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

• **Visitabile**: Ground floor accessibility including bathroom

• **Adaptable**: Built for easy conversion to an accessible unit in the future
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 Tarrazza, 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
Coliseum Transit Village
Development Plan
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

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<tr>
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<td>Accessible Path of Travel</td>
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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