DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR

GEORGE I. ATTA, FAICP
DIRECTOR

ARTHUR D. CHALLACOMBE
DEPUTY DIRECTOR

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May 12, 2016

The Honorable Ernest Y. Martin
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Martin and Councilmembers:

SUBJECT: Draft Resolution Relating to the Hawaii Department of Transportation (HDOT) Transportation Alternatives Program (TAP) Funds

Attached for your review and consideration is a draft resolution authorizing the Department of Planning and Permitting (DPP) to apply for, accept, and expend a $400,000 grant award from the HDOT's TAP funds for a Transit-Oriented Development Wayfinding Master Plan. This plan will cover the 21 rail station areas, as well as the Waikiki neighborhood.

The project will develop a wayfinding system to provide clear and consistent information through a variety of user-friendly and easy-to-maintain tools (e.g., maps, signage, websites, and apps). The initial implementation phase will focus on the area from Waikiki to Chinatown, which already has extensive pedestrian activity, a growing bicycle lane network, and several bus transit centers. This area will also include five rail stations.

In accordance with Title 23 United States Code, Section 213, the TAP provides federal funding for programs and projects which expand transportation choices and enhance the transportation experience. The opportunity to use TAP funds just became available recently.

DEPT. COM. 404

We ask for your early and favorable consideration of our request. Should you have any questions, please contact me at 768-8000.

Very truly yours,

George I. Atta, FAICP
Director

Attachments

APPROVED:

Roy K. Amemiya, Jr.
Managing Director

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. _____

RESOLUTION

AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND PERMITTING OR THE DIRECTOR'S DESIGNEE TO APPLY FOR, AND ACCEPT AND EXPEND, FEDERAL HIGHWAY ADMINISTRATION FUNDS AUTHORIZED BY TITLE 23 CODE OF FEDERAL REGULATIONS PART 652 AND OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION FOR A TRANSIT-ORIENTED DEVELOPMENT WAYFINDING MASTER PLAN

WHEREAS, Chapter 1, Article 8, Revised Ordinances of Honolulu 1990 (ROH), requires that any intergovernmental agreement or any amendments thereto that places an obligation upon the City or any department or agency thereof, requires prior City Council consent and approval; and

WHEREAS, ROH Chapter 1, Article 8, also provides that, when carrying out the provisions of any intergovernmental agreement, all applications and/or amendments thereof, statistical data programs, reports or other official communications that support the application and that are required to be provided by the City or its component departments to any other governmental or quasi-governmental agency must first be presented to the City Council for its review and approval prior to their transmittal; and

WHEREAS, the Federal Highway Administration (FHWA) is an operating administration of the United States Department of Transportation and administers the Federal-Aid Highway Program; and

WHEREAS, under the Federal-Aid Highway Program, the Hawaii Department of Transportation (HDOT), is the grantee of FHWA funds for the State of Hawaii, and Hawaii's counties are sub-grantees, receiving the funds via the HDOT; and

WHEREAS, a portion of the FHWA funds is awarded through the Transportation Alternatives Program (TAP); and

WHEREAS, when the HDOT passes FHWA funds through to a sub-grantee county to carry out a federal-aid project, it is the responsibility of the HDOT to ensure that the sub-grantee complies with all federal and state laws and regulations that apply to the funding; and

DPPTODWMP.R16

D404

RESOLUTION

WHEREAS, the HDOT and the City have entered into a Memorandum of Agreement dated June 25, 2015 ("2015 MOA"), which sets forth the City's obligations as sub-grantee of the FHWA funds, a copy of which was transmitted by the Director of the Department of Transportation Services to the Council by Departmental Communication No. 781, dated November 17, 2015; and;

WHEREAS, the acceptance of FHWA funds by the City as sub-grantee will impose certain obligations upon the City, including but not limited to those set forth in the 2015 MOA, and may require the City to provide the local share of project costs; and

WHEREAS, the City's request for FHWA TAP funding ("Request for Funding") for a Transit-Oriented Development Wayfinding Master Plan ("Project") is attached hereto as Exhibit A and by reference made a part hereof; and

WHEREAS, the Director of the Department of Planning and Permitting (DPP) desires to submit the Request for Funding to the HDOT on behalf of the City; and

WHEREAS, if the HDOT approves the City's Request for Funding for the Project, it will sign and submit a Form 1240.2 Request for Project Authorization, Agreement, and/or Modification ("Form 1240") for the approved Project to the FHWA. If the FHWA approves a request, it will sign the Form 1240 for that request. An executed Form 1240.2 constitutes the project agreement between the HDOT and FHWA; and

WHEREAS, Requests for Funding for Projects that are approved by the HDOT and the FHWA will be included in the FFYs 2015-2018 Transportation Improvement Program; and

WHEREAS, the executed Form 1240 will then be transmitted to the City and will constitute notice of approval of the grant; and

WHEREAS, the obligations of the City with respect to the grant are set forth in:

(1) The 2015 MOA with the HDOT;

(2) The City's Request for Funding; and

(3) Additional conditions that may be imposed by the HDOT or the FHWA in the "State Comments" or "FHWA Comments" boxes on the Form 1240; and

RESOLUTION

WHEREAS, a standard HDOT condition in the "State Comments" box on the Form 1240.2 is the incorporation of award terms set forth in the documents at the following links: http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf and http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf, said documents being rules of the U.S. Office of Management and Budget published in the Federal Register and relating to Reporting Subaward and Executive Compensation Information (Title 2 Code of Federal Regulations [CFR] Part 170) and Universal Identifier and Central Contractor Registration (Title 2 CFR Part 25) (Standard State 1240 Condition); now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Request for Funding for the Project, attached hereto as Exhibit A, is hereby approved; and

BE IT FURTHER RESOLVED that the Director of the DPP is authorized to submit the Request for Funding to the HDOT on behalf of the City and County of Honolulu in substantially the forms attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that if the HDOT and the FHWA approve the Request for Funding, and executed Forms 1240 are transmitted to the City, the Director of the DPP or the Director's designee is authorized to accept and expend the funds if the only obligations of the City are those set forth in the above-described 2015 MOA, the City's Request for Funding, and the Standard State 1240 Condition; and

BE IT FURTHER RESOLVED that if executed Forms 1240 are made subject to any conditions, requirements, or obligations other than the 2015 MOA, Request for Funding, or Standard State 1240 Condition, the Director of the DPP shall not accept or expend the funds for the Projects unless the additional conditions, requirements, or obligations have received the prior consent and approval of the Council; and

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. _____

RESOLUTION

BE IT FINALLY RESOLVED that a copy of this Resolution be transmitted to George I. Atta, Director, Department of Planning and Permitting at the Frank F. Fasi Municipal Building, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813.

INTRODUCED BY:

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_____

DATE OF INTRODUCTION: _____

_____

_____

Honolulu, Hawaii

_____
Councilmembers

Hawaii Department of Transportation Highways Division (HDOT)
Transportation Alternatives Program (TAP)
Application - Federal Fiscal Year 2016

Transit Oriented Development Wayfinding Master Plan

Project Sponsor (Criteria 4):

Agency: City and County of Honolulu Department of Planning and Permitting (DPP)
Project Manager: Mel Hirayama
Address: 650 S King Street, 8th Floor, Honolulu HI 96813
Email Address: mhirayama@honolulu.gov
Telephone Number: (808) 768-8077
Partner Agencies: City and County of Honolulu Department of Transportation Services (DTS); Department of Information Technology (DIT), Honolulu Authority for Rapid Transportation (HART)

Project Information:

Project Name: Transit Oriented Development Wayfinding Master Plan
Project Location (Island/Region): Oahu, Honolulu
Project Location (Roadway/Limits): TOD neighborhoods of Honolulu Rail Corridor and Waikiki
Project Length: Planning: 16 weeks; Design: 48 weeks

Project Budget (Criteria 3, 4):

Provide the budget for all phases of the project and indicate where TAP funds are requested.

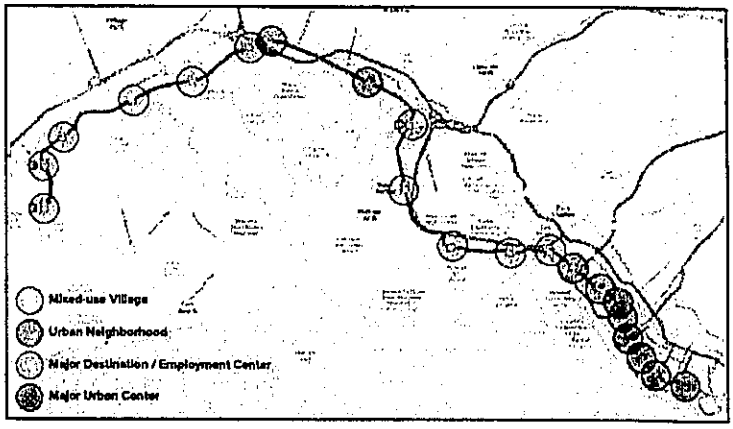
Project Phase	Total	Federal Funds		Match
		TAP	Other	
Planning	160,000	128,000		32,000
Design	340,000	272,000		68,000
Right of Way (ROW)	0	0		0
Construction	0	0		0
TOTAL	500,000	400,000		100,000

Eligible TAP Activity *(check all that apply)*:

- [x] Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- [x] Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

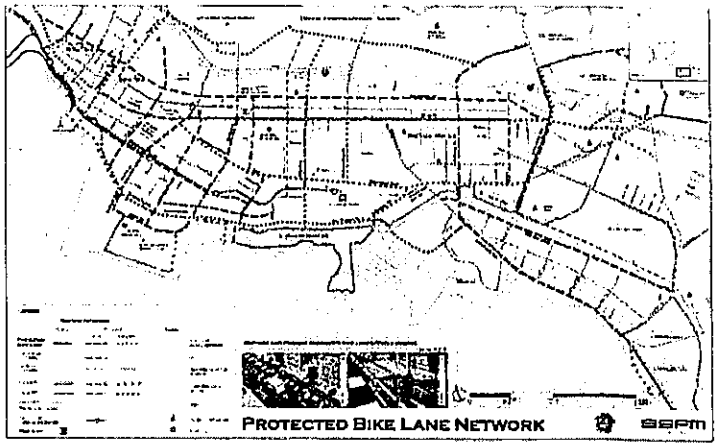
Project Description and Scope (All criteria):

This project will develop a Transit-Oriented Development (TOD) Wayfinding Master Plan and Implementation Strategy, as recommended by the TOD Conceptual Wayfinding Report (DPP, November 2015, attached). The Wayfinding Master Plan will provide a seamless and consistent navigation system to be implemented across all surface transportation modes in the neighborhoods around 21 future rail stations in the City and County of Honolulu (the City). The plan will also include the Waikiki neighborhood.



The TOD wayfinding system will be customized for each of the four types of neighborhoods around the 21-station, 20 mile rail corridor.

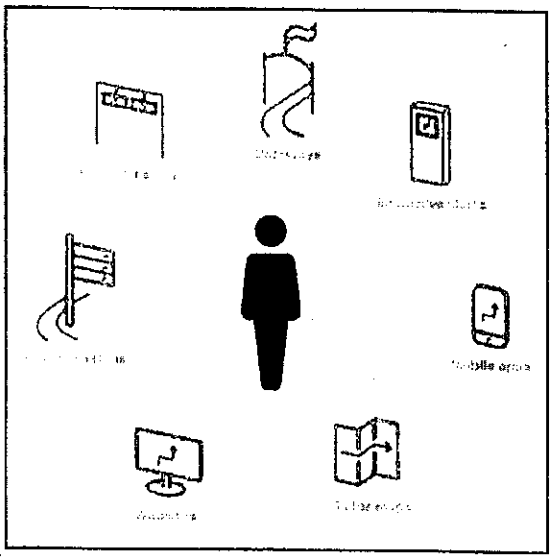
The implementation strategy will focus on sign locations and design for near-term pilot installations in the area from Waikiki to Chinatown, which includes extensive pedestrian activity, a growing bicycle lane network, several bus transit centers, and four future rail stations and.



The TOD wayfinding system will be extended to include Waikiki to serve the visitor industry. Designs for pilot installations from Chinatown to Waikiki will focus on areas with high pedestrian traffic, the growing bike lane network, several major bus transit centers, and four future rail stations.

TOD is about creating transit-enhanced neighborhoods that are active and vital for individuals and businesses, with a range of transportation choices that connect people to jobs, services, events, shopping, and family and friends. Wayfinding is a critical component to support these transportation choices and increase accessibility and connectivity along the rail corridor. It will also facilitate exploration of new places, and support economic development and access to our historic and cultural resources.

The wayfinding system will provide clear and consistent information through a variety of coordinated static and digital tools (i.e., maps, signage, web tools and apps) that are designed to be user friendly, while easily maintained and updated. This provides people with trustworthy information that encourages exploration, discovery, and repeat visits. The system will focus on navigation and destination information for pedestrian, bicycle and transit trips, seamlessly integrated with rail and bus system, bikeshare, carshare, parking, and other transportation system information. It will also include vehicle-oriented signage on county and state highways and freeways. The wayfinding system will leverage the City's substantial investment in Smart City data systems such as the planned www.hnl.info system that will integrate and publish all city data, plus link to business and visitor industry marketing networks.



Effective wayfinding provides clear traveler information via a range of static and digital tools.

Wayfinding system components will be designed to minimize impact on operations and maintenance efforts and costs. 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 will be detailed to allow for changeability of message panels to ensure ongoing improvements can be updated. Transit information will 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 will be responsible 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. A five-year workmanship warranty from fabricators is recommended as a requirement. At time of substantial completion, fabricators will be required to submit clearly written instructions for proper maintenance of installed signs.

Key project tasks include:

- In-depth analysis of individual neighborhood typologies to develop specific system design requirements.
- Develop digital and static system design and signage details.
- Create destination inclusion and information hierarchy standards.
- Develop signage standards manual.
- Phased implementation plan, beginning with pilot areas focused on most active walking, biking, and transit neighborhoods from Chinatown to Waikiki.

Wayfinding Master Plan Scope of Work

PHASE 1: PLANNING AND DESIGN

1A. System Analysis

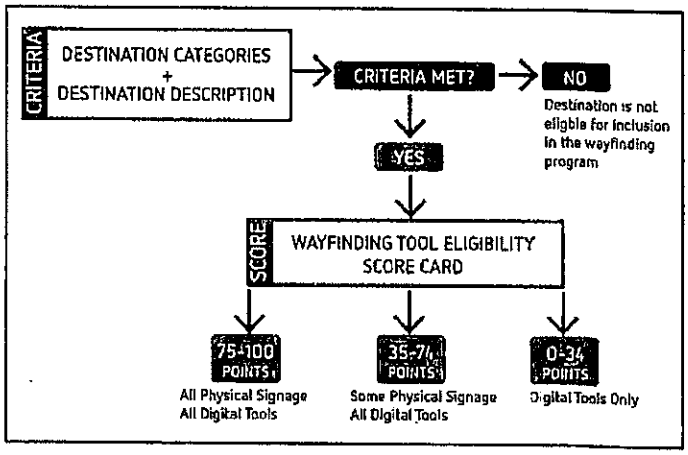
- Analyze the four unique TOD neighborhood typologies: Major Urban Center, Urban Neighborhood, Mixed-Use Village, and Major Destination/Employment Center
  - Obtain relevant project materials (e.g. Neighborhood TOD plans, bike plans)
  - Coordinate with DPP, DTS, DIT, HART, State of Hawaii Department of Transportation (HDOT), and other agency stakeholders as needed
- Review and assess existing neighborhood plans and documentation
  - Analyze pedestrian, bicycle, transit, and vehicular circulation patterns
  - Identify preliminary list of destinations
  - Highlight challenges and opportunities revealed by the neighborhood plans
  - Site audit all neighborhoods

Digital System Analysis

- Research and analyze trends and best practices in the use of digital and technology innovations
- Identify current/potential user persona engagement
- Understand City and County digital and technology requirements and parameters
- Present findings and obtain feedback

1B. Strategy Development

- Create the overall approach to the TOD Wayfinding System
  - Gather information and feedback from community members
  - Share findings with community members; obtain feedback
- Develop preliminary criteria for including destinations on signage (to be applied system-wide)
  - Prepare preliminary approach to sign locations, diagrammatic sign type requirements, information hierarchy principles, and messaging
  - Confirm project timeline, coordinate receipt of base files and required content for each neighborhood station map
  - Obtain relevant information and documents (e.g. data in usable format)
  - Submit Strategy Report for final approval



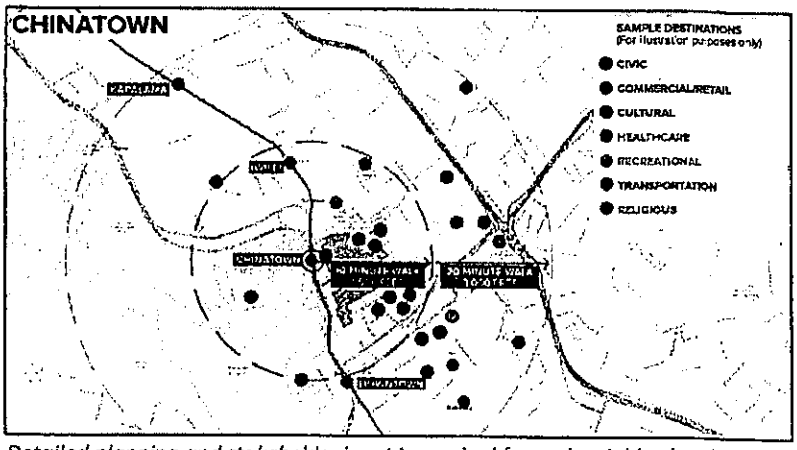
Determining which destinations will be included on signs requires a criteria system to rank the most important destinations.

Digital Strategy Development

- Synthesize research findings
- Determine digital and technology recommendations
- Draft report of recommendations and opportunities
- Present recommendations and opportunities to City and County; revise based on feedback
- Submit Digital Strategy for final approval
- Evaluate selected approach to Digital Strategy; develop proposal for implementation.

1C. Schematic Design

- Develop TOD Wayfinding System concepts utilizing the four unique neighborhood typologies; design concepts include static signage and integration with infrastructure and assets such as bikeshare stations.
- Review and compare any existing maps, map data files.
- Develop up to three (3) design schemes including typography, color, symbols, and layouts
- Share design schemes with community members; obtain feedback.



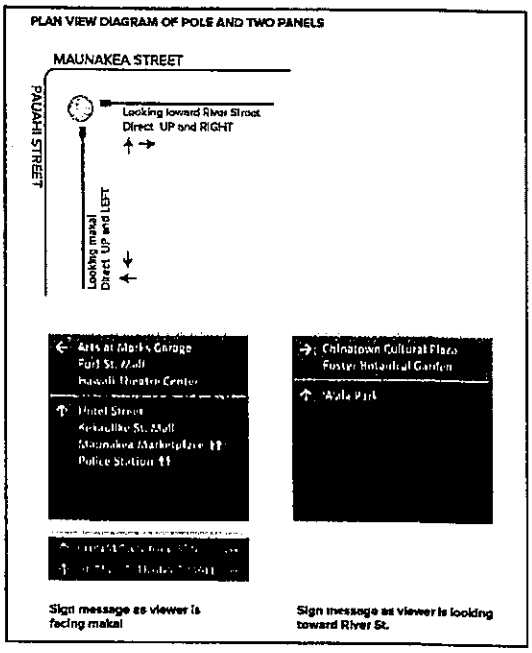
Detailed planning and stakeholder input is required for each neighborhood to determine key destinations and sign locations for appropriate signage.

- Prepare draft order-of-magnitude implementation budget (per sign type cost)
- Develop messaging nomenclature standards

- Review schemes with City; revise based on feedback
- Present final schematic design to City and County

1D. Design Development

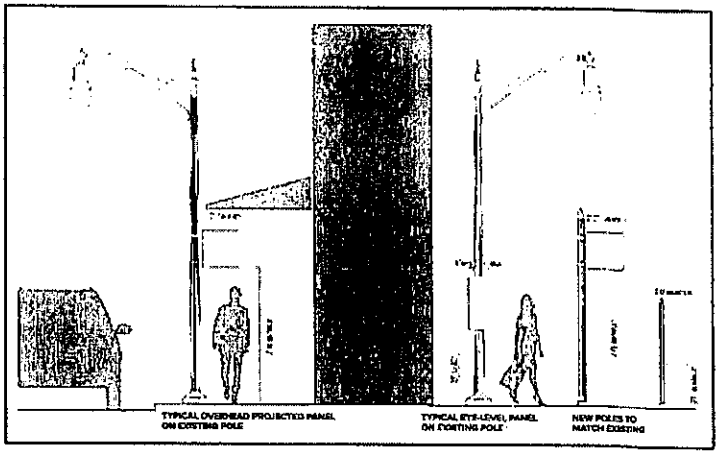
- Extend the selected design concept to all elements of the TOD Wayfinding System
  - Coordinate with DPP, DTS, DIT, HART, HDOT, and other agency stakeholders as needed
- Obtain final list of destinations to be included on signs as determined by City and County
- Finalize criteria for inclusion of destinations within wayfinding system
- Develop details of the approved design concept for all typical and unique sign types including layouts, typography, colors, use of symbols, and recommended options for materials, finishes, and mounting
  - Prepare full-scale mock-ups
  - Present, review, and revise design development with key stakeholders at TBD% complete, including on-site review of full-scale mock-ups of select sign types and material samples
  - Present to City and County
- Finalize design development and submit for approval



Sign design and placement requires detailed analysis of how signs are viewed from each direction and how travelers are oriented.

1E. Standards Manual

- Document the details of all stations in the TOD Implementation Neighborhoods; including technical guidance for the fabrication of static signage.
  - Coordinate with DPP, DTS, DIT, HART, HDOT, and other agency stakeholders as needed
- Develop selected 'master map' design based on feedback
  - Prepare digital artwork for map with legend and key
- Create construction intent drawings for typical and unique sign types, including final sign layouts, sign elevations, and proposed fabrication details.
  - Present construction intent documentation
  - Revise construction cost estimates based on developed designs
  - Compile construction intent drawings as Standards Manual



The Standards Manual will detail preferred sign sizes, designs, placement, and fabrication and mounting methods.

- Review Standards Manual for comment; revise based on feedback
- Submit Standards Manual for final approval

PHASE 2: PILOT IMPLEMENTATION

2A. Pilot Programming

- Program locations for the elements of the TOD Wayfinding System in the Phase 2 TOD Implementation Neighborhoods (Chinatown to Waikiki).
  - Coordinate with DPP, DTS, DIT, HART, HDOT, and other agency stakeholders as needed
- Apply master map visual style and develop neighborhood-specific maps in the Pilot Area including all graphic elements
  - Review neighborhood-specific maps and corresponding information; revise based on feedback
  - Submit to City and County for review
- Develop sign programming for neighborhoods
  - Conduct on-site verification of sign locations and impact to messaging; refine as required.
- Submit proposed programming documents and sign fabrication and installation cost estimates to City and County for review
- Based on feedback, revise and submit programming refinements for approval

NOTE: The above Scope elements are all proposed TAP activities. The remaining Scope for Construction Documentation, Bidding, Fabrication, and Installation of PHASE 2: PILOT IMPLEMENTATION and PHASE 3: SYSTEM-WIDE IMPLEMENTATION will be included in future TAP application or other funding sources.

Existing Conditions:

The existing wayfinding in TOD neighborhoods is limited, and largely focused on vehicle-oriented signage to major destinations. While there are scattered signs for cultural destinations and historic resources, or for parks or shopping centers, there is no signage pointing to the future rail stations (and adjacent parking or kiss'n'ride drop-off points) or from those stations to neighborhood destinations. There are also no signs yet pointing to future bikeshare stations or carshare locations.

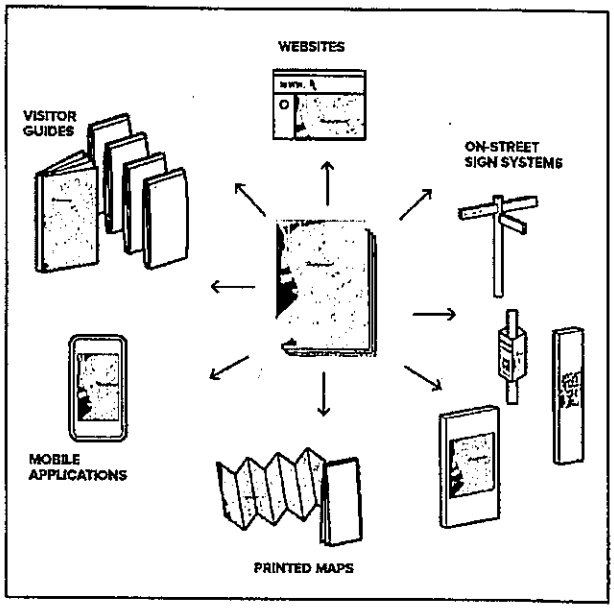
There are occasional signs marking bicycle routes, but little to no bicycle-oriented signage on bicycle routes pointing to nearby destinations, transit connections, or other bicycle routes. There is little to no pedestrian-oriented signage or wayfinding maps pointing to nearby destinations, transit connections, or businesses. A variety of existing signs do not have the same graphic language or information source, resulting in inconsistent messaging and disorganized aesthetics. There are a few signs pointing to parking garages, such as in Chinatown, and data on parking locations is available on the city's open data website, but this is not yet easily available on a user friendly web tool or app. TheBus information is available on the city's bus app, and published for use by Google maps and other platforms. City DIT has deployed a pilot installation of the TransitScreen real-time bus info in the Fasi Municipal Building, and DTS is planning for improved real-time bus info at selected bus stops.

Purpose and Benefits (Criteria 1, 2, 3, 5):

This project will develop a Transit-Oriented Development (TOD) Wayfinding Master Plan to provide a seamless and consistent navigation system to be implemented across all surface transportation modes in the neighborhoods around the 21 future rail stations in the City and County of Honolulu. The plan will also include the Waikiki neighborhood. The implementation strategy will focus on sign locations and designs for near-term pilot installations in the area from Waikiki to Chinatown, which includes extensive pedestrian activity, a growing bicycle lane network, several bus transit centers, and four future rail stations.

TOD wayfinding will support a range of transportation choices that connect people to jobs, services, events, shopping, and family and friends, and increase accessibility and connectivity along the rail corridor. It will also support economic development and access to our historic and cultural resources. The wayfinding system will leverage the City's substantial investment in Smart City data systems such as the planned www.hnl.info system that will integrate and publish all city data, plus link to business and visitor industry marketing networks.

The wayfinding system will provide clear and consistent information through a variety of coordinated static and digital tools (i.e., maps, signage, web tools and apps) that are designed to be user friendly, while easily maintained and updated. This provides people with trustworthy information that encourages exploration, discovery, and repeat visits. The system will focus on navigation and destination information for pedestrian, bicycle and transit trips, seamlessly integrated with rail and bus system, bikeshare, carshare, parking, and other transportation system information. It will also include vehicle-oriented signage on county and state highways and freeways.



Wayfinding is an integrated information system that enhances how travelers, visitors, and residents experience a place.

The wayfinding will help expand transportation choices and enhance the user experience and safety, especially for pedestrian and bicycle travel. It will help provide safe and attractive routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs, and enhance compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). Since the wayfinding system will include historic and cultural destinations, and be carefully designed to minimize 'sign clutter' and provide attractive signage, it will also enhance the aesthetic, cultural, and historic aspects of the travel experience.

Groups projected to use the wayfinding system include:

- Local residents, both in their own neighborhoods and travelling through the corridor.
- The vast majority of the over 5.1 million annual visitors to Oahu.
- Pedestrians connecting with other modes, or just exploring the neighborhood.
- Bicycle riders and bikeshare system users.
- Transit riders, including the projected daily rail ridership of 116,000 passengers, and a significant portion of the over 200,000 daily bus and Handi-van passengers.
- Children, older adults, and individuals with disabilities.
- Drivers looking for neighborhood destinations, parking, or dropping off transit passengers.
- Local businesses wanting to extend their brand and attract customers.
- Shoppers looking for new stores or experiences.

The wayfinding system will especially help residents and businesses in the historic neighborhoods from Iwilei and Kalihi to Waipahu and West Loch. These legacy communities form Honolulu's historical and industrial core, with medium to high density housing and commercial development and. Businesses in most areas are predominately locally owned and operated. Rail construction has begun impacting their financial sustainability due to limited accessibility and decreases in customers. Poverty indicators are up to twice as high as the rest of Honolulu, the State, and the US. Over 60 percent of residents are renters, compared to 44 percent for Honolulu overall. Some of these neighborhoods, such as Kalihi, already have over 50 percent non-driver mode share. An effective wayfinding system will enhance local residents' travel choices and the visitor experience, while helping connect residents to jobs and deliver more customers to local businesses.

Project Schedule (Criteria 4):

Project Phase	Not required (only applies to ROW)	Completed	Underway or Upcoming	
			Estimated Start	Estimated End
TOD Conceptual Wayfinding Report		12/15/2015		
TOD Wayfinding Master Plan				
Planning				
1A. Analysis (5 wks)			9/01/2016	10/6/2016
1B. Strategy Development (11 wks)			10/07/2016	12/22/2016
Design				
1C. Schematic Design (12 wks)			1/02/2015	3/27/2017
1D. Design Development (16 wks)			3/28/2017	7/18/2017
1E. Standards Manual (12 wks)			07/19/2017	10/13/2017
Pilot Implementation:				
2A. Pilot Programming (8 wks)			10/16/2017	12/11/2017

Project Status and Readiness (Criteria 3, 4):

Working with the Mayor's TOD Subcabinet, the DPP led development of a TOD Conceptual Wayfinding Report (November 2015, attached). This document was prepared by PBR Hawaii and Two Twelve, an experienced wayfinding consultant that also prepared HART's wayfinding design strategy. The Report outlines an overall design strategy, wayfinding principles, information guidelines (including destination inclusion process and information hierarchy), and system requirements (such as signage regulations, fabrication and maintenance, roadway and pedestrian direction, orientation kiosks, visitor maps, and digital tools).

Wayfinding was a key issue discussed at the Chinatown Action Summit in June 2015, and received strong community support. Since Chinatown already has a high volume of local and visitor pedestrian traffic, The Chinatown Action Plan calls for a pilot project to install pedestrian-oriented wayfinding signs. The City has funded this pilot installation in a few locations throughout Chinatown to highlight important area destinations, transportation information, and services like police and public restrooms.

Community input on pilot sign locations and destinations was gathered at the 2015 Chinatown Action Summit.

The TOD Conceptual Wayfinding Report was developed by a Core Working Group including the City and County DPP, DTS, DIT, and HART. Input was also received from meetings with a Stakeholder Group including Hawai'i DOT, Hawai'i Tourism Authority, Historic Hawai'i Foundation, Outdoor Circle, Chinatown Community Organizations, Pearlridge Center, O'ahu Transit Services, and the City Department of Facility Maintenance, Department of Design and Construction, and Department of Parks and Recreation. A similar structure will be used to manage and provide stakeholder input into development of this Wayfinding Master Plan. In addition, the neighborhood-level advisory groups used to develop the Neighborhood TOD Plans will be convened to help provide input into signage planning for neighborhoods around the rail stations.

The signage system must be designed to comply with all regulations at the City, State, and Federal level, including any signage permits, waivers or approvals. The vast majority of signage will be on existing poles in existing city and state right-of-way, which will simplify required environmental documentation and limit impacts on utilities and other existing infrastructure. The codes to be referenced include:

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

Title VI and Environmental Justice (Criteria 2):

Walking, wheeling, and transit use are key mobility choices for disadvantaged populations, including the elderly, disabled, minority, and low income populations. Many of the existing neighborhoods along the rail route, like Kalihi, have over 50% non-driving mode share already. The City has conducted walking audits of all 21 rail station areas, and is developing a series of rail access and connectivity improvements to link surrounding neighborhoods with the stations. The City and HART are working on re-structuring bus routes to connect neighborhoods to the stations, including several existing and planned bus transit centers, and a proposed new Waikiki circulator route. The City is developing a network of protected bike lanes to connect neighborhoods to the four transit stations from Downtown to Ala Moana, and improvements to the Pearl Harbor Historic Trail, which will connect to five rail stations.

Providing clear, comprehensive, and easy-to-understand information about how to access and navigate these new mobility choices will help people of all ages, abilities, and incomes to get around their own neighborhoods and connect with destinations throughout the rail corridor. The development of an information system that is easily recognizable, simple to maintain, and an authoritative and trustworthy source of wayfinding information, requires a single signage aesthetic that is unified across all neighborhoods. With unified signage, travelers 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.

The wayfinding system will help expand transportation choices and enhance the transportation experience and safety, especially for pedestrian and bicycle travel. It will help provide safe and attractive routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs, and enhance compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

Additional Information:

Additional information attached includes:

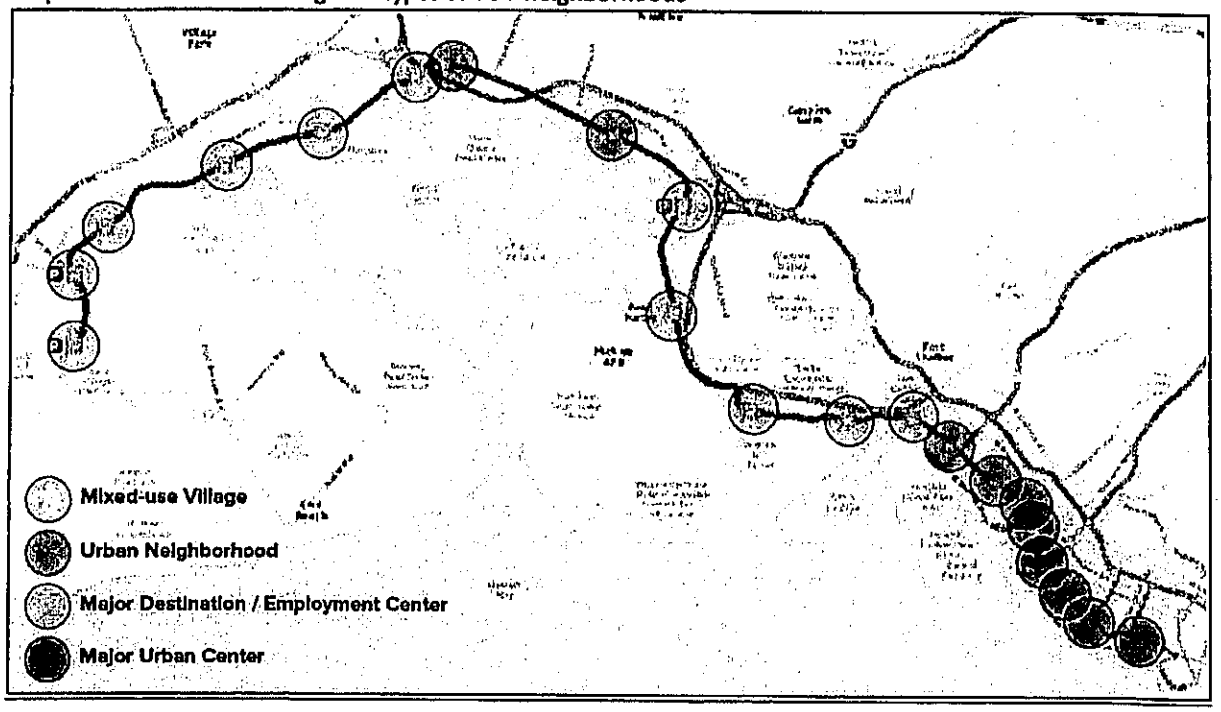
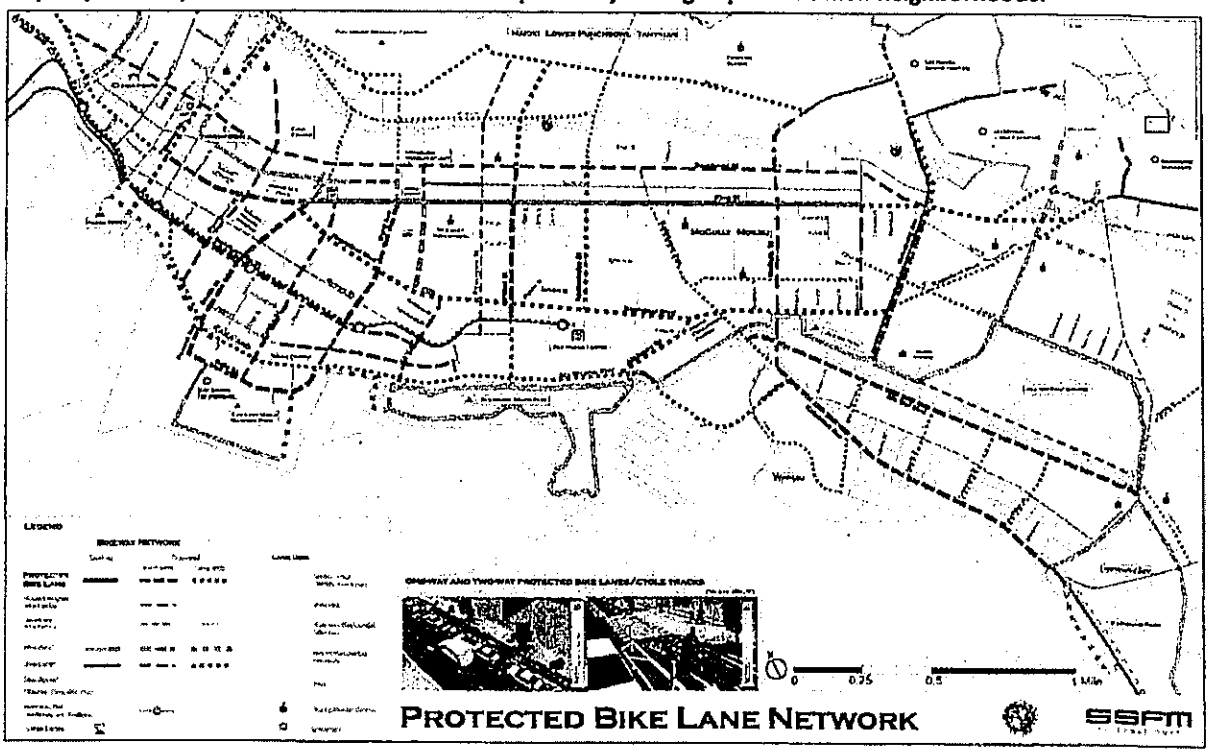
- Rail corridor map with station types
- Protected bicycle network map of pilot implementation neighborhoods.
- Letters of support
- TOD Wayfinding Concept Report

Project Oversight Assurance (Criteria 4):

As explained in the TAP Overview and Application, the proposed TAP project must receive project oversight by an eligible project sponsor. Project sponsors are responsible for all aspects of project implementation. By signing this Project Oversight Assurance, the project sponsor is certifying to the HDOT that the TAP project will be developed, implemented and maintained in accordance to applicable FHWA and State requirements.

Project Name: Transit Oriented Development Wayfinding Master Plan
Agency: City and County of Honolulu Department of Planning and Permitting
Name and Title: George Atta, Director
Signature and Date: George I. Atta 3/31/16

Map of Rail Corridor showing four types of TOD neighborhoods



Map of planned protected bike lane network in pilot wayfinding implementation neighborhoods.