



# NRC

National Research Center Inc

# TOD in the Denver Region Study

# Surveys of Station Areas



**One mile walk**

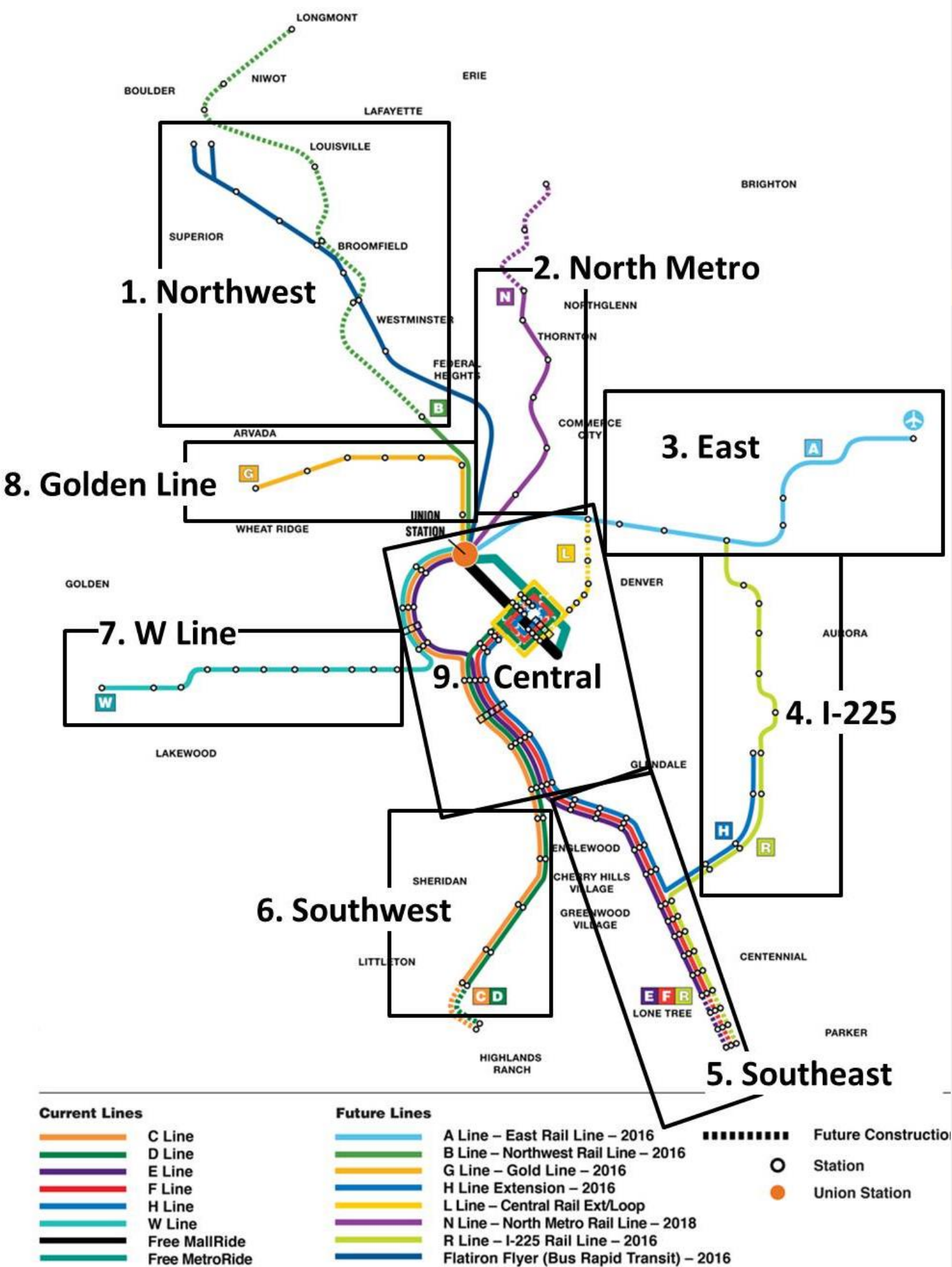
☐ **Residents**

☐ **Businesses**

☐ **Employee follow up**



# Methods



Simplify complex geography

- ✓ 9 corridors
- ✓  $\pm 200$  addresses per station
- ✓ Station typologies  
(population and employment density, walkability, car parking)

Response rates

- ✓ 2,547 residents (11%)
- ✓ 1,254 businesses (7%)
- ✓ 677 employees (very low)

Weighted by geography and demography

# Assessing TOD

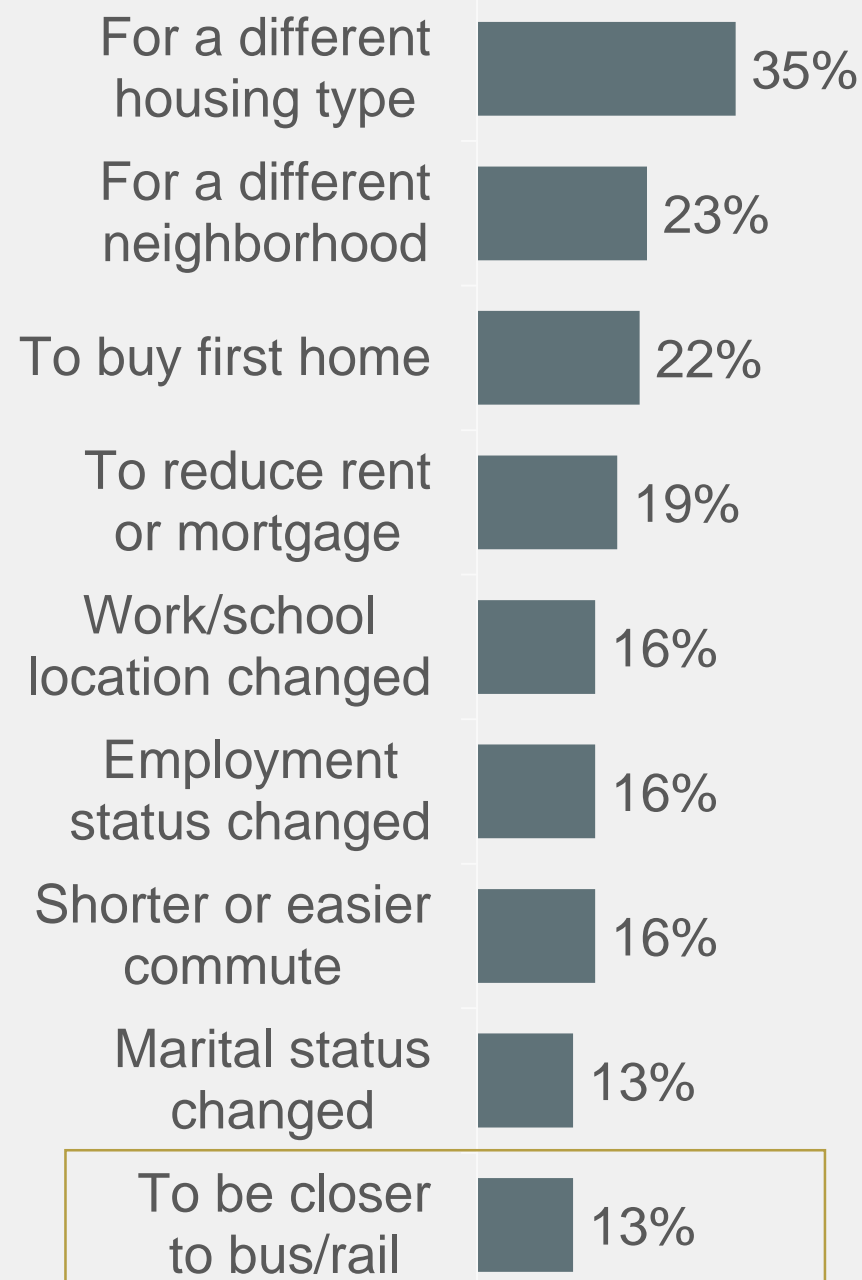
*Transit-oriented development (TOD) seeks to reduce dependency on cars by building compact, walkable, mixed-use communities centered around high quality train systems (tod.org)*

- ☐ Population and employment density
- ☐ Pedestrian-bike network
- ☐ Park-n-Rides
- ☐ Distance from station to home or business
- ☐ Maturity of the corridor

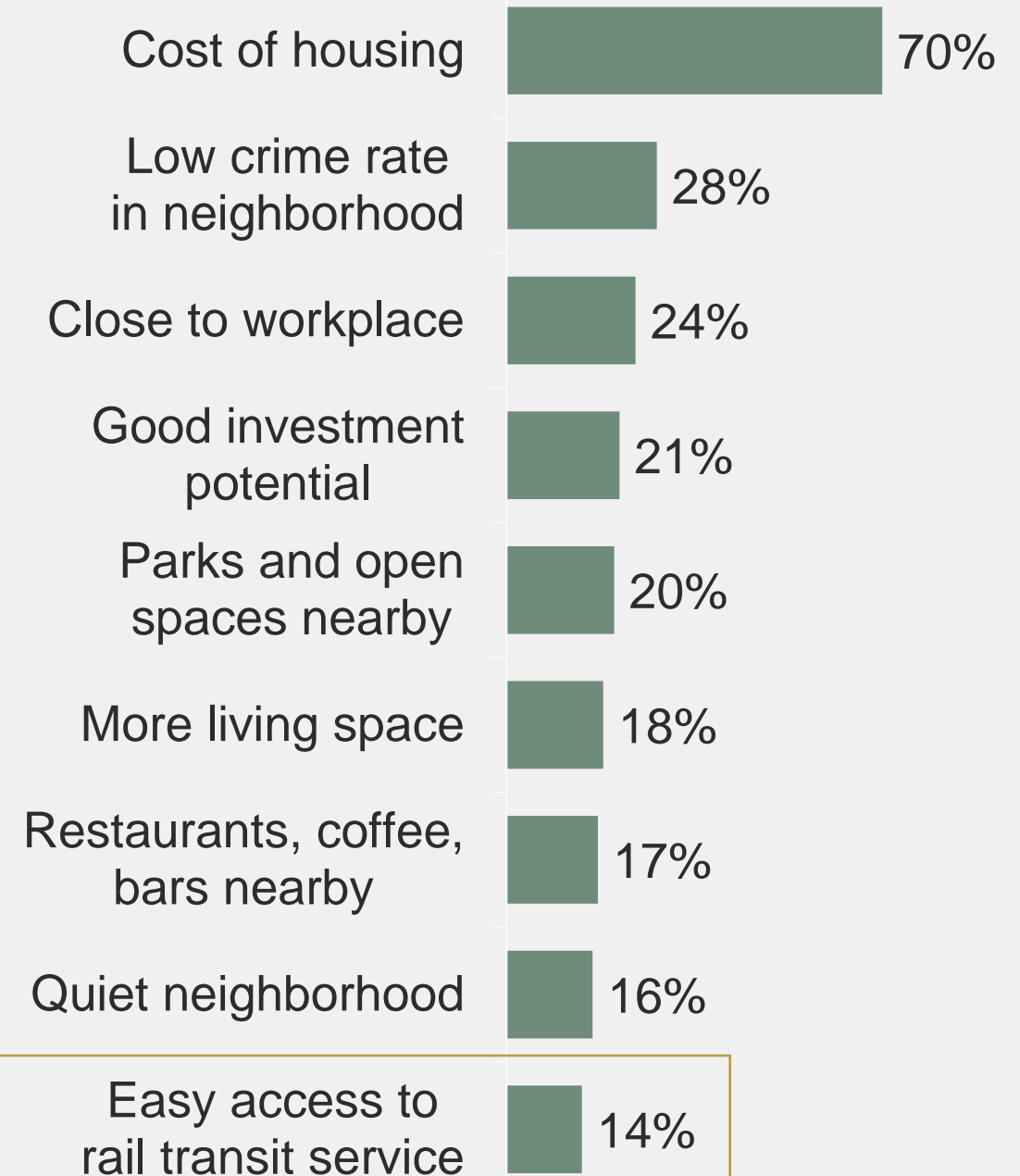
# Highlights of Survey Results

# Why people moved to a rail/BRT corridor

## Top reasons that you moved from your last to your current home

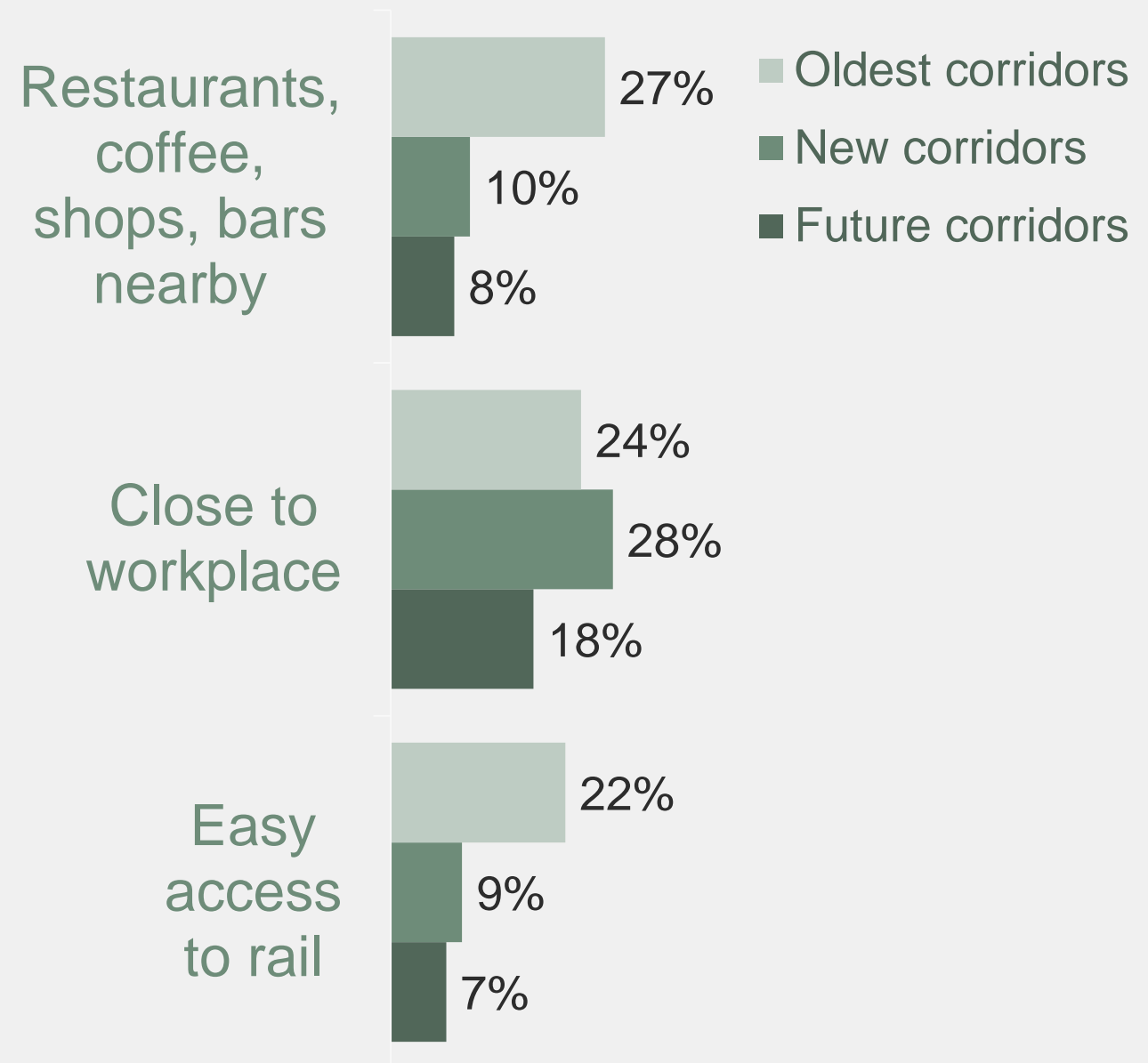
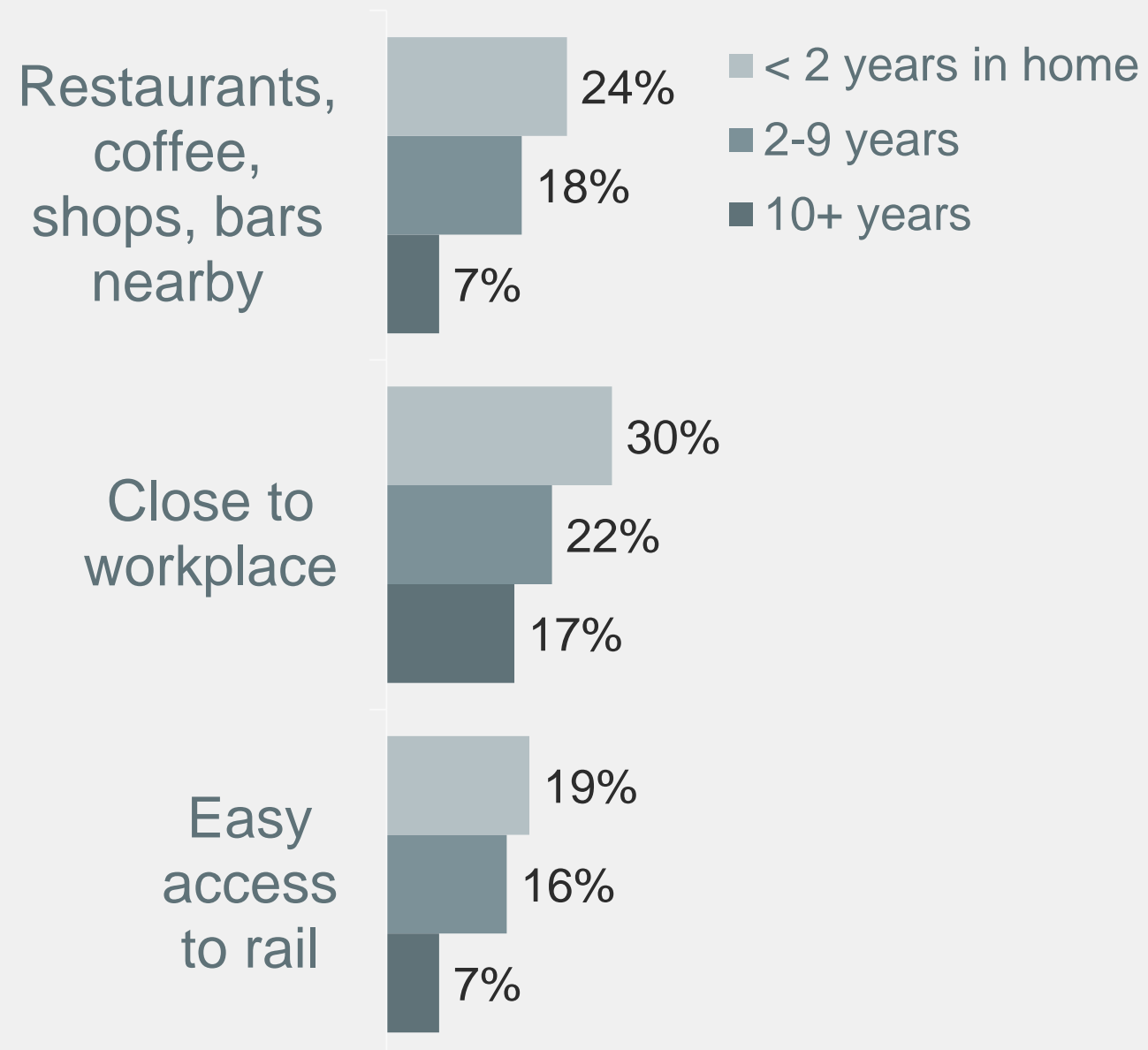


## Top amenities sought in choosing current home

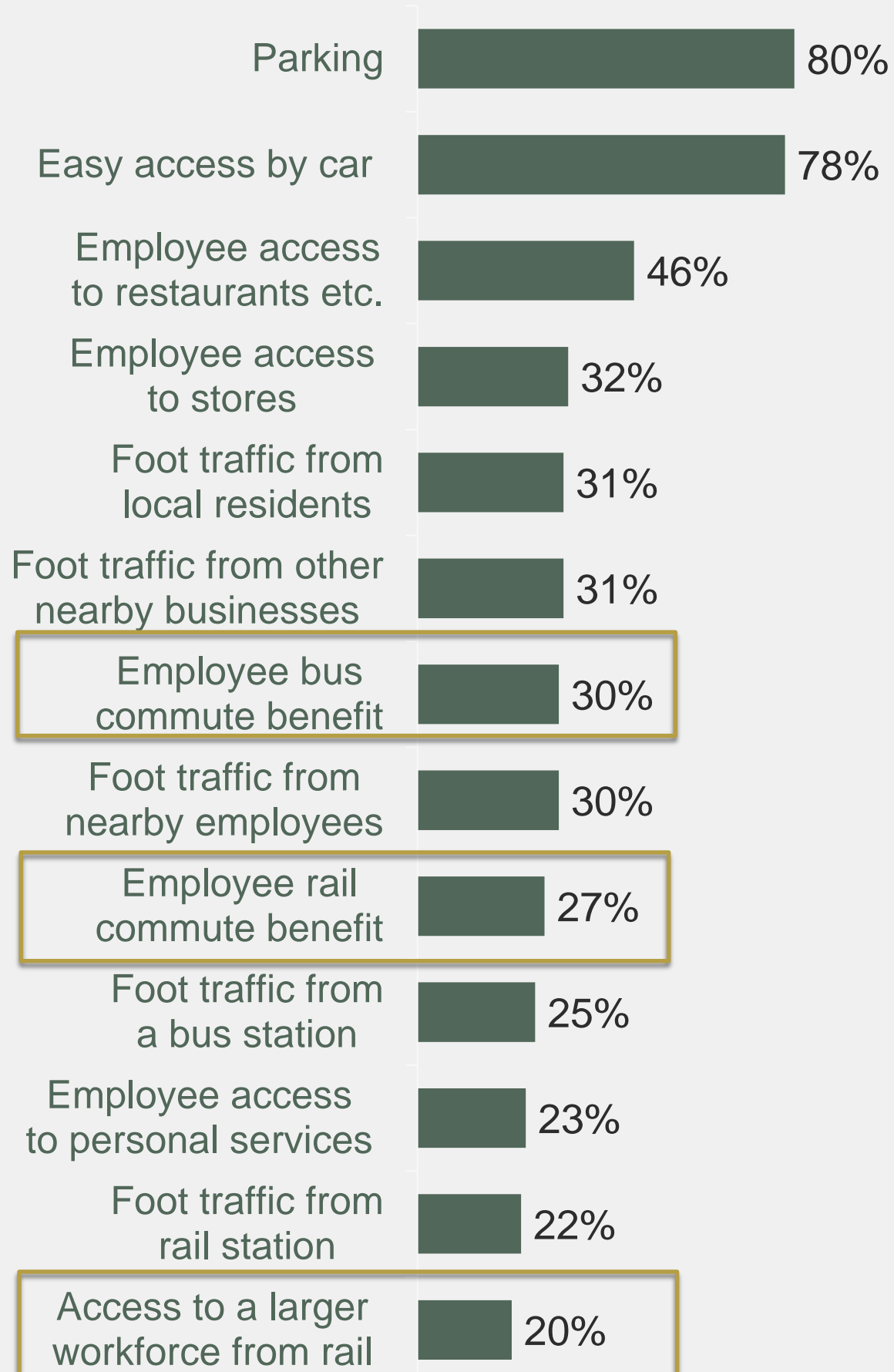


# Importance of TOD amenities is increasing

Top amenities sought when choosing your current home



## Amenity was somewhat or strong influence on location choice



# Why businesses moved to rail/BRT corridors

## Top 3 reasons company chose current location

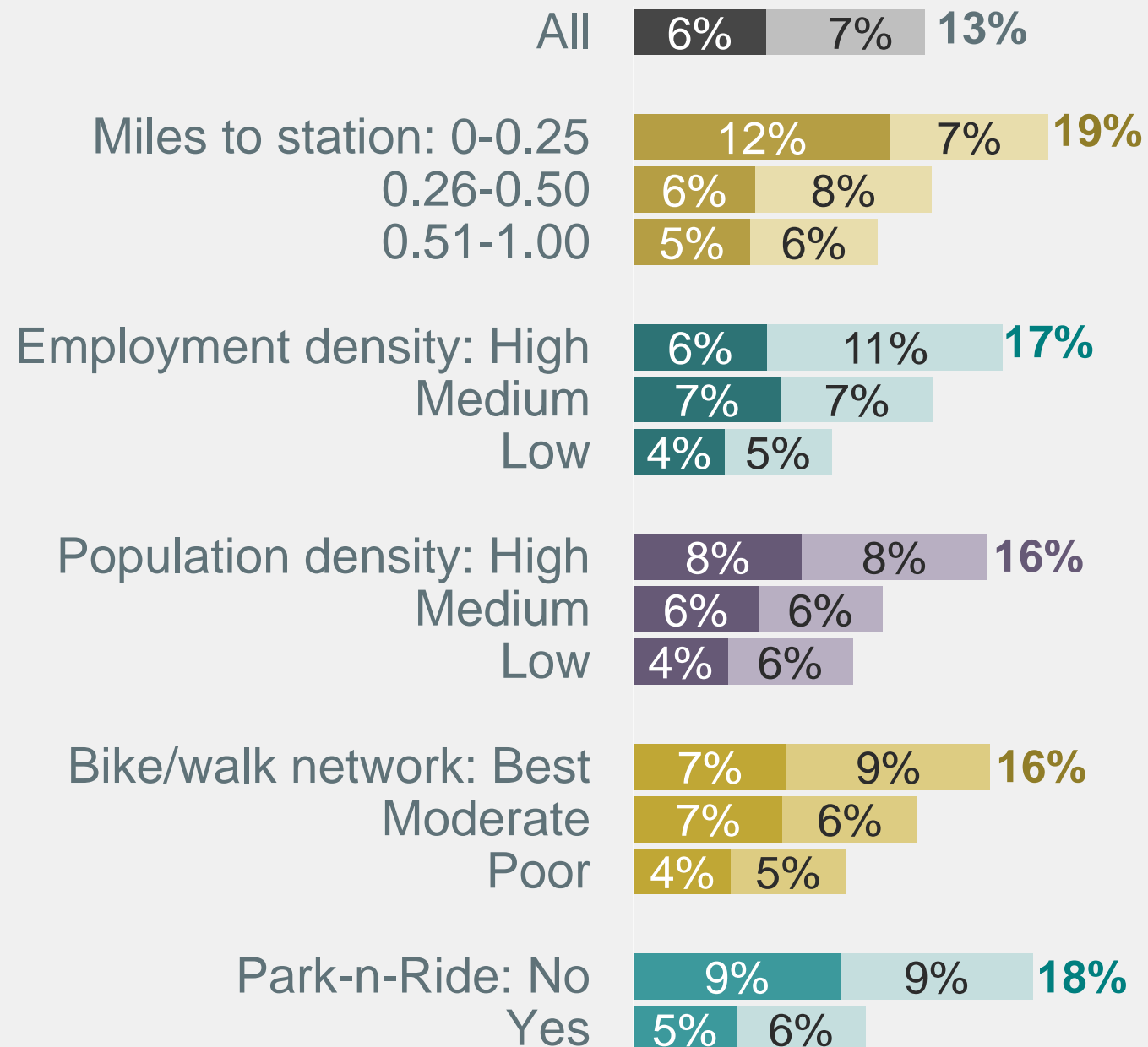
- 63% Location
- 32% Price, lease, landlord
- 25% Convenient road access
- 22% Size or space



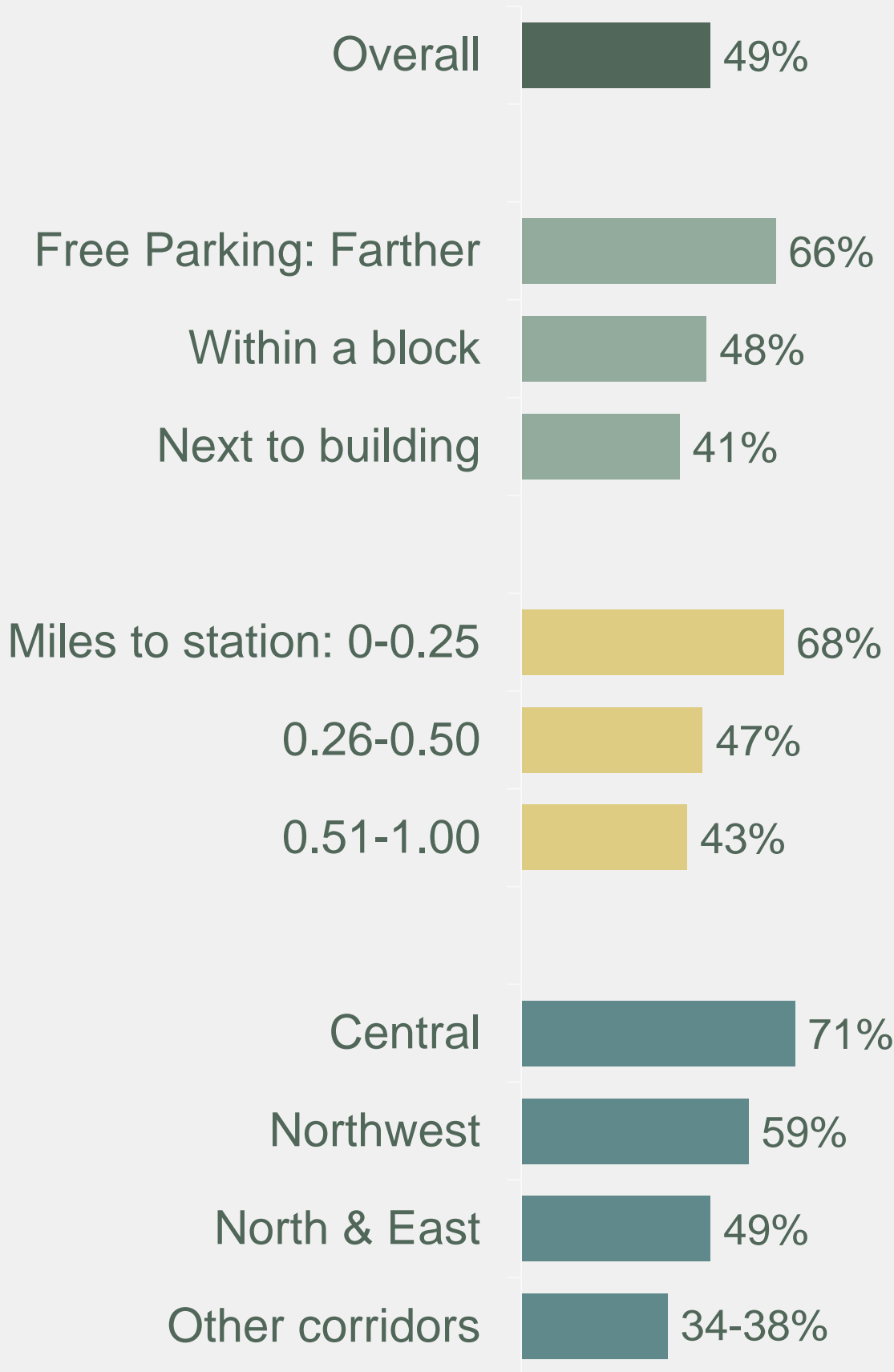
# Transit corridors have higher transit use

- Residents who commuted used transit for 13% of trips
- Regional average was about 4%, high of 6% in Denver (Census, ACS 2015)
- Older corridors have higher transit use
- Transit use increased from 2010 to 2016 for Central-South corridors
- Stations with more TOD characteristics have higher transit use

## Commute mode share by rail and bus

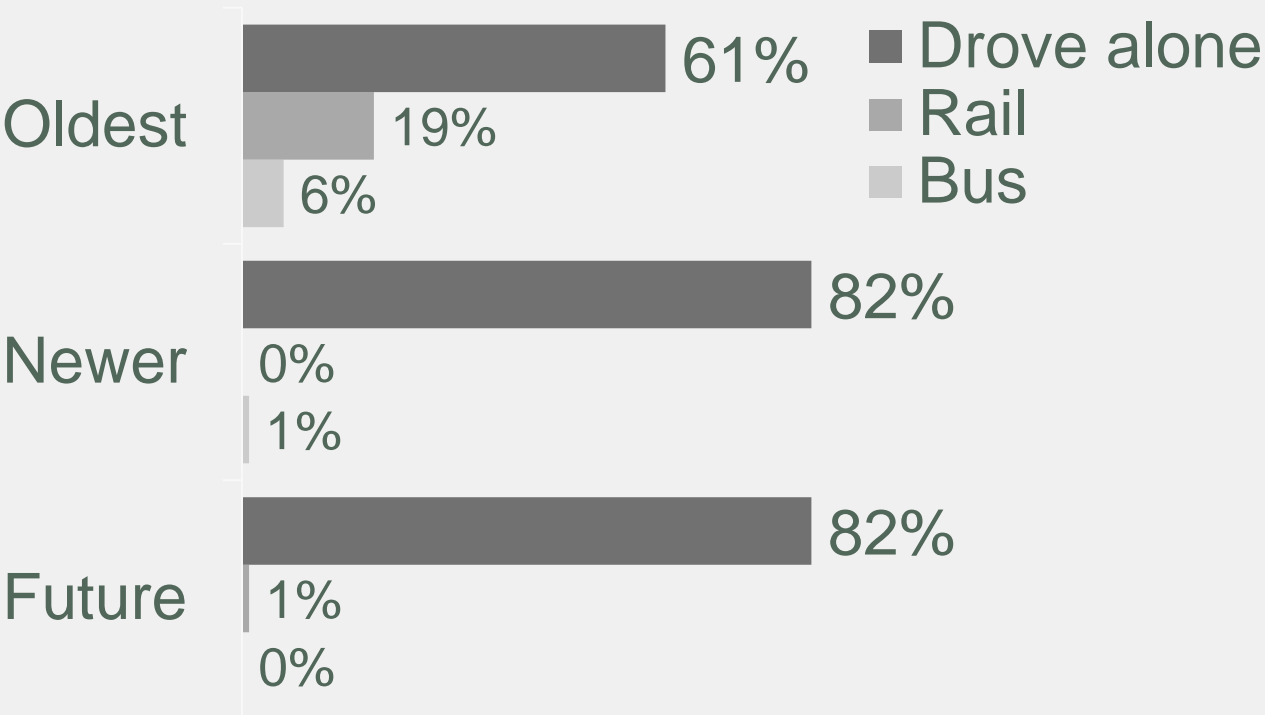


At least one employee doesn't drive alone  
(business survey)

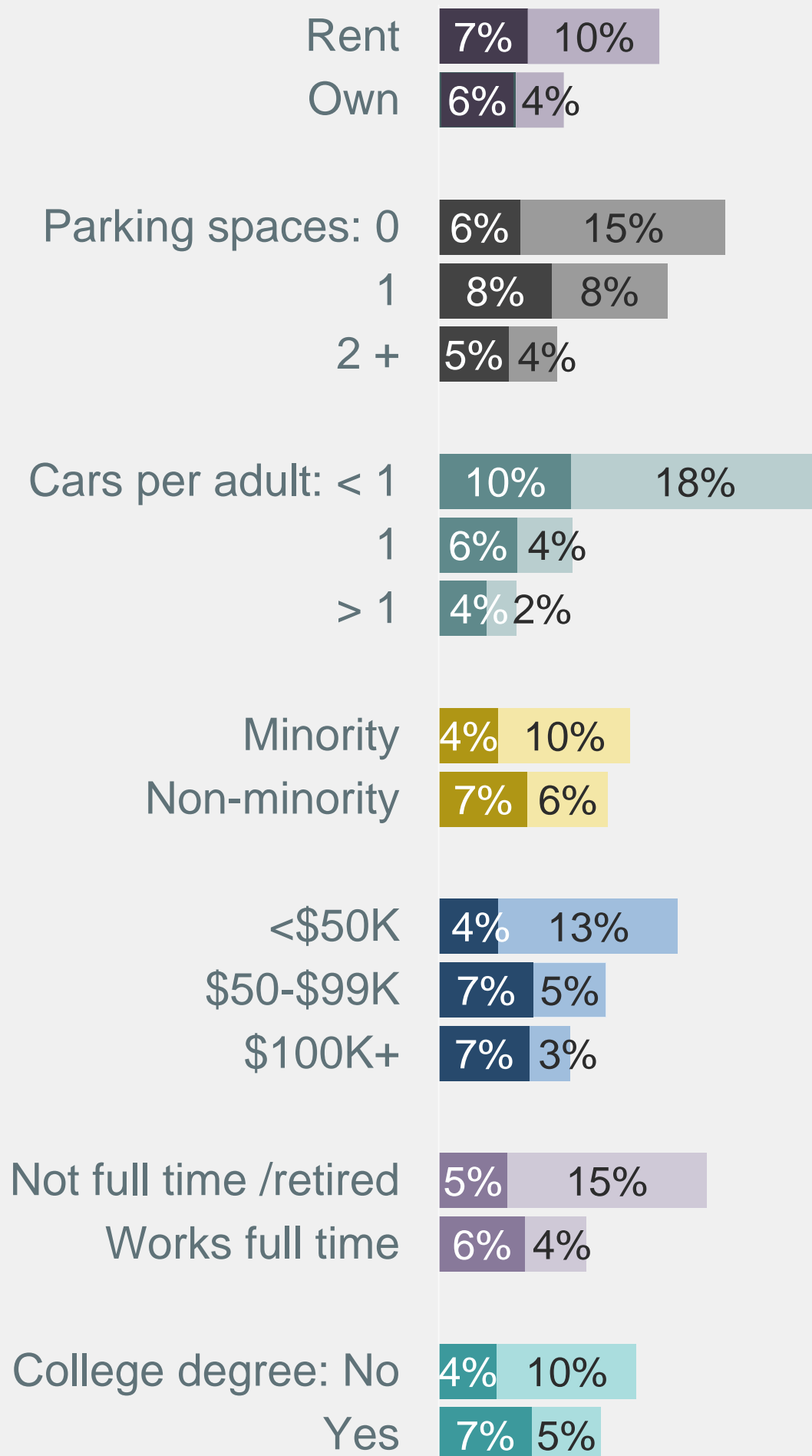


# Corridor Employee Commute Modes

Commute mode share by corridor



## Commute mode share by rail and bus

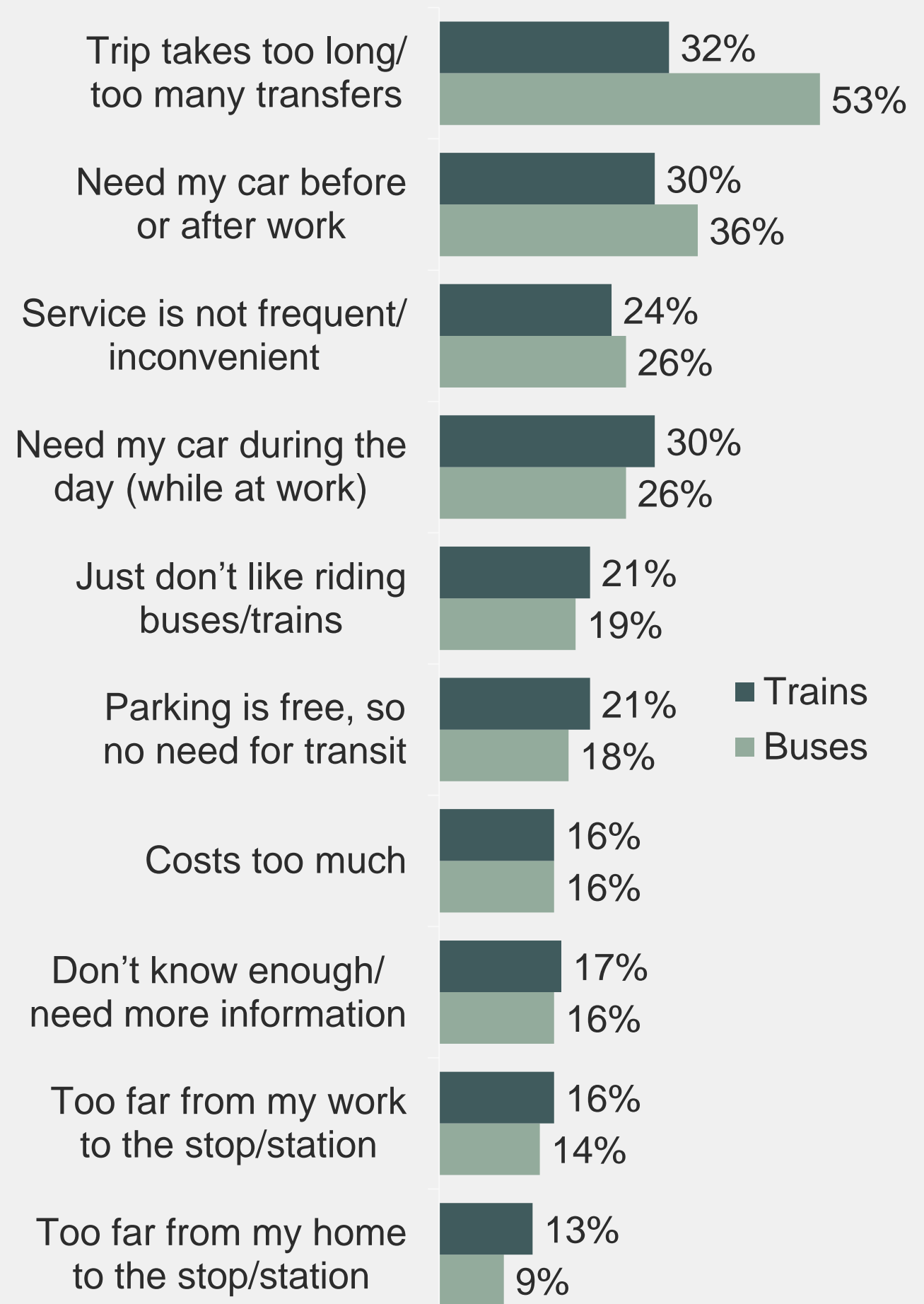


# Transit by choice vs. dependence

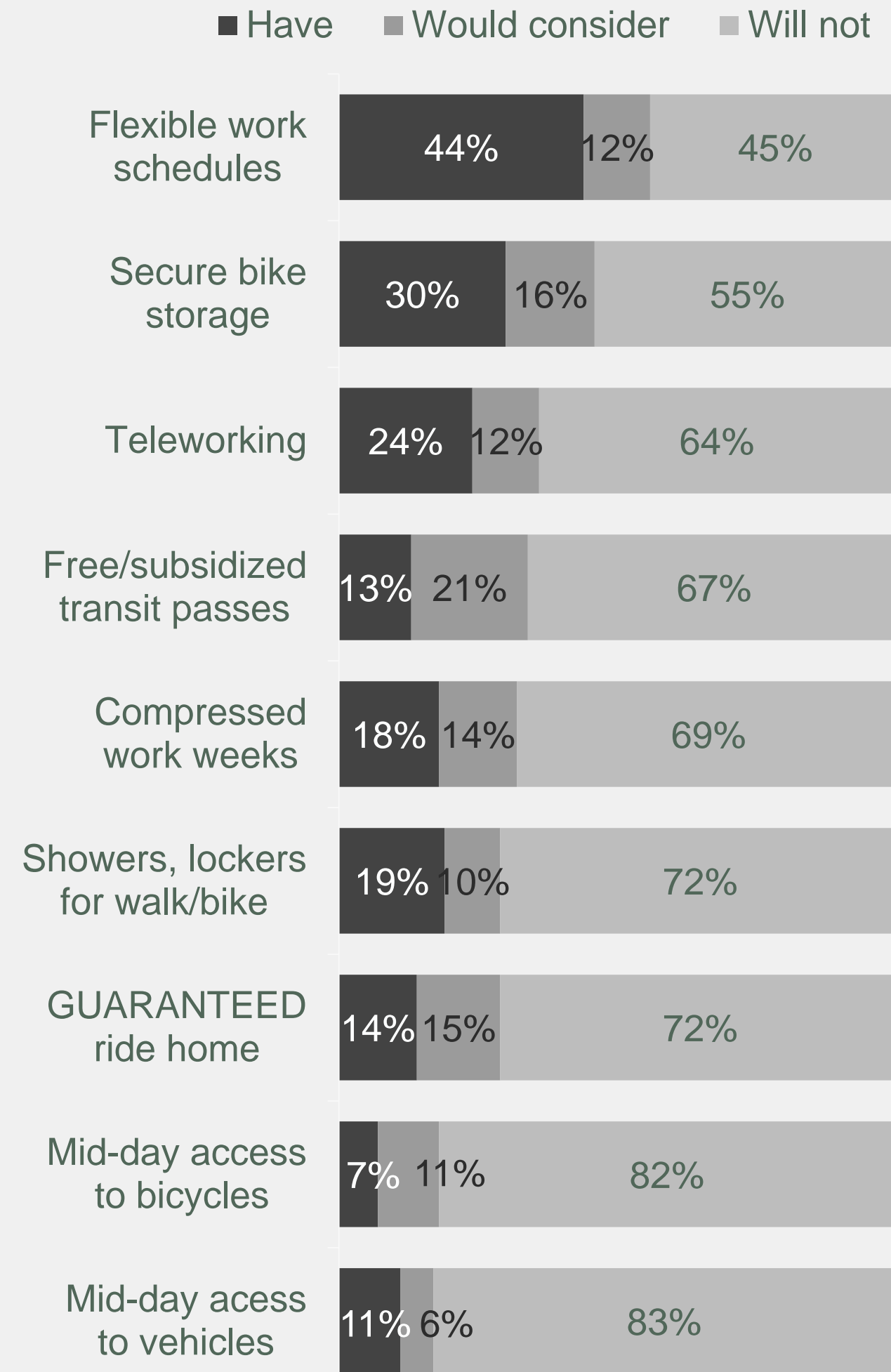
- Residents who were more likely to be transit-dependent used transit more often
- Transit-dependent residents used buses more often than trains
- Choice-users used trains more often than buses

# Barriers to Transit use

- Residents living further from a station more often cited “first mile” problems
- Those closer were more likely to have safety concerns.
- People with lower incomes, lower education levels, minorities and those not working full time were more likely to say they needed more information and worried more often about cost



# Travel Demand Management

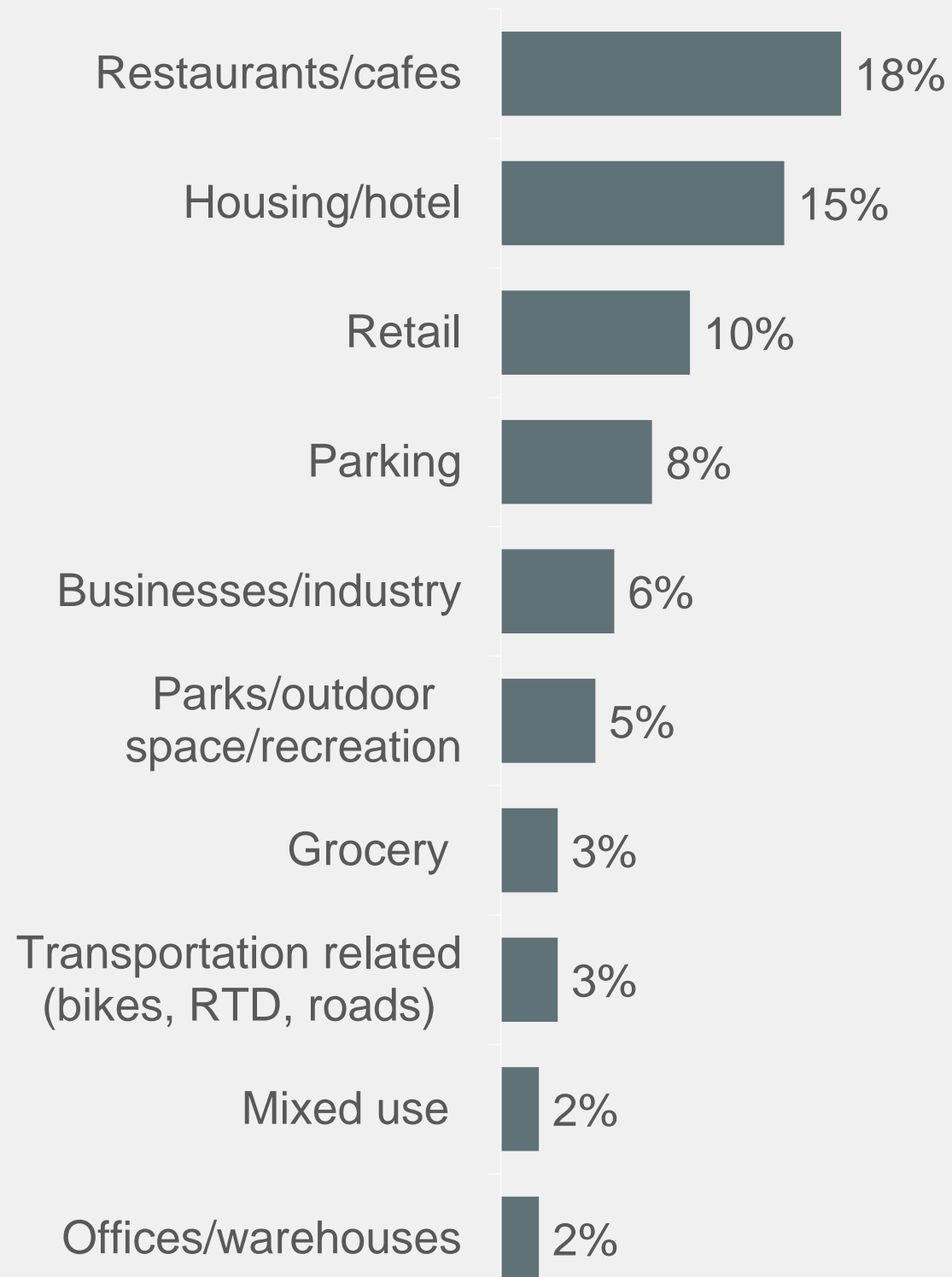


- More companies said they had TDM programs in 2016 than had in 2009 in the Central and South corridors
- 16% of employers wanted more info about TDMs, most often about free or subsidized transit passes
- Employees most often requested the company look into transit passes, flexible or compressed work schedules and teleworking

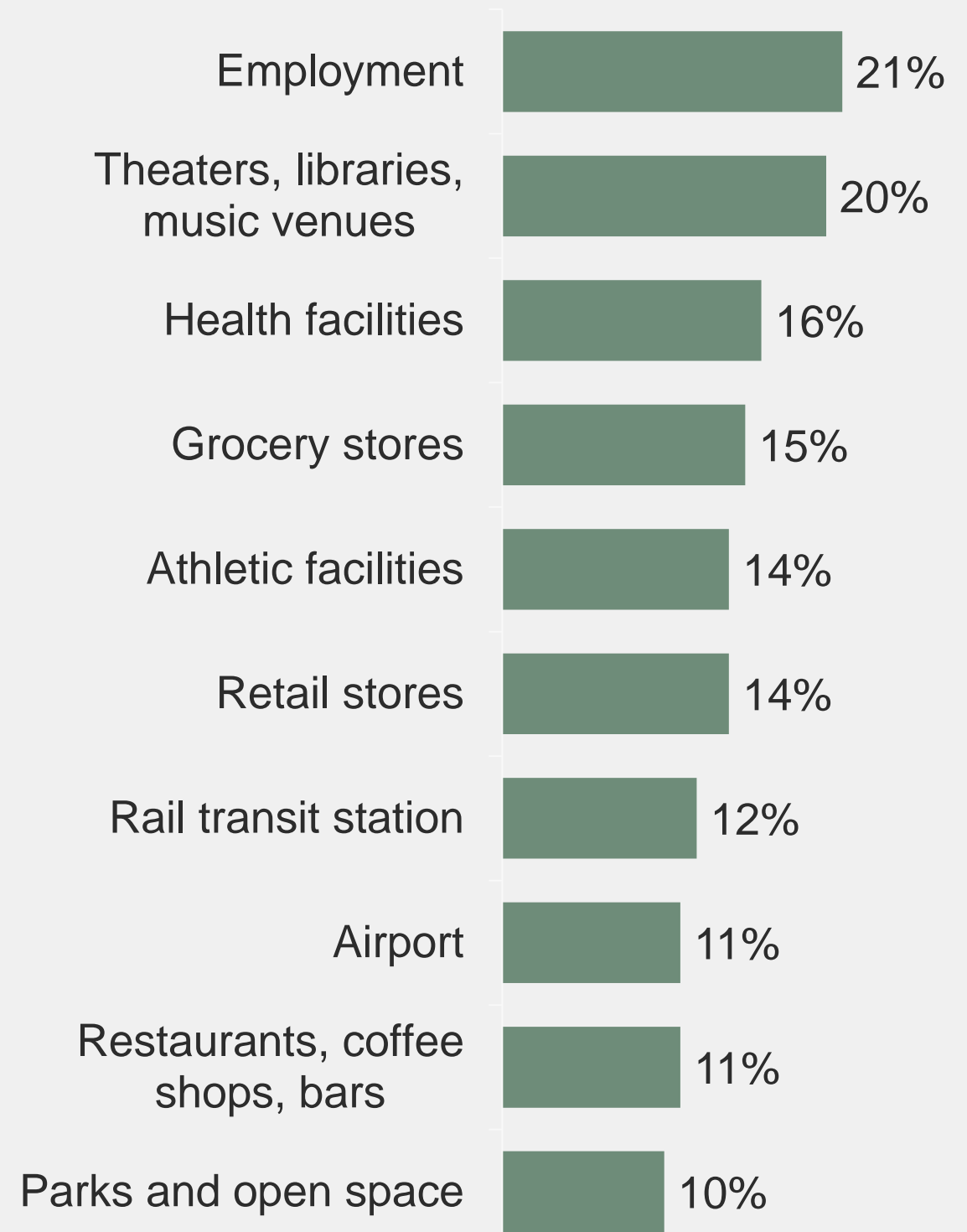


# What is wanted?

## Types of development desired by businesses



## Residents “want and don’t have”





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