

Transit Ridership Trends in the SCAG Region

7 December 2017

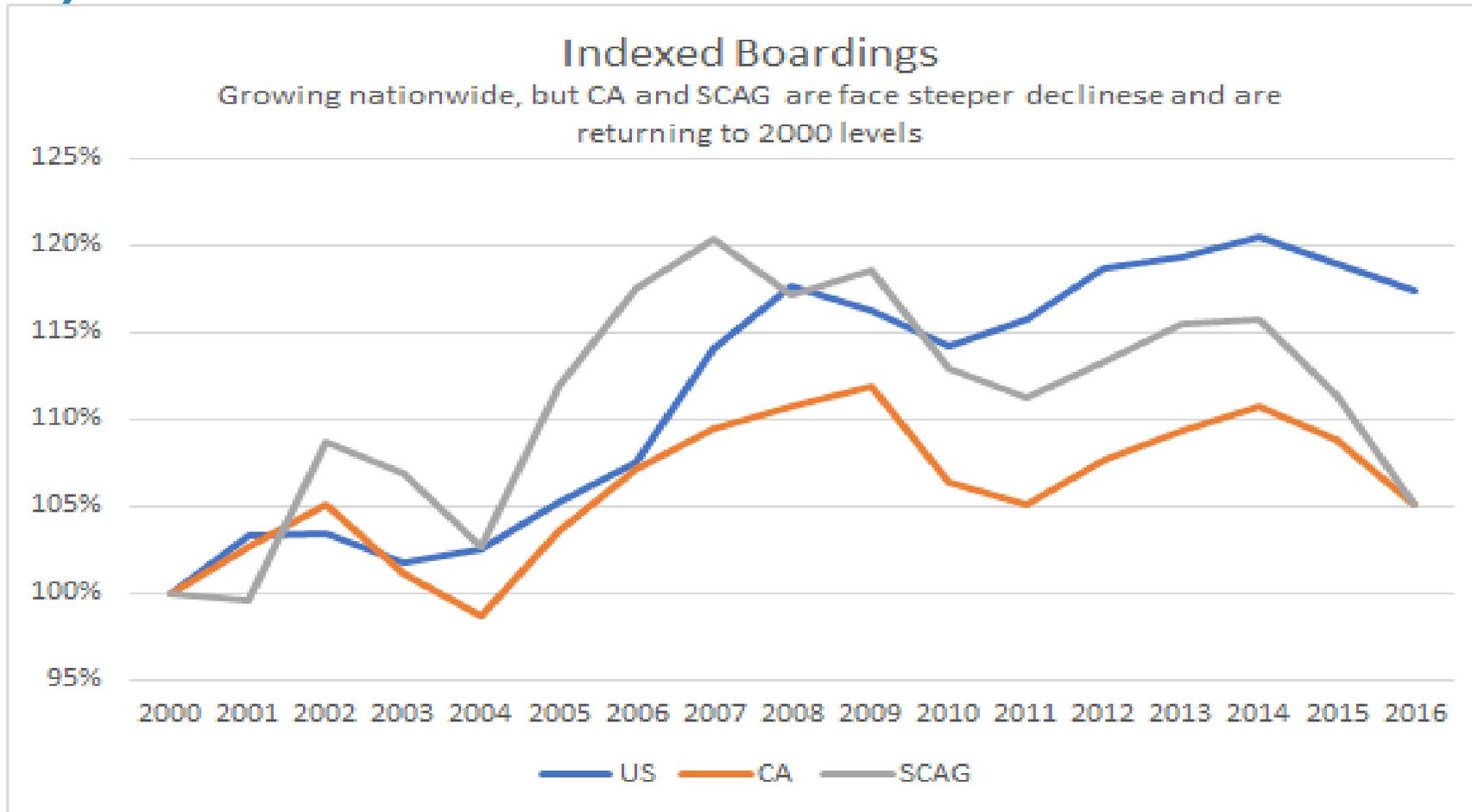
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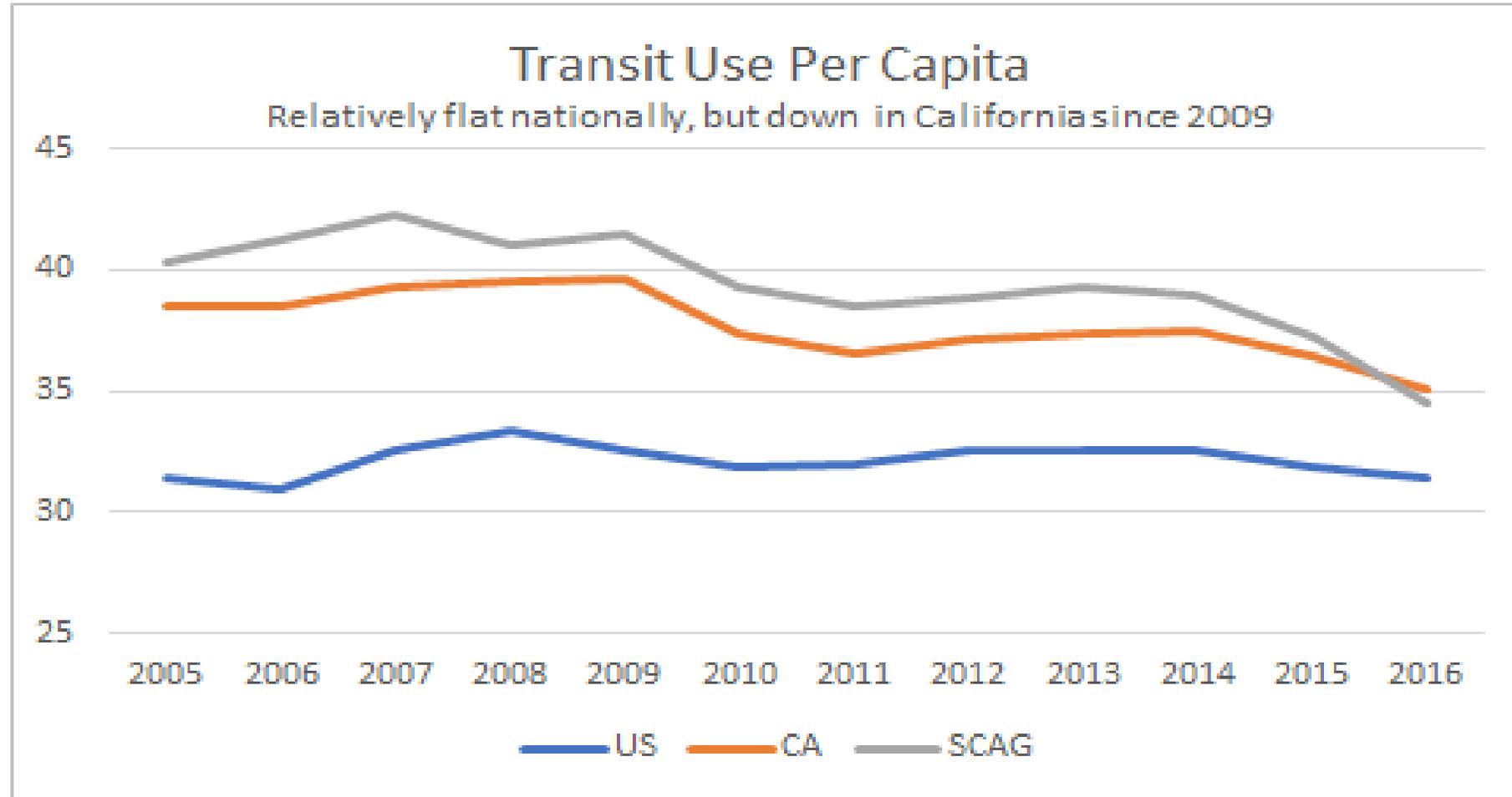
Overview

- Transit patronage trends
- Concentration and asymmetry of service and use
- Possible causes of recent ridership declines
- Some implications for the future

Patronage: *Up since 2000, down since 2007, down a lot since 2014*



Trips per resident: *Mostly down since 2007*



Concentration and asymmetry

- *A few people make most of the trips*
- *A few neighborhoods generate most of the trips*
- *A few operators carry most of the passengers*

A few people make most of the trips

- 2% of SCAG residents ride very frequently
 - ~45 trips/month
- 20% ride occasionally
 - ~12 trips/month
- 78% ride transit very little or not at all
 - < 1 trip/month

A few neighborhoods generate most of the trips

- 60% of region's transit commuters lived in census tracts that comprise <1% of the region's land area

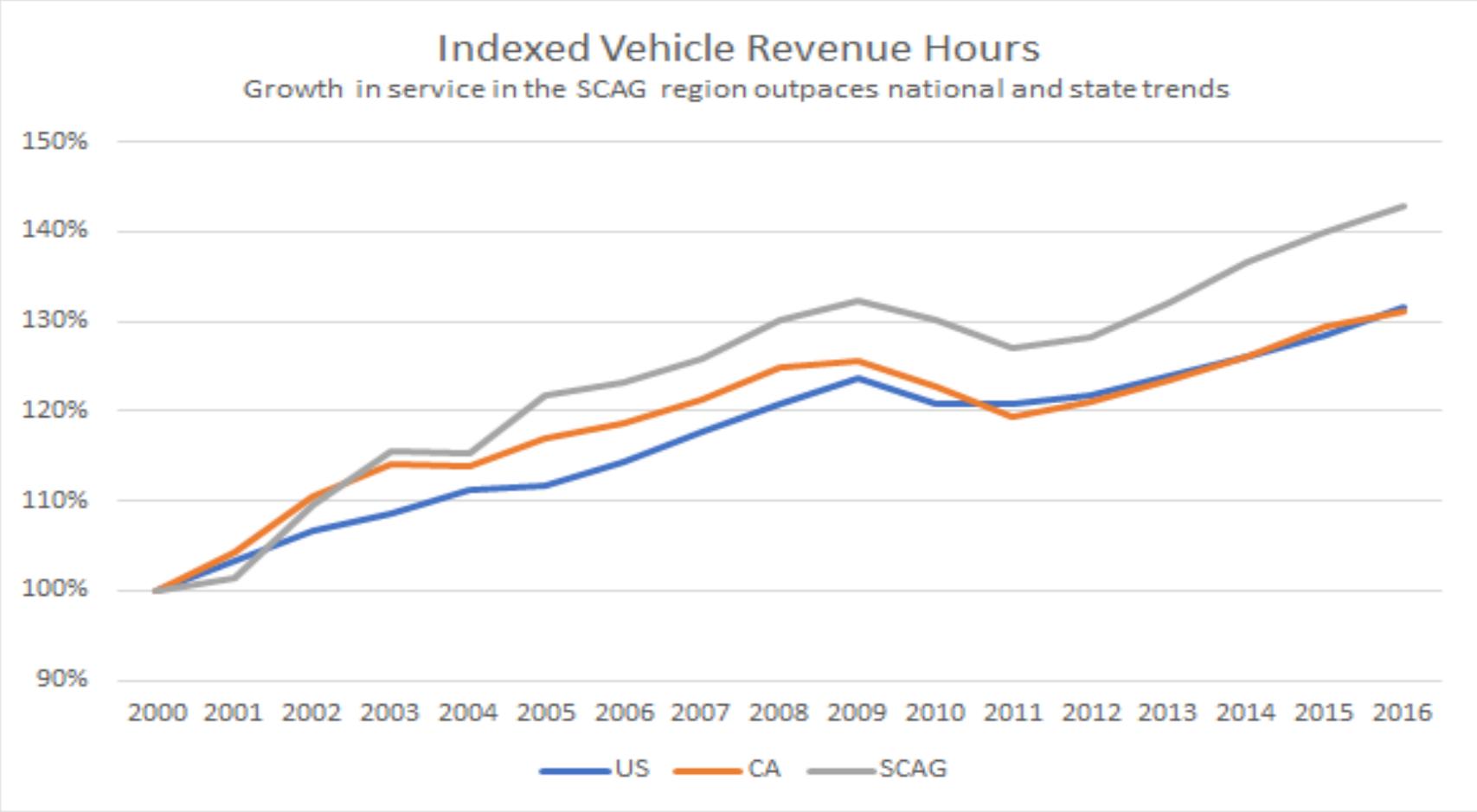
A few operators carry most of the passengers

- Fewer than 10% of the region's transit operators carry about 80% of the region's passengers

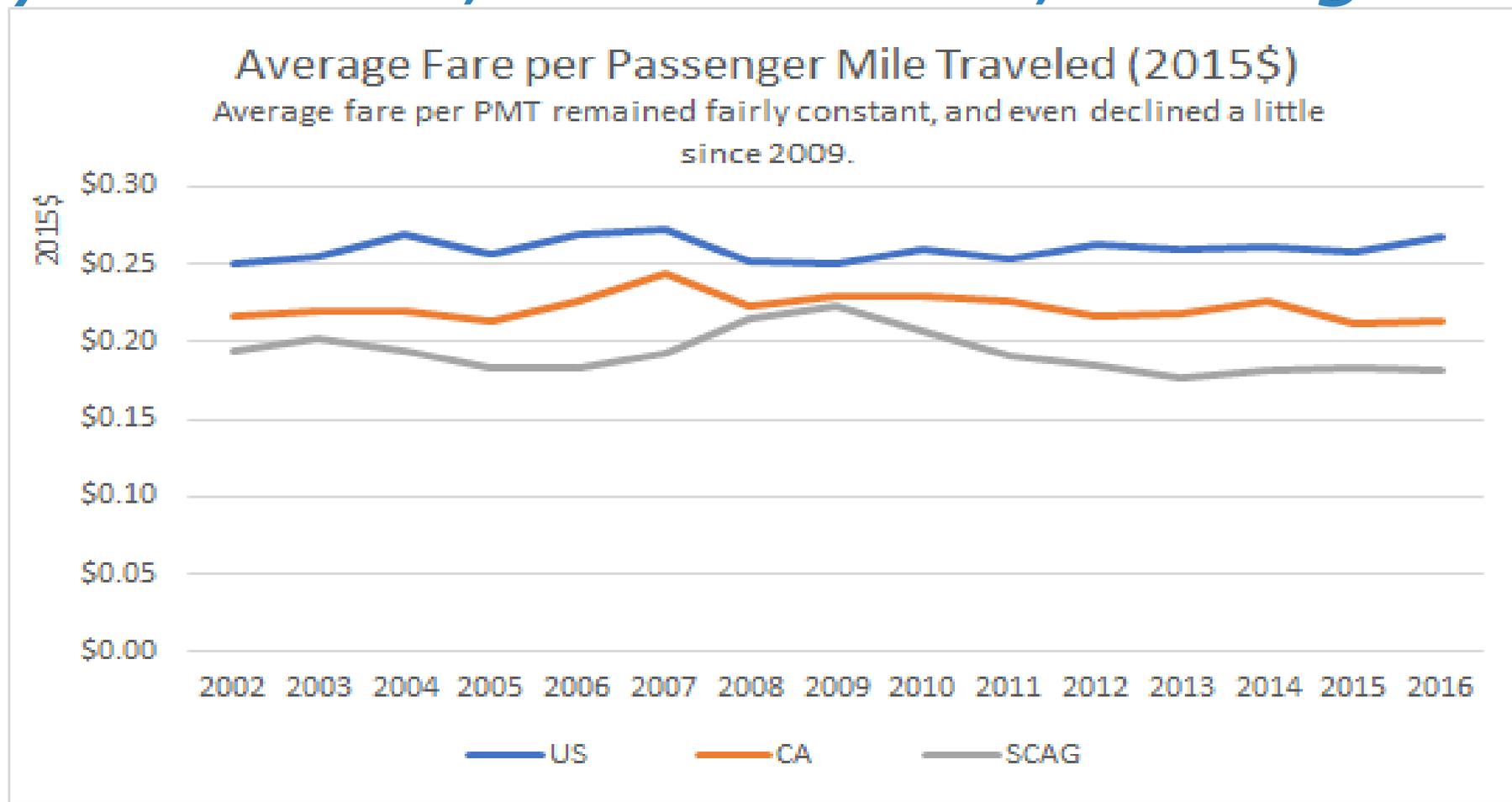
Concentrated use means concentrated ridership losses

- LA Metro, OCTA, LA DOT, and SM Big Blue accounted for 88 percent of the **state's** ridership losses between 2010 and 2016
 - LA Metro alone for 72%
- Half of California's total lost ridership is accounted for by 17 LA Metro *routes* (14 bus and 3 rail lines) and one OCTA route
 - 12 LA Metro routes accounted for 38% of state losses

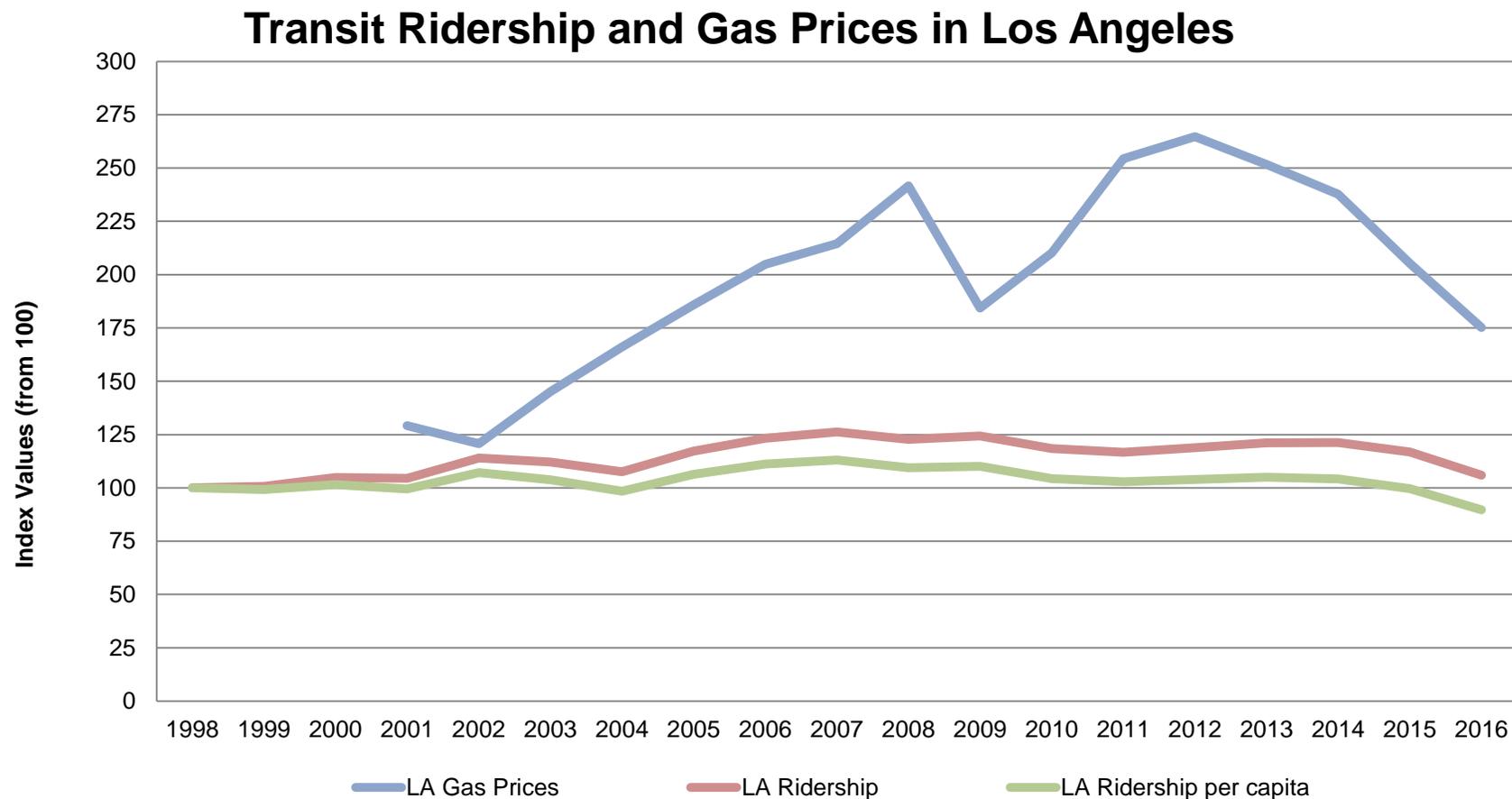
Changes in transit service and fares have mostly followed, and not led, falling ridership



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Fuel prices and TNCs have likely played contributing, but not leading roles



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- Lyft and Uber are growing
 - Could both add and subtract transit riders
 - Detailed use data not publicly available
- Significant TNC use since 2012
 - Per capita transit use down since 2007

Fuel prices and TNCs have likely played contributing, but not leading roles

- Research
 - Most TNC users not core transit users
 - Most TNC trips not core transit trips
- Another form of auto access
 - Continued TNC growth could make a bigger dent on transit use

Smoking gun: *Private vehicle access has increased substantially in the 2000s*

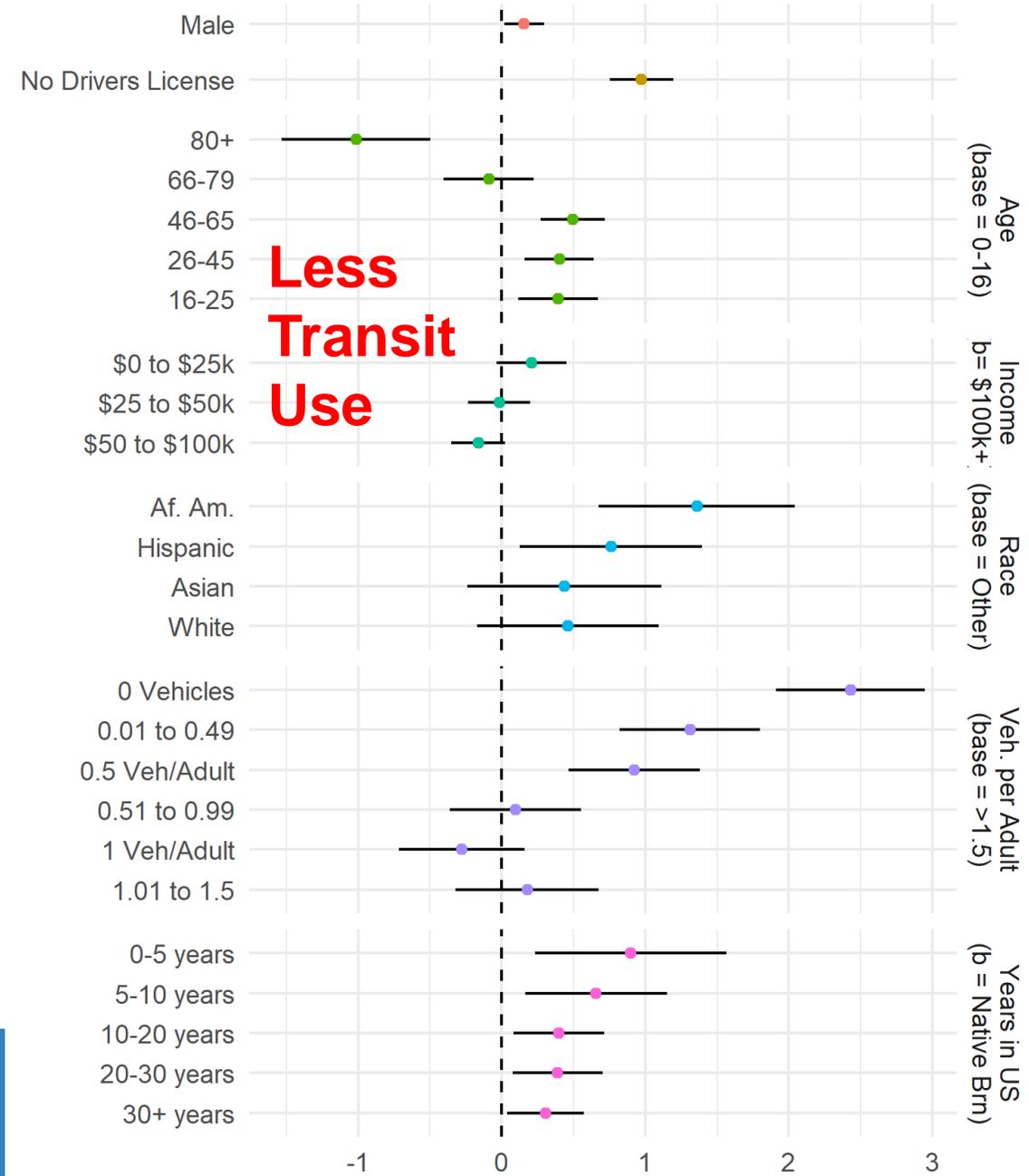
- 1990s...
 - SCAG region added 1.8 million people and 456,000 household vehicles
 - 0.25 vehicles/new resident
- 2000 to 2015...
 - Region added 2.3 million people and **2.1 million** household vehicles
 - 0.95 vehicles/new resident

Smoking gun: *Private vehicle access has increased substantially in the 2000s*

- SCAG households during the 2000s added vehicles are nearly 4X the rate of the 1990s
- Back of the envelope
 - SCAG residents spent more on these 2.1 million additional vehicles than LA Metro and Metrolink spent on all rail and BRT over the same period

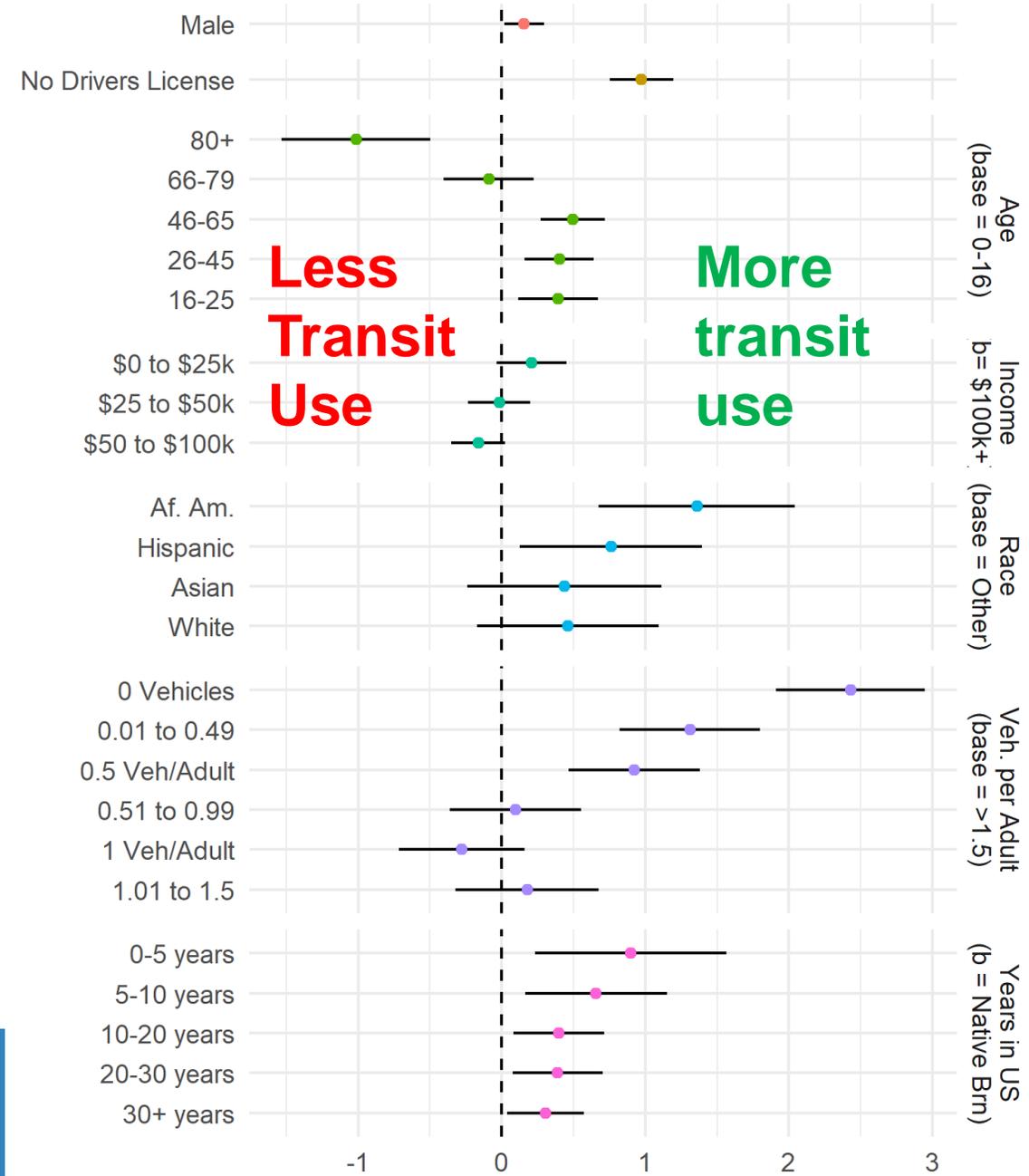
What explains transit use?

All SCAG
Unlinked Transit Trip Predictors



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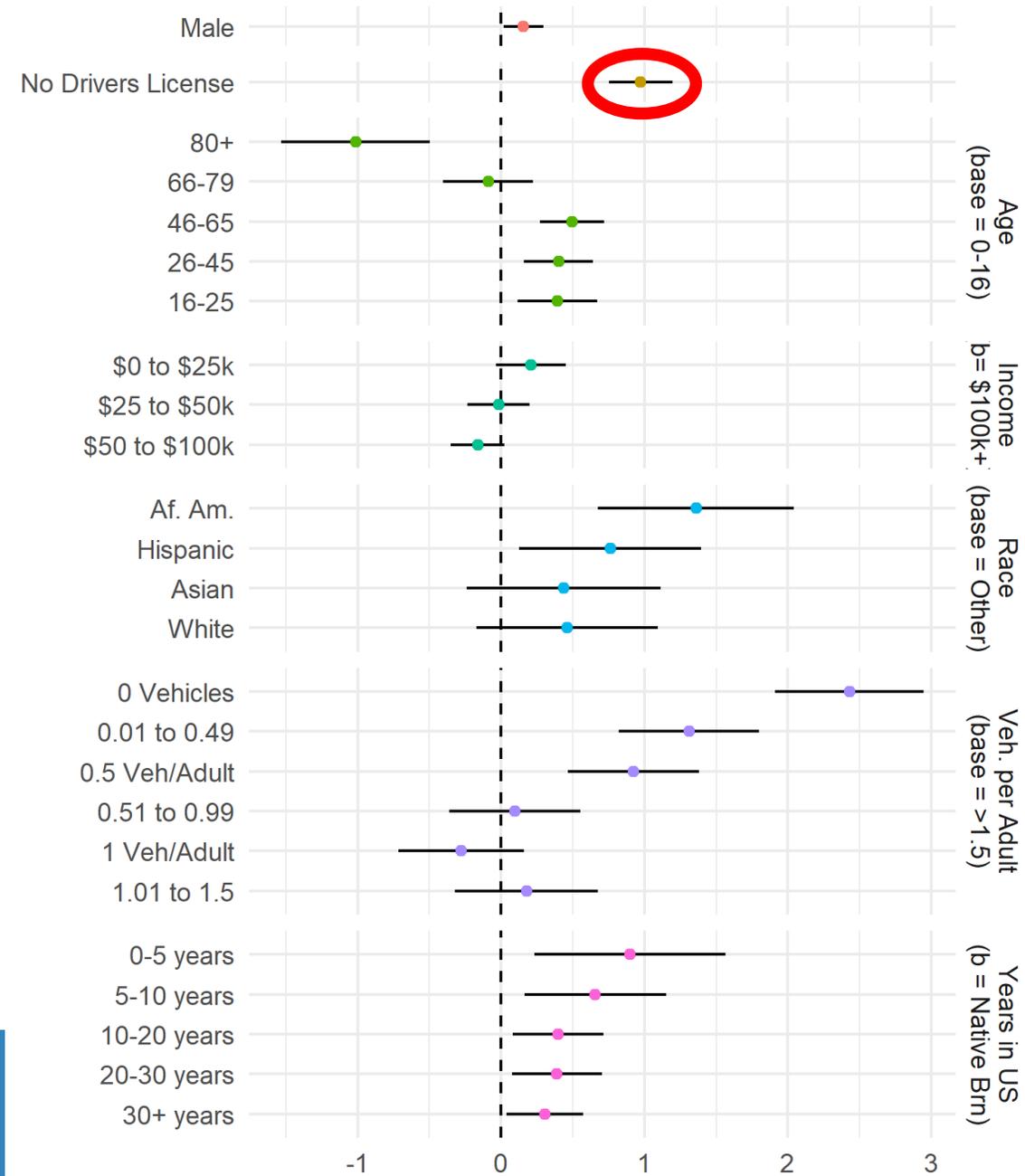
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What explains transit use?

- No driver's license

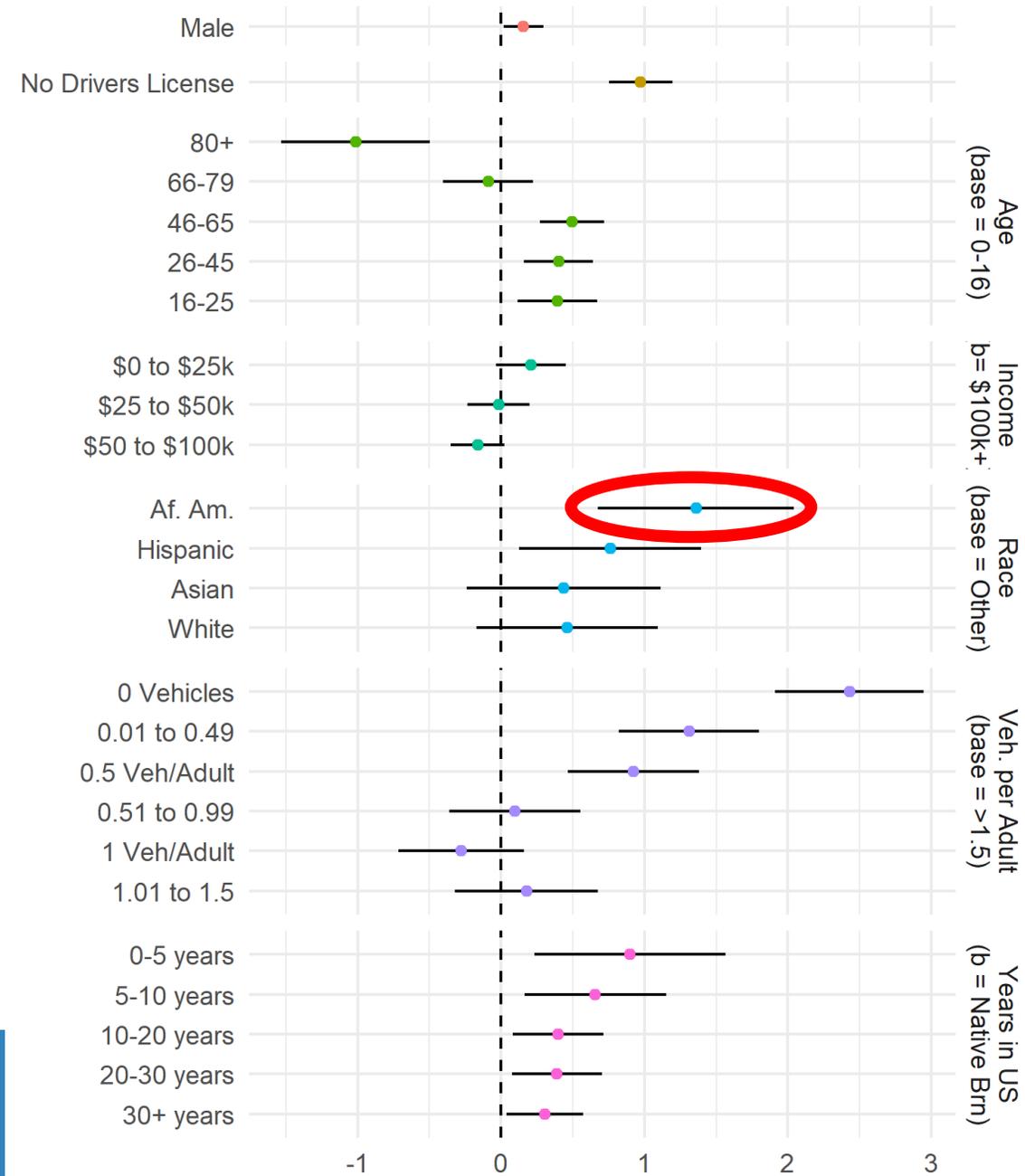
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What explains transit use?

- No driver's license
- African-American

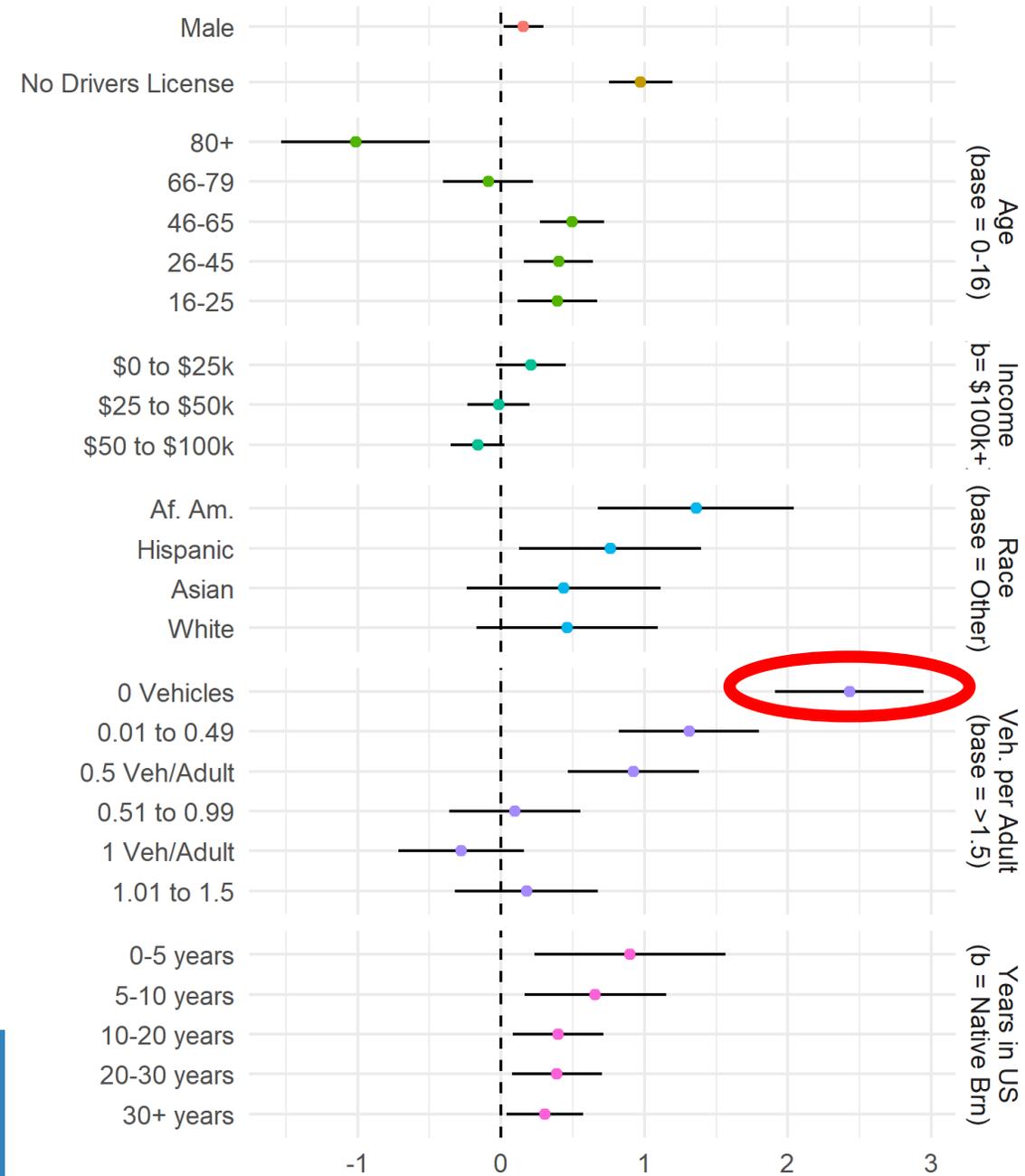
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What explains transit use?

- No driver's license
- African-American
- 0 vehicle household

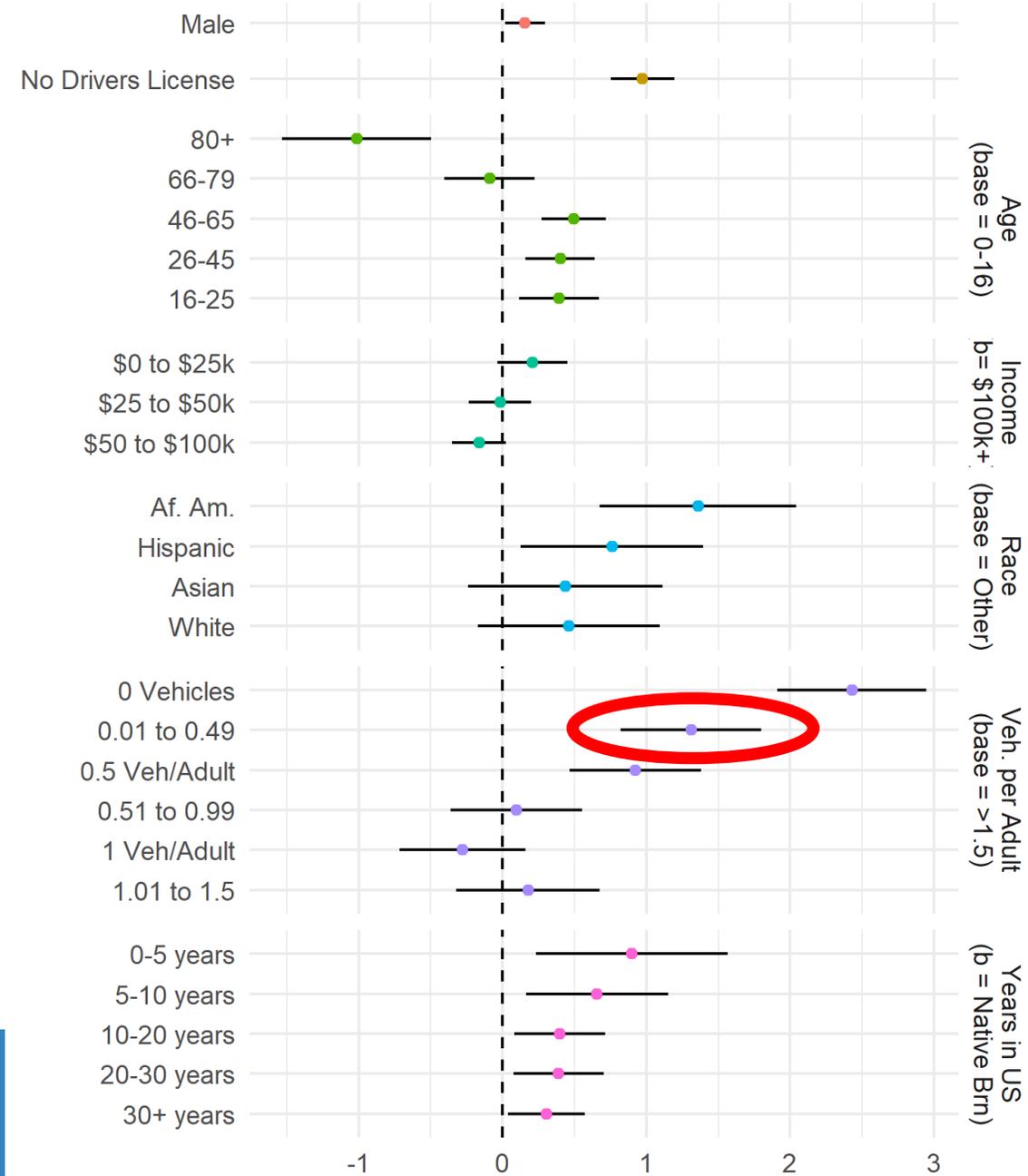
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What explains transit use?

- No driver's license
- African-American
- 0 vehicle household
- Few vehicle household

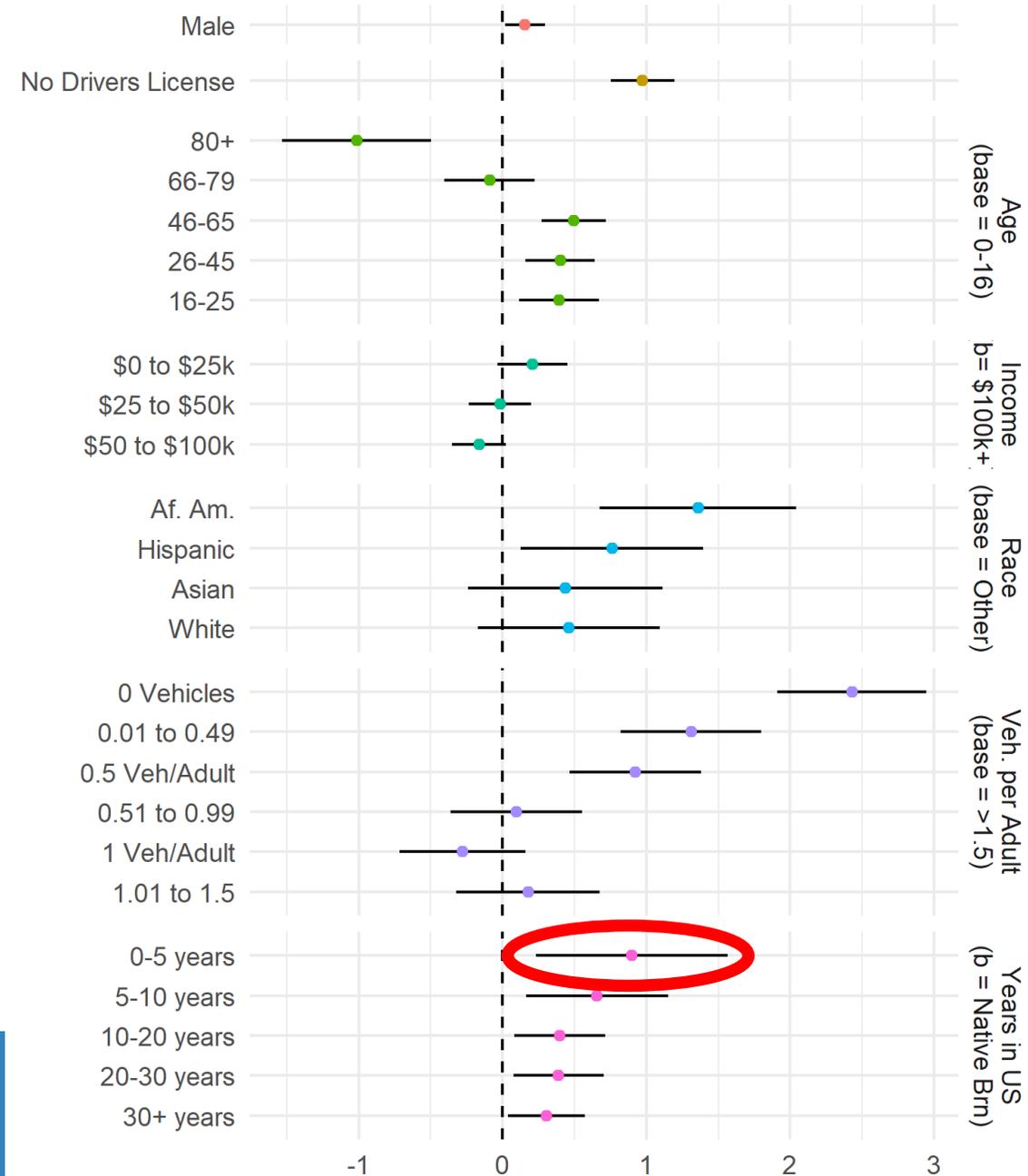
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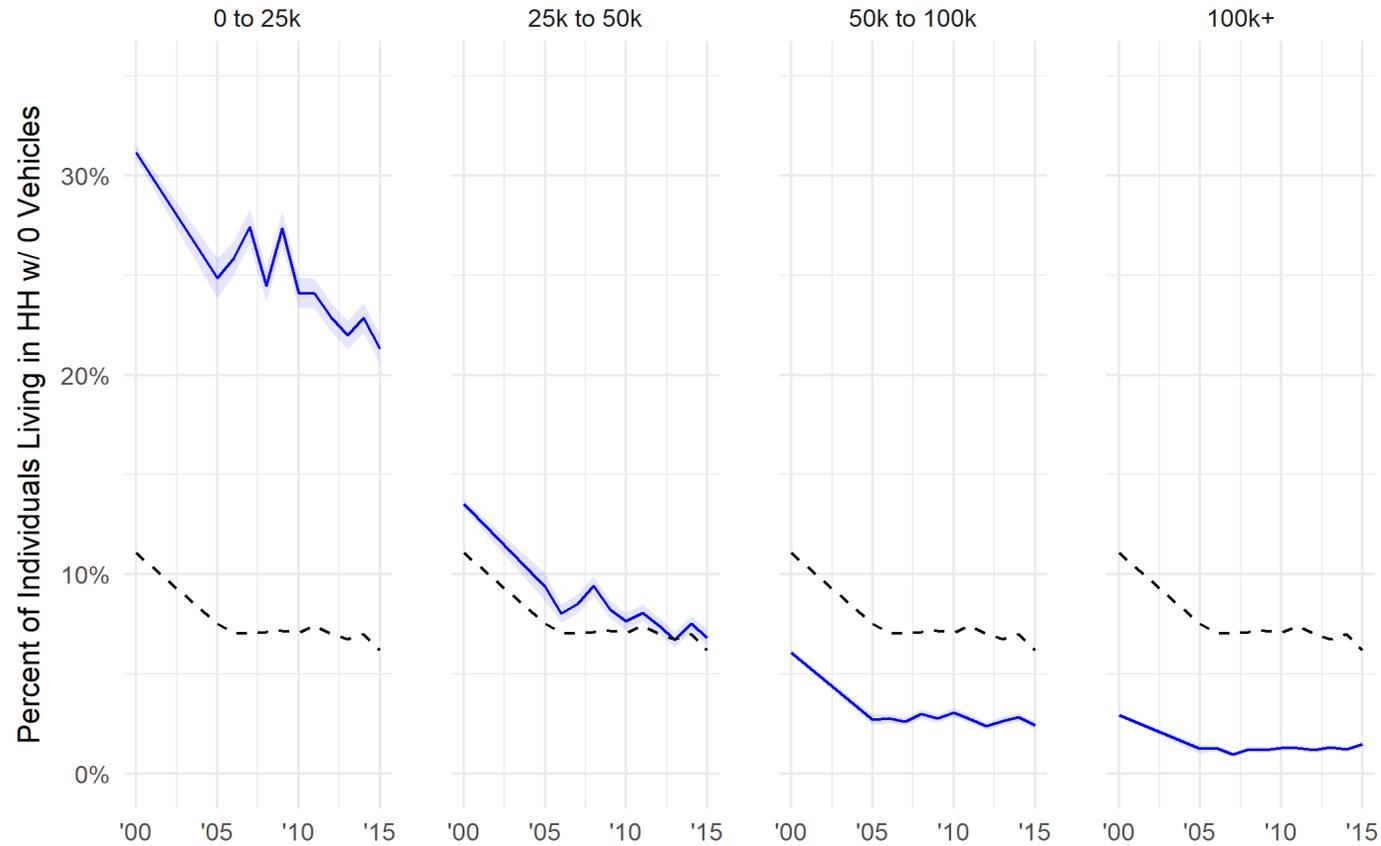
What explains transit use?

- No driver's license
- African-American
- 0-vehicle household
- Few-vehicle household
- Recent immigrants

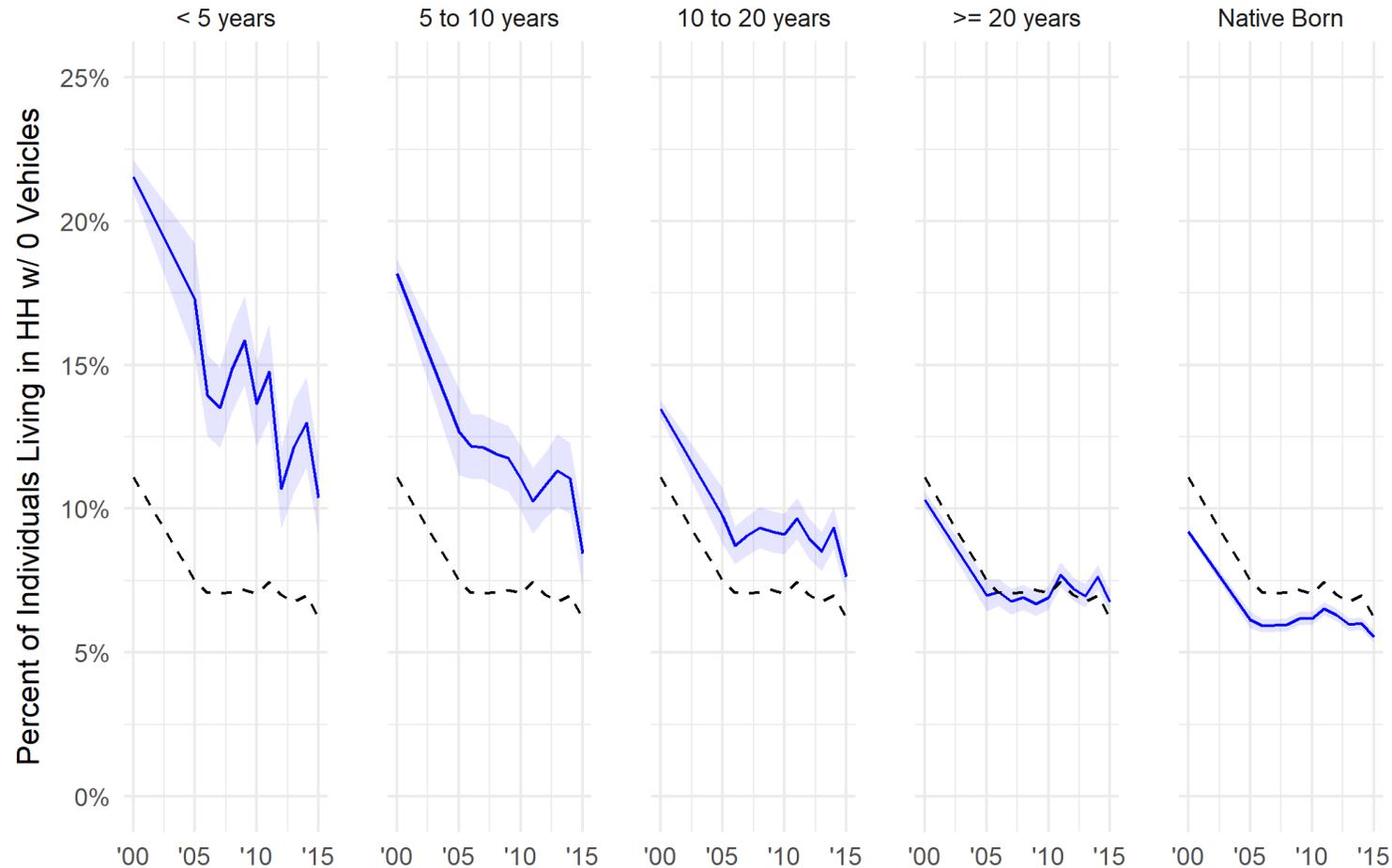
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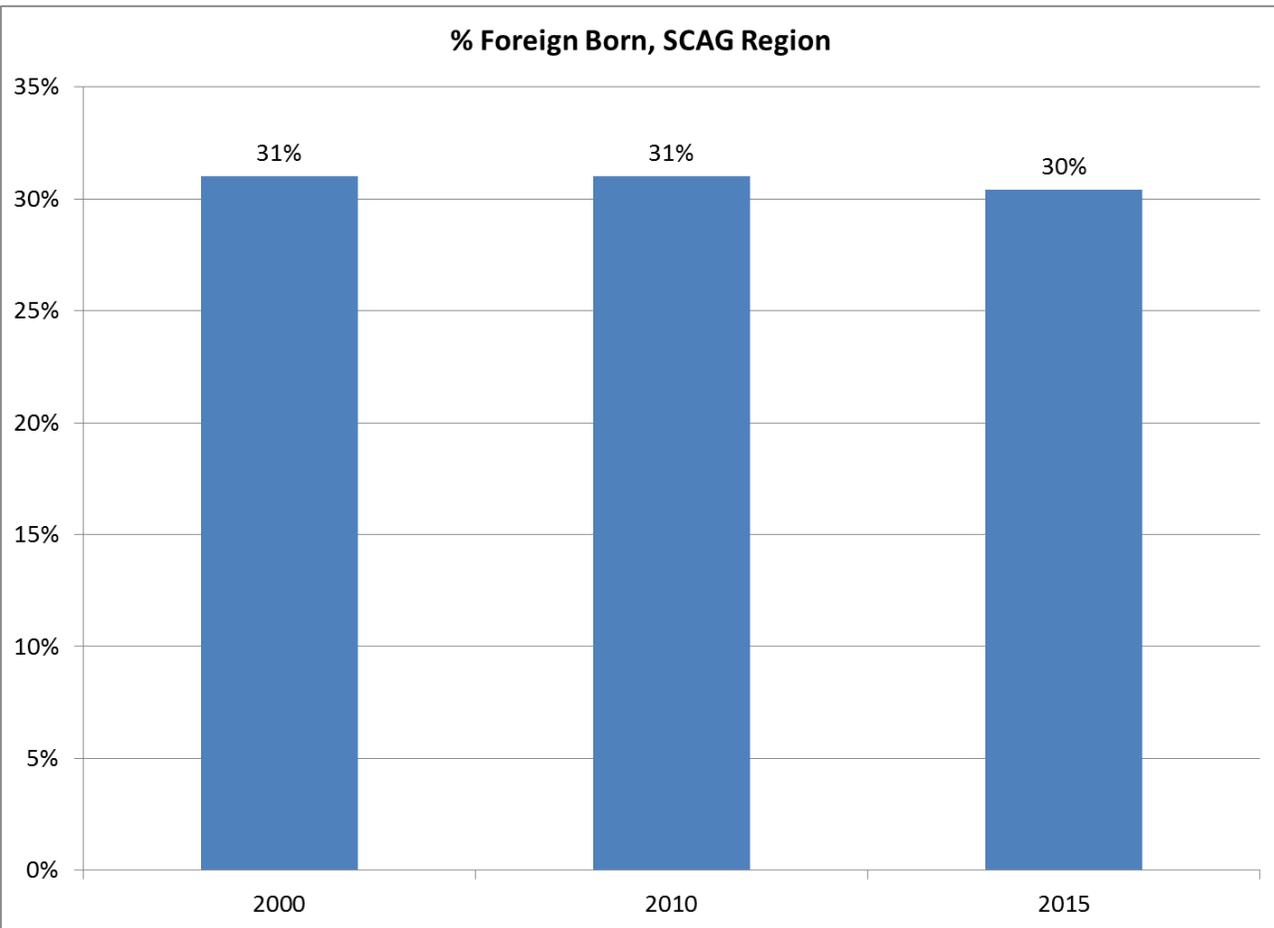
Zero-vehicle households way down, especially in low-income households



Zero-vehicle households way down among recent immigrants



Immigrants: *Changing composition over time*

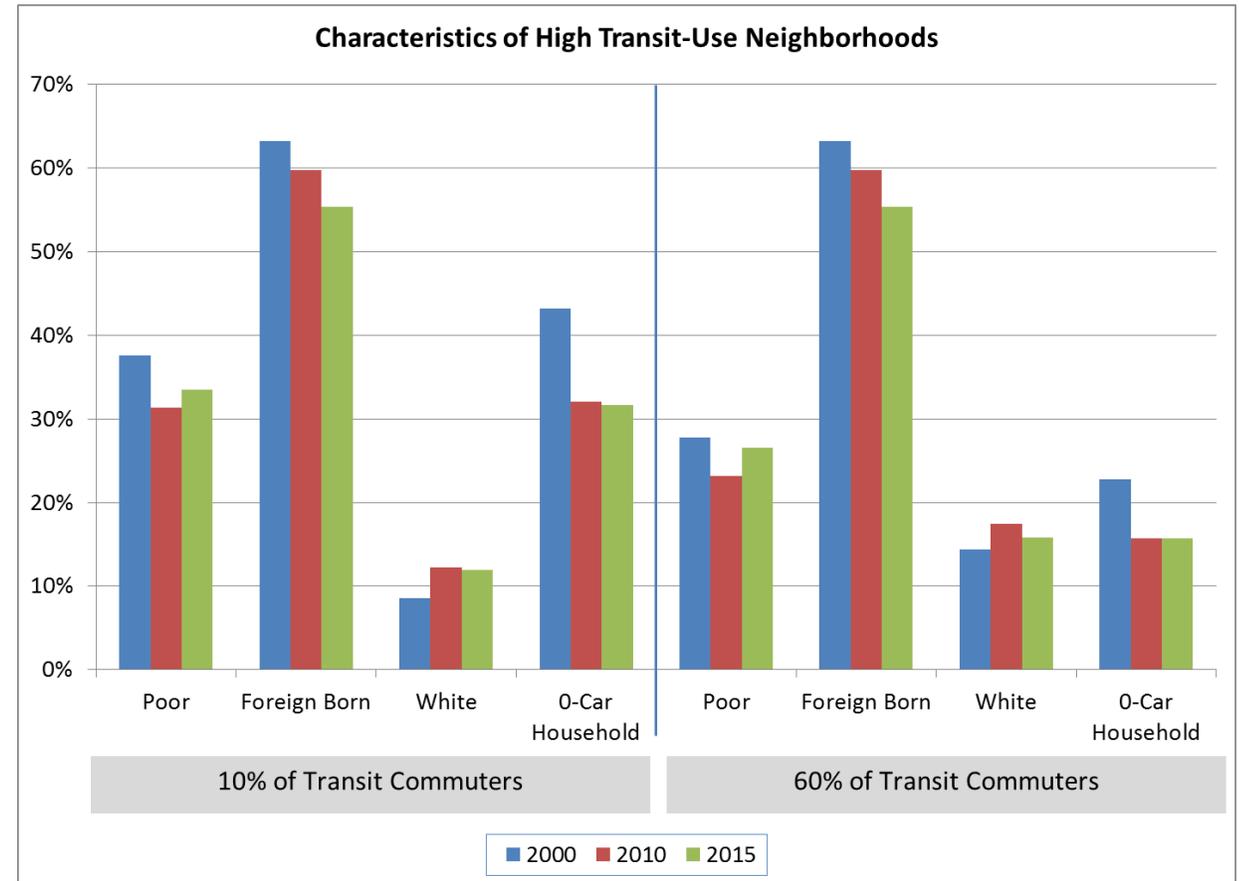
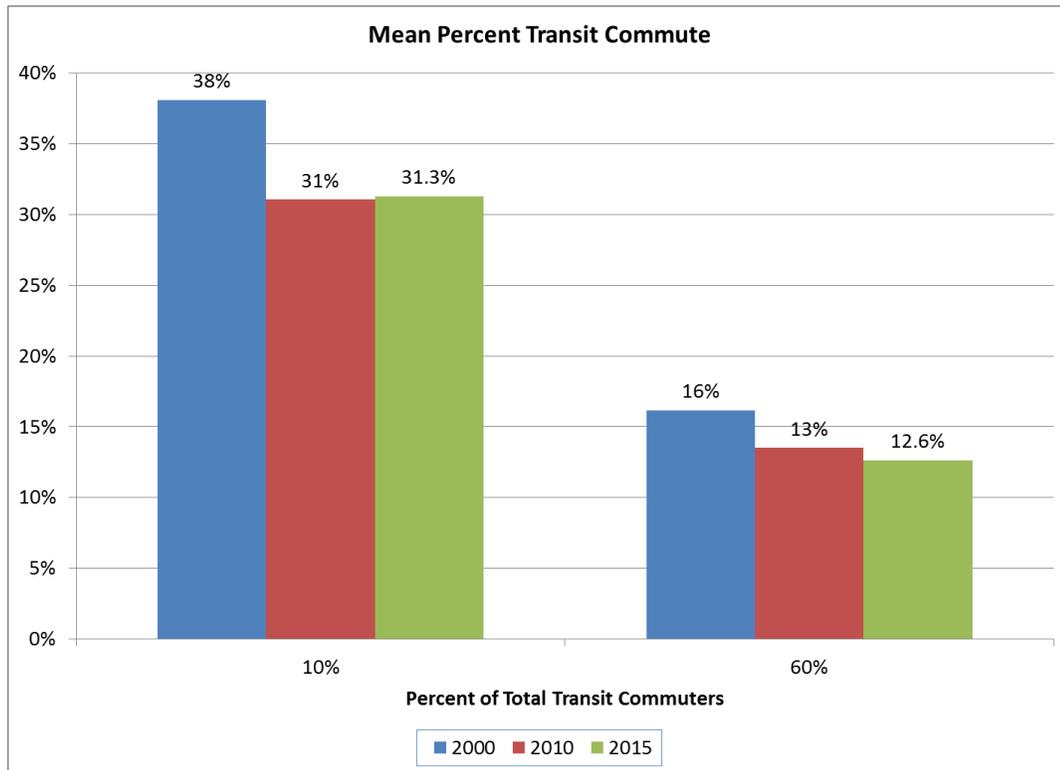


Note: the presentation contained an error in how the data were depicted in chart format; this table reflects the data correctly.

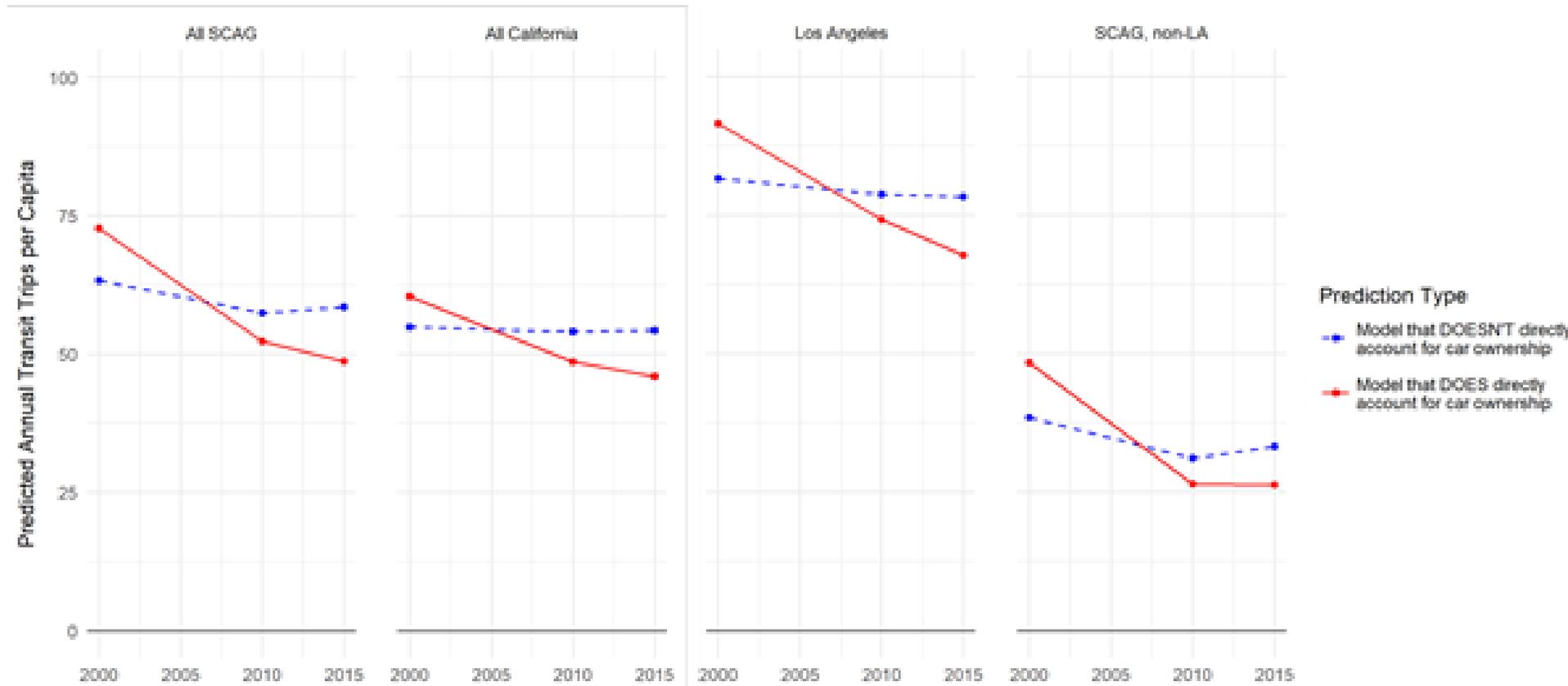
SCAG Region Immigrants From Asia & The Americas, 2010-2015				
	2000	2010	2015	00-'15 Chg
Asia	28.7%	33.9%	35.3%	23.0%
The Americas	63.7%	59.1%	57.7%	-9.4%
Latin America	62.4%	58.0%	56.5%	-9.5%
Central America (incl. Mex.)	58.8%	54.5%	53.0%	-9.9%
Mexico	47.7%	42.4%	41.3%	-13.4%
South America	2.6%	2.7%	2.7%	3.8%

Source: US Census Summary File Data

Evidence: *Some change in the characteristics of residents living in high-transit use neighborhoods*



Increased vehicle access has likely had a very large effect on transit use



Conclusions

- The regional pool of transit users is changing
 - Fewer heavy-use “transit dependents” over time
 - More “choice riders” with access to cars
 - This situation is unlikely to reverse anytime soon
- Some trends are more variable
 - Fuel prices likely to rise again at some point

No easy answers

- Replenish the pool of very frequent transit users
 - Such as with a large increase in low-wage immigrants to the region
- Broaden the base of occasional transit users
 - If every 4th non-rider added 1 transit trip every two weeks, ridership would be up region-wide
 - This would likely require more aggressive management of private travel

Thank you

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