

RTO7 Wayfinding Signage Standards and Specifications

Bruce, Grey & Simcoe Counties December 15, 2017





Regional Tourism Organization 7: Bruce, Grey, and Simcoe Counties - Ontario

REGION 7 Tourism Wayfinding Signage Standards & Specifications Manual

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Pi Pedestrian Interpretive Signs

Ah Vehicular Pay-to-Play (Rural Highway)

Au Vehicular Pay-to-Play (Urban)

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Const. Details I; Const. Details I; Alternate Installation A2-2.4 Au-1 Urban Vehicular Pay-to-Play Directional/Active Transportation

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RTO 7 Wayfinding Introduction

The Regional Tourism Organization 7, is dedicated to the promotion and advancement of tourism-based opportunities within Bruce, Grey, and Simcoe counties. While each RTO7 community and county has unique visitor experiences, amenities and attractions that cater to specific interests and needs, it is very important to note that visitors do not notice community, county or regional boundaries. To address this, the Region 7 Wayfinding System has been specifically developed to meet primary and specific tourist-based requirements.

Accordingly, this tourism-based wayfinding system has been designed to provide a powerful visual aesthetic that will provide directions and assurance to the region's visitors - ensuring that they stay on the prescribed system and can effectively find a specific point of interest. Satisfying these basic requirements is essential to ensure that a visit to Region 7 is memorable, and satisfying.

Urban-level sign types afford the ability to incorporate respective municipal brands/visual identities on the 'community header' graphic panels. This unique design provides Region 7 communities with an opportunity to project their unique identities while maintaining region-wide consistency that is essential for visitors.

It is important to note that if used appropriately, this system will provide communities within the Region 7 and its tourism operators with an effective, cost effective promotional platform that will provide visitors with reasons to stay within the region. The effectiveness of this system is only limited by the willingness of Region 7 tourism agencies and operators to establish a network of communication and cooperation to ensure that the a region-wide connectivity is achieved and maintained.

This document provides a complete, phased Region 7 signage implementation program, and to ensure region-wide fabrication and installation consistency - a comprehensive specification package for all sign types.

A Note on Accessibility

This revision (Nov 2017) is intended to bring the RTO7 system in line with current best practices for accessibility in signage, including the applicable areas of the Design for Public Spaces Standard (DPSS), a part of Ontario's Accessibility for Ontarians with Disabilities Act (AODA).

Where no DPSS standard exists, we supplemented best practices from our own experience or commonly accepted guidelines from other jurisdictions (Parks Canada, Americans with Disabilities Act, CSA etc.).

RTO7 supplies these guidelines as a design toolkit for interested municipalities and other partners in the region to use. While RTO7 wishes to supply designs which are compliant with all current regulation, responsibility for compliance with AODA regulations rests with the organization installing and maintaining signs.

Note to document:

Changes made to this document in February 2016 are marked or outlined in magenta.

Changes made December 2017 to address accessibility issues are marked or outlined in red.



Existing Bruce County Signs

ntroduction

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing set: Design Specifications & Standards Manual

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447 f 902.465.3131 | 47 Fraser Avenue, Toronto, ON M6K 1Y7 t 289.807.0131 f 416.588.7401





al Revision: December, 2017

Vehicular - Highway

• Vh-1

Sign Type: Rural Directional

Purpose:

Vehicular-level sign designed to provide directional information to Region 7 communities. This sign should be placed at junction points where the traveller has a decision of which way to turn.

Notes:

- 1. Sign text has been developed for optimal viewing at posted speeds of 80 km/hr - maximum.
- 2. For legibility sign units should have no more than 4 text lines
- 3. All destinations should be town names or specific rural public destinations deemed significant to tourism by the county. (e.g. waterfronts, historical sites, fair grounds, etc.
- 4. Sign units should be installed a maximum 300 meters before required turn.
- 5. Destinations should be listed the following order -First: All left turn destinations in decending order from nearest to farthest -Second: All right turn destinations in decending
- order from nearest to farthest

-Third: All straight ahead destinations in decending order from nearest to farthest.

• Vh-2

Sign Type: Assurance

Purpose:

Vehicular-level sign designed to provide travel assurance and travel distance information to Region 7 communities. This is NOT a directional sign. It should be installed at interims between junction points to notify traveller of distances to junctions ahead.

Notes:

- 1. Sign text has been developed for optimal viewing at posted speeds of 80 km/hr - maximum.
- 2. For legibility sign units should have no more than 2 text lines.
- 3. Installation locations and frequency are site specific.
- Installations are to be determined by the level and type of existing MTO-level directional signage, i.e. the distance between the existing sign elements and the respective signage information.
- 4. Destinations should be listed in descending order from nearest to farthest.

• Vh-3

Sign Type: Information – Community Amenities

Purpose:

Vehicular sign designed to provide generic tourism-based destinations available in specific Region 7 communities.

Notes:

- 1. Sign text and tab size have been developed for optimal viewing at posted speeds of 80 km/hr maximum.
- 2. Installation locations and type of amenity tabs are community specific. The sign unit is designed to accept a maximum of five amenity tabs.
- 3. Signage locations are to be determined by available installation area and distance from an indicated community.

Vehicular - Urban

Vu-1

Sign Type: Urban Directional

Purpose:

Vehicular-level sign designed to provide directional information to amenities within Region 7 communities.

Notes:

- 1. Sign text has been developed for optimal viewing at posted speeds of 50 km/hr - maximum.
- 2. Install within a community at traffic intersections or decision points where multiple directions are required.
- 3. For legibility sign units should have no more than 4 text lines.

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- 5. Installation space permitting, sign units should be installed 50-75 metres before required turn.
- Destinations should be listed th -First: All left turn destinations in decending order from nearest to farthest -Second: All right turn destinations in decending
- order from nearest to farthest
- -Third: All straight ahead destinations in decending order from nearest to farthest.





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Sign Hierarchy Reference Elevations -Design Specifications Manual

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CHANGED

Public

Parking

MacPherson

Park

• Vu-2

Sign Type: Urban Core Directional

Purpose:

Combination vehicular/pedestrian-level directional sign unit designed to provide directional information to amenities within Region 7 communities.

Notes:

- 1. Designed for speeds posted speeds of 50 km/hr maximum
- 2. Install within a community at traffic intersections or decision points where multiple directions are required.
- 3. For legibility sign units should have no more than 5 text lines.
- 4. All destinations should be public destinations deemed significant to tourism by the county, e.g. beach access, parks, museums, recreational facilities, community amenities, etc.
- 5. Installation space permitting, sign units should be installed a maximum 25 meters before required turn.
- 6. Destinations should be listed the following order -First: All left turn destinations in decending order from nearest to farthest -Second: All right turn destinations in decending order from nearest to farthest -Third: All straight ahead destinations in decending order from nearest to farthest.

• Vu-3

Sign Type: Parking Lot Identification/Directional

Purpose:

Vehicular-level sign used to identify downtown public parking lots.

Notes:

- 1. Sign unit has been developed for optimal viewing at posted speeds of 50 km/hr - maximum.
- 2. Install immediately before, or adjacent to a public parking lot.

Installation instructions:

The Vu-1, Vu-2 and Vu-3 signtypes should be installed to not create a barrier or obstruction to the sidewalk or trail. The post must be mounted so as not to obstruct the horizontal clearance of the path of travel: trails require 1 m of horizontal clearance (DPSS 80.9(1)1), and sidewalks require 1.5 m. (DPSS 80.23.1)

Vu-3 Parking Lot ID

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Vehicular - Tour/Trail Routes

• Vt-1

Sign Type: Trailblazer Directional

Purpose:

Vehicular-level directional sign unit designed to provide directional information to special interest destinations.

Notes:

- 1. Designed for a posted speed limit of 80km/h.
- 2. Signs may be used in both rural and urban locations.
- 3. Install only at traffic intersections/decision points where directions are required.
- 4. For legibility, sign units should have no more than 2 extine
- 5. Sign units should be installed maximum 50m before the entrance to the destination.

Installation instructions:

The Vt-1, Vt-2, and Vt-3 signtypes should be installed to not create a barrier or obstruction to the sidewalk or trail. The post must be mounted so as not to obstruct the horizontal clearance of the path of travel: trails require 1 m of horizontal clearance (DPSS 80.9(1)1), and sidewalks require 1.5 m. (DPSS 80.23.1)

• Vt-2a and Vt-2b

Sign Types: Urban Vehicular Route Marker Rural Vehicular Route Marker

Purpose:

Vehicular sign to provide directional and assurance pertaining to driving tour routes on highways and roads.

Notes:

- 1. Designed for a posted speed limit of 80 km/h.
- 2. Signs may be used in both rural and urban locations. Note: Specific details have been developed for rural and urban installation sites.
- 3. Sign unit should be installed within 500m of the destination, and/or at the destination's entrance.

• Vt-3a and Vt-3b

Sign Types: Urban Vehicular - Pedestrian Destination Identification & Regulatory Rural Vehicular - Pedestrian Destination Identification & Regulatory

Purpose:

Vehicular sign for use on side roads leading to a trail head or trail parking area.

Notes:

- 1. Designed for a posted speed limit of 50km/h.
- 2. Signs may be used in both rural and urban locations. Note: Specific details have been developed for rural and urban installation sites.
- 3. Installation should be determined by:
- a. required directional arrows, the occurrence of decision points
- b. the arrival at a destination.

• Ah-2

Sign Type: Community Identifier

Purpose:

Vehicular-level sign designed to provide welcoming notice that one has arrived in a particular community.

Notes:

1. Sign text has been developed for optimal viewing at posted speeds of 80 km/h. 2. Sign units should have no more one primary message and one secondary message



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Design Specifications Manual

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• Ah-3

Sign Type: Street Name ID

Purpose: Street Name ID blades to be used for navigation and emergency response in active transportation environments.

Notes:

1. Optimized for viewing at 50 km/h speed-limits.

- 2. Must be used in AT environments only.
- 3. Sign units should have one message only (the official street name), and must be on a single-line.
- 4. Sign width is determined by length of street name.

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ADDED

Pedestrian - Urban and Rural Wayfinding

• Pw-1a and Pw-1b

Sign Types: Urban Walking Tour Guide Rural Walking Tour Guide

Purpose:

Pedestrian-level sign designed to provide directional and assurance for a specified special interest route within walkable community areas.

Notes:

- 1. Signs may be used in both rural and urban locations. Note: Specific details have been developed for rural and urban installation sites.
- 2. Installation should be determined by: a. required directional arrows, the occurrence of decision points b. the need for user assurance.

Installation instructions:

The Pw-1a and Pw-1b signtypes should be installed to not create a barrier or obstruction to the sidewalk or trail. The post must be mounted so as not to obstruct the horizontal clearance of the path of travel: trails require 1 m of horizontal clearance (DPSS 80.9(1)1), and sidewalks require 1.5 m. (DPSS 80.23.1) Note that in the case of these signs, they are already specified to be mounted 0.6 m (2') from the path or trail edge, so it is unlikely that their placement will create any issues

Graphic layout:

The full colour graphic image should avoid designs with overprinting (text over images) wherever possible. Colour contrast for text must be high, and any text height should be 25 mm or higher. If a wayfinding icon is used, it should be 150 mm or larger (ADA2010 703.6.1). Text must use a sans-serif font (DPSS 80.9(1)1).

Messages:

There is a strict DPSS requirement for this sign type. If it is used as a trailhead to a public trail, it must have the following messages:

- · length of the trail
- type of surface to be encountered
- average and minimum trail width

Pedestrian - Urban and Rural Directories

• Pd-1a

Sign Type: Urban Pedestrian RTO7 Map Directory Purpose:

Pedestrian-level information/orientation panel for downtown community areas for the display of overall RTO7 regional information. Opposite side should be formatted to provide specific community information. Notes

- 1. Sign unit should be installed at areas that conform with the following:
- a. Confirmed tourist stopping areas, e.g., Visitor Information Centres, urban gathering areas, RTO7 identified parking areas, gas stations at primary RTO7 entry points or with extended hours.
- b. Sufficient ambient light (min 10 fc) to provide illumination for legibility and safety. Panel should be oriented towards light source
- c. Parking should be adjacent to the panel and not require visitors to cross thoroughfares.
- 2. The inclusion of private tourism-oriented destinations will be at the discretion of the individual community. If this level of information is to be included, the following is strongly recommended:
- a. To ensure conformity and avoid conflict, strict guidelines for the display of private businesses must be developed by the respective community.
- b. If private business are included, the community must review the panel annually to ensure accuracy. If businesses are no longer in operation, the panel should be updated and replaced immediately. c. This level of information should only be included on
- the community panel.

Pd-1b

Sign Type: Rural Pedestrian RTO7 Map Directory Purpose:

Pedestrian-level information / orientation sign for use at trail heads for the display of overall RTO7 regional information. Opposite side should be formatted to provide specific community or amenity, e.g. trail, information.

Notes

Pd-1b

- 1. Sign unit should be installed at areas that conform with the following:
- a. Locate in rural areas confirmed to be frequented by tourists, e.g. trail heads, look-offs or primary points of interest, Visitor Information Centres, etc.
- b. Parking should be adjacent to the panel and not require visitors to cross thoroughfares.
- c. Sufficient ambient light (min 10 fc) to provide illumination for legibility and safety. Panel should be oriented towards light source. Note: this requirement may not be available in many rural locations; Orient signs without access to power source for optimum daylighting from sun.
- 2. The inclusion of private tourism-oriented destinations will be at the discretion of the individual community. If this level of information is to be included, the following is strongly recommended:
- a. To ensure conformity and avoid conflict, strict guidelines for the display of private businesses must be developed by the respective community.
- b. If private business are included, the community must review the panel annually to ensure accuracy. If businesses are no longer in operation, the panel should be updated and replaced immediately.
- c. This level of information should only be included on the community panel.

Pd-1c

Sign Type: Wall-Mounted Pedestrian RTO Map Directory

Purpose:

Pedestrian-level information / orientation sign RTO7 regional information.

Notes:

- 1. This unit should be located in commercia confirmed to be frequented by tourists in may be mounted to an existing wall or str shopping areas, gas stations at primary entry points or with extended hours, Visit Information Centres
- 2. This unit should be considered:
- a. Where independent installation space available.
- b. Where there is sufficient interior or exterior space on an existing structure.
- c. Installation should not affect the structura integrity of a building.
- 3. Private businesses are not recommended included on this panel. At the discretion installing community, generically described private business groups may b (e.g. 'Boat Tours' rather than naminging a companies that may run this type of buisi

Pd-2

• Sign Type: Urban Pedestrian Community Map Directory

Purpose:

Pedestrian-level information and orientation sign for display of immediate community information. Opposite side should provide general RTO7 orientation information relative to the specific community. Notes

- 1. Installation requirements should conform to Pd-1a unit guidelines.
- 2. The inclusion of private tourism-oriented destinations should conform to Pd-1a, note 2.



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Sign Hierarchy Reference Drawing set: Design Specifications Manual

Pedestrian - Interpretive/Information

)7	Pi-1 and Pi-2 Sign Types: Interpretive Marker - Large Interpretive Marker - Small
gn of overall	Purpose: Pedestrian-level element designed to provide interpretative information.
al areas which it ructure, e.g. Region 7 tor e is not ior wall al or visual d to be of the	 Notes: 1. Size of panel should be determined by the level of interpretive assets, i.e. text, maps and imagery. 2. Sign unit should be installed at areas that conform the following: a. Installation site is relevant to the respective panel's content. b. Parking should be adjacent to the panel and not require visitors to cross thoroughfares. c. Sufficient ambient light (min 10 fc) to provide illumination for legibility and safety. Panel should be oriented towards light source.
be included. all iness)	

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Paint Coating Finishes



II signs vill requi f choice	that are not able to be produced using solid coloured vinyl films re a graphic print process. Options are given here to allow a range s to suit budget requirements.
Typically productic nstance and so a panel.	v it will be more cost effective to match the durability of the n method with the expected longevity of sign content. For the information on an interpretive panels is not likely to change long term production method should be chosen for this type of
Genera	I Requirements:
All grap	hic files for print shall be provided by owner.
No faster otherwise ensure a used.	ning hardware shall penatrate the face of any graphic unless e noted. If a substrate requires direct mechanical fastening, substrate thick enough to fasten to without penetrating face is
Panels s cost effe	hall be designed to fit within std. 4x8 sheet constraints to maximize ectiveness and eliminate instances of visible seams.
Any subs	trates with non-solid cores shall be concealed from view.
All plywo smooth	od substrate edges, concealed and visible, shall be sanded and sealed. P1 finish.
All alumir and free	num-based substrate edges, concealed and visible, shall be eased from barbs prior to printing.
nks appl mpregna minimu compatal	ied to surface (e.g. direct print & screen print) rather than ted into material (e.g. phenolic resin) shall be protected with a m of 2 coats graffiti-resistant clear finish. Ensure chosen finish is ole with graphic ink used.
A graphic	proof shall be submitted for all graphic layouts for client approval
antone M	atch Print Graphic Colours
	Green: Pantone 2756 C
	Dark Blue: Pantone 2756 C
	Red: Pantone 200C
	Light Blue:

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Schedules: Colours, Vinyls, & Graphic awing set Design Specifications Manual

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G2

Option 1

G1a

G1b

For use in permanent installations such as interpretive panels where a 10 year mininimum exterior warranty is required.

1/4" Thick IZone or Folia exterior grade solid phenolic resin graphic panel or approved equal.

A phenolic resin panel < 1/4" thick may be substituted if adhered to a rigid weatherproof substrate of min. 4mm (3/16 ") thick to prevent any warp, pucker, or sag in the graphic. Solid core aluminim composite panel

1/2 -3/4" Thick IZone or Folia (pending structural requirements) exterior grade solid phenolic resin graphic panel or approved equal.

A phenolic resin panel min. ¹/₄" thick may be substituted if adhered to an approved rigid weatherproof substrate of min. ³/₄" thick to prevent any warp, pucker, or sag in the graphic. 10mm corrugated or honeycomb plastic core aluminum composite panels are an approved substrate.

Option 2

For use in installations that only require a 3 to 5 year life span.

Digitally printed graphics on vinyl applique. Inks must be UV resistant and rated for exterior use with no visible fading or degradation for a minimum of 3 years.

Printed graphics should be applied to a suitable substrate such as painted aluminum or factory finished aluminum composite panel.

All printed vinyl is to have a UV-resistant, anti-grafitti clear overlaminate applied to the face.

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Signage Symbols

All symbols should be reproduced from original electronic artwork. Production files for required symbols shall be provided by the client.

Shown is a list of icons recommended for use in Region 7 signage.

For additional symbols for destinations/accommodations not shown here, refer to the Ontario provincial standard icons used by TODS* and/or the (1990) "Kings Highway Guide Signing Policy Manual"*. Note some of the standard icons used by the Province may be subject to copywright (including but not limited to Farmer's Market, Winery, and organization logos such as Provincal Parks).

*As referenced on Page 13 of Book 1 of the Ontario Traffic Manual for Book 9 "Tourism and Commercial Signs."



S-002

00 All-terrain vehicles



S-003 Arrow



S-004 Turn ahead arrow* *This symbol is not recommended



S-005 Beach



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S-007 Boat tour

S-008





S-009 Campground

Bicycle trail



S-010 Canoe access or rentals



S-011 Cross-country ski trail



S-012 Downhill skiing



S-014 Food service



 \mathbf{b}

 \mathbf{N}

S-015 Gas station



S-016 Golfing



Horseback riding (rental, guided tour)



S-018 Hospital



S-019 Ice skating



ر ال

S-020



Information



S-021 Litter receptacle



S-022

Lodging





Motorbike trail





S-025 Parking



S-026 Pets on leash



S-027 Picnic area







S-039 Restroom – Mens (WA)







Schedule: Universal Graphic Icons Drawing set: Design Specifications Manual

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*** 1**.

S-035



S-036 Restroom – Mens

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S-037

S-038



I ١Ŀ







FΓ



S-029

S-030

Library

S-031

S-032

S-033

Museum

Lighthouse













S-040 Restroom – Womens (WA)

 $\mathbf{\hat{\mathbf{v}}}$

S-041 **Baby Changing Station**



S-042 In-line Skating



S-043 Sailing



RV campground



S-044 Skateboarding



S-045 Snowmobile trail

Restroom - Wheelchairaccessible



5-5

S-047 Swimming

Snowshoeing

S-046



Restroom - Family



S-048 Trailhead

S-049 Wheelchair-accessible



S-050 Farmers' Market





December, 2017

Signage Symbols – Prohibitory

All symbols should be reproduced from original electronic artwork. Production files for required symbols shall be provided by the client.



PS-001 No Alcoholic Beverages



PS-002 No All-terrain vehicles



PS-003 No Automobiles



PS-004 No Bicycling



PS-005 No Boat Launching



PS-006 No Camping



PS-007 No Campfires



PS-008 No Diving



PS-009 Do Not Feed Animals (Ducks)



PS-010 No Food or Drink



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PS-012 No In-line skating



PS-013 No Jet Ski/ Personal Watercraft



PS-014



No Motorboats



PS-016 No Motorbikes



No Parking

PS-018 No Pets



PS-019 No Picnicking



PS-020 No Recreation Vehicles





PS-022 No Skateboarding



PS-027

No Trucks

PS-023

PS-024

PS-025

PS-026

No Trailers

No Swimming

No Smoking

No Snowmobiling







Tourism Wayfinding Signage, Regional Tourism Organization 7

Schedule: Universal Graphic Icons - Pr Drawing set: Design Specifications Manual

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	December, 2017

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Clearview Highway 2-W

ABCDEFGHIJKLMNOPQRSTUVWXYZ abcdefghijklmnopqrstuvwxyz 1234567890

Gill Sans Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ abcdefghijklmnopqrstuvwxyz 1234567890



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Typography Specifications Drawing set: Design Specifications Manual

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447 f 902.465.3131 | 47 Fraser Avenue, Toronto, ON M6K 1Y7 t 289.807.0131 f 416.588.7401









December, 2017

Text: Destination Nomenclature

Standard Destination Nomenclature

Careful consideration should be given to destination names that are included on wayfinding signage. If possible, standard names should be agreed upon and used consistently throughout Region 7.

Some factors that should be considered when assigning a name for use on a sign are:

- Will the name fit on the sign?
- Is the name one that is commonly used and understood by the public?
- Is the name concise and easily understood by a first-time visitor?
- Will the name fit on one-line directional signs?
- If the name is long can it be abbreviated without sacrificing comprehension?
- Will the name remain the same for a long period of time?

Common Destinations

Below is a list of recommended destination nomenclature. This list is only partial and can be added to as required. Only items listed with abbreviated alternatives may be abbreviated if deemed necessary to fit on a line.

• Airport

 Arena or Arena or Sports Complex ('Sport Cplx' if abbreviation is required)

- Beach or Beach Access
- Boat Cruises
- Boat Launch
- Campground
- Community Centre ('Commun Ctr' if abbreviation is required)
- Curling Club
- Downtown
- Galleries
- Marina
- Museum or _____ Museum (Abbreviate name if required. e.g. : "Bruce Co Museum")
- Public Library *or* _____ Library (Abbreviate name if required. e.g. : "Bruce Co Library")
- Park Public Park or (Abbreviate name if required. e.g. : "Bruce Co Park")
- Rail Trail
- Sports Field
- Theatre
- Visitor Centre

Common Street Abbreviations

Below is a list of recommended abbreviations if required to fit on a line. No periods may be used. The first letter of the word should always be capitalized.

Avenue	Ave
 Baseline 	BsIn
 Boulevard 	Blvd
Circle	Cir
Close	CI
 Concession 	Conc
Cove	Cove
Crescent	Cres
Court	Crt
Drive	Dr
 Extension 	Ext
• Glen	Glen
Grove	Grove
Haven	Haven
• Hill	Hill
 Highway 	Hwy
• Line	Line
• Lane	Ln
• Loop	Loop
Market	Mkt
Path	Path
• Pier	Pier
 Parkway 	Pkwy
 Place 	PI
Point	Pt
Road	Rd
• Ridge	Ridge
• Row	Row
• Run	Run

Character Lengths

Below is the approximate number of characters that will fit on one line of a given sign type.

Vh-1	12 characters per line / 15 maxi
Vh-2	12 characters per line / 15 maxi
Vh-3	12 characters per line / 15 maxi Secondary message - 29 chara
Vu-1	12 characters per line / 15 maxi
Vu-2	Primary message – 8 character Secondary message – 12 chara
Vu-3	14 characters per line
Vt-1	13 characters per line
Vt-2	12 characters per line
Vt-2	12 characters per line
Pw-1	12 characters per line
Pw-2	12 characters per line

* Reduced letterspacing may be required to achieve maximum character lengths. Kerning or tracking should be done carefully so as to not impede legibility. If kerning alone with proper legibility still does not allow enough space, abbreviations may be used.

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Sideroad

• Street

• Terrace

• Trail

• Walk

• Way

• Woods

Townline

Sdrd

St

Terr

Tline

Walk

Way Wd

Trl

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Message Loads

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Below is the maximum number of destinations that will fit on a given sign type.

- Vh-1 4 destinations
- Vh-2 2 destinations
 - Vh-3 1 destinations
- Vu-1 4 destinations
- Vu-2 5 destinations
 - 1 destinations Vu-3
 - 2 destination Vt-1
 - Vt-2 1 destination
 - Vt-3 1 destination
 - 1 destination Pw-1
 - **Pw-2** 1 destination

December. 2017

FINAL DOCUMENT



General Notes

All workmanship is to be square and true with a high degree of architectural finish. It will be the responsibility of the contractor to inspect all raw materials for defects prior to fabrication.

Workmanship and finishing will be inspected before transportation to the site as well as after installation. Responsibility for defects in materials, fabrication or finishing will be assumed by the contractor.

The contractor is fully responsible to obtain all necessary permits and ensure that signs meet current standards.

All fastening hardware is to be stainless steel or heavy coat galvanized steel. Fastening holes in sign faces and structures are be pre-drilled and deburred prior to paint finishing.

All structural welding is to be executed to best trade practice. Welds must be cleaned and ground smooth as necessary to facilitate proper fit and finishing. Pitted welds will not be accepted.

All painted surfaces are to use an acrylic polyurethane anti-graffiti paint system. Raw aluminum is to be sanded, acid washed and coated with a self etching primer base. Apply a minimum of two coats for each colour. After receiving all colour applications the sign will be sanded smooth with fine sand paper to blend any ridges left by the masking process. Finally the signs will receive a liberal clear coating to achieve a consistent semi-gloss finish.

The contractor is to make every effort to maintain the safety of the work site as well as avoid ongoing unsightly conditions. All refuse and discarded materials are to be removed at the contractor's expense. All disturbed landscaping and hardscaping, e.g., asphalt, concrete, is to be repaired to its original condition after work is completed to the satisfaction of the client.

Submittals

Fully detailed shop drawings are to be provided for review and approval. Where signs of the same type are to be produced one typical detail accompanied by a graphic schedule shall be submitted.

Provide physical samples of all materials and finishes for approval prior to fabrication. All vehicular signs must respect MTO regulations. The contractor will be responsible for obtaining all permits and adherence to municipal, county and provincial bylaws.

Where applicable, approved shop drawings must be accompanied by a stamped, approved drawing from a certified structural engineer licensed with the P.E.O.

Note

All of the designs in this drawing set are for reference only. Individual designs may vary prior to award of the contract.

The successful contractor will be provided with production ready design files as well as schedules for quantities and locations. Production files will include all graphics in vector format as well as Pantone colour specifications.

The contractor will be responsible for the formatting of the individual sign units in accordance with the signage schedule.

Maintenance Recommendations

Maintenance of all finishes should be done in accordance with product manufacturer specifications.

A manual identifying each sign type and respective maintenance guidelines shall be provided by the sign fabricator.

Vinyl Applique

Any questions should be directed to:

3M Canada 1-800-3M HELPS (1-800-364-3577)

Monday - Friday 7:30 a.m. - 6:00 p.m. Eastern Standard Time

www.3m.com

Paint

Any questions should be directed to:

Matthews Paint Company 760 Pittsburgh Drive Delaware, OH 43015 1-800-323-6593

www.matthewspaint.com

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Fabrication General Requirements and Maintenance Recommendations FINAL DOCUMENT



December. 2017

General Installation Requirements and Considerations

- 1. Signage should not block sightlines to regulatory and safety signage.
- 2. When traffic safety and regulatory signage is present, do not install wayfinding signs within 15m either direction of traffic safety sign locations.
- 3. Signage should not impede traffic safety sightlines at intersections.
- 4. Underground clearance should be received in writing from the various utilities, prior to installation.
- 5. As per the attached specifications, specified directory panels may be affixed to existing ornamental light standards within urban areas. Permission to proceed with this installation approach must be received from the respective municipality prior to installation.
- 6. Unless forced by site conditions, signs should always be located on the passenger side of the road.
- 7. Signs should be positioned with care given to avoid visual obstructions such as tree canopies, awnings, and existing signs and banners.

A maximum distance of 90m must be maintained between wayfinding signage and intersections with left turn lanes, multiple lanes and higher posted speeds (e.g. 80km/hr). Verify using section 3.2.5 Sign Placement as stated below. For single lane streets, a maximum distance of 60m between wayfinding signage and an approaching intersection must be maintained. í 15m - 30m between independent wayfinding signs. RT07 signs should not be installed in the 10m triangle of an intersection.

3.2.5 Sign Placement

In order for a sign to be effective, it must be legible at a distance that allows a driver to read it and safely carry out any required actions (e.g., a lane change) before reaching the decision point. A key placement issue for directional and guidance signs is to ensure enough time is available for the driver to check for a gap and change lanes comfortably before reaching a gore or turnoff. In low volume conditions, to encompass the majority of drivers, a distance equivalent to 8 seconds at the assumed operating speed is required, and in high volume conditions, this time should be increased to 10 seconds. If advance signs are used, this increases the distance between where the information becomes available to the driver and the gore.

Highway Signing for Drivers' Needs

Paper Prepared for presentation at the Road Safety Engineering - New Developments and Initiatives Session of the 2004 Annual Conference of the Transportation Association of Canada, Québec City, Québec , September 19 - 22, 2004



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Tourism Wayfinding Signage, Regional Tourism Organization 7

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Drawing set: Design Specifica



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Drawing: Installation Specifications

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Installation Specifications

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Drawing set: Design Specifications & Standards Man



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Vu-1 Urban Directional **Vu-2** Core Directional



Tourism Wayfinding Signage, Regional Tourism Organization 7

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Rural Locations

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/t-3b nr - Pedestrian Regulatory

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Design Specifications & Standards Manual	December, 2017	NTS





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Pd-1 Pedestrian RTO 7 Map Directory



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Community Map Directory

Interpretive Marker Large

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Drawing: Installation Specifications Drawing set: Design Specifications & Standards Man

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MAXIMUM DIMENSIONS

If a sign is 4' 6" in width:





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Community Headers - Typical Details Drawing set: Design Specifications & Standards Mar



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MAXIMUM DIMENSIONS

If a sign is 4' 6" in width:





Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Community Headers - Typical Details, Drawing set: Design Specifications & Standards Ma

Over-Sized Signs		FINAL DOCUMENT
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(Various sizes less than or equal to 4' 6" wide) - scale whole graphic proportionally





(Various sizes greater than 4' 6" wide) - stretch background horizontally, do not stretch text













NOTE: Intricate Edge Details: Each community should be aware when designing headers that jagged or intricately detailed edges of panels will be more difficult to produce, resulting in a higher cost. Costs may be reduced by adding a background with a simpler shape to the graphic.



Each community shall be responsible for creating their own header identity within the guidelines provided in Section 2.

The shapes shown are for reference only. Each community may vary the header within the given dimensional contraints to suit their needs.

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Community Headers - Variations Drawing set: Design Specifications & Standards Ma

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Do not stretch center emblems



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Vh-1 Directional Construction Det Design Specifications & Standards Mar

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Back view of typical highway sign



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2. Mounting a new graphic face (2mm solid core aluminum composite panel or .080 aluminum sheet substrate) to the existing module structure.

Fasteners on the face can be avoided by welding studs to the back of the new panel to fasten through the existing modular structure.



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Vh-2 Assurance; Construction

Design Specifications & Standards Mar

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Back view of typical highway sign



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vh-3 Community Amenity Drawing set: Design Specifications & Standards Ma

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Drawing: Vh-3 Community Amenity; Construction Drawing set: Design Specifications & Standards Ma

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Back view of typical highway sign



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NEW SIGN



ceeds 6'-6", 2 pole
s must be used .

	 Font: Clearview Highway 2-W,centred horizontally 10½" Cap height., 9" Small cap ht. (size shall be adjusted to suit each community name) V1 Vinyl appliqué
	 Assemble modules tightly to minimize joint lines, weld together to form 1 piece Continuous V3 vinyl application on face shall hide all seams
Line, centre 1 Vinyl appli	ed horizontally qué

x ¾" Galvanized steel
(x4) welded to baseplate
1

3/4" Galvanized steel baseplate

- 5/8" FHWA-approved galvanized breakaway bolts by Dent™ or

5/8" x 3/4" Galvanized steel coupler

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NEW SIGN



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vu-1 Urban Directional Design Specifications & Standards Ma

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vu-1 Urban Directional Drawing set: Design Specifications & Standards

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447 f 902.465.3131 47 Fraser Avenue, Toronto, ON M6K 1Y7 t 289.807.0131 f 416.588.7401

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Vu-2 Core Directional REVISED Drawing set: Design Specifications & Standards Manual December, 2017

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Note:

- Only use 2 lines if necessary, 3-4 lines preferable
- 1 line of text is not recommended for this sign type.

For two lines of text, maintain second line on-centre, with first line 5" above.





1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447 f 902.465.3131 47 Fraser Avenue, Toronto, ON M6K 1Y7 t 289.807.0131 f 416.588.7401

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vu-2 Core Directional WOOD I

Drawing set: Design Specifications & Standards Ma



Note:

Only use 2 lines if necessary, 3-4 lines preferable
1 line of text is not recommended for this sign type.

For two lines of text, maintain second line on-centre, with first line 5" above.

Alternate Text Layouts

Scale: 1/2" = 1'-0"

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Alternate Installation

Scale: 1/4" = 1'-0"



Tourism Wayfinding Signage, Regional Tourism Organization 7

^{awing:} Vu-2 Core Directional; Alternate

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Drawing set: Design Specifications & Standards Mar 10" 'P' parking symbol: V1, V2 Vinyl appliqué

5" arrow: V1 Vinyl appliqué

.080 Aluminum sign panel: Finish P1 face.

Installation & Layouts		FINAL DOCUMEN
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Sign Type Layouts: Revised for Active Transportation

CORE & CYCLING DIRECTIONAL: VU-2

Inside Community Core with Distance and Cycling



VU-2 Existing

VU-2 Proposed



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Vu-2 Core DIrectional/Active Transportati Drawing set: Design Specifications & Standards Manu

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1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447 f 902.465.3131 47 Fraser Avenue, Toronto, ON M6K 1Y7 t 289.807.0131 f 416.588.7401

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Design Specifications & Standards Mar

WOOD POST OPTION ADDED (see 5-1.2b)

If sign exceeds 6'-6", 2 pole structures must be used

- Assemble modules tightly to minimize joint lines, weld together to form 1 piece
- Continuous V3 vinyl application on face shall hide all seams

4" x 3¹/₂" x ³/₈" Galvanized steel gussets (x4) welded to baseplate

3/4" Galvanized steel baseplate

- 5%" FHWA-approved galvanized breakaway bolts by Dent™ or approved alternate.

5/8" x 3/4" Galvanized steel coupler

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Tourism Wayfinding Signage, Regional Tourism Organization 7



Back view of typical highway sign



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alternative wood-post option

to be considered in areas with no pedestrians / no curbs only





Tourism Wayfinding Signage, Regional Tourism Organization 7

Vt-1 Vehicular Trailblazer Directional Drawing set: Design Spec and Standards Manual

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447



• Assemble modules tightly to minimize joint lines, weld together to form 1 piece • Continuous V3 vinyl application on face shall hide all seams

• 8 x 8" Rot resistant timber: hemlock, cedar, or approved equivalent

FINAL DOCUMENT

December, 2017



WOOD POST OPTION ADDED (see 5-1.3a)

TRAILBLAZER DIRECTIONAL: VT-1A & VT-1B Proposed Proposed Proposed Trailblazer Cycling Directional Trailblazer Vehicular and Cycling Directional Trailblazer Vehicular and Cycling Directional Option 1 Option 2 Option 3 68″ ↑ Lighthouse Tour ← Lighthouse Tour 25 km Continues 60 km ← Saugeen Trail ← Saugeen Trail 5 km 5 km ← Wilderness Trail ← Wilderness Trail 10 km 10 km Cap Ht: 2" 20″ ← Downtown ← Downtown 8″ 13 km 1 ho ← Saugeen ← Saugeen Cap Ht: 1.3" 12″ Trail 5 km Trail 5 km ්් 15 mins 🔊 15 mins ← Wilderness ← Wilderness Trail 10 km Trail 10 km 🗲 Downtown ← Downtown 13 km 13 km ්ි 15 mins **ீ**ं 15 mins 36"- 60" Urban VT-1A Rural VT-1B

Sign Type Layouts: Revised for Active Transportation



Tourism Wayfinding Signage, Regional Tourism Organization 7

Vt-1a/b Vehicular Trailblazer Directio Drawing set: Design Specifications & Standards N

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447

ALTERNATE option 1 added **Option 1 alternate layout:**





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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing: Vt-1a/b Vehicular Trailblazer Directional / A Drawing set: Design Specifications & Standards Manual

1 Starr Lane, Dartmouth, NS B2Y 4V7 t 902.464.4447



• 2x 8 x 8" Rot resistant timber: hemlock, cedar, or approved equivalent

21" Sonotube

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WHITE **BORDERS ADDED**

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Drawing set: Design Specifications & Standards Manu

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Sign Type Layouts: Revised for Active Transportation





Tourism Wayfinding Signage, Regional Tourism Organization 7

Vt-2a/b Urban & Rural Route Marker/AT Drawing set: Design Spec & Standards Manual

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^{Date:} December, 2017



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vt-3a Urban Vehicular ID & Reg Drawing set: Design Specifications & Standards M

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Tourism Wayfinding Signage, Regional Tourism Organization 7

Vt-3b Rural Vehicular ID & Reg Drawing set: Design Specifications & Standards Ma

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Notes:

- A maximum of six (6) regulatory/activity icons are permitted
- Main text shall not exceed (2) lines.
- Regulatory subtext (for pedestrain level) should not exceed (4) lines.
- The Vt-1 Vehicular Trailblazer Directional should be used for associated wayfinding purposes.
- The Vt-3 sign unit should only be used as a directional element (with an arrow) if the amenity or destination is remote from the parking area / installation site.
- Straight arrows (1) should NOT be used.

WHITE **BORDERS ADDED**

Tourism Wayfinding Signage, Regional Tourism Organization 7



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• Font: Clearview Highway 2-W (typ.) centred horizontally and vertically on

Dark blue field: V3 Vinyl appliqué

- Light blue field: V5 Vinyl appliqué

- Graphic Details		FINAL DOCUMENT
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Tourism Wayfinding Signage, Regional Tourism Organization 7

Drawing set: Design Specifications & Standards M

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Pw-1b Rural Walking Tour/Trai Drawing set: Design Specifications & Standards M

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ALT. LAYOUT W/LOGOS **ADDED**



WHITE **BORDERS ADDED**

Uchannel **OPTION ADDED**

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Sign Type Layouts: Revised for Active Transportation

TRAIL MARKER: PW-1A & PW-1B

Existing Urban & Rural Walking Tour and Trail Guide



Proposed Alternative Layouts with Area Maps with the inclusion of Cycling Distances



Urban PW-1A Rural PW-1B



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Pw 1a/b Urban & Rural Trail Marker/AT Drawing set: Design Spec & Standards Manual

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There is a strict DPSS requirement for this sign type if it is used as a trailhead to a public trail. It must have the following messages:

- length of the trail
- type of surface to be encountered
- average and minimum trail width
- average and minimum trail running and cross slope
- location of amenities, where provided (DPSS 80.9(1)5)

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6-1.3



Sign Type Layouts: Street Name

To be used for navigation and emergency response. For active transportation environments ONLY.





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Ah-3 Street ID Drawing set: Design Spec. & Standards Manual



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Drawing: Pd-1b Rural Pedestrian RTO 7 Map Dir Drawing set: Design Specifications & Standards Mar

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CHANGED



Example of Bruce County Trail Kiosk

Dimensions are approximate.

- Kiosk structure shall be constructed to match existing kiosks in each community.
- Kiosk design by Others.
- If the map directory is to be placed in an existing kiosk unit, the fabricator shall be responsible for confirming the installation area prior to fabrication.

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rawing Pd-1c Wall-Mounted Pedestrian RTO 7 Drawing set: Design Specifications & Standards Mar

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Apply Community Header directly to wall above graphic box using VHB adheisive tape behind

Aluminum structure frame behind

Map Directory		FINAL DOCUMENT	
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1/2" Aluminum plate panel support

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Design Specifications & Standards Ma



• 4" Dia. aluminum post collars • 1/8" Aluminum gussets welded to collar and top flange recommended for added • Fasten to pole with 5/8" tamper proof



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Tourism Wayfinding Signage, Regional Tourism Organization 7

Tourism Wayfinding Signage Standards & Specifications Manual Appendix A: Pay-to-Play Signs revised December 2017



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Pay-to-Play Wayfinding Introduction

The Pay-to-Play signage system has been established to address private, tourism-based destinations within Region 7. The Pay-to-Play sign designs have been based on the primary wayfinding system's use of fonts, colours, and panel layout.

However, this aesthetic has been modified to ensure that these signs and their intent while remaining highly visible, are distinguishable from the Region's primary signage program.

To provide user consistency and assist in the removal of unsightly signage clutter, it is highly recommended that this sign system by adopted. To increase its potential, the Pay-to-Play sign program should be used uniformly Region-wide.



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Existing Pay-to-Play signs: -illegible at speed -too close to intersections -too many destinations -sightlines blocked

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The Pay-to-Play Signage System

The visual aesthetic of the private business signage or the Region 7 Pay-To-Play system has utilized the design elements, i.e. colours, fonts, and panel appearance of the Region's primary wayfinding system. This visual connection is critical to ensure that visitors recognize both systems as part of an overarching tourism-based signage program.

The Pay-To-Play sign elements are modular. This design will permit easy changes to the system to be completed, e.g. new signs to be added to existing infrastructure and out of date signage removed. This fabrication methodology will ensure the system's viability, while managing future operation costs.

Benefits

In addition to synergies with the overarching Region 7 wayfinding system, following are benefits of adopting the Pay-To-Play signage system.

Cost effectiveness

It will provide a cost effective approach for Regional tourism operators to ensure attractive, accessible wayfinding signage directions tailored to their establishment. It has the potential to provide a 'level playing field' for Region 7 tourism operators, i.e., whoever has the most fiscal resources at hand is not permitted to install the largest sign.

Reduce Visual Clutter

Some intersections of connector roads within Region 7 are littered with tourist attraction-based signage. Although many of these signs are of a high quality, their numbers creates a visual clutter that can reduce the visibility of a single sign unit. With respect to visibility, some private signage has been designed without consideration for travel speeds resulting in text that is illegible. It is also important to note that with respect to this situation, the tourism related signs are also mixed with non-tourism related signage - further adding to the visual pollution and negating effectiveness of all signs.

Through its visual aesthetic and installation guidelines the implementation of the Pay-To-Play system will effectively remove a large portion of this existing visual clutter through the installation of a highly recognizable, well-designed signage system.

Administration

For the Pay-To-Play signage system to be effective all municipal/county jurisdictions within Region 7 must agree to its implementation. From an administration perspective the following should be seriously considered:

Signage By-Laws

All municipalities have existing signage by-laws in place. Most of the signage that is presently in place contravenes these by-laws. To reduce the aforementioned clutter, improve the visual appeal of the Region, and further the effectiveness of the Pay-To-Play signage system, all offending signs should be removed. As required, existing legislation should be amended to permit the installation of the Pay-To-Play signage system elements.

Implementation

To project a cohesive professional image throughout Region 7, the visual, structural integrity, (i.e. quality) of the Pay-To-Play signage system must be maintained. Additionally the accuracy of the system's messaging must be reviewed and updated on an annual basis. It is essential that all messages reflect businesses that are in operation. To ensure this critical aspect a jurisdiction-by-jurisdiction, or overarching administering 'body' must be developed. This would require the following to be developed and agreed upon before the Pay-To-Play system is physically initiated:

Guidelines

Definitive guidelines that determine what businesses are permitted under this program are an initial step. At a high-level what constitutes a tourism destination needs to be defined, e.g. the type of business, hours of operation, is the business seasonal, or open year-round. These criteria will define the Region 7 Pay-To-Play signage system and again ensure a 'level playing field for all applicable business operators.

Business

A definitive set of parameters for each type of tourist destination needs to be developed and agreed upon. Following are some guidelines that need to be established before the system is initiated.

Signs Per Business

The number of signs per establishment needs to be determined, e.g. one primary identification unit, and 2 subsequent directional items. The avoidance of straight directional arrows will reduce signage clutter.

In areas, i.e., communities, where there are many tourism-based destinations, guidelines addressing distance should be considered to reduce signage clutter. For example, in such areas only destinations within a 5 kilometer radius will be considered for inclusion on a Pay-To-Play unit.

The above criterion is intended to provide examples of how the Pay-To-Play system's administrative guidelines can be developed. As with all signage programs there will anomalies and unique instances that will require individual attention and decisions.

Initiation, Procurement, Installation, and Maintenance

As noted, the Pay-To-Play system can be administrated from either a central 'agency' or at an inter-jurisdictional level. The development and adherence to an agreed upon approach will determine the system's success.

At a primary level, the point of contact between the business owner and the administration has to be confirmed. This will require the development of formwork that is necessary to determine if a business can be included within the Pay-To-Play system.

Once a business is deemed appropriate, financial protocols have to be in place to receive funds for the initial signage fabrication and its subsequent annual maintenance.

The receipt of funds has to initiate the initial fabrication and installation of individual business panels. This could be undertaken by the following approaches.

1.

2.

To foster participation in the Pay-To-Play program, it is suggested that a respective administrative body assume responsibility for the fabrication and installation of the sign unit's support structure, and the business owner would pay for their individual business panels.

It is also strongly suggested that all participants in the Pay-To-Play signage program be required to pay a nominal annual maintenance fee. This fee would be accrued and used to replace damaged or severely vandalized signs, remove defunct business signs, and replace signs that have reached their lifespan.

The Pay-To-Play signage within this Appendix should be viewed as a baseline system. It has been developed to provide Regional tourism operators with an affordable, viable wayfinding signage option that is visually connected with the primary signage program. The associated fabrication specifications will ensure visual and structural conformance across Region 7, regardless of where the individual sign units are fabricated.

Due to its design limitations, it is understood that it may not be desirable to all business owners. The opportunity to address requests for upgraded, private tourism-based sign elements should be recognized. To ensure quality and aesthetic integrity, signage fabrication and installation guidelines should be established - confirming signage size, fabrication materials, installation parameters and the number of permissible signs per establishment.

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Pay-to-Play Signage System Administra Drawing set: Design Specifications & Standards Mar

- The fabrication/installation methodology of these sign units will permit this to be completed by county/municipal sign shops.
- The establishment of a standing offer with a private contractor to fabricate, install, and maintain the required sign elements.

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Pay-To-Play Signs

• Ah-1

Sign Type: Rural Pay-to-Play

Purpose:

Vehicular-level sign designed to provide a list of private amenity destinations on a rural road. Private buisness owners shall purchase signs they wish to have their services on.

Notes:

- Sign text has been developed for optimal viewing at posted speeds of 80 km/hr - maximum.
 For legibility sign units should have no more than (5)
- a minimum of 1 active destination should be
- A minimum of a active destination should be identified before a sign is erected.
 As other destinations are needed, additional panels
- (up to five total) may be added below previously installed panels.5. If more than 5 destinations request space on
- a sign unit, eliminate destinations request space on a sign unit, eliminate destinations as needed to reach five by including only the destinations in which a left or right turn is required at the sign. If further elimination is needed, use destinations closer in proximity to the sign first.
- 6. If a destination is removed at a later date, all remaining signs should be moved up to eliminate any gaps left after removal.

Au-1

Sign Type: Urban Pay-to-Play

Purpose:

Vehicular and Pedestrian-level sign designed to provide a list of private amenity destinations within an urban area. Private buisness owners shall purchase signs they wish to have their services on.

Notes:

- 1. Sign text has been developed for optimal viewing at posted speeds of 50 km/hr maximum.
- 2. For legibility sign units should have no more than (5) destinations.
- 3. A minimum of 1 active destination should be identified before a sign is erected.
- As other destinations are needed, additional panels (up to five total) may be added to the blank panel area below previously installed destination text.
- 5. If more than 5 destinations request space on a sign unit, eliminate destinations as needed to reach five by including only the destinations in which a left or right turn is required at the sign. If further elimination is needed, use destinations closer in proximity to the sign first.
- If a destination is needed to be removed at a later date, disassemble panel from bracket it is held in. Following are two options for altering sign:
 - a. Replace entire panel with new text requirements.
- b. Remove unwanted vinyl (per vinyl manufacturer's recommendation for removal), carefuly as not to damage paint finish of substrate below. Clean substrate as needed to remove any residue. Ensure there are no gaps between text lines.

NOTE:

No Pay-to-Play locations shall be established until all Region 7 signs have been placed. Placement of primary Region 7 units shall have precedence over Pay-to-Play signage. The respective administrative body shall allocate locations for Pay-to-Play signs.

STRUC TURE AND PL ACEMENT:

The active transportation tab sign (see drawing A2-2.4) must not be wider than the concrete footing, otherwise cane detection may fail.

The Au-1 signtype should be installed to not create a barrier or obstruction to the sidewalk or trail. The post must be mounted so as not to obstruct the horizontal clearance of the path of travel: trails require 1 m of horizontal clearance (DPSS 80.9(1)1), and sidewalks require 1.5 m. (DPSS 80.23.1)

The vertical clearance must be at least 2.1 m. Vt-2a and Vt3a specify 2.1 m, so there is no issue. Signs in rural areas (Vt-2b, Vt-3b) would likely not create an vertical clearance issue as the signs are at least 1.8 m away from the paved shoulder.





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Pay-to-Play Sign Hierarchy/Elevations Drawing se: Design Specifications & Standards Mai

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refurbishments of the sign may be done by mounting a new graphic face (2mm solid core aluminum composite panel or .080 aluminum sheet substrate) to the existing module structure.

Fasteners on the face can be avoided by welding studs to the back of the new panel to fasten through the existing modular structure.

RTO7 Header panel (TBD) if outside community limits, Community Header if inside community limits: • Reference details, Section 2.0 • Adhered or welded to face of top extrusion appropriate to • Trim top extrusion to ensure it is not visible from the face behind any undulating geometry the community header may have

Section A - Sign Panel Detail Scale: 6" = 1'-0"

> Highway sign extrusion example



Refer to manufacturer cut sheets for more specific dimensional detail



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Aluminum Extrusion Detail

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Au-1 Urban Vehicular Pay-to-Play Direc Drawing set: Design Spec. & Standards Manual - Ap

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Alternate Installation

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WOOD POST OPTION ADDED



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One and two lines of text should not be used.

Alternate Text Layouts

Scale: 1/2" = 1'-0"

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Sign Type Layouts: Revised for Active Transportation

PAY-TO-PLAY DIRECTIONAL: AU-1

Urban Vehicular and Cycling



Urban AU-1 Existing

Urban AU-1 Option 1

Urban AU-1 (incl PW-2)



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