



Transit Move #4: Improve Access to Transit

○ Pedestrian Improvements

○ Facility Improvements

○ Bikes

○ TMA/Employer Shuttles

○ Transit-Oriented Development

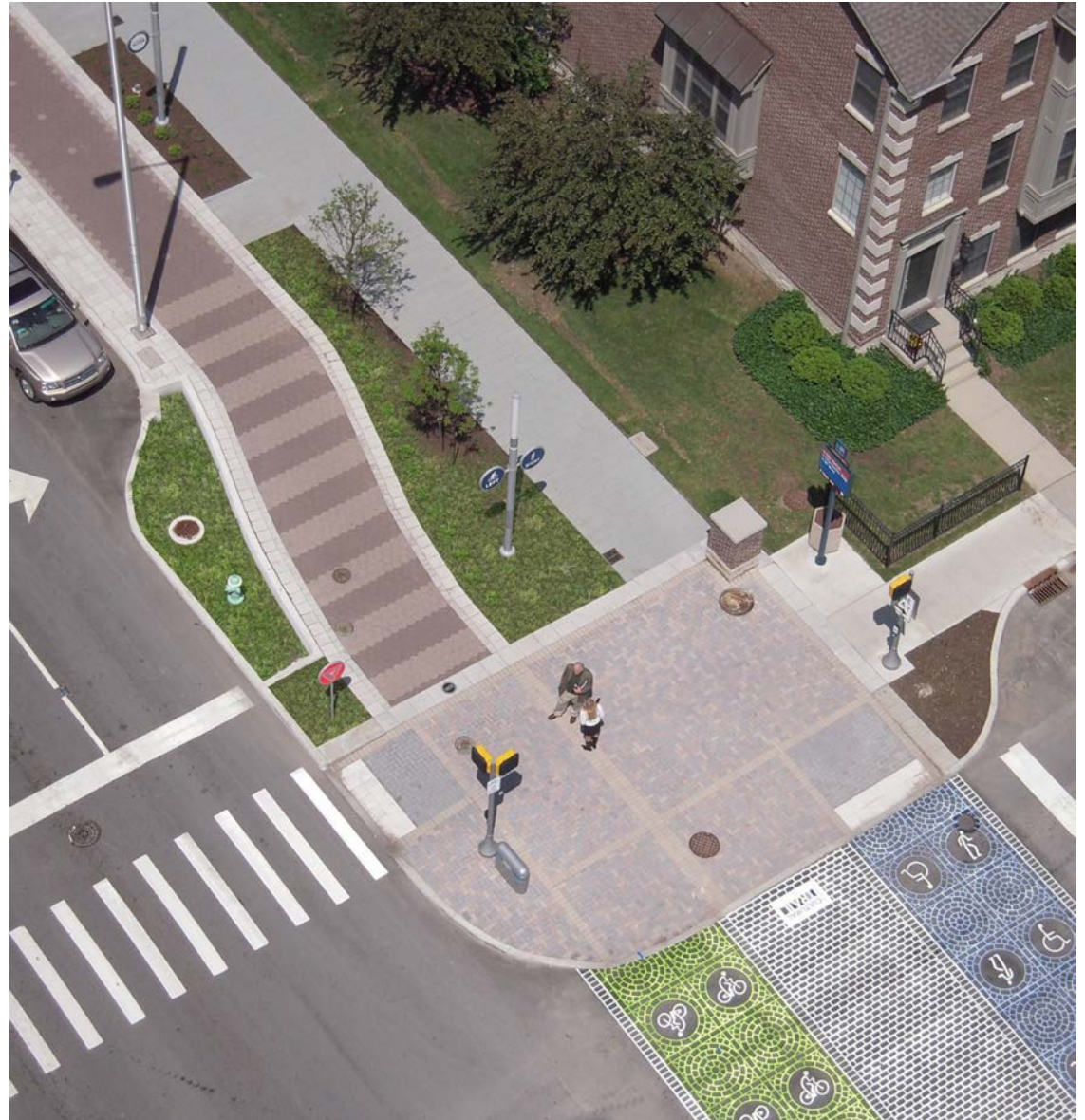


Transit Move #4 Improve Access to Transit

For people to be able to use transit, they must be able to get to it and then get to where they are going after they leave it. The overwhelming majority of transit riders walk to and from local transit services, a very large proportion drive to regional services, and a much smaller, but increasing number of people bike to and from transit services. In addition, newer options, such as scooters, are becoming increasingly Popular

Transit Moves | Fort Worth includes a wide variety of first mile/last mile improvements:

- **Walking/Pedestrian Improvements**
- **Driving/Park and Ride Lots and Passenger Drop-Off and Pick-up areas**
- **Bicycling Improvements**
- **TMA/Employer Shuttles**
- **Transit-Oriented Development**



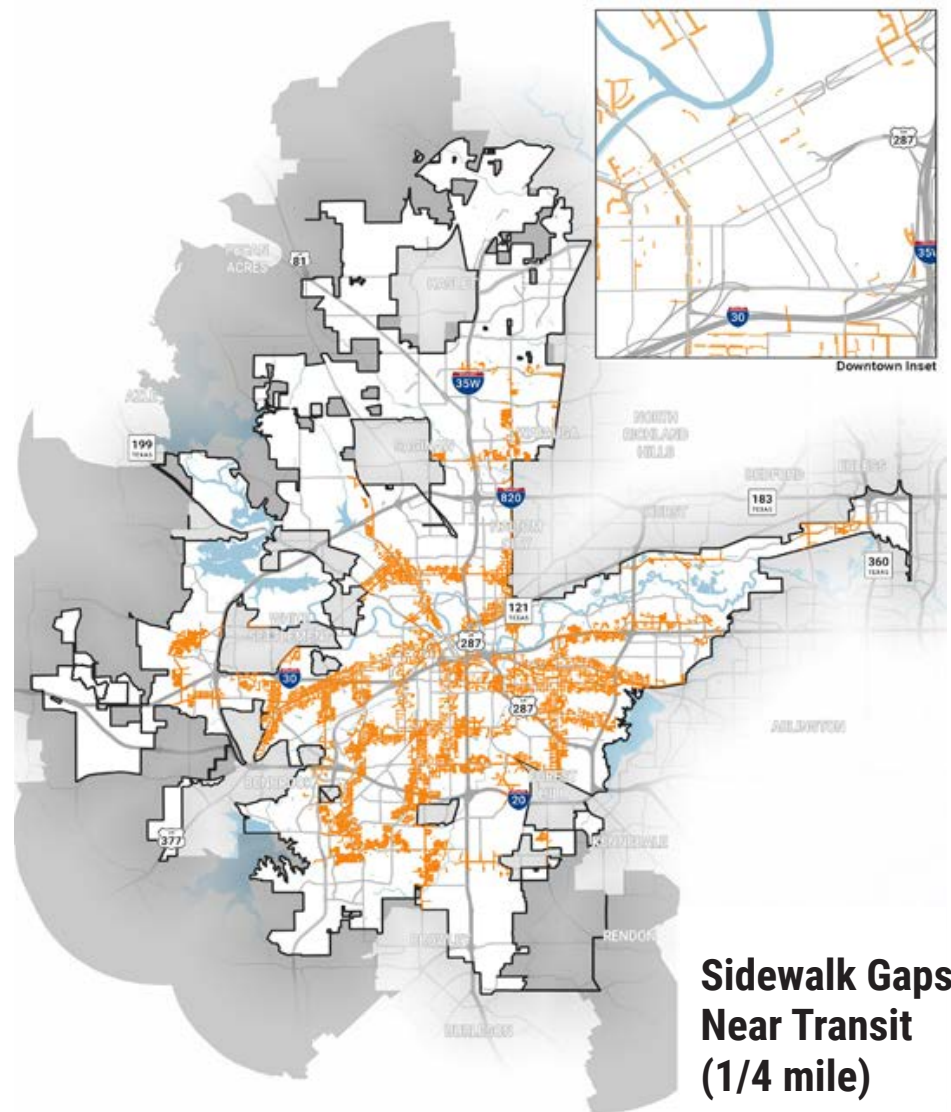
Pedestrian Improvements Will Extend the Reach of Transit

Over 90% of transit riders walk to and from transit. As a result, pedestrian improvements provide greater first mile/last mile benefits than all other approaches combined. In places where pedestrian conditions are good, people will walk farther to transit; where they are bad, people will not walk as far. Pedestrian improvements thus extend the reach of transit and increase ridership.

The Fort Worth Active Transportation Plan identifies sidewalk gaps and presents priorities and plans for filling these gaps. Additional improvements will be implemented as part of the development of mobility hubs, BRT and Rapid Bus lines, commuter rail stations, and major bus stops.

These improvements will include:

- **Filling gaps in the sidewalk network**
- **Improving sidewalks around mobility hubs and major transit stops**
- **Improving and creating pedestrian crossings around transit stops and stations**
- **Wayfinding, including signs pointing to transit services, and pedestrian network maps at transit stations and major stops**



Map of Sidewalk Gaps near Transit from the Fort Worth Active Transportation Plan

Facility Improvements Will Make It Easier to Drive to Transit

The second most important way that people get to and from transit is by driving or being dropped off or picked up. This is especially the case with commuter rail and express bus routes, where large volumes of commuters park at stations and stops and are dropped-off and picked-up. Serving this demand requires parking spaces and curb space for private pick-ups and drop-offs and rideshare and taxi pick-ups and drop-offs. New lots will be developed and improvements made to existing lots:

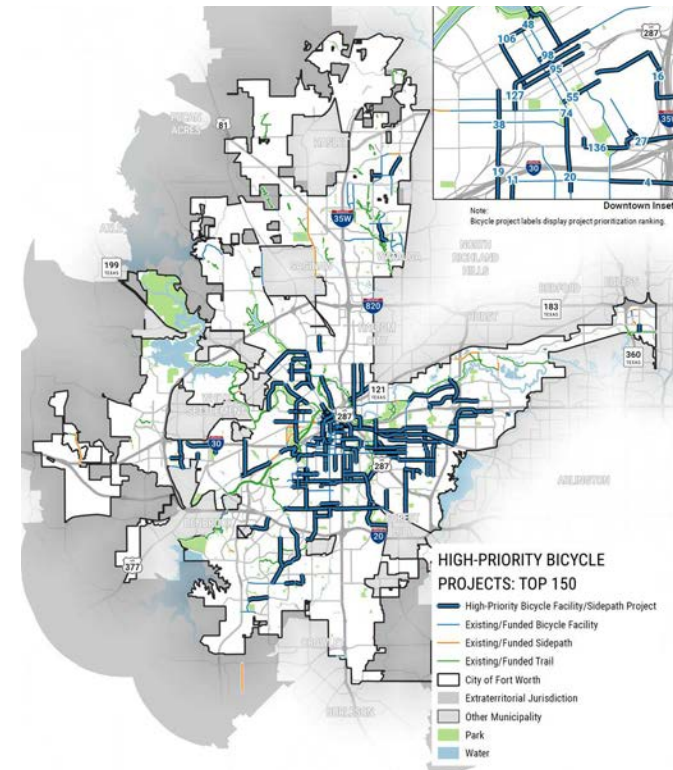
- At outer area Regional Mobility hubs
- At outer area BRT and Rapid Bus stops
- Along Regional Rapid Bus lines
- At outer area commuter rail stations
- Along Express Bus routes

Bikes Will Be Better Incorporated into Street Design

Bicycling, whether by a personal or shared bicycle, is another important way to make short trips and connect with transit. In a similar manner as for pedestrian improvements, the Fort Worth Active Transportation plan identifies high priority bicycle projects and presents priorities and plans for making those improvements. Bicycle access improvements will be implemented as part of the development of mobility hubs, BRT and Rapid Bus lines, and around commuter rail stations and major bus stops:

Three types of transit-related bicycling improvements will be implemented:

- Bicycle storage at regional mobility hubs
- Bike racks at urban rail stations and transit stops
- Provision of space for bikeshare



TMA/Employer Shuttles Can Provide Important First Mile/Last Mile Connections with Worksites

Fort Worth is home to many large activity and employment centers, some of which are in more industrial and/or suburban zones without fixed-route transit services.

As part of the Service Buy-Up program, Trinity Metro and the City will create incentives for the development of TMAs or employer shuttles. These could include financial incentives that could be less expensive than new publicly operated services. With the development of mobility hubs throughout the state, TMA or employer shuttles could provide connections between mobility hubs and more isolated worksites. The shuttles could be traditional shuttle services, ZIPZONE microtransit services, or rideshare partnerships.

Transportation Management Associations

Transportation Management Associations (TMAs) are member-controlled, member-funded organizations that provide transportation services for a particular area, such as an industrial park, medical center, commercial district, or mall. Employment areas that lack concentrated density but still form a congregation of employees are prime targets for TMAs, which can partner with transit agencies to provide transportation services. Many TMAs run shuttles to and from major activity centers and transit stops.

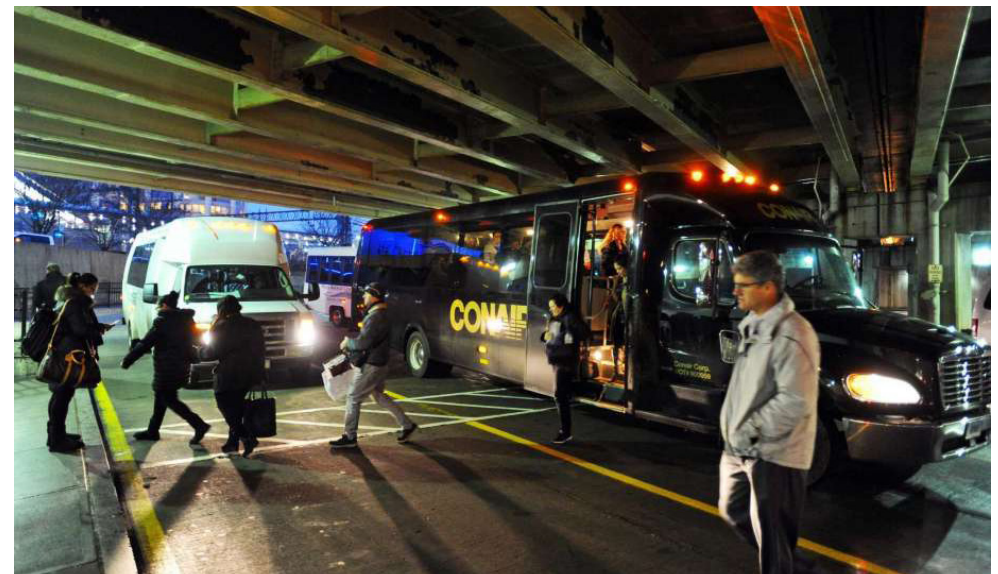


Houston Downtown Management District TMA

The Houston Downtown Management District works with Central Houston, Inc. to provide TMA services to employers and employees in the downtown Houston, Texas area.



Private Shuttles that connect with commuter rail service in Stamford, CT



Transit-Oriented Development Will Bring People and Jobs Closer to Transit

Transit-Oriented Development (TOD) is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment. Whereas many of the strategies in this section are designed to get people between mainline transit and where they are going to and coming from, TOD brings development, people, and jobs to the front door of transit.

While High Capacity Transit such as commuter rail and BRT enhances markets, it does not necessarily create the demand needed for TOD all on its own. Therefore, local municipalities typically have to develop and implement tools and strategies that make TOD more feasible. TOD efforts typically include:

- Development of a vision for corridors served by High Capacity Transit
- Market analyses to determine what is possible
- The development of station area plans
- Regulatory tools such as zoning ordinances, design standards and guidelines and complete streets policies
- Development incentives such as tax abatements and credits, development subsidies, expedited fees and permits, parking reductions, and related capital improvements

The City will develop a TOD program to pursue TOD opportunities around existing rail stations and around new High Capacity Transit lines.

