

TWO TWELVE + PBR HAWAII

Transit-Oriented Development Conceptual Wayfinding Report

City and County of Honolulu,
Department of Planning and Permitting



November 2015

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INTRODUCTION

Transit-oriented development (TOD) is about creating transit-enhanced neighborhoods that are active and vital for individuals and businesses. Wayfinding is a critical component in this development along the Honolulu Rail Transit Project corridor.

A successful wayfinding program provides clear and consistent information located when and where people need it. It is comprised of a variety of coordinated static and digital tools (i.e., maps, signage) that are designed to be easily maintained and updated. This, in turn, provides people with trustworthy information that is reassuring and encourages exploration, discovery, and repeat visitation. Promoting seamless multi-modal connections within this context has the added benefit of increasing pedestrian traffic in neighborhoods, contributing to the overarching goal.

The Department of Planning & Permitting engaged the wayfinding consultant team of PBR HAWAII and Two Twelve to develop a Conceptual Wayfinding Strategy. During a week-long on-site workshop, the team conducted tours of the neighborhoods along the corridor with a focus on two pilot areas of study, Chinatown and Pearlridge. They reviewed relevant documents from previous workshops, including the Chinatown Action Summit. Additionally meetings were held with the following stakeholders:

Core Working Group

- Department of Planning & Permitting
- Department of Transportation Services
- Department of Information Technology
- Honolulu Authority for Rapid Transit

Additional Stakeholders

- Department of Facility Maintenance
- Department of Design and Construction
- Department of Parks and Recreation
- O'ahu Transit Services
- Chinatown Community Organizations
- Pearlridge Center
- Outdoor Circle
- Historic Hawai'i Foundation
- Hawai'i Tourism Authority
- Hawai'i Department of Transportation

The result of these meetings is summarized by the following overarching goals:

- Create transit-enhanced neighborhoods that are active and vital for individuals and businesses
- Create a seamless experience between all levels of potential movement, making it easy and desirable for people to walk, bike, and / or use public transit
- Promote the use of public transit over personal vehicles

As a result of the workshop effort, the major recommendation is to implement a unified wayfinding system across all TOD neighborhoods. A critical component to the success of such a system is the development of a subsequent Wayfinding Master Plan. The following pages outline best practices and initial recommendations. With further investigation and analysis, the Master Plan process will address these concepts in more detail.

SECTION 1.0

DESIGN STRATEGY

A UNIFIED SYSTEM

Current TOD planning takes into consideration that each neighborhood along the corridor is unique, with its own character and sense of place. A cornerstone of TOD planning is that each neighborhood should, “create a sense of place by celebrating its historic and cultural assets.” Planning for each of these areas has been an ongoing effort by the City and has involved extensive community input in order to build upon these existing qualities. The streetscape, architecture, types of destinations, and amenities all work together to create a distinct neighborhood.

Within this context, it is important to put the focus of the visitor experience on the neighborhood’s physical characteristics and not on the signage as objects trying to “blend in.” The design should not pick up on individual neighborhood aesthetics, but instead, the wayfinding signage should be a neutral player that is a consistent running thread throughout the corridor.



Neighborhood Typologies developed during the TOD planning process.

The development of an information system that is easily recognizable, simple to maintain, and ultimately an authoritative and trustworthy source of wayfinding information, requires a single signage aesthetic that is unified across all neighborhoods. This is especially important in the denser neighborhood typologies of Major Urban Center and Urban Neighborhood where the TOD neighborhoods overlap. With unified signage, pedestrians transitioning from one area to the next, whether on foot, bike, or transit, can easily follow the thread of information taking them to their destinations. Deviations from the unified system must be carefully

considered. For example, in Chinatown, where multi-lingual signage is the norm, consideration may be given to including Chinese translations where possible.

While the new rail system will be a commonality that physically connects the twenty-one communities and is a driving force behind the TOD initiative, matching the unique aesthetic that has been developed for each rail station is not recommended for the wayfinding signs that extend into the neighborhood streets. The team’s recommendation is that the TOD wayfinding signage and rail signage be coordinated by employing consistent nomenclature and overall hierarchy. Design considerations such as color, typography, materiality, and form should be developed for the TOD wayfinding system separate from that developed for HART in order to respond to challenges and opportunities specific to the TOD initiative.

This unified design approach allows the TOD wayfinding program to be the launching point for a larger city and county-wide sign program — a single signage aesthetic that is uniquely Honolulu.

WAYFINDING PRINCIPLES

Each TOD neighborhood along the rail corridor has its own unique conditions and requirements, and have been classified into one of four station area character typologies — Mixed-use Village, Urban Neighborhood, Major Destination/Employment Center, and Major Urban Center. Signage planning will need to be tailored to suit the needs of each of these typologies. A further analysis of each neighborhood's individual circulation and destinations will be undertaken during the Master Planning process in order to determine the overarching principles that will guide this wayfinding program.

The following are general recommendations for the wayfinding system:

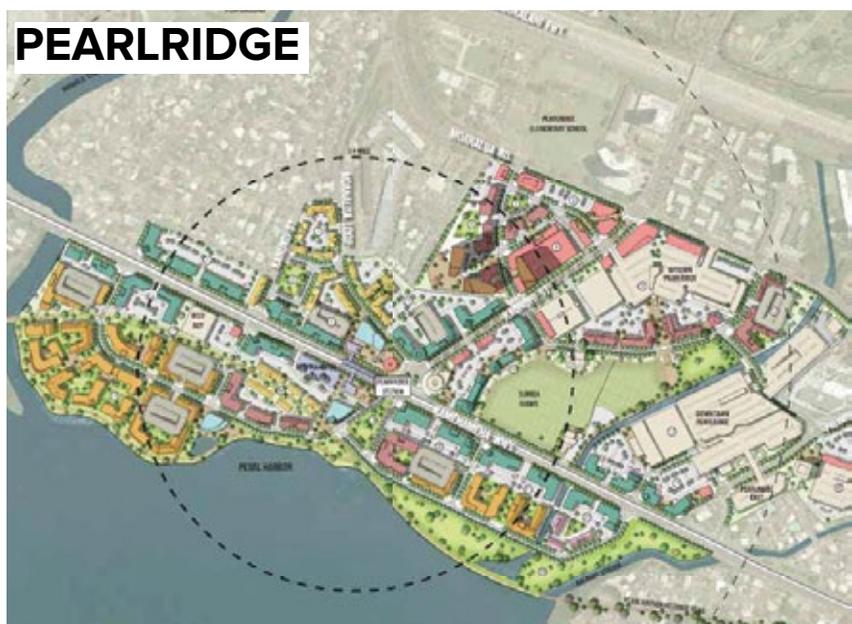
- Direct vehicular traffic to Park & Ride facilities from the freeway
- Direct vehicular traffic to Park & Ride and Kiss & Ride facilities, especially in the Mixed-Use Village neighborhoods, on roads other than the freeways
- Provide orientation information at major arrival moments, such as at the rail stations and parking garages
- Provide directional information from the rail stations out to community destinations and to multi-modal transportation options, as well as return information back to the rail stations

As the focus of the on-site workshop, the existing conditions and proposed planning for Chinatown and Pearlridge have begun to inform the Design Team's recommendations for the System Requirements. While these are both being planned as Major Urban Centers, the wayfinding specifics of the circulation paths, decision points, and destination types that inform the signage locations differ greatly. The current and future conditions, based upon the TOD plans, will also impact the system needs. In fact, Pearlridge is currently in the middle of a decades long transition from suburban center to a more walkable urban center.

Pedestrian Circulation:

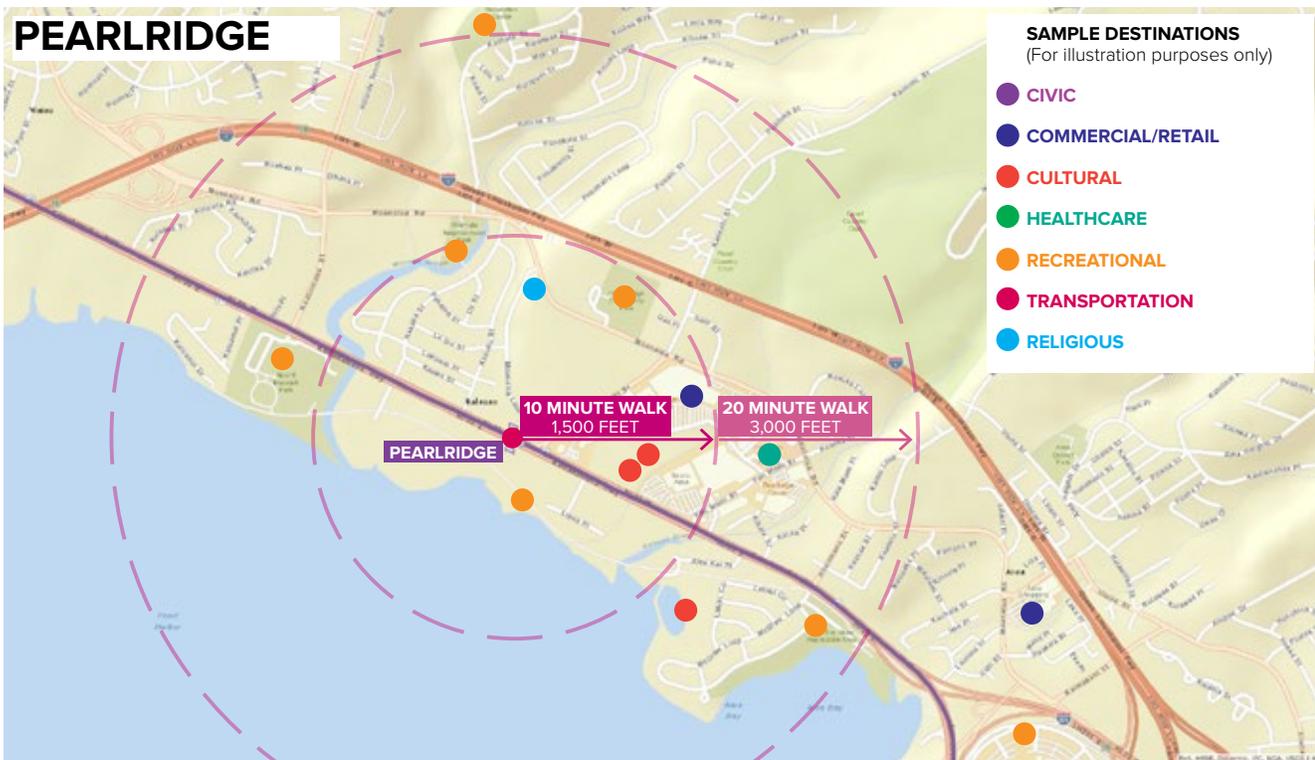
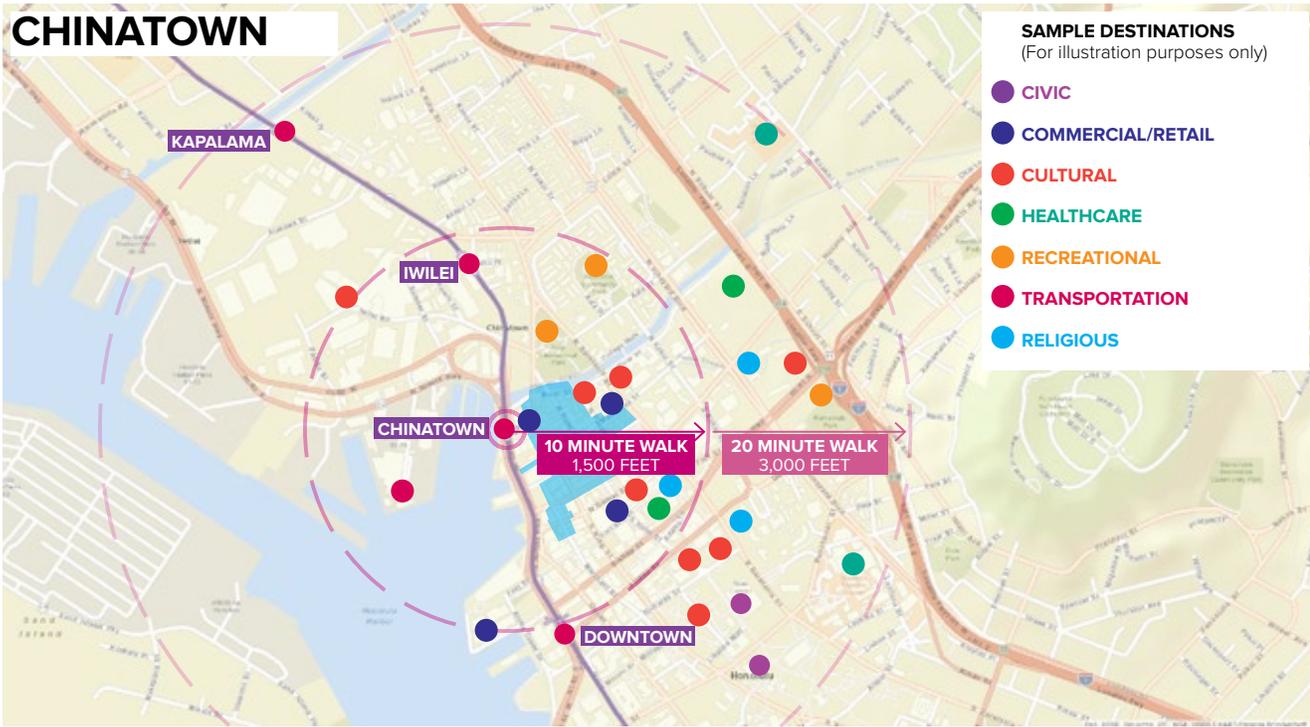
Pearlridge's existing and planned streets are linear elements that emanate from a central point at the rail station. Pedestrian pathways are somewhat more prescribed. Chinatown has a more predictable street grid that enables people to take more circuitous paths with more possible decision points, and potentially more signing required. Chinatown is also in walkable proximity to two other rail stations, increasing its reach, connectivity, and information requirements.

TOD Planning diagrams for Chinatown and Pearlridge



Wayfinding Destinations:

While the specifics of what qualifies as a wayfinding destination will need to be further developed, from a basic first-time-visitor needs assessment, Chinatown has a higher percentage of tourist-oriented destinations than Pearlridge. This will affect the amount of information required on signs, as well as the number of signs required.



Streetscape Character:

The existing conditions and infrastructure along the corridor varies greatly. In many areas there is extremely limited sidewalk space and underground infrastructure obstacles that prevent the installation of new post and panel signage. There are also TOD neighborhoods that have station areas or roadways that are not under City jurisdiction. Some neighborhoods, such as PearlrIDGE, have large areas occupied by a single entity – PearlrIDGE Center.

As new TOD wayfinding signage is implemented, outdated and redundant existing public and private signage should be removed. A signage demolition plan for each neighborhood should be implemented to facilitate this effort. Wherever possible, messages should be consolidated to result in fewer signs and poles.



SECTION 2.0

INFORMATION GUIDELINES

DESTINATION INCLUSION PROCESS

It is necessary to develop destination inclusion criteria to be applied system-wide. The criteria will allow the sign program to be limited, when needed, and enriched, when possible. For example, the limited sidewalk space in much of Honolulu prescribes the scale of pedestrian signage that is achievable. The signs will likely need to be designed to be installed overhead on poles. Best practices maintain that there should only be 10-12 listings per sign panel on such signs. On the other hand, digital tools can allow for almost limitless amounts of information to be presented.

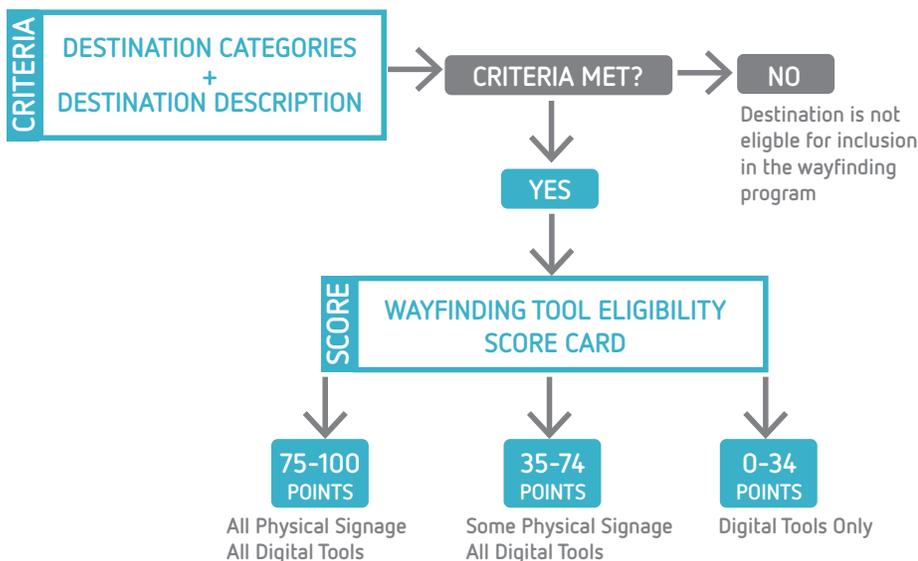
The criteria will need to be developed and accepted as policy in order to be effective. It is a crucial framework that allows the system to be managed and maintained, without being driven by political pressures from individual stakeholders. It is important for this effort to be tasked to a small committee that can work with the Design Team on the development of the criteria as part of the Master Planning effort.

The first step will be determining the overall “buckets” or categories of destination types and the specific description of each type of destination in that category. For instance, “Civic and Community” destinations can include such destination types as community centers, courthouses, government buildings, hospitals, police stations and public libraries. The specifics of what defines a “Community Center” can then be written to include school auditoriums that are frequently used as neighborhood meeting places.

To further define who qualifies for inclusion, a scoring system should be developed. Each destination will be awarded points based on a predetermined set of variables, such as yearly visitation, proximity to public transit, hours of operation, etc. This system can be orchestrated to result in tiers of destinations that define who

qualifies for each of the various wayfinding tools. For example, a low score can mean the destination will appear on digital tools but not pedestrian directional signage, while a high score allows inclusion across all tools.

As each neighborhood is unique, there may not be a one-size-fits-all solution to determining the appropriate inclusion criteria. There are several approaches that can be applied to tailor the system to the needs of each neighborhood typology. It may be possible to write category and destination descriptions that vary per neighborhood typology. Alternatively, a simpler solution may be to adjust the scoring system to accommodate the specific needs of each neighborhood typology. There may also be certain types



of destinations, such as the rail stations, bus transit stations, and bikeshare that are exempt from the criteria and scoring process.

Each of these methods will need to be tested with actual neighborhood destinations in order to determine which is the best process for this system. It is important to come to a consensus and ensure that the criteria is not overly inclusive or exclusive in order to implement it at a policy level. These solutions will be further developed through collaboration with the Department of Planning & Permitting during the Master Planning effort.

INFORMATION HIERARCHY

In tandem with defining what types of destinations are included, is the process of developing an information hierarchy. A clear hierarchy is necessary to provide information in a legible manner that is quickly understood. It divides content into predictable places on the sign and gives users information when and where they need it.

Simplicity is the best approach to planning the message structure for signs. It is important not to over-complicate the hierarchy with too many categories or colors. While creating categories is an important part of the destination inclusion process, those distinctions are ultimately not needed for users to understand the signage. Best practices dictate no more than two or three zones of information on overhead pedestrian directional signs.

The system for TOD neighborhoods must include multi-modal information. To highlight transit options, such as the rail stations and bikeshare locations, one zone on pedestrian directional sign panels should be dedicated to multi-modal information. This zone should stand apart from the other content, whether by placement on the sign, color, or other design device. Content strategies will be developed during the Master Planning process to determine the effectiveness of including walking distances, symbols, or other elements within the hierarchy.

Information Hierarchy Example:
Downtown Baltimore Sign System developed by Two Twelve



Destination Zone

Transit Zone

District Zone

SECTION 3.0

SYSTEM REQUIREMENTS

SIGNAGE REGULATIONS AND GUIDELINES

The signage system must be designed to comply with all regulations from the City to Federal level. There may be a need for amendments to the City/County code, or in the case of State and Federal roads, signage waivers or approvals. The codes to be referenced are as follows:

City and County, Revised Ordinances of Honolulu

- Chapter 21, Article 2, Section 140-1 (n) regarding Sign Master Plans
- Chapter 21, Article 7 - Sign Regulations
- Chapter 21, Article 9 - Special District Regulations Section 9.60

State and Federal

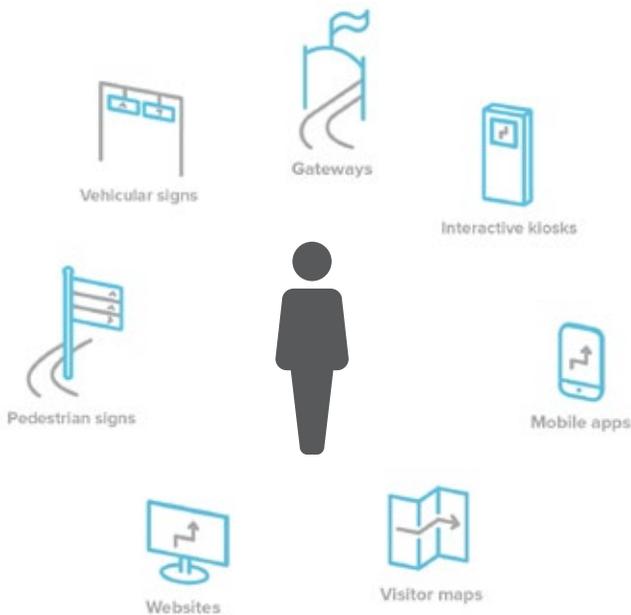
- HDOT HAR 19-128 Design, Placement and Maintenance of Traffic Control Device
- HDOT HAR 19-103 Outdoor Advertising Along State Highways and Federal and Secondary County Highways
- FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- ADA Standards for Accessible Design
(Note, while ADA guidelines are only intended and enforced for interior building conditions, accessible design is best maintained by understanding and employing the spirit of the law to the extent possible on exterior sign programs.)

FABRICATION AND MAINTENANCE

Given the exposure to intense sunlight and salt air, as well as the potential for damage caused by graffiti and general wear-and-tear, durable materials for the sign system such as porcelain enamel or painted metal treated with weather and vandal resistant coatings are required. Sign components should be detailed to allow for changeability of message panels to ensure ongoing transit-oriented improvements can be accommodated on the sign system, where required. Transit information should be isolated from destination information on a separate modular panel so that it can be updated without replacing the entire sign panel.

Fabricator(s) of the sign system are required to take full responsibility for the safe engineering of all installed signs including the way in which they are supported and anchored to result in a satisfactory and safe final product. An on-going maintenance contract should be established with the selected fabricator. At time of substantial completion, fabricators shall submit clearly written instructions for proper maintenance of installed signs. Instructions shall address periodic cleaning, service access, painting, color specifications, replacement procedures and similar procedures. A five-year warranty workmanship warranty from fabricators is also recommended as a requirement.

In order to ensure that the system is well maintained, a budget for annual cleaning and repairs should be established, as well as partnerships with community organizations who can help with maintenance.



THE 360° TOOLKIT

It is necessary to identify every potential touch point as an opportunity to deliver consistent, relevant wayfinding information to the user. Implementing each of these wayfinding tools in a prescribed and coordinated manner will ensure that people feel supported at each step in their journey, as navigation becomes effortless. Consistency in messaging and information hierarchy, as well as aesthetics is critical.

The toolkit for the TOD system should consist of the following parts:

1. Freeway Vehicular Direction Signs
2. Non-freeway Vehicular Direction Signs
3. Pedestrian Direction Signs
4. Orientation Kiosks (Static and Digital)
5. Digital Tools
6. Visitor Maps

FREEWAY VEHICULAR DIRECTION

From the H1, H2, and H3 freeways, including signage to indicate exits that lead to rail stations with Park & Ride facilities will increase their visibility and make them easy to find, promoting use of rail transit.

Recommendations:

- Freeway signs should be installed only where there is direct access to a rail station, with limited turns required after leaving the freeway
- Limit to signage directing to transit stations that have dedicated parking facilities
- Include station information as a dedicated panel on the exit overhead sign structure

Considerations:

Signage located along freeways is controlled and regulated by HDOT and the Federal Highway Administration (FHWA). Design guidelines are outlined in FHWA's Manual of Uniform Traffic Control Devices (MUTCD). While compliance with MUTCD is required, a case should be made for allowing the rail logo to be included on the sign. HDOT approval will be needed, therefore their early and continued involvement in the process is essential.

NON-FREEWAY VEHICULAR DIRECTION

Along interior roads, signs for "Park & Ride" and "Kiss & Ride" that trailblaze to the stations are an effective means of directing, as well as increasing awareness of transit options.

Recommendations:

- Include the rail logo on signage along with the station name. This will be consistent with the proposed design at the freeway exit and continue the path of information along interior highways and roads to get to the station entrance

Considerations:

As many roads along the corridor are State roads, MUTCD compliance would require using the standard Light Rail Transit Station sign or the standard “Park-Ride” sign. Approval from HDOT to use a custom design that incorporates the rail logo will be needed, and the case should be made in tandem with the request for freeway signage, as a coordinated system is desirable.

PEDESTRIAN DIRECTION

Once on foot, static directional signage assists pedestrians in finding their destinations, their connections to bikeshare stations or buses, and their way back to the rail stations or parking garages. Conceptual renderings to demonstrate strategy principles have been included in Section 4.0.

Recommendations:

- Locate signs in a consistent manner so that information availability becomes predictable
- Locate along major pedestrian routes that link transit options to major destinations
- In denser urban areas where pedestrian movements may be more random, locate signs on every mid-block, at both sides of the street
- Divert pedestrian traffic away from inaccessible paths
- The signs should direct to a defined list of destinations (See Section 2.0)
- Use existing poles whenever possible
- Where existing poles are not available, a pole should be selected from the existing family of pole styles in the area of installation
- Signs and installation brackets should be made with modular parts that are easy to update and maintain
- Materials should be treated with weather and vandal resistant coatings

Considerations:

MUTCD does not dictate graphic design standards in terms of colors, typestyles, sizes, etc., for pedestrian signage. However, as these are information signs that are located in proximity with traffic signage, MUTCD guidelines should be referenced for placement. Additionally, signs should comply with ADA guidelines for accessible design to the extent that those guidelines do not conflict with the MUTCD.

Pedestrian signage often directs users along pathways that are not meant for vehicles. As such, signs should be designed to minimize their conspicuity to vehicular traffic and located as far as practical from the street. In the Honolulu area, sidewalk space is highly limited. In order to maintain the minimum space required by ADA, signs should be installed on existing poles and with a minimum clearance of 7'-0" above the sidewalk. As this would place the signs roadside, MUTCD guidelines dictate that signs should flag toward the sidewalk, be non-illuminated and non-reflective, and not be in sequence with vehicular directional signs.

Typically, ADA would require copy sizes of 3" or more at this height, however, this is in conflict with MUTCD as 3" copy would be highly visible to vehicular traffic. Copy sizes should be reduced to a maximum of 1 1/2", which is less than the smallest allowable vehicular directional copy size.

ORIENTATION KIOSKS

Orientation kiosks can take on a variety of forms and provide additional content beyond wayfinding depending on their location. They can be either static, digital, or a combination of both. They can contain maps, directional information, events postings, etc.

Recommendations:

- Locate at major arrival moments, such as at the rail stations, parking garages, and bikeshare stations
- Consider other major destinations and public gathering spaces, such as parks
- Limit content to public information only when located in public areas
- Robust digital kiosks with the ability to include retailer information should only be located within rail station or other destination entrances

DIGITAL TOOLS

Digital tools provide the opportunity to augment static signage with increased information related to local businesses, events, realtime transit information, public service announcements, etc. Conceptual renderings to demonstrate strategy principles have been included in Section 4.0.

In addition to a broader inclusion of destinations such as local businesses, digital tools also make it possible to provide multiple languages. The Hawai'i Tourism Authority typically provides information in up to six languages, including English, Hawaiian, Chinese, Japanese, Korean, and Spanish. The Federal Transit Authority requires twelve languages on federally funded projects.

Digital tools include installed digital pylons and web-based platforms. In all instances, the design of and nomenclature for the digital tools should be coordinated with the installed static signs. The success of the digital tools will be contingent on building on the success of existing apps (e.g., DaBus) by expanding the functionality to incorporate features such as real-time transit schedule information, multi-modal connections, transit and parking payment options, local event ticket purchasing, and neighborhood wayfinding information. The future information platform HNL.info will consolidate all of this information into a single reliable source. The main benefits of this consolidated platform will be that it provides a seamless information source that also generates revenue for on-going maintenance of the system.

Recommendations:

- Integrate wayfinding as a component of HNL.info
- Coordinate wayfinding information with other local apps such as DaBus
- Consider how other types of information, such as parking payment, event ticket purchasing, and bikeshare can be combined with a wayfinding app

VISITOR MAPS

Maps will be required for use in a variety of situations and in various media, from physical signage to digital kiosks, to mobile apps. The consistency of nomenclature and design of these maps across these platforms is essential so users can easily access and trust information.

Recommendations:

- Develop a base map that can be used across all platforms of wayfinding and made available to individual destinations to coordinate their visitor information and with multi-modal entities such as HART and Bikeshare to coordinate with their user maps.
- When maps are installed as part of physical signage on the streetscape, they should be oriented “heads-up” and include a “You are Here” indicator

SECTION 4.0

APPLICATION OF CONCEPT

Developing a 360° Toolkit for the rail station areas will require careful consideration of each neighborhood typology, as well as the needs for both current and future conditions within those neighborhoods. The following pages include examples of pedestrian sign types that will be one part of the 360° toolkit. The kit will be further expanded based upon the needs that are uncovered during the Master Planning effort.

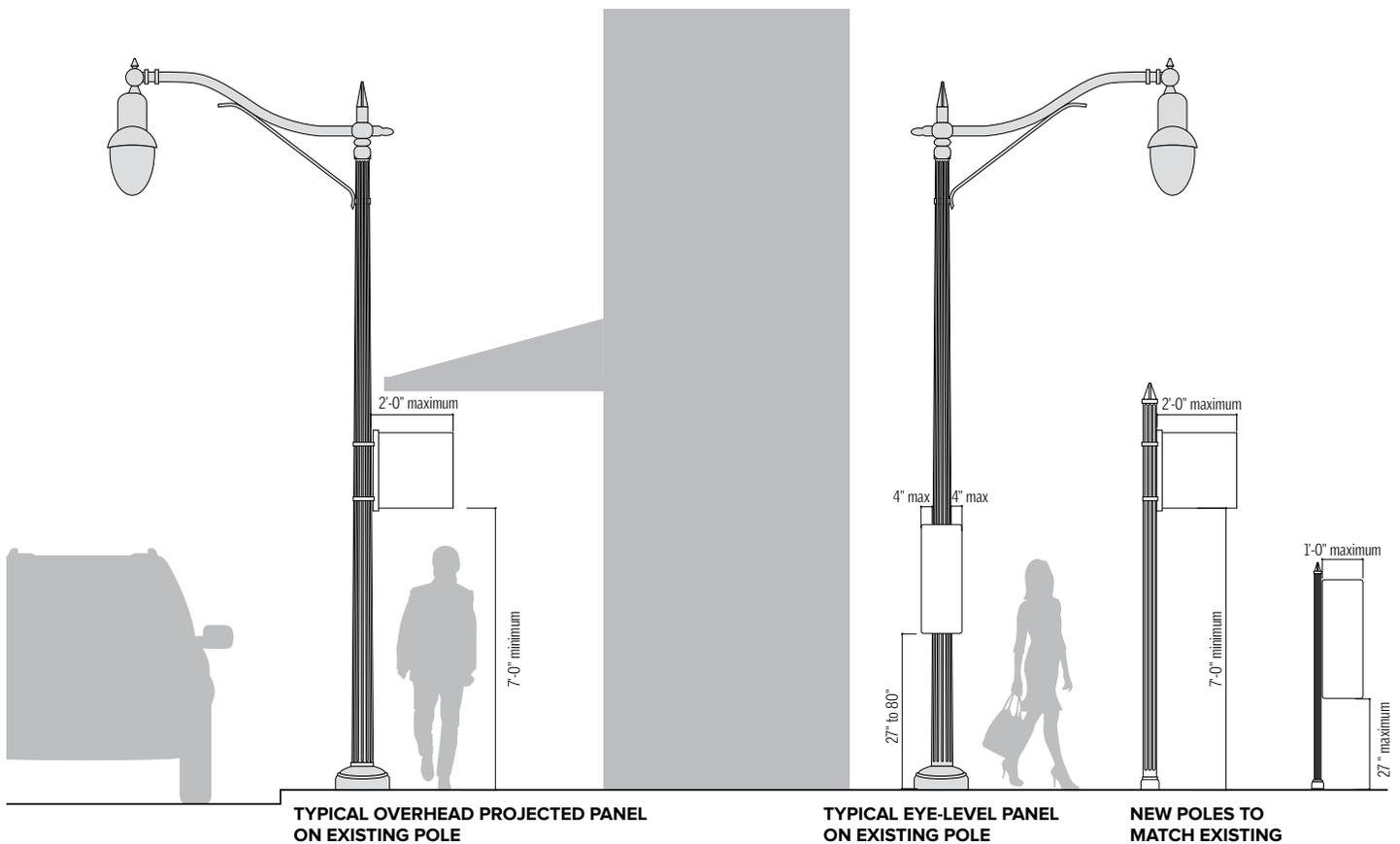
In terms of physical signage, best practices dictate directing pedestrians generally toward the direction of destinations. Turn-by-turn “breadcrumb” directions are not practical. Physical pedestrian signage is most useful as a means to highlight the availability of destinations and general orientation to a place, rather than detailed directions that are more easily accessed through other tools. Pedestrians most commonly use this type of signage to orient themselves based on a known destination... “I was on Hotel Street before, and it’s that way, so I must need to go right.”

The concept level examples in this section illustrate some of the core principles discussed throughout this report and will ultimately define every sign type:

- The TOD wayfinding program requires a single signage aesthetic that is unified across all neighborhoods.
- Direction is needed from the rail stations out to community destinations, return information back to the rail stations, and wayfinding within neighborhoods.
- Include multi-modal access information, link to wayfinding apps, parking management apps, and private-sector e-commerce and marketing
- A clear hierarchy is necessary to provide information in a legible manner that is quickly understood.
- Use existing poles whenever possible.
- Signs and installation brackets should be made with modular parts that are easy to update and maintain.

DESIGN FOR A PEDESTRIAN LANDSCAPE

- Reduce confusion for vehicles by being non-illuminated and non-reflective, and avoiding proximity to vehicular directional signs.
- Install on existing poles, flag toward the sidewalk and follow ADA guidelines for height and projection.
- When existing poles are not feasible, new poles should match or improve the aesthetic of existing poles.
- Overhead copy sizes should be a minimum of 1" and maximum of 1 1/4" capital letter height.



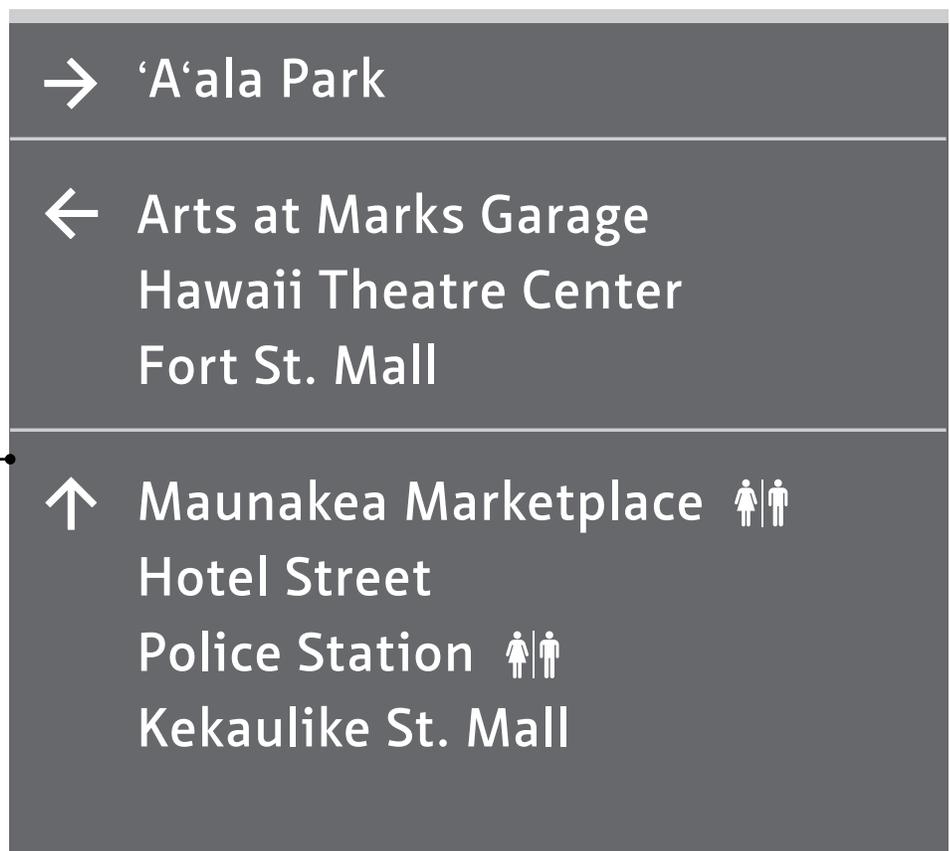
INFORMATION HIERARCHY - PEDESTRIAN DIRECTION

- Due to the limited amount of space available in the project area, a maximum of 10 destinations, are recommended on overhead signs to optimize type legibility while limiting the width and height.
- 2 listings, on a separate panel, are reserved for multi-modal options, leaving 8 possible destinations on the main panel.

Diagram for conceptual purposes only, not representative of final colors or content. Sample location at Pauahi St. and Maunakea Street, using destination list from the Chinatown RFP.

TYPICAL DESTINATION PANEL

- Maximum 8 destinations
- Priority given to closest destinations
- Sorted by direction, with Left / Right / Up consistent on each sign
- Destinations listed by proximity within each direction group
- Farther away destinations and “Up” directions get dropped first if space is limited



TYPICAL MULTI-MODAL PANEL

- Maximum 2 Destinations - Priority to Rail and large transit centers. If space allows, can include other types of transportation such as Bikeshare
- Separate panel from destinations, can be added/changed when amenities come on line
- Include distance or walking time information



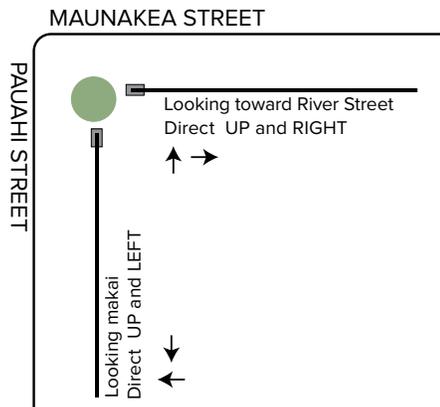
SIGN PLACEMENT - PEDESTRIAN DIRECTION

- The recommendation is a 2-panel configuration that allows 4-way direction. When space is limited, use a 1-panel configuration.
- Signs are single-sided with content facing the sidewalk to prevent the viewer from potentially standing in the street to read the sign. (This will need further evaluation during the Master Plan effort.)

2-PANEL CONFIGURATION

Ideal is to install two panels per pole, at right angles to each other, in order to maximize listing and allow sign to point in all four directions

PLAN VIEW DIAGRAM OF POLE AND TWO PANELS



←	Arts at Marks Garage Fort St. Mall Hawaii Theatre Center
↑	Hotel Street Kekaulike St. Mall Maunakea Marketplace ♿♿ Police Station ♿♿

↑	CHINATOWN RAIL STN. 3 min
↑	HOTEL ST. TRANSIT MALL 1 min

Sign message as viewer is facing makai

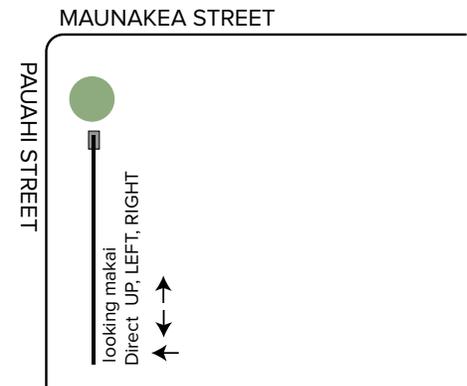
→	Chinatown Cultural Plaza Foster Botanical Garden
↑	'A'ala Park

Sign message as viewer is looking toward River St.

1-PANEL CONFIGURATION

If space is limited, preference is to use one side and combine three directions, with priority given to closest destination, regardless of direction

PLAN VIEW DIAGRAM OF POLE AND ONE PANEL



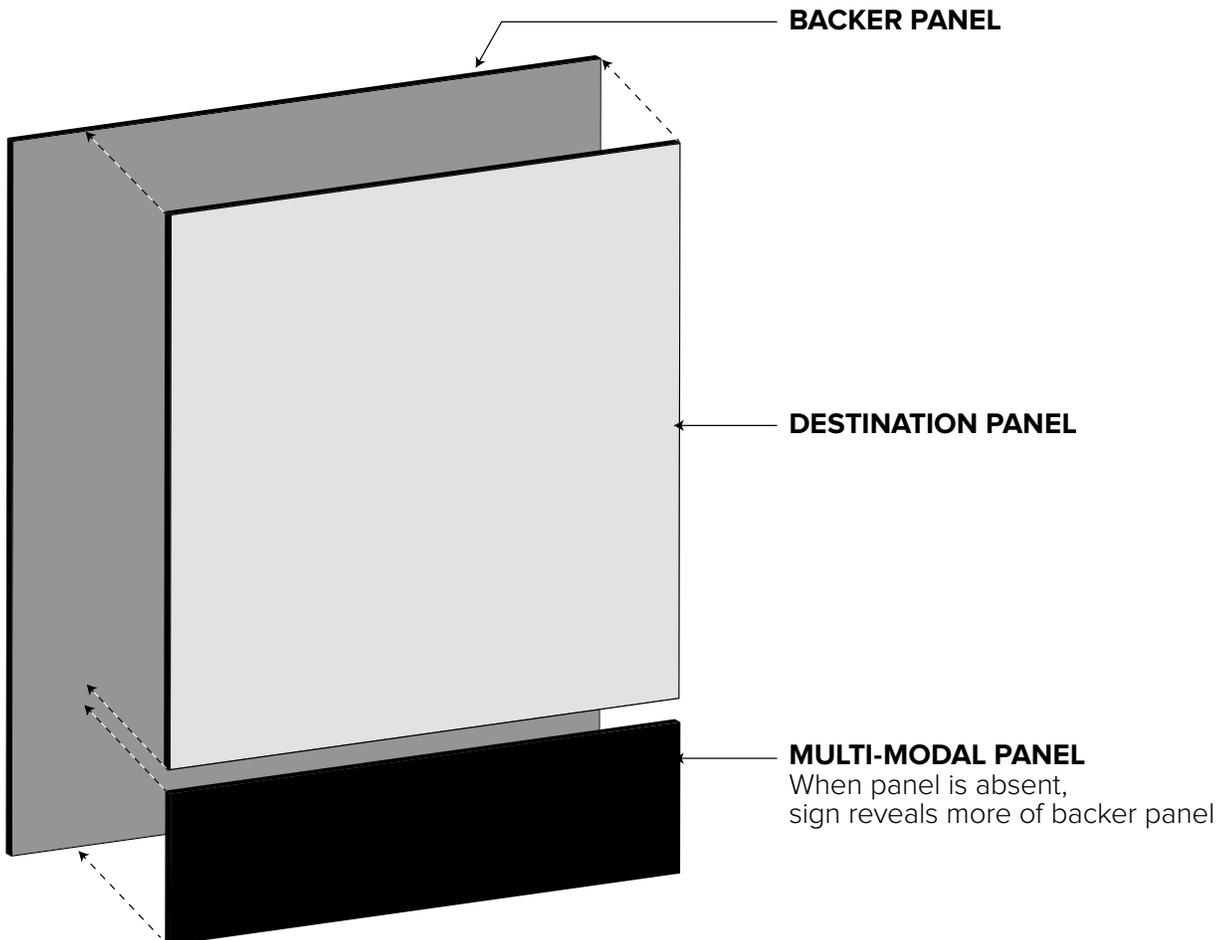
→	'A'ala Park
←	Arts at Marks Garage Fort St. Mall Hawaii Theatre Center
↑	Hotel Street Kekaulike St. Mall Maunakea Marketplace ♿♿ Police Station ♿♿

↑	CHINATOWN RAIL 3 min
↑	HOTEL ST. TRANSIT MALL 1 min

Sign message as viewer is facing makai

MODULAR SYSTEM DESIGN

- A multi-part sign construction allows for updating the panels independent of each other without replacing hardware.
- All materials should be weather-resistant.



Backer panel allows consideration for a unique-to-Honolulu design



PERFORATED OR
DECORATIVE METAL



MATERIAL, COLOR
AND / OR UNIQUE FORM

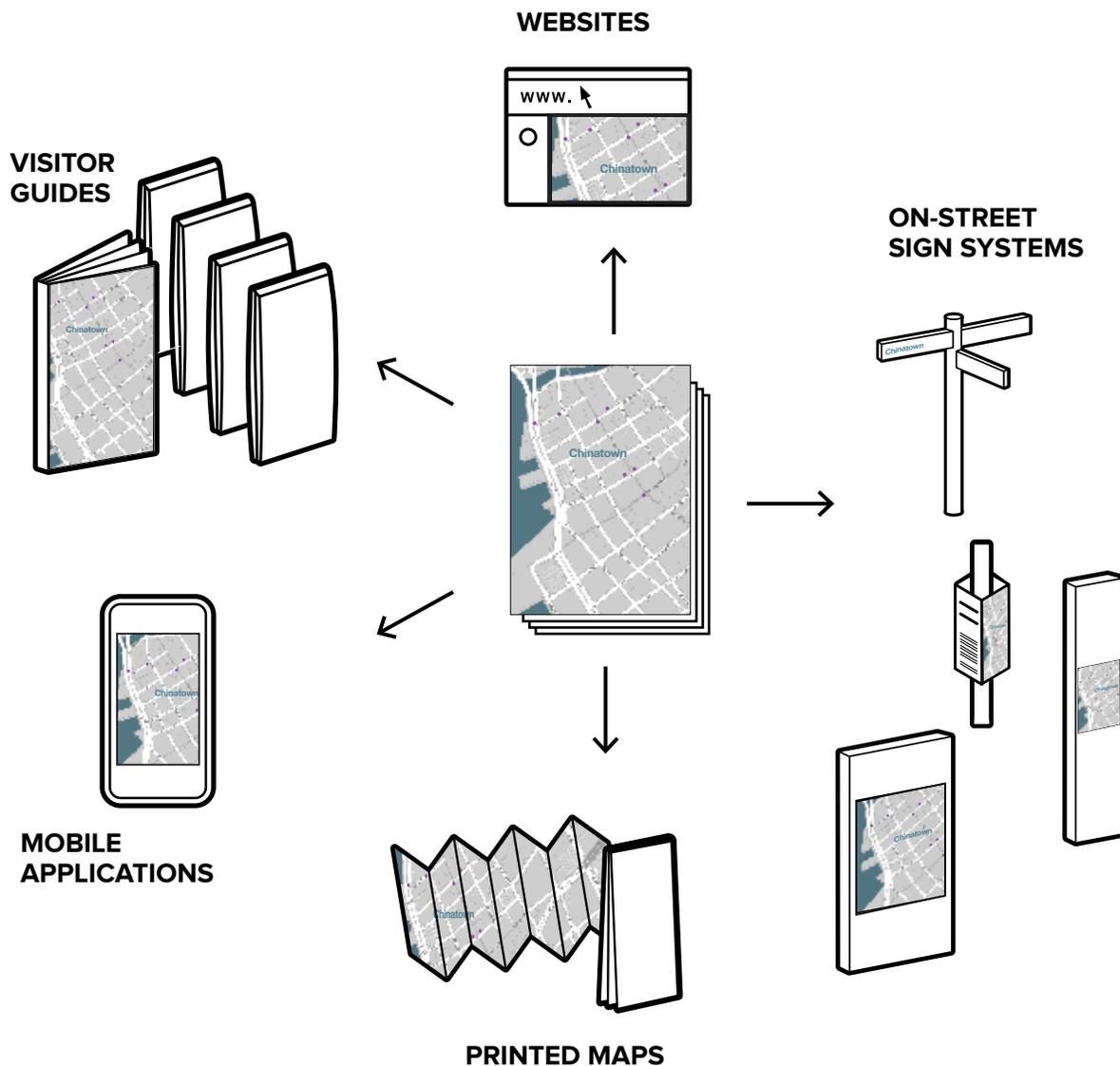
DIGITAL SYSTEM DESIGN

Use digital tools to augment static signs with additional amounts and types of content:

- Allow content on digital tools that is not possible within constraints of static signs, such as additional destinations, language translation, real time transit
- Link to websites and provide more content opportunities for local businesses
- Provide information for on- and off-street parking location and payment options
- Provide location, availability, and payment options for bikeshare and carshare

Maintain consistency across both digital and static platforms to ensure a seamless and trustworthy information source:

- Employ the same base map across both static and digital tools
- Add or subtract map layers as appropriate to content delivery type
- Use consistent nomenclature for both digital and static tools



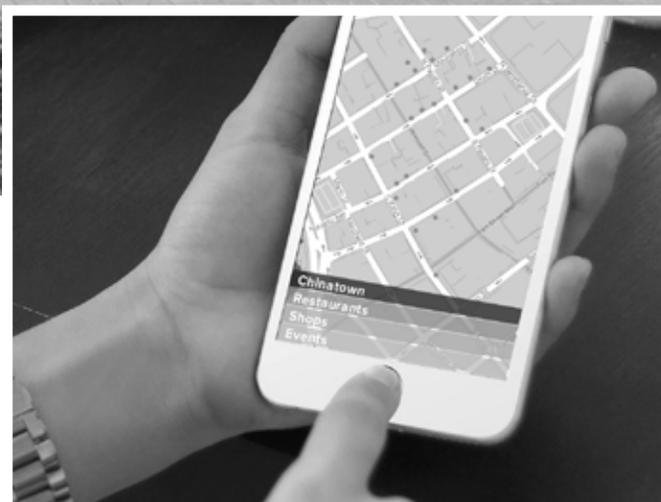
DIRECTIONAL SIGN CONCEPT SIMULATIONS

Conceptual renderings to demonstrate strategy principles only. Final design to be developed in Master Plan effort.



ORIENTATION SIGN CONCEPT SIMULATIONS

Conceptual renderings to demonstrate strategy principles only. Final design to be developed in Master Plan effort.



CONCLUSION

The Department of Planning & Permitting and the wayfinding consultant team of PBR HAWAII and Two Twelve will use these findings to inform the development of a Wayfinding Master Plan. The Master Plan will allow for seamless and consistent navigation system to be implemented across all TOD neighborhoods.

Master Plan Next Steps:

- In-depth analysis of individual neighborhood typologies to develop specific requirements for system design
- Digital and Static System Design and Signage Detail Development
- Destination Inclusion and Information Hierarchy Standards
- Signage Standards Manual Development
- Phased Implementation, beginning with pilot areas