

Appendix A. Location quotients (against full sample) of share or mean of socioeconomic, trip, and environmental characteristics by probability of choosing transit

| Variable | Estimated probability of choosing transit | | |
|--------------------------------------|---|-----------|--------|
| | <1% | 40% - 60% | >95% |
| <i>Socioeconomic characteristics</i> | | | |
| <u>Age</u> | | | |
| 18 - 24 | 0.569 | 1.412 | 4.013 |
| 25 - 44 | 0.824 | 1.597 | 1.895 |
| 45 - 64 | 1.028 | 0.904 | 0.719 |
| 64+ | 1.178 | 0.611 | 0.207 |
| Unreported | 0.750 | 0.750 | 0.000 |
| <u>Race/Ethnicity</u> | | | |
| White/Caucasian | 1.063 | 0.845 | 0.730 |
| Black/African American | 0.417 | 2.417 | 3.359 |
| Other | 0.795 | 1.333 | 1.729 |
| <u>Educational Attainment</u> | | | |
| High school or lower | 0.898 | 0.949 | 1.506 |
| Associate degree or some college | 1.015 | 0.897 | 0.930 |
| Bachelor | 1.082 | 0.863 | 0.973 |
| Graduate | 0.978 | 1.199 | 0.807 |
| Unreported | 0.600 | 2.800 | 0.000 |
| Female | 1.038 | 0.888 | 0.875 |
| Has child under 5 | 1.083 | 0.869 | 0.498 |
| <u>Occupation</u> | | | |
| Manufacturing/production/agriculture | 1.370 | 0.500 | 0.000 |
| Non-office services | 0.971 | 0.957 | 0.903 |
| Office/other/unreported/not employed | 0.987 | 1.052 | 1.108 |
| Income below \$10,000 | 0.188 | 2.625 | 12.791 |
| <u>Household vehicles</u> | | | |
| No car | 0.040 | 3.980 | 18.791 |
| 1 | 0.688 | 1.695 | 0.095 |
| 2 | 1.163 | 0.527 | 0.068 |
| 3+ | 1.350 | 0.277 | 0.000 |
| <i>Trip characteristics</i> | | | |
| <u>Trip tour type</u> | | | |
| Home-based work | 0.790 | 1.602 | 1.296 |
| Home-based other | 1.205 | 0.473 | 0.584 |

| | | | |
|---|-------|-------|--------|
| Non-home-based | 0.710 | 1.323 | 2.476 |
| Travel time (transit minus car) | 1.489 | 0.135 | -0.080 |
| Travel cost (transit minus car) | 0.620 | 1.874 | 1.718 |
| <i>Environmental characteristics</i> | | | |
| Land-use mix at origin | 0.871 | 1.340 | 1.445 |
| Kilometers to Philadelphia City Hall from residence | 1.254 | 0.387 | 0.230 |
| Hourly parking price at destination | 0.183 | 4.343 | 6.225 |
| Average bus frequency by station | 0.465 | 3.193 | 4.166 |
| <u>High-capacity rail station presence</u> | | | |
| None | 1.473 | 0.089 | 0.000 |
| Origin and destination | 0.020 | 4.624 | 6.243 |
| Origin or destination | 0.613 | 0.873 | 0.233 |