

Access Across America: Transit 2018

Final Report

Prepared by:

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Center for Transportation Studies
University of Minnesota

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Executive Summary

Accessibility is the ease and feasibility of reaching valuable destinations. Accessibility can be measured for a wide array of 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 between cities, and other geographic areas. This report focuses on accessibility to jobs by transit. Jobs are the most significant non-home destination, and job accessibility is an important consideration in the attractiveness and usefulness of a place or area. Transit is used for an estimated 5% of commuting trips in the United States nationwide, making it the second most widely used commute mode after driving.

This study estimates the accessibility to jobs by transit and walking for each of the United States' 11 million census blocks, and analyzes these data in the 50 largest (by population) metropolitan areas. Travel times by transit are calculated using detailed pedestrian networks and full transit schedules for the 7:00 – 9:00 AM period. The calculations include all components of a transit journey, including “last mile” access and egress walking segments and transfers, and account for minute-by-minute variations in service frequency.

Rankings are determined by a weighted average of accessibility, with a higher weight given to closer, easier to access 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 10 metropolitan areas with the greatest accessibility to jobs by transit are:

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

This report presents detailed accessibility values for each metropolitan area, as well as block-level maps that illustrate the spatial patterns of accessibility within each area. A separate publication, *Access Across America: Transit 2018 Methodology*, describes the data and methodology used in this evaluation.

This analysis uses the same tools, techniques and study scale as the *Access Across America: Transit 2015, 2016, 2017* reports. GTFS data are now sufficiently consistent to allow for year to year comparisons of transit accessibility. However, beginning in data year 2018, federal jobs and federal workers are not included due to changes in underlying datasets from the U.S. Census Bureau. As a result, comparisons between 2017 and 2018 accessibility results are less accurate in areas where federal employment is a greater share of total employment.

Contents

- 1 Introduction** **1**

- 2 Accessibility to Jobs by Transit** **3**
 - 2.1 Metropolitan Area Rankings 3

- 3 Discussion** **6**
 - 3.1 Transit Service Effects 6
 - 3.2 Land Use Effects 7
 - 3.3 Comparisons With 2017 Data 8
 - 3.4 Conclusions 8

- 4 Metropolitan Area Data and Maps** **10**

1 Introduction

Accessibility is the ease and feasibility of reaching valuable 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 a wide range of 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 transit. Jobs are the most significant non-home destination, and economic accessibility is an important consideration in the attractiveness and usefulness of a place or area. Transit is used for an estimated 5% of commuting trips in the United States, making it the second most widely used commute mode after driving.¹ The commute mode share of transit can be higher in individual metropolitan areas: 31% in the New York metropolitan area; 11% in Chicago; 8% in Seattle.²

Accessibility is not a new idea.³ 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 auto,⁴ and by transit.⁵

This study estimates the accessibility to jobs by transit and walking for each of the United States' 11 million census blocks, and analyzes these data in the 50 largest (by population) metropolitan areas using transit schedules from 2018. [Table 1](#) lists the included metropolitan areas, ordered by the total employment within each.

Travel times by transit are calculated using detailed pedestrian networks and full transit schedules for the 7:00 – 9:00 AM period. The calculations include all components of a transit journey, including “last mile” access and egress walking segments and transfers, and account for minute-by-minute variations in service frequency.

[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, and [Section 4](#) provides data and maps describing patterns of accessibility in individual metropolitan areas. A separate document, *Access Across America: Transit 2018 Methodology*, describes the data and detailed methodology used in the evaluation.

¹[McKenzie \(2014\)](#)

²American Community Survey 2012 5-year estimates

³See [Hansen \(1959\)](#) for its origins, and [Geurs and Van Eck \(2001\)](#) and [Handy and Niemeier \(1997\)](#) for reviews.

⁴[Levinson \(2013\)](#) [Levine et al. \(2012\)](#)

⁵[Ramsey and Bell \(2014\)](#), [Tomer et al. \(2011\)](#)

Table 1: Metropolitan Areas Ranked by Total Employment

Rank	Area	Total Employment
1	New York	8,849,338
2	Los Angeles	5,796,413
3	Chicago	4,447,410
4	Dallas	3,286,131
5	Houston	2,884,781
6	Philadelphia	2,828,646
7	Washington	2,652,886
8	Atlanta	2,481,517
9	Miami	2,467,377
10	Boston	2,439,894
11	San Francisco	2,216,622
12	Phoenix	1,911,304
13	Detroit	1,881,040
14	Minneapolis	1,819,835
15	Seattle	1,763,085
16	Riverside	1,701,668
17	San Diego	1,396,309
18	Denver	1,371,536
19	St. Louis	1,333,774
20	Baltimore	1,272,019
21	Tampa	1,268,566
22	Portland	1,119,280
23	Pittsburgh	1,104,436
24	Orlando	1,102,043
25	Cincinnati	1,030,029
26	Kansas City	1,026,888
27	San Antonio	999,359
28	Cleveland	963,846
29	Sacramento	941,693
30	Austin	940,304
31	San Jose	936,841
32	Columbus	926,633
33	Las Vegas	918,506
34	Charlotte	912,014
35	Indianapolis	906,498
36	Nashville	826,069
37	Milwaukee	779,606
38	Providence	770,665
39	Virginia Beach	709,060
40	Jacksonville	642,481
41	Louisville	639,837
42	Richmond	630,620
43	Raleigh	602,595
44	Hartford	597,662
45	Salt Lake City	591,811
46	Oklahoma City	564,396
47	Buffalo	531,726
48	New Orleans	510,616
49	Birmingham	478,022

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

2 Accessibility to Jobs by Transit

[Table 2](#) gives the accessibility values for each metropolitan area, in alphabetical order, based on January, 2018 transit schedules. 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, between 7:00 and 9:00 AM, by transit and walking.

2.1 Metropolitan Area Rankings

The rankings of accessibility across U.S. cities for 2018 are shown in [Table 3](#). The ranking is based on 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 toward the ranking than a job reachable within 20, and so on. The 10 metro areas where 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. Chicago
4. Los Angeles
5. Boston
6. Washington
7. Philadelphia
8. Seattle
9. Denver
10. San Jose

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

Table 2: Number of Jobs Reachable by Number of Minutes, 2018

Area	10 min	20 min	30 min	40 min	50 min	60 min
Atlanta	338	2,102	7,460	19,128	38,638	66,985
Austin	493	3,178	11,573	27,805	51,492	81,364
Baltimore	687	5,803	19,323	42,656	76,514	118,830
Birmingham	186	889	2,679	6,027	11,010	17,398
Boston	1,592	12,203	43,342	101,404	183,818	275,305
Buffalo	471	3,380	11,211	25,598	46,239	70,074
Charlotte	416	2,391	7,600	18,009	34,276	55,394
Chicago	1,804	15,704	53,982	125,826	228,599	348,419
Cincinnati	368	2,155	7,055	16,321	30,440	48,616
Cleveland	441	2,555	8,920	22,858	45,347	75,823
Columbus	400	3,101	10,733	25,149	47,935	78,742
Dallas	484	3,211	11,001	27,915	58,112	103,951
Denver	829	6,341	21,216	51,814	106,429	188,482
Detroit	302	1,883	6,378	16,420	35,343	65,328
Hartford	477	3,516	11,479	24,342	42,552	65,578
Houston	461	3,458	12,987	32,295	64,331	110,808
Indianapolis	351	2,347	7,557	17,458	32,652	52,950
Jacksonville	282	1,251	3,851	9,457	19,230	33,267
Kansas City	347	2,076	6,814	15,777	29,154	46,924
Las Vegas	300	2,210	8,940	25,978	60,465	115,927
Los Angeles	1,262	10,399	39,192	98,114	199,178	350,324
Louisville	322	2,165	7,289	17,750	33,442	53,441
Miami	736	4,632	15,485	38,306	75,742	130,419
Milwaukee	675	5,100	18,992	47,173	88,786	138,782
Minneapolis	542	4,530	18,034	46,395	90,395	146,867
Nashville	299	1,661	5,593	12,782	22,916	36,017
New Orleans	581	3,367	10,375	21,936	35,244	48,566
New York	6,061	59,484	197,935	433,587	785,310	1,229,692
Oklahoma City	253	1,505	4,644	10,836	20,405	33,086
Orlando	322	1,738	5,389	12,890	26,404	48,068
Philadelphia	1,240	10,840	37,884	80,672	138,438	207,365
Phoenix	310	2,474	9,857	27,203	58,627	106,217
Pittsburgh	521	3,162	12,509	29,375	51,629	78,245
Portland	818	5,783	20,686	50,860	97,061	156,910
Providence	527	3,069	9,222	19,421	33,588	51,379
Raleigh	259	1,368	4,368	10,408	20,596	35,798
Richmond	374	2,277	6,883	14,178	23,119	33,438
Riverside	207	1,412	4,891	11,921	23,556	40,505
Sacramento	480	2,966	9,421	22,074	43,530	74,215
Salt Lake City	495	3,937	15,074	39,937	84,105	149,950
San Antonio	329	2,319	9,182	24,101	49,314	86,081
San Diego	661	3,681	11,683	29,069	59,998	106,431
San Francisco	2,700	25,259	78,775	166,239	285,386	424,139
San Jose	671	5,232	19,392	51,962	112,154	203,651
Seattle	1,552	10,037	29,963	67,249	120,717	191,217
St. Louis	372	2,138	7,597	19,653	39,362	66,762
Tampa	361	2,182	7,298	17,554	34,400	58,191
Virginia Beach	278	1,461	4,556	10,351	19,562	32,553
Washington	1,176	9,865	37,190	90,461	174,517	281,409

Table 3: Rank of Accessibility by Metropolitan Area, 2018

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

3 Discussion

This report builds on the work begun in *Access Across America: Transit 2014* and continued in *Access Across America: Transit 2015* through *Access Across America: Transit 2017*, which introduced a new methodology and datasets to enable inter-metropolitan comparisons of accessibility by transit in a way that is clearly understood and explainable, tracks with our experience and the available evidence, and incorporates the many factors that determine the usefulness of a transit system. Additionally, in 2015 the work expanded its scope to become fully national – accessibility data are calculated for every census block in the U.S.; data are aggregated and summarized within CBSAs for this report. In 2016, the uniform methodology across years allowed for direct comparison, and the beginning of longitudinal analysis of accessibility. However, the most recent LEHD datasets do not include federal jobs or federal workers, making year-to-year comparisons less accurate in places with larger shares of federal jobs.

Not all jobs are the same. Some jobs are higher paying, some are lower skilled, and they 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, health care, 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 networks 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.

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, which is over four times as large in land area, includes far more suburban and exurban areas (with little or no transit service) than does the Milwaukee area.

3.1 Transit Service Effects

Transit transportation improvements within existing infrastructure take the form of speed increases or frequency increases. Speed improvements increase accessibility by making destinations reachable in less time, but they are often difficult to achieve for transit vehicles operating in mixed traffic. Frequency improvements reduce the average amount of time spent waiting for transit vehicles at stops, leaving more time for travel toward valuable destinations. Speed and frequency are also linked: as average speeds increase, a fixed number of transit vehicles can serve the same route length with increasing

frequency.⁶ Improvements involving construction of new transit infrastructure (additional bus stops, rail line extensions, or entirely new transit lines) also can heavily influence accessibility by transit, by providing transit-based access to job centers and destinations previously unreachable. New transit lines which serve already-served areas do not expand the basin of reachable valuable destinations, but could serve to increase service frequency in aggregate.

This evaluation reflects the impact of transit service frequency by making the assumption that all departure times are equally valuable to users, and it includes full waiting times before each trip. This is an important difference relative to earlier national evaluations of transit accessibility, which typically use a single departure time and/or a fixed wait time.⁷ This approach provides two important benefits. First, it avoids the assumptions that transit service with 30-minute frequency is as valuable as service with 10-minute frequency, and that users suffer no inconvenience from adjusting their personal schedules to match transit schedules. Second, it allows more meaningful comparisons with accessibility evaluations for other transportation modes such as driving,⁸ which typically use average speeds over time periods—implicitly assuming an equal value of departure times. As a result of this methodological choice, the accessibility results presented here are far more sensitive to service frequency effects than those of earlier transit accessibility evaluations. Cities with robust transit coverage but low service frequency are generally ranked lower than cities with comparable networks but higher frequencies.

3.2 Land Use Effects

Land use-based approaches to improving transit accessibility revolve around proximity and density for both origins and destinations. Proximity to transit service is critical in overcoming both the low speed of pedestrian access to and from stops and stations, and the decrease in motivation to make the walking trip with greater distance. Density is the manifestation of the increasing value of more accessible locations. As residential areas become denser, more residents experience the local accessibility; as employment areas become denser, more jobs can be accessed through the same transit 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. Other notable areas with urban growth boundary laws in the U.S. include Seattle, San Jose, and Boulder; additionally, Boston limits building heights near its Common central park. Between these most salient examples lie a range of density-focused urban policies, typically embedded in zoning codes, which help enable (and hinder) each city's transit accessibility performance. In general, areas with higher residential and employment density can achieve greater transit accessibility given the same level of transit service.

At lower accessibility thresholds, and especially at the 10-minute threshold, the job accessibility experienced by a typical worker is determined primarily by local employment density and only secondarily, if at all, by transit service. With a 10-minute travel time budget, reaching a stop, waiting for a vehicle, and walking to the destination after alighting leave little time available for actually traveling on

⁶Walker (2012) provides a detailed and accessible exploration of transit service fundamentals.

⁷e.g. Tomer et al. (2011), Ramsey and Bell (2014)

⁸e.g. Levinson (2013), Levine et al. (2012)

a transit vehicle. It is likely that most jobs within this threshold are reached solely by walking and do not involve a transit vehicle at all. The results presented in [Table 3](#) for the 10-minute threshold look much like a ranking by employment and residential density. As the travel time threshold increases, so does the relative contribution of transit service and coverage to the rankings.

3.3 Comparisons With 2017 Data

This analysis uses the same tools, techniques and study scale as the *Access Across America: Transit 2015, 2016, 2017* reports. GTFS data are now sufficiently consistent to allow for year to year comparisons of transit accessibility. However, beginning in data year 2018, federal jobs and federal workers are not included due to changes in underlying datasets from the U.S. Census Bureau. As a result, comparisons between 2017 and 2018 accessibility results are less accurate in areas where federal employment is a greater share of total employment. As detailed in *Access Across America: Transit 2018*, this report implements the most recent update to the U.S. Census LEHD dataset, LEHD 2016.

3.4 Conclusions

The cities that make up the top 10 transit accessibility ranks all exhibit a combination of high density land use and fast, frequent transit service. 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, but smaller, rail system but a much more decentralized job and population distribution, and lower accessibility. Seattle and Denver both have rapidly expanding light rail systems, supported by extensive and frequent bus networks. Though Portland is famous for its streetcar service, this covers only a small part of the city, and operates mostly in mixed traffic with very little access to proprietary right-of-way, limiting its service speed. Its urban growth boundary, combined with frequent bus service throughout core areas and light rail connections to suburban areas, likely plays a more important role in providing high accessibility: by encouraging both residents and employers to locate in parts of the city already well served by transit, each new resident enjoys high accessibility but imposes only a small marginal burden on the transit system's existing resources.

Additionally, the expanded scope of this report's focus toward analyzing accessibility for every census block in the U.S. affords a look at what impact public transit has on a national scale. The vast majority of the U.S. land mass is quite sparsely-populated outside of metropolitan areas, and the contained metropolitan areas are in many cases very far apart. Also, the type of transit service included in the analysis is strictly limited to public transit, most commonly found in urban areas—inter-city bus and rail services, such as Megabus, Greyhound, or Jefferson, and Amtrak, respectively, are not included. Further, such services operate on time-scales greater than the travel times involved in this analysis. Given that mostly urban-centric systems are included, only a very small geographical area of the country enjoys mass transit services, and thus the total area experiencing transit accessibility benefits is quite small.

Transportation and land use systems are both dynamic, and this report presents the fourth annual national evaluation, following those detailed in *Access Across America: Transit 2015* through *Access Across America: Transit 2017*. In constantly evolving systems like these, it is critical to monitor changes over

time. A city that adopts a goal of increasing transit accessibility should be evaluated based on how effectively it advances that goal relative to a baseline. *Access Across America: Transit 2014* served as a starting framework for inter-city accessibility evaluation, and *Access Across America: Transit 2015* expanded the scope and data availability to allow direct year-to-year comparisons, which began in *Access Across America: 2016*; this report adds 2018 transit accessibility data, and continues the process of monitoring how accessibility in these metropolitan areas evolves in response to transportation investments and land use decisions.

4 Metropolitan Area Data and Maps

The following pages present summary accessibility data and maps for each of the 50 included metropolitan areas. Metropolitan areas are presented in alphabetical order. The maps show 30-minute accessibility values at the Census block level, averaged between 7:00 and 9:00 AM. On the data summary pages, two 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.

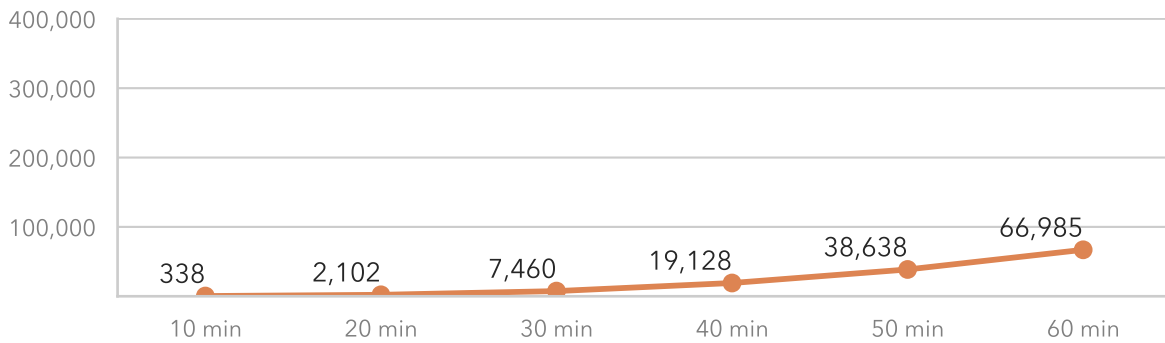
Atlanta

Atlanta-Sandy Springs-Marietta, GA

Rank by Weighted Accessibility	33
Rank by Total Employment	8
Total Jobs	2,582,329
Average Job Density (per km ²)	120
Total Workers	2,481,517
Average Worker Density (per km ²)	115

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

Job Accessibility by Travel Time Threshold

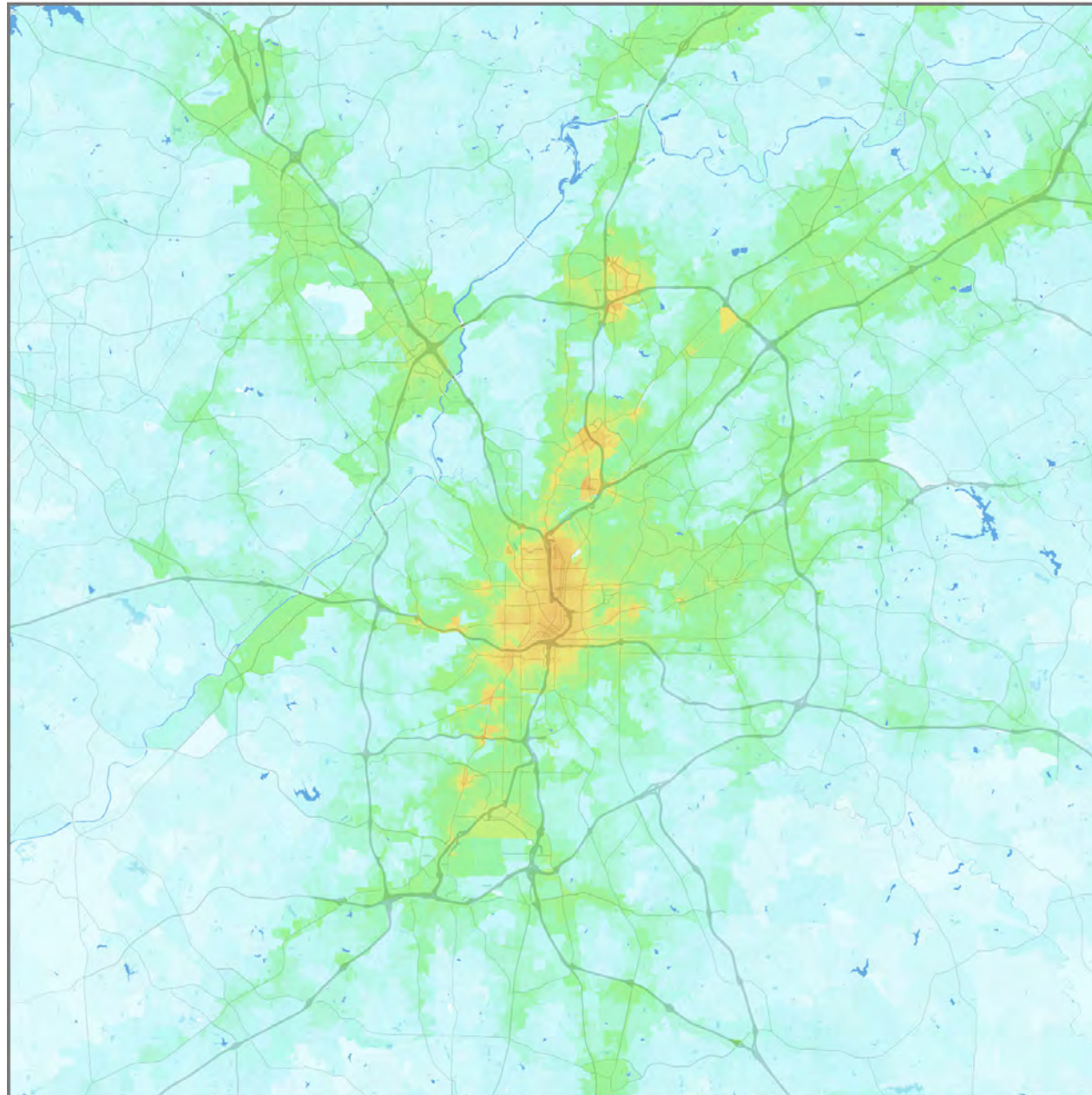


Transit Schedules Included

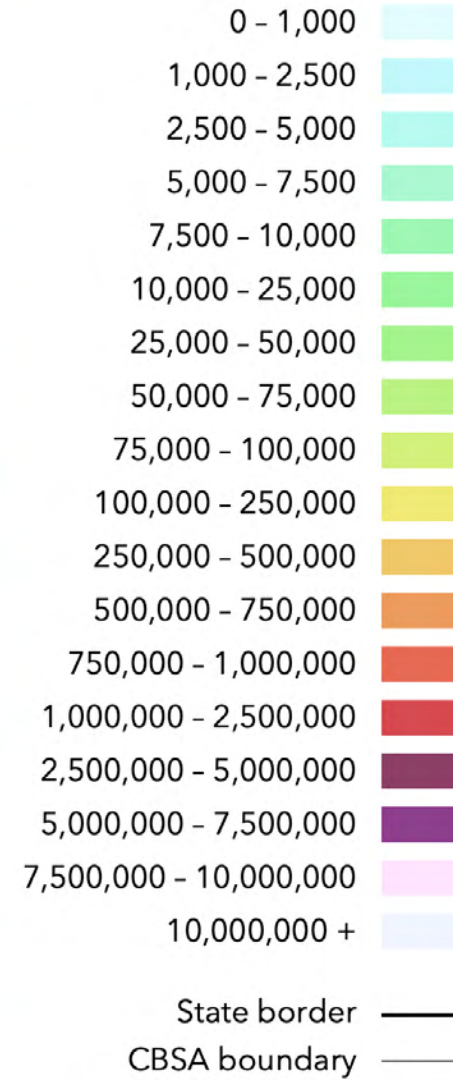
Agency	Dates
Atlanta Streetcar	March 25, 2016 - December 31, 2016
CobbLinc	September 30, 2016 - September 30, 2017
GRTA Xpress	April 18, 2017 - July 18, 2017
Gwinnett County Transit	October 14, 2016 - December 31, 2019
Metropolitan Atlanta Rapid Transit Authority	December 9, 2017 - April 14, 2018

Atlanta

Atlanta-Sandy Springs-Marietta, GA



Jobs within 30 minutes
(Transit, AM peak)



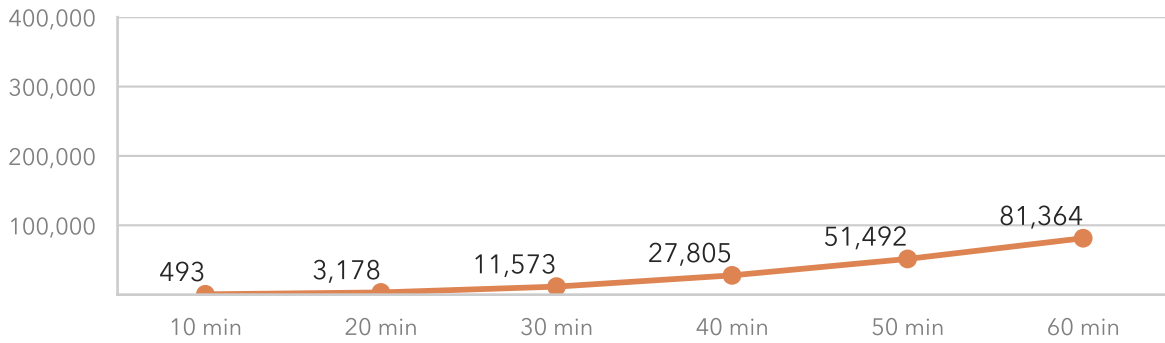
Austin

Austin-Round Rock-San Marcos, TX

Rank by Weighted Accessibility	23
Rank by Total Employment	30
Total Jobs	980,451
Average Job Density (per km ²)	90
Total Workers	940,304
Average Worker Density (per km ²)	86

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

Job Accessibility by Travel Time Threshold

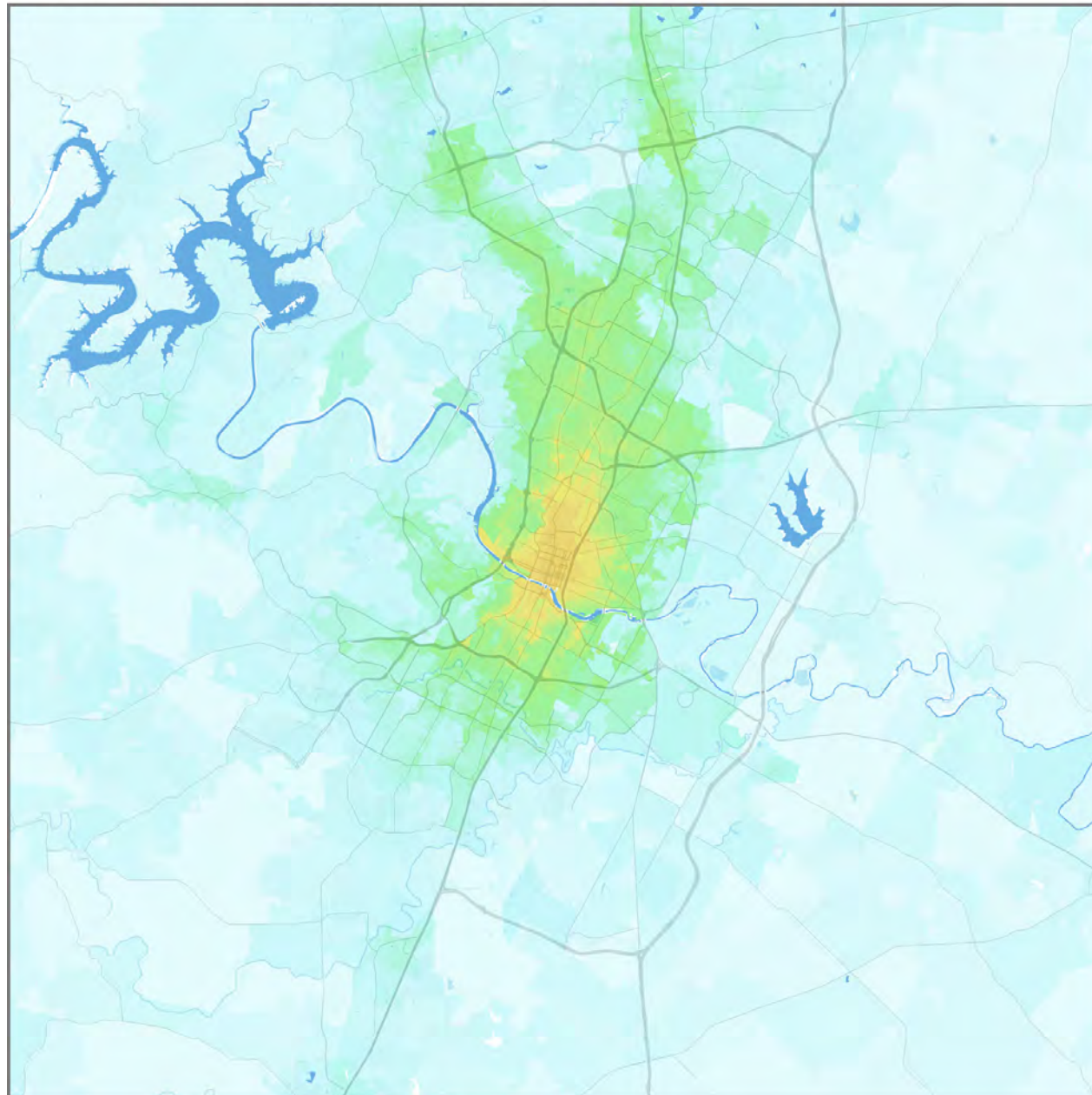


Transit Schedules Included

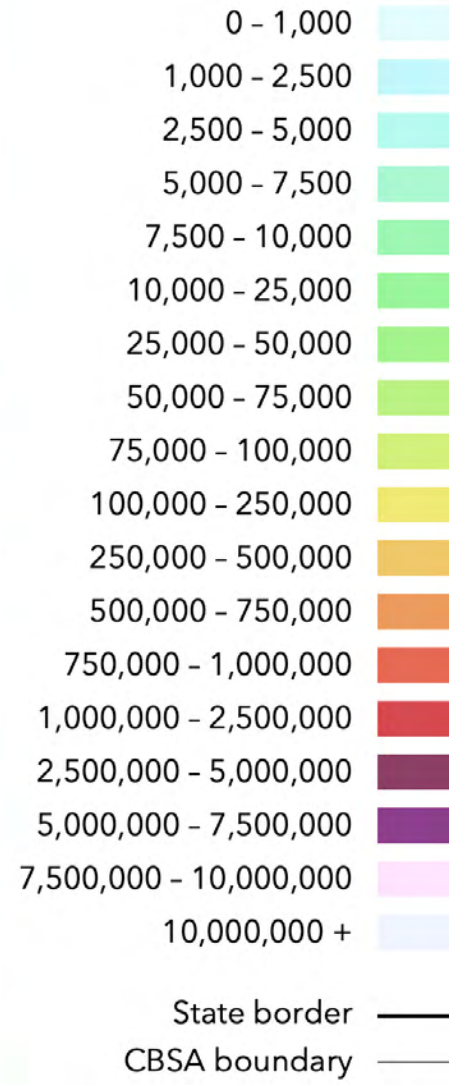
Agency	Dates
Capital Metro	January 7, 2018 - August 18, 2018

Austin

Austin-Round Rock-San Marcos, TX



Jobs within 30 minutes
(Transit, AM peak)



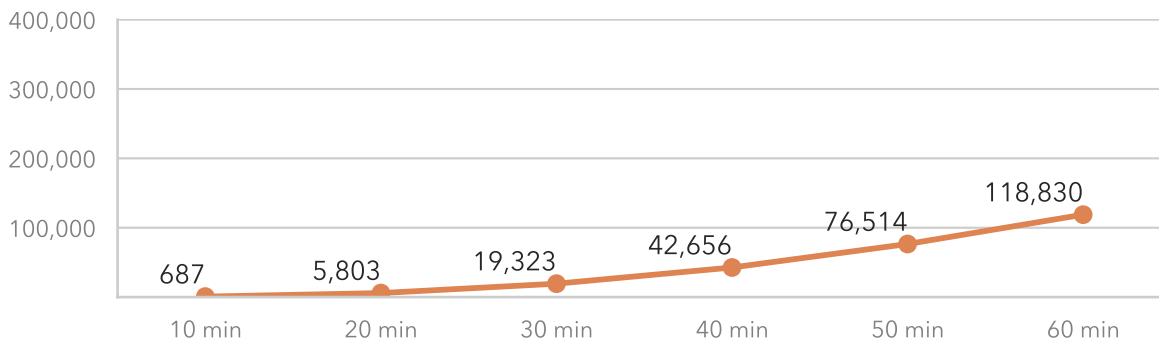
Baltimore

Baltimore-Towson, MD

Rank by Weighted Accessibility	14
Rank by Total Employment	20
Total Jobs	1,311,679
Average Job Density (per km ²)	195
Total Workers	1,272,019
Average Worker Density (per km ²)	189

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

Job Accessibility by Travel Time Threshold



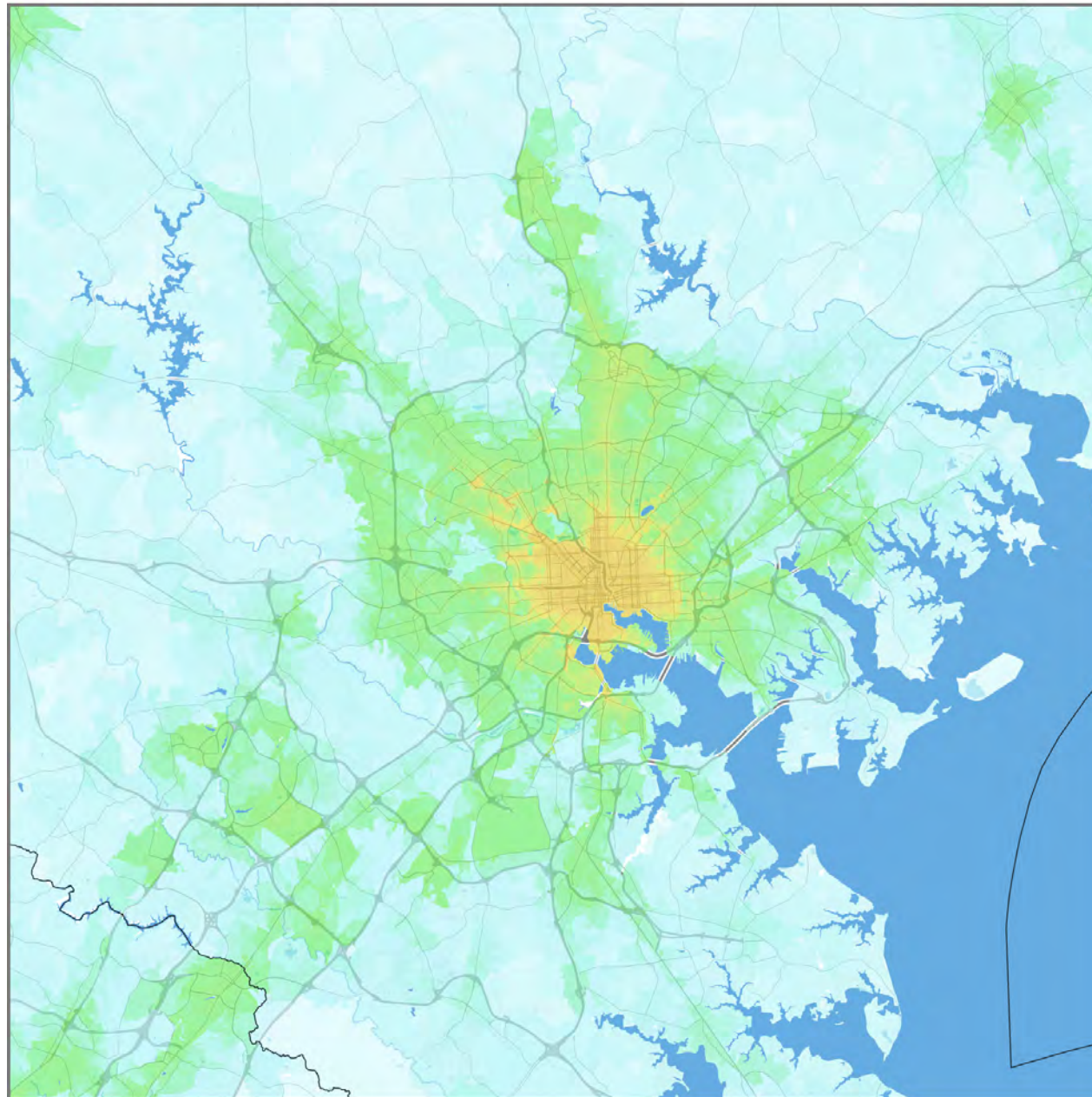
Transit Schedules Included

Agency	Dates
BWI Thurgood Marshall Airport	December 20, 2017 - December 20, 2018
Carroll Transit System	December 29, 2017 - December 31, 2018
Charm City Circulator	May 1, 2016 - February 28, 2019
DC Circulator	July 20, 2017 - January 15, 2018
Delmarva Community Transit	September 23, 2015 - February 28, 2019
Harford Transit LINK	December 11, 2017 - September 28, 2018
MTA Office of Local Transit Support	February 5, 2017 - June 17, 2017
Maryland Transit Administration	September 3, 2017 - June 16, 2018
Queen Anne's County Ride	September 3, 2017 - February 28, 2019
Rabbit Transit	December 7, 2017 - June 30, 2018
Regional Transportation Agency of Central Maryland	October 15, 2017 - June 1, 2018
WMATA	January 22, 2018 - July 20, 2018

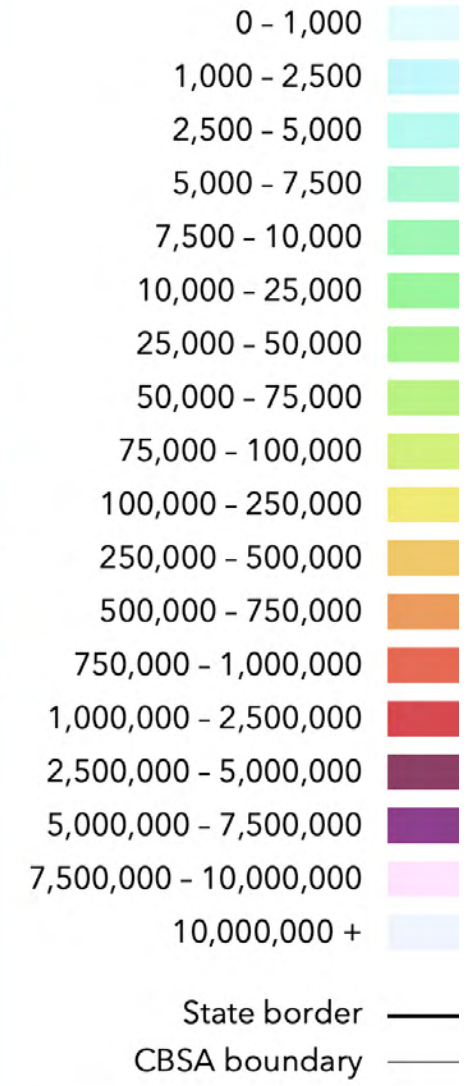
Baltimore

Baltimore-Towson, MD

16



Jobs within 30 minutes
(Transit, AM peak)



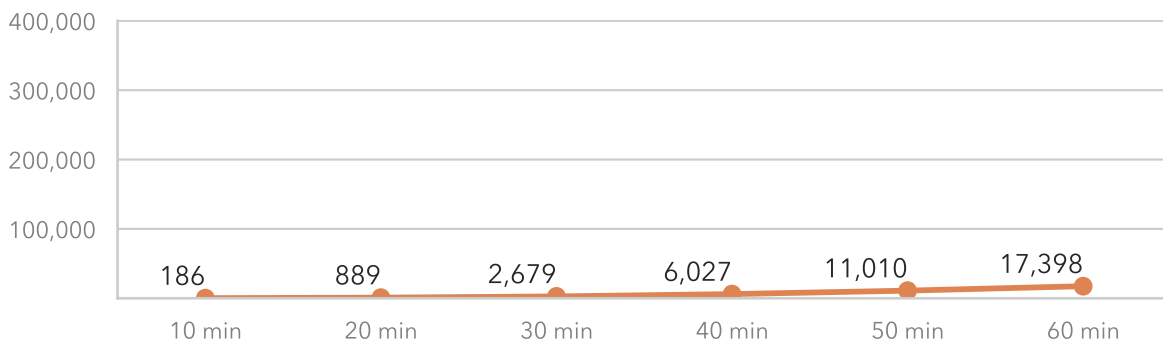
Birmingham

Birmingham-Hoover, AL

Rank by Weighted Accessibility	50
Rank by Total Employment	50
Total Jobs	508,408
Average Job Density (per km ²)	37
Total Workers	478,022
Average Worker Density (per km ²)	35

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

Job Accessibility by Travel Time Threshold



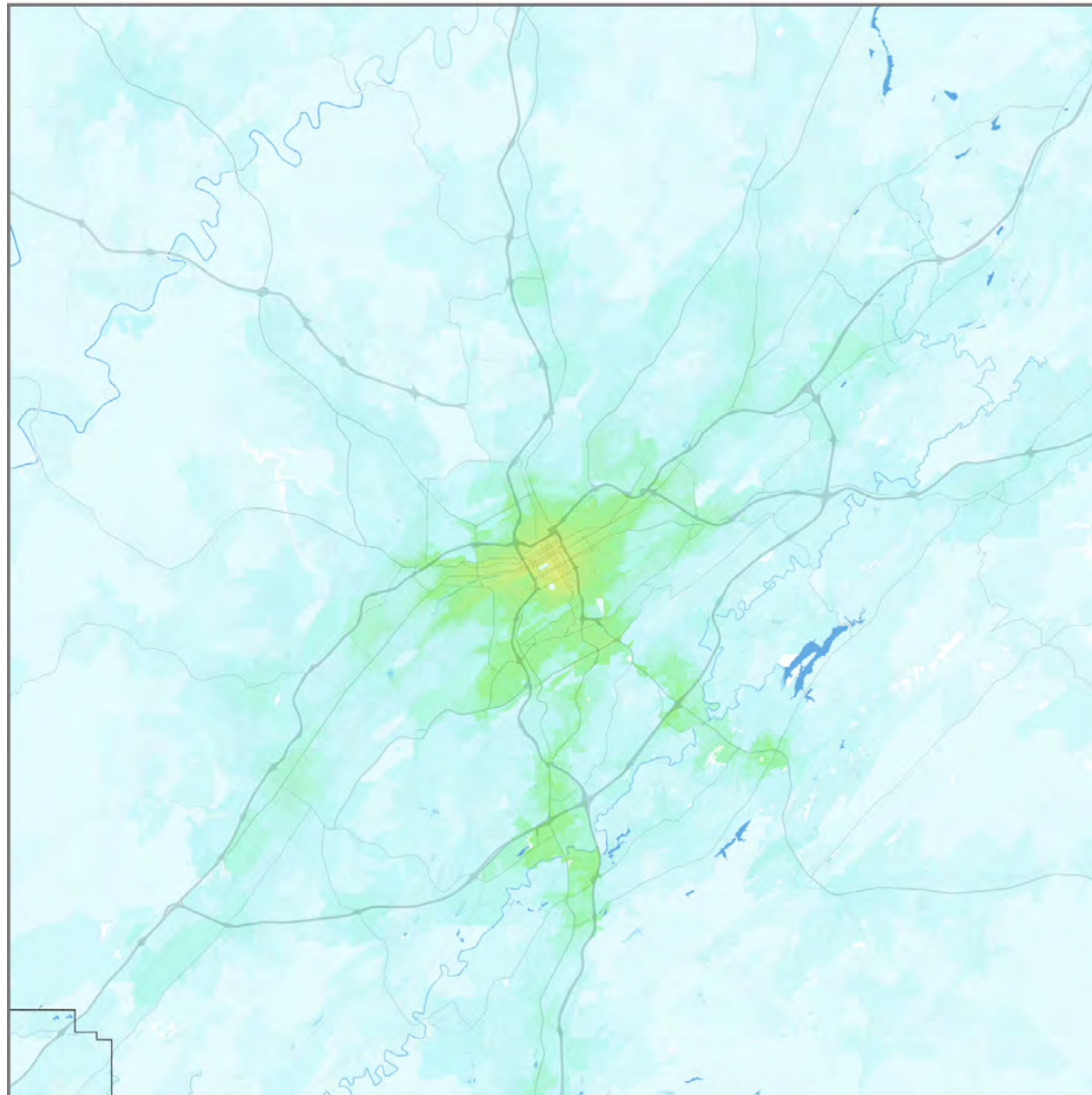
Transit Schedules Included

Agency	Dates
Birmingham Jefferson County Transit Authority	February 1, 2017 - December 31, 2018

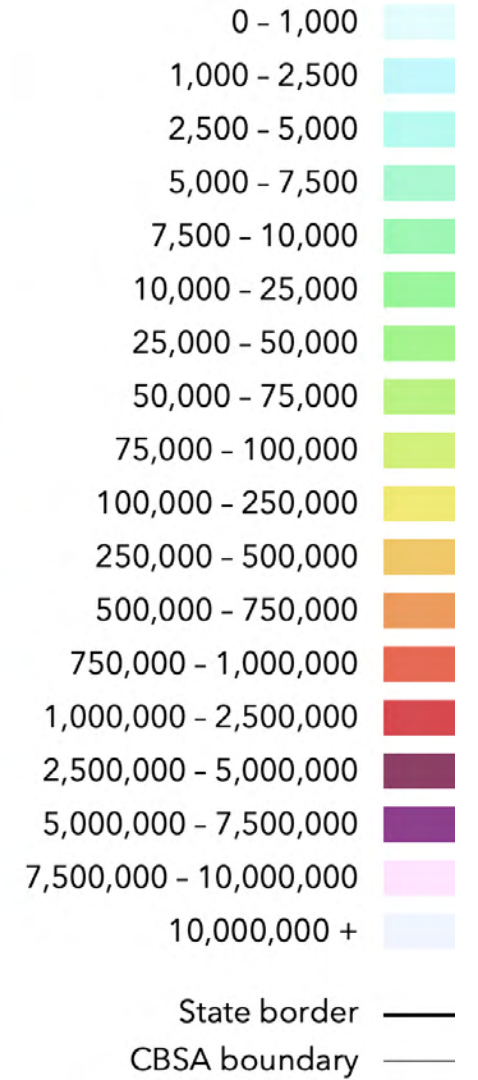
Birmingham

Birmingham-Hoover, AL

18



Jobs within 30 minutes
(Transit, AM peak)



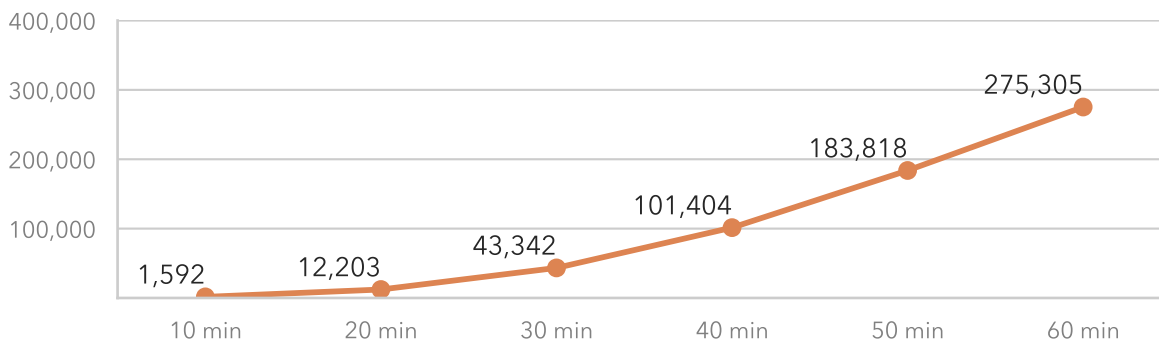
Boston

Boston-Cambridge-Quincy, MA-NH

Rank by Weighted Accessibility	5
Rank by Total Employment	10
Total Jobs	2,646,968
Average Job Density (per km ²)	293
Total Workers	2,439,894
Average Worker Density (per km ²)	270

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

Job Accessibility by Travel Time Threshold



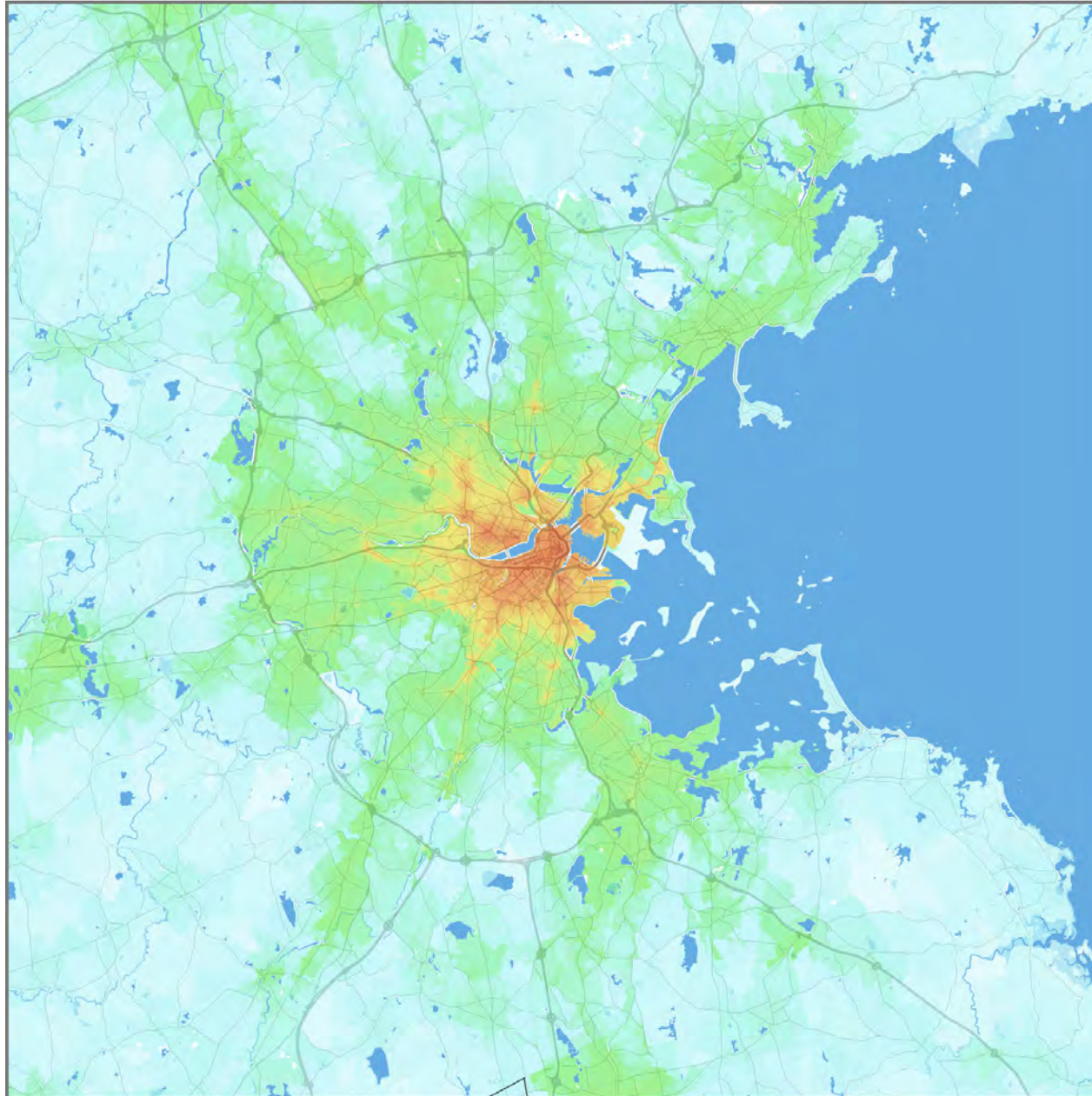
Transit Schedules Included

Agency	Dates
128 Business Council	November 1, 2015 - January 1, 2019
Bloom Bus	January 2, 2015 - January 2, 2016
Boston Harbor Islands National and State Park	May 6, 2017 - October 9, 2017
Brockton Area Transit Authority	April 21, 2014 - January 8, 2020
Cape Ann Transportation	January 1, 2015 - January 1, 2020
Cape Cod Regional Transit Authority	May 25, 2018 - June 23, 2018
DATTCO	October 20, 2017 - January 1, 2019
Lexpress Lexington MA	October 1, 2014 - June 30, 2016
Logan Express	January 1, 2019 - January 1, 2020
Lowell Regional Transit Authority	January 1, 2015 - January 1, 2019
MBTA	March 28, 2018 - June 23, 2018
MWRTA	September 10, 2018 - May 1, 2019
Massport	February 16, 2018 - March 31, 2018
Merrimack Valley Regional Transit Authority	January 1, 2017 - January 1, 2020
Middlesex 3 TMA	January 1, 2019 - January 1, 2020

Montachusett Regional Transit Authority	January 1, 2015 - January 1, 2020
Plymouth & Brockton Street Railway Co.	February 5, 2018 - October 31, 2018
The Greater Attleboro Taunton Regional Transit Authority	January 1, 2016 - January 1, 2020

Boston

Boston-Cambridge-Quincy, MA-NH



Jobs within 30 minutes
(Transit, AM peak)

- 0 - 1,000
 - 1,000 - 2,500
 - 2,500 - 5,000
 - 5,000 - 7,500
 - 7,500 - 10,000
 - 10,000 - 25,000
 - 25,000 - 50,000
 - 50,000 - 75,000
 - 75,000 - 100,000
 - 100,000 - 250,000
 - 250,000 - 500,000
 - 500,000 - 750,000
 - 750,000 - 1,000,000
 - 1,000,000 - 2,500,000
 - 2,500,000 - 5,000,000
 - 5,000,000 - 7,500,000
 - 7,500,000 - 10,000,000
 - 10,000,000 +
- State border ———
- CBSA boundary ———

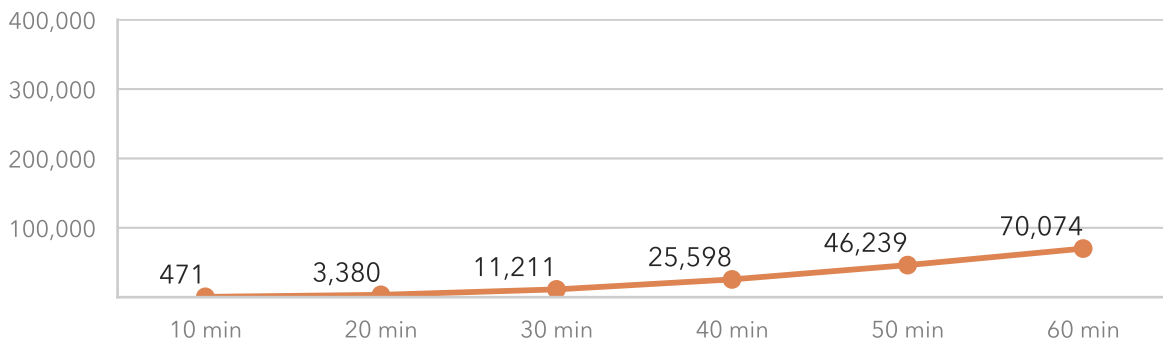
Buffalo

Buffalo-Niagara Falls, NY

Rank by Weighted Accessibility	25
Rank by Total Employment	48
Total Jobs	552,284
Average Job Density (per km ²)	136
Total Workers	531,726
Average Worker Density (per km ²)	131

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

Job Accessibility by Travel Time Threshold

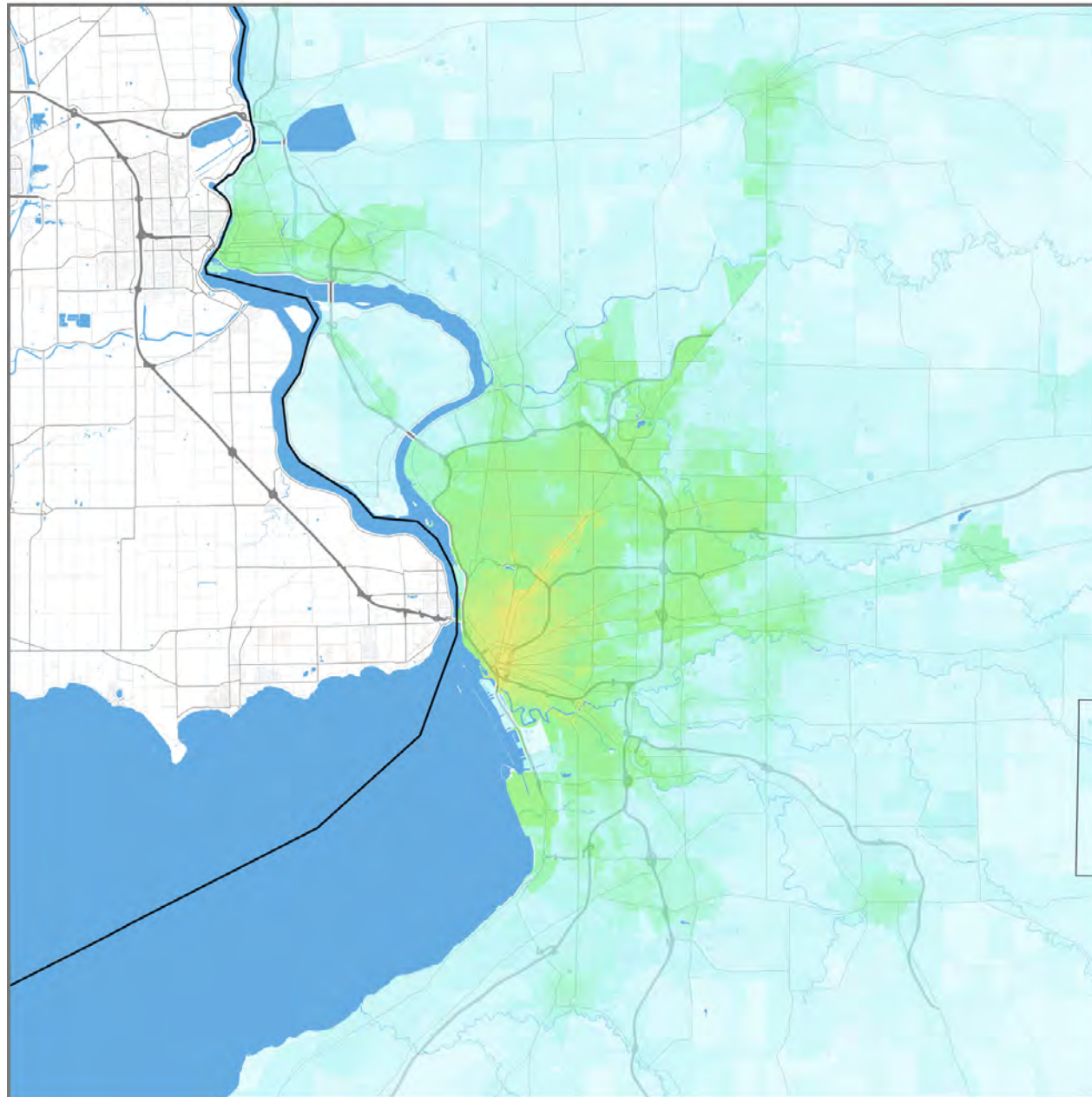


Transit Schedules Included

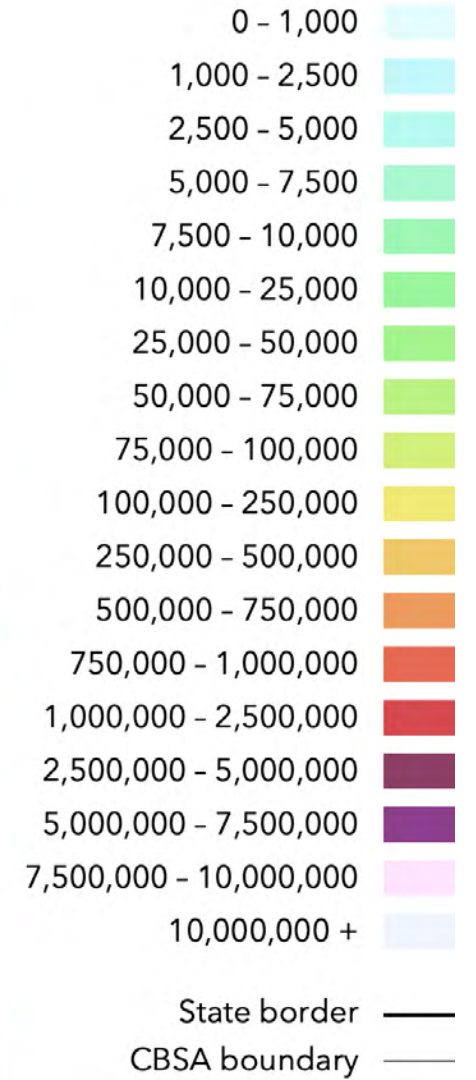
Agency	Dates
NFTA - Metro	November 22, 2017 - March 3, 2018

Buffalo

Buffalo-Niagara Falls, NY



Jobs within 30 minutes
(Transit, AM peak)



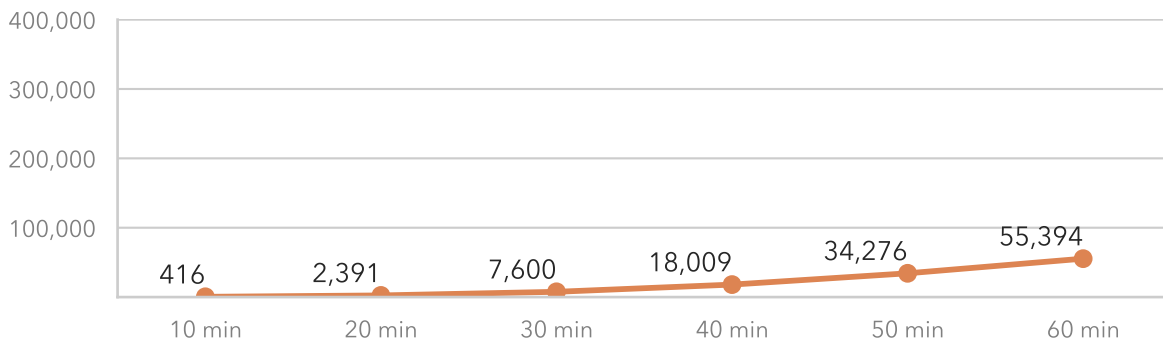
Charlotte

Charlotte-Gastonia-Rock Hill, NC-SC

Rank by Weighted Accessibility	34
Rank by Total Employment	34
Total Jobs	1,016,582
Average Job Density (per km ²)	127
Total Workers	912,014
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



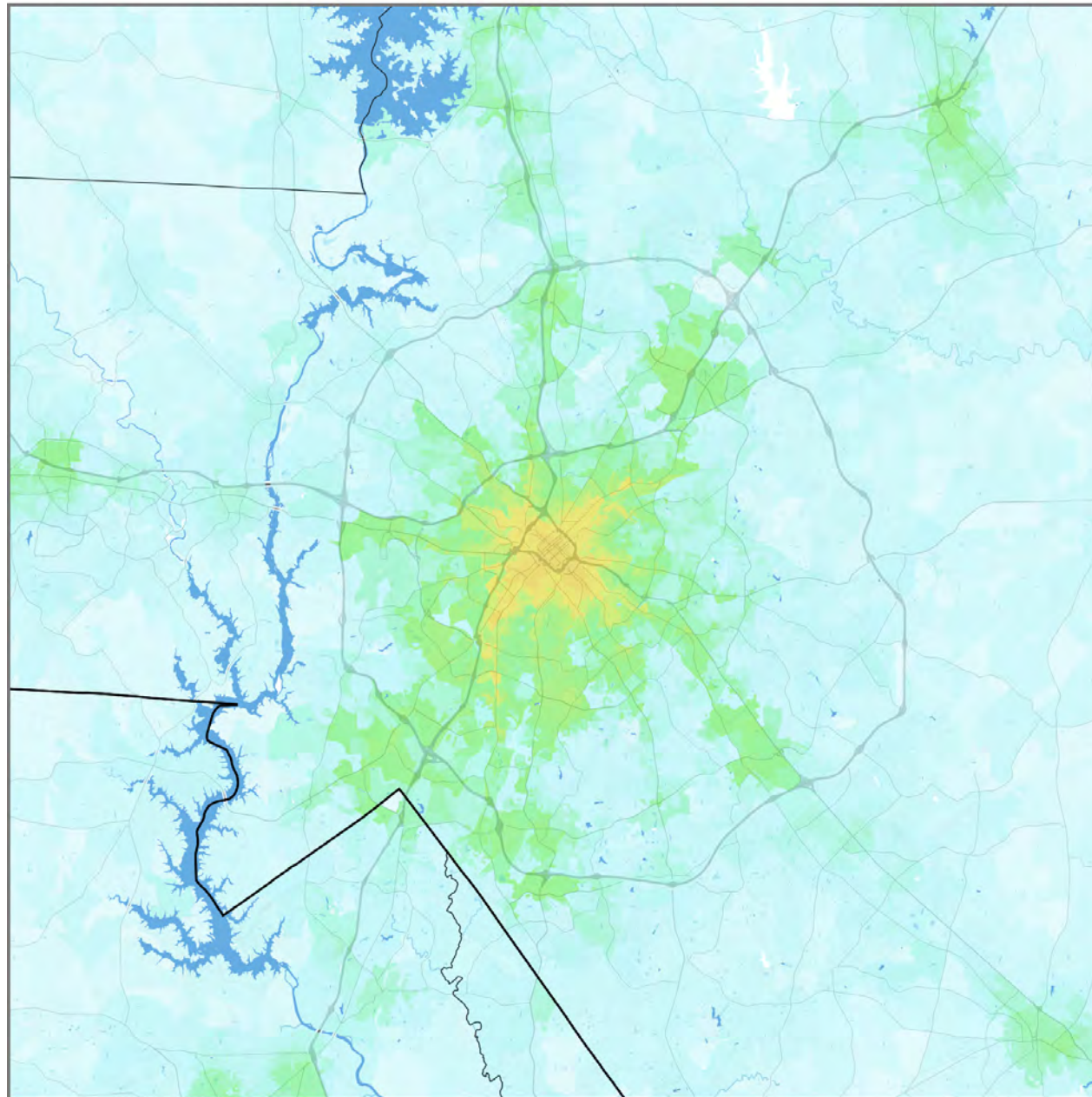
Transit Schedules Included

Agency	Dates
CATS	October 11, 2017 - February 4, 2018
Concord Kannapolis Area Transit	January 1, 2016 - December 31, 2019

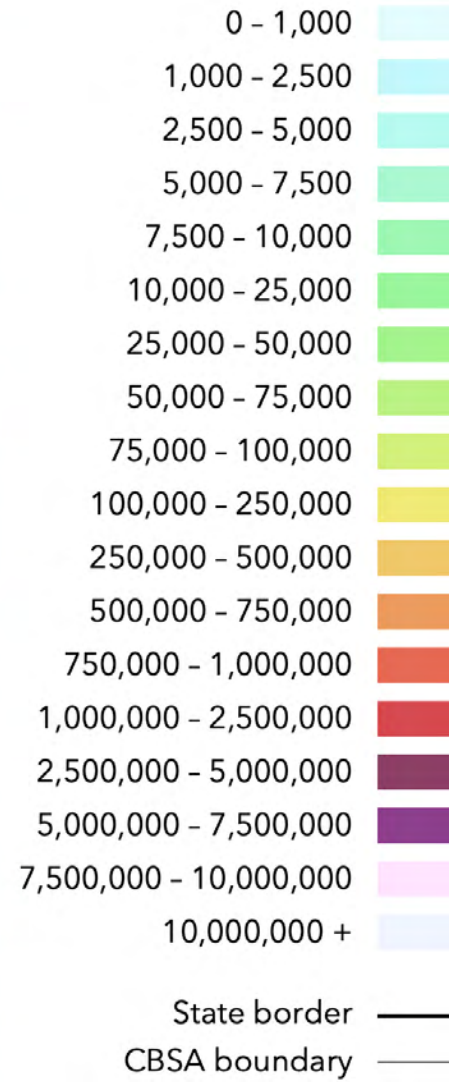
Charlotte

Charlotte-Gastonia-Rock Hill, NC-SC

25



Jobs within 30 minutes
(Transit, AM peak)



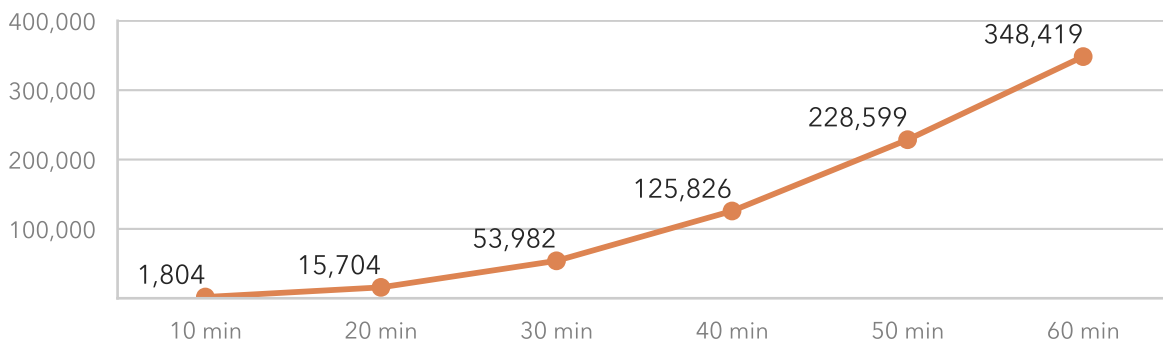
Chicago

Chicago-Joliet-Naperville, IL-IN-WI

Rank by Weighted Accessibility	3
Rank by Total Employment	3
Total Jobs	4,545,653
Average Job Density (per km ²)	244
Total Workers	4,447,410
Average Worker Density (per km ²)	239

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

Job Accessibility by Travel Time Threshold



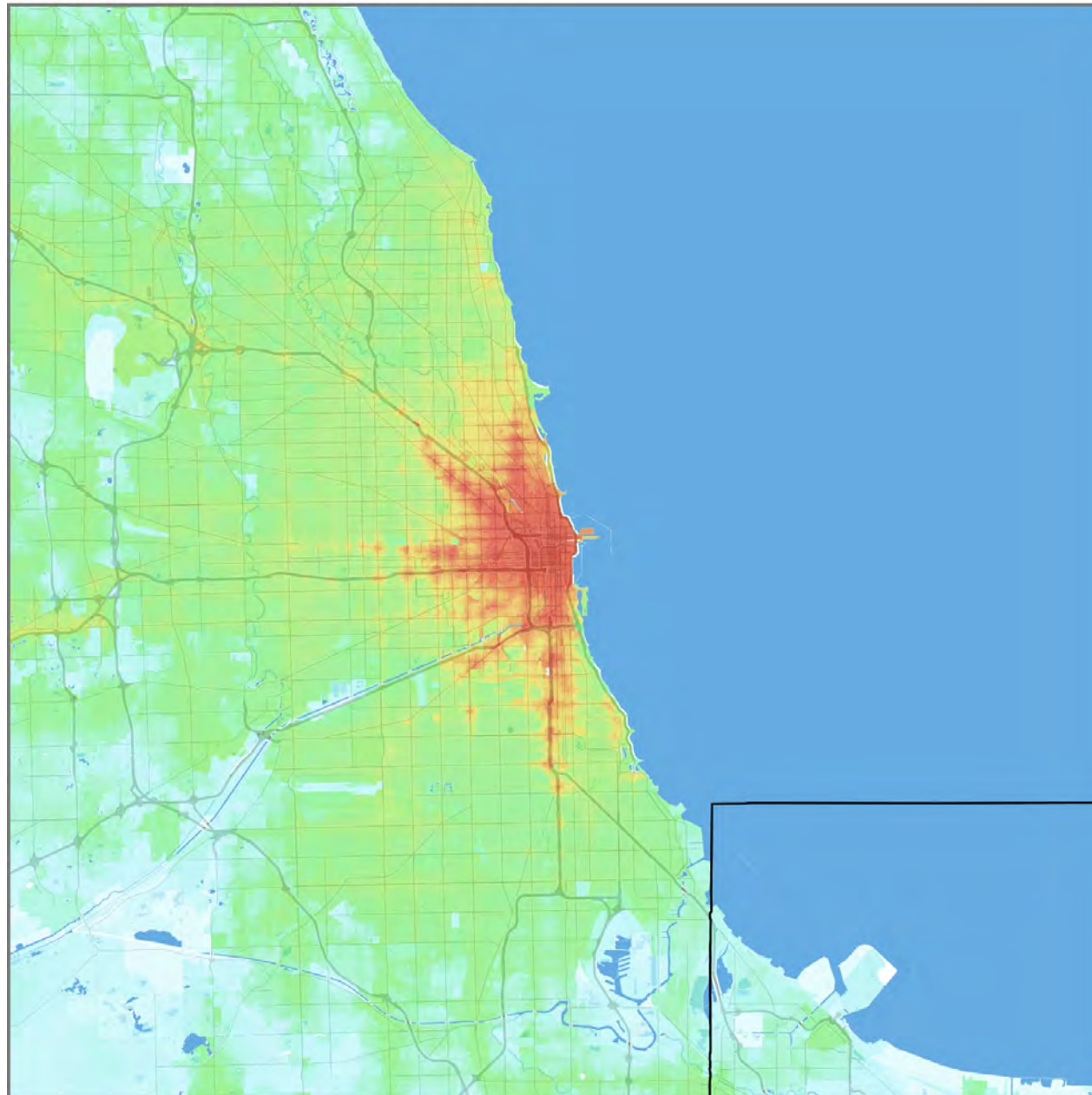
Transit Schedules Included

Agency	Dates
Chicago Transit Authority	January 18, 2018 - March 31, 2018
Metra	January 1, 2018 - December 31, 2019
Northern Indiana Commuter Transportation District	January 1, 2012 - December 31, 2020
PACE	February 5, 2017 - March 1, 2018

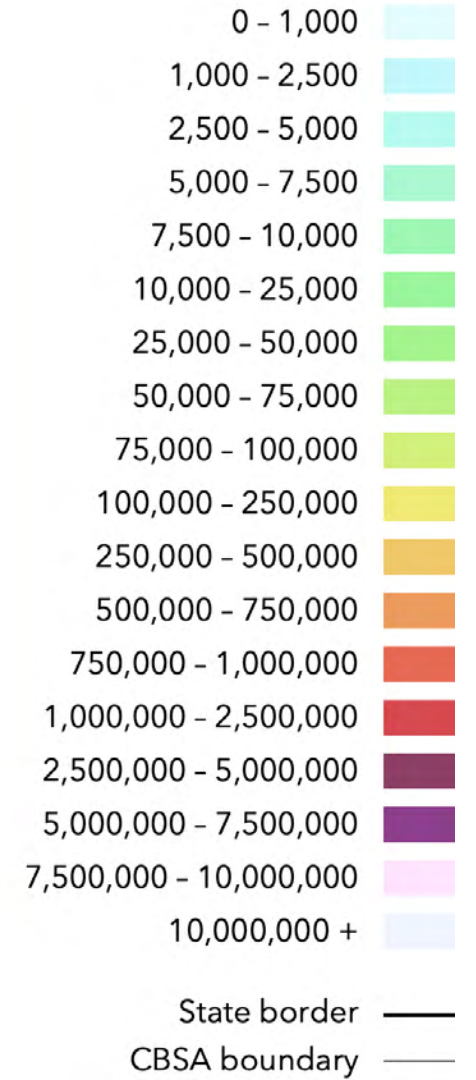
Chicago

Chicago-Joliet-Naperville, IL-IN-WI

27



Jobs within 30 minutes
(Transit, AM peak)



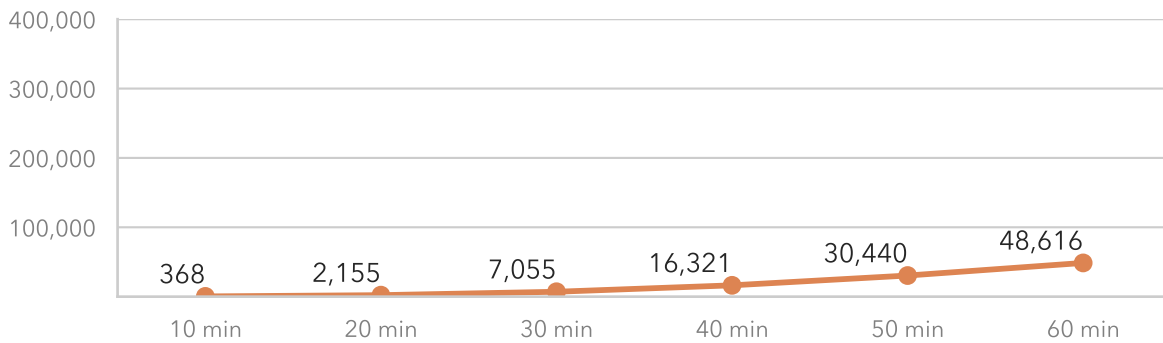
Cincinnati

Cincinnati-Middletown, OH-KY-IN

Rank by Weighted Accessibility	39
Rank by Total Employment	25
Total Jobs	1,035,442
Average Job Density (per km ²)	91
Total Workers	1,030,029
Average Worker Density (per km ²)	91

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

Job Accessibility by Travel Time Threshold



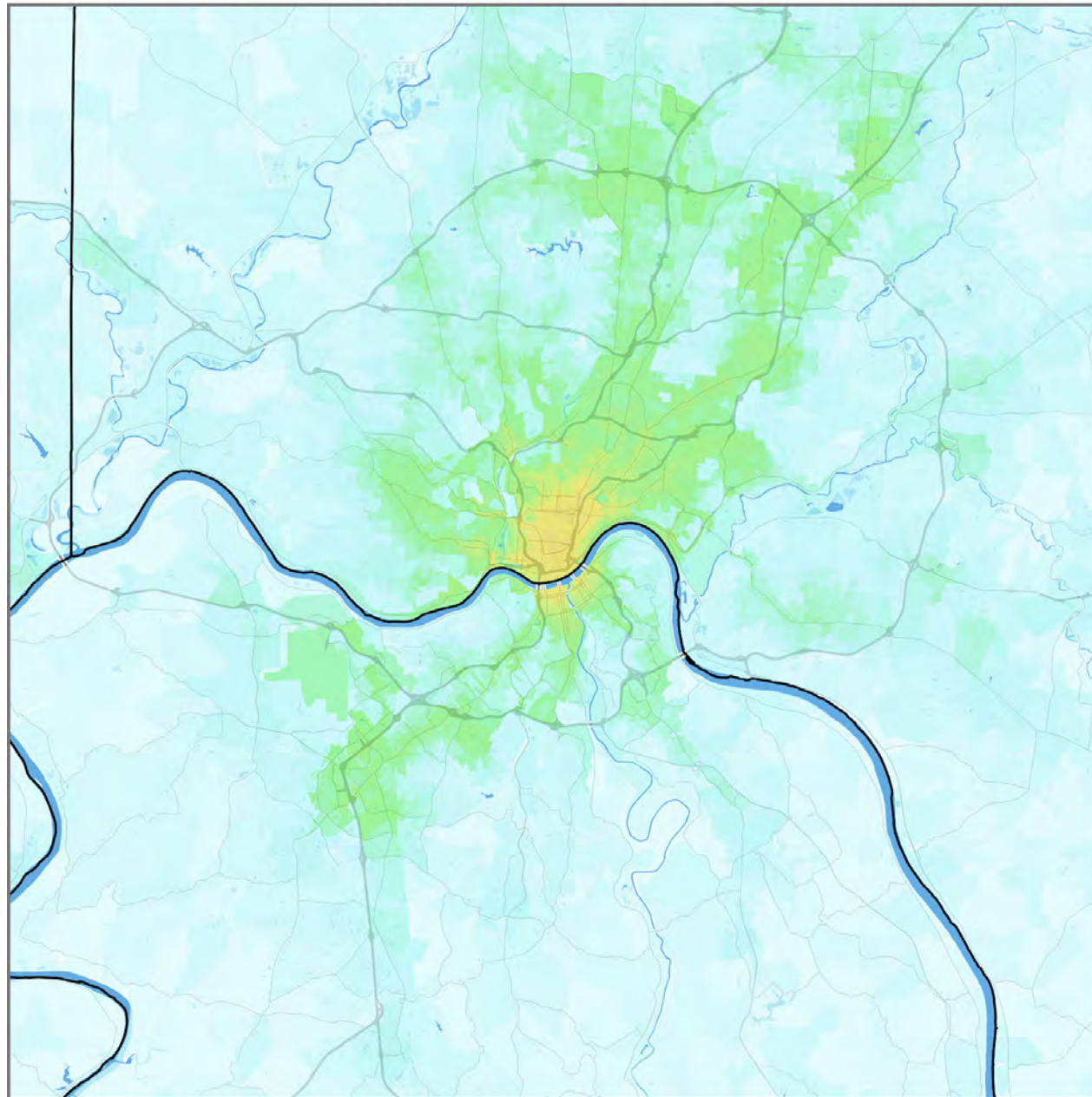
Transit Schedules Included

Agency	Dates
Southwest Ohio Regional Transit Authority	December 3, 2017 - May 26, 2018
Transit Authority of Northern Kentucky	November 9, 2017 - June 30, 2018

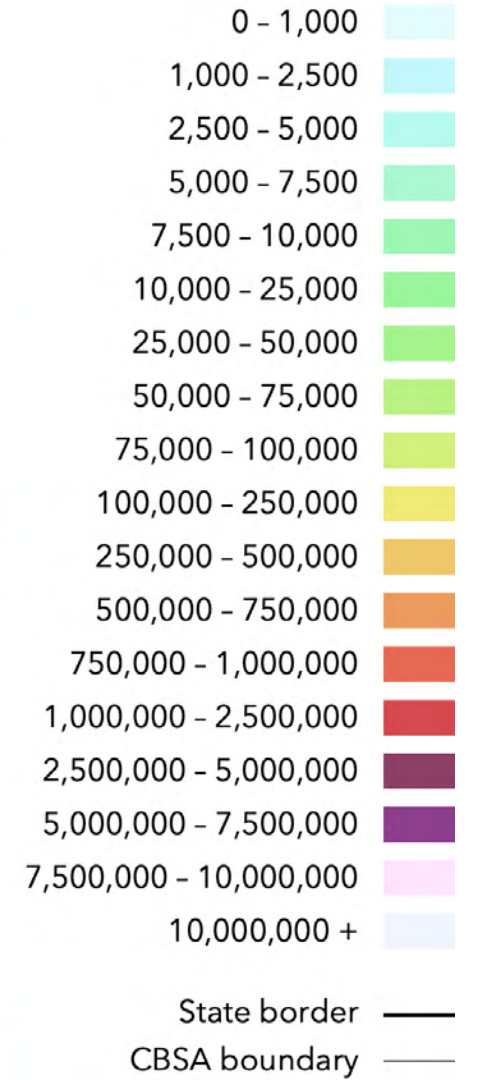
Cincinnati

Cincinnati-Middletown, OH-KY-IN

29



Jobs within 30 minutes
(Transit, AM peak)



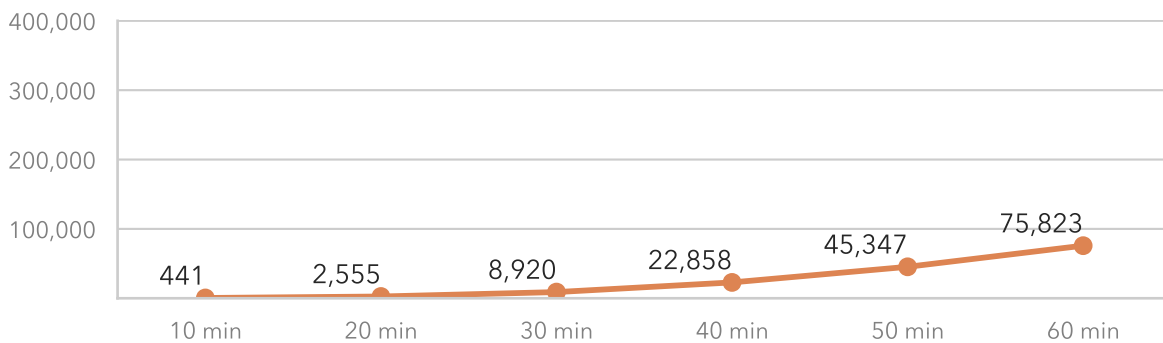
Cleveland

Cleveland-Elyria-Mentor, OH

Rank by Weighted Accessibility	29
Rank by Total Employment	28
Total Jobs	1,023,028
Average Job Density (per km ²)	198
Total Workers	963,846
Average Worker Density (per km ²)	186

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

Job Accessibility by Travel Time Threshold



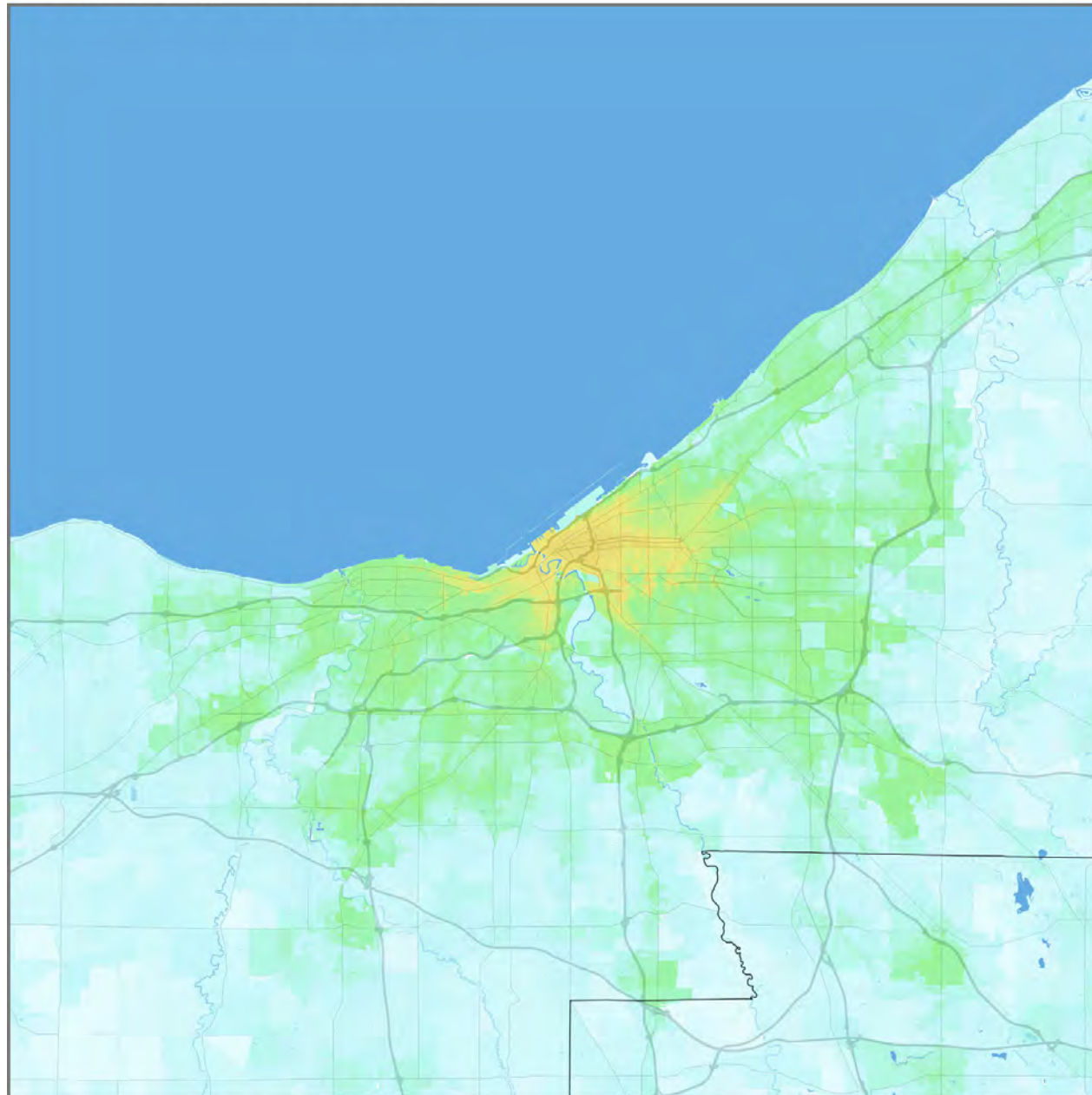
Transit Schedules Included

Agency	Dates
Cuyahoga Valley Scenic Railroad	September 4, 2017 - November 26, 2017
Greater Cleveland Regional Transit Authority	January 2, 2018 - March 10, 2018
Laketran	January 1, 2016 - January 1, 2020
METRO	July 11, 2019 - July 10, 2020

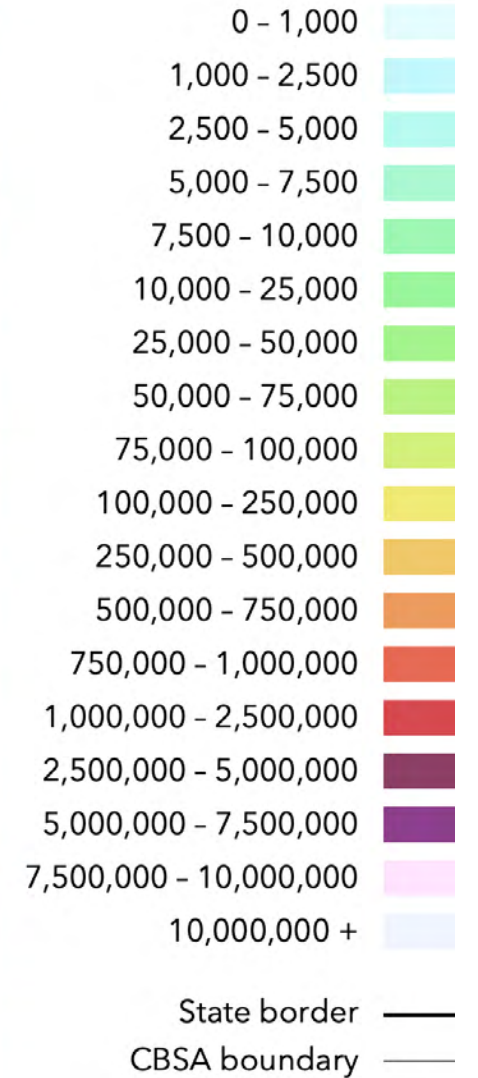
Cleveland

Cleveland-Elyria-Mentor, OH

31



Jobs within 30 minutes
(Transit, AM peak)



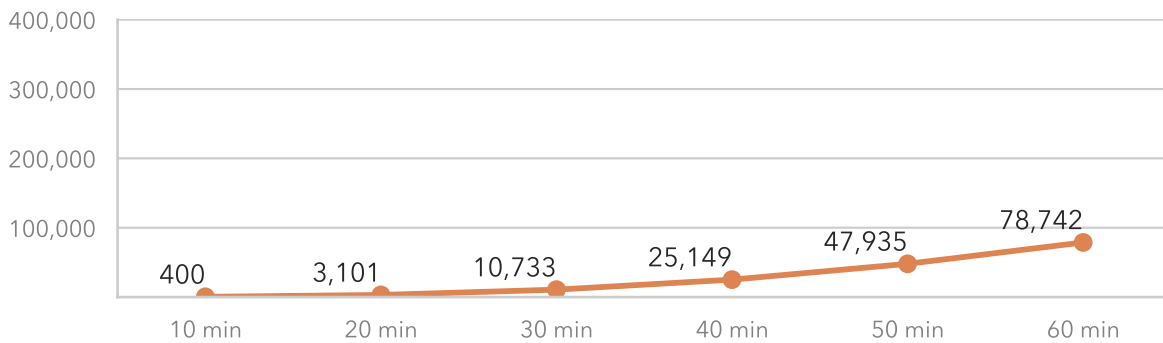
Columbus

Columbus, OH

Rank by Weighted Accessibility	24
Rank by Total Employment	32
Total Jobs	1,003,131
Average Job Density (per km ²)	98
Total Workers	926,633
Average Worker Density (per km ²)	90

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

Job Accessibility by Travel Time Threshold



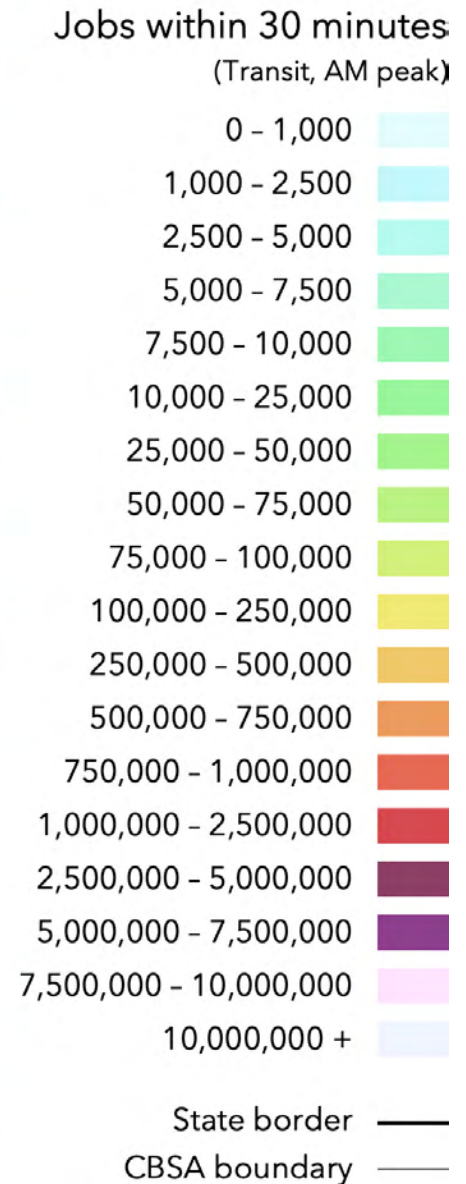
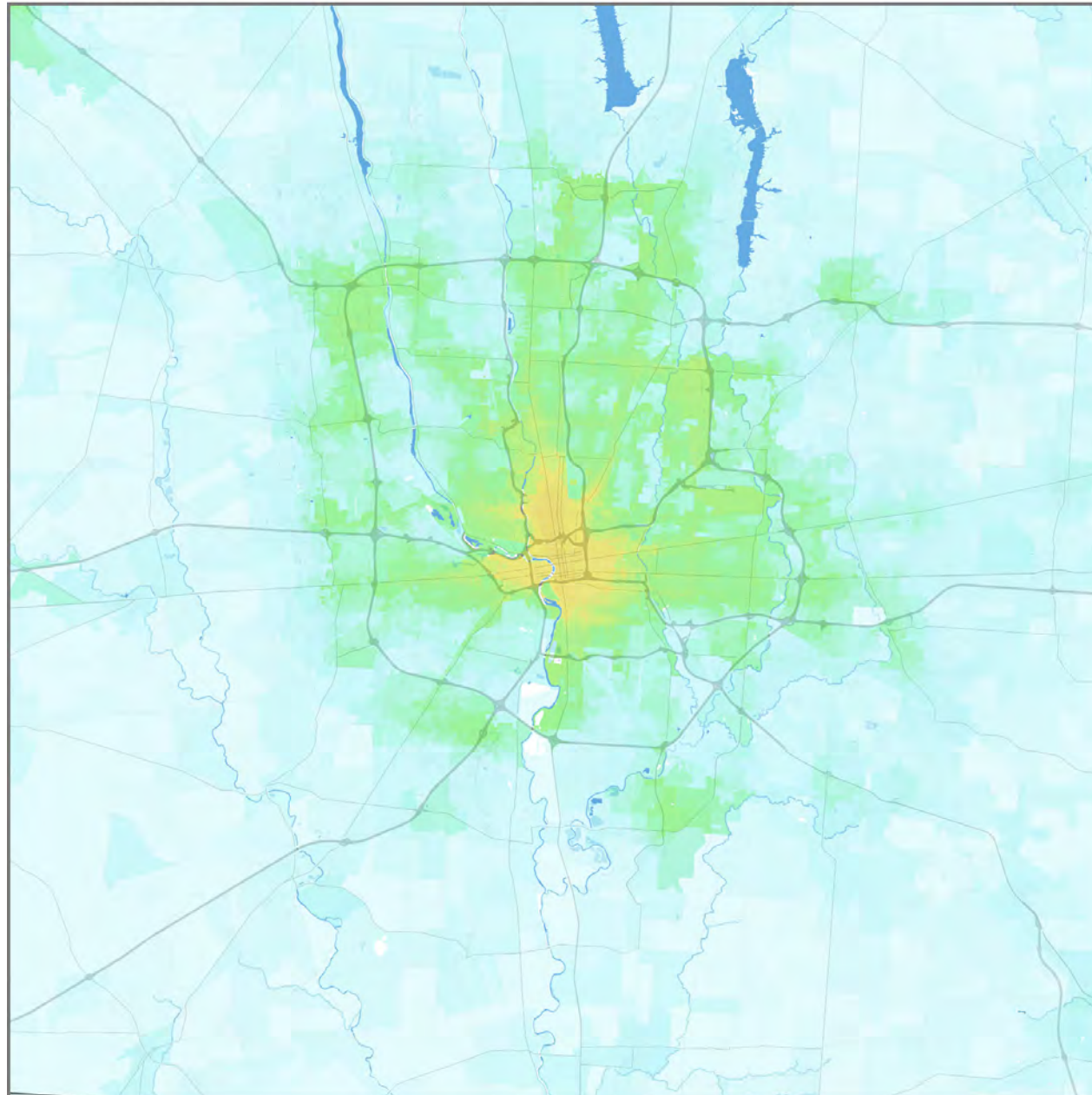
Transit Schedules Included

Agency	Dates
Central Ohio Transit Authority	May 1, 2017 - September 3, 2017
Delaware Area Transit Agency	June 28, 2019 - July 1, 2020

Columbus

Columbus, OH

33



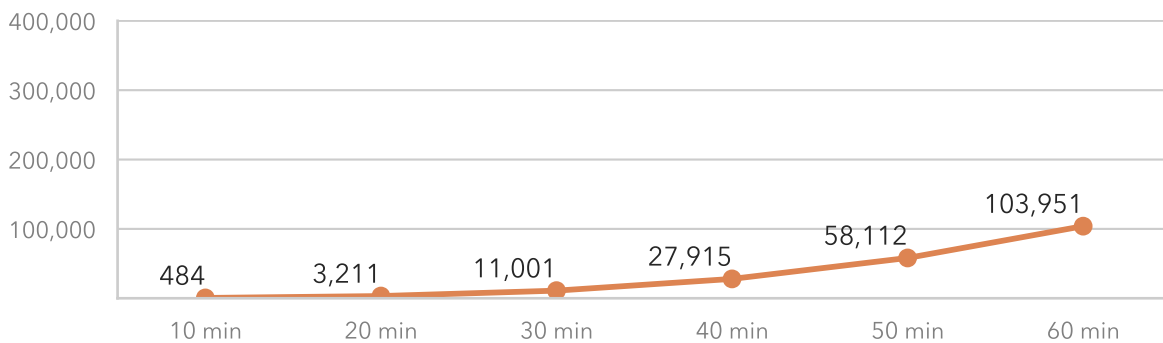
Dallas

Dallas-Fort Worth-Arlington, TX

Rank by Weighted Accessibility	19
Rank by Total Employment	4
Total Jobs	3,450,732
Average Job Density (per km ²)	149
Total Workers	3,286,131
Average Worker Density (per km ²)	142

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

Job Accessibility by Travel Time Threshold



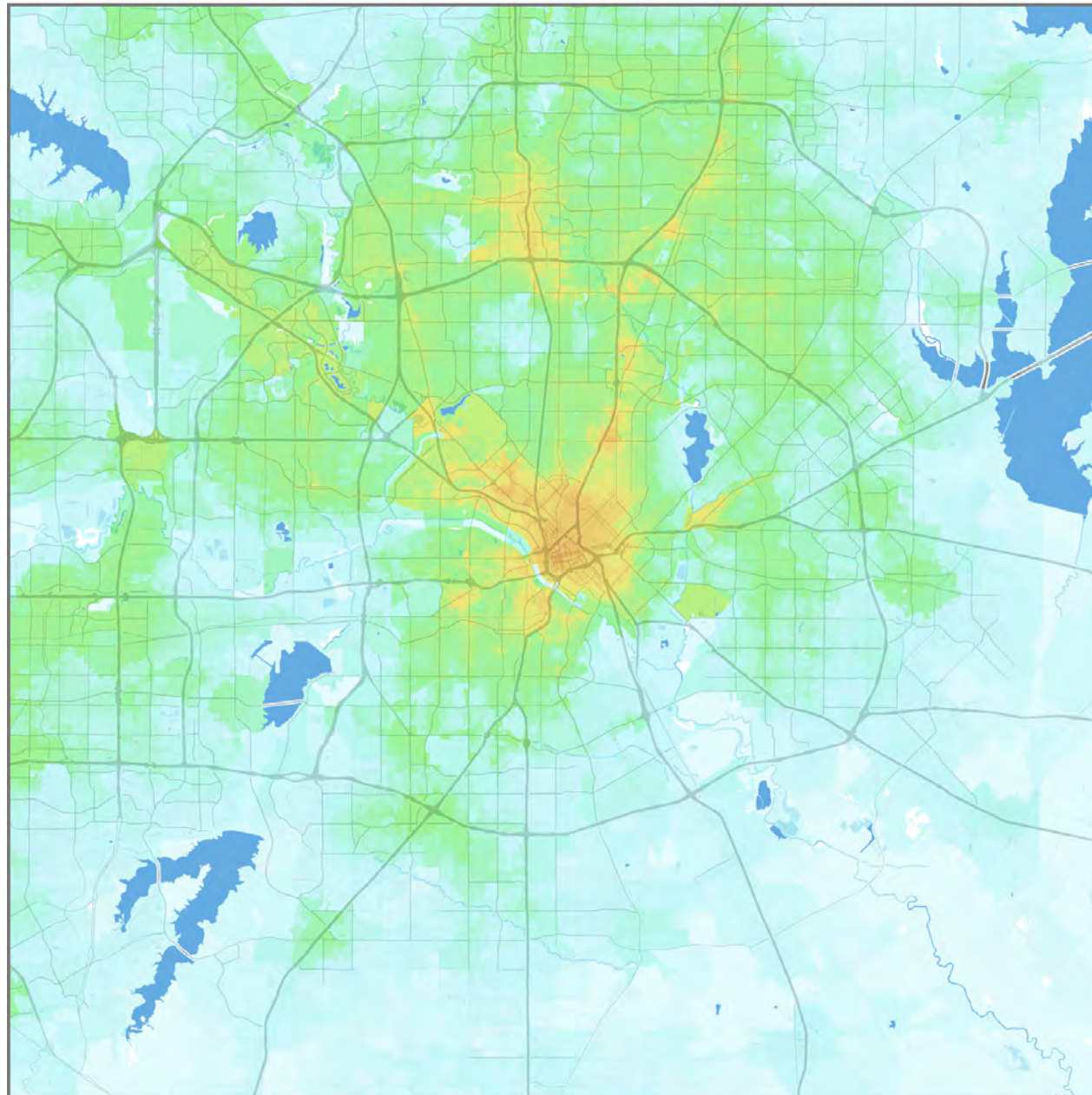
Transit Schedules Included

Agency	Dates
DALLAS AREA RAPID TRANSIT	August 14, 2017 - March 25, 2018
Denton County Transportation Authority	August 26, 2018 - January 1, 2020
Fort Worth Transportation Authority	August 13, 2017 - August 25, 2018
Grapevine Visitors Shuttle	May 5, 2019 - September 21, 2019
STAR Transit	January 1, 2016 - December 31, 2019

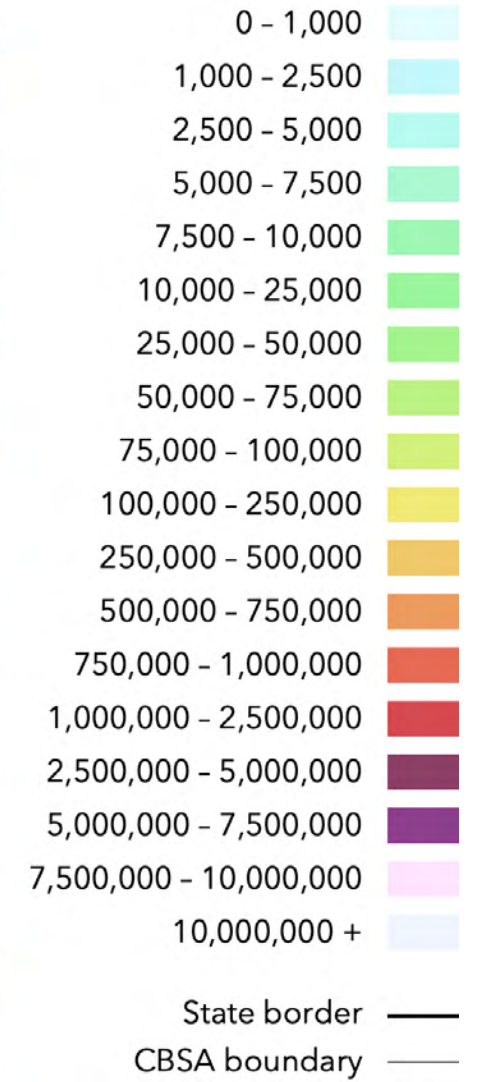
Dallas

Dallas-Fort Worth-Arlington, TX

35



Jobs within 30 minutes
(Transit, AM peak)



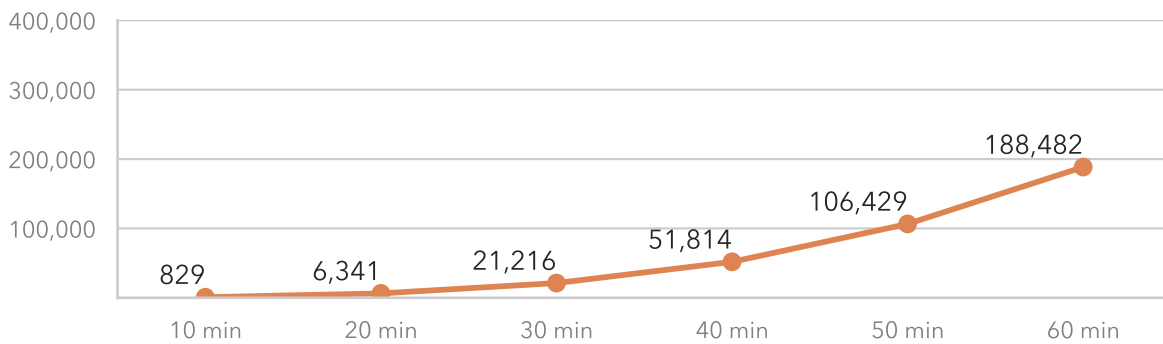
Denver

Denver-Aurora-Broomfield, CO

Rank by Weighted Accessibility	9
Rank by Total Employment	18
Total Jobs	1,425,669
Average Job Density (per km ²)	66
Total Workers	1,371,536
Average Worker Density (per km ²)	63

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

Job Accessibility by Travel Time Threshold

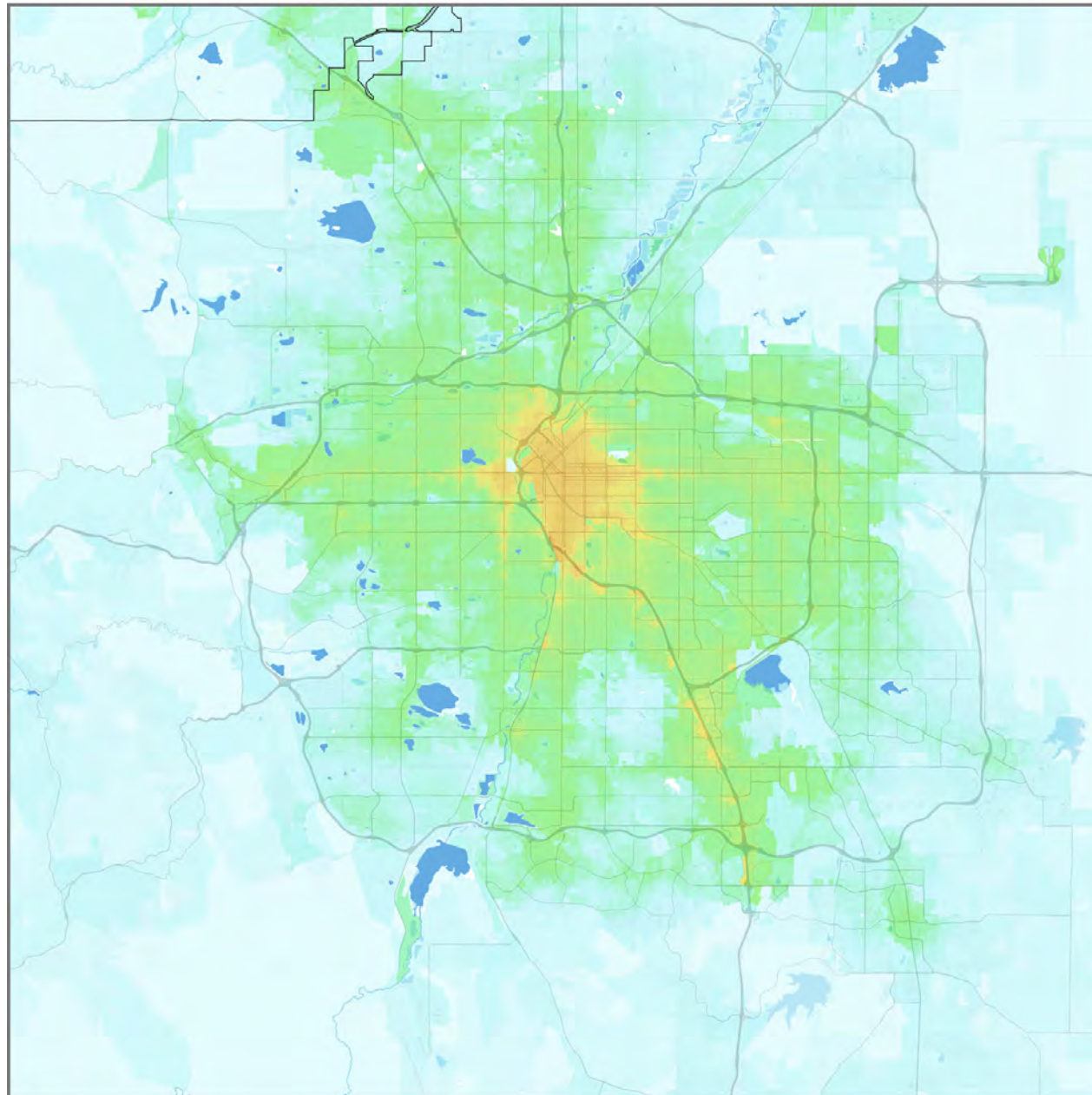


Transit Schedules Included

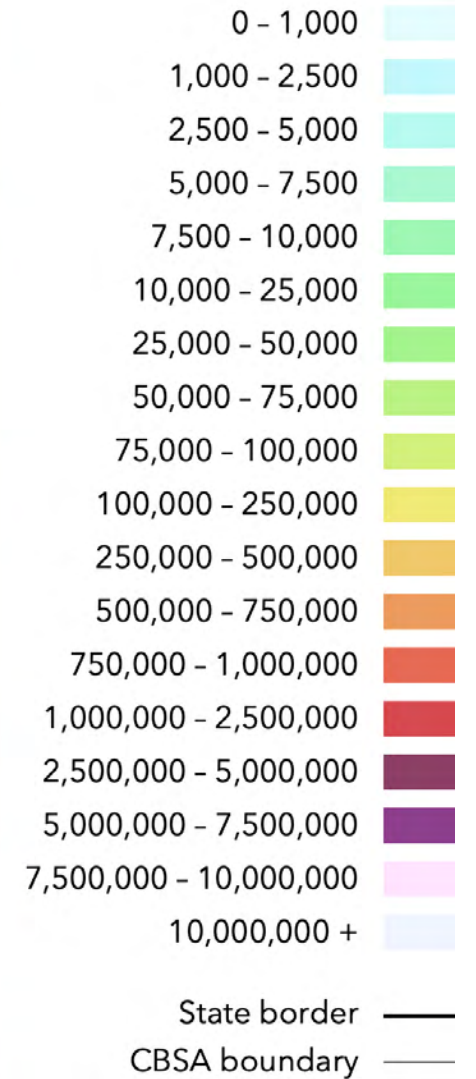
Agency	Dates
Bustang	August 25, 2017 - January 1, 2019
Regional Transportation District	January 14, 2018 - May 19, 2018

Denver

Denver-Aurora-Broomfield, CO



Jobs within 30 minutes
(Transit, AM peak)



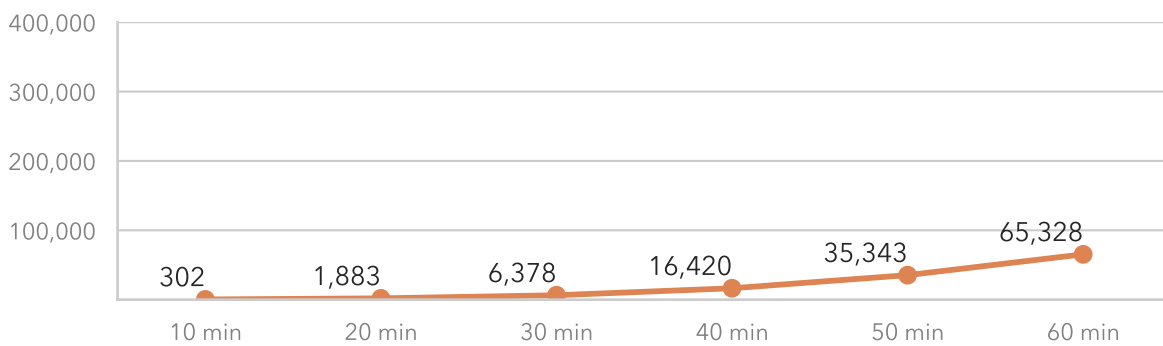
Detroit

Detroit-Warren-Livonia, MI

Rank by Weighted Accessibility	37
Rank by Total Employment	13
Total Jobs	1,903,409
Average Job Density (per km ²)	189
Total Workers	1,881,040
Average Worker Density (per km ²)	187

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

Job Accessibility by Travel Time Threshold



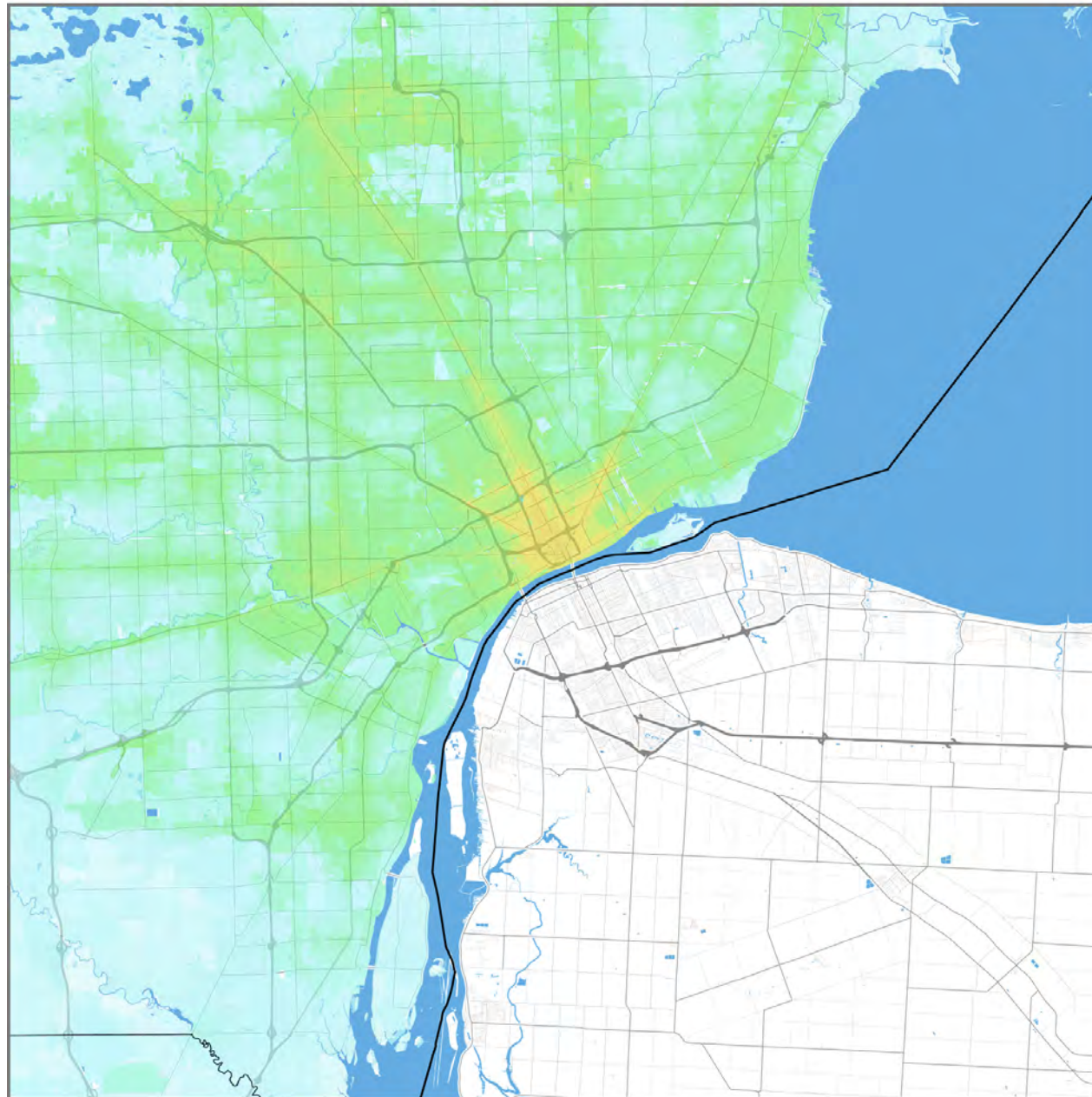
Transit Schedules Included

Agency	Dates
Ann Arbor Area Transportation Authority	August 27, 2017 - January 27, 2018
Detroit Department of Transportation	August 31, 2017 - February 26, 2018
SMART	January 2, 2017 - April 2, 2017

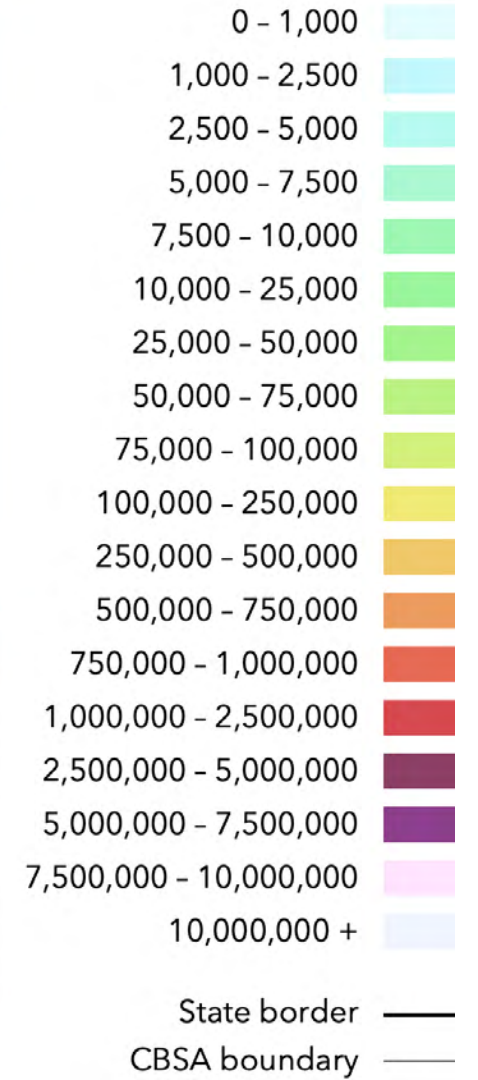
Detroit

Detroit-Warren-Livonia, MI

39



Jobs within 30 minutes
(Transit, AM peak)



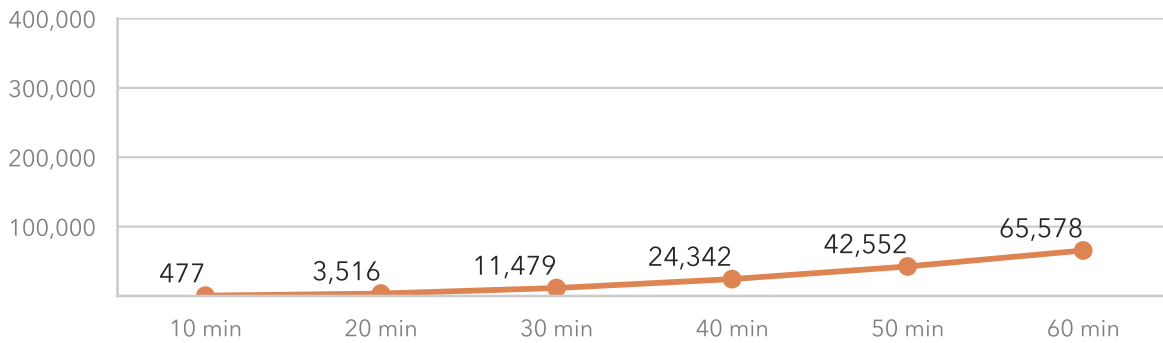
Hartford

Hartford-West Hartford-East Hartford, CT

Rank by Weighted Accessibility	26
Rank by Total Employment	44
Total Jobs	642,924
Average Job Density (per km ²)	164
Total Workers	597,662
Average Worker Density (per km ²)	152

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

Job Accessibility by Travel Time Threshold

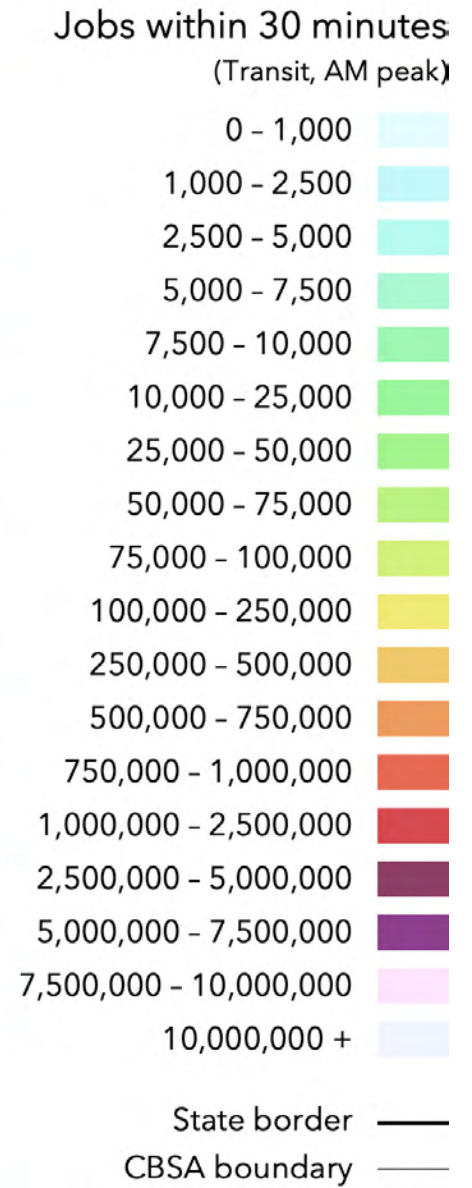
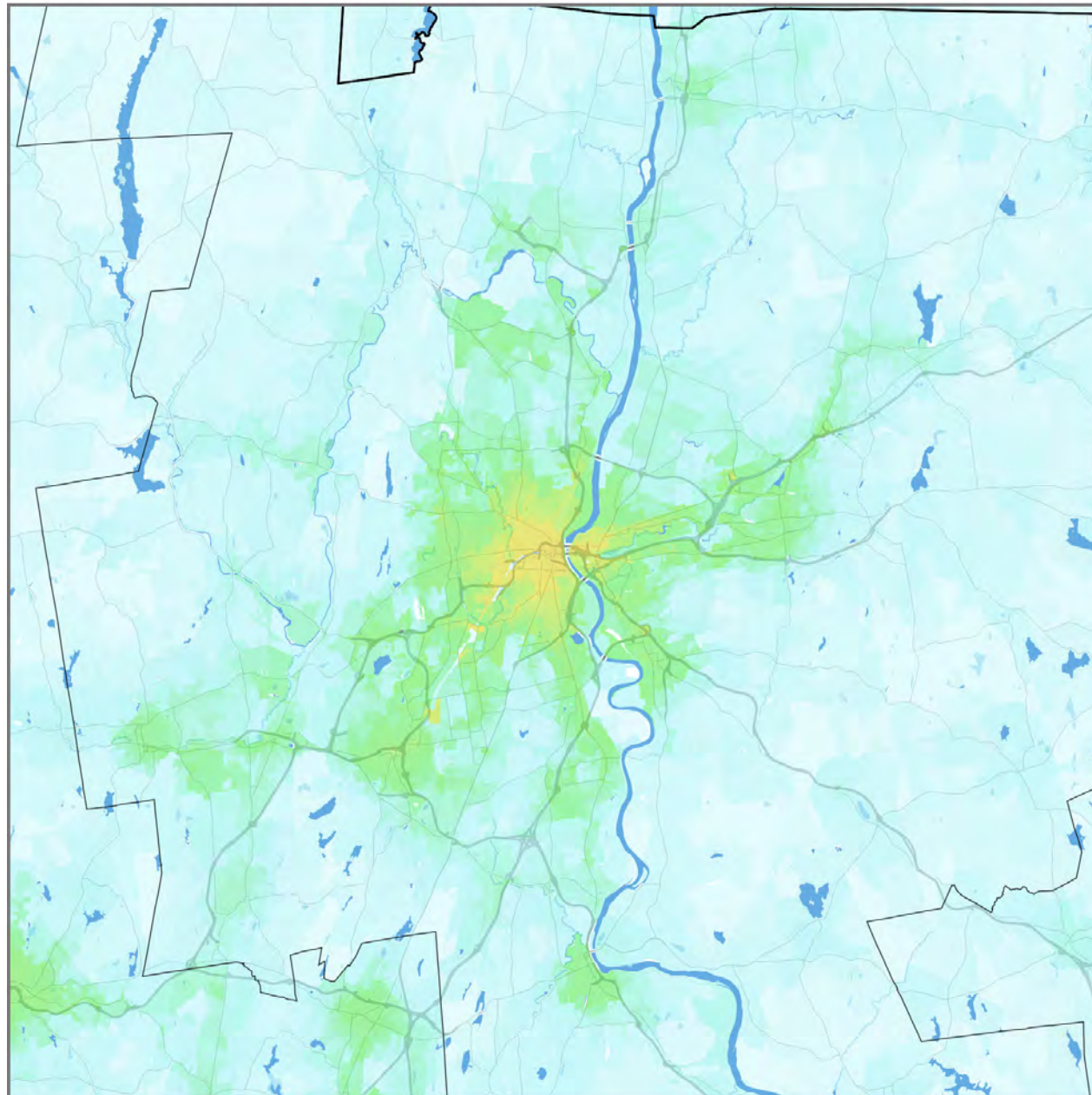


Transit Schedules Included

Agency	Dates
9 Town Transit	September 1, 2016 - December 31, 2020
CTTransit - New Britain	June 24, 2018 - June 30, 2019
CTTransit - Waterbury-Meriden	October 8, 2017 - December 31, 2018
CTTransit- Hartford	November 19, 2017 - April 14, 2018
PVTA	September 3, 2017 - September 3, 2018
Shore Line East	October 9, 2017 - April 9, 2018

Hartford

Hartford-West Hartford-East Hartford, CT



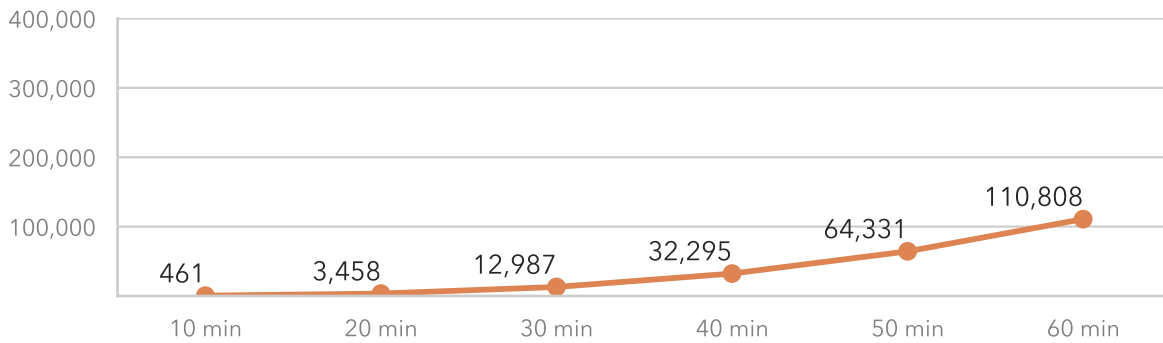
Houston

Houston-Sugar Land-Baytown, TX

Rank by Weighted Accessibility	17
Rank by Total Employment	5
Total Jobs	2,974,047
Average Job Density (per km ²)	130
Total Workers	2,884,781
Average Worker Density (per km ²)	126

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

Job Accessibility by Travel Time Threshold

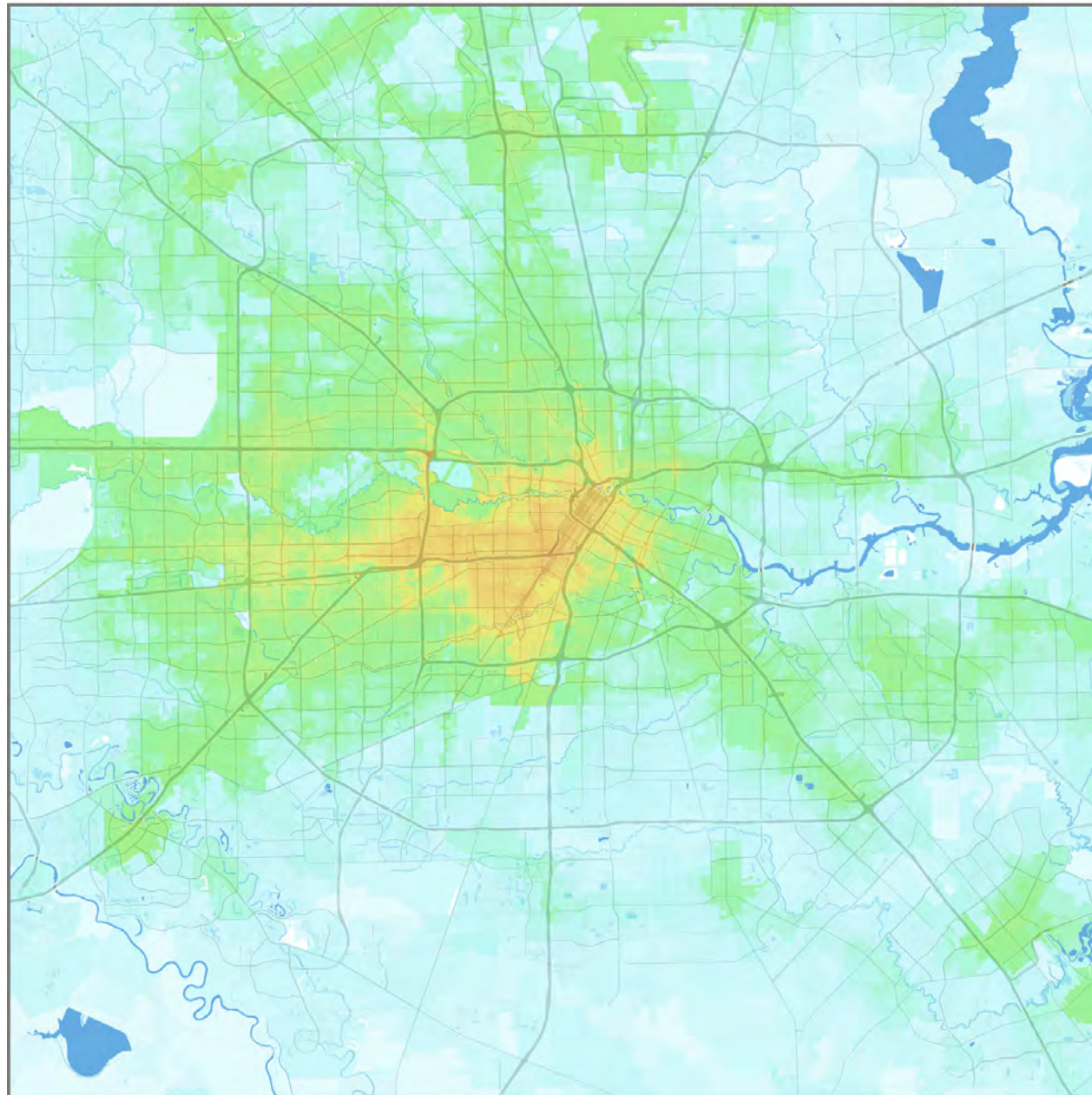


Transit Schedules Included

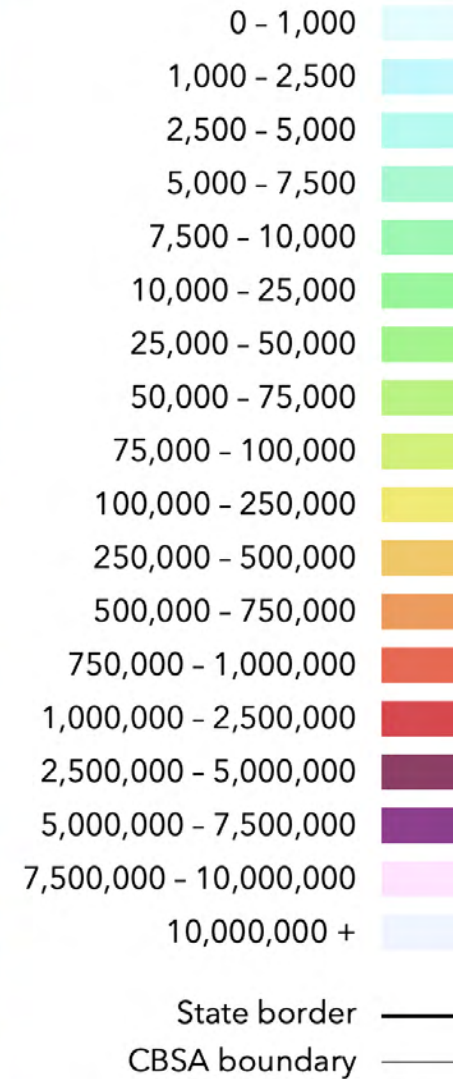
Agency	Dates
Metropolitan Transit Authority of Harris County	January 21, 2018 - June 16, 2018

Houston

Houston-Sugar Land-Baytown, TX



Jobs within 30 minutes
(Transit, AM peak)



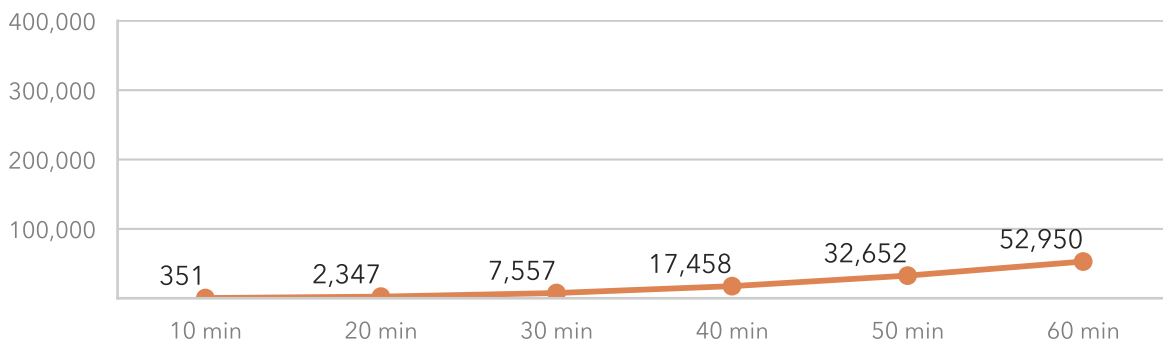
Indianapolis

Indianapolis-Carmel, IN

Rank by Weighted Accessibility	36
Rank by Total Employment	35
Total Jobs	998,751
Average Job Density (per km ²)	100
Total Workers	906,498
Average Worker Density (per km ²)	91

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

Job Accessibility by Travel Time Threshold

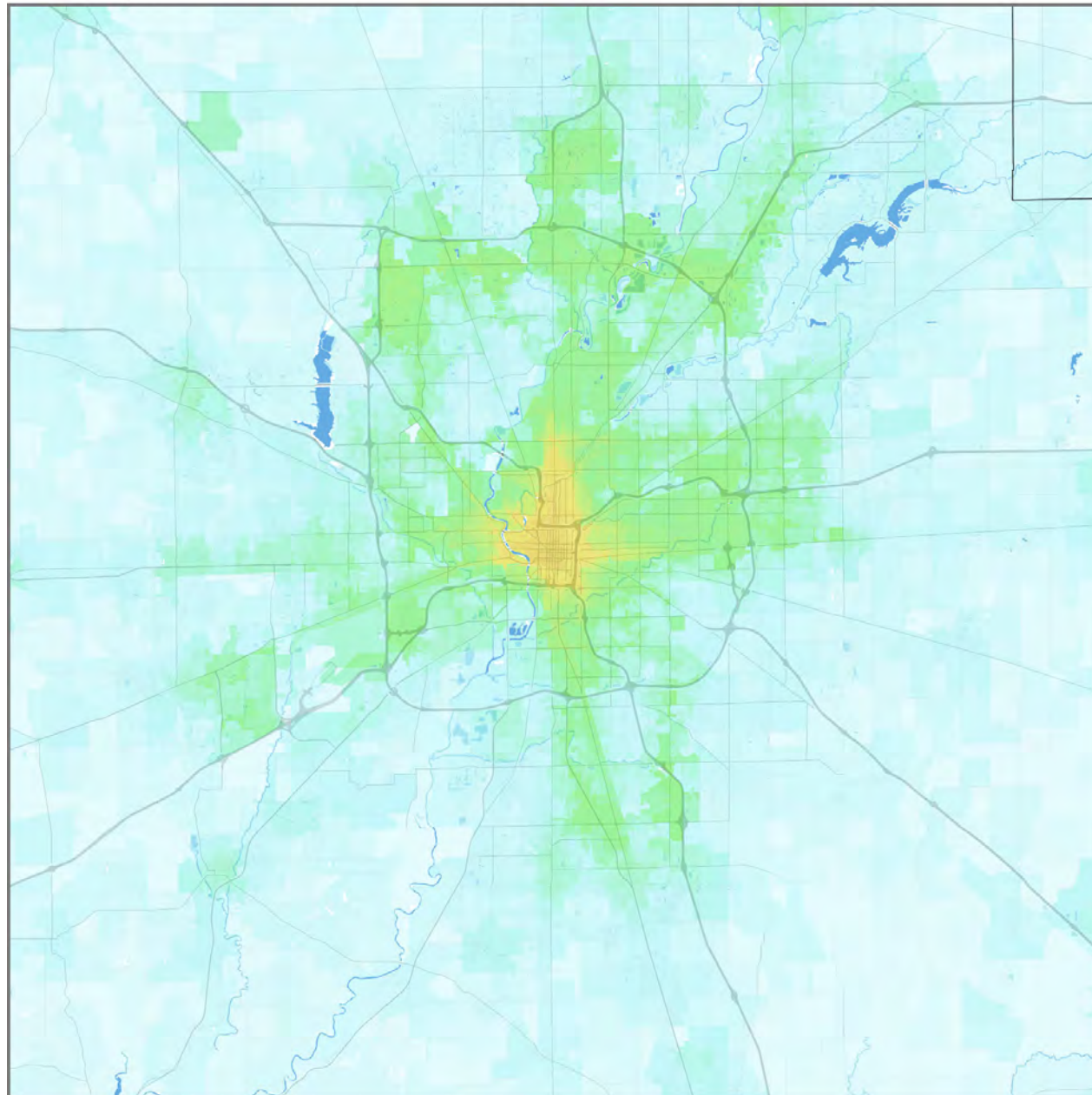


Transit Schedules Included

Agency	Dates
Central Indiana Regional Transportation Authority	July 18, 2014 - December 31, 2019
IndyGo	June 11, 2017 - October 7, 2017

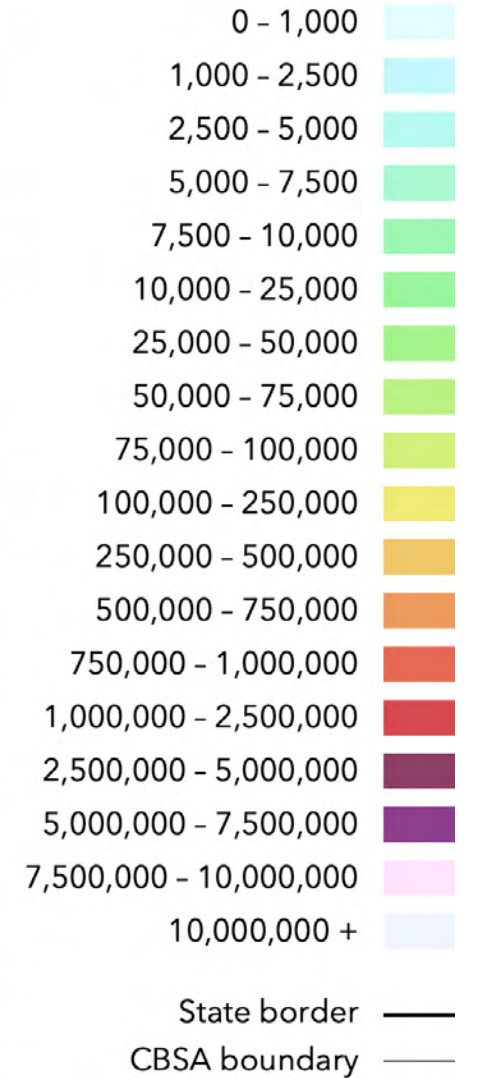
Indianapolis

Indianapolis-Carmel, IN



Jobs within 30 minutes

(Transit, AM peak)



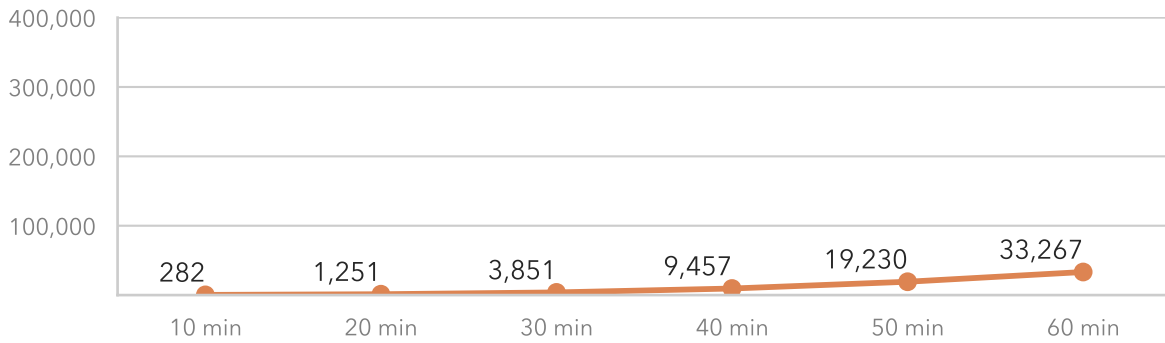
Jacksonville

Jacksonville, FL

Rank by Weighted Accessibility	49
Rank by Total Employment	40
Total Jobs	656,668
Average Job Density (per km ²)	79
Total Workers	642,481
Average Worker Density (per km ²)	77

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

Job Accessibility by Travel Time Threshold

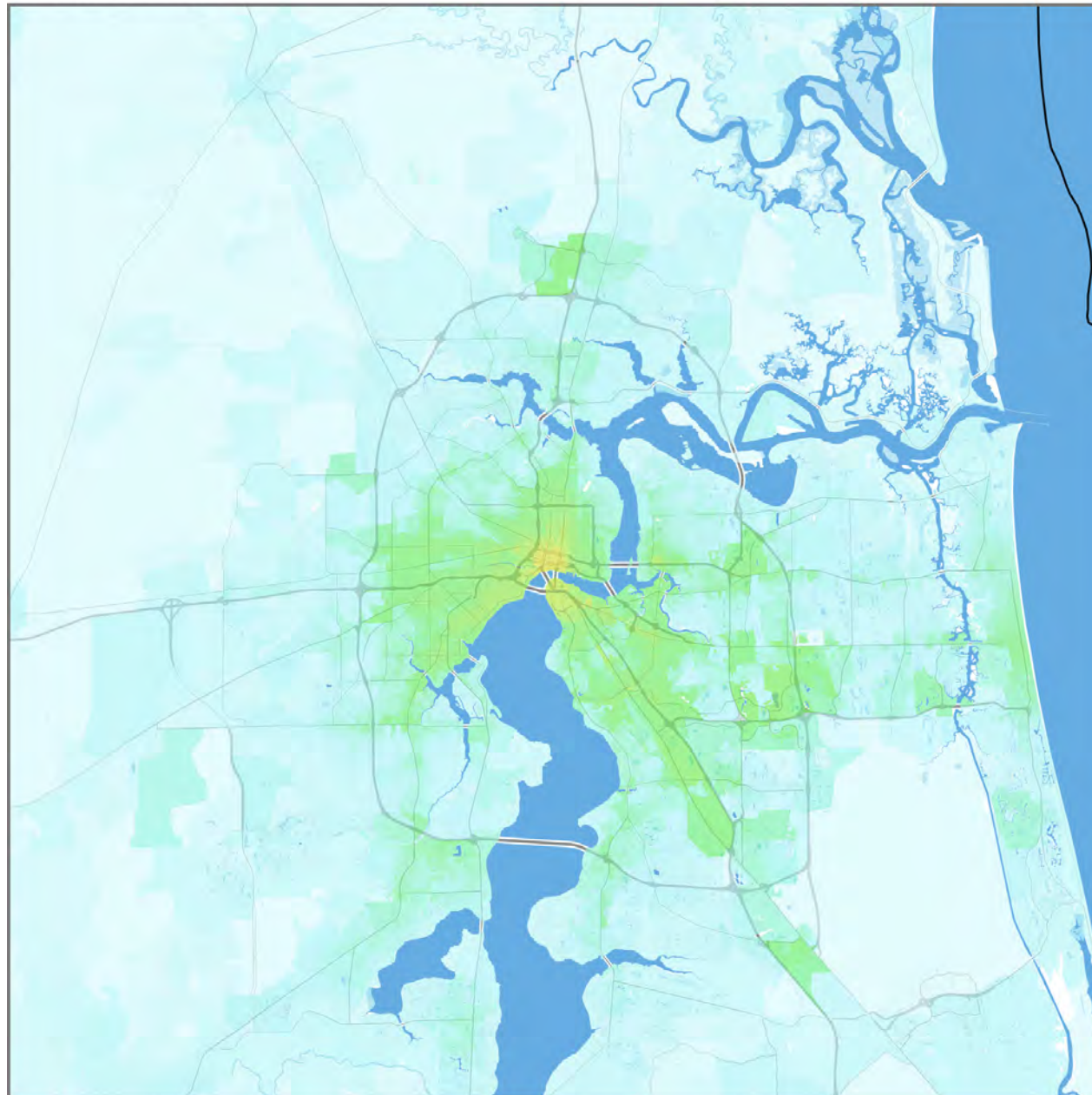


Transit Schedules Included

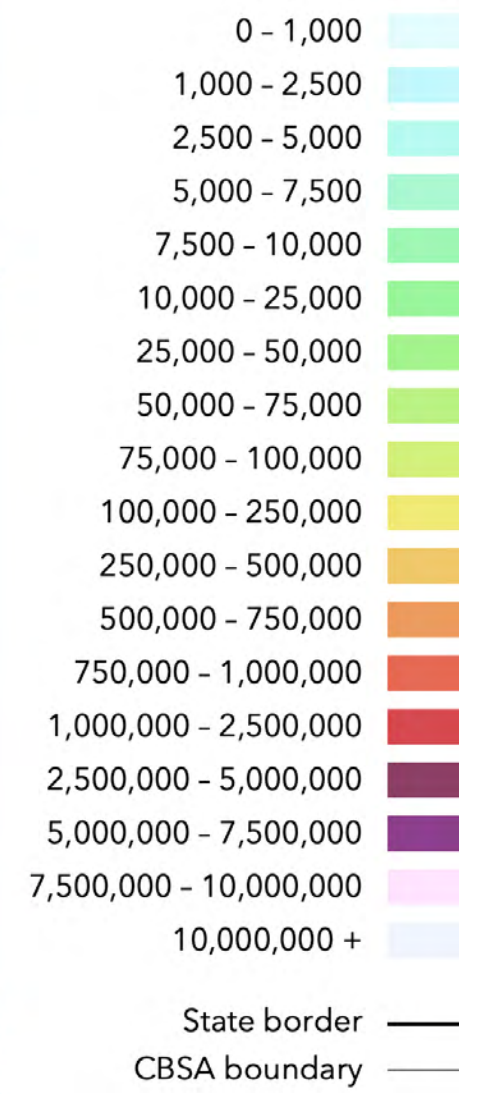
Agency	Dates
Jacksonville Transportation Authority	December 4, 2017 - August 5, 2018
Sunshine Bus Company	July 1, 2015 - January 1, 2020

Jacksonville

Jacksonville, FL



Jobs within 30 minutes
(Transit, AM peak)



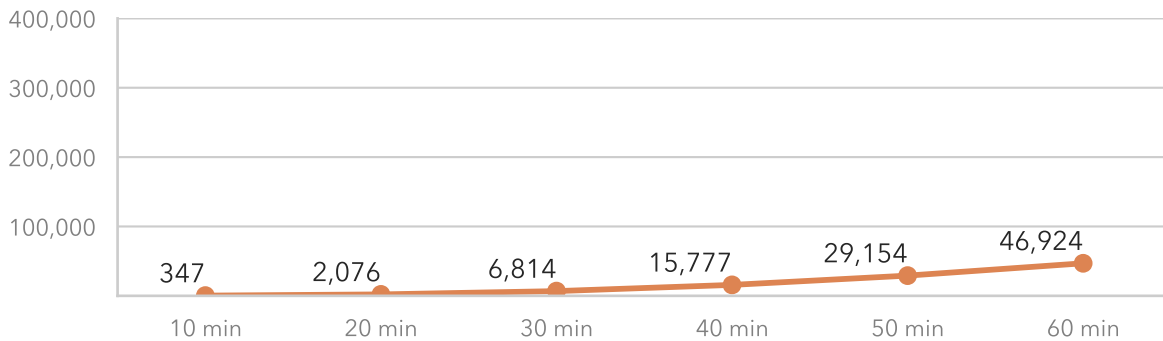
Kansas City

Kansas City, MO-KS

Rank by Weighted Accessibility	40
Rank by Total Employment	26
Total Jobs	1,046,268
Average Job Density (per km ²)	52
Total Workers	1,026,888
Average Worker Density (per km ²)	51

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

Job Accessibility by Travel Time Threshold



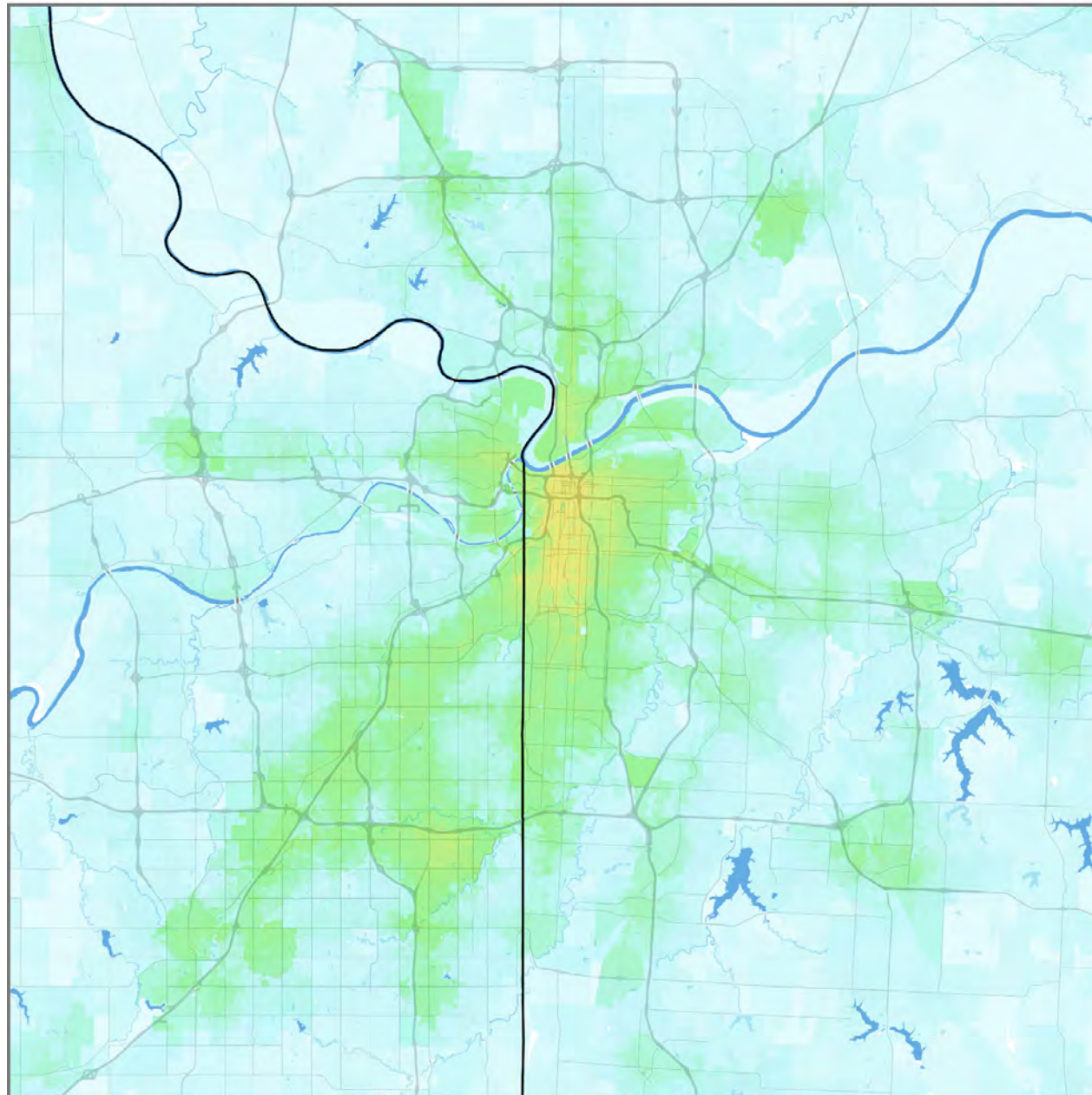
Transit Schedules Included

Agency	Dates
KCATA	December 21, 2017 - March 31, 2018
The JO	January 1, 2013 - May 31, 2019

Kansas City

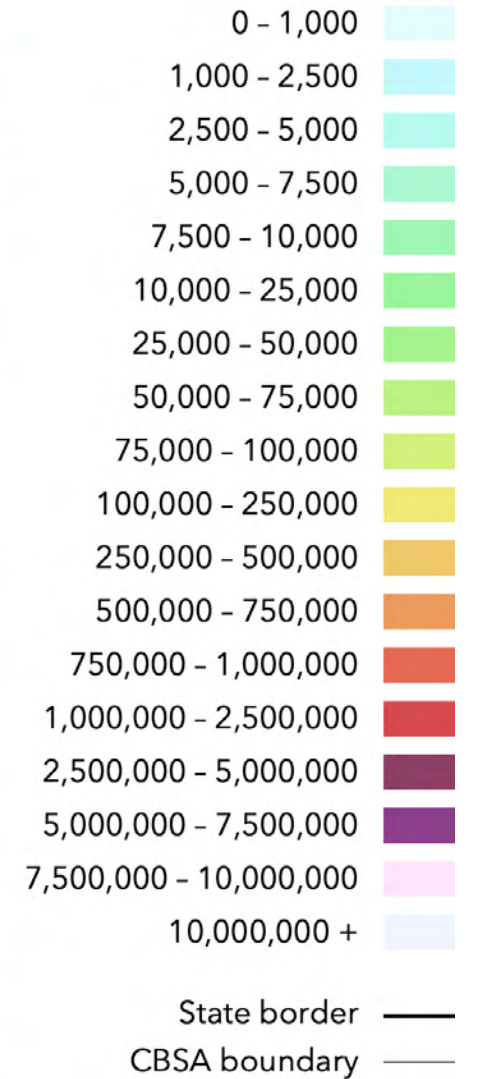
Kansas City, MO-KS

49



Jobs within 30 minutes

(Transit, AM peak)



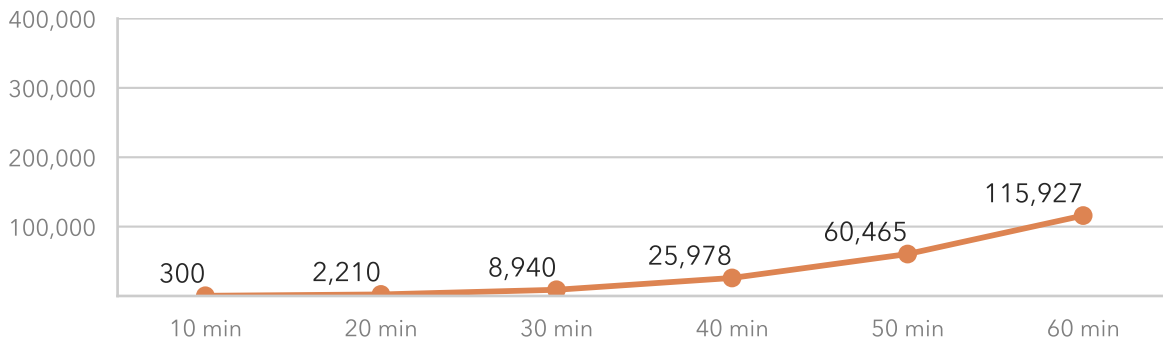
Las Vegas

Las Vegas-Paradise, NV

Rank by Weighted Accessibility	22
Rank by Total Employment	33
Total Jobs	934,688
Average Job Density (per km ²)	46
Total Workers	918,506
Average Worker Density (per km ²)	45

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

Job Accessibility by Travel Time Threshold



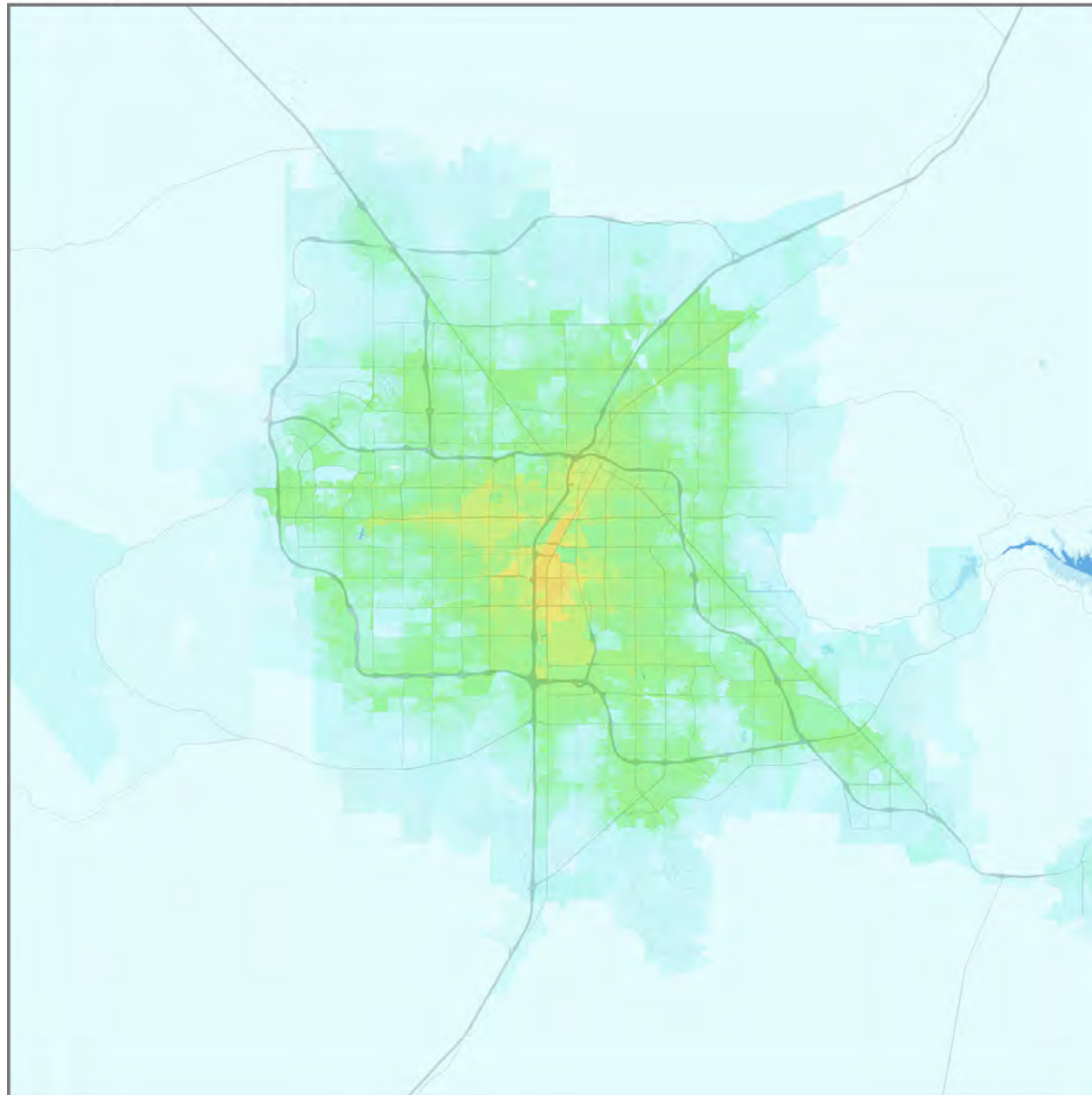
Transit Schedules Included

Agency	Dates
Regional Transportation Commission of Southern Nevada	December 3, 2017 - December 1, 2018

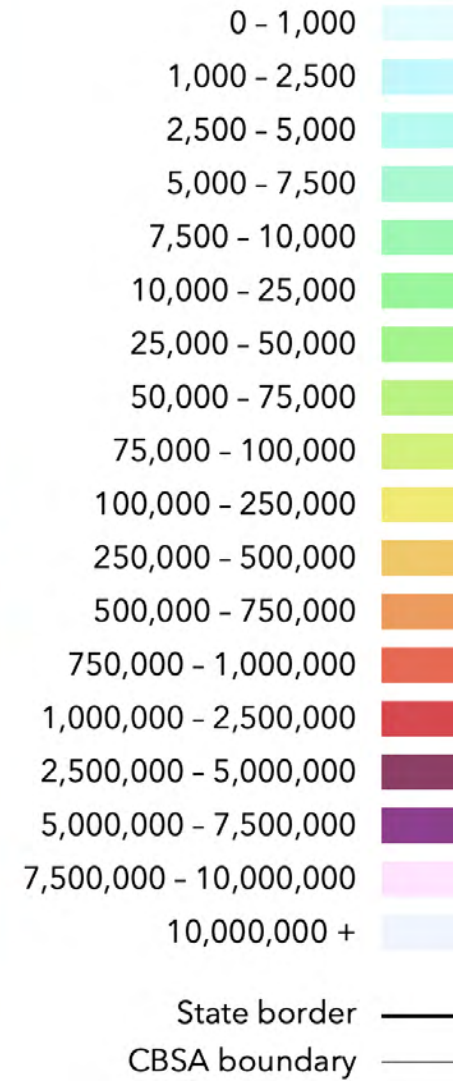
Las Vegas

Las Vegas-Paradise, NV

51



Jobs within 30 minutes (Transit, AM peak)



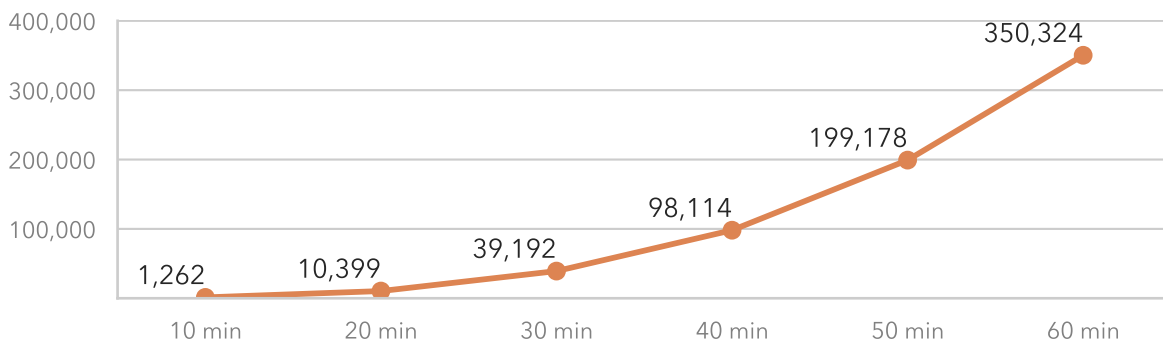
Los Angeles

Los Angeles-Long Beach-Santa Ana, CA

Rank by Weighted Accessibility	4
Rank by Total Employment	2
Total Jobs	6,202,352
Average Job Density (per km ²)	494
Total Workers	5,796,413
Average Worker Density (per km ²)	462

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

Job Accessibility by Travel Time Threshold



Transit Schedules Included

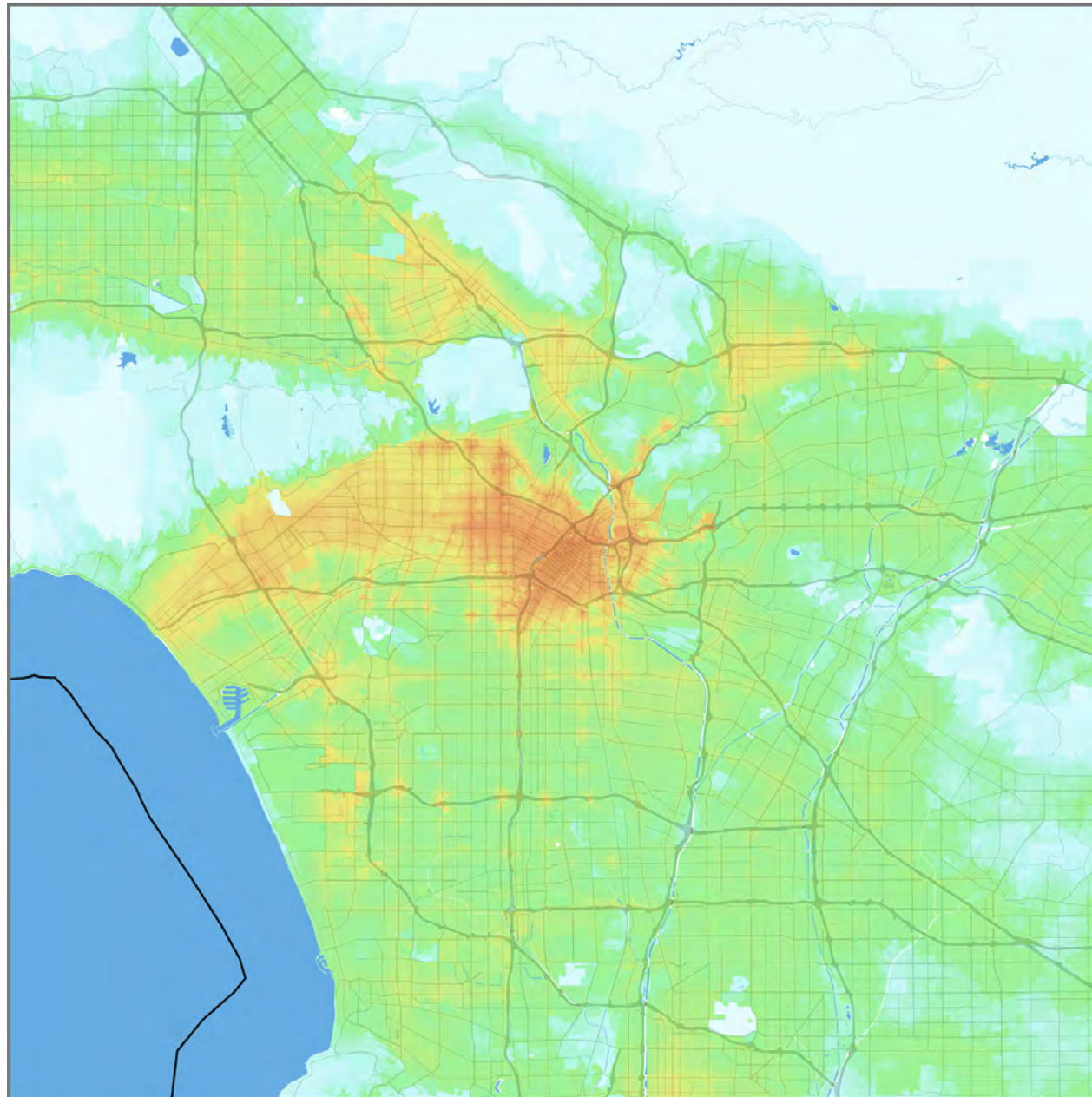
Agency	Dates
Anaheim Resort Transportation	January 1, 2017 - January 1, 2019
Avalon Transit	May 1, 2018 - September 16, 2018
Big Blue Bus	August 20, 2017 - June 9, 2018
Burbank Bus	April 30, 2018 - June 15, 2020
Culver CityBus	December 12, 2017 - May 13, 2018
Duarte Transit	January 1, 2016 - January 1, 2020
Eastern Sierra Transit Authority	January 2, 2015 - May 27, 2030
El Monte Transit	July 25, 2017 - January 1, 2020
Foothill Transit	July 2, 2017 - October 29, 2017
Glendale Beeline	July 6, 2017 - July 1, 2018
Irvine Shuttle	June 10, 2013 - December 31, 2016
Kern Transit	January 1, 2017 - January 1, 2020
LADOT	May 1, 2017 - December 25, 2018
Laguna Beach Transit	January 1, 2013 - January 1, 2020
Long Beach Transit	June 19, 2016 - February 11, 2017

Metro - Los Angeles - Bus	December 10, 2017 - June 23, 2018
Metro - Los Angeles - Rail	January 19, 2018 - February 2, 2018
Metrolink Trains	September 1, 2017 - December 31, 2017
Norwalk Transit System	January 1, 2016 - January 1, 2019
OMNITRANS	January 1, 2018 - September 2, 2018
Orange County Transportation Authority	October 8, 2017 - October 13, 2018
Palos Verdes Peninsula Transit Authority	January 2, 2015 - January 1, 2020
Pasadena Transit	March 10, 2019 - December 31, 2020
Riverside Transit Agency	June 29, 2017 - January 13, 2018
Simi Valley Transit	October 1, 2017 - January 1, 2020
Spirit Bus	January 1, 2016 - January 1, 2019
Thousand Oaks Transit	January 1, 2016 - January 1, 2020
Torrance Transit System	January 8, 2017 - July 9, 2017
Ventura County Transportation Commission	May 21, 2017 - August 19, 2018

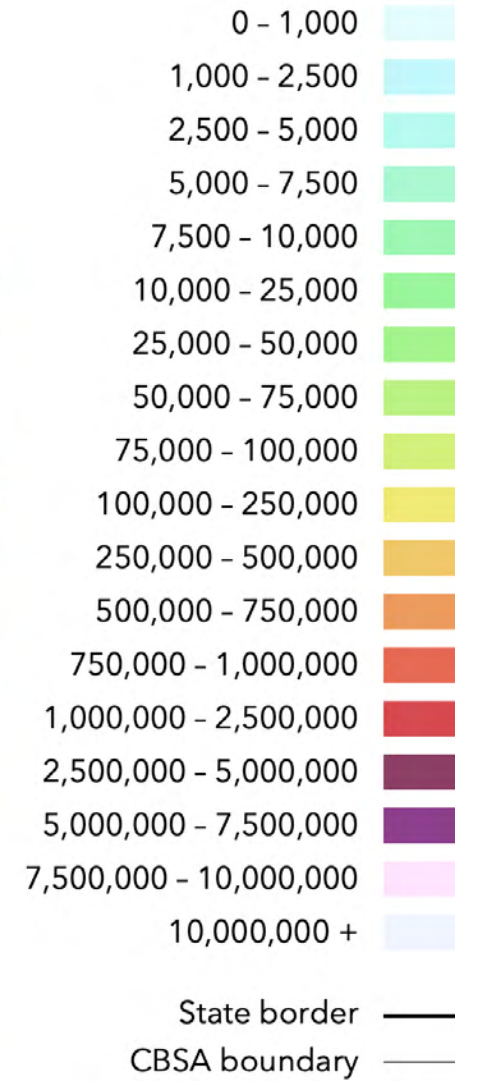
Los Angeles

Los Angeles-Long Beach-Santa Ana, CA

54



Jobs within 30 minutes
(Transit, AM peak)



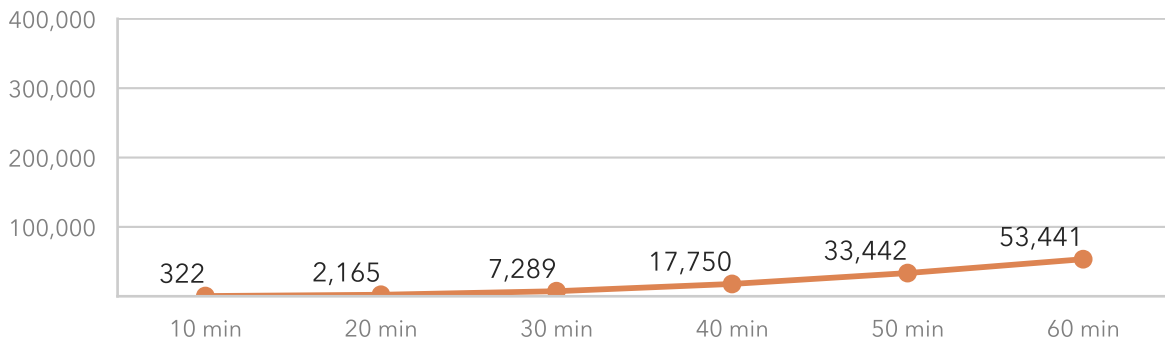
Louisville

Louisville/Jefferson County, KY-IN

Rank by Weighted Accessibility	38
Rank by Total Employment	41
Total Jobs	661,828
Average Job Density (per km ²)	62
Total Workers	639,837
Average Worker Density (per km ²)	60

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

Job Accessibility by Travel Time Threshold



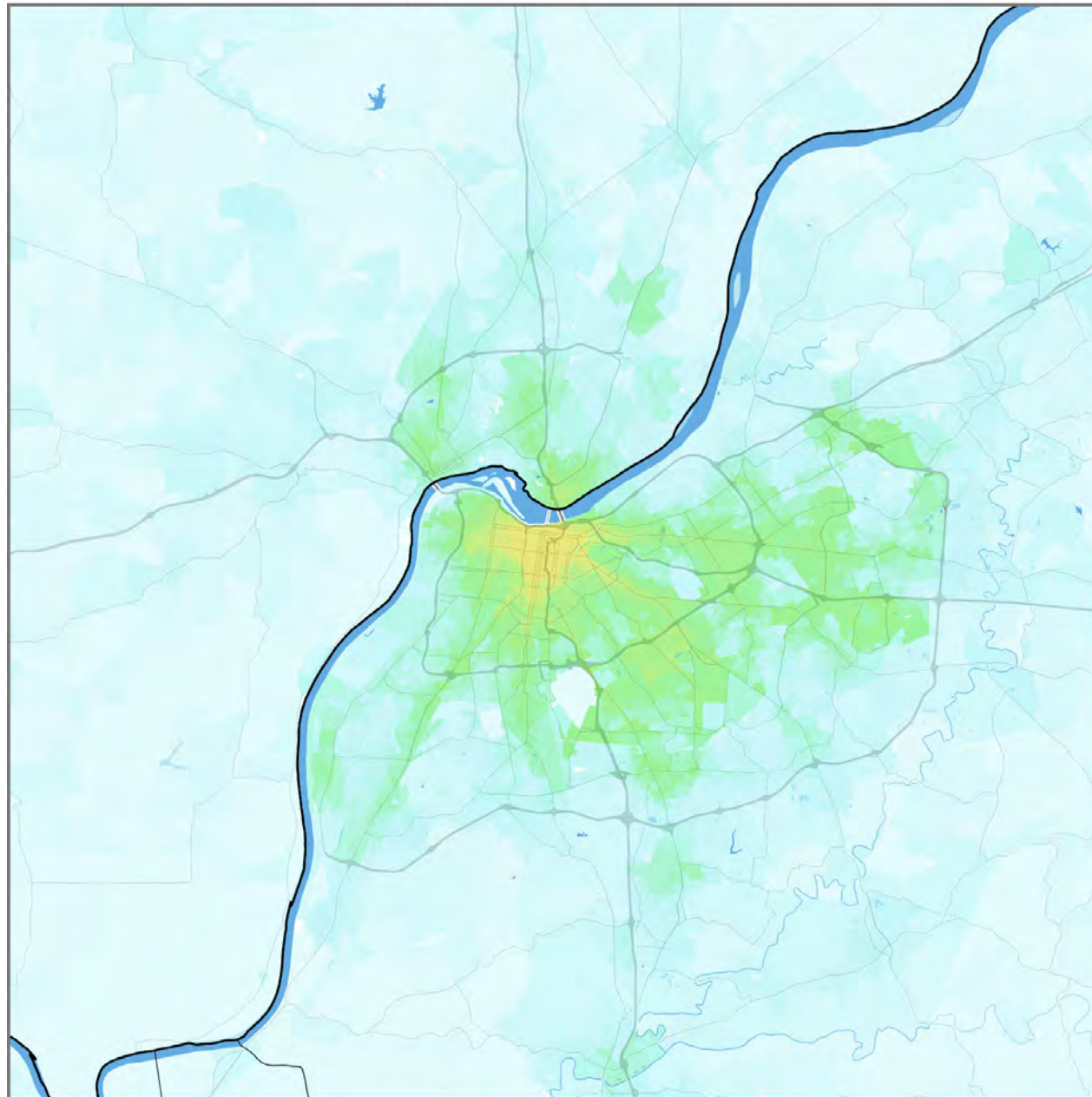
Transit Schedules Included

Agency	Dates
Transit Authority of River City	January 21, 2018 - June 2, 2018

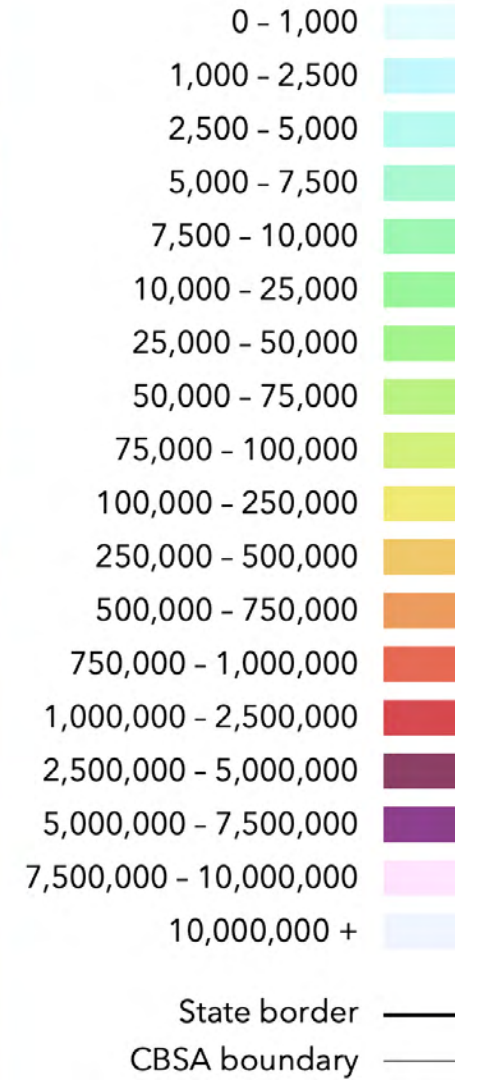
Louisville

Louisville/Jefferson County, KY-IN

56



Jobs within 30 minutes
(Transit, AM peak)



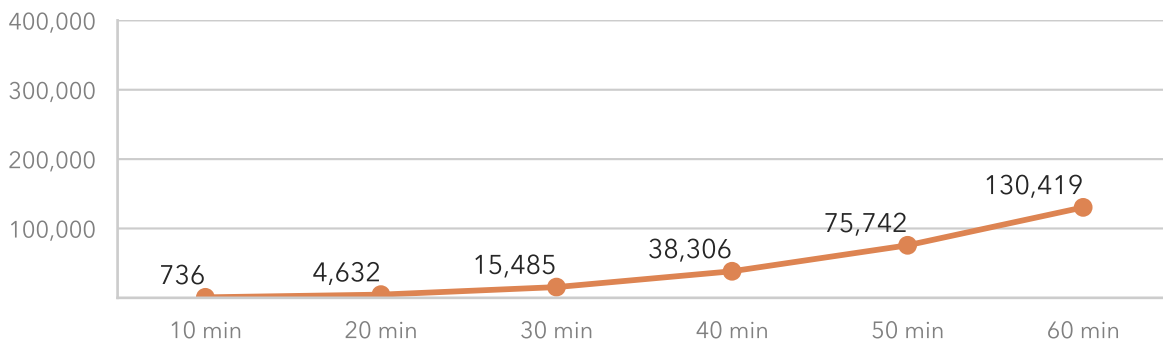
Miami

Miami-Fort Lauderdale-Pompano Beach, FL

Rank by Weighted Accessibility	16
Rank by Total Employment	9
Total Jobs	2,524,702
Average Job Density (per km ²)	192
Total Workers	2,467,377
Average Worker Density (per km ²)	188

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

Job Accessibility by Travel Time Threshold



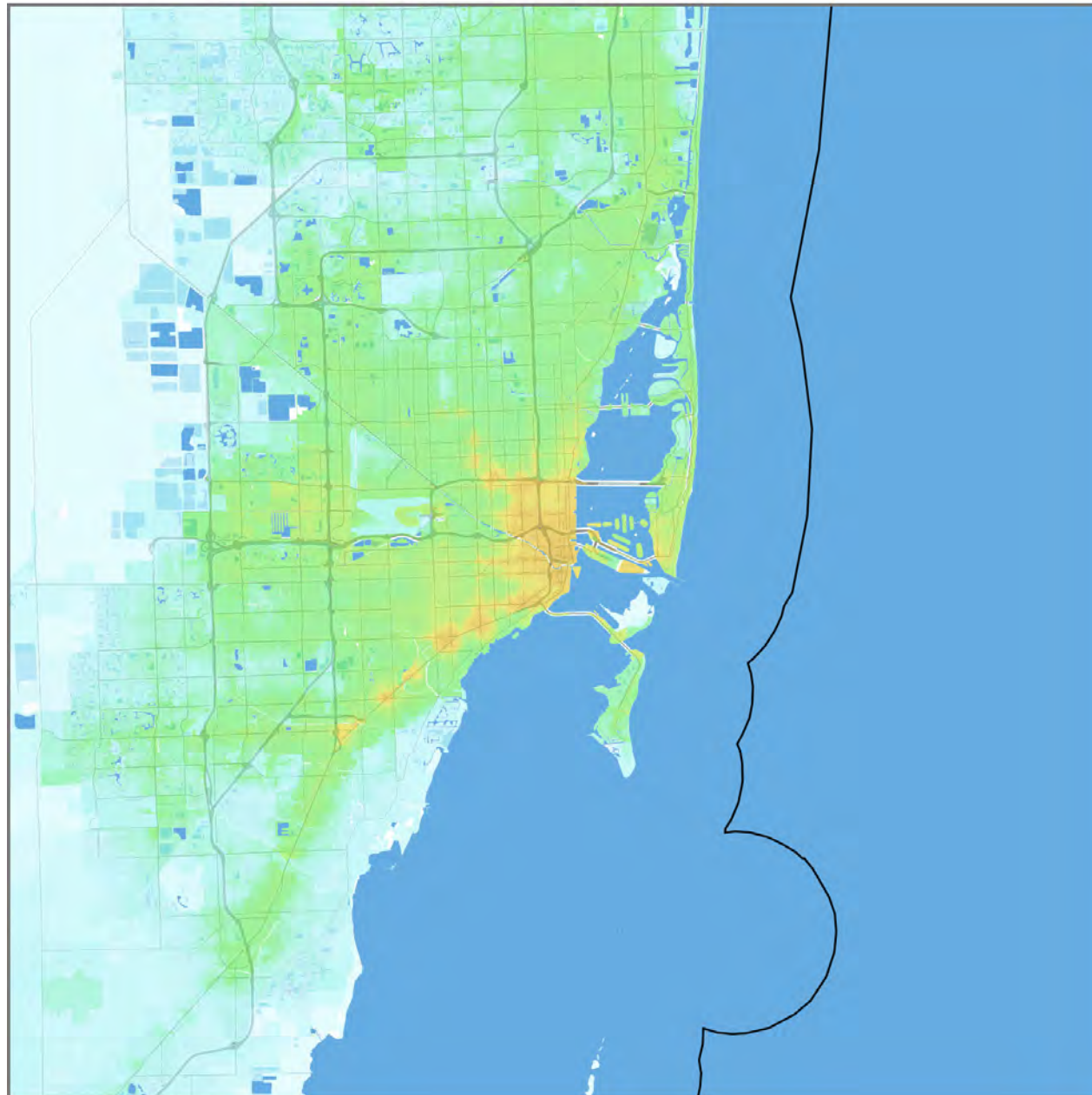
Transit Schedules Included

Agency	Dates
Broward County Transit	January 14, 2018 - September 8, 2018
Miami-Dade Transit	March 11, 2018 - July 28, 2018
Palm Tran	December 13, 2017 - May 12, 2018
SFRTA/Tri-Rail	April 20, 2012 - December 31, 2024

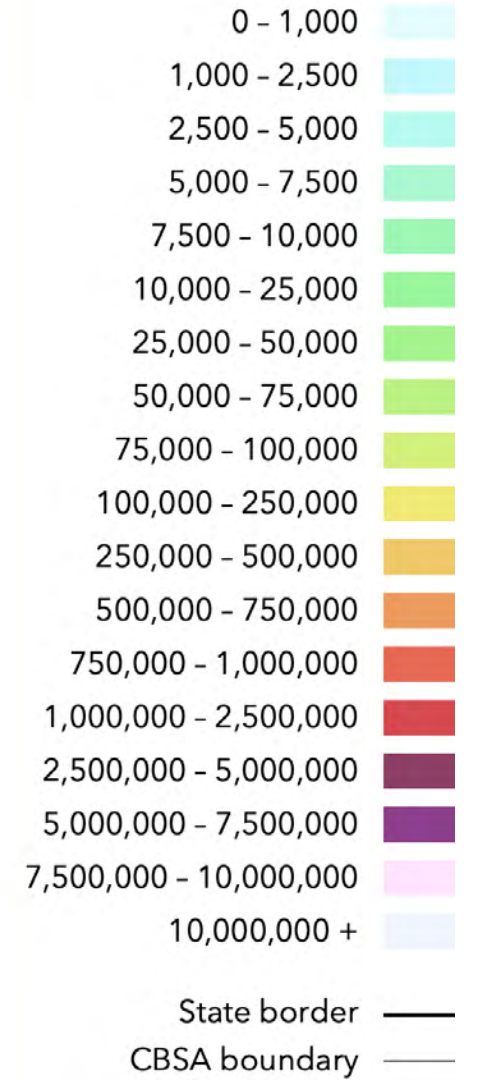
Miami

Miami-Fort Lauderdale-Pompano Beach, FL

58



Jobs within 30 minutes
(Transit, AM peak)



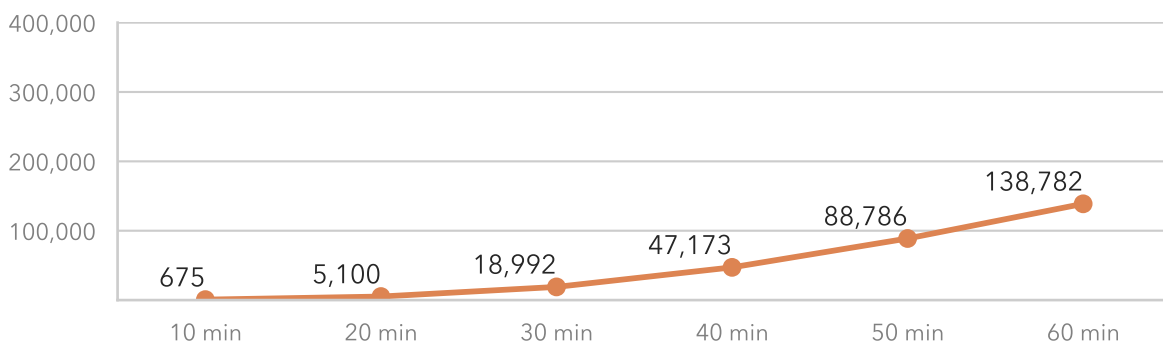
Milwaukee

Milwaukee-Waukesha-West Allis, WI

Rank by Weighted Accessibility	12
Rank by Total Employment	37
Total Jobs	856,900
Average Job Density (per km ²)	227
Total Workers	779,606
Average Worker Density (per km ²)	207

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

Job Accessibility by Travel Time Threshold



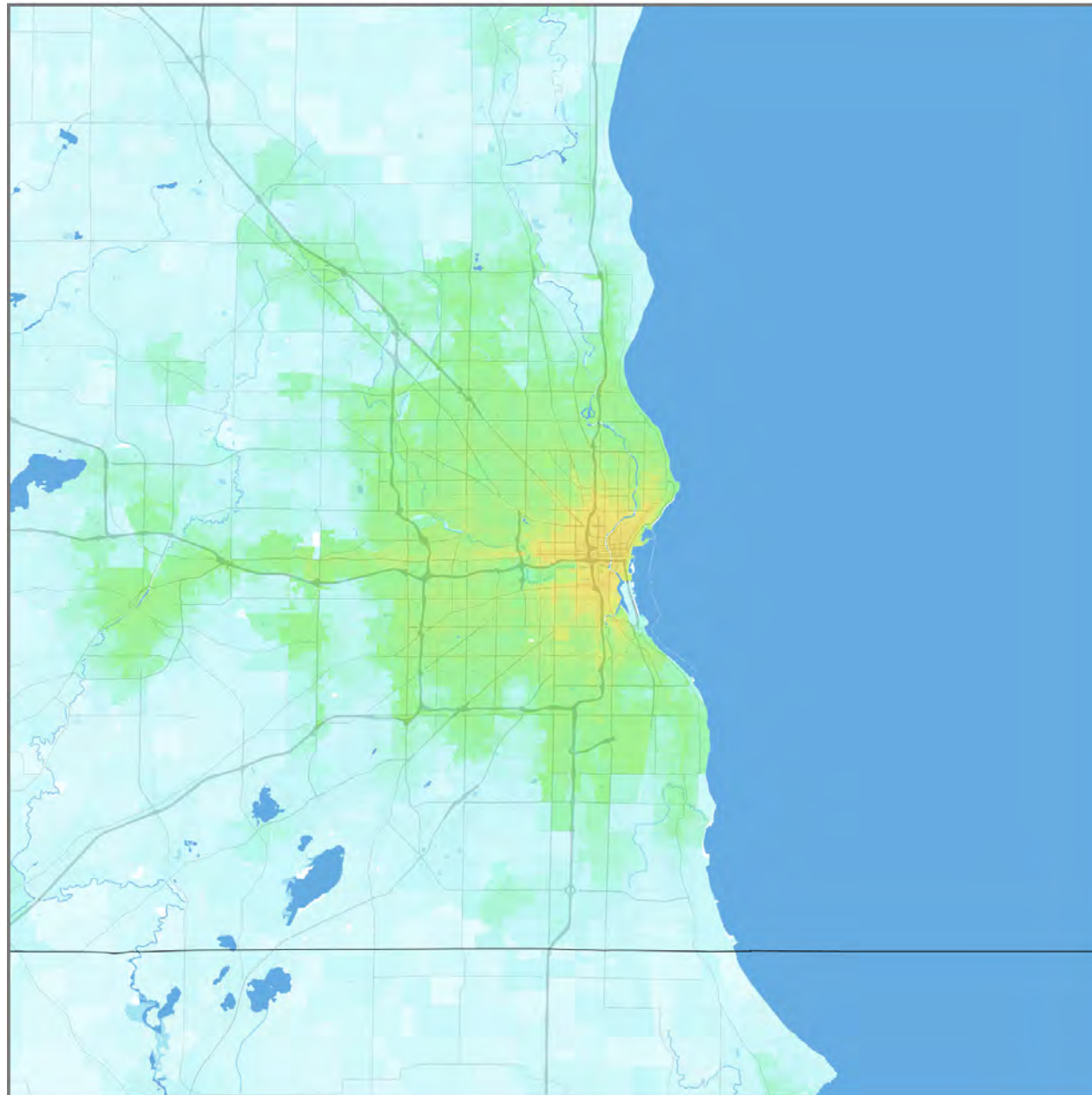
Transit Schedules Included

Agency	Dates
Milwaukee County Transit System	January 21, 2018 - March 25, 2018
Waukesha County Transit	January 1, 2017 - December 1, 2019

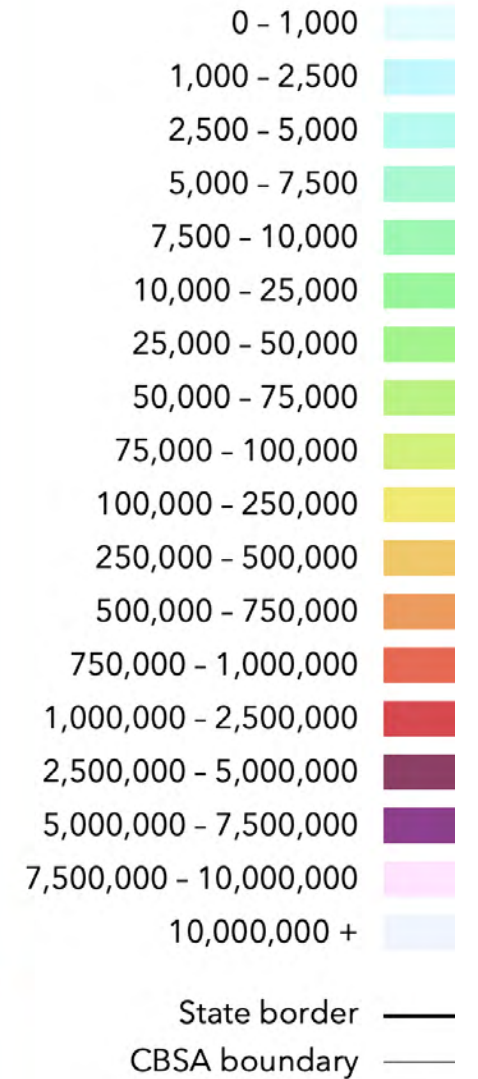
Milwaukee

Milwaukee-Waukesha-West Allis, WI

60



Jobs within 30 minutes
(Transit, AM peak)



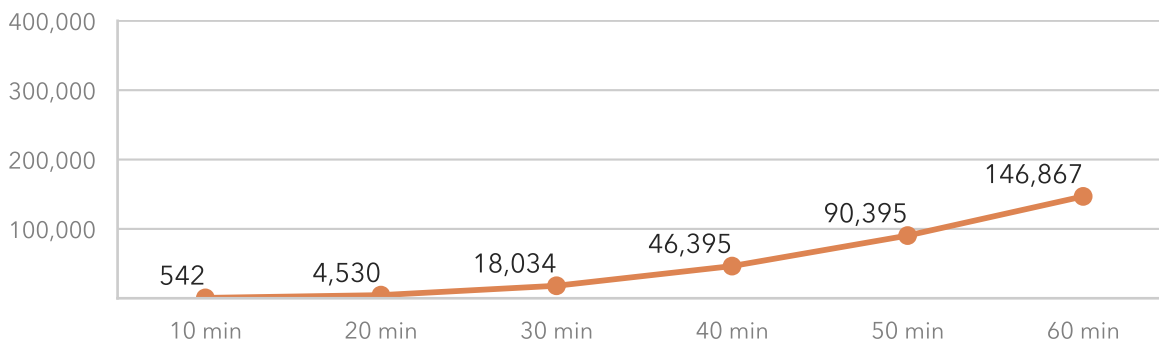
Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI

Rank by Weighted Accessibility	13
Rank by Total Employment	14
Total Jobs	1,869,222
Average Job Density (per km ²)	120
Total Workers	1,819,835
Average Worker Density (per km ²)	117

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

Job Accessibility by Travel Time Threshold

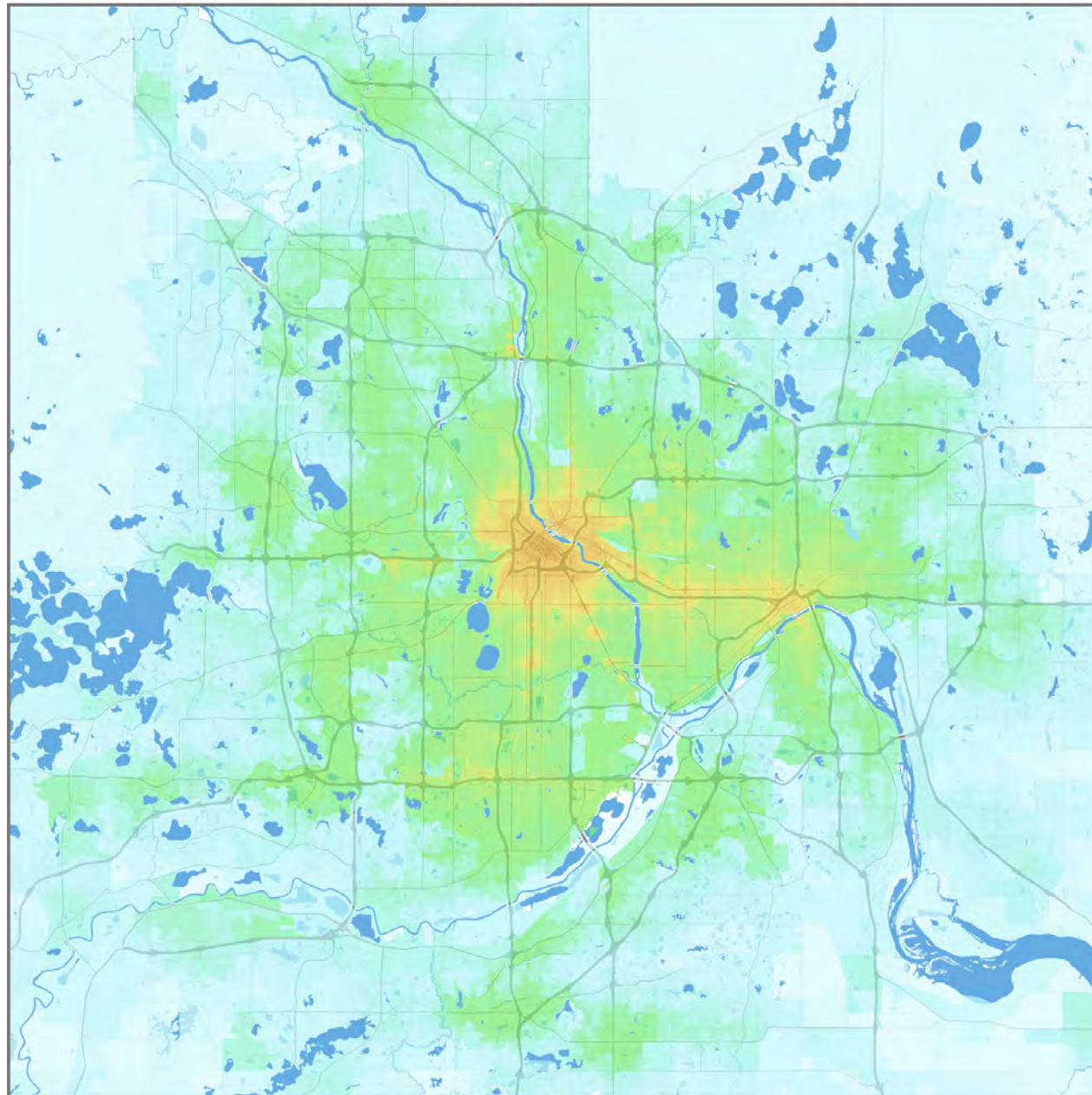


Transit Schedules Included

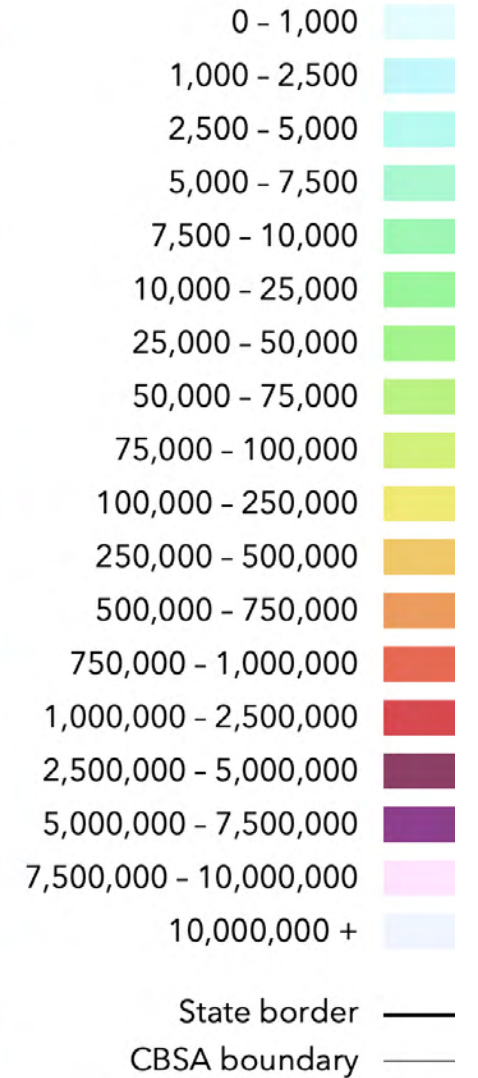
Agency	Dates
Airport (MAC)	December 2, 2017 - March 16, 2018
MVTA	November 3, 2017 - February 16, 2018
Maple Grove	November 13, 2017 - March 16, 2018
Metro Bus	November 19, 2017 - May 19, 2018
Metro Red Line	May 10, 2018 - June 29, 2018
Metro Transit	December 2, 2017 - March 16, 2018
Mystic	May 19, 2018 - June 29, 2018
Plymouth	January 22, 2018 - March 16, 2018
SouthWest Transit	December 4, 2017 - March 16, 2018
St. Cloud Link	November 25, 2017 - March 16, 2018
University of Minnesota	January 20, 2018 - March 16, 2018

Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI



Jobs within 30 minutes
(Transit, AM peak)



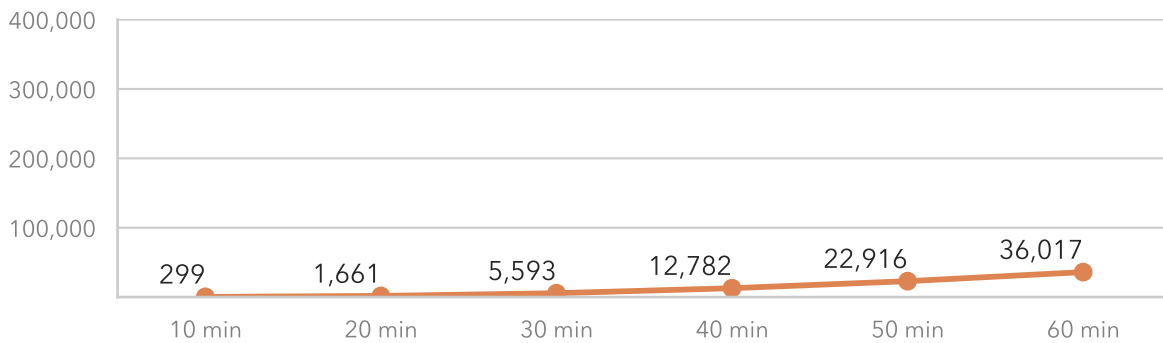
Nashville

Nashville-Davidson-Murfreesboro-Franklin, TN

Rank by Weighted Accessibility	43
Rank by Total Employment	36
Total Jobs	898,829
Average Job Density (per km ²)	61
Total Workers	826,069
Average Worker Density (per km ²)	56

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

Job Accessibility by Travel Time Threshold



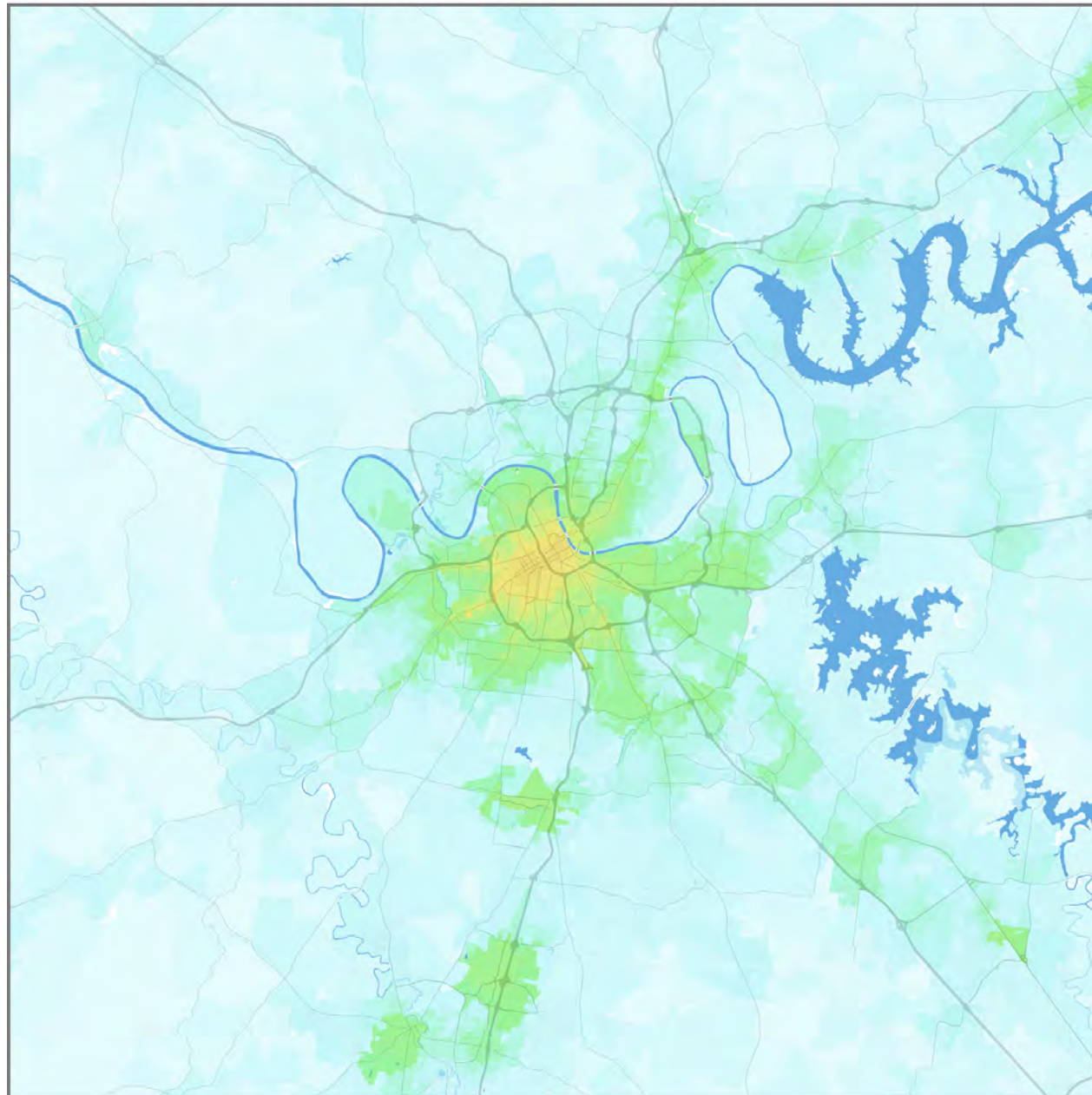
Transit Schedules Included

Agency	Dates
Nashville Metropolitan Transit Authority	October 1, 2017 - September 29, 2018
Regional Transportation Authority of Middle Tennessee	October 1, 2017 - September 29, 2018

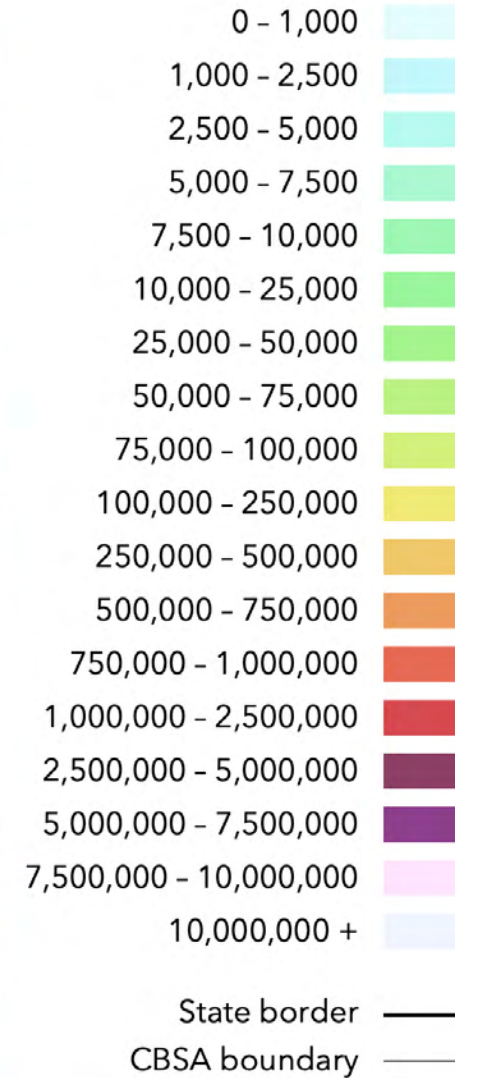
Nashville

Nashville-Davidson--Murfreesboro--Franklin, TN

64



Jobs within 30 minutes (Transit, AM peak)



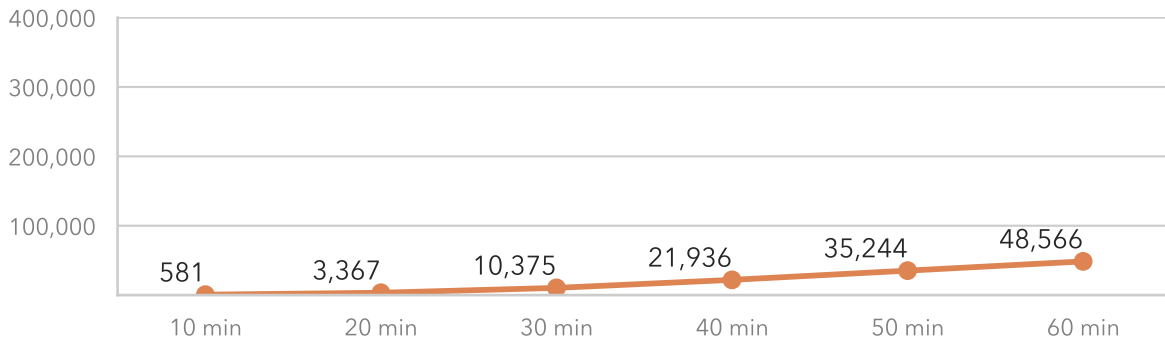
New Orleans

New Orleans-Metairie-Kenner, LA

Rank by Weighted Accessibility	30
Rank by Total Employment	49
Total Jobs	540,646
Average Job Density (per km ²)	71
Total Workers	510,616
Average Worker Density (per km ²)	67

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

Job Accessibility by Travel Time Threshold



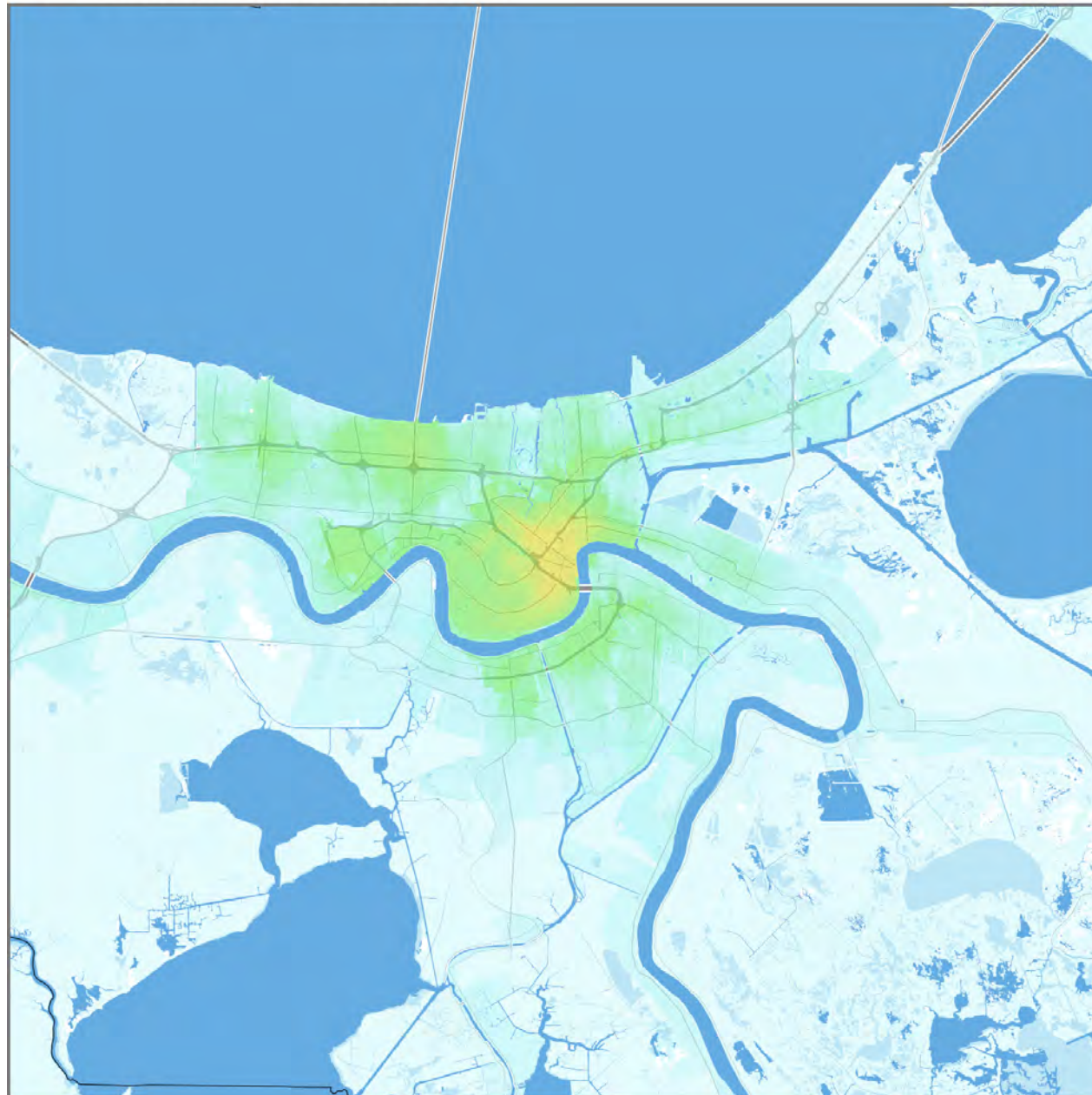
Transit Schedules Included

Agency	Dates
New Orleans RTA	January 7, 2018 - May 27, 2018

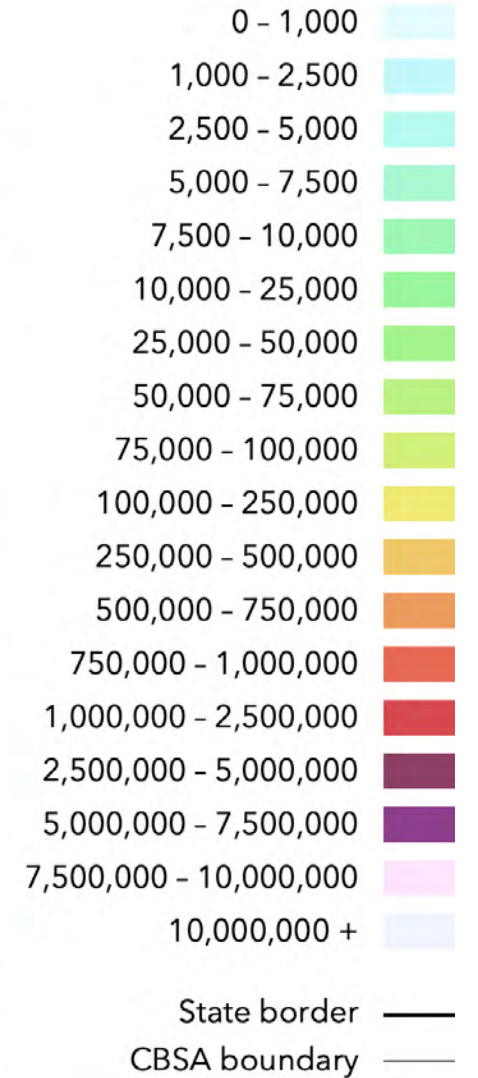
New Orleans

New Orleans-Metairie-Kenner, LA

99



Jobs within 30 minutes
(Transit, AM peak)



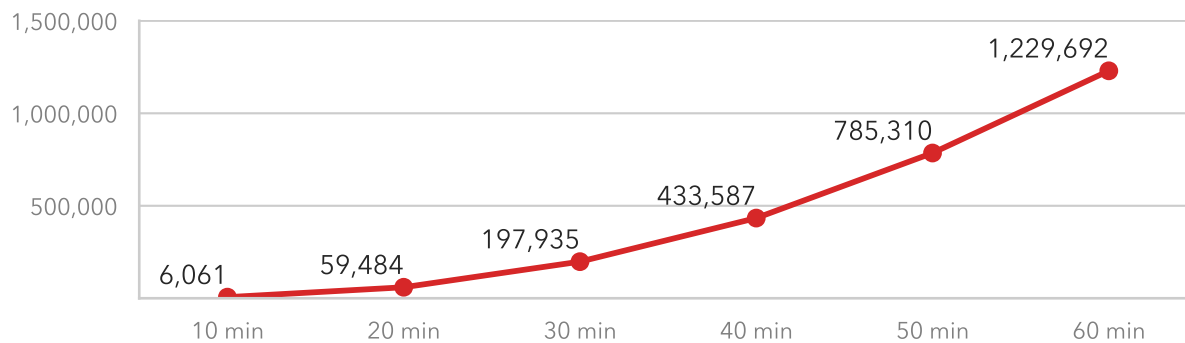
New York

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

Rank by Weighted Accessibility	1
Rank by Total Employment	1
Total Jobs	9,046,797
Average Job Density (per km ²)	522
Total Workers	8,849,338
Average Worker Density (per km ²)	511

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

Job Accessibility by Travel Time Threshold



Transit Schedules Included

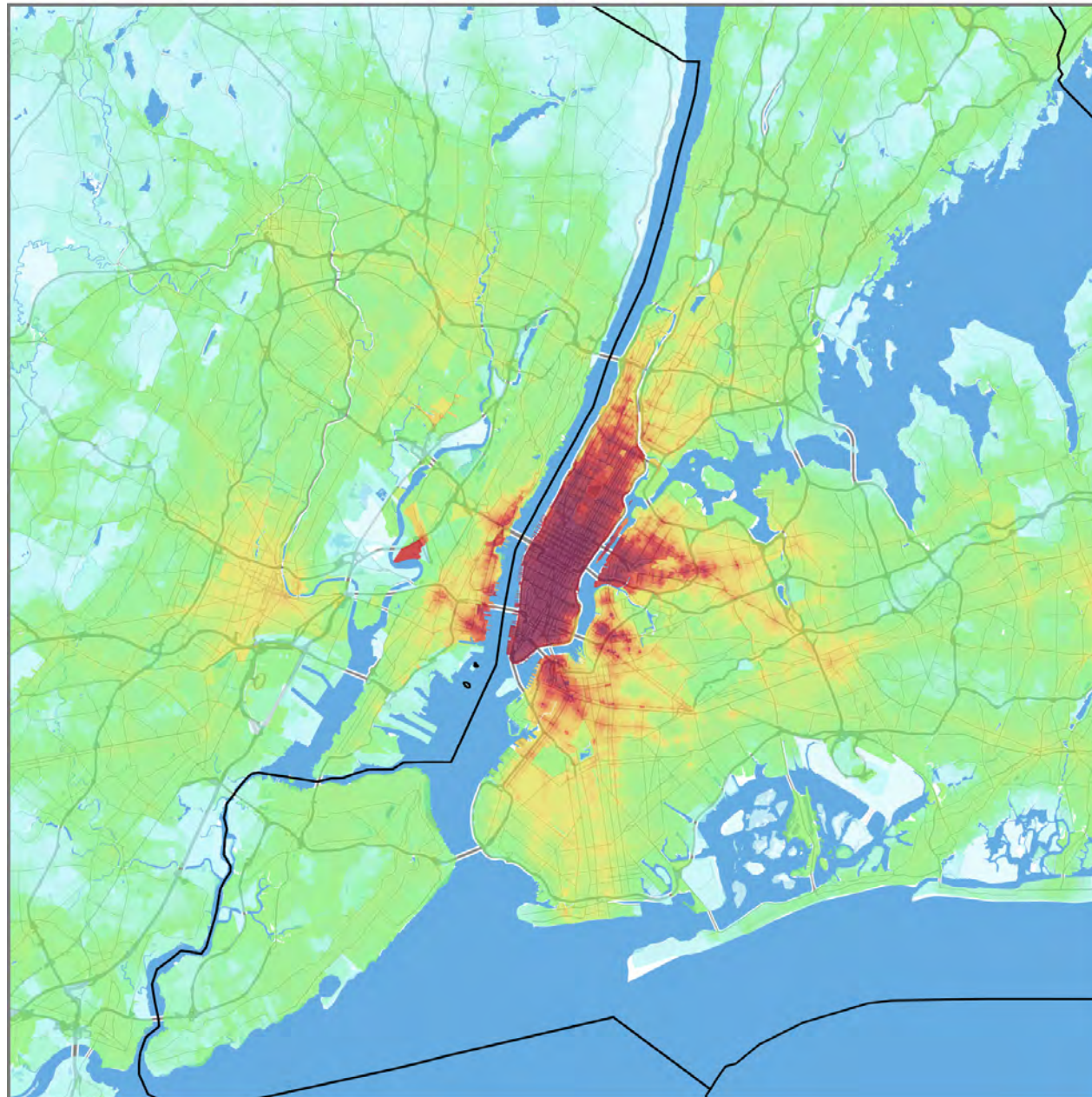
Agency	Dates
CTTransit- Stamford	November 2, 2017 - May 26, 2018
Downtown Alliance	June 15, 2019 - October 31, 2021
HART Bus	July 12, 2017 - July 12, 2018
JFK Airtrain	June 24, 2016 - July 1, 2019
Long Island Rail Road	November 11, 2017 - May 20, 2018
MTA Bus Company	January 7, 2018 - April 7, 2018
MTA New York City Transit	September 3, 2017 - February 3, 2018
Metro-North Railroad	March 14, 2018 - September 29, 2018
Middlesex County Area Transit	January 1, 2017 - January 15, 2018
NJ TRANSIT BUS	January 11, 2018 - July 9, 2018
NJ TRANSIT RAIL	December 14, 2017 - June 11, 2018
NY Waterway	November 10, 2015 - April 3, 2016
NYC Ferry	June 30, 2018 - December 31, 2019
Nassau Inter-County Express	January 14, 2018 - April 21, 2018
New York City Department of Transportation	April 17, 2019 - April 16, 2022

Norwalk Transit District	April 11, 2019 - December 31, 2019
Port Authority Trans-Hudson Corporation	September 17, 2017 - December 25, 2018
Port Authority of NY and NJ	February 1, 2017 - January 1, 2020
Seastreak	June 15, 2015 - November 28, 2019
Shore Line East	October 9, 2017 - April 9, 2018
Suffolk County Transit	January 1, 2018 - January 5, 2019
Sussex County Skylands Ride	April 1, 2012 - January 2, 2019
TappanZee Express	November 4, 2016 - November 17, 2018
Westchester County Bee-Line System	June 20, 2016 - March 19, 2017

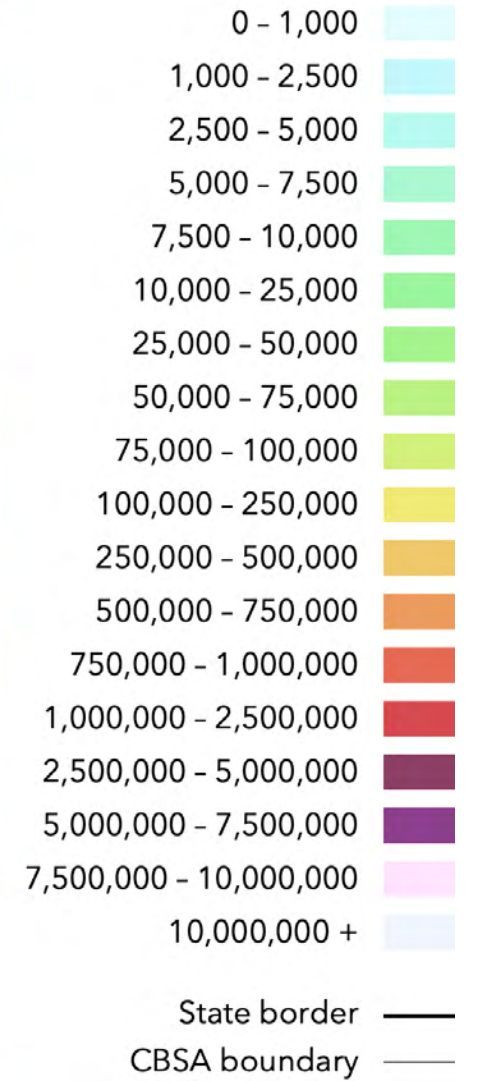
New York

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

69



Jobs within 30 minutes
(Transit, AM peak)



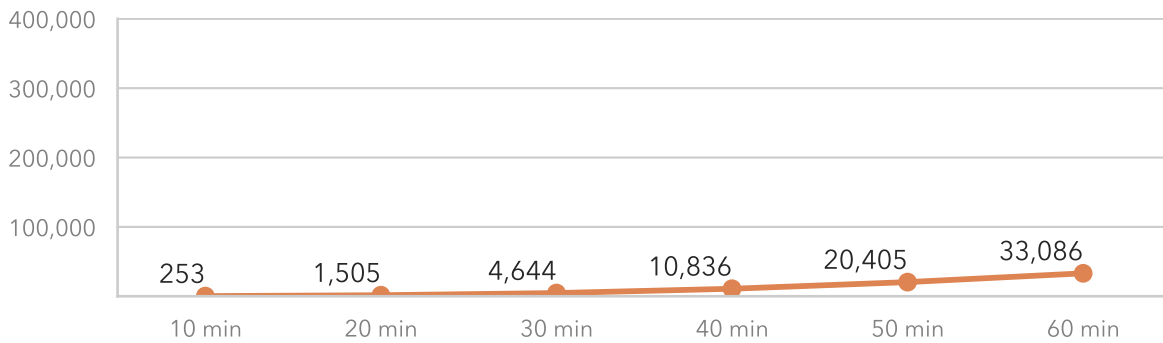
Oklahoma City

Oklahoma City, OK

Rank by Weighted Accessibility	46
Rank by Total Employment	47
Total Jobs	596,833
Average Job Density (per km ²)	42
Total Workers	564,396
Average Worker Density (per km ²)	40

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

Job Accessibility by Travel Time Threshold

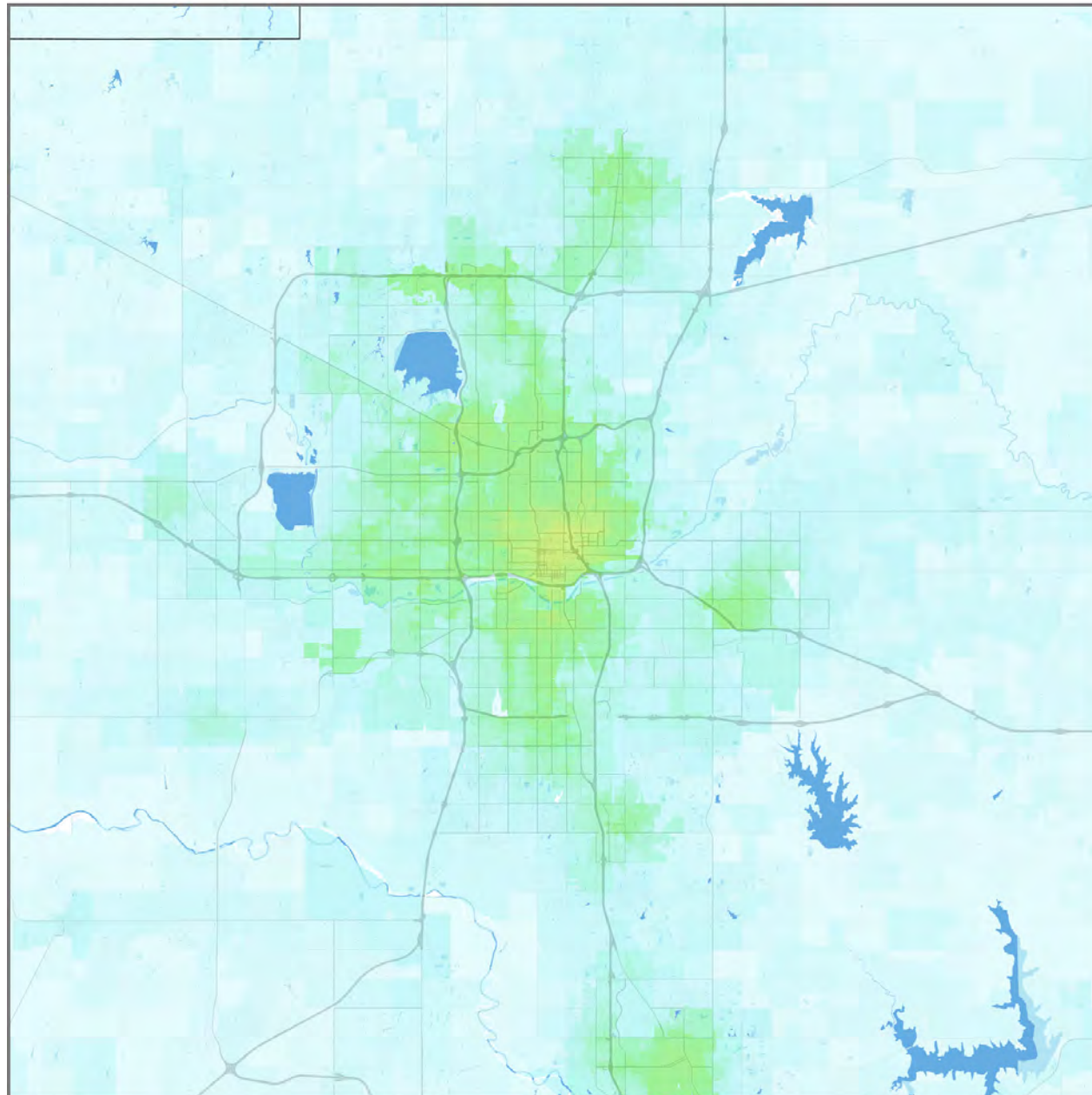


Transit Schedules Included

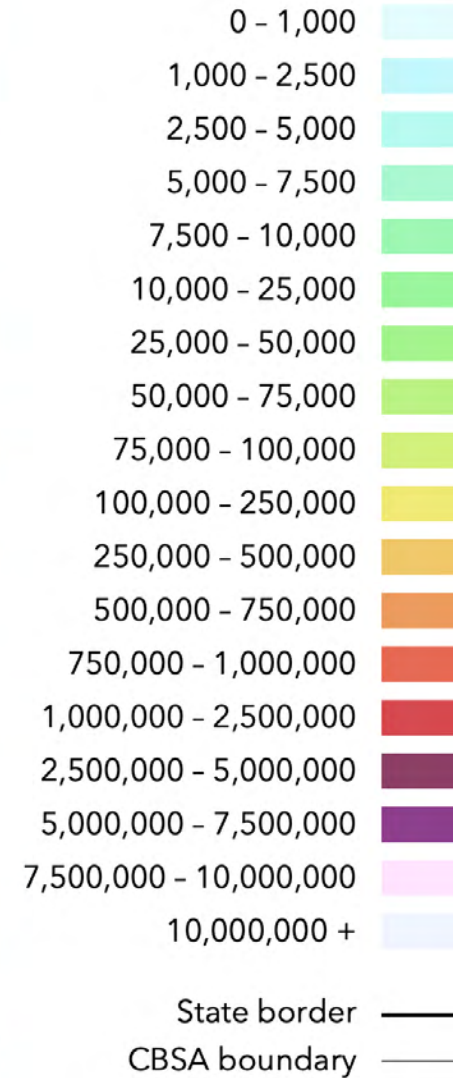
Agency	Dates
EMBARK	July 30, 2017 - July 28, 2018

Oklahoma City

Oklahoma City, OK



Jobs within 30 minutes
(Transit, AM peak)



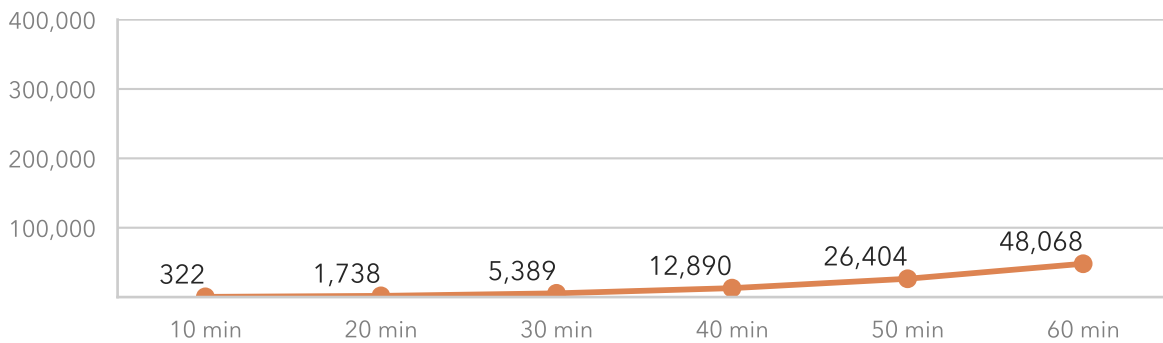
Orlando

Orlando-Kissimmee-Sanford, FL

Rank by Weighted Accessibility	42
Rank by Total Employment	24
Total Jobs	1,226,985
Average Job Density (per km ²)	136
Total Workers	1,102,043
Average Worker Density (per km ²)	122

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

Job Accessibility by Travel Time Threshold

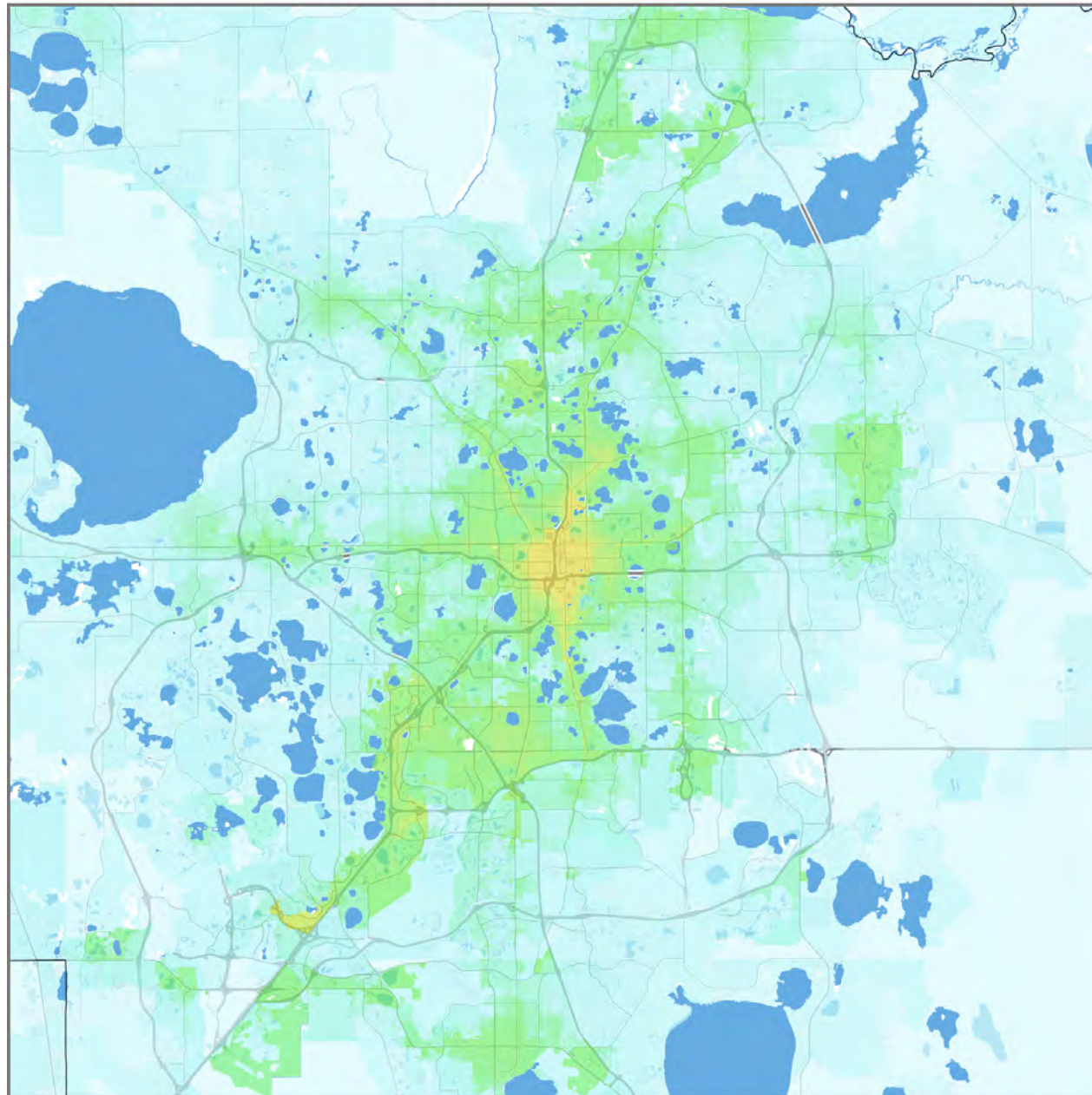


Transit Schedules Included

Agency	Dates
Central Florida Regional Transit Authority	December 28, 2017 - April 21, 2018
Florida Department of Transportation	July 30, 2018 - December 31, 2019
I-RIDE Trolley	January 1, 2018 - December 31, 2019
Lake County	April 24, 2017 - April 20, 2020
Lakeland	January 5, 2018 - July 9, 2018
Polk County Transit Services	July 3, 2015 - December 31, 2015
Sanford Community Redevelopment Agency	January 1, 2018 - December 31, 2018
Winter Haven Area Transit	July 3, 2015 - December 31, 2015

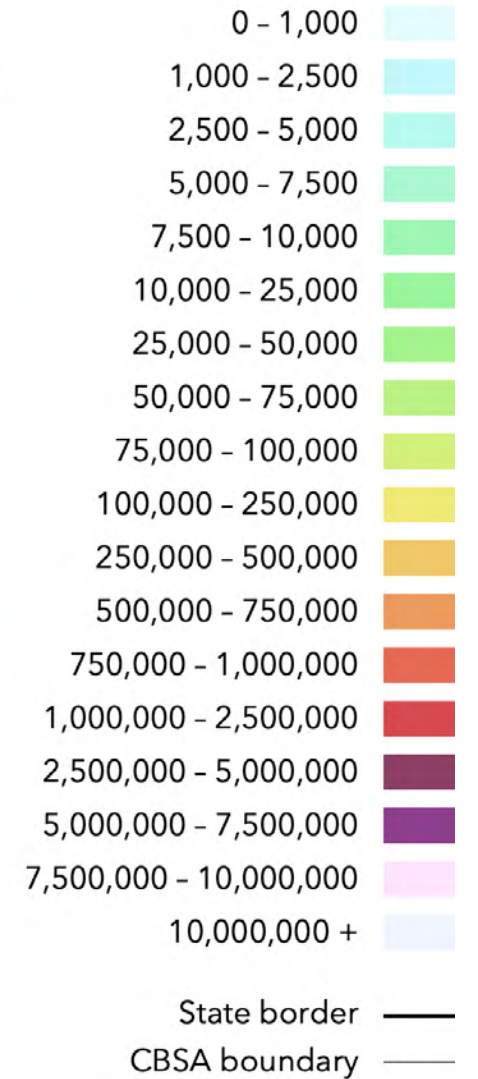
Orlando

Orlando-Kissimmee-Sanford, FL



Jobs within 30 minutes

(Transit, AM peak)



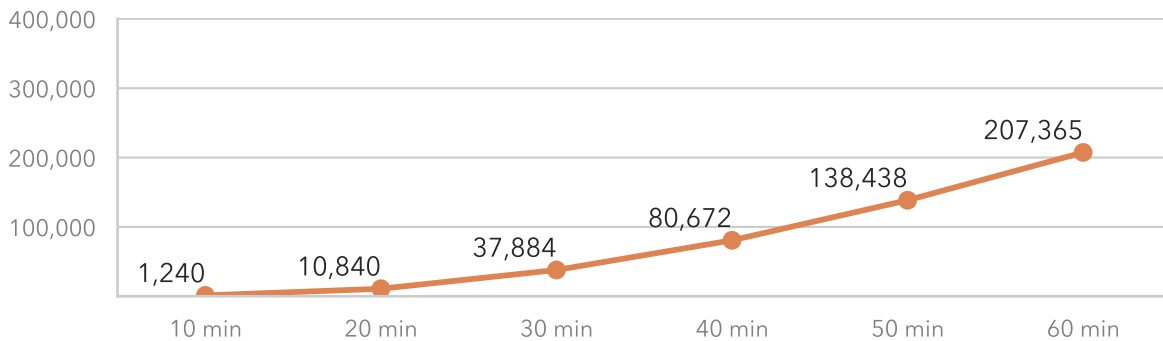
Philadelphia

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

Rank by Weighted Accessibility	7
Rank by Total Employment	6
Total Jobs	2,812,195
Average Job Density (per km ²)	236
Total Workers	2,828,646
Average Worker Density (per km ²)	237

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

Job Accessibility by Travel Time Threshold



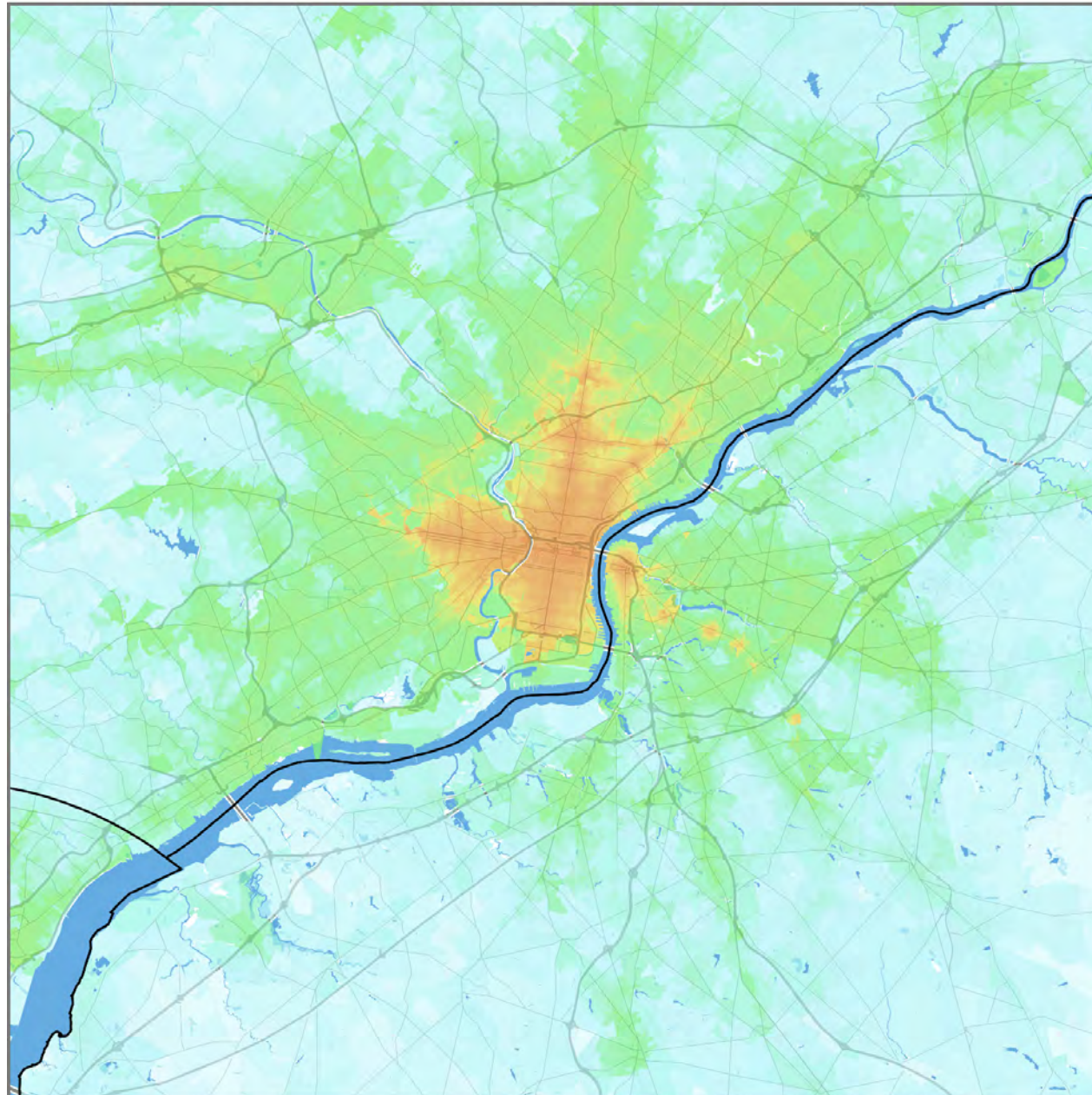
Transit Schedules Included

Agency	Dates
Cecil Transit	August 1, 2017 - August 1, 2018
Dart First State	December 17, 2017 - May 26, 2018
Harford Transit LINK	December 11, 2017 - September 28, 2018
MTA Office of Local Transit Support	February 5, 2017 - June 17, 2017
Maryland Transit Administration	September 3, 2017 - June 16, 2018
NJ TRANSIT BUS	January 11, 2018 - July 9, 2018
NJ TRANSIT RAIL	December 14, 2017 - June 11, 2018
Port Authority Transit Corporation	July 2, 2015 - December 16, 2020
SEPTA-bus	September 3, 2017 - February 24, 2018
SEPTA-rail	January 14, 2018 - May 26, 2018
TMACC	January 1, 2016 - December 31, 2020

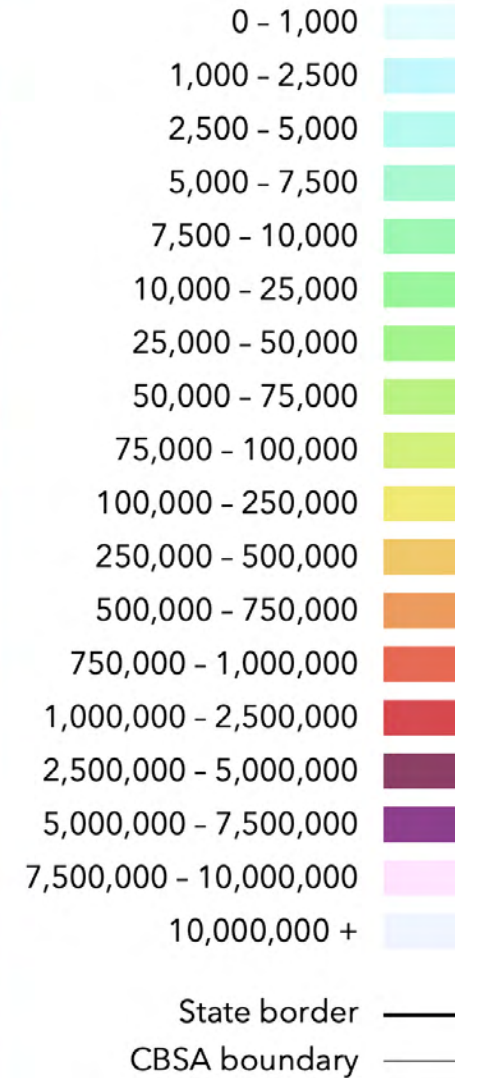
Philadelphia

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

75



Jobs within 30 minutes
(Transit, AM peak)



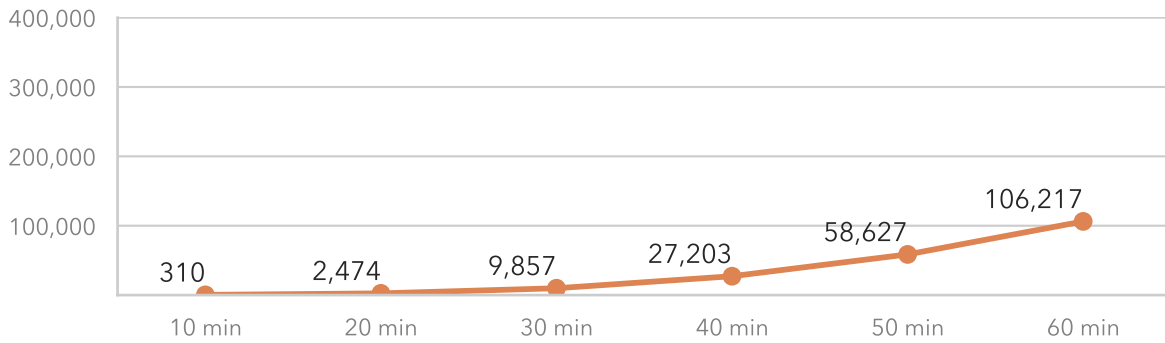
Phoenix

Phoenix-Mesa-Glendale, AZ

Rank by Weighted Accessibility	21
Rank by Total Employment	12
Total Jobs	1,962,892
Average Job Density (per km ²)	52
Total Workers	1,911,304
Average Worker Density (per km ²)	51

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

Job Accessibility by Travel Time Threshold

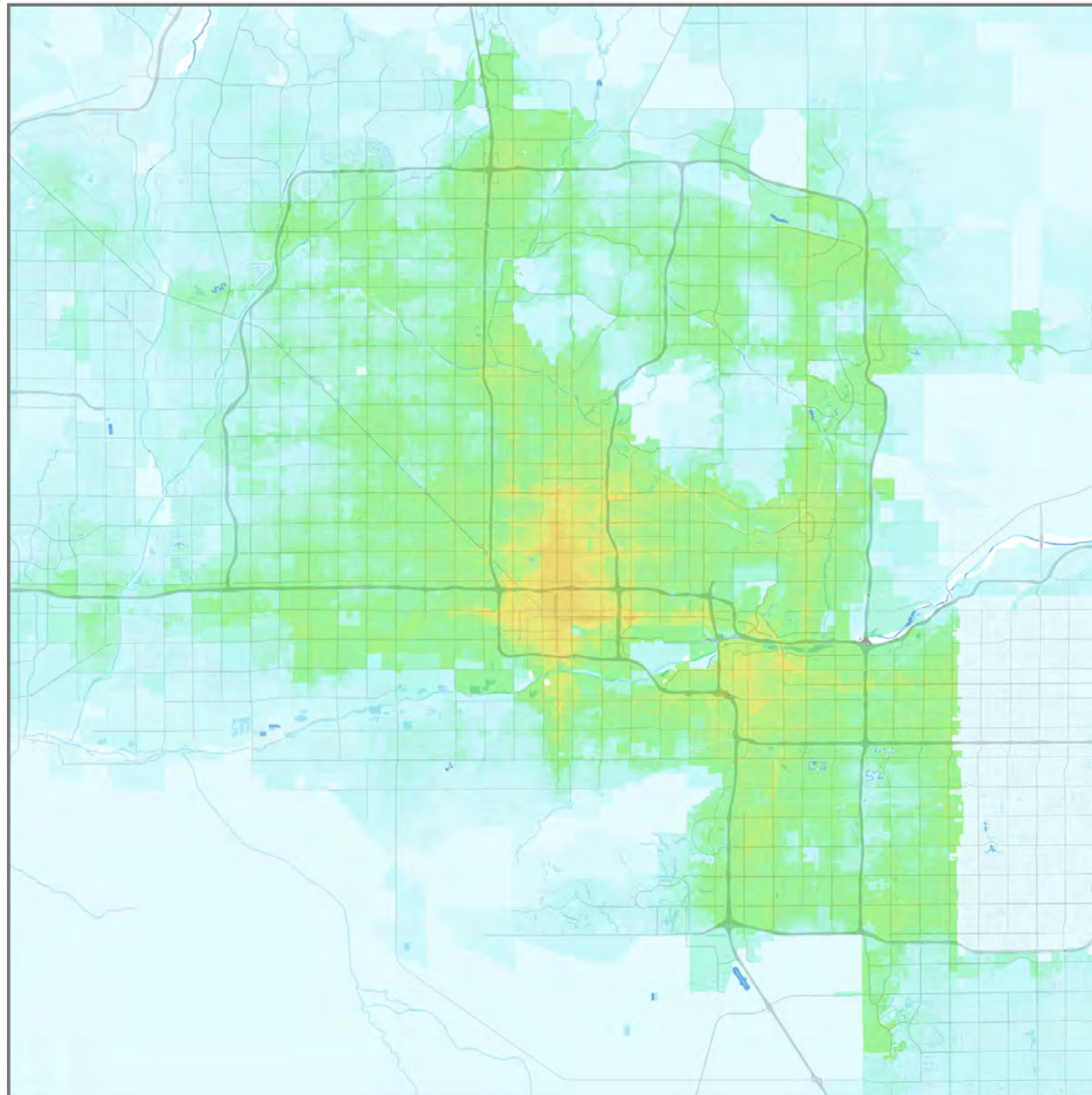


Transit Schedules Included

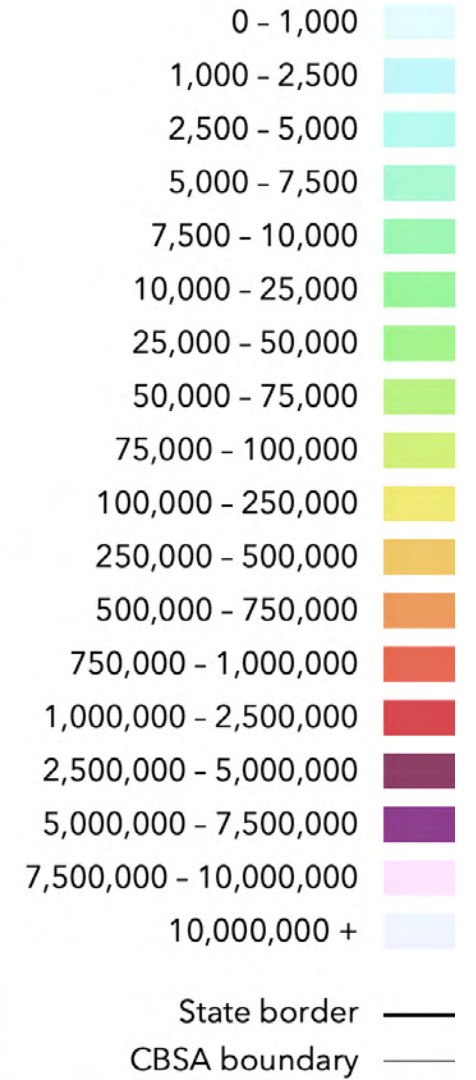
Agency	Dates
Valley Metro	October 23, 2017 - January 21, 2018

Phoenix

Phoenix-Mesa-Glendale, AZ



Jobs within 30 minutes (Transit, AM peak)



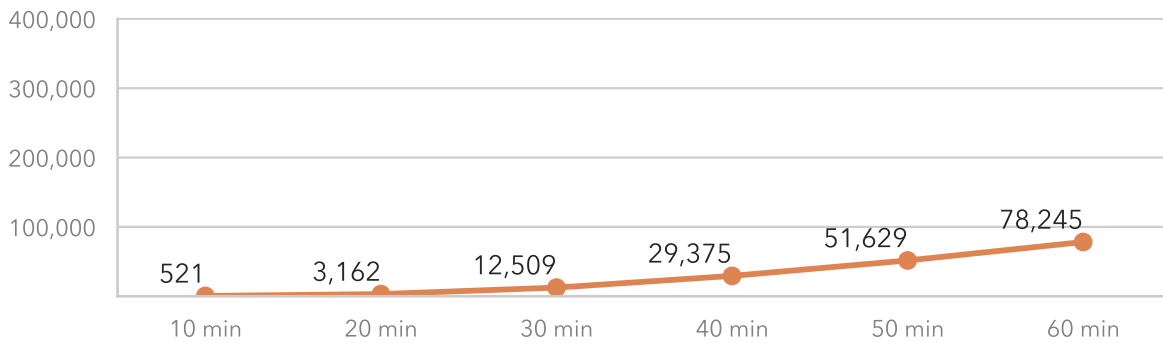
Pittsburgh

Pittsburgh, PA

Rank by Weighted Accessibility	20
Rank by Total Employment	23
Total Jobs	1,134,051
Average Job Density (per km ²)	83
Total Workers	1,104,436
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



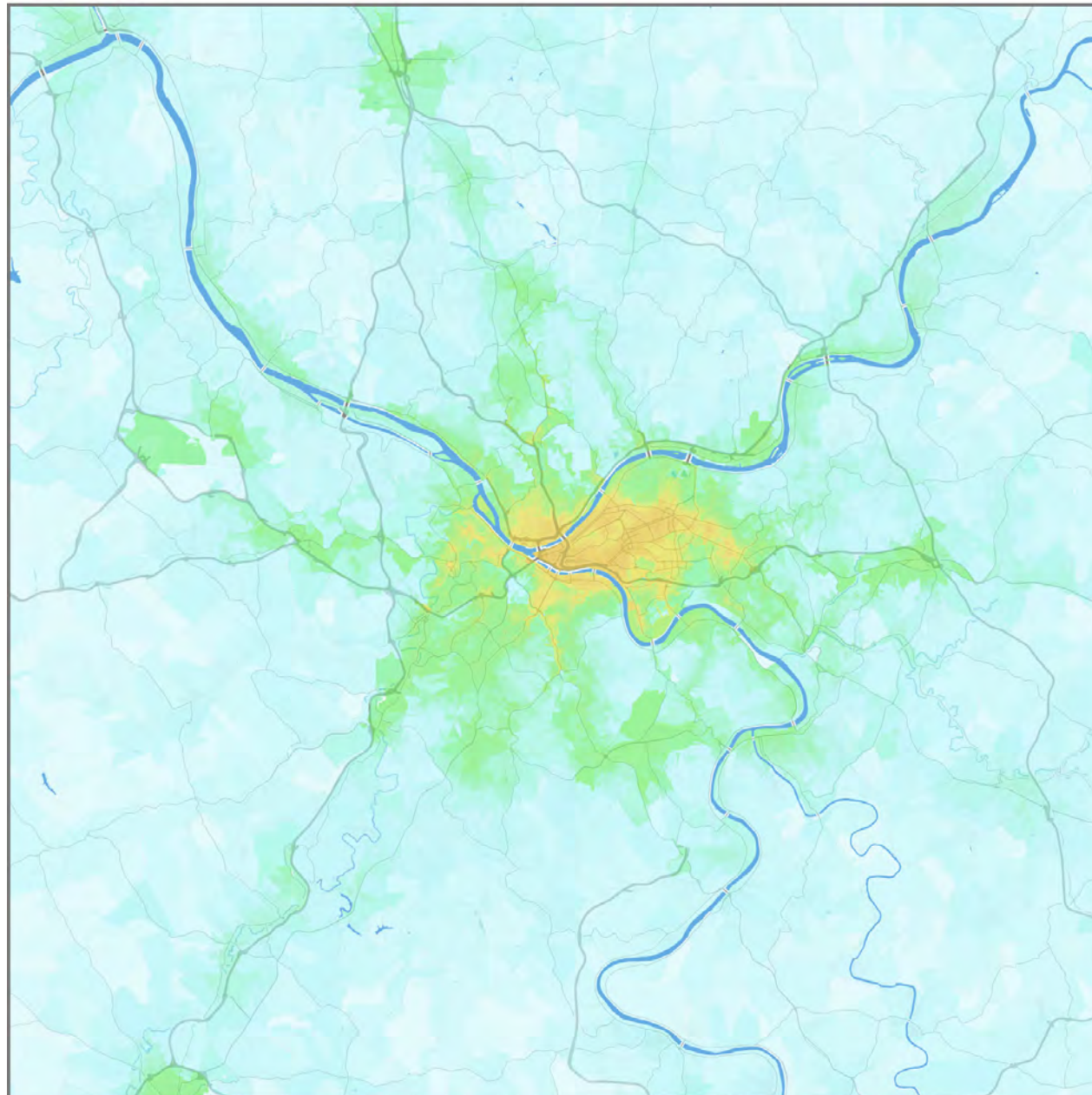
Transit Schedules Included

Agency	Dates
Mountain Line Transit Authority	February 20, 2019 - May 31, 2020
Port Authority of Allegheny County	November 19, 2017 - March 17, 2018

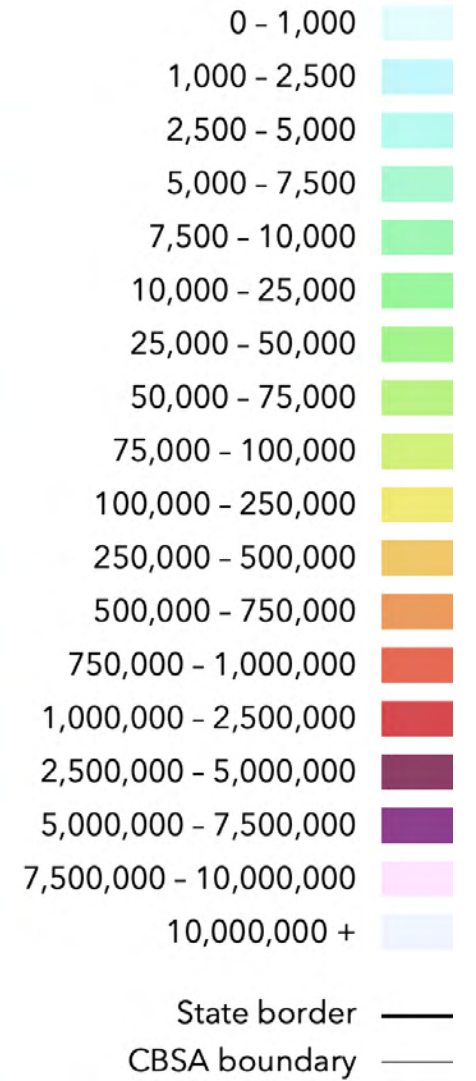
Pittsburgh

Pittsburgh, PA

79



Jobs within 30 minutes
(Transit, AM peak)



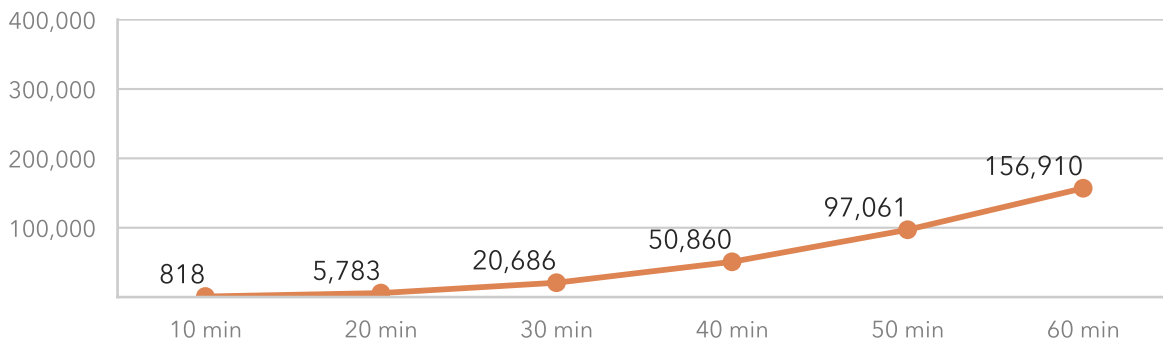
Portland

Portland-Vancouver-Hillsboro, OR-WA

Rank by Weighted Accessibility	11
Rank by Total Employment	22
Total Jobs	1,139,489
Average Job Density (per km ²)	66
Total Workers	1,119,280
Average Worker Density (per km ²)	65

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

Job Accessibility by Travel Time Threshold



Transit Schedules Included

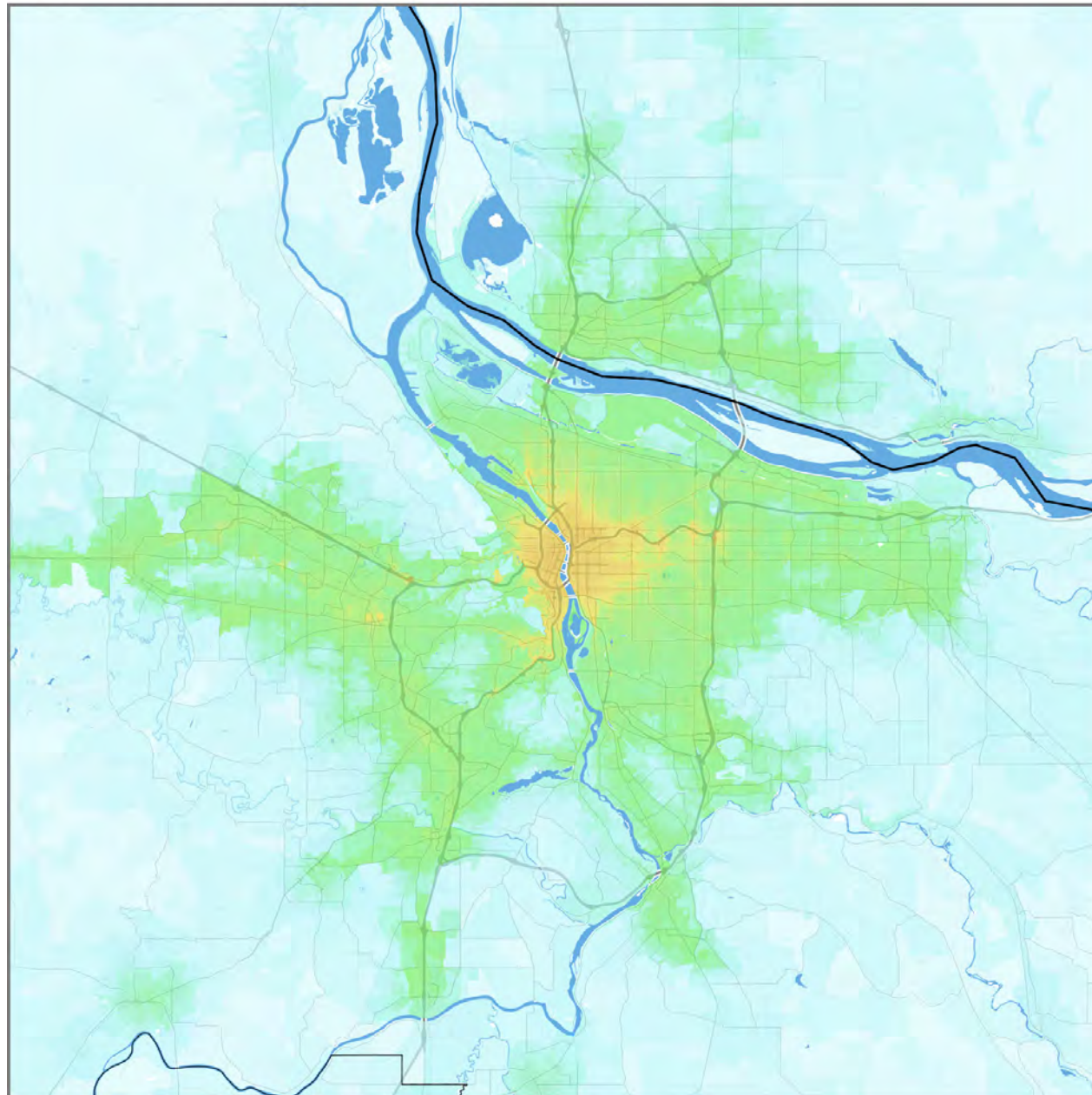
Agency	Dates
Blue Star Bus	January 1, 2013 - January 1, 2020
C-TRAN	December 31, 2017 - May 5, 2018
CCC Xpress	January 8, 2018 - May 27, 2018
Canby Area Transit	January 1, 2014 - January 1, 2019
Caravan Airport Transportation	January 1, 2015 - January 1, 2020
Cascades POINT	January 2, 2018 - January 1, 2020
Central Oregon Breeze	January 1, 2014 - January 4, 2020
Cherriots	July 1, 2016 - July 1, 2023
City2City Shuttle	January 1, 2015 - January 1, 2019
Columbia Area Transit	December 4, 2017 - January 1, 2020
Columbia County Rider	January 1, 2012 - January 1, 2020
Columbia Gorge Express	May 25, 2018 - June 10, 2018
Groome Transportation	May 31, 2019 - January 1, 2020
Mt. Hood Express	June 1, 2017 - January 1, 2020
NorthWest POINT	October 2, 2017 - January 1, 2019

Portland Aerial Tram	February 12, 2018 - June 2, 2018
Portland Streetcar	February 11, 2018 - June 2, 2018
Ride Connection	January 1, 2015 - January 1, 2022
Sandy Area Metro	December 1, 2016 - December 1, 2018
Skamania County Public Transit (Gorge WET Bus)	January 1, 2015 - January 1, 2018
South Clackamas Transportation District	November 1, 2015 - January 1, 2020
South Metro Area Regional Transit	January 1, 2013 - January 1, 2020
Sunset Empire Transportation District	January 1, 2018 - January 1, 2020
Swan Island TMA	January 1, 2013 - January 1, 2019
Tillamook County Transportation District	January 1, 2014 - January 1, 2019
TriMet	December 3, 2017 - June 2, 2018
Valley Retriever	January 1, 2013 - January 1, 2018
Washington Park Shuttle	May 1, 2017 - October 31, 2018
Yamhill County Transit Area	January 1, 2015 - January 1, 2020

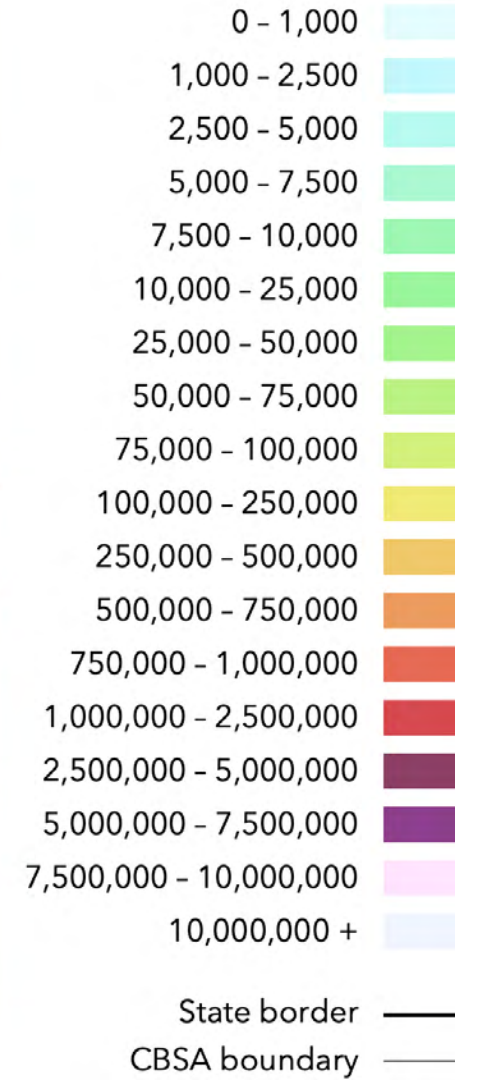
Portland

Portland-Vancouver-Hillsboro, OR-WA

82



Jobs within 30 minutes
(Transit, AM peak)



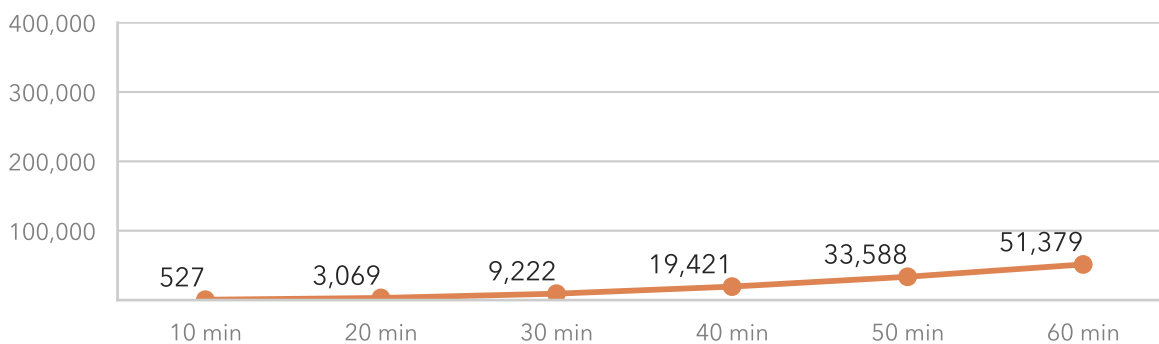
Providence

Providence-New Bedford-Fall River, RI-MA

Rank by Weighted Accessibility	31
Rank by Total Employment	38
Total Jobs	688,466
Average Job Density (per km ²)	168
Total Workers	770,665
Average Worker Density (per km ²)	188

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

Job Accessibility by Travel Time Threshold



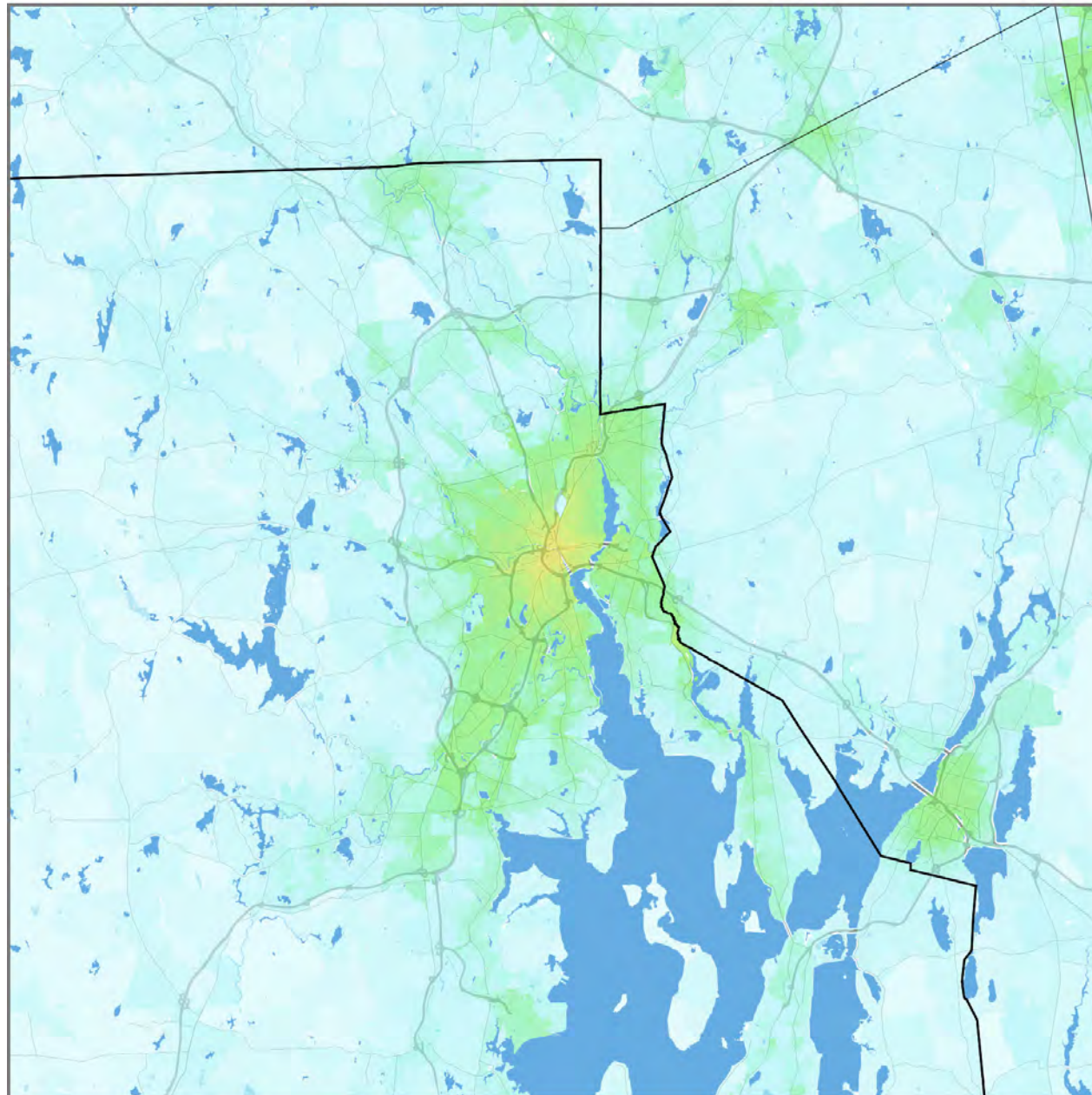
Transit Schedules Included

Agency	Dates
Block Island Ferry	January 1, 2018 - December 31, 2018
Bloom Bus	January 2, 2015 - January 2, 2016
Brockton Area Transit Authority	April 21, 2014 - January 8, 2020
Cuttyhunk Ferry Co.	October 16, 2017 - April 12, 2019
DATTCO	October 20, 2017 - January 1, 2019
MBTA	March 28, 2018 - June 23, 2018
Rhode Island Public Transit Authority	January 13, 2018 - June 22, 2018
Seastreak	June 15, 2015 - November 28, 2019
Southeastern Regional Transit Authority	January 1, 2015 - June 22, 2018
The Greater Attleboro Taunton Regional Transit Authority	January 1, 2016 - January 1, 2020
Vineyard Fast Ferry	May 26, 2017 - October 8, 2017

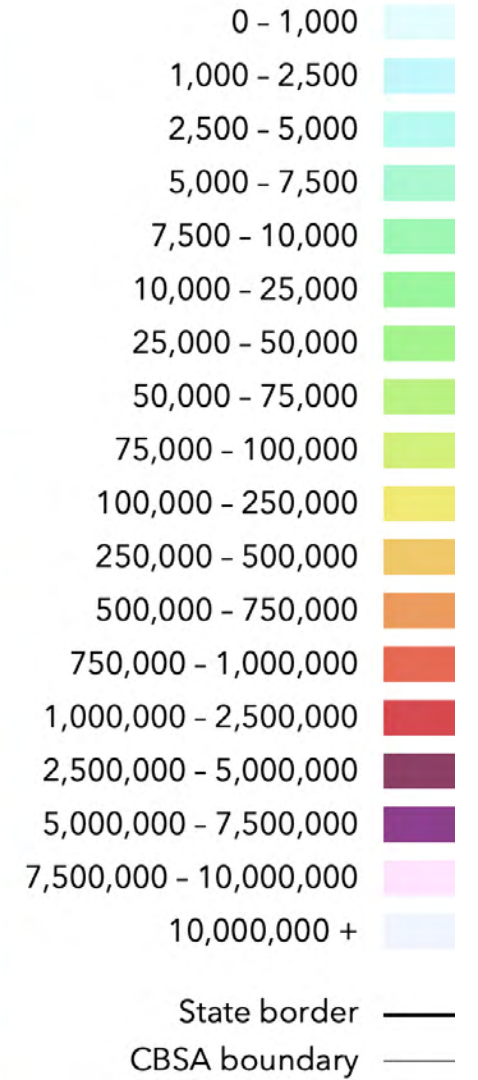
Providence

Providence-New Bedford-Fall River, RI-MA

84



Jobs within 30 minutes
(Transit, AM peak)



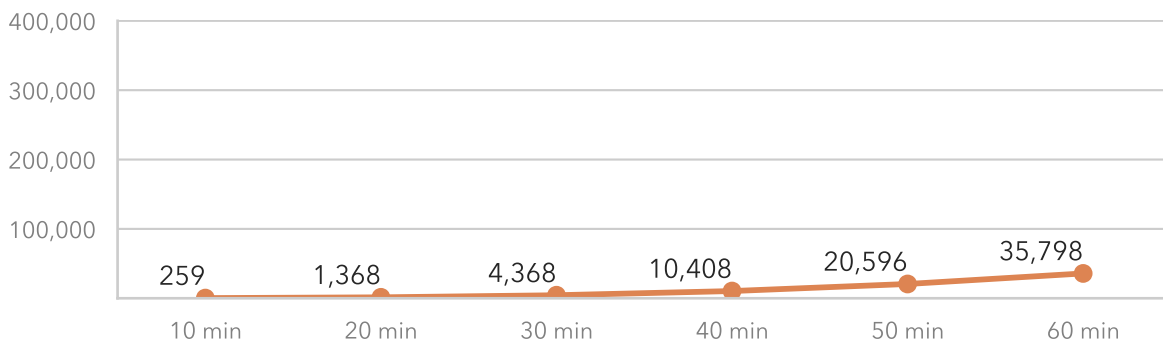
Raleigh

Raleigh-Cary, NC

Rank by Weighted Accessibility	47
Rank by Total Employment	43
Total Jobs	663,343
Average Job Density (per km ²)	121
Total Workers	602,595
Average Worker Density (per km ²)	110

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

Job Accessibility by Travel Time Threshold



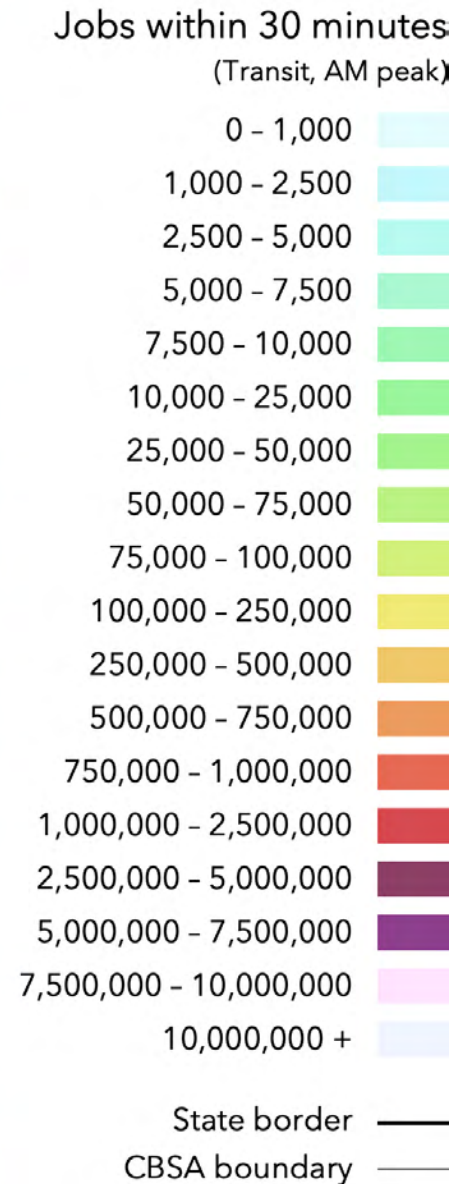
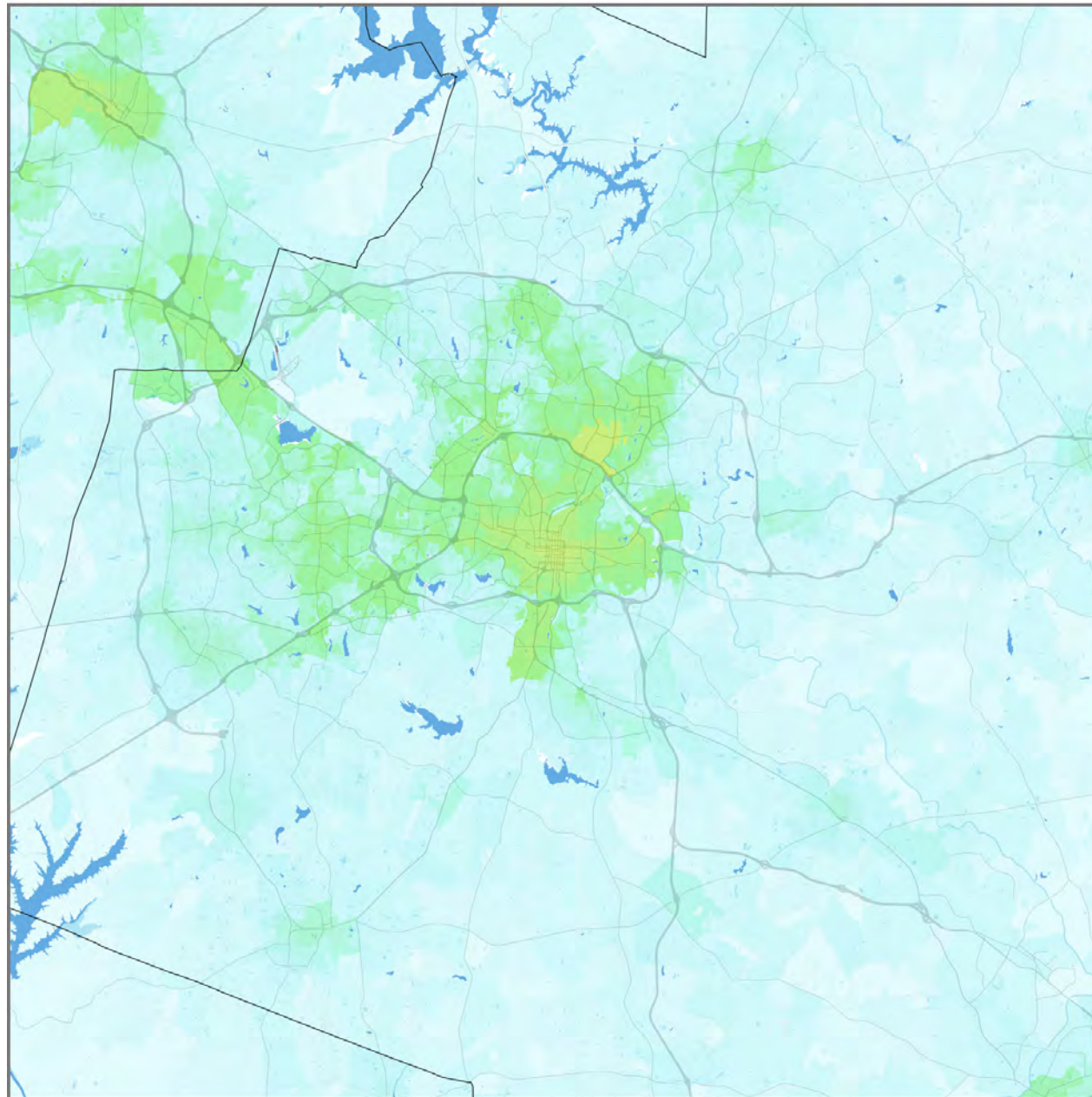
Transit Schedules Included

Agency	Dates
GoCary	November 23, 2018 - November 27, 2019
GoDurham	December 26, 2018 - December 23, 2020
GoRaleigh	December 29, 2016 - December 31, 2022
GoTriangle	September 4, 2018 - September 4, 2020
NCSU Wolfline	May 17, 2017 - October 11, 2018

Raleigh

Raleigh-Cary, NC

98



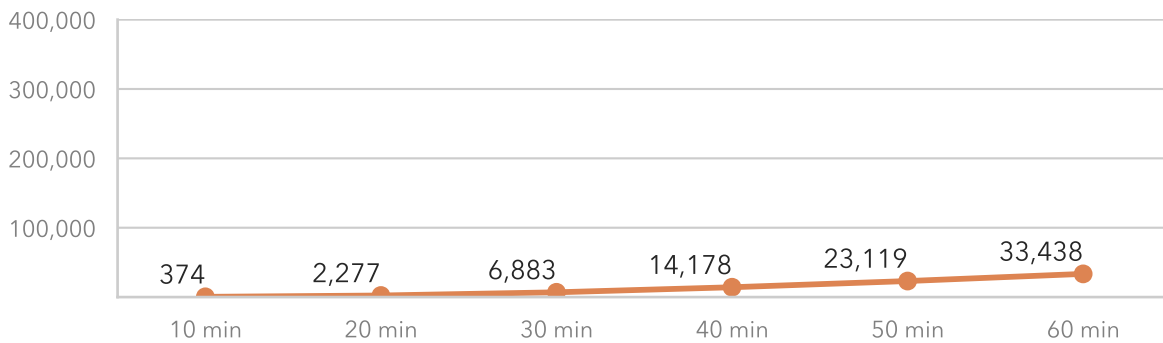
Richmond

Richmond, VA

Rank by Weighted Accessibility	41
Rank by Total Employment	42
Total Jobs	653,725
Average Job Density (per km ²)	44
Total Workers	630,620
Average Worker Density (per km ²)	43

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

Job Accessibility by Travel Time Threshold



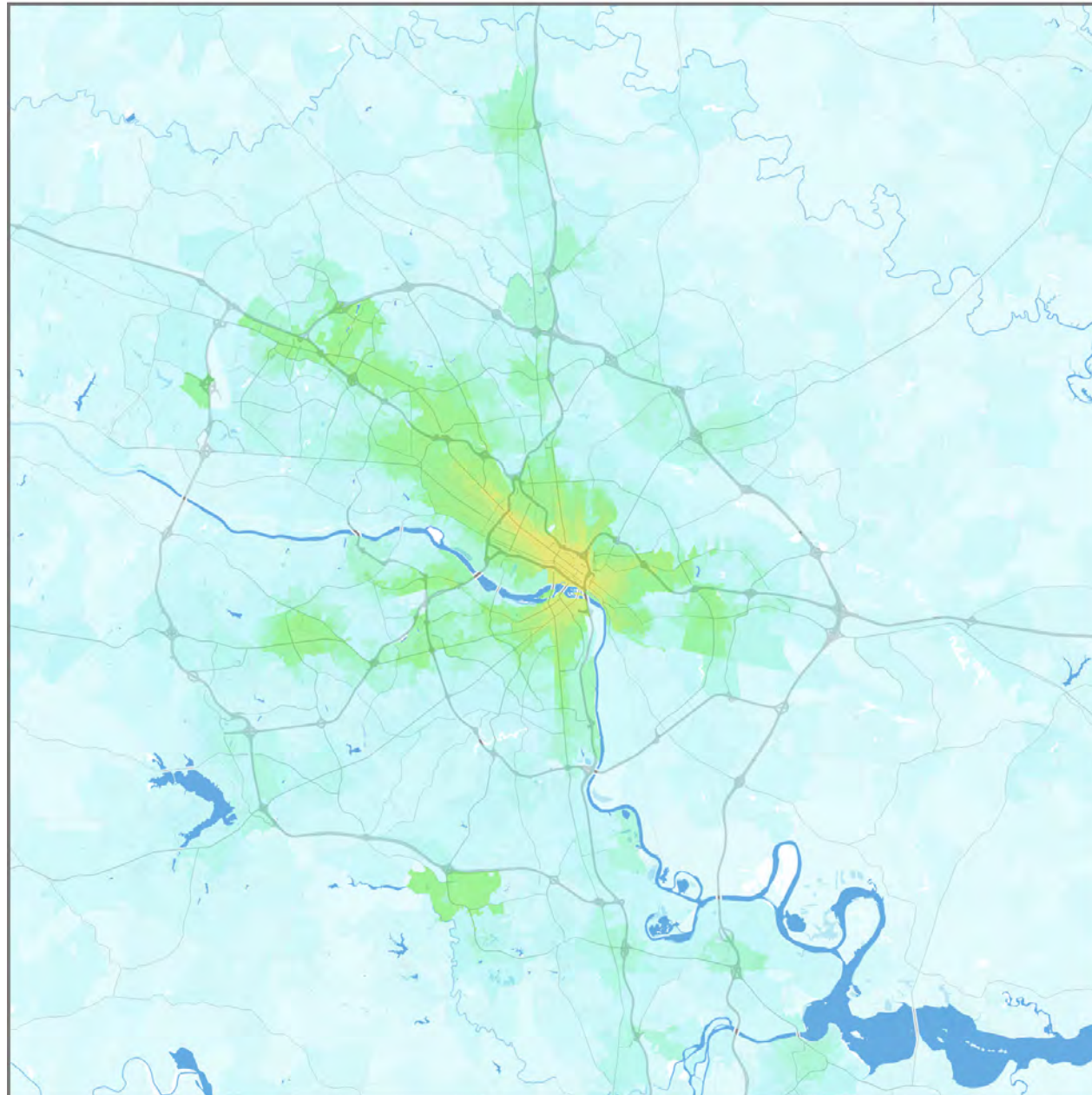
Transit Schedules Included

Agency	Dates
GRTC Transit System	May 14, 2017 - August 19, 2017

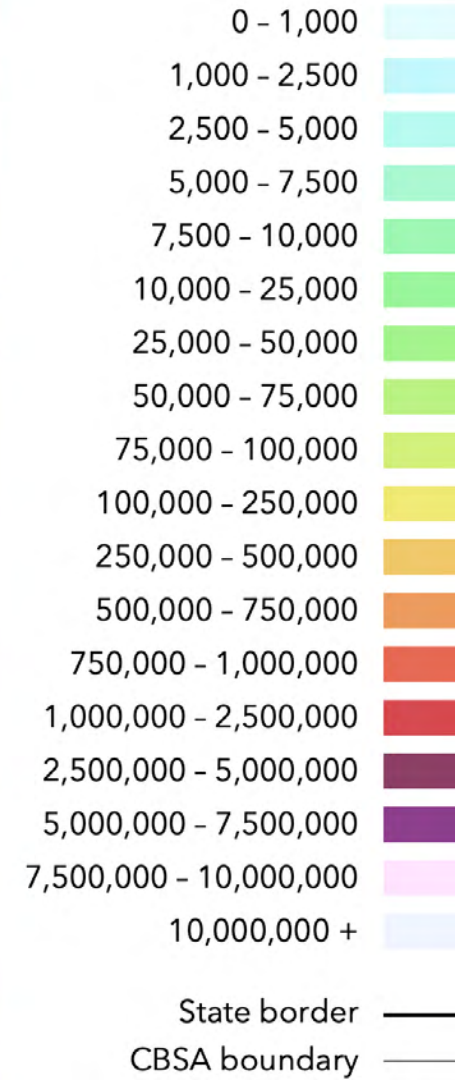
Richmond

Richmond, VA

88



Jobs within 30 minutes (Transit, AM peak)



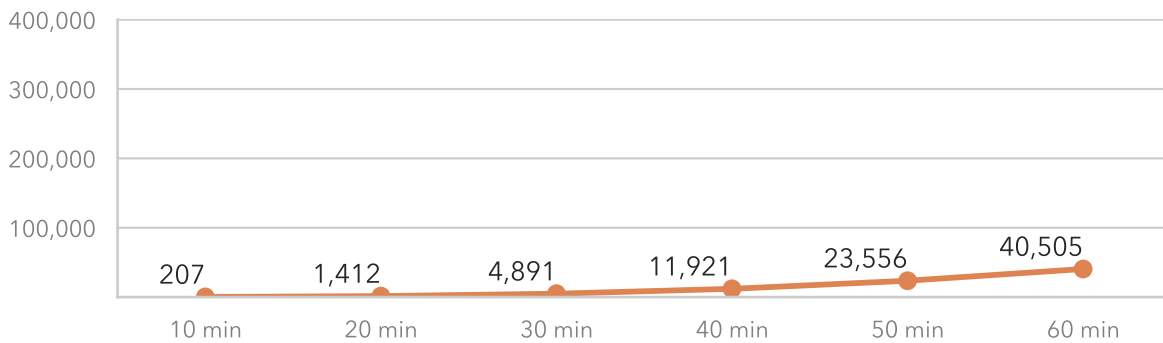
Riverside

Riverside-San Bernardino-Ontario, CA

Rank by Weighted Accessibility	45
Rank by Total Employment	16
Total Jobs	1,392,097
Average Job Density (per km ²)	20
Total Workers	1,701,668
Average Worker Density (per km ²)	24

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

Job Accessibility by Travel Time Threshold



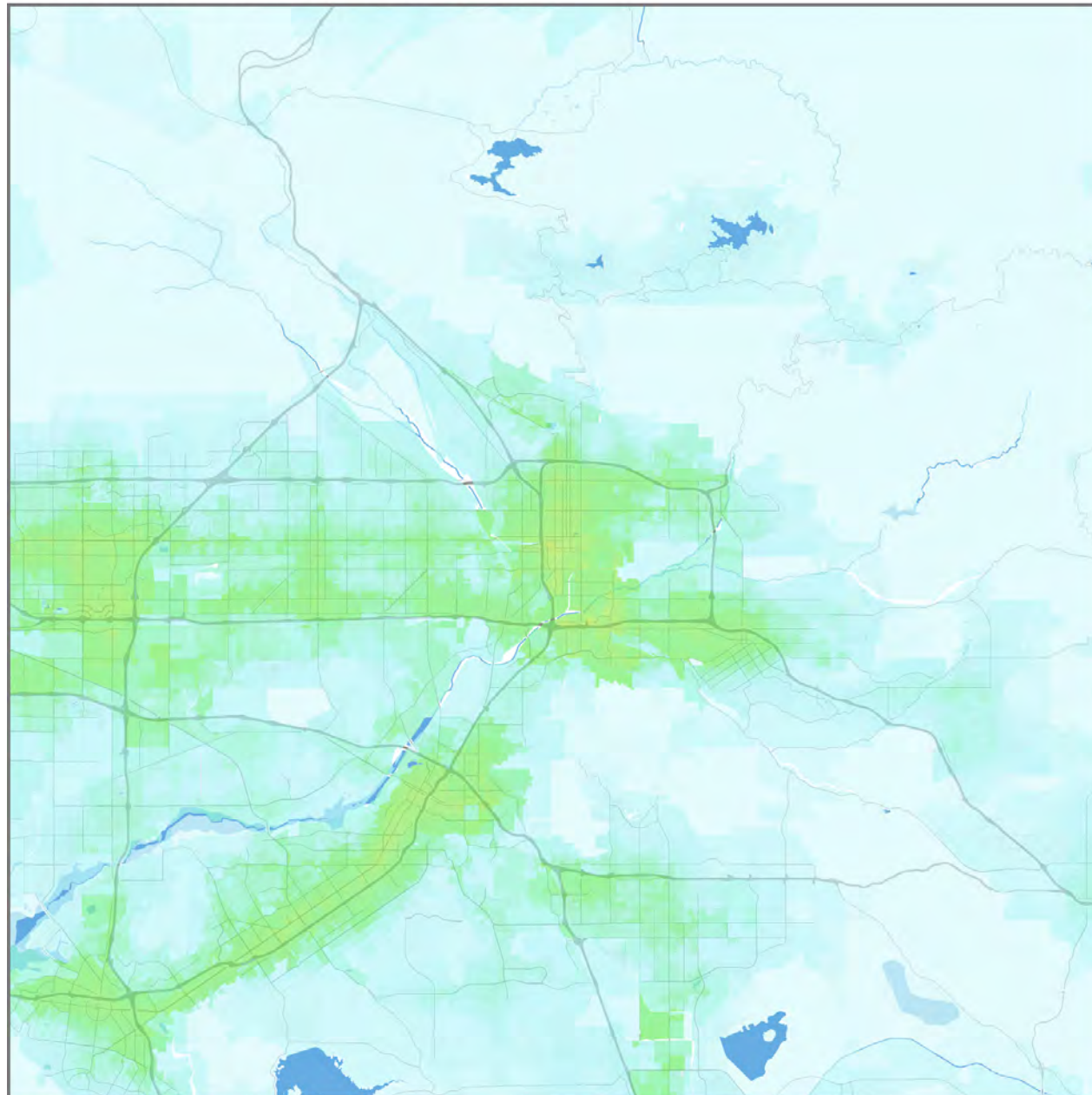
Transit Schedules Included

Agency	Dates
Beaumont Pass Transit	January 1, 2013 - January 1, 2020
Corona Cruiser	January 1, 2013 - January 1, 2018
Foothill Transit	July 2, 2017 - October 29, 2017
Metrolink Trains	September 1, 2017 - December 31, 2017
Mountain Transit	January 1, 2014 - May 1, 2020
OMNITRANS	January 1, 2018 - September 2, 2018
Orange County Transportation Authority	October 8, 2017 - October 13, 2018
Palo Verde Valley Transit Agency	January 1, 2013 - January 1, 2018
Riverside Transit Agency	June 29, 2017 - January 13, 2018
Sunline Transit Agency	January 7, 2018 - May 5, 2018
Victor Valley Transit Authority	January 1, 2016 - January 1, 2020

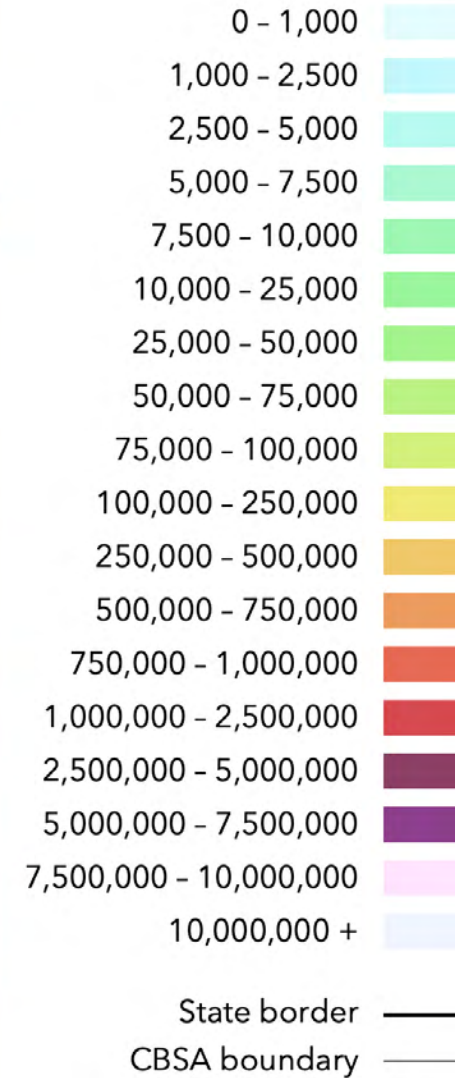
Riverside

Riverside-San Bernardino-Ontario, CA

96



Jobs within 30 minutes
(Transit, AM peak)



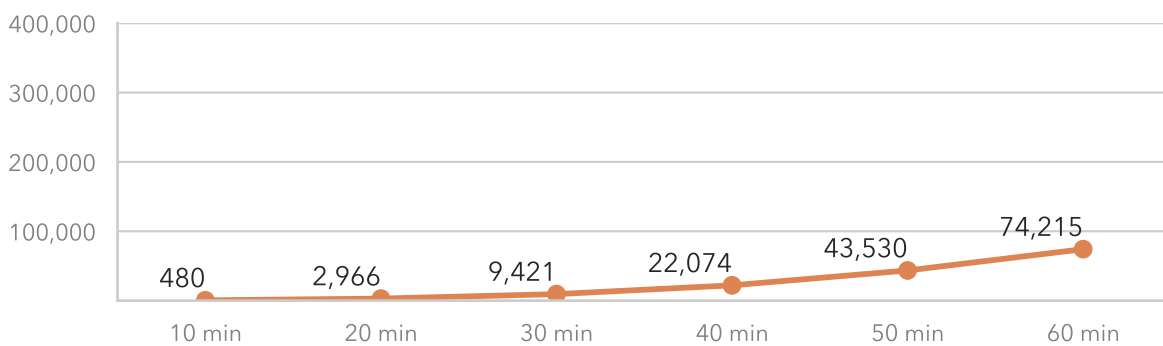
Sacramento

Sacramento-Arden-Arcade-Roseville, CA

Rank by Weighted Accessibility	28
Rank by Total Employment	29
Total Jobs	930,711
Average Job Density (per km ²)	71
Total Workers	941,693
Average Worker Density (per km ²)	71

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

Job Accessibility by Travel Time Threshold



Transit Schedules Included

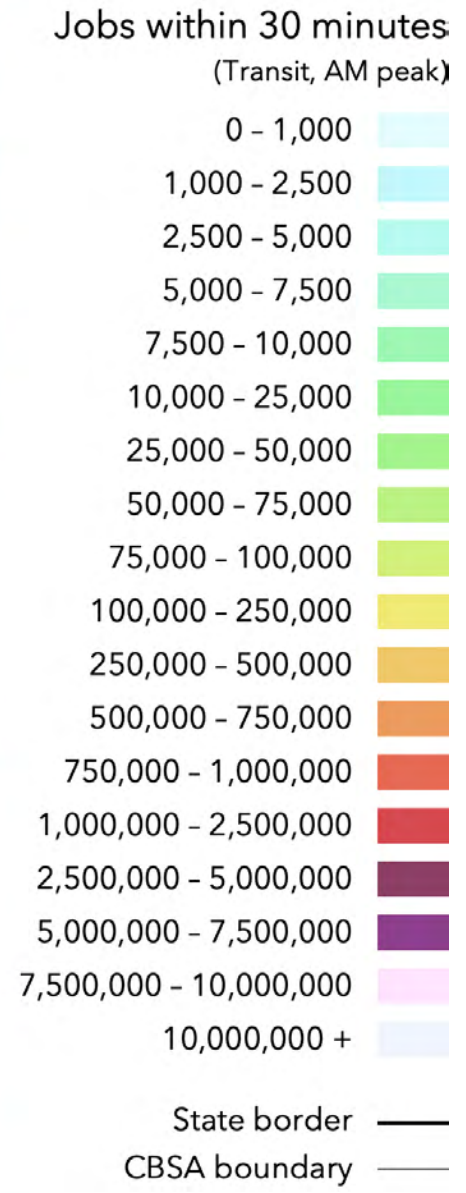
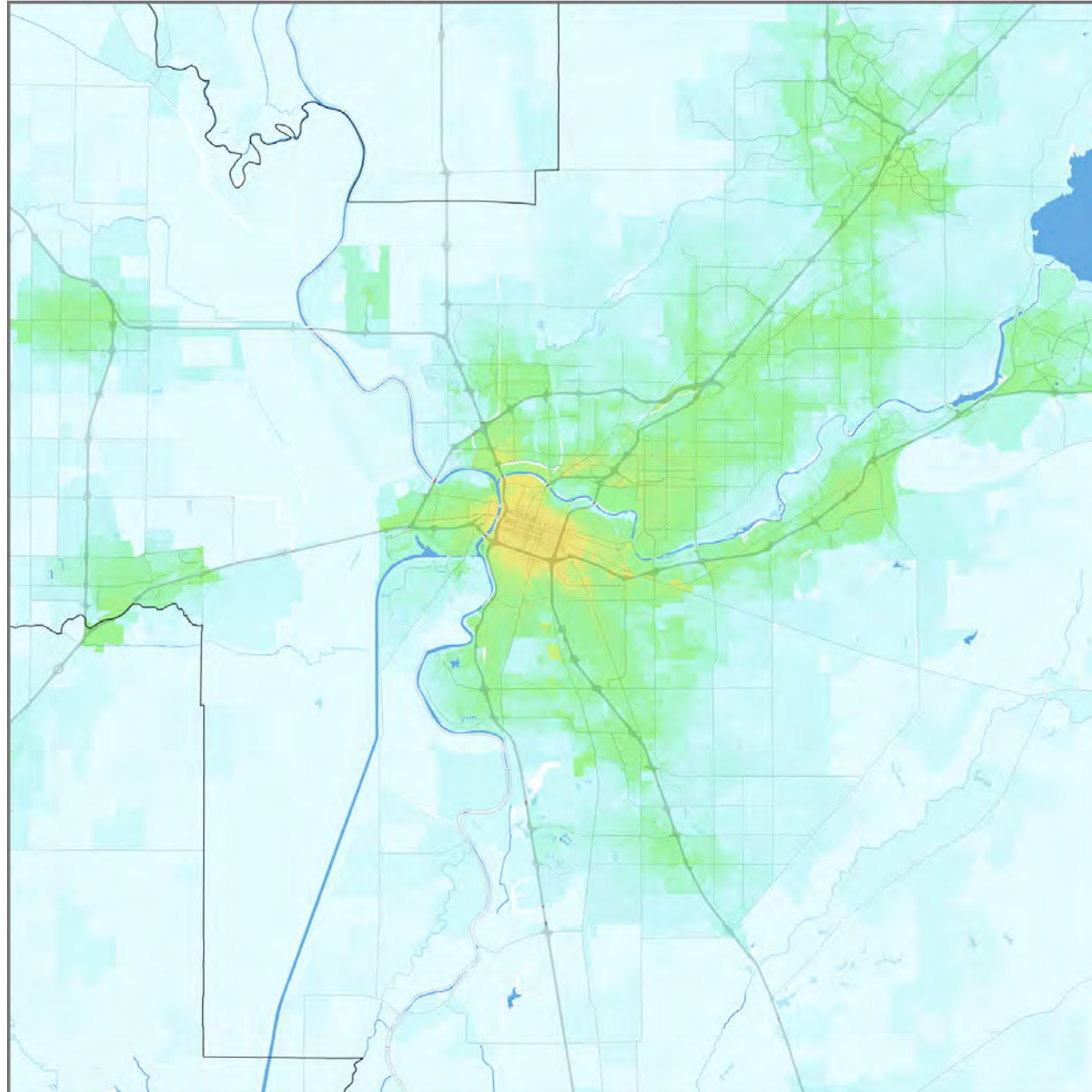
Agency	Dates
Amador Transit	January 1, 2012 - January 1, 2020
BlueGo	September 5, 2015 - January 1, 2017
Capitol Corridor Joint Powers Authority	November 13, 2017 - January 31, 2019
El Dorado Transit	January 16, 2018 - January 1, 2020
Fairfield and Suisun Transit	January 1, 2013 - January 1, 2019
Folsom Stage Lines	June 1, 2018 - May 30, 2019
Mountain Line	January 1, 2014 - January 1, 2017
Nevada County Gold Country Stage	July 5, 2017 - December 31, 2018
Night Rider (Airport Minibus)	July 1, 2015 - September 6, 2015
Placer County Transit	January 2, 2019 - January 2, 2020
Rio Vista Delta Breeze	February 1, 2017 - December 1, 2020
Roseville Transit	August 8, 2016 - December 31, 2019
Sacramento Regional Transit	January 7, 2018 - June 16, 2018
San Joaquin Regional Transit District (RTD)	August 6, 2017 - March 10, 2018
Tahoe Area Regional Transit	December 14, 2018 - April 9, 2019

Tahoe Transportation District	October 1, 2018 - January 1, 2020
Tahoe Truckee Area Regional Transit	March 29, 2016 - January 1, 2019
Unitrans (Davis)	January 7, 2018 - April 1, 2018
Verde Lynx	January 1, 2013 - January 1, 2017
Yolo County Transportation District	September 27, 2016 - February 1, 2017
Yuba-Sutter Transit	January 1, 2013 - December 31, 2020

Sacramento

Sacramento--Arden-Arcade--Roseville, CA

93



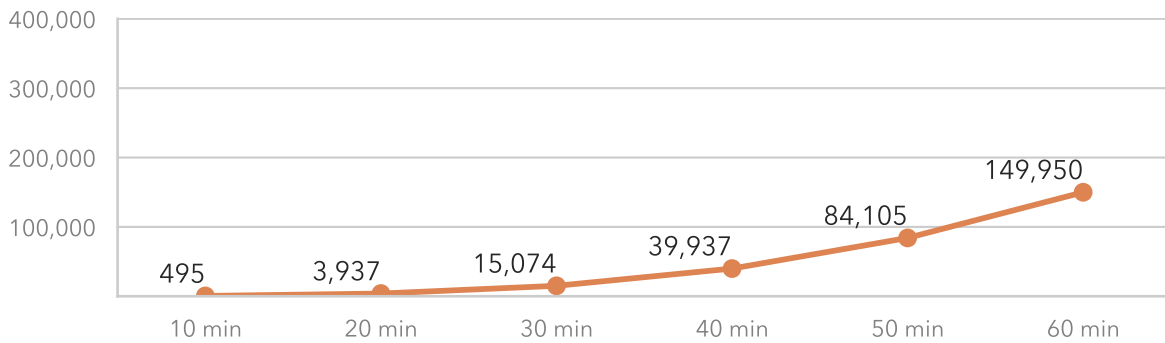
Salt Lake City

Salt Lake City, UT

Rank by Weighted Accessibility	15
Rank by Total Employment	45
Total Jobs	701,087
Average Job Density (per km ²)	28
Total Workers	591,811
Average Worker Density (per km ²)	24

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

Job Accessibility by Travel Time Threshold



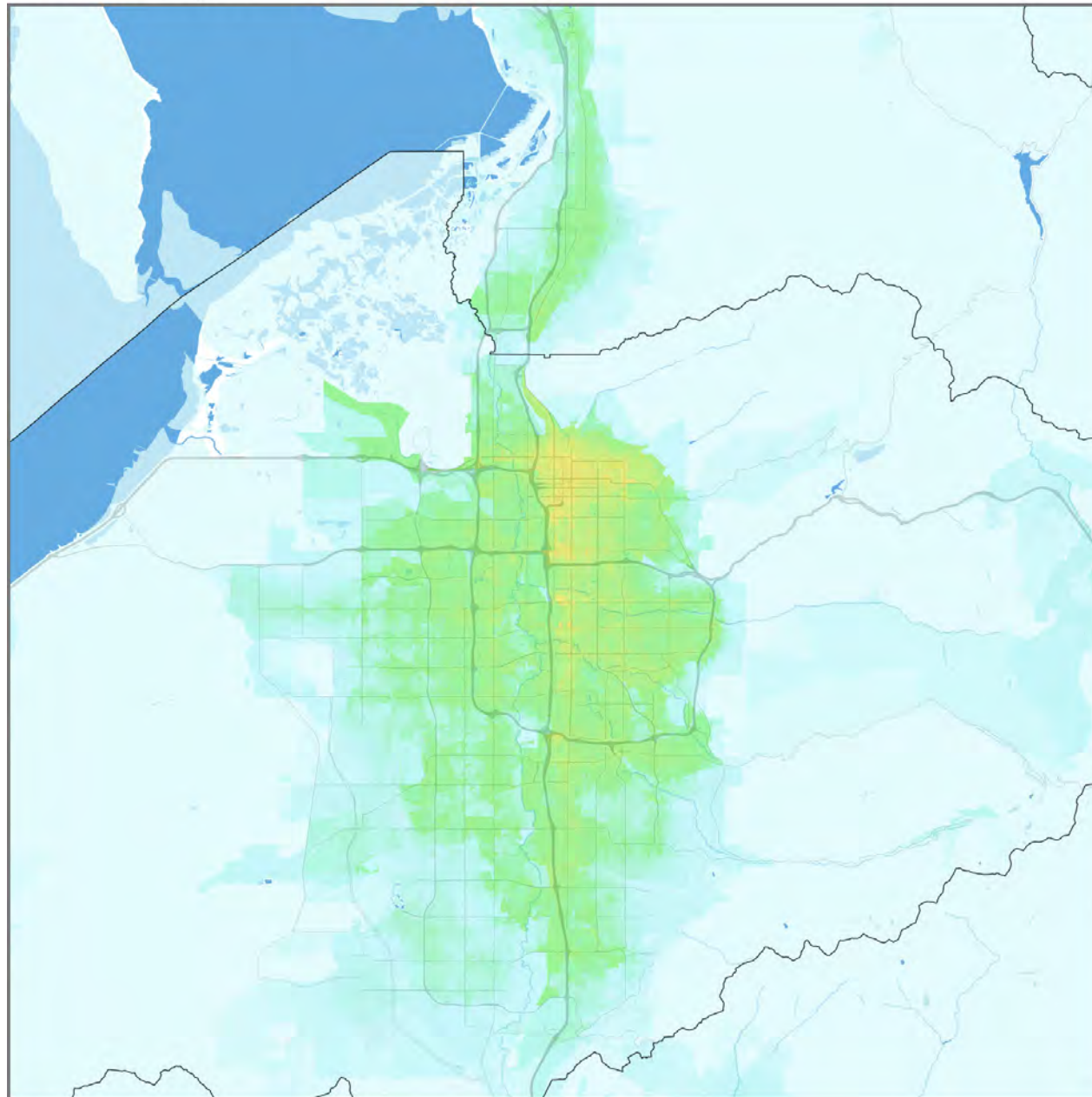
Transit Schedules Included

Agency	Dates
Elevated Transit	November 20, 2014 - January 1, 2019
Utah Transit Authority	December 3, 2017 - August 11, 2018

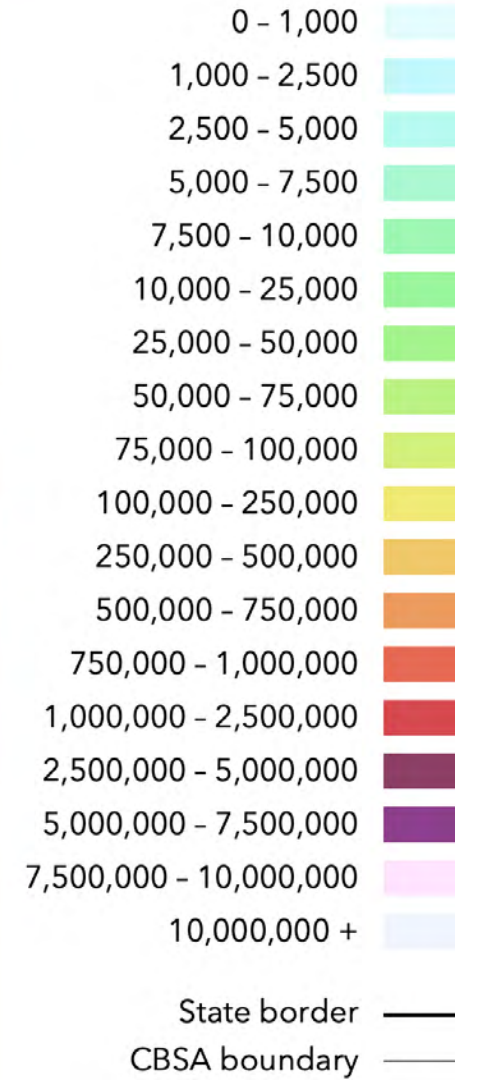
Salt Lake City

Salt Lake City, UT

95



Jobs within 30 minutes (Transit, AM peak)



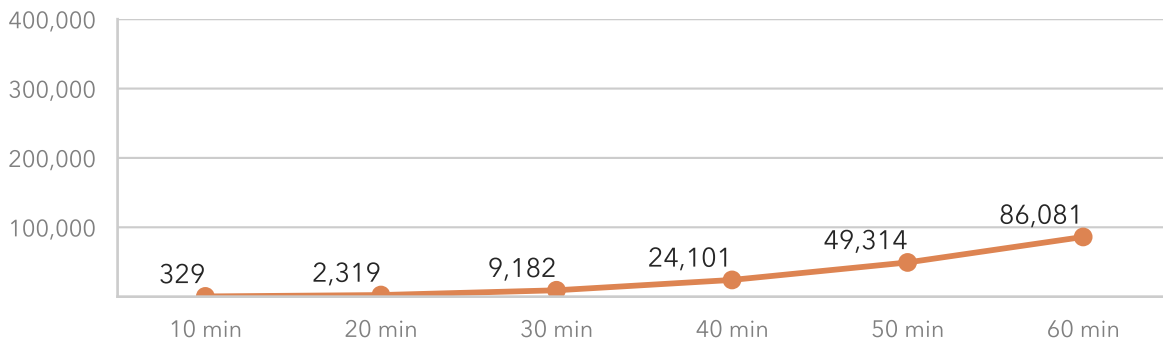
San Antonio

San Antonio-New Braunfels, TX

Rank by Weighted Accessibility	27
Rank by Total Employment	27
Total Jobs	963,064
Average Job Density (per km ²)	51
Total Workers	999,359
Average Worker Density (per km ²)	53

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

Job Accessibility by Travel Time Threshold



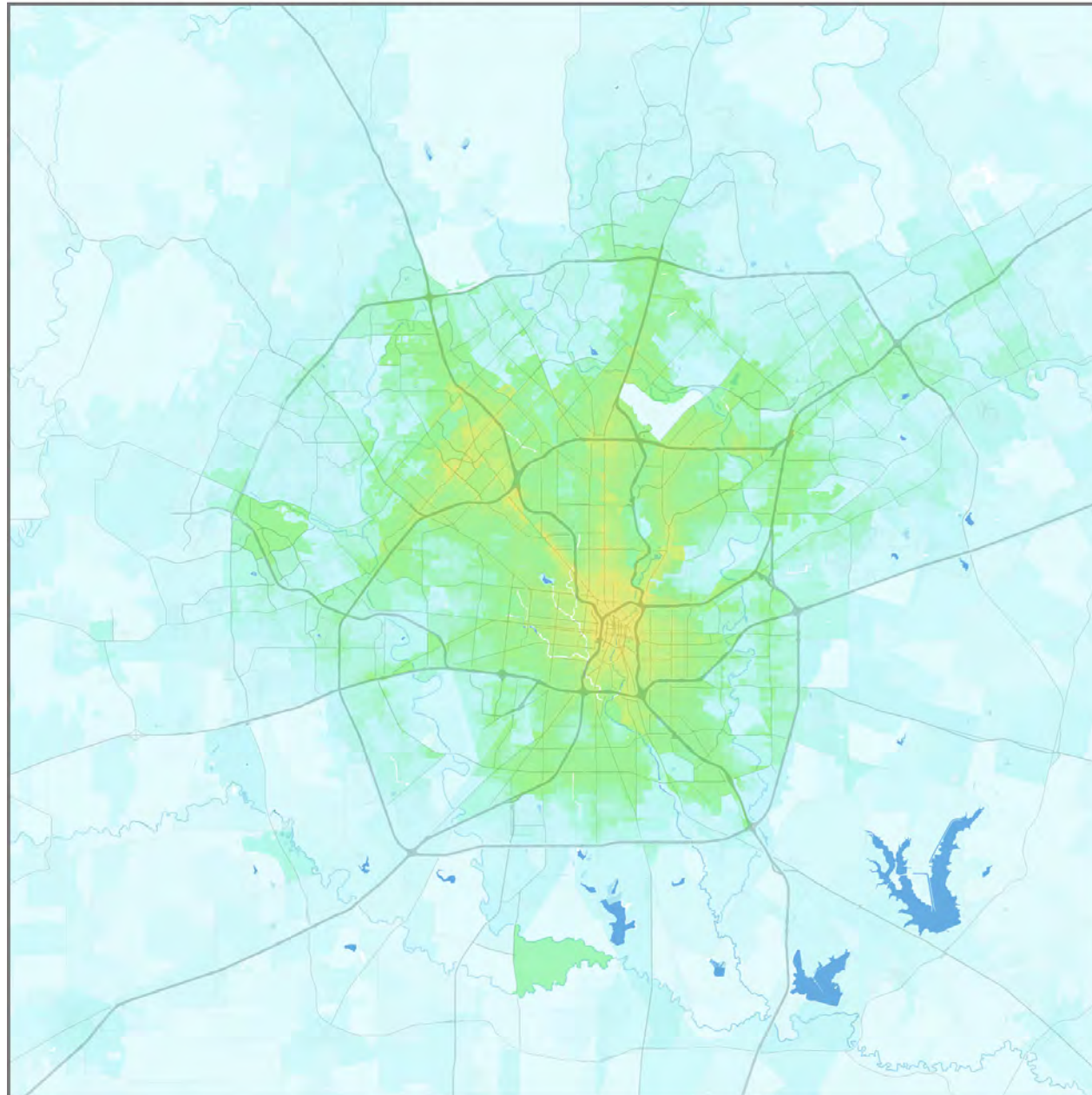
Transit Schedules Included

Agency	Dates
VIA Metropolitan Transit	January 9, 2017 - August 27, 2017

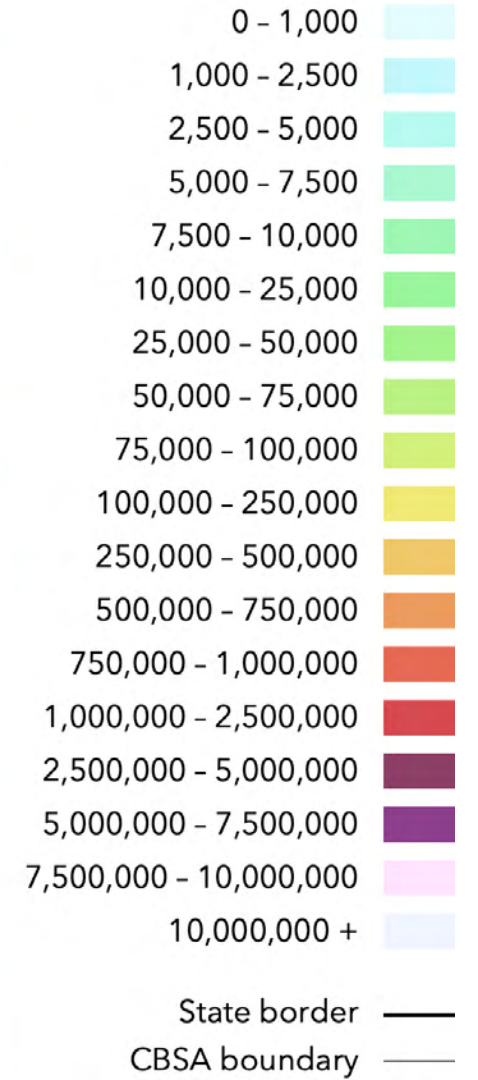
San Antonio

San Antonio-New Braunfels, TX

97



Jobs within 30 minutes
(Transit, AM peak)



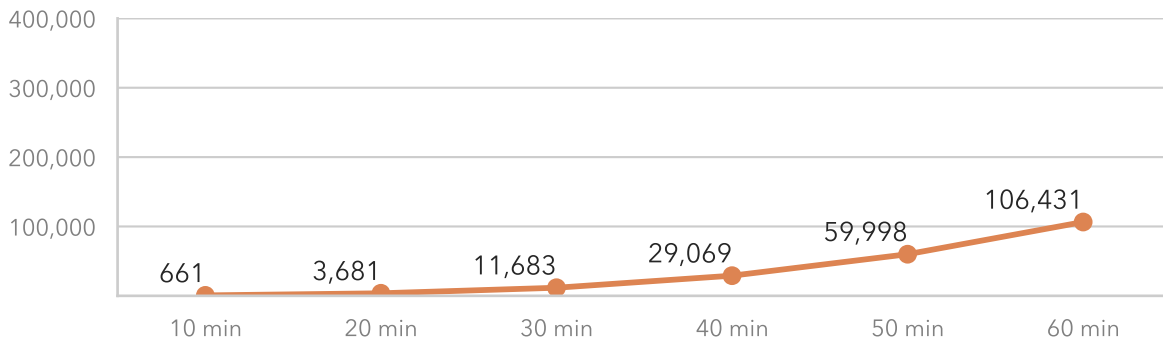
San Diego

San Diego-Carlsbad-San Marcos, CA

Rank by Weighted Accessibility	18
Rank by Total Employment	17
Total Jobs	1,377,781
Average Job Density (per km ²)	126
Total Workers	1,396,309
Average Worker Density (per km ²)	128

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

Job Accessibility by Travel Time Threshold



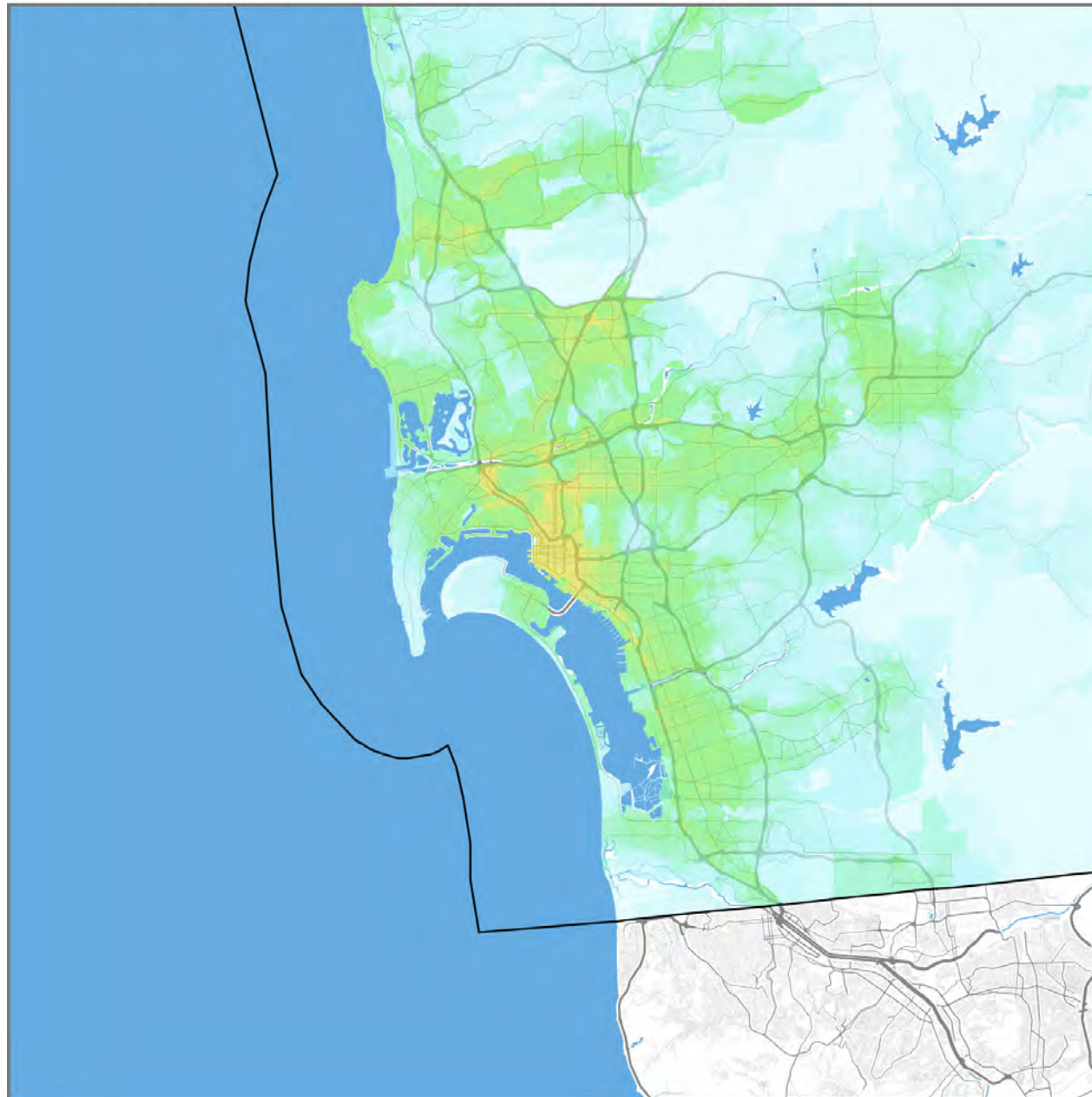
Transit Schedules Included

Agency	Dates
MTS	September 3, 2017 - June 9, 2018
Metrolink Trains	September 1, 2017 - December 31, 2017
North County Transit District	November 3, 2017 - October 6, 2018
Riverside Transit Agency	June 29, 2017 - January 13, 2018
San Diego International Airport	January 28, 2018 - June 9, 2018

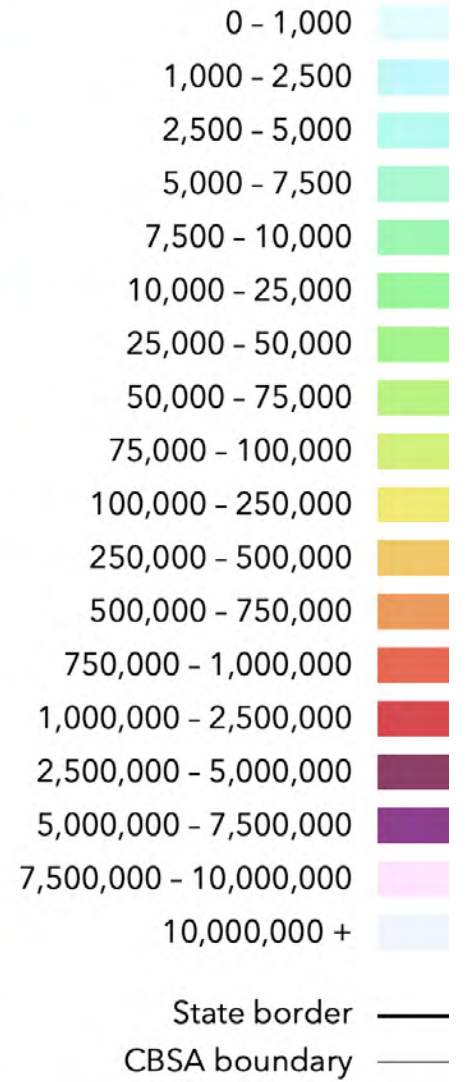
San Diego

San Diego-Carlsbad-San Marcos, CA

69



Jobs within 30 minutes (Transit, AM peak)



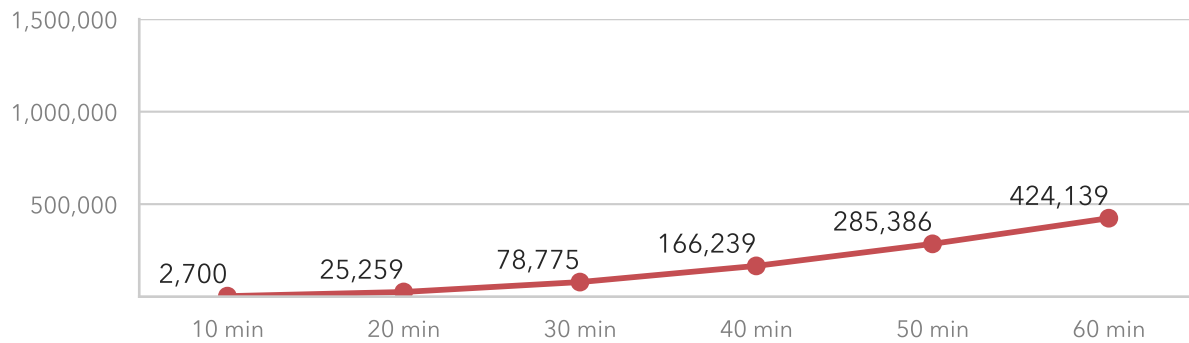
San Francisco

San Francisco-Oakland-Fremont, CA

Rank by Weighted Accessibility	2
Rank by Total Employment	11
Total Jobs	2,370,765
Average Job Density (per km ²)	371
Total Workers	2,216,622
Average Worker Density (per km ²)	346

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

Job Accessibility by Travel Time Threshold



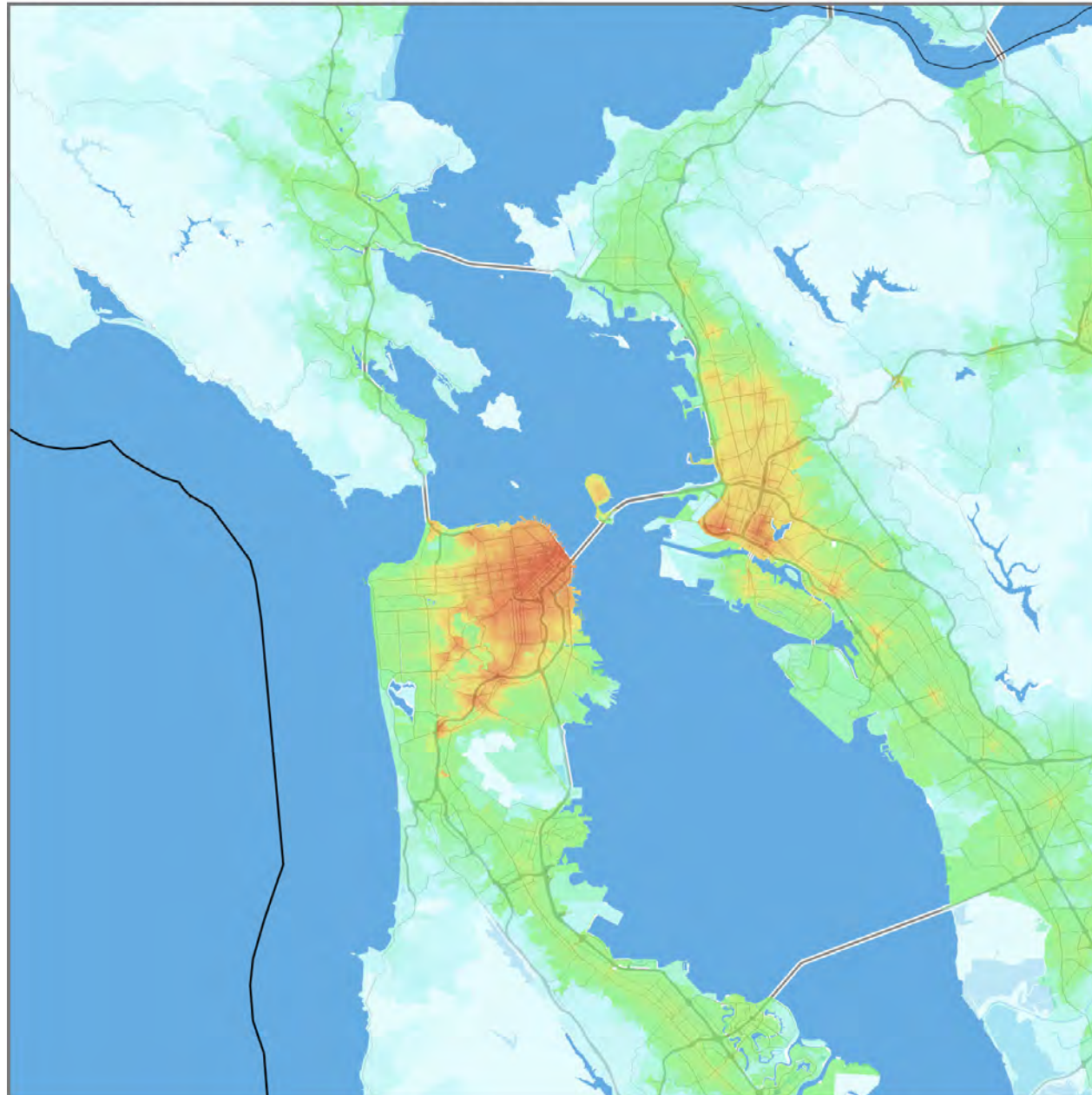
Transit Schedules Included

Agency	Dates
AC Transit	December 16, 2017 - March 17, 2018
ACE Altamont Corridor Express	March 11, 2013 - May 19, 2019
Alameda County Clean Commute Program	January 1, 2015 - December 1, 2019
Bay Area Rapid Transit	March 25, 2017 - July 2, 2018
Bear Transit - UC Berkeley Shuttle	January 7, 2015 - January 31, 2018
Caltrain	October 2, 2017 - October 6, 2019
Capitol Corridor Joint Powers Authority	November 13, 2017 - January 31, 2019
County Connection	November 19, 2017 - June 9, 2018
Dumbarton Express Consortium	June 17, 2019 - August 9, 2019
Emery Go-Round	April 22, 2017 - January 1, 2019
Fairfield and Suisun Transit	January 1, 2013 - January 1, 2019
Golden Gate Ferry	June 21, 2019 - September 7, 2019
Golden Gate Transit	December 11, 2017 - March 10, 2018
Livermore Amador Valley Transit Authority	August 19, 2017 - May 28, 2018
Marin Transit	November 1, 2017 - June 9, 2018

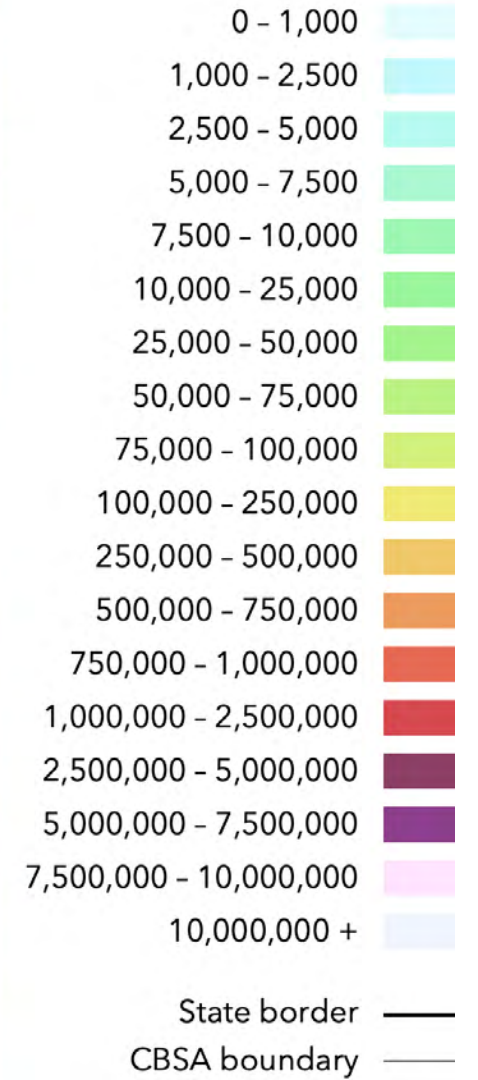
Mission Bay TMA	April 23, 2018 - January 1, 2019
Modesto Area Express	January 1, 2018 - January 1, 2020
Napa	April 30, 2019 - April 29, 2020
Rio Vista Delta Breeze	February 1, 2017 - December 1, 2020
SamTrans	January 21, 2018 - June 16, 2018
San Francisco Bay Ferry	January 1, 2018 - March 4, 2018
San Francisco Municipal Transportation Agency	January 22, 2018 - March 8, 2019
San Joaquin Regional Transit District (RTD)	August 6, 2017 - March 10, 2018
SolTrans	December 1, 2017 - January 1, 2019
Sonoma County Transit	August 16, 2017 - June 16, 2018
Sonoma Marin Area Rail Transit	August 25, 2017 - December 31, 2020
Stanford Marguerite Shuttle	May 29, 2017 - October 1, 2019
Stanislaus Regional Transit	August 22, 2016 - January 1, 2020
Tideline Water Taxi	July 1, 2017 - January 1, 2020
Tri Delta Transit	June 19, 2019 - December 31, 2020
Union City Transit	January 1, 2019 - December 31, 2019
VTA	January 1, 2018 - April 8, 2018
WestCat (Western Contra Costa)	June 1, 2016 - January 1, 2020

San Francisco

San Francisco-Oakland-Fremont, CA



Jobs within 30 minutes
(Transit, AM peak)



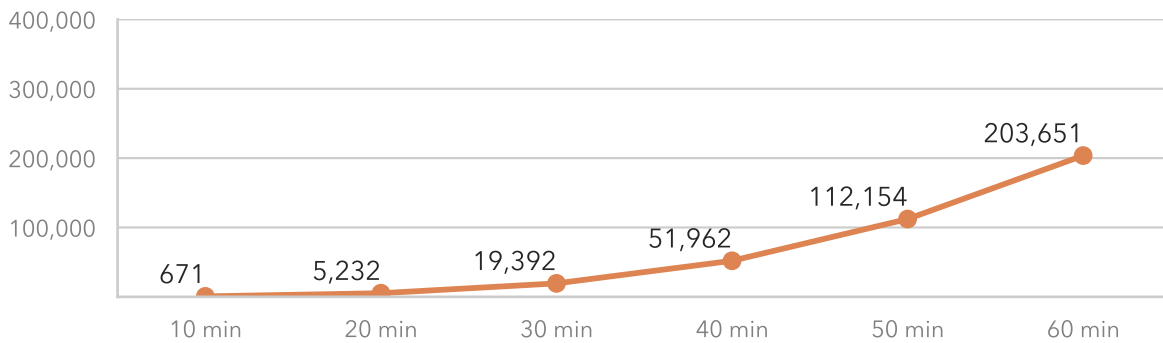
San Jose

San Jose-Sunnyvale-Santa Clara, CA

Rank by Weighted Accessibility	10
Rank by Total Employment	31
Total Jobs	1,058,807
Average Job Density (per km ²)	153
Total Workers	936,841
Average Worker Density (per km ²)	135

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

Job Accessibility by Travel Time Threshold



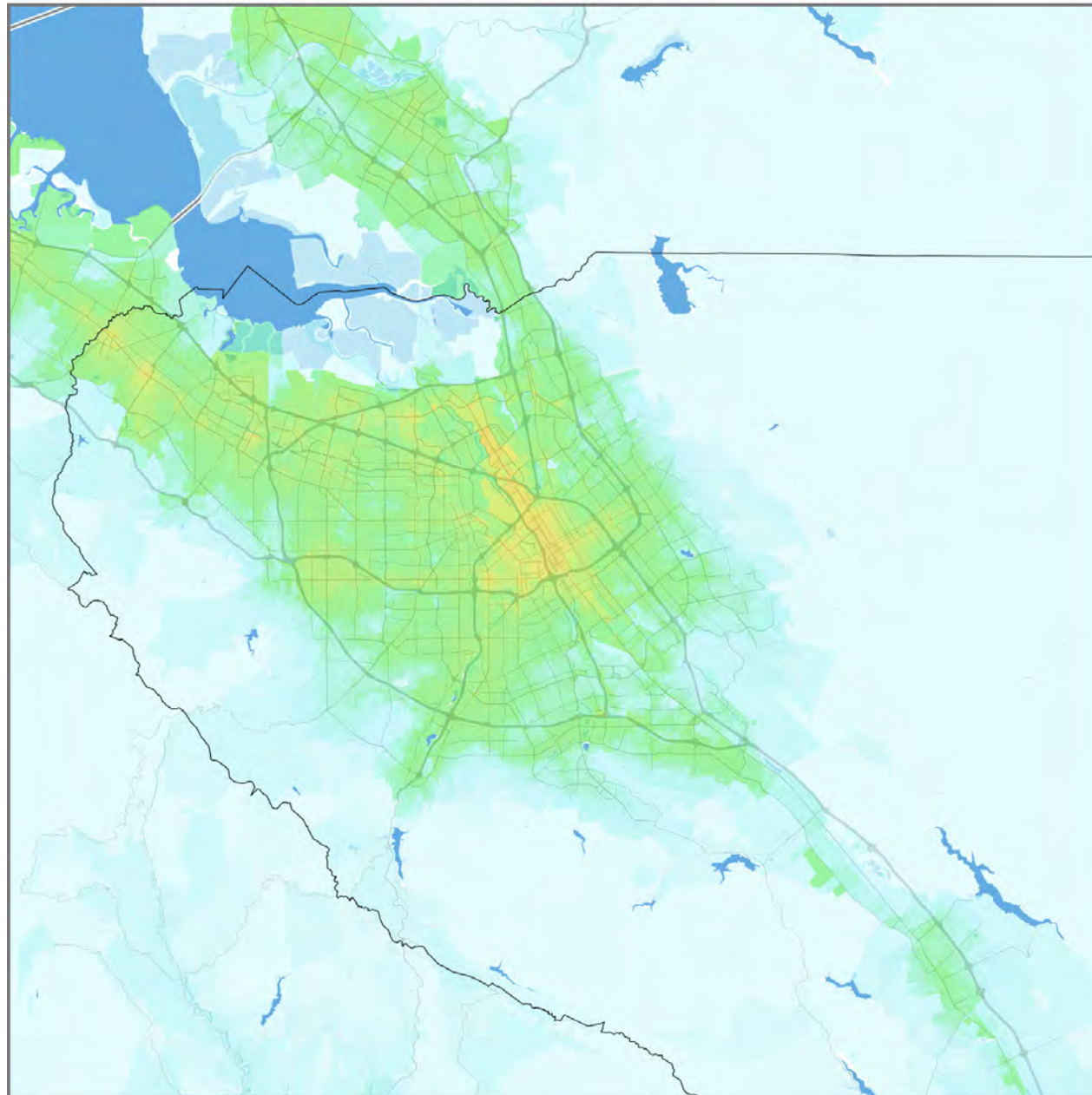
Transit Schedules Included

Agency	Dates
AC Transit	December 16, 2017 - March 17, 2018
ACE Altamont Corridor Express	March 11, 2013 - May 19, 2019
Caltrain	October 2, 2017 - October 6, 2019
Capitol Corridor Joint Powers Authority	November 13, 2017 - January 31, 2019
City of Palo Alto Shuttle	August 1, 2018 - February 1, 2020
Dumbarton Express Consortium	June 17, 2019 - August 9, 2019
MVgo Mountain View	May 1, 2016 - January 1, 2018
Monterey-Salinas Transit	December 4, 2017 - March 9, 2018
SamTrans	January 21, 2018 - June 16, 2018
San Benito County Express	January 1, 2014 - January 1, 2020
San Joaquin Regional Transit District (RTD)	August 6, 2017 - March 10, 2018
Santa Cruz Metro	November 27, 2017 - March 7, 2018
Stanford Marguerite Shuttle	May 29, 2017 - October 1, 2019
VTA	January 1, 2018 - April 8, 2018

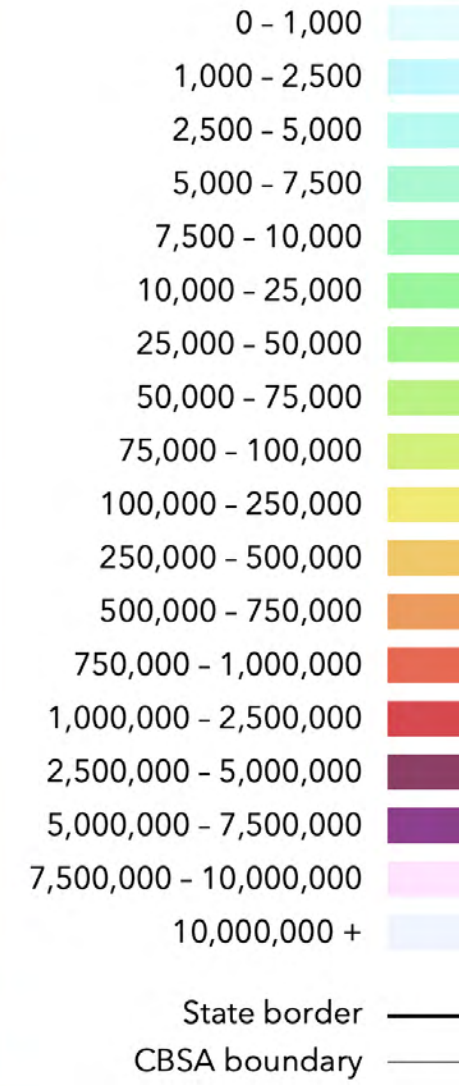
San Jose

San Jose-Sunnyvale-Santa Clara, CA

105



Jobs within 30 minutes
(Transit, AM peak)



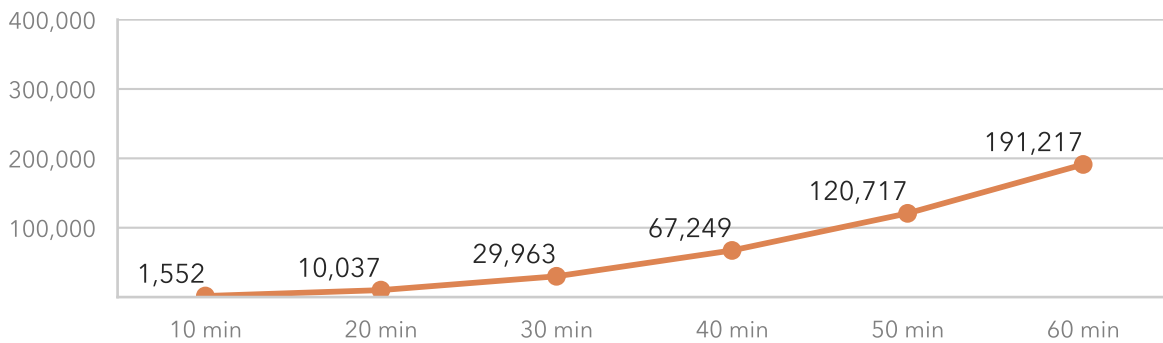
Seattle

Seattle-Tacoma-Bellevue, WA

Rank by Weighted Accessibility	8
Rank by Total Employment	15
Total Jobs	1,877,796
Average Job Density (per km ²)	123
Total Workers	1,763,085
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



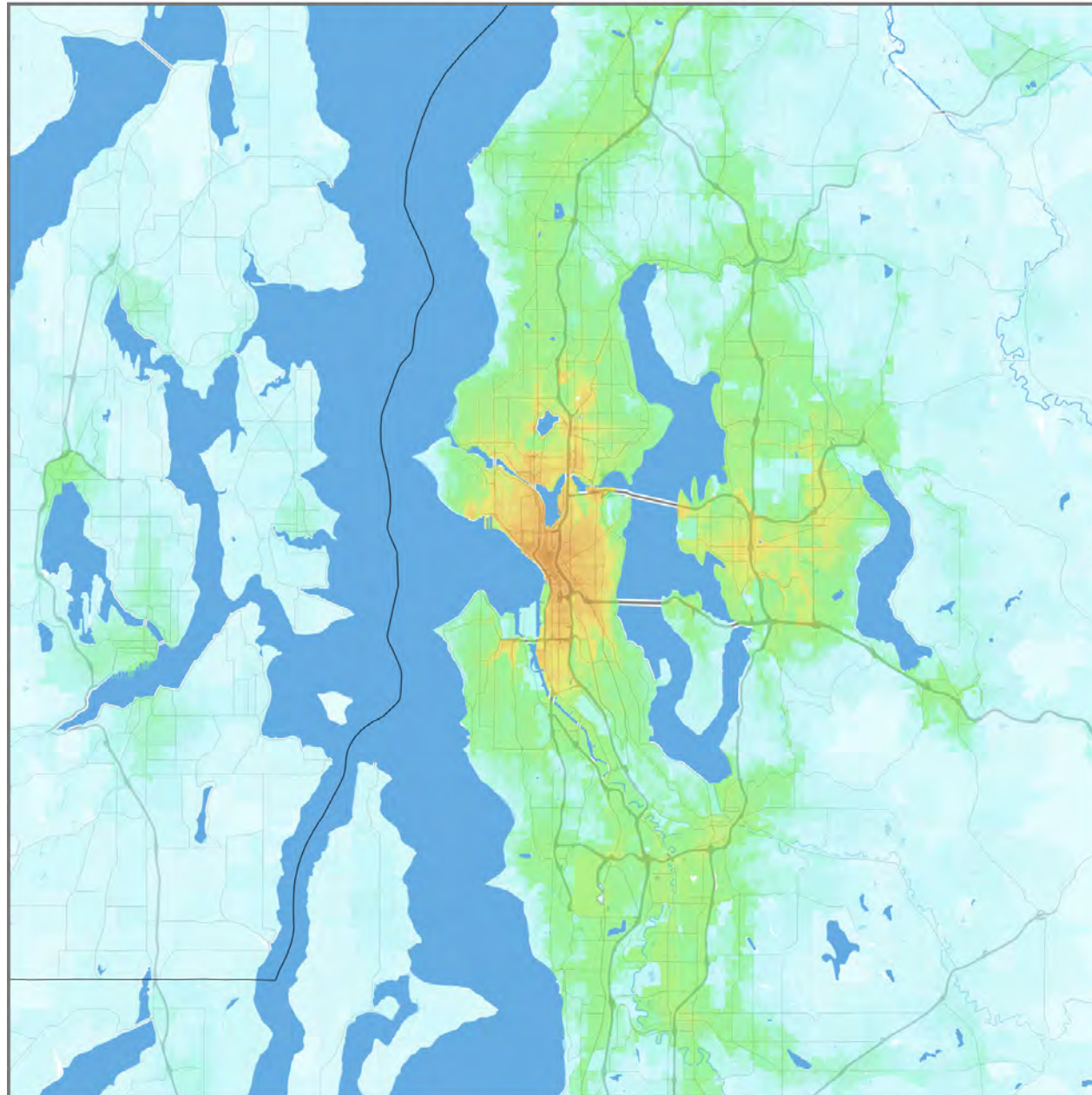
Transit Schedules Included

Agency	Dates
City of Seattle	March 5, 2018 - June 15, 2018
Community Transit	January 4, 2018 - July 29, 2018
Everett Transit	December 10, 2017 - September 15, 2018
Intercity Transit	January 7, 2018 - December 27, 2022
Kingcounty Marine Divison	January 22, 2018 - June 15, 2018
Kitsap Transit	January 1, 2018 - January 1, 2019
Metro Transit	March 5, 2018 - June 15, 2018
Pierce Transit	September 24, 2017 - March 10, 2018
Seattle Children's Hospital Shuttle	May 1, 2017 - December 31, 2018
SeattleCenterMonorail	May 1, 2019 - April 30, 2020
Sound Transit	September 23, 2017 - March 11, 2018
The Victoria Clipper	January 1, 2018 - February 28, 2019
Washington State Ferries	December 14, 2017 - March 31, 2018

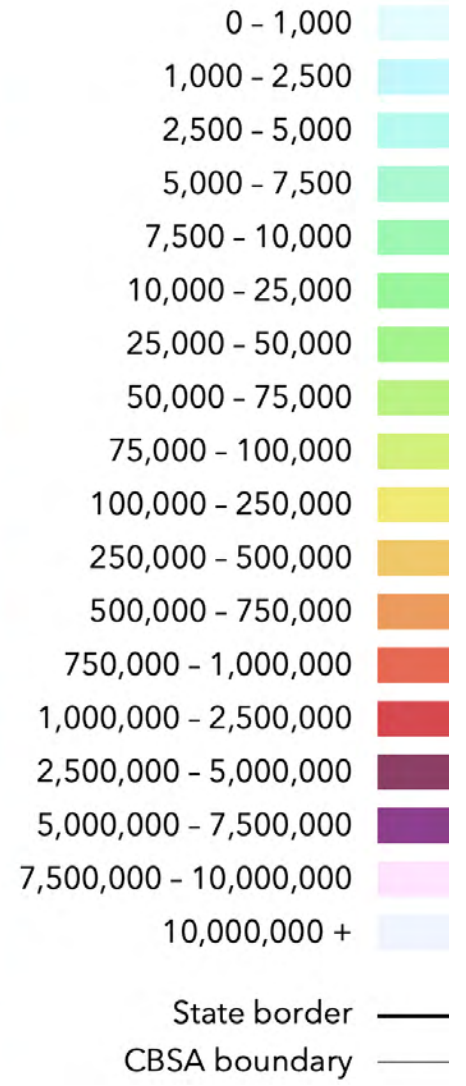
Seattle

Seattle-Tacoma-Bellevue, WA

107



Jobs within 30 minutes
(Transit, AM peak)



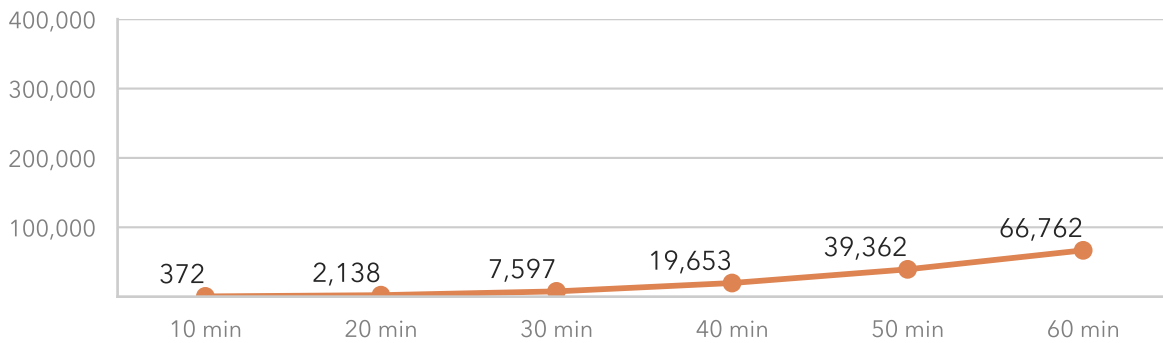
St. Louis

St. Louis, MO-IL

Rank by Weighted Accessibility	32
Rank by Total Employment	19
Total Jobs	1,353,508
Average Job Density (per km ²)	61
Total Workers	1,333,774
Average Worker Density (per km ²)	60

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

Job Accessibility by Travel Time Threshold



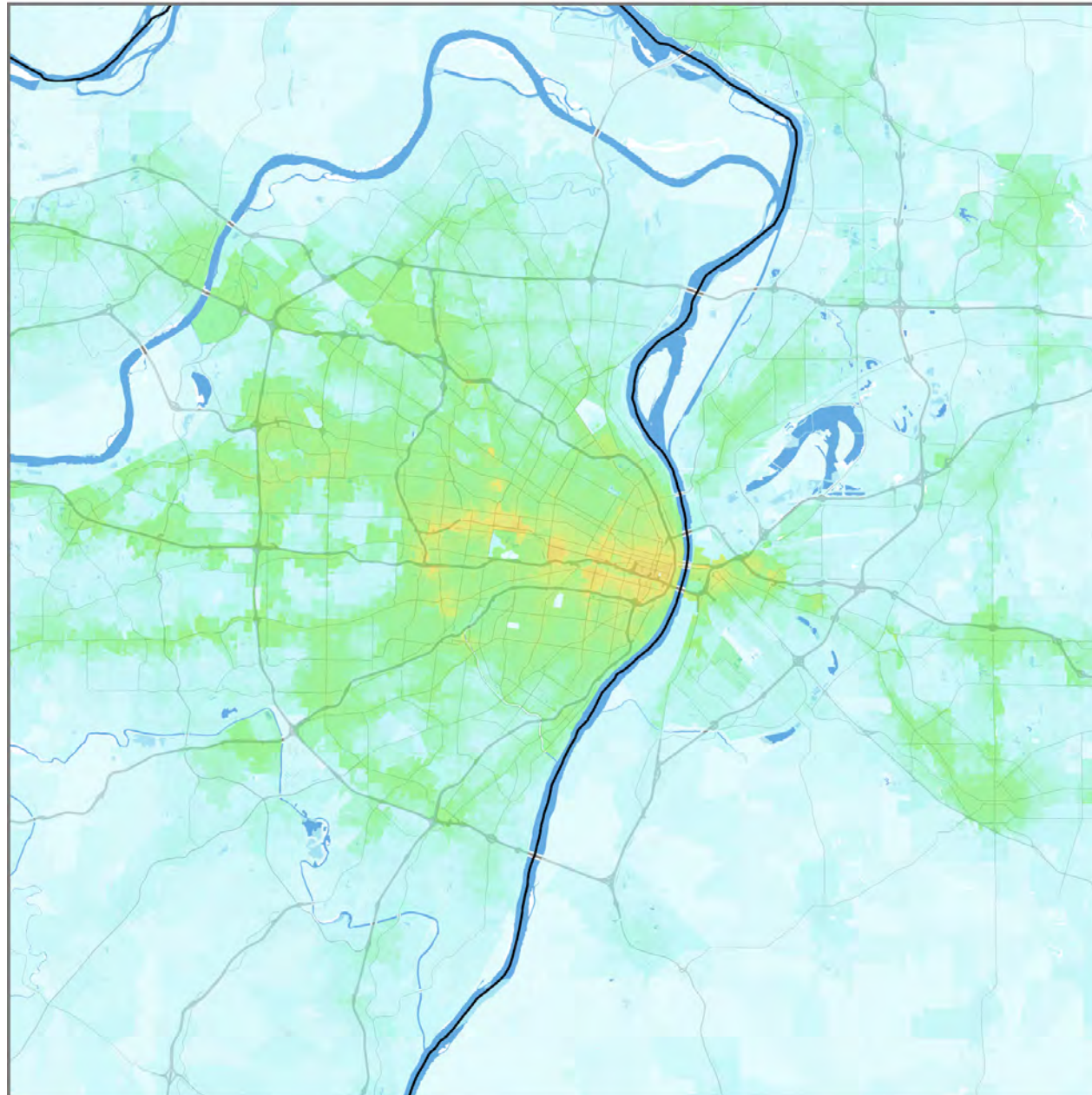
Transit Schedules Included

Agency	Dates
JeffCo Express	May 1, 2015 - January 1, 2020
Madison County Transit	August 12, 2018 - May 11, 2019
Metro St. Louis	November 27, 2017 - June 10, 2018

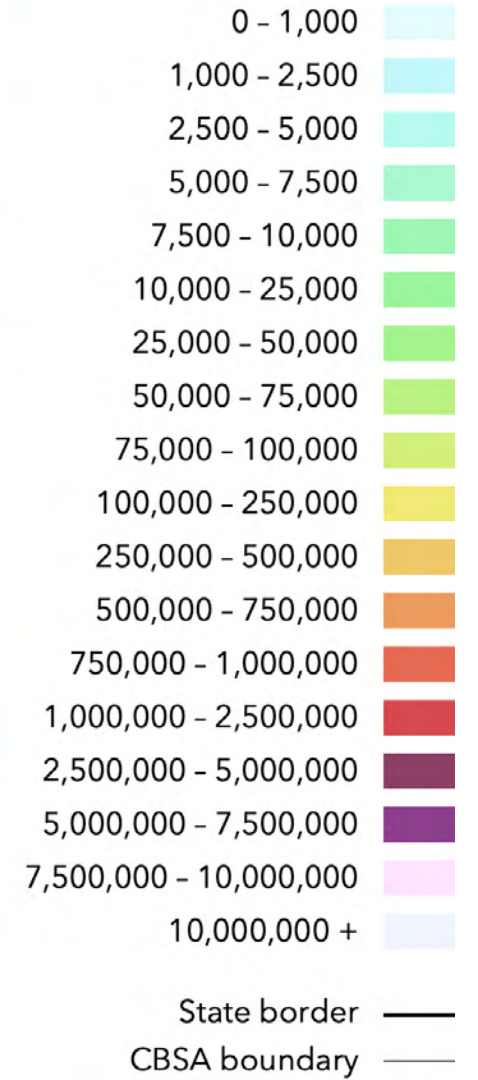
St. Louis

St. Louis, MO-IL

109



Jobs within 30 minutes
(Transit, AM peak)



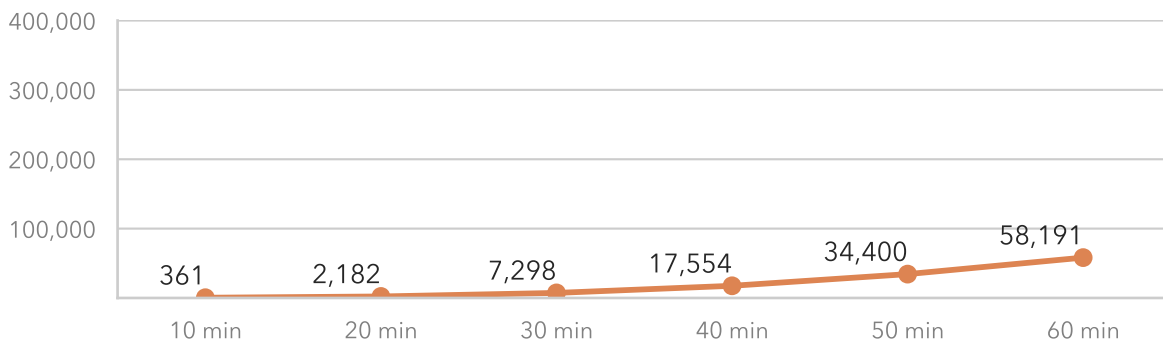
Tampa

Tampa-St. Petersburg-Clearwater, FL

Rank by Weighted Accessibility	35
Rank by Total Employment	21
Total Jobs	1,292,673
Average Job Density (per km ²)	199
Total Workers	1,268,566
Average Worker Density (per km ²)	195

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

Job Accessibility by Travel Time Threshold



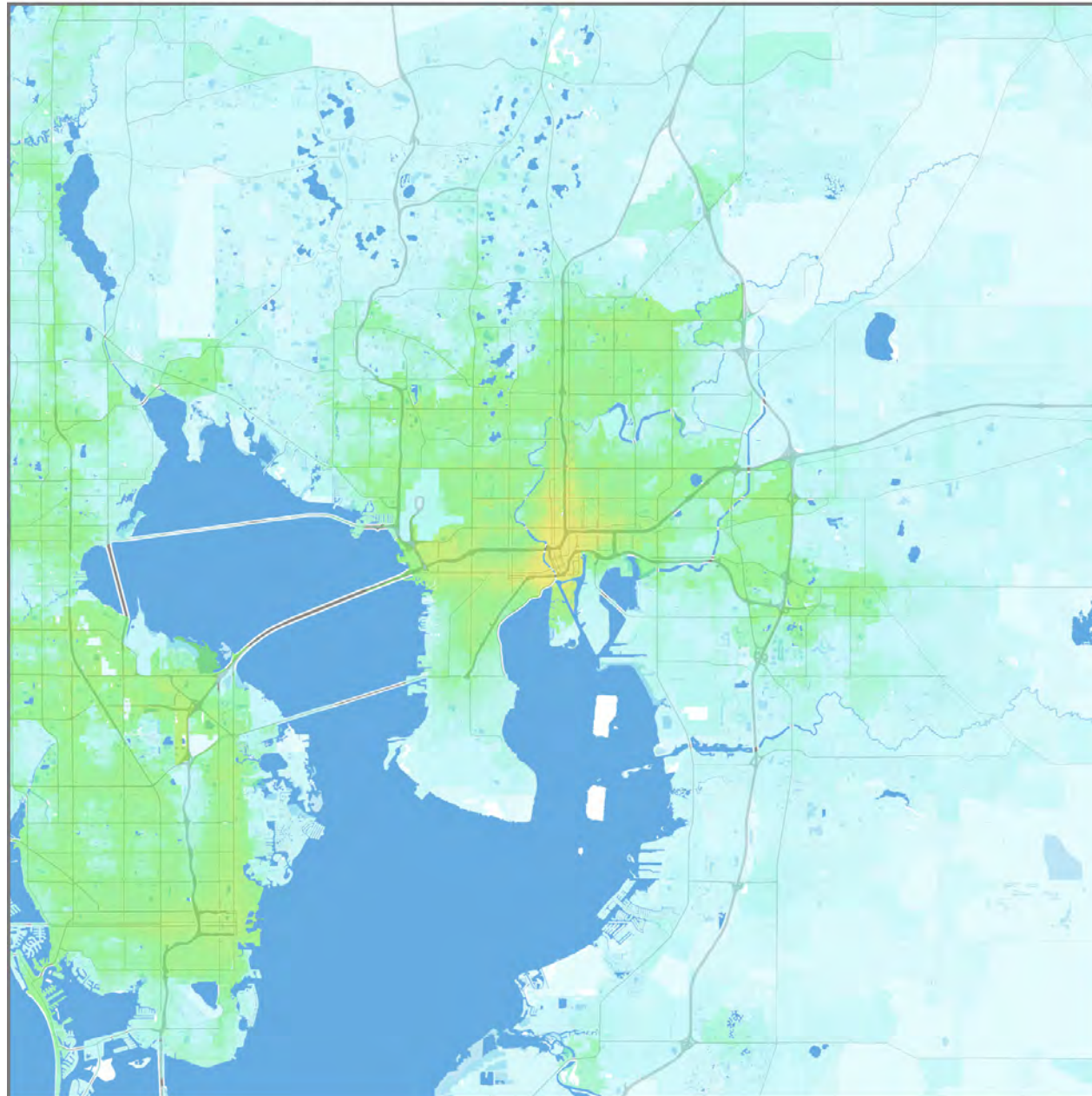
Transit Schedules Included

Agency	Dates
Hillsborough Area Regional Transit	October 8, 2017 - June 30, 2018
Lakeland	January 5, 2018 - July 9, 2018
Manatee County Area Transit	April 15, 2017 - January 1, 2020
Pasco County Public Transportation	December 18, 2017 - January 1, 2020
Pinellas Suncoast Transit Authority	October 1, 2017 - June 2, 2018
The Hernando Express	January 1, 2015 - January 1, 2017
USF Bull Runner	January 1, 2015 - December 31, 2020

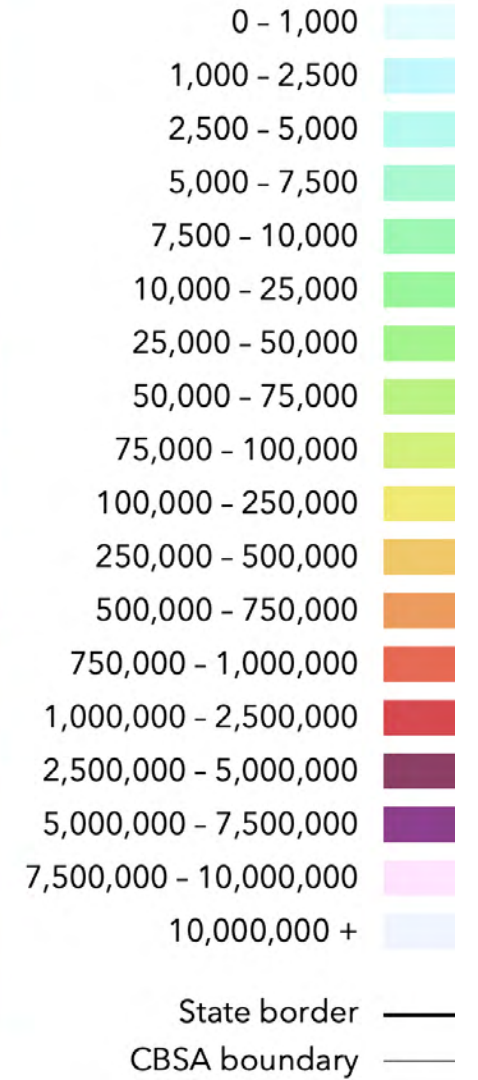
Tampa

Tampa-St. Petersburg-Clearwater, FL

111



Jobs within 30 minutes (Transit, AM peak)



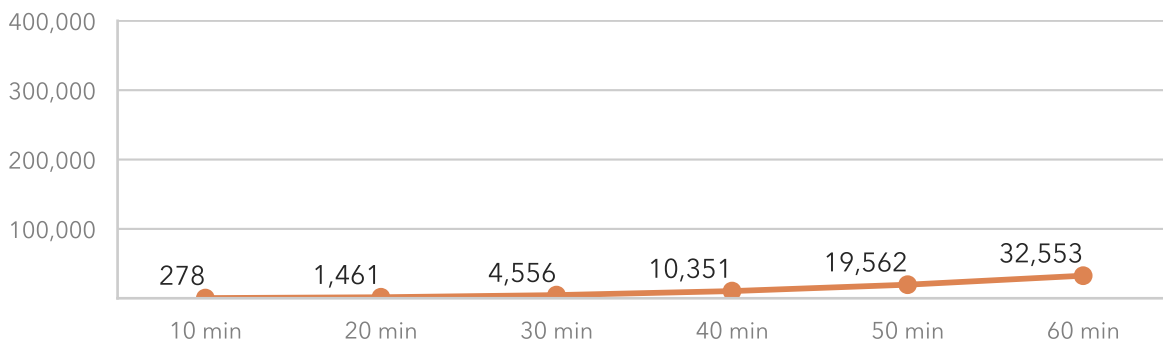
Virginia Beach

Virginia Beach-Norfolk-Newport News, VA-NC

Rank by Weighted Accessibility	48
Rank by Total Employment	39
Total Jobs	703,966
Average Job Density (per km ²)	103
Total Workers	709,060
Average Worker Density (per km ²)	104

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

Job Accessibility by Travel Time Threshold

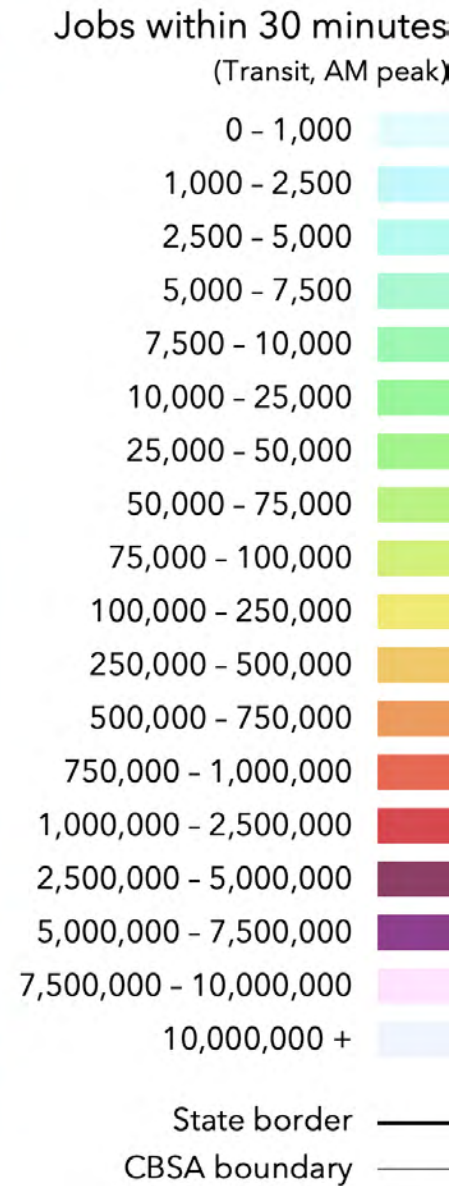
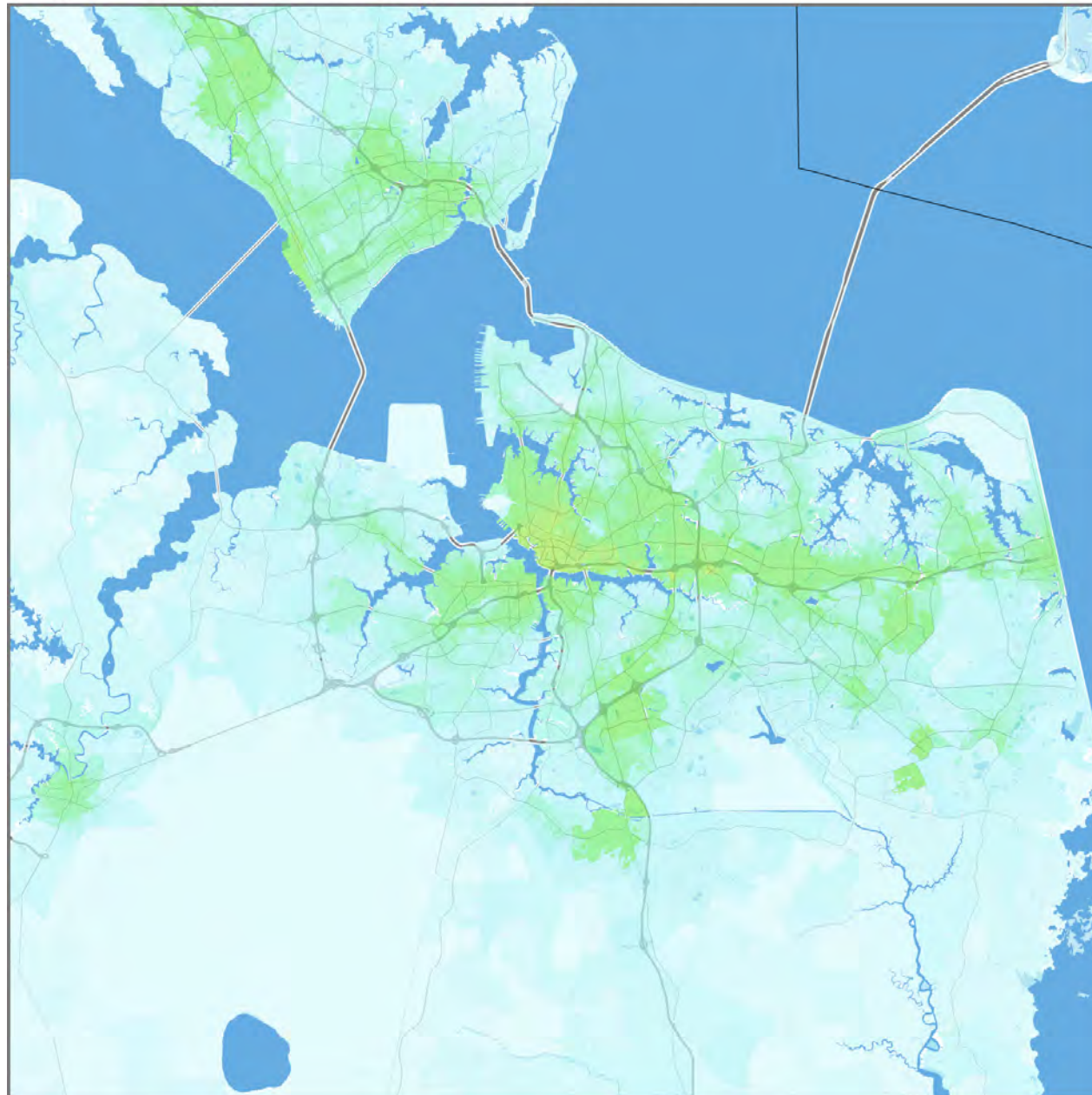


Transit Schedules Included

Agency	Dates
Hampton Roads Transit (HRT)	December 10, 2017 - May 19, 2018

Virginia Beach

Virginia Beach-Norfolk-Newport News, VA-NC



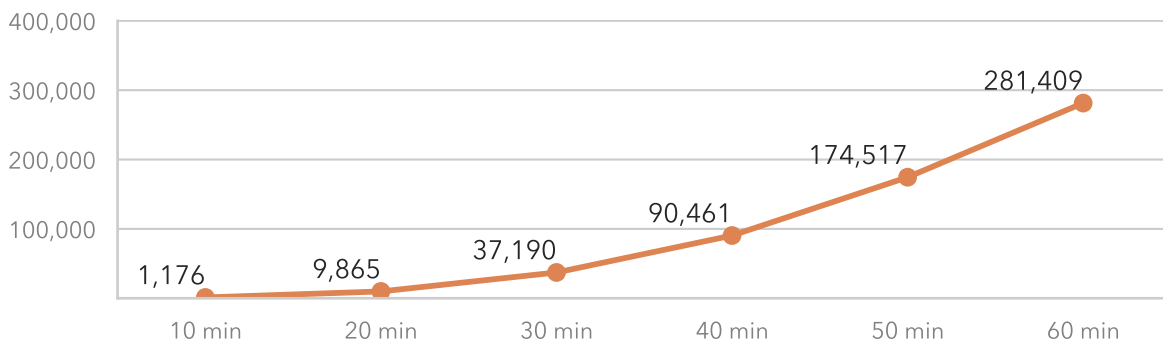
Washington

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

Rank by Weighted Accessibility	6
Rank by Total Employment	7
Total Jobs	2,791,168
Average Job Density (per km ²)	192
Total Workers	2,652,886
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



Transit Schedules Included

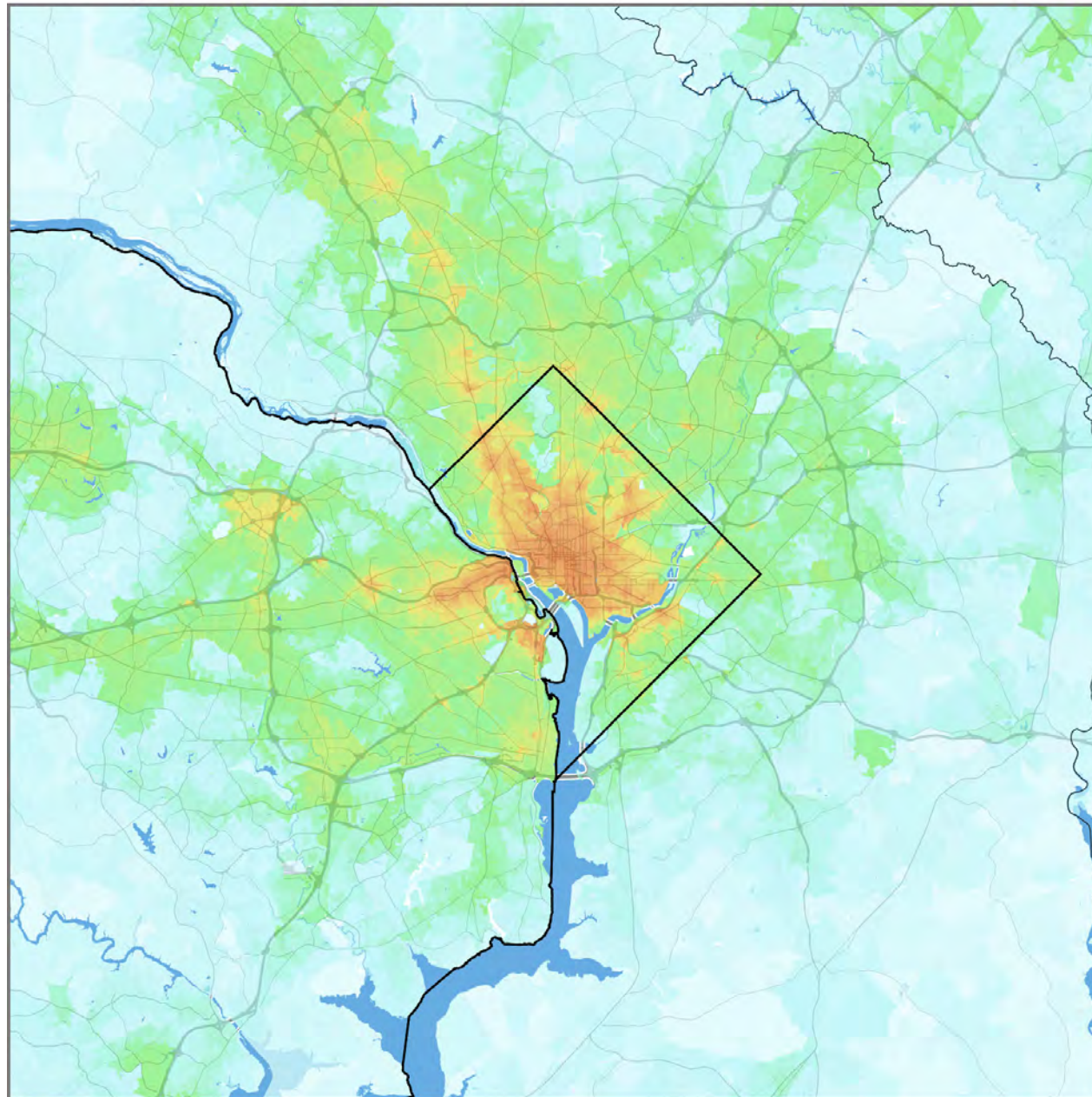
Agency	Dates
Alexandria Transit Company (DASH)	March 30, 2018 - March 30, 2023
Arlington Transit	September 5, 2017 - December 31, 2019
Calvert County Public Transportation	August 1, 2014 - December 31, 2018
Charles County VanGo	December 24, 2017 - February 28, 2019
DASH	October 1, 2017 - June 30, 2018
DC Circulator	July 20, 2017 - January 15, 2018
DC Streetcar	December 1, 2018 - January 1, 2020
Fairfax CUE	January 1, 2000 - December 31, 2099
Fairfax Connector	December 4, 2017 - December 4, 2018
MTA Office of Local Transit Support	February 5, 2017 - June 17, 2017
Maryland Transit Administration	September 3, 2017 - June 16, 2018
Montgomery County MD Ride On	September 17, 2017 - May 12, 2018
OMNIRIDE	December 17, 2018 - May 26, 2019
Potomac and Rappahannock Transportation Commission	July 3, 2017 - March 18, 2018
Prince George's County (TheBus)	November 20, 2017 - August 31, 2018

Regional Transportation Agency of Central Maryland	October 15, 2017 - June 1, 2018
St. Mary's Transit System	August 1, 2014 - December 31, 2018
TransIT Services of Frederick County	January 1, 2009 - May 1, 2020
Virginia Railway Express	December 11, 2017 - February 28, 2019
WMATA	January 22, 2018 - July 20, 2018

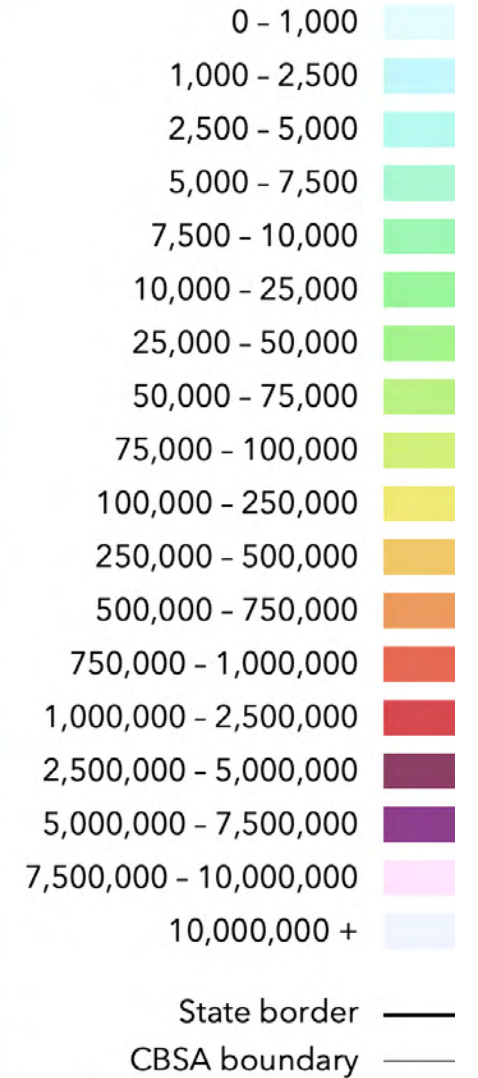
Washington

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

116



Jobs within 30 minutes
(Transit, AM peak)



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