

## **Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments Dataset**

Dataset available at: [https://doi.org/10.15760/TREC\\_datasets.07](https://doi.org/10.15760/TREC_datasets.07)

(This dataset supports report **Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments**, <https://dx.doi.org/10.15760/trec.250>.)

This U.S. Department of Transportation-funded dataset is preserved by Portland State University. Transportation Research and Education Center (TREC) in their data repository PDX Scholar (<https://pdxscholar.library.pdx.edu/>), and is available at [https://doi.org/10.15760/TREC\\_datasets.07](https://doi.org/10.15760/TREC_datasets.07)

The related final report **Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments**, is available from the National Transportation Library's Digital Repository at <https://rosap.ntl.bts.gov/view/dot/54613>.

### **Metadata from the PDX Scholar Repository record:**

Document Type: Dataset

Publication Data: 2020

### Abstract:

Portland State University has worked with the Portland Metro regional government periodically since 2005 to survey occupants of buildings for which developers had received funding from Metro's Transit-Oriented Development (TOD) Program. This research extends upon the prior TOD surveys in Portland by revisiting a set of developments with a second wave of surveys to understand how the travel behavior of TOD residents may change over time, and what factors influence change in travel patterns. The second wave surveys, coming 8-13 years after the baseline surveys, include five TODs in the west side Portland suburbs of Hillsboro and Beaverton, two TODs in East Portland, and eight TODs in the east side Portland suburb of Gresham. Second wave surveys were sent to the same buildings as the baseline surveys (in most cases, to every unit), but not specifically to the same people as in the baseline. Surveys asked about household travel options, daily travel for work and non-work purposes, and questions on travel preferences and attitudes.

Our hypothesis was that as neighborhoods are built out, both around the TOD and other transit station areas, residents would have greater opportunities to use transit (along with walking and bicycling) for daily travel. For the sample as a whole, there were three changes between the baseline and second wave surveys that are consistent with the objectives of TODs: the share of people commuting to work by driving alone 4-5 days a week fell from 58% to 46%, while the share never driving alone rose from 11% to 24%; the share of people walking or biking to work at least one day a week rose from 9% to 29%; and the share of people living in low-car households (fewer cars than adults) increased from 34% to 50%, though the share of car-free household did not change. We did not see any changes in the overall sample with respect to

commuting by transit or using transit, walking, or bicycling for other, non-commute trip purposes.

**Description:**

This data supports the NITC project, "Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments" (2020).

<https://nitc.trec.pdx.edu/research/project/1240>

Data are primarily from surveys of residents of transit-oriented developments in the Portland, Region, focusing on travel behavior. Survey data are supplemented with select land use data for the building location.

**Recommended citation:**

McNeil, Nathan and Dill, Jennifer. "Data from: Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments" (2020)

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**Dataset description:**

This dataset contains 1 .zip file collection below.

**NITC1240Data1.sav.zip:**

The .zip file collection contains 1 .sav file, titled NITC1240Data1.sav. The .sav file type is associated with SPSS, which are binary files that can only be used by the computing system which created them, such as Windows. (For more information on .sav files and software, please visit <https://www.file-extensions.org/sav-file-extension-spss-data-sets-database>)

**National Transportation Library (NTL) Curation Note:**

As this dataset is preserved in a repository outside U.S. DOT control, as allowed by the U.S. DOT's Public Access Plan (<https://doi.org/10.21949/1503647>) Section 7.4.2 Data, the NTL staff has performed *NO* additional curation actions on this dataset.

NTL staff last accessed this dataset at [https://doi.org/10.15760/TREC\\_datasets.07](https://doi.org/10.15760/TREC_datasets.07) on 2021-03-10.

If, in the future, you have trouble accessing this dataset at the host repository, please email [NTLDataCurator@dot.gov](mailto:NTLDataCurator@dot.gov) describing your problem. NTL staff will do its best to assist you at that time.