

# TOD in the Denver Region Study

# **Surveys of Station Areas**

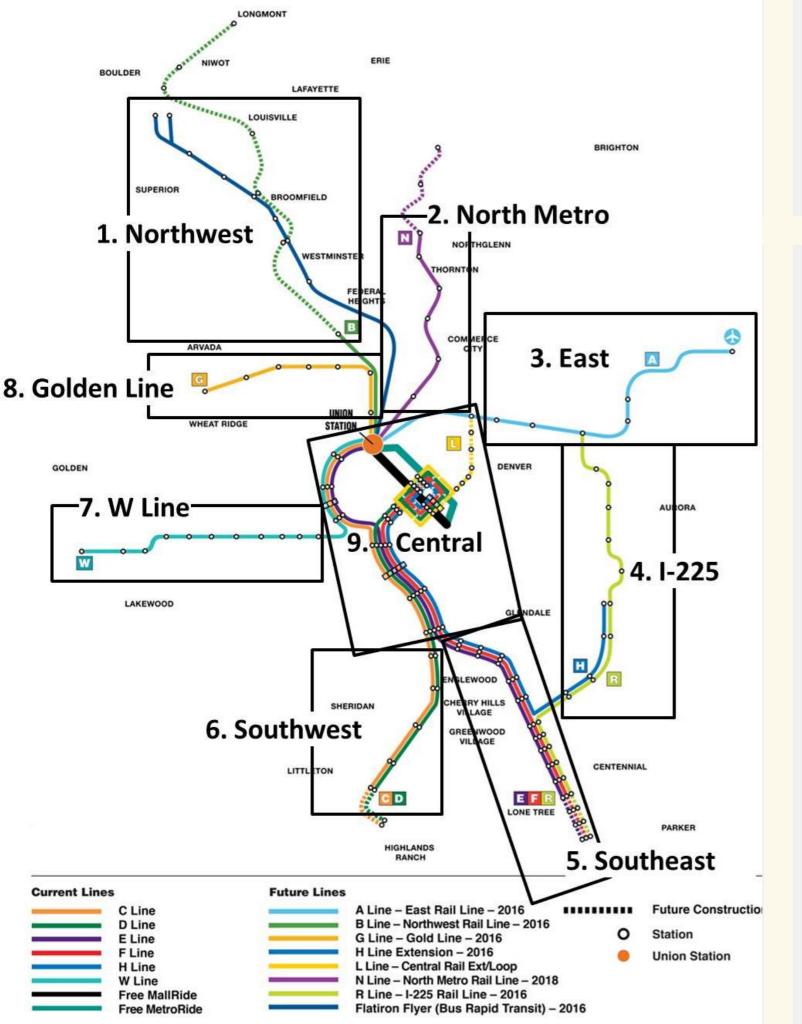


### One mile walk

Residents

Businesses

□ Employee follow up



## Methods

#### Simplify complex geography

- ✓ 9 corridors
- ✓ ± 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

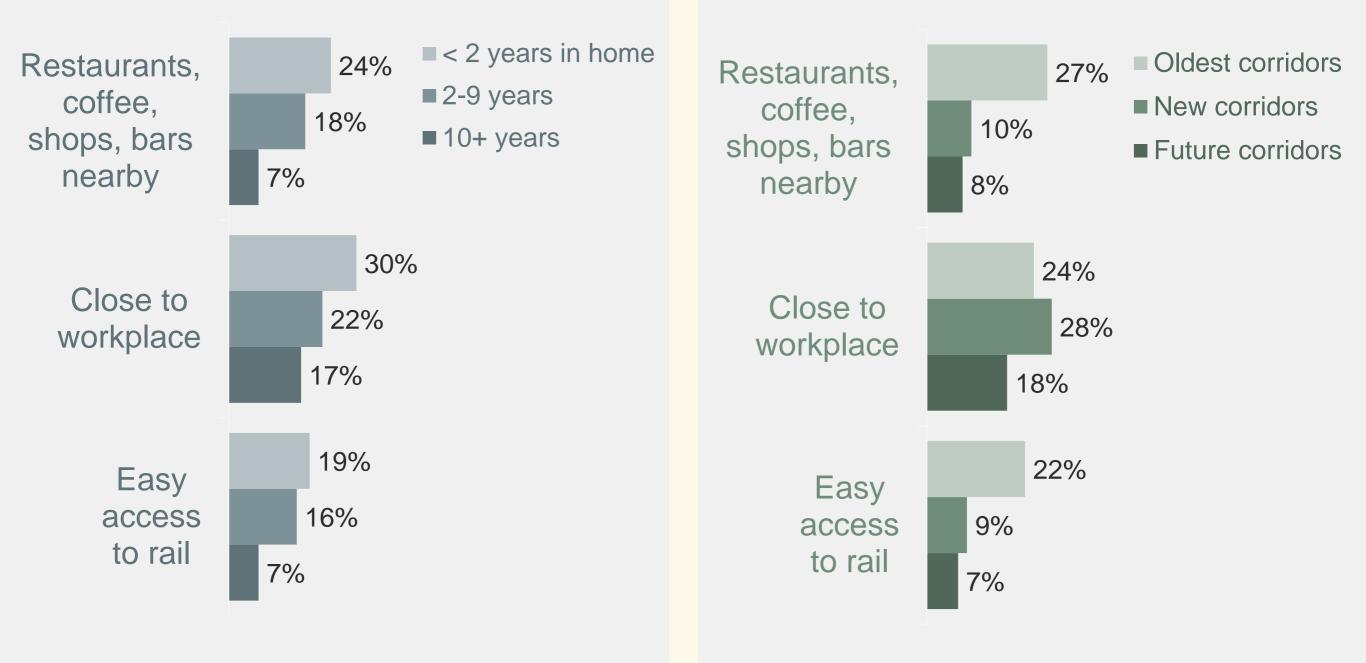
# Highlights of Survey Results

# Why people moved to a rail/BRT corridor

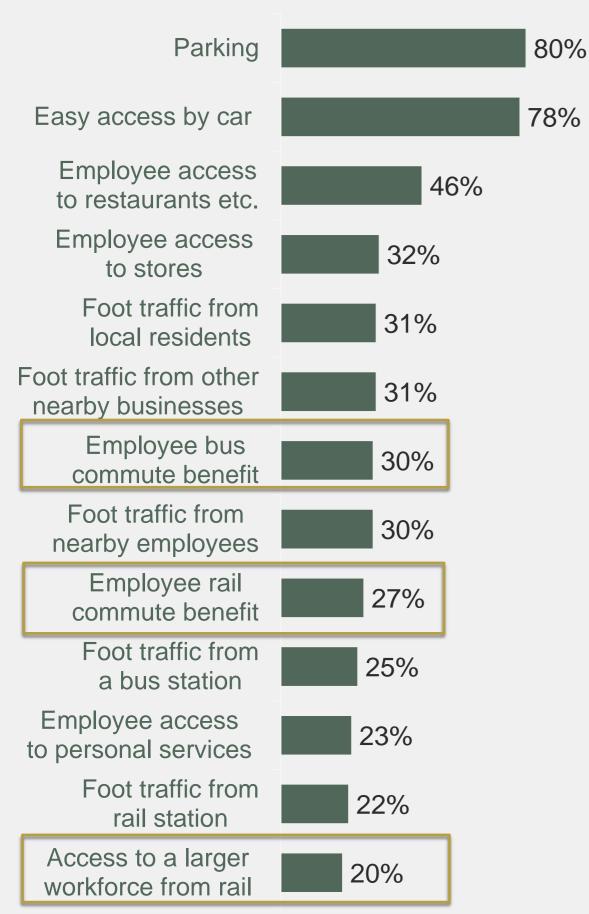
#### Top amenities sought in Top reasons that you moved from your last to your current home choosing current home For a different Cost of housing 70% 35% housing type Low crime rate For a different 28% 23% in neighborhood neighborhood Close to workplace 24% To buy first home 22% Good investment To reduce rent 21% 19% potential or mortgage Parks and open Work/school 20% 16% spaces nearby location changed **Employment** More living space 18% 16% status changed Restaurants, coffee, Shorter or easier 17% 16% bars nearby commute Marital status Quiet neighborhood 16% 13% changed Easy access to To be closer 14% 13% rail transit service to bus/rail

# 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

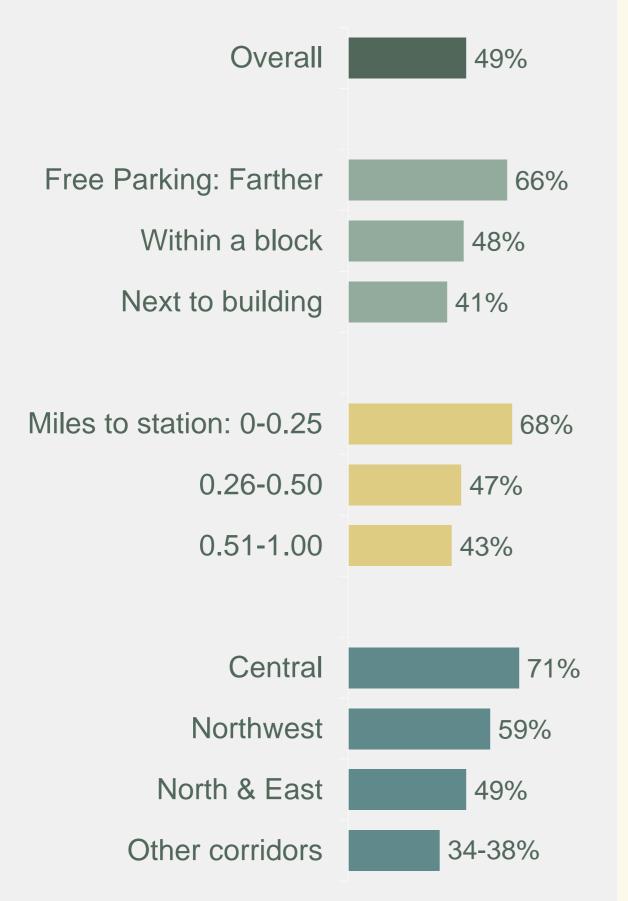
- ➢ 63% Location
- 32% Price, lease, landlord
- 25% Convenient road access
- > 22% Size or space

### Transit corridors have higher transit use

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3%	<u>6%</u> 7% 13	All
<mark>% 19%</mark>	12%       7%         6%       8%         5%       6%	Miles to station: 0-0.25 0.26-0.50 0.51-1.00
17%	6%       11%         7%       7%         4%       5%	Employment density: High Medium Low
16%	8%     8%       6%     6%       4%     6%	Population density: High Medium Low
16%	7%       9%         7%       6%         4%       5%	Bike/walk network: Best Moderate Poor
18%	9%         5%         6%	Park-n-Ride: No Yes

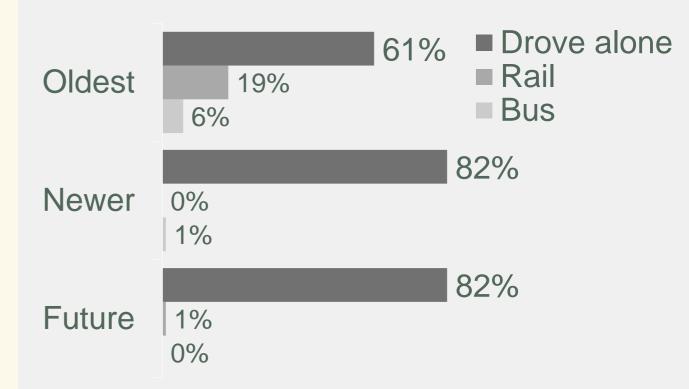
- Residents who commuted used transit for 13% of trips
- Regional average was about 4%, high of 6% in Denver (Census, ACS 2015)
- Older corridors have higher transit use
- Transit use increased from 2010 to 2016 for Central-South corridors
- Stations with more TOD characteristics have higher transit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

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

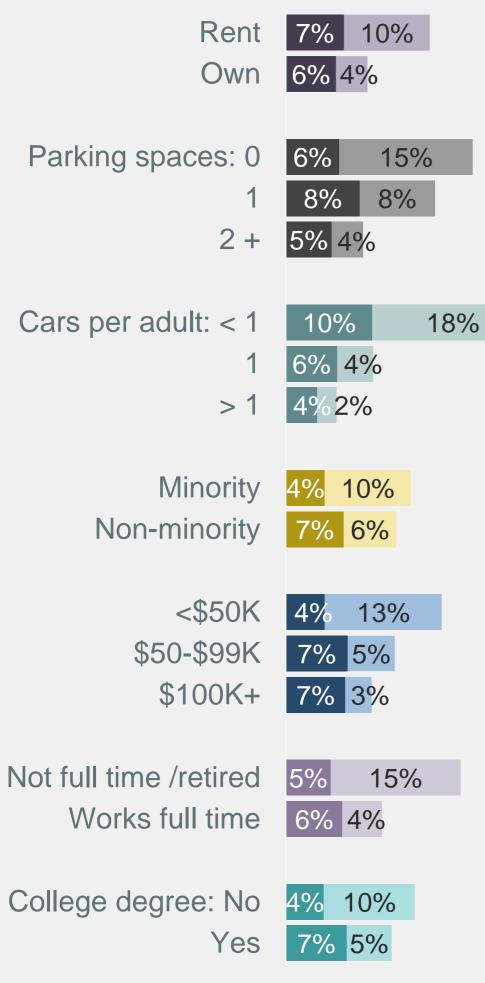


# Corridor Employee Commute Modes

#### Commute mode share by corridor



#### Commute mode share by rail and bus

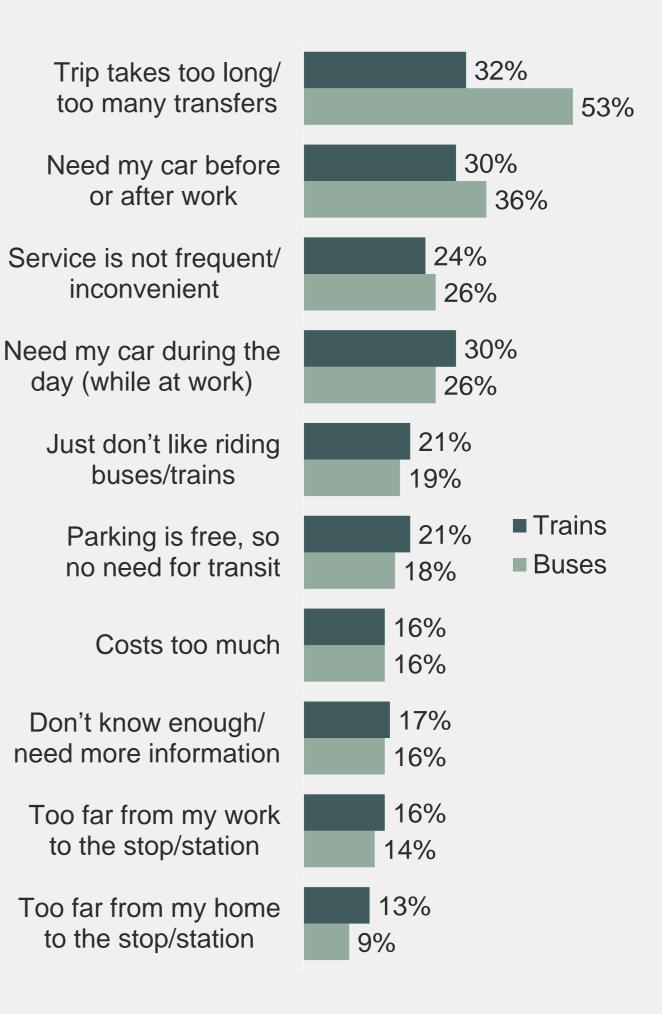


# Transit by choice vs. dependence

- 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



#### ■ Have ■ Would consider Will not Flexible work 12% 44% 45% schedules Secure bike 16% 30% 55% storage Teleworking 24% 12% 64% Free/subsidized 13% 21% 67% transit passes Compressed 18% 14% 69% work weeks Showers, lockers 19% 10% 72% for walk/bike **GUARANTEED** 14%15% 72%

7% 11%

11<mark>%</mark> 6%

82%

83%

ride home

Mid-day access

to bicycles

Mid-day acess

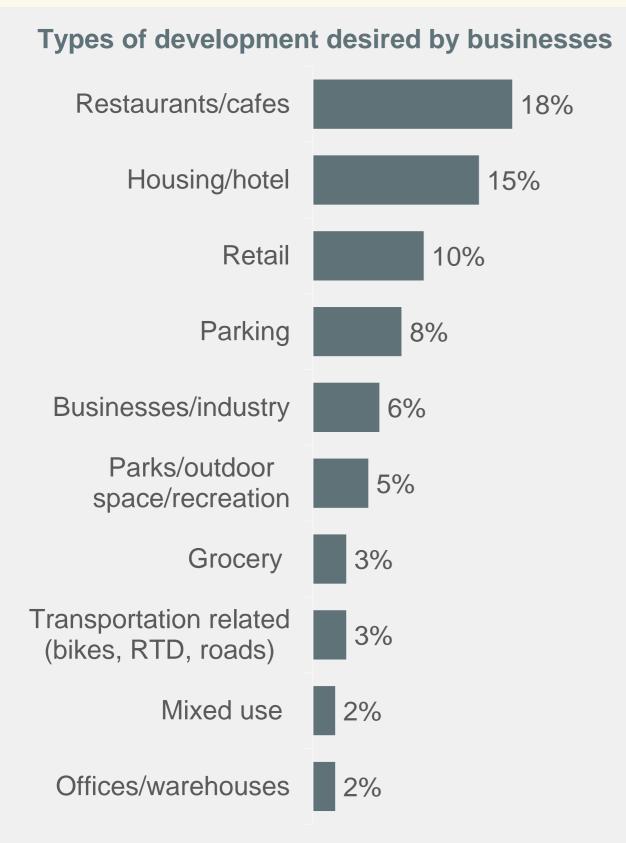
to vehicles

# 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?

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Residents "want and don't have"

Employment	21%
Theaters, libraries, music venues	20%
Health facilities	16%
Grocery stores	15%
Athletic facilities	14%
Retail stores	14%
Rail transit station	12%
Airport	11%
Restaurants, coffee shops, bars	11%
arks and open space	10%



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