


UTC Project Information	
Project Title	Neighborhood Crime and Transit Station Access Mode Choice – Phase III of Neighborhood Crime and Travel Behavior (Former title: Neighborhood Crime and Transit Station Access Mode Choice)
University	San José State University Mineta National Transit Research Consortium
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Funding Source(s) and Amounts Provided (by each agency or organization)	Research and Innovative Technology Administration University Transportation Centers Program (\$30,750) California Department of Transportation Office of Research—MS42 (\$30,750)
Total Project Cost	\$61,500
Agency ID or Contract Number	DTRT12-G-UTC21
Start and End Dates	June 2012 – August 2015
Brief Description of Research Project	<p>This report provides the findings from the third phase of a three-part study about the influences of neighborhood crimes on travel mode choice. While previous phases found evidence that high levels of neighborhood crime discourage people from choosing to walk, bicycle and ride transit, consistent with the authors' hypothesis, they also produced counterintuitive findings suggesting that in some cases, high crime neighborhoods encourage transit ridership at the expense of driving—the opposite of what common sense would suggest. Phase 3 tested possible explanations for these counterintuitive findings with a series of methodological improvements. These improvements were:</p> <ul style="list-style-type: none"> • Improvement 1: Used the Bay Area Rapid Transit (BART) system's 2008 Station Profile Survey travel data set to replace the Bay Area Travel Survey (BATS) 2000 data used in previous phases. • Improvement 2: Separated drop-off and drive-alone modes in logit models. • Improvement 3: Variables at the corridor level replaced previous variables at the transportation analysis zone (TAZ)

	<p>level.</p> <ul style="list-style-type: none"> • Improvement 4: Average parcel size (APS) variable replaced the intersection density measure of urban design. • Improvement 5: Used nested logit modeling techniques. <p>These yielded strong evidence supporting the hypothesis that high-crime neighborhoods encourage driving, and they generated none of the counterintuitive findings from previous phases.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p>	<p>Ferrell, Christopher. "The Meaning of "Mean Streets" for Sustainable & Active Travel: Crime, (Ped/Bike) Casualties and Mode Choice." <i>Journal of Transport & Health</i>, May 9, 2015.</p> <p>Appleyard, Bruce. "The Meaning of Mean Streets: Crime, Casualty and Mode Choice: The Association between Crime, Casualties, Gender and Sustainable & Active Travel Choices." Presentation at the 94th Annual Meeting of the Transportation Research Board, Washington, DC, January 13, 2015.</p> <p>Appleyard, Bruce. "The First and Last Mile Travel Choice Effects of Crime: An Examination of The Location of Crime and its Association with Sustainable and Healthy Access to Transit." Presentation at the 94th Annual Meeting of the Transportation Research Board, Washington, DC, January 13, 2015.</p> <p>Appleyard, Bruce. "Crime, Casualty and Mode Choice." Presentation at the National Academy of Science, Washington, DC, April 13, 2015.</p> <p>Appleyard, Bruce, "The First and Last Mile Travel Choice Effects of Crime: An Examination of The Location of Crime and its Association with Sustainable and Healthy Access to Transit." Presentation at the International Conference on Transport and Health, London, July 7, 2015.</p>

<p>Place Any Photos Here</p>	 <p>http://www.metrotransit.org/Data/Sites/1/media/about/police/squad-train.gif</p>
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	
<p>Web Links</p> <ul style="list-style-type: none"> • Reports • Project Website 	<p>Final report (MNTRC Website): http://transweb.sjsu.edu/project/1107.html</p>