

THE LOCAL INDEX OF TRANSIT AVAILABILITY (LITA)

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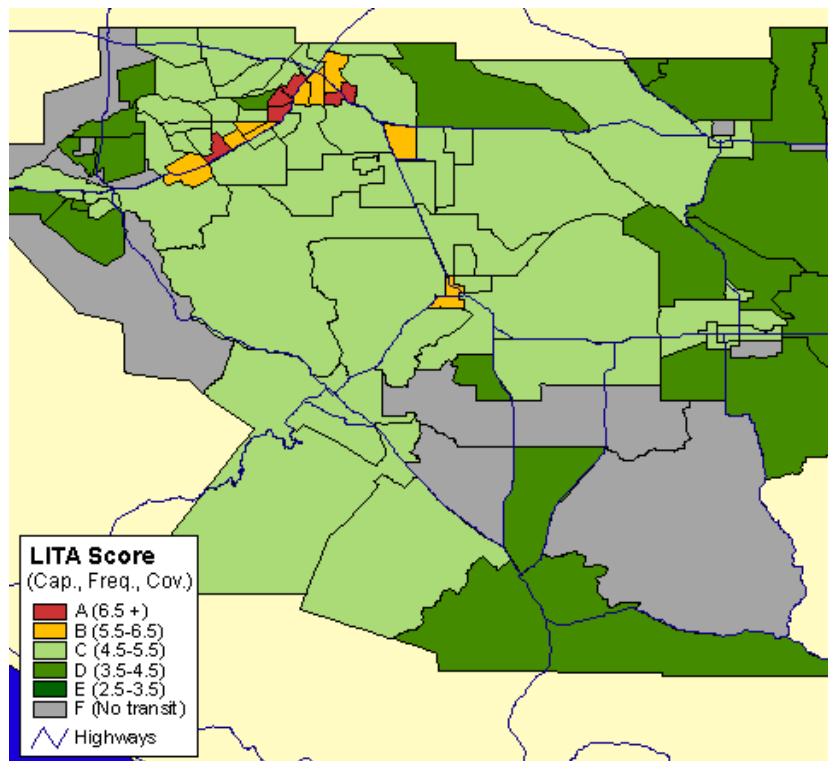
Presented at CNU VI: Cities in Context

Congress
for the
New
Urbanism

The Local Index of Transit Availability (LITA) is a system for relating transit service intensity -- capacity, frequency, and service coverage -- to the population and land area of small areas like census tracts or TAZs. By showing how transit service is distributed, LITA scores and indicators of density and walkability can help planners and policy makers identify opportunity sites for:

- infill and redevelopment incentives
- transportation concurrency exemptions
- special parking districts
- transit service improvements
- pedestrian and bicycle improvements

LITA scores from western Riverside County, California



*Policy responses to LITA
(and other proposed indicators for coordinated land use and transportation planning)*

Case	Indicator	Appropriate Policy Responses for transit-oriented land use planning in these areas			
	LITA	Land Use Intensity	Walk-ability	Land use planning/urban design response	Transit agency response
1	•	•	•	Remove density caps; impose parking maximums; plan and zone for lower pkg./auto trip generation rates	Encourage walking and bicycle trips to access transit.
2	•	•	O	Give these areas the highest priority for streetscape improvements, then adopt Case 1 policies.	Coordinate transit infrastructure improvements (signage, stations) with streetscape improvements.
3	•	O	•	Encourage local walk/bike trips; consider balanced infill/densification policies using reduced pkg/auto trip generation rates. Publicize area's walkability.	Encourage bicycling and walking trips to access transit.
4	•	O	O	Make these lower-priority areas for ped/bike improvements, unless transit service is fixed-guideway or important regional service.	Consider transit route/frequency changes if current routes suffer low productivity.
5	O	•	•	Work with transit agency to increase service intensity.	Transit service improvements are likely to attract the most new riders in these areas.
6	O	•	O	Streetscape investments are unlikely to change travel behavior without much-improved transit service.	Expand opportunities for access to transit systems. Consider paratransit, shuttles, station car programs.
7	O	O	•	Study and publicize what makes this place so walkable; consider recreational bike/ped. opportunities	Consider recreational transit trips in route design.
8	O	O	O	Improve all three factors, or target transit-oriented development strategies elsewhere.	Transit service is not likely to be well-patronized. Attend to mobility needs of transit-dependent populations.

Key:

- -- Well above average
- O -- Well below average

If you would like a copy of the Riverside case study report, please send email requesting a copy to the Local Government Commission at lgc.center@bbs.macnexus.org, giving your name, organization, and address.

A project of the Local Government Commission, Sacramento
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