



For More Information

Following are resources that offer more in-depth information on building economic strength through TOD in your station area. These tools can be accessed at www.latod.reconnectingamerica.org.

Strategy	Measures to Examine	Resources
Enhance Access to Job Centers	<ul style="list-style-type: none"> Proximity and Regional Transit Links to Existing Job Centers 	<ul style="list-style-type: none"> Employment Clusters Map Transit and Employment 202 (Available at reconnectingamerica.org)
Improve Walkability	<ul style="list-style-type: none"> Block Size in a Station Area Mobility Barriers in a Station Area 	<ul style="list-style-type: none"> Station Profile Sheets Mobility Map Regional Screen Map of Block Sizes
Offer High Quality Transit Options	<ul style="list-style-type: none"> Housing + Transportation Affordability Index 	<ul style="list-style-type: none"> CNT's H+T Index (www.htaindex.cnt.org) SCAG H+T Index Toolkit (http://www.compassblueprint.org/toolbox/affordabilityindex)

Who We Are: The Center for Transit-Oriented Development (CTOD) is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. We partner with both the public and private sectors to strategize about ways to encourage the development of high-performing TOD projects around transit stations and to build transit systems that maximize the development potential. Learn more at our website: www.reconnectingamerica.org.

Our Work in Los Angeles: Working with the City of Los Angeles, LA Metro and other stakeholders to better understand the dynamics of transit and development around all 70 (existing and planned) stations in the city, we have developed a set of tools used to analyze station areas in Los Angeles for their potential for TOD. Find out more at the project website: www.latod.reconnectingamerica.org.

i Center for TOD. *Destinations Matter: Building Transit Success*, May 2009.
ii APTA *Transit Factbook*, 2007.
iii Pisarski, Alan, *Commuting in America III*.
iv Strategic Economics. *FTA New Starts Economic Development Criteria Working Paper*, November 2006.
v Center for Transit-Oriented Development. Available at www.reconnectingamerica.org.
vi CEOs for Cities. *Portland's Green Dividend*, July 2007.
vii Gulliana, E., A. I. Glendon, G. Matthews, D. R. Davies, and L. M. Debney. *The stress of driving: A diary study*. *Work & Stress*, Volume 4, Issue 1 January 1990, pages 7 – 16.
viii CEOs for Cities. *Portland's Green Dividend*, July 2007.
ix Stutzer, A. and B. S. Frey (2004). *Stress That Doesn't Pay: The Commuting Paradox*. Bonn (Germany), Institute for the Study of Labor. AND, CEOs for Cities. "Portland's Green Dividend." July 2007
x U.S. Census, *Public Use Microdata Sample*.
xi Center for Transit-Oriented Development. Available at www.reconnectingamerica.org/public/reports.
xii Cervero, Lund, Willson. *Travel Characteristics of TOD in California*, January 2004.

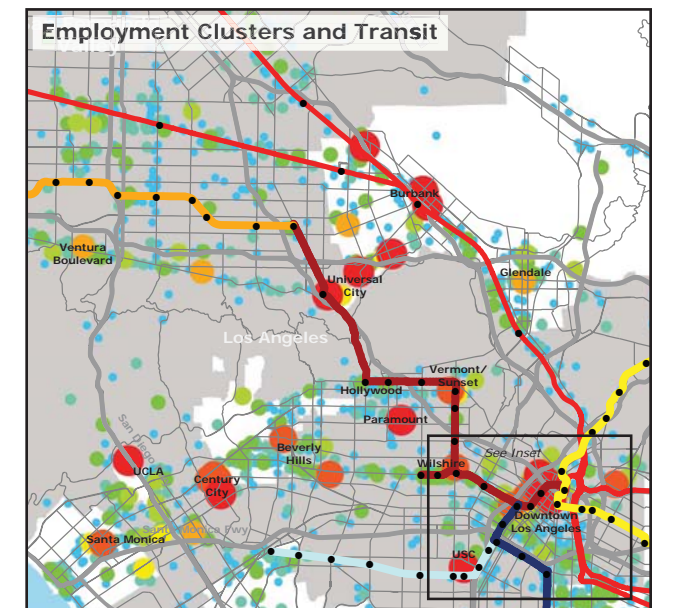
Bringing TOD to Scale in Los Angeles

Why is TOD Important to Economic Development?

Regional employers are largely dependent on predictable access to a well-trained workforce. Large corporations and businesses have followed workers, re-locating in suburban locations such as the Inland Empire. Those that remain in the City must accommodate the unpredictability and stress experienced by employees in a City faced with increasing congestion and commute times. Economic growth in Los Angeles is under constant threat of being stymied by traffic congestion and fluctuating energy costs.

Connecting Job Centers to Transit: 78 percent of quarterly job growth nationally occurs through expansion of existing firms, rather than creation or attraction of new firms. To prevent congestion from acting as a chokehold on future economic growth, major existing job centers should be well served and highly accessible to the regional transit network. In addition, the more connected the transit network is to regional jobs, the more workers will choose to walk, bike or take transit to work.ⁱ Almost almost 60 percent of transit trips nationally are completed for work purposes.ⁱⁱ And though the work trip only makes up 18 percent of all trips, it is on average the longest trip commuters generally make in a day.ⁱⁱⁱ

Stable, skills-diverse, upwardly mobile workforce: One key to economic growth is ensuring that workers with a broad range of skill sets have stable access to major regional job centers. Expansive, integrated transit networks and transit-supportive development provide more diverse economic opportunities than individual transit lines, and can therefore support upward mobility and better sustain economic fluctuations.^{iv} Recent trends indicate that workers increasingly prefer to live near where they work and enjoy a higher quality of life that is free from the strains of traffic and congestion, making jobs and housing near transit an increasingly popular choice. To create a truly functioning transit network in Los





Angeles will require not only meeting the demand for housing near transit, but also ensuring that residents are able to access the places they want to go.^v

Increased productivity and lower stress: Studies have also shown that workers who take transit are more productive.^{vi} High quality transportation alternatives have been shown to reduce tardiness, absenteeism, and give employers a competitive advantage in the search for high quality employees. Employees taking transit are also less affected by the grind of driving to work in daily traffic.^{vii} A 2004 study on the relationship of commute time to quality of life found that an additional 23 minutes to commute time had the same effect on happiness as a 19 percent reduction in income.^{viii}

Supports Local Economy: The transportation cost savings from alternative mobility choices actually boosts spending on other goods and services in the local economy.^{ix}

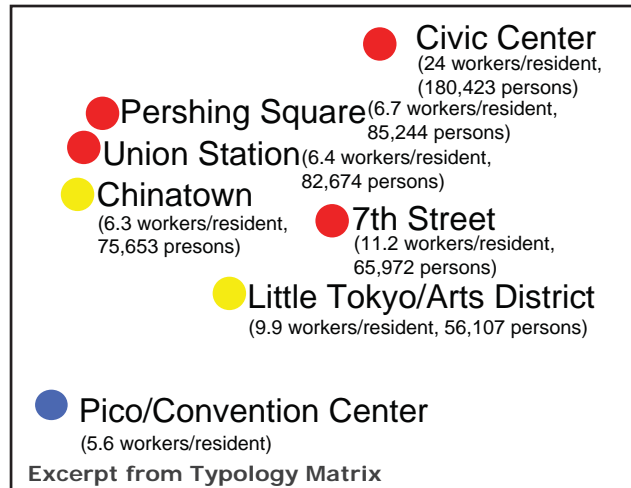
How is Los Angeles Performing Today?

Many Connected Destinations: Many important job, entertainment, educational, and institutional destinations are already linked on the transit system. About 22 percent of the jobs in LA County are within walking distance of high quality transit. Portland's transit system is of a comparative size to LA's, but looking at the whole of Portland's metro region, 33 percent of jobs are within a half mile of stations.

A Funded Plan for Improving Transit: Voter-approved Measure R will raise \$30 billion to fund 11 new rail and bus extensions, the largest local initiative to support transit funding in the United States. These investments will connect a greater proportion of job centers to transit, supporting job growth in those centers.

Many Employment Dominated Transit Stations: In the City of Los Angeles, 18 of the existing and under construction fixed-guideway (light rail and BRT) stations have more workers than residents, offering high connectivity to employees working in those locations. The majority of these stations are in or near the CBD and the Warner Center.

The relationship between transit ridership and employment sectors: Food service and professional, scientific and technical professions are the top sectors generating transit ridership in



Los Angeles.^x Therefore, job centers with concentrations in these industries should be a priority for future transit connections.

- Employment land preservation policy:** Many of the City's new stations are located in or near industrial preservation areas. Some jobs are more transit-oriented than others, including professional and technical services, and jobs in insurance, government or quasi-public agencies such as utilities.^{xi} The city should encourage the location of transit-oriented jobs in industrial preservation zones.

How Can We Further Use TOD to Support Economic Development?

Enhance Access to Job Centers: Existing job centers will see the most job growth, and connecting these destinations by transit will support future growth by avoiding ever-increased congestion on roads and freeways. For example, places like Century City and Ventura Boulevard, have a large number of jobs and are linked by Rapid Bus, but would benefit from further improvements to transit connections and travel times (such as rail or other faster transit options).

Improve Walkability: Commuters are much more sensitive to walking on the work end of commute trips. Research shows that that workers are three and a half times more likely to take transit to work if the stop is located close to their office, but are exponentially less likely to take transit if their jobs are farther away from the station.^{xii} While many of the major clusters within the Los Angeles city limits are connected to transit, they offer with limited walking or biking access. Key to sustaining and capturing this market potential within existing employment clusters is enhancements to accessibility including bicycle and pedestrian improvements.

Offer Higher Quality Transit Options: Improving the frequency and intermodal connections between bus and rail service will also enhance connections to job centers. Commercial corridors in the San Fernando Valley would benefit from smoother, quicker connections to the greater network.

