

Scheduled Intercity Transportation and the U.S. Rural Population - Poster

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Scheduled Intercity Transportation and the U.S. Rural Population – Poster Bureau of Transportation Statistics

Nearly 93 percent of the 82 million rural residents of the United States live within the service area of at least 1 commercial intercity transportation mode (bus, air, rail, or interstate ferry).¹ Nearly six million rural residents live outside of the service areas of all three intercity modes. Connecticut, Delaware, Massachusetts, New Jersey, and Rhode Island are the only states in which every resident lives within the service area of at least one mode.

What is a "transportation service area?" A Bureau of Transportation Statistics (BTS) 2005 study defines it as the 25-mile area surrounding a nonhub or small hub airport, an intercity rail station, intercity bus terminal, or interstate ferry terminal. For large or medium hub airports, a 75-mile area was used. The study found:

- Intercity bus service reaches 89 percent (73 million) of the rural population and is the sole mode for 13 million people.²
- Scheduled airline service reaches 71 percent (58 million) of the rural population and is the only mode for nearly three million rural residents.
- Scheduled intercity passenger rail service reaches 42 percent (35 million) and is the sole mode for nearly 350,000 people.³
- Thirty-five (35) percent (29 million) of the rural population live within the service area of the three major intercity modes (air, rail, and bus).

A series of maps showing the locations of intercity transportation facilities across the United States by mode accompanies this study. The maps show the proximity of those facilities to rural areas.

- Rural Areas Served by Scheduled Intercity Bus
- Rural Areas Served by Scheduled Intercity Bus in Alaska
- Rural Areas Served by Scheduled Airlines
- Rural Areas Served by Scheduled Airlines in Alaska and Hawaii
- Rural Areas Served by Scheduled Intercity Rail
- Rural Areas Served by Scheduled Intercity Rail in Alaska
- Rural Areas Served by at Least One Intercity Mode
- Rural Areas Served by at Least One Intercity Mode in Alaska and Hawaii
- Rural Areas Served by Interstate Ferry

Last updated on May 20, 2017.

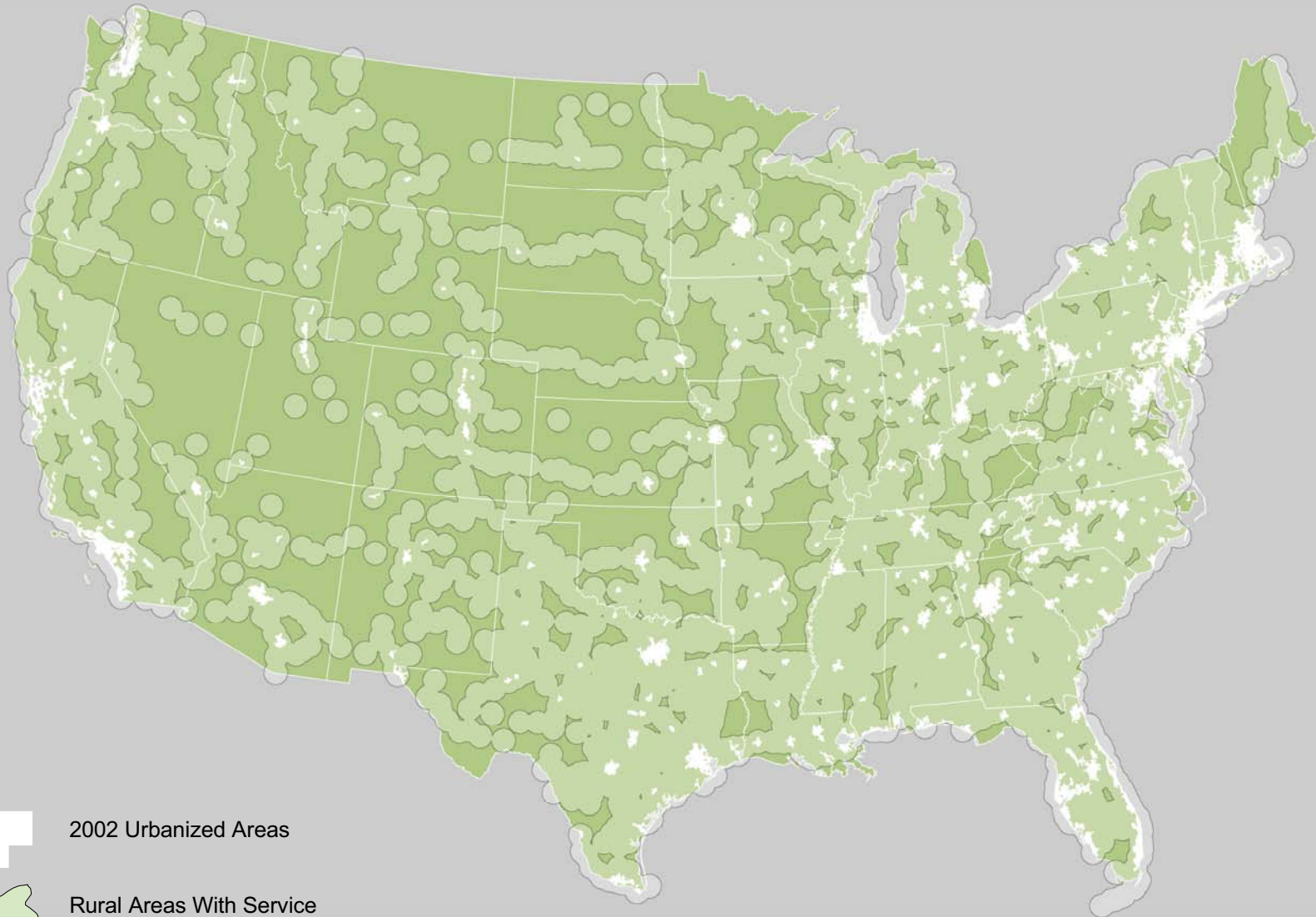
Footnotes:

¹ The only interstate ferry service considered for purposes of this study is the Alaska Marine Highway System which provides year-round service at 31 Alaska port cities and at Bellingham, Washington.

² There is no scheduled intercity bus service in Hawaii.

³ There is no scheduled intercity rail service in Hawaii.

Rural Areas Served by Scheduled Intercity Bus



2002 Urbanized Areas



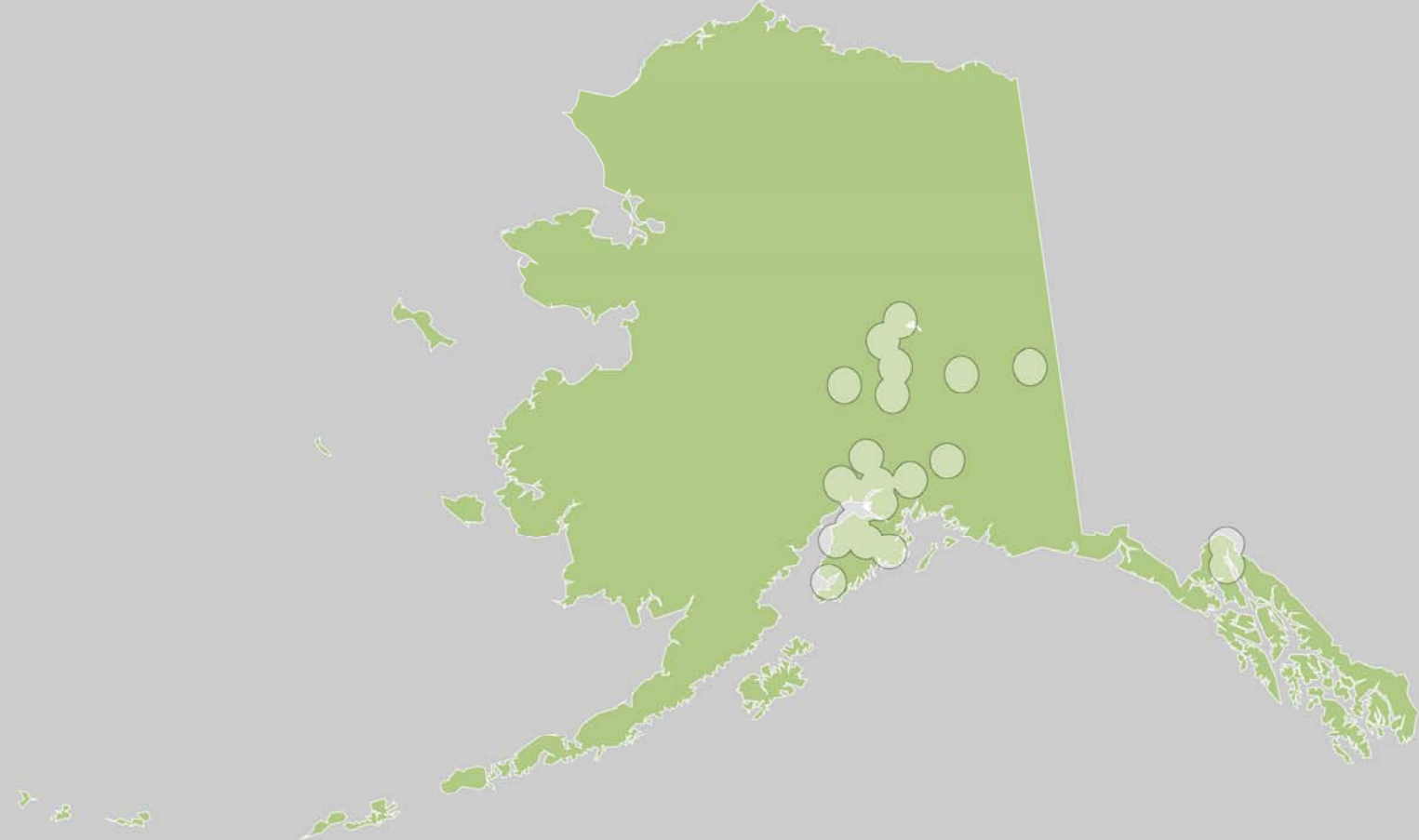
Rural Areas With Service



Rural Areas Without Service

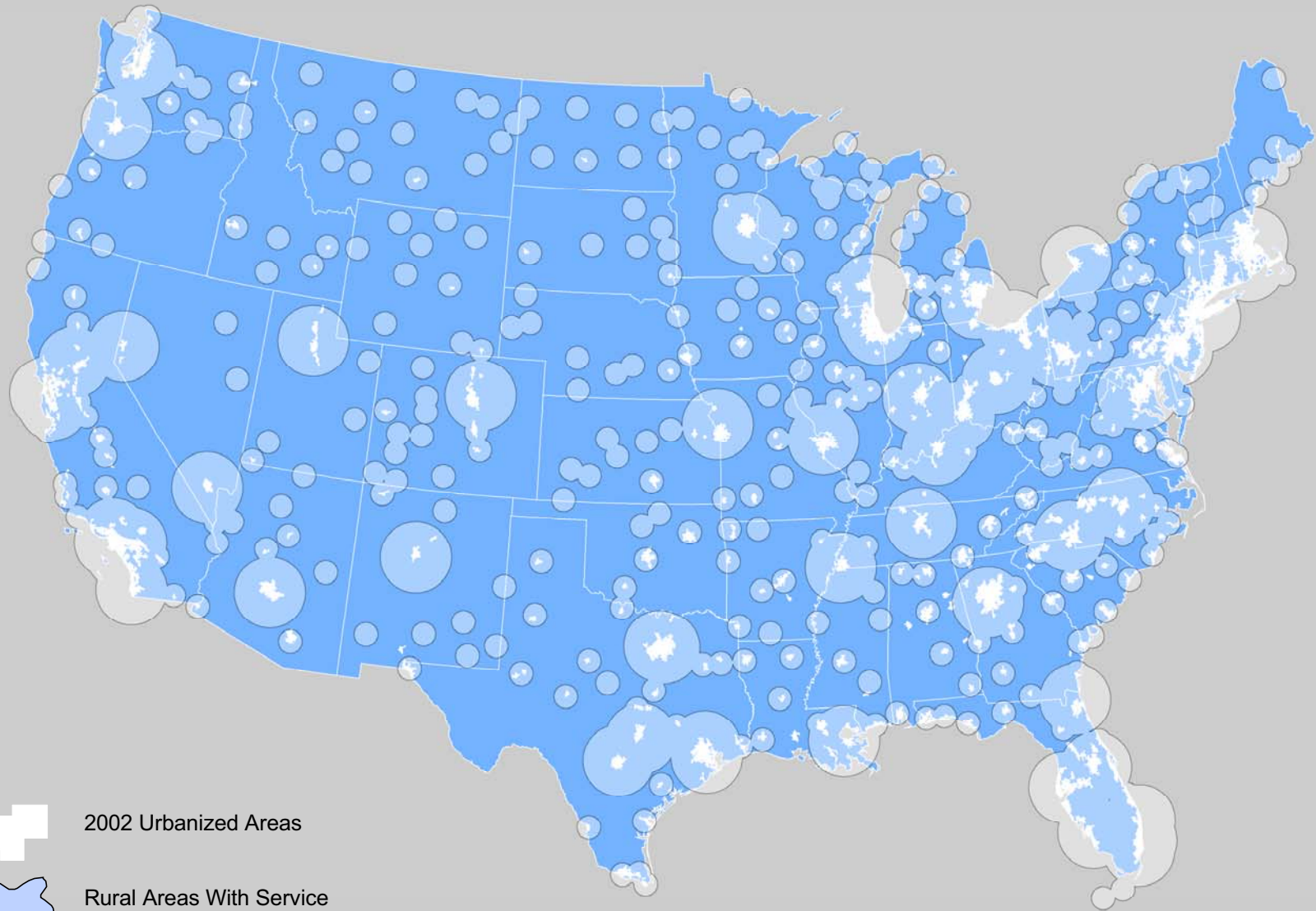
May 2005

Rural Areas Served by Scheduled Intercity Bus in Alaska



- 2002 Urbanized Areas
- Rural Areas With Service
- Rural Areas Without Service

Rural Areas Served by Scheduled Airlines



2002 Urbanized Areas



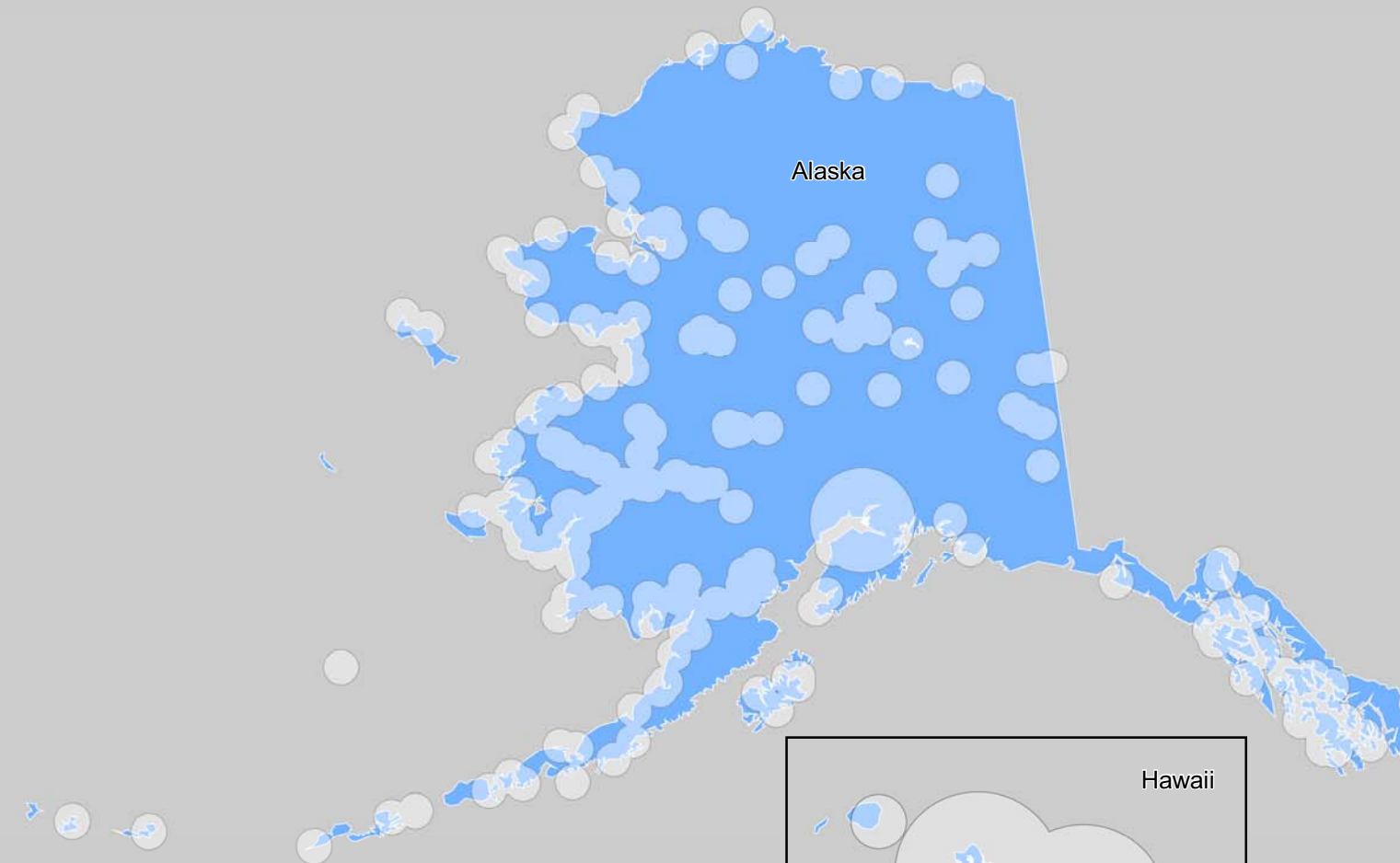
Rural Areas With Service






Rural Areas Without Service

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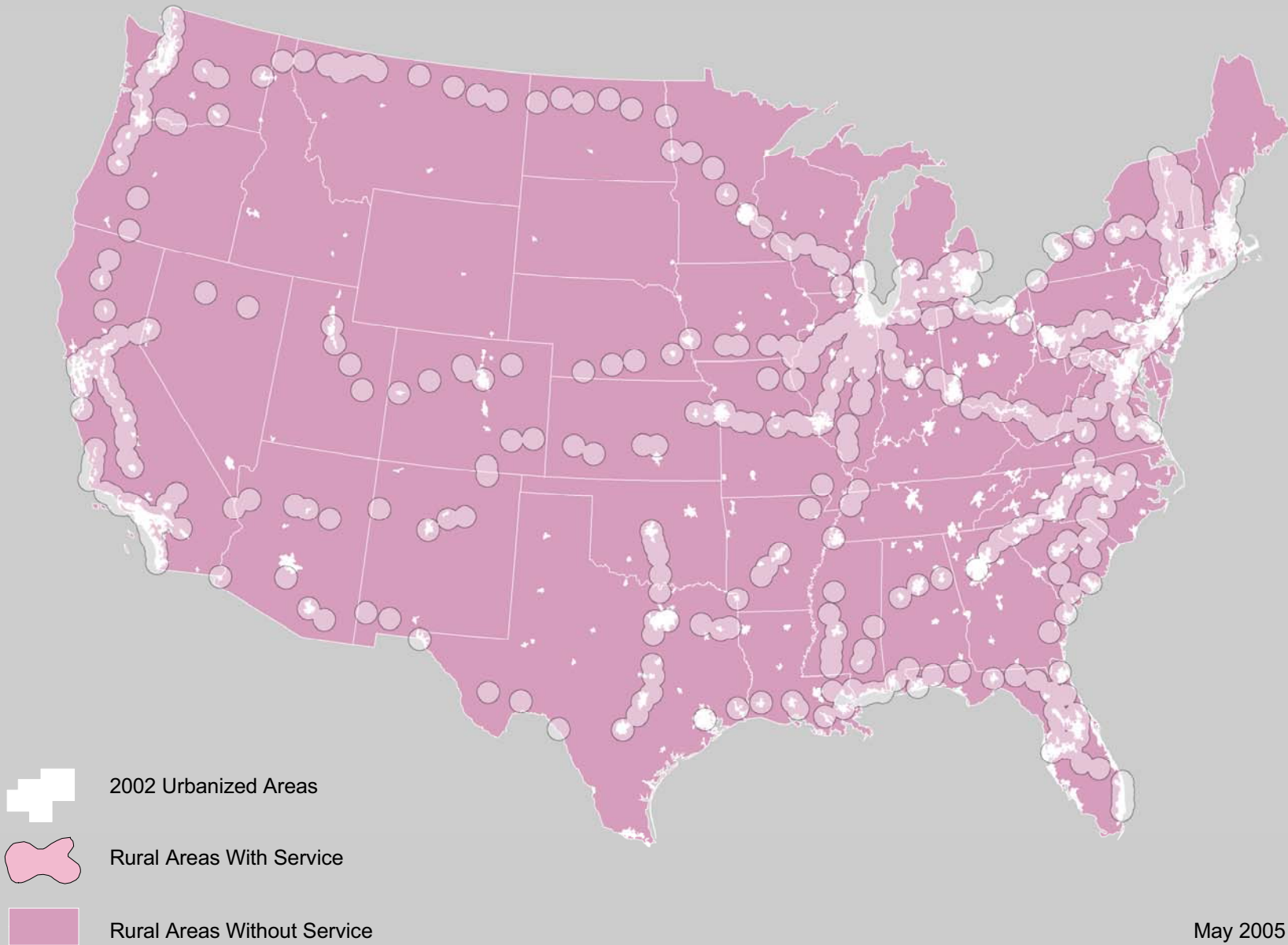
Rural Areas Served by Scheduled Airlines in Alaska and Hawaii



-  2002 Urbanized Areas
-  Rural Areas With Service
-  Rural Areas Without Service

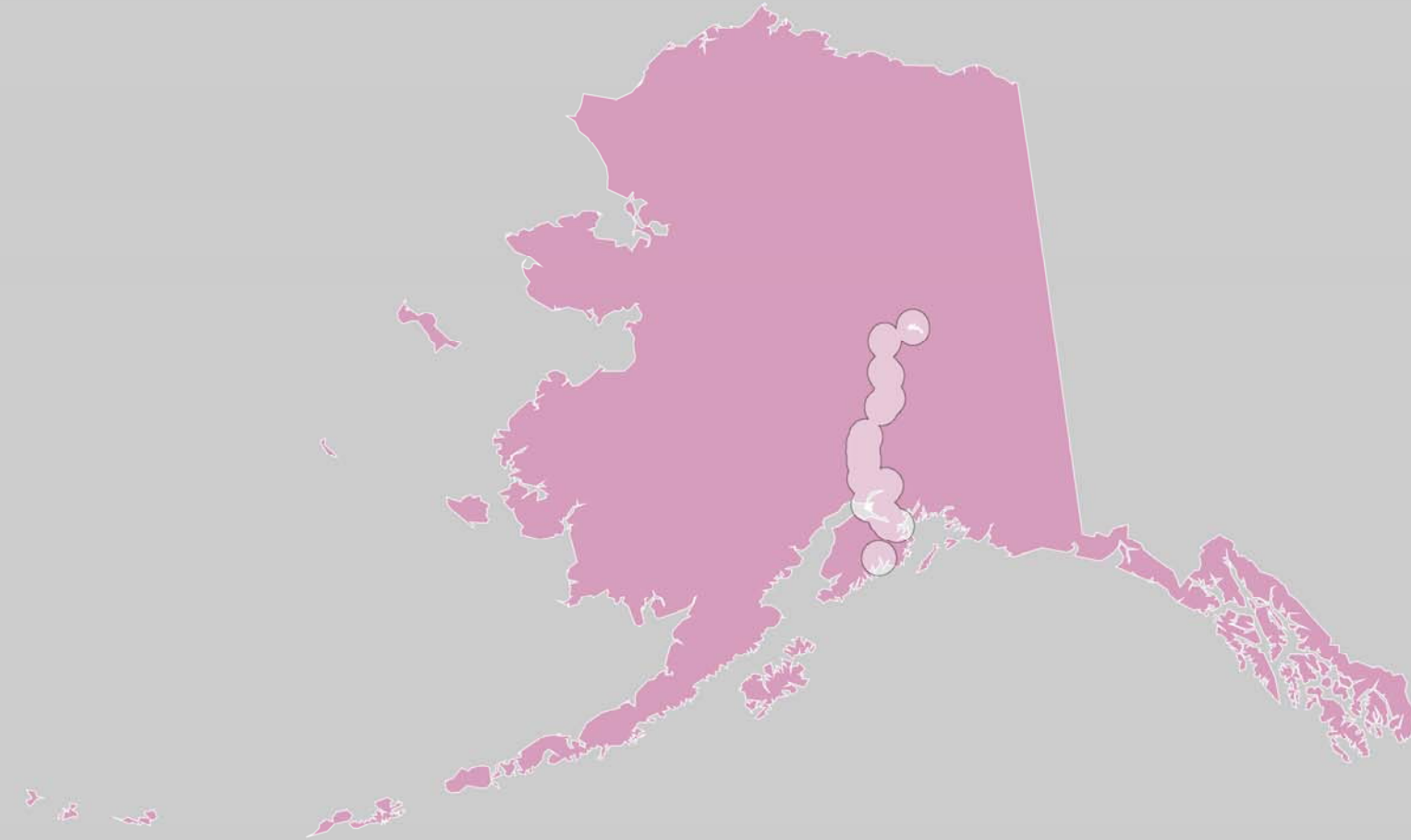
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

Rural Areas Served by Scheduled Intercity Rail



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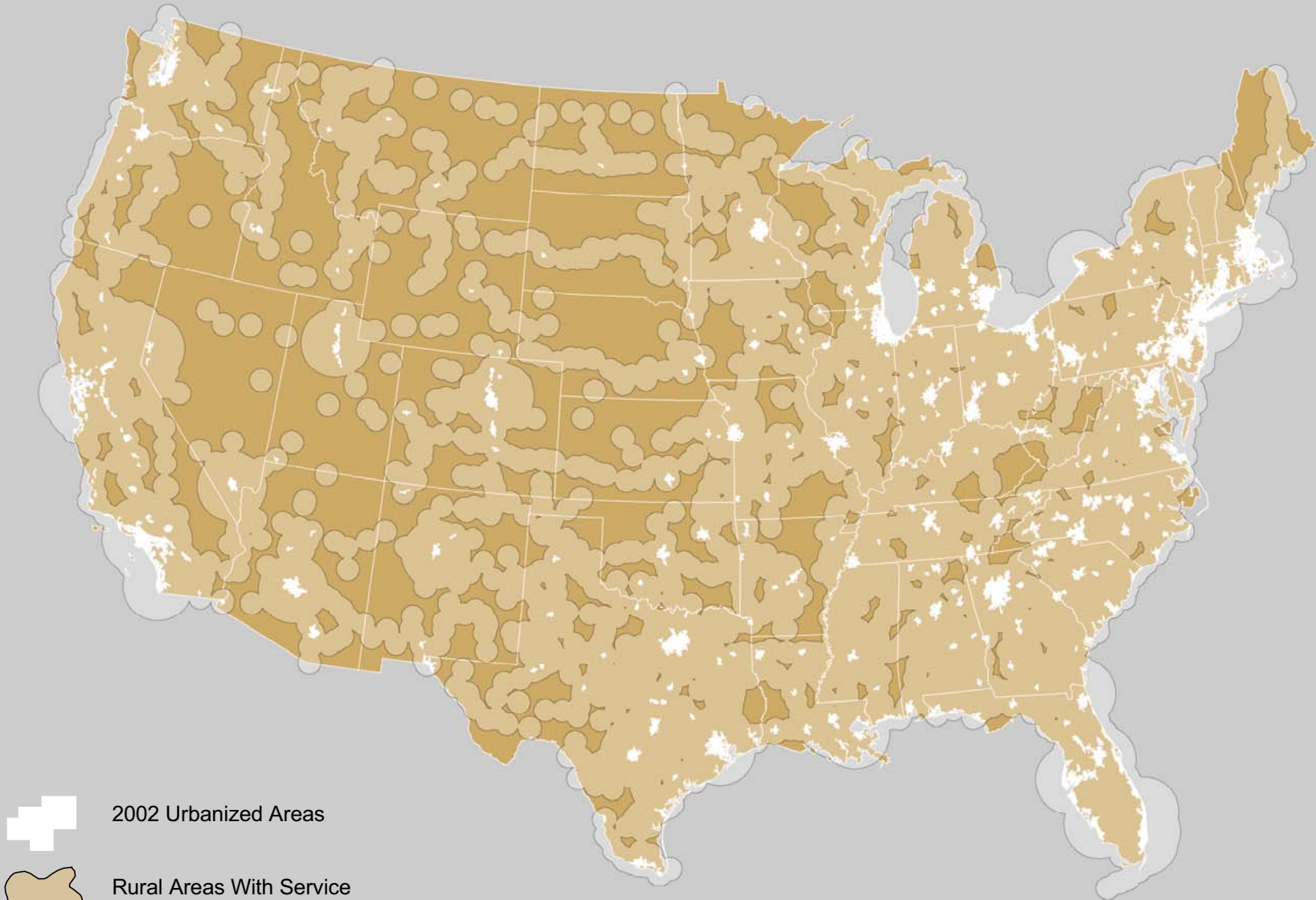
Rural Areas Served by Scheduled Intercity Rail in Alaska






-  2002 Urbanized Areas
-  Rural Areas With Service
-  Rural Areas Without Service

May 2005

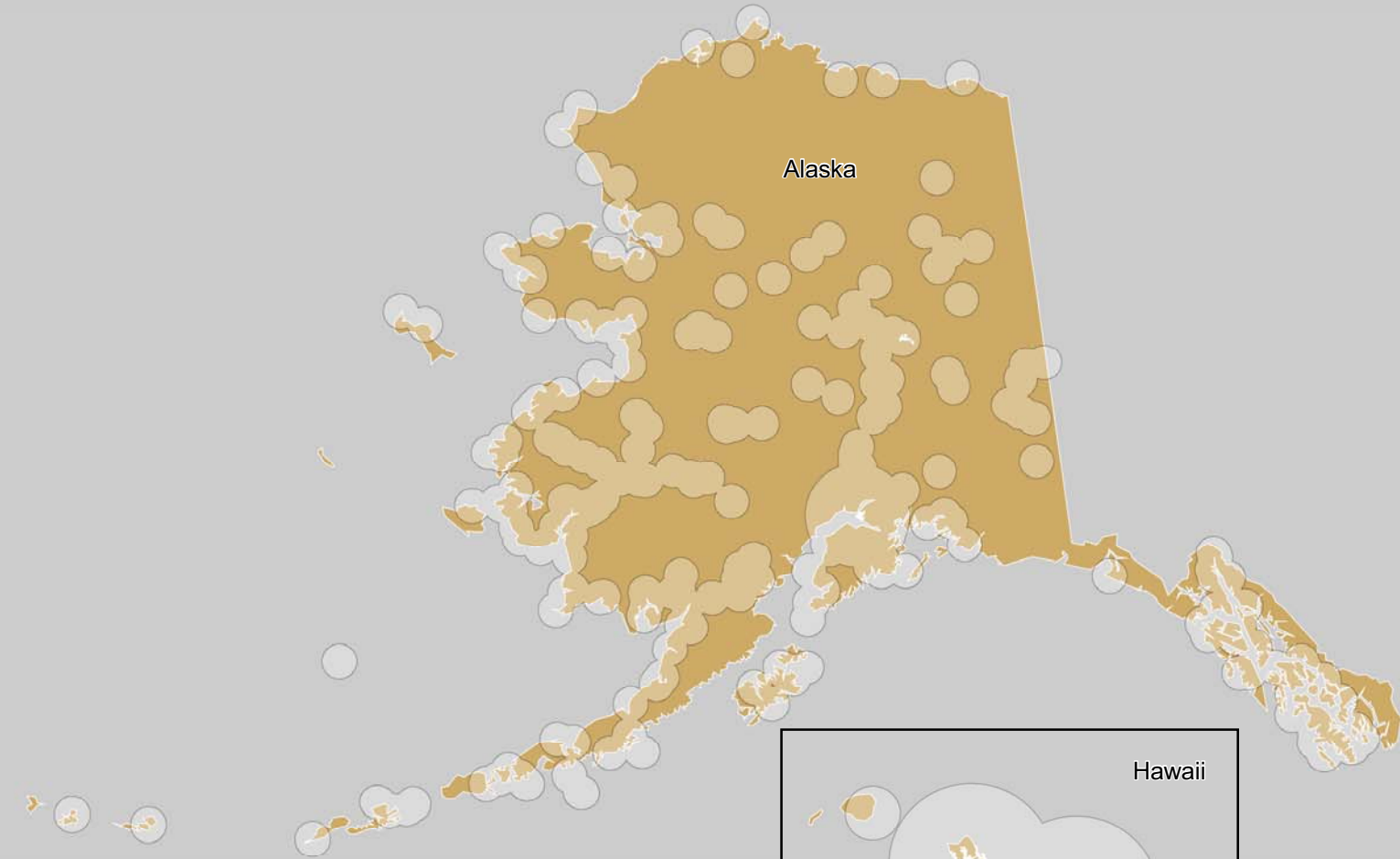
Rural Areas Served by at Least One Intercity Mode






-  2002 Urbanized Areas
-  Rural Areas With Service
-  Rural Areas Without Service

May 2005

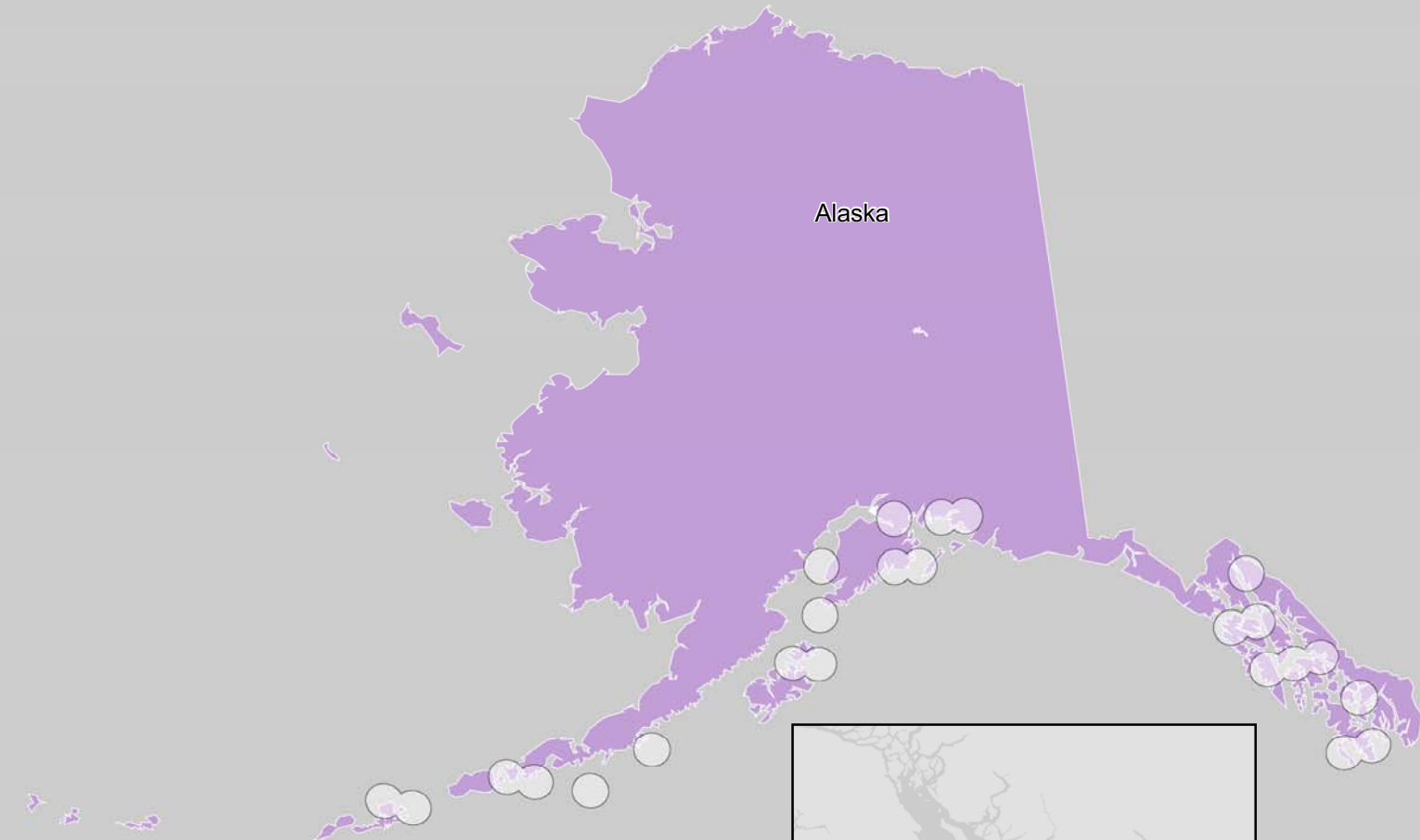
Rural Areas Served by at Least One Intercity Mode in Alaska and Hawaii






-  2002 Urbanized Areas
-  Rural Areas With Service
-  Rural Areas Without Service

May 2005

Rural Areas Served by Ferry Service



-  2002 Urbanized Areas
-  Rural Areas With Service
-  Rural Areas Without Service



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