Mode & DOT

2011 Rail~Volution, Washington DC
James Hencke, ASLA, LEED AP
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Development Oriented Transit

- DOT: from inside out
- Solve for both transit & development
- Use transit to enhance corridor
- Realize community vision for growth
Overlake Village
Redmond, Washington
New Carrollton Metro
Prince George’s County, MD
Honolulu Rail Project
Urban Design Guidelines

parsons brinckerhoff | placemaking group
Make Transit Work

Create a Place

Connect to Community
Transportation

**Bus transfer**
Avoid buses as barrier

**Kiss & ride**
Avoid autos interrupting pedestrian flow

**Parking**
Avoid parking domination of station
Placemaking

Station entry
Locate “front door”, size entry plaza

Pedestrian/bike access
Clear, pleasant routes to station

Station elements
Consider all users: shelters, seating, lighting, information, bike parking, etc.
Development

Station location
Define most important, intense place

Integrate development
Potential as (joint) development catalyst

ROW acquisition
Acquire most important sites for demonstration projects
High Speed Rail

• Large
• Transit hub
• Lots of parking
• “Game changer”

www.cahighspeedrail.ca.gov/urban_design_guidelines.aspx
Very Large Scale

- CHSR stations 1,320’ long
  - nearly ¼ mile
  - about 7 Portland LRT stations
  - Empire State on its side
High Volumes

John Wayne Airport:
8 million annual passengers

ARTIC Station:
9 million annual passengers

Orange County, CA

CAHST 100 million annual passengers in 2035
HSR Land Use Mix

- Regional office
- Hotel & conference
- Regional sports & entertainment
- Major civic uses

- Supporting & designation retail
- Higher density housing
- Parks & open space
Hanover’s Front Door

- Pedestrians
- Tram Stop
- Taxi/Auto
- Retail
- Bus Stop
Commuter Rail

- Long platform
- Suburban & downtown
- Freight ROW
- Parking dominates
- Service infrequency
- One-sided
Heavy Rail

- Variety of stations
  - P&R, in-line
  - urban, suburban
- ROW separation
- Reliable
- Frequent
Light Rail

• Variety of stations
  – P&R, in-line
  – urban, suburban

• Grade separation
  – yes & no

• Reliable

• Frequent
Portland’s Living Room
Streetcar

- Stops, not stations
- At-grade
- Reliable, slow
- Align w/ development in mind
- Walk extender
Bus & BRT

- Stops or stations
- At-grade or separated
- Slow to fast
- Emerging in US
Make Transit Work

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Thanks!

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