

# canaccessR: An open data product for analyzing transportation accessibility to employment and grocery stores in Canada's largest metropolitan areas.

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## Abstract

In this paper, we describe the {canaccessR} package, an open data product (ODPs) created using the R statistical language. {canaccess} is a data package that provides public transit travel time estimates (travel time matrices - TTM) to employment locations and grocery stores across the 12 largest Canadian metropolitan areas. We calculate these estimates for each Dissemination Area (DA) within these regions for the years 2019 and 2023. To do so, we use the {r5r} R package, General Transit Feed Specification (GTFS), OpenStreetMap (OSM), DMTI's Enhanced Points of Interest, and Statistics Canada Census data. This data package can be used by researchers, practitioners, and transit agencies to estimate accessibility to essential services across these regions. These estimates can be used to compare different regions across Canada in terms of their accessibility and to conduct within-region equity assessments regarding access to services, which can inform improvements in transportation policies related to accessibility. The package is still in its initial phase and may undergo expansions in the future by adding TTM's for other destinations (e.g., schools, healthcare facilities). Finally, as an ODPs, the {canaccess} package allows for open exploration, use, and contribution by users through its GitHub repository.

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## Keywords

Accessibility; public transit; open data products (ODPs); travel time; employment; grocery stores.

## Introduction

The objective of this paper is to describe the {canaccesR} open data package. Its main contents are a set of public transit travel time matrices (TTM) estimates to employment and groceries stores from the 12 largest Canadian metropolitan areas in the years 2019 and 2023. These estimates were created by leveraging expertise in data science, computer programming, and transportation accessibility, using the {r5r} R package (Pereira et al., 2021). We used transport and street network, population, and employment data from different sources to estimate these TTM's datasets.

Estimating accessibility - the potential offered by the transportation system to reach destinations (Páez et al., 2012) - requires specialized datasets and technical expertise. Despite recent advancements in the field, ready-to-use available data on transportation accessibility is still sparse. Thus, we leverage technical knowledge to make publicly available ready-to-use data on transportation accessibility. To create the package, we integrated and processed raw data from diverse sources, estimated TTM's for two destinations types (e.g., jobs and groceries) across the largest cities in the country, and distributed these findings through this transparent and open source data product. Our main contribution is to provide analysis-ready data for Canada's largest cities, thus making the fields of accessibility research and urban analytics more accessible.

The package's main audiences are Canadian researchers in urban planning and transportation and transportation system agencies. We anticipate three main uses for the open data product (ODP) described in this paper. First, the datasets allow for static assessment of the level of public transit accessibility across the country's largest cities before and after the COVID-19 pandemic. In other words, we make it easier for those interested to compare cities and their level of public transit accessibility to essential destinations (such as employment centers and groceries stores). Second, researchers can use the package's information as inputs to evaluate changes in accessibility throughout this period. Researchers may also investigate disparities in these changes across space within those cities, given the spacial character of the datasets made available here. Third, as is common practice in transportation accessibility research, these evaluations can substantiate broader investigations on matters of justice and equity in transportation. For example, the TTM estimates allow for evaluating the evolution of public transit's accessibility by income or spatial distribution across all Dissemination Areas (DA's) of each of the 12 cities in the sample (Parga et al., 2024).

Besides this introduction, we organize this paper as follows. The next section contains a description of the data sources we used to construct the data package. Then, we recount

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the data processing necessary to create the package. Next, we go through the main contents of the data package, i.e., the travel time matrices estimated through our analysis. We present some basic descriptive statistics of these datasets, and elucidate how one can use them in accessibility analysis. Finally, we conclude by explaining how we expect {canaccessR} to contribute to the urban analytics and science community.

## Data Sources

The locations included in the data package comprise the 12 largest (population-wise) Census metropolitan areas (CMA's) based on the 2021 Canadian Census ([Government of Canada, 2021](#))\*, which are Toronto, Montreal, Vancouver, Ottawa-Gatineau, Calgary, Edmonton, Quebec City, Winnipeg, Hamilton, Kitchener-Cambridge-Waterloo, London, and Halifax.

We used four main data sources to construct the {canaccessR} data package: General Transit Feed Specification (GTFS), OpenStreetMap (OSM), DMTI's Enhanced Points of Interest, and Statistics Canada Census data.

The GTFS files from the transit agencies from all the related areas provided the information on public transit schedule and their changes from 2019 to 2023.

The OpenStreetMap data provided information on the transit network and was necessary for the routing used to estimate the travel time matrices.

The 2016 and 2021 Statistics' Canada Census data provided the information on the spatial distribution of the population and the number of workplace locations, which represent the quantity of employment across the CMA's ([Government of Canada, 2016](#), [governmentofcanada2021CensusPopulation2021](#)). All of the resulting travel time matrices were aggregated at the Dissemination Area (DA) level, which comprise the fundamental unit of analysis in data package.

The DMTI's Enhanced Points of Interest

## Data processing

Routing, cleaning, etc.

## {canaccessR}'s contents

The main contents of the {canaccessR} package are the travel time matrices estimates for all the 12 largest Canadian cities.

Other sets of data are also available at the {canaccessR} package besides the travel time matrices. These are the boundaries, socio-economic and demographic data (e.g., population, number of dwellings, number of individuals below the Low Income Measure,

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\*We included Oshawa, Ontario, as part of the Greater Toronto Area (GTA) because of the former's proximity to the latter. We also included Abbotsford-Mission, British Columbia, as part of the Vancouver metropolitan area because of the former's proximity to a transit station on the region's West Coast Express commuter rail line.

etc.) of the selected CMA's, disaggregated by DA. In addition, the package also contains aggregated population statistics (for the selected CMA's) and transit revenue and ridership data aggregated by regional and national scale.

### *Descriptive statistics*

Below, we present some of the basic statistics of

## **How to use {canaccessR}**

This section presents some potential applications of the data package.

## **Concluding remarks**

In this paper, we describe the {canaccessR} data package, created using the {r5r} R package and transit schedule, street network, employment, and population data. The package's main contents refers to the ready-to-use travel time matrices for public transit to reach employment and groceries stores in Canada's 12 largest urban areas. We expect the contents of the package to be used in transportation accessibility evaluations within and across those regions. Moreover, these datasets can be used in further equity assessments that evaluate the distribution of accessibility across space and between social groups. In other words, we hope that by making these datasets publicly available, future analysis can contribute to making Canada's transportation system more just and fair, considering accessibility's as the main social good of transportation [MARTENS JUSTICE], and the inherent connection between public transit and the "right to the city" [COGGIN].

## **Declaration of Conflicting Interests**

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## Data availability statement

The {canaccessR} data package can be found and installed on its Github [respository](#).

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