



## Preserving and Promoting Diverse Transit-Oriented Neighborhoods : Summary Report

Center for Transit Oriented Development :  
Center for Neighborhood Technology, Reconnecting America, Strategic Economics



November 2006



## Acknowledgements

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The Center for Neighborhood Technology and Center for Transit-Oriented Development would like to thank Miguel Garcia and the Ford Foundation, as well as Paul Brophy, whose generous support made this possible. We also would like to acknowledge the following individuals who made a contribution to this final product.

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## About the Center for Transit-Oriented Development

The team responsible for authoring this report comes from three organizations: the Center for Neighborhood Technology (CNT), Reconnecting America and Strategic Economics. Together, these three partners comprise the Center for Transit-Oriented Development (CTOD). CTOD was launched in 2003 to help bring transit-oriented development (TOD) to scale as a nationally recognized real estate product. The CTOD is working with transit agencies, developers, investors and communities to use transit investments to spur a new wave of development that improves housing affordability and choice, revitalizes downtowns and urban and suburban neighborhoods and provides value capture and recapture for individuals, communities and government. To learn more about each organization comprising the CTOD, visit

[www.cnt.org](http://www.cnt.org), [www.reconnectingamerica.org](http://www.reconnectingamerica.org), [www.strategiceconomics.com](http://www.strategiceconomics.com)



**by Paul C. Brophy**

About four years ago, Miguel Garcia at the Ford Foundation assumed leadership of a program aimed at advancing mixed-income, mixed-race housing as a strategy to provide housing for low- and moderate-income people. The premise of the initiative is that if the nation's housing developers can build and successfully operate more mixed-income housing, we can house more low- and moderate-income people in settings where opportunities for upward mobility are greater than they would be in settings of concentrated poverty.

Much has been learned through the Ford Foundation's initiatives. We now know a great deal more about what it takes to make mixed-income housing work socially and financially. We know that if certain principles are followed, mixed-income housing can be successful. These principles include good design, excellent management, a tailoring of income mixing to local housing market conditions and well-orchestrated delivery of services.

This report, researched and written by staff at the Center for Neighborhood Technology, Reconnecting America, and Strategic Economics — working together as the Center for Transit-Oriented Development — makes a substantial new contribution to our knowledge base regarding mixed-income, mixed-race housing. We now know, via this report, that there are ample opportunities for the creation of mixed-income, mixed-race housing in transit zones. Demand for transit-oriented housing is projected to soar over the next twenty years. Locating mixed-income housing in these particular settings carries the remarkable advantage of permitting residents to stretch their budgets because transit use can lower transportation costs substantially.

The report outlines the benefits of mixed-income transit-oriented developments and the challenges to seizing the mixed-income TOD opportunity, and makes a set of practical recommendations to create more mixed-income, mixed-race housing in transit zones.

This report deserves to be widely read. I am hopeful that it will generate substantial interest among developers, transit system operators, local government and community leaders in mixed-income, mixed-race housing in transit zones.

**NORTH AMERICA’S MASS TRANSIT RENAISSANCE**

It was not too long ago that our mass transit systems had become yet another symbol of disinvestment in U.S. urban areas. As people exited cities for the suburbs, they left in their wake the decaying public amenities and assets that had given rise to cities in the first place — the schools, the infrastructure and the mass transit.

U.S. Fixed-Guideway Transit		
Year	Systems	Stations
2000	25	3,252
2005	32	3,349
Proposed	10	720

How times have changed. According to the American Public Transportation Association, riders in the U.S. took more than 9.7 billion trips on public transportation systems in 2005. Since 1995, public transportation use has increased 25 percent. There are 3,349 mass transit stations in the U.S. today, and regions from coast to coast are building or planning to build new rail systems or expand existing systems. More than 700 new stations are currently under development.

A number of factors are driving this growth in transit use and construction. First, automobile transportation is increasingly expensive. Transportation — mostly fueled by the costs of owning and operating a personal vehicle — now costs as much or more than shelter for many households in region after region. These expenditures drain household wealth and undercut community economic viability. Second, households are looking for the convenience and access that alternatives to auto transportation—walking, biking, and transit — can provide. And third, people are tired of auto-related congestion and air pollution.

**LOOKING TO THE FUTURE**

The renaissance of mass transit has coincided with a renaissance of communities and neighborhoods that are

near transit stations. More and more residents want to not only use transit, they want to live near it as well. As demand for housing near this valuable piece of public infrastructure increases, how will its benefits be shared among diverse users? Will it give people more or fewer choices, and will those choices be broadly shared? What will these neighborhoods around transit look like in 25 years and what kinds of housing choices will be available? Will transit revert from being the lifeblood of those who need it the most to a mere perk of urban life for those who use it occasionally? Or could it become again what it once was, the glue that holds together the multiple facets — the diverse faces — of our urban areas?

To answer these questions, CTOD researchers gathered data to paint a picture of the neighborhoods near transit today and in 25 years (by 2030).<sup>1</sup> The current picture reveals a presence of diversity – by race and/or income – in transit neighborhoods that surpasses the diversity of the surrounding neighborhoods, whether suburban or urban, and their corresponding regions. Additionally, the study confirms that transit zones provide greater mobility opportunities that allow people to live with fewer cars, and therefore have lower transportation costs. These findings suggest that the benefits provided by transit-oriented neighborhoods — increased accessibility and convenience combined with lower transportation costs – are attractive to a variety of households.

**This report also tries to lend a sense of urgency to a dialogue between those who want to ensure high-quality transit service, and those who want to ensure high-quality neighborhoods – two sets of actors who have much at stake but do not often connect. This dialogue needs to be about how to use the increasingly hot market for housing near transit to serve the interests of many grassroots and community development groups working to build diverse, inclusive, opportunity-rich neighborhoods, and in the process increase support for transit systems around the country.**

Beyond the advantages to individual households and transit agencies, transit neighborhoods provide important benefits to their regions and the environment. The higher than average population densities require less land per household and the significantly higher numbers of transit commuters

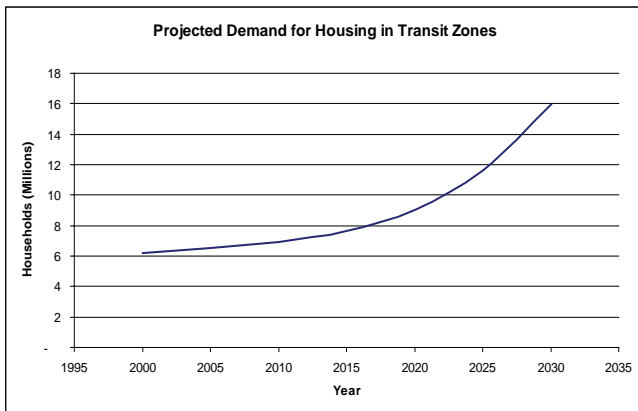
<sup>1</sup> For this report, CTOD updated its National TOD Database, the first-ever database of all fixed-guideway transit systems and the corresponding characteristics of households and housing units within the half mile areas (transit zones) surrounding the transit stations. Specifically, the database contains information on the race, income, travel behavior, size, type, and housing expenditures of households near the 3,252 transit stations in the U.S. as of 2000. Household demand for TOD has also been updated to 2030 based on the current households near transit, projected growth in transit systems, and the 2030 regional growth projections from Woods and Poole Economics, Inc.

reduce roadway congestion, fossil fuel consumption, and air pollution.

By 2030, the study finds, transit neighborhoods will be in much higher demand by households of all incomes and sizes, and especially by low and moderate income households. To accommodate this demand, a substantial amount of housing will need to be constructed near transit. Affordable housing may not need to be created at each and every transit zone, but the amount of affordable housing opportunities near transit should be tracked at the transit zone, corridor, and system-wide scales to ensure transit in each region is equally accessible to all income levels, given the affordable connectivity it provides to job opportunities.

## KEY FINDINGS

This analysis projects that 16 million households will want to live near transit in 2030, compared to the 6 million households that already live near transit (as of 2000).



Today's transit zones are more racially and economically diverse than the average surrounding neighborhood. Eighty-six percent of transit zones are more economically diverse, more racially diverse, or more diverse on both points than the average census tract of the surrounding area.

Diverse transit zones are present in all transit regions. This is especially true in regions with extensive transit systems — Boston, Chicago, New York, Philadelphia, and San Francisco — but is not limited to these cities. Diverse transit zones are present in all transit regions, including

**Table 2. Race and Ethnicity in Transit Zones and Transit Regions**

% of Population by Race and Ethnicity 2000			
	Transit Zones	Transit Regions	U.S.
White	41%	59%	69%
Black	23%	14%	12%
Asian and Pacific Islander	8%	6%	4%
Hispanic/Latino	24%	18%	13%
Other Race	3%	3%	3%
<b>% Non-White</b>	<b>59%</b>	<b>41%</b>	<b>31%</b>

Dallas, Cleveland and Syracuse. Furthermore, 59 percent of residents near transit are people of color.

The type of diversity varies between central city and suburban transit zones. Racial diversity is more common in center city transit zones than in an average central city neighborhood, while suburban transit zones exhibit greater economic diversity than in an average suburban neighborhood. However, the *types* of households near transit, e.g. married or single, and with or without children, reflect their larger communities – whether city or suburban.

Neighborhoods near transit provide housing to a greater share of the region's lower-income households. The number of households earning less than \$35,000 is 10 percentage points higher in transit zones than it is in the transit zones' host regions. The transit infrastructure generally helps households of lower means get where they need to go, while keeping their transportation costs down.

Transit zones are home to more renters; they are also home to households at both ends of the size spectrum. Only 35 percent of households in transit zones are homeowners, compared to 61 percent for the larger transit regions. One-person households account for the largest percentage of households in transit zones, at 35 percent, compared to 26 percent nationally. But four-plus person households are also common in transit zones at 23 percent.

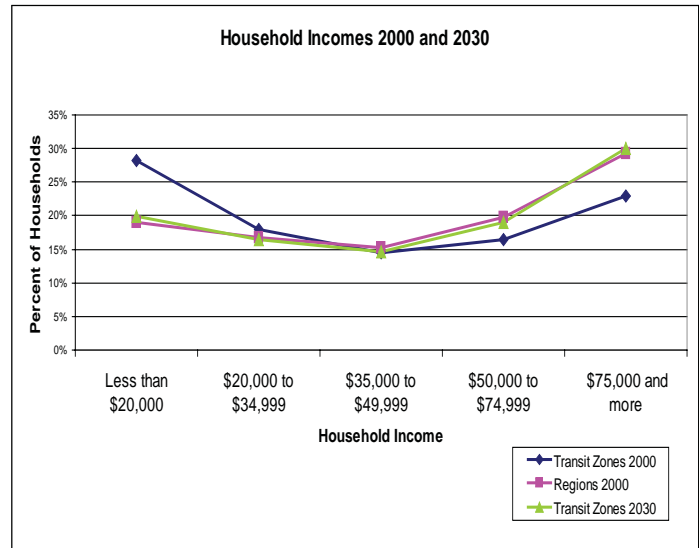
A greater proportion of homeowners in transit zones spend more than 30 percent of their income on housing. Forty-one percent of households in transit zones spend more than 30 percent of their income on housing, versus 36 percent in their regions. The average median household income in transit zones is approximately \$35,000, while the average regional median is approximately \$47,000, yet the median value of owner-occupied housing is higher in transit zones than in transit regions. This combination of higher home values and lower incomes near transit results in more limited affordable homeownership opportunities in these neighborhoods. Lower transportation costs in transit zones, however, may help offset higher housing expenditures.

Households in transit zones have fewer cars – at all income levels. In three-quarters of transit zones, households have one car or less. In some small transit systems, fully 100 percent of transit zones house a majority of households with one car or less. This low rate of auto ownership is true for higher-income households in transit zones as well as lower-income households.

Transit zones provide significant numbers of transit commuters in comparison to their regions as a whole. Households near transit commute by transit at more than triple the rate of households in the transit regions.

Low-to-moderate income households represent a significant portion of future demand for housing near transit. By 2030, more than one-half of the potential demand for housing near transit is likely to come from households that have incomes below the area median income (AMI), or approximately \$50,000. Twenty percent of households with a potential demand for housing near transit will make less than \$20,000 a year.

As transit systems expand and demographics change, transit zones will begin to look more and more like today's regions. Compared to transit zones today, transit zones in 2030 will have a greater proportion of married-couple households (56 percent in 2030 versus 35 percent in 2000) and a lower proportion of single and non-family households (33 percent in 2030 versus 54 percent today). This reflects changes in demographics, changes in household preferences, and changes in the way regions with transit are planning housing and transportation.



## BENEFITS OF DIVERSE TRANSIT-ORIENTED NEIGHBORHOODS

Benefits of transit-oriented development can be realized on a number of levels. These include favorable outcomes to individual households, to transit agencies, to employers and to developers.

For households, TOD can and does lower transportation costs. Few households are even aware that the amount they spend annually on car payments, insurance, gas, parking, and car repairs is almost equal to their rent or mortgage payment. Many people moving to distant suburbs for lower priced housing may not, in the end, save money or build as much wealth as expected because of the high transportation costs of living a long — and expensive — car-ride away from essential amenities like schools, grocery stores and jobs.

For transit agencies, TOD helps generate cost-effective riders: 45 percent of workers in transit zones walk, bike or take transit to work, compared to just 14 percent of workers in regions with transit, and three-fourths of households living near transit own one auto or less. *Diverse* TOD neighborhoods have even greater benefits for transit agencies because minority and lower-income workers take transit at the highest rates.

In regions where congestion and housing prices are high or on the rise, employers are now emerging as advocates for transit investment because many find that high costs for

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housing paired with difficult and expensive commutes get in the way of attracting talented workers at affordable wages. Finally, given the likelihood of housing market swings, a diversified housing stock in any development helps moderate those swings and provides more stable investments for developers.

## SETTING POLICIES TO MEET THE DEMAND AND NEED FOR DIVERSE TRANSIT-ORIENTED NEIGHBORHOODS

These multi-level benefits provide a strong case for sound public policy that supports the creation and preservation of diverse transit-oriented neighborhoods. Such an approach would favorably impact households and regions by providing a broader range of housing opportunities, greater transportation choice, better environmental outcomes, and

stronger family and neighborhood economies. However, there is no single silver bullet for creating and preserving such neighborhoods. Success in this area requires policies, practices, tools, information, and creative financing flowing from a variety of sources. Specific short and long-term actions that can be undertaken to assist in the effort are highlighted in the box below.

## Recommendations

**Institute government programs** involving vertical and horizontal coordination within government to promote diverse transit-oriented neighborhoods.

**Target affordable and mixed-income housing** along with a mix of uses to transit zones and the corridors along the train lines that connect the transit zones.

**Use transportation policies and incentives**, as well as better information, to attract and produce affordable housing near transit.

**Use planning tools to stimulate housing production at higher densities** in order to reduce the gap between regional supply and demand and lower the costs for both housing and transportation.

**Accelerate efforts** to preserve existing rental housing—both affordable and market rate—near transit.

**Marry efforts to reduce the cost of energy**, produce affordable housing, and foster transit-oriented development to yield better and more synergistic outcomes in all three areas.

**Educate consumers** about the costs of transportation and its effects on households, government, and employers, and on the savings and benefits of development near transit.

**Develop new and dedicated TOD financing products** along with increased capacity and expertise in mixed-income TOD for developers and investors.

**Table 3. Income Break-out near Transit in 2000 and by Demand for Transit in 2005**

Region	2000 Households Near Transit by Income						2030 Demand for Housing Near Transit by Income					
	2000 Total	Less than \$20,000	\$20,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 and More	2030 Projected Total	Less than \$20,000	\$20,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 and More
Boston	396,261	25%	16%	14%	18%	27%	1,072,309	19%	15%	14%	20%	33%
Chicago	787,204	25%	18%	16%	18%	24%	1,628,411	16%	15%	15%	21%	32%
New York	2,876,160	29%	17%	14%	16%	24%	4,916,983	21%	15%	14%	18%	32%
Philadelphia	506,058	31%	20%	15%	16%	18%	1,065,449	19%	16%	15%	20%	29%
San Francisco Bay	409,497	21%	15%	14%	18%	33%	1,141,860	14%	13%	13%	19%	41%
Los Angeles	261,316	38%	23%	14%	13%	12%	1,858,311	22%	18%	15%	18%	26%
Portland	72,410	30%	22%	16%	17%	15%	308,644	16%	18%	17%	23%	27%
Washington	234,202	20%	16%	15%	19%	29%	738,948	12%	13%	14%	21%	40%
Atlanta	44,542	32%	18%	14%	15%	21%	259,147	22%	19%	16%	19%	25%
Baltimore	70,303	37%	20%	14%	15%	14%	149,893	24%	19%	15%	19%	24%
Cleveland	53,649	37%	21%	13%	13%	15%	92,602	26%	21%	17%	19%	17%
Dallas	46,429	25%	23%	17%	17%	18%	318,975	24%	21%	16%	18%	21%
Miami	62,595	40%	21%	14%	12%	13%	296,300	29%	22%	16%	16%	17%
Pittsburgh	42,792	25%	21%	17%	19%	18%	105,077	30%	23%	17%	17%	12%
Sacramento	51,179	30%	21%	16%	17%	16%	131,254	26%	21%	16%	18%	19%
San Diego	65,743	30%	22%	16%	16%	15%	156,815	26%	21%	15%	17%	20%
Seattle	29,492	38%	21%	14%	13%	14%	173,626	21%	19%	16%	20%	24%
St. Louis	21,438	41%	21%	15%	12%	12%	84,258	23%	19%	16%	20%	22%
Charlotte	19,183	34%	16%	11%	14%	25%	28,617	24%	21%	17%	20%	18%
Denver	17,881	37%	19%	14%	14%	16%	155,076	20%	18%	16%	20%	26%
Galveston	5,821	42%	24%	13%	11%	10%	14,290	29%	20%	14%	16%	22%
Houston	2,431	25%	17%	17%	16%	25%	*	26%	21%	15%	16%	22%
Las Vegas	7,269	34%	32%	16%	12%	7%	40,079	25%	22%	18%	18%	17%
Little Rock	31,685	57%	18%	14%	8%	4%	59,211	32%	23%	17%	15%	12%
Memphis	6,489	55%	20%	10%	8%	8%	8,240	27%	20%	16%	18%	19%
Minneapolis-St. Paul	3,752	35%	22%	17%	16%	11%	87,097	18%	16%	14%	21%	30%
New Orleans	12,259	37%	20%	13%	12%	18%	166,657	33%	21%	15%	15%	15%
Salt Lake City	8,257	32%	26%	17%	15%	11%	70,213	20%	20%	18%	21%	21%
Tampa Bay Area	1,100	42%	19%	10%	11%	18%	23,337	28%	24%	17%	16%	14%
Buffalo	18,703	44%	21%	12%	12%	12%	110,906	31%	19%	14%	16%	20%
Syracuse	20,023	60%	20%	8%	7%	5%	69,502	44%	21%	11%	13%	11%
Austin	3,024						99,882	22%	19%	15%	18%	26%
Eugene	-						59,509	29%	23%	18%	17%	13%
Fort Collins	-						12,533	22%	19%	16%	20%	23%
Harrisburg	-						10,852	25%	22%	18%	20%	16%
Hartford, CT	-						32,945	23%	17%	14%	19%	29%
Kansas City	-						33,518	22%	20%	16%	20%	22%
Nashville	-						65,559	25%	20%	17%	19%	19%
Norfolk	-						54,275	25%	21%	18%	19%	17%
Phoenix	-						54,660	24%	21%	17%	18%	20%
Raleigh-Durham-Chapel Hill	-						142,938	23%	18%	14%	18%	26%
<b>Total</b>	-	<b>28%</b>	<b>18%</b>	<b>15%</b>	<b>16%</b>	<b>23%</b>	<b>53,568</b>	<b>20%</b>	<b>16%</b>	<b>15%</b>	<b>19%</b>	<b>30%</b>
<b>Total (thousands)</b>	<b>6,189</b>	<b>1,751</b>	<b>1,112</b>	<b>897</b>	<b>1,018</b>	<b>1,408</b>	<b>15,952</b>	<b>3,183</b>	<b>2,623</b>	<b>2,324</b>	<b>3,032</b>	<b>4,787</b>

SUMMARY OF : Preserving and Promoting Diverse Transit-Oriented Neighborhoods

**Table 4. Non-Auto Means of Transportation to Work by Workers 16 and Older by Race in Transit Zones and Regions (2000)**

System Size	Region	Transit Zones						Transit Regions					
		All	White	Black	Asian Pacific Islander	Hispanic / Latino	Other Race	All	White	Black	Asian Pacific Islander	Hispanic / Latino	Other Race
Extensive	Boston	39%	36%	43%	49%	45%	43%	17%	14%	34%	32%	29%	26%
Extensive	Chicago	32%	32%	34%	38%	28%	29%	16%	13%	26%	17%	18%	19%
Extensive	New York	61%	55%	65%	68%	64%	64%	32%	22%	47%	44%	45%	47%
Extensive	Philadelphia	32%	24%	44%	37%	37%	38%	14%	9%	33%	18%	21%	21%
Extensive	San Francisco Bay Area	33%	32%	36%	35%	32%	32%	15%	13%	20%	15%	16%	16%
Large	Los Angeles	24%	11%	20%	14%	29%	29%	9%	4%	10%	6%	14%	14%
Large	Portland	25%	24%	35%	25%	26%	27%	10%	9%	22%	11%	16%	16%
Large	Washington	41%	41%	40%	41%	44%	43%	15%	11%	21%	13%	21%	19%
Medium	Atlanta	23%	11%	32%	24%	35%	37%	5%	2%	11%	5%	10%	10%
Medium	Baltimore	28%	19%	38%	29%	27%	25%	9%	5%	22%	9%	13%	12%
Medium	Cleveland	18%	14%	24%	25%	15%	17%	6%	4%	17%	10%	9%	10%
Medium	Dallas	10%	7%	17%	6%	11%	11%	4%	2%	8%	3%	6%	5%
Medium	Miami	14%	9%	20%	24%	13%	17%	6%	3%	10%	5%	6%	9%
Medium	Pittsburgh	22%	20%	44%	34%	31%	30%	10%	8%	33%	25%	21%	21%
Medium	Sacramento	14%	13%	17%	11%	17%	17%	6%	5%	9%	5%	8%	8%
Medium	San Diego	16%	14%	19%	13%	18%	18%	8%	6%	13%	6%	11%	11%
Medium	Seattle	39%	36%	56%	49%	41%	45%	11%	10%	19%	14%	15%	15%
Medium	St. Louis	18%	14%	21%	31%	30%	15%	4%	2%	13%	6%	8%	8%
Small	Buffalo	22%	16%	28%	34%	31%	27%	7%	4%	24%	10%	17%	15%
Small	Denver	25%	23%	37%	39%	24%	24%	8%	7%	15%	10%	11%	11%
Small	Galveston	22%	26%	18%	37%	18%	20%	5%	3%	8%	10%	6%	7%
Small	Jacksonville	24%	17%	35%	0%	3%	37%	4%	2%	9%	3%	5%	5%
Small	Memphis	19%	12%	31%	20%	5%	12%	3%	1%	6%	4%	3%	3%
Small	New Orleans	29%	24%	39%	34%	34%	39%	9%	4%	18%	5%	9%	10%
Small	Syracuse	34%	31%	34%	51%	44%	32%	6%	5%	22%	16%	19%	17%
System Built After 2000	Charlotte	19%	15%	30%	9%	12%	13%	3%	1%	7%	3%	5%	5%
System Built After 2000	Houston	22%	15%	26%	28%	31%	31%	6%	3%	9%	5%	8%	8%
System Built After 2000	Las Vegas	28%	24%	33%	33%	31%	30%	7%	5%	13%	7%	11%	11%
System Built After 2000	Little Rock	21%	14%	28%		0%	0%	2%	2%	5%	6%	4%	4%
System Built After 2000	Minneapolis-St. Paul	31%	26%	48%	35%	34%	38%	8%	6%	23%	11%	17%	17%
System Built After 2000	Salt Lake City	17%	15%	34%	22%	21%	23%	5%	5%	14%	5%	9%	9%
System Built After 2000	Tampa Bay Area	13%	8%	23%	15%	9%	7%	4%	3%	9%	3%	5%	6%

**Table 5. Population by Race in Transit Zones and Regions 2000**

System Size	Region	Transit Zones					Regions				
		White	Black	Asian Pacific Islander	Hispanic / Latino	Other Race	White	Black	Asian Pacific Islander	Hispanic / Latino	Other Race
Extensive	Boston	65%	11%	8%	11%	4%	81%	6%	4%	6%	3%
Extensive	Chicago	41%	31%	4%	21%	2%	58%	19%	5%	17%	2%
Extensive	New York	37%	22%	9%	28%	4%	56%	16%	7%	18%	3%
Extensive	Philadelphia	49%	38%	4%	6%	2%	71%	18%	3%	5%	2%
Extensive	San Francisco Bay	42%	8%	25%	21%	4%	48%	8%	20%	20%	4%
Large	Los Angeles	18%	10%	11%	58%	3%	38%	7%	11%	41%	3%
Large	Portland	72%	5%	6%	13%	5%	82%	2%	5%	7%	4%
Large	Washington	42%	38%	6%	12%	3%	56%	26%	7%	9%	3%
Medium	Atlanta	36%	52%	3%	6%	2%	60%	29%	3%	6%	2%
Medium	Baltimore	35%	60%	2%	2%	2%	66%	27%	3%	2%	2%
Medium	Cleveland	42%	49%	2%	5%	2%	75%	18%	1%	3%	2%
Medium	Dallas	36%	23%	4%	36%	2%	59%	14%	4%	21%	2%
Medium	Miami	23%	28%	1%	46%	2%	44%	18%	2%	34%	2%
Medium	Pittsburgh	88%	9%	1%	1%	1%	89%	8%	1%	1%	1%
Medium	Sacramento	56%	9%	11%	18%	5%	64%	7%	9%	14%	5%
Medium	San Diego	38%	9%	6%	45%	3%	55%	5%	9%	27%	4%
Medium	Seattle	69%	10%	10%	7%	6%	76%	5%	9%	5%	5%
Medium	St. Louis	38%	55%	3%	2%	2%	77%	18%	1%	2%	2%
Small	Buffalo	44%	46%	2%	5%	2%	83%	11%	1%	3%	2%
Small	Denver	51%	13%	2%	31%	3%	72%	5%	3%	18%	3%
Small	Galveston	37%	35%	4%	22%	2%	63%	15%	2%	18%	2%
Small	Jacksonville	47%	47%	1%	3%	2%	70%	21%	2%	4%	2%
Small	Memphis	30%	56%	7%	5%	3%	52%	43%	1%	2%	1%
Small	New Orleans	55%	38%	2%	4%	2%	55%	37%	2%	4%	2%
Small	Syracuse	43%	41%	3%	8%	4%	88%	6%	2%	2%	2%
*	Charlotte	48%	46%	0%	3%	2%	71%	20%	2%	5%	2%
*	Houston	49%	23%	9%	18%	2%	46%	17%	5%	30%	2%
*	Las Vegas	44%	9%	8%	35%	4%	63%	8%	5%	21%	4%
*	Little Rock	37%	60%	0%	1%	2%	73%	22%	1%	2%	2%
*	Minneapolis-St. Paul	56%	20%	6%	9%	9%	85%	5%	4%	3%	3%
*	Salt Lake City	74%	2%	4%	16%	5%	83%	1%	3%	11%	3%
*	Tampa Bay Area	29%	46%	1%	23%	1%	76%	10%	2%	10%	2%

\* System Built After 2000



0 0.125 0.25



miles

