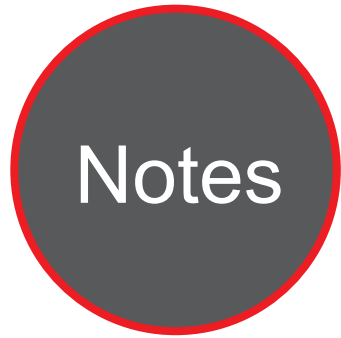




Caltrans Division of Research,
Innovation and System Information

Research



Notes

Planning, Policy,
Programming

OCTOBER 2019

Project Title:
Measuring Accessibility Changes
For Households Moving Away From
Rail Transit Areas

Task Number: 3402

Start Date: February 1, 2019

Completion Date: January 31, 2020

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Measuring Accessibility Changes For Households Moving Away From Rail Transit Areas

Understand how household moves away from rail transit because of job access to identify the social welfare implications.

WHAT IS THE NEED?

The debate about displacement and rail transit has become a first-order policy issue. This project will examine an overlooked question: When households move away from rail transit neighborhoods (maybe due to displacement, maybe voluntarily), how does their job access change?

Nothing is known about this topic, beyond the basic fact from earlier research, that approximately 25-30% of low-income residents in Los Angeles' rail neighborhoods move every year.

The results of this research will be pivotal to current conversations about commuting, employment, housing, and transit investment in regions with large rail transit investments such as the Los Angeles County.

WHAT ARE WE DOING?

The research team will perform the following tasks:

Task 1: Literature review, refine hypotheses.

Task 2: Data preparation from multiple data sets, including the California Franchise Tax Board (FTB) and transit access data, to allow comparisons of transit access in move destination zip codes.



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Task 3: Statistical analysis and make refinement as necessary. Analysis will include description of transit access (to jobs) characteristics of primary mover destination zip codes.

Task 4: The results from tasks 1-3 will be assembled into a draft and then a final report.

WHAT IS OUR GOAL?

The goal of this study is to understand how household moves relate to job access to importantly inform the concept of the social welfare implications of moves away from rail transit neighborhoods, and the way that residential moving patterns relate to the overall effectiveness of the transportation system.

WHAT IS THE BENEFIT?

California Department of Transportation (Caltrans) knows very little about how transit access changes for a household when they move away from rail station areas. Understanding how access changes for a household when they move can provide a link from discussions of residential displacement to transit planning.

The results will identify locations that are receiving moving households that leave station areas and suggest whether and how bus transit or other investments are needed in these “receiving” locations.

WHAT IS THE PROGRESS TO DATE?

The researchers have used the 2014 and 2015 data from the FTB to identify households that have moved away from half-mile L.A. rail station areas in 2015. They have matched those households to census tracts and have calculated, for every census tract, measures of job access.

This allows Caltrans to measure how job access via transit changes when households move. This initial data organization step has been the primary focus of the work during the summer.