



Improving Transit Access to Health  
and Social Services

# better access better service

Summary October 17, 2014

Study Sponsor



## Project Background

- Evolved out of MTC's Coordinated Plan (2006-07)
  - Strategy to enhance land use & transportation coordination
- Focus on facility location decisions for health care and social services
  - What existing policies and practices influence where these services are located?
  - What can be done to enhance transit access as a factor in these decisions?
- Focus of MTC study was on fixed-route transit access in Alameda and Contra Costa counties

## Transit Access Challenges?



Kaiser Permanente  
Medical Center  
(Antioch)



Nearest bus stop

What is your own example of a medical or social service agency where good planning could have fostered improved access?





# Study Process

## Project Elements

- Mapping of fixed-route transit accessibility in Alameda and Contra Costa counties
- Policy research at local, federal and state levels
- Key informant interviews
- Case studies
- Regional summit

# Stakeholder Outreach & Engagement

- Technical Advisory Committee
- Key informant interviews (36)
- Focus groups (3)





# **Case Studies: Transit Access Makes a Difference**



# Case Studies Overview

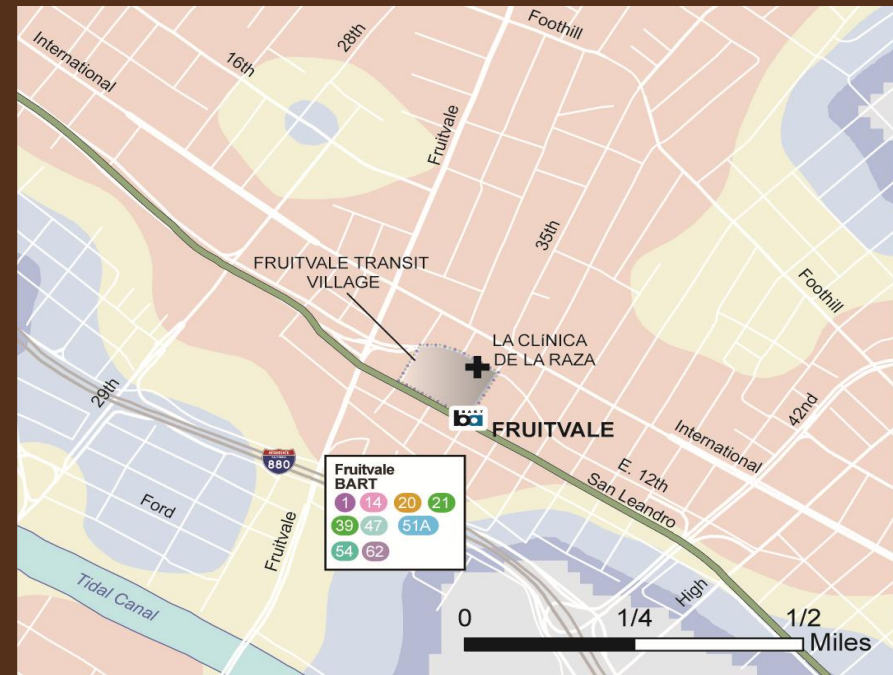
- Five facilities
- Urban and suburban
- Sizes ranging from 14,000 to 1 million sq. ft.
- Hospital, County agency, and community-based clinics/centers





# La Clínica de la Raza

- Oakland and Concord locations
- Community-based medical services
- Fruitvale Transit Village (Oakland, 42,000 sq. ft.)
- Monument Corridor (Concord, 14,000 sq. ft.)
- Neighborhood & transit-oriented client base





# **Sample of Key Findings and Solutions**

**23 Findings**

**12 Recommended  
Solutions**



↑  
BART  
Bike Facility  
Childcare

↑  
Senior Center  
Parking Garage

←  
Health Clinic

→  
Library

## Are facilities transit-accessible in Alameda & Contra Costa Counties?

- **88% have adequate or better transit service**
  - At least one bus every 30 minutes weekdays within one-quarter of a mile between 7 am and 7 pm
  - GIS analysis didn't include adequacy of sidewalks, curb cuts, pedestrian crossings, etc.
- Using second database of medical facilities, 20 of 287 or 7% had inadequate transit service; 104 had excellent transit service

Bottom line: The majority of medical and social service agencies in Alameda and Contra Costa County have excellent transit service.



## **Federal, State & Local Policy Influence**

- Facility location approval is mostly a City/County decision
- State policies exist but are difficult to enforce: “shall give consideration to the location in existing public transit corridors”
- Some federal policy direction is in place

**Bottom Line:** Existing policies do not provide the regulatory authority or “teeth” needed to establish transit accessibility as a true priority in locating facilities

## How much more does it cost to locate in more transit accessible locations?

- In 2010 dollars, office rental rates adjacent to BART stations (2010: \$2.40 to \$2.70), also have the highest frequency bus services.
- This was \$.50 to \$1.00 per square foot higher than sites with more limited transit service.
- Transit accessible locations have 1 to 3% higher rent levels than non-transit accessible locations.

Bottom Line: Rent differentials are a very small factor in total agency operating costs

## Sample of Other Key Findings

- Growing role of community-based organizations in service delivery
- Large medical centers require large sites
  - Seldom have excellent transit access
  - Majority of clients use autos
- Definitions of “transit-accessible” vary



# What are the most promising solutions to improve transit access?

## *Land Use & Built Environment*

- Neighborhood-serving clinics and centers
- Central co-located services
- Infill and re-use opportunities



## Sample of Key Findings

- Growing role of community-based organizations in service delivery
- Large medical centers require large sites
  - Seldom have excellent transit access
  - Majority of clients use autos
- Definitions of “transit-accessible” vary
- County field offices locate in single tenant buildings

# What are the most promising solutions to improve transit access?

## *Policy and Planning*

- Be proactive in planning and locating facilities
- Engage the community
- Build political will



Ed Roberts Campus planners achieved all three...with tremendous perseverance and patience.



## MTC Recent Initiatives

- Plan Bay Area at a very high level promotes transit accessibility
- Priority Development Area (PDAs) often include medical and social service agency facilities
- Economic Prosperity Strategy pilot projects

Bottom Line: Project development approvals happen at the local level and need transit-accessibility advocates to ensure adequate consideration early in the planning process.