

TOD and mode choice

- Data Source: A Census Transportation Planning Products (CTPP) data product that uses data from the US Census Bureau American Community Survey (ACS). <https://ctpp.transportation.org/2012-2016-5-year-ctpp/>
- Data is released for a 5-year period.
- The raw data estimates the number of people who reside in one census tract that travel by different modes to a specific other census tract for work.
- The maps on the next slides are aggregated based on residence, so location of the workplace is not incorporated.
- This data is available at the Census Tract level, but many of the numbers reported are within the margin of error of the sample.
- Analysis was conducted both for data from 2006 – 2010 (i.e. before TOD ordinance) and for data from 2012-2016 (i.e. after TOD ordinance was enacted).
 - Sample size in the 2012-2016 data was larger.
 - 2012-2016 data includes more comprehensive breakdown of who takes cars to work by incorporating an “automobile” column.
 - Note that there are methodological differences in sampling between the two datasets, so we can’t compare data directly.
- More information on the data here: <http://onlinepubs.trb.org/onlinepubs/Conferences/2018/Tools/PWeinberger.pdf>
- RTAMS also some CTPP data analysis posted on their website: <http://www.rtams.org/rtams/ctppModeShareByArea.jsp>

TOD and mode choice – 2012-2016 Data (CTA)

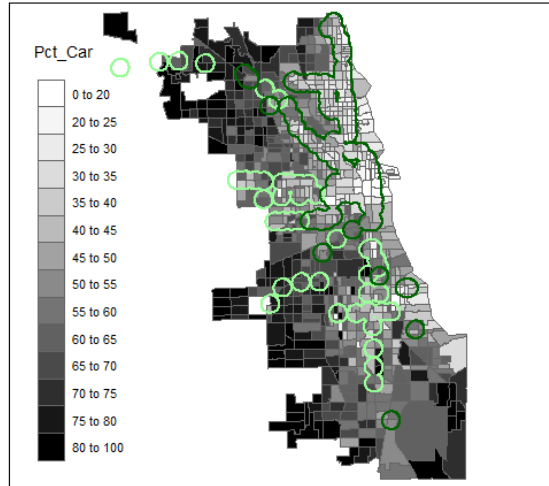
Legend

Light green –
Areas near CTA
rail stations
without TOD
activity

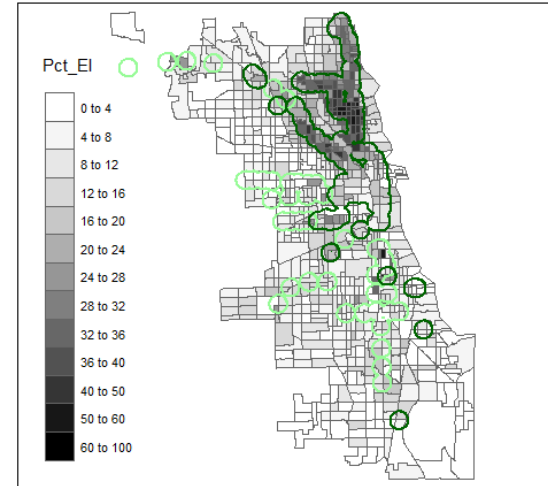
Dark green –
Areas near CTA
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Note the
differences in
scale for each
map

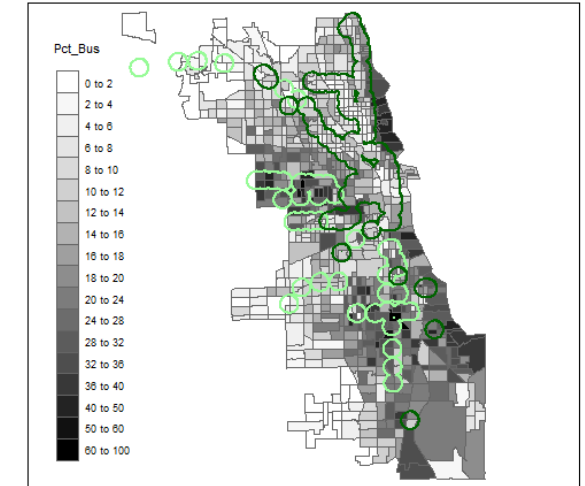
% Who Commute by Car



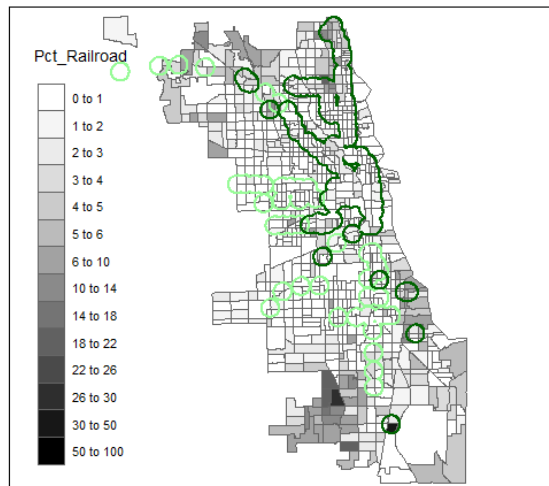
% Who Commute by EI



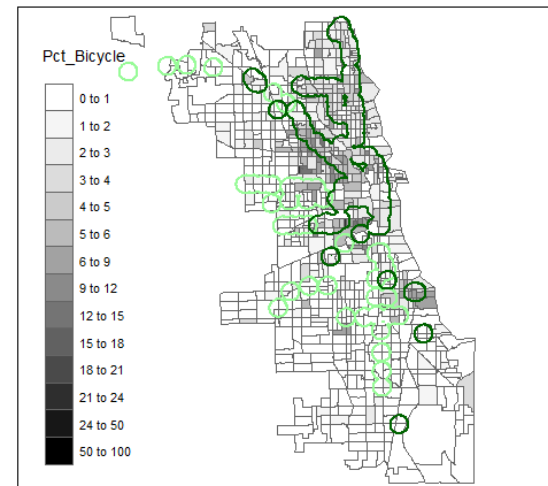
% Who Commute by Bus



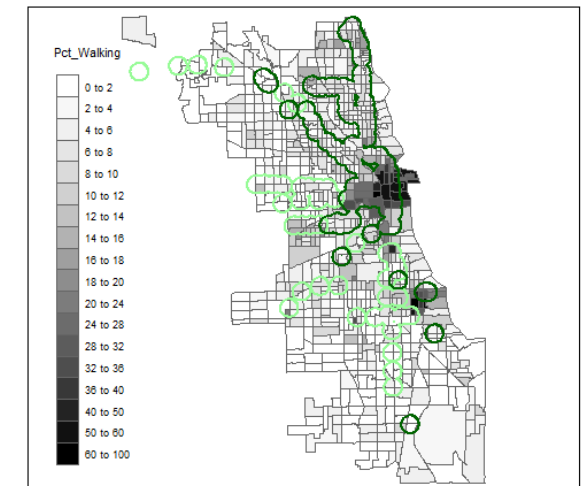
% Who Commute by Rail



% Who Commute by Bicycle



% Who Commute by Walking



TOD and mode choice – 2006-2010 Data (CTA)

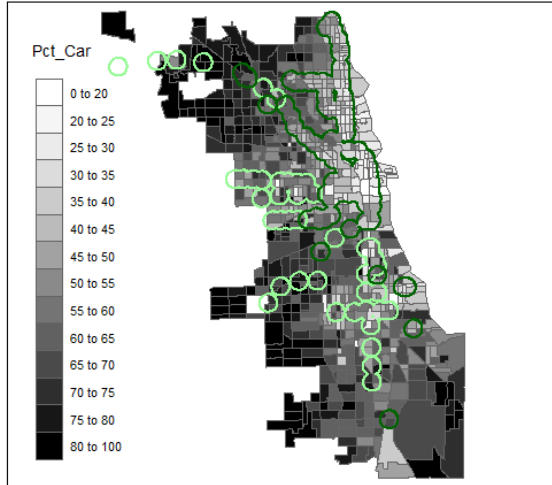
Legend

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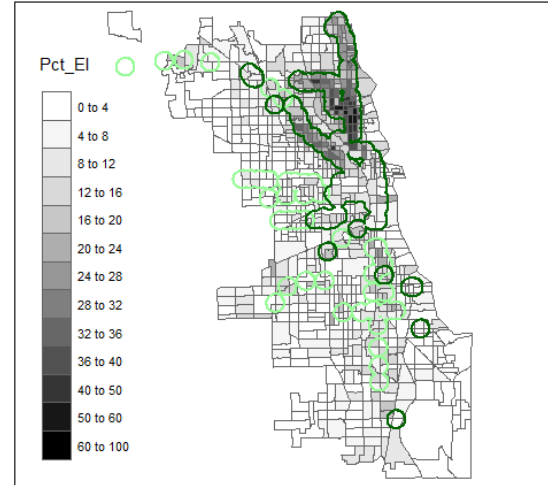
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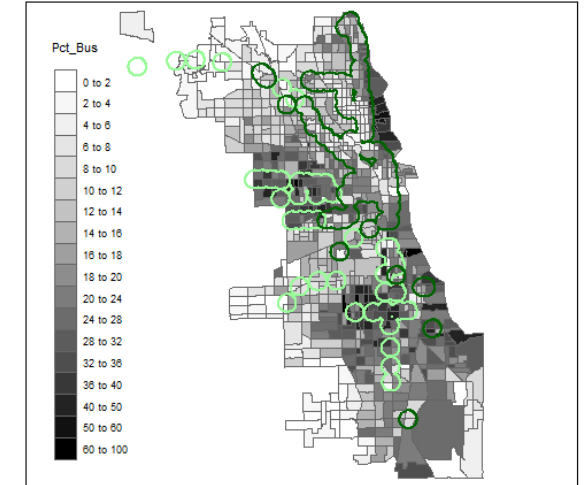
% Who Commute by Car



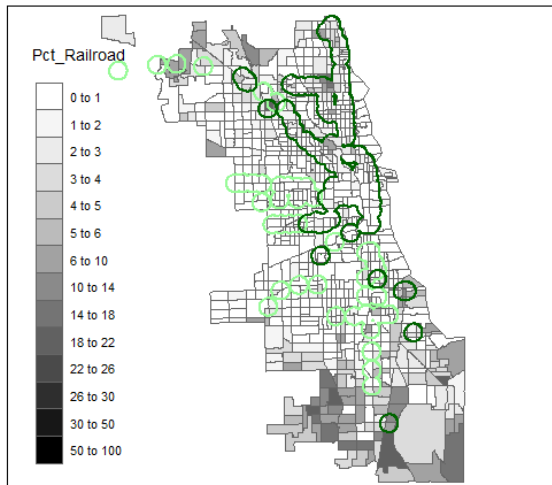
% Who Commute by EI



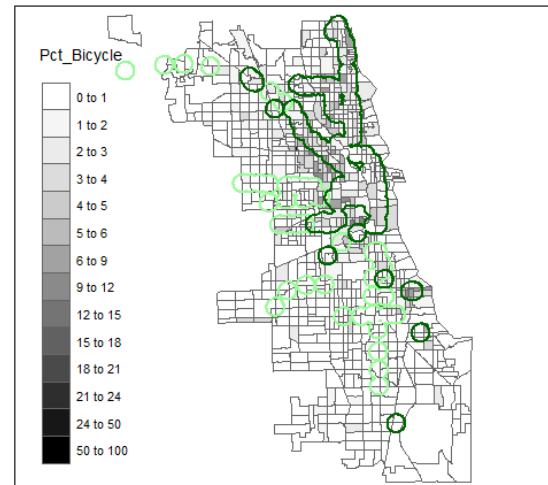
% Who Commute by Bus



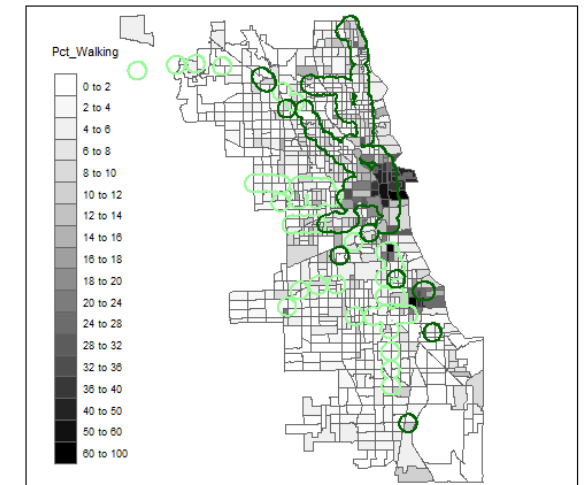
% Who Commute by Rail



% Who Commute by Bicycle



% Who Commute by Walking



TOD and mode choice – 2012-2016 Data (Metra)

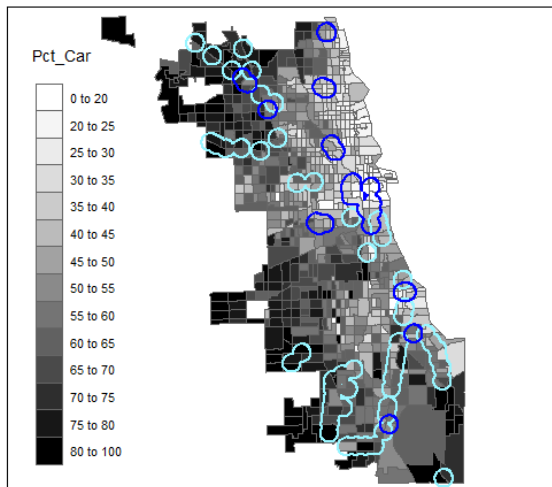
Legend

Light blue –
Areas near
Metra rail
stations
without TOD
activity

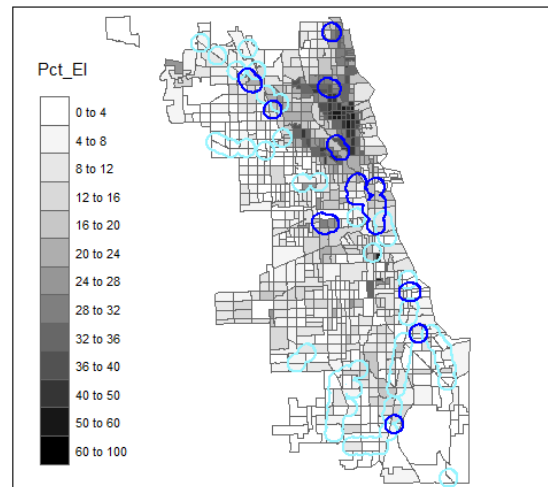
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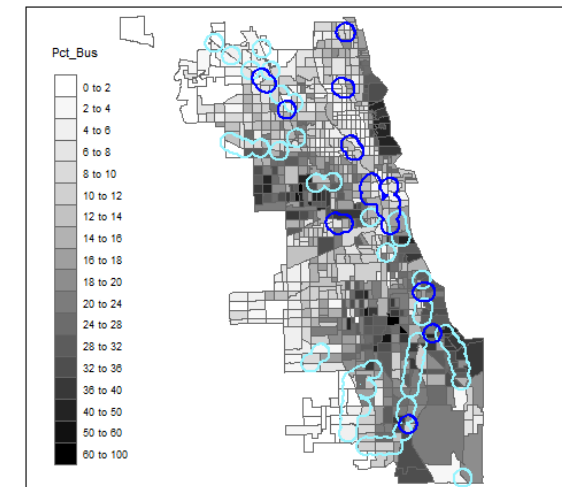
% Who Commute by Car



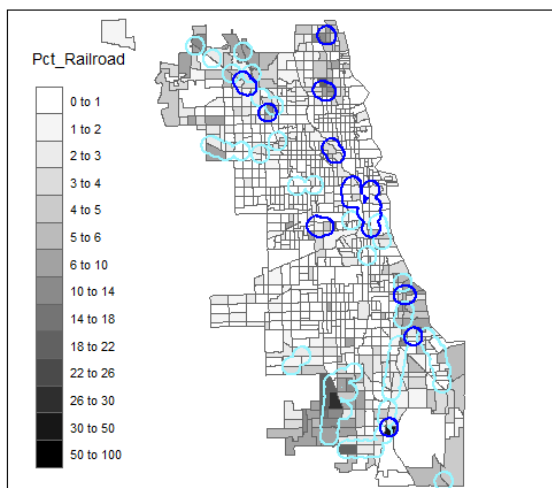
% Who Commute by EI



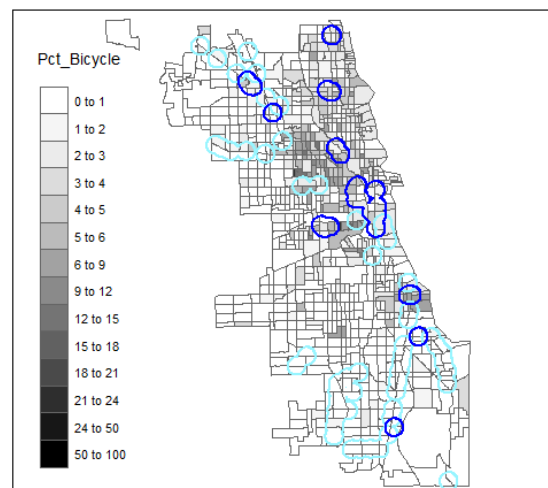
% Who Commute by Bus



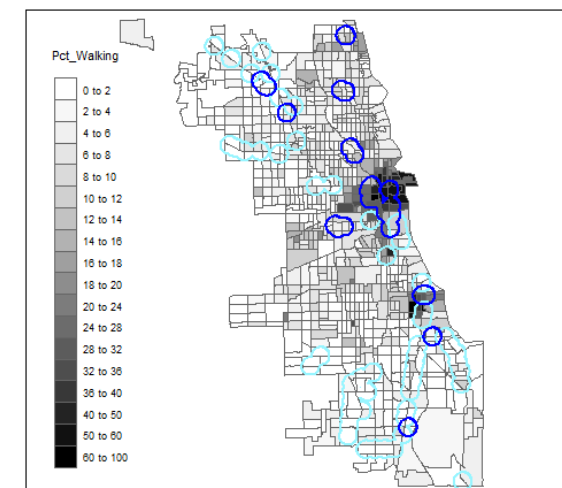
% Who Commute by Rail



% Who Commute by Bicycle



% Who Commute by Walking



TOD and mode choice – 2006-2010 Data (Metra)

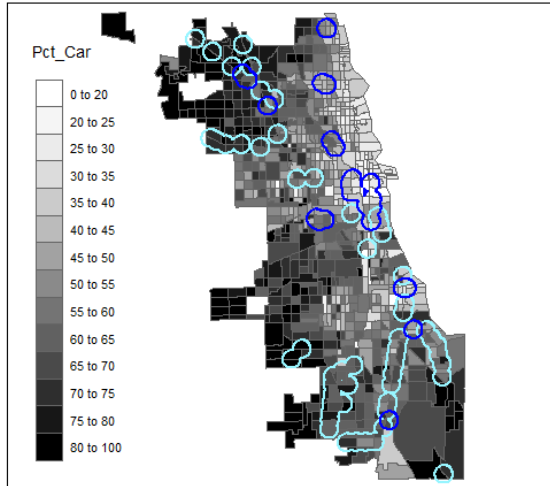
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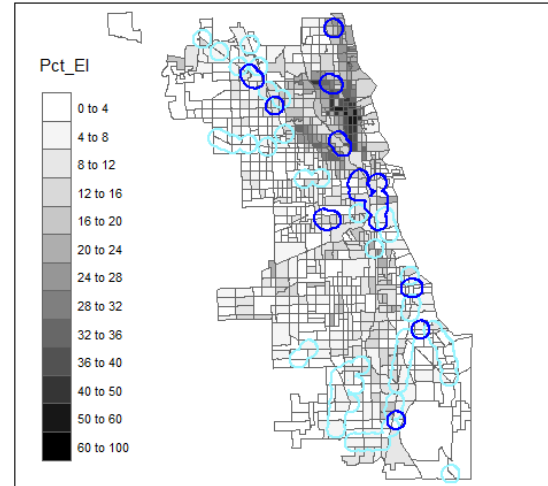
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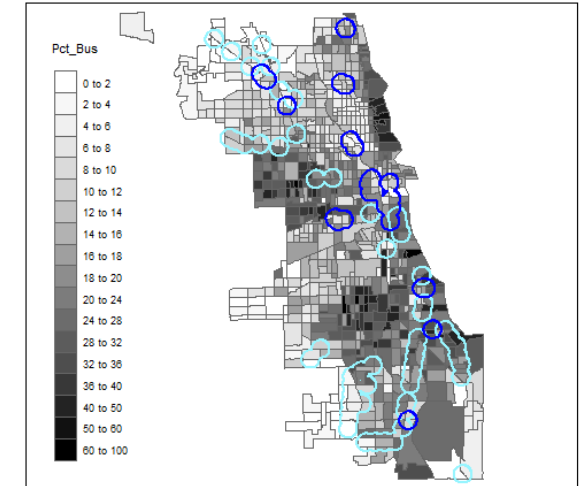
% Who Commute by Car



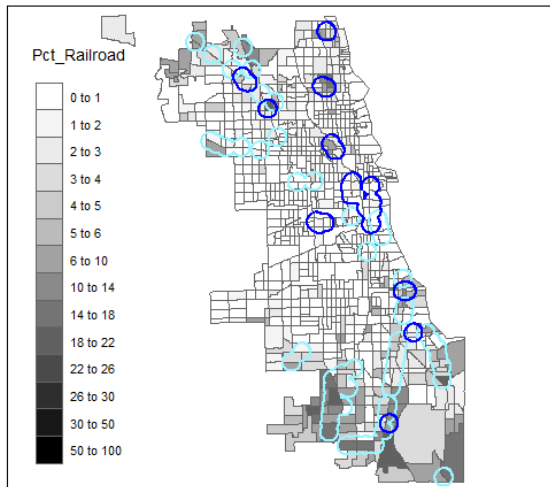
% Who Commute by EI



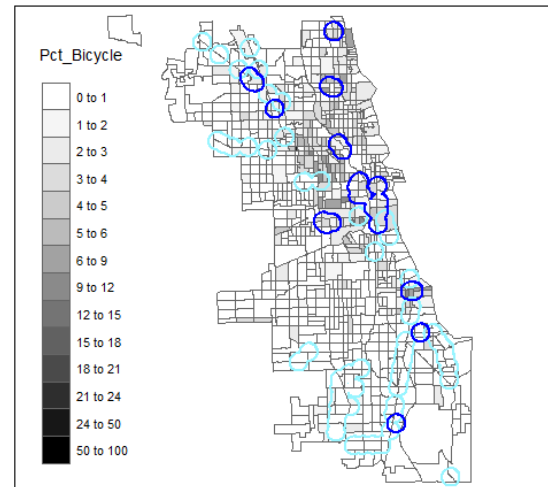
% Who Commute by Bus



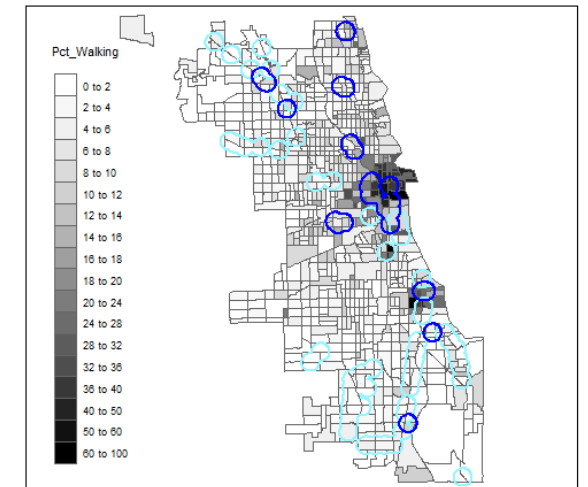
% Who Commute by Rail



% Who Commute by Bicycle



% Who Commute by Walking



TOD and mode choice to get to work – Summary Statistics

2012-2016 Data –Across All Chicago Census Tracts

Mode of Transit	Mean (%)	Maximum % within a tract
Car	53.7	100
El	12.5	58.77
Bus	16.41	63.96
Bicycle	1.68	21.64
Walking	6.43	62.03
Rail	1.71	31.56

2006-2010 Data –Across All Chicago Census Tracts

Mode of Transit	Mean (%)	Maximum % within a tract
Car	57.06	100
El	9.62	57.39
Bus	17.82	83.25
Bicycle	1.10	29.11
Walking	5.98	79.34
Rail	1.71	20.04

2012-2016 Data –Areas Near CTA Rail Stations With and Without TOD activity

Mode of Transit	Mean (%) in Areas near CTA rail stations with TOD Activity	Mean (%) in Areas near CTA rail stations without TOD Activity
Car	36.7	53.7
El	25.4	10.6
Bus	12.5	20.4
Bicycle	2.7	.9
Walking	10.6	6.3
Rail	1.8	.7

2006-2010 Data – Areas Near CTA Rail Stations With and Without TOD activity

Mode of Transit	Mean (%) in Areas near CTA rail stations with TOD Activity	Mean (%) in Areas near CTA rail stations without TOD Activity
Car	37.6	54.0
El	25.1	10.4
Bus	12.6	20.4
Bicycle	2.7	0.9
Walking	10.2	6.0
Rail	1.7	.8