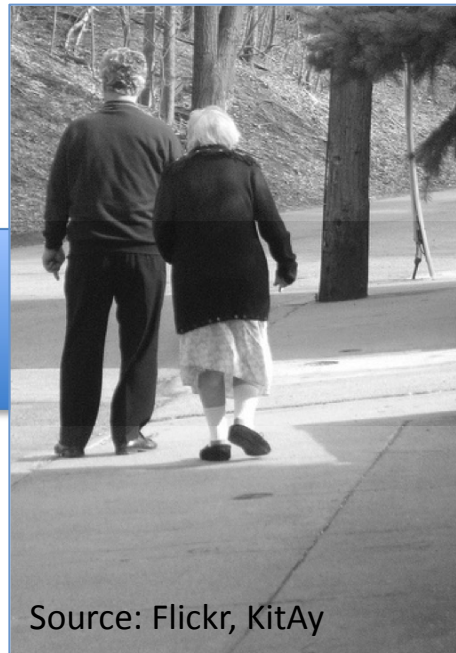


Tools for TOD: TOD Database Applications



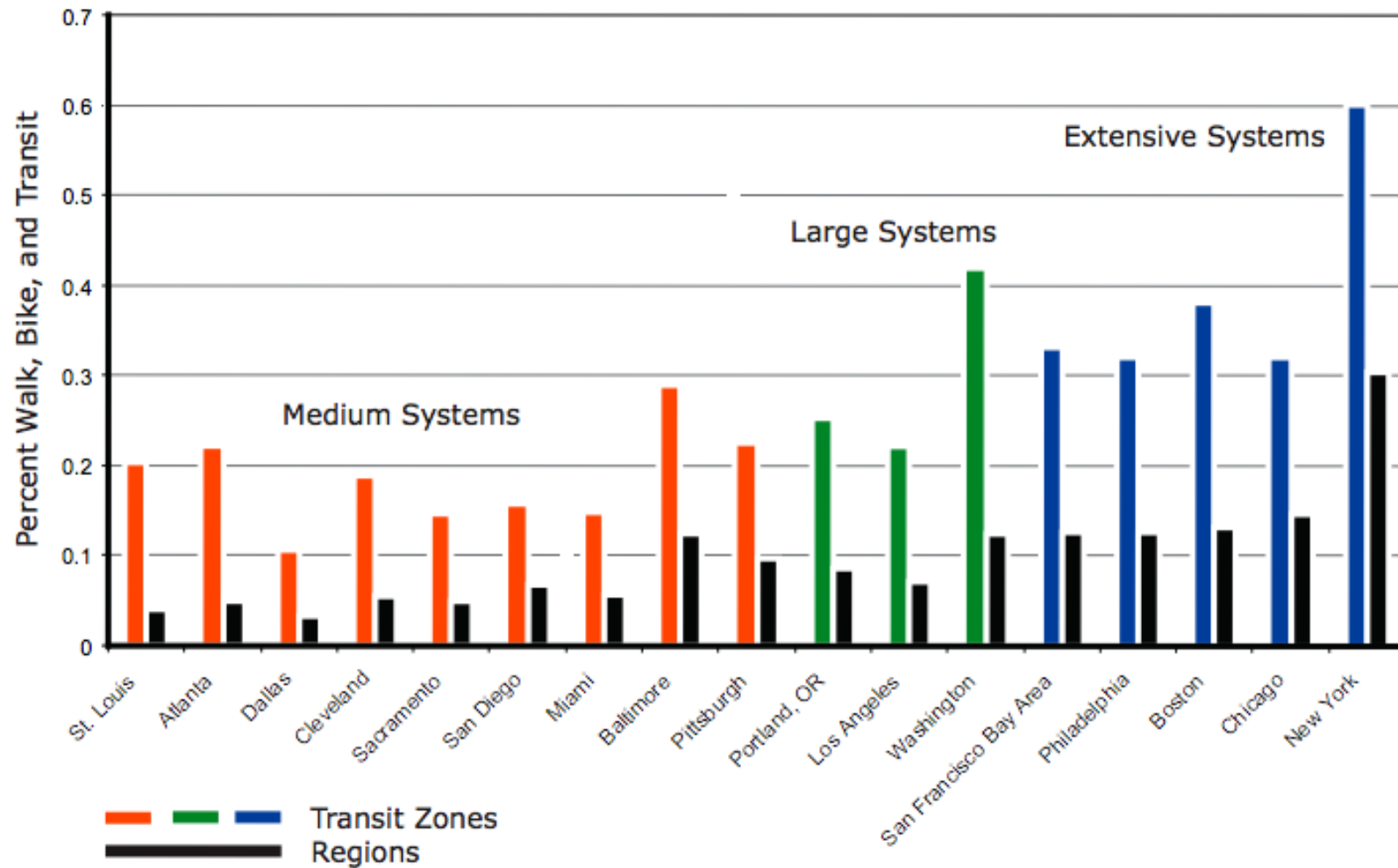
Source: Flickr, KitAy



Abby Thorne-Lyman, CTOD Director
February 4, 2012

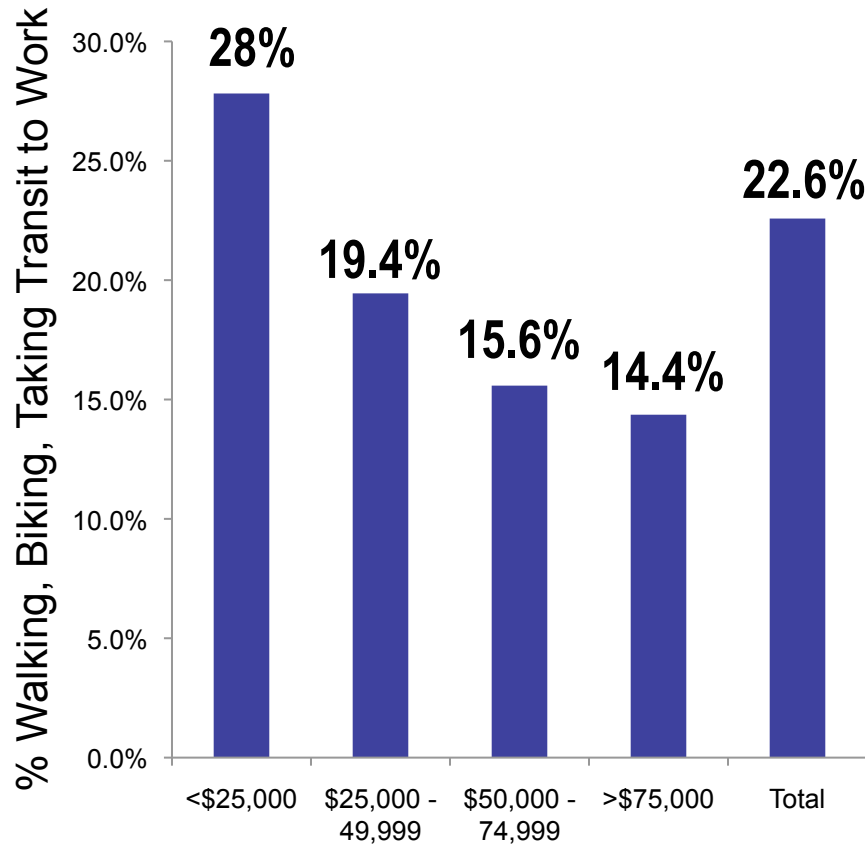
Compare Performance with Other Regions

TOD Affects Travel Patterns



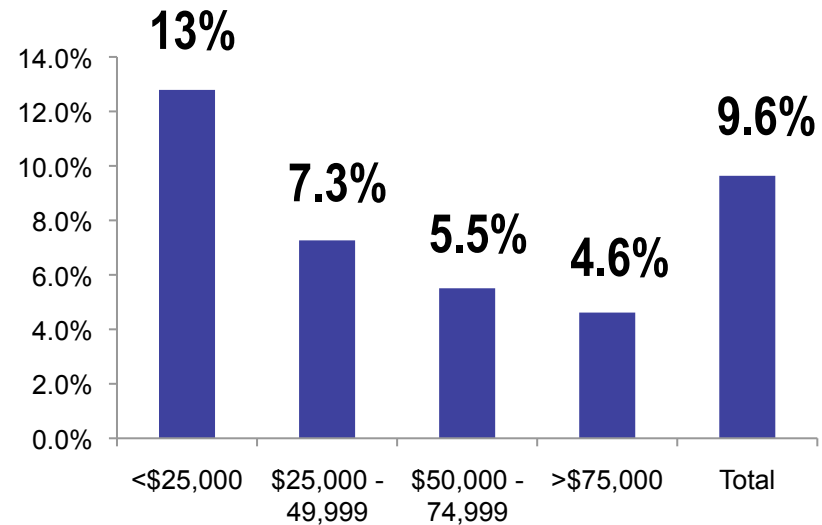
Highlight Station Area Performance

Pittsburgh Fixed Guideway Transit



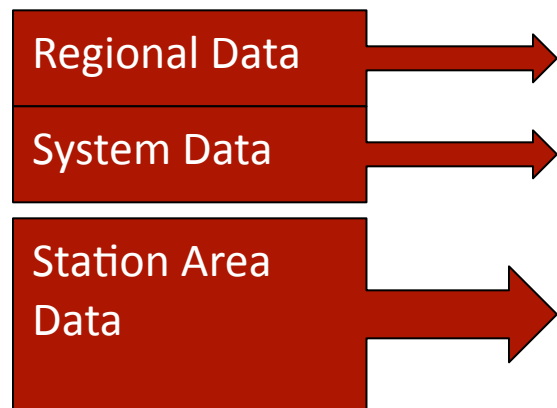
Our lowest income workers walk, bike, and take transit the most. Rates of non-auto commutes are more than double among workers who live near transit.

Pittsburgh MSA



Highlight Station Area Performance

Households in transit zones own fewer cars on average than households region-wide

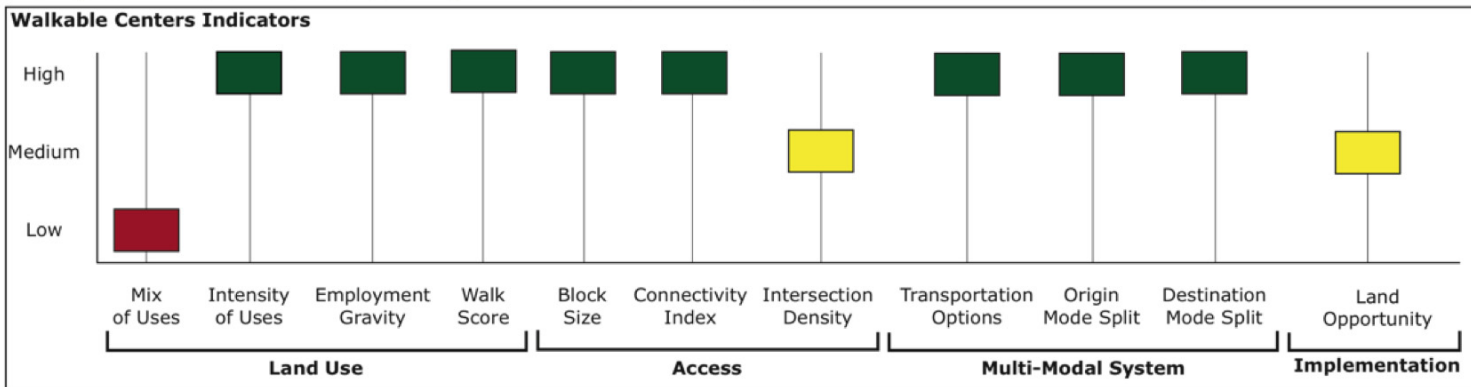
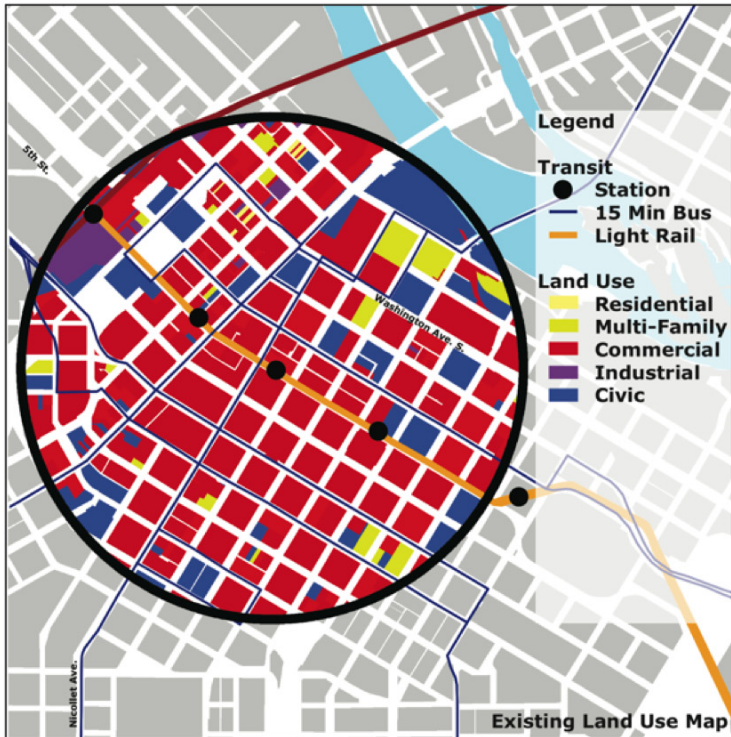
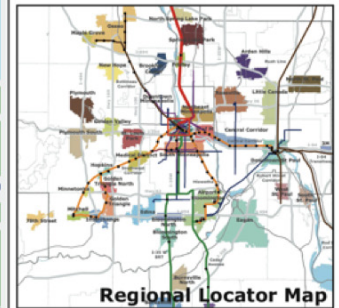


Geography	Average Vehicles per HH
Region	1.5
All Transit Zones	1.2
Mount Lebanon Transit Zone (LRT)	1.3
East Liberty Transit Zone (E. Busway)	0.8
Mount Washington Transit Zone (LRT)	1.4
Edgebrook Transit Zone (W. Busway)	1.6

Benchmark Performance

Twin Cities Region Walkable Centers Analysis

Downtown Minneapolis (Nicollet Mall @ 5th Street S)



Indicator	Value
Mix of Uses (Workers/Residents)	23.7
Intensity of Uses (Work. + Res./Acre)	214.7
Employment Gravity	High
Walk Score	98
Average Block Size	3.94 Acres
Connectivity Index	1.89
Intersection Density	167/sq mi
Origin Mode Split	56% Non-auto
Destination Mode Split	33% Non-auto
Land Opportunity	109 Acres

Identify High/Low Performing Stations

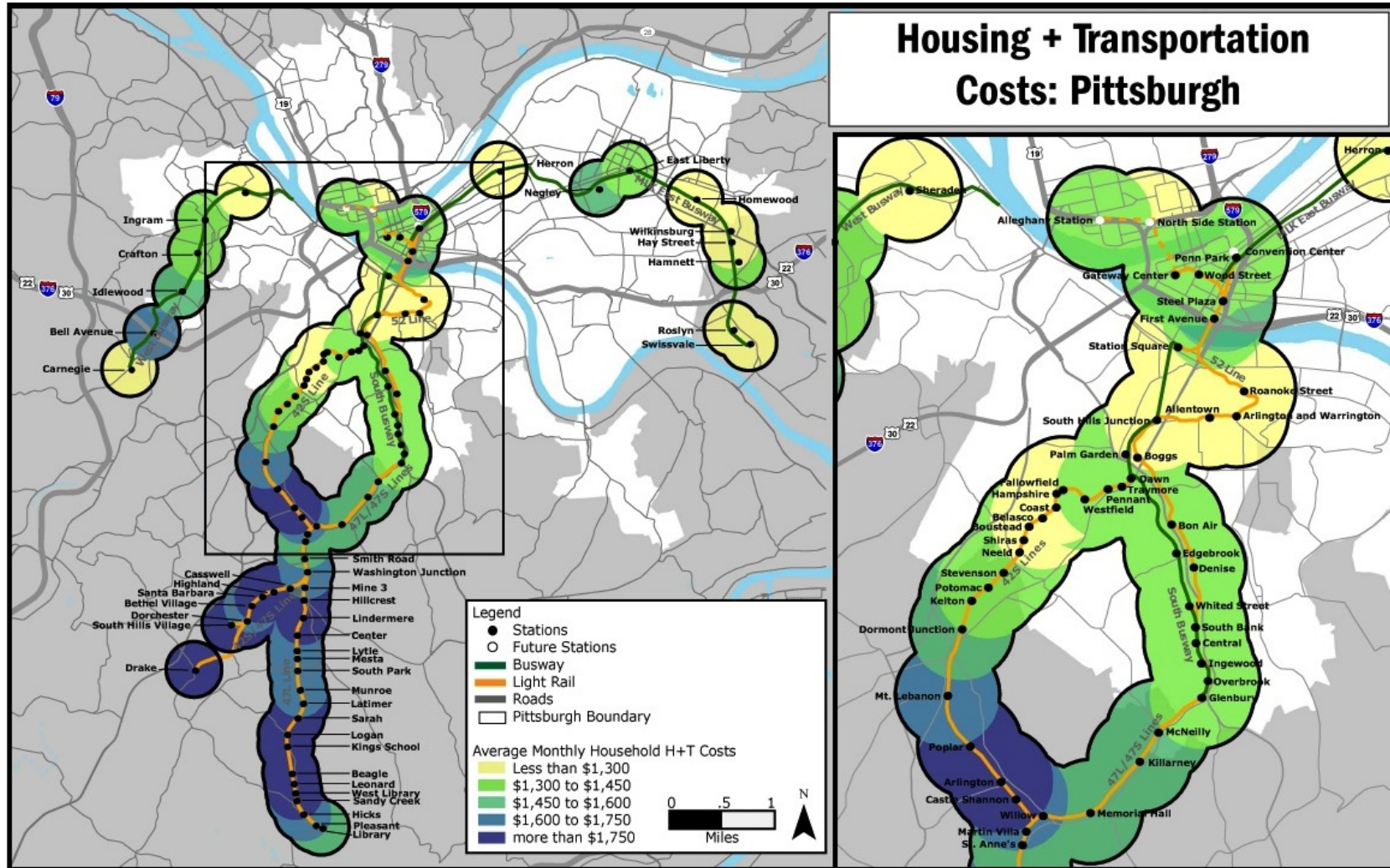
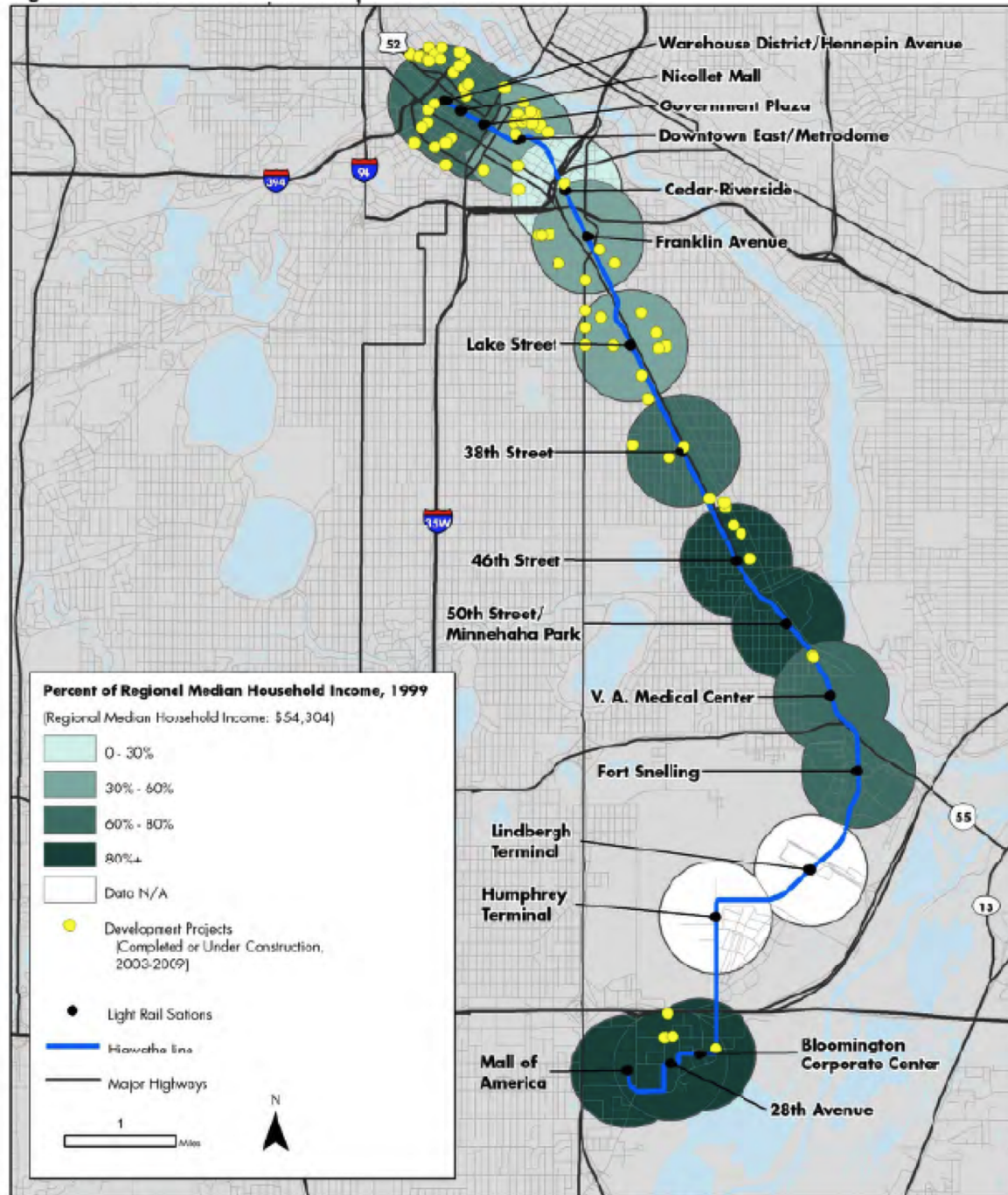
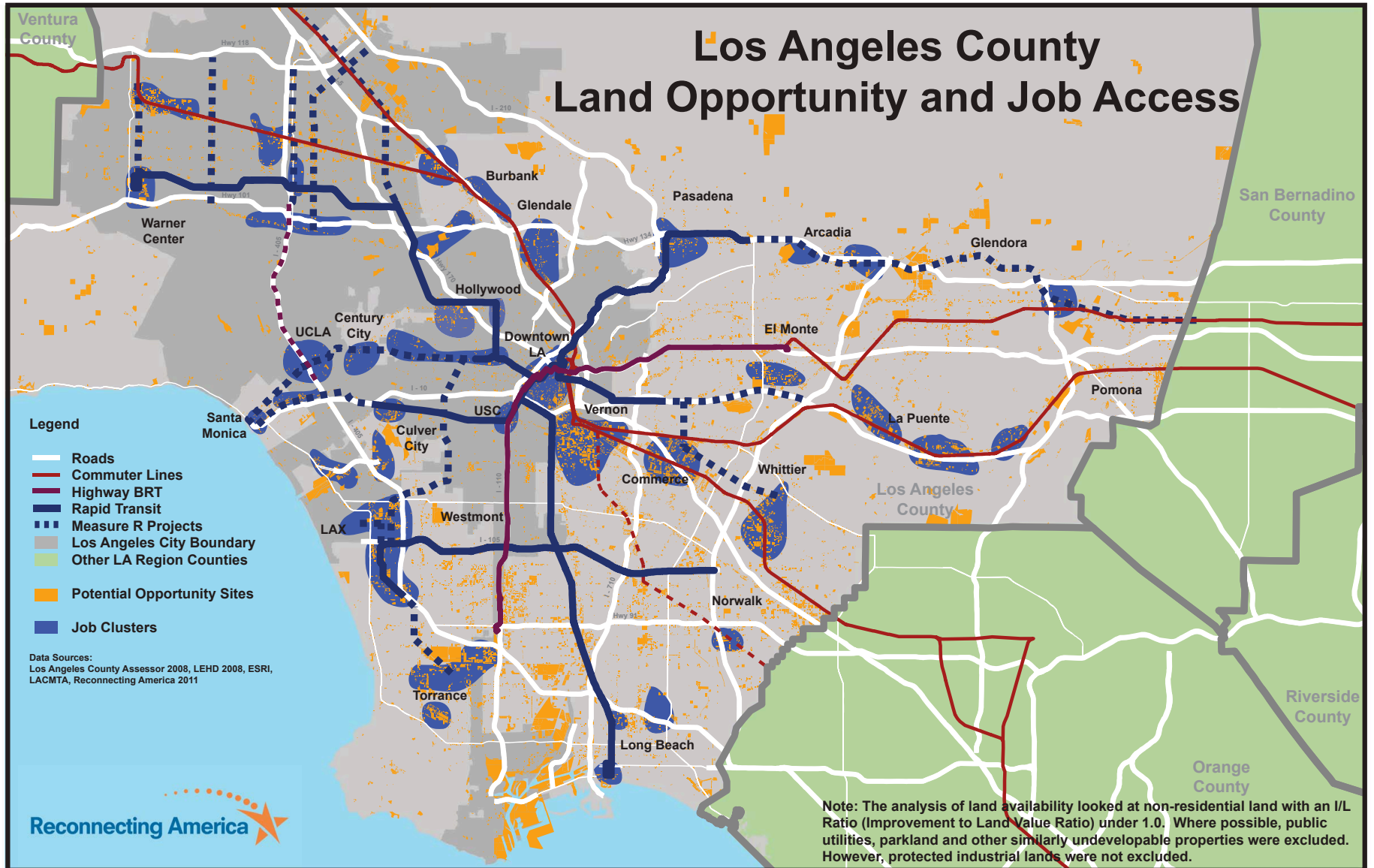


Figure 3-7: Hiawatha Line Development Patterns and Median Household Incomes

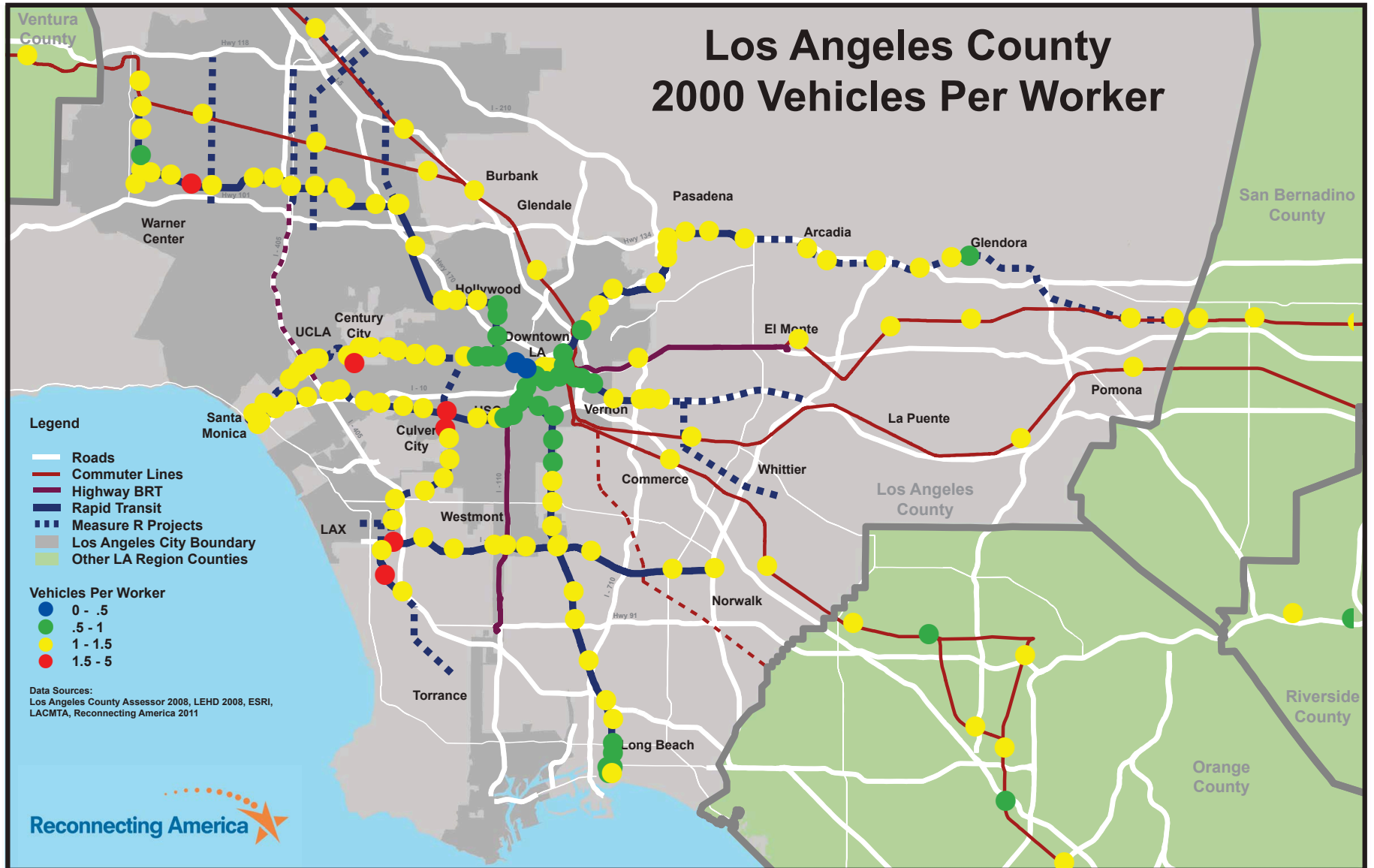


Sources: 2000 U.S. Census; Metropolitan Council, City of Bloomington, City of Minneapolis, CTOD, 2009

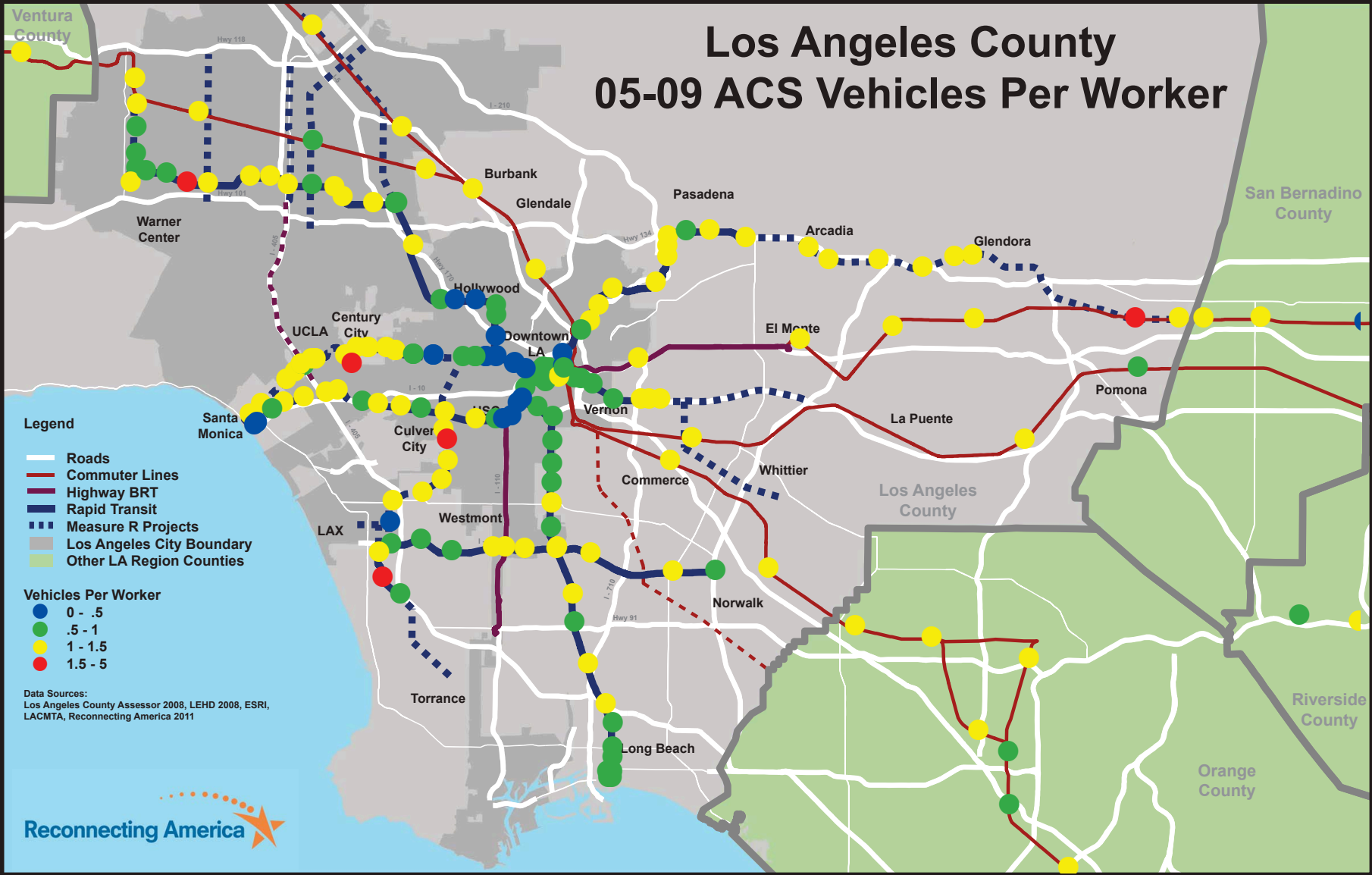
Los Angeles County Land Opportunity and Job Access



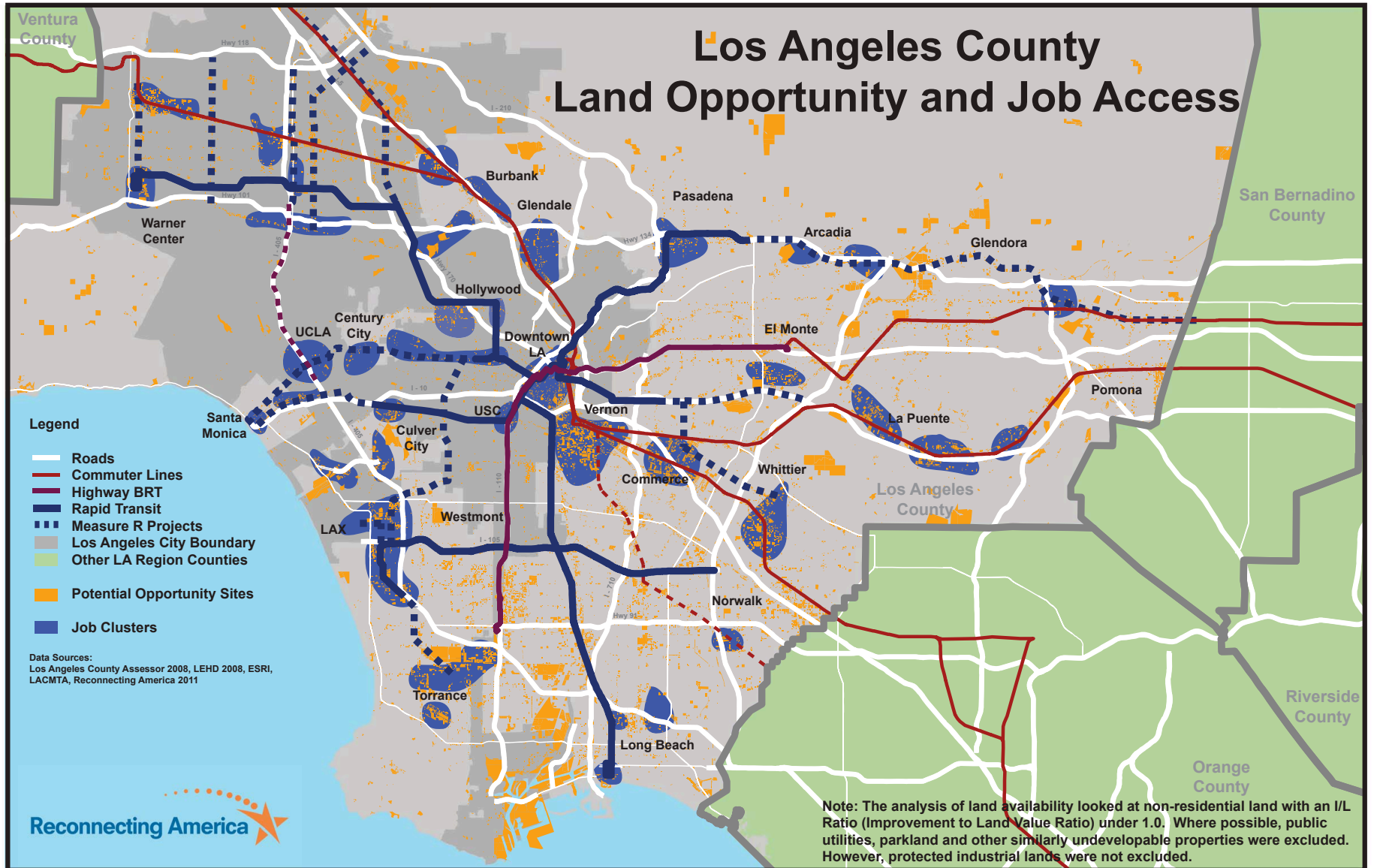
Los Angeles County 2000 Vehicles Per Worker



Los Angeles County 05-09 ACS Vehicles Per Worker



Los Angeles County Land Opportunity and Job Access



Los Angeles County Change in Housing Units



Los Angeles County Change in Non-White Population



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