



# COMMUNITY MOBILITY HUBS ST. LOUIS

Providing Better, User-Focused Stops



Bryan Rogers



Mike Dolde

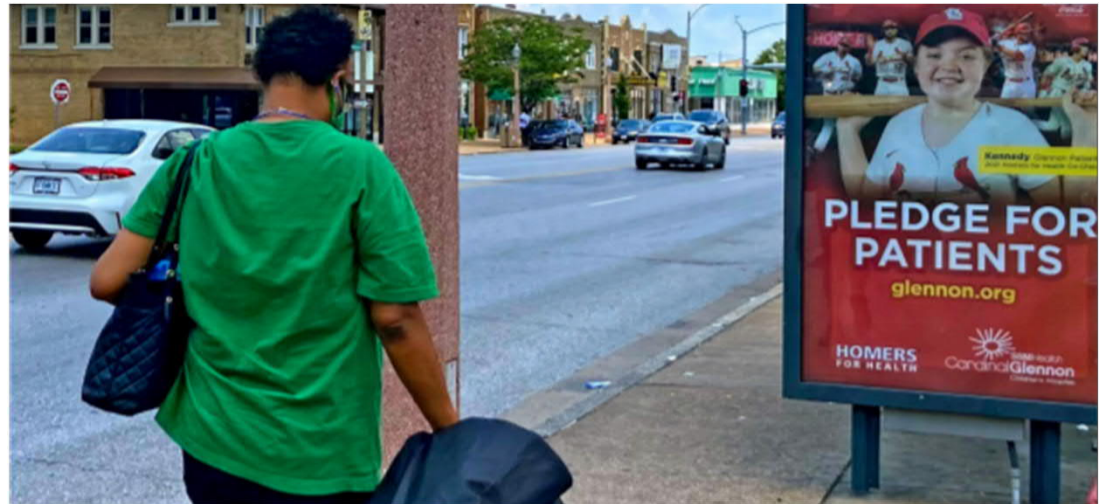
# INTRODUCTIONS

# AGENDA

- ✓ Why this project was chosen
- ✓ Project goals
- ✓ Process overview
- ✓ What is a Community Mobility Hub
- ✓ Establishing the Community Mobility Hub Typologies
- ✓ Pilot Hub Sites
- ✓ Page Boulevard + Grand Boulevard Hub Concept
- ✓ Questions

# WHY THIS PROJECT?

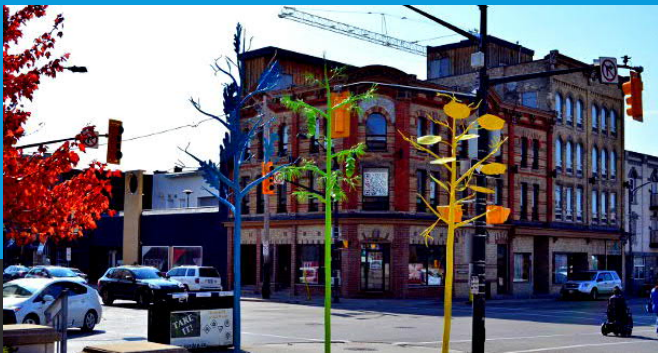
- Metro Transit received an FTA grant to implement a first round of community hubs
- Project supports Metro's FY22 Goals to Deliver Excellent Customer Experience and Reduce Barriers to Using Transit.
- The first phase will include locations in St. Louis City and St. Louis County



# PROJECT GOALS

- Enhancing the rider experience at major transfer points by improving safety, accessibility, and comfort.
- Expanding existing stops to include amenities and features that will augment ridership.
- Working with local stakeholders to make each hub special and local to the community's needs.

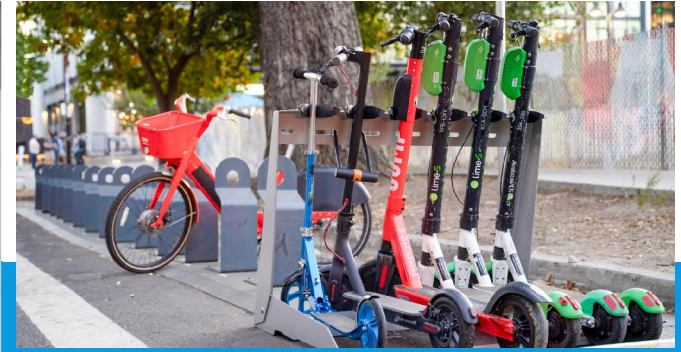




How can we improve the experience?

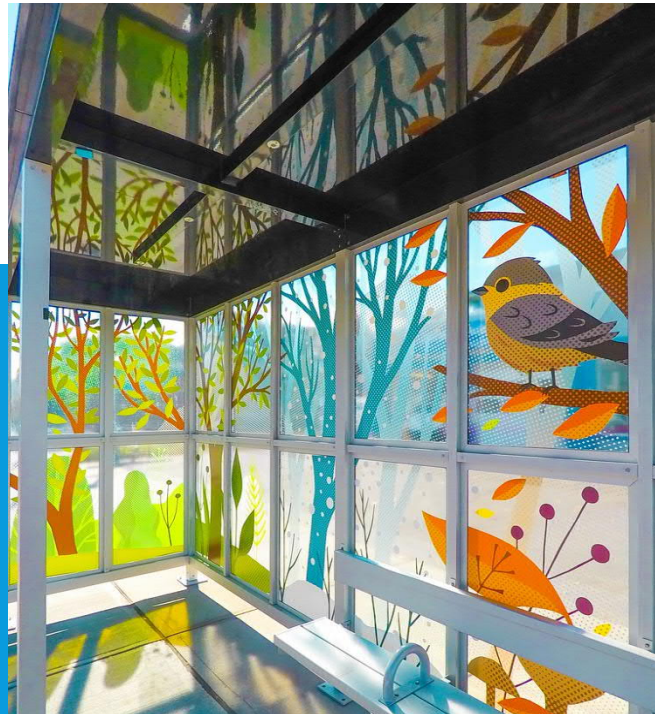


How can we reclaim space for transit?



How can we improve access for all modes and abilities?

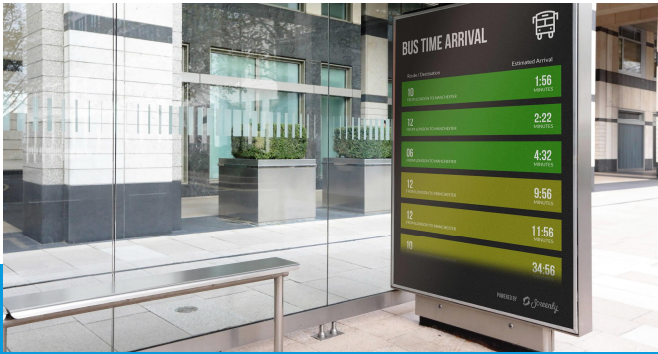




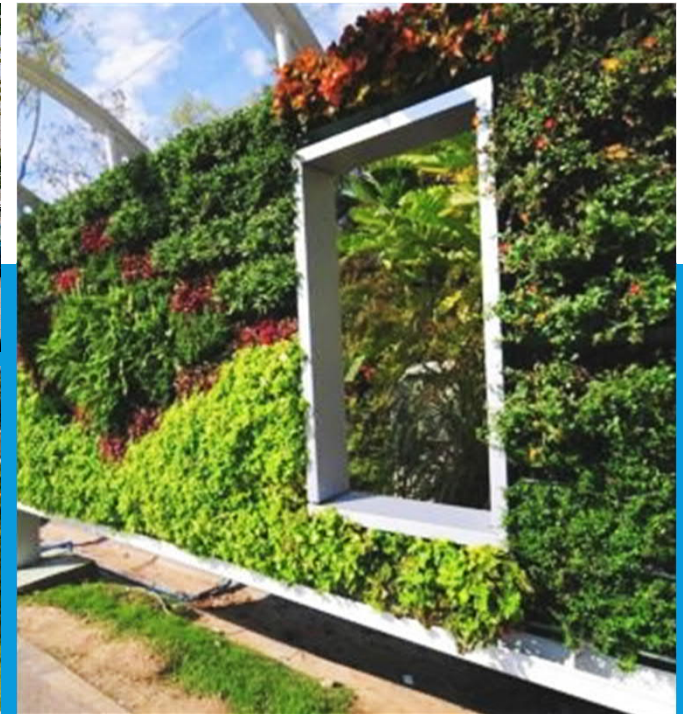
How can we use color, light, and texture?



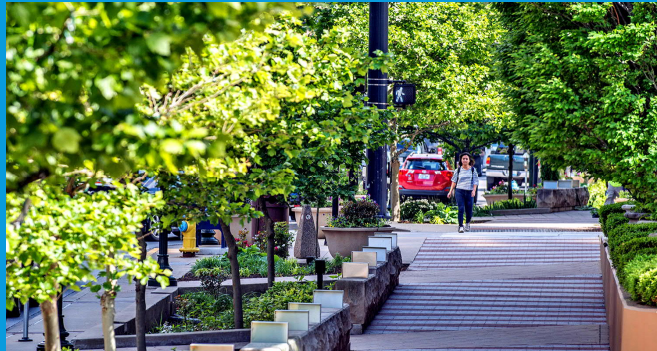
How can we use art to improve the area?



How can we provide more information to riders?



How can we integrate natural elements?



How can we improve the environment?



How can we make stops safer for all riders?



How can we incorporate temporary programming?

# PROCESS OVERVIEW

- Involved continuous and on-going engagement
- Included many Metro departments for input
- Reviewed existing conditions and site visits
- Identified opportunities and constraints
- Identified partners
- Developed typologies
- Evaluated traffic and other roadway design concerns
- Prepared concepts and cost estimates for priority hubs





# STAKEHOLDER INPUT

- Two Metro work sessions
- Executive leadership, planning + real estate, engineer, operations, safety, passenger service, ADA + accessibility, marketing and communications, and information technology
- MoDOT, City of St. Louis, St. Louis County
- Elected officials
- Business districts
- Land owners
- Mobility on demand services



## WHAT IS A COMMUNITY MOBILITY HUB PURPOSE?

- Enhancing the rider experience at major transfer points by improving safety, accessibility, and comfort.
- Expanding existing stops to include amenities and features that will augment ridership.
- Working with local stakeholders to make each station special and local to the community's needs



# WHAT IS A COMMUNITY MOBILITY HUB OUTCOME?



- — Increase access for transit riders to the priority hubs on high frequency routes.
- — Encourage transit riders using other modes of travel to get to priority hubs.
- — Enhance safety and security for all transit riders at and around priority hubs.
- — Inform transit riders with important information at and about priority hubs.
- — Create an exciting and memorable experience at priority hubs for transit riders.
- — Build a sense of community ownership for transit riders into the priority hubs.

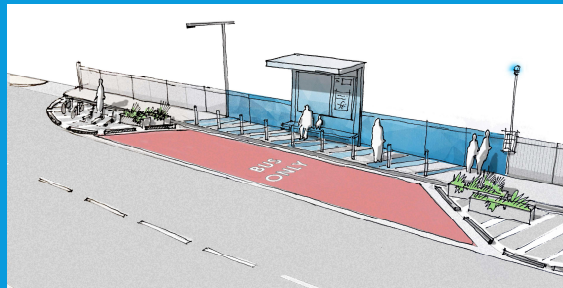
# WHAT IS/ISN'T A HUB TYPOLOGY?

A typology...

- IS a typical condition we find throughout all the priority sites we've considered.
- IS a way of us defining a set of improvements that apply to a typical condition.
- IS a strategy to apply systematic logic about hubs across the entire system.
- IS NOT a "one size fits all" solution to hubs – each will NO doubt be different.
- IS NOT intended to limit partner involvement with Metro on future hubs.

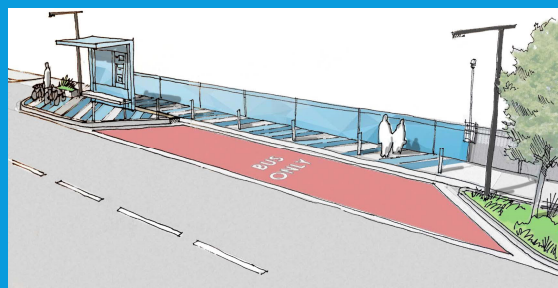
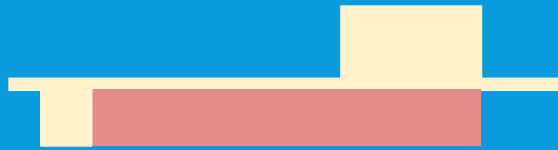
# HUB TYPOLOGIES – SPACE FOR PLACE

Three (3) types...



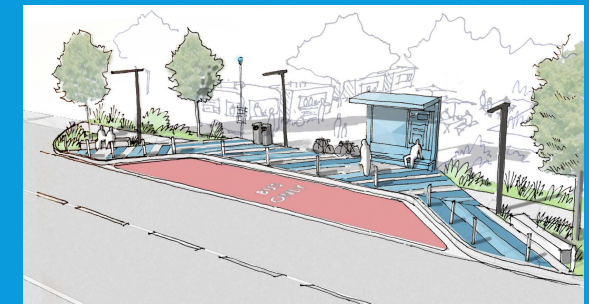
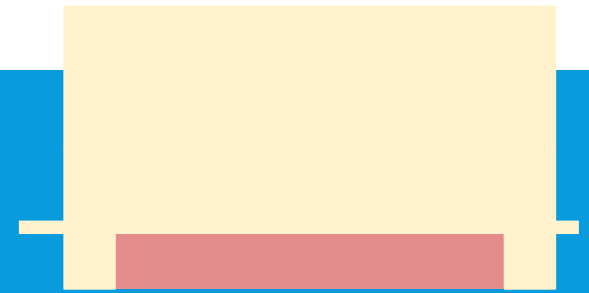
## Type 1

Limited or NO Space



## Type 2

Dedicated or Claimed Space



## Type 3

Lots of Space / Public Spaces

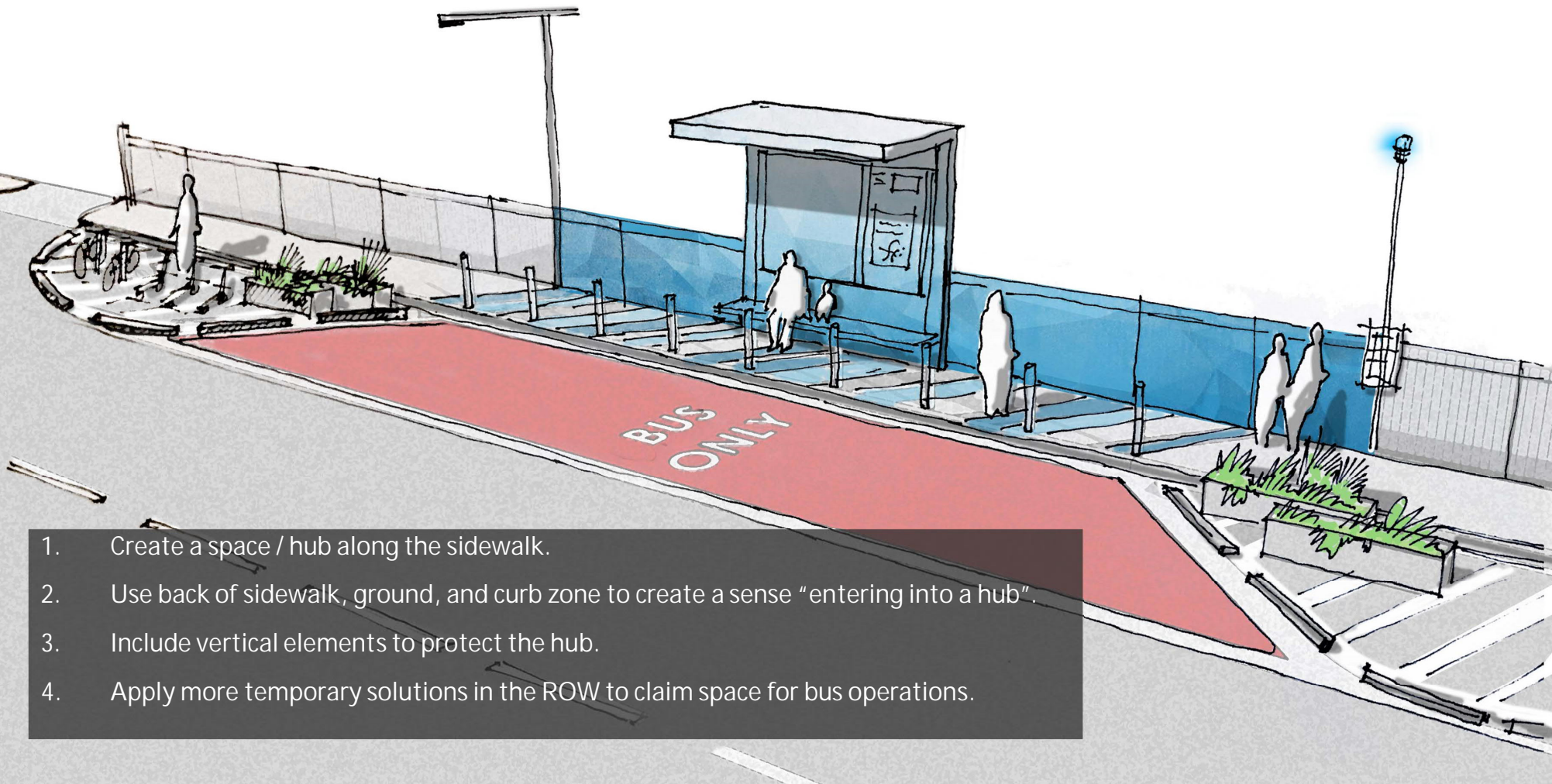
# TYPE 1: CHARACTERISTICS

1. Constrained in a variety of ways, lacking potential to reclaim space for transit.
2. Mostly a sidewalk condition, necessitating the transit stop and sidewalk spaces overlap.
3. Must create a space for riders with very limited tools and features.



SW Corner of Kingshighway & Chippewa

# TYPE 1: STRATEGIES



1. Create a space / hub along the sidewalk.
2. Use back of sidewalk, ground, and curb zone to create a sense "entering into a hub".
3. Include vertical elements to protect the hub.
4. Apply more temporary solutions in the ROW to claim space for bus operations.

## Typical Amenities Package

<b>Roads</b>	Restriping / Road Diet
<b>Curbs</b>	Pin-Down Curb Extensions
<b>Stops</b>	Bus Stop Pull-Off or Floating Bus Stop
<b>Shelters</b>	Back Wall and Roof
<b>Barriers</b>	Protective Bollards
<b>Sidewalks</b>	Reconstructed Sidewalks
<b>Accessibility</b>	ADA Amenities
<b>Landscape</b>	Planters
<b>Crossings</b>	High-Visibility Cross Walks
<b>Bikes</b>	Bike Racks
<b>Scooters</b>	-
<b>Signage</b>	Electronic Message Boards, Wayfinding, Informational
<b>Lighting</b>	Shelter Lighting
<b>Custom Amenity</b>	(Custom) Public Art and Information
<b>Other Amenities</b>	Paint / Color on Sidewalk and Bus Lane
	Emergency Call Boxes (2 per hub maximum)
	Public Art (or vertical signage/branding)
	Benches
	Items Upon Request, as Feasible.
	-

*Typical Package of Amenities*



# TYPE 1 SMALL



# TYPE 2: CHARACTERISTICS

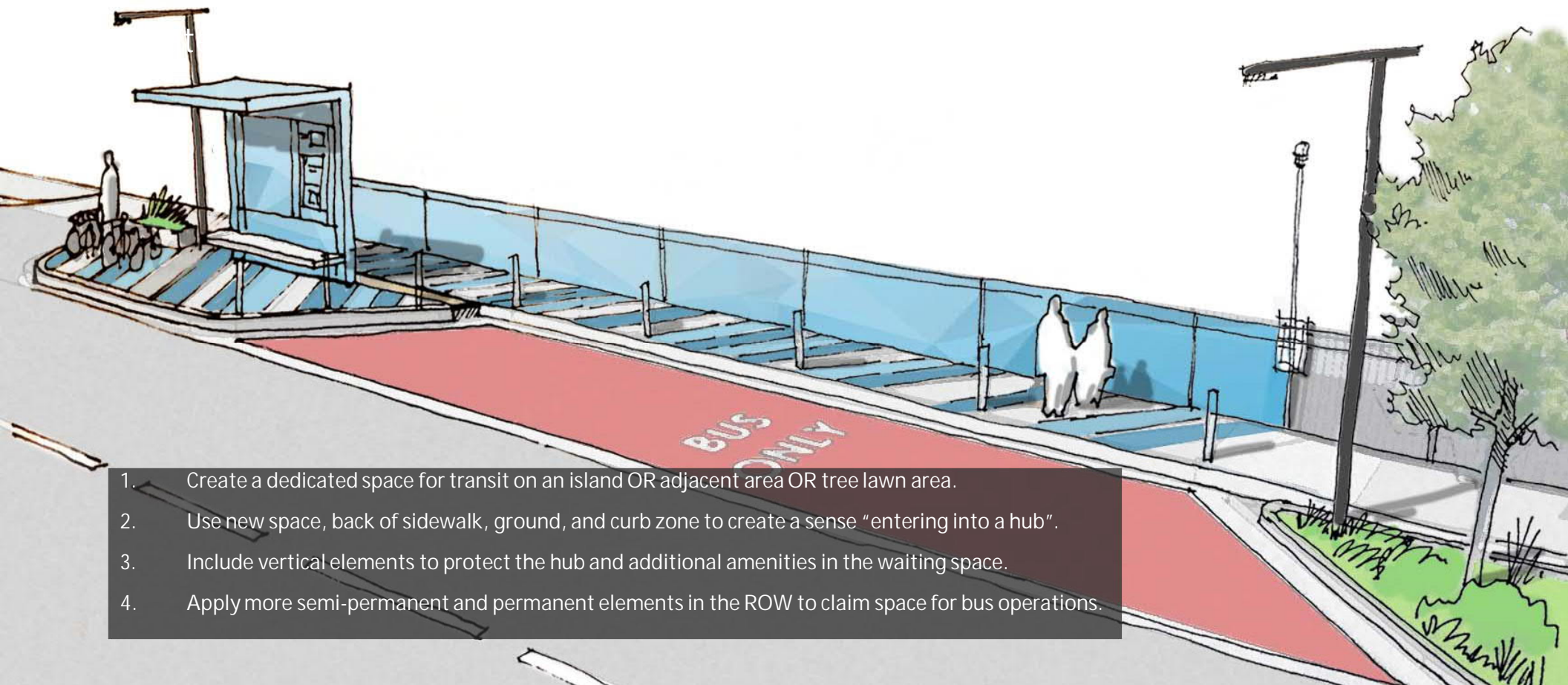
## Characteristics

1. Some constraints, but opportunity to claim or use existing space for transit.
2. Dedicated space for transit does not interfere with pedestrians.
3. Due to additional space, there is more room for amenities and features that enhance rider experience.



NE Corner of Grand & Page

# TYPE 2: STRATEGIES

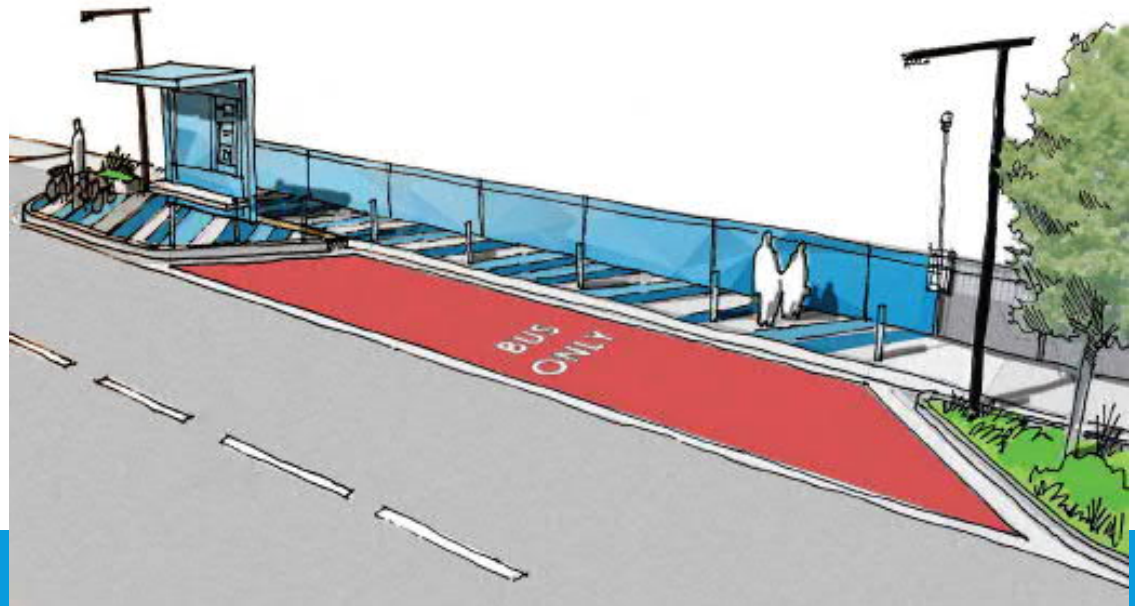


1. Create a dedicated space for transit on an island OR adjacent area OR tree lawn area.
2. Use new space, back of sidewalk, ground, and curb zone to create a sense “entering into a hub”.
3. Include vertical elements to protect the hub and additional amenities in the waiting space.
4. Apply more semi-permanent and permanent elements in the ROW to claim space for bus operations.

## Typical Amenities Package

Roads	Restriping / Road Diet
Curbs	Curb Extensions (or Pin-Down)
Stops	Bus Stop Pull-Off or Floating Bus Stop
Shelters	Back Wall, Side Walls, and Roof
Barriers	Protective Bollards
Sidewalks	Reconstructed Sidewalks
Accessibility	ADA Amenities
Landscape	Planters
Crossings	High-Visibility Cross Walks
Bikes	Bike Racks
Scooters	Scooter Parking Area
Signage	Electronic Message Boards, Wayfinding, Informational, Sidewalk Marking
Lighting	Shelter Lighting, Sidewalk Lighting
Custom Amenity	(Custom) Public Art and Information
Other Amenities	Paint / Color on Sidewalk and Bus Lane
	Emergency Call Boxes (2 per hub maximum)
	Public Art (or vertical signage/branding)
	Benches
	Trash and Recycling Receptacles
	Items Upon Request, as Feasible.

*Typical Package of Amenities*



# TYPE 2 MEDIUM

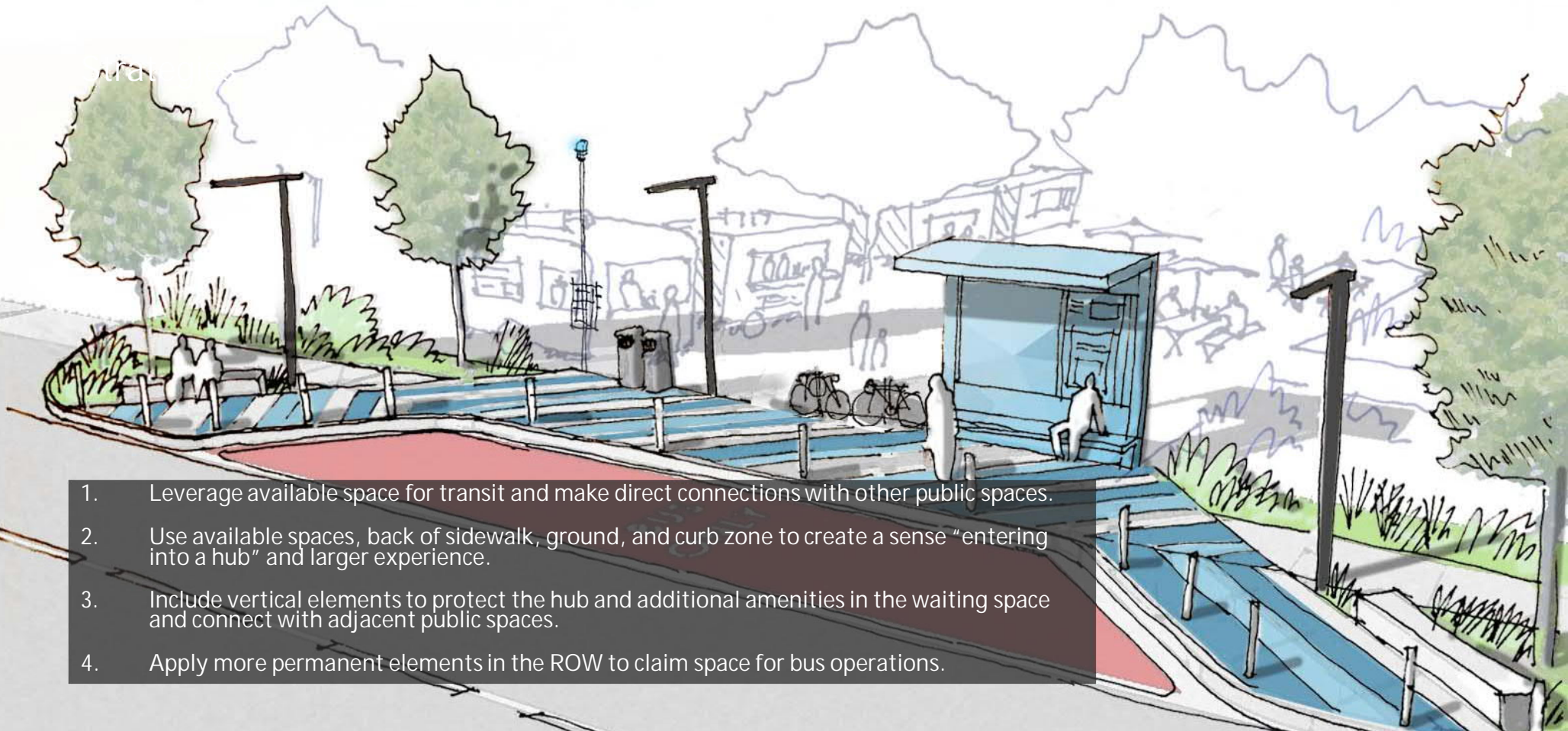
# TYPE 3: CHARACTERISTICS

## Characteristics

1. Limited constraints and space for transit with opportunity to claim more space.
2. Dedicated space for transit does not interfere with pedestrians and connection to larger public spaces.
3. Lots of room for amenities and features that enhance rider experience, and more based on stakeholder aspirations.

NE Corner of St. Charles Rock Road & San Carlos

# TYPE 3: STRATEGIES

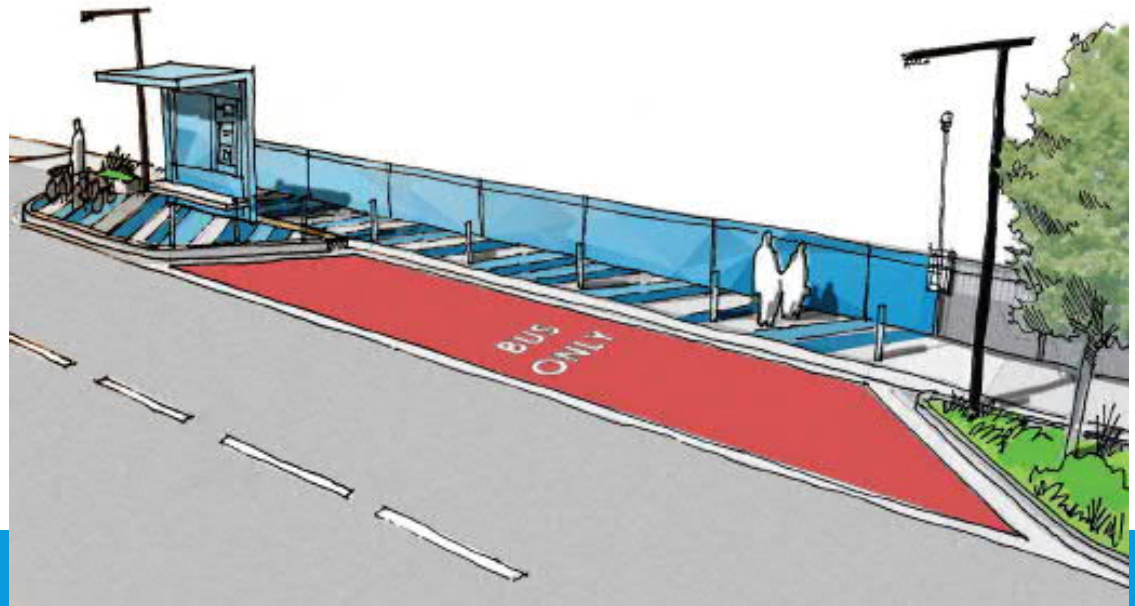


1. Leverage available space for transit and make direct connections with other public spaces.
2. Use available spaces, back of sidewalk, ground, and curb zone to create a sense "entering into a hub" and larger experience.
3. Include vertical elements to protect the hub and additional amenities in the waiting space and connect with adjacent public spaces.
4. Apply more permanent elements in the ROW to claim space for bus operations.

## Typical Amenities Package

Roads	Restriping / Road Diet
Curbs	Curb Extensions (or Pin-Down)
Stops	Bus Stop Pull-Off or Floating Bus Stop
Shelters	Back Wall, Side Walls, and Roof
Barriers	Protective Bollards
Sidewalks	Reconstructed Sidewalks
Accessibility	ADA Amenities
Landscape	Planters
Crossings	High-Visibility Cross Walks
Bikes	Bike Racks
Scooters	Scooter Parking Area
Signage	Electronic Message Boards, Wayfinding, Informational, Sidewalk Marking
Lighting	Shelter Lighting, Sidewalk Lighting
Custom Amenity	(Custom) Public Art and Information
Other Amenities	Paint / Color on Sidewalk and Bus Lane
	Emergency Call Boxes (2 per hub maximum)
	Public Art (or vertical signage/branding)
	Benches
	Trash and Recycling Receptacles
	Items Upon Request, as Feasible.

*Typical Package of Amenities*

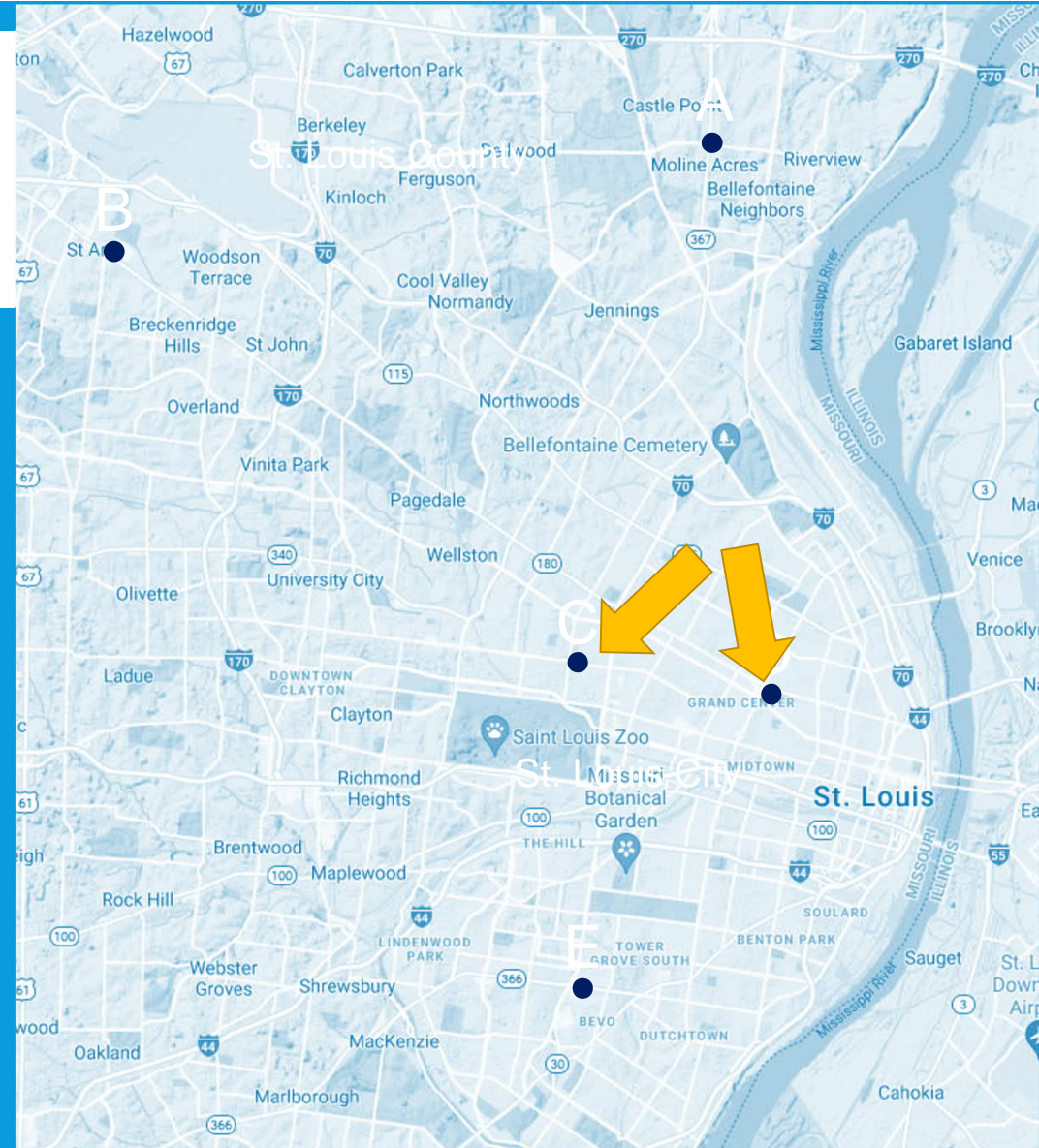


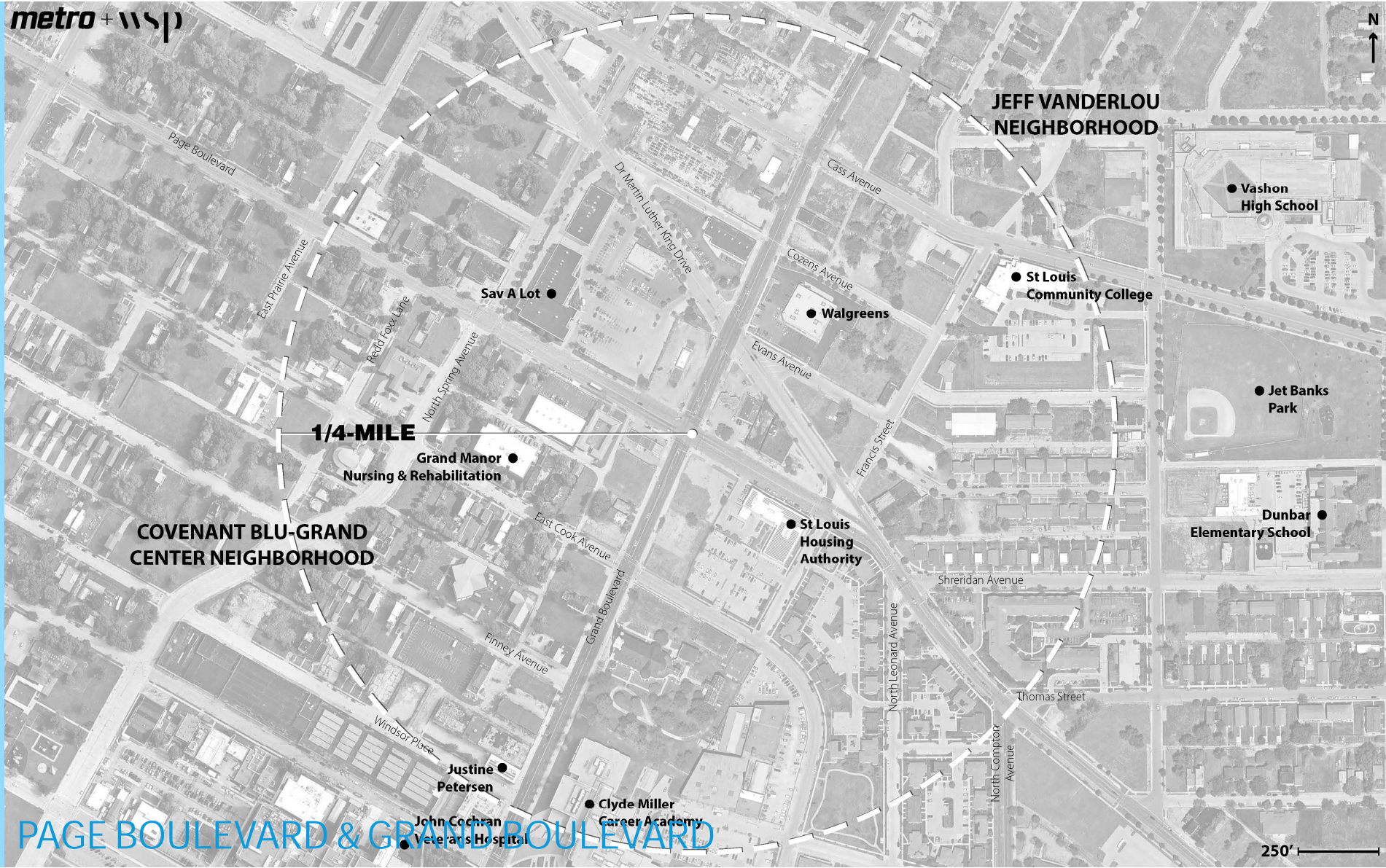
# TYPE 2 MEDIUM

# PRIORITY HUBS

## Station Locations

- A. Bellefontaine Road & Chambers Road
- B. St. Charles Rock Road & San Carlos / San Jose Lane
- C. Delmar Boulevard & Union Boulevard
- D. Page Boulevard & Grand Boulevard**
- E. Kingshighway Boulevard & Chippewa Street

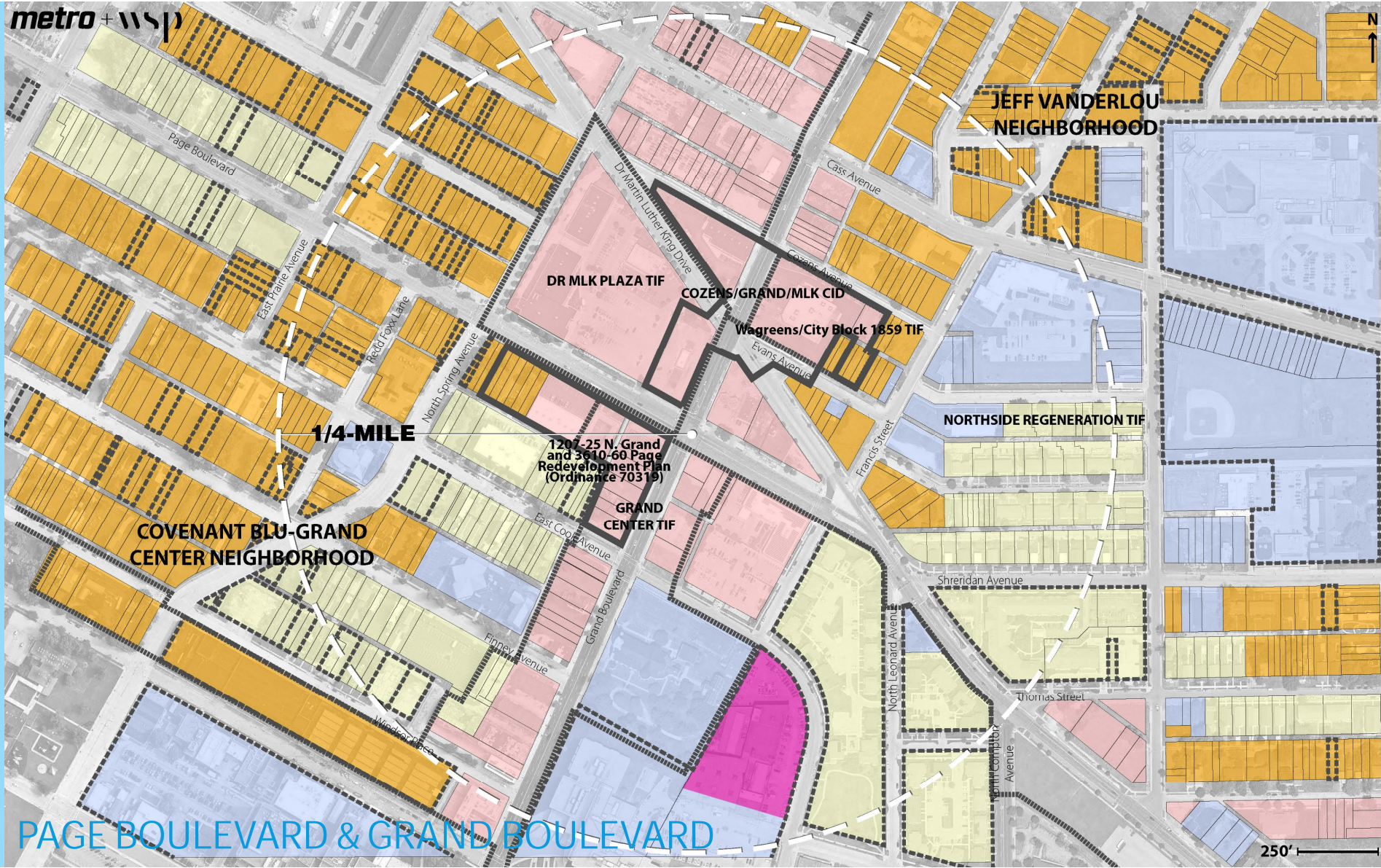






Land use + Ownership

metro + wsp

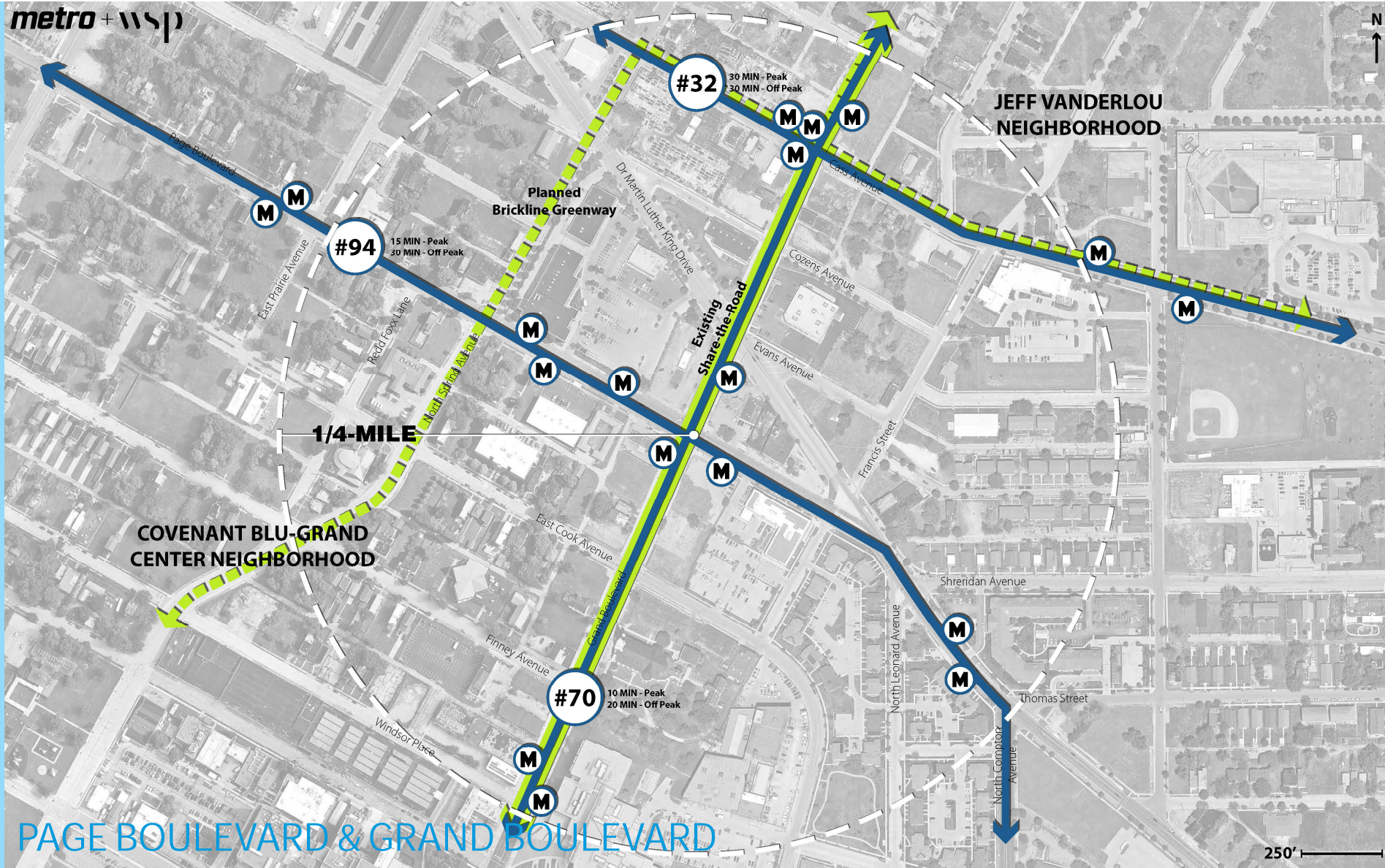


PAGE BOULEVARD & GRAND BOULEVARD

250'

Routes + Stops

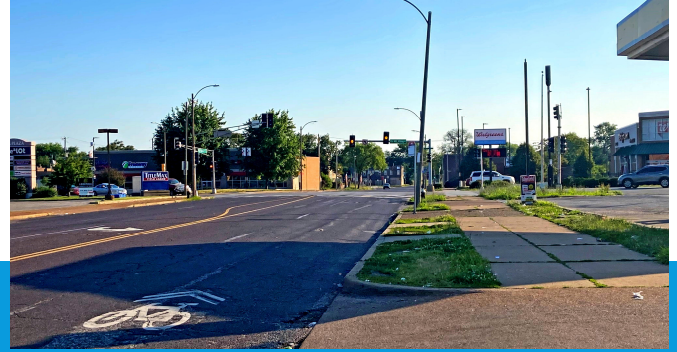
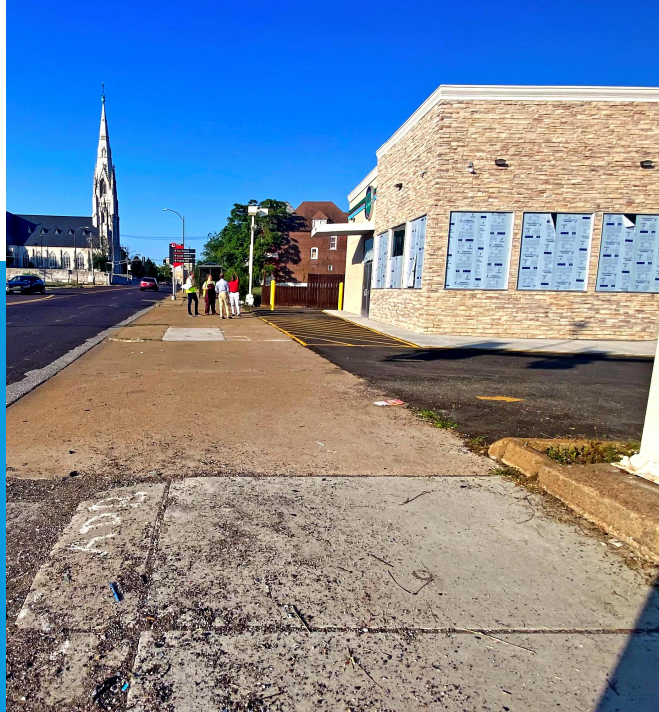
metro + wsp



250'

# Walking + Biking





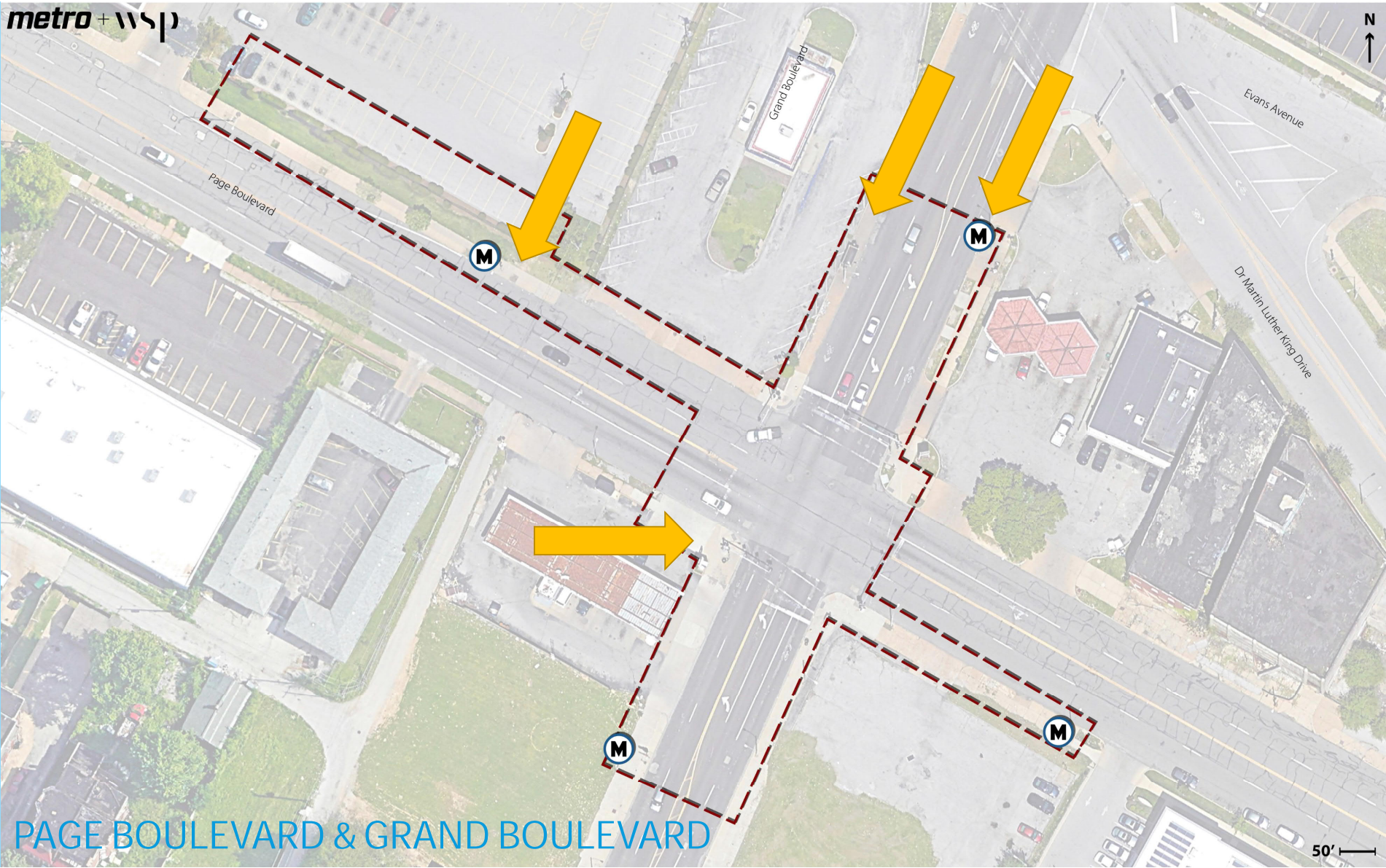
# SITE PHOTOS



**SITE PHOTOS - PAGE + GRAND**

Area of Intervention

metro + wsp



PAGE BOULEVARD & GRAND BOULEVARD

50'

# CONSTRAINTS & OPPORTUNITIES

## Constraints

- Not much to start with, littered with trash, no trees, minimal placemaking
- Wide streets with excess capacity – high vehicular speeds
- Lighting appears spotty
- Lots of access near intersection

## Opportunities

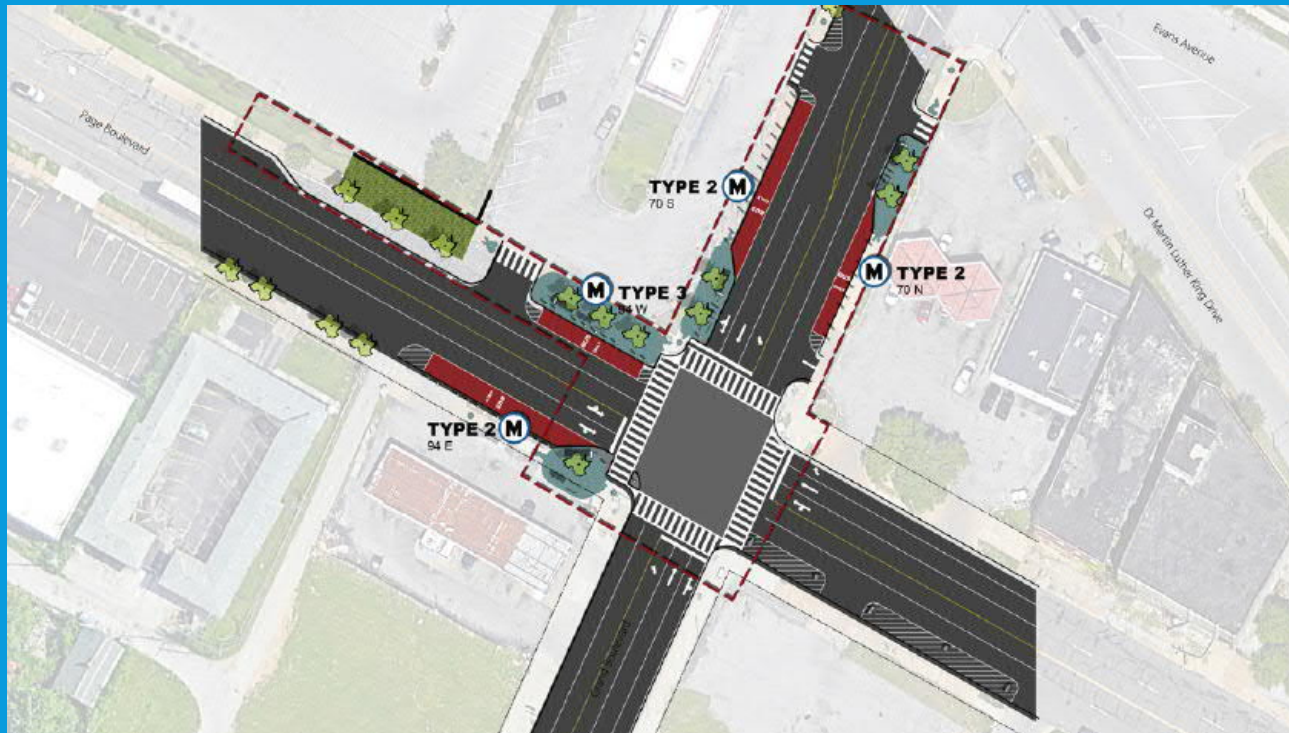
- Public amenities like wifi, benches, shelters, greenspace
- Improve connectivity to surrounding destinations and job centers
- Incorporate things to improve experience
- Use technology for realtime bus information, wifi, etc

# POTENTIAL PARTNERSHIPS

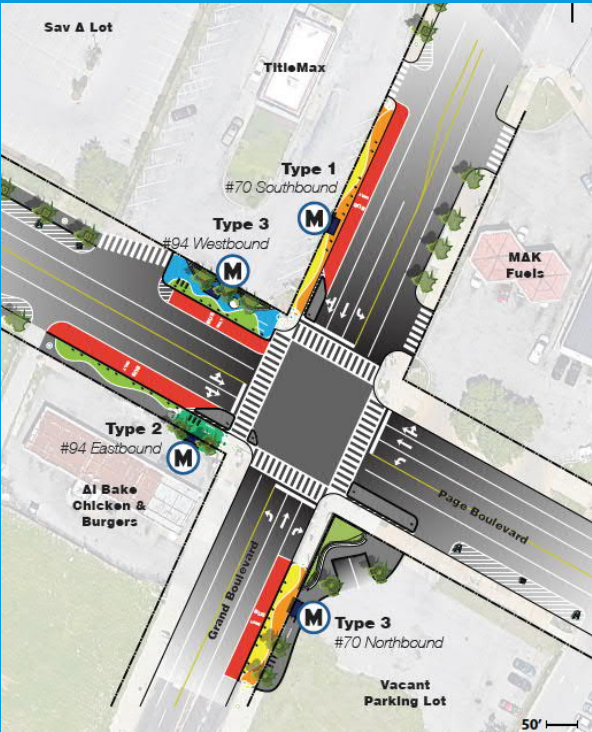
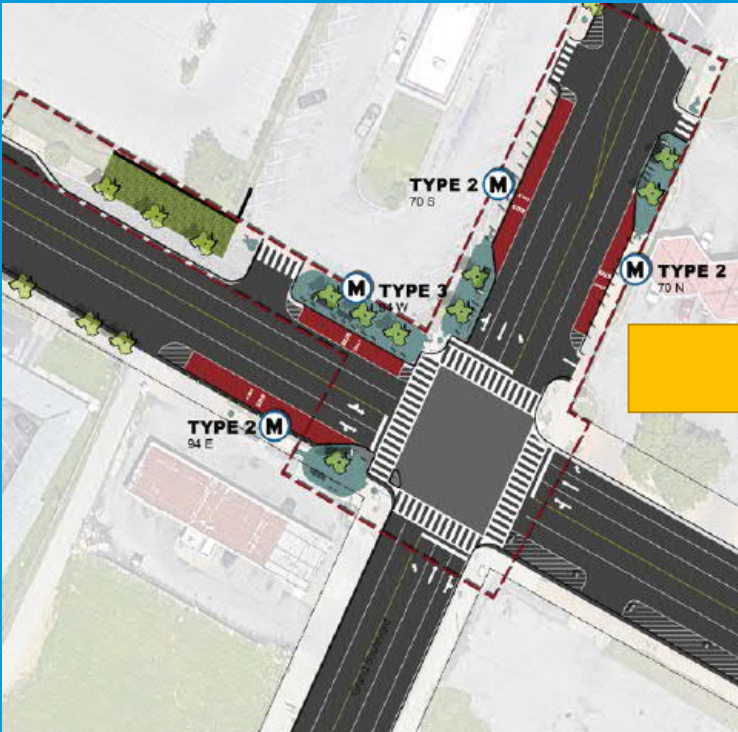
- City of St Louis
- Two (2) neighborhoods (and neighborhood groups)
- Cozens/Grand/MLK Community Improvement District
- Grand Center Inc. / Tax Increment Financing District
- St. Louis Housing Authority
- St. Louis Community College
- Justine Petersen
- John Cochran Veteran's Hospital
- Urban League
- Great Rivers Greenway
- CMT
- Trailnet
- Paraquad
- ULI



# PRIORITIZED HUB CONCEPT – PAGE + GRAND



# TYOLOGY → CONCEPT





Grand Boulevard

Page Boulevard

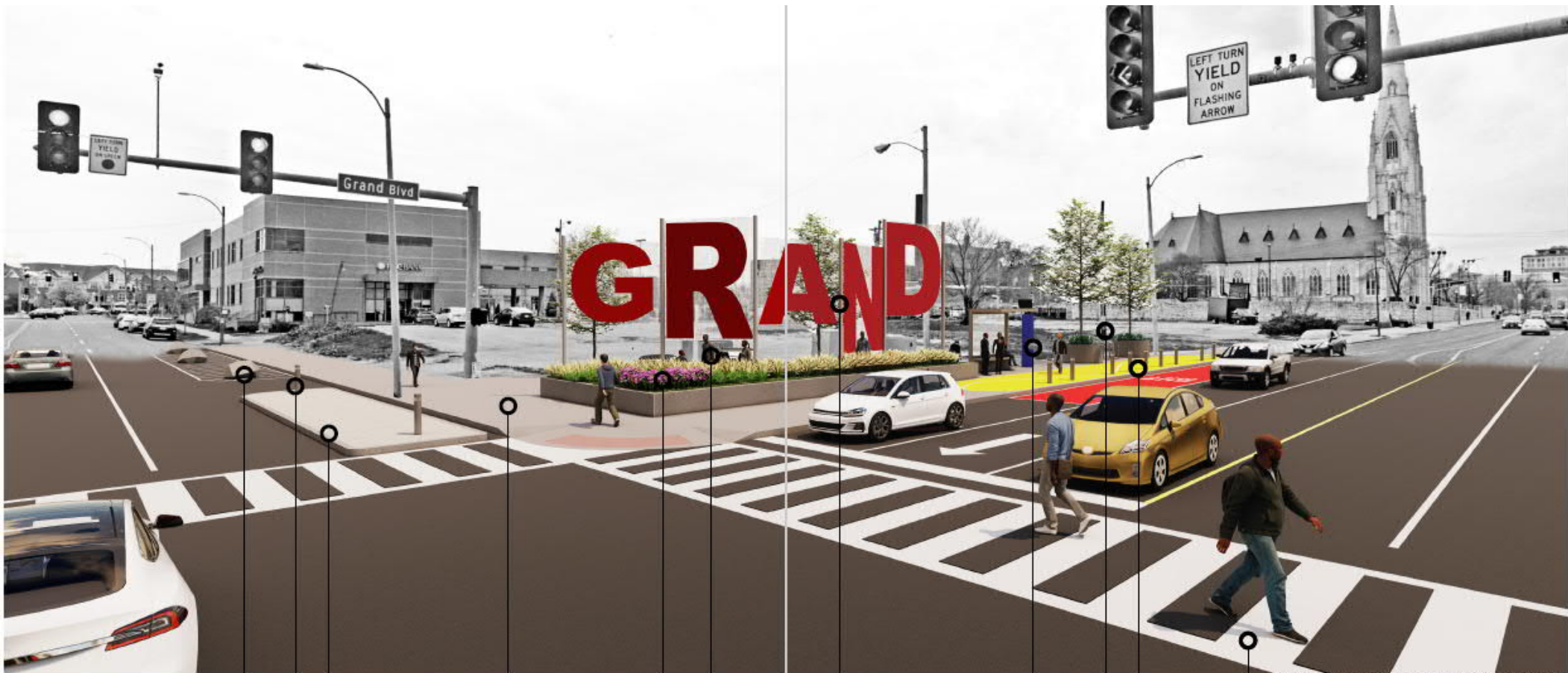
# PRIORITY IMPROVEMENTS

- Hub Features
- Traffic + Right-of-Way
- ADA Accessibility
- CPTED Requirements
- Specifications
- Maintenance

Priority Improvements	
Roads	Restriping / Road Diet, Traffic Calming (movable concrete elements)
Curbs	Floating Curb Extensions
Stops	Bus Stop Pull-Off or Floating Bus Stop
Shelters	Back Wall, Side Walls, and Roof
Barriers	Protective Bollards
Sidewalks	Improved Sidewalks
Accessibility	To be determined
Landscape	CPTED Compliant Landscaping: Planters, Raised Beds, Street Trees
Crossings	High-Visibility Cross Walks
Bikes	Bike Racks
Scooters	Scooter Parking Areas
Signage	Electronic Message Boards, Wayfinding, Informational, Sidewalk Marking, Vertical Signage / Branding
Lighting	Shelter, Sidewalk, and Street Lighting
Other Amenities	Paint / Color on Sidewalks and Bus Lanes
	Material / Texture
	Public Art
	Heated Shelters with Benches
	Trash and Recycling Receptacles
	Emergency Call Boxes
	Items Upon Request, as Feasible.

*Table of Priority Improvements*

2021 Estimated Cost: \$290k



Eye-Level Photo Simulation of Priority Hub: Looking Southeast

**Traffic Calming**

**Improved Sidewalks**

**Landscape Planters**

**Transit Amenities**

**Colorful Plaza**

**Floating Curb Extensions**

**Vertical Signage / Branding**

**High-Visibility Crosswalks**

**Protective Bollards**

**Parking / Drop-Off Area**

**CPTED-Approved Landscaping**



etro Commu  
ty Mob  
Hub Study



# MOVING FORWARD

- Utilize typologies to build out concepts at other community mobility hubs
- Conduct community engagement
- Identify other capital improvements needed
- Define budget for following years
- Explore for grants and partnerships
- Initiate design
- Conduct yearly public and stakeholder outreach for input on future and built hubs



Questions?

