ENABLING SAFE ACCESS TO MASS TRANSIT
A tool for community engagement to decision making

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I prefer riding for 40 min to office than taking the metro for 15 min. I don’t like ‘bargaining’ my auto ride from my house to metro.
As much as I love taking the ‘BRT bus’, I struggle to reach home every day as I have to walk through dark isolated roads in the night.
Its really tough to get customers because of e-rickshaws, autos and bikes. So we have to set higher fares to earn minimum money on a daily basis.
WHAT ARE WE MISSING?
NEED FOR SAFE ACCESS

• Cities are investing millions of dollars in creating mass transit

• Often unable to achieve their full potential due to the poor first and last mile connectivity leading to unsafe access to transit systems.

• This has led to the inefficient use of transit systems and unsafe conditions in station areas

• Hence a safer and seamless access needs to be provided in cities to discourage private transport and encourage public transport.
NEED FOR SAFE ACCESS

- These should not just be infrastructural but also an experiential approach
SAFE ACCESS TO MASS TRANSIT
FLOW OF PRESENTATION

1. **PART 1 - TOD recap**
   - What is Transit Oriented Development
   - A livable station area
   - Main streaming TOD
   - SAM as public engagement tool

2. **PART 2 - Safe Access to Mass Transit**
   - What is safe access
   - Principles of Safe Access
   - Need for tool

3. **PART 3 – A reality check**
   - Applications
   - Implications

4. **Conclusion**
Transit Oriented Development, involves creating concentrated nodes of moderate-to-high density developments supporting a balanced mix of land uses around transit stations.
OUR APPROACH TO TOD
REGULATORY FRAMEWORKS
DESIGN INTERVENTIONS

Walking & bicycling (complete Streets)

Public Transport (Integrated Transport)

Active edges (Enhanced Safety and Security)

Mixed Use & Density (Compact Development)

Travel Demand Management (Parking Management)

Public Spaces (Enhanced public realm)

Environmental & Cultural Landscapes
DEMONSTRATION PROJECTS

NAVANAGAR
TOD PROJECT
FINANCING
CAPACITY BUILDING

DESIGN

REGULATORY FRAMEWORK

FINANCE
MAINSTREAMING TOD

Transit Oriented Development (TOD)

- Regulatory framework and financing
- Safe Access to Mass Transit
- Multi-Modal Integration (MMI)
- Station Access & Mobility Program (STAMP)
- Neighborhood Improvement Program (NIP)
There is a need to make TOD as an inclusive process
Need for a ‘people centric approach’
Hence a participative public consultation process becomes very critical
SAFE ACCESS TO MASS TRANSIT
WHAT IS SAFE ACCESS

- Creating safe conditions for pedestrians and cyclists
- Prioritize walkability in station areas
A station area is a place of connectivity where different modes of transportation come together seamlessly and where work, live, shop and play can happen simultaneously.
PRINCIPLES OF SAFE ACCESS

A PEOPLE CENTRIC APPROACH

- Enhanced Public Realm
- Seamless Integration with Feeder Network Routes & Infrastructure
- Parking Management
- Enhanced Safety and Security
- Pedestrian and Cycling Priority

Image Source: EMBARQ India
PEDESTRIAN & CYCLING PRIORITY

• Interconnected neighbourhoods & city networks

• Safe and comfortable pedestrian & cycling infrastructure and services
ENHANCED PUBLIC REALM

- Imageable public area
- Streets as public spaces
- Signages
FEEDER INTEGRATION

- Access to IPT
- Seamless integration of various modes including information systems
- Bus priority measures
PARKING MANAGEMENT

- Regulate parking
- PBS
- Prioritize feeder bus services
- Shared Parking
- Parking Management Plan
ENHANCED SAFETY AND SECURITY

• Road Geometrics
• Traffic calming, pedestrian & NMT movements
• Safe streets and amenities
WHAT IS SAFE ACCESS WORKSHOP

• A platform to ideate and co-create last-mile connectivity solutions around mass transit stations.

• Aim - To educate the participants regarding the need for safe access to the mass transit systems like BRT and Metro and to Derive actionable strategies
OBJECTIVES

• **Inculcate awareness** about the importance of safe and equitable access;

• **Derive implementable solutions**, while negotiating the complexities involved in their adoption;

• **Prioritizing** through community inputs to help voice people’s opinions;
THE INTERACTIVE EXERCISE
### INTERACTIVE BOARD

#### What is a station area

- **Infrastructure**: Station, tracks, platforms, etc.
- **Passengers**: Commuters, passengers, etc.
- **Closer**: Surrounding buildings, shops, etc.

#### How to play the "SAM game board"

1. Choose one option from Set 1 on the principle.
2. Pick your role, play card.
3. Pick 1 of each set of 3 scenarios individually.
4. Pick 1 of each set of 3 scenarios collectively.
5. Apply these changes to the chosen scenario.

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### Table: Recommendations

<table>
<thead>
<tr>
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<th>Set 2</th>
<th>Set 3</th>
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### Table: Implementation

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ROLE PLAY

GROUP: Require at least 5 members in a group

Moderator

Govt. Authority

Woman on wheelchair

Teenager on cycle

Car owner

Private developer

Grandfather

citizen roles

WRI INDIA
ROSS CENTER
ROLE PLAY CARDS

**Government Authority**
- You are a government authority like the urban development body, Municipal Corporation or traffic police.
- Your charge is to provide services and infrastructure in the city which are usable and accessible to all citizens.
- You engage with the public at large to understand the needs and requirements of the people.
- You engage with private businesses to negotiate benefits for the city and its citizens.
- You must balance the demands of smaller yet powerful groups with the needs of the majority of users.

**Woman using a wheelchair**
- Travel safely and quickly in the city.
- Be able to move independently in all parts of the city.
- Be able to access public spaces such as parks, transit stations etc.
- Be able to avail economical modes of travel.

**Public at Large**
- You are a part of the citizenry.
- By living & working in the city you generate economic activity.
- You demand adequate infrastructure & mobility options for your needs.
- You demand clean air & a safe environment to live a healthy and prosperous life.
- Day to day activities take up your time & you can only focus on your needs.

**You are not able to spend time studying or solving the needs of other city dwellers**

Unless specified, public at large does not have access to a car.

WRI INDIA
ROSS CENTER
## The Interactive Board

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<td>T</td>
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<td>d. Provide designated vending spaces distributed at key vantage points in the station area</td>
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- A strategy is designated for the table
- There are two sub-items per strategy
Step 1

Choose 2 of 6 strategies ‘individually’ based on your role

- **1\textsuperscript{st}** from Option \textbf{a,b,c} and
- **2\textsuperscript{nd}** from option \textbf{d,e,f}

### Recommendations

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**Final Collaborative Choices**
Step 2
Choose 2 of 6 strategies ‘collectively’ based on common consensus

• 1st from Option a,b,c and
• 2nd from option d,e,f
SAM
APPLICATIONS AND IMPLICATIONS
SAM ACROSS VARIOUS PLATFORMS

10+
WORKSHOPS IN INDIA

2 INTERNATIONAL WORKSHOPS - AFRICA & TAIWAN
Engagement with local communities for 2 station areas
KOCHI

Signage & safe access audit
ENTREPRENEUR ENGAGEMENT

STAMP
Station Access & Mobility Program
ENTREPRENEUR & CITIZEN ENGAGEMENT

STAMP
Station Access & Mobility Program
SMART CITY ENGAGEMENTS - DAVANAGERE

Kick off workshop for Area based development work
Nagpur
Training the trainers
Kaohsiung, Taiwan
Eco mobility conference
TRAINING THE EXPERTS

Addis Ababa, Ethiopia
LUTP workshop
SUMMARY

PART 1 - TOD recap
  – What is TOD
  – Main streaming TOD

PART 2 - Safe Access to Mass Transit
  – What is safe access
  – Principles of Safe Access
  – Need for tool

PART 3 – A reality check
  – Applications
  – Implications
IN CONCLUSION

Can we start relooking into the idea of Mass transit not as individual infrastructure components but as livable spines of the city?

Can we look at safe access around mass transit as a ‘people oriented and a collaborative approach?’
SAFE ACCESS TOOLKIT

ENABLING SAFE ACCESS TO MASS TRANSIT
A toolkit for community engagement and decision-making

A product of WRI Ross Center for Sustainable Cities
THANK YOU

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