

Recent Developments In Traceable Dimensional Measurements II: 4-6 August, 2003, San Diego, California

suburban travel market differences, person-density differences, differing land use arrangements, and differences in parking charges and commute transportation policies among office employers. Table 17-24 presents a summary of available walk distance ridership gradient relationships from California and Washington, DC.

Table 17-24 Summary of Walk Distance Ridership Gradient Relationships for Work Trips

Study	Residential-Focused Developments	Office-Focused Developments
1992 California transit-focused development study (Cervero, 1993)	Percent Rail = 32.24 - 0.0085*M R-Squared = 0.381 (Based on surveys at 27 projects)	Percent Rail = 1105*(M) ^{-0.795} R-Squared = 0.381 (Based on surveys at 18 projects)
2003 California TOD travel characteristics study (Lund, Cervero, and Willson, 2004a)	No discernible relationship. (Based on surveys at 25 projects within 0.5 miles of transit)	Percent Transit = 52.3 - 6.7*log(M) (Based on surveys at 10 projects within 0.5 miles of transit. See text for discussion.)
1989 Washington, DC, development-related ridership survey (JHK & Associates, 1989)	Percent Transit = 66.52 - 0.0156*M R-Squared = 0.40 (Based on surveys at 18 buildings)	CBD offices: Percent Transit = 61.37 - 0.0076*M R-Squared = 0.57 (Based on surveys at 7 buildings) Suburban offices: Pct. Trans. = 27.16 - 0.0061*M - 0.84*D R-Squared = 0.47 (Based on surveys at 40 sites)
2005 Washington, DC, development-related ridership survey (WMATA, 2006a)	Percent Rail = 54.15 - 0.0087*M R-Squared = 0.41 Percent Transit = 54.83 - 0.0071*M R-Squared = 0.24 (Based on surveys of all trips at 18 sites)	Percent Rail = 35.38 - 0.0096*M R-Squared = 0.25 Percent Transit = 46.15 - 0.0121*M R-Squared = 0.31 (Based on surveys of commute trips at 17 sites)

Notes: M = distance from station to building in feet. D = distance from building to CBD in miles.

Sources: As indicated in the "Study" column.

The ten office projects surveyed in the 2003 California TOD travel characteristics study provide a striking example of the interplay between mode share, distance, and other different characteristics of specific developments. Eight of the office developments surveyed were between 500 and 2,700 feet of a rail station. None of these exhibited a rail/bus transit mode share of over 6 percent of workers surveyed and there was no discernible relationship to distance among the corresponding eight data points. The shape of the nearly asymptotic relationship reported in Table 17-24 is largely formed by two statistical outliers, the state of California Department of Conservation building in downtown Sacramento, reporting a 27 percent transit mode share, and the Great Western Building in downtown Berkeley, in San Francisco's East Bay area, reporting a 17 percent share. Besides being just 165 feet from a light rail transit (LRT) stop in the case of the Department of Conservation and 137 feet from the nearest BART heavy rail transit (HRT) station entrance portal in the case of the Great

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