

# Mobility Hub Principles

Shared Use Mobility Center, July 2018

# Key Components

**Public Transit | Bikeshare | Carshare Parking | Bike Parking**

Other Elements:

- **Dedicated curb space** for taxis and Transportation Network Companies (TNCs)
- **Electric Vehicle (EV) charging stations** for use by EV carshare cars or private EVs. Charging stations for e-bikes and e-scooters, if present.
- **Interactive kiosks** to help people plan their trip, purchase fares and access information without needing a smartphone.
- **Amenities** like a café or plaza to create an active space that is welcoming to pedestrians.

# Mobility Hub Elements: Models from Europe



# Transit Shelter, Signage, Real-time Information



# Bikeshare



# Dedicated Curb Space



# Bike Parking



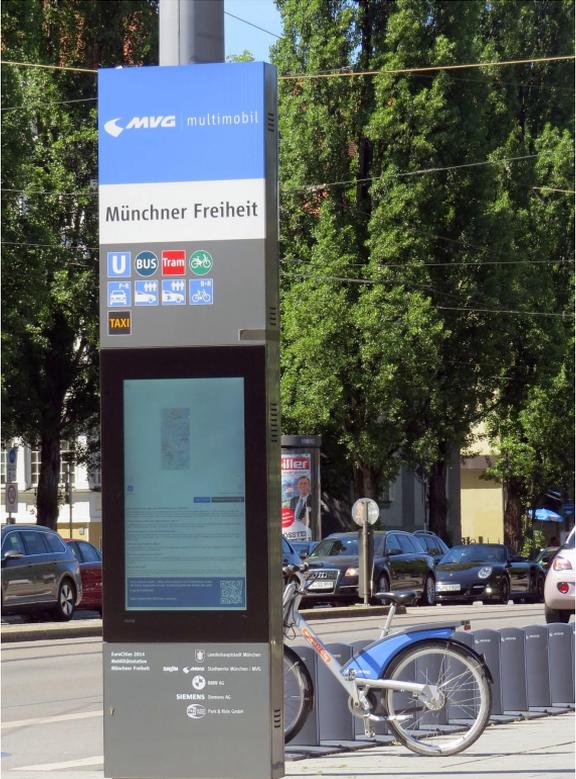
# Car Share



# Electric Vehicle Charging



# Interactive Information Kiosks



# Staffed Information Kiosks



# Mobility Hubs and Placemaking

Hubs should signal that pedestrians are safe and welcome.

This can be accomplished using elements such as:

- Pedestrian plazas
- Cafes, coffee shops or restaurants
- Sculpture or public art
- Information desk staffed by attendants
- Wifi
- Etc.

# Placemaking



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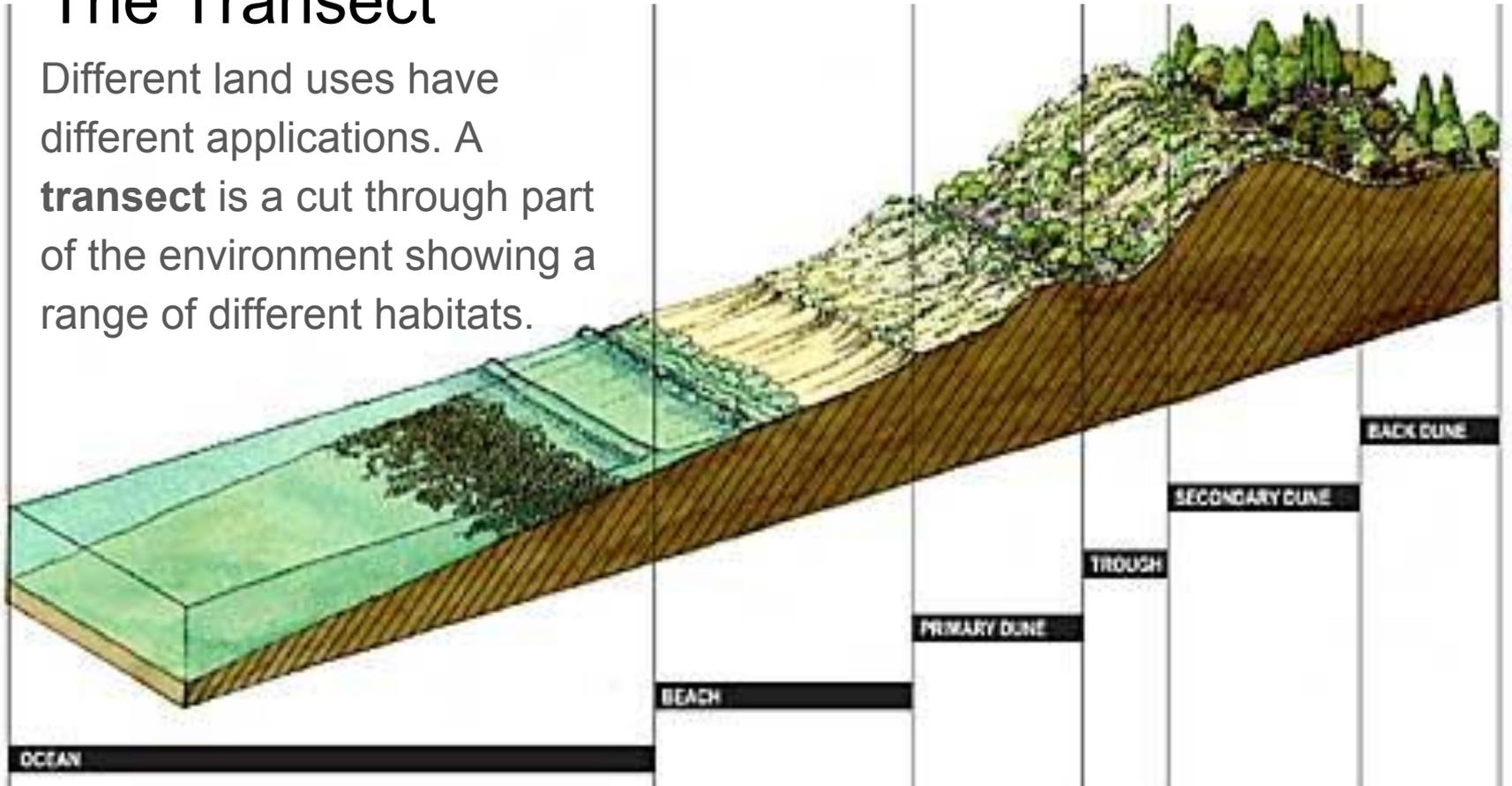


# Developing Mobility Hub Typologies

- Different land uses have different applications.
- We apply Transit Oriented Development (TOD) practices around transit areas.
- Different transit nodes/land uses have different TOD practices.
- Mobility Hubs are a small subset of TOD.
- Different types of mobility hubs.

# The Transect

Different land uses have different applications. A **transect** is a cut through part of the environment showing a range of different habitats.



# Land Use Transects

The prototypical American rural-to-urban transect has six Transect Zones, or T-Zones.



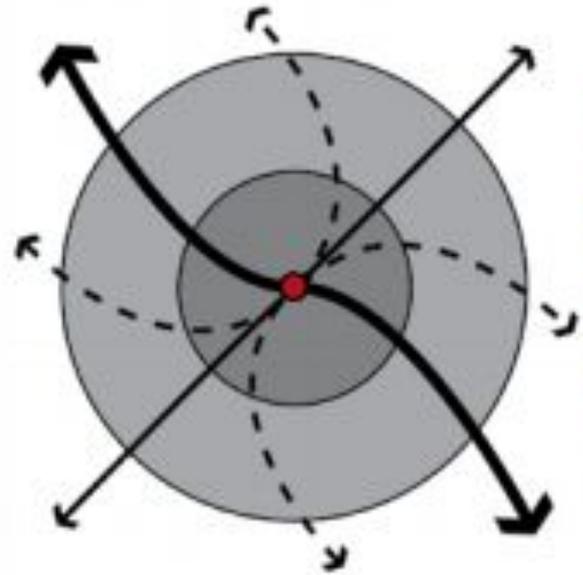
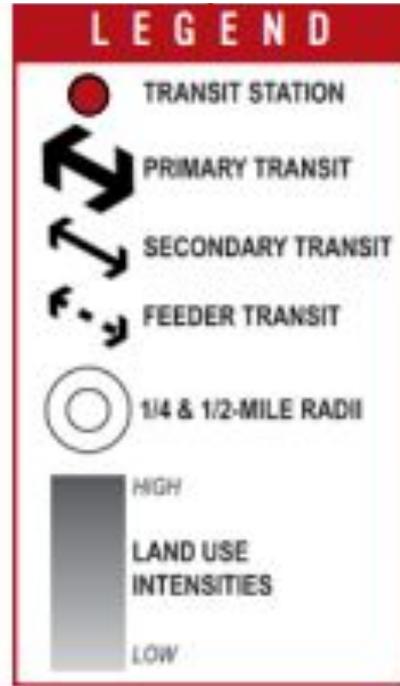
# Applying TOD Around Transit

There are several place types for transit oriented development:

- Regional Center
- Urban Center
- Suburban Center
- Transit Town Center
- Urban Neighborhood
- Transit Neighborhood
- Special Use/Employment District
- Mixed Use Corridor

# There are Different Recommendations for Different TOD Place Types

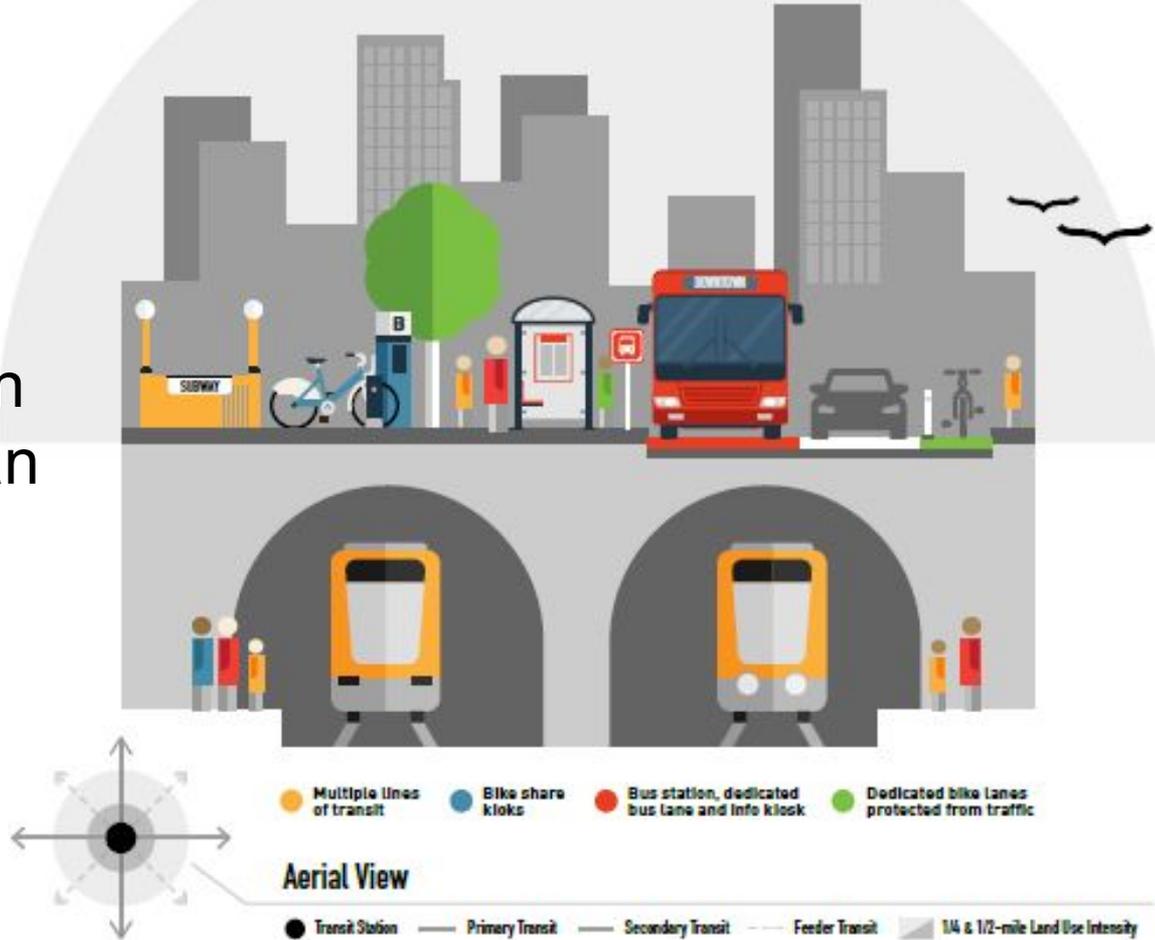
TOD  
typology for  
an urban  
center →



View more at: <http://ctod.org/pdfs/tod202stations.pdf>

# Mobility Hub Typologies Can Build on These Concepts

Rendering of a small hub in a dense urban area →



# Example Mobility Hub Characteristics

	Urban context	Transit elements	Shared mobility elements	Other elements
Small	<b>High-density:</b> urban core or neighborhood with constrained street space	Two or more routes converge: <ul style="list-style-type: none"><li>- Bus/BRT</li><li>- Subway/LRT</li></ul> Includes, at minimum <ul style="list-style-type: none"><li>- Bus shelter</li><li>- Route information</li></ul>	<ul style="list-style-type: none"><li>- Carsharing: 1-3 spots</li><li>- Bikeshare docks or dockless parking zone</li><li>- TNC/taxi pickup zone</li><li>- Microtransit stop</li></ul>	<ul style="list-style-type: none"><li>- Bike parking</li></ul>

# Example Mobility Hub Characteristics

	Urban context	Transit elements	Shared mobility elements	Other elements
Medium	<p><b>Medium density:</b> city neighborhoods, suburban downtowns or commercial districts</p>	<p>Meeting of multiple high-capacity modes/routes: BRT, LRT, subway, commuter rail</p> <ul style="list-style-type: none"> <li>- Bus shelter</li> <li>- Route &amp; system information</li> <li>- Wayfinding for cross-mode transfers</li> </ul>	<ul style="list-style-type: none"> <li>- Carsharing: 2-4 spots</li> <li>- Bikeshare docks or dockless parking zone</li> <li>- TNC/taxi pickup zone</li> <li>- TNC/taxi staging zone</li> <li>- Microtransit stop</li> </ul>	<ul style="list-style-type: none"> <li>- Bike parking</li> <li>- Kiosks for trip-planning, service sign-ups</li> <li>- Placemaking elements: food truck/cart locations, pedestrian plaza w/ seating, etc.</li> </ul>

# Example Mobility Hub Characteristics

	Urban context	Transit elements	Shared mobility elements	Other elements
Large	<p><b>Lower density:</b> outlying city neighborhoods, suburban transit centers, suburban shopping/commercial areas (repurposed park-n-ride or transit parking)</p>	<p>Two or more routes converge:</p> <ul style="list-style-type: none"> <li>- Bus/BRT</li> <li>- Subway/LRT</li> <li>- Commuter rail</li> </ul> <p>Includes, at minimum</p> <ul style="list-style-type: none"> <li>- Bus shelter</li> <li>- Route information</li> </ul>	<ul style="list-style-type: none"> <li>- 4+ carshare spots w/public-use EV charging</li> <li>- Bikeshare docks or dockless parking zone, if present</li> <li>- TNC/taxi pickup zone</li> <li>- TNC/taxi staging</li> <li>- Microtransit stop</li> </ul>	<ul style="list-style-type: none"> <li>- Multiple placemaking elements such as food truck or café w/ outdoor seating, pocket park, playscape, pedestrian plaza, etc.</li> </ul>

# Examples and Renderings







TAXI

U

H

car rental

mobility point

i

cycle center

bikesharing

e-carsharing

ridesharing





# How do you define mobility hubs?

And what typologies are appropriate for the Twin Cities?

Add to the [Google document](#)

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