## Appendix

Figure A1. Transit-based and Transit-TNC-based accessibility (peak hours)


Figure A2. Transit-based and Transit-TNC-based accessibility (off-peak hours)


Figure A3. Accessibility improvement with Transit-TNC integration (peak hours)
\(\left.$$
\begin{array}{|l|l|l|l|l|}\hline \text { \# Improvement } \\
\text { (with no penalty) }\end{array}
$$ \quad \begin{array}{l}\# Improvement <br>

(penalty=5min)\end{array}\right]\)| \# Improvement |
| :--- |
| (penalty=10min) |$|$

Figure A4. Accessibility improvement with Transit-TNC integration (off-peak hours)

|  | \# Improvement (with no penalty) | \# Improvement (penalty $=5 \mathrm{~min}$ ) | \# Improvement (penalty=10min) |
| :---: | :---: | :---: | :---: |
| \$5 |  |  |  |
| \$7.5 |  |  |  |
| \$10 |  |  |  |

Legend

| $\square=5,000$ |
| :--- | :--- |
| $5,001-10,000$ |
| $\square$ | | $10,001-20,000$ |
| :--- |
| $>20,000$ |

