Mobility Hub Guidelines – Achieving the Balance between Transportation and Placemaking

ACT Sustainable Mobility Summit – November 5, 2012
Presentation Outline

• Background on Metrolinx, planning framework, and The Big Move
• About mobility hubs
• Mobility Hub Guidelines
• Implementation
was created in 2006 for the purpose of providing residents and businesses in the Greater Toronto and Hamilton Area (GTHA) a transportation system that is modern, efficient and integrated.
Three Metrolinx Operating Divisions

Airport Rail Link

2009

2010

2011
Provincial Policy Framework

Greenbelt Plan

Growth Plan for the Greater Golden Horseshoe

2005

2006
GTHA Today

6.6 million people today
8.62 million people by 2031
30 municipalities
4 levels of government
10 transit agencies
8,242 km²
A Bold Plan

- Metrolinx’s Regional Transportation Plan, providing a common vision for transportation across the region.
- Contains close to 100 priority actions and supporting policies with plans for rapid transit.
9 Big Moves

1. A fast, frequent and expanded regional rapid transit network
2. High-order transit connectivity to the Pearson Airport District from all directions
3. An expanded Union Station - the heart of the GTHA’s transportation system.
4. A complete walking and cycling network with bike-sharing programs
5. An information system for travellers, where and when they need it
6. A region-wide integrated transit fare system
7. A system of interconnected mobility hubs
8. A comprehensive strategy for goods movement
9. An Investment Strategy to provide stable and predictable funding
1. **Anchor Hubs - strategic importance:**
   - Urban growth centres
   - International gateways: Pearson Airport/Union Station

OR

2. **Gateway Hubs - key regional interchanges** (2 or more rapid transit lines) with:
   - high level of forecasted transit ridership
     - (4,500 or more boardings + alightings by 2031)
   - High development potential
     - (10,000 residents and jobs combined within 800m by 2031)

All hubs have the potential to attract and accommodate new growth and transform the regional urban structure.
Mobility Hubs Across the GTHA

51 mobility hubs identified in The Big Move

- Indicates hubs in which Metrolinx is actively engaged
What is a Mobility Hub?

MOBILITY HUB

- strong sense of place: A vibrant and vital place to support the transportation experience
- economic vitality and competitiveness: Significant development potential and strong economic anchors
- embedded technology: Access to real time travel information
- multimodal transportation: A range of higher-order transportation options with seamless transfer
- residential and employment density: Critical mass of people to work, live, shop and enjoy themselves
- high levels of pedestrian priority: Spaces and connections designed with pedestrian priority
Purpose of the Mobility Hub Guidelines

1. Communicate the mobility hub concept.
2. Provide guidance for mobility hub and station planning and development across GTHA.

- **Primary audience:** Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations, and other public agencies.
- Developed in coordination with MTO Transit Supportive Guidelines.
- Metrolinx board has directed staff to apply the guidelines to Metrolinx’s major transit investments, that is, not just mobility hubs.
Mobility Hub Objectives

**SEAMLESS MOBILITY**
1. Seamless integration of modes at the rapid transit station.
2. Safe and efficient movement of people with high levels of pedestrian priority.
3. A well-designed transit station for a high quality user experience.
4. Strategic parking management.

**PLACEMAKING**
5. A vibrant, mixed-use environment with higher land use intensity.
6. An attractive public realm.
7. A minimized ecological footprint.

**SUCCESSFUL IMPLEMENTATION**
8. Effective partnerships and incentives for increased public and private investment.
9. Flexible planning to accommodate growth and change.
Mobility Hubs Typology

Urban Context
- u1 Central Toronto
- u2 Urban Transit Nodes
- u3 Emerging Urban Growth Centres
- u4 Historic Suburban Town Centres
- u5 Suburban Transit Nodes
- u6 Unique Destinations

Transportation Function
- r1 Entry
- r2 Transfer
- r3 Destination

North York Centre

Source: PFHLai

METROLINX
An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario
Mobility Hub Zones and Planning Area

Approximately 800 metre radius around rapid transit station, with local context driving the delineation of the boundary.
How to Use the Mobility Hub Guidelines

**GUIDELINE 9.1**

**Develop detailed phasing strategies connected with infrastructure improvements.**

**Approaches**
- Include phasing plans that outline density and transportation-targeted phased planning.
- Provide visualizations of interim phases and built forms to clearly articulate community vision.
- Include coordination strategy with parallel planning processes, such as official plans, succession plans, and transit project assessments.
- Phasing should be based upon a full implementation of local transportation master plans and The Big Move.

**Benefits**
- Ensure coordination between the planning and implementation processes.
- Provides a framework for city and district development.
- Supports inter-sector development needs while maintaining long-term vision and objectives.

**Applicability of the Guideline**
- All Mobility Hubs
- Where development is in a mature stage, phasing strategies will be important to provide a realistic plan to move the master plan forward.

**Tools and Resources**
- City and County of Denver, TOD Station Area Strategies, Implementation Planning Tools
- Cross References
  - 9.4 Enhance employment and transportation opportunities
  - 4.4 Encourage employment and transportation opportunities

**Applicability Legend**
- Urban density
- Transit priority and dedicated lanes
- Create a communication and consultation strategy to inform the public and stakeholders of rapid transit plans, phasing, and community impacts
- Adopt marketing and branding campaigns
- Coordinate and develop strategies to inform transit planning initiatives with community planning

**Case Studies/Best Practices**

- **VIENNA**
  - Multiple networks of BRT routes in urban setting
  - Integrated transport network
  - Provides a central location for information on the transport network

**Navigation Bar**
- **Category**
  - Successful Implementation
  - Designing with change in mind
- **Objective**
  - Guideline 9.1
- **Guideline Number**
  - 30
Seamless Mobility

1. Seamless integration of modes at the rapid transit station.
   1.1 Create clear, direct, and short transfers between transit modes and routes.
   1.2 Coordinate local feeder transit service schedules and routes.
   1.3 Create prioritized, safe and direct pedestrian and cycling routes.
   1.4 Provide secure and plentiful bicycle parking.
   1.5 Adopt transit priority measures.
   1.6 Provide clearly marked and protected access for pedestrians and cyclists.
Seamless Mobility

2

Safe and efficient movement of people with high levels of pedestrian priority.

2.1 Define mode share targets and other transportation performance measures.
2.2 Develop transportation demand management plans.
2.3 Build or retrofit a network of complete streets.
2.4 Provide an attractive pedestrian environment.
2.5 Create cycling-supportive streets and communities.
2.6 Adopt goods movement strategies.
Seamless Mobility

3

A well-designed transit station for a high quality user experience.

3.1 Encourage a high-quality station architecture and public realm.
3.2 Develop a station retail program.
3.3 Provide a minimum level of customer amenity.
3.4 Create legible and permeable transit stations.
3.5 Develop wayfinding and signage.
4 Seamless Mobility

Strategic parking management.

4.1 Assess commuter parking needs on a corridor or system basis.
4.2 Limit commuter parking expansion.
4.3 Implement commuter parking pricing with incentives.
4.4 Develop a short and long term area-wide parking strategy.
4.5 Implement parking pricing strategies.
4.6 Minimize surface parking and integrate parking within surrounding development.
4.7 Design parking facilities to a high level of architectural and landscape quality.
Placemaking

5

A vibrant, mixed-use environment with higher land use intensity.

5.1 Provide a diverse mix of uses, including housing, employment, regional attractions and public spaces.
5.2 Focus and integrate increased and transit-supportive densities at, and around, transit stations.
Placemaking

6 An attractive public realm.
6.1 Create convenient, comfortable, direct and safe pedestrian linkages to and from all transit stations.
Placemaking

7 A minimized ecological footprint.

7.1 Prioritize and implement proven and innovative sustainable energy, water, landscape and waste management practices.
Successful Implementation

8. Flexible planning to accommodate growth and change.

8.1 Develop detailed phasing strategies connected with infrastructure improvements.
8.2 Develop performance measures to evaluate and monitor implementation progress connected to phasing strategy.
Successful Implementation

Effective partnerships and incentives for increased public and private investment.

9.1 Encourage development by providing developers incentives such as height and density exchange, flexible zoning and mechanisms like bonds, debentures, and Tax Increment Financing.
9.2 Plan public investment and infrastructure.
9.3 Encourage public agencies and various Public-Private Partnership models.
9.4 Establish a development checklist as a tool for new development and retrofits in the mobility hubs.
9.5 Consider design competitions for both public facilities and design review panels.
Guidelines in Action

5 hub studies and station master plans completed

6 hub studies and station master plans underway

2 are on the Airport Rail Link (ARL) under construction

3 are on the Eglinton Crosstown under construction
Bloor-Dundas West Mobility Hub

- Mobility Hub Study completed in July 2011
- Bloor GO/ARL Station construction completion for late 2014.
Cooksville GO Mobility Hub

- Mobility Hub Study completed in September 2011.
- Business Case and Implementation Plan for GO lands underway.
Port Credit GO Mobility Hub

- Mobility Hub Study completed in September 2011.

Source: Google
Weston Station

- Master Plan completed August 2012.
- ARL/GO Station construction scheduled for completion in 2015.
Midtown Oakville Mobility Hub

- Mobility Hub Study completed in October 2011.
- Working closely with the Town on next steps for implementation
Role of Metrolinx

- Lead design and implementation for key hubs
- Partnership with municipalities
- Provide advice and guidance on hub concept
- Mobility hub analysis and policy development
- Expand the range of and ways of providing customer services
- Innovation in operations
- Other
Take Aways

Mobility Hubs:

• Are a balance between transportation and placemaking functions
• Are not just (re)development of transit stations but creation of opportunities for live, work, and play
• Provide a high quality user experience, promoting the use of public transit
• Require strong relationship between land use and transportation decision making
• Require stakeholder engagement at every step
Mobility Hubs Outreach

- 425+ people participated in 15 workshops and information sessions and 650+ copies of the Guidelines have been distributed.


- Profiles summarizing useful demographic and transportation data for each hub released in September 2012.

- metrolinx.com/mobilityhubs
Thank You