



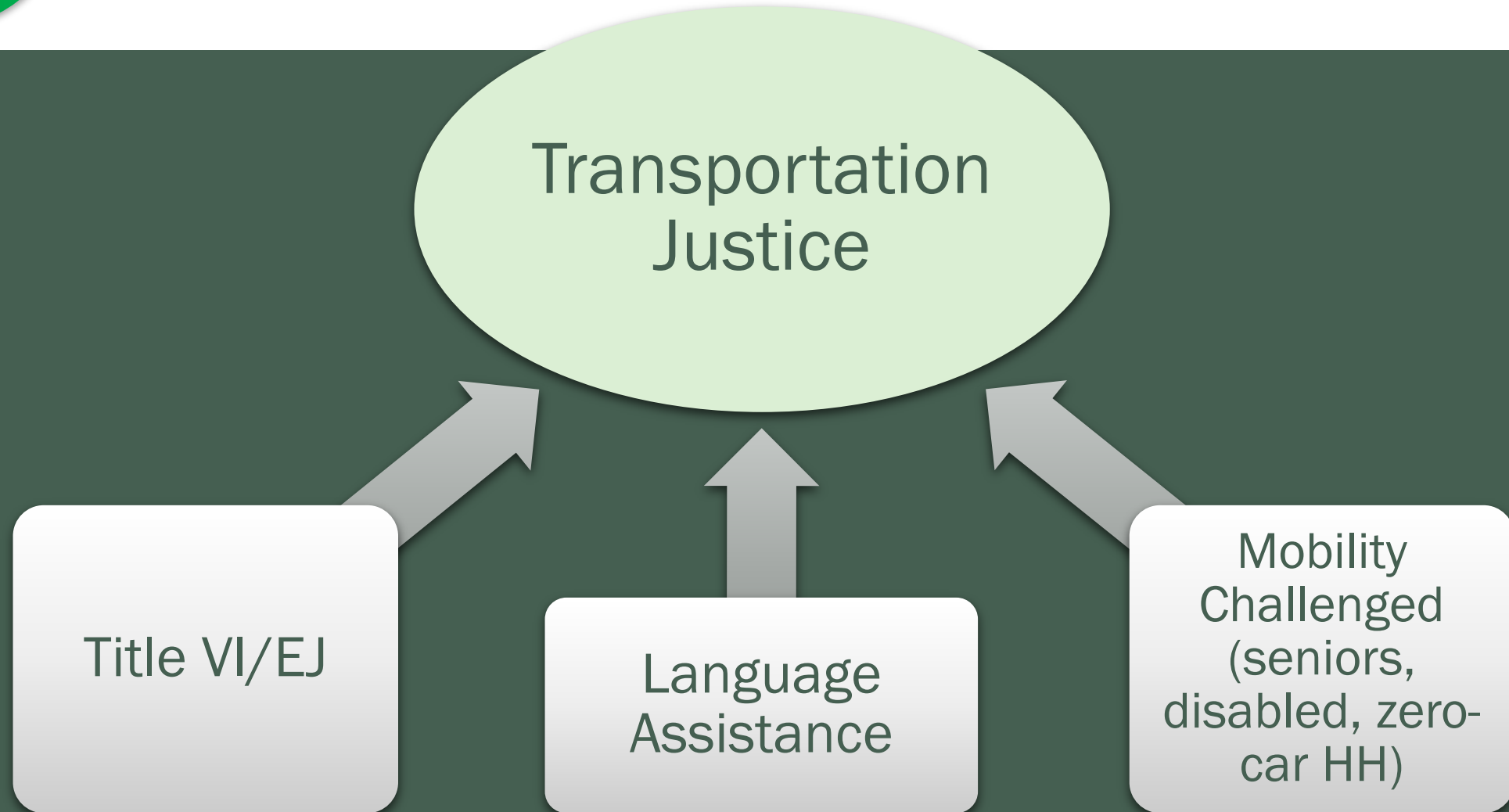
WILMAPCO

2019 Transportation Justice & Title VI Report

Nonmotorized Transportation Working Group
April 2019



Putting it all together





Title VI and Environmental Justice Analysis

Low-income and racial/ethnic minorities

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





Mobility Challenged Analysis

Seniors, disabled, and zero-car households

- Introduction
- Demographic profile
- Spatial analysis
- Public outreach
- ADA implementation
- Key recommendations





Language Assistance Plan

Limited English proficiency/low literacy

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





Title VI and EJ Analysis



Transportation Equity Concerns



Transportation Access (POS 2018)

- Low-income and blacks



Housing and Transportation Costs

- Poverty



Travel Time on Public Transit

- Blacks

Concerns to date, by impacted group, based on early analysis



Transportation Equity Concerns



Pedestrian and Bike Crashes

- Blacks



Public Electric Vehicle Stations

- Poverty, blacks, Hispanics



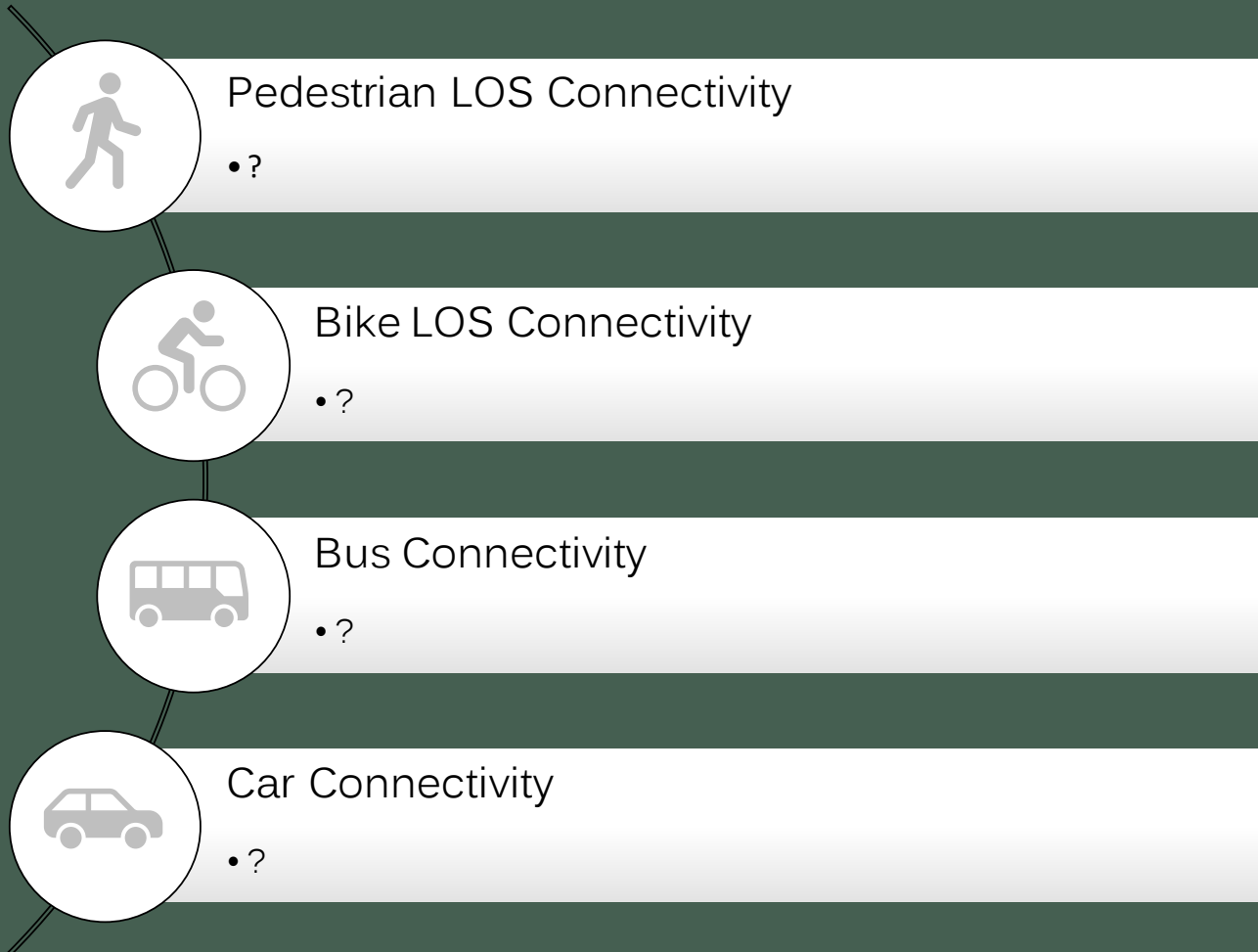
Community Transportation Projects

- Blacks

Concerns to date, by impacted group, based on early analysis



Transportation Equity Concerns



Connectivity
analyses
forthcoming from
CADSR



TJ Analysis: Public Opinion Survey

Public Opinion Survey

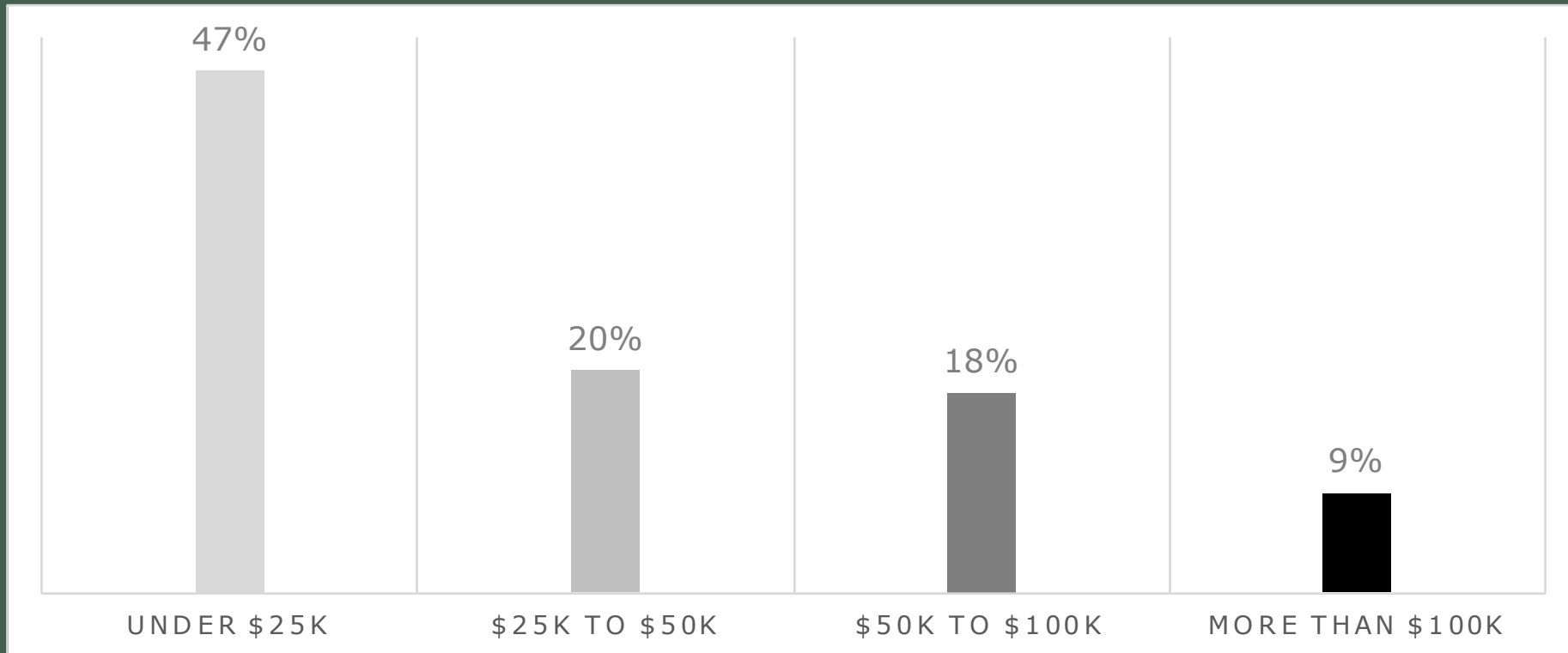
low-income and black residents more likely to report transportation difficulties





Public Opinion Survey

Transportation sometimes keeps me from activities





Spatial Analysis



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





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

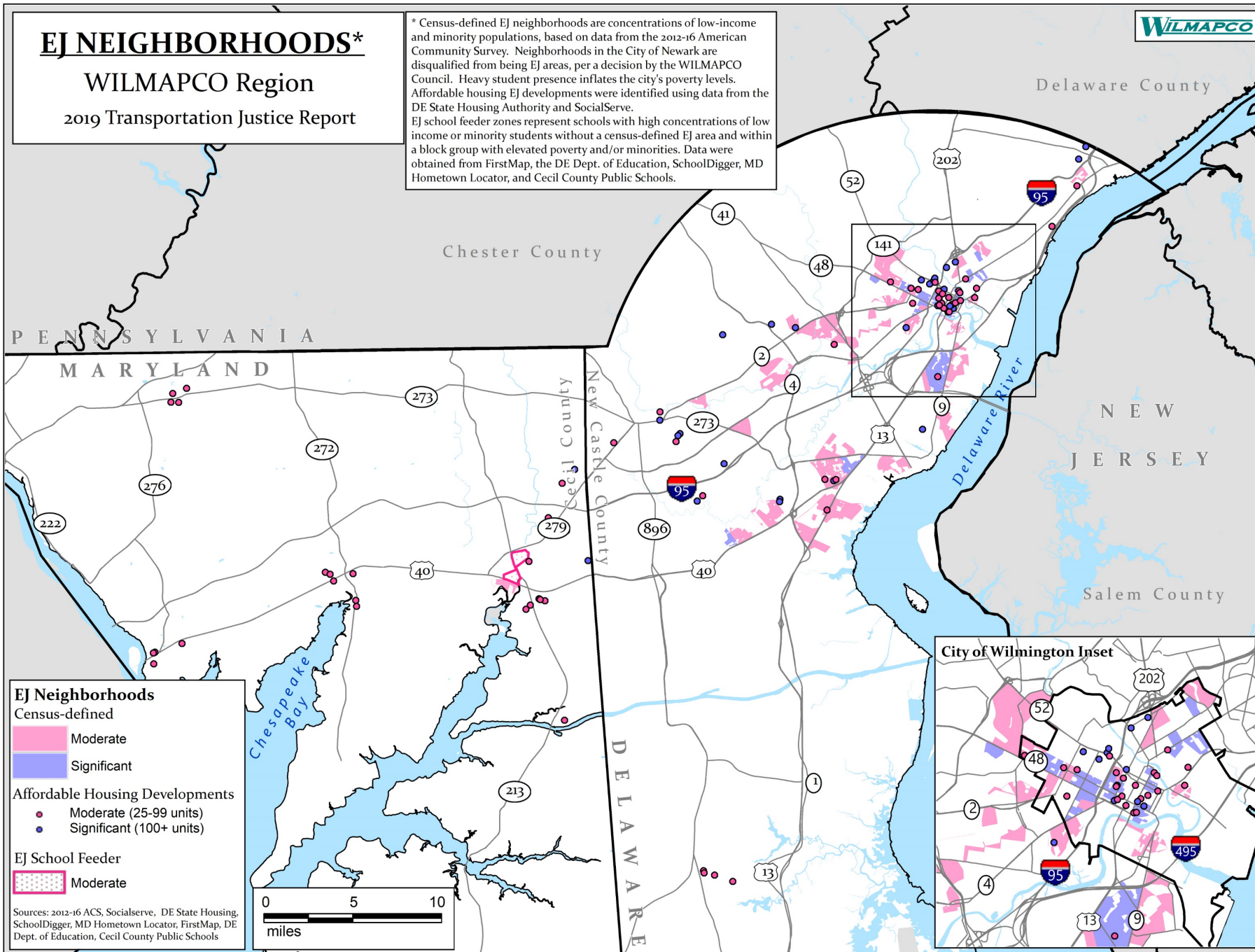


EJ NEIGHBORHOODS*

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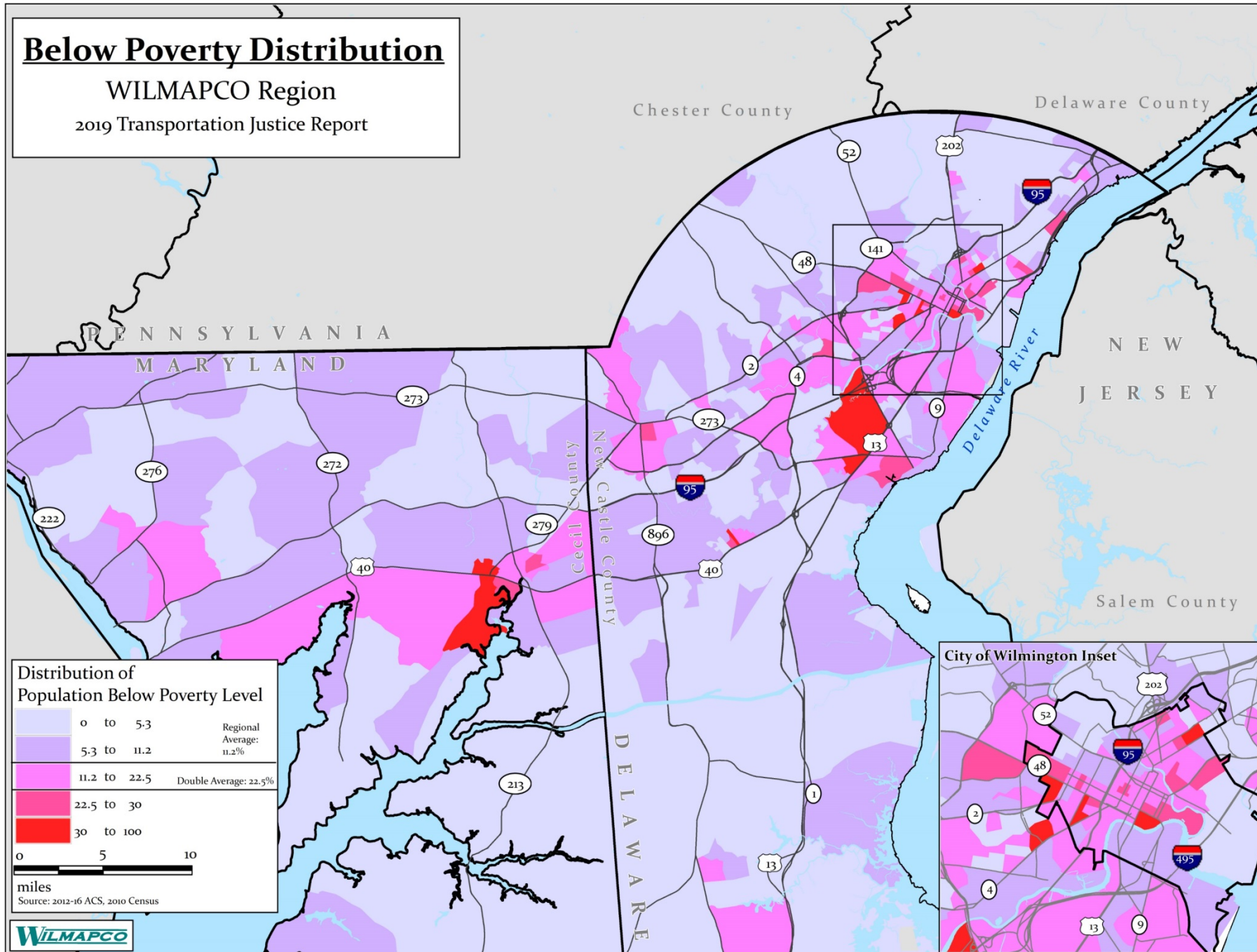
* Census-defined EJ neighborhoods are concentrations of low-income and minority populations, based on data from the 2012-16 American Community Survey. Neighborhoods in the City of Newark are disqualified from being EJ areas, per a decision by the WILMAPCO Council. Heavy student presence inflates the 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.



Below Poverty Distribution

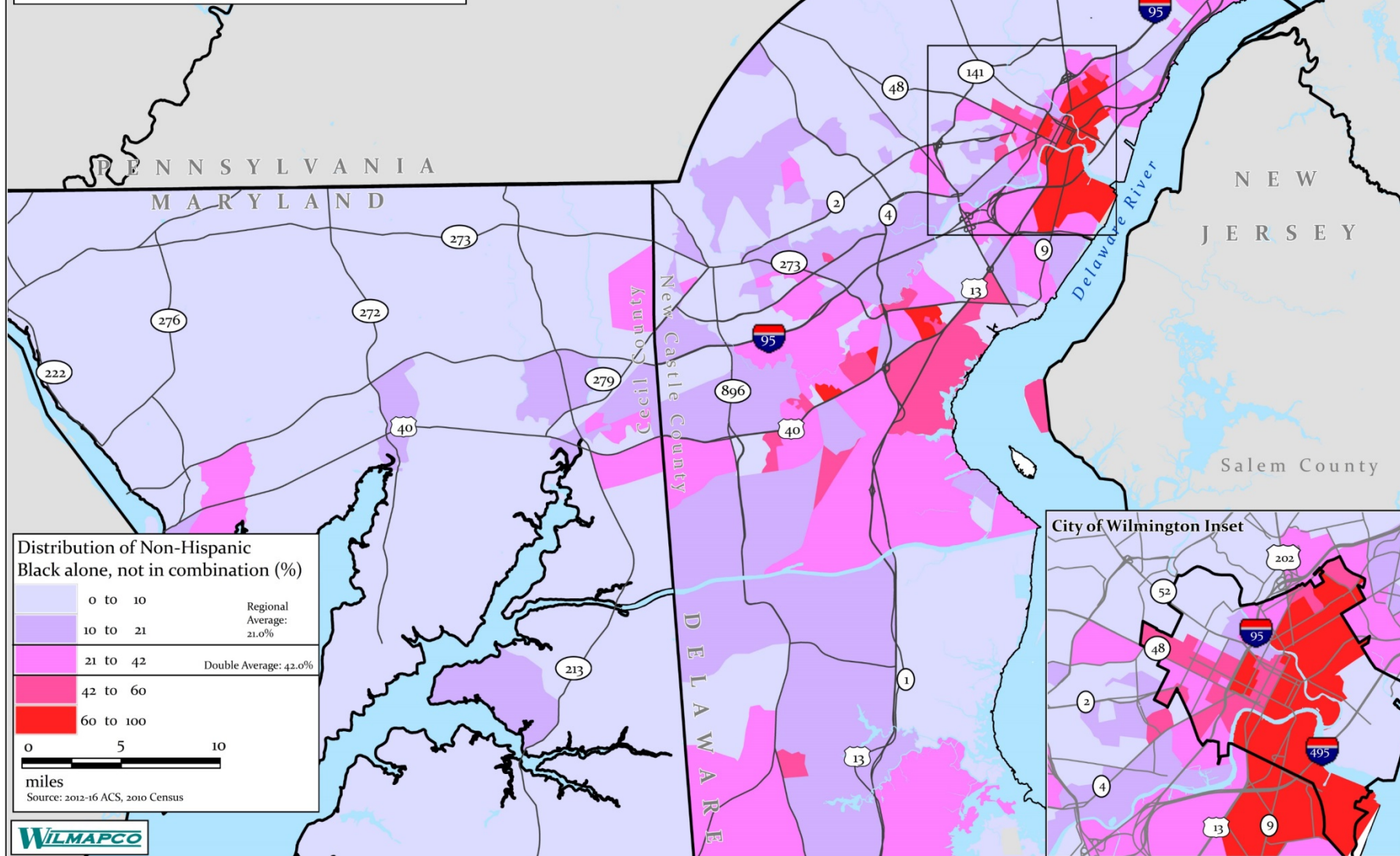
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Non-Hispanic Black Distribution

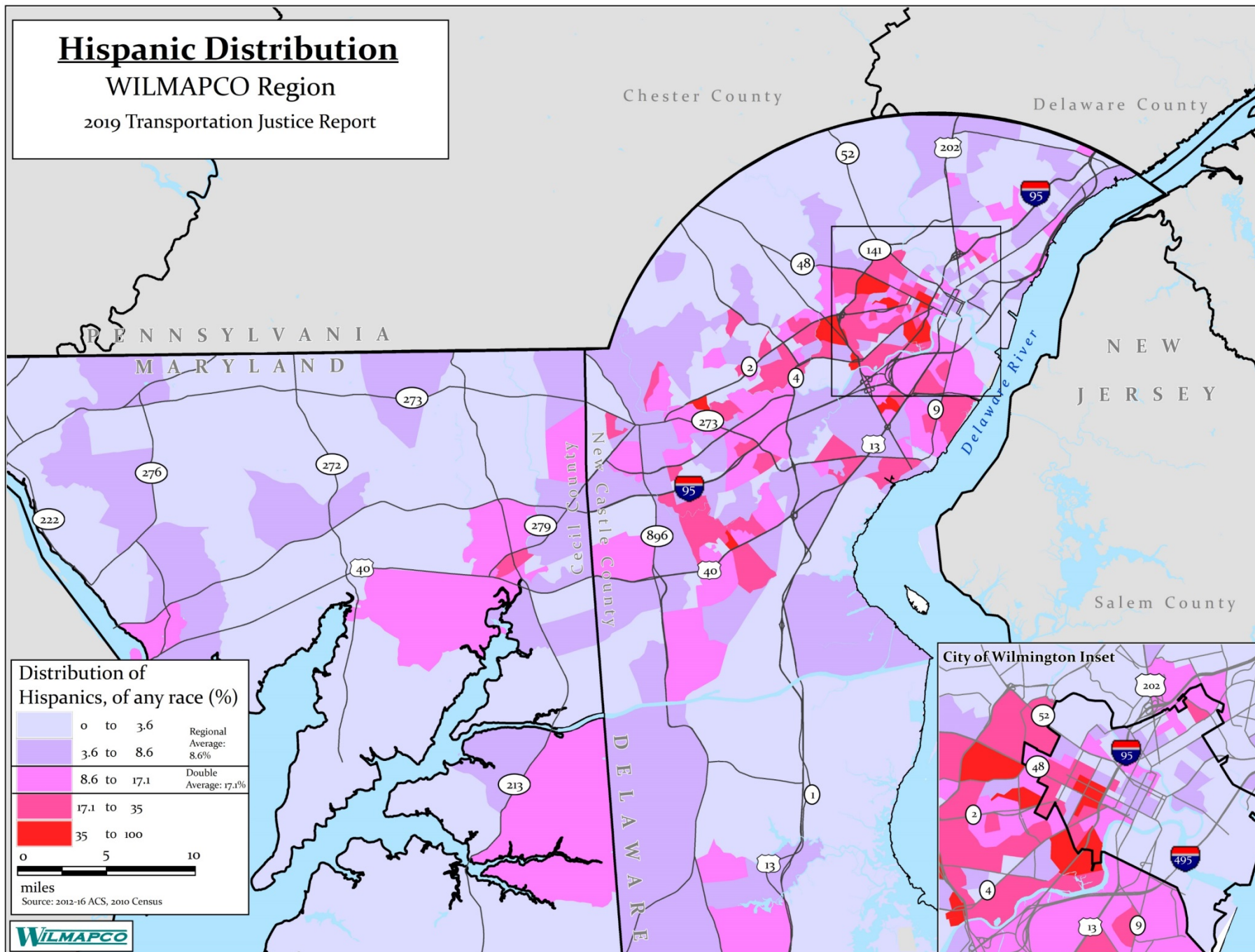
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Hispanic Distribution

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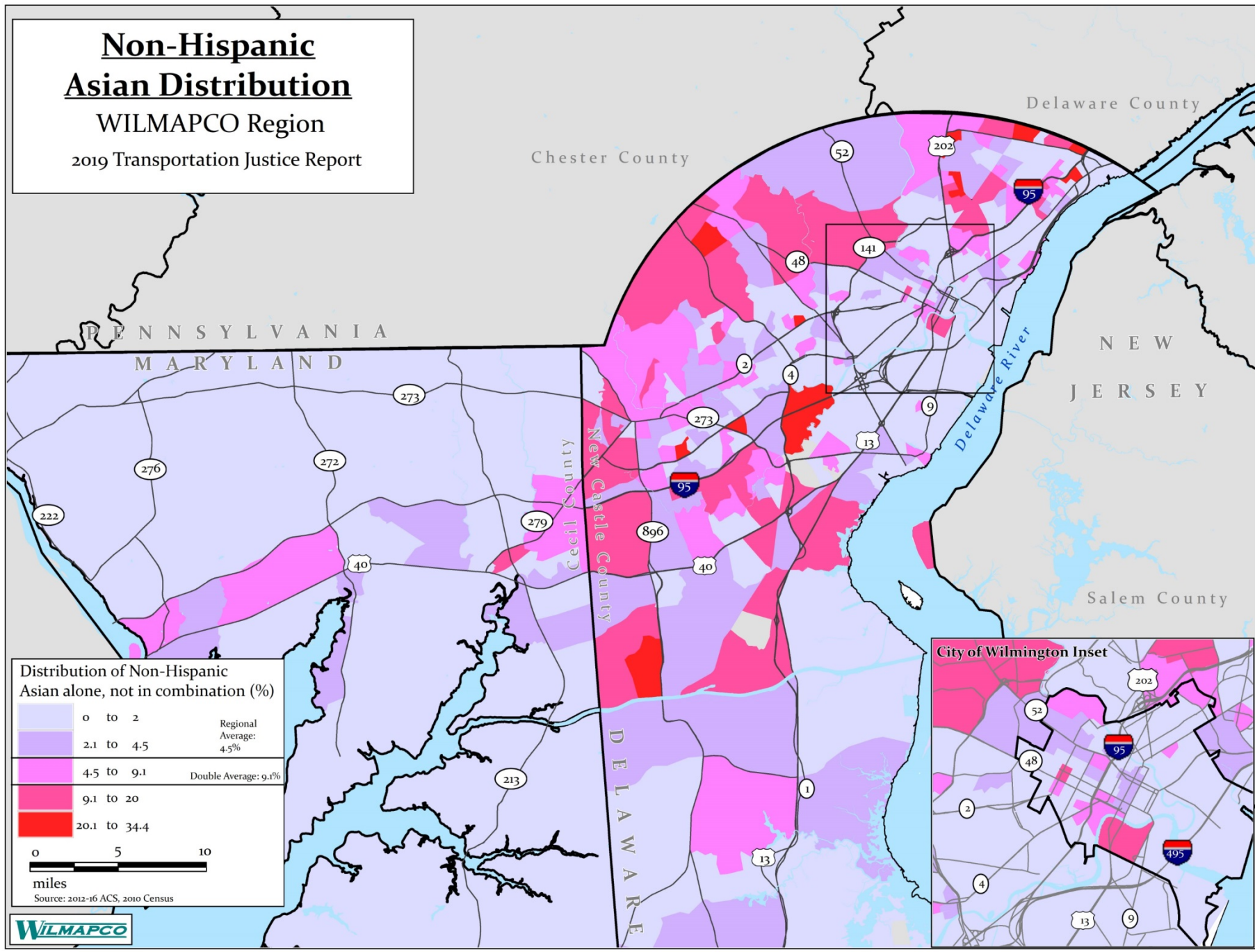
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Non-Hispanic Asian Distribution

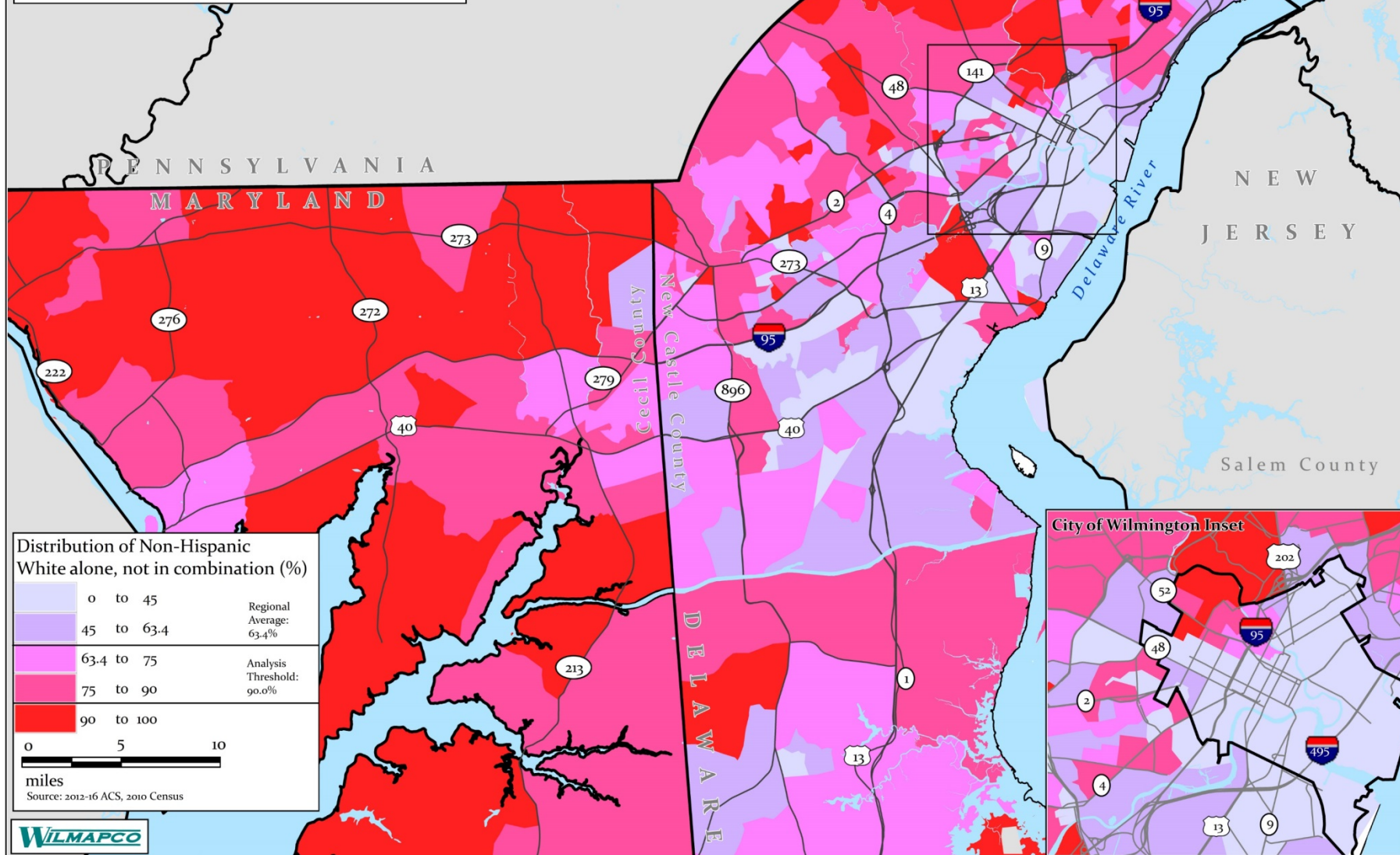
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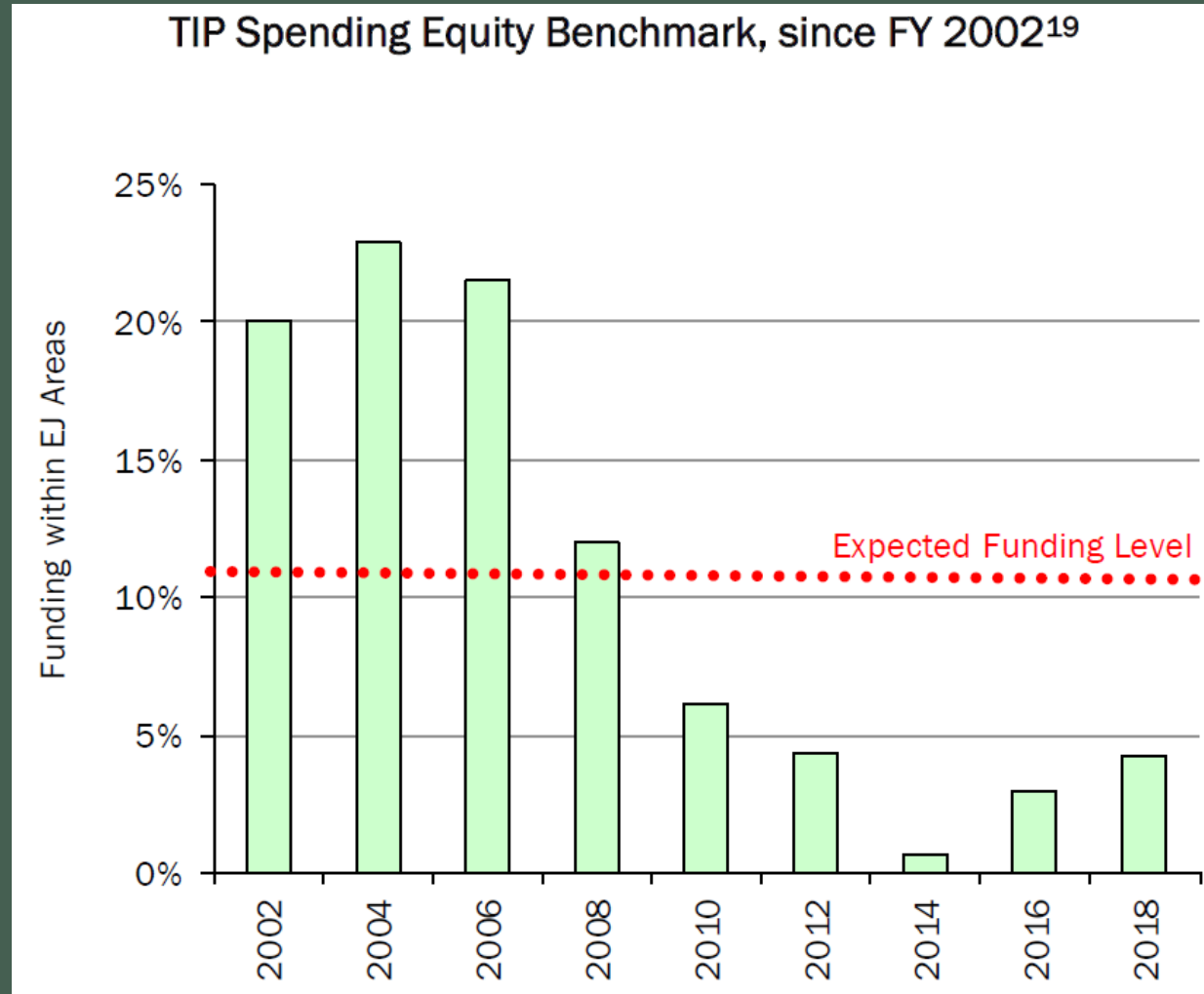
Non-Hispanic White Distribution

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TJ Analysis: TIP Project Equity





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

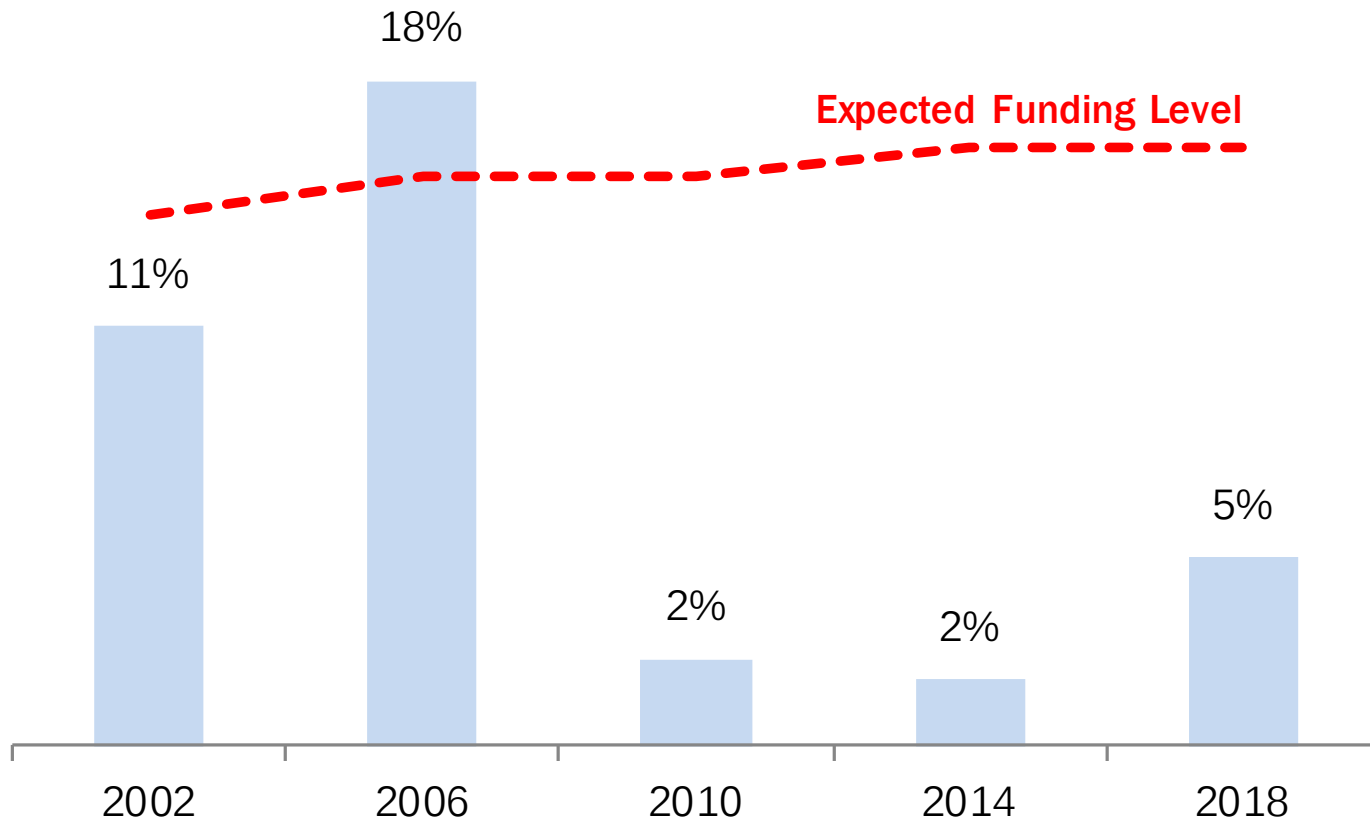
Versus total TIP funding in equity analysis



Microsoft



TJ Analysis: TIP Project Equity

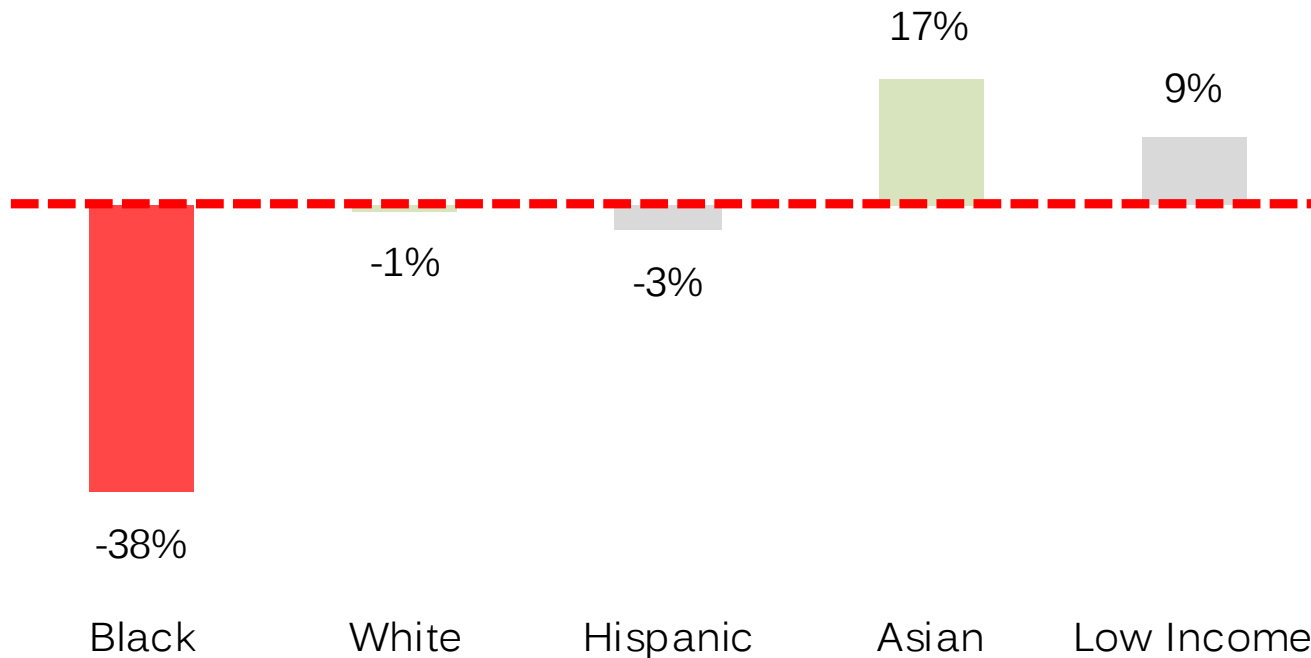


TIP Project Funding Equity within Black Concentrations

“Expected Funding Level” = total population within the black concentrations



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

PROJECT FUNDING EQUITY

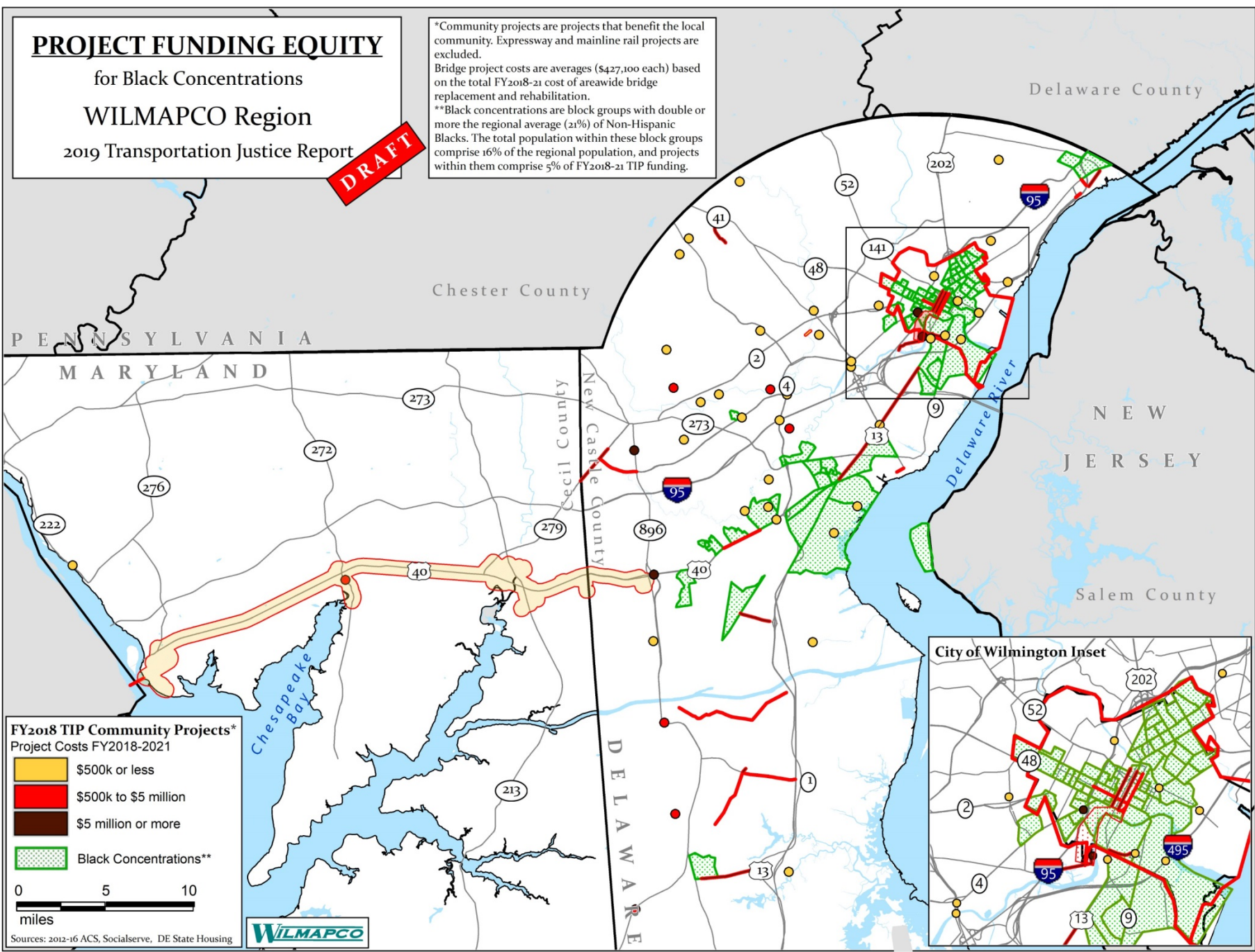
for Black Concentrations

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*Community projects are projects that benefit the local community. Expressway and mainline rail projects are excluded.
Bridge project costs are averages (\$427,100 each) based on the total FY2018-21 cost of areawide bridge replacement and rehabilitation.
**Black concentrations are block groups with double or more the regional average (21%) of Non-Hispanic Blacks. The total population within these block groups comprise 16% of the regional population, and projects within them comprise 5% of FY2018-21 TIP funding.



FY2018 TIP Community Projects*
Project Costs FY2018-2021

- \$500k or less
- \$500k to \$5 million
- \$5 million or more
- Black Concentrations**

0 5 10 miles

Sources: 2012-16 ACS, Socialserve, DE State Housing

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RTP ASPIRATION PROJECTS

within Black Concentrations

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PENNSYLVANIA

North Claymont
Area Master Plan (14)

Southbridge
Streetscape
Improvements (9)

Port of Wilm.
Truck Staging
Area (10)

Christina River
Greenway (8)

Route 9
Corridor
Master Plan
(15-16)

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

US 40:
SR 896
to SR 72 (13)

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

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

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

Del Laws Road,
Sidewalks (2)

US 40/ US 13
Interchange (3)

RTP 2050 Community Aspiration Projects*

- Multimodal (15)
- Bicycle/Pedestrian (3)
- Road (2)

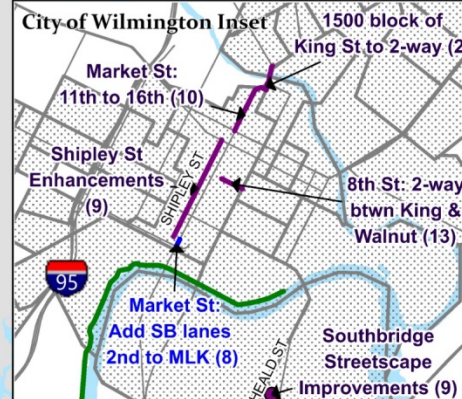
Black Concentrations**



Source: 2012-16 ACS

WILMAPCO

*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.



ASPIRATION (UNFUNDED) PROJECTS W/IN BLACK AREAS

17 total projects

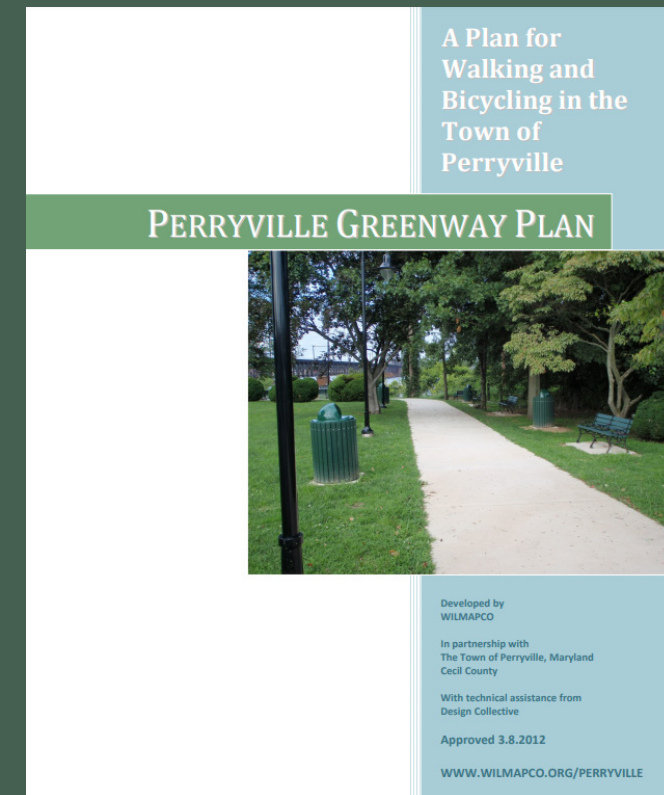
10 Median tech score for
these projects & all RTP
constrained list projects

5 unfunded projects in black
concentrations score >10



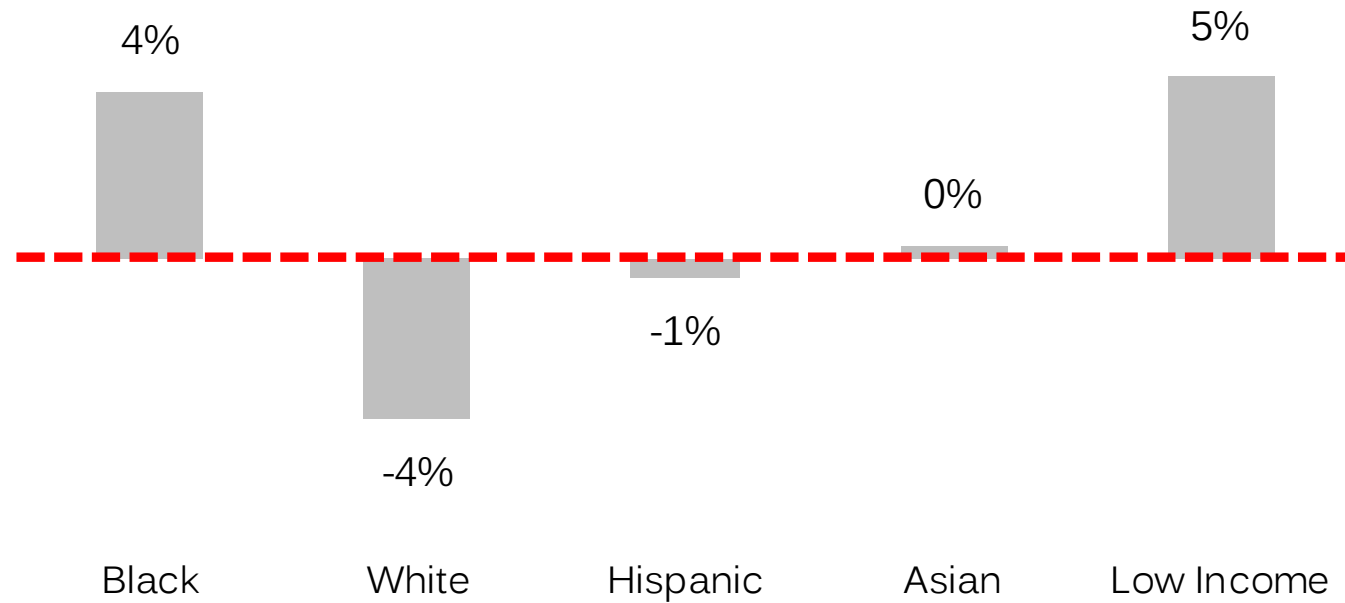
TJ Analysis: UPWP Planning Equity

- 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





TJ Analysis: UPWP Plans Equity



Transportation Planning Equity 1999 - 2019

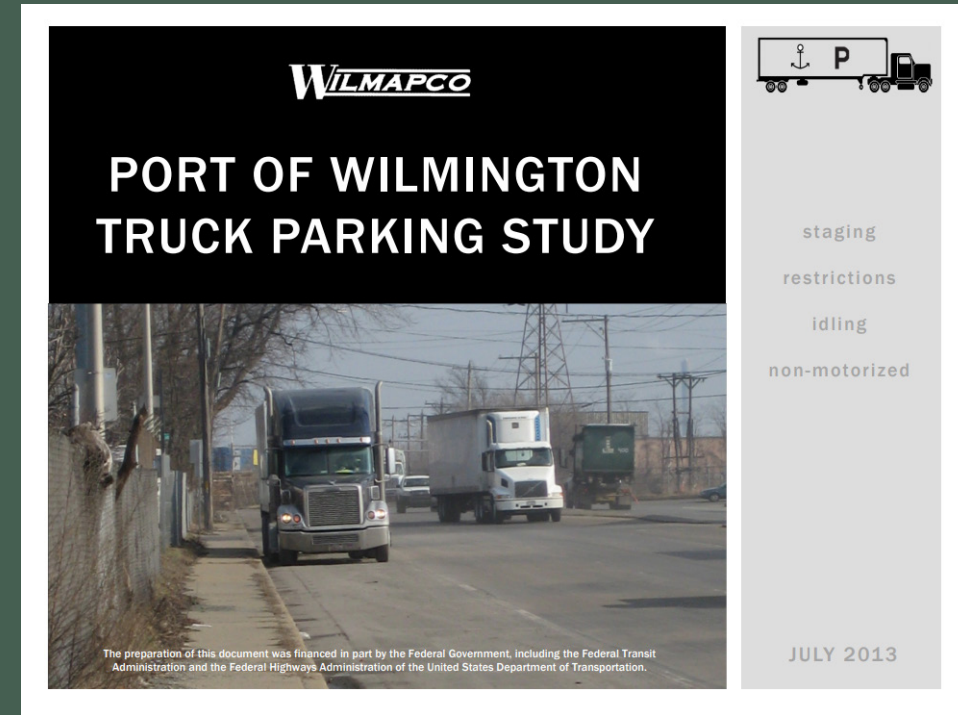
■ Deviation from “expected” planning levels. The total racial/ethnic and low income populations within block groups with UPWP projects compared to the regional averages for those populations.

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



TJ Analysis: UPWP Plans Equity

- 15 plans within black concentrations
- 1999 – 2019
- 9 plans (60%) in 2013 or after





TJ Analysis: Crash Equity

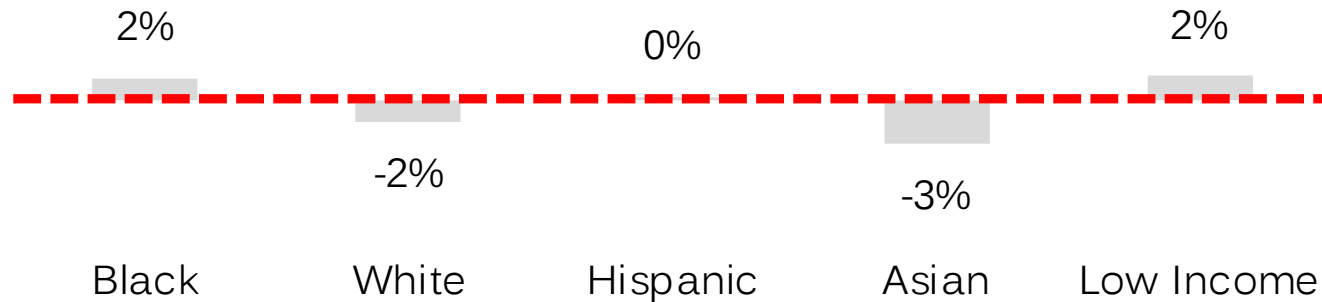
Crashes in TJ group concentration vs. total population within those concentrations

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





TJ Analysis: Crash Equity

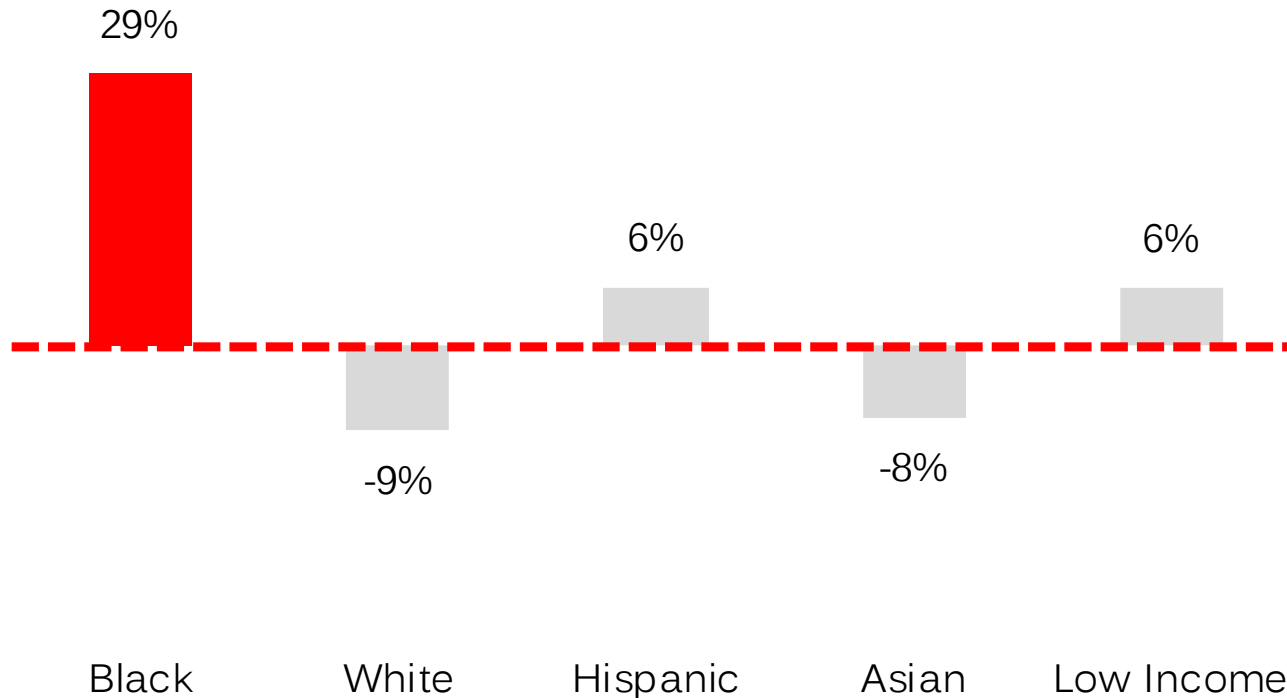


All Crash Equity within Areas of Concentration in 2016

- 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 DeIDOT and MDOT; 2012 – 2016 ACS



TJ Analysis: Pedestrian Crash Equity

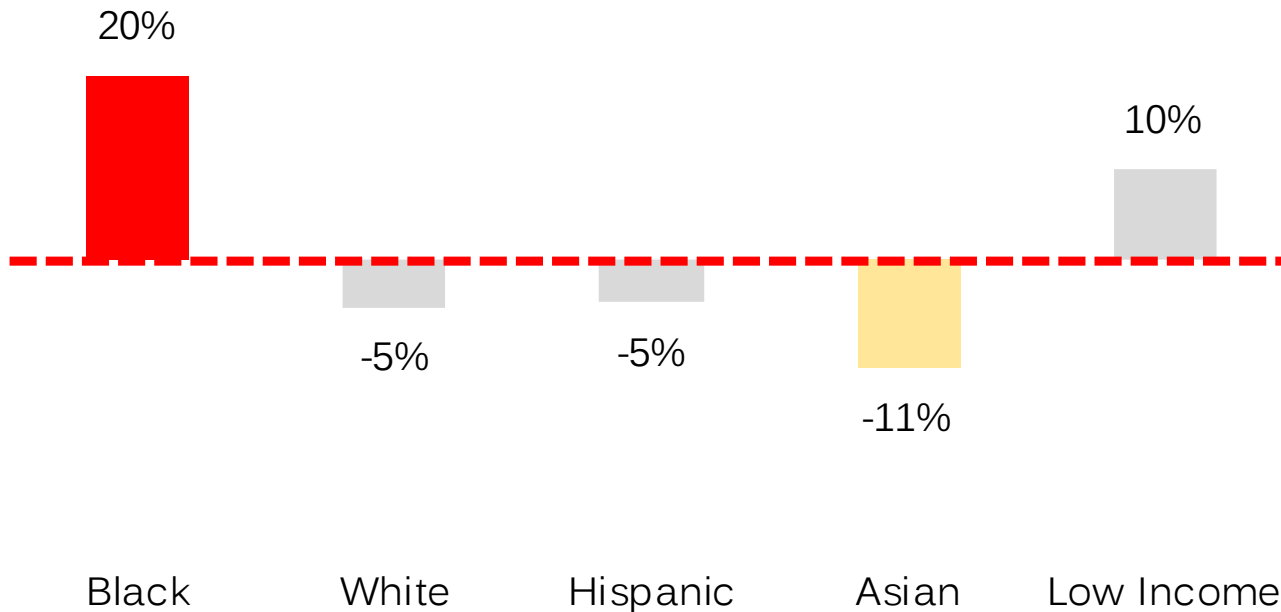


Pedestrian Crash Equity within Areas of Concentration in 2016

- 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 DeIDOT 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 DeIDOT and MDOT; 2012 – 2016 ACS



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

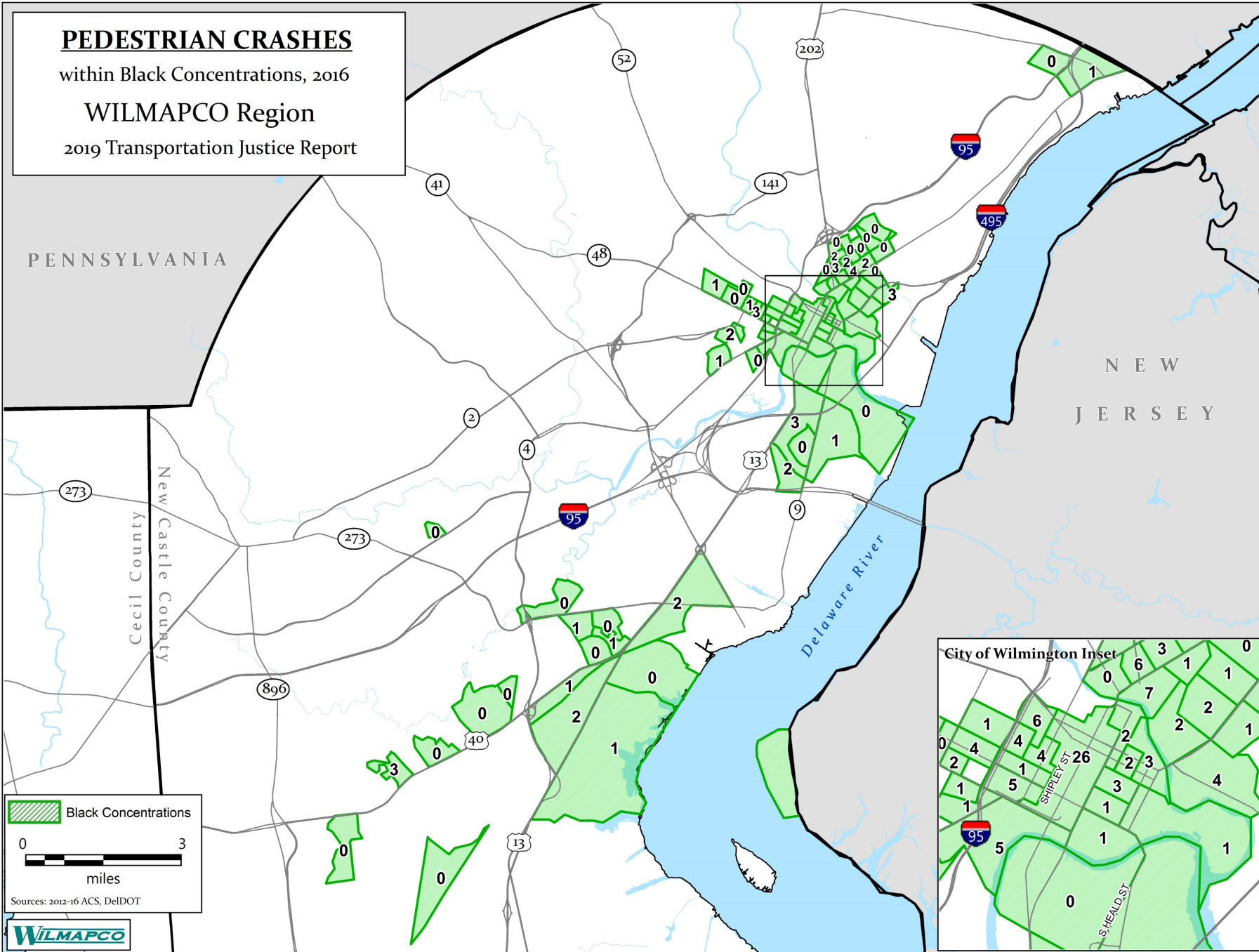


PEDESTRIAN CRASHES

within Black Concentrations, 2016

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BICYCLE CRASHES

within Black Concentrations, 2016

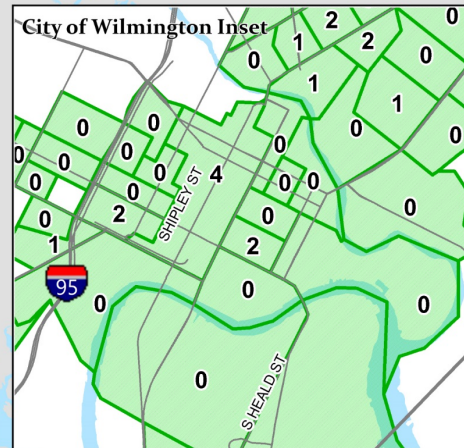
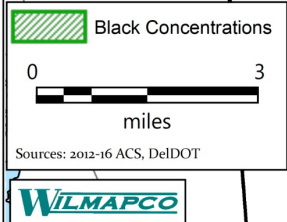
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PENNSYLVANIA

NEW
JERSEY

Delaware River





TJ Analysis: Location Efficiency

Transportation and Housing Costs Affordability

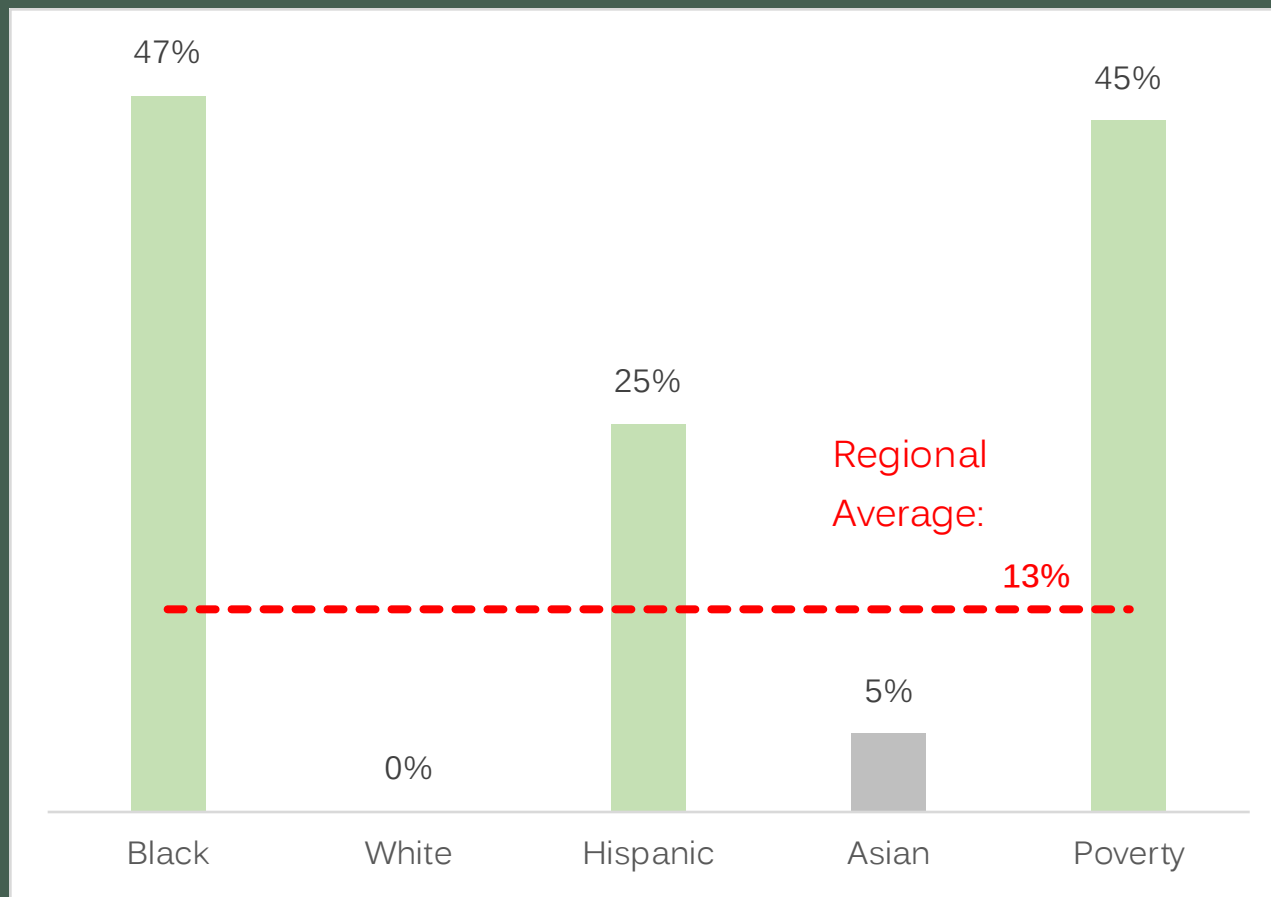
- Center for Neighborhood Technology data
- Transportation/housing costs for lower-income household (80% of median income)
- Affordability of neighborhoods within racial/ethnic and poverty concentrations for a lower-income household





TJ Analysis: Location Efficiency

Affordable neighborhoods by concentration



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

TRANSPORTATION AND HOUSING COSTS

for Lower Income Households
versus Poverty Concentrations

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PENNSYLVANIA

Combined Transportation and Housing Costs

 Affordable*

Poverty Concentrations

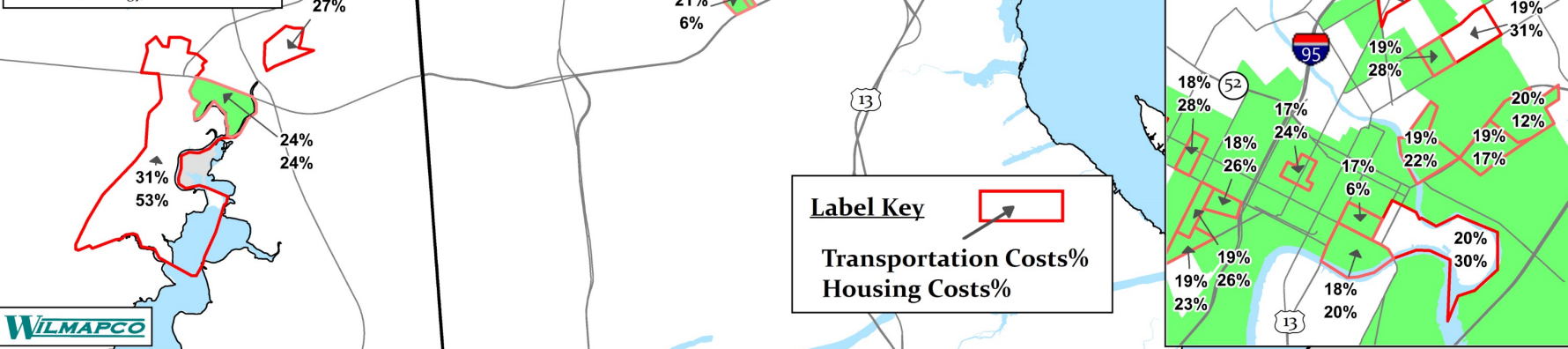
 In Affordable Areas

 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



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

1/4 of high poverty
neighborhoods have equal or
higher transportation costs
than housing costs

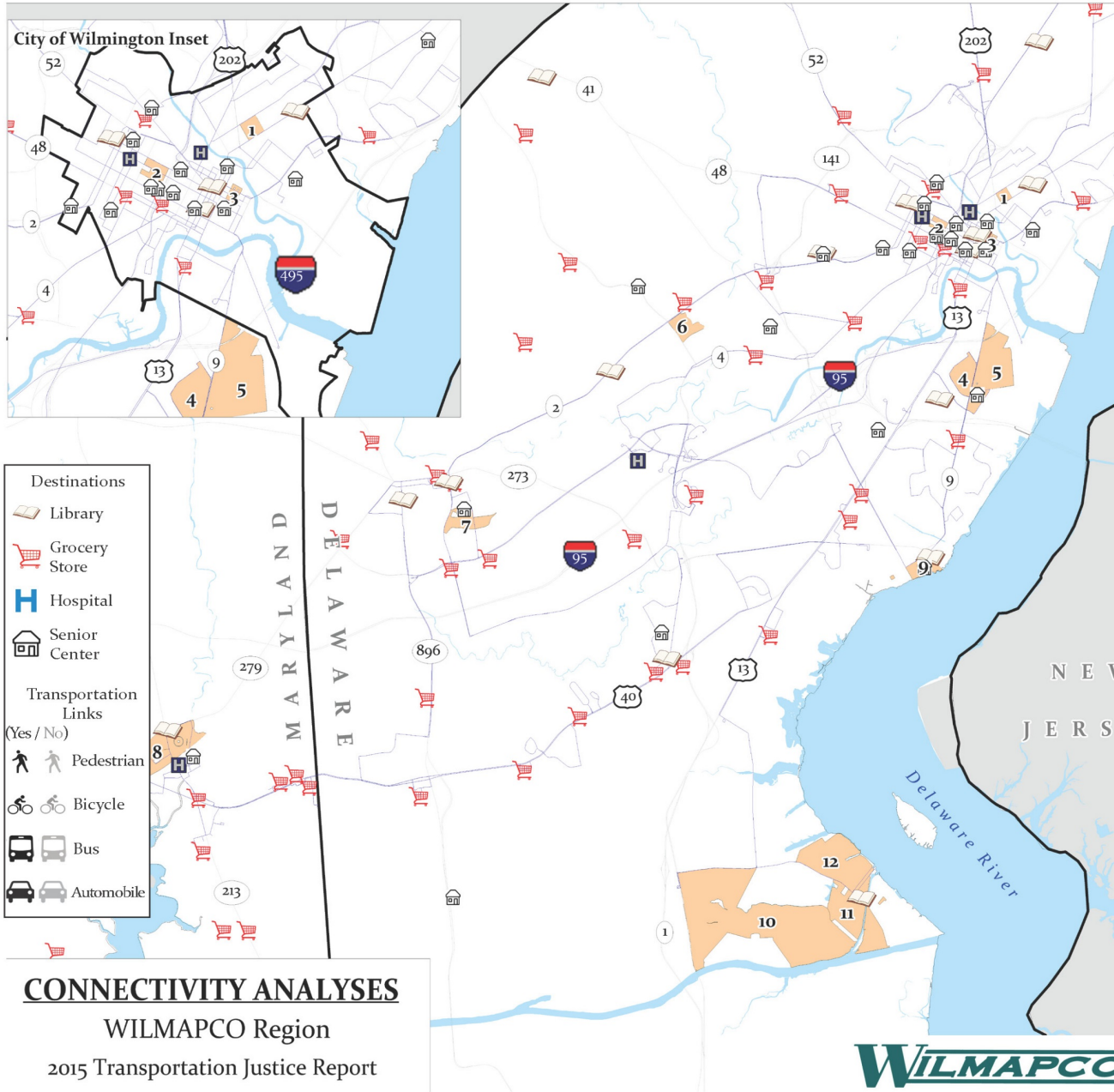


Next Steps/Timeline

- Title VI/EJ – Outreach Recommendations
- Connectivity analysis (CADSR data)
- Mobility-Challenged Chapter (technical analysis/outreach recommendations)
- Projected Council endorsement in Nov. 2019







1 - North Wilmington 	7 - Greenbridge
2 - West Hill 	8 - Elkton Heights
3 - Upper East Side 	9 - New Castle
4 - Dunleith 	10 - St. Georges
5 - Rose Hill 	11 - Delaware City South
6 - Klair Estates 	12 - Delaware City North



TJ Analysis: Connectivity

- Extended analysis: all regional block groups to destinations (calculated at housing unit level) by mode
- Block groups with TJ and MC and other variables flagged for equity analysis
- Rich regional AND equity based analyses





TJ Analysis: Connectivity



Libraries



Community
centers



Urgent care



Low-wage
job centers



Senior centers



Medical
centers



Grocery stores



State Service
Centers



Pharmacies



TJ Analysis: Connectivity





TJ Analysis: Connectivity



10 minute accessible walking trip



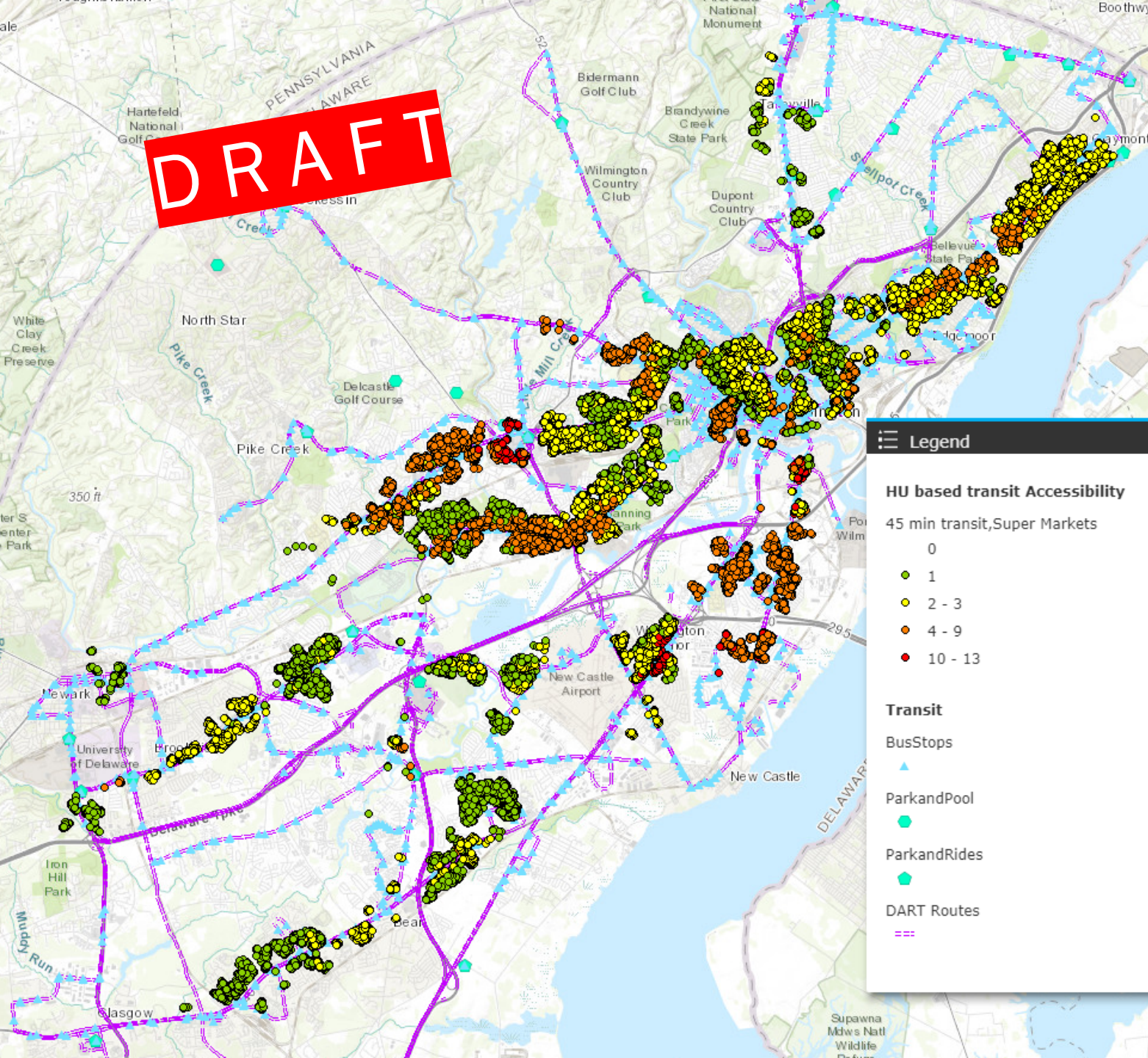
10 minute accessible biking trip



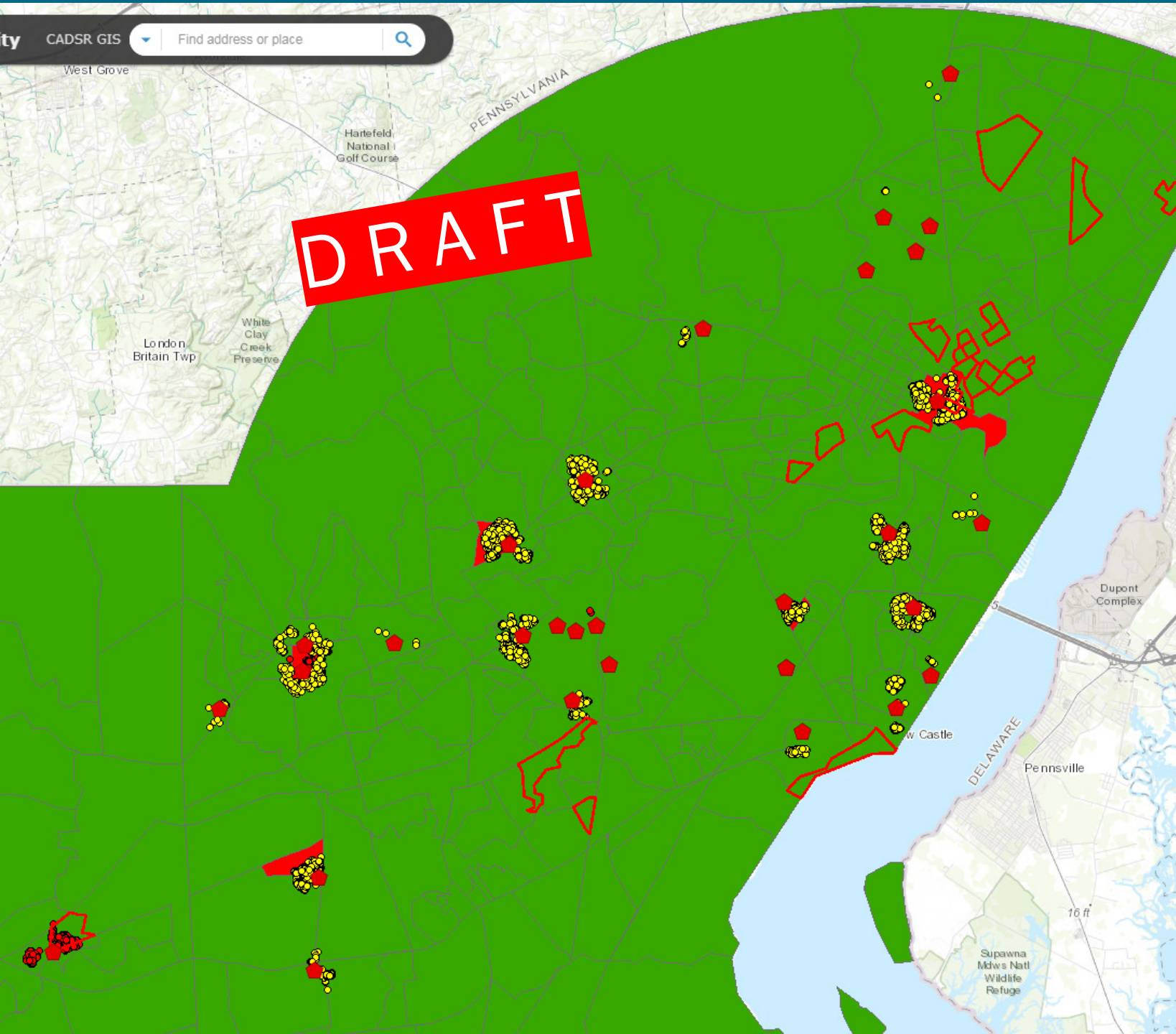
15 minute accessible car trip



45 minute accessible, one-way bus trip
(including no more than 15 mins walking, total)



45-minute transit
trip to supermarket



10-minute walk
access to a
low-wage center

10-minute bike access to a pharmacy

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