A Toolkit for Assessing Pedestrian Access to Transit

The Last Mile: Can You Get There From Here?

Rail-Volution 2010

Tuesday, October 19, 2010, 2-3:30 PM
Transit Investment

• VTA has a number of projects currently underway to improve public transportation in Silicon Valley:
  – Light Rail System Analysis
  – Bus Rapid Transit (BRT) Strategic Plan
    • Santa Clara/Alum Rock Corridor (2013)
    • El Camino Corridor (2015)
    • Stevens Creek Corridor (2018)
  – Express Bus Business Plan
LRT System Facts
Avg. Daily Riders: 21,436
Track Miles: 79.6
Stations: 62
Park and Ride Lots: 21
Parking Spaces: 6,469
Vehicles: 100
Headways:
  Commute Hour: 15 min.
  Midday: 15-30
  Night: 15-60
  Sat/Sun: 15-60
Light Rail Study Recommendations (2018)
### Light Rail Study Independent System Improvements

<table>
<thead>
<tr>
<th>Capital Improvements</th>
<th>Costs (in millions)</th>
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</thead>
<tbody>
<tr>
<td>Grade Separation of North First Street at Montague Expressway</td>
<td>$34.5</td>
</tr>
<tr>
<td>Fencing on North First Street ROW</td>
<td>$3.3</td>
</tr>
<tr>
<td>Pocket Track at Ohlone/Chynoweth</td>
<td>$3.6</td>
</tr>
<tr>
<td>Traffic and Signal Improvements</td>
<td>TBD</td>
</tr>
<tr>
<td>Hostetter Turnback Tracks</td>
<td>$7.8</td>
</tr>
<tr>
<td>New Great America Station</td>
<td>$8.2</td>
</tr>
<tr>
<td>SJSU Extension to 11(^{th}) Street</td>
<td>$39.4</td>
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<tr>
<td>Install ATP/S Guadalupe Hwy</td>
<td>$12.7</td>
</tr>
<tr>
<td>Almaden Branch Double Track</td>
<td>$19.6</td>
</tr>
<tr>
<td>Mountain View Double Track</td>
<td>$28.3</td>
</tr>
<tr>
<td>Vasona Double Track – Diridon to Fruitdale</td>
<td>$57.8</td>
</tr>
<tr>
<td>Vasona Double Track – Bascom to Campbell</td>
<td>$53.1</td>
</tr>
</tbody>
</table>
BRT Capital Improvements: Major Findings

**Major Capital Components**

- Type of Transitway (Mixed Flow vs. Bus Lane)
- Valley Fair/Stevens Creek Segment
  - Reversible Lane
  - Elevated Viaduct
- Vehicles (60’ Hybrid BRT vehicles & Right Side Doors)
- Stations (Split Platform Design, TVMs, Real Time Info)
- Traffic Signals & Corridor Communications
- Maintenance/Support Facility Upgrades (Chaboya/Cerone)

**Capital Costs**
Range from $500-$570 million
BRT: Most Promising Options

Objective: 30% Travel time savings over local service
BRT Branding

Most recent vehicle design
Evaluating Pedestrian Access to Transit

Can our passengers reach this great new system safely on foot?

• Primary purpose of evaluation:
  – Make sure pedestrians can reach the stops/stations
  – Confirm that the stop (and/or station access point) is in the right place
Taylor and the Alameda, San Jose
Assessment Process

1. Google earth
2. City/County records
   – Traffic
   – Bike lanes
   – Transfer opportunities (other transit routes)
   – Nearby major employers and other destinations
3. Site visits
What the Assessment Includes:

• Overview
• Land use
• Traffic
• Sidewalk
• Crosswalk
• Waiting environment
• Access
• Park and Ride
• Bikeways
• Bike parking
Assessment: Overview

• Existing or proposed
• Transit routes serving stop
• City
• Origin or/and destination bus stops (for commuters)
• Primary street
• Cross street
• Location of stop (near side, far side, or midblock, elevated or at grade)
• Park and Ride lot?

Field observation:
• Distance between directions (split platform for LRT)
Assessment: Land Use

Field observation:

• Types: residential (single, multi-family, etc.), commercial/retail, office, mixed use, industrial (circle all that apply)
  – Retail uses % occupied?
• Density (unit, story or level of dev. and type.)
• Building setback (bring measuring tape)
• Pedestrian-oriented (or are the building surrounded with parking and the entries away from the street)?
• Transit supporting land uses (such as cafes, dry cleaners, etc. -- describe)?
River Oaks LRT Station, San Jose
Assessment: Traffic

Check city/county records:
- Traffic volume
- Speed limit
- Type of street: local, collector, arterial

Field observations:
- Confirm # of lanes
- Additional comments
El Camino and Page Mill, Palo Alto
Assessment: Sidewalk

Field observation of main street and cross street:
• Sidewalk access to station? (by direction NE, SE, NW, SW)
• Width (use measuring tape)
• Condition
• Continuous? Or are there gaps? (describe where)
Matilda and Java, in Sunnyvale
Lockheed Martin Transit Center, Sunnyvale
Lockheed Martin Transit Center, Sunnyvale
Nasa/Bayshore LRT Station, Sunnyvale
El Camino and Lawrence, Santa Clara
Assessment: Crosswalk

Field observation of the crosswalk(s) closest to the stop/station

- Striping: none, standard, zebra
- Traffic control: signal, stop sign, yield
- Control detector type: pedestrian push-button, median push button, bike detector
- Unofficial mid-block crossing?
- Curb ramps: ADA accessible?
El Camino and Lawrence, Santa Clara
Assessment: Waiting Environment

Field observation
• Bench
• Shelter
• Trash receptacle
• Lights
• Phone
• Landscaping
• Noise
El Camino and Lawrence, Santa Clara
Assessment: Access

• Consider how bikes/peds access the platform
  – If elevated: stairway, elevator, escalator
  – If at-grade: crosswalk, unofficial midblock crossing
• Track crossing (check map for potential track conflicts prior to field observation):
  – Signal at grade, tunnel, over-crossing
• Wayfinding signage?
• Loading area for 1st/last mile (employer) shuttles?
  – Nearby employer? Current employer shuttle?
• Other major destinations within a ½ mile walking distance
  – Including transfer activities
El Camino and Lawrence, Santa Clara
Whisman LRT, Mountain View
Assessment: Park and Ride

• How does the stop/station connect with the Park and Ride lot
  – Cross the street, cross the parking lot, walk through tunnel, go up/down stairs, cross an overpass
  – Number of parking spaces?
  – Occupancy %
Eastridge Transit Center, East San Jose
Ohlone/Chynoweth LRT, South San Jose
Assessment: Bikeways

• Street and cross street
  – Bike lane, bike route, none
  – Direction: NE, SE, NW, SW, All
  – If none, shoulder width of 5-8 feet? (enough to accommodate a bike outside the traffic lane?)

• Connectivity
  – Near bike path/trails?
    • What trail?

• Nearest across barrier connection: railroad at grade, tunnel/undercrossing, bridge/overcrossing
Downtown San Jose
Downtown San Jose
Assessment: Bike Parking

• Bike racks
  – Quantity of racks
• Bike lockers
  – Quantity of lockers
• Unofficial bike parking such as trees, street furniture, fence, railing, etc.
  – Use?
Page Mill Park and Ride, Palo Alto
Thank you!

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