

HOW TRANSIT-ORIENTED DEVELOPMENT AFFECTS TRANSIT RIDERSHIP: A LONGITUDINAL COMPARATIVE ANALYSIS IN LOS ANGELES

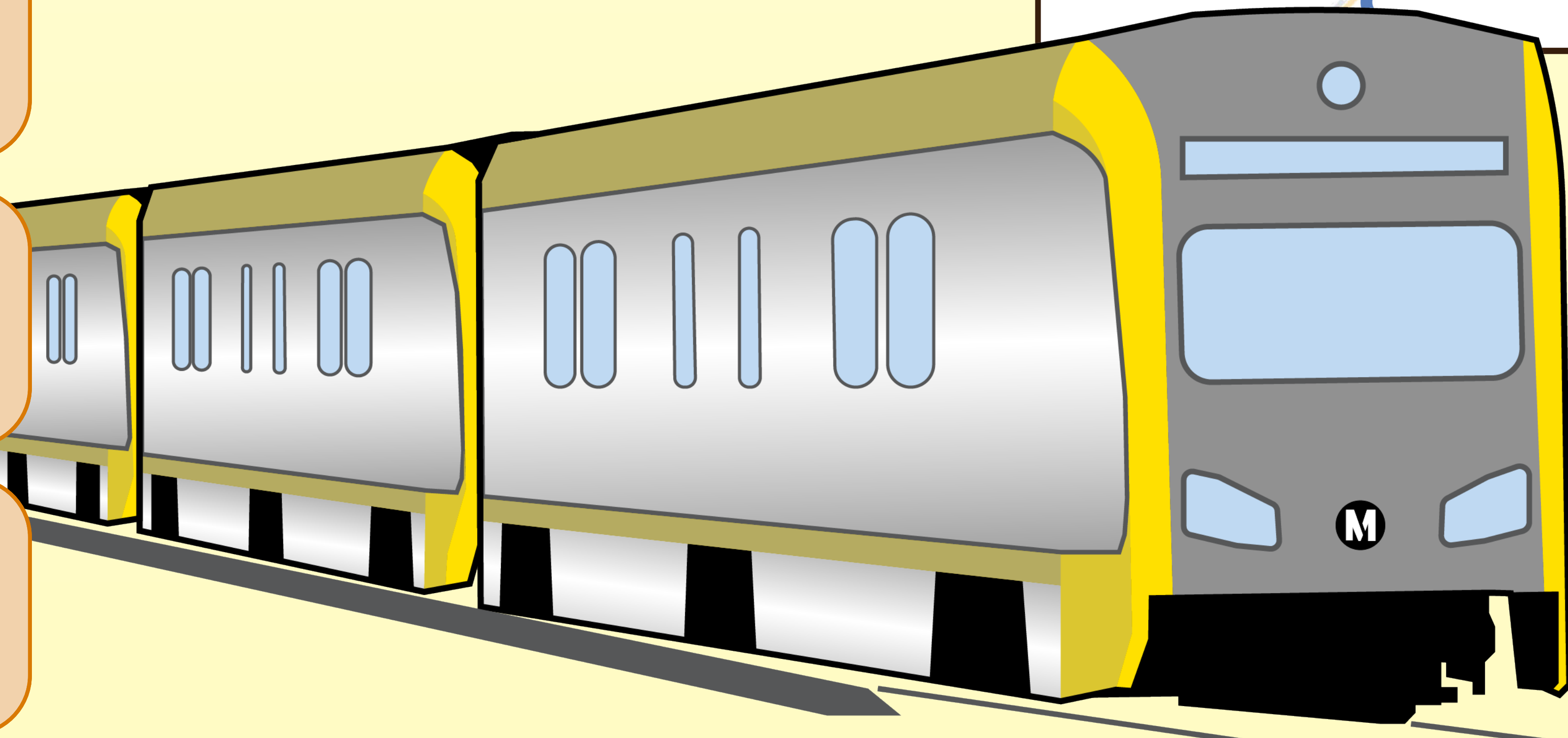
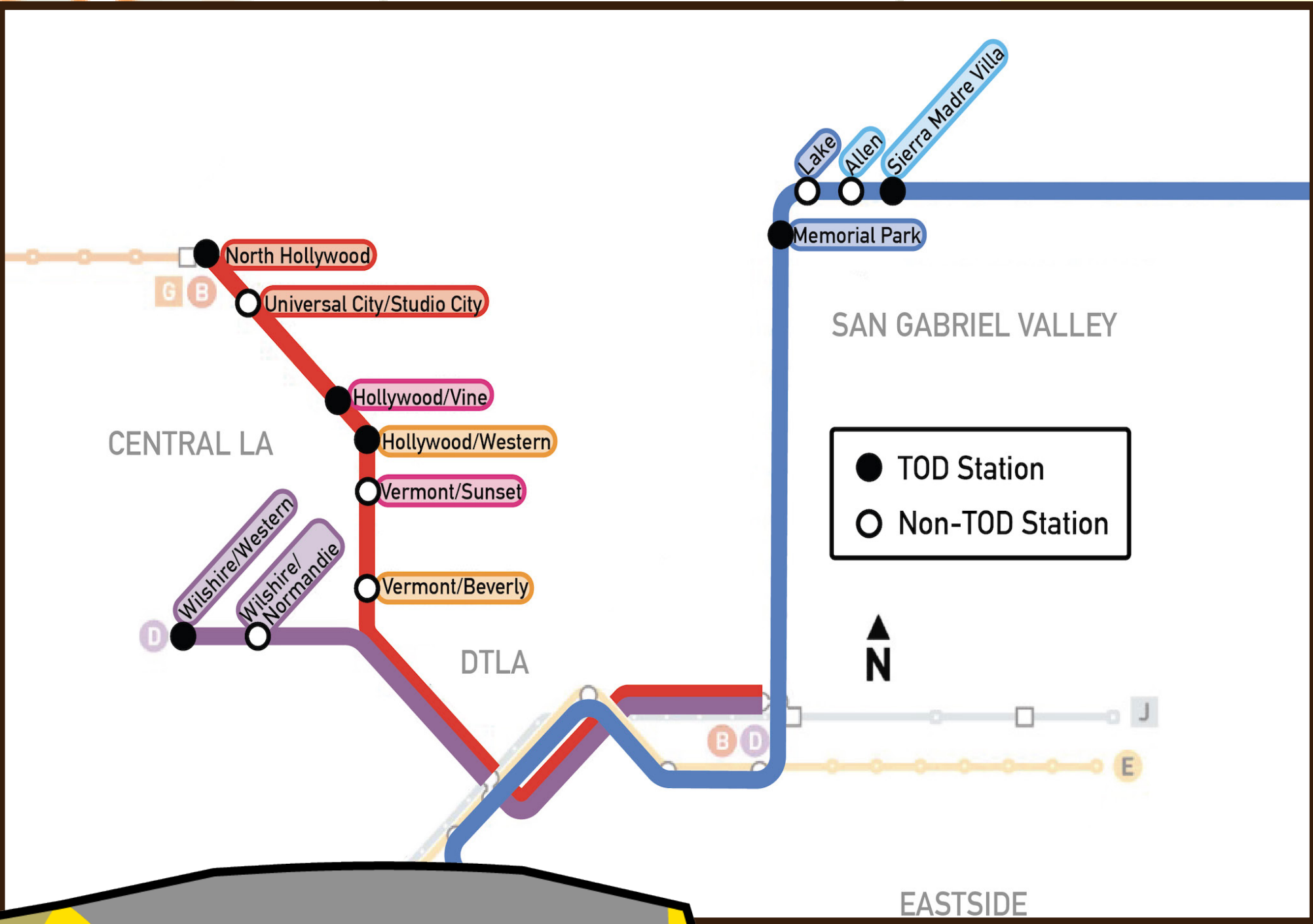
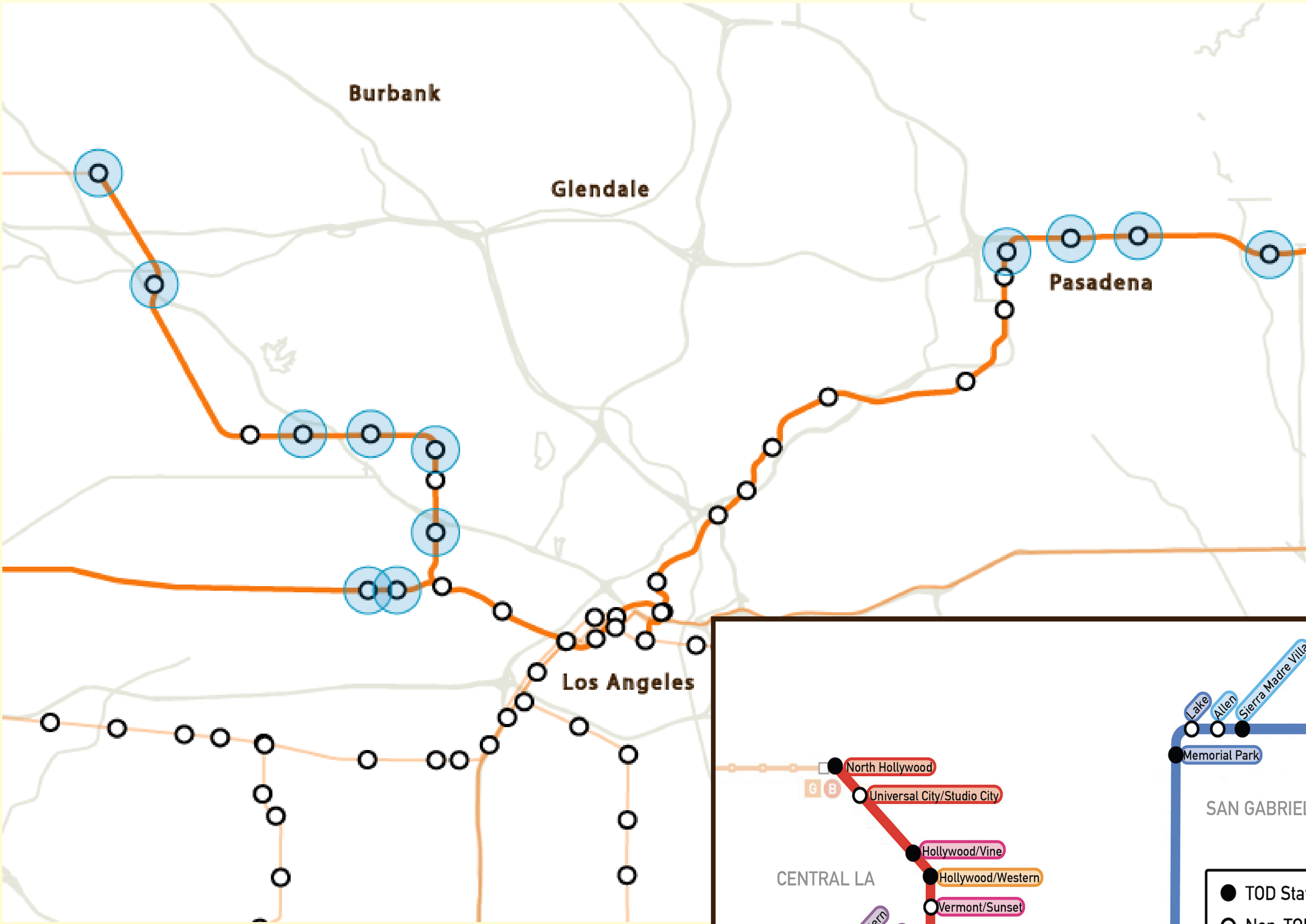


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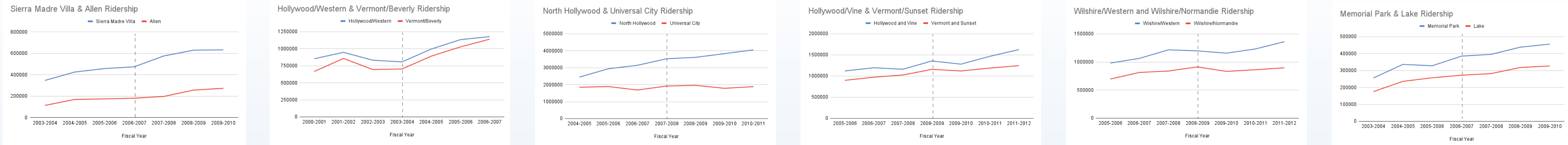
INTRODUCTION

- U.S. cities face congestion and car dependence; Transit-Oriented Development (TOD) promotes dense, walkable, transit-focused growth.
- In Los Angeles County, TOD is widely used but its impact on ridership remains unclear.
- This study compares TOD and non-TOD stations using long-term data.
- Key question: Does TOD increase ridership, and what factors matter most?

METHODOLOGY



RIDERSHIP TREND ANALYSIS



FINDINGS

- Hollywood/Vine (+19.83%), North Hollywood (+14.85%), and Wilshire/Western (+13.61%) outperformed their paired non-TOD stations, indicating stronger ridership growth at several TOD locations.
- Allen (+51.38%) and Vermont/Beverly (+62.20%) exceeded TOD counterparts, while Memorial Park (+18.40%) and Lake (+19.98%) showed nearly identical growth, highlighting mixed performance between TOD and non-TOD stations.
- Overall ridership trends were inconsistent across station pairs, suggesting that connectivity, surrounding density, and existing urban conditions may influence ridership more than TOD designation alone.

CATCHMENT AREA TREND ANALYSIS



FINDINGS

- Housing growth and increasing residential density were the strongest predictors of ridership growth, with stations such as Hollywood/Vine and Vermont/Beverly showing strong gains alongside substantial multi-family housing development.
- Employment concentration alone showed a weaker relationship with ridership growth, while lower-density and auto-oriented station areas experienced more limited TOD effectiveness.
- Stations with growing populations, expanding housing supply, and stronger urban connectivity generally achieved higher and more consistent ridership growth than slower-growth or already built-out areas.

CONCLUSION



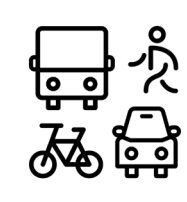
Prioritize multi-family housing near transit stations

Focus on higher-density residential development in walkable station areas to increase transit use and address housing shortages.



Balance housing, jobs, and services in station areas

Avoid job-heavy-only TOD; mixed-use development supports all-day, two-way ridership.



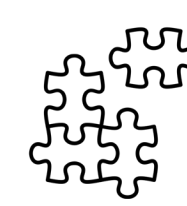
Strengthen multimodal connectivity at stations

Improve transfers, feeder buses, biking, and walking access to convert development into ridership gains.



Don't rely on TOD designation alone

TOD success requires zoning, infrastructure, housing production, and coordinated transit service.



Use integrated land-use & transit planning for maximum impact

Align development intensity with transit capacity, accessibility, and local community needs for stronger outcomes.