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Introduction: A New Vision for Los Angeles County

By 2014, five additional new light rail and subway lines will be under construction across Los Angeles County, part of an unprecedented regional transit expansion unrivaled in the 21st Century in the United States. To some, this investment may harken back to the 1950's and the expansion of the federal highway system, which enticed local leaders in Los Angeles to abandon the expansive transit system that existed at the time to build out a web of highways that have contributed to Los Angeles County's reputation as a congested, polluted, and auto-centric metropolis. Yet, with a \$40 billion voter-approved transit investment being deployed over the next 20 years, along with other critical investments, Los Angeles County residents have decided to chart a path to a new future, redefining how we live, how we move, and how the rest of the world sees and experiences Los Angeles.

This is an inspiring time to embrace a new vision for Los Angeles County. And, at the same time, it is important to acknowledge where Los Angeles is at this moment in order to implement a plan that is inclusive. The Los Angeles Equity Atlas was developed to help craft a new vision for Los Angeles County's future. One that embraces the incredible cultural and racial diversity that makes Los Angeles one of the most dynamic and entrepreneurial places in the world, while also acknowledging that many who contribute to that dynamism make up households that are predominantly low and moderate income.

Today, almost three quarters of the "commute to work" trips on the existing transit system are taken by workers earning less than \$25,000 a year.¹ These riders are referred to as "core riders" throughout this Equity Atlas. Enticing new riders out of their cars and onto the transit system will be essential in meeting regional goals of improving air quality and reducing congestion, but it is also critically important to ensure that existing core riders of the transit system will further benefit from an improved and expanded transit system. Core riders cannot be a casualty of new investment and the growing desirability of well-connected urban neighborhoods, or the region will not meet its goals.

So, what does equity mean in relation to this \$40 billion transit investment? How can the largest voter approved transit initiative in the nation translate into a stronger regional economy, accessible living-wage jobs, reduced congestion, healthier people and places, greater affordability and an overall improved quality of life, particularly for low- and moderate-income people who comprise the majority of the population and workforce in Los Angeles County? The answer largely depends on how policymakers and the public and private sectors resolve tough questions about where and how to allocate investments. This Equity Atlas offers an actionable vision for leveraging the \$40 billion in publicly funded transit investments to help realize these outcomes and more.

Los Angeles County Illuminated

To know where you want to go, you first need to understand where you are, which is what this Equity Atlas offers. Measures of existing conditions in Los Angeles County can be sobering, but they also reinforce why the voter-approved transit investment was a critically important decision with the potential to redefine the region and change the quality of life for the people who live and work here and those businesses and entrepreneurs who might be considering investing here. A brief summary of some of the issues are:

- *Smog*: an obvious place to start, air quality impacts the health of Angelenos of all incomes, but holds particular negative outcomes for children. In 2013, the American Lung Association once again gave Los Angeles the inauspicious title of being in the smoggiest place in the nation, with

¹ Census American Community Survey 2006-2010. Means of Travel to Work by Income

the high amounts of ozone and particulate pollution contributing to 14% of Los Angeles' children being inflicted by asthma.²

- *Congestion*: this is a dominant feature in the daily lives of people trying to move about the region to get to work, take their kids to school, shop, recreate or visit friends and family. Again, the Los Angeles Metro Area is number one, this time in the hours of delay traveler's experience – 93 hours on average per traveler each year.³
- *Poverty*: since the mid-1990s Los Angeles has remained the nation's capital of low-wage labor, with 28% of full-time workers in Los Angeles County making less than \$25,000 a year. Chicago by comparison can claim that only 19% of workers make \$25,000 or below.⁴
- *Affordability*: Los Angeles County families also struggle to maintain affordable household budgets. On average, Angelenos pay more than 53% of their income on housing and transportation, compared to almost 40% nationally.

Fortunately, there are tremendous opportunities to address these challenges. First, the transit system expansion will add 102 miles of rail transit and almost 100 new stations, while creating 400,000 new jobs.⁵ At the same time, the State of California through Senate Bill 375 has mandated regional planning changes to reduce greenhouse gas emissions through integrated transportation, land use, housing and environmental planning. The resulting Sustainable Communities Strategy (SCS) developed through a process led by the Southern California Council of Governments (SCAG) has assumed that the County will add 624,000 new households by 2035, and that 60% of these will be in SCAG-defined High-quality transit Areas.⁶

Realizing the benefits that can be accrued through a combination of transportation and land investments, as well as other investments, is a formula for positive change. Los Angeles Metropolitan Transit Authority (Metro) has so far invested over \$20 million in station area planning grants, which have the potential to change land-use regulations – and set the stage for new development – at 22 station areas across the County. This is in addition to other planning efforts already underway by cities across the County. While the City of Los Angeles is ground zero for much of this change – at the core of the transit network and with more than 113 stations at the end of the transit build-out – there are 63 other jurisdictions across the County that also have access to frequent transit, making the scale of change as record-breaking as the pace of change. (Map A1-1, Regional Transit Expansion Plans, below)

² Asthma Coalition of Los Angeles (ACLAC). County of Los Angeles Public Health.

³ American Community Survey: Commuting (Journey to Work). 30 May 2013

⁴ Myerson, Harold, *The America Prospect, L.A. Story*, 6 August 2013

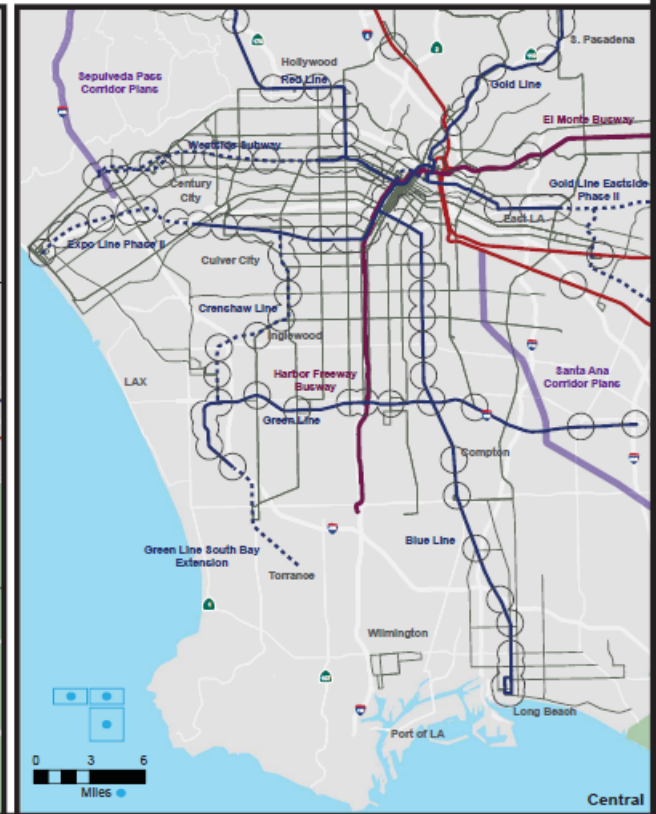
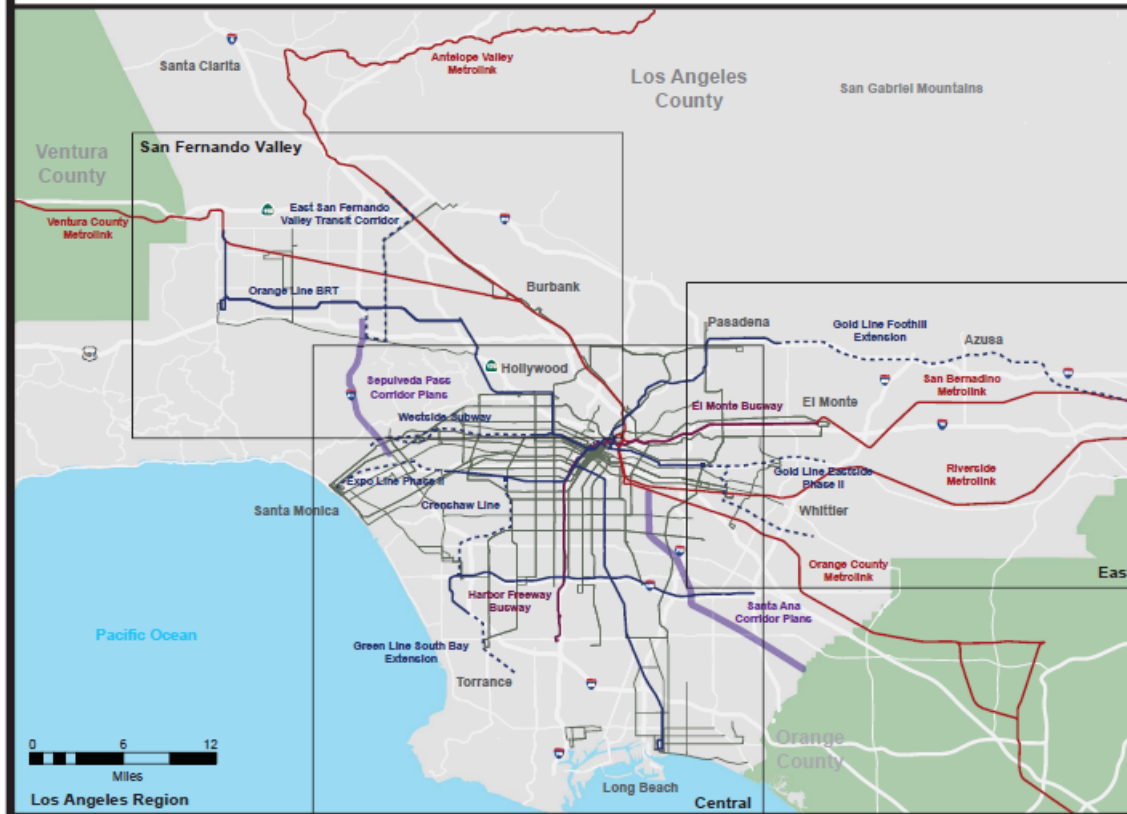
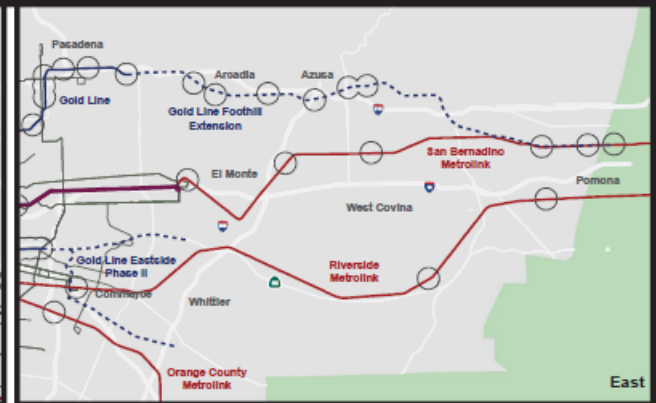
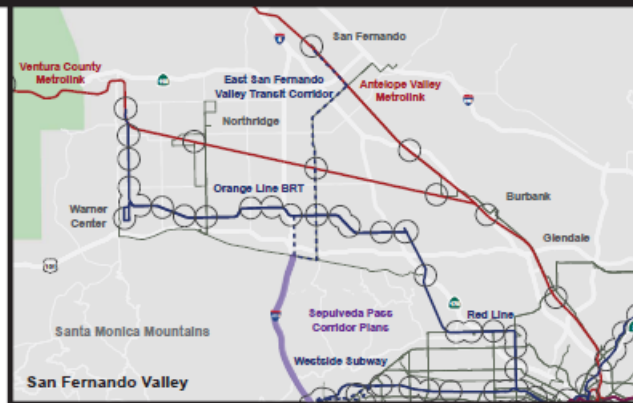
⁵ Measure R, 2 August 2011, Los Angeles County Metropolitan Transit Authority. 1 May 2013

⁶ Regional Transportation Plan 2012-2035: Sustainable Communities Strategy Towards a Sustainable Future. April 2012. Southern California Council of Governments (SCAG). <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>

Los Angeles County (Map A1-1) Regional Expansion Plans

- Frequent Bus Lines (15 Minutes or Less)
- Existing Fixed Guideway Transit (BRT, Light Rail, Heavy Rail)
- Existing Commuter Rail
- Planned Fixed Guideway Transit Lines
- Planning Corridors
- Major Roads
- Highways
- Los Angeles County

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Map Created June 2013
Data Sources: LACMTA 2013, Census 2010 Tiger Files, ESRI 2012, Reconnecting America 2012



What We Know

Over the last few years several reports have come out that set out a baseline for our understanding of these very important issues. The first important finding is that building housing near transit does not necessarily mean that people who move in will take transit. Dr. Stephanie Pollack found in her research at Northeastern University that many transit-rich neighborhoods with **new housing often attract residents with higher car ownership rates (meaning more driving) and higher incomes.**⁷ This is a risk that regions are faced with as they try to provide residents with valuable transportation alternatives and the market responds with more parking.

A second important finding comes from the Institute for Transportation and Development Policy, which notes in a recent report that one of the most important factors in developing and supporting growth near transit is not the transit alone, but government intervention in supporting development near transit. In this study, **the willingness of the public sector to support transit-oriented development was the strongest predictor of future economic revitalization.**⁸

Finally, **transit must be proximate to destinations.** It seems intuitive, but transit that touches major destinations creates far more ridership than transit that skirts them.

These three basic facts, supported by national research, will help Los Angeles focus our discussion of equity as it pertains to major transportation investments.

The Impetus for the Equity Atlas

The Equity Atlas goal is to promulgate a shared vision among everyone who needs to be involved – elected leaders, public sector staff, non profit advocates, health and education professionals, business leaders, community development leaders and investors, economic development practitioners, and philanthropy – of ensuring that low- and moderate-income residents and workers in Los Angeles County are on the proverbial (and literal) train, and not left at the station. Through coordinated action we can achieve this vision.

The strategies and outcomes outlined in the Equity Atlas are focused on capturing and integrating a range of issues that can help foster a more equitable Los Angeles County. For example, this includes:

- An intensive focus on deploying the tools and resources available, and developing new tools, to support the preservation and production of affordable housing that meets the needs of current and future residents and workers.
- Investing in the pedestrian and bicycle improvements that will activate the streets for pedestrians and help in the “last mile” connections for people who are still not in close proximity to the expanded transit network, but who want to have more affordable mobility options.
- Understanding the relationship of schools to the transit system, and how children and their parents and adult learners can use transit as a viable option to reach educational destinations.
- Working with the business community and leaders in growing job sectors to focus on removing transportation barriers for their employees. And,
- Providing the amenities and services (e.g. fresh food) that are needed along transit corridors and in neighborhoods to help contribute to healthier lifestyle for current and future generations.

The Equity Atlas looks at “frequent transit,” which includes existing and planned light rail and bus rapid transit (BRT) corridors, as well as rapid buses that operate every 15 minutes or better – a national industry standard for quality transit service. The Equity Atlas also pays close attention to existing pedestrian and bicycle infrastructure and opportunities for improvement, believing that we should be

⁷ Pollack et al. Maintaining Diversity in America’s Transit-Rich Neighborhoods. Dukakis Center for Urban and Regional Policy. October 2010

⁸ Hook et al. More Development for Your Transit Dollar. Institute for Transportation Development and Policy. September 2013.

focused on making sure that all modes of transit are coordinated with the sole purpose of making travel easier for the taxpayers and transit riders that support the system.

The major themes outlined in this report are divided into four categories:

- ***Increasing Mobility, Access and Connectivity:*** Increasing mobility and access choices for transit-reliant residents by making supporting investments in bicycle and pedestrian infrastructure.
- ***Preserving and Creating Affordable Housing, and Managing Neighborhood Change:*** Prevention of displacement of low-income resident from well-connected transit communities and production of housing at all income levels to increase the supply, ensuring that 40% of new development is affordable to extremely low, very low and low-income households.
- ***Supporting Economic and Workforce Development:*** Increasing economic opportunities for low-income, less-skilled workers by removing transportation barriers to training and educational opportunities, and increasing access to moderate-wage, quality jobs.
- ***Investing in Healthy Communities:*** Increasing opportunity and reducing disparities in underserved neighborhoods near transit, including access to fresh food, health care, open space and parks, cleaner air, transportation safety and freedom from crime and violence.

The Equity Atlas draws from existing research and material to understand geographic differences in performance toward achieving the countywide equity goals outlined in the report. It clearly articulates how these goals relate to transportation and land-use investments. The Equity Atlas overlays the transit network on different measures to understand how we perform as a county today, and to help identify the key gaps and assets in individual communities, along corridors, or in station areas along the frequent transit lines.

The Advisory Committee that helped guide this effort (listed on page 4) is comprised of practitioners from a range of fields, and across the public, business, philanthropic and nonprofit sectors. These are leaders who have already been working on many of these issues for years if not decades, but have recognized that the passage of the Measure R sales tax measure in 2008 and other shifts in the policy environment warrant a new coordinated and collaborative approach to impact change at the neighborhood, corridor and countywide scales. Today we accelerate a new vision for Los Angeles County that improves the quality of life for all people, and the Equity Atlas is intended to help articulate that vision and establish a clearer path forward for achieving it.

How to Read This Atlas

The Atlas has been designed to be a reference document, where a reader can understand basic facts about any given issue facing the transit network in a consistent format. Each of the major themes above is broken into six unique outcomes, each with its own set of data, maps, and recommendations. Each outcome includes the following information:

Outcome Title

Vision Statement: The future the outcome could achieve

Why Is This Outcome Important?

This section describes why each outcome should matter to decision makers

Fast Facts

The fast facts are information tidbits that give important stats and information about each the issues related to the outcome. They support the explanation of why the outcome is important and can offer quick talking points for the Equity Atlas user.

Three Recommendations to Achieve this Outcome:

Three recommendations are possible changes and activities for activists and agencies to push for when trying to change policy. The list is not necessarily complete; each outcome is limited to three recommendations.

Where Are We Today? Atlas Maps – [Online Here](#)

The maps and any key findings from our evaluation of the maps (e.g. where concentrations of various populations are located, where infrastructure or services are lacking) is included here. To keep the Atlas brief, the maps are available online and are hyperlinked (under “Online Here”). The maps provided are high resolution and can be zoomed in on a very small scale, enabling Atlas users to either look for countywide trends, or hone in on one community. Some outcome descriptions show small subsets of the maps, offering a way that the maps can be used in presentations by Atlas users.

Sources and References

The first set of sources offer references for the fast facts and other sections. The second set of references in larger type are additional papers and organizations that are pertinent to the outcome.

Chapter 1: Increasing Mobility, Access, and Connectivity

One of the biggest issues for low- and moderate-income families in Los Angeles County is the cost of living. Not only is housing in Los Angeles County expensive but so is the cost of transportation. Creating a system where transportation costs are lower is important for all transit riders, especially low- and moderate-income households in the region who spend a greater proportion of their income on transportation. The \$40 billion transit investment represents a meaningful opportunity to build the system in a way that benefits all users, especially low-income and transit-dependent riders.

An important equity outcome would be to increase the number of households that are benefitting from investments that connect low- and moderate-income riders to major transportation access points and key destinations such as jobs, schools and daycare. This means bike and pedestrian infrastructure as well as high quality and high frequency bus service that make access to destinations easier and more affordable. Additionally, not every community will be able to support greater transit investments, but it is important to consider how mobility can be improved for people in all parts of the County.

Other vulnerable communities should be considered as well. Children who are not old enough to drive should feel comfortable and safe using the system. Older Angelenos who can no longer drive or who have a little more time on their hands to explore mobility options, as well as people with disabilities who depend on public transit can all benefit from the freedom from isolation that quality public transit can provide.

The following outcomes were identified by the advisory committee to address these issues and are explored in detail in this chapter. These outcomes are designed to be complementary, measurable, and collectively achieving the end vision of increasing mobility, access and connectivity:

1. Major transit nodes can be easily reached by foot, bike or bus
2. All Los Angeles County residents have better transportation choices
3. Transit service for low- and moderate-income riders is reinforced and stable
4. Children grow up feeling safe walking, biking, taking transit
5. People who can't drive have better transportation options
6. Key destinations are connected to the regional transit network

Outcome 1: Major transit nodes can be easily reached by foot, bike or bus

Our new light rail and bus rapid transit stations draw riders coming from 1, 5, or even 10 miles away, thanks to investments that have created secure and convenient access on foot, bicycle, or bus. We can walk from our stations to any destination within a half-mile to a mile without feeling as though we are putting ourselves at risk of being hit by a car. We can ride our bikes to and from a station feeling safe and secure, and knowing we have a place to park them. Other bus transfers are timed with the arrival of trains or BRT vehicles, keeping waits at a minimum, and broadening the reach of the transit system even more.

Why Is This Outcome Important?

More households should benefit from investments in quality transit. To serve the county, the transit system needs to expand its reach not just through expansion of rail lines, but through supportive pedestrian and bicycle infrastructure and an integrated bus network.

Small investments in walking/biking infrastructure such as way finding and sidewalk improvements create value for all neighborhoods in Los Angeles County

Local bus connections are key to reaching much of the county, including destinations not on more frequent transit lines. Los Angeles is moving toward an integrated transit system with rail, rapid and local bus, biking, and walking infrastructure. Fixed-guideway transit and metro rapid buses create a reliable frequent backbone for the transit network, while supporting buses serve local networks with stops spaced at quarter mile distances.

Fast Facts

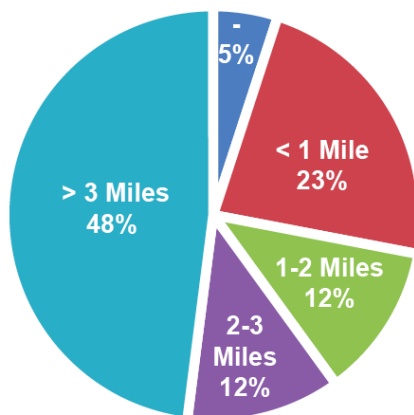
1.18 million people live within a half-mile of the frequent transit system, but 7.8 million people (nearly 80% of county residents) live within 3 miles of the system.¹ A half-mile is the standard distance people willing to walk to transit from home² and 3 miles is the FTA standard for a de facto physical and functional relationship to transit from bicycle improvements.³

Walking and biking make up 19% of all trips in Los Angeles County – better than the national average. But 47% of trips are shorter than 3 miles (graphic below), so there is ample room to increase the number of shorter trips completed by walking or biking.⁴

LACMTA carries over 1.46 million transit passengers per day⁵ – the second highest in the country after New York MTA.⁶

85% of current transit riders walk, bike, or use wheelchairs to get to transit.⁷

Length of All Trips in Los Angeles County

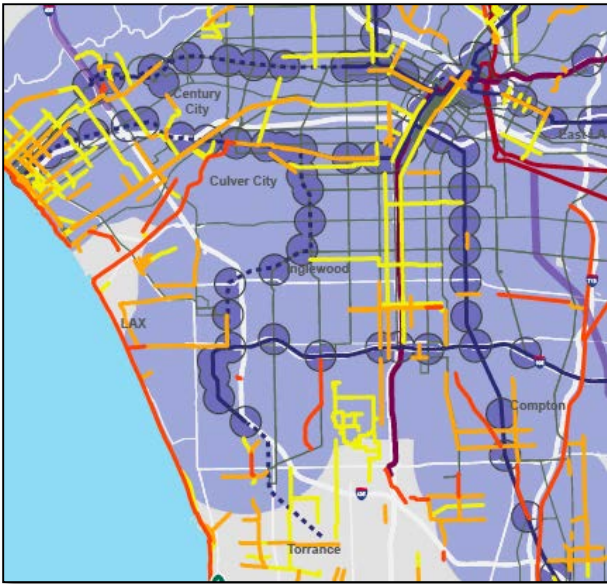


Source: 2012 Safe Routes to School Travel Brief
U.S. DOT National Household Travel Survey 2009

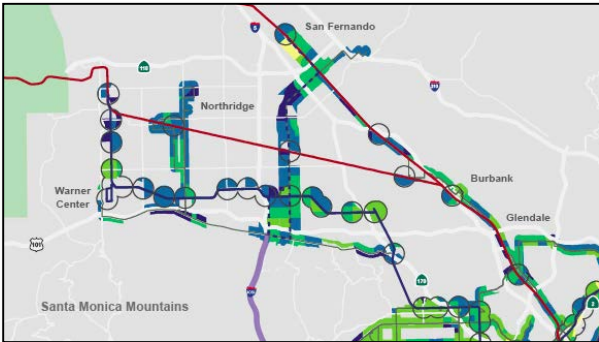
Three Recommendations to Achieve this Outcome:

1. *Design future stations and nearby arterial roads to foster safe, accessible transfers between rail and buses, and safe exits and egress for passengers.*
2. *Prioritize and bundle station area last-mile connection strategies with allocation of funding for bicycle infrastructure, pedestrian improvements, traffic calming, and complete streets. Overlay investments with performance: are places receiving investments actually changing behavior?*
3. *Add new criteria to prioritize transit investments, including: the number of people served by an improvement or connection, and whether a new investment connects transit-dependent neighborhoods to key destinations.*

Map A1-1 Regional Expansion Plans shows the current and anticipated reach of the frequent transit network. The core, most populated and dense area of the county is well served by both fixed-guideway lines and frequent bus corridors – primarily Metro Rapid Bus lines. Areas of the Antelope Valley, San Fernando Valley, San Gabriel Valley and South Bay, however, lack these frequent bus networks. For these areas, a much greater burden will be placed on the fixed-guideway network and bicycle and pedestrian infrastructure to support transportation choices.



The Crenshaw Corridor lacks bicycle routes today – Excerpt from Map A1-2



Walkability near transit in the San Fernando Valley is limited – but neighborhoods closer to North Hollywood are slightly more walkable. Excerpt from Map A1-3

Map A1-2 County Bike Facilities and Catchment Area shows current countywide bicycle facilities. Class I routes are bike lanes that are separated from roads. Class II routes are on street lanes designated for bicycles only. Class III routes are roads where bicyclists share lanes with drivers but signage has been put up to ensure riders are aware that bicycles are preferred. This map also shows the half-mile and 3 mile radius around frequent transit stations, reflecting the area that could potentially be a comfortable walk or bike ride (respectively) for transit riders. While this area covers 80% of the population of the County, facilities to encourage safety are highly limited. The planned Crenshaw and Blue Lines in particular have almost no connecting bicycle routes, limiting the current reach of those transit corridors into surrounding neighborhoods.

Map A1-3 Average Block Size by Census Tract offers a sense of which neighborhoods with transit have the small blocks needed to facilitate comfortable walking activity. A walkable block is typically 2 to 5 acres, although some national standards allow a block up to 8 acres to be considered walkable.⁶ These are reflected in the yellow and green colors on this map. The smaller the block, the more comfortable the walk, assuming roads also offer wide enough sidewalks and slower traffic.

Sources and References

- 1 2010 Census and Reconnecting America 2013
- 2 Schlossberg and Weinstein. Ho Far, By Which Route, and Why? Mineta Transportation Institute 2007
- 3 Federal Register Volume 76, Number 161 (Friday, August 19, 2011)
- 4 U.S. Department of Transportation, National Household Travel Survey, 2009
- 5 LACMTA Ridership Statistics July 2013 – <http://www.metro.net/news/ridership-statistics/>
- 6 American Public Transportation Association: 2012 Public Transportation Fact Book, Washington, DC, September 2012
- 7 2011 Metro Onboard Survey
- 8 Moudon, Anne Vernez, "Operational Definitions of a Walkable Neighborhood: Theoretical and Empirical Insights," 2006

References

Institute of Transportation Engineers Context Sensitive Solutions (CSS), "A Framework for Walkable Urban Thoroughfare Design" <http://www.ite.org/css/online/DWUT04.html>
City of Los Angeles Bicycle Master Plan: <http://dpw.lacounty.gov/pdd/bike/masterplan.cfm>
LA Metro Bike Documents: <http://www.metro.net/bikes/>

Outcome 2: All Los Angeles County residents have better transportation choices

Residents across the county – regardless of where they live – can viably consider alternatives to driving. Not every neighborhood will have a transit line, but sidewalks, bike lanes, and other investments enhance the transportation choices of Los Angeles residents and workers.

Why Is This Outcome Important?

New transit investments are critical to the future mobility of Los Angeles county, but not every community can support transit.

Investment strategies such as traffic calming, way finding signage, last-mile connections, transportation demand management, shuttles, and carpools can improve the transit experience for those who may not live in proximity to bus or rail lines.

Regardless, anyone who spends money in Los Angeles County is supporting the transit expansion, and can and should benefit. This includes workers who live in other counties, benefiting from reduced congestion on the roads.

Los Angeles County needs to continue to accommodate growth in order to remain economically competitive and vital. To improve transportation choices of residents, it makes sense to focus more of this growth near transit.

Fast Facts

The general population density to support transit with enough riders is about 14 people per acre.¹ About 5.9 million residents in the county, or 60%, live in places with census tracts of this density or greater.²

965,000 workers commute into Los Angeles County each day.³

The region's Sustainable Communities Strategy forecasts that the county will add 1.5 million new households by 2035, and that 60% of these households will be in SCAG defined High-Quality Transit Areas.⁴

Three Recommendations to Achieve this Outcome:

1. *Implement a framework that ensures scarce regional transportation funds are invested in ways that most effectively reduce single occupancy driving across the entire County.* LACMTA's Sustainability Policy and Framework offers an approach to ensuring transportation investments are contextually appropriate and supports reducing vehicle miles traveled. This is described in the maps, below.
2. *Use transportation funds to support the goals of the region's Sustainable Communities Strategy, by investing in new infrastructure where growth is designated to occur.*
3. *Ensure transportation models – including models forecasting traffic generation for new projects – consider different types of travel behavior based on walking proximity to transit, shopping, services, and other daily needs.* Models should also consider differences in travel behavior across different types of households, including income and household size.

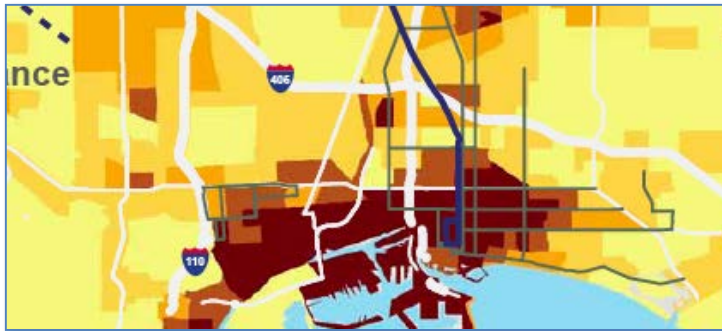
Where Are We Today? Atlas Maps – [Online Here](#)

Map A2-1 Population Intensity shows how the number of residents and workers per acre varies from neighborhood to neighborhood throughout the county. Many areas of the county already meet the minimum threshold of 14 people per acre needed to support transit, but most intense concentrations of people are at the core of the rich transit network. Not surprisingly this is also where frequent transit has been located primarily in the past, and reflects the County's strong transit ridership. Long Beach also has high population intensity but due to its outlying location relative to the transit network, is more difficult to connect with regional transit. This map also shows that areas primarily in manufacturing use – such as the City of Industry and Irwindale – are difficult to serve with transit because densities are low even when workers are factored in.

Map A2-2 Zero Car Housing Units shows the share of households in each neighborhood that do not own a car. This map reflects that areas of both high density and with lower average income (discussed in Outcome 3) have a larger transit-dependent population; thus it would make sense to place more costly transit investments in these locations as the resulting performance in reducing vehicle miles traveled and increasing transit use would be stronger. Notice how areas west of I-405 and south of I-105 where the frequent transit network ends are also

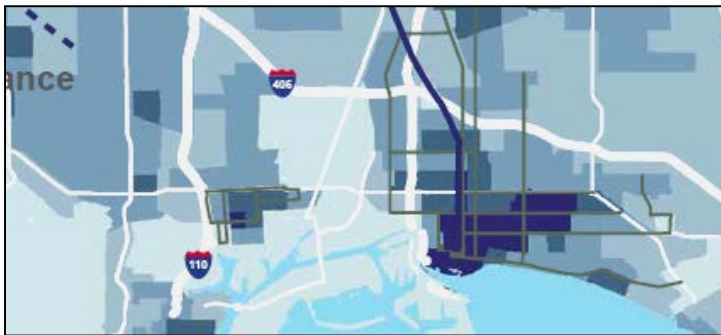
areas with very high auto ownership. As with Map 2-1, Long Beach performs similarly to areas that are more at the core of the regional transit network.

Map A2-3 LACMTA Sustainability Policy Clusters classifies the county's neighborhoods into one of four clusters, which have been defined based on two key physical characteristics with a proven relationship to reducing vehicle miles traveled, and thus congestion and greenhouse gas emissions. These characteristics are population density, and proximity to employment. These clusters can help inform how transportation investment decisions are made in a way that encourages more environmentally sustainable performance. Each cluster has an appropriate set of investments; the "B" clusters, for example, might benefit from bicycle lane investments and support for carpool and vanpool programs. The "A" and "C" clusters might be appropriate for enhanced local bus improvements while the highest performing "D" clusters might support innovative new programs such as bike share, in addition to more frequent transit. As conditions change over time, this numbers-driven model can also shift, making rapidly transforming areas eligible for different types of improvements.



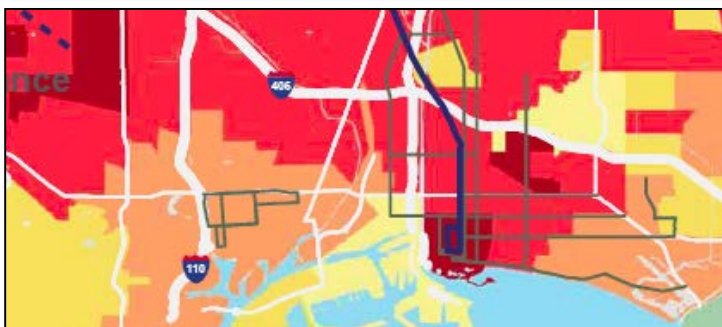
Long Beach – particularly near downtown – has the population intensity and low car ownership rates to support high frequency transit and other investments, but is challenged by lack of transit access from larger region. Frequent transit from Torrance and other areas east are lacking.

Map A2-1 Population Intensity



(For full maps and legends visit the Equity Atlas Maps Page ([Online Here](#)))

Map A2-2 Car-less Housing Units



Map A2-3 Metro Sustainability Policy

Sources and References

- 1 Peter Newman and Jeffrey Kenworthy: *Urban Design to Reduce Automobile Dependence*. Opolis, 2006
- 2 Census 2010, Reconnecting America 2012
- 3 Census Longitudinal Employer-Household Dynamics 2010 <<http://onthemap.ces.census.gov/>>
- 4 SCAG 2012-2035 Regional Transportation Plan. and Sustainable Communities Strategy. <<http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>>

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LACMTA, "Metro Countywide Sustainability Planning Policy & Implementation Plan," Adopted December 2012.

Outcome 3: Transit service for low- and moderate-income riders is reinforced and stable

Transit ridership increases in Los Angeles County as more residents and workers across the county are able to use the expanding system on a daily basis. But the county also manages to retain its low-income transit riders who presently make up over 70% of transit commuters. Because low-income riders are able to access the system, low-income households are able to maintain low overall transportation costs, keeping costs of living within reach (assuming housing costs are stable).

Why Is This Outcome Important?

Low- and moderate-income residents make up the majority of transit riders in Los Angeles County.

Workers living near transit are especially likely to take transit; if they do not live near transit, their transit use decreases.

Higher income households living near transit are much less likely to take transit to work than lower income households near transit. If increasing transit ridership is a goal, investing in transit that serves low-income riders makes good sense.

Walkable, transit-rich communities near jobs can support truly affordable living for residents by lowering and stabilizing transportation costs.

Fast Facts

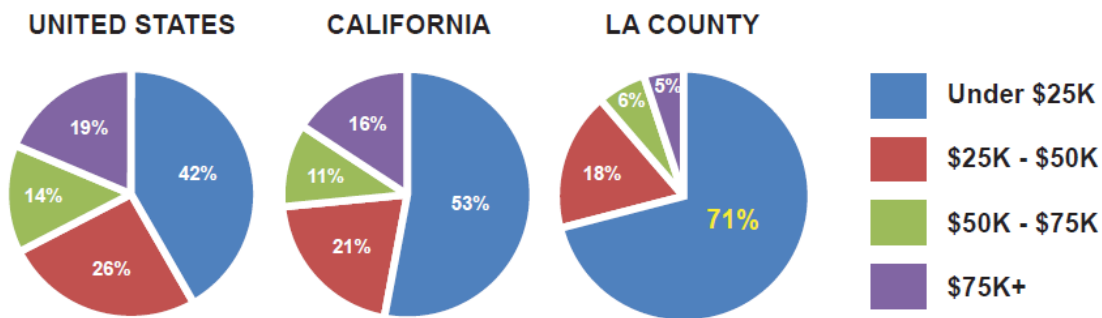
Almost 90% of transit commuters in Los Angeles County earn less than \$50,000. Over 70% of transit commuters have incomes below \$25,000.¹

Households living near transit are more than twice as likely to walk, bike or take transit to work as those living away from transit (21% vs. 9%). This is true among low-income workers as well (31% vs. 16%)²

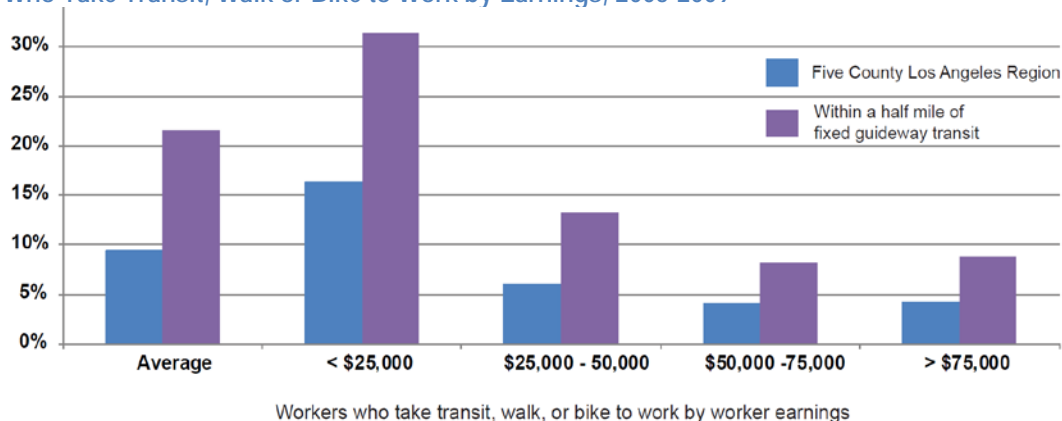
31% of workers who live near transit earning less than \$25,000 take transit, bike or walk to work, vs. 13% of workers near transit earning between \$25,000 and \$50,000.²

Transportation is the second highest household expense for the average American, and Los Angeles County residents spend more of their income on transportation than the national average.³

Transit Ridership to Work by Income Level, 2009



Commuters Who Take Transit, Walk or Bike to Work by Earnings, 2005-2009

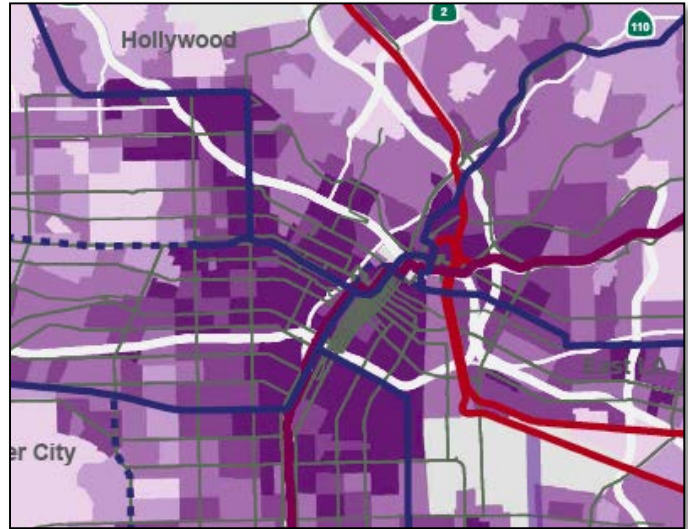


Three Recommendations to Achieve this Outcome:

1. *Maximize connections between transit and neighborhoods with a concentration of low- and moderate-income households, to stabilize and boost ridership. (See the Affordable Housing and Neighborhood Change chapter)*
2. *Locate future transit stations and stops within a mile of major job clusters, particularly clusters with job opportunities for low- and middle-wage workers.*
3. *Conduct regular travel behavior surveys to understand and monitor the profile of transit users, paying particular attention to demographic changes as an indicator of change in surrounding neighborhoods.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map A3-1 Median Household Income shows how the median household income in each Census tract compares to the countywide median household income of \$55,476 (as of 2010). The median household income throughout most of the transit network is lower than \$55,000. There are concentrations of lower income households in areas close to the core of the transit network (near downtown, the Expo and Blue Lines, and in Hollywood). This may explain part of the transit dependence of lower income households, who are currently able to live near transit. However it also presents the risk that as these transit-rich areas become even more highly accessible through investments in the Regional Connector and the Wilshire Subway, higher-income residents could move in, displacing lower-income people, and the share of core transit riders in these neighborhoods could decrease. Other pockets of lower income households include areas in South Los Angeles and West Adams, and the Eastern San Fernando Valley.⁴



Map A3-2 – Journey to work by Walking, Biking, Transit. More than 30% of commuters in neighborhoods at the core of the transit network walk, bike or take transit to work. These areas also correspond to areas with more low-income households.

Map A3-2 Journey to Work shows the share of households in each neighborhood that walk, bike, or take transit to work. Among Census tracts near the core of the transit network, at least 30% of all commuters walk, bike, or take transit. This is compared to the 10.8% of commuters in the county. A number of the north-south arterials in the San Fernando Valley also have high shares of non-driving commuters, with between 10 and 20% of commuters walking, biking and taking transit. These areas correspond to locations with high concentrations of low- and moderate-income households as well.

Sources and References

- 1 Census American Community Survey 2006-2010. Means of Travel to Work by Income
 - 2 CTOD TOD Database. Census American Community Survey 2005-2009. www.toddata.cnt.org
 - 3 Center for Housing Policy and CNT. Losing Ground. 2012 <http://www.cnt.org/repository/LosingGround.FINAL.pdf>
 - 4 For a more detailed description of dynamics associated with Income and corresponding maps, please refer to the Affordable Housing and Neighborhood Change chapter
- References
- Dukakis Center for Urban and Regional Policy, Stephanie Pollack. *Maintaining Diversity In America's Transit-Rich Neighborhoods*. 2010 – http://nuweb9.neu.edu/dukakiscenter/wp-content/uploads/TRN_Equity_final.pdf

Outcome 4: Children grow up feeling safe walking, biking, taking transit

Los Angeles County's school aged children are safe and comfortable walking, biking and taking transit on a daily basis to school and other activities. Streets are safer for children thanks to investments in traffic calming measures, improved sidewalks, bicycle lanes, and crime reduction measures. Children attending schools far from their homes are able to take the bus or light rail to school because it is convenient and affordable. As more kids learn to get around without a car, they become more likely to consider alternatives to single occupancy driving when they reach legal driving age.

Why Is This Outcome Important?

Children will be more likely to consider transportation alternatives as adults if they learn to take transit from an early age.

As children are able to walk, bike, or take transit to school on a daily basis, they will be more likely to achieve recommended levels of physical activity, reducing their risk for inactivity related illnesses such as diabetes and other chronic conditions.

Safe Routes to School investments require an assessment of the investments that will actually reduce barriers children face walking, biking, taking transit.

Children are vulnerable to collisions and should feel safe traveling on their own.

Fast Facts

In 2009, 13% of K-8 children walked or biked to school, down from 48% of K-8 children in 1969.¹

Children who walk or bike to school are more likely to walk or bike to other destinations in their neighborhood.²

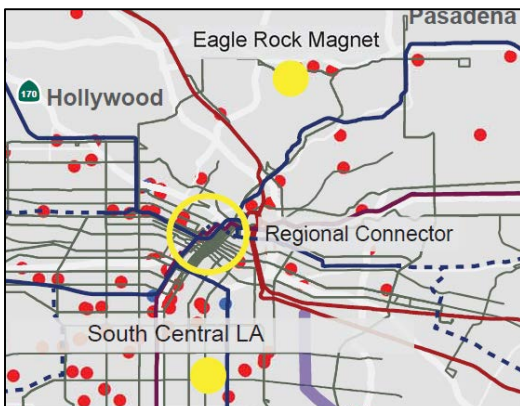
Youth under age 16 make up 39% of bicycling trips and 17% of walking trips despite only making up 21% of the population.³

Children who walk or bike to school generally are active for more time during the day than children who are driven. This is particularly true for children who commute longer than half-mile.⁴

Vehicle traffic and safety is clearly a main factor in a parent's decision to allow their child to walk or bike to school. In a national survey, 55% of parents who did not allow their child to walk or bike cited the number of cars as a significant issue in their decision.⁵

Leveraging Transit to Support Safe Routes to School for Choice, Lottery, and Charter Schools

The Los Angeles Unified School District is the second largest school district in the nation, serving over 640,000 students in over 900 schools including 187 charter schools. Many students in the districts do not attend school within their neighborhood, opting instead to attend a specific charter school or transfer to a school that has perceived higher academic opportunity. As a result, the County's public transit system plays an increasingly important role in enabling children to access their school of preference.



Investments in the expansion of transit, therefore, are not just serving commuters to work, but can also serve commuters to school. A student who lives near Central and Slauson Avenue in Los Angeles, looking to attend the Eagle Rock Highly Gifted Elementary Magnet school would currently have an hour and a half transit trip each way on three buses, or would be stuck in heavy traffic. With the completion of the Regional Connector, however, this student could hop the Blue Line directly through downtown to the Lincoln Heights Gold Line Station and then take one bus to the school. This could cut significant time from his or her trip, making school choice a much more reasonable option.

Three Recommendations to Achieve this Outcome:

1. *Increase overall funding for pedestrian and bicycle improvements as well as education programs for children and families.*
2. *Use data (such as the SWITRS data on pedestrian fatalities) to understand key areas of need for traffic safety, and consider how these areas also relate to nearby schools.*
3. *Support in-progress Safe Routes to School programmatic activities such as walk to school days, which now have to compete for once-dedicated federal funding under the 2012 federal transportation bill (Moving Ahead for Progress in the 21st Century, or “MAP-21”).*

Where Are We Today? Atlas Maps – [Online Here](#)

Map A4-1 Middle/High School Location and Age shows concentrations of middle and high school aged children (10 to 17), compared with the location of public middle and high schools. 29% of public middle and high schools and 22% of students are located near frequent transit, offering greater options for children to consider commuting to school via bus or train. This map can also be used to identify schools within individual neighborhoods throughout the system, compared with likely locations from which children might be coming.

Map A4-2 Public Charter School Locations shows the location of public charter schools relative to transit. As these schools are more likely to draw students from greater distances who are seeking specialized types of education, the transit network could potentially play a stronger role in connecting students to school. 63% of public charter schools today are near frequent transit with 52% of the student population near transit.

Map A4-3 Pedestrian Collisions by Population shows locations with high concentrations of pedestrian collisions. This data can be used to identify areas that are priority investments for pedestrian safety infrastructure. Overlaying this information with the location of schools may also help prioritize and establish individual Safe Routes to School programs.

Sources and References

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- 2 National Center for Safe Routes to School, “Safe Routes to School and Health: Understanding the Physical Activity Benefits of Walking and Bicycling to School,” September 2010. http://saferoutesinfo.org/sites/default/files/resources/SRTS%20and%20health_final.pdf
- 3 [Alliance for Walking & Biking. Bicycling and Walking in the United States Benchmarking Report. 2012](#)
<http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20%20-%20Final%20Draft%20-%20WEB.pdf>
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- 5 National Center for Safe Routes to School, “Getting Results: SRTS Programs that Reduce Traffic”

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Safe Routes to School in California: <http://saferoutescalifornia.org/>
Los Angeles County Active Transportation Coalition: <http://saferoutescalifornia.org/losangelescounty/>
State of California Department of Education County School Data: <http://ractod.org/12IjGM>
University of California at Berkeley Transportation Injury Mapping System: <http://www.tims.berkeley.edu/>

Outcome 5: People who cannot drive have better transportation options

Los Angeles County residents and workers who cannot physically drive – including the young, elderly, and persons with a disability- are able to access their daily needs and services using transportation alternatives.

Why Is This Outcome Important?

The number of county residents who are physically unable to drive will increase over the next 30 years as the Baby Boomers enter retirement age.

Many older residents who must stop driving due to disabilities will be mobility limited, which will impact their quality of life and health.

Residents who are income restricted – either because they are unable to work or have retired – are more susceptible to be negatively impacted by fluctuating gas prices and other volatile transportation costs.

Fortunately, Los Angeles County's expansive transit network enables most seniors to have access to some type of transit. However, growth among senior populations will occur in areas of the county with more limited transit access.

Los Angeles County residents with a disability are three times as likely to experience transportation limitations in accessing essential services.

The oldest senior's needs are often related to social isolation or pursuing daily activities and services. Offering a way to connect with others is an important consideration.

Fast Facts

63% of transit-dependent riders on LA Metro are 65 years or older.¹ Recent studies have predicted LA County will gain 867,000 senior citizens over the next two decades while losing younger residents.²

By 2030, 19% of the population will be over 65 in Los Angeles, vs. 11% in 2010, an increase of nearly 1 million people. Latinos will comprise the fastest growing segment of the senior population, with over 740,000 Latino seniors by 2030.³

As of 2005, 12% of Americans over 50 and 20% of Americans over 65 did not drive at all.⁴ Those who do not drive make 15% fewer trips to the doctor, 59% fewer trips to shop, and 65% fewer trips to visit friends and family than their driving counterparts. But these trends vary by location, with 61% of rural or suburban aging residents staying home on a given day, compared with 43% of urban aging residents.⁵

85% of seniors in a 2008 AARP survey were very to extremely concerned about rising gas prices.⁶ A typical healthy, single person elder household in Los Angeles County requires a minimum income of over \$23,000 to meet basic needs, more than 200% of the federal poverty line. Residents with a disability or requiring a deeper level of care may have basic expenses that are 20% to 100% higher.⁷

In 2000, 9% of seniors in urban areas and 23% of seniors in suburban or rural areas have poor transit access. The share of seniors with poor transit access was projected to increase over time.⁸

In 2005, nearly 20% of County residents reported having a disability. 17% reported transportation as a barrier to receiving needed health care, vs. 5% of residents without a disability.⁹

Seniors account for 10% of walking trips but 19% of the fatalities. They make up 6% of bicycle trips but 10% of the fatalities, meaning they are at greater risk than other age groups.¹⁰

Three Recommendations to Achieve this Outcome:

1. *Establish performance targets for providing affordable and accessible housing for senior and disabled residents within new developments near transit.*
2. *Provide outreach and education about the transit system to seniors and the disabled community. In the long run this may also help reduce the cost and use of paratransit and other door-to-door service.*
3. *Address potential barriers to encouraging seniors to move close to transit, such as reciprocal agreements with nearby counties to freeze property taxes for seniors.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map A5-1 Residents Over 65 shows areas with concentrations of residents older than 65 as of 2010. This map underscores that generally, the areas with concentrations of senior residents are in the hills and other outlying areas at a distance from the frequent transit network, which will ultimately result in a growing share of seniors who cannot drive living out of reach of transit. Corridors such as the Orange Line and the planned Gold Line Foothill Extension have a slightly higher concentration of residents over 65 who may be able to reach the transit network as it is built out. There is also a concentration of residents over 65 on the planned Crenshaw line and the Westside Subway as it reaches UCLA.

Map A5-2 Householder Over 65 with Zero Cars shows the number of households in each neighborhood that do not own a car, whose head of household is over 65. This map shows that today, transit-dependent senior households are more likely to be located in areas proximate to transit, likely because of the higher rates of poverty in these locations. These neighborhoods are much more scattered throughout the County, with small concentrations near transit in Hollywood, East Los Angeles, and West Adams.

Sources and References

- 1 2011 Metro On Board Survey
- 2 LA Now Blog: LA population will be much older, more settled, study says. March 12, 2013.
<http://latimesblogs.latimes.com/lanow/2013/03/study-predicts-a-grayer-more-settled-los-angeles.html>
- 3 Kuo T, Villa VM, Aranda MP, Trejo L, et al. *The State of Aging and Health Among Older Latinos in Los Angeles 2009*. Los Angeles, CA: Los Angeles Area Agency on Aging, June 2009.
- 4 American Association of Retired Persons, "Beyond 50.5." 2005.
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- 6 Skufca, Laura, "Is the Cost of Gas Causing Americans to Use Alternative Transportation?" Washington, D.C.: American Association of Retired Persons, 2008.
- 7 UCLA Center for Health Policy Research, Elder Economic Security Standard Index: California Counties 2010.
http://healthpolicy.ucla.edu/programs/health-disparities/elder-health/elder-index-data/Pages/elder_index12jan.aspx
- 8 Transportation for America, "Aging in Place, Stuck without Options: Fixing the Mobility Crisis Threatening the Baby Boom Generation," Washington, D.C. <http://t4america.org/docs/SeniorsMobilityCrisis.pdf>
- 9 Los Angeles County Public Health, "Adult Disability in Los Angeles County," Los Angeles, CA, 2006.
<http://publichealth.lacounty.gov/wwwfiles/ph/hae/ha/Disability02.pdf>
- 10 Alliance for Biking and Walking, *Bicycling and Walking in the United States: 2012 Benchmarking Report*. Washington, DC, 2012.
<http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20-%20-%20Final%20Draft%20-%20WEB.pdf>

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LA County Survey of the Older Adult Population 2008 –
<http://css.lacounty.gov/data/sites/1/documentlibrary/aaa/css-nar-080501.pdf>

Outcome 6: Key destinations are connected to the regional transit network

Major job centers, regional recreational and entertainment facilities, and regional services and institutions are within walking, biking, or connecting bus distance of the frequent transit network. As a result, more County and regional residents take advantage of one-off opportunities, such as a trip to a basketball game, to take transit rather than drive, and become comfortable with the idea of considering transit as a primary mode of travel.

Why Is This Outcome Important?

The location of major job clusters and other centers of activity determine how our transportation infrastructure is defined.

Workers are significantly more likely to take transit to work if their jobs are in close proximity to the transit system.

Occasional recreational or entertainment transit trips offer opportunities to introduce patrons who regularly drive to the ease and reduced cost of transit use.

Fast Facts

While work trips only make up 18% of all trips made in the nation, they are by far the longest trip and generally occur at set, limited hours, such that they define how we invest in our infrastructure.¹

Commuters are much more likely to take transit if their work destination is within 500 feet of the transit stop. Their use of transit steeply drops off after 500 feet.²

While work trips make up 59% of all transit trips, the other 40% of trips are non-work trips. Social/Recreational trips comprise 16% of transit trips, the second largest category for trips.³

FIGURE 1 Trip Purpose - Transit Trips

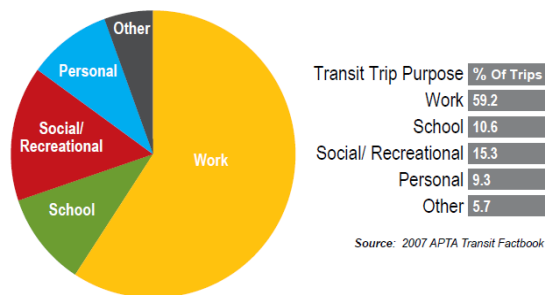
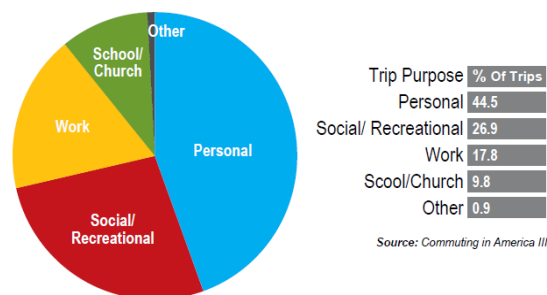


FIGURE 2 Trip Purpose - All Modes



Three Recommendations to Achieve this Outcome:

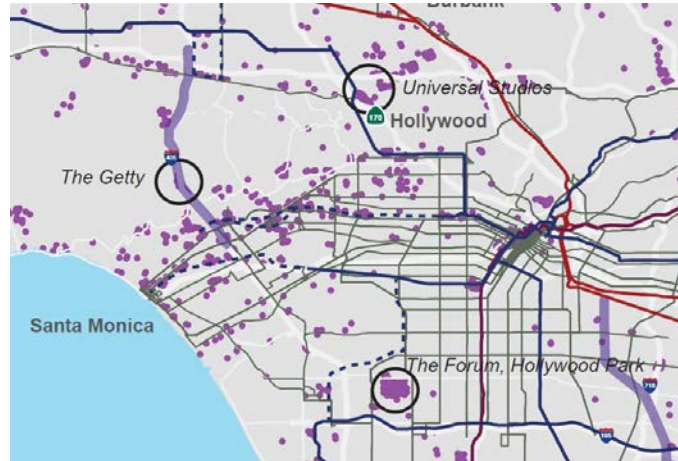
1. Encourage major employers to locate near transit through land-use regulation, business attraction activities, and other incentive mechanisms.
2. Identify key work and non-work destinations in the region and ensure that transit or last-mile connections serve these destinations.
3. Work with key institutions, event coordinators, and managers of other key destinations to promote transit as a viable, fun alternative to driving.

Where Are We Today? Atlas Maps – [Online Here](#)

Map A6-1 Employment Centers shows concentrations of jobs in the County, relative to the transit network. Today, 22% of Los Angeles County's jobs are within a half-mile of fixed-guideway transit. When the transit system is completed, 29% of all jobs will be within a half-mile of the fixed-guideway network. Current frequent bus lines together with the built-out fixed-guideway system will connect 47% of today's jobs.

For additional detail on employment centers and the dynamics of different types of jobs, please refer to the Economic and Workforce Development Chapter.

Map A6-2 Arts, Entertainment, and Recreation shows concentrations of entertainment destinations in the county. Obviously the movie and television studios are a major drivers of this sector in Los Angeles, but the concentrations also show while destinations such as Universal Studios are well served by transit, others such as Six Flags Magic Mountain in Santa Clarita are limited to automobile access.



Other Maps: Additional and better data on key non-work destinations, including hospitals, universities, parks, and other recreational opportunities needs to be compiled in order to complete a full atlas of the opportunities to connect destinations.

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- 1 Alan Pisarski. Commuting in America III. TCRP 2006. <http://www.trb.org/Main/Blurbs/156993.aspx>
- 2 Robert Cervero. Office Development, Rail Transit, and Commuting Choices. Journal of Public Transportation Vol. 9, No 5, 2006 <http://www.reconnectingamerica.org/assets/Uploads/jpt95cervero.pdf>
- 3 Alan Pisarski. Commuting in America III. TCRP 2006. <http://www.trb.org/Main/Blurbs/156993.aspx>

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Zupan and Pushkarev. Public Transportation and Land Use Policy. Regional Plan Association 1977.
Cervero, Lund, Willson. Travel Characteristics of Transit Oriented Development in California. Oakland CA, BART Metro Destination Guides. <http://www.metro.net/riding/destination-guides/>

Chapter 2: Preserving and Creating Affordable Housing and Managing Neighborhood Change

Providing housing affordable to people of all incomes is a fundamental tenet of building more equitable and sustainable communities and regions. Studies show that inequality is detrimental and can cast a large shadow on economic growth. By 2018, 45% of all jobs will require an associate's degree or higher, yet today only 26% to 27% of U.S. born African Americans and Latinos have that level of education.⁹ In addition to this education gap, there is a housing gap as well – not only a difference in the amount of housing and jobs, but a difference in the number of people in the County that can afford housing.¹⁰

By 2035, the region is expected to add 4 million people, a majority of them non-white. The best way to ensure that these new residents do not contribute to an increase in congestion and worsen air quality with their transportation choices or lack thereof, is to provide opportunities for them to live in locations that offer other mobility options other than the car. The data shows that households living near transit today are more than twice as likely to take transit to work than the average household, with transit ridership being much higher among very-low and low-income residents in the County.¹¹

SCAG has forecasted that 40% of the 624,000 new households projected by 2035 (or 250,000 households) will need housing affordable to very-low and low incomes which in today's dollars would be family households earning less than \$50,000.¹² Therefore, as discussed in the following outcomes, an important policy and investment priority should be focused on ensuring that the housing opportunities for low-income people currently available in transit-rich communities are preserved, and that new housing that meets those income levels are created in transit-rich communities, increasing the overall supply of housing in these high-access locations.

The public sector, along with housing developers, community development corporations (CDC's), community development finance institutions (CDFIs) and banks all have an important role to play in delivering on these outcomes. At every opportunity, public land and assets should be considered for housing production and other essential services. And the public should be involved in determine the best use of public assets to address community needs. Meaningful engagement in the planning process will be critical in ensuring the most effective and impactful tools are put to use.

The following outcomes were determined by the advisory committee to address these issues and are explored in detail in this chapter.

1. More people of all incomes have the ability to live in transit-rich locations
2. Residents have the ability to stay within their communities with stable housing costs.
3. Affordable housing opportunities near transit are optimized

⁹ Policy Link and the Center for American Progress. All In Nation: An America That Works for All. <http://www.americanprogress.org/wp-content/uploads/2013/07/AllInNation-1.pdf>

¹⁰ Los Angeles Business Council. Building Livable Communities. 2012 http://labusinesscouncil.org/files/LABC_MHTJ_Report_2012.pdf

¹¹ Center for Transit-Oriented Development, TOD Database, Reconnecting America.

¹² Southern California Association of Governments, Regional Housing Needs Allocation

4. The Public Sector maximizes opportunities to increase housing production on publicly owned land.
5. Local and regional land use and transportation planning efforts are inclusive, transparent, and incorporate the needs of current residents and businesses.
6. Los Angeles County agencies use a variety of tools to catalyze development near transit that includes adequate levels of affordable housing.

Outcome 1: More people of all incomes have the ability to live in transit-rich locations.

Cities with frequent transit accommodate a mix of new housing development near transit to ensure that Los Angeles County achieves its goals related to reduced congestion and improved air quality. New development includes both market-rate and affordable housing, so that households across the income spectrum can benefit from living near the expanded transit system.

Why Is This Outcome Important?

The region is expected to add 4 million new people by 2035. To avoid parallel increases in congestion and worsening air quality, over half of this growth needs to be located near transit.

This new growth is occurring across the income spectrum, meaning new and existing homes near transit must serve households with a range of housing types.

Locating growth near the high-quality transit network will only reduce greenhouse gases and congestion if both new and existing households take transit.

In addition to low-income households benefitting from proximity to transit, transit also benefits because low-income riders are a core group of riders creating stability for the transit agency.

Parking is a major impediment to building near transit as it drives up the cost of building housing and increases costs for renters and owners.

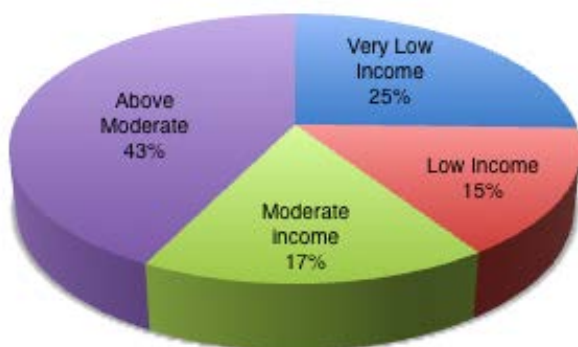
Fast Facts

According to SCAG's Sustainable Communities Strategy, 1.5 million households (or 4 million people) will be added to the six-county region. To meet greenhouse gas reduction goals SCAG forecasts that at least 60% of this growth will need to occur near high-quality transit. SCAG forecasts that 180,000 new households will need to be added near transit in Los Angeles County alone (of the 420,000 new homes near transit across the region).¹

By 2021, 40% of new housing development in Los Angeles County must be affordable to low- or very-low-income households in order to meet the regional housing need (see chart below).² Additionally many households living near transit have relatively large household sizes; to truly accommodate 180,000 new households near transit, housing must be built to accommodate both large and small households.

Households living near transit today are more than twice as likely to take transit or work to work than average. As discussed in the Mobility, Access, and Connectivity Chapter, transit ridership is much higher among very-low- and low-income residents of Los Angeles County.³ New residents near transit at all income levels should be encouraged to take transit, but transit use at peak hours is more likely to occur amongst lower income households.

*SCAG Regional Housing Needs
Allocation, 2013-2021, by income, in Los
Angeles County.*



Three Recommendations to Achieve this Outcome:

1. *Encourage equitable and affordable housing development near transit by adopting supportive zoning codes and incentives such as fair share housing policies and value capture strategies.*
2. *Use regulatory and finance tools to encourage new development to serve a range of household incomes and types. Housing for families and the needs of seniors should be included as well as increasing options for singles and young people.*
3. *Identify potential development opportunities up front when planning new transit stations and stops, and set up a plan to maximize these opportunities through partnerships with developers and other agencies, consolidation of sites, zoning, subsidy for affordable housing, etc.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map B1-1 Residential Density map shows transit-rich neighborhoods that currently have higher residential densities. New transit in corridors like Van Nuys in the valley will serve high population densities while corridors like the Gold Line extension will be more of a commuter corridor. The Rapid Bus network also serves population rich areas as well.

Map B1-2 Existing Zoning, 2009 shows that while many jurisdictions have adopted transit supportive plans, station areas throughout the region have a long way to go to allow for new development near transit. With 63 jurisdictions touching the frequent transit network, adopting supportive zoning codes to accommodate 180,000 new units will require significant additional work.

Map B1-3 Average Household Sizes shows concentrations of higher household sizes near parts of the frequent transit network. Areas near the Blue Line in South Los Angeles, the northeast San Fernando Valley, and the southeastern San Gabriel Valley have higher household sizes. The fact that the frequent transit network today accommodates a range of household sizes reinforces that future growth will also need to support a variety of household types.

Map B1-4 Median Income Under \$35K and Household Size shows where concentrations of households with incomes under \$35K live and where household size is below the regional average. Generally, neighborhoods with higher incomes also have smaller household sizes. This map shows that areas in Los Angeles County with lower incomes also have higher household sizes, meaning they are likely trying to save money with more crowded living conditions.

Other Potential Maps: A map showing locations where the allowable building envelope is significantly higher than current buildings on the property could help jurisdictions understand true development potential near transit, identify areas at risk of displacement through tear-down and rebuild activities, and establish value capture mechanisms to generate revenue for affordable housing. Cities and regional agencies should map these hot zones where the allowable building envelope is significantly higher than existing buildings.

Sources and References

1 Southern California Association of Governments, Sustainable Communities Strategy

2 Southern California Association of Governments, Regional Housing Needs Allocation

3 Center for Transit-Oriented Development, TOD Database, Reconnecting America. For more please refer to Chapter A, Outcome 3.

Outcome 2: Residents have the ability to stay within their communities with stable housing costs

As the transit network is built out in Los Angeles County, neighborhoods with rich transportation choices become more desirable and in greater demand from a wider range of potential renters and buyers. Existing residents are able to continue living in their current neighborhoods if they choose to do so through policies that both preserve and promote permanently affordable housing in transit-rich neighborhoods.

Why Is This Outcome Important?

The combination of new transit investments, new development, and other investments improving the quality of life in communities near transit will increase property values and the demand for housing in some station areas.

Current residents in these neighborhoods will be potentially vulnerable to displacement.

If current housing is torn down and replaced with newer housing through the process of increasing densities or meeting the market demand for housing, current residents will be forced to move.

If current low-income residents are displaced from communities near transit as higher-income residents move in, transit agencies will lose their core transit ridership, and overall rates of driving from those neighborhoods may increase.

Even if new development includes equivalent or greater amounts of affordable housing, many families will be displaced during construction and may not return to the neighborhood. Some factors that contribute to this is that most families don't want to move twice through the relocation process, and many families who were able to double up to make it more affordable are now disqualified because of overcrowding policies.

Fast Facts

Much of the largest market rental increases have been near the Expo Line Phase II and the Westside Subway as well as the Crenshaw Line. A recent report by USC shows that in 2011, nearby rents went up anywhere between 6.3% and 11.5% because of increasing demand for apartments.¹

Neighborhoods with a high share of lower-income renter households are vulnerable to displacement. Measures such as rent control are critical but cannot solely prevent displacement.² Nearly 780,000 households in Los Angeles County pay more than 35% of their income toward housing expenses.³

Households within a half-mile of a station are more than twice as likely to take transit or walk to work as their counterparts living away from transit (9% vs. 21%). Transit and walking behavior steeply drops for workers earning more than \$25,000 who live near transit: while 31% of workers earning less than \$25,000 take transit or walk, only 13% of workers earning \$25,000 to \$50,000 take transit or walk to work.⁵

In Los Angeles County, 90% of households have at least one auto available.³

Rent Stabilization in the City of Los Angeles by Building Sizes

Continued enforcement of the Rent Stabilization Ordinance is important for protecting affordable housing for low-income families.



Three Recommendations to Achieve this Outcome:

1. *Reinforce and expand programs to protect the rights of low-income renters, including Rent Stabilization Ordinance, Code Enforcement, Just Cause Eviction, Condo Conversion Ordinance, and tenant outreach programs. Jurisdictions should adopt Just Cause Eviction ordinances which limit the reasons that landlords can evict tenants.*
2. *Create a system for creating and enforcing the replacement of housing under a “no net loss” policy. State housing bills have defined “no net loss” as follows: “the number of housing units occupied by extremely, very, low-income households is not reduced in communities. Replacement of units housing these households occurs within two years.”*
3. *Develop relocation plans for current residents to ensure those same residents have the opportunity to live in new affordable housing in transit-rich communities.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map B2-1 Overburdened by Rental Costs shows the share of households paying more than 35% of income on housing. Small concentrations of overburdened renters exist throughout the transit system, with over half of renters in most of South Los Angeles paying above 35% of their income on housing, and over 75% of renters overburdened in some areas along the Eastside Extension and along arterials in the San Fernando Valley.

Map B2-2 Federally Assisted Housing Units HUD Section 8/202 units should be protected from expiration. In 2011, 67% of units set to expire by 2018 were near transit. Many federally subsidized units are concentrated in the region’s core with good access to transit and opportunities to keep these units available for low-income households should not be missed.

Map B2-3 Renter Concentration shows the ratios of rental units near transit. There are an estimated 1,665,798 rental units available in LA County. 49% of these, or 817,331 rental units, are near existing or future frequent transit. This compares with 37% of all countywide households, indicating rental units exist in greater quantities near transit than homes owned. Over half or three-quarters of households are renters in many neighborhoods near transit, including Central Los Angeles, West Los Angeles the Van Nuys corridor, Long Beach, and areas of Pasadena, among others.

Map B2-4 Total Rental Units shows the concentrated location of rental units near transit. High numbers of rental units are concentrated on the west side as well as in the southern part of the San Fernando Valley and Long Beach and Pasadena.

Map B2-5 Income Disparities shows census tracts with a high share of both high-income households (earning more than \$100,000/year) and very-low-income households (earning less than \$35,000/year or 63% of Median Income), as of the 2007-2011 American Community Survey. Many neighborhoods throughout the region have pockets of both poverty and wealth, which may place lower-income residents at greater vulnerability to displacement. This trend is particularly notable and consistent throughout Koreatown and West Los Angeles, but is present throughout the frequent transit system.

Sources and References

- 1 USC Lusk Center. Multifamily Market Forecast 2012 Report <http://www.usc.edu/schools/price/lusk/casden/pdfs/multifamily-report-2012.pdf>
- 2 Los Angeles Housing Department
- 3 U.S. Census, American Community Survey, 2006-2011.
- 4 US Department of Housing and Urban Development (HUD)
- 5 Reconnecting America, Center for Transit-Oriented Development Database, American Community Survey 2005-2009. <http://toddata.cnt.org>

References

California Air Resources Board Study on Neighborhood Change. *The University of California (Los Angeles and Berkeley) has received funding to study the impacts of the SCS in Southern California and the Bay Area. This research will look at displacement trends as well as gentrification and will be out in the next year. A predictive tool will also show which neighborhoods will be vulnerable to gentrification.*

Los Angeles Housing Department: Affordable Housing Report Back Relative to the University of Southern California (USC) specific plan development agreement. http://clkrep.lacity.org/onlinedocs/2012/12-0968_RPT_LAHD_%209.18.12.pdf

Outcome 3: Affordable housing opportunities near transit are optimized

Jurisdictions prioritize the production of housing near transit. At least 40% of new housing in station areas is permanently affordable to households earning 80% of median income or less with greater targets focused on 50% of median income.

Why Is This Outcome Important?

The rate at which new housing development is occurring near transit has accelerated in the past decade.

However, market-rate housing is being built for the highest end of the income spectrum, and the challenges of infill development make building near transit more costly than greenfield development.

Residents with the lowest incomes need help and also use the transit system more.

Producing affordable housing is increasingly challenged in resource-constrained California.

The demand for affordable housing far outweighs the supply, even when unrestricted or uncovenanted affordable housing is considered.

Recognizing that jurisdictions will prioritize housing near transit, it is important that people who live near transit have access to the transit system.

Fast Facts

Housing near future and existing frequent transit grew at a faster clip from 2000 to 2010 than the region as a whole. Units increased 2.7% in Los Angeles County. Near future and existing frequent transit the number of units grew 6%. Units near transit represented 35.5% of all units in 2000 while in 2010 they represented 36.7%. Overall, 78.9% of all unit growth was near frequent existing and future transit.¹

Regulatory limitations, land assembly or cleanup, and the need for additional infrastructure and services are three common barriers to infill development that increase the cost of development and make some higher density building types only feasible in the market if they command premium sales prices or rents.²

In addition to the 2011 loss of Redevelopment funds for affordable housing in California, other State and Federal funds have been diminished, leaving limited sources of public subsidy for housing.³

Maps B3-2 through B3-4 describe the gap between housing availability and households in need of lower priced housing.

Three Recommendations to Achieve this Outcome:

1. *Cities should provide supportive zoning codes and policies that include reduced parking in addition to incentives that encourage affordable housing construction near transit.*
2. *Use planning tools such as increasing densities or reducing parking to encourage development of moderate income housing near transit, while creating financial subsidies and incentives for lowest income housing.*
3. *Leverage funding sources to incentivize participation of jurisdictions in affordable housing production – particularly those jurisdictions with frequent transit.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map B3-1 Household Incomes Less than \$35,000 shows the share of households in each census tract whose total household income is less than \$35,000 per year, or approximately 63% of the regional median income. Currently lower income households are concentrated near transit relative to the region, with 46% of households living near the light rail and busway system earning less than \$35,000. Much of this differentiation is due to current concentrations of extremely- and very-low-income households living at the core of the frequent transit network, which also boosts transit ridership trends among lower-income workers.

The following maps compare the number of units in the county that are affordable to different income levels with the number of households earning that income level. Note that the U.S. Census does not provide information on household income by household size – therefore the total number of households earning a specific income level may include households with smaller household sizes.

B3-2 Map of Housing Affordable to Families Qualifying as Extremely Low Income (Making under \$25,000/year), 2009:

If a 4-person household is making less than \$25,000 a year, there are 114,000 units in the County that are currently affordable (with rents 30% of income or below). 55% of those units are near frequent transit (compared with 37% of all units). However there are approximately 718,000 households making less than \$25,000.

B3-3 Map of Housing Affordable to Families Qualifying as Very Low Income (Making under \$42,000/year), 2009:

If a 4-person household is making \$42,000 a year, there are 358,000 units that are currently affordable, 55% of those units are near frequent transit (compared with 37% of all units). However there are approximately 1.1 million households making \$42,000 per year or less.

B3-4 Map of Housing Affordable to Families Qualifying as Low Income (Making under \$67,000/year), 2009:

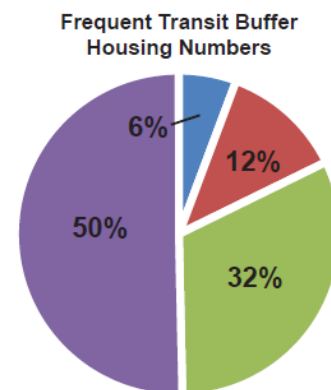
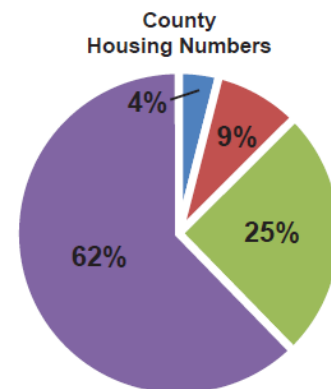
If a 4-person household is making \$67,000 a year, there are over 1.08 million units that are affordable. 51% of those units are near frequent transit (compared with 37% of all units). However there are 2 million households earning below \$67,000 a year.

Universe of Housing Stock

	LA County	Frequent Transit Buffer	PCT
Total Housing Units 2010	3,217,889	1,180,690	0.37
Federally Assisted Units 2011	38,411	24,302	0.63
Federally Assisted Expiring Units	16,876	11,105	0.66
Total Units (Rent+Own) (ACS CHAS)	2,863,515	1,101,297	0.38
Total Owner Occupied (ACS CHAS)	1,342,905	334,198	0.25
Total Rental Units (ACS CHAS)	1,520,610	767,099	0.50
Rental Units Affordable to 30% AMI	114,092	62,651	0.55
All Units Affordable to 50% AMI	358,062	195,372	0.55
All Units Affordable to 80% AMI	1,080,365	546,736	0.51



Notes: Comprehensive Housing Affordability Strategy (CHAS) data is compiled by HUD and taken from the 2005-2009 ACS data. Accuracy is dependent on sample sizes.

**Sources and References**

- 1 Reconnecting America 2013, U.S. Census 2000 and 2010.
- 2 Center for Transit-Oriented Development, *Downtowns, Greenfields and Places in Between: Promoting Development Near Transit*. May 2013, pp. 27. http://www.ctod.org/pdfs/20130528_DntnsGreenfieldsEtc.FINAL.pdf
- 3 Low-Income Investment Fund, Enterprise Community Partners, Center for Transit-Oriented Development, "Incentives to Encourage Equitable Development in Los Angeles County Transit Oriented Districts." Forthcoming publication, 2013.

Outcome 4: The public sector maximizes opportunities to increase housing production on publicly owned land

All public agencies with land assets near transit consider the potential development of affordable housing on that land first as part of their disposition plan. While affordable housing will need to be considered in addition to other transit-supportive land uses, public agencies commit to maximizing opportunities to leverage public land near transit in support of affordable housing.

Why Is This Outcome Important?

Publicly owned land is a key asset for new development, particularly given the limited tools available to foster infill development in an era of mandated growth near transit.

The State of California and local agencies are two key resources for publicly owned land.

Transit agencies across the country are increasingly using “joint development” as an approach to foster development near transit and achieve goals related to increased ridership or revenue for the agency.

Several transit agencies across the country have adopted specific policies and procedures to support affordable housing through joint development.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has one of the most robust joint development programs in the country, relying primarily on partnerships with cities and redevelopment agencies to provide subsidies. To continue this production of housing for core riders Metro will need to support affordable housing through other land disposition incentives.

Fast Facts

Use of publicly owned land for private development offers agencies an opportunity to have more control over the land uses, design, and programmatic elements of a development project.

The State of California’s Surplus Land Act encourages surplus land owned by school districts and local agencies as well as state agencies to be used for affordable housing when agencies intend to dispose of it.¹

Joint development is explicitly allowed and encouraged by the Federal Transit Administration when land is acquired for expansion of transit using federal funds.

In Oregon, Portland’s transit agency, TriMet, supports affordable housing near transit through joint development on the basis that such a use increases transit ridership and farebox revenue. Other agencies with supportive policies and practices include King County Transit in Seattle, MARTA in Atlanta, and MBTA in Boston.

To date, an estimated 40% of housing units produced on LACMTA property through joint development have been affordable.² However most of these have been in cities that provided the needed subsidies to make the projects work, and where affordable housing near transit is encouraged. Another 63 local jurisdictions in the County have frequent transit and may not have similarly strong support for affordable housing.

Three Recommendations to Achieve this Outcome:

- 1. Inventory publicly owned land near transit and evaluate the feasibility of using this land to achieve affordable housing goals.*
- 2. Strengthen LACMTA’s authority and capacity to support affordable housing through joint development, through action from the LACMTA board and the state Legislature.*
- 3. Develop an evaluation system for understanding when affordable housing might be the highest and best use on publicly owned property. This system might include calculating the potential new transit ridership benefits from affordable housing vs. other proposed land uses.*

Where Are We Today? Atlas Maps – [Online Here](#)

Possible Data Collection: Publicly Owned Land is available for a fee from the County Assessor's Office.

Sources and References

- 1 Public Counsel, Coalition for Responsible Community Development, East LA Community Corporation, Little Tokyo Service Center, Esperanza Community Housing Corporation. "Transit Law's Impact on Local Joint Development: An Explanation of Real and Perceived Barriers to Affordable Housing." Funded by the Local Initiatives Support Corporation, 2013.
http://www.instituteccd.org/uploads/iccd/documents/tod_and_affordable_housing.pdf
- 2 Interview with Los Angeles County Metropolitan Transportation Authority Staff, 2013.

References

FRESC and Enterprise, "Making Affordable Housing at Transit a Reality: Best Practices in Transit Agency Joint Development." April 2010. <http://www.reconnectingamerica.org/resource-center/browse-research/2010/making-affordable-housing-at-transit-a-reality-best-practices-in-transit-agency-joint-development/>
Joint Development Resources and Studies at Reconnecting America
<http://www.reconnectingamerica.org/resource-center/browse-research/Tag/95/>

Outcome 5: Local and regional land use and transportation planning efforts are inclusive, transparent, and incorporate the needs of current residents and businesses

Los Angeles County jurisdictions conduct meaningful planning processes that are inclusive. Community members have transparent and easy access to planning efforts and an ability to provide input at key points in the decision-making process. Baseline analysis for land use and transportation planning efforts includes an assessment of the needs and vulnerability of lower income residents and small businesses.

Why Is This Outcome Important?

Transit planning, transit construction, and supportive land use planning is occurring at a rapid pace.

Many community members who would like to participate in planning efforts are challenged not just by the technical aspects of the work, but also by language barriers, work schedules, and childcare needs.

The timeline, outreach process, and decision points are not always shared in a clear and transparent way.

Fast Facts

In 2014, five light rail lines will be simultaneously under construction in Los Angeles County. LACMTA, meanwhile has allocated over \$20 million in station area planning grants, covering 22 station areas. Other jurisdictions may be completing TOD related plans using their own resources, or through SCAG's Compass Blueprint program. 63 jurisdictions in the County touch the frequent transit network.

Community-based programs such as the East LA Community Corporation's involvement in the Boyle Heights Community Plan and Strategic Actions for a Just Economy's People's Planning School have been instrumental in ensuring greater participation and an increased understanding of complex planning concepts in their target areas.¹

Cities take different approaches to completing plans; staff within some cities complete their plans internally, while others hire consultant teams. The figure below shows planning expenditures per person for the 10 largest cities in the County, for FY2010-2011. Expenses may also vary depending on the types of planning projects each city may be doing at one time.

City	Population 2010	Gross Planning Operating Expenditures	Planning per Resident
Los Angeles	3,792,621	\$34,528,916	\$9.10
Long Beach	462,257	\$13,870,748	\$30.01
Glendale	191,719	\$8,403,373	\$43.83
Santa Clarita	176,320	\$3,298,192	\$18.71
Lancaster	156,663	\$3,376,466	\$21.55
Palmdale	152,750	\$1,135,180	\$7.43
Pomona	149,058	\$744,798	\$5.00
Torrance	145,438	\$3,259,580	\$22.41
Pasadena	137,122	\$5,855,954	\$42.71
El Monte	113,475	\$674,858	\$5.95

Planning operating expenditures per jurisdiction for top 10 cities in Los Angeles County, 2010-2011

Three Recommendations to Achieve this Outcome:

1. Develop outreach and engagement requirements for future allocation of regional or state funds to local planning, in order to establish a clear set of expectations.
2. Generate and support a centralized network of community and regional advocates to track planning efforts and prioritize locations for community organizing and intervention. Scale up programs that work.

3. Offer grants to community-based organizations to conduct outreach and provide support in planning and engagement efforts.

Where Are We Today? Atlas Maps – [Online Here](#)

Map B5-1 Population Who Don't Speak English Well map shows the share of population who reported to the Census that they do not speak English well, by census tract. Many transit-rich locations – particularly at the core of the frequent transit network – report that a third or more of their residents do not speak English well, making community outreach efforts challenging.

Map B5-2 Station Area Planning Funded by Metro map identifies station areas or station clusters that have received TOD planning grants from LACMTA in the last three years. Many of these efforts are occurring simultaneously, challenging resource-constrained regional and community advocates to prioritize and coordinate their efforts. This is in addition to numerous other planning efforts that are occurring simultaneously, such as General Plan updates, Housing Element updates (in the City and County of Los Angeles, for example), and station area planning efforts using other sources of funds.³

Sources and References

1 East Los Angeles Community Corporation, Boyle Heights Community Plan: <http://www.elacc.org/Boyle-Height-Community-Plan>

2 Strategic Actions for a Just Economy, The People's Plan for the Figueroa Corridor:

http://www.saje.net/site/c.hkLQJcMUKrH/b.3092407/k.83AC/Peoples_Plan.htm

3 LACMTA TOD Planning Grants <http://www.metro.net/projects/tod/>

References

U.S. Census 2010; State of California Controller's Office, *Cities Annual Report*. September 11, 2012.

<http://www.sco.ca.gov/Files-ARD-Local/LocRep/1011cities.pdf>

Center for Transit-Oriented Development Station Area Planning Guide –

<http://ctod.org/pdfs/tod202stations.pdf>

Department of City Planning Summary of Policy Planning Initiatives Related to Transit Corridors Cabinet: TOD Plans/Transit Neighborhood Plans – <http://www.reconnectingamerica.org/resource-center/browse-research/2013/los-angeles-department-of-city-planning-summary-of-policy-planning-initiatives-related-to-transit-corridors-cabinet/>

Outcome 6: The public sector uses a variety of coordinated tools to catalyze development near transit that includes adequate levels of affordable housing.

Public agency staff, elected leaders, and other stakeholders are making a concerted effort to coordinate the appropriate regulatory, financial, programmatic, and other implementation tools to catalyze equitable development near transit with an emphasis on production and preservation of affordable housing. Land use regulations are developed with consideration of market conditions for development, and the vulnerability of residents to changes in the market and the cost of living. Coordination includes overall consideration for the ways market strength varies across the county, and implications for the different types of tools to support equitable development near transit.

Why Is This Outcome Important?

This Equity Atlas underscores the need for a wide range of investments, and tensions that might exist around the future of land near transit as we strive to achieve a range of outcomes for residents, businesses and workers.

The timing of land-use regulatory changes and transit investments can have an impact on real estate market strength for different types of uses. But changes in market strength will vary from place to place based on a range of conditions.

If possible, potential changes in market strength, real estate value, and vulnerability of residents to displacement should be considered and incorporated into the timing of planning efforts relative to implementation of equitable transit-oriented development.

Fast Facts

Parties who might have involvement in transit oriented planning include land use, transportation, health, public works, housing, economic development and workforce development practitioners.

Research on development that occurred near three recently built transit lines in the United States found that the most significant factors triggering new development were proximity to major job centers, and availability of land. Transit was not the deciding factor in stimulating new market strength, but had a key influence on how properties were built, designed and marketed.¹

Factors such as increases in access to major job centers, availability of land and vulnerability to displacement (Outcome 2) may change the decision-making in planning efforts.

Three Recommendations to Achieve this Outcome:

1. *Identify factors up front that may influence the extent to which a community is likely to experience a change in market demand as a result of a new land use plan or transportation investment.* Based on this information, consider incorporating value capture mechanisms, community benefits agreements, land banking strategies or similar implementation and financing activities into the plan or investment.
2. *If public incentives for new development such as subsidy, tax break, or expedited permitting are deployed, affordable housing and benefits for low-income households or workers (such as space for needed services, or local-hire provisions) should be incorporated as a negotiating factor in providing those incentives.*
3. *Elevate innovative countywide models where value capture and community benefits were incorporated up-front in land-use plans, or within transit planning and construction, in order to make such models standard practice for practitioners across the County.* The City of Los Angeles's Cornfields Arroyo Seco Specific Plan and Santa Monica's Land Use and Circulation Elements offer examples of leveraging increases in building heights and densities as a way of capturing community benefits such as affordable housing.

Where Are We Today? Atlas Maps

No maps have been made for this outcome. However the range of maps included in other outcomes including location of job centers, concentrations of low-income and overburdened renters, TOD planning grants, and existing land uses could be used to conduct a local or corridor-by-corridor assessment of potential for market change. A map of market indicators such as commercial and residential rental prices, recent sales transactions, and other information can also help identify areas with emerging markets, or areas where new public investments could prompt the market to change.

Case Study: The Cornfields Arroyo Seco Specific Plan (CASP)

The Cornfields Arroyo Seco Specific Plan, which has been approved by the City Planning Commission and yet to be adopted by the Los Angeles City Council as of June 2013, deploys an innovative strategy for incentivizing developers to incorporate affordable housing into their projects in exchange for significant increases in allowable Floor-to-Area Ratio (FAR). The CASP overall allows developers to build with a FAR of 1.5:1, but quadruples the allowable FAR to 6:1 with a density bonus if developers meet certain affordable housing requirements.

To ensure that the CASP balances the need to stimulate the market for new development near the Chinatown Gold Line station with the need to accommodate new affordable housing in an era of reduced finances, the California Community Foundation funded a real estate analyst firm, Keyser Marston Associates, to conduct an analysis looking at the impact of different regulatory scenarios on the feasibility of development. Such an analysis provided sensitivity to highly localized market conditions and to the physical parameters of the area, such as available lot sizes for development.

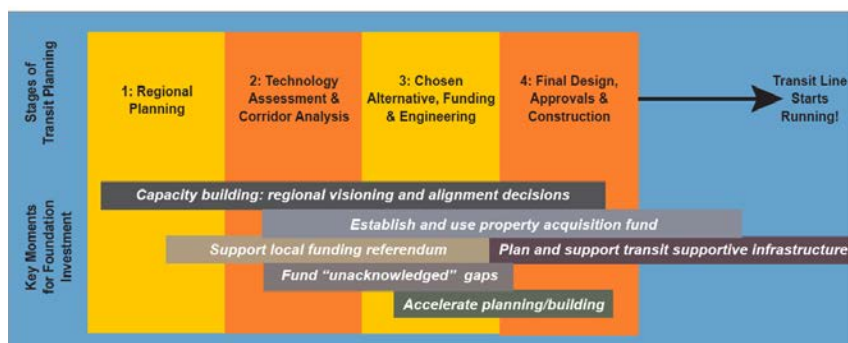


Photo Courtesy of Los Angeles Downtown News

The timing of transportation planning with other tools: Federal Transit Administration's New Starts Program

Many new transit lines, including several in Los Angeles County, are funded through a combination of local-match dollars with federal dollars from a program called New Starts. The federal New Starts process is a multi-year process, during which the public has a variety of limited windows to offer input on station and corridor alignment, design, and transit technology (e.g. bus vs. rail). Once transit alignments are announced, some neighborhoods may experience an increase in land prices and property values in anticipation of the new investment. Therefore a number of other strategies such as land acquisition for affordable housing are most efficiently executed before this decision is announced, as conceptually illustrated below.

Transit Planning Timeline: Key Moments for Foundation Intervention and Investment



Reconnecting America, "Jumpstarting The Transit Space Race: 2011." <http://reconnectingamerica.org/resource-center/books-and-reports/2011/jumpstarting-the-transit-space-race-2011/>

Sources and References

¹ Center for Transit-Oriented Development, *Rails to Real Estate: Development Patterns along Three New Transit Lines*. Federal Transit Administration, March 2011. <http://www.ctod.org/pdfs/2011R2R.pdf>

References

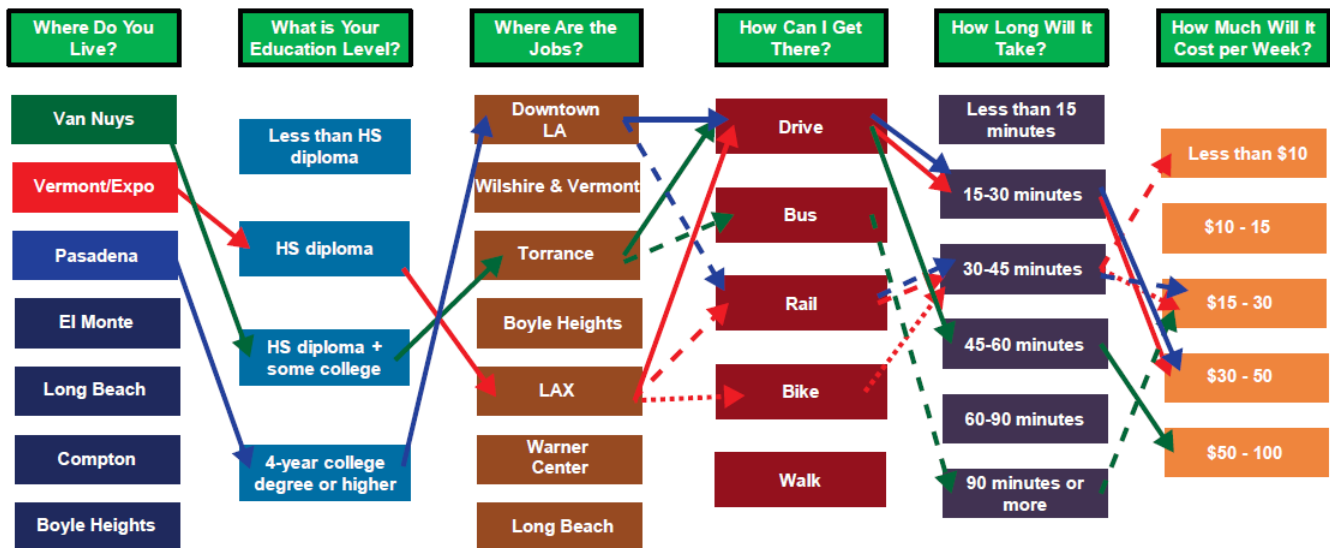
Cornfields Arroyo Seco Specific Plan: Official Website: <https://sites.google.com/site/cornfieldsla/index>

Santa Monica Land Use and Circulation Element: Official Website: <http://www.shapethefuture2025.net/>

Chapter 3: Supporting Workforce and Economic Development

Better connecting workers with jobs, and employers with their workforce, through an expanded transit network will be critical to fostering greater regional productivity and business clustering making Los Angeles County more economically resilient and prosperous. Surprisingly, transit connectivity within the County is good with 47% of jobs proximate to frequent transit, which includes bus and rail. But if 47% of jobs are proximate to frequent transit, that means that 53% are left out. A concerted effort is needed to reach more of these jobs but it can be difficult because of the size and geographic complexity of the region as a whole.

Today many Los Angeles County jobs need to be accessed by car, which is particularly challenging for low-income commuters who must spend proportionately more of their income, compared to higher income households, to access their place or places of employment. The average county household spends 22% of its income on transportation, which is higher than the national average of 17%. To make these important connections, there should be a greater focus on improving transit linkages for low- and moderate-income workers through improved last-mile connections or other transit services. The Jobs Game below shows the many choices that people have when deciding how they are going to get to work. Though some choices are limited by cost or time limitations.



Improving access to existing employment centers, where further agglomeration of particular industry and business sectors is most likely to take place, will be essential to improving overall mobility. Accommodating growth in these centers without increases in congestion is difficult without increased transit, bicycle, and walking access.

The County should be focused on reversing the trend of medium-wage jobs loss by supporting industries that boost career-ladder and middle wage jobs and growing the skills of Angelenos so that they are better matched with the job market. Between 1990 and 2010, 26% of medium-wage jobs in LA County were lost while jobs for higher wage earners increased. Small businesses and entrepreneurs will play a role, but training and development to ensure that Angelenos are well equipped to take advantage of employment opportunities will be important ways forward as well.

The following outcomes were determined by our advisory committee to address these issues and are explored in detail in this chapter.

1. The transit network connects the workforce with job centers
2. The County's residents and workers have commutes of a reasonable cost and length
3. High-quality transit areas support existing job clusters and accommodate future job growth to curb sprawl
4. Transit connects low-income workers to the training and education needed to prepare them for higher quality jobs, which also fill the workforce needs of employers
5. Small-scale entrepreneurs and local businesses are preserved and fostered near transit
6. Local businesses and workers leverage economic and workforce development opportunities from the transit build out

Outcome 1: The transit network connects the workforce with job centers

The county's major job centers are closely linked with the frequent transit system, increasing overall transit ridership by commuters and mitigating congestion on the roadways. As a result, more workers at every skill and income level are able to enjoy the benefits of a transit commute, including reduced transportation costs and an improved quality of life. Current job centers are able to accommodate job growth without parallel increases in traffic, making Los Angeles County a more attractive place to grow and do business.

Why Is This Outcome Important?

Offering an alternative to congestion will enhance the economic competitiveness of Los Angeles County by improving overall quality of life.

Connecting higher-wage jobs by transit is far easier than connecting low- or middle-wage jobs because of where higher wage employees are able to work and live. Development of connections to low and moderate wage jobs should be an important factor to consider.

To mitigate congestion, employees with a range of skill sets and incomes must be able to connect to major job centers.

Connecting job centers will increase ridership. Several of the County's largest employers – UCLA (41,000 employees), Cedars Sinai Hospital (12,000) , Providence Health Systems in Burbank (11,400 countywide) are either not within a half-mile walk of the expanded fixed rail or frequent headway transit system without multiple connections, or aren't served late at night. Connections should be improved, and support non-traditional schedules of workforce ,

Fast Facts

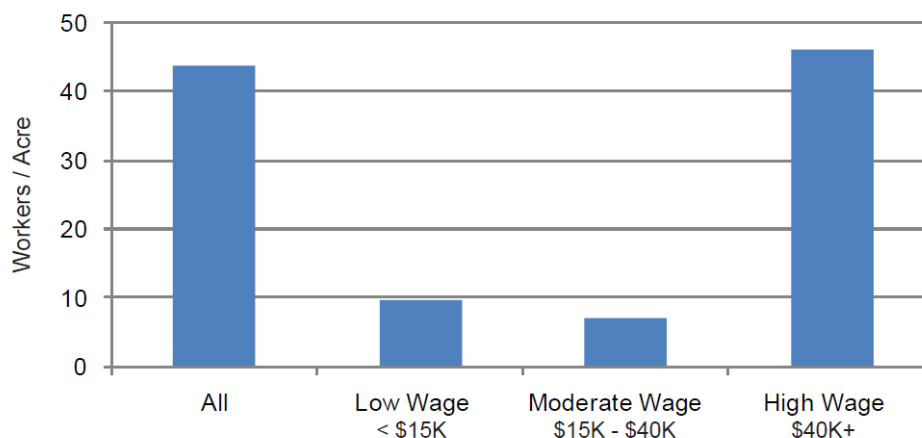
The frequent transit network connects 47% of all jobs in the County, a high share relative to other regions.¹ The fixed-guideway network today connects 22% of jobs, but with Measure R it will increase to 29%.²

The chart below shows that higher-wage jobs are much more densely located than low or middle wage jobs. Low and middle wage jobs are more scattered throughout the county and along long commercial corridors.

20% of jobs in Los Angeles County are low wage (pay less than \$15,000/year), and 36% are middle wage (\$15,000 to \$40,000). In Downtown Los Angeles 12% are low wage and 26% are middle wage. Over half of jobs in the County and Downtown Los Angeles require less than a Bachelor's degree.³

Jobs are a key trip generator. Employment center size, density, and residential clustering along transit corridors increase transit ridership.⁴ 15 people per acre in workers and residents is the standard at which driving is reduced.⁵

Average Weighted Employment Density by Wage Level, Los Angeles County, 2010



Source: Reconnecting America 2013, Longitudinal Employer Dynamics 2010

Three Recommendations to Achieve this Outcome:

1. *Design and align new transit corridors to strongly connect to the County's job clusters and centers.*
2. *Understand current commute dynamics to major job centers as part of evaluating the current and planned the transportation network.*
3. *Consider the significance of commute times and worker hours. For example, health care jobs are critical to the region's economic vitality and offer upward mobility potential for low-skilled workers, but many hospital jobs operate on shifts that do not correspond to peak commute hours, making them challenging to serve with transit.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map C1-1 Employment Clusters shows concentrations of jobs relative to the transit network. The highest density areas of the region are downtown and on the west side along Wilshire Boulevard, where the new subway line will be constructed. It also shows places that will not be well connected by the new fixed-guideway investments such as Glendale, Burbank, and the Sony studios in Culver City.

Maps C1-2 to C1-4: A Case Study of Century City: Understanding travel patterns to and from jobs centers reveals unique insights into ways that transit can help reduce congestion and thus foster future job growth. Nestled in the perceived higher-income area of the county, Century City's actual wage composition is diverse: of the 50,000 jobs in Century City, nearly two-thirds (62%) pay less than \$40,000, with most of those paying less than \$15,000. These workers have very different commute patterns. While across each wage category, about 75% of workers live within a 25-mile radius, low and middle wage earners are more likely to commute from the north and east, while high wage earners are more likely to commute from the west and south. Maps C-2 to C-4 overlay these patterns on the planned and current transit system. When seen on the map, it is clear that the linking the Sepulveda Pass Transit project to the Wilshire Subway will play a key role in connecting low- and middle-income workers on the west side to their homes in the San Fernando Valley. Such an investment will both reduce traffic on I-405 and benefit workers who need transit the most.

Sources and References

- 1 By comparison, 57% of jobs in the 9-County Bay Area region are connected to frequent transit using roughly the same definition. Source: Longitudinal Employer Dynamics, 2010, LACMTA 2012.
- 2 Reconnecting America 2013, Longitudinal Employer Dynamics 2010, LACMTA 2012
- 3 U.S. Census, Longitudinal Employer Dynamics, 2010. Data is for primary jobs only and workers may hold more than one job. Educational attainment data is unavailable for approximately 20% of all workers.
- 4 Zupan and Pushkarev. Public Transportation and Land Use Policy. Regional Plan Association 1977
- 5 Newman and Kenworthy. Urban Design to Reduce Automobile Dependence. 2006

References

The 1974 Concept Los Angeles Plan identified key centers and major transportation corridors that provides important historic context. <http://www.planetizen.com/node/23535> and <http://www.planetizen.com/files/los-angeles-centers-plan.pdf>

TOD 202: Transit and Employment: Increasing Transit's Share of the Commute Trip:

<http://ctod.org/pdfs/tod202stations.pdf>

Transit-Oriented Development and Employment: <http://www.ctod.org/pdfs/2011TOD-Employment.pdf>

Outcome 2: The County's residents and workers have commutes of a reasonable cost and length

Commuters working in Los Angeles County – whether they live within the County or commute in on a daily basis – are able to keep their commutes to a reasonable time, distance, and cost even as the county adds new residents and jobs. This is done by enhancing the ability of workers of all incomes to live closer to their jobs, and offering transportation choices such as carpooling or transit to those who cannot (or prefer not to) live near where they work.

Why Is This Outcome Important?

The time and distances spent commuting in Los Angeles County are above the national average; however it can easily be improved. Los Angeles isn't the auto-focused region that many outsiders believe it is.

The county's position within the larger Southern California region contributes to the length of these commutes. The size and geographic complexity of the region's economy makes minimizing the distance of commutes a challenge.

Low-income commuters who do not own cars are particularly challenged in the jobs they can regularly access, and are more greatly impacted by long commutes if living outside of the urban core.

The cost of transportation is also a burden at all income levels, and volatile gas prices can have a severe impact on the cost of living in Los Angeles County.

Fast Facts

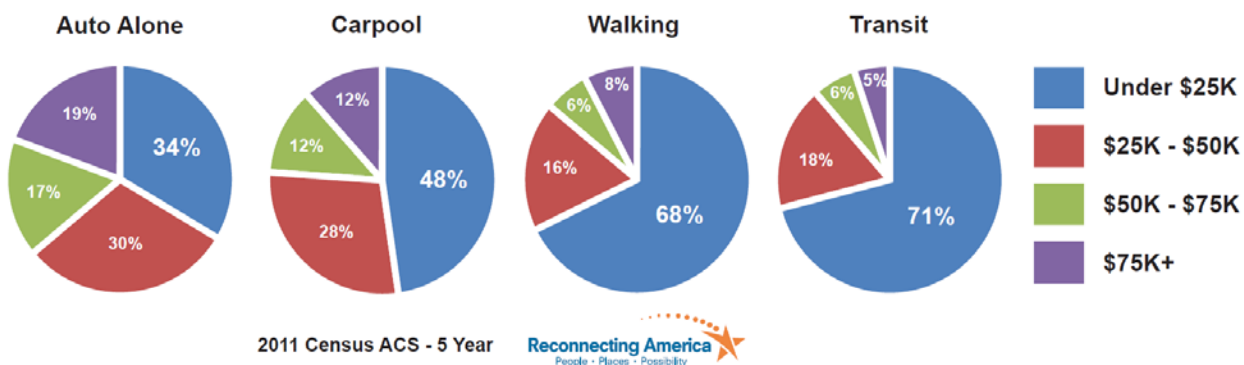
The average commute time is 29 minutes in Los Angeles County, compared with 25 minutes nationally. About 12% of workers in the County have commutes longer than 60 minutes, compared with 8% nationally.¹

Over 470,000 workers commute into Los Angeles County each day – one of the largest in-county commuting rates in the nation. But a large number also commute out of the county (336,000 residents). Orange and San Bernardino Counties are the primarily origin points for commuters into Los Angeles.²

Low-income workers have both shorter and longer commutes than average workers, due to lower rates of driving (see figure below). Those who bike and walk to work have shorter commutes, and those who take transit have longer commutes.³ 52% of commutes on transit take more than 45 minutes, compared with 21% of commutes overall.

The average County household spends 22% of its income on transportation, or about \$13,400 each year.⁴ This is a higher share of income than the national average of 17%.⁵

Transportation to Work by Worker Income Level, 2011



Three Recommendations to Achieve this Outcome:

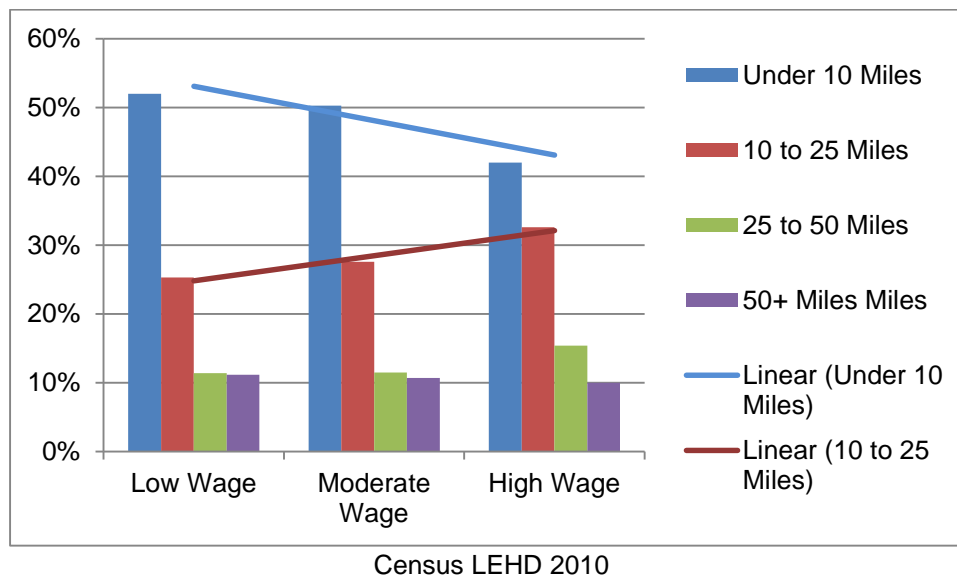
1. Develop new housing in close proximity to major job centers, ensuring housing meets the income levels of local workers.
2. Ensure major job centers throughout the region are connected to the transit network.

3. *Continue to advance the range of investments needed to reduce local congestion and make investments in congestion alternatives in order to further reduce overall travel times.*

Where Are We Today? Atlas Maps – [Online Here](#)

Maps C2-1 and C2-2 show Where Low-income Workers Live and Work, respectively. Low-income workers live in both areas that are central to the County and transit network and areas at the outer edge of the county, as discussed in the Housing and Neighborhood Change chapter. This explains the bifurcation in commute patterns, where low-income workers are both more likely to have short and long commutes. Low-income jobs are more dispersed than high-income jobs, but clusters of low-income jobs are located in Torrance, Lakewood, and Culver City. All of these locations require a car to ensure reasonable, day-to-day access.

Income Levels and Distances to Work



Maps C2-3 and C2-4 show Where Middle Income Workers Live and Work, respectively. Middle-income workers aspiring to get higher wage jobs face a much more pronounced access issue. Middle-income jobs are more likely to be located away from transit and in many cases are in less dense areas with significant industrial land uses. Only 18% of all middle income workers work near existing fixed-guideway transit. 44% of all middle-income workers work near frequent transit, including 15 minute bus and fixed guideway. Middle-income workers are more likely to live in central Los Angeles, the eastern edge of the San Fernando Valley, just east of the airport and east of downtown Long Beach. Given the location of employment opportunities for this group, they are more likely to need a car to reach their places of employment in more industrial areas.

Maps C2-5 and C2-6 show Where Higher Income Workers Live and Work, respectively. Higher income workers are more likely to live in close proximity to their jobs as they can afford to buy or rent homes in central locations. Further, office based job centers – which are more natural destinations for transit – have a higher share of high income jobs.

Map C2-7: Work Location of Boyle Heights Residents, underscores that even though some lower income neighborhoods are central to the region's major job centers, the workers living in those neighborhoods may not have short commutes with multiple transportation choices. Many Boyle Heights residents work in Downtown Los Angeles or more industrial areas to the south and east of Downtown, and may enjoy shorter than average commutes even on foot or on transit. But many Boyle Heights residents also work in dispersed areas throughout the rest of the County, or are concentrated in other job centers such as Glendale or Burbank with more limited transportation options.

Sources and References

- 1 U.S. Census: American Community Survey, 2006-2011.
- 2 U.S. Census: "Census Bureau Reports 471,000 Workers Commute into Los Angeles County, Calif., Each Day," Press Release Tuesday March 5, 2013.
- 3 U.S. Census: American Community Survey, 2006-2011.
- 4 Center for Neighborhood Technology, Housing + Transportation® Affordability Index, 2011. Htaindex.cnt.org
- 5 Bureau of Labor Statistics 2011 Consumer Expenditure Survey

References

RAND Corporation, Infrastructure, Safety and Environment Program, "Reducing Traffic Congestion in Los Angeles," 2008. http://www.rand.org/pubs/research_briefs/RB9385/index1.html

WNYC Interactive Map of Commute Times Across the Nation: <http://project.wnyc.org/commute-times-us/embed.html#5.00/42.000/-89.500>

Outcome 3: High-quality transit areas support existing job clusters and accommodate future job growth to curb sprawl

Congestion does not stymie the County's job growth as the number and share of jobs located near frequent transit increases over time. Job centers near transit enjoy lasting economic vitality and have room for growth, while station areas that are not job centers today are able to add jobs as appropriate. Local, regional and state governments incentivize employers to locate and grow near transit with supportive land-use regulations, and potentially financial incentives. Transit business attraction strategies and incentives target employers who offer living wage, career ladder positions for workers without a formal bachelor's degree.

Why Is This Outcome Important?

Job centers throughout the county need to accommodate future growth without proportional increases in congestion.

Capturing more of job growth in the County requires addressing both congestion and land use issues.

Increasing job growth in current transit-rich centers can also have agglomerative benefits.

Unfortunately transit investments alone have not been enough to boost job growth in areas near transit over the last two decades.

Fast Facts

40% of job growth in the state occurs through expansion of existing firms rather than when new businesses open.¹ As existing firms grow, they must make a choice of whether to grow in place or relocate.

The spatial needs of major employers change over time, which may require a shift in the types of office, flex, or industrial development that occurs in existing job centers. For example, newer office buildings in the Warner Center offer office layouts that are 4 to 6 times larger on a single floor than nearby older office towers.²

A recent study by MIT shows that regions with a higher population and good transportation systems experience increased innovation, as people are able to travel outside of their immediate neighborhoods and share ideas and information with other workers.³

On average, there has been no job growth across all 217 stations that opened in California between 1992 and 2006 (half of which are in Southern California). While some stations such as those in Koreatown experienced significant job growth, other station areas south of downtown Los Angeles and in Pasadena experienced job loss after the 2008 recession. This suggests a need for concerted policies attracting job growth to transit once opened (See map).⁴

Three Recommendations to Achieve this Outcome:

1. *Ensure land use policies support job growth as appropriate near various station areas.* This includes supporting existing policies that are in place to preserve land for job growth – such as the City of Los Angeles's employment land preservation policy – with additional analysis of the implementation steps needed to actively foster job growth.
2. *Develop proactive financing and tax policies at the state level to incentivize job growth near transit.*
3. *Work with employers to understand how transit-rich job centers fill their current and future spatial needs.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map C3-1 SCAG General Plan Land Uses shows the current land uses throughout the county and their relationship to transit. Employment-generating land uses – office/commercial, retail/commercial, mixed-use and industrial – have very different land-use patterns near transit. The largest swaths of employment generating land uses are industrial areas, which have the potential to generate career ladder, quality jobs particularly for the region's low-skilled residents but which may have challenges generating significant non-driving commutes due to lower density job patterns and the need for significant goods movement traffic.

Maps C3-2 and C3-3 show Industrial and Office Jobs relative to transit, and provide another view of the different spatial dynamics of these industries. While 21% of the County's industrial land is near frequent transit, 49% of industrial jobs⁵ are near transit – equivalent to the current overall 47% share of jobs near frequent transit. Other types of employment generating land – primarily accommodating office and retail uses – are primarily located along the County's arterial corridors (with the exception of several downtown locations). These uses are more likely to generate transit ridership and have a higher share of jobs near transit than average (56% of retail jobs and 61% of office jobs). 42% of office and retail land is near frequent transit.⁶ The unique spatial dynamics of these different industries have implications for how future job growth might be fostered, particularly given the changing spatial needs of employers over time.

Excerpt from “Making the Most of Transit” – Job Growth and Loss Near Transit, 1992-2006



Red circles indicate areas with job loss while blue circles indicate areas with job growth. The size of the circles corresponds with the scale of growth or loss, with the largest circles indicating a growth or loss of more than 10%

Sources and References

- 1 Kolko, Jed, and David Neumark, "Business Location Decisions and Employment Dynamics in California," Public Policy Institute of California, 2007. Accessed at http://ncwatch.typepad.com/media/files/R_1107JKR.pdf.
- 2 City of Los Angeles, Strategic Economics, "Warner Center Specific Plan Revision Market Study: Transit-Oriented Development Market Potential in Warner Center" May 2009. http://cityplanning.lacity.org/eir/WarnerCntrRegionalCore/DEIR/Appendices/Appendix_A2_Market_Study.pdf
- 3 Pan, Wei et. al. "Urban Characteristics Attributable to Density-Driven Tie Formation," *Nature Communications* 4, Article number 1961, June 4, 2013. <http://www.nature.com/ncomms/2013/130604/ncomms2961/full/ncomms2961.html>
- 4 Kolko, Jed, "Making the Most of Transit: Density, Employment Growth, and Ridership Around New Stations," Public Policy Institute of California, February 2011. http://www.ppic.org/content/pubs/report/R_211JKR.pdf
- 5 Industrial jobs are determined by taking two digit NAICS codes from the 2010 Longitudinal Employer Household Dynamics data and extracting NAICS 23 (Construction), 31-33 (Manufacturing), 42 (Wholesale Trade), and 48-49 (Transportation & Warehousing)
- 6 Office and retail jobs are determined by taking two digit NAICS codes from the 2010 Longitudinal Employer Household Dynamics data and extracting NAICS 51-54 (Information, Finance and Insurance, Real Estate and Rental Leasing, Professional Scientific and Technical Services) for Office and NAICS 44-45 (Retail Trade), 71-72 (Arts, Entertainment, Recreation and Accommodation and Food Services) for Retail.

Outcome 4: Transit connects low-income workers to the training and education needed to prepare them for higher quality jobs, which also fill the workforce needs of employers

The transit network intentionally links low-income workers in the county to enhanced economic opportunities. Frequent transit and supporting infrastructure connects to key workforce development facilities including One Stop career centers, adult education, public and private training facilities for the trades, and community colleges. Workers can take transit, walk, or bike to jobs in key industries offering a high share of living wage, career ladder jobs.

Why Is This Outcome Important?

The Los Angeles County economy is losing its middle class jobs.

There is a mismatch between the skill sets needed for anticipated new jobs in Los Angeles County, and the educational attainment of residents – particularly Latino residents.

Transit-dependent workers will have greater access to job openings if they live in transit-rich areas. However they may not have the skill sets required to qualify for open positions in firms located near transit.

While transportation is a known barrier to increasing economic opportunity for low-income, low-skilled residents, few workforce development practitioners actively seek to address this barrier.

Some industries offer a higher share of quality jobs (offering a living wage and career ladder) than others.

Fast Facts

Between 1990 and 2010, Los Angeles lost 26% of its medium wage jobs and 10% of its high wage jobs. However, high wage earnings increased by 42%.¹

While 39% of forecasted new jobs will require an Associate or Bachelor degree, 27% of U.S. born Latino residents and 10% of immigrant Latino residents have these educational levels.²

Americans change jobs more often than they change residences, meaning job seekers will not always consider moving to access new jobs.³

A recent literature review reveals seven frequent barriers to economic opportunity: transportation, lack of training/education including soft skills and specific training, knowledge/compliance with worker rights, lack of documentation, childcare, language barriers, and former incarceration.⁴

Targeted industries with quality jobs in Los Angeles County include Health Care, Logistics, Construction, and Green Collar jobs (including manufacturing and energy).⁵

The Baltimore Red Line Economic Empowerment Office: A Workforce Training Strategy Near Transit

The Baltimore Red Line is a planned light rail line that will connect downtown Baltimore and the adjacent Johns Hopkins Medical Center to low and middle-income African American communities in West Baltimore. To ensure that local residents and workers benefit from this rail investment, the communities worked with the City to create the Baltimore Red Line Community Compact. This Compact identified four key goals for the Red Line: Put Baltimore to Work on the Red Line; Make the Red Line Green; Community-Centered Station Design, Development, and Stewardship; and Manage Construction to Limit Community Impact.

As part of the compact, the City created the Economic Empowerment Office, which functions as a liaison between community members, workforce-training providers in both the public and non-profit sectors, and the Mayor's Office of Employment Development. The office helps shepherd local residents through training and into paid positions. <http://work.gobaltimoreredline.com/resources/>

Three Recommendations to Achieve this Outcome:

1. Engage workforce development and economic development practitioners in planning and advocacy efforts to support investments and expansion of transportation choices.
2. Identify and engage workforce training centers near the frequent transit network.

3. *Foster services near transit that will address some of the barriers identified above.* For example, increase licensed child care facilities; connect transit service with adult education facilities; etc.

Where Are We Today? Atlas Maps – [Online Here](#)

Map C4-1 Employment Education Level High School or Less shows the number of workers in jobs by their educational attainment levels. The educational requirements in different job clusters provide some guidance on the types of Los Angeles County residents who might be able to fill potential future openings – and their ability to consider transportation alternatives. Some of the largest employment concentrations (e.g. Downtown Los Angeles, Warner Center and the Wilshire Corridor) have a diverse range of educational requirements. Other areas – particularly industrial areas south of Downtown Los Angeles, Chatsworth, and the City of Industry – have a greater concentration of jobs requiring a high school degree or less.

Map C4-2 One Stop Career Centers shows the location of California Employment Development Department approved one stop career centers. Most of these centers are accessible by transit but some in the Eastern and Southern parts of Los Angeles County are only accessible by car. These centers, along with adult education centers and community colleges provide job and skill training necessary for workers to earn greater wages.

Map C4-3 Educational Attainment shows the work locations of people who have a high school diploma or less versus those who have completed some college or more.

Sources & References

- 1 Pastor, Manuel, Jennifer Ito, Jared P. Sanchez, Madeline Wander, Anthony Perez, “Getting to Where You Want to Go: Demography, Economy and the Region.” Los Angeles: USC Program for Environmental & Regional Equity, March 19, 2013. Medium wage refers to jobs paying \$30,000 – \$52,500.
- 2 Ibid.
- 3 Rogers, Jonathan, “Transit Oriented Job Centers: Recentralizing Regional Job Sprawl Through Strategic Transportation and Land Use Coordination.” MCP Professional report for the Department of City and Regional Planning, University of California, Berkeley, 2011 (unpublished). Data from Nobscop Corporation “U.S. Annual Turnover Rates by Industry and Geographic Region” and U.S. Census, “Population Profile of the United States: Geographic Mobility.”
- 4 Urban Habitat and Reconnecting America, “Moving to Work: Barriers Faced by Low-Income Workers to Quality Jobs” Forthcoming, July 2013. www.moving2work.org
- 5 Los Angeles Workforce Funders Collaborative <http://www.laworkforcefunders.org/about/>

Outcome 5: Small-scale entrepreneurs and local businesses are preserved and fostered near transit

As transit-rich neighborhoods become more desirable places to live and work with the build-out of the system, small, local businesses are still able to afford commercial rents, offering economic opportunities in for local residents and fostering a culture of entrepreneurship and innovation.

Why Is This Outcome Important?

Small businesses and local entrepreneurs play a key role in contributing to the California and Los Angeles economies.

Small businesses and entrepreneurship create economic opportunities for lower income and minority workers.

Small businesses can benefit from improvements to pedestrian and bicycle safety in areas with significant foot traffic.

However there is a risk that the process of transit construction can be detrimental to nearby small businesses as it removes parking, decreases visibility and has other detrimental physical impacts.

New development with commercial space can have a revitalizing impact on neighborhoods, but also can potentially increase rents out of the price range of existing businesses.

Fast Facts

More than half of all private-sector employment in the state and 50% in Los Angeles County¹ are among firms with fewer than 500 employees (the federal definition of “small business”).² Nationally, companies younger than 5 years comprise 3% of employment nationally, but create 20% of gross new jobs.³

Of the 2.8 million small businesses in California in 2012, 45% were minority owned.⁴ Nationally, immigrants are more likely to start a business than non-immigrants. College and high school graduates have similar rates of entrepreneurship.⁵

A study in New York found a correlation between pedestrian and bicycle investments, and increased sales and reduced vacancy rates among small businesses.⁶

Business impact mitigation programs have been implemented in many regions including Salt Lake City, Portland, Baltimore, and the Twin Cities.

Transit has boosted commercial real estate values in other regions anywhere from 1 to 150%. However the value boost is dependent on local conditions and transit has had no effect on property values in many locations as well.⁷

Three Recommendations to Achieve this Outcome:

1. *Use local land-use regulations to be responsible to the range of the sizes and configurations of new desired businesses, ensuring adequate opportunities for small-scale local businesses near transit.* Such regulation has been deployed in some regions in order to reduce the number of national retail chain facilities, for example. However the benefits of doing this must be weighed with the consequences of limiting the spectrum of potential commercial tenants a developer can attract.
2. *Establish business impact mitigation programs during transit construction.* These can include business “ambassadors” who support struggling businesses, direct financial support of businesses, or technical assistance and training.
3. *Support small business development and entrepreneurship near transit through technical assistance and training.* Organizations such as Valley Economic Development and Community Financial Resources Center offer training and mentorship programs to foster growth of small businesses, and provide financing to small businesses looking to expand.

Business Impact Mitigation

In Minneapolis, the Met Council has implemented business impact mitigation strategies as a part of the program along the Central Corridor between Minneapolis and St. Paul. The program takes a number of steps to assist businesses on the corridor, but also to communicate with the surrounding community about possible impacts to their favorite places to shop and dine while construction is occurring. Activities include minimizing the impact of construction activities, promotional and marketing activities for businesses, financial assistance for businesses losing on-street parking, general financial assistance, and technical assistance. The corridor is not completed so a final verdict on success cannot be reached at this point, but so far it looks to be a success.⁸

Where Are We Today? Atlas Maps – [Online Here](#)

Map C5-1 Workers in Firms Under 500 Employees are located in areas with large amounts of industrial employment. Large concentrations of employment in small firms are located in places like Burbank, Chatsworth, and Commerce. Preservation and support for jobs in these areas is important for growing middle skill jobs.

Sources and References

- 1 2011 Longitudinal Employer Household Dynamics for Los Angeles County
- 2 U.S. Small Business Administration, Office of Advocacy, "2012 Small Business Profile: California" February, 2013. <http://www.sba.gov/sites/default/files/ca12.pdf>
- 3 Haltiwanger, John, Ron Jarmin, Javier Miranda, *Who Creates Jobs? Small vs. Large vs. Young*. Cambridge, MA: National Bureau of Economic Research, working paper no. 16300. <http://www.nber.org/digest/feb11/w16300.html>
- 4 U.S. Small Business Administration, Office of Advocacy, "2012 Small Business Profile: California" February, 2013. <http://www.sba.gov/sites/default/files/ca12.pdf>
- 5 Fairlie, Robert W., "Immigrant Entrepreneurs and Small Business Owners and their Access to Financial Capital," Washington DC: US Small Business Administration. May 2012. <http://www.sba.gov/advocacy/7540/141841>
- 6 Flegenheimer, Matt, "Transit Initiatives are Giving a Boost to Businesses, a Report Says," *New York Times*, City Room Blog, October 24, 2012. http://cityroom.blogs.nytimes.com/2012/10/24/transit-initiatives-are-giving-a-boost-to-businesses-a-report-says/?_r=0
- 7 Center for Transit-Oriented Development, "Capturing the Value of Transit," November 2008. <http://www.ctod.org/pdfs/2008ValueCapture.pdf>
- 8 Status Report On the Implementation of Mitigation Measures – CCLRT Construction Related Business Impacts July 2012. <http://www.metrocouncil.org/Transportation/Projects/Current-Projects/Central-Corridor/Publications-And-Resources/Environmental/Business-Mitigation-Status-Reports/CC-BMSR-Jul2012-pdf.aspx>

Other Resources

LACMTA, "Review of Business Assistance Programs During Construction of Light Rail Transit" Memo to Planning and Programming Committee and Construction Committee, May 15-16, 2013.

http://media.metro.net/board/Items/2013/06_june/20130619p&pitem28.pdf

Los Angeles Chamber of Commerce, Small Business Support: <http://www.lachamber.com/webpage-directory/initiatives/initiatives-smallbusiness/>

Outcome 6: Local businesses and workers leverage economic and workforce development opportunities from the transit build out

Los Angeles County's residents learn transferrable work skills through initiatives such as Metro's Construction Careers, which leverages the investment in transit construction and operations to develop a skilled workforce. Local businesses are able to link into the supply chain for materials produced to expand and operate the transit system. As a result more of the dollars being invested in the transit expansion stay within the Los Angeles economy and contribute to lasting economic prosperity.

Why Is This Outcome Important?

An ongoing challenge in the workforce training and development field is moving trained workers into employed positions.

Programs such as Construction Careers that train and employ local residents for positions building the light rail will address this barrier.

In the long run, Construction Careers at Metro can help fill other job openings in the Los Angeles County economy.

Locally sourcing goods, services and materials to support construction and operation of the transit network will have a reverberating impact in the economy.

Fast Facts

Many jobs require moderate or long-term work experience, which can offer job stability but also present a barrier to entry.

Many construction trade skills are transferrable from one field to the next (i.e. transit or solar panels to development). A key to successful training is building these transferrable skills.

Between 2010 and 2020, Los Angeles County is forecasted to add 25,000 new construction jobs.¹ This is in addition to any job openings occurring as current workers retire.

An estimated \$31 billion will be spent on Metro's highway and transit investments over a 30-year period. LAEDC estimates this will generate a total economic impact of \$67 billion in the Southern California economy, and over 400,000 jobs.²

Three Recommendations to Achieve this Outcome:

1. *Identify and develop training programs and facilities where workers can learn transferrable skills related to jobs created through the transit build-out.*
2. *Reach out to residents and workers in low-income and high-unemployment neighborhoods near transit to share information about educational and training opportunities.*
3. *Consider expansion of Metro's Construction Careers Program into other major public works projects going on throughout the region with different agencies.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map C6-1 Unemployment Rate for April 2013 shows the unemployment rate for Los Angeles county by census tracts. Central Los Angeles looks to be the hardest hit in terms of the number of unemployed residents. Along the new transit corridors, the Crenshaw and Gold Line East Side extensions are in areas affected most by unemployment. Studies showing pre-existing conditions and future possibilities could be helpful to see the impact of these investments on mobility.

Sources and References

- 1 California Employment Development Department, Labor Market Information Division, "2010-2020 Industry Employment Projections." http://www.labormarketinfo.edd.ca.gov/LMID/Projections_of_Employment_by_Industry_and_Occupation.html
- 2 Los Angeles County Economic Development Corporation, "Construction Impact of Metro's Measure R Transportation Projects," 2012 update. http://laedc.org/reports/EconomicImpactofMeasureR_SUMMARY_UPDATE6_2012.pdf. Spending estimates omit purchase of Metro vehicles as these are being sourced outside of the region.

References

Cornejo, Jackelyn, for Los Angeles Alliance for a New Economy (LAANE) "Moving LA Forward: Promoting Construction Careers at Metro," January 2011. <http://dv1f7nijddr9v.cloudfront.net/wp-content/uploads/2011/08/Construction-Report-January-2011-web-2.pdf>

More on Construction Careers at Metro: <http://www.laane.org/construction-careers/> and <http://www.metro.net/about/pla/>

Chapter 4: Investing in Healthy Communities

As more is learned about the connection between the built environment and public health, actionable steps need to be taken to influence the factors that have the most impact on improving health outcomes such as lowering risks of injury from collisions, eliminating pollution that contributes to chronic disease and returning physical activity into our daily lives.

Creating safe environments for walking and biking are important activities that can influence health outcomes. However, only 1% of the funding outlined in the 2009 LACMTA Long Range Transportation Plan will be used for bicycle and pedestrian infrastructure. This leaves municipalities and the private sector to make these investments on smaller and smaller budgets.

Studies have shown that areas with high rates of poverty have half as much access to supermarkets that provide healthy food as more affluent areas of the county. They also tend to have less access to recreation areas and parks, which if programmed correctly, can go a long way toward positive health outcomes. Creating access to healthy food and places can reduce health problems and lower health care costs for families as well as government.

Health care facility access and better air quality are important as well. As many as 19% of the county's seniors lack transportation to medical facilities, and better connections for health care workers who work long shifts mean lower transportation costs as well. Housing near freeways and other industrial areas are known to have higher rates of children with breathing issues. Action should be taken to ensure low-income residents are not disproportionately impacted by stationary and mobile sources of pollution.

Finally, these communities should be safe. Crime and violence are major health issues, with premature death and debilitating injuries leading to family stress and losses in productivity, and place a large burden on the health care and social service system.

The following outcomes were determined by the advisory committee to address these issues and are explored in detail in this chapter.

1. Residents and visitors in Los Angeles County enjoy a safe and comfortable environment for walking and biking
2. All residents can easily access affordable and healthy food
3. Los Angeles County communities have clean air and limited sources of mobile and stationary pollution
4. Health care and services are accessible to all residents by walking, biking and/or public transit
5. Los Angeles County communities are free of crime and violence
6. All Los Angeles County residents have access to public open space and parks

Outcome 1: Residents and visitors enjoy a safe and comfortable environment for walking and biking

LA County increases opportunities and environments for walking and biking that support better mental health, reduce the risk of chronic disease, lower risk of injuries and fatalities, and reduce harmful greenhouse gas emissions.

Why Is This Outcome Important?

Access to transit by walking and biking can help reduce obesity rates.

Funding for biking and walking investments does not match the popularity or risk of biking and walking.

Building infrastructure for bikes and pedestrians grows the share of users and increases safety.

Safety concerns have a significant influence over the amount that different demographic groups walk or bike.

Walking and biking reduces greenhouse gas emissions.

A greater investment in walking and biking infrastructure is a way to support lower income workers who use those non-auto modes more than other income levels.

Fast Facts

Transit commuters are 4 times more likely than drivers to walk the daily recommended 10,000 steps per day, and walk an average of 30% more.¹

20% of traffic fatalities in California involve pedestrians and bicyclists, while 0.5% of state highway funds are dedicated to bicycle and pedestrian facilities.²

Only 1% (\$379m) of LACMTA's 2009 Long Range Transportation Plan funding will be used for bicycle and pedestrian infrastructure.³

68% of workers who walk to their jobs in LA County make under \$25,000 a year.⁴

Cities and regions with high rates of biking and walking generally experience fewer fatalities per user.⁵

Between 1994 and 2000 pedestrian fatality rates for children in Los Angeles under 4 were almost triple the national number and rates for seniors over age 70 in LA are double the national level.⁶

Bike collisions have risen by 90% in Los Angeles since 2002.⁷

Three Recommendations to Achieve this Outcome:

- 1. Ensure that bicycle and pedestrian facilities are integrated with the design and planning of future transit infrastructure projects and transit-oriented development*
- 2. Support funding for cities adjacent to stations to develop pedestrian and bicycle plans for TOD areas, and to build pedestrian and bicycle facilities on key routes leading to stations.*
- 3. Prioritize investments in bike/ped facilities in areas that have the: 1) highest pedestrian and bicycle injury and fatalities; 2) lowest rates of auto ownership/highest rates of transit users; and 3) highest rates of chronic disease.*

Where Are We Today? Atlas Maps – [Online Here](#)

More Maps showing pedestrian and bicycle facilities can be found in the Mobility, Access, and Connectivity Chapter.

MAP D1-1 Adult Obesity Prevalence shows obesity rates relative to the transit network. South, Metro, and East Los Angeles City have higher rates of obesity than the county average, both for adults and children. Countywide,

22% of children are obese with higher rates in South, Metro, and East Los Angeles. Inactivity is one significant cause of this that can be addressed through changes to the physical environment. While 62% of adults in the County obtain the recommended amount of aerobic exercise, this is only true for 28% of children. Generally adults and children in the San Gabriel Valley are less likely to achieve the recommended minutes of exercise.⁸

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City of Los Angeles DOT Bike Blog: <http://ladotbikeblog.wordpress.com/>
Coalition for an Active South LA: <http://www.chc-inc.org/casla>
The Economic Costs of Overweight, Obesity, and Physical Inactivity Among California Adults – http://www.publichealthadvocacy.org/PDFs/Costofobesity_BRIEF.pdf

Outcome 2: All residents can easily access affordable and healthy food

Residents can walk, bike, or take transit to access daily necessities like fresh, healthy food.

Why Is This Outcome Important?

Lack of healthy food consumption is partially related to the lack of availability in neighborhoods – and low-income neighborhoods have disproportionately poor access to fresh food.

Residents who have reduced access to fresh food and who have to travel farther to access grocery stores can suffer negative health consequences.

As we invest in planning and building out our transit-rich neighborhoods, including incentives to reduce the prevalence of food deserts is a key goal.

Fast Facts

16% of County adults consume five or more servings of fresh fruit and vegetables each day compared with 23% nationally. The lowest rates of consumption are in South Los Angeles (11%), East Los Angeles (12%), and the Antelope Valley (12.5%).¹

One study found that in Los Angeles County, wealthier communities have more than twice as many supermarkets per capita as areas with high rates of poverty.²

Residents in disadvantaged areas of Los Angeles County and who travel farther to grocery stores have been found to have a higher Body Mass Index.³

While fresh food access has not traditionally been a focus of land use planning, innovative activities such as Project RENEW which focuses on planning and health outcomes in the City of Los Angeles, may offer new approaches to planning.⁴ Urban design should also come into play, with grocery and food stores not succumbing to huge parking lots to attract customers.

Between 1997 and 2011, the adult obesity rate has increased 73%, from 13% to 23% of the population.⁵

Three Recommendations to Achieve this Outcome:

1. *Prioritize fresh food access as part of station area planning, and consider the role transit may play in helping residents access grocery stores or other fresh food outlets.*
2. *Utilize and support innovative financing options to expand fresh food access in low-income communities, such as the California Freshworks Fund. <http://www.cafreshworks.com/>*
3. *Support programs such as urban agriculture, farmers' markets, and street vending, and consider whether public facilities may offer space to expand this type of programming in fresh food-constrained neighborhoods.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map D2-1 Modified Food Retail Environment Index shows the ratio of fresh food retailers to all other retailers for neighborhoods throughout Los Angeles County, particularly near the frequent transit network. Per the findings from the Los Angeles County Health Department regarding adult fresh food consumption (above), areas of South Los Angeles, near the Blue line and Green Lines have significant food deserts. Portions of unincorporated East Los Angeles, along the Gold Line Eastside Extension, also have food deserts.

MAP D2-2 Perception of Fruit and Vegetable Access shows where people indicated that it was very or somewhat easy to get fresh fruits and vegetables in a 2011 Los Angeles County Health Survey. Areas like

Torrance felt short on supply while areas like Burbank and Glendale felt like they had closer access. While the map seems a bit counterintuitive, perception of residents is something to reflect on.

MAP D2-3 Diabetes Diagnosis in Adults shows where people over the age of 18 responded to the 2011 Los Angeles County Health Survey that they had ever been diagnosed with diabetes. The percentages are spread around but the southeastern part of the county seems to have more diagnosis.

Other Potential Maps and Data: Data collection and countywide mapping of grocery stores with fresh fruits and vegetables as well as fruit and veggie consumption statistics as a smaller geography would go a long way toward showing deficiencies in neighborhoods around Los Angeles County. This data does not currently exist in a comprehensive usable form.

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Outcome 3: All communities have clean air and limited mobile and stationary sources of pollution.

Thoughtful transportation and land-use investments can help improve overall air quality throughout Los Angeles County. In focusing future development near transit, low-income residents should not be disproportionately impacted by stationary and mobile sources of pollution.

Why Is This Outcome Important?

Air pollution from mobile sources such as cars and trucks along major freeways and stationary sources such as power plants and manufacturing facilities – especially in the form of particulate matter – has significant detrimental effects on the health of nearby residents, especially young people.

Low-income and minority communities in Los Angeles County are disproportionately exposed to both mobile and stationary sources of pollution. Polluting sources such as auto repair and dry cleaners are disproportionately located in areas with low-income residents.

While SB375 and the Sustainable Communities Strategy have set targets for the reduction of greenhouse gases (and hence particulate matter), they also pose challenges in concentrating growth in areas near both mobile and stationary sources of pollution.

Transit lines which have been constructed adjacent to freeways potentially have more exposure to particulate matter that is dangerous to respiratory health.

Fast Facts

Numerous studies show increased rates of asthma, pregnancy complications, and other negative health impacts among residents living in close proximity to sources of pollution. For example, one Southern California study found that particulate matter produced along freeways and found in smog doubles or triples the risk of death from heart disease in adults.¹

One Southern California study found that children living within a quarter mile from a freeway had an 89% higher risk of asthma than children living a mile from a freeway. At least 8% of cases of childhood asthma in Los Angeles County are attributable to traffic pollution affecting homes within 75 meters of a major road.² 64 existing and planned rail and BRT stations are within a quarter mile of a freeway.³

The ports are the two largest sources of air pollution in Los Angeles County.⁴

Manufacturing facilities comprise the second largest stationary source of air pollutants behind coal-fired power plants.⁵ Los Angeles will be soon ridding itself of electricity generated by coal,⁶ however, many smaller sources of pollution such as auto repair facilities are not generally tracked or included.⁷

Illness associated with pollution is 2 to 3 times higher in East and Southeast Los Angeles, the San Fernando Valley, and near the Ports of Los Angeles and Long Beach.⁸ These communities tend to be lower income and bear a greater burden of proximity to pollution from multiple sources.

Three Recommendations to Achieve this Outcome:

- 1. Identify existing local stationary and mobile sources of pollution near transit stations and factor these into decisions about the appropriate proximity of certain land uses such as housing and schools.*
- 2. Avoid locating new transit stations near major stationary and mobile sources of pollution if an alternative exists, if the goal is to build housing and schools near the station.*
- 3. Mitigate the effects of particulate matter on low-income residents through smart decisions about transit alignments, residential building air quality regulations, and tenant education programs.*

Where Are We Today? Atlas Maps – [Online Here](#)

Map D3-1 Environmental Justice Screening Method Air Pollution & Health Risk Score shows the risk levels of health impacts associated with air pollution, based on the collection of data related to cancer risks, CARB air pollution monitoring data, and toxics assessments at the tract level. The categories run from lowest risk (1) to highest risk (5), using an index developed by Rachel Morello-Frosch (UC Berkeley), Manuel Pastor (USC), and Jim Sadd (Occidental College). This scoring shows the significant challenge that the county will face in accommodating future growth near transit and ensuring low-income residents can continue to live near transit: Some of the most transit-rich communities in the county also have the highest risk of health impacts from air pollution, due to proximity to major freeways and arterials, or proximity to industrial areas.⁸ This map is one of three that contribute to the cumulative impact score map below.

Map D3-2 Environmental Justice Screening Method Hazard Proximity and Sensitive Land Use identifies areas with a combination of environmental risks from stationary sources of pollution such as heavy manufacturing and airports, and proximity to vulnerable land uses such as schools, hospitals, and residential areas at the tract level. The categories run from lowest risk (1) to highest risk (5), using an index developed by Rachel Morello-Frosch (UC Berkeley), Manuel Pastor (USC), and Jim Sadd (Occidental College). Consideration of only stationary sources of pollution reduces the areas near transit that are vulnerable to negative impacts of air pollution compared with the previous map, which also includes mobile sources of pollution. Nonetheless, areas at the core of the transit network are at high risk of vulnerability to health effects of pollution. This map is one of three that contribute to the cumulative impact score map below.

Map D3-3 Asthma Hospitalization Rates shows asthma emergency room visits in 2008 from the Los Angeles County Department of Public Health's data at the zip code level. Asthma emergency room visits offer a proxy for the location of people with asthma, but may not account for people with asthma who are not visiting the emergency room. Nonetheless this map shows higher asthma rates in Santa Clarita, southeast Los Angeles, near the Crenshaw and Expo lines, and in the South Bay Cities.

Map D3-4 500 Foot Buffers of Major Roads shows the buffer zone around roads categorized as primary or secondary by the 2010 census TIGER lines. A roadway buffer zone is being discussed as a possible way to keep housing from being constructed in places with current or potential air quality issues. This, however, would mean some transit stations would not see any new housing within walking distance. Within the data, it is noted that Section 8 federally assisted housing units within the 500-foot buffer made up 9% of all Section 8 housing stock available in 2011.

Map D3-5 Environmental Justice Screening Method Social Vulnerability Score shows the segregation pattern of many Los Angeles neighborhoods by race and class. This map is the third part of a cumulative impact score below.

Map D3-6 Environmental Justice Screening Method Cumulative Impact Score shows the cumulative impacts from environmental and social stressors across neighborhoods within the Los Angeles Region. The index was created by Rachel Morello-Frosch (UC Berkeley), Manuel Pastor (USC), and Jim Sadd (Occidental College) to allow policy makers and stakeholders to advance decision making on the many issues that affect regions that might not usually get addressed through the lens of Environmental Justice.

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<http://cleanupgreenup.wordpress.com/>

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Environmental Justice Screening Method Cumulative Impacts:

http://dornsife.usc.edu/pere/projects/cumulative_impacts.cfm

Los Angeles Hidden Hazards:

<http://www.libertyhill.org/document.doc?id=202>

Status of Research on Potential Mitigation Concepts to Reduce Exposure to Nearby Traffic Pollution

<http://www.arb.ca.gov/research/health/traff-eff/research%20status%20-reducing%20exposure%20to%20traffic%20pollution.pdf>

Community Climate Action Plan Strategies for LA County

<http://planning.lacounty.gov/ccap/strategy>

Outcome 4: Health care is geographically accessible to all residents

Residents have transportation choices that help them readily access health facilities at which they qualify for care. As a result, transit experiences off-peak ridership gains from patients and health care workers taking transit.

Why Is This Outcome Important?

Health care is a key service need for residents in Los Angeles County, yet many residents cannot access facilities where they qualify for care.

Not all health care facilities are created equal; many County residents rely on emergency departments, public hospitals and community clinics.

The health care sector is important to workforce development goals, and is a primary job provider in Los Angeles County.

Serving health care facilities with transit is a key strategy to both increasing access to care for underserved communities, and enhancing access for health care workers.

Major hospitals such as Cedars Sinai and USC/LA County are located away from major transit corridors and access is limited. Some hospitals have to spend large sums of money on parking that could otherwise go to health care or even better access programs.

Health care workers are often not working from 9am to 5pm and thus can't benefit from transit when it is not operating really late at night or early in the morning.

Fast Facts

12% of children under 17 in the county have difficulty obtaining medical care when needed, with higher shares in East Los Angeles (16%) and South Los Angeles (18%). 32% of adults have difficulty obtaining care, with higher shares in East Los Angeles (35%) and South Los Angeles (45%).¹

An estimated 22% of adults and 7% of children are uninsured in Los Angeles County. These rates are significantly higher in Metro Los Angeles and South Los Angeles (30% and 10%). East San Fernando Valley has higher rates of uninsured residents than West San Fernando Valley.² These numbers could be subject to change when the Affordable Care Act is implemented starting in 2014.

Health care has been identified as a key sector for workforce development as it offers well-paying positions that require a certificate or other training (as opposed to a formal Bachelor's degree).

64% of public health care facilities (where uninsured residents could go for care) are located near the frequent transit network. 55% of all health care jobs are near the frequent transit network.³

19% of LA County seniors lack transportation to medical facilities.⁴

Three Recommendations to Achieve this Outcome:

- 1. Encourage health care facilities to adopt transportation management programs for both patients and workers, including shuttles to support last-mile connections from transit.*
- 2. Prioritize expansion of public and community health facilities near the frequent transit network in order to make them more accessible by transit.*
- 3. Create mobile clinics for medically underserved areas with limited transit access (such as the Antelope Valley Community Clinic Mobile Units).*

Where Are We Today? Atlas Maps – [Online Here](#)

Map D4-1 Federally Qualified Health Centers shows the location of Federally Qualified Health Centers (FQHCs), and "Look-Alikes" which are a category of FQHC's that can receive federal funding under the Public Health Services Act. The map further shows a half-mile and a 2 mile radius around each of these facilities to show of how these centers could be connected to transit via pedestrian and bicycle investments, or other transportation management programs such as shuttles. Greater transportation choices can help close the gap for many residents who are unable to access public health facilities.

Map D4-2 Medically Underserved Areas shows those locations that qualify under the federal designation of medically underserved, relative to transit. These areas have a high share of the population falling below the

federal poverty line, population over 65, high infant mortality rates and a low share of primary care physicians. These designated areas qualify to receive federal support for development of community health facilities. But connecting these areas to other qualifying health facilities via transit may also be a strategy to support increased access among the population living in these areas.

Map D4-3 Health Care Facilities and Residential Location of Health Care Workers provides a sense of how the ability of health care employees to take transit to work may vary depending on the residential and work location of employees. A higher share of health care workers live closer to Orange or Ventura counties, and many workers commute from Santa Clarita, making a transit commute challenging for a worker commuting at off-peak hours. A high share also live in the San Gabriel Valley, suggesting that the transit expansion into the Valley along the Foothill Extension and Eastside Extension could increase potential access to jobs from those locations.

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Outcome 5: Communities are free of crime and violence.

Communities become safer places to live, work, and move in over time, free of crime and violence. This is done through a combination of public programs focused on crime and violence prevention, and a built environment designed to increase community cohesion. Transit riders, pedestrians and bicyclists feel safe as they move to and from stations, and take transit.

Why Is This Outcome Important?

Crime and violence are major health issues, with premature death and debilitating injuries leading to family stress and losses in productivity, which place a large burden on the health care and social service system.

The perception of risk of crime and violence is a deterrent to transit use.

The physical design and types of land uses in communities can have an effect on increasing or decreasing rates of crime.

Gang-related crime and violence deter the ability of residents – particularly younger residents – to safely walk to the nearest transit stop or even take transit through certain neighborhoods. But the nuance of how and why crime and violence take place is complex and best understood at the community level.

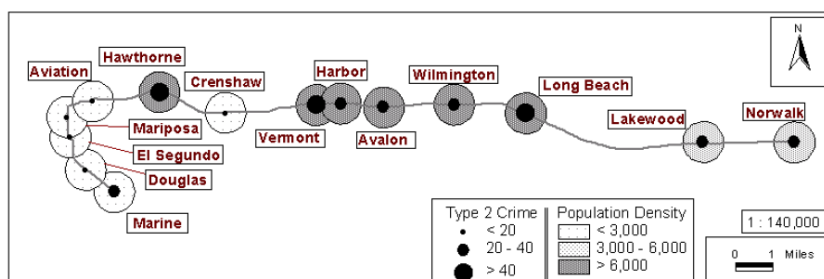
Fast Facts

Particular populations such as the elderly are less likely to take transit if they perceive it to be unsafe.¹

Some communities have included programs to reduce street violence to increase transportation choices for youth. The Minneapolis Park Board adopted a “Youth Are Here Bus” program to safely transport north Minneapolis children to city programs,² and Safe Routes to School in San Diego has implemented a “Safe Passages” program.³

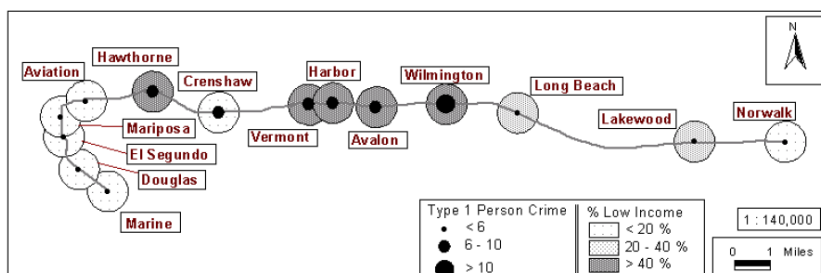
Code enforcement in the 1990s was key to deterring crime in Hollywood and the creation of the Systematic Code Enforcement Program (SCEP).⁴

There are specific uses found to be associated with more crime than others, including liquor stores, bars, taverns and businesses that primarily involve cash transactions (pawnshops, check cashing, ATMs). Vacant lots and low visibility areas are also associated with higher rates of crime. A study along the Green Line in Los Angeles County also found that crime rates were higher in areas with alleys and mid-block passages to the rear of buildings, and near stations with physical features that block visibility and natural surveillance such as freeway pillars.⁵



Income (lower map) has a higher correlation with crime than population density (upper map). Excerpt from “Protecting Against Transit Crime.”⁶ In the study, station crime was related to the sociodemographic characteristics of the neighborhood including education and age.

Figure 9: Crime Against Persons and Income



Three Recommendations to Achieve this Outcome:

1. Incorporate crime and violence data, and findings from qualitative tools such as walk audits from local community members, into station area planning and design.
2. Address crime prevention through community public safety efforts that include partnerships between planners, law enforcement, code enforcement, and elected officials to achieve success.
3. Integrate crime prevention, education, and safe passages programs into Safe Routes to School and other programs targeting youth participation, and implement wide adoption of a universal violence prevention program, such as LAUSD's Second Step Program.

Where Are We Today? Atlas Maps – [Online Here](#)

Map D5-1 Hospital Visits from Non-Fatal Assaults compares the frequent transit network to areas with high rates of hospital visits due to violent crime, between 2006 and 2010. The northeast San Fernando Valley, South Los Angeles, and South Bay Cities have higher rates of visits than other areas. This data is reported by zip code and does not offer a deep picture of the rates of crime and violence within neighborhoods.

MAP D5-2 Perception of Neighborhood Safety in Health Access Areas looks at perceived levels of safety from a 2011 Department of Health Public Survey of the Health District geography. Health Districts proximate to central LA have residents who feel less safe while West Los Angeles and the San Gabriel Valley tend to have more people who feel safer at home.

Maps to understand crime and violence rates are best completed at the community level with more detailed data and information. Potential maps to support this outcome include the presence of liquor stores and check cashing facilities, presence of vacant lots, location of alleys, and other information that is more readily accessible at the neighborhood scale.

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Also see outcomes on Housing (Chapter B) and Economic and Workforce Development (Chapter C) as crime has an effect on economic opportunity and is often related to demographics such as income

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Parks After Dark Crime Prevention Program: <http://ridley-thomas.lacounty.gov/index.php/parks-after-dark/>

Outcome 6: All residents have access to active and passive public open space, parks and rivers.

The park system is integrated with the transit network to enhance the active recreational choices of Los Angeles county residents. Parks including destinations such as Will Rogers State Park and open space areas such as the San Gabriel Mountains are treated as potential destinations on the transit network if possible. Thoroughfare parks such as the planned Los Angeles river improvements also function as options for biking and walking on a daily basis. Communities currently underserved by parks are prioritized for future park investments. Neighborhood parks offer shared amenities that help foster development near transit without sacrificing quality of life.

Why Is This Outcome Important?

Parks and open space provide critical recreational choices for children and adults, allowing residents to safely and easily access spaces for regular physical activity.

Different types of parks serve different functions: open space areas offer numerous recreational opportunities; linear parks can be part of the transportation network; and community active parks offer recreational and/or sporting facilities.

Los Angeles County has a higher acreage of parks than the State average; however, much of this acreage is inaccessible to local residents without the help of an automobile.

Parks, riverways, and open space can be regional destinations on the transit network, support the transit network with separate walking and biking paths, or function as community facilities.

Many neighborhoods have a dearth of park space relative to their population.

Fast Facts

Improving access to recreational facilities, and increasing education about these facilities, resulted in a 48% increase in physical activity, a 5% increase in aerobic activity, and weight loss and reduction in body fat.¹ Children living within walking distance of parks are 6 times more likely to use park facilities.²

The presence of program and activity facilities plays a greater role in increasing park use for physical activity than availability alone.³

Well-maintained and safe parks are associated with greater usage. Adults who feel safe in the neighborhood as a whole are 60% more likely to let children play at public playgrounds.⁴

Southern California maintains 24 acres of open space per 1,000 residents, lower than the state average of 27. Los Angeles County, however, has 136 acres of park land and open space per 1,000 residents.⁵ An estimated 70% of open space in the County is located in the San Gabriel mountains and is inaccessible except by automobile (see Map D6-2). Park acres per 1,000 people drops to 4.6 when calculating the walking distance to the frequent transit network.⁶

President Obama has recognized the restoration of the Los Angeles and San Gabriel Rivers as priorities for linking urban youth to nature.⁷ The National Park Service now recommends creating a National Recreation Area in the San Gabriel Watershed.

86% of children in Los Angeles County can easily get to a park, playground or other safe place to play. This is only true for 68% of children in South Los Angeles. Similarly, 52% of Los Angeles County adults use parks or recreational facilities in their neighborhoods, but this is only true of 40% of Antelope Valley residents.⁸

Three Recommendations to Achieve this Outcome:

1. *Identify potential sites and develop funding mechanisms for expansion and operation of community parks and recreational facilities in areas near transit while also investing in existing urban parks and school play spaces to improve facilities and program that support public health goals.*
2. *Consider key entry points and trailheads to regional parks, and intersections of transit with linear river facilities, in the planning of last-mile investments to and from transit stops.*

3. Coordinate with local nonprofit organizations to leverage investments in parks, open space, and recreation areas, prioritizing communities that lack adequate park space.

Where Are We Today? Atlas Maps – [Online Here](#)

Map D6-1 Parks and Protected Areas illustrates the location of parks and open space relative to the regional existing and planned transit network. Notably, most of Los Angeles County's largest parks are located in the mountains and are not accessible to residents without a car. Further, the data available does not distinguish between different types of parks, but park planners should pay close attention to the presence and role of passive vs. active parks. A future step would be to classify various types of parks and cull out regional destinations, thoroughfares, and neighborhood parks in order to understand how parks interrelate with the transit network, and ensure adequate amounts of green space in addition to open space.

Map D6-2 Parks and Protected Areas with Trail Access shows areas of Los Angeles County that are outside of walking distance from a park or open space (i.e. beyond a half-mile), as well as trail access points relative to the frequent transit network. This perspective offers a sense of areas without access to any parks or open space, and offers a more realistic portrayal of the open space access provided to the mountains and other trails.

Other Potential Maps and Data: River Revitalization and Transit Networks mapped would provide visual information about the location of Los Angeles' major revitalization projects and their access. Additionally, the Emerald Necklace plan by Amigos de Los Rios⁹ shows the linear park network envisioned by advocates and this data would be a great addition when made available.

Sources and References

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- 3 Cohen, Deborah, Sandra Lapham, Kelly Evenson, Stephanie Williamson, Daniela Golinelli, Phillip Ward, Amy Hillier, Thomas L. MacKenzie, "Use of Neighbourhood Parks: Does Socio-Economic Status Matter?" *Public Health*. V. 127, no. 4, April 2013, pp. 325-332. http://www.rand.org/pubs/external_publications/EP51402.html
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- 5 State indicators project...Calculation for Los Angeles County completed by Reconnecting America. Methodology may not be identical to that of the statewide indicators project.
- 6 Reconnecting America Analysis 2013
- 7 Department of the Interior <http://www.doi.gov/americasgreatoutdoors/index.cfm>
- 8 Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Key Indicators of Health by Service Planning Area; March 2013.
- 9 Amigos de Los Rios Emerald Necklace Plan – <http://www.amigosdelosrios.org/features/stewards-of-the-emerald-necklace/>

References

- California Department of Parks and Recreation: <http://www.parks.ca.gov/>
Provides information on grant availability, allocates state funds for parks, provides tools to identify local park needs through the Prop. 84 Statewide Park Program such as the California State Parks Community Fact Finder: <http://www.parkinfo.org/factfinder2011/grantee>
- Trust for Public Land, ParkScore®: <http://parkscore.tpl.org/>
Measures ability to walk to parks within 10 minutes.
- Trust for Public Land, other publications:
From Fitness Zones to the Medical Mile: How Urban Park Systems can Best Promote Health and Wellness, 2011. <http://cloud.tpl.org/pubs/ccpe-health-promoting-parks-rpt.pdf>
- Los Angeles River Revitalization Resources: <http://www.lariver.org/resources.htm>
- US Forest Service CAR-LESS program: www.fs.usda.gov/detail/r5/workingtogether/?cid=STELPRDB5373419

Appendix A: Los Angeles Equity Atlas Recommendations Checklist

This appendix provides a full list of the recommendations described in each of the Outcome sheets of the Atlas, with identification of potential responsible parties who could implement each recommendation. Collectively this list includes 72 recommendations (3 each for 24 Outcomes). However, many of these recommendations are interrelated, and generally boil down into four key themes:

- 1. *Be mindful* about how transit routes are aligned, to connect residents of greatest need (and with the greatest potential to take transit) with valuable work, education, recreational and service destinations;
- 2. *Be purposeful* about making supporting investments in infrastructure, development, programming and services to prioritize areas near transit, and communities with gaps and needs. The Equity Atlas as a document with specific information about individual neighborhoods can help inform policies;
- 3. *Be innovative* in considering new financing mechanisms, implementation strategies, and policies to expand affordable housing, services, and local infrastructure to fill gaps in communities;
- 4. *Be coordinated* in implementation by prioritizing key geographies and investments, identifying potential assets such as public agency land, timing changes in regulations (e.g. higher densities, reduced parking, smaller building footprints) with actions such as land banking, development, or financing new uses, and working across agencies and sectors.

Chapter 1: Increasing Mobility, Access, and Connectivity

Outcome 1: Major transit hubs can be easily and safely reached by foot, bike or bus

Three Recommendations

Design future stations and nearby arterial roads to foster safe, accessible transfers between rail and buses, and safe exits and egress for passengers

Prioritize and bundle station area last-mile connection strategies with allocation of funding for bicycle infrastructure, pedestrian improvements, traffic calming, and complete streets.

Add new criteria to prioritize transit investments, including: the number of people served by an improvement or connection, and whether a new investment connects transit-dependent neighborhoods to key destinations.

Responsible Parties

City Transportation Departments, LACMTA and other transit agencies, Transportation Construction Authorities if other than LACMTA, CalTrans

LACMTA, City Transportation Departments, CalTrans

LACMTA and other transit agencies, Transportation Construction Authorities if other than LACMTA

Outcome 2: All Los Angeles County residents have better transportation choices

Three Recommendations

Implement a framework that ensures scarce regional transportation funds are invested in ways that most effectively reduce single occupancy driving across the entire County.

Use transportation funds to support the goals of the region's Sustainable Communities Strategy by

Responsible Parties

LACMTA's Sustainability Policy offers such a framework but has not been fully adopted as a policy that guides transportation spending.

SCAG, LACMTA, cities, CalTrans

investing in new infrastructure where growth is designated to occur.

Ensure transportation models – including models forecasting traffic generation for new projects – consider different types of travel behavior based on walking proximity to transit, shopping, services, and other daily needs.

SCAG, Cities, LACMTA

Outcome 3: Transit service for low- and moderate-income riders is reinforced and stable

Three Recommendations

Maximize connections between transit and neighborhoods with a concentration of low- and moderate-income households, to stabilize and boost ridership.

Locate future transit stations and stops within a mile of major job clusters, particularly clusters with job opportunities for low and middle-wage workers.

Conduct regular travel behavior surveys to understand and monitor the profile of transit users, paying particular attention to demographic changes as an indicator of change in surrounding neighborhoods.

Responsible Parties

City Planning and Transportation Departments, LACMTA, other Transit Agencies

City Transportation Departments, LACMTA and other transit agencies, Transportation Construction Authorities if other than LACMTA, CalTrans

LACMTA and other transit agencies

Outcome 4: Children grow up feeling safe walking, biking, taking transit

Three Recommendations

Increase overall funding for pedestrian and bicycle improvements as well as education programs for children and families.

Use data (such as the SWITRS data on pedestrian fatalities) to understand key areas of need for traffic safety, and consider how these areas also relate to nearby schools.

Support in-progress Safe Routes to School programmatic activities such as bike to school days, which now have to compete for once-dedicated federal funding under the 2012 federal transportation bill (Moving Ahead for Progress in the 21st Century, or “MAP-21”).

Responsible Parties

City Transportation Departments, SCAG, LACMTA, CalTrans, School Districts

City Transportation Departments, CalTrans, School Districts

City Transportation Departments, SCAG, LACMTA, State of California Elected Officials, CalTrans, School Districts

Outcome 5: People who cannot drive have better transportation options

Three Recommendations

Establish performance targets for providing affordable and accessible housing for seniors and disabled residents within new developments near transit.

Provide outreach and education about the transit system to seniors and the disabled community. In the long run this may also help reduce the cost and use of paratransit and other door-to-door service.

Address potential barriers to encouraging seniors to move close to transit, such as reciprocal agreements with nearby counties to freeze property taxes for seniors.

Responsible Parties

Cities, Housing Agencies, Developers (market and affordable), LACMTA, nonprofits

Cities, County Health Department, County Department of Public Social Services, State Health & Human Services, Senior Facility Managers, Private Businesses Offering Services (e.g. assisted living facilities), transit agencies, AARP, other nonprofits

Los Angeles County Assessor's Office, Cities

Outcome 6: Key destinations are connected to the regional transit network

Three Recommendations

Encourage major employers to locate near transit through land-use regulation, business attraction activities, and other incentive mechanisms.

Identify key work and non-work destinations in the region and ensure that transit or last-mile connections serve these destinations.

Work with key institutions, event coordinators, and managers of other key destinations to promote transit as a viable, fun alternative to driving.

Responsible Parties

Cities, Economic Development Agencies, Chambers of Commerce, State EDD

SCAG, LACMTA and other transit agencies, Transportation Construction Authorities if other than LACMTA, Institutions (hospitals, higher education, etc)

SCAG, LACMTA and other transit agencies, Transportation Demand Managers, Major Institutions (hospitals, higher education, museums, managers of other major attractions), Cities

Chapter 2: Preserving and Creating Affordable Housing and Managing Neighborhood Change

Outcome 1: More people of all incomes have the ability to live in transit-rich locations

Three Recommendations

Encourage equitable and affordable housing development near transit by adopting supportive zoning codes and incentives such as inclusionary housing or fair share housing policies and value capture strategies

Use regulatory and finance tools to encourage new development to serve a range of household incomes and types. Housing for families and the

Responsible Parties

Cities, developers (for profit and non profit), non-profit advocates and community development corporations (CDC's) can play an important role in advocating for such policies.

Local Housing and Community Development Agencies, Community Development Finance

needs of seniors should be included as well as options for singles and young people.

Identify potential development opportunities up front when planning new transit stations and stops, and set up a plan to maximize these opportunities through partnerships with developers and other agencies, consolidation of sites, zoning, subsidy for affordable housing, etc.

Institutions (CDFI's), Cities, Housing Authority, developers (for profit and non profit), LACMTA, Philanthropy

Cities, LACMTA or other Transportation Construction Authorities, Community Development Corporations (CDC's), non-profit and for-profit developers, and local stakeholders can be important partners in this endeavor.

Outcome 2: Residents have the ability to stay within their communities with stable housing costs

Three Recommendations

Reinforce and expand programs to protect the rights of low-income renters, including Rent Stabilization Ordinance, Code Enforcement, Just Cause Eviction, Condo Conversion Ordinance, and tenant outreach programs. Jurisdictions should adopt Just Cause Eviction ordinances which limit the reasons that landlords can evict tenants.

Create a system for creating and enforcing the replacement of housing under a "no net loss" policy.

Develop relocation plans for current residents to ensure those same residents have the opportunity to live in new affordable housing in transit-rich communities.

Responsible Parties

Cities (elected officials, housing/community development agencies, attorneys, building inspection), nonprofits, philanthropy

Cities, housing authorities. CDC's and other community-based organizations will be important partners in this effort.

Cities, housing authorities, nonprofits

Outcome 3: Affordable housing opportunities near transit are optimized

Three Recommendations

Cities should provide supportive zoning codes and policies that include reduced parking in addition to incentives that encourage affordable housing construction near transit.

Use planning tools such as increasing densities or reducing parking to encourage development of moderate income housing near transit, while creating financial subsidies and incentives for lowest income housing.

Leverage funding sources to incentivize participation of jurisdictions in affordable housing production – particularly those jurisdictions with frequent transit.

Responsible Parties

Cities. Nonprofit advocates can help support the successful development of these policies. Philanthropy.

Cities

Cities, SCAG, LACMTA, developers, nonprofits, philanthropy, banks

Outcome 4: The public sector maximizes opportunities to increase housing production on publicly owned land

Three Recommendations

Inventory publicly owned land near transit and evaluate the feasibility of using this land to achieve affordable housing goals

Strengthen LACMTA's authority and capacity to support affordable housing through joint development, with the LACMTA board and the state legislature

Develop an evaluation system for understanding when affordable housing might be the highest and best use on publicly owned property.

Responsible Parties

All public agencies (cities, LACMTA, school districts, etc.)

LACMTA board, State elected officials

SCAG, Cities, LACMTA, nonprofits, philanthropy

Outcome 5: Local and regional land use and transportation planning efforts are inclusive, transparent, and incorporate the needs of current residents and businesses

Three Recommendations

Develop outreach and engagement requirements for future allocation of regional or state funds to local planning, in order to establish a clear set of expectations

Generate and support a centralized network of community and regional advocates to track planning efforts and prioritize locations for community organizing and intervention. Scale up programs that work.

Offer grants to community-based organizations to conduct outreach and provide support in planning and engagement efforts

Responsible Parties

SCAG, CalTrans, LACMTA, Cities, Nonprofits (help establish requirements)

Philanthropy, Nonprofits, Caltrans grants, other public agency grant programs.

SCAG, LACMTA, Cal Trans, Cities, Philanthropy, Nonprofits

Outcome 6: The public sector uses a variety of coordinated tools to catalyze development near transit that includes adequate levels of affordable housing.

Three Recommendations

Identify factors up front that may influence the extent to which a community is likely to experience a change in market demand as a result of a new land use plan or transportation investment.

If public incentives for new development such as subsidy, tax breaks, or expedited permitting are deployed, affordable housing and benefits for low-income households or workers (such as space for needed services, or local hire provisions) should be incorporated as a negotiating factor in providing those incentives.

Responsible Parties

Cities, SCAG, LACMTA, Philanthropy, State Air Resources Board

Cities, State

Elevate innovative countywide models where value capture and community benefits were incorporated up-front in land use plans, or within transit planning and construction, in order to make such models standard practice for practitioners across the County.

SCAG, LACMTA, Philanthropy, Nonprofits, Universities

Chapter 3: Supporting Workforce and Economic Development

Outcome 1: The transit network connects the workforce with job centers

Three Recommendations

Design and align new transit corridors to strongly connect to the County's job clusters and centers.

Understand current commute dynamics to major job centers as part of evaluating the current and planned transportation network.

Consider the significance of commute times and worker hours. For example, health care jobs are critical to the region's economic vitality and offer upward mobility potential for low skilled workers, but many hospital jobs operate on shifts that do not correspond to peak commute hours, making them challenging to serve with transit

Responsible Parties

LACMTA, Transit Construction Authorities if other than LACMTA

LACMTA, City DOTs, other transit agencies

LACMTA and other transit agencies, City DOTs

Outcome 2: The County's residents and workers have commutes of a reasonable cost and length

Three Recommendations

Develop new housing in close proximity to major job centers, ensuring housing meets the income levels of local workers.

Ensure major job centers throughout the region are connected to the transit network as new alignments are planned.

Continue to advance the range of investments needed to reduce local congestion and further reduce overall travel times

Responsible Parties

Cities, developers, housing authorities, LACMTA. SCAG's SCS provides guiding framework.

LACMTA and other transit agencies, City DOTs

LACMTA, SCAG, City DOTs, CalTrans

Outcome 3: High-quality transit areas support existing job clusters and accommodate future job growth to curb sprawl

Three Recommendations

Ensure land use policies support job growth as appropriate near various station areas

Responsible Parties

Cities. SCAG SCS can provide guiding framework.

Develop proactive financing and tax policies at the state level to incentivize job growth near transit

State

Work with employers to understand how transit-rich job centers fill their current and future spatial needs.

Cities, Economic Development Agencies, Chambers of Commerce, Los Angeles Business Council

Outcome 4: Transit connects low-income workers to the training and education needed to prepare them for higher quality jobs, which also fill the workforce needs of employers

Three Recommendations

Engage workforce development and economic development practitioners in planning and advocacy efforts to support investments and expansion of transportation choices

Identify and engage workforce training centers near the frequent transit network

Foster services near transit that will address some of the barriers identified above.

Responsible Parties

Workforce Investment Boards, Economic Development Agencies, Community Colleges and other Educational Institutions, Nonprofits, Philanthropy

Workforce Investment Boards, Nonprofits focused on Workforce Development, Community Colleges

Workforce Investment Boards, Community Colleges, County Department of Public Social Services

Outcome 5: Small-scale entrepreneurs and local businesses are preserved and fostered near transit

Three Recommendations

Use local land-use regulations to be responsive to the range of sizes and configurations of new businesses, ensuring adequate opportunities for small-scale local businesses near transit.

Establish business impact mitigation programs during transit construction.

Support small business development and entrepreneurship near transit through technical assistance and training.

Responsible Parties

Cities

LACMTA, other Transit Construction Authorities, Cities, Philanthropy

City Business Assistance Offices, all Public Agency Small and Disadvantaged Business Procurement Programs, Nonprofits

Outcome 6: Local businesses and workers leverage economic and workforce development opportunities from the transit build out

Three Recommendations

Identify and develop training programs and facilities where workers can learn transferrable skills related to jobs created through the transit-build out

Reach out to residents and workers in low-income and high-unemployment neighborhoods near

Responsible Parties

LACMTA, Community Colleges, WIBs, Apprenticeship Programs, Nonprofits, Cities

WIBs, Community Colleges, Nonprofits

transit to share information about educational and training opportunities.

Consider expansion of LACMTA's Construction Careers Program into other major public works projects going on throughout the region with different agencies.

LACMTA, Other Public Agencies, Nonprofits

Chapter 4: Investing in Healthy Communities

Outcome 1: Residents and visitors enjoy a safe and comfortable environment for walking and biking

Three Recommendations

Ensure that bicycle and pedestrian facilities are integrated with the design and planning of future transit infrastructure projects and transit-oriented development.

Support funding for cities adjacent to stations to develop pedestrian and bicycle plans for TOD areas, and to build pedestrian and bicycle facilities on key routes leading to stations.

Prioritize investments in bike/ped facilities in areas that have the: 1) highest pedestrian and bicycle injury and fatalities; 2) lowest rates of auto ownership/highest rates of transit users; 3) highest rates of chronic disease.

Responsible Parties

Cities, LACMTA, Nonprofits

SCAG, LACMTA, CalTrans

SCAG, LACMTA, CalTrans, Cities

Outcome 2: All residents can easily access affordable and healthy food

Three Recommendations

Prioritize fresh food access as part of station area planning, and consider role transit may play in helping residents access grocery stores or other fresh food outlets.

Utilize innovative financing options to expand fresh food access in low-income communities, such as the California Freshworks Fund.

Support programs such as urban agriculture, farmers' markets, and street vending, and consider whether public facilities may offer space to expand this type of programming in fresh food constrained neighborhoods.

Responsible Parties

Cities, Nonprofits, Philanthropy, County Health Departments

Cities, Nonprofits, Developers, Philanthropy, CDFI's, Banks, County Health Departments

Cities, Nonprofits, Public Agencies

Outcome 3: All communities have clean air and limited mobile and stationary sources of pollution

Three Recommendations

Identify existing local stationary and mobile sources of pollution near transit stations and factor these into decisions about the appropriate proximity of certain land uses such as housing and schools.

Avoid locating new transit stations near major stationary and mobile sources of pollution if an alternative exists, if the goal is to build housing and schools near the station.

Mitigate the effects of particulate matter on low-income residents through residential building air quality regulations, and tenant education programs.

Responsible Parties

SCAG, School Districts, Cities, Developers

LACMTA, Other Transit Construction Authorities

Cities, Developers, County Health Departments

Outcome 4: Health care is geographically accessible to all residents

Three Recommendations

Encourage health care facilities to adopt transportation management programs for both patients and workers, including shuttles to support last-mile connections from transit

Prioritize expansion of public and community health facilities near the frequent transit network in order to make them more accessible by transit.

Create mobile clinics for medically underserved areas with limited transit access (such as the Antelope Valley Community Clinic Mobile Units).

Responsible Parties

Health Facilities (private non-profit, private for-profit, LA County DHS & DPH)

Health Facilities, Cities

Health Facilities, Philanthropy, County Health Departments

Outcome 5: Communities are free of crime and violence

Three Recommendations

Incorporate crime and violence data, and findings from qualitative tools such as walk audits from local community members into station area planning and design

Address crime prevention through community public safety efforts that include partnerships between planners, law enforcement, code enforcement, and elected officials to achieve success.

Integrate crime prevention, education, and safe passages programs into Safe Routes to School and other programs targeting youth participation, such as wide adoption of a universal violence prevention program, such as LAUSD's Second Step Program.

Responsible Parties

Cities, SCAG, LACMTA, Universities can play a supporting role, local non profits

Cities (Planners, Law Enforcement, Code Enforcement, Elected Officials), Universities can play a supporting role, local non profits, philanthropy

State, Cities, Nonprofits, School Districts

Outcome 6: All residents have access to active and passive public open space, parks and rivers.

Three Recommendations

Identify potential sites and develop funding mechanisms for expansion and operation of community parks and recreational facilities in areas near transit while also investing in existing urban parks and school play spaces to improve facilities and programming that support public health goals.

Consider key entry points and trailheads to regional parks, and intersections of transit with linear river facilities, in the planning of last-mile investments to and from transit stops.

Coordinate with local nonprofit organizations to leverage investments in parks, open space, and recreation areas, prioritizing communities that lack adequate park space.

Responsible Parties

Cities, School Districts, Parks Districts, State, Non profits, Philanthropy

Cities, LACMTA and Other Transit Agencies, State, Parks Managers

Cities, Nonprofits, Other Parks Managers, Philanthropy

Appendix B: Glossary of Terms

Regional and Local Programs

General Plan – Prepared and maintained by the Department of City Planning, is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City of Los Angeles. – City of Los Angeles

Just Cause Eviction – Just causes are legal reasons for allowing eviction in rent controlled cities and towns. Most of California allows for evictions for no reason at all.

Measure R – The 2008 half-cent sales tax measure that will expand transit in Los Angeles County

One Stop Career Centers – One-Stop Career Centers are designed to provide a full range of assistance to job seekers under one roof. Established under the Workforce Investment Act, the centers offer training referrals, career counseling, job listings, and similar employment-related services. – US Department of Labor

Regional Housing Needs Allocation (RHNA) – The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element. – SCAG

Regional Transportation Plan (RTP) – A 20 year transportation plan done by Metropolitan Planning Organizations (MPOs) in order to receive federal monies.

Rent Stabilization Ordinance (RSO) – The purpose of the Rent Stabilization Ordinance (RSO) is to protect tenants from excessive rent increases, while at the same time allowing landlords a reasonable return on their investments. – Los Angeles Housing Department

Specific Plan – A planning process by the City of Los Angeles defined by distinct boundaries inside a larger planning geography.

Sustainable Communities Strategy (SCS) – The Sustainable Communities Strategy (SCS) is a newly required element of the Regional Transportation Plan (RTP). The SCS will integrate land use and transportation strategies that will achieve ARB emissions reduction targets. – SCAG

Systematic Code Enforcement Program (SCEP) – SCEP (pronounced "skep"), requires that multi-family rental properties with two or more occupied units be inspected on a scheduled basis (current schedule is once every three years). Inspections are done to ensure that the units are safe and habitable. – Los Angeles Housing Department

Workforce Investment Boards (WIBs) – Public agencies funded by the State of California to manage local or countywide programs that help direct residents to employment opportunities, and workforce development or educational programs.

Housing Terms

Community Benefits – Amenities and mitigations to the local community or neighborhood to offset increased development

Displacement – The induced resettlement of individuals from their homes for the purposes of economic development

Extremely Low Income – Extremely low income is defined by The Department of Housing and Urban Development (HUD) as 30% of Median Income. In 2013 extremely low income for a family of four in Los Angeles County is \$24,850.

Federally Assisted Housing Units – The authorized payment of rental housing assistance to private landlords on behalf of the federal government. Programs within the housing act include Section 8, Section 202 among others. Other programs such as tax credits also assist in the construction of units for lower income residents.

Gentrification – The population migration of higher income individuals into a community of lower incomes. Gentrification often sees average incomes increase and family sizes decrease.

High Wage – For the purposes of this study, high wage is defined within the Longitudinal Employer Household Dynamics Data as \$40,000 or greater per person.

Housing Element – of the General Plan is the City's blueprint for meeting the housing and growth challenge. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. – Los Angeles Planning Department

Low Income – Low income is defined by HUD as 80% of Median Income. In 2013 low income for a family of four in Los Angeles County is \$66,250.

Low Wage – For the purpose of this study, low wage is defined within the Longitudinal Employer Household Dynamics Data as less than \$15,000 per person per year.

Market Rate Affordable Units – Units affordable to those making 100% of median income which do not have attached subsidies.

Moderate Wage – For the purpose of this study, moderate wage is defined within the Longitudinal Employer Household Dynamics Data as greater than \$15,000 per person per year and less than \$40,000 per person per year.

No Net Loss – A policy which prohibits downzoning and encourages the one for one replacement of affordable housing units.

Overburdened Renters – Households paying more than 35% of income on housing costs

Very Low Income – Very low income is defined by HUD as 50% of Median Income. In 2013, very low income for a family of four in Los Angeles County is \$41,400.

Transport Terms

Bus Rapid Transit – A high-performance public transport bus service which aims to combine bus lanes with high-quality bus “stations,” vehicles, amenities and branding.

Fixed-guideway Transit – Any transit technology that has a fixed system of guideway such as rails or dedicated lanes for operation.

Frequent Transit Network – Frequent transit is defined as either bus or rail transit lines that have 15-minute or better headways from morning rush through evening rush. Frequent transit lines were defined using the LACMTA’s countywide frequent transit map located here: http://media.metro.net/riding_metro/maps/images/15_min_map.pdf

Rapid Bus – A high-performance public transport bus service that increases travel speeds along a corridor for buses with different branding from local service lines.

Safe Routes to School – An international movement that increases the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

Walkability – A measure of how friendly an area is to walking. Block sizes, sidewalk access, urban design and safety and other factors all determine an area’s walkability.

Land Use/Employment Terms

Density – The number of people (measured as either residents, or a combination of residents and workers as defined in the use of the term) or housing units in a given geographic area.

Floor to Area Ratio (FAR) – The ratio of a building’s total floor area to the size of the ground it is built on. A floor area ratio of five would allow a five story building on a whole plot of land or a ten story building on half the land.

High-quality transit Areas (HQTAs) – A HQTAs is a geography defined by the Southern California Association of Governments (SCAG) that is generally a walkable transit village, consistent with the adopted Sustainable Communities Strategy. A HQTAs has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-served transit stop, and includes transit corridors with minimum 15-minute or less service frequency during peak commute hours.

Infill Development – Development built on existing urban land, often on land that has existing buildings, called a grayfield.

Joint Development – Joint development is a real property asset development and management program designed to secure the most appropriate private and/or public sector development on Metro-owned property at and adjacent to transit stations and corridors. – LA County Metro

Paratransit – An alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Use of paratransit is often limited to people with disabilities and of greater age.

Population Intensity – The addition of population and workers to get an intensity of people at any given time. Downtowns, for example, often have high numbers of people during work hours but not on nights and weekends, and they are not counted as residents.

Small Business – Defined by the Department of Labor as entities with 500 workers or less.

Station Area – The spatial areas in which transit stops and stations typically have the greatest impact on land use and development and from which there is high potential to generate transit ridership. The area of influence is discussed in an APTA Recommended Practice called Defining Transit Areas of Influence.

Transit-Oriented Development – A type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

Trips – A measure of travel that indicates movement from one place to another. The typical Angelino takes 3.5 trips a day including two to and from work and another trip and a half to either the grocery store or for entertainment.

Value Capture – A type of public financing that recovers some or all of the value that public infrastructure generates for private landowners.

Health/Other

Body Mass Index – A measure for human body shape based on an individual's mass and height.

Charter Schools – Charter schools are primary or secondary schools that receive public money. They are subject to some of the rules, regulations, and statutes that apply to other public schools, but generally have more flexibility than traditional public schools. Charter schools are attended by choice.

Federally Qualified Health Centers – A reimbursement designation for hospitals and health care centers from the Bureau of Primary Health Care and the Centers for Medicare and Medicaid Services of the United States Department of Health and Human Services.

Food Desert – A district with little or no access to large grocery stores that offer fresh and affordable foods needed to maintain a healthy diet.

Medically Underserved Areas/Populations – Medically Underserved Areas/Populations are areas or populations designated by Health Resources and Services Administration (HRSA) as having: too few primary care providers, high infant mortality, high poverty and/or high elderly population.

Mobile Source Air Pollution – Includes any air pollution emitted by motor vehicles, airplanes, locomotives, and other engines and equipment that can be moved from one location to another.

Modified Retail Food Environment Index (mRFEI) – The mRFEI measures the number of healthy and less healthy food retailers within census tracts across each state as defined by

typical food offerings in specific types of retail stores (e.g., supermarkets, convenience stores, or fast food restaurants). – United States Center for Disease Control

Obesity – A medical condition in which excess body fat has accumulated to the extent that it may have an adverse effect on health, leading to reduced life expectancy and/or increased health problems. People are considered obese when their body mass index (BMI), a measurement obtained by dividing a person's weight in kilograms by the square of the person's height in meters, exceeds 30 kg/m².

Point Source Pollution – A single identifiable source of air, water, thermal, noise or light pollution. The sources are called point sources because in mathematical modeling, they can be approximated as a mathematical point to simplify analysis.