

Mobility Hub Typologies/ Case Studies

With a city as broad and diverse as Los Angeles, transit stations range in size, amenities, and context. In order to successfully balance the needs of transit users and the realities of the existing built environment, Mobility Hubs are separated into three general categories: Neighborhood, Central, and Regional. The different tiers of Mobility Hubs are based on scale, amenities, and context. Following case studies represent hypothetical Hubs of each scale.

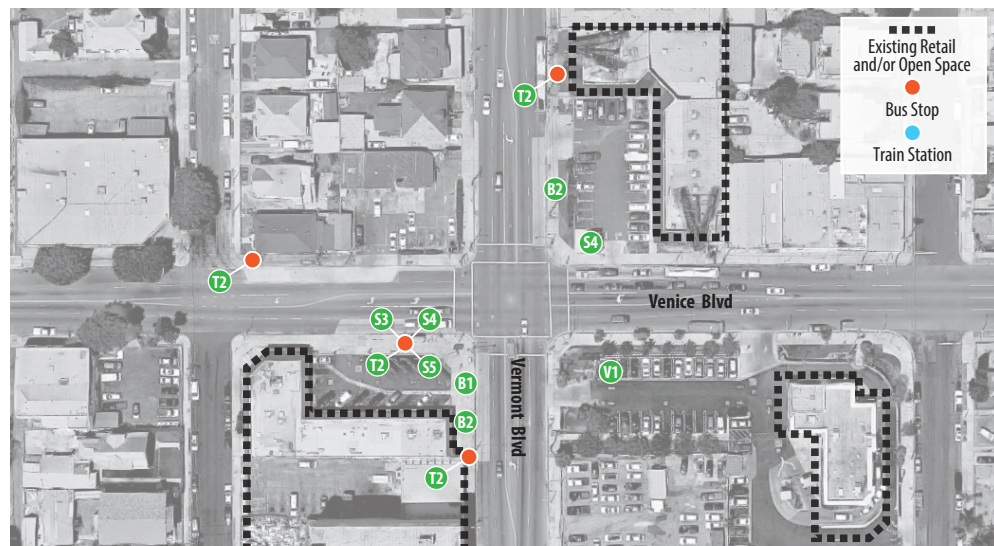
Amenities are designated “Vital”, “Recommended”, or “Optional” based on applicability of use at certain Mobility Hub types. Information Amenities are located at all Bus Stops or Train Stations (represented by Orange and Blue dots respectively) while all other amenities are distributed throughout the area (identified by numbers as listed in the table below).

Mobility Hub Amenities	Bicycle Connectoins		Vehicle Connectoins		Bus Infrastructure		Information-Signange		Support Services		Active Uses		Pedestrian Connectoins	
	2.1. Bike Share	2.2. Bike Parking	3.1. Ride Share/Pick-up-Dropoff	3.2. Car Share	3.3. EV Charging Stations	4.1. Bus Layover Zone	4.2. Bus Shelters	5.1. Wayfinding	5.2. Real-time Information	5.3. Wi-Fi/Smartphone Connectivity	6.1. Ambassadors	6.2. Waiting Area	6.3. Safety and Security	6.4. Sustainable Approach
(N) Neighborhood	●	●	■	■	●	■	●	●	■	●	■	■	■	●
(C) Central	●	●	●	●	●	●	●	●	●	●	●	●	●	●
(R) Regional	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Legend: Vital: ● Recommended: ● Optional: ■

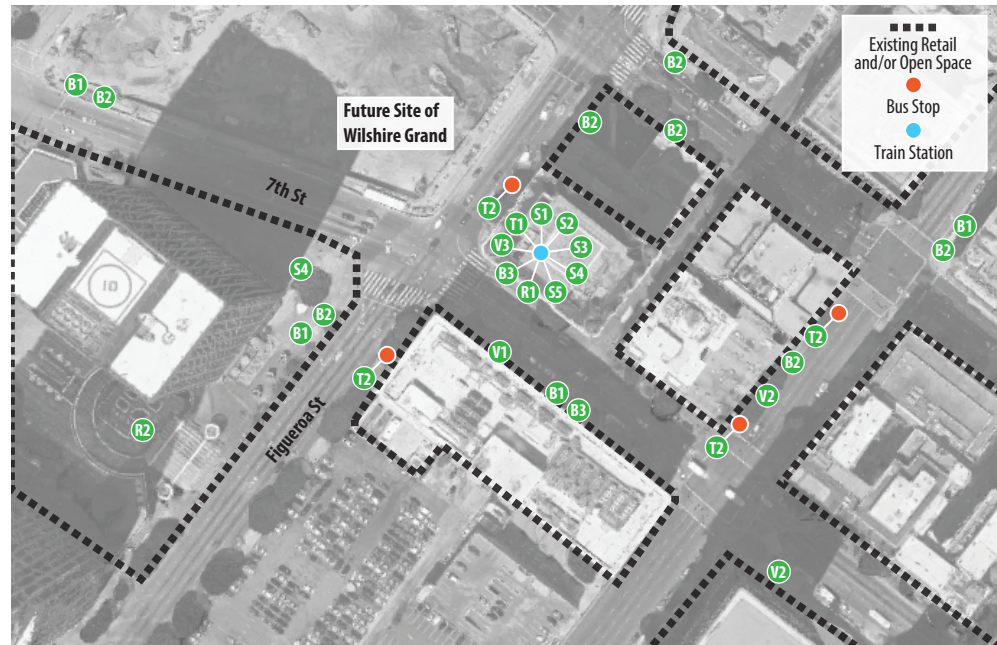
Neighborhood Mobility Hub/ Case Study - Vermont/ Venice Bus Stop

Neighborhood Mobility Hubs are the smaller ancillary station areas generally found in lower density neighborhoods. They offer a few basic amenities essential to every transit area including wayfinding, bike share and bike parking. All these amenities are generally immediately visible from the station stop- generally across the street or within the same block. Examples of the Neighborhood Mobility Hub would be Bagley/ Venice bus stop or Vermont/Venice bus stop.



Central Mobility Hub/ Case Study - 7th/ Figueroa Metro Station

Central Mobility Hubs surround the typical station areas that are slightly larger than one bus stop in scale in a more urban context. They offer many amenities in addition to the baseline features including car share, bus shelter, and next bus information. There are generally spread throughout the surrounding intersection and integrated into the neighborhood. Generally, these amenities are within easy walking distance from the station itself. Examples of the Central Mobility Hub would be 7th Street/ Figueroa Metro Station or Wilshire/ Vermont Metro Station.



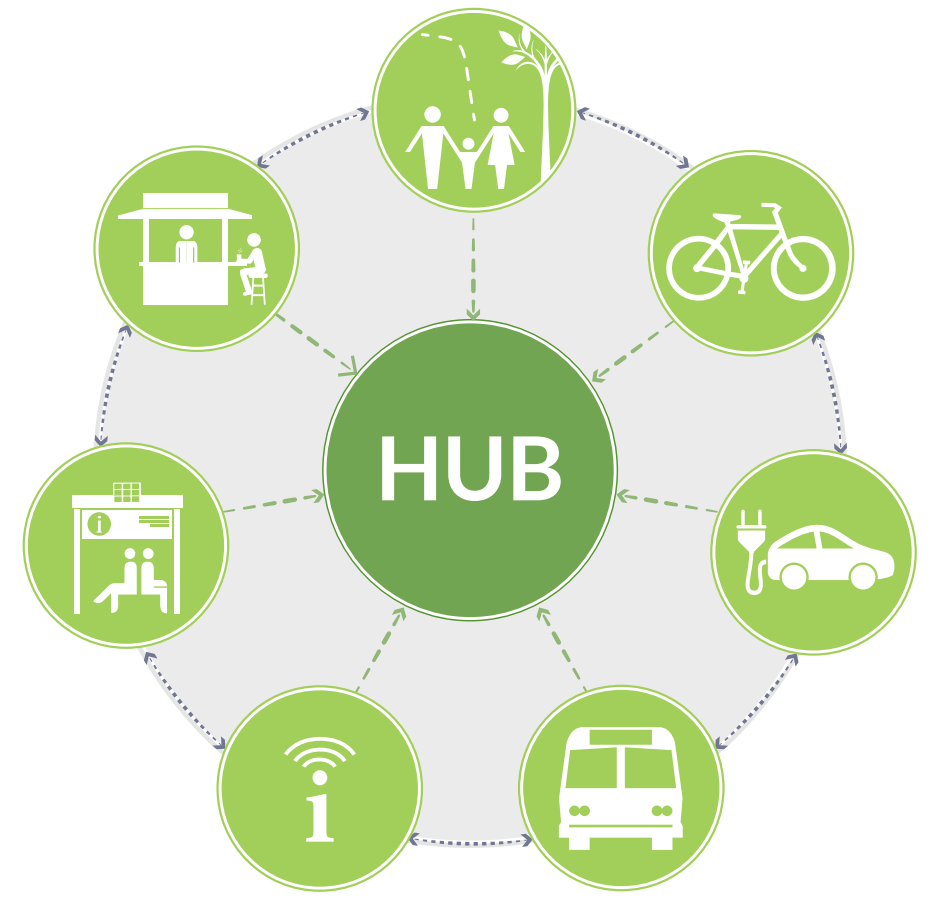
Regional Mobility Hub/ Case Study - North Hollywood Station

Regional Mobility Hubs are the largest scale station areas in either dense urban areas or end of line stations where they connect to other regional transit providers. The Regional Mobility Hub offers the most amenities including secured bike parking and a bus layover zone along with important amenities and infrastructure built into the station itself. Regional Mobility Hubs can be as large as an acre. Examples of Regional Mobility Hubs include North Hollywood Station and Harbor Gateway Transit Center.



Department of City Planning • Graphics Section, Summer 2016

An Introduction to MOBILITY HUBS



Mobility Hubs provide a focal point in the transportation network that seamlessly integrates different modes of transportation, multi-modal supportive infrastructure, and place-making strategies to create activity centers that maximize first mile last mile connectivity.

The pamphlet is meant to provide guidance and inspiration for city staff, property owners, developers, designers, transit agencies, and community members for enhancing project developments and public right of way improvements in proximity to transit stations with amenities, activities, and programs to support multi-modal connectivity and access.

The Mobility Hubs program is an extension of the Mobility Plan 2035 of the Los Angeles Department of City Planning in coordination with the Los Angeles Department of Transportation and Los Angeles County Metropolitan Transportation Authority.

Bicycle Connections



Facilitate and Encourage Bikeability

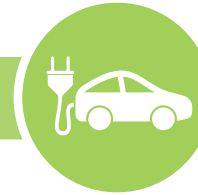
Enhance first-last mile connectivity through the implementation of a **bike sharing program**.

Increase availability of **bike parking** and secure **bike rooms**.

Provide safe and **comfortable bicycling supportive facilities**.



Vehicle Connections



Encourage Ride Share, Car Share and Electric Vehicle Use

Provide **ride share** opportunities and designated **pick up/drop off zones**.

Provide **car share** services easy access to improve direct connections to and from transit stations.

Reduce greenhouse gas (GHG) emissions by encouraging the adoption of **alternative fuel sources** such as Electric Vehicles.



Information/ Signage



Provide Wayfinding, Branding and Information

Provide **wayfinding** information and services at Mobility Hubs.

Increase the use of technology to provide **Real-time Transit Information**.

Provide easily **accessible Wi-Fi** for transit users to increase smartphone connectivity.



GOALS & IMPLEMENTATION STRATEGIES



Pedestrian Connection



Enhance walkability and pedestrian connections supporting easy access to and at the Mobility Hub

Enhance pedestrian connections from surroundings **to the Mobility Hub**.

Improve pedestrian connections **at the Mobility Hub** to support a walkable station area and promote the use of transit.



Bus Infrastructure



Encourage Bus Ridership with Strong Infrastructure

Establish bus Loading/Unloading Zones that create **safe areas** for transit ridership.

Provide bus **Layover Zones** that contribute to efficient bus service and reduce congestion.

Enhance transit user experience by providing **bus shelters** supported with sufficient amenities.



Support Services



Ensure Safe, Comfortable, and Useable Areas

Establish **ambassador** programs to assist transit riders at Mobility Hubs.

Enhance **waiting areas** with supportive amenities such as shelters with seating, restrooms, lighting.

Ensure safety and security of all Mobility Hubs.

Prioritize implementation of **sustainable approach** including solar and other renewable sources of energy.



Active Uses



Ensure a Vibrant, Mixed Use Environment

Retail Uses to activate transit areas and provide convenient shopping and services.

Public Spaces to activate transit areas and allow opportunities to gather or pause.

