RTA REGIONAL TRANSIT AUTHORITY OF SOUTHEAST MICHIGAN

MOD Study

Access to Transit and Mobility Hubs Webinar

October 2020

Photo Credit: Matt Johnson

Agenda

1. Overview of RTA MOD Study recommendations on transit access / mobility hubs (Whitney Sherrill / AECOM)
2. RTA Chicago's Access to Transit program, process and lessons learned (Michael Horsting / RTA Chicago)
3. Review of Mobility Hub "best practices" and programs from other cities (Veronica Davis / Nspiregreen)
4. Los Angeles DOT's Mobility Hub initiative and planned regional investment (Robin Aksu / LA DOT)
5. Q & A

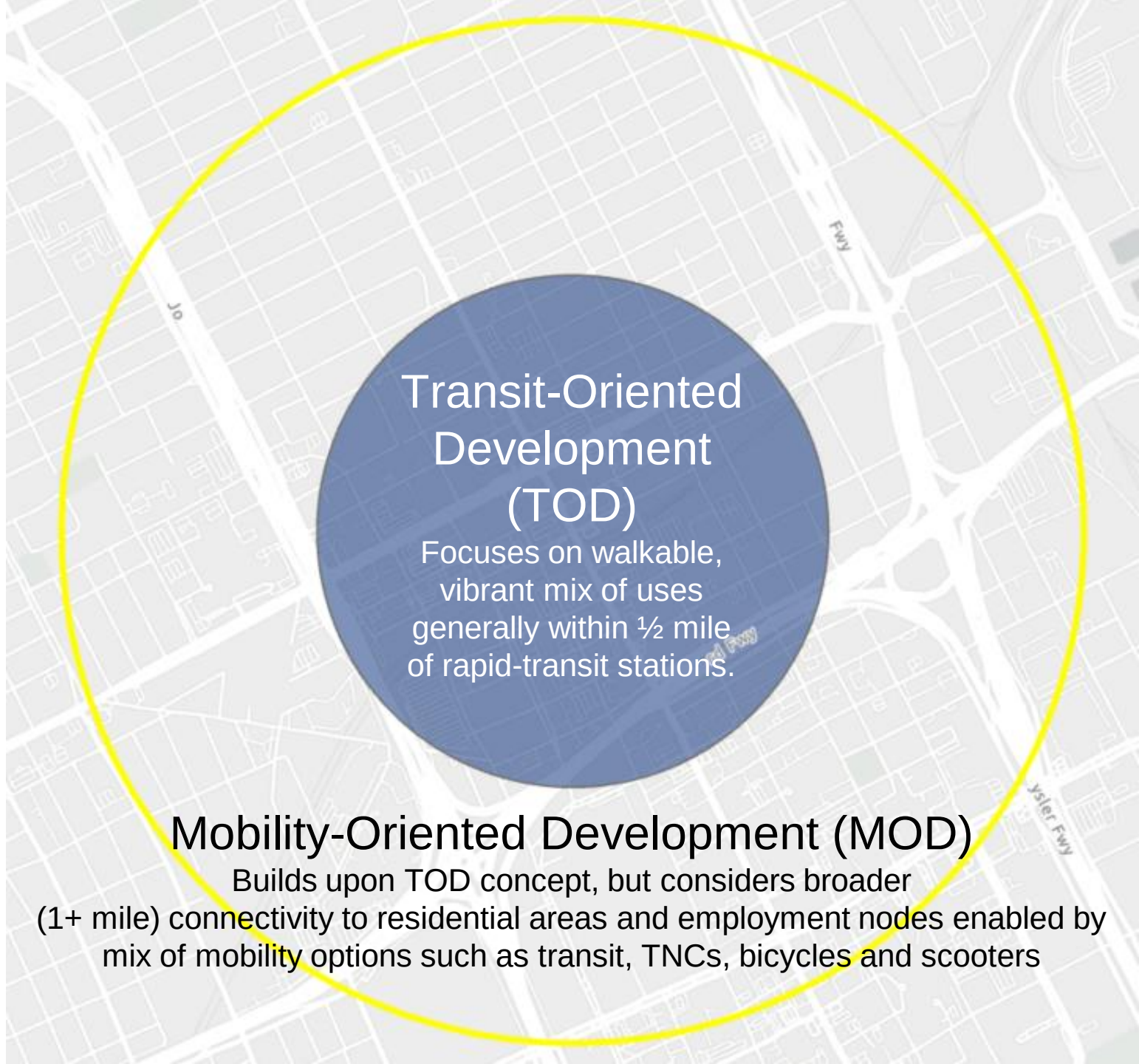
MOD Study

Instructions for Webinar Participation

- Q & A: Questions for presenters during Q & A session
- Chat: IT and Admin questions (send directly to Jeromie Winsor)

What is RTA's MOD Study?

What is Mobility-Oriented Development (MOD)?



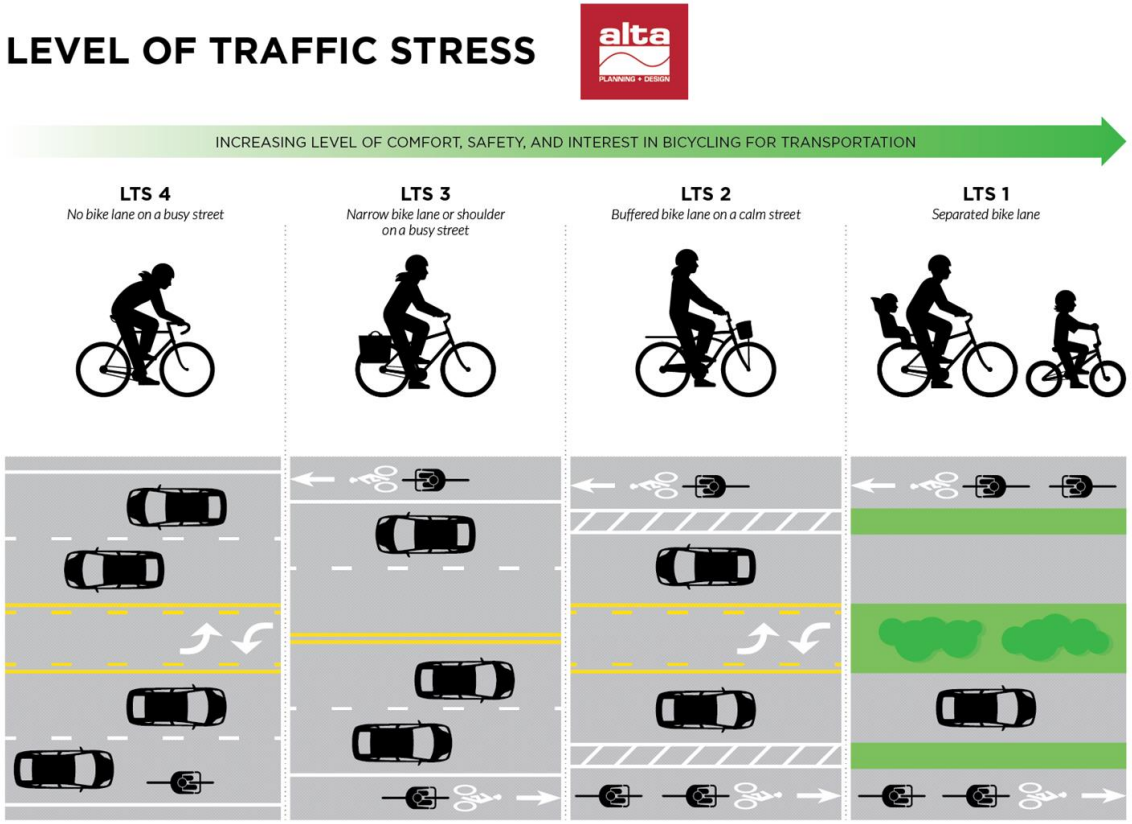
Why is the RTA doing this study?

- Introduce “mobility-oriented development” as a framework for fostering sustainable community development around rapid transit corridors.
- Provide guidance on ways that local governments can leverage improved regional transit to benefit and grow their communities.
- Define the mobility connections that will make transit along these corridors convenient to potential customers well beyond the immediate station area.
- Develop targeted action plans for the economic development and mobility enhancements that will best complement regional transit service.

MOD Study

Mode of Emphasis (MoE) Framework

Biking + Micromobility



Level of Traffic Stress
Source: Alta Planning

Station Scale	Station Elements
At the Station	• E-scooters • Bike parking
Within the Secondary Transition Area (¼-mile)	• Bike-share station(s)
Within 2 Miles of the Station	• Complete low-stress bike network connecting key destinations

Transit + Microtransit

Flex Microtransit Bus, Montgomery County, MD
Source: Montgomery County

Station Scale	Station Elements
At the Station	• Safe walking / ADA connections between transit stops • Transit amenities / waiting facilities
Within 1 Mile of the Station	• Convergence of multiple transit routes or connection to a frequent, all-day route / service • Microtransit service

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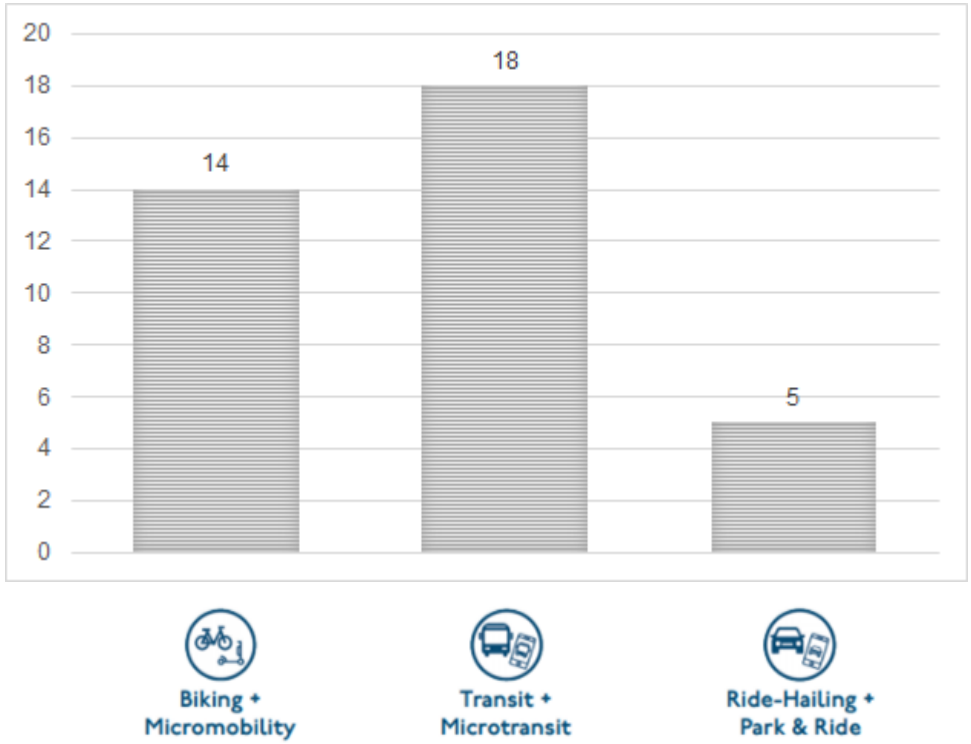
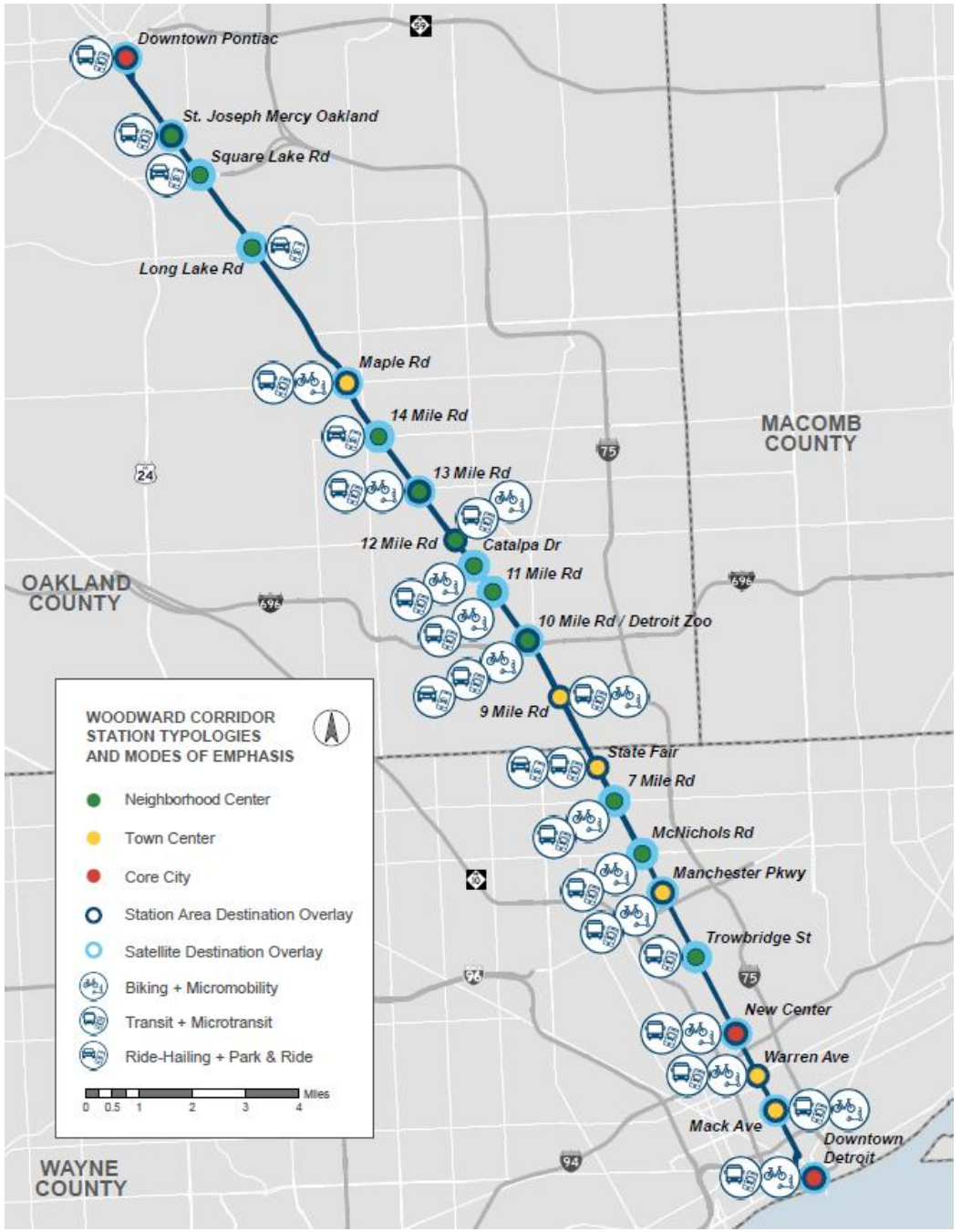
Ride-Hailing and Park & Ride

Zipcar Carshare
Source: Crains Detroit Business

Station Scale	Station Elements
At the Station	• Flexible curb space • Parking facilities • Car-share • Electric vehicle charging
Within the Secondary Transition Area (¼-mile)	• Existing park and ride lot • Potential park and ride lots
Within the Neighborhood Area (½-Mile)	• Convenient freeway access

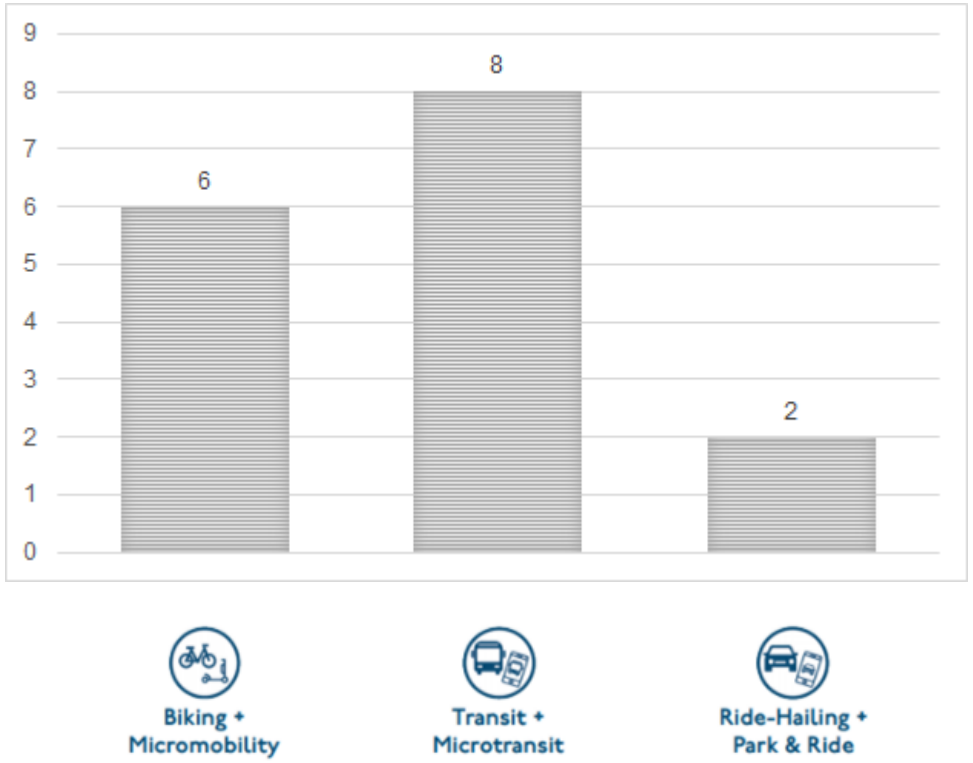
Woodward Corridor MoEs

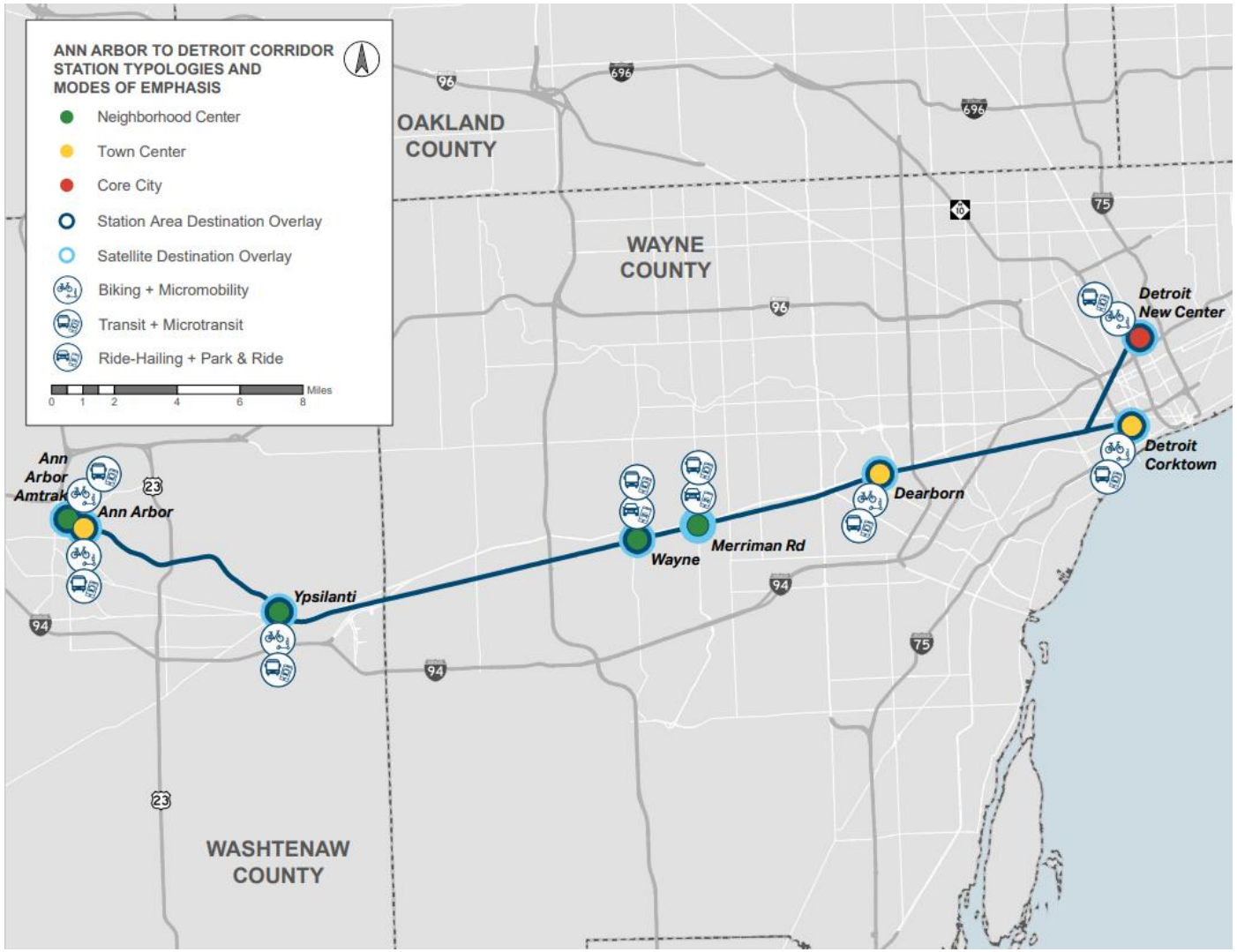




MOD Study

Rail Corridor MoEs



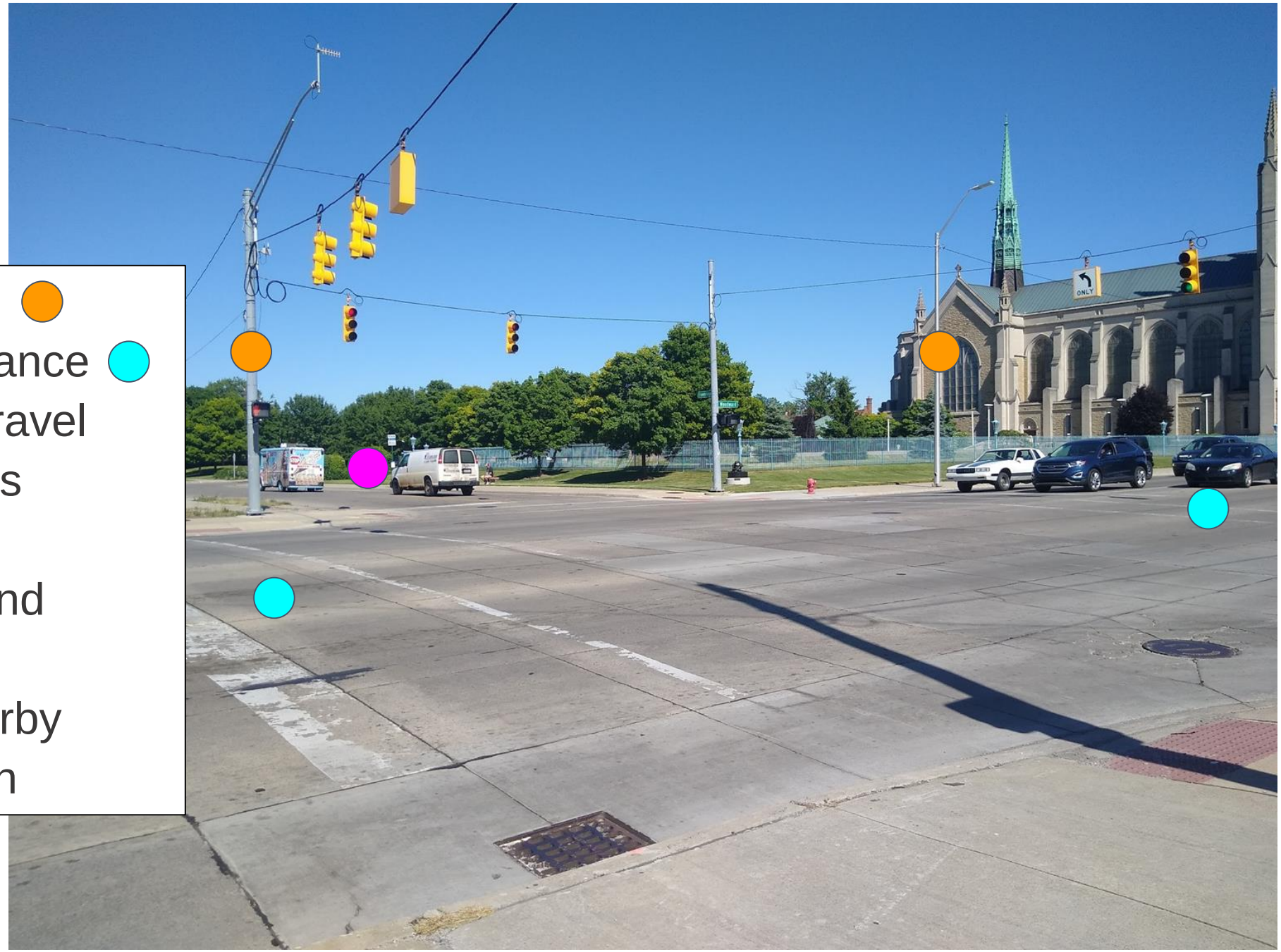



Eastern Market
MM
Eastern Market Metro
& Pennsylvania Ave SE
NAVY YARD
6004
2005
capital bikeshare

Examples

- Missing pedestrian crossings
- Missing park and ride with rideshare drop-off and pick up zone
- Missing transit service
- Missing sidewalks

- Insufficient lighting
- Wide crossing distance
- Missing real time travel information and bus shelter(s)
- Limited sidewalk and crosswalk network connectivity to nearby regional destination



- Missing e-scooters and real time travel information
- Limited sidewalk, crosswalk, and bike network connectivity to regional destinations and high short trip demand areas
- Missing microtransit service
- Low transit route frequency
- Long traffic light cycles
- High speed limits

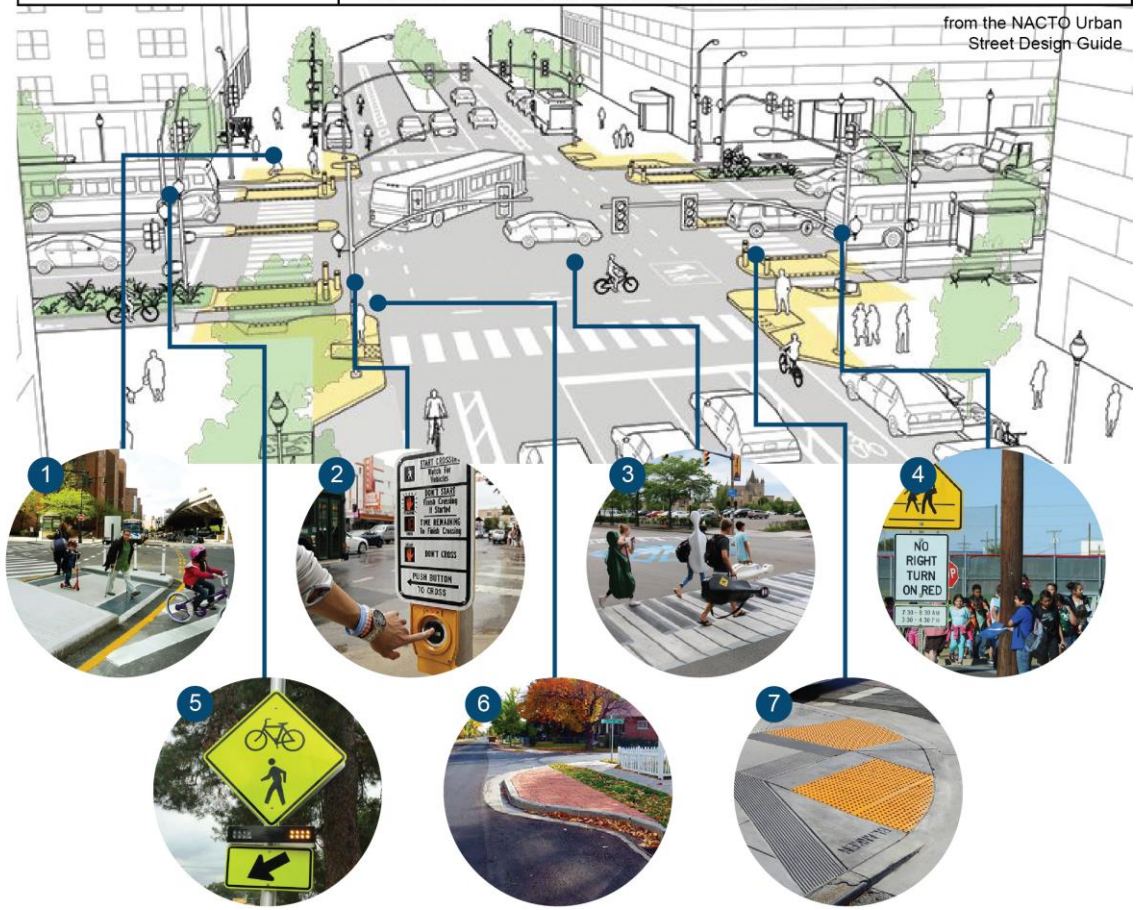
Recommendations

Station Access

- Infrastructure
  - Street reorientation
  - Pedestrian friendly intersections
  - Facility installation

- Regional Partners
  - Develop funding resources
  - Partner to support access to federal funding (BUILD, Capital Investments Grants Program, etc.)

	Treatment	Description
1	Pedestrian Refuge Island	Mid-crosswalk platform that limits pedestrian exposure to oncoming traffic and provides a mid-crossing “refuge” for crossings that may take multiple light cycles
2	Accessible Pedestrian Signals	Pedestrian signals that provide visual and audible crossing cues
3	Painted Crosswalks	Markings on the roadway clearly denoting pedestrian crossings (can incorporate public art)
4	No Right Turn on Red Signalization and Signage	Deters vehicles from turning into the path of crossing pedestrians and allows pedestrians to cross when signaled without interference from turning traffic
5	Rectangular-Rapid Flashing Beacons (RRFBs)	Brightly colored signage with flashing lights that signal when a pedestrian is, or is preparing to, cross the roadway
6	Bump-Outs	Curb extensions into the roadway that decrease crossing distance for pedestrians and may assist with traffic calming
7	ADA-Compliant Curb Ramps	Ramps that provide detectable transitions from the sidewalk to the roadway in compliance with the Americans with Disabilities Act (ADA)



Access to Transit

Michael Horsting

RTAChicago.org

RTA OF NE ILLINOIS ACCESS TO TRANSIT PROGRAM

Regional Transit Authority of SE Michigan
Mobility Hubs and Transit Access Workshop
October 21, 2020

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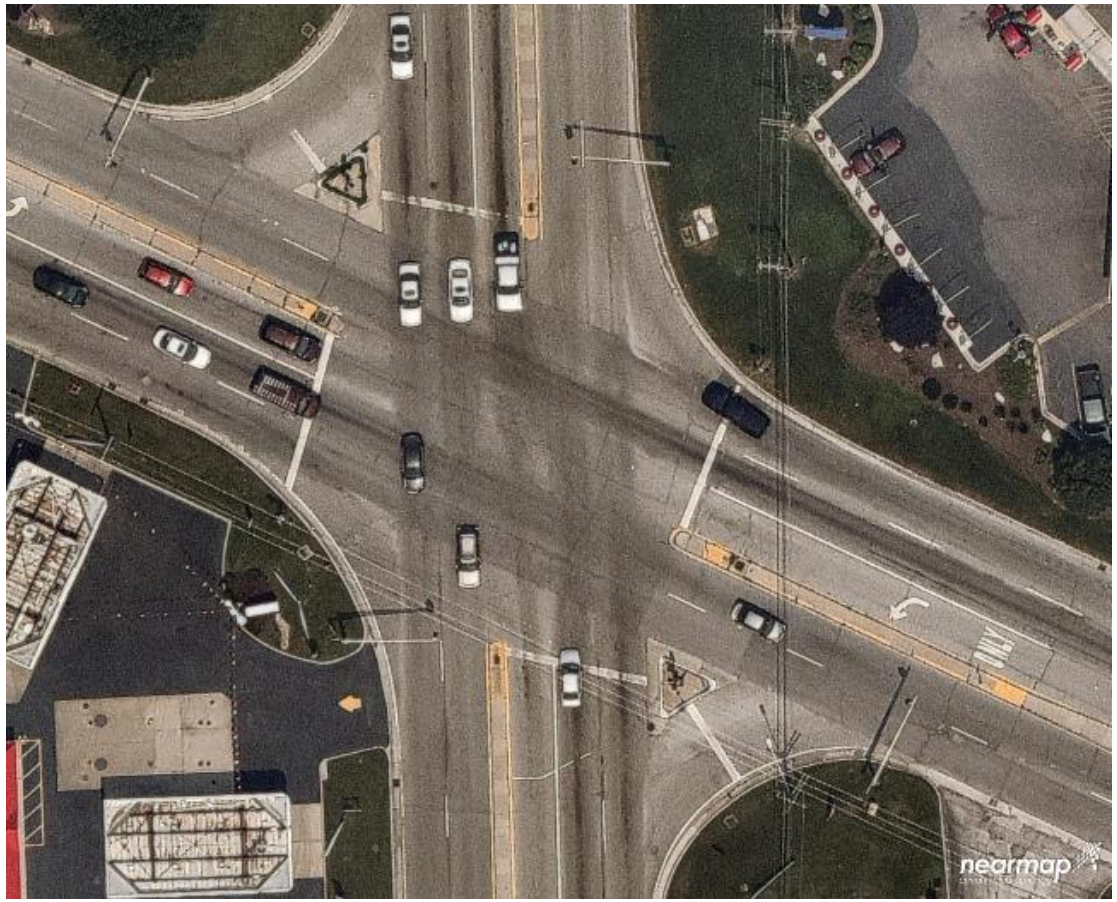
HISTORY OF NEED



HISTORY OF NEED

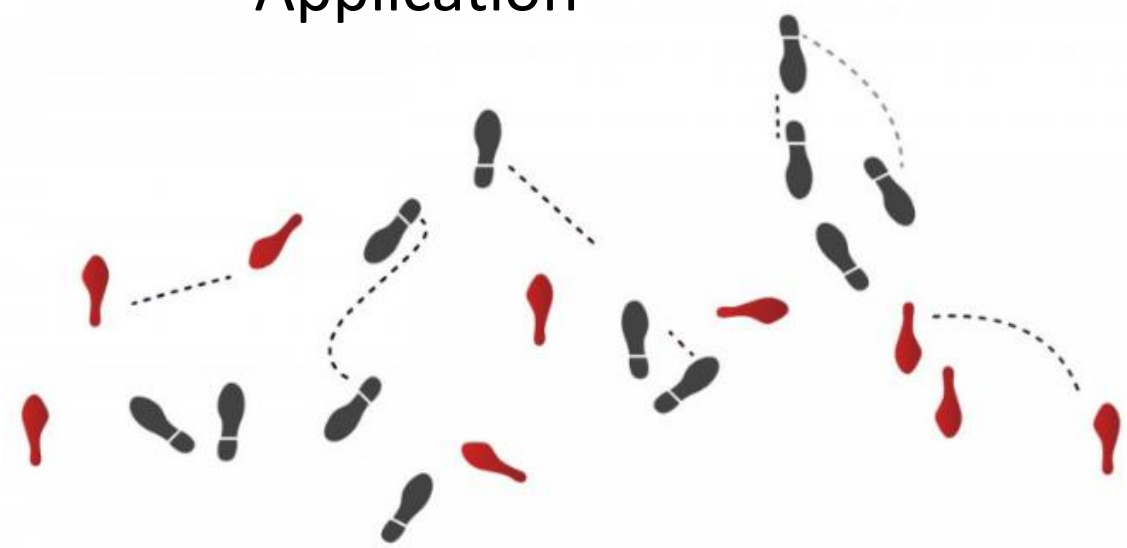
HISTORY OF NEED

BACKGROUND

- Small-scale bike & pedestrian infrastructure improvements
- Plan implementation assistance for partner communities
- Increase transit ridership
- Reduced vehicle emissions
- Equitable transportation

PROGRAM FUNDING AND BENEFITS

- Two-Step Program:
  1. RTA Call for Projects
  2. “Bundled” CMAQ Application



- Municipal Benefits
  1. Technical Assistance
  2. CMAQ Competitiveness
  3. RTA Local Match
  4. Promotes Multi-modal Transportation

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ELIGIBLE IMPROVEMENTS

Bus and Rail Warming Shelters

Crosswalks and Signal Heads

Sidewalk Connections

ELIGIBLE IMPROVEMENTS

Covered Bike Parking

Wayfinding Signage

ADA Accessibility Improvements

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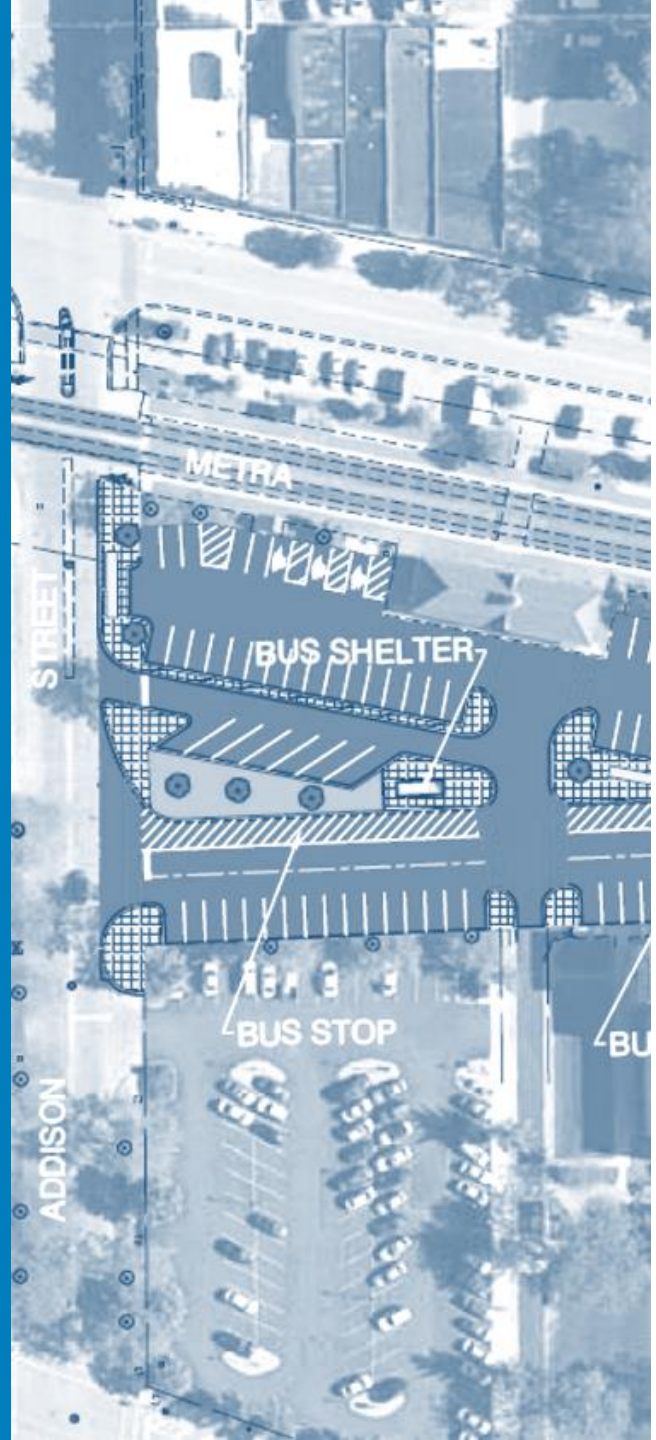
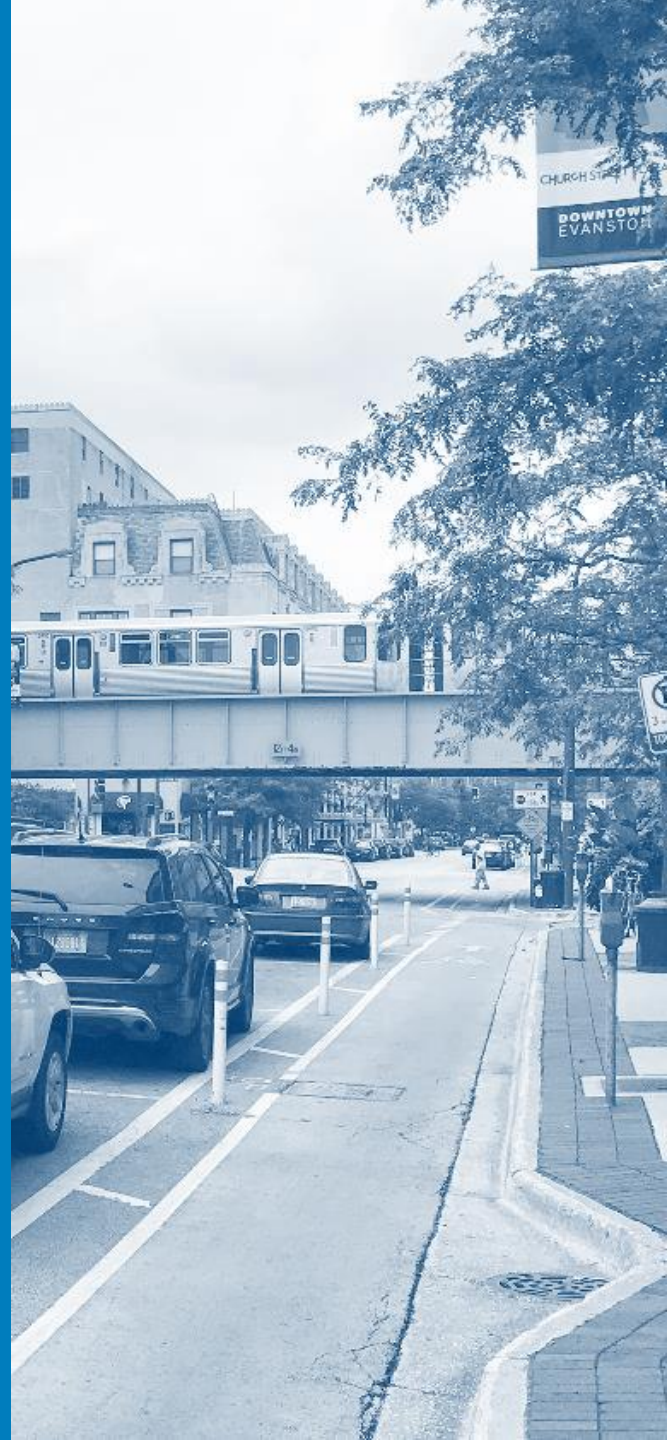
ELIGIBLE APPLICANTS

- Applicants must be a municipality or county government who has participated in previous RTA or RPC transit-related planning study
- Participated in a multi-jurisdictional transit agency corridor study



HOW TO APPLY

- Complete RTA application form from program website
- Statement of community support
- Detailed estimate of project costs
- Concept plan/location map
- Local data:
  - Project area zoning
  - Population and employment densities
  - Transit ridership



CHOOSING A PROJECT

- Aligned with plan goals
- Ability to increase ridership / reduce VMT
- Readiness / ability to implement
- Transit operating agency coordination

PROJECT IMPLEMENTATION

If a project receives funding…

- Local Government takes ownership and manages project to completion
- IGA with RTA to confirm funding and PM obligations
- Provide quarterly updates to RTA
- Invoice RTA for reimbursement

PROGRESS

- Developing 5th phase of program
- Projects funded in 22 communities throughout region
- $13.7 million in federal, local and RTA funds invested
- 9 Completed projects

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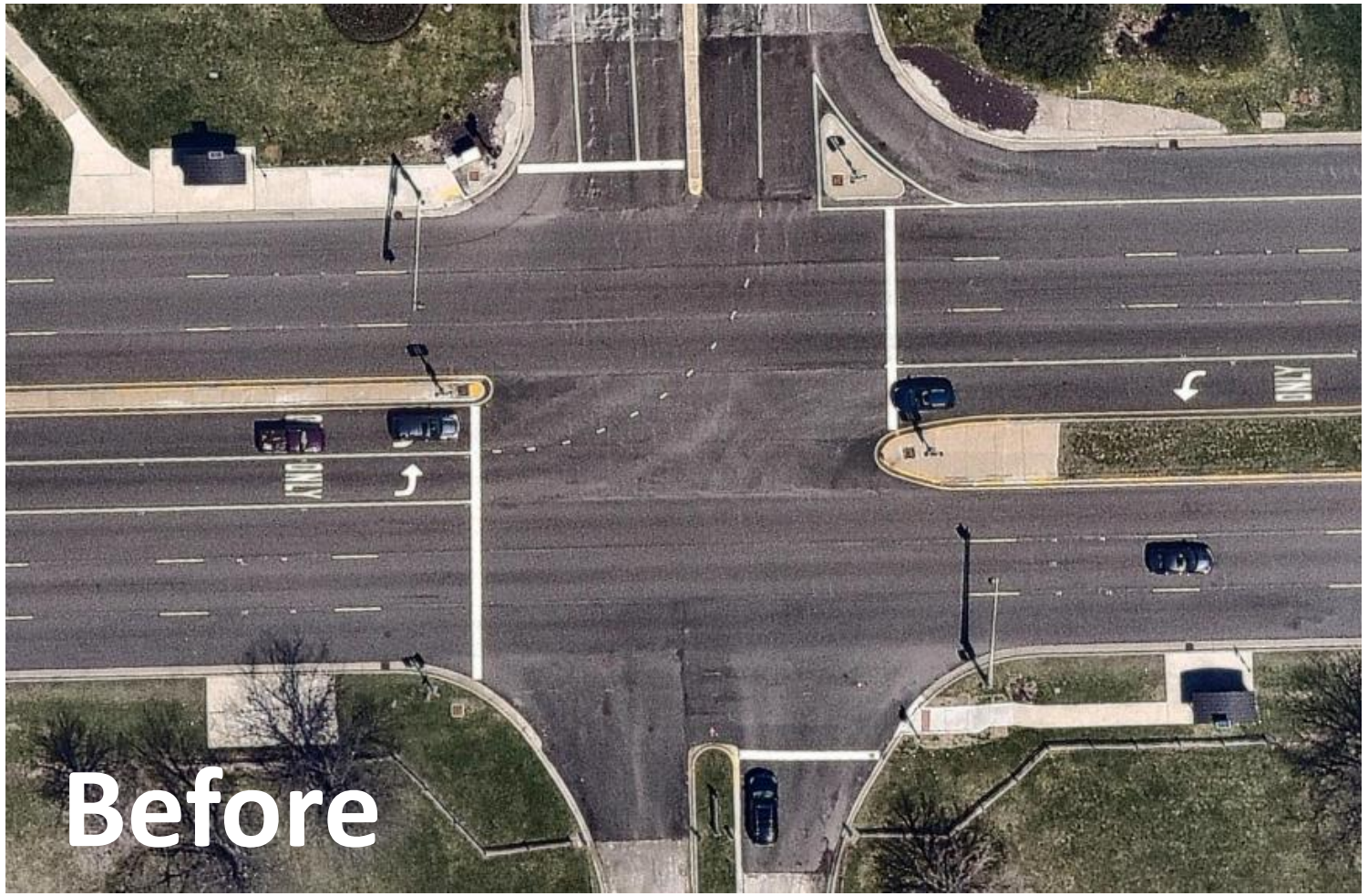
PROJECT EXAMPLE – ROLLING MEADOWS



PROJECT EXAMPLE – ROLLING MEADOWS

PROJECT EXAMPLE – MOUNT PROSPECT

PROJECT EXAMPLE – MOUNT PROSPECT

GROWING PAINS & RTA FUNDING

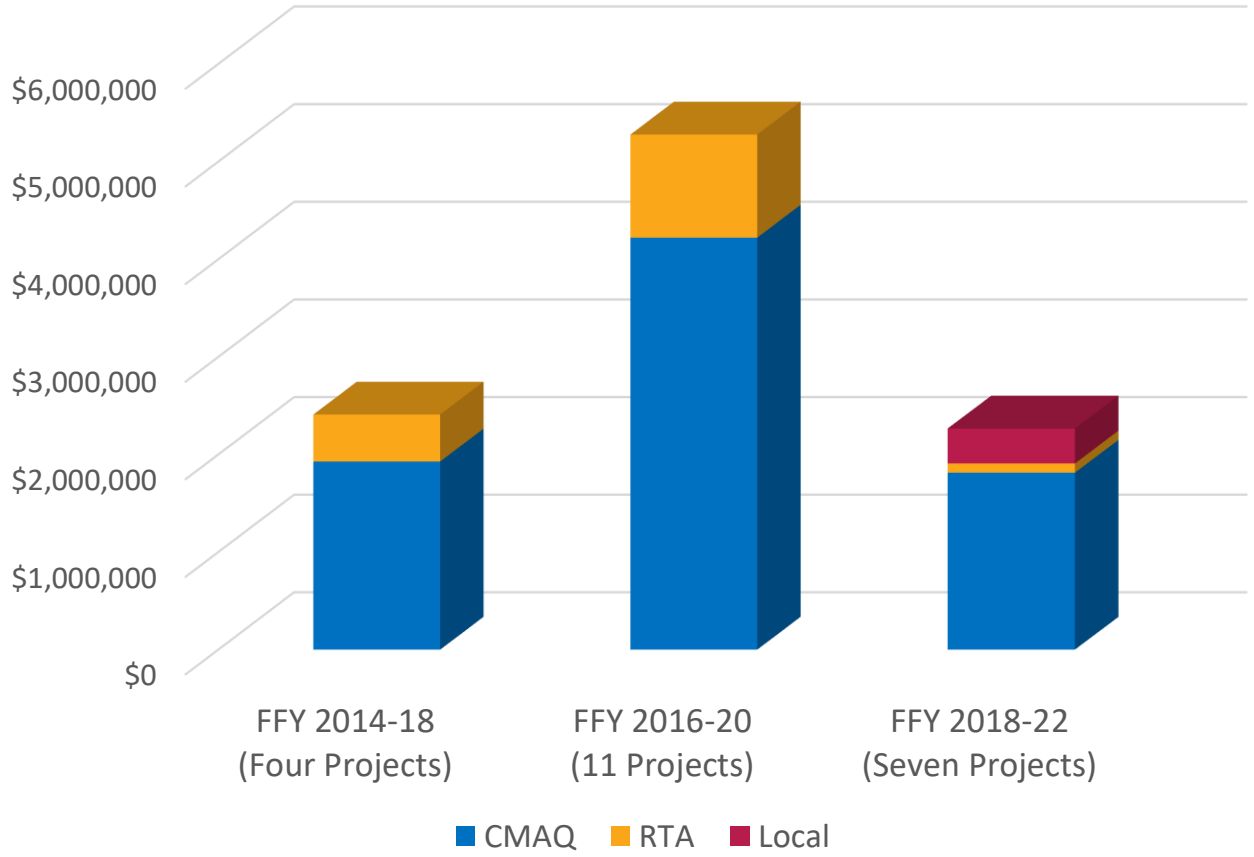
RTA Local Match:

Pilot: 20%

2016 Program: 20%

2018 Program: 0%-20%

(and set budget max.)



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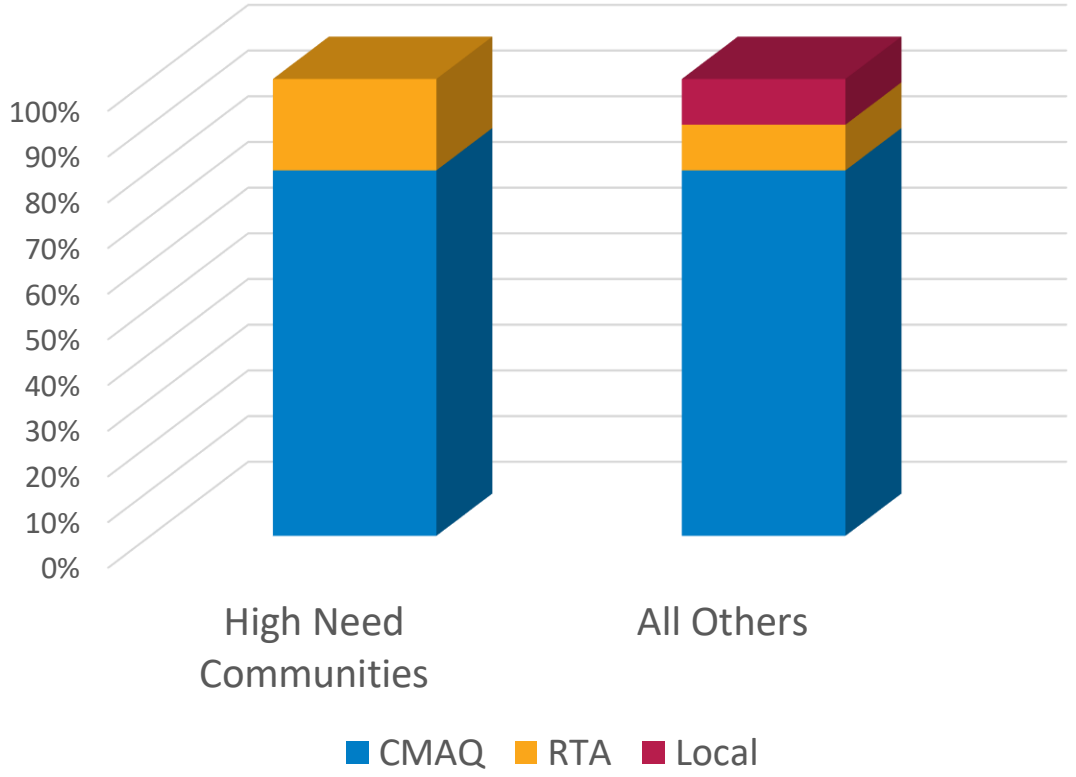
CURRENT PROGRAM PARAMETERS

Local Match:

- "Highest need" communities continue to receive 20% local match funding from RTA, all others receive a flat 10% of project budget

Project Budgets:

- $150,000 - $1 Million



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ONGOING CHALLENGES

- Lack of a dedicated funding stream (CMAQ program design)
- Local match funding dependent on RTA Board
- Phase I engineering requirements
  - Lack of professional and fiscal resources
  - Added Phase I engineering funding in 2020

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QUESTIONS

Michael Horsting, AICP

Manager, Local Planning

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Mobility Hubs

Veronica Davis and Robin Aksu

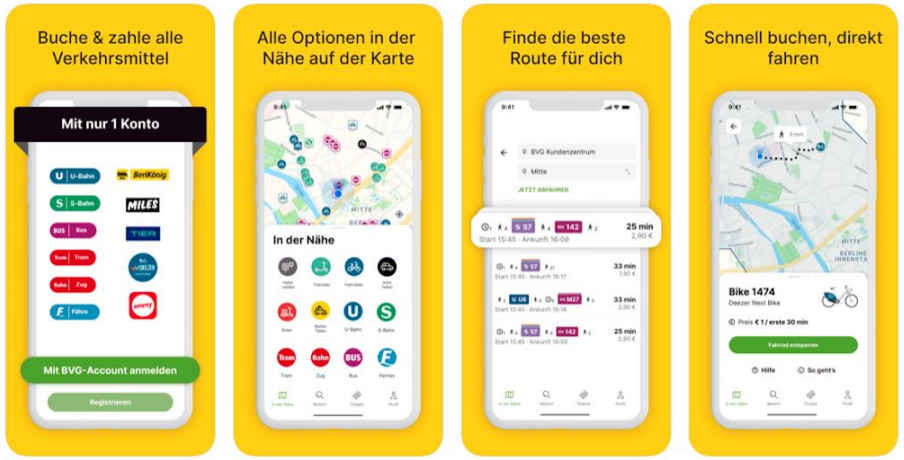
Case Studies

Veronica Davis

Minneapolis, MN

Elements:

- Bikeshare
- Scooter Parking
- Bus stop



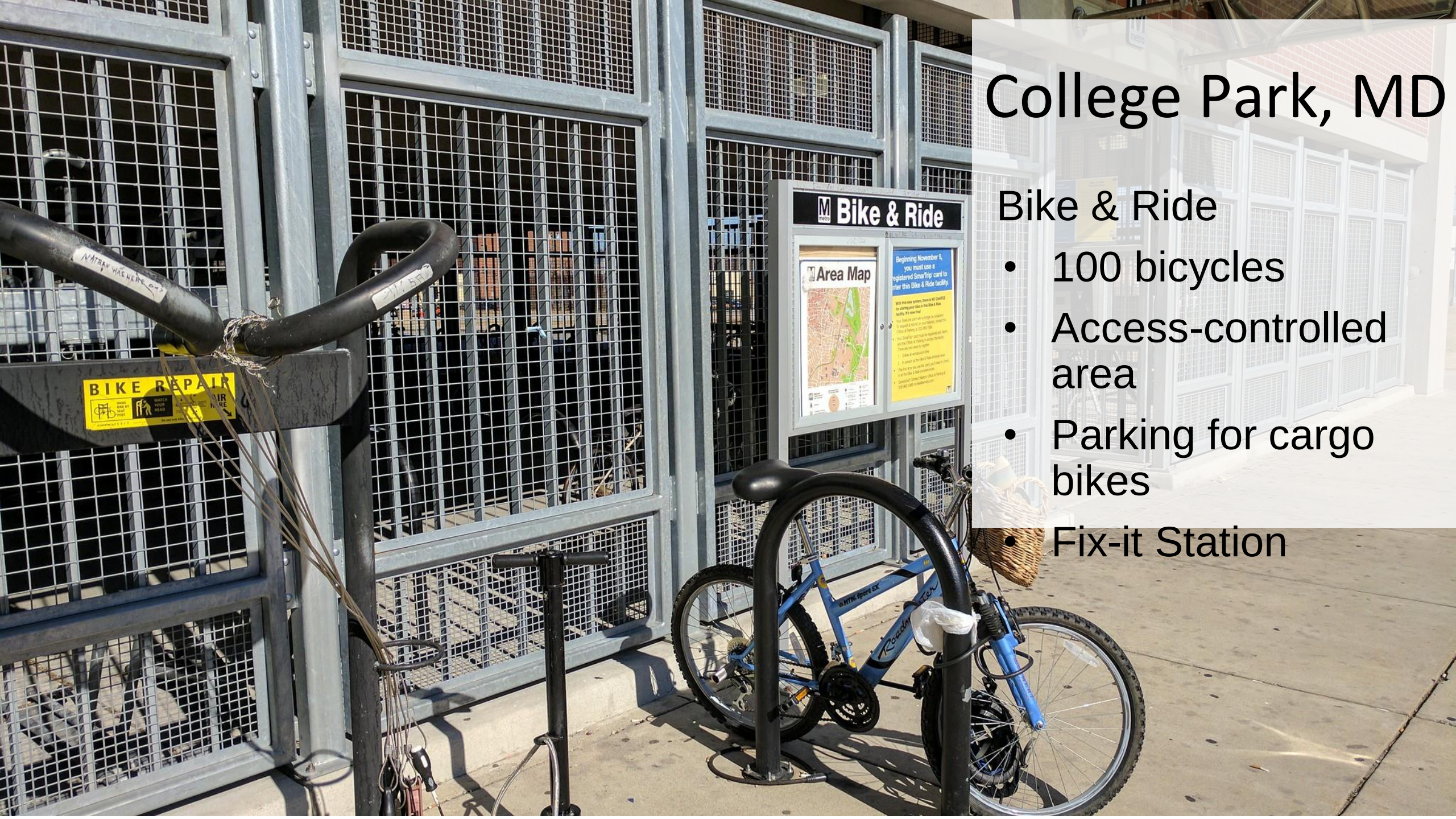
Berlin, Germany

Elements:

- Bikeshare
- Scooter Parking
- Carshare
- Mopeds
- Transit

Elements:

- Bikeshare
- Transit
- Interactive map
- Charging station
- Lending library



College Park, MD

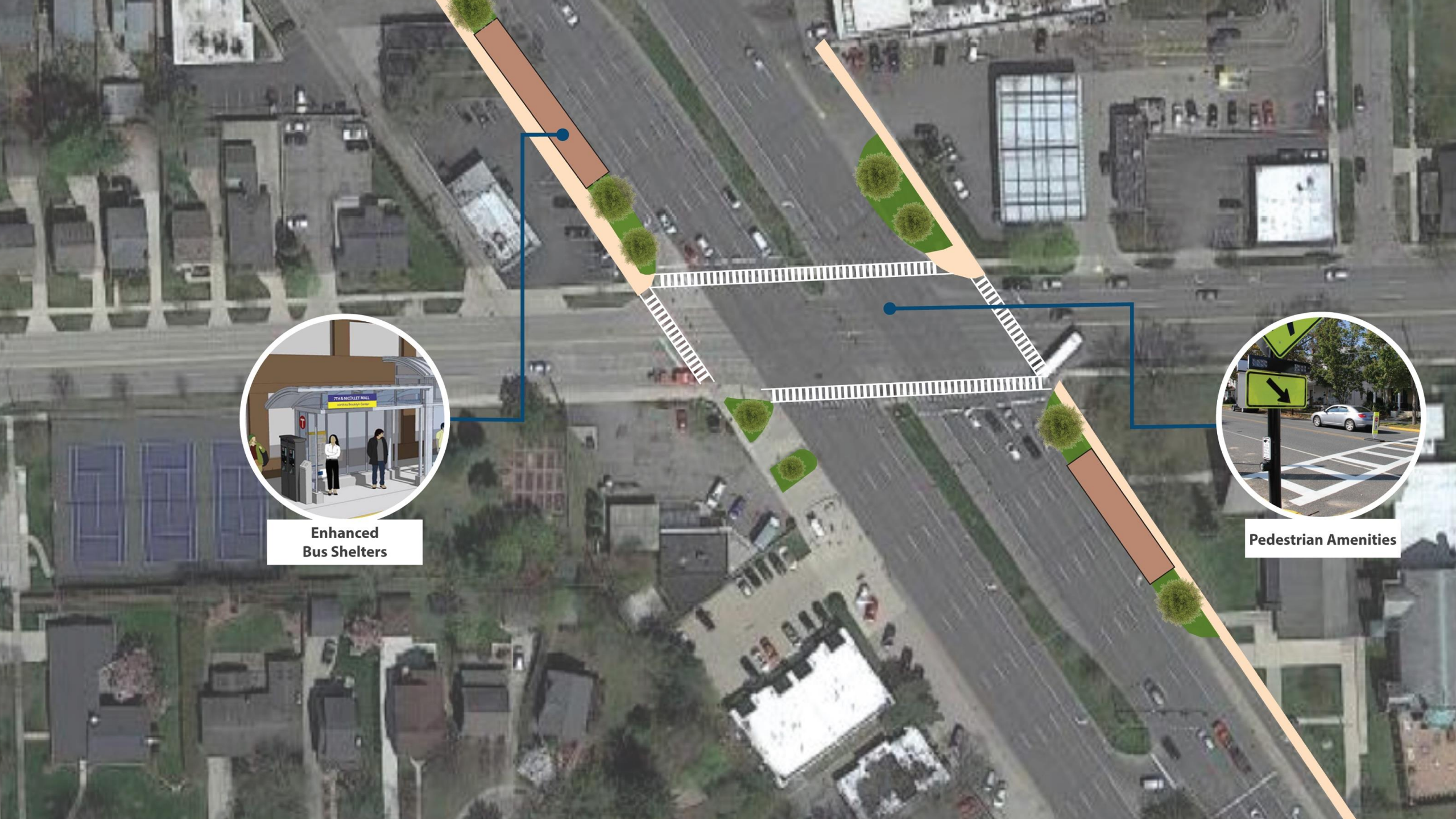
Bike & Ride

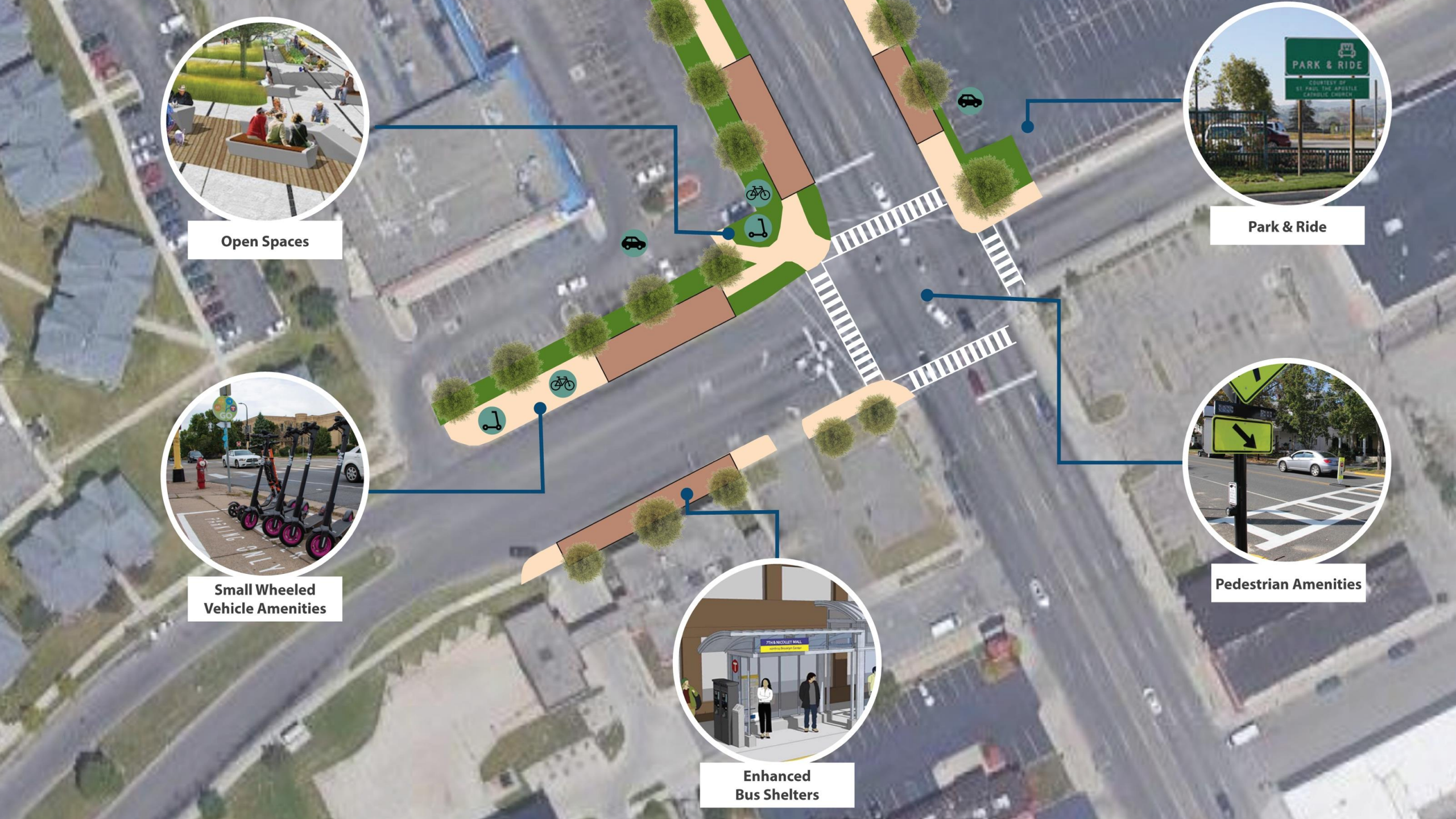
- 100 bicycles
- Access-controlled area
- Parking for cargo bikes
- Fix-it Station

San Francisco, CA

- Bus bays for local, regional, and intercity bus service
- Future train stop
- 5.4-acre park on the roof

Recommendations


7TH & NICOLLET MALL
Enhanced
Bus Shelters
Pedestrian Amenities


Open Spaces
Park & Ride
PARK & RIDE
Small Wheeled Vehicle Amenities
Pedestrian Amenities
Enhanced Bus Shelters

Downtown Pontiac Station

Pedestrian Crossing

Parking Garage

Enhanced Bus Shelters

Open Spaces

Pedestrian Amenities

Small Wheeled Vehicle Amenities

Bike Hub

Amtrak Station

Mobility Hubs

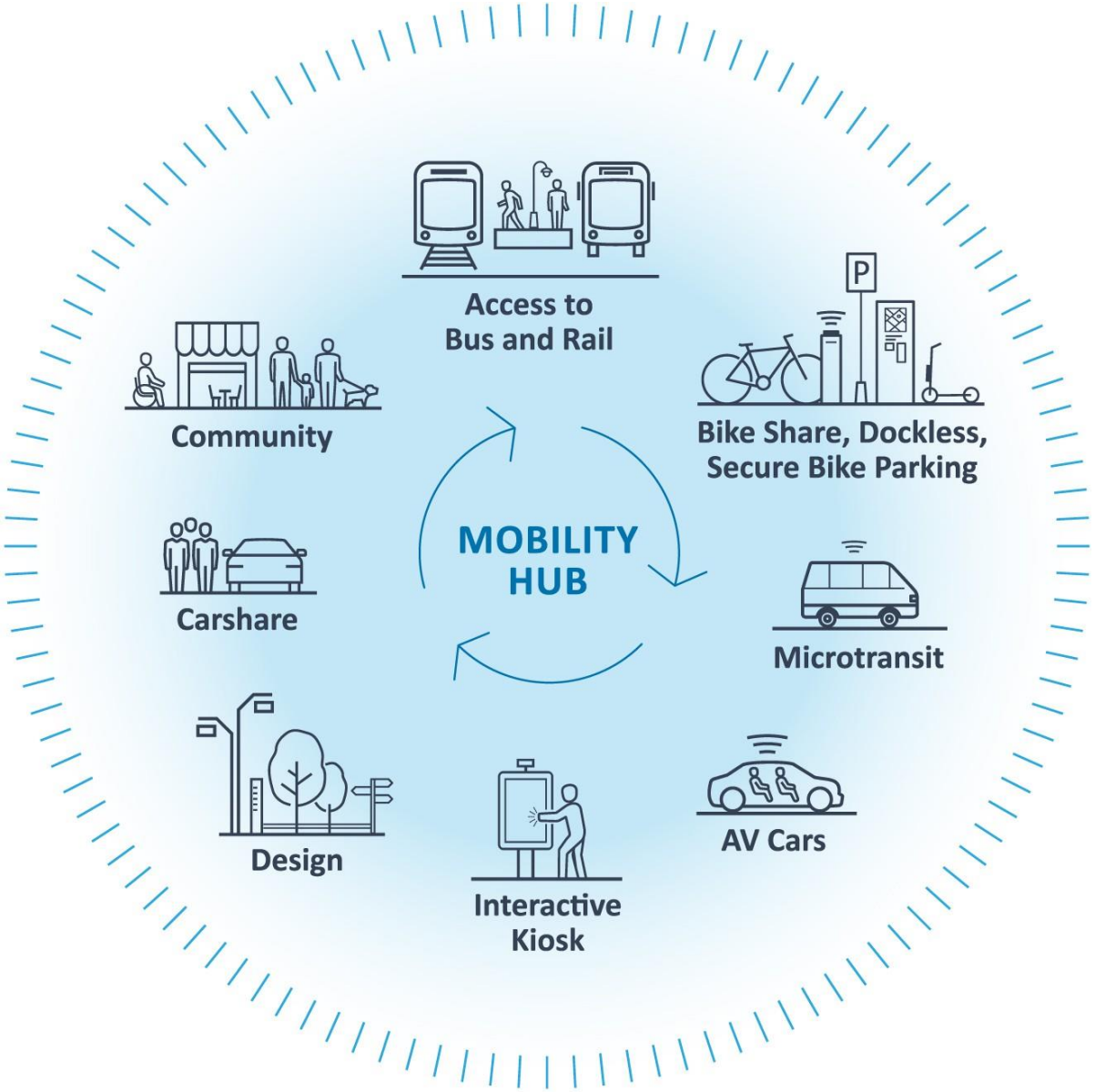
- Multiple transportation elements converge
- Several mobility options available between modes
- Implemented at different scales
- Content dependent on surrounding context
- Branding

Mobility Hub Elements

	Element	Scale: Transit and Mobility Hub	Scale: Mid-Scale Mobility Hub	Scale: Small-Scale Mobility Hub
	Enhanced Bus Shelters	✓	✓	✓
1	Benches			
2	Real Time Information	✓	✓	✓
3	Ticketing / Fare Machine(s)	✓	✓	✓
4	Waste Disposal	✓	✓	✓
	Small-Wheeled Vehicle Amenities	✓	✓	✓
5	Bike Parking			if space allows
6	Bike Lockers	optional	✓	
7	Secured Storage Room	optional		
8	Fix-It Station		optional	optional
9	Bikeshare	✓		if space allows
10	Scooter Parking	✓	✓	if space allows
11	Wheelchair Chargers	✓	✓	
	Pedestrian Amenities	✓	✓	✓
12	Wayfinding			
13	Crosswalks	✓	✓	✓
14	Walkways	✓	✓	✓
	Extras	✓	✓	✓
15	Branded signage and ground elements	optional	optional	optional
16	Play space / open space	optional	optional	

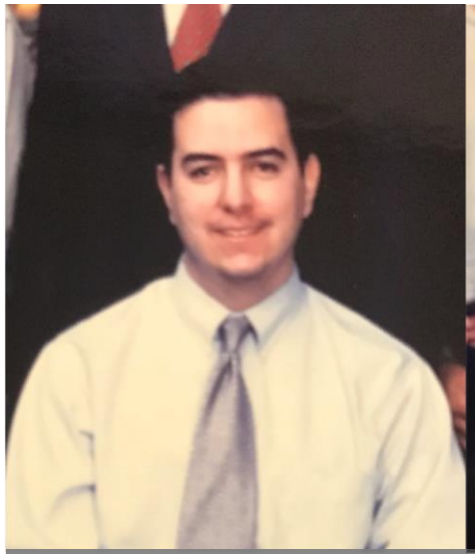
Integrated Mobility Hubs

What is a Mobility Hub?



History

2010



Tomas Carranza

Jay Kim

Project Vision

Provide people more options to get around.

Turn traditional and modern transportation into a seamless experience.

Help people that are unfamiliar with alternative modes to be comfortable to new modes.

Provide people with Mobility Hubs to meet all their transportation needs.

Eliminate the unknown for the first mile/last mile for riders.

Project Partnerships

LADOT

CITY OF LONG BEACH

Metro

Awards Granted

Awarded Grants

Funding

JARC	$8,350,000
Metro First and Last Mile	$1,640,675*
TOTAL	**$9,990,675**

*Funds for Metro First and Last Mile project are committed to downtown Los Angeles services only

JARC Program Goals

- To transport residents of urbanized and non-urbanized areas to suburban employment opportunities regardless of their income
- The purpose of the project is to enhance the access of low-income individuals and welfare recipients to employment centers, job training sites, community colleges, and other educational facilities.

Grant Checklist

Create an Operating Manual

Complete a Needs Assessment Study

Release a Request for Proposal

Hub Locations

85 Satellite Hubs

Hollywood Bike Share Expansion

61 - Downtown Bike Share (Already Deployed)

13 Primary Mobility Hubs

(5 – DTLA)

(5 – Hollywood)

(3 – Long Beach, Secure Parking Only)

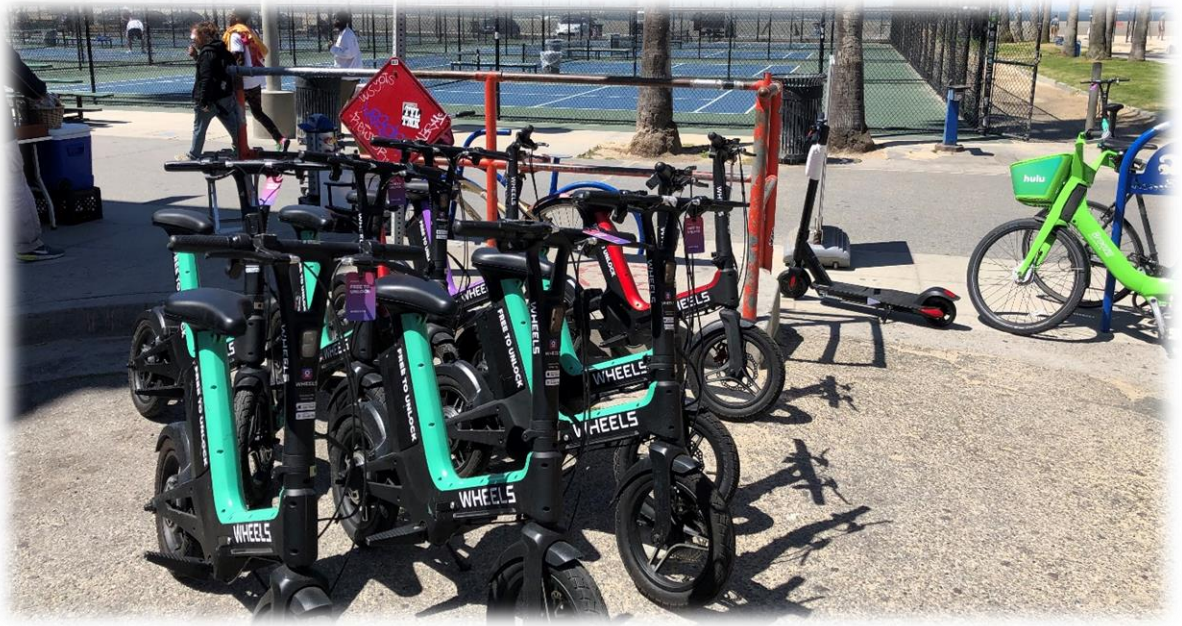
Tasks in RFP

1. Project Administration and Management of the project.
2. Architectural and Environment Graphic Design
3. Mobility Hubs Website and Application Development a.Design and installation of interactive kiosk
4. Procurement, construction, and installation.
5. Communication, marketing, and community outreach program.
6. Operation and Maintenance of the hubs.
7. Sustainable Business Plan.

Micromobility

Dockless

Dockless



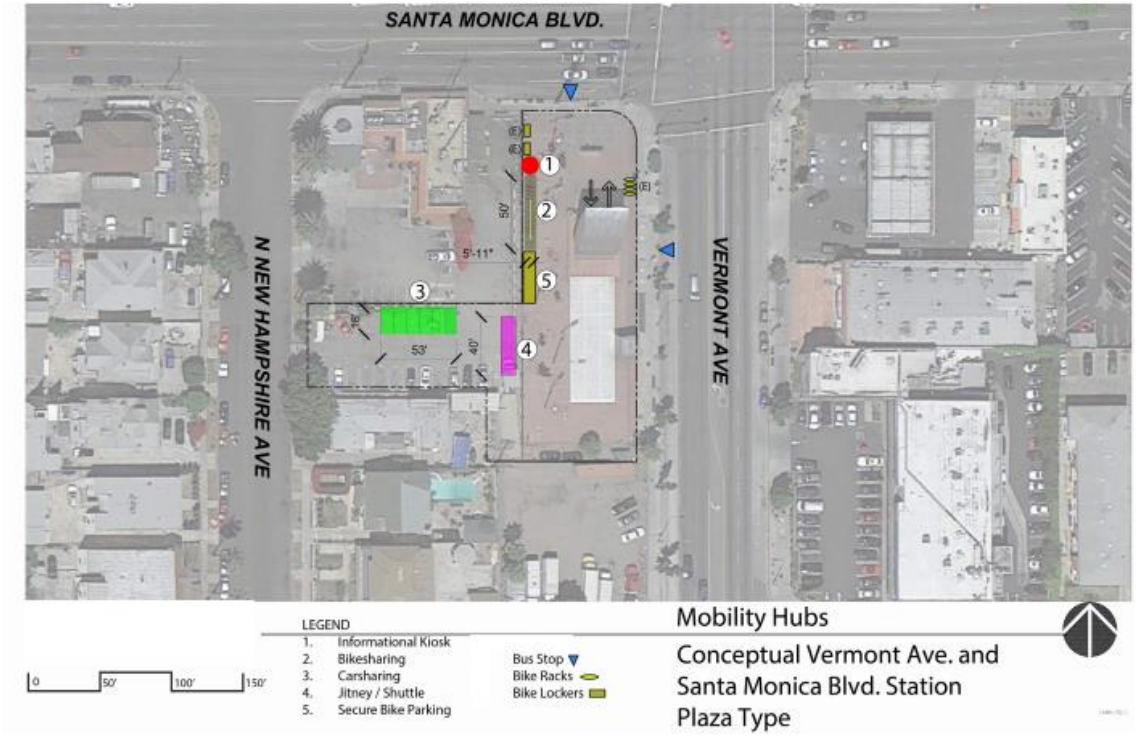
Dockless Program

Dockless Program

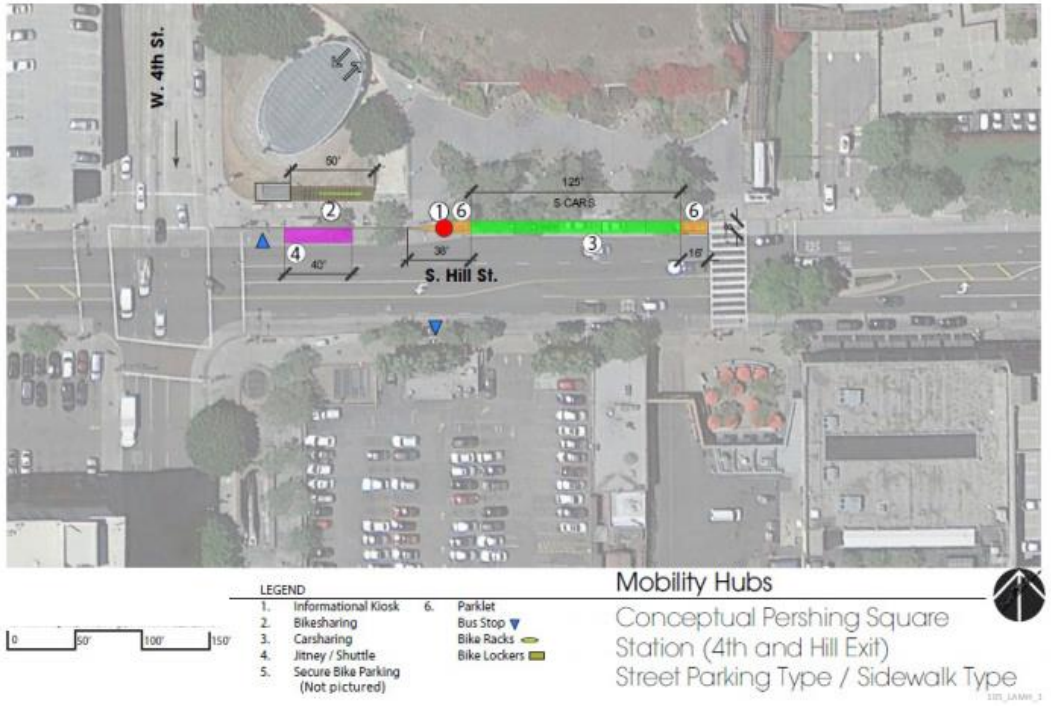
The Future

Design

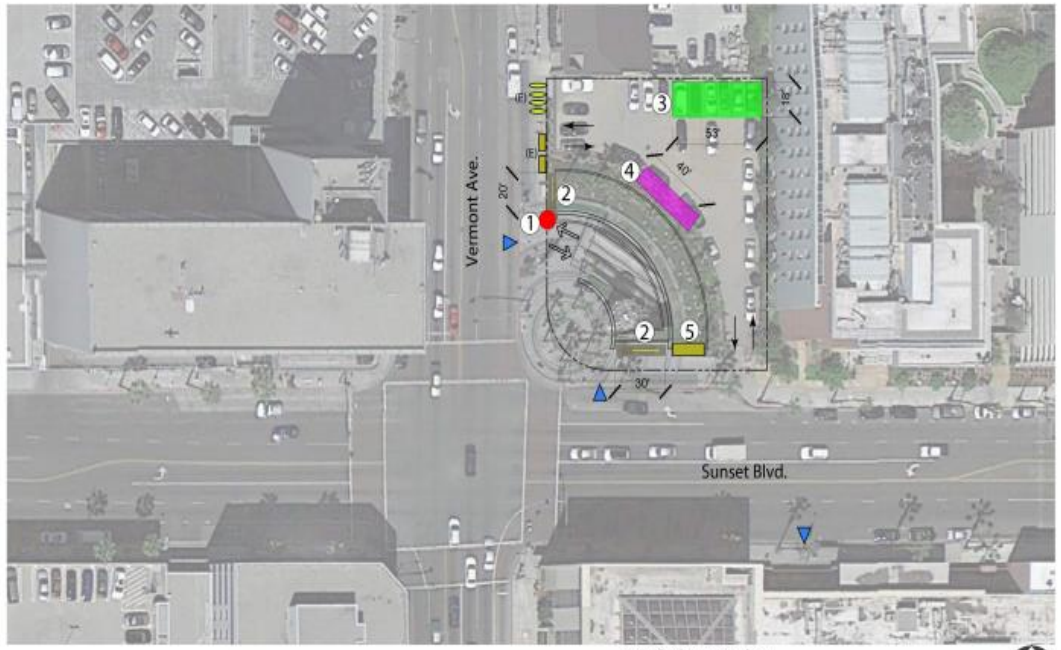
Plaza Type



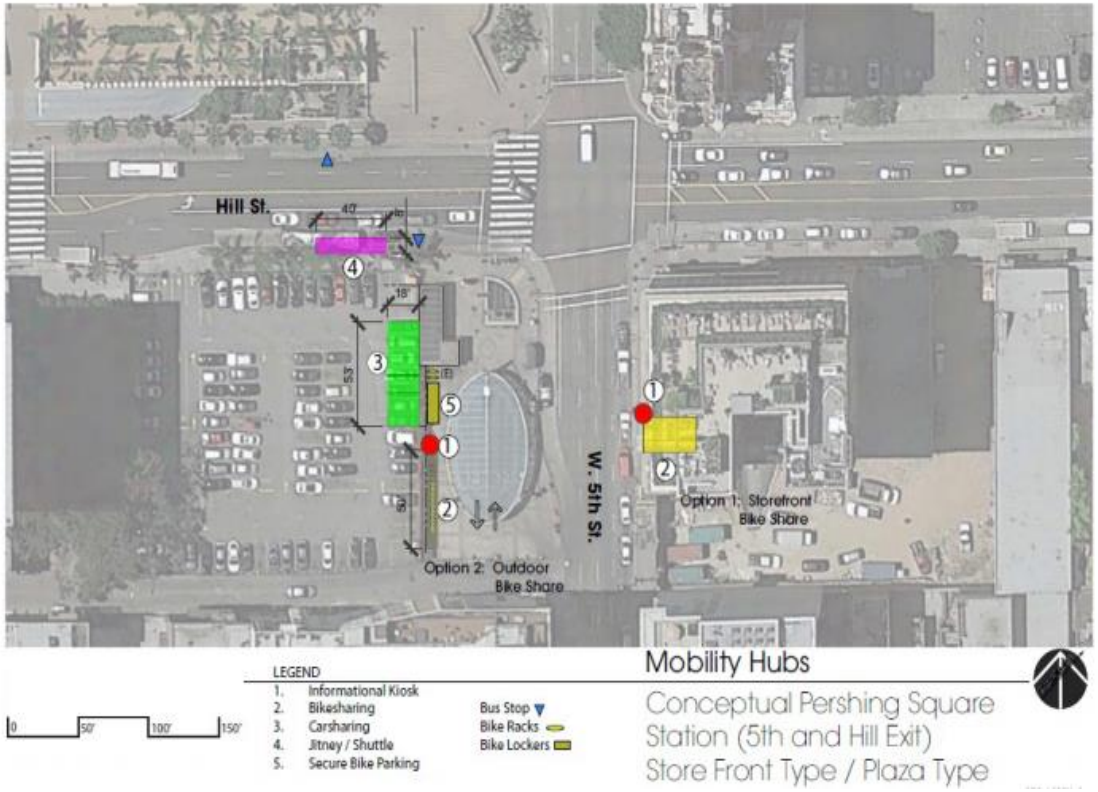
Street Parking Type



Sidewalk Type /Plaza



Store Front Type/Plaza



Future Mobility

Experience Themes

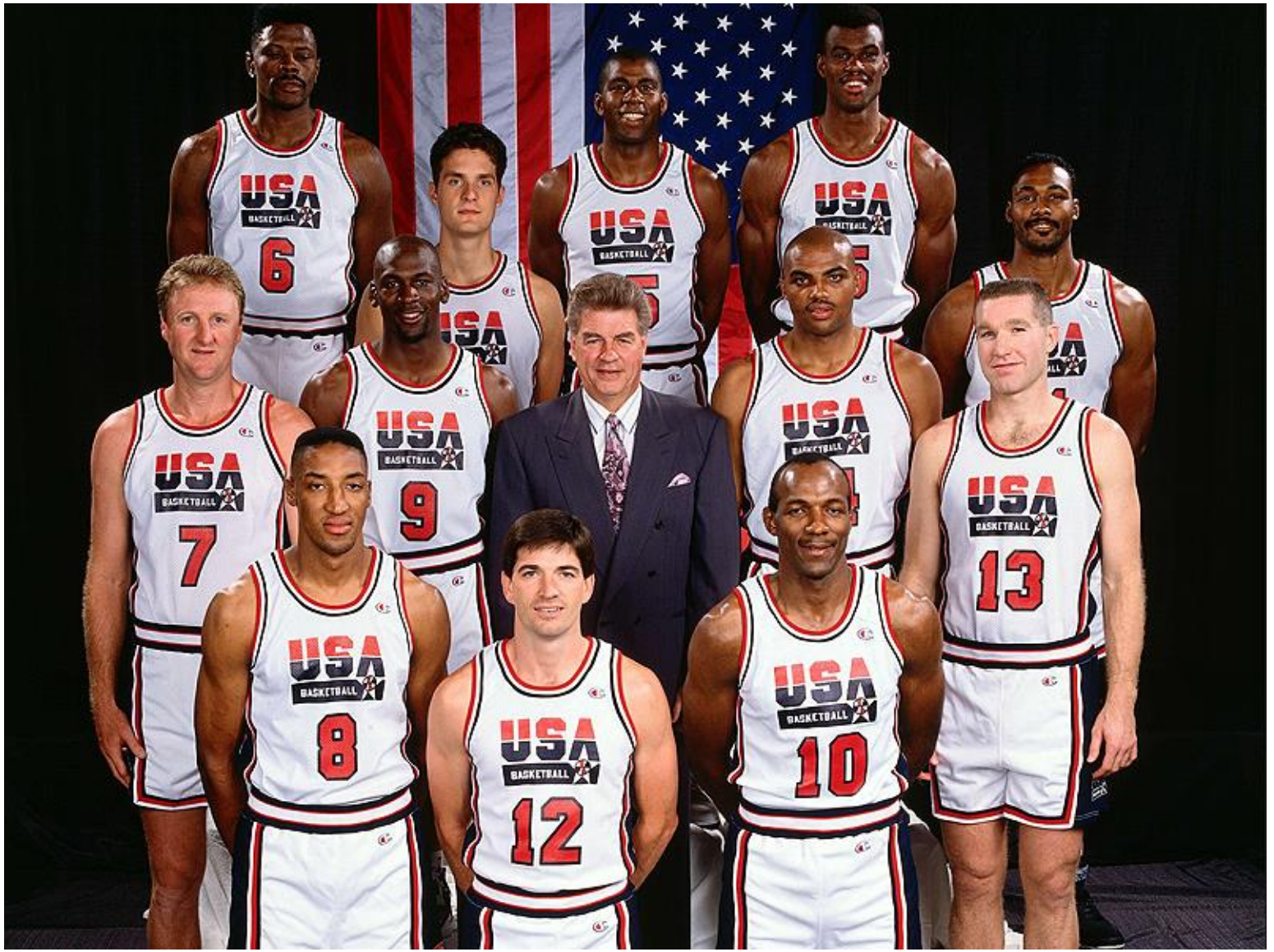
COMFORT

COMMUNITY

COMMUNICATION

CONNECTION


FRESH!
NUKES


USA
BASKETBALL
6
9
7
8
12
10
13

The Future People Community

Questions?

Contact Information

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Q & A