



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## California Environmental Quality Act Notice of Exemption

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

From: Metropolitan Transportation Commission  
375 Beale Street  
San Francisco, CA 94105

County Clerk

Counties of:  Alameda  
 Contra Costa  
 Marin  
 San Francisco  
 San Mateo  
 Santa Clara  
 Solano  
 Sonoma

**Project Title:** Regional Mapping & Wayfinding Project

**Project Applicant:** Metropolitan Transportation Commission (MTC)

**Project Location – Specific:** Nine (9) multimodal transit hubs (Powell BART station, Larkspur SMART station and Ferry Terminal, Santa Rosa Downtown SMART station and Transit Mall, Suisun-Fairfield station, Vallejo Ferry Terminal and Transit Mall, El Cerrito del Norte BART station, Dublin/Pleasanton BART station, Palo Alto Transit Center, and Millbrae BART station), and up to 1,000 bus stops in Sonoma and Solano Counties.

**Project Location – Counties:** Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, Sonoma

**Project Location – Cities:** San Francisco, Larkspur, Santa Rosa, Vallejo, Suisun City, El Cerrito, Dublin, Palo Alto, and Millbrae

### Description of Nature, Purpose and Beneficiaries of Project:

The Regional Mapping and Wayfinding Project will redesign and standardize transit customer wayfinding maps and signs across Bay Area counties to help people use transit more easily. As part of the project, MTC will retrofit, replace, and/or install wayfinding signs and maps at nine (9) regional transit hubs around the Bay Area and up to 1,000 bus stops in Sonoma and Solano Counties. Included in this project are signs for: transit facility amenities, directions to transit services or exits, bus stops, elevators, facility entrances, maps and other information, platforms, real-time screens, customers arriving by cars, and custom applications. The new signs will be compliant with Americans with Disabilities Act (ADA) requirements and utilize universal design elements and international icons. Sign installation would require only minor construction activity, with some signs needing minor foundation work and/or electrical connections. All work will occur on public right-of-way.

**Name of Public Agency Approving Project:** Metropolitan Transportation Commission (MTC)

Name of Person or Agency Carrying Out Project: Same

**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption:
- Statutory Exemption: Sec. 21080.25 (b) (2)

**Reason why project is exempt**

This project has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 (b), which states:

*Section 21080.25*

*(b) This division does not apply to any of the following projects: ...*

*(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.*

**Lead Agency**

**Contact Person:** Gordon Hansen

**Phone/Email:** 415-778-4430/ghansen@bayareametro.gov

If filed by applicant:

1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: 

Date: July 11, 2025

Title: Project Manager

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## CEQA STATUTORY EXEMPTION DETERMINATION

### Public Resources Code Section 21080.25

Date Issued: July 11, 2025  
Project: Regional Mapping & Wayfinding Project  
Project Sponsor: MTC Regional Network Management (RNM) Section  
Project Contact: Gordon Hansen, [ghansen@bayareametro.gov](mailto:ghansen@bayareametro.gov), 415-778-4430

- This NOE will be filed with the State Clearinghouse
- This NOE will be filed with the County Clerk:
- Alameda
  - Contra Costa
  - Marin
  - San Francisco
  - San Mateo
  - Santa Clara
  - Solano
  - Sonoma

### Proposed Project

#### Project Location

New wayfinding signs and maps will be installed at nine (9) multimodal transit hubs around the region, and at up to 1,000 bus stops in Sonoma and Solano Counties.

The Regional Hubs include:

- Powell BART station
- Larkspur SMART station and Ferry Terminal
- Santa Rosa Downtown SMART station and Transit Mall
- Suisun-Fairfield station
- Vallejo Ferry Terminal and Transit Mall
- El Cerrito del Norte BART station
- Dublin/Pleasanton BART station
- Palo Alto Transit Center
- Millbrae BART station

Project improvements would take place at, or in close proximity to, each location within the public right-of-way. See Figure 1 for illustration of project locations.

### Project Background

MTC was created by the state Legislature in 1970 (California Government Code § 66500 *et seq.*) to serve as the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area.

The Bay Area is a large region served by 27 transit operators that can be a confusing landscape to navigate by transit, especially when trips cross jurisdictional boundaries. Transit users must decipher a new set of maps, wayfinding, and other transit information for each leg of their journey. This is difficult for even the most experienced transit rider and a very high barrier for those who are inexperienced, have disabilities, are non-English speakers, or are new to transit.

The Regional Mapping and Wayfinding Project aims to make it easier to navigate and explore the Bay Area using public transit and connecting services. Ultimately, this long-term project intends to standardize transit maps and signs throughout the region with a harmonized set of designs. This project is being developed collaboratively with the involvement of multiple transit agencies and cities.

### **Project Description**

The Regional Mapping and Wayfinding Project will redesign and standardize customer wayfinding maps and signage across all nine Bay Area counties to help people use transit more easily. The primary deliverable of the project is a set of Regional Wayfinding Standards (i.e., design specifications and guidance for agencies on how to use them) for all Bay Area transit environments.

Starting in 2026, MTC will install new signage and maps in additional locations throughout the region as part of the “pilot projects.” The pilots will test the operational feasibility of widescale production, installation, and maintenance of the new wayfinding. The pilots include:

1. A set of nine regional transfer stations; and
2. A selection of end-to-end bus lines in Sonoma and Solano Counties.

Planned improvements at transit facilities across the region include:

- Replacement of maps in existing display cases
- Retrofitting and/or replacing existing wayfinding signage
- Installation of new wayfinding signage and/or map display cases

Signage includes several categories, including:

- Amenities: signs that identify the presence of station and bus facility amenities like bike lockers, doors, information booths, and/or ticket machines
- Bus stop signage: signs that convey information at bus stops, including flags with services at that stop, and tactile panels for people who are blind or low vision
- Directional: interior or exterior signs that direct to transit services, amenities, and/or exits
- Elevators: signs, including tactile signs for people who are blind or low vision, that provide information about where elevators go
- Facility Markers: larger scale signs that identify the transit facility from a distance, marking primary entrance points to the facility and/or paid fare thresholds
- Map & Information Units: new poster cases for maps or line diagrams in rail stations
- Platform: signs that provide the station name and directional information to exits
- Real-time: screens that provide real-time transit information
- Vehicular: signs that identify transit facilities at a distance for those arriving by car, and information about parking
- Custom signs: custom graphic applications for unique station situations

Signs range in size from 9” x 18” (bus stop tactile panel) to over 20 feet tall (vehicular facility sign). The new signs will be compliant with ADA requirements and utilize universal design elements and

international icons. Each station may require retrofit, replacement, or installation of between 20 and 400 signs per location, depending on the site's needs and complexity, though signage plans are being developed to refine these numbers. Examples of the various sign types are illustrated in Figure 2.

Sign installation would require only minor construction activity. Some new Vehicular or Facility Markers may need minor foundation work and/or electrical connections, but no disturbance to patrons or transit activity is anticipated. All work will occur on public right-of-way.

### **Attachments**

Figure 1: Project Locations

Figure 2: Examples of New/Replacement Wayfinding Sign Types

## **ENVIRONMENTAL EVALUATION**

### **SB922 Eligibility Checklist**

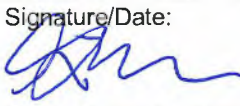
This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA) under a statutory exemption pursuant to SB 922, which expanded exemptions from CEQA for specified transit, bicycle, and pedestrian projects. Specifically, the proposed Regional Mapping and Wayfinding Project is exempt from CEQA pursuant to Public Resources Code section 21080.25, as demonstrated below.

<b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b>	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input type="checkbox"/>	(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.
<input checked="" type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan.
<input type="checkbox"/>	(5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
<input type="checkbox"/>	(6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency in compliance with the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) or any regulations identified by the State Air Resources Board's 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility.  *For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive.
<input type="checkbox"/>	(9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b>	
The project must meet <b>all</b> the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.	
<input checked="" type="checkbox"/>	(1) A local agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(3) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(4) The project would: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>not</b> exceed fifty million dollars (\$50,000,000) <b>OR</b></li> <li><input type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000) and meet the noticed public meeting requirements in Table 3</li> </ul>

<b>Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)</b>	
Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet <b>all</b> the applicable criteria listed below to qualify for this statutory exemption.	
<input type="checkbox"/>	The lead agency shall hold noticed public meetings as follows: <ul style="list-style-type: none"> <li><input type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred:</li> <li><input type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments.</li> <li><input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.</li> </ul>
<input type="checkbox"/>	The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using <b>at least one</b> of the following procedures: <ul style="list-style-type: none"> <li><input type="checkbox"/> Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</li> <li><input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located.</li> <li><input type="checkbox"/> Posting of the notice on the lead agency's internet website and social media accounts.</li> </ul>
<input checked="" type="checkbox"/>	Not Applicable – Project type not applicable and cost of project is below \$50,000,000.

<b>Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)</b>	
<p>In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.</p>	
<input checked="" type="checkbox"/>	<p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p>
<input checked="" type="checkbox"/>	<p>(2) (A) Except as provided in subparagraph (2) (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p>
<input type="checkbox"/>	<p>(2) (B) Subparagraph (2) (A) does not apply if any of the following requirements are met:</p> <p><input type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</p> <p><input type="checkbox"/> (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</p> <p><input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.</p>
<input type="checkbox"/>	<p>A portion of the project would be constructed by Lead Agency and this portion would not require the use of contractors for labor.</p>
<input type="checkbox"/>	<p>Not Applicable.</p>

<b>EXEMPTION DETERMINATION</b>	
<p>Project Approval Action: Metropolitan Transportation Commission (MTC) Regional Network Committee, July 11, 2025</p>	<p>Signature/Date:  7/11/25</p> <p>Gordon Hansen, Project Manager July 11, 2025</p>
<p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines</p>	

## ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

(1) “Affordable housing” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “Bicycle facilities” includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code

(3) “High-occupancy vehicle” means a vehicle with three or more occupants.

(4) “Highway” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(5) “Local agency” means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.

(6) “Part-time transit lanes” means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.

(7) “Project labor agreement” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(8) “Public transit operator” has the same meaning as in Section 99210 of the Public Utilities Code.

(9) “Skilled and trained workforce” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(10) “Transit lanes” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(11) “Transit prioritization projects” means any of the following transit project types on highways or in the public right-of-way:

(A) Signal and sign changes, such as signal coordination, signal timing modifications, signal modifications, or the installation of traffic signs or new signals.

(B) The installation of wayside technology and onboard technology.

(C) The installation of ramp meters.

(D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of transit bulbs and the installation of transit boarding islands.

(12) “Transportation demand management program” means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

MTC Notice of Exemption – Figure 1: Project Locations

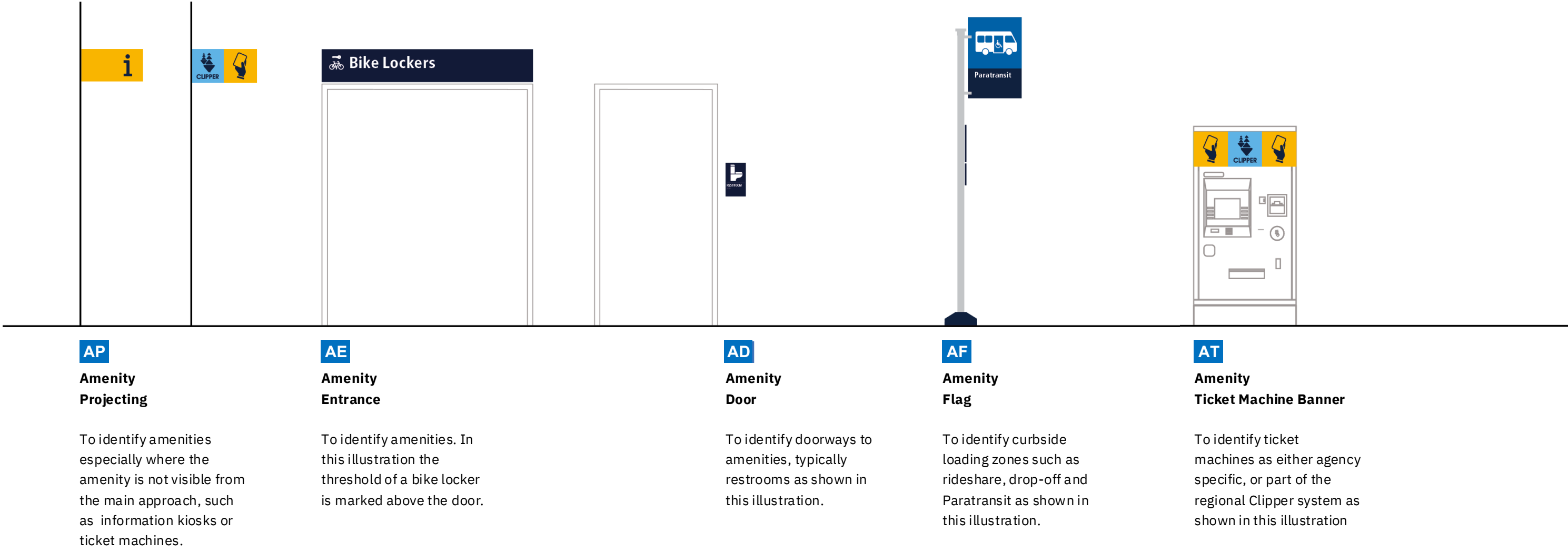


# Sign Typology Overview

This page illustrates the general types of signs being developed. Sign types are grouped and explained in more detail on the following pages.



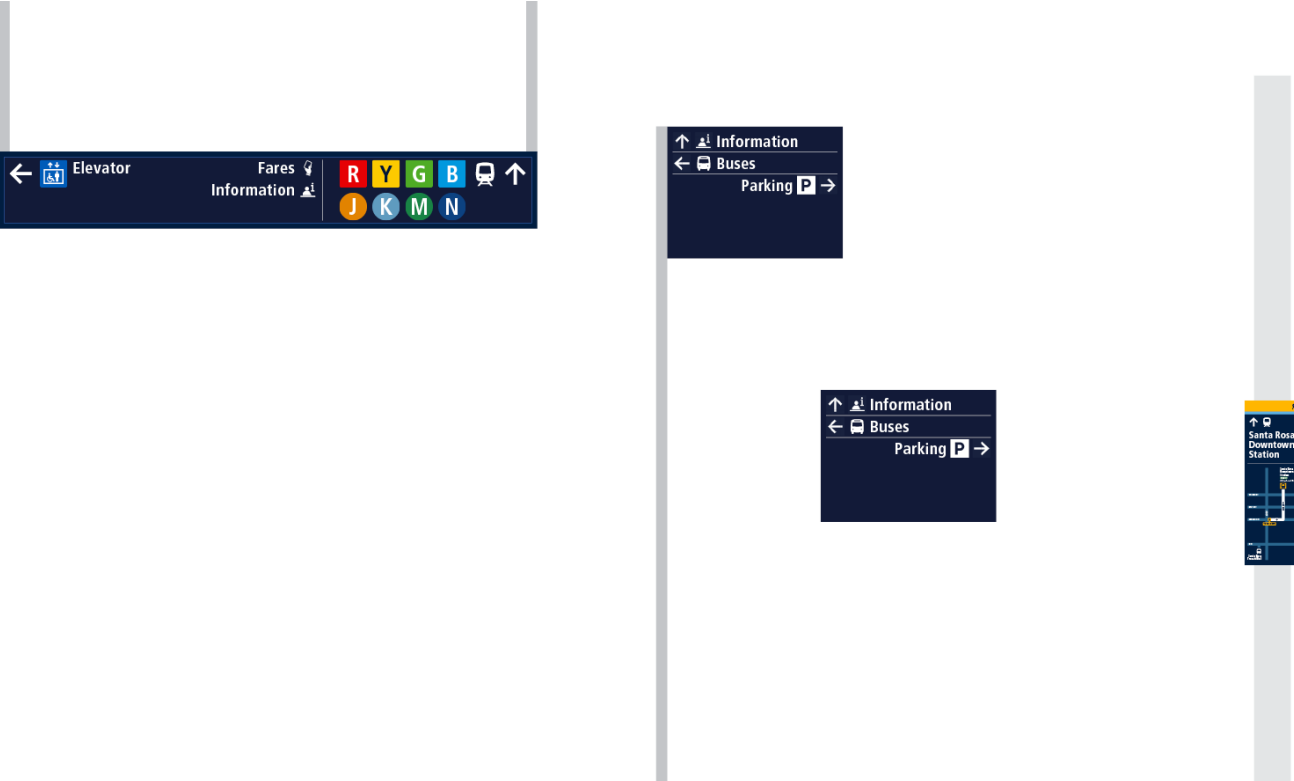
# Sign Typology Overview – Amenities



# Sign Typology Overview – Bus

BB	BF3	BF4	BF5	BF6	BC	BT	BS	BR
<b>Bus Bay Marker</b>	<b>Bus Flag Type 3</b>	<b>Bus Flag Type 4</b>	<b>Bus Flag Type 5</b>	<b>Bus Flag Type 6</b>	<b>Bus Stop Combined</b>	<b>Bus Tactile Panel</b>	<b>Bus Schedule Panel</b>	<b>Bus Real Time QR Code</b>
Used at bus terminals or major transit hubs where multiple bus stops or bays serve the same hub, to identify individual stops or bays.	Identify the bus stop location and name. Type 3 can display up to 3 bus services.	Identify the bus stop location and name. Type 4 can display up to 4 bus services.	Identify the bus stop location and name. Type 5 can display up to 5 bus services.	Identify the bus stop location and name. Type 6 is the largest bus flag and can display up to 6 bus services.	Mainly designed for canopy mounting and bus terminals or hubs where multiple stops and bays are grouped. Identifies the bus stop location, bay and name.	Tactile and braille panel at a specific ADA mounting height to identify the stop location and confirm 1–3 routes that operate from that stop.	Show routing and schedule for buses serving the bus stop	Provides a QR code link to real time information to a rider’s smartphone, for services at that bus stop only.

# Sign Typology Overview – Directional



**DO**

**Directional Overhead**

To direct to transit services, amenities and exits. Primarily used for interior environments though can be used at covered exterior locations also.

**DP**

**Directional Panel**

To direct to transit services, amenities and exits. Primarily used for exterior environments.

**DT**

**Directional Trailblazer**

To direct pedestrians between nearby transit facilities where they may have to use the public right of way or sidewalks to connect between different facilities.

# Sign Typology Overview – Elevators



**ED**

**Elevator Directory (Exterior)**

Outside the elevator to confirm which levels and services the rider can access via the elevator. In complex facilities this may include an elevator code.

**EC**

**Elevator Directory (Cab)**

Inside the elevator to confirm which levels and services the rider can access via the elevator. In complex facilities this may include an elevator code.

**EE**

**Elevator Entrance**

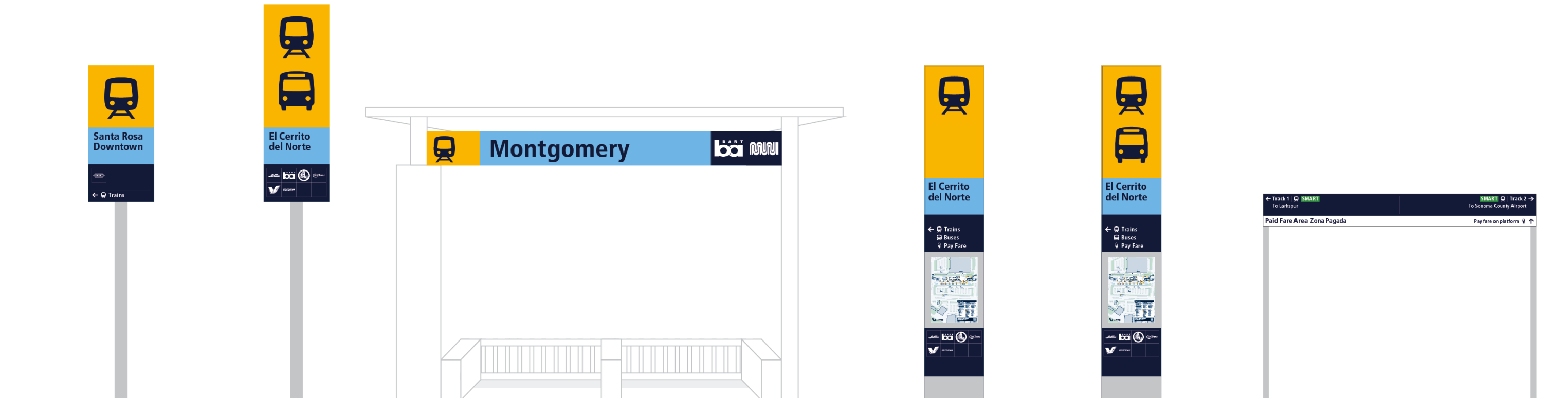
Above the elevator doors to confirm which levels and services the rider can access via the elevator. In complex facilities this may include an elevator code.

**EP**

**Elevator Projecting**

Identifies the elevator at distance where the main approach might be from the side of the elevator, for example along a station platform.

# Sign Typology Overview – Facility Markers



**FB1**

**Facility  
Beacon Type 1**

Identify the facility from distance, marking the primary entry point to the facility. The size is scaled for pedestrian entry at single-mode facilities.

**FB2**

**Facility  
Beacon Type 2**

Identify the facility from distance, marking the primary entry point to the facility. The size is scaled for pedestrian entry at multi-mode facilities.

**FE**

**Facility  
Entrance**

Identify the main pedestrian threshold into the facility, whether a building above street or subway entrance.

**FM1**

**Facility  
Monolith – Type 1**

Used in complex environments to identify the facility. Directs to key facility services. The map panels on either side can be used for a local walking map, transit amenities and entrances, large scale graphics or real-time screens. Type 1 are the same size as Type 2 with a single modal icon.

**FM2**

**Facility  
Monolith – Type 2**

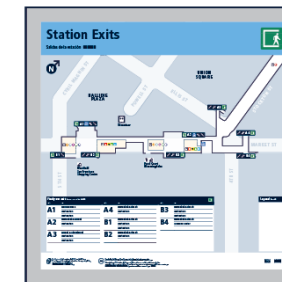
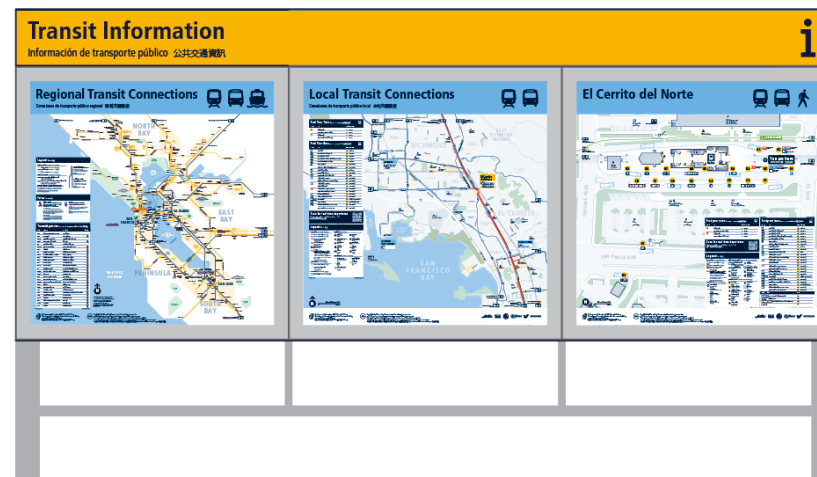
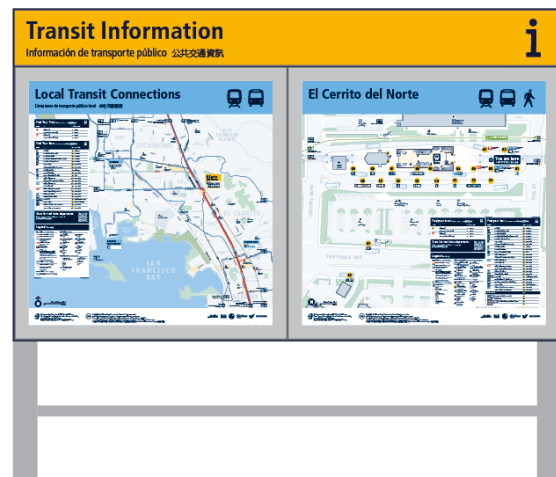
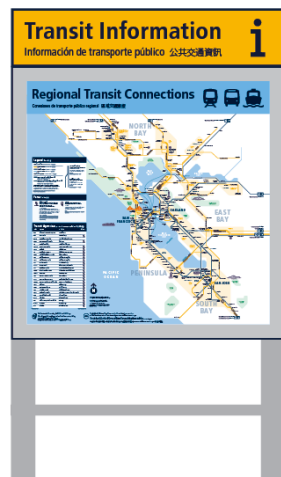
Used in complex environments to identify the facility. Directs to key facility services. The map panels on either side can be used for a local walking map, transit amenities and entrances, large scale graphics or real-time screens. Type 2 are for multi-modal facilities.

**FFT**

**Facility  
Fare Paid Threshold**

Marking the point beyond which a paid proof of valid fare to ride is required. This could be installed in a variety of forms (suspended, pole mounted, face mounted).

# Sign Typology Overview – Map & Information Units



**M1S M1D**

**Map**

**Single Unit**

Single / Double Sided

A freestanding poster case. Depending on the location and primary audience, these could contain a facility map, local area map, transit connections or the regional connections map. Placed in dwell spaces or waiting areas where riders can plan their journey.

**M2S M2D**

**Map**

**Double Unit**

Single / Double Sided

A freestanding poster case. Depending on the location and primary audience, these could contain a facility map, local area map, transit connections or the regional connections map. Placed in dwell spaces or waiting areas where riders can plan their journey.

**M3S M3D**

**Map**

**Triple Unit**

Single / Double Sided

A freestanding poster case. Depending on the location and primary audience, these could contain a facility map, local area map, transit connections or the regional connections map. Placed in dwell spaces or waiting areas where riders can plan their journey. Triple units require significant space to be placed in order not to block views or create congestion.

**MC**

**Map**

**Cabinet**

Wall Mounted

Depending on the location and primary audience, these could contain a facility map, local area map, transit connections or the regional connections map. Placed in dwell spaces or waiting areas where riders can plan their journey.

**MLS MLD**

**Map**

**Line Diagram**

Single / Double Sided

A line diagram of stations served from the specific track on a given rail platform. Can be wall mounted or freestanding.

# Sign Typology Overview – Platform



**PID**

**Platform ID**

Marking the track number on any given platform.

**PD**

**Platform Directional**

Single / Double Sided

Marking the Station Name and Track, and directions to exits and key connections where space allows.

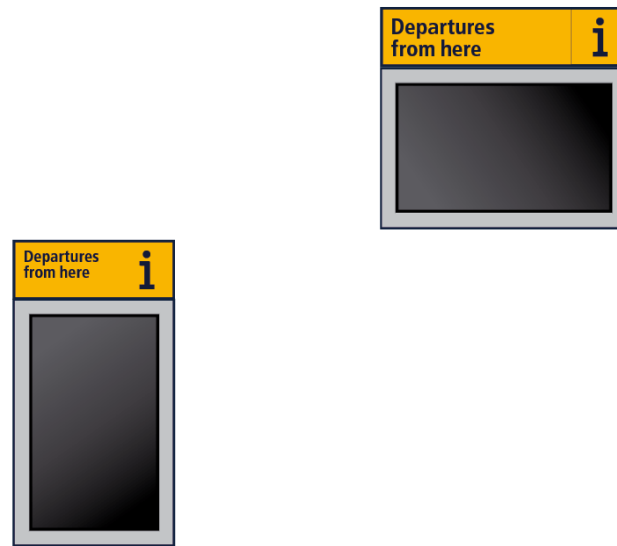
**PFN**

**Platform Facility Name**

Single / Double Sided

Marking the Station Name.

# Sign Typology Overview – Real Time



---

**RT**

## **Real Time Screen**

Primarily used to broadcast real-time departures information and critical service information. Individual screens illustrated above are typically located on tracks or at bus bays to support immediate departure information. Major dwell areas at complex facilities may have larger screens or banks of several screens to cover all services.

# Sign Typology Overview – Temporary

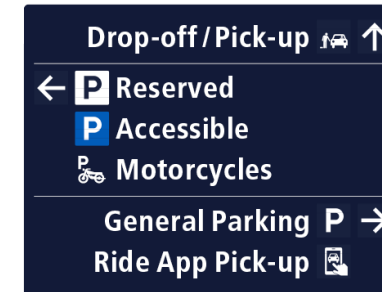
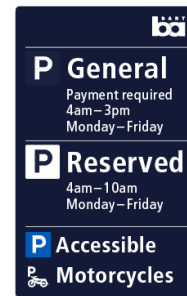


TA

## Temporary A-Frame

Recognizing that many facilities have ad-hoc needs to manage customer flow, or require flexibility as a daily need, A-Boards have a role to play. A-Boards should be used sparingly and with clear, simple messaging.

# Sign Typology Overview – Vehicular



**VB1**

**Vehicular  
Beacon Type 1**

Identifies a single-mode facility at distance, aimed at vehicular users approaching surface parking lots from a main road.

**VB2**

**Vehicular  
Beacon Type 2**

Identifies a multi-modal facility at distance, aimed at vehicular users approaching surface parking lots from a main road.

**VM**

**Vehicular  
Monument**

Identifies major street entrances to facilities, aimed primarily at vehicles. Includes the official street address of the facility.

**VP**

**Vehicular  
Parking**

Identify entrances to parking and provide general information about use.

**VR**

**Vehicular  
Regulatory**

Provide more detailed information about parking, typically installed within parking lots at ends of rows.

**VD**

**Vehicular  
Directional**

To direct to parking facilities and loading bays within a transit facility. Placed at vehicular decision points on roads within a transit facility.

Note: the current scope of the Regional Wayfinding Standard does not provide designs or instruction for detailed traffic control or management, garage or parking management, regulatory or operational needs.

# Sign Typology Overview – CUSTOM

Many instances exist where the standard regional typology needs to be adapted to a unique situation.

Custom installations are typically oversized, tending towards super-graphics, or make use of existing infrastructure to provide impact at a lower cost than a brand-new installation.

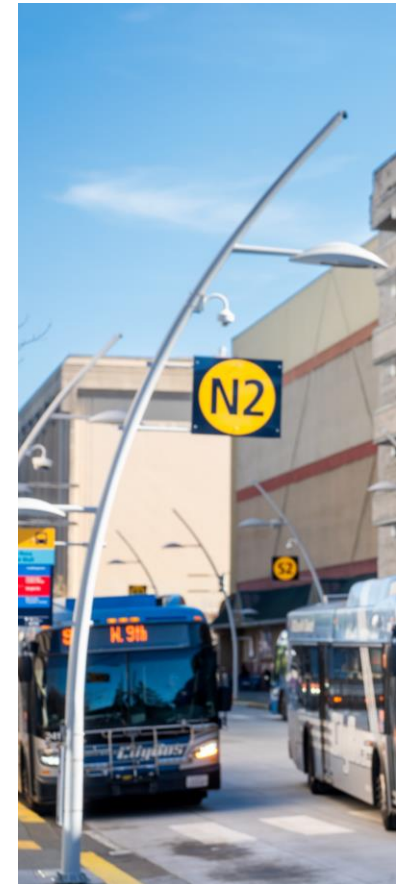
Any instance of a custom design uses the standard sign code prefixed with the addition of the letter 'X'. In the examples opposite, a custom architectural Facility Beacon (FB) is designated XFB, and a custom Bus Bay Marker (BB) is designated XBB.



**XFB**

**Custom  
Facility Beacon**

The example above illustrates a custom installation onto a major architectural structure that is unique to that facility.



**XBB**

**Custom  
Bus Bay Marker**

The example above illustrates a custom installation that was used for the Santa Rosa Bus Terminal bus bays.