

Oakland, CA



Sign Content
 Destinations (up to 3 per sign), Directions, and Distances

Three sign types:
Decision: provides directions to destinations
Confirmation: provides distances to destinations
Turn: provides direction when bikeway turns onto another street

Destinations: grouped into three categories
Primary: adjacent jurisdictions and downtown
Secondary: transit stations & commercial districts
Tertiary: parks, landmarks, colleges, hospitals, high schools

Sign Layout & Design
Design Standard: based on MUTCD D11-1, D1-1b, and M7 series, with some modifications
Sign Dimensions: 24" wide x up to 34" high
Typeface: FHWA 2000 C series, mixed case
Cap Height: 2"
Colors: white legend on green background
 Logos used for BART, hospital "H" (D9-2), Amtrak, East Bay Regional Park District, and the San Francisco Bay Trail. Incorporates the Oakland Tree Logo.

Sign Placement
Frequency: 4-5 signs per directional mile of bikeway
 Confirmation signs placed at the beginning of each bikeway and every half-mile to mile, preferably following decision signs at the far-side of the intersection.
 Turn sign placed in advance of turn (near-side of intersection).
 Decision signs are placed on the near-side of each intersection approach at bikeway junctions. The distance of the sign from the intersection is determined by the number of lanes the cyclist must merge across to make a left turn:
 Zero lane merge: 25'
 One lane merge: 100'
 Two lane merge: 200'

Other cities that have adopted this system
 None known at this time.

Information Sources
 City of Oakland Design Guidelines for Bicycle Wayfinding Signage, July 2009.
<http://oaklandbikes.info/AssetFactory.aspx?did=3528>

Portland, OR



Sign Content
 Destinations, Directions, Distances, and Travel Times

Destinations: 70 total (not categorized) including districts and landmarks, the central library, colleges and universities, parks, and transit centers

Sign Layout & Design
Design Standard: original design with standard bicycle symbol, color, and sign width similar to MUTCD D11-1
Sign Dimensions: estimated at 24" wide x 32" tall
Typeface: not known; appears to be a narrow sans-serif, destinations in all-caps
Cap Height: estimated 1.5" for destinations, 1" for distances and times
Colors: green legend on white banners
 Banners enclosing destination names are pointed at one end to indicate direction, similar to some European designs. One design variation used a triangular peak atop the banner to indicate destinations straight ahead; this has been replaced with a standard up arrow at right of the destination.

Sign Placement
 "Destination signs are being placed at the intersections of all established bikeways and anywhere else a cyclist faces a decision point."

Other cities that have adopted this system
 None known at this time.

Information Sources
 City of Portland Office of Transportation, Bikeway Network Signage: <http://www.portlandonline.com/transportation/index.cfm?c=36320> (last accessed 6/2/2009)
 sign image based on photo: <http://www.flickr.com/photos/monkeybrain/2549885604/> (last accessed 5/27/2009)

Chicago, IL



Sign Content
 Destinations (up to 4 per sign), Directions, and Distances
Three sign types:
Decision: Array of D1-1c signs provides destination, direction, distance information, and bike symbol on one line
Confirmation: Modified D11-1c provides destination information in portion of sign traditionally reserved for the words "Bike Route"
Turn: Modified D11-1c with M7 series supplemental arrow plaque provides direction when when bikeway turns onto another street

Destinations: grouped into three categories:
Primary: shared-use paths, Downtown, Lakefront, District Parks
Secondary: universities, colleges, bike-to-transit stations, bordering municipalities
Tertiary: other public institutions & facilities, stadiums, airports, bikeway streets

Sign Layout & Design
Design Standard: MUTCD 2009 edition (forthcoming), D11-1c Modified, D1-1c, and M7 series
Sign Dimensions:
 D11-1c: 24" wide x 18" high
 D1-1c: width varies (widths of 30" and 36" are shown), height 6"
Typeface: FHWA 2000 C series, mixed case
Cap Height: 2"
Colors: White legend on green background

Sign Placement
Frequency: approximately every 0.25 miles (along signed bikeways only)
 Where a single signed bikeway turns onto another street, a modified D11-1c with M7 series supplemental arrow plaque is placed in advance of the turn, followed by the confirmation sign (Modified D11-1c) after the turn, unless next turn is 0.125 mi. away or less. D11-1cs are also placed after all signalized intersections, preferably within 160 ft. of intersection.
 D1-1c guide signs are placed along signed bikeways at intersections with other signed bikeways, or on unsigned bikeways at intersections with signed bikeways, 40 ft. before intersection, and at least 20 ft. (preferably 30-40 ft.) from stop sign or stop light.

Other cities that have adopted this system
 Seattle, WA (destination scheme includes urban villages)
 Baltimore, MD (geared towards recreational and tourist use)

Information Sources
 Bikeways Signage Series V Destination Guidelines
www.chicagobikes.org

Washington, D.C.



Sign Content
 Destinations, Directions, and Distances

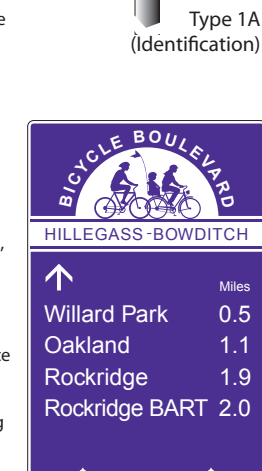
Sign Layout & Design
Design Standard: based on MUTCD D11-1 & D1-1b
Sign Dimensions:
 D11-1: 24" wide x 18" high
 D1-1b: 24" wide x 6" high
Typeface: information not available
Cap Height: estimated 2"
Colors: White legend on green background

Sign Placement
 "Bicycle route guide (D11-1) signs should be provided at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route direction changes and confirmation signs for route, direction, and distance.
 "Destination (D1-1b) signs shall be mounted below bicycle route guide signs to furnish additional information such as directional changes in the route, or intermittent distance and destination information."

Other cities that have adopted this system
 None known at this time.

Information Sources
 District Department of Transportation Bicycle Facility Design Guide:
[http://ddot.dc.gov/ddot/cwp/view,a,1245,q,640118,ddotNav_GI,D,1761,ddotNav,34416\].asp](http://ddot.dc.gov/ddot/cwp/view,a,1245,q,640118,ddotNav_GI,D,1761,ddotNav,34416].asp) (last accessed 6/2/2009)

Berkeley, CA



Sign Content
 Destinations, Directions, Distances, and Bikeway Names

Seven Sign Types:
Type 1A identifies route to motorists and cyclists
Type 1B provides destinations, directions, distances, & route name
Type 1C provides type 1B info plus intersecting route name(s)
Type 1D provides direction when route changes
Type 2 directs cyclists on parallel arterials to the bikeway
Type 3 identifies the boulevard, replacing traditional street sign
Type 4 notifies motorists that they are crossing a bicycle boulevard; placed in advance of intersection

Destinations: various, including schools, shopping districts, BART stations & Amtrak, adjacent jurisdictions, trails & bikeways, parks, libraries, and post offices

Sign Layout & Design
Design Standard: Original design
Sign Dimensions:
 Types 1A-D: 20" wide x 30" high
 Type 2: 17" wide x 14" high
 Type 3: standard street sign sizes
 Type 4: 48" wide x 10" high
Typeface: Helvetica Regular, mixed case
Cap Height: 1.94" (140 points)
Colors: White legend on Pantone Violet C background

Sign Placement
 Generally, Type 1A (Identity) Signs are placed on the bikeway at major street crossings, on the far-side of the intersection.
 Type 1B and 1C (Wayfinding) Signs are placed at every midblock along the bikeway
 Type 3 (Street Identifier) Signs are placed at every corner along the bikeway
 Types 1D and 2 are located as necessary.

Other cities that have adopted this system
 Emeryville, CA; Albuquerque, NM has recently implemented their own variation on the purple Bicycle Boulevard signage system.

Information Sources
 City of Berkeley Bicycle Boulevard Information:
<http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=6650> (last accessed 6/2/2009)

San Francisco, CA



Sign Content
 Destinations, Directions (occasionally cardinal directions), and Route Numbers

Two Sign Types:
Cross-town indicates bicycle arterials
Local indicates neighborhood routes

Route numbers are based on Federal Highway System methodology: north-south routes have odd numbers, and east-west routes have even numbers. Loops and spurs have 3-digit designations. The system is arranged in a grid, with the lowest route numbers (5 and 2) originating in the northeast part of city. Route spacing accommodates future routes, and numbers are chosen to eliminate duplication with major state highways that cross the city.

Sign Layout & Design
Design Standard: SG-45 (California MUTCD)
Typeface: FWHA Series C
Cap Height: destinations 1.5", 1st letter cardinal directions 2.25" with subsequent letters 2", route numbers 2.5"
Colors: White legend on green oval

Sign Placement
 "The general placement for the bike signs is at route junctions and at turns within the route. At wide or odd-angled intersections, reassurance signs are also added at the far side.
 "There are several locations where two or three routes are coincident and three signs (all with different route numbers) are stacked vertically."

Other cities that have adopted this system
 Oakland, CA (formerly); Marin County, CA; Solano County, CA (in each instance, unique artwork is placed at top of sign.)

Information Sources
 "Implementing San Francisco's Bicycle Route and Sign System"
www.bicycle.sfgov.org/site/uploadedfiles/dpt/bike/route_network.pdf (last accessed 5/28/2009)