

Mobility Hubs in the Denver Region

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Introduction

A mobility hub is a location where transportation options are thoughtfully linked to one another and to amenities that make traveling more convenient, seamless and enjoyable. Mobility hubs are more than just amenities at transit stops; they are a launchpad for multimodal travel. Successful mobility hubs unlock access to the region's activity centers, whether a town main street or a major intermodal transit station, bringing vibrancy to community destinations. Mobility hubs are the key nodes in the transportation system, and a developed mobility hub network makes walking, biking, scooting and riding public transit more convenient and attractive than driving alone.

This white paper presents a regional definition for mobility hubs, based on both local and national definitions. It also presents a regional mobility hub typology and highlights examples in the Denver region. The paper is a resource for local government staff, land use

and transportation planners, transportation management associations and organizations, and transit agency staff to use when implementing mobility hubs in the region.

Mobility hubs provide transportation choices, encouraging multimodal trips and reducing the need to rely on a single travel mode, which advances priorities set in the Denver Regional Council of Governments' [Metro Vision plan](#), [2050 Metro Vision Regional Transportation Plan](#), [Transportation Demand Management Strategic Plan](#) and [Active Transportation Plan](#). Developing a network of mobility hubs across the region also advances Metro Vision's goals of cleaner air and transportation options for people of all ages, abilities and incomes.



Centerra Loveland Station is one of the Colorado Department of Transportation's mobility hubs along the Bustang bus's North Line, which runs from Denver to Fort Collins.

Photo courtesy of CDOT

Why do mobility hubs matter?

Mobility hubs improve access to the transportation system by integrating various travel options at key locations. Mobility hubs are important because they:

- Support safe and convenient transfers between transportation modes.
- Provide travel options, especially for those with limited mobility choices.
- Provide first- and last-mile connections to transit services.
- Promote more sustainable modes of travel and reduce the need for driving alone.
- Create redundancy by design, intentionally offering overlapping, independently

functioning travel options so that when one mode or service is unavailable, travelers have other convenient alternatives.

- Catalyze economic activity and support local businesses when located within or adjacent to mixed-use development.
- Reduce the required space for personal vehicle parking and unlock opportunities for economic growth and redevelopment.

When thoughtfully designed, mobility hubs can significantly improve accessibility, independence and quality of life for people with disabilities or mobility challenges. Mobility hubs can enhance usability for people with visual, auditory, ambulatory and cognitive impairments by including audible and visual announcements, high-contrast signage and tactile maps, weather protection such as canopies or shelters, and adequate lighting. Mobility hubs can also centralize critical services for people with disabilities, including paratransit service, on-demand accessible microtransit vehicles or mobility assistance services.

A [2025 study](#) published in the Journal of Transport Geography provides a systematic literature review to identify and contextualize the opportunities and risks associated with mobility hubs. The authors reviewed several studies that show mobility hub users change their attitudes toward private car ownership. One of the key reasons behind the change is mobility hubs' capacity to enable and foster multimodality. The authors highlight that people typically opt for transportation modes that allow them to reach their destination most quickly. People's willingness to forgo private cars and travel by transit or non-single-occupant vehicle modes is affected by the amount of time they must wait at transfer points.

Mobility hubs as a transportation demand management strategy

Mobility hubs are a transportation demand management strategy outlined in DRCOG's [Transportation Demand Management Toolkit](#).

While mobility hubs are not solely focused on shifting drive-alone trips, they make it easier, safer and more convenient for people to choose from a variety of transportation options. Many people may still drive a personal vehicle for a portion of their trip, such as driving to a mobility hub and then transferring to transit or carpooling. No matter how people engage with mobility hubs, the goal is to connect travelers to a variety of transportation options.

Mobility hub definitions across the Denver region

There are several different definitions and examples of mobility hubs around the Denver region, across the country and internationally. No one definition is correct, but different definitions reflect each agency's own priorities, mission and goals.

- The **Colorado Department of Transportation** defines mobility hubs as a place where multiple modes of transportation (cars, regional bus services, bicycles, pedestrians, micromobility devices and public transportation) seamlessly integrate to allow for quick mode-to-mode or route-to-route transitions and efficient first- and last-mile connections. Learn more on CDOT's [mobility hubs website](#).
- **Transportation Solutions**, a transportation management association that covers portions of southeast Denver, defines mobility hubs as community focal points that seamlessly integrate various transportation modes, provide supportive multimodal infrastructure and use placemaking strategies to create activity centers that maximize first- and last-mile connections and increase the reach of transit. Learn more on [Transportation Solutions' website](#).
- The **City of Centennial's** definition of mobility hubs is similar to Transportation Solutions'; the city also notes that mobility hubs can vary in size, programming and design to respond to the context and function of each location. Factors that



Table Mesa Park-n-Ride is well connected to the City of Boulder’s bicycle network and offers secure bike parking.

Photo courtesy of RTD

influence the investment level in a mobility hub include existing transit service, land use characteristics, and population and employment densities. Learn more about how the city defines mobility hubs in the [Centennial Transportation Master Plan](#).

- The **City of Aurora’s** [Multimodal Transportation Master Plan](#) defines mobility hubs as physical locations where multiple modes of transportation converge and integrate. Mobility hubs can serve multiple purposes at different scales, allowing for flexibility to meet community needs. Aurora identifies four types of mobility hubs: major, mid-size, minor and mini.

DRCOG staff have taken a holistic look at the elements from partner agency definitions in a way that acknowledges the importance of connectivity, placemaking and convenience, while also recognizing the opportunity for mobility hubs to play a critical role in providing travel choices and supporting transportation demand management strategies.

The Denver region has a variety of community types and transportation choices. Mobility hubs look different depending on population density, land use types, urban design, transportation infrastructure and services available, and right-of-way constraints. Since mobility hubs bring together a combination of elements that can

be applied strategically to address gaps in the transportation system, there is no one-size-fits-all approach.

No matter the size or type, mobility hubs should provide a variety of elements that support seamless multimodal connections. Mobility hubs can have a variety of traveler amenities, including but not limited to:

- Passenger pickup and drop-off zones.
- Wayfinding signage and trip-planning information.
- Real-time transit information.
- Electric vehicle charging stations.
- Vehicle parking.
- Car sharing services.
- Shared micromobility devices such as bikes or scooters.
- Secure bike parking or smart bike lockers and e-bike charging stations.
- Wi-Fi and phone chargers.
- Public art.
- Personal locker storage.
- Public restrooms.

- Water fountains.
- Food services such as vending machines.
- High-quality lighting.
- Shaded or covered outdoor seating.

While this paper does not go in depth on the various elements or amenities that can be incorporated into mobility hubs, there are a variety of existing resources that provide detailed guidance on potential amenities, including:

- The Southern California Association of Governments' [Mobility Hub Design and Implementation Guide](#).
- The City of Boston's [Go Hubs! Boston's Neighborhood Mobility Hubs Guidebook](#).
- The Bay Area Metropolitan Transportation Commission's [Mobility Hub Implementation Playbook](#).
- The Sacramento Area Council of Governments' [Regional Mobility Hubs Design Guidance](#).

Mobility hub definitions outside the Denver region

- **Minneapolis** defines mobility hubs as places where people can connect to multiple modes of transportation to make their trip as safe, convenient and reliable as possible. Learn more about Minneapolis' mobility hubs on the [city's website](#).
- **Los Angeles** defines mobility hubs as focal points in the transportation network that seamlessly integrate different modes of transportation, multimodal supportive infrastructure and placemaking strategies to create activity centers that maximize first- and last-mile connectivity. Learn more about how the Los Angeles Department of Transportation defines mobility hubs in its [Mobility Hubs Reader's Guide](#).
- **The Northern Illinois Transit Authority** defines mobility hubs as locations where people can access multiple types of

transportation modes in a central location. Often located adjacent to transit stops and stations, mobility hubs serve as a transfer point for multiple transportation modes and offer first- and last-mile connections. Learn more on the Northern Illinois Transit Authority's [mobility hub webpage](#).

- **The Southern California Association of Governments** defines mobility hubs as strategic locations for travelers to easily connect with multiple modes of transportation suited for their needs in a safe, comfortable and accessible environment. Mobility hubs include a range of transportation options to encourage travelers to use more sustainable transportation modes. Learn more in the organization's detailed [Mobility Hub Design and Implementation Guide](#).

Peer typology examples

The type of mobility hub used in a specific location will depend on the surrounding context and the community's transportation needs. As more communities implement mobility hubs, the concept of mobility hub typologies is also spreading. A mobility hub typology defines the function of each hub type and the role it plays in the network hierarchy based on a variety of factors like population density, access to transit and right-of-way availability.

For example, the City of Portland, Oregon, identifies four categories of mobility hubs based on size: major, mid-size, minor and mini. Mini hubs have a small footprint and serve a smaller geographic area, while major hubs have a large footprint and may serve a regional audience.

In Arlington County, Virginia, the mobility hub typology identifies three categories: gateway, intersection and point. The categories are differentiated by the hub type, goals and priorities (transportation services, place and public life, or information).

Gateway

Gateway hubs are typically located at major public transit stations or stops. They support high volumes of long-range transportation trips and may have planned or existing higher-intensity adjacent land use development or public functions. The primary role of a gateway hub is to better connect users to a wide range of transportation services and enhance the passenger waiting experience.

Intersection

Intersection hubs promote transportation and intermodal connections in high-visibility locations that can support surrounding land uses and encourage public space planning or development.

Point

Point hubs are focused on connecting neighborhoods by providing reliable links to multimodal transportation options where limited options currently exist. They are opportunities to enhance public amenities and support or develop neighborhood focal points.

Denver region mobility hub typology

While mobility hub classifications may differ depending on the region, planning and development of these spaces should not take a one-size-fits-all approach. Successful mobility hub development must account for land use and community contexts, as well as existing transit or transportation services.

Given the geographic size and diversity of land use in the Denver region, DRCOG staff have identified five types of mobility hubs in the region: neighborhood, connector, core, regional and suburban. The hub types build off the definitions developed by the Los Angeles Department of Transportation. The five hub categories provide a shared language for planners and transportation professionals across the region to use as they develop and map out future mobility hub networks.

A mobility hub in Boulder includes docked bike share, dockless shared micromobility parking, a bus stop, a seating area and bike racks.

Photo courtesy of the City of Boulder



Neighborhood

Neighborhood mobility hubs are smaller in scale and are generally found in lower-density neighborhoods. They offer a few basic amenities, including wayfinding, bike sharing and micromobility parking.

Connector

Connector mobility hubs link residential areas with essential services and main transit routes, enhancing local connectivity. Connector hubs are often located on the edges of urban areas and serve the surrounding community but may not be a destination within themselves.

Core

Core mobility hubs are typically located in a more urban context and encompass one or more transit stops. In addition to the features of a neighborhood hub, they may also offer amenities like car sharing, a bus shelter and trip planning information.

Regional

Regional mobility hubs are the largest in scale and typically include transit stations in either dense urban areas or major destinations where travelers can connect to other regional transportation options. The regional mobility hub typically offers the most amenities, including secured bike parking, dining or shopping options, indoor seating and public restrooms.

Suburban

Suburban mobility hubs are typically located in areas where land use is predominantly low-density residential and commercial development. Suburban mobility hubs connect dispersed populations to high-capacity regional transit networks, providing a reliable access point for travelers who are not served by frequent transit and may live too far from their destination to walk or bike.



The Exchange at Boulevard One hub features several public art projects, including large-scale murals and whimsical road signs.

Artwork by Scott Froschauer, curated by NINE dot ARTS; photo by Krista Lance

Examples of mobility hubs in the Denver region

There are several existing mobility hubs across the region that illustrate the five types of mobility hubs. Some are officially referred to as mobility hubs by their managing agency, while others do not carry the formal title but have the necessary components, characteristics and amenities of a mobility hub.

Neighborhood mobility hubs

The Exchange at Boulevard One

Boulevard One is a neighborhood mobility hub in Denver's Lowry neighborhood. The hub has

a branded bus stop, a bike repair station and pump, electric vehicle charging stations, and seating areas. The Boulevard One mobility hub was funded by the property developer and the Lowry Redevelopment Authority.

Smart Commute eHubs

Smart Commute, a transportation management organization serving the north metro area, operates three Smart eHubs located in Northglenn, Westminster and Thornton. Each hub is owned by the host property and operated by Smart Commute and has a core set of features, including:

- Public- and administrator-facing dashboards to monitor usage.
- Electronic and app-based controlled access.
- Trash receptacles.
- Covered, secure bike parking with cameras and real-time monitoring.
- E-micromobility charging stations with built-in charging for cellphones and other small electronic devices.
- Repair tools.

- Proximity to transit and at least one bike route.
- High-quality lighting.
- Available Wi-Fi for internal system communications and operations.
- Power connection.
- Annual ownership fee covering access to Bikeeep technology and Smart Commute's management services.

While the amenities are consistent across all sites, each eHub is tailored to meet the unique needs of its host community.

The **Northglenn eHub** is located within the city's Civic Center complex next to the recreation center and connects to major trails and the Wagon Road Park-n-Ride via the Interstate 25 underpass. It is powered by solar energy and designed for future expansion, including additional bike parking stations and lockers, potential electric vehicle charging, and the capability to return power to the grid. Locker use at the Northglenn eHub is limited to bicycle storage.

The **Westminster eHub** is located in the city's new downtown area and features electric vehicle charging and a community-inspired



The Decatur Street and West Holden Place mobility hub is adjacent to the Rude Recreation Center in Denver's Sun Valley neighborhood.
Photo by DRCOG staff

mural reflecting local identity and culture. It is located near the U.S. 36 Bikeway and the Sheridan Park-n-Ride, where a bike locker operated by Commuting Solutions further supports first- and last-mile connections.

The **Thornton eHub** is located at the bus plaza at the Denver Premium Outlets and includes a community-inspired mural, beverage and snack machines, and trail connections. Shoppers can store packages in the lockers, expanding the hub's functionality beyond cycling.

Looking ahead, Smart Commute plans to introduce an e-bike library at each hub by dedicating three bike racks at each location to publicly available e-bikes. This will enable short-term rentals and expand access to micromobility options throughout the region.

The Smart Commute eHubs were funded through a combination of sources, including:

- Regional Transportation District Partnership Program (2025).
- CDOT Transportation Management Organization Support Grant.
- Adams County Open Space funds.
- The cities of Thornton and Westminster.
- Denver Premium Outlets.

Connector mobility hubs

Decatur Street and West Holden Place

The Decatur Street and West Holden Place mobility hub serves the 15L and 16 bus routes. There is also bike parking, lighting, seating, bike lane infrastructure and a neighboring recreation center. A block away, travelers can access a Colorado CarShare vehicle, electric vehicle charging and the South Platte River Trail.

Alameda Station

The Alameda rail station provides access to the D, E and H rail lines. The station has pedestrian seating areas, bike racks, two Colorado CarShare vehicles, four RTD bus lines (3, 4, 52 and ART), shade structures, ample lighting and public artwork. There is retail space next to the pedestrian plaza.

10th and Osage Station

The 10th and Osage rail station provides access to the D, E and H rail lines. The station has pedestrian seating areas, ample lighting, bike racks, a shared micromobility parking corral, ground-floor retail and public art. One block away is an electric vehicle charging station and a Colorado CarShare vehicle.

Core mobility hubs

Downtown Boulder Station

Downtown Boulder Station serves over 1,200 daily bus trips and more than 3,300 daily passenger boardings, with an estimated 420 passengers boarding buses at the station during rush hour. The station offers a secure, weather-protected bike parking shelter and

rentable bike lockers. There is a BCycle docking station adjacent to the bike lockers. (BCycle is the shared micromobility program operating in the City of Boulder.) The station provides an indoor lobby with seating and public restrooms. An attached parking garage has electric vehicle charging stations for paying customers.

Boulder Junction Depot Square Station

The Boulder Junction Depot Square Station reopened in September 2025 after being deactivated during the COVID-19 pandemic. The station serves several bus routes, including a direct connection between Boulder and Denver International Airport, as well as service between the downtown areas of Boulder and Denver. The station includes access to electric vehicle charging, a BCycle docking station and a Colorado CarShare vehicle. The station includes a parking garage with 75 paid parking spaces, as well as 27 bike racks and 24 secure bike lockers.

Olde Town Arvada Station

Located in Arvada's historic downtown, the Olde Town mobility hub is the most prominent of Arvada's three G Line stations and is near



The D Line and five bus routes stop at the Englewood Station mobility hub in the south metro area.

Photo courtesy of RTD

retail and mixed-use destinations. The Olde Town Arvada station is served by the G Line commuter rail, as well as several RTD bus routes. The station includes a parking garage, bike parking, access to shared micromobility devices, covered seating areas, wayfinding signs and public art.

Downtown Littleton Station

The station in downtown Littleton is adjacent to retail space and serves four bus routes, the D Line light rail and a FlexRide route. There is a park-and-ride lot with paid parking, as well as bike racks and bike lockers. The station is well-lit and provides shaded seating areas.

University of Denver Station

Located across the street from the University of Denver campus, the station includes covered seating, wayfinding kiosks, lighting, a parking garage and secure bike parking. A protected bike lane connects to the station along

Buchtel Boulevard. The idea for this mobility hub started as a class project with University of Denver students in 2016. Based on their work, the City and County of Denver, RTD, Transportation Solutions and the University of Denver collaborated on a \$200,000 DRCOG grant in the summer of 2016 for a Multi-Station Area Plan. This led to recommended infrastructure improvements and \$8 million in funding for projects through the City of Denver GO Bond in 2017. Additional funding was provided by University of Denver parking revenue and the Denver Office of Climate Action, Sustainability and Resiliency's Climate Protection Fund.

Englewood Station

The Englewood Station mobility hub serves five bus routes and the D Line light rail. The station has secure bike lockers, bike parking, public art, seating, shade structures and a public parking garage. The station is located next to the Englewood Public Library and a shopping center with several restaurants close by.



Union Station's large pedestrian plaza includes dining areas, bike racks, pick-up and dropoff zones, shaded seating areas, public art, and a play fountain.

Photo by Nicole Lovato/DRCOG

Civic Center Station

Downtown Denver's Civic Center Station serves 18 RTD bus routes and accommodates over 5,600 passengers each day. The station has public restrooms, a shaded seating area, bike racks and bike lockers.

Regional mobility hubs

Denver Union Station

Denver Union Station is served by Amtrak and RTD rail and bus service, as well as Bustang and Greyhound bus service. Union Station has bicycle and pedestrian access,

several shared micromobility parking corrals, and designated pickup and drop-off zones for people using transportation network companies like Uber and Lyft. Union Station offers a public restroom, several restaurants and comfortable places to sit and charge devices. Additionally, the station provides seasonal activities to attract people to its public spaces. In the winter of 2025, Union Station installed several light-up seesaws, which provided a temporary art-driven playground right at its front door.

Union Station reopened in 2014 after extensive transformation and \$500 million in public investment. The redevelopment project received \$300 million in federal loans,



The Wagon Road Park-n-Ride connects travelers to four RTD bus routes, including FlexRide, which can be reserved via a phone call or an app.

Photo courtesy of RTD

including \$150 million from the Transportation Infrastructure Finance and Innovation Act Program and \$150 million from the Railroad Rehabilitation and Improvement Financing Program. As of spring 2026, Downtown Denver Partnership is working to implement a secure bike facility that will allow for longer-term bike storage.

Denver International Airport

Denver International Airport is served by RTD's A Line commuter rail, RTD buses and CDOT's Bustang Outrider bus service. The airport's Transit Center provides bike and scooter storage. The airport also offers electric vehicle charging stations for transportation network company drivers.

Suburban mobility hubs

Wagon Road Park-n-Ride

The Wagon Road Park-n-Ride in Westminster is located at 120th Avenue and I-25. The hub is served by several RTD bus lines, as well as RTD's FlexRide service, and connects to the Farmers' High Line Canal Trail. The hub includes secure bike lockers, a shaded seating area and ample lighting.

CDOT Mobility Hubs

CDOT has identified 13 mobility hub locations, including five in the Denver region. To date,

CDOT has completed two hubs in the region, while three others are planned or under construction. The existing mobility hubs provide Bustang bus service along Colorado’s major interstate corridors, I-70 and I-25. Several planned mobility hubs will replace existing park-and-rides, while others will provide new connections.

CDOT staff determined mobility hub locations through a comprehensive evaluation that began with the Regional Bus Network Plan, which analyzed areas with a high need for transit service and laid the foundations for

effective mobility hub locations. Additionally, staff considered factors such as roadway geometry, travel patterns, regional connectivity, community support and surrounding land uses. The multimillion-dollar mobility hub projects are included in CDOT’s capital construction budget. The design of the Idaho Springs Mobility Hub was funded through a federal Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) Planning Grant. Table 1 outlines existing and planned CDOT mobility hubs in the region.

Table 1: CDOT mobility hubs in the Denver region

Hub name	Status
Broomfield/Thornton I-25 and CO-7 Mobility Hub	Completed
Firestone-Longmont Mobility Hub	Completed
Sky Ridge/Lone Tree Mobility Hub	Under construction
Castle Rock Mobility Hub	Planned
Idaho Springs Mobility Hub	Planned

Mobility hub studies and plans

Several studies and transportation plans published by partner agencies throughout the Denver region identify and prioritize future mobility hub locations and provide a menu of potential mobility hub elements to consider. These include:

Transit Oriented Denver (2006)

In 2006, the City and County of Denver developed the [Transit Oriented Development Strategic Plan](#) to guide the city's actions for successful transit-oriented development. One of the most valuable planning outcomes of the plan, which the city updated in 2014, was the establishment of a typology of station types that helped set expectations for station development.

Southeast Mobility Hubs Study (2021)

Transportation Solutions, in cooperation with Denver South, the City and County of Denver, and RTD, conducted the [Southeast Mobility Hubs Study](#) to identify strategies for enhancing mobility and sustainability in the areas around the Yale, Southmoor and Belleview stations along the region's southeast transit corridor. The study area included the stations and surrounding communities within a 1-mile buffer.



The Alameda Station in Denver's Washington Park West neighborhood features a pedestrian plaza and an adjacent apartment building with retail space on the ground floor.

Photo courtesy of RTD

Arapahoe County Transportation Master Plan (2021)

Arapahoe County's [Transportation Master Plan](#) identifies mobility hubs as locations developed to create a seamless connection between a variety of travel modes. The plan pinpoints 13 locations (identified by Aurora, Centennial and Greenwood Village) as candidates for mobility hubs.

Centennial Transportation Master Plan (2022)

The [Centennial Transportation Master Plan](#) describes mobility hubs that can vary in size, programming and design to respond to each location's context and function.

The plan identifies two types of mobility hubs for Centennial — Type 1 mobility hubs and Type 2 micromobility hubs — and [lists vital, recommended and optional elements](#) for each hub type.

Future Mobility Solutions in Thornton, Colorado: Identifying Locations for Neighborhood Micromobility Hubs (2022)

The City of Thornton hosted a University of Colorado capstone student to [evaluate and identify a network of mobility hubs throughout the city](#). The final report identifies a network of 252 mobility hubs, categorized as mini-neighborhood hubs, minor activity hubs, mid activity hubs and major hubs.

South I-25 Corridor Study (2024)

In 2024, Denver South published an update to its [South I-25 Corridor Study](#). The study recognizes that there is an opportunity for Denver South to serve as a leader in the holistic development of mobility hubs and typology within its service area. The study includes [a figure of existing and planned mobility hubs](#) across the I-25 corridor.

City of Boulder and Central Area General Improvement District Mobility Hubs Project (2025-2027)

The City of Boulder is studying the feasibility of implementing mobility hubs at five public parking garages downtown. The study will look at repurposing parking spaces for electric vehicle charging, secure bike parking, storage lockers, micromobility parking and more. The study, funded through DRCOG's Innovative Mobility Set-Aside, is developing a mobility hub amenity toolkit and will be complete in early 2027.

Denver Mobility Hub Guidelines and Electric Vehicle Supply Equipment Integration Study (2026)

The City and County of Denver's Office of Climate Action, Sustainability and Resiliency launched a Mobility Hub Guidelines and Electric Vehicle Supply Equipment Integration Study in April 2026. The study's goal is to develop three to five configurations for mobility hubs that integrate electric vehicle and micromobility infrastructure and promote multimodal transportation in Denver.

Connecting Aurora Multimodal Transportation Master Plan (2026)

In its [Connecting Aurora Multimodal Transportation Master Plan](#), the City of Aurora identifies mobility hubs as an important strategy to address goals related to mobility, sustainability, equitable access and economic development. Aurora's Mobility Hub Framework provides a typology of mobility hub scales and considers application across the city's diverse land use contexts.



A mobility hub on the University of the West of England's Frenchay Campus features ample seating and a Library of Things where students, staff and community members can borrow tools, household items and hobby equipment.

Photo courtesy of Meristem Design

Best practices for mobility hub implementation

1. Plan and design a network of mobility hubs at strategic locations

When deciding if mobility hubs are right for a particular community or area, it's important to plan for and design a network of hubs rather than a single hub. Planners should design the network as a grid-based model (versus the more dated hub-and-spoke model) to enable seamless connections between local circulator routes and high-frequency regional transit. Planners and managers should also consider a unified visual identity and digital connectivity across different hub locations.

2. Prioritize safe, comfortable access to neighboring infrastructure

The adjacent infrastructure is a significant factor in the success of a mobility hub, as it provides transportation options and connections to travelers. A well-developed active transportation network surrounding the mobility hub will encourage higher rates of walking, biking, micromobility or transit use. Placing hubs in locations that are accessible, with high-quality and connected sidewalks, is just as critical as the design of the mobility hub itself. The City of Boston's [Mobility Hubs Toolkit](#) highlights the important role of well-maintained sidewalk access when designing mobility hubs.

3. Coordinate with stakeholders and develop partnerships

Identifying roles and responsibilities among various agencies and companies can be complex but is essential for successful project execution. While many of the mobility hubs listed in this paper are located at transit stops or stations, only 2% of bus stops are located on RTD property, and 73% are in the local municipality's right-of-way. As a result, the development and ongoing management of mobility hubs relies on collaboration among

local governments, private developers and community organizations.

When mobility hub development requires multiple parties, each party might have to commit resources and have specific goals, objectives, and permitting and approval requirements for a particular site. Collaboration should start with a mutual understanding that the hub's development is in the best interest of everyone involved. Coordination not only contributes to the success of the mobility hub itself, but also ensures that the neighboring infrastructure provides safe and comfortable access. Project managers might need to establish partnerships with appropriate stakeholders and community leaders to ensure the necessary supporting infrastructure is in place.

4. Establish partnerships for mobility hub maintenance

Maintaining mobility hubs and making sure they are safe, comfortable and clean is critical to their success. Mobility hub operations, programming and maintenance activities can be managed through a variety of operational models, including partnerships with business improvement districts, transportation management associations



Murals, planters, bike repair stations, temporary seating structures and wayfinding signs are key elements of the mobility hubs on the University of the West of England's Frenchay Campus.

Photo courtesy of Meristem Design

or organizations, concession vendors, private companies and other community-led groups. These management structures and associated service-level agreements are typically governed through a memorandum of understanding or concessions request for proposals. During the planning phase, it is critical to ensure that the proper staff and resources (or agreements) are in place to maintain the mobility hub infrastructure.

5. Prioritize inclusive design for all users

Inclusively designed mobility hubs can play a meaningful role in supporting vulnerable populations. Mobility hubs can promote public safety and personal security by providing “eyes on the street.” When they are intentionally planned as human-centered spaces, effective mobility hubs can function as third places — places outside one’s home or workplace where people can build community or find social interaction. Features can include supportive infrastructure like public restrooms, charging outlets, storage lockers, drinking fountains and comfortable places to enjoy the public realm.

6. Review and update regulations and policies

Regulations and policies should align with and enable the mobility hub network concept and allow for flexible funding streams that can take advantage of public-private partnership opportunities. For example, a jurisdiction's policies may not allow advertising in public right-of-way.

Planners should also consider data-sharing agreements or practices for the mobility hub network. If private mobility services are operating within the network, the data they gather can be critical to understanding mobility hubs' performance and success. Establish data-sharing agreements with private operators and partners to ensure that evaluation efforts include a complete picture of the data generated by the mobility hub network.

7. Track performance metrics and evaluate effectiveness regularly

As transportation needs change and technology evolves, it's important to monitor the activity and use of the mobility hub network to measure its impact and success on an ongoing basis. Collect pre-project data to establish a baseline and measure trends after the mobility hub is installed. Use available

data, surveys of users and field observation to gather metrics like:

- Bicyclist and pedestrian volumes to and from the site.
- Boardings and trip data from public and private transportation services.
- General perceptions (responses to questions like “Does the mobility hub meet your transportation needs?” or “What could be improved or added to this site?” or “Do you feel comfortable and safe?”).

8. Design places that are flexible and context-sensitive

User needs and community priorities change over time. Understanding changing priorities is critical and can be done through continuous evaluation. Create adaptable, modular and multifunctional spaces that can evolve alongside changing technologies and user needs.

Funding sources

The region's established mobility hubs were funded through a variety of sources, and some projects were able to combine multiple funding sources for different mobility hub elements. Given that funding sources often change depending on the political environment, project managers and planners should think creatively about how to leverage multiple sources of federal, state and local funding, as well as grant opportunities and private sources.

Private shared micromobility operators may be able to fund and build painted corrals, bike racks and asphalt art, whereas local developers may be able to fund electric vehicle charging, car or bike sharing, seating, shelter and lighting. DRCOG offers opportunities to fund mobility hubs and associated elements through its Transportation Improvement Program. State agencies like CDOT and the Colorado Energy Office also have funding opportunities available.

Incremental approach to implementation

The [Bay Area Regional Mobility Hubs Implementation Playbook](#), developed by the Metropolitan Transportation Commission, outlines where to start with mobility hub planning and implementation. The playbook acknowledges that achieving the community's vision for a mobility hub rarely happens at once. Building out various mobility hub elements takes time and often will happen in phases as major projects, funding, partnerships, development and other opportunities present themselves.

Starting small with a pilot program can help planners test new mobility hub features on a temporary or semi-permanent basis. Pilot programs might include new curb uses like temporary wayfinding and branding features, parklet spaces or micromobility parking. Pilots and demonstrations can teach communities about the value of mobility hubs and evaluate if the proposed solution meets the community needs identified in the planning process. Pilot programs and demonstrations can be used strategically to build support and gain land access for future, more permanent hub developments.



Colorado CarShare deliberately places vehicles near bike share stations to create multimodal hubs.
Photo courtesy of Colorado CarShare

Conclusion

Planning, designing, building and maintaining mobility hubs requires thoughtful analysis, management and evaluation. The [Metropolitan Transportation Commission's playbook](#) offers a comprehensive approach for how to start developing mobility hubs, starting with cultivating partners and community engagement. [Community-centered hub planning and design take time](#), but the outcomes are lasting and impactful.

DRCOG staff continue to work with partner agencies throughout the Denver region to plan and implement mobility hubs. Whether convening stakeholders to discuss mobility hub projects or providing technical assistance for further study or concept design, the discussion and work is ever-evolving, and DRCOG staff are happy to serve as a resource.

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