var	cat	exposure=0	exposure=1	p.value	var_lbl
n		57296	8953	NA	n
NATWALKIND	mean(sd); med(iqr) [miss]	7.1 (3);6.83333333(4.66666667;9.16666667) [0]	7.5 (3.1);7.33333333(5;9.5) [0]	0	Walkability index comprised of a weighted sum of the ranked values of [D2a_EpHHm] (D2A_Ranked)
E_PCTLOWWAGE	mean(sd); med(iqr) [miss]	0.3 (0.1);0.29757855(0.23118279;0.38495575) [0]	0.3 (0.1);0.302354399(0.233480176;0.384955752) [0]	0.1902	% LowWageWk of total #workers in a CBG (work location)
D1C5_ENT	mean(sd); med(iqr) [miss]	0.2 (0.8);0.00156118550(0.045965285) [0]	0.2 (0.9);0.003568692(0;0.077768946) [0]	0	Gross entertainment (5-tier) employment density (jobs/acre) on unprotected land
E8_PUB	mean(sd); med(iqr) [miss]	46.2 (286.7);0(0;11) [0]	47.7 (245);0(0;13) [0]	0.6391	Public administration jobs within an 8-tier employment classification scheme (LEHD: CNS20)
AC_UNPR	mean(sd); med(iqr) [miss]	15584.5 (24409.2);2203.950381(461.6796111125.23576.9696) [0]	13127 (22698.1);1869.992508(320.1889677;13645.55592) [0]	0.4992	Total land area (acres) that is not protected from development (i.e.
D5BR	mean(sd); med(iqr) [miss]	-96386.7 (47679.7);-99999;-99999;-99999) [0]	-96744.7 (39120.7);-99999(-99999;-99999) [0]	0.4992	Jobs within 45-minute transit commute
PCT_AO2P	mean(sd); med(iqr) [miss]	0.6 (0.2);0.613043478(0.486303421;0.748579545) [0]	0.6 (0.2);0.56448203(0.434243176;0.720414201) [0]	0	Percent of two-plus-car households in CBG
D5DR	mean(sd); med(iqr) [miss]	-98475.3 (12249.3);-99999(-99999;-99999) [0]	-98636.3 (11594.1);-99999(-99999;-99999) [0]	0.2441	Proportional Accessibility of Regional Destinations - Transit: Employment accessibility expressed as a ratio of total MSA accessibility
D1D	mean(sd); med(iqr) [miss]	2.2 (5.4);0.46120538(0.033487418;2.662320583) [0]	2.8 (5.2);0.691698740(0.071525116.3.446353664) [0]	0	Gross activity density (employment + HUs) on unprotected land
D5DE	mean(sd); med(iqr) [miss]	-98478.8 (12235.5);-99999(-99999;-99999) [0]	-98625.2 (11640.8);-99999(-99999;-99999) [0]	0.2895	Proportional Accessibility to Regional Destinations - Transit: Working age population accessibility expressed as a ratio of total MSA accessibility
D2A_RANKED	mean(sd); med(iqr) [miss]	12.8 (5.3);13(9;18) [0]	13.4 (5.3);14(9;18) [0]	0	Quantile ranked order (1-20) of [D2a_EpHHm] from lowest to highest
E8_SVC	mean(sd); med(iqr) [miss]	64.9 (166.9);19(5;57) [0]	72.8 (162);22(6;73) [0]	0	Service jobs within an 8-tier employment classification scheme (LEHD: CNS12 + CNS14 + CNS19)
D2A_WRKEMP	mean(sd); med(iqr) [miss]	3.8 (6.7);1.854545455(0.737885463,4.168421053) [0]	3.3 (5);1.477687627(0.555090656,3.496240662) [0]	0	Household Workers per Job
D2R_WRKEMP	mean(sd); med(iqr) [miss]	0.4 (0.3);0.43033(0(0.130847121,0.672514462) [0]	0.4 (0.3);0.45378151(0.165725047,0.698113208) [0]	0	Household Workers per Job
D5CE	mean(sd); med(iqr) [miss]	0 (0);0.0085503560(0.000981664,0.015734984) [0]	0 (0);0.010404229(0.002661531,0.016840727) [0]	0	Proportional Accessibility to Regional Destinations - Auto: Working age population accessibility expressed as a ratio of total CBSA accessibility
D3BMM4	mean(sd); med(iqr) [miss]	3 (7.3);0.32722893(0.077417345,1.701435696) [0]	3.6 (7.9);0.493288477(0.087891601,2.317980793) [0]	0	Intersection density in terms of multi-modal intersections having four or more legs per square mile
D4A	mean(sd); med(iqr) [miss]	-98460.6 (12339.5);-99999(-99999;-99999) [0]	-98641.4 (11599.4);-99999(-99999;-99999) [0]	0.1937	Distance from the population-weighted centroid to nearest transit stop (meters)
D1C8_HLTH	mean(sd); med(iqr) [miss]	0.3 (1.7);0.015041359(0.000279232,0.117347907) [0]	0.3 (1.2);0.026532934(0.000762108,0.210351327) [0]	0.0035	Gross health care (8-tier) employment density (jobs/acre) on unprotected land
D3A	mean(sd); med(iqr) [miss]	9.3 (8.4);5.46154130(2.220616686,14.42961915) [0]	10.5 (8.9);6.889432065(2.489001146,17.72235332) [0]	0	Total road network density
D2C_TRIPEQ	mean(sd); med(iqr) [miss]	0.5 (0.3);0.4863216(20.233775997,0.686331829) [0]	0.5 (0.3);0.47852489(0.38756027,0.670237904) [0]	0.0015	Trip productions and trip attractions equilibrium index; the closer to one
E_MEDWAGEWK	mean(sd); med(iqr) [miss]	242.3 (371.6);111(43,284) [0]	272.8 (355);128(48,369) [0]	0	# of workers earning more than $1250/month but less than $3333/month (work location)
E5_OFF	mean(sd); med(iqr) [miss]	102 (384.4);15(2,67) [0]	111.2 (337.6);21(3,75) [0]	0.0324	Office jobs within a 5-tier employment classification scheme (LEHD: CNS09 + CNS10 + CNS11 + CNS13 + CNS20)
D1A	mean(sd); med(iqr) [miss]	0.9 (1.7);0.25116052(0.023229601,1.255396768) [0]	1.1 (1.6);0.31443976(0.043700884,1.43454665) [0]	0	Gross residential density (HUs/acre) on unprotected land
D3BAO	mean(sd); med(iqr) [miss]	1.1 (2.2);0.47859254(0,1.296517326) [0]	1.2 (2.4);0.447597989(0,1.375710751) [0]	0.0249	Intersection density in terms of auto-oriented intersections per square mile
D5DEI	mean(sd); med(iqr) [miss]	-98480.6 (12228.6);-99999(-99999;-99999) [0]	-98658.7 (11500);-99999(-99999;-99999) [0]	0.1965	Regional Centrality Index – Transit: CBG [D5de] score relative to max CBSA [D5de] score
D5CR	mean(sd); med(iqr) [miss]	0 (0);0.0074144020(0.0006483,4,0.016574781) [0]	0 (0);0.009985132(0.002057147,0.017303246) [0]	0	Proportional Accessibility to Regional Destinations - Auto: Employment accessibility expressed as a ratio of total CBSA accessibility
D4D	mean(sd); med(iqr) [miss]	-98229.2 (13192.6);-99999(-99999;-99999) [0]	-98467.8 (12283.6);-99999(-99999;-99999) [0]	0.1083	Aggregate frequency of transit service [D4c] per square mile
D1C5_IND	mean(sd); med(iqr) [miss]	0.1 (0.4);0.013084970.001755327,0.086341585) [0]	0.2 (0.5);0.02299023(0.00284131,0.14119411) [0]	0	Gross industrial (5-tier) employment density (jobs/acre) on unprotected land
E8_HLTH	mean(sd); med(iqr) [miss]	96 (233.6);31(4,104) [0]	107.4 (206.3);44(4,134) [0]	0	Health care jobs within an 8-tier employment classification scheme (LEHD: CNS16)
D1C5_OFF	mean(sd); med(iqr) [miss]	0.3 (2);0.0043421910(9.19969e-05,0.088631363) [0]	0.3 (1.3);0.009258625(0.000182594,0.142300874) [0]	5e-04	Gross office (5-tier) employment density (jobs/acre) on unprotected land
D3AAO	mean(sd); med(iqr) [miss]	0.6 (1);0.313034704(0.098733086,0.67728173) [0]	0.7 (1);0.3103736280(0.099813869,0.766522086) [0]	6e-04	Network density in terms of auto-oriented links per square mile
D2A_JPHH	mean(sd); med(iqr) [miss]	1.2 (1.8);0.63811563(0.279642058,1.52359882) [0]	1.4 (1.8);0.742647059(0.317647059,2.12195122) [0]	0	Jobs per household
D5DRI	mean(sd); med(iqr) [miss]	-98477.1 (12242.4);-99999(-99999;-99999) [0]	-98602.8 (11733.8);-99999(-99999;-99999) [0]	0.3635	Regional Centrality Index – Transit: CBG [D5dr] score relative to max CBSA [D5dr] score
D2B_E8MIX	mean(sd); med(iqr) [miss]	0.7 (0.2);0.743227144(0.626780784,0.836087273) [0]	0.7 (0.2);0.753091543(0.628517967,0.839503097) [0]	0.0068	8-tier employment entropy (denominator set to observed employment types in the CBG)
E8_IND	mean(sd); med(iqr) [miss]	132.7 (284.5);50(15,122) [0]	141.2 (260.4);58(15,126) [0]	0.0074	Industrial jobs within an 8-tier employment classification scheme (LEHD: CNS01 + CNS02 + CNS03 + CNS04 + CNS05 + CNS06 + CNS08)
D3AMM	mean(sd); med(iqr) [miss]	1.6 (1.2);1.396456867(1.025925497,1.820596926) [0]	1.6 (1.2);1.420634274(1.025925497,1.858860516) [0]	0.0102	Network density in terms of facility miles of multi-modal links per square mile
AUTOOWN0	mean(sd); med(iqr) [miss]	36 (41.5);24(10,47) [0]	40.7 (43.6);30(11,55) [0]	0	Number of households in CBG that own zero automobiles
AC_WATER	mean(sd); med(iqr) [miss]	200.5 (621.3);13.2863199(0,147.8858906) [0]	165.8 (515.6);11.314956(1(0,105.5112058) [0]	0	Total water area (acres)
D1C8_IND	mean(sd); med(iqr) [miss]	0.1 (0.4);0.013084970.001755327,0.086341585) [0]	0.2 (0.5);0.02299023(0.00284131,0.13635212) [0]	0	Gross industrial (8-tier) employment density (jobs/acre) on unprotected land
D1C8_PUB	mean(sd); med(iqr) [miss]	0.1 (0.7);0(0,0.002602244) [0]	0.1 (0.8);0(0,0.006297186) [0]	1e-04	Gross retail (8-tier) employment density (jobs/acre) on unprotected land
WORKERS	mean(sd); med(iqr) [miss]	552 (266.9);492(365,674) [0]	538.4 (243.2);489(359,671) [0]	0	Count of workers in CBG (home location)
D4B050	mean(sd); med(iqr) [miss]	0 (0);0(0,0) [0]	0 (0);0(0,0) [0]	0.9103	Proportion of CBG employment within ½ mile of fixed-guideway transit stop
E8_ED	mean(sd); med(iqr) [miss]	68.4 (205);0(0,64) [0]	94.2 (315);0(0,72) [0]	0	Education jobs within an 8-tier employment classification scheme (LEHD: CNS15)
COUNTHU	mean(sd); med(iqr) [miss]	585.4 (247.6);538(407,708) [0]	575 (232.4);532(404,708) [0]	2e-04	Housing units
D2B_RANKED	mean(sd); med(iqr) [miss]	12.3 (5.7);13(7,17) [0]	12.6 (5.7);13(8,18) [0]	0	Quantile ranked order (1-20) of [D2b_E8MixA] from lowest to highest
D5CRI	mean(sd); med(iqr) [miss]	0.4 (0.3);0.326640490(0.04976803,0.736636292) [0]	0.4 (0.3);0.429432446(0.126894419,0.814142678) [0]	0	Regional Centrality Index – Auto: CBG [D5cr] score relative to max CBSA [D5cr] score
E_LOWWAGEWK	mean(sd); med(iqr) [miss]	173 (248.4);81(32,202) [0]	196.7 (254.3);97(37,266) [0]	0	# of workers earning $1250/month or less (work location)
D3BMM3	mean(sd); med(iqr) [miss]	6.5 (9.2);3450191570,1.404076264,6.837434918) [0]	7.5 (10.4);3.615748071,1.490850826,7.871689293) [0]	0	Intersection density in terms of multi-modal intersections having three legs per square mile
E5_RET	mean(sd); med(iqr) [miss]	79.6 (180.2);20(2,83) [0]	83.7 (164.3);25(3,103) [0]	0.0398	Retail jobs within a 5-tier employment classification scheme (LEHD: CNS07)
D3BPO3	mean(sd); med(iqr) [miss]	33.5 (47.4);12.022526580,545346083,49.08462282) [0]	40.4 (52.1);17.423259760,818901706,66.45835419) [0]	0	Intersection density in terms of pedestrian-oriented intersections having three legs per square mile
AC_LAND	mean(sd); med(iqr) [miss]	16096 (25550.8);2203.950381(466.3916131,24390.45152) [0]	13567.3 (23826.6);1869.992508(324.8967169,14637.83706) [0]	0	Total land area (acres)