

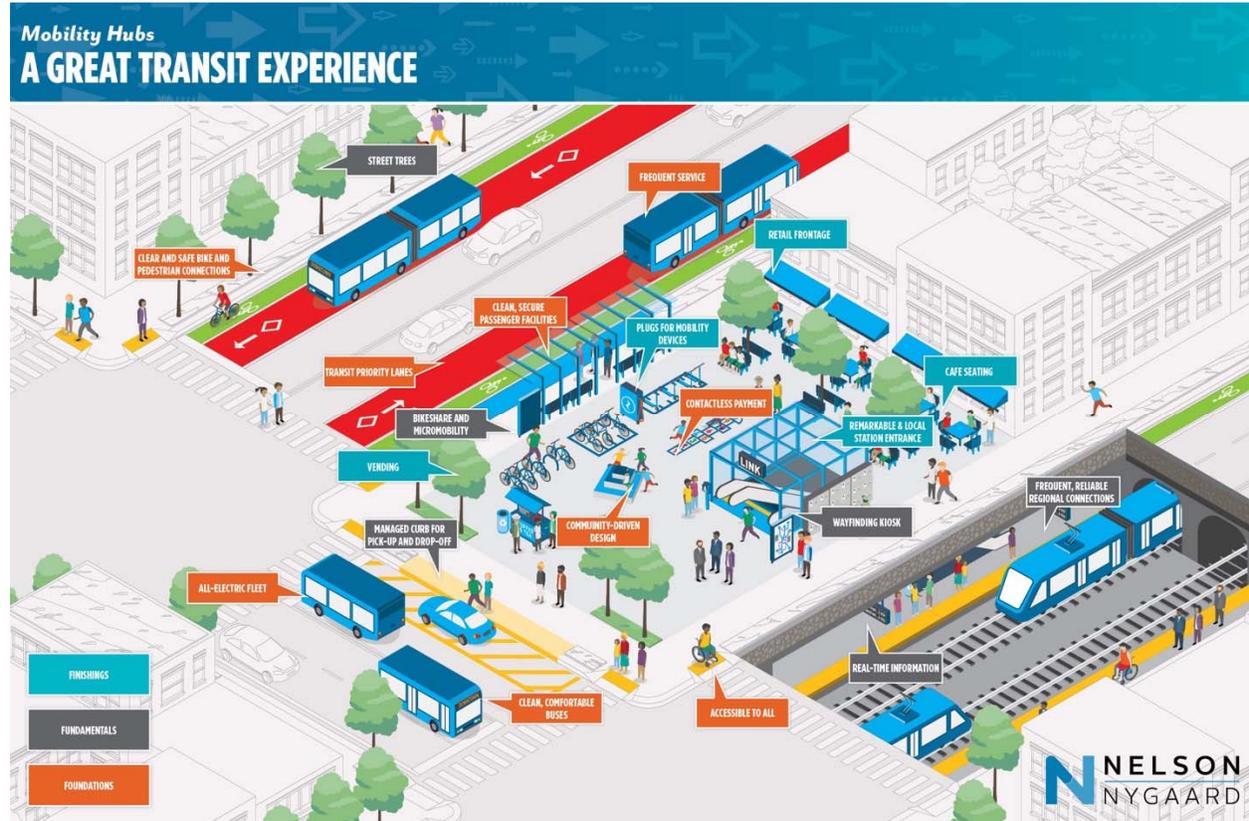
## Transit Strategies – Connections and Network

# Mobility Hubs

**Mobility Hubs are centers of multi-modal transportation, linking transit, active transportation, and car commutes and increasing the appeal of using shared modes.**

Located around transit stations and key neighborhood centers, Mobility Hubs offer a density of transportation options at a specific site, often combined with other public, commercial, or residential amenities. Hubs can be large or small depending on the needs of the surrounding communities and networks. The goals of Mobility Hubs are to:

- Create **convenient, safe, and accessible connections** between different modes of transportation at one location.
- Showcase the **appeal of using public transit, biking, or other shared modes** over driving private vehicles and increase the ability of residents to not own a personal car.
- Provide a **neighborhood gathering space** for commercial and residential life.



Many cities around the United States have put in place networks of mobility hubs, either from scratch or through gradual improvements to park-and-rides and transit stops. The concept of Mobility Hubs has evolved over the years due to changing technology trends: from a connection point between transit and cars with good wayfinding signage to a nexus of many modes, including new emerging mobility, and connectivity through Wi-Fi and smartphones.

## Mobility Hub Elements

The design and offerings of each Hub depend on location, need, existing infrastructure, and many other variables. Mobility Hubs typically contain some combination of the following elements:

<b>Public Transit</b>	<b>Buses, bus rapid transit, light rail, subway, commuter rail</b>
	Real-time signage for wait times and delay alerts
	Transit store, kiosk, fare machines
<b>Private Vehicles</b>	Parking lot or garage
	Pick-up/drop-off area
	Electric vehicle charging and parking
<b>Bike Infrastructure</b>	Bike racks, covered storage
	Bike repair stands
	Lockers, showers
<b>Shared Mobility</b>	Bike-share, scooter-share
	Car-share (one-way or traditional)
	Ride-hail (TNCs and taxis) pick-up/drop-off area
<b>Other Amenities</b>	Restrooms, pick-up waiting area
	Wi-Fi, cell phone charging stations
	Commercial services (mail, dry-cleaning, convenience store, café)
	Nearby residential, commercial, and mixed-use developments



*Electronic sign in Boston, MA displays wait times and other announcements.*



*Bike hubs at some Los Angeles Metro stations provide secured parking, bike repairs, and rentals.*

*Image source: <https://thesource.metro.net>*

## Mobility Hub Examples

### Mobil Punkt, Bremen, Germany

*The City of Bremen reduced demand for on-street parking and expanded car-sharing through mobility hubs called “Mobil Punkt.”*

In 1998, Bremen started offering a smart-card fare system that integrated all area transit services and the City’s car-share program. The city later expanded this strategy into its mobility hub program, with goals to reduce congestion and emissions to targets in line with its 2025 sustainable mobility plan. For transit, these mobility hubs digitally display waiting times for buses and trams. Trams also receive priority at signalized intersections.



*Mobil punkt information kiosk*

Source: [www.carsharing.de](http://www.carsharing.de)



*Car-share at Bremen Mobility Hub*

Source: [www.caresharing.de](http://www.caresharing.de)

The main train station has a full service bike station with rentals, supplies, repairs, storage, and washing. Other hubs have bike parking and protected two-way bike lanes, even on one-way streets. Car-sharing memberships are available as fully integrated add-ons to transit passes, incentivizing car-sharers to use transit when not driving.

## Library Lane, Ann Arbor, MI

*Library Lane in Ann Arbor acts as a mobility and services hub, with different modes and public amenities.*

In 2012, the City of Ann Arbor built the Library Lane parking structure adjacent to the main library, with four levels of underground parking and 700 spaces. Though not initially planned as a mobility hub, this parking garage is across the street from the regional transit service's main bus center. Other mobility services include a bike-share station, bike parking, and three car-share spaces. There is also an on-street bus stop for the express bus to the Detroit Metro Airport. Public amenities contributing to this mobility hub include public restrooms, drinking fountains, seating, and the library, and the usage of these amenities leads to more visibility of the transit options for the area.



*Bike-share above parking and across from a transit center.*

Source: Google Maps

## Mobility Hubs, Los Angeles, CA

*As an extension of the LA Mobility Plan of 2035, the Mobility Hubs Program expands transportation options for a diverse range of users.*

LA's planned mobility hubs are categorized into three typologies, listed below in increasing scale, each with its own requirements of services. The City has received \$8.4 million in JARC (Job Access Reverse Commute) federal funding to create 13 new hubs citywide.

- **Neighborhood Mobility Hubs** can be found in lower density neighborhoods and have the basics: transit, wayfinding, bike share, and bike parking.
- **Central Mobility Hubs** can be found in higher density areas, and may include car-share, ride-hail drop-off, bus shelter, real-time bus information, EV stations, and public space, beyond the basics in the Neighborhood Mobility Hubs.

- **Regional Mobility Hubs** can be found at the end of transit lines or in very dense areas. In addition to the amenities at Central Mobility Hubs, these tend to also have larger bike facilities, a bus layover zone, and retail.



*Metro Bike Hubs contain full repair services*  
Source: <https://thesource.metro.net>



*Wilshire/Vermont Metro Station as a Central Mobility Hub.*  
Source: Google Maps

## 40<sup>th</sup> Street Trolley Portal, Philadelphia, PA

*The transformed 40<sup>th</sup> Street Trolley Portal acts as a crossroads of institutions and neighborhoods in West Philadelphia.*

SEPTA, the City of Philadelphia, and neighborhood stakeholders partnered together to transform the busiest at-grade rail station in Philadelphia into a mobility hub. The Trolley Portal Gardens features a vibrant and social public space with landscaping, movable seating, and a restaurant to welcome trolley passengers in West Philadelphia.

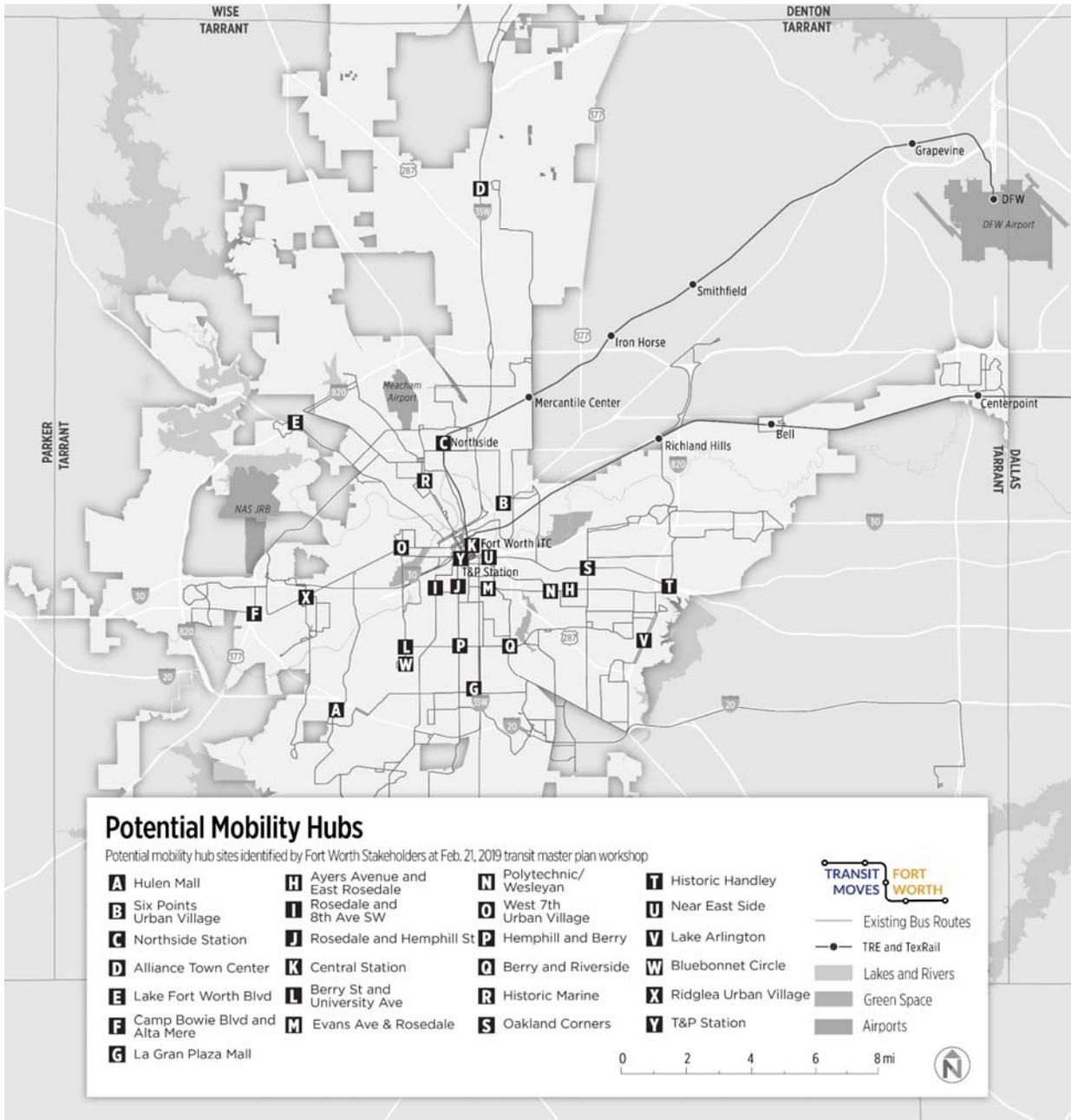


The redesigned station opened in 2018 after extensive community input and is heavily traversed by residents, Penn students, and nearby medical workers.

*40<sup>th</sup> Street Trolley Portal Gardens*

## Mobility Hubs in Fort Worth

Fort Worth has the opportunity to put in place mobility hubs in order to make the switch from private cars to other modes of transportation easier for residents and visitors of the city. These hubs will act as neighborhood-based focal points for transportation and placemaking. The map below shows potential mobility hub sites as identified by stakeholders at a transit master plan workshop:



*Project stakeholders identified a large number of potential locations*

Mobility Hubs are best created when there is collaboration between the city government and the transit agency. The following table shows a potential break down of the implementation responsibilities of each entity:



City of Fort Worth	Trinity Metro
<ul style="list-style-type: none"> <li>▪ Street conditions surrounding mobility hub</li> <li>▪ Facilities and infrastructure for bikes, shared mobility, and private vehicles</li> <li>▪ Amenities for public services</li> <li>▪ Economic development surrounding mobility hub</li> </ul>	<ul style="list-style-type: none"> <li>▪ Frequent transit services to mobility hubs</li> <li>▪ Improvements to transit stops and stations</li> <li>▪ Fare kiosks and machines</li> </ul>

Each potential mobility hub site has specific needs that depend on the surrounding communities and existing infrastructure. Like Los Angeles and other cities, the City of Fort Worth can classify these new hubs into different tiers. The following table shows a potential classification:

Size	Location	Potential Amenities
Small	Neighborhoods	Bus stop, bike parking, bike-share, real-time signage
Medium	Higher density areas	Above, plus car-share, parking, scooter-share, commercial services
Large	Downtown or end of major transit lines	Above, plus bike repair facilities, public space, restrooms, information kiosk

The development of mobility hubs will allow for seamless and multimodal commutes for the residents and visitors of Fort Worth. Amenities at each hub can also be adjusted over time to meet changing transportation needs and mobility technology.