

**Appendix: Overview of reviewed studies**

Location (reference)	Transit type	Year of transit service commencement	Year of data collection	Study area definition	Sample size	GDP (US \$ billions)	Population (millions)
Bay Area, US (Cervero, 1993, 1994)	HR&LR	1974-2000s	1992-93	< 0.25 mile; 360 to 3100 feet (about 0.07-0.59 mile)	885 households at 27 housing complexes near 20 rail stations of 5 rail systems	182.70	6.02
Portland, US (Switzer, 2002)	LR	1986	N/A	N/A	N/A	79.33	0.54
10 US regions, US (Cervero, 2004)	HR&LR	1840s-2000s	2002	N/A	N/A	492.59	3.10
California, US (Lund et al., 2004&2006)	HR&LR	1974-2000s	2003	< 1/3 to 0.5 mile; < 15 minute walking distance	15 residential & 6 office buildings in Sacramento; 11 residential & 4 office buildings in Los Angeles & San Diego	1,790.00	32.25
12 US regions, US (Renne, 2005)	HR&LR	1840s-2000s	2000	< 0.5 mile	103 TODs in 12 regions	247.67	2.41
Portland, US (Dill, 2005)	LR & Bus	1986	2005	< 5 minutes walking distance	76 residents	95.78	2.08
California, US (Cervero, 2007)	HR&LR	1974-2000s	2003	< 0.5 mile	Adult residents of 26 housing projects were served by urban rail stations	1,790.00	32.25
4 US regions, US (Arrington & Cervero, 2008; Cervero & Arrington, 2008)	HR&LR	1965-2000s	2007	<0.5 mile	17 TODs	216.76	3.70
Shanghai, China (Cervero & Day, 2008)	HR	1993-2000s	2006	<1,000 m	900 households, containing 2,840 residents in 20 housing developments across 3 districts	128.80	19.64
Portland, US (Dill, 2008)	LR	1990&1998	2005	< 0.25 or 0.5 mile	323 residents near 4 LR stations	95.78	2.08
Toronto, Canada (Crowley et al., 2009)	HR	1954	1986-2001	<800 m in North York City Center neighborhood	137,000 to 150,000 completed interviews in 17 traffic zones	738.96	2.48
San Francisco, US (Renne, 2009)	HR	1972	2000	Downtown Berkeley Station	N/A	240.22	3.23
New York City (Loo et al., 2010)	HR	1904	2005	N/A	468 stations	1,168.89	18.09
Hong Kong, China (Loo et al., 2010)	HR	1979	2005	N/A	80 stations	181.6	6.81

*TOD Effects on Travel Behavior: A Synthesis of Evidence from Cross-sectional and Longitudinal Studies*

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Brisbane, Australia (Muley et al., 2012)	Bus	2003	2009	Kelvin Grove Urban Village	85 residents	104.87	1.96
New Jersey, US (Chatman, 2013)	HR&LR	1830s-2000s	2009	< 2 miles	1,134 residents near 10 rail stations	482.01	8.76
Brisbane, Australia (Kamruzzaman et al., 2013)	HR	1860s	2011	<600 meters	510 residents in TOD; 3,447 residents in non-TOD	109.77	2.06
Washington DC, US (Faghri & Venigalla, 2013)	HR	1979	2007-08	<0.25 mile	11,000 households	397.78	4.47
Portland, US (Ewing & Hamidi, 2014)	LR	1998	1994-2011	<1.25 miles	17 stations	117.93	1.89
Washington DC, US (Nasri & Zhang, 2014)	HR	1976	2007-08	<0.5 mile	10,000 households	397.78	4.47
Baltimore, US (Nasri & Zhang, 2014)	HR	1983	2007-08	<0.5 mile	4000 households	144.65	2.18
Brisbane, Australia (Shatu & Kamruzzaman, 2014)	Bus	2004	2011	Kelvin Grove Urban Village	49 residents in TOD; 39 residents in non-TOD	109.77	2.06
Washington DC, US (Zamir et al., 2014)	HR	1976-2004	2007-08	<0.5 mile	1,050 households in 44 TODs	397.78	4.47
Baltimore, US (Zamir et al., 2014)	HR	1983-1995	2007-08	<0.5 mile	230 households in 10 TODs	144.65	2.18
Brisbane, Australia (Kamruzzaman et al., 2015a)	HR&Buses	1860s	2009-2011	<600 meter	1,233 residents in TODs; 1,442 residents in non-TODs	109.77	2.06
Brisbane, Australia (Kamruzzaman et al., 2015b)	N/A	N/A	2009-2011	10 minutes walking distance (about 800 m)	3,537 residents in TODs	109.77	2.06
Los Angeles, US (Houston et al., 2015)	HR&LR	1993-2000s	2012-2013	<0.5 mile or 0.8 km	8219 households near 13 stations of Red/Purple Line & 20 stations of Gold Line	799.69	12.27
New Jersey, US (Noland & DiPetrillo, 2015)	H&L	1800s-2000s	2012	< 0.25 mile (new or substantially renovated structures) ; <0.5 mile of transit stations	1,629 residents in seven commuter rail and one light rail; 203 residents inside 0.25 mile; 747 residents inside 0.5 mile; 679 living between 0.5-2 mile	513.26	8.85
Perth, Australia (Olaru & Curtis, 2015)	HR	2007	2006-2009	<5 minutes driving around the	500 households from 3 precincts	28.82	1.66

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				railway station			
7 North American regions (Langlois et al., 2015)	HR&LR	1913-2002	2013	<0.8 km in US <1.6 km in Canada	586 residents in 7 TODs	243.94	3.68
Toronto, Canada (Higgins & Kanaroglou, 2016)	HR	1966	2011	<800 meters or 10 minutes walking distance	10 TODs	738.96	2.48
Shanghai, China (Shen et al., 2016)	HR	1996&2000s	2010-2011	Adjacent to transit	823 households & 1,436 residents	297.15	23.56
5 US regions, US (Ewing et al., 2017)	HR&LR	1970s-2000s	2015	(1) Dense, (2) Mixed use, (3) Pedestrian-friendly, (4) Adjacent to transit (5) Built after a high-quality transit line (6) Fully developed or nearly so, (7) with self-contained parking	5 TODs	287.53	2.83
Bangkok, Thailand (Pongprasert & Kubota, 2017)	HR	1999-2000s	2017	<1 km	322 residents near 51 transit stations	183.2	9.90
Seattle, US (Tian et al., 2017)	Bus	2009	2015	Redmond TOD; Indicators : (1) Dense, (2) Mixed use, (3) Pedestrian-friendly, (4) Adjacent to transit, (5) Built after a high-quality transit line (6) Fully developed or nearly so, (7) with self-contained parking	428 residents	303.61	3.74

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Shanghai, China (Chen et al., 2017)	HR	1993-2000s	2010s	<1 km	930 residents in 20 TODs; 1,108 residents in 15 non-TODs	269.23	23.03
Shanghai, China (Pan et al., 2017)	HR	1993-2010s	2011 & 2015	N/A	17 million different cell phone users	380.00	24.58
Seattle, US (Huang et al., 2017)	LR	2009	2008-2010	<1 mile	214 residents near 13 LRT stations	248.60	3.45
Perth, Australia (Griffiths & Curtis, 2017)	HR	1998	2010-2015	<0.8 km	197 households	37.97	1.96
8 US regions, US (Park et al., 2018)	HR&LR	1800s-2000s	2006-2012	<0.5 mile or 0.8 km	306 households in TOD 251 households in TAD	199.11	3.23
Delhi, India (Kumar et al., 2018)	HR	2002-2021	2017	1,200m buffer from the geo-center of the census community block	2, 633 residents in 47 TOD & non-TOD neighborhoods	272.60 in 2021	31.18 in 2021
Portland, US (Ewing et al., 2019)	LR	1998	2017	Orenco Station	649 people entering and exiting the buildings within the TODs	153.09	2.07
Atlanta, US (Choi & Guhathakurta, 2020)	HR	1979-2000	2011	<1 mile	73 respondents	287.93	4.66
Dallas, US (Hamidi et al., 2020)	LR	2001	2019	Mockingbird TOD Indicators : (1) Dense, (2) Mixed, (3) Pedestrian-friendly, (4) Adjacent to transit, (5) Built after a high-quality transit line, (6) Fully developed or nearly so, (7) Self-contained parking	11,663 people entering and exiting the retail, office, and residential buildings in the TOD	486.57	6.20
Porto, Portugal (Ibraeva et al., 2021)	LR	2002-2011	2001-2011	N/A	Metro system (82 stations) in the Porto region	27.86	1.2