WILMAPCO

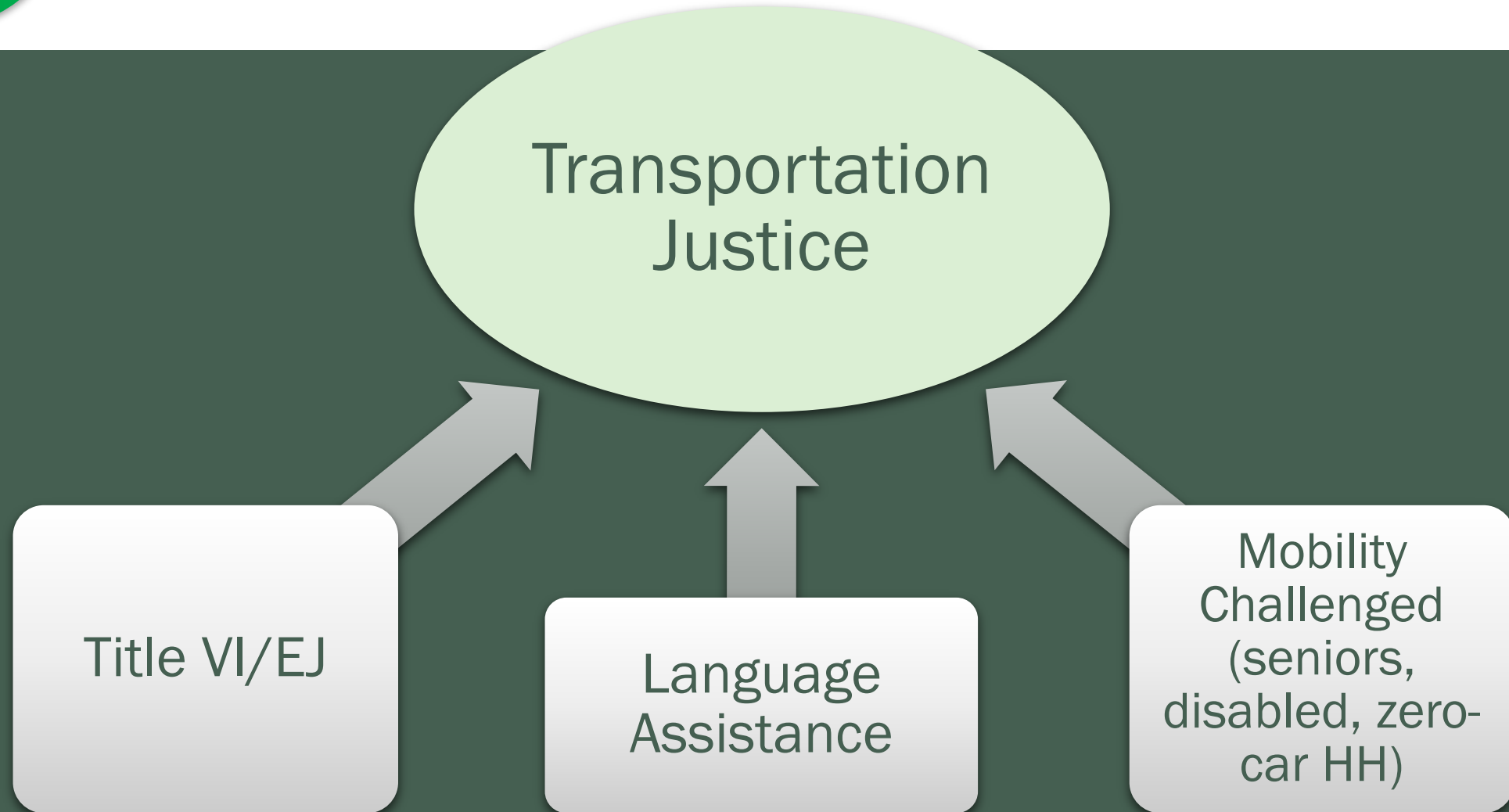# 2019 Transportation Justice & Title VI Report

Early Analysis & Findings

WILMAPCO Council
May 2019

Title VI and Environmental Justice Analysis

WILMAPCO

Low-income and racial/ethnic minorities

o Introduction
o Basic reporting requirements
o Demographic profile
o Public opinion survey
o Spatial analysis
o Public outreach
o Key recommendations

Mobility Challenged Analysis

Seniors, disabled, and zero-car households

- o Introduction
- o ADA implementation
- o Demographic profile
- o Spatial analysis
- o Key recommendations

Language Assistance Plan

Limited English proficiency/low literacy

- Introduction
- Demographic Profile
- Spatial analysis
- Public outreach
- Key recommendations

WILMAPCO

Title VI/EJ: Spatial Analysis

Transportation Equity Concerns

Pedestrian LOS Connectivity
- ?

Bike LOS Connectivity
- ?

Bus Connectivity
- ?
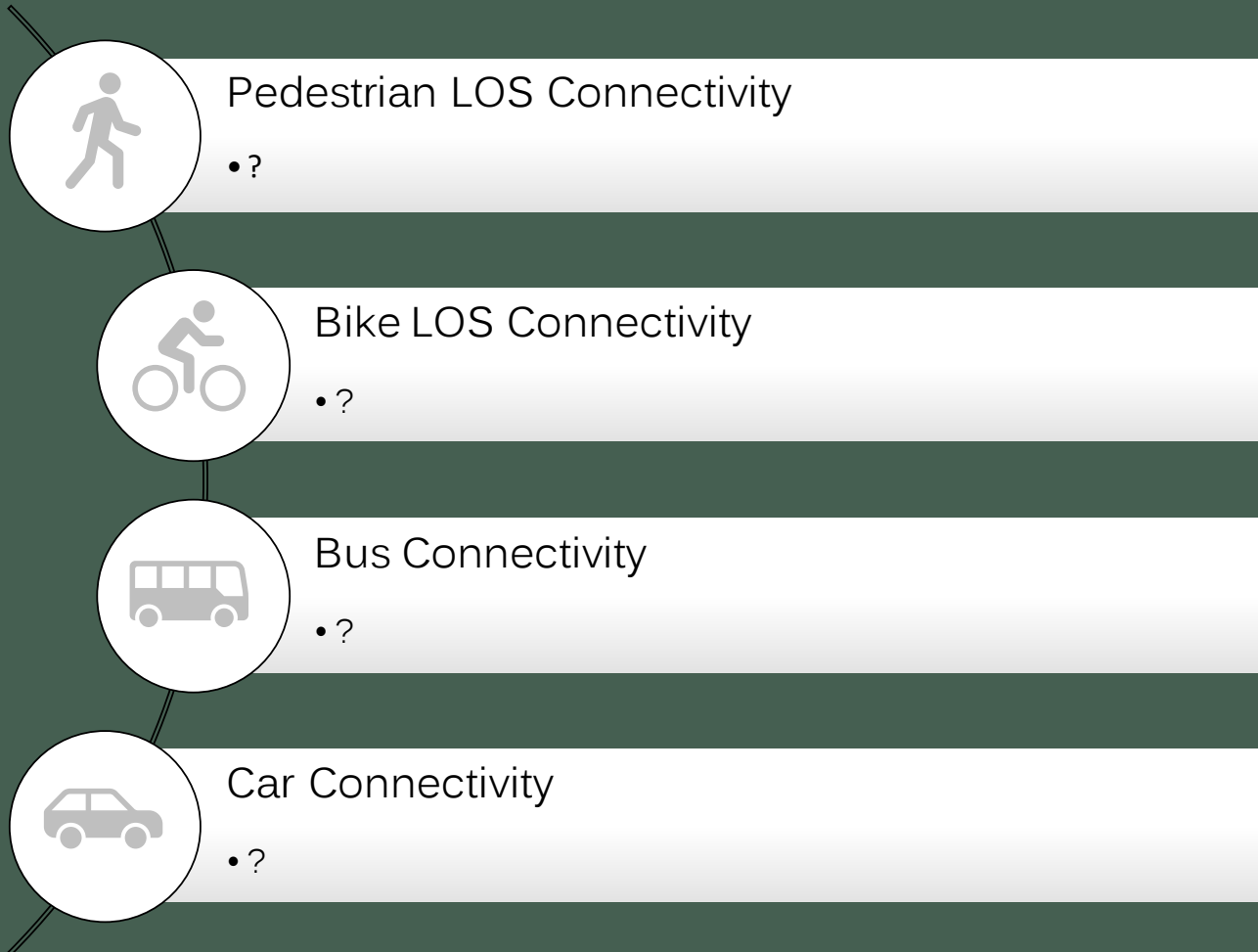
Car Connectivity
- ?

Connectivity analyses forthcoming from CADSR

EJ NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

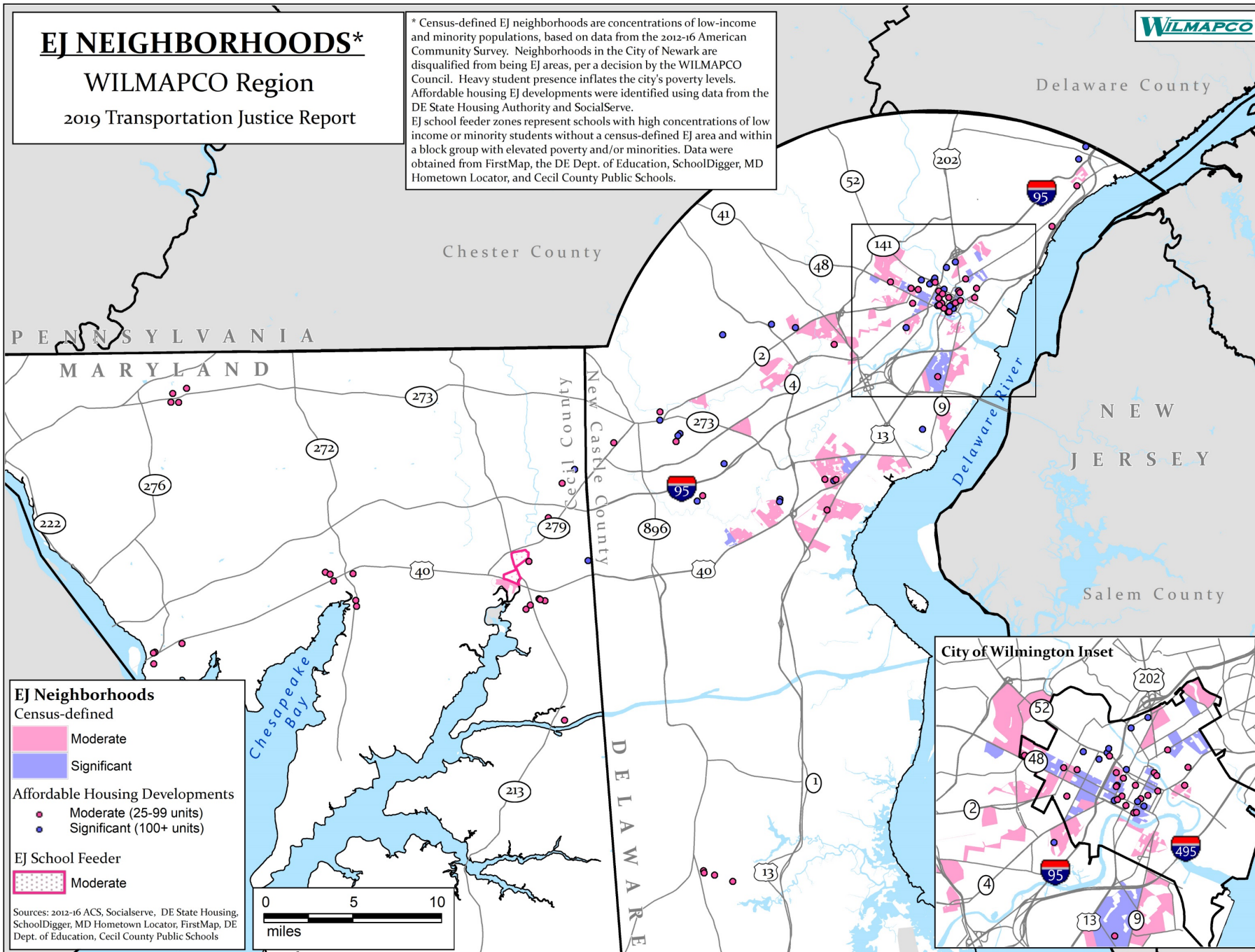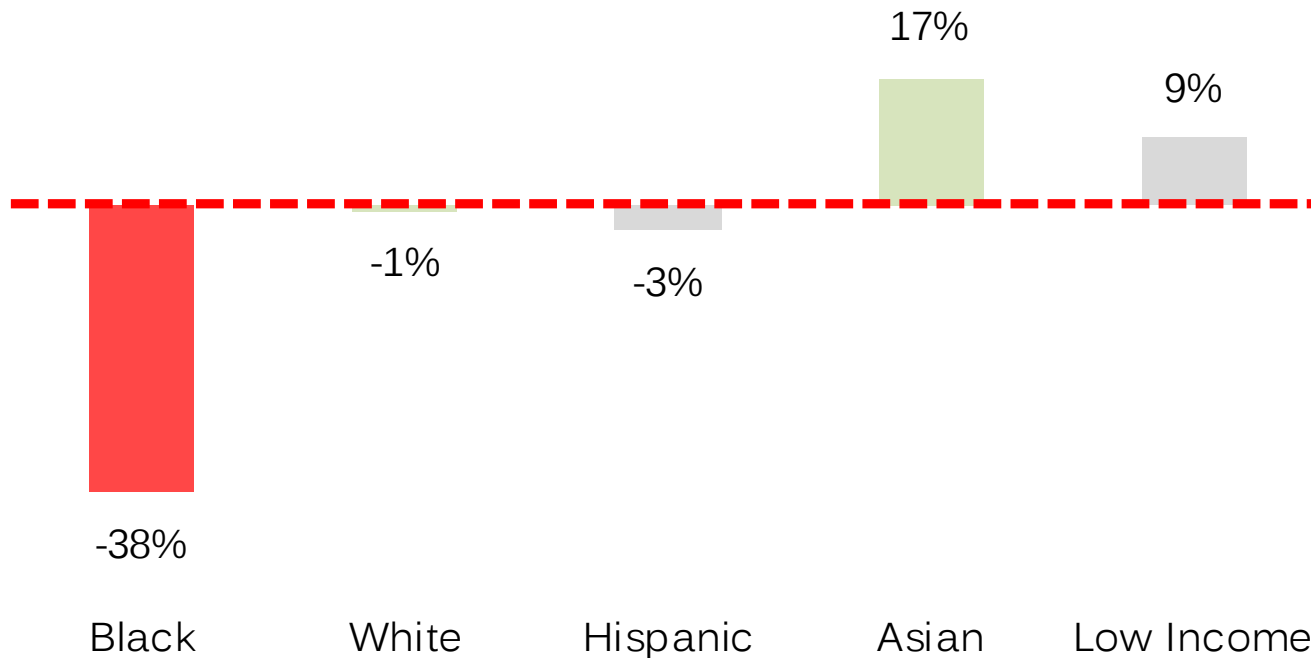* Census-defined EJ neighborhoods are concentrations of low-income and minority populations, based on data from the 2012-16 American Community Survey. Neighborhoods in the City of Newark are disqualified from being EJ areas, per a decision by the WILMAPCO Council. Heavy student presence inflates the city's poverty levels. Affordable housing EJ developments were identified using data from the DE State Housing Authority and SocialServe.
EJ school feeder zones represent schools with high concentrations of low income or minority students without a census-defined EJ area and within a block group with elevated poverty and/or minorities. Data were obtained from FirstMap, the DE Dept. of Education, SchoolDigger, MD Hometown Locator, and Cecil County Public Schools.

WILMAPCO

Delaware County

Chester County

PENNSYLVANIA

MARYLAND

New Castle County

Cecil County

NEW JERSEY

Salem County

Delaware River

Chesapeake Bay

DELAWARE

City of Wilmington Inset

EJ Neighborhoods

Census-defined

Moderate

Significant

Affordable Housing Developments

Moderate (25-99 units)

Significant (100+ units)

EJ School Feeder

Moderate

Sources: 2012-16 ACS, Socialserve, DE State Housing, SchoolDigger, MD Hometown Locator, FirstMap, DE Dept. of Education, Cecil County Public Schools

0   5   10
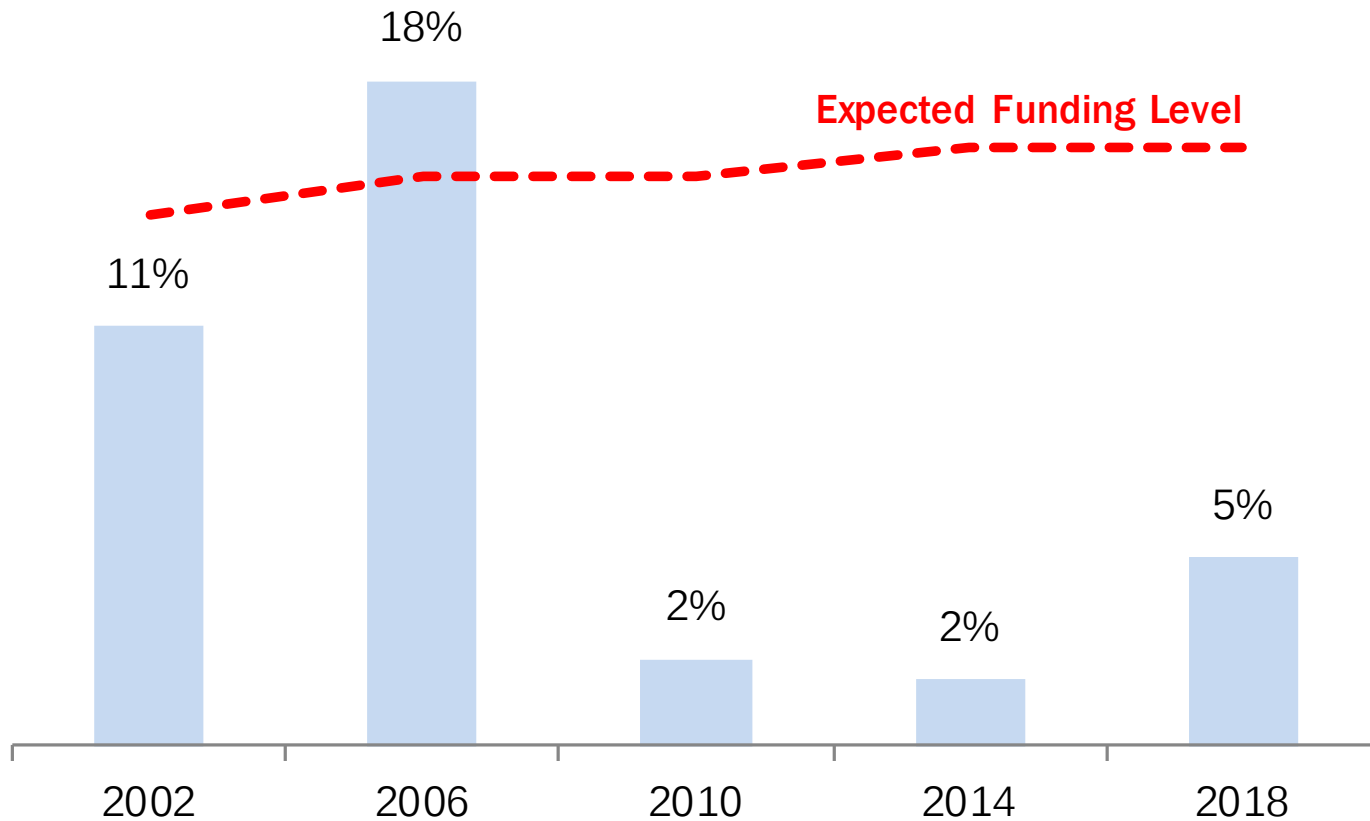
miles

TJ Analysis: TIP Project Equity

TIP Project Funding Equity within Areas of Concentration 2002 - 2018

- Deviation from "expected" funding levels. Project funding received compared to the total population with the concentrations.

- Summed TIP Spending on "community projects" from years 2002, 2006, 2010, 2014, and 2018. Compared to total mappable TIP spend.

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- Census data: 2000 Census, 2006 - 2010 ACS, 2012 – 2016 ACS
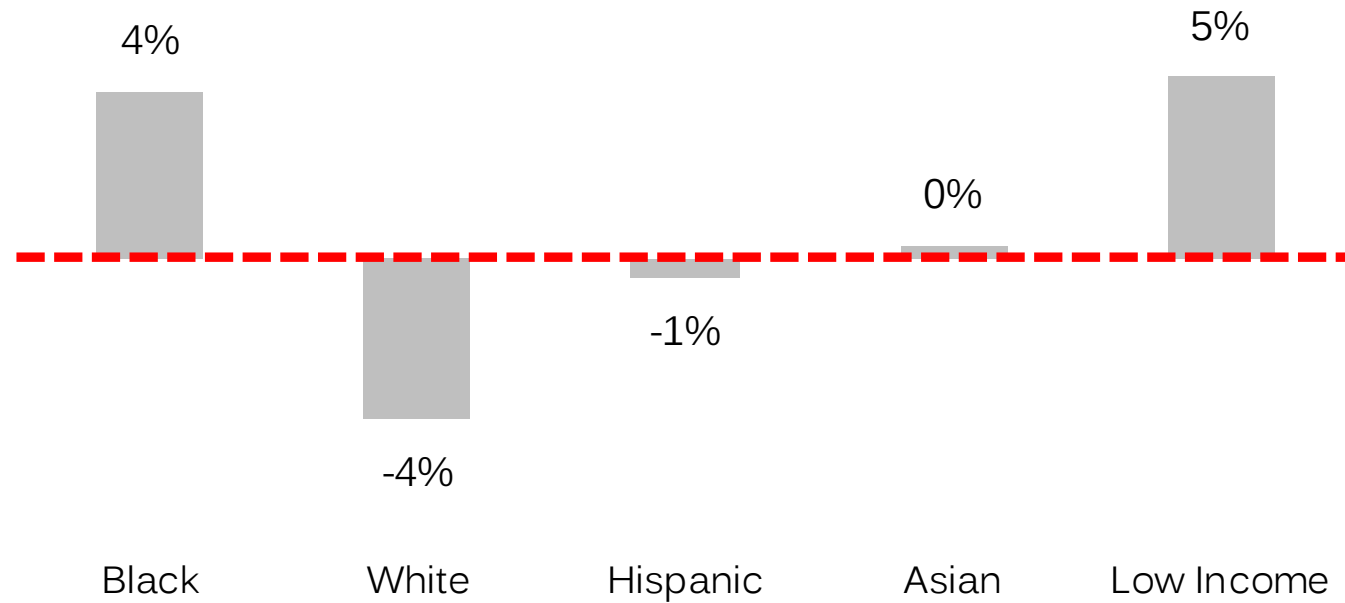
TJ Analysis: TIP Project Equity

TIP Project Funding Equity within Black Concentrations

"Expected Funding Level" = total population within the black concentrations

TJ Analysis: UPWP Plans Equity

Transportation Planning Equity
1999 - 2019

■ Deviation from "expected" planning levels. The total racial/ethnic and low income populations within block groups with UPWP projects compared to the regional averages for those populations.

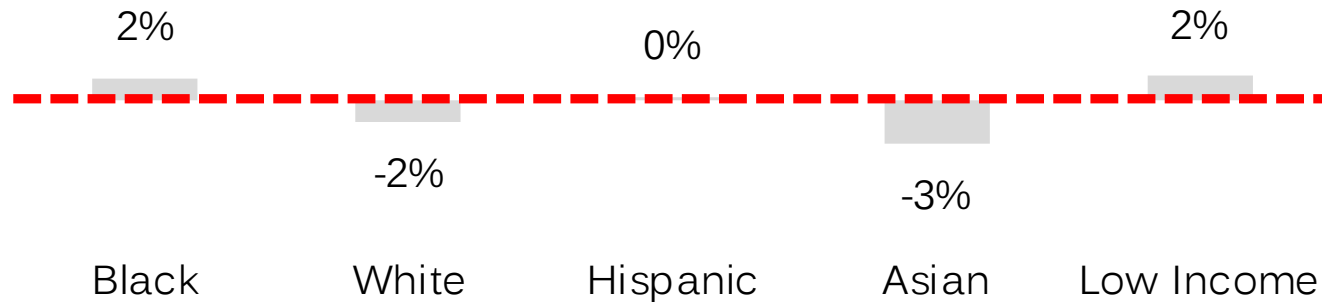■ Census data: 2000 Census, 2006 - 2010 ACS, 2012 – 2016 ACS

Chart values:
- Black: 4%
- White: -4%
- Hispanic: -1%
- Asian: 0%
- Low Income: 5%

TJ Analysis: UPWP Plans Equity

- 15 plans within black concentrations
- 1999 – 2019
- 9 plans (60%) in 2013 or after
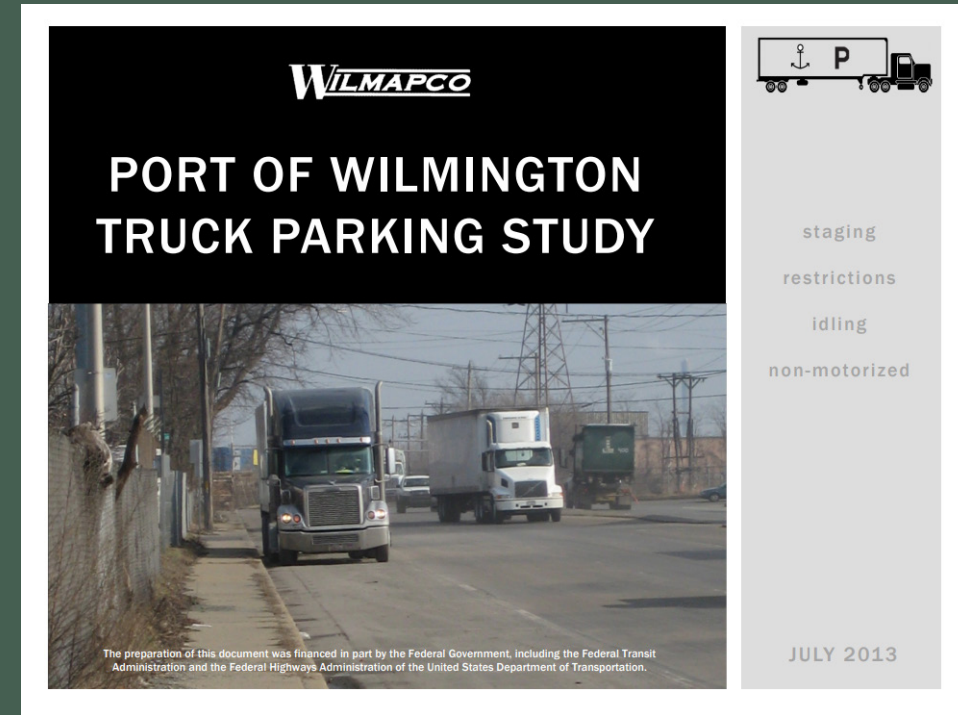
TJ Analysis: Crash Equity

All Crash Equity within Areas of Concentration in 2016

■ Deviation from "expected" crash levels. Total crashes compared to the total population within the concentrations.

■ Expressway crashes excluded

■ Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

■ 2016 data from DelDOT and MDOT; 2012 – 2016 ACS
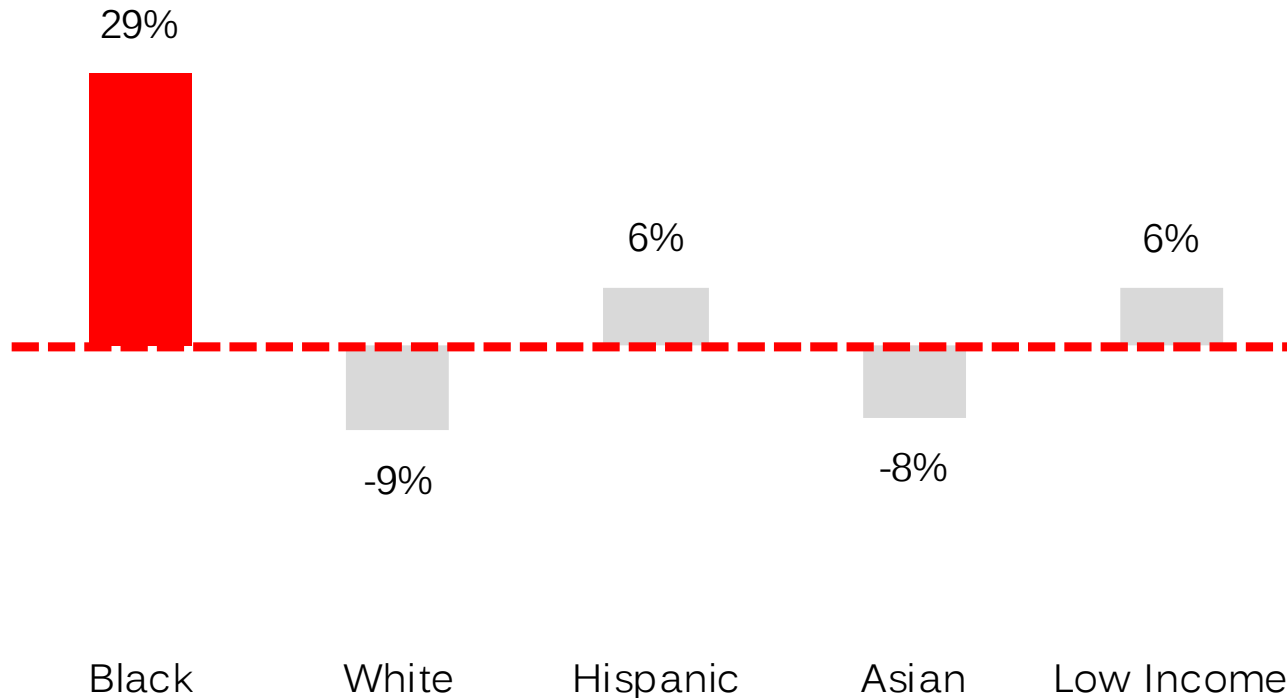
TJ Analysis: Pedestrian Crash Equity

Pedestrian Crash Equity within Areas of Concentration in 2016

- Deviation from "expected" crash levels. Total crashes compared to the total population within the concentrations.

- Expressway crashes excluded

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- 2016 data from DelDOT and MDOT; 2012 – 2016 ACS

TJ Analysis: Bicycle Crash Equity

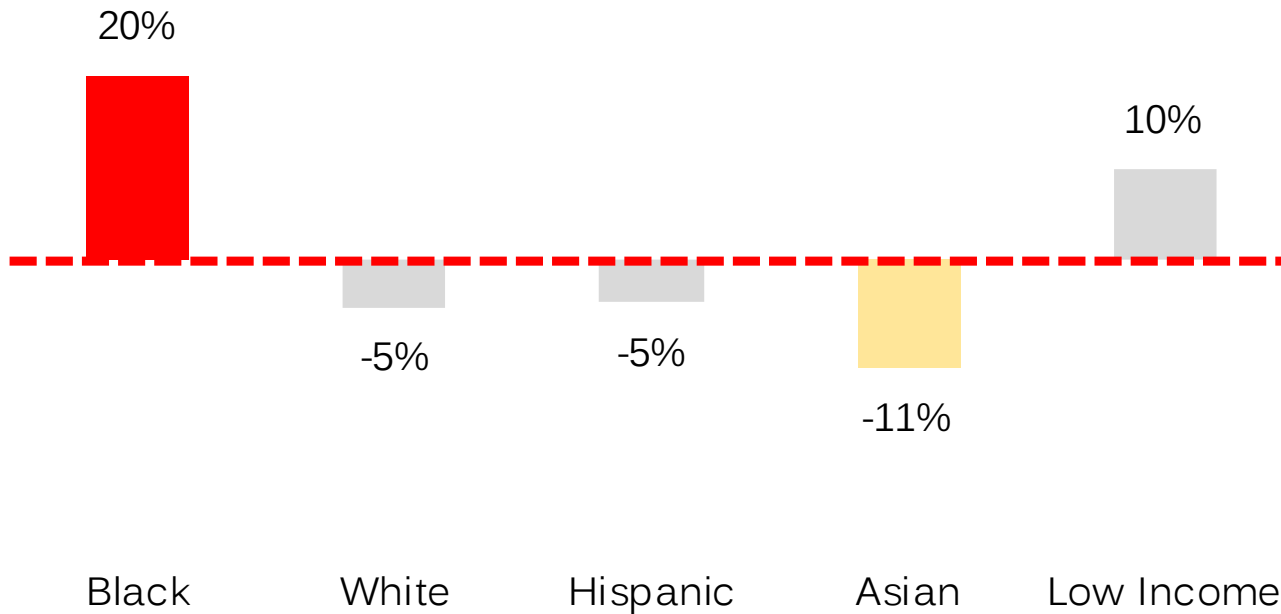**Bicycle Crash Equity** within Areas of Concentration in 2016

- Deviation from "expected" crash levels. Total crashes compared to the total population within the concentrations.

- Expressway crashes excluded

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- 2016 data from DelDOT and MDOT; 2012 – 2016 ACS

Chart values:
- Black: 20%
- White: -5%
- Hispanic: -5%
- Asian: -11%
- Low Income: 10%

TJ Analysis: Crash Equity

Pedestrian/Bike Crashes within in Black Concentrations in 2016

- **142** pedestrian crashes - 51% of all NCC ped crashes

- **19** bicycle crashes - 41% of all NCC bike crashes

16% - NCC's population within black concentrations

Photo: Delaware Free News

TRANSPORTATION AND HOUSING COSTS
for Lower Income Households versus Poverty Concentrations

WILMAPCO Region

2019 Transportation Justice Report

PENNSYLVANIA

Combined Transportation and Housing Costs
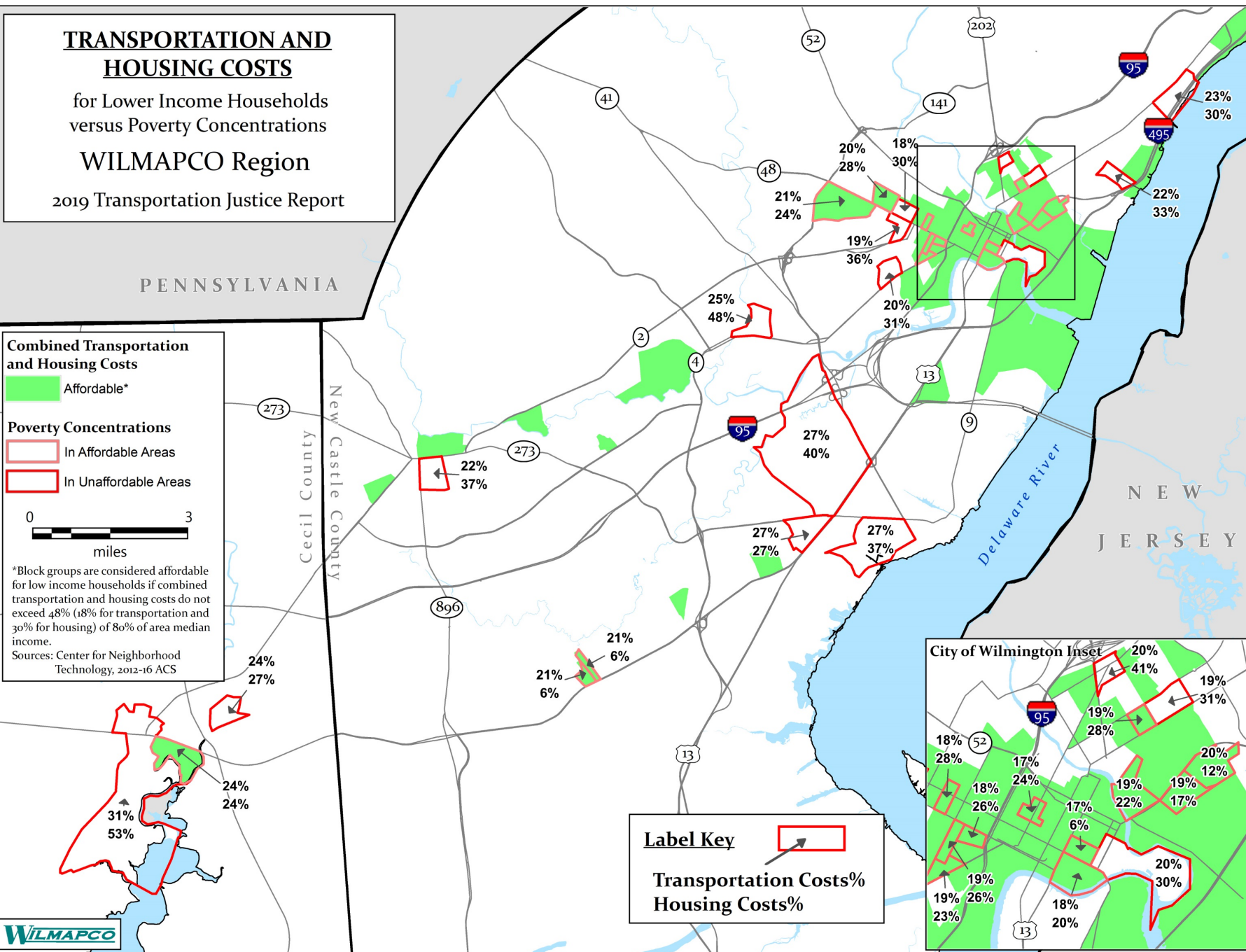
Affordable*

Poverty Concentrations

In Affordable Areas

In Unaffordable Areas

0 —— 3
miles

*Block groups are considered affordable for low income households if combined transportation and housing costs do not exceed 48% (18% for transportation and 30% for housing) of 80% of area median income.
Sources: Center for Neighborhood Technology, 2012-16 ACS

Cecil County

New Castle County

Delaware River

NEW JERSEY

Label Key

Transportation Costs%
Housing Costs%

City of Wilmington Inset

Map data labels (Transportation Costs% / Housing Costs%):
- 23% / 30%
- 22% / 33%
- 20% / 28%
- 18% / 30%
- 21% / 24%
- 19% / 36%
- 20% / 31%
- 25% / 48%
- 22% / 37%
- 27% / 40%
- 27% / 27%
- 27% / 37%
- 21% / 6%
- 21% / 6%
- 24% / 27%
- 24% / 24%
- 31% / 53%

Wilmington Inset labels:
- 20% / 41%
- 19% / 31%
- 19% / 28%
- 18% / 28%
- 17% / 24%
- 20% / 12%
- 19% / 22%
- 19% / 17%
- 18% / 26%
- 17% / 6%
- 19% / 26%
- 19% / 23%
- 18% / 20%
- 20% / 30%

T+H COST AFFORDABILITY FOR LOWER INCOME HH WITHIN POVERTY CONCENTRATIONS

6% of high poverty neighborhoods have affordable transportation costs

58% of high poverty neighborhoods have affordable housing costs

¼ of high poverty neighborhoods have equal or higher transportation costs than housing costs

Title VI/EJ: Engagement

Title VI/EJ: Public Engagement

- WILMAPCO has a strong outreach program

- Specific outreach to low-income/minorities since 2008

- Some success in implementation. . .
  But not enough to end disparities

- Revamp recommendations for 2019

Newsletter Subscribers
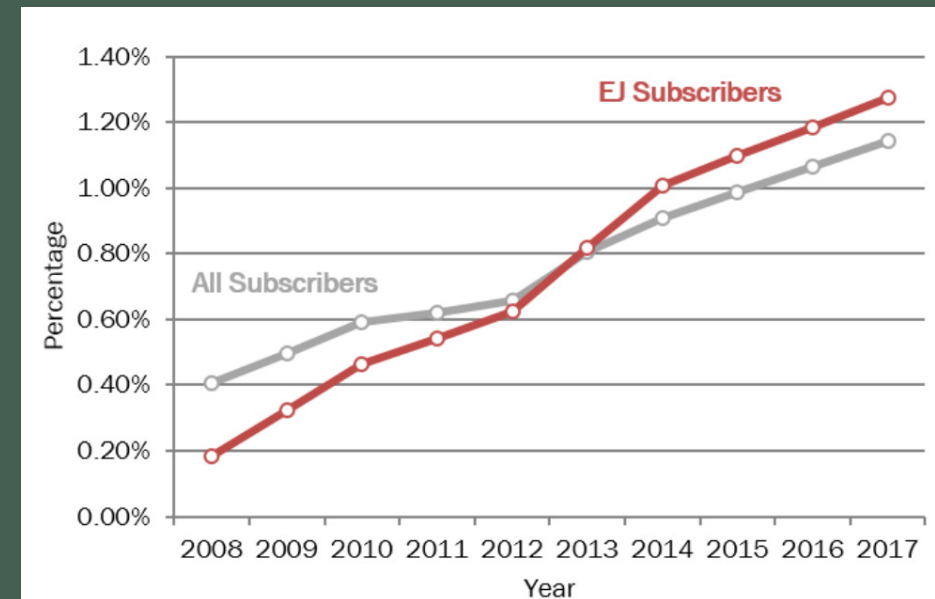
Public Opinion Survey

Low-income and black residents

* more transportation difficulties

* less familiarity with WILMAPCO

Title VI/EJ: Public Engagement

LITERATURE REVIEW

OUR EXPERIENCES

+

Simplified
Cultural Competency Continuum

Proficiency
- Proactive in promoting diversity
- Develops new interventions for equitable outcomes
- Advocates with, and on behalf of, people of color

Competency
- Effectively works cross culturally
- Recruits, hires, maintains a diverse workforce
- Collaborative community engagement

Sensitivity
- Willing to learn about different cultures
- States commitment to civil rights/serves distinct populations
- Token representation on governing boards
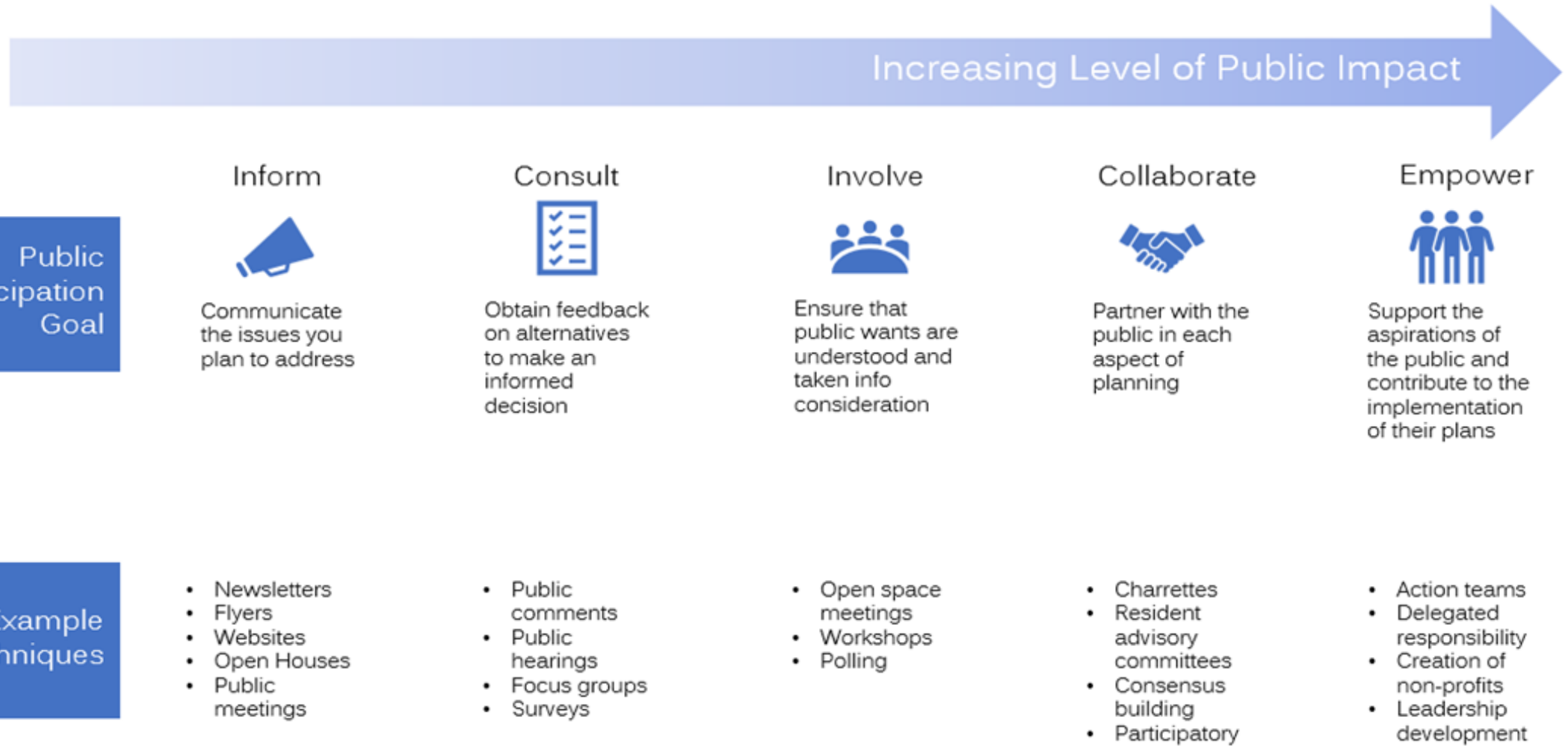
Blindness
- Assumes all people are alike/"one size fits all" approaches
- Ignores cultural strenghts; limited cultural capacity

Destructiveness/Incapacity
- Rejects other cultures or is unable to work with other cultures
- Certain cultural groups are benefited over others
- Values one culture over the other

Title VI/EJ: Public Engagement

Selected Agency Level Recommendations

■ Develop practices that integrate cultural groups of all ages

■ Participate in Title VI and EJ training and cultural competency training

■ Advocate with, and on behalf of, people of color

Title VI/EJ: Public Engagement

Selected Regional Level Recommendations

- Continue to diversify outreach methods

- Have equitable representation of minorities on the PAC

- Pursue equitable public feedback in studies, by race and class

Title VI/EJ: Public Engagement

Selected Local Level Recommendations

- Invest in relationship building

- Encourage residents to participate in decision making on committees
  - Representative cross-section
  - Clear mission
  - Accountability

- Empower residents to conduct surveys, facilitate meetings and provide explanation

Public Meetings (local/regional) Considerations

- Avoid unfamiliar locations
- Provide childcare
- Work w/others to provide snacks/food
- Venue must be bus and ADA accessible
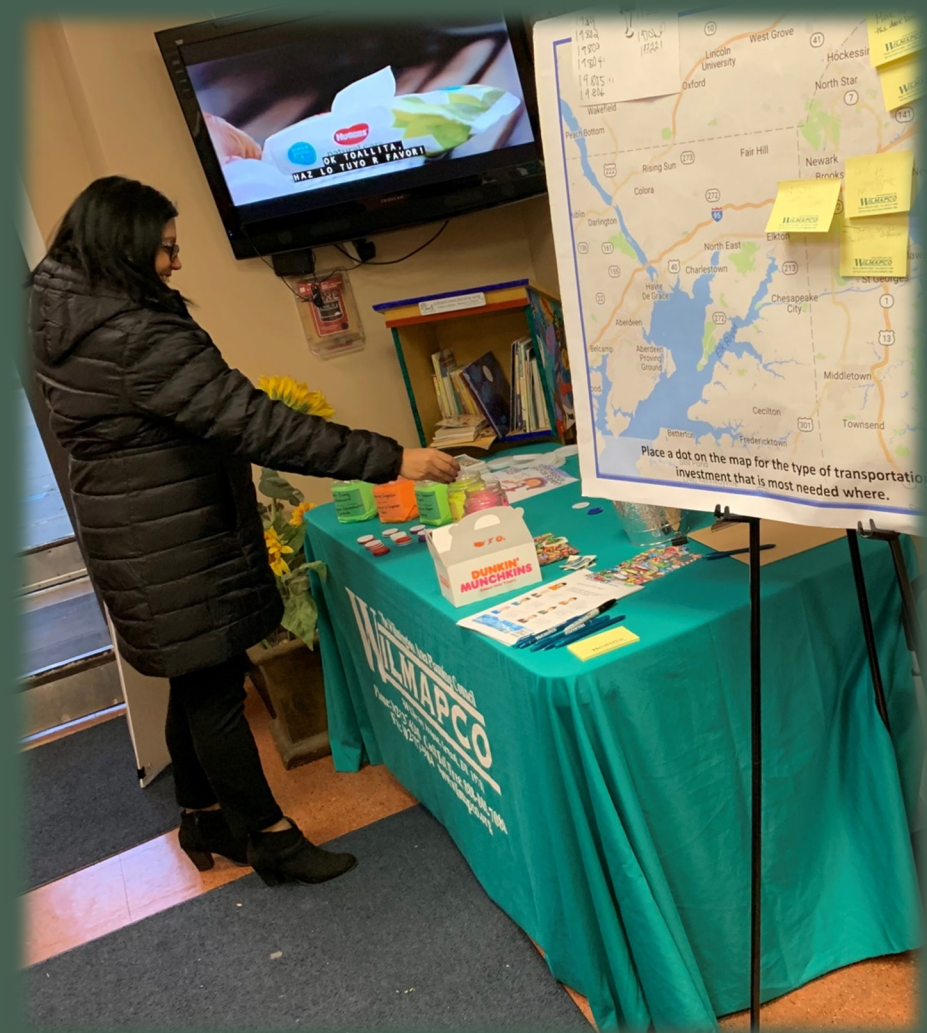- Work w/community to choose best time

Safe Harbor Provision

Provide reasonable interpretation, translation, and outreach to LEP communities that

- Exceed 5% of region's population, or

- >1,000 people

Safe Harbor Provision

Speak English "Less Than Very Well"

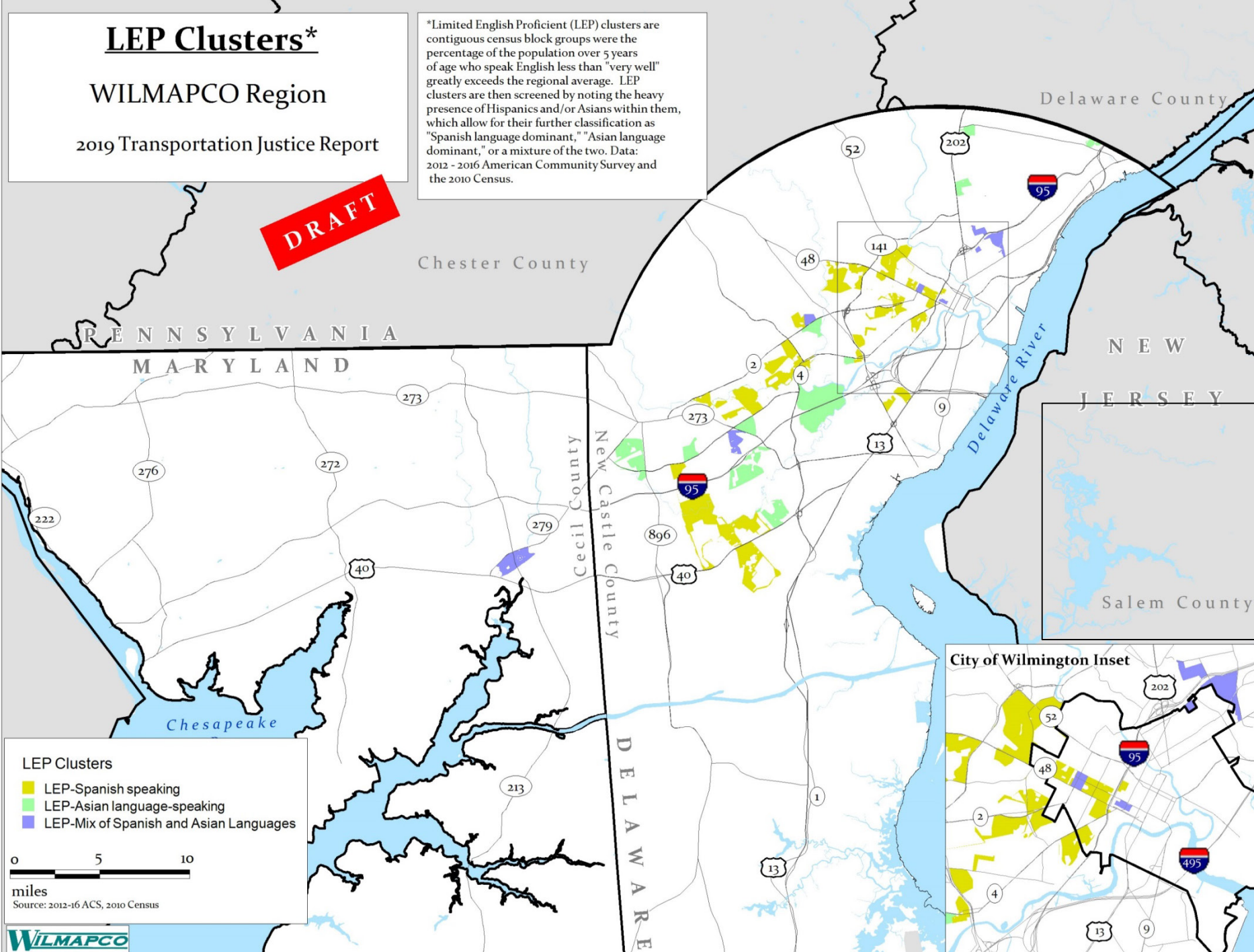|	New Castle County	Cecil County	WILMAPCO Region
Spanish	14,500	827	15,327
Chinese (incl. Mandarin, Cantonese)	3,324	77	3,401
Other Indo-European	2,813	168	2,981
Other Asian and Pacific Island	1,224	132	1,356
French, Haitian, or Cajun	707	19	726
Korean	612	100	712
Russian, Polish, or other Slavic	439	143	582
Other and Unspecific	550	0	550
Vietnamese	433	0	433
Arabic	333	6	339
Tagalog (incl. Filipino)	179	40	219
German, or other West German	175	4	179

LEP Clusters*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*Limited English Proficient (LEP) clusters are contiguous census block groups were the percentage of the population over 5 years of age who speak English less than "very well" greatly exceeds the regional average. LEP clusters are then screened by noting the heavy presence of Hispanics and/or Asians within them, which allow for their further classification as "Spanish language dominant," "Asian language dominant," or a mixture of the two. Data: 2012 - 2016 American Community Survey and the 2010 Census.

Delaware County

Chester County

PENNSYLVANIA
MARYLAND

NEW JERSEY

New Castle County

Cecil County

Delaware River

Salem County

DELAWARE

Chesapeake

LEP Clusters

- ☐ LEP-Spanish speaking
- ☐ LEP-Asian language-speaking
- ☐ LEP-Mix of Spanish and Asian Languages

0   5   10

miles
Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset

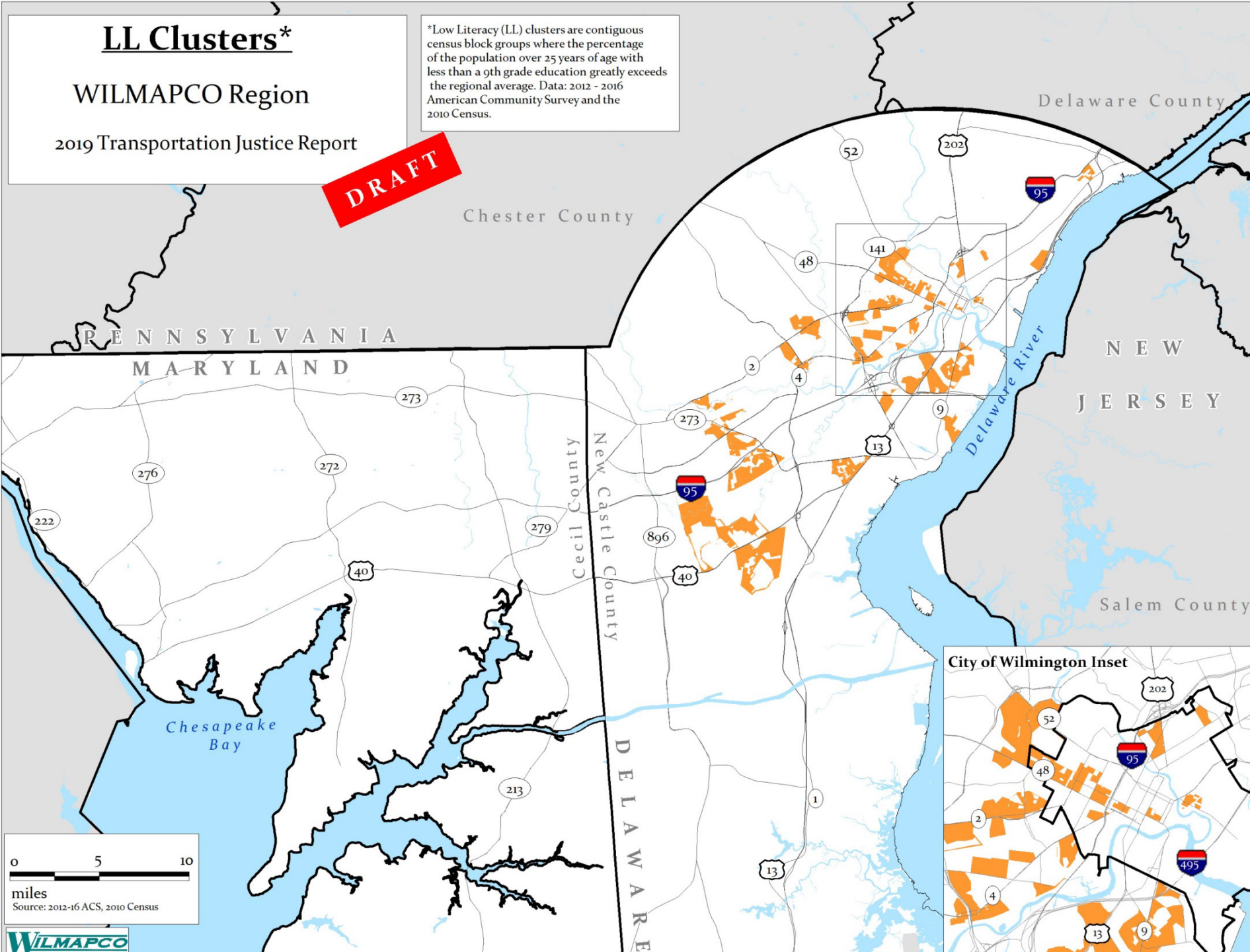WILMAPCO

LL Clusters*

WILMAPCO Region

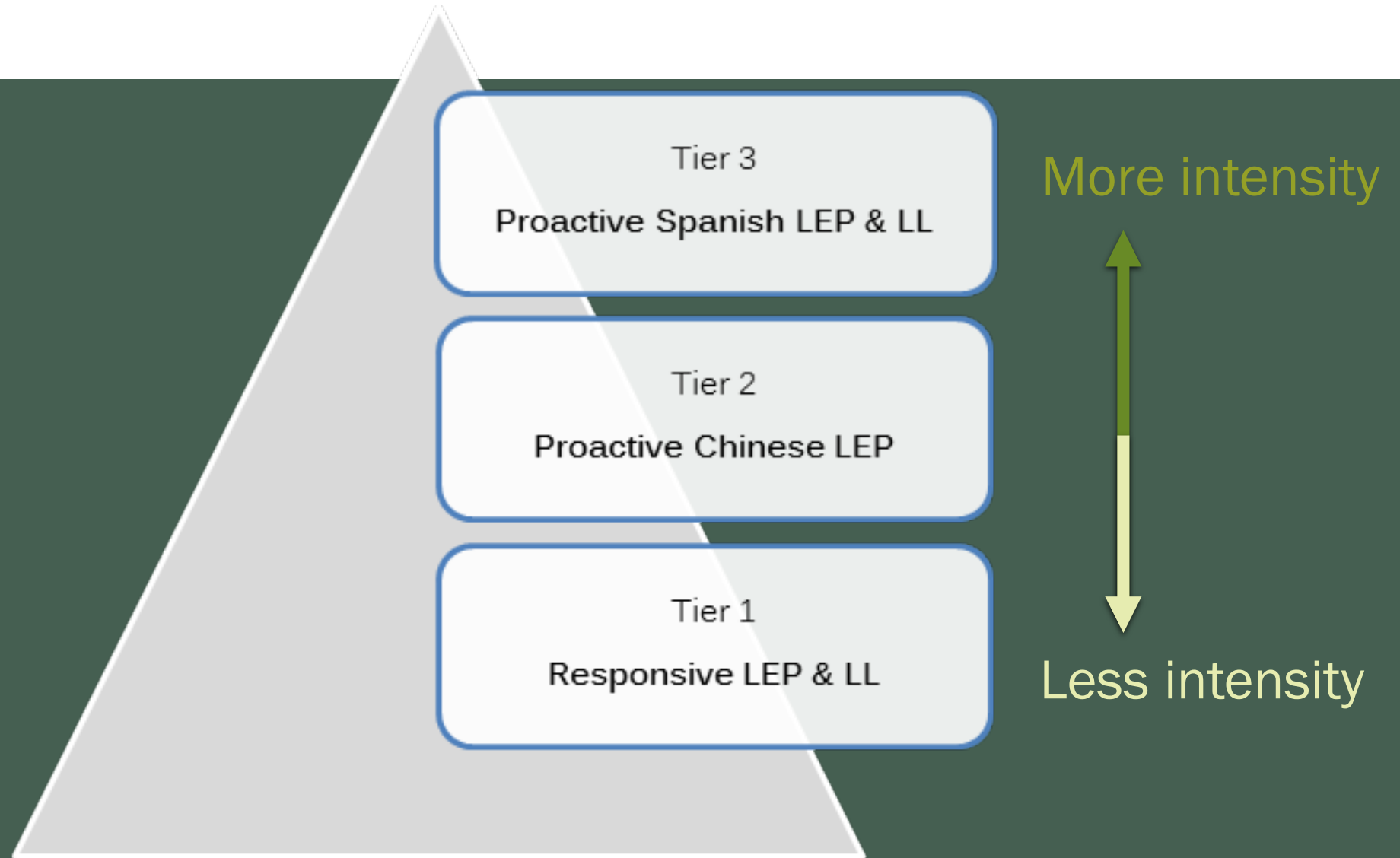### 2019 Transportation Justice Report

DRAFT

*Low Literacy (LL) clusters are contiguous census block groups where the percentage of the population over 25 years of age with less than a 9th grade education greatly exceeds the regional average. Data: 2012 - 2016 American Community Survey and the 2010 Census.

Delaware County

Chester County

PENNSYLVANIA
MARYLAND

NEW JERSEY

Delaware River

Cecil County

New Castle County

Chesapeake Bay

Salem County

DELAWARE

City of Wilmington Inset

miles
Source: 2012-16 ACS, 2010 Census

WILMAPCO

Tier 3 – Proactive Service

In Spanish

- Non-discrimination assurances and complaint form/procedures

- "About WILMAPCO" webpage

- Plans translated, upon request

Build partnerships with Latin American Community Center, the Delaware Hispanic Commission, and Spanish media

Tier 3 – Proactive Service (continued)

- Continue to provide notices to Spanish media

- Consider Hispanic outreach consultant

Tier 3 – Proactive Service (continued)

Studies within an LEP Spanish cluster, or regional studies

- ■ Translate top-level study materials

- ■ Partner with local institutions for Spanish LEP participation

- ■ Spanish interpreter (preferably community member) at workshops

Tier 3 – Proactive Service (continued)

Studies within an LL cluster, or regional studies

■ **Must have** visual and/or oral –based outreach and feedback

Studies without an LL cluster

■ **Should have** visual and/or oral –based outreach and feedback

Next Steps/Timeline

■ Connectivity analysis (CADSR data)

■ Mobility-Challenged Chapter (technical analysis/outreach recommendations)

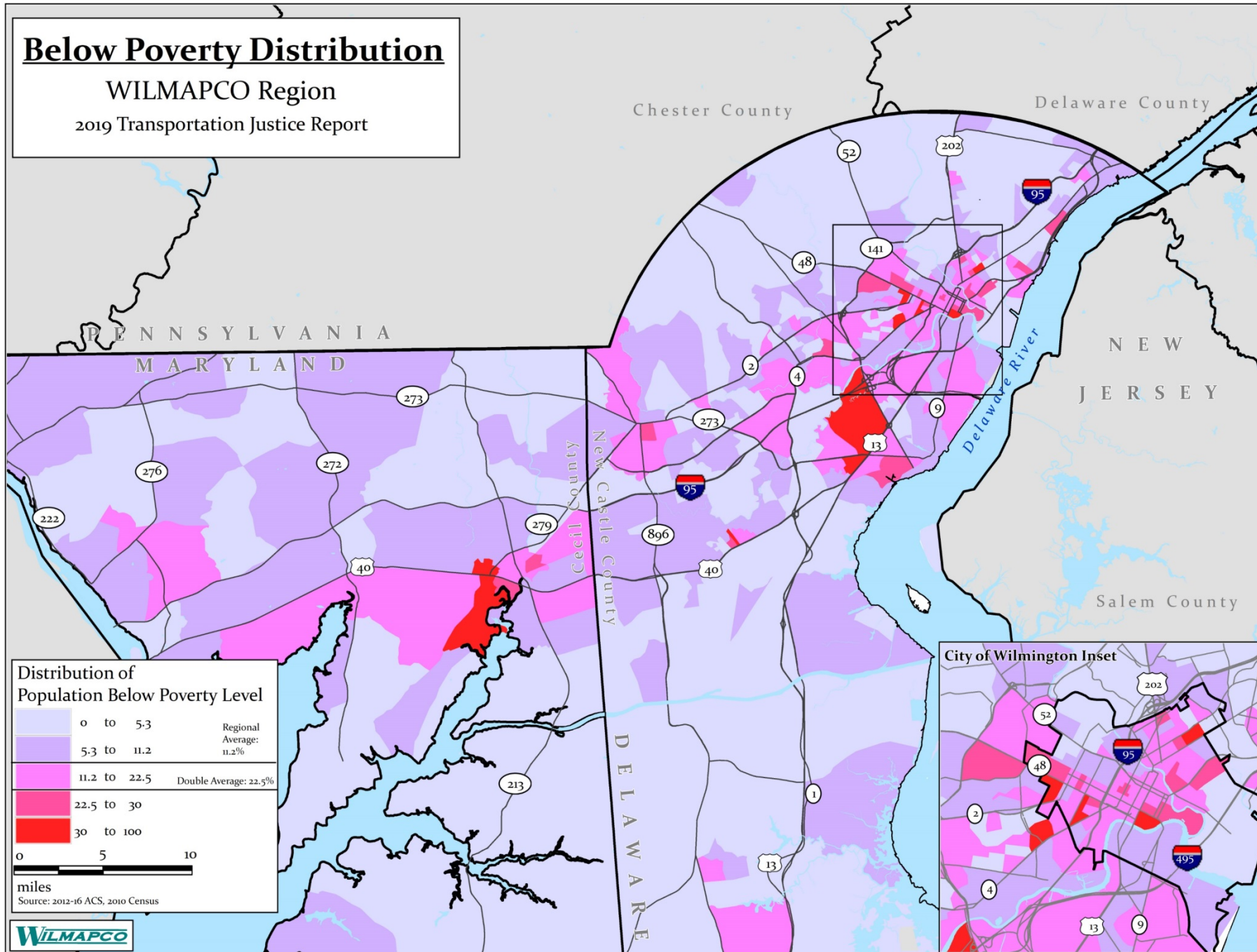■ Projected Council endorsement in Nov. 2019

Below Poverty Distribution
WILMAPCO Region
2019 Transportation Justice Report

Distribution of
Population Below Poverty Level

0 to 5.3	Regional Average: 11.2%
5.3 to 11.2	
11.2 to 22.5	Double Average: 22.5%
22.5 to 30	
30 to 100	

0   5   10

miles

Source: 2012-16 ACS, 2010 Census

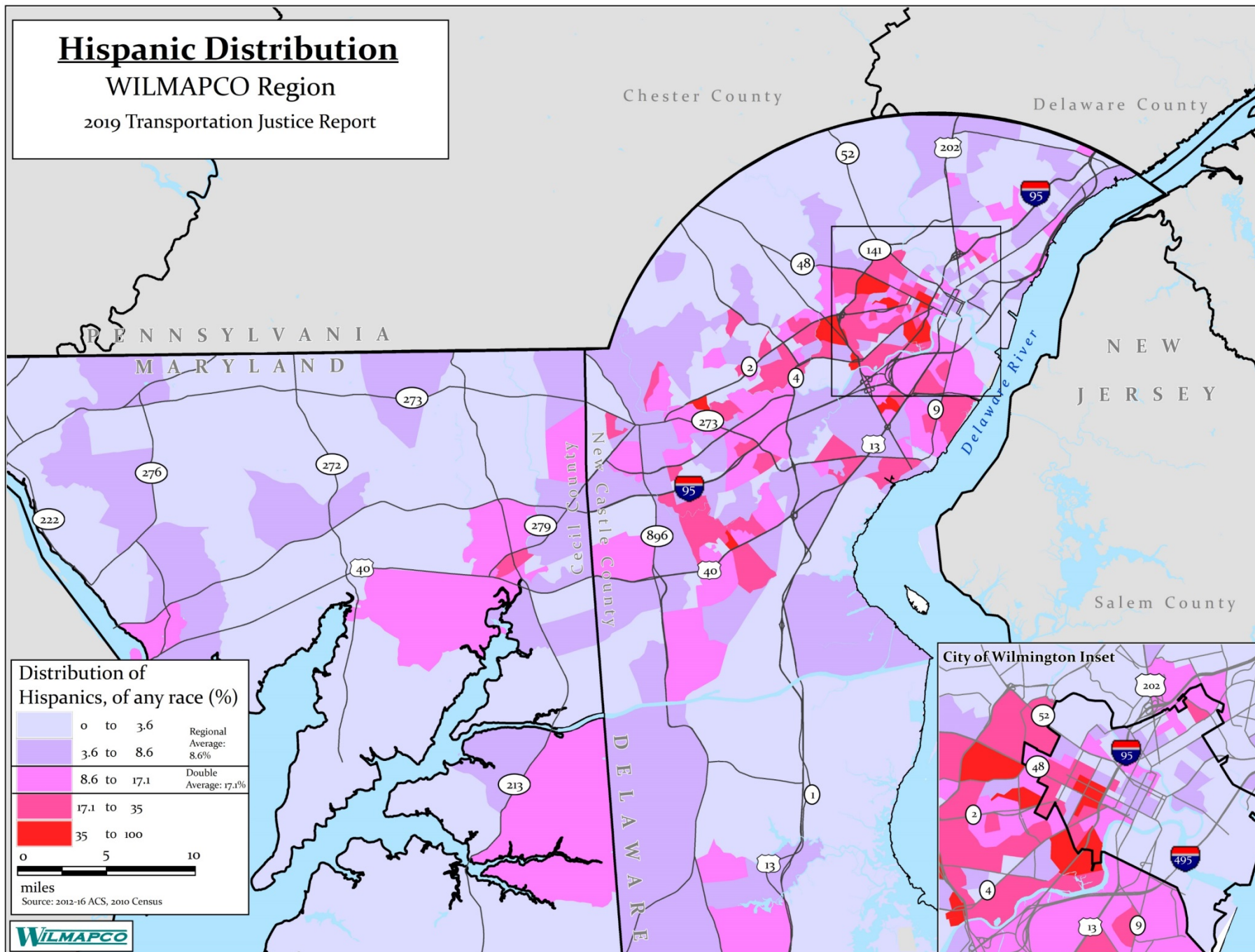City of Wilmington Inset

Non-Hispanic
Black Distribution
WILMAPCO Region
2019 Transportation Justice Report

Distribution of Non-Hispanic
Black alone, not in combination (%)

- 0 to 10
- 10 to 21
- 21 to 42
- 42 to 60
- 60 to 100

Regional Average: 21.0%

Double Average: 42.0%

0   5   10
miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset

Chester County

Delaware County

PENNSYLVANIA
MARYLAND

New Castle County

Cecil County

DELAWARE

NEW JERSEY

Salem County

Delaware River
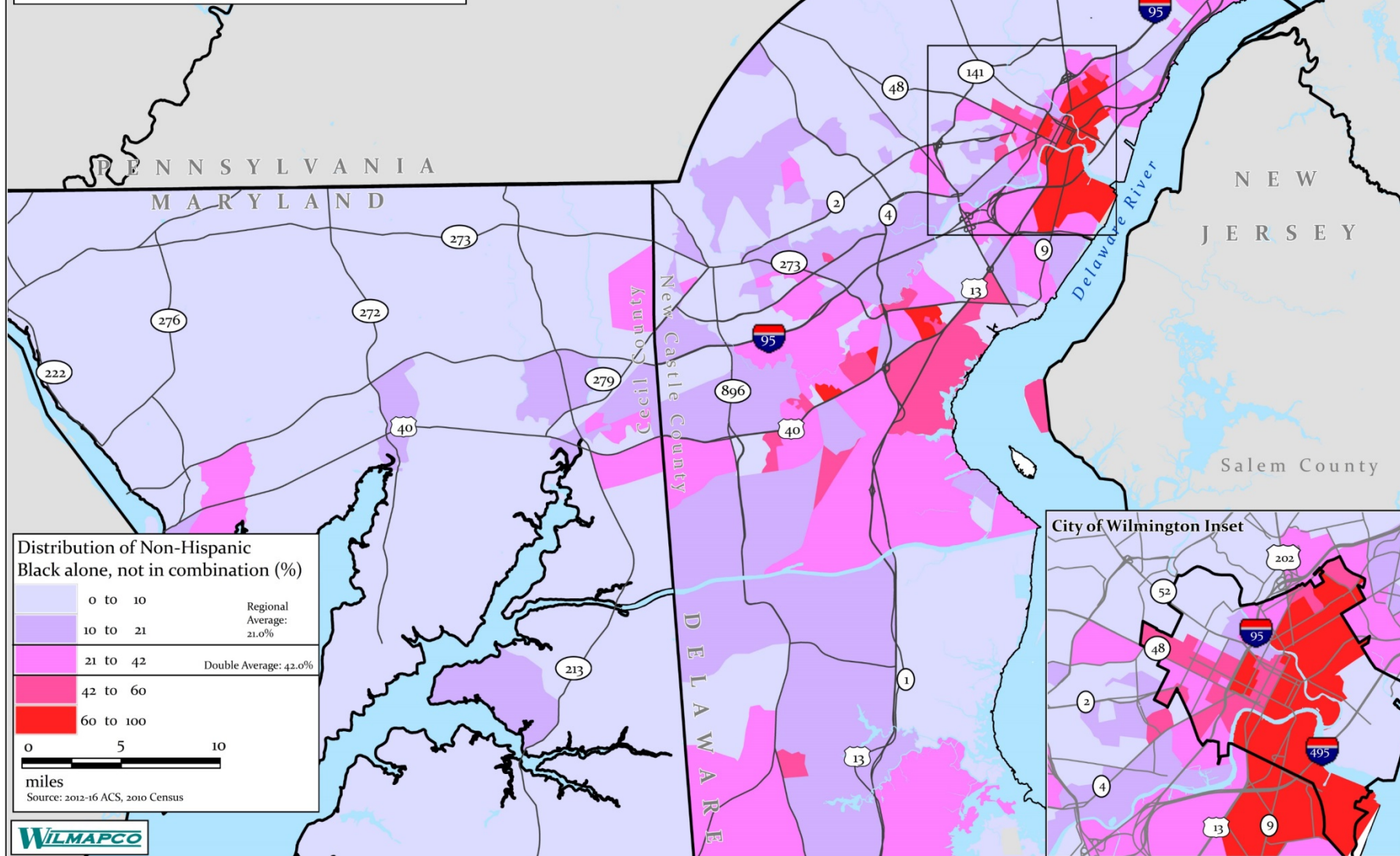
Hispanic Distribution

WILMAPCO Region

2019 Transportation Justice Report

Chester County

Delaware County

PENNSYLVANIA
MARYLAND

NEW
JERSEY

Delaware River

Cecil County

New Castle County

DELAWARE

Salem County

Distribution of Hispanics, of any race (%)

0 to 3.6	Regional Average: 8.6%
3.6 to 8.6	
8.6 to 17.1	Double Average: 17.1%
17.1 to 35	
35 to 100	

0   5   10

miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset

WILMAPCO

Non-Hispanic Asian Distribution

WILMAPCO Region

2019 Transportation Justice Report

Distribution of Non-Hispanic
Asian alone, not in combination (%)

- 0 to 2
- 2.1 to 4.5
- 4.5 to 9.1
- 9.1 to 20
- 20.1 to 34.4

Regional Average: 4.5%

Double Average: 9.1%

miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset
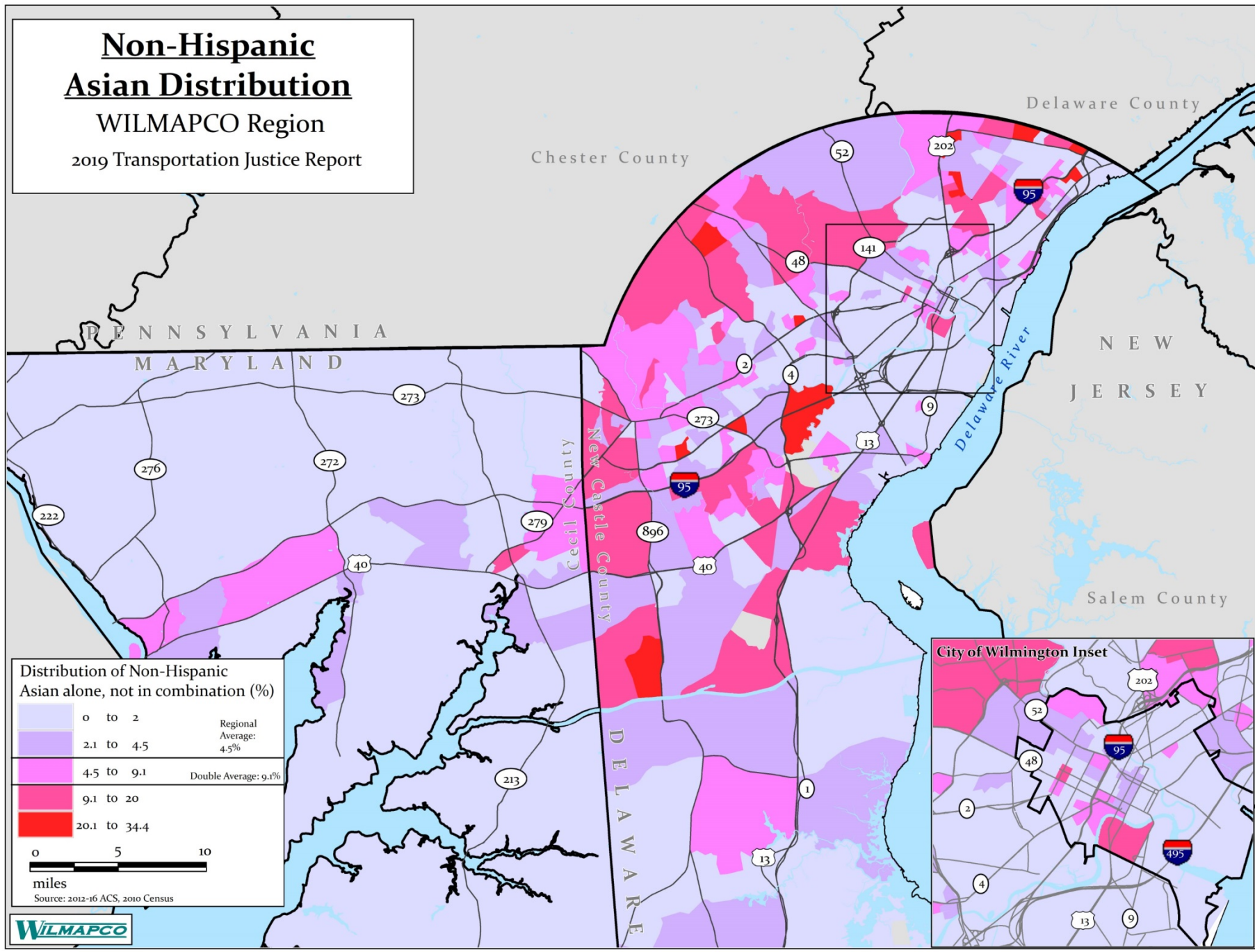
Non-Hispanic White Distribution
WILMAPCO Region
2019 Transportation Justice Report

Chester County

Delaware County

PENNSYLVANIA

MARYLAND

NEW

JERSEY

Cecil County

New Castle County

DELAWARE

Delaware River

Salem County

Distribution of Non-Hispanic White alone, not in combination (%)

	0 to 45	
	45 to 63.4	
	63.4 to 75	
	75 to 90	
	90 to 100	

Regional Average: 63.4%

Analysis Threshold: 90.0%

0   5   10
miles
Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset
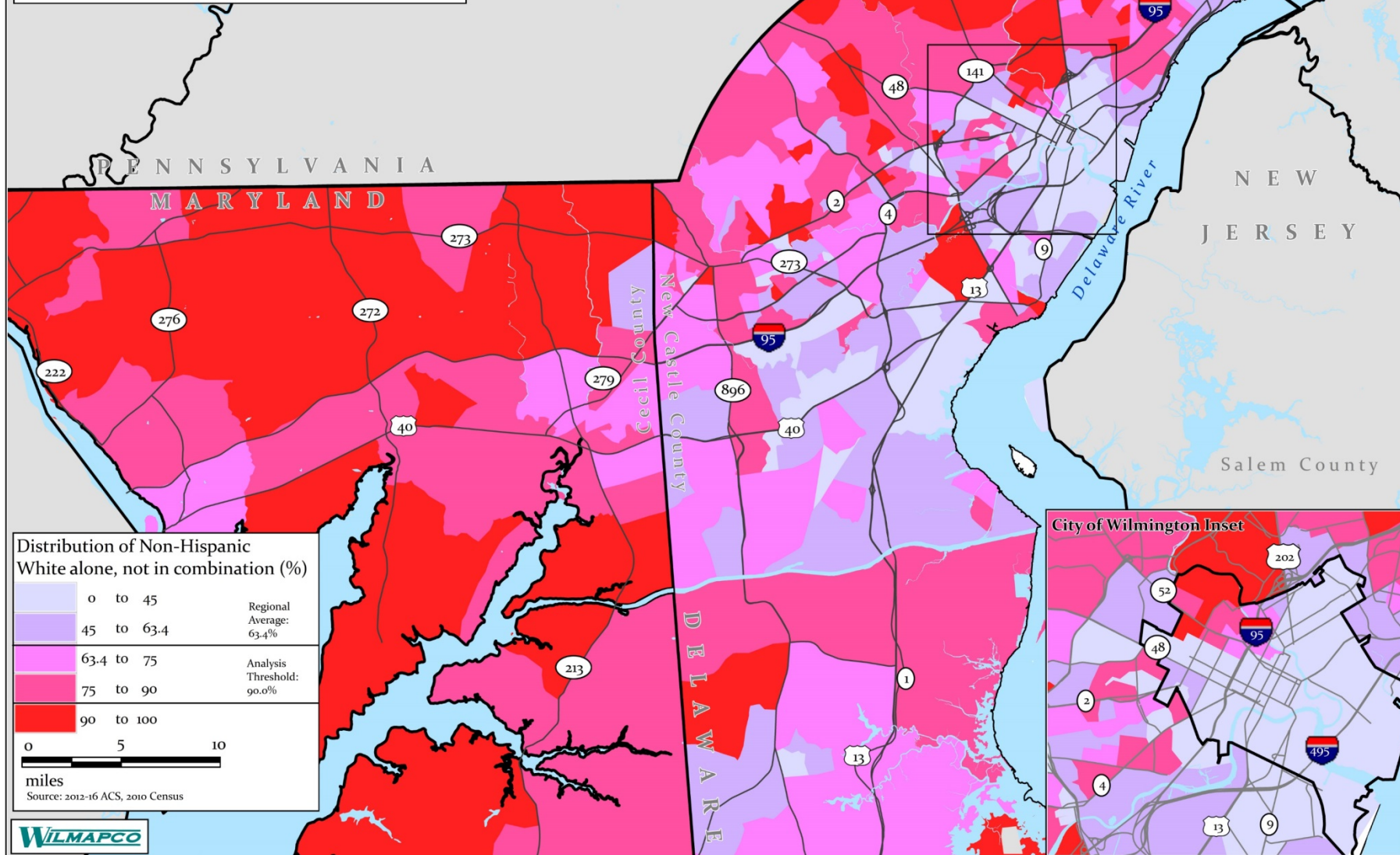
WILMAPCO

EJ Areas

- Concentrations of low-income and minority populations

- Used in WILMAPCO project prioritization processes
  - Points for projects given, or taken

- Historically, other spatial analyses

Microsoft

EJ Area Definitions

2012-2016 American Community Survey

- Census block group level analysis

- ID **heaviest concentrations** of EJ groups

Affordable housing data and elementary school demographic data to ID other areas

TJ Analysis: TIP Project Equity

Project spending within TJ group concentrations vs. total population of that concentration

- Poverty, blacks, Hispanics, Asians

- Whites added for comparison

- Concentration = >2x the regional %
  - For whites, >90%

TJ Analysis: TIP Project Equity

Only "community TIP projects" counted

- Excluded: Expressways, Railways

- Grouped bridge projects assumed equal funding

- Wilmington Riverfront projects not counted as "minority" or "low income"
  - Shares block groups w/distressed neighborhoods

Versus total TIP funding in equity analysis

Microsoft

TJ Analysis: UPWP Planning Equity

- Equitable distribution of Unified Planning Work Program (UPWP) plans
  - List of plans undertaken by WILMAPCO
  - Considered years 1999 to 2019
  - Excluded regional level projects

- Tag census block groups with UPWP projects

- Calculate racial/ethnic and poverty makeup of those places vs. regional average

A Plan for Walking and Bicycling in the Town of Perryville

PERRYVILLE GREENWAY PLAN

Developed by
WILMAPCO

In partnership with
The Town of Perryville, Maryland
Cecil County

With technical assistance from
Design Collective

Approved 3.8.2012

WWW.WILMAPCO.ORG/PERRYVILLE
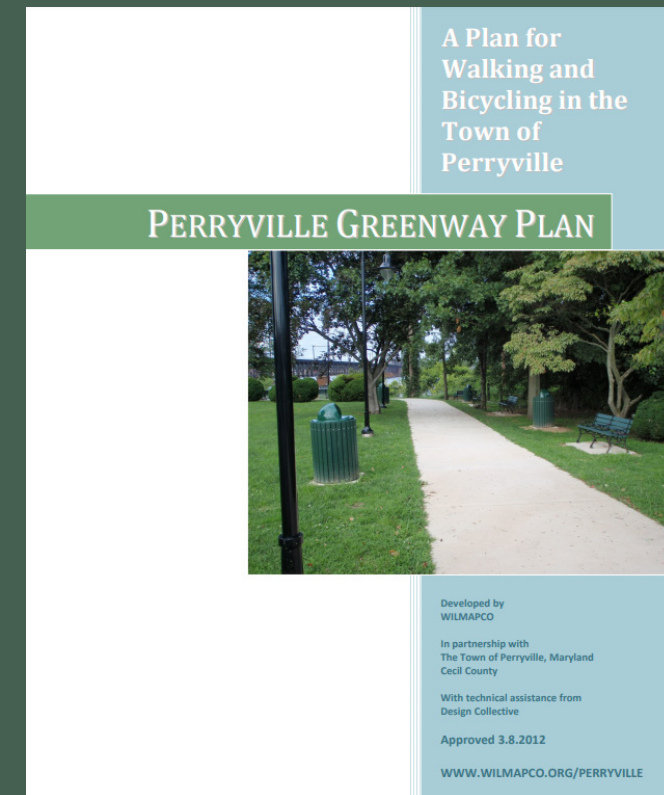
RTP ASPIRATION PROJECTS
within Black Concentrations
WILMAPCO Region
2019 Transportation Justice Report

DRAFT

PENNSYLVANIA

North Claymont Area Master Plan (14)

Southbridge Streetscape Improvements (9)

Christina River Greenway (8)

Port of Wilm. Truck Staging Area (10)

Route 9 Corridor Master Plan (15-16)

NEW JERSEY

*Community projects are projects that benefit the local community. Expressway and mainline rail projects are excluded. Only projects within Black concentrations are shown.
**Black concentrations are block groups with double or more the regional average (21%) of Non-Hispanic Blacks. The median technical score for these unfunded aspiration projects in Black concentrations is 10. This is equal to the median technical score for all funded (or constrained) projects in the 2050 RTP. Several unfunded projects within Black concentrations had technical scores greater than 10. The technical scores are shown in parentheses next to the project's title on this map.

Salem Church Rd: I-95 to US 40, Sidewalks (9)

US 40: SR 896 to SR72 (13)

US 40, SR 72 to Salem Church Rd (13)

Old Porter Road: Porter Road to SR 71 (1)

US 40/ US 13 Interchange (3)

SR 72: US 40 to SR 71, Sidewalks (9)

Del Laws Road, Sidewalks (2)

Delaware River

RTP 2050 Community Aspiration Projects*
— Multimodal (15)
— Bicycle/Pedestrian (3)
— Road (2)
▨ Black Concentrations**

0   3
miles

Source: 2012-16 ACS

WILMAPCO

City of Wilmington Inset

1500 block of King St to 2-way (2)

Market St: 11th to 16th (10)

Shipley St Enhancements (9)

8th St: 2-way btwn King & Walnut (13)

Market St: Add SB lanes 2nd to MLK (8)

Southbridge Streetscape Improvements (9)

SHIPLEY ST

S. HEALD ST

ASPIRATION (UNFUNDED) PROJECTS W/IN BLACK AREAS

17 total projects

10 Median tech score for these projects & all RTP constrained list projects

5 unfunded projects in black concentrations score >10

TJ Analysis: Crash Equity

Crashes in TJ group concentration vs. total population within those concentrations

- Expressway crashes excluded
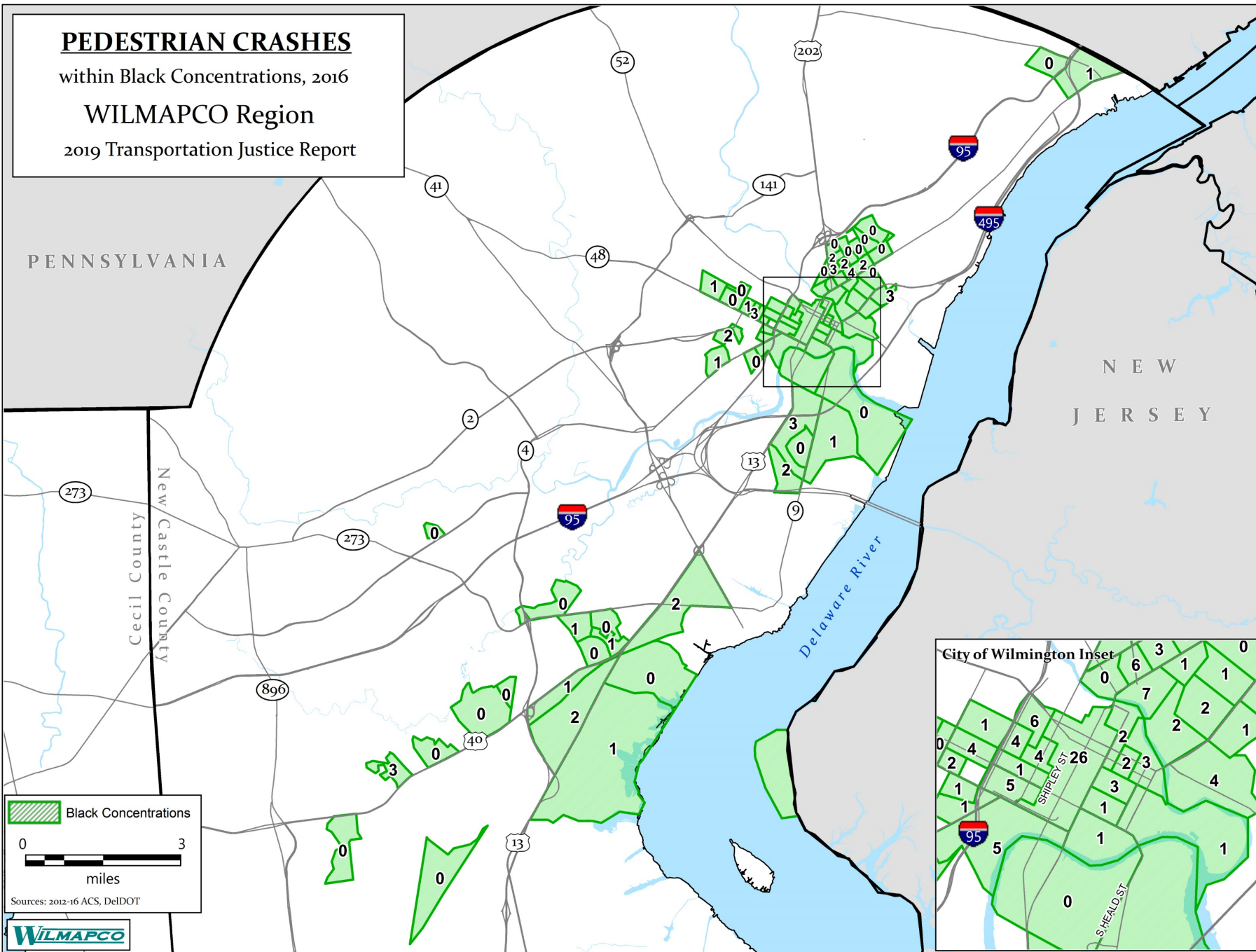- Year 2016 data
- Total crashes, pedestrian, and bicycle

Photo: Denis Hehman

PEDESTRIAN CRASHES

within Black Concentrations, 2016

WILMAPCO Region

2019 Transportation Justice Report

PENNSYLVANIA

NEW JERSEY

Cecil County

New Castle County

Delaware River

Black Concentrations

0   3

miles

Sources: 2012-16 ACS, DelDOT

City of Wilmington Inset

SHIPLEY ST

S. HEALD ST

WILMAPCO

BICYCLE CRASHES
within Black Concentrations, 2016
WILMAPCO Region
2019 Transportation Justice Report

Black Concentrations

0 ____ 3
miles

Sources: 2012-16 ACS, DelDOT

City of Wilmington Inset
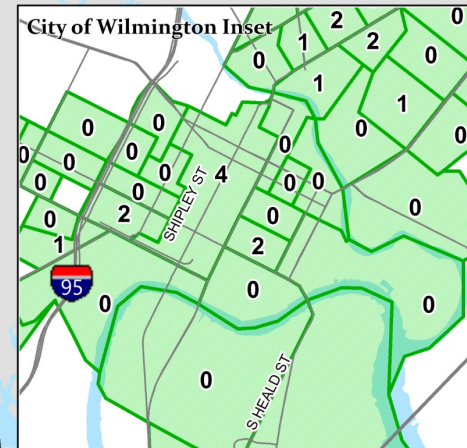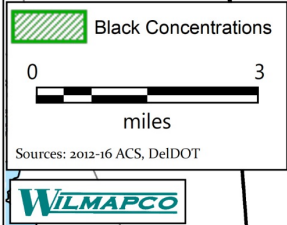
TJ Analysis: Travel Times to Work

Workers who commute >30 minutes

- Areas of racial/ethnic and poverty concentration
- Compared to regional average

TJ Analysis: Travel Time to Work

WILMAPCO

Driving Alone to Work >30 minutes
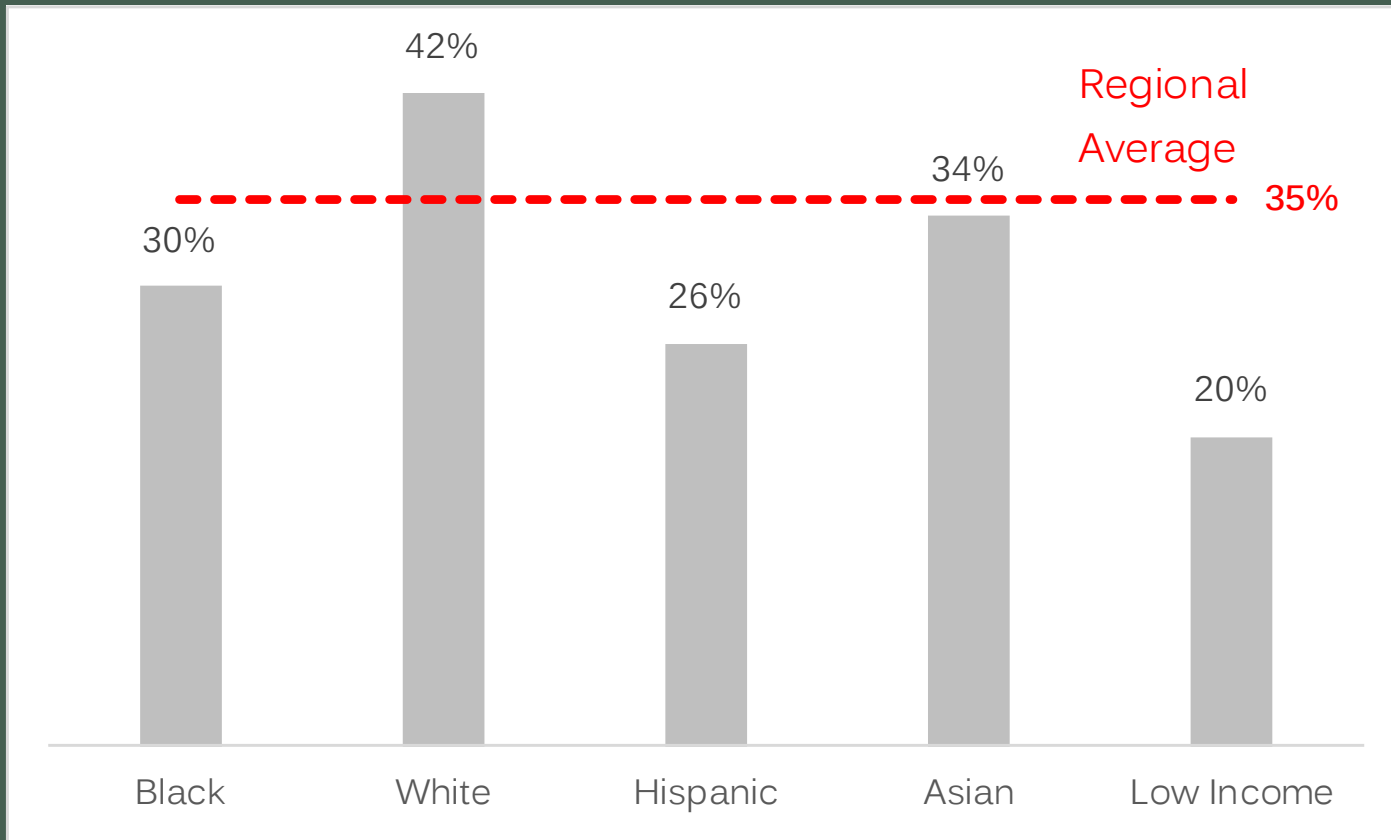
Regional Average
35%

- Black: 30%
- White: 42%
- Hispanic: 26%
- Asian: 34%
- Low Income: 20%

Travel Time Equity within Areas of Concentration 2012-2016

- Travel times greater than 30 minutes within areas of racial/ethnic and low income population concentrations.

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- 2012 – 2016 ACS

TJ Analysis: Travel Time to Work

Taking Transit to Work >30 minutes
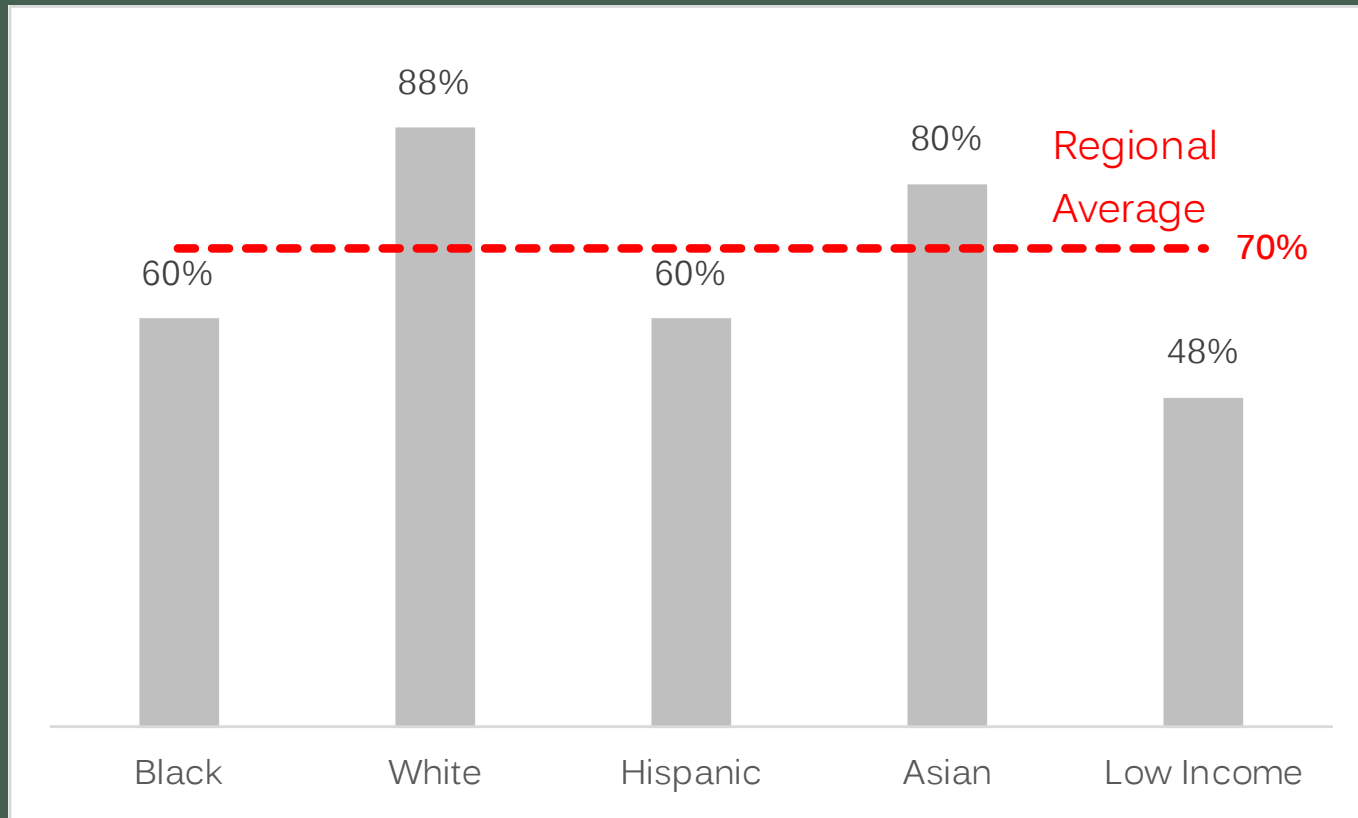
Bar chart showing percentages by group with a Regional Average line at 70%:
- Black: 60%
- White: 88%
- Hispanic: 60%
- Asian: 80%
- Low Income: 48%

Travel Time Equity within Areas of Concentration 2012-2016

- Travel times greater than 30 minutes within areas of racial/ethnic and low income population concentrations.

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- 2012 – 2016 ACS

TJ Analysis: Travel Time to Work

WILMAPCO

Average Commute to Work in minutes

Public Transit	49.3
Carpool	25.2
Drive Alone	24.8
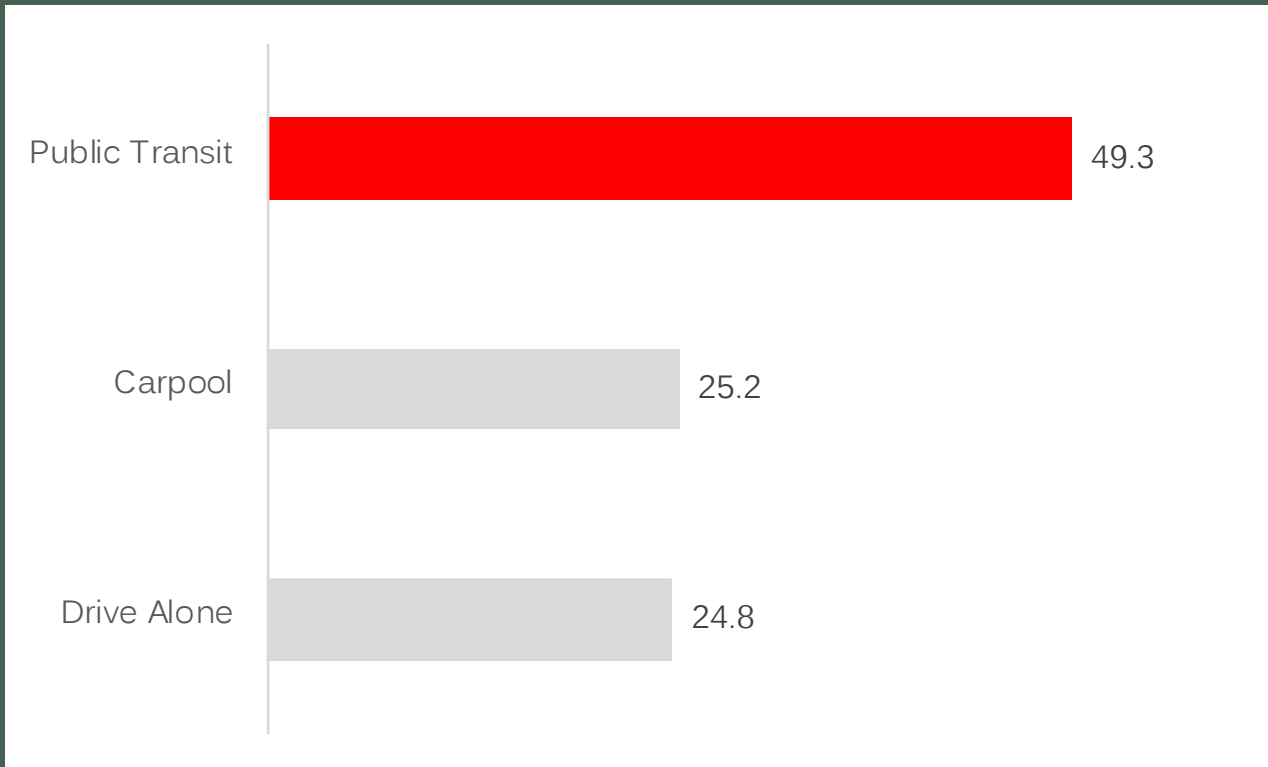
Average Commute Time
WILMAPCO Region
2012-2016

- Only commutes to work considered

- 2012 – 2016 ACS

TJ Analysis: Travel Time to Work

Commuter Demographic Composition

Legend: Black — White — Hispanic — Asian — Poverty

Y-axis: 70%, 60%, 50%, 40%, 30%, 20%, 10%, 0%

X-axis: Drive alone, Carpool, Transit
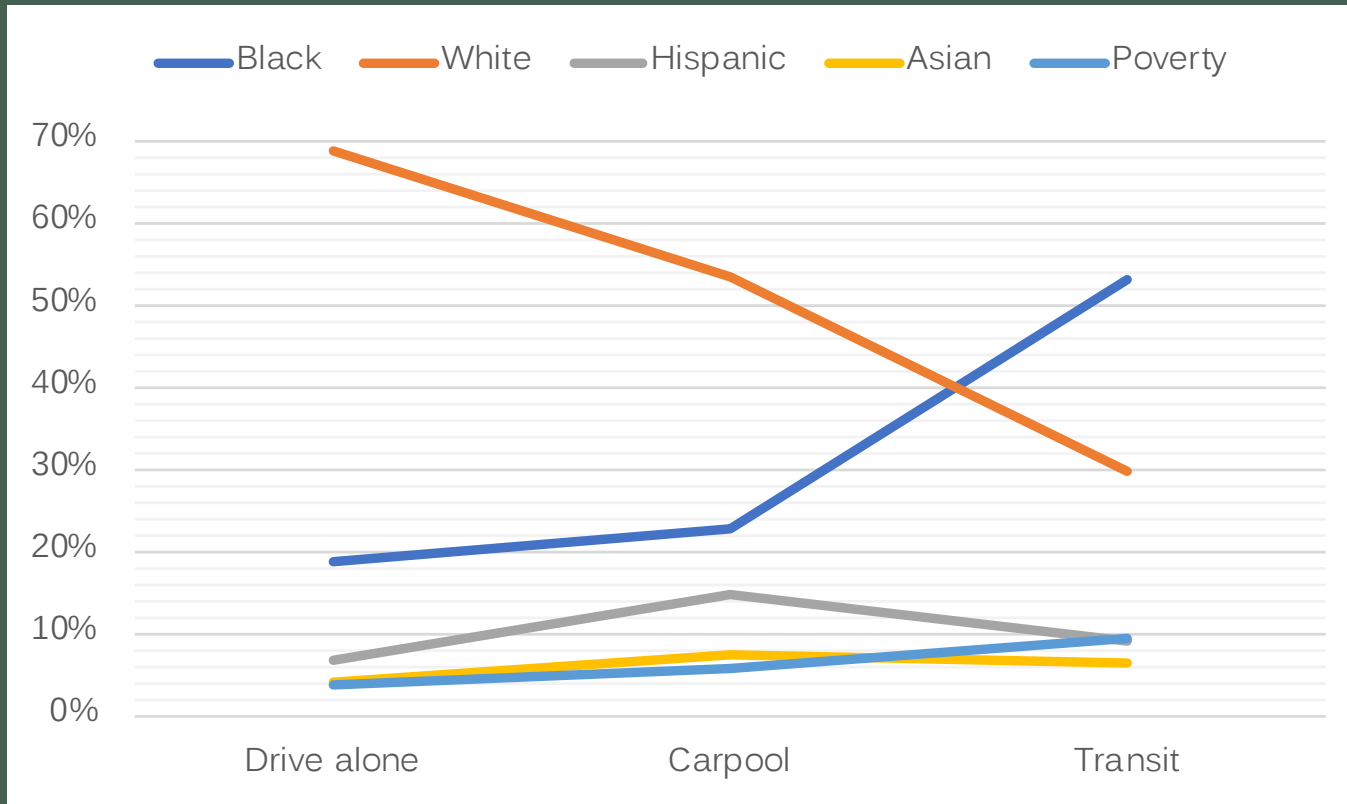
Commuter Demographics
WILMAPCO Region
2012-2016

- Demographic/socio-economic composition of commuters using each mode

- 2012 – 2016 ACS

TJ Analysis: Location Efficiency

Transportation and Housing Costs Affordability

- Center for Neighborhood Technology data

- Transportation/housing costs for lower-income household (80% of median income)

- Affordability of neighborhoods within racial/ethnic and poverty concentrations for a lower-income household

TJ Analysis: Location Efficiency

Affordable neighborhoods by concentration

Chart data:
- Black: 47%
- White: 0%
- Hispanic: 25%
- Asian: 5%
- Poverty: 45%

Regional Average: 13%
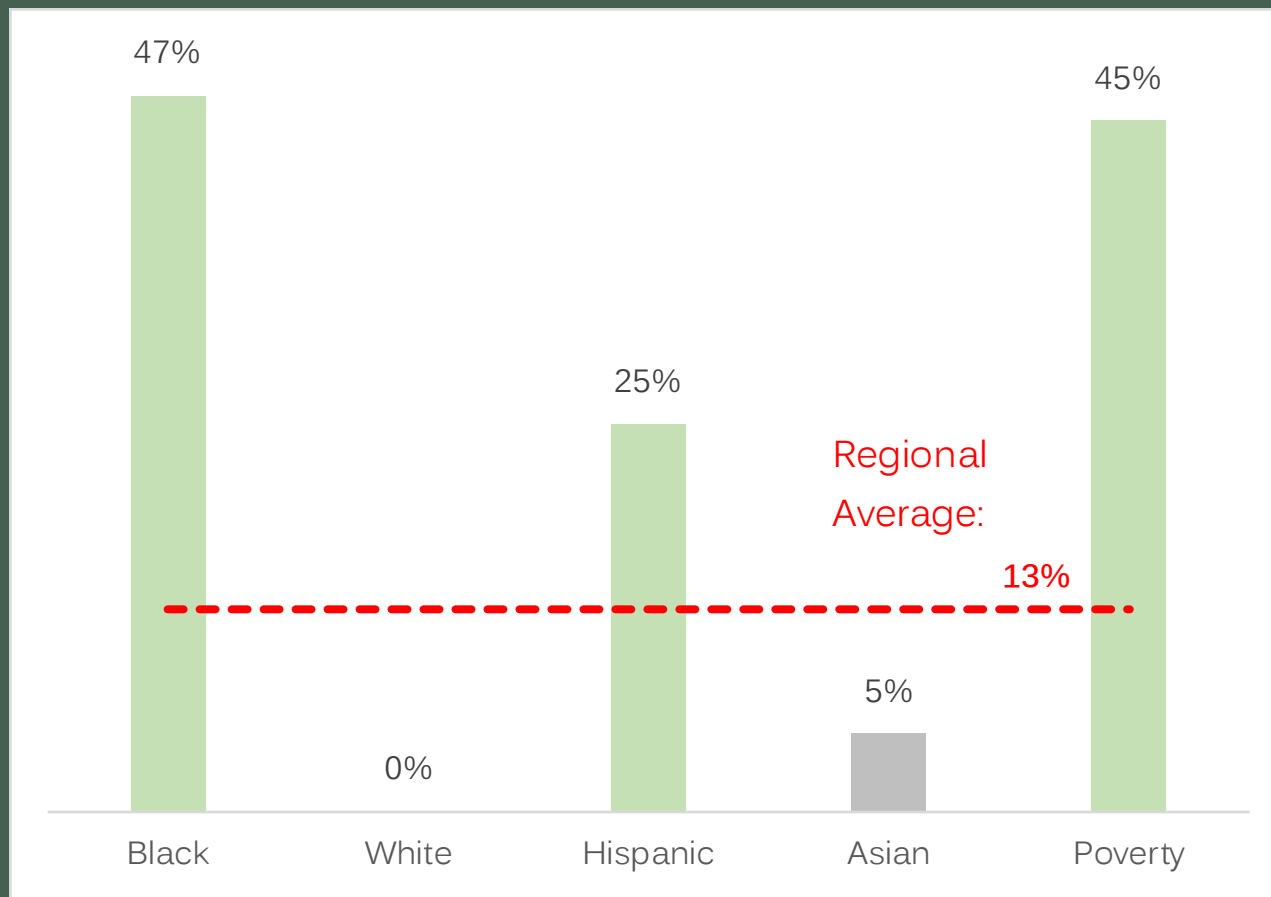
T+H Affordability within Areas of Concentration 2012-2016

- Percentage of affordable neighborhoods (block groups) within areas of concentration.

- Affordable is defined as having combined transportation and housing costs less than 48% of household expenses for a household earning 80% of median regional income.

- Considered racial and ethnic and low income concentrations to be block groups with double or more the regional average for that population, or >90% for whites

- 2012 – 2016 ACS

Title VI/EJ: Public Engagement

WILMAPCO

Limited public awareness/involvement

More reported transportation difficulties

Less capital investment

Higher crash rates

Concerning household spending on transportation/housing

4-Factor Analysis

1: How many are encountered/eligible

2: Frequency of contact

3: Importance of services

4: Resources and the cost of providing access

Tier 1 – Responsive Service

- Translatable website

- Interpretation of *any document*, in *any language*, if requested

- Follow up w/LEP individuals at public meetings

- Collect feedback orally for LL individuals at public meetings

Transportation Impact Story

WILMAPCO

Exton
Dee's call center job

Wilmington
Two-bedroom apartment
$850/month
Absentee landlord
Refrigerator not in kitchen

Elkton
Donte's warehousing job

Transportation Impact Story

WILMAPCO

Exton
Dee's call center job

<$1,000 cash
"Deathtrap"
Lasted 4 months

Wilmington
Two-bedroom apartment

Elkton
Donte's warehousing job

Transportation Impact Story

WILMAPCO

Newark
Donte and Dee's delivery jobs

Middletown
Staying with family

- o Able to save $
- o Plan to rent a house in Wilmington
- o Plan to buy a second car

- o Dee is voluntarily with Donte all working day to make this work (6 hours)

- o Left college
- o Postponed marrying
- o Postponed starting a family