
Access for All: Why and How to Support Child Care at Transit

Railvolution, October 29, 2008



Presentation Overview

- Background on LINCC work on child care at Transit Oriented Development
- California data on parent transit ridership
- Overview of “Building Child Care Into New Developments”
- Next steps to support child care and transit linkages



LINCC Background

- Local Investment in Child Care (LINCC) Project was launched in 1997 by The Packard Foundation with National Economic Development and Law Center
- Today projects operate independently in Alameda, Kern, San Mateo, Santa Clara and Santa Cruz counties. Ventura and Monterey have also participated
- One key focus is to integrate child care interests into economic development and transportation planning

Project Background: Child Care and Planning Trends—Bad News

- There is a current disconnect between parent dual roles, needs, and transit links
- Lack of convenient, quality or affordable child care near home or work/school results in
 - ❑ More miles driven and time spent in vehicle
 - ❑ Less time with family and in community
 - ❑ Obesity from vehicle use, due to inability to walk
 - ❑ More traffic congestion
 - ❑ More vehicle emissions (pollution & asthma)
 - ❑ Burden on transit dependent populations

Project Background—Good News

- New APA survey indicates planners understand families are important to growth, sustainability and diversity and think they can play a role in helping communities become family friendly
- Quality child care is in great demand and transit linked child care can appeal to commuters, residents, and nearby employees
- More systematic analysis and planning could facilitate quality child care program development and parent transit ridership

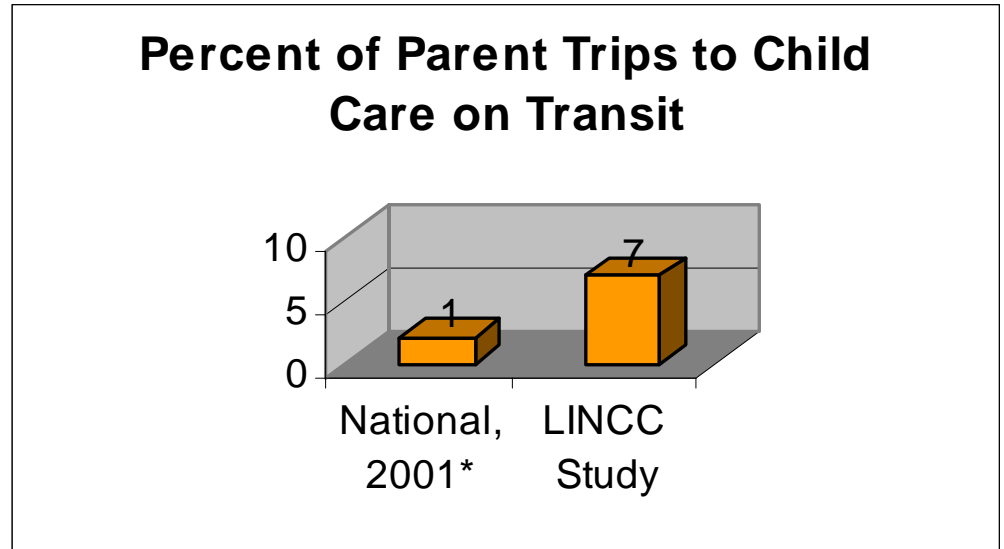
Recent California Study Surveyed Parents at Centers Near Transit

- 781 parent responses from 19 child care centers statewide within 1/3 mile of transit stations
 - Urban, suburban, rural
 - Subsidized & unsubsidized (fee-based)
- 22 child care director interviews
- Transit or city officials interviews where intentional collocation



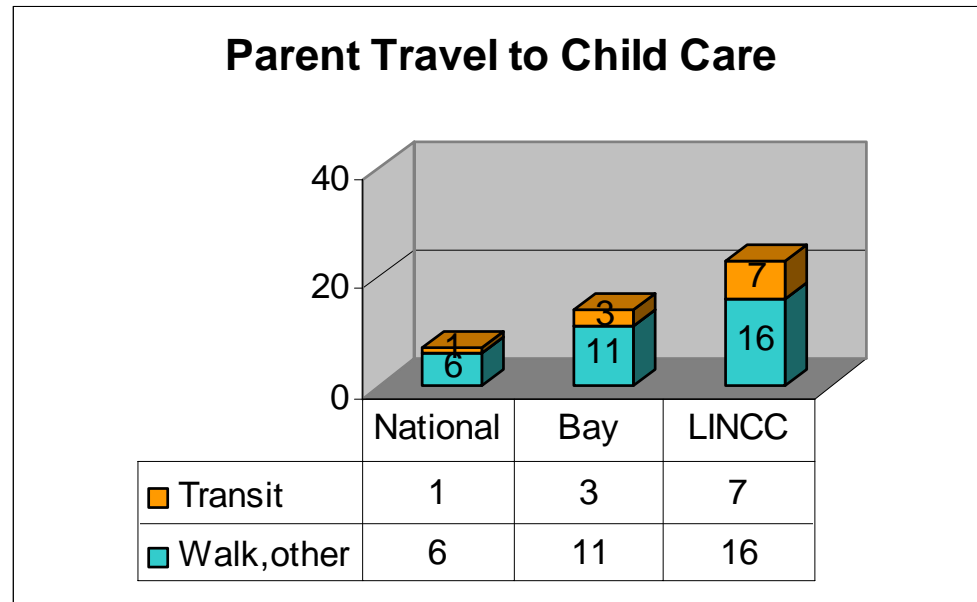
Key Findings

- Parents at California centers near transit use transit to get to and from child care at many times the national rate of parent transit use for this trip



Key Findings

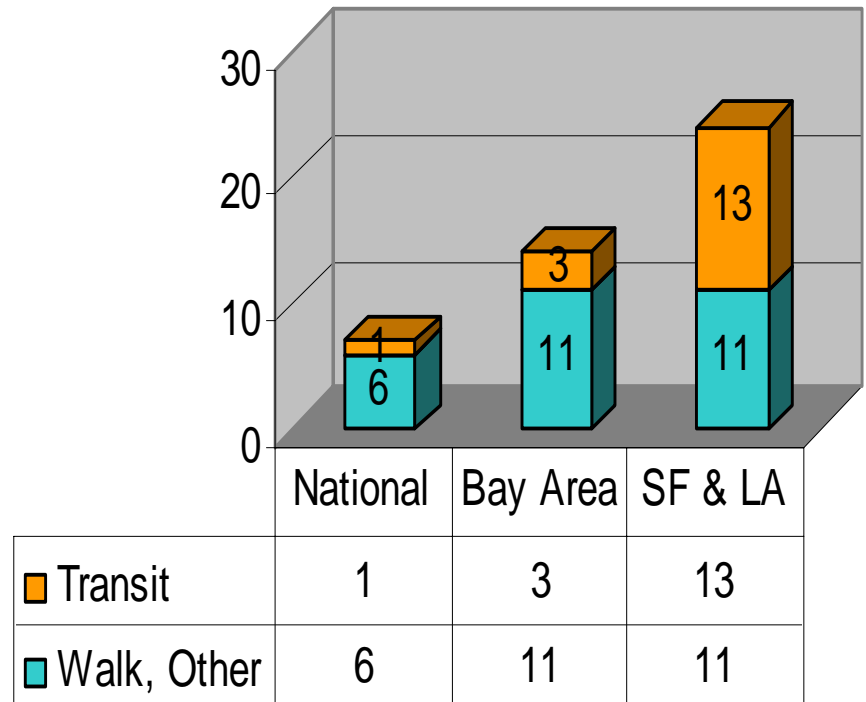
- When walking trips are added, significant numbers are not using Single Occupancy Vehicles (SOV). 23% of parents are traveling to child care by walking, transit or other.
- 34% of parents in the study then traveled by walking, transit or other than SOV to their final destination (not graphed).



Key Findings

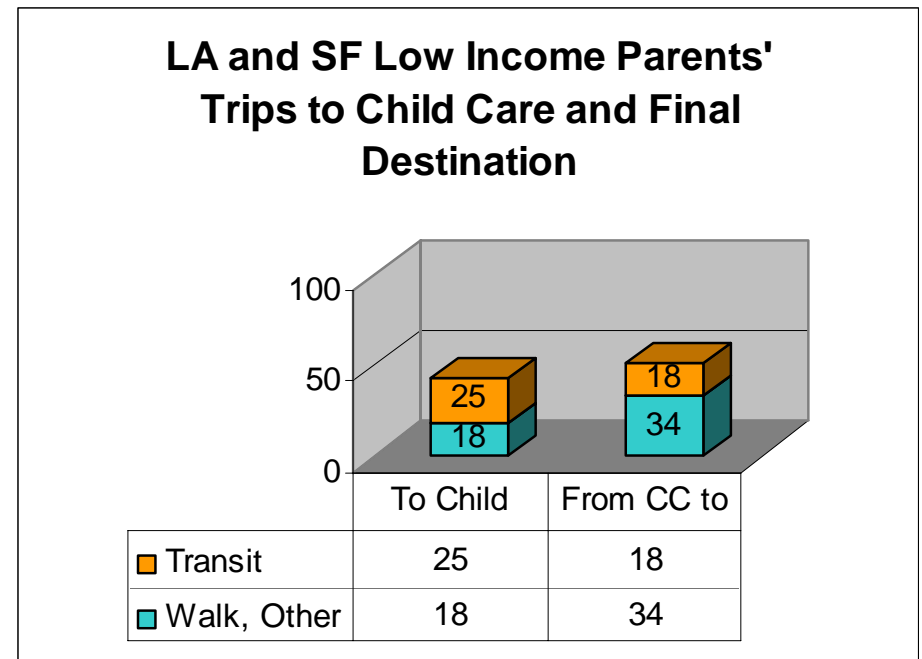
- In San Francisco and Los Angeles, 24% of non-subsidized parents used transit, walked or other to get to child care
- Then 47% used transit, walked, or other to get from child care to their final destination--usually work (not graphed)

Non-Subsidized Parents Use of Transit for Trips to Child Care in SF and LA



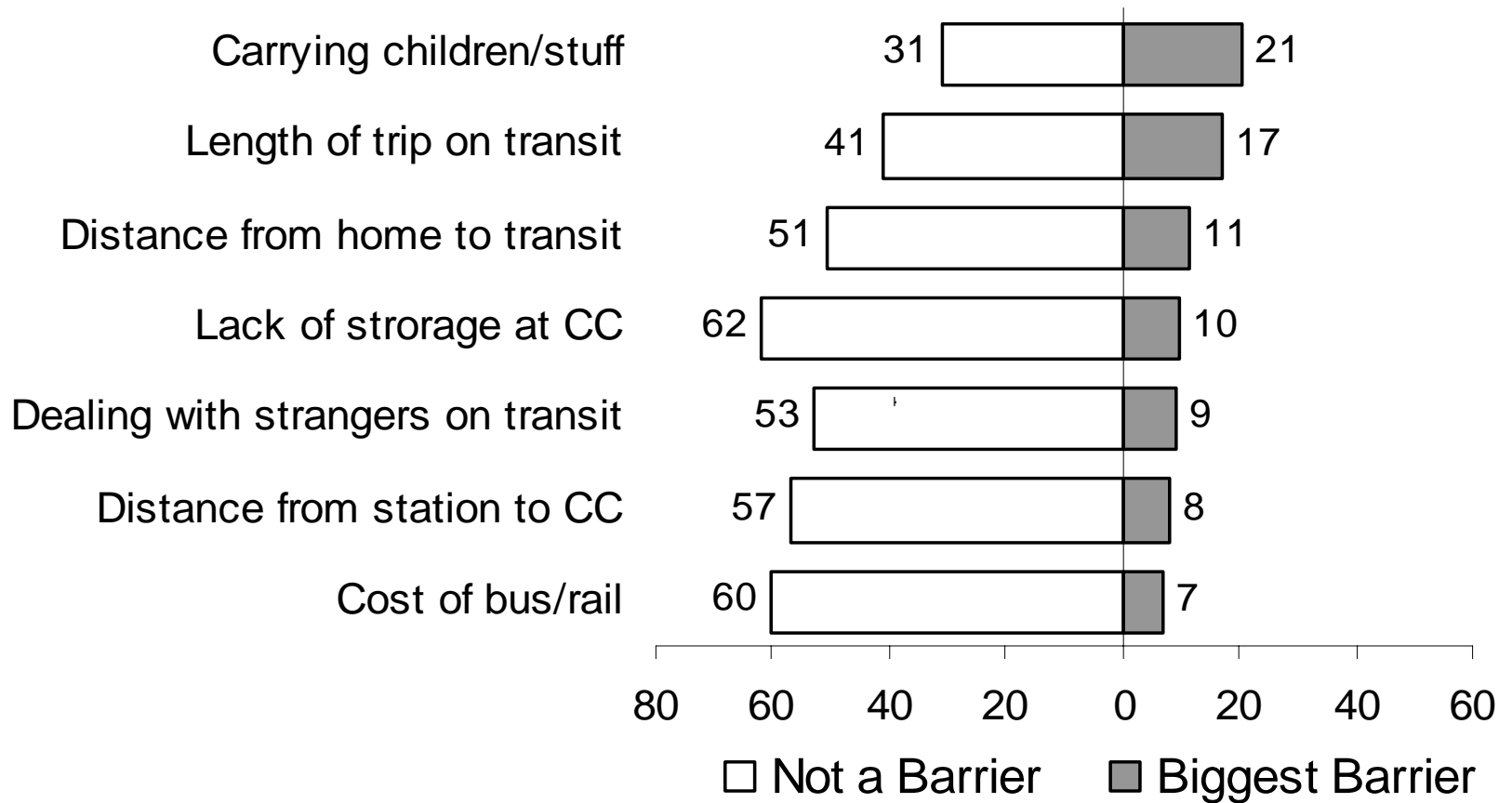
Key Findings

- In San Francisco and Los Angeles, 43% parents at centers serving subsidized children walked, used transit or other to child care.
- Then 52% of these parents walked, used transit or other to their next destination.



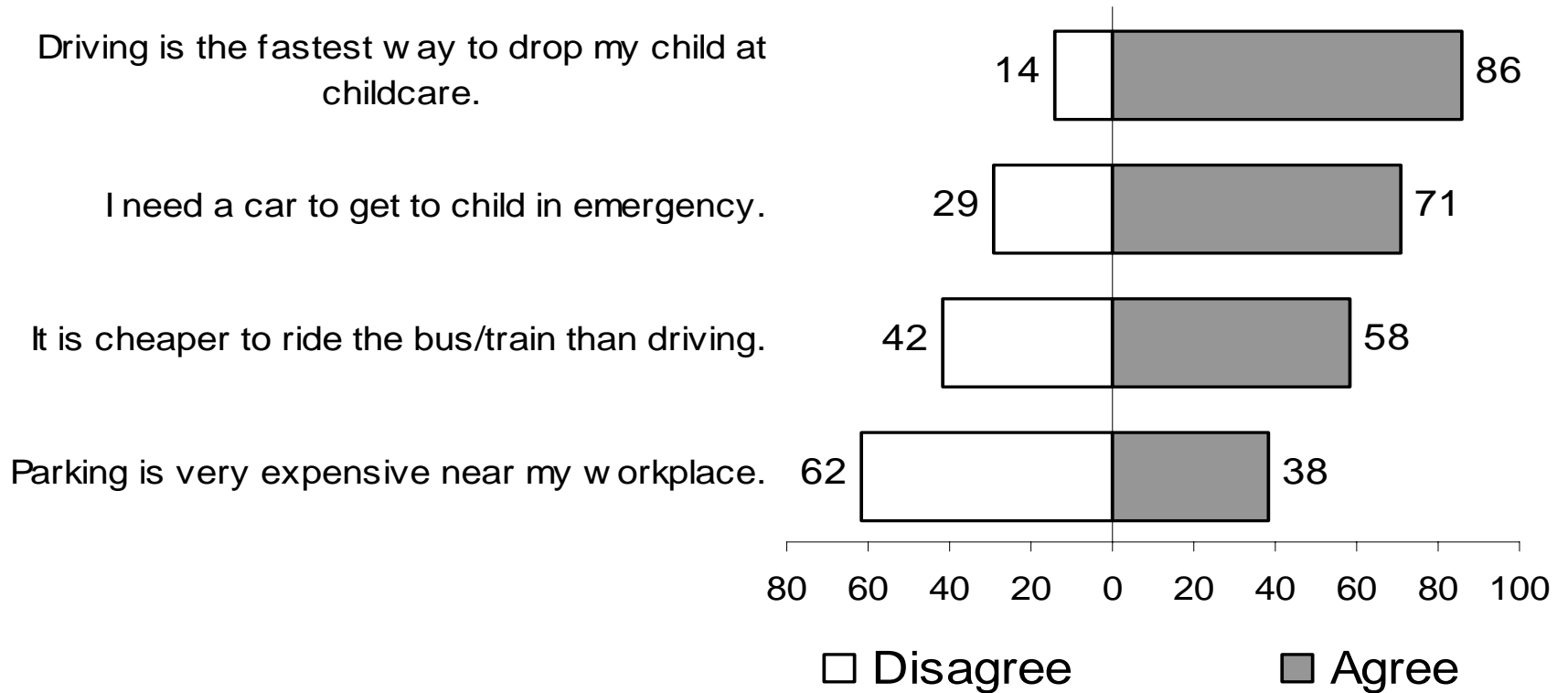
Findings

Parental Perceptions of Barriers to Transit Use



Findings

Parental Opinions



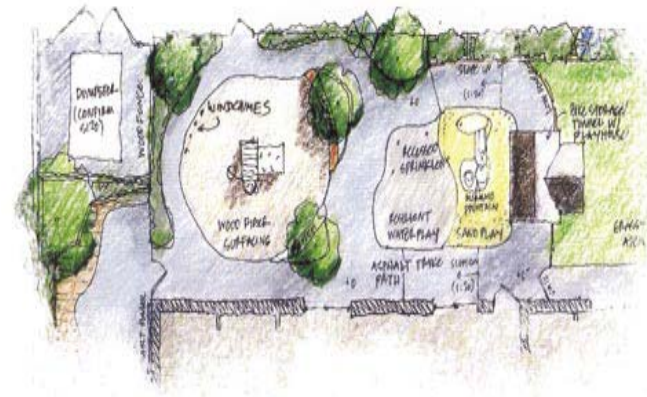
Findings

- Free parking at work is a deterrent to transit use
- Parents report child care quality, space availability and cost as most important factors in their selection of child care (i.e. not location near transit)
- Proximity between child care and transit not necessarily enough to encourage ridership

Review of Centers: ToD Publication

Overview

- Benefits of child care at ToD to developers and planners
- Trends
- Examples
- Case studies
- Special issues: parking, density, play space
- Next steps



Benefits



- Density bonuses
- Access to new funding sources
- Competitive advantages
- Partnership opportunities
- City, transit agency, environmental, ToD community and social justice support

Examples

- The Shady Grove Metro Station (Maryland) child care center was formed with a unique public private partnership with 11 corporate sponsors
- A 4,000 square foot child care center is in San Jose's 194 unit affordable housing development Ohlone-Chynoweth Commons on transit authority land



Case Studies

- In Los Angeles, the \$80 million Metro Hollywood Transit Village has more than 120 apartments, and office and retail space above the subway station
- The 4,000 square foot center for 52 children has playground space shared with housing
- The center was a requirement of the Redevelopment Agency
- Fruitvale, Via Del Mar and Kansas City are also profiled—some near bus as well as rural

Fruitvale BART



Key Project Characteristics

- Project density ranges from 27 units/ acre to 61 units/acre (where that information was available)
- Center size ranges from to 4,000 square feet (Los Angeles and San Jose) to 24,000 square feet (Fruitvale)
- Costs ranged from \$707,000 (Watsonville) to \$3.4 million (Kansas City)



Special Issues: Parking

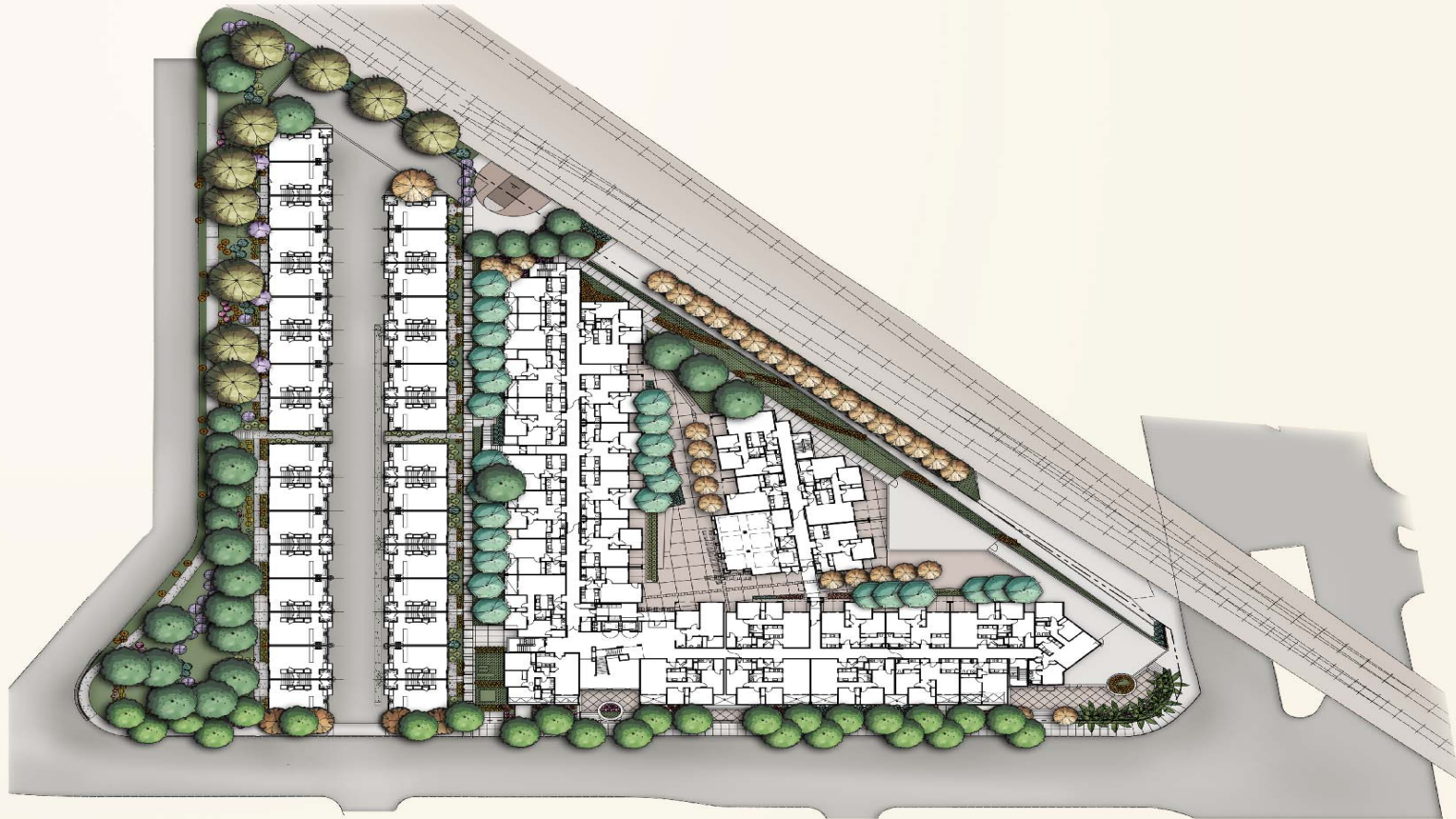
- Account for some parents walking and taking transit
- One center designates shared spaces for child care and retail since child care usually needs spaces briefly early in the morning and evening
- General guidelines: 1-3 spaces for 1-25 kids; 4 spaces for 25-49 kids; 6 for 50-99 kids
- Some have short term drop off zones/parking

Special Issues: Play Space

- In California there are square footage requirements per child for outdoor play space. Some community care licensing offices allow these to be reduced with staggered play times for children
- Centers have developed play space on the second floor, but may need to add special exiting
- Kansas City designed the location of the play space to be protected from the busiest traffic areas
- Two centers designed the play space to be shared at times with children from the surrounding housing







ILLUSTRATIVE SITE PLAN

*119 Affordable Rental Homes and Childcare Center Under Development by BRIDGE Housing Corporation and 32 For-Sale Townhomes Under Development by Pan Cal Homes

TRESTLE GLEN

AT EL CAMINO TRANSIT VILLAGE

Special Issues: Financing

- Cities can contribute the lease payment for centers (Fruitvale ToD)
- Transit districts can provide lease payments
- Federal Transit Administration can provide funds for exterior shell
- Local transit authority can finance exterior shell
- Other public agency and foundation grants can be obtained

Next Steps

- For state policy makers:
- Include child care in ToD and livable communities funding formulas and incentives (California Housing)



Next Steps

- For municipal and transportation policy makers:
 - Child care as congestion mitigation (San Mateo)
 - Work with child care programs and transit agencies to support the linkages for parents (e.g. cross-marketing)
 - Champion integration of child care, transportation and land use planning (fees, development agreements)
 - Offer incentives for child care consideration through RFPs (resources, reduced requirements, added points)

Next Steps

- For planners:
 - Contact child care intermediary about local needs, potential providers
 - Include child care in Transit Area Specific Plans (Milpitas)
- For developers (private and non-profit): consider child care in proposed new residential & non-residential developments

Next Steps--LINCC

- Broaden and learn from conversation about feasibility, model policies, programs and regulatory changes
- Continue research on information needed for future projects
- Support local program development

What Other Challenges and Opportunities Should We Take Into Account?

- For More Information

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