please refer to the *York Region Active Transportation Wayfinding Guidelines*.