



Signage

Manual

March 1997

Trans Canada Trail Builders Committee

Last revised, March 1998

1. Introduction:

The purpose of this manual is to provide groups and organizations with a list of basic guidelines to follow when building and erecting signs on their portion of the *Trans Canada Trail*.

Basic signage guidelines for the *Trans Canada Trail* were developed so signage on the trails would be consistent and standardized across Canada. Continuity of signage is important to maintain the sense of a national trail at the local, provincial/territorial and national level.

Signage guidelines are the responsibility of the “*National Builders Committee*” and are updated once a year at the annual meeting. (Last: March 1998)

This document is a summary of the many & lengthy documents prepared by the Builders Committee.

2. General Policies:

To be effective, signs should fulfill a need, command attention & respect, convey a clear simple message and give adequate time for proper comprehension.

- signing should provide for safety and efficiency
- signing should be positive, informative and brief
- materials, design, placement and installation of all signs shall be according to the latest revision of the sign manual.
- signing should be as consistent and standardized as possible across Canada bearing in mind some minor deviation will be necessary to comply with provincial/territorial legislation and insurance requirements.

3. Gateways:

- A. See appendix “A”
- B. Gateways *will* be constructed to common plans to ensure all twelve are as similar as possible.

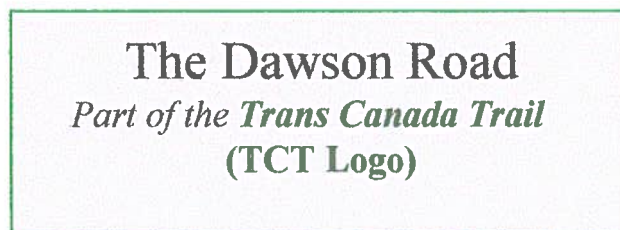
- C. In the Yukon, the “*Gateway*” *will* be located near Watson Lake
- D. A second may be located at the N.W.T./Yukon border on the Dempster Highway.

4. Pavilions and kiosks:

- A. See appendix “B” & “C”
- B. Panels with the names of persons who have purchased *Trans Canada Trail* are displayed on panels. The panels are mounted in pavilions or in the smaller scale kiosks.
- C. Pavilions & kiosks shall be built to the national specifications as described in appendix “B” & “C” to maintain the national continuity.
- D. Panels with the inscribed names of trail supporters will be supplied by the *Trans Canada Trail Foundation* via the local agent.

5. Trail Head signs:

- A. The *Trans Canada Trail* lettering & logo *will* appear under the name of the existing trail at *no less than 50% the size of the existing trail lettering & logo*.
- B. Recognition *will* be: “*part of the Trans Canada Trail*”
- C. **Example:**



Note:

“*Trans Canada Trail*” is in **Green, (pantone 341)**

- The T.C.T. logo shall be in;
- pantone 186 red
 - pantone 174 brown
 - pantone 341 green

- D. *Trail Head* signs *should* be erected at the beginning, end, and at all major intersections
- E. Size & style of the *trail head* sign is up to the sponsor. However, the sponsor should bear in mind, as a general rule, the most prominent color on “Main Line” signs across Canada is **green**.
- E. *Trail Heads are encouraged* to have a map depicting;
- the general area
 - the trail in relation to the area
 - where you are
- G. **Trail Heads** *will* have usage symbols displayed in such a manner so users are aware what activities are encouraged on this section of trail. See usage symbols.
- H. In sections where trail use is shared with the *Trans Canada Snowmobile Trail*, that sign, if attached to the same post, *should* appear first below the *Trans Canada Trail logo*.

Example:



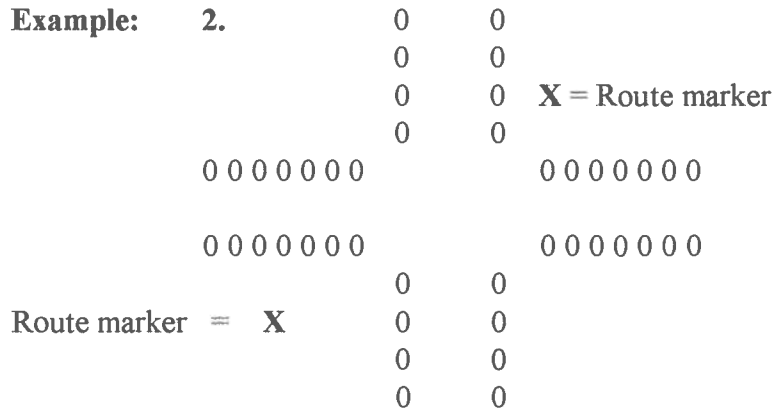
Note: Color of *T.C.T* & *T.C.S.T.*

- I. *Trail Head* signs *are* the responsibility of the trail sponsor.

6. Route Markers:

- A. The *Trans Canada Trail* Route Marker will be used to identify the route of the *Trans Canada Trail*.
- B. *Trans Canada Trail* Route Markers *will* be supplied to the provincial agent by

I. *Route markers should* be installed after every intersection.



G. As a general rule, it is better to use more *route markers* than less.

7. Usage symbols:

- A. **The standard international regulatory symbols will be used.**
- B. The usage symbols *may* be in **brown** & white, (Parks Canada) or **green** & white, (Provincial Parks)
- C. **Green & White** are *suggested for main line Trans Canada Trail*
- D. **Brown & white** is *suggested for branch lines.*
- E. User symbol sign posts *should* be placed on the right hand side of the trail
- F. Regulatory and information signs *should* not be combined
- G. Usage signage & posts *are* the responsibility of the sponsor
- H. **User symbols are bulk ordered at the national level to assist in consistency of signage and reduce costs. The provincial agent should be able to supply your signage needs most economically. Yearly orders are typically placed in June/July.**
- I. Roller blade, dog mushing and A.T.V. signs are available for those areas where those activities are desired.

- J. For snowmobiling signage, it is suggested the *Trans Canada Snowmobile Trail* guidelines be followed.

8. Bilingualism

Both official languages will be used on signs where required by law or desired, but replaced by symbols wherever possible.

9. Material

- A. National bulk orders of signs will be in either recycled aluminum or plastic when ever available.
- B. Plastic coated cardboard is **not** an acceptable material
- C. Signs should have a life span of not less than three years
- D. Signs should be reflectorized with 3M Scotchlite wherever possible

10. General Installation

- E. Avoid conflict with physical objects, (trees)
- F. Avoid obstructing views
- G. Avoid sign congestion
- H. Signs should appear at all trail junctures, access points and hazardous sections.
- I. Keep at least 25 metres between signs to allow users to read and react to messages
- J. Do not group regulatory and warning signs together
- K. Use common sense and judgement when identifying and locating caution or advisory signage.

- L. Minimum distance for direction signs appearing before or after an intersection and between signs is: up to 30km/hr - 30 m
- M. Effective viewing distance for multi-use trail signs is 6 - 50 metres
- N. Number of posts used for installation will depend on sign size.
- O. Avoid placing signs on buildings
- P. Avoid placing signs on trees
- Q. As a general rule, more Route Markers are better than too few.
- R. Best practice is for a person familiar with the trail and possible hazards to oversee the signing of the trail. Then have a person unfamiliar with the trail test the route.
- S. Retest the route in night time conditions.
- T. Retest the route in winter conditions

11. Interpretive/Historical Signage

- A. Interpretive/historical signage is encouraged along the *Trans Canada Trail*.
- B. Such signage is the responsibility of the sponsor.
- C. Such signage should be professional and compliment the local environment both in style and location.

12. Kilometre Zero & 15,000

Trans Canada Trail

- A. There are three kilometre zeros in Canada. The Atlantic in Newfoundland, The Pacific in British Columbia and The Arctic in Tuktoyaktuk.
- B. In the case of the Yukon Territory, kilometre zero will be measured from two starting points.
 1. Tuktoyaktuk

2. Newfoundland

- C. The Tuktoyaktuk kilometre reading should be available to Yukon by fall 1998.
- D. The Newfoundland kilometre reading is not expected until 2,000 at best

Trans Canada Snowmobile Trail

- A. There are three kilometre zeros in Canada. The Atlantic in St Anthony Newfoundland, The Pacific in British Columbia and The Yukon at Little Gold on the Top of the World Highway in the Yukon where it joins with the Trans Alaskan Trail.
- B. In the case of the Yukon Territory, kilometre zero will be measured from two starting points.
 - 1. Little Gold, Yukon
 - 2. St. Anthony, Newfoundland
- C. The Little Gold to Whitehorse kilometre reading should be available to Yukon by fall 1998. (Dawson City for example is kilometre 100 on the T.C.S.T. south bound)
- D. The Newfoundland kilometre reading is not expected until 2,001 at best as the full recreational corridor link to the south has not yet been identified.

13. Destination Signage

- A. Destination signage is encouraged along the *Trans Canada Trail*
- B. Destination signage need not carry the T.C.T. logo
- C. Standard destination signage on **main line should be green** with white lettering/symbols
- D. Standard sizing is 6" x 24" when **no** symbols are employed

Example:



- E. Standard sizing is 8" x 24" when symbols are employed

Example:

BRAEBURN 20 KM
Standard Symbols

- F. Directional arrows, if desired, should appear on the left side of the sign, before the destination name.
- G. **Destination signs are also available via national bulk order**

14. Maintenance

- A. The group sponsoring the section of trail they intend on building should draft a sign plan with the location of and type of each sign recorded.
- B. Copy of plan will be submitted to the local agent who will hold it on file for reference.
- C. The sponsoring group should inspect signage at least twice a year, (spring & fall)
- D. Missing and damaged signs should be replaced.
- E. A record shall be kept of any inspections and repairs/replacements.

15. The future

Over the last two years the *Builders Committee* has worked hard to combine the legal requirements of ten provinces and two territories along with their individual ideas and vision of the national trail.

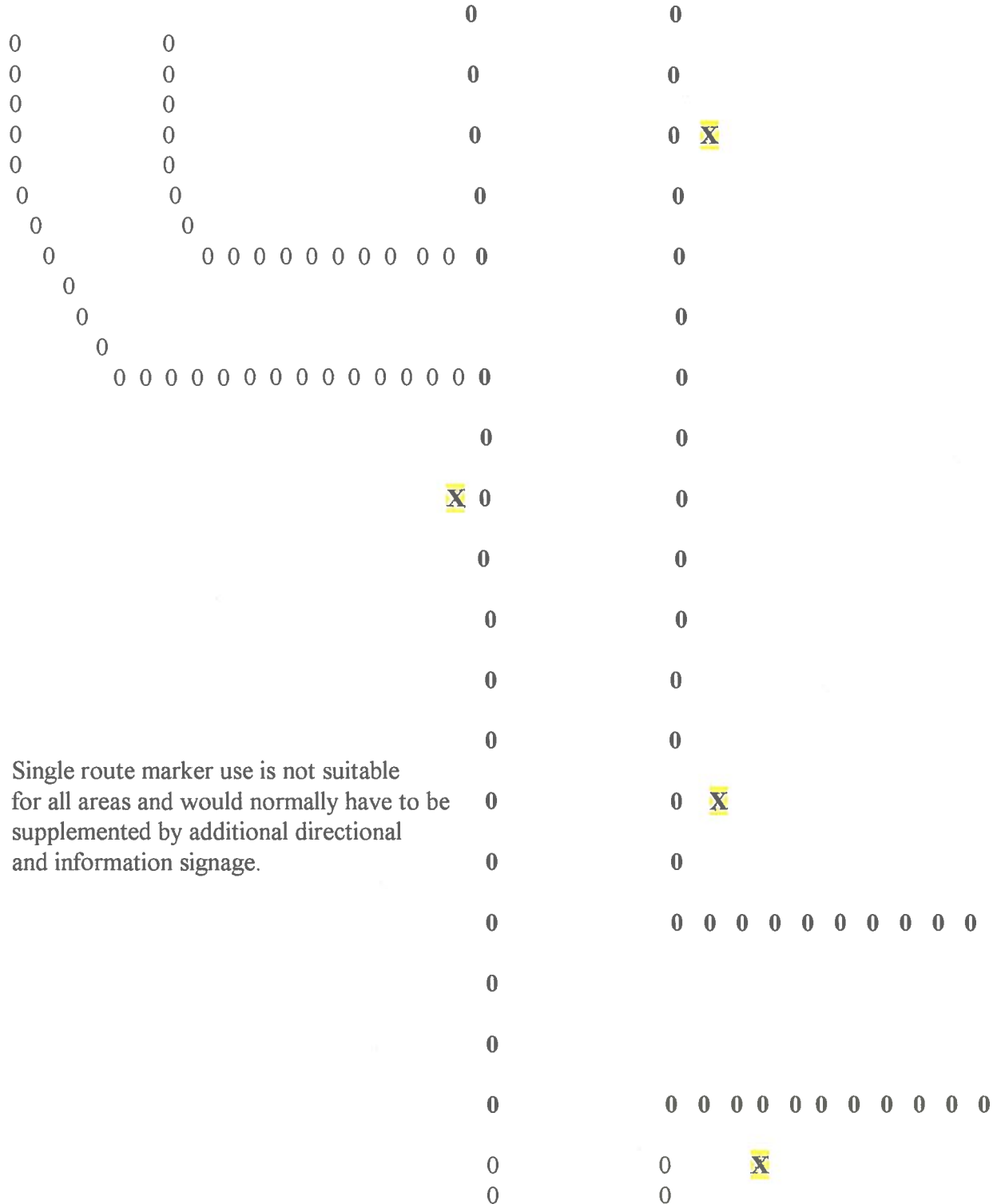
Since the initial drafts in 1996 a good deal of compromise was made by all to ensure a high degree of consistency and standardization could be met.

If you have a question, please ask your local agent. If he/she does not have an answer, a resolution can be sought at the monthly *Builders Committee* conference call.

In the Yukon, the official agent for the *Trans Canada Trail* is the *Klondike Snowmobile Association*.

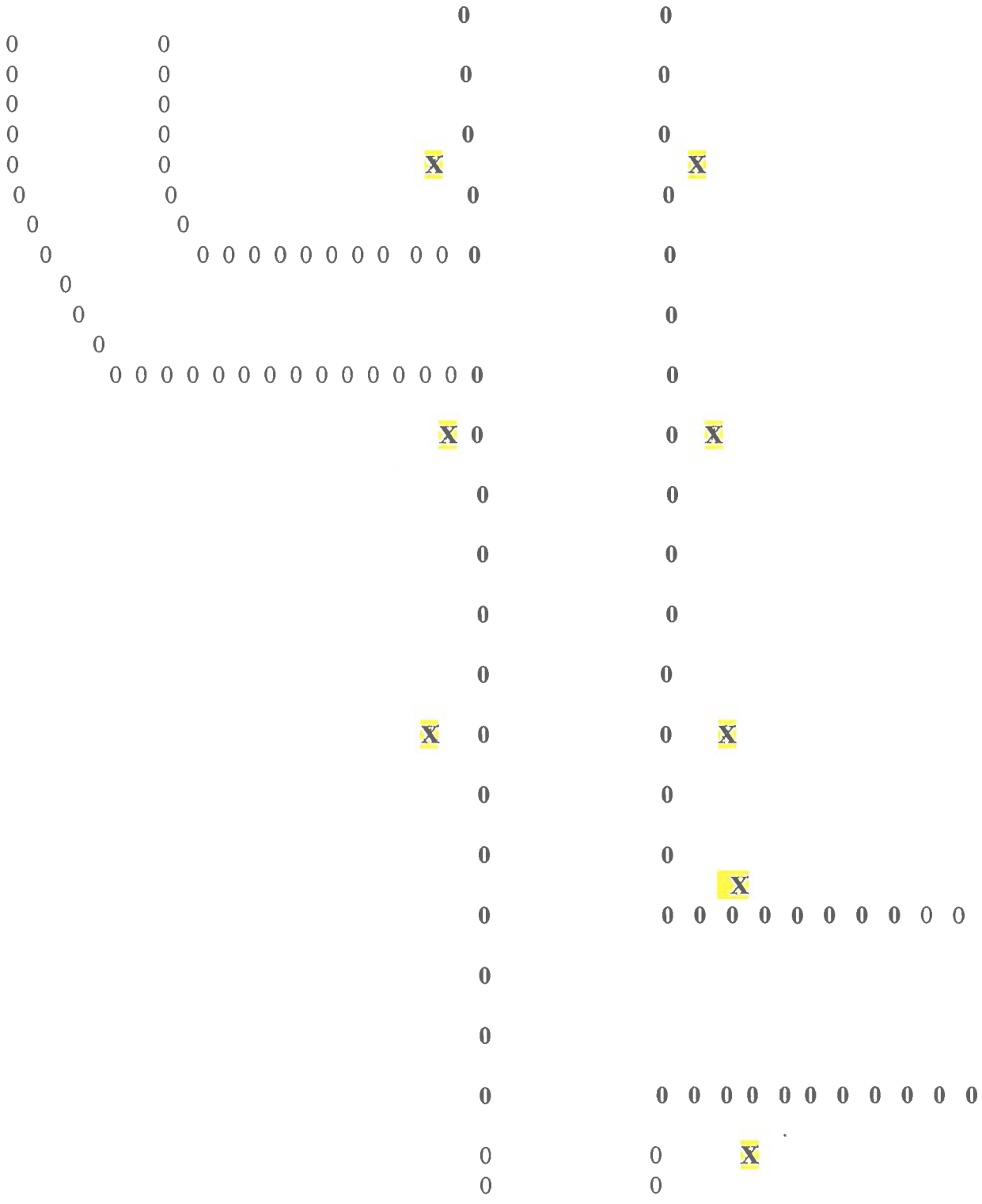


Example of Single Route Marker use



Single route marker use is not suitable for all areas and would normally have to be supplemented by additional directional and information signage.

Example of Double Route Marker use



GRAPHIC INTERNATIONAL SIGNS



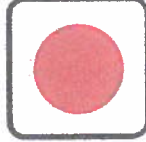
N-1



N-2



N-3



N-4

Many graphics are available within the "NO" sign.

Order your choice today!

Available in green, blue, brown, black or red with white symbol



G-1



G-2



G-3



G-4



G-5



G-6



G-7



G-8



G-9



G-10



G-11



G-12



G-13



G-14



G-15



G-16



G-17A



G-17B



G-18



G-19



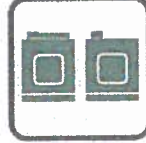
G-20



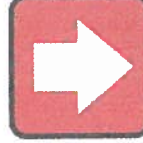
G-21



G-22



G-23



G-24



G-25



G-26



G-27

