Table S1. Review of major recent studies assessing the relationships between various mobility services and housing price

Authors	Area studied	Period	Obs.	Type of housing attributes studied	Measurement method	Transport system(s)	Major findings
Beckerich (2001)	Lyon, France	1995	N=1,499	Intrinsic Location Neighborhood	Standard hedonic price model(s), SAR, SEM	LRT, bus, parking facilities	Valorization of urban public space is around 3.6% of housing price.
Billings (2011)	Charlotte, USA	1994-2008	N=189,325	Intrinsic Location Neighborhood	Difference-in-difference model(s)	LRT	A neighborhood impact of 4.0-11.3% for properties within 1 mile of LRT stations
Boucq and Papon (2008)	Paris, France	1993-2004	N=91,354	Intrinsic Location Neighborhood	Standard hedonic price model(s)	LRT	LRT capitalization in house prices = 3%
Bowes and Ihlanfeldt (2001)	Atlanta, USA	1991-1994	N=22,388	Intrinsic Location Neighborhood	Standard hedonic price model(s)	Rail system	*Properties within a quarter of mile from a rail station are found to sell for 19% less than properties beyond 3 miles. *Properties […] between 1 and 3 miles have a significantly higher value compared to those farther away.
Cervero and Kang (2011)	Seoul, Korea	2001-2007	N=126,426	Intrinsic Location Neighborhood	Multilevel logit model(s)	BRT	Land price premiums up to 10% were estimated for residences within 300m of BRT stops.
Chen and Haynes (2015)	Beijing-Shanghai, China	2009-2014	N=1,016	Intrinsic Location Neighborhood	Standard hedonic price model(s), SDM	High-speed rail system	*A considerable regional impact on housing values in medium and small cities *A negligible impact in larger capital cities.
Clower and Weinstein (2002)	Dallas, USA	1997-2001	N=6513		Difference-in-difference model(s)	LRT	*Single-family residential properties show a 38.2 increase in residence median value nearest to a LRT station (20 percent for control group) *42 percent and 34.8 percent for multiproperty family values.
Devaux, Dubé, Apparicio (2017)	Laval, Canada	1995-2013	N=5,209	Intrinsic Location	Spatial difference-in-difference estimator	LRT	Limited effect, in space and time, for proximity to the metro station.

Diao, Leonard, Sing (2017)	Singapore	2007-2013	N=3,755	Intrinsic Location Neighborhood	*Network distance measure and local-polynomial-regression approach *Spatial difference-in-differences model(s)	LRT	The opening of a LRT line increases housing values […] within the 600 – meter network distance from the new stations by approximately 8.6% related to other properties
Efthymiou, Antoniou (2013)	Athens, Greece	2011-2012	N=16,466	Intrinsic Location Neighborhood	Standard hedonic price model(s), SAR, SEM, SDM, SAC, GWR	Urban and nonurban public transport, airports, ports	*Metro, tram, suburban railways and bus stations affect the prices positively *Old urban railway and national rail stations, airports and ports have a negative effect.
El-Geneidy, van Lierop, Wasfi (2016)	Montreal, Canada	1996-2012	N=440,965	Intrinsic Location Neighborhood	Step wise multilevel longitudinal hedonic regression	Bicycle sharing system	The presence of a bicycle sharing system in a neighborhood with 12 stations serving an 800-meter buffer is expected to increase the property value […] by approximately 2.7%.
Fritsch (2007)	Nantes, France	2004	N=493	Intrinsic Location Neighborhood	Poisson multiple regression	Tramway	A net effect of the tramway on house prices: *Negative for houses close to the city center (1,7 to 2,4 km) *Positive for houses farther
Gadzinski and Radzimski (2015)	Poznan, Poland	2010-2013	N=1,400	Intrinsic Location	Standard hedonic price model(s), SEM, SAR, GWR	Tramway	Weak correlation between the proximity to tramway and apartment prices.
Hess and Almeda (2007)	Buffalo, USA	2002	N=7,357	Intrinsic Location Neighborhood	Standard hedonic price model(s)	LRT	A home located within one-quarter of a mile radius (400 m) of a light rail station can earn a premium of $1300-3000, or 2-5% of the city's median home value.
Hopkins (2017)	25 metro. areas, USA	2013	N=101,667	Intrinsic Location Neighborhood	Standard hedonic price model(s)	Public transport	Being located within half a mile of a public transportation stop was a significant factor in explaining housing values for 6 out of 25 metro areas.

Kanasugi and Ushijima (2017)	Japan	2008-2015	N=13,794	Intrinsic Location	Difference-in-difference model(s)	High-speed rail system	Residential land prices where the time distance to the Tokyo metropolitan area reduces rose, except where the population is decreasing
Le Boennec and Sari (2015)	Nantes, France	2002, 2006, 2008	N=2,850	Intrinsic Location Neighborhood Environmental (noise)	Standard hedonic price model(s), SEM, SDM	Highways, rail system, tramway, bus	Weak relationships between highways, train, tramway, bus networks and house prices
Li, Yang, Qin, Chonabayashi (2016)	Beijing, China	2009	N=3,819	Intrinsic Location Neighborhood	Standard hedonic price model(s)	LRT	Positive and significant impact of subway proximity on property values : *within 3 km of the station by 15%, *within 3-5 km by 3.4%.
Liu and Shi (2017)	Portland, USA	2010-2013	N=20,122	Intrinsic Location Neighborhood	Standard hedonic price model(s), SAR	On-street bike facilities	The proximity to advanced bike facilities has significant and positive effects on property values.
Martinez and Viegas (2009)	Lisbon Metro. area, Portugal	2007	N=12,488	Intrinsic Location Neighborhood	Standard hedonic price model(s), SAR	LRT	Proximity to one or two metro lines leads to significant property value changes (3.49-6.17%)
Mulley, Ma, Clifton, Yen, Burke (2016)	Brisbane, Australia	2011	N=7,693	Intrinsic Location Neighborhood	Standard hedonic price model(s), SEM, SAR, GWR	BRT	Being close to BRT adds a premium to the housing price of 0.14%, for every hundred meters closer to the BRT station or 0.36% for every 250 m closer.
Nguyen-Luong and Boucq (2011)	Paris	2002-2008	N=161,299	Intrinsic Location Neighborhood	Standard hedonic price model(s)	Tramway	Non-significant increase of housing price in the closest South suburb (-2 to + 7%) within the 200-400 m band.
Pan and Zhang (2008)	Shanghai, China	2007	N=503	Intrinsic Location Neighborhood	Standard hedonic price model(s)	LRT	The price of a residential unit drops by 1.1% for every 100-m decrease in distance to the metro station.
Pilgram and West (2017)	Minneap., USA	1990-2014	N=117,470	Intrinsic Location Neighborhood	Difference-in-difference model(s)	LRT	The premium for station proximity varies substantially depending on control group and period definitions for “after” light rail.
Seo, Golub, Kuby (2014)	Phoenix, USA	2009	N=20,149	Intrinsic Location Neighborhood	Combined spatial log and error model	Highways, LRT	* Highway exits : a positive accessibility effect (1200 m) *Extends farther than for LRT stations (900 m)

Wagner, Komarek, Martin (2017)	Hampton Roads, USA	2002-2016	N=17,120	Intrinsic Location	Difference-in-difference model(s)	LRT	Properties within 1500 m experienced a decline in sale price of nearly 8%, while the sale-list price spread declined by approximately 2%.
Weinberger (2001)	Santa Clara County, USA	1984-2000	N=3,675	Intrinsic Location	Standard hedonic price model(s)	Highways, LRT	*No particular locational advantages associated with highway coverage. *Properties within 0.8 km of a LRT station command a higher lease rent than other.
Welch, Gehrke, Wang (2016)	Portland, USA	2002-2013	N=146,311	Intrinsic Location Neighborhood	Spatial panel model incorporating both spatial lag and spatial error effects	LRT, bike lanes and paths	The average home sold for 2.47$ more with each foot that the residential property was located away from a bike lane.