Trips by children aged 8 to 14 (2017 NHTS), Standard errors clustered at the household level. Coefficients are scaled and mean centered.

**Probability that a trip will be independent (without a household adult)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **No control for mode** | | **Control for active mode** | |
| Akaike Information Criterion (AIC) | 9407 | | 9396 | |
| Bayesian Information Criterion (BIC) | 9625 | | 9621 | |
| Pseudo R2 | 0.25 | | 0.26 | |
| **Variable** | **Estimate** | **p-value** | **Estimate** | **p-value** |
| Intercept | -3.15 | < 0.01 | -3.19 | < 0.01 |
| **Trip characteristics** | | | | |
| Active mode (walk or bike) | - | - | 0.37 | < 0.01 |
| Trip distance1 | -0.25 | < 0.01 | -0.18 | < 0.01 |
| *Trip purpose, relative to home-based other* | | |  |  |
| Home-based school | 1.69 | < 0.01 | 1.72 | < 0.01 |
| School-based other | 2.32 | < 0.01 | 2.36 | < 0.01 |
| Other-other | -0.39 | < 0.01 | -0.36 | < 0.01 |
| *Time of day, relative to morning (7am to 11:59am)* | | |  |  |
| Afternoon (noon to 5:59pm) | 0.44 | < 0.01 | 0.44 | < 0.01 |
| Evening (6pm to 9:59pm) | -0.38 | < 0.01 | -0.38 | < 0.01 |
| Night (10pm to 6:59am) | 0.42 | < 0.01 | 0.42 | < 0.01 |
| Population density1,2 | -0.26 | < 0.01 | -0.26 | < 0.01 |
| **Household characteristics** | | | | |
| *Vehicle availability, relative to one car per driver* | | |  |  |
| More than one car per driver | 0.09 | 0.14 | 0.09 | 0.17 |
| Fewer than one car per driver | 0.16 | 0.13 | 0.14 | 0.17 |
| No vehicles | 0.15 | 0.65 | 0.05 | 0.88 |
| *Number of household drivers, relative to two drivers* | | | | |
| More than two drivers | 0.18 | 0.08 | 0.17 | 0.08 |
| One driver | 0.36 | < 0.01 | 0.35 | < 0.01 |
| No drivers | 0.99 | 0.01 | 0.99 | 0.01 |
| Household income1,3 | 0.01 | 0.89 | 0.01 | 0.87 |
| *Highest education level, relative to bachelor’s degree* | | |  |  |
| Less than high school | 0.49 | 0.05 | 0.48 | 0.07 |
| High school | 0.50 | < 0.01 | 0.51 | < 0.01 |
| Some college | 0.18 | 0.02 | 0.19 | 0.02 |
| Graduate degree | 0.01 | 0.91 | > -0.01 | > 0.99 |
| Number of household children | 0.04 | 0.21 | 0.04 | 0.22 |
| **Individual (child) characteristics** |  |  |  |  |
| Age | 0.24 | < 0.01 | 0.24 | < 0.01 |
| Female | -0.04 | 0.44 | -0.04 | 0.46 |
| *Race/ethnicity, relative to non-Hispanic white* | | |  |  |
| Hispanic | -0.35 | < 0.01 | -0.34 | < 0.01 |
| Non-Hispanic Black | -0.08 | 0.46 | -0.07 | 0.48 |
| Non-Hispanic Asian | -0.35 | 0.01 | -0.35 | 0.01 |
| Other race | -0.06 | 0.53 | -0.07 | 0.50 |
| Presence of a younger household child | -0.32 | < 0.01 | -0.32 | < 0.01 |
| Presence of an older household child | 0.08 | 0.41 | 0.08 | 0.39 |
| 1. Values are log-transformed  2. Maximum of origin and destination  3. Annual household income is reported in one of eleven categories: Less than $10,000, $10,000 to $15,000, $15,000 to $25,000, 25-35, 35-50, 50-75, 75-100, 100-125, 125-150, 150-200, 200+. Income was taken as the middle value of each range. For the highest category, a value of $250,000 was used. | | | | |

**Probability that a trip will be by an active mode (walk or bike)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **No control for household adult on trip** | | **Control for household adult on trip** | |
| Akaike Information Criterion (AIC) | 4401 | | 4277 | |
| Bayesian Information Criterion (BIC) | 4620 | | 4503 | |
| Pseudo R2 | 0.56 | | 0.56 | |
| **Variable** | **Estimate** | **p-value** | **Estimate** | **p-value** |
| Intercept | -3.81 | < 0.01 | -3.93 | < 0.01 |
| **Trip characteristics** | | | | |
| Presence of household adult | - | - | 0.27 | 0.02 |
| Trip distance1 | -2.57 | < 0.01 | -2.58 | < 0.01 |
| *Trip purpose, relative to home-based other* | | |  |  |
| Home-based school | -0.56 | < 0.01 | -0.57 | < 0.01 |
| School-based other | -0.90 | < 0.01 | -0.94 | < 0.01 |
| Other-other | -1.15 | < 0.01 | -1.14 | < 0.01 |
| *Time of day, relative to morning (7am to 11:59am)* | | |  |  |
| Afternoon (noon to 5:59pm) | 0.02 | 0.84 | -0.01 | 0.93 |
| Evening (6pm to 9:59pm) | 0.07 | 0.61 | 0.06 | 0.66 |
| Night (10pm to 6:59am) | -0.58 | 0.10 | -0.57 | 0.11 |
| Population density1,2 | 0.24 | < 0.01 | 0.25 | < 0.01 |
| **Household characteristics** | | | | |
| *Vehicle availability, relative to one car per driver* | | |  |  |
| More than one car per driver | -0.03 | 0.79 | -0.01 | 0.96 |
| Fewer than one car per driver | 0.57 | < 0.01 | 0.61 | < 0.01 |
| No vehicles | 2.37 | < 0.01 | 2.38 | < 0.01 |
| *Number of household drivers, relative to two drivers* | | | | |
| More than two drivers | 0.28 | 0.08 | 0.29 | 0.07 |
| One driver | 0.40 | < 0.01 | 0.42 | < 0.01 |
| No drivers | 0.30 | 0.46 | 0.30 | 0.47 |
| Household income1,3 | 0.05 | 0.34 | 0.05 | 0.40 |
| *Highest education level, relative to bachelor’s degree* | | |  |  |
| Less than high school | 0.80 | 0.02 | 0.84 | 0.01 |
| High school | -0.22 | 0.25 | -0.23 | 0.23 |
| Some college | -0.41 | < 0.01 | -0.41 | < 0.01 |
| Graduate degree | 0.39 | < 0.01 | 0.40 | < 0.01 |
| Number of household children | 0.12 | 0.02 | -0.41 | < 0.01 |
| **Individual (child) characteristics** |  |  |  |  |
| Age | 0.16 | 0.06 | 0.18 | 0.03 |
| Female | -0.19 | 0.02 | -0.20 | 0.02 |
| *Race/ethnicity, relative to non-Hispanic white* | | |  |  |
| Hispanic | -0.16 | 0.19 | -0.16 | 0.19 |
| Non-Hispanic Black | -0.28 | 0.12 | -0.31 | 0.09 |
| Non-Hispanic Asian | 0.03 | 0.86 | -0.05 | 0.77 |
| Other race | > -0.01 | 0.98 | -0.02 | 0.91 |
| Presence of a younger household child | -0.14 | 0.29 | -0.12 | 0.37 |
| Presence of an older household child | -0.23 | 0.12 | -0.19 | 0.20 |
| 1. Values are log-transformed  2. Maximum of origin and destination  3. Income is reported in one of eleven categories: Less than $10,000 per year, $10,000 to $15,000 per year, 15-25, 25-35, 35-50, 50-75, 75-100, 100-125, 125-150, 150-200, 200+. Income was taken as the middle value of each range. For the highest category, a value of $250,000 was used. | | | | |

Probability that it will be active, controlling for whether it is independent (If it’s independent, it’s much more likely to be active.

Probability that it will be independent, controlling for whether it is active.

Probability that it will be independent, dependent on its being active.

Probability that it will be active, dependent on its being independent.