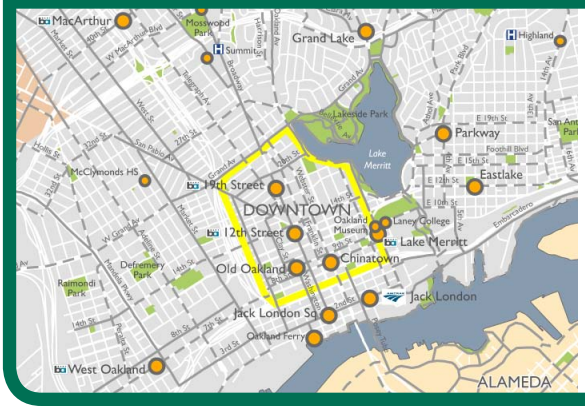
City of Oakland

Design Guidelines for Bicycle Wayfinding Signage



City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344, Oakland, CA 94612
(510) 238-3983 | bikeped@oaklandnet.com | www.oaklandbikes.info
July 2009 (revised July 2011)

TABLE OF CONTENTS

CITY OF OAKLAND

Design Guidelines for Bicycle Wayfinding Signage

Background

Action 1A.4 of the City of Oakland's Bicycle Master Plan (2007) states, "Route Signage: Develop an informative and visible signage system for the bikeway network, building on existing bikeway signage, that includes directional and distance information to major destinations." In Section 3.3, the Plan provides a discussion of the bicycle wayfinding signs that Oakland has used in the past. The following approach applies to all new bicycle wayfinding signage in the City of Oakland.

Overall Approach

Destination, direction, and distance information will be included on designated bikeways. **Figure 1** provides a full list of supported destinations with guidance on how distances are measured. **Figure 2** is a map of these destinations showing their distribution throughout the city. The destinations are organized into a hierarchy of three categories. **Primary destinations** are downtown and adjoining jurisdictions and are signed at distances of up to five miles. **Secondary destinations** are transit stations and districts and are signed at distances of up to two miles. **Tertiary destinations** include parks, landmarks, colleges, hospitals, and high schools. They are generally signed at distances up to one mile. Overall, the system supports 102 destinations.

Standard Signs for Bicycle Wayfinding

The overall approach follows the look and feel of standard highway guide signs while the detailed design is tailored for bicyclists. The guidelines use the following standard signs included in the Manual on Uniform Traffic Control Devices (MUTCD) and the California MUTCD:

- D11-1: Bicycle Route Guide Sign
- D1-1b: Destination Supplemental Sign
- M7-1 to M7-7: Direction Arrow Supplemental Sign

By using standard signage, the City of Oakland builds upon readily recognizable imagery and encourages consistency with other agencies. However, the guidelines include specific modifications and additions to the standards to provide a wayfinding system that is more robust than the direction currently provided by state and national standards.

CITY OF OAKLAND

Sign Types

The system is composed of three sign types **(Figure 3)**:

Confirmation signs confirm that a cyclist is on a designated bikeway. Each confirmation sign includes a Bicycle Route Guide Sign (D11-1) and a Destination Supplemental Sign (D1-1b). Confirmation signs are located mid-block or on the far-side of intersections. Confirmation signs include destinations and their associated distances, but not directional arrows.

Turn signs indicate where a bikeway turns from one street onto another street. (They are not used at the junction of intersecting bikeways.) Turn signs are located on the near-side of intersections. Each turn sign includes a Bicycle Route Guide Sign (D11-1) and the appropriate Direction Arrow Supplemental Sign (M7-1 to M7-7).

Decision signs mark the junction of two or more bikeways. Decision signs are comprised of a Bicycle Route Guide Sign (D11-1) and a Destination Supplemental Sign (D1-1b). Decision signs are located on the near-side of intersections. They include destinations and their associated directional arrows, but not distances.

Sign Placement Principles

The following principles inform the placement of individual signs:

1. A confirmation sign will be located at the beginning of each bikeway.
2. When a bikeway turns, a turn sign will be located in advance of the turn (e.g., near-side of the intersection).
3. When bikeways intersect, a decision sign will be located on the near-side of each intersection approach.
4. To allow adequate notification of left turns, the decision or turn sign should be placed a distance before the intersection based on the total number of lanes the bicyclist must merge across in order to make a legal left turn, as summarized in the following table:

MERGE TYPE (# OF LANES)	DESCRIPTION	DISTANCE BEFORE INTERSECTION
Zero	single travel lane in each direction	25' preferred (15' to 50' recommended)
One	single travel lane and bike lane in each direction; two lanes in each direction; single travel lane in each direction plus center/ left turn lane or pockets; one-way street with two lanes	100' preferred (75' to 150' recommended)
Two	one travel lane and bike lane in each direction with center/ left turn lane or pockets; two travel lanes and bike lane in each direction; three lanes in each direction; two travel lanes in each direction plus center/left turn lane or pockets; one-way street with three lanes	200' preferred (175' to 300' recommended)
Three or more	two travel lanes and bike lane in each direction plus center/ left turn lane or pockets; one-way street with four lanes	

The decision or turn sign should always be located in the block immediately preceding the junction or turn and at least 25' past the preceding intersection. In locations with short blocks, it will not be possible to satisfy the above recommendations. In each instance, turn and decision signs should be located based on local circumstances and good judgment.

5. Confirmation signs will be located at intervals of one-half mile to one mile, based on the density of streets and intersecting bikeways (e.g., downtown versus the Oakland Hills). At locations with complicated turns or decisions, locate a confirmation sign on the far-side of the intersection, within sight distance of the intersection, but at least 25' past the intersection.

6. Confirmation signs should be located immediately following bikeway junctions on streets that do not have bicycle lanes or sharrows (e.g., in the Oakland Hills).

Sign Frequency

In general, there will be four to five bikeway guide signs for each directional mile of bikeway. In other words, one mile of bikeway will include four to five bikeway guide signs in each direction. The proposed bikeway network includes bikeways spaced at intervals of one-half mile. On average, each directional mile of bikeway will include two decision signs. Confirmation signs at one-half mile to one mile intervals add an additional one to two signs per directional mile of bikeway. A typical bikeway will thus include three to four guide signs per directional mile, plus any turn signs that are needed based on the particular route. Assuming an average of four to five bikeway guide signs per directional mile, build-out of the proposed 218-mile bikeway network will include approximately 2,000 bikeway guide signs.

Sign Layout Principles

The following principles determine the layout of individual signs. See **Figures 4-7** for sign layout details. Turn signs follow the details and dimensions specified in the MUTCD. **Figure 8** shows the layout for all supported destination names.

1. The Bicycle Route Guide Sign (D11-1) is 24" wide and 18" tall.

2. The Destination Supplemental Signs (D1-1b) are 24" wide with the height determined by the number of destinations.

3. No more than three destinations are included on any single sign pole.

4. Destinations shall use mixed case letters (e.g. upper case and lower case).

5. The Destination Supplemental Signs (D1-1b) shall use the FHWA 2000 C series font with 2" cap height.

6. For long destination names that do not fit on one line, these approaches are used in the following order of preference:
    a. For destination names slightly longer than one line, compress the font horizontally to no less than 90% of its standard size.
    b. Use intuitive abbreviations in the destination name.
    c. Use a two-line entry for the destination name.
7. On decision signs, the straight destination shall be listed on top, the left destination in the middle, and the right destination on the bottom.
8. On decision signs, the straight arrow shall be placed to the left of a destination, the left arrow to the left of a destination, and the right arrow to the right of a destination.
9. On decision signs, straight destinations shall be left-justified, left destinations shall be left-justified, and right destinations shall be right-justified. The straight arrow shall be centered over the left arrow.
10. On confirmation signs, the closest destination shall be listed on top and the furthest destination shall be listed on the bottom.
11. Left, right, and compound turn arrows generally provide the clearest direction. Avoid the use of diagonal arrows on turn signs and decision signs wherever possible.
12. Do not use periods in the abbreviation of destination names (e.g. "Piedmont Ave" and "Jack London Sq").
13. Common symbols are used to convey destination information in a space-efficient manner. The symbols shown below are used for "BART", "hospital", "Bay Trail", "East Bay Regional Park", and "Amtrak". The symbol shall precede the destination name (e.g. " MacArthur" and " Kaiser").

Logos/Symbols Used on Decision/Confirmation Signs

Differences From the MUTCD Sign Layout Specifications

These guidelines deviate from the MUTCD in the following ways:

Difference	Rationale
Reduces horizontal buffer between edge of green and sign content from 1.5" to 0.75"	Greater ability to accommodate longer destination names
Incorporates symbols with destination names	Above plus improved communication
Maintains 24" wide supplemental sign (D1-1b)	Aesthetic and consistent width
Includes horizontal rules to separate multiple destinations	Aesthetic and space-efficient
Uses FHWA 2000 (Highway Gothic) C series font series (rather than D series)	Greater ability to accommodate longer destination names; maintains 2" cap height; consistent with the cities of Chicago and Seattle
Inclusion of City tree logo on D11-1 sign, by reducing cap height of "BIKE ROUTE" to 2.75" (from 3")	Provides local flavor and sense of place

Sign Messaging Principles

The following principles inform the messaging of individual decision and confirmation signs. They provide a framework for selecting which of the 102 supported destinations are best included on any individual sign. For readability, any individual sign will include a maximum of three destinations. Superior message selection provides wayfinding that—from the user's perspective—is accurate, consistent, understandable, and ultimately useful.

1. Determine the supported destinations in a given corridor by identifying the destinations that are located on the bikeway, off-route destinations that are within a few blocks of the corridor, and destinations served by intersecting bikeways.
2. As identified in **Figure 1,** primary destinations are signed at distances of up to five miles; secondary destinations at distances up to two miles; and tertiary destinations at distances up to one mile.
3. The bikeway's endpoint destination should be included on confirmation signs along the length of the route to communicate the overall extent of the bikeway. This destination should be included irrespective of the distance associated with its designation as a primary, secondary, or tertiary destination. For bikeways that pass through downtown, use Downtown as the endpoint destination.
4. If a bikeway ends in a location where there is no obvious destination, use the closest major destination on an intersecting bikeway. If there is no intuitive destination, the name of the intersecting street where the bikeway ends may be used as the destination.
5. For decision signs at intersections with primary bikeways, include on the decision sign the closest major destination (e.g., a primary or secondary

destination). Primary bikeways are defined by the City of Oakland's Bicycle Master Plan (BMP) as the "arterial" streets of the bikeway network; see BMP, Figure H-6.

6. For decision signs at intersections with secondary bikeways, include on the decision sign the closest destination (e.g., a primary, secondary, or tertiary destination). Secondary bikeways are defined by the BMP as the "collector" streets of the bikeway network (and include all those other than the primary bikeways described above).

7. For decision signs, destinations listed on prior confirmation signs are assumed to be straight ahead unless otherwise noted. If this is not the case, multiple turn lines for a single direction may be included on the decision sign so long as there are no more than three destinations on the sign. If this cannot be accommodated, delete the unsupportable destinations from the upstream signs.

8. Some supported destinations are located within a few blocks of a designated bikeway, but not directly served by a designated bikeway. In such instances, support the off-route destination with a decision sign on the designated bikeway if the off-route destination is along a straight path of travel and within three blocks of the designated bikeway. Note that the most intuitive connection to the off-route destination may be different for each approach direction on the designated bikeway.

Installation Specifications

Poles

The standard pole for bikeway guide signs is a 2" square perforated unistrut pole. Poles of 14' in length are generally adequate to accommodate typical installations. The pole should be placed 18" to 24" in the ground, depending upon the overall weight of the signs and the soil/pavement conditions. Heavy sign installations may require poles up to 36" into the ground.

As shown in **Figure 11**, the D11-1 should be installed at 11.5' in height as measured from the top edge of the sign. This height will allow for the installation of D1-1b or M7 supplementary signs plus an additional sign of up to 18" in height (e.g., no parking, street sweeping) on a single pole. This configuration maintains a minimum 7' clearance to the bottom edge of the bottom sign while locating the bottom edge of the bottom wayfinding sign at a minimum height of 8.5' to reduce the sign's exposure to graffitti. When mounted on a pole with an existing parking restriction sign, the D11-1 assembly should be located above the parking restriction sign. Signs shall not be mounted to utility poles or traffic signal mast arms. Existing poles should be used wherever practical.

Blades

Oakland uses the following specifications/product types to produce wayfinding signs:

- Material: 0.080 inch aluminum
- Reflective sheeting: Diamond Grade (3M™)
- Film: ElectroCut (EC) Film Series 1170 (3M™), green (1177)
- 3M™ Premium Protective Overlay Film Series 1160

Blades are expected to last six to seven years.

Coordination With Other Agencies

Other agencies have expressed interest in providing bicycle wayfinding signage in Oakland. The San Francisco Bay Trail Project and the Bay Conservation and Development Commission typically include guide signage for bicyclists and pedestrians, directing people to public shorelines and along the Bay Trail. Bay Trail project staff have also expressed interest in additional guide signs that would support long distance bicycling along the Bay Trail. BART is seeking to improve bicycle wayfinding in its station areas. Furthermore, the Alameda County Transportation Commission has expressed interest in a coordinated signage system for countywide bikeways. In some instances, all of these wayfinding efforts could overlap in the same location: a local bikeway that is also a countywide bikeway that is part of the Bay Trail and near a BART station (e.g., Mandela Parkway near West Oakland BART).

These and other overlapping wayfinding systems for bicyclists shall be supplemental to Oakland's base system, limiting sign clutter and providing clear information to the intended users.[1] Any additions should provide consistent content in an integrated format based on the Bicycle Route Guide Sign (D11-1) and the Destination Supplemental Sign (D1-1b). As described in these guidelines, the inclusion of the BART logo in destination names is one example of this integration.

---

[1] In response to comments received on the draft version of these guidelines, the City of Oakland will develop bicycle wayfinding signage for the Bay Trail as follows. Oakland bicycle wayfinding signs will not substitute for or preclude the installation of pedestrian wayfinding signage. On-street segments of the Bay Trail will be signed according to these guidelines while off-street segments of the Bay Trail (mixed use paths) will be evaluated for bicycle wayfinding signage on a case-by-case basis in light of the following three considerations. First, any new signs should avoid sign clutter and avoid negative visual effects along the water's edge. Second, bicycle wayfinding signs will not substitute for or preclude other signage denoting public access to or along the Bay Trail. Third, the Bay Trail Project may develop wayfinding signage for the Bay Trail that could supplement or replace design guidelines established at the local level. This new guidance could address the different needs of pedestrians and bicyclists, support destinations over considerable distances, and ensure a consistent approach throughout the region. Thus, the City of Oakland's approach to bicycle wayfinding signs on the Bay Trail provides direction for current projects, an additional level of sensitivity for off-street segments, and an acknowledgement that Oakland's guidelines may not fully account for the regional nature of the Bay Trail.

CITY OF OAKLAND

Detours

The City of Oakland provides bicycle-specific detours for temporary roadway closures when the preferred route for bicyclists differs from the detour provided for motor vehicles. For example, the preferred routing for motor vehicles may use roadways that are poorly suited for bicyclists. In some instances, a preferred detour for bicyclists may not allow access for motor vehicles—like a bicycle path, or a road closure that prohibits motor vehicle access but maintains bicycle access. The City also provides bicycle-specific detours for the temporary closure of bicycle paths.

To meet this need for bicycle-specific detours, the City has developed detour signage that builds upon the design guidelines for bicycle wayfinding signage. As illustrated in **Figure 12**, the system uses modifications to the standard bicycle guide signs (D11-1, D1-1b, M7 series) plus the Bicycle Route Name Marker (S17-CA) and other standard detour signs (M4 series). This combination provides detailed information in a readable and space-efficient format that is superior to the standard Bicycle Pedestrian Detour signs (M4-9 series).

All signs have a black legend and border on an orange background and use FHWA Series C Typeface. On the D11-1, the words "Bike Route" are replaced with "Detour." The S17-CA is supplemental to the D11-1 and provides the name of the detour, typically the roadway or path that is closed. The modified M4 series signs (begin/end) are also supplemental to the D11-1 to indicate the beginning and end of the detour. The M7 series arrows are supplemental to the D11-1 and indicate turns along the detour. In contrast to Oakland's standard bicycle wayfinding signs, the "straight ahead" arrow (M7-2) may be used, for example, when a motor vehicle detour turns but bicyclists specifically should be directed to proceed straight. Lastly, the D1-1b may be used instead of an M7 series arrow to provide an arrow, a destination, and potentially a cardinal direction. This additional information is important for turns that may be counterintuitive on detours that require out-of-direction travel. See **Figure 13** for examples of how blades may be messaged and combined to create sign assemblies.

Figure 1: Supported Destinations

Primary Destinations: distances up to five miles

7 destinations total (adjoining or en route jurisdictions, downtown)

Destination	Sign Content	Distance Measured From
Alameda	Alameda	city line
Berkeley	Berkeley	city line
Downtown	Downtown	Grand Ave, I-980, I-880, Oak/Lakeside/Harrison
Emeryville	Emeryville	city line
Moraga	Moraga	city line
Piedmont	Piedmont	city line
San Leandro	San Leandro	city line

Secondary Destinations: distances up to two miles

37 destinations total (10 BART stations, 4 other transit stations, 23 districts)

Destination	Sign Content	Distance Measured From
BART stations		
12th St BART	12th Street	12th St and Broadway
19th St BART	19th Street	19th St and Broadway
Ashby BART	Ashby	Adeline St and Woolsey St
Coliseum BART	Coliseum	San Leandro St and 73rd Ave
Fruitvale BART	Fruitvale	E 12th St and 34th Ave
Lake Merritt BART	Lake Merritt	Oak St and 9th St
MacArthur BART	MacArthur	40th St and Frontage Rd
Rockridge BART	Rockridge	College Ave and Shafter Ave
San Leandro BART	San Leandro	San Leandro St and Davis St
West Oakland BART	West Oakland	7th St and Center St
Other transit stations		
Alameda/Oakland Ferry	Oakland Ferry	Clay St and Water St
Coliseum Amtrak	Coliseum	73rd Ave and San Leandro St
Emeryville Amtrak	Emeryville	Horton St and 59th St
Jack London Amtrak	Jack London	2nd St and Alice St
Districts		
Allendale	Allendale	38th Ave and Penniman Ave
Chinatown	Chinatown	8th St and Webster St
Dimond	Dimond	MacArthur Blvd and Fruitvale Ave
Eastlake	Eastlake	E 12th St and 7th Ave
Eastmont	Eastmont	closest edge
Embarcadero Cove	Embarcadero Cove	Embarcadero and Livingston St
Elmhurst	Elmhurst	94th Ave and Plymouth St
Fairfax	Fairfax	Bancroft Ave and Fairfax Ave
Glenview	Glenview	Park Blvd and Wellington St
Grand Lake	Grand Lake	Lake Park Ave and Walker Ave
Jack London Sq	Jack London Sq	Broadway and 2nd St
Laurel	Laurel	MacArthur Blvd and 38th Ave
Millsmont	Millsmont	MacArthur Blvd and Seminary Ave
Montclair	Montclair	Mountain Blvd and La Salle Ave
Oakmore	Oakmore	Leimert St and Oakmore Ave
Old Oakland	Old Oakland	9th St and Washington St
Park Street Business District (Alameda)	Park Street	Park St and Lincoln Ave
Parkway / Lake Merritt District	Parkway	E 18th St and Park Blvd
Piedmont Ave	Piedmont Ave	Piedmont Ave and 41st St
Rockridge	Rockridge	College Ave and Shafter Ave
Sobrante Park	Sobrante Park	105th Ave and Edes Ave

Figure 1: Supported Destinations (cont.)

Destination	Sign Content	Distance Measured From
Districts (cont.)		
Temescal	Temescal	Telegraph Ave and 49th St
Woodminster	Woodminster	Mountain Blvd and Woodminster Ln

Tertiary Destinations: distances up to one mile

47 destinations total (25 parks, 3 landmarks, 8 colleges, 5 hospitals, 6 high schools)

Parks		
Arroyo Viejo Park	Arroyo Viejo Park	closest edge of park
Brookfield Park	Brookfield Park	closest edge of park
Bushrod Park	Bushrod Park	closest edge of park
Chabot Regional Park	Chabot	closest staging area with restrooms and water
Defremery Park	Defremery Park	closest edge of park
Dimond Park	Dimond Park	Fruitvale Ave and Lyman Rd
Greenman Field	Greenman Field	66th Ave and Lucille St
Joaquin Miller Park	Joaquin Miller Park	closest edge of park
Knowland Park	Knowland Park	Golf Links Rd at entrance
Lake Merritt	Lake Merritt	closest edge
Lake Temescal	Lake Temescal	closest edge of park
Lakeside Park	Lakeside Park	closest edge of park
Leona Heights Park	Leona Heights Park	Mountain Blvd at Leona Lodge
Middle Harbor Shoreline Park	Middle Harbor	7th St and Middle Harbor Rd
MLK Jr Regional Shoreline	Martin Luther King Jr Shoreline	closest edge of park
Mosswood Park	Mosswood Park	closest edge of park
North Oakland Sports Center	North Oakland Sports Center	Broadway and Kay Overcrossing
Raimondi Park	Raimondi Park	closest edge of park
Redwood Regional Park	Redwood	closest staging area with restrooms and water
Roberts Recreation Area	Roberts	closest staging area with restrooms and water
San Antonio Park	San Antonio Park	closest edge of park
Sibley Regional Preserve	Sibley	closest staging area with restrooms and water
Tassafaronga Park	Tassafaronga Park	85th Ave and E St
Tilden Park	Tilden Park	Grizzly Peak Blvd and Lomas Contadas
Union Point Park	Union Point Park	closest edge of park
Landmarks		
Oakland-Alameda Co Coliseum	Coliseum	closest edge of facility
Oakland Museum of CA	Oakland Museum	10th St and Oak St
Oakland Zoo	Oakland Zoo	zoo entrance
Colleges		
California College of the Arts	California College of the Arts	Broadway and College Ave
College of Alameda	College of Alameda	Webster St and Atlantic Ave
Holy Names University	Holy Names Univ	Mountain Blvd at entrance
Laney College	Laney College	10th St and Fallon St
Merritt College	Merritt College	Campus Dr at entrance
Mills College	Mills College	MacArthur Blvd at Richards Rd
Patten University	Patten University	Coolidge Ave and Galindo St
UC Berkeley	UC Berkeley	closest edge of campus

Figure 1: Supported Destinations (cont.)

Tertiary Destinations (cont.)

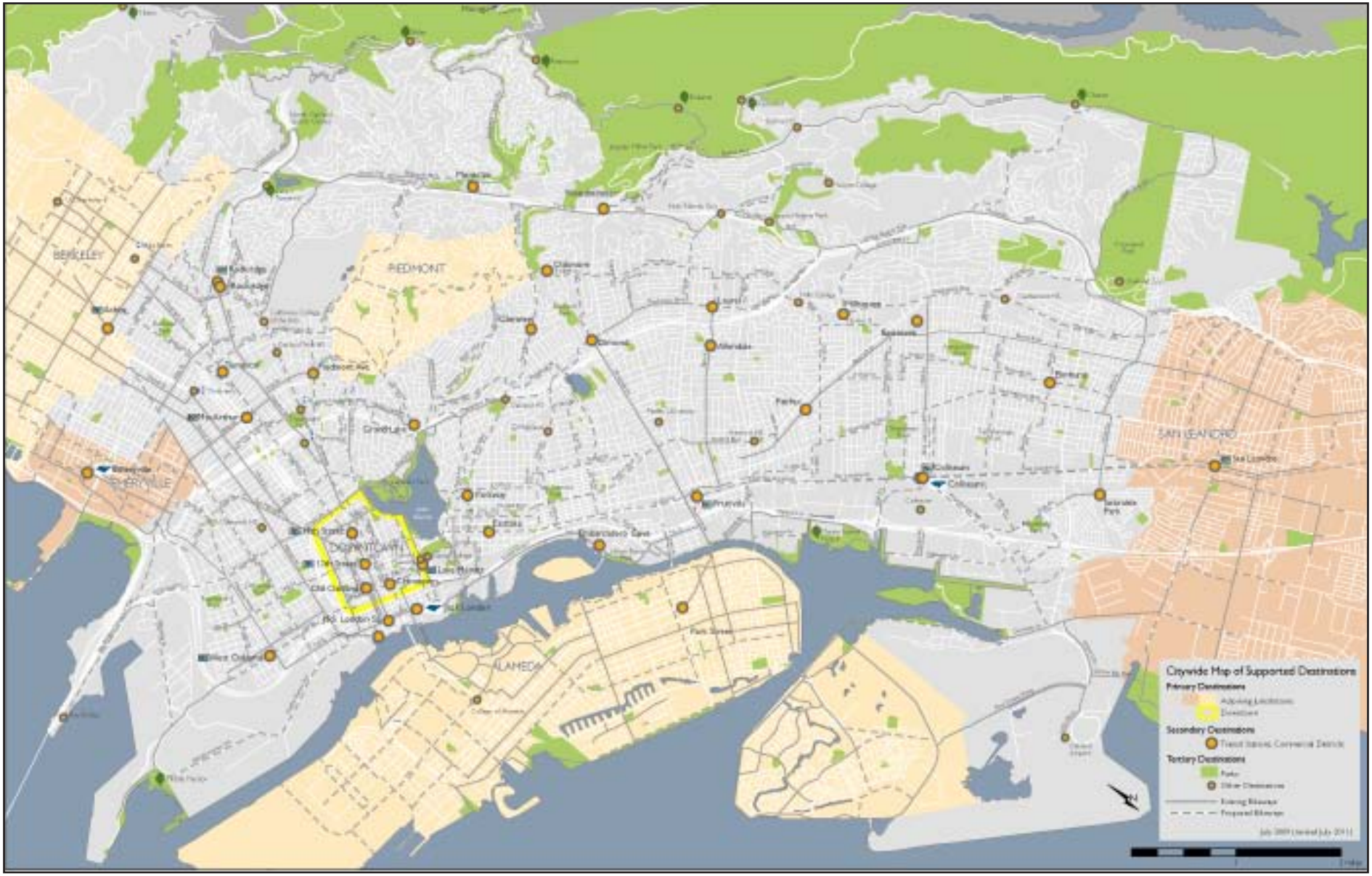
Destination	Sign Content	Distance Measured From
Hospitals		
Alta Bates Hospital	Alta Bates	Colby St and Webster St
Children's Hospital	Children's	MLK Jr Wy and 52nd St
Highland Hospital	Highland	14th Ave and Vallecito Pl
Kaiser Hospital	Kaiser	Broadway and MacArthur Blvd
Summit Medical Center	Summit	Webster St and Hawthorne Ave
High schools		
Castlemont HS	Castlemont HS	MacArthur Blvd at school
Fremont HS	Fremont HS	Foothill Blvd and 45th Ave
McClymonds HS	McClymonds HS	Myrtle St and 26th St
Oakland HS	Oakland HS	MacArthur Blvd and Park Blvd
Oakland Tech HS	Oakland Tech HS	Broadway at school
Skyline HS	Skyline HS	Skyline Blvd and Balmoral Dr

Other Tertiary Destinations: distances in excess of one mile based on local circumstances

11 destinations total (2 landmarks, 9 roads/trails)

Destination	Sign Content	Distance Measured From
Landmarks		
SF-Oakland Bay Bridge	Bay Bridge	bridge touchdown in Oakland
Oakland International Airport	Oakland Airport	John Glenn Dr at Terminal One
Roads/trails		
San Francisco Bay Trail	Bay Trail	nearest intersection
Claremont Avenue	Claremont Ave	nearest intersection
Grizzly Peak Boulevard	Grizzly Peak Blvd	nearest intersection (Oakland Hills only)
Joaquin Miller Road	Joaquin Miller Rd	nearest intersection (Oakland Hills only)
Keller Avenue	Keller Ave	nearest intersection (Oakland Hills only)
Pinehurst Road	Pinehurst Rd	nearest intersection (Oakland Hills only)
Redwood Road	Redwood Rd	nearest intersection (Oakland Hills only)
Skyline Boulevard	Skyline Blvd	nearest intersection (Oakland Hills only)
Tunnel Road	Tunnel Rd	nearest intersection (Oakland Hills only)

Figure 2: Citywide Map of Supported Destinations



For an 11" x 17" map, go to http://www2.oaklandnet.com/n/oak026757.

Figure 3: Sign Types

Confirmation Sign

Turn Sign

Decision Sign

Figure 4: Oakland D11-1 Layout Details

NOTES

- All units in inches
- FHWA C Series Font, capital letter height 2.75", all CAPS
- Logo dimensions (w x h, inches):

  City of Oakland tree 4.33 x 2.75

  Bike logo 18.42 x 10.5 (per MUTCD for 24" D11-1 sign)

Figure 5: D1-1b Layout Details for Confirmation Signs

Confirmation sign, 3-line version
Layout details using sample destinations and BART logo

NOTES

- All units in inches
- FHWA C Series Font, capital letter height 2",capitalize only first letter of each word
- Logos precede destination name
- Logo dimensions (w x h, inches):

  BART 4.5 x 3

  Hospital 3 x 3

  East Bay Regional Parks District 2 x 3.12

  Amtrak 4 x 2.64

  Bay Trail 3.2 x 3.2

Figure 6: D1-1b Layout Details for Decision Signs

Decision sign, 3-line version
Layout details using sample destinations and BART logo

NOTES

- All units in inches
- FHWA C Series Font, capital letter height 2",capitalize only first letter of each word
- MUTCD standard arrow (3" x 2.1")
- Forward and left destinations aligned left with arrow; right destination aligned right with arrow
- Ahead and left arrows centered
- Logos precede destination name
- Logo dimensions (w x h, inches):

  BART 4.5 x 3

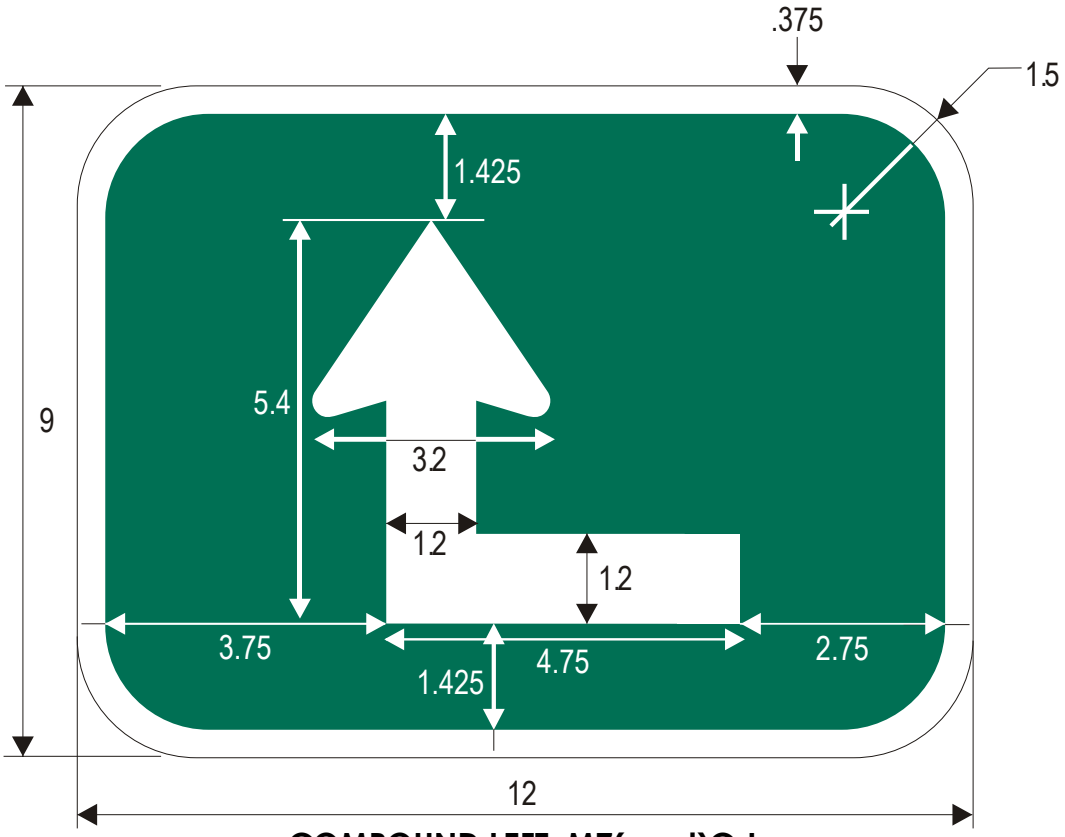
  Hospital 3 x 3

  East Bay Regional Parks District 2 x 3.12

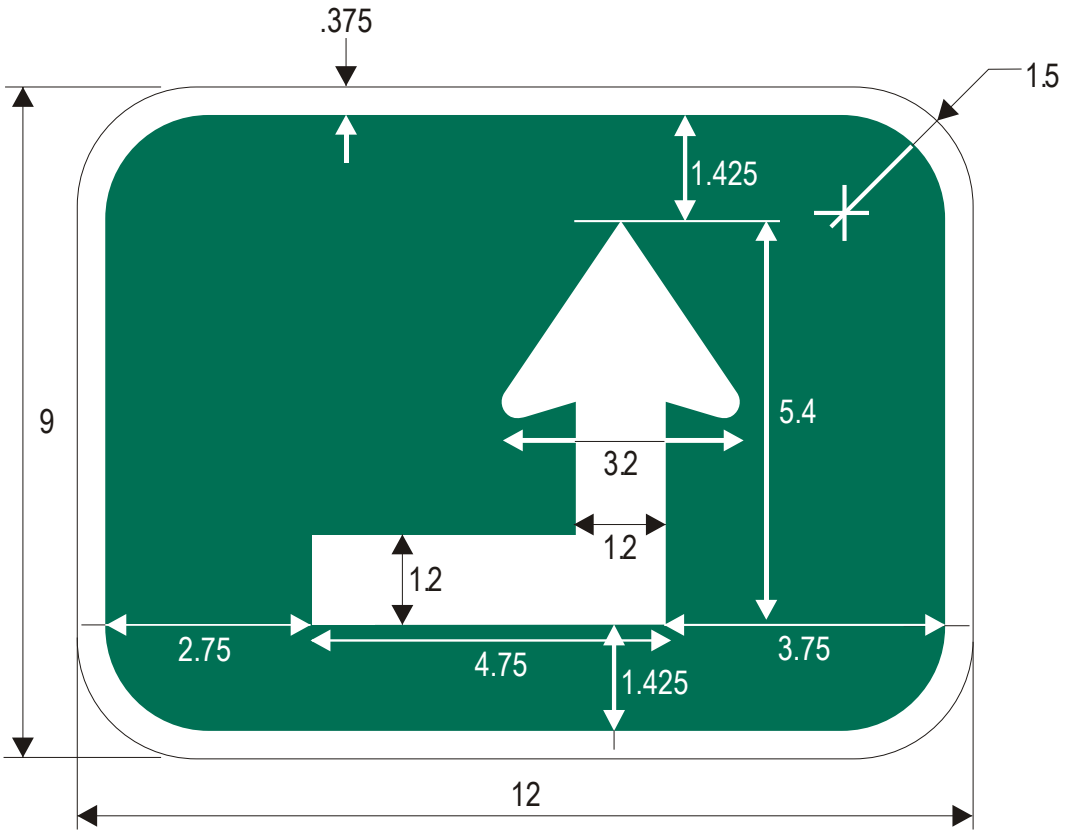
  Amtrak 4 x 2.64

  Bay Trail 3.2 x 3.2

Figure 7: M7 Layout Details for Compound Turn Signs



COMPOUND LEFT: M7(mod)C-L



COMPOUND RIGHT: M7(mod)C-R

Figure 8: Destination Names in D1-1b Format

Adjoining or en route jurisdictions, downtown

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

Figure 8: Destination Names in D1-1b Format (cont.)

BART stations

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

* text at 95% width | ** text at 95% width and extends 0.988 into 0.75 margin | *** text at 89% width

Figure 8: Destination Names in D1-1b Format (cont.)

Other transit stations

Hospitals

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

* text at 95% width

Figure 8: Destination Names in D1-1b Format (cont.)

Districts

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

* text at 89% width

Figure 8: Destination Names in D1-1b Format (cont.)

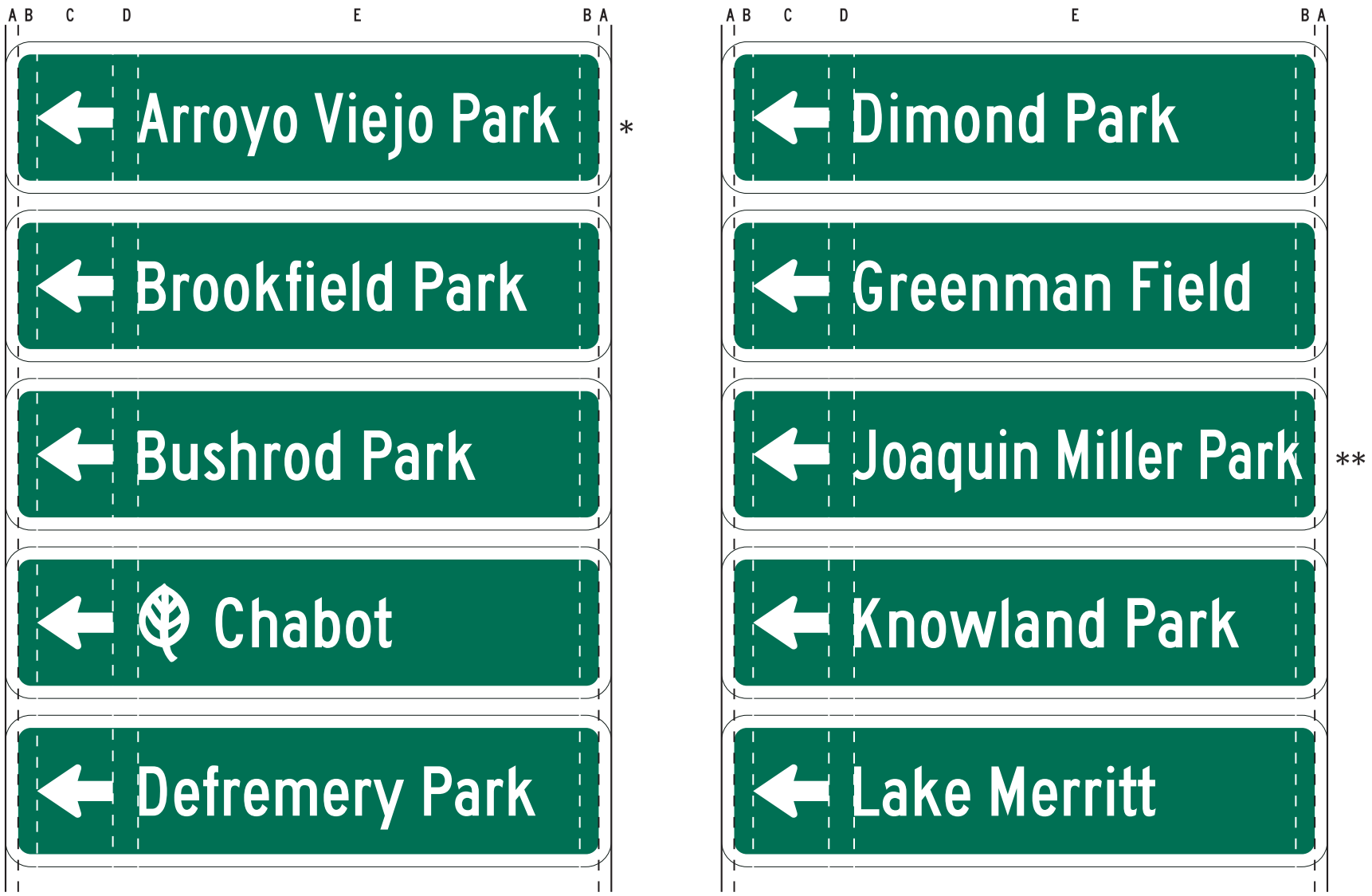
Districts (cont.)

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

Figure 8: Destination Names in D1-1b Format (cont.)

Parks

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5



* text at 95% width | ** text at 88% width and extends 0.0873 into 0.75 margin

Figure 8: Destination Names in D1-1b Format (cont.)

Parks (cont.)

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

* text at 95% width | ** text at 88% width

Figure 8: Destination Names in D1-1b Format (cont.)

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

Parks (cont.)

Landmarks

* text at 95% width | ** text at 90% width | *** text at 96% width

Figure 8: Destination Names in D1-1b Format (cont.)

Colleges

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

* text at 95% width | ** text at 90% width and extends 0.49 into 0.75 margin

Figure 8: Destination Names in D1-1b Format (cont.)

High schools

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

Figure 8: Destination Names in D1-1b Format (cont.)

Landmarks, roadways

A	B	C	D	E
0.50	0.75	3.0	1.0	17.5

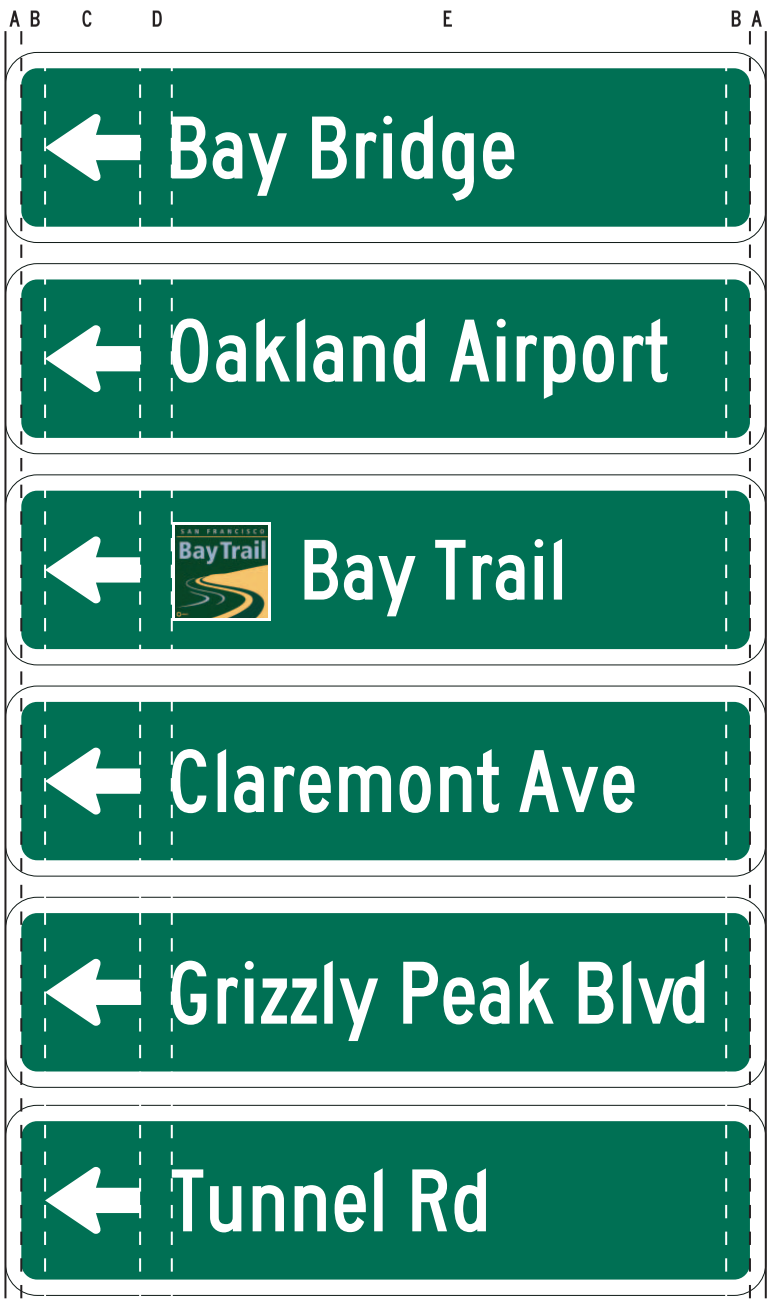


Figure 9: Route Sign Assemblies for Confirmation & Decision Signs

- D11-1 (24" x 18")
- D1-1b confirmation, three one-line destinations (24" x 16")

- D11-1 (24" x 18")
- D1-1b confirmation, two one-line destinations (24" x 11")

- D11-1 (24" x 18")
- D1-1b confirmation, one one-line destination (24" x 6")

- D11-1 (24" x 18")
- D1-1b decision, three one-line destinations (24" x 16")

- D11-1 (24" x 18")
- D1-1b decision, two one-line destinations (24" x 11")

- D11-1 (24" x 18")
- D1-1b decision, one one-line and one two-line destination (24" x 13.85")

- D11-1 (24" x 18")
- D1-1b confirmation, one one-line and one two-line destination (24" x 13.85")

Note: Each two-line destination name adds 2.85" to the blade height.

Figure 10: Route Sign Assemblies for Turn Signs

- D11-1 (24" x 18")
- M7-1, right (12" x 9")

- D11-1 (24" x 18")
- M7-1, left (12" x 9")

- D11-1 (24" x 18")
- M7-4 (R), diagonal-up-right (12" x 9")

- D11-1 (24" x 18")
- M7-4 (L), diagonal-up-left (12" x 9")

- D11-1 (24" x 18")
- M7(mod)-com-R compound right (12" x 9")

- D11-1 (24" x 18")
- M7-1(mod)-com-L compound left (12" x 9")

Figure 11: Route Sign Assembly Mounting

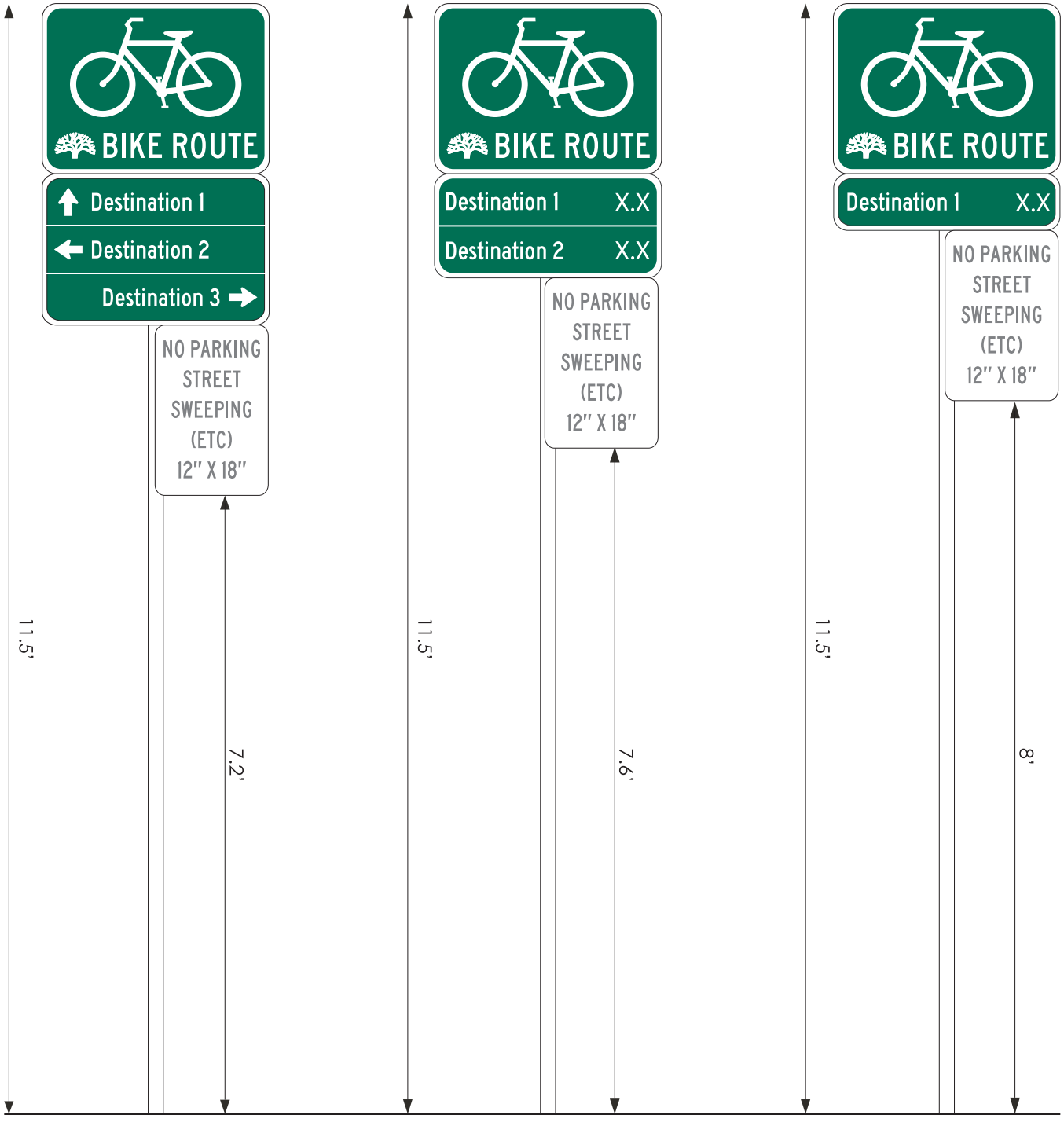


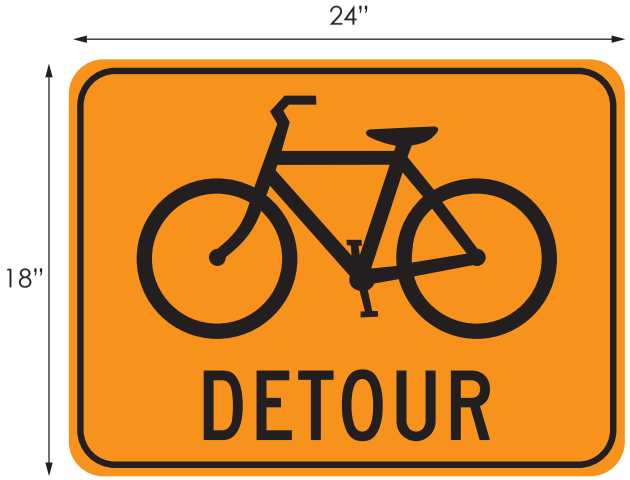
Figure 12: Detour Sign Layout Details

All signs shall:

- have a black legend and border on an orange background
- use FHWA Series C Typeface

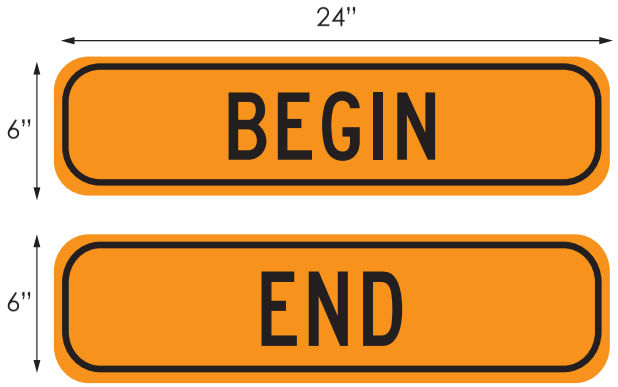
D11-1

- 24" wide, 18" high
- 3" letter height, CAPS



M4 series (modified)

- 24" wide, 6" high
- 3" letter height, CAPS



D1-1b

- 24" wide, 6" high (one-line); 10" high (two-line, not shown)
- 2" letter height, Title Case (text shown is example)

S17

- 24" wide, 6" high
- 2.5" letter height, CAPS (route name shown is example)

M7-1 (L/R); M7-2

- 12" wide, 9" high

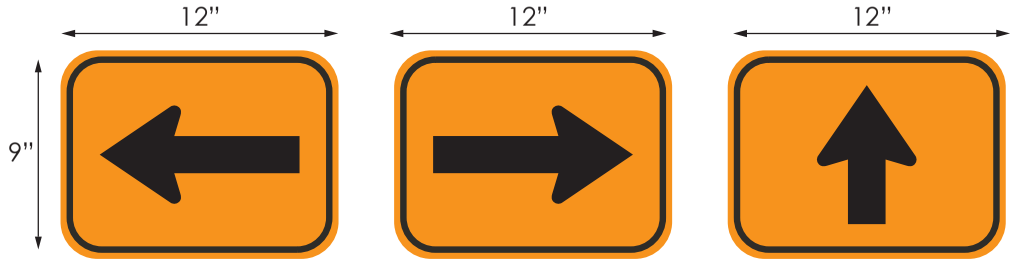


Figure 13: Example Detour Sign Assemblies

A

On 2nd St, eastbound, between Madison and Oak Sts

- 30" w x 24" h
- 2.5" letter height, CAPS

B

On 2nd St, eastbound, approaching Oak St

- 24" w x 39" h

C

On Embarcadero, westbound, approaching Oak St

- 24" w x 33" h

D

On Embarcadero, facing Jack London Aquatic Center driveway

- 24" w x 39" h

E

On Madison St, southbound, approaching 4th St

- 24" w x 33" h

F

On Madison St, southbound, approaching 2nd St

- 24" w x 30" h