Downtown Wayfinding Project

Urban Transportation Commission

March 12th, 2014

Downtown Austin

wayfinding
graphics manual

January 17, 2014

★ Prepared for: City of Austin, Texas

Project Phases (original contract)

I

Downtown Wayfinding Analysis and Recommendations Report

Analyze existing conditions, plans, initiatives and interview key stakeholders. From this analysis create a clear and overriding philosophy for Downtown navigation presented in an "Analysis & Recommendations Report" and a "Downtown Wayfinding Master Plan".

II

Downtown Wayfinding Master Plan

Building upon Phase I and the philosophy developed, create the design and framework for the Downtown Wayfinding System.

III

Downtown Wayfinding Graphics Manual

Using the Downtown Wayfinding Master Plan as the foundation, develop a Graphics Manual that bridges the concept developed for navigation with a focused and legible plan for implementation.

IV

Downtown Wayfinding System Implementation

Using the Downtown Wayfinding Master Plan as the foundation, develop a Graphics Manual that bridges the concept developed for navigation with a focused and legible plan for implementation.

Project Update

2013

- **January**

  Began development of the Downtown Wayfinding Graphics Manual based on the approved Downtown Wayfinding Master Plan.

- **February - April**

  Continued to develop the Graphics Manual and primary pilot Gateways by meeting with key stakeholders and incorporating feedback. This also included onsite visits to proposed wayfinding locations to determine feasibility of placement.

- **May - August**

  Continued to refine the Graphics Manual and primary Gateways through design development and stakeholder input.

- **September - November**

  Finalized proposed signage locations through field visits, developed temporary event signage and recommendations for the banner program, and implementation and funding priorities.

- **December**

  Amended contract to begin transitioning Graphics Manual to a biddable set of documents consistent with City of Austin ROW standards.

Projected Timeline | January 2014 to August 2014

2014

- **Development of Bid Documents**
  (Projected Completion – March 2014)

  The project team, using the Graphics Manual as a base, will develop bid documents for system implementation.

- **Orientation Map Development**
  (Projected Completion – Summer 2014)

  During the development of the bid documents the project team will also be developing the "Orientation Base Map". This map will serve as the background graphic for the entire system and will require a significant amount of internal and external stakeholder input.

- **Bid and Award**
  (Projected Completion – Late Summer 2014)

- **Electronic Parking Signage Solicitation**
  (Projected Completion – Summer 2014)

- **Construction**
  (Projected 1st Phase Completion – Late 2014)

Proposed Implementation
(FY 2014)

PDIR.3
Pedestrian Directional
Utility Pole Attachment
3 messages

PDIR.3A
Pedestrian Directional
NEW POST
3 messages

PDIR.6
Pedestrian Directional
Utility Pole
6 messages

PDIR.6A
Pedestrian Directional
NEW POST
6 messages

PMAP.1
Pedestrian Map
Single-Sided
Utility Pole
Attachment

PMAP.2
Pedestrian Map
Double-Sided
2 Posts

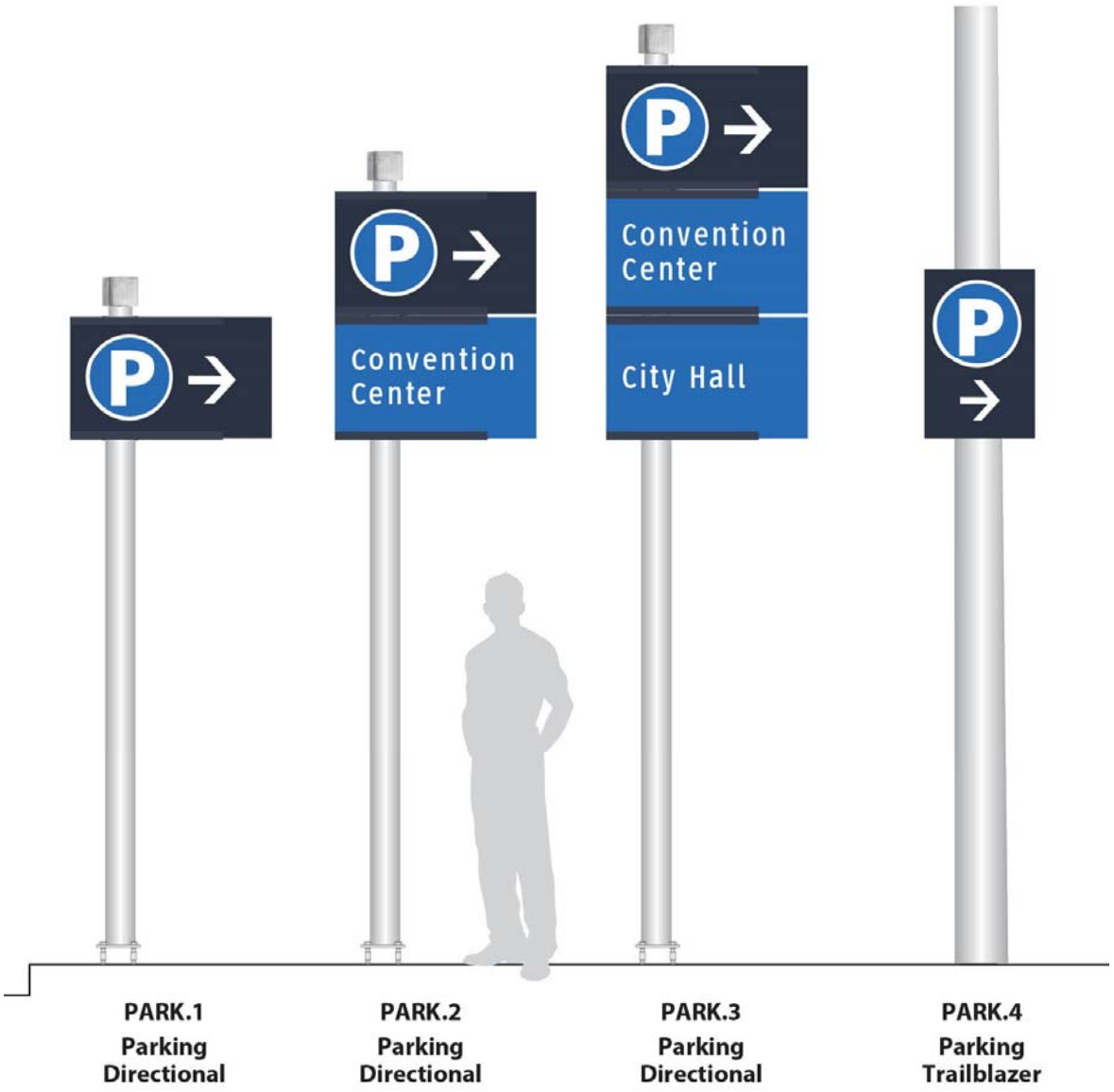
Pedestrian Signage (Directional)

led

PKIOSK.1
Pedestrian
Directional/Map
Double-Sided

PKIOSK.2/3
Pedestrian Kiosk
Static Info
Single-Sided
Stone Base

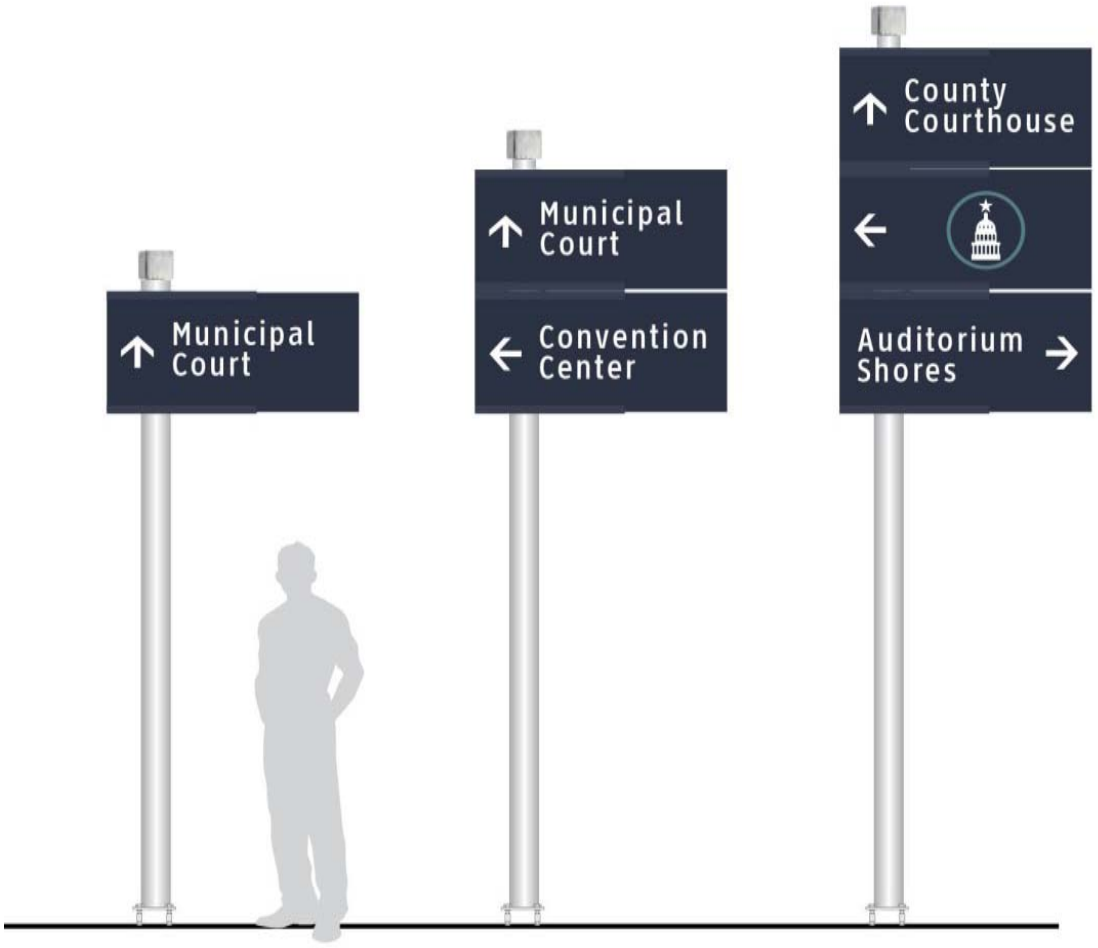
Pedestrian Signage (Informational)



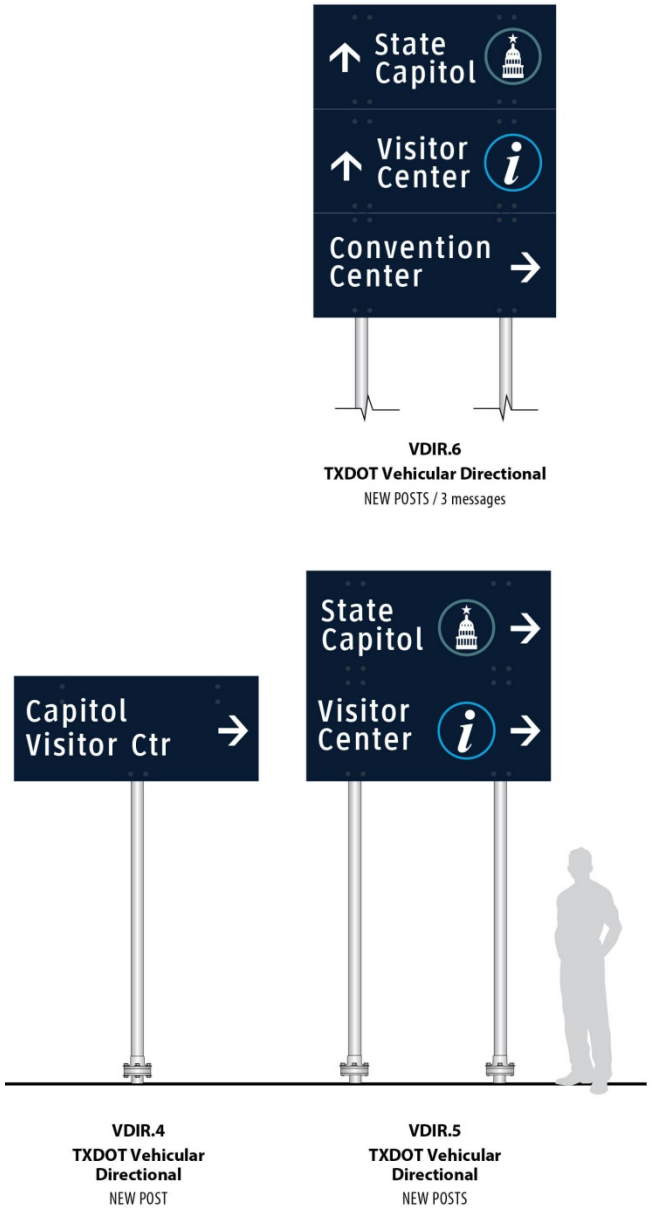
Parking (Static)

Parking (Dynamic)

Proposed Implementation
(FY 2015)



Vehicular Signage



Vehicular Signage (TxDOT)

Additional Components
(to be programmed)

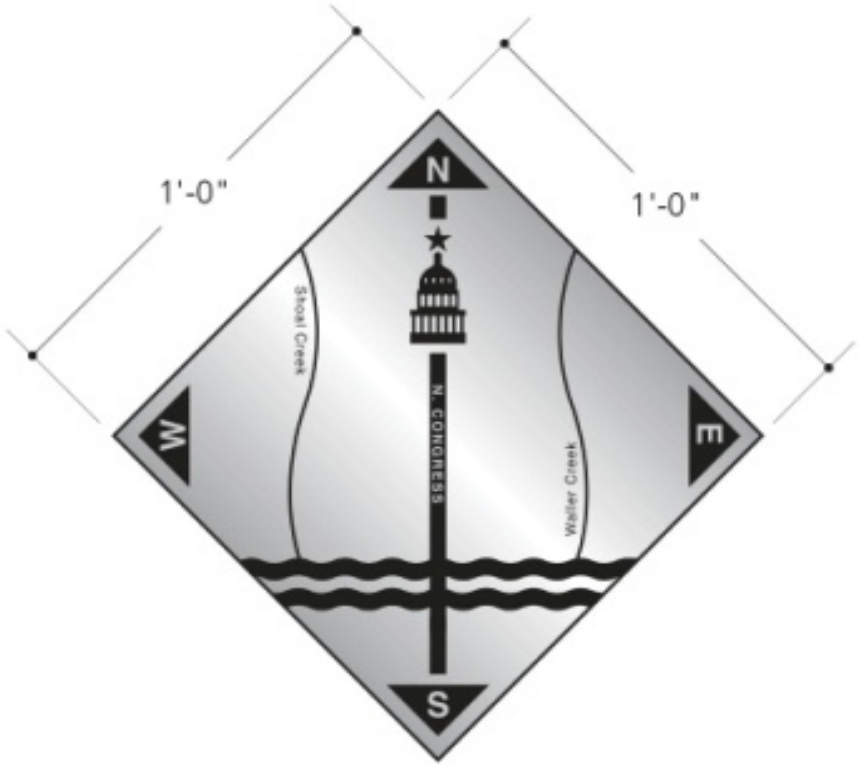
District Gateway Signage

PINTERP.1
Pedestrian
Interpretive
Single-/Double-Sided

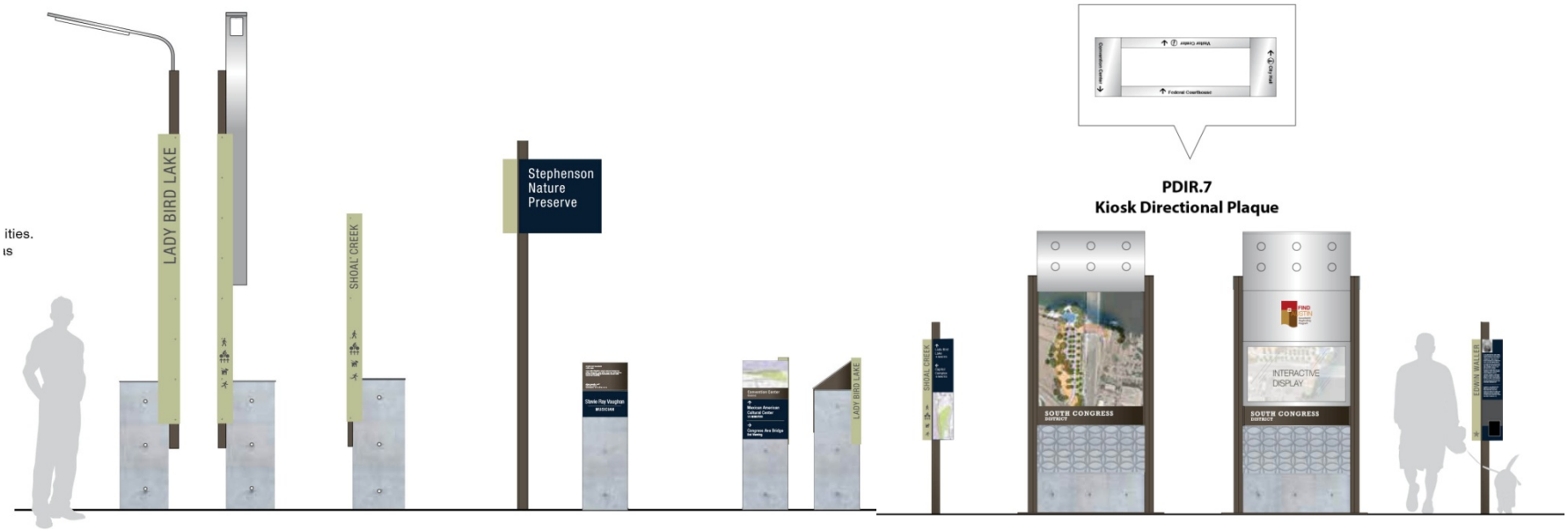
Interpretative Signage

PKIOSK.2A/3A
Pedestrian Kiosk
Digital Info
Double-Sided
Stone Base

Pedestrian Kiosk (Dynamic)



Sidewalk Compass



Trail Signage

MANAGEMENT

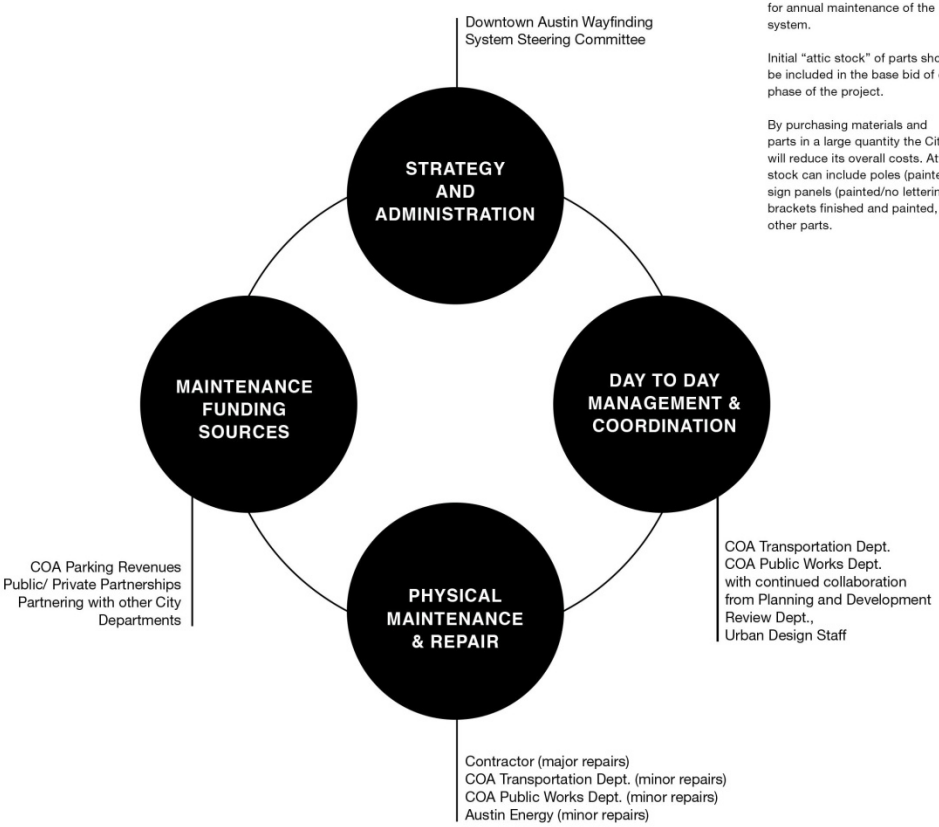
The maintenance of the sign system is essential to its success. Worn, outdated or damaged signs do not present a positive image and do not build trust among the end-user, a critical component to wayfinding.

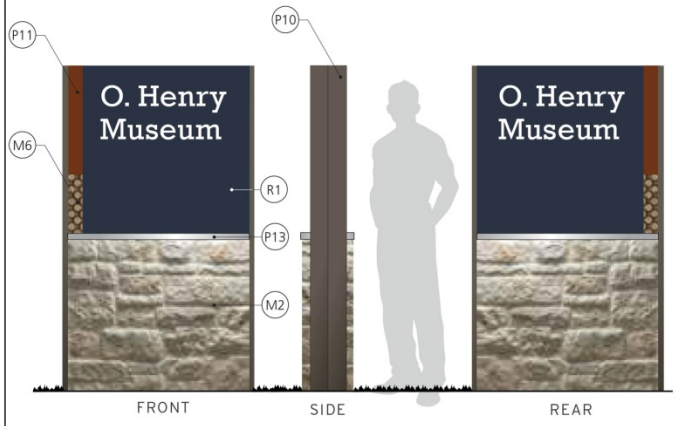
ANNUAL BUDGETS

Generally 10% - 15% of the total phasing cost should be established for annual maintenance of the system.

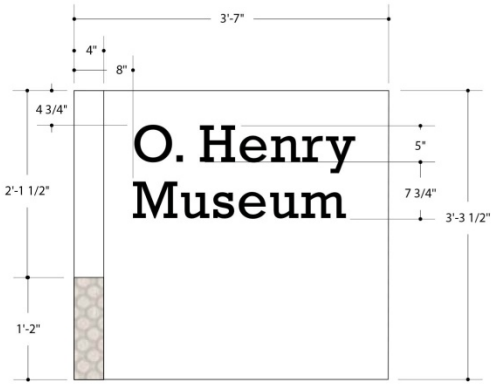
Initial "attic stock" of parts should be included in the base bid of each phase of the project.

By purchasing materials and parts in a large quantity the City will reduce its overall costs. Attic stock can include poles (painted), sign panels (painted/no lettering), brackets finished and painted, and other parts.





1 Color Schedule DEST.2
scale: 3/8"=1'-0"



2 Destination ID Layout Guidelines
scale: 3/4"=1'-0"

DEST.2
DESTINATION IDENTIFICATION

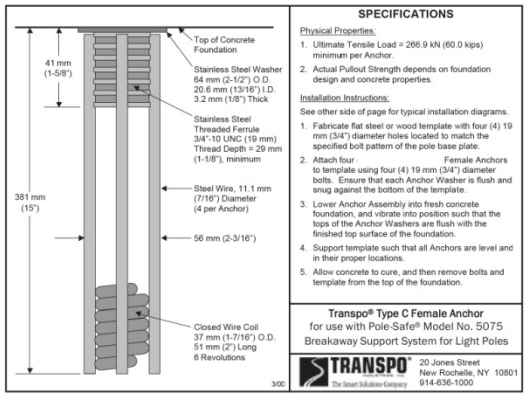
This larger Destination ID sign utilizes the same base as the pedestrian kiosks, but the panel is smaller and picks up elements from the Pedestrian signage as well.

All exposed surfaces shall have a anti-graffiti protectant. Painted surfaces will have a clear coating and vinyl surfaces shall have a clear vinyl over-lam as required by the paint and vinyl manufacturer.

All exposed fasteners shall be painted to match adjacent surface.

All sign structures shall be signed and sealed by a certified Texas structural engineer prior to fabrication.

These drawings are meant for DESIGN INTENTONLY and are not for construction. Contractor shall verify and be responsible for all dimensions and conditions of the job. Contractor shall be familiar with the site and conditions it presents. This office must be notified of any variations from the dimensions and conditions shown on this drawing. Shop drawings and details must be submitted to the City of Austin for approval prior to proceeding with fabrication. All copy shall be proofread by the City of Austin and legal requirements checked by legal department.



SPECIFICATIONS

Physical Properties:

1. Ultimate Tensile Load = 266.9 kN (60.0 kips) minimum per Anchor.
2. Actual Pullout Strength depends on foundation design and concrete properties.

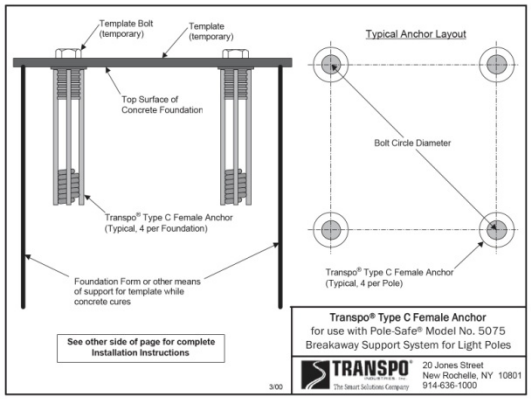
Installation Instructions:

See other side of page for typical installation diagrams.

1. Fabricate flat steel or wood template with four (4) 19 mm (3/4") diameter holes located to match the specified bolt pattern of the pole base plate.
2. Attach four Female Anchors to template using four (4) 19 mm (3/4") diameter bolts. Ensure that each Anchor Washer is flush and snug against the bottom of the template.
3. Lower Anchor Assembly into fresh concrete foundation, and vibrate into position such that the tops of the Anchor Washers are flush with the finished top surface of the foundation.
4. Support template such that all Anchors are level and in their proper locations.
5. Allow concrete to cure, and then remove bolts and template from the top of the foundation.

Transpo® Type C Female Anchor
for use with Pole-Safe® Model No. 5075
Breakaway Support System for Light Poles

TRANSPO® The Smart Solutions Company
20 Jones Street
New Rochelle, NY 10801
914-636-1000



See other side of page for complete Installation Instructions

Transpo® Type C Female Anchor
for use with Pole-Safe® Model No. 5075
Breakaway Support System for Light Poles

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20 Jones Street
New Rochelle, NY 10801
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BREAKAWAY FOOTER DETAILS

PERFORMANCE CRITERIA:

1. Double-Neck Pole-Safe meets all requirements of "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries, and Traffic Signals."
2. Double-Neck Pole-Safe has been crash-tested and FHWA approved in accordance with the requirements of NCHRP Report 350, "Recommended Procedures for the Safety Performance Evaluation of Highway Features."
3. Maximum Allowable Pole Mass = 450 kg (922 lb) (total including fixtures).

PHYSICAL PROPERTIES PER COUPLING:

1. Ultimate Tensile Strength = 221.5 kN (49.8 kips), minimum
2. Tensile Yield Strength = 192.0 kN (43.2 kips), minimum.
3. Ultimate Restrained Shear Strength = 24.5 kN (5.5 kips), maximum

CORROSION PROTECTION:
All Hardware items are American Standard sizes, galvanized in accordance with ASTM A153 (hot dipped).

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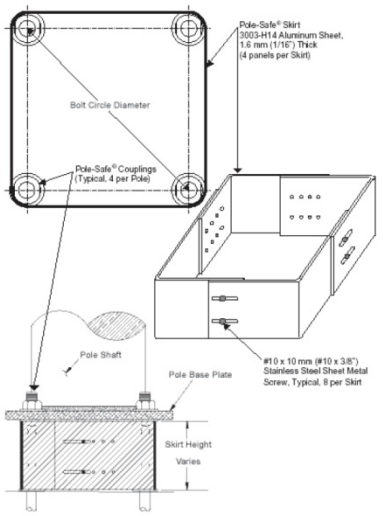
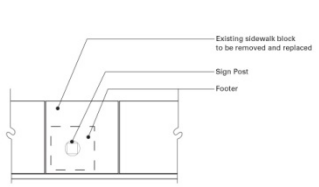
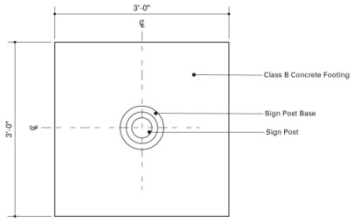




NOTE: When locating a footer within a single pavement block (max. 5'-0" x 5'-0"), adjacent to at least 2 expansion joints, the entire block of pavement shall be removed and replaced with the same materials and finish of adjacent sidewalk areas.

1 Plan: Footer Placement
SCALE: NTS

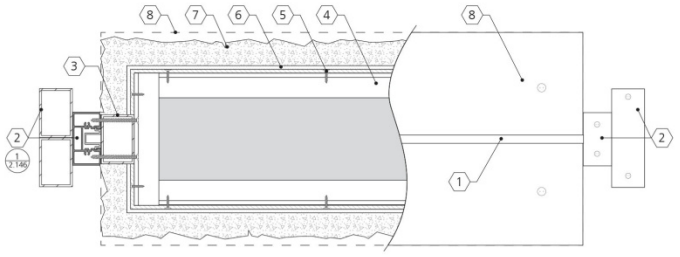


2 Plan View: Footer
SCALE: 1" = 1' - 0"

SECTION DETAILS

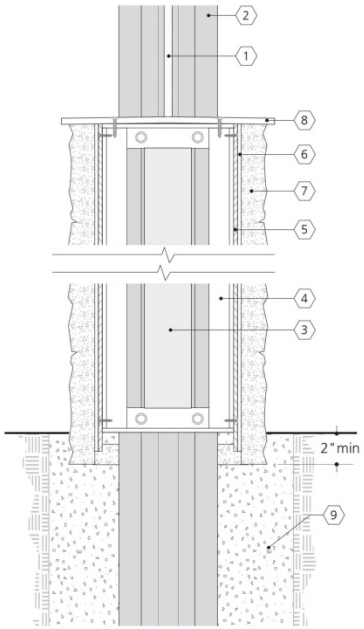
STONE BASE

Texas Limestone base details for
DEST.1B
PKIOSK.1
PKIOSK.2
PKIOSK.2A
PKIOSK.3
PKIOSK.3A



1 **Section plan typ KIOSK base**
scale: 1 1/2"=1'-0"

1. Message panel assembly - see post section detail drawings for configuration
2. Aluminum extrusion frame assembly
3. 2" x 3" x 1/4 wall alum tube mechanically fastened to frame assembly
4. 1/1/2" x 1 1/2" x 1/4" alum angle frame mechanically fastened to frame assembly
5. Lathe screen screwed to alum angle frame
6. Mortar setting bed
7. Texas Limestone cultured stone by Boral Stone Products - www.culturedstone.com
8. 3/8" alum plate cap mechanically fastened to alum angle frame - brakeform slightly to create crown for water run-off
9. Concrete footer - (see Section 2: Construction Details for different footer types). Verify all location conditions.



2 **Section**
scale: 11/2"=1'-0"

THANKS!