

# Transit Oriented Developments

## A Review of Accessibility

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# *Accessible TODs*

## Why we need to act

- People are living longer: accessibility affects everybody
- Many people will have limited mobility at some point in their lifetime and need accessible housing
- Paratransit costs are soaring
- Bay Area is leader in accessible housing and a leader in TODs, not necessarily both at once



# *Accessible TODs*

## Definitions

- Habitable: Wide doorways, lower counters, lower light switches, accessible bathrooms, bedrooms & kitchen
- Visitable: Ground floor accessibility including bathroom
- Adaptable: Built for easy conversion to an accessible unit in the future

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# *La Terrazza at the Colma BART Station*

- Accessible units, poor access to transit
- 153 Total Units:
  - 66 One Bedrooms
  - 75 Two Bedrooms &
  - 12 Four Bedrooms
- 11 Accessible, 142 Adaptable
- Adjacent to BART and SamTrans
- Built in 2005
- Used TLC funds



# *One Small Step...*



# La Terrazza - Ideal Site

Only 1/8 mile from BART station, but inaccessible for person in wheelchair



# *Conversation with La Terrazza Resident*

John Kelly lived in La Terrazza:

- Mr. Kelly uses a wheelchair, but has limited mobility and can sometimes walk short distances.
- Because of the steps and gate on the short pedestrian route from La Terrazza, limited access to BART only steps away.
- He could only travel to BART by either inching his wheelchair backward up the road's steep grade, or by pulling his wheelchair up the road behind him.

# Richmond BART Metrowalk





# Metro Walk adjacent to Richmond BART

- Multi-modal -1/8 mile to BART, Amtrak, AC Transit, Marin County Bus & Taxi Reserved Parking
- 132 Total Units of Town Homes
- 0 Accessible, 0 Adaptable, & 60 BMR
- No Section 8
- 30 Two Bedroom & 102 Three Bedroom
- Completed in 2006



# *Coliseum Transit Village*

- Current construction
- Multi-modal Hub: BART, AMTRAK, Airport transit and AC Transit Buses
- Concept Plan Phase One: 600 to 800 units, 20,000 to 30,000 sq. ft. of ground floor, neighborhood-serving retail
- MTC intervention now could ensure that development is accessible to transit

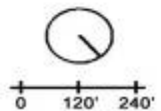
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# Coliseum Transit Village Development Plan



## COLISEUM TRANSIT-ORIENTED DEVELOPMENT CONCEPT PLAN ILLUSTRATIVE

CITY OF OAKLAND COMMUNITY AND ECONOMIC DEVELOPMENT AGENCY  
McLARAND VASQUEZ EMSIEK & PARTNERS, INC.



# *Inside Coliseum Station*

**Stairway lift only, no elevator**



**Wheel Chair Access is across the street from Transit Village**

# *What EDAC Learned*

- Not all TOD housing is accessible to transit: this is a wasted opportunity and should be remedied
- Townhomes interior accessibility is currently not regulated and it shows
- Requiring townhome accessibility will allow multi-generational families to live together



# *What EDAC Recommended*

- Require at least 10% of townhomes be inhabitable by persons with disabilities by limiting TLC/HIP funds to those projects that comply
- Require accessible paths of travel from within TLC/HIP funded developments and between TLC/HIP funded developments and all nearby transit
- Require cities to plan for accessible TODs in future station area planning grants
- Support legislation to require interior and exterior accessibility

# Recommendations

	Multi-Family	Townhomes	Single Family
Visitable by People with Disabilities	State Law	State Law 2005	N/A
Habitable for People with Disabilities	State Law	MTC? Recommend 10% minimum	N/A
Accessible Path of Travel	MTC?	MTC?	MTC?

# *Accessible TODs* Implementation

- Required element of new MTC Station Area Planning Grants (2008)
- Part of discussions to revise MTC capital grant program (TLC program - \$60M/yr)
- Exterior Path of Travel vs. Interior Accessibility

