## Who did we survey?


## What about self selection?

Residents who had a strong preference for living within walking distance of shops walked/biked to nearby places more often.

## What does this mean for practice and policy?

Significant factors that public agencies can directly influence include better transit service, greater street connectivity, and including a mix of uses within TOD buildings. Complementary policies that encourage reduced auto ownership may be necessary to increase non-commute transit use significantly. Transit planners may need to focus on non-work accessibility when planning service expansion or changes.

## About the respondents:

- Response rates ranged from 13% to 50% at the building level.
- TOD households were smaller than the surrounding cities. Nearly half of respondents (48%) lived in one-person households; 10% had children under 16.
- 22% of our sample of TOD residents were over 65 years of age.
- The incomes of the TOD residents were similar to that found citywide. 17% had incomes below $25,000. The median income group was $50,000 to $74,999. The TOD residents did have higher levels of education; nearly two-thirds (67%) had a four-year college degree.

## About the analysis:

- We created two variables based on the stated typical frequency of going to list of destinations from home: Monthly Non-commute Transit Frequency (MNTF) and Monthly Non-commute Walk/Bike frequency (MNWBF).
- We estimated binary logit models for whether respondents used transit or active transportation at least once a month (propensity) and, for those that did, linear regression models for frequency of doing so.

## What influenced the use of transit, walk/bike for non-commute travel?

<table>
<thead>
<tr>
<th>Variable</th>
<th>Transit</th>
<th>Web/bike</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to work</td>
<td>log</td>
<td>log</td>
</tr>
<tr>
<td>Income</td>
<td>log</td>
<td>log</td>
</tr>
<tr>
<td>Housing preferences</td>
<td>log</td>
<td>log</td>
</tr>
</tbody>
</table>

Attitudes and housing preferences are important. Transit service does matter, along with car ownership.

## How often did the TOD residents use transit, walk or bike to non-commute destinations from home?

**Transit: Rarely.** Only 20% took transit to at least one destination type at least once a month.

**Walk/Bike: More often.** 65% walked or biked at least once a month.

## What about practice and policy?

For TODs to reach their full potential, residents need to use transit, walking and bicycling for more than just commute trips.

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