
Transit oriented developments (TODs) are a popular planning tool. Proponents argue that TODs increase transit ridership, lower car usage and ownership, and improve pedestrian orientation. This thesis tests if TODs change travel behavior for work and non-work trips. Residents of four apartment complexes in the New Jersey Transit Villages of Rahway and South Orange were surveyed about their travel behavior before and after moving into their respective TOD. The findings presented here suggest that after residents moved into their TOD, their car use and carpooling have decreased and their train, bus, and walking work-trips have increased. However, survey results suggest that it is ambiguous if residents self select to change their travel behavior or if the physical environment of the TOD provides an impetus to change travel behavior.