Objectives

• Conduct analysis of Southeast Los Angeles existing transportation system
• Provide overview of larger socio-economic context
• Present “critical choices”
The study area
Based on census tracts
Same as 2016 Summit study
Part I: The Southeast Community
Summary

Higher population density than county average  
Lower median household income  
Many poverty areas  
Lower car ownership level  

Lower employment density than average  
More blue collar jobs, fewer white collar jobs  
Major manufacturing zone  
Manufacturing leads to large numbers of trucks
Jobs are accessible

Number of jobs within 10 miles of every census tract
With housing shortage, an increasingly attractive area
Part II: A Portrait of Transportation in the Southeast
Highway traffic is about as bad as everywhere else
Congestion hot spots along I-5, I-10, SR 91
I-710 and SR 91 stand out as major truck corridors
Implications for air quality and exposure
Truck involved highway accidents

Pedestrian accidents
Truck involved accidents, highways

Hot spots at
I-710/I-5;
I-710/SR91

Big hot spot in
County nearby (East LA Interchange)
More carpool and public transit use, consistent with household income levels

<table>
<thead>
<tr>
<th>Mode</th>
<th>Study area</th>
<th>LA County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>69.0%</td>
<td>72.0%</td>
</tr>
<tr>
<td>Carpool</td>
<td>14.2%</td>
<td>10.1%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>8.9%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Walk</td>
<td>3.2%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.9%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Other</td>
<td>4.7%</td>
<td>7.4%</td>
</tr>
</tbody>
</table>
Bus transit

Frequency of arrivals at a given stop for a bus line

Supply: Route and stop density in middle range
Frequency relatively low
On-time performance relatively low

Demand: Bus transit use low relative to supply (and population attributes)
Recommendations and Key Choices Ahead

• Better public transportation
• Planning for density
• Planning for automation
Public transportation

• Use of public transportation should be greater than it is, given density and demographics of the area

• Recommendations:
  • Identify potential realignments and connections to improve service
  • Identify strategies to improve on-time performance
  • Consider innovative feeder service, especially for rail lines
Planning for density

• Pressure for development, redevelopment will increase, especially if housing shortage continues. Need to manage and guide future development

• Recommendations
  • Special zones/districts where transport and other resources are most appropriate
  • Supporting policies re: parking, pedestrian and bike access
Planning for new technology

• Fully automated vehicles are decades away, but communications enhanced transport system management is not. Potential for improved safety, accommodation of all modes, reduced congestion

• Recommendations
  • High traffic corridors for vehicle-infrastructure integration
  • Common policies and standards
  • Priority for safety hotspots
THANK YOU