

Community-Based Transportation Planning Grants

Creating Successful Transit-Oriented Districts in Los Angeles: A Citywide Toolkit for Achieving Regional Goals

- **Grant Amount:** \$208,000
- **Grant Recipient:** Los Angeles County Metropolitan Transportation Authority and The Center for Transit Oriented Development
- **County:** Los Angeles

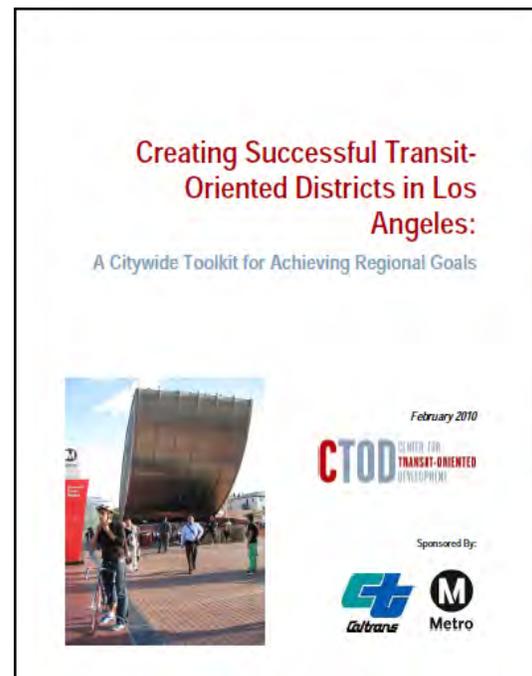
Project Area –Los Angeles

Project Focus – The project focused around the 71 existing and planned rail and bus rapid transit stations in the City of Los Angeles. The stations were organized into an existing conditions “typology.” The typology organizes stations along a continuum based on land use mix and intensity. An analysis was also conducted of five case-study corridors including; the Gold Line from Little Tokyo to Indiana; the Red Line from Vermont/Wilshire to Vermont/Sunset; the Orange Line from Sepulveda to Warner Center; the Expo Line from USC to Crenshaw. These corridors were composed of clusters of stations and a key portion of proposed downtown streetcar alignment.

Project Goals – The goal of the project was to assess why stations are –or are not– supporting transit-oriented characteristics, and to identify strategies and investment that could help station areas achieve high transit ridership, lower VMT, provide housing for a mix of incomes and guard against displacement and create healthy, prosperous neighborhoods where people of all

incomes have a multitude of travel options.

Community Outreach – The Center for Transit Oriented Development (CTOD) invited stakeholders from all the corridors to talk about their concerns with development in their neighborhoods, and the opportunities and the challenges for the kind of development they wanted. Participants included staff from several city departments and various agencies including CRA-LA, the Planning Department, LA Metro, as well as community members and organizations. There were over 75 focus group participants. The focus groups developed a framework for recommendations around three topics, Partnership and collaboration, Policy and Regulation, and Funding and Prioritization of Investments.



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Project Outcome- The project produced a toolkit that provides the City of Los Angeles and METRO with a “big picture view” of how all stations in the city relate to one another, and provide snapshots of station area information including ridership, density, auto ownership, commute mode, and neighborhood change. In addition the tool kit includes station typology, station area profiles, and a set of regional maps that analyze demographic and economic conditions throughout the city.

The project resulted in numerous GIS-based and other data evaluation tools to help practitioners evaluate existing conditions, and categorizes existing and planned fixed-guide way station areas in the City of Los Angeles according to a variety of place types that provide a sense of their density, scale and mix uses. The tool-kit can be found on-line with detailed information aimed at those who are moving TOD forward.

Challenges

- Project involvement lead to an understanding that funding was not available and coordinated successfully to accomplish the type of planning initiatives to get the best development and performance from station area neighborhood.
- Politics were voiced as a concern that often trumps planning and communities are not convinced that development will not increase traffic.

Successes

- The project produced and understanding that partnerships are needed to collectively built local support for transit-oriented development, establish support policies, and improve the cooperation among public and private entities.