



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Transit Task Force and to the general public that the Mayor and Council Transit Task Force will hold the following meeting which will be open to the public on:

MEETING NOTICE

MAYOR AND COUNCIL TRANSIT TASK FORCE MONDAY, JUNE 7, 2021 AT 3:00 P.M. VIRTUAL MEETING

AGENDA

Due to the impacts of the COVID-19 pandemic, which have prompted declarations of a public health emergency at the local, state, and federal levels, this meeting will be conducted using measures to protect public health. This meeting will be held remotely through technological means, as permitted under Arizona law.

IN-PERSON ATTENDANCE WILL BE PROHIBITED.

Members of the public may attend the meeting in the following ways:

TELEPHONE

- Please call **213-293-2303**
- When prompted, enter the Conference ID: **144 614 520#**

MICROSOFT TEAMS

- [Click here to join the meeting](#)

If you have difficulty signing in by web or telephone, please email Christopher Blue at Christopher.Blue@TucsonAZ.gov.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Transit Services Division at (520) 791-5409. Requests should be made as early as possible to allow time to arrange the accommodation.



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AGENDA

TOPICS	ESTIMATED DURATION
1. Call to Order/Roll Call	5 min.
2. Approval of Minutes – May 3, 2021	3 min.
<i>Attachment: May 3, 2021 Draft Meeting Minutes.</i>	
3. Update on Transit/Announcements/Chair’s Report	15 min.
<i>This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.</i>	
4. Call to the Audience (First)	5 min.
5. Ronstadt Transit Center Redevelopment Update	20 min.
<i>Staff will provide an update on the redevelopment project for discussion and comment.</i>	
6. Fiscal Year 2022 Mass Transit Budget Update	10 min.
<i>Staff will present an update on the Mass Transit budget for discussion and comment.</i>	
7. Federal Transit Administration COVID-19 Research Grant Overview	15 min.
<i>Staff will provide an overview of the \$600,000 research grant awarded in January for discussion and comment.</i>	
8. Defining Mobility Hubs Discussion	15 min.
<i>Staff will reintroduce the topic of mobility hubs for further discussion and comment.</i>	
9. Next Meeting Date – TBD	2 min.
10. Call to the Audience (Second)	5 min.
11. Future Agenda Items	5 min.
12. Adjournment	



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**MAYOR AND COUNCIL TRANSIT TASK FORCE
MONDAY, MAY 3, 2021 AT 3:00 P.M.
VIRTUAL MEETING**

DRAFT MEETING MINUTES

1. Call to Order/Roll Call – 3:06 p.m.

Those virtually present were:

Members

*Eric Hahn (Vice Chair), Ward 5
Margot Garcia, Ward 6
Mike Milczarek, City Manager's Office
Nicole Feldt, City Manager's Office
Gene Caywood, City Manager's Office
Lisa Shipek, Ward 2
Alex Jimenez, Ward 1*

Staff and Others

*Diana Alarcon, City of Tucson
Robin Raine, City of Tucson
Rhett Crowninshield, City of Tucson
Chris Blue, City of Tucson
James McGinnis, City of Tucson
Patrick Hartley, City of Tucson
Jennifer Toothaker, City of Tucson
Ariel Fry, City of Tucson
Davita Mueller, Sun Tran
Sabrina Herrera, Sun Tran
Cindy Glysson, Sun Tran
Steve Spade, Sun Tran/Sun Van/Sun Link
John Zukas, Sun Tran/Sun Van/Sun Link
Amber Wagner, PAG
Allen Benz, Tucson Bus Riders Union*

2. Approval of Minutes – April 5, 2021

A motion made by Margot Garcia to approve the meeting minutes of April 5, 2021, duly seconded, was passed by a voice vote of 7 to 0.

3. Update on Transit/Announcements/Chair's Report

Steve Spade provided updates for Sun Tran regarding route schedules.

Amber Wagner provided the date for the next RTA Citizens Advisory Committee meeting.

4. Call to the Audience (First) – None.

5. Move Tucson Update



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Patrick Hartley provide an update and overview of Move Tucson, the City of Tucson's transportation master plan and mobility blueprint.

Discussion ensued.

6. New Sun Tran Website Preview

Sun Tran Marketing Staff presented a preview of the soon-to-be-released Sun Tran website.

Discussion ensued.

7. Defining Mobility Hubs Discussion

The item was tabled until the June 7, 2021 meeting.

8. Next Meeting Date – June 7, 2021

9. Call to the Audience (Second)

Comments were made by (in order):

Allen Benz

10. Future Agenda Items

Letter to Mayor and Council Regarding Free Fares

Budget Update

COVID-19 Research Grant Update

Defining Mobility Hubs Discussion

11. Adjournment – 4:26 p.m.

DRAFT Mobility Hub Policy for discussion at TTF

The goal of this policy is to provide direction to COT and developers regarding definition of and scope of a mobility hub in the City of Tucson.

The purpose is to encourage public private partnerships to develop mobility hubs that encourage transit ridership, handle first-last mile issues and meet climate resiliency goals.

Mobility hubs are important because stops and stations are the “front door” of transit and either attract or deter users based on how they are configured and designed. Well designed stops with basic amenities such as shelters and benches improve perceptions of transit service and help bolster ridership (1). Studies from University of Minnesota and the University of Utah have found that stops with shelters, benches, sidewalk connections and real-time information grow ridership more than stops without amenities and those same amenities reduce perceived wait-time at stops by nearly 50 percent (2)

Definition: A mobility hub is a location where mobility options are intentionally linked to one another and to amenities to make getting around Tucson more convenient, seamless, and enjoyable for the purpose of advancing mobility, climate, and equity goals (3)

This definition is descriptive and not intended to be limiting. They can be so much more. And are at a specific location – whether in the public right of way or adjacent to it and on private property dedicated to this use.

The mobility hub must offer

- Access to 2 or more transportation services
- Biking and walking access to the site
- A sense of place and human-centered design including lighting
- Locally relevant and context sensitive programming and amenities such as seating and shade, preferably from trees
- Fair and equitable access, including universal design
- Intentional design that is adaptable to evolving needs.
- Bicycle parking

Additional elements that should be considered are:

- Designated pick-up and drop-off areas
- Parking for shared micromobility devices like e-scooters and bike share
- Prioritized parking for electric vehicles, carshare vehicles, carpools/vanpools
- Multi-modal and multi-service payment/fare integration
- Digital information such as dynamic wayfinding and real time data feeds of transportation options.
- Sustainable urban delivery options, such as parcel lockers and last-mile exchange package hand-offs

- Electric charging stations
- Community resources such as Wifi hotspots and phone charging docking stations.
- Potable water for humans and pets
- Seating at tables
- Opportunities for food, e.g. kiosk, food trucks
- Restrooms
- Art installation
- Grocery/convenience stores
- Other amenities as approved by the Director of the Department of Transportation and Mobility (DTM)

Not all Mobility Hubs are the same. The mobility Hub Typology provides a framework for the early process of defining the mobility hub concept and illustrating its relationship to Tucson's land use and transportation context.

Adapting from the work done by the City of Portland Bureau of Transportation (3), the features of mobility hubs are defined and influenced by a variety of factors that determine its scope.

Transportation choice is influenced by

- Land use density
- Multimodal transportation network density including transit density and service level
- Density of destinations
- Community demographics and individuals' ability to access transportation options
- Cost, efficiency, reliability, safety and enjoyability of the options available
- A range of policy and programmatic structures already in place in Tucson. (Such as parking districts, shared mobility services areas etc.)

Mobility Hub Development is influenced by

- Space within the public right-of-way
- Land use zoning (permitted uses)
- Availability and cost of parcels outside of the right-of-way
- Partnerships with landowning entities as well as with funders and developers
- Site constraints
- Scale of hub site design/intended programming
- Existing /prior investments in infrastructure (such as BRT stations or EV charging stations)
- Demand for specific modes and services

There are three types of mobility hubs;

- Major including gateways to light rail or BRT or Bus Bays with many features
- Mid-size for pairing high demand bus stops with additional features
- Minor pairing transit with active transportation modes.
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There is also an additional type of mobility hub that does not include transit called a mini mobility hub.

Table

Type of Mobility Hub	Typical Application	Number of Amenities required	Comments
Major with Bus Bays	Existing Park and Ride lots, public private partnership with large employment centers such as mall or hospitals	10	Prioritizes space for bus transfer with facilities for drivers to take breaks
Mid-Size	At existing or new bus stops on major arterials	8	Retail space for businesses that support trip-chaining
Minor	At existing or new bus stops at neighborhood centers	4	Safe and frequent road crossing for people walking and biking
Mini	Trailheads, collectors and arterials without transit service, employment centers and community service centers without transit service	3	It does not include bus or streetcar service. It is a central hub for services such as walking bicycling, scootering and rideshare.

1. Buchanan et al. "From Sorry to Superb: Everything You Need to Know about Great Bus Stops"
2. Fan et al. "Perception of Waiting time at Transit Stops and Stations"; Kim et al, "Impacts of Bus Stop Improvements"
3. Adapted from Portland, Oregon "Mobility Hub Typology and Study. Portland Bureau of Transportation. June 2000

MWGarcia 5/24/2021