

Appendix

Table A1. Distribution and density of neighborhood types (source: CHTS, ACS)

Neighborhood type	No. of HH	Share of HH	Average tract density
Old urban	2,744	6.47%	24,853
Mixed use	2,096	4.94%	7,455
Urban residential	7,704	18.16%	9,991
Established suburb	8,215	19.37%	8,028
Patchwork	6,051	14.26%	4,206
New development	10,058	23.71%	3,749
Rural	5,552	13.09%	210
Overall	42,420	-	8,236

Bundled parking regression models

Table A2. Likelihood of households having bundled parking at home (source: AHS)

	Bundled parking at home (MSAs)	Bundled parking at home (non-MSAs)
Household size	0.18 *** (0.02)	0.18 * (0.08)
Own home	1.8 *** (0.1)	1.1 *** (0.27)
Structure type:		Omitted
Detached single family		
Structure type:	-0.04 (0.15)	1.1 (0.74)
Attached single family		
Structure type:	-0.67 *** (0.1)	-0.46 (0.27)
2 and more apartments		
Structure type:	-1.5 *** (0.27)	-0.31 (0.41)
Mobile home		
Central city	-1.5 *** (0.1)	-0.79 *** (0.23)
MSA: Anaheim – Santa Ana	Omitted	
MSA: Bakersfield	0.17 (1.0)	
MSA: Fresno	-0.26 (0.62)	
MSA: Los Angeles – Long Beach	-1.1 *** (0.18)	
MSA: Modesto	11.9 (204.3)	
MSA: Oakland	-1.7 *** (0.18)	
MSA: Oxnard – Ventura	0.45 (1.0)	
MSA: Riverside – San Bernardino	0.20 (0.26)	
MSA: Sacramento	-0.22 (0.22)	
MSA: Salinas – Seaside – Monterey	12.4 (255.1)	
MSA: San Diego	-0.61 *** (0.19)	
MSA: San Francisco	-2.5 *** (0.17)	
MSA: San Jose	0.34 (0.22)	
MSA: Santa Barbara – Santa Maria	0.21 (1.0)	

MSA: Santa Rosa - Petaluma	11.8 (229.1)	
MSA: Stockton	-0.41 (0.76)	
MSA: Vallejo – Fairfield – Napa	-0.29 (1.0)	
Constant	4.4 *** (0.2)	3.1 *** (0.31)
Observations	27,087	4,780
AIC	7565.3	941.05

Notes: Significance codes: ***p < 0.001, **p < 0.01, *p < 0.05, ^p < 0.1; Standard errors in parentheses.

Complete regression models

Table A3. Association between Parking and Vehicle Ownership (Negative Binomial Regression)

	Number of household vehicles	Number of household vehicles
Bundled parking at home	0.23 *** (0.02)	
No. of licensed drivers	0.30 *** (0.00)	0.31 *** (0.00)
Household income: 10,000 – 24,999	0.19 *** (0.03)	0.20 *** (0.03)
Household income: 25,000 – 34,999	0.33 *** (0.03)	0.36 *** (0.03)
Household income: 35,000 – 49,999	0.38 *** (0.03)	0.42 *** (0.03)
Household income: 50,000 – 74,999	0.46 *** (0.03)	0.50 *** (0.03)
Household income: 75,000 – 99,999	0.49 *** (0.03)	0.53 *** (0.03)
Household income: 100,000 – 149,999	0.52 *** (0.03)	0.56 *** (0.03)
Household income: 150,000 – 199,999	0.54 *** (0.03)	0.59 *** (0.03)
Household income: 200,000 – 249,999	0.57 *** (0.04)	0.62 *** (0.04)
Household income: 250,000+	0.60 *** (0.04)	0.65 *** (0.04)
<i>Socioeconomic status controls</i>		
Asian	0.00 (0.02)	0.01 (0.02)
Black	-0.07 ** (0.03)	-0.09 *** (0.03)
Latino	0.01 (0.01)	0.01 (0.01)
Other race	0.00 (0.02)	-0.01 (0.02)
Male	0.11 *** (0.02)	0.11 *** (0.02)
Over 65 years old	-0.01 (0.01)	0.00 (0.01)
Foreign born	-0.01 (0.02)	-0.02 (0.02)
Disabled	-0.15 *** (0.02)	-0.16 *** (0.02)
Employed	0.05 *** (0.01)	0.04 *** (0.01)
Bachelor’s degree or higher	-0.06 *** (0.01)	-0.06 *** (0.01)
Less than high school	-0.04 * (0.02)	-0.03 ^ (0.02)

<i>Neighborhood controls</i>		
Old urban	-0.02 (0.03)	-0.04 (0.03)
Urban residential	0.07 ** (0.02)	0.09 *** (0.02)
Established suburb	0.10 *** (0.02)	0.13 *** (0.02)
Patchwork	0.09 *** (0.02)	0.12 *** (0.02)
New development	0.11 *** (0.02)	0.14 *** (0.02)
Rural	0.17 *** (0.02)	0.20 *** (0.02)
County fixed effects	Y	Y
Constant	-0.86 *** (0.04)	-0.74 *** (0.04)
Observations	35,716	35,800
AIC	95574	95944

Notes: See Table A2 for significance codes.

Table A4. Association between Parking and Transit Trips (Negative Binomial Regression)

	Total no. of transit trips on travel day	
	Individual	Household
Bundled parking at home	-0.55 *** (0.07)	-0.45 *** (0.08)
No. of household vehicles	-0.56 *** (0.03)	-0.53 *** (0.04)
No. of licensed drivers		0.32 *** (0.04)
Employed	0.04 (0.05)	0.05 (0.07)
<i>Socioeconomic status controls</i>		
Household income: 10,000 – 24,999	-0.30 ** (0.11)	-0.11 (0.11)
Household income: 25,000 – 34,999	-0.55 *** (0.12)	-0.35 ** (0.12)
Household income: 35,000 – 49,999	-0.58 *** (0.12)	-0.39 ** (0.12)
Household income: 50,000 – 74,999	-0.71 *** (0.12)	-0.55 *** (0.12)
Household income: 75,000 – 99,999	-0.91 *** (0.12)	-0.60 *** (0.13)
Household income: 100,000 – 149,999	-0.63 *** (0.12)	-0.38 ** (0.13)
Household income: 150,000 – 199,999	-0.47 *** (0.14)	-0.40 ** (0.15)
Household income: 200,000 – 249,999	-0.72 *** (0.17)	-0.47 * (0.18)
Household income: 250,000+	-0.45 ** (0.16)	-0.08 (0.17)
Asian	0.39 *** (0.09)	0.32 ** (0.11)
Black	0.86 *** (0.11)	0.89 *** (0.12)
Latino	0.52 *** (0.06)	0.62 *** (0.07)
Other race	0.39 *** (0.11)	0.39 ** (0.17)
Male	0.02	0.02

	(0.04)	(0.08)
Over 65 years old	-0.86 ***	-1.09 ***
	(0.07)	(0.09)
Foreign born	0.04	0.34 ***
	(0.06)	(0.09)
Disabled	0.39 ***	0.51 ***
	(0.08)	(0.10)
Bachelor's degree or higher	0.07	0.05
	(0.05)	(0.07)
Less than high school	0.64 ***	1.55 ***
	(0.07)	(0.09)
<i>Neighborhood controls</i>		
Old urban	0.14	0.15
	(0.12)	(0.13)
Urban residential	-0.26 *	-0.27 *
	(0.11)	(0.11)
Established suburb	-0.15	-0.18
	(0.11)	(0.11)
Patchwork	-0.29 **	-0.29 *
	(0.11)	(0.12)
New development	-0.43 ***	-0.41 ***
	(0.11)	(0.11)
Rural	-0.62 ***	-0.37 **
	(0.13)	(0.13)
County fixed effects	Y	Y
Constant	0.69 ***	0.22
	(0.17)	(0.18)
Observations	79,554	35,716
AIC	37344	33984

Note: See Table A2 notes for significance codes.

Table A5. Association between Parking and Commuting by Transit (Logistic Regression)

	Using transit to commute			
	Individual		Household	
	Logit	Odds ratio	Logit	Odds ratio
Bundled parking at home	0.07	1.1	-0.03	0.97
	(0.21)		(0.18)	
Free parking at work	-2.0 ***	0.13	-1.7 ***	0.18
	(0.14)		(0.13)	
No. of household vehicles	-0.41 ***	0.67	-0.64 ***	0.53
	(0.08)		(0.09)	
Stopped during the commute	-1.4 ***	0.24	-0.36 *	0.70
	(0.18)		(0.15)	
Distance to work	0.00	1.0		
	(0.00)			
No. of licensed drivers			0.23 **	1.3
			(0.08)	
<i>Socioeconomic status controls</i>				
Household income:	-0.45	0.64	-0.30	0.74
10,000 – 24,999	(0.34)		(0.32)	
Household income:	-0.16	0.86	-0.31	0.73
25,000 – 34,999	(0.36)		(0.33)	
Household income:	-0.70 ^	0.49	-0.46	0.63
35,000 – 49,999	(0.37)		(0.34)	
Household income:	-0.84 *	0.43	-0.59 ^	0.56
50,000 – 74,999	(0.37)		(0.34)	
Household income:	-0.47	0.63	-0.22	0.80
75,000 – 99,999	(0.36)		(0.34)	
Household income:	-0.69 ^	0.50	-0.18	0.83

100,000 – 149,999	(0.38)		(0.35)	
Household income:	-1.1 **	0.32	-0.26	0.77
150,000 – 199,999	(0.43)		(0.38)	
Household income:	-0.42	0.66	0.28	1.3
200,000 – 249,999	(0.44)		(0.41)	
Household income:	-1.2 *	0.29	-0.04	0.97
250,000+	(0.54)		(0.43)	
Asian	0.28	1.3	0.10	1.1
	(0.27)		(0.26)	
Black	1.1 ***	2.9	0.98 ***	2.7
	(0.29)		(0.28)	
Latino	0.65 ***	1.9	0.74 ***	2.1
	(0.18)		(0.19)	
Other race	-0.07	0.93	-0.03	0.97
	(0.38)		(0.37)	
Male	-0.17	0.84	-0.18	0.84
	(0.13)		(0.22)	
Over 65 years old	-0.81 *	0.44	-0.59 ^	0.55
	(0.41)		(0.32)	
Foreign born	-0.28	0.75	0.22	1.2
	(0.18)		(0.20)	
Disabled	1.6 ***	4.9	1.3 ***	3.8
	(0.24)		(0.31)	
Bachelor's degree or higher	-0.25	0.78	0.04	1.0
	(0.16)		(0.20)	
Less than high school	0.32	1.4	-0.31	0.73
	(0.24)		(0.24)	
<i>Neighborhood controls</i>				
Home location:	0.22	1.2	0.10	1.1
Old urban	(0.31)		(0.28)	
Home location:	-0.03	0.97	-0.13	0.88
Urban residential	(0.28)		(0.25)	
Home location:	-0.41	1.5	0.07	1.1
Established suburb	(0.28)		(0.25)	
Home location:	-0.23	0.80	-0.33	0.72
Patchwork	(0.32)		(0.28)	
Home location:	0.09	1.1	-0.15	0.86
New development	(0.31)		(0.27)	
Home location:	-0.38	0.68	-0.74	0.48
Rural	(0.46)		(0.41)	
Work location:	-0.61 *	0.54		
Old urban	(0.28)			
Work location:	-0.33 ^	0.72		
Urban residential	(0.20)			
Work location:	-1.0 ***	0.35		
Established suburb	(0.28)			
Work location:	-0.84 ***	0.43		
Patchwork	(0.19)			
Work location:	-0.52 ^	0.60		
New development	(0.29)			
Work location:	-0.52	0.59		
Rural	(0.37)			
County fixed effects		Y		Y
Constant	0.34	1.4	-0.30	0.74
	(0.53)		(0.47)	
Observations		17,608		12,165
AIC		2364		1748.6

Notes: See Table A2 notes for significance codes.

Table A6. Association between Parking and Commuting by Driving (Logistic Regression)

	Driving to commute			
	Individual		Household	
	Logit	Odds ratio	Logit	Odds ratio
Bundled parking at home	0.00 (0.10)	1.0	-0.04 (0.11)	0.96
Free parking at work	3.1 *** (0.06)	22.5	2.6 *** (0.07)	12.8
No. of household vehicles	0.31 *** (0.03)	1.4	0.51 *** (0.05)	1.7
Stopped during the commute	0.13 (0.13)	1.1	-0.29** (0.09)	0.75
Distance to work	0.01 *** (0.00)	1.0		
No. of licensed drivers			-0.26 *** (0.04)	0.77
<i>Socioeconomic status controls</i>				
Household income:	0.09	1.1	0.33 ^	1.4
10,000 – 24,999	(0.21)		(0.20)	
Household income:	0.19	1.2	0.42 *	1.5
25,000 – 34,999	(0.22)		(0.21)	
Household income:	0.51 *	1.7	0.70 ***	2.0
35,000 – 49,999	(0.21)		(0.20)	
Household income:	0.48 *	1.6	0.76 ***	2.1
50,000 – 74,999	(0.21)		(0.20)	
Household income:	0.58 **	1.8	0.71 ***	2.0
75,000 – 99,999	(0.21)		(0.21)	
Household income:	0.42 ^	1.7	0.77 ***	2.2
100,000 – 149,999	(0.22)		(0.21)	
Household income:	0.34	1.5	0.56 *	1.8
150,000 – 199,999	(0.24)		(0.22)	
Household income:	0.26	1.4	0.42 ^	1.5
200,000 – 249,999	(0.25)		(0.25)	
Household income:	0.29 ^	1.3	0.55 *	1.7
250,000+	(0.17)		(0.25)	
Asian	0.12 (0.13)	1.1	0.20 (0.15)	1.2
Black	0.17 (0.20)	1.2	0.06 (0.21)	1.1
Latino	-0.13 (0.09)	0.87	-0.17 ^ (0.10)	0.84
Other race	0.07 (0.16)	1.1	0.02 (0.19)	1.0
Male	-0.30 *** (0.06)	0.74	-0.14 (0.13)	0.87
Over 65 years old	0.36 * (0.15)	1.4	0.44 ** (0.16)	1.6
Foreign born	0.03 (0.09)	1.0	-0.14 (0.12)	0.87
Disabled	-0.81 *** (0.16)	0.45	-0.58 ** (0.20)	0.56
Bachelor's degree or higher	0.06 (0.07)	1.1	-0.12 (0.10)	0.89
Less than high school	-0.29 * (0.12)	0.75	-0.05 (0.13)	0.95
<i>Neighborhood controls</i>				
Home location:	0.29 ^	1.3	0.25	1.3
Old urban	(0.17)		(0.18)	
Home location:	0.14	1.2	0.15	1.2
Urban residential	(0.13)		(0.14)	
Home location:	0.20	1.2	0.27 ^	1.3
Established suburb	(0.13)		(0.15)	

Home location:	0.31 *	1.4	0.17	1.2
Patchwork	(0.14)		(0.15)	
Home location:	0.47 ***	1.6	0.38 *	1.5
New development	(0.14)		(0.15)	
Home location:	0.47 **	1.6	0.64 ***	1.9
Rural	(0.16)		(0.17)	
Work location:	-0.09	0.91		
Old urban	(0.15)			
Work location:	0.03	1.0		
Urban residential	(0.10)			
Work location:	0.29 *	1.3		
Established suburb	(0.11)			
Work location:	0.21 *	1.2		
Patchwork	(0.08)			
Work location:	-0.01	0.99		
New development	(0.12)			
Work location:	-0.11	0.90		
Rural	(0.13)			
County fixed effects		Y		Y
Constant	-2.3 ***	0.11	-1.38 *	0.25
	(0.39)		(0.29)	
Observations		17,608		12,165
AIC		9034.3		8645.6

Notes: See Table A2 notes for significance codes.

Table A7. Association between Parking and VMT (Tobit Regression)

	Total VMT (by car) on travel day			
	Individual	Household	Employed individuals	Household with employed workers
Bundled parking at home	6.6 *** (1.1)	14.6 *** (3.3)	6.9 *** (1.4)	12.0 ** (3.9)
Working from home			5.6 *** (1.4)	10.4 * (4.9)
No. of household vehicles	3.2 *** (0.3)	9.4 *** (1.3)	1.9 *** (0.4)	7.8 *** (1.5)
No. of licensed drivers		30.4 *** (1.4)		26.9 *** (1.6)
Employed	18.5 *** (0.65)	20.6 *** (2.8)		
<i>Socioeconomic status controls</i>				
Household income:	8.6 *** (1.8)	24.2 *** (5.2)	12.6 *** (3.0)	31.2 *** (7.6)
10,000 – 24,999				
Household income:	11.2 *** (1.9)	32.7 *** (5.5)	14.3 *** (3.1)	31.5 *** (7.9)
25,000 – 34,999				
Household income:	13.2 *** (1.9)	37.3 *** (5.4)	15.8 *** (3.0)	37.7 *** (7.6)
35,000 – 49,999				
Household income:	18.9 *** (1.8)	51.7 *** (5.3)	22.4 *** (2.9)	51.8 *** (7.5)
50,000 – 74,999				
Household income:	20.2 *** (1.9)	53.4 *** (5.5)	22.8 *** (2.9)	56.1 *** (7.6)
75,000 – 99,999				
Household income:	23.5 *** (1.9)	61.8 *** (5.6)	26.9 *** (2.9)	65.5 *** (7.7)
100,000 – 149,999				
Household income:	22.6 *** (2.0)	59.4 *** (6.2)	26.6 *** (3.1)	65.3 *** (8.2)
150,000 – 199,999				
Household income:	23.7 *** (2.3)	65.6 *** (7.4)	27.6 *** (3.3)	71.7 *** (9.2)
200,000 – 249,999				
Household income:	22.7 *** (2.3)	67.9 *** (7.2)	26.5 *** (3.3)	74.7 *** (9.1)
250,000+				
Asian	-3.5 ** (1.3)	2.9 (4.7)	-2.0 (1.6)	3.9 (5.3)

Black	-2.0 (1.7)	3.6 (5.3)	2.4 (2.2)	6.8 (6.6)
Latino	2.9 *** (0.82)	12.9 *** (3.0)	3.9 *** (1.0)	11.7 *** (3.5)
Other race	-2.6 ^ (1.4)	-1.4 (5.2)	-2.7 (1.9)	2.2 (6.3)
Male	2.0 *** (0.55)	-4.9 (3.2)	4.2 *** (0.70)	-4.1 (4.1)
Over 65 years old	-6.2 *** (0.83)	-18.9 *** (3.0)	-1.3 (1.5)	-17.4 *** (4.4)
Foreign born	-0.06 (0.84)	-13.8 *** (3.6)	0.32 (1.1)	-17.3 *** (4.3)
Disabled	-18.6 *** (1.1)	-27.7 *** (4.1)	-10.8 *** (2.2)	-26.4 *** (6.2)
Bachelor's degree or higher	6.5 *** (0.64)	9.4 *** (2.6)	3.7 *** (0.79)	6.9 * (3.2)
Less than high school	-6.8 *** (1.0)	72.7 *** (3.7)	-4.8 ** (1.7)	78.4 *** (4.4)
<i>Neighborhood controls</i>				
Old urban	-2.3 (1.9)	-3.7 (5.6)	-2.2 (2.3)	-3.4 (6.6)
Urban residential	2.6 ^ (1.9)	6.8 (4.5)	2.2 (1.8)	6.1 (5.4)
Established suburb	2.3 (1.5)	7.8 ^ (4.6)	2.4 (1.8)	8.0 (5.4)
Patchwork	4.2 ** (1.5)	10.4 * (4.7)	3.0 (1.9)	7.9 (5.6)
New development	9.5 *** (1.5)	21.0 *** (4.6)	10.0 *** (1.8)	22.2 *** (5.4)
Rural	9.6 ** (1.6)	19.5 *** (5.0)	10.3 *** (2.0)	20.0 *** (6.0)
County fixed effects	Y	Y	Y	Y
Constant	-42.2 *** (2.7)	-140.0 *** (8.3)	-27.1 *** (3.8)	-118.7 *** (10.7)
Observations	79,554	35,716	47,450	27,853
Log-likelihood	-337010.6 on 87 Df	-191540.5 on 88 Df	-222543.8 on 87 Df	-159070.6 on 88 Df

Note: See Table A2 notes for significance codes; Df: degrees of freedom.

Table A8. Association between Parking and Car Trips (Negative Binomial Regression)

	Total daily car trips			
	Individual	Household	Employed individual	Household with employed workers
Bundled parking at home	0.08 *** (0.02)	0.14 *** (0.02)	0.07 *** (0.02)	0.13 *** (0.02)
Working from home			0.11 *** (0.02)	0.10 *** (0.03)
No. of household vehicles	0.04 *** (0.00)	0.06 *** (0.01)	0.02 *** (0.00)	0.04 *** (0.01)
No. of licensed drivers		0.37 *** (0.01)		0.34 *** (0.01)
Employed	0.22 *** (0.01)	0.08 *** (0.02)		
<i>Socioeconomic status controls</i>				
Household income: 10,000 – 24,999	0.12 *** (0.03)	0.22 *** (0.03)	0.15 *** (0.04)	0.21 *** (0.04)
Household income: 25,000 – 34,999	0.18 *** (0.03)	0.31 *** (0.03)	0.20 *** (0.04)	0.24 *** (0.04)
Household income: 35,000 – 49,999	0.26 *** (0.03)	0.39 *** (0.03)	0.27 *** (0.04)	0.33 *** (0.04)

Household income:	0.27 ***	0.43 ***	0.25 ***	0.36 ***
50,000 – 74,999	(0.02)	(0.03)	(0.04)	(0.04)
Household income:	0.29 ***	0.47 ***	0.29 ***	0.41 ***
75,000 – 99,999	(0.03)	(0.03)	(0.04)	(0.04)
Household income:	0.31 ***	0.49 ***	0.29 ***	0.45 ***
100,000 – 149,999	(0.03)	(0.03)	(0.04)	(0.04)
Household income:	0.29 ***	0.48 ***	0.27 ***	0.44 ***
150,000 – 199,999	(0.03)	(0.04)	(0.04)	(0.04)
Household income:	0.26 ***	0.42 ***	0.26 ***	0.40 ***
200,000 – 249,999	(0.03)	(0.04)	(0.04)	(0.05)
Household income:	0.29 ***	0.46 ***	0.24 ***	0.44 ***
250,000+	(0.03)	(0.04)	(0.04)	(0.05)
Asian	-0.12 ***	0.08 **	-0.07 ***	0.09 **
	(0.02)	(0.03)	(0.02)	(0.03)
Black	-0.12 ***	-0.08 **	-0.09 ***	-0.07 ^
	(0.02)	(0.03)	(0.03)	(0.03)
Latino	0.0	0.06 ***	-0.01	0.02
	(0.01)	(0.02)	(0.01)	0.02
Other race	-0.09 ***	-0.02	-0.08 ***	0.01
	(0.02)	(0.03)	(0.02)	0.03
Male	-0.08 ***	-0.09 ***	-0.07 ***	-0.09 ***
	(0.01)	(0.02)	(0.01)	(0.02)
Over 65 years old	-0.14 ***	-0.19 ***	-0.04 *	-0.14 ***
	(0.01)	(0.02)	(0.02)	(0.02)
Foreign born	-0.02	-0.23 ***	-0.03 *	-0.25 ***
	(0.01)	(0.02)	(0.01)	(0.02)
Disabled	-0.34 ***	-0.28 ***	-0.17 ***	-0.19 ***
	(0.01)	(0.02)	(0.03)	(0.03)
Bachelor's degree or higher	0.14 ***	0.11 ***	0.10 ***	0.08 ***
	(0.01)	(0.02)	(0.01)	(0.02)
Less than high school	-0.18 ***	1.2 ***	-0.14 ***	1.2 ***
	(0.01)	(0.02)	(0.02)	(0.02)
<i>Neighborhood controls</i>				
Old urban	-0.05 ^	-0.07 *	-0.04	-0.06 ^
	(0.02)	(0.03)	(0.03)	(0.03)
Urban residential	0.08 ***	0.07 **	0.08 ***	0.06 *
	(0.02)	(0.03)	(0.02)	(0.03)
Established suburb	0.07 ***	0.08 **	0.08 ***	0.08 **
	(0.02)	(0.03)	(0.02)	(0.03)
Patchwork	0.07 ***	0.07 *	0.06 **	0.04
	(0.02)	(0.03)	(0.02)	(0.03)
New development	0.07 ***	0.07 **	0.05 *	0.06 *
	(0.02)	(0.03)	(0.02)	(0.03)
Rural	-0.01	-0.01	0.0	-0.01
	(0.02)	(0.03)	(0.02)	(0.03)
County fixed effects	Y	Y	Y	Y
Constant	0.52 ***	0.22 ***	0.76 ***	0.43 ***
	(0.04)	(0.05)	(0.04)	(0.05)
Observations	79,554	35,716	47,450	27,853
AIC	345549	202157	215356	164708

Note: See Table A2 notes for significance codes.

Table A9. Association between Parking and Working from Home (Logistic Regression)

	Working from home			
	Individuals		Household	
	Logit	Odds ratio	Logit	Odds ratio
Bundled parking at home	-0.15 *	0.86	-0.13	0.87
	(0.07)		(0.08)	
No. of household vehicles	0.11 ***	1.1	0.12 ***	1.1
	(0.02)		(0.03)	
Flexible work schedule	0.35 ***	1.4	0.19 **	1.2

	(0.05)		(0.07)	
Broadband access	1.6 ***	4.7	1.3 **	3.6
	(0.34)		(0.43)	
Bachelor's degree or higher	0.22 **	1.2	0.31 ***	1.4
	(0.05)		(0.08)	
Less than high school	-0.45 ***	0.64	-0.19 ^	0.82
	(0.13)		(0.12)	
<i>Occupations</i>				
Arts/Entertainment	0.99 ***	2.7		
	(0.17)			
Business/Financial	0.47 **	1.6		
	(0.16)			
Cleaning/Grounds Keeping	0.92 ***	2.5		
	(0.19)			
Community/Social Services	0.98 ***	2.7		
	(0.18)			
Computer/Math	0.42 *	1.5		
	(0.17)			
Construction	0.26	1.3		
	(0.20)			
Education	1.1 ***	3.0		
	(0.15)			
Farm./Fish./Forestry	0.64 **	1.9		
	(0.23)			
Food Prep./Serving	1.3 ***	3.5		
	(0.17)			
Healthcare Practitioners	1.1 ***	2.9		
	(0.16)			
Healthcare Support	1.2 ***	3.4		
	(0.17)			
Install./Maint./Repair	0.52 **	1.7		
	(0.19)			
Legal	0.59 **	1.8		
	(0.20)			
Management	0.34 *	1.4		
	(0.15)			
Military	0.40	1.5		
	(0.39)			
Office/Administrative	0.54 ***	1.7		
	(0.16)			
Personal Care	1.1 ***	3.1		
	(0.18)			
Production	0.55 **	1.7		
	(0.21)			
Protective Service	1.0 ***	2.8		
	(0.19)			
Sales	0.77 ***	2.2		
	(0.15)			
Science	0.53 **	1.7		
	(0.20)			
Transportation	0.72 ***	2.1		
	(0.18)			
<i>Socioeconomic status controls</i>				
Household income:	0.24	1.3	0.14	1.2
10,000 – 24,999	(0.19)		(0.21)	
Household income:	0.27	1.3	0.22	1.2
25,000 – 34,999	(0.19)		(0.21)	
Household income:	0.35 ^	1.4	0.26	1.3
35,000 – 49,999	(0.18)		(0.20)	
Household income:	0.18	1.2	0.02	1.0
50,000 – 74,999	(0.18)		(0.20)	
Household income:	0.07	1.1	-0.08	0.92

75,000 – 99,999	(0.18)		(0.20)	
Household income:	0.04	1.0	-0.15	0.86
100,000 – 149,999	(0.18)		(0.21)	
Household income:	-0.18	0.84	-0.37 ^	0.69
150,000 – 199,999	(0.19)		(0.22)	
Household income:	-0.19	0.83	-0.48 ^	0.62
200,000 – 249,999	(0.21)		(0.25)	
Household income:	-0.3	0.74	-0.60 *	0.55
250,000+	(0.2)		(0.25)	
Asian	-0.14	0.87	-0.14	0.87
	(0.10)		(0.14)	
Black	-0.05	0.96	0.14	1.1
	(0.12)		(0.14)	
Latino	-0.11 ^	0.89	-0.15 ^	0.86
	(0.06)		(0.09)	
Other race	0.19 ^	1.2	0.21	1.2
	(0.10)		(0.15)	
Male	-0.06	0.94	-0.26 **	0.77
	(0.04)		(0.09)	
Over 65 years old	-0.30 ***	0.74	-0.22 **	0.80
	(0.09)		(0.11)	
Foreign born	-0.34 ***	0.71	-0.46 ***	0.63
	(0.09)		(0.11)	
Disabled	-0.22 ^	0.80	-0.06	0.95
	(0.13)		(0.15)	
<i>Neighborhood controls</i>				
Old urban	0.10	1.1	0.14	1.2
	(0.11)		(0.14)	
Urban residential	-0.16	0.85	-0.12	0.89
	(0.10)		(0.12)	
Established suburb	-0.12	0.88	-0.12	0.89
	(0.10)		(0.12)	
Patchwork	-0.11	0.90	-0.07	0.94
	(0.10)		(0.13)	
New development	-0.20 *	0.82	-0.14	0.87
	(0.10)		(0.12)	
Rural	-0.04	0.96	-0.02	0.98
	(0.11)		(0.14)	
Constant	-4.8***	0.01	-3.7 ***	0.03
	(0.38)		(0.43)	
Observations		42,334		27,423
AIC		20044		9173.1

Note: See Table A2 notes for significance codes.