Mobility Hubs Stakeholder Meeting

December 10, 2024

WWW.SCAG.CA.GOV

Meeting Purpose

- Share information on SCAG mobility hub efforts

- Seek feedback on SCAG mobility hub design and implementation guide

- Exchange information and thoughts on region's mobility hub implementation

Welcome

- Who is in the room?

- Poll – what is your experience with Mobility Hubs?

  o None – I am here to learn!

  o Some understanding/familiarity

  o I have participated in the planning, design, implementation or operations of a mobility hub pilot or program

  o I am an expert in the planning, design, implementation, or operations of a mobility hub pilot or program
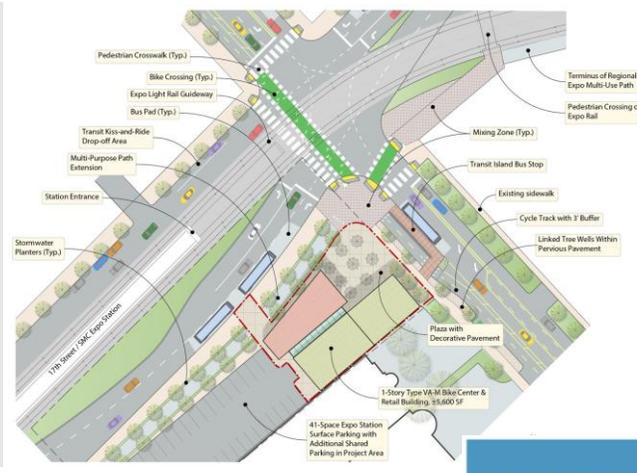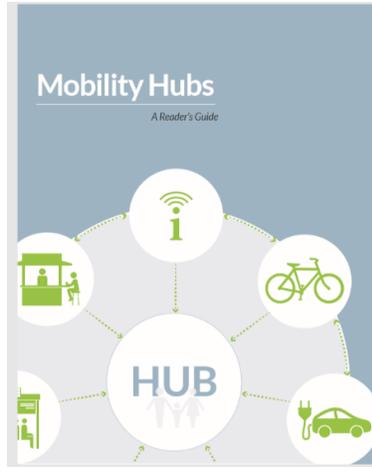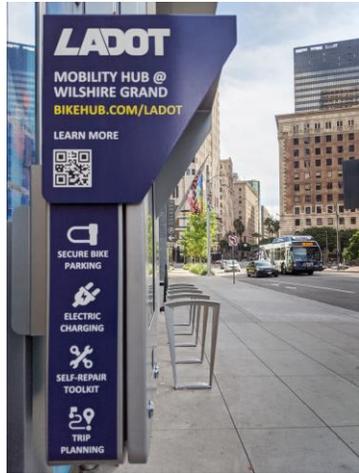
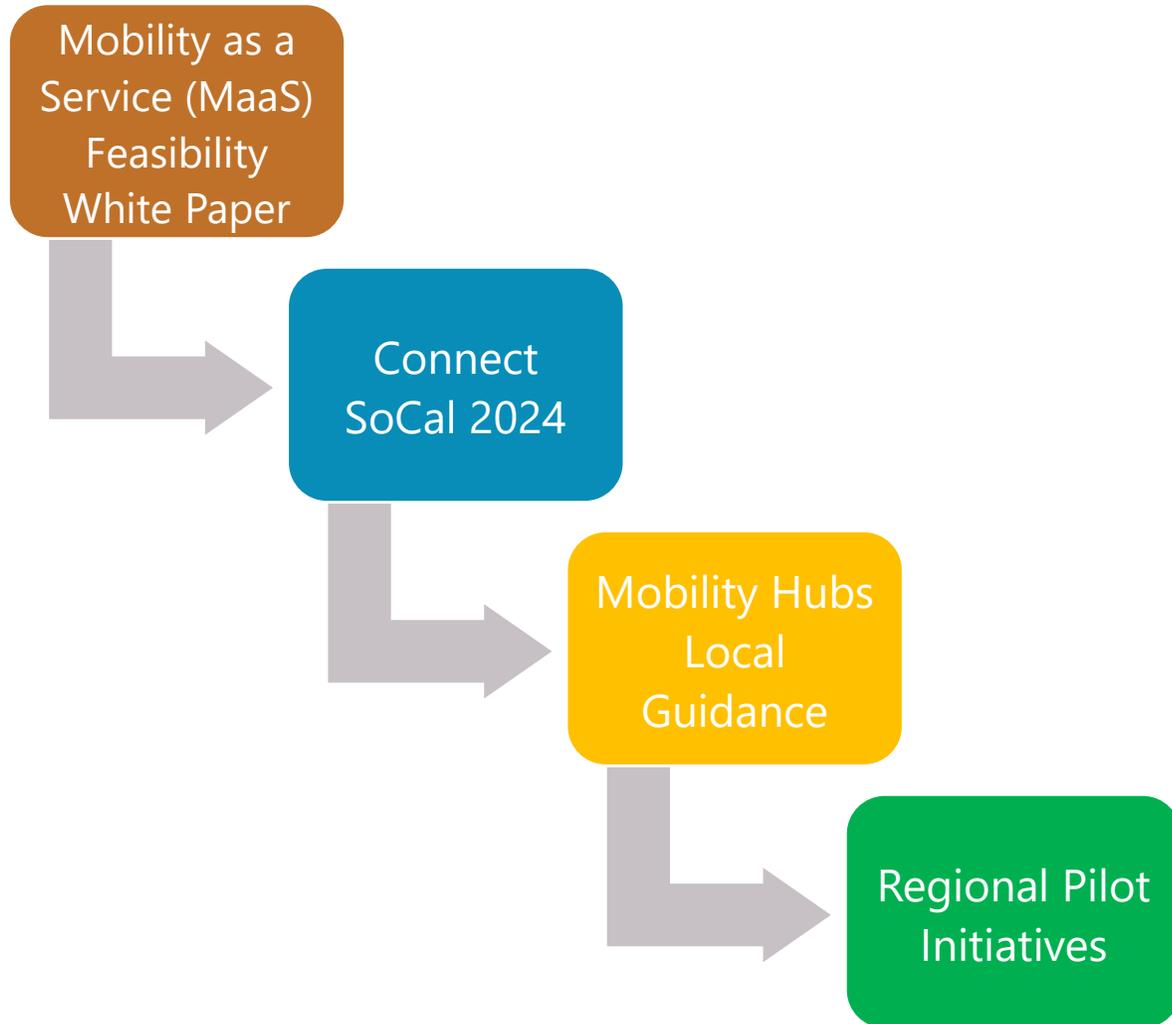# Mobility Hubs – global movement

Mobility Hubs:
The Problem-Solving Approach to Congestion and Parking

Pilot Mobility Hubs in Pittsburgh

Mobility Hubs – Regional Effort

Mobility Hubs - Work at SCAG

Mobility as a Service (MaaS) Feasibility White Paper

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Connect SoCal 2024

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Mobility Hubs Local Guidance

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Regional Pilot Initiatives

- SCAG defines mobility hubs as: *Physical places where people can seamlessly connect with multiple modes of transportation in a safe, comfortable, and accessible environment.*

- SCAG's Mobility Hub work is carried out by a cross-functional team.

Mobility Hubs Background

- Connect SoCal 2024 draft Mobility goal
  - Build and maintain a robust transportation network.

- Mobility as a Service (MaaS) Feasibility White Paper

What are Mobility Hubs?

- Places of connectivity where different transportation modes seamlessly converge

- May include transit/rail, active transportation, and shared mobility services

- Different naming conventions, definitions, typologies

- Reduce VMT & GHG

Willowbrook/Rosa Parks Station – Los Angeles

Why Mobility Hubs?

- Support safe and convenient transfer between transportation modes

- Provide first/last mile connections to transit

- Provide travel options, esp. for those with limited mobility options

- Promote mode shift

- Motivate GHG reductions

- Placemaking

- Reduce new VMT from land development

Mobility Hub – Los Angeles Union Station

Regional Mobility Hubs Strategy (Phase 1)

- Identify mobility hubs across the region

- Identify data needed to develop the methodology to quantify the strategies included in the mobility hub strategy for Connect SoCal

- Establish a recommended baseline mobility hubs network

Mobility Hubs Initial Screening Criteria

- Frequent Transit Connections

- Park and Ride Locations

- Transportation Management Areas

- Major Institutions (e.g., sports venues, colleges and universities, employment campuses, airports, ports)

- Equity Areas (including Transportation Equity Zones)

San Diego Association of Governments – Mobility Hub Vision

Mobility Hubs Prioritization (346 hubs)

- Transit Access and Connectivity

  - High quality transit areas, bikeways, Livable Corridors, microtranist, EV charging stations, bike share, transit/rail boardings

- Climate Action

  - Proximity to major trip generators and areas with high walking/bicycling connectivity

- Equitable Mobility

  - Located in Priority Equity Communities

Mobility Hub – Culver City
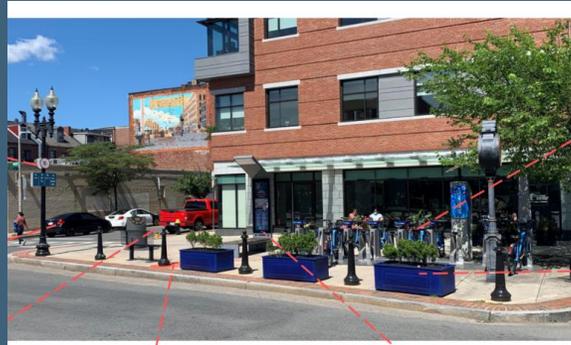
Mobility Hubs Typologies

- Informed by:
  - Land Development Categories from Scenario Planning Model
  - Density, transportation characteristics
  - Current and future population, employment
  - Consideration of local typologies (LA, OC, Imperial)

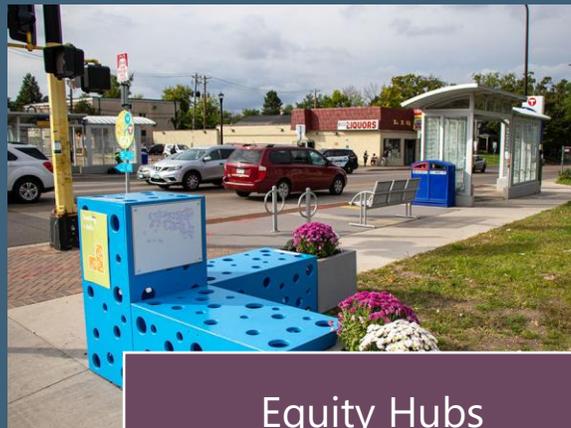# Mobility Hubs Typologies

Downtown Hubs

Urban Hubs

Emerging Urban Hubs

Suburban and Rural Hubs

Equity Hubs

Institutional Hubs

Regional Mobility Hubs Strategy (Phase 2)

- Develop **design and implementation guidance** and provide training/support
- Conduct research and coordinate with stakeholders to **identify and advocate for potential funding sources** and private/public partnerships to implement mobility hubs
- Position locals for success in competing for grant funding
- Continue to **refine baseline network** of mobility hubs
- Develop 1-2 Mobility Hub Pilot Projects for Regional Pilots Initiative (RPI)

Mobility Hub – Los Angeles

Discussion

- Comments or questions on SCAG's efforts thus far?

DRAFT
MOBILITY HUB DESIGN AND IMPLEMENTATION GUIDE

Overview

- Highlights best practices and approaches for implementing mobility hubs in the SCAG region

- Provides an outline to plan, design, and implement mobility hub network

What's currently included

- **Introduction**
  - What are Mobility Hubs?
  - What is the region's vision for Mobility Hubs?
  - Why do Mobility Hubs matter?
  - Mobility Hub Typologies

- **Step 1. Plan Your Mobility Hub Network**

- **Step 2: Design the Hub**

- **Step 3: Implement the Hub**

- **Appendix**
  - SCAG's Priority List of Potential Mobility Hubs
  - Mobility Hub Resources

Introduction

- What are Mobility Hubs?

- What is the region's vision for Mobility Hubs?

- Why do Mobility Hubs matter?

What is the region's vision for Mobility Hubs?

Connect SoCal identified mobility hubs as a regional strategic investment to increase multimodal connectivity, manage the existing transportation system, and improve traveler experience. Connect SoCal's mobility hubs strategy is built on SCAG's 2022 Mobility as a Service (MaaS) Feasibility White Paper, which recommended establishing, investing in, and expanding mobility hubs across the region to provide foundational infrastructure that facilitates multimodal travel.

This Guide is intended to function as a supportive framework for local implementation. It is meant to equip cities to conceptualize, design, and implement mobility hubs. SCAG is interested in seeing more hubs established so that they become part of an integrated network of mobility hubs throughout the region that will increase multimodal connectivity for all.

With Los Angeles hosting the 2028 Olympic and Paralympic Games, SCAG noted a time-sensitive opportunity to invest in mobility hubs to offer transportation options for athletes, visitors, and residents across the various venues spanning the region

Why do Mobility Hubs matter?

Mobility hubs provide travelers with more transportation options and connections, improving individual travel experience while also benefiting the built and natural environment. More specifically, they:

Support safe and convenient transfers between transportation modes
Hubs should be safe, with good lighting, access points, and visibility.

Provide travel options, especially for those with limited mobility options
Hubs make transportation options accessible for all ages and abilities.

Provide first/last mile connections to transit
Hubs provide seamless transfers, with plenty of transportation options.

Motivate GHG reductions
Hubs encourage sustainable and energy-efficient modes of travel, as compared to single occupancy vehicle travel

Promote mode shift
Hubs enable travelers to easily use modes of travel other than driving alone.

Placemaking
A sense of place creates a welcoming and useful space for travelers.

Reduce VMT from land development
New land developments can utilize already existing transportation infrastructure.

Introduction

- ## Mobility Hub Typologies

Downtown Hub

Downtown hubs are located in areas that have the highest employment and residential densities with a variety of high-capacity transportation and other mobility options that are easily accessible. They are located in walkable, bike friendly areas and serve as commercial and cultural activity centers.

Suburban and Rural Hub

Suburban Hubs are located in areas that have land uses with relatively low employment and residential densities, and medium population and/or employment numbers today or in 2045. Rural Hubs may have rideshare or vanpool.

Urban Hub

Urban Hubs are located in areas that have moderate to high employment and residential densities. They contain a rich mix of high-capacity transit, frequent bus service, and access to bikeshare, carshare, and other mobility options. The built environment is walkable and bike friendly.

Equity Hub

Equity Hubs are located in moderate to high residential density areas which are communities of concern, and which may find elevated benefits from reliable transit service, bus routes, or shared mobility.

Emerging Urban Hub

Emerging Urban Hubs have low to moderate employment and residential densities with access to high-capacity transit and local bus service, as well as limited share mobility services. These are smaller communities with low to moderate economic activity.

Institutional Hub

Institutional Hubs are large trip generators including universities, hospitals, stadiums, airport, and employer campuses. They may be located in a variety of environments including areas with high-capacity transit service and local bus routes.

Step 1. Plan Your Mobility Hub Network

Define what a mobility hub means for your community

⬇

Develop mobility hub typologies appropriate for your community

⬇

Identify mobility hub locations in your jurisdiction

⬇

Consider existing transportation conditions (e.g., bike and pedestrian infrastructure, transit ridership, transportation parking, etc.)

⬇

Develop conceptual designs and conduct community engagement

⬇

Develop an implementation strategy and program recommendations

Step 1. Plan Your Mobility Hub Network

- **Identifying, Prioritizing, and Selecting Projects**

  - Create your own priority list or review SCAG's prioritized list of potential mobility hub locations (available in the appendix)

- **Outside the Mobility Hub**

  - Necessary supporting infrastructure connecting to the Mobility Hub

- **Partnerships**

Step 2. Design the Hub

- **Key Strategies**

- **Design Approaches**
    - User-oriented, community-centered/responsive, equity-centered, innovation and asset management, cohesive network

- **Design Considerations**
    - Hierarchy for Mobility Hubs
    - Design Requirements and Controls

Step 2. Design the Hub - Kit of Parts

Category	Element	Downtown Hub	Urban Hub	Emerging Urban Hub	Suburban & Rural Hub	Equity Hub	Institutional Hub
Transit and Active Transportation Facilities	Train/Rail	●	●	●	●	○	●
	Bus Stop/Station	●	●	●	○	●	●
	Carshare	●	●	●	◐	◐	◐
	EV Parking	●	●	◐	◐	◐	●
	Shared micromobility zone	●	●	●	◐	◐	◐
	Pick-up and drop-off zone	●	●	●	●	●	●
	Bike amenities	●	●	●	◐	●	●
Access Amenities and Services	Covered Bus Shelters	●	●	◐	◐	●	◐
	Street Furniture	●	●	◐	○	○	○
	Bathrooms	●	●	●	●	●	●
	Package Delivery lockers	●	●	◐	◐	◐	●
	Water Re-filling Stations	●	●	◐	◐	●	●
Technology, Information, Wayfinding	Real-time Travel Information	●	●	●	◐	○	●
	Wayfinding Signage	●	◐	◐	◐	◐	●
	Hub Area Maps & Amenities Information	●	●	◐	◐	◐	●
	Closed-Circuit Television (CCTV) Cameras	●	●	●	●	●	●
	Public Wi-fi and Charging Ports for Phones	●	●	◐	○	◐	◐
	Emergency Telephone	●	●	●	●	●	●
Placemaking	Community Art Themes	●	●	●	●	●	●
	Lighting	●	●	●	●	●	●
	Landscaping	●	●	●	●	●	●

SHARED MICROMOBILITY

Bikeshare and scooter-share are commonly provided by transit agencies, municipalities, or private sector companies to make bicycles, electric bicycles, or electric scooters available for use as needed. These shared micromobility devices can supplement fixed-route service by acting as a first/last mile solution, replacing fixed-route service, or serving locations without fixed-route service. Users can pick up a micromobility device at one station and return it to another station at their destination or return to the same station. For devices that are not required to be docked, such as some bikeshares and most scooter-shares, a physical corral or designated parking space for the devices should be utilized. Bicycle or scooter-share parking should be clear of the pedestrian pathways and vehicle traffic.

Considerations for Application
- Bikeshares typically include a docking station, some with electric bike charging.
- Should be implemented in conjunction with or near other bicycle-supporting infrastructure and amenities, listed within this Kit of Parts.
- Zones should be located within close walking distance (25 to 50 feet) of the mobility hub transit stop or transit exchange, separated from motor vehicles and with a direct route from the street.
- Flexible posts should be spaced at 10 feet maximum along the parking stop perimeter to deter encroachment by motor vehicles.
- Minimum dimensions 4 feet by 5 feet can be scaled up as needed, and as space allows, to accommodate higher micromobility vehicle volumes.

Figure: Metro Bikeshare at Los Angeles Union Station

Step 3. Implement the Hub

- **Paths to Implementation**
  - Pop-up projects, pilot projects, quick-build projects, incremental or phasing strategies, full build-out, direct public action, partnerships, external site improvements
  - SCAG's Toolbox Tuesday trainings

- **Ongoing Adjustments, Upgrades, and Enhancements**
  - Managing curbside data
  - Performance metrics

- **Operations and Maintenance**

- **Funding Resources**

Discussion

- Is there anything essential missing in the Guide or anything to add?

- Any challenges or issues you have encountered it could help others navigate?

- Any suggestions for improving the Guide? Anything else that would have supported you in your journey?

- Are there any other efforts underway we should be considering?

Next Steps

Finalize Design &
Implementation
Guidance –

March 2024

Mobility Hub Pilot
Projects Kickoff –
Spring 2024

Toolbox Tuesday –
Spring 2024

THANK YOU!

For more information, please visit:

www.scag.ca.gov/mobility-hubs

Or email Sirinya Matute, Project Manager,
at matute@scag.ca.gov