Pittsburgh Pedestrian Wayfinding Locations
Conceptual/Final Review

Project Location:
Multiple locations (164 assets)
Neighborhood: Oakland, North Side, and Downtown

Applicant(s):
Pittsburgh Downtown Partnership

Project Duration: Permanent
Has this project come before Art Commission before? Yes
RCO District: Yes
Development Activities Meeting: Yes, the DAM has been held
Letter of Intent

The Wayfinding Advisory Committee (WAC) is writing to request **Conceptual and Final Approval** for the 164 asset locations proposed across the Pittsburgh Pedestrian Wayfinding System. Previously, the project was reviewed by Art Commission in September 2018 and received conceptual and final approval for the design of the pedestrian wayfinding system. We request to be placed on the upcoming agenda at the May Art Commission hearing for the review of the specific locations of the signage and kiosks.

The goal of the Pittsburgh Wayfinding Project is to establish a world class pedestrian wayfinding system to support Pittsburgh’s unique geography, transportation infrastructure, and flourishing communities of Oakland, Downtown, North Shore, and North Side. Pittsburgh’s complex highway system and topography create barriers to exploring the city on foot for both residents and visitors. Wayfinding can help reduce confusion and creative incentives for people to walk within and between neighborhoods. While Pittsburgh’s current wayfinding system is well-known and consistent in design, it is a vehicular-focused system and would benefit from a redesign and modernization since it was originally implemented between 1995 and 1996.

The pedestrian wayfinding system will integrate three types of assets in the public-right-of-way: static directional and trailblazer signs (B-1 and B-2) and kiosks (C-1). Directional and trailblazer signs will be installed on either existing poles or new poles along major pedestrian routes and local streets. Kiosks will be located nearby key activity hubs, light rail stations, parking garages, and decision points for pedestrians to provide orientation and a map visualizing the neighborhood’s amenities. All wayfinding assets will be installed perpendicular to the curb and at a minimum of 18-inches off the curb. Directional and trailblazer signs will be mounted at a minimum of 7-feet above the existing group to the sign bottom, in a level position correctly aligned on the post, and attached with the necessary mounting hardware.

To access and review the individual site plans for all 164 assets, [follow this link](#). The table below summarizes the breakdown of assets by geographic area and asset type:

<table>
<thead>
<tr>
<th>Geographic Area</th>
<th>Total Assets</th>
<th>Percentage of Total Assets</th>
<th>Total Kiosks</th>
<th>Total Directional &amp; Trailblazer Signs</th>
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<tr>
<td>Downtown</td>
<td>71</td>
<td>43%</td>
<td>16</td>
<td>55 (19 on new poles)</td>
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<tr>
<td>North Shore/North Side</td>
<td>55</td>
<td>34%</td>
<td>17</td>
<td>38 (24 on new poles)</td>
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<td>Oakland</td>
<td>38</td>
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<td><strong>Sum of All Assets</strong></td>
<td><strong>164</strong></td>
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1 The PDP was unable to upload these files to the Additional Documents section of the application due to the file size being too large.
To access the $1.4 million TAP funds previously awarded to the project for the fabrication and construction stages, PennDOT requires the development of a Plans, Specification, and Engineering (PS&E) package. As of December 2021, WSP submitted the 50% PS&E package and anticipates submitting the full PS&E package to PennDOT by August 2022, advertising the project to bid by September 2022, PennDOT opening bids by October 2022, and beginning fabrication and construction by spring 2023.
Organizational Statement

The Pittsburgh Wayfinding Committee is a coalition of four neighborhoods — Downtown, Oakland, North Shore, and the North Side. The Committee’s mission is to create a uniform, comprehensive, and distinct pedestrian wayfinding system to connect the city’s neighborhoods and overcome real and perceived barriers to improve the ease of movement for pedestrians travelling from one place to another. This project fills a critical gap in the City of Pittsburgh’s transportation network and will establish the first-of-its-kind pedestrian wayfinding system.
Project Proposal: What’s the Pittsburgh Pedestrian Wayfinding System and why is it a current priority?

• The Pittsburgh Pedestrian Wayfinding Project will establish a first-of-its-kind pedestrian wayfinding system to support Pittsburgh’s unique geography, transportation infrastructure, and the flourishing communities of Oakland, Downtown, North Side, and the North Shore

• Pittsburgh Pedestrian Wayfinding System intended to prioritize pedestrians, be grounded in national and international best practices, establish a pedestrian wayfinding standard that can be replicated in other neighborhoods, and respond to the needs of a wide range of user groups

• A pedestrian wayfinding system can help to:
  o Reduce confusion
  o Help people feel more comfortable walking within and between neighborhoods to easily locate destinations and key landmarks
  o Seamlessly locate mobility destinations, such as light rail stations and major ped/bike trails
Project Proposal: Background Context

- Project officially launched in September 2013
- Established the Wayfinding Advisory Committee (WAC) which represents a range of neighborhood stakeholders including:
  - City of Pittsburgh*
  - Southwestern Pennsylvania Commission (SPC)
  - Pittsburgh Downtown Partnership (PDP)
  - Oakland Business Improvement District (OBID)
  - Oakland Transportation Management Association (OTMA)
  - Walk Ride Northside/Northside Cultural Collaborative
  - Northside Chamber of Commerce
  - University of Pittsburgh
  - UPMC
- WAC raised over $700k for design and community engagement
- In 2017, awarded federal TAP grant of $1.4M for fabrication and construction
  - As of May 2021, fully funded on the SPC TIP
- **On September 26, 2018, Art Commission granted Conceptual and Final Approval of the proposal for the design of the Wayfinding system, contingent on approval from DOMI with the requirements that a separate application be submitted regarding the specific locations of the signage and kiosks**
Project Background: Pedestrian Wayfinding Asset Types

Three asset types included in the pedestrian wayfinding system:

1) Directionals (B-1)
2) Trailblazer Directionals (B-2)
3) Kiosks (C-1)
Project Background: Pedestrian Wayfinding Asset Specs

<table>
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<tr>
<th>Sign Type</th>
<th>B1 Directional Sign</th>
<th>B2 Directional Sign</th>
<th>C1 Street Map Kiosk</th>
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Project Proposal: Site Plan

Map identifying the proposed locations for the 164 directional signs (B1, B2) and kiosks (C1) across the Pittsburgh Pedestrian Wayfinding System. Link to view interactive system map and site pictures via Google Map. The version reflected below was originally delivered to the Wayfinding Advisory Committee in May 2020.
Project Locations: North Shore & North Side

- Total Number of Assets: 55
- Percentage of assets systemwide: 34%
- Total Kiosks: 17
- Total Signs: 38 (24 to be installed on new poles)
Project Locations: Central Business District

Total Number of Assets: 71
Percentage of assets systemwide: 43%
Total Kiosks: 16
Total Signs: 55 (19 to be installed on new poles)
Project Locations: Oakland

Total Number of Assets: 38
Percentage of assets systemwide: 23%
Total Kiosks: 14
Total Signs: 24 (15 to be installed on new poles)
Sample Location Review

Two assets per geographic area
List of Locations for Today’s Review

• North Shore & North Side
  • B2.706 – East North Avenue & Middle Street
  • C1.388 – North Shore Drive & Entrance to Three Rivers Heritage Trail

• Central Business District
  • B1.694 – Sixth Avenue & Smithfield Street
  • C1.356 – Liberty Avenue & Sixth Street

• Oakland
  • B1.864a – Fifth Avenue & North Craig Street
  • C1.678 – Fifth Avenue & Craft Street
Project Location: B2.706

Pittsburgh Downtown Partnership
Pedestrian Wayfinding Project

B2.706 North Side - East North Avenue at Middle Street

Location:
- B2.706 - South side of E. North Ave., southeast corner of the intersection with Middle St., east of lamp post in empty tree pit

Notes:
- Place new sign pole in abandoned soil plot, with sign face perpendicular to East North Avenue
- Replace any disturbed finished surfaces (curb, sidewalk, etc.) to existing condition at the direction of the City's Representative
- Exact location of new sign pole to be within City of Pittsburgh Right-of-Way and at the satisfaction of the PDP's Representative

Figure 1: North Side - East North Avenue at Middle Street Location

Figure 2: B2.706 - Face B Elevation; South side of E. North Ave., at Middle St., looking west along E. North Ave.
Project Location: C1. 388

C1.388 North Shore - North Shore Drive at Tony Dorsett Drive

Location:
- C1.388 - South side of N. Shore Dr., west of the intersection with Tony Dorsett Dr., at the ramp entrance to Three Rivers Heritage Trail pedestrian bridge

Notes:
- Place new kiosk in existing sidewalk, with sign face perpendicular to North Shore Drive
- Replace any disturbed finished surfaces (curb, sidewalk, etc.) to existing condition at the direction of the City’s Representative
- Exact location of new sign pole to be within City of Pittsburgh Right-of-Way and at the satisfaction of the POP’s Representative

Figure 1: North Shore - North Shore Drive at Tony Dorsett Drive

Figure 2: C1.388 - Face Elevation: South side of N. Shore Dr. at Tony Dorsett Dr., looking east along N. Shore Dr.
Project Location: B1.694

B1.694  Downtown - Smithfield Street at Sixth Avenue

Location:
• B1.694 - Southeast corner of Smithfield Street at Sixth Avenue. Mount to existing DCIM traffic signal.

Notes:
• Orient sign face perpendicular to Smithfield Street.
• Do not interfere with the operation of existing traffic signals and do not modify existing traffic signal hardware (signal heads, push button controls, etc.).
• Remove/relocate any City of Pittsburgh Department of Public Works signs that conflict with proposed wayfinding signage, at the direction of the City’s Representative.

Figure 1: Downtown - Smithfield Street at Sixth Avenue Location Map
- Approximate location of wayfinding signs and face orientation

Figure 2: B1.694 - Face B Elevation View (looking north along Smithfield Street)
- “Face B” this side
- 7’-0” Clearance
Project Location: C1.356

C1.356 Downtown - Liberty Avenue at Sixth Street

Location:

• C1.356 - Adjacent to intersection of Liberty Avenue and 8th Street, located outside of Hertz Hall entrance

Notes:

• Place new kiosk in existing paver sidewalk, with sign face perpendicular to Liberty Avenue.

• Replace any disturbed finished surfaces (curb, sidewalk, etc.), per contract drawings, to existing conditions and at the direction of the City’s Representative.

• Exact location of new kiosk to be outside of Legal Right-of-Way, on adjacent Parcel 1-D-01, at the satisfaction of the FDP’s Representative.

Figure 1: Downtown - Liberty Avenue at Sixth Street Location Map

Figure 2: C1.356 - Face A Elevation View (looking north east toward Hertz Hall)
Project Location: B1.864a

B1.864a Oakland - Fifth Avenue at North Craig Street

Location:
- B1.864a - on the north side of Fifth Ave., at the intersection with N. Craig St.

Notes:
- Place new sign pole in existing sidewalk, with sign face perpendicular to Fifth Avenue
- Replace any disturbed finished surfaces (curb, sidewalk, etc.) to existing condition at the direction of the City's Representative
- Exact location of new sign pole to be within City of Pittsburgh Right-of-Way and at the satisfaction of the PDP’s Representative

Figure 1: Oakland - Fifth Avenue at North Craig Street Location

Figure 2: B1.864a - Face B Elevation: North side of Fifth Ave. at N. Craig St. looking east along Fifth Ave.
Project Location: C1.678

C1.678 Oakland - Fifth Avenue at Craft Avenue

Location:
- C1.678 - on the south side of Fifth Ave. at Craft Ave., outside of AJ Palumbo Hall

Notes:
- Place new kiosk in existing sidewalk, with sign face perpendicular to Fifth Avenue
- Replace any disturbed finished surfaces (curb, sidewalk, etc.) in existing condition at the direction of the City’s Representative
- Exact location of new kiosk to be within City of Pittsburgh Right-of-Way and at the satisfaction of the PSP’s Representative

Figure 1: Oakland - Fifth Avenue at Craft Avenue Location Map
A - B. Approximate location of wayfinding sign and face orientation

Figure 2: C1.678 - Face B Elevation: South side of Fifth Ave. at Craft Ave. looking south-west along Fifth Ave.
Project Proposal: In Situ

A sample kiosk was developed for an on-site engagement component. Location displayed here is at Liberty Avenue & Sixth Street in the Cultural District (location shown here is not final).
Conclusion & Next Steps

Timeline of Completed & Upcoming Project Milestones:

• WSP submit 50% PS&E package to PennDOT by December 31, 2021 (completed)
• Review/finalize location and messaging plans (in-progress)
• Receive Art Commission & HRC final approval on asset locations (in-progress)
• WSP submit full PS&E package to PennDOT by August 5, 2022
• Advertise project by September 19, 2022
• PennDOT project let date & open bids by October 20, 2022
• Begin fabrication and construction stages by spring 2023
  o Construction completion date is TBA
April 28, 2022

City of Pittsburgh, Art Commission
Andrew Moss, Chair
Department of City Planning
200 Ross Street, 4th Floor
Pittsburgh, PA 15219

Dear Chairman Moss and Members of the Art Commission:

I am writing on behalf of the Oakland Business Improvement District (OBID) to express our continued support for the Pittsburgh Wayfinding System which will benefit Pittsburgh’s largest destination communities including Oakland, Downtown, North Side, and North Shore. In September 2018, the Art Commission reviewed this project and granted conceptual and final approval of the project’s design, but the locations still require final approval.

OBID is a place-based economic development agency serving the Central Oakland commercial district, home to the region’s largest employers and college town. Since 2010, OBID has been actively involved in a larger vision, known as Innovation Oakland, which is focused on creating a 21st century community that celebrates art, technology, and innovation. One major project goal was the development of a comprehensive static pedestrian wayfinding system that would reinforce the community’s status as a regional destination and provide a much needed directional service to the over 1.2 million annual visitors to Oakland.

Understanding that Pittsburgh is home to several regional serving community centers, OBID teamed up with various partners including the Oakland Transportation Management Association (OTMA), Pittsburgh Downtown Partnership (PDP), the Northside Cultural Collaborative, the City of Pittsburgh, and Southwestern Pennsylvania Commission (SPC) to develop a multi-neighborhood, static pedestrian wayfinding system. The four neighborhoods of Oakland, Downtown, North Side, and North Shore share the following common characteristics:

- All four are walkable
- All four have major destinations for regional and occasional travelers within their boundaries
- All four lack adequate signage to direct pedestrians to their destinations
- All four are home to major employment centers

The Pittsburgh Wayfinding System will fill a significant gap in the City of Pittsburgh’s transportation network and will provide pedestrians with clear signage organized in a manner that easily directs them to their destination by providing estimated walk times. There will be kiosks with maps of the neighborhood that identify all the destinations within that neighborhood placed at certain destinations, light rail stations, and at other critical decision points for pedestrians.
We are pleased to offer our support to this project and we strongly encourage you to support this important effort.

Sincerely,

Georgi Petropoulos

Georgia Petropoulos
Executive Director, Oakland Pittsburgh Improvement District
April 29, 2022

City of Pittsburgh, Art Commission
Andrew Moss, President
Department of City Planning
200 Ross Street, 4th floor
Pittsburgh, PA 15219

Dear President Moss and Members of the Art Commission:

It is once again my pleasure to be writing on behalf of the Oakland Transportation Management Association (OTMA) to express our continued support for the Pittsburgh Pedestrian Wayfinding project that will be presented to Art Commission at the May 2022 meeting for conceptual and final approval of the locations. Previously in September 2018, the Art Commission reviewed this project and granted conceptual and final approval of the project’s design.

The Pittsburgh Wayfinding System will fill a significant gap in the City of Pittsburgh’s transportation network. Strategically placed kiosks displaying maps will provide pedestrians with clear signage organized in a manner that easily directs them to neighborhood destinations such as cultural amenities, medical facilities, educational/institutional sites, entertainment venues, business/historic districts, public transit, etc. Key map features include walking distances in minutes as well as navigation orientation.

OTMA, is a member of the Wayfinding Advisory Committee (WAC) which has been actively engaged in planning efforts for the past four years on the development of Pittsburgh’s first comprehensive static pedestrian wayfinding system. To date, significant engagement has occurred, ranging from community surveying through field testing a sample kiosk to stakeholder meetings. In addition, the Oakland Task Force and a group of Oakland stakeholders were both engaged to help vet the location and messaging schedules several times over the last year.

Walkable communities improve the health and wellness of individual members, strengthen relationships, and grow economies. We are confident that the incorporation of feedback has resulted in a pedestrian wayfinding signage system that will be visually appealing, but more importantly provide the optimal amount of information at the right time, efficiently and clearly and for all users. We strongly encourage you to support this important effort, which can and is intended to be replicated throughout the City of Pittsburgh.

Sincerely

Mavis Rainey
Executive Director
April 28, 2022

Art Commission
Department of City Planning
200 Ross Street, 4th Floor
Pittsburgh, PA 15219

Dear Members of the Art Commission:

I am writing on behalf of the City of Pittsburgh’s Department of Mobility and Infrastructure (DOMI) in regards to the Pittsburgh Pedestrian Wayfinding project that will be presented to Art Commission for conceptual and final approval of the locations. Previously in September 2018, Art Commission reviewed this project and granted conceptual and final approval of the project’s design.

The Pittsburgh Pedestrian Wayfinding system fills a significant gap in the City of Pittsburgh’s transportation network by providing pedestrians with clear signage organized in a manner that easily and seamlessly guides them to their destination by providing walking distances in minutes and identifying key landmarks and destinations. There will be kiosks with maps of the neighborhood that identify all the destinations within that neighborhood, including at nearby light rail stations and other critical decision points for pedestrians.

Staff of both DOMI and City Planning are formal members of the Wayfinding Advisory Committee (WAC). They have been active participants in the project’s development process and iterations of revisions. We strongly encourage your support of this project.

Sincerely,

Kimberly Lucas

Kimberly Lucas
Acting Director
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<th>Task</th>
<th>Description</th>
<th>Direct Hours</th>
<th>Labor Cost</th>
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Total WSP Manhours: 38.0

Percents by Category:
- 13% PM Lead SR Eng
- 19% Eng I Sr CAD/C
- 68% Sr Traf
- 0% Asst 1 Sr Arch
- 0% WSP QA/QC and Coord
- 0% Subconsultants Total Hours

Direct Payroll costs: $12,889.88

WSP Engineering Fee: $34,369.32

Total Price Proposal: $82,081.13
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## Pittsburgh Wayfinding Project

**Work Order 2 - Phase 2: Deliverables Preparation**

**Price Proposal**

### Pittsburgh Downtown Partnership

**WSP Project 30900491.002**

**Pittsburgh Wayfinding Project**

**Work Order 2 - Phase 2: Deliverables Preparation**

**Price Proposal**

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### PM Lead SR Eng Eng II Sr CADD O'Pope Sr traf Eng Traf Eng Asst Traf Eng Sr Sup Arch Wayne

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### Page 2 of 3

8/26/2021
## Pittsburgh Downtown Partnership

### WSP Project 30900491.002

#### Pittsburgh Wayfinding Project

**Work Order 2 - Phase 2: Deliverables Preparation**

**Price Proposal**

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- Total WSP Manhours: 250.0
- Percent by Category:
  - Direct Payroll costs: $62,308.02
  - $50.78

### PM Lead SR Eng Eng I Sr CAD Draft Sr Traffic Eng Asst Supt Eng II

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### WSP Expenses

- **Subtotal Fees/Misc:** $167,774.42
- **WSP Engineering Fee:** $29,069.09
- **Subconsultants Total Hours:** 136

### Total Price Proposal

$196,843.51
Resolution providing for a reimbursement agreement with the Pennsylvania Department of Transportation for costs associated with the Pittsburgh Pedestrian Wayfinding Project; providing for the payment of the costs thereof, not to exceed One Million Four Hundred Thousand dollars ($1,400,000.00). This resolution serves to authorize only the Reimbursement Agreement, at a cost of Zero dollars ($0.00). Future Resolutions will authorize the project specific service agreements.

**Title:**
Resolution providing for a reimbursement agreement with the Pennsylvania Department of Transportation for costs associated with the Pittsburgh Pedestrian Wayfinding Project; providing for the payment of the costs thereof, not to exceed One Million Four Hundred Thousand dollars ($1,400,000.00). This resolution serves to authorize only the Reimbursement Agreement, at a cost of Zero dollars ($0.00). Future Resolutions will authorize the project specific service agreements.

**Body:**
Be it resolved by the Council of the City of Pittsburgh as follows:

**Section 1.** The Mayor and the Director of the Department of Mobility and Infrastructure, on behalf of the City of Pittsburgh, are hereby authorized to enter into a Reimbursement Agreement with the Pennsylvania Department of Transportation for costs associated with the Pittsburgh Pedestrian Wayfinding Project, and providing for the payment of project costs thereof, not to exceed One Million Four Hundred Thousand dollars ($1,400,000.00).

<table>
<thead>
<tr>
<th>JDE JOB NO.</th>
<th>JDE FUND</th>
<th>BUDGET YEAR</th>
<th>Amount</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>6074980123</td>
<td>40114</td>
<td>2023</td>
<td>$400,000.00</td>
<td>FHWA</td>
</tr>
<tr>
<td>6074980121</td>
<td>40114</td>
<td>2021</td>
<td>$1,000,000.00</td>
<td>FHWA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>$1,400,000.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Section 2.** The Mayor and the Director of the Department of Mobility and Infrastructure, on behalf of the City of Pittsburgh, are hereby authorized to enter into a Reimbursement Agreement with the Commonwealth of Pennsylvania, Department of Transportation for the municipal portion of Commonwealth Incurred Costs associated with the Pittsburgh Pedestrian Wayfinding Project, at a cost not to exceed Zero dollars ($0.00).
### Opinion of Probable Cost

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Extended Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Directional Signage on New Post</td>
<td>B-1a</td>
<td>47</td>
<td>$6,979.05</td>
<td>$328,015.24</td>
<td>Includes GC Overhead and Profit</td>
</tr>
<tr>
<td>Large Directional Signage on Existing Post</td>
<td>B-1b</td>
<td>32</td>
<td>$1,949.30</td>
<td>$62,377.60</td>
<td>Includes GC Overhead and Profit</td>
</tr>
<tr>
<td>Small Directional Signage on New Post</td>
<td>B-2a</td>
<td>21</td>
<td>$6,084.03</td>
<td>$127,764.62</td>
<td>Includes GC Overhead and Profit</td>
</tr>
<tr>
<td>Small Directional Signage on Existing Post</td>
<td>B-2b</td>
<td>10</td>
<td>$1,844.00</td>
<td>$18,440.00</td>
<td>Includes GC Overhead and Profit</td>
</tr>
<tr>
<td>Kiosk</td>
<td>C-1</td>
<td>52</td>
<td>$11,878.38</td>
<td>$617,675.78</td>
<td>Includes GC Overhead and Profit</td>
</tr>
</tbody>
</table>

Subtotal of wayfinding system                      $1,154,273.24

Maintenance and protection of traffic 2% $23,085.46

GC mobilization 5% $58,867.93

Construction Inspection 12% $148,347.20

Probable cost value                             $1,384,573.83

#### Probable cost low range
- Minus 10% $1,246,116.45
- Minus 20% $1,107,659.06

#### Probable cost high range
- Plus 10% $1,523,031.21
- Plus 30% $1,799,945.98
COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

DRAWINGS FOR

CONSTRUCTION OF

PITTSBURGH PEDESTRIAN WAYFINDING

IN ALLEGHENY COUNTY

SAFETY REVIEW SUBMISSION
**DETAIL - TYPE B1 WAYFINDING SIGN INSTALLATION**

**NOTES**
1. SEE DETAIL SHEET 10 OR 17 FOR NEW POLE FOUNDATION
2. SEE DETAIL SHEET 10 OR 17 FOR SIGN CAP DETAIL
3. WING BRACKET AND STRAPPING NOT TO OBSCURE SIGN GRAPHIC
4. ALL POLES, FOUNDATION, CAPS, STRAPPING, BRACKETS AND OTHER HARDWARE INCIDENTAL TO ITEM 9000-0002/0003
5. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

**NOTES**

- DIRECTIONAL INFORMATION TO BE TOP ALIGNED AND GROUPED BY SHARED DIRECTION
- SIGN COLOR SCHEME TO BE AS FOLLOWS:
  - SIGN PANEL BACKGROUND: BLACK
  - SIGN COLOR SCHEME TO BE AS FOLLOWS:
    - Indicator Text: White
    - Directional Text: Navy
    - Post Foundation and Anchors: Black

- REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION
NOTES:
1. SEE DETAIL SHEET 10 OF 17 FOR NEW POLE FOUNDATION
2. SEE DETAIL SHEET 10 OF 17 FOR SIGN CAP DETAIL
3. RING BRACKET AND STRAPPING NOT TO OBSCURE SIGN GRAPHIC
4. ALL POLES, FOUNDATION, CAPS, STRAPPING, BRACKETS AND OTHER HARDWARE INCIDENTAL TO ITEM 9000-0002/003
5. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

DETAIL - TYPE B2 WAYFINDING SIGN INSTALLATION

1. DIRECTIONAL INFORMATION TO BE TOP ALIGNED AND GROUPED BY SHARED DIRECTION
2. SIGN COLOR SCHEME TO BE AS FOLLOWING:
   - SIGN PANEL BACKGROUND: BLACK
   - TOP BAND ICON & TEXT: BLACK
   - TOP BAND ICON & TEXT: WHITE
   - SIGN PANEL BACKGROUND: BLACK
3. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION
**DETAIL - CEMENT CONCRETE SIDEWALK**

- Concrete Surface - Match existing
- Stepped joint in matching sidewalk
- Existing sidewalk
- Expansion joint
- Match existing sidewalk slope
- SAND FILL 10% COMPRESSED
- Match existing sidewalk
- Existing subbase
- Existing sidewalk

**DETAIL A - TYPE B SIGN FOUNDATION**

- 2 3/8" Round Schedule 40 Steel Pipe, Galvanized
- Breakaway Post Coupler
- Existing Surface - Match existing
- Compact Subgrade
- Expansion Joint (as required)
- SAWCUT FULL DEPTH
- Finish of abutting sidewalk concrete surface - Match existing
- 6" Depth Reinforced Concrete slab (Class AA)
- 6" x 6" x #10/10 Welded Wire Fabric

**NOTES**

- Steel Pipe, Galvanized
- NTS
- 9 1/2"
- 36" Embedment (Minimum)
- Class A Cement Concrete
- To be roughened with
- Multi-wire metal
- Anchor, per manufacturer specifications
- Positive drainage (2.0% minimum)
- Cross slope as directed to match existing sidewalk slope
- 4" depth reinforced concrete slab (class AA)

**SPECIFICATIONS**

- Use forms if necessary, undisturbed earth.
- To be poured against class A cement concrete.
- See specifications.
LEGEND

口 C1.XXX - PROPOSED KIOSK LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.

口 BX.XXX - PROPOSED SIGN LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.

SCALE

0 100 200 300 400 FEET
LEGEND

△ C1. XXX - PROPOSED KIOSK LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.

□ BX.XXX - PROPOSED SIGN LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.
LEGEND

△ C1.XXX - PROPOSED KIOSK LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.

△ BX.XXX - PROPOSED SIGN LOCATION: REFER TO INDIVIDUAL SITE PLANS FOR DETAILED INFORMATION.

CONTINUED ON SHEET 14

SCALE

0 200 400 FEET
This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.

<table>
<thead>
<tr>
<th>Logistics</th>
<th>Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Name/Address:</strong></td>
<td>Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident):</td>
</tr>
<tr>
<td>Pedestrian Wayfinding Project</td>
<td>OPDC</td>
</tr>
<tr>
<td></td>
<td>PDP</td>
</tr>
<tr>
<td></td>
<td>OPDC</td>
</tr>
<tr>
<td></td>
<td>Oakcliffe (OCO)</td>
</tr>
<tr>
<td></td>
<td>OTMA</td>
</tr>
<tr>
<td><strong>Parcel Number(s):</strong></td>
<td></td>
</tr>
<tr>
<td>Multiple</td>
<td></td>
</tr>
<tr>
<td><strong>ZDR Application Number:</strong></td>
<td>Unknown</td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Meeting Location:</strong></td>
<td></td>
</tr>
<tr>
<td>via Zoom</td>
<td></td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td></td>
</tr>
<tr>
<td>April 25, 2022</td>
<td></td>
</tr>
<tr>
<td><strong>Meeting Start Time:</strong></td>
<td></td>
</tr>
<tr>
<td>5:30pm</td>
<td></td>
</tr>
<tr>
<td><strong>Applicant:</strong></td>
<td>Approx. Number of Attendees: 20</td>
</tr>
<tr>
<td>Pittsburgh Downtown Partnership</td>
<td></td>
</tr>
<tr>
<td><strong>Boards and/or Commissions Request(s):</strong></td>
<td>Art Commission and Historic Review Commission for approval of Pedestrian Wayfinding Project</td>
</tr>
</tbody>
</table>

How did the meeting inform the community about the development project?

Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.

This system will establish a first of its kind pedestrian wayfinding system to support Pittsburgh’s unique geography and transportation. Proposed across Oakland, Downtown, Northside, and North Shore neighborhoods. This system prioritizes pedestrians, is grounded in best practices, and is replicable in other neighborhoods. This will respond to needs of a wide range of users and reduce confusion.

A Wayfinding Advisory Committee was created and represents a range of stakeholders including City, community organizations, and institutions. This Committee guided the process.

Three types of assets are proposed: Directionals, Trailblazer Directionals, and Kiosks. Directionals direct people to destinations to walking distance POIs. Trailblazer Directionals are similar to Directionals, but much smaller and are supportive. Kiosks are larger, include Directionals information and include maps.

Provided illustrations of heights, color palette, and font of the assets. Showed mapped locations for the proposed locations throughout the neighborhoods.

Provided timeline and next steps. Construction stage slated for Spring 2023. This project will be going before the Art Commission on May 25 and the Historic Review Commission on June 1.
### Input and Responses

<table>
<thead>
<tr>
<th>Questions and Comments from Attendees</th>
<th>Responses from Applicants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is there anywhere people can get the strategy document so people can review this?</td>
<td>Not at the present time. I will ask the City to see if we can get this up on the Engage webpage.</td>
</tr>
<tr>
<td>Can we get a copy of the presentation?</td>
<td>It is posted on PDP’s website.</td>
</tr>
</tbody>
</table>

**Planner completing report:** Stephanie Joy Everett