

Transit-Oriented Development Wayfinding Master Plan Phase 1 Planning

City and County of Honolulu,
Department of Planning and Permitting

TWO TWELVE
TRANSITSCREEN
PBR HAWAII

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PROJECT BACKGROUND

Transit-oriented development (TOD) is centered on creating transit-enhanced neighborhoods that are active and vital for individuals and businesses. TOD Honolulu is an initiative that focuses on the very diverse communities along the Honolulu Rail Transit Project, consisting of 21 stations across 20 miles. After more than three decades of planning, the rail system is expected to be fully integrated with the City and County of Honolulu's bus and roadway systems as well as other modes of transportation. Some of these neighborhoods are well-established but will likely see new growth, while others are in planning or development. All of them will receive long-term benefits from the successful implementation of a new form of transit on O'ahu.

Since 2008, Two Twelve has been involved in the development of the Signage and Wayfinding Systems Manual for the Honolulu Rail Transit Project, for the Honolulu Authority for Rapid Transit (HART). Inherent to its ethos, Two Twelve advocates for improving mobility and accessibility for all people and the embodiment of Honolulu and Hawai'i's rich cultural heritage to enable meaningful integration for its diverse neighborhoods.

In 2015, the Department of Planning and Permitting (DPP) engaged the wayfinding consultant team of Two Twelve and PBR Hawai'i to conduct an assessment of wayfinding needs associated with TOD areas. The resulting Conceptual Report outlined best practices and initial recommendations for a unified wayfinding system to be deployed across all TOD neighborhoods. Components of the plan have been pilot tested as part of the Chinatown Action Plan.

In 2018, DPP engaged Two Twelve, together with PBR Hawai'i and TransitScreen, to build on the early Conceptual Report and develop a Wayfinding Master Plan, which provides critical recommendations to support transportation choices, increase accessibility, and enhance connectivity along the rail corridor. This master plan is part of a multi-phase project, and this work to date is informed by Phase 1 Planning, which includes System Analysis and Strategy Development. The team met with stakeholders and a Core Working Group to reconfirm ideas from the original Conceptual Report and gain new information and insight from work that the TOD initiative has conducted in the past three years.

The Core Working Group consists of:

- Department of Planning and Permitting
- Department of Transportation Services
- Department of Information Technology
- Department of Design and Construction
- Department of Facility Maintenance
- Honolulu Authority for Rapid Transportation
- Hawai'i State Department of Transportation
- Hawai'i State Office of Planning
- Hawai'i Community Development Authority
- BikeShare Hawai'i

This Wayfinding Masterplan is a culmination of our in-depth analysis of the rail station areas, the surrounding communities and the development of a strategy that provides tactical actions for supporting multi-modal journeys to and within TOD Neighborhoods. It outlines a vision and strategy to promote seamless multi-modal connections for transit users, while encouraging the exploration, discovery, and repeat visitation that are critical to the success of developing neighborhood ecosystems. A comprehensive plan is crucial to successfully setting up the design and rolling out of coordinated static and digital tools in conjunction with the phased opening of the rail system. The principles outlined here are rooted in best practices and can be easily adapted as neighborhoods change and expand through the TOD process.

This project was made possible with funding from Hawaii Department of Transportation (HDOT) Transportation Alternatives Program and Ulupono Initiative.

SECTION 1:

INTRODUCTION

Transit-oriented development (TOD) is about enhancing the neighborhoods around the rail stations and increasing the number of people who live and work within easy walking distance to transportation. Transit enhanced neighborhoods reduce the dependency on single-use vehicles and improve the efficiency of government services and infrastructure. Ultimately, TOD is about creating a more sustainable future for O‘ahu.

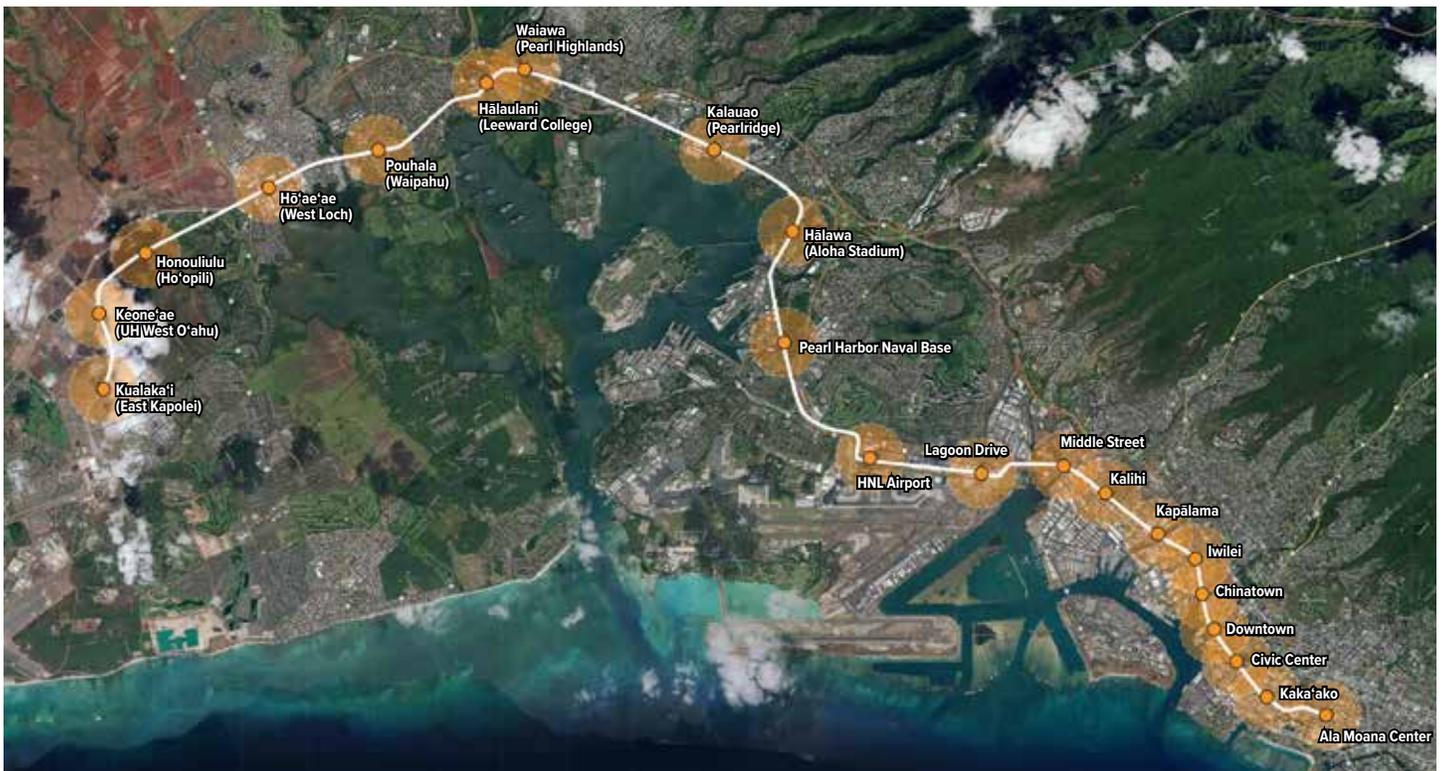
The benefits of a successful pedestrian wayfinding program clearly align with the overall goals of TOD. Pedestrian wayfinding information encourages walking as a mode choice and empowers residents to explore their neighborhoods. It can boost local economies by increasing foot traffic in front of local businesses. It leads to improved public health and reduces vehicular congestion and air pollution.

Why Wayfinding?

At the core of transit-oriented development is the understanding that all transit trips begin and end as walking trips. Making these walking trips safe and comfortable pedestrian experiences is not just about improving sidewalks and upgrading street fixtures. It also includes providing clear information to guide people from one destination to another. These destinations may be other modes of transportation, local businesses, recreational amenities, tourist attractions, etc. The information may be in the form of street signs with arrows, posted maps or maps on your mobile device, and real-time displays of train or bus arrivals — all of which help make journeys easier. All of these pieces of information working together create the system that is called “wayfinding.”

Research has shown that people, even residents and commuters, do not know places as well as they think. By increasing people’s real knowledge of Honolulu’s neighborhoods, wayfinding can encourage residents to explore their city—revealing hidden shopping streets, local attractions, parks, and walking routes. A well planned wayfinding system eases the process of navigating spaces and allows people to feel comfortable taking trips to areas with which they may not be entirely familiar. It provides clear and consistent information located when and where people need it, and is comprised of a variety of coordinated tools (e.g., maps and signage) that are designed to be easily maintained and updated. These tools give residents and tourists alike the confidence to explore further, without worry or stress of getting lost. As a result, they will be more likely to speak about their experience positively, make recommendations to friends or family, and make repeat trips to the neighborhood. This is the contribution that wayfinding makes to the success of TOD neighborhoods.

Twenty-one stations and TOD planning areas within the 20-mile rail corridor.



The Wayfinding Master Plan

The communities surrounding the rail stations will be transformed as rail becomes a major transportation mode. This burst of new development also brings challenges. Increased transit options, housing, jobs, and services will require reliable and easy to use access to information. What this information includes, how it is provided, updated, and maintained is the purpose of this TOD Wayfinding Master Plan. It proposes deploying a unified system of static and digital wayfinding support across all TOD neighborhoods for the benefit of transit riders, residents, and visitors alike.

This Wayfinding Master Plan is about providing information:

- Unified, clear, and well-maintained information will create a safe and enjoyable pedestrian experience
- Consistent information at each point in a journey contributes to seamless multi-modal mobility which encourages and welcomes ridership
- Ease of finding and using trustworthy wayfinding information encourages exploration, discovery, and repeat visitation

Scope for this Study

The greater vision for TOD is about shaping long-term growth in the communities surrounding the rail and creating a more sustainable future for Honolulu and O’ahu. Many of the ideas at the heart of TOD planning also intersect with the goals and recommendations of city-wide and island-wide planning studies. These efforts include the Complete Streets program and the O’ahu Bike Plan, as well as State led infrastructure improvement initiatives. It is important to make clear that this Wayfinding Master Plan is not initiating or replacing the recommendations of these other planning studies. Rather it seeks to provide for the information needs of a specific user group, defined as transit users, neighborhood residents, and visitors who are traveling through multi-modal means. Ideally they are transit-riders arriving into TOD neighborhoods by rail or bus and transitioning from “rider” to “pedestrian” and sometimes to “cyclist” or “rider” again.

Vehicular considerations are limited to supporting access to the rail, whereby drivers would leave their cars behind and enter into the transit/pedestrian network. Cyclist considerations focus on supporting bicyclists in making rail-to-bike or bike-to rail connections. While bicycles are a critical part of the multi-modal TOD vision, the planning and implementation of bike routes and the signage required for cyclist direction and safety is beyond the scope of this study.

KEY IDEAS OF THE PLAN

Prioritize Transit Information on all Wayfinding Tools

Transit locations are key moments in the wayfinding system user’s journey. They are the point of arrival or departure and become the natural point in a journey for orientation and deliberate route choices. The Wayfinding Master Plan proposes creating “Information

TOD WAYFINDING GOALS:

Make Transportation Mobility a Priority

Create seamless Transit-to-Neighborhood connections

Focus on making Neighborhood-to-Neighborhood connections easy and appealing through multi-modal means

Provide the resources for an enriching and vibrant Neighborhood Exploration experience

Hubs” at these moments. The Information Hub is not a single sign element or single type of information. Rather it is the concept of providing curated wayfinding information at consistent and specific high-traffic zones. For TOD this could be anything from several coordinated signs within the plaza and sidewalk area immediate to the entrance or exit of a rail station, a multi-sided pylon sign at a bus transit center, or a single directional or map sign adjacent to a bus shelter or bikeshare stop. The type of information provided would depend on the scale and placement of the signs, but availability of wayfinding adjacent to transportation locations becomes the expected norm. A person who needs direction knows they will likely find it at a bus stop.

Information Hubs should be curated to ensure people are able to find specific destinations within each neighborhood and find transportation options to extend their journeys beyond the TOD area. This enables existing transit riders to more easily connect to neighborhood resources on their way to their transit connections. For people who may not be frequent transit users, seeking information equates to increased exposure to transit locations, highlighting transit’s ready availability. Wayfinding tools at non-transit locations support this model by prioritizing direction to transportation within the information hierarchy.

Real-Time Information and Digital Tools

Since this project is focused around *transit-oriented development areas*, any discussion about the wayfinding experience must consider the *transit user experience*. In 2016, TransitCenter, a foundation for advocacy, research, and leadership in transit, conducted a survey of 3,000 transit riders from 17 regions across the country. The survey confirmed that people want frequency and ease of ridership more than anything else. When New York City made real-time information about bus arrivals available in 2011, they saw a 2% rise in the number of trips. In Honolulu, TheBus already has excellent ridership — one of the highest per-capita in the country. With the arrival of rail, it becomes increasingly important to support bus riders in making rail use a natural and easy addition to their routine. A focus on disseminating real-time information for bus and rail arrivals will increase confidence in the newly expanded transit system, priming the existing bus-riders to also become advocates for rail. When rail usage thrives, so do the neighborhoods surrounding stations.

Real-time information by definition requires digital delivery tools. These tools can take many forms, such as mobile apps for trip planning and fare purchase or real-time displays of transit information in public locations. Compared to static signage, digital tools have the added benefit of being quicker to update and manage for content that changes regularly, particularly when it needs to be timely and accurate, as is the case for transit information. They also allow content to be drawn from multiple sources, making it easier to provide route options using all modes of transportation. Providing consolidated real-time information for all modes of travel at a glance gives people information about additional options, regardless of which mode they plan to take for that particular journey. Travelers now have the idea of other options in their mind and are more likely to consider these alternatives for future trips.

A Unified System

TOD planning has taken into consideration that each neighborhood along the corridor is unique, with its own character and sense of place. A primary goal of TOD planning is that each neighborhood should “create a sense of place by celebrating its historic and cultural assets.” Since 2007, the City has engaged with community organizations, landowners, and businesses to create neighborhood TOD plans to guide projects. Each plan addresses the same basic building blocks of land use, mobility, urban form, and open space, but the outcomes are varied depending on the individual needs of each community. As the proposals in these plans become reality, the streetscape, architecture, types of destinations, and amenities will all work together to create a distinct neighborhood.

The Wayfinding Master Plan works within this context by laying the foundations for the development of a consistent information system with a single wayfinding graphic aesthetic that is unified across all neighborhoods. Maintaining standards and consistency allows people to move from one neighborhood to another, using one or multiple modes of travel, and intuitively know where to find directions to destinations or make transit choices. This is especially important in the denser urban neighborhoods where station area boundaries overlap and the system reads more as a single stream than individual station neighborhoods.

The entire set of wayfinding tools must have a format that is easy to read and digest. The content style and nomenclature should be consistent between both static and digital components of the wayfinding system, reassuring users as they transition from riders to pedestrians. With unified wayfinding tools, people transitioning from one neighborhood to the next, through any mode of travel, can easily follow the thread of information taking them to their destinations.

REALIZING THE PLAN

This report is not a final design document. The City and the Design Team must still design the various wayfinding tools, but the wayfinding recommendations described here will be the foundation for developing the graphics, colors, form-factor, materials, and content used for the system. The biggest hurdle to be crossed in realizing the plan is in answering **how** a cohesive system can be implemented. TOD Development is not instantaneous. It will be many years before some of the station areas are in need of extensive wayfinding information. TOD Neighborhoods cross over multiple jurisdictions with complex land-ownerships that require careful coordination. Additionally, any wayfinding program comes with both capital and maintenance costs. To help manage these processes, the Wayfinding Master Plan’s implementation strategy proposes:

Strategic Scaled Roll-Outs

Users of the system need to be confident in the information provided, especially when following directional signs, and should not experience a drop-off of information within a journey. Implementing the wayfinding system in complete paths from arrival to destination will be necessary. This can be strategically scaled to fit within available funding.

Dedicated Wayfinding Coordinator

As the system grows, information needs will evolve beyond those identified in this report. The City can ensure future success and consistency in design and messaging by employing or assigning dedicated wayfinding staff within various City agencies.

Commitment to Management and Maintenance

A well maintained system is more likely to be utilized, as it becomes the trusted source of information. The City must plan beyond implementation and consider the means and methods for system upkeep.

In an ideal scenario, all of the rail stations would open at once and all of the tools would roll-out simultaneously in support of that event. However, this is not practical given the reality of constructing the rail project in phases, the timing and ownership of new development projects, and numerous coordination requirements with outside agencies and private land owners. The Wayfinding Master Plan proposes a strategic roll-out of wayfinding tools in tandem with the phased opening of rail stations.

The initial implementation should include items that are critical to the information needs of rail users from East Kapolei to Aloha Stadium. At a minimum, this would be static signage for Information Hubs at each station and vehicular trailblazing to Park & Ride / Kiss & Ride facilities. The incorporation of real-time digital information through apps or installed signs is highly recommended, though requires more agency coordination and funding.

The initial roll-out could also include neighborhood wayfinding signs in the urban core where there is already established pedestrian pathways, a high concentration of destinations, and high foot traffic from both residents and tourists. While the rail is still several years away from opening in these neighborhoods, the roll-out would support the other transportation modes and serve as proof-of-concept for additional sign types.

CONSIDERING FUTURE BENEFITS

In order to be successful, any digital tools that provide route-change options would have to include and function for island-wide destinations. Over time, pedestrian wayfinding signs that support transit use could also be applied to neighborhoods outside of TOD areas. Pedestrian wayfinding information encourages walking as a mode choice and empowers residents to explore their neighborhoods. It can boost local economies by increasing foot traffic in front of local businesses. It leads to improved public health and reduces vehicular congestion and air pollution. While this Wayfinding Master Plan has been initiated for TOD and the surrounding corridor, the concepts are rooted in best practices and could easily be adapted for and benefit all of O'ahu.

SECTION 2:

WAYFINDING ANALYSIS

When people attempt to navigate an unfamiliar place, they face a series of decisions as they follow a path to their destination. Many factors determine where those decision points occur, each of which needs to be identified and studied. For TOD, this requires a thorough analysis and understanding of pedestrian circulation patterns, bus routes, bike networks, rail parking locations, and the potential destinations that people are seeking. By understanding the existing conditions, the wayfinding system can be planned to anticipate user behavior and provide critical information where people need it and in the format most useful for that location.

Navigating Neighborhoods

Generally, a 5- to 10- minute walk is considered the standard amount a person is willing to travel by foot before looking for other modes of transportation. For TOD neighborhoods, this translates to a ¼ to ½ mile radius from the rail station as the walkable threshold and is the area of focus for this analysis. The bike network plays a critical role in TOD neighborhoods. Bicycling allows people to extend their journey 1 to 2 miles beyond the walkable threshold, journeying further from the rail stations, linking TOD-adjacent neighborhoods, and reducing the need for single-occupancy vehicles.

Pedestrian movements can benefit from well-planned wayfinding that promotes the use of more desirable pathways and encourages exploration of unfamiliar neighborhoods. The analysis process uncovers where decision points occur, which then define the information that is required and the format in which it should be displayed. There are four major components that play a part in determining primary pedestrian routes and decision points within the TOD neighborhood — streetscape character, street grid, transit and bike connections, and wayfinding destinations.

The variety of current streetscape conditions throughout the TOD neighborhoods



Lack of sidewalks



Lack of sidewalks

Obstructions / limited sidewalk space



STREETScape CHARACTER

The character of the streetscape provides important cues for decision making by signaling which routes are well-maintained, safe, and likely to lead to desired amenities. Existing conditions and infrastructure in neighborhoods along the guideway vary greatly. Some conditions that present challenges to wayfinding include:

- Lack of / narrow sidewalks, gaps in sidewalk network, a lack of marked crosswalks
- Streets that dead end and are not connected to major corridors
- Lack of shade and / or resting places
- Large blocks that cut off access and discourage pedestrian travel
- Potential underground issues that prevent placement of ground mounted signs

While the streetscape character of Honolulu varies by geography, similarities can be drawn among the neighborhoods on the rail corridor. A summary of these neighborhood specific observations follows.

Obstructions / limited sidewalk space



Dead ends / uninviting pedestrian conditions





A typical intersection in Chinatown includes crosswalks and pedestrian signals.



Where streets are wider, as shown here in Waipahu, larger fixtures like bus shelters are more noticeable than signs. Leveraging these fixtures to include wayfinding information could be beneficial.

The streetscape character from Chinatown to Ala Moana is similar to the typical “downtown” found in many American cities and therefore navigating them is predictable for most people. The street network is fairly dense and walkable. There are areas that require sidewalk and crosswalk improvements to increase connectivity and be more pedestrian-friendly, but there are not many major improvements required. Wayfinding signs such as pedestrian scale post mounted directional signs, that are commonly seen in downtowns of other cities, could be easily utilized in these neighborhoods. Clear wayfinding through familiar methods will encourage tourists to explore these neighborhoods and businesses more fully.

Some light industrial areas from Iwilei to Kalihi have existing pedestrian infrastructure along the streets that connect to major destinations, others do not. In the near term, signage should support the established pedestrian corridors. As areas are redeveloped and new streets are integrated, signage should be implemented in the same manner as in downtown areas to promote cross-circulation and exploration.

In suburban neighborhoods such as Pearl City or Waipahu, roadway infrastructure is primarily designed for vehicular use. Streets are wider and often lack a buffer between the vehicular and pedestrian traffic. Blocks are longer with fewer intersections or pedestrian crosswalks. Vistas are more open, making typical pedestrian scale information less visible. Care is needed to properly scale and locate signage elements in this context.

In all instances, the neighborhood character around rail stations will improve over time. Key streets in the direct vicinity of the rail stations will be required to be designed according to the TOD Special District requirements, transforming them into pedestrian-friendly zones with wider sidewalks, shade trees, street furniture, and other amenities. Planning for physical wayfinding signage must take into consideration the needs of existing and anticipated conditions.



Streetscape rendering from East Kapolei Neighborhood TOD Plan showing conceptual "Main Street" pedestrian amenities.



Rendering from Kalihi Neighborhood TOD Plan showing conceptual pedestrian improvements to Kapalama Canal.

STREET GRID

Understanding the street grid helps one form a “mental map” of the neighborhood. The existing streets within each TOD neighborhood fall into two types: linear spokes that emanate from a central location; or a predictable structured grid of varying block sizes. Each model affects pedestrian movement in a different manner.

Linear spokes act as connectors from one major destination to another. Pedestrians are funneled along specific routes with few additional decision points once they are oriented to their desired path of travel. A structured street grid, by contrast, is highly connected and promotes more “wandering” behavior. It also provides many more decision points and requires more frequent direction and reassurance that you are headed the right way. An additional challenge is posed in neighborhoods that currently consist of very large blocks. There are longer stretches of streets fronting the sides of commercial buildings and there are often dead end streets. Overall, they are not the most pedestrian-friendly environments.

The Neighborhood TOD Plans have reviewed these issues in concept and TOD regulations will help resolve many of the problem areas. In areas such as Iwilei and Kapalama, new streets are being proposed to break up large blocks. These new streets will fit in with and complete the surrounding network. The lack of existing development around the Kualaka’i, Keone’ae, and Honouliuli stations provides the opportunity to create, from scratch, organized streets with small block sizes, frequent intersections, dedicated bike lanes, and pedestrian amenities. Understanding how planned infrastructure changes connect into the patterns of developed areas allows future pedestrian pathways, and therefore the sign requirements, to be predicted.



Existing Chinatown wayfinding signs



Existing Hawaii Capital District wayfinding signs

EXISTING WAYFINDING SIGNS

Examples of existing wayfinding signs are in the Hawaii Capital District and in Chinatown. These signs will need to be fully evaluated and audited as part of the design and implementation process. It is critical to ensure seamless messaging of existing signs with any new wayfinding signs to be installed in the surrounding neighborhoods. Coordination between City and State will be required for signs in the Capital District. The signs in Chinatown were installed with streetscape improvements undertaken through the Chinatown Action Plan. They were designed utilizing the principles outlined in the 2015 TOD Conceptual Wayfinding Report. They were intended to serve as an early pilot of these concepts, with expansion of the system as part of the design.



In areas where traffic is more focused around large destinations, such as near the Kaluaao Station, streets act as connectors between major points of interest.



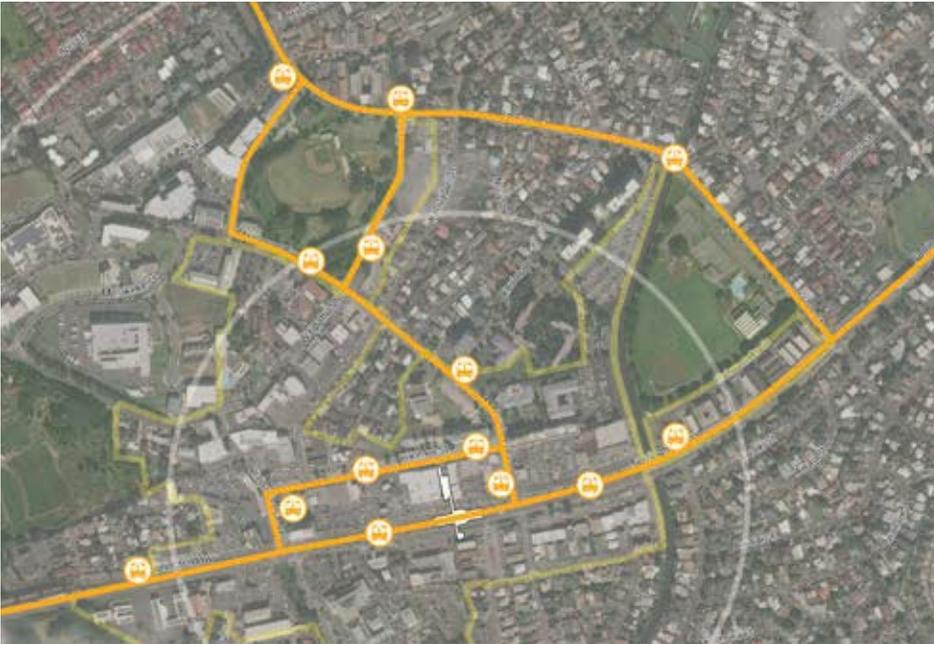
An organized street grid, like that of Chinatown, provides many decision points and requires more reassurance that the user is continuing in the right direction.



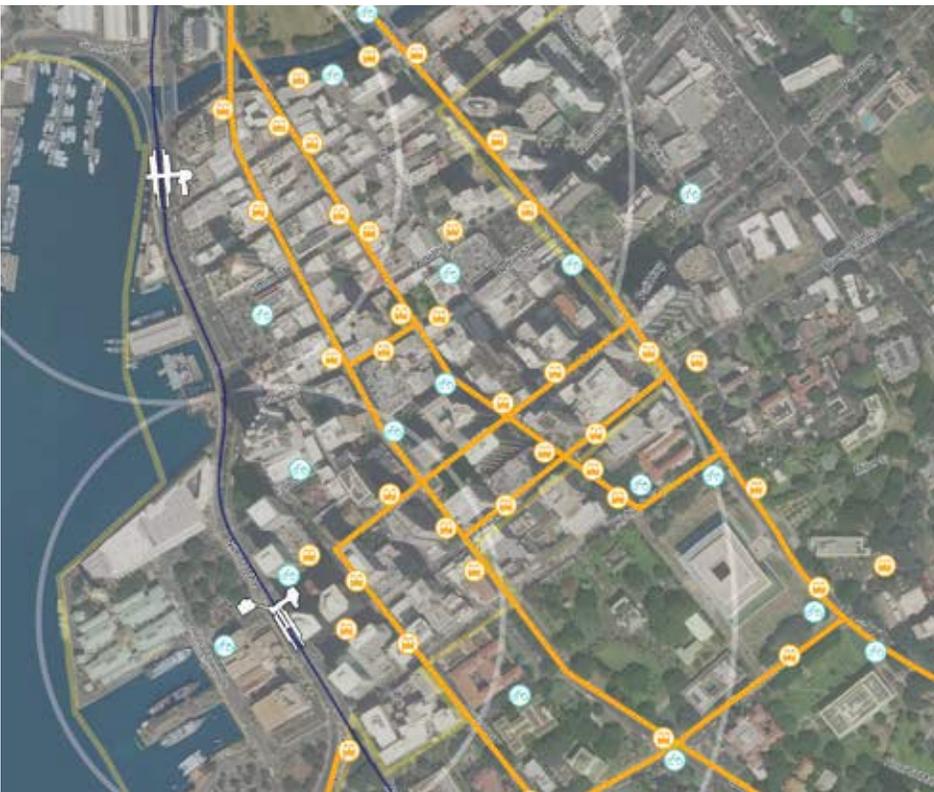
The planned development of currently-industrialized areas like Iwilei will connect dead end streets to improve the organization of the neighborhood, and consequently the pedestrian and bike experience.



In areas where little or no pedestrian infrastructure exists, planned development will establish an organized street grid system that makes pedestrian and bike travel a priority.



In areas like Waipahu, pedestrian infrastructure has been built up along main transit routes. These roads will serve as main corridors for pedestrian traffic to/from the rail station and throughout the neighborhood.



Stations such as the Chinatown and Downtown Stations will be in close walkable proximity to one another, meaning the wayfinding support should reference the nearby stations, as well as local destinations.

TRANSIT AND BIKE CONNECTIONS

Rail stations, bus transit centers, and individual bus stops are the points at which riders transition into pedestrians. They are the natural point at which a person would need orientation or make deliberate route change decisions. Route change decisions can include deciding to take another bus, walking, or hopping on a bike — all depending on the anticipated trip time and distance. It is important to understand the existing and future conditions of bus and bike networks in order to understand where pedestrians need information.

At rail stations, HART's station signage identifies exit direction and orientation to the street grid, however TOD wayfinding will need to pick up the thread of information once riders leave the station. A review of stations shows riders will encounter different points of entry into and out of the rail station depending on the station type, creating a variety of decision points and wayfinding needs. Single-entrance rail stations that can only be accessed from one side of the street require riders to re-orient themselves after exiting the station. Stations with access from both sides of the guideway allow riders to choose an egress direction before leaving the station and avoid crossing busy intersections. Additionally, train to bus connections are simplified at stations that are immediately adjacent to bus transfer centers.

In terms of individual bus stops, current east/west bus routes along the path of the guideway will be re-examined for redundancies once the rail is operational. However, TheBus will still be the main transit option between the rail stations and surrounding neighborhoods. For this reason, in any neighborhood, the direct path from a bus stop to the rail station can be considered a primary pedestrian corridor.



Biki Stops could be utilized as a location for a wayfinding map.

In the denser urban areas from Kalihi to Ala Moana, where there are structured street grids, bus stops are in close proximity to each other and in greater concentration. The rail stations will be in walkable proximity to one another, creating additional arrival points into each station area. Heading west, bus routes align with main corridors, and bus stops are spaced further apart. The pedestrian routes naturally align with these streets due to their transit connectivity.

While the existing network of on-road bike lanes is somewhat segmented, there is an ongoing concerted effort within the City to create additional bike facilities. DTS has undertaken development of the O'ahu Bike Plan, a master plan aimed at creating additional lanes, paths, and bike facilities to make connections between the existing network of bike lanes. Ultimately, this expanded network will integrate bicycling more fully into available travel modes, helping connect the rail stations to buses and TOD neighborhood amenities.

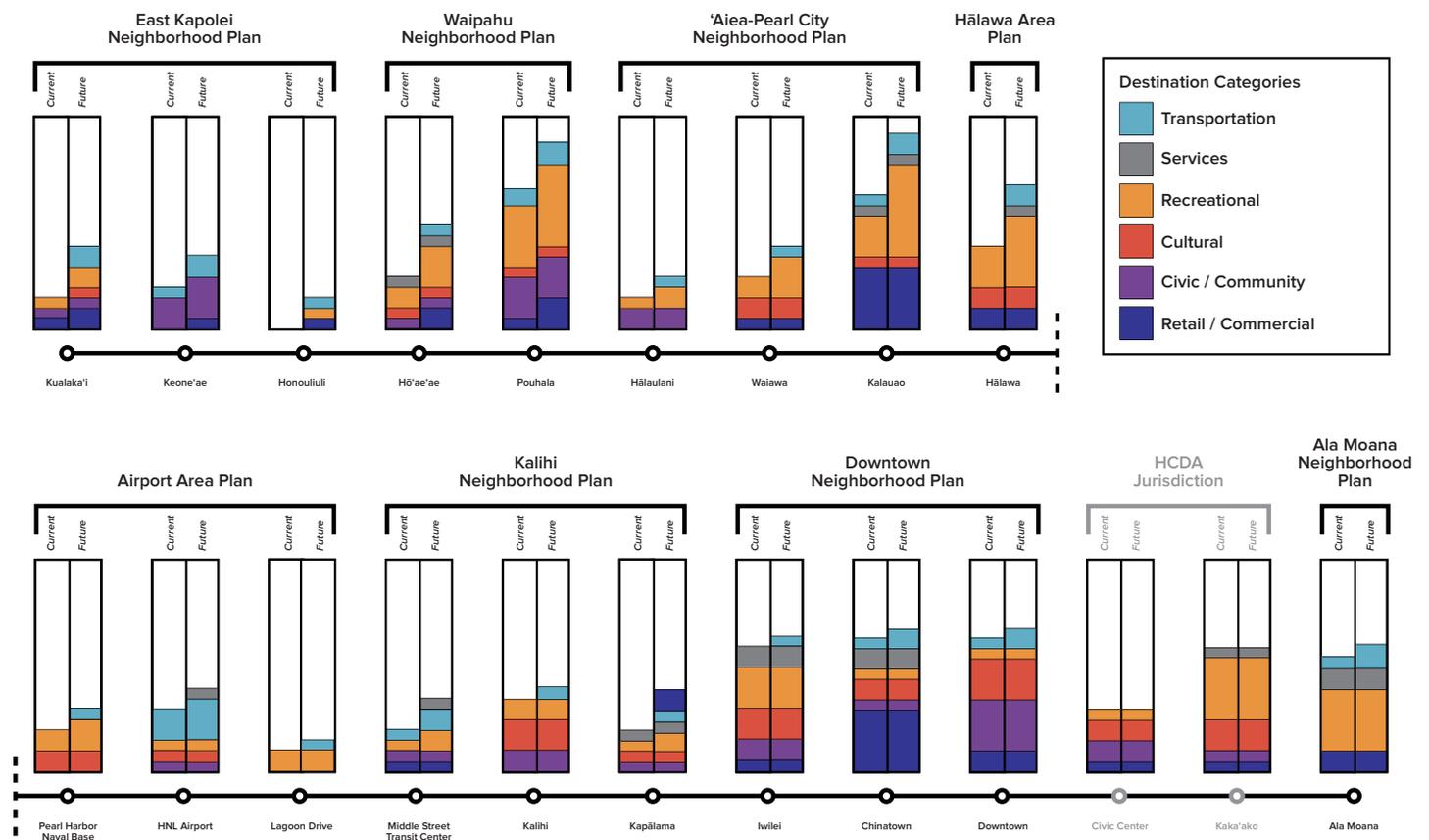
Biki and other bikeshare systems are additional opportunities for integrating bike use into the multi-modal movements within TOD neighborhoods and provide integral connections to transit. One simple improvement would be to utilize the Biki Stop as a location for a wayfinding map, a technique employed in many other cities to unify the city wayfinding with the bikeshare system.

WAYFINDING DESTINATIONS

The audience for the TOD wayfinding system is mainly residents including those who commute. To a lesser extent, tourists are a consideration, but will not be the primary users of the system. Consequently, the wayfinding needs for this system are heavily weighted toward community and commercial destinations, rather than tourist attractions.

An analysis of how zoning changes may affect future destinations did not reveal any large scale movements that would impact the types of destinations requiring wayfinding in any given neighborhood. For example, in station areas like Iwilei and Kapalama, where areas makai of Dillingham Boulevard are more commercial and industrial, recommended zoning would allow new mixed-use development similar to what is currently found in higher-density areas. These new developments will shift the industrial-commercial balance, but likely not require different wayfinding strategies. Therefore the destination inclusion criteria developed for existing dense areas will be applicable to all areas as they develop.

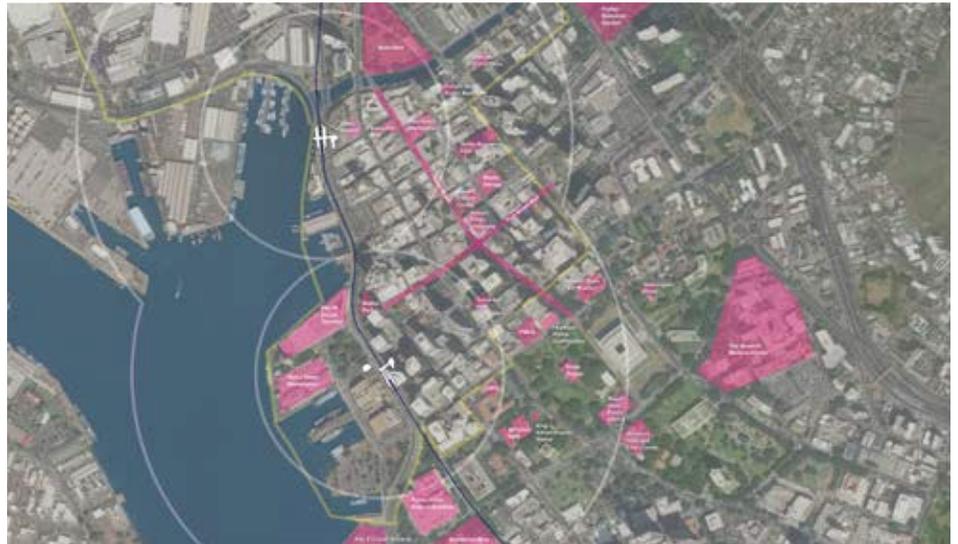
Current vs. Future Destination Distribution (By Category)



While destination types are largely consistent, the scale and distribution of destinations vary across neighborhoods and will change as Neighborhood TOD Plans are realized. Honolulu's urban core from Chinatown to Ala Moana houses a larger quantity of destinations distributed across a dense but regular street grid. There are many potential routes from one point to another. The ½-mile walking radii from stations overlap each other, making destinations accessible from multiple stations. In some cases, the stations themselves are in close proximity and are considered destinations for adjacent neighborhoods.

By contrast, neighborhoods such as those surrounding the Pouhala, Waiawa, and Kalauao Stations have large destinations at the perimeters of the TOD area that inherently create pedestrian corridors along their connecting routes, with few if any secondary routes from one point to another. In some instances, for example Pearlridge Center, a single destination that is prominent enough to be a landmark can serve as wayfinding orientation. Over time, stations that currently only serve a single major destination will become more developed, making the original major destination a wayfinding landmark.

The Chinatown and Downtown neighborhoods in Honolulu's urban core have a large number of destinations with a broad audience.



Pearlridge Center is a large, well-known destination that serves as a wayfinding landmark.



Review of Existing Digital Tools

A robust digital strategy is essential to ensuring the user is supported throughout their entire journey, from bus to bikeshare to rail. By taking a look at the existing digital tools, we can better understand the capabilities as they are today and examine the threshold for future user adoption. At this time, the existing tools are the DaBus2 app, HNL.info, and several digital kiosks.

Screen shots of the DaBus2 app show a typical search sequence.



1. Home Screen



2. Search Screen



3. Search Result



4. Route Selected



5. Real-Time Arrivals Result



6. Bus Tracking Result

DABUS2 APP

The City's current app for TheBus system, called DaBus2, is a good starting point for future iterations of a transit mobile app. The most useful aspect of the current app is the near real-time bus arrival information it provides, although the GPS technology is in need of an upgrade. There are some improvements to the user interface that could be made.

The overall design and user interface of the app makes it difficult to find information, particularly for people who are not regular commuters. The interface gives the user many ways to search for a bus stop or route map, but there is no point-to-point trip planning aspect. The user can search by street name, stop number, route number, head sign, or by tapping on a map. From there, the user has to navigate through five to six steps to ultimately drill down to a stop number and its corresponding bus arrival information. Stop numbers are not commonly known or used for describing locations, so this method could only realistically be used if someone is already at a bus station and just wants to know when a particular bus is arriving. Essentially, without the trip planning aspect included in the app, it can only help experienced system riders rather than introducing new ones to the system.

The app does allow the user to choose between real-time arrivals and scheduled arrivals, which is useful for pre-trip planning only if you are familiar enough with the bus network to know which bus you need to take. The FAQ section only addresses the app itself rather than provide any information about TheBus system such as fares or payment methods.

Overall, there are many opportunities to expand the app to provide a more holistic and user-friendly experience. Rather than just real-time arrival information, it could also incorporate status updates and connections to other buses, as well as a trip-planning component. As it stands, users are moving to other apps (such as Google Maps) for complete trip integration and ease of use, while continuing to reference DaBus2 for real-time updates. Having two apps that each provide half the required information does not create an ideal user experience. Refining the app to be more straightforward for new users would help set up a construct that can take on the addition of rail information without becoming bogged down and difficult to use.

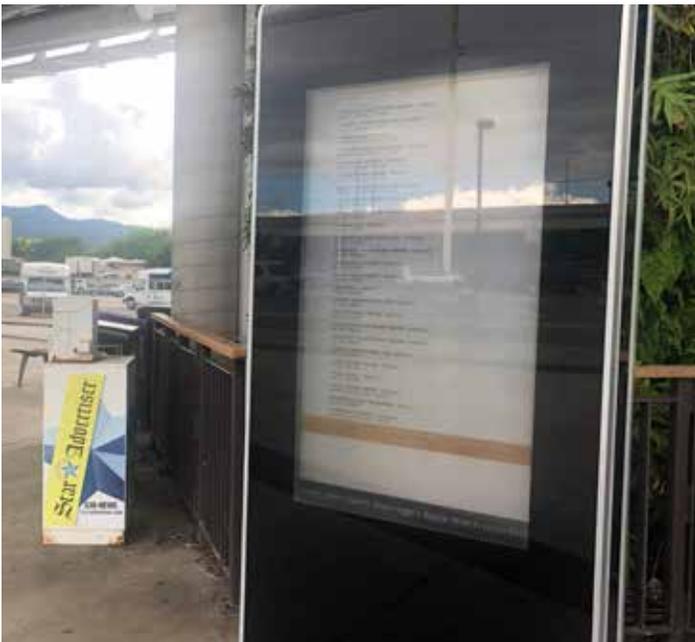
DIGITAL SCREENS AT FASI BUILDING AND KALIHI TRANSIT CENTER



The TransitScreen display installed in lobby of Fasi Building is inconsistent with HNL.info and DaBus2 app interfaces.

Currently, there are two examples of digital screens displaying real-time bus arrival information. One is at the Fasi Municipal Building and utilizes a TransitScreen product. The other is at the Kalihi Transit Center and pulls data from HNL.info. Since these are different models, they display content in different visual formats. It's not instantly apparent that they are serving the same basic function. Regardless, it is a positive move in the right direction. The more this information is both dependable and available to the public, the easier it will be for users to feel comfortable and trust the system, which may help increase ridership.

These types of screens can be improved by increasing their numbers and including additional mobility options. If placed in high-profile areas and with additional information about other modes of transportation (e.g., Biki, Hui, Ride Sharee, rail information, and Uber/Lyft), they could inform residents and visitors about other transit options to get to and from destinations. Providing this information will be a constant reminder to consider and use other, more efficient travel options around the city. The signage may also serve to influence single-occupancy vehicle trips and replace them with multi-modal trips.



Digital screens at Kalihi Transit Center could benefit from a larger font size.



Kalihi Transit Center

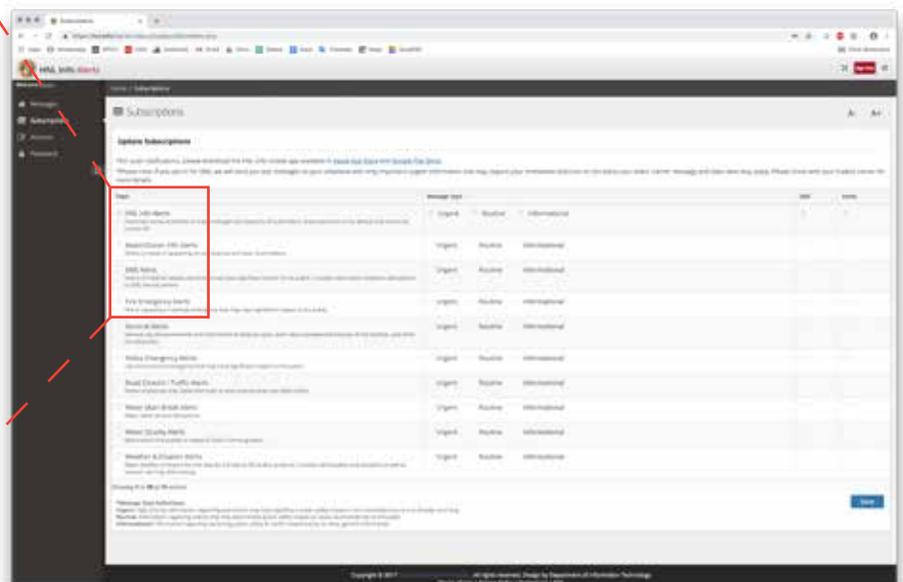
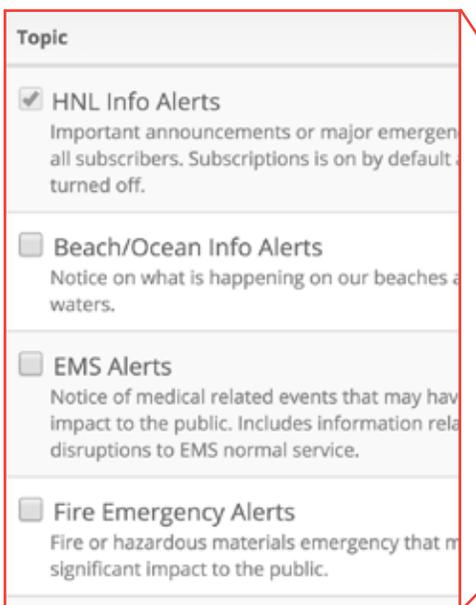
HNL.INFO AND LÖKAHI

The City has excellent existing infrastructure to begin the process of establishing and enhancing its digital tools. That infrastructure includes HNL.info and Lōkahi, two parts of the city's digital information platform that work in unison to centralize where local information is stored, curated, and distributed to both residents and visitors. Lōkahi is the City's overall data storage and management system for both internal and external data; HNL.info is the outward-facing way in which the data can be accessed.

Lōkahi compiles, stores, and curates all kinds of useful, locally relevant information, including but not limited to city/island culture, news and events, important alerts, and other information pertinent to how residents and visitors experience the city. It has the ability to expand and evolve as the needs of the City, residents, and visitors change and grow. This scalability is extremely important because that means it is adaptable and can be easily modified to accommodate new information uses we may not be aware of today. More importantly, these modifications can be made with little or no change to its existing structure. Lastly, Lōkahi's unique platform attributes allow the City to decide which information is relevant and who can access it. This curation process is critical to ensure people are not overwhelmed with too much information.

HNL.info is primarily a web portal to city services, though there is also a mobile app version available. This web portal serves as a distribution platform for content selected by the City and currently allows access to various feeds such as Emergency Services, Road Closures, and Weather Alerts. It is well positioned for the City to expand on its capabilities, though at present it is lacking.

As the City becomes positioned to build upon its digital tools, HNL.info will provide a clear way to continue developing as a centralized portal that gives people access to the information from Lōkahi. Presently, HNL.info's biggest flaw is its lack of a user-friendly graphic interface to keep engagement high. However, this can be easily modified moving forward.



The HNL.info website allows users to select and subscribe to information feeds.

Wayfinding Strategy

TOD is about enhancing the neighborhoods around the rail stations and increasing the number of people who live and work within easy walking distance to transportation. Transit enhanced neighborhoods reduce the dependency of single-use vehicles and improve the efficiency of government services and infrastructure. Ultimately, TOD is about creating a more sustainable future for O'ahu.

The benefits of a successful pedestrian wayfinding program clearly align with the overall goals of transit-oriented development. Pedestrian wayfinding information encourages walking as a mode choice and empowers residents to explore their neighborhoods. It can boost local economies by increasing foot traffic in front of local businesses. It leads to improved public health and reduces vehicular congestion and air pollution.

To achieve these results, the wayfinding system must provide people with the right information in the right place and format. For TOD, this means providing the information needed to make multiple modes of transportation between neighborhoods easy to find and desirable to use. The goal of the wayfinding system is to encourage walking within the TOD neighborhoods by making destinations and amenities easy to find from the transit arrival points, thereby feeding into the overall TOD vision of vibrant, sustainable communities supported by transit.

The results of the analysis of existing and planned conditions throughout the TOD neighborhoods informs the requirements of the system and clarifies the most effective type and placement of wayfinding tools for each step in the user journey from pre-trip planning through the return trip home.

WAYFINDING REQUIREMENTS

Pre-Trip Planning

- Provide pre-trip planning tools such as apps and website integration that allow for seamless transitions between all possible forms of transportation: Rail, TheBus, bikeshare, and car share options
- Allow payment for all transit types through a single app
- Provide on-train and in-station information to support non-smartphone users
- Use digital tools to provide real-time arrivals for trains and connecting buses, provide driving directions to Park & Ride / Kiss & Ride, provide walk times and directions for connections to buses, other modes of travel, and neighborhood destinations

Arrival

- Treat the immediate station area as an information hub where orientation to the neighborhood is readily available
- Include information about transit connections and neighborhood destinations in both static and digital formats

TOD WAYFINDING GOALS:

Make Transportation Mobility a Priority

Create seamless Transit-to-Neighborhood connections

Focus on making Neighborhood-to-Neighborhood connections easy and appealing through multi-modal means

Provide the resources for an enriching and vibrant Neighborhood Exploration experience

- Include neighborhood map on static signs
- Leverage prominent destinations as “Wayfinding Landmarks” for top-level navigation
- Consider additional opportunities to celebrate the history and culture of neighborhoods

Navigation & Exploration

- Provide navigation and orientation reinforcement along paths of travel that are appropriately scaled for the setting
- Locate wayfinding signs in a consistent pattern along highly trafficked corridors so that information availability becomes predictable
- Divert pedestrian traffic away from inaccessible paths and streets with unsafe walking conditions
- Consider digital tools that incentivize transit use and exploration of neighborhood amenities

Departure

- Provide direction back to the rail station, rail parking, and bus transit centers
- Provide transit information at major destinations with walk times
- Consider opportunities for coordination with private business owners to incorporate wayfinding tools within major destinations

Coordination Considerations

CITY SIGN REGULATIONS

Outdoor digital displays would be a significant advantage to providing real-time information where it will have the most impact on riders: on the street at public transportation decision points. A simple LED display with real-time bus arrival information at bus stops is a very basic solution found in many cities. Screens such as these benefit all riders, especially those without smart phones, and can be seen as providing a public service. In Honolulu, there has been a long-standing culture of resistance to outdoor advertising billboards, which are viewed as detrimental to the protection of open space and the

visual beauty of Hawai'i. Over time, this has evolved into a high sensitivity against the use of electronic signage, which is often commercial in nature. Consequently, the City ordinances currently prohibit the use of "flashing signs." The Wayfinding Master Plan does not seek to change this intent, but rather advocates for a modern solution to support transit ridership.

EXCERPTS FROM REVISED ORDINANCES OF HONOLULU

SECTION 21-7.30

Flashing Signs are prohibited. These are defined as "a sign designed to attract attention by the inclusion of a flashing, changing, revolving, or flickering light source or a change of light intensity; and, also includes any sign involving electronically generated or controlled images, such as an electronic programmable message sign, digital sign, or plasma or LED sign, or video or holographic display."

SECTION 21-7.60 (B)

District sign regulations do not apply to "Public Signs." These are defined as "signs of a public or noncommercial nature, which shall include public transit service signs, utility information signs, safety signs, danger signs, trespassing signs, signs indicating scenic or historical points of interest and all signs erected by a public officer in the performance of a public duty."

Consideration should be given to potential City sign code interpretations, amendments or exceptions specifically for allowing changeable digital information for transit and destination wayfinding signs when used to provide a non-commercial public service. The exception should be

written as strictly as possible to ensure the specific needs of wayfinding can be met without dishonoring the original intent of the regulation. The exception could be such that the City is able to control placement, screen types, light intensity, and speed of content changes. ***Any recommendations for outdoor digital signage included in the TOD Wayfinding Master Plan are for discussion purposes only.***

PER SECTION 445-111 STATE OF HAWAI'I SIGNAGE LAWS

"Outdoor advertising device" means any device which is:

A writing, picture, painting, light, model, display, emblem, sign, or similar device situated outdoors, which is so designed that it draws the attention of persons in any public highway, park, or other public place to any property, services, entertainment, or amusement, bought, sold, rented, hired, offered, or otherwise traded in by any person, or to the place or person where or by whom such buying, selling, renting, hiring, offering, or other trading is carried on.

STATE SIGN REGULATIONS

The State of Hawai'i has specific prohibitions on outdoor advertising with very few exceptions. There is no specific mention of public transit-related information signage being considered advertising. The regulations would need to be studied in order to clarify if including private entities such as Uber or Lyft on public transit signage would be considered advertising.

The wayfinding program could consider sponsorship on physical and/or digital signs as a revenue source for implementation, management, and maintenance. Sponsorship implies a permanent or long-term commitment by an organization to provide funding for installation and maintenance of a sign in exchange for a small acknowledgment panel. Any such sponsorship acknowledgment visible on a sign would be strictly controlled to limit size, placement, and content. It is a very different approach than an advertising

model, which implies constantly changing commercial information. It would be beneficial to start a dialogue with the State to understand if any trade-offs such as sponsorship might be made to enable the City to solicit funding from private sources.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Another avenue to explore is to write requirements into the Transportation Demand Management (TDM) Plan that supports the use of real-time transit information to effect transportation behavior change. Examples of these requirements can be found in many local ordinances in other cities. One of the best examples is San Francisco's TDM Ordinance. The goal of this ordinance is to shift people away from more car dependent practices by providing a TDM tool to help developers self-identify when and where they can take advantage of pre-approved options that will benefit both the developer's project and meet the city's TDM goals. Among those pre-approved options is the use of wayfinding and/or real-time transit information displays as an on-site communication tool for building occupants. The goal is to use signage to help create a behavior change that ultimately reduces single-occupancy vehicle trips to the property. Similar objectives are practiced in different ways at the local level in areas such as Washington, DC; Arlington, VA; Montgomery County, MD; Boston, MA; Cambridge, MA; Seattle, WA; and Santa Monica, CA.

Honolulu is currently encouraging TDM measures through the permitting process for major TOD projects. This is a good start, but enacting an ordinance to require wayfinding as part of the TDM measures for projects should be considered.

SECTION 3:

SYSTEM REQUIREMENTS

Wayfinding Principles:

This set of principles provides the framework for the system and helps to guide the design of its components and their functions.

A Unified Language of Wayfinding

The content and messaging communicated by the TOD wayfinding elements should be consistent so that people have a predictable, seamless, and comprehensible experience throughout their journey.

Organized Data and Simplified Sourcing

The system should be built on a foundation of information that is stored and distributed digitally. Individual agencies will utilize content from the same centralized data stream and will use the same graphic standards in creating maps.

Wayfinding is More than Signs

The system will include a cohesive family of wayfinding elements including fixed signage and digital tools.

Information When and Where You Need It

The system must be user-centered to provide wayfinding information at key points along the way. Information should be available both while planning a trip and while conducting it.

Increased Awareness of Each Neighborhood's Riches

A broad family of elements provides visitors and residents alike the confidence to wander and explore.

TOD-Wide Standards, Allowing for Local Identity

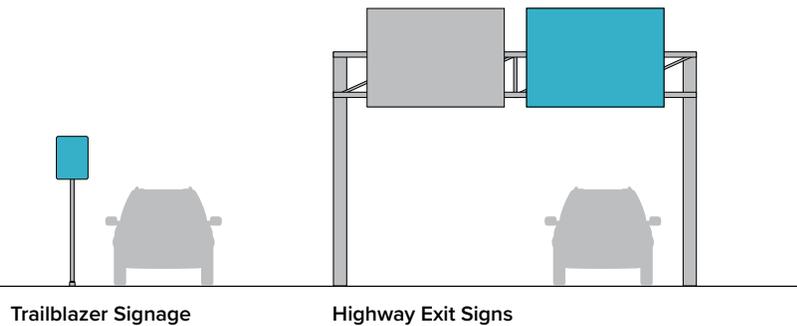
The elements of the system must convey a single image of a unified program, yet have the flexibility to respond to the varying conditions and scale of each neighborhood.

The 360° Toolkit

Any successful wayfinding system makes complex tasks simple for the user. A range of tools provides the flexibility to serve various users' simultaneous needs, allowing access to the system where, when, and how they deem fit. Understanding the tech-guru and the map-lover is not enough to ensure success; it is also necessary to understand the unique conditions of each environment. The rail corridor is a network of neighborhoods, streets, transit systems, and open spaces. Wayfinding tools must provide the necessary information at the right places at the right moment to connect that network for the user. Implementing each of the recommended wayfinding tools in a prescribed and coordinated manner will ensure that people feel supported at each step in their journey and make navigation feel effortless.

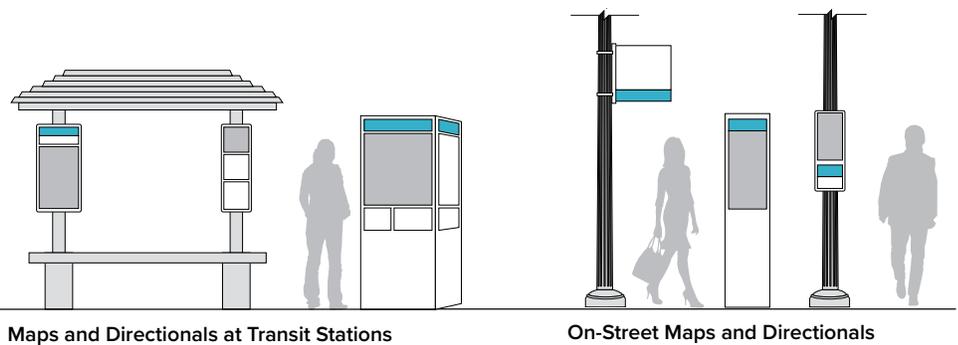
The toolkit for the TOD Wayfinding System should consist of the following parts:

- 1. Vehicular Direction Signs:** Limited to stations with Park & Ride / Kiss & Ride facilities

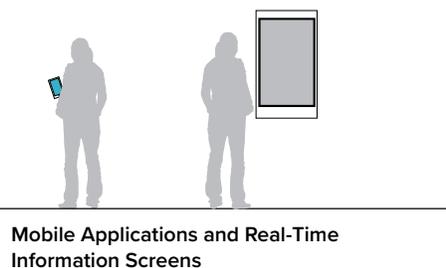


- 2. Information Hubs:** Arrival Orientation, Transit Connections, Neighborhood Cultural Context

- 3. On-Street Navigation:** Pedestrian-scaled Directional Signs, Orientation Maps, Neighborhood Cultural Context



- 4. Digital Tools:** Pre-trip Planning, Neighborhood Exploration, and support for Connections and Departures



Static System Tools

VEHICULAR CONNECTIONS TO RAIL

Roadway signage that leads to rail stations with vehicular facilities will increase their visibility and make them easy to find, promoting the use of rail transit.

In general, vehicular signage should be limited to transit stations that have dedicated parking facilities or drop-off areas — Keone‘ae, Kualaka‘i, Waiawa, Hālawā, Hō‘ae‘ae, Pūhala, and Iwilei. H-1, H-2, and H-3 freeway signs should be installed only where there is access to a Park & Ride facility, with limited turns required after leaving the freeway. Along surface roads, the use of “trailblazer signs” can aid motorists in locating Park & Ride and Kiss & Ride entrances.

The City seeks to coordinate with HDOT to achieve continuity in messaging from the highway to the rail station, not dictate specific locations under their jurisdiction. See Appendix A for suggested highway sign locations to assist coordination with HDOT.

Federal Requirements for Freeway “Park-Ride” Signs

EXCERPT FROM THE FEDERAL HIGHWAY ADMINISTRATION MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SECTION 2E.35

Other Supplemental Guide Signs

Support:

01 Supplemental Guide signs can be used to provide information regarding destinations accessible from an interchange, other than places displayed on the standard interchange signing. However, such Supplemental Guide signing can reduce the effectiveness of other more important guide signing because of the possibility of overloading the road user’s capacity to receive visual messages and make appropriate decisions. “The AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways” is incorporated by reference in this Section.

Guidance:

02 No more than one Supplemental Guide sign should be used on each interchange approach.

03 A Supplemental Guide sign (see Figure 2E-24) should not list more than two destinations. Destination names should be followed by the interchange number (and suffix), or if interchanges are not numbered, by the legend NEXT RIGHT or SECOND RIGHT or both, as appropriate. The Supplemental Guide sign should be installed as an independent guide sign assembly.

04 Where two or more Advance Guide signs are used, the Supplemental Guide sign should be installed approximately midway between two of the Advance Guide signs. If only one Advance Guide sign is used, the Supplemental Guide sign should follow it by at least 800 feet. If the interchanges are numbered, the interchange number should be used for the action message.

05 States and other agencies should adopt an appropriate policy for installing supplemental signs using “The AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways.” In developing policies for such signing, such items as population, amount of traffic generated, distance from the route, and the significance of the destination should be taken into account.

Standard:

06 Guide signs directing drivers to park - ride facilities shall be considered as Supplemental Guide signs (see Figure 2E-25).

Option:

07 A pictograph (see definition in Section 1A.13) may be used on a Supplemental Guide sign in conjunction with a destination that is associated with governmental agencies, military bases, universities, or other government-approved institutions.

Standard:

08 The maximum dimension (height or width) of a pictograph shall not exceed two times the upper-case letter height of the destination legend and shall not exceed the size of a route shield on the guide sign. If used, the pictograph shall be located to the left of the destination legend it represents, except as provided in Paragraph 9 for the park-ride Supplemental Guide sign.

09 When a transit pictograph is displayed on the park-ride Supplemental Guide sign, it shall be located on the same line as the carpool symbol, if used, above the word legend.

10 A pictograph representing a State, county, or municipal corporation or other incorporated or unincorporated community shall not be displayed on a Supplemental Guide sign.

11 Pictographs shall otherwise comply with the provisions of Section 2A.06.



Rail Branding

HART is currently developing branding and a logo for the rail. It is recommended to always include the rail station name and the rail logo on signs. Provided the logo is a strong visual mark, it can be beneficial as a quick-reading message on vehicular signs. If utilized, the logo should be consistently applied to both freeway signs and surface road trailblazer signs.

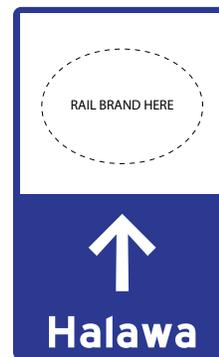
An audit of existing signs, performed in conjunction with this plan, revealed some challenges for the vehicular sign requirement. Signs at the exit for the Keone'ae Station already have the maximum allowed messages per MUTCD. However, there is space on the road side for additional installations. Exits for the Hālawā Station are closer to the urban core where overhead sign structures are required. In most cases, the existing structures are already holding multiple sign panels with the maximum messaging on each panel. Additionally, the "Hālawā" station name is the same as regional identifiers currently displayed on signs, which could cause route destination confusion.



Example freeway signage with rail brand



Typical MUTCD trailblazer sign for Park-Ride facilities



Custom trailblazer sign with rail brand

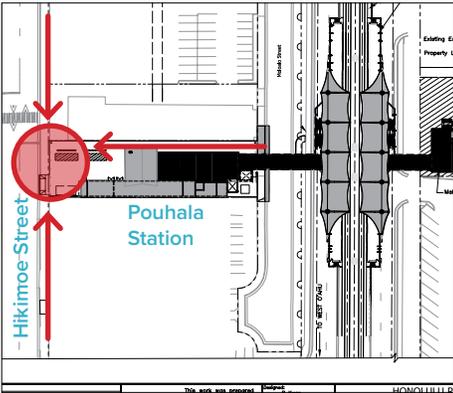


Example of existing highway signage with no space for additional messaging.



Example where "Hālawā" is being used to describe an area, not near the Hālawā rail station.

INFORMATION HUB



Potential Information Hub location shown near the entrance to the Pouhala Station in Waipahu.



Potential Information Hub location shown for Aloha Tower Marketplace. Information Hubs can be beneficial in high profile or high-traffic areas, in addition to rail station locations.

Information Hubs serve multiple functions: they confirm that you have arrived at the right place, let you get oriented to your surroundings, and give you information about available resources. They are different from other sign types in that they provide **multiple types of content** within a single construct. This content can be provided in either static or digital format depending on the location and needs of the information type. Information Hubs can be made up of a single multi-sided sign structure or a series of signs in close proximity to each other. The design can take multiple formats and be sized as needed for each neighborhood.

Information Hubs should be located near rail station entrances / exits and near large landmark destinations. Integrating the hubs into bus shelters can reduce visual and physical clutter in the right-of-way as well as reduce costs through consolidation. Additionally, bus shelters are typically large enough to be noticed from a distance. Once people understand that wayfinding information is regularly available at bus shelters, they become a reassuring sight within the landscape.

Transit information should be given priority over other content types. At rail stations, the Information Hub could provide real-time transit information as a digital component. At a public plaza, where digital would be helpful but is potentially not feasible due to city ordinances, transit information might be limited to providing direction to rail stations. Other types of transit information, depending on specific locations, could include: a rail system map, promotion of a transit app, and directions to bus stops or bike facilities.

The Information Hub should always include a neighborhood map with a clear “You Are Here” indicator and encompass the full TOD district. Incorporating directional information to major destinations (wayfinding landmarks) is a key component to orienting people to their surroundings.

Information Hubs are also a great opportunity to provide neighborhood cultural context. This content varies depending on the location and needs of each neighborhood. It can be static or digital, permanent or changeable. The City should seek to partner with area constituents to develop and manage appropriate content.

Examples of Information Hubs in varying forms, scale, and content types





Directional signs installed on existing street pole



Smaller scale map and directional on an existing street pole

ON-STREET NAVIGATION

Static directional signage assists pedestrians in finding their destinations and connections to transit options. Navigation and orientation should be provided along optimal travel routes such as key streets or complete streets and away from inaccessible routes. In denser urban areas with many destination points and interconnected travel routes, signs could be located mid-block on both sides of the street. In suburban neighborhoods, transit locations and existing infrastructure, such as bus shelters, can be leveraged as places where wayfinding information can be predictably found.

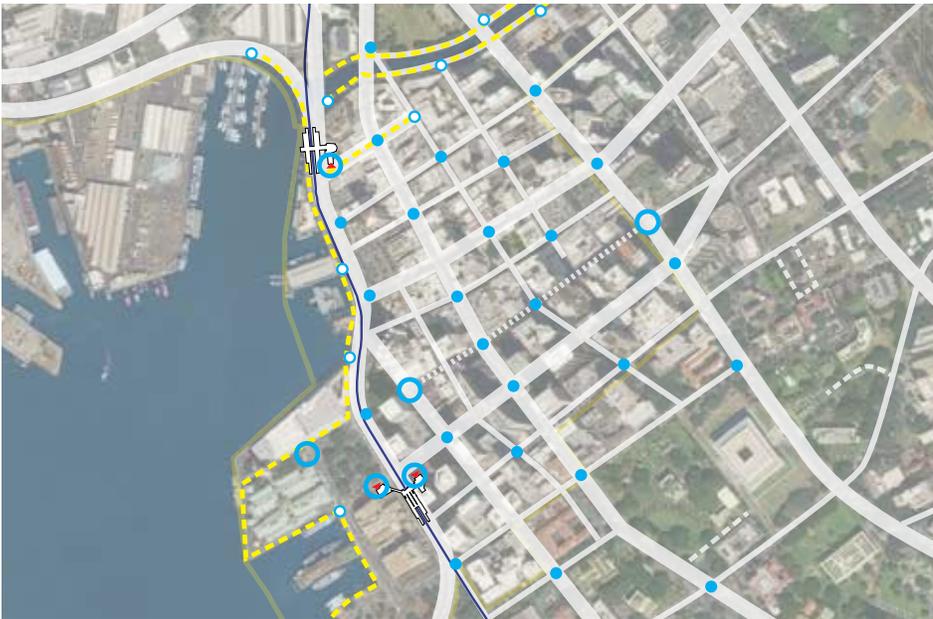
A comprehensive approach to navigation requires a combination of coordinated directional signs and maps. Sign types should be designed to provide each neighborhood with appropriately scaled signage. While scale and form may vary, a consistent use of information hierarchy, information type, color, style, and sign placement will allow the system to maintain uniformity across all TOD Neighborhoods. Existing poles and street infrastructure should be utilized whenever possible, eliminating the need to install new sign posts and foundations, reducing cost and clutter. Incorporating modularity into the design, where panels or parts of panels can be replaced without entire new sign structures, will allow them to be more easily updated and maintained.

Pedestrian directional signs have a limited amount of space and can typically only hold eight to ten destinations before legibility is compromised. Priority should be given to the closest destinations, and anything further away will be the first to be eliminated if space is limited. Walking distances, while useful, are not needed in TOD neighborhoods where the boundaries of the district are only about a 10 minute walk from the rail station. The only destinations that should include walk times are the rail stations and large transit centers. This is especially useful in the dense urban core where stations may be walking distance from each other.

Where possible, orientation maps should be included on street signs to supplement those on the Information Hubs. This will be especially useful in neighborhoods that do not currently have a large number of streets or destinations. Small-scale maps with top-level transit directional information incorporated into a single sign panel identifies the areas as being a part of the TOD Wayfinding System. As the neighborhood grows and more destinations come on board, directional signs can be added.



Larger scale map and directional on a custom sign post



Key

- Orientation Point
- Directional Sign (Present)
- Directional Sign (Future)
- Guideway
- ⊃ Station Footprint
- ▶ Station Entrance

Potential sign locations for a dense urban area, such as around the Chinatown or Downtown Station



Potential sign locations for a suburban neighborhood area, such as around the Pouhala Station

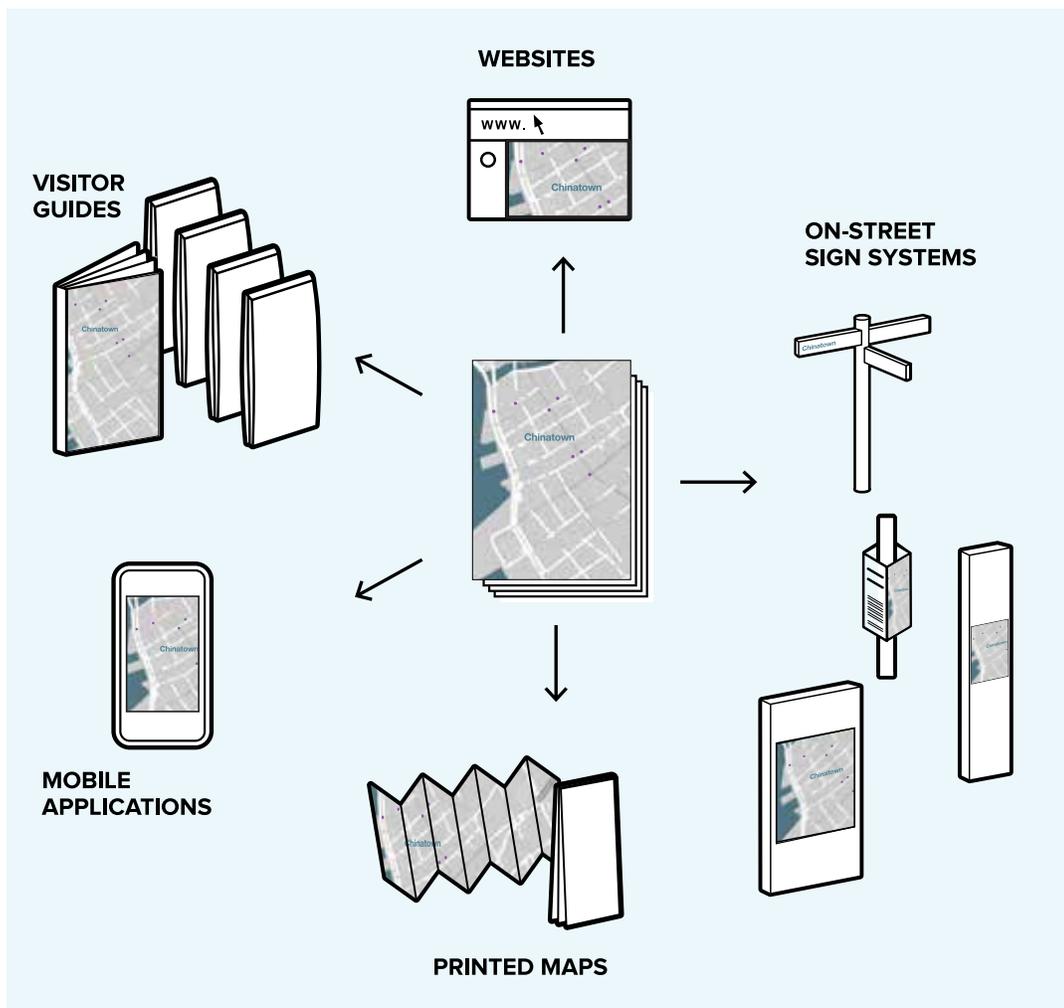
MAPS

The Neighborhood Map is a vital component of the wayfinding system. The base map information can be derived from the City's centralized GIS database. The TOD Wayfinding Design Manual, to be developed after this Master Plan, will dictate the official and correct nomenclature and graphic standards for the way the map is displayed. Additionally, the TOD Criteria for Destination Inclusion should be used to curate and regulate the information that is displayed on the base map.

At a minimum, the neighborhood map should be integrated into the information presented within rail stations and other transit connections. The map seen within the station should match what is seen within the neighborhoods. Other neighborhood partners could request use of the base map and adjust layers to suit their specific needs. The TOD Wayfinding Graphic Standards could regulate the amount of change allowed, thereby maintaining uniformity with TOD wayfinding signs.

The City will need to maintain the map database and graphic standards so that when content is pushed out to various users, continuity of the base map remains from one application to another.

A single TOD Neighborhood Map provides consistent information published across various wayfinding tools and media.





Mapping can have a unique style while still maintaining clear, user-friendly information hierarchy — above are two examples.

Neighborhood Map Best Practices:

- Orientation of maps is “heads-up” with a “You Are Here” indicator
- Define the neighborhood boundary and include a 5-minute walk radius
- Include an overall rail area map to put the Neighborhood Map in context and show connectivity
- Consider including “mauka” and “makai” symbol indicators for general orientation
- A cartographic overhead drawing style is most legible
- Use a defined color palette with a limited range to allow important information to stand out
- Create a consistent label and symbol hierarchy



Dublin, Ireland, has a comprehensive and cohesive pedestrian wayfinding map applied across multiple sign types. From on-street directional signs, to integration with bikeshare stations, to printed maps distributed by the tourism center.

A comprehensive wayfinding system with multiple types of static and digital tools requires consistent nomenclature and information hierarchy across all tools. Unifying these elements is the key to success and increases the effectiveness of the system.

Nomenclature and Hierarchy

Consistency in messaging is as important as consistency in aesthetics for creating a cohesive wayfinding system. Maintaining standards and consistency allows people to quickly learn how the system works and intuitively know where to find directions to destinations or make transit choices. With uniform nomenclature and information hierarchy, people transitioning from one neighborhood to the next, using one or multiple modes of travel, can easily follow the thread of information taking them to their destinations.

NOMENCLATURE

Nomenclature refers to the words and symbols used to describe wayfinding destinations in the system. Regardless of whether you are on transit, on the street, using your mobile phone, or listening to verbal announcements, it is important that the names of neighborhoods and wayfinding destinations are referred to consistently. This allows seamless movement from one point to another.

HART assembled a working group to develop culturally relevant and accurate Hawaiian names for the first nine rail stations. Work is ongoing to develop Hawaiian names for the remaining stations. These names, many of which reference the ahupua'a, are deeply connected to each station area. The Hawaiian names are not meant to replace the currently used neighborhood names, but they should always be used when referring to the rail station itself. By doing so, they become common vernacular, and also tie the station name to major destinations within the neighborhood for wayfinding clarity. Additionally, HART is reviewing the hierarchy of nomenclature on entrance signage to include the Hawaiian name with the common neighborhood name in order to promote familiarity to the station name among transit riders. For example, at the station entrance itself, you would see "Hālawa at Aloha Stadium." An announcement on the rail might say "The next stop is Hālawa Station, exit here for Aloha Stadium and Pearl Harbor Historical Sites." Both of these uses would be correct in their context.

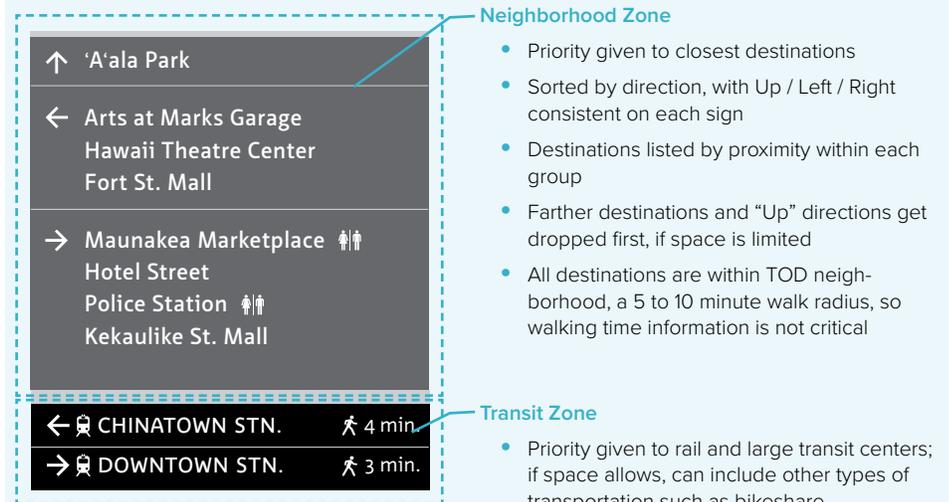
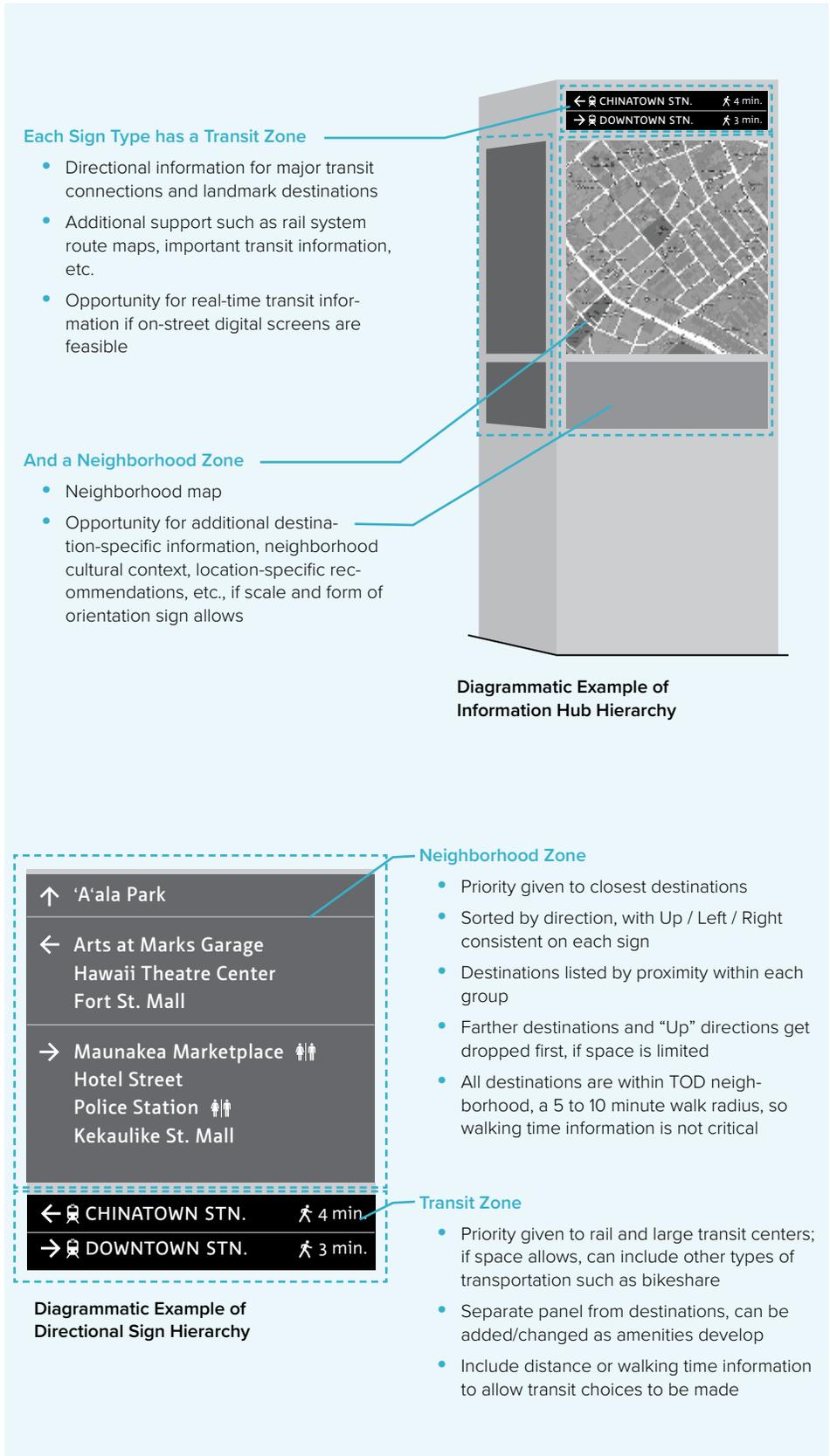
INFORMATION HIERARCHY

A clear hierarchy provides information in a legible manner that is quickly understood. It divides content into predictable places and gives users information when and where they need it. This is true for the graphic design of sign panels as well as the user interface of digital tools.

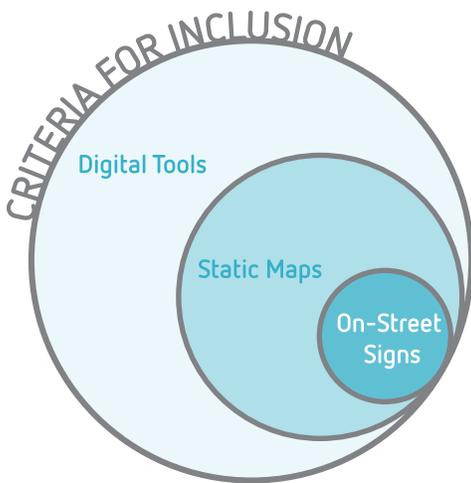
For static signage, simplicity is the best approach to planning the message structure. It is important to not over-complicate the hierarchy with too many categories, colors, or decorative elements. The static sign system for TOD neighborhoods should include two primary types of information: Destination Directions and Multi-modal Connections. Individual sign types may articulate this content differently depending on the scale and form of the sign. However, from a user perspective, both types of content should always be available on any given wayfinding sign. Primary information can be supported by secondary information on larger sign types and/or digital tools, both of which have the capacity to deliver more content.

Recommendations:

- Always include multi-modal connections — prioritize rail, then bus, then bike facilities
- Always include neighborhood destinations — prioritize landmark destinations, then others by proximity



Diagrammatic Example of Directional Sign Hierarchy



Criteria For Destination Inclusion

It is necessary to develop a criteria to be applied system-wide for destination inclusion. Developing criteria based on the constraints of various wayfinding tools allows the sign program to be limited, when needed, and enriched, when possible. Static signage is limited by its scale: a typical overhead post-mounted directional sign can only carry 10–12 lines of information. Static maps can provide more detailed information than directional signs, but destinations that are included should still be curated in order to maintain legibility of information. On the other hand, digital tools can allow for almost limitless amounts of information to be presented.

Essentially, any destination that meets one of the descriptions outlined in the TOD Criteria for Destination Inclusion is eligible to participate in the wayfinding program. The first criterion clears the destination to appear on digital tools. The second and third level criteria apply to some destination categories to limit the amount of content on static sign types, as shown in the graphic to the left.

The criteria are a crucial and transparent framework that allows the system to be managed and maintained, without being driven by political pressures from individual stakeholders. The following draft criteria have been developed in conjunction with members of the City.

GENERAL CRITERIA

The General Criteria are a baseline that must be met by any destinations to be considered part of the wayfinding program. After confirming compliance with the General Criteria, destinations must also meet at least one of the criteria outlined in the TOD Criteria for Destination Inclusion (See Appendix B for a draft). Note, these are initial recommendations from the Design Team.

- **Destinations should be within 1/2 mile of a rail station.** Any destinations outside of the 1/2 mile radius may be considered only if within a 1/4 mile of the TOD neighborhood boundary and within 1/4 mile of an already planned static wayfinding element.
- **Destination must be open to the public year-round.**
- **Destinations must comply with the City's policy on non-discrimination.** The City and County of Honolulu's policy is to provide services, programs and activities to the public without regard to race, color, age, sex, religion, national origin, ancestry, gender identity, gender expression, sexual orientation, disability, or any other classification protected by state or federal law.
- **Destination must provide an ADA accessible entrance.**
- **A destination may use only one (1) primary name or branded name to identify itself on any static or digital wayfinding elements and can only include (1) address as it's point of entry.**

SECTION 4:

DIGITAL REQUIREMENTS

A focus on disseminating real-time information for bus and rail arrivals will increase confidence in the newly expanded transit system, priming the existing bus riders to also become advocates for rail. Real-time information by definition requires digital delivery tools. These tools can take many forms, such as mobile apps for trip planning and fare purchase or real-time displays of transit information in public locations.

Digital System Tools

TOD Wayfinding digital components would ideally be a mix of both digital signage and mobile app components. This ensures seamless movement and availability of information where users need it, in the format that is most helpful for that location. Mobile apps can access information from anywhere and allow for pre-trip planning and confirmation on-route. Installed digital signs can be invaluable for a quick read when trying to make a transit connection or for unplanned trips and also benefit non-smartphone users.

The data source for these digital tools should come from the City's Lōkahi system, which is made readily available to developers through APIs as described in the previous section. Lōkahi stores both internal information as well as metadata from tens of thousands of outside sources. The vast majority of the real-time information comes from federal, state, and local government. Other external transportation providers include Biki, Uber and Lyft. Having this consolidated source of data with an API to access it simplifies the development of digital tools.

MOBILE APPLICATION FEATURES

There are many different types of content that can be delivered by mobile apps to assist urban wayfinding. Maps, real-time transit information, parking availability, bikeshare, community events, interpretive walking tours...the list goes on. For TOD neighborhoods there are three app functions that would be the most useful for meeting TOD goals. In priority order they are:

- Multi-Modal Transportation Access
- Neighborhood Context (Wayfinding Maps / Information for Destinations; Public Service / Community News and Events; Promotion for Local Businesses)
- Marketing via Social Media / Gamification

These features could be realized as individual apps or any combination of two or more features. However, it is important to consider that without the transit component, the app would not be as supportive of the overall TOD concept. It is also important to understand that an overloaded app is less likely to be used. Apps need to be intuitive to use, and this is most easily achieved when it is built for a single purpose.

Multi-Modal Transportation Access

Introducing a new mobile app for transit before opening the rail would ensure current riders are already using and trusting new digital tools. Then, once the rail becomes part of the system, they will be more likely to add rail transit to their journey because they will be confident in having the information required to make transfers and complete multi-modal trips. The most critical functionality for a TOD wayfinding app is Multi-Modal Transportation trip planning with real-time arrival information and incorporated fare payment. This could be accomplished by making improvements to and re-branding the DaBus2 app or adding more functionality to the planned HOLO card app.

The City's current effort for consolidating fare payments for all public transit options through the HOLO card is a perfect catalyst for a robust transit app. A "HOLO card app" is the natural progression and would ideally give users the ability to add money to their card, plan a trip by entering point-to-point information, and get real-time information on transit arrivals. The HOLO card, as a public transit model, includes TheBus, TheHandiVan, and, in the future, rail. Multi-modal movements could be enhanced by including bikeshare and car share as options when displaying point-to-point trip planning results. This would require coordinating bikeshare locations, real-time information on availability of bikes, and real-time information on car share wait times. Because all of this information is already available in a workable format via Lōkahi (or, for Uber and Lyft, publicly online), the coordination between these stakeholders is minimal.

If these improvements are to be made by re-branding and replacing the DaBus2 app, there may be more hurdles to cross. DaBus2 app would need increased functionality for both route planning and fare payment. It would be wise to solicit feedback via an in-app survey to explore the drawbacks of the current app as users see it and make sure this is improved in the new app. This should be done as soon as possible, so as to create as large a loyal user base as possible on the app before the rail information is included.

Regardless of which app becomes the de facto transit app for Honolulu, when the new version of the app is ready to launch, the City should begin promoting it in as many ways as possible: fliers, social media, local events, press. For users who have DaBus 2.0 app already installed, there should be a push notification to alert them about the new app and prompt them to download it. These are the most likely initial users, so making sure they are pushed to the new, improved version will be essential to its success.

Neighborhood Context

There are any number of additional app features that could be beneficial to the TOD Wayfinding system. Wayfinding maps with information for neighborhood destinations, public service messages or community news and events, or promotion for local businesses are all potential app features. These features may not be within the intended scope of the HOLO system and rather more suited to third-party developers. A curated and managed representation of all of this information is possible, as long as third party developers use the City's API to pull content from Lōkahi.

If the City **were** to sponsor a TOD Wayfinding app, it should include neighborhood contextual items that directly support the goals of TOD. Wayfinding maps and destination information on a mobile app would match the on-street installed signage. The mobile map background and content should match the neighborhood wayfinding map that would be installed on-street. The mobile version would have the added benefit of being able to carry much more granular information than static maps or directional signs. For example, there could be a tab for historical information about a particular site based on the user's detected location.

Public service messaging and community event information are typically expected as a city service to the residences of a neighborhood, and therefore natural candidates for a City-sponsored app. Local businesses can easily be included via the app's map capability. However, the app also provides the opportunity for businesses to promote themselves through in-app advertisements, coupons, or proximity based notifications.

Marketing via Social Media / Gamification

Gamification involves applying typical elements of game playing (e.g. point scoring, competition with others, rules of play) to other areas of activity, typically as a marketing technique to encourage engagement with a product or service. In the case of TOD, it could be used to encourage both multi-modal transportation use and the activation of neighborhoods, creating a different set of opportunities for meeting TOD goals.

The opportunities can range from using apps to directly incentivize transit use to encouraging people to patronize local businesses through gamification. For example, The Miles app rewards users for how they travel, no matter which form of transportation they take. This type of model could work for TOD by specifically rewarding people for using the rail to travel between TOD neighborhoods. Creating competition between users could also act as an incentive for choosing particular modes of transportation and serve to highlight sustainability goals. For example, The app could reward users for meeting goals toward reducing their carbon footprints. Each transit ride, choice to use a bike, or steps walked could earn credit toward future rides or discounts at local businesses.

INSTALLED DIGITAL SIGNAGE

Providing digital signs with information about bus, rail, bikeshare, and rideshare in outdoor, public locations is an important part of a robust digital toolkit. Installed digital signage has different functionality and uses depending on whether it is an outdoor or indoor application. As discussed in Section 2, outdoor digital is highly restricted in Honolulu and the specific implementation will need further discussion around potential modifications to the City's sign code. ***Any recommendations for outdoor digital signage included in the TOD Wayfinding Master Plan are for discussion purposes only.***

Outdoor Transit Hubs

Readily visible real-time arrival information at transit locations could be as simple as an LED display strip at bus stops— a very basic solution found in many cities. Bus Transit Centers which have large numbers of routes might need a more screen-based solution such as the one currently at Kalihi Transit Center, but improvements to legibility are required. Screens such as these benefit all riders, especially those without smart phones. It also increases confidence and eases transit use for people who may not be regular transit riders.

At rail stations, where there may be opportunities for outdoor digital signs that can be positioned away from vehicular sight lines, a more feature-rich solution could be considered. These are the places at which the information is most useful — when people are making decisions about what to do next. Digital signs could provide real-time arrival information for the rail as well as nearby bus routes, walking time / bike availability of the nearest bike stops, and neighborhood alerts or event notices. Including these at rail stations could increase the ease of multi-modal trips, which will be especially important in the early phase of the rail and as the bus system is reorganized.

In order to install these screens, the City should select a third-party provider of both hardware and software. It is unlikely that the best hardware option will also provide the best software option, so it will likely have to be two separate providers. A simple setup that is durable is required — for example, screens surrounded by some amount of plastic casing so they cannot be vandalized. The software should be capable of providing real-time information from multiple feeds (the City’s for public transit and others for bikeshare, rideshare etc.) and be easily updated to include rail options in the future. It should also provide enough design flexibility to allow the user interface to be coordinated with the static wayfinding system.

Typical costs for outdoor hardware have a broad range. Fully functioning outdoor digital kiosks can run anywhere from \$50k-\$100k to cover weather-proofing and installation for both power and data. The software to provide a multi-modal mobility solution is generally on a per month / per location basis and would have a similarly varying range depending on the functionality.

POTENTIAL LOCATIONS FOR DIGITAL SIGNAGE WITHIN BUILDINGS

Kroc Community Center
 Longs Drugs near Hō’ae’ae Station
 Select High-Traffic Retail at Pouhala Station
 Leeward Community College near Hālaulani Station
 Regal Cinemas, Home Depot, Walmart near Waiawa Station
 Pearl Harbor Historic Sites Visitor Center
 Navy Marine Golf Course & Hickham Memorial Theatre
 Throughout Ala Moana Center
 The student center at University of Hawai’i at West O’ahu
 Whole Foods Market Queen at Kaka’ako
 Hawai’i Convention Center
 IBM Building

Indoor Private Buildings

Adding digital signage inside of key buildings is essential for several reasons. One, it services non-smartphone users, of which there are still many, who cannot access a digital app. Two, it serves as a reminder for those who do have smartphones but may not yet have downloaded the app. Three, it turns information about transportation into a constant, adding to the possibility of behavior change for users who have considered using transit but have not yet taken that step. The more people become familiar with the presence of this information and the options available, the more likely they are to try something new.

Having digital signage in buildings engages developers and property owners of commercial and multifamily real estate. These partnerships provide a mutually beneficial opportunity by promoting rail ridership and neighborhood exploration. Digital signage in buildings gives owners and operators of property the opportunity to be a part of the destinations in the TOD system, makes their properties main information hubs particularly dedicated to the transit information that their occupants or visitors can use, and allows people to perceive access to their property as multi-functional.

Theoretically, the signage gives them a way to create deeper engagement between people and the property. This buy-in is essential to reaching larger numbers of potential riders, and will also provide for a situation in which digital signage outside of buildings is not allowed due to the current sign code. The content should be reflective of the overall wayfinding principles, which in this case includes: as much nearby real-time mobility information as makes sense for each location, nearby destinations as determined by TOD Criteria for Destination Inclusion, a messaging section for alerts or possible advertisements, and routine information such as time and weather.

The City of Seattle entered into a similar type of public-private partnership to include real-time transportation information in various buildings throughout the downtown area. In this particular model, the City paid for the setup and first year of maintenance of the displays, and the properties were then responsible for any ongoing subscription and maintenance fees past the first year. The buildings selected were a mix of commercial, residential, and retail. The project was part of the City’s overall goal of reducing single-occupancy vehicle trips in the downtown core, which was successful.

Indoor transit signs are most useful at locations such as Ala Moana Center and UH West O‘ahu, both of which have large numbers of people traveling throughout. For places such as campuses that may be large enough to have their own shuttle system, it would be optimal for them to include real-time tracking for the shuttles into the transportation display. Utilizing the TDM code to require indoor transportation information displays may be the best way to implement this tool. Indoor signs have fewer logistical considerations making them more affordable and easier for building owners and developers to get up and running.

Typical costs for 45”–60” televisions run about \$500, and similar to outdoor, there would be monthly costs per location. These costs could be funded by the building developers themselves, but they could also choose to shop out space on the screens to advertisers.

SECTION 5:

IMPLEMENTATION GUIDELINES

The foundation for a successful implementation is built on these core ideas:

Strategic Scaled Roll-Outs

Users of the system need to be confident in the information, especially when following directional signs. Ensure users do not experience a drop-off of information within a journey by implementing the wayfinding system in complete paths from arrival to destination. This can be strategically scaled to fit within available funding.

Dedicated Wayfinding Coordinator

As the system grows, information needs will evolve beyond those identified in this report. The City can ensure future success and consistency in design and messaging by assigning dedicated wayfinding staff within various City agencies.

Commitment to Management and Maintenance

A well maintained system is more likely to be utilized, as it becomes the trusted source of information. The City must plan beyond funding for implementation and consider the means and methods for system upkeep.

Strategic Roll-out

The roll-out of any single tool can only be successful if it creates a complete path of travel

The success of the TOD Wayfinding program will rely on implementing a complete system of tools that will be effective regardless of how large or small of a geographic area it covers. In an ideal scenario, all of the rail stations would open at once and all of the tools would roll-out simultaneously in support of that event. However, this is not practical given the reality of constructing the rail project in phases, the timing and ownership of new development projects, and numerous coordination requirements with outside agencies and private land owners.

Instead, a phased approach is recommended that allows quick implementation of wayfinding tools that will have immediate impact on the transit user experience, followed by more supportive wayfinding information connecting riders to the neighborhoods. It is critical that any individual roll-out is orchestrated to be a complete system within itself so that users do not experience a drop-off of information. There is nothing worse than following a sign, only to lose the thread of information before reaching your destination.

It is not recommended for the City to depend on individual developer projects to implement wayfinding as one or two signs at a time. It will be necessary and critical for the City to spearhead the effort of rolling out select tools in one implementation run, very close to the time that the first rail stations open. This will create an overall skeleton network of essential sign locations that become familiar and expected within each neighborhood. Future property developers can then be required to expand wayfinding in their projects and be required to connect into a system that is already proven and relied upon. The City can also evaluate individual Capital Projects for opportunities to include more wayfinding signs.

When street improvement projects are undertaken by the City, it is important to evaluate the project area and consider expanding project boundaries in the interest of installing more wayfinding. In the example below, the required infrastructure project is a single block project area that doesn't require wayfinding. Including a specific Wayfinding Project Area that extends 1-2 blocks past the improvement area allows useful wayfinding signs to be included in the Capital Project.



EXAMPLE IMPLEMENTATION PILOT PROJECTS																							
<ul style="list-style-type: none"> ● First Roll-Out with First Station Opening ● Pre-Rail Roll-Out with Update at Station Opening ▲ First Roll-Out Pending Coordination with Other Agencies 	STATION GROUP 1									STATION GROUP 2													
	Kualakapi (East Kapolei)	Keone'ae (UH West O'ahu)	Honouliuli (Ho'opili)	Hō'ae'ae (West Loch)	Pouhala (Maipahu)	(Leeward CC)	Hālaniani	Waiawa (Pearl Highlands)	Kalaiao (Pearlridge)	Haliwa (Aloha Stadium)	Pearl Harbor Naval Base	HNL Airport	Lagoon Drive	Middle Street	Kalihi	Kāpalama	Wilei	Chinatown	Downtown	Civic Center	Kaka'ako	Ala Moana Center	
Information Hub																							
Freestanding (At Station)	●	●	●	●	●	●	●	●	●														
Transit Adjacent																							
Navigation and Exploration																							
On-Street Directional and Orientation near/into Station	●	●			●			●	●														
On-Street Directional and Orientation throughout Neighborhood																	●	●	●	●	●	●	●
Vehicular Direction																							
Highway Signage	▲	▲					▲		▲														
Surface Road Trailblazers	●▲	●▲		●▲	●▲		●▲	●▲	●▲														
Digital Tools																							
Real-Time Transit App	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Transit Website																							
In-Building Digital Screens																							
Real-time Transit Integrated with On-Street Signs																							
Gamification / App Incentives																							

One possible approach for the initial roll-out could include a real-time transit app, information hubs at each rail station, and on-street navigation in destination-rich neighborhoods that connect to the Chinatown Pilot.

The chart above illustrates one possible approach to an initial roll-out. In this example, implementation efforts would include items that are critical to the information needs of rail users for the first stations that come on-line from East Kapolei to Aloha Stadium. To fit within realistic procurement processes and achievable budgets, this would be limited to static signage for Information Hubs at each station and vehicular trailblazing to Park & Ride / Kiss & Ride facilities.

The initial roll-out could also include neighborhood wayfinding signs in the urban core, from Chinatown to Ala Moana Center, where there is already established pedestrian pathways, a high concentration of destinations, and high foot traffic from both residents and tourists. While the rail is still several years away from opening in these neighborhoods, the roll-out would support other transportation modes and serve as proof-of-concept for additional sign types. It would also begin to form the network of pedestrian signs to be later updated with rail information.

The incorporation of real-time digital information through apps or installed digital signs is highly recommended, though requires more agency coordination and funding. At a minimum, the recommendations for improving TheBus app and providing connecting route information between TheBus and rail should be considered. Some such improvements could be initiated even before the first stations are on-line.

EXAMPLE IMPLEMENTATION PILOT PROJECTS — AGENCY COORDINATION**HIGHWAY SIGNAGE**

Wayfinding Tools	Coordination Tasks	Responsible Agencies
Vehicular Direction <ul style="list-style-type: none"> Highway Signage for Park & Ride Facilities Trailblazer Signage (State Roads) for Park & Ride and Kiss & Ride Facilities 	<ul style="list-style-type: none"> Coordination of existing Highway Signage to be revised / altered Coordination of locations and messaging of new Highway Signage to be added Coordination of locations and messaging of State Road Trailblazers Management/maintenance of signs on State Roads and Highways 	<ul style="list-style-type: none"> Department of Transportation Services (DTS) Hawai'i State Department of Transportation (HDOT) Department of Planning and Permitting (DPP) Honolulu Authority for Rapid Transportation (HART)

STATIC SIGNAGE

Wayfinding Tools	Coordination Tasks	Responsible Agencies
Static Signage at Rail Stations (Opening 2021) <ul style="list-style-type: none"> Information Hubs On-Street Directionals and/or Orientation Near/Into Transit Stations Trailblazer Signage (City Streets) for Park & Ride and Kiss & Ride Facilities Static Signage in Pilot Neighborhoods <ul style="list-style-type: none"> On-Street Directionals and/or Orientation throughout Neighborhood 	<ul style="list-style-type: none"> RFP for Sign Fabrication / Contracting of Fabrication Sign Fabrication Project Management Public Road ROW / Easement Verification and Relief Private Land/Developer Coordination Management / Maintenance and update requests for signage, once installed Coordination of locations and messaging of City Street Trailblazers 	<ul style="list-style-type: none"> Department of Transportation Services (DTS) Department of Planning and Permitting (DPP) Honolulu Authority for Rapid Transportation (HART) Hawai'i Community Development Association (HCDA) Department of Facility Maintenance (DFM)

MOBILE APPLICATION (If city-sponsored effort is considered)

Wayfinding Tools	Coordination Tasks	Responsible Agencies
Digital Tools <ul style="list-style-type: none"> Real-Time Transit App Transit Website 	<ul style="list-style-type: none"> App / Website Development Project Management Coordination of HOLO Card and Smartphone fare payment Management / Maintenance of Transit App/Website Coordination of various maps for App usage 	<ul style="list-style-type: none"> Department of Information Technology (DIT) Department of Planning and Permitting (DPP) Honolulu Authority for Rapid Transportation (HART) Department of Transportation Services (DTS) Climate Change, Sustainability, and Resiliency (CCSR)

The above table outlines coordination requirements related to implementing the suggested tools.

Beyond this initial roll-out, wayfinding tools need to be considered as each future TOD project is initiated. The project site plans would need to be reviewed for potential connection into the existing network of wayfinding signs. If such signs are possible, then they could become a requirement of that project's scope. If the project is being funded by a private developer, the signs could be required through the TOD Special District design requirements.

Wayfinding Project Management

Implementing a city-wide signage project that crosses over multiple neighborhoods, jurisdictions, and property lines is a massive undertaking. The process can be facilitated by having a dedicated wayfinding staff within the City that would have jurisdiction over all wayfinding signs deployed within TOD neighborhoods. This group would act as the liaison between City Departments and any entity that is seeking to implement wayfinding signs. They would control the approvals process for any new wayfinding signs and be responsible for ensuring conformance by all parties to the TOD Neighborhood Wayfinding Standards as well as City sign installation standards. Ideally, personnel making up this group would have experience working with DPP, DIT, and DTS and would hold job titles such as Design Director, Project Manager, and Digital Technology Developer.

The wayfinding staff's responsibilities could include:

For efforts other than those initiated by private developer projects

- Identify potential wayfinding implementation areas and potential funding sources
- Assemble and release construction RFP for such projects utilizing Wayfinding Master Plan recommendations and sign types
- Project Management through implementation effort

For projects initiated by third parties / private developers

- Review and Approve wayfinding sign plans submitted as part of the requirements of the TOD Special District
- Approve language / nomenclature for use on all signage, both static and digital
- Approve the use of (or modifications to) any Wayfinding Master Plan recommendations and sign types
- Facilitate DPP TRB review of wayfinding location plans and installation details when requests for signs are within the City ROW

For on-going efforts / maintenance of the system

- Manage / Update the Destination List for each Neighborhood
- Manage / Update the Neighborhood Master Map Artwork
- Provide artwork files and guidance to third-parties that request use of Standard Neighborhood Map
- Coordinate with DFM for maintenance of installed physical signs
- Coordinate with DTS for maintenance of wayfinding information distributed through City's API

Funding and System Maintenance

EXAMPLE SIGN TYPES— MANAGEMENT AND MAINTENANCE

BUDGET PROJECTION *		ANNUAL MAINTENANCE REQUIREMENTS **		
TYPICAL SIGN TYPE	INITIAL COST PER UNIT	FIRST 5 YEARS	YEARS 5–10	AFTER 10 YEARS
Post and Panel Signs	\$4000–\$6500	Annual Cleaning and repairs for vandalism (stickers and graffiti), paint touch-ups for general wear and tear, inspect welds and tighten fasteners.	Possible fading from sun exposure. Replacement signs may be needed. Quantity of repairs increases if not previously inspected and maintained.	Visible fading from sun exposure. Replacement signs required. Quantity of repairs increases if not previously inspected and maintained.
Signs Utilizing Existing Poles	\$1000–\$3500			
Pylons with Static and Digital Faces	\$20,000–\$50,000			
Pylons with Static Faces Only	\$5000–\$15,000			

* Figures are based on typical costs for pedestrian wayfinding programs and has not been weighted for on-island vs off-island fabrication.

** Based upon typical painted aluminum and vinyl signage. Actual maintenance requirements may vary based upon final fabrication methods.

Any initial roll-out will need to consider funding for fabrication and installation as well as for on-going management and maintenance. Further conversations are needed with the City and stakeholders to determine a feasible approach. The implementation strategy requires input and buy-in from the ultimate owner and manager of the system, whether this is an existing City department or a new department established to manage wayfinding roll-out and maintenance.

A wayfinding program is only as successful as the City's ability to maintain it. Old or damaged signs, graffiti, stickers, and other common issues can cause people to mistrust the information they are seeing. In order to ensure that the system is well maintained, a budget for annual cleaning and repairs should be established. A benchmark of 10%-15% of the initial program cost should be allocated annually for maintenance of static signs.

Maintenance could be structured as a shared cost between the City and stakeholders. Contributions to a maintenance fund from the various destinations could be a requirements for inclusion in the wayfinding program. This can be based on the quantity of appearances on signs, be equally distributed across all destinations regardless of quantity of appearances, or be a sliding scale based on a predetermined tiering system. The level of maintenance required by the design and materials of the signs will determine if the City should assign it to an internal department or if an outside contractor is required.

Some locations or sign types may be candidates for sponsorship, as discussed in Section 2 Coordination Considerations.

SECTION 6:

THE RIDER JOURNEY

The Wayfinding Master Plan takes into consideration the evolving nature of information requirements as the rail stations come on-line and streets are transformed. The following rider journeys imagine this evolution in three distinct stages:



Pre-Rail Journey

Simple improvements to real-time transit information for the TheBus can set the stage for eventual addition of real-time rail information.



Early-Build Journey

Real-time transit information makes bus to rail connections seamless and riders are supported by on-street wayfinding information.



Full-Build Journey

All of the stations are open, wayfinding is fully implemented, and information is readily available making people more inclined to explore neighborhoods.

Pre-Rail Journey: Carlton Takes TheBus

Carlton lives in 'Ewa and is visiting friends in Pearl City.

He has used the DaBus 2app in the past, but he has heard that it has been replaced a new app called **"Multi-modal HNL"** and includes mobile ticketing. He downloads the app to add money to his HOLO card and find out when the next bus to Pearl City is arriving. He was impressed with how easy the new app made it to be on his way.

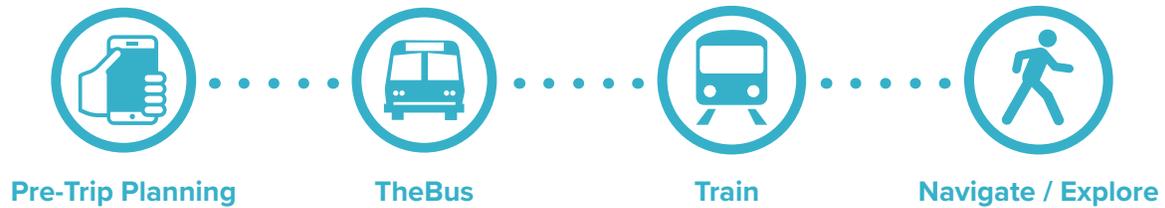
On his way home, he's able to use the app to locate the nearest bus stop for his route and check the bus time table.



Early-Build Journey: Makana Goes to the Movies

The rail is partially open and running from Kualaka'i to Hālawā.

Makana lives in Village Park, an area just mauka of Waipahu. He is meeting his friends at Pearlridge Center in 'Aiea for a movie.





Early-Build Journey: Makana Goes to the Movies



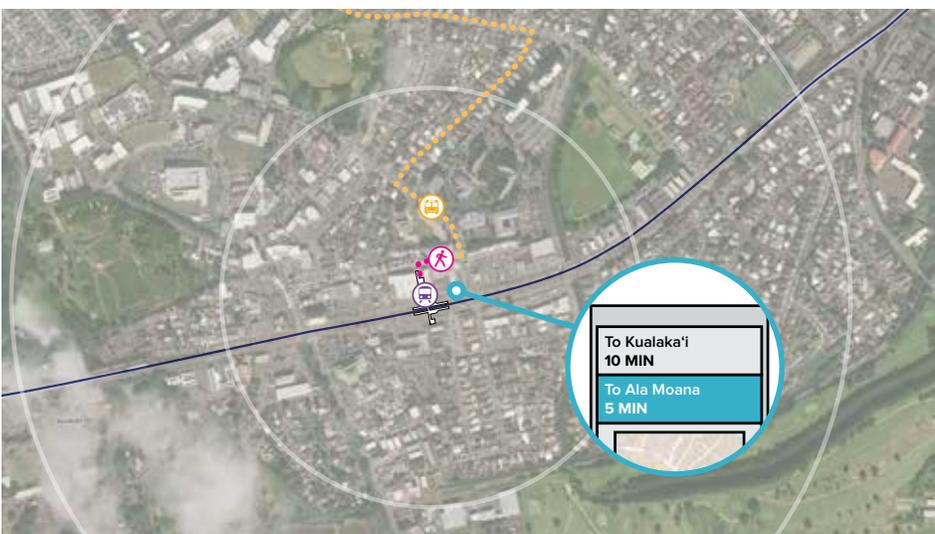
Makana uses the **“Multi-modal HNL”** app on his phone to find the quickest route. He sees he needs to take the bus from Village Park to Hikimoe Street and then get on the train at Pouhala Station.



Makana takes the 434 bus and arrives at Hikimoe Street Transit Center.

As he exits, he notices a **post-mounted sign** pointing him in the direction of Pouhala Station.

He heads towards the train station.

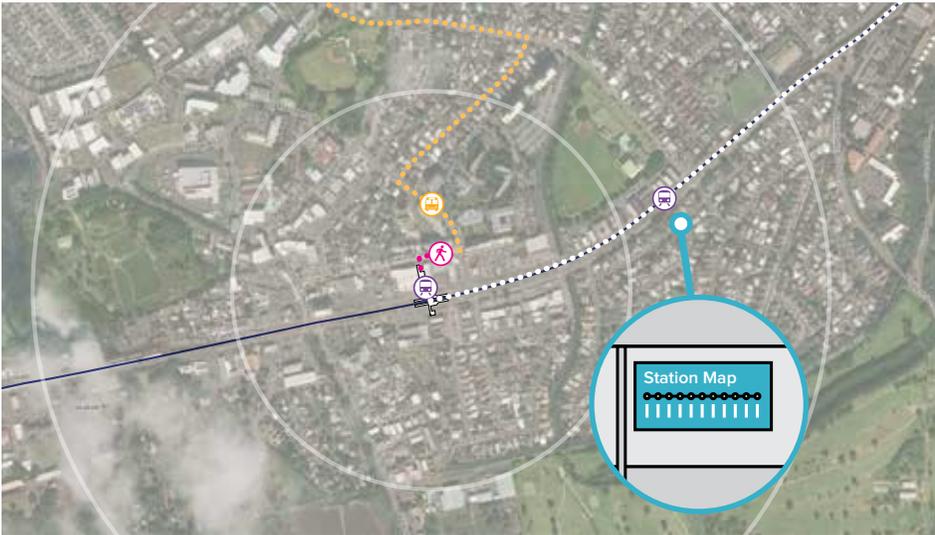


When he arrives at the station entrance, a **digital display** confirms the next Ala Moana-bound train is arriving in 2 minutes.

Perfect timing! He boards the train and makes his way to Kalauao Station.



Early-Build Journey: Makana Goes to the Movies



While on the train, Makana sees a **route map** for the train.

Kalauao is only three stops away.

Oh! And the train goes to Hālawā, too! He'll remember that for the next UH game he attends.

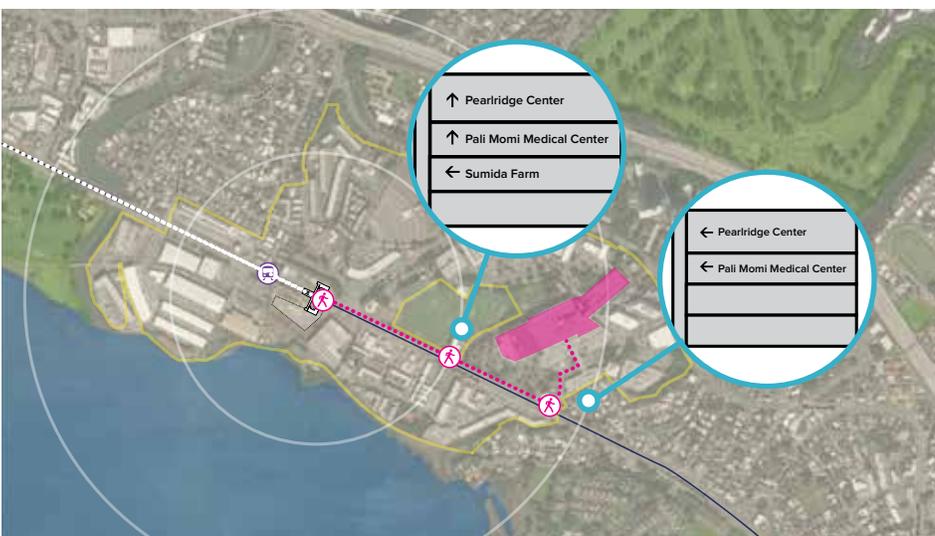


Makana arrives at Kalauao Station.

His friends said to meet him on the Pali Momi Medical Center side of Pearlridge Center. Upon exiting the station, Makana sees an **information hub** with directional signs and a **neighborhood map**.

The directional signs indicate Pearlridge Center is to the left and Pali Momi is ahead on Kamehameha Highway.

Using the map, he's able to understand that Pearlridge is very large and get his bearings.



Along the way, **additional signs** reassure him that he is traveling in the right direction.

Makana finds the entrance to Pearlridge Center and meets his friends in time for the movie!



Early-Build Journey: Makana Goes to the Movies



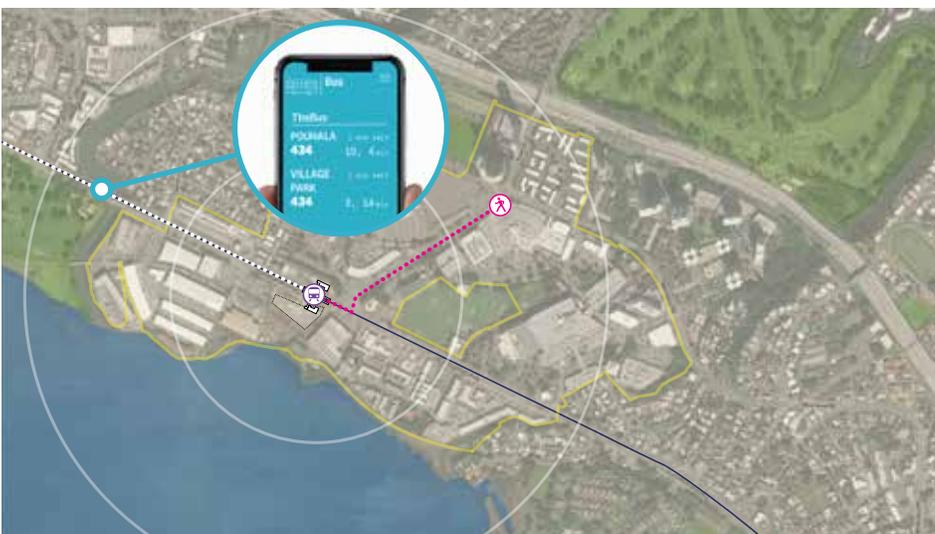
After the movie, Makana and his friends are walking around the mall.

He sees a **digital screen** that shows the train is running on an 11-minute schedule, so they can shop in the mall for a bit without worrying.



They end up exiting from a different side of Pearlridge Center, along Kaonohi Street.

He sees a familiar **orientation map** at the corner with directional information guiding him back to Kalauao Station.



While riding the train back to Pouhala Station, Makana again uses the “**Multi-modal HNL**” app to see how long of a wait he will have to catch the 434 back to Village Park.

Only about 5 minutes! Not bad.

Full-Build Journey: Lyndsay Arrives on a Cruise

The rail is fully open and running from Kualaka'i to Ala Moana.

Lyndsay is visiting Honolulu for the first time on a cruise. She's very excited to visit the Pearl Harbor Historic sites as one of the main excursions during her time on the island.





Full-Build Journey: Lyndsay Arrives on a Cruise



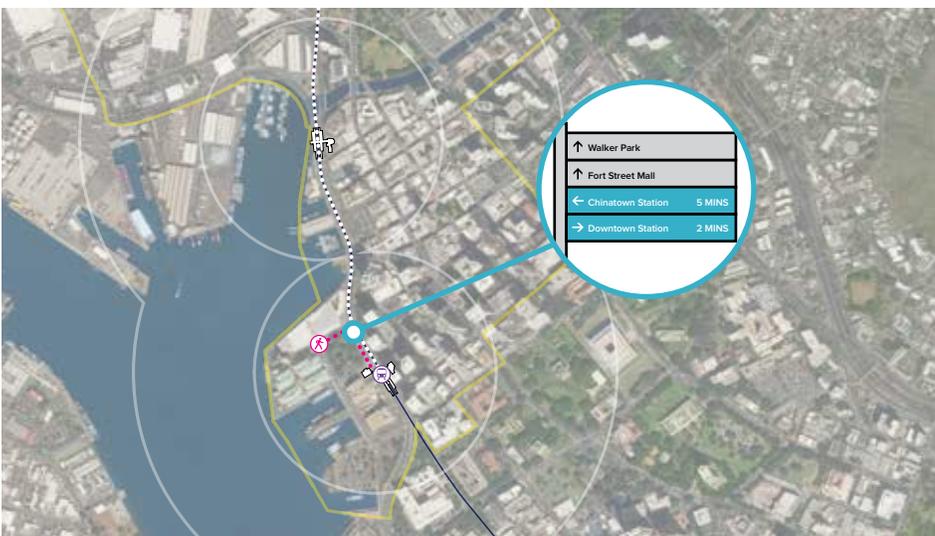
Lyndsay arrives on a cruise ship into Honolulu's Pier 11, next to the historic Aloha Tower.

She knows she wants to visit the Arizona Memorial.



As she exits the cruise terminal, she sees an **information hub** with a neighborhood map and information about local sites and the rail system map.

It looks like she can take the train to Pearl Harbor instead of a taxi!



She heads toward Ala Moana Boulevard and sees a **directional sign** pointing left for Chinatown Station and right for Downtown Station.

She heads toward the Downtown Station.



Full-Build Journey: Lyndsay Arrives on a Cruise



At the station, she consults the **train route map**. Hālawā Station accesses the Pearl Harbor Visitor Center, NOT Pearl Harbor Naval Base Station.

Good thing she checked!



Exiting the train at Hālawā, she easily spots familiar looking **wayfinding signs** and makes her way to the Pearl Harbor Historic Sites Visitor Center.



After her visit, she makes her way back to the train station.

Looking up at the **route map** on the train, she remembers that the Chinatown Station was also close to the Cruise Terminal and decides to get off a stop early to explore Chinatown.

CONCLUDING THOUGHTS

This document has sought to outline a recommended approach to creating a comprehensive strategy for TOD Wayfinding. There will be additional and ongoing discussions needed with TOD Honolulu and its stakeholders to further solidify the implementation process. The Design Team's next tasks will be to begin designing the various system components and determining the ideal pilot projects for implementation. Ideally, when the rail system opens, clear wayfinding will provide a seamless transition for current transit users to integrate rail travel into their daily commute. As TOD neighborhoods develop, this wayfinding system will continue to provide the information people need to find their way to and throughout the TOD neighborhoods.

Suggested Vehicular Sign Locations for First Phase of Rail Openings

The intent of this Master Plan is not to dictate any specific sign locations. Rather, the City seeks to coordinate with HDOT to achieve continuity in messaging from highways and surface streets to the rail stations.



KEONE'AE STATION FROM H-1

- Add Supplemental Guide Signs for Park & Ride at Exit 3 on H-1 in both directions with Rail logo and Rail Station Name.
- Include Trailblazers on Kualaka'i Parkway to complete the journey.



KUALAKA'I STATION

- Motorists from H-1 Exit 3 would arrive at Keone'ae first, therefore direction to Kualaka'i from H-1 is not required.
- Instead, trailblaze along surface roads from the west and south to support surrounding local traffic. Include signs starting 3 miles away from the station, occurring every 1/2 mile and at decision points



HŌ'AE'AE AND POUHALA STATIONS

- Trailblaze along surface roads that are major vehicular connectors between neighborhoods.
- Include signs starting 3 miles away from the station, occurring every 1/2 mile and at decision points



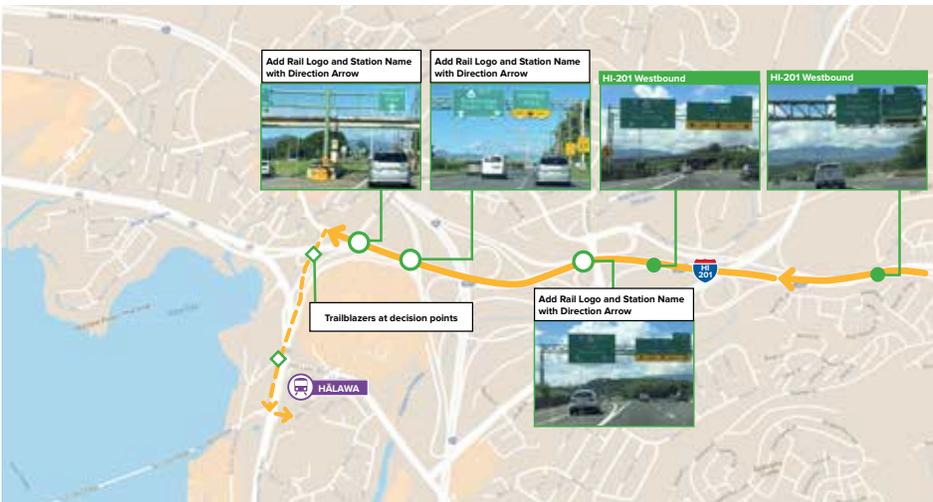
WAIAWA STATION

- New ramp from H-2 will exit directly into the station garage. Rail logo, station name, and Park & Ride message should be included on Advance Guide and Exit Direction signs for this new exit
- Utilize trailblazer signs on Kamehameha Highway west bound for access to Kiss & Ride and add rail information at intersection sign assembly. Include signs starting 3 miles away from the station, occurring every 1/2 mile



HĀLAWA STATION FROM HI 201 WESTBOUND

- This route follows current stadium routing
- On HI 201 Westbound, Rail logo, station name, and Park & Ride message should be included on Supplemental Guide Signs for Exit 1E
- Trailblaze along Uline Extension, Kahuapa'ani Street and Salt Lake Boulevard



HĀLAWA STATION FROM HI 201 WESTBOUND (ALT)

- This route is more direct than following stadium routing, but existing “Hālawā” verbiage on signs may be confusing
- On HI-78/HI-201 westbound add Supplemental Guide Signs for Park & Ride with Rail logo and Rail Station Name
- Trailblaze on Moanalua Road and Aiea Access Road to complete the journey from Kamehameha Hwy.



HĀLAWA STATION FROM H-3

- This route has existing “Hālawā” verbiage on signs that may be confusing
- On H-3, add the rail station name and indicate access to Park & Ride at Exit 1C and continue with trailblazers on the exit extension, Kahuapa’ani Street and Salt Lake Boulevard



HĀLAWA FROM H-1 WESTBOUND

- On H-1 Westbound, Rail logo, station name, and Park & Ride message should be included on Advance Guide and Supplemental Guide Signs for Exit 13A (merge onto HI-78W/I-H-201W)
- Trailblaze on Moanalua Road and Aiea Access Road to complete the journey from Kamehameha Hwy.

APPENDIX B:

Draft Criteria for Destination Inclusion

The criteria are a crucial and transparent framework that allows the system to be managed and maintained, without being driven by political pressures from individual stakeholders. The following draft criteria have been developed in conjunction with members of the City and will need to be finalized prior to the first implementation roll-out.

COMMERCIAL / RETAIL	NOTES
<p>Commerce/Business Park: An area at least ___ acres in size that incorporates a group of office or commercial facilities. The site should be identified by a unique place name and have boundaries or entrances marked by identification signage bearing such name.</p> <p>For inclusion on Static Maps: The commerce/business park must offer at least _____ food or retail amenities within its boundaries, be open 6 days a week and marketed for use by local residents.</p> <p>For inclusion on Static Directional Signs: The commerce/business park must offer at least _____ food or retail amenities within its boundaries open 6 days a week and marketed for use by local residents.</p>	<p><i>Consider Deleting this entirely</i></p>
<p>Farmers' Market: A stationary retail sales establishment operated by one or more farmers for the purpose of selling farm and food products directly to consumers.</p> <p>For inclusion on Static Maps: Farmers' markets shall be open at least 2 days per week throughout the harvest season or year.</p> <p>For inclusion on Static Directional Signs: Farmers' markets shall be open at least 5 days per week throughout the harvest season or year.</p>	
<p>Food Hall: A mix of local artisan restaurants, butcher shops, or other food-related establishments operating under one overarching place-name.</p> <p>For inclusion on Static Maps: Food Halls must have at least 5 food-related offerings and be open at least 5 days a week.</p> <p>For inclusion on Static Directional Signs: Food Halls must have at least 10 food-related offerings, be open at least 5 days a week, and provide seating for at least 150 people.</p>	
<p>Pedestrian Mall: A publicly owned street without general vehicular traffic that provides access to adjacent businesses and identified by a moniker familiar to the residents of the community.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Shopping Plaza or Mall: A group of 10 or more retail or dining establishments operating under one overarching place-name and with a shared resource such as a building, pedestrian walk or parking lot. .</p> <p>For inclusion on Static Maps: Shopping Plazas or Malls must have more than 12 retail or dining establishments.</p> <p>For inclusion on Static Directional Signs: Shopping Plazas or Malls must have more than 50 retail or dining establishments OR be designated as a Wayfinding Landmark by local officials.</p>	
<p>Specialty Shopping: A group of 10 or more specialty shops (antique, craft, outlet, farmers' market, etc.) or retail stores concentrated within a single street, intersection, or building.</p> <p>For inclusion on Static Maps: Specialty shops must offer goods or services of unique interest to visitors, and which derives the major portion of its income during the normal business season (defined by local officials) from visitors that do not reside in the immediate area.</p> <p>For inclusion on Static Directional Signs: A group of 10 or more specialty shops (antique, craft, outlet, farmers' market, etc.) or retail stores. Specialty shops must offer goods or services of unique interest to visitors, and which derives the major portion of its income from visitors that do not reside in the immediate area. The goods or services shall be readily available to visitors without the need for scheduling appointments or return trips.</p>	

COMMUNITY	NOTES
<p>College or University: An educational institution that is nationally accredited and grants degrees.</p> <p>For inclusion on Static Maps: A college or university must have enrollment of more than 2,500 students on an annual basis.*</p> <p>For inclusion on Static Directional Signs: A college or university must have enrollment of more than 2,500 students on an annual basis.*</p>	<p><i>Hawai'i Tokai International College enrollment of 3,000 in 2018.</i></p>
<p>School: Primary or secondary educational institution funded and operated by the state with no tuitions or fees paid by attendees.</p> <p>For inclusion on Static Maps: A School that has a publicly accessible recreational component with seating for public events, such as a ball field, football field, or auditorium/theater.</p> <p>For inclusion on Static Directional Signs: Schools will not be permitted on Static Directional Signs.</p>	
<p>Community Center: A building or establishment that is owned and operated by a 501c non-profit organization, where people from surrounding neighborhoods meet for social, educational, or recreational activities.</p> <p>For inclusion on Static Maps: A community center must be at least ____ sq. ft.</p> <p>For inclusion on Static Directional Signs: A community center must be at least ____ sq. ft.</p>	
<p>Religious Institution: Only 501c non-profit facilities that provide non-denominational social services to the local community such as food drives, ongoing donation collection, or recreational activities will qualify for inclusion in this wayfinding system. Community services must be provided on a regular basis, at least ____ times a month.</p> <p>For inclusion on Static Maps: A religious institution meeting all of the above AND designated as a Wayfinding Landmark by local officials.</p> <p>For inclusion on Static Directional Signs: A religious institution meeting all of the above AND designated as a Wayfinding Landmark by local officials.</p>	
CIVIC	NOTES
<p>Courthouses/Government Buildings: A public building, structure, or complex used by a Federal, County, State or municipal government for the purpose of convening official legal / government activities.</p> <p>For inclusion on Static Maps: A government building / courthouse must open to and provide services to the general public (i.e., small claims court, family court, licensing, etc.).</p> <p>For inclusion on Static Directional Signs: A government building / courthouse must provide services to the general public (i.e., small claims court, family court, licensing, etc.) and receive at least ____ visitors per week.</p>	
<p>Public Library: A repository for literary and artistic materials such as books, periodicals, newspapers, recordings, films, and electronic media, systematically arranged for use and reference by the public. A Library must be part of the Hawai'i State Public Library System.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Military Base: A facility operated by the State or Federal government for training or support of military troops that has access to the public through a designated visitor gate.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	

<p>Post Office: A United States Postal Service facility that provides on-site services with retail hours at least 5 days a week.</p> <p>For inclusion on Static Maps: The Post Office must be a stand-alone building or have its own direct entrance from the street.</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<div style="display: flex; justify-content: space-between; background-color: #c00000; color: white; padding: 5px;"> CULTURAL NOTES </div>	
<p>Botanical Garden: A facility, often with greenhouses, for the culture, study, and exhibition of special plants and that provide educational and outreach services for the General Public.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Cultural Education Center: A 501C non-profit establishment dedicated to the education and representation of a specific culture or indigenous people through classes, immersive environments, reenactments, and/or other interpretive services by on-site personnel.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	<p>Check “non-profit 501C”</p>
<p>Exhibition Hall: A publicly owned flexible facility with the ability to hold more than 500 people that hosts large publicized events such as trade shows, consumer shows, or fundraising parties year-round.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Museum: A 501C non-profit facility in which works of artistic, historical, or scientific value are cared for and exhibited to the General Public.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	<p>Check “non-profit 501C”</p> <p>Consider limiting by size or visitation. Bishop Museum receives 20-25,000 visitors/month. Honolulu Museum of Art receives ~20,000 visitors/month.</p>
<p>Observatory, Nature Center or Discovery Center: A facility that provides educational activities to the public on specialized topics through the use of immersive environments and/or interactive exhibits.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Performing Arts Center: Includes theaters, auditoriums, and concert halls with seating for a minimum of 1,200 people* that provides fine arts programming and other live entertainment.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	<p>Blaisdell Concert Hall Capacity 2,158. Waikiki Shell Capacity 1,958+. Hawai'i Theatre Center Capacity 1,350. Republik capacity 1000.</p>
<p>Stadiums: Includes arenas and stadiums with ability to hold more than 6,000 people.*</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	<p>Aloha Stadium capacity of 50,000 people, Stan Sheriff Center capacity of 10,600 people.</p>

HISTORICAL	NOTES
<p>Historic Site: A structure or place of historical, archaeological or architectural significance listed on the National Register of Historic Places maintained by the U.S. Department of Interior or otherwise designated by the Hawai'i Register of Historic Places.</p> <p>Historic Sites may include the following types, provided they meet the above criteria: Houses, Commercial Buildings, Farms, Barns, Religious sites / Places of Worship, Cemeteries, Monuments, Mills, Factories, Bridges, Canals, Railroads.</p> <p>For inclusion on Static Maps: The site must be accessible to the General Public ____ days a week, and provide interpretive services to visitors either through on-site personnel or installed displays.</p> <p>For inclusion on Static Directional Signs: The site must be accessible to the General Public ____ days a week, provide interpretive services to visitors either through on-site personnel or installed displays, and have an annual attendance of ____ people.</p>	<p><i>Coordinate with Historic Hawai'i Foundation to ensure buy-in</i></p>
<p>Historic District: A district or zone listed in the National Register of Historic Places maintained by the U.S. Department of Interior or otherwise designated by the Hawai'i Register of Historic Places.</p> <p>Historic Districts may include the following: Historic residential streets, Historic commercial streets, Rail or canal corridors.</p> <p>For inclusion on Static Maps: Historic districts shall provide a kiosk or welcome center where visitors can obtain information concerning the historic district.</p> <p>For inclusion on Static Directional Signs: Historic Districts will not be include on Static Directional Signs.</p>	<p><i>Needs to be adjusted to adjusted to ensure inclusion of locations that are highly sought as educational destinations. Must not be overly inclusive as there are more historic destinations than the system can accommodate.</i></p>
RECREATIONAL	NOTES
<p>Boat Launch / Marina: A public, non-commercial facility for the docking or launching of small boats and personal water crafts for recreational purposes.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: The facility must be operated and maintained by the Hawai'i Department of Land and Natural Resources.</p>	
<p>Golf Courses: A facility open to the public and offering at least nine (9) holes of play. Miniature golf courses, driving ranges, chip and putt courses, and indoor golf shall not be eligible.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: The facility must be operated and maintained by the City & County of Honolulu.</p>	
<p>Hiking and Biking Trails/Routes: Areas designated for recreational hiking, biking, walking, etc. which are publicly accessible, and owned and maintained by either the City & County of Honolulu, the State of Hawai'i, the Federal Government, or a non-profit organization.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above) Signs will only be installed at locations that direct visitors to an established trail head.</p>	

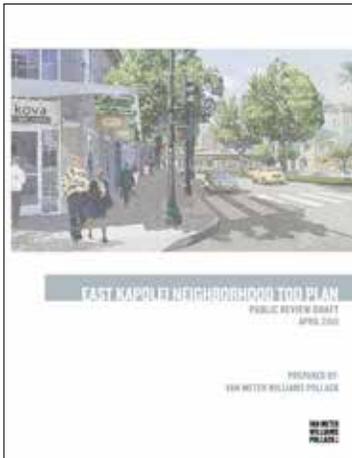
<p>Public Park: An area of land or open space, maintained for the enjoyment of the general public, having facilities for rest and recreation.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above) Park must be greater than 1 acre in size and offer at least one amenity such as a playground, pool, or ball court.</p>	
<p>National or State Park: An area designated and under the jurisdiction of the Hawai'i Department of Land and Natural Resources, the National Park Service, or U.S. Department of the Interior, with facilities open to the general public.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Natural Attraction: A site or phenomenon that is not man-made and has significant enough appeal to the general public to be granted status to protect its surroundings and is provided facilities for its viewing by the public.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Sports Facilities: Regional (multi-jurisdictional) facilities such as minor league and little league baseball fields, youth recreational fields, BMX courses, skateboard parks, etc. open to the General Public.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
SERVICES	NOTES
<p>Medical Care Facility: An institution providing primary health services and medical or surgical care to persons suffering from illness, disease, injury, or other abnormal physical conditions. The facility must be open 7 days a week and have 24-hour emergency care with a doctor on duty at all times.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Public Restrooms: A room or small building containing one or more toilets available for use by the general public and open year round for at least 12 hours a day.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Visitor Information Centers: A facility where the primary purpose of its operation is to provide information and tourist support. The facility must be approved by the Hawai'i Tourism Authority.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	

TRANSPORTATION	NOTES
<p>Airport: A public use facility licensed by the State Department of Transportation for landing and take-off of aircraft, and for receiving and discharging passengers and cargo.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Bikeshare Dock: A fixed location, operated by a non-profit organization, at which bicycles are made available for shared use to individuals on a short term basis for a price or for free.</p> <p>For inclusion on Static Maps: Bikeshare shall be included only when the fixed location is directly adjacent to rail station or bus transit center.</p> <p>For inclusion on Static Directional Signs: Because bikeshare docks can be easily moved and are not permanent street fixtures, they will not be included on static directional signs.</p>	
<p>Bus Transfer Center: A terminal building or concentration of bus stops for multiple routes within a single street, utilized for discharging and picking up bus passengers. Bus Transfer Center must be designated and managed by the Department of Transportation Services.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Ferry Terminal: A terminal building, pier, or dock, utilized for discharging and picking up ferry passengers.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	
<p>Rail Station: An area with a platform for discharging and picking up train passengers.</p> <p>For inclusion on Static Maps: (per above)</p> <p>For inclusion on Static Directional Signs: (per above)</p>	

APPENDIX C: Neighborhood Existing Conditions Audit

This appendix is a summary of some of the research and analysis conducted during the creation of the Wayfinding Master Plan. It is not intended to be a comprehensive record, nor is it a deep dive into every aspect of each neighborhood.

KUALAKA'I STATION



East Kapolei Neighborhood TOD Plan

Incorporates Kualaka'i Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning (DPP) via multiple community workshops over the course of 2 years.

Wayfinding-Related Takeaways: East Kapolei Neighborhood Plan

One interesting differentiating factor of these three stations is that they are being planned to be connected by a greenway which may run underneath or parallel to the guideway between Kualaka'i Station and Honouliuli Station.

The East Kapolei Neighborhood Action Plan prescribes several improvements to the Kualaka'i Station area in the future. These include the addition of a Bus Transfer Facility mauka of the station, incorporation of an East/West road to connect the station to developments across Kualaka'i Parkway, and a 900-space Park & Ride facility for riders coming from areas mauka/makai.

Site Survey Imagery



KUALAKA'I STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Single entry building on Kualaka'i Parkway at Keahumoa Parkway
- Center Platform Boarding
- 900-space Park & Ride Facility

Located in Western O'ahu, Kualaka'i Station is the beginning of the HART guideway and the furthest 'ewa station in the system.

Street Grid (Existing and Planned)

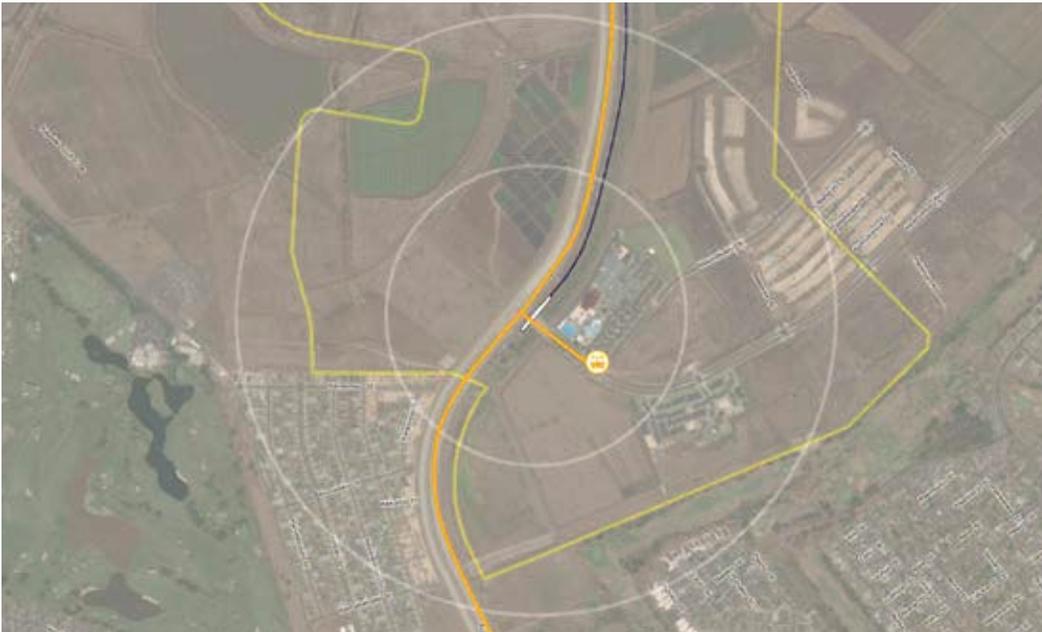


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Kualaka'i Parkway is the main vehicular connection to Kualaka'i Station. Although there are sidewalks along Kualaka'i Parkway, the distance from other nearby destinations and/or housing makes it unwelcoming to pedestrian traffic.

KUALAKA'I STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

TheBus runs along Kualaka'i Parkway, with the only proximal bus stop located nearby the Kroc Community Center (a short walking distance of the planned Kualaka'i Station).

Current Destination Density

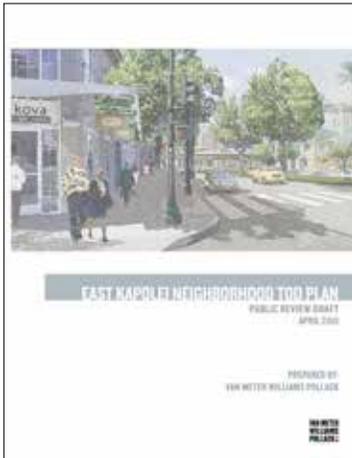


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

- Preliminary Destinations:**
- Kroc Community Center

Within the TOD Zone and Pedestrian Threshold, there is currently only one major destination accessible from the Kualaka'i Station. The Kroc Community Center is located essentially underneath the station, making pedestrian access very easy.

KEONE'AE STATION



East Kapolei Neighborhood TOD Plan

Incorporates Keone'ae Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning (DPP) via multiple community workshops over the course of 2 years.

Wayfinding-Related Takeaways: East Kapolei Neighborhood Plan

One interesting differentiating factor of these three stations is that they are being planned to be connected by a greenway which runs underneath the guideway between Kualaka'i Station and Honouliuli Station.

The East Kapolei Neighborhood Action Plan prescribes several improvements to the Keone'ae Station area in the future. These include transit plazas on both sides of Kualaka'i Parkway, incorporation of new connecting roads, and a Park & Ride facility.

Site Survey Imagery



KEONE'AE STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Single entry building with pedestrian overpass across Kualaka'i Parkway
- Center Platform Boarding
- Interim 300-space Park & Ride lot and Bus Transit Center scheduled to open in 2020
- Second entrance across Kualaka'i Parkway and 1,000-space Park & Ride Facility scheduled to open 2025

Located in Western O'ahu, Keone'ae Station is situated along Kualaka'i Parkway, just makai of Farrington Highway.

Street Grid (Existing and Planned)

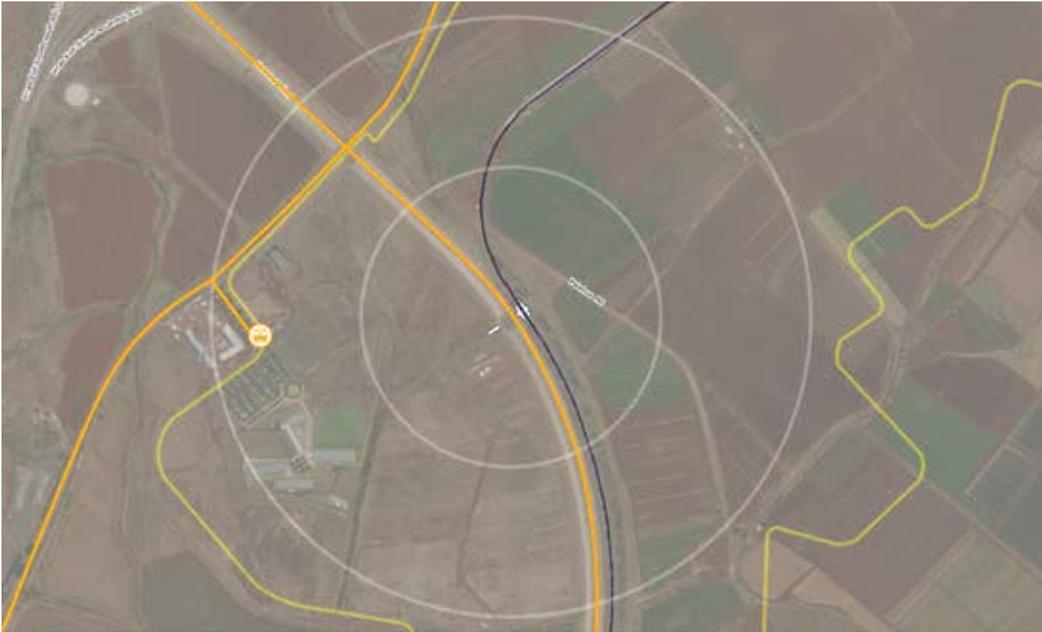


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Farrington Highway and Kualaka'i Parkway are the primary roads for access to Keone'ae Station. Future development of streetscape will connect Keone'ae Station by with nearby Kualaka'i and Honouliuli Stations.

KEONE'AE STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

TheBus runs along both Farrington Highway and Kualaka'i Parkway. The only proximal stop to the station is near the entrance to University of Hawai'i—West O'ahu. With the addition of a planned bus transfer center, TheBus connection will be relocated closer to the rail station.

Current Destination Density



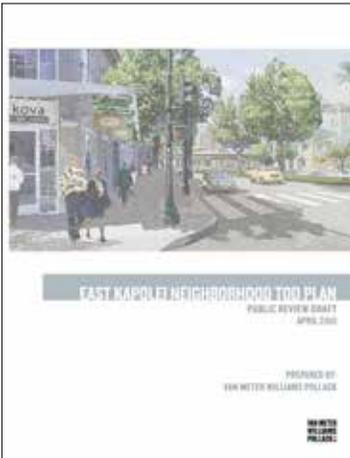
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Hawai'i Tokai International College
- University of Hawai'i—West O'ahu

Within the TOD Zone and Pedestrian Threshold, the only destinations that exist are educational: The West O'ahu campus of University of Hawai'i and Hawai'i Tokai International College. The development of this area will be heavily weighted toward a collegiate environment will enrich the academic community that has developed as part of the campuses.

HONOLIULI STATION



East Kapolei Neighborhood TOD Plan

Incorporates Honouliuli Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning (DPP) via multiple community workshops over the course of 2 years.

Wayfinding-Related Takeaways: East Kapolei Neighborhood Plan

One interesting differentiating factor of these three stations is that they are being planned to be connected by a greenway which runs underneath the guideway between Kualaka'i Station and Honouliuli Station.

Honouliuli Station is unique in the fact that there is no existing development to build upon. The Neighborhood Action Plan describes the recommendations for Honouliuli as "a brand new town," and efforts have since begun on the new Ho'opili Development in the area. As rail ridership increases and development progresses, the area around Honouliuli Station will take shape.

Site Survey Imagery



HONOULIULI STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Single entry building (under guideway)
- Side Platform Boarding

The Honouliuli Station is located makai of Farrington Highway, in an area that is currently under development.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Farrington Highway is the only major road near the planned location for Honouliuli Station. However, the East Kapolei Neighborhood Action Plan outlines a structured, pedestrian-friendly streetscape with mixed-use developments and the incorporation of Mini Parks.

HONOULIULI STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

TheBus runs along Farrington Highway and has a single stop within a reasonable distance of the planned station. There is currently no pedestrian or vehicular connection to this stop from the station. However, with the development of the areas around Honouliuli Station, this stop will likely be revised.

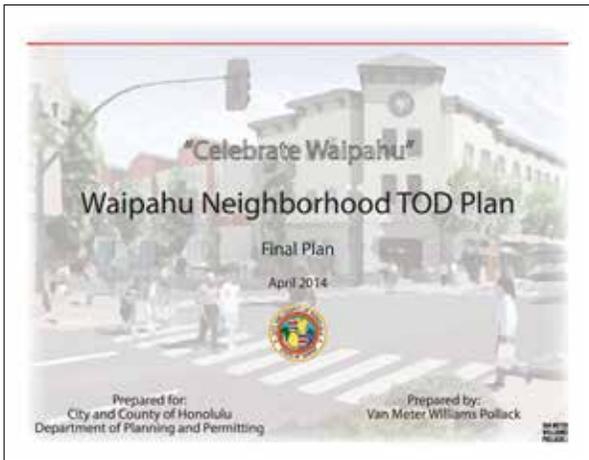
Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

No destinations within the TOD Zone or Pedestrian Threshold exist at this time.

HŌ'AE'AE STATION



Waipahu Neighborhood TOD Plan

Incorporates Hō'ae'ae Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 7 years.

Wayfinding-Related Takeaways: Waipahu Neighborhood TOD Plan

West Loch and Waipahu are both rich in culture from the Plantation time period of Hawai'i's history and have significant cultural aspects to their neighborhoods in addition to being an important suburban communities for residents.

The Waipahu Neighborhood TOD Plan prescribes several improvements to the Hō'ae'ae Station area in the future. These include the development of a "main street" along Leo'ole Street, connecting the station to Pearl Harbor, improving streetscape infrastructure, encouraging gateway development along Fort Weaver Road, and increasing affordable housing around the station site.

Site Survey Imagery



HŌ'AE'AE STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Entry buildings along either side of Farrington Highway at Leoku Street and Leo'ole Street
- Side Platform Boarding with a concourse
- 50-space Kiss & Ride Parking Lot
- Off-street Bus Transit Center with 4 Loading Bays

Located near the West Loch of Pearl Harbor, Hō'ae'ae Station is located along Farrington Highway.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Pedestrian Path
-  Planned/Future Development

Hō'ae'ae Station is located along Farrington Highway. Secondary roads, including Leoku and Leo'ole Street run mauka/makai from Farrington and connect the station to the surrounding community. Waipahu Street runs parallel to Farrington and will also provide a major pedestrian thoroughfare within a walkable distance. Future street development will increase the connectivity of the streets and pedestrian infrastructure. A pedestrian path connecting the Historic Pearl Harbor Trail to the suburban communities further mauka is also planned for development.

HŌ'AE'AE STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Main transit routes run parallel to one another along Farrington Highway and Waipahu Street.

Current Destination Density



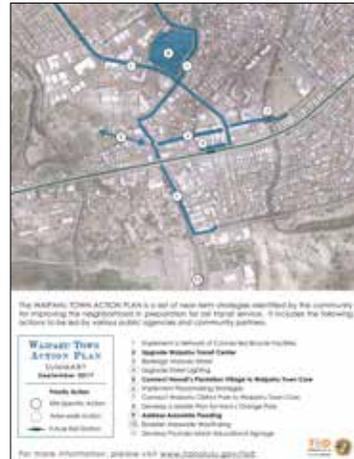
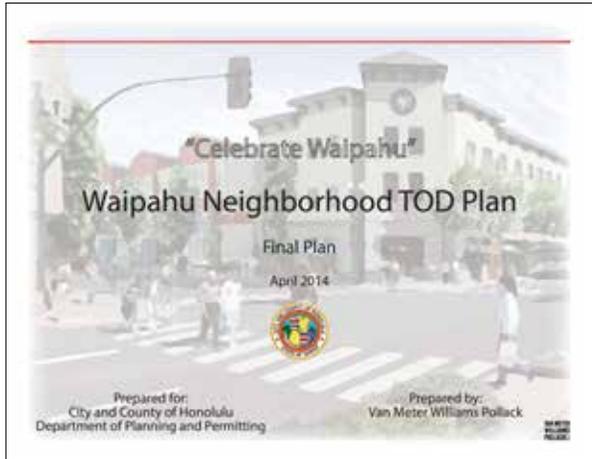
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Hanowai Neighborhood Park
- Pupuole Mini Park
- USPS

Of the Waipahu Neighborhood District stations, Hō'ae'ae Station is currently more industrialized than its neighbor station Puhala.

POUHALA STATION



Waipahu Town Action Plan
Released in September 2017, this document is a summary of planned near-term neighborhood improvements.

Waipahu Neighborhood TOD Plan

Incorporates Pouhala Station area and was developed by the City and County of Honolulu’s Department of Permitting and Planning via multiple stakeholder workshops over a course of 7 years.

Wayfinding-Related Takeaways: Waipahu Neighborhood TOD Plan

West Loch and Waipahu are both rich in culture from the Plantation time period of Hawaii’s history and have significant cultural aspects to their neighborhoods in addition to being an important suburban communities for residents.

The Waipahu Neighborhood TOD Plan prescribes several improvements to the Pouhala Station area in the future. These include the revitalization of “Old Town” Waipahu and the Kapakahi Stream, restoration and development along Waipahu Depot Road, and creating a “green street” connection from Hawaiian Plantation Village to Pouhala Marsh.

Site Survey Imagery



POUHALA STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- One entry building along the mauka side of Farrington Highway (makai side being explored)
- Side Platform Boarding
- Connection to Hikimoe Bus Transit Center

Located near the historic “Old Town” Waipahu area, Pouhala Station is situated along Farrington Highway.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets

The street grid in the area focuses main traffic along Farrington Highway, Waipahu Depot Road, Hikimoe Street, and Mokuola Street.

POUHALA STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Hikimoe Transit Center focuses bus stops and connections along Hikimoe Street, directly adjacent to the rail station location. Buses also travel mauka/makai along Mokuola Street and Paiwa Street.

Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Filcom Center
- Hans L'Orange Park
- Hawai'i Plantation Village
- Hikimoe Transit Center
- Leeward YMCA
- Pearl Harbor Historic Trail
- Pouhala Marsh
- Waipahu District Park
- Waipahu Festival Market
- Waipahu Public Library

Waipahu's historic "Old Town" district and Plantation Village are a large draw for visitors from beyond Waipahu. There are also several community-based destinations in the region. Revitalization/development of natural resources such as Pouhala Marsh and the Pearl Harbor Historic Trail are also a focus of future planning.

HĀLAULANI STATION



'Aiea-Pearl City Neighborhood TOD Plan

Incorporates Hālaulani Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 5 years.

Wayfinding-Related Takeaways: 'Aiea-Pearl City Neighborhood TOD Plan

The area around Hālaulani Station is comprised almost solely of Leeward Community College's campus. Plans will focus on the development of a college-oriented neighborhood catering to the students of the college, as well as new residents that the development will bring.

Site Survey Imagery



HĀLAULANI STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



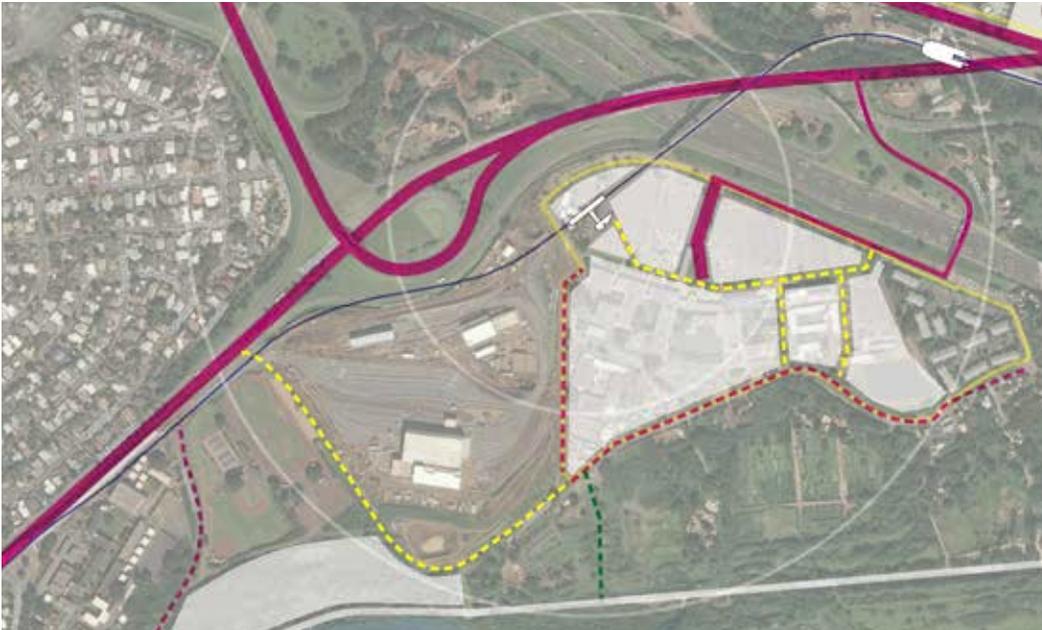
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- One entry building below Ala Ike Street
- Center Platform Boarding
- Will include rail car maintenance center
- Station will be at-grade

Hālaulani Station is situated adjacent to Leeward Community College’s campus.

Street Grid (Existing and Planned)

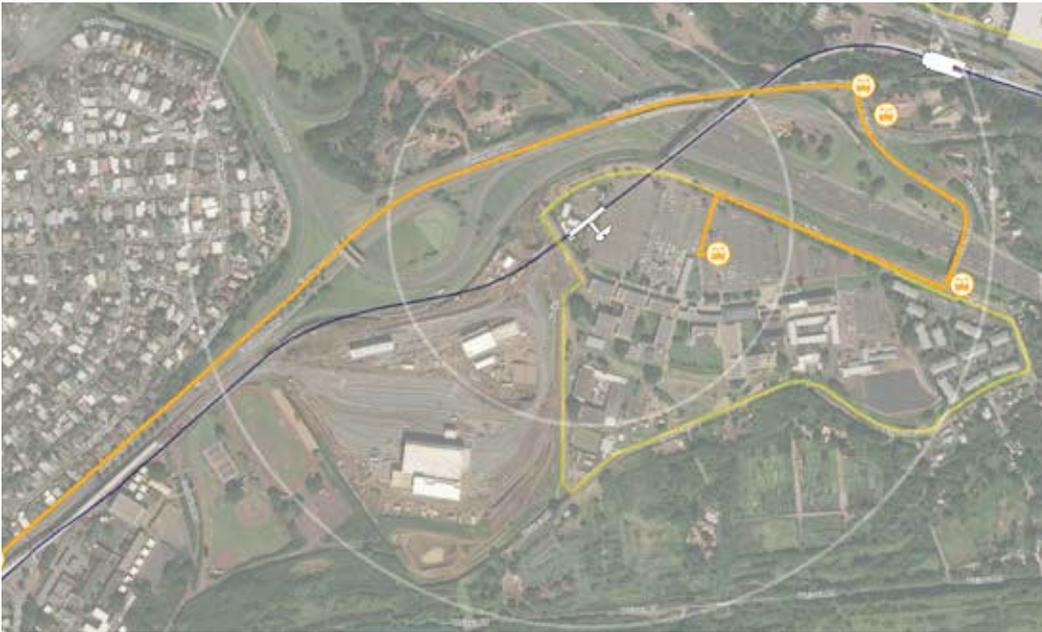


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Pedestrian Path
-  Planned/Future Development

Aside from adjacent (and not easily accessible) Farrington Highway and Kamehameha Highway, Ala Ike Street is the only existing connection to the station area and Leeward Community College campus. A new walking trail will connect the campus and station to the Pearl Harbor Historic Trail and Waipahu High School. Other connecting surface roads will simplify access to the campus, as well.

HĀLAULANI STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Transit runs along Ala Ike Street for connection to the Leeward Community College Campus.

Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Leeward Community College
- Pearl Harbor Historic Trail

Leeward Community College campus is the only existing destination in this location. HART is building a trail that will connect the campus and station to the Pearl Harbor Historic Trail.

WAIAWA STATION



'Aiea-Pearl City Neighborhood TOD Plan

Incorporates Waiawa Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 5 years.

Wayfinding-Related Takeaways: 'Aiea-Pearl City Neighborhood TOD Plan

Waiawa Station will be a major multi-modal transit connection point for riders coming from areas mauka and 'ewa. A designated freeway ramp for station access, parking garage for Park & Ride, and a Bus Transit Center will all aid in the multi-modal journey for riders using this station. Ongoing development around Pearl Highlands Shopping Center will ensure that the neighborhood is able to grow and accommodate the increased foot and vehicular traffic around the area.

Site Survey Imagery



WAIAWA STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- One entry building on Kamehameha Highway at Kuala Street
- Side Platform Boarding
- Planned Bus Transit Center and 1,600 Stall Parking Garage with Direct Ramp from H-2 Freeway

Waiawa Station is located makai of Kamehameha Highway, with a planned designated freeway ramp to the parking garage from H-2.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Waiawa Station's primary roads revolve around the Pearl Highlands Shopping Center. Kamehameha Highway, Acacia Road, and Kuala Street are high-traffic for vehicles, but many streets in the area lack sufficient pedestrian amenities.

WAIAWA STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

The transit routes that effect the area around Waiawa Station focus along Kamehameha Highway and Waimano Home Road.

Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Manana Community Park
- Manana Kai Neighborhood Park
- Pacheco Neighborhood Park
- Pearl Highlands Center
- Pearl City Police Department
- Pearl City Public Library
- UH Urban Garden Center
- USPS

Aside from a few neighborhood parks within the walkable threshold, the main destination for Waiawa Station is Pearl Highlands Center. UH Urban Garden Center is the only existing destination located makai of Kamehameha Highway.

KALAUAO STATION



'Aiea-Pearl City Neighborhood TOD Plan

Incorporates Kalauao Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 5 years.

Wayfinding-Related Takeaways: 'Aiea-Pearl City Neighborhood TOD Plan

Kalauao Station is located adjacent to Pearlridge Shopping Center, the second largest retail shopping center on O'ahu. This major destination will serve as a landmark for the station and future redevelopment of the Shopping Center will encourage growth and continued development around the station area. Plans for revitalization of the Pearl Harbor Historic Trail will enliven and invigorate the waterfront area. Mixed-use development is also planned for the vacant area across Kaonohi Street from Pearlridge Shopping Center and makai of Kamehameha Highway. This new development will provide amenities that will be easily accessed by pedestrians from the Kalauao Station.

Site Survey Imagery



KALAUAO STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Two entry buildings, on either side of Kamehameha Highway, near Kaonohi Street
- Side Platform Boarding
- Connection to planned Bus Transit Center

Kalauao Station is located along Kamehameha Highway in 'Aiea.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Along with Kamehameha Highway, Kaonohi Street is the main mauka-makai access road that connects to the Pearlridge Shopping Center. Moanalua Road and Pali Momi Street are also secondary access routes to destinations. Auxiliary roads beyond these are mainly residential and do not have much pedestrian infrastructure.

KALAUAO STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

The transit routes that effect the area around Kalauao Station focus along Kamehameha Highway and Moanalua Road. Transit travels mauka/makai mainly along Kaonohi Street in this area.

Current Destination Density



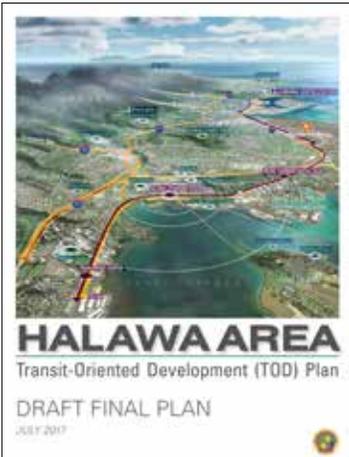
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Neal S. Blaisdell Park
- Pali Momi Medical Center
- Pearl Harbor Historic Trail
- Pearl Kai Shopping Center
- Pearlridge Community Park
- Pearlridge Shopping Center (Uptown and Downtown)
- Sumida Farm

Pearlridge Shopping Center, Sumida Watercross Farm, and the Pali Momi Medical Center are the main concentration of destinations for Kalauao Station, and they are all closely clustered together. This makes pedestrian access to these destinations more efficient and further development is planned outward from these central destinations.

HĀLAWA STATION



Hālawā Area TOD Plan

Incorporates the Hālawā Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 2 years.

Wayfinding-Related Takeaways: Hālawā Area TOD Plan

The Hālawā Station is situated adjacent to the existing Aloha Stadium, a major destination for residences of O'ahu and visitors, alike. Focus of the Hālawā Area TOD Plan will be to bring a connection between Aloha Stadium, the future rail station, and the historic Pearl Harbor sites. Building upon the already existing high-traffic destinations surrounding the station, development will enrich the area with improved pedestrian access, diverse housing availability, a new employment district, improved community gathering spaces, and a revamped Aloha Stadium.

Site Survey Imagery



HĀLAWA STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Hālawā Station Information:

- Single entry building at the Aloha Stadium overflow lot along Kamehameha Highway
- Side platform boarding
- Bus Transit Center
- 600-stall Park & Ride Lot

The Hālawā station is located on Kamehameha Highway at Salt Lake Boulevard.

Street Grid (Existing and Planned)

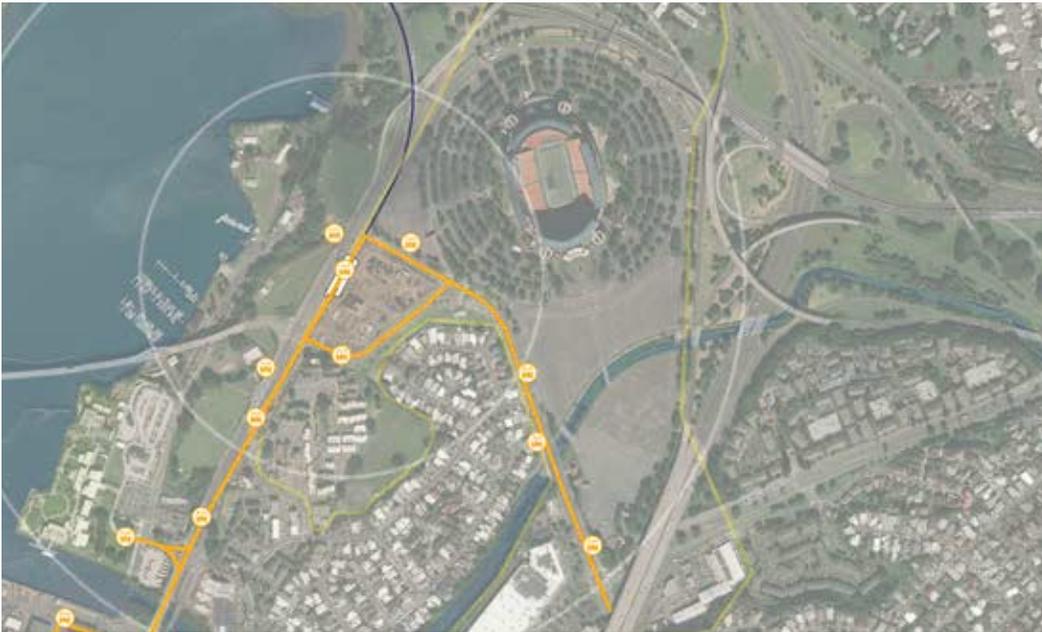


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

Hālawā Station will be accessible by all highways surrounding Aloha Stadium, including H-1, H201, and H-3. A 600-stall Park & Ride lot will provide access to the rail for riders driving into Honolulu from areas mauka. Salt Lake Boulevard and Kamehameha Highway are the main connecting roads that will provide access beyond the highways. Future development and renovation of surface streets will increase the connectivity throughout the Aloha Stadium area.

HĀLAWA STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

The existing transit routes run along Kamehameha Highway and Salt Lake Boulevard. Future development plans for a bus transit system to be implemented at the station area.

Current Destination Density



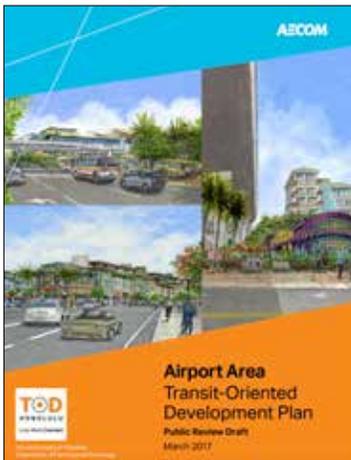
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- 'Aiea Cemetary
- Aloha Stadium
- Aloha Stadium Marketplace / Swap Meet
- Hawai'i Community Action Program
- Makalapa Neighborhood Park
- Pearl Harbor Historic Sites Visitor Center
- Rainbow Bay Marina
- Richardson Field

In addition to Aloha Stadium, Pearl Harbor Historic Sites Visitor Center will be a main destination for this station. Care should be taken in the nomenclature associated with this and Pearl Harbor Naval Base Station to ensure riders are aware that the Pearl Harbor sites are accessed by the Hālawa Station. Other destinations such as Makalapa Neighborhood Park and Richardson Field will likely remain local amenities and will not be frequented by riders passing through the area.

PEARL HARBOR NAVAL BASE STATION



Airport Area Neighborhood TOD Plan

Incorporates Pearl Harbor Naval Base Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 3 years.

Wayfinding-Related Takeaways: Airport Area Neighborhood TOD Plan

Pearl Harbor Naval Base Station is located within the footprint of Joint Base Pearl Harbor-Hickham. Focus of this development plan will be to bring increased housing and non-military jobs within walking distance of the station. The area immediately adjacent to the rail station will be redeveloped to provide improved pedestrian infrastructure and convenience retail and dining. Redevelopment of "Little Makalapa" will provide medium-density residential housing. Improved pedestrian connection across H-1, both at Redford Drive and at an additional proposed H-1 crossing at Center Drive, will bolster development in the area mauka of H-1, along Bougainville Drive. Mixed-use commercial developments, low- and medium-density residential housing, and improved pedestrian infrastructure in this area will bolster public access to an area that once was used mainly by employees and family members of military personnel.

PEARL HARBOR NAVAL BASE STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Pearl Harbor Station Information:

- Single entry building on the mauka side of Kamehameha Highway at Redford Drive
- Side platform boarding
- Secure bicycle storage facility inside fare gates

Pearl Harbor Naval Base Station is located along Kamehameha Highway at Redford Drive, makai of H-1.

Street Grid (Existing and Planned)

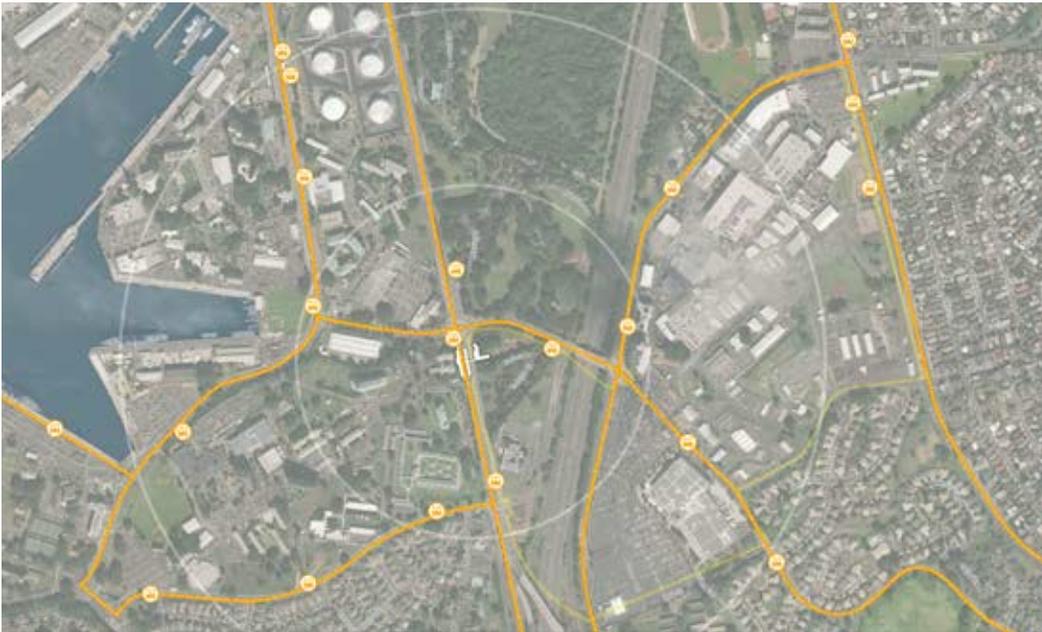


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/Future Development

The primary road at the Pearl Harbor Naval Base Station is Kamehameha Highway with limited pedestrian infrastructure makai of the highway. Center Drive and Redford Drive also provide pedestrian access around the station area with access to the area mauka of H-1 along Redford Drive. Bougainville Drive provides a pedestrian access path along the mauka side of the Mall at Pearl Harbor (NEX) area. Future development plans for an additional pedestrian crossing at Center Drive. Other development improvements include increased pedestrian infrastructure around the station area and mixed-use retail and low-density residences in the area mauka of H-1, near the existing Mall at Pearl Harbor (NEX).

PEARL HARBOR NAVAL BASE STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Transit access is available to the Pearl Harbor Naval Base Station area along Kamehameha Highway and North Road, with additional transit along Bougainville Drive and Salt Lake Boulevard in the areas mauka of H-1. Access across H-1 is available at Redford Drive. Transit access is also available makai of the station area along Center Drive and North Road. However, these areas are within the Joint Base Pearl Harbor-Hickham and will not likely be used by riders who are not Federal employees.

Current Destination Density



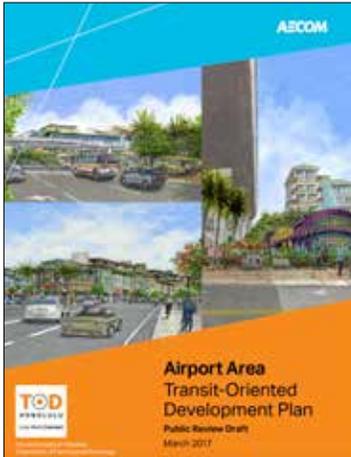
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Joint Base Pearl Harbor-Hickham

Joint Base Pearl Harbor-Hickham surrounds the Pearl Harbor Naval Base Station area on all sides and will serve as the landmark destination for this station. Given that this area is largely controlled by the Federal government, other public destinations are scarce. Care should be taken to clarify that Pearl Harbor Historic Sites Visitor Center is accessed from Hālawā Station, not this station.

HONOLULU INTERNATIONAL AIRPORT STATION



Airport Area Neighborhood TOD Plan

Incorporates Honolulu International Airport Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 3 years.

Wayfinding-Related Takeaways: Airport Area Neighborhood TOD Plan

Honolulu International Airport Station is located within the Honolulu International Airport, the main thoroughfare for people traveling to and from O'ahu by airplane. This station area's development will retain the more industrial and employment-based nature of these neighborhoods. Emphasis will be placed on improving pedestrian connections around the station to the various terminals (inter-island, international, etc.) and making mauka/makai and Diamondhead/'Ewa street connections more prominent and efficient.

Site Survey Imagery



HNL AIRPORT STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



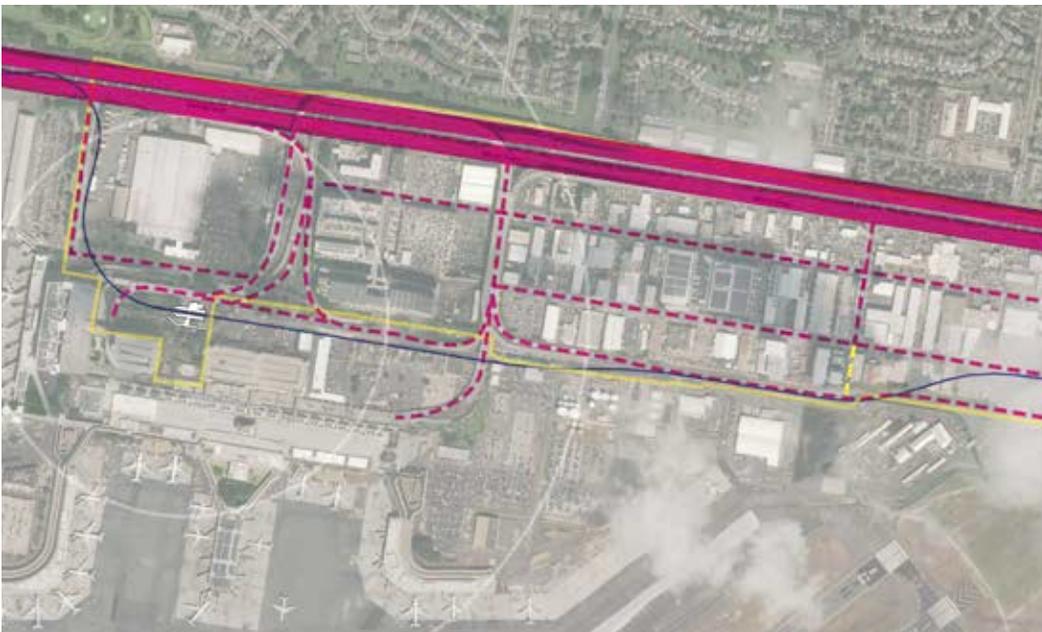
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Single entry building with two ground-level entrances near the Lei stands and parking garages
- Side Platform Boarding
- Concourse-level connections with elevated walkways serving all parking garages and Terminals 1 and 2

HNL Airport Station is located within the footprint of Daniel K. Inouye International Airport and will have access to all parking garages and both terminals.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets

Traffic is centralized along Nimitz Highway with various surface streets for vehicular connection around the Airport campus. These streets provide basic pedestrian access.

HNL AIRPORT STATION

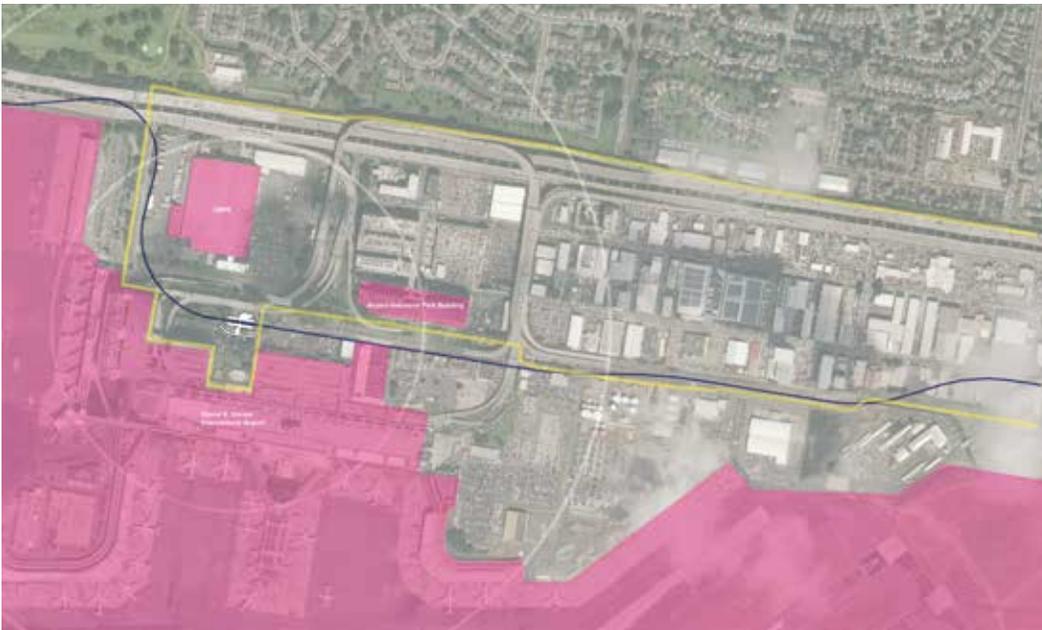
Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Transit runs along Nimitz Highway with connections to the airport terminals via Aolele Street and Rodgers Boulevard.

Current Destination Density



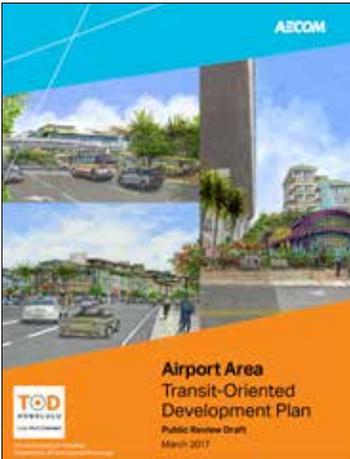
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Airport Industrial Park Building
- Daniel K. Inouye International Airport
- USPS

Daniel K. Inouye International Airport is the main destination for the rail station in this area so it can serve as a wayfinding landmark both in the TOD area as well as in the rail system overall.

LAGOON DRIVE STATION



Airport Area Neighborhood TOD Plan

Incorporates Lagoon Drive Station area and was developed by the City and County of Honolulu’s Department of Permitting and Planning via multiple stakeholder workshops over a course of 3 years.

Wayfinding-Related Takeaways: Airport Area Neighborhood TOD Plan

Focus of development plans for the Lagoon Drive Station area will be to provide convenient access to employment opportunities within the Waiwai Loop district, Airport industrial corridor, and Mapunapuna industrial area. Pedestrian infrastructure improvements would greatly increase the connectivity of the station area to the surrounding uses, as well as connection to Keehi Lagoon Park. A pedestrian path beneath the guideway is proposed for connection from Lagoon Drive to the park.

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



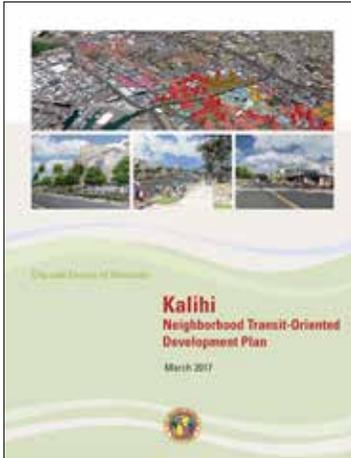
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Lagoon Drive Station Information:

- Two station entry buildings on either side of Wai Wai Loop at Lagoon Drive
- Secure bicycle storage room inside the mauka entrance building
- Small Kiss & Ride lot with 9 parking spaces next to the makai entrance building

Lagoon Drive Station is located along Lagoon Drive and Waiwai Loop Road, running parallel to Nimitz Highway (at grade) and H-1 (above grade).

MIDDLE STREET TRANSIT CENTER STATION



Kalihi Neighborhood TOD Plan

Incorporates Middle Street Transit Center Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 7 years.

Wayfinding-Related Takeaways: Kalihi Neighborhood TOD Plan

Planned development for the Middle Street Transit Center Station will focus on providing a multi-modal connection point for riders living in neighborhoods not served by the rail guideway. Transition from bus to rail will be a major improvement for access to employment and retail opportunities in the Downtown area. Important commercial and industrial uses makai of the station will be maintained, while an improved Keehi Lagoon Park and proposed waterfront promenade will enliven the area.

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



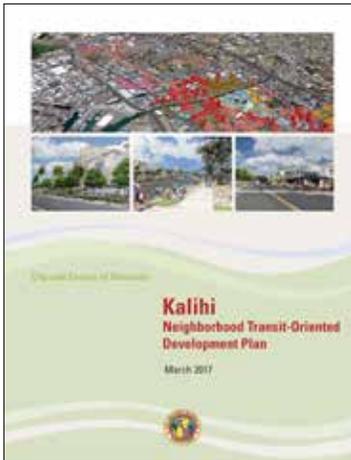
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Middle Street Station Information:

- Single entry building at the Kalihi Bus Transit Center
- Side platform boarding

Middle Street Transit Center Station will be located along Kamehameha Highway with direct concourse connection to the existing Kalihi Bus Transit Center.

KALIHI STATION



Kalihi Neighborhood TOD Plan

Incorporates Kalihi Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 3 years.

Wayfinding-Related Takeaways: Kalihi Neighborhood TOD Plan

Planned development for the Kalihi Station area are to largely maintain the overall structure of the multi-cultural community: industrial and commercial development makai of Dillingham Boulevard; residential development mauka of Dillingham Boulevard. A diverse mix of development along Dillingham Boulevard will provide riders with easy access to a multitude of retail and services. Rehabilitation of housing in need of repair in the surrounding residential neighborhoods will also be encouraged. Focus will be centered on improving the lives of the community through increased public services geared toward seniors, families and children, and the multi-cultural community at large.

Site Survey Imagery



KALIHI STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



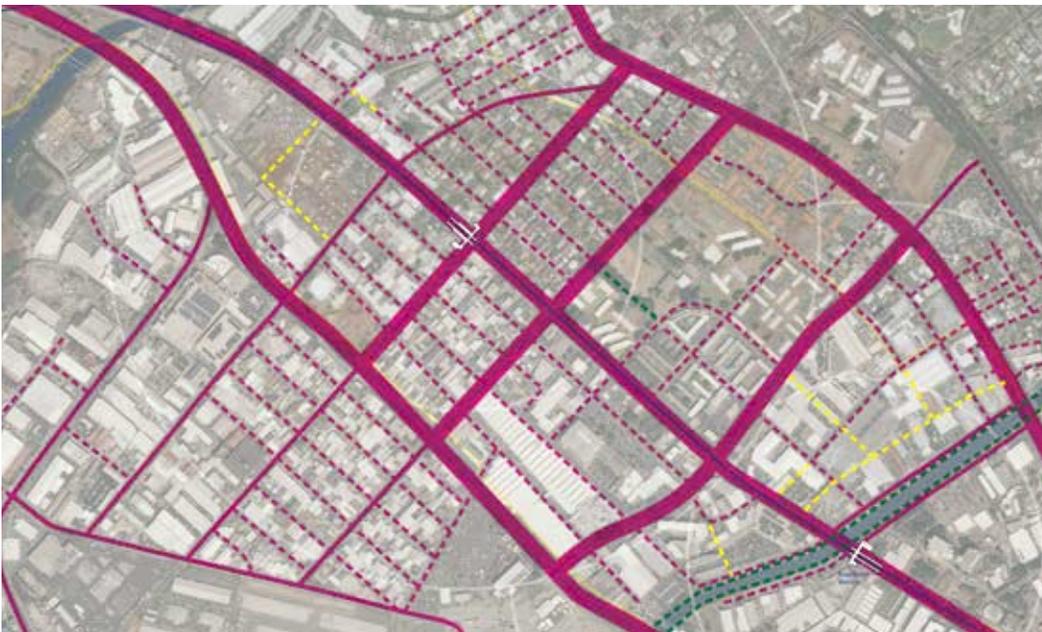
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Kalihi Station Information:

- Two entry buildings on either side of Dillingham Boulevard at Mokauea Street
- Side platform boarding

Kalihi Station will be located along Dillingham Boulevard at Mokauea Street.

Street Grid (Existing and Planned)

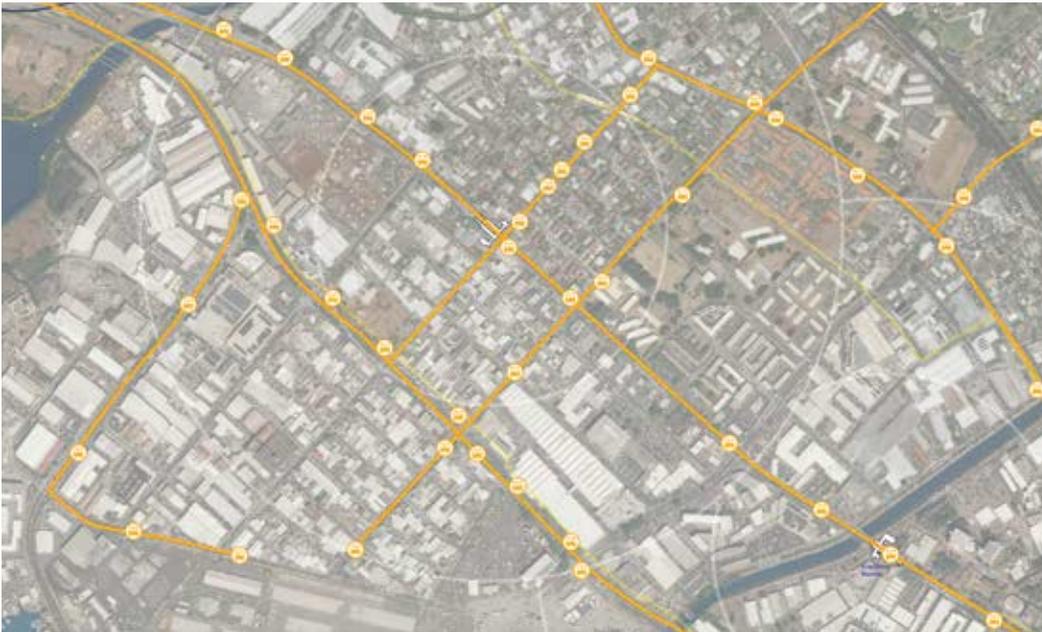


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/ Future Pedestrian Paths

The primary roads in the Kalihi Station area are Dillingham Boulevard, Nimitz Highway, and North King Street. Mauka-makai access between these roads is concentrated along Mokauea Street, Kalihi Street, and Waiakamilo Road. Pedestrian infrastructure exists along these main and secondary roads. Since the grid structure of the streets in this area is already well-established, focus of future development will mainly involve infrastructure improvements along the auxiliary and side streets to improve the pedestrian experience throughout the area.

KALIHI STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Transit access is focused along the main corridor of Dillingham Boulevard in the Kalihi Station area, with access also running parallel along Nimitz Highway and North King Street. Mauka-makai access is available along Mokauea Street and Kalihi Street.

Current Destination Density



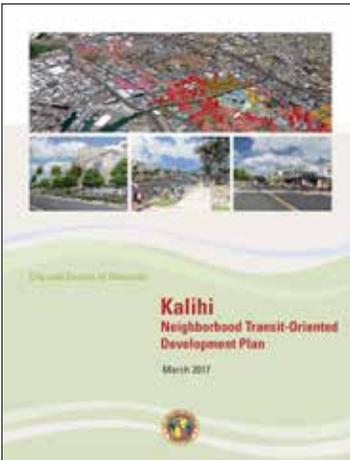
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Bishop Museum
- City Square Shopping Center
- Dillingham Plaza
- Helping Hands Hawai'i
- Kalakaua District Park
- Mokauea Mini Park
- O'ahu Community Correctional Center
- Susannah Wesley Community Center
- Waiakamilo Shopping Center

Most of the destinations in the Kalihi Station area are located along the main corridor of Dillingham Boulevard. Other destinations are situated along other primary roads such as Nimitz Highway and North King Street. Pedestrian access to these destinations is facilitated by using connecting secondary roads such as Waiakamilo Road, Kalihi Street, and Mokauea Street.

KAPĀLAMA STATION



Kalihi Neighborhood TOD Plan

Incorporates Kapālama Station area and was developed by the City and County of Honolulu’s Department of Permitting and Planning via multiple stakeholder workshops over a course of 3 years.

Wayfinding-Related Takeaways: Kalihi Neighborhood TOD Plan

Kapālama Station development plans are the most transformative of the Kalihi Neighborhood TOD Plan. Development of residences, public facilities, employment opportunities, and retail services will transform the area around the Kapālama Station into a high-intensity mixed-use district. The stations proximity to Honolulu Community College is a unique opportunity to provide increased housing for students, as well as provide them with a facilitated connection to the rest of Honolulu. Redevelopment of Kapālama Canal, incorporation of a park promenade, and infrastructure improvements to break up large blocks will help improve the pedestrian experience.

Site Survey Imagery



KAPĀLAMA STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Kapālama Station Information:

- One entry building on the mauka side of Dillingham Boulevard at Kokea Street serving the Honolulu Community college Campus
- Side platform boarding
- Planned future entrance on the makai side of Dillingham Boulevard

Kapālama Station will be located along Dillingham Boulevard at the campus of Honolulu Community College, alongside the Kapālama Canal.

Street Grid (Existing and Planned)

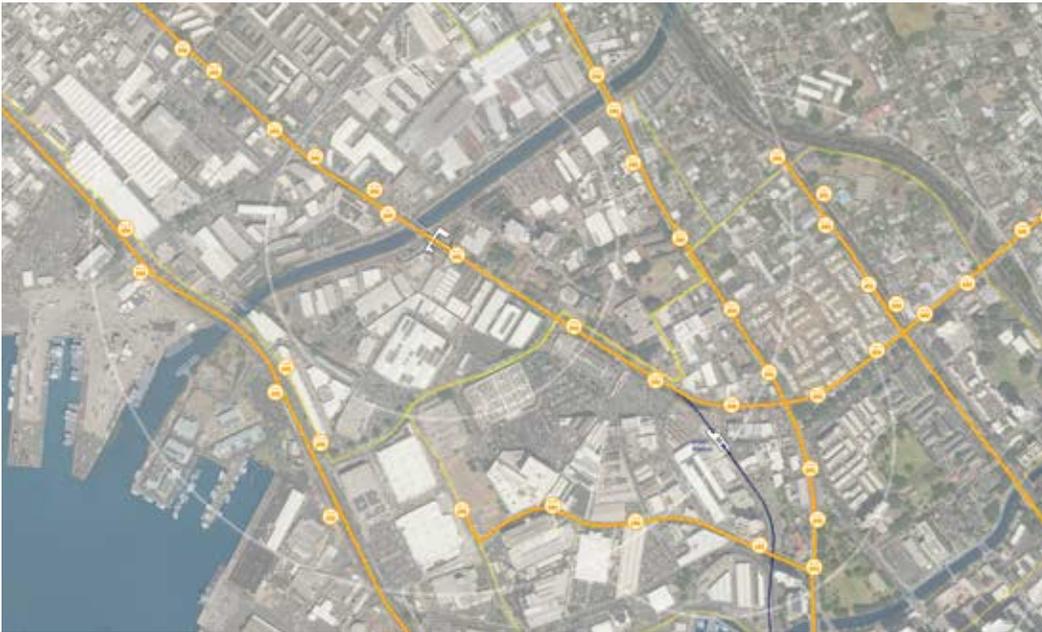


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/ Future Pedestrian Paths

The main roads in the Kapālama Station area are Dillingham Boulevard, Nimitz Highway, and North King Street. Waiakamilo Road provides access between these roads, as do the streets that run along the Kapālama Canal: Kohou and Kokea Street. Future development will focus on organizing the street grid within the new mixed-use district proposed for the area. Organization of the street grid in the area Diamondhead of Waiakamilo Road will also be a focus of redevelopment. Pedestrian paths within Honolulu Community College's campus and a promenade along the revitalized Kapālama Canal will improve the overall pedestrian experience of the area.

KAPĀLAMA STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops

Transit access for the Kapālama Station area is focused along the main corridor of Dillingham Boulevard. Access is also plentiful along Nimitz Highway and North King Street, running parallel to Dillingham Boulevard.

Current Destination Density



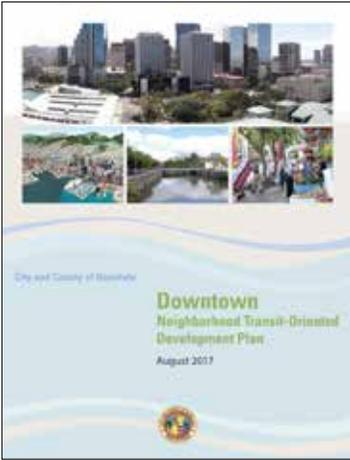
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- City Square Shopping Center
- Dillingham Plaza
- Dole Cannery
- Honolulu Community College
- Iwilei Station (HART)
- Kānoa Street Mini Park
- Kalihi-Palama Health Center
- Kalihi Kai Fire Station
- Kapālama Canal
- Kapālama Satellite City Hall
- Palama Settlement
- Waiakamilo Shopping Center

Most destinations in the Kapālama Station area are focused along the main corridor of Dillingham Boulevard. Other destinations not located along the main corridor can be accessed relatively easily. Pedestrian access to these locations is facilitated by the use of the secondary roads such as Waiakamilo Road and alternate primary roads, North King Street and South Vineyard Boulevard.

IWILEI STATION



Downtown Neighborhood TOD Plan

Incorporates Iwilei Station area and was developed by the City and County of Honolulu’s Department of Permitting and Planning via multiple stakeholder workshops over a course of 7 years.

Wayfinding-Related Takeaways: Downtown Neighborhood TOD Plan

Planned development for the Iwilei Station area is the most transformative plan for the Kalihi or Downtown neighborhoods. The goal is to move Iwilei away from the light-industrial and big-box retail area that it currently is and develop a high-intensity mixed-use community. This area will create new residential opportunities next to the popular and densely-populated Chinatown and Downtown Station areas. The light industrial uses along the harbor will be maintained. Creation of new connecting streets and pedestrian pathways will help organize the existing street grid and improve the pedestrian experience.

Site Survey Imagery



IWILEI STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Station Information:

- Single entry building on the makai side of Dillingham Boulevard at Ka'a'ahi Street
- Side Platform Boarding (No Concourse)
- Kiss & Ride Lot with 11 parking spaces

Iwilei Station will be located mauka of Dillingham Boulevard near Ka'a'ahi Street. This station is closely-situated to the Kapalama Station, about 1/2 mile away along Dillingham Boulevard.

Street Grid (Existing and Planned)

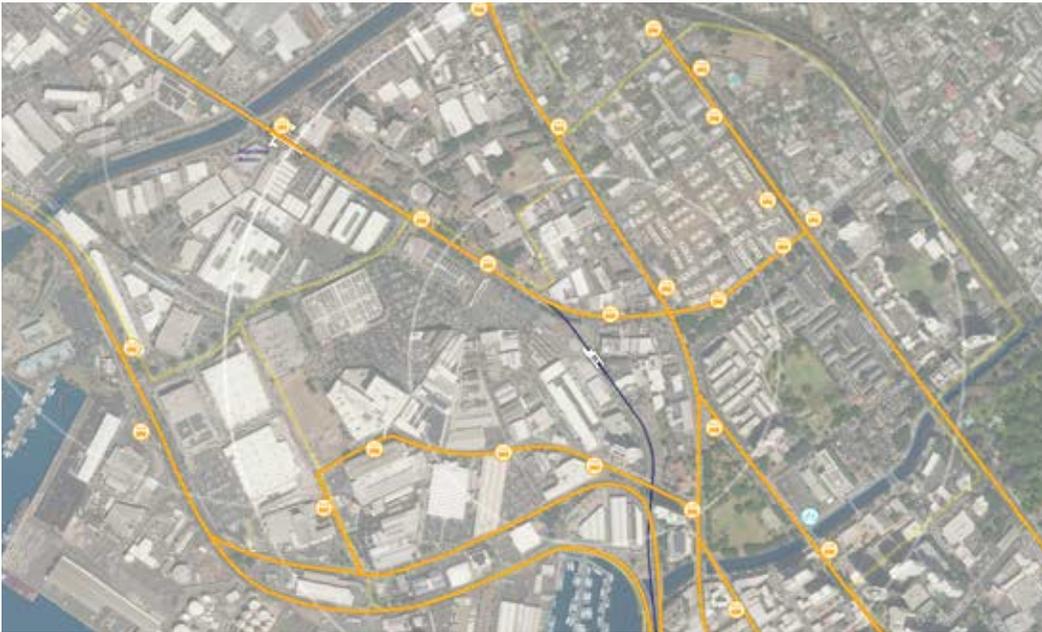


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/ Future Pedestrian Paths

The existing industrial nature of the Iwilei Station TOD area includes long, winding streets with dead ends and a lack of pedestrian infrastructure. Main pedestrian corridors currently run along the heavy-traffic roads of Nimitz Highway, Dillingham Boulevard, King Street, and South Vineyard Boulevard. Future development will add connecting roads for more pedestrian-friendly travel mauka/makai between the existing main corridors. Development will also provide increased pedestrian infrastructure along the existing auxiliary roads in the area and several proposed pedestrian paths to further connect main corridors for pedestrians.

IWILEI STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops
-  Biki Bikeshare Locations

Transit is concentrated along the high-traffic corridors in the area. This includes Dillingham Boulevard (under the guideway), King Street, Nimitz Highway, and South Vineyard Boulevard.

Current Destination Density



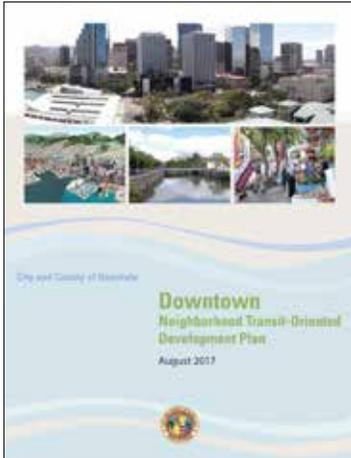
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- 'A'ala Park
- Beretania Community Park
- Chinatown Cultural Plaza
- College Walk
- Dole Cannery
- Foster Botanical Garden
- Honolulu Community College
- Institute for Human Services
- Kalihi-Palama Medical Center
- Kapālama Canal
- Kapālama Station (HART)
- Kapālama Satellite City Hall
- Kauluwela Community Park
- Liliha Public Library
- Nimitz Center
- Office of Hawaiian Affairs / Nā Lama Kukui
- Palama Settlement

Destinations are situated along the main corridors in the area for the Iwilei Station. Given the close proximity of the stations in the more densely-populated Downtown region, the walking radii for each station begin to overlap and the nearby stations become a destination in themselves. Here, you can see the Kapalama Station is about a 1/2 mile distance from the Iwilei Station, located right next to Honolulu Community College's campus. Future development of the area makai of Dillingham Boulevard will give way to increased mixed-use destinations in this currently industrialized area.

CHINATOWN STATION / DOWNTOWN STATION



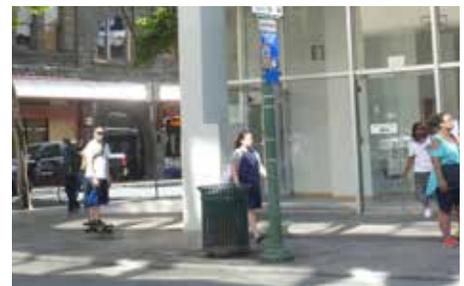
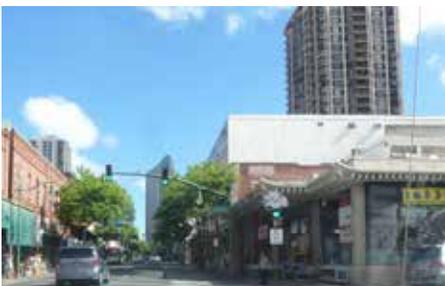
Downtown Neighborhood TOD Plan

Incorporates Chinatown and Downtown Station areas and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops over a course of 7 years.

Wayfinding-Related Takeaways: Downtown Neighborhood TOD Plan

Much of the Chinatown and Downtown area will remain the same as development of the rail arrives in the Downtown Honolulu area. Care will be taken to maintain the historic and cultural nature of the Chinatown Station area as well as maintain the employment density of the Downtown Station area. While pedestrian infrastructure is already well-maintained in these areas, key improvements along the Nu'uuanu Stream and waterfront promenade pedestrian paths will improve the overall pedestrian experience of the area.

Site Survey Imagery



CHINATOWN / DOWNTOWN STATIONS

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Chinatown Station Information:

- Single entry building on the mauka side of Nimitz Highway at Kekaulike Street
- Side Platform Boarding

Downtown Station Information:

- Two entry buildings on either side of Nimitz Highway at Bishop Street and Pacific Guardian Center
- Side Platform Boarding

The Chinatown and Downtown Stations are situated along Nimitz Highway. In the densely-populated area of Downtown Honolulu, the TOD areas for each station begin to overlap.

Street Grid (Existing and Planned)

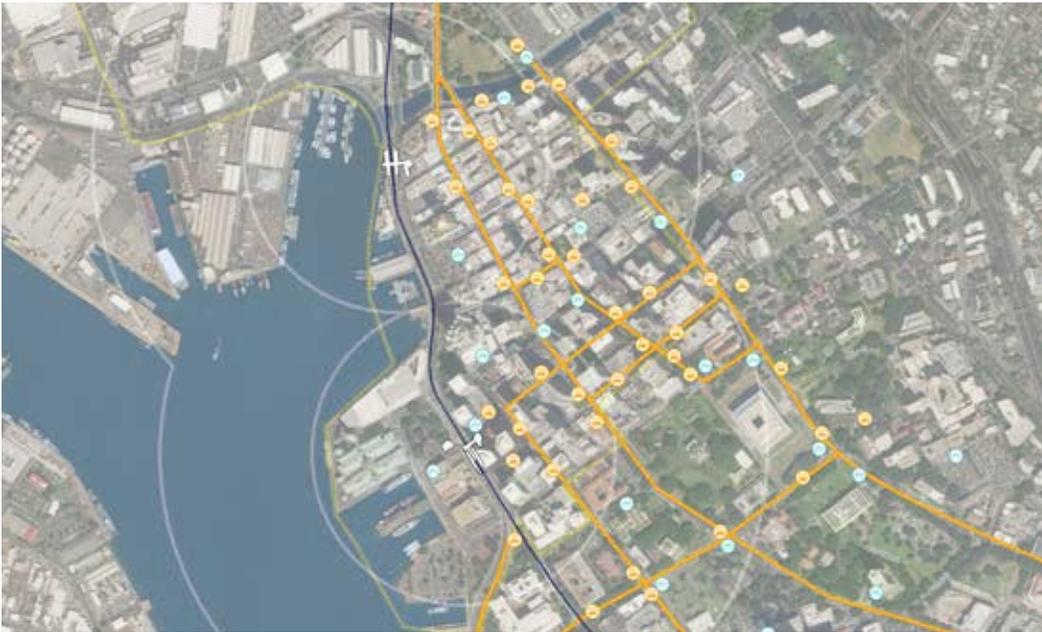


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/ Future Pedestrian Paths

In the dense urban structure of the highly-populated Downtown area, almost all streets have some level of pedestrian infrastructure. This provides pedestrians with a more regulated and organized street grid to facilitate wayfinding and orientation. Planned development focuses on pedestrian improvements along Kekaulike Street and revitalization and improvements to incorporate pedestrian paths along the waterfront.

CHINATOWN / DOWNTOWN STATIONS

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops
-  Biki Bikeshare Locations

Transit connections are plentiful in the Downtown area, with several options for transit connection along the main corridors. Chinatown and Downtown Stations also have existing access to Biki bikeshare locations, adding an additional mode of transit opportunity for riders.

Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- 'A'ala Park
- Iolani Palace
- Ali'iolani Hale
- Aloha Tower Marketplace
- Chinatown Cultural Plaza
- Chinatown Station (HART)
- Downtown Station (HART)
- Fort Street Mall
- Foster Botanical Garden
- Hawai'i Pacific University
- Hawai'i State Art Museum
- Hawai'i State Public Library
- Hawai'i Theater Center
- Honolulu Hale and Civic Center
- Hotel Street
- Kekaulike Mall
- King Kamehameha Statue
- Marks Garage
- Maunakea Marketplace
- O'ahu Market
- Pauahi Hale (Public Restroom)
- Pier 11 / Pier 2 Cruise Terminals
- Prince Kuhio Federal Building
- Smith-Beretania Park
- Tamarind Park
- The Queen's Medical Center
- USPS
- Walker Park
- Washington Place

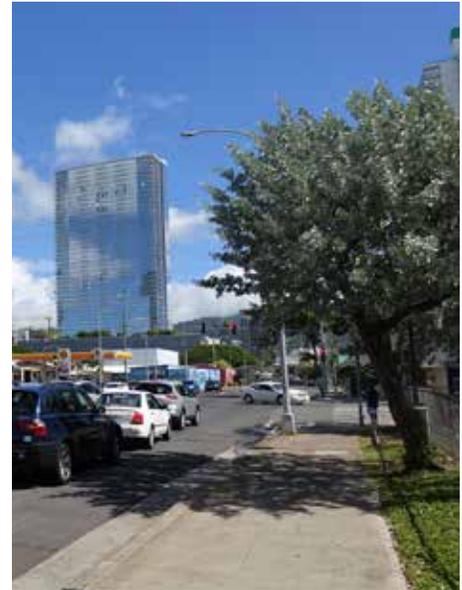
Destinations for Chinatown and Downtown Stations are plentiful, as well as varied in type. Given the close proximity of the two stations, the stations themselves act as a wayfinding destination. High density of destinations means that care will need to be taken to determine priority in which destinations appear on static signage, as space is limited.

CIVIC CENTER STATION / KAKA‘AKO STATION

Kaka‘ako and Civic Center Station Development Plans

The areas surrounding the planned Kaka‘ako Station and Civic Center Station are under the jurisdiction of the Hawai‘i Community Development Authority (HCDA). TOD Action Plans have not been created for these areas. While their development and incorporation into the overall rail system will be similar to other areas in the densely-populated Downtown Honolulu area, the major portion of the development of this land will be orchestrated by public and private developers.

Site Survey Imagery



CIVIC CENTER / KAKA'AKO STATIONS

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Civic Center Station Information:

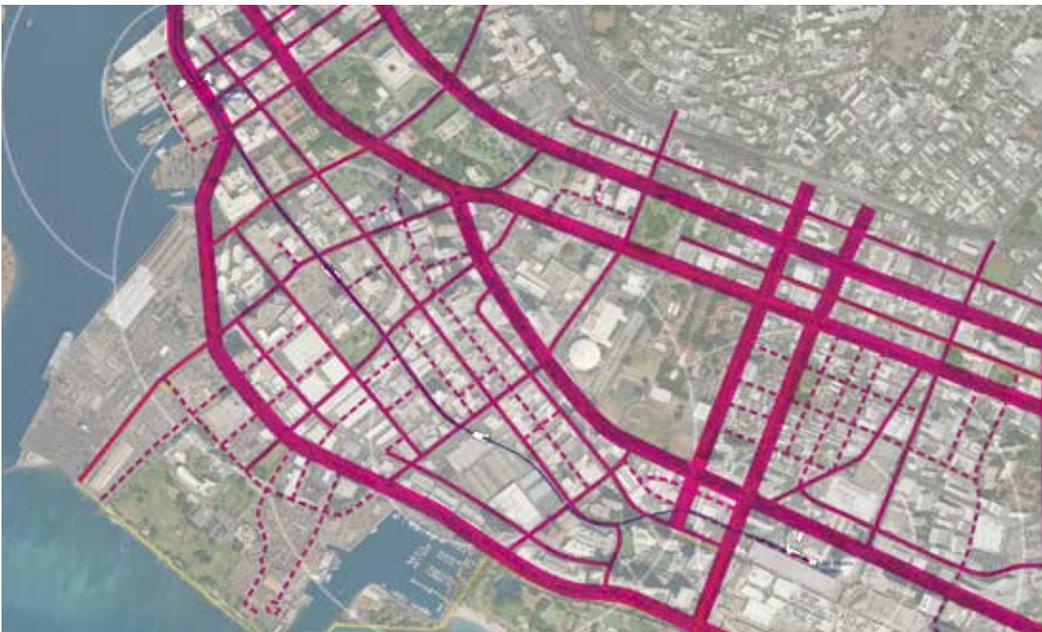
- Single entry building on the makai side of Halekauwila Street at South Street, adjacent to Keahou Lane
- Side Platform Boarding

Kaka'ako Station Information:

- Single entry building on the Koko Head side of Ward Avenue at Halekauwila Street, next to Ohana Hale Marketplace (former Sports Authority)
- Side Platform Boarding (no concourse)

For Civic Center and Kaka'ako Stations, the guideway splits away from Nimitz Highway and begins to run along Halekauwila Street.

Street Grid (Existing)

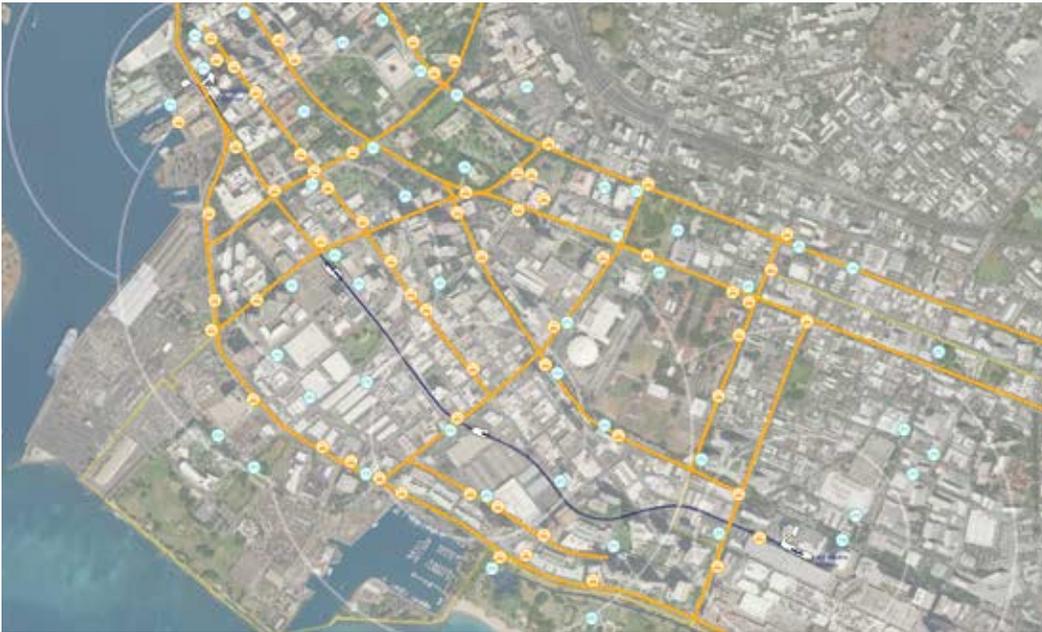


-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets

The street grid surrounding the Civic Center and Kaka'ako Stations is similar to the dense urban street grid of adjacent Downtown and Ala Moana Stations. Unique to these areas are large superblocks created by groups of destinations, such as the Neal S. Blaisdell Center / McKinley High School or Honolulu Hale / Frank F. Fasi Civic Grounds. Aside from these unique situations, the street grid is well-established and predictable for pedestrians, with most streets having some level of pedestrian infrastructure.

CIVIC CENTER / KAKA'AKO STATIONS

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops
-  Biki Bikeshare Locations

Transit connections are plentiful in the Civic Center / Kaka'ako Station areas, with several options for transit connection along main corridors. These stations will also have existing access to Biki bikeshare locations, adding an additional mode of transit opportunity for riders.

Current Destination Density



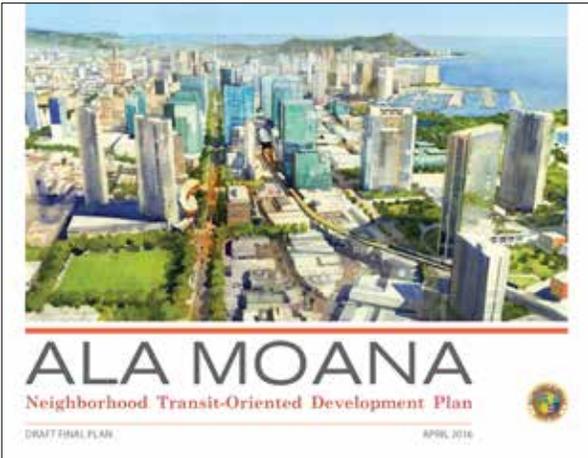
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Ala Moana Regional / Beach Park
- Alapai Transit Center
- Frank F. Fasi Civic Grounds
- Civic Center Station (HART)
- Downtown Station (HART)
- Hawai'i Children's Discovery Center
- Hawai'i State Capitol
- Hawai'i State Public Library
- Honolulu Cruise Ship Terminal (Pier 2 / Pier 11)
- Honolulu Hale and Civic Center
- Honolulu Fire Department Museum
- Honolulu Law Enforcement Museum/Memorial
- Ka'ahumanu Hale
- Kaka'ako Makai Gateway Park
- Kaka'ako Station (HART)
- Kaka'ako Waterfront Park
- Kawaiaha'o Mini Park
- Kewalo Basin Harbor
- Kolowalu Park
- McKinley Community School for Adults
- Mission Houses Museum
- Mother Waldron Park and Playground
- Neal S. Blaisdell Center
- The Queen's Medical Center
- Restaurant Row
- SALT
- Straub Medical Center
- Thomas Square
- Univ. of Hawai'i Cancer Center
- Univ. of Hawai'i John Burn's School of Medicine
- USPS
- Ward Center

Destinations for Civic Center and Kaka'ako Stations are plentiful and varied in type. Given the close proximity of the two stations, the stations themselves act as a wayfinding destination. The Kaka'ako Station is within the 1/2 mile walkable threshold of the Civic Center Station. High density of destinations means care will need to be taken to determine priority for which destinations appear on static signage, as space is limited.

ALA MOANA STATION



Ala Moana Neighborhood TOD Plan

Incorporates Ala Moana Station area and was developed by the City and County of Honolulu's Department of Permitting and Planning via multiple stakeholder workshops and steering committee meeting.

Wayfinding-Related Takeaways: Ala Moana Neighborhood TOD Plan

With much of the Ala Moana Station area already highly developed, focus of planned improvements will be to provide further pedestrian infrastructure and amenities to the area. High-density commercial mixed use development around the immediate station area will maintain the existing personality of Ala Moana Shopping Center, while high- and moderate-density residential mixed-use developments in the areas moving outward from the station will provide housing and smaller-scale retail opportunities.

Site Survey Imagery



ALA MOANA STATION

Station Footprint, Guideway, TOD Zone, & Pedestrian Threshold (1/4 Mile and 1/2 Mile)



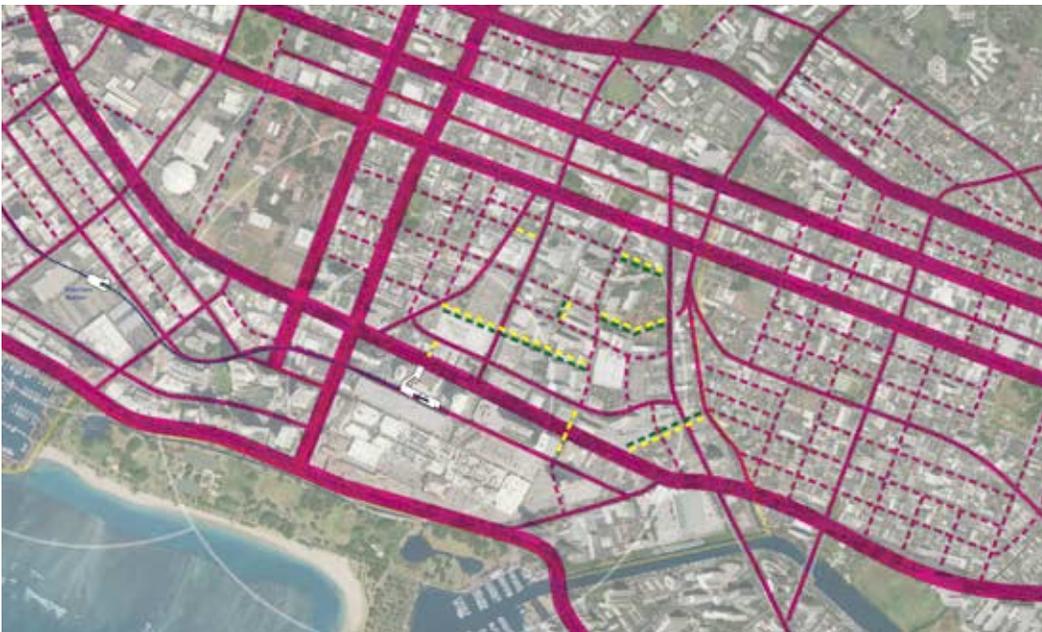
-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold

Ala Moana Station Information:

- One main entry building on the mauka side of Kona Street at the Ala Moana Shopping Center
- Two ground level entrances on the makai side of Kona Street
- Two Concourse-level entrances from the second level of Ala Moana Center parking structure
- Center platform boarding

The Ala Moana Station will be located along Kona Street with planned direct access to Ala Moana Shopping Center and the parking structure for Ala Moana Shopping Center.

Street Grid (Existing and Planned)



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Primary Roads
-  Secondary Roads
-  Auxiliary Roads/Side Streets
-  Planned/Future Streets
-  Planned/ Future Pedestrian Paths

In the dense urban grid structure of the Ala Moana station area, almost all streets have some level of pedestrian infrastructure. This provides pedestrians with a more regulated and organized street grid to facilitate wayfinding and orientation. Focus of further development will be to improve existing pedestrian infrastructure and connect auxiliary streets with new roads and pedestrian paths.

ALA MOANA STATION

Current Transit Locations



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Bus Routes
-  Bus Stops
-  Biki Bikeshare Locations

Transit connections are plentiful in the Ala Moana Station area, with several options for transit connection along main corridors. Ala Moana Station will also have existing access to Biki bikeshare locations, adding an additional mode of transit opportunity for riders.

Current Destination Density



-  Guideway
-  Station Footprint
-  TOD Zone
-  Pedestrian Threshold
-  Destinations

Preliminary Destinations:

- Ala Moana Beach Park
- Ala Moana Regional Park
- Ala Moana Shopping Center
- Ala Wai Promenade
- Hawai'i Convention Center
- Kaiser Permanente Behavioral Health
- Kewalo Basin Harbor
- Kolowalu Park
- Magic Island
- McKinley Community School for Adults
- Neal S. Blaisdell Center
- Piolani Shopping Center
- Piikoi-Rycroft Mini Park
- Sheridan Community Park
- Thomas Square

Ala Moana Station is planned to have direct access to Ala Moana Shopping Center and the Ala Moana Shopping Center parking structure, making the shopping center a landmark destination for this station. Other destinations in this area are plentiful and varied in type given its location in the dense urban area of downtown Honolulu.

TWO TWELVE
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