



ASSESSING MOBILITY NEEDS IN AN ETHNIC ENCLAVE:

////////////////////////////////////
A Case Study of Little Tokyo | by Jewel DeGuzman & Karen Thai

ACKNOWLEDGEMENTS: Sincerest appreciation to the following individuals and organizations for their continued support and guidance through the entirety of this study, for without them, this assessment would not have been possible:

Rémy De La Peza, LTSC Director of Planning & Policy Counsel

Yasue Clark, LTSC Community Organizer

Yo Wakita, LTSC Intake and Volunteer Coordinator

Senior residents of Little Tokyo

Little Tokyo Service Center (LTSC)

Little Tokyo Community Council (LTCC)

Evelyn Blumenbuerg, UCLA Luskin School of Public Affairs, Professor and Chair of Urban Planning

Martin Wachs, UCLA Luskin School of Public Affairs, Distinguished Professor Emeritus

UCLA Lewis Center for Regional Policy Studies

Deepest gratitude to the four UCLA undergraduate research assistants for their hard work and dedication in administering the visitor intercept travel survey out in the field:

Daniel Ahn

Nick Atencio

Patrick An

Yesenia Becerra



**Lewis
Center**



Communities



Transportation



Environment



UNIVERSITY OF CALIFORNIA,
Los Angeles

**ASSESSING MOBILITY NEEDS
IN AN ETHNIC ENCLAVE:
A Case Study of Little Tokyo**

by
Jewel DeGuzman, MURP '16
Karen Thai, MURP '16

Client: Little Tokyo Service Center (LTSC)

Client Representative: Rémy De La Peza
(Director of Planning & Policy Counsel)

Faculty Advisors: Evelyn Blumenberg
(Professor and Chair of Urban Planning)

Martin Wachs *(Distinguished Professor Emeritus)*

June 2016



[Disclaimer]: This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the Department and of Little Tokyo Service Center as a planning client. The views expressed herein are those of the authors and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.



TABLE OF CONTENTS

INTRODUCTION	7	LITTLE TOKYO VISITORS & EMPLOYEES	36
LITTLE TOKYO SENIOR RESIDENTS	10	Introduction	38
Introduction	12	Background	40
Literature Review	16	Literature Review	44
Importance of the Private Car	16	Data / Methodology	46
Active Transportation and Transit	16	Employees	48
Ethnic Differences	20	Visitors	50
Residential Location	20	Intercept Travel Surveys: In Practice	52
Data / Methodology	22	Data Analysis	53
U.S. Census and American Community Survey	22	Employee: Demographics	53
LTSC Senior Needs Assessment	22	Employee: Means of Transportation / Mode Choice	55
Collisions	23	Employee: Time Traveled / Distance to Work	56
Focus Groups and Interviews	23	Employee: Home Destination to Work Place Flows	57
Field Observations	24	Visitor: Demographics	60
Findings	26	Visitor: Means of Transportation / Mode Choice	61
Recommendations	32	Visitor: Trip Purpose(s)	62
		Visitor: Home Destinations to Little Tokyo	62
		Findings	66
		Recommendations	68
		CONCLUSION	70





INTRODUCTION

INTRODUCTION

Over the last 10 years, the City of Los Angeles has become increasingly more urbanized. In response, the City has made and is continuing to make major advancements toward livability and sustainability goals, primarily through transformative investments in transportation and land use development. Within Downtown Los Angeles, one of Metro's large projects, the Regional Connector, includes an underground tunnel below Little Tokyo, the Historic Core, Bunker Hill, and the Financial District that will create a connection between the 7th St/Metro Center Station and the Little Tokyo/Arts District Station. The Regional Connector will allow passengers to transfer to the Blue, Expo, Red and Purple Lines without having to pass through Union Station. Slated to open in 2020, the 1st Street and Central Avenue station has raised concerns for current Little Tokyo residents and small business owners – particularly as the wave of gentrification and redevelopment continues throughout Downtown Los Angeles (SLT Community Vision, 2014).

Metro anticipates that the Regional Connector will drastically improve local and regional access to Downtown and all of Los Angeles, adding many additional visitors and employees to the Little Tokyo area (Regional Connector Fact Sheet, 2014). In response, the Little Tokyo community launched Sustainable Little Tokyo - “a vision for neighborhood sustainability that respects and enhances the neighborhood's history and culture” (SLT Community Vision, 2014). The initiative establishes a community-driven approach to the transit-oriented development (TOD) projects resulting from the 1st/Central Station, ensuring that any new development will continue to preserve the rich culture and history of the neighborhood.

WHY LITTLE TOKYO?

Many ethnic neighborhoods have become not only residential communities, but also social and cultural destinations. This study focuses on one such neighborhood: Little Tokyo, a historic Japanese-American community located in Downtown Los Angeles. As an employment center and home to many long-time residents, Little Tokyo is struggling to preserve its history and cultural character as the City continues to become a magnet for new commercial, residential, and transportation investments.

Little Tokyo is one of the oldest ethnic neighborhoods in Los Angeles, second to Boyle Heights (Allen & Turner, 2013). It took shape in the late 1800s and eventually grew to tens of thousands of residents within a three-mile radius. At one time, nearly 30,000 Japanese residents occupied Little Tokyo. In 1942 during World War II, the cultural community was displaced when Executive Order 9066 called for the relocation of Japanese Americans from the West Coast to remote internment camps scattered around the country (Poticha, 2016). Since then, the neighborhood has exemplified sustainability and resiliency as seniors are able to find decent housing with affordable rent (Yee, 2014). An estimated one thousand seniors reside in Little Tokyo, and another few thousand new residents have moved into luxury apartments both in Little Tokyo and the nearby Arts District (Yee, 2014).

LITTLE TOKYO SERVICE CENTER

This study was completed on behalf of Little Tokyo Service Center (LTSC). LTSC is a social service and community development organization committed to improving the lives of individuals and families through culturally sensitive social service care, strengthening neighborhoods through housing and community development, and promoting the rich heritage of ethnic communities. Founded in 1979 by Japanese American activists who wanted to form a multipurpose social service center, LTSC aimed to provide linguistically and culturally sensitive social services to the Little Tokyo community and the broader Japanese American community in Southern California. In the late 1980s and early 1990s, LTSC began advocating for the housing rights of low-income residents who were being evicted to make way for private redevelopment. Out of this struggle, the community development arm of LTSC was formed in 1994. Today, LTSC's focus is holistic community redevelopment, affordable housing, and revitalization of Little Tokyo, while continuing to provide social services to those in need, including seniors.

As part of Sustainable Little Tokyo, LTSC is partnering with over 20 community organizations, eight public departments, and four private sector resource partners to ensure a healthy, equitable and culturally rich Little Tokyo for generations to come. Included in this effort is a "Development Vision," which focuses on three publicly owned, underutilized properties in the neighborhood. This Vision includes affordable housing, public green space, and community-serving commercial properties (Sustainable Little Tokyo, 2014). Currently, Sustainable Little Tokyo and the greater community are working on updating this Vision to reflect changes that have happened in the last two years. This study supports the initiative by helping LTSC understand current mobility patterns within Little Tokyo to inform plans for future investments.

LITTLE TOKYO MOBILITY NEEDS ASSESSMENT

The following chapters contain descriptive analyses of the demographics and travel characteristics of Little Tokyo's resident and nonresident populations, which include the elderly ages 60 and above as well as visitors and employees. Alongside trip characteristics, mode choice, and traffic collision data, the research also analyzes multiple demographic variables including age, race, and ethnicity.

The growth of ethnic communities as commercial destinations and the onset of new transportation developments in the City of Los Angeles necessitate a richer understanding of how people travel into and within neighborhoods. It is through this understanding that decisions regarding future access, mobility, and development for these communities can successfully address areas in need for improvement.





福

祭

福

祭

LITTLE TOKYO

SENIOR RESIDENTS

INTRODUCTION

Between 2012 and 2050, the population of older adults in the United States is projected to increase by 95 percent, from 43 million to 84 million (Ortman et al., 2014). Los Angeles County is projected to experience similar upward trends. By 2020, adults age 65 and older in the County will grow by 43%. Of the total adult population in the County, the proportion of Asian and Pacific Islanders experienced a 40% growth between 1990 and 2010 and the Latino population grew more than 25%. Non-Latino Whites constitute less than 30% of the adult population in the County (USC, 2015).

Population growth among older adults presents a unique set of challenges and opportunities when planning for mobility needs. When urban planners prepare neighborhood plans and strategize about future development, they must be cognizant of this population shift and recommend policies that promote environments conducive to elderly travel. Oxley and Whelan (2008) state that the “quality of life is a concept that is closely linked with mobility, and transportation plays a major role in achieving a high quality of life level” (367). Mobility is defined by Suen and Mitchell (2000) as being able to travel at one’s own leisure, being informed about transportation options and how to use those options, and having the means to pay for the services. It is essential to maintaining independence as people age.

Literature on elderly mobility emphasizes the role of motor vehicles in maintaining the quality of life of the elderly with a focus on suburban neighborhoods in which the population is often majority White. Less attention, however, has been given to mobility needs within urban and ethnic neighborhoods. In the Little Tokyo neighborhood of greater

downtown Los Angeles, 73% of the population is comprised of members of minority groups and 17% of Little Tokyo’s population is age 65 and older (Local Initiatives Support Corporation, 2013).

LITTLE TOKYO SERVICE CENTER

This study was completed on behalf of Little Tokyo Service Center (LTSC). LTSC is a social service and community development organization committed to improving the lives of individuals and families through culturally sensitive social service care, strengthening neighborhoods through housing and community development, and promoting the rich heritage of ethnic communities. Founded in 1979 by Japanese American activists who wanted to form a multipurpose social service center, LTSC aimed to provide linguistically and culturally sensitive social services to the Little Tokyo community and the broader Japanese American community in Southern California. In the late 1980s and early 1990s, LTSC began advocating for the housing rights of low-income residents who were being evicted to make way for private redevelopment. Out of this struggle, the community development arm of LTSC was formed in 1994. Today, LTSC’s focus is holistic community redevelopment, affordable housing, and revitalization of Little Tokyo, while continuing to provide social services to those in need, including seniors.

As part of the Sustainable Little Tokyo initiative, LTSC is partnering with over 20 community organizations, eight public departments, and four private sector resource partners to ensure a healthy, equitable and culturally rich Little Tokyo for generations to come. Included in this effort is a “Development Vision,” which focuses on three publicly owned,

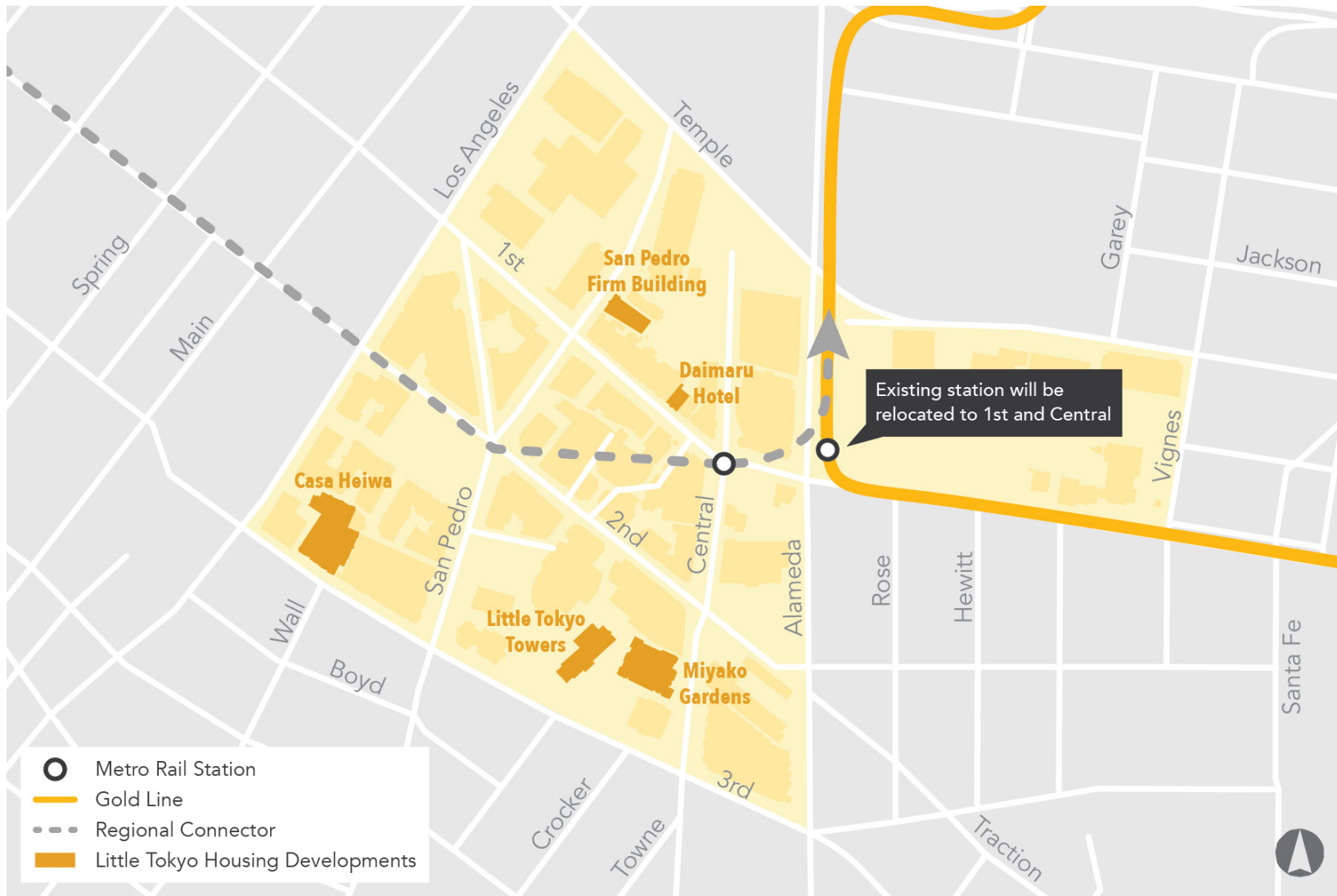
underutilized properties in the neighborhood. This Vision includes affordable housing, public green space, and community-serving commercial properties (Sustainable Little Tokyo, 2014). Currently, Sustainable Little Tokyo and the greater community are working on updating this Vision to reflect changes that have happened in the last two years. This study supports the initiative by helping LTSC understand current mobility patterns of Little Tokyo's elderly population and informing plans for development and infrastructure investment.

WHY LITTLE TOKYO?

Little Tokyo is one of the oldest ethnic neighborhoods in Los Angeles, second to Boyle Heights (Allen & Turner, 2013). It took shape in the late 1800s and eventually grew to tens of thousands of residents within a three-mile radius. At one time, nearly 30,000 Japanese residents occupied Little Tokyo. In 1942 during World War II, the cultural community was displaced when Executive Order 9066 called for the relocation of Japanese Americans from the West Coast to remote internment camps scattered around the country (Poticha, 2016). Since then, the neighborhood has exemplified sustainability and resiliency as seniors are able to find decent housing with affordable rent (Yee, 2014). An estimated one thousand seniors reside in Little Tokyo, and another few thousand new residents have moved into luxury apartments both in Little Tokyo and the nearby Arts District (Yee, 2014).

Little Tokyo has experienced an upswing in market-rate residential development in recent years. In 2015, the AVA apartment complex opened, adding two six-story buildings with 280 units and 20,000 square foot of retail space to Little Tokyo (TCA, 2016). Opening in spring 2016, Wakaba LA is a seven story apartment complex with 240 units and 16,000 square feet of ground-level commercial space (Wakaba LA, 2016). Another 77 units are scheduled to open under the name "Lotus 77," although the completion date is unknown (Etco Homes, 2016).

While the neighborhood is absorbing an influx of privately developed, market-rate rental units, Little Tokyo is preparing for the construction of its first community-driven development project in almost 15 years – Budokan, a 40,000 square foot recreation and community space. Key features of Budokan include basketball courts, a garden park, and event and community programming space. Construction will begin early 2017.



[Figure 1.1]. Study Area



The Los Angeles County Metropolitan Transportation Authority's (Metro) impending Regional Connector project, slated to open in 2020 (see Figure 1.1), will potentially increase mobility and accessibility throughout the region. The Regional Connector will provide continuous service between the Gold, Expo, and Blue lines, making local and regional destinations more accessible to people across Los Angeles, as well as Little Tokyo residents and visitors.

This report addresses the mobility of elderly residents living in five residential housing buildings in Little Tokyo – three of which are owned by LTSC. These buildings are: Casa Heiwa, San Pedro Firm Building, Daimaru Hotel, Little Tokyo Towers, and Miyako Gardens Apartments. Figure 1 displays the study area and location of these residences, as well as their proximity to the existing Metro Gold Line and future Regional Connector.

The remainder of this report is organized as follows. The subsequent literature review includes a summary of the literature on elderly mobility and a discussion of the gaps in research. Descriptive statistics of the socioeconomics and travel characteristics of the elderly in Little Tokyo are included in the Data and Methods section. Finally, findings are summarized and recommendations to improve senior mobility in Little Tokyo are discussed.



LITERATURE REVIEW

While literature on elderly mobility in ethnic urban enclaves remains relatively underdeveloped, an examination of the broader literature on elderly mobility and travel patterns provides context for this study. The following is a summary and synthesis of literature around four key arenas of elderly mobility: Importance of the Private Car, Active Transportation and Transit, Ethnic Differences, and Residential Location.

IMPORTANCE OF THE PRIVATE CAR

Most older people are extremely dependent on the private car, traveling most often as either passengers or drivers (Rosenbloom, 2003). When the elderly can no longer drive or have difficulty finding a driver, they are more likely to feel isolated or reduce their participation in social activities. Many researchers agree that the inability of seniors to use the private car is not only a threat to their overall mobility but to their mental health as well. Oxley and Whelan (2008) claim that being unable to drive threatens the quality of life of the elderly and that having a driver's license plays a critical role in the "complex interactions between aging, physical and psychological health, community mobility, and use of services" (368). The National Center on Senior Transportation reports that elderly take 65% fewer trips when they cease driving (NCST, 2008). In a focus group of seniors between the ages of 71 and 87, there was consensus that driving was both a privilege and a necessity. Many participants had made decisions to restrict their driving and stayed off of the road at night or in inclement weather. Others expressed caution during peak hours and in unfamiliar areas (Evans, 1999).

The elderly's high dependence on the private car may be attributed to residential location. Giuliano et al. (2003) notes that the elderly living outside of urban

cores make more trips in a car than those who live in central cities. The private vehicle may play a lesser role in more compact communities like Little Tokyo, where many services are within walking distance and transit is relatively reliable. Regardless of location, however, it is clear that the private vehicle affords a level of autonomy for older adults who may experience difficulty using other forms of transportation due to health or medical reasons.

ACTIVE TRANSPORTATION AND TRANSIT

Even though many elderly rely on private vehicles for their transportation needs, their travel patterns change as they age (Organisation for Economic Cooperation and Development, 2001). Rosenbloom (2003) reports that elderly make a larger share of walking trips (5.5%) than non-elderly (4.6%). Research on travel patterns and land use also shows that walking increases among the elderly as density increases, especially where population density is greater than 5,000 persons per square mile (Giuliano et al., 2003). For ages 75 and older, walking mode share is high (22%) where population density is greater than 10,000 persons per square mile. Within the same age cohort but for a population density of 2,000 to 10,000 persons per square mile, walking mode share dramatically decreases to 6.4% (Giuliano et al., 2003). Walking trips are most frequent in urban areas with one million or more people and the presence of rail transit, according to Niemeier and Rutherford (1994).

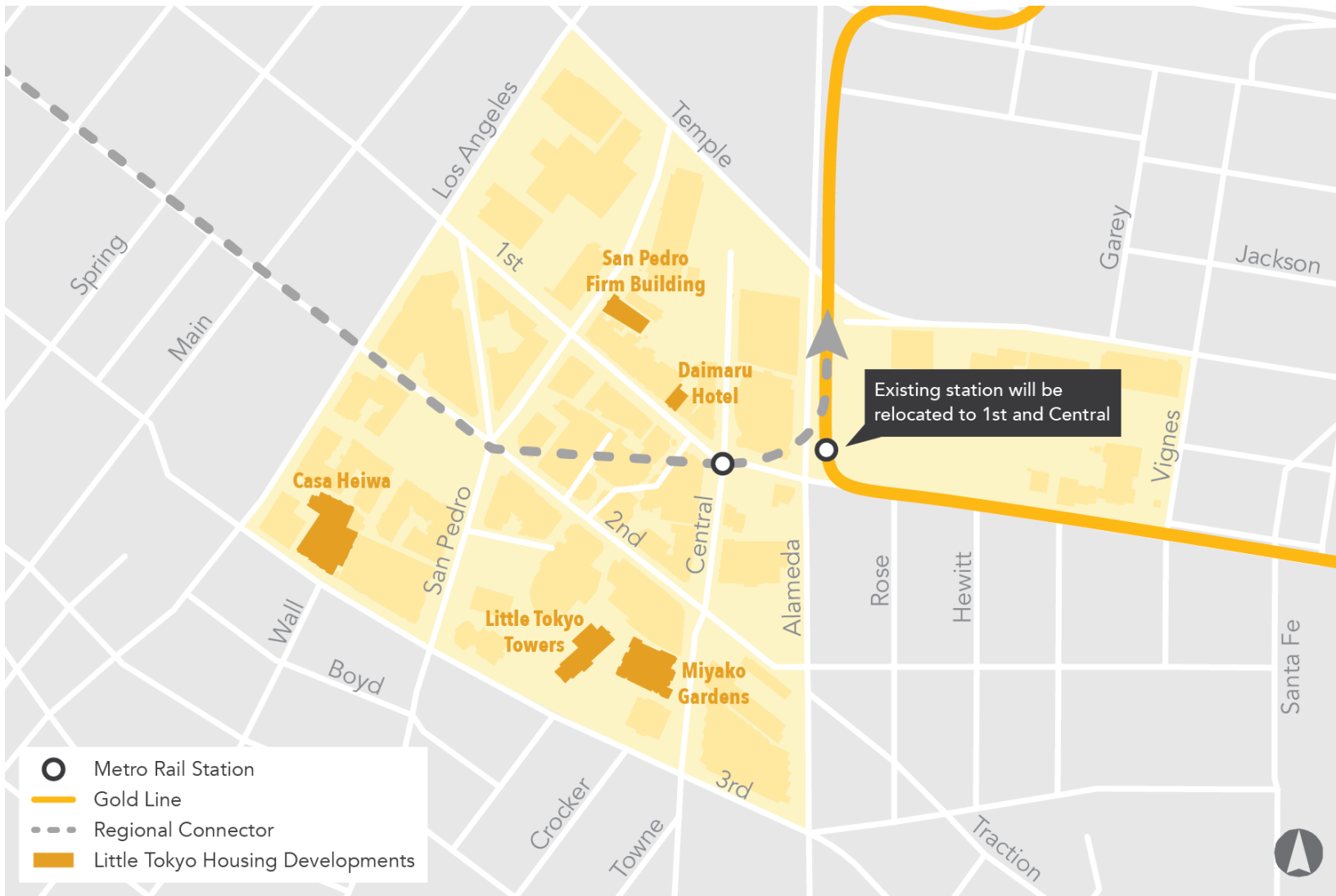
Despite the increase in walking as density increases, mobility challenges exist for elderly pedestrians. Aside from an overall decrease in physical mobility, infrastructure has been cited as a major obstacle. According to the focus group participants in Evans' (1999) study, discontinuous sidewalks, poorly maintained sidewalks, insufficient timing for pedestrian crossings, and shared-use paths were seen as barriers to walking. Because of these infrastructural barriers, participants did not consider pedestrian travel to be a viable mode of transportation. In a 2014 study by Carla Salehian, nearly 80% of transit agencies surveyed identified the lack of sidewalks as infrastructural barriers to transit stops or stations in their service areas. The lack of bus shelters and uneven sidewalks were also identified as barriers to accessing transit (Salehian, 2014), an issue corroborated through this report as discussed in subsequent sections. Valerie Coleman (2015) emphasizes the importance of ensuring accessibility through infrastructure, noting that the greatest accessibility challenges for seniors are: lack of transportation alternatives, lack of awareness about available options, sidewalk conditions and street connectivity, availability of bus benches and shelters, and crosswalk signal timing.

Agencies are taking more initiative in promoting safer walking environments for people of all ages. In 2008, New York City's Department of Transportation launched a "Safe Streets for Seniors" program, where they identified 25 focus areas and addressed pedestrian safety issues across the city. Since its inception, senior pedestrian fatalities have decreased 10% citywide (New York City Department of Transportation, 2016). Similar efforts have been underway in the City of Los Angeles with the Vision Zero initiative. Areas of high need are being identified

for safety improvements with a goal of eliminating traffic fatalities in the City by 2025. Vision Zero's focus is not solely on elderly users but on pedestrians of all ages (City of Los Angeles, 2016).

Regarding transit use, participants in focus groups for the Evans' study identified three barriers: (1) a lack of information on how the system works, (2) inconvenience in terms of frequency, drop-off and pick-up locations, and route availability, and (3) affordability. Participants recognized public transit's potential to be useful but were concerned about the frequency and accessibility of services (Evans, 1999). Giuliano et al. (2003) confirmed lower public transit ridership especially when compared with the non-elderly.

Many cities and transit operators provide transit training programs to encourage older travelers to get acquainted with transit use. The Rossmoor Senior Adult Community in Walnut Creek, California, provides this service. Classes are used to inform participants of local public transit options, information sources, and they assist participants in planning future trips. An evaluation of the class through a before-and-after survey revealed extremely positive results: eighty-six percent of respondents stated that they planned to take public transit more frequently in the future and that they felt more comfortable taking the bus to key destinations in the community. A longitudinal survey supplemented these findings and revealed a significant decrease in private automobile use as a primary transportation mode and a substantial increase in public transit use (Shaheen et al., 2008). A preliminary evaluation of a training program in Victoria, British Columbia, revealed similar results: transit training resulted in more frequent bus use (Stepaniuk et al., 2008).



[Figure 1.2]. Existing Transit in Little Tokyo

Little Tokyo is well-served by transit, as shown in Figure 1.2.¹ Table 1.1 lists each transportation agency and the respective bus line that serves Little Tokyo. As a neighborhood where English is the second language for many elderly residents, Little Tokyo can benefit from transit training services in languages such as Japanese or Korean.

Instead of paying one-way fares, seniors can purchase EZ Transit Passes, which range from \$42.00 to \$175.00 a month, depending on the level of regional accessibility needed. These passes are valid on all LADOT transit services, Metro Rail, Metro Bus, and most other transit services in Los Angeles County. Additional information regarding frequencies of bus service in Little Tokyo, destinations served, and costs of monthly passes by agency can be found in Appendix A.

Agency	Line(s)	Qualifying Age for Senior Discount	One-Way Fare for Seniors
Metro	30/330, 40, 442 Express	62 and older	\$0.75 (peak); \$0.35 (off-peak)
LADOT	DASH Downtown A and D	65 and older	\$0.15 (TAP card) ² \$0.25 (cash)
	Commuter Express 431, 437, 438, 448, 534	65 and older	\$1.25 ³
OCTA	701 Express	60 and older	\$5.00
Gtrans ⁴	1X	62 and older	\$0.35

[Table 1.1]. Existing Bus Transit in Little Tokyo

¹ The LADOT Commuter Express service is geared towards working individuals commuting to and from downtown Los Angeles. Routes have therefore been excluded from the map.

² Must use Metro-issued Reduced Fare TAP card to be eligible for discount.

³ Must use OCTA-issued Reduced Fare ID to be eligible for discount.

⁴ GTrans is the City of Gardena's bus system which stops in downtown Los Angeles on 1st Street and Main Street, just outside of Little Tokyo.

Senior participants in this study had no complaints about the affordability of transit fares. However, for many other seniors on a fixed income, cost may be a barrier to accessing the pricier monthly transit passes. A 2007 study from the Center for Transit-Oriented Development showed that households in mixed-use transit-oriented communities spent 9% of their income on transportation. This is low compared with households in auto-dependent communities, where transportation costs accounted for approximately 25% of the household income (Center for Transit-Oriented Development, 2007).

ETHNIC DIFFERENCES

More research on ethnic differences in mobility has been conducted over the years. Rosenbloom (2003) writes that Black, Asian, and Hispanic elders “make fewer and shorter trips than white elderly, and generally less often in a car” (5). The National Center on Senior Transportation corroborates this finding, reporting that private vehicle use is lower among ethnic groups than Caucasians. In total, approximately 21% of elder Americans don’t drive. Of this 21%, 40% of African American, Hispanic and Asian elders don’t drive versus 16% of Caucasian elders who don’t drive (National Center on Senior Transportation [NCST], 2008). This may be due to a combination of residential location, cultural discrimination, and ethnic differences in attitudes or preferences regarding mode choice (Rosenbloom, 2003). With that said, the importance of the private vehicle in elderly mobility should not be overlooked. The FHA (2000) study indicates that elderly Blacks, Asians, and those identifying as “Other” are more likely to travel as passengers in vehicles than elderly Whites (FHA, 2000, 146).

Additionally, according to a Federal Highway Administration (FHA) report in 2000, ethnic adults are more likely than Whites to use public

transit for non-work travel and twice as likely as Whites to walk for non-work travel. Specifically, elderly Blacks and Asians are approximately nine times as likely as Hispanics and Whites to travel by public transit for non-work travel. The extent of the difference in walking for non-work travel is also larger for Blacks and Asians than for other people of color (FHA, 2000). The observed ethnic differences may stem more from income than race and ethnicity; in households where economic characteristics were similar to that of Whites, travel behavior was also similar (FHA, 2000, 170).

A major concern within culturally and ethnically diverse communities is a lack of knowledge among elders and their caregivers about the availability of public transit and other transportation services in the community. Transportation agencies lack targeted outreach to the elderly and translations of outreach materials may not exist or are often incorrect. Cultural views on seeking help may also act as a barrier when looking outside of the family circle (NCST, 2008). According to NCST, a stigma exists with seeking help among Asian cultures, where the protection of dignity and discretion is critical.

Culturally or ethnically diverse elders’ mobility needs are clearly differentiated from Whites and should be further explored. While most research on race and ethnicity focuses on national patterns and data, special attention should be given to contextual differences within regions and cities (FHA, 2000).

RESIDENTIAL LOCATION

Studies show a difference in trip patterns among individuals 75 years and older living in urban locations when compared with residents of rural areas. According to Lynott et al., they generate more trips each week, are more likely to leave their house, less likely to drive or be driven by

others, and are more likely to use fixed-route transportation and walk (2009). However, Giuliano (2003) contends that transit-friendly, mixed-use communities only increase local accessibility and play a limited role in addressing elderly mobility issues. Giuliano claims that the preferences for automobile travel, low-density living environments, and the benefits of aging in place prevent transit-friendly neighborhoods from having a larger impact on elderly mobility. Rosenbloom (2009) shares this thought, claiming that many elderly will not have the ability to move from their suburban or rural homes to places where they can find reasonable alternatives to driving when they are no longer able to drive.

CONCLUSION

Existing literature reveals the complexities of aging as it relates to mobility and the need for deliberate approaches towards age-friendly solutions. This project contributes to existing literature by exploring elderly mobility in an ethnic urban enclave and attempts to expand the conversation to consider more nuanced approaches in addressing mobility issues.

DATA/METHODOLOGY

Publicly available data, a needs assessment survey, focus groups, interviews, and field observations were used to understand elderly transportation needs in Little Tokyo. Details for each element of the study are described below and descriptive statistics are provided for context.

U.S. CENSUS AND AMERICAN COMMUNITY SURVEY

A demographic and market profile for Little Tokyo was completed by the Local Initiatives Support Corporation (LISC) in September 2013 on behalf of LTSC. Using 2010 Census and American Community Survey data for race and population estimates, LISC found that approximately 5,500 individuals reside in Little Tokyo. Minorities consist of 73% of the neighborhood's population, and 17% of the population are older than 65 years. When disaggregated by race, Asians account for 46% of Little Tokyo's population, followed by Whites and Black/African Americans at 28% and 19%, respectively (LISC, 2013).

LTSC SENIOR NEEDS ASSESSMENT

A senior needs assessment conducted by LTSC in the summer of 2015 informed findings from focus groups and interviews. The needs assessment consisted of 12 questions ranging from transportation concerns to availability of support services and concluded by allowing respondents to voice general suggestions and concerns, many of which were transportation-related. The survey - available in English, Japanese, Korean, and Cantonese - was distributed to four of the senior housing complexes in Little Tokyo by mail or individual door-to-door delivery. A total of 500 surveys were disseminated and 60 responses were received for a 12% response rate. Of these 60 individuals, 48 respondents were 60 years or older and their responses were included in this study.

Table 1.2 includes demographic characteristics of survey respondents. Approximately half of the elderly respondents were over age 75 and the majority of respondents were female. Japanese was the primary or preferred language for 58% of the respondents.

[Table 1.2]. Demographics of Respondents

Characteristics	Count (n=48)	Percent
Gender		
Female	37	77%
Male	11	23%
Age		
61-65	9	19%
66-75	14	30%
76-84	10	20%
Over 85	15	31%
Ethnicity		
Japanese	31	65%
Korean	12	25%
Hispanic/Latino	2	4%
Chinese	1	2%
Filipino	1	2%
White	1	2%
Primary or Preferred Language		
Japanese	28	58%
Korean	12	25%
English	7	15%
Spanish	1	2%

COLLISIONS

Additionally, publicly available pedestrian collision data from the Statewide Integrated Traffic Records System (SWITRS) database was downloaded from the Transportation Injury Mapping System (TIMS) website and mapped to show areas where elderly victims were injured.⁵ TIMS was established in 2003 by researchers at the Safe Transportation Research and Education Center at the University of California, Berkeley to be used for traffic safety related research, policy, and planning. It is funded by the California Office of Traffic Safety and contains collisions that were reported to the California Highway Patrol by local governmental agencies.

The SWITRS database is detailed and extensive but suffers from a few shortcomings:

- Exposure. Data do not address the level of exposure, which refers to the volume of traffic at a given location. A higher level of exposure means there is a higher number of motor vehicles, pedestrians, or bicyclists in the roadway and typically equates to more collisions. Areas near freeway on- or off-ramps and major corridors experience high levels of exposure.
- Site Characteristics. SWITRS does not provide information on the physical characteristics of the site, which can affect the likelihood of collisions. For example, areas with visibility concerns (e.g., an intersection with limited visibility because of on-street parking or poorly maintained shrubs) may have more collisions.
- Near-misses. Data do not account for the number of times a “near-miss” occurs. That is, an unplanned event in which one object almost collides with another. This is a missing key component in the data because it suggests the potential for collisions to occur.

SWITRS data do not specify whether the victim was a resident, but indicate where pedestrian collisions are occurring in the neighborhood and provide aggregate statistics regarding the causes of collisions. In the City of Los Angeles between 2010 and 2014, there were 2,639 pedestrian-involved collisions with elderly victims, 12 of which occurred in Little Tokyo.

5 *Between 2010 to 2014, there were no fatalities for pedestrians ages 60 and older in Little Tokyo.*

FOCUS GROUPS AND INTERVIEWS

Two focus groups with eight to nine participants were carried out as part of this study, and an additional four elderly residents were interviewed (see Table 1.3). Residents age 60 and older were selected by referral from LTSC. Questions addressed travel patterns, current transportation options, problem areas, and suggestions for improvements. Both focus groups were translated into Japanese and one participant required a Cantonese translator; only a few participants spoke both Japanese and English. A full list of questions is found in Appendix A.

Due to time constraints in organizing focus groups, four interviews with senior residents were conducted. Interview participants were approached during the Little Tokyo Senior Resident Association meeting and after a recreational class at a community center and asked the same questions used in the focus groups. All interviewees were primarily Japanese speakers and required assistance from a translator.

Focus groups and interviews were most appropriate for this topic since elderly travel experiences are unique and nuanced. Guided conversations with senior residents provided a detailed understanding of their mobility needs and concerns. In total, 21 residents participated in focus groups and interviews. Due to the small sample size, an opportunity exists for future research to delve deeper into the issues and concerns raised in this report.

[Table 1.3]. Focus Group Sessions

Participants	Total Participants	Location	Date	Duration
Casa Heiwa Residents	9	LTSC Conference Room	3-Feb-16	40 minutes
Little Tokyo Senior Resident Association Members	8	Little Tokyo Towers Dining Hall	24-Feb-16	40 minutes

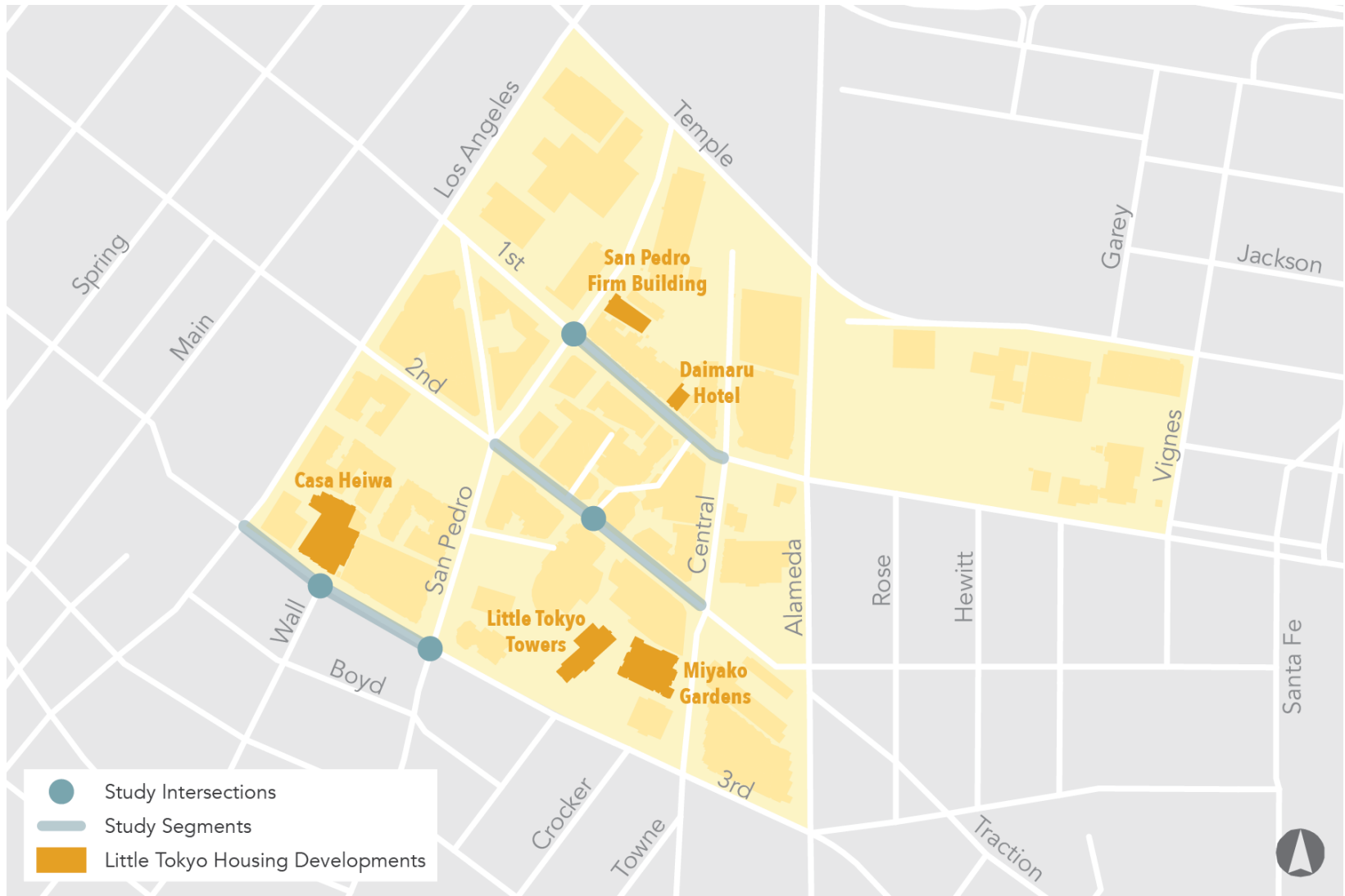
FIELD OBSERVATIONS

Field observations provided context and supplemented focus group and interview findings. Driver behavior was observed for 30 minutes at each study intersection shown in Figure 1.3. Intersections were selected based on resident feedback regarding problem areas. Additional notes on the pedestrian environment were made for sidewalks adjacent to study intersections.

The 2014 Sidewalk and Streets Survey toolkit from the American Association of Retired Persons (AARP) was used as a guide for recording observations and notes were recorded for the following metrics:

- ADA-compliant curb ramps
- Sidewalk conditions
- Difficulties while crossing
- Crosswalk striping conditions
- Driver behavior
- Comfort and appeal

Signs of distracted driving, yielding to pedestrians at crosswalks, and stopping before reaching limit lines were factors observed for driver behavior. “Comfort and appeal” refers to the existence of street trees for shade and the presence of adequate bus shelters.



[Figure 1.3]. Study Intersections

FINDINGS

Findings are grouped into four categories: LTSC Needs Assessment, Focus Groups and Interviews, Field Observation, and Collisions. While it is unknown whether the sample population is representative of all elderly residents in Little Tokyo, the findings discussed below provide insight to their transportation patterns and needs.

LTSC SENIOR NEEDS ASSESSMENT

As previously mentioned, 48 of 60 respondents were above age 60 and included in this analysis.⁶ The majority of respondents were residents of Casa Heiwa and Miyako Gardens. Other respondents resided in the San Pedro Firm Building, Daimaru Hotel, and Far East Apartments.

When asked what their frequently used modes of transportation were, walking received a majority of votes, followed by the DASH and Metro buses as listed in Table 1.4. The private car was the third most frequent mode of transportation.

Uneven sidewalks and short crossing times were cited as major concerns. Table 1.5 highlights these issues and their locations. Respondents expressed much concern at various areas along 3rd Street. These concerns centered around short crossing times and feeling unsafe while crossing the midblock crossing in front of Casa Heiwa because of vehicle speeds

[Table 1.4]. Frequently Used Modes of Transportation

Transportation Mode	Count
Walk	35
Bus (DASH, Metro)	25
Car (driver or passenger)	23
Train (Metro)	13
Taxi	6
Access	2

⁶ Respondents who were 60 years old were categorized as "age 60 and below" in the survey and were therefore excluded from analysis.

⁷ Respondents were allowed to choose more than one answer.



and high volumes of traffic. They also expressed feeling unsafe while walking along the north side of the sidewalk on 3rd Street because of homeless people in the area. One respondent stated that the cars on 3rd Street do not respect those at the midblock crossing and that a man using a wheelchair was once hit. Another respondent expressed difficulty walking because of uneven sidewalks near the Higashi Honganji Buddhist Temple on 3rd Street at Central, noting that it is “hard to walk even when using a walker.”

[Table 1.5]. Pedestrian Safety Issues

Street or Intersection	Location of Hazard	Description
2 nd Street (b/t San Pedro and Central)	Midblock crossing	Crossing time is too short
3 rd Street at San Pedro	Crosswalk (all directions)	Crossing time is too short; crosswalk is dangerous because of high vehicle traffic
3 rd Street (in front of Casa Heiwa)	Sidewalk (north side)	Because of homeless, respondents feel unsafe while walking or going outside at night
3 rd Street (b/t Los Angeles and Wall)	Midblock crossing	Fast-traveling vehicles make crossing difficult

Some elderly residents voiced requests to improve pedestrian safety but these requests were not tied to a specific location. Suggestions included more lighting at intersections, better lit crosswalks, and longer crossing times.



FOCUS GROUPS AND INTERVIEWS

Outreach and Education

The need for senior outreach and education was a recurring theme throughout the focus groups and interviews. When asked why they hadn't used the Gold Line, participants stated that they were unaware of how to use the train, the scheduling, and the destinations served. They also cited language as a barrier to using the rail system. Participants who were more familiar with the system but used it infrequently stated that the destinations did not serve their needs because they were still able to drive or could reach their destinations by bus.

Pedestrian Safety

Because of the number of services available and their proximity to senior housing, walking is the primary mode of transportation in Little Tokyo for seniors without severe physical limitations. A majority of the respondents stated they felt rushed when using crosswalks. Some residents specified 3rd Street at San Pedro and the midblock crossing on 1st Street between San Pedro and Central as areas where signal timing was too short. Narrow, uneven, or poorly maintained sidewalks were other commonly mentioned issues. One respondent mentioned that she avoids 2nd Street at Alameda because she previously tripped and fell on the sidewalk.

Focus group and interview participants alluded to homelessness as an issue affecting their perception of safety and willingness to walk in Little Tokyo. According to them, tents made sidewalks more difficult to navigate and were noted as an issue affecting walkability. Seniors were concerned with safety particularly along 3rd Street near Casa Heiwa and stated that they were often bothered for money by the homeless. Because of this, they avoided walking at night.

Demand-Responsive Services

The use of transportation network companies (TNCs) such as Lyft and Uber as well as the Access paratransit service were explored in the focus groups, interviews, and needs assessment surveys. The majority of respondents had not used these services; only a few had heard about Lyft and Uber through family members. When informed during the focus groups and interviews of how TNCs and Access work, respondents expressed interest in using the services if they were assisted during the initial setup. Another respondent mentioned an unwillingness to ride in a car with strangers as a reason why she did not participate in ridesharing, complicating solutions involving volunteer driver programs and expanded ridesharing services. The largest barrier, however, was that most respondents did not own cellphones capable of accessing the internet (or did not use their phones for that purpose), so a technological barrier between new-age ridesharing services and the elderly needs to be overcome.

One reason Little Tokyo's elderly may be unaware of Access is because it is only available to those who meet the eligibility requirements. In order to be eligible for Access services, one must demonstrate difficulty boarding and alighting buses and trains. They must also demonstrate difficulty determining which bus to get on and when to get off the bus. Finally, an in-person physical evaluation is required at their Eligibility Center (Access, 2014). Appendix C contains a detailed description of eligibility requirements.

Bus Rider Satisfaction

Metro and DASH buses were the most commonly used transit systems among senior residents as found in the focus groups, interviews, and needs assessment. Respondents expressed overall satisfaction with

the affordability, the ease of boarding and alighting, and said they felt safe while riding the bus. Some respondents had complaints about bus stops not having enough shade or seating and having to wait long periods of time (i.e. 30 minutes or more) for their bus. Others commented that the bus did not serve destinations of interest or need. Additionally, some respondents expressed a fear of falling once on the bus as a reason why they hadn't become frequent patrons of the system. Lastly, multiple respondents expressed a need for the bus to run more frequently during off-peak hours.

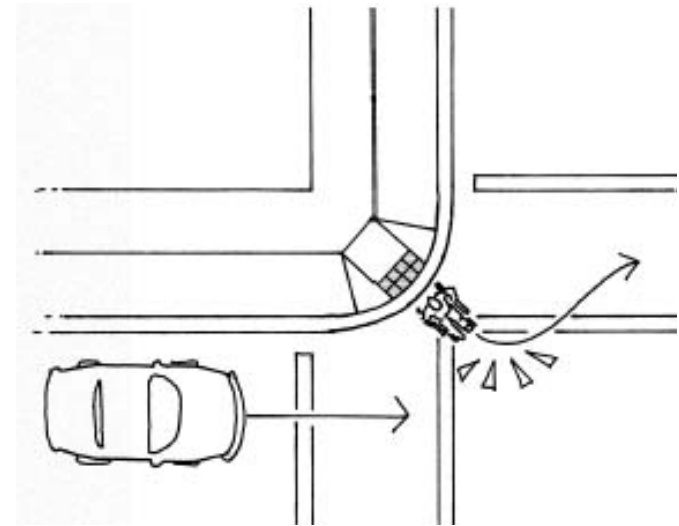
Ease of Finding Rides

Respondents relied heavily on family and friends to drive them when traveling outside of Little Tokyo. One woman's church in Chinatown provides rides for her and others relied on their social workers. All respondents expressed difficulty in finding rides when their family or friends were unavailable (see Appendix D for additional focus group and interview notes).

Field Observations

Field observations revealed dangerous driving behavior, opportunities to improve the existing pedestrian infrastructure, and variations in signal crossing technology (see Appendix E for field observation notes). At each of the four intersections and adjacent sidewalks, numerous drivers were observed looking down at their cell phones. Third Street at San Pedro was especially problematic; drivers failed to stop behind the crosswalk while traveling westbound on 3rd Street. At this same intersection, a driver almost collided with a pedestrian after failing to yield while making a right turn.

Curb ramps were minimally compliant with ADA regulations. At all intersections observed, only single diagonal ramps were used at each curb. As shown in Figure 1.4, this forces pedestrians closer to traffic and can make crossing difficult and dangerous especially for those using walking aids, wheelchairs, or when pushing strollers.



[Figure 1.4]. Danger of Diagonal Curb Ramp

Source: Federal Highway Administration, 2014.

On the northwest corner of 1st Street and Judge John Aiso, an elderly man was observed having difficulty stepping onto the curb after crossing the street and not utilizing the curb ramp. Using the ramp would have required him to walk closer to oncoming traffic. Many curb ramps also lacked truncated domes, which are textured pads installed at the base of the ramp for the visually impaired to detect crossings. Out of the four intersections, the northwest corner of 1st Street at Judge John Aiso was the only intersection to have truncated domes on the curb ramp at the time of observation.

Table 1.6 lists other safety hazards encountered along midblock crossings and sidewalks during the site visit. The midblock crossing directly in front of Casa Heiwa on 3rd Street was poorly marked, lowering the potential visibility of pedestrians for drivers. Similar concerns about this midblock crossing were raised in the LTSC Needs Assessment. With four lanes of one-way traffic and no median, it may be an intimidating environment for those crossing the street. In addition, sidewalks on 2nd Street between San Pedro Street and Central Avenue as well as 1st Street between San Pedro Street and Central Avenue were uneven. Issues with uneven sidewalks were commonly mentioned in focus groups, interviews, and the LTSC Needs Assessment. On the south side of 1st Street, the sidewalk was interrupted by driveways to the parking lots and garages. Planters and shrubs were placed in the middle of the sidewalk (also on the south side), making a direct walking path difficult. This is problematic for those who need assistance while walking or suffer from physical disabilities. Another obvious design flaw was seen on 1st Street between San Pedro Street and Central Avenue, where the midblock crossing did not align with the curb ramp. This is a safety hazard and a potentially confusing situation for pedestrians crossing the street.

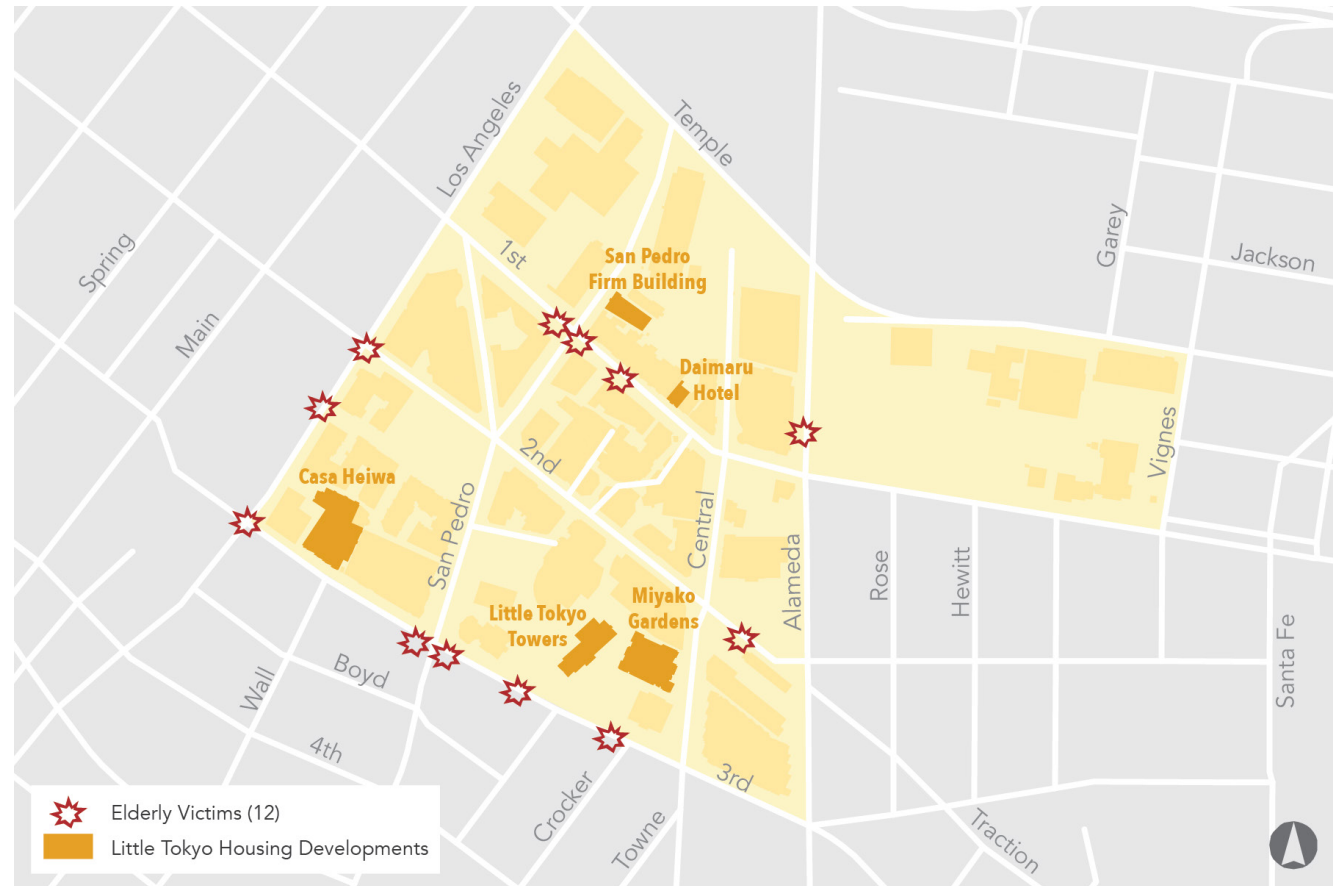
Sidewalks lacked street trees and bus stops lacked proper cover, forcing bus riders to wait in the sun. Discomfort while waiting for the bus due to lack of shade or coverage was a common issue also cited by focus group and interview participants. More protection from the sun or rain, depending on the seasons, will create a more comfortable pedestrian environment.

Two intersections had technology advancements that enhance safety at pedestrian crossings. At the intersection of 3rd Street and San Pedro and the intersection of 1st Street at Judge John Aiso, the pedestrian walk signals were automatic and did not require a button to be pressed. The pedestrian signals at the intersection of 1st Street and Judge John Aiso were audible pedestrian signals, which verbally alert the pedestrian to walk when it is time to cross.

[Table 1.6]. Sidewalk and Midblock Crossing Hazards

Street or Intersection	Location of Hazard	Description
1st Street (b/t San Pedro and Central)	Sidewalk (south side)	Uneven; planters and shrubs in pedestrian right-of-way
1st Street (b/t San Pedro and Central)	Midblock crossing	Crosswalk not aligned with curb ramp
2nd Street (b/t San Pedro and Central)	Sidewalk	Uneven; driveway ramps interfere with sidewalk, resulting in inconsistent elevations
3rd Street (b/t Los Angeles and Wall)	Midblock crossing	Faded striping

[Figure 1.5]. Elderly Pedestrian Collision Victims (2010 - 2014)



Collisions

According to data obtained from SWITRS, 12 injuries involving elderly pedestrians occurred between 2010 and 2014 as shown in Figure 1.5. More than half of the collisions occurred in 2014 alone. Seven victims were female and five were male. Five victims were at least 80 years old, and the oldest was 88 years old. In six of the collisions, the pedestrian victim had the right-of-way. In four instances, pedestrians committed a violation, although SWITRS does not list which specific law was violated. Third Street between Los Angeles Street and Central Avenue experienced the most collisions compared to other main corridors in Little Tokyo. 

RECOMMENDATIONS

Based on the findings, the following recommendations involve coordinated outreach, education, and advocacy efforts, pedestrian infrastructure improvements, and demand-responsive services.

ROBUST OUTREACH, EDUCATION, AND COORDINATED ADVOCACY EFFORTS

Metro’s Community Engagement Office in Little Tokyo does not have an in-house translator for their outreach materials (Rey Fukuda, personal communication, May 12, 2016). According to Rey Fukuda from LTSC, issues exist especially when dealing with technical language, where non-English translations often result in inaccurate statements. Native Japanese speakers from LTSC have often found mistakes in Metro’s translated materials.

Findings from focus groups and interviews showing a lack of knowledge of existing rail services highlight an opportunity for Metro to improve their outreach, education, and community engagement. By hiring someone who understands the context of the neighborhood – i.e., existing community organizations – their services can better accommodate the needs of residents by producing materials that are comprehensible and accessible to everyone.

Targeted workshops are another strategy that may increase elderly ridership on bus and rail lines. Many respondents stated they would be more willing to use transit if they had assistance navigating the system. Thus, Metro and other transportation agencies serving Little Tokyo should partner with LTSC to provide information sessions and assistance in signing up for fare cards, reloading money, or other actions requiring the use of computers or electronic devices.

IMPROVE PEDESTRIAN INFRASTRUCTURE

Improving and maintaining the pedestrian infrastructure is essential in Little Tokyo where pedestrian activity is high and walking is a common transportation mode for the elderly. At the midblock crossing on 3rd Street between Los Angeles and Wall, flashing beacons which activate when a button is pressed (see Figure 1.6) will increase pedestrian visibility for drivers and force drivers to slow down.

The City of Santa Monica has deployed similar traffic control devices at various locations. A 2010 evaluation of the effectiveness of the flashing beacons in Santa Monica showed that driver yielding response rates increased to approximately 80% to 95% and were particularly effective during dusk and nighttime (Morrissey and Weinberger, 2012). The cost of implementation can vary widely, depending on site conditions and the type of device used. The average price of a flashing beacon as reported by the Federal Highway Administration is \$22,250 (FHA, 2016).



**[Figure 1.6].
Rectangular Rapid
Flashing Beacon**

Concerns of crosswalk signal timing being too short were commonly raised in the LTSC Needs Assessment, focus groups, and interviews. Including a leading pedestrian interval (LPI) in the crosswalk signal timing at intersections frequently traversed by seniors will increase their visibility in the intersection and allow them to cross safely before oncoming traffic is given the green light. Also known as a “pedestrian priority phase,” the LPI provides a three-second head start for people crossing the street. LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% (Fayish and Gross, 2010).

LADOT is responsible for managing crosswalk signal timing. An aggressive campaign by Councilmember Jose Huizar for pedestrian improvements led to adjustments in the Broadway Theater District, a vibrant area southwest of Little Tokyo. Implemented as a pilot project in 2014, LADOT incorporated LPIs on Broadway Avenue at both the 3rd Street and 4th Street intersections and has seen positive results (Newton, 2014). According to the National Association of City Transportation Officials, LPIs are typically applied where pedestrian and traffic volumes are high enough to warrant signal timing changes. Further research is needed to determine volumes at intersections in Little Tokyo and to evaluate the feasibility of such signal changes in the neighborhood.

Of approximately 8,000 bus stops in Los Angeles, about 6,200 of them lack shelters (McCarty and Mendelson, 2016). The installation of bus shelters will improve pedestrian comfort and overall experience by providing relief from the sun and inclement weather. The Bureau of Streets and Services is responsible for selecting street furniture and managing contracts with vendors. The Bureau is nearing the end of a

20-year contract with CBS/Decaux to install and maintain all City of Los Angeles’ street furniture based on the design plan.

Aside from obvious aesthetic improvements, street trees also provide a cooling effect and relief from the sun. However, careful consideration should be made when deciding on placement of street trees. Planting trees in areas where sidewalks are already narrow may further exacerbate existing pedestrian issues.

DEMAND-RESPONSIVE SERVICES

A system in which volunteer drivers are matched with elderly needing transportation is suitable for neighborhoods like Little Tokyo. This type of system repays drivers for gas and automobile costs. Eligible travelers are given vouchers which are then offered to drivers whom they ask for a ride (Beverly Foundation and AAA Foundation for Traffic Safety, 2004). Volunteer driver programs fill in the gaps of service especially during off-peak hours when transit runs less frequently. These types of services may benefit the elderly in Little Tokyo who expressed frustration with infrequent bus service and long wait times. It may also benefit those who find that transit does not reach places of interest or need.

With assistance from the Department of Aging, LADOT currently operates “Cityride,” a taxi voucher system funded by Proposition A and Local Transit Assistance funds. Individuals age 65 or older and qualified disabled persons in the City of Los Angeles are eligible for taxi rides and Dial-A-Ride services at a reduced cost (LADOT, 2010). LTSC can play a role in educating seniors about the Cityride program and assisting with the signup process.

Additional improvements can be made by Metro and other transit operators with routes serving Little Tokyo to provide more customized services that directly link concentrations of older people to their desired destinations. For example, schedule modifications to LADOT’s DASH A and/or DASH D buses should include weekend service, a request also highlighted in the LTSC Needs Assessment.

Lastly, seniors’ eagerness to learn more about ridesharing and transportation network companies (TNCs) such as Uber and Lyft were evident during focus groups. However, the lack of smartphones among Little Tokyo seniors makes the possibility of ridesharing nearly impossible. Lyft is aware of this issue within the senior population and has been working on solutions to circumvent the technological barrier. Recently, they introduced a new product called Concierge which makes ridesharing without a smartphone possible. In partnership with National Medtrans Network, users can request rides to non-emergency medical appointments. Concierge does not require a smartphone; rides can be requested through an internet-capable computer. The passenger’s name, pickup location and destination can be entered through the computer by the person requesting a ride, and the rider’s credit card is stored in the Concierge system. Since its inception in January 2016, the service has already provided 2,500 rides per week, dramatically reducing missed physician appointments. Currently only available in New York City, Lyft hopes to expand the service to more partners in the future (Lyft, 2016).

As Lyft expands Concierge, LTSC should consider serving as a control center in requesting rides for seniors. Seniors could visit the LTSC office in person or call to request a ride. Dedicated personnel would then input the rider’s name, pickup location, and destination into Concierge using any internet-enabled device, thus bridging the technological gap between seniors and ridesharing services. With Concierge’s current use for non-emergency medical appointments only, seniors would be able to request rides back to Little Tokyo through the medical center’s receptionist, who would repeat the same process of inputting the rider’s name, current location, and destination. In future iterations of the application, other processes by which seniors could request return rides will need to be investigated.





Little Tokyo Gift Shop

シタウンLAで唯一・公認UCLAグッズ取

Officially Licensed *Ucla* Products

大黒

DAIKOKUYA Original No





LITTLE TOKYO

VISITORS & EMPLOYEES

INTRODUCTION

The growth of ethnic communities as commercial destinations and the onset of new transportation developments in Los Angeles necessitate a richer understanding of how people travel into neighborhoods. It is only through this understanding that decisions regarding the future access, mobility, and development for these communities can successfully address areas in need for improvement. While resident and immigrant travel behavior have been well studied, there is a more limited body of literature on the behavior of nonresidents traveling into urban and historically-ethnic communities. This type of research is important since many ethnic neighborhoods have become not only residential communities, but also social and cultural destinations as well.

This study focuses on one such neighborhood, Little Tokyo – a historic Japanese-American community located in Downtown Los Angeles. As an employment center that includes many small businesses, Little Tokyo, as well as other Asian American communities in Los Angeles, struggle to preserve their history and cultural character as the City of Los Angeles continues to become a magnet for new development, businesses, as well as a rapidly expanding rail network. This study is a descriptive analysis of the demographics and travel characteristics of Little Tokyo's nonresident population – visitors and employees. Alongside trip characteristics, mode choice, and origin-destination (O-D) information, the research also analyzes multiple demographic variables including age, race, and ethnicity.

The research utilizes two public data sources for the employee analysis: the Census Travel Products Package (CTPP) and the Longitudinal Employee Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES). To supplement these data, the research includes an administered a web-based travel survey with data on current Little Tokyo employees. Finally, the research also utilizes an intercept travel survey to collect data on visitors to Little Tokyo because these data do not exist at a geographic scale smaller than the state.

The data show that both population groups—employees and visitors—primarily drive to Little Tokyo either by themselves or with at least one other person. While the automobile remains the dominant mode of travel, Little Tokyo employees are more likely to travel by public transit compared to workers in all of Los Angeles. Approximately 17-18% of both employees and visitors commute to Little Tokyo by bus, train, or rail. Comparatively, only 11% of Los Angeles employees commute by public transit. On the other hand, Little Tokyo employees tend to live closer to work than Los Angeles employees do, but they also generally have longer commute times. This may be due to their greater reliance on public transit, a relatively slower mode of travel. Supported by the trip purpose data in this study, Little Tokyo is also primarily a commercial destination for visitors – a space for shopping, eating, and social gathering, but some also come for cultural activities and cultural-related purposes.

Employees and visitors to Little Tokyo share a similar racial/ethnic profile. Asians and individuals of Hispanic or Latino origin comprise more than



two-thirds (62-65 percent) of Little Tokyo employees and visitors. Further, the racial/ethnic composition of Little Tokyo's nonresident population is similar to that of its resident population – 41.0 percent of residents identify as Asian and 21.8 percent of Hispanic or Latino origin, making up two-thirds of all residents (2014 ACS, 5-year estimates). In contrast, Asians and individuals of Hispanic or Latino origin comprise only 37 percent of employees and visitors to Downtown Los Angeles (DCBID Survey Report, 2015).

This non-resident mobility assessment is part of the larger **Sustainable Little Tokyo (SLT) Initiative**. Initiated by the Little Tokyo Service Center (LTSC), the study aims to develop *"a vision for neighborhood sustainability that respects and enhances the neighborhood's history and culture"*. While the SLT Initiative focuses on the travel characteristics across all population groups, this study centers specifically on the inflow of Little Tokyo visitors and employees. The motivation for the study is, thus, not only to understand the neighborhood's non-resident demographics and travel characteristics, but also to better inform future transportation and built-environment decisions by the community through this understanding.



BACKGROUND

Over the last 10 years, both the City and County of Los Angeles have experienced dramatic changes in their urban landscape – becoming increasingly more urbanized. In response, both the County and City of Los Angeles has made and is continuing to make major advancements toward livability and sustainability goals, primarily through transformative investments in transportation and land use development.

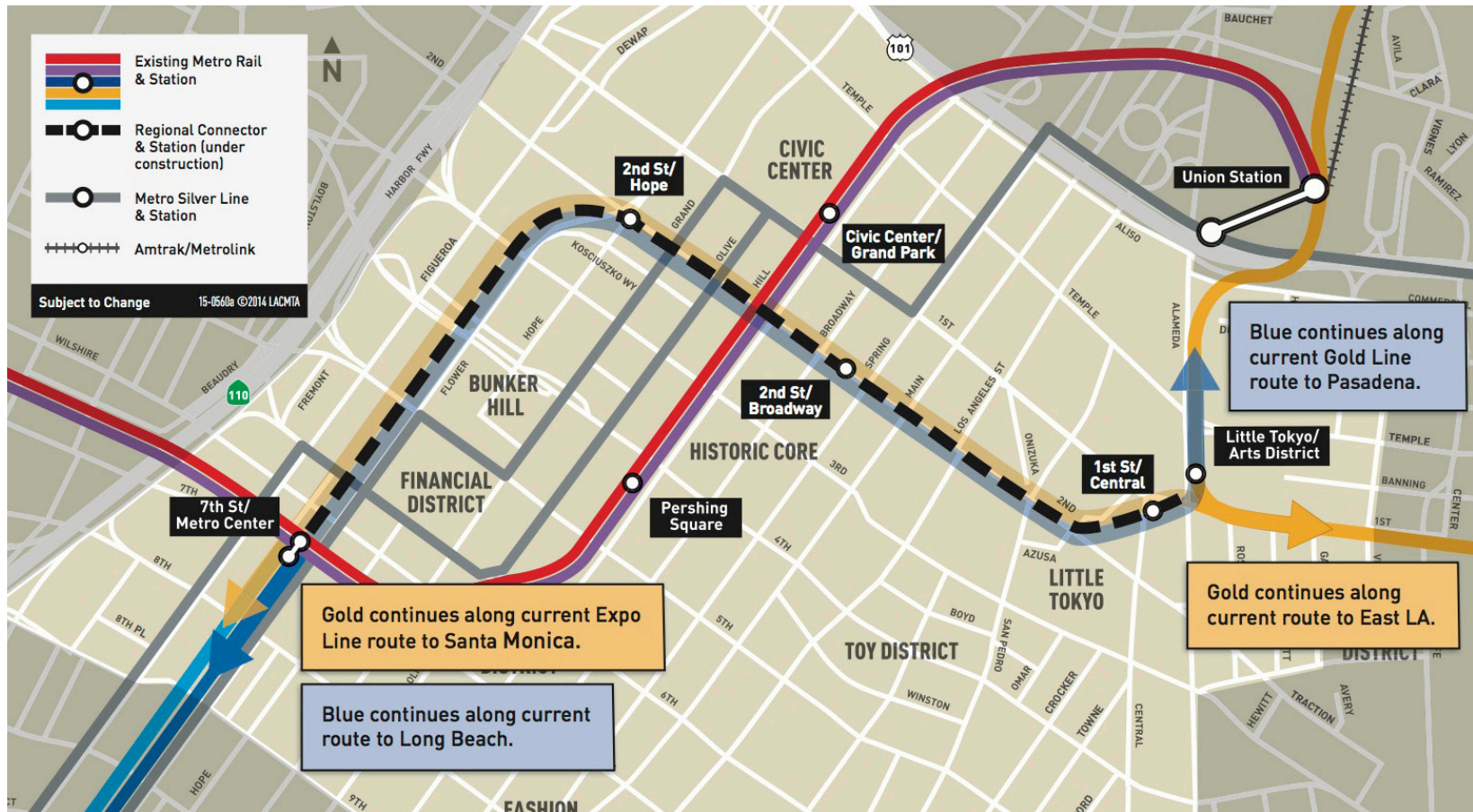
For example, at the County level and through the successful passage of Measure R in 2008, the Los Angeles County Metropolitan Transportation Authority (Metro) has been able to leverage the half-cent sales tax revenue to fund a series of rail projects, two of which opened this year – the Gold Line Foothill Extension (March 2016) and Expo Line Phase 2 (May 2016). As Metro continues to expand Los Angeles’ rail system, Measure R2 – another half-cent sales tax increase – may become a ballot measure in November 2016. The draft expenditure plan, currently under public review, details a list of transit projects, road improvements, and alternative transportation options that would be funded by the \$120 billion in generated tax revenue (Metro Board Report, 2016).

Within Downtown Los Angeles, one of Metro’s larger Measure R projects – the Regional Connector – includes an underground tunnel below Little Tokyo, the Historic Core, Bunker Hill, and the Financial District that will create a connection between the 7th St/Metro Center Station and the Little Tokyo/Arts District Station (see Figure 2.1 below.) The Regional Connector allows passengers to transfer to the Blue, Expo, Red and Purple Lines without having to go through

Union Station. Already under construction and slated to open in 2020, the 1st Street and Central Avenue station has raised concerns for current Little Tokyo residents and small business owners – particularly as the wave of gentrification and redevelopment continues throughout Downtown Los Angeles (SLT Community Vision, 2014).

At the heart of regional growth and development in the Greater Los Angeles area, Downtown Los Angeles has been the site of ongoing construction, employment growth, and increasing property values. According to reports from the Downtown Center Business Improvement District (DCBID) and Beacon Economics, Downtown is home to more than 50,000 residents and attracts over 19 million visitors per year – a weekday population of 500,000 (DCBID, Economics Report, 2015) The number of occupied apartment units tripled in 2013 compared to 2000 and the value of all construction permits filed between 2013 and 2014 was 56.2% greater than the previous fiscal year. In a 4th Quarter 2015 Market Report for Downtown Los Angeles, 13 development projects were completed last year, adding almost 2,000 new units to the housing market. In addition, the 18 new projects that started construction in 2015 will account for over “3,800 residential units, 850,000 SF of retail space and 2 million SF of office space” (DCBID, Q4 2015 Market Report).

Metro anticipates that the Regional Connector will drastically improve local and regional access to Downtown and all of Los Angeles, adding many additional visitors and employees to the Little Tokyo area through the 1st/Central Station (Regional Connector Fact Sheet, 2014). In response, the Little Tokyo community launched ‘Sustainable Little Tokyo’ – *“a vision for neighborhood sustainability that respects and enhances the neighborhood’s*

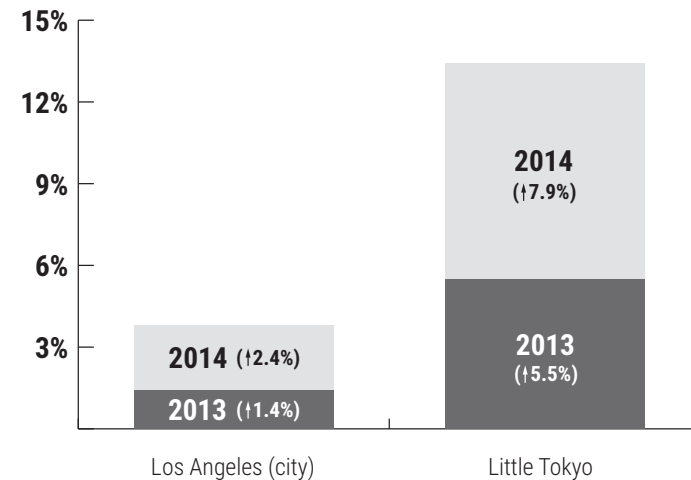


[Figure 2.1]. Regional Connector Transit Project / Source: Metro.net

history and culture". The initiative establishes a community-driven approach to the transit-oriented development (TOD) projects resulting from the 1st/Central Station, ensuring that any new development will continue to preserve the rich culture and history of the neighborhood.

Within the last few years, Downtown Los Angeles has become a hot market for new housing and development. Based on five-year estimates from the U.S. Census American Community Survey (ACS), Little Tokyo's total population increased by more than 13 percent from 2010 to 2014. This population growth has been accompanied by an increase in housing. Between 2010 and 2014, the number of housing units within the neighborhoods increased by almost 30% (2010, 2014 ACS 5-year estimates). In comparison, the City of Los Angeles only experienced a 1.3 percent increase in housing units and a 2.4 increase in total population over those same years (2010, 2014 ACS 5-year estimates).

At the same time, Little Tokyo has emerged as a vibrant commercial destination and employment center – the third most frequently visited landmark location in Downtown Los Angeles (DCBID Survey Report, 2015). A Little Tokyo market profile completed by the Local Initiatives Support Corporation (LISC), "demonstrates the strength of Little Tokyo as a regional economy and destination [by identifying] ... a 'retail float' of \$288 million flowing into the neighborhood's economy annually" (Little Tokyo Market Study, 2013). According to the LEHD Origin-Destination Employment Statistics (LODES) data, there were 2,278 primary jobs in Little Tokyo in 2014 – a 7.9% growth in jobs from 2013 and 13.4% from 2012. In comparison, the City of Los Angeles only experienced only a 2.4% employment growth from 2013 to 2014, and a 3.8% growth from 2012 (Table 2.1). Because LODES data use jobs as the unit of analysis instead of people, the reported data can account for more than one job per person. As such, LODES differentiates the data by primary and non-primary jobs.



[Figure 2.2]. Employment Growth

Source: LODES 2012, 2013, 2014 Data

As a 130-year old central and historic ethnic neighborhood in Downtown Los Angeles, Little Tokyo continues to epitomize resiliency in the face of redevelopment and change – recognizing opportunities for growth, but driven by the desire to preserve their cultural and historical assets (SLT Community Vision, 2014). However, these changes necessitate a closer look at the changing demographics and travel characteristics of Little Tokyo. This study examines such neighborhood change by analyzing the travel patterns of employees and visitors to the neighborhood.



LITERATURE REVIEW

There is a large body of research dedicated to studying travel behavior, a subset of which focuses on the travel of residents living in urban and historic ethnic enclaves. However, there has been limited scholarly research on the travel behavior of nonresidents, particularly at a neighborhood-scale and within ethnic communities. The following literature review evaluates the way in which the spatial assimilation model has historically defined the role of ethnic communities, how this role has begun to evolve over the last several years, and, finally, why it is important to analyze the travel behavior of not just residents of these communities, but also nonresidents.

SPATIAL ASSIMILATION MODEL

In both the past and present, ethnic neighborhoods have played an important part in helping immigrants adapt to new environments. Being a key facet of immigrant life, this is perhaps nowhere more true than for the cities of Los Angeles and New York. Logan et. al (2002) explores the role of enclaves and ethnic communities in determining residential patterns for immigrants in the cities of Los Angeles and New York, “homes to the largest and most diverse populations of new immigrant groups in the nation” (p. 303). Recent immigrants often take advantage of ethnic neighborhoods for their resources and labor market niches, in large part to facilitate their assimilation. In fact, “people’s limited market resources and ethnically bound cultural and social capital are mutually reinforcing; they work in tandem to sustain ethnic neighborhoods” (Logan et. al, 2002, p. 299). The term ‘spatial assimilation’ refers to the process in which immigrants move away from central-city ethnic neighborhoods and move to neighborhoods located in suburban areas. Massey’s 1985

‘spatial assimilation model’ considers ethnic neighborhoods to be a kind of transitional phase before immigrants move to other neighborhoods and into more traditional home ownership (Massey, 1985).

EVOLUTION OF THE MODEL

Recent research, however, has shown that the model is outdated – “built from the experience of immigrants from the late nineteenth century” (Logan et. al, 2002, p. 300). Logan et. al. (2002) argue that “changes in the nature of urban space and of immigration have begun to alter the function of ethnic neighborhoods” (p. 300). The study finds that because ethnic communities offer specific resources, immigrants today may still choose to live in these communities out of preference as opposed to constraint. These neighborhoods also support local businesses that serve ethnic residents and offer ethnic-specific labor market niches (Horton, 1995; Nee & Sanders, 1993; Zou, 1992).

A number of studies show that immigrants have unique travel patterns, a product of their socio-economic characteristics as well as their resident location (Zou, 2014, Tal & Handy, 2001). They are more likely to carpool and use public transit than native-born commuters, although their use of alternative transportation modes declines with time in the U.S. (Tal & Handy, 2001). On the other hand, Blumenberg (2009) finds that residents of ethnic neighborhoods are generally more likely to use alternative transportation modes even when they reside in the suburbs.



The spatial assimilation model defined ethnic communities as transitional communities for immigrants, often associated with low-income standing and ability to find work. However, as research shows, that this is no longer accurately explains the contemporary residential patterns of immigrants. For some, ethnic communities still exist as an entry point and way of assimilating. However, for others, ethnic communities have become a destination and a way to remain culturally-bound (Logan et. al, 2002). For example, Little Tokyo hosts several cultural events each year that attract many Japanese Americans back to the neighborhood like Nisei Week, Obon Festivals, and Oshogatsu, the Japanese New Year's Festival.

NONRESIDENT TRAVEL BEHAVIOR

As these ethnic neighborhoods begin transforming into commercial districts and destinations of cultural authenticity, there is a need to better understand the travel behavior of those who not only live in ethnic communities, but also those who take advantage of these neighborhoods without residing within them. Tal & Handy (2001) note, "...understanding travel behavior and travel needs of specific groups in society enables the adoption of targeted policies and a more effective distribution of transportation resources" (p. 85). For Los Angeles' ethnic neighborhoods facing enormous development pressures both because of Downtown's changing landscape and regional transportation investments, understanding the trips of its employees and patrons can help inform better transportation-related decisions for the populations that commute into the neighborhood on a regular or non-regular basis.



"...there is a need to better understand the travel behavior of those who not only live in ethnic communities, but also those who take advantage of these neighborhoods without residing within them."

DATA/METHODOLOGY

The objective of this study is to identify the demographics and travel characteristics of Little Tokyo employees and visitors. For the purposes of this study, Little Tokyo is defined as the geographic area between Temple Street to the north, 3rd Street to the south, Los Angeles Street to the west, Vignes Street to the east down until 1st Street, and then Alameda Street down to 3rd Street – approximately 0.15 square miles (Figure 2.3). Little Tokyo has historically stretched beyond Los Angeles and 3rd Street, but due to encroachment from adjacent neighborhoods over the last few years, the boundaries described above are the generally and more physically recognizable limits of the community today.

“The objective of this study is to identify the demographics and travel characteristics of Little Tokyo employees and visitors.”



EMPLOYEES

The research uses three data sources to analyze the travel characteristics of the employee population group: (1) Census Travel Products Package (CTPP), (2) the Longitudinal Employee-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), and (3) a web-based travel survey.

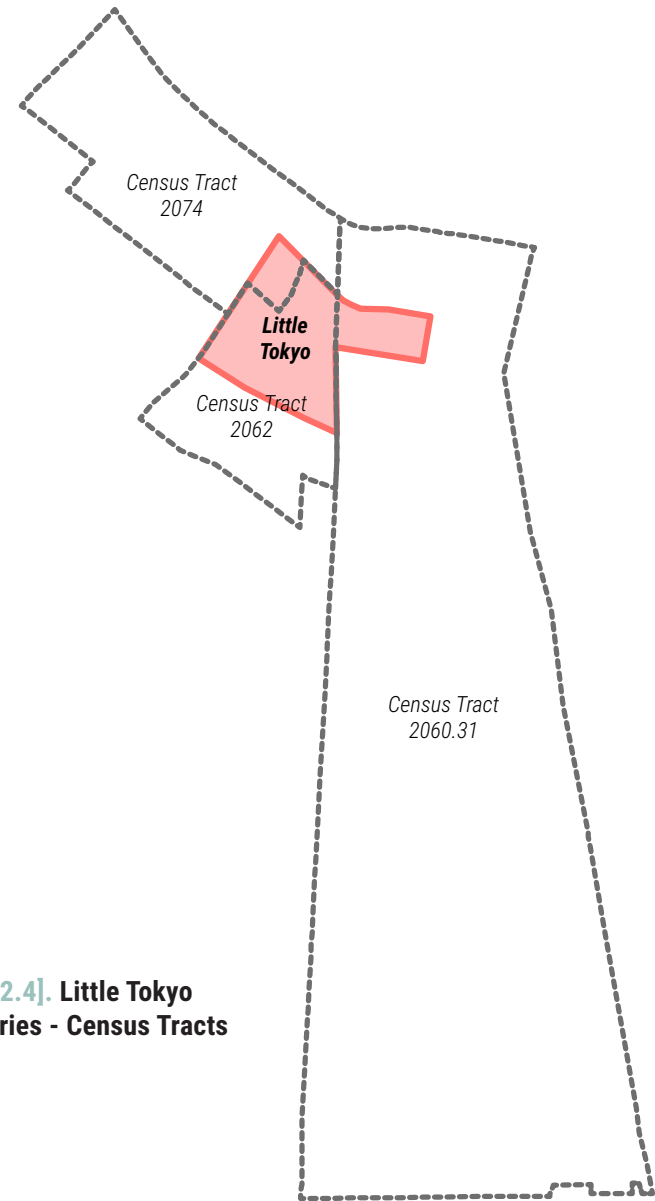
In the CTPP, the U.S. Census Bureau provides information on home to work flows and other commuting trip characteristics. However, because the Little Tokyo neighborhood is so small (three census tracts), the margin of errors exceed the estimates provided by the dataset. The CTPP generally provides higher trip rates per origin-destination (O-D) pair than LODES data, but they are distributed over fewer census tract-to-tract pairs (Spear, 2011).

As an alternative data source, the research utilizes LODES data to acquire similar flow data for Little Tokyo employees – the inflow of workers commuting from their home destinations to Little Tokyo. Unlike the CTPP data, which are based on survey data, LODES data are compiled from both state unemployment insurance records and federal worker earnings records that cover all U.S. workers, except for those who are self-employed, covered from unemployment insurance, and works for the federal, military, and in railroad. Based on the data, LODES is able to report locations and characteristics of workers and provide home-to-work flows (O-D trip information) for any given set of boundaries or points.

By selecting census tracts as the geographic unit and drawing a simple polygon of Little Tokyo's boundaries, the LODES data provide the number of Little Tokyo workers commuting from every census tract that is the home destination of at least one worker over the age of 16. Because of small sample sizes, only the top ten census tracts were mapped for this analysis. LODES data also provide job density information – the number of jobs or Little Tokyo workers in a given square mile. The research utilizes an exported shapefile of this information and presents these data in the form of a kernel density map through ArcGIS.

Other travel characteristic data were drawn from the CTPP including means of transportation, travel time, worker industries and occupations, and race and ethnicity. Little Tokyo falls within the boundaries of three census tracts – 2062, 2060.31, and 2074 (Figure 2.4). By weighting the variable data downloaded for each of these tracts by the land area (square miles) of Little Tokyo, the research estimates the characteristics for the Little Tokyo area based on a sum of the data proportions for each tract. The study uses ArcGIS to calculate the land area for each census tract as well as the portion that falls within the Little Tokyo neighborhood. The latter was then divided with the former to adjust the selected CTPP variables.

Even though the CTPP (Appendix A) and LODES (Appendix B) both report data on workers, the two datasets use different data collection strategies. Combined, they also provide very limited data on the travel of Little Tokyo workers. For these reasons, a web-based survey was used in this study to supplement the two data sources to capture more detailed travel behavior information. The client (LTSC) took responsibility for reaching out to several organizations, businesses, and groups to elicit their participation. Because LTSC is a community development corporation in Little Tokyo, the organization has strong ties to members of the community and, therefore, was able to maximize participation, primarily through an email listserv. The survey elicited information on demographic characteristics, residential location, and mode choice. A copy of the survey is included in Appendix C. The analysis of the survey results is included in Section 5 of this report.



[Figure 2.4]. Little Tokyo Boundaries - Census Tracts

VISITORS ---

There are few sources of data available to evaluate the travel of visitors. Due to the lack of adequate resources to collect visitor data using household travel diaries and GPS trip-tracking devices, the study includes an administered intercept travel survey, similar to that of the employee web-based survey.

Four undergraduate research assistants collected survey responses two days a week for three weeks. To account for peak and off-peak hours, there were two data collection shifts per day: 9am-11am and 3pm-5pm. In order to also compare weekday versus weekend visitor usage, surveyors conducted surveys on Fridays and Saturdays for each week. Each shift accommodated two surveyors, so all four undergraduate assistants worked one shift on any given survey day. Combined, the surveyors surveyed 275 individuals in 48 hours of data collection.

There were two survey locations per shift, one for the two surveyors present – Weller Court and Japanese Village Plaza (Figure 2.5). These two locations are the most traversed areas within Little Tokyo for patrons, local visitors, and Downtown employees based on the number of retail shops and restaurants. One problem with the intercept travel survey is that it was administered at a time when the Metro temporarily closed the Little Tokyo/Arts District Gold Line station to allow for the Regional Connector construction (January 2016-present). As a remediation, Metro began providing free 2-hour parking validations for business patrons and a regular shuttle from Union Station to Little Tokyo. One of the shuttle drop-offs is at the entrance of Weller Court on 2nd and Los Angeles Street. Therefore, the travel mode data may be biased toward auto trips.

Similar to the web-based travel survey administered to Little Tokyo employees, the intercept travel survey includes many of the same questions (Appendix D). However, given the nature of intercept travel surveys, visitors were asked to indicate how they got to Little Tokyo at the time they were surveyed. This type of question tends to provide a better representation of mode choice since respondents can accurately reflect on the mode that they most recently used. To account for visitors who may have normally taken the train to Little Tokyo, the survey also included the question of how they usually get there.





[Figure 2.5]. Little Tokyo - Intercept Travel Survey Locations - Japanese Village Plaza & Weller Court

TRAVEL INTERCEPT SURVEYS: IN PRACTICE

Newmark (2014) explores the importance of visitor travel surveys from a transit agency perspective, noting that while “[v]isitors represent an important potential market for transit”, there has been very little research done to understand and detail their travel behaviors. As a result, the study analyzes existing intercept travel surveying efforts by agencies and organizations and explores the common factors that limit these organizations from properly conducting such surveys. Newmark (2014) highlights the importance of travel surveys in informing transportation policy decisions and offers a discussion of several surveying techniques and mechanisms. Still, the research addresses surveying efforts specifically from a transit agency perspective.

Similarly, Qian et. al (2012) also acknowledge that although intercept surveys have historically been the preferred method of collecting travel data, fewer and fewer surveying efforts are being conducted – particularly for smaller focus areas like neighborhoods and communities. Qian et. al (2012) attribute this to rising costs and fewer financial resources available to public agencies for data collection. Intercept travel surveys are often used as a forecasting tool for travel demand modeling. However, Qian et. al (2012) focus specifically on developing a new external trip estimating methodology – a percentage of total average daily traffic (ADT). While external trips are the topic of interest for this specific research on Little Tokyo, there is a larger focus on the types of transportation modes used for these external to internal (E-I) trips.

There are a few examples of intercept surveys conducted in small regions like Polk Street in San Francisco, CA and the neighborhood of Green Lake in Seattle, WA; yet little scholarly research has focused specifically on non-residential travel behavior on a neighborhood-scale (SFMTA, 2013; SDOT 2012). Even research on the tourism industry has largely been conducted on a state or regional level with a larger emphasis on the overall economic impact of non-resident travelers (UMT, 2015). There are also studies of residential travel behavior and spatial assimilation within ethnic communities similar to Little Tokyo; however, few address the development of these downtown neighborhoods and the effect on non-residential travel behavior and mode choice.



DATA ANALYSIS

EMPLOYEE DEMOGRAPHICS

RACE, ETHNICITY, AGE, GENDER, OCCUPATION, AND INDUSTRY

Although the employee travel survey unfortunately, did not account for the race or ethnicity of the surveyed individuals, the CTPP provides estimates of these demographic variables. Little Tokyo, as its name suggests, has been the home for generations of Japanese Americans. More recently, the historic ethnic enclave has also been the home for other Asian American populations (Watanabe, 2009). However, as shown in Table 2.1, Asians also make up a large percentage of Little Tokyo's workforce. Asians account for almost 30% of all workers in Little Tokyo, compared to only 14% in the City of Los Angeles.

[Table 2.1]. Employees: Race & Ethnicity

Source: 2010, 2014 LODES data

RACE	CITY OF LA (2014)	CITY OF LA (2010)	LITTLE TOKYO (2014)	LITTLE TOKYO (2010)
White alone	70.9%	70.3%	49.3%	38.2%
Black or African American alone	10.5%	10.3%	4.6%	3.9%
Asian alone	15.0%	15.8%	42.4%	54.7%
All Other i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	3.6%	3.2%	3.7%	3.2%
ETHNICITY: Hispanic/Latino origin	CITY OF LA (2014)	CITY OF LA (2010)	LITTLE TOKYO (2014)	LITTLE TOKYO (2010)
Hispanic or Latino	35.2%	35.8%	27.9%	25.4%
Not Hispanic or Latino	64.8%	64.2%	72.1%	74.6%

Of the surveyed individuals who indicated that they worked, but did not live in Little Tokyo, 63% were female and 37% were male. With the exception of the '18-20 years old' age group, there was an even distribution of individuals across all age groups. No surveyed individual indicated that they belonged to the '18-20 years old' age group.

The top five occupations reported by the CTPP account for over half of all jobs in Little Tokyo and include: office and administrative support occupations, sales and related occupations, management occupations, business and financial operations specialists, and food preparation and serving related occupations (Table 2.2). The top three Little Tokyo industries in 2014 reported by the LODES data account for more than two-thirds of all jobs in community and include 'accommodation and food services', 'other services', and 'retail trade' (Table 2.3). Within Los Angeles, these three industries make up less than one-fourth of all jobs. These top industries and occupations are representative of Little Tokyo's growth as a commercial district. For example, the 'accommodation and food services' industry in Little Tokyo grew by almost 10 percent between 2010 and 2014. Although Little Tokyo is grounded by a large Asian American workforce (42.4 percent in 2014), the decrease of Asian American employees between 2010 and 2014 in Little Tokyo suggests that the growth may not necessarily be catering to the cultural and historical character of a Japanese American community.

[Table 2.2]. Little Tokyo: Top 5 Occupations

Source: 2006-2010 CTPP Data

OCUPTION	CITY OF LA	LITTLE TOKYO
Office and administrative support	13.9%	17.0%
Sales and related occupations	10.7%	14.2%
Management	9.4%	9.2%
Business and financial operations specialists	5.2%	7.1%
Food preparation and serving related occupations	4.7%	6.8%

[Table 2.3]. Little Tokyo: Top 5 Industries

Source: 2010, 2014 LODES Data

INDUSTRY	CITY OF LA (2014)	CITY OF LA (2010)	LITTLE TOKYO (2014)	LITTLE TOKYO (2010)
Accommodation and Food Services	8.3%	7.2%	44.4%	34.6%
Other Services (excluding Public Administration)	3.8%	6.8%	10.5%	16.7%
Retail Trade	9.1%	9.0%	9.1%	9.4%
Health Care and Social Assistance	14.9%	11.3%	8.2%	3.9%

EMPLOYEES: MEANS OF TRANSPORTATION / MODE CHOICE

How do Little Tokyo workers travel to work? The CTPP data show that almost 66% of workers 16 and older drive themselves to Little Tokyo by way of car, truck or van (Table 2.4). About 14 percent carpooled or drove with at least with one other person in a car, truck, or van (Table 2.4). Unsurprisingly, the automobile dominates the mode split for Little Tokyo employees, as it does for other workers in Los Angeles. However, a high percentage of workers take public transit (16.6%) compared to only 10.6% of commuters in the City of Los Angeles. The mode split for employees in Little Tokyo and the City of Los Angeles are shown in Table 2.4.

[Table 2.4]. Means of Transportation to Work

Source: 2006-2010 CTPP Data, Electronic Travel Survey

MODE	CITY OF LA (CTPP)	LITTLE TOKYO (CTPP)	LITTLE TOKYO (SURVEY)
DROVE ALONE	68.4%	65.8%	81.7%
CARPOOL	11.1%	14.4%	7.3%
PUBLIC TRANSIT	10.6%	16.6%	6.1%
BIKE	0.7%	0.3%	0.0%
WALK	3.1%	2.0%	1.2%
OTHER	1.4%	0.7%	0.0%
WORKED AT HOME	4.7%	0.3%	3.7%
TOTAL	100.0%	100.0%	100.0%

The electronic survey administered to Little Tokyo employees provides slightly different numbers for means of transportation. The survey included a total of 112 responses over the course of a three-month data collection period. Of these responses, 84 individuals indicated that they worked but did not live in Little Tokyo. When asked about their mode choice, “how do you normally get to Little Tokyo?” almost 82% reported that they drove to work – 17.6% of which carpooled. Collectively, 14.6% indicated that they normally take the bus, train/rail, or walk. No individuals reported that they biked to work.

Based on the research approval of UCLA’s Institutional Review Board (IRB), only participants 18 or older were allowed to participate in both the employee electronic survey and visitor intercept travel survey. The CTPP provides data for workers age 16 and older. The differences in percentages between the CTPP and travel survey may be due to the differences in age ranges. They may also be due to other differences in the sample population. The survey sample included individuals affiliated with LTSC or who subscribed to the SLT newsletter; this sampling approach may over represent individuals who work for more established work places that are less accessible by other modes like transit.

EMPLOYEES: DISTANCE TO WORK / COMMUTE TIME

The LODES primary jobs data show that approximately half of Little Tokyo employees commute less than 10 miles in order to get to Little Tokyo in 2014 (Table 2.5). The other 50.4% of employees travel 10 miles or greater (OnTheMap.com, LODES 2014). In comparison, of Los Angeles' 1.5 million employees (primary jobs) in 2014, 46.5% travel less than 10 miles, 30.3% travel 10 to 24 miles, 12.7% 25 to 50 miles, and 10.6% greater than 50 miles.

On average, the LODES data for both 2010 and 2014 show that Little Tokyo employees live slightly closer in distance to work than Los Angeles employees. However, based on CTPP data, Little Tokyo employees generally have longer commute times. As shown in Table 2.6, almost a third of workers in the City of Los Angeles travel 19 minutes or less to work compared to only 17% of Little Tokyo employees. On average, Little Tokyo employees have longer commute times than employees in all of Los Angeles in every time range category that follows.

[Table 2.5]. Employees: Commute Distance Work Census Block to Home Census Block

Source: 2010, 2014 LODES Data

DISTANCE (miles)	CITY OF LA (2014)	CITY OF LA (2010)	LITTLE TOKYO (2014)	LITTLE TOKYO (2010)
Less than 10 miles	46.5%	46.3%	49.6%	45.2%
10 to 24 miles	30.3%	30.8%	33.6%	36.7%
25 to 50 miles	12.7%	12.9%	7.4%	9.8%
Greater than 50 miles	10.6%	10.0%	9.4%	8.3%

[Table 2.6]. Employees: Commute Time

Source: 2006-2010 CTPP Data

TRAVEL TIME (minutes)	CITY OF LA	LITTLE TOKYO
Did not work at home:	95.3%	99.7%
19 minutes or less	26.8%	17.2%
20 to 29 minutes	17.6%	19.8%
30 to 44 minutes	25.7%	29.8%
45 to 59 minutes	10.2%	13.2%
60 to 74 minutes	9.3%	12.0%
75 to 89 minutes	1.2%	3.0%
90 minutes or more	4.4%	4.8%
Worked at home	4.7%	0.3%

//////

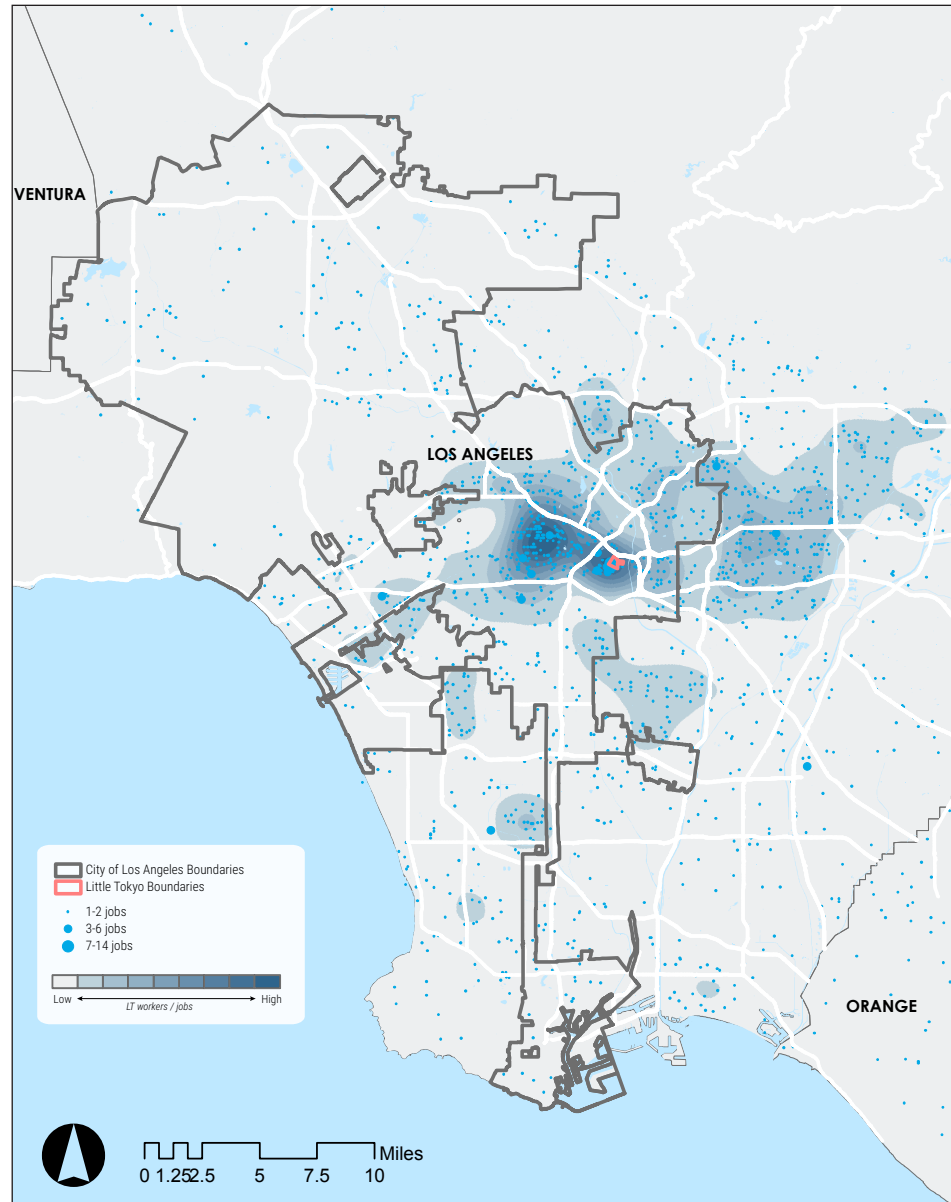
EMPLOYEES: HOME DESTINATION TO WORK PLACE FLOWS

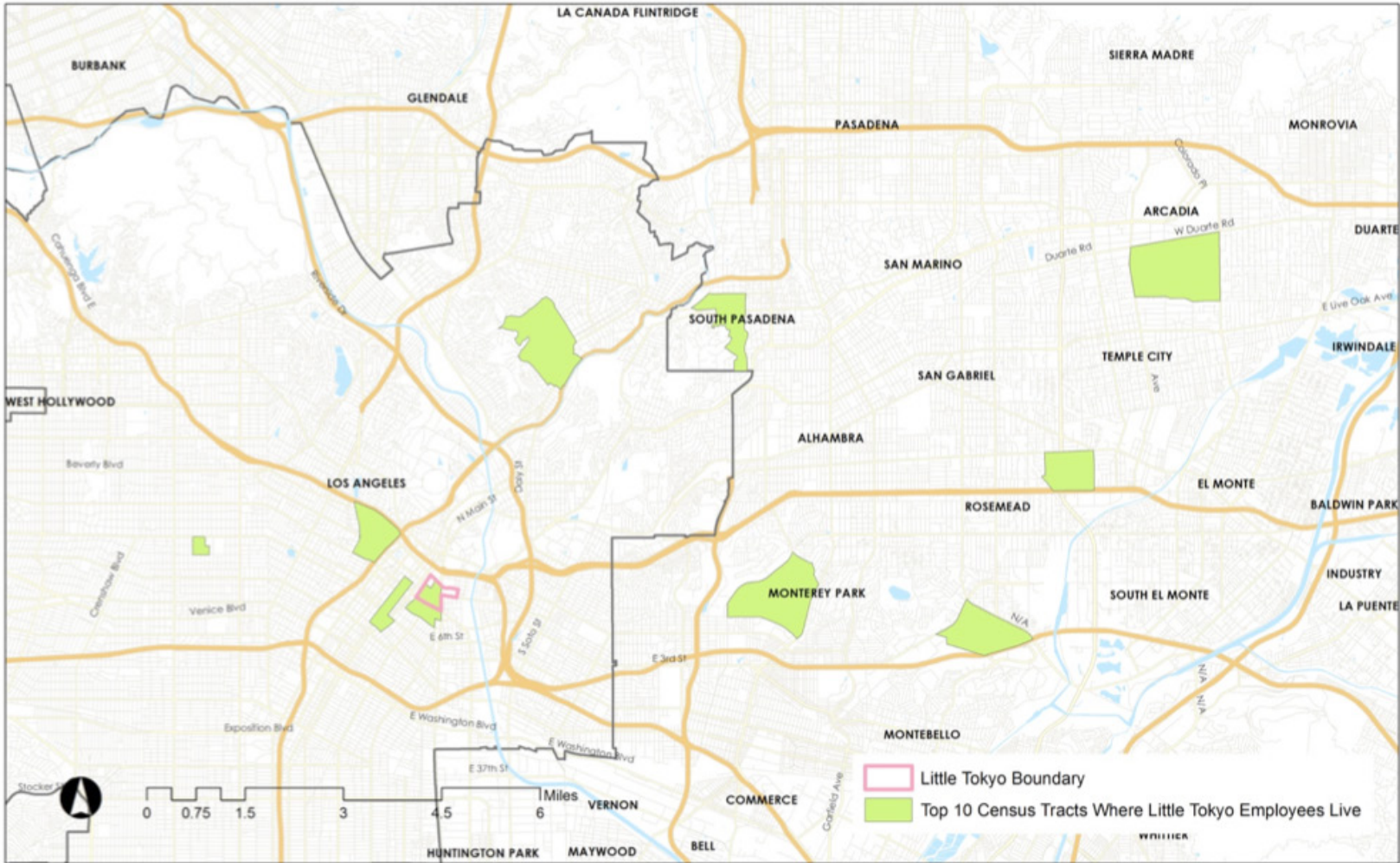
From where do these workers travel? Although some workers travel from communities in the northwest and southeast, as shown in Figure 2.6, Little Tokyo employees primarily commute from other neighborhoods and cities east of Little Tokyo. Figure 2.7 shows the top 10 census tracts where Little Tokyo employees live in. Excluding the two census tracts in downtown, five of the other eight tracts mapped in Figure 2.8 are in areas that have large concentrations of Asian Americans – Koreatown, South San Gabriel, Monterey Park, Rosemead, and Arcadia. Six of the ten tracts are home destinations east of Little Tokyo. These same census tracts are outlined in Figure 2.7, where the percentage of Asians is mapped based on a color gradient corresponding to specific percentage ranges.



[Figure 2.6]. Where Little Tokyo Employees Live

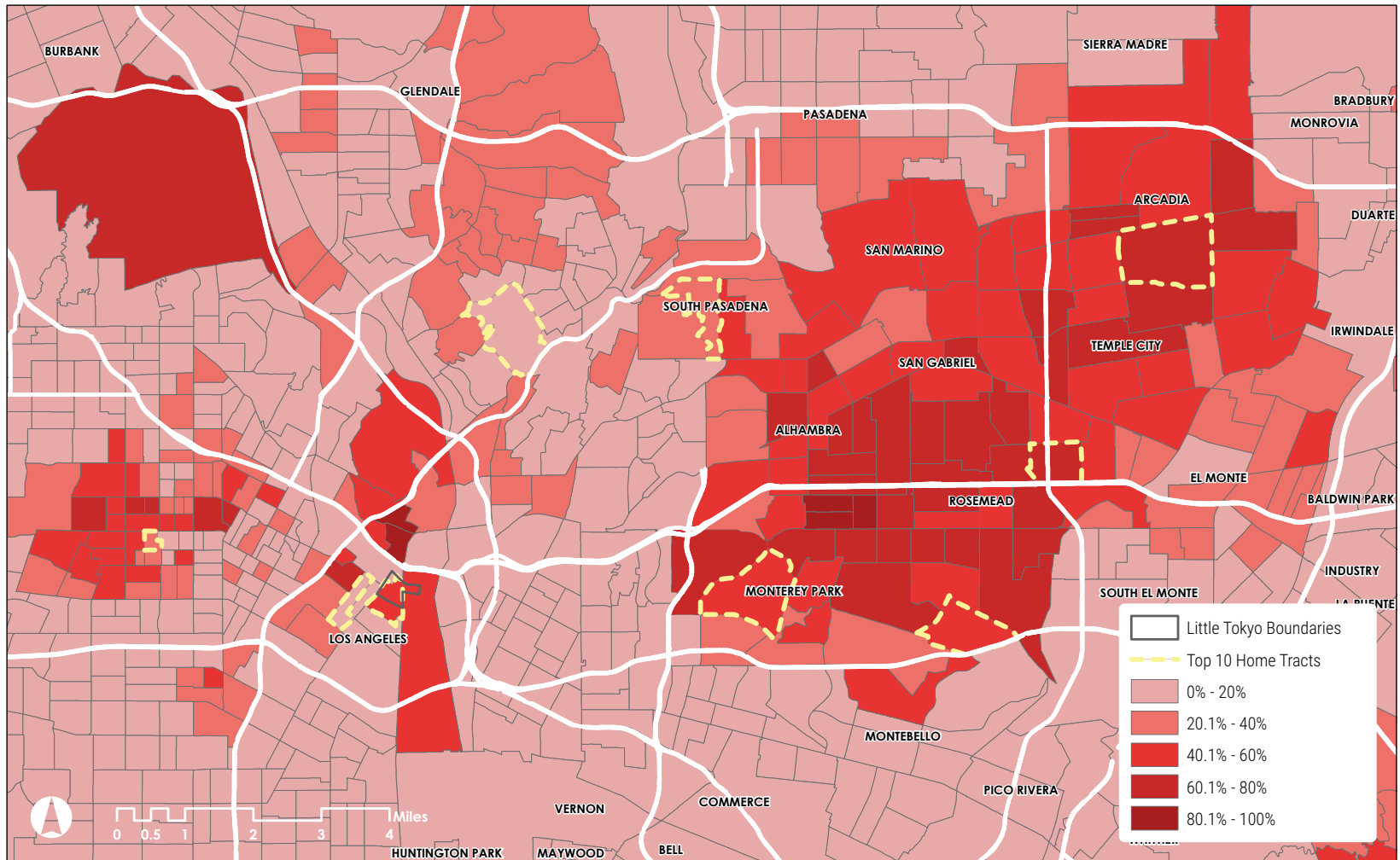
Source: 2014 LODS Data





[Figure 2.7]. Where Little Tokyo Employees Live: Top 10 Census Tracts

Source: 2014 LODES Data



[Figure 2.8]. Percent of Asian Population by Census Tract

Source: 2014 ACS 5-year Estimates

VISITOR DEMOGRAPHICS

RACE, ETHNICITY, AGE, GENDER

The intercept travel survey also found that Asians were the largest race/ethnicity group amongst the surveyed visitors, followed by individuals who identified as of Hispanic or Latino origin. These results, along with the CTPP employee demographic estimates, reveal that Asians and Hispanic/Latinos not only make up almost two-thirds of both visitors and workers in Little Tokyo, but also the two populations share almost the same proportion of the two race/ethnicity groups (Table 2.7).

Because the U.S. Census Bureau categorizes Hispanic/Latinos as an ethnicity and not a race, the CTPP data for employees reveal a much larger percentage of individuals who identify as 'White' because Hispanic/Latinos generally might select either 'White' or 'Other' when asked about their race. The intercept travel survey does not follow the same methodology, and instead includes Hispanic/Latino when considering both race and ethnicity in one question.

Overall, the intercept travel survey captured a very large percentage of young visitors. More than 44% indicated that they were between the ages of 18 and 24, almost 30% between 25 and 34, and almost 12% between 35 and 44. 45 years and older age groups make up the rest of the 14.5% (Table 2.8). This finding could be due to several reasons. It may be the result of a sampling bias. Although the undergraduate researchers were told to approach individuals at random, they could have approached younger individuals out of comfortability or familiarity.

Of the 222 visitors surveyed, 51.8% identified as male, 46.8% females, and 1.4% other.

[Table 2.7]. Visitors: Race & Ethnicity

Source: Intercept Travel Survey

RACE/ETHNICITY	%
White	23.6%
Hispanic or Latino	28.3%
Black or African American	4.4%
Asian / Pacific Islander	34.1%
Native American or American Indian	0.4%
Other	9.4%

[Table 2.8]. Visitors: Age Distribution

Source: Intercept Travel Survey

AGE GROUP	%
18 – 24	41.7%
25 – 34	32.6%
35 – 44	10.9%
45 – 54	9.8%
55 – 64	3.6%
65 – 74	1.4%
75 or older	0.0%

VISITORS: MEANS OF TRANSPORTATION / MODE CHOICE

The intercept travel survey includes a total of 275 individuals of which 222 were visitors of Little Tokyo. Unlike the employee travel survey, the visitor survey separated driving alone and carpooling by car, truck, or van as two different modes. Those who indicated that they carpoled made up the largest percentage of individuals surveyed. Together, individuals who drove or carpoled make up almost 75% of those surveyed. Public transit modes along with biking and walking make up 31.3% (Table 2.9). Because some individuals indicated more than one mode of transportation, the percentages for all modes add up to slightly more than 100%.

When asked ‘how do you usually get to Little Tokyo?’, visitors showed an increased preference for driving alone compared to every other mode shown, followed by public transit (18%) and walking (12%) (Table 2.10). This finding may be an indication that public transit ridership is higher when the Gold Line station is open. The station was closed during the time of data collection for Metro construction. However, because we do not know the frequency at which these trips happen, and individuals can select more than one mode, it is difficult to determine the extent to which rail is responsible for this mode switch.

[Table 2.9]. How did you get to Little Tokyo today?

Source: Intercept Travel Survey

MODE	%
DROVE ALONE	30.2%
CARPOOL	44.7%
BUS	6.9%
TRAIN/RAIL	11.3%
BIKE	1.5%
WALK	11.6%
RIDESHARE	2.2%
OTHER	0.4%

[Table 2.10]. How do you usually get to Little Tokyo?

Source: Intercept Travel Survey

MODE	%
DRIVE ALONE	36.1%
CARPOOL	44.4%
BUS	10.5%
TRAIN/RAIL	19.2%
BIKE	4.1%
WALK	9.8%
RIDESHARE	3.4%
OTHER	1.9%

VISITORS: TRIP PURPOSE(S)

There were two questions on the intercept travel survey that were not included in the employee survey. The survey asked visitors to identify (1) the reason they came to Little Tokyo on that day and (2) their travel to Little Tokyo to participate in cultural activities. As Table 2.11 shows that visitors overwhelmingly travel to Little Tokyo to shop and eat at restaurants. Of those respondents who were surveyed and identified as visitors, 57% reported that they came that day to shop and 66% also said they came to Little Tokyo that day to eat or dine out. Individuals were allowed to select more than one trip purpose, as many people traveled to Little Tokyo for multiple reasons.

The second trip purpose question asked, “what other reasons do you come to Little Tokyo for?” LTSC was interested to see whether surveyed visitors also come to the neighborhood during other occasions – in particular, for the host of cultural activities and events that happen in Little Tokyo throughout the year. A large majority of the sample indicated that they do not come to Little Tokyo for any of the listed cultural events (63%), Among the remaining respondents, the most popular activity selected was Little Tokyo’s Nisei Week or Tanabata. Over 10 percent of all respondents came for Nisei Week/Tanabata, 7.1% for Oshogatsu (New Year’s), and 7.6% for Little Tokyo’s local Obon Festivals (Table 2.12).

[Table 2.11]. What did you come to Little Tokyo for today?

Source: Intercept Travel Survey

TRIP PURPOSE	%
Shopping	54.2%
Eating / Dining	64.7%
Work-related Business	4.7%
Cultural Activities / Purposes	13.5%
Other Family / Personal Errands	8.4%
Other Social / Recreational Purposes	18.6%

[Table 2.12]. What other reasons do you come to Little Tokyo for?

Source: Intercept Travel Survey

OTHER CULTURAL TRIP PURPOSES	%
Oshogatsu (New Year’s)	8.3%
Nisei Week/Tanabata	10.7%
Local Obon Festivals	10.7%
FandangObon/EcoFest	1.6%
None	64.3%
Other	15.9%

////////////////////////////////////

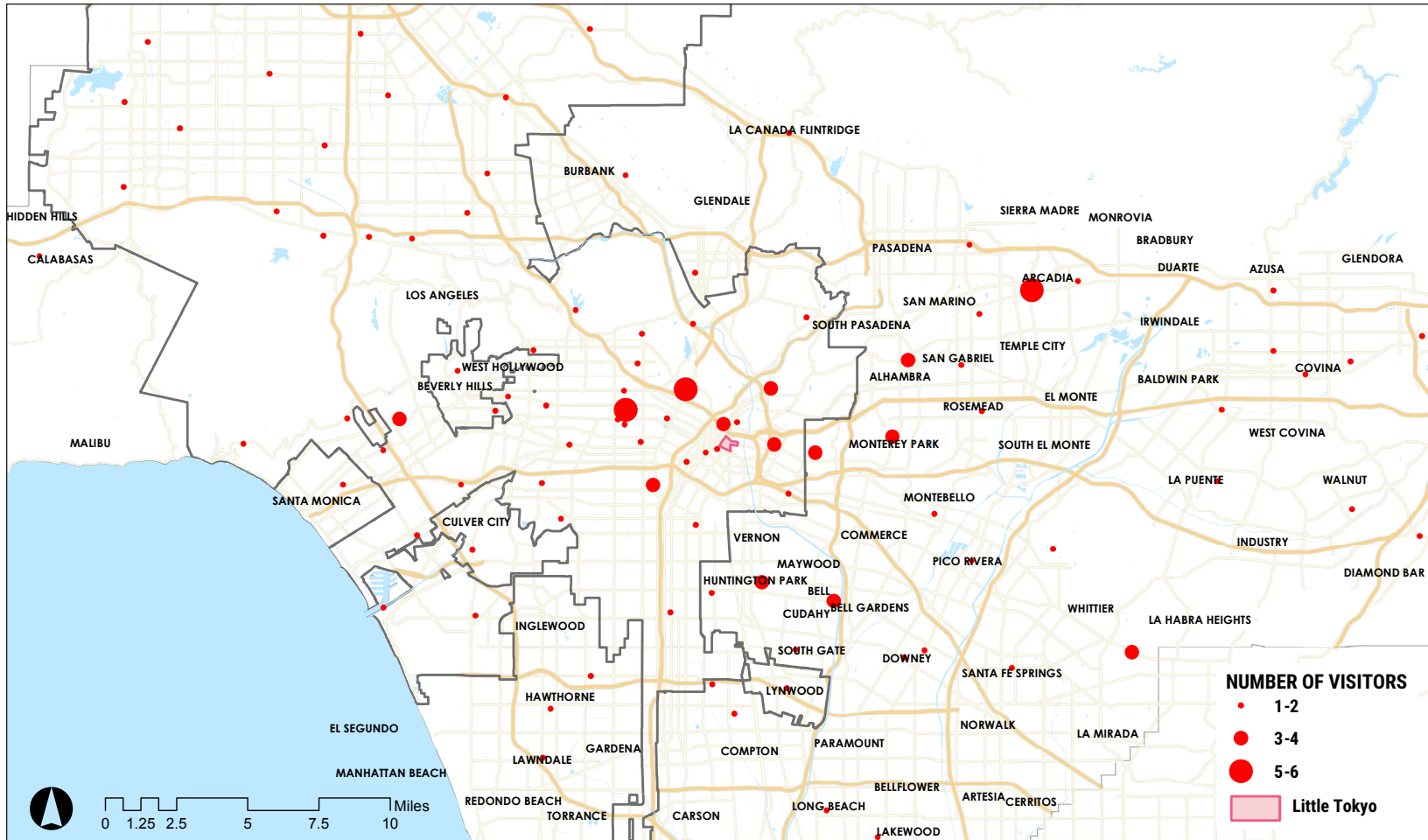
VISITORS: HOME DESTINATIONS TO LITTLE TOKYO

Of the 222 individuals who indicated that they were visitors to Little Tokyo on the survey day, 186 provided valid home zip codes. Figure 2.9 is a dot density map illustrating the number of surveyed visitors zip code. For ethical and IRB approval reasons, the survey did not ask individuals to provide their full addresses, only their zip code. While the study would have benefited from knowing the exact location from where visitors traveled, the survey aimed to protect the anonymity of participants. As a result, we did not collect exact addresses or other identifiable information. Without a full address, a 5-digit zip code is perhaps the best geographic unit of comparison that researchers can use to compare surveyed participants based on location.

Although Little Tokyo employees primarily commute from east of downtown based on LODES data, surveyed visitors did not necessarily have a distinct pattern or direction of travel. Figure 2.9 shows that surveyed visitors travel from points within the City of Los Angeles and large parts of the County. However, several visitors also came from Ventura and Orange County – originating from all over the region. There is a slight clustering of visitors in the Koreatown/Wilshire region, Downtown, and the Monterey Park/Alhambra/San Gabriel region. Because each point is based on the centroid of each zip code provided, the land area of each zip code area was not taken in consideration.

////////////////////////////////////





[Figure 2.9]. Where Little Tokyo Visitors Live: by Zip Code

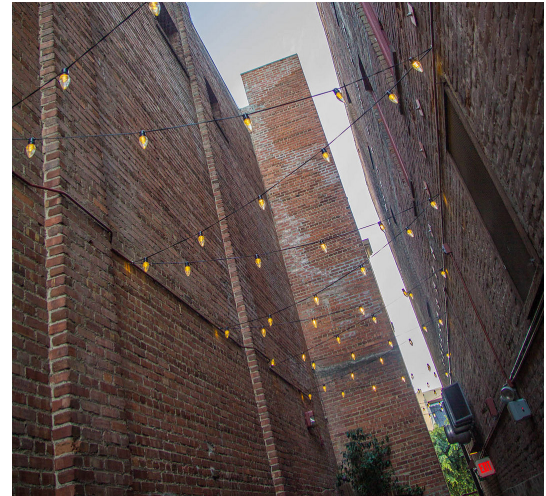
Source: Intercept Travel Survey



FINDINGS

Travel—in most U.S. cities including Los Angeles— is dominated by private vehicles. Therefore, it is not surprising that research from this study shows that Little Tokyo employees and visitors also primarily drive into the neighborhood either by themselves or with at least one other person. However, in analyzing the demographics and travel characteristics of both population groups, the study finds that:

- Little Tokyo employees and visitors mostly drive but visitors carpool much more frequently. Forty-five percent of visitors carpooled with at least one other person compared to only 14 percent of Little Tokyo employees. Only 11 percent of Los Angeles employees carpool to their workplace.
 - A high proportion of individuals (18 percent of visitors and 17 percent of employees) commute to Little Tokyo by way of public transit. Only 11 percent of Los Angeles employees take transit to work.
 - Those who work in Little Tokyo travel primarily from the east, and from census tracts in areas that have large concentrations of Asian Americans - Koreatown, San Gabriel, Monterey Park, Rosemead, and Arcadia.
 - Little Tokyo employees, on average, live closer to work than do Los Angeles employees, but have longer commute times. This may reflect the higher public transit usage of Little Tokyo employees.
 - Overall, Little Tokyo employees and visitors have similar racial/ethnic compositions. Asians and individuals of Hispanic or Latino origin comprise more than two-thirds (62-65 percent) of both Little Tokyo employees and visitors. In comparison, Asians and individuals of Hispanic or Latino origin make up only 37 percent of both Downtown Los Angeles employees and visitors (DCBID Survey Report, 2015).
 - The racial/ethnic composition of Little Tokyo’s nonresidential population is similar to that of its residential population – 41.0 percent of residents identify as Asian and 21.8 percent of Hispanic or Latino origin, making up two-thirds of all residents (2014 ACS, 5-year estimates).
 - Little Tokyo is primarily a commercial destination for visitors – a space for shopping, eating, and social gathering; but some visitors also come for cultural activities and cultural-related purposes. The growth of Downtown Los Angeles over the last few years has facilitated the growth of new businesses in Little Tokyo, primarily in the ‘accommodations and food services’ industry.
 - Employees who identified as ‘Asian Alone’ experienced a 10 percent decrease between 2010 and 2014. However, the number of workers in every other racial/ethnicity category – including those who identified as ‘White Alone’, ‘Black or African American Alone’, ‘All Other’, and of ‘Hispanic and Latino Origin’ – all increased between 2010 and 2014.
 - On average, visitors travel to Little Tokyo from all over the Southern California region including Ventura and Orange Counties. However, there are large clusters and numbers of visitors from Koreatown/Mid-Wilshire, Downtown, and the San Gabriel Valley region.
 - From 2012 to 2014, employment grew much faster in Little Tokyo than in the City of Los Angeles.
-



RECOMMENDATIONS

This study examined the demographics and travel characteristics of Little Tokyo’s nonresident population – specifically visitors and employees. As Los Angeles ethnic communities like Little Tokyo continue to grow as commercial destinations and as transportation infrastructure investments grow, it is important to examine not only those who live in these communities, but also who is commuting into them and how they are traveling.

Sustainable Little Tokyo’s mission is to *“develop a dynamic community-driven future for Little Tokyo through green initiatives, small business development and cultural/arts programming that perpetuates its historic character for generations to come”* – centered on the objectives of ‘conservation’ and ‘sustainability’. Because visitors and employees primarily drive to Little Tokyo, the community should look to better manage automobile usage while promoting the use of alternative modes to and around the neighborhood.

PARKING

Although Metro has already conducted two Little Tokyo parking studies – one before and after the Regional Connector construction started – further efforts could be devoted to analyzing and implementing parking cost and revenue strategies based on the studied capacity and utilization rates. Better parking management strategies such as clearer or more uniform wayfinding signage could help reduce congestion due to those looking to park. Since employees and visitors primarily drive, Little Tokyo could also foster discussions on how to return parking meter revenues to the community and, if successful, the improvements these revenues should support. For example, Little Tokyo could advocate for participation in the

City of Los Angeles’ future ‘Parking Benefits District’ pilot program – facilitating a better parking experience in addition to returning parking revenue to the community.

ALTERNATIVE MODES OF TRANSPORTATION

The Regional Connector station aims to enable better public transit access to both residential and nonresidential populations in Little Tokyo. However, with still a few more years of construction left, Little Tokyo could look to other strategies for promoting alternative modes of transportation. For example, Metro’s Downtown Los Angeles bikeshare system launches July 2016; three stations will be located within Little Tokyo with many more in close proximity. To encourage multimodal trips or shorter trips using alternative modes of transportation, the community could create Little Tokyo into a Bicycle-Friendly Business District (BFBD) and offer discounts from local businesses to individuals who arrive by transit or bicycle. Although most visitors and workers drive into Little Tokyo, shorter trips by bicycle or local transit could decrease automobile travel within the community and the Downtown region.

CULTURAL PROGRAMMING & PUBLIC SPACES

Likewise, a challenge for Little Tokyo moving forward will be balancing between being a space not just for visitors to shop and dine out, but also for them to experience cultural events that are already popular amongst residents and Japanese Americans – including, but not limited to updating the aesthetics of current signage that provide cultural and historic information and developing new forms of marketing strategies for Little Tokyo community events. This could



also include facilitating a program for tactical urbanism-type projects in order to both strengthen business activity as well as encourage active modes of transportation. Doing so can enhance the appeal of multimodal travel once the Regional Connector is completed alongside transit-oriented development.

ADDITIONAL TRANSPORTATION STUDIES

The community could benefit from further analysis on Metro and LADOT DASH ridership (boarding and trip lengths) within Little Tokyo – providing a better determination of whether the Regional Connector will increase ridership for these two populations. Because the Regional Connector is still in the construction phase, the impact on travel to and around Little Tokyo remains to be seen. However, based on the research of this study, the Regional Connector would likely have a bigger ridership impact on visitors than employees. The transit project would allow commuters coming in from the Koreatown/Mid-Wilshire area to transfer to the Gold or Blue Line. However, employees residing east of Little Tokyo do not directly benefit from the transit improvement unless they intend to make additional trips west of Little Tokyo; the Little Tokyo transit station will still be the closest stop off of the Gold Line traveling westbound from Azusa. Since visitors appear to travel in from all over the Southern California region, the Regional Connector could provide better local and regional access for these individuals traveling to Little Tokyo. While this study provides a baseline analysis on Little Tokyo’s nonresidential population, additional studies could also compare the changing landscape of Little Tokyo to that of other Asian American inner-city ethnic enclaves like Chinatown and Koreatown.

Limited scholarly research on nonresident travel and the lack of data sources on visitor travel have prompted this study to rely on not only the CTPP and LODES data, but also administered electronic and intercept travel surveys. Considering the ever-changing landscape of Downtown Los Angeles and its constituent neighborhoods, it is essential to think differently about travel behavior – to consider these communities as both origins and destinations. However, available data sources are not well-suited to analyzing nonresident populations at a neighborhood-scale. Although there are limitations to the data methodology, this study provides the best look at both the demographics and travel characteristics of these two population groups in Little Tokyo, barring a larger grant-funded data collection effort. Taking into consideration Sustainable Little Tokyo’s mission, the community needs to look toward balancing between being (1) a car-oriented destination in the present day and (2) the location of improved transit access in the future.



“...(1) a car-oriented destination in the present day and (2) the location of improved transit access in the future.”

CONCLUSION



CONCLUSION

Little Tokyo is poised at a focal point for transit and smart growth policy as the neighborhood prepares for increased density, additional transportation investments, and an influx of residential growth. While these changes have the potential to alter the community's identity and future direction, the needs of elderly residents, stakeholders, and visitors must be considered. The construction of mixed-use communities, where elderly can comfortably age in place, is only part of the solution. Increased investments in outreach and education efforts, data collection, and other infrastructural improvements are essential steps to maintaining the quality of life for residents and cultivating a sense of place for stakeholders and visitors. As Little Tokyo experiences shifts in population due to new transit, residential, and commercial development, a forward-thinking approach is necessary to best prepare for the future.





WORKS CITED
APPENDICES
FIGURES / TABLES
PHOTO CREDITS

WORKS CITED

Access Services. (2014). Applying for Access. Los Angeles County Consolidated Transportation Services Agency. Retrieved from <http://accessla.org/uploads/files/TransitEvalAppEng.pdf>

Allen, J.P. & Turner, E. (2013). Ethnic change and enclaves in Los Angeles. American Association of Geographers. Retrieved from http://www.aag.org/cs/news_detail?pressrelease.id=2058

American Association of Retired Persons. (2014). Sidewalks and streets survey. Retrieved from <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/AARP-Livable-Communities-Sidewalks-and-Streets-Survey.pdf>

Beverly Foundation & AAA Foundation for Traffic Safety. (2004). Supplemental transportation programs for seniors. Retrieved from <https://www.aaafoundation.org/sites/default/files/STP2.pdf>

Blumenberg, E. (2009). Moving In and Moving Around: Immigrants, Travel Behavior, and Implications for Transport Policy. *Transportation Letters: The International Journal of Transportation Research*. Retrieved from <http://www.tandfonline.com/doi/abs/10.3328/TL.2009.01.02.169-180>

Center for Transit-Oriented Development. (2007). Realizing the potential: Expanding housing opportunities near transit. Retrieved from <http://ctod.org/pdfs/2007RealizingPotential.pdf>

City of Los Angeles. (2016). Vision zero. Retrieved from <http://visionzero.lacity.org>

Coleman, Val. (2015). The greying of American cities: Evaluating built environment indicators for ensuring an age-friendly city. Proquest LLC. UMI Number: 1591333.

Downtown Center Business Improvement District (DCBID). (2015). Downtown Los Angeles Survey Report. Retrieved from <https://www.downtownla.com/images/reports/BID.SurveyResults16.Document.v13.pdf>

Downtown Center Business Improvement District (DCBID). (2015). Quarterly Market Report. Retrieved from <https://www.downtownla.com/images/>

BID_MarketReport2015.Q4.v9OPT.pdf

Downtown Center Business Improvement District (DCBID). (2015). Downtown LA Renaissance Economic Impacts & Trends Report. Retrieved from https://www.downtownla.com/images/reports/2015_09_03_-_Downtown_Renaissance.pdf

Etco Homes. (2016). Our communities. Retrieved from http://www.etcohomes.com/our_communities.php

Evans. J. (1999). Elderly mobility & safety: Focus group research report. Southeast Michigan Council of Governments. Retrieved from <http://www.semcog.org>

Fayish, A.C. and Gross, F. (2010). Safety effectiveness of leading pedestrian intervals evaluated by a before-after study with comparison groups. Transportation Research Board of the National Academies, Washington, D.C. Retrieved from http://nacto.org/docs/usdg/safety_effectiveness_of_lpi_fayish.pdf

Federal Highway Administration. (2014). Designing sidewalks and trails for access [graphic]. United States Department of Transportation. Retrieved from http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks207.cfm

Federal Highway Administration. (2000). Travel patterns of people of color. United States Department of Transportation. Retrieved from <http://www.fhwa.dot.gov/ohim/trvpatns.pdf>

Federal Highway Administration. (2016). Rectangular rapid flash beacon (RRFB). United States Department of Transportation. Retrieved from http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54

Giuliano, G., Hu, H., & Lee, K. (2003). Travel patterns of the elderly: The role of land use. METRANS Transportation Center, University of Southern California. Retrieved from <http://www.researchgate.net/publication/241733703>

Horton, John. (1995). The Politics of Diversity: Immigration, Resistance, and Change in Monterey Park, California. Philadelphia, PA: Temple University Press.

Little Tokyo Service Center. (n.d.). About LTSC. Retrieved from <http://ltsc.org/index.php/aboutltsc>

Local Initiatives Support Corporation. (2013). Little Tokyo: Basic demographic & market profile. LISC Los Angeles. Retrieved from http://www.lisc.org/los_angeles/images/where_we_work/asset_upload_file202_18622.pdf

Logan, J.R., Zhang, W., & Alba, R.D. (2002). Immigrant Enclaves and Ethnic Communities in New York and Los Angeles. *American Sociological Review*. 67 (2). 299-322. Retrieved from http://www.jstor.org/stable/3088897?seq=1#page_scan_tab_contents

Logan, J.R., Zhang, W., & Alba, R.D. (2002). Immigrant Enclaves and Ethnic Communities in New York and Los Angeles. *American Sociological Review*. 67 (2). 299-322. Retrieved from http://www.jstor.org/stable/3088897?seq=1#page_scan_tab_contents

Los Angeles Department of Transportation. (2010). Cityride program guide. City of Los Angeles. Retrieved from <http://www.ladottransit.com/pdf/CityrideGuide.pdf>

Lyft. (2016, January 12). Lyft partners to give patients rides. Retrieved from <https://blog.lyft.com/posts/nationalmedtrans-concierge>

Lynott, J., McAuley, W.J. & McCutcheon, M. (2009). Getting out and about: The relationship between urban form and senior travel patterns. *Journal of Housing for the Elderly*, 23:4, 390-402, DOI: 10.1080/02763890903327366

Massey, D. (1985). "Ethnic Residential Segregation: A Theoretical Synthesis and Empirical Review." *Sociology and Social Research*. 69. 315-50.

McCarty, M. and Mendelson, A. (2016, May 2). Hundreds of LA bus shelters go unbuilt, millions in promised revenue evaporate under city contract. Southern California Public Radio. Retrieved from <http://www.scpr.org/news/2016/05/02/60085/hundreds-of-la-bus-shelters-go-unbuilt-millions-in/>

Metro Board Report (2016). Long Range Transportation Plan - Draft Potential Ballot Measure Expenditure Plan. Retrieved from <https://metro.legistar.com/ViewReport.ashx?M=R&N=TextL5&GID=557&ID=2944&GUID=LATEST&Title=Board+Report>

Morrissey, S. and Weinberger, S. (2012). Enhanced pedestrian crossing treatments in Santa Monica. The City of Santa Monica. Retrieved from

<http://www.westernite.org/awards/bestpaper/2012-Morrissey-Weinberger.pdf>

National Center on Senior Transportation (NCST). (2008). Everyone rides: Transportation access for culturally and ethnically diverse elders. National Center on Senior Transportation. Retrieved from http://www.seniortransportation.net/%5CPortals%5C0%5CCache%5CPages%5CResources%5CEveryone_Rides.pdf

Neal, M.B. and DeLaTorre, A. (2016). The case for age-friendly communities. Grantmakers in Aging. Retrieved from http://www.giaging.org/documents/160302_Case_for_AFC.pdf

Nee, V., & Sanders, J. 2001. "Understanding the Diversity of Immigrant Incorporation: A Form of Capital Model." *Ethnic and Racial Studies*. 24. 386-411.

New York City Department of Transportation. (2016). Safe streets for seniors. The City of New York. Retrieved from <http://www.nyc.gov/html/dot/html/pedestrians/safeseniors.shtml>

Newmark, G. L. (2014). Conducting Visitor Travel Surveys: A Transit Agency Perspective. *Journal of Public Transportation*, 17 (4), 136-156. Retrieved from <http://scholarcommons.usf.edu/cgi/viewcontent.cgi?article=1008&context=jpt>

Newton, D. (2014, October 24). LADOT pilots "pedestrian first" timing on Broadway. *Streetsblog LA*. Retrieved from <http://la.streetsblog.org/2014/10/24/ladot-pilots-pedestrian-first-timing-on-broadway/>

Niemeier, D.A. & Rutherford, G.S. (1994). Non-motorized transportation. 1990 NPTS Report Series, Travel Mode Special Reports. Prepared for the Office of Highway Information Management, HPM-40. Washington, D.C.: Department of Transportation.

Organisation for Economic Cooperation and Development. (2001). Ageing and transport: Mobility needs and safety issues. OECD, Paris. Retrieved from <http://www.ocs.polito.it/biblioteca/mobilita/OECDAgeing.pdf>

Oxley, J. & Whelan, M. (2008). It cannot be all about safety: The benefits of prolonged mobility. *Traffic Injury Prevention*, 9:4, 367-378. DOI: 10.1080/15389580801895285

Ortman, J.M., Velkoff, V.A. and Hogan, H. (2014). An aging nation: The older population in the United States. United States Census Bureau. Retrieved from <https://www.census.gov/prod/2014pubs/p25-1140.pdf>

Poticha, S. (2016). The story of the Little Tokyo that could...and will. National Resources Defense Council. Retrieved from <https://www.nrdc.org/experts/shelley-poticha/story-little-tokyo-couldand-will>

Qian, Z., Han, Y., & Stone, J.R. (2012). Forecasting External Trips in Small and Medium Cities Based on Local Economic Context. Elsevier B.V. Procedia – Social and Behavioral Sciences. 43. 284-293.

Regional Connector Transit Project: Fact Sheet. (2014). Retrieved from http://media.metro.net/projects_studies/connector/images/factsheet_connector_2014_overview.pdf

Rosenbloom, S. (2000). Transport and ageing of the population. European Conference of Ministers of Transport, Paris, France.

Rosenbloom, S. (2003). The mobility needs of older Americans: Implications for transportation reauthorization. Brookings Institution. Retrieved from http://www.brookings.edu/~media/research/files/reports/2003/7/transportation-rosenbloom/20030807_rosenbloom.pdf

Rosenbloom, S. (2004). Mobility of the elderly: Good news and bad news. Transportation Research Board. Retrieved from http://onlinepubs.trb.org...ubs/conf/reports/cp_27.pdf

Rosenbloom, S. (2009). Meeting transportation needs in an aging-friendly community. Journal of the American Society on Aging, 33:2, 33-43.

Salehian, C.P. (2014). Overcoming barriers to accessible transit. University of California, Los Angeles. Proquest LLC. UMI No: 1557435.

San Francisco Municipal Transportation Authority. (2013). Polk Street Intercept Survey. Retrieved from <https://www.sfmta.com/sites/default/files/projects/PolkInterceptSurveyFindings.pdf>

Seattle Department of Transportation. (2012). Neighborhood Business District Access Survey: Intercept Survey of Seattle Neighborhood Visitors. EMC Research. Retrieved from <http://www.seattle.gov/transportation/docs/SDOT%20NBDA%20Overall%20Presentation.pdf>

-
- Shaheen, S., Allen, D., & Liu, J. (2008). Public transit training: A mechanism to increase ridership among older adults. *Journal of the Transportation Research Forum*, 49(2), 7-28. Retrieved from http://www.trforum.org/journal/downloads/2010v49n2_01_PublicTransitTraining.pdf
- Stepaniuk, J.A., Tuokko, H., McGee, P., Garrett, D.D., & Benner, E.L. Impact of transit training and free bus pass on public transportation use by older drivers. *Preventive Medicine*, 47(3), September 2008, 335-337. Retrieved from <http://www.sciencedirect.com/science/article/pii/S0091743508001199>
- Suen, S. L., & Mitchell, C. G. B. (2000). Accessible transportation and mobility. *Transportation in the New Millennium*. Transportation Research Board, National Research Council, Washington, D.C. Retrieved from <http://www.national-academies.org/trb/publications/millennium/00001.pdf>
- Sustainable Little Tokyo. (2014). Community Vision. Retrieved from <http://sustainablelittletokyo.org>
- Tal, G., & Handy, S (2010). Travel behavior of immigrants: An analysis of the 2001 National Household Transportation Survey. *Transport Policy*. Retrieved from <http://www.sciencedirect.com/science/article/pii/S0967070X09001395>
- TCA Architects. (2016). Block 8 AVA B. TCA Architects, Inc. Retrieved from <http://tcaarchitects.com/block-8-ava-b/>
- TCRP. (1997). Guidebook for attracting paratransit patrons to fixed-route services. Washington, D.C.: Transportation Research Board, TCRP. Report 24.
- Traffic & Parking Control Co, Inc. (2016). Image of rectangular rapid flashing beacon. Retrieved from <http://www.tapconet.com/solar-led-division/rectangular-rapid-flash-beacons/>
- Transit Wiki. (2016). Transit wiki: A free guide for trains, buses, ferries and more. Retrieved from <https://www.transit.wiki/>
- University of Montana. (2014). Statewide Nonresident Travel Survey. Institute for Tourism & Recreation Research. Retrieved from <http://www.itrr.umt.edu/files/NonresTravelSurvey-Methods-Analysis.pdf>
- USC Edward R. Roybal Institute on Aging. (2015). Los Angeles healthy aging report. University of Southern California. Retrieved from http://roybal.usc.edu/USC_Roybal-LA_HealthyAging.pdf
-

Wakaba LA. (2016). SARES-REGIS Group. Retrieved from <http://www.wakabala.com>

Watanabe, Teresa. 2009. Japanese and Koreans learn to live together in harmony in L.A.'s Little Tokyo. Los Angeles Times, February 23.

Yee, T. (2014). LA's Little Tokyo strengthens its identity by planning a 'Cultural Eco-District.' Sustainable Cities Collective. Retrieved from <http://www.sustainablecitiescollective.com/kaidbenfield/239971/las-little-tokyo-strengthens-its-identity-planning-cultural-eco-district-written>

Zhou, M., Sye T.L., & Wang. (2014). The Formation of Ethnic Resources and Social Capital in Immigrant Neighborhoods: Chinatown and Koreatown in Los Angeles. New York. Retrieved from http://www.law.nyu.edu/sites/default/files/upload_documents/2014-02-12%20Min%20Zhou%20paper.pdf

LIST OF FIGURES / TABLES

Figure 1.1 - Study Area

Figure 1.2 - Existing Transit in Little Tokyo

Figure 1.3 - Study Intersections

Figure 1.4 - Danger of Diagonal Curb Ramp

Figure 1.5 - Elderly Pedestrian Collision Victims (2010-2014)

Figure 1.6 - Rectangular Rapid Flashing Beacon

Table 1.1 - Existing Bus Service in Little Tokyo

Table 1.2 - Demographics of Respondents

Table 1.3 - Focus Group Sessions

Table 1.4 - Frequently Used Modes of Transportation

Table 1.5 - Pedestrian Safety Issues

Table 1.6 - Sidewalk and Midblock Crossing Hazards

Table 1.7 - Cost of Monthly Pass for Seniors

Table 1.8 - Frequencies of Service (in minutes)

Table 1.9 - Destinations Served

Figure 2.1 - Regional Connector Transit Project

Figure 2.2 - Employment Growth

Figure 2.3 - Little Tokyo Boundaries

Figure 2.4 - Little Tokyo Boundaries: Census Tracts

Figure 2.5 - Little Tokyo: Intercept Survey Locations

Figure 2.6 - Where Little Tokyo Employees Live

Figure 2.7 - Where Little Tokyo Employees Live: Top 10 Census Tracts

Figure 2.8 - Percent of Asian Population by Top 10 Census Tracts

Figure 2.9 - Where Little Tokyo Visitors Live

Table 2.1 - Employees: Race & Ethnicity

Table 2.2 - Little Tokyo: Top 5 Occupations

Table 2.3 - Little Tokyo: Top 5 Industries

Table 2.4 - Employees: Means of Transportation to Work

Table 2.5 - Employees: Commute Distance

Table 2.6 - Employees: Commute Time

Table 2.7 - Visitors: Race & Ethnicity

Table 2.8 - Visitors: Age Distribution

Table 2.9 - How did you get to Little Tokyo today?

Table 2.10 - How do you usually get to Little Tokyo?

Table 2.11 - What did you come to Little Tokyo for today?

Table 2.12 - What other reasons do you come to Little Tokyo for?

PHOTO CREDITS

//////////

Jpellgen (flickr.com) - cover page, page 3, end page
Martin Vasquez (flickr.com) - pages 6, 7, 10, 11, 36, 37, 46, 50, 65, 67 (bottom left, middle, top right, bottom right), 72, 73
jann_on (flickr.com) - page 34
Michael Ryerson (flickr.com) - page 35
Matt Johnson (flickr.com) - page 39
Mark (flickr.com) - page 43 (Oshogatsu 2014), 67 (top left: Oshogatsu 2014)
Kimihiko-kun (flickr.com) - page 70
N Inoue (flickr.com) - pages 63

//////////

APPENDICES

APPENDIX 1A - Existing Bus Service Information

APPENDIX 1B - Focus Group and Interview Questions

APPENDIX 1C - Access Program Eligibility Requirements

APPENDIX 1D - Focus Group and Interview Notes

APPENDIX 1E - Field Observation Notes

APPENDIX 2A - CTPP 2006-2010 Data

APPENDIX 2B - LODES 2010, 2012, 2013, 2014 Data

APPENDIX 2C - Employee Electronic Travel Survey: Results

APPENDIX 2D - Visitor Intercept Travel Survey: Results

APPENDIX 1A



Existing Bus Service Information

APPENDIX A: Existing Bus Service Information

Table 1: Cost of Monthly Pass for Seniors

Agency	Line(s)	Qualifying Age for Senior Discount	Cost of Monthly Pass for Seniors
Metro	30/330, 40, 442 Express	62 and older	\$20.00 ¹
LADOT	DASH Downtown A and D; Commuter Express 431, 437, 438, 448, 534	65 and older	\$9.00
OCTA	701 Express	60 and older	\$10.00
GTrans	1X	62 and older	\$42.00 (local) \$51.50 (with Express sticker)

Table 2: Frequencies of Service (in minutes)

		Weekday			Saturday		Sunday	
Agency	Line(s)	Peak	Daytime	Night	Daytime	Night	Daytime	Night
Metro	30/330	6-12	8	20-60	8-10	20-60	10-15	20-60
	40	7-12	12	15-60	15	15-60	15	15-60
	442 Express	20-35	-	-	No service			
LADOT	DASH Downtown A	7	-	-	No service			
	DASH Downtown D	-	5	15	No service			

¹ Additional charges apply to ride Metro Silver Line and Metro Express buses.

		Weekday			Saturday		Sunday	
Agency	Line(s)	Peak	Daytime	Night	Daytime	Night	Daytime	Night
	Commuter Express 431	-	25-30	25-35	No service			
	Commuter Express 437	-	15-30	30-55	No service			
LADOT (continued)	Commuter Express 438	-	5-30	15-45	No service			
	Commuter Express 448	-	15-20	15-35	No service			
	Commuter Express 534	-	25-30	20-40	No service			
OCTA	701 Express	20-40	-	-	No service			
GTrans	1X	-	30-40	45-60	45			

Source: Transit Wiki, 2016.

Table 3: Destinations Served

Agency	Line(s)	Destinations Served
Metro (continued on next page)	30/330	<ul style="list-style-type: none"> • Cedars-Sinai Medical Center • Beverly Center • Los Angeles Convention Center • Staples Center • L.A. Live • California Hospital Medical Center • Downtown Los Angeles • White Memorial Medical Center
	40	<ul style="list-style-type: none"> • Downtown Los Angeles • California Hospital Medical Center • Santee Education Complex • Exposition Park • Baldwin Hills Crenshaw Plaza • Centinela Hospital Medical Center

Agency	Line(s)	Destinations Served
		<ul style="list-style-type: none"> • South Bay Galleria
	442 Express (continued on next page)	<ul style="list-style-type: none"> • Centinela Hospital Medical Center • Downtown Inglewood • Los Angeles Coliseum & Sports Arena • Exposition Park • University of Southern California • Orthopaedic Hospital • California Hospital Medical Center • Los Angeles Convention Center • Staples Center • L.A. Live • Downtown Los Angeles
LADOT (continued)	DASH Downtown A	<ul style="list-style-type: none"> • Japanese American National Museum • Los Angeles City Hall • Los Angeles Music Center • Walt Disney Concert Hall • Los Angeles Central Library • Macy's Plaza • 7+Fig • Good Samaritan Hospital
	DASH Downtown D	<ul style="list-style-type: none"> • Los Angeles City Hall • Historic Downtown Los Angeles • L.A. Live • Staples Center • Los Angeles Convention Center • California Hospital Medical Center
	Commuter Express 431	<ul style="list-style-type: none"> • UCLA Medical Center • Westwood Village • Century City Center • Westside Pavilion • California Hospital Medical Center • Los Angeles Convention Center • L.A. Live • Staples Center • Downtown Los Angeles
	437	<ul style="list-style-type: none"> • Venice Fishing Pier • Marina del Rey • Marina del Rey Hospital • Marina Square Shopping Center • Brotman Medical Center • Downtown Culver City

Agency	Line(s)	Destinations Served
		<ul style="list-style-type: none"> • California Hospital Medical Center • L.A. Live • Staples Center • Los Angeles Convention Center • Downtown Los Angeles
	438	<ul style="list-style-type: none"> • Riviera Village • Redondo Beach Pier • Redondo Beach City Hall • Hermosa Beach Pier • Roundhouse Aquarium • California Hospital Medical Center • L.A. Live • Staples Center • Los Angeles Convention Center • Downtown Los Angeles
LADOT (continued)	448	<ul style="list-style-type: none"> • Kaiser South Bay • California Hospital Medical Center • Rolling Hills Plaza • L.A. Live • Staples Center • Los Angeles Convention Center • Downtown Los Angeles
	534	<ul style="list-style-type: none"> • Koreatown Galleria • Century City Center • Westwood Village • L.A. Live • Staples Center • Los Angeles Convention Center • Downtown Los Angeles
OCTA	701 Express	<ul style="list-style-type: none"> • Bella Terra Shopping Center • Orthopaedic Hospital • The Shops at Rossmoor • California Hospital Medical Center • L.A. Live • Staples Center • Los Angeles Convention Center • Downtown Los Angeles
GTrans	1X	<ul style="list-style-type: none"> • Lawndale Marketplace • Lawndale City Hall • Pacific Square Mall • Gardena City Hall • Downtown Gardena • Memorial Hospital of Gardena

Agency	Line(s)	Destinations Served
		<ul style="list-style-type: none"><li data-bbox="867 281 1382 344">• Downtown Los Angeles (weekday peak hours only)

Source: *Transit Wiki*, 2016.

APPENDIX 1B



Focus Group and Interview Questions

APPENDIX B: Focus Group and Interview Questions

Demographics

1. How old are you?
2. Which apartment building in Little Tokyo do you live in?

Travel Patterns

1. Where did you travel to this past weekend? How did you get there?
 - a. If by car
 - i. Did you drive? If not, who drove you?
 - ii. How would you have gotten there if the driver (you or someone else) was unavailable?
 - b. If by transit, did you take the bus or the train?
 - i. Which bus did you take (e.g. Metro, DASH, Foothill Transit)?
 - ii. Which train did you take (e.g. Gold Line, Amtrak, Metrolink)?
 - c. If not car/transit, how (e.g. walking, ACCESS, Lyft/Uber)?
2. Do you drive in Little Tokyo?
 - a. If yes
 - i. Where do you go?
 - ii. Describe your experience with parking (Is it easy to find? Do you have to drive around looking for a spot to open? Is it affordable?)
 - iii. Do you have a disabled person parking placard?
 1. If yes, do you find disabled person parking spots to be sufficient?
 - b. If no
 - i. Is it easy for you to find a driver?
 - ii. If someone else drives, who usually takes you?
 - iii. If someone else drives, is it easy to find parking?
3. Do you walk in Little Tokyo?
 - a. If yes, where do you go?
 - b. If no, why not?
 - c. Are there streets you tend to walk on more often than others? Why?
 - d. Are there streets you tend to avoid? Why?
 - e. Do you ever feel rushed to cross the street? If so, where?
4. Have you taken the bus in the last month?
 - a. If yes
 - i. Where did you go?

- ii. Which bus systems did you use (e.g. DASH, Metro, Foothill Transit)?
 - b. If no, why not?
- 5. Have you taken the train in the last month?
 - a. If yes, where did you go and which train did you use (e.g. Gold Line, Metrolink, Amtrak)?
 - b. If no, why not?
- 6. Do you travel outside of Little Tokyo?
 - a. Where do you go?
 - b. How often do you leave the neighborhood?
 - c. How do you get there?
 - i. If by car, who drives you?
 - ii. If by transit, do you take the bus or the train?
 - d. Are there any services outside of Little Tokyo that you wish were closer?
- 7. Do you own a smartphone?
 - a. Do you use it to find directions?
 - b. Do you use it to find transit schedule information?

Current Transit Options

- 1. Bus users
 - a. Do you have to wait long for the bus?
 - b. Are you comfortable while waiting for the bus? If not, what makes it uncomfortable?
 - c. Do you find it physically difficult to board or get off from the bus?
 - d. Do you find it physically difficult to stand on a moving bus? xx
 - e. Does it operate during the hours you need it?
 - f. Do you feel safe from criminals while riding on the bus?
 - g. Is it affordable?
- 2. Rail users
 - a. Do you have to wait long for the train?
 - b. Are you comfortable while waiting for the train?
 - c. Does it operate during the hours you need it?
 - d. Do you feel safe from criminals while riding on the train?
 - e. Is it affordable?

Alternative Transportation Modes

- 3. Are you familiar with Uber or Lyft? If yes, how often do you use their services?
- 4. Have you used the Access service by Metro?

- a. If yes, how often do you use their services?
- b. If no, why not?

Recommendations

Do you have any suggestions do you have to improve how you travel in Little Tokyo?

APPENDIX 1C



Access Program Eligibility Requirements

About Access

Who is eligible for Access?

Eligibility for Access is based on a person's functional ability to use accessible buses and trains in Los Angeles County. This ability level is determined through an in-person transit evaluation. The evaluation looks at whether the person, without the help of anyone else can:

- > Get to and from the bus
- > Get on and off an accessible bus
- > Understand which bus to get on and when to get off the bus

Eligibility for our services is not based solely on disability, age, or medical diagnosis. Nor is it based on the perceived or real inconvenience of using public transportation, inexperience using the bus, or simply a desire not to use bus or rail service.

Tell me more.

- > Access is a curb-to-curb shared-ride service. This means several riders may ride in the same vehicle and riders must meet the vehicle at the curb instead of at their door.
- > Access is a "next day" service. This means you will need to call and make a reservation the day before you would like to ride.
- > Access is not a taxi service, emergency medical or social service transportation, or a private transportation service.
- > Access provides service within ¼ mile on either side of fixed-route bus and rail lines in LA County.
- > Access operates on the same schedule as most buses. Regular service is offered from 4am to 12am daily, including Sundays.
- > As a shared ride service, your travel time will be similar to that of a fixed-route bus, rather than a car or taxi.
- > Your one-way fare is based on the distance you travel. Visit our website at accessla.org for current fares.

IMPORTANT: Most of the accessible vehicles in our fleet are designed to accommodate a mobility device no larger than 30 inches wide by 48 inches long and/or weighing with its passenger up to 600 lbs. While we make all reasonable efforts to accommodate our riders, if your mobility device is larger than this, we may not be able to transport you either because it would damage the vehicle or to do so would impose an unreasonable safety hazard.

Access Eligibility Center

What can I expect at the Eligibility Center?

In order to qualify for Access, we need to determine your ability to use accessible bus and rail. Once you get to our Eligibility Center, a Transit Evaluator will ask you questions about using the bus, ask you to do some simple functional tests and observe your ability to get around. You may be asked to take a simulated walk to a bus stop. The actual evaluation may last up to 45 minutes.

What are you looking for at the Eligibility Center?

We want to see whether you can – with a reasonable level of effort – consistently:

- > Obtain and remember bus information
- > Walk or wheel to and from a bus or train stop/station over various surfaces and terrain, go up or down curbs, and negotiate curb-cuts and cross streets
- > Locate and recognize the appropriate bus or train
- > Ride a single route and multiple routes with transfers
- > Pay your fare when you board a bus or train
- > Get to a seat or securement area
- > Recognize your destination
- > Handle unexpected situations
- > Travel safely in the community

The evaluation will assess the following functional skills, which are needed to ride a bus or train:

- > Walking speed
- > Short and long-term memory
- > Endurance
- > Ability to seek and act on directions
- > Coordination
- > Ability to process information
- > Strength
- > Ability to communicate needs
- > Balance
- > Consistency
- > Range of motion
- > Behavioral skills
- > Dexterity
- > Proficiency in using mobility aids
- > Problem solving
- > Orientation to person, place and time
- > Coping skills

Make a note of your appointment:

Date

Time

Access pick-up time

APPENDIX 1D



Focus Group and Interview Notes

APPENDIX D: Focus Group and Interview Notes

Focus Groups

Session 1: Feb. 3 at LTSC (9:20am - 10:00am)

Demographics

- 8 participants: Casa Heiwa residents who meet monthly for "Senior Club"
- Ages: 62, 75, 80, 81, 86, 89, 90, 92
- Japanese: 7, Chinese: 1
- All female

Frequently traveled places and mode

- Smart & Final in South Park (car)
- Trader Joes by bus on (Beverly/3rd - The Grove)
- Market (Alameda/3rd - walk)
- Son's place, church in Chinatown (son drove, church provides transportation)
- Little Tokyo Towers for lunch (walk)
- Trader Joes at The Grove on Beverly/3rd (Metro Bus 16)
- DASH A frequently used
- Walk (most frequent mode of travel)

Driving in Little Tokyo

- 2 people drive
- Where? Cemetery, CSULA
- Both drivers have handicap placard; parking is not difficult

Streets in Little Tokyo

- Frequently traversed: San Pedro, Los Angeles, 3rd, Alameda
- Avoided
 - 2nd/Alameda: one respondent fell at this intersection and now avoids it; sidewalk is not flat
 - In general, crossing time not sufficient; takes a while even once button is pressed

Transit

- Respondents want to use bus/train more often but find language to be a barrier (Japanese); respondents also not familiar with bus/train schedule
- Train is not a common transit mode for all respondents; destinations aren't relevant or they aren't familiar with where it goes

- One respondent cited that daughter takes her places and train isn't needed.

Where do you travel outside of Little Tokyo?

- Farmer's Market (@ The Grove)
- Church in Chinatown
- Adult day care (location unknown)
- Marukai in Gardena
- Mitsuwa in Torrance (why? bigger, more variety)

Bus system

- Some respondents stated "no problems"
- Enough seats
- Hours are fine
- Comfortable while waiting

Metro Access service

- 1 respondent uses a lot
- Some don't use because wait time has been long; took them too long to arrive when they first used it, so they haven't used it since
- Others are not aware of services

Smart Phones: Two respondents had smart phones; one uses it for directions

Uber and Lyft: One is familiar because adult child uses it; she doesn't feel need to use because she still drives, also not comfortable being in car w/ strangers

Recommendations? Increase ped crossing time (1 respondent); most did not have recommendations

Session 2: Feb. 24 @ Little Tokyo Towers (1:20pm - 2:00pm)

Where: Little Tokyo Towers Dining Hall

When: During Little Tokyo Senior Residents Association (LTSRA) Meeting

Who: 4 men, 5 women (9 total)

- Ages: 67, 70, 71, 79, 81, 83, 85, 86, 90

Where do you live?

- Miyako Gardens: 2
- Far East: 1
- Little Tokyo Towers: 6

Where did you travel to last weekend and how did you get there?

- Gardena by bus
- San Pedro by bus
- Pasadena, son took her
- Costco in San Gabriel by car
- Santa Monica, friends picked her up

Transportation Mode

- 3 still drive (all 3 are men) when they travel outside of Little Tokyo
- 2 have disabled parking placard but don't drive (they use it for relatives when they drive them around)
- 1 travels by bike (went recently to East L.A.)

Within Little Tokyo, walking is most common

- 2 walk to Chinatown
- Walk to markets, pharmacy, Honda Plaza
- Walk to Doctors' office
- Walk to social security office
- Walk to restaurants (Suehiro, Oomasa, Curry House, Mr. Ramen, Weller Court)

Those who don't drive:

- 83 year old: doesn't drive but her sister takes her
- Most of them said it's hard to find a driver when their usual rides can't take them
- 81 year old: children take her
- Rely on social workers
- 85 year old: friends or stepson's wife

Street Conditions

- Streets they avoid
 - 2nd St midblock crossing at JVP
 - 3rd St (Union Church) avoid because the trees are big and make it hard to see people sleeping
 - 3rd St because of homeless

- Alameda St b/c of uneven sidewalk (83 year old, wheelchair assisted)
- 1st St midblock crossing at Miyako is too short
- Between San Pedro and Central
 - 2nd St sidewalk is narrow; difficult to maneuver around homeless people sleeping (83 year old said this)
- Streets they frequent
 - 2nd St – didn't specify where (83 year old)
 - Use the alleys to bike through (71 year old)
 - JVP used by many to walk through

Bus

- Two respondents used the bus in the last month
- One uses the bus to go to the VA hospital; driver knows her
- Some expressed no physical difficulty when boarding the bus; "before it was hard but now that buses are able to lower themselves, it's easier" (83 yr old)
- For another rider, bus driver lowers bus even though she doesn't have a walker
- Complaints
 - Long wait, sometimes 30 min or more
 - During rush hour, headways are not bad but during non-peak it's longer
 - Gardena bus only runs during peak hours, so need to find ways to "kill time"
 - "Tiring and frustrating" to wait for bus. Long wait and no shade (81 year old)

Non-bus riders

- Don't use bus because of language barrier
- Routes don't go to places they want to go (destinations not useful)
- One used to ride but loses balance when bus moves and is afraid of falling on the bus

Train

- One man loves train; rode on all of the lines in the last month for fun (70 yr old)
- No problem w/ train; affordable, safe, comfortable

Uber/Lyft/Access Paratransit

- One person heard about it but hasn't looked further into it
- 90 yr old woman in particular was very interested; was taking lots of notes!
- All would be interested in an Uber-like service if they had help using it
- 4 have cell phones but none have smart phone

Recommendations

- Fix broken or uneven sidewalks
- More lighting
- Fix tree roots on Alameda

APPENDIX 1E



Field Observation Notes

APPENDIX E: Field Observation Notes

Intersection #1: 1st Street and Judge John Aiso

Problems for walkers

- Road is too wide to safely cross
- No median on streets with two or more lanes
- Curb cuts not aligned with crosswalk; man had difficulty stepping onto the curb after crossing
- Distracted drivers using cell phones
- Street needs trees
- Bus stop on east side of Judge John Aiso near San Pedro Firm Building doesn't provide shelter

Other issues or observations: Audible pedestrian crossing signal, truncated domes on curb ramp; push-to-walk signal is automatic

Sidewalk: 1st Street between San Pedro and Central

Problems for walkers

- Sidewalks are interrupted by driveways (south side)
- Curb cuts don't line up with midblock crossing
- Sidewalk is blocked or interrupted by shrubs

Intersection #2: 3rd Street and San Pedro

Problems for walkers

- Drivers don't yield to pedestrians, especially at right turns (woman almost got hit)
- Drivers don't stop behind crosswalk (going westbound on 3rd Street at San Pedro)

Issues or observations: Man with stroller forced to walk closer to traffic because curb cuts are minimally ADA compliant

Sidewalk: 3rd Street between San Pedro and Los Angeles Street

Problems for walkers

- Sidewalk isn't wide enough for two people to walk together side-by-side

- Tent on south side of street
- North side of 3rd Street needs shade trees

Intersection #3: 3rd Street and Wall Street

Problems for walkers

- Midblock crossing doesn't have a pedestrian signal
- Midblock crossing is poorly marked
- No median on street with two or more lanes (3rd Street)

Issues or observations: Man with stroller forced to walk closer to traffic because curb cuts are minimally ADA compliant

Intersection #4: Midblock on 2nd Street between San Pedro and Central

Issues or observations: Crossing signal didn't activate right away but group starts walking, leaving elderly confused about whether or not they can cross

Sidewalk: 2nd Street between San Pedro and Central

Problems for walkers

- Curb cuts at midblock crossing aren't textured or marked for people with visual impairments
- Uneven sidewalks

APPENDIX 2A



CTPP 2006-2010 Data

A202110 - Race (5) (Workers 16 years and over)

Current date: 3/14/2016 2:52:39 PM (Eastern Daylight Time)

Measures: Workers 16 and Over

Race of Person Output WORKPLACE	All races Estimate	White alone Estimate	Black or African Estimate	Asian alone Estimate	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race Estimate	
Census Tract 2060.31	18,500	8,910	1,255	2,755	5,575	
Census Tract 2062	6,655	2,325	460	2,400	1,470	
Census Tract 2074	34,685	15,980	5,570	6,720	6,420	
	1,918,050	993,380	165,900	273,510	485,265	
	0.0174	321.9	155.034	21.837	47.937	97.005
	0.463	3081.265	1076.475	212.98	1111.2	680.61
	0.0499	1730.7815	797.402	277.943	335.328	320.358
		5133.9465	2028.911	512.76	1494.465	1097.973
						5134.109
LT		39.5%	10.0%	29.1%	21.4%	100.0%
CITY		51.8%	8.6%	14.3%	25.3%	0.0%

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

A202107 - Hispanic Origin (3) (Workers 16 years and over)

Current date: 3/14/2016 5:00:21 PM (Eastern Daylight Time)

Measures: Workers 16 and Over

Hispanic Origin	Total persons, Hispanic/Latino origin	Hispanic or Latino	Not Hispanic or Latino	
Output	Estimate	Estimate	Estimate	
WORKPLACE				
Census Tract 2060.31	18,500	10,395	8,105	
Census Tract 2062	6,655	2,390	4,265	
Census Tract 2074	34,685	11,240	23,445	
	1,918,050	814,185	1,103,865	
	0.0174	321.9	180.873	141.027
	0.463	3081.265	1106.57	1974.695
	0.0499	1730.7815	560.876	1169.9055
	5133.9465	1848.319	3285.6275	5133.9465
LT		36.0%	64.0%	100.0%
CITY		42.4%	57.6%	

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

Total persons, Hispanic/Latino origin		
Hispanic or Latino	36.0%	42.4%
Not Hispanic or Latino	64.0%	57.6%
	100.0%	

A202106 - Occupation (25) (Workers 16 years and over)
 Current date: 3/14/2016 2:50:46 PM (Eastern Daylight Time)
 Measures: Workers 16 and Over

Occupation 25	Total, all occupations	Management occupations	Farmers and farm managers	Business and financial operations specialists	Computer and mathematical occupations	Architecture and engineering occupations	Life, physical and social science occupations	Community and social service occupations	Legal occupations	Education, training, and library occupations	Arts, design, entertainment, sports, and media occupations	Healthcare practitioners and technicians occupations	Healthcare support occupations	Protective service occupations	Food preparation and serving related occupations	Building grounds cleaning and maintenance occupations	Personal care and service occupations	Sales and related occupations	Office and administrative support occupations	Farming, fishing and forestry occupations	Construction and extraction occupations	Installation, maintenance, and repair occupations	Production occupations	Transportation and material moving occupations	Armed Forces		
Output	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate			
WORKPLACE																											
Census Tract 2060.31	18,500	1,340	20	690	190	235	15	170	160	95	715	135	30	695	610	450	150	1,955	3,080	130	760	520	3,350	3,005	0		
Census Tract 2062	6,655	685	0	420	120	50	55	55	330	115	100	260	55	190	655	260	160	1,355	945	20	180	115	265	260	0		
Census Tract 2074	34,685	2,600	15	3,140	1,340	2,040	440	385	2,925	265	1,575	485	230	4,505	690	840	405	1,315	7,665	15	1,215	520	995	1,090	0		
	1,918,050	181,070	795	99,270	35,755	27,115	14,175	30,125	39,320	98,335	93,425	81,610	31,885	46,350	90,060	95,405	75,805	204,465	266,505	5,505	113,460	53,900	121,080	111,915	720		
	0.0174	321.9	23.316	0.348	12.006	3.306	4.089	0.261	2.958	2.784	1.653	12.441	2.349	0.522	12.093	10.614	7.83	34.017	53.592	2.262	13.224	9.048	58.29	52.287	0	321.9	
	0.463	3081.265	317.155	0	194.46	55.56	23.15	25.465	25.465	152.79	53.245	46.3	120.38	25.465	87.97	303.265	120.38	74.08	627.365	437.535	9.26	83.34	53.245	122.695	120.38	0	3078.95
	0.0499	1730.2815	129.74	0.7485	156.686	66.866	101.796	21.936	19.2115	145.9575	13.2235	78.5925	24.2015	11.477	224.2995	34.431	41.916	20.2095	65.6185	393.4835	0.7485	60.6285	25.948	49.6305	54.391	0	1731.2805
		5153.9465	470.911	1.0965	363.152	125.732	129.035	47.682	47.6345	301.5315	68.1215	137.3335	146.9305	37.464	324.8605	349.31	170.126	96.8995	727.0005	873.6105	12.2705	157.1905	89.241	230.6355	227.028	0	5152.1905
			9.2%	0.6%	7.1%	2.4%	2.5%	0.9%	0.9%	5.9%	1.3%	2.7%	2.9%	0.7%	6.3%	6.8%	3.3%	1.9%	14.2%	17.0%	0.2%	3.1%	1.7%	4.5%	4.4%	0.0%	100.0%
			9.4%	0.0%	5.2%	1.9%	1.4%	0.7%	1.6%	2.0%	5.1%	4.9%	4.3%	1.7%	2.4%	4.7%	5.0%	4.0%	10.7%	13.9%	0.3%	5.9%	2.8%	6.3%	5.8%	0.0%	

A202105 - Means of Transportation

Current date: 2/29/2016 10:19:42 PM (Eastern Standard Time)

Measures: Workers 16 and Over

Geography	LT_Proportion	TOTAL	DROVE_ALONE	CARPPOOL	PUBLIC_TRANSIT	BIKE	WALK	OTHER	WORKED_AT_HOME	TOTAL
Census Tract 2060.31	1.74%	18,500	12,125	2,680	2,895	35	305	245	205	18,490
Census Tract 2062	46.30%	6,655	4,445	980	975	20	180	35	25	6,660
Census Tract 2074	4.99%	34,685	22,190	4,815	6,980	65	275	360	0	34,685
CITY OF LA		1,918,050	1,311,705	211,960	204,085	13295	60415	26530	90,060	1,918,050
		321.9	210.975	46.632	50.373	0.609	5.307	4.263	3.567	322
		3081.265	2058.035	453.74	451.425	9.26	83.34	16.205	11.575	3,084
		1730.7815	1107.281	240.2685	348.302	3.2435	13.7225	17.964	0	1,731
TOTAL SUM		5133.9465	3376.291	740.6405	850.1	13.1125	102.3695	38.432	15.142	5136.0875
		LT	65.8%	14.4%	16.6%	0.3%	2.0%	0.7%	0.3%	100.0%
		CITY	68.4%	11.1%	10.6%	0.7%	3.1%	1.4%	4.7%	100.0%

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

A202113 - Travel time (12) (Workers 16 years and over)

Current date: 3/14/2016 4:15:41 PM (Eastern Daylight Time)

Measures: Workers 16 and Over

Travel Time 12 Output	All workers Estimate	Did not work at home Estimate	Less than 5 minutes Estimate	5 to 14 minutes Estimate	15 to 19 minutes Estimate	20 to 29 minutes Estimate	30 to 44 minutes Estimate	45 to 59 minutes Estimate	60 to 74 minutes Estimate	75 to 89 minutes Estimate	90 minutes or more Estimate	Worked at home Estimate		
WORKPLACE														
Census Tract 2060.31	18,500	18,290	125	1,380	2,235	3,895	5,610	2,140	1,885	160	865	205	18500	
Census Tract 2062	6,655	6,630	75	470	770	1,400	1,985	805	675	230	235	25	6670	
Census Tract 2074	34,685	34,685	105	1,565	2,485	6,065	10,275	5,375	5,450	885	2,480	0	34685	
CITY OF LA	1,918,050	1,827,990	26,820	270,400	216,985	338,220	493,875	195,765	177,935	23,440	84,545	90,060	1918045	
	0.0174	321.9	318.246	2.175	24.012	38.889	67.773	97.614	37.236	32.799	2.784	15.051	3.567	321.9
	0.463	3081.265	3069.69	34.725	217.61	356.51	648.2	919.055	372.715	312.525	106.49	108.805	11.575	3088.21
	0.0499	1730.7815	1730.7815	5.2395	78.0935	124.0015	302.6435	512.7225	268.2125	271.955	44.1615	123.752	0	1730.7815
	5133.9465	5118.7175	42.1395	319.7155	519.4005	1018.6165	1529.3915	678.1635	617.279	153.4355	247.608	15.142	5140.8915	
LT		99.7%	0.8%	6.2%	10.1%	19.8%	29.8%	13.2%	12.0%	3.0%	4.8%	0.3%		
CITY		95.3%	1.4%	14.1%	11.3%	17.6%	25.7%	10.2%	9.3%	1.2%	4.4%	4.7%		

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

DP05 - ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2010 - 2014 American Community Survey 5-YR Estimates

Geography	TOTAL POP	HOUSING UNITS	LT_Proportion	TOTAL POP	HOUSING UNITS		2014		% CHANGE
							TOTAL POP	TOTAL POP	
Census Tract 2060.31	3151	1927	1.74%	55	34	LT	7160	5781	23.9
Census Tract 2062	3040	1941	46.30%	1408	899	LT (small)	1511	1336	13.1
Census Tract 2074	969	24	4.99%	48	1	LA	3862210	3772486	2.4
CITY OF LA	3862210	1427355							
	7160	3892		1511	933				
Geography	TOTAL POP	HOUSING UNITS	LT_Proportion	TOTAL POP	HOUSING UNITS		2014		% CHANGE
							HOUSING UNITS	HOUSING UNITS	
Census Tract 2060.31	2311	1300	1.74%	40	23	LT	3892	2829	37.6
Census Tract 2062	2717	1529	46.30%	1258	708	LT (small)	933	731	27.6
Census Tract 2074	753	0	4.99%	38	0	LA	1427355	1408765	1.3
CITY OF LA	3772486	1408765							
	5781	2829		1336	731				

B03002**RACE / HISPANIC OR LATINO ORIGIN BY RACE**

Universe: Total population more information

2010-2014 American Community Survey 5-Year Estimates

Geography	WHITE	BLACK	ASIAN	OTHER	LT_Proportion	WHITE	BLACK	ASIAN	OTHER	
Census Tract 2060.31, Los Angeles Cour	1285	255	1360	251	1.74%	22.359	4.437	23.664	4.3674	
Census Tract 2062, Los Angeles County,	717	551	1282	490	46.30%	331.971	255.113	593.566	226.87	
Census Tract 2074, Los Angeles County,	548	172	52	227	4.99%	27.3452	8.5828	2.5948	11.3273	
CITY OF LA	2032979	354263	444935	1030033		381.6752	268.1328	619.8248	242.5647	1512.1975
						25.2%	17.7%	41.0%	16.0%	

Geography	NOT HISP	HISP	LT_Proportion	NOT HISP	HISP	
Census Tract 2060.31, Los Angeles Cour	2914	237	1.74%	50.70	4.1238	
Census Tract 2062, Los Angeles County,	2399	641	46.30%	1110.74	296.783	
Census Tract 2074, Los Angeles County,	396	573	4.99%	19.76	28.5927	
CITY OF LA	1985499	1876711		1181.20	329.50	1510.70
				78.2%	21.8%	

APPENDIX 2B



LODES 2010, 2012, 2013, 2014 Data

Employment Growth - LODES

Total Primary Jobs - LOS ANGELES (CITY)

	2014		2013		2012	
	Count	Share	Count	Share	Count	Share
Total Primary Jobs	1,535,372	100.0%	1,498,459	100.0%	1,478,715	100.0%

Total Primary Jobs - LITTLE TOKYO

	2014		2013		2012	
	Count	Share	Count	Share	Count	Share
Total Primary Jobs	2,278	100.0%	2,112	100.0%	2,009	100.0%

Analysis Type
 Selection area as
 Year(s)
 Job Type
 Labor Market Segment
 Analysis Generation Date
 Code Revision
 LODES Data Version

Area Profile
 Work
 2014, 2013, 2012
 Primary Jobs
 All Workers
 05/31/2016 15:24 - OnTheMap 6.5
 27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
 20160219

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

Little Tokyo - Work Area Profile Report (LODES)

Total Primary Jobs

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	2,278	100.0%	2,036	100.0%

Jobs by NAICS Industry Sector

	2014		2010	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%
Utilities	0	0.0%	0	0.0%
Construction	5	0.2%	0	0.0%
Manufacturing	27	1.2%	21	1.0%
Wholesale Trade	61	2.7%	38	1.9%
Retail Trade	207	9.1%	191	9.4%
Transportation and Warehousing	7	0.3%	3	0.1%
Information	28	1.2%	19	0.9%
Finance and Insurance	143	6.3%	163	8.0%
Real Estate and Rental and Leasing	46	2.0%	51	2.5%
Professional, Scientific, and Technical Services	106	4.7%	108	5.3%
Management of Companies and Enterprises	6	0.3%	4	0.2%
Administration & Support, Waste Management and Remediation	38	1.7%	77	3.8%
Educational Services	95	4.2%	12	0.6%
Health Care and Social Assistance	186	8.2%	80	3.9%
Arts, Entertainment, and Recreation	58	2.5%	54	2.7%
Accommodation and Food Services	1,011	44.4%	704	34.6%
Other Services (excluding Public Administration)	239	10.5%	340	16.7%
Public Administration	15	0.7%	171	8.4%

Jobs by Worker Race

	2014		2010	
	Count	Share	Count	Share
White Alone	1,123	49.3%	778	38.2%
Black or African American Alone	104	4.6%	79	3.9%
American Indian or Alaska Native Alone	18	0.8%	19	0.9%
Asian Alone	967	42.4%	1,113	54.7%
Native Hawaiian or Other Pacific Islander Alone	10	0.4%	6	0.3%
Two or More Race Groups	56	2.5%	41	2.0%

Jobs by Worker Ethnicity

	2014		2010	
	Count	Share	Count	Share
Not Hispanic or Latino	1,643	72.1%	1,518	74.6%
Hispanic or Latino	635	27.9%	518	25.4%

Jobs by Worker Sex

	2014		2010	
	Count	Share	Count	Share
Male	983	43.2%	838	41.2%
Female	1,295	56.8%	1,198	58.8%

Analysis Type	Area Profile
Selection area as	Work
Year(s)	2014, 2010
Job Type	Primary Jobs
Labor Market Segment	All Workers
Selection Area	Selection Area Freehand Drawing
Selected Census Blocks	10
Analysis Generation Date	05/31/2016 14:56 - OnTheMap 6.5
Code Revision	27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
LODES Data Version	20160219

Little Tokyo - Distance/Direction Report - Work Census Block to Home Census Block (LODES)

Job Counts in Home Blocks by Distance Only

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	2,278	100.0%	2,036	100.0%
Less than 10 miles	1,129	49.6%	921	45.2%
10 to 24 miles	766	33.6%	748	36.7%
25 to 50 miles	168	7.4%	199	9.8%
Greater than 50 miles	215	9.4%	168	8.3%

Job Counts in Home Blocks to the North of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	147	100.0%	156	100.0%
Less than 10 miles	99	67.3%	108	69.2%
10 to 24 miles	28	19.0%	33	21.2%
25 to 50 miles	11	7.5%	12	7.7%
Greater than 50 miles	9	6.1%	3	1.9%

Job Counts in Home Blocks to the Northeast of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	212	100.0%	208	100.0%
Less than 10 miles	129	60.8%	124	59.6%
10 to 24 miles	74	34.9%	76	36.5%
25 to 50 miles	-	-	3	1.4%
Greater than 50 miles	9	4.2%	5	2.4%

Job Counts in Home Blocks to the East of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	459	100.0%	466	100.0%
Less than 10 miles	226	49.2%	209	44.8%
10 to 24 miles	132	28.8%	158	33.9%
25 to 50 miles	56	12.2%	66	14.2%
Greater than 50 miles	45	9.8%	33	7.1%

Job Counts in Home Blocks to the Southeast of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	341	100.0%	285	100.0%
Less than 10 miles	82	24.0%	62	21.8%
10 to 24 miles	129	37.8%	101	35.4%
25 to 50 miles	73	21.4%	89	31.2%
Greater than 50 miles	57	16.7%	33	11.6%

Analysis Type Distance/Direction
 Selection area as Work
 Year(s) 2014, 2010
 Job Type Primary Jobs
 Selection Area Selection Area Freehand Drawing
 Selected Census Blocks 10
 Analysis Generation Date 05/31/2016 15:06 - OnTheMap 6.5
 Code Revision 27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
 LODES Data Version 20160219

Job Counts in Home Blocks to the South of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	259	100.0%	193	100.0%
Less than 10 miles	107	41.3%	66	34.2%
10 to 24 miles	152	58.7%	126	65.3%
25 to 50 miles	-	-	1	0.5%
Greater than 50 miles	-	-	-	-

Job Counts in Home Blocks to the Southwest of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	168	100.0%	165	100.0%
Less than 10 miles	101	60.1%	95	57.6%
10 to 24 miles	67	39.9%	70	42.4%
25 to 50 miles	-	-	-	-
Greater than 50 miles	-	-	-	-

Job Counts in Home Blocks to the West of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	298	100.0%	210	100.0%
Less than 10 miles	209	70.1%	137	65.2%
10 to 24 miles	69	23.2%	55	26.2%
25 to 50 miles	11	3.7%	7	3.3%
Greater than 50 miles	9	3.0%	11	5.2%

Job Counts in Home Blocks to the Northwest of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	394	100.0%	353	100.0%
Less than 10 miles	176	44.7%	120	34.0%
10 to 24 miles	115	29.2%	129	36.5%
25 to 50 miles	17	4.3%	21	5.9%
Greater than 50 miles	86	21.8%	83	23.5%

Little Tokyo - Home Destination Report - Where Workers Live Who are Employed in the Selection Area - by Census Tracts (LODES)

Total Primary Jobs

	2014	
	Count	Share
Total Primary Jobs	2,278	100.0%

Jobs Counts by Census Tracts Where Workers Live - Primary Jobs

	2014	
	Count	Share
2062 (Los Angeles, CA)	45	2.0%
4317 (Los Angeles, CA)	12	0.5%
4820.02 (Los Angeles, CA)	10	0.4%
4825.22 (Los Angeles, CA)	9	0.4%
1851 (Los Angeles, CA)	8	0.4%
2073.01 (Los Angeles, CA)	8	0.4%
2080 (Los Angeles, CA)	8	0.4%
2124.10 (Los Angeles, CA)	8	0.4%
4329.01 (Los Angeles, CA)	8	0.4%
4807.03 (Los Angeles, CA)	8	0.4%
All Other Locations	2,154	94.6%

Analysis Type	Destination
Destination Type	Census Tracts
Selection area as	Work
Year(s)	2014, 2010
Job Type	Primary Jobs
Selection Area	Selection Area Freehand Drawing
Selected Census Blocks	10
Analysis Generation Date	05/31/2016 15:14 - OnTheMap 6.5
Code Revision	27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
LODES Data Version	20160219

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

Los Angeles (city) - Work Area Profile Report (LODES)

Total Primary Jobs

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	1,535,372	100.0%	1,431,626	100.0%

Jobs by NAICS Industry Sector

	2014		2010	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	2,195	0.1%	2,631	0.2%
Mining, Quarrying, and Oil and Gas Extraction	1,099	0.1%	1,566	0.1%
Utilities	15,354	1.0%	14,968	1.0%
Construction	36,715	2.4%	31,494	2.2%
Manufacturing	91,665	6.0%	103,919	7.3%
Wholesale Trade	75,038	4.9%	69,179	4.8%
Retail Trade	139,650	9.1%	128,437	9.0%
Transportation and Warehousing	62,824	4.1%	61,141	4.3%
Information	77,983	5.1%	67,096	4.7%
Finance and Insurance	66,067	4.3%	69,463	4.9%
Real Estate and Rental and Leasing	32,989	2.1%	31,003	2.2%
Professional, Scientific, and Technical Services	123,684	8.1%	115,710	8.1%
Management of Companies and Enterprises	21,268	1.4%	18,596	1.3%
Administration & Support, Waste Management and Remediation	94,904	6.2%	74,575	5.2%
Educational Services	130,943	8.5%	152,264	10.6%
Health Care and Social Assistance	228,097	14.9%	162,381	11.3%
Arts, Entertainment, and Recreation	33,963	2.2%	29,362	2.1%
Accommodation and Food Services	127,598	8.3%	103,385	7.2%
Other Services (excluding Public Administration)	58,489	3.8%	96,704	6.8%
Public Administration	114,847	7.5%	97,752	6.8%

Jobs by Worker Race

	2014		2010	
	Count	Share	Count	Share
White Alone	1,088,503	70.9%	1,005,989	70.3%
Black or African American Alone	161,932	10.5%	147,808	10.3%
American Indian or Alaska Native Alone	16,517	1.1%	16,120	1.1%
Asian Alone	229,830	15.0%	225,849	15.8%
Native Hawaiian or Other Pacific Islander Alone	5,307	0.3%	5,384	0.4%
Two or More Race Groups	33,283	2.2%	30,476	2.1%

Jobs by Worker Ethnicity

	2014		2010	
	Count	Share	Count	Share
Not Hispanic or Latino	994,241	64.8%	919,340	64.2%
Hispanic or Latino	541,131	35.2%	512,286	35.8%

Jobs by Worker Sex

	2014		2010	
	Count	Share	Count	Share
Male	769,876	50.1%	715,287	50.0%
Female	765,496	49.9%	716,339	50.0%

Analysis Type	Area Profile
Selection area as	Work
Year(s)	2014, 2010
Job Type	Primary Jobs
Labor Market Segment	All Workers
Selection Area	Los Angeles city, CA from Places (Cities, CDPs, etc.)
Selected Census Blocks	30,691
Analysis Generation Date	05/31/2016 15:19 - OnTheMap 6.5
Code Revision	27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
LODES Data Version	20160219

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

Los Angeles (city) - Distance/Direction Report - Work Census Block to Home Census Block (LODES)

Job Counts in Home Blocks by Distance Only

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	1,535,372	100.0%	1,431,626	100.0%
Less than 10 miles	713,182	46.5%	663,337	46.3%
10 to 24 miles	464,595	30.3%	441,133	30.8%
25 to 50 miles	195,612	12.7%	184,195	12.9%
Greater than 50 miles	161,983	10.6%	142,961	10.0%

Job Counts in Home Blocks to the North of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	160,228	100.0%	149,690	100.0%
Less than 10 miles	85,675	53.5%	79,505	53.1%
10 to 24 miles	44,050	27.5%	42,158	28.2%
25 to 50 miles	19,240	12.0%	17,405	11.6%
Greater than 50 miles	11,263	7.0%	10,622	7.1%

Job Counts in Home Blocks to the Northeast of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	159,573	100.0%	148,106	100.0%
Less than 10 miles	95,822	60.0%	88,092	59.5%
10 to 24 miles	37,852	23.7%	37,234	25.1%
25 to 50 miles	15,403	9.7%	14,633	9.9%
Greater than 50 miles	10,496	6.6%	8,147	5.5%

Job Counts in Home Blocks to the East of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	313,654	100.0%	289,122	100.0%
Less than 10 miles	121,541	38.8%	110,518	38.2%
10 to 24 miles	92,542	29.5%	87,157	30.1%
25 to 50 miles	56,408	18.0%	53,294	18.4%
Greater than 50 miles	43,163	13.8%	38,153	13.2%

Job Counts in Home Blocks to the Southeast of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	302,318	100.0%	281,029	100.0%
Less than 10 miles	94,437	31.2%	87,249	31.0%
10 to 24 miles	102,493	33.9%	94,008	33.5%
25 to 50 miles	61,943	20.5%	58,908	21.0%
Greater than 50 miles	43,445	14.4%	40,864	14.5%

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2014, 2010
Job Type	Primary Jobs
Selection Area	Los Angeles city, CA from Places (Cities, CDPs, etc.)
Selected Census Blocks	30,691
Analysis Generation Date	05/31/2016 15:19 - OnTheMap 6.5
Code Revision	27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
LODES Data Version	20160219

Job Counts in Home Blocks to the South of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	148,335	100.0%	138,628	100.0%
Less than 10 miles	83,726	56.4%	77,765	56.1%
10 to 24 miles	60,338	40.7%	56,540	40.8%
25 to 50 miles	4,113	2.8%	4,193	3.0%
Greater than 50 miles	158	0.1%	130	0.1%

Job Counts in Home Blocks to the Southwest of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	94,761	100.0%	89,468	100.0%
Less than 10 miles	74,549	78.7%	70,192	78.5%
10 to 24 miles	19,976	21.1%	19,204	21.5%
25 to 50 miles	92	0.1%	72	0.1%
Greater than 50 miles	144	0.2%	-	-

Job Counts in Home Blocks to the West of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	136,802	100.0%	131,852	100.0%
Less than 10 miles	76,435	55.9%	73,803	56.0%
10 to 24 miles	35,735	26.1%	35,248	26.7%
25 to 50 miles	18,383	13.4%	16,936	12.8%
Greater than 50 miles	6,249	4.6%	5,865	4.4%

Job Counts in Home Blocks to the Northwest of Work Blocks by Distance

	2014		2010	
	Count	Share	Count	Share
Total Primary Jobs	219,701	100.0%	203,731	100.0%
Less than 10 miles	80,997	36.9%	76,213	37.4%
10 to 24 miles	71,609	32.6%	69,584	34.2%
25 to 50 miles	20,030	9.1%	18,754	9.2%
Greater than 50 miles	47,065	21.4%	39,180	19.2%

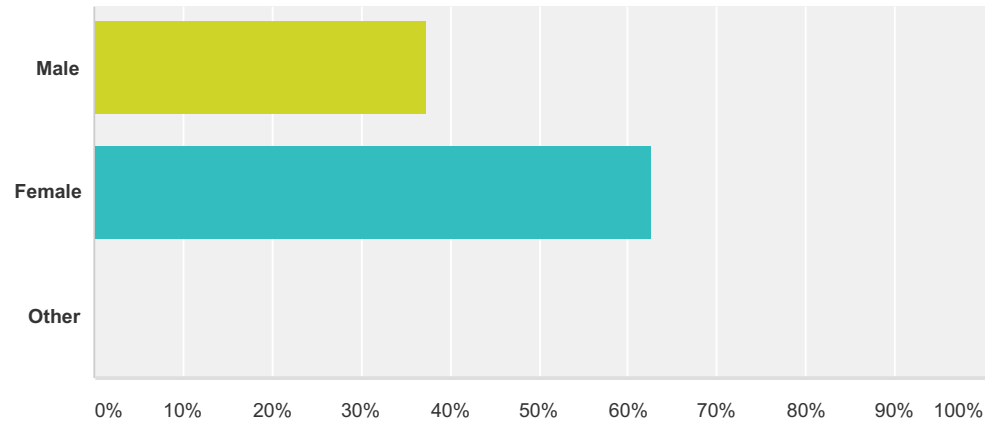
APPENDIX 2C



Employee Electronic Travel Survey: Question & Results

Q1 How do you identify yourself?

Answered: 83 Skipped: 1

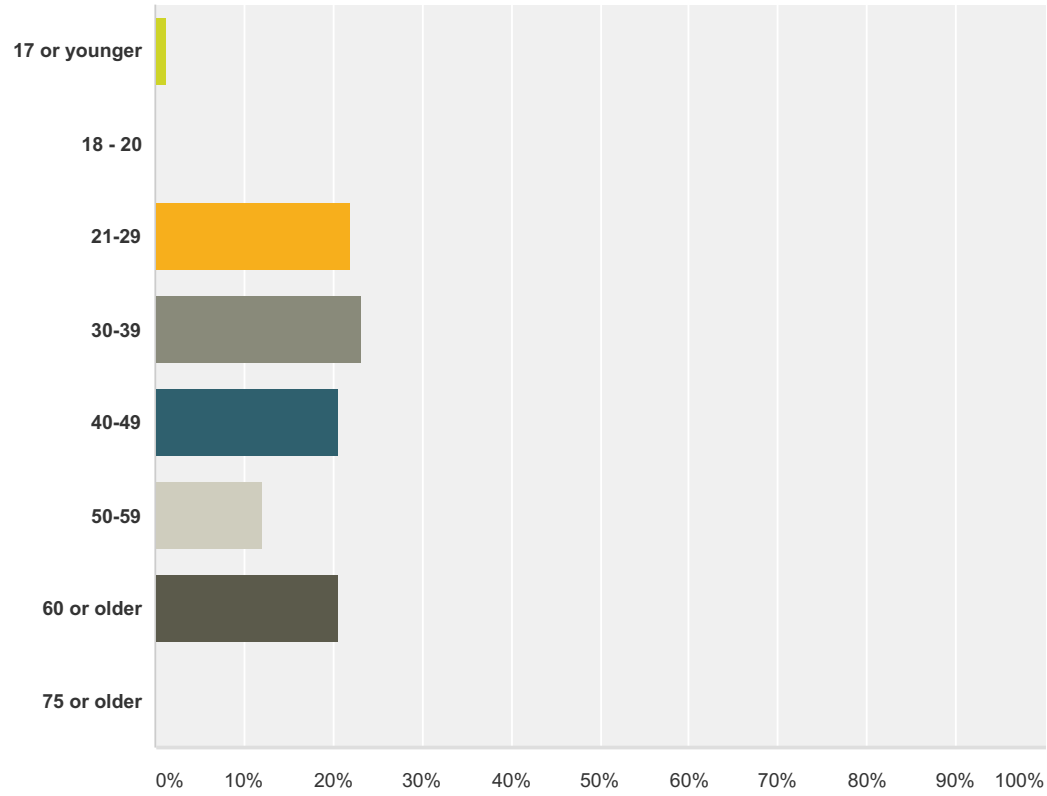


Answer Choices	Responses	
Male	37.35%	31
Female	62.65%	52
Other	0.00%	0
Total		83

#	Other	Date
	There are no responses.	

Q2 What is your age?

Answered: 82 Skipped: 2

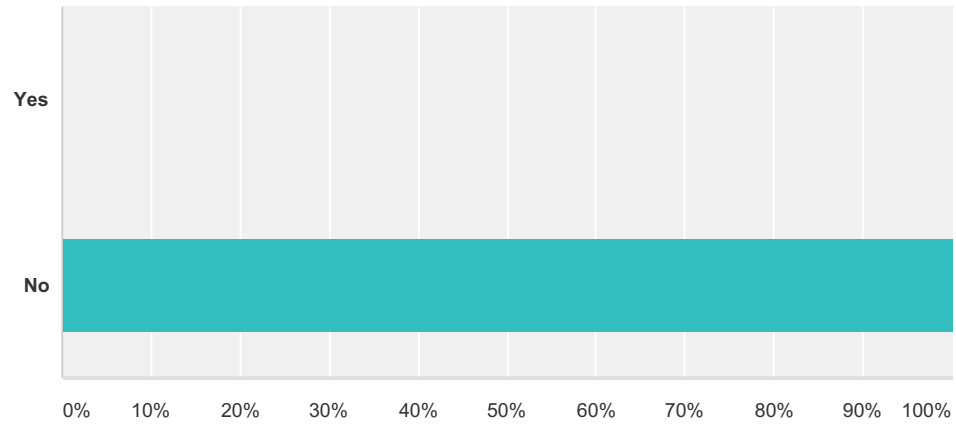


Answer Choices	Responses
17 or younger	1.22% 1
18 - 20	0.00% 0
21-29	21.95% 18
30-39	23.17% 19
40-49	20.73% 17

50-59	12.20%	10
60 or older	20.73%	17
75 or older	0.00%	0
Total		82

Q3 Are you a Little Tokyo resident?

Answered: 83 Skipped: 1



Answer Choices	Responses	
Yes	0.00%	0
No	100.00%	83
Total		83

Q4 In what ZIP code is your home located? (enter 5-digit ZIP code)

Answered: 82 Skipped: 2

#	Responses	Date
1	90029	2/18/2016 3:12 PM
2	90026	2/18/2016 2:42 PM
3	90031	2/18/2016 2:28 PM
4	91030	2/5/2016 12:28 AM
5	90247	2/1/2016 2:00 PM
6	91780	1/19/2016 5:49 PM
7	90045	1/19/2016 10:43 AM
8	90035	1/18/2016 12:49 PM
9	90242	1/10/2016 12:27 PM
10	91801	1/7/2016 2:15 PM
11	90038	1/5/2016 1:46 PM
12	91765	1/4/2016 10:33 PM
13	91007	1/4/2016 6:34 PM
14	91101	1/4/2016 5:14 PM
15	90022	1/4/2016 3:43 PM
16	90247	1/4/2016 2:31 PM
17	91775	1/4/2016 12:06 PM
18	91754	12/30/2015 4:28 PM
19	91754	12/30/2015 4:05 PM
20	90035	12/30/2015 9:33 AM
21	90503	12/29/2015 7:31 PM
22	90035	12/29/2015 1:56 PM
23	90032	12/29/2015 11:26 AM

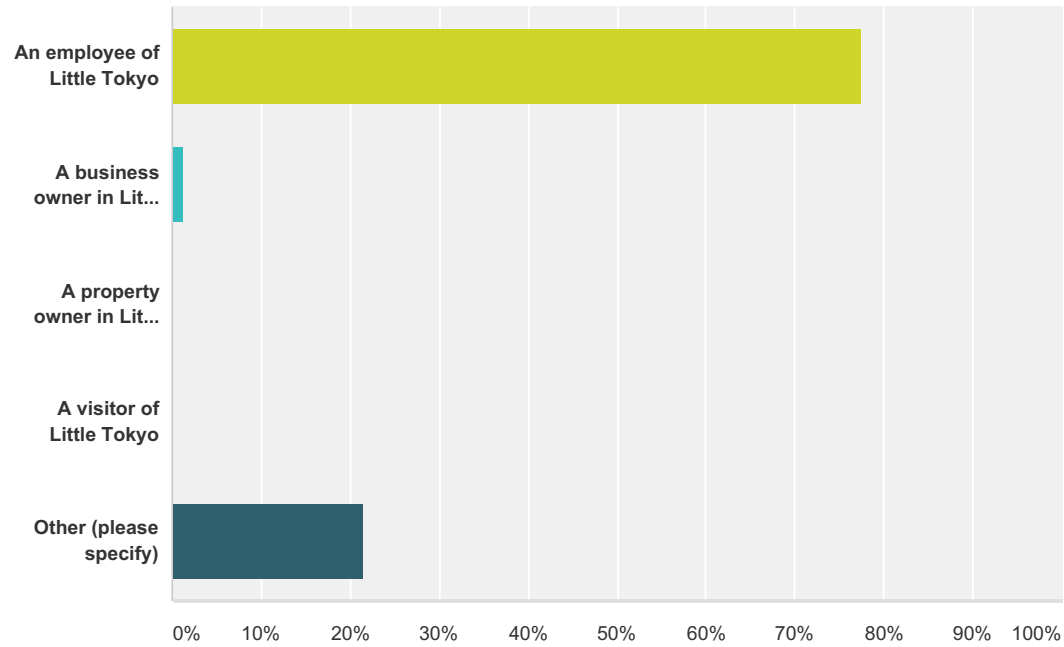
24	90008	12/29/2015 11:04 AM
25	90504	12/29/2015 10:58 AM
26	90014	12/29/2015 9:55 AM
27	90631	12/29/2015 8:15 AM
28	91745	12/29/2015 7:49 AM
29	91030	12/28/2015 10:22 PM
30	91107	12/28/2015 8:42 PM
31	91344	12/28/2015 8:18 PM
32	90502	12/28/2015 7:05 PM
33	90034	12/28/2015 3:53 AM
34	90807	12/25/2015 9:03 AM
35	91754	12/24/2015 11:09 AM
36	90001	12/24/2015 9:40 AM
37	90402	12/23/2015 8:41 PM
38	91754	12/23/2015 8:31 PM
39	91754	12/23/2015 8:11 PM
40	91107	12/23/2015 7:49 PM
41	90065	12/23/2015 6:09 PM
42	90650	12/23/2015 5:16 PM
43	91801	12/23/2015 3:32 PM
44	92831	12/23/2015 2:52 PM
45	90057	12/23/2015 2:49 PM
46	91754	12/23/2015 1:25 PM
47	90278	12/23/2015 1:10 PM
48	90712	12/23/2015 1:09 PM
49	91030	12/23/2015 1:02 PM
50	90247	12/23/2015 12:38 PM
51	91030	12/23/2015 12:27 PM
52	90621	12/23/2015 12:14 PM

53	90247	12/23/2015 10:06 AM
54	90063	12/23/2015 9:14 AM
55	91770	12/23/2015 8:39 AM
56	91506	12/23/2015 6:43 AM
57	90230	12/22/2015 5:53 PM
58	90706	12/22/2015 5:52 PM
59	90013	12/22/2015 4:23 PM
60	91106	12/22/2015 2:56 PM
61	91732	12/22/2015 2:56 PM
62	90504	12/22/2015 2:48 PM
63	90013	12/22/2015 2:45 PM
64	90275	12/22/2015 2:42 PM
65	91780	12/22/2015 2:42 PM
66	91770	12/22/2015 2:40 PM
67	90232	12/22/2015 2:33 PM
68	91030	12/22/2015 2:28 PM
69	91030	12/22/2015 2:21 PM
70	91202	12/22/2015 2:20 PM
71	90032	12/22/2015 2:14 PM
72	90034	12/22/2015 2:13 PM
73	91401	12/22/2015 2:12 PM
74	91042	12/22/2015 2:12 PM
75	91745	12/22/2015 2:10 PM
76	90034	12/22/2015 2:08 PM
77	90027	12/22/2015 2:06 PM
78	90211	12/22/2015 2:06 PM
79	90640	12/22/2015 2:02 PM
80	91792	12/22/2015 2:02 PM
81	90031	12/22/2015 2:02 PM

82	91106	12/22/2015 1:58 PM
----	-------	--------------------

Q5 You are...

Answered: 84 Skipped: 0



Answer Choices	Responses
An employee of Little Tokyo	77.38% 65
A business owner in Little Tokyo	1.19% 1
A property owner in Little Tokyo	0.00% 0
A visitor of Little Tokyo	0.00% 0
Other (please specify)	21.43% 18
Total	84

#	Other (please specify)	Date
1	I work in a coworking space in Little Tokyo	2/18/2016 3:12 PM

2	artist (writer/actor/theatre deviser&performer), organizer, facilitator and collaborator w/ several organizations who are based, or base their programs in, LT (incl, past/present - LTSC, JACCC, JANM, East West Players, Visual Communications, NCCR, JACL-PSWD, Camp Musubi, Rafu Shimpō, FandangObon/Great Leap, local temples, etc.; community advisory member for Kizuna, Budokan, and ArtPlace; Director/Co-Founder of Tuesday Night Project (presenter of TN Cafe); former staff of LTSC and JANM	2/1/2016 2:23 PM
3	volunteer at JANM	1/19/2016 5:49 PM
4	volunteer with community groups	1/4/2016 10:33 PM
5	Previously employed in LTYO	1/4/2016 6:34 PM
6	JANM volunteer	12/30/2015 4:28 PM
7	Volunteer Japanese American National Museum	12/30/2015 4:05 PM
8	A temple member in Little Tokyo	12/29/2015 7:32 PM
9	Board member of non profits in Little Tokyo	12/28/2015 8:43 PM
10	member of Union Church of Los Angeles	12/28/2015 8:19 PM
11	member of community organization in LT	12/25/2015 9:03 AM
12	Volunteer design professional with LTCC	12/23/2015 8:34 PM
13	working on a Sustainable Project at Union Church of LA	12/23/2015 8:13 PM
14	volunteer with organizations in Little Tokyo	12/23/2015 7:50 PM
15	volunteer and former resident	12/23/2015 6:10 PM
16	member and board member of a temple	12/23/2015 2:50 PM
17	Work with non-profits in LT	12/23/2015 12:39 PM
18	Active member of LT based organizations	12/23/2015 12:28 PM

Q6 What is the purpose of your trip to Little Tokyo?

Answered: 0 Skipped: 84

! No matching responses.

Answer Choices	Responses
Shopping	0.00% 0
Eating / Dining	0.00% 0
Work Related Business	0.00% 0
Cultural Activities / Other Cultural Purposes	0.00% 0
Other Family / Personal Errands	0.00% 0
Other Social / Recreational Purposes	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 0	

#	Other (please specify)	Date
	There are no responses.	

Q7 What other reasons do you come to Little Tokyo for?

Answered: 0 Skipped: 84

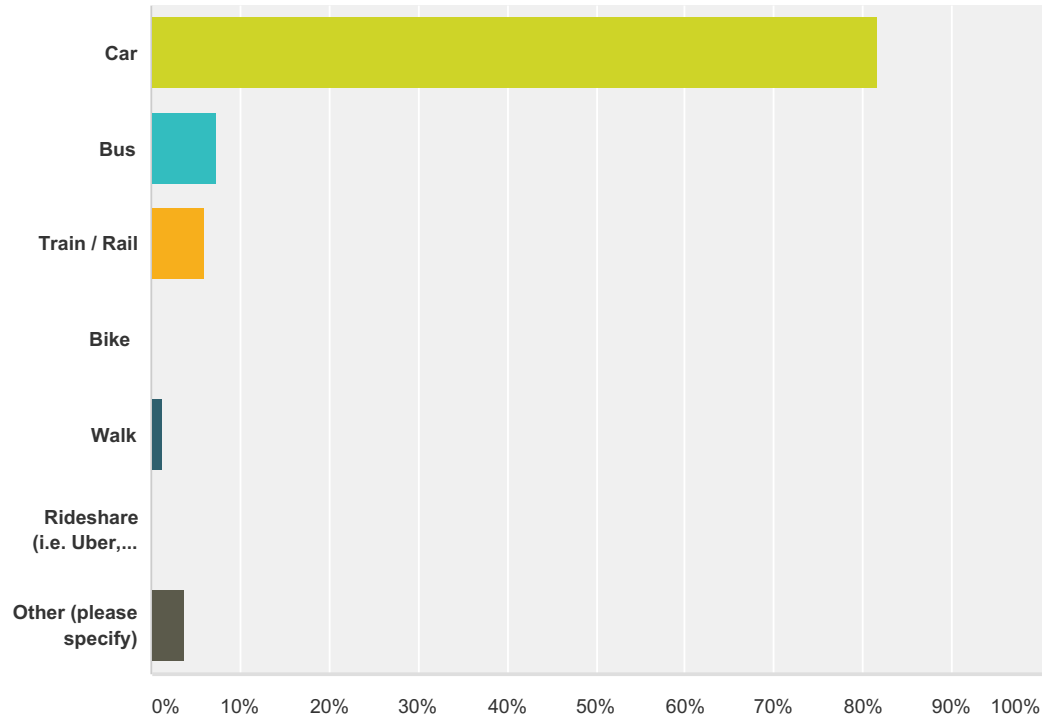
! No matching responses.

Answer Choices	Responses
Oshogatsu (New Years)	0.00% 0
Nisei Week/Tanabata	0.00% 0
Local Obon Festivals	0.00% 0
FandangObon/EcoFest	0.00% 0
None	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 0	

#	Other (please specify)	Date
	There are no responses.	

Q8 How do you normally get to Little Tokyo?

Answered: 82 Skipped: 2



Answer Choices	Responses
Car	81.71% 67
Bus	7.32% 6
Train / Rail	6.10% 5
Bike	0.00% 0
Walk	1.22% 1
Rideshare (i.e. Uber, Lyft)	0.00% 0

Other (please specify)	3.66%	3
Total		82

#	Other (please specify)	Date
1	Public Transportation or Carpool	1/7/2016 2:16 PM
2	sometimes take metro in.	1/4/2016 2:32 PM
3	Car or Train	12/22/2015 2:40 PM

Q9 If you alternate between different forms of transportation (i.e. sometimes you drive your car, sometimes you take the train), please specify below:

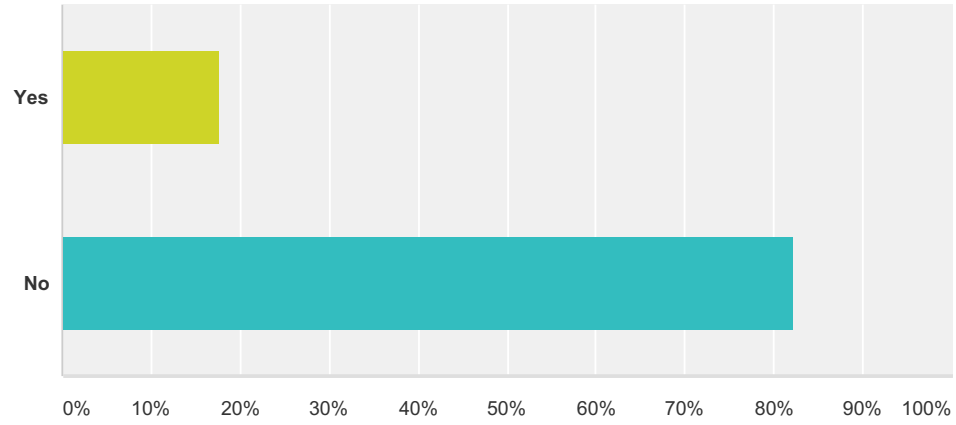
Answered: 26 Skipped: 58

#	Responses	Date
1	sometimes I get a ride in a car	2/18/2016 3:12 PM
2	Uber	2/18/2016 2:42 PM
3	I drive twice a week, and either bus or take the gold line the rest of the week.	2/18/2016 2:29 PM
4	Metro Gold Line	2/5/2016 12:29 AM
5	Once in a while, will take the Silver Line up to Downtown	2/1/2016 2:24 PM
6	take the train always	1/19/2016 5:51 PM
7	n/a	1/19/2016 10:43 AM
8	Public Transportation, Carpool or sometimes Rideshare	1/7/2016 2:16 PM
9	Sometimes take Gold line	1/4/2016 6:35 PM
10	i drive to LT like 90% of the time. Other times I take the silver line from the Artesia Transit station in Gardena.	1/4/2016 2:32 PM
11	mainly I drive but sometimes take the gold line	1/4/2016 12:07 PM
12	Car/Metro Gold Line	12/29/2015 11:27 AM
13	sometimes drive, sometimes walk. bus infrequently	12/29/2015 9:56 AM
14	sometimes metro train	12/29/2015 8:15 AM
15	Sometimes I drive into work	12/28/2015 3:54 AM
16	Car only	12/23/2015 8:35 PM
17	Bus	12/23/2015 8:14 PM
18	I try to take the Metro Gold Line on the weekends	12/23/2015 7:50 PM
19	sometimes train/rail	12/23/2015 6:11 PM
20	Metro Rail and bicycle	12/23/2015 5:16 PM
21	On occasion I will take the train	12/23/2015 2:52 PM

22	usually bus+bike combo, or train+bike combo and drive 1-2x a week,	12/23/2015 1:04 PM
23	Simetimes take trains when I have tome or when I drink	12/23/2015 12:29 PM
24	Used to take Gardena bus from time to time	12/23/2015 10:06 AM
25	Sometimes bike or public transportation	12/23/2015 9:15 AM
26	If public transportation were better, I wouldn't drive.	12/22/2015 5:53 PM

Q10 Do you carpool?

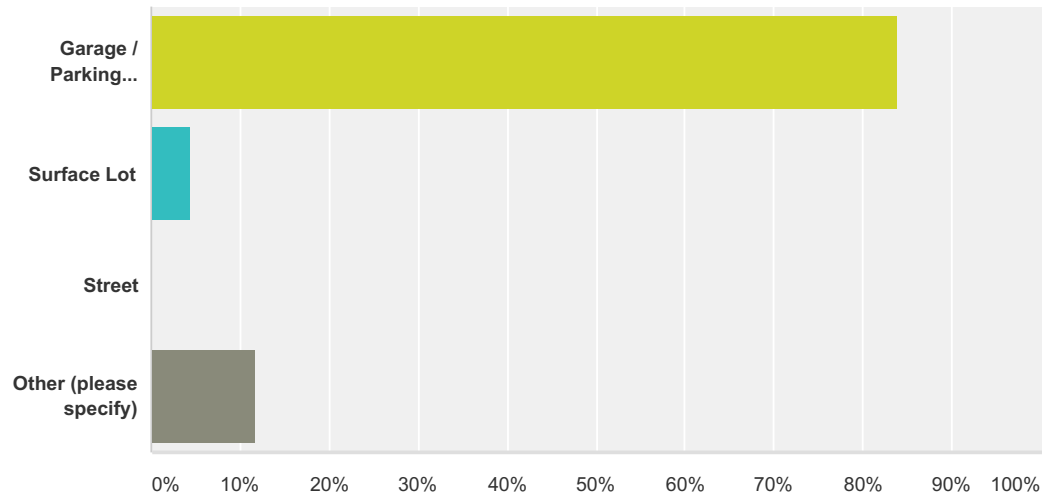
Answered: 68 Skipped: 16



Answer Choices	Responses	
Yes	17.65%	12
No	82.35%	56
Total		68

Q11 Where do you park your car?

Answered: 68 Skipped: 16



Answer Choices	Responses
Garage / Parking Structure	83.82% 57
Surface Lot	4.41% 3
Street	0.00% 0
Other (please specify)	11.76% 8
Total	68

#	Other (please specify)	Date
1	@ work	1/4/2016 12:07 PM
2	jANM parking lot	12/30/2015 4:28 PM
3	employer garage	12/30/2015 9:34 AM
4	at Buddhist temple lot	12/29/2015 7:33 PM
5	Union Church or garage	12/28/2015 8:20 PM

6	Union Church of LA	12/23/2015 8:15 PM
7	alternative street when available	12/23/2015 6:11 PM
8	work	12/22/2015 2:02 PM

Q12 Is there anything else you would like to add?

Answered: 27 Skipped: 57

#	Responses	Date
1	I'm an advocate of planning for multiple modes of increased transportation - bus and train riders, (mostly) local cyclists, and car drivers. While an increase of and connection of metro lines and buses is a good thing, it will not spread to many parts of LA County, including the valleys and the South Bay, where it still takes twice to three times as long to drive/walk to park and ride/transfer/ride to Little Tokyo or Chinatown or ELA. Parking structures remain important for families and/or for folks from other parts of LA County and Orange County (where many of my friends and family come in from to support shows and events and organizations).	2/1/2016 2:29 PM
2	no	1/19/2016 5:51 PM
3	Once I get to LT, I get around by walking	1/10/2016 12:28 PM
4	I'm also an artist in little tokyo	1/7/2016 2:16 PM
5	no	1/4/2016 10:33 PM
6	It is a real challenge to service an area as sprawling and diverse as LA. Right now public transportation really only works for people who live and work along transit lines. For the rest of us, it still makes much more sense to drive. I look forward to that changing in the future, however.	12/29/2015 11:06 AM
7	thanks for doing this!	12/29/2015 8:16 AM
8	Need more parking	12/28/2015 8:43 PM
9	I might take the train if the connections to and from it were more convenient, especially at night.	12/25/2015 9:06 AM
10	Drive to Little Tokyo on average 10 days per month.	12/23/2015 8:37 PM
11	No	12/23/2015 8:15 PM
12	I try to take public transportation whenever possible or during high traffic times	12/23/2015 6:12 PM
13	No.	12/23/2015 5:17 PM
14	Yes. Have a great day!	12/23/2015 2:53 PM
15	In age group, "60 and over" is too broad when you analyze Little Tokyo. Many visitors and residents are 70 and over!	12/23/2015 12:31 PM
16	Even carpooling isn't so great during morning commutes since the "Express Lanes" are filled with single drivers using FasTrak...	12/23/2015 10:08 AM
17	Happy Holidays!	12/23/2015 9:15 AM
18	I tried taking public transportation for a while 2-3 times a week a few years ago, but it costs 3x as much for Metrolink and takes 3x as long on Metro buses as driving from where I live. Not convenient or practical.	12/23/2015 6:46 AM
19	I'm all for Elon Musk of SpaceX's pneumatic tube concept of transportation.	12/22/2015 5:55 PM

20	i will take Goldline from time to time.	12/22/2015 2:56 PM
21	I take the bus sometimes	12/22/2015 2:56 PM
22	I am happy to see civic center employees patronizing the Little Tokyo businesses during the workday lunch hours. I am also happy to see so many non-residents visiting the neighborhood, stores, and businesses. Little Tokyo really is a cultural destination that people come to intentionally.	12/22/2015 2:45 PM
23	Is this it?	12/22/2015 2:40 PM
24	Take the train 1-2 times per week.	12/22/2015 2:33 PM
25	On weekdays, I drive to Little Tokyo for work, but on weekends, I enjoy taking the Exposition line. I cannot wait for the Regional Connector to be done! Once it's completed, I will probably take the train to work since I don't have to transfer at all!	12/22/2015 2:15 PM
26	If we go out on weekends we sometimes catch an Uber into Little Tokyo. Other times we might catch the Metro Gold Line, especially on New Year's Eve when it's free.	12/22/2015 2:15 PM
27	no	12/22/2015 2:11 PM

APPENDIX 2D



Visitor Intercept Travel Survey: Questions & Results

YOU ARE...

- An employee of Little Tokyo
 - A business owner in Little Tokyo
 - A property owner in Little Tokyo
 - A visitor of Little Tokyo
 - Other (please specify)
-

AGE

- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older

RACE/ ETHNICITY

- White
- Hispanic or Latino
- Black or African American
- Asian / Pacific Islander
- Native American or American Indian
- Other

How do you identify yourself?

- Male
- Female
- Other

Do you live in Little Tokyo?

- Yes
- No

If not, what ZIP code is your home located?

What is the purpose of your trip to Little Tokyo today?

- Shopping
- Eating / Dining
- Work Related Business
- Cultural Activities / Purposes
- Other Family / Personal Errands
- Other Social / Recreation Purposes
- Other

What other reasons do you come to Little Tokyo for?

- Oshogatsu (New Year's)
 - Nisei Week / Tanabata
 - Local Obon Festivals
 - FandangObon / EcoFest
 - None
 - Other (please specify)
-

How do you get to Little Tokyo today?

- Car / Truck / Van (drove alone)
 - Car / Truck / Van (carpooled)
 - Bus
 - Train / Rail
 - Bike
 - Walk
 - Rideshare (i.e. Uber, Lyft)
 - Other (please specify)
-

How do you usually get to Little Tokyo?

- Car / Truck / Van (drove alone)
 - Car / Truck / Van (carpooled)
 - Bus
 - Train / Rail
 - Bike
 - Walk
 - Rideshare (i.e. Uber, Lyft)
 - Other (please specify)
-

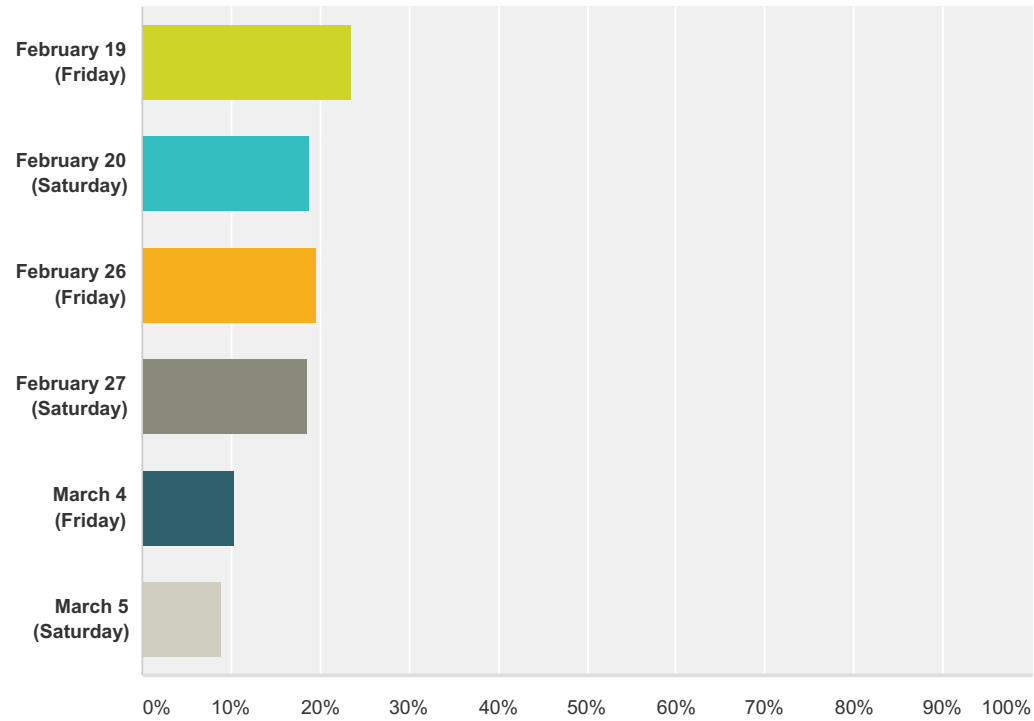
If you drove, where did you park?

- Garage / Parking Structure
 - Surface Lot
 - Street
 - Metro 2-hr validated Parking
 - Other (please specify)
-

If you use more than one form of transportation (i.e. sometimes you drive your car, sometimes you take the train), please specify which modes and how often you take them:

Q1 Date

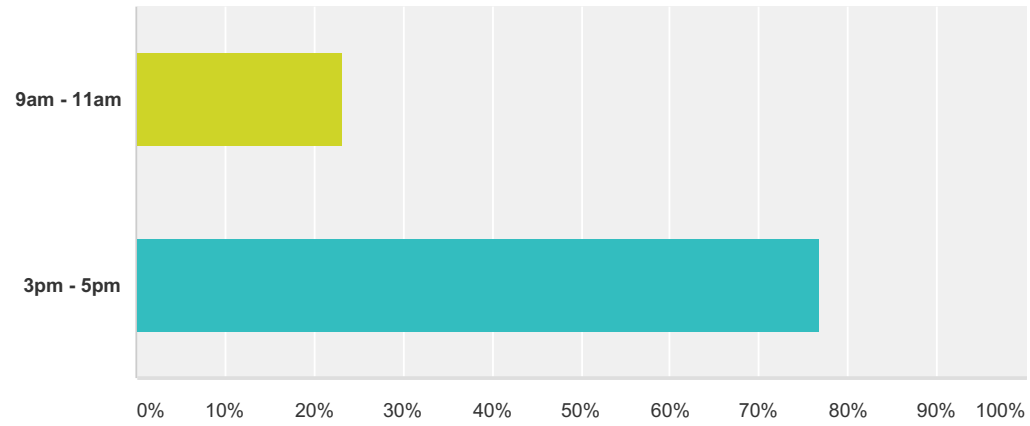
Answered: 276 Skipped: 0



Answer Choices	Responses
February 19 (Friday)	23.55% 65
February 20 (Saturday)	18.84% 52
February 26 (Friday)	19.57% 54
February 27 (Saturday)	18.48% 51
March 4 (Friday)	10.51% 29
March 5 (Saturday)	9.06% 25
Total	276

Q2 Time / Shift

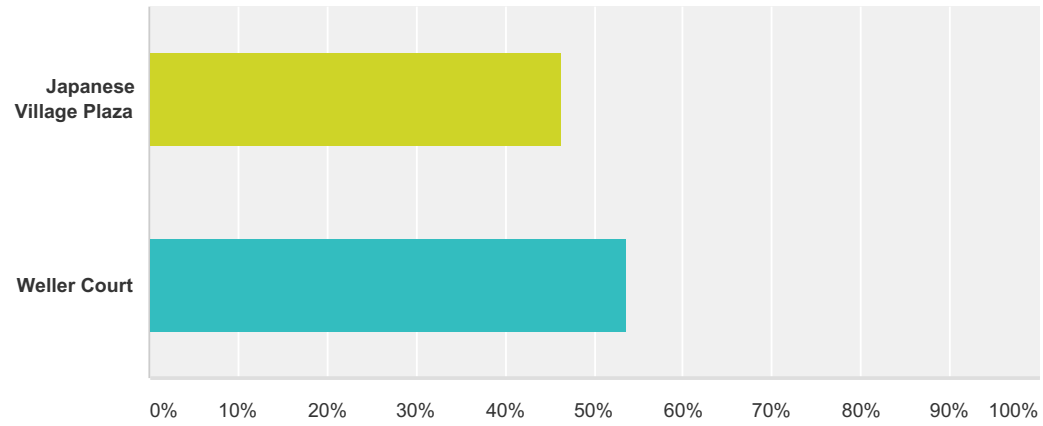
Answered: 276 Skipped: 0



Answer Choices	Responses	
9am - 11am	23.19%	64
3pm - 5pm	76.81%	212
Total		276

Q3 Location

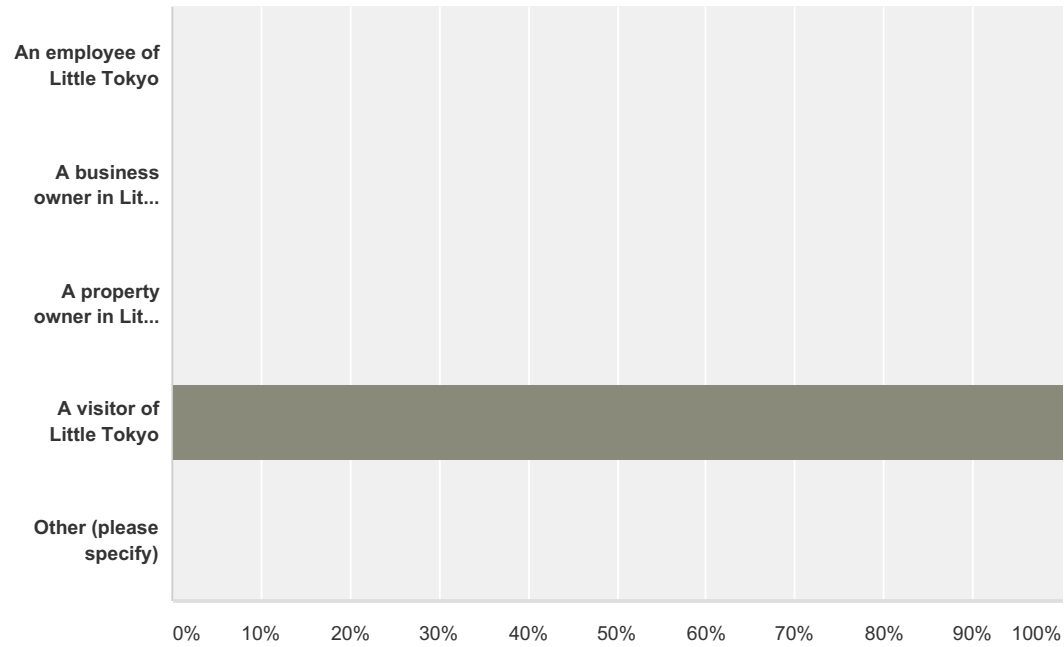
Answered: 274 Skipped: 2



Answer Choices	Responses
Japanese Village Plaza	46.35% 127
Weller Court	53.65% 147
Total	274

Q4 You are...

Answered: 276 Skipped: 0

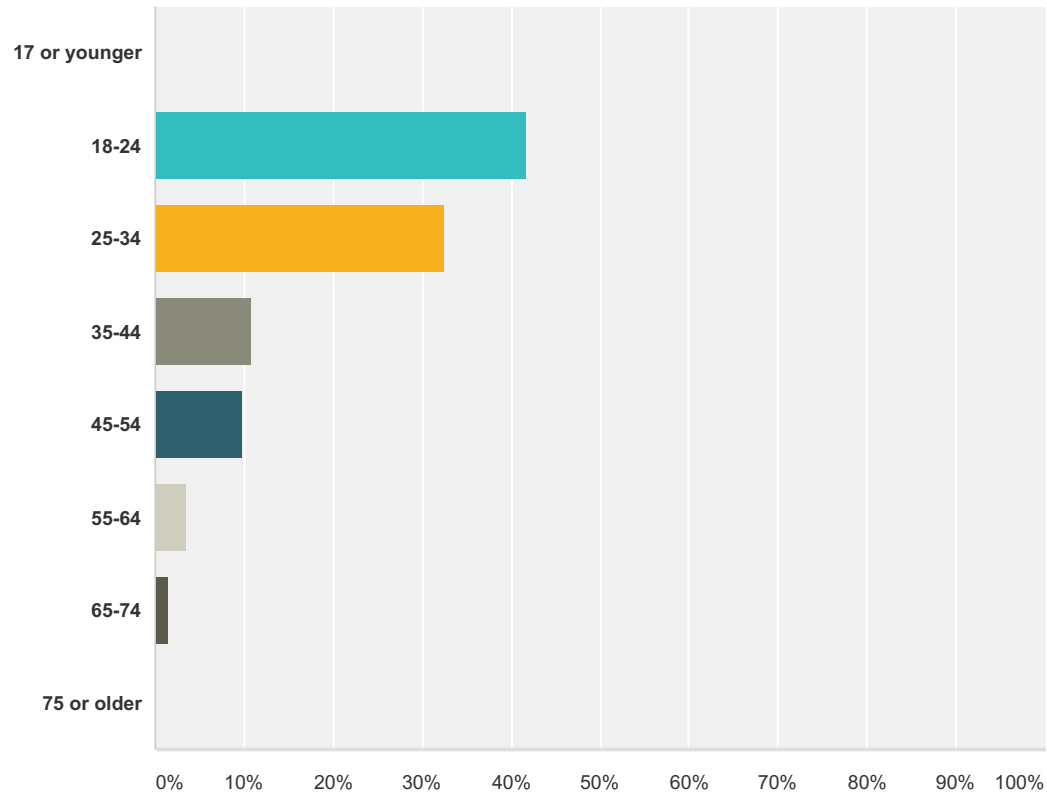


Answer Choices	Responses
An employee of Little Tokyo	0.00% 0
A business owner in Little Tokyo	0.00% 0
A property owner in Little Tokyo	0.00% 0
A visitor of Little Tokyo	100.00% 276
Other (please specify)	0.00% 0
Total	276

#	Other (please specify)	Date
	There are no responses.	

Q5 What is your age?

Answered: 276 Skipped: 0

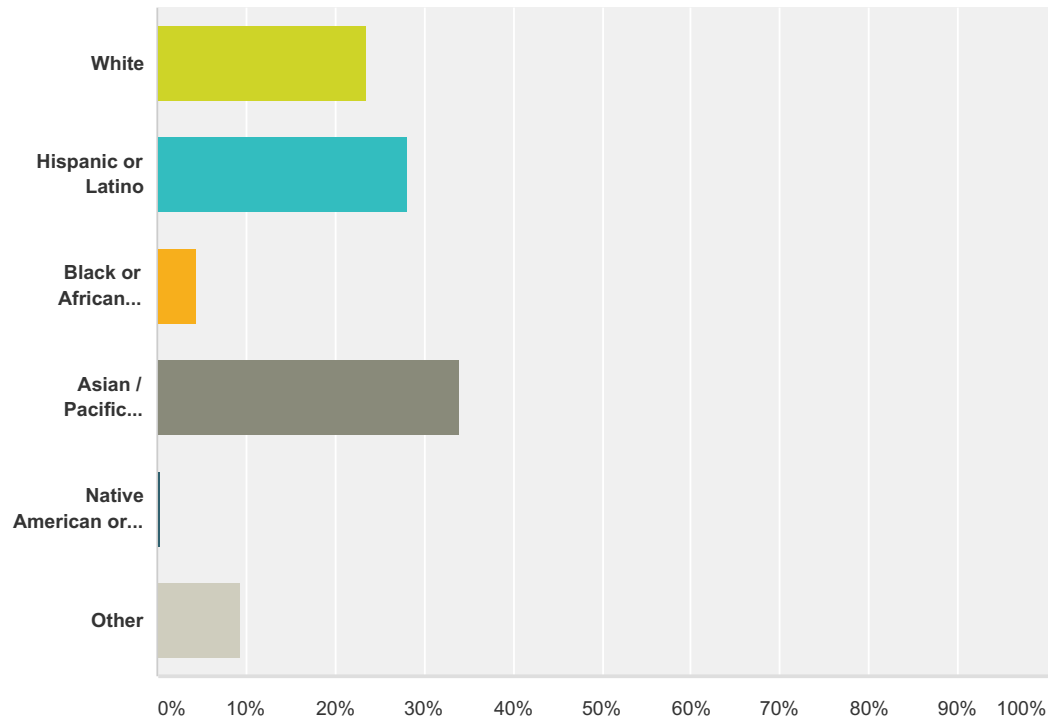


Answer Choices	Responses
17 or younger	0.00% 0
18-24	41.67% 115
25-34	32.61% 90
35-44	10.87% 30
45-54	9.78% 27

55-64	3.62%	10
65-74	1.45%	4
75 or older	0.00%	0
Total		276

Q6 Race/Ethnicity

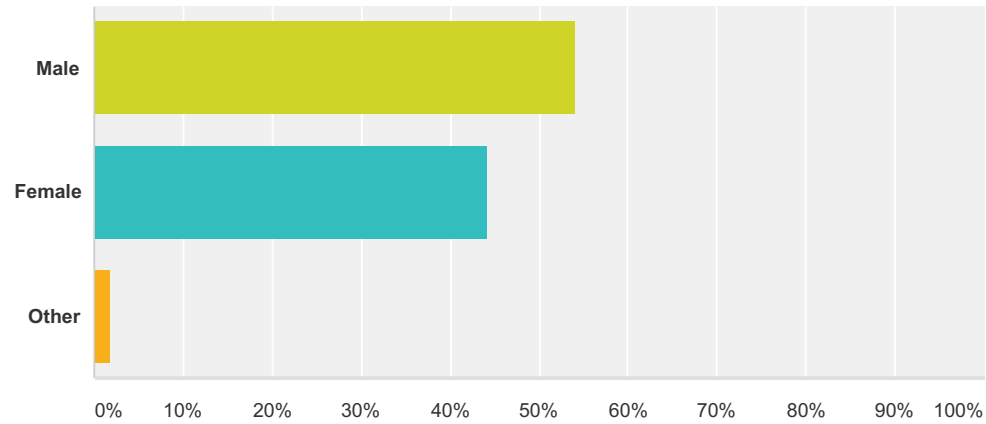
Answered: 276 Skipped: 0



Answer Choices	Responses
White	23.55% 65
Hispanic or Latino	28.26% 78
Black or African American	4.35% 12
Asian / Pacific Islander	34.06% 94
Native American or American Indian	0.36% 1
Other	9.42% 26
Total	276

Q7 How do you identify yourself?

Answered: 276 Skipped: 0

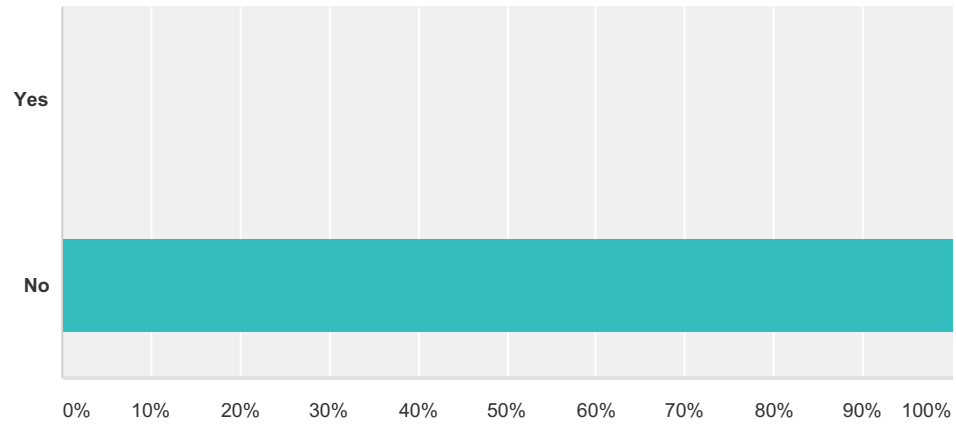


Answer Choices	Responses	
Male	53.99%	149
Female	44.20%	122
Other	1.81%	5
Total		276

#	Other	Date
1	-	4/3/2016 3:53 PM
2	-	4/3/2016 3:06 PM
3	-	3/6/2016 10:59 PM
4	-	3/3/2016 9:39 PM
5	-	3/3/2016 8:54 PM

Q8 Do you live in Little Tokyo?

Answered: 276 Skipped: 0



Answer Choices	Responses	
Yes	0.00%	0
No	100.00%	276
Total		276

Q9 In what ZIP code is your home located? (enter 5-digit ZIP code)

Answered: 242 Skipped: 34

#	Responses	Date
1	90004	4/3/2016 5:25 PM
2	91204	4/3/2016 5:24 PM
3	90255	4/3/2016 5:22 PM
4	91204	4/3/2016 5:22 PM
5	90010	4/3/2016 5:20 PM
6	91302	4/3/2016 5:15 PM
7	90239	4/3/2016 5:15 PM
8	91754	4/3/2016 5:07 PM
9	90277	4/3/2016 5:01 PM
10	91007	4/3/2016 4:57 PM
11	90803	4/3/2016 4:53 PM
12	90502	4/3/2016 4:51 PM
13	92651	4/3/2016 4:50 PM
14	91501	4/3/2016 4:49 PM
15	91606	4/3/2016 4:48 PM
16	91011	4/3/2016 4:46 PM
17	90039	4/3/2016 4:39 PM
18	92410	4/3/2016 4:38 PM
19	90033	4/3/2016 4:36 PM
20	92373	4/3/2016 4:33 PM
21	90008	4/3/2016 4:32 PM
22	90063	4/3/2016 3:59 PM
23	91789	4/3/2016 3:58 PM

24	90016	4/3/2016 3:57 PM
25	92337	4/3/2016 3:55 PM
26	91352	4/3/2016 3:53 PM
27	90712	4/3/2016 3:49 PM
28	90210	4/3/2016 3:48 PM
29	90803	4/3/2016 3:47 PM
30	90211	4/3/2016 3:46 PM
31	95969	4/3/2016 3:44 PM
32	90019	4/3/2016 3:43 PM
33	90012	4/3/2016 3:42 PM
34	90013	4/3/2016 3:41 PM
35	90034	4/3/2016 3:40 PM
36	97209	4/3/2016 3:39 PM
37	92507	4/3/2016 3:38 PM
38	92507	4/3/2016 3:37 PM
39	91304	4/3/2016 3:36 PM
40	92882	4/3/2016 3:36 PM
41	93065	4/3/2016 3:29 PM
42	91776	4/3/2016 3:25 PM
43	92707	4/3/2016 3:20 PM
44	90005	4/3/2016 3:18 PM
45	92620	4/3/2016 3:16 PM
46	12750	4/3/2016 3:16 PM
47	90033	4/3/2016 3:06 PM
48	90049	4/3/2016 3:05 PM
49	90805	4/3/2016 2:45 PM
50	91007	4/3/2016 2:43 PM
51	91007	4/3/2016 2:42 PM
52	91007	4/3/2016 2:41 PM

53	95370	4/3/2016 2:40 PM
54	91765	3/6/2016 11:16 PM
55	91711	3/6/2016 11:15 PM
56	91773	3/6/2016 11:15 PM
57	93060	3/6/2016 11:14 PM
58	91007	3/6/2016 11:14 PM
59	48109	3/6/2016 11:13 PM
60	93012	3/6/2016 11:13 PM
61	92553	3/6/2016 11:12 PM
62	91702	3/6/2016 11:11 PM
63	90255	3/6/2016 11:11 PM
64	90029	3/6/2016 11:10 PM
65	90049	3/6/2016 11:09 PM
66	93030	3/6/2016 11:08 PM
67	85350	3/6/2016 11:08 PM
68	90036	3/6/2016 11:07 PM
69	91107	3/6/2016 11:06 PM
70	90230	3/6/2016 11:06 PM
71	92870	3/6/2016 11:05 PM
72	91754	3/6/2016 11:04 PM
73	90024	3/6/2016 11:04 PM
74	98005	3/6/2016 11:03 PM
75	90404	3/6/2016 11:02 PM
76	92336	3/6/2016 11:02 PM
77	90027	3/6/2016 11:01 PM
78	92870	3/6/2016 11:00 PM
79	90020	3/6/2016 10:59 PM
80	90014	3/6/2016 10:58 PM
81	90003	3/6/2016 10:58 PM

82	90810	3/6/2016 10:56 PM
83	91316	3/6/2016 10:55 PM
84	93702	3/6/2016 10:54 PM
85	91384	3/6/2016 10:54 PM
86	91754	3/6/2016 10:53 PM
87	91402	3/6/2016 10:51 PM
88	30011	3/5/2016 8:33 PM
89	90005	3/5/2016 8:32 PM
90	91724	3/5/2016 8:31 PM
91	85007	3/5/2016 8:31 PM
92	91724	3/5/2016 8:30 PM
93	85308	3/5/2016 8:29 PM
94	90013	3/5/2016 8:28 PM
95	85308	3/5/2016 8:28 PM
96	91384	3/5/2016 8:27 PM
97	90292	3/5/2016 8:26 PM
98	90660	3/5/2016 8:24 PM
99	90024	3/5/2016 8:22 PM
100	91367	3/5/2016 8:21 PM
101	90027	3/5/2016 8:20 PM
102	79835	3/5/2016 8:19 PM
103	90012	3/5/2016 8:19 PM
104	93550	3/5/2016 8:17 PM
105	91801	3/5/2016 8:15 PM
106	90046	3/5/2016 8:14 PM
107	90033	3/5/2016 8:12 PM
108	91761	3/5/2016 8:10 PM
109	95104	3/5/2016 7:09 PM
110	95014	3/5/2016 7:07 PM

111	90015	3/5/2016 7:06 PM
112	90601	3/5/2016 7:06 PM
113	90262	3/5/2016 7:04 PM
114	90670	3/5/2016 7:03 PM
115	90026	3/5/2016 7:00 PM
116	90210	3/5/2016 6:59 PM
117	92506	3/5/2016 6:31 PM
118	90272	3/5/2016 6:31 PM
119	91316	3/5/2016 6:28 PM
120	90048	3/5/2016 6:28 PM
121	90011	3/5/2016 6:27 PM
122	91744	3/5/2016 6:26 PM
123	92220	3/5/2016 6:26 PM
124	91381	3/5/2016 6:25 PM
125	91325	3/5/2016 6:25 PM
126	96002	3/5/2016 6:24 PM
127	92551	3/5/2016 6:24 PM
128	91423	3/5/2016 6:22 PM
129	91006	3/5/2016 6:21 PM
130	91006	3/5/2016 6:20 PM
131	91607	3/5/2016 6:18 PM
132	92324	3/5/2016 6:16 PM
133	91770	3/3/2016 10:05 PM
134	92869	3/3/2016 10:04 PM
135	7087	3/3/2016 10:04 PM
136	91767	3/3/2016 10:04 PM
137	91311	3/3/2016 10:03 PM
138	90260	3/3/2016 10:03 PM
139	91790	3/3/2016 10:02 PM

140	91722	3/3/2016 10:02 PM
141	92844	3/3/2016 10:01 PM
142	90059	3/3/2016 10:01 PM
143	91723	3/3/2016 10:00 PM
144	90031	3/3/2016 10:00 PM
145	92592	3/3/2016 9:59 PM
146	90020	3/3/2016 9:58 PM
147	90804	3/3/2016 9:57 PM
148	91354	3/3/2016 9:56 PM
149	90007	3/3/2016 9:56 PM
150	93536	3/3/2016 9:55 PM
151	90020	3/3/2016 9:54 PM
152	92780	3/3/2016 9:54 PM
153	90222	3/3/2016 9:53 PM
154	90020	3/3/2016 9:53 PM
155	97209	3/3/2016 9:53 PM
156	90014	3/3/2016 9:52 PM
157	93536	3/3/2016 9:52 PM
158	92810	3/3/2016 9:52 PM
159	91436	3/3/2016 9:51 PM
160	90026	3/3/2016 9:50 PM
161	93030	3/3/2016 9:50 PM
162	90057	3/3/2016 9:49 PM
163	93030	3/3/2016 9:49 PM
164	90201	3/3/2016 9:47 PM
165	90057	3/3/2016 9:47 PM
166	93033	3/3/2016 9:47 PM
167	90201	3/3/2016 9:46 PM
168	90031	3/3/2016 9:45 PM

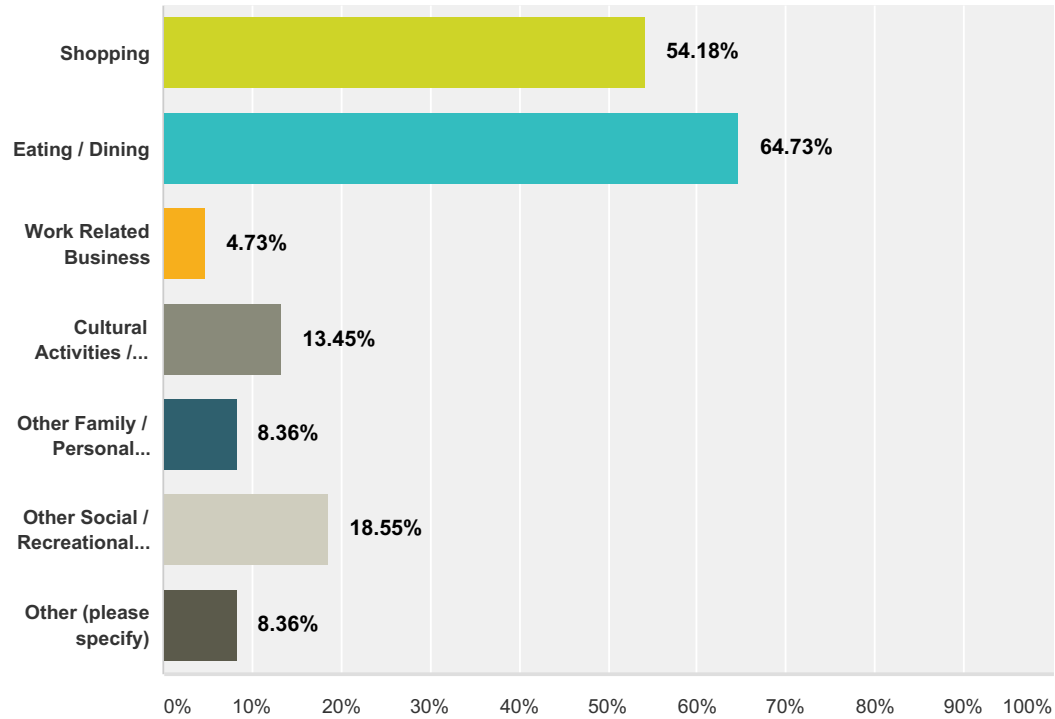
169	91406	3/3/2016 9:45 PM
170	90036	3/3/2016 9:44 PM
171	91775	3/3/2016 9:43 PM
172	92504	3/3/2016 9:43 PM
173	91754	3/3/2016 9:42 PM
174	91775	3/3/2016 9:41 PM
175	44312	3/3/2016 9:41 PM
176	90001	3/3/2016 9:39 PM
177	90255	3/3/2016 9:39 PM
178	90280	3/3/2016 9:39 PM
179	28112	3/3/2016 9:39 PM
180	90060	3/3/2016 9:36 PM
181	90024	3/3/2016 9:36 PM
182	91325	3/3/2016 9:35 PM
183	91350	3/3/2016 9:34 PM
184	90034	3/3/2016 9:19 PM
185	90020	3/3/2016 9:18 PM
186	90241	3/3/2016 9:15 PM
187	91709	3/3/2016 9:13 PM
188	90023	3/3/2016 9:11 PM
189	90031	3/3/2016 9:10 PM
190	92553	3/3/2016 9:09 PM
191	90063	3/3/2016 9:08 PM
192	90066	3/3/2016 9:07 PM
193	92346	3/3/2016 9:06 PM
194	90025	3/3/2016 9:05 PM
195	90042	3/3/2016 9:04 PM
196	10023	3/3/2016 9:02 PM
197	90026	3/3/2016 9:02 PM

198	93552	3/3/2016 9:01 PM
199	93552	3/3/2016 9:00 PM
200	93535	3/3/2016 8:59 PM
201	93552	3/3/2016 8:59 PM
202	90250	3/3/2016 8:57 PM
203	91801	3/3/2016 8:55 PM
204	91801	3/3/2016 8:55 PM
205	91403	3/3/2016 8:54 PM
206	91306	3/3/2016 8:53 PM
207	90020	3/3/2016 8:51 PM
208	93215	3/3/2016 8:50 PM
209	33309	3/3/2016 8:50 PM
210	92844	3/3/2016 8:49 PM
211	90603	3/3/2016 8:49 PM
212	92804	3/3/2016 8:48 PM
213	91763	3/3/2016 8:48 PM
214	91346	3/3/2016 8:47 PM
215	90603	3/3/2016 8:46 PM
216	91306	3/3/2016 8:46 PM
217	90026	3/3/2016 8:45 PM
218	90007	3/3/2016 8:45 PM
219	90015	3/3/2016 8:43 PM
220	90640	3/3/2016 8:41 PM
221	90201	3/3/2016 8:40 PM
222	90640	3/3/2016 8:40 PM
223	90012	3/3/2016 8:39 PM
224	90006	3/3/2016 8:38 PM
225	90066	3/3/2016 8:37 PM
226	90068	3/3/2016 8:36 PM

227	90026	3/3/2016 8:36 PM
228	10039	3/3/2016 8:35 PM
229	90063	3/3/2016 8:30 PM
230	91387	3/3/2016 8:29 PM
231	90603	3/3/2016 8:28 PM
232	90045	3/3/2016 8:27 PM
233	90012	3/3/2016 8:26 PM
234	90007	3/3/2016 8:24 PM
235	90026	3/3/2016 8:23 PM
236	48735	3/3/2016 8:21 PM
237	75060	3/3/2016 8:20 PM
238	90046	3/3/2016 8:19 PM
239	91040	3/3/2016 8:18 PM
240	90310	3/3/2016 8:16 PM
241	90201	3/3/2016 8:13 PM
242	90068	3/3/2016 8:07 PM

Q10 What is the purpose of your trip to Little Tokyo?

Answered: 275 Skipped: 1



Answer Choices	Responses	
Shopping (1)	54.18%	149
Eating / Dining (2)	64.73%	178
Work Related Business (3)	4.73%	13
Cultural Activities / Purposes (4)	13.45%	37
Other Family / Personal Errands (5)	8.36%	23
Other Social / Recreational Purposes (6)	18.55%	51

Other (please specify) (7)	8.36%	23
Total Respondents: 275		

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	7.00	2.00	2.69	1.88

#	Other (please specify)	Date
1	-	4/3/2016 4:48 PM
2	-	4/3/2016 4:46 PM
3	-	4/3/2016 4:33 PM
4	-	4/3/2016 3:47 PM
5	-	4/3/2016 3:29 PM
6	-	4/3/2016 3:05 PM
7	-	3/6/2016 11:11 PM
8	-	3/6/2016 11:08 PM
9	-	3/6/2016 11:00 PM
10	-	3/6/2016 10:56 PM
11	-	3/5/2016 8:28 PM
12	-	3/5/2016 8:16 PM
13	-	3/5/2016 7:06 PM
14	-	3/3/2016 10:04 PM
15	-	3/3/2016 10:01 PM
16	-	3/3/2016 9:49 PM
17	help a friend	3/3/2016 9:15 PM
18	singing	3/3/2016 9:11 PM
19	-	3/3/2016 9:09 PM
20	-	3/3/2016 8:59 PM
21	-	3/3/2016 8:35 PM
22	-	3/3/2016 8:30 PM

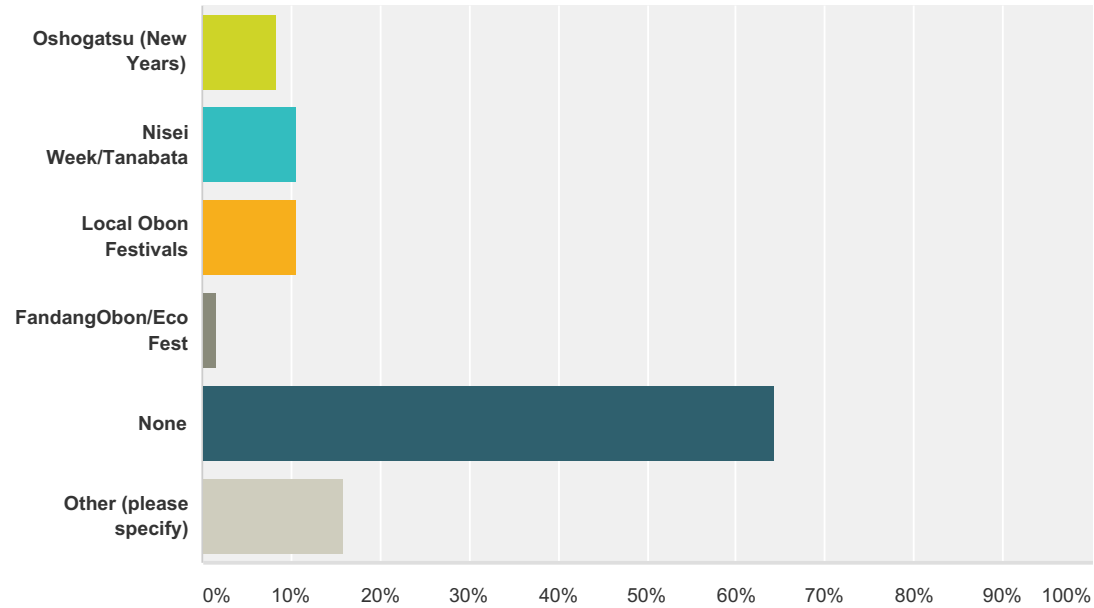
23

-

3/3/2016 8:09 PM

Q11 What other reasons do you come to Little Tokyo for?

Answered: 252 Skipped: 24



Answer Choices	Responses
Oshogatsu (New Years)	8.33% 21
Nisei Week/Tanabata	10.71% 27
Local Obon Festivals	10.71% 27
FandangObon/EcoFest	1.59% 4
None	64.29% 162
Other (please specify)	15.87% 40
Total Respondents: 252	

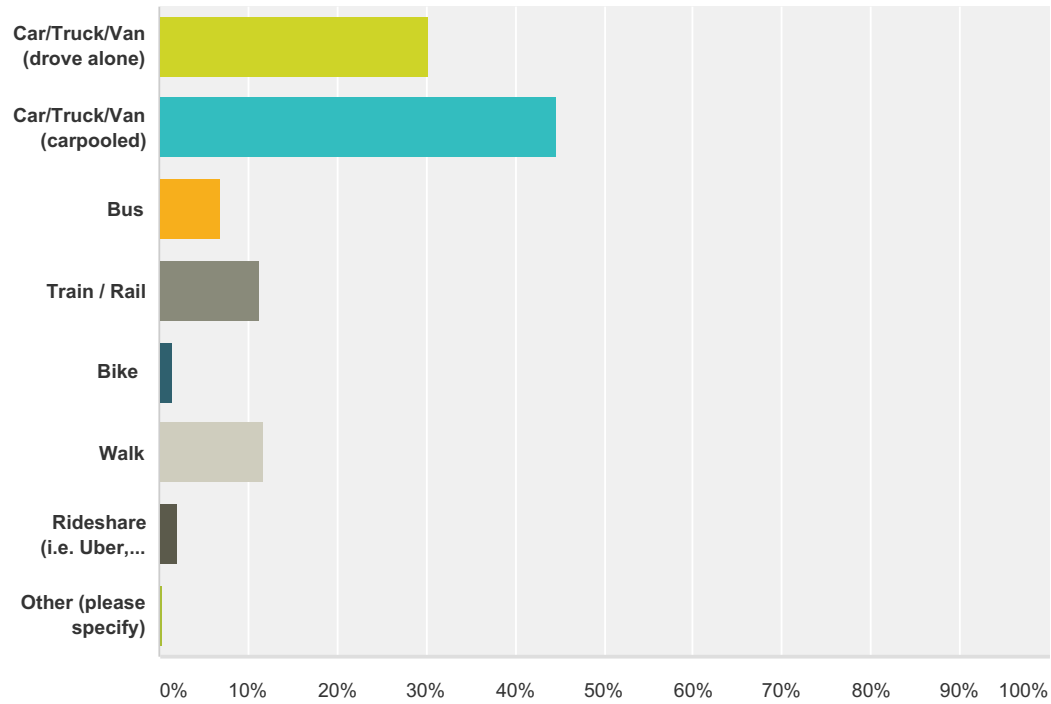
#	Other (please specify)	Date
---	------------------------	------

1	-	4/3/2016 4:48 PM
2	-	4/3/2016 4:46 PM
3	-	4/3/2016 3:44 PM
4	-	3/6/2016 11:10 PM
5	-	3/6/2016 11:03 PM
6	Kizumono	3/6/2016 11:00 PM
7	Anime Jungle Events	3/6/2016 10:56 PM
8	-	3/5/2016 8:14 PM
9	food / gifts	3/3/2016 10:04 PM
10	Cultural Events	3/3/2016 10:02 PM
11	shopping	3/3/2016 9:56 PM
12	media	3/3/2016 9:55 PM
13	dining/karaoke	3/3/2016 9:50 PM
14	often walk there but live close	3/3/2016 9:49 PM
15	Anime	3/3/2016 9:49 PM
16	Anime Expo	3/3/2016 9:48 PM
17	Curry House	3/3/2016 9:47 PM
18	Day of remembrance	3/3/2016 9:44 PM
19	eating	3/3/2016 9:39 PM
20	coffee shop	3/3/2016 9:36 PM
21	study	3/3/2016 9:36 PM
22	Food	3/3/2016 9:35 PM
23	visit	3/3/2016 9:09 PM
24	public spaces	3/3/2016 9:08 PM
25	Toys	3/3/2016 9:07 PM
26	walk around	3/3/2016 9:04 PM
27	free time	3/3/2016 8:59 PM
28	-	3/3/2016 8:48 PM

29	-	3/3/2016 8:46 PM
30	-	3/3/2016 8:40 PM
31	shopping	3/3/2016 8:38 PM
32	cultural events	3/3/2016 8:36 PM
33	work	3/3/2016 8:35 PM
34	-	3/3/2016 8:29 PM
35	curious	3/3/2016 8:24 PM
36	JANM, East West Players	3/3/2016 8:19 PM
37	Student Travel	3/3/2016 8:18 PM
38	-	3/3/2016 8:13 PM
39	food	3/3/2016 8:09 PM
40	Occasional visits	3/3/2016 8:07 PM

Q12 How did you get to Little Tokyo today?

Answered: 275 Skipped: 1



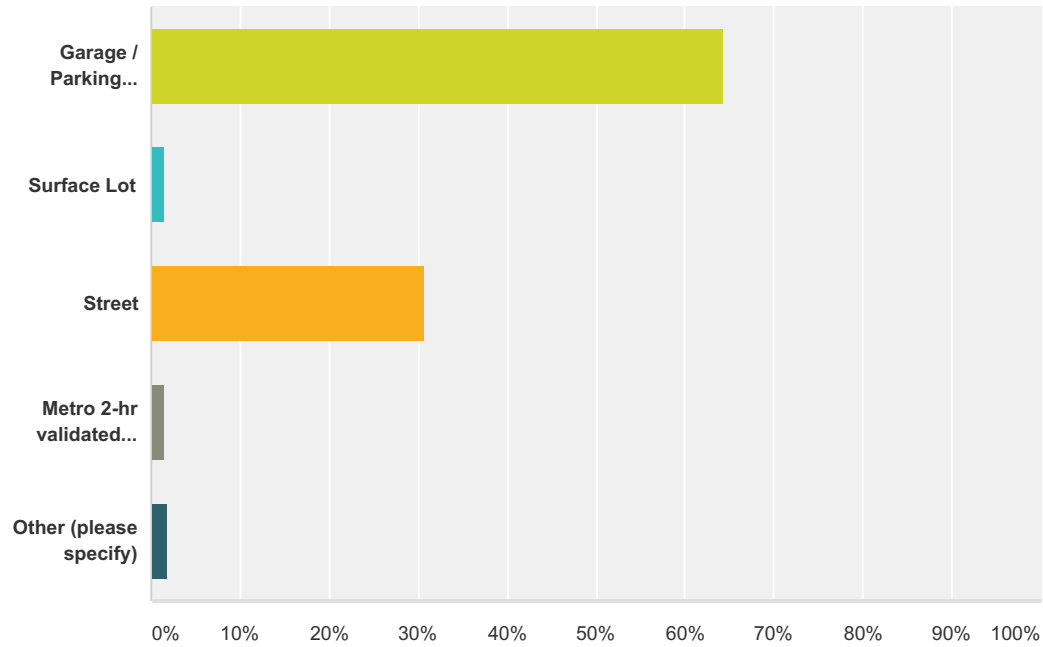
Answer Choices	Responses
Car/Truck/Van (drove alone)	30.18% 83
Car/Truck/Van (carpooled)	44.73% 123
Bus	6.91% 19
Train / Rail	11.27% 31
Bike	1.45% 4
Walk	11.64% 32
Rideshare (i.e. Uber, Lyft)	2.18% 6

Other (please specify)	0.36%	1
Total Respondents: 275		

#	Other (please specify)	Date
1	-	3/3/2016 9:30 PM

Q13 If you drove, where did you park?

Answered: 202 Skipped: 74



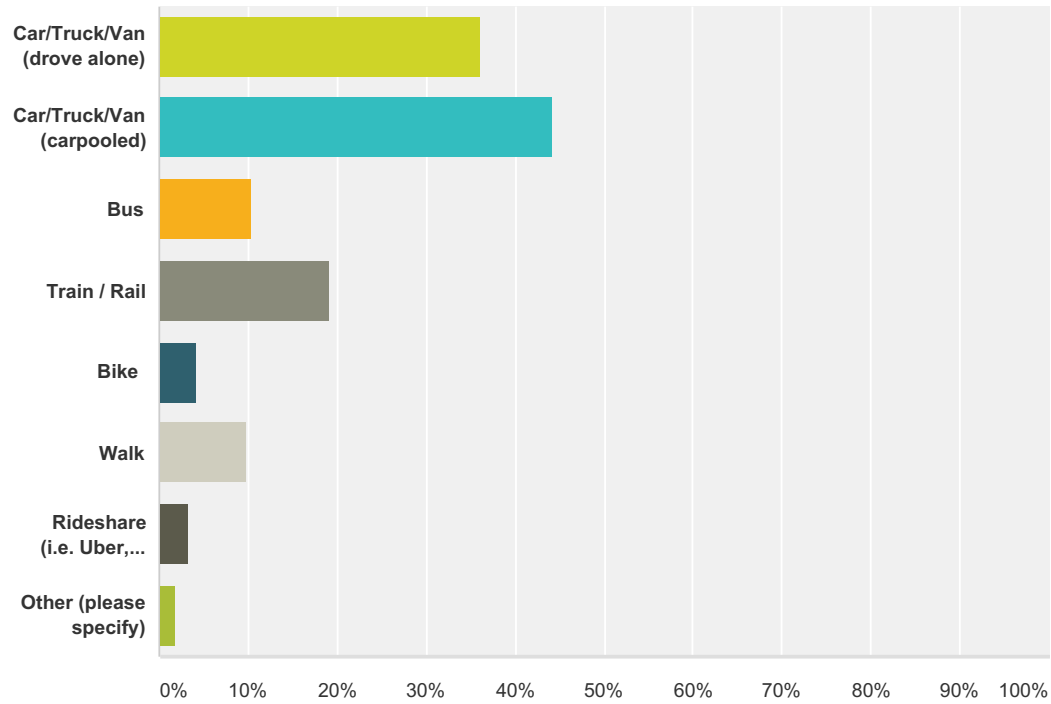
Answer Choices	Responses
Garage / Parking Structure	64.36% 130
Surface Lot	1.49% 3
Street	30.69% 62
Metro 2-hr validated Parking	1.49% 3
Other (please specify)	1.98% 4
Total	202

#	Other (please specify)	Date
1	Mom's house	3/3/2016 10:01 PM

2	-	3/3/2016 8:49 PM
3	grand central market	3/3/2016 8:45 PM
4	never been here before	3/3/2016 8:21 PM

Q14 How do you usually get to Little Tokyo?

Answered: 266 Skipped: 10



Answer Choices	Responses
Car/Truck/Van (drove alone)	36.09% 96
Car/Truck/Van (carpooled)	44.36% 118
Bus	10.53% 28
Train / Rail	19.17% 51
Bike	4.14% 11
Walk	9.77% 26
Rideshare (i.e. Uber, Lyft)	3.38% 9

Other (please specify)	1.88%	5
Total Respondents: 266		

#	Other (please specify)	Date
1	-	4/3/2016 3:57 PM
2	1st visit	3/3/2016 9:41 PM
3	1st visit	3/3/2016 9:39 PM
4	first time	3/3/2016 8:45 PM
5	first time	3/3/2016 8:24 PM

Q15 If you alternate between different forms of transportation (i.e. sometimes you drive your car, sometimes you take the train), please specify below:

Answered: 38 Skipped: 238

#	Responses	Date
1	Usually car. Before I had a car I would use other modes. Bus usally from Union Station. Usually use red/purple line to get here.	4/3/2016 4:36 PM
2	Would love to take the train/metro down here!	3/6/2016 11:06 PM
3	I take the bus and then walk to LT	3/5/2016 8:32 PM
4	Bicycle	3/5/2016 8:21 PM
5	bicycle	3/5/2016 8:20 PM
6	50% Train, 50% Car	3/5/2016 6:31 PM
7	Metro - 5 times a month, Bike 10 times a month	3/3/2016 10:00 PM
8	bus	3/3/2016 9:55 PM
9	Bike most often, Bus/Train, then walking	3/3/2016 9:53 PM
10	95% drive	3/3/2016 9:49 PM
11	walking and driving	3/3/2016 9:47 PM
12	95% car	3/3/2016 9:47 PM
13	Take a bus and drive rarely	3/3/2016 9:46 PM
14	Walk and carpool	3/3/2016 9:45 PM
15	14 bus to metro to little tokyo	3/3/2016 9:44 PM
16	Typically I drive because of work. On the weekends I try to take the bus/rail	3/3/2016 9:43 PM
17	bike few time a month	3/3/2016 9:43 PM
18	I try to take the metro gold when its possible. There is construction these past few months.	3/3/2016 9:41 PM
19	plane, train, car	3/3/2016 9:41 PM
20	car usually	3/3/2016 9:39 PM
21	plane, car, uber	3/3/2016 9:39 PM

22	train	3/3/2016 9:15 PM
23	Depends what I feel like... lol	3/3/2016 9:10 PM
24	sometimes i take the train but Gold line is shut down. Rarely drive my car in	3/3/2016 9:08 PM
25	lyft, train, walk	3/3/2016 9:03 PM
26	bus more often than carpooling	3/3/2016 8:48 PM
27	mostly drive, sometimes other	3/3/2016 8:45 PM
28	I walk, take the metro and train, or drive, but usually i drive	3/3/2016 8:43 PM
29	Drove from other state, walked from nearby garage	3/3/2016 8:35 PM
30	walking and train when open	3/3/2016 8:27 PM
31	train - when running / walk - i nice and not too hot	3/3/2016 8:26 PM
32	bust, bike, and walk	3/3/2016 8:24 PM
33	just walking sometimes	3/3/2016 8:23 PM
34	car, public transport	3/3/2016 8:20 PM
35	Take train and walk	3/3/2016 8:18 PM
36	no	3/3/2016 8:18 PM
37	bus	3/3/2016 8:09 PM
38	Usually drive but i stay home a lot if I were out more I think I would use the metro more.	3/3/2016 8:07 PM

