

Access to Transit

Transit is only a successful mode when people can easily access the stops and feel safe while waiting for a bus. The Transportation Master Plan introduces the concept of a “layered transportation network,” which is an extension of the idea of “complete streets.” The layered network recognizes that not all streets can safely and comfortably accommodate all modes. For example, a street that is great for cars and buses might be too busy and fast for comfortable bicycling. Similarly, pedestrian priority areas will typically have slower vehicle speeds, which could be frustrating for long-distance travel, but create a good environment for buses with high transit demand and a lot of visibility and security at bus stops. The layered network was carefully considered when identifying the transit network to ensure easy and safe access to transit.

Mobility Hubs

A key feature of the 2040 Transit Master Plan is the idea of a Mobility Hub. Mobility hubs seek a seamless connection between transit and other modes of transportation and have been strategically located where the transit network intersects other major components of the layered transportation network. Mobility hubs have gained popularity in recent years as an increasing number of mobility options have emerged.



Figure 20 – Mobility hub in Hamburg, Germany (see **Figure 21** for description)

The key features of a mobility hub are summarized in **Figure 21**. Mobility hubs are best located along frequent transit routes, near activity nodes (mixed-use developments, employment centers, colleges, etc.), and in areas where there is a good opportunity to connect with other modes (e.g., near a major bicycle route, near a mobility innovation zone, at the terminus of a BRT or high-frequency route). In some but not all locations, mobility hubs may also include park-n-rides. To highlight the interplay between mobility hubs and other modal connections, **Figure 22** shows a map of the mobility hubs overlaid with the transit network and **Figure 23** shows the mobility hubs overlaid with the bicycle network. It’s important to note that the new mobility hubs identified in this plan are preliminary and are intended to be flexible depending on future land development, land availability and other criteria. The mobility hubs shown as part of this Plan were chosen as they are in locations that meet most of the following criteria: activity/employment centers, along a future high-frequency bus route or intersecting bus routes, at a future intersecting bike lane or path, well spaced, and serve as a focal point for one or more mobility innovation zones.

Mobility Hub



1

Bus shelter

2

Information and fare payment

3

Scootershare and bikeshare (Pace)

4

Carshare

5

TNC/microtransit drop-off/pick-up

6

Intersecting bike lane or bike paths

7

Bike parking

8

Car-charging station

Figure 21 – Features and Elements of a Mobility Hub

Future Transit Network

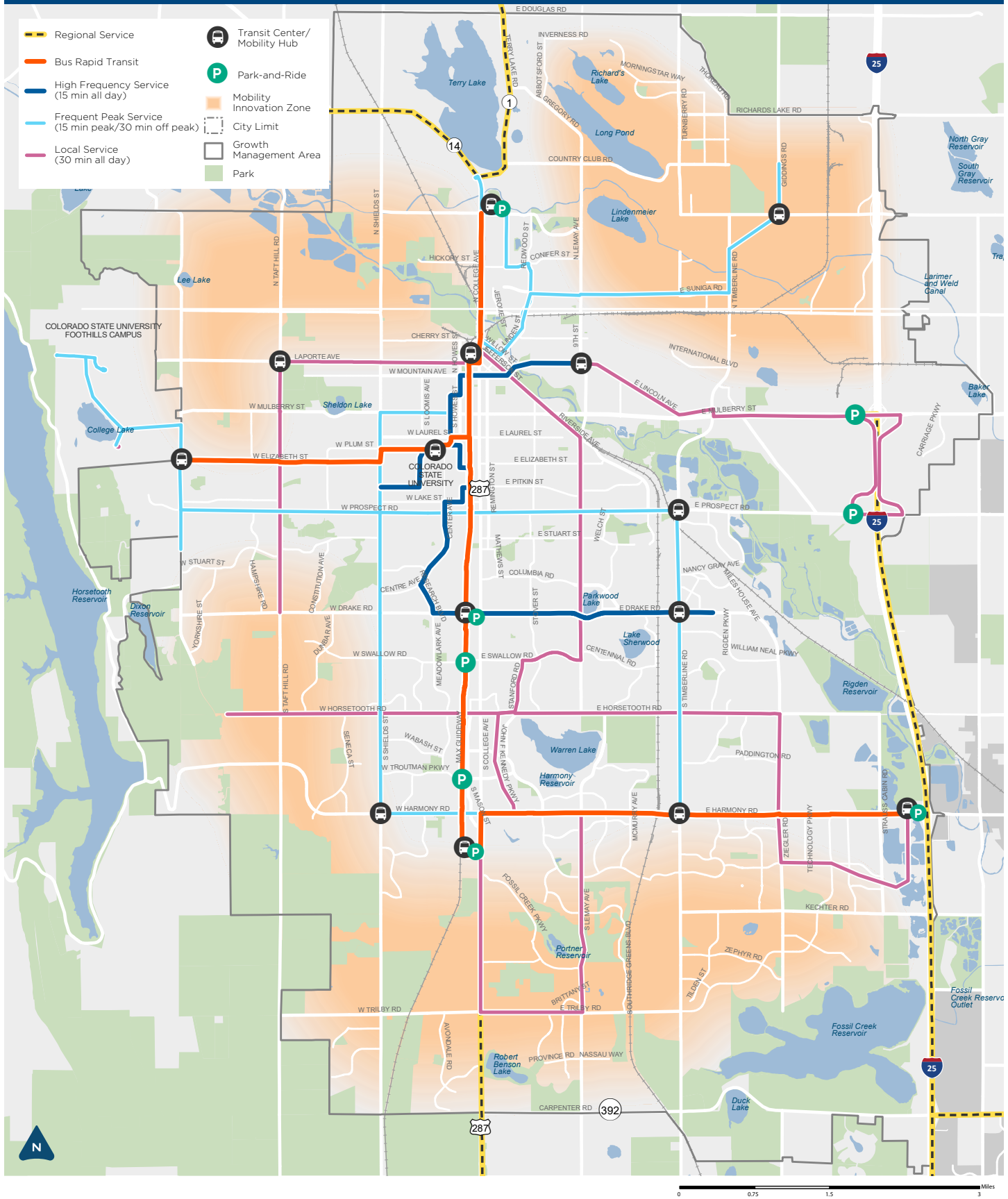


Figure 22 - Map of Future Transit Network

Mobility Hubs and Future Bike Network

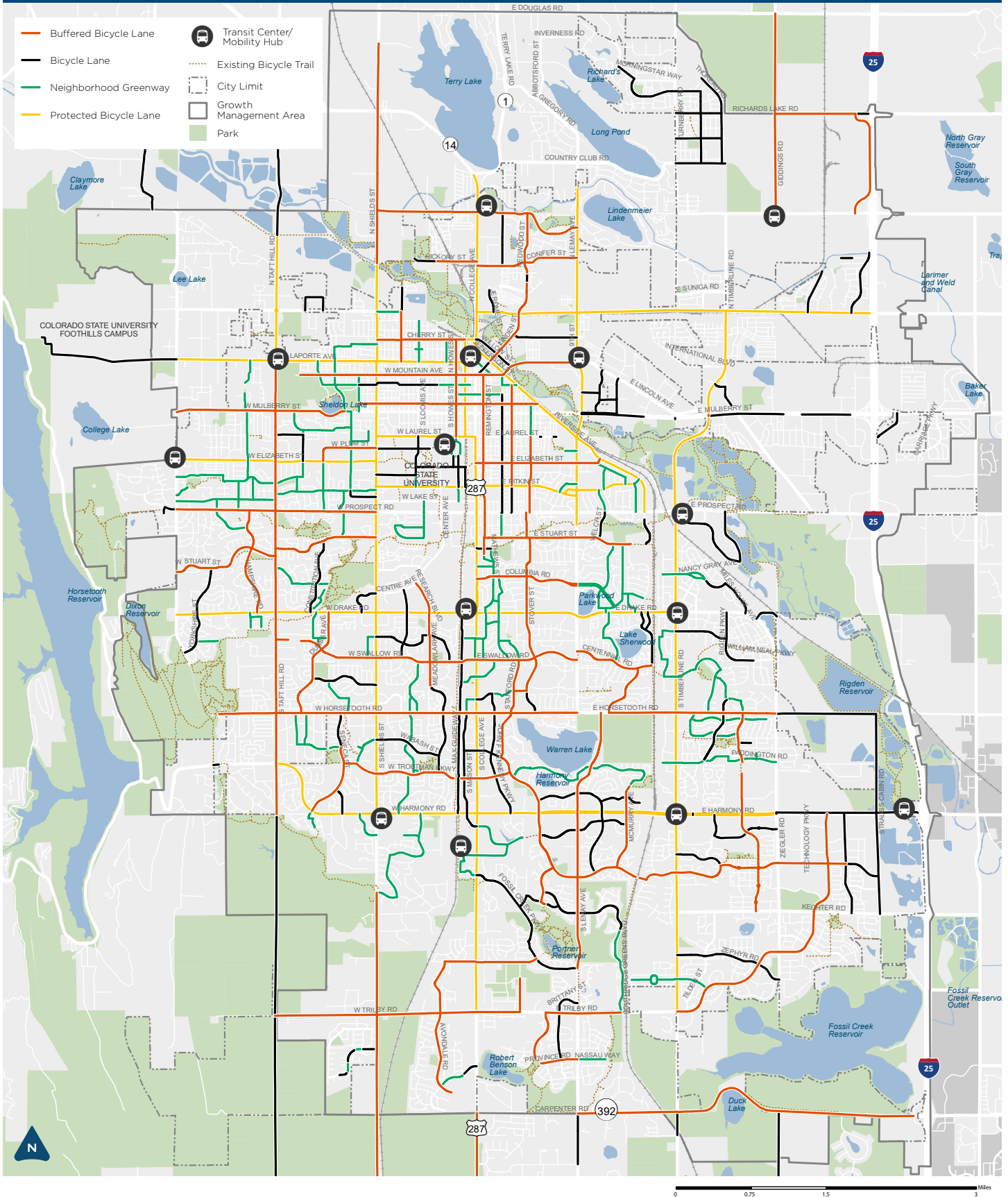


Figure 23 – Map of Mobility Hubs and Future Bike Network