

City of New Orleans signage system
design consultancy services

Stage 0 - Report

Downtown New Orleans Wayfinding System Master Plan

RPC Task A-2.16; FY-16 UPWP

8 June 2016 (Revised 24 June 2016)

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1.0 Introduction

Movement, location and hierarchy

Applied is working with Downtown Development District and the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes to develop a holistic wayfinding strategy to support the goals of the City of New Orleans.

The city is currently seeking to create a legible environment through a comprehensive wayfinding master plan for the downtown that can be expanded to include the adjacent districts to this first stage project.

This report forms the second part of the strategy which is instrumental towards assisting visitors, improving accessibility, optimizing movement networks, and reducing street clutter and congestion for the City of New Orleans.

Detailed recommendations are provided for preliminary sign locations and content hierarchy, incorporating pedestrian, vehicular, and bicycle systems. Subsequent work, will be required to refine the preliminary concept designs, mapping and hierarchy of information systems.

The structure of the report is as follows:

Section 1

Provides an introduction to the overall study and sets out the objectives.

Section 2

Research into the past, current and future public realm of the city, users needs and audit of wayfinding.

Reviews the system-wide needs for information touch-points which will define the sign typology using typical user journeys throughout the city.

Section 3

Provides an overview of the information and management of destinations and sign types

Section 4

Provides samples of information needs and guidance on structuring the required information, including destination hierarchy and addressing.

Section 5

Provides sign typologies, location plans and routing systems for both vehicular and pedestrian wayfinding systems.

Each plan displays information focused on route type, location plans and sign quantities focused on major destinations, districts, neighbourhoods and facilities.

Section 6

Provides a look at the proposed signage product design, materials and its components.

Section 7

Provides a project plan to be taken forward towards system expansion, design development, map mastering and implementation.

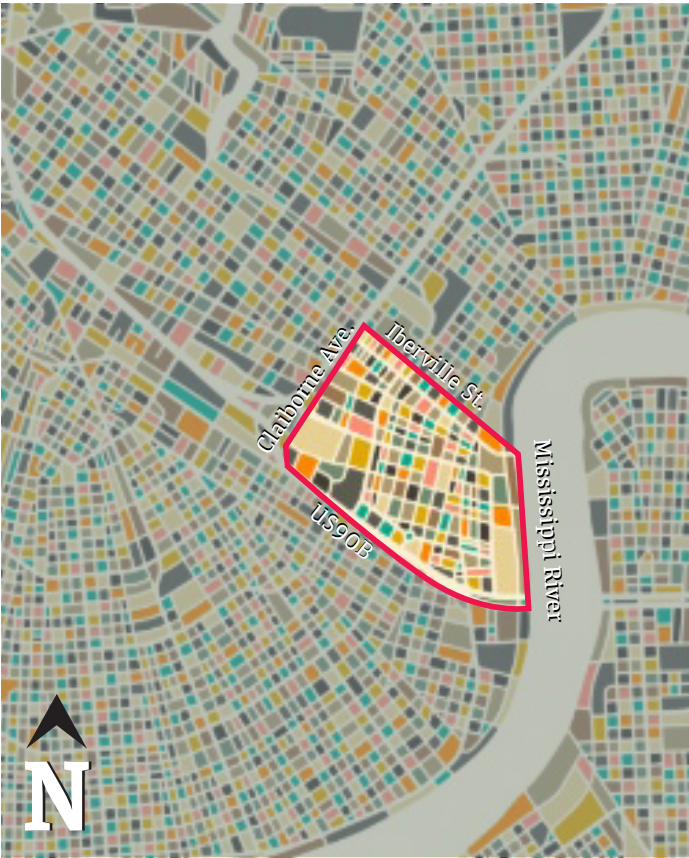
Scope and objective

Undertake feasibility study for a wayfinding signage update plan to assist DDD in preparing an application for capital project assistance under DOTD’s Transportation Alternatives Program.

Geographic boundaries

Iberville Street
US90B
Mississippi River
Claiborne Avenue

Study Area



Method

1. Visual inspection and inventory of existing sign conditions to establish:
 - a. New or needed sign locations
 - b. Signs in need of updated content
 - c. Signs in need of repair or enhancement elements
 - d. Changes needed to comply LADOTD standards
2. Review
 - a. Major downtown destinations/ destination zones
 - b. Parking areas along preferred routings
 - c. Interpretive signs
 - d. Map elements and directories
 - e. ADA requirements/improvements
 - f. Complementary systems including street furniture and hard and soft landscaping
3. Analyse connectivity issues and opportunities between downtown and points of destination
4. Identify vehicle, bicycle and pedestrian linkages throughout the downtown commercial center and medical center

Deliverables

1. Deficiency analysis (See Appendix B)
2. Overall wayfinding signage update master plan (before and after) (Section 5 and Appendix B)
3. Detailed GIS/CAD map of the study area identifying both existing and proposed destinations (See pages 7 and 27)
4. Visualizations of the proposed improvements and conceptual design alternative details (See page 56)
5. Associated construction costs (See page 68)
6. Draft set of project plans (See pages 44, 46, 48, and 50)
7. Final recommendations and Stage 0 Feasibility Study (Stage 0 Report - Downtown NOLA Wayfinding System Master Plan -June 8 2016 and Appendix C)

RPC DISCLAIMER

“The contents of this report reflect the views of the author(s) who is (are) responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views of policies of the State or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.”

Stakeholders Involved

- Downtown Development
- Regional Planning Commission
- New Orleans DPW
- RTA
- LA DOTD
- Place Based Planning (NOLA)
- City Planning Commissio
- The National WWII Museum
- New Orleans Tourism and Marketing Corporation
- New Orleans Convention and Visitors Bureau
- Convention Center
- Port of New Orleans
- Lighthouse Louisiana
- Greater N.O Hotel & Lodging Association

* The individual names of stakeholders can be found in the appendix with meeting and presentations minutes.

2.0 Research

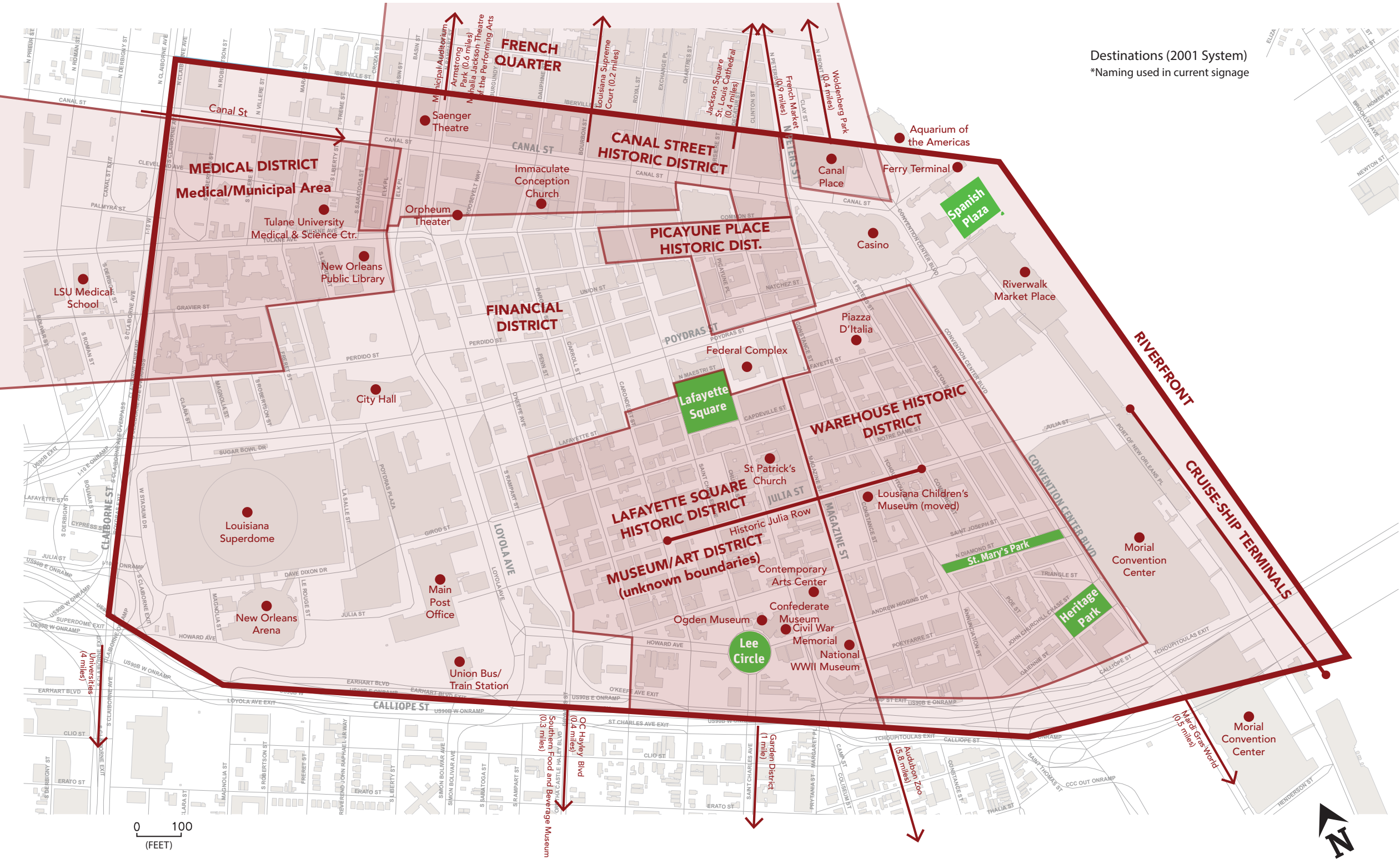
2.0 Research

Audit of wayfinding

For many visitors New Orleans is all about round-the-clock night-life, vibrant live-music scene and spicy, singular cuisine reflecting its history, but the city has a lot more to offer than entertainment and food.

The map to the right shows destinations that are listed as part of the 2001 vehicular and pedestrian sign system. Direction is provided to destinations both inside and outside of the wayfinding project boundaries.

As with any growing city destinations move locations, change names, close down as new ones open up. New Orleans has several destinations that have changed location or name such as the Cruise Ship Terminals, Financial District, The Louisiana Children's Museum, Louisiana Superdome, Confederate Museum, and Tri-Centennial Plaza. Through several stakeholder meetings Applied has worked to define the past, current and upcoming changes to the city to provide a forward thinking strategy for the wayfinding system.



2.0 Research

Audit of wayfinding

The existing downtown wayfinding system as built in 2001 is in need of a update. Many signs have been damaged due to storms, vandalism or material failure. As a public facing element of the city it is important that the signs communicate a positive look of the public realm.

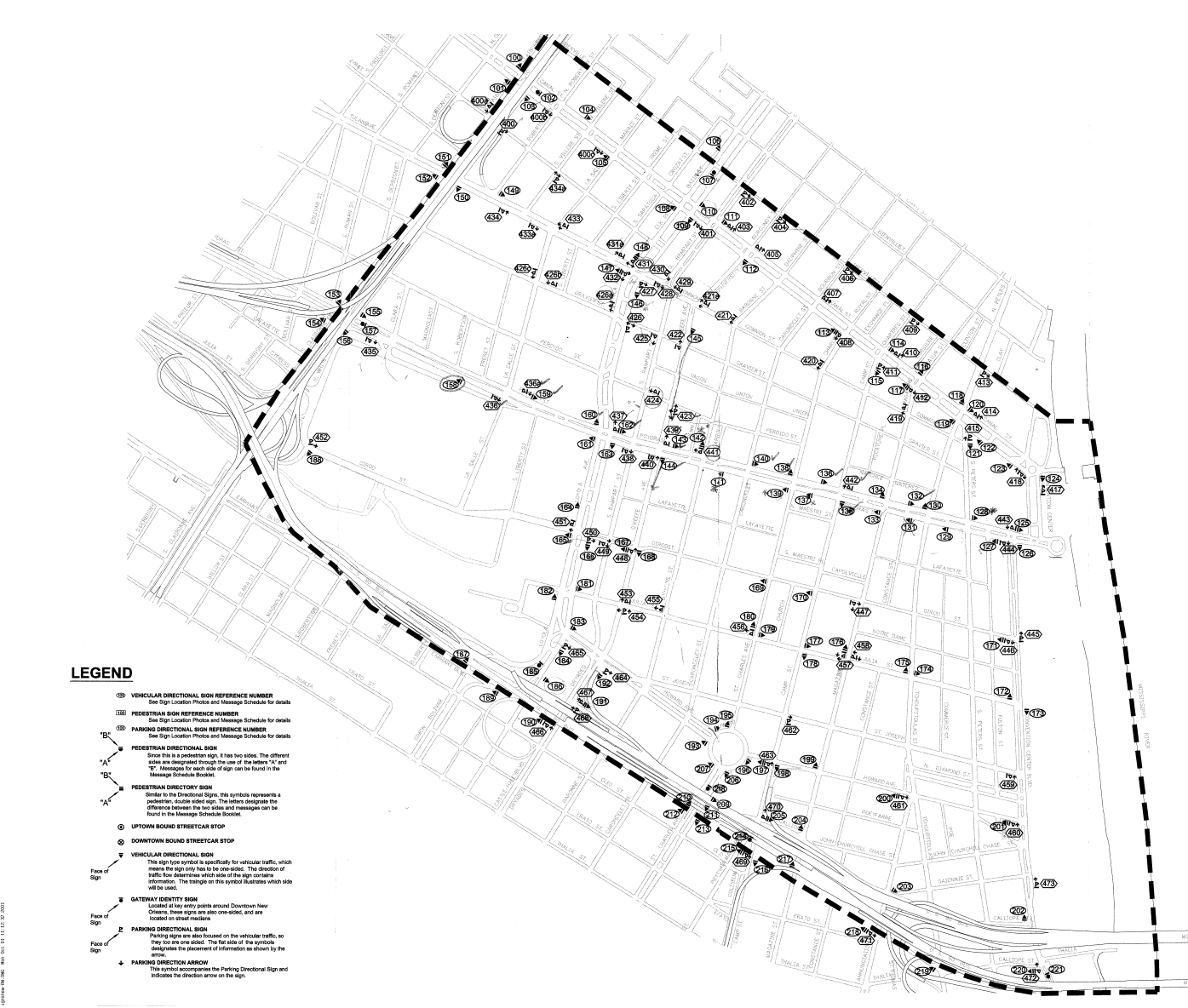
Materials implemented as part of the wayfinding system included paint, cast and reflective vinyl and fiberglass embedded graphics. All of which have a recommended life span which is less than the 15 years that the signs have been in place.

Applied’s audit of the signs has provided as a separate report recording the specific condition of the signs structure, foundation, bracket, fixings, graphics and materials. Each sign condition corresponds to a location map displaying the 2001 location of each sign as previously implemented. Full deficiency analysis can be found in Appendix B.



Existing wayfinding inventory

9	Signs with missing panels	4%
32	Vandalized signs	15%
12+	Angled/not visible signs	6%
52	Too small for right of way Including all parking signs	25%
112	Entire sign missing	35%

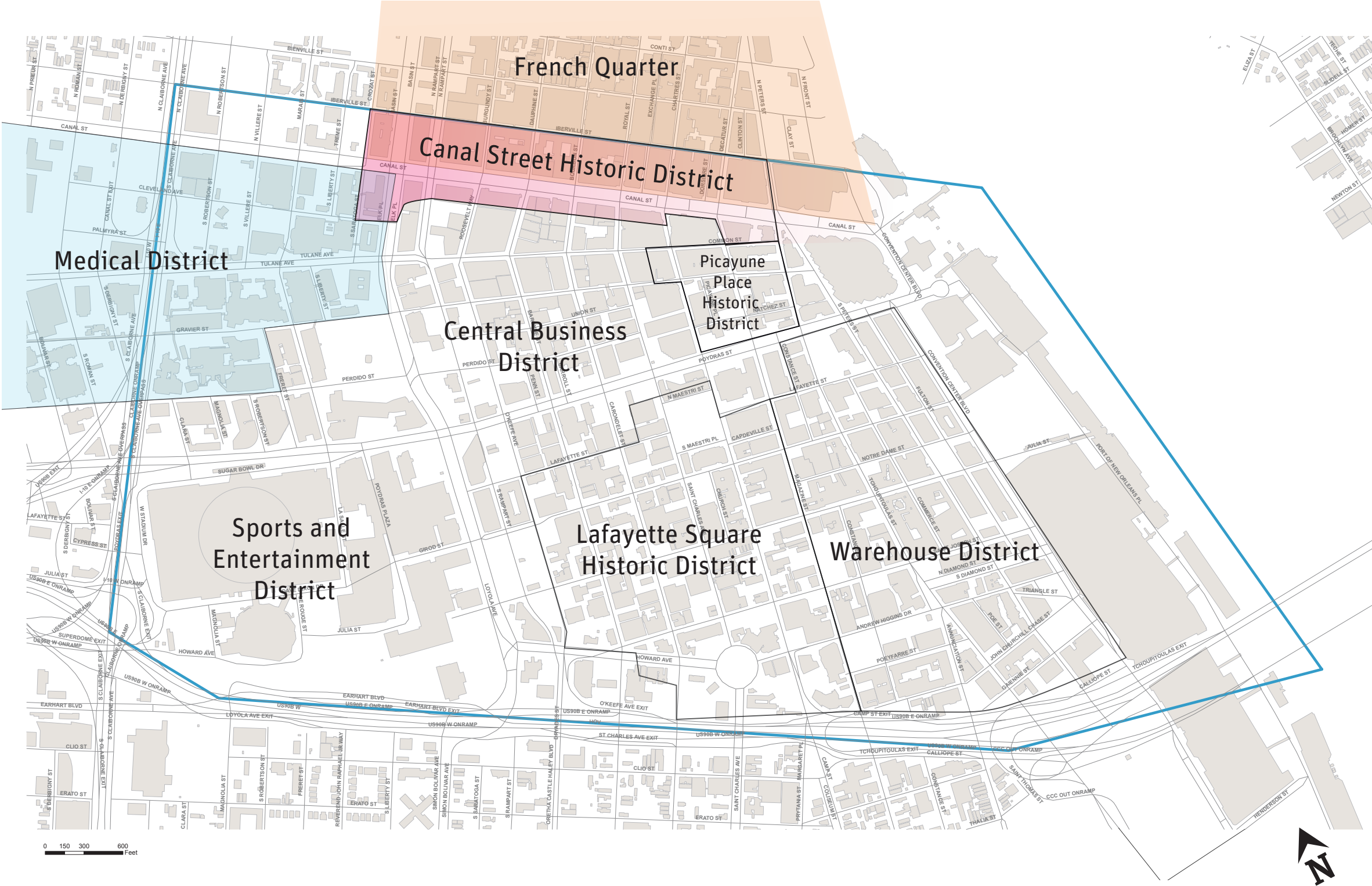


2.0 Research

District overview

New Orleans neighborhoods are where the culture and creativity of the Crescent City come to life. From the historic French Quarter to the artistic Warehouse District to the busy Central Business District there is great food, music and more to be found all across the city.

Here we highlight a handful of Downtown New Orleans' most popular districts and provide information that expands on the offerings and attraction of these neighborhoods and all they have to offer.



2.0 Research

The city - major districts

Like so many American urban centers, New Orleans' **Central Business District (CBD)** was once a ghost town after work, but not anymore! Evenings now bring crowds to historic Lafayette Square for free concerts, and numerous other restaurants, bars and theaters come to life after dark.

In addition to being a vibrant commercial center, and a meeting area for business travelers, the Central Business District is home to a wide variety of lunch spots, bars offering happy hours and restaurants. In the last few decades, the area has welcomed the Aquarium of the Americas, Harrah's Casino, and great shopping at Canal Place.

Today, the historic neighborhood has become a hot address for visitors who enjoy around-the-clock access to all the city offers.



The growing medical corridor in New Orleans is commonly known as **The Medical District**, this economic development district that was created by the State of Louisiana in 2005 for the purpose of developing a biosciences industry in New Orleans that will provide research and development, healthcare delivery, and stable, high-paying jobs. The district spans the Downtown and Mid-City neighborhoods of New Orleans.

The area's major developments include Veteran's Affairs Medical Center, University Medical Center, Louisiana Cancer Research Center, New Orleans Bioinnovation Center and the Ochsner Health System.



2.0 Research

The city - major districts

The French Quarter, also known as the “Quarter” to locals, sits on a crescent in the Mississippi River on some of the highest ground in New Orleans. Not only is it the city’s cultural hub, but it is also a community where residents take time to welcome visitors in the streets.

Intimate and unique, New Orleans’ oldest neighborhood has exerted a spell over writers and artists since the time of Mark Twain, Lafcadio Hern and John James Audubon.

French Quarter architecture blends Spanish, French, Creole and American styles together in an idyllic, enchanting setting. From antiques and books to clothing and accessories, the French Quarter is full of boutique shopping.



This historic **Warehouse District** neighborhood is filled with amazing art galleries, fine restaurants, and world-class museums, has become a bustling center of attention in the heart of downtown New Orleans.

The district has abundant and open space warehouses were perfect for displaying artwork. Many galleries call the district home. Most are located on Julia Street, which is also the scene of an evening gallery hop that hosts a mix of art lovers.

The district includes museums such as the National World War II Museum, one of the most popular attractions in New Orleans that has brought in over 2 million visitors. Other museums like Louisiana’s Civil War Museum, The Children’s Museum and the Ogden Museum of Southern Art make the Warehouse Arts District the place to go to learn about the history and culture of New Orleans and Louisiana.



Sources: Essence.com
New Orleans Film Festival
New Orleans CVB

2.0 Research

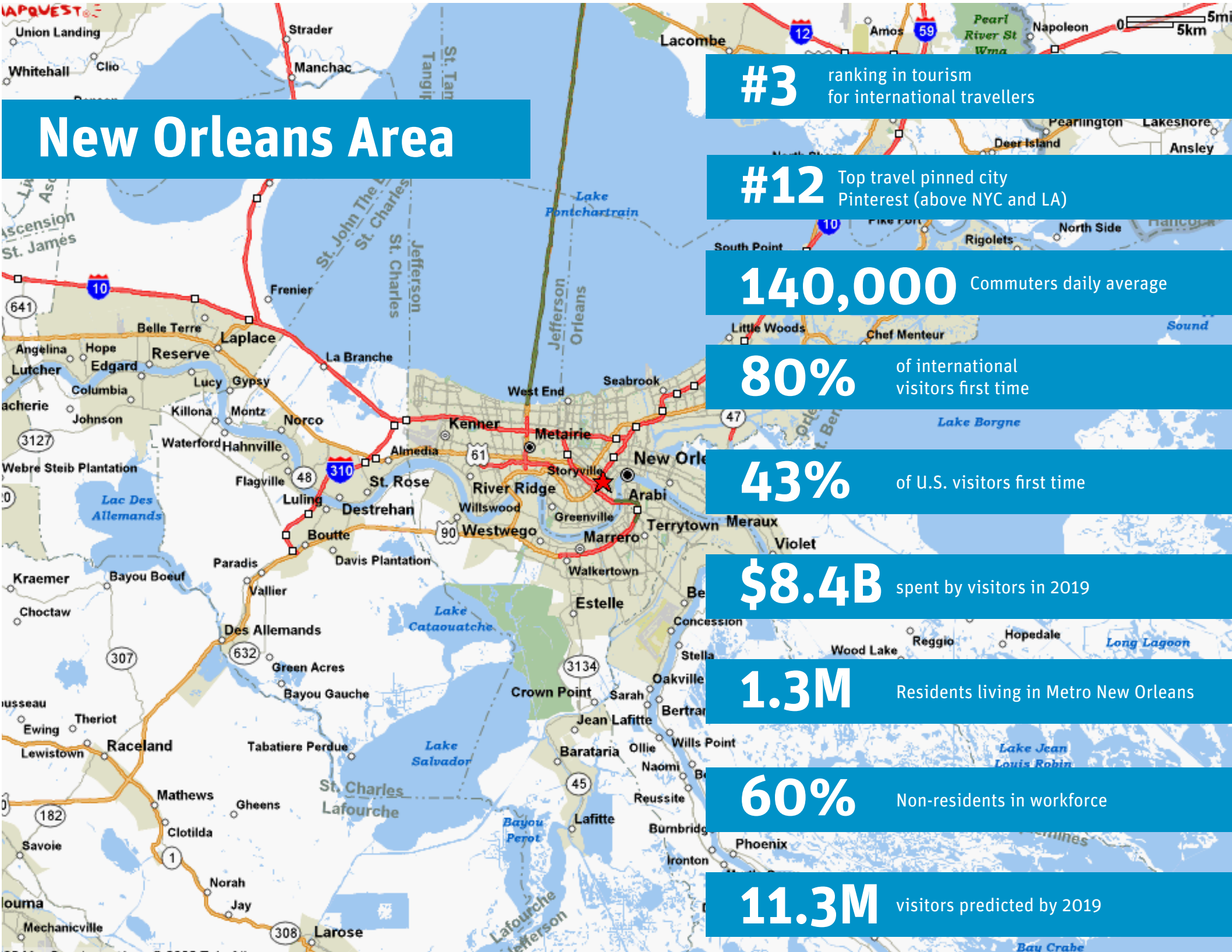
Summary of users

The traveller economy at its core is about driving economic growth and enriching the lives of people. The more than nine million visitors pump billions in spending directly into New Orleans. That money contributes greatly to state and local economies and supports jobs for New Orleans from every neighborhood.

Mayor Mitch Landrieu said, “The people, culture, food and entertainment in New Orleans are arguably the best in the world. We take pride in offering our visitors an authentic experience and are adding new options every year, so it’s no surprise that the city is continuing to see record breaking visitor numbers. New Orleans is on a roll and we’re thrilled that visitors across the globe are taking notice.”

Sources: American Community Survey
City of New Orleans CVB
U.S. Census Bureau
The Data Center

** Info based on Population estimates, July 1, 2015, (V2015)



Main conclusions from the responses

everyone
Users using the landmarks to find their way around the city

nearly half
Users who had negative comments about the current signage and maps

three quarters
Users who could not locate the cities established districts

over half
Users who wouldn't use public transportation; as they did not know where it went

almost all
Users know the river and lake to find their way around when traveling long distances

Why do user research?

To get an understanding of what a place is all about you have to listen to people. They may live there, they may work there or they may just be visiting, but they all provide a valuable insight.

Methodology in New Orleans

We spent three days in the city starting April 20th 2016 conducting user questionnaires. The idea of this research was to understand how people find their way around and what information they currently use. We wanted to understand if they think the place is easy to navigate, if the current signage is useful, and what improvements for wayfinding they would like to see.

"It's a great city to explore and get lost in, but it's also a city with areas that can make you uncomfortable – you don't feel safe if you don't know where you're going"

"North is towards the lake"

"The maps in the hotel are easier than the maps on the street."

"North is towards the lake"

"I need a map with one view of New Orleans not just French Quarter. I don't want it split into areas"

"I could tell you where the WWII Museum was if I knew where I was!"

"North? Nobody operates that way in New Orleans we use landmarks to get around"

"We are lost. We got lost this morning and I'm pretty sure we'll get lost this afternoon."

2.0 Research

Regulatory requirements

Vehicular wayfinding guide signs are essential to direct road users along streets and highways, to inform them of intersecting routes, to direct them to cities, districts, or other important destinations, rivers, parks, and historical sites, and generally to give such information as will help them along their way in the most simple, direct manner possible.

Throughout the U.S. any vehicular oriented directional sign that is located along a publicly accessible roadway must be compliant with the Federal Highway Administration (FHWA) standards. The FHWA's Manual for Traffic Control Devices addresses placement, location, and other general criteria for signs that are facing vehicular traffic on public access roadways.

Chapter 2D-50 of the MUTCD prescribes the requirement of vehicular directional sign design, messaging and placement. The requirements specific to Applied's concept design for the City of New Orleans is demonstrated in the illustration on the right. While some requirements are general, such as radiused corners, others are specific, like number and order of destinations.

The MUTCD does not prescribe requirements for community identity (gateway), pedestrian directional or historic marker signs other than to make sure they are not confused with direction giving to vehicles.

In the design development phase of the New Orleans wayfinding project the MUTCD 2d-50 criteria for community guide signs will be detailed for construction and compliance with the standards.

LA DOTD has adopted the same criteria for guide sign requirements per Bao "Long" Le (DOTD).

Source: MUTCD - 2009, LADOTD

Approved Fonts
FHWA Series
Standard Alphabets for Highway Signs
Highway Gothic
Interstate

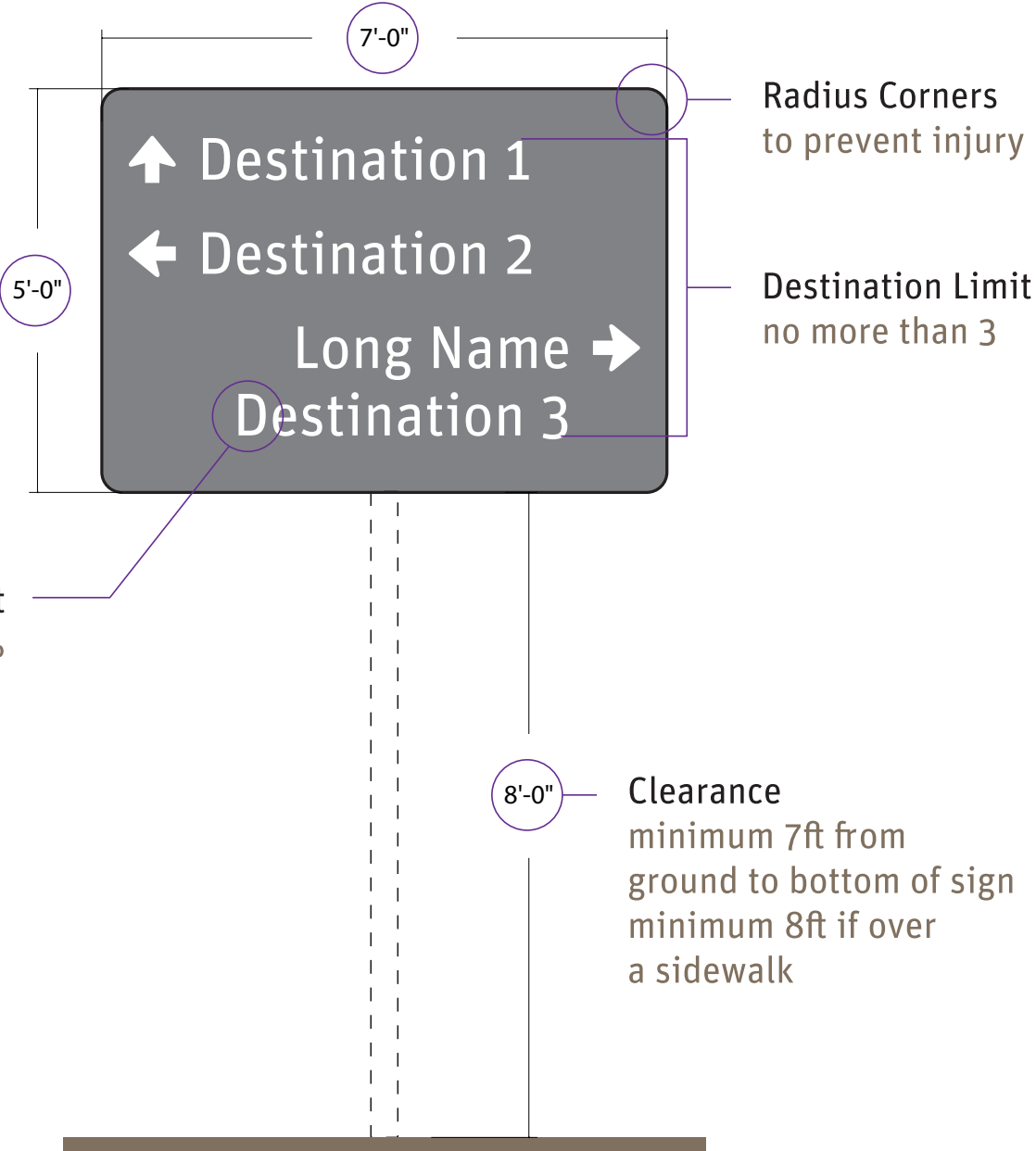
Text Height
6" Cap Height Greater than 25 MPH
4.5" Cap Height 25 MPH or Less

Destination Order
and Arrow Placement
↑ Ahead
← Left
Right →

Grouping
within Destination Order
↑ Nearest
to Farthest

Contrast
at least 70%

Destination Name
including Spaces
18 - Character Limit



3.0 Analysis

3.0 Analysis Legibility

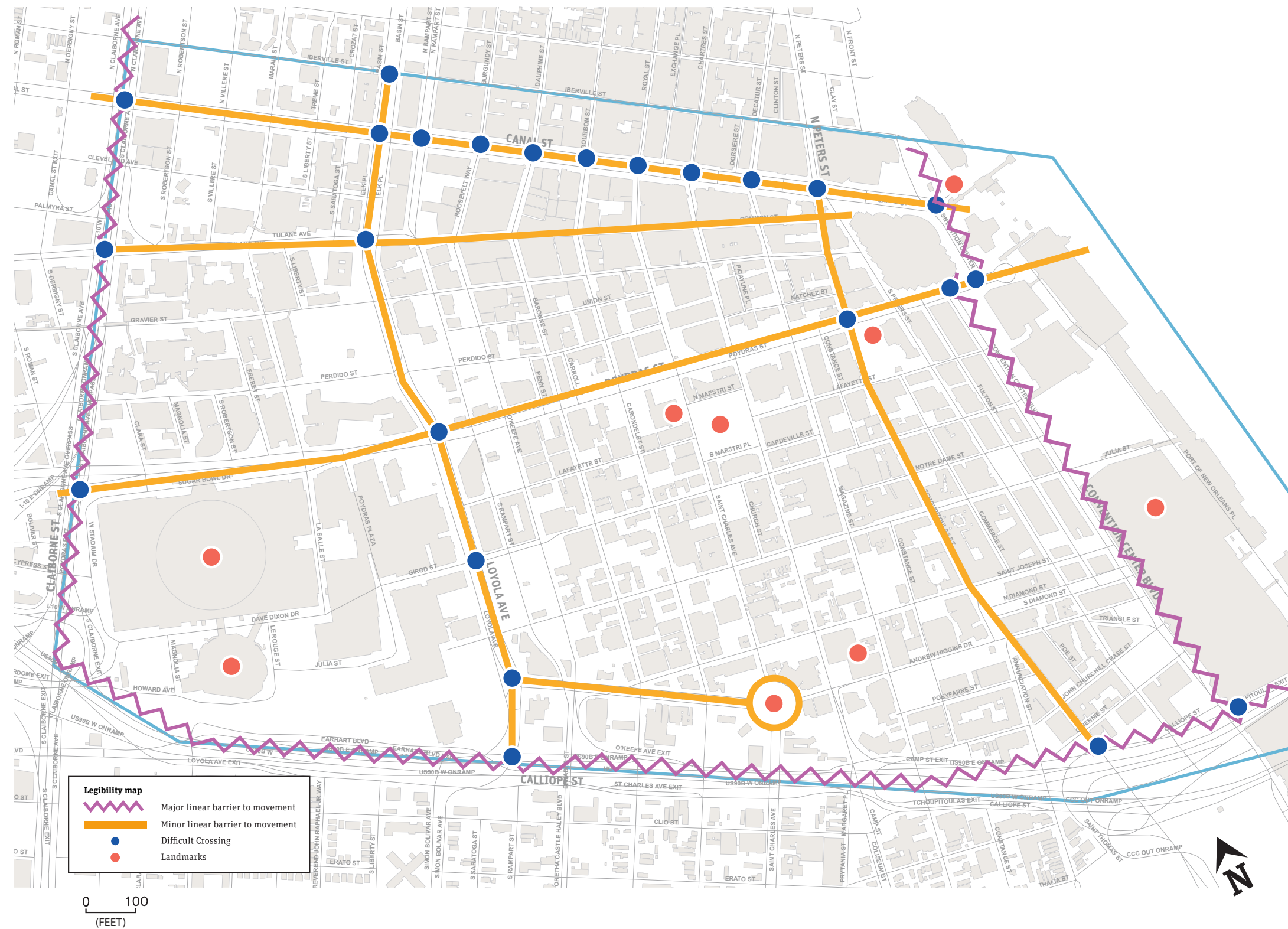
Legibility affects on wayfinding

- Direction via landmarks
- Hierarchy of routing
- Provide routing options
- Promote use of transit
- Promote use of bike/ped options

Legibility analysis is a technique that looks at the major urban realm elements that affect how a user experiences and understands a city on the ground.

Roads, bridges, buildings and bodies of water are integral elements of a city. While these features are necessary for a city to function properly they also create challenges to movement from one place to another.

From a site-wide view the Downtown Development District is bound by the major highways of Interstate 10 and Highway 90. These barriers separate physically and visually this area from the surrounding city. Internal to the district several other barriers exist including busy (multi-lane) streets



3.0 Analysis

Movement networks

Path network affects on wayfinding

- Identification of road crossings
- Direction via trail network
- Multi-modal awareness
- Promote safety
- Information considerate of environmental conditions
- Leverage park connectivity



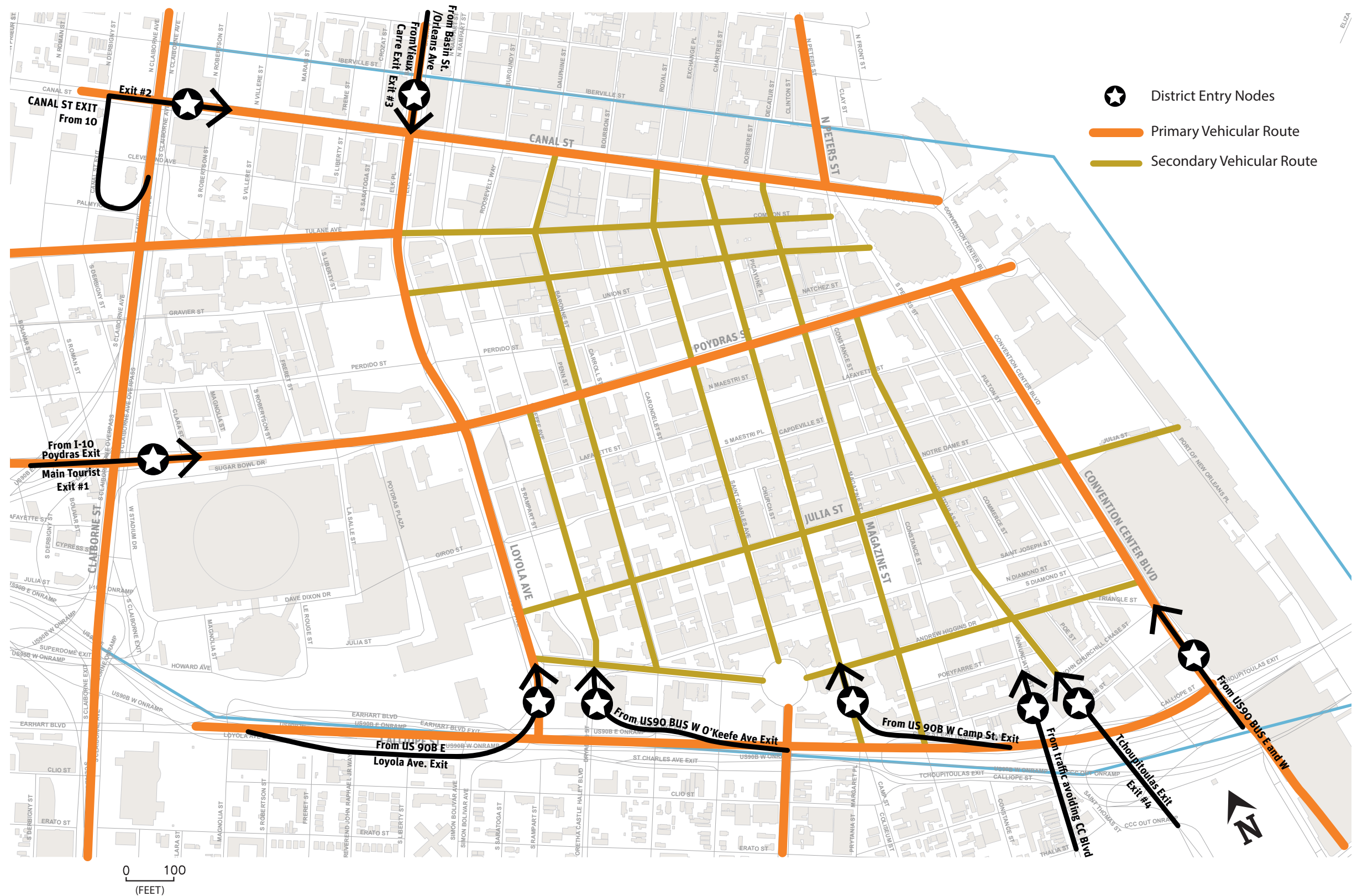
* Routes defined at stakeholder meetings held March 10- 11 2016

3.0 Analysis

Movement networks

Vehicular network affects on wayfinding

- Promote network to the district
- Awareness of parking
- Promote multi-modal options
- Progressive disclosure of information



* Key entry nodes and routes defined at stakeholder meetings held March 10- 11 2016

3.0 Analysis

Tourism

Tourism is New Orleans’ top industry, sure, but it is also incredibly valuable to each and every resident, whether they work in tourism or not.

- 1. It brings in billions of dollars to the local economy
- 2. It provides more than 80,000 jobs of New Orleanians
- 3. It provides a wide range of fulfilling careers from executives to service workers
- 4. It spreads revenue throughout the city
- 5. It provides revenue to improve schools and safety
- 6. It supports infrastructure
- 7. It nurtures the arts
- 8. It helps New Orleanians know how special and unique their city is

New Orleans is slated to host 126 permitted festivals in 2016 all across the city, from the six-mile stretch of retail shops on Magazine Street to the art galleries in Bywater and the Jazz Market in Central City.

New Orleans is home to 38,000 bed spaces, and as would be expected for a tourist reliant city, the vacancy rate differs largely by season. In January occupancy is 42%, while in the summer months it rises to 78%. The growth of the cities many festival and has lead to a pronounced visitor peaks with 99% occupancy for Mardi Gras. In 2015 there were 142,000 people flying into Louis Armstrong Airport from the Friday before Mardi Gras to the Friday after.

Sources: Smith Travel Research
neworleanswill.com

Mardi Gras- Fat Tuesday

Recognised as one of the top events in the world Mardi Gras attracts hundreds of thousands of bead-draped Louisianians and their guests from all over the world hit the streets of New Orleans for days of fun and frivolity at what is commonly referred to as “the biggest free party on earth”. More than 60 parades complete with cheeky costumes to celebrate the naughtiest time of year during the two weeks before Fat Tuesday, and no two places in New Orleans celebrate Mardi Gras in exactly the same way.



Film Festival - October

A popular event for more than two decades and named one of the Top 25 Film Festivals Worth the Entry Fee, the New Orleans Film Festival features a wide range of more than 1,250 major and short films from all over America and around the world, as well as presenting interaction with leaders in the film industry – directors, actors, screenwriters, cinematographers, and critics.



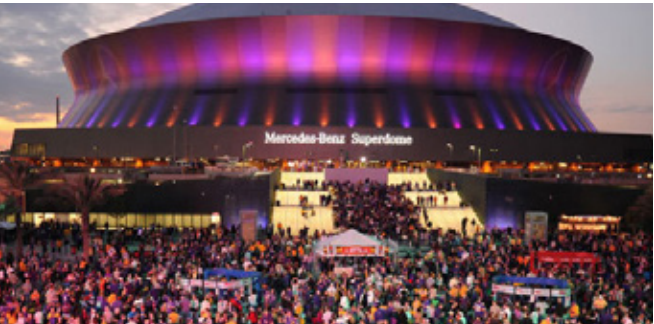
Jazz and Heritage Festival - April and May

The New Orleans Jazz & Heritage Festival, aka Jazz Fest, is a 7-day cultural feast in which thousands of musicians, cooks and craftspeople welcome 400,000 visitors each year. The Louisiana Heritage Fair at the Fair Grounds Race Course showcases unforgettable music on multiple stages, delicious Louisiana cuisine in two large food areas, and crafts artisans from the region and around the world demonstrating and selling their work.



Essence Music Festival - July

This arts, music and empowerment festival celebrating contemporary African-American music and culture attracts nearly 200,000 visitors in what has become the largest festival of African-American talent.



Voodoo Experience - October

Attracting more than 100,000 fans to New Orleans’ City Park each year, the Voodoo Experience (previously known as the Voodoo Music Festival), a multi-day music and arts festival features popular rock bands that appeal to a younger audience, but nevertheless also features many local and international bands and artists, the highest ranking of which will usually close the event with a final concert wooden or aluminium coins, stuffed toys and a host of cheap but fun trinkets.



French Quarter Festival - April

This award-winning festival, which began in 1984, has eighteen stages throughout the French Quarter to present the best in New Orleans music, representing every genre from traditional and contemporary jazz to R & B and New Orleans funk, brass bands, folk, gospel, classical, opera, Cajun Zydeco, Latin World, International, as well as musical stages for children.






3.0 Analysis

Tourism - Visitor Attractions

Tourism in New Orleans is part of the city’s DNA. It is said that New Orleans residents should have several costumes ready to go at any given time. Celebration is at the core of the New Orleans’ experience, and to get a true taste of the city, every visitor wants to join in the unforgettable festivals.

The map to the right highlights many of the downtown locations where these great events occur. From museums, plaza and park spaces, parade routes and tourist destinations each has a need to promote connectivity and ease of access.

-  Hotels
-  Visitor Attractions
-  Parade Routes

Sources: The Times Picayune
March 05, 2015
Article: 15 Parade w/
route map

mardigrasneworleans.com
googlemaps.com
NewOrleansFrench.com



3.0 Analysis

User scenarios

Typical user types	New Orleans offer	Visitor point of origin	Mindsets	Mode of arrival and transportation	Environmental & time factors	User characteristics	Motivations
NOLA Residents	Retail	National	Time Rich	Plane/Airport	Early	Children	Exercise
Day Visitors	Museums	International	Time Poor	Taxi	Weekend	Environmentally Conscious	Toilets/ Baby change
Event’s Visitor	Public Spaces		Knowledge (familiar)	Bus	Weekday	Alone	Shopping
Foodies	Districts		Lack of Knowledge (unfamiliar)	Car	Late PM	Celebrating Special Occasion	Meeting
Shoppers	Food & Beverage			Walk	Heat	Food Savy	Entertainment; Cinema, Playpark
Deliveries / Servicing	Hospitals			Bicycle	Public Holiday	Wheelchair User	Service & Delivery
Workers / Commuters	Convention Center			Cruises/Boat	Lunch Time	Business Person	Port Stop (Cuisse)
Business Visitors	Events			Streetcar	Evening / Night	VIP	Spend Time
Hotel Guests	Cruise Terminals			UBER/LIFT		Mobility / Impaired	Events
Visitors to Residents	Hotels					Group	Eating/Drinking
	Parks/Gardens Cemeteries					Locals	Visiting Residents
	Cinema/Theatre					Partner / Friend	Knows What She / He Wants
	Historic Sites					International Visitor	Conference
	Residences					Visitor / Non-English Speakers	Mardi Gras

3.0 Analysis

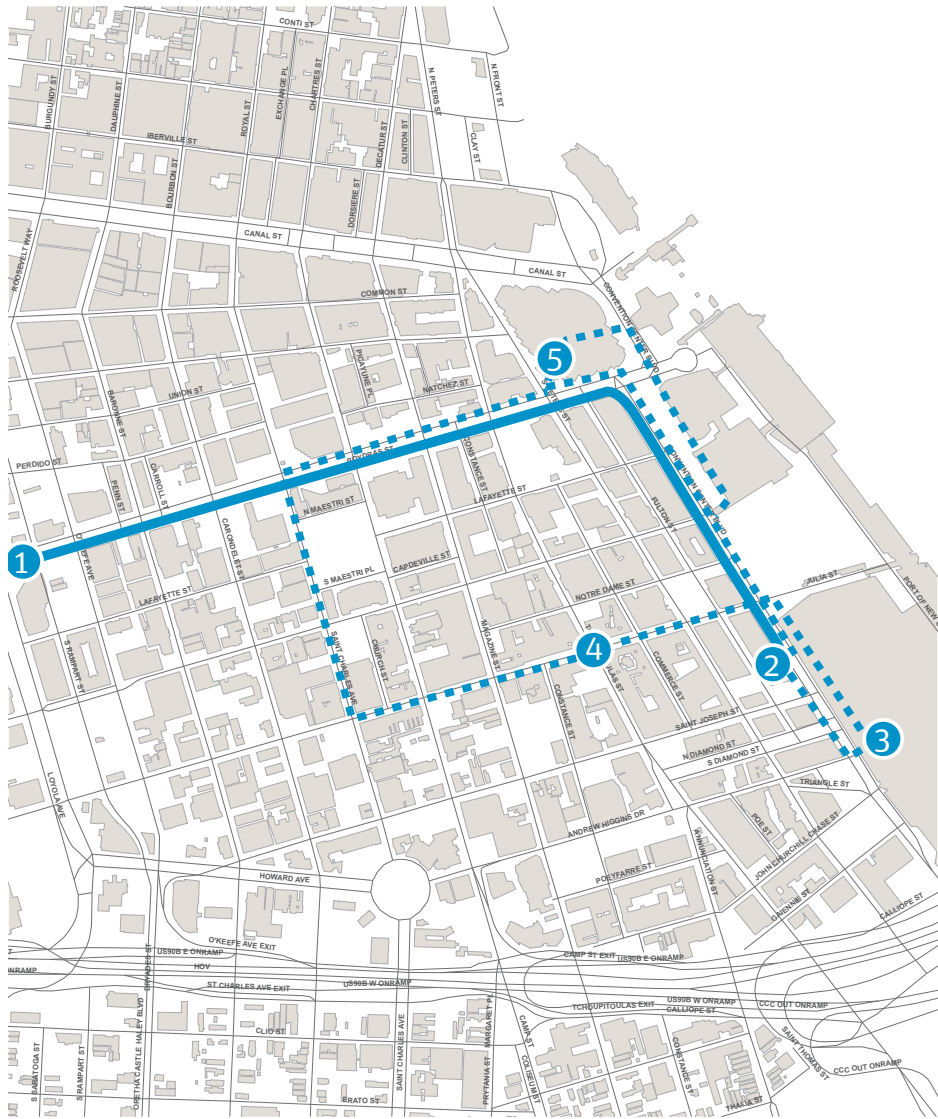
User scenarios

International businessman attending a conference and exhibition at the Convention Center

John, is on a business trip from Panama City and is staying at the New Orleans Downtown Marriott at the Convention Center. It's his first time to the city.

- 1. He takes a taxi from the airport and gives the address of the hotel. The taxi driver exits off by the Superdome, John doesn't know when he has arrived in the city until he gets to his hotel.
- 2. On the drive in John did not see any interesting places to eat near by so he decides to take it easy and have dinner at the hotel. He then takes a short stroll around looking for shopping before heading back to the hotel for an early night.

- 3. The next day, John gets ready for his conference, he remembered seeing what seemed to be the convention center nearby; so he decides to walk. He did not realize how far away the venue was and wishes he would've left his hotel a little earlier.
- 4. After a full conference day, he wonders where he can get a quick bite to eat around the area. He is given a map at the conference but it does not show the restaurants near his hotel.
- 5. Its almost 9.30pm and John has walked quite a way down Julia Street. He overheard someone talking about a Casino but doesn't find it and decides to head back to the hotel.



3.0 Analysis

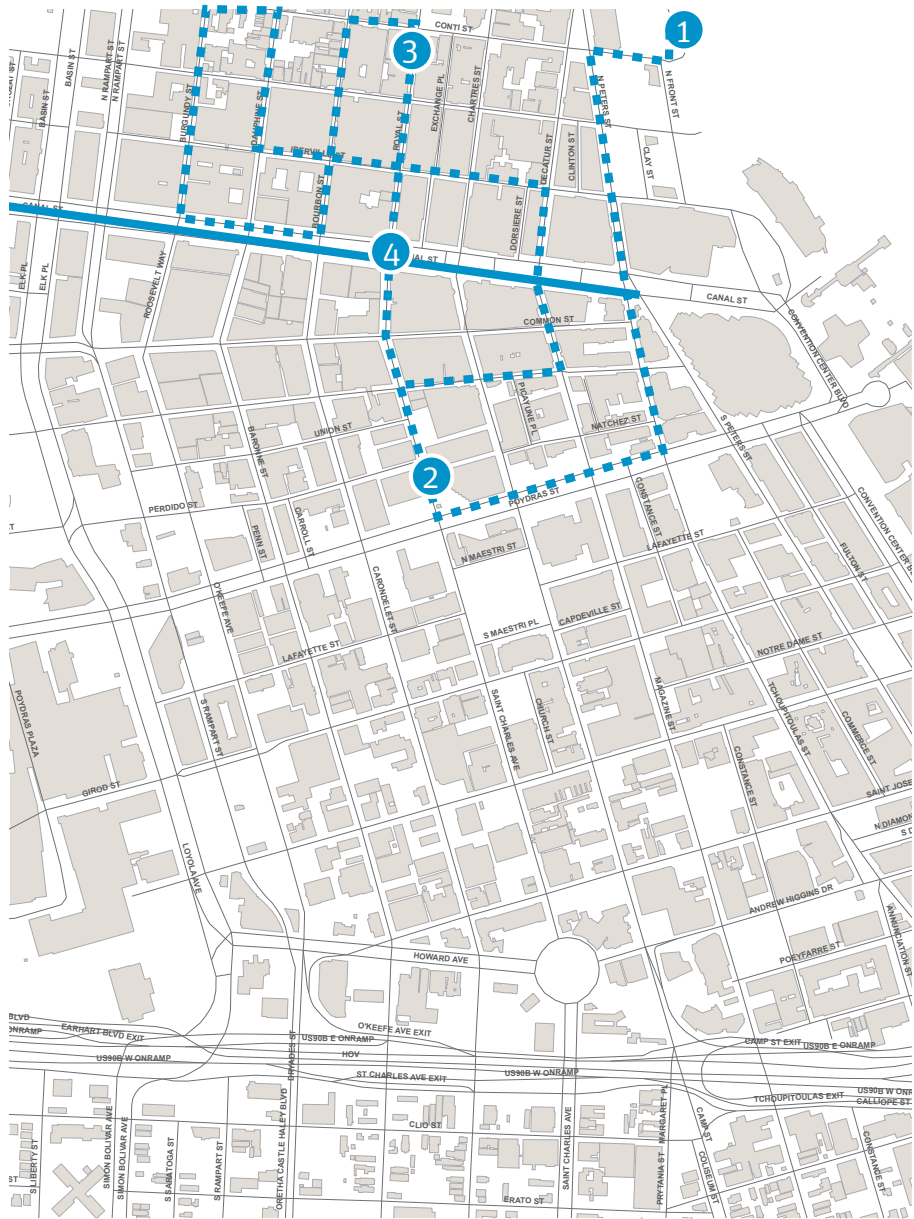
User scenarios

A couple on a port stop at the Julia St. Cruise Terminal

Matt and Emma, took a steamboat through the Mississippi river for their honeymoon. They have been on the boat for 8 days and are ready for their final stop in New Orleans. They will be spending two nights in town, since they got the Big Easy City Stay package.

1. They exit the boat with their suitcase and are unsure about how to get to their hotel and if they have enough time to drop off their bags before their appointment.
2. They have a booked a city tour but the concierge in the Inter Continental Hotel isn't sure where the Architecture Tour of New Orleans starts. They find the tour a few minutes too late and re-book for the following day.

3. They have lunch at The Store Restaurant in downtown and ask directions to the French Quarter; which they explore on foot.
4. Getting lost on the way made them uneasy; although Matt and Emma did see the unique streets and architecture in the French Quarter. They experienced Bourbon Street on the way back to the hotel and called it a night. They decide to go have beignets in the morning. They hope to explore downtown New Orleans and find out how they can try out the street cars.



3.0 Analysis

User scenarios

Foodie traveling to the City for We Live To Eat Restaurant Week

Justin, has been waiting over 6 month for that one week in September when he gets to go to New Orleans to eat at his favorite event of the year. The day is finally here and Justin loads his bag and drives from Jackson to New Orleans for four days to enjoy the We Live To Eat Restaurant Week.

1. He has his reservations and he drives all the way there thinking how good the previous year’s food was. Justin notices that the highway exit numbers are different than last visit and isn’t sure which exit was the right one.

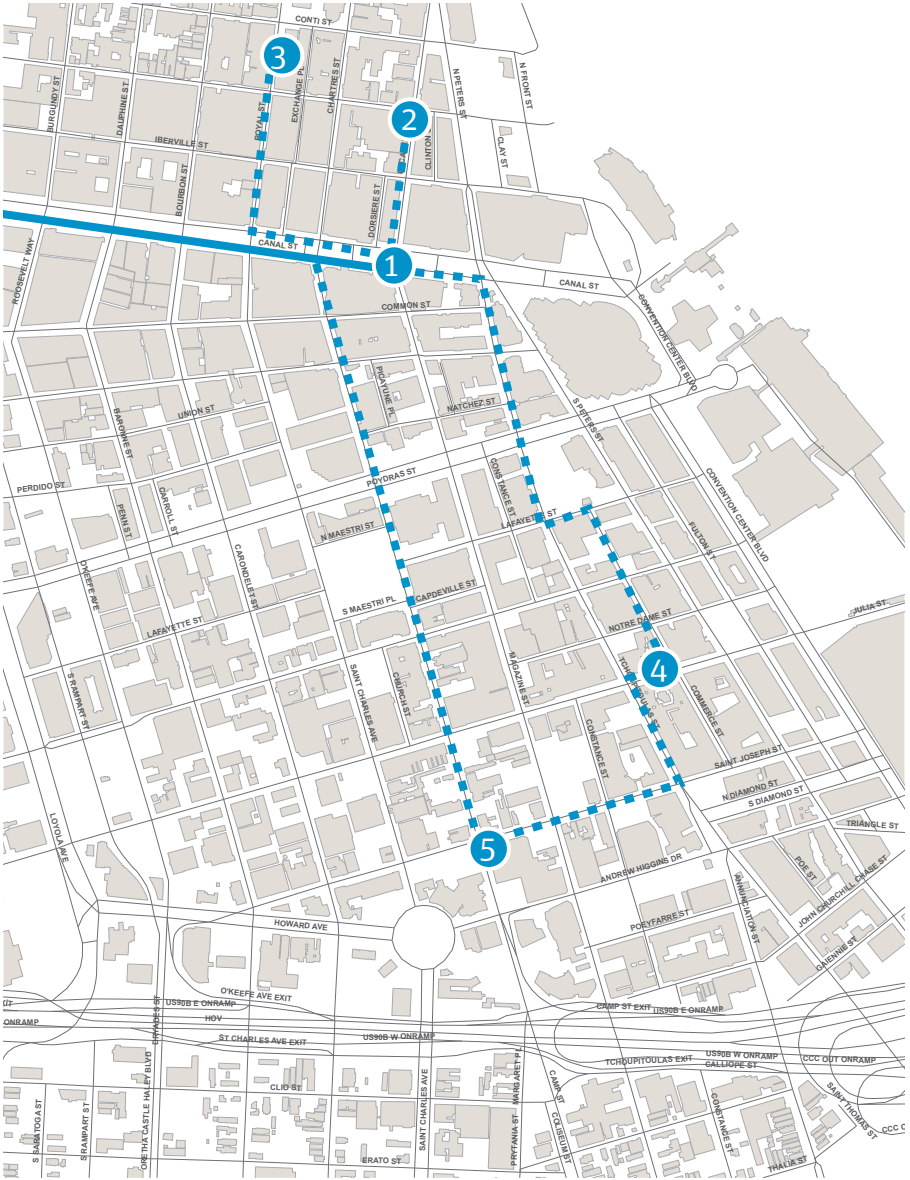
As he exists I10 to US90, he starts looking for how to get to Canal St. which is where the Sheraton Hotel is located. He gets a

bit turned around but manages to find it. Although he is in the wrong lane to take a right turn so he goes around struggling with the confusing one-way streets.

2. He is tired and hungry from a 3 hour drive so he went across the street for a quick lunch and returned to the hotel to take a nap before his first dinner reservation at Estrella Steak and Lobster.

3. The next morning he asks for directions to Cafe’ Degas but is unsure of the address.

4. After lunch he is interested in the National WWII Museum but he does not have time as he found out about it too late. Perhaps next time he can plan that into his schedule.



Wayfinding information must respond to diverse visitor needs



Visitor's Destinations - Existing and proposed comparison

In Scope Area

City Hall
Superdome
Arena
Casino
New Orleans Union Passenger Terminal (UPT) (NAME CHANGED)
Cruise Terminals
Erato St. Cruise Terminal
Julia St. Cruise Terminal
NEW Ferry Terminal
Museums
Ogden Museum of Southern Art
Civil War Museum
WWII Museum
NEW Contemporary Arts Center
Warehouse District
Champions Square
Lafayette Square
Morial Convention Center
The Riverwalk
Spanish Plaza
Canal Street
NEW Audubon Insectarium
Theater District
Saenger Theatre
Joy Theater
Orpheum Theater
Audubon Aquarium of the Americas
Medical District
S.E. Louisiana VA Health Care
University Medical Center
Public Library
NEW Gallier Hall
NEW St. Patrick's Church
NEW Immaculate Conception Church
NEW Tricentennial Plaza

Spanish Plaza
Piazza d'Italia
NEW Streetcars (Routes on Map)
St. Charles
Canal - Cemetery
Loyola-UPT
Riverfront
Canal - City Park
Rampart (New line)
Art District
NEW South Market
NEW Magazine Street
Out of Scope Area
French Quarter
NEW Bourbon Street
NEW Royal Street
Jackson Square/St. Louis Cathedral
Woldenberg Riverfront Park
NEW French Market
City Park (4 miles-36 min bus-1 hr 10 min walk)
NEW Southern Food and Beverage Museum (0.3 miles)
NEW Crescent Park (1.3 miles 25 min walk)
NEW Lafitte Greenway (0.5 miles)
Louis Armstrong Park (0.6 miles)
The Mahalia Jackson Theater
NEW Congo Square
NEW Garden District
NEW New Orleans Jazz National Historical Park (0.6 miles-11 min street car-13 min walk)
NEW Audubon Park (4.1 miles - 1hr-21 min walk)
NEW St. Louis Cemetery #1 (0.3 miles)
NEW Universities (4+ miles - over 1 hr walk)
NEW Riverbend (4+ miles - over 1 hr walk)

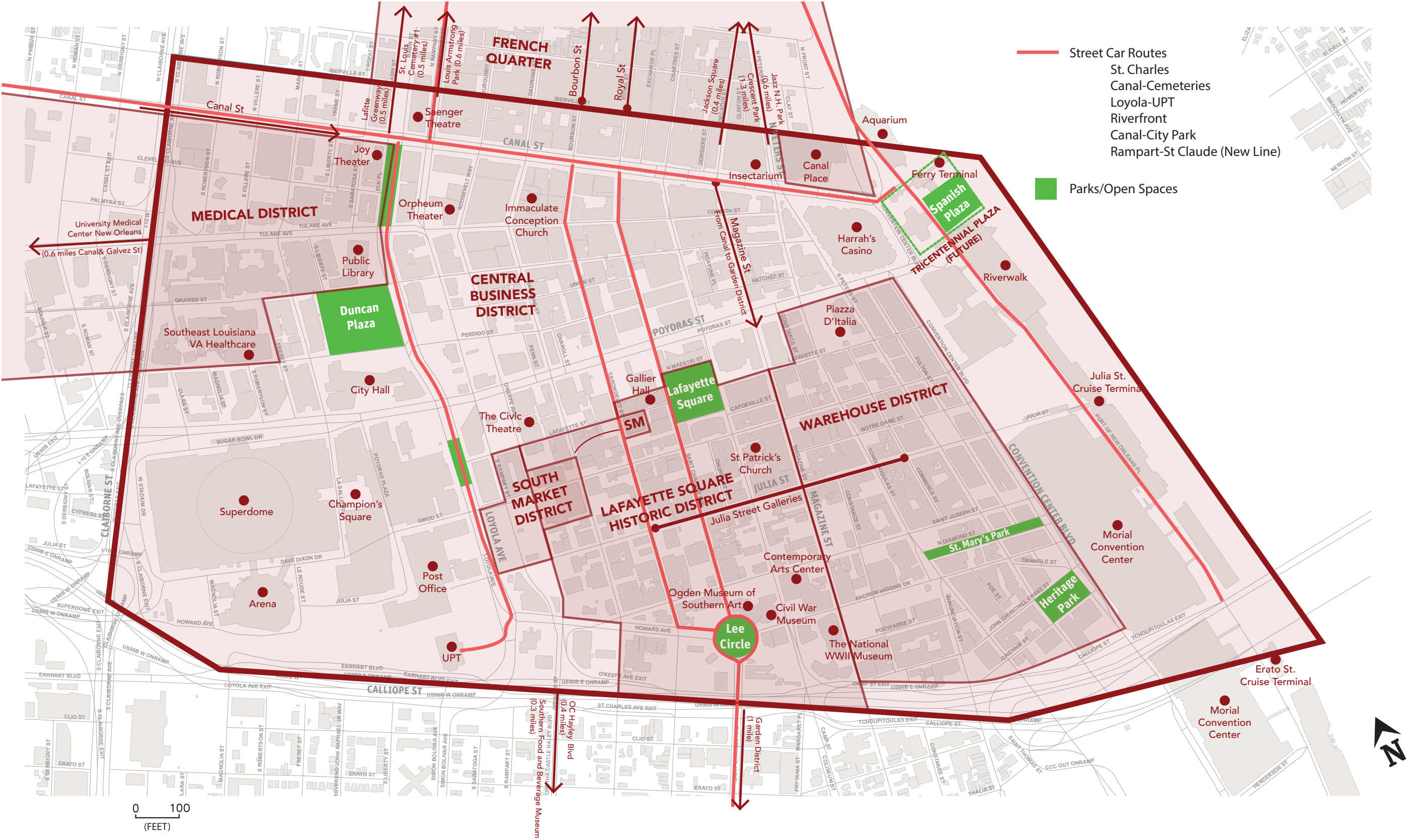
Existing Destinations (2001)

French Quarter
Convention Center
Superdome/Arena
Medical District
Museums
Warehouse District
Canal Street
Casino
Audubon Zoo
Theaters
Universities
Interstate 10
Art Galleries
Cruise-ship Terminals
Municipal Auditorium
Armstrong Park
Museum/Arts District
Lee Circle
Civil War Memorial
Confederate Museum
Ogden Museum
Contemporary Arts Center
National WWII Museum
Historic Julia Row
Louisiana Children's Museum
Lafayette Square
Federal Complex
Piazza d'Italia
Lafayette Square Historic Dist.
Louisiana Superdome
New Orleans Arena
Union Bus/Train Station
Main Post Office
Medical/Municipal Area
Tulane University Medical & Science Ctr.
LSU Medical School

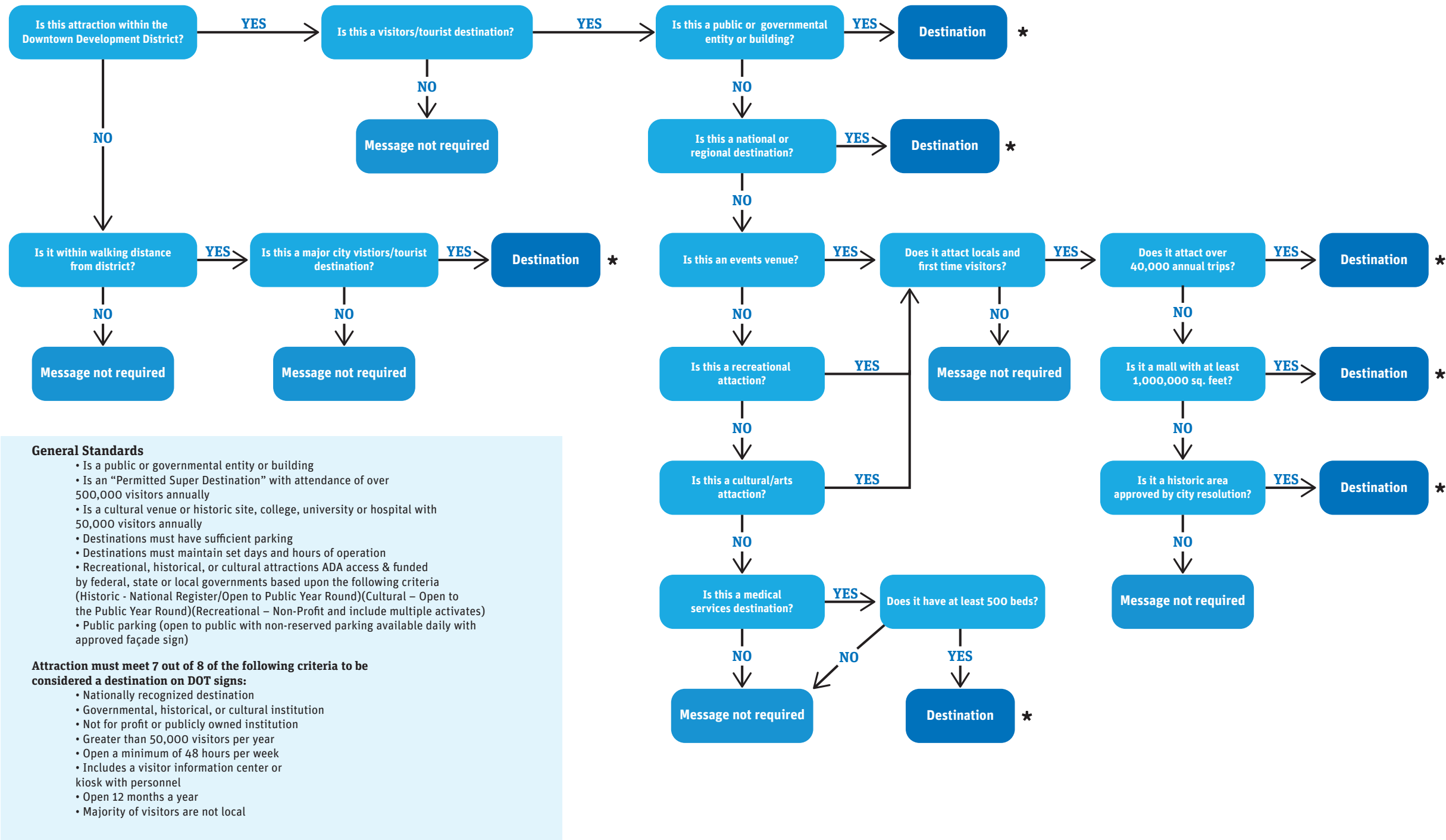
City Hall
New Orleans Public Library
Canal Place
Saenger Theatre
Jackson Square
St. Louis Cathedral
French Market
Louisiana Supreme Court
Financial District
Riverfront
Orpheum Theater
Picayune Place Historic Dist.
Riverwalk Marketplace
Spanish Plaza
Aquarium of the Americas
Woldenberg Park
Mahalia Jackson Theatre of the Performing Arts
Mardi Gras World

*City to review naming rights

3.0 Analysis
Proposed destination map



Destination criteria for inclusion on signage



4.0 Strategic Recommendations

4.0 Strategic Recommendations

Key wayfinding principles

This study proposes a number of strategic and tactical recommendations to deliver improved legibility to New Orleans.

The recommendations focus on developing an overarching strategy to support the Downtown Development District vision and have been derived from the audit, research and issues that have been identified through stakeholder workshops, consultations and observations.

At the core of this signing and information strategy are users: residents, visitors, businesses and many other communities and stakeholders who have an interest in the future success of the city. The design of information should be user-centred, accessible,coordinated, easy to use and be at the heart of journey planning.

It is important to consider the full scope for opportunities and applications and how they relate to users experience before setting out the strategic recommendations.

We have developed the strategy based on ten key wayfinding principles so that all modes, communications, developments can speak with one voice that the traveller can relate to in order to make ‘informed choices’. These are detailed on the right.

- 1. Seamless**
Integrating information across modes reflects the real journeys that people make.
- 2. Stepping Stones**
Stepping stones will assist people’s memory and provide connections for the traveller.
- 3. System Naming**
The consistent naming of places and things in the environment allows people to communicate what and where places are.
- 4. System Codes**
Codes are used as short-cuts for memory and for simplifying complicated systems and include colours, numbers, icons and names.
- 5. Progressive Disclosure**
All things cannot be signed from all locations. Progressive disclosure provides a rationale for what information is needed where.
- 6. Predictable**
Information consistency, integrity and most-of-all availability are crucial to achieving predictability.
- 7. Don’t Make me Think**
Keep it simple. The simpler the information the easier it will be to understand.
- 8. Inclusive**
Information should be provided so that it does not exclude any group or individual, with particular focus on disability groups.
- 9. Help Me to Learn**
Information that is easy to learn is more likely to be used. Teach people how easy route choices are and modal change is more likely.
- 10. Tone of voice**
Provide information with the right tone of voice in the right way and people are more likely to engage with it.

4.0 Strategic Recommendations

Structuring information

Structuring information to provide it progressively is important towards creating a legible system. Without a structure, the system has no reference point or rules and will quickly become a mess of ad-hoc decisions.

The structure has two broad levels:

- Naming: What assets are called and how those names relate to each other
- Selection Criteria: When and how those assets are shown in the system

The sign typology should reflect the hierarchy in a consistent way, regardless of sign type. This reinforces the system structure and allows the user to experience the city in a consistent and memorable way.

The sign typology contains several types that can be broadly categorised into three areas:

- Identification
- Vehicular
- Pedestrian & Cycling

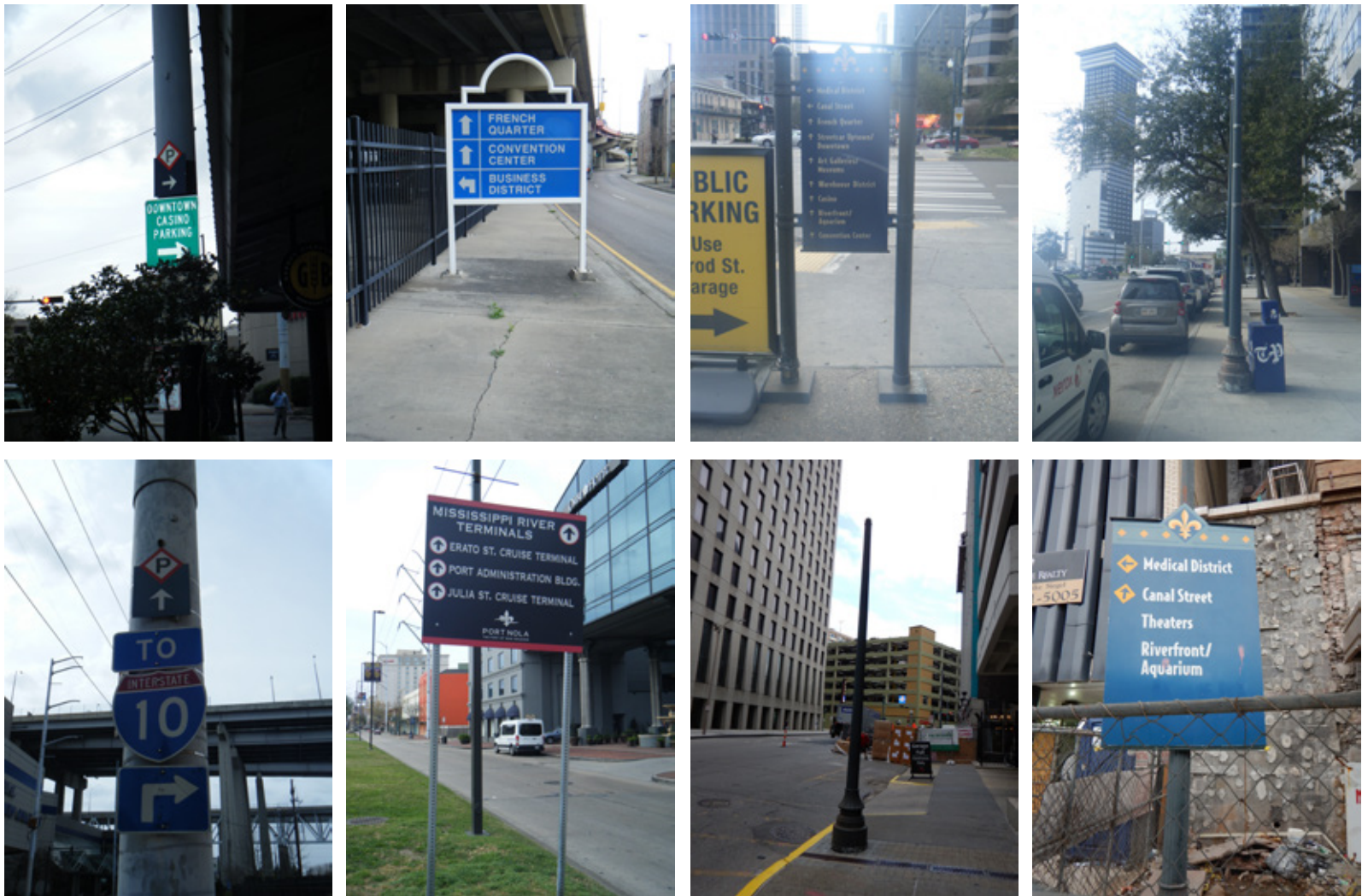
Within these categories, information can be further divided into:

- Illustration based (mapping)
- Text based (directional)

Once a citywide Naming Hierarchy has been established, Selection Criteria are then critical to manage how that hierarchy is displayed in mapping and directional information (See Destination Criteria on page 28).

This is also important to manage change as the wayfinding system expands into adjacent districts with New Orleans.

The detailed sign typology, in section 5 illustrates the functional elements in more detail. The broad information hierarchy approach is set out here.



Above
Examples of what happens without regulation or co-ordination.

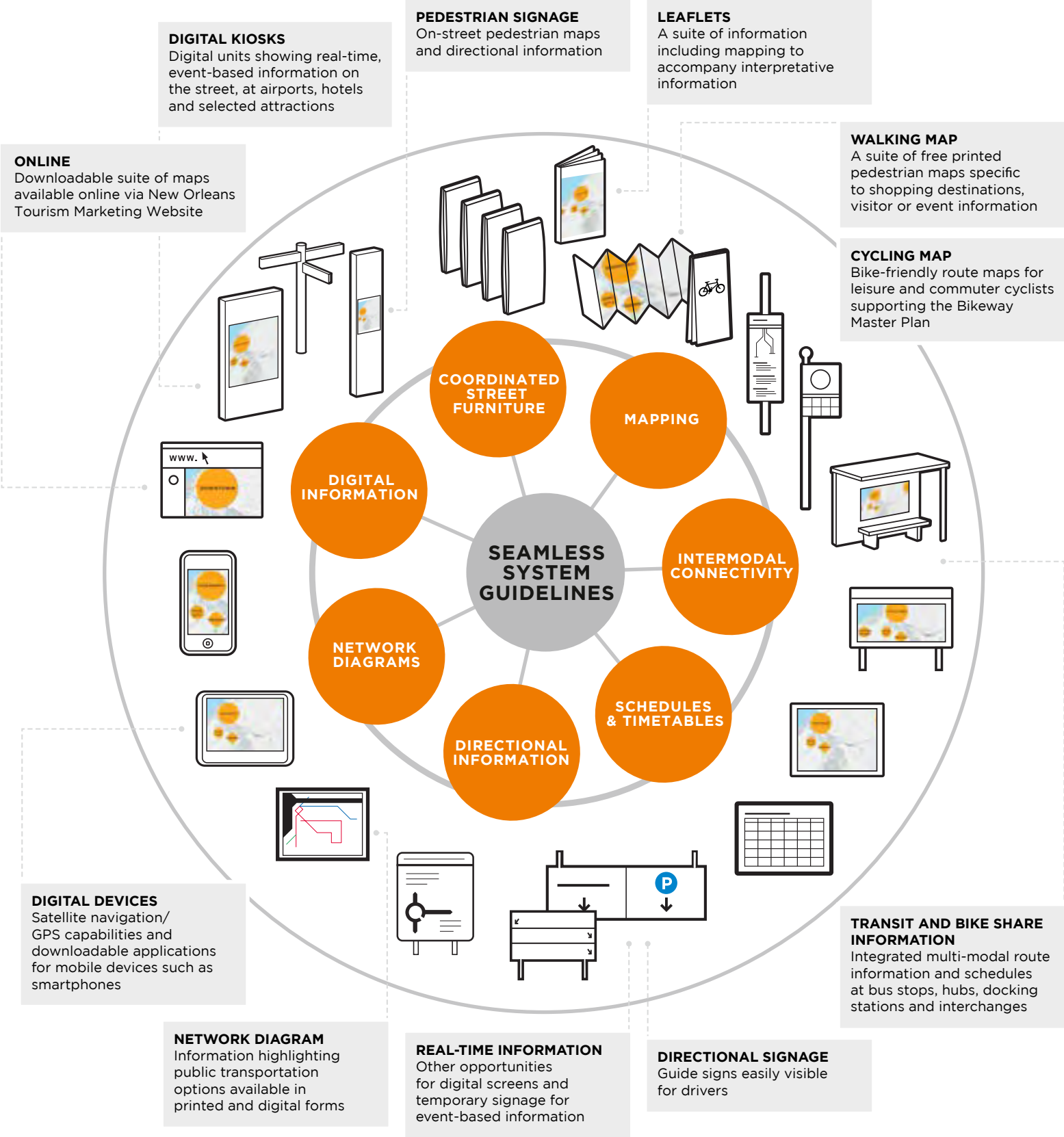
4.0 Strategic Recommendations

Wayfinding overview

To make travel across New Orleans seamless, the system should take a holistic approach to wayfinding across its many applications.

While the Stage-0 scope of work only covers the directional signage parts as promoted on the system overview map the goal towards making a legible New Orleans can be achieved by making a coordinated system of information for the user. This will facilitate access and comfort for the visitor and encourage exploration.

The end result will inform, guide, and motivate visitors and residents. It is also important in shaping the identity of a place through style, design, colors, lettering, content and placement. Good wayfinding shall contribute significantly toward the satisfaction of visitors and community pride among residents.



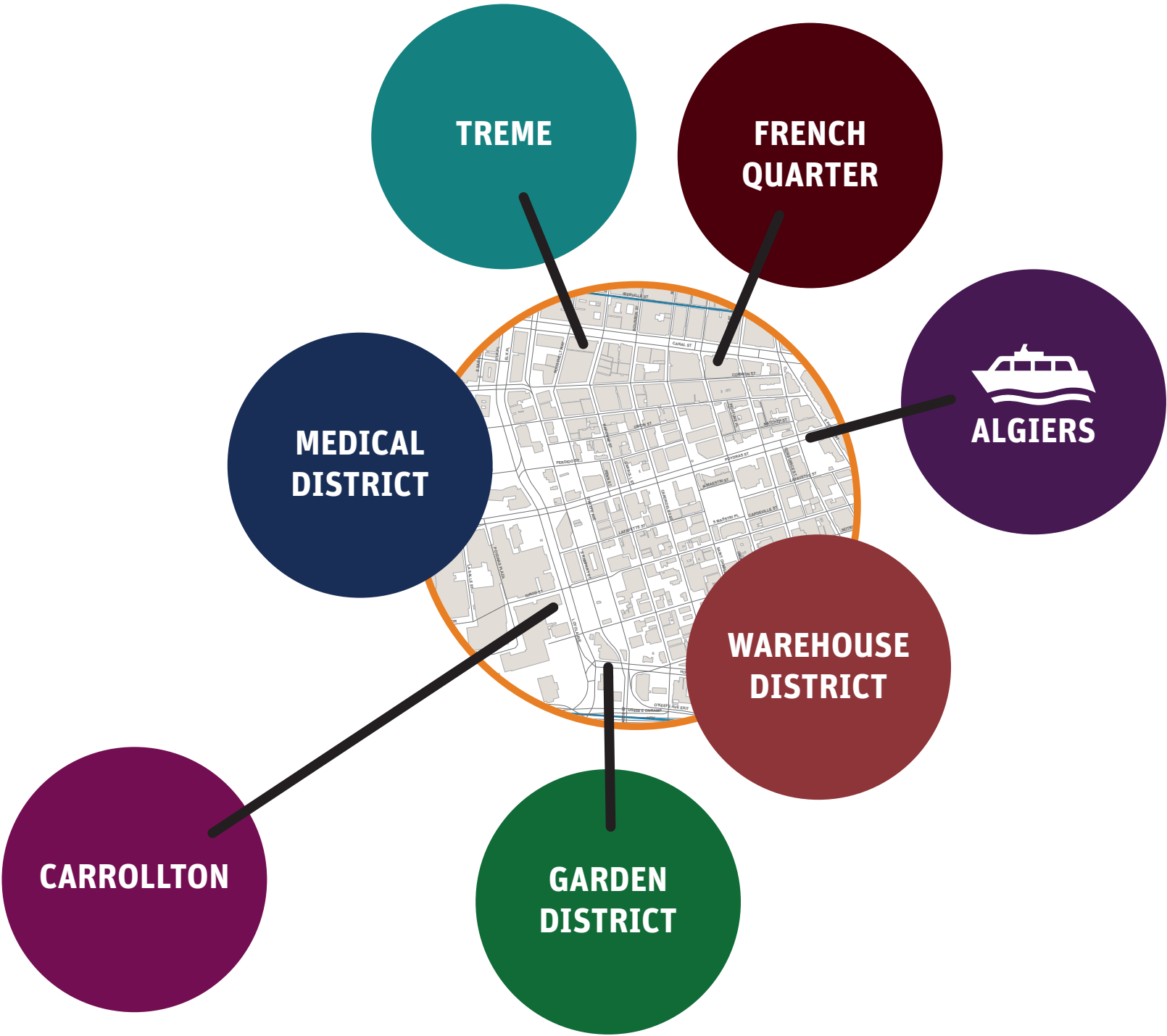
4.0 Strategic Recommendations

Wayfinding overview

Strategic recommendations

The strategic recommendations that have been made that fall within four themes:

- **Creating a welcome** – improving gateways, the image of the city and making sure the first impression gives a full picture
- **Connecting places** – connecting the riverfront, districts and destinations, linking the station, creating a network of routes and breaking barriers
- **Making movement easy** – linking transport systems, giving support where it’s needed and revealing what the city has to offer
- **Managing seasonality** – providing signing and information to support seasonal activity



4.0 Strategic Recommendations

Creating a welcome

New Orleans should make visitors feel welcome, provide a essence of the city’s character, style. The first step in enhancing people’s experience of the place is to provide a welcome greeting for all visitors to the city and individual districts contained within. As a method of communication welcomes come in variety of forms: they can be structural, such as gateways, or information rich, such as signage and mapping.

Visitors need to know when they’re entering New Orleans and specific districts. It gives people an understanding of where they are and helps create a sense of place. The wayfinding sign design should be memorable and where possible unique, to help people recognize where they are and are therefore an opportunity to create excitement and anticipation through creative landmarking and public art.



4.0 Strategic Recommendations

Connecting the places

New Orleans is made up of many places: districts, neighbourhoods, streets, spaces, parks, museums, retail centers, buildings. The strategy needs to connect the places together in a rational, predictable and legible way to help users navigate the city and its immediate surroundings.

This is achieved by developing an understanding of the structure of the city, what are the barriers to movement, how places are described and what they are called, creating an optimised network of pedestrian and vehicular routes.

Place names are an important element in helping people understand their environment and how places relate to each other. As part of this strategy a place naming workshop was held on Thursday, April 28th. The results of this workshop are shown in section 3 - Analysis. Full meeting notes from workshop can be found on Appendix A.



4.0 Strategic Recommendations

Making movement easy

Travelling around new cities can be a stressful experience and needs to be as easy as possible to encourage people to explore the city in full and to create a positive and lasting impression.

This means that information must be consistent, seamless and integrated across all modes with a range of tools and applications such that people can access information in the way they chose.

Further wayfinding must add to the sum of the physical parts within the city, integrating in its appearance and function with other structures, without adding to clutter.



4.0 Strategic Recommendations

Managing seasonality

There is a great deal that can be done to enhance visitors’ experience by giving them targeted information about events using a variety of media – digital, on-street and printed.

Digital

Mobile phone applications could be used to provide people with a wide variety of information about tourist attractions, shopping, public transport and events in the city, all happening in real-time. Specific applications can be developed for major events such as the The Jazz and Heritage Festival or for conferences at the convention center, which could include information about the times of events, event mapping, updated programmes and the latest event news.

Online journey planning information will provide people with the opportunity to plan ahead which can help with the effective management of people and events, allowing people to pick the most appropriate mode and decide before leaving where they want to visit. Journey planning information should compare modes side by side highlighting both the time and the costs associated with each option. A sophisticated approach could link timetables and routes with real-time information to show congestion and delays before picking mode or route.

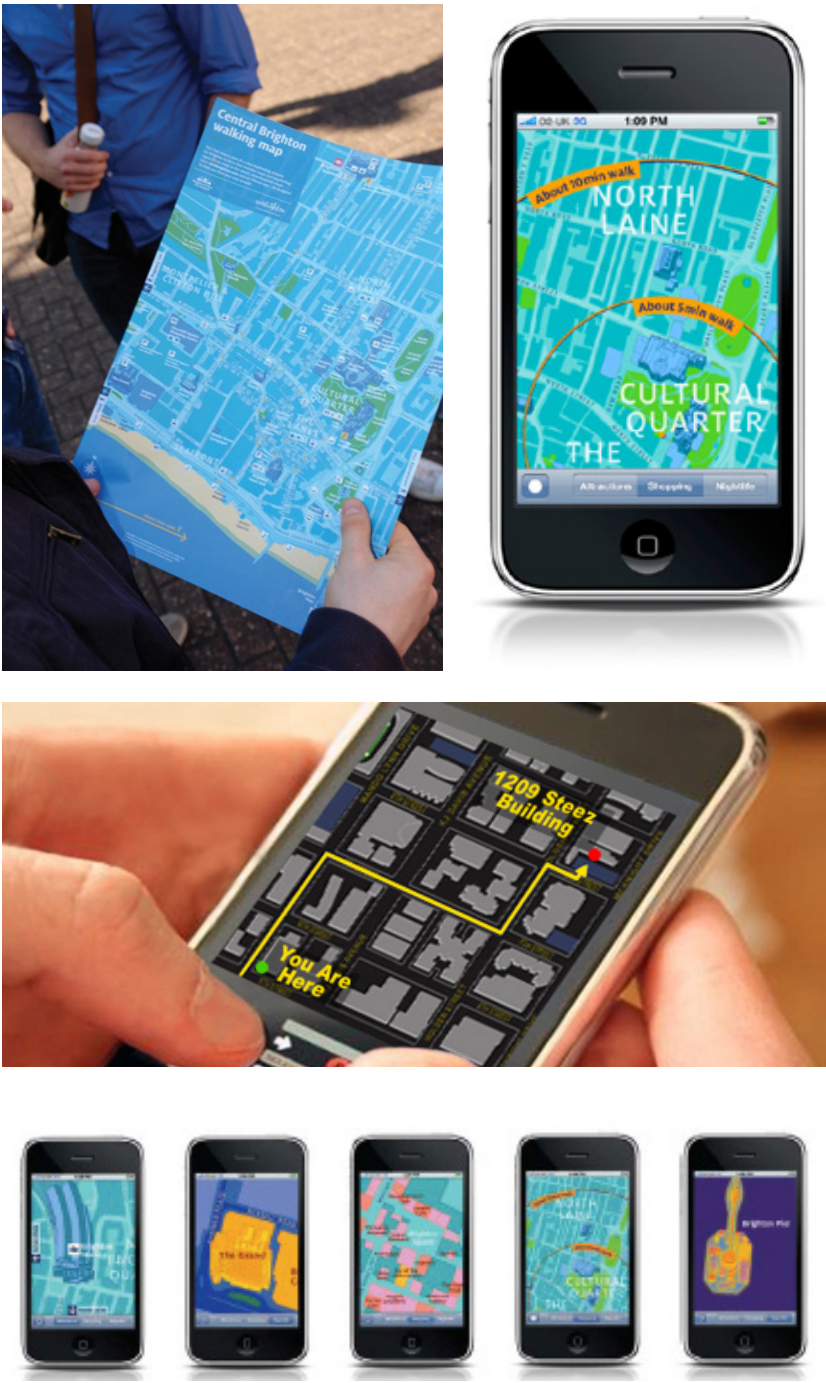
On-street

Variable Message Signs (VMS)/ digital message signs could provide traffic information about upcoming road closures and temporary park and ride sites. Parking guidance information (PGI) gathered from car park counters displayed on VMS signage will allow people to find a suitable car park. This is vitally important as a build up of cars queueing for a car park on the road network can cause congestion and gridlock. VMS, web and mobile devices could provide information about up to date car park availability, road closures, diversions and any emergency information. However this requires a car parking strategy to decide the appropriate car parks to be incorporated within the system.

Printed

Printed maps can be customised to provide a variety of different types of information and reflect the needs of the different users of the city. These should be widely distributed at information centers, hotels, transport centers, shops and tourist attractions.

Dedicated maps for events could also be provided, such as to support conferences. Printed maps could also be incorporated into welcome packs given to delegates attending major conferences.



4.0 Strategic Recommendations

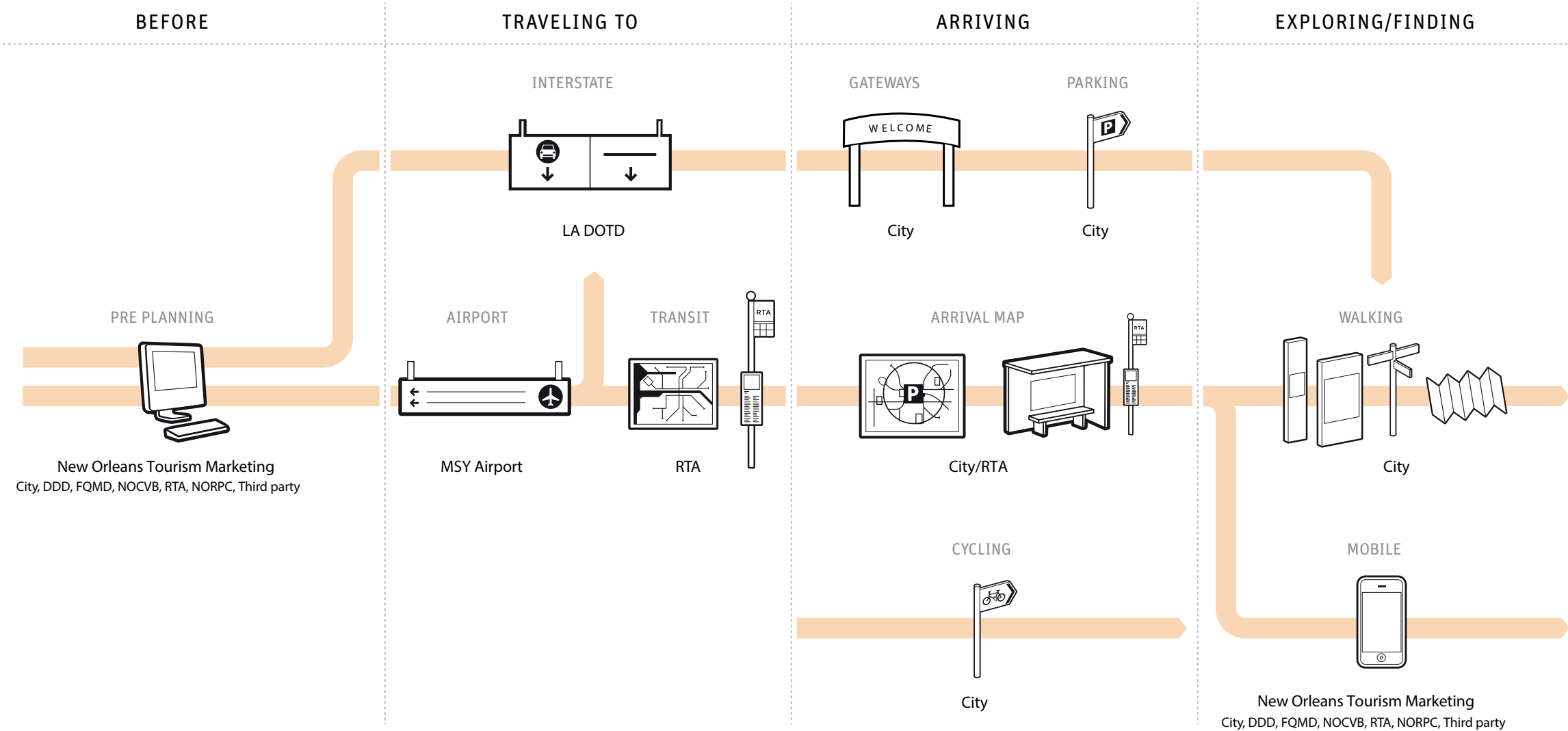
Seamless voice

The idea of seamlessness is woven into the study. Achieving it for a visitor is as much related to partnership between providers as it is about a central standard kit of parts.

A visit to New Orleans will inevitably take someone through different areas, using different types of transportation and accessing a range of information. The seamless system aims to provide the right information at the right point regardless of who is responsible for its delivery.

This means in practise that the wayfinding system will require a governance structure and consultation that can control and manage the delivery and maintenance of the visitor wayfinding experience.

The flow diagram opposite shows the key mode changes experienced in travelling to and around New Orleans, and suggests the various touch-points and agencies would be involved in managing the information.



4.0 Strategic Recommendations

Using one voice

Our research found that most information is produced for a specific need, mostly in one medium: a map designed for a sign system that's restricted to one small area or a printed map used by one agency.

While this is understandable, it does not create seamless tools for visitors or a citywide quality standard.

The principles that are adopted in one place are not published or referred to when working on a neighbouring project.

Establishing a collective set of tools for the public, that fit together and are coherently applied, is an aim in creating a legible New Orleans.

This can be achieved by separating three core elements:

- the content (Elements)
- the way in which the scheme design holds together (Rules)
- the many uses of the system (Applications)

Elements

Centrally managed data and assets deliver coherent elements for use in all applications.

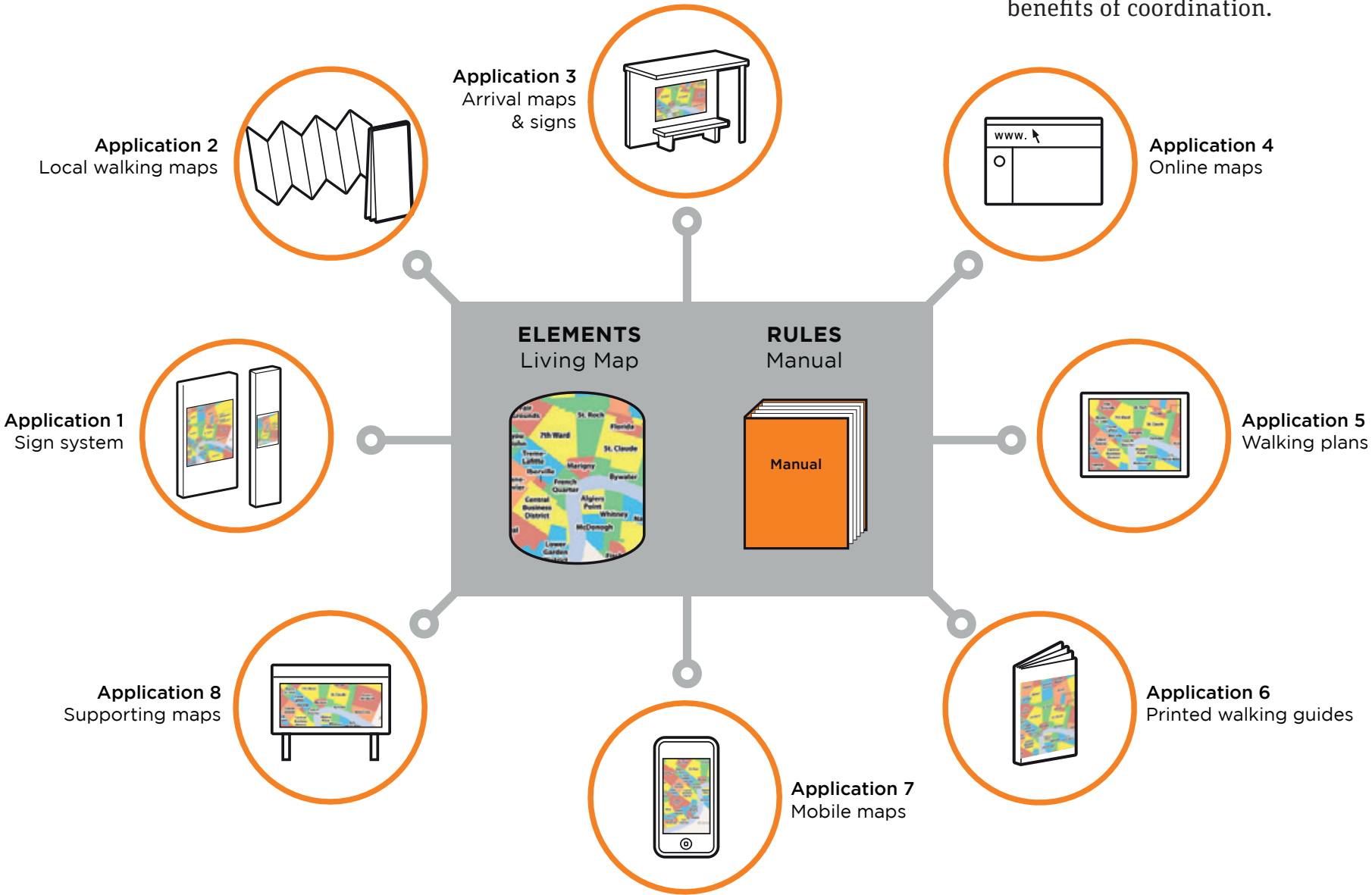
These include mapping elements, area names, landmarks, destinations, route hierarchies and criteria for location and inclusion.

Rules

The rules are agreed guidelines and methods for applying the principles using the elements in every application. Where things go, how an area is tackled, what is said, what it looks like and how it is managed.

Applications

All forms of information provision to the public are termed applications. They are implemented solutions that span many organizations, services and jurisdictions. Included are: local sign systems, information in transport hubs and other transport information, online and printed maps, street names, addresses and city guides. Some are likely to be funded and controlled centrally while, others are only using (complying with) the system standard to achieve the benefits of coordination.



5.0 Typology and placement

5.0 Typology and placement

Signage palette

While a seamless system needs to include print and online tools, the most visible components will be the signage.

The stage 0 Report is focused on vehicle and bicycle wayfinding as well the plan considers the role of walking as a connecting mode to all other forms of transportation. A sign family has therefore been developed that integrates walking information needs with other modes.

A detailed design exercise will be required to further develop the signage family and content to integrate the entire walk-able but it is provided here to propose the main elements based on understanding the functional roles they would perform to meet the strategic framework.

The family shown on the following pages includes the wayfinding workhorse of monolithic street sign elements based on the success of the map-based signs in the previous city sign system. Map based signs also provide opportunities to install similar elements in transit facilities.

One of the exercises necessary in the detailed design development will be to decide whether there should be one design for all wayfinding information across the City to highlight its presence consistently everywhere, or whether the information content should be the overriding consistent element with signage designed to suit local character.

Interface elements will be an important aspect of the New Orleans wayfinding project. The French Quarter, Uptown and Garden District have particular needs and the system should handover to them in a predictable and organized way.

Also included are simple plate signs such as vehicular guide signs. These should match user experience and not divert from accepted federal and state standards.

5.0 Typology and placement

Signage palette

Applied has identified a sign typology for New Orleans as part of the strategy exercise, the exact detailed design investigation in the next phases.

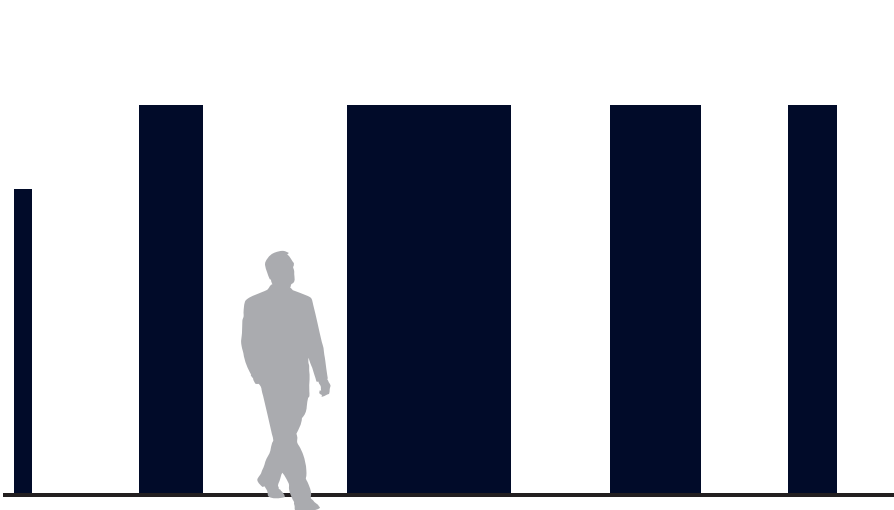
A consistent approach to the content, design, quality and placement of signage is required to provide a reassuring, seamless and intuitive journey for the user.

The audit of exiting signs throughout the city identified a reasonably consistent approach to sign product design, but highlighted a less consistent approach to material quality, placement, naming, branding and legibility, presenting opportunities to greatly improve the user experience.

Four levels of information are required to convey a legibility to the city as a whole. This includes a clear mental map of the city, the districts, the neighbourhoods, and the destinations.

Key placement principles

- Function; What does the user need? Welcome, route confirmation, building threshold etc?
- Decision points; Where are the key places?
- Connections between destinations; What are the user journeys and key routes?
- Accessibility; Scale and legibility. For example, current placement of external signs tends to be among newspaper and trash stands, which reduces accessibility to the information.
- Progressive disclosure; the right information at the right time and place.
- Don't make me think; Placement should be predictable, easy and intuitive.



Route support

Route supporters are confirmation signs between destinations, at major junctions and arrival points. Most of the signs currently placed in New Orleans can be considered route support, mainly due to their placement and absence of specific sign address (such as district names at the top of a map sign). The routes that New Orleans needs to support are fairly simple, but should be more considered to the typical visitors priority destinations and to reflect scale of the city, not just the signed area.



Historic marker/touch-screens

Interpretive signs are anything that has a more illustrative approach to information. The podium sign on Julia Street is the only example that really communicates the historical significance of the area. The recommendation is not necessarily to produce more interpretive signs but to explore how this approach could be expressed in consistent way to communicate items of interest to the visitor. Touch-screens can also be used to provide a more robust method of getting information of personal interest like events, geographical or entertainment driven.



Vehicular support

These directional signs provide direction giving along major road routes into, through and around the city. Progressive disclosure is of primary focus as to provide the right information at the right time and not overload the sign or user with too many choices. These signs must follow the prescriptive standards of the Manual for Uniform Traffic Control Devices in order to communicate effectively to the fast moving audience. Follow LA DOTD EDSM on state roadways (Calliope and Claiborne)



Entry feature

These provide a welcome to the city at the edges and should the format and scale of which will come out of design development.

Primary opportunities, such as at highway ramps entering New Orleans, division areas between districts and points of arrival from multi-modal transport.

Where possible, boundary signs could function for both pedestrian and vehicular users.

5.0 Typology and placement

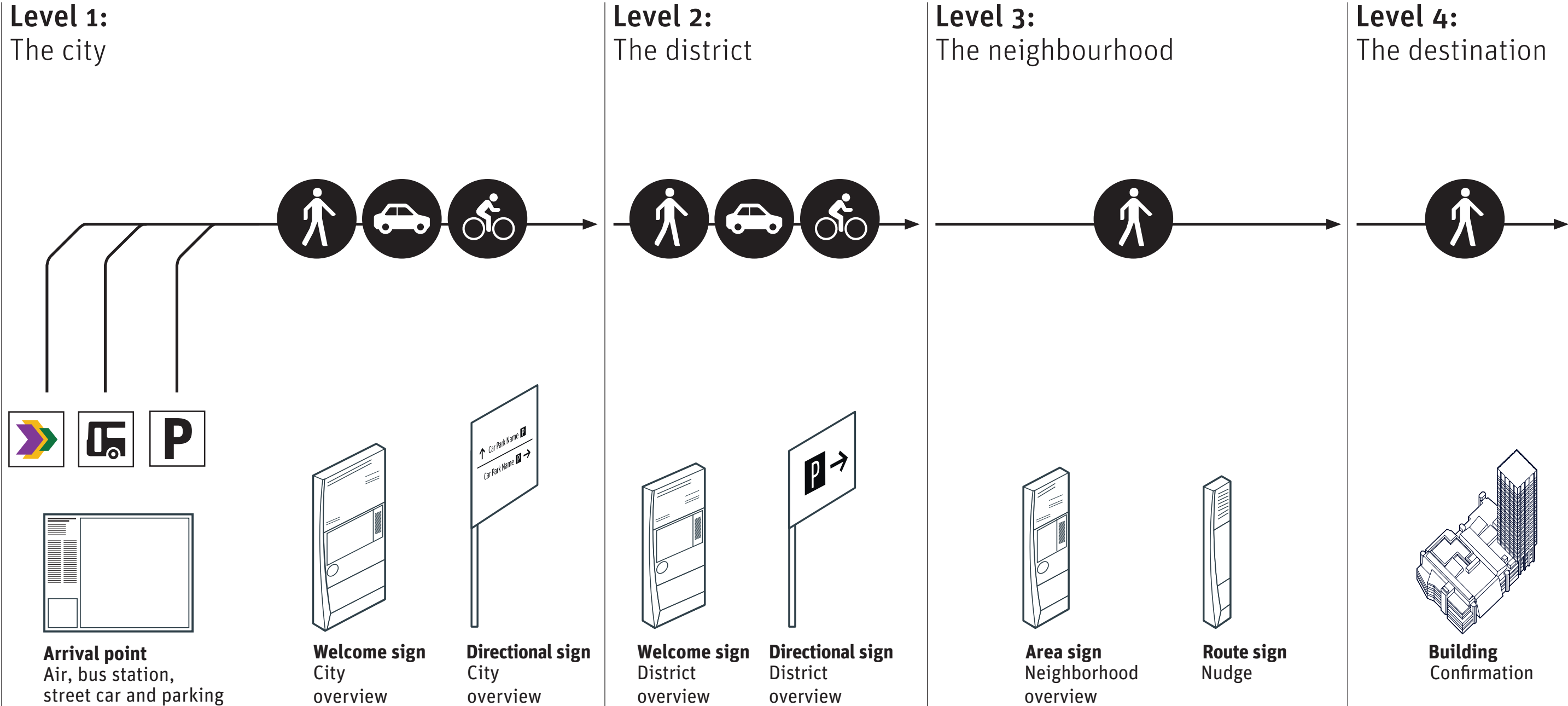
Levels of information

The information hierarchy as noted on the sign palette descriptions highlighted 4 levels of information: about the city as a whole, the district, the neighborhood, and the destination.

A number of graphic and information devices can be used to provide wayfinding information at each of these 4 levels including: varying mapping bases, scales and crops; diagrams; text-based addressing and directional information;

contextual information about the city, the districts, the neighborhood, destinations; indexes of streets, landmarks, areas or shops.

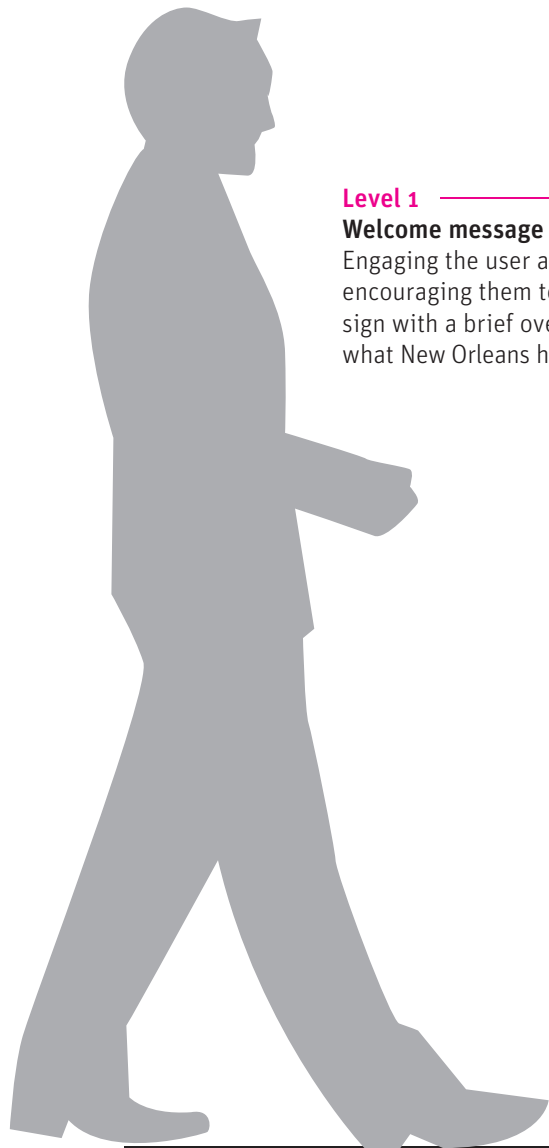
This section will describe in more detail the levels of information and the set of devices applicable to each. The following section will draw these elements together into the full sign layouts that comprise the sign family.



5.0 Typology and placement

Route support signs

Route support signs offer an overview, or picture of the city, combined with a detailed map of the immediate surroundings. As with arrival signs this allows users to plan journeys throughout the city center, but also offers them a higher level of mapping detail for their immediate surroundings – useful to either plan their best route to a specific nearby destination or just to set off in the right direction for a longer walking journey.

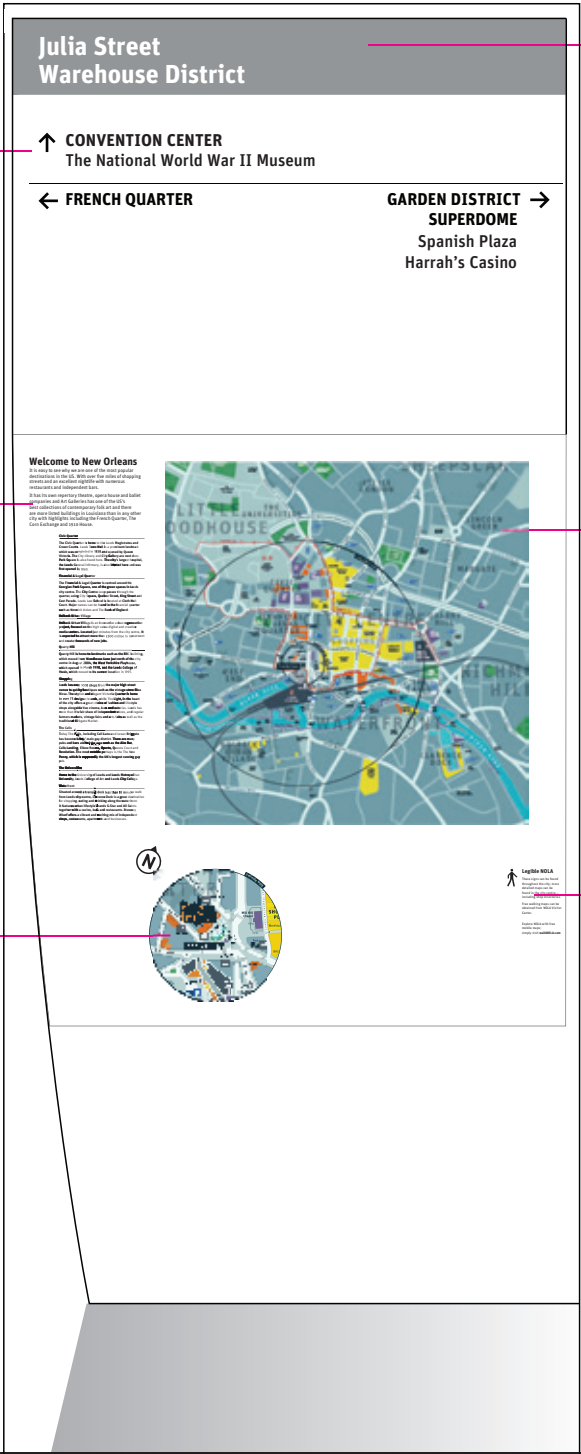


Level 1
Welcome message
Engaging the user and encouraging them to use the sign with a brief overview of what New Orleans has to offer

Level 3
Directional information
Part of core navigation, directional information helps users orientate themselves in relation to nearby neighbourhoods, adjacent villages or landmarks and directs them to their destination.

Level 1
District descriptions
A brief description of the different areas, or 'districts', that make up the city, describing their different characteristics and encouraging users to explore.

Level 3
Finder inset map
Used in conjunction with planner maps, the inset finder maps offer an understanding of the immediate environment at a walkers level of detail.



Level 2 & 3
Addressing
Address line 1 is street name (level 3), while address line 2 is the district (level 2)

Level 1
Planner map
The planner map is designed to reinforce the image of the city, build an understanding of its constituent areas and their relative geographical locations.

Legible NOLA reference
A brief introduction to Legible NOLA, informing the user that they will find more signs throughout the city and promoting the wider system that is available.

Fabrication details: Powder-coated aluminium cabinet with flush graphic inserts of porcelain enamel map and screen printed graphics.

5.0 Typology and placement

Route support sign placement - pedestrian directional

Route support signs offer site specific detailed heads-up mapping of a 5 minute area around the sign location, combined with a locator map. This allows users to understand their immediate surroundings at a walkers level of detail while also understanding the wider context and reinforcing their ‘picture of the city’.

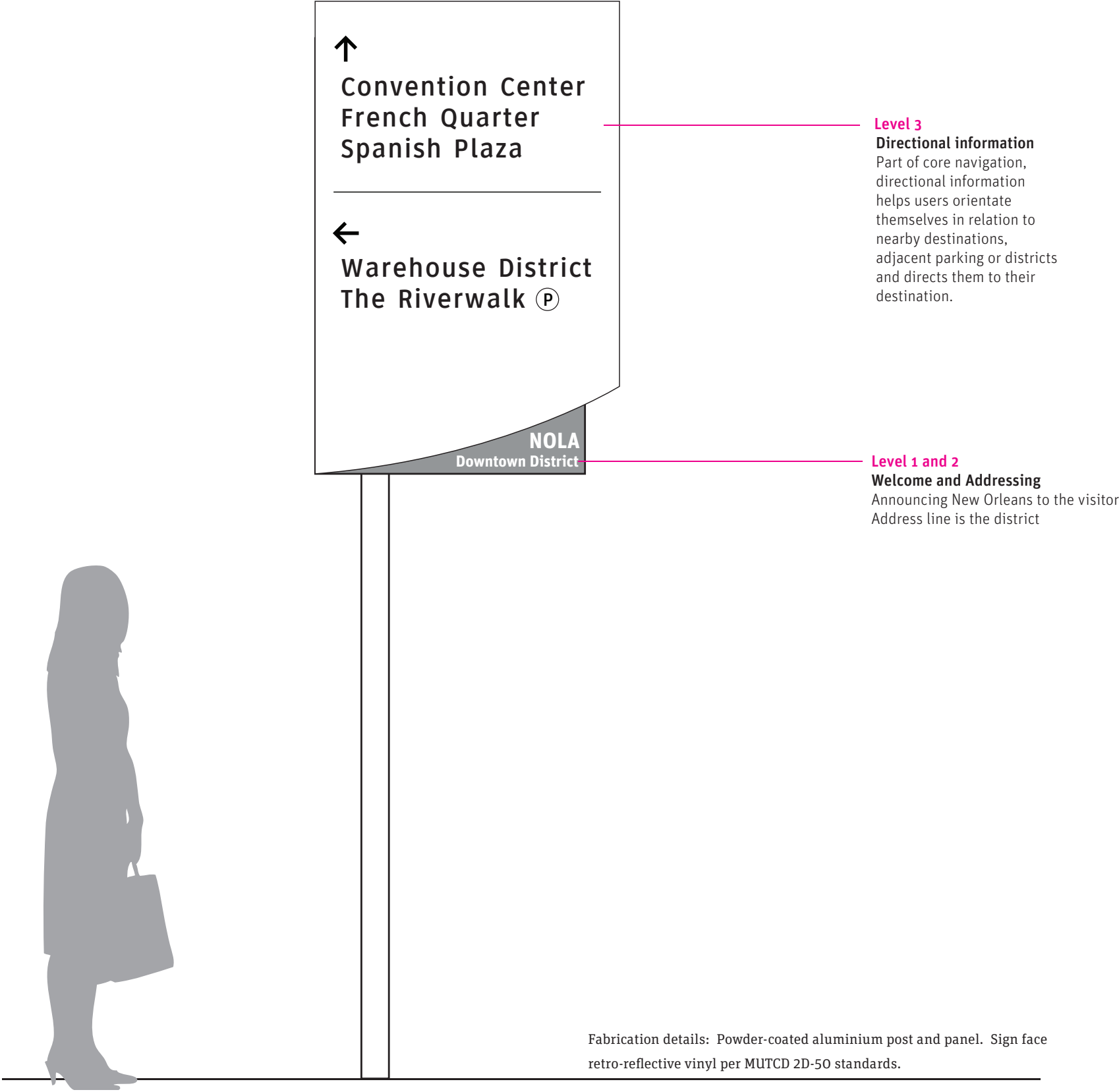
 155 signs



5.0 Typology and placement

Vehicular support signs

Vehicular support signs offer direction giving to major destinations throughout the city, combined with a details of which district a driver is in. Used in conjunction with entry feature signs these sign types follow MUTCD and LADOT requirements for design, planning and sighting. These signs promote awareness of the top destinations and parking within close proximity of the district a user is in.



5.0 Typology and placement

Vehicular support sign placement

Vehicular support signs offer city-wide direction to a vehicular audience. Placement of signs is based upon a progressive disclosure methodology to weight destinations relevance to visitors to the city. High visit destinations and districts are signed to from a longer distance than smaller destinations; which are signed locally within and district area.

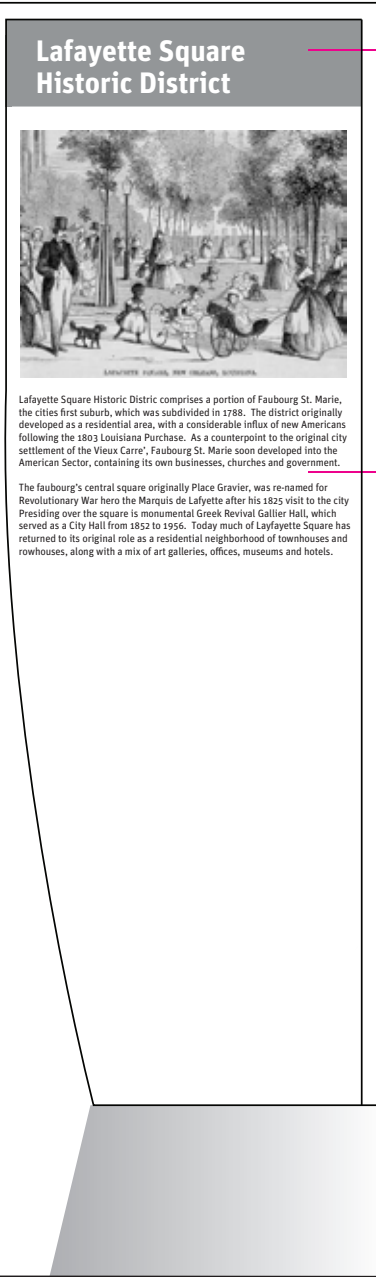
 135 signs



5.0 Typology and placement

Historic marker/touch-screen signs

Markers involve telling a story and bringing meaning and interest to a subject for the enjoyment of the user. It is not just about presenting facts. Whether providing historic, scientific, or cultural information, interpretive materials are meant to be entertaining and fun for the user, presented in an easy-to-understand method. Education in this format is important for two primary reasons: it responds to a much greater audience; and engages users in a thought-provoking and entertaining way, the hope is that the user will in turn be more likely to sustain and protect the valuable resource of the site the marker is projected for.



Level 2 & 3
Addressing
Address line 1 is street name (level 3), while address line 2 is the district (level 2)

Level 4
Destination
Overview of the significant attributes or the site.

5.0 Typology and placement

Historic marker/touch-screen sign placement

Historic Markers supports areas that are of interest to visitors, explaining the why and importance of the site. Placement of signs is based upon the locations that are relevant to visitors to the city.

17 signs



5.0 Typology and placement

Entry feature signs

Entry features or gateways serve to enhance the image of cities and districts. They identify when one has entered the area and provide hirarchy of entry roads. Gateways also serve to brand each district within the city.



5.0 Typology and placement

Entry feature sign placement

Entry features offer direction to a vehicular audience, they are located at key traffic decision points to give visitors the “we have arrived” feeling.

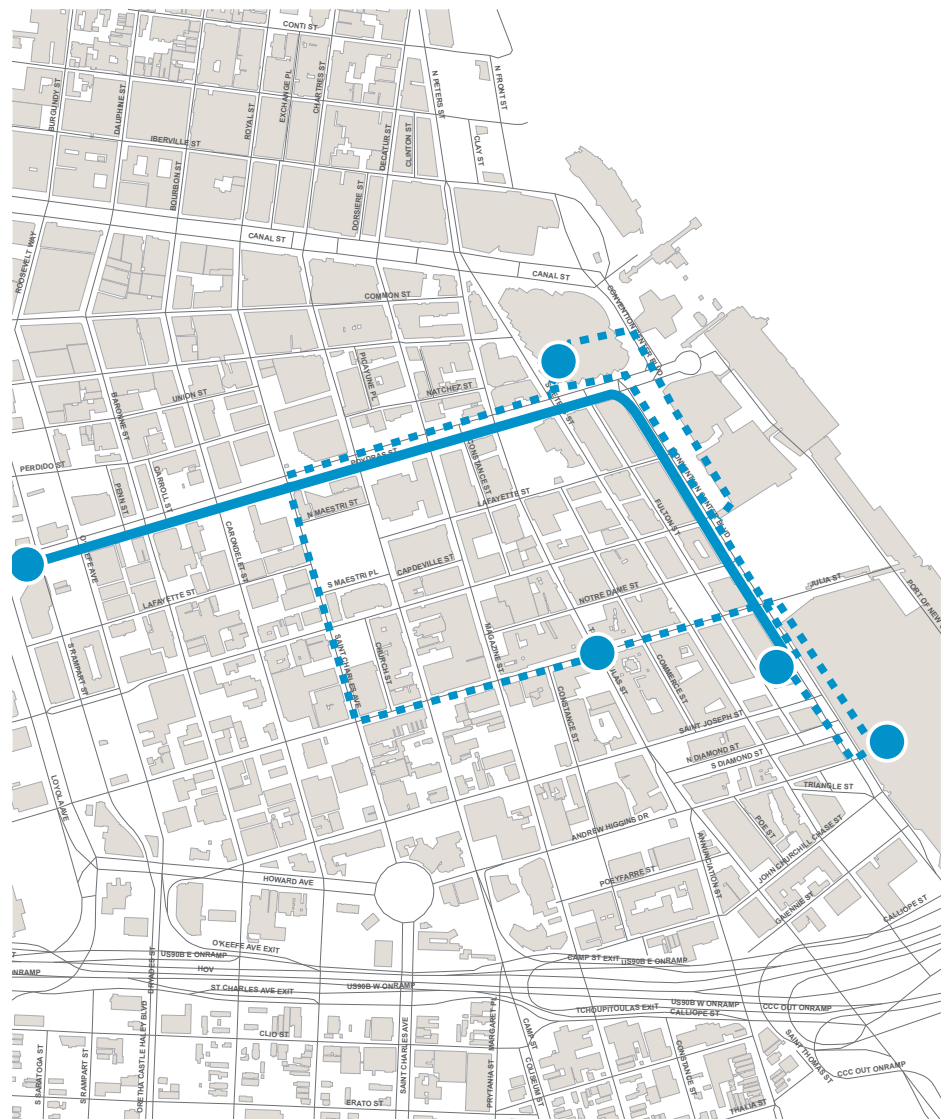
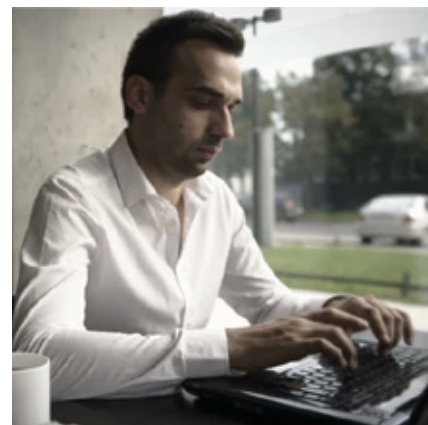
 9 gateways



5.0 Typology and placement

Future user scenarios

International businessman attending a conference and exhibition at the Convention Center

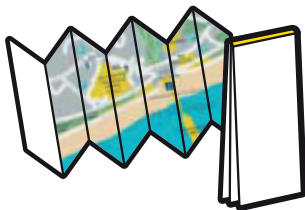


John is looking forward to seeing New Orleans and is curious how far away it is from the airport to the city. He notices the public art and gateway sign as he exits the highway. Before he flew out from Panama City he downloaded the New Orleans Map App on his smartphone that enables him to search for restaurants.

He arrives at his hotel and is given a printed walking map that highlights all the major destinations including the convention center, where he is scheduled to be tomorrow. He notices it has the same map as his smartphone app and the kiosk in front of the hotel too.

That evening he asks the hotel representative for a restaurant suggestion. He is able to find it on his smartphone app and is directed to Emrils in the Warehouse District. He notices that district ID sign and the kiosk maps along the way.

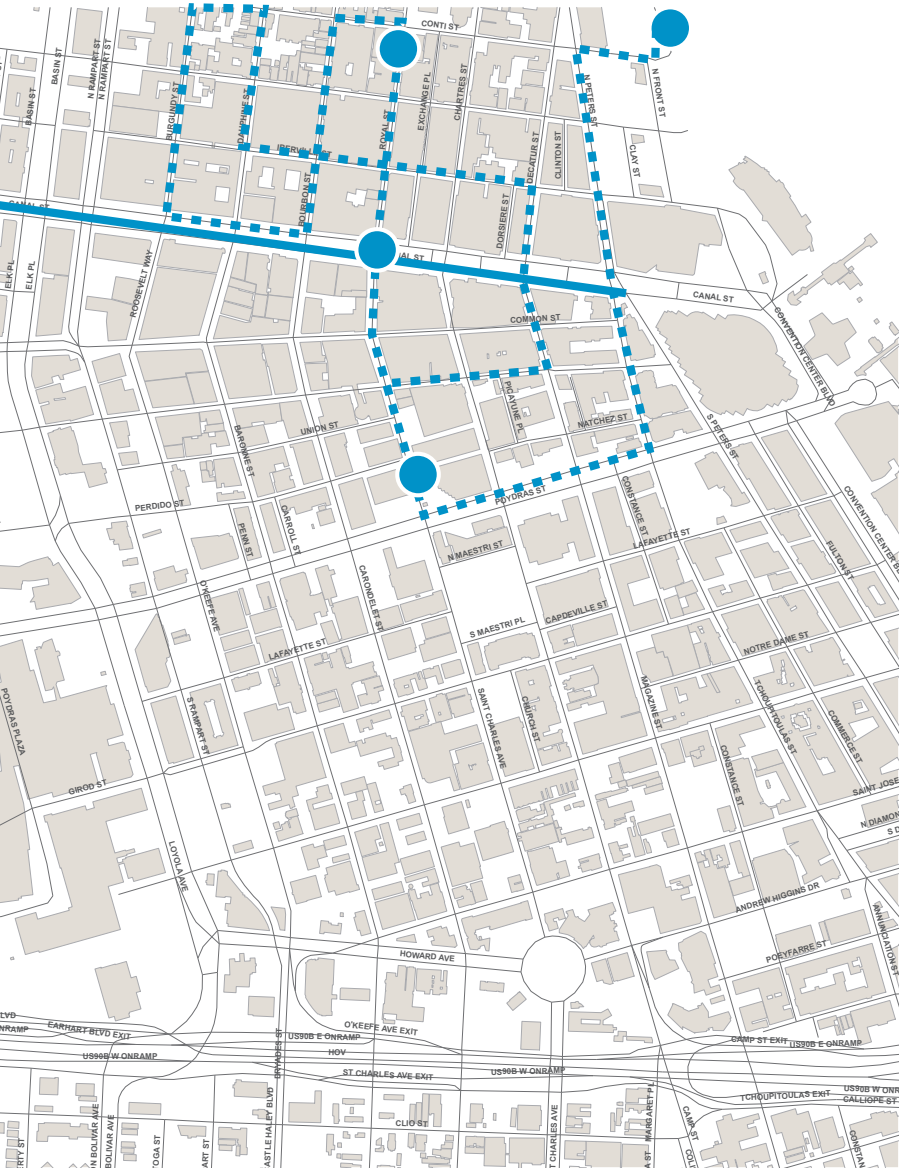
He thinks he has had a good first night in New Orleans and plans to return with his brother for his next vacation.



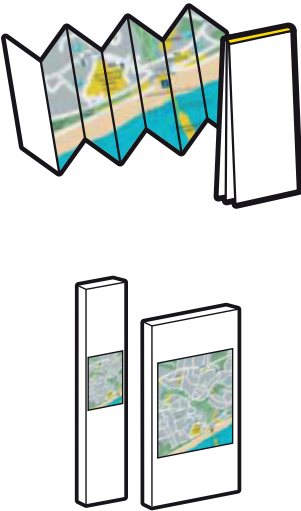
5.0 Typology and placement

Future user scenarios

A couple on a port stop at the Julia St. Cruise Terminal



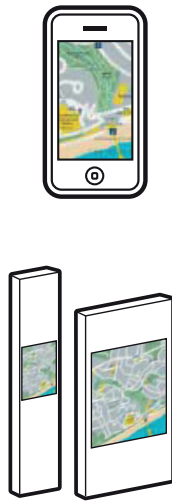
Matt and Emma arrive in New Orleans from their 8 day steamboat adventure and find a [map kiosk](#) at the port landing. They are able to locate the address to their hotel and take a taxi to the Inter Continental. In the hotel the concierge gives them a [printed walking map](#) of the city and helps them locate the tour they have booked in advance.



While on the tour the guide tells them about the great city [smartphone app](#) which can help them plan some activities and find a restaurant/bar that they are looking for. They use the app and [directional signs](#) which makes exploring easy. They decide to visit some art galleries in the Warehouse District.



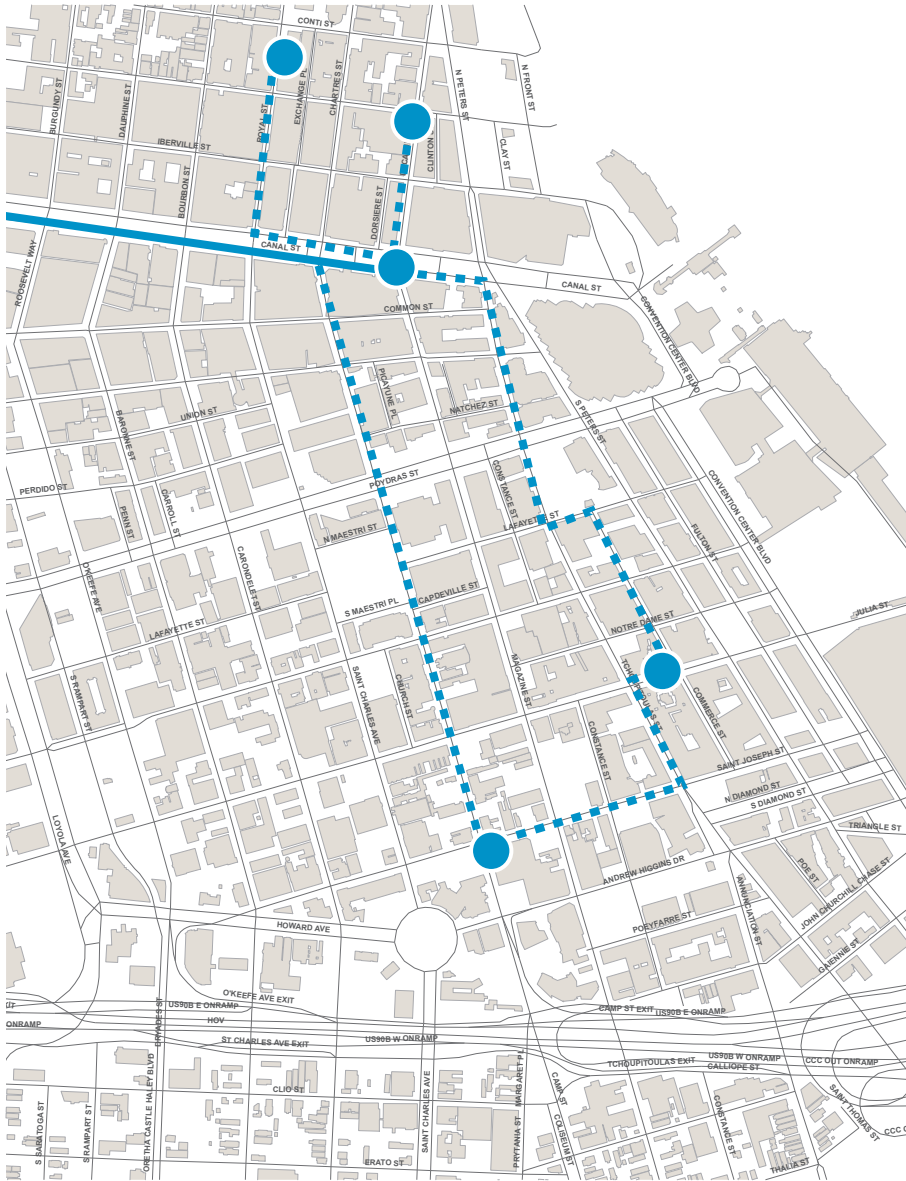
That evening Matt notices on his [phone app](#) that he could buy a Jazzy Pass to take the Street Car. He surprises Emma the next morning with the news after the have beignets at Cafe' Du Monde.



They are glad to be on land and have had a great first full day getting to know New Orleans. Emma wishes she had less time on the Steamboat and more time to explore New Orleans.

5.0 Typology and placement
Future user scenarios

Foodie traveling to the City for We Live To Eat Restaurant Week

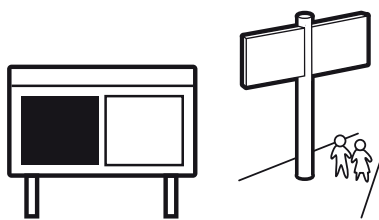
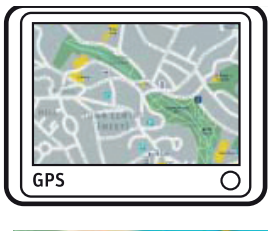


Justin, has been waiting over 6 months for that one week in September he gets to go to New Orleans to eat at his favorite event of the year. He uses his **GPS** to program in the hotel's address which he found on the New Orleans **web-site**.

As he gets to the highway exit he notices a large **dynamic sign** welcoming visitors to New Orleans - We Live To Eat Restaurant Week. He follows the **directional signs** to Canal Street where his hotel is located.

He arrives ready to go to find some good food, grabs a brochure for restaurant week which has a **printed walking map** that looks just like the city **kiosk maps**. He finds a great dinner spot and enjoys walking the French Quarter for an hour.

The next day Justin plans his itinerary with the brochure and makes time to visit the museums near the Warehouse District too. He enjoys military history and has a great time at the National WWII Museum.



6.0 Form variation studies

6.0 Form variation studies

Looking at concept design

Through the interaction with the Project Management Committee for the Stage O - wayfinding project it has been determined that the sign project will need to expand beyond the current geographic limits of the downtown.

The sign system will need to be able to adjust its character to the diversity of the cities districts. Therefore the concept designs as shown are not intended as a final solution for New Orleans but as a expression of various forms that will be further refined in the design development phase of work. The design development process will need to define a flexible and modular system to be implemented across a diverse range of rich character zones that make up the City of New Orleans.

The concept designs as shown in the following pages are a study of forms that will enlighten the future design development of the wayfinding program. Each of the components of the signs demonstrate treatments that can be, if accepted by client team, added to a modular sign system. To make the system economical it is paramount that it be modular in a way that district signs can be recognizable to the user as seamless; but have its own unique character elements.

The architectural form, graphics and information on the frame all help create a character that may be adapted in minor ways to be uniquely branded for a bespoke solution for each district. While it is paramount that the design be distinguished looking; consistency throughout the city is also important for the signs to be recognizable by the visiting audience seamless journey. Applied has therefore provided four sign concept and form studies which have unique attributes that can be adjusted to provide a distinctive element for character areas.

6.0 Form variation studies
Character study - Modern and geometric



ANGLES



minimalism



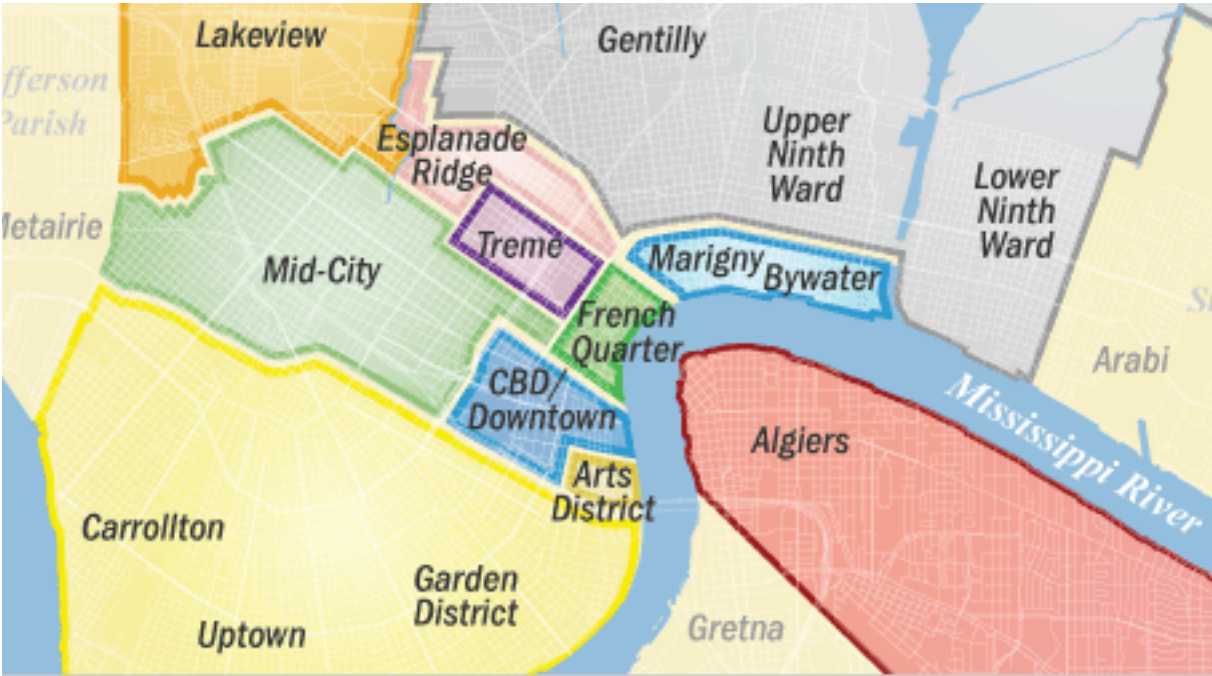
GEOMETRIC



modern



brand



SIMPLE



unified



COLORS



historic

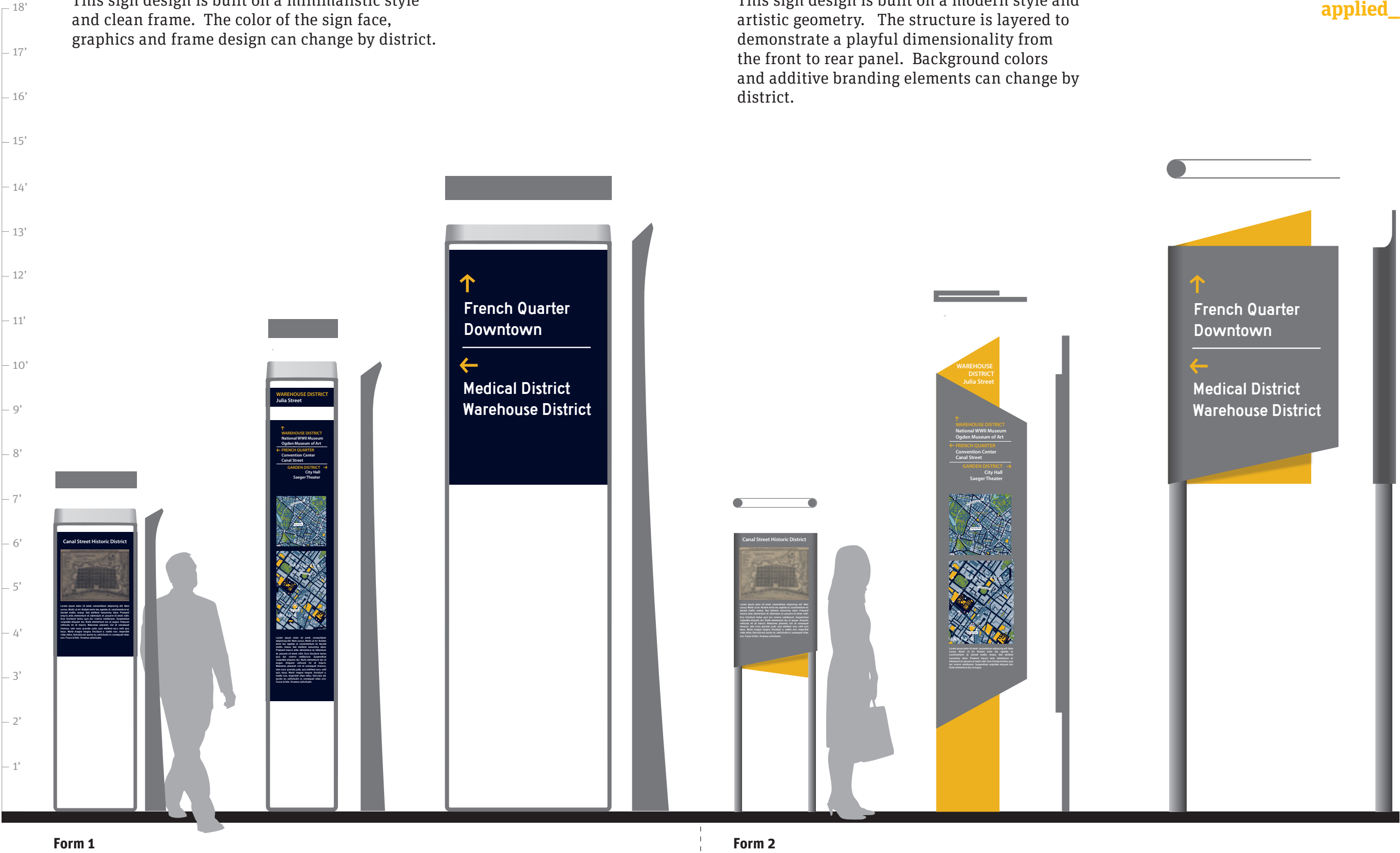
6.0 Form variation studies

Character: Modern and geometric

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This sign design is built on a minimalistic style and clean frame. The color of the sign face, graphics and frame design can change by district.

This sign design is built on a modern style and artistic geometry. The structure is layered to demonstrate a playful dimensionality from the front to rear panel. Background colors and additive branding elements can change by district.



6.0 Form variation studies

Character: Modular

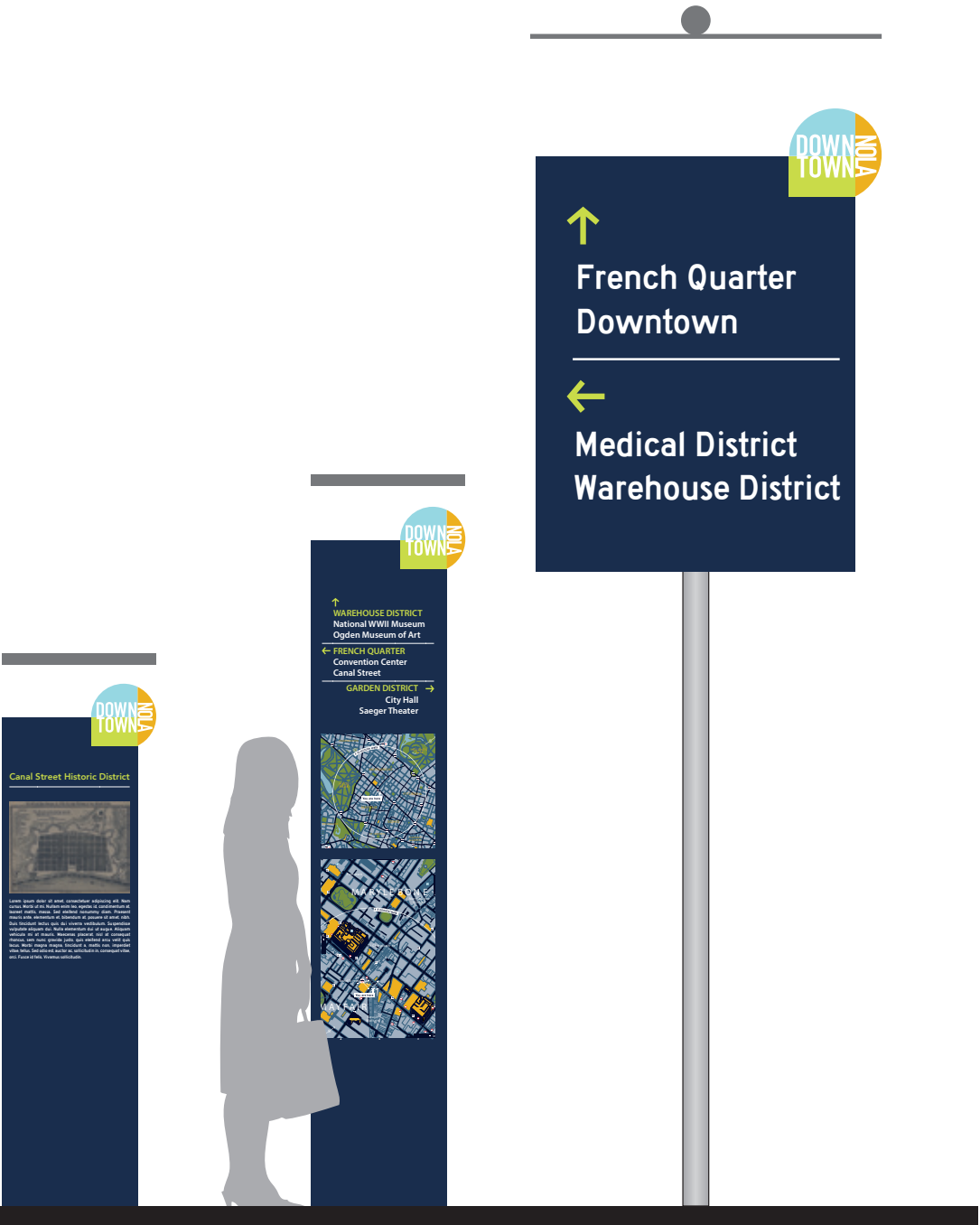
This clean boxed design is built heavily branded architecture that highlights the district identity. The graphics elements at the top and vertical striping provide a unique identity for each district.



Form 3

This boldly colored design is built on a subtle branded architecture that highlights the district identity. One simple graphic elements at the top provides identity for each district.

applied_



Form 4

6.0 Form variation studies

Material selection

Durable Materials

When designing a wayfinding system it is imperative that the material selection matches the environmental conditions in which they will exist. Specifications of durable materials for the sign program shall take into account the coastal environment, temperatures and climate in the New Orleans. In all cases the manufacturer guidelines will be the primary reference for material suitability.

The weather processes materials are exposed to include:

- UV radiation from sun exposure
- High temperature fluctuation from the extreme hot to cool
- Sand abrasions from the coastal environment
- Salt erosion
- High winds
- Vandalism



HIGH PRESSURE LAMINATE
Sub-surface laminate panel that is impervious to moisture, UV rays, scratching and graffiti. Warranted not to colour fade for 12 to 15 years based upon manufacturer. High sand abrasion may cause clouding of laminate.



VINYL SURFACES
Poor colours for sunny environments include black, dark reds, and dark blues will get the most gradation and will be noticeable faded in a 5 years. Protective surface treatment includes graffiti resistant clear coatings.



PORCELAIN ENAMEL
Fused graphics on a steel substrate make porcelain enamel a very durable material. Resistant to vandalism, UV rays and is durable against vandalism and abrasion.



METAL
Mild Steel and aluminium should be coated to prevent weathering damage. Powder coating and anodizing will give an even hard wearing finish. Stainless steel should be specified of a grade suitable for a marine environment.

Level of applicability for southern US exterior environment uses:

Vehicular	Pedestrian	Material
		Metal
		Painted Surfaces
		Vinyl Surfaces
		High Pressure Laminate
		Porcelain Enamel

6.0 Form variation studies

Sample rendering - Route support sign



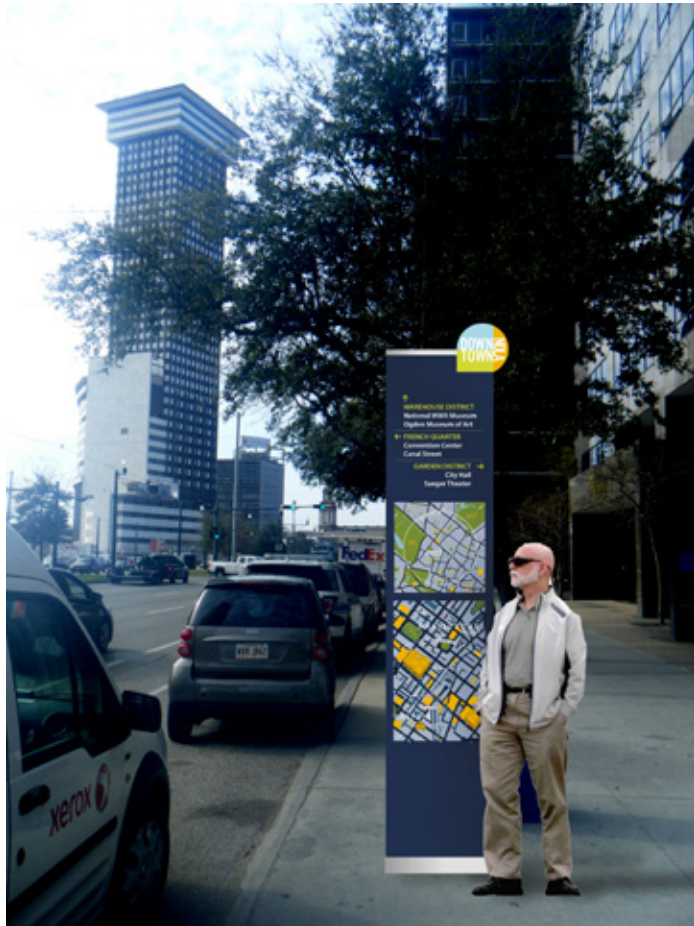
Minimalistic and clean frame design with brushed aluminium surround, porcelain enamel modular double sided graphics.



Modern design with geometric painted aluminium single piece bent panel. Screen printed directional and digital high pressure laminate flush to surface map graphics.



Historic and decorative design with painted aluminium boxed cabinets. Screen printed directional and digital high pressure laminate modular unit map graphic inserts.



Branded design with boxed modular painted aluminium cabinet. Screen printed directional and/or digital high pressure laminate map graphic inserts.

6.0 Form variation studies

Sample rendering - Vehicular support sign



Minimalistic and clean framed symmetrical design with brushed aluminium surround, painted background with retro-reflective sign face per MUTCD requirements.



Modern geometric cantilevered design with district specific coloring. Sign face painted or vinyl colored with retro-reflective sign face.



Historic decorative design with district icon painted aluminium on frame-mounted panel. Sign face painted or vinyl colored with retro-reflective sign face.

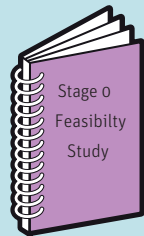


Branded symmetrical design painted aluminium or boxed cabinet. Sign face painted or vinyl colored with retro-reflective sign face.

7.0 Action plan and costing

Phase 01

– New Orleans
to agree that
strategy and
concepts outlined
in this document
is correct way
forward



Phase 02 options

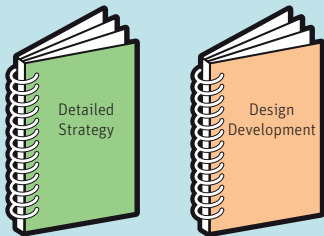
PROJECT 1

Master map



PROJECT 2

Detailed strategies



PROJECT 3

Wayfinding
System Implementation

Future options

PROJECT 4

Printed walking
maps

PROJECT 5

Accessible mapping

PROJECT 6

Downloadable
maps

PROJECT 7

iPhone Application

7.0 Action plan and costing

Next steps

Project Plan

We envision a multi-modal signage strategy for New Orleans, which can be taken forward with the following projects.

Strategy agreement and refining

Phase 1 – Final strategy and cost

- Agree that the strategy and recommendations outlined in Section 5.0 of this document are the correct way forward for the project.
- Applied will provide New Orleans with a district phased implementation cost/budget plan.

Project 1

Creating a MasterMap®

- Applied to develop a master map of New Orleans. This is the important initial phase which will create a master map of the Central Business District and immediate surroundings.
- The MasterMap® will be royalty-free and once created will belong to New Orleans with no limit to reproduction numbers or online restrictions.
- The map is created using aerial photography.
- It includes GIS coding which is necessary to create online maps and iPhone applications.
- Further mapping outputs can be created from the original MasterMap® including; iPhone Applications, Accessible Printed Maps, Online Accessible Maps, website, online journey planning, printed walking maps, printed shopper maps with shop locations and restaurants, printed museum information and route maps, travel information.

Costs

Through our extensive experience in developing city base maps, we have calculated the cost of the detailed mapping layer to be \$24,000 per square kilometre. We suggest that the area covered for New Orleans base mapping should be 5 square kilometres. This gives us a predicted cost for the MasterMap® of \$130,000.

Timing - 3 months

Project 2

Refining the Strategy and Detailed Design

This will include work being undertaken by Applied to produce refined and detailed design for the project. This should include a Vehicular Signage Strategy, a Public Transport Signage Strategy and a Pedestrian Signage Strategy.

Costs

- Vehicular Signage Design Development – \$95,000
- Gateway Signage Design Development – \$55,000
- Heritage Signage Design Development – \$60,000
- Pedestrian Signage Design Development – \$75,000

Timing - 6/8 weeks

7.0 Action plan and costing

Next steps

Project Plan - Cont'd

Project 3

Wayfinding System Implementation

Following on from the signage strategy, Applied would develop and implement an on street signage system which would run parallel to the vehicular and gateway and heritage signage systems to encourage walking and raise awareness of facilities available within the Central Business District.

Due to the complexity of this project, it is very difficult at this stage to put costs to this phase. For the purpose of this indicative costings we have looked at our Ipswich provided a ballpark figure. In section 5.0 it shows an indicative sign placement for the sign types which can be implemented in phases.

There is a choice between a standard and a bespoke product for all of these sign types.

Costs

Counting up the indicative numbers of signs we estimate a cost of \$2,515,380 should be earmarked for the existing sign system to be removed and the newly designed on-street signage system to be implemented. This will include the installation of 9 welcome signs, 17 historic markers, 135 vehicular directionals and 165 pedestrian directionals in the ground.

Timing - Allow a period of nine months from the funding release to installing the signs in the ground. A detailed schedule can be refined when the design of signs has been agreed.

Project 4

Printed Walking Maps

Using the developed MasterMap® as a base map, we can develop a series of printed maps catered for specific user groups.

At this stage we can foresee two initial formats:

— a single-sided Walk New Orleans map. This is intended for used by and distributed to all hotels in the city, and has limited extra information.

— A double sided and folded pocket size Walk New Orleans map, text and images on reverse to be supplied by New Orleans Marketing. This would be widely distributed, especially at arrival points and with retailers.

Costs

— Indicative design and artwork costs are between \$10,000-15,000

Timings

Allow 4-6 weeks for design, client consultation, refinement and final artwork, allow 1–2 weeks.

Project 5

Accessible Mapping

— Accessibility versions of the base map should be developed to cover the DDD area. The MasterMap® can be used as the base map. The accessibility versions may revise the appearance of the maps in terms of colour, type size, etc. Additional content is also likely to be added where this is considered useful.

— It is likely that 2 different accessibility map bases will be required, for example to cater for people with mobility impairments and to cater for people with visual impairments.

— The specific requirements of the accessibility maps should be

established in consultation with the New Orleans access officers.

— The outputs are a series of downloadable maps (likely to be 8.5 x 11) crops for a given area, adapted to suit low quality black and white printing.)

— The accessible maps have to be developed in line with accessible guidelines and should include various consultations with access officers and target user groups.

Costs

Indicative figure is approximately \$30,000 which will include consultation, design development and alteration of the MasterMap® base layer and development of printed and downloadable outputs.

Timings

Depending on the length and detail of consultations undertaken we should allow 10 weeks.

7.0 Action plan and costing

Cost estimate for fabrication - Project #3

Project #3 - Wayfinding system implementation costs						
type	description	quantity	cost per unit	sub-total	install (ea)	total
A	Pedestrian Directional	155	\$4,500	\$697,500	\$500	\$775,000
B	Vehicular Directional	135	\$5,800	\$783,000	\$800	\$891,000
C	Historic Marker	17	\$2,800	\$47,600	\$350	\$53,550
D	Gateway Feature	9	\$24,500	\$220,500	\$3,000	\$247,500
Removal of existing wayfinding signs (5-gateways, 81-vehicual, 35, parking, 76-pedestrian)						removal
						\$79,100
						subtotal
						\$2,046,150
						20% Contingency
						\$409,230
						Total Cost
						\$2,455,380

7.0 Action plan and costing

Cost estimate for next steps

Project # - Desription	Timeline	Cost
Project #1 - Creating a MasterMap®	3 months	\$130,000
Project #2 - Refining the Strategy and Detailed Design	2 months	\$285,000
Project #3 - Wayfinding system implementation	9 months	\$2,455,380
Project #4 - Printed walking maps	1.5 months	\$15,000
Project #5 - Accessible maps	2 months	\$30,000
Project #6 - Downloadable maps	TBD	\$12,000
Project #7 - Moble device applications	TBD	TBD

APPENDIX A

APPENDIX A
Meeting notes

DDD Wayfinding Signage Study Update
Project Management Meeting #1
Thursday, February 18, 2016 9:00am

- Agenda:
- I. Introductions
 - II. Background about Applied Wayfinding
 - III. Review Scope of Work and Expectations
 - a. TASK 1: Project Management Committee
 - i. Full group PMC Meeting #1: Today
 - ii. Various one-on-one conversations with PMC members throughout the process
 - iii. Full group PMC Meeting #2: Present design alternatives
 - iv. Full group PMC Meeting #3: At end of project to present findings
 - b. TASK 2: Existing and proposed sign destinations and directional needs
 - i. Sign locations
 - ii. Sign aesthetic
 - iii. Updatable format
 - iv. What should be included on signs (sites of interest, transit, future bike share, bike routes)
 - v. Hierarchy of what should be on signs
 - c. TASK 3: Deficiency analysis
 - i. Field visual inspection of signs and content
 - ii. Identify what can be salvaged (e.g. sign posts)
 - d. TASK 4: Planning and conceptual design
 - i. Overall wayfinding signage update master plan, including other amenities (benches, trash receptacles, bike racks, etc.) to be evaluated by PMC
 - ii. Visualizations of proposed improvements and conceptual design alternative details
 - e. TASK 5: Prepare conceptual plans for PMC review
 - i. Include as accurate as possible of cost estimates
 - f. TASK 6: Prepare draft report to distribute to PMC (including associated costs for conceptual plans)
 - g. TASK 7: Final Stage 0 Feasibility Study
 - IV. Timeline: work to be complete by end of June
 - V. Preliminary review of existing system
 - VI. Discussion points
 - a. What should be included on the signs? Should there be a hierarchy?
 - b. DOTD, DPW, and CPC restrictions on signage?
 - c. Other questions
 - VII. Other Matters



Regional Planning Commission
Jefferson, Orleans, Plaquemines,
St. Bernard, St. Tammany & Tangipahoa Parishes

DDD Wayfinding PMC #1
Thursday, February 18, 2016 9:00am

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Rox'E Hamstad	Lighthouse Louisiana	504-899-4501	rhamstad@lighthouselouisiana.org
Richard McCall	DDD	504-620-9211	rmccall@downtownnola.com
Kurt Weyde	DDD		

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PMC Meeting 1 - Wayfinding Workshop
9am - 10:30am - Thursday, 18- February, 2016

Attendees: Meredith Soniat, Richard McCall, Cameron Bonnett, Stephanie Kreller, Rox’e Homstad, Walter Brooks, Long (LA-DOT), Alan,Le Bao, William Gilchrist, Kurt Weigle, Stephen Read, Jonathan Mugmon.

Agenda: Project Management Meeting #1

Item	Notes	Action (dates Suggested)
1	Introductions	
2	Approach to project	
3	Review of Scope	
4	Review of Schedule	
5	Open discussion - Goals and Objectives	
6	Existing Conditions Review (vehicular & pedestrian)	
7	Best practices	

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Detailed Notes:

- Provide the ability for public to “get lost” and find their way as necessary.
- Should make people comfortable getting lost.
- Scoped area for wayfinding project is DDD area; not Medical District, Uptown and French Quarter which is a start but will leave gaps.
- Design of the physical sign elements will need to work with the architectural standards that may match individual district character (River, Historic or Business).
- Nomenclature review will be important towards expansion of the system.
- Must know requirements of federal funds.
- Wayfinding is an important economic development issue.
- Planning wayfinding routes shall be based upon a quality experience not fastest route from A to B.
- Possibly explore fewer wayfinding touch points; for richer informational ones.

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RPC Task A-2.16 DDD

Meeting 1 - Stakeholder Workshop
1pm- 1:45pm - Thursday, March 10, 2016

Attendees: Meredith Soniat (RPC), Allen Yrle (NOLA DPW), Bao “Long” Le (DOTD), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Detailed Notes:

- Public works is not currently maintaining the existing signs. DDD is probably in charge of maintenance now and probably will be for the new system
- DPW capability allows them to make 2’x4’. Wayfinding signs large format won’t allow them to make or maintain in shop
- Direct burial is how signs are currently installed and agreed for future system
- There is currently not a standard on sign location. The signs are put up where there is place/room
- Challenges on sign implementation include locating signs so they don’t interfere with pedestrians
- An 18” clearance from curb was agree by DOTD
- Construction drawings for the existing wayfinding system were requested by Applied; DDD to follow-up
- All signs are banded to poles
- No objection from DOTD to add design/color to back of sign
- Standard speed limit: 25 mph for undivided roads
35 mph for divided roads
- 4” character approved by DOTD for roads with limits under 45 mph
- Direct Burial approved by DOTD. For urban settings break-away is not necessary
- MUTCD 2009 followed by Louisiana. Font allowed Highway Gothic (C, D, E). Follow guidelines for destination and location requirements
- Applied to develop destination criteria
- DOTD will maintain signs located on DOT roads (Claiborne and Calliope)
- Sign removal plan will be provided by Applied. There is no concern from DOTD on removing green or brown signs to eliminate redundancies
- DPW is not concern about what goes on signs. City planning will have some regulations on destinations (sign codes)
- In some locations there will need to be a relocation or removal of trees. Depending on type and age of tree this might be allowed. Coordination with City Parks and Planning Department will be needed

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RPC Task A-2.16 DDD

Meeting 1 - Stakeholder Workshop
1pm- 1:45pm - Thursday, March 10, 2016

Attendees: Meredith Soniat (RPC), Allen Yrle (NOLA DPW), Bao “Long” Le (DOTD), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Continuation:

- Work with Parks and Parkways Dept and DDD when dealing with street trees in sight lines
- Overhead structures on downtown must have at least an 18’ clearance because of parades. (17’ clear tents) 18’10” is the min. for street lights based on the height of the red light
- DPW express no need for dynamic messages on their department
- No city parking problems in city. Police will direct traffic when needed
- Max of 3 destinations per sign. 4 destinations will be allowed when needed to avoid adding a sign (reduce sign clutter)
- The whole sign face needs to be reflective

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Signs to be:

- Direct burial installation
- 18 inches from curb
- 4 in character (Highway Gothic) on VD signs
- Overhead clearance 18ft
- Max 4 destinations (preferred 3) on VD signs
- Reflective sign face on VD signs
- System should leverage district, river and lake legibility
- Provide emergency contact info
- Consistent design throughout; w/ city minor changes per district
- Integrate with bus and bike systems

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RPC Task A-2.16 DDD

Meeting 2 - Stakeholder Workshop
2pm- 2:45pm - Thursday, March 10, 2016

Attendees: Meredith Soniat (RPC), Richard McCall (DDD), Jennifer Ruley (NOLA DPW), Justine Augustine (RTA), Mark Major (RTA), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Detailed Notes:

- Major Pedestrian and Bike routes and corridors were marked by Jennifer
- Lafayette St. is really not a corridor and the street might be too narrow for any directional information. The interest on this street relies on it’s history
- Moving traffic from Convention Center to Tchoupitoulas is currently an issue
- Starting April 15 a new system will runs from UPT to the airport and will affect heavily the Downtown District
- Highest traffic stops is St Charles & Canal
- Show street cars on map and bus stops, but ok not to show bus routes
- The Ferry terminal will change and be part of the Tricentennial plaza
- Lafitte Greenway currently started a wayfinding system (bike)
- Destinations were discuss. A list of destinations will be provided by Applied for approval

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RPC Task A-2.16 DDD

Meeting 3 - Stakeholder Workshop
3pm- 3:45pm - Thursday, March 10, 2016

Attendees: Meredith Soniat (RPC), Richard McCall (DDD), Mark Romig (NOLA Tourism and Marketing), Kristian Sonnier (NOLA Convention and Visitors Bureau), Mavis Early (Greater NO Hotel and Lodging Assoc), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Detailed Notes:

- Suggestion to locate people on districts
- System needed not just on the downtown - overlaying districts
- NOLA Tourism has an strategy implemented to encourage people to explore NOLA's neighborhoods and not just Bourbon St. Including an app (GO NOLA)
- Suggestion to add 911 an emergency numbers on future signs
- Hyatt is the biggest convention hotel and it is removed from tourist area
- WWII Museum brings between 200-300,00 “heads in beds” a year (large destination)
- Point people towards the river and lake more so than N-E-W-S

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RPC Task A-2.16 DDD

Meeting 4 - Stakeholder Workshop
9am- 9:45am - Friday, March 11, 2016

Attendees: Meredith Soniat (RPC), Richard McCall (DDD), Bob Johnson (Convention Center), Bryan Hayden (Convention CenterO, Bob Farnsworth (WWII Museum), Karley Frankic (Port of New Orleans), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Detailed Notes:

- WWII currently has a wayfinding system and design planned
- The museum provided Applied with locations and design, and they are open for suggestions
- The current WWII Wayfinding system is all in the immediate area
- Convention Center submitted plans to the city planning to redesign Convention Center Blvd.
- The Convention center has identified key nodes for vehicular directional, but don't currently have a design.
- Wayfinding should wait until Convention Center Blvd is designed to do the planning and design for the system
- There is significant change from Poydras to Julia linear park (on new design)
- Parking for the CC is all concentrated on a block pass Claiborne, making the walk to some parts of the convention center too long
- Moving sidewalks is one of the solutions they are considering
- Wayfinding will enhance walkability and make the walk more pleasant
- Suggested meeting with planners and designers from the CC to talk about sign location and coordination
- Applied to receive both plans talked about the CC (city/street improvement and on property changes)
- Deliveries is one of the biggest issues for the entire riverfront. CC trying to get deliveries off Convention Center Blvd to alleviate congestion
- All traffic from Julia St Cruises comes in Henderson St.
- Julia has less traffic than Erato St. terminal
- Issue: Sign clutter at the cruise terminal. The port has around 11 officers redirecting traffic because the current wayfinding doesn't work
- There is currently a plan to redesign and redo wayfinding in the cruises terminals. They are currently in the process or doing an inventory of signs on site
- Pedestrians are a problem going into the terminals, especially on Erato St. No proper sidewalks or marking. The Port doesn't want people walking on the area
- WWII Museum would like to meet on site on next Applied visit

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RPC Task A-2.16 DDD

Meeting 5 - Stakeholder Workshop
10am- 10:45am - Friday, March 11, 2016

Attendees: Meredith Soniat (RPC), Richard McCall (DDD), Bill Gilchrist (Place Based Planning), Bob Rivers (City Planning Commission), Leslie Alley (City Planning Commission), Cameron Bonnett (City Planning Commission), Jonathan Mugmon (Applied Wayfinding), Ana Oropeza (Applied Wayfinding).

Detailed Notes:

- The Executive Director City Planning needs to sign off the system
- Honorary street names to come
- Code and ordinance for city can be found online. (Sec 134-121 sign on Public Roads)
- WWII Museum signs to go on Museum property and not on city property
- Sign design and colors should be sophisticated. Avoid purple, green and gold
- Aesthetics: Thin, new, sleek
- No need to imitate or emulate existing architecture
- There is no clear boundary for all districts
- Evacuation routes has a logo. Look to integrate route to wayfinding system. City to provide graphic standard for evacuation logo
- Have a map of the city and add bubbles to start introducing district colors per bubble. See drawing provided by Cameron
- Multimodal map will be provided by city planning. Zoning code - for limited pedestrian activity
- Riverwalk mall and Tricentennial Park (future) have low city visibility. Riverwalk Mall has been pushing for a sign package to direct pedestrian to their facilities and not just cruise traffic
- Bike share is coming
- Show the districts map/directory as the side of the bus shelter

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DDD Wayfinding PMC #2
April 28, 2016 9am

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Cameron Bonnett	CPC		cbonnett@NOLA.gov
JOHN ROUSSELL	DDD	620-9287	jrouselle@downtownnola.com
LEIGH FERGUSON	DDD	620-9290	lferguson@downtownnola.com
Quentin Messer, Jr	NOLABA	504.934.4501	Qmesser@nola.ba.org
Devon Dellicie	DDD	620-9298	dellicie@downtownnola.com
Dan Galloway	CNO	658-8454	dalloway@nola.gov
Kurt Weigle	DDD	561-8927	kweigle@downtownnola.com

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PMC Meeting 2 – Route and destination identification
9:00am - 10:30am - Thursday, April 28, 2016

Attendees: Alejandra Guzman (New Orleans Business Alliance), Leslie Alley (City Planning Commission), Cameron Bonnett (City Planning Commission), John Roussell (Downtown Development District), Leigh Ferguson (Downtown Development District), Quentin L Messer Jr. (New Orleans Business Alliance), Devona Dolliole (Downtown Development District), Dani Galloway (CNO) Kurt Weigel (Downtown Development District), Meredith Soniat (Regional Planning Commission), Jonathan Mugmon (Applied Wayfinding), Stephen Reed (Applied Wayfinding)

Nolan Marshall (Downtown Development District), Richard McCall (Downtown Development District), Stephen Read (Applied Wayfinding)

Agenda: PMC Meeting 2

Detailed Notes:

At this meeting we discussed both the specific destinations and the criteria that would warrant destinations being listed throughout the wayfinding system. The criteria is very important in order for the City to update its code. As it is currently written, the code would not warrant such signs, as they would be considered advertising.

The PMC discussed appropriate naming of the Superdome, Arena, and Casino. For longevity of signs, other cities use the common name (e.g., Superdome rather than Mercedes-Benz Superdome); however, the City will make the specific naming determination in a future phase of the project.

Discussion also surrounded the fact that the DDD is a collection of neighborhoods, and they should be treated as such. This is particularly notable if/when the City decides to expand the wayfinding system outside of the DDD and into adjacent neighborhoods.

A question was posed about long term maintenance of the system, and the rough estimate of an annual maintenance budget would be 5-10% of the construction cost.

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DDD Wayfinding Final PMC Meeting: June 8, 2016

NAME	AFFILIATION
Alejandra Guzman	New Orleans Business Alliance
Allen Yrle	City Department of Public Works
Bill Gilchrist	City of New Orleans
Cameron Bonnett	City Planning Commission
CJ Bright	Regional Transit Authority / Transdev
Devonna Dolliole	Downtown Development District
Jonathan Mugmon	Applied
Kurt Weigel	Downtown Development District
Leigh Ferguson	Downtown Development District
Leslie Alley	City Planning Commission
Lynn Dupont	Regional Planning Commission
Meredith Soniat	Regional Planning Commission
Nicole Rizzo	Louisiana Department of Transportation and Development
Nolan Marshall	Downtown Development District
Richard McCall	Downtown Development District
Stephen Read	Applied

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wayfinding information design

PMC Meeting 1 - Wayfinding Presentation
10am - 11:30am - Wednesday, 8 - June, 2016

Attendees: Alejandra Guzman (New Orleans Business Alliance), Allen Yrle (City Department of Public Works), Bill Gilchrist (City of New Orleans), Cameron Bonnett (City Planning Commission), CJ Bright (Regional Transit Authority / Transde), Devonna Dolliole (Downtown Development District), Jonathan Mugmon (Applied Wayfinding), Kurt Weigel (Downtown Development District), Leigh Ferguson (Downtown Development District), Leslie Alley (City Planning Commission), Lynn Dupont (Regional Planning Commission), Meredith Soniat (Regional Planning Commission), Nicole Rizzo (Louisiana Department of Transportation and Development), Nolan Marshall (Downtown Development District), Richard McCall (Downtown Development District), Stephen Read (Applied Wayfinding)

Agenda: Final Presentation

Detailed Notes:

- Code changes to asset selection policies (planning)
- Review density of sign placement
- What comparable cities have integrated systems like this? London/NYC
- Who is going to take ownership of the project? DDD, City, RTA, other?
- City planning will control asset criteria
- Comparable cities with integration of bus/ped/bike/trails
- Buy-in two (2) mayor city commission at development committee meeting
 - #3 Penn State, #2 NYC, #1 London
- Show more value for wayfinding
- DDD does not want to wait for city wide system to implement the downtown needs
- City master plan shall need to be amended to reflect wayfinding system this engages funding mechanism and approvals (public engagement happens this summer)
- All transit elements are regulated through zoning code
- How do you see the timing on integrating the airport/RTA/Marketing...
- Presentation to show a phasing structure
- Decouple interactive/Historic in typology

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vat no. 114348045

APPENDIX B

New Orleans Downtown Wayfinding

“Deficiency Analysis”

April 28, 2016

RPC Task A-2.16 DDD

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Introduction

A visual inspection of all existing signage within the study area was conducted to examine the existing conditions of the sign structure: fastening mechanisms, pole, foundation and panel.

The current wayfinding system was implemented in 2001. The MUTCD (Manual on Uniform Traffic Control Devices), the document that LADOTD uses as their design standards, was published in 2009. Most of the current signage is not LADOTD or ADA compliant.

Because it has been 15 years since the system was implemented, the majority of the structures have been deteriorated. Some signs will only need paint, others will need to be completely removed.

The following document contains the existing sign location plan for both vehicular and pedestrian signs, and a survey of the conditions of each existing sign. Some of the signs were missing from the proposed locations either due to new constructions or as a result of weather impact. Missing signs and/or parts of the sign structure are marked on the map and on the detailed study of each sign.

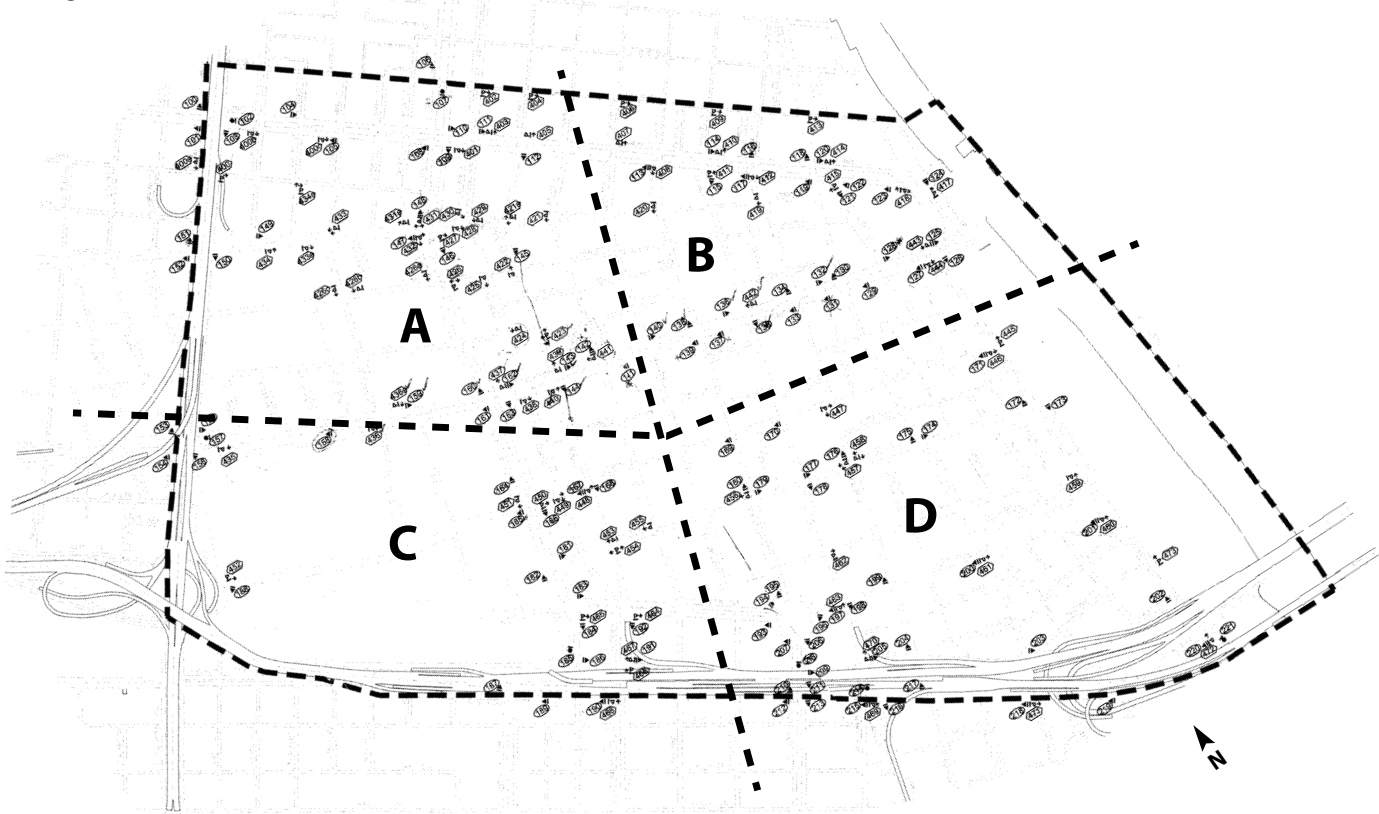
A scale from 1-5 was used to describe the conditions of the existing structures 1 meaning is in perfect condition, 5 meaning it needs to be removed.

- 1 Good conditions
- 2 Minor fixing - Paint
- 3 Deteriorated
- 4 Some structure damage
- 5 Should be removed or replaced



Overall Existing Sign Location Plan

Vehicular Signs



Zone A - Existing Sign Location Plan
Vehicular Signs



APPENDIX B

Deficiency report

Zone B - Existing Sign Location Plan

Vehicular Signs

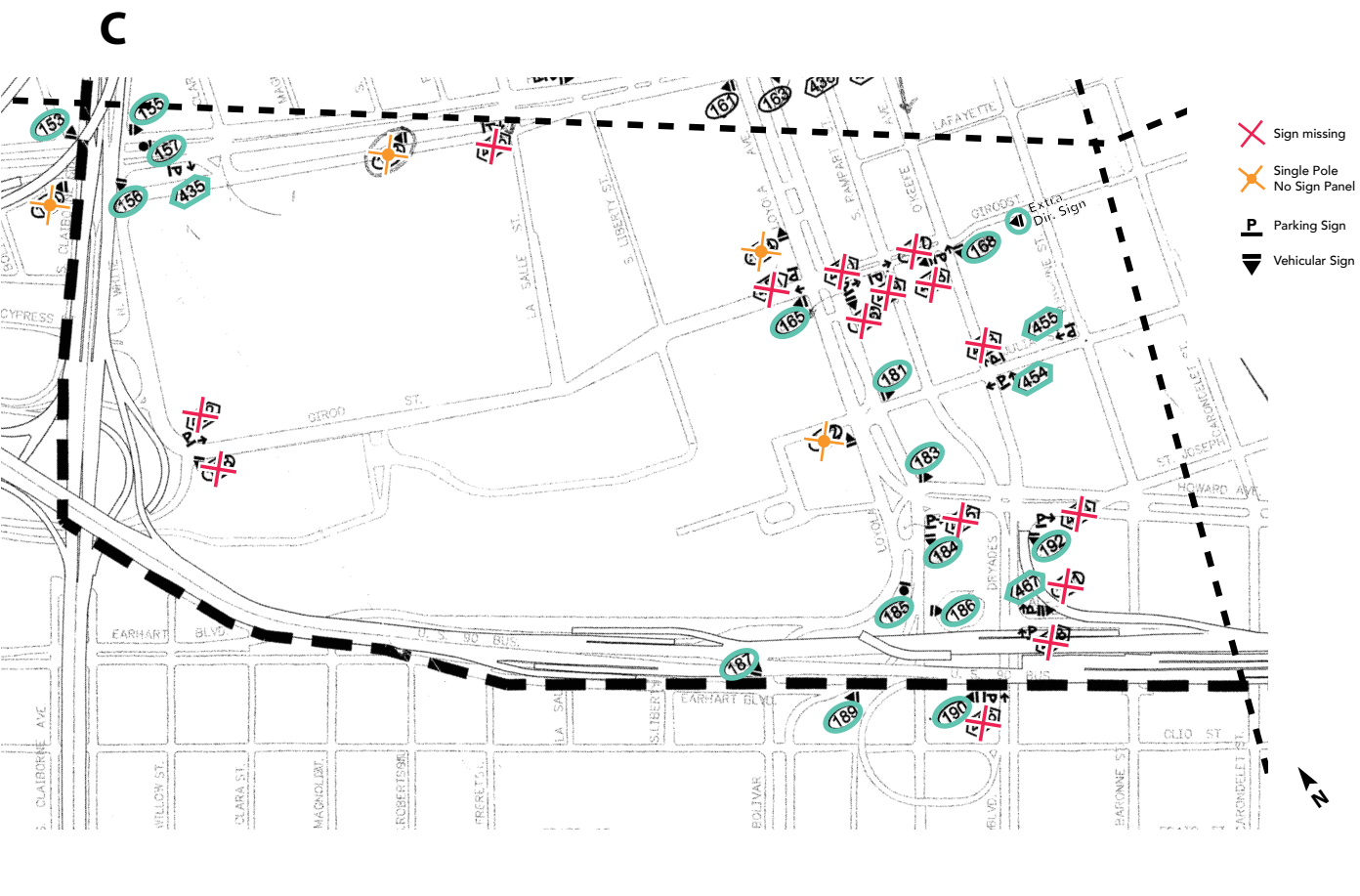


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Zone C - Existing Sign Location Plan

Vehicular Signs



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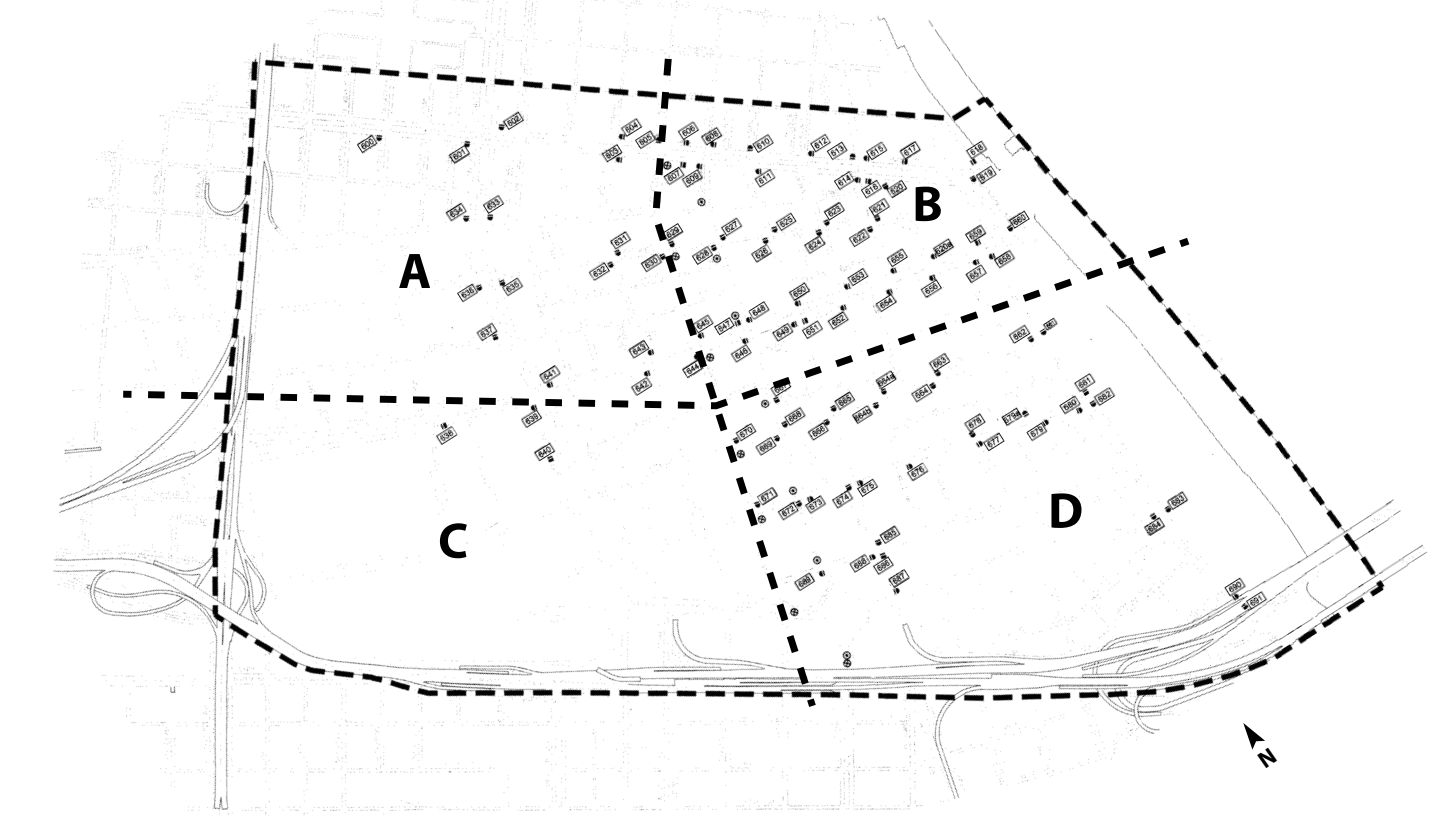
5

Zone D - Existing Sign Location Plan
Vehicular Signs



Overall Existing Sign Location Plan

Pedestrian Signs

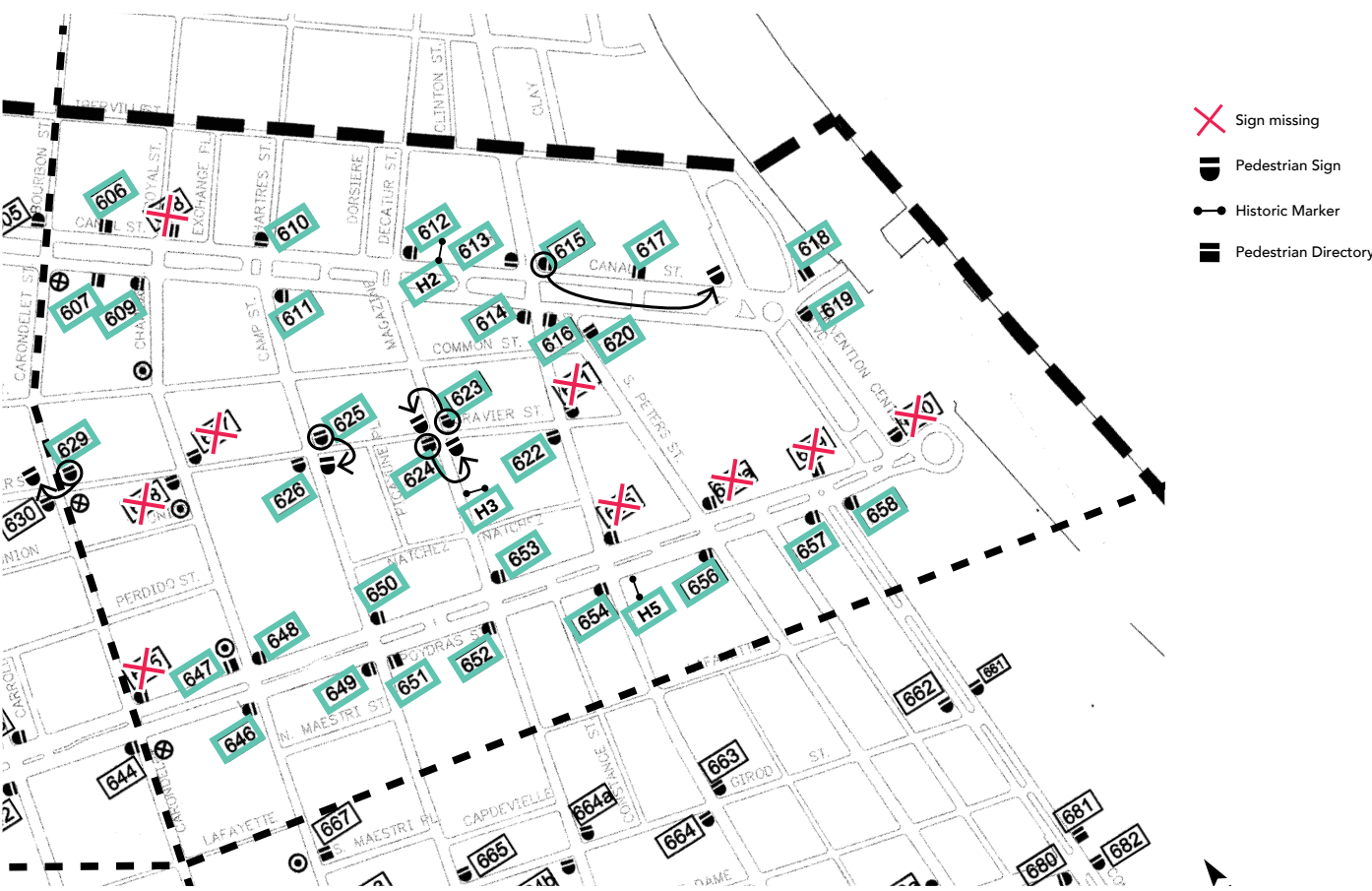


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Deficiency report

Zone A - Existing Sign Location Plan
Pedestrian Signs

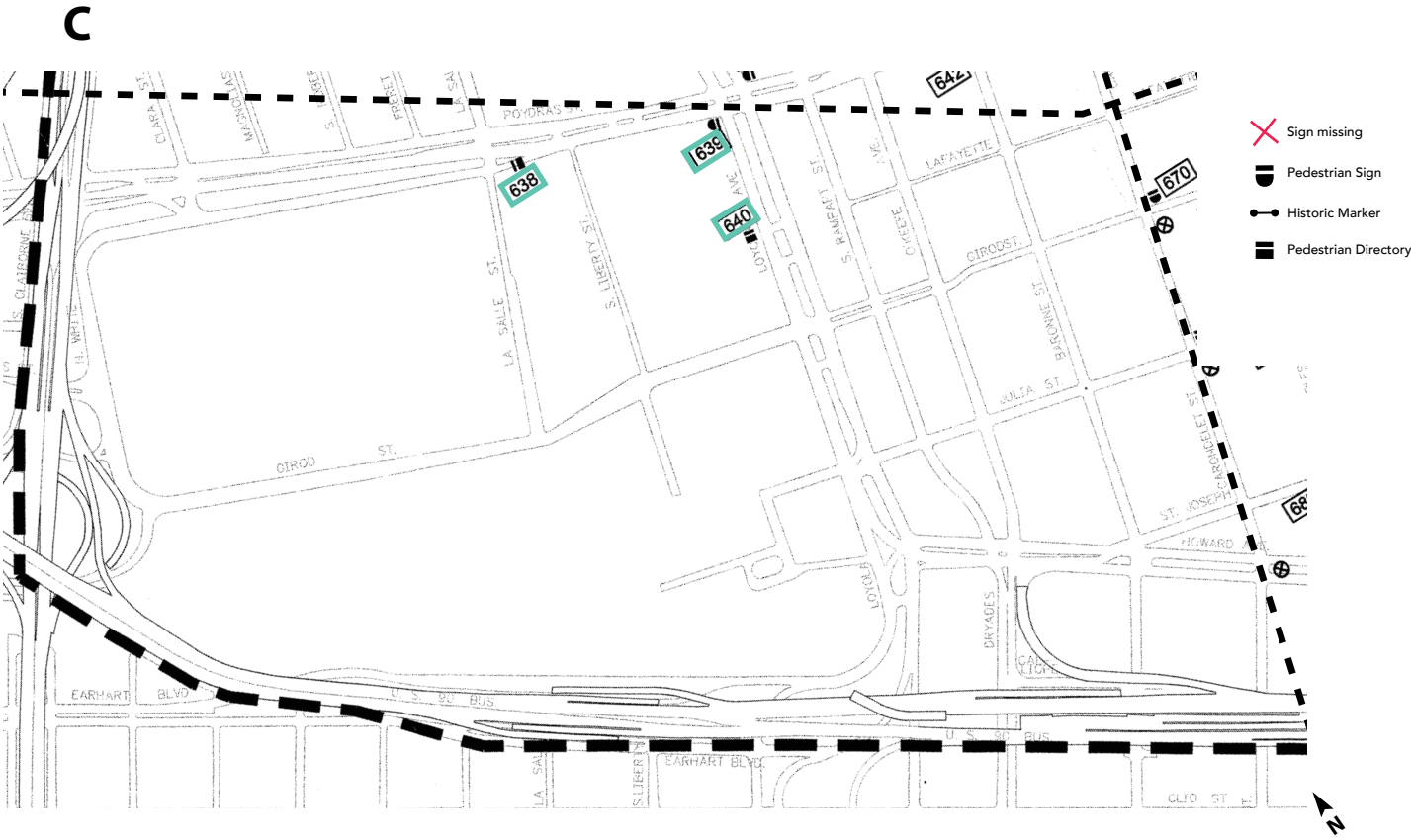


Zone B - Existing Sign Location Plan
Pedestrian Signs



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Deficiency report

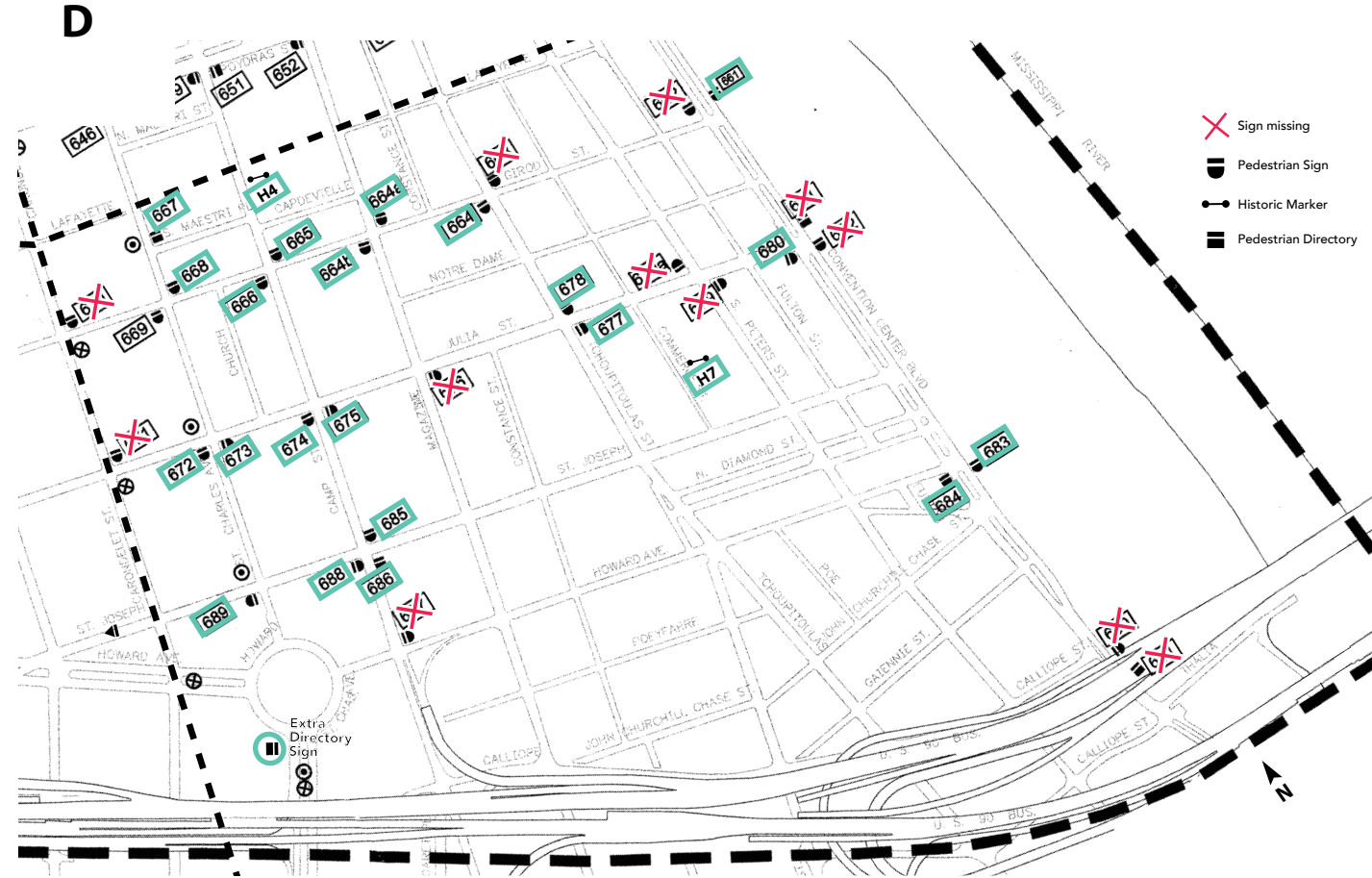
Zone C - Existing Sign Location Plan
Pedestrian Signs



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Zone D - Existing Sign Location Plan
Pedestrian Signs



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Deficiency report

Pedestrian Directory #618



Intersection: Canal St. /Convention Center Blvd

Position: 4 - Too Close to other street and streetcar track (Rotate)

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 1

Panel Conditions: 3 - Deteriorated

Pedestrian Sign #615



Intersection: Canal St. (front of Casino)

Position: 2

Structure Conditions:

Foundation: 3

Pole Conditions: 3

Fastening Conditions: 3 - Missing screws

Panel Conditions: 4 - Deteriorated and scratched

Pedestrian Directory #617



Intersection: Canal St. /N. Peters St.

Position: 1

Structure Conditions:

Foundation: 2

Pole Conditions: 3 - Missing finials

Fastening Conditions: 2

Panel Conditions: 2

Parking Sign #414



Intersection: Canal St. /N. Peters St.

Position: 5 - Too small. Not visible. Too close to turn.

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 4 - Scratched

Parking Sign #413



Intersection: Iberville St. /N. Peters St.

Position: 5 - Too small. Not visible. Too close to turn. Too high. Sign clutter

Structure Conditions:

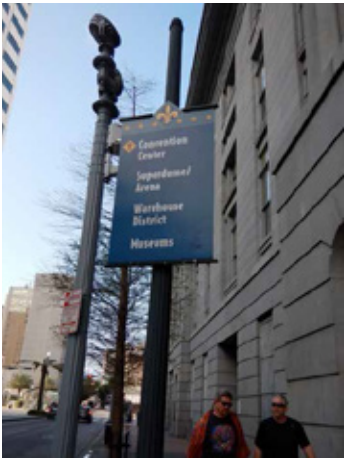
Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 3

Vehicular Sign #118



Intersection: Iberville St. /N. Peters St.

Position: 5 - Too small. Not visible. Too close to turn. Too high. Sign clutter

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3 - 4 - Too small for right of way

Pedestrian Sign #613



Intersection: Canal St. /N. Peters St.

Position: 1

Structure Conditions:

Foundation: 2

Pole Conditions: 3 - Missing finials

Fastening Conditions: 1

Panel Conditions: 4 - Vandalism

Historic Marker - H2



Intersection: Canal St. (in front the Insectarium)

Position: 1

Structure Conditions:

Foundation: 2


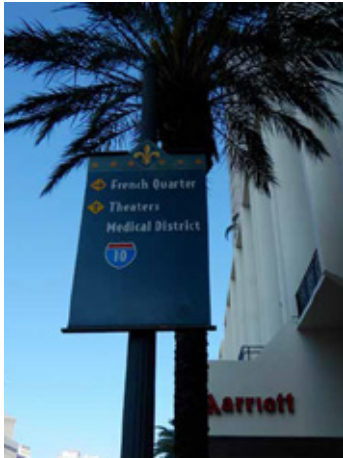






Pole Conditions: 3 - Missing finials

Fastening Conditions: 2

Panel Conditions: 2

APPENDIX B

Deficiency report

Pedestrian Sign #612	Vehicular Sign #114	Parking Sign #410	Pedestrian Sign #610	Pedestrian Directory #606	Parking Sign #407	Pedestrian Sign #605	Parking Sign #406
							
Intersection: Canal St. /Decatur St.	Intersection: Canal St. /Decatur St.	Intersection: Canal St. /Chartres St.	Intersection: Chartres St. /Canal St.	Intersection: Canal St. /Royal St.	Intersection: Canal St. /Bourbon St.	Intersection: Canal St. /Bourbon St.	Intersection: Bourbon St. /Iberville St.
Position: 1	Position: 5 - Not Visible (behind trees). Too far from intersection.	Position: 5 - Too small. Too close to turn.	Position: 5 - Too close to curb ramps and pedestrian crossing.	Position: 2	Position: 5 - Not visible. On hotel's balcony support poles.	Position: 4 - Too close to pedestrian crossing. Too close to stop light (obstruction)	Position: 5 - Not Visible (Angled)
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: N/A - On street light	Foundation: 3 - Broken base	Foundation: 2	Foundation: N/A	Foundation: 3	Foundation: N/A
Pole Conditions: 3 - Beaten. Missing Finials	Pole Conditions: 2	Pole Conditions: N/A	Pole Conditions: 4 - Missing finials	Pole Conditions: 3	Pole Conditions: N/A	Pole Conditions: 3 - Missing finials	Pole Conditions: N/A
Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 4 - Missing screws	Fastening Conditions: 3 - Missing screws	Fastening Conditions: 5 - Broken bracket	Fastening Conditions: 3 - Missing screws	Fastening Conditions: 2
Panel Conditions: 3 - Deteriorated and scratched	Panel Conditions: 4 - Too small for right of way	Panel Conditions: 5 - Scratched	Panel Conditions: 3	Panel Conditions: 3 - Missing top frame	Panel Conditions: 2	Panel Conditions: 2	Panel Conditions: 5 - Scratched

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Deficiency report

Pedestrian Sign #604



Intersection: Canal St. /Dauphine St.

Position: 1

Structure Conditions:

Foundation: 2 - Broken base covers

Pole Conditions: 4 - Missing finials

Fastening Conditions: 3 - Missing screws

Panel Conditions: 3 - Deteriorated and scratched

Historic Marker - H1



Intersection: Canal St. /Burgundy St.

Position: 4 - Other street furniture blocking double sided sign.

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 3 - Missing screws

Panel Conditions: 5 - Scratched. Vandalism (graffiti)

Parking Sign #405



Intersection: Canal St. /Burgundy St.

Position: 5 - Too small. Mounted 6' not ADA compliant

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 3

Vehicular Sign #112



Intersection: University Pl. /Canal St.

Position: 5 - Not visible. Tree obstruction.

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 4 - Too small for right of way

Pedestrian Directory #607



Intersection: Canal St. /Bourbon St.

Position: 4 - Too close to palm tree - Double sided sign.

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 3 - Missing screws

Panel Conditions: 2

Pedestrian Sign #609



Intersection: Canal St. /Royal St.

Position: 5 - Too close to street crossing. Newspaper stands and trash receptacles blocking access

Structure Conditions:

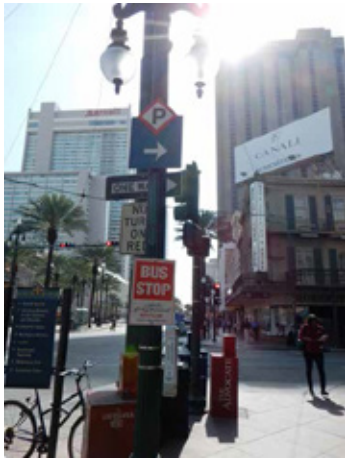
Foundation: 1

Pole Conditions: 3 - Beaten and missing finials

Fastening Conditions: 3 - Missing screws

Panel Conditions: 4 - Scratched

Parking Sign #408



Intersection: Canal St. /St Charles St.

Position: 5 - Too small. Too close to turn. Not visible, too close to trees. Sign Clutter

Structure Conditions:

Foundation: N/A on street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 2

Parking Sign #420



Intersection: St Charles St. /Common St.

Position: 5 - Too small. Too far from turn

Structure Conditions:

Foundation: N/A on street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 2

APPENDIX B

Deficiency report

Pedestrian Sign #611



Intersection: Canal St. /Camp St.

Position: 1

Structure Conditions:

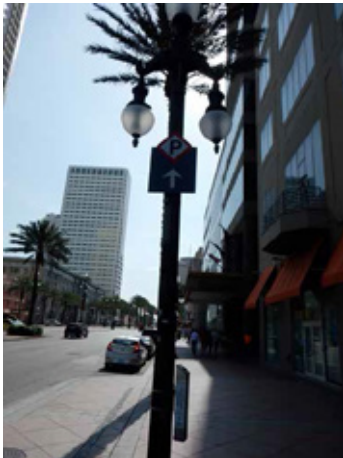
Foundation: 2 - Broken base covers

Pole Conditions: 2 - Missing finial

Fastening Conditions: 3 - Missing screws

Panel Conditions: 4 - Vandalism

Extra Parking Sign not on Map



Intersection: Canal St. /Camp St.

Position: 5 - Too small. Too far from curb. Not necessary (sign clutter)

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 2

Vehicular Sign #115



Intersection: Camp St. /Common St.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 4 - Too small for right of way

Parking Sign #411



Intersection: Camp St. /Canal St.

Position: 5 - Too small. Not visible. Too close to turn.

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 5 - Broken brackets

Panel Conditions: 3

Vehicular Sign #117



Intersection: Canal St. /Decatur St.

Position: 5 - Too close to street light (obstruction) Too far from turn.

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 2

Parking Sign #412



Intersection: Canal St. /Decatur St.

Position: 5 - Too small. Too far from turn.

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 5 - Too low to ground - Not ADA compliant.

Parking Sign #419



Intersection: Decatur St. / Common St.

Position: 5 - Too small. Not visible. Tree right in front of sign

Structure Conditions:

Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 3

Pedestrian Sign #611



Intersection: Barone St. /Gravier St.

Position: 1

Structure Conditions:

Foundation: 2 - Rusted base covers (5)

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 4 - Broken. Scratched

APPENDIX B

Deficiency report

Parking Sign #421a



Intersection: Common St. /Roosevelt Way

Position: 5 - Too small. Too low to ground - Not ADA compliant

Structure Conditions:

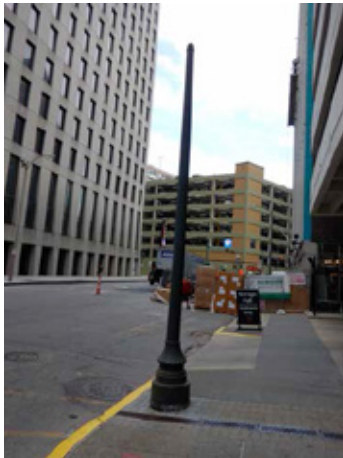
Foundation: N/A - On street light

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 2

Vehicular Sign #145



Intersection: O'keefe Ave. /Common St.

Position: 3 - Far from turn

Structure Conditions:

Foundation: 2

Pole Conditions: 1

Fastening Conditions: N/A

Panel Conditions: 5 - Missing Panel

Pedestrian Sign #629



Intersection: Carondelet St. /Gravier St.

Position: 3

Structure Conditions:

Foundation: 2

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 4 - Scratched. Vandalism

Pedestrian Sign #630



Intersection: Carondelet St. /Gravier St.

Position: 5 - Too close to pedestrian crossing. Other street furniture obstructing.

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 3

Panel Conditions: 4 - Broken. Scratched. Missing top and bottom frame.

Pedestrian Sign #626



Intersection: Gravier St. /Camp St.

Position: 4 - Too close to other street furniture.

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 5 - Vandalism.

Pedestrian Sign #625



Intersection: Gravier St. /Camp St.

Position: 3 - Too close to #626

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

Pedestrian Sign #623



Intersection: Magazine St. /Gravier St.

Position: 2

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

Pedestrian Sign #624



Intersection: Magazine St. /Gravier St.

Position: 4 - Too close to tree and street furniture

Structure Conditions:

Foundation: 1






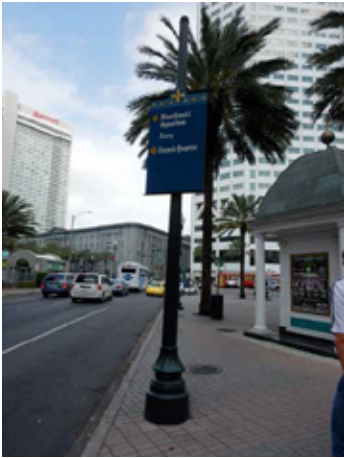


Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 2

APPENDIX B

Deficiency report

Historic Marker - H3	Pedestrian Sign #622	Pedestrian Directory #616	Pedestrian Sign #614	Pedestrian Sign #620	Vehicular Sign #121	Parking Sign #415	Vehicular Sign #122
							
Intersection: Magazine St. /Poydras St.	Intersection: Tchoupitoulas St. /Gravier St.	Intersection: S. Peters St. / Canal St.	Intersection: Canal St. /Tchoupitoulas St.	Intersection: S. Peters St. / Canal St.	Intersection: S. Peters St. / Canal St.	Intersection: S. Peters St. / Canal St.	Intersection: Canal St. / S. Peters St.
Position: 1	Position: 4 - Too close to other street furniture.	Position: 3 - Too close to pedestrian crossing. Too close to curb (min. 18")	Position: 5 - Too close to pedestrian crossing. Newspaper stand blocking one side.	Position: 1	Position: 1	Position: 5 - Too small. Too close to decision point. On turn lane.	Position: 1
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 2	Foundation: 1	Foundation: 1	Foundation: N/A on street light	Foundation: 1
Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 3 - Missing finials	Pole Conditions: 1	Pole Conditions: N/A	Pole Conditions: 1
Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 1
Panel Conditions: 2	Panel Conditions: 4 - Vandalism	Panel Conditions: 2	Panel Conditions: 3	Panel Conditions: 3	Panel Conditions: 5 - Too small	Panel Conditions: 2	Panel Conditions: 5 - Message (U turn plus turn arrow) confusing. Too small for right of way

APPENDIX B

Deficiency report

Parking Sign #418



Intersection: Canal St. /Convention Center Blvd.

Position: 5 - Too small. Too close to decision point.

Structure Conditions:

Foundation: N/A on street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 3

Pedestrian Sign #619



Intersection: Convention Center Blvd. /Canal St.

Position: 2

Structure Conditions:

Foundation: 2

Pole Conditions: 2 - Missing finial

Fastening Conditions: 2

Panel Conditions: 3

Parking Sign #443



Intersection: Poydras St. /Convention Center Blvd.

Position: 5 - Too small.

Structure Conditions:

Foundation: N/A on street light

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 4

Vehicular Sign #130



Intersection: Tchoupitoulas St. /Poydras St

Position: 1 - Pole position is OK. Sign is too small.

Structure Conditions:

Foundation: 1

Pole Conditions: 1

Fastening Conditions: 2

Panel Conditions: 2

Vehicular Sign #132



Intersection: Poydras St. /Tchoupitoulas St.

Position: 5 - Angled Sign, not visible. Too far from turn.

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 5 - Banded sign to pole. Broken brackets.

Panel Conditions: 3

Pedestrian Sign #653



Intersection: Poydras St. /Magazine St.

Position: 1

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 1

Panel Conditions: 3

Vehicular Sign #134



Intersection: Magazine St. / Poydras St.

Position: 5 - Too small. Too far from turn.

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 1

Panel Conditions: 3 - Too small for right of way. Too high on pole

Pedestrian Sign #650



Intersection: Poydras St. / Camp St.

Position: 5 - Too close to pedestrian crossing. Newspaper stands are other street furniture blocking sign

Structure Conditions:

Foundation: 1




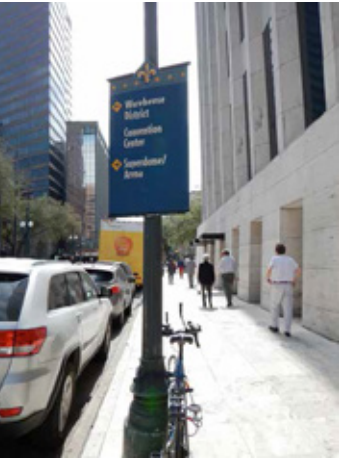




Pole Conditions: 2

Fastening Conditions: 1

Panel Conditions: 3

APPENDIX B

Deficiency report

Vehicular Sign #136	Pedestrian Sign #648	Pedestrian Directory #647	Vehicular Sign #138	Vehicular Sign #140	Pedestrian Sign #643	Vehicular Sign #143	Parking Sign #430
							
Intersection: Poydras St. /Camp St.	Intersection: Poydras St. /St. Charles St.	Intersection: St. Charles St. /Poydras St.	Intersection: St. Charles St. /Poydras St.	Intersection: Poydras St. /Carondelet St.	Intersection: Poydras St. /Barone St.	Intersection: Poydras St. / O'keefe Ave.	Intersection: Poydras St. / Camp St.
Position: 5 - Too small. Too far from turn.	Position: 1	Position: 5 - ON pedestrian crossing.	Position: 3	Position: 2	Position: 1	Position: 3 - Too small. Far from turn.	Position: 5 - Too small. Too close to turn.
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 2	Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 2	Foundation: N/A on street light
Pole Conditions: 1	Pole Conditions: 1	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: N/A
Fastening Conditions: 5 - Sign too big to be banded to pole. Broke brackets	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 5 - Banded sign to pole. Broken brackets.	Fastening Conditions: 4- Missing screws and screw covers	Fastening Conditions: 3	Fastening Conditions: 1
Panel Conditions: 3 - Too small for right of way	Panel Conditions: 2	Panel Conditions: 4 - Top frame missing. Vandalism	Panel Conditions: 5 - Too small. Peeling	Panel Conditions: 5 - Too low from ground - Not ADA compliant. Too small for right of way	Panel Conditions: 4 - Beaten and scratched	Panel Conditions: 4 - Too small for right of way	Panel Conditions: 5 - Peeling. Deteriorated.

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APPENDIX B

Deficiency report

Parking Sign #424	Extra Hist. Marker not on Map	Vehicular Sign #160	Pedestrian Sign #635	Parking Sign #426	Vehicular Sign #146	Pedestrian Sign #633	Parking Sign #401
							
Intersection: Perdido St. /S. Rampart St.	Intersection: S. Rampart St. /Perdido St.	Intersection: Loyola Ave. /Poydras St.	Intersection: Loyola Ave. /Poydras St.	Intersection: Loyola Ave. /Gravier St.	Intersection: Loyola Ave. /Common St.	Intersection: Loyola Ave. /Common St.	Intersection: Poydras St. / Camp St.
Position: 4 - Too small. Too close from turn. One lane road.	Position: 1	Position: 2	Position: 4 - Too close to pedestrian crossing	Position: 5 - On median. Not visible to any traffic lane.	Position: 5 - Angled due to construction. Too far from turn.	Position: 1	Position: 5 - Too small. Too close to turn.
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: N/A	Foundation: 2	Foundation: 2	Foundation: 3	Foundation: N/A	Foundation: 3	Foundation: 1	Foundation: N/A on street light
Pole Conditions: N/A	Pole Conditions: 1	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: N/A	Pole Conditions: 3	Pole Conditions: 3 - Rusted. Missing finial	Pole Conditions: N/A
Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2
Panel Conditions: 4	Panel Conditions: 4 - Vandalism	Panel Conditions: 5 - Vandalism. Too small for right of way	Panel Conditions: 3	Panel Conditions: 5 - Too small. Scratched.	Panel Conditions: 5 - Vandalism. Missing bottom frame. Too low to ground. Not visible and too small for right of way	Panel Conditions: 3	Panel Conditions: 2

APPENDIX B

Deficiency report

Pedestrian Sign #601



Intersection: Canal St. /Elk Pl.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 3 - Exposed screws

Panel Conditions: 2

Pedestrian Sign #602



Intersection: Canal St. /Elk Pl.

Position: 1

Structure Conditions:

Foundation: 2

Pole Conditions: 3 - Missing finials

Fastening Conditions: 2

Panel Conditions: 5 - Vandalism. Bent

Gateway Sign #107



Intersection: Iberville St. /Basin St.

Position: 1 - In median

Structure Conditions:

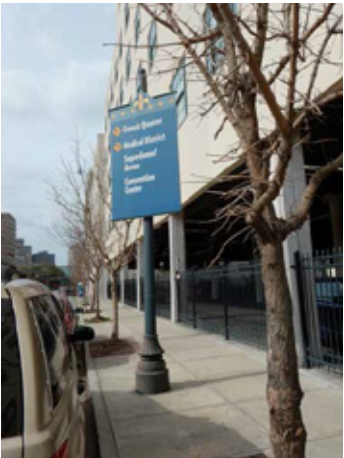
Foundation: 1

Pole Conditions: 1

Fastening Conditions: 1

Panel Conditions: 1

Vehicular Sign #106



Intersection: Basin St. /Iberville St.

Position: 2

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

Vehicular Sign #111



Intersection: Canal St. /Burgundy St.

Position: 5 - Too small. Too far from curb. Not visible. Too far from turn

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 4 - Too small for right of way. Angled.

Vehicular Sign #108



Intersection: Canal St. /Elk Pl.

Position: 5 - Too small. Too far from turn, on previous turn shoulder (confusing)

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

Vehicular Sign #148



Intersection: Elk Pl. /Tulane Ave.

Position: 5 - Too far from turn. Not visible, tree blocking sign. Too low to ground - Not ADA compliant

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 4 - Broken bracket. Sign angled 45° away from road

Panel Conditions: 5 - Vandalism. Not visible

Pedestrian Sign #634



Intersection: Elk Pl. / Tulane Ave.

Position: 2

Structure Conditions:

Foundation: 2


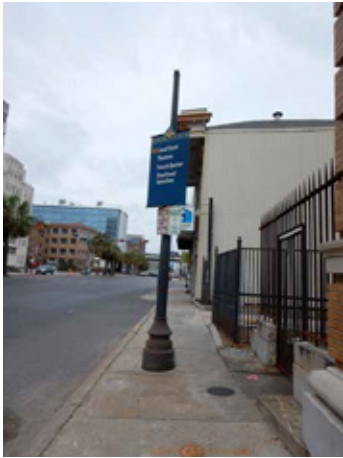




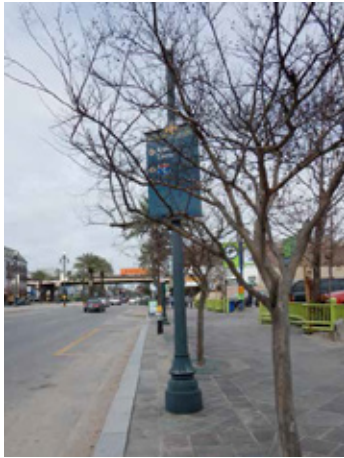

Pole Conditions: 3 - Missing finials

Fastening Conditions: 5 - Missing almost all screws

Panel Conditions: 2

APPENDIX B

Deficiency report

Parking Sign #434a	Vehicular Sign #149	Vehicular Sign #151	Vehicular Sign #152	Vehicular Sign #101	Vehicular Sign #100	Vehicular Sign #104	Vehicular Sign #105
							
Intersection: S. Villere St. /Cleveland Ave.	Intersection: Tulane Ave. /Robertson St.	Intersection: Clairborne Ave. /Tulane Ave.	Intersection: Tulane Ave. /Clairborne Ave.	Intersection: Canal St. /Claiborne Ave.	Intersection: Claiborne Ave. /Canal St.	Intersection: Canal St. /Villere St.	Intersection: Canal St. / La Salle St.
Position: 5 - Too small. After turn.	Position: 4 - Not enough sidewalk clearance - Not ADA compliant	Position: 4 - Too close to trees.	Position: 1	Position: 5 - Too close to turn	Position: 1	Position: 5 - Too small. Not visible, tree blocking sign	Position: 2 - Too small
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: N/A	Foundation: 2	Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 3	Foundation: 1	Foundation: 1
Pole Conditions: N/A	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 1	Pole Conditions: 3	Pole Conditions: 2	Pole Conditions: 1
Fastening Conditions: 3	Fastening Conditions: 2	Fastening Conditions: 3	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2
Panel Conditions: 3	Panel Conditions: 3	Panel Conditions: 2	Panel Conditions: 4 - Too low to ground	Panel Conditions: 2	Panel Conditions: 3	Panel Conditions: 5 - Too small for right of way. Not visible	Panel Conditions: 4 - Too small for right of way

APPENDIX B

Deficiency report

Parking Sign #433



Intersection: Tulane Ave. /La Salle St.

Position: 5 - Too small. In the median after turn.

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 3

Parking Sign #433a



Intersection: Tulane Ave. /La Salle St.

Position: 5 - Too small. Too close to turn

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 3

Panel Conditions: 3

Vehicular Sign #147



Intersection: Tulane Ave. /Loyola Ave.

Position: 2 - OK. Not visible (too small)

Structure Conditions:

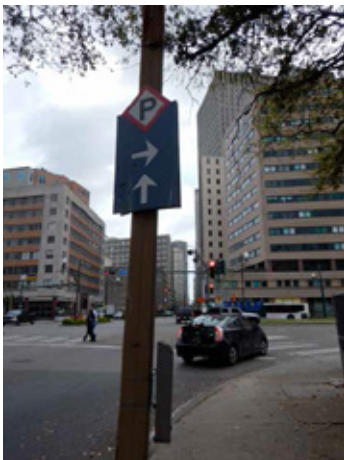
Foundation: 1

Pole Conditions: 1

Fastening Conditions: 2

Panel Conditions: 4 - Too small for right of way

Parking Sign #432



Intersection: Tulane Ave. /Loyola Ave.

Position: 2 - OK. Not visible (too small)

Structure Conditions:

Foundation: 2

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 5 - Panel splitting and cracked

Parking Sign #426a



Intersection: Loyola Ave. /Gravier St.

Position: 5 - Too small. After turn

Structure Conditions:

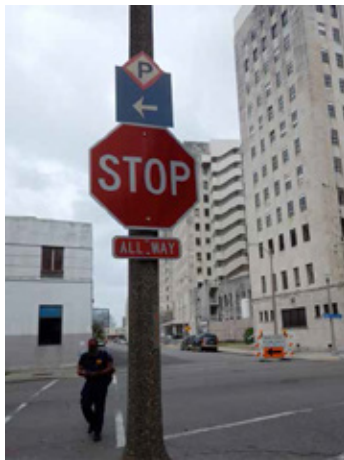
Foundation: 2

Pole Conditions: 1

Fastening Conditions: 2

Panel Conditions: 2

Parking Sign #426b



Intersection: Gravier St. /La Salle St.

Position: 4 - Too small. At turn.

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 2

Parking Sign #426c



Intersection: Gravier St. /La Salle St.

Position: 4 - Too small. At turn.

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 1

Panel Conditions: 2

Pedestrian Directory #637



Intersection: Poydras St. / Loyola Ave.

Position: 3 - Close to pedestrian crossing

Structure Conditions:

Foundation: 1








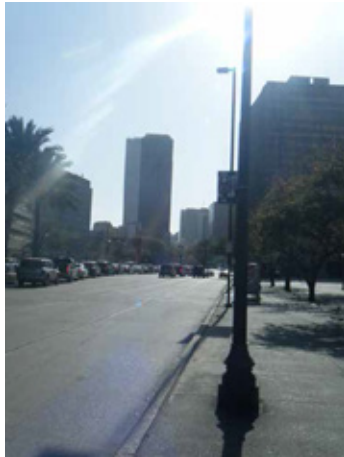
Pole Conditions: 1

Fastening Conditions: 1

Panel Conditions: 2

APPENDIX B

Deficiency report

Vehicular Sign #159	Vehicular Sign #155	Gateway Sign #157	Vehicular Sign #155	Gateway Sign #435	Vehicular Sign #154	Vehicular Sign #156	Vehicular Sign #158
							
Intersection: Poydras St. /La Salle St.	Intersection: Tulane Ave. /La Salle St.	Intersection: Tulane Ave. /Loyola Ave.	Intersection: Tulane Ave. /Loyola Ave.	Intersection: White /Poydras St.	Intersection: Claiborne Ave. /Poydras St.	Intersection: White /Poydras St.	Intersection: Robertson St. / Poydras St.
Position: 5 - Too small.	Position: 3 - On shoulder	Position: 1 - In Median	Position: 1	Position: 1 - In Median	Position: 4 - On shoulder. Too close to right of way curb.	Position: 3 - On shoulder.	Position: 3 - On shoulder.
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 2
Pole Conditions: 1	Pole Conditions: 1	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 3
Fastening Conditions: 2	Fastening Conditions: 3	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: N/A	Fastening Conditions: 2	Fastening Conditions: N/A
Panel Conditions: 4	Panel Conditions: 2	Panel Conditions: 2	Panel Conditions: 3	Panel Conditions: 2	Panel Conditions: 5 - Panel Missing	Panel Conditions: 2	Panel Conditions: 5 - Panel Missing

APPENDIX B

Deficiency report

Pedestrian Directory #638



Intersection: La Salle St. /Poydras St.

Position: 2

Structure Conditions:

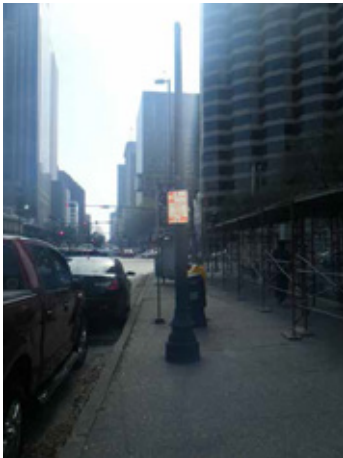
Foundation: 2

Pole Conditions: 3

Fastening Conditions: 3

Panel Conditions: 2

Vehicular Sign #161



Intersection: Poydras St. /Loyola Ave.

Position: 5 - Too close to Loyola Intersection 80' from turn.

Structure Conditions:

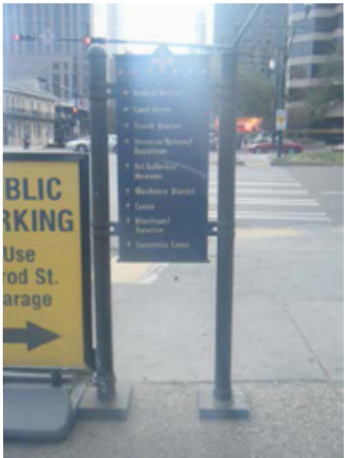
Foundation: 1

Pole Conditions: 2

Fastening Conditions: N/A

Panel Conditions: 5 - Panel Missing

Pedestrian Sign #639



Intersection: Poydras St. /Loyola Ave.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 3

Fastening Conditions: 3

Panel Conditions: 2

Pedestrian Directory #640



Intersection: Poydras St. /Loyola Ave.

Position: 1

Structure Conditions:

Foundation: 2

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 3

Vehicular Sign #164



Intersection: White /Poydras St.

Position: 1

Structure Conditions:

Foundation: 3

Pole Conditions: 4

Fastening Conditions: N/A

Panel Conditions: 5 - Panel missing

Vehicular Sign #165



Intersection: Girod /Loyola Ave.

Position: 2

Structure Conditions:

Foundation: 3 - Too close to edge

Pole Conditions: 2

Fastening Conditions: 5 - Panel twisted at 45° from traffic

Panel Conditions: 5 - Panel too small for 4 lane road

Vehicular Sign #182



Intersection: Julia St /Loyola Ave.

Position: 3 - Too close to turn.

Structure Conditions:

Foundation: 3

Pole Conditions: 5 - Broken / Cracked

Fastening Conditions: N/A

Panel Conditions: 5 - Panel missing

Gateway Sign #185



Intersection: Earhart St. / Loyola Ave.

Position: 2

Structure Conditions:

Foundation: 2

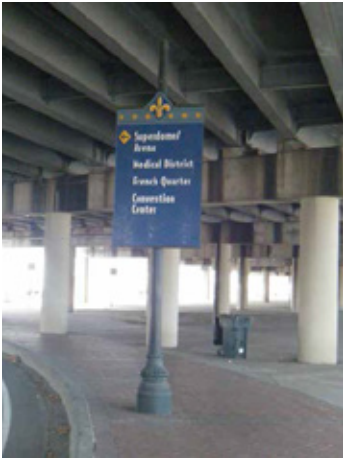
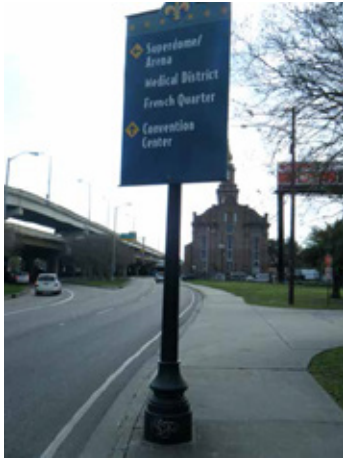






Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

APPENDIX B

Deficiency report

Vehicular Sign #187	Vehicular Sign #189	Parking Sign #190	Gateway Sign #192	Vehicular Sign #186	Vehicular Sign #188	Vehicular Sign #184	Vehicular Sign #181
							
Intersection: Earhart St. /Loyola Ave.	Intersection: Poydras St. /Loyola Ave.	Intersection: Earhart /Halley.	Intersection: Calliope St. /Haley.	Intersection: Calliope St. /Haley.	Intersection: Howard /Loyola Ave.	Intersection: Howard /Loyola Ave.	Intersection: Julia St. / Rampart St.
Position: 5 - Under 90 bridge	Position: 2	Position: 2	Position: 3 - Hidden in corner	Position: 3 - Behind pole	Position: 1	Position: 5 - Behind tree. Too close to turn	Position: 5 - Behind tree
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: N/A	Foundation: 1	Foundation: 3	Foundation: 1	Foundation: 1	Foundation: 1
Pole Conditions: 1	Pole Conditions: 1	Pole Conditions: N/A	Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: 2	Pole Conditions: 2	Pole Conditions: 2
Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2
Panel Conditions: 5 - Too small for location	Panel Conditions: 1	Panel Conditions: 5 - Too small	Panel Conditions: 3 - Too small for location	Panel Conditions: 3	Panel Conditions: 5 - Panel too small for 5 lane road	Panel Conditions: 2	Panel Conditions: 5 - Too small for right of way

APPENDIX B

Deficiency report

Parking Sign #454



Intersection: Julia St. /O'keefe Ave.

Position: 5 - Too close to turn

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 5 - Too small for right of way

Parking Sign #455



Intersection: Julia St. /Barone St.

Position: 5 - Too close to turn

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 5 - Too small for right of way

Vehicular Sign #168



Intersection: O'keefe Ave. /Girod St.

Position: 2

Structure Conditions:

Foundation: 2

Pole Conditions: 4 - Scratched. Holes. Damage

Fastening Conditions: 3 - Rusting

Panel Conditions: 4 - Cracking. Non-reflective

Extra Vehicular Sign not on map



Intersection: Girod St. /Barone St.

Position: 5 - Behind tree

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 5 - Too small

Vehicular Sign #163



Intersection: Loyola Ave./Poydras St.

Position: 2

Structure Conditions:

Foundation: 1

Pole Conditions: 3

Fastening Conditions: 5 - 2-3 broken connections

Panel Conditions: 3

Vehicular Sign #141



Intersection: Howard /Loyola Ave.

Position: 3 - Mid way in turn lane

Structure Conditions:

Foundation: 2

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 5 - Panel too small for 6 lane divided road

Pedestrian Sign #644



Intersection: Carondelet St. /Poydras St.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3 - Scratched. Cracking.

Vehicular Sign #139



Intersection: St. Charles St. /Poydras St.

Position: 1

Structure Conditions:

Foundation: 1









Pole Conditions: 3

Fastening Conditions: N/A

Panel Conditions: 5 - Panel Missing






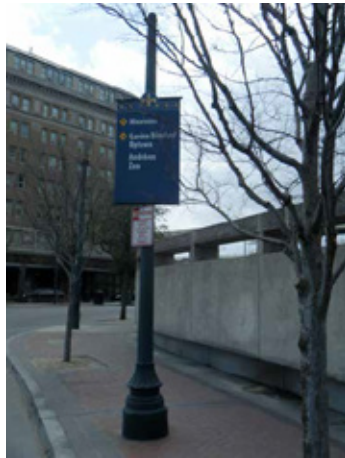


APPENDIX B

Deficiency report

Parking Sign #454	Extra Vehicular Sign not on Map	Pedestrian Directory #667	Pedestrian Sign #668	Vehicular Sign #163	Vehicular Sign #169	Pedestrian Sign #673	Historic Marker - H6
							
Intersection: St. Charles St. /Poydras St.	Intersection: S. Maestri St. /St. Charles St.	Intersection: S. Maestri St. /St. Charles St.	Intersection: St. Charles St. /Girod St.	Intersection: Carondelet St. /Girod St.	Intersection: Howard /Loyola Ave.	Intersection: Carondelet St. /Poydras St.	Intersection: St. Charles St. /Poydras St.
Position: 3- Other street furniture blocking sign	Position: 4 - Behind tree. Too close to turn	Position: 2	Position: 1	Position: 1	Position: 1	Position: 1	Position: 1
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 1	Foundation: 2	Foundation: 1	Foundation: 1	Foundation: 2
Pole Conditions: 4 - Broken leg	Pole Conditions: 1	Pole Conditions: 4 - Scratched. Holes. Damage	Pole Conditions: 1	Pole Conditions: 3	Pole Conditions: 4	Pole Conditions: 4	Pole Conditions: 5
Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: 3 - Rusting	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 5 - Sign turned 90° from right of way	Fastening Conditions: 3	Fastening Conditions: 4
Panel Conditions: 3 - Cracking face	Panel Conditions: 2	Panel Conditions: 4 - Cracking.	Panel Conditions: 2	Panel Conditions: 3	Panel Conditions: 5 - Panel too small for right of way	Panel Conditions: 4	Panel Conditions: 3









APPENDIX B

Deficiency report

Pedestrian Sign #672	Pedestrian Sign #689	Vehicular Sign #195	Vehicular Sign #194	Vehicular Sign #193	Vehicular Sign #207	Extra Ped. Directory not on Map	Vehicular Sign #212
							
Intersection: St. Charles St. /Julia St.	Intersection: St. Joseph /St. Charles St.	Intersection: Howard /St. Charles St.	Intersection: Lee Circle	Intersection: Lee Circle	Intersection: Lee Circle	Intersection: Charles Ave. /Calliope St.	Intersection: Calliope St. /Charles Ave.
Position: 1	Position: 1	Position: 3 - Too close to turn	Position: 1	Position: 4 - Behind trees	Position: 4 - Behind trees	Position: 2	Position: 2
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 5 - Broken. Leaning	Foundation: 1	Foundation: 2	Foundation: 3	Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 1
Pole Conditions: 5	Pole Conditions: 3	Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: 3 - Broken	Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: 2
Fastening Conditions: 4	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 3 - Rusted	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 3	Fastening Conditions: 2
Panel Conditions: 3	Panel Conditions: 4	Panel Conditions: 5 - Too small	Panel Conditions: 5 - Too small for right of way	Panel Conditions: 5 - Too small	Panel Conditions: 5 - Too small	Panel Conditions: 4	Panel Conditions: 5 - Too small

APPENDIX B

Deficiency report

Vehicular Sign #213	Vehicular Sign #215	Gateway Sign #211	Vehicular Sign #206	Vehicular Sign #193	Vehicular Sign #197	Pedestrian Sign #688	Pedestrian Sign #685
							
Intersection: Charles Ave. /Calliope St.	Intersection: Calliope St. /Margaret Pl.	Intersection: Lee Circle.	Intersection: Lee Circle	Intersection: Lee Circle	Intersection: Higgins / Camp St.	Intersection: St. Joseph/ Camp St.	Intersection: Camp St. /St. Joseph
Position: 2	Position: 1	Position: 1 - Too small	Position: 3	Position: 3	Position: 4 - Too close to turn	Position: 1	Position: 1
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 2	Foundation: 2	Foundation: 1	Foundation: 1
Pole Conditions: 2	Pole Conditions: 3 - Graffiti	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: 4	Pole Conditions: 3	Pole Conditions: 3
Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 3	Fastening Conditions: 4 - Sign turn 90°	Fastening Conditions: 3	Fastening Conditions: 2	Fastening Conditions: 3	Fastening Conditions: 3
Panel Conditions: 5 - Too small	Panel Conditions: 4 - Graffiti	Panel Conditions: 3	Panel Conditions: 5 - Too small - Vandalism	Panel Conditions: 3	Panel Conditions: 4	Panel Conditions: 4	Panel Conditions: 4

APPENDIX B

Deficiency report

Pedestrian Directory #686



Intersection: Camp St. /St. Joseph

Position: 2

Structure Conditions:

Foundation: 2

Pole Conditions: 4

Fastening Conditions: 4

Panel Conditions: 4

Vehicular Sign #178



Intersection: Camp St. /Julia St.

Position: 3 - Too close to turn

Structure Conditions:

Foundation: 2

Pole Conditions: 4

Fastening Conditions: 4 - Sign turn 90°

Panel Conditions: 3

Pedestrian Sign #675



Intersection: Camp St. /Julia St.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 4

Fastening Conditions: 3

Panel Conditions: 5

Pedestrian Sign #674



Intersection: Julia St. /Camp St.

Position: 3 - Street furniture blocking one side of sign

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 4

Pedestrian Sign #666



Intersection: Camp St. /Girod St.

Position: 2

Structure Conditions:

Foundation: 3

Pole Conditions: 3

Fastening Conditions: 5

Panel Conditions: 5

Pedestrian Sign #665



Intersection: Camp St. /Girod St.

Position: 2

Structure Conditions:

Foundation: 4 - Broken

Pole Conditions: 4

Fastening Conditions: 5

Panel Conditions: 5

Historic Marker - H4



Intersection: Camp St. /Lafayette

Position: 3 - Facing 90° off best position

Structure Conditions:

Foundation: 1

Pole Conditions: 1

Fastening Conditions: 2

Panel Conditions: 2

Pedestrian Directory #685



Intersection: Camp St. /Lafayette

Position: 2 - 30' from plaza entrance. Move to center access point

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 2









APPENDIX B

Deficiency report

Vehicular Sign #135	Pedestrian Sign #649	Vehicular Sign #133	Pedestrian Sign #652	Pedestrian Sign #664b	Pedestrian Sign #664a	Parking Sign #447	Vehicular Sign #176
							
Intersection: Camp St. /Maestri St.	Intersection: Poydras St. /Magazine St.	Intersection: Poydras St. /Magazine St.	Intersection: Poydras St. /Magazine St.	Intersection: Magazine St. /Girod St.	Intersection: Magazine St. /Girod St.	Intersection: Magazine St. /Girod St.	Intersection: Magazine St. /Julia St.
Position: 1	Position: 1	Position: 2 - Could move forward to see better	Position: 1	Position: 1	Position: 1	Position: 2	Position: 1
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 2	Foundation: N/A	Foundation: 1
Pole Conditions: 5 - Cracked at base	Pole Conditions: 3	Pole Conditions: 1	Pole Conditions: 3	Pole Conditions: 4	Pole Conditions: 4	Pole Conditions: N/A	Pole Conditions: 3
Fastening Conditions: 5 - 2 of 3 brackets working	Fastening Conditions: 3	Fastening Conditions: N/A	Fastening Conditions: 2	Fastening Conditions: 4	Fastening Conditions: 3	Fastening Conditions: 1	Fastening Conditions: 2
Panel Conditions: 4	Panel Conditions: 3	Panel Conditions: 5 - Missing panel	Panel Conditions: 3	Panel Conditions: 4	Panel Conditions: 4	Panel Conditions: 4 - Too small	Panel Conditions: 4 - Too small for right of way



APPENDIX B

Deficiency report

Vehicular Sign #177	Parking Sign #458	Vehicular Sign #217	Vehicular Sign #218	Vehicular Sign #219	Vehicular Sign #200	Pedestrian Sign #677	Pedestrian Sign #678
							
Intersection: Magazine St. /Julia St.	Intersection: Julia St. /Magazine St.	Intersection: Magazine St. /Calliope St.	Intersection: Calliope St. /Annunciation St.	Intersection: Calliope St. /Annunciation St.	Intersection: Tchoupitoulas St. /Howard St.	Intersection: Tchoupitoulas St. / Julia St.	Intersection: Tchoupitoulas St. / Julia St.
Position: 5 - Too close to early intersection. Move forward	Position: 1	Position: 5 - Under 90 bridge. Too small	Position: 1	Position: 1	Position: 2	Position: 1	Position: 1
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 1	Foundation: 1	Foundation: 2	Foundation: 1	Foundation: 1
Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: 1	Pole Conditions: 1	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: 3
Fastening Conditions: 5 - 1 of 3 fasteners broken	Fastening Conditions: 3	Fastening Conditions: 3	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 1	Fastening Conditions: 3	Fastening Conditions: 3
Panel Conditions: 2	Panel Conditions: 3	Panel Conditions: 5 - Too small for right of way	Panel Conditions: 4 - Graffiti	Panel Conditions: 3	Panel Conditions: 5 - In tree. Vinyl falling off	Panel Conditions: 4	Panel Conditions: 4

APPENDIX B

Deficiency report

Vehicular Sign #176	Vehicular Sign #174	Pedestrian Sign #664	Pedestrian Sign #654	Historic Marker - H5	Vehicular Sign #129	Pedestrian Sign #656	Vehicular Sign #127
							
Intersection: Julia St. /Tchoupitoulas St.	Intersection: Julia St. /Tchoupitoulas St.	Intersection: Girod St. /Tchoupitoulas St.	Intersection: Poydras St. /Tchoupitoulas St.	Intersection: Poydras St. /Tchoupitoulas St.	Intersection: Poydras St. /Tchoupitoulas St.	Intersection: S Peters /Poydras St.	Intersection: Convention Center Blvd. / Poydras St.
Position: 1	Position: 3 - Too close to turn	Position: 1	Position: 1	Position: 1	Position: 1	Position: 1	Position: 3 - Sign turned 45° to accommodate Harrah's Awning
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 1	Foundation: 1	Foundation: 3	Foundation: 1	Foundation: 1	Foundation: 3	Foundation: 1	Foundation: 1
Pole Conditions: 2	Pole Conditions: 3	Pole Conditions: 5	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: 4	Pole Conditions: 2	Pole Conditions: 2
Fastening Conditions: 2	Fastening Conditions: 4 - 1 of 3 fasteners not fixed	Fastening Conditions: 3	Fastening Conditions: 2	Fastening Conditions: 4	Fastening Conditions: 5 - 1 of 4 brackets broken. Sign turned 45°	Fastening Conditions: 2	Fastening Conditions: 2
Panel Conditions: 5 - Too small	Panel Conditions: 3 - Too small	Panel Conditions: 2	Panel Conditions: 4	Panel Conditions: 3	Panel Conditions: 4	Panel Conditions: 3	Panel Conditions: 4 - Cracking / Peeling vinyl

APPENDIX B

Deficiency report

Parking Sign #444



Intersection: Convention Center Blvd. / Poydras St.

Position: 5 - Too small on high pole

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 4 - Cracking /Peeling

Pedestrian Sign #657



Intersection: Convention Center Blvd. / Poydras St.

Position: 5 - Obscured behind plant/pot

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3

Pedestrian Sign #658



Intersection: Poydras St. /Convention Center Blvd.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 3 - Rusted

Panel Conditions: 4 - Cracked. Scratched. Stickers

Vehicular Sign #128



Intersection: Convention Center Blvd. / Lafayette St.

Position: 1

Structure Conditions:

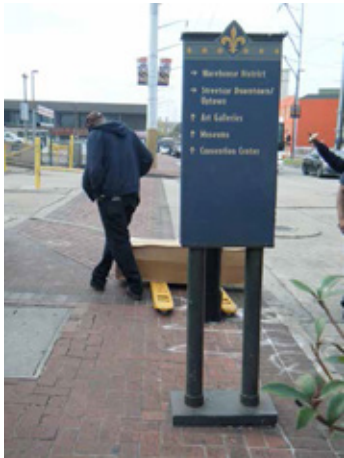
Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 5 - Too small for right of way

Pedestrian Sign #661



Intersection: Convention Center Blvd. / Girod St.

Position: 5 - Next to delivery zone

Structure Conditions:

Foundation: 4 - Wobbling

Pole Conditions: 4 - Beat up. Vandalized

Fastening Conditions: 3

Panel Conditions: 5 - Scratched. Cracking

Vehicular Sign #171



Intersection: Girod St. /Convention Center Blvd.

Position: 3 - On minor street approaching stop

Structure Conditions:

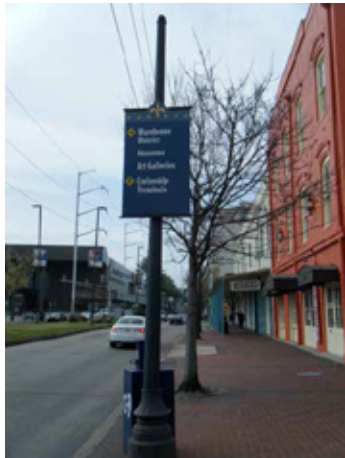
Foundation: 2

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 4 - Scratched.

Vehicular Sign #172



Intersection: Convention Center Blvd. / Notre Dame St.

Position: 4 - Too close to early turn. Move forward

Structure Conditions:

Foundation: 1

Pole Conditions: 3

Fastening Conditions: 2

Panel Conditions: 5 - Sign too small for right of way

Pedestrian Sign #680



Intersection: Julia St. / Convention Center Blvd.

Position: 2

Structure Conditions:

Foundation: 2









Pole Conditions: 4 - Scratched. Rusted

Fastening Conditions: 2

Panel Conditions: 5 - Scratched. Graffiti

APPENDIX B

Deficiency report

Vehicular Sign #173	Pedestrian Directory #683	Parking Sign #128	Parking Sign #460	Vehicular Sign #201	Parking Sign #473	Vehicular Sign #202	Gateway Sign #221
							
Intersection: Convention Center Blvd. / Julia St.	Intersection: Convention Center Blvd. / Andrew Higgins.	Intersection: Convention Center Blvd. / Andrew Higgins.	Intersection: Andrew Higgins / Convention Center Blvd.	Intersection: Andrew Higgins / Convention Center Blvd.	Intersection: Convention Center Blvd. / Calliope St.	Intersection: Convention Center Blvd. / Calliope St.	Intersection: Convention Center Blvd. / Calliope St.
Position: 2 - Too close to bus drop off / waiting area. Not visible from road	Position: 1	Position: 1	Position: 5 - Too small. At decision point. Too high on light pole	Position: 1	Position: 5 - Too high on light pole. Too small	Position: 1	Position: 1 - Need landscape to soften
Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:	Structure Conditions:
Foundation: 2 - Exposed fasteners	Foundation: 3 - Base loose	Foundation: 3 - Base loose. Wrapped alum. wiggling sign	Foundation: N/A	Foundation: 2	Foundation: N/A	Foundation: 1	Foundation: 1
Pole Conditions: 2 - Scratched	Pole Conditions: 3	Pole Conditions: 3	Pole Conditions: N/A	Pole Conditions: 5 - Cracked. Hole in base	Pole Conditions: N/A	Pole Conditions: 2	Pole Conditions: 3
Fastening Conditions: 5 - 1 of 3 brackets broken	Fastening Conditions: 1	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 2	Fastening Conditions: 1	Fastening Conditions: 2
Panel Conditions: 4	Panel Conditions: 2	Panel Conditions: 5 - Cracking. Vandalized	Panel Conditions: 5 - Too small	Panel Conditions: 2	Panel Conditions: 5 - Too small	Panel Conditions: 5 - Sign too small for right of way	Panel Conditions: 4

APPENDIX B

Deficiency report

Vehicular Sign #220



Intersection: Calliope St. / Convention Center Blvd.

Position: 1 - Off ramp

Structure Conditions:

Foundation: 1

Pole Conditions: 1

Fastening Conditions: 2

Panel Conditions: 5 - Delaminating. Cracking

Pedestrian Sign #683



Intersection: Calliope St. / Convention Center Blvd.

Position: 1 - On light pole. Off ramp

Structure Conditions:

Foundation: N/A

Pole Conditions: N/A

Fastening Conditions: 2

Panel Conditions: 3

Historic Marker - H7



Intersection: Convention Center Blvd. / Andrew Higgins.

Position: 1

Structure Conditions:

Foundation: 1

Pole Conditions: 2

Fastening Conditions: 2

Panel Conditions: 3 - Scratched up

Deficiency Analysis



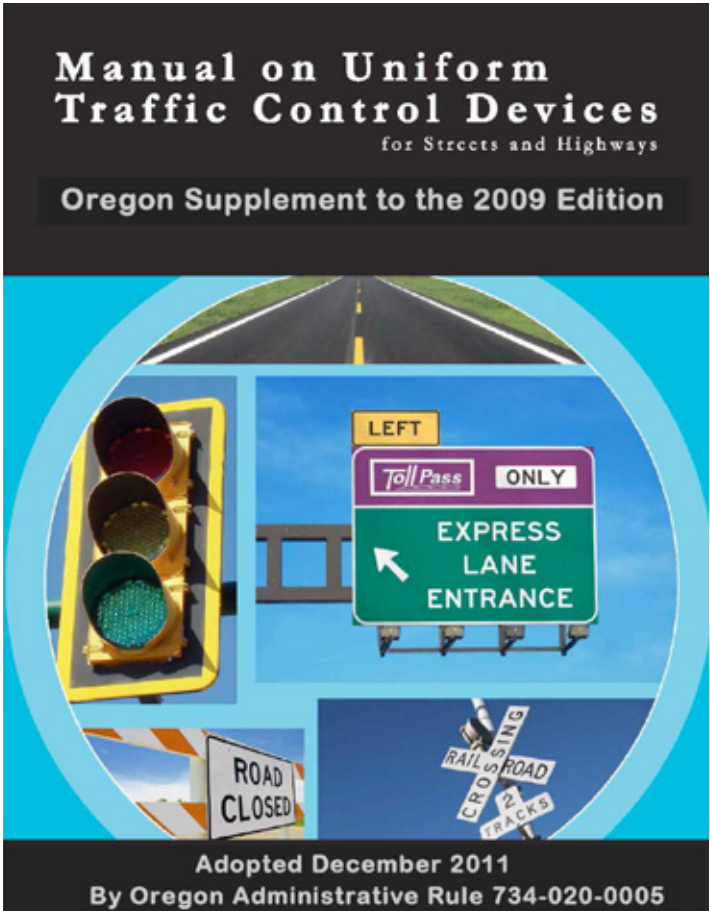
Existing wayfinding

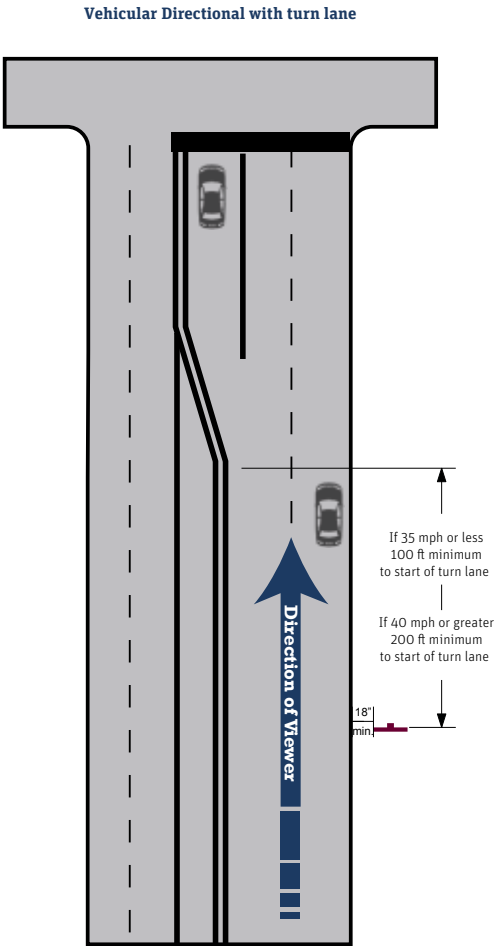
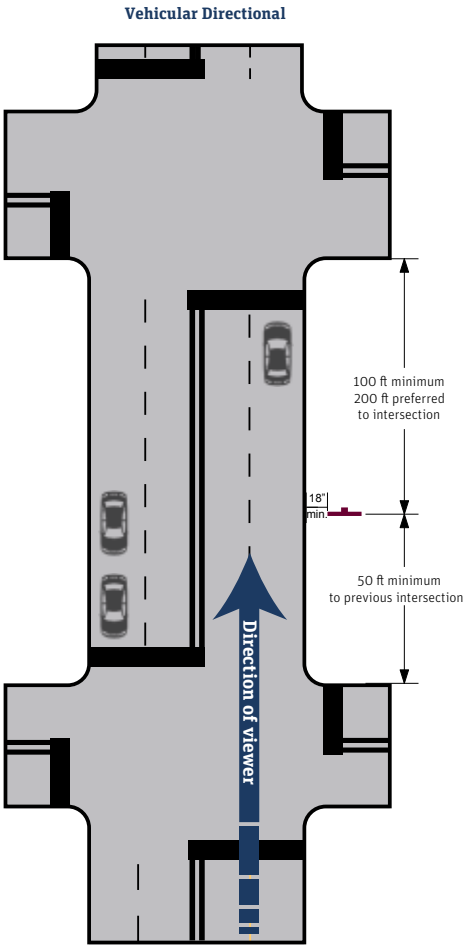
9	Signs with missing panels	4%
37	Vandalized signs	19%
24	Angled/not visible signs	12%
76	Too small for right of way Including all parking signs	37%
112	Entire sign missing	35%

MUTCD Placement Guidelines

MUTCD 2009 Edition

The Manual on Uniform Traffic Control Devices (MUTCD) is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used.





Vehicular Directional Signs

These signs are intended to direct vehicular traffic to a desired destination or activity. They direct to and provide ease of access to top destinations. Signs can direct to three destinations.

Criteria

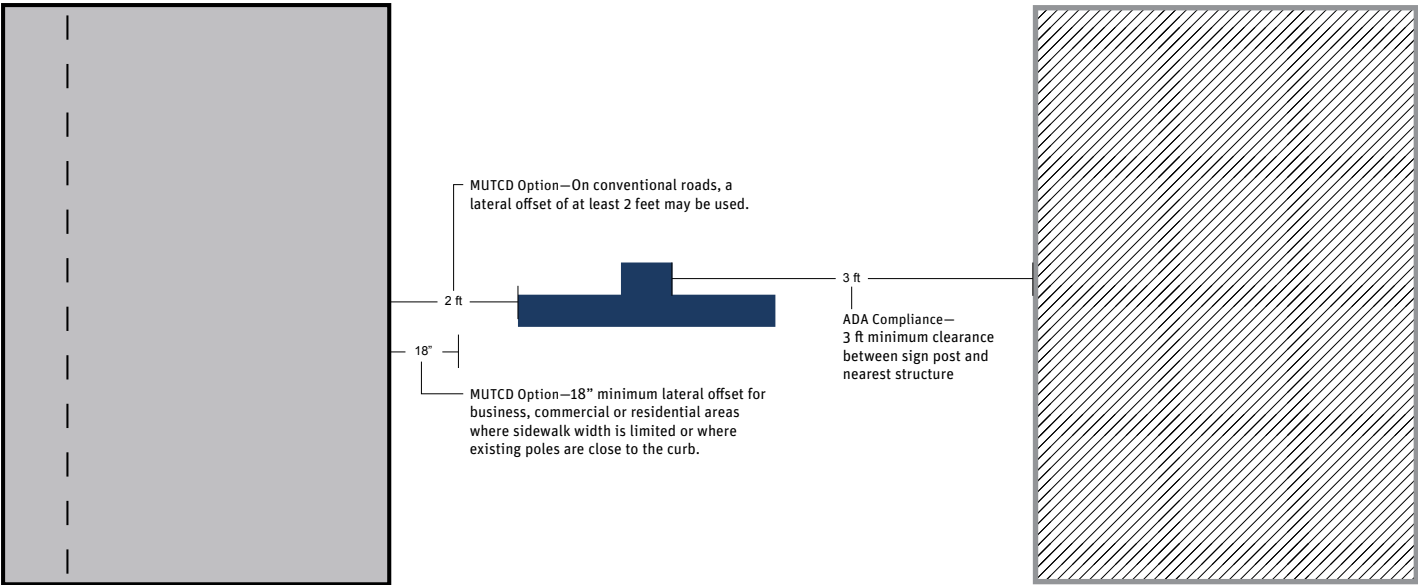
Signs must be placed a minimum of 100' in advance to an intersection where visitors will need to turn to reach facilities or parking.

Keep sign quantity to a minimum by using a multi-destination sign when possible. Use signs to direct to top destinations only, less popular activities may not require vehicular directionals.

Locate signs on the right side of the road 18" minimum from edge of pavement; facing travel lanes entering facility.

These signs shall be located adjacent to the right-of-way of major access routes within a facility. Place sign in front of any obstructions to avoid blocking sign messages.

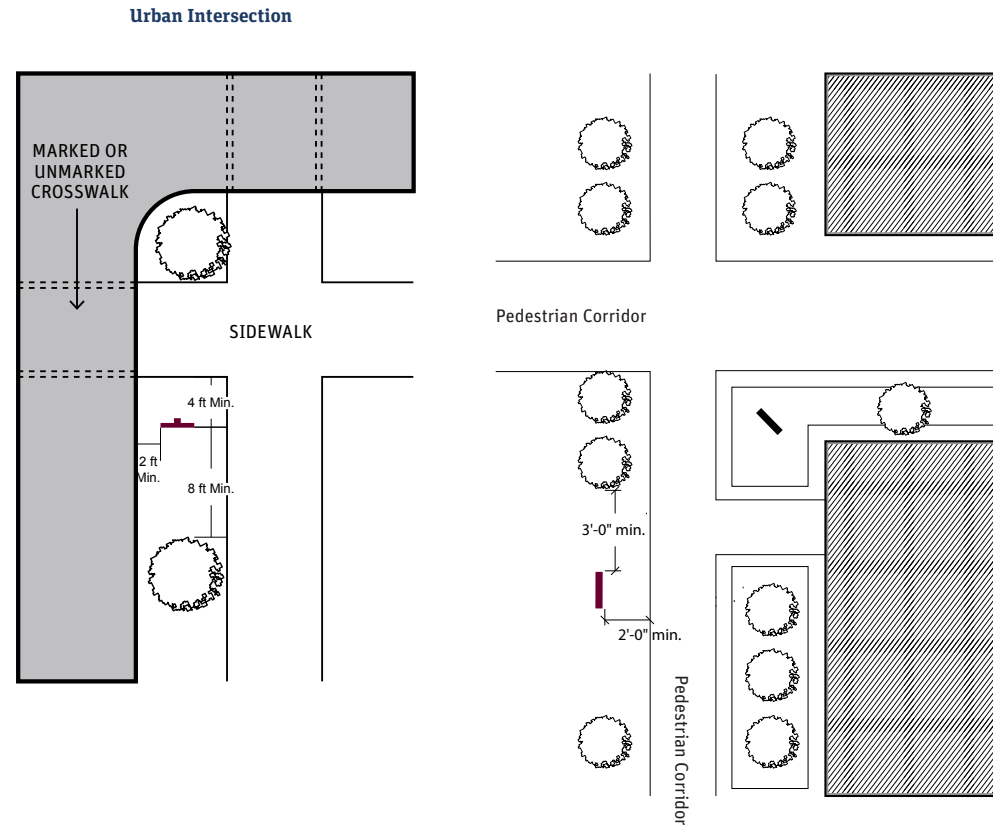
Lateral Offsets



* Measurements and distances listed in the above figure serve as a guideline and shall not supersede state or municipal codes.

APPENDIX B

Deficiency report



Pedestrian Directional Signs

These signs are intended to direct pedestrians and cyclists on a trail or sidewalk towards adjacent facilities/amenities by communicating through graphic icons, text and arrows.

Criteria

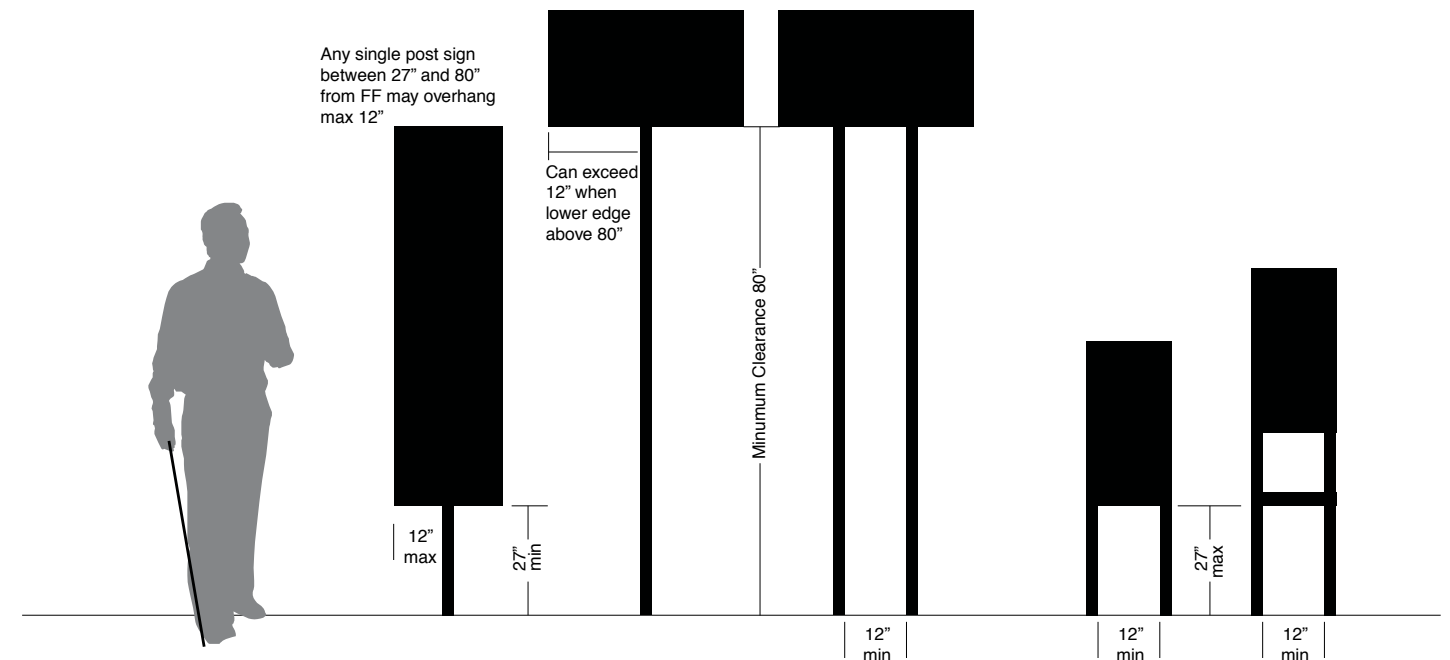
These signs shall be located adjacent to the paths/sidewalks within a facility.

Locate signs 2' minimum from edge of trail/sidewalk/pavement and 3' minimum from trees or benches located on the furniture zone close to the sign location.

The sign can be place parallel or perpendicular to the curb and next to the light fixture.

Signs should be placed at decision points as trail or sidewalk approaches facility/amenity.

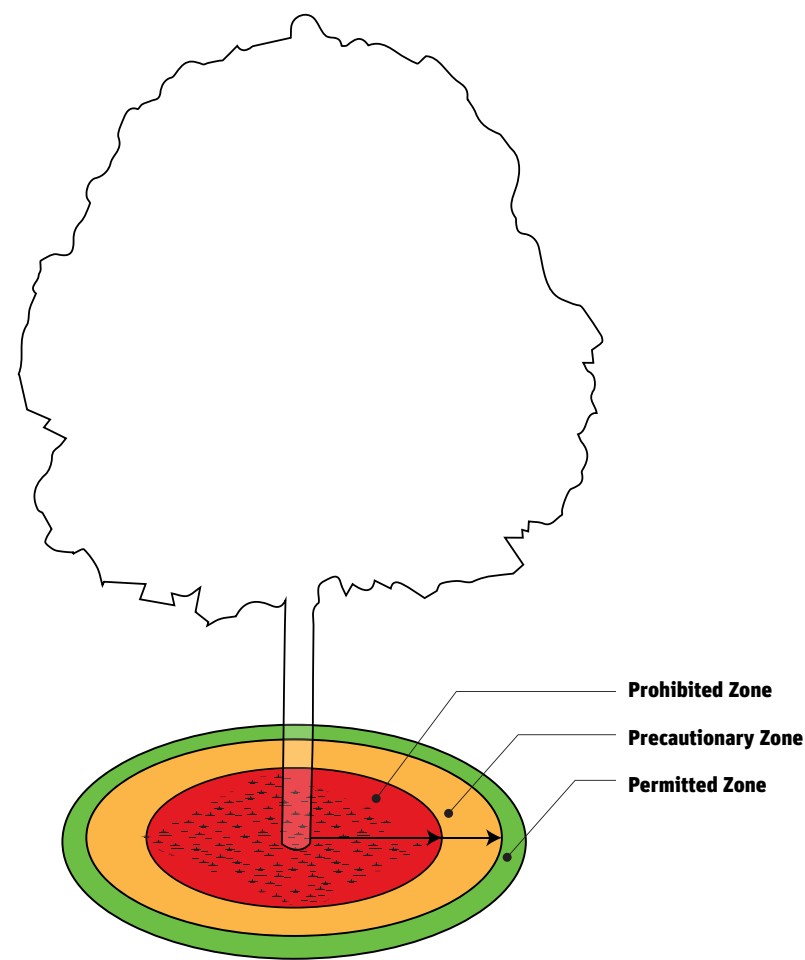
Sign may be placed on either side of the trail or sidewalk, however placement must be consistent with other signs on the same location.



ADA Regulations

All signs were design considering ADA rules. The following graphics show how ADA should be applied in the position and location of signs.

The minimum clearance applies for street name signs, banners and any other sign that could be a potential hazard for pedestrians and cyclists.



Vegetation and Tree Guidance

Caution shall be given to sign placement in proximity to existing trees. Tree roots are commonly found 10" beneath ground level. The placement of the signage elements should be located at least 6' from any tree trunk.

Every effort shall be made to move any roots to the side of excavation. Works should be no closer than 40" from the tree base.

Where excavations must be undertaken within four (4) times the tree circumference the use of mechanical excavations shall be prohibited within the precautionary zone.

APPENDIX C

APPENDIX C
Stage 0 Report

STAGE 0
Environmental Checklist

Route N/A Parish: Orleans
C.S. N/A Begin Log mile N/A End Log mile N/A
ADJACENT LAND USE: Downtown Core Neighborhood Mixed Use
Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? N
Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location N
Are there any other known wetlands in the area?
(Y or N) If so, give the location N
Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries N – no impact
(Y or N) Churches N – no impact
(Y or N) Schools N – no impact
(Y or N) Public Facilities (i.e., fire station, library, etc.) N – no impact/signs may direct to public facilities
(Y or N) Community water well/supply N– no impact
Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas N– no impact/signs may direct to public recreation areas
(Y or N) Public parks N– no impact/signs may direct to public parks
(Y or N) Wildlife Refuges N– no impact
(Y or N) Historic Sites N– no impact/signs may direct to historic sites
Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?
(Y or N) Is the project within a historic district or a national landmark district? (Y or N) If the answer is yes to either question, list names and locations below:
N– no impact/Signs located along right-of-way and public realm areas
Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. N
Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. N
Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? N – no impact
What year was the existing bridge built? N/A
Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: N
Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)
(Y or N) Leaking Underground Storage Tanks N
(Y or N) CERCLIS N
(Y or N) ERNS N
(Y or N) Enforcement and Compliance History N

STAGE 0
Environmental Checklist

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) N
If so, give the name and location:
Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: N
Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. N
Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? N
Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain N
Is the project area population minority or low income? (Y or N) N
What type of detour/closures could be used on the job? Lane closures may be necessary as part of the sign installation process. Installers will be required to follow City of New Orleans and LADOT standards for Maintenance of Traffic requirements.
Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
N
Meredith Soniat
Point of Contact
msoniat@norpc.org or 504-483-8522
Phone Number
30-June-2016
Date

STAGE 0

Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

STAGE 0

Environmental Checklist

Louisiana Governor's Office of Indian Affairs:

<http://www.indianaffairs.com/tribes.htm>

Louisiana Wetlands Reserve Program:

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

Community Water Well/Supply

<http://sonris.com/default.htm>

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocatomaps/Louisiana.html>

U.S. Fish & Wildlife Service – National Wetlands Inventory:

<http://www.fws.gov/wetlands/>

Louisiana State Historic Sites:

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

National Register of Historic Places (Louisiana):

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

National Historic Landmarks Program:

<http://www.nps.gov/history/nhl/>

Threatened and Endangered Species Databases:

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

Louisiana Scenic Rivers:

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Significant Tree Policy (EDSM I.1.1.21)

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18” or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):

<http://www.epa.gov/superfund/sites/cursites/>

http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: <http://www.epa.gov/region4/r4data/erns/index.htm>

Enforcement & Compliance History (ECHO)

<http://www.epa-echo.gov/echo/>

DEQ – Underground Storage Tank Program Information:

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

Leaking Underground Storage Tanks:

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

APPENDIX C

Stage 0 Report

STAGE 0

Environmental Checklist

SONRIS – Oil and Gas Well Information & Water Well Information
<http://sonris.com/default.htm>

Environmental Justice (minority & low income)
<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics
<http://www.census.gov/>

FHWA's Environmental Website
<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:

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Revised 2/2011

STAGE 0

Preliminary Scope and Budget Checklist

Urban Systems Program

MPO Area: Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes

A. Project Background

Project Name (40 characters max.) Downtown New Orleans Wayfinding Signage Study Update

District: 02 Parish Orleans

City/Town New Orleans Local Road Name Entire district

If project is on a state route: Route: N/A Control Section: N/A

Begin Log Mile: N/A End Log Mile: N/A

List study team members: Meredith Soniat (RPC), Richard MaCall (DDD), Applied Wayfinding

Who is the sponsor of the study? Regional Planning Commission

Has someone on the sponsor's staff attended the LPA Certification class? yes

Sponsor DUNS#: 069305308

Date Study Completed: June 8, 2016

Describe the existing facility:

Functional classification: N/A Number and width of lanes: N/A

Shoulder width and type: N/A Mode: N/A

Access control: N/A ADT: N/A Posted Speed: N/A

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): N/A

Describe the adjacent land use: N/A

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? _____ No

Are there recent, current or near future planning studies or projects in the vicinity? N/A

If yes, please describe the relationship of this project to those studies/projects. _____

Provide a brief chronology of these planning study activities: _____

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The Regional Planning Commission in coordination with the Downtown Development District (DDD) has conducted a feasibility study for a wayfinding signage update plan for the purpose of updating the points of interest for the identity signs as well as updating the directional multi-modal traffic signage downtown to nearby specific destinations. Existing Wayfinding signage, though originally well received and noted for its appropriate graphic design, is aging and somewhat outdated. The study provided an inventory existing sign conditions in order to establish new or needed sign locations, signs in need of updated content, signs in need of repair or enhancement elements, and has also noted where changes are needed in order to follow LADOTD standards regarding the order of sign elements and arrows on directional signage. The geographic boundaries of this scope are the (Iberville St., US90B, the Mississippi River, S. Claiborne Ave.). The project is to update the wayfinding signage within this project area based upon the concept designs and plans as developed as part of the feasibility study.

C. Agency Coordination

Page 1 of 4
Revised December 2013

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

RPC has established a Project Management Committee (PMC) to guide the study and evaluation process. PAC members include the City of New Orleans (Mayor’s Office, Department of Public Works, City Planning Commission), Louisiana Department of Transportation and Development (District 02), Regional Planning Commission, the DDD, New Orleans Business Alliance and other stakeholders identified during the course of the study. The PMC will oversee the work in progress, review inventory findings, and assist in the development of the recommended signage plan and related improvements

What transportation agencies were included in the agency coordination effort?
Department of Public Works, Louisiana Department of Transportation and Development (District 02), Regional Planning Commission

Stage 0 Preliminary
Scope and Budget Checklist

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.
The Project Management Committee works to oversee the work in progress, review inventory findings, and assist in the development of the recommended signage plan and related improvements.

What steps will need to be taken with each agency during NEPA scoping?
N/A

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).
Stakeholder team met for progress review of project on Feb 16, March 7, April 21 and June 8, 2016 during these meetings the stakeholders from various planning and design agencies provided input on the planning of destinations and routes for the multi-modal transportation wayfinding system.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

The project has resulted in a planning and development of replacement needs and new sign installation concepts and locations. Considerations for signs is based upon a thorough review of major downtown destinations or destination zones, parking areas along preferred routings, interpretive signs bringing attention to historic places and sites of interest, and map elements and directories aiding tourists in orienting themselves in the city.

Will design exceptions be required? N/A

Follow this link to view LADOTD Minimum Design Guidelines:
http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? The wayfinding system will enhance direction giving and therefore travel times throughout the region. This project will have a positive impact of traffic, flow, movement and legibility for locals, delivery and visitors alike.

Does this project cross or is it near a railroad crossing? N/A

DOTD’s “Complete Streets” policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotpolicy.pdf

Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. A successful walking and bicycle environment requires a comprehensive navigation system and encourages a fluid experience for multiple modes of travel. The wayfinding system as planned encourages walking, cycling and clear access to destinations and transfer between modes.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf, while encouraging safety and mobility.

Working with the various project stakeholders from the city the wayfinding plans encourage movement on priority routes to the top destinations in the region.

APPENDIX C

Stage 0 Report

Stage 0 Preliminary
Scope and Budget Checklist

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD’s “Access Management” policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) N/A

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3
N/A

Are there any abnormal crash locations or overrepresented crashes within the project limits? N/A

What future traffic analyses are anticipated? N/A

Will fiber optics be required? If so, are there existing lines to tie into? N/A

Are there any future ITS/traffic considerations? N/A

- What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8?
- Is this project considered significant as defined in EDSM No. VI.1.1.4?
 - If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. N/A
 - What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? N/A

Was Construction Transportation Management/Property Access taken into consideration? N/A

Were alternative construction methods considered to mitigate work zone impacts? N/A

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.
N/A

Give an explanation for any alternative that was eliminated based on the screening criteria.
N/A

Which alternatives should be brought forward into NEPA and why? N/A

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? N/A

Describe any unresolved issues with the public, stakeholders and/or agencies.
N/A

Stage 0 Preliminary
Scope and Budget Checklist

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? N/A

What method was used for forecasting traffic volumes? N/A

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? N/A

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? N/A

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)				
Engineering Design	\$415,000			
R/W Acquisition (C of A if applicable)				
Utility Relocations				
Construction	\$2,455,380			
Construction Engineering & Inspection Services				
TOTAL COST	\$2,870,380			

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve



applied_