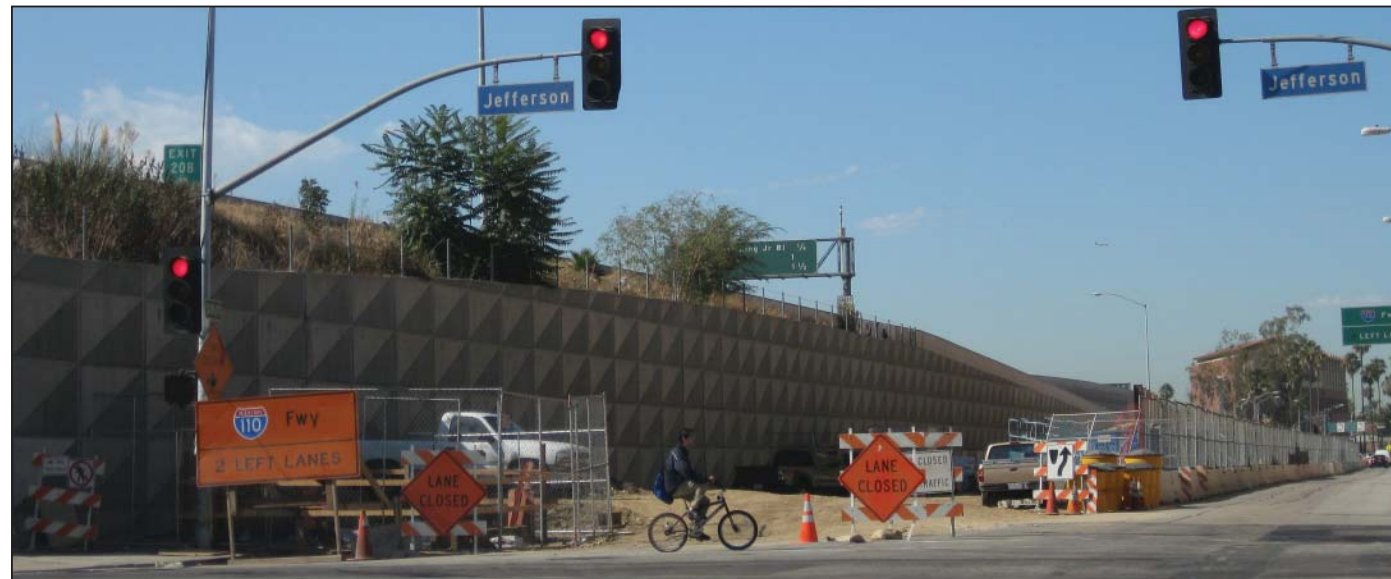




Who We Are: The Center for Transit-Oriented Development (CTOD) is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. We partner with both the public and private sectors to strategize about ways to encourage 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.



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Bringing TOD to Scale in Los Angeles

Why is TOD Important to Public Health?

Taking Transit & Walking To Reduce Obesity:

People who commute on transit are four times more likely than drivers to meet the recommended standard of 10,000 steps per day, and walk an average of 30 percent more.ⁱ Given that residents living within walking distance of a train stop are three times as likely to commute on transit, supporting a concentration of housing in walkable and bikeable neighborhoods near transit could have an enormous impact on the health of Los Angeles residents. On the destination side of the commute trip, 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.ⁱⁱ Children and adolescents can also gain health benefits from living in TOD districts. Less than 10 percent of adolescents get the weekly recommend amount of physical activity. However, children who live within walking distance of small parks are six times more likely to use park facilities.ⁱⁱⁱ



Smaller Blocks & Intersections Improve Traffic Safety:

A recent study of 24 California cities showed that communities with high quality street connectivity, smaller block sizes, and more intersections enjoy significantly lower rates of fatalities.^{iv} Indeed, the most sprawling cities in the United States have traffic death rates that are nearly five times higher than cities are more compact.^v Improved safety can in turn promote more physical activity. Traffic is one of the main barriers to people considering cycling.^{vi}



TOD Can Reduce Pollution Impacts:

Many studies have shown that children living next to highways are more likely to develop respiratory problems, such as asthma, and have reduced life expectancy. A recent study found that pregnant African-American women who live near freeways and busy roads are far more likely to have miscarriages than women



who don't regularly breathe exhaust fumes.^{vii} By creating environments where people walk and take transit, TOD supports lower auto use and minimizes the harmful pollutants caused by traffic on freeways and city streets.

Mental Health Impacts: A 1990 study found that employees taking transit suffer fewer negative effects from the grind of driving to work in daily traffic and instead can do work or relax on their trips to and from work. More recently, 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.^{ix}

How is Los Angeles Performing Today?

There are 71 existing and under construction fixed-guideway (light rail and BRT) stations within the City of Los Angeles alone. Many of these station areas offer local residents the ability to live in walkable places, where they can choose to walk, bike or use transit instead of driving everywhere. For example:

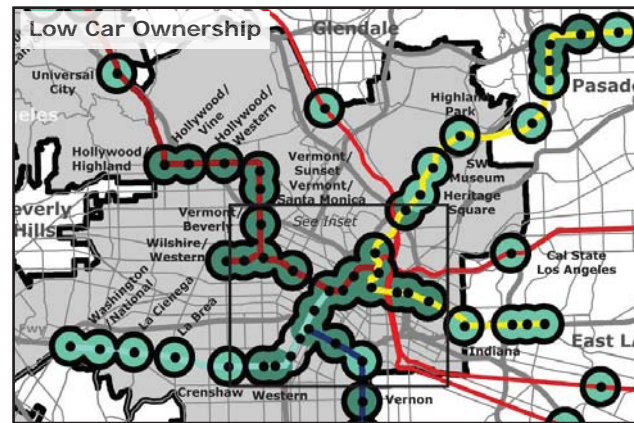
Lower Car Ownership: Two-thirds of households living near transit in LA own one or fewer cars, compared with 46 percent of the region.^x

More Transit Commutes: Nearly one-quarter of commuters living near transit in LA take transit, walk, or bike, compared with just eight percent of the region.^{xi}

More Places That Support Car-Free Lifestyles: Station intensity (workers+ residents in a station area) plays a major role in supporting reduced auto-dependence. Twenty stations in the city are intense enough to potentially support car-free living.

Freeway Proximity: Thirty-five of the stations within LA are within a half mile or less to a freeway, creating a major barrier to a safe and pleasant walking environment.

Smaller Block Size: The average block size in station areas within LA is 8.1 acres/block. Compared to the region (where 111 acres/block is average), LA's station areas provide safer and more walkable blocks.^{xii}



How Can We Further Use TOD to Improve Public Health?

Increase Housing Available near Transit: More people taking transit means more people walking, and people living near rail stations are three times as likely to take transit as those who do not.

Improve Walkability: Well-designed transit-oriented districts, with small blocks, high connectivity and many intersections, as well as street trees and neighborhood destinations, invite walking and biking for short trips as well as commute trips, and increase the amount of daily physical activity that residents engage in. Lower speeds on city streets can contribute to safer, more walkable environments.^{xiii}

Enhance Access to Job Centers and Other Regional Destinations: Workers are three and a half times more likely to take transit if their job is within walking distance of a rail stop.

Offer Higher Quality Transit Options: Improving the frequency of bus and rail service can also increase the number of trips that residents will consider taking on transit.

For More Information

Following are resources that offer more in-depth information on improving public health through TOD in your station area:

Strategy	Measures to Examine	Resources
Increase Housing Near Transit	<ul style="list-style-type: none"> Existing Density in a Station Area Developable Land 	<ul style="list-style-type: none"> Typology Matrix Station Profile Sheets Parcel Map LOTS Database (lots.ucla.edu) Regional Screen Map with Development Opportunity
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
Enhance Access to Job Centers, Regional Destinations	<ul style="list-style-type: none"> Proximity and Regional Transit Links to Existing Job Centers 	<ul style="list-style-type: none"> Employment Clusters Map
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/)