Honolulu HCT Urban Design Guidelines

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Weaving Transit into Existing Communities
Rail~Volution, Boston, October 2009

‘Pave paradise…’
- Joni Mitchell
aim higher
1. Make Transit Work
2. Make a Place
3. Connect to Community
Example of Guideway Creating an “Outdoor Room”

LEGEND

1. Guideway structure defines space and provides shade
2. Eye drawn towards station entry
3. Direct pedestrian connection
4. Well lit
5. Pedestrian crossing of street given design emphasis
6. Decorative paving
7. Landscaping
8. Bollards
9. Planter wall doubles as seating
10. Wayfinding signs

City and County of Honolulu
Honolulu High Capacity Transit Corridor Project

Miami-Dade Transit
Miami, Florida
CREATE A PLACE
STATION AS PLACE

The best transit stations are places to come back to, not just leave from. As a place, they can be thought of in one of three ways: 1) as a focal point; 2) incorporated as a supporting element into an area; or 3) secondary to the character and function of a place.

Focal Point

In this situation, the station is the place. It has created something new and desirable in an area that was devoid of attraction or quality (or has been planned as something entirely new and different from its previous use). Typically, the station architecture is dramatic, emphasizing its central importance.

Incorporated Into Place

In this situation, there is a balance between the station and adjacent uses, so that together they define a place. Typically, the station architecture is more subtle, allowing it to blend with other station area elements so that together they define the character and function of the station area.

Secondary To Place

In this situation, the station is not prominent, but is apparent to transit riders through visual cues such as signage. Not as common or possible in elevated transit systems, sometimes the presence of transit vehicles can visually outweigh station elements.
Example of Street Crossing that Emphasizes Pedestrian Circulation

LEGEND

1. Clear visible sight lines to and from station
2. Landscaped areas for shade and visual relief
3. Pedestrian oriented lighting improves aesthetics, safety and security
4. Active uses along edges to increase visibility, security and convenience of public spaces
5. Raised crosswalk calms traffic

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Example of Potential Station Entry Treatments

LEGEND

1. Escalator up to station
2. Weather canopy provides protection
3. Visible bike parking
4. Space for retail provides activity
5. Generous pedestrian areas
6. Decorative paving
7. Landscaping

World Trade Center
Portland, Oregon
Example of High Quality Bus Facility Design

LEGEND

1. High quality paving materials
2. Curb side access
3. Pedestrian furnishings
4. Landscaping
5. Clear visibility of rail transit station entry
6. Unique bus shelter design

City and County of Honolulu

Honolulu High Capacity Transit Corridor Project

MTA Headquarters
Los Angeles, California
UH WEST O‘AHU STATION

VISION

This is a highly visible station, located prominently along a busy arterial, in a rapidly developing part of the island. The station will primarily be used by local residents, park-and-ride users, and University of Hawai‘i – West O‘ahu Campus students. Its location suggests that it should be designed as a landmark to stand out and express the character of this emerging new center.

Key urban design issues to be addressed at this location include:

- Generally improving the pedestrian friendliness of the area;
- Calming the North/South arterial in recognition of an anticipated increase in pedestrian usage of the area and the need to cross from one side to the other;
- Seizing opportunities to integrate the station, guideway, and park-and-ride design with the North/South arterial and Ho‘opili Main Street;
- Seizing opportunities to create a new landmark that is legible within the large scale context.

The station entries should be designed to create a friendly arrival and departure experience that connects and orients pedestrians and transit users towards the east/west Ho‘opili Main Street. Both the North/South arterial and Ho‘opili Main Street corridors should be enhanced – especially for pedestrians who desire to cross at street level or travel along their lengths. Given the envisioned lower to moderate scale/heights of proposed development immediately adjacent to the station, the stations role as a new landmark should be explored. Station entry plans should be generous and welcoming, providing a refuge and important link in this fragmented area.

To achieve these goals and objectives, it is anticipated that the transit project, the many departments within the City and County of Honolulu, and other agency and private stakeholders will have to work together on defining this comprehensive vision in more detail and coming to agreement on a coordinated approach to providing the many complementary pieces.
Shared Responsibility
TOD
Beautiful Buses & Bicycles
Visibly Sustainable
Places for People
Transit Plazas
Station as Place
System as Design Opportunity
Corridor Approach