

Local

# Neighborhood Mobility microHUBs

Multiple prominent neighborhood access points to shared transit resources

## Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

#3 in public voting

## Project Description

Centered around T-stations, bus network nodes, and local destinations such as community centers and small-business districts, Mobility microHUBs are designed to provide and identify a range of connected travel choices. Using clearly-branded kiosks or nodes with real-time interactive information displays about transit schedules and shared vehicle availability, people can connect quickly between bus and train service, a Hubway station, secure bike parking, carshare vehicles, ride-hailing pick-up spots, and electric vehicle charging stations at every microHUB. Coupled with free Wi-Fi and intuitive wayfinding, these nodes become reliable ways to start, continue, or complete a multimodal journey. Placemaking strategies including plazas or parklets, sidewalk amenities, information signs, shelters, and works of art at each of these hubs will make them places that are worth stopping in when you have the time or if you have to wait.

## Benefits and Issues Addressed

People often make their transportation choices based on their confidence that the trip will be reliable. Even in choice-rich Boston, this often means residents opt to use a car or make a one-seat train ride. Trips requiring transfers or changing modes can be more uncertain, so people often drive when other options are available. Mobility microHUBs increase people's confidence in multimodal trips by co-locating multiple travel modes and combining wayfinding and real-time information, supporting regular users who are making daily decisions about which is the best combination of modes to take today and allowing someone visiting for the first time to navigate their trip through the city with ease. Placemaking at each microHUB will create pleasant spaces such that people are comfortable waiting for the next leg of their trip.



Recent pilot of real-time information kiosk in Faneuil Hall and new wayfinding throughout Boston helps people get to where they need to go.

## Best Practices

San Diego, California

Planned mobility hubs include carshare parking, bikeshare, informational kiosks, transit stops, and EV charging all in a location surrounded by cycling infrastructure, transit-oriented development, mixed use development, and extensive pedestrian facilities. Hubs are placed along light rail and high volume bus routes and designed to be implemented over a 35 year period at a cost of roughly \$13 million each. [www.sdforward.com/fwdAsp/mobilityHubStrategy.aspx](http://www.sdforward.com/fwdAsp/mobilityHubStrategy.aspx)

In Los Angeles, the city has framed co-located multimodal transportation services as "Mobility Hubs." A kit of parts, including transit access, bicycle amenities, pedestrian connections, and waiting areas can be assembled to provide a mobility hub. Mobility hubs typically link to a transit center or access point. The City recently received \$8.4 million in JARC (Job Access Reverse Commute) federal funding to pursue 13 new hubs citywide. [www.urbandesignla.com/resources/docs/MobilityHubsReadersGuide/hi/MobilityHubsPamphlet.pdf](http://www.urbandesignla.com/resources/docs/MobilityHubsReadersGuide/hi/MobilityHubsPamphlet.pdf)

## Implementation

**Approximate Cost:** \$500,000 for design and construction

**Potential Funding Sources:** City capital plan and MBTA funding (FTA provides limited funds for bikeshare installation related to transit)

**Who's Responsible:** BTS and MBTA

**Time Frame:** Ongoing over 10 years in coordination with bikeshare and DriveBoston expansion

## Public Input

"MBTA stations that are major transportation hubs (DTX, Park St) should have better design and wayfinding."

— Chinatown roundtable

"We felt one of the root causes was around inequality in regard to racism. One of our ideas was that currently our transit hubs were in downtown Boston, what if they were rerouted to higher density and lower economic opportunity to increase the flow of business."

— Chinatown roundtable

