

Access Across America: Walking 2014

Final Report

Prepared by:

**Andrew Owen
David Levinson
Brendan Murphy**

Accessibility Observatory
Department of Civil, Environmental,
and Geo- Engineering
University of Minnesota

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Executive Summary

Accessibility is the ease of reaching valued destinations. Accessibility can be measured for various transportation modes, to different types of destinations, and at different times of day. There are a variety of ways to define accessibility, but the number of destinations reachable within a given travel time is the most comprehensible and transparent — as well as the most directly comparable across cities. This report focuses on accessibility to jobs by walking. Jobs are the most significant non-home destination, but it is also possible to measure accessibility to other types of destinations. While walking mode-share for commute trips nationally is around 2.8%, and 5.0% within large cities, walking has historically been one of the most important transportation modes in urban environments.

This study estimates the accessibility to jobs by walking in the 50 largest (by population) metropolitan areas in the United States, and is a companion study to our *Access Across America: Transit 2014* report¹.

Rankings are determined by a weighted average of accessibility, giving a higher weight to closer jobs. Jobs reachable within ten minutes are weighted most heavily, and jobs are given decreasing weights as travel time increases up to 60 minutes. Based on this measure, the ten metro areas with the greatest accessibility to jobs by walking, and for which sufficient data are available, are:

1. New York
2. San Francisco
3. Los Angeles
4. Chicago
5. Washington
6. Seattle
7. Boston
8. Philadelphia
9. San Jose
10. Denver

This report presents detailed accessibility values for each metropolitan area, as well as block-level maps which illustrate the spatial patterns of accessibility within each area. A separate publication, *Access Across America: Walking 2014 Methodology*, describes the data and methodology used in this evaluation.

¹[Owen and Levinson \(2014\)](#)

1 Introduction

Accessibility is the ease of reaching valued destinations. It combines the simpler metric of mobility with the understanding that travel is driven by a desire to reach destinations. Accessibility can be measured for various transportation modes, to different types of destinations, and at different times of day. There are a variety of ways to define accessibility, but the number of destinations reachable within a given travel time is the most comprehensible and transparent — as well as the most directly comparable across cities. This report focuses on accessibility to jobs by walking. Jobs are the most significant non-home destination, but it is also possible to measure accessibility to other types of destinations. Walking is used for an estimated 2.8% of commuting trips in the United States, making it the third most widely used commute mode after driving and transit². The commute mode share of walking can be higher in individual metropolitan areas: 15.1% in Boston; 12.1% in Washington, DC; 11.3% in Pittsburgh³.

Accessibility is not a new idea⁴. Historically, however, implementations of accessibility evaluation have typically focused on individual cities or metropolitan areas. Recent work has demonstrated the feasibility and value of systematically evaluating accessibility across multiple metropolitan areas by auto⁵ and by transit⁶. Work by Iacono et al. discussed details and methodology in evaluating walking-based accessibility⁷.

This study estimates the accessibility to jobs by walking in the 50 largest (by population) metropolitan areas in the United States. Some metropolitan areas were excluded in the companion report *Access Across America: Transit 2014* due to a lack of available transit schedule data, but are included in this walking report. These cities are Jacksonville, Memphis, Oklahoma City, and Richmond. [Table 1](#) lists all included included metropolitan areas, ordered by the total employment within each.

Travel times by walking are calculated using detailed pedestrian networks in all cities included in the study. Walking travel times were not modeled to vary throughout the day, in contrast to the travel time variances produced by transit schedules when calculating transit travel times.

[Section 2](#) presents the accessibility values for the included metropolitan areas and ranks metropolitan areas by accessibility. [Section 3](#) discusses these results and their implications. [Section 4](#) provides data and maps describing patterns of accessibility in individual metropolitan areas. A separate document, *Access Across America: Walking 2014 Methodology*, describes the data and methodology used in the evaluation.

²[McKenzie \(2014\)](#)

³American Community Survey 2012 5-year estimates

⁴See [Hansen \(1959\)](#) for its origins, and [Geurs and Van Eck \(2001\)](#) and [Handy and Niemeier \(1997\)](#) for reviews.

⁵[Levinson \(2013\)](#), [Levine et al. \(2012\)](#)

⁶[Ramsey and Bell \(2014\)](#), [Tomer et al. \(2011\)](#)

⁷[Iacono et al. \(2010\)](#)

Table 1: Metropolitan Areas Ranked by Total Employment

Rank	Area	Total Employment
1	New York	8,102,471
2	Los Angeles	5,239,396
3	Chicago	4,156,582
4	Boston*	3,402,940
5	Dallas	2,864,933
6	Philadelphia	2,690,018
7	Washington	2,647,658
8	Houston	2,543,501
9	Miami	2,194,802
10	Atlanta	2,180,785
11	San Francisco	1,900,319
12	Detroit	1,712,027
13	Phoenix	1,652,995
14	Minneapolis	1,652,044
15	Seattle	1,538,625
16	Riverside	1,470,777
17	San Diego	1,263,188
18	St. Louis	1,261,977
19	Baltimore	1,243,101
20	Denver	1,180,703
21	Tampa	1,108,850
22	Pittsburgh	1,083,900
23	Portland	982,307
24	Cincinnati	951,583
25	Kansas City	944,847
26	Orlando	930,605
27	Cleveland	925,055
28	San Antonio	862,085
29	Sacramento	839,857
30	Columbus	834,633
31	Providence	828,037
32	Indianapolis	813,598
33	Las Vegas	799,219
34	Austin	790,961
35	San Jose	789,455
36	Charlotte	771,127
37	Milwaukee	742,523
38	Nashville	701,990
39	Virginia Beach	684,496
40	Louisville	576,300
41	Richmond	567,115
42	Jacksonville	560,881
43	Hartford	560,748
44	Memphis	551,218
45	Oklahoma City	524,741
46	Buffalo	522,212
47	Raleigh	520,476
48	Salt Lake City	507,658
49	Birmingham	455,937
50	New Orleans	454,816

Employment totals are based on LEHD estimates and may not match other sources.

**LEHD data is not available for Massachusetts. Data for Boston are drawn from the EPA Smart Location Database.*

2 Accessibility to Jobs by Walking

2.1 Accessibility Evaluation Results

[Table 2](#) gives the accessibility values for each metropolitan area, in alphabetical order, based on pedestrian walking networks. The columns represent the number of jobs that a typical worker residing in the city can reach within 10, 20, 30, 40, 50 and 60 minutes of travel, by walking.

2.2 Metropolitan Area Rankings

The rankings of accessibility across U.S. cities for 2014 are shown in [Table 3](#). The first column provides a weighted average, where the jobs reachable within each threshold are given a decreasing weight as travel time increases. A job reachable within 10 minutes counts more towards the ranking than a job reachable within 20, and so on. The 10 metro areas whose workers can, on average, reach the most jobs are listed below. Within the specific time thresholds, the rankings vary.

1. New York
2. San Francisco
3. Los Angeles
4. Chicago
5. Washington
6. Seattle
7. Boston
8. Philadelphia
9. San Jose
10. Denver

Additional details about each metropolitan area, including block-level maps of accessibility, are presented in [Section 4](#).

Table 2: Cumulative Number of Jobs Reachable by Number of Minutes, 2014

Area	10 min	20 min	30 min	40 min	50 min	60 min
Atlanta	267	1,219	3,102	6,141	10,267	15,343
Austin	441	2,253	5,916	11,561	18,907	27,535
Baltimore	561	2,780	6,850	12,506	19,611	27,881
Birmingham	180	767	1,969	3,715	6,075	8,928
Boston	1,027	4,489	9,988	17,338	26,733	37,370
Buffalo	397	2,065	5,167	9,565	15,177	21,906
Charlotte	262	1,273	2,937	5,517	9,058	13,444
Chicago	1,240	6,008	13,965	24,047	35,947	50,065
Cincinnati	277	1,326	3,290	6,271	10,235	15,024
Cleveland	346	1,617	3,961	7,535	12,402	18,451
Columbus	374	1,706	4,280	8,306	13,702	20,340
Dallas	397	2,009	5,118	9,844	16,232	24,351
Denver	673	3,325	8,191	15,101	23,646	33,787
Detroit	295	1,493	3,824	7,326	12,065	18,109
Hartford	387	2,011	4,944	9,003	14,116	19,742
Houston	473	2,367	6,008	11,539	18,805	27,743
Indianapolis	287	1,373	3,431	6,618	11,080	16,555
Jacksonville	260	993	2,383	4,378	7,082	10,289
Kansas City	312	1,514	3,742	7,065	11,321	16,677
Las Vegas	265	1,618	4,721	10,010	17,312	26,930
Los Angeles	1,097	5,904	14,490	26,646	42,454	62,403
Louisville	262	1,275	3,236	6,200	10,442	15,932
Memphis	220	1,060	2,712	5,406	9,196	13,821
Miami	626	2,906	6,872	12,681	20,176	29,263
Milwaukee	756	3,203	7,444	13,564	21,470	31,148
Minneapolis	446	2,392	6,063	11,427	18,415	26,793
Nashville	320	1,187	2,989	5,730	9,302	13,588
New Orleans	441	2,166	5,274	9,683	15,355	21,736
New York	4,955	22,043	47,338	78,970	116,372	157,061
Oklahoma City	261	1,400	3,482	6,672	10,860	15,887
Orlando	251	1,174	3,030	5,823	9,730	14,585
Philadelphia	932	4,341	9,929	17,526	27,053	38,085
Phoenix	289	1,755	4,725	9,325	15,417	23,056
Pittsburgh	490	1,819	4,048	7,419	12,031	17,248
Portland	646	3,052	7,137	12,988	20,747	29,973
Providence	509	2,404	5,831	10,677	16,739	23,710
Raleigh	247	1,623	4,300	7,276	10,705	15,108
Richmond	318	1,436	3,615	6,780	10,873	15,842
Riverside	178	959	2,613	5,006	8,164	11,978
Sacramento	516	2,423	5,687	10,073	15,475	21,698
Salt Lake City	405	2,415	6,242	12,029	19,697	29,078
San Antonio	302	1,495	4,087	7,979	13,327	20,135
San Diego	600	2,781	6,202	10,979	17,197	24,849
San Francisco	1,896	9,944	23,428	38,783	55,603	73,492
San Jose	574	3,263	8,476	16,625	27,575	41,037
Seattle	1,103	5,017	11,028	18,295	26,621	35,812
St. Louis	334	1,553	3,784	7,113	11,506	17,029
Tampa	291	1,437	3,705	7,055	11,351	16,543
Virginia Beach	275	1,275	3,165	5,995	9,827	14,528
Washington	1,098	5,331	12,310	22,139	34,275	48,185

Table 3: Rank of Accessibility by Metropolitan Area, 2014

Rank	Weighted Average	10 min	20 min	30 min	40 min	50 min	60 min
1	New York	New York	New York	New York	New York	New York	New York
2	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco
3	Los Angeles	Chicago	Chicago	Los Angeles	Los Angeles	Los Angeles	Los Angeles
4	Chicago	Seattle	Los Angeles	Chicago	Chicago	Chicago	Chicago
5	Washington	Washington	Washington	Washington	Washington	Washington	Washington
6	Seattle	Los Angeles	Seattle	Seattle	Seattle	San Jose	San Jose
7	Boston	Boston	Boston	Boston	Philadelphia	Philadelphia	Philadelphia
8	Philadelphia	Philadelphia	Philadelphia	Philadelphia	Boston	Boston	Boston
9	San Jose	Milwaukee	Denver	San Jose	San Jose	Seattle	Seattle
10	Denver	Denver	San Jose	Denver	Denver	Denver	Denver
11	Milwaukee	Portland	Milwaukee	Milwaukee	Milwaukee	Milwaukee	Milwaukee
12	Portland	Miami	Portland	Portland	Portland	Portland	Portland
13	Miami	San Diego	Miami	Miami	Miami	Miami	Miami
14	Baltimore	San Jose	San Diego	Baltimore	Baltimore	Salt Lake City	Salt Lake City
15	San Diego	Baltimore	Baltimore	Salt Lake City	Salt Lake City	Baltimore	Baltimore
16	Salt Lake City	Sacramento	Sacramento	San Diego	Austin	Austin	Houston
17	Houston	Providence	Salt Lake City	Minneapolis	Houston	Houston	Austin
18	Minneapolis	Pittsburgh	Providence	Houston	Minneapolis	Minneapolis	Las Vegas
19	Austin	Houston	Minneapolis	Austin	San Diego	Las Vegas	Minneapolis
20	Providence	Minneapolis	Houston	Providence	Providence	San Diego	San Diego
21	Sacramento	Austin	Austin	Sacramento	Sacramento	Providence	Dallas
22	New Orleans	New Orleans	New Orleans	New Orleans	Las Vegas	Dallas	Providence
23	Dallas	Salt Lake City	Buffalo	Buffalo	Dallas	Sacramento	Phoenix
24	Buffalo	Dallas	Hartford	Dallas	New Orleans	Phoenix	Buffalo
25	Las Vegas	Buffalo	Dallas	Hartford	Buffalo	New Orleans	New Orleans
26	Hartford	Hartford	Pittsburgh	Phoenix	Phoenix	Buffalo	Sacramento
27	Phoenix	Columbus	Phoenix	Las Vegas	Hartford	Hartford	Columbus
28	Columbus	Cleveland	Columbus	Raleigh	Columbus	Columbus	San Antonio
29	Pittsburgh	St. Louis	Raleigh	Columbus	San Antonio	San Antonio	Hartford
30	San Antonio	Nashville	Las Vegas	San Antonio	Cleveland	Cleveland	Cleveland
31	Cleveland	Richmond	Cleveland	Pittsburgh	Pittsburgh	Detroit	Detroit
32	Detroit	Kansas City	St. Louis	Cleveland	Detroit	Pittsburgh	Pittsburgh
33	St. Louis	San Antonio	Kansas City	Detroit	Raleigh	St. Louis	St. Louis
34	Raleigh	Detroit	San Antonio	St. Louis	St. Louis	Tampa	Kansas City
35	Kansas City	Tampa	Detroit	Kansas City	Kansas City	Kansas City	Indianapolis
36	Tampa	Phoenix	Tampa	Tampa	Tampa	Indianapolis	Tampa
37	Richmond	Indianapolis	Richmond	Richmond	Richmond	Richmond	Louisville
38	Indianapolis	Cincinnati	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City
39	Oklahoma City	Virginia Beach	Indianapolis	Indianapolis	Indianapolis	Raleigh	Richmond
40	Cincinnati	Atlanta	Cincinnati	Cincinnati	Cincinnati	Louisville	Atlanta
41	Louisville	Las Vegas	Louisville	Louisville	Louisville	Atlanta	Raleigh
42	Atlanta	Charlotte	Virginia Beach	Virginia Beach	Atlanta	Cincinnati	Cincinnati
43	Virginia Beach	Louisville	Charlotte	Atlanta	Virginia Beach	Virginia Beach	Orlando
44	Nashville	Oklahoma City	Atlanta	Orlando	Orlando	Orlando	Virginia Beach
45	Orlando	Jacksonville	Nashville	Nashville	Nashville	Nashville	Memphis
46	Charlotte	Orlando	Orlando	Charlotte	Charlotte	Memphis	Nashville
47	Memphis	Raleigh	Memphis	Memphis	Memphis	Charlotte	Charlotte
48	Riverside	Memphis	Jacksonville	Riverside	Riverside	Riverside	Riverside
49	Jacksonville	Birmingham	Riverside	Jacksonville	Jacksonville	Jacksonville	Jacksonville
50	Birmingham	Riverside	Birmingham	Birmingham	Birmingham	Birmingham	Birmingham

3 Discussion

This research provides a new methodology and dataset to enable inter-metropolitan comparisons of accessibility by walking in a way that is clearly understood and explainable, tracks with our experience and the available evidence, and gives a snapshot look at how much economic opportunity exists within a reasonable walking distance in metropolitan areas.

Not all jobs are the same. Some are higher paying, some are lower skilled, and jobs exist in a variety of industries. Given sufficient data, one could differentiate accessibility by breaking down jobs by type and get different results. Accessibility to non-work locations (shopping, healthcare, education, etc.) is also important. Regardless of trip purpose, people who experience higher accessibility tend to travel shorter distances because origins and destinations are closer together.

But accessibility to jobs is not the only thing that people care about. If it were, cities would be situated on a minimum amount of space so people could live immediately adjacent to their jobs, or everyone would work from home. Measuring (and then valuing) accessibility to other opportunities and considering the trade-off between accessibility and living space are central problems of urban economics, regional science, and transportation and land use planning. While being more accessible is generally better, there are costs as well as benefits associated with accessibility. If land is more valuable its price is higher, and purchasers can afford less. Streets in places with more activities are inherently more crowded, and trips are less peaceful.

Accessibility is a function of both transportation and land use decisions, which has important policy implications. There are two broad avenues to increasing accessibility: improving transportation systems, and altering land-use patterns. Neither of these things can be easily shifted overnight, but over time they do change — both through direct plans and action, and through market forces. In regards to accessibility by walking, and moreover the walkability of a place, both transportation and land-use patterns have effects. Higher transit mode share typically correlates with lower automobile mode share, and the more walkable a place becomes. Land-use characteristics such as block size and density of development influence urban form, and a place's walkability.

It is important to recognize that aggregate metrics such as these are also affected simply by the size of the areas being studied. For example, residents of central Minneapolis enjoy greater accessibility than those of central Milwaukee, but the expansive Minneapolis-Saint Paul metropolitan area includes far more suburban and exurban areas (some lacking even in sidewalks) than does the Milwaukee area.

3.1 Land Use Effects

Land use-based approaches to improving walking accessibility revolve around proximity, density, and safety for both origins and destinations. Proximity to destinations is implicitly important in the mode of walking, due to its lower speeds. Density is the manifestation of the increasing value of more accessible locations, and dictates how many opportunities are reachable on a given destination parcel. As residential areas become denser, more residents experience the local accessibility; as employment areas become denser, more jobs can be accessed through the same pedestrian system.

Density is not determined solely by accessibility, however: land use policies can restrict density where it would otherwise be high, or encourage density where it might otherwise be low. Perhaps the most famous examples of such policies are Oregon's urban growth boundary laws, which encourage

density by restricting the amount of land available for urban development, and the Height of Buildings Act of 1910 which restricts density in the District of Columbia by limiting building heights. Between these most salient examples lie a range of density-focused urban policies, typically embedded in zoning codes, which help determine each city's walking accessibility performance. In general, areas with higher residential and employment density, and safer pedestrian connections between them, can achieve greater walking accessibility. Further, mixed-use development promotes a lower separation dichotomy between residential and employment centers, and provides even more walking accessibility.

At all accessibility thresholds, the job accessibility experienced by a typical worker is determined solely by local employment density, by definition in this study. Since the transit mode is ignored, it offers no direct contributions to accessibility, and thus the accessibility maps for walking show less prominent clustering of accessibility around transit stations. Some topology of transit stations can still be viewed in the walking-only maps, due to clustering of jobs around major transit hubs. However, the values of jobs at each time threshold were held constant between the transit-based companion study *Access Across America: Transit 2014*, and here. It is plausible that commuters would be willing to spend less time walking than riding a transit vehicle, which would further devalue job opportunities away from an origin.

3.2 Comparing Accessibility with Other Indicators

To test the validity of the accessibility ranking methodology used in determining which North American cities are friendliest to walking as a mode of economic access, we compared our weighted average accessibility metric with established metrics of walkability assessment, such as walk score, walk mode share, total employment, and employment density. Walk score data were taken from the Walk Score organization's 2014 data⁸, and walk mode share data were referenced from the 2008-2012 American Community Survey reports⁹. City labels are coded with 3-letter codes based in part on airport codes from the International Air Transport Association (IATA). Walk score figures are defined based on the geometry of city jurisdictions. [Figure 1](#) through [Figure 4](#) display the weighted average accessibility correlation plots with 2014 walk score, 2008-2012 walk mode share, total LEHD employment, and LEHD employment density, respectively. Exponential fitting functions are used to evaluate the strength of the correlations; in decreasing order of R^2 correlation strength were 2014 walk score, employment density, total employment, and walk mode share.

It is expected that walk score would correlate well with economic accessibility (see [Figure 1](#)), as network distance to various types of destinations (ease of access) is a consideration among the many factors within the Walk Score meta-evaluation; other factors considered include population density, block length, and intersection density¹⁰. Intersection density and average block length are related metrics describing the local density and connectivity of a network; decreases in block length and increases in intersection density are correlated. Generally, as the network's local connectivity increases, the network-average circuitry (the ratio of network distance to Euclidean distance) decreases, and a pedestrian could thus reach more jobs within a given time threshold.

⁸[Walk Score \(2014\)](#)

⁹[McKenzie \(2014\)](#)

¹⁰[Walk Score \(2014\)](#)

Higher density and mixed-used development, often involving higher job densities, are known to create more pedestrian-friendly environments¹¹. Thus, we would expect reasonably high correlations between both total employment and average employment density with walking accessibility. Figure 2 and Figure 3 show the average accessibility correlations with total employment and average employment density.

The plot of walking mode-share vs. our weighted average walking accessibility showed the lowest R^2 of the four comparison metrics considered (see Figure 4). The concept of accessibility is by nature predictive; a given urban area may have relatively high walking accessibility due to the number of jobs, but the street environment may be suboptimal. There also may be environments in which walking mode share is lower than would otherwise be expected based on the built environment characteristics, e.g. inclement weather. Walk mode-share is neither a property of the economic or built environment as employment data are, nor a meta-score on various factors of walkability as the Walk Score index is; thus, its lower correlation with walking accessibility than the other metrics considered is reasonable.

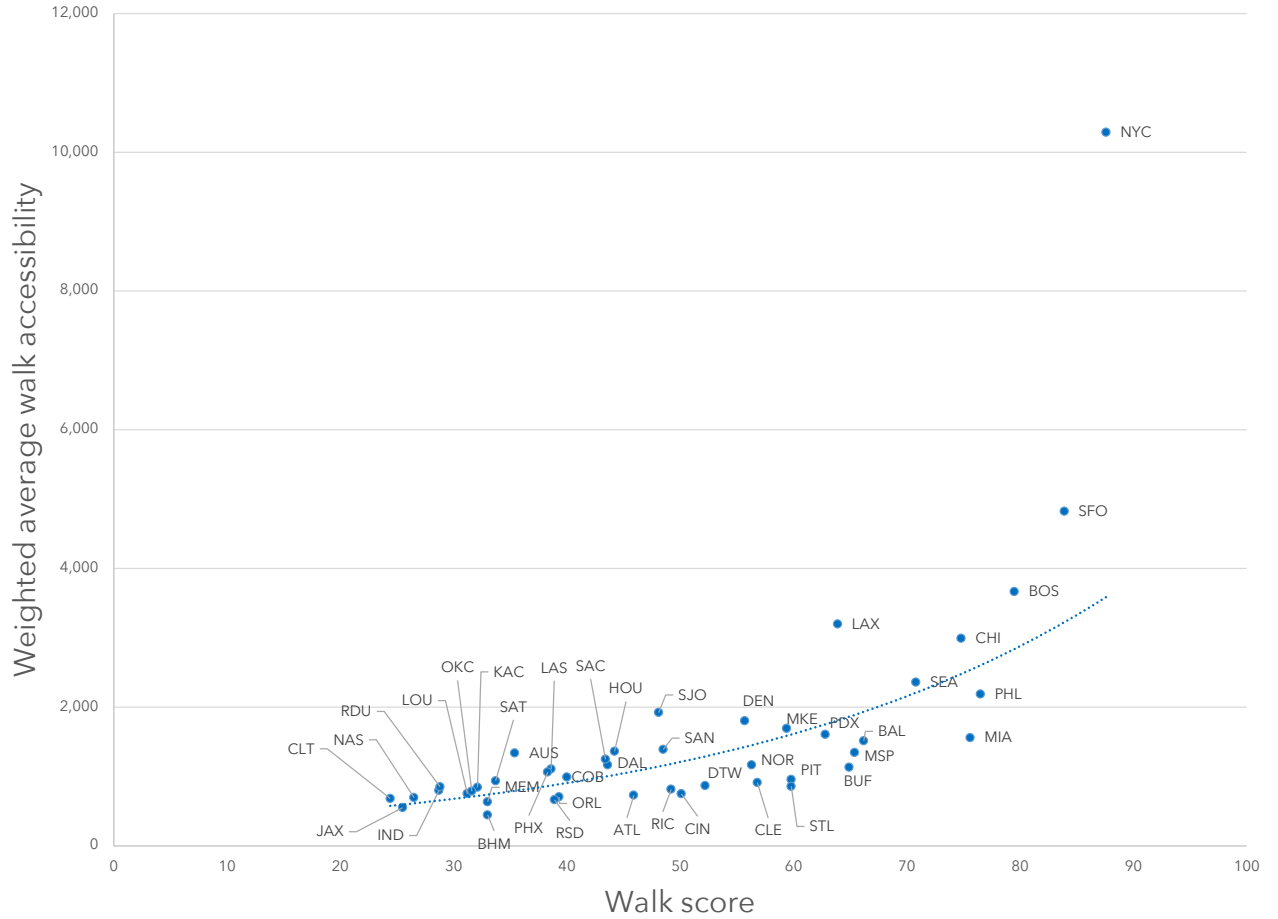


Figure 1: Weighted average accessibility vs. 2014 walk score; exponential fit. $R^2 = 0.6589$, $f(x) = 285.62e^{0.0289x}$.

¹¹Speck (2012), Tabeshian and Kattan (2014), Iacono et al. (2008)

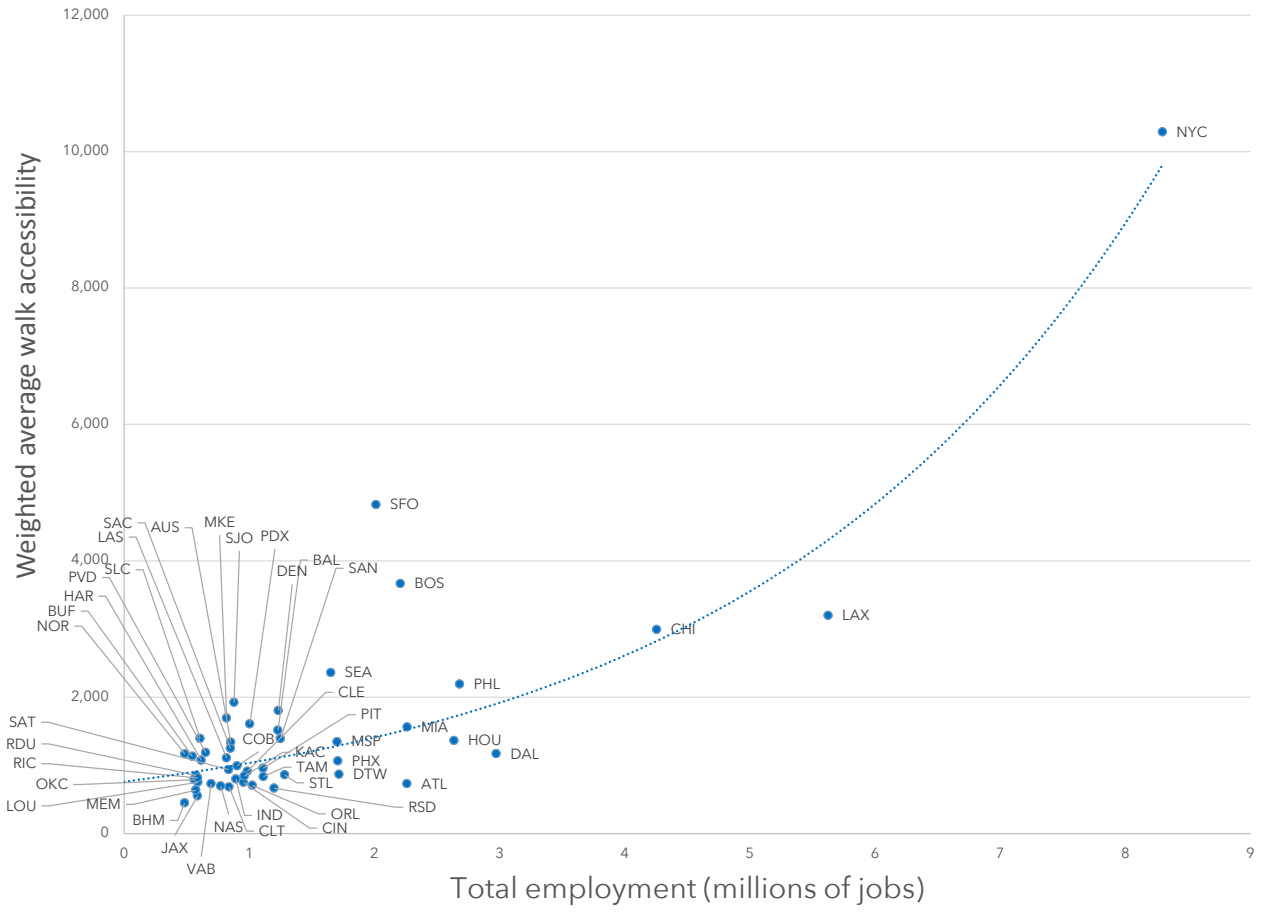


Figure 2: Weighted average accessibility vs. LEHD total employment; exponential fit. $R^2 = 0.5396$, $f(x) = 761.41e^{0.308x}$.

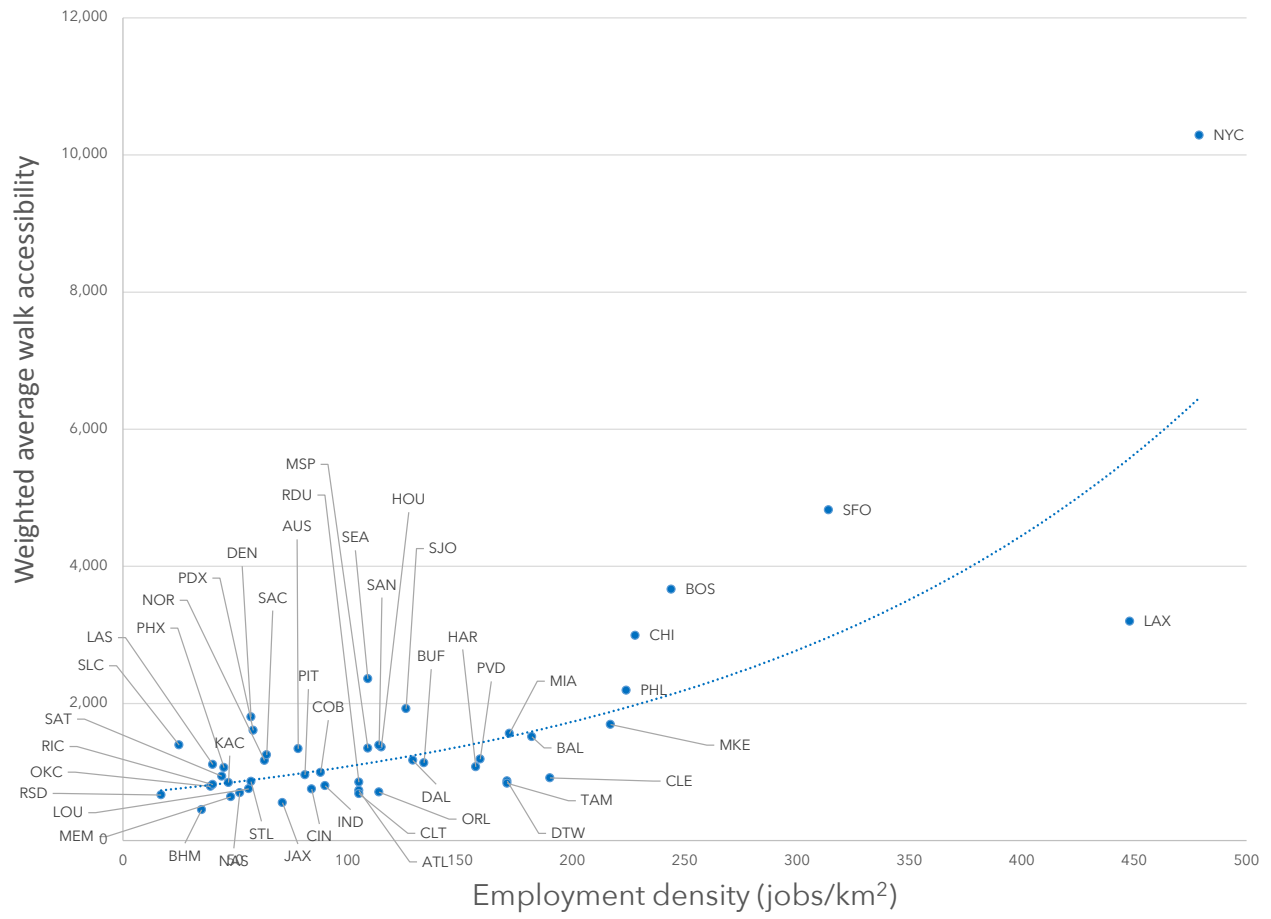


Figure 3: Weighted average accessibility vs. average LEHD employment density; exponential fit. $R^2 = 0.6023$, $f(x) = 674.83e^{0.0047x}$.

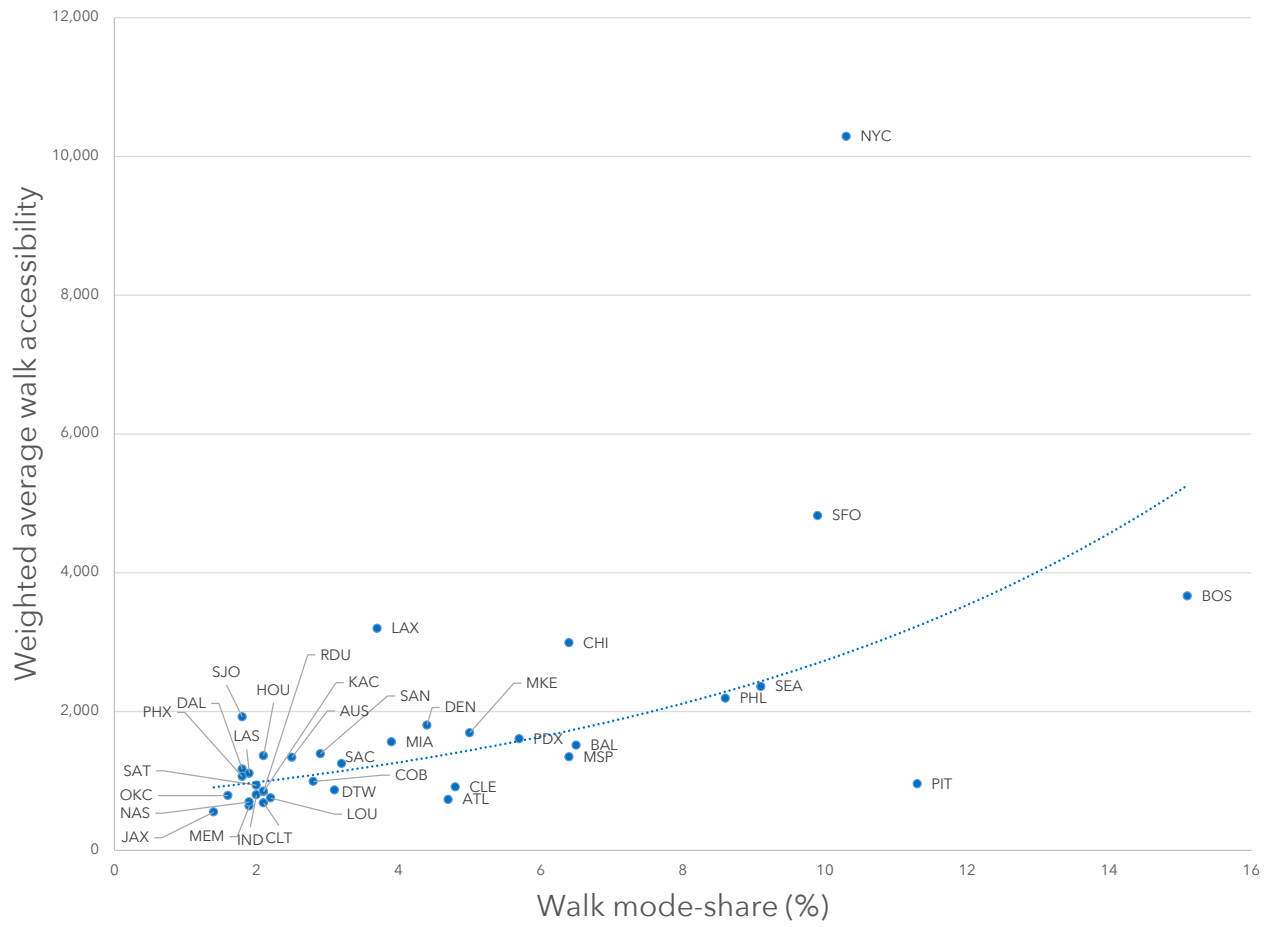


Figure 4: Weighted average accessibility vs. 2008-2012 walk mode share; exponential fit. $R^2 = 0.4619$, $f(x) = 759.18e^{0.1282x}$.

3.3 Conclusions

The cities that make up the top 10 walking accessibility ranks all exhibit a combination of density and the fast, frequent transit service which often accompanies higher density urban cores. However, there is still significant variation within this group. In New York, San Francisco, Washington, and Chicago, fast heavy rail systems connect both urban and suburban areas with a highly employment-dense core. It is instructive to compare these cities to Atlanta, which has a similar rail system but a much more decentralized job distribution, and lower accessibility. Employment density is a primary factor in whether an area is economically walkable or not, and employment densities are typically high in cities that employ heavy rail systems leading into a central core. In this way, transit systems promote walkability and walking accessibility, without requiring a user to board a transit vehicle to experience the positive effects.

Cities with low employment density and low transit mode share, such as Richmond and Memphis, experience the effects opposite of those for heavy-rail cities. Without high employment density, even areas with a large number of workers would have low average walking accessibility (and may be forced to compete more for local employment). And certainly if access to economic opportunities positively contributes to an area's walkability, then areas with little nearby economic opportunity are less walkable.

Land use systems and the non-motorized and pedestrian landscapes are dynamic, and this report presents only a single snapshot in time. In constantly-evolving systems like these, it is also critical to monitor changes over time. A city which adopts a goal of increasing walking accessibility and safety should be evaluated based on how effectively it advances that goal relative to a baseline. Using this data as a starting point, future reports in the Access Across America series will track the way that accessibility in these metropolitan areas evolves in response to transportation and safety investments and land use decisions.

4 Metropolitan Area Data and Maps

The following pages present summary accessibility data and maps for each of the included metropolitan areas. Metropolitan areas are presented in alphabetical order. The maps show 30-minute accessibility values at the Census block level; grey areas indicate locations outside of the metropolitan area. On the data summary pages, three different chart scales are used to accommodate the wide range of accessibility values across metropolitan areas. All charts using the same scale are plotted in the same color.

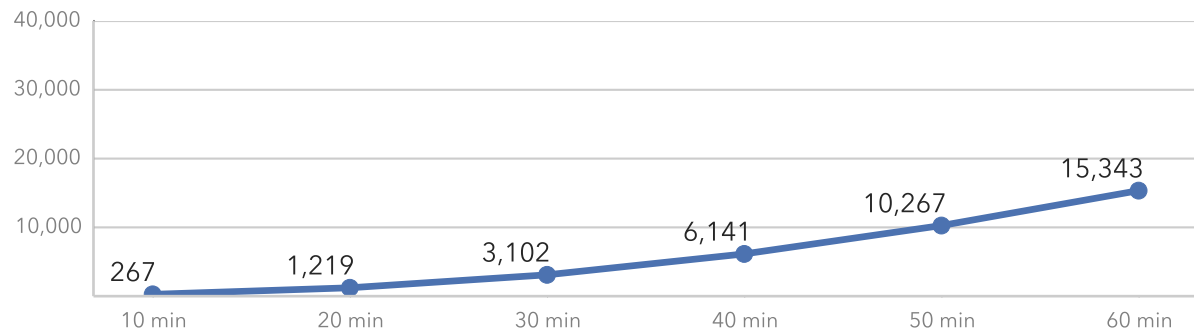
Atlanta

Atlanta-Sandy Springs-Marietta, GA

Rank by Weighted Walking Accessibility	42
Rank by Total Employment	9
Total Jobs	2,260,515
Average Job Density (per km ²)	105
Total Workers	2,180,785
Average Worker Density (per km ²)	101

Job and worker totals are based on LEHD estimates and may not match other sources.

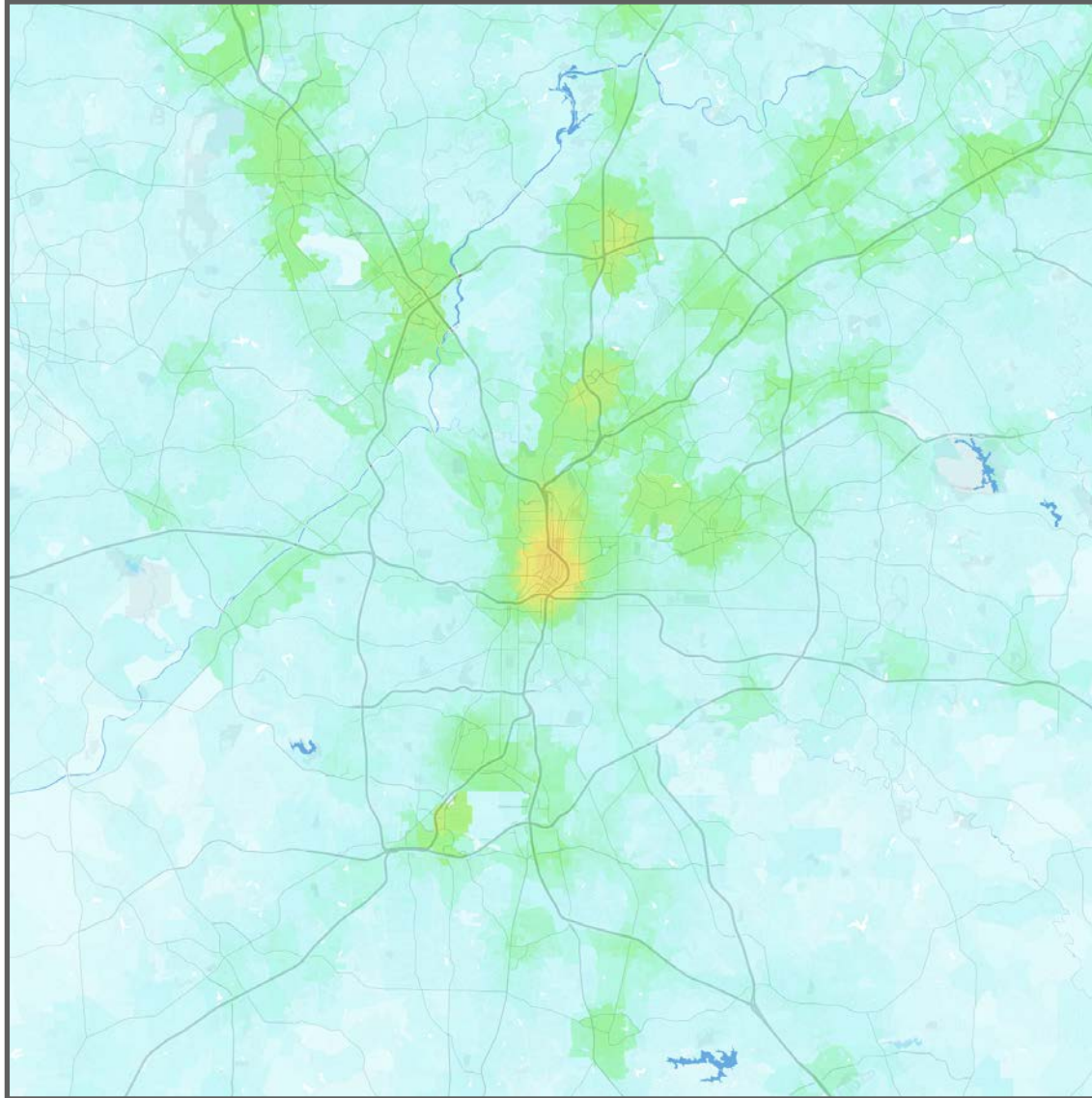
Job Accessibility by Travel Time Threshold



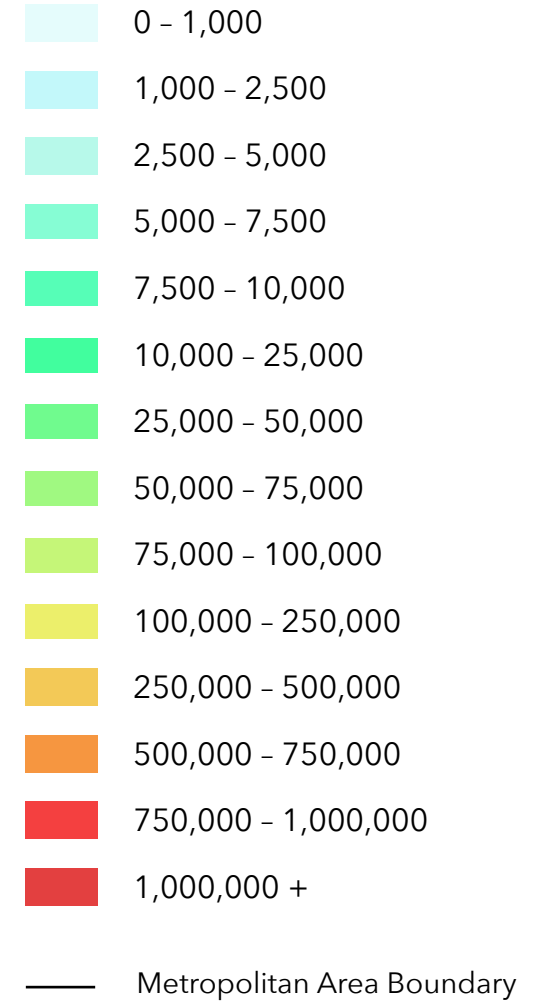
Atlanta

Atlanta-Sandy Springs-Marietta, GA

15



Jobs within 30 minutes by walking



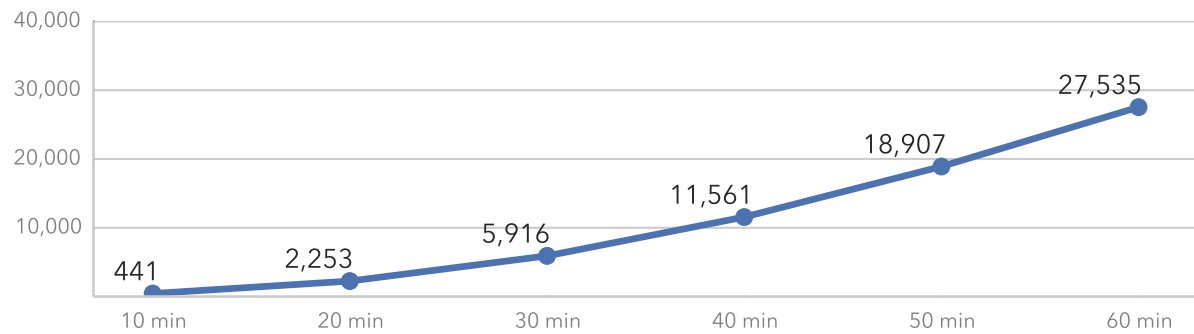
Austin

Austin-Round Rock-San Marcos, TX

Rank by Weighted Walking Accessibility	19
Rank by Total Employment	31
Total Jobs	851,758
Average Job Density (per km ²)	78
Total Workers	790,961
Average Worker Density (per km ²)	72

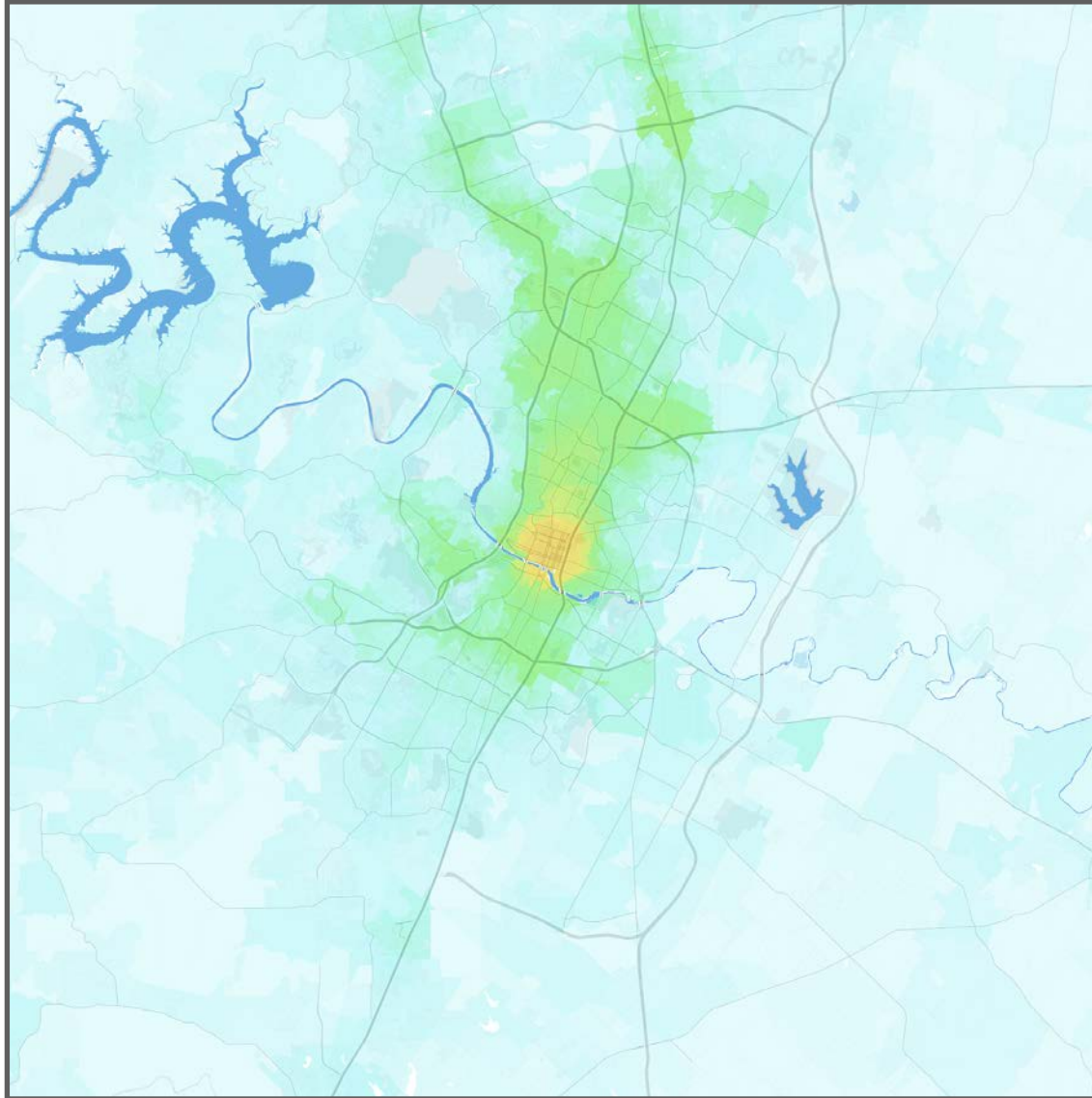
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

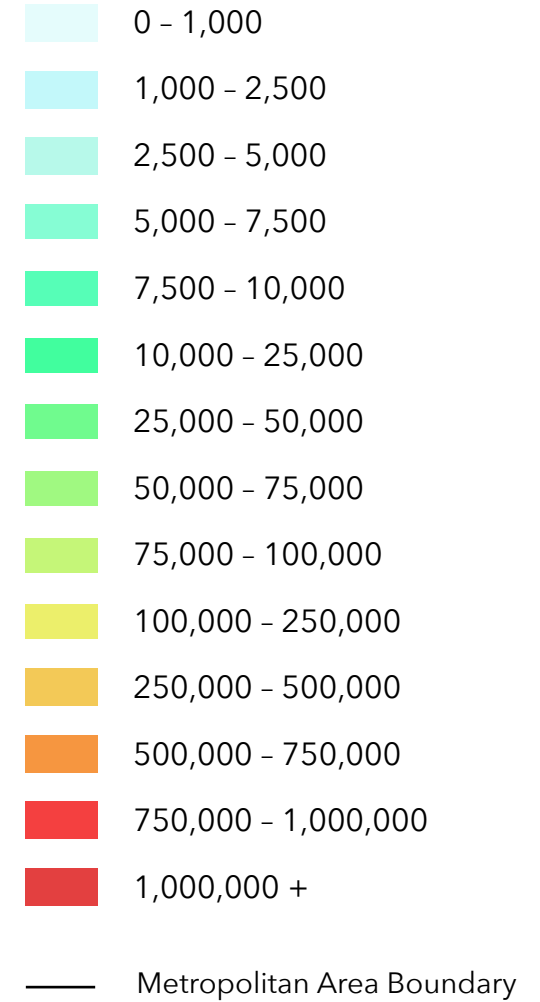


Austin

Austin-Round Rock-San Marcos, TX



Jobs within 30 minutes by walking



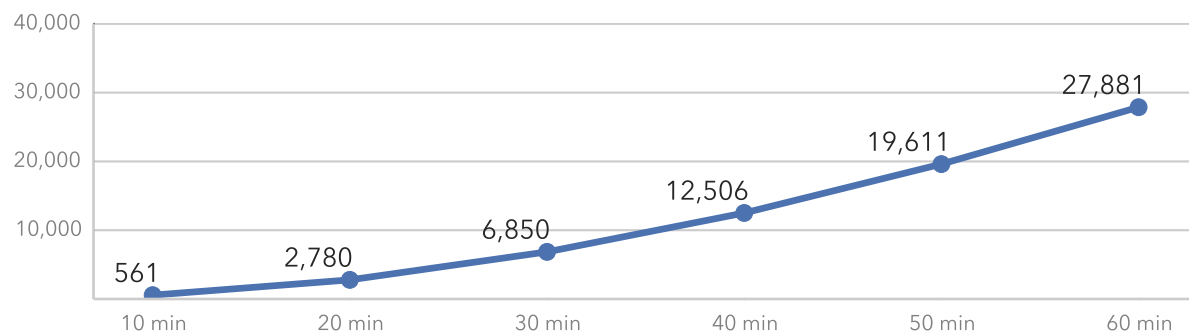
Baltimore

Baltimore-Towson, MD

Rank by Weighted Walking Accessibility	14
Rank by Total Employment	19
Total Jobs	1,229,454
Average Job Density (per km ²)	182
Total Workers	1,243,101
Average Worker Density (per km ²)	184

Job and worker totals are based on LEHD estimates and may not match other sources.

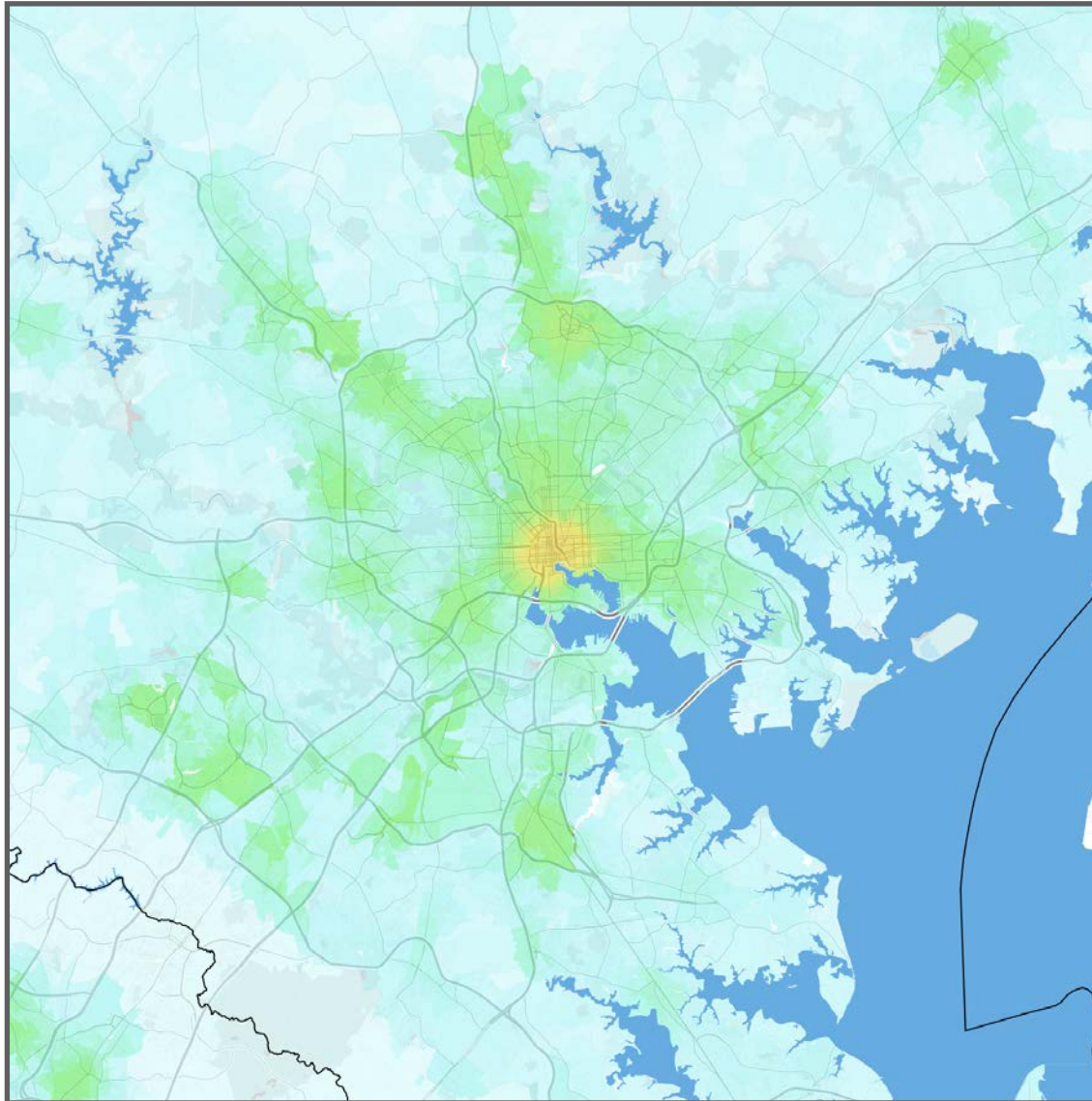
Job Accessibility by Travel Time Threshold



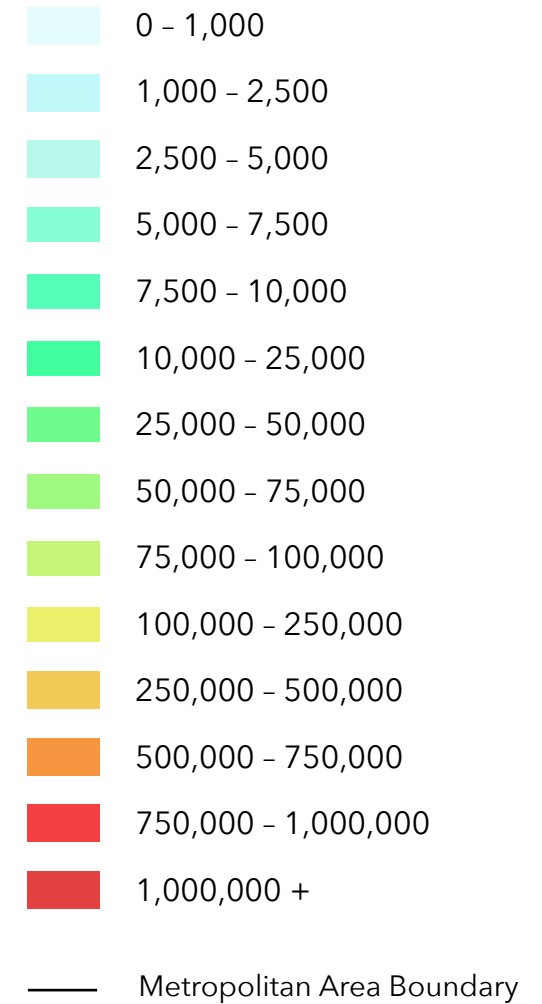
Baltimore

Baltimore-Towson, MD

19



Jobs within 30 minutes by walking



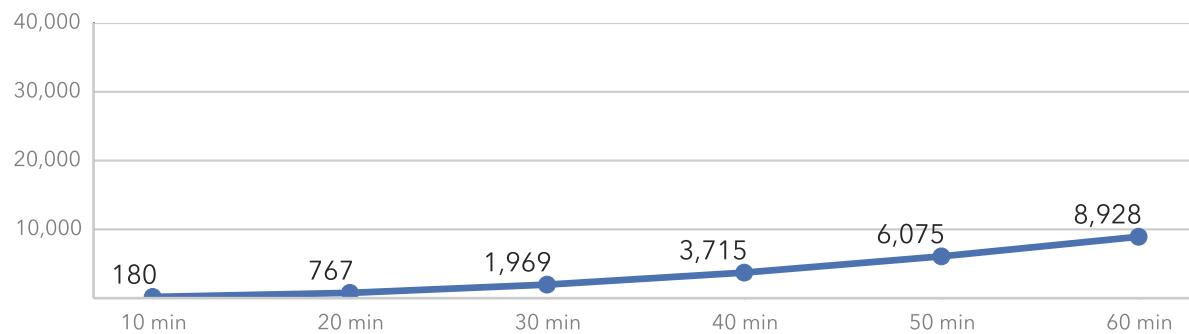
Birmingham

Birmingham-Hoover, AL

Rank by Weighted Walking Accessibility	50
Rank by Total Employment	50
Total Jobs	482,882
Average Job Density (per km ²)	35
Total Workers	455,937
Average Worker Density (per km ²)	33

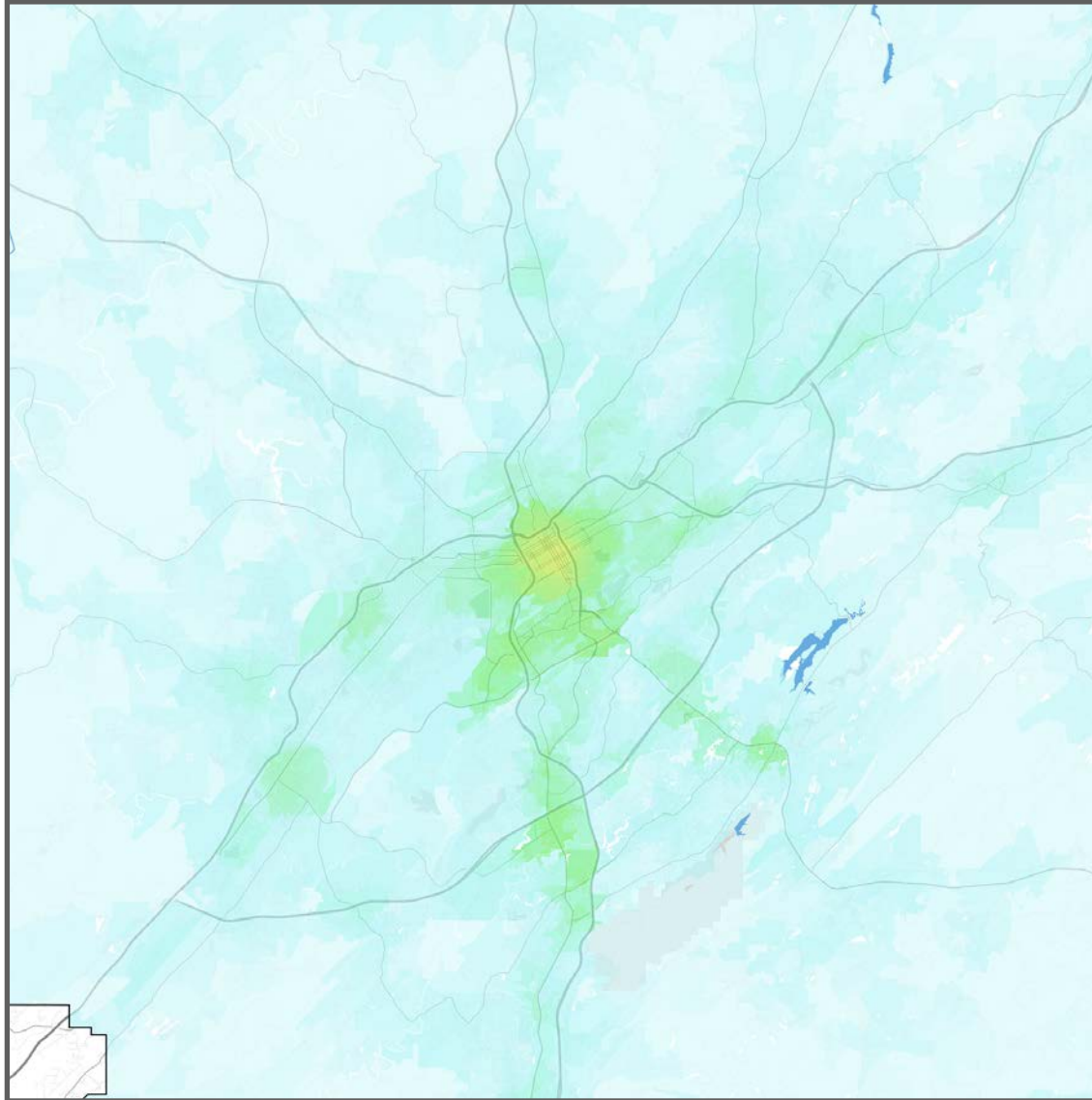
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

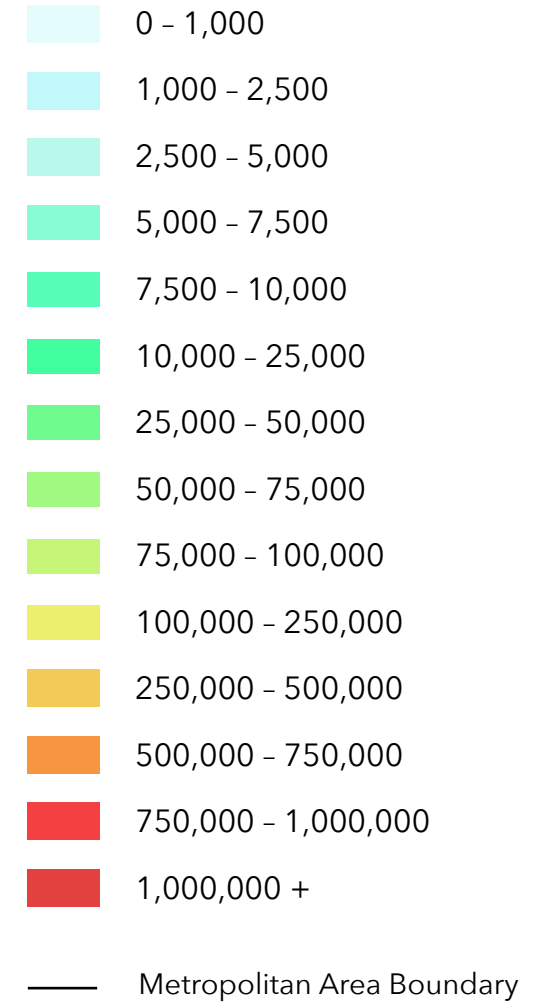


Birmingham

Birmingham-Hoover, AL



Jobs within 30 minutes by walking



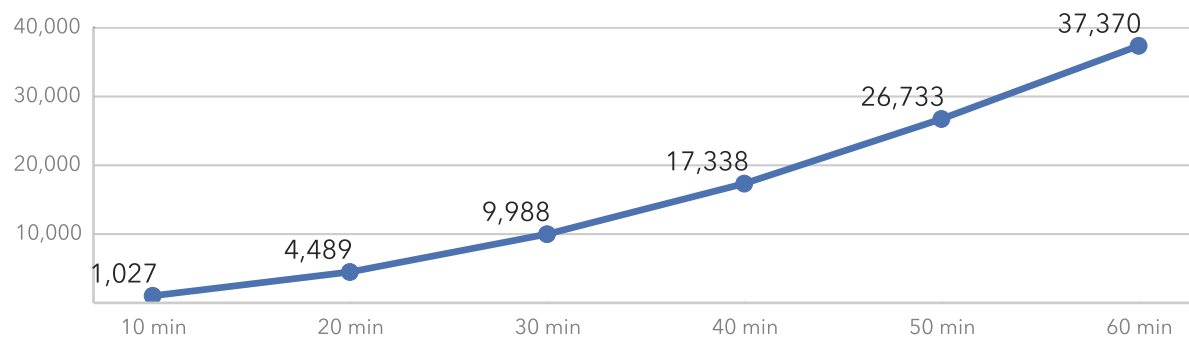
Boston

Boston-Cambridge-Quincy, MA-NH

Rank by Weighted Walking Accessibility	7
Rank by Total Employment	10
Total Jobs	2,207,906
Average Job Density (per km ²)	244
Total Workers	3,402,940
Average Worker Density (per km ²)	377

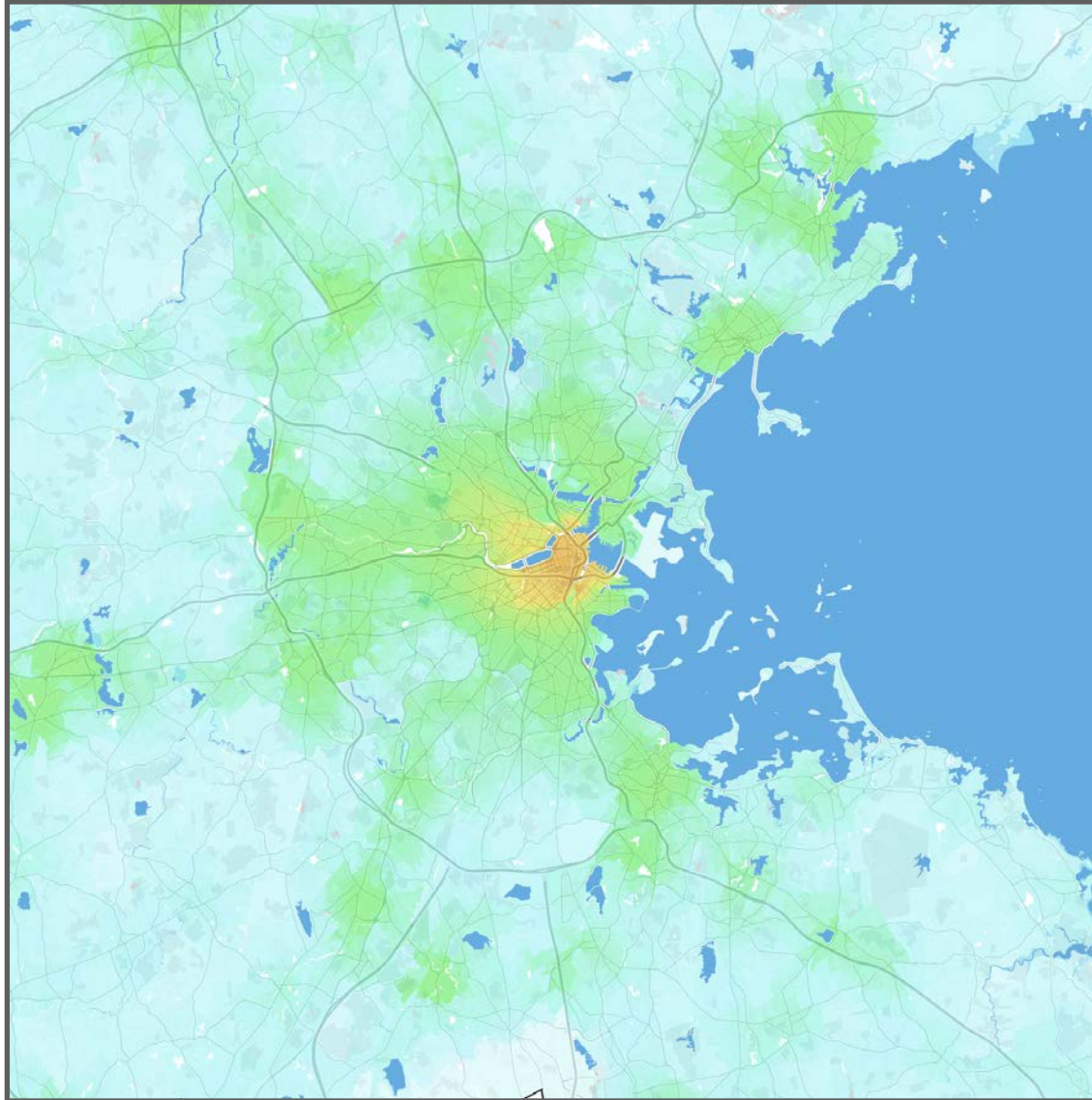
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

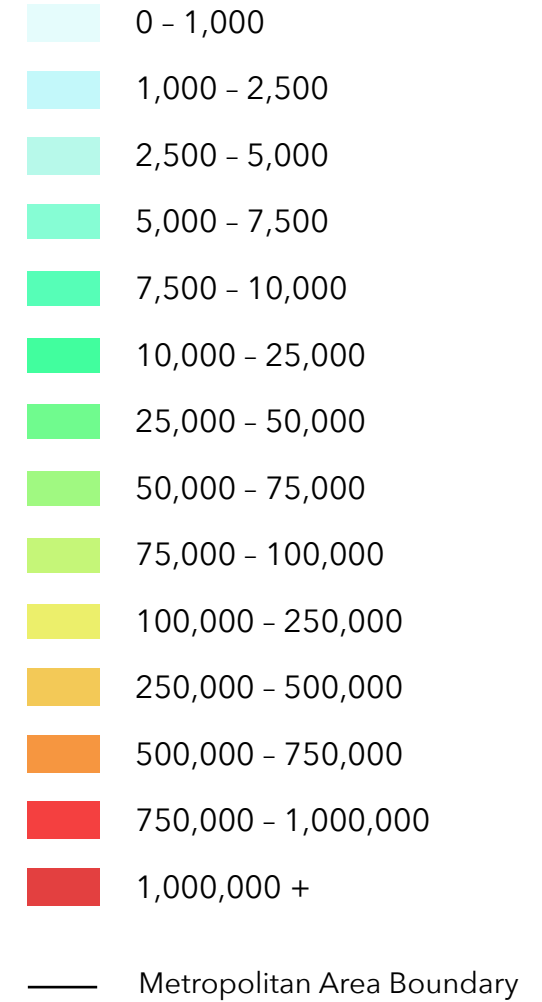


Boston

Boston-Cambridge-Quincy, MA-NH



Jobs within 30 minutes by walking



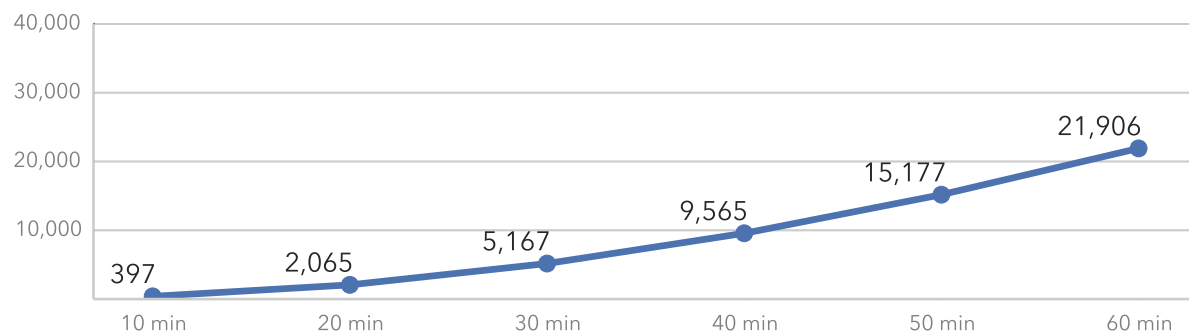
Buffalo

Buffalo-Niagara Falls, NY

Rank by Weighted Walking Accessibility	24
Rank by Total Employment	48
Total Jobs	544,584
Average Job Density (per km ²)	134
Total Workers	522,212
Average Worker Density (per km ²)	129

Job and worker totals are based on LEHD estimates and may not match other sources.

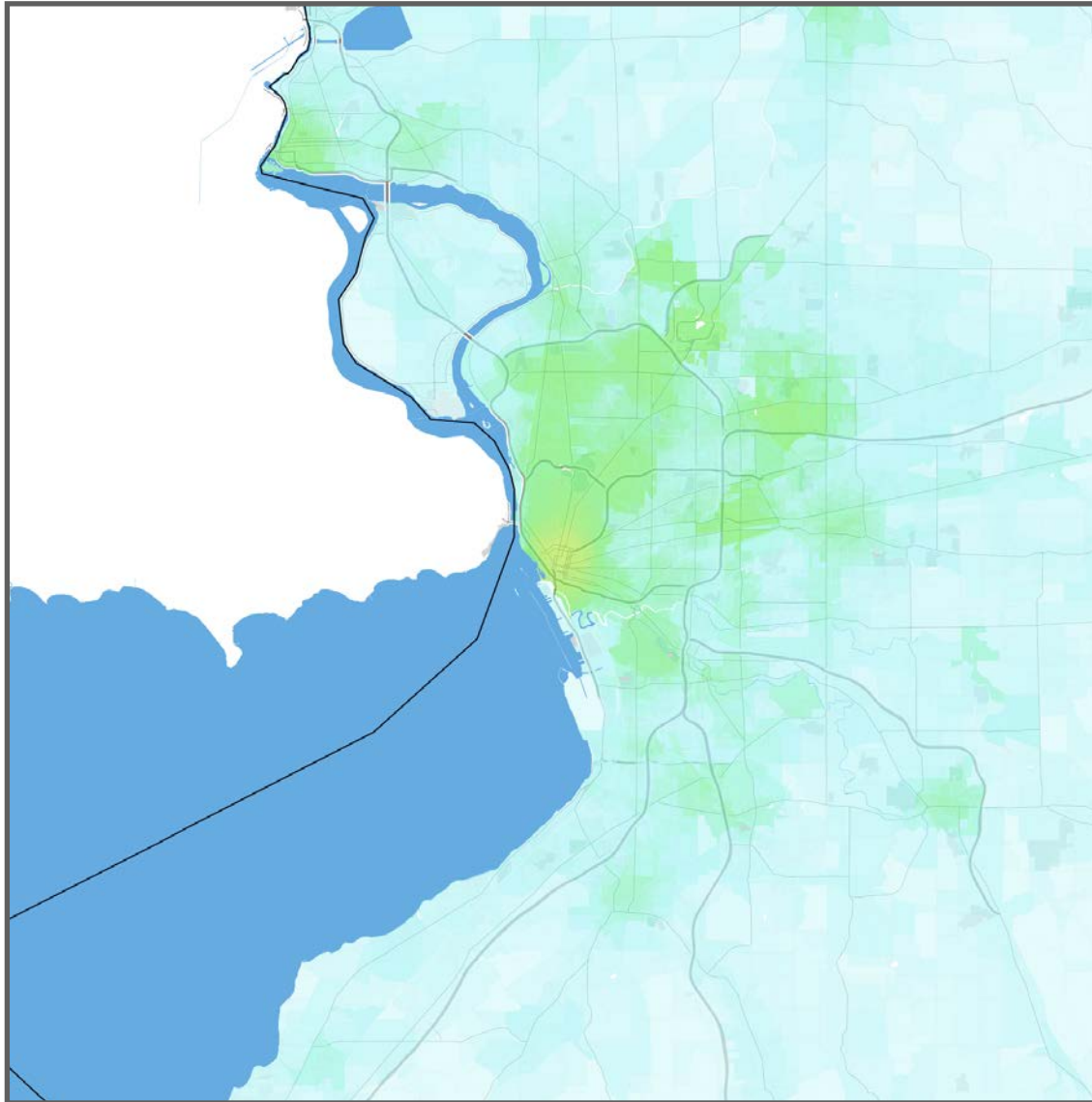
Job Accessibility by Travel Time Threshold



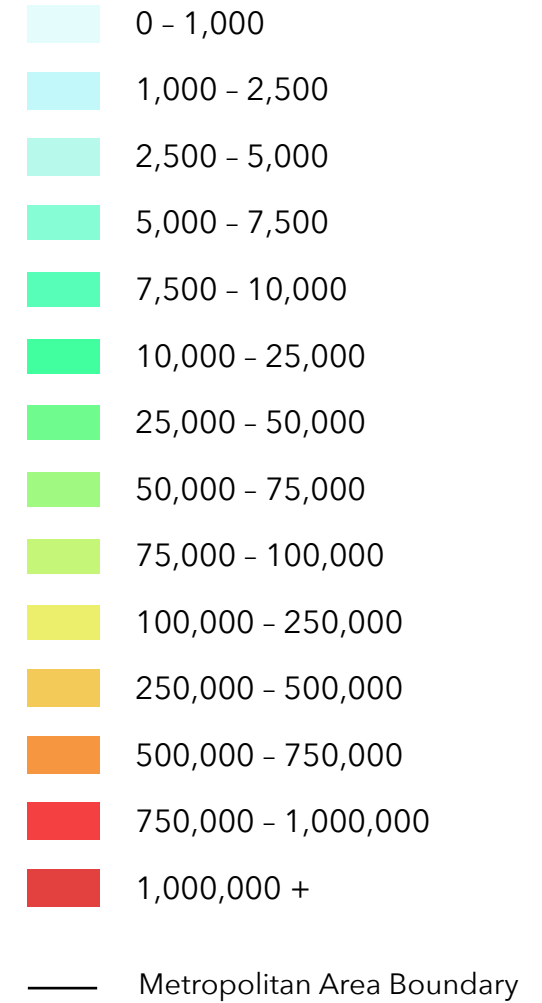
Buffalo

Buffalo-Niagara Falls, NY

25



Jobs within 30 minutes by walking



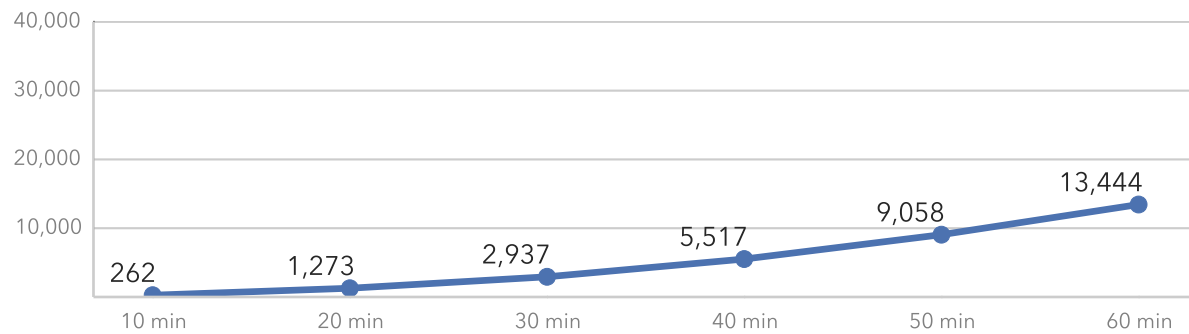
Charlotte

Charlotte-Gastonia-Rock Hill, NC-SC

Rank by Weighted Walking Accessibility	46
Rank by Total Employment	33
Total Jobs	839,916
Average Job Density (per km ²)	105
Total Workers	771,127
Average Worker Density (per km ²)	97

Job and worker totals are based on LEHD estimates and may not match other sources.

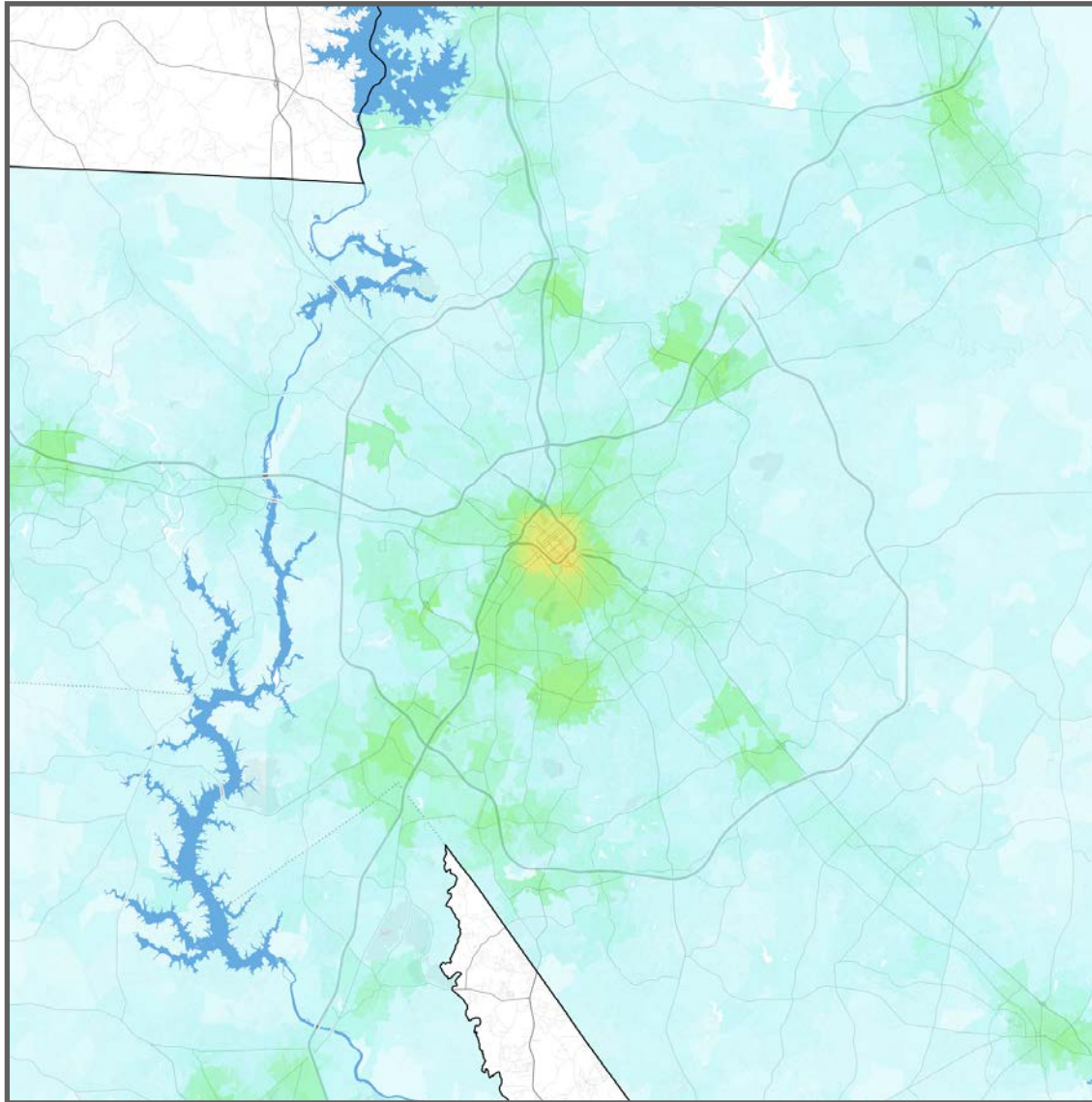
Job Accessibility by Travel Time Threshold



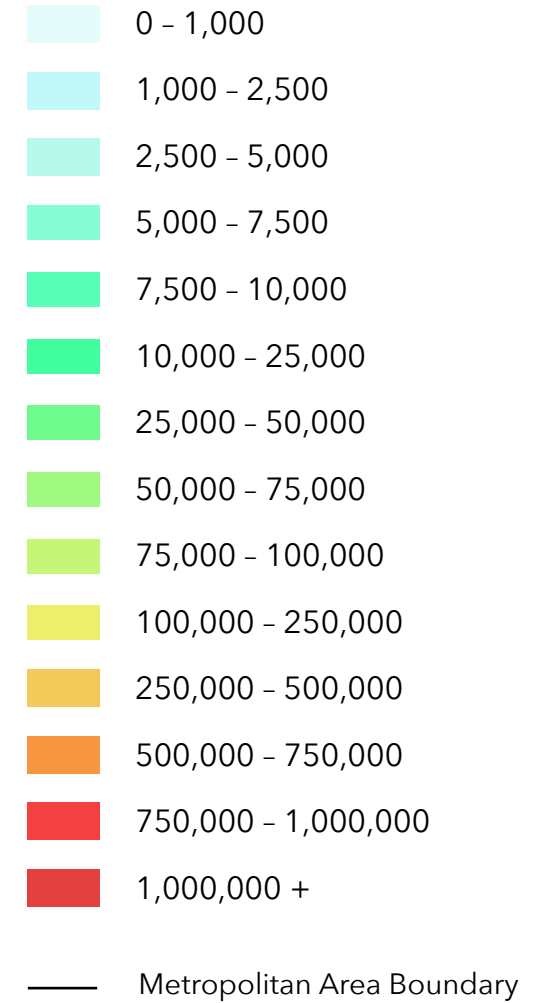
Charlotte

Charlotte-Gastonia-Rock Hill, NC-SC

27



Jobs within 30 minutes by walking



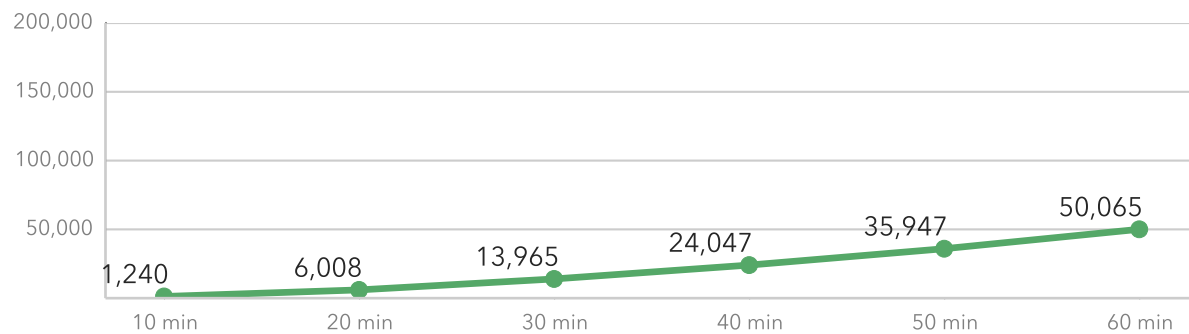
Chicago

Chicago-Joliet-Naperville, IL-IN-WI

Rank by Weighted Walking Accessibility	4
Rank by Total Employment	3
Total Jobs	4,255,555
Average Job Density (per km ²)	228
Total Workers	4,156,582
Average Worker Density (per km ²)	223

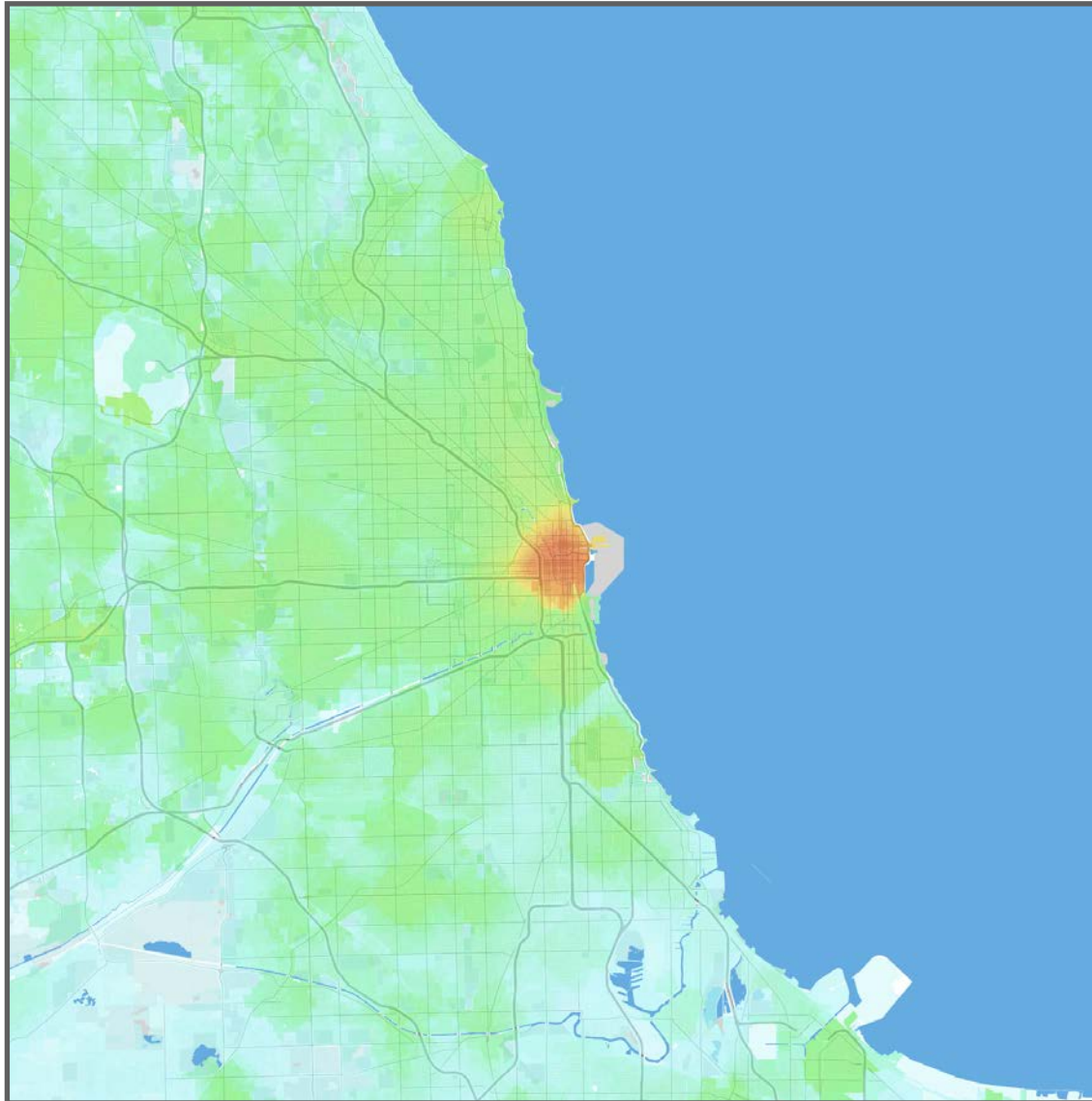
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

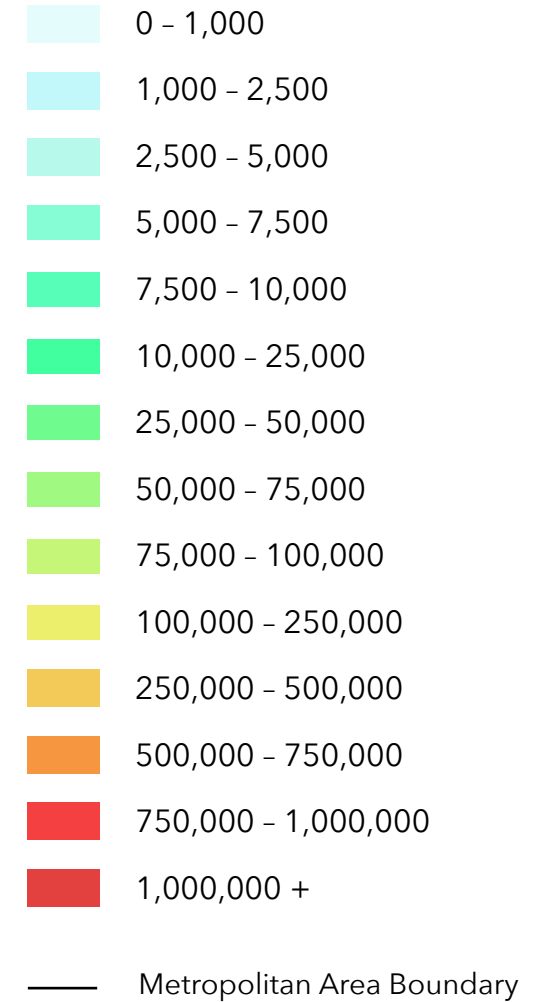


Chicago

Chicago-Joliet-Naperville, IL-IN-WI



Jobs within 30 minutes by walking



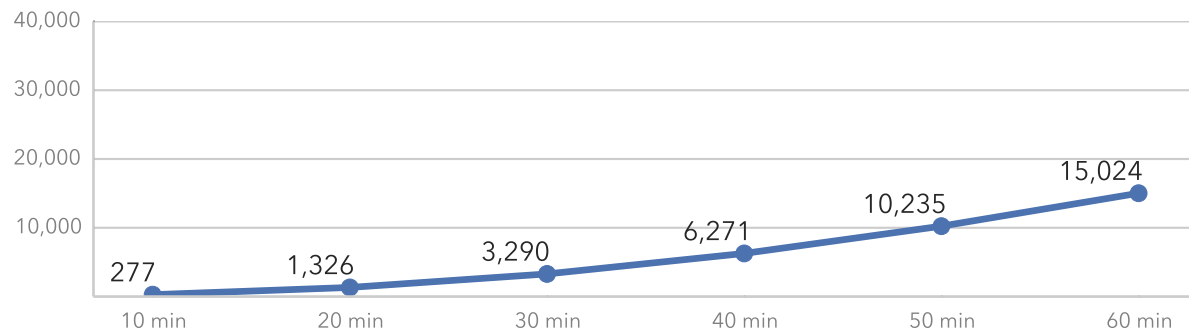
Cincinnati

Cincinnati-Middletown, OH-KY-IN

Rank by Weighted Walking Accessibility	40
Rank by Total Employment	27
Total Jobs	954,320
Average Job Density (per km ²)	84
Total Workers	951,583
Average Worker Density (per km ²)	84

Job and worker totals are based on LEHD estimates and may not match other sources.

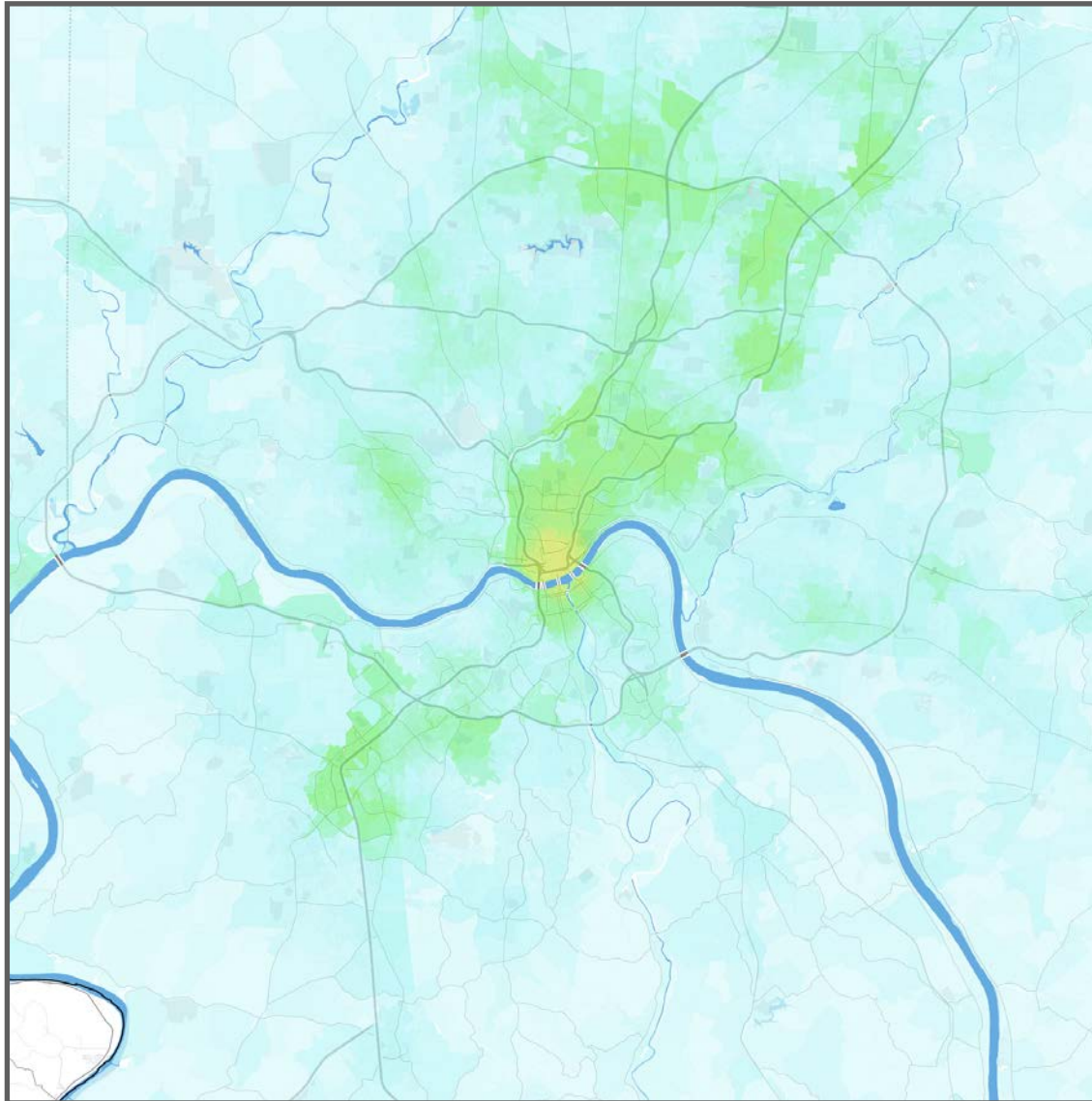
Job Accessibility by Travel Time Threshold



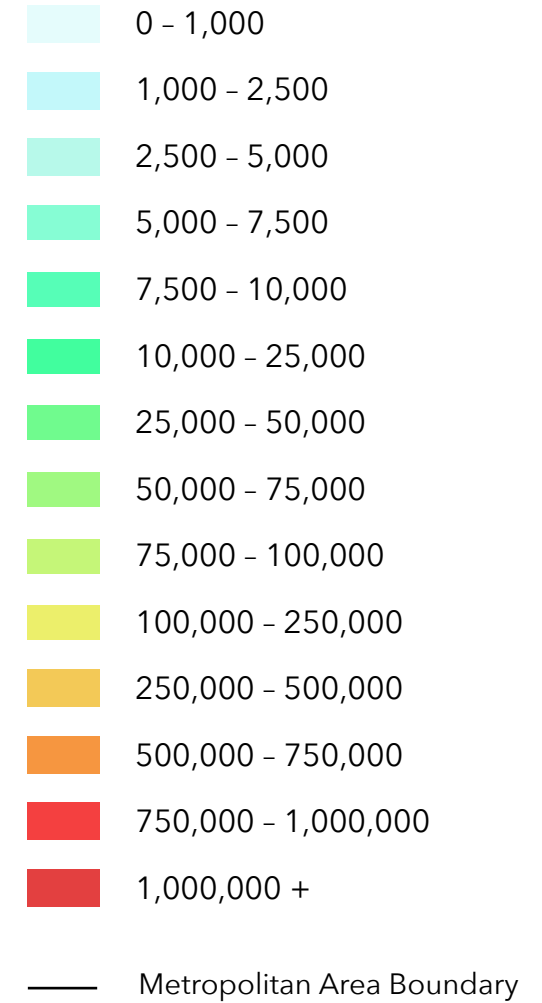
Cincinnati

Cincinnati-Middletown, OH-KY-IN

31



Jobs within 30 minutes by walking



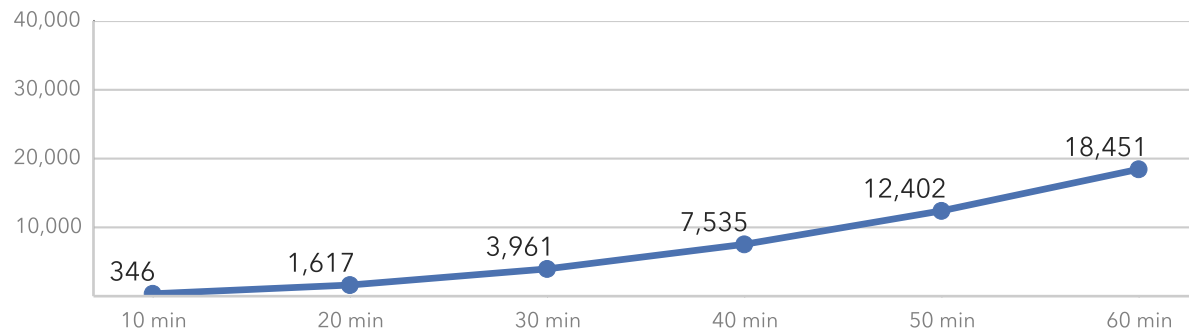
Cleveland

Cleveland-Elyria-Mentor, OH

Rank by Weighted Walking Accessibility	31
Rank by Total Employment	25
Total Jobs	984,589
Average Job Density (per km ²)	190
Total Workers	925,055
Average Worker Density (per km ²)	179

Job and worker totals are based on LEHD estimates and may not match other sources.

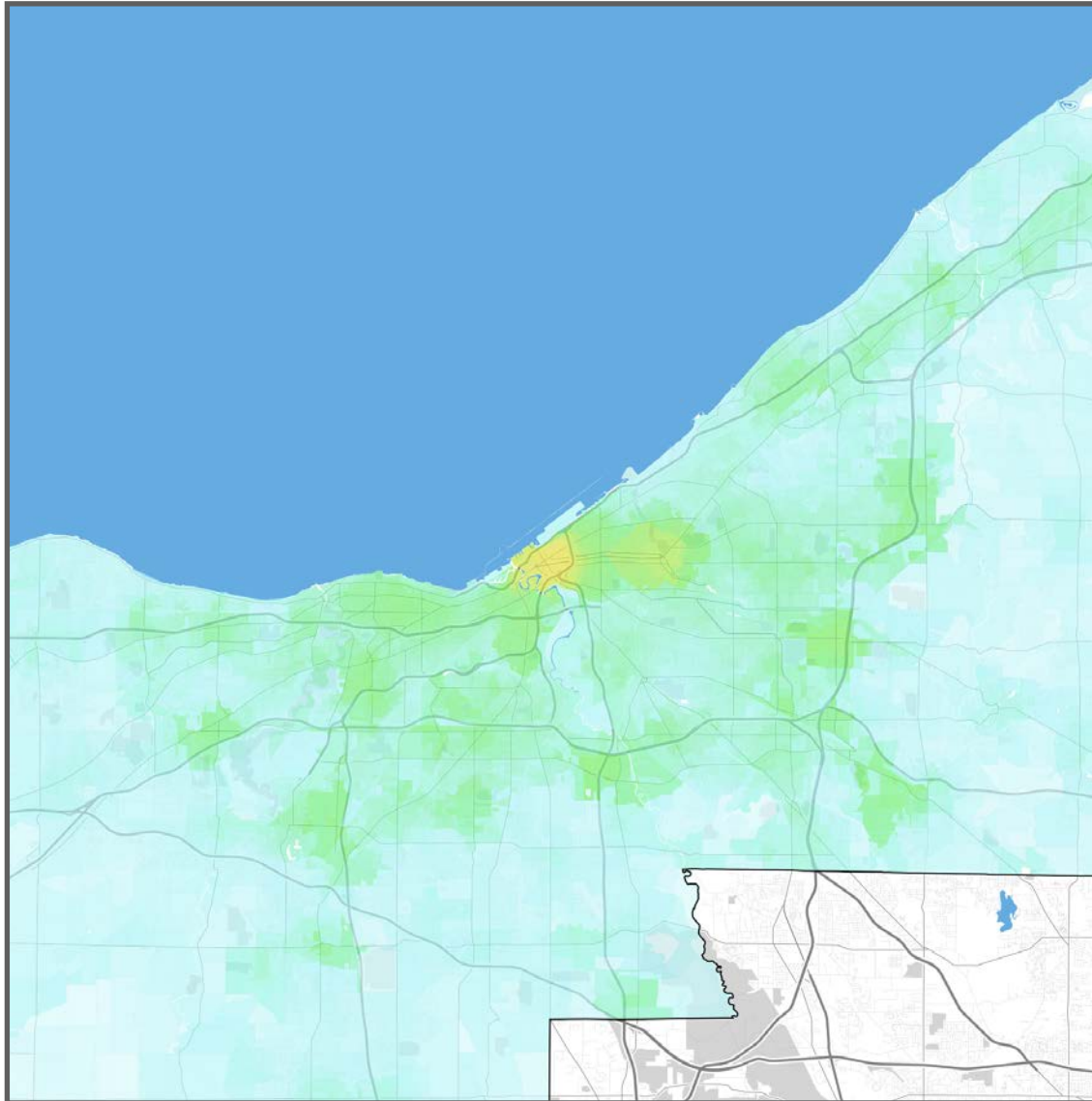
Job Accessibility by Travel Time Threshold



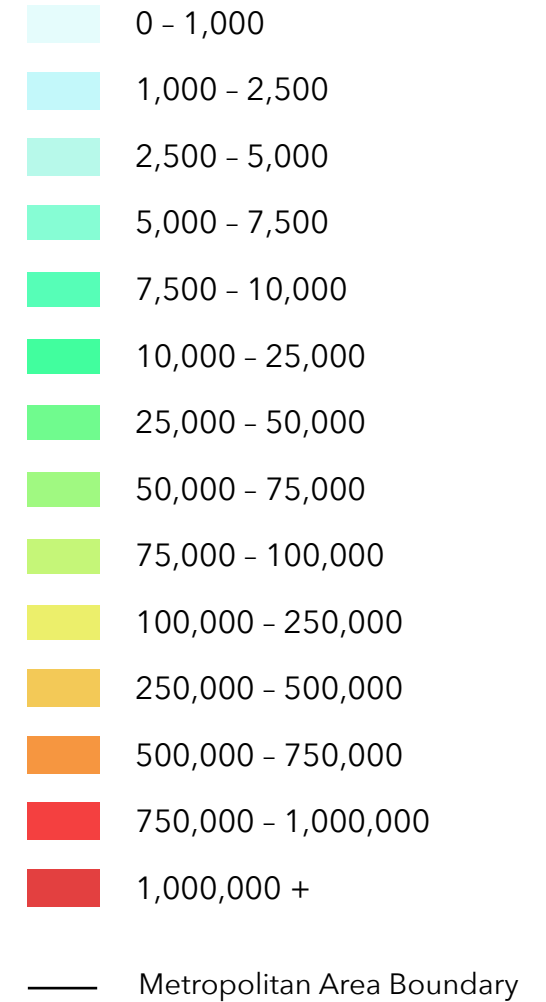
Cleveland

Cleveland-Elyria-Mentor, OH

33



Jobs within 30 minutes by walking



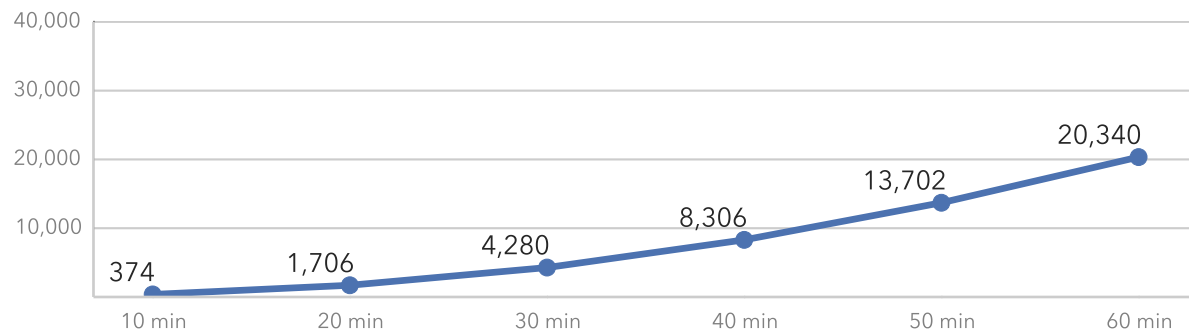
Columbus

Columbus, OH

Rank by Weighted Walking Accessibility	28
Rank by Total Employment	28
Total Jobs	902,579
Average Job Density (per km ²)	88
Total Workers	834,633
Average Worker Density (per km ²)	81

Job and worker totals are based on LEHD estimates and may not match other sources.

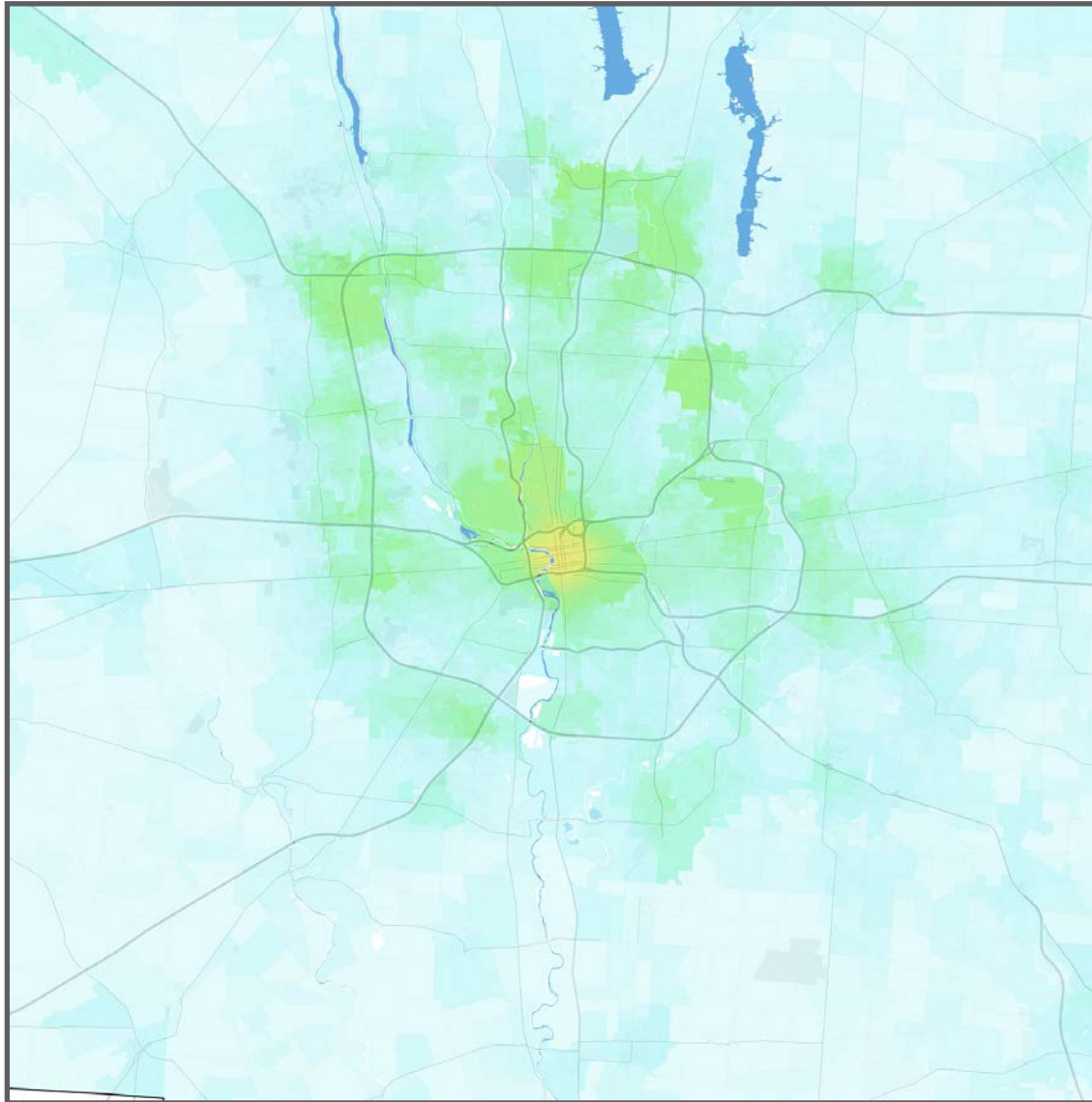
Job Accessibility by Travel Time Threshold



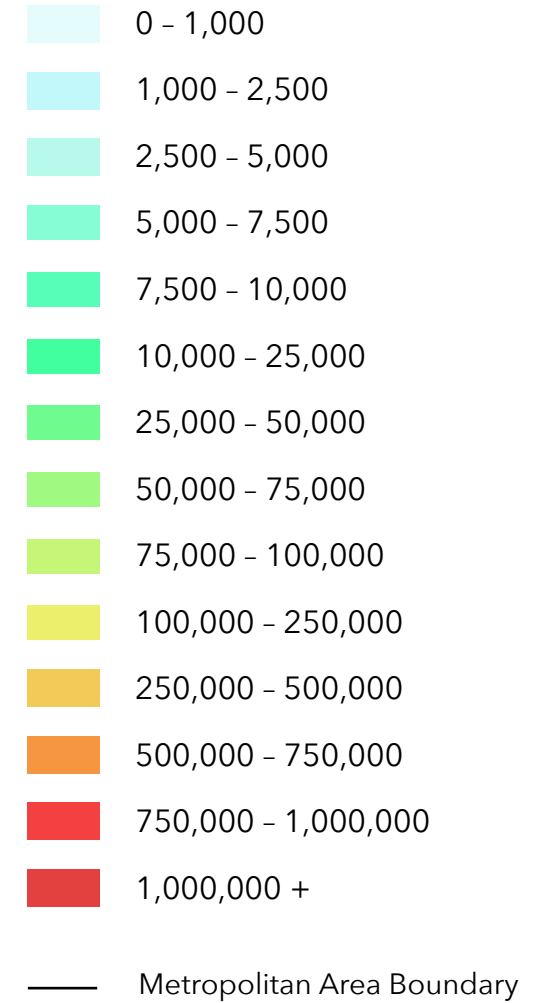
Columbus

Columbus, OH

35



Jobs within 30 minutes by walking



Dallas

Dallas-Fort Worth-Arlington, TX

Rank by Weighted Walking Accessibility **23**

Rank by Total Employment **4**

Total Jobs **2,974,327**

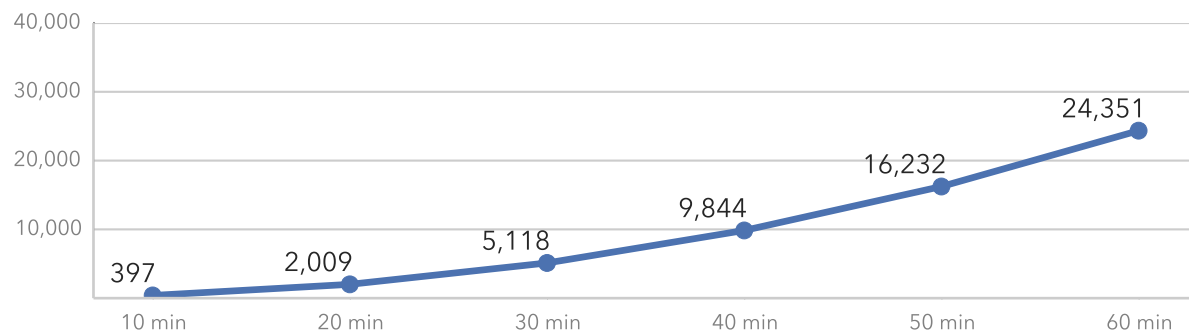
Average Job Density (per km²) **129**

Total Workers **2,864,933**

Average Worker Density (per km²) **124**

Job and worker totals are based on LEHD estimates and may not match other sources.

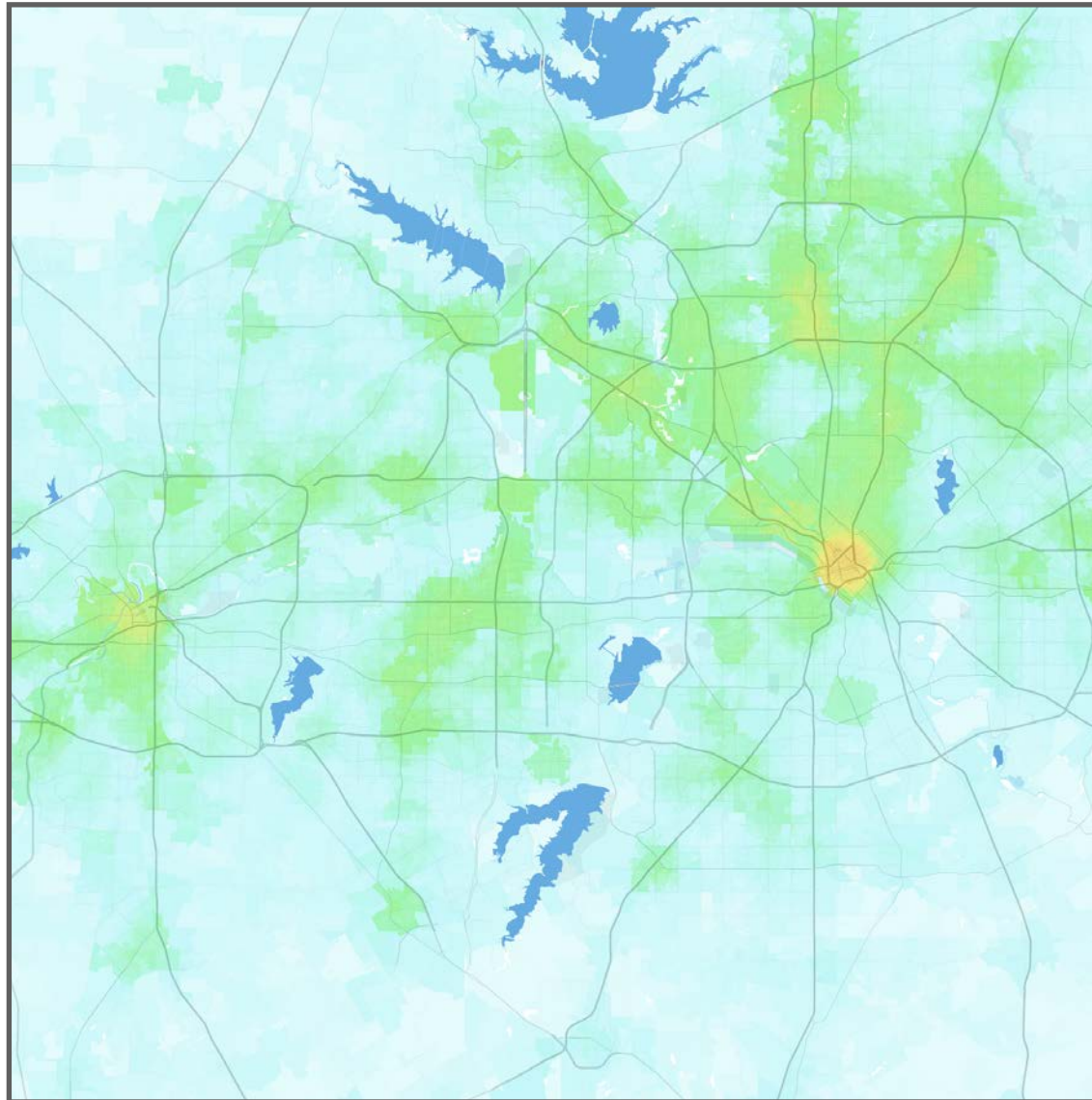
Job Accessibility by Travel Time Threshold



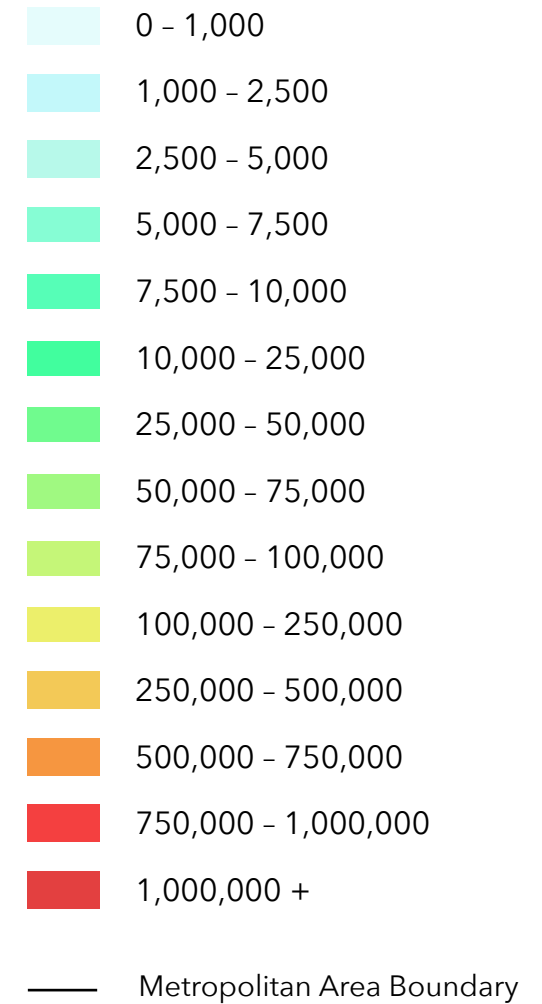
Dallas

Dallas-Fort Worth-Arlington, TX

37



Jobs within 30 minutes by walking



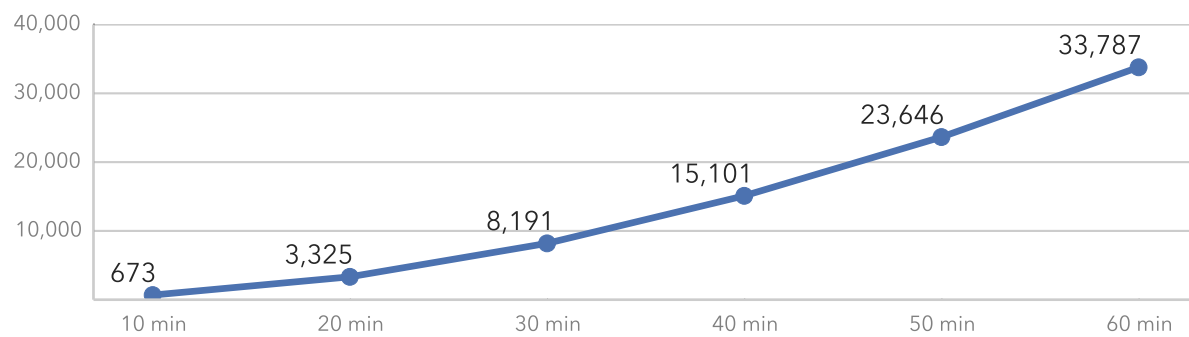
Denver

Denver-Aurora-Broomfield, CO

Rank by Weighted Walking Accessibility	10
Rank by Total Employment	18
Total Jobs	1,232,324
Average Job Density (per km ²)	57
Total Workers	1,180,703
Average Worker Density (per km ²)	55

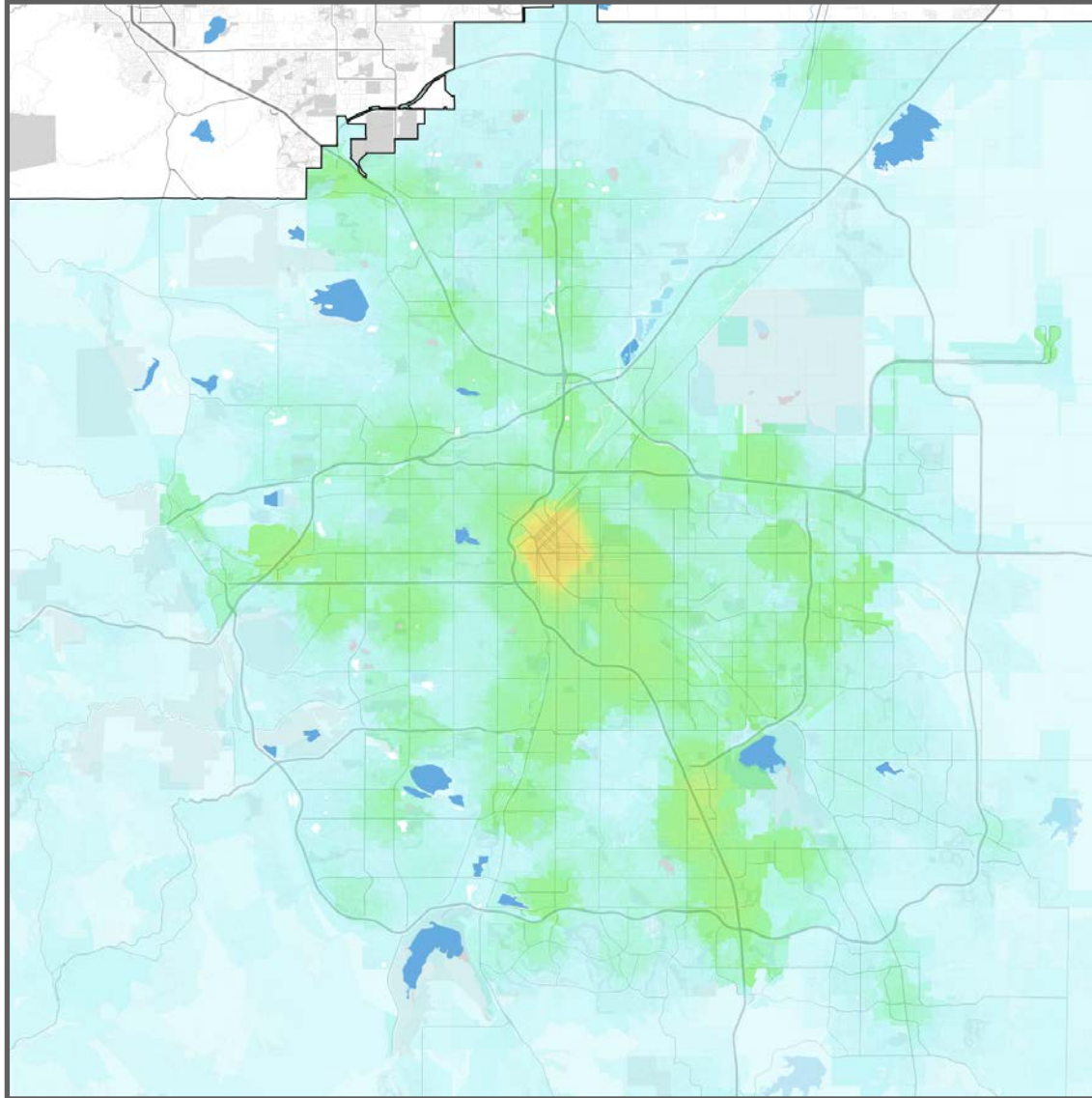
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

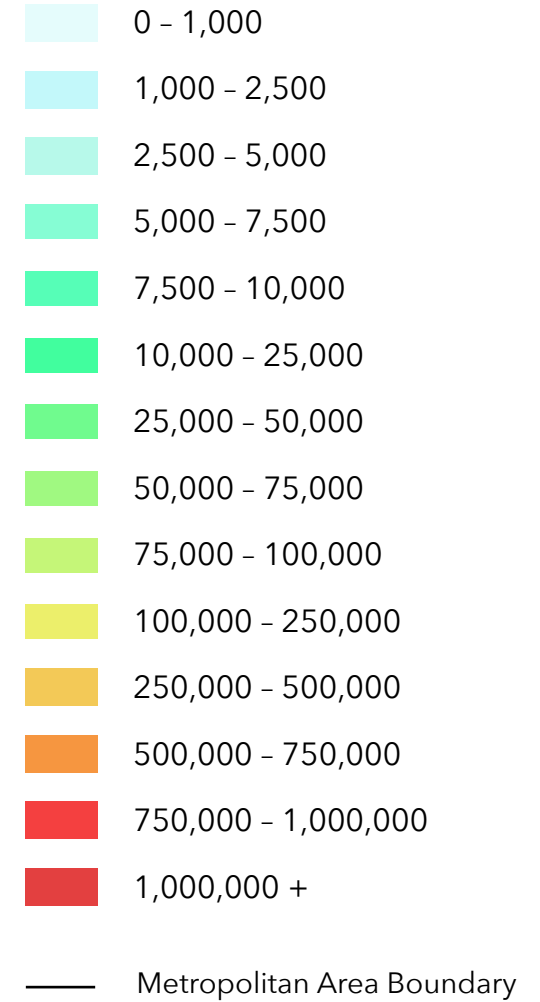


Denver

Denver-Aurora-Broomfield, CO



Jobs within 30 minutes by walking



Detroit

Detroit-Warren-Livonia, MI

Rank by Weighted Walking Accessibility **32**

Rank by Total Employment **12**

Total Jobs **1,717,913**

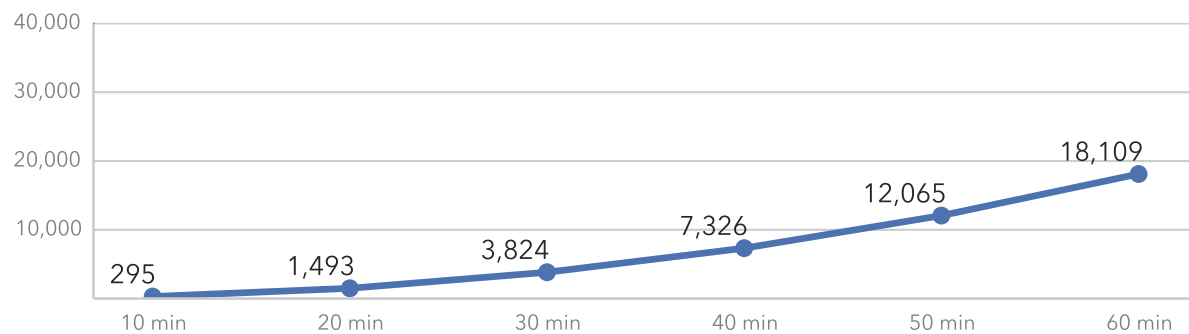
Average Job Density (per km²) **171**

Total Workers **1,712,027**

Average Worker Density (per km²) **170**

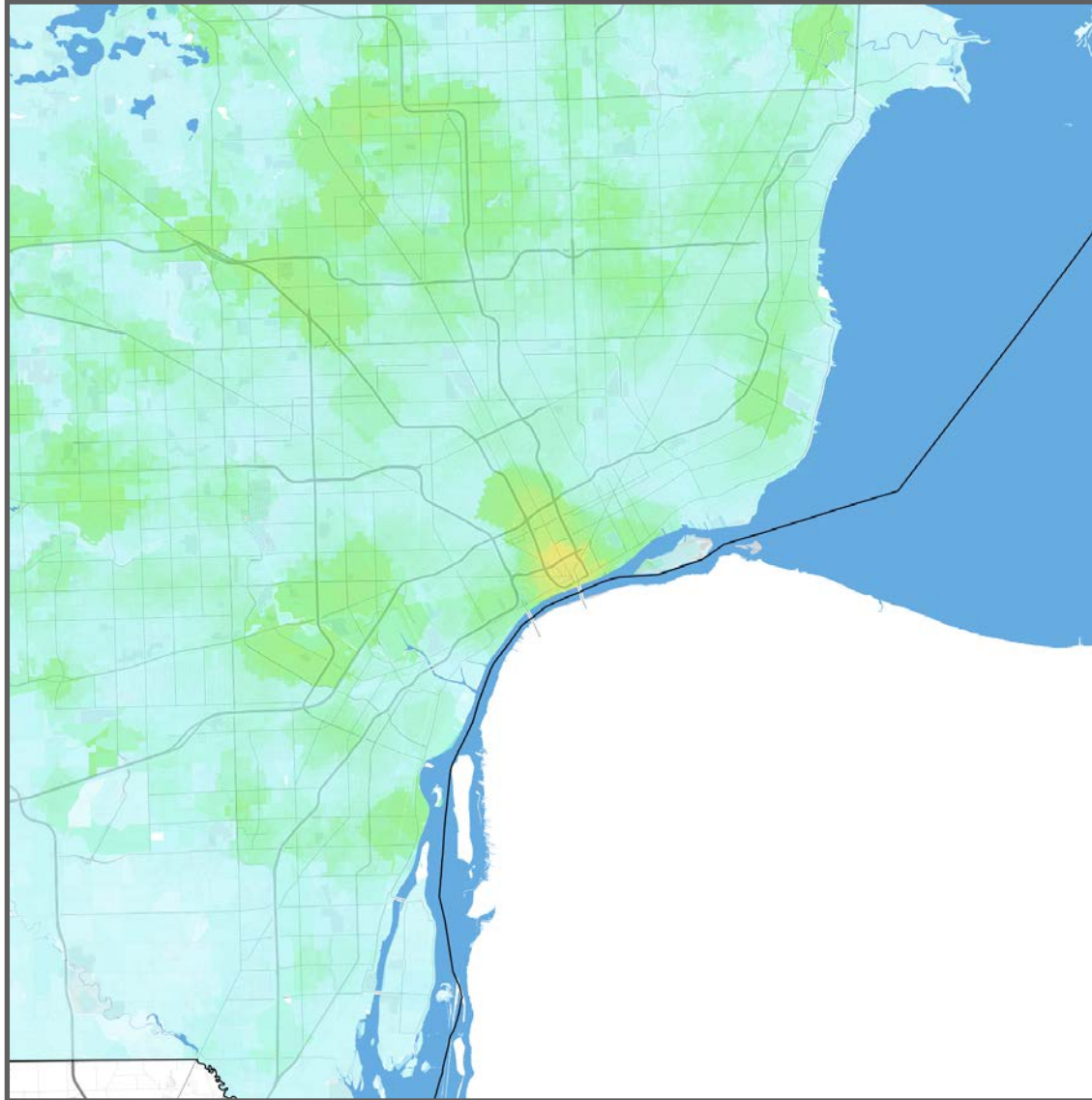
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

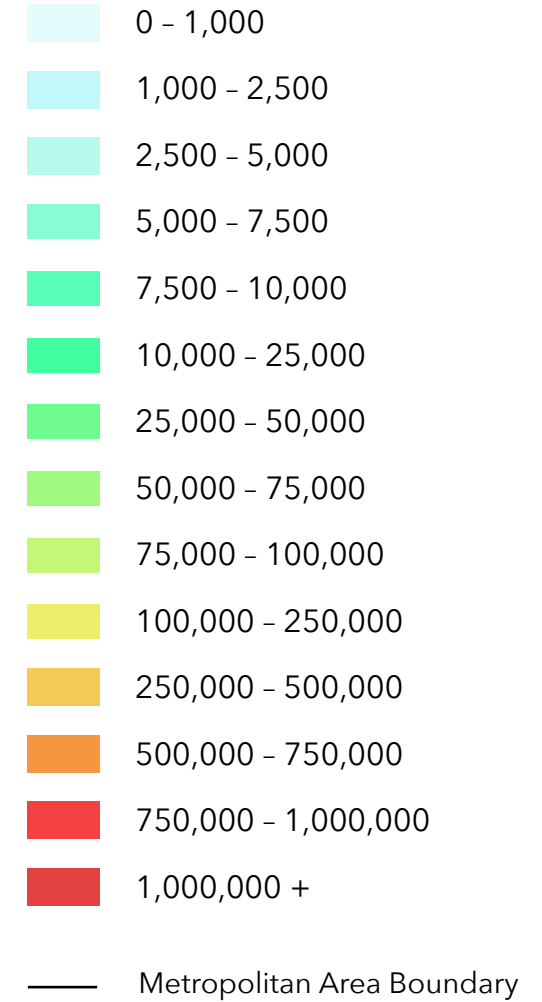


Detroit

Detroit-Warren-Livonia, MI



Jobs within 30 minutes by walking



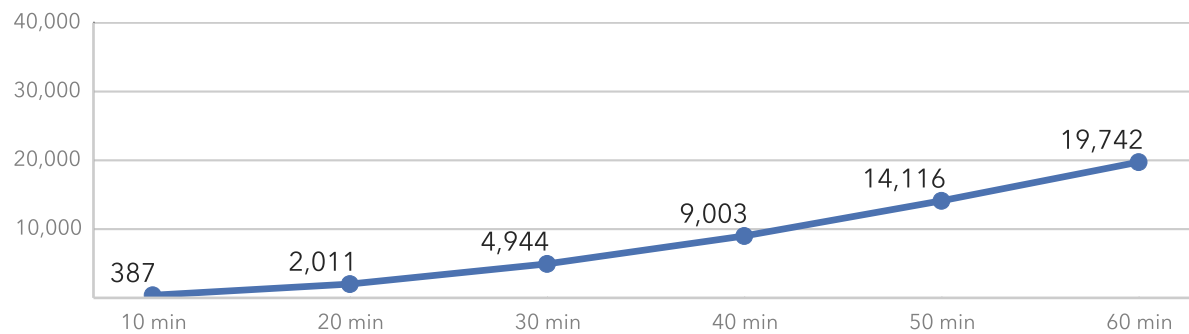
Hartford

Hartford-West Hartford-East Hartford, CT

Rank by Weighted Walking Accessibility	26
Rank by Total Employment	40
Total Jobs	616,469
Average Job Density (per km ²)	157
Total Workers	560,748
Average Worker Density (per km ²)	143

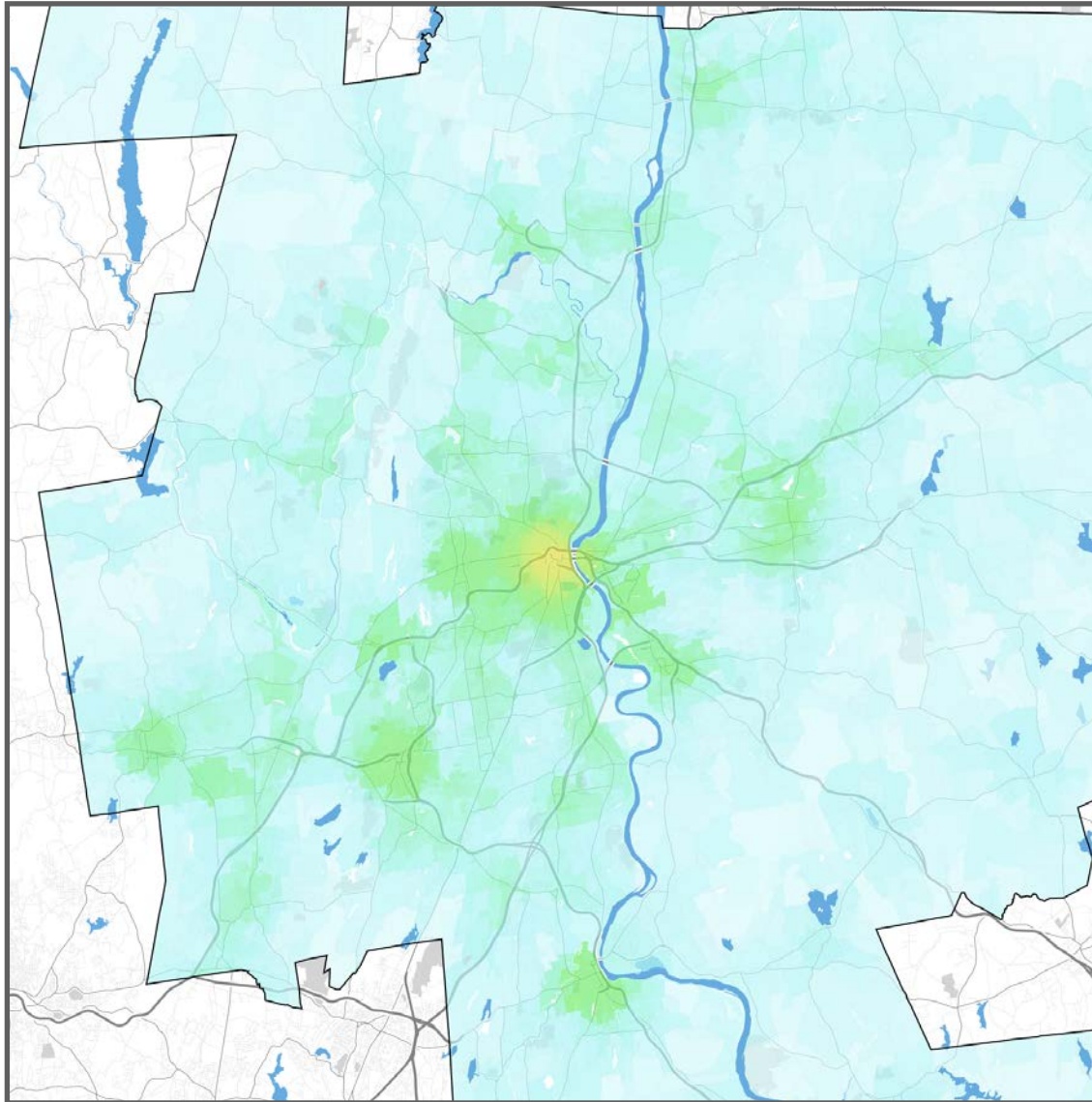
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

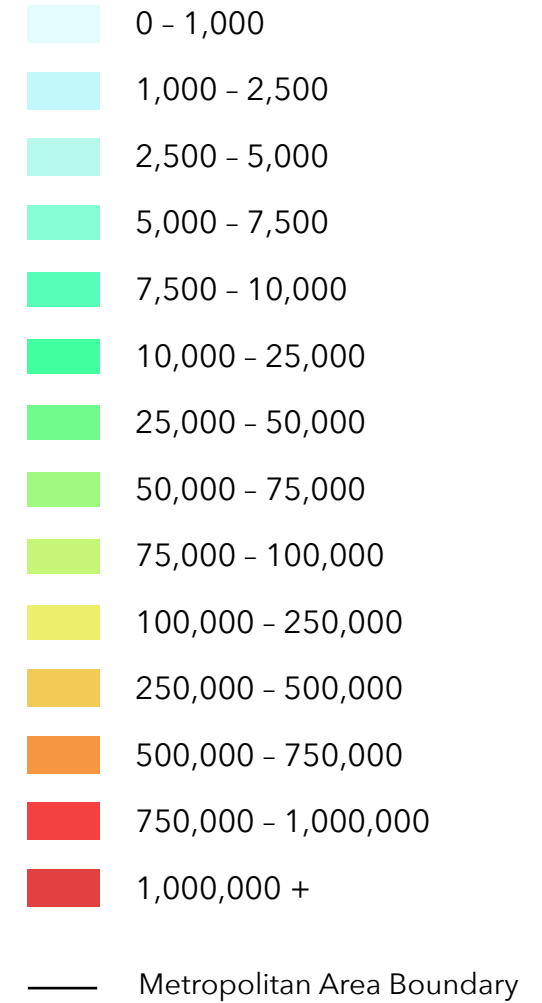


Hartford

Hartford-West Hartford-East Hartford, CT



Jobs within 30 minutes by walking



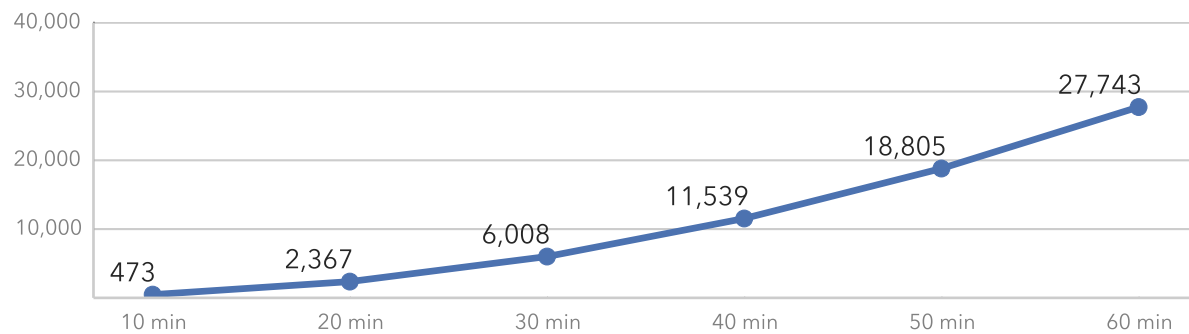
Houston

Houston-Sugar Land-Baytown, TX

Rank by Weighted Walking Accessibility	17
Rank by Total Employment	7
Total Jobs	2,636,575
Average Job Density (per km ²)	115
Total Workers	2,543,501
Average Worker Density (per km ²)	111

Job and worker totals are based on LEHD estimates and may not match other sources.

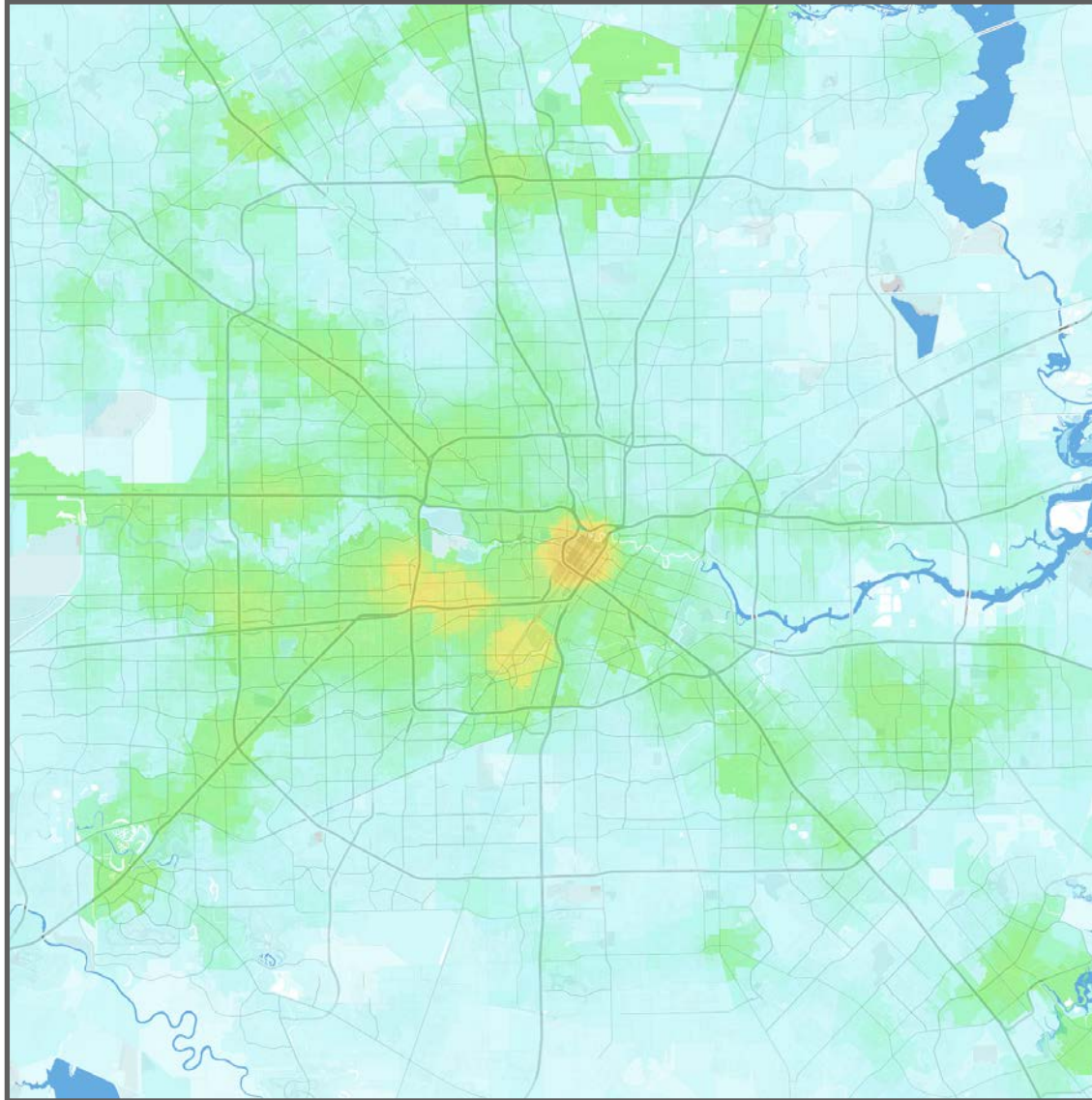
Job Accessibility by Travel Time Threshold



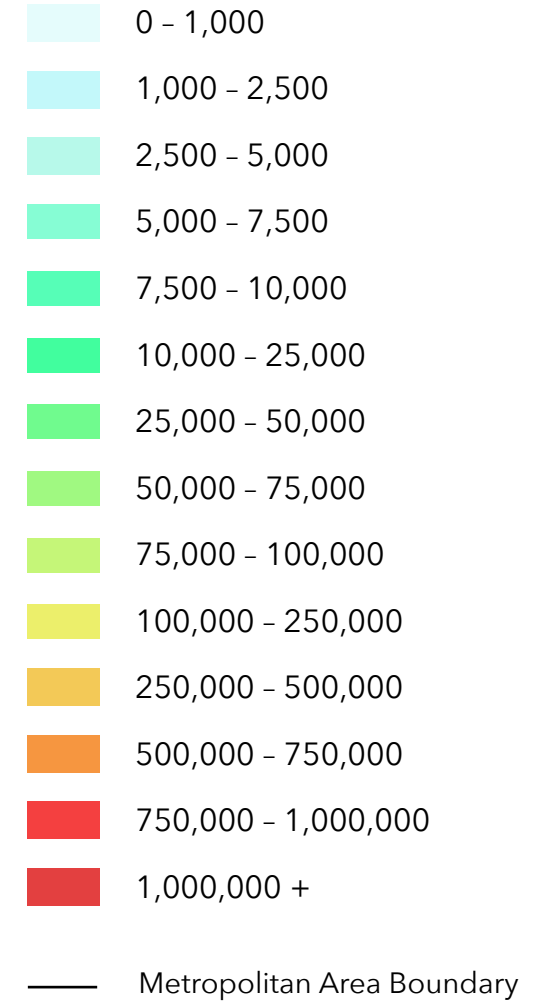
Houston

Houston-Sugar Land-Baytown, TX

45



Jobs within 30 minutes by walking



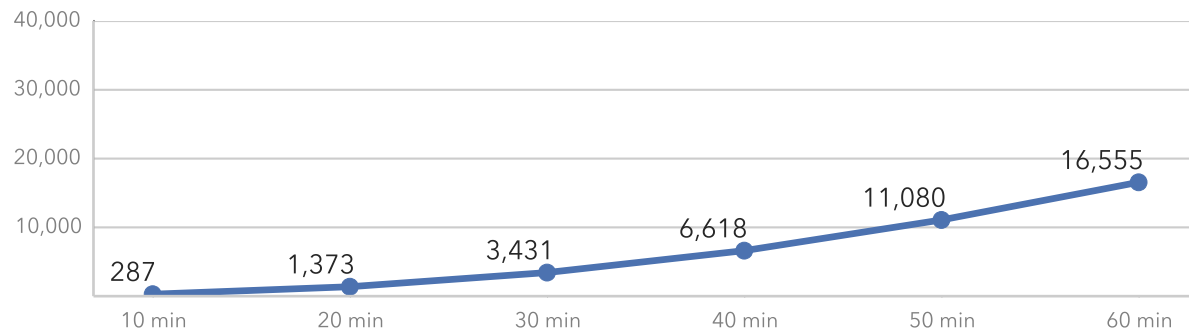
Indianapolis

Indianapolis-Carmel, IN

Rank by Weighted Walking Accessibility	38
Rank by Total Employment	29
Total Jobs	893,513
Average Job Density (per km ²)	90
Total Workers	813,598
Average Worker Density (per km ²)	81

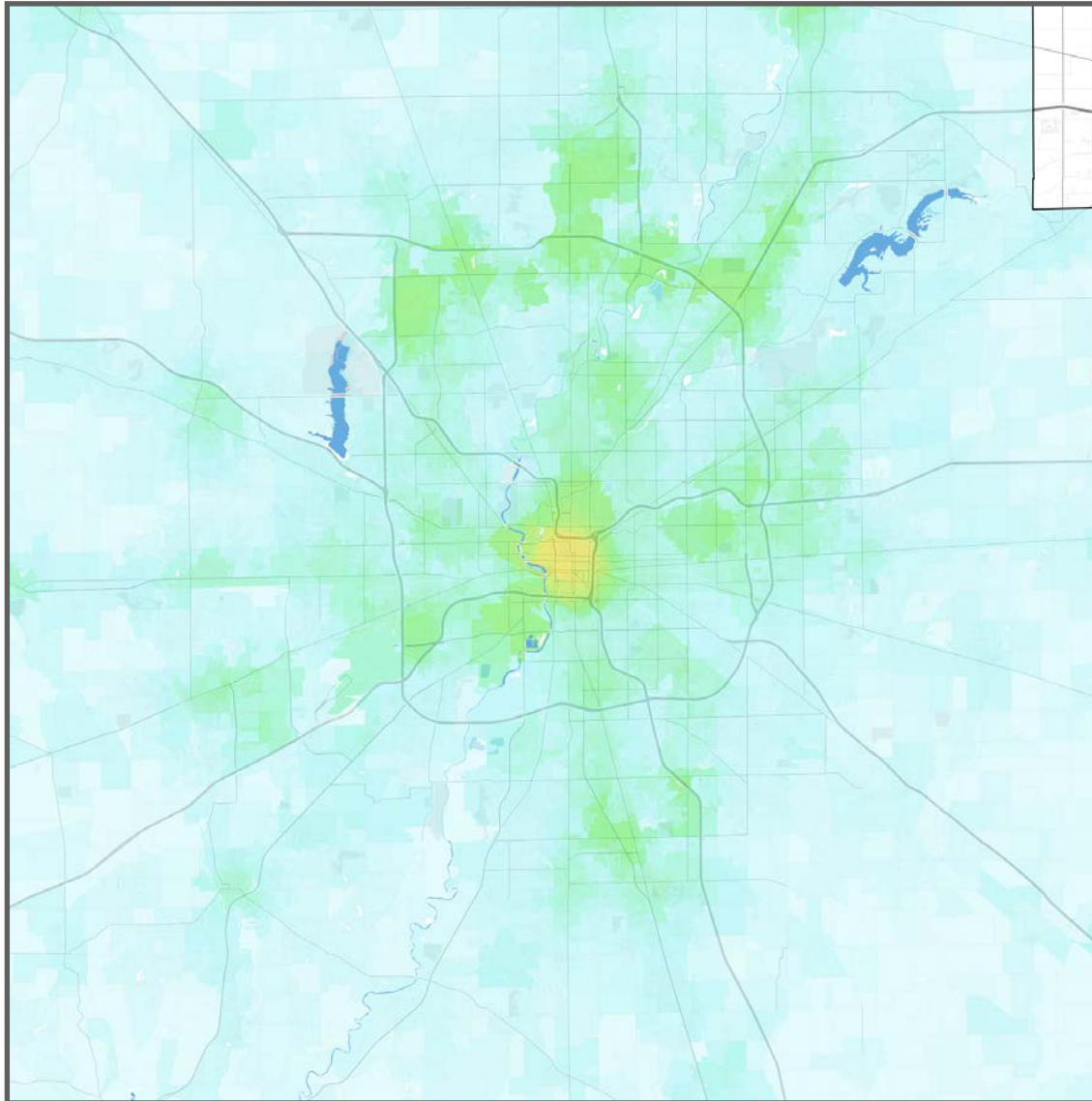
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

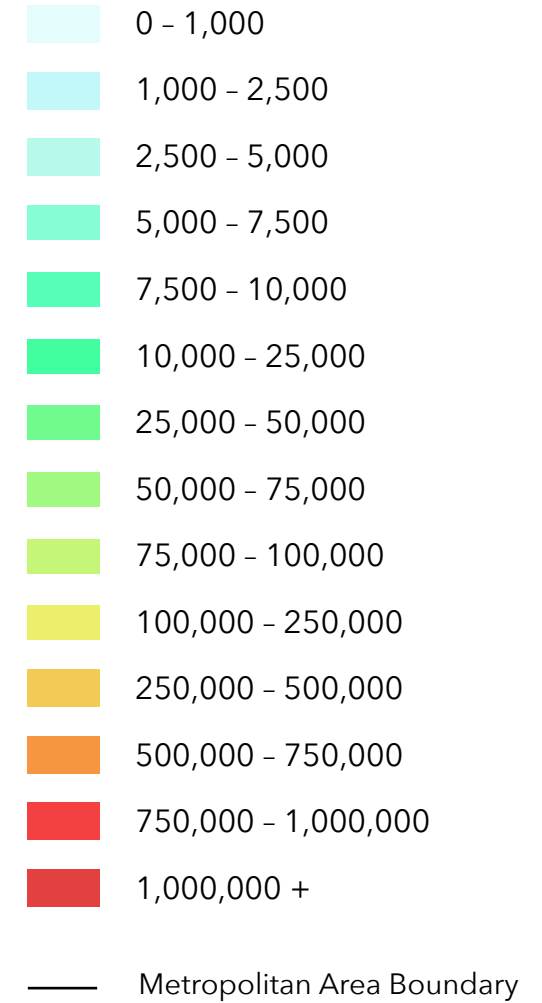


Indianapolis

Indianapolis-Carmel, IN



Jobs within 30 minutes by walking



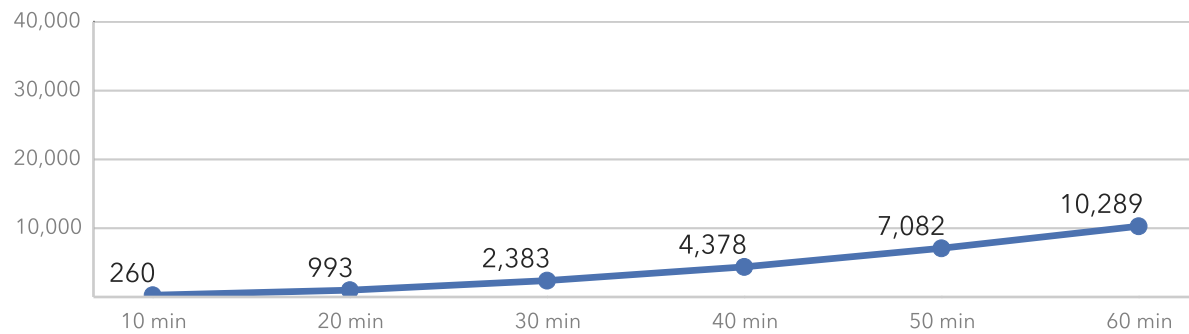
Jacksonville

Jacksonville, FL

Rank by Weighted Walking Accessibility	49
Rank by Total Employment	44
Total Jobs	587,464
Average Job Density (per km ²)	71
Total Workers	560,881
Average Worker Density (per km ²)	68

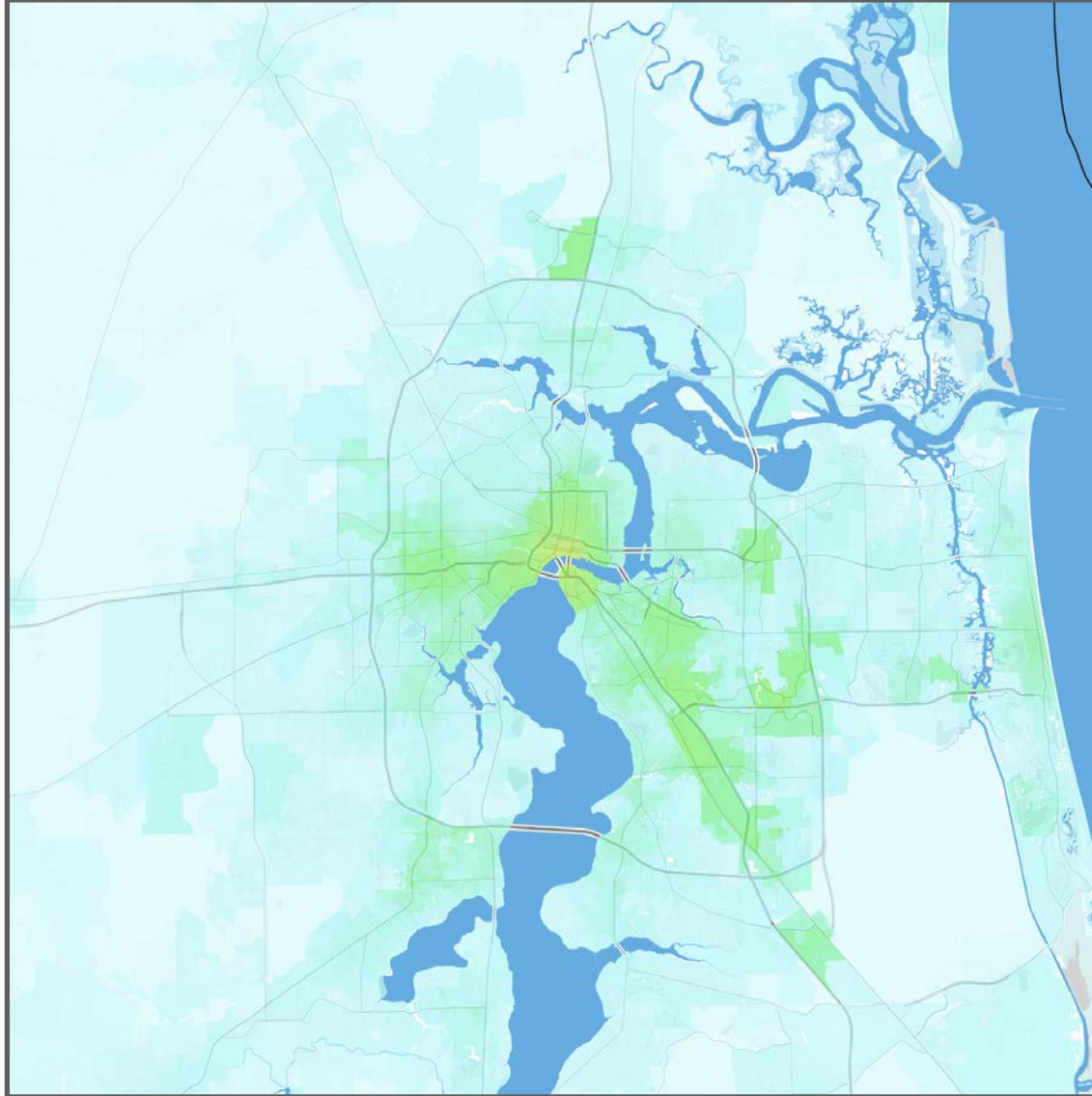
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

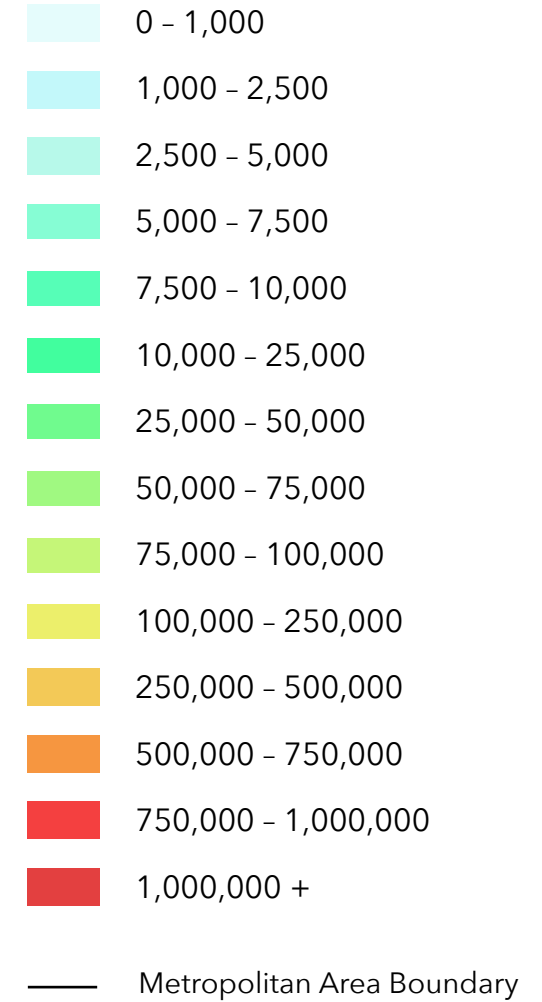


Jacksonville

Jacksonville, FL



Jobs within 30 minutes by walking



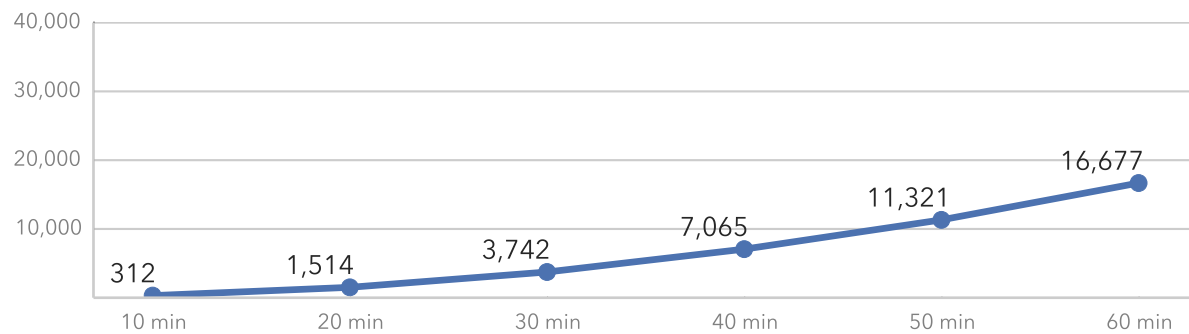
Kansas City

Kansas City, MO-KS

Rank by Weighted Walking Accessibility	35
Rank by Total Employment	26
Total Jobs	961,827
Average Job Density (per km ²)	47
Total Workers	944,847
Average Worker Density (per km ²)	47

Job and worker totals are based on LEHD estimates and may not match other sources.

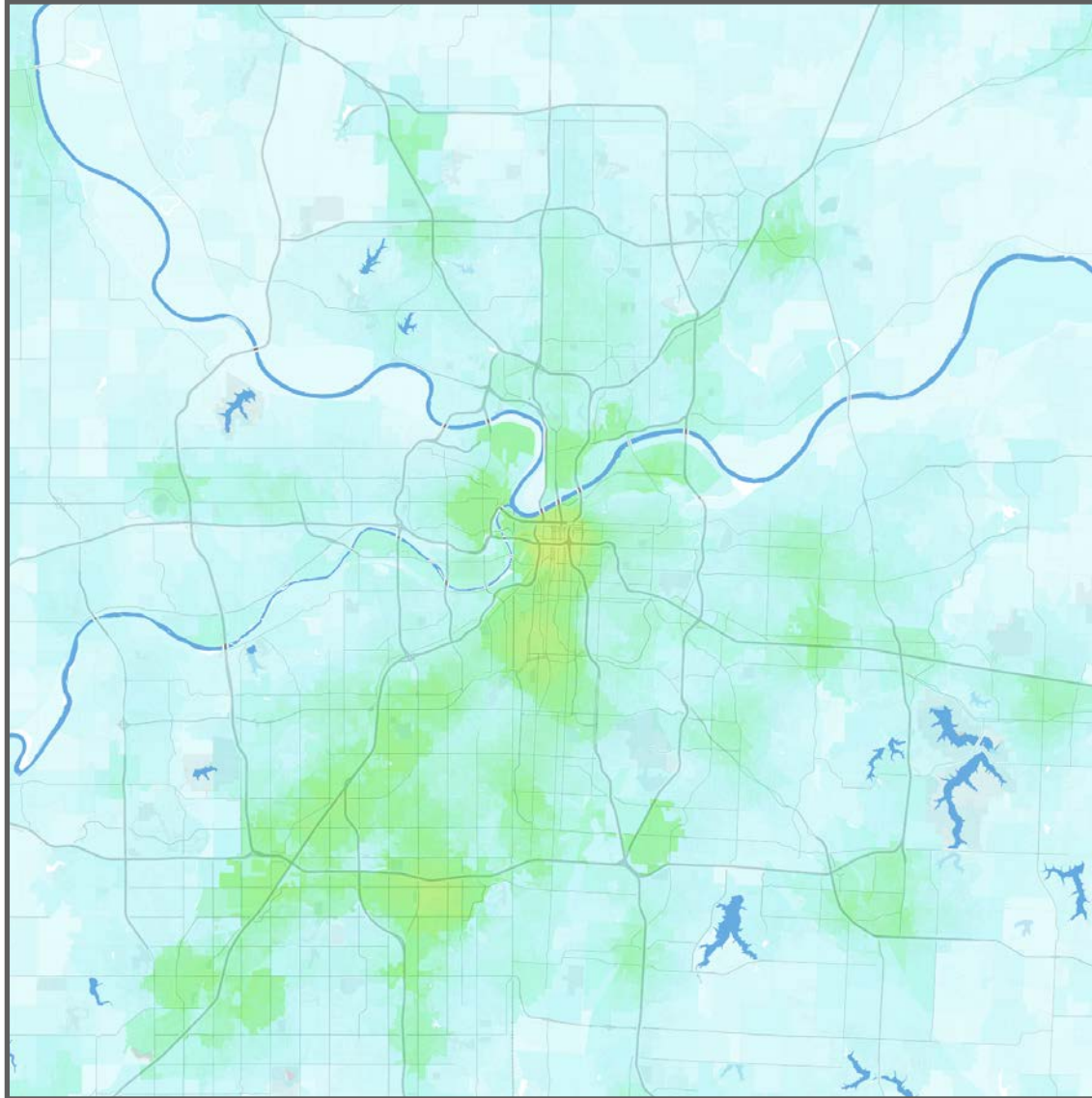
Job Accessibility by Travel Time Threshold



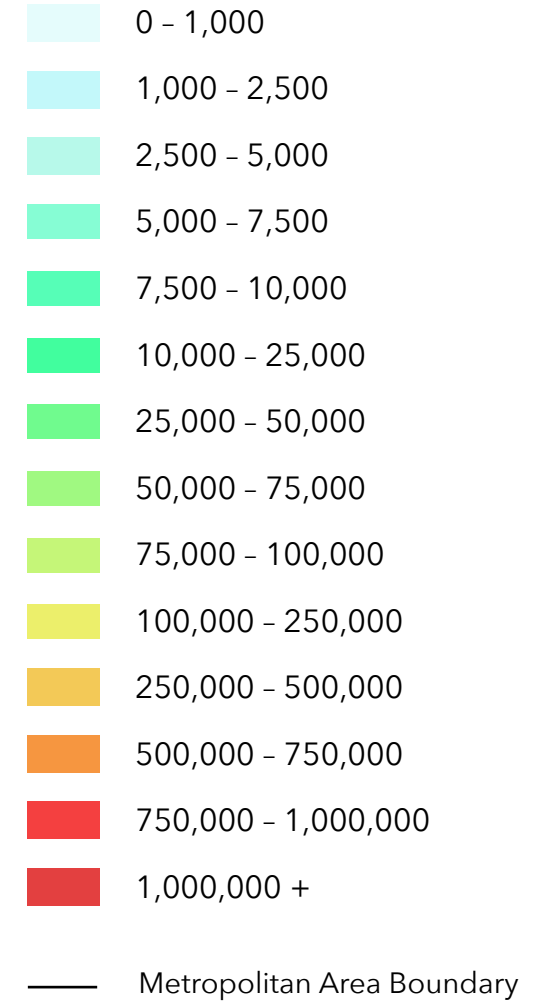
Kansas City

Kansas City, MO-KS

51



Jobs within 30 minutes by walking



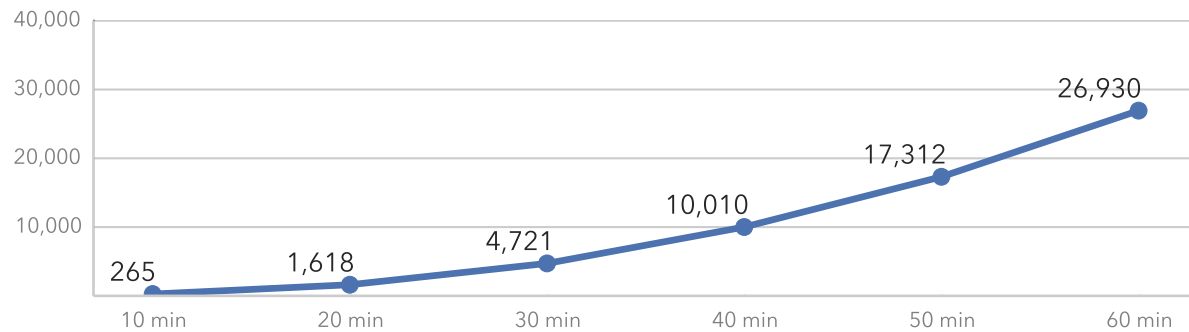
Las Vegas

Las Vegas-Paradise, NV

Rank by Weighted Walking Accessibility	25
Rank by Total Employment	36
Total Jobs	818,942
Average Job Density (per km ²)	40
Total Workers	799,219
Average Worker Density (per km ²)	39

Job and worker totals are based on LEHD estimates and may not match other sources.

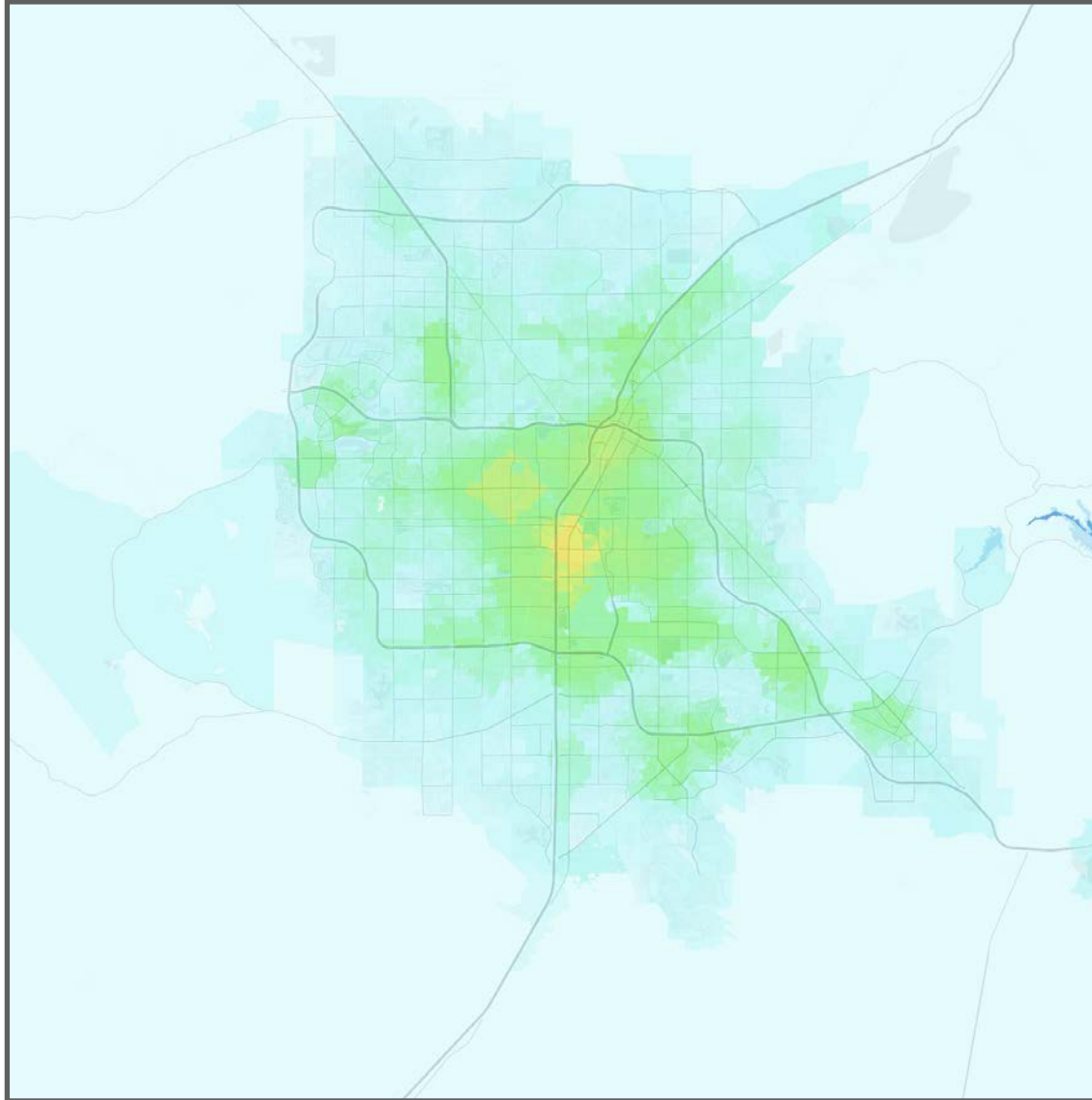
Job Accessibility by Travel Time Threshold



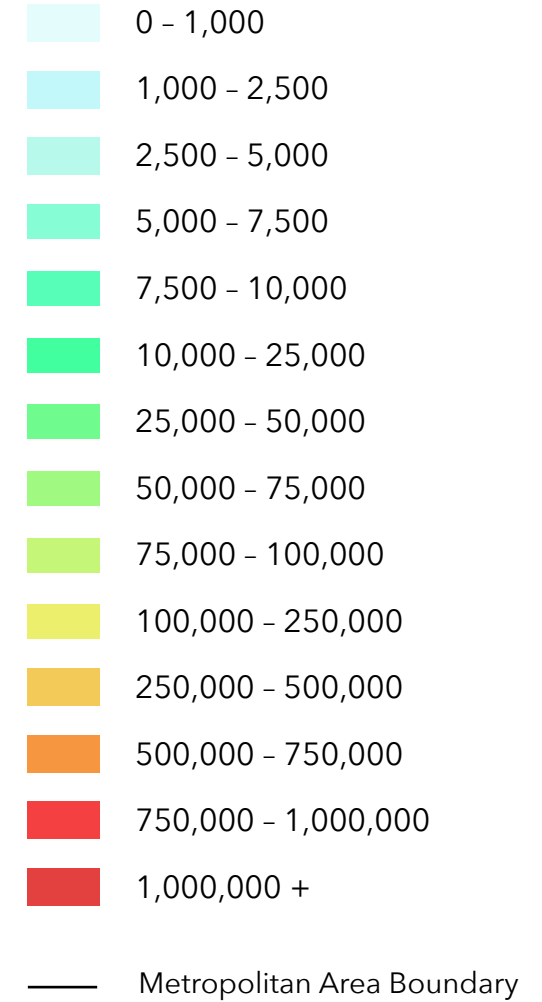
Las Vegas

Las Vegas-Paradise, NV

53



Jobs within 30 minutes by walking



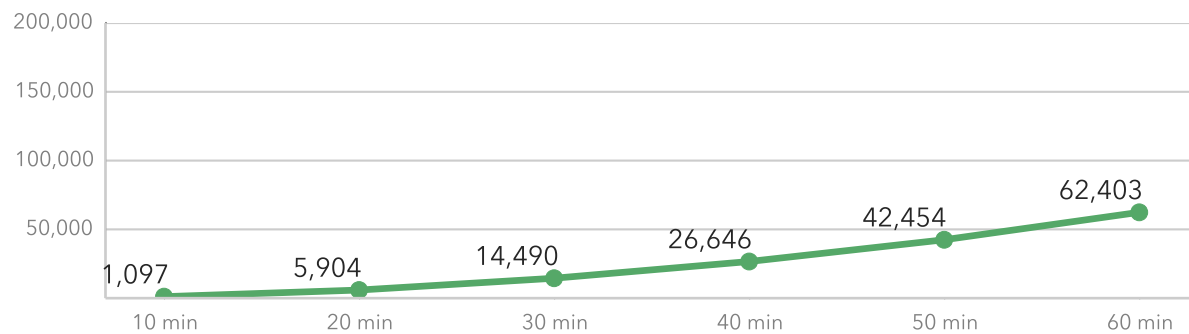
Los Angeles

Los Angeles-Long Beach-Santa Ana, CA

Rank by Weighted Walking Accessibility	3
Rank by Total Employment	2
Total Jobs	5,626,974
Average Job Density (per km ²)	448
Total Workers	5,239,396
Average Worker Density (per km ²)	417

Job and worker totals are based on LEHD estimates and may not match other sources.

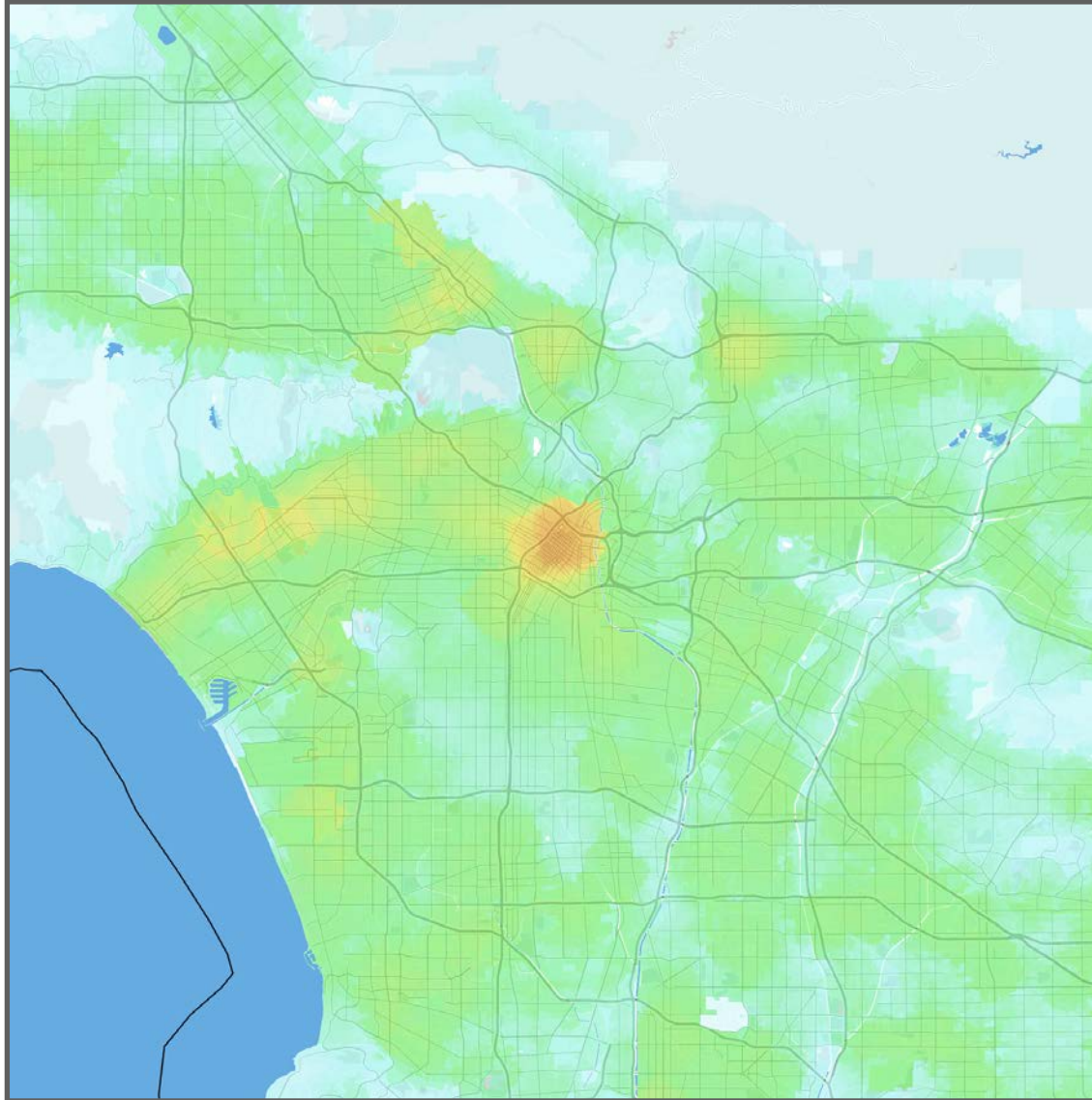
Job Accessibility by Travel Time Threshold



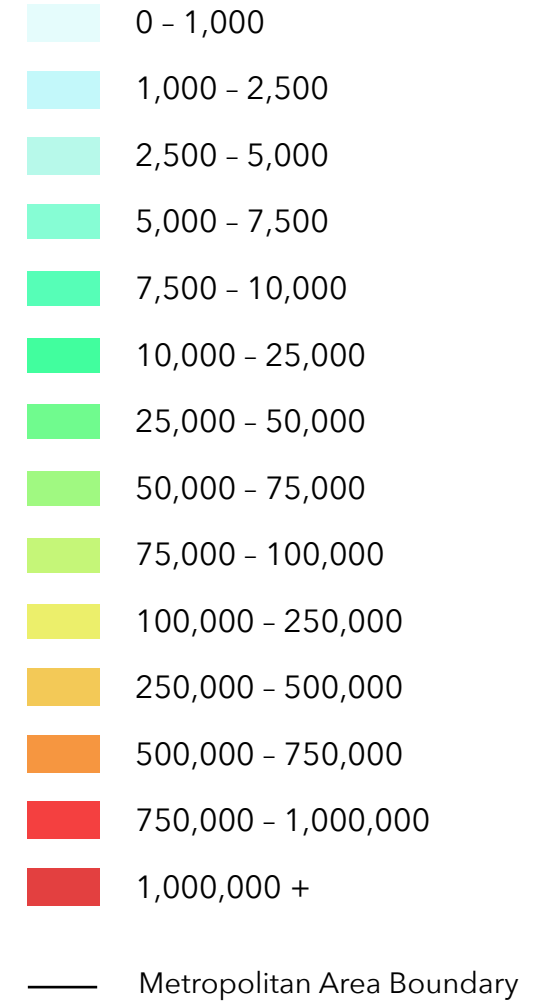
Los Angeles

Los Angeles-Long Beach-Santa Ana, CA

55



Jobs within 30 minutes by walking



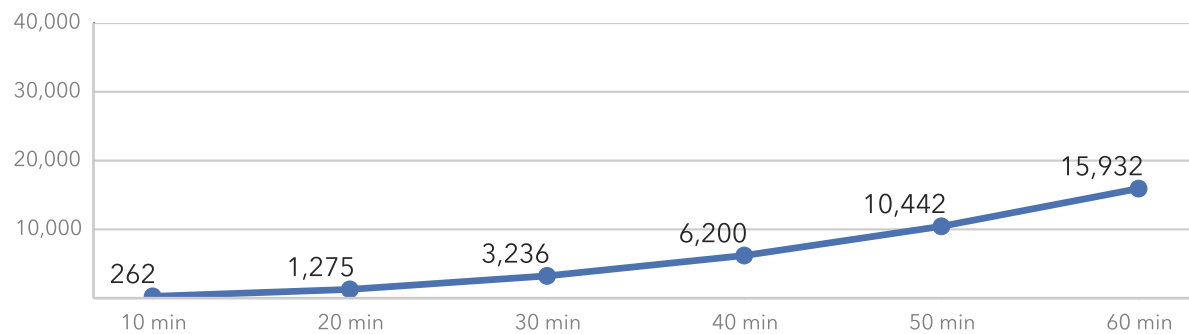
Louisville

Louisville/Jefferson County, KY-IN

Rank by Weighted Walking Accessibility	41
Rank by Total Employment	42
Total Jobs	591,128
Average Job Density (per km ²)	56
Total Workers	576,300
Average Worker Density (per km ²)	54

Job and worker totals are based on LEHD estimates and may not match other sources.

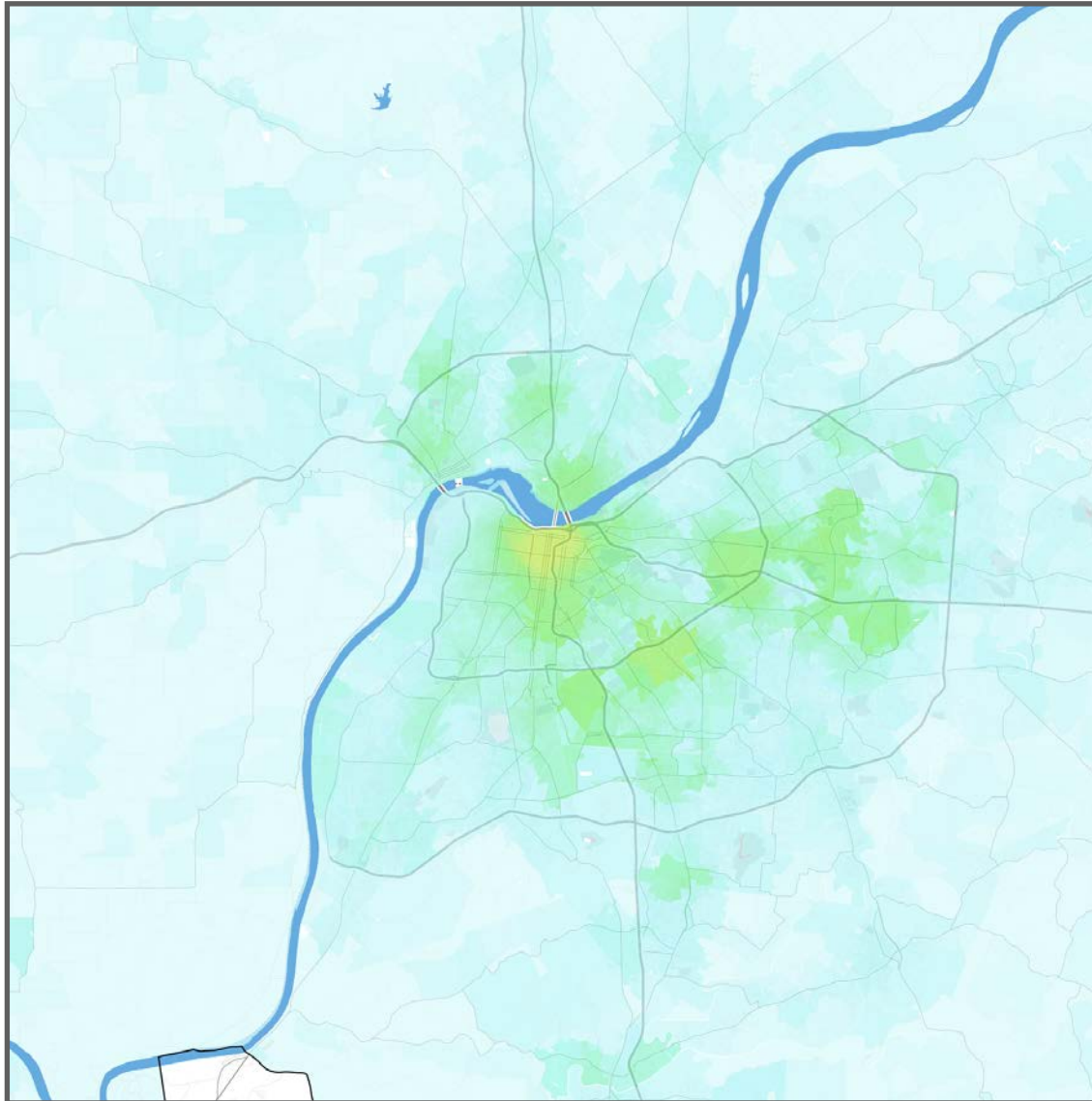
Job Accessibility by Travel Time Threshold



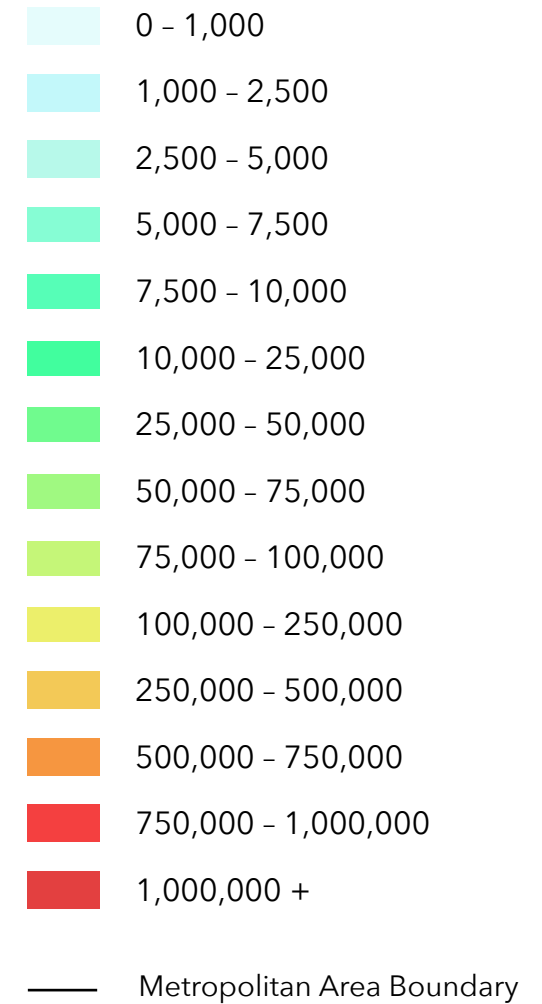
Louisville

Louisville/Jefferson County, KY-IN

57



Jobs within 30 minutes by walking



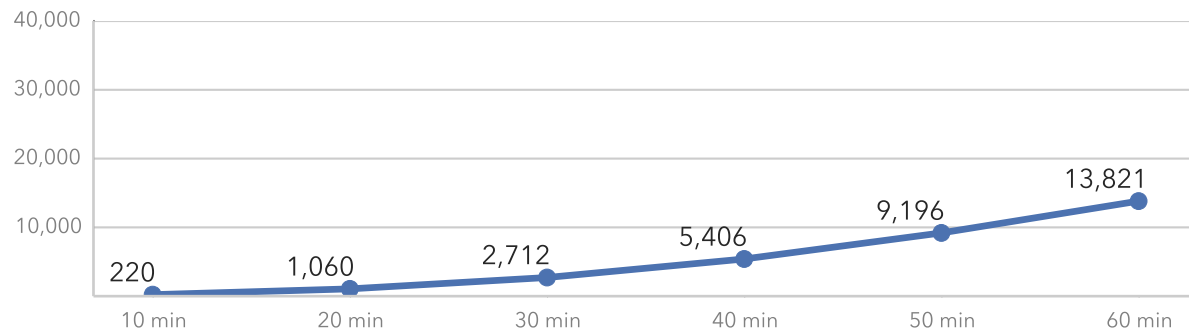
Memphis

Memphis, TN-MS-AR

Rank by Weighted Walking Accessibility	47
Rank by Total Employment	46
Total Jobs	573,048
Average Job Density (per km ²)	48
Total Workers	551,218
Average Worker Density (per km ²)	46

Job and worker totals are based on LEHD estimates and may not match other sources.

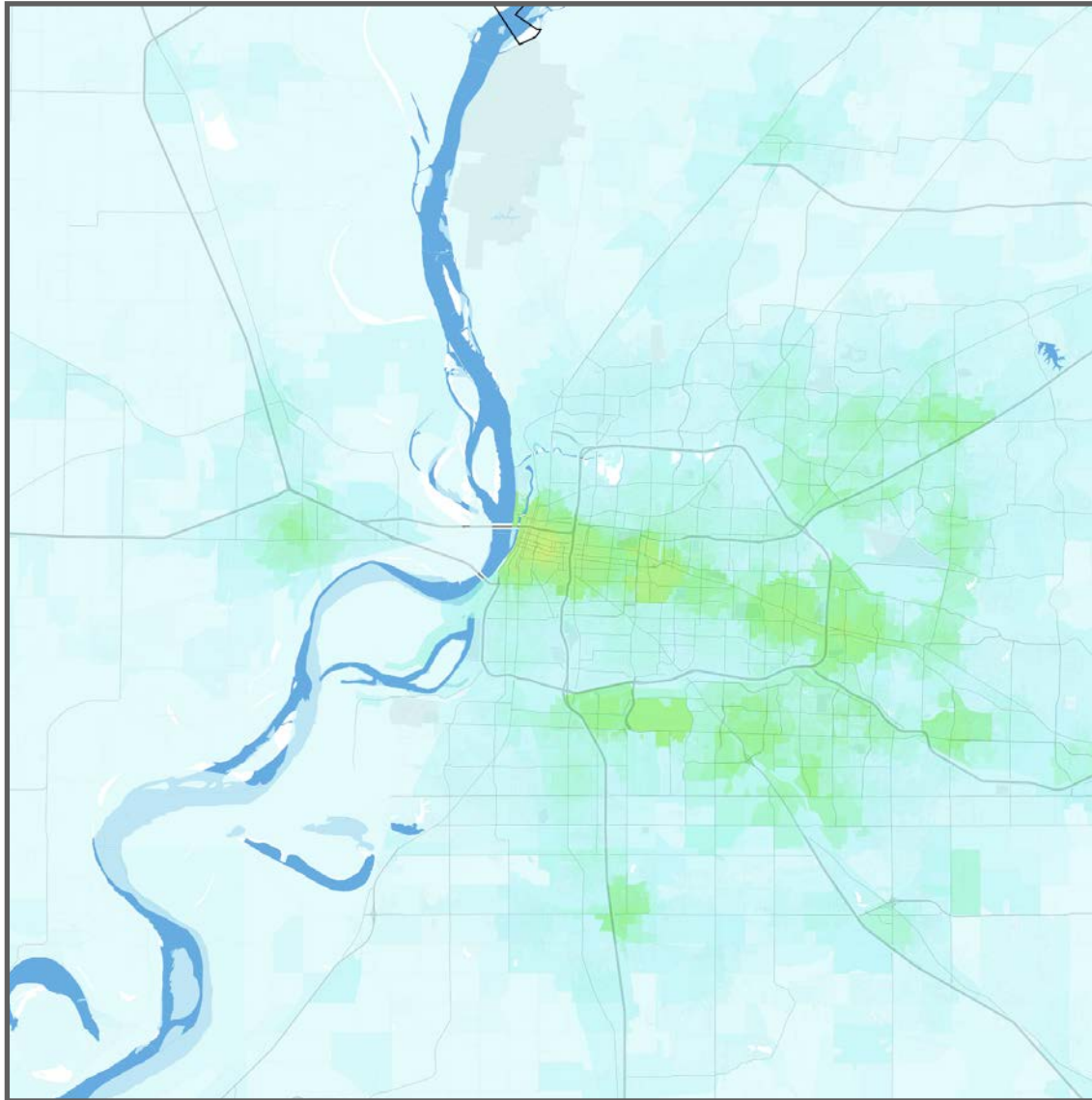
Job Accessibility by Travel Time Threshold



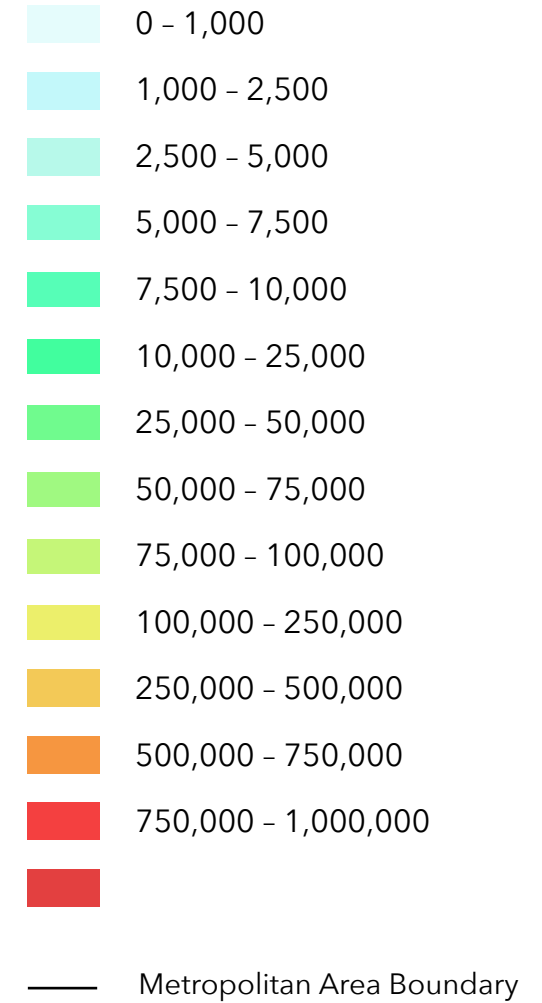
Memphis

Memphis, TN-MS-AR

59



Jobs within 30 minutes by walking



Miami

Miami-Fort Lauderdale-Pompano Beach, FL

Rank by Weighted Walking Accessibility **13**

Rank by Total Employment **8**

Total Jobs **2,261,356**

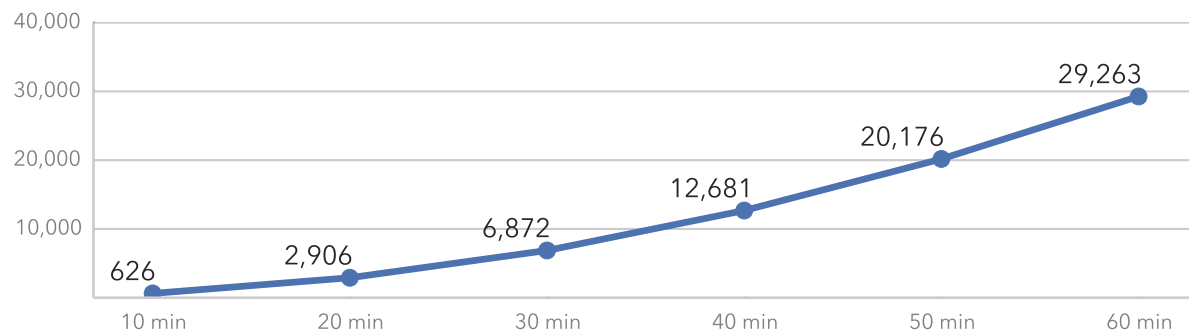
Average Job Density (per km²) **172**

Total Workers **2,194,802**

Average Worker Density (per km²) **167**

Job and worker totals are based on LEHD estimates and may not match other sources.

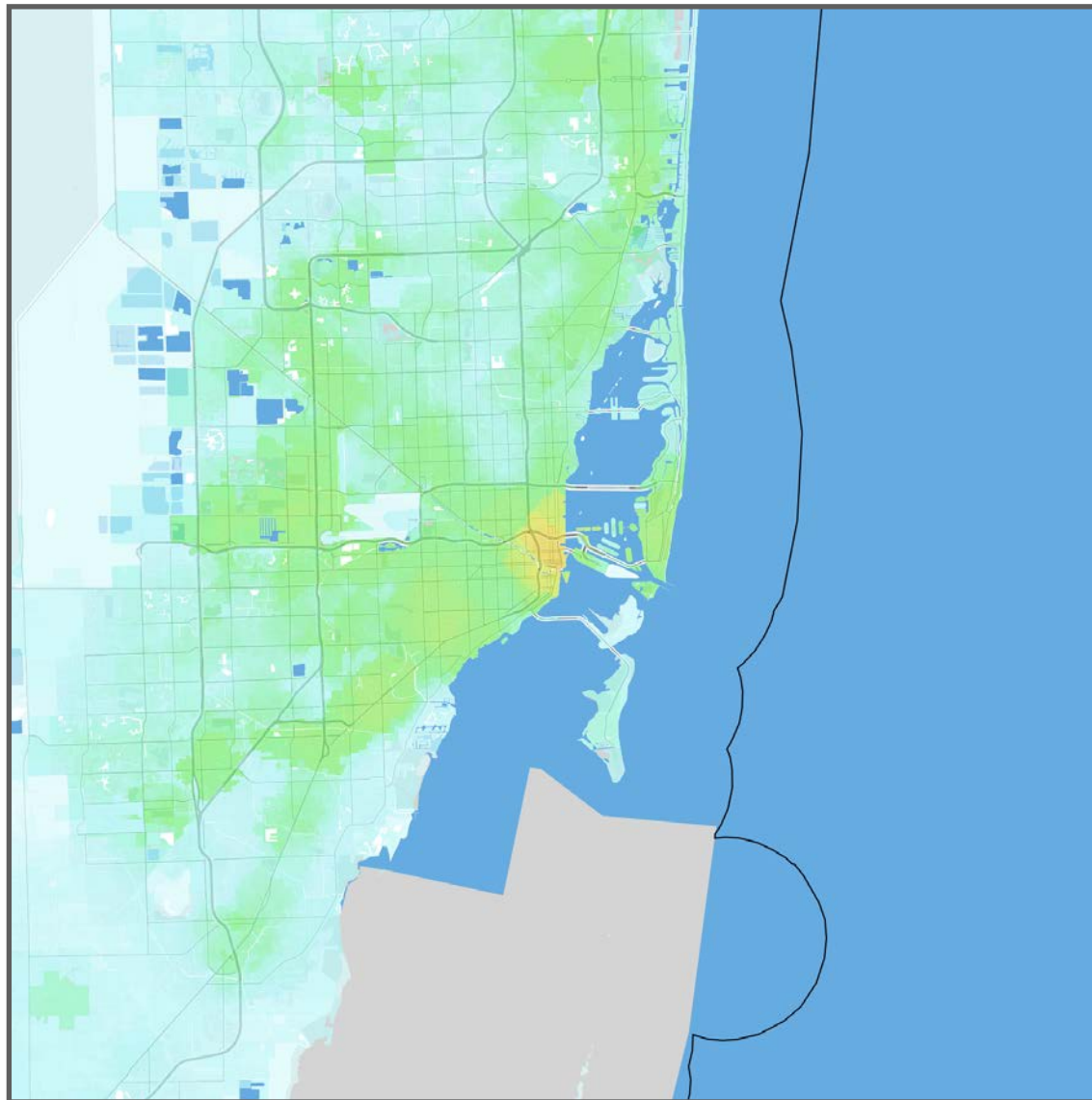
Job Accessibility by Travel Time Threshold



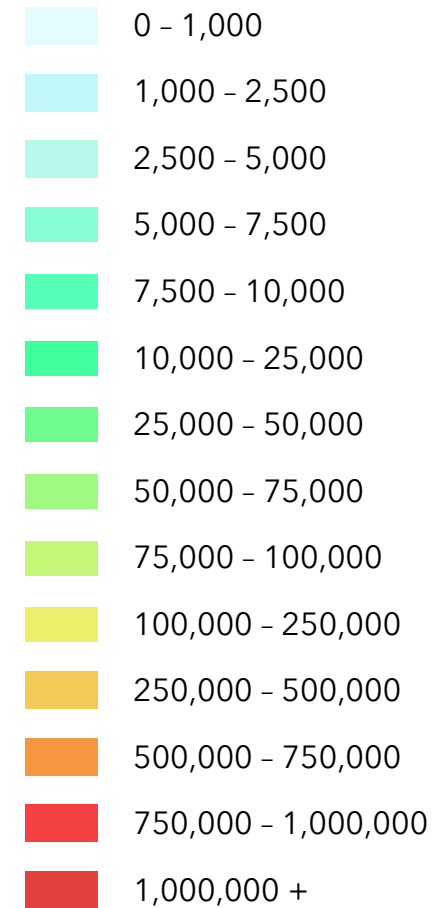
Miami

Miami-Fort Lauderdale-Pompano Beach, FL

61



Jobs within 30 minutes by walking



— Metropolitan Area Boundary

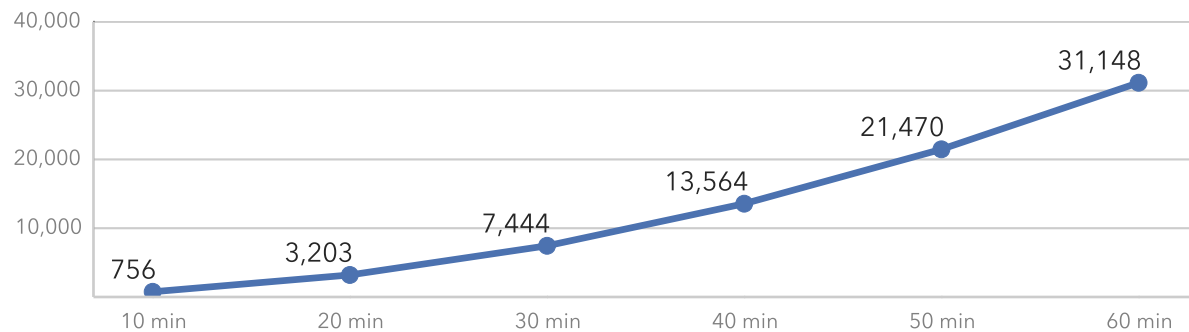
Milwaukee

Milwaukee-Waukesha-West Allis, WI

Rank by Weighted Walking Accessibility	11
Rank by Total Employment	35
Total Jobs	819,051
Average Job Density (per km ²)	217
Total Workers	742,523
Average Worker Density (per km ²)	197

Job and worker totals are based on LEHD estimates and may not match other sources.

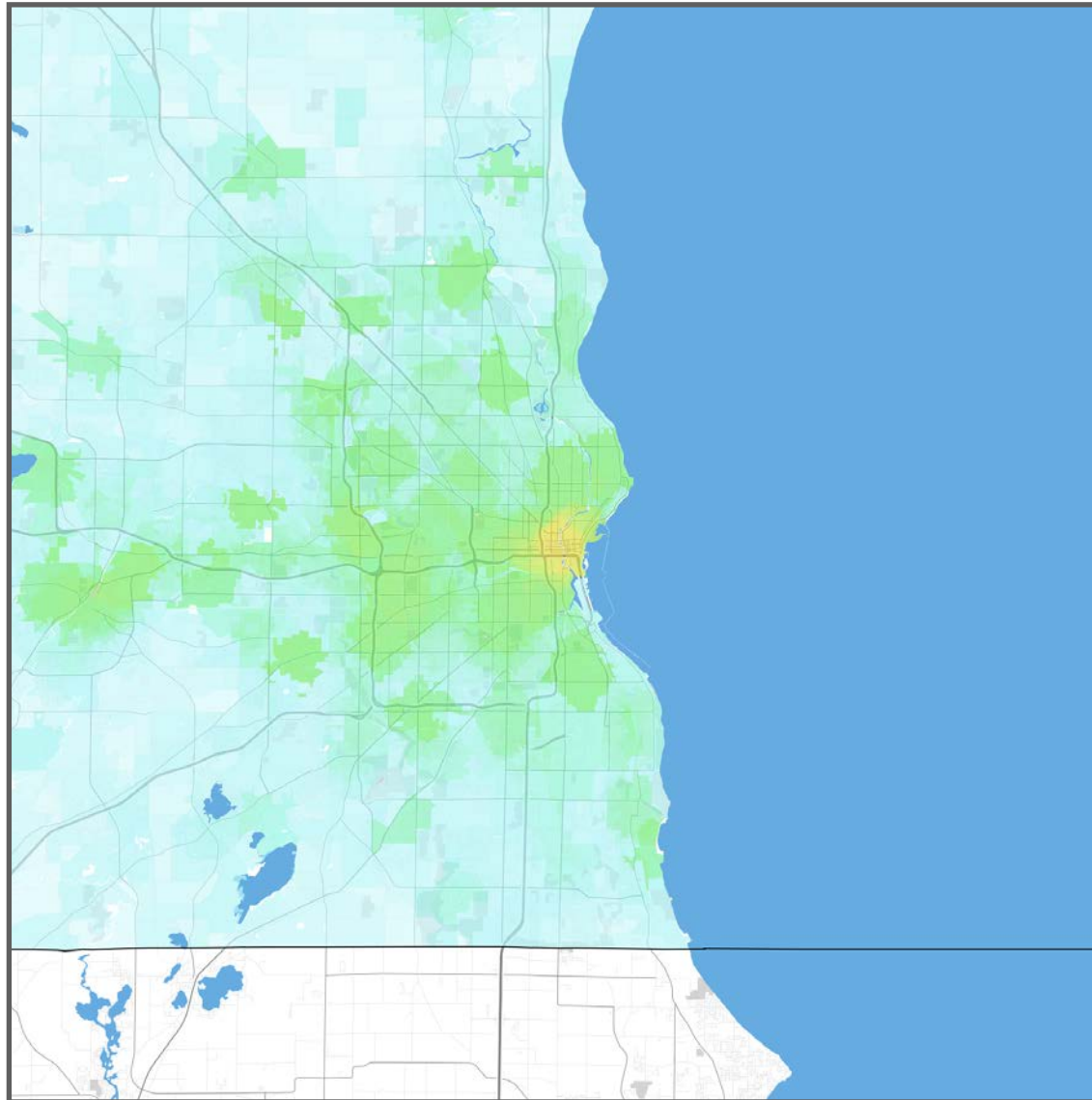
Job Accessibility by Travel Time Threshold



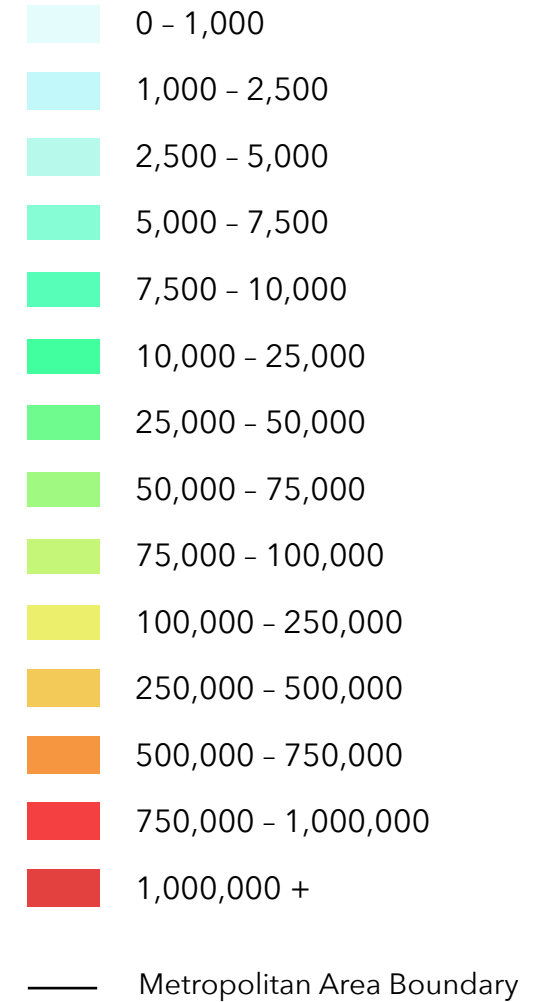
Milwaukee

Milwaukee-Waukesha-West Allis, WI

63



Jobs within 30 minutes by walking



Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI

Rank by Weighted Walking Accessibility **18**

Rank by Total Employment **14**

Total Jobs **1,702,530**

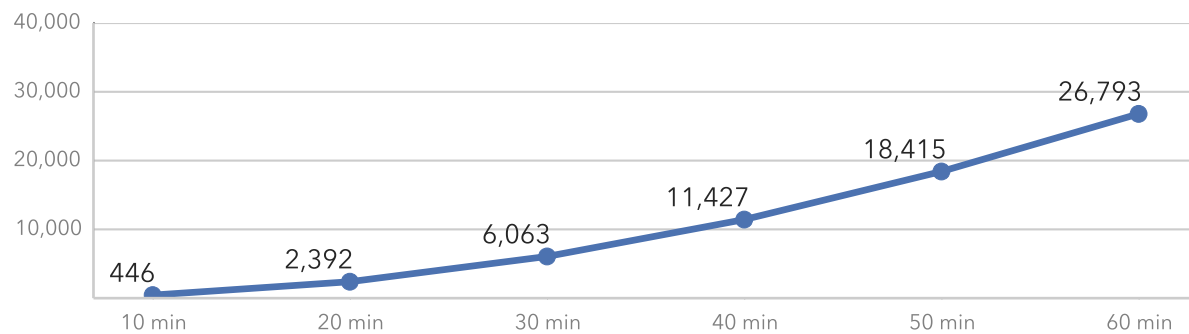
Average Job Density (per km²) **109**

Total Workers **1,652,044**

Average Worker Density (per km²) **106**

Job and worker totals are based on LEHD estimates and may not match other sources.

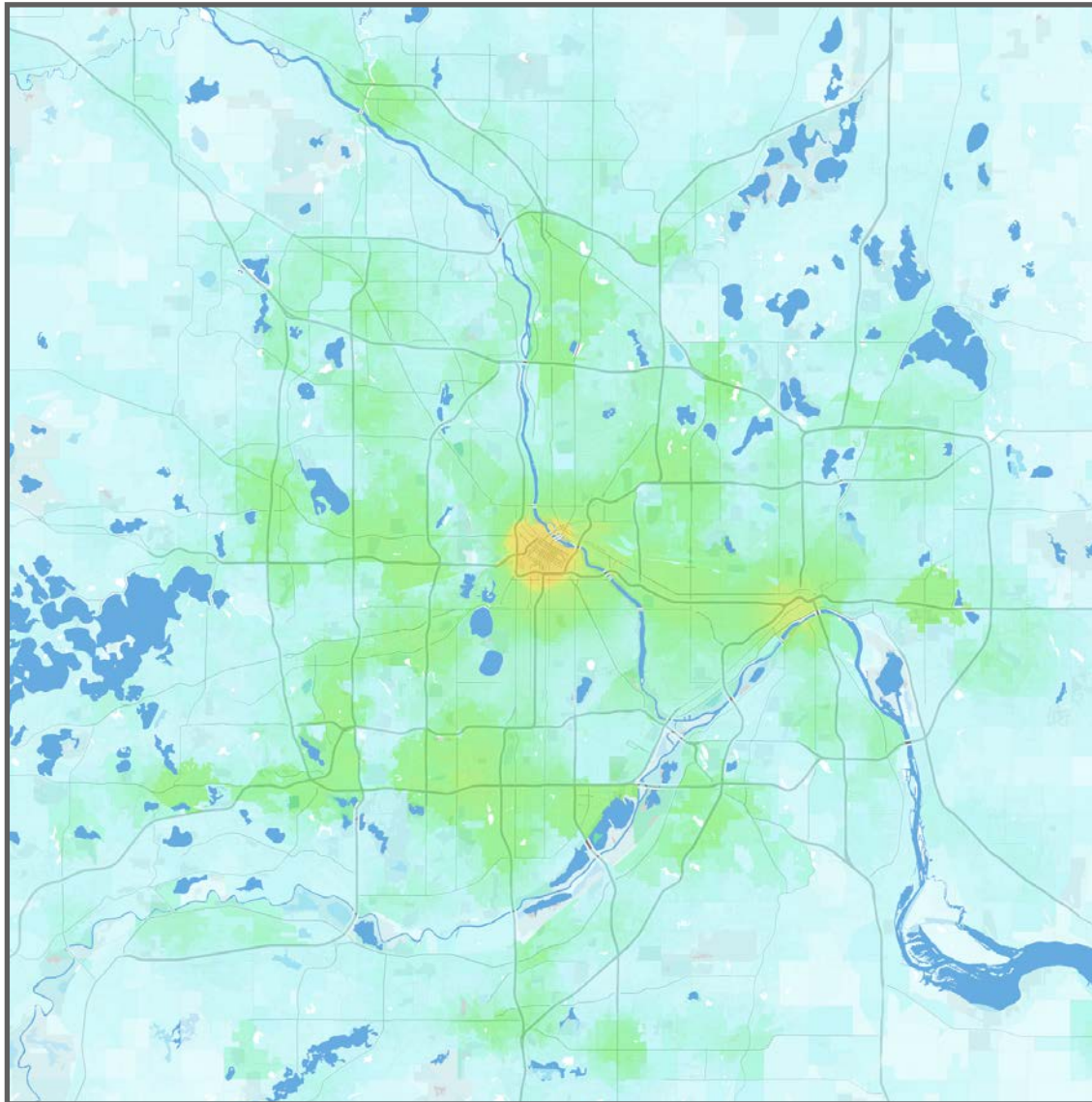
Job Accessibility by Travel Time Threshold



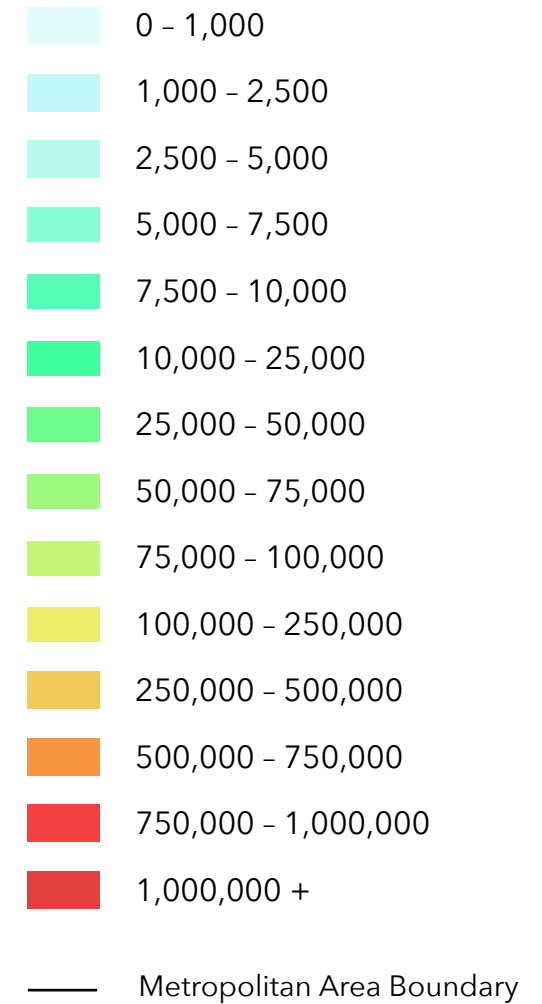
Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI

65



Jobs within 30 minutes by walking



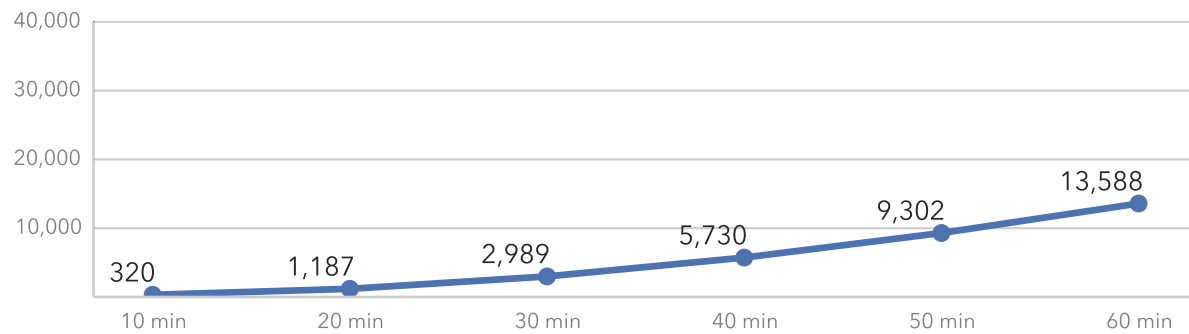
Nashville

Nashville-Davidson-Murfreesboro-Franklin, TN

Rank by Weighted Walking Accessibility	44
Rank by Total Employment	37
Total Jobs	771,508
Average Job Density (per km ²)	52
Total Workers	701,990
Average Worker Density (per km ²)	48

Job and worker totals are based on LEHD estimates and may not match other sources.

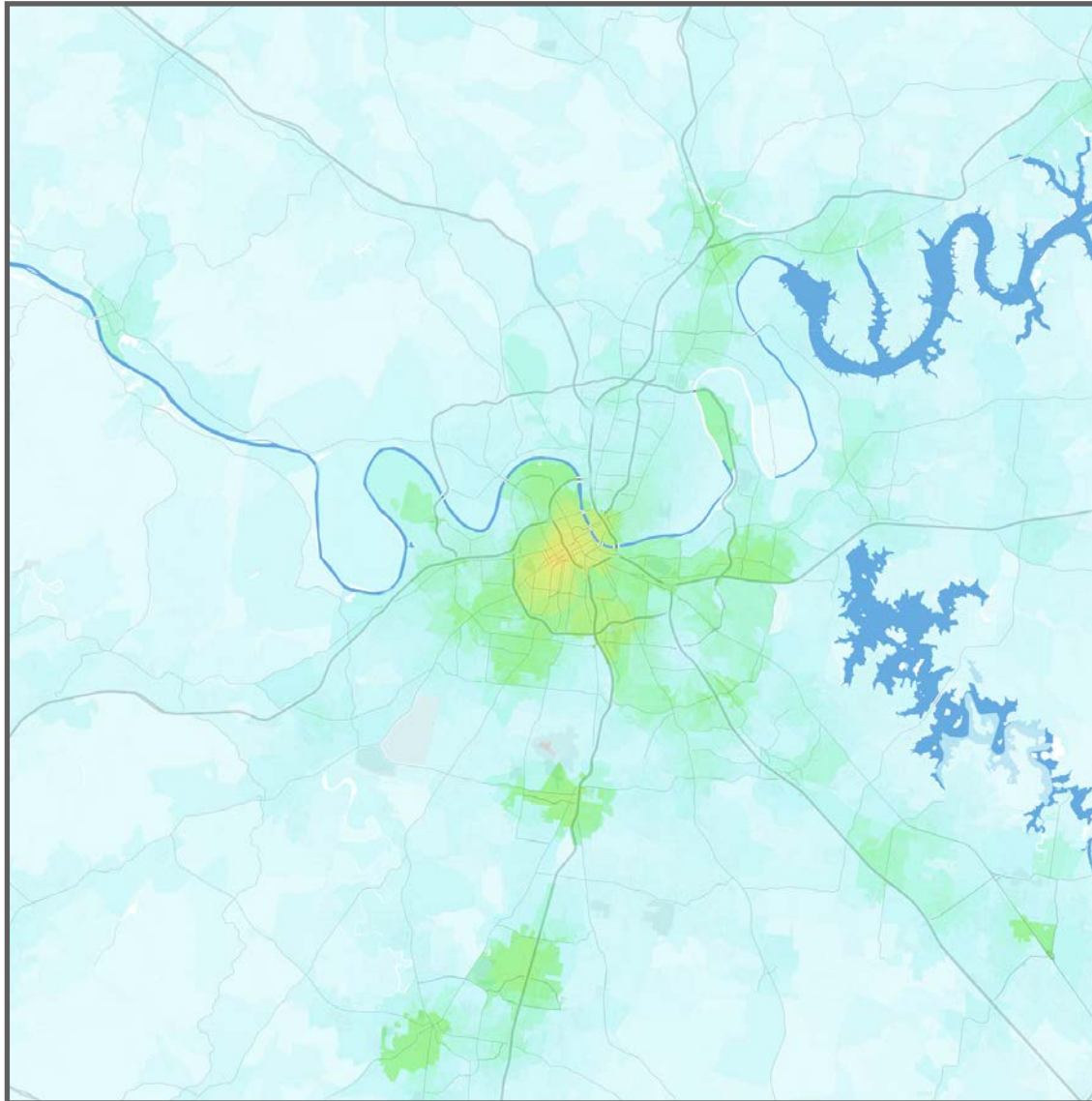
Job Accessibility by Travel Time Threshold



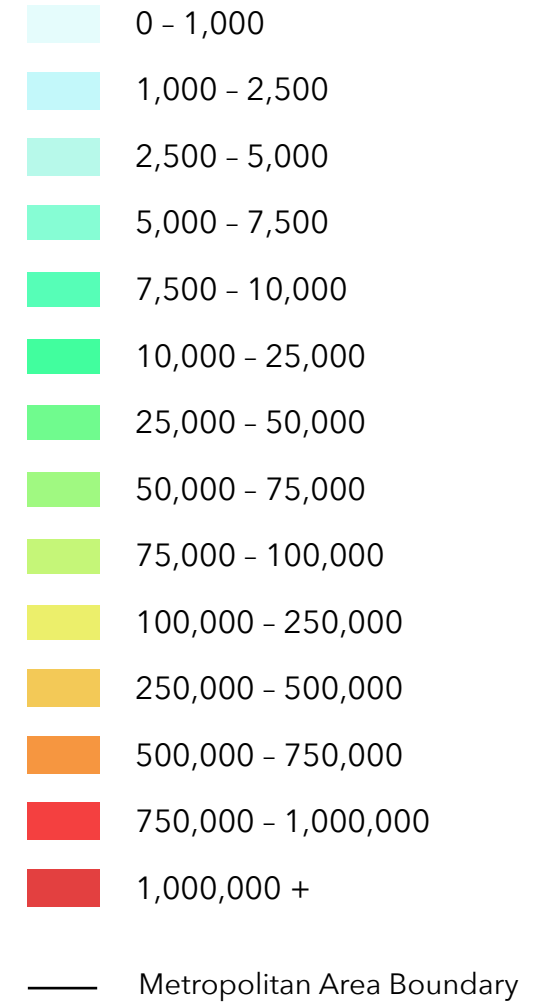
Nashville

Nashville-Davidson--Murfreesboro--Franklin, TN

67



Jobs within 30 minutes by walking



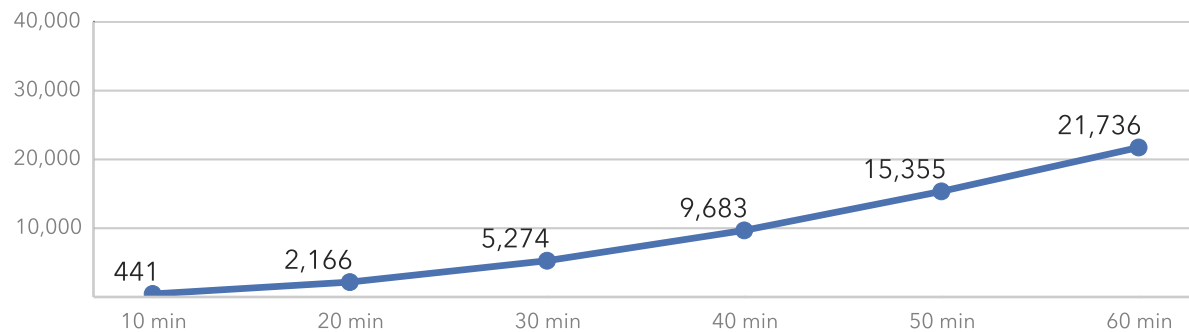
New Orleans

New Orleans-Metairie-Kenner, LA

Rank by Weighted Walking Accessibility	22
Rank by Total Employment	49
Total Jobs	484,686
Average Job Density (per km ²)	63
Total Workers	454,816
Average Worker Density (per km ²)	59

Job and worker totals are based on LEHD estimates and may not match other sources.

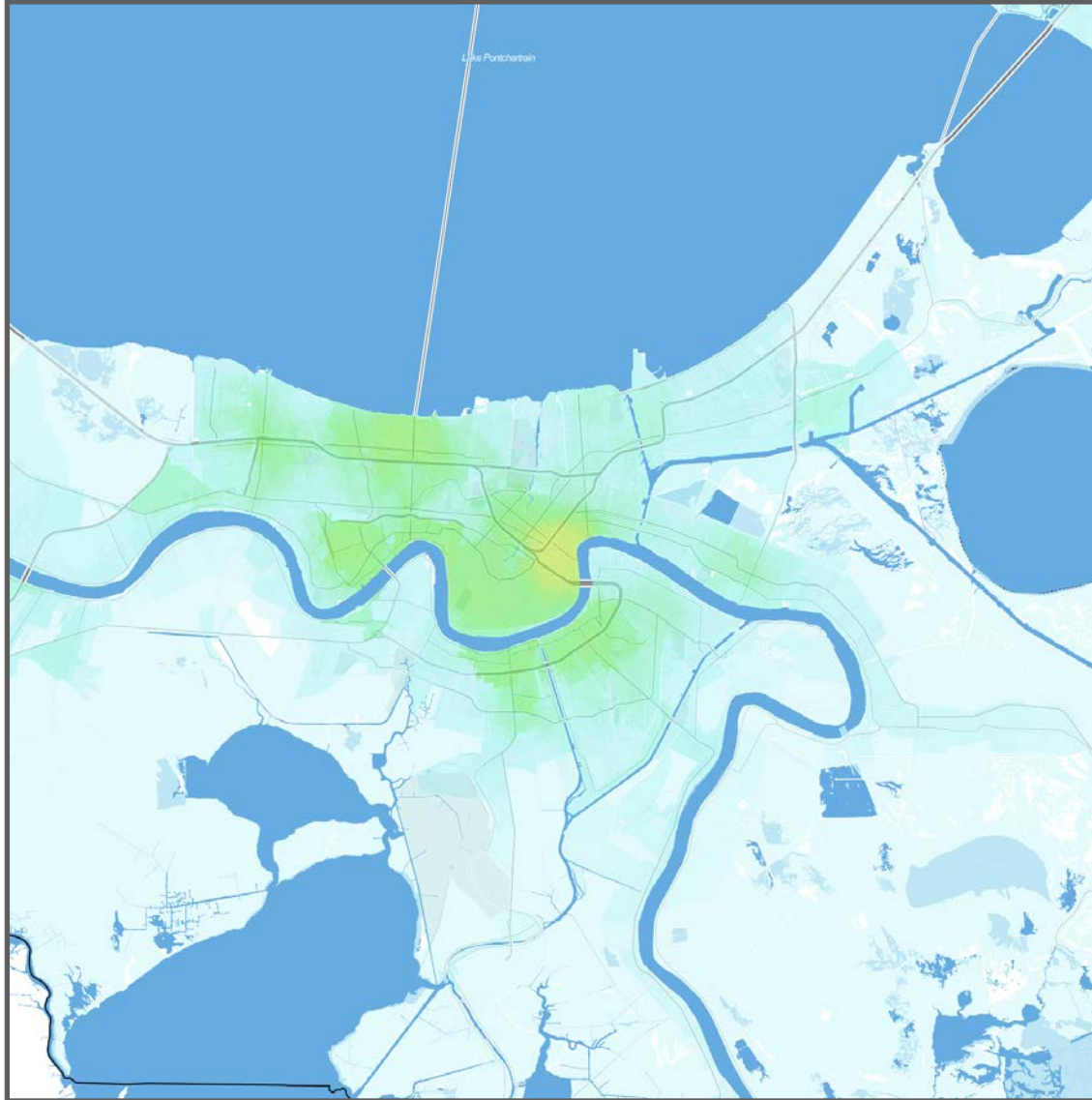
Job Accessibility by Travel Time Threshold



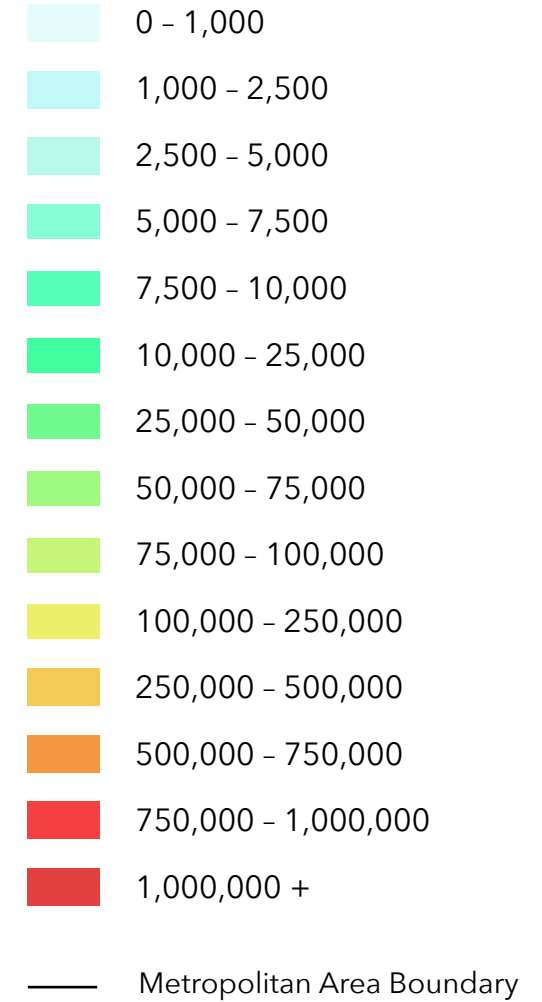
New Orleans

New Orleans-Metairie-Kenner, LA

69



Jobs within 30 minutes by walking



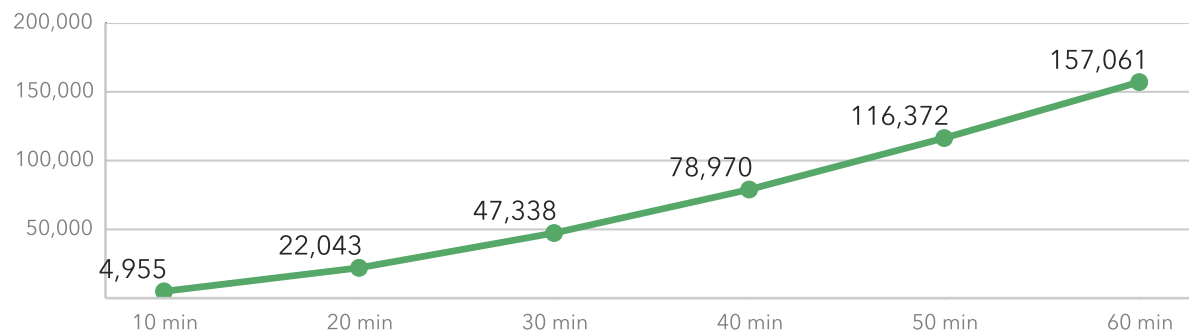
New York

New York-Northern New Jersey-Long Island, NY-NJ-PA

Rank by Weighted Walking Accessibility	1
Rank by Total Employment	1
Total Jobs	8,297,892
Average Job Density (per km ²)	479
Total Workers	8,102,471
Average Worker Density (per km ²)	468

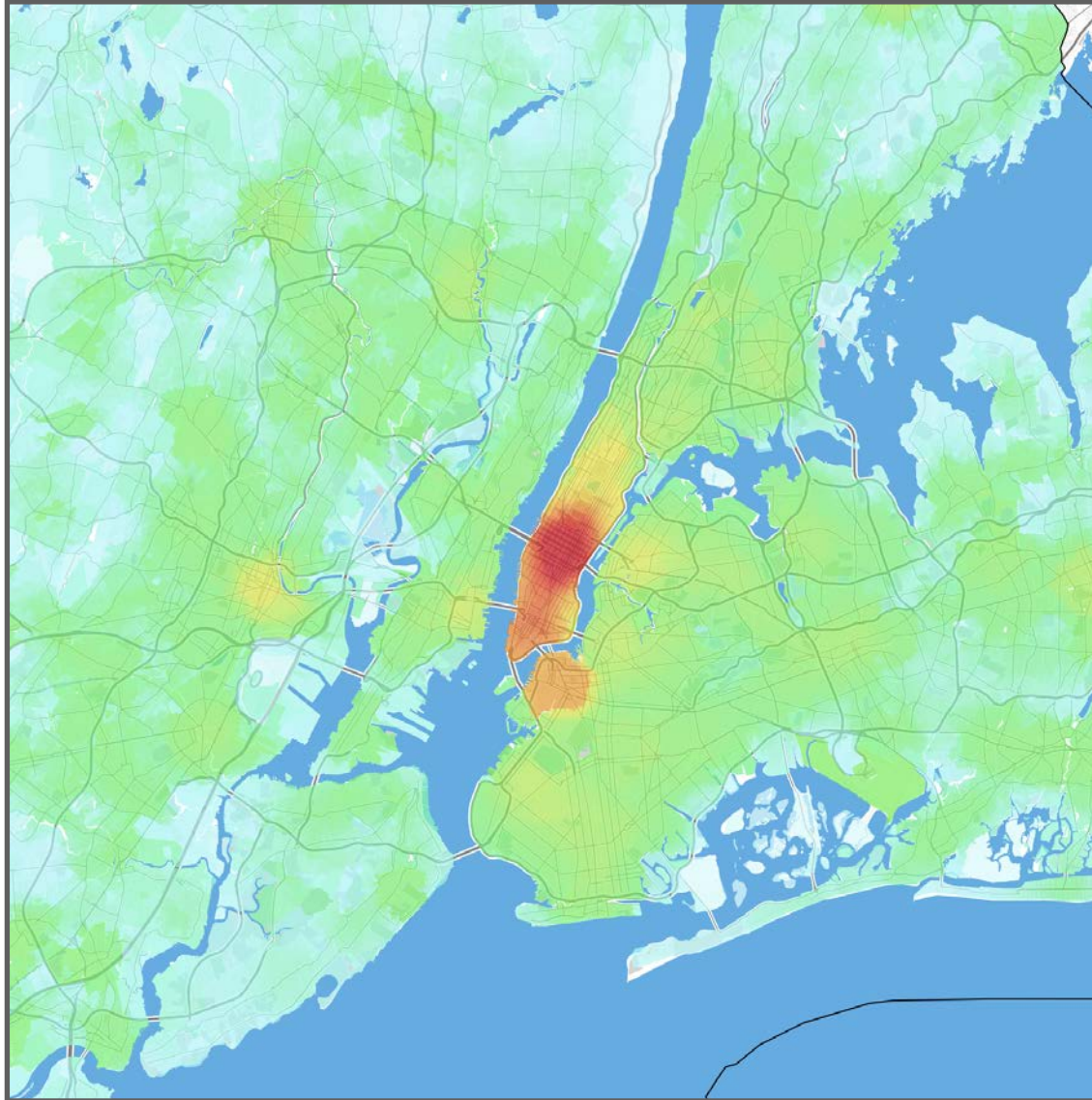
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

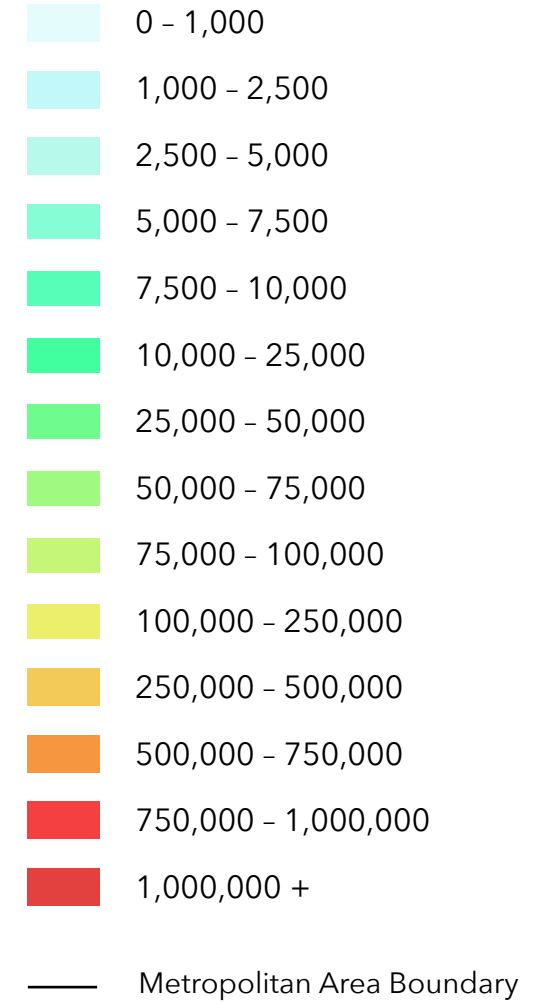


New York

New York-Northern New Jersey-Long Island, NY-NJ-PA



Jobs within 30 minutes by walking



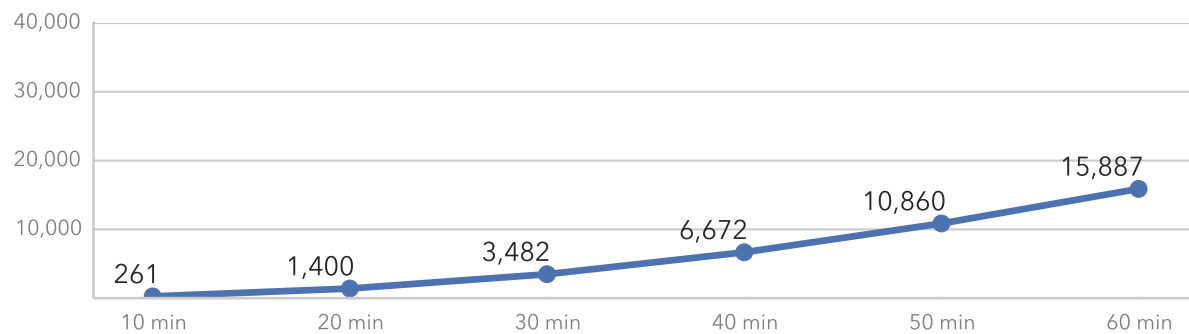
Oklahoma City

Oklahoma City, OK

Rank by Weighted Walking Accessibility	39
Rank by Total Employment	47
Total Jobs	560,957
Average Job Density (per km ²)	39
Total Workers	524,741
Average Worker Density (per km ²)	37

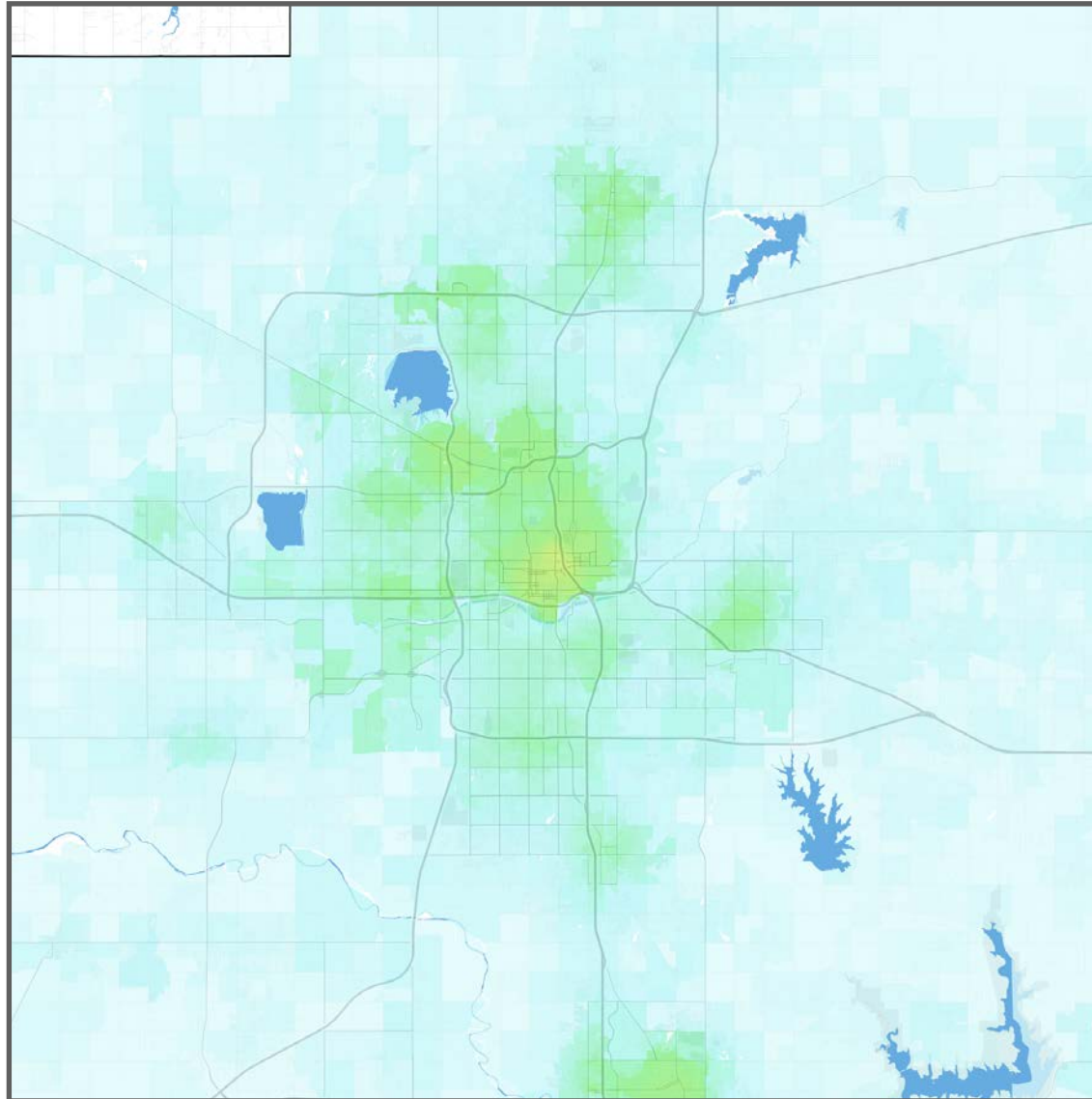
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

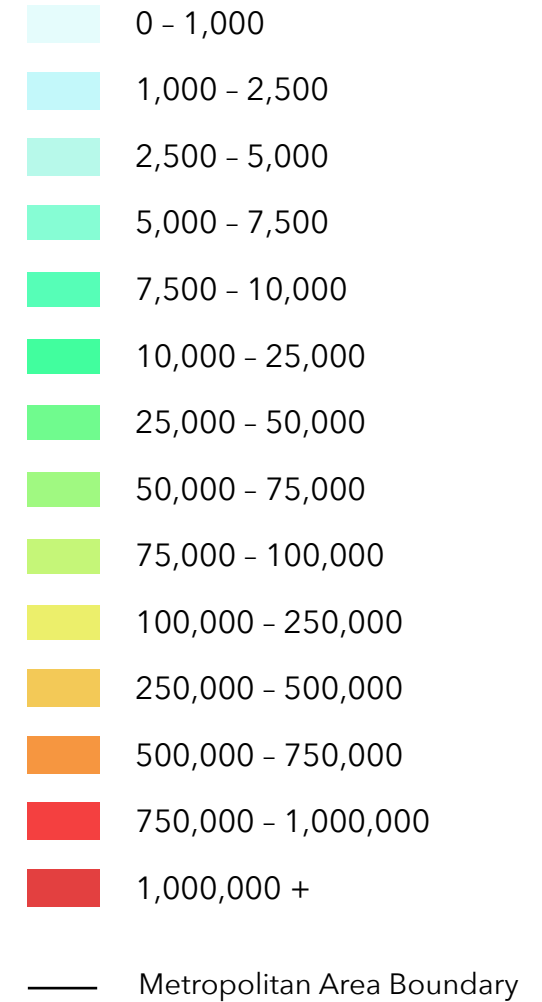


Oklahoma City

Oklahoma City, OK



Jobs within 30 minutes by walking



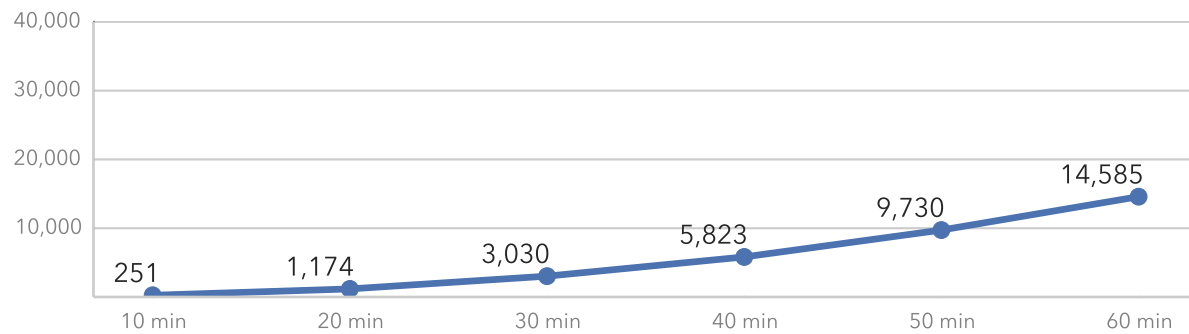
Orlando

Orlando-Kissimmee-Sanford, FL

Rank by Weighted Walking Accessibility	45
Rank by Total Employment	23
Total Jobs	1,024,046
Average Job Density (per km ²)	114
Total Workers	930,605
Average Worker Density (per km ²)	103

Job and worker totals are based on LEHD estimates and may not match other sources.

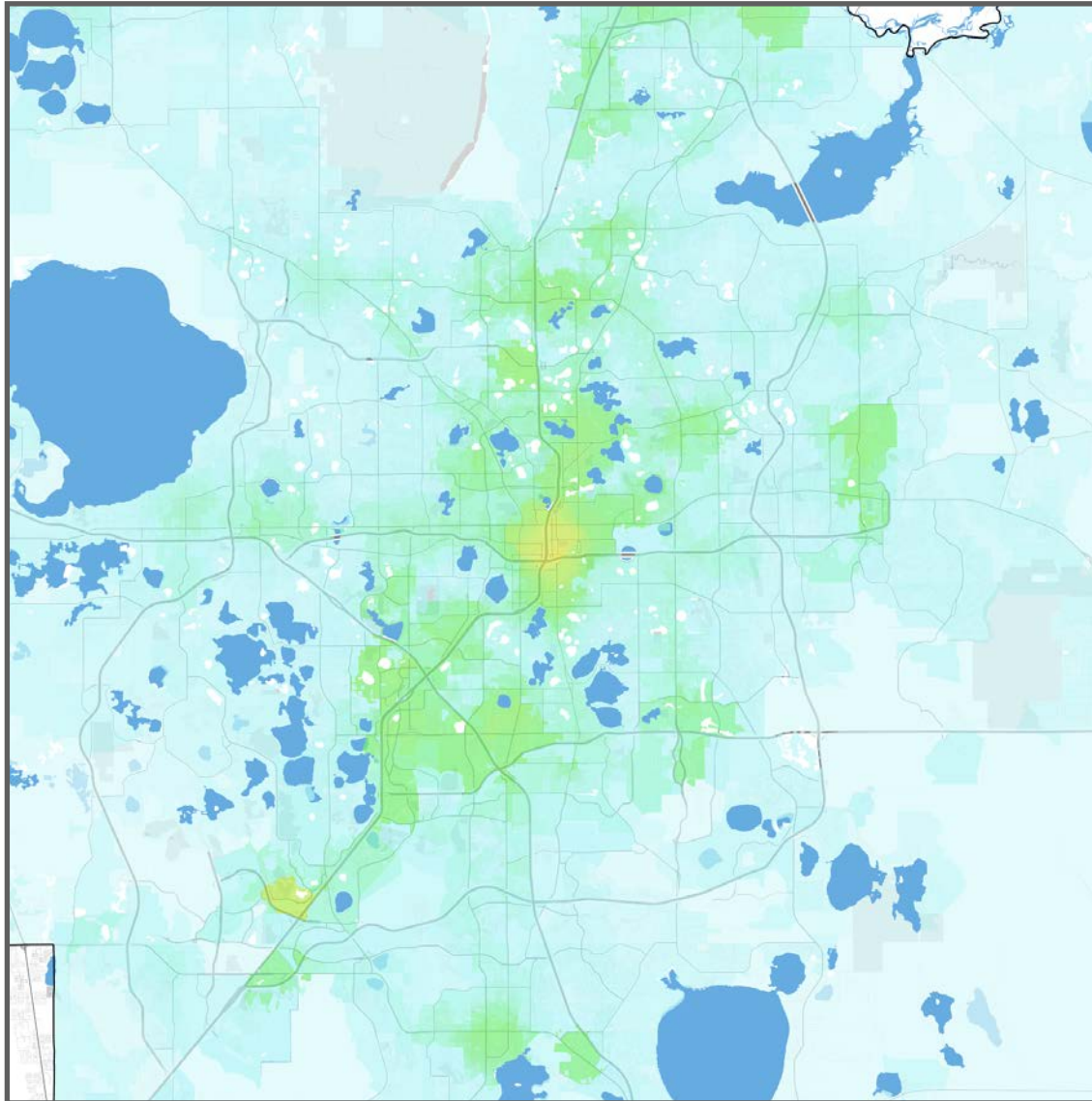
Job Accessibility by Travel Time Threshold



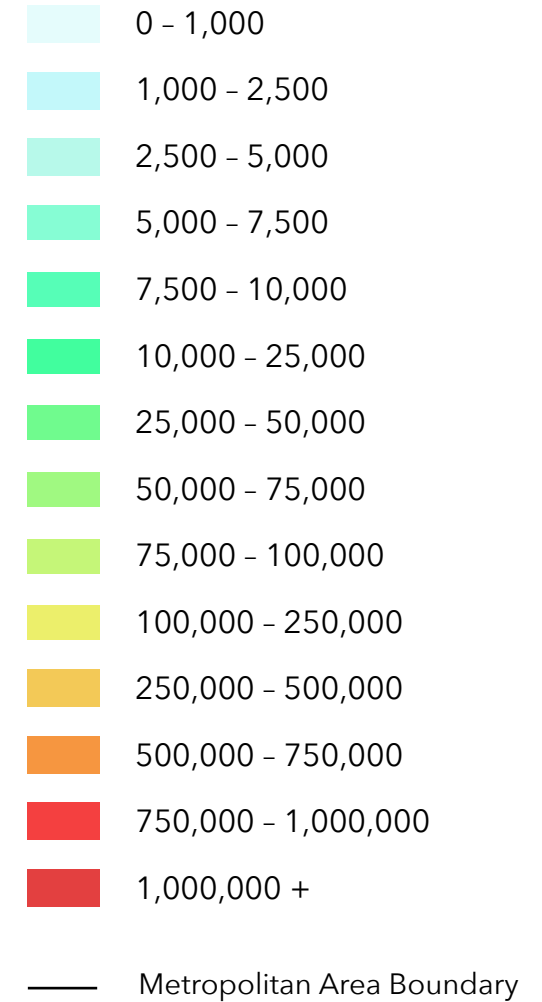
Orlando

Orlando-Kissimmee-Sanford, FL

75



Jobs within 30 minutes by walking



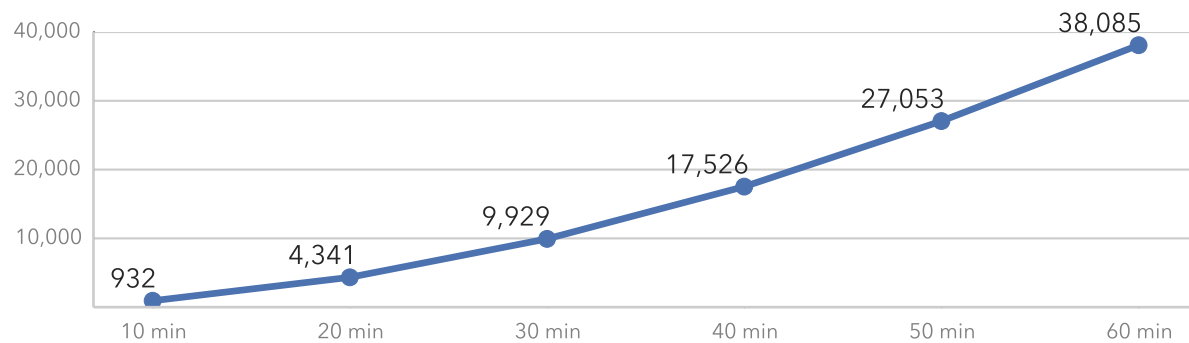
Philadelphia

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

Rank by Weighted Walking Accessibility	8
Rank by Total Employment	6
Total Jobs	2,681,835
Average Job Density (per km ²)	225
Total Workers	2,690,018
Average Worker Density (per km ²)	226

Job and worker totals are based on LEHD estimates and may not match other sources.

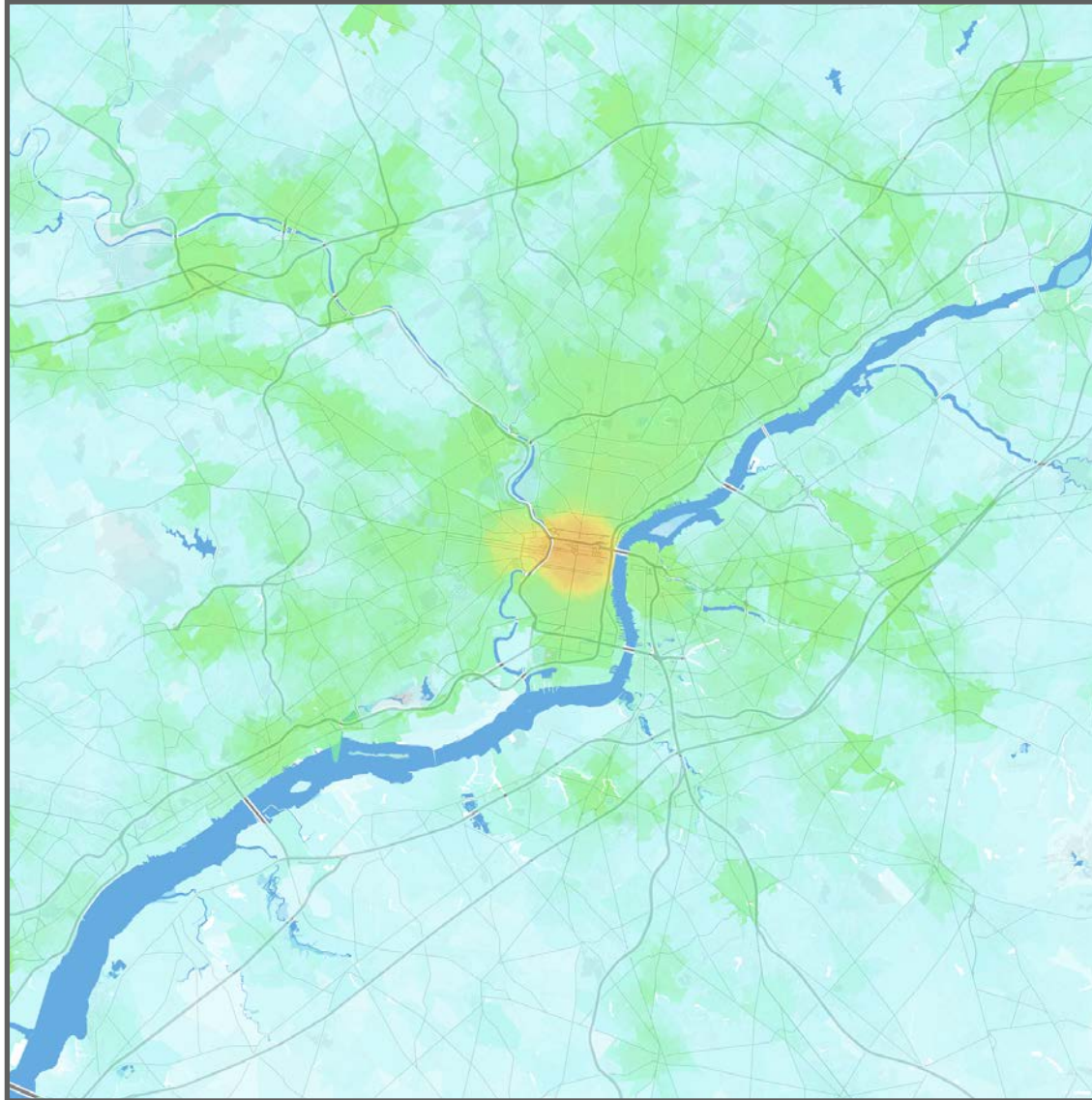
Job Accessibility by Travel Time Threshold



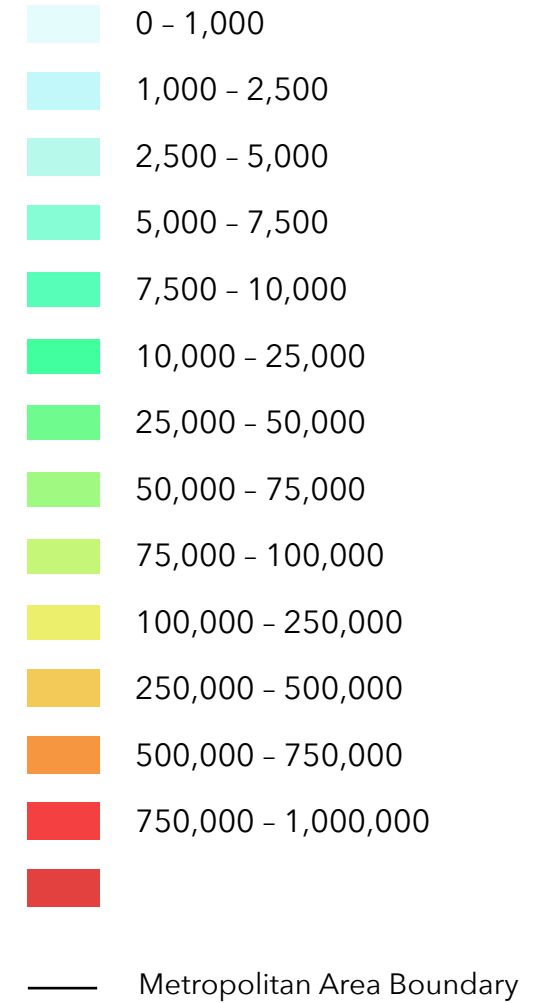
Philadelphia

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

77



Jobs within 30 minutes by walking



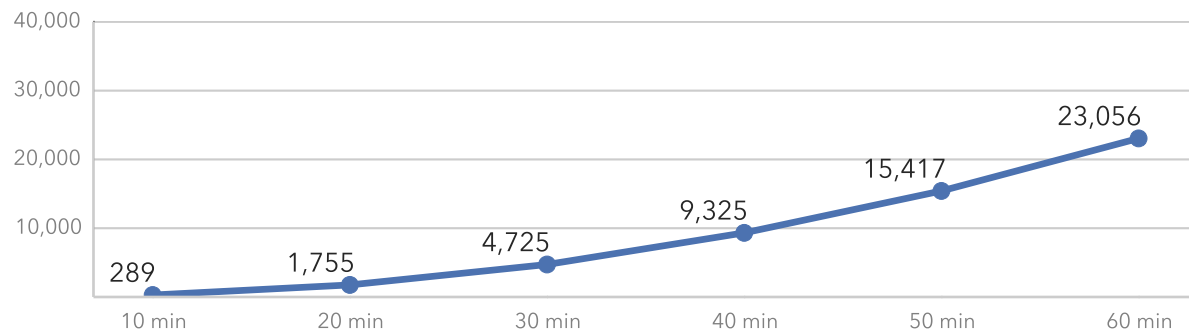
Phoenix

Phoenix-Mesa-Glendale, AZ

Rank by Weighted Walking Accessibility	27
Rank by Total Employment	13
Total Jobs	1,708,003
Average Job Density (per km ²)	45
Total Workers	1,652,995
Average Worker Density (per km ²)	44

Job and worker totals are based on LEHD estimates and may not match other sources.

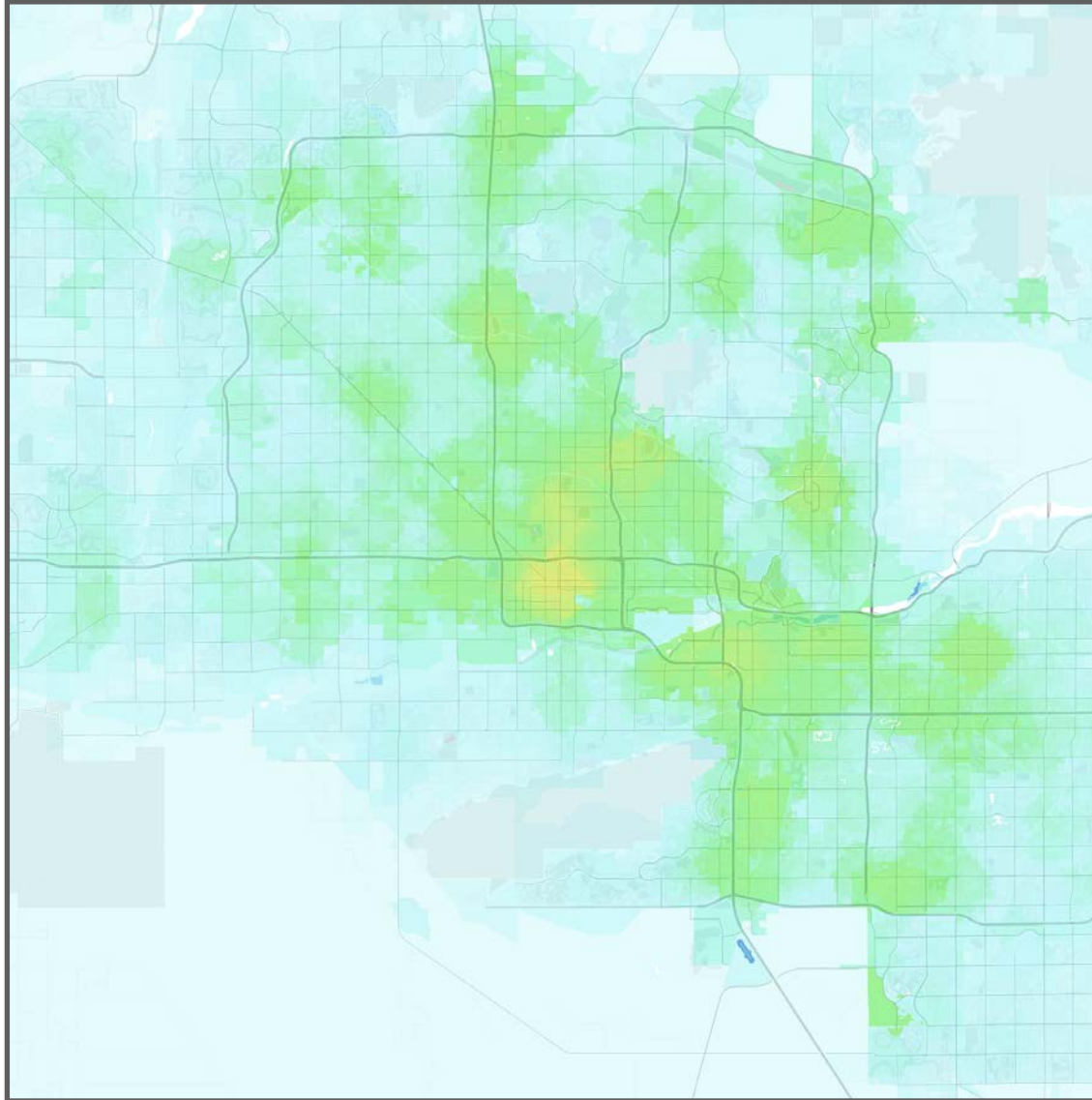
Job Accessibility by Travel Time Threshold



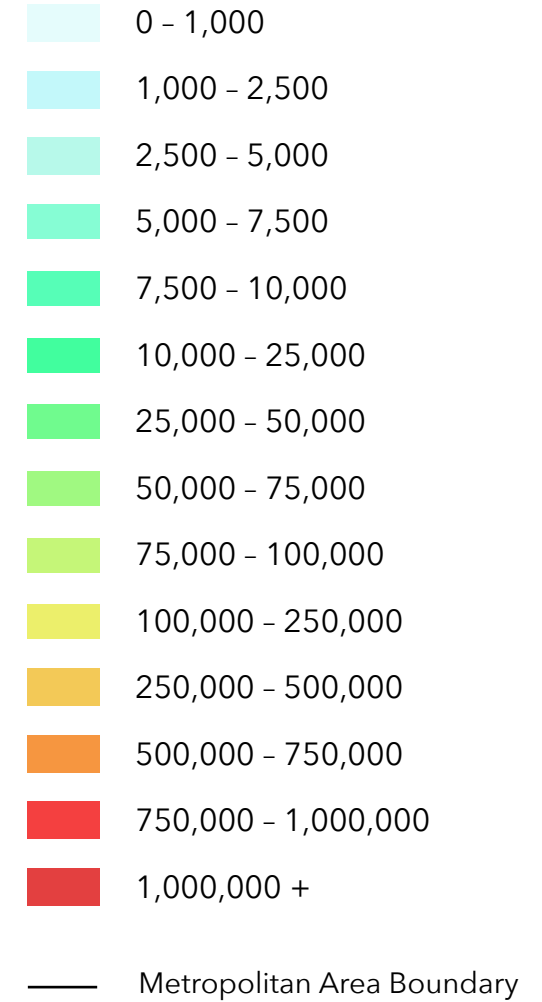
Phoenix

Phoenix-Mesa-Glendale, AZ

79



Jobs within 30 minutes by walking



Pittsburgh

Pittsburgh, PA

Rank by Weighted Walking Accessibility **29**

Rank by Total Employment **22**

Total Jobs **1,110,788**

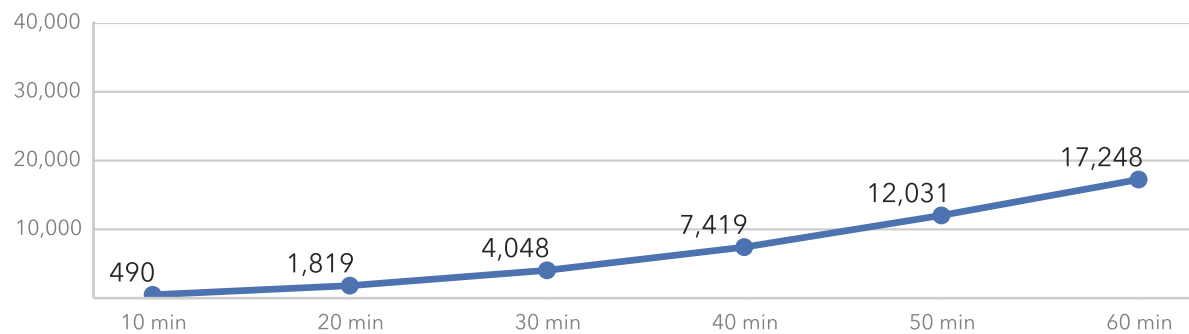
Average Job Density (per km²) **81**

Total Workers **1,083,900**

Average Worker Density (per km²) **79**

Job and worker totals are based on LEHD estimates and may not match other sources.

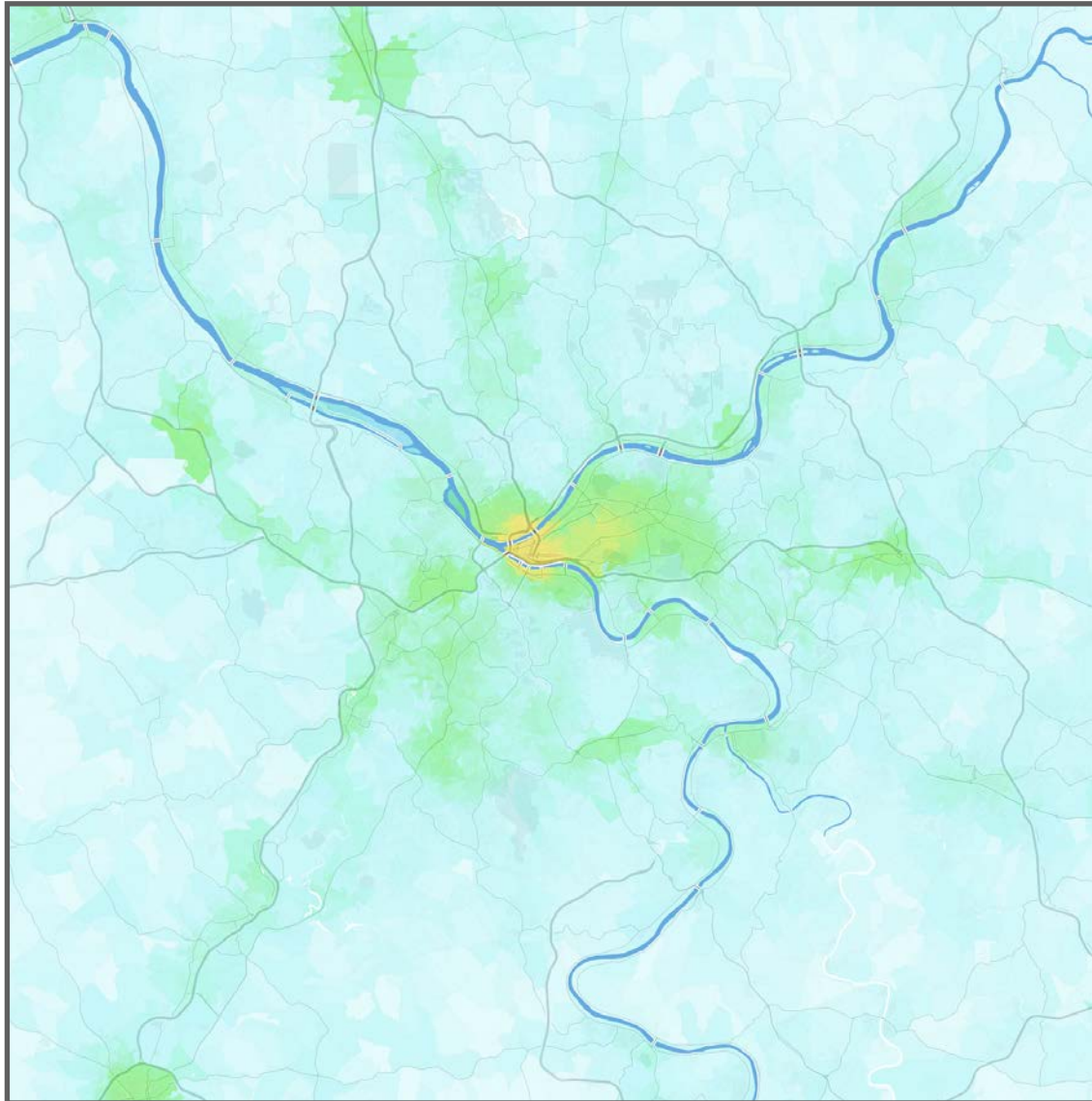
Job Accessibility by Travel Time Threshold



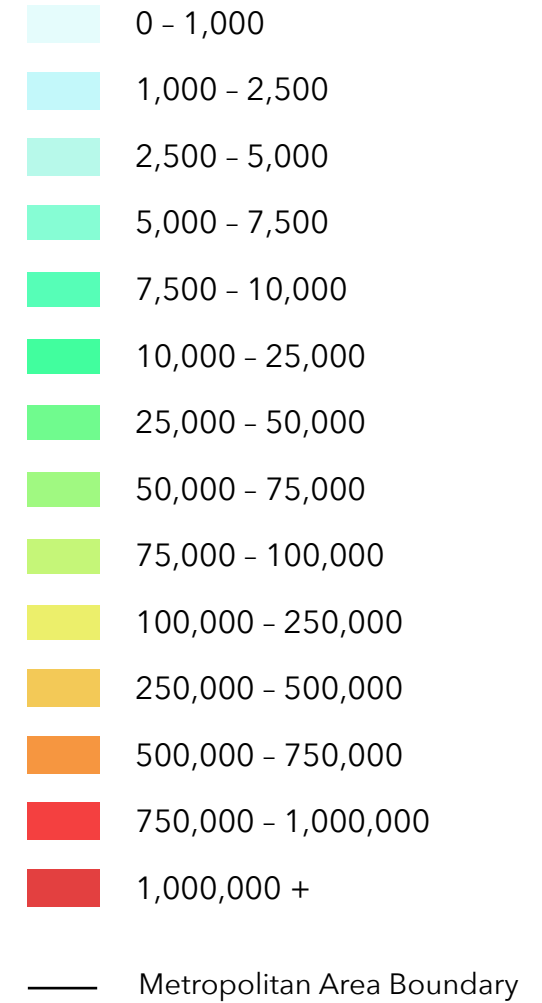
Pittsburgh

Pittsburgh, PA

81



Jobs within 30 minutes by walking



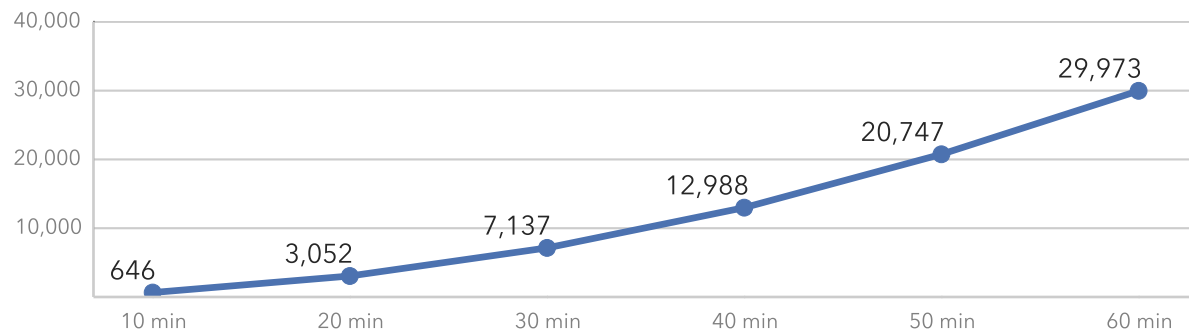
Portland

Portland-Vancouver-Hillsboro, OR-WA

Rank by Weighted Walking Accessibility	12
Rank by Total Employment	24
Total Jobs	1,004,182
Average Job Density (per km ²)	58
Total Workers	982,307
Average Worker Density (per km ²)	57

Job and worker totals are based on LEHD estimates and may not match other sources.

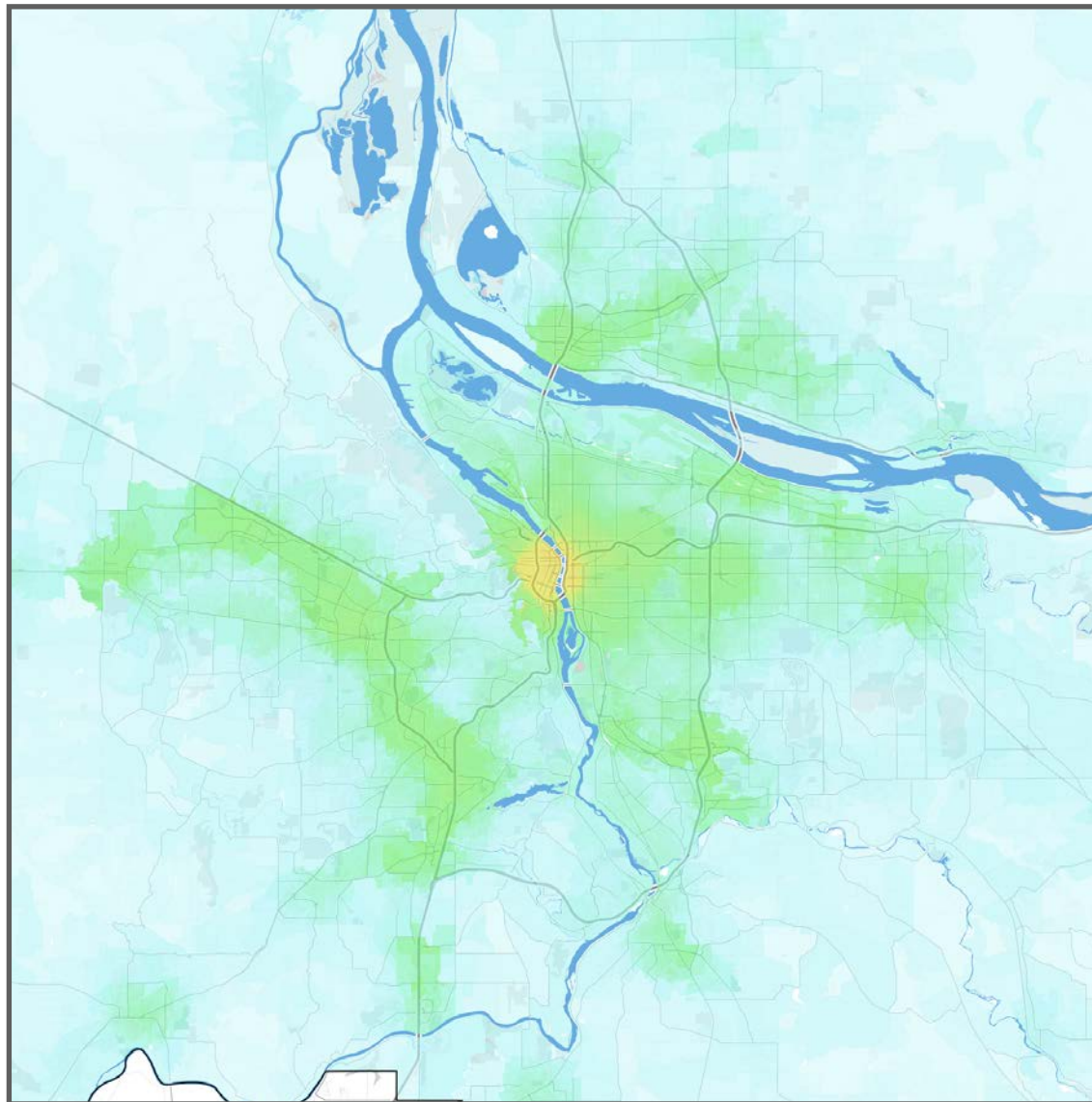
Job Accessibility by Travel Time Threshold



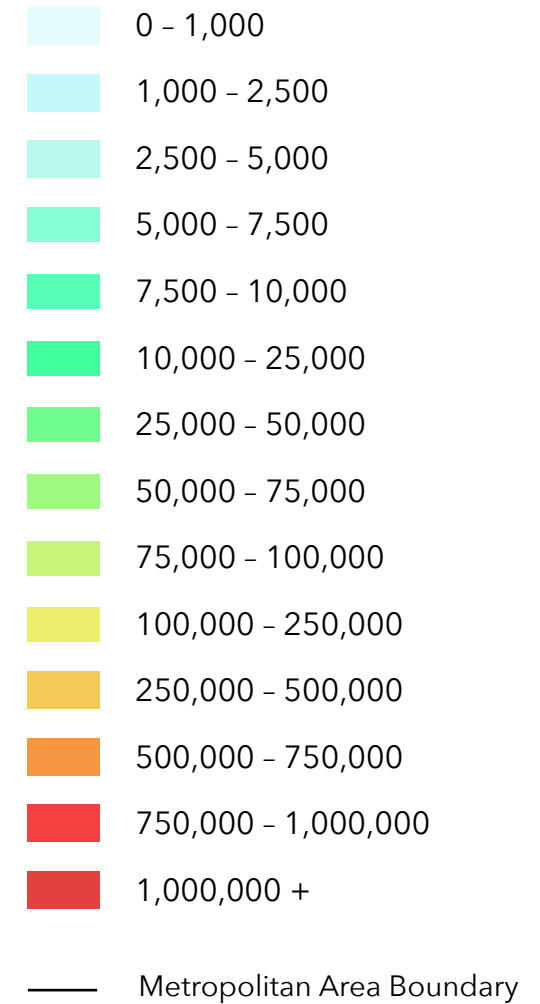
Portland

Portland-Vancouver-Hillsboro, OR-WA

83



Jobs within 30 minutes by walking



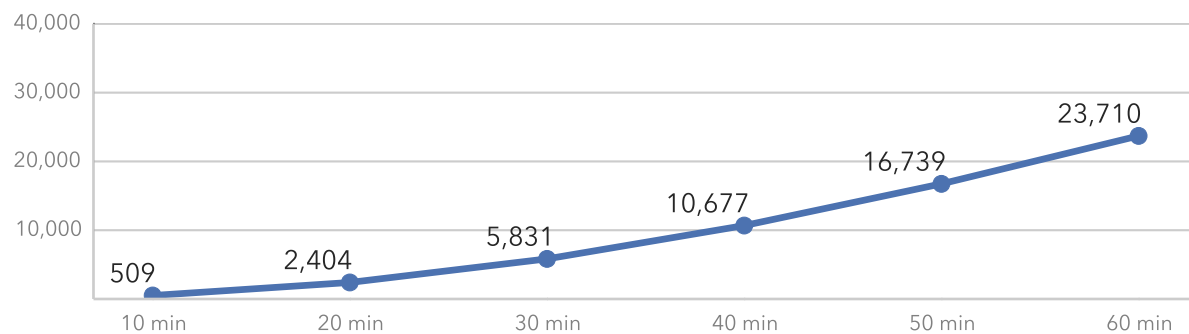
Providence

Providence-New Bedford-Fall River, RI-MA

Rank by Weighted Walking Accessibility	20
Rank by Total Employment	39
Total Jobs	652,831
Average Job Density (per km ²)	159
Total Workers	828,037
Average Worker Density (per km ²)	201

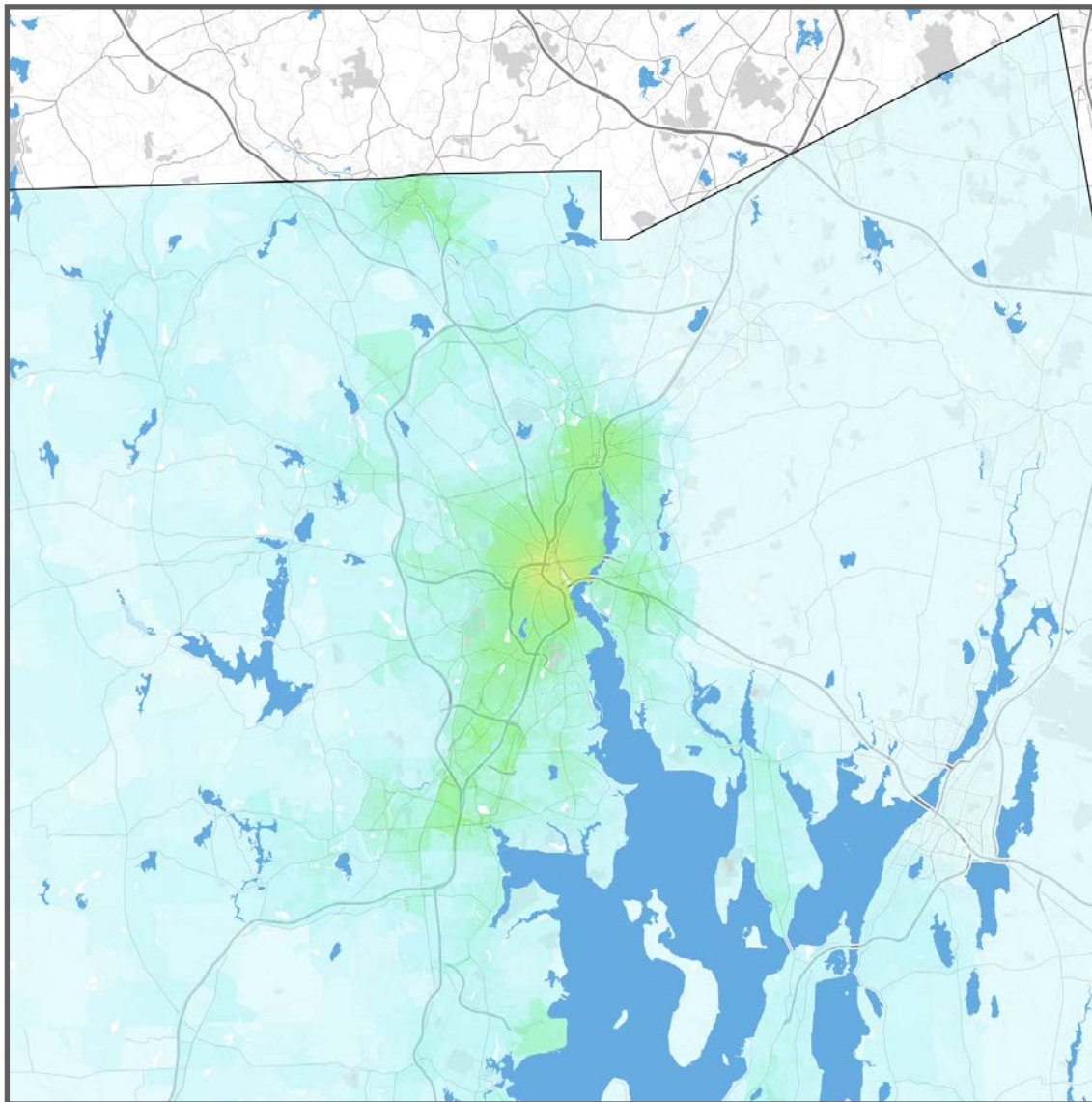
Job and worker totals are based on LEHD estimates and may not match other sources.

Job Accessibility by Travel Time Threshold

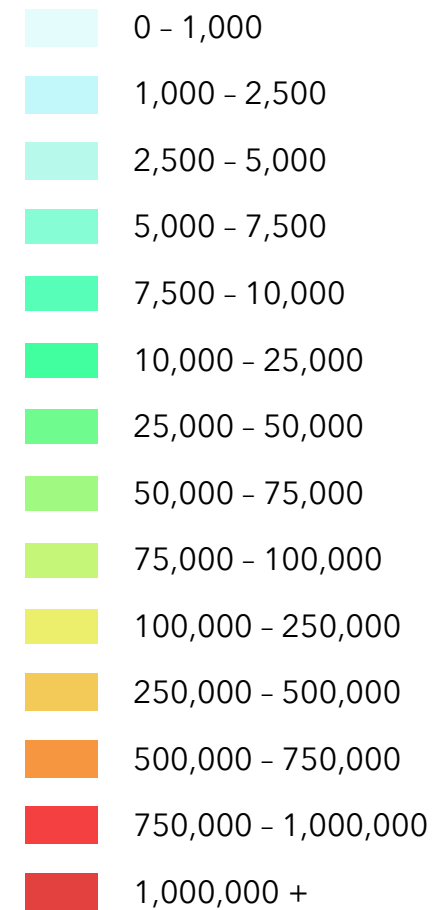


Providence

Providence-New Bedford-Fall River, RI-MA



Jobs within 30 minutes by walking



— Metropolitan Area Boundary

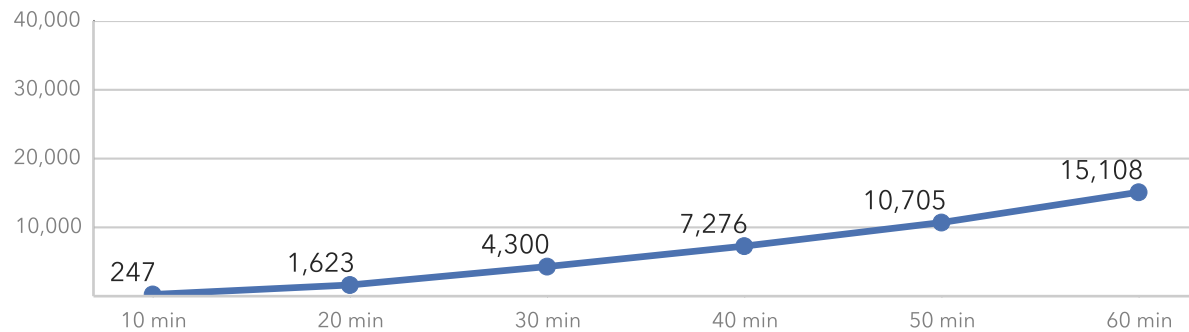
Raleigh

Raleigh-Cary, NC

Rank by Weighted Walking Accessibility	34
Rank by Total Employment	45
Total Jobs	574,859
Average Job Density (per km ²)	105
Total Workers	520,476
Average Worker Density (per km ²)	95

Job and worker totals are based on LEHD estimates and may not match other sources.

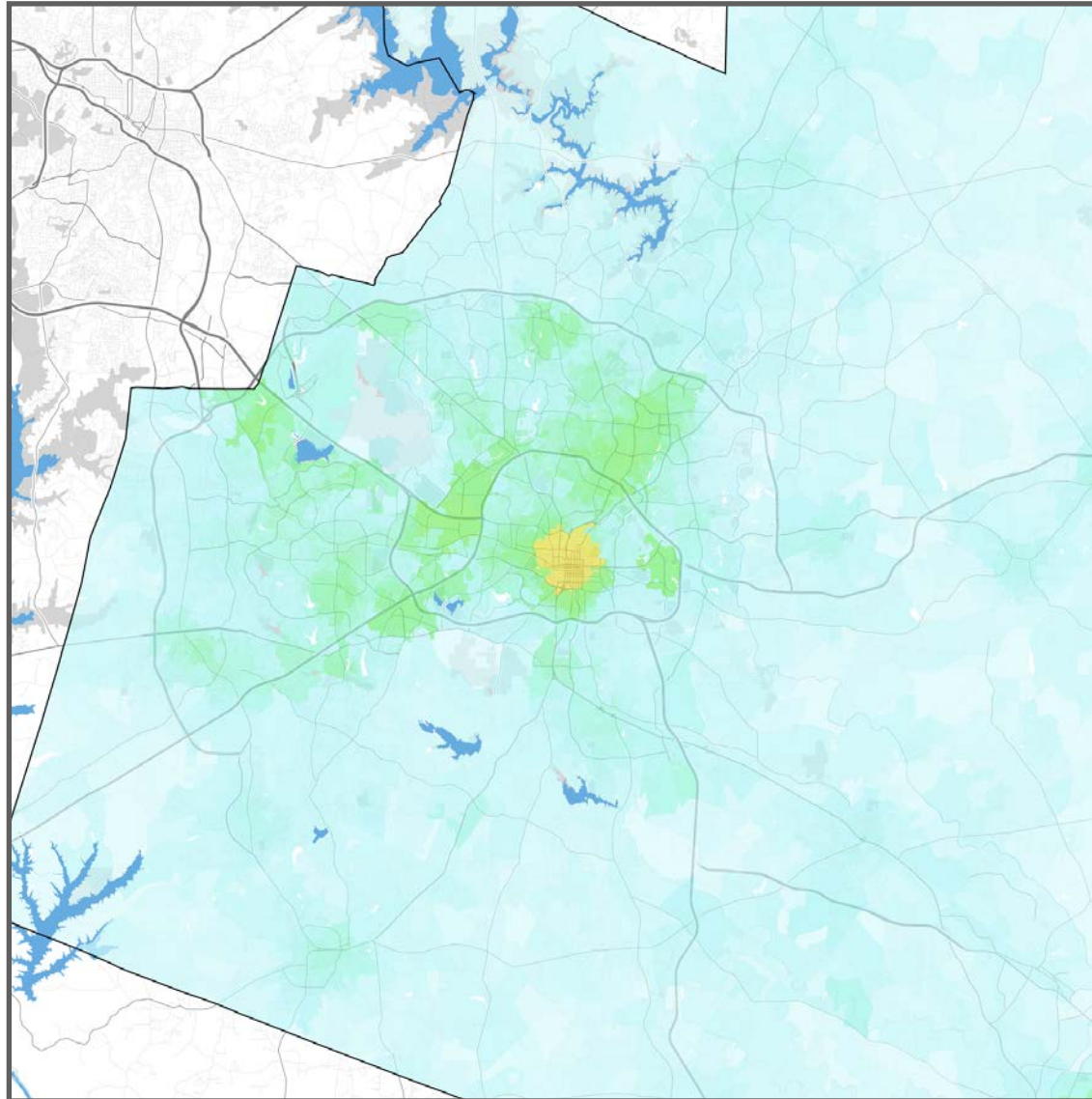
Job Accessibility by Travel Time Threshold



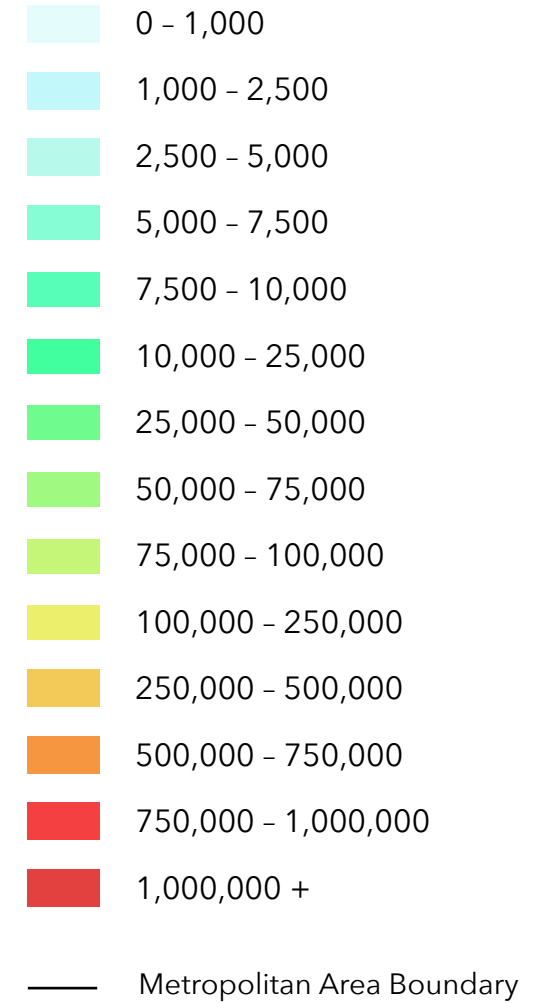
Raleigh

Raleigh-Cary, NC

87



Jobs within 30 minutes by walking



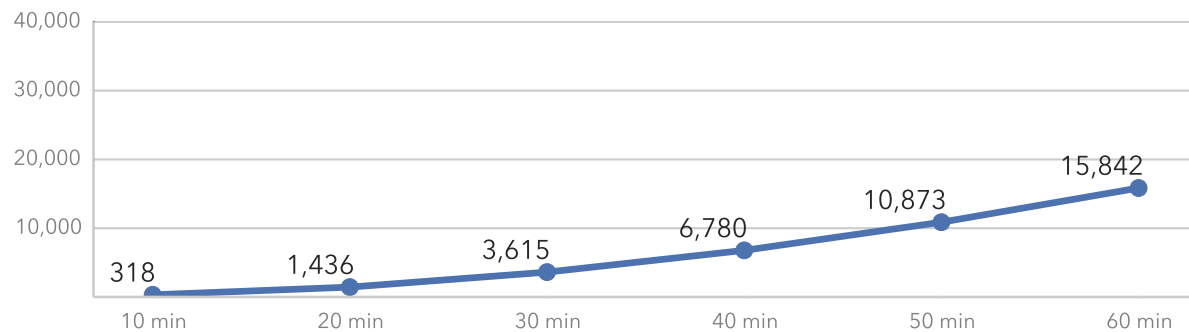
Richmond

Richmond, VA

Rank by Weighted Walking Accessibility	37
Rank by Total Employment	43
Total Jobs	588,393
Average Job Density (per km ²)	40
Total Workers	567,115
Average Worker Density (per km ²)	39

Job and worker totals are based on LEHD estimates and may not match other sources.

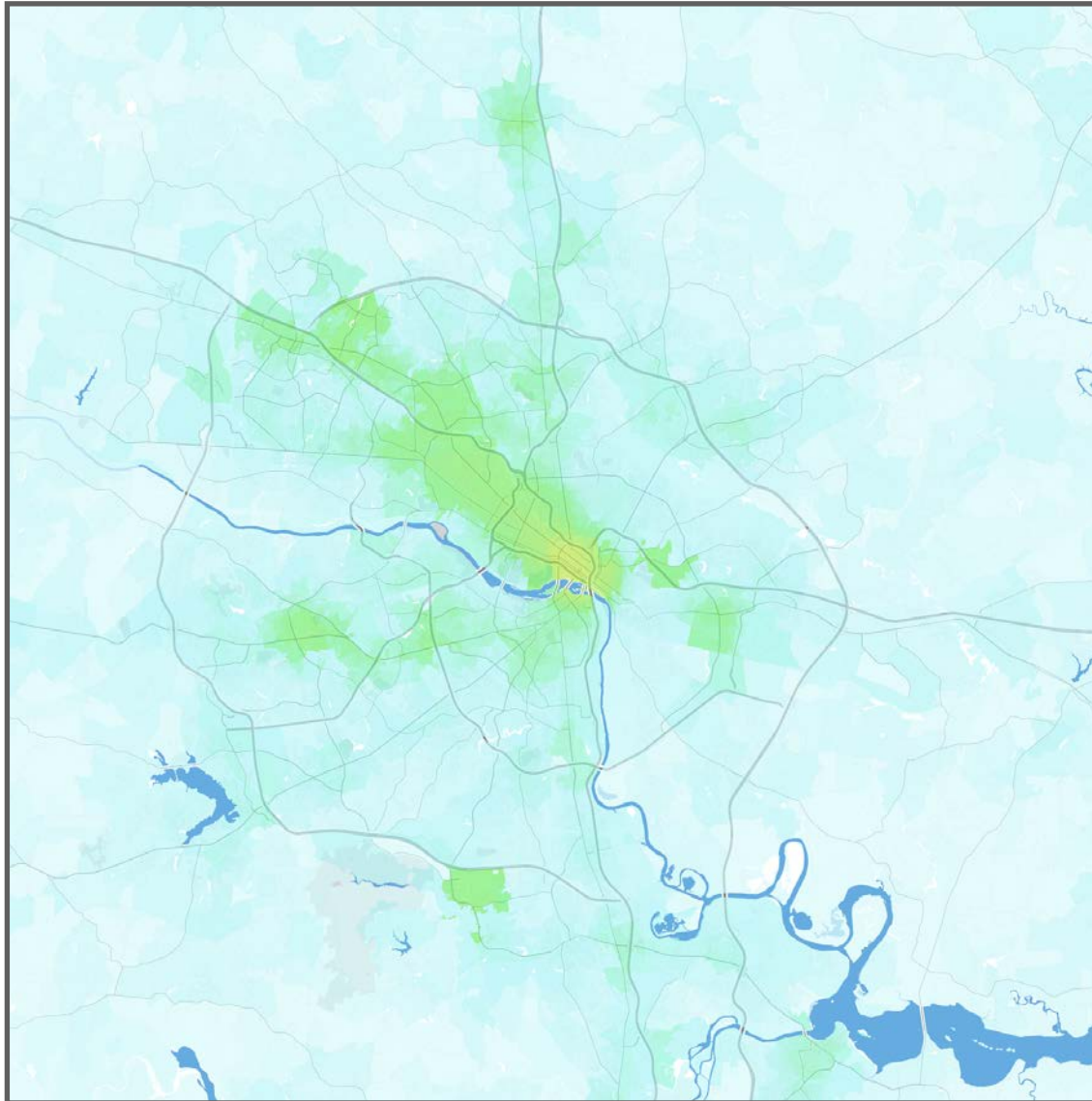
Job Accessibility by Travel Time Threshold



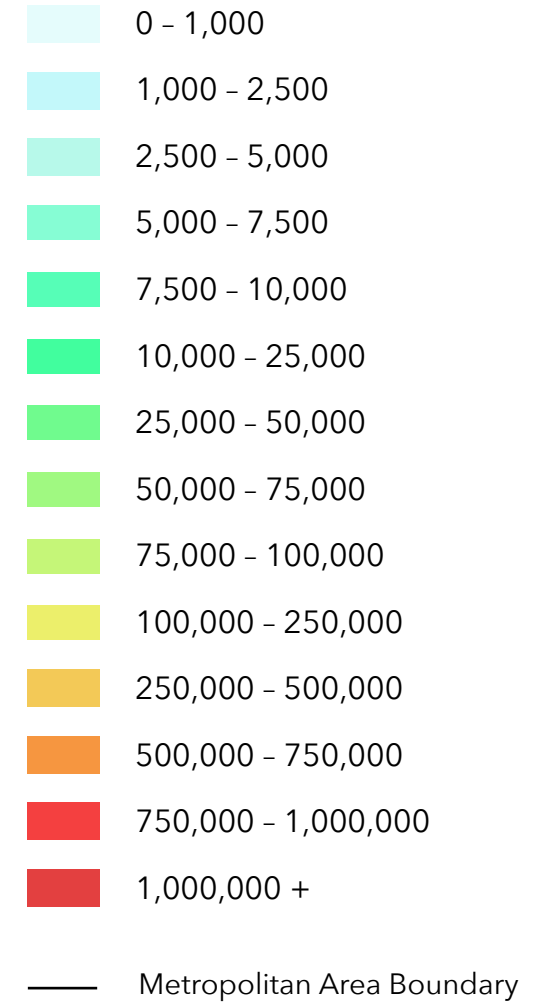
Richmond

Richmond, VA

68



Jobs within 30 minutes by walking



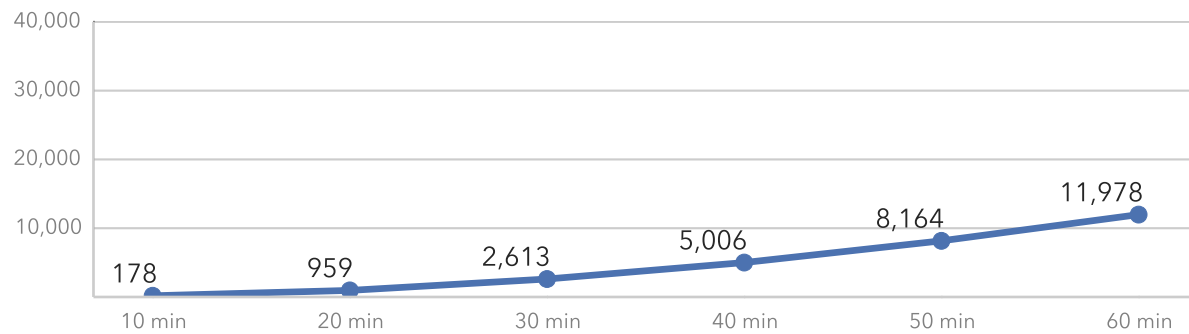
Riverside

Riverside-San Bernardino-Ontario, CA

Rank by Weighted Walking Accessibility	48
Rank by Total Employment	20
Total Jobs	1,198,157
Average Job Density (per km ²)	17
Total Workers	1,470,777
Average Worker Density (per km ²)	21

Job and worker totals are based on LEHD estimates and may not match other sources.

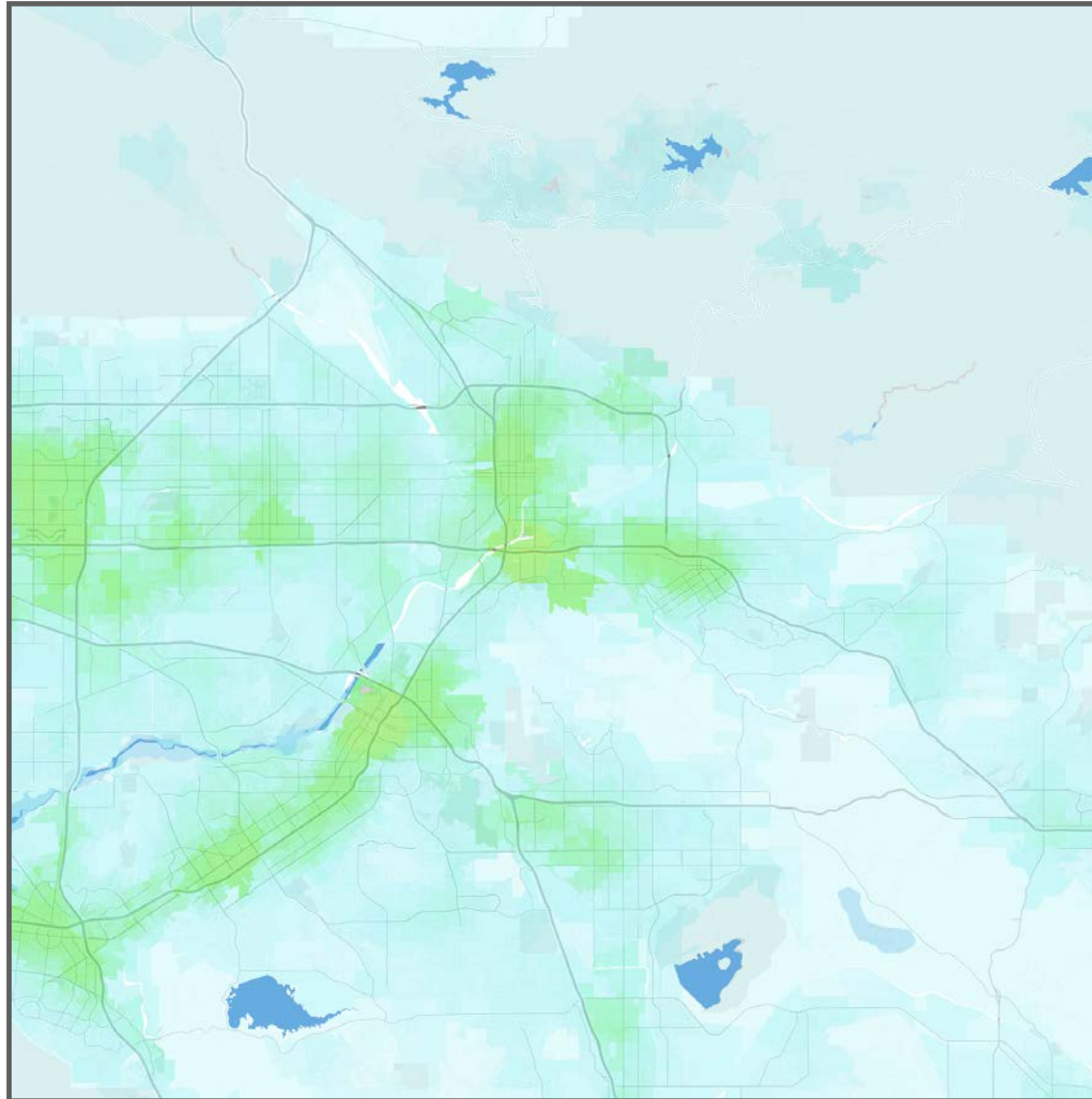
Job Accessibility by Travel Time Threshold



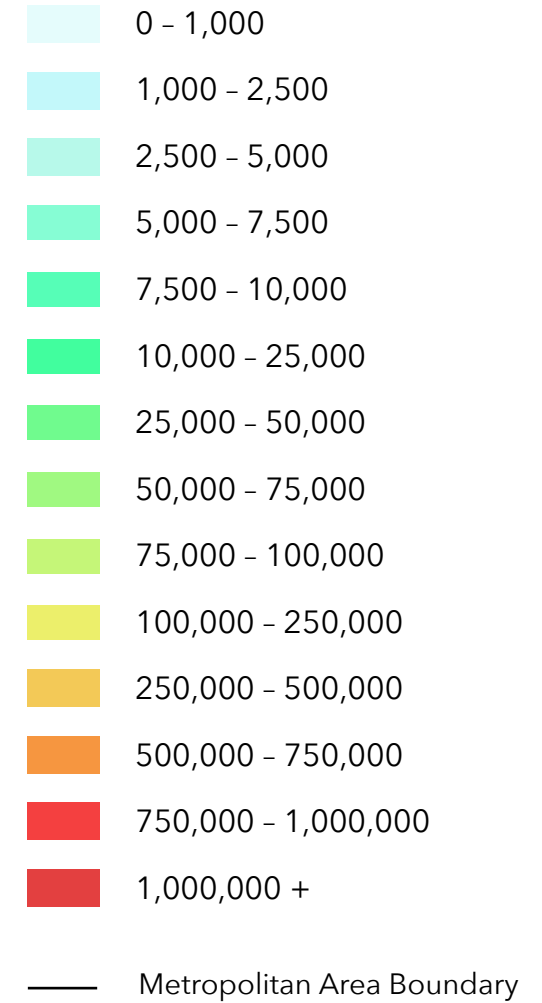
Riverside

Riverside-San Bernardino-Ontario, CA

16



Jobs within 30 minutes by walking



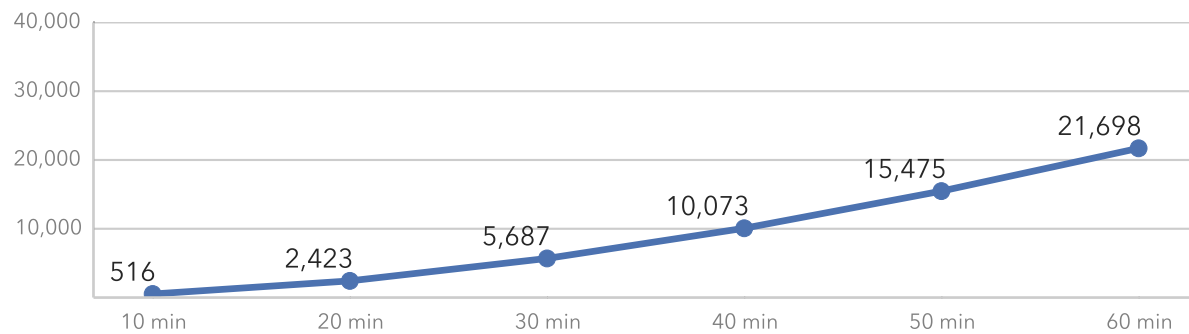
Sacramento

Sacramento-Arden-Arcade-Roseville, CA

Rank by Weighted Walking Accessibility	21
Rank by Total Employment	32
Total Jobs	849,840
Average Job Density (per km ²)	64
Total Workers	839,857
Average Worker Density (per km ²)	64

Job and worker totals are based on LEHD estimates and may not match other sources.

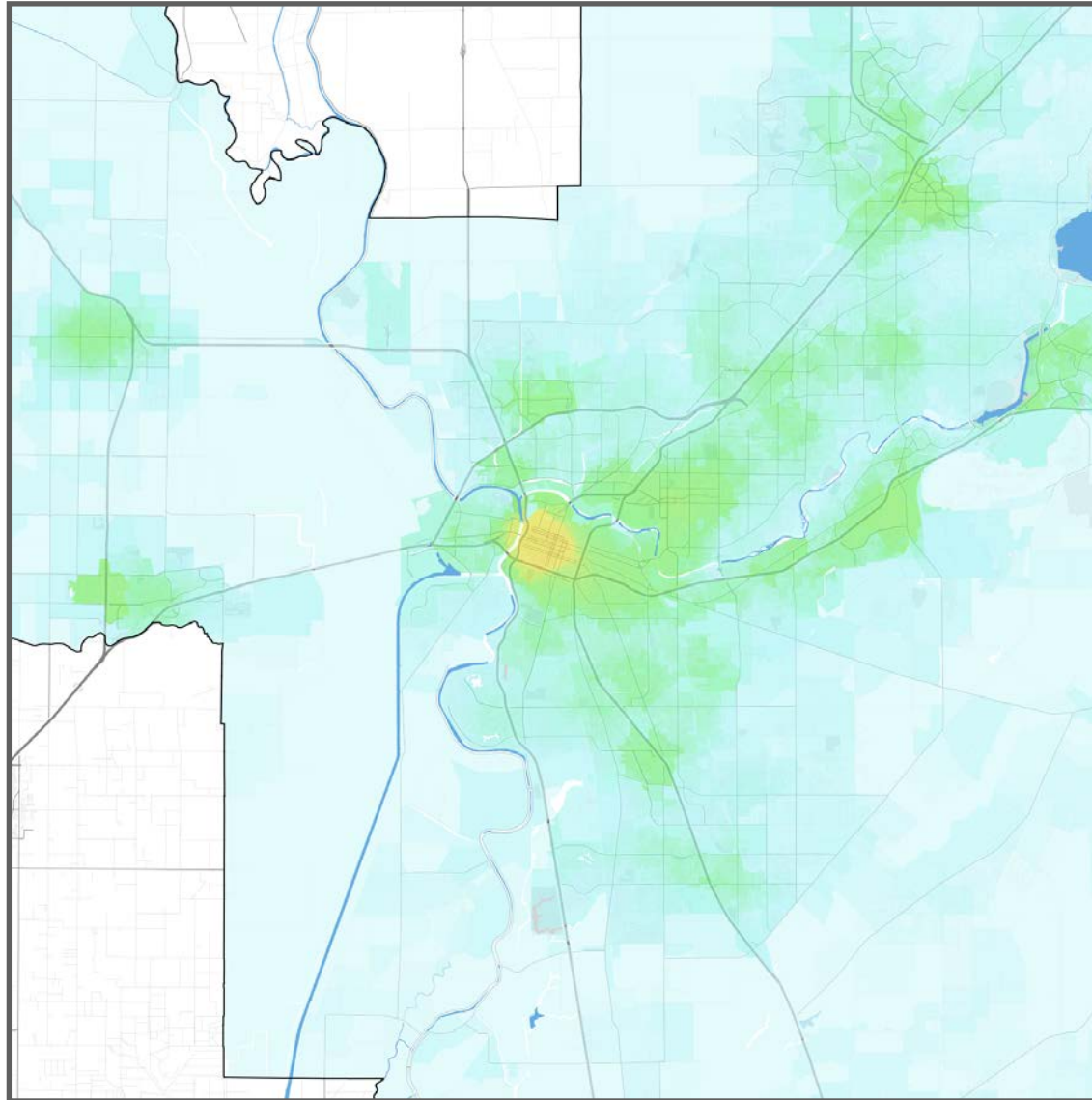
Job Accessibility by Travel Time Threshold



Sacramento

Sacramento--Arden-Arcade--Roseville, CA

93



Jobs within 30 minutes by walking



— Metropolitan Area Boundary

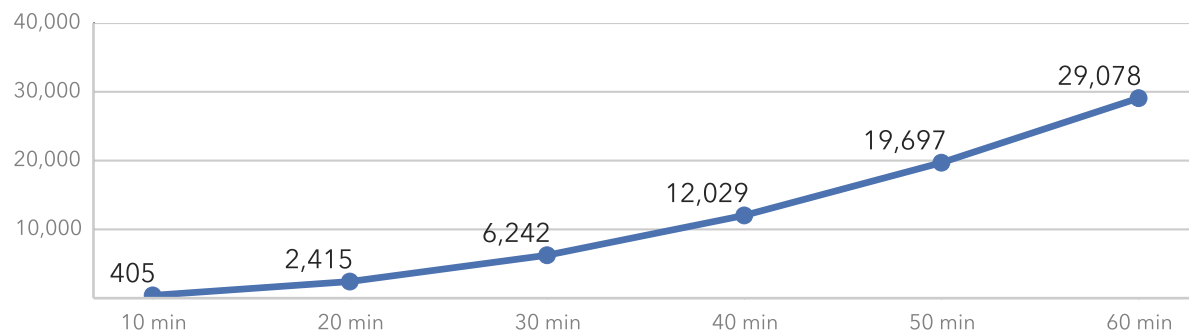
Salt Lake City

Salt Lake City, UT

Rank by Weighted Walking Accessibility	16
Rank by Total Employment	41
Total Jobs	607,239
Average Job Density (per km ²)	25
Total Workers	507,658
Average Worker Density (per km ²)	21

Job and worker totals are based on LEHD estimates and may not match other sources.

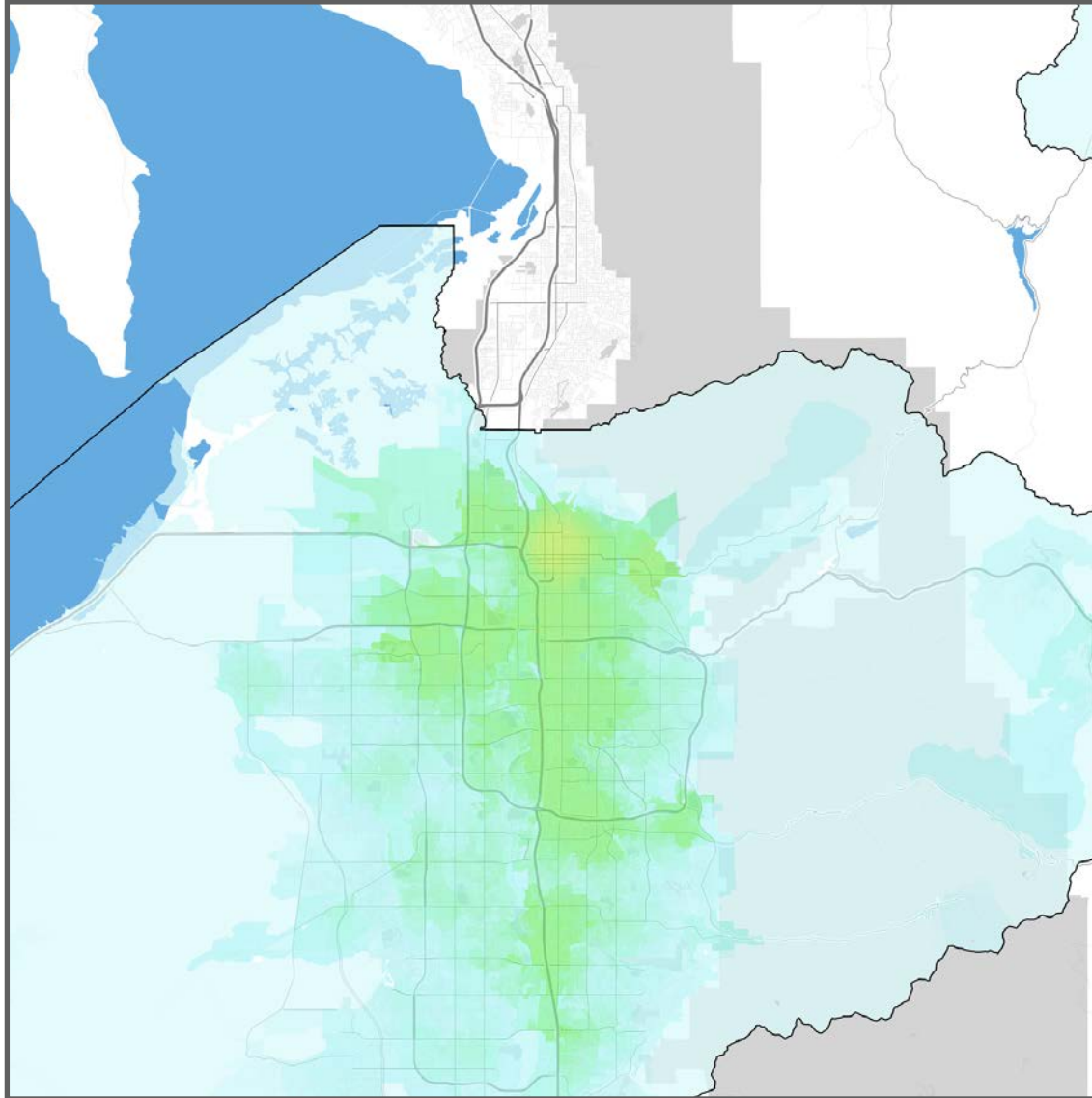
Job Accessibility by Travel Time Threshold



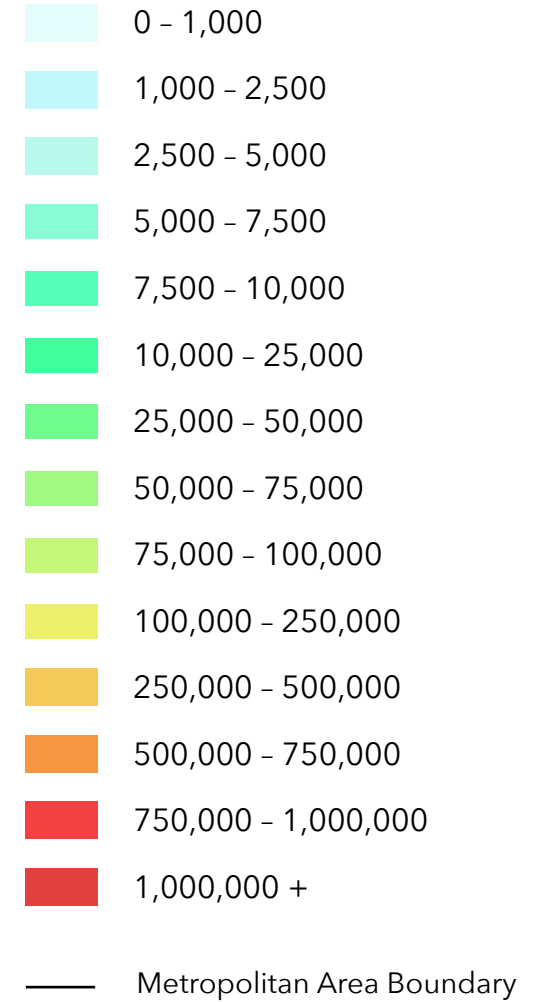
Salt Lake City

Salt Lake City, UT

95



Jobs within 30 minutes by walking



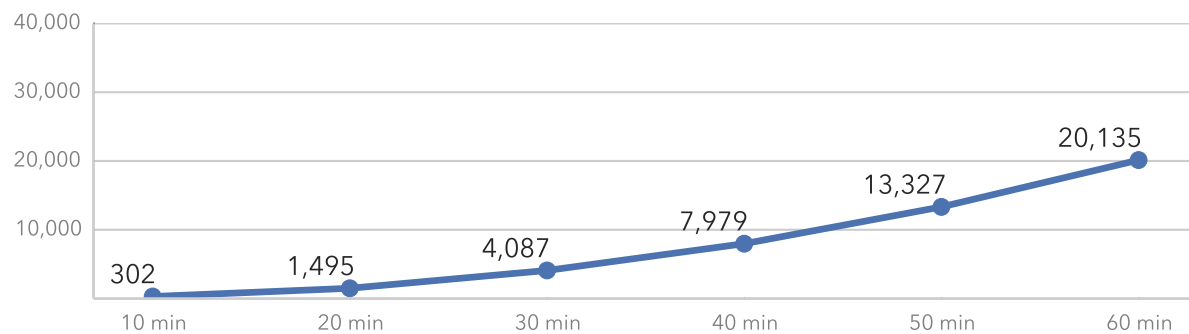
San Antonio

San Antonio-New Braunfels, TX

Rank by Weighted Walking Accessibility	30
Rank by Total Employment	34
Total Jobs	835,350
Average Job Density (per km ²)	44
Total Workers	862,085
Average Worker Density (per km ²)	46

Job and worker totals are based on LEHD estimates and may not match other sources.

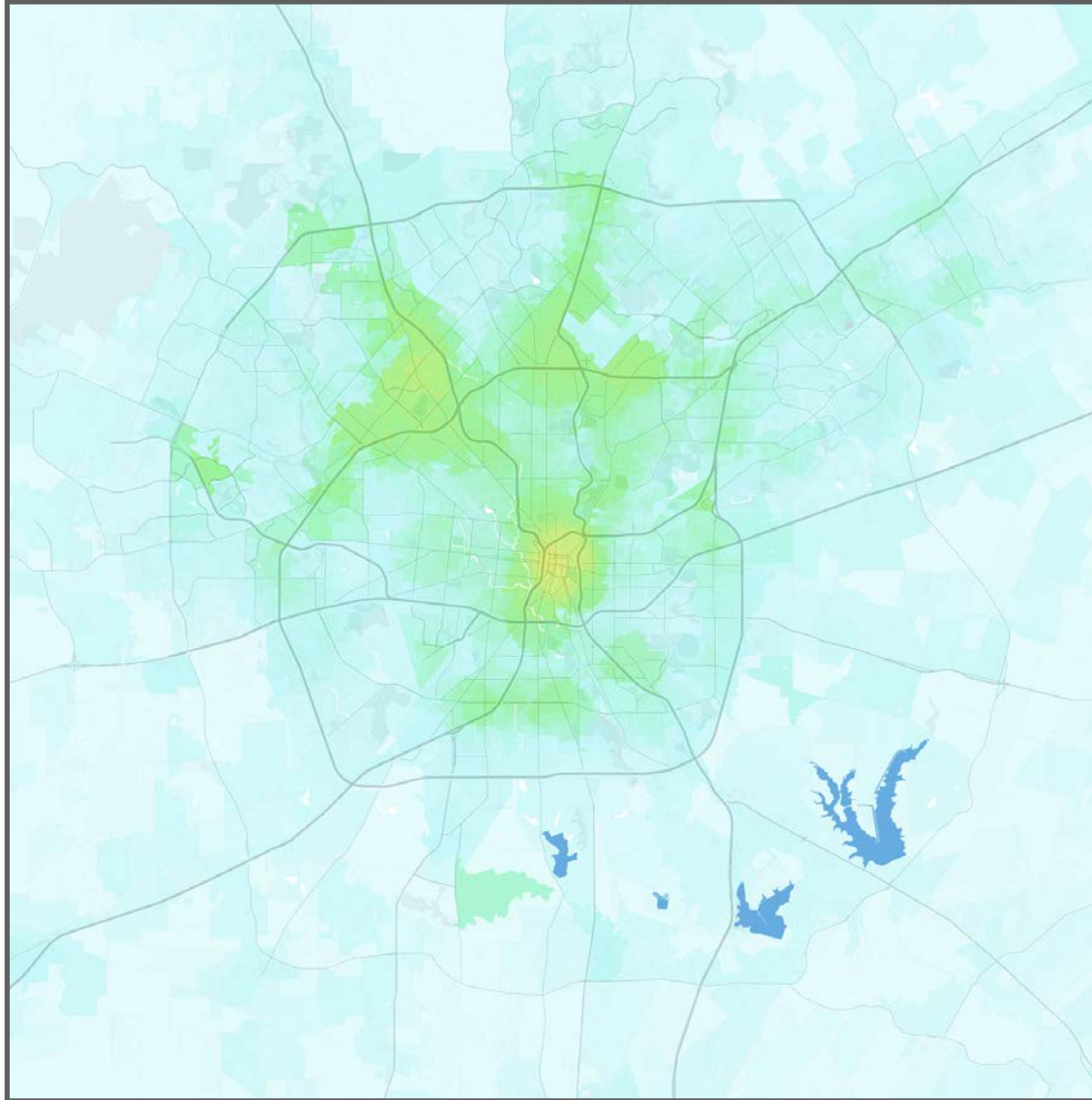
Job Accessibility by Travel Time Threshold



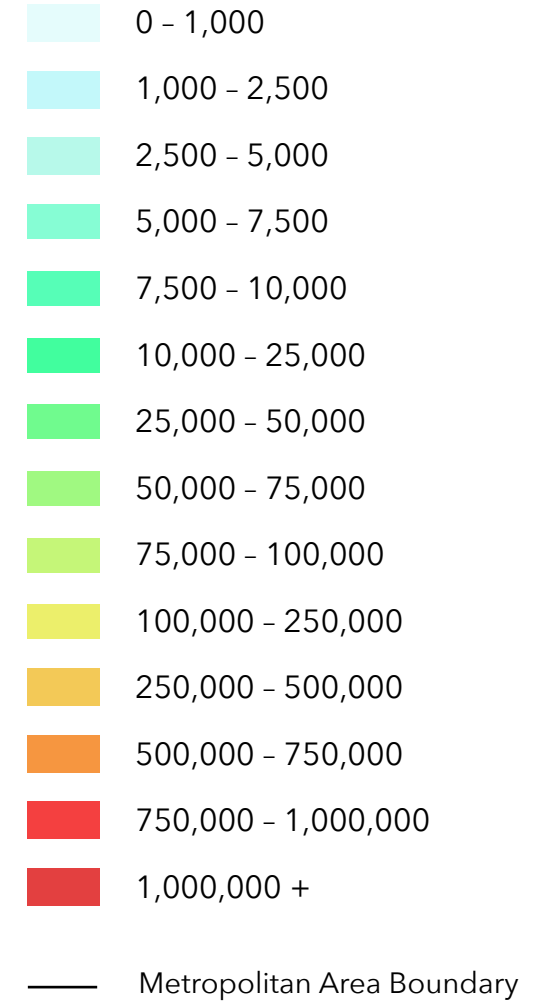
San Antonio

San Antonio-New Braunfels, TX

97



Jobs within 30 minutes by walking



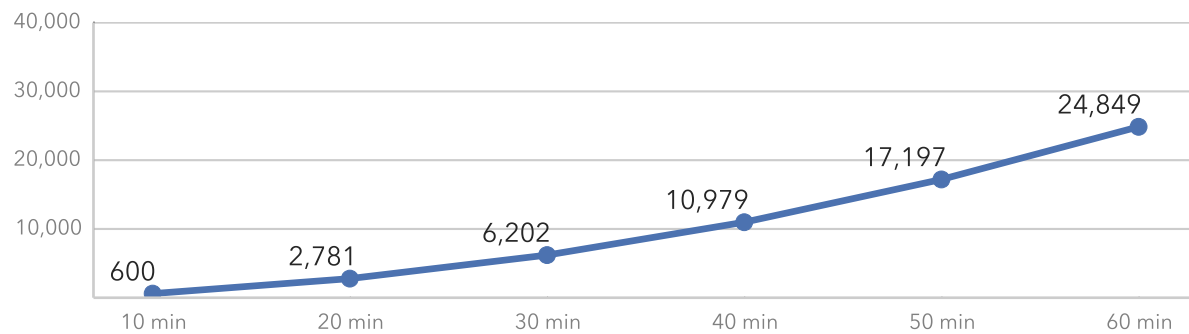
San Diego

San Diego-Carlsbad-San Marcos, CA

Rank by Weighted Walking Accessibility	15
Rank by Total Employment	17
Total Jobs	1,249,215
Average Job Density (per km ²)	115
Total Workers	1,263,188
Average Worker Density (per km ²)	116

Job and worker totals are based on LEHD estimates and may not match other sources.

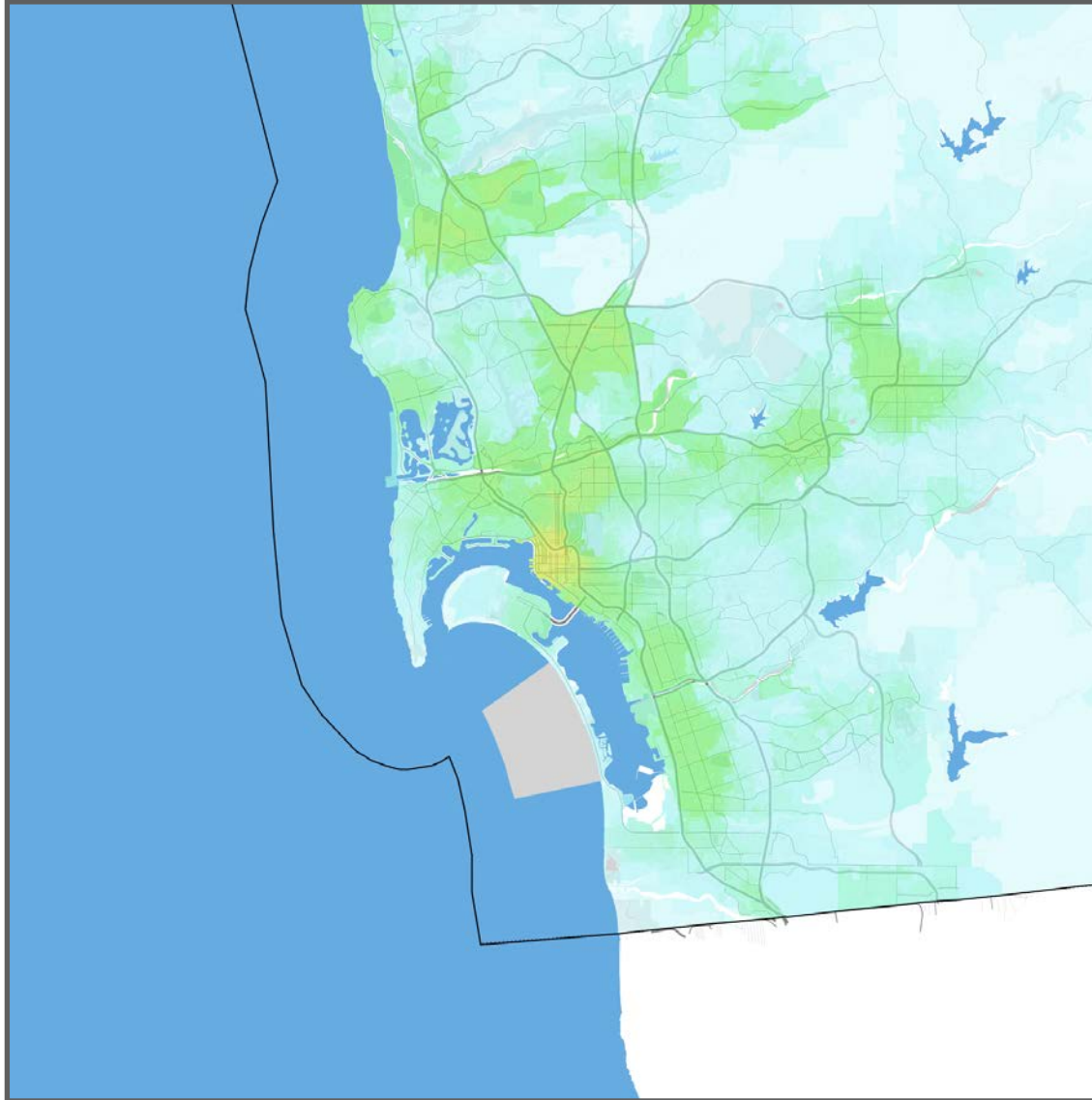
Job Accessibility by Travel Time Threshold



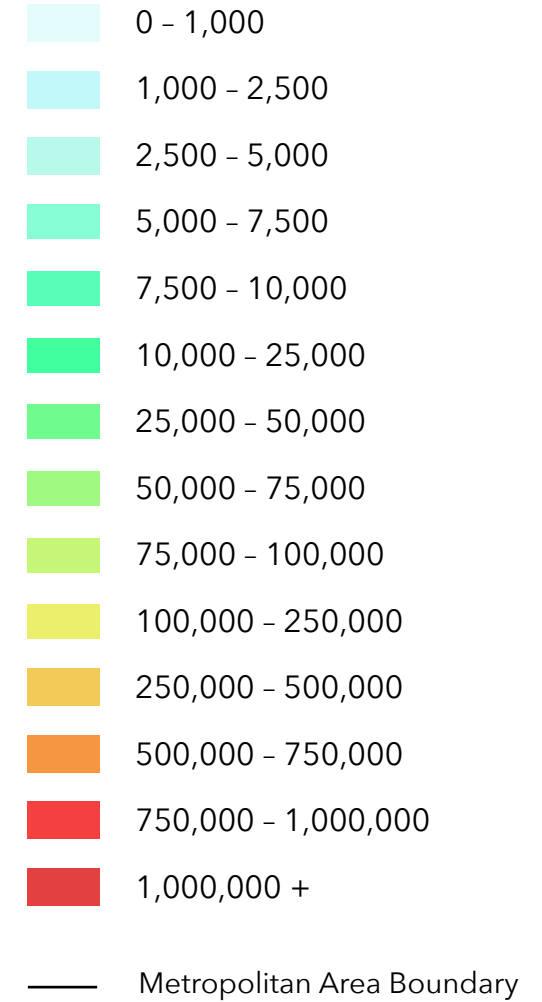
San Diego

San Diego-Carlsbad-San Marcos, CA

69



Jobs within 30 minutes by walking



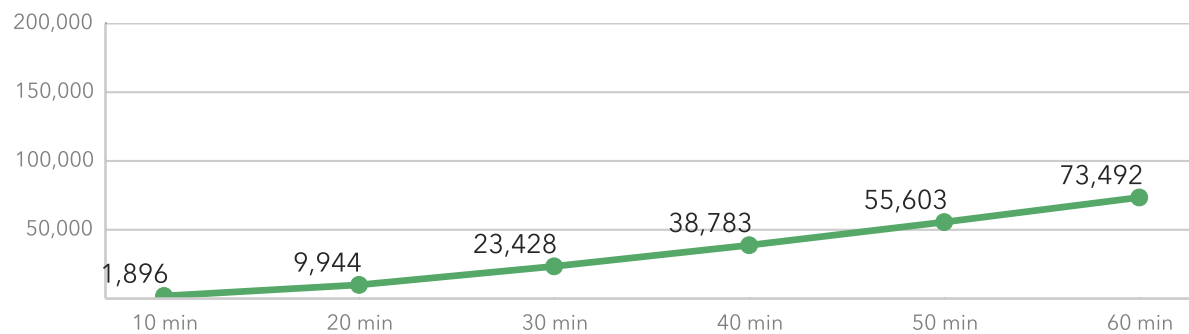
San Francisco

San Francisco-Oakland-Fremont, CA

Rank by Weighted Walking Accessibility	2
Rank by Total Employment	11
Total Jobs	2,013,749
Average Job Density (per km ²)	315
Total Workers	1,900,319
Average Worker Density (per km ²)	297

Job and worker totals are based on LEHD estimates and may not match other sources.

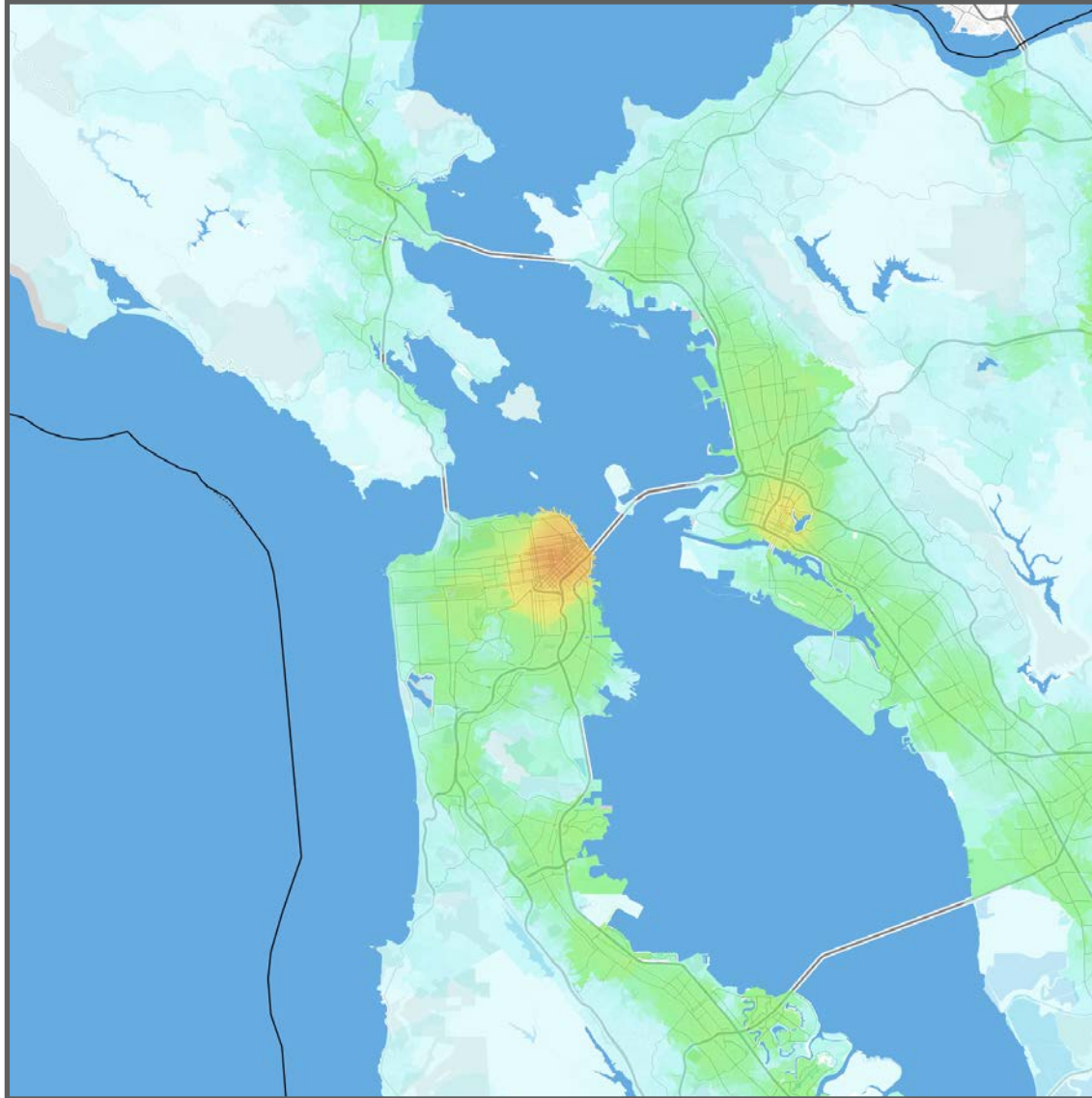
Job Accessibility by Travel Time Threshold



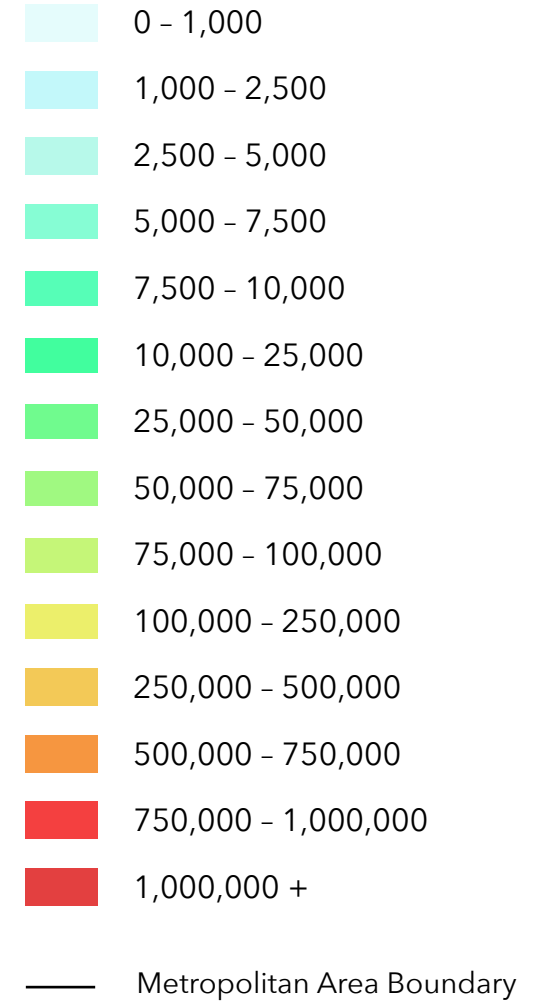
San Francisco

San Francisco-Oakland-Fremont, CA

101



Jobs within 30 minutes by walking



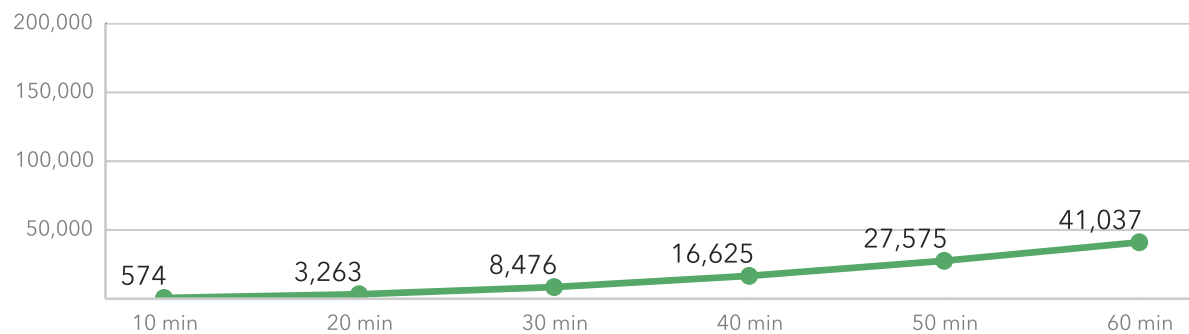
San Jose

San Jose-Sunnyvale-Santa Clara, CA

Rank by Weighted Walking Accessibility	9
Rank by Total Employment	30
Total Jobs	878,127
Average Job Density (per km ²)	127
Total Workers	789,455
Average Worker Density (per km ²)	114

Job and worker totals are based on LEHD estimates and may not match other sources.

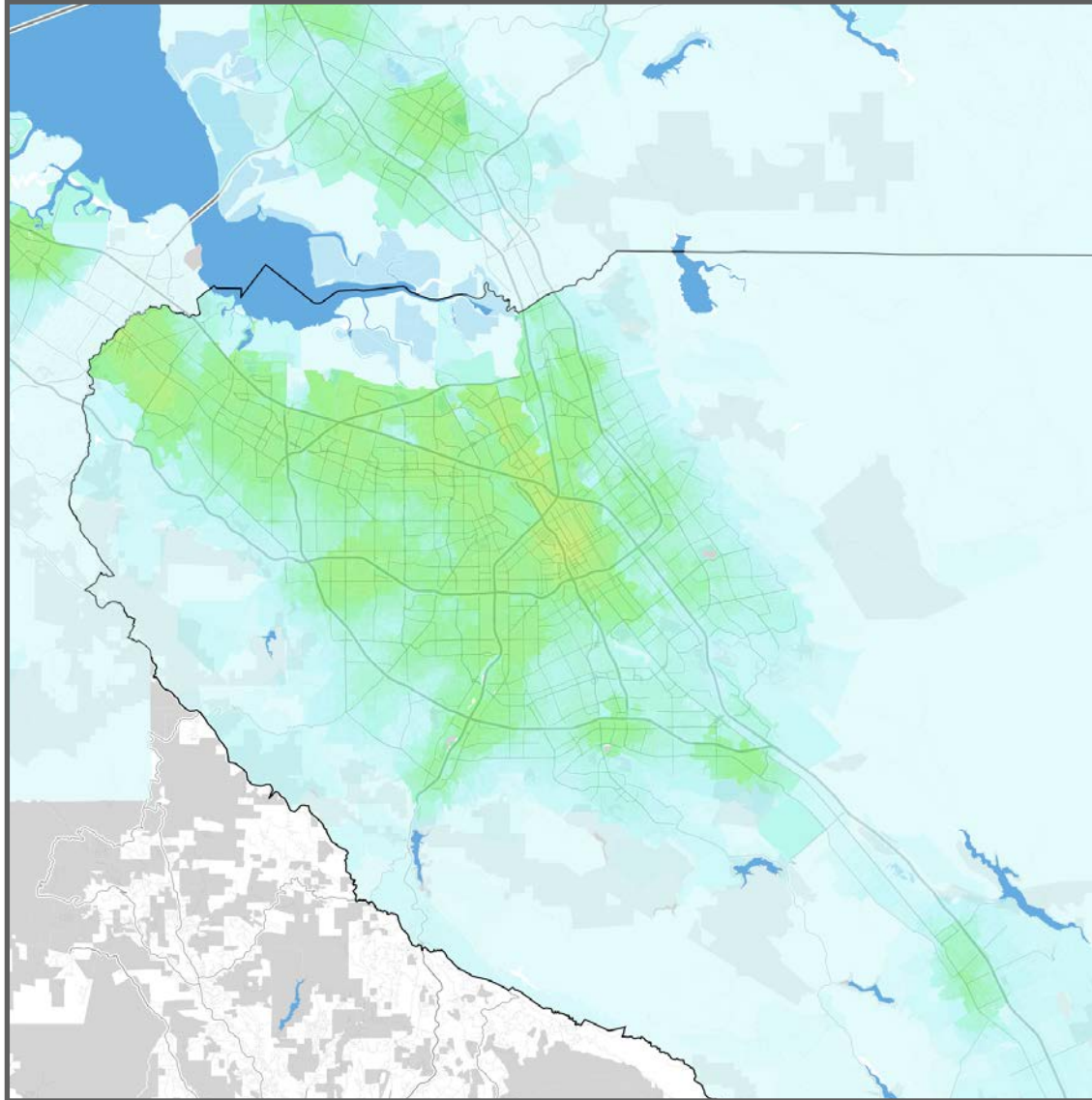
Job Accessibility by Travel Time Threshold



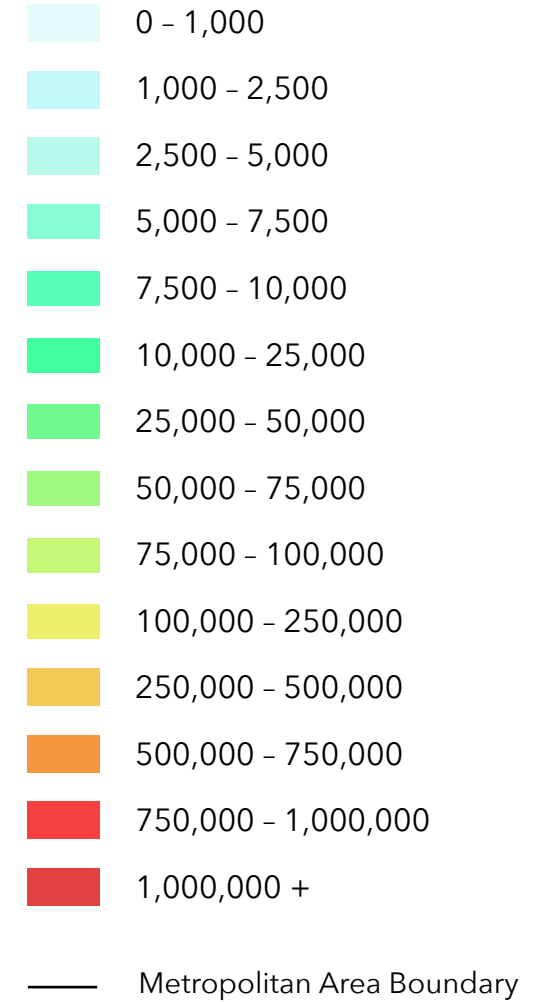
San Jose

San Jose-Sunnyvale-Santa Clara, CA

103



Jobs within 30 minutes by walking



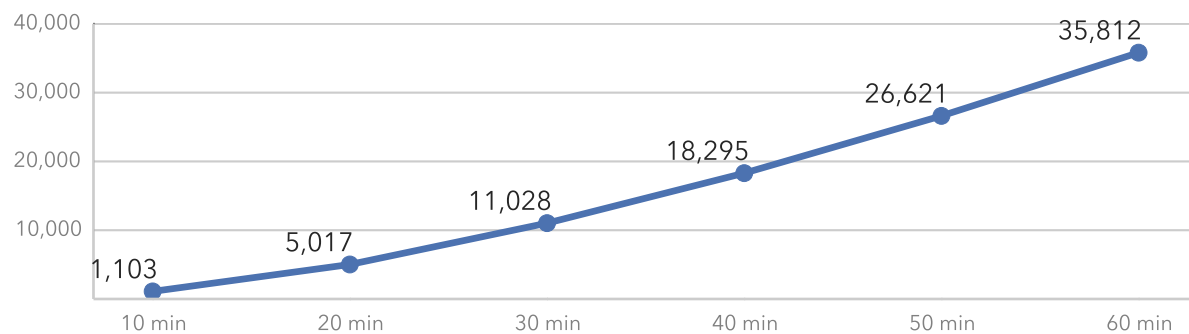
Seattle

Seattle-Tacoma-Bellevue, WA

Rank by Weighted Walking Accessibility	6
Rank by Total Employment	15
Total Jobs	1,651,547
Average Job Density (per km ²)	109
Total Workers	1,538,625
Average Worker Density (per km ²)	101

Job and worker totals are based on LEHD estimates and may not match other sources.

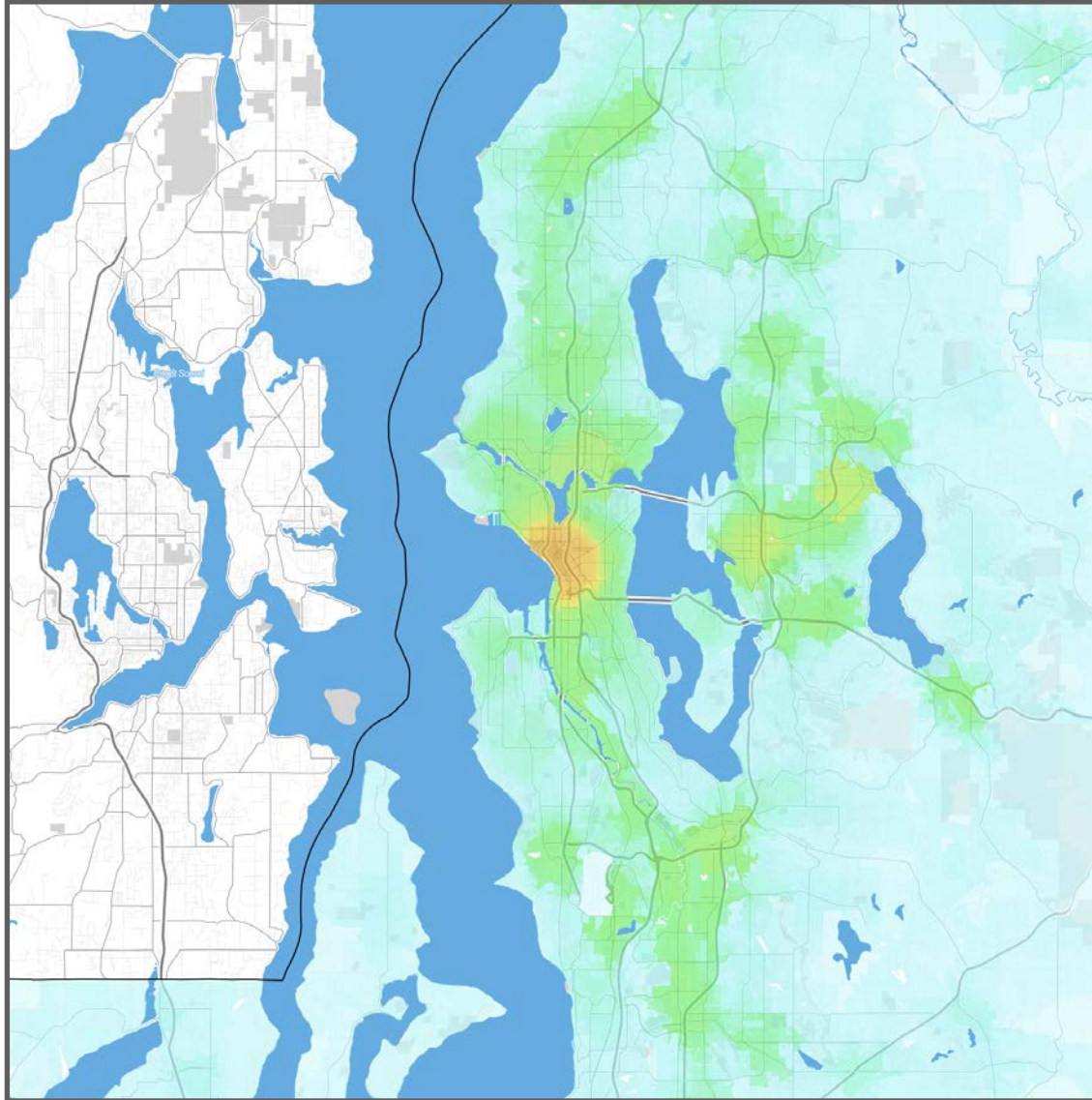
Job Accessibility by Travel Time Threshold



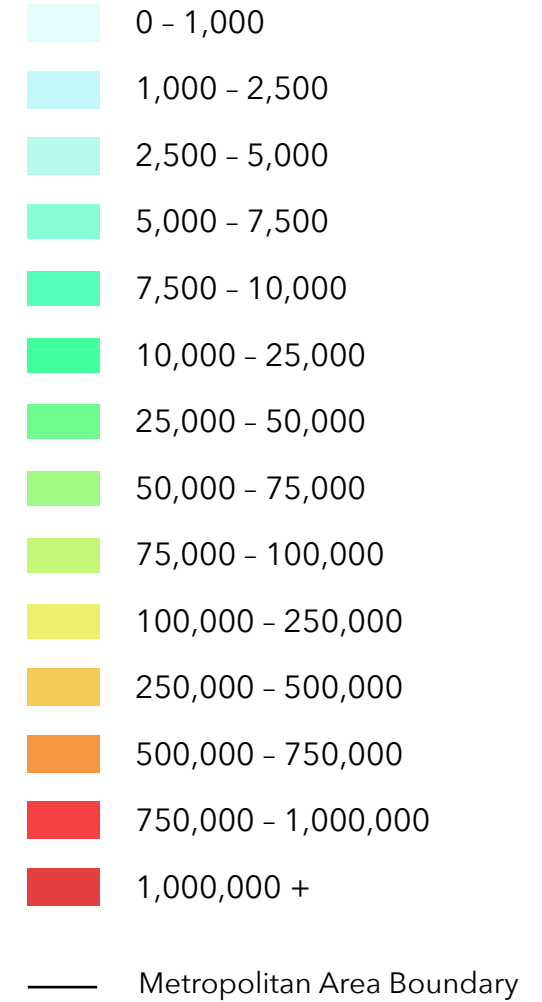
Seattle

Seattle-Tacoma-Bellevue, WA

105



Jobs within 30 minutes by walking



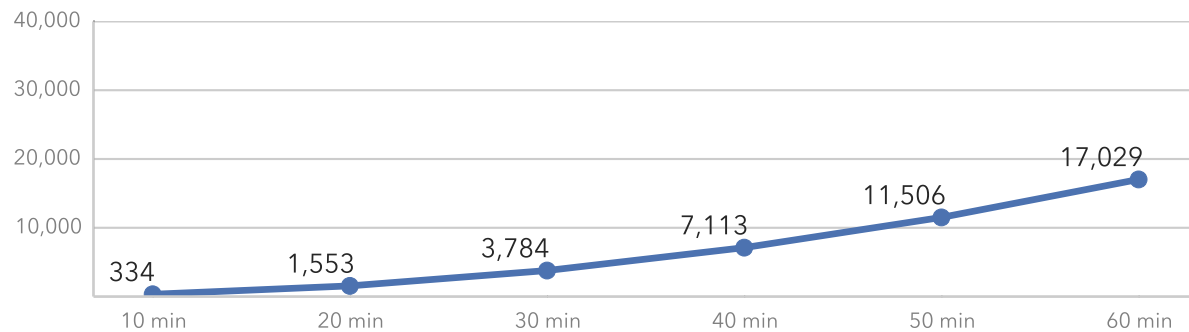
St. Louis

St. Louis, MO-IL

Rank by Weighted Walking Accessibility	33
Rank by Total Employment	16
Total Jobs	1,282,275
Average Job Density (per km ²)	57
Total Workers	1,261,977
Average Worker Density (per km ²)	57

Job and worker totals are based on LEHD estimates and may not match other sources.

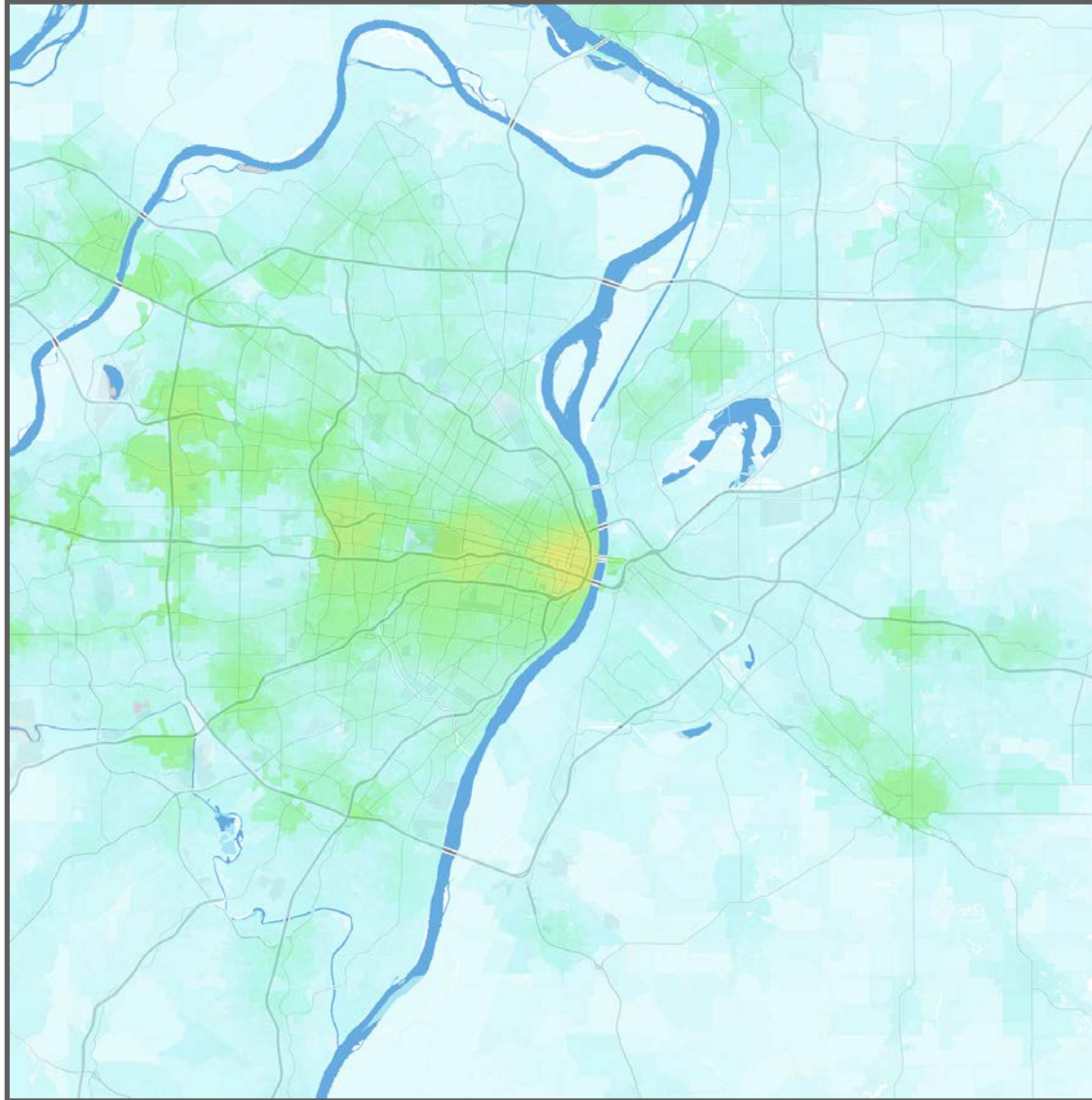
Job Accessibility by Travel Time Threshold



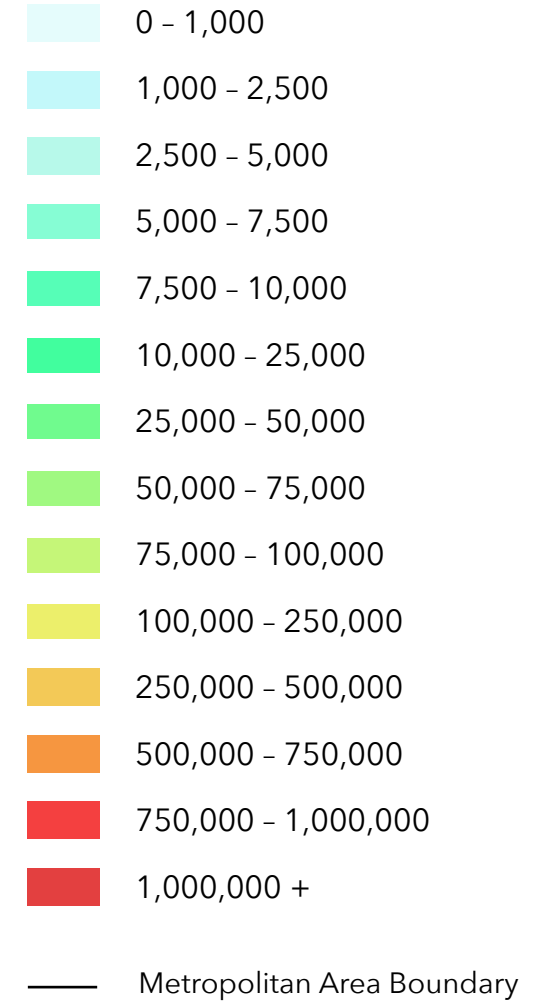
St. Louis

St. Louis, MO-IL

107



Jobs within 30 minutes by walking



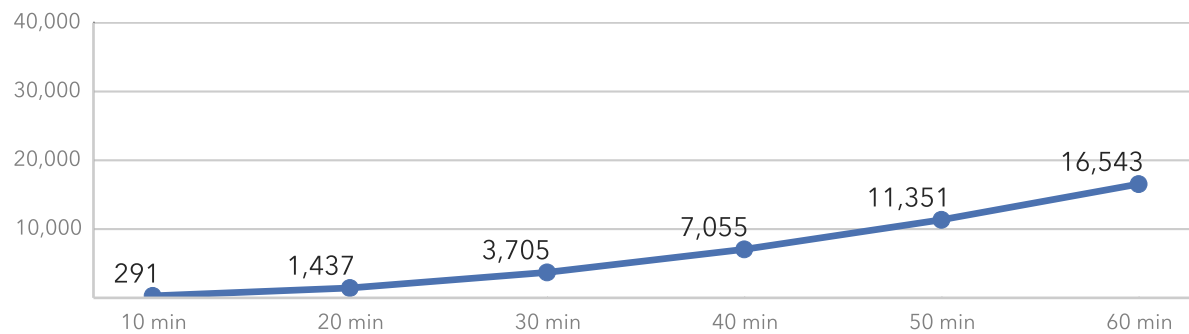
Tampa

Tampa-St. Petersburg-Clearwater, FL

Rank by Weighted Walking Accessibility	36
Rank by Total Employment	21
Total Jobs	1,112,664
Average Job Density (per km ²)	171
Total Workers	1,108,850
Average Worker Density (per km ²)	170

Job and worker totals are based on LEHD estimates and may not match other sources.

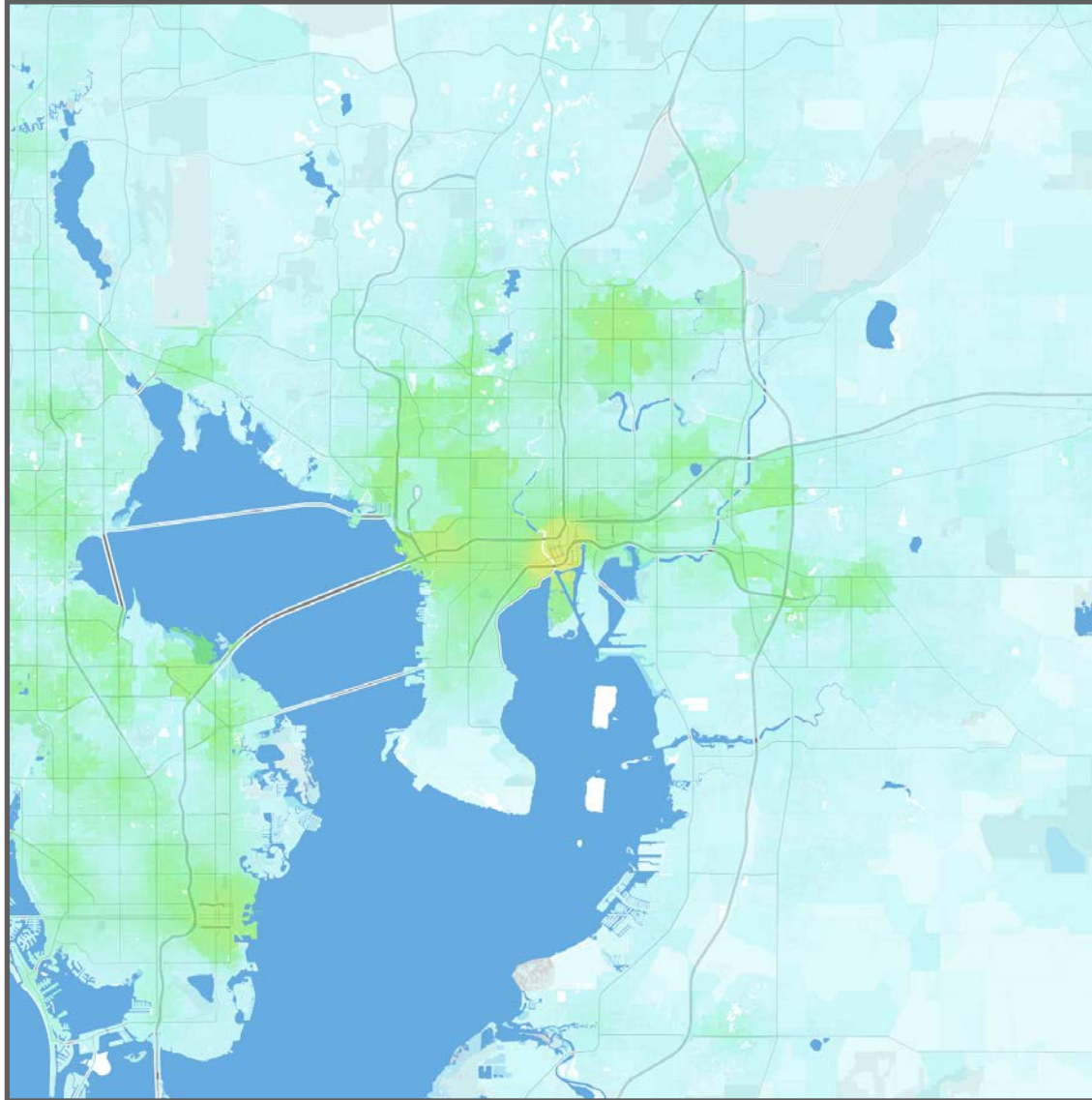
Job Accessibility by Travel Time Threshold



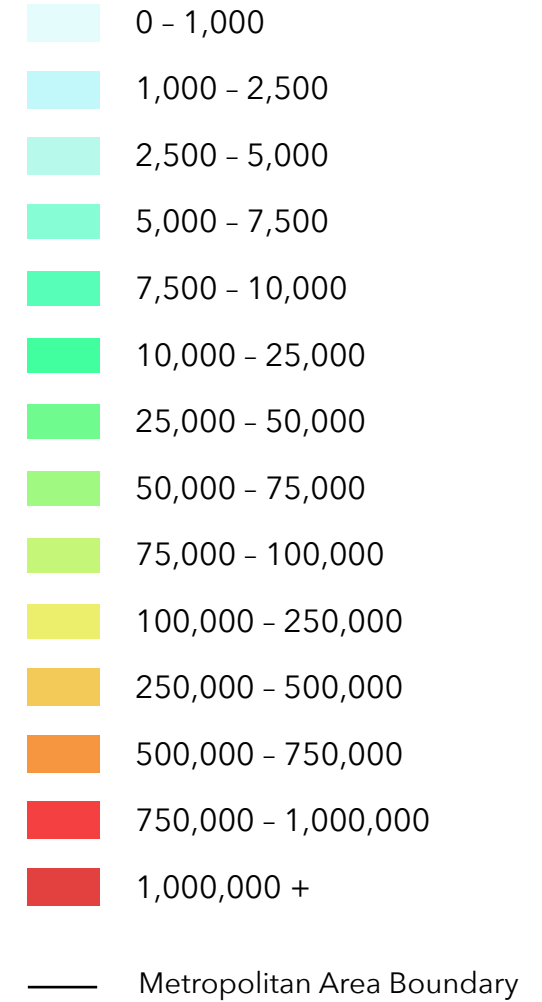
Tampa

Tampa-St. Petersburg-Clearwater, FL

109



Jobs within 30 minutes by walking



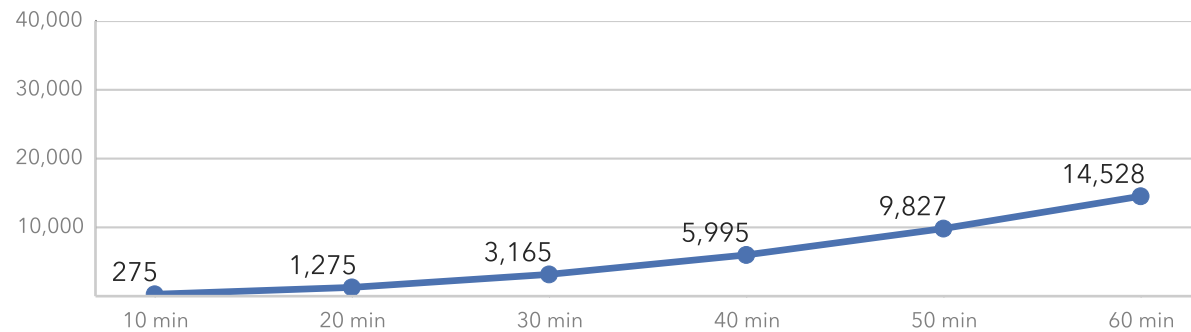
Virginia Beach

Virginia Beach-Norfolk-Newport News, VA-NC

Rank by Weighted Walking Accessibility	43
Rank by Total Employment	38
Total Jobs	695,288
Average Job Density (per km ²)	102
Total Workers	684,496
Average Worker Density (per km ²)	101

Job and worker totals are based on LEHD estimates and may not match other sources.

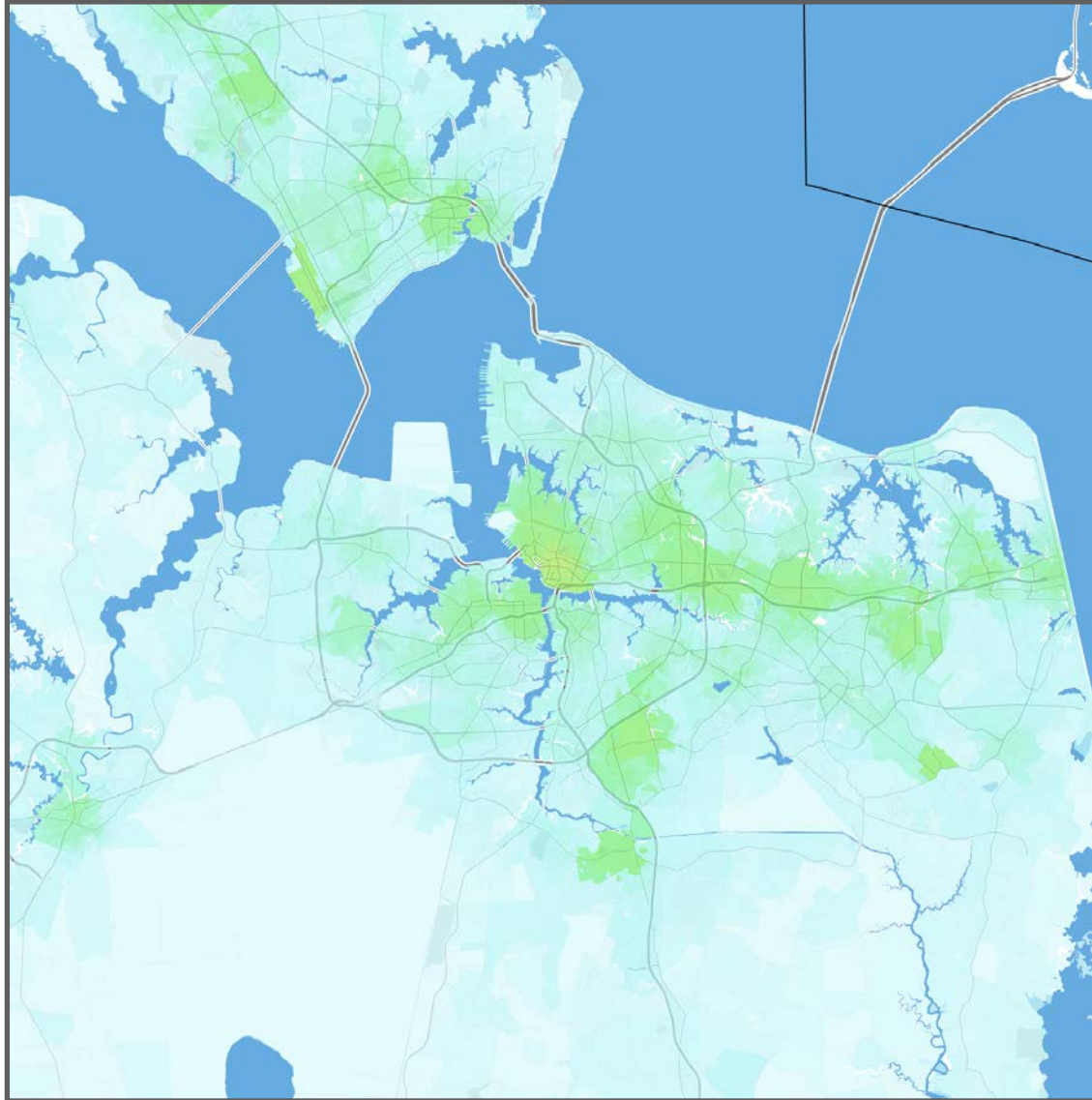
Job Accessibility by Travel Time Threshold



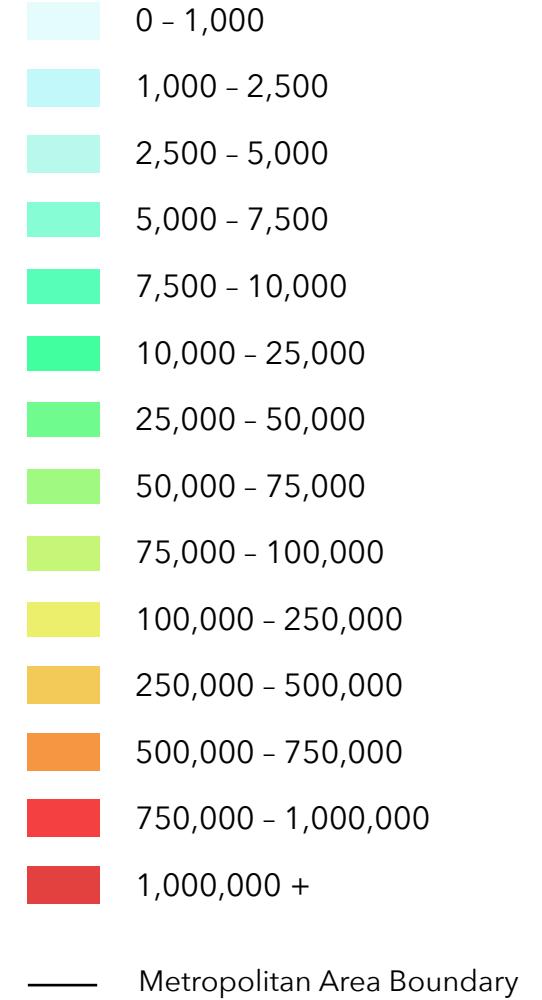
Virginia Beach

Virginia Beach-Norfolk-Newport News, VA-NC

111



Jobs within 30 minutes by walking



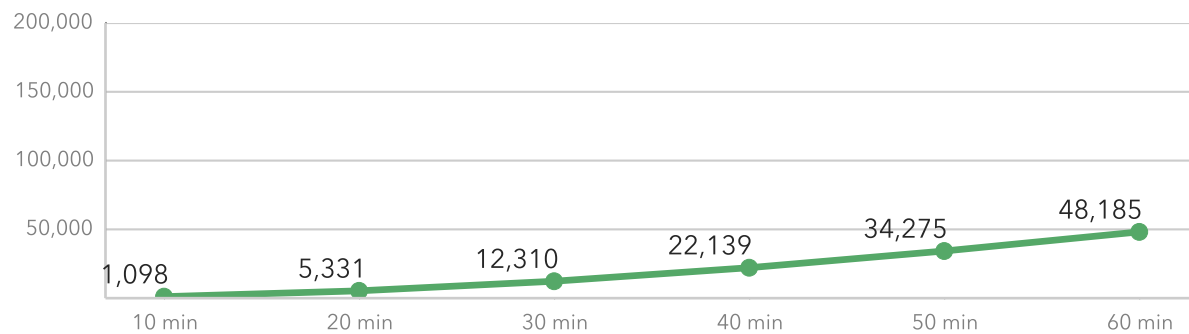
Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV

Rank by Weighted Walking Accessibility	5
Rank by Total Employment	5
Total Jobs	2,839,321
Average Job Density (per km ²)	196
Total Workers	2,647,658
Average Worker Density (per km ²)	183

Job and worker totals are based on LEHD estimates and may not match other sources.

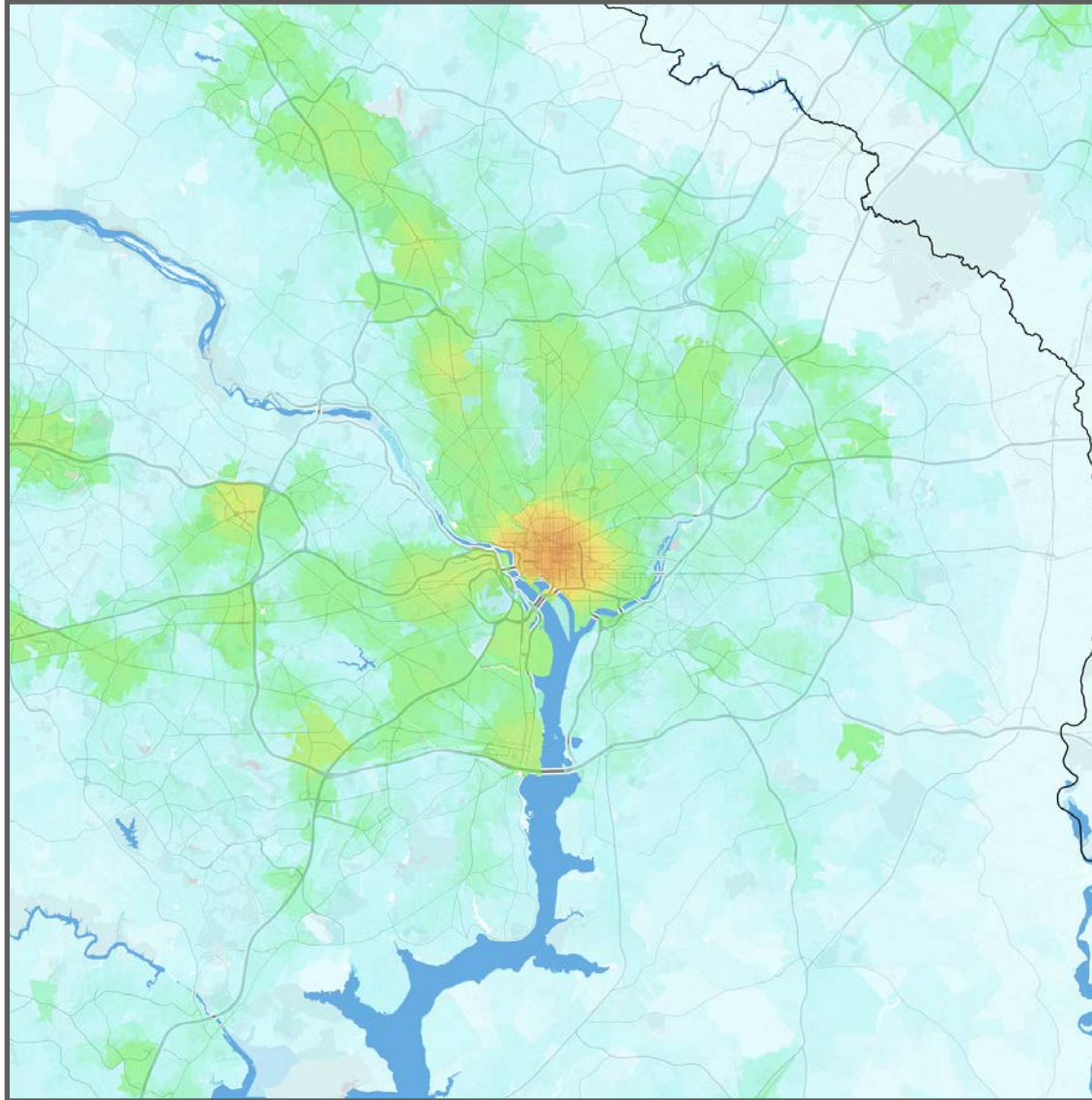
Job Accessibility by Travel Time Threshold



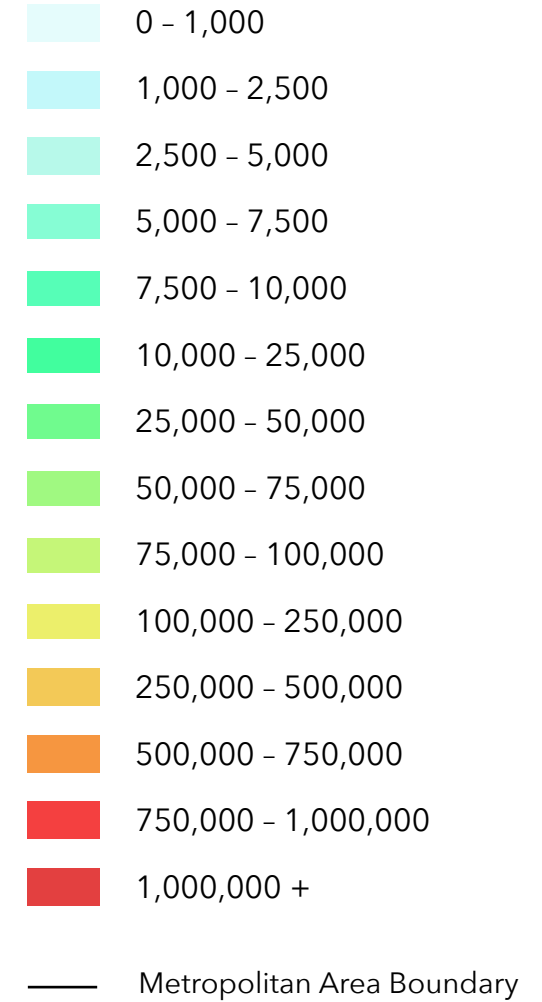
Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV

113



Jobs within 30 minutes by walking



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