

Implementation Planning

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IMPLEMENTATION PLANNING

This section outlines a basic plan for the implementation of the Minneapolis Riverfront District sign project. It is, by no means, a complete and thorough implementation plan. Rather it is intended to organize logical groups of signs and put them in a priority for cost estimating and installation. Based on funding secured for the project, additional sign groups can be added or subtracted from the recommended first phase of implementation. Later, if more funding is secured, additional groups of signs can be installed to complete the project.

IMPLEMENTATION PLANNING FABRICATION AND INSTALLATION ESTIMATES

The chart to the right reflects planning figures for each sign type proposed in the Minneapolis Riverfront District Master Plan. The per unit cost is multiplied by the projected quantity for each group. Purchasing and installing multiple signs at the same time will lower the per unit cost.

The sign types are grouped together and ordered by priority. Group 1 contains wayfinding signs that will do the most to define the area and direct visitors to destinations.

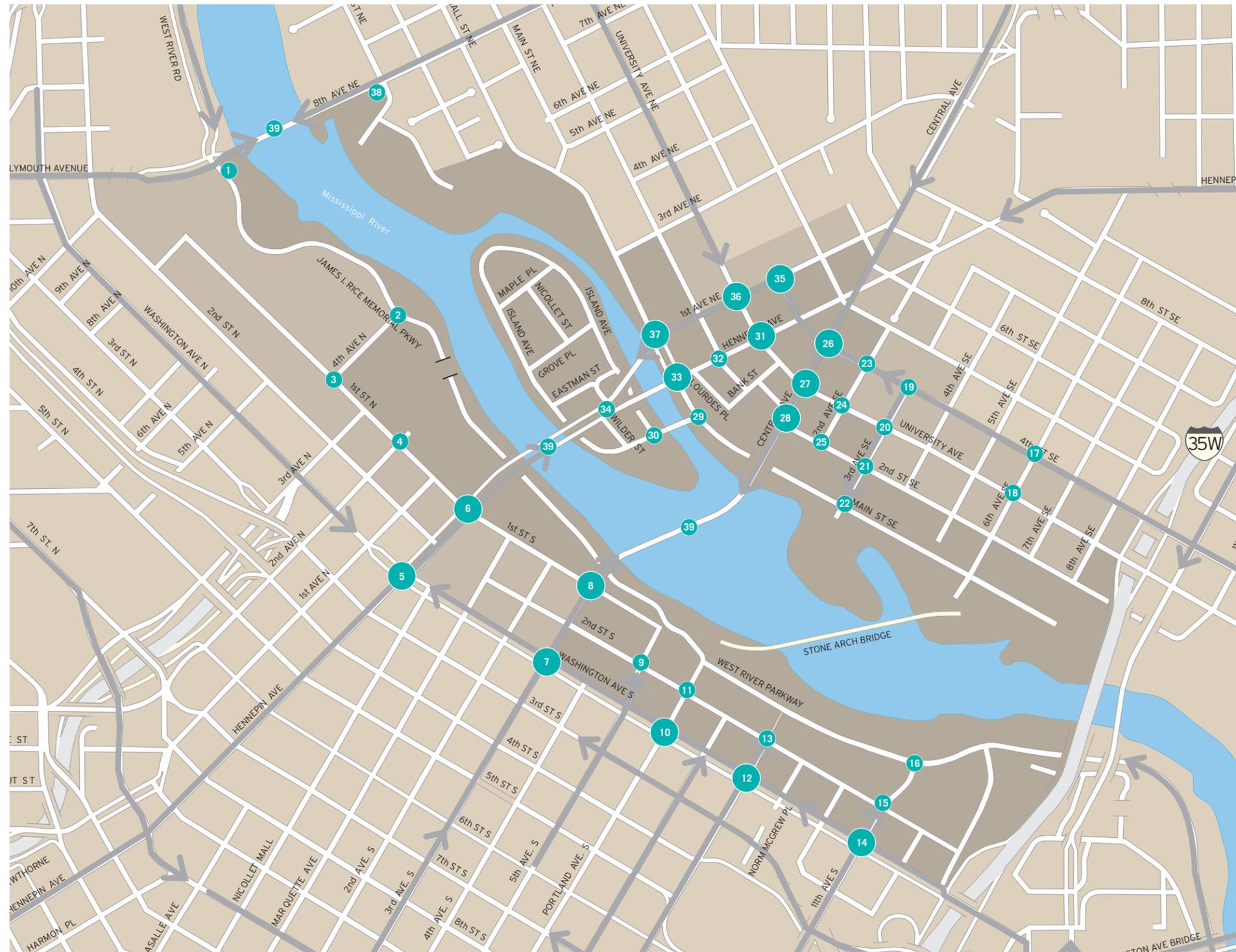
The large and small traffic wayfinding signs are broken into two groups: Group 1a are signs at the center of the District, near most of the destinations. Group 1b is the remainder of the District traffic signs that could be added at a later date if funding is an issue. It will be most cost effective to install both Groups 1a and 1b at the same time.

These are preliminary estimates for fabrication and installation intended for budget planning purposes only. Project management, permitting, legal fees or any other costs are not included.

Implementation Phasing

sign group	per unit	quantity	group estimate	cumulative total
Group 1a				
Large Vehicle Wayfinding	\$4,000 – \$5,000	25	\$100,000 – \$125,000	
Small Vehicle Wayfinding	3,500 – 4,500	18	63,000 – 81,000	
				\$163,000 – 206,000
Group 1b				
Large Vehicle Wayfinding	\$4,000 – 5,000	9	\$36,000 – 45,000	
Small Vehicle Wayfinding	3,500 – 4,500	24	84,000 – 108,000	
<i>Cumulative total for Groups 1a and 1b</i>				\$283,200 – 359,000
Group 2				
MnDOT Exit Signs	\$500 – 750	6	\$3,000 – 4,500	
				\$286,000 – 363,500
Group 3				
City MUTCD Signs	\$500 – 750	7	\$3,500 – 5,250	
				\$289,500 – 368,750
Group 4				
Downtown Wayfinding Signs	\$350 – 500	22	\$7,700 – 11,000	
				\$297,200 – 379,750
Group 5				
Pedestrian/Cyclist Kiosks	\$7,000 – 10,000	4	\$28,000 – 40,000	
Pedestrian/Cyclist Wayfinding	4,000 – 5,000	14	56,000 – 70,000	
Pedestrian/Cyclist Wayfinding—wall mount	3,000 – 4,000	3	9,000 – 12,000	
				\$390,200 – 501,750
Group 6				
MPRB Monument Frames	\$4,500 – 5,500	6	\$27,000 – 33,000	
Trail Markers	1,000 – 1,500	44	44,000 – 66,000	
Grand Rounds/Great River Road	1,200 – 1,500	5	6,000 – 7,500	
				\$467,200 – 608,250
Group 7				
District Marquee Signs <i>(design concept for consideration)</i>	\$10,000 – 12,000	4	\$40,000 – 48,000	
				\$507,200 – 656,250
Group 8				
District Parking Signs	Cost to be determined, and will be the responsibility of property owner.			

SIGN LOCATION MAP
 GROUPS 1A AND 1B > MINNEAPOLIS RIVERFRONT DISTRICT
 VEHICLE WAYFINDING SIGNS



● Large Vehicle Wayfinding
 ● Small Vehicle Wayfinding

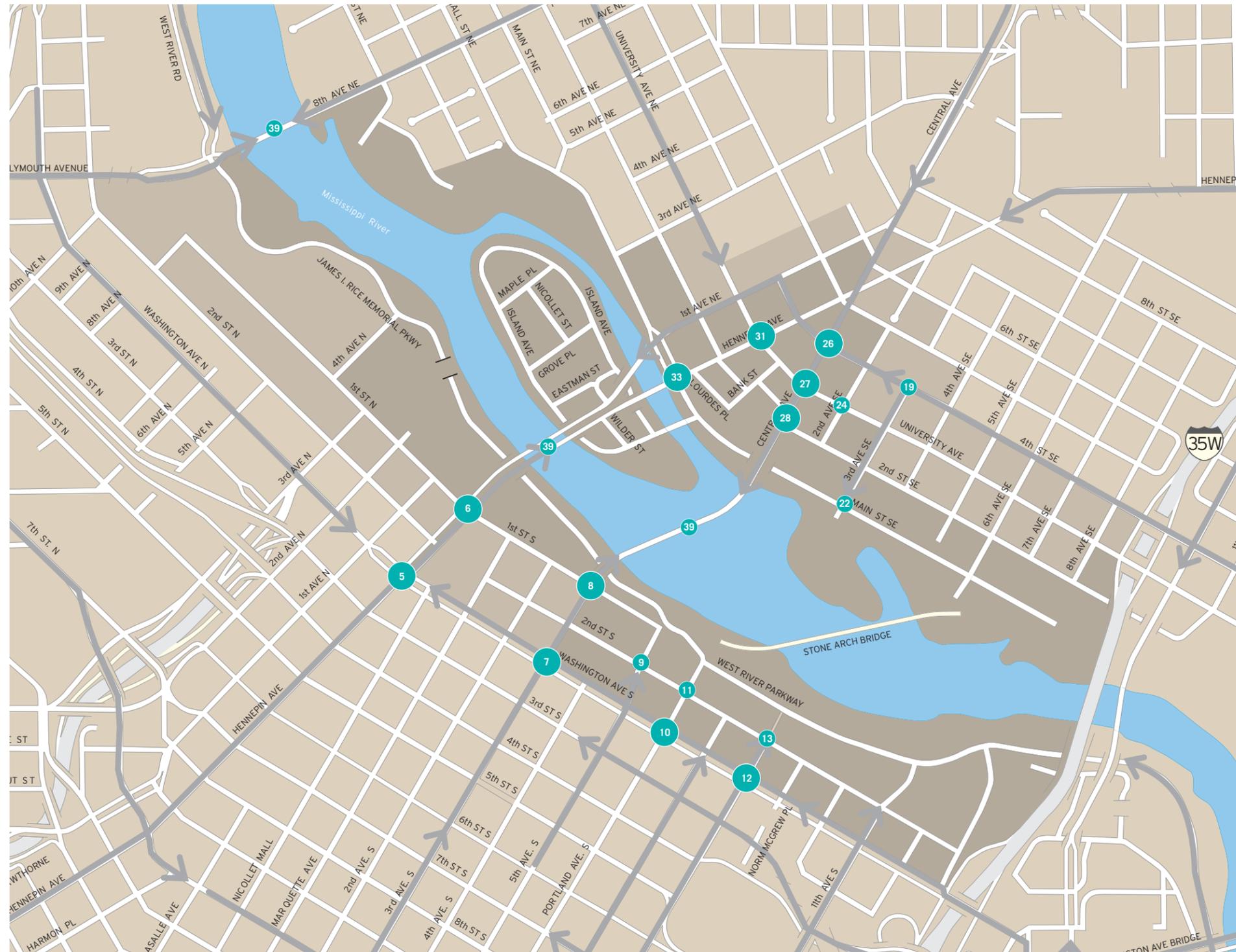
VEHICLE WAYFINDING SIGNS

Large and small vehicle wayfinding signage will be used within the District. Large directional signs, possibly mounted on traffic semaphores, will be used at intersections that are along the edge of the District boundaries at critical decision points. These signs have limited information and larger text for visibility at a greater distance and at higher speeds. A main function of these signs will be to help guide visitors into the District.

Smaller vehicle wayfinding signs will be used at intersections within the District. These signs will help direct visitors around the District and to parking facilities. The smaller size is scaled for two lane streets and stop sign controlled intersections. The sign design provides room to display more information. These signs will also be useful for pedestrians.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP
 GROUP 1A > MINNEAPOLIS RIVERFRONT DISTRICT
 VEHICLE WAYFINDING SIGNS



● Large Vehicle Wayfinding
 ● Small Vehicle Wayfinding

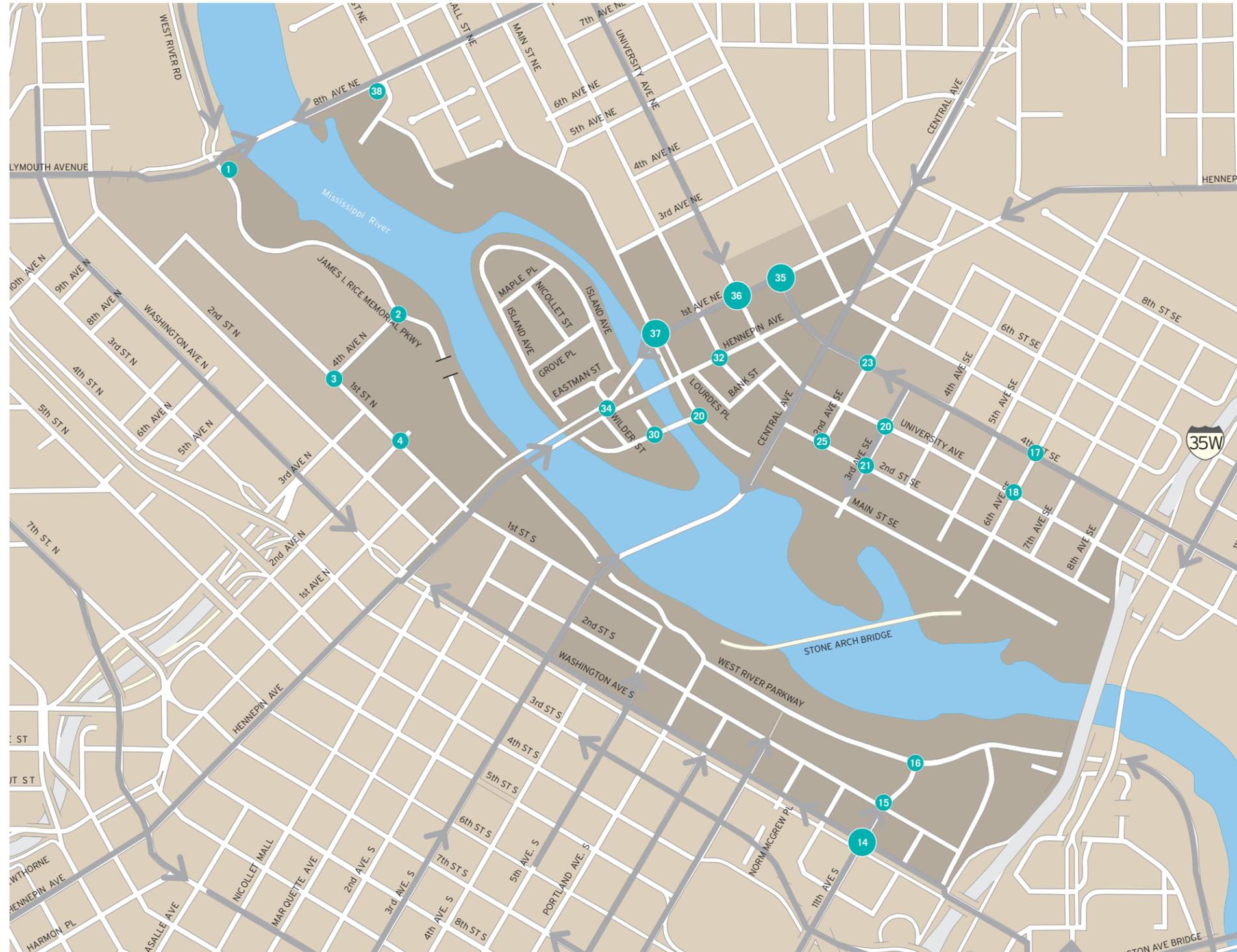
1a VEHICLE WAYFINDING SIGNS

Due to the ongoing development of this area and the possibility of budget constraints, we have broken this group of signs into two sub-groups, 1a and 1b. Group 1a includes signs that are located at key decision points along well-traveled routes, or near the area's current amenities. These are the signs that will define the District, identify its existence to the public, and are the most helpful to both drivers and pedestrians. It will be most cost efficient if Groups 1a and 1b are fabricated and installed at the same time.

The height and clearance of each sign will be finalized, dependent on its exact location, based on requirements and/or recommendations from city departments. A variance to the code may need to be established with the city in regard to these signs.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP
 GROUP 1B > MINNEAPOLIS RIVERFRONT DISTRICT
 VEHICLE WAYFINDING SIGNS



● Large Vehicle Wayfinding
 ● Small Vehicle Wayfinding

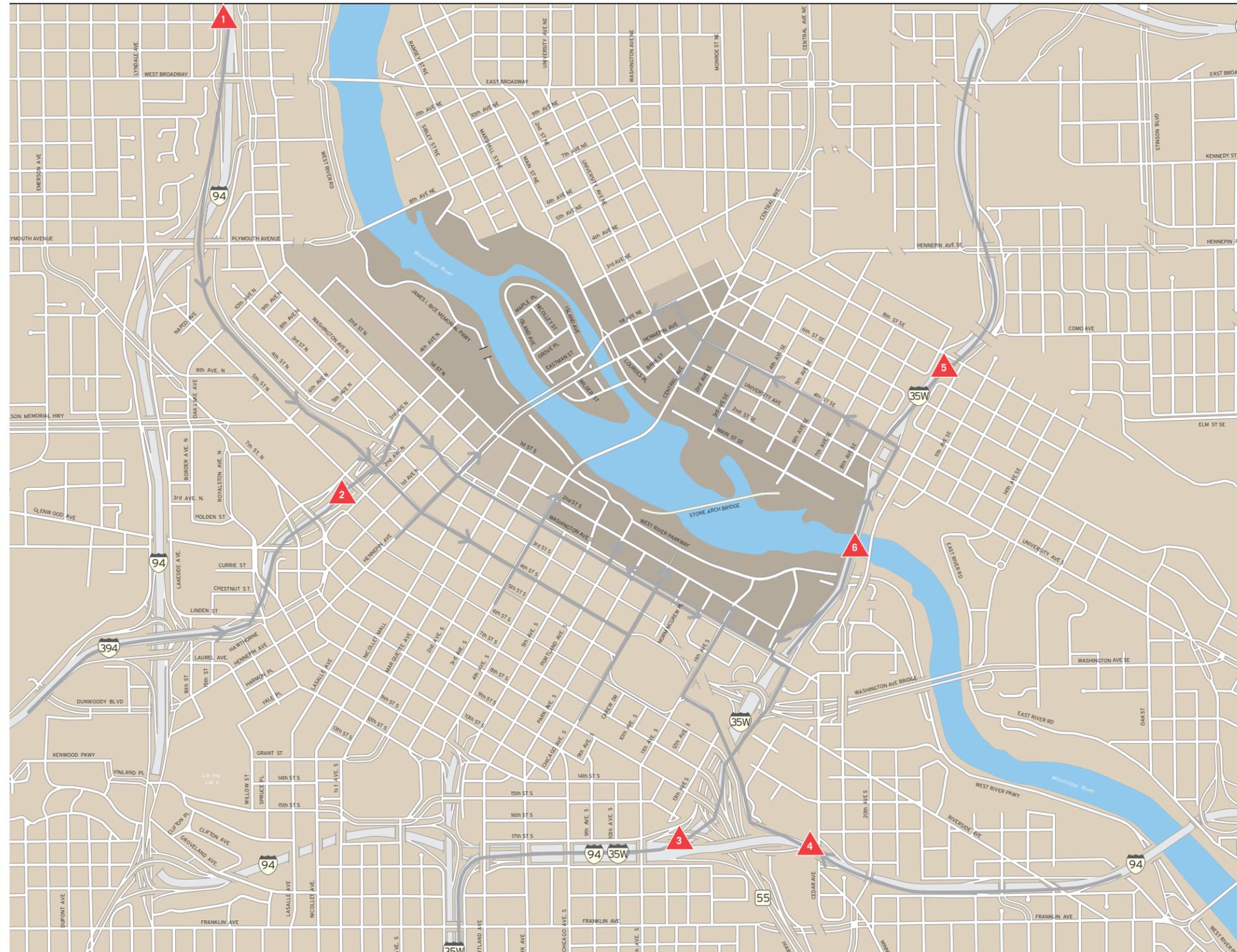
1b VEHICLE WAYFINDING SIGNS

These signs are enhancements to Group 1a, and are located in areas still continuing to develop. Signs in Group 1b could be implemented later if funding limitations do not allow fabrication and installation of these signs with Group 1a. Another option is to fabricate these signs at the same time as Group 1a, and store them for later installation.

The height and clearance of each sign will be finalized, dependent on its exact location, based on requirements and/or recommendations from city departments. A variance to the code may need to be established with the city in regard to these signs.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP GROUP 2 > MNDOT EXIT SIGNS



**MINNEAPOLIS
RIVERFRONT DISTRICT**
4th Street Exit

 MnDOT Exit Sign

INTERSTATE EXIT SIGNS

Exits off of Interstates 94, 35W and 394 will be marked with standard Manual of Uniform Traffic Control Devices (MUTCD) signage identifying the Minneapolis Riverfront District and will use the brown background color to signify the area's historic designation.

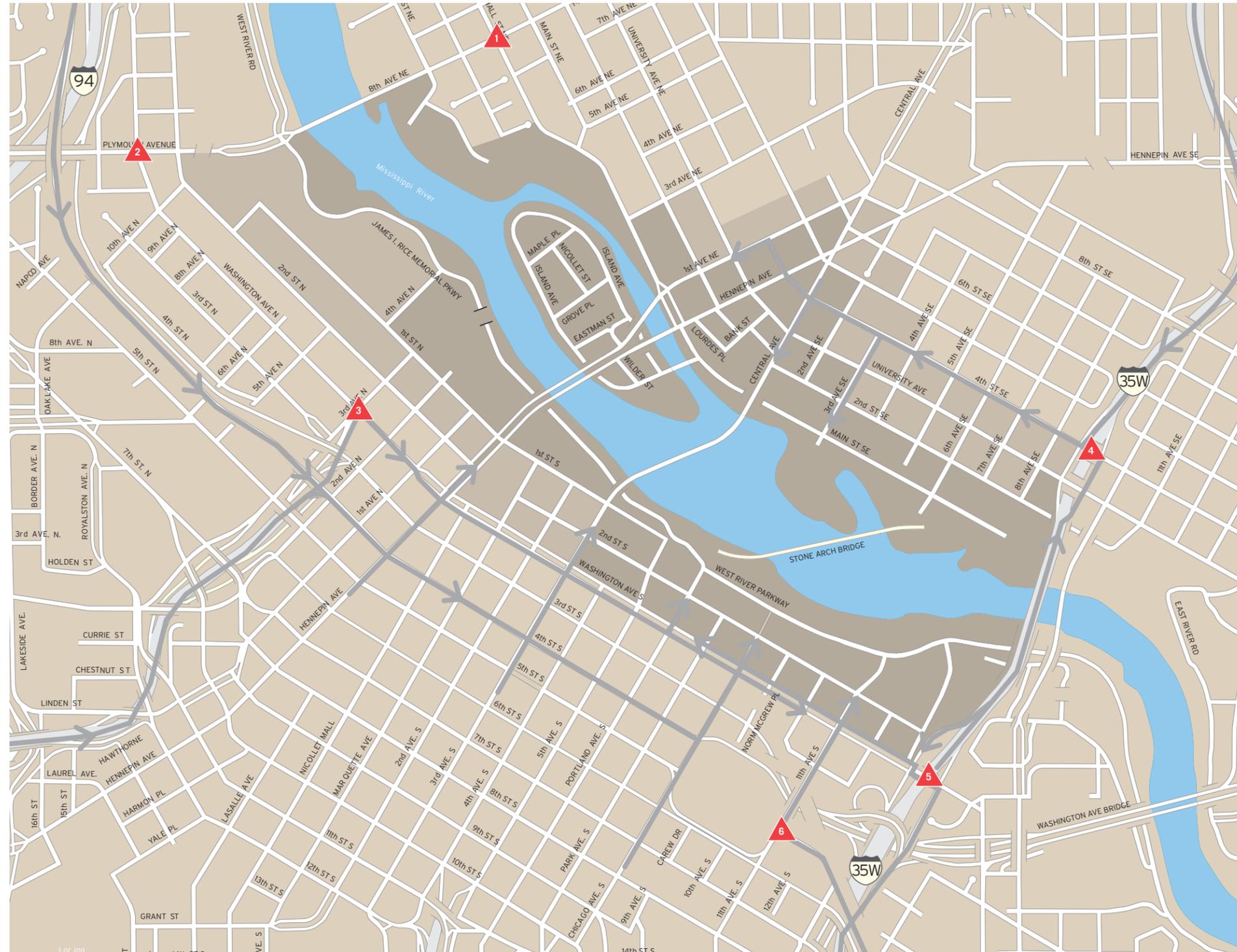
All specifications for these signs will be provided by MnDOT.

The MnDOT exit signs constitute Group 2. Although these signs represent the first step in the wayfinding path as outlined, until a final destination is established through implementation of the signs in Group 1, these signs will point to something that has no visible ending point.

Additionally, implementation of Groups 1a and 1b signs may be the impetus for MnDOT to approve these Group 2 signs. The cost for implementation of these signs is relatively low.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP
GROUP 3 > CITY MUTCD SIGNS



MINNEAPOLIS RIVERFRONT DISTRICT

- ➔ Historic Main Street
- ➔ Boom Island

▲ City MUTCD Signs

CITY MUTCD SIGNS

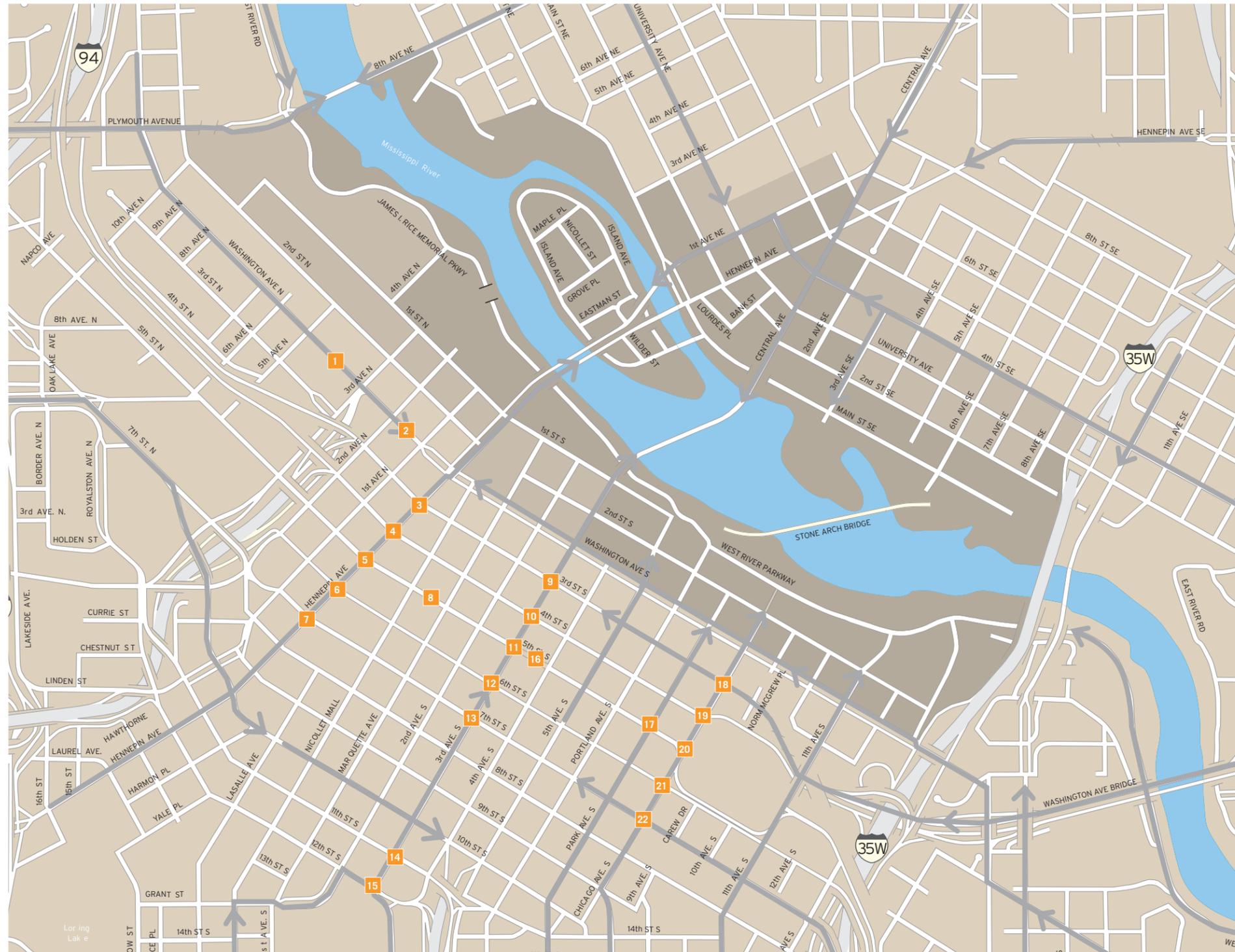
At the end of exit ramps and other decision points outside of the District, Manual of Uniform Traffic Control Devices (MUTCD) signage will be used to direct visitors toward the Minneapolis Riverfront District. Names of key destinations will be used when appropriate to help guide visitors.

All specifications for these signs follow the MUTCD standards. Font, background material, graphic vinyl, standard sizes and installation methods will be provided by the City of Minneapolis Public Works Department.

Overall costs for fabrication and installation of these signs are relatively low.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP GROUP 4 > DOWNTOWN WAYFINDING SIGNS



DOWNTOWN WAYFINDING SIGNS

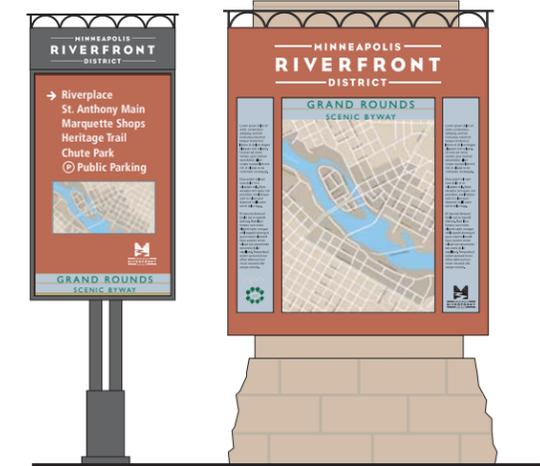
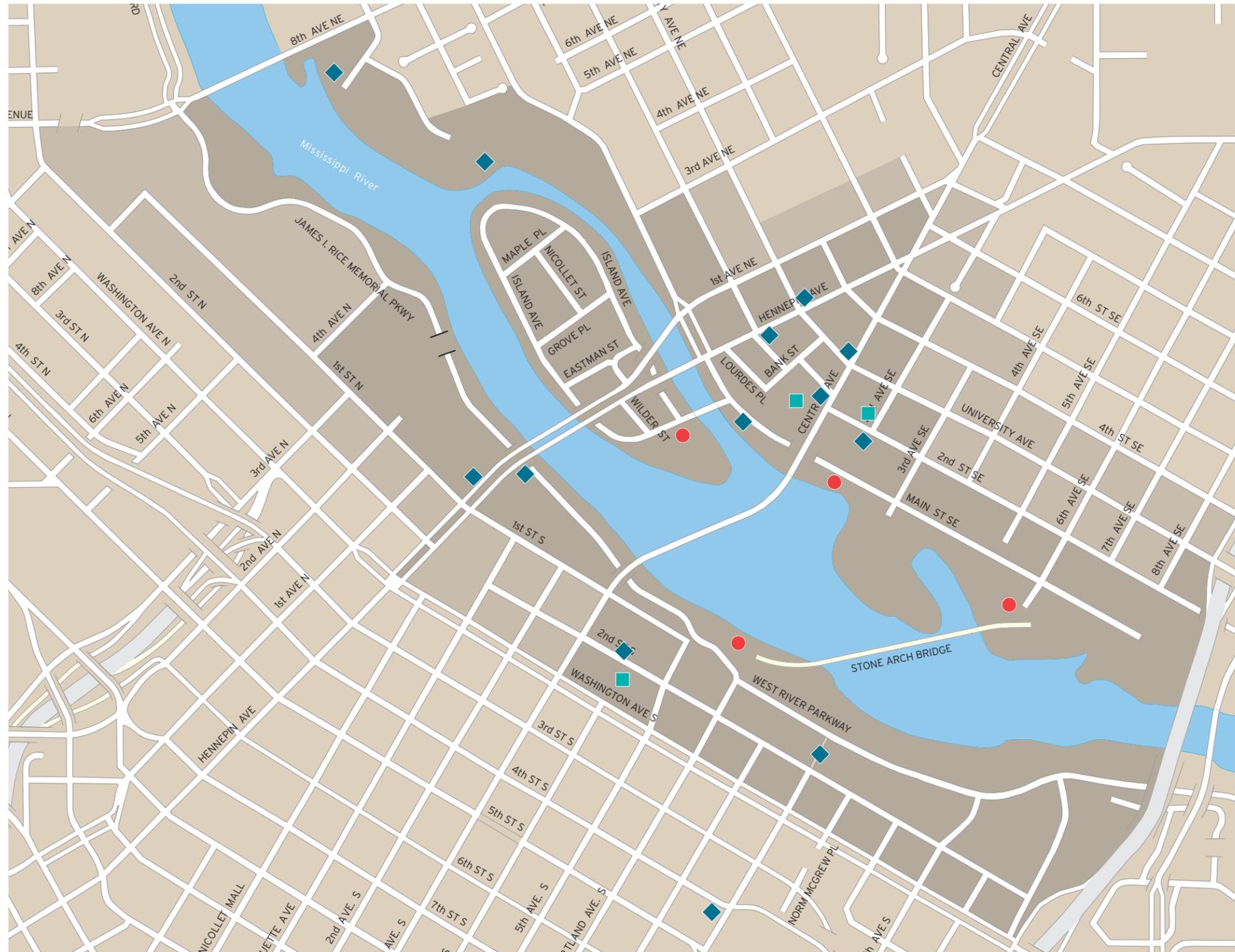
The unique system of small wayfinding signs used within the downtown area of Minneapolis help guide drivers and pedestrians toward the Riverfront District. These are positioned at intersections where a driver must make a turn to continue toward the district. We have also positioned some of these signs near the new LRT stations, the Metrodome, Target Center and the Convention Center.

All specifications for these signs are on record with the City of Minneapolis. Information regarding font, background material, graphic vinyl, standard sizes and installation methods will be provided by the City of Minneapolis Public Works Department.

The cost to implement these signs is relatively low.

Numbers on location icons correspond to the Master Plan appendix containing preliminary Detailed Sign Location Maps.

SIGN LOCATION MAP
 GROUP 5 > PEDESTRIAN/CYCLIST WAYFINDING SIGNS



- ◆ Pedestrian Wayfinding Ground Mounted
- 4-sided Pedestrian Kiosks
- Pedestrian Wayfinding Wall Mounted

PEDESTRIAN/CYCLIST WAYFINDING SIGNS

A combination of pedestrian-scaled wayfinding signage and informational kiosks provide a depth of information that traffic signs cannot. These signs will unify the District and provide information about major destinations and sites on both sides of the District.

The Minneapolis Riverfront District is primarily a pedestrian experience and this group of signs will help visitors find their way around the area.

Implementation will include the modification of existing four-sided kiosks and the addition of new pedestrian signs. Exact text, graphics, maps and exact locations will be finalized closer to the implementation of the signage plan.

SIGN LOCATION MAP

GROUP 6 > MINNEAPOLIS PARK AND RECREATION BOARD SIGNS



- Minneapolis Park and Recreation Board Monuments
- Minneapolis Park and Recreation Board Trail Markers

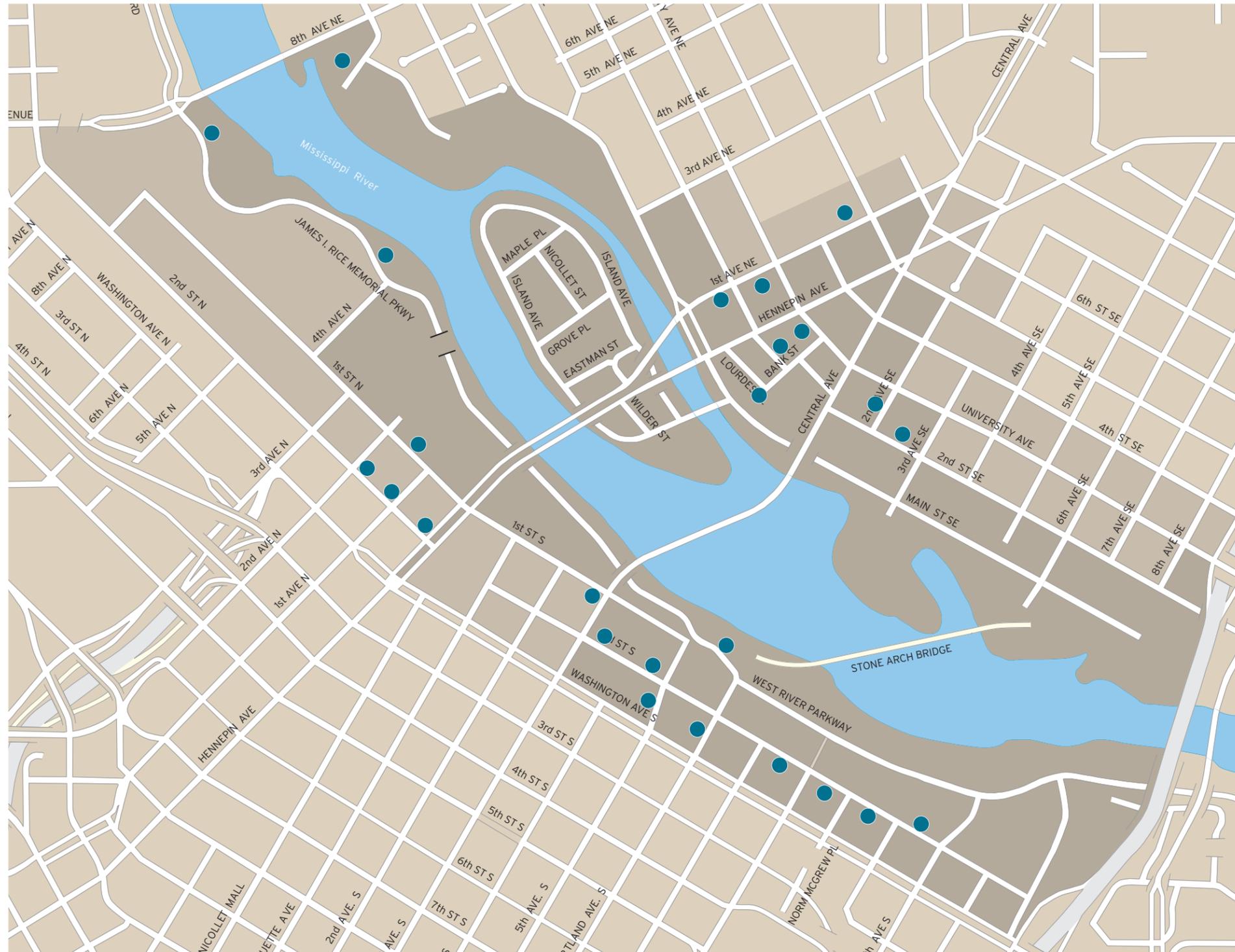
MINNEAPOLIS PARK AND RECREATION BOARD SIGNS

This group of signs adds the Riverfront sign frame to existing Minneapolis Park and Recreation Board signs within the District. Minneapolis Park and Recreation Board signs are the most widespread and taking steps to give them a Riverfront look will go far in unifying the image of the District.

These signs require the approval of the Minneapolis Park and Recreation Board for implementation. Unique signs at and around Mill Ruins Park are not included in this plan.

Map current as of June 2003.

SIGN LOCATION MAP
GROUP 8 > DISTRICT PARKING SIGNS



 Parking Entrance Signs

DISTRICT PARKING SIGNS

Parking ramp and lot entrance markers will be the financial responsibility of the individual lot or ramp owner. We recommend that the City of Minneapolis approve this as an acceptable alternative for use within the Riverfront District.

These signs are important to the success of the program because they represent the end of the wayfinding path for drivers. Finding a place to park and being confident that they are parking in the right place, have been identified by visitors as primary concerns.

The Minneapolis Licenses Department has a set of particular requirements for commercial pay lot signs. Size, height, illumination and other specifications of the pay lot requirements have not changed. Only the color scheme, incorporation of the blue P parking symbol and the Riverfront District frame structure have been added.