



WILMAPCO

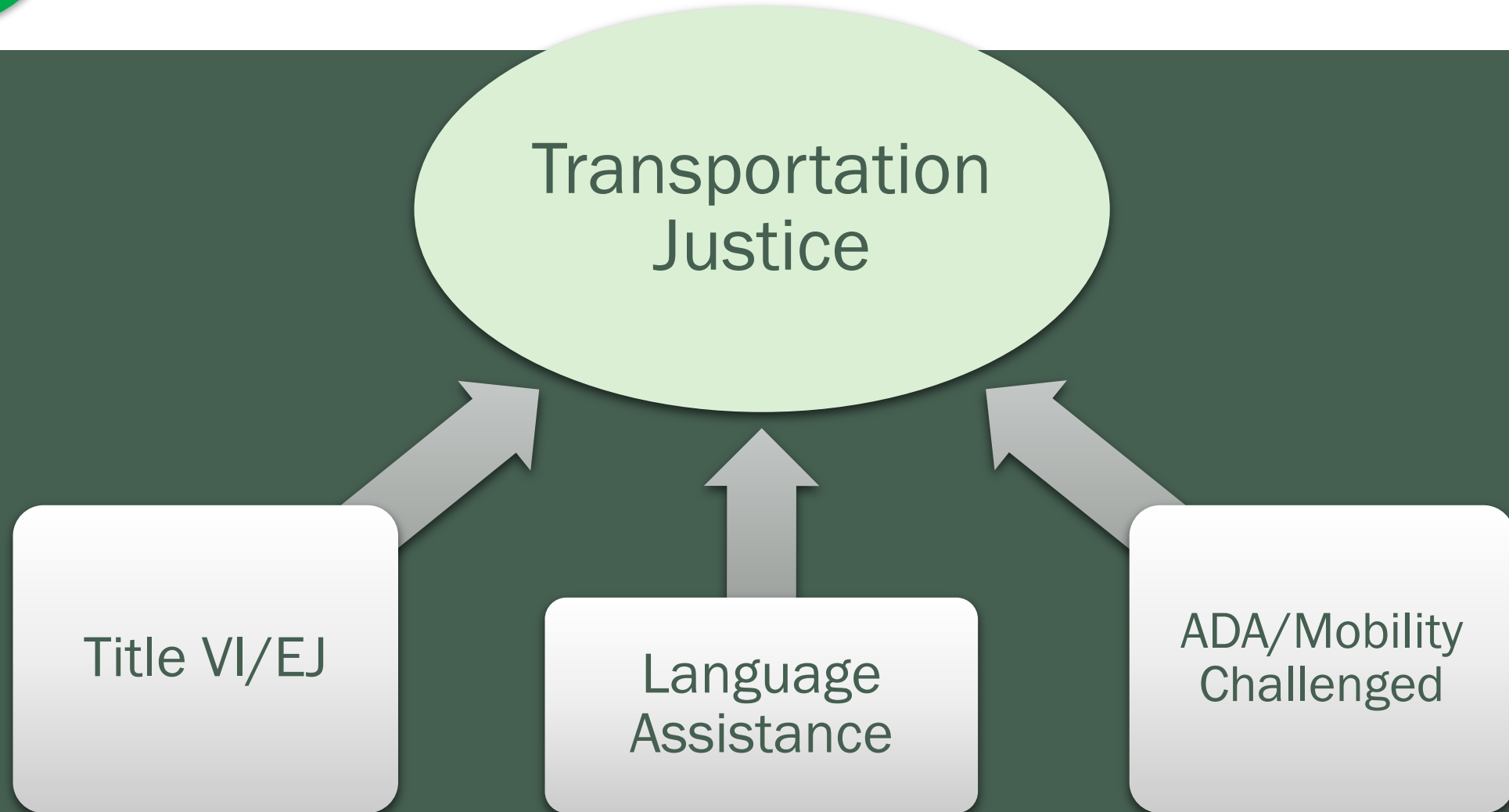
2019 Transportation Justice Plan

Analysis Update

Public Advisory Committee
June 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
- ADA self evaluation
- Demographic profile
- Spatial analysis
- Key recommendations





Language Assistance Plan

Limited English proficiency/low literacy

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





Title VI/EJ: 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

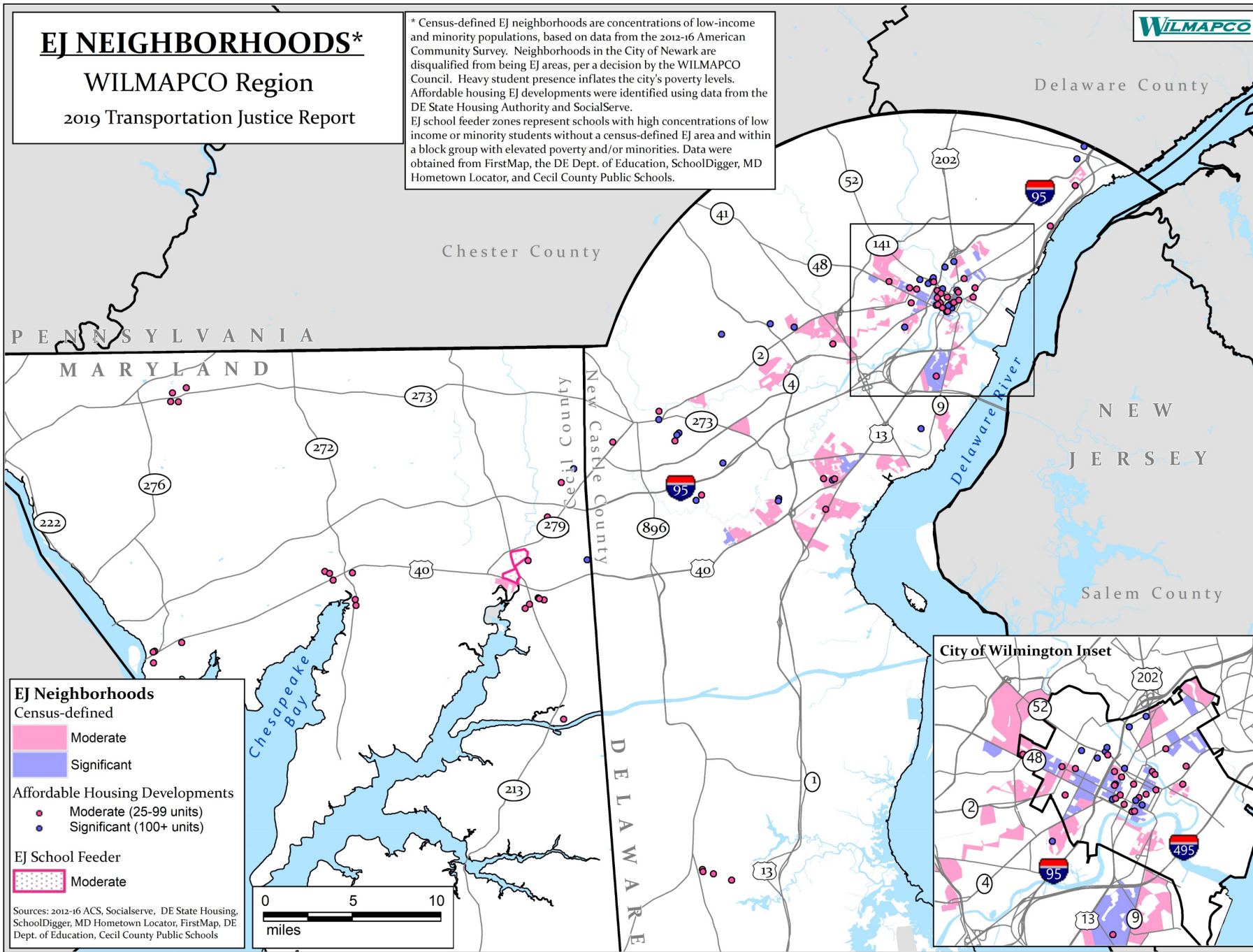


EJ NEIGHBORHOODS*







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.



Transportation Equity Concerns

	Poverty/low-income	Blacks	Hispanics
 Transportation Access (in General)	yes	yes	
 Neighborhood Transportation/Housing Costs	no, but of other concern		
 Neighborhood Connectivity			
 Travel Time from Neighborhoods			
 Travel Time on Public Transit (in general)		yes	
 Traffic Volumes	yes	yes	yes

Transportation Equity Concerns, cont.

	Poverty/low-income	Blacks	Hispanics
 All Vehicle Crashes			
 Pedestrian and Bike Crashes		yes	
 Bike Level of Traffic Stress			
 Public Electric Vehicle Stations	yes	yes	yes
 Community Transportation Project Funding		yes	
 WILMAPCO Community Planning			
 Knowledge of WILMAPCO	yes	yes	yes

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

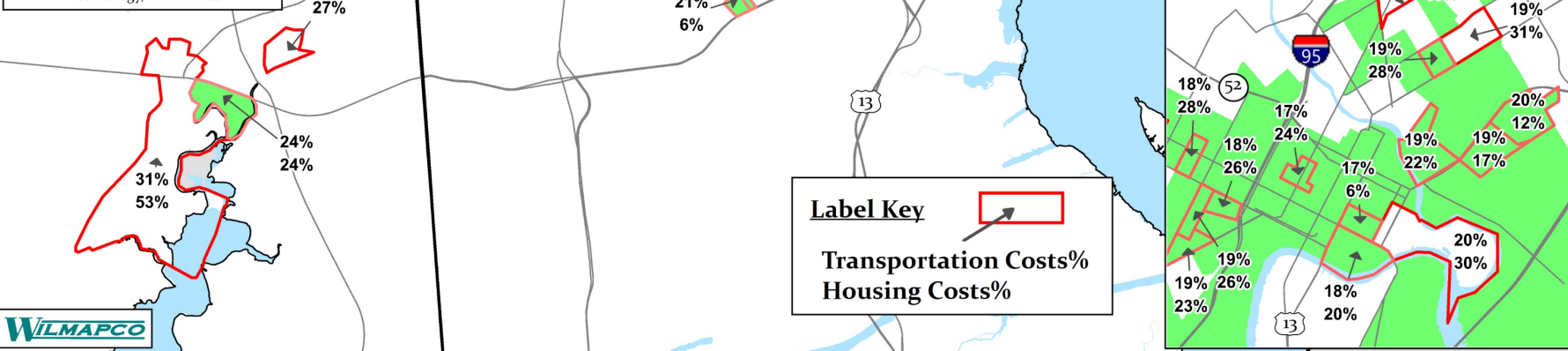
In Affordable Areas

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



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

55% of high poverty
neighborhoods are
unaffordable

6% of high poverty
neighborhoods have affordable
transportation costs

58% of high poverty
neighborhoods have affordable
housing costs



Transportation Impact Story

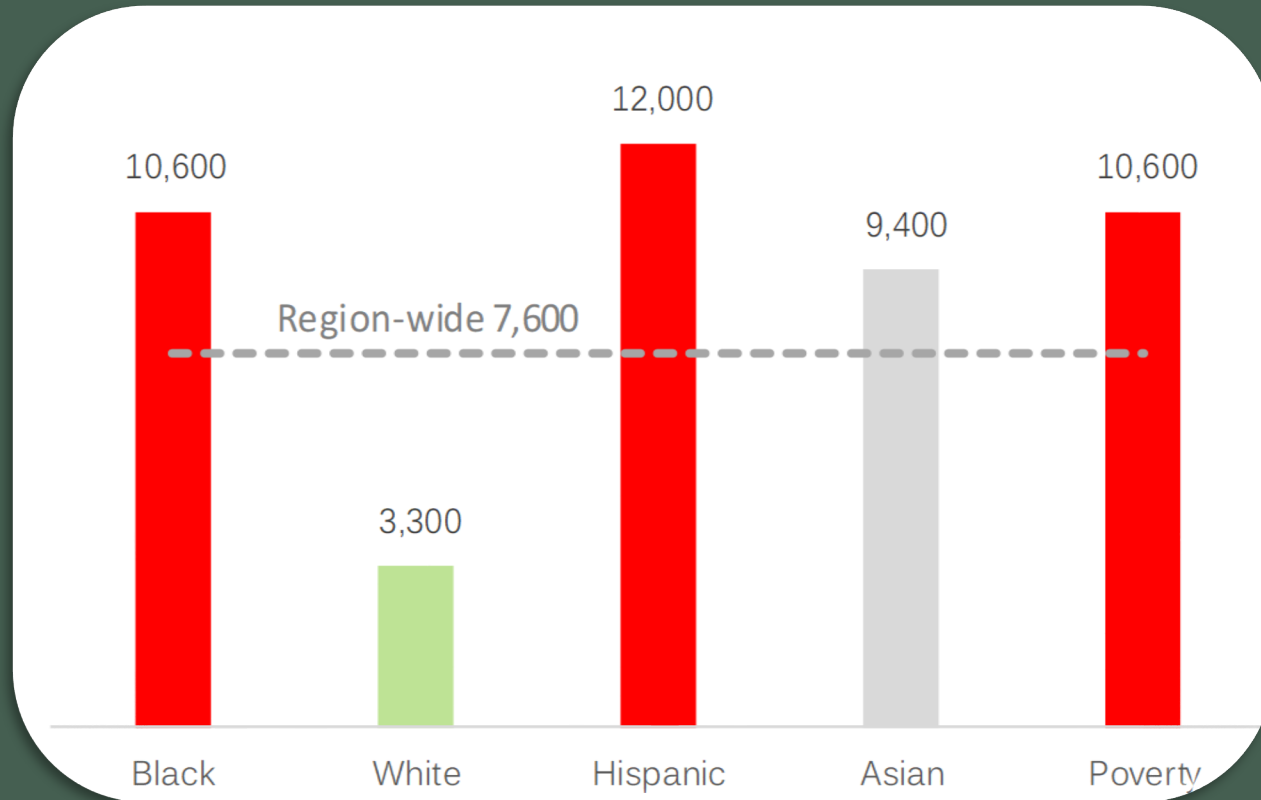
[I may be able to] pay for my child's medicine this month, but I also need car insurance, gas, and rent all in the same week. And it doesn't add up.





TJ Analysis: Traffic Levels

Median Traffic Levels by neighborhood

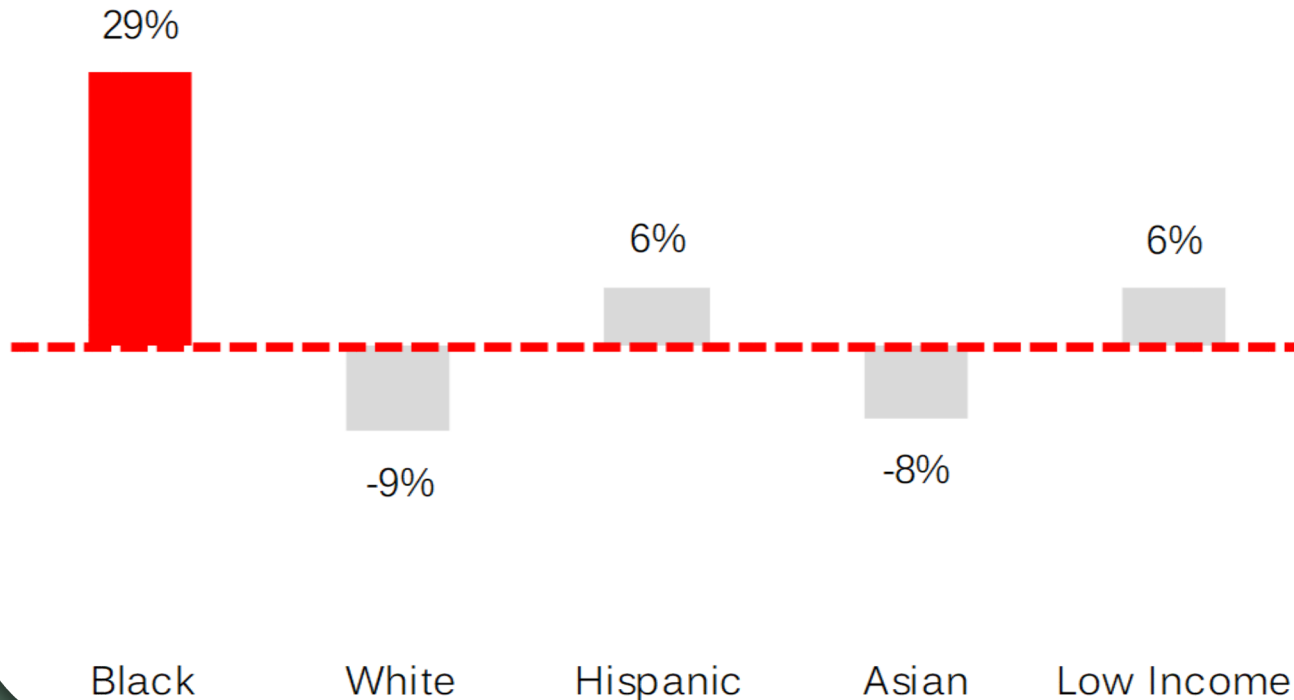


Traffic Level Equity WILMAPCO Region

- Median AADT of roadway segments within group concentrations vs. regional median
- Figures rounded to hundreds
- 2012 – 2016 ACS; DeIDOT; MDOT



TJ Analysis: Pedestrian Crash Equity

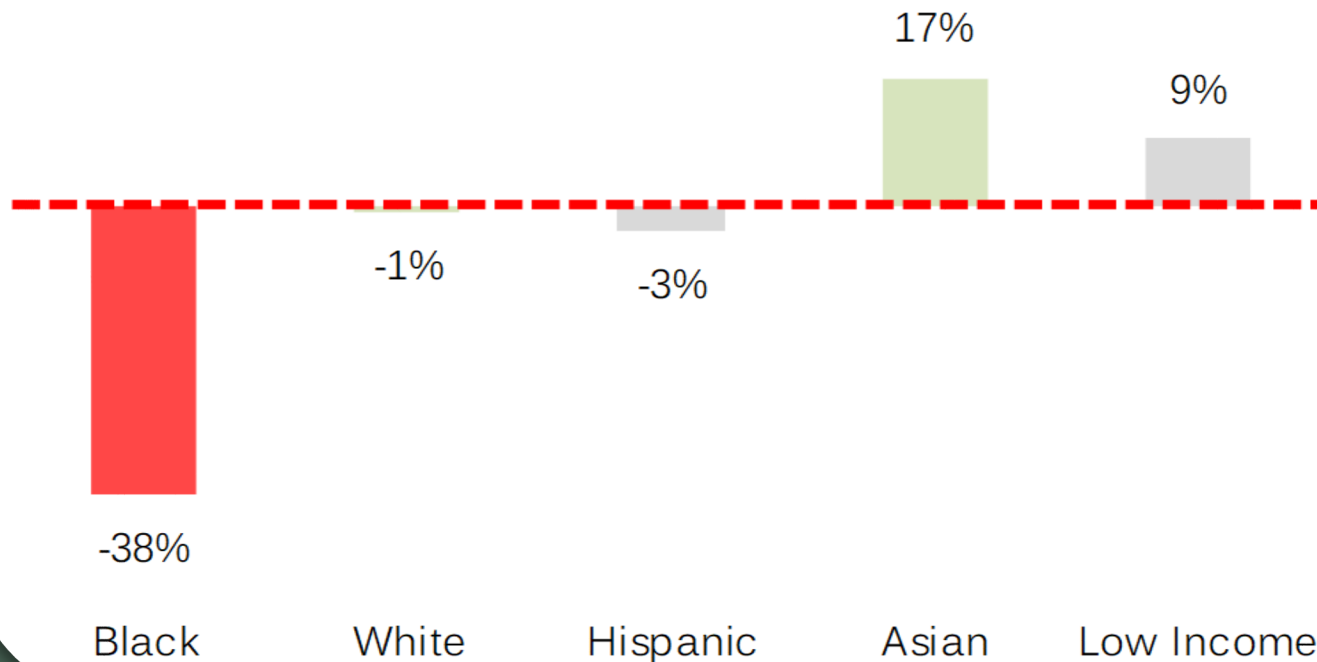


Pedestrian Crash Equity within Areas of Concentration in 2016

- 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: 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: 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



30 minute accessible, one-way bus trip
(including no more than 10 mins walking, total)

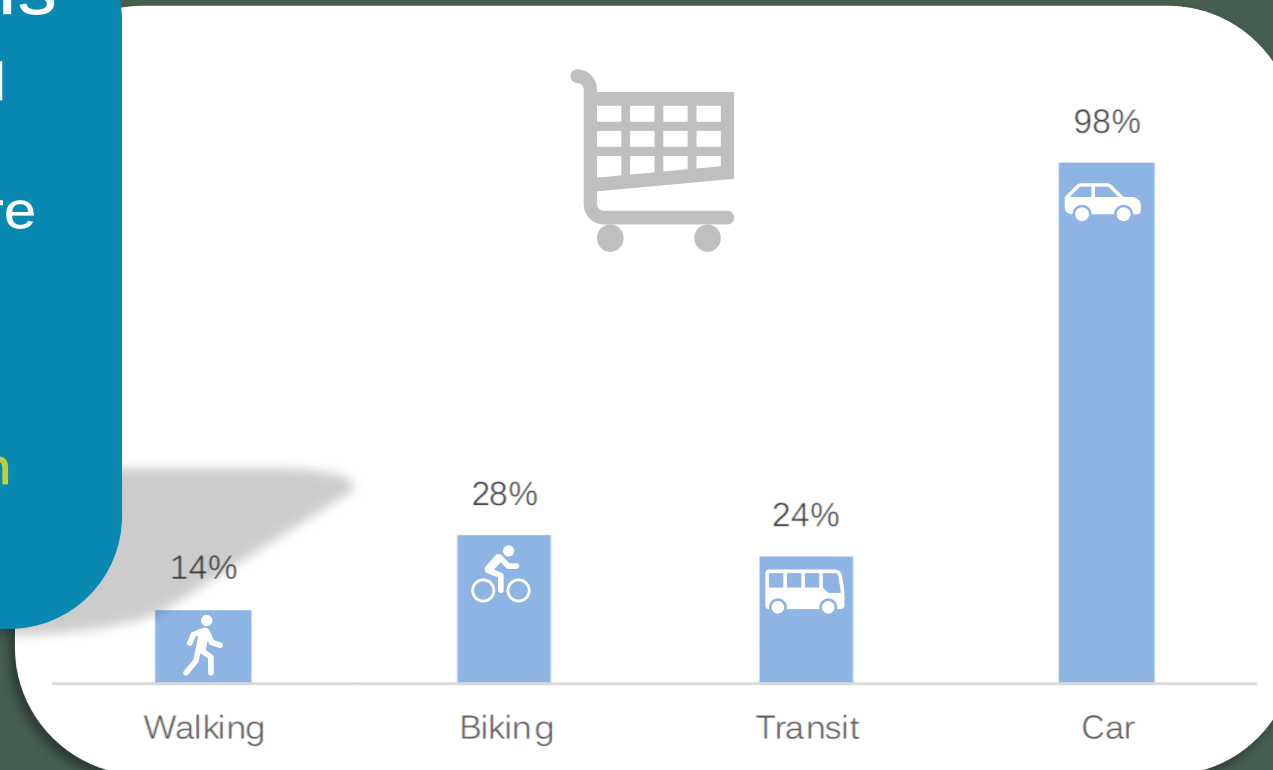


TJ Analysis: Connectivity

Homes with Connections to Supermarkets WILMAPCO Region

Equity Analysis

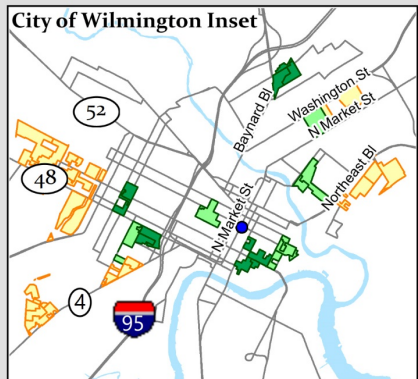
Low-income and minority neighborhoods are generally better connected on **every mode** to **every destination** than average



Transit Connectivity to Low-Wage Employment Centers from Poverty Concentrations

WILMAPCO Region

2019 Transportation Justice Report



P E N N S Y L V A N I A

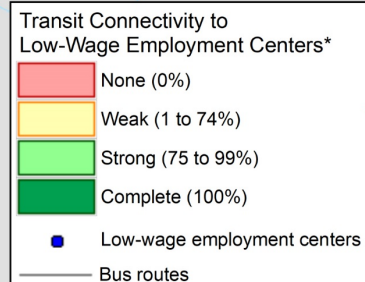
M A R Y L A N D

Chester County

Delaware County

New Castle County

Cecil County



*The transit analysis measures the percentage of housing units within each block group that are within a 30 minute door-to-door bus trip to a low-wage employment center at peak time, including no more than 10 minutes walking along subdivision streets, trails, or sidewalks. Poverty concentrations are block groups with double or more the regional average percent of households in poverty. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data.

Sources: ACS 2012-2016, Cecil County, DTC, University of Delaware CADSR, US Department of Labor

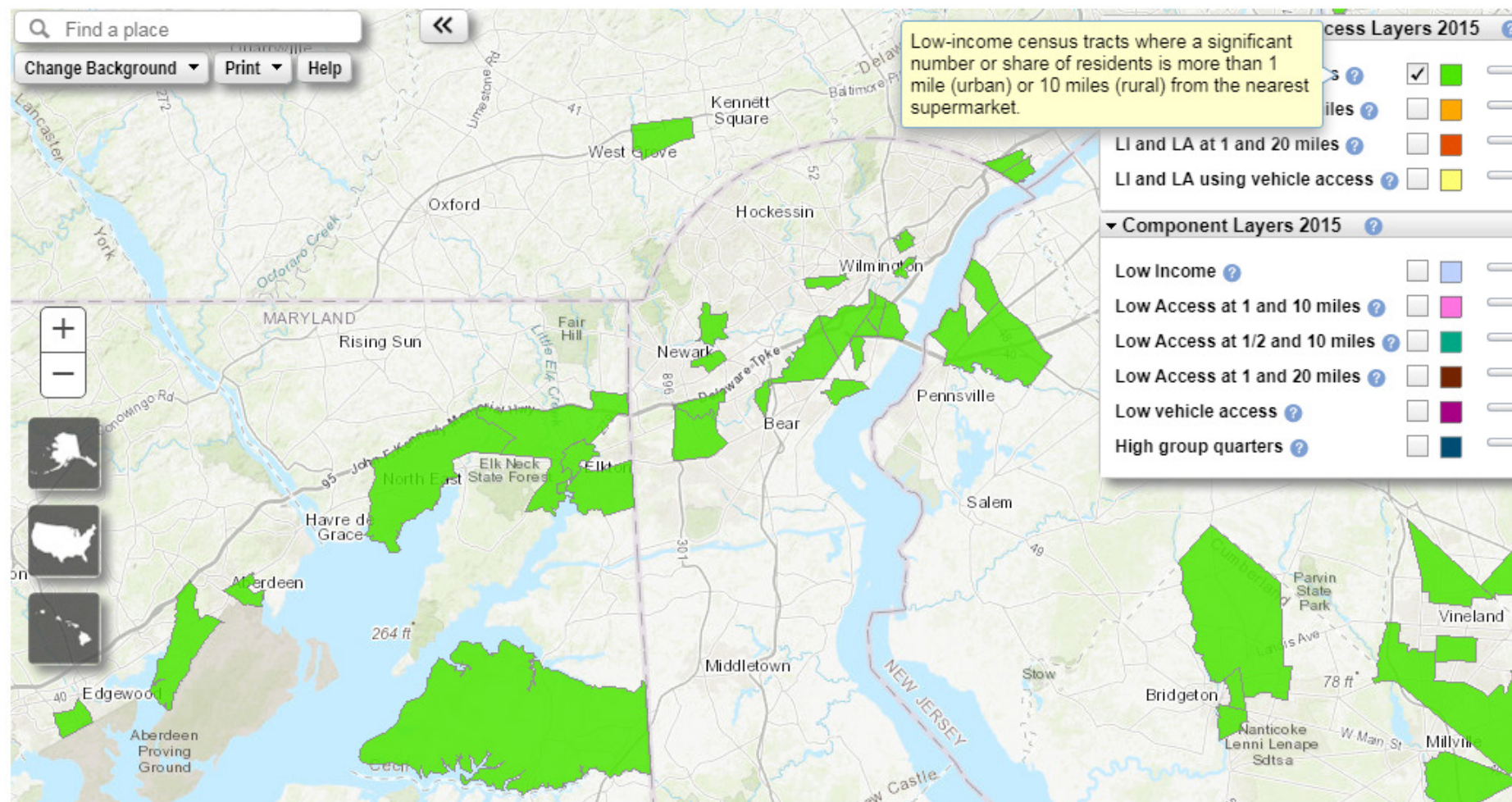


USDA Food Deserts

Method flaws

- Uses census tracts
- Includes non-residential
- No bus access considered

Go to the Atlas

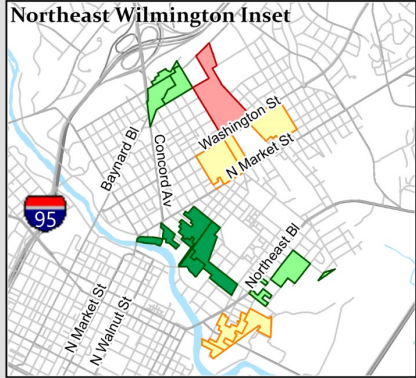


Residential Food Deserts

WILMAPCO Region

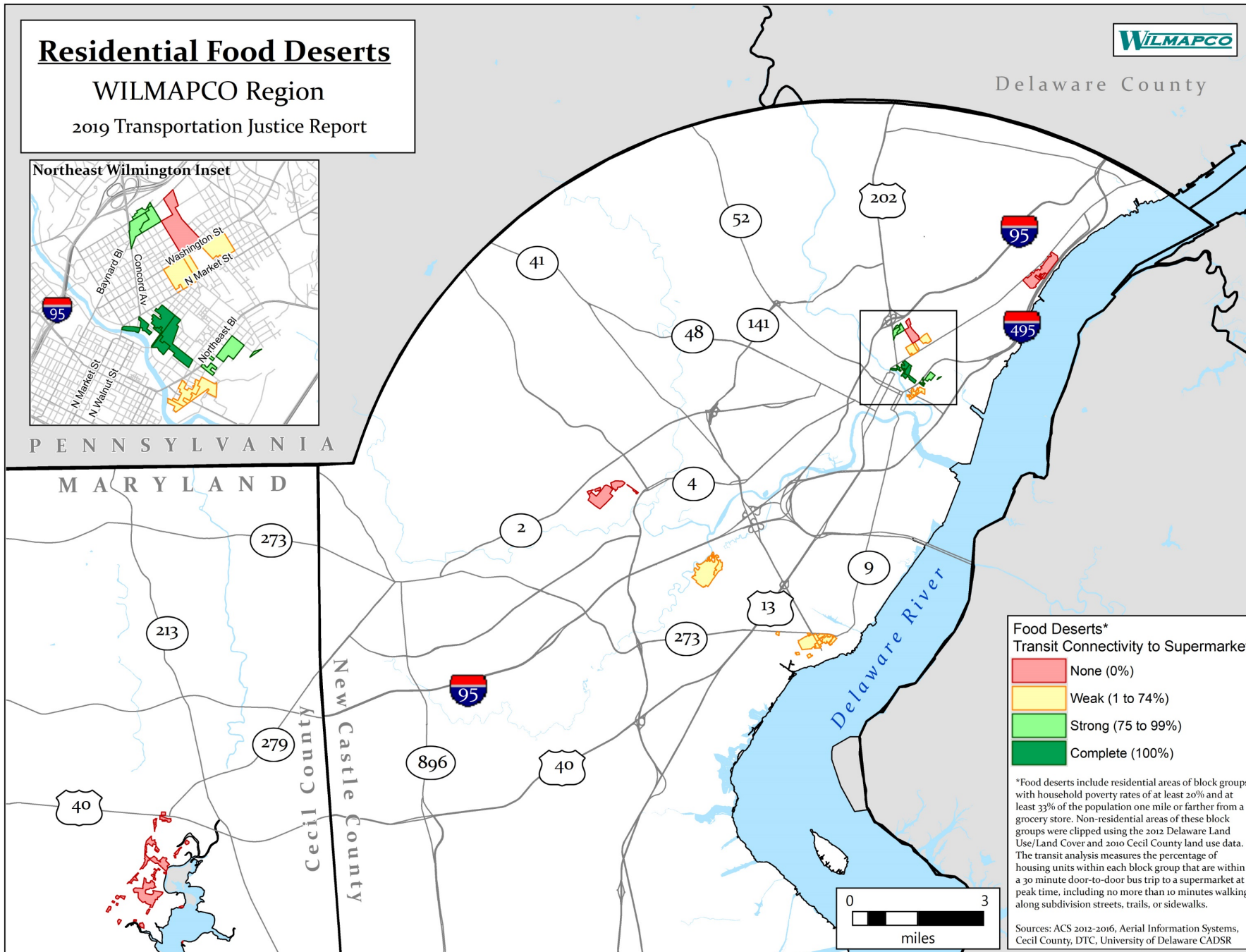
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Northeast Wilmington Inset

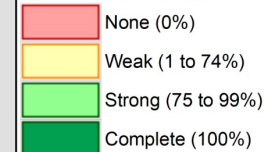


PENNSYLVANIA

MARYLAND



Food Deserts* Transit Connectivity to Supermarket



*Food deserts include residential areas of block groups with household poverty rates of at least 20% and at least 33% of the population one mile or farther from a grocery store. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data. The transit analysis measures the percentage of housing units within each block group that are within a 30 minute door-to-door bus trip to a supermarket at peak time, including no more than 10 minutes walking along subdivision streets, trails, or sidewalks.

Sources: ACS 2012-2016, Aerial Information Systems, Cecil County, DTC, University of Delaware CADSR

WILMAPCO Food Deserts

Method

Block groups with
>20% poverty where
≥33% of the population
are ≥1 mile from a
supermarket

Only residential
areas shown

Classed by housing unit
transit
connectivity to
supermarket



TJ Analysis: Some Key Recommendations

- Drive **more capital investment** into black neighborhoods
- Study and address **walking and bicycling safety** in black neighborhoods
- Improve **transit links to employment centers** from black and impoverished neighborhoods
- Increase **transportation affordability** of impoverished neighborhoods
- Better **walking, biking, and bus links** from food deserts to supermarkets





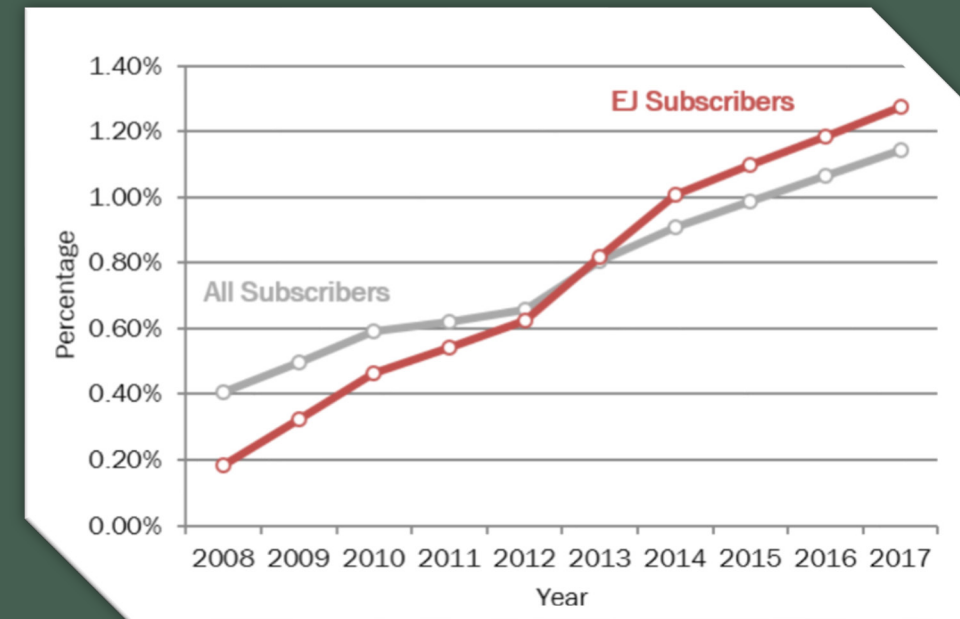
Title VI/EJ: Engagement



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





TJ Analysis: Public Opinion Survey

Public Opinion Survey

Low-income and black residents

- * more transportation difficulties
- * less familiarity with WILMAPCO





Title VI/EJ: Public Engagement

LITERATURE REVIEW

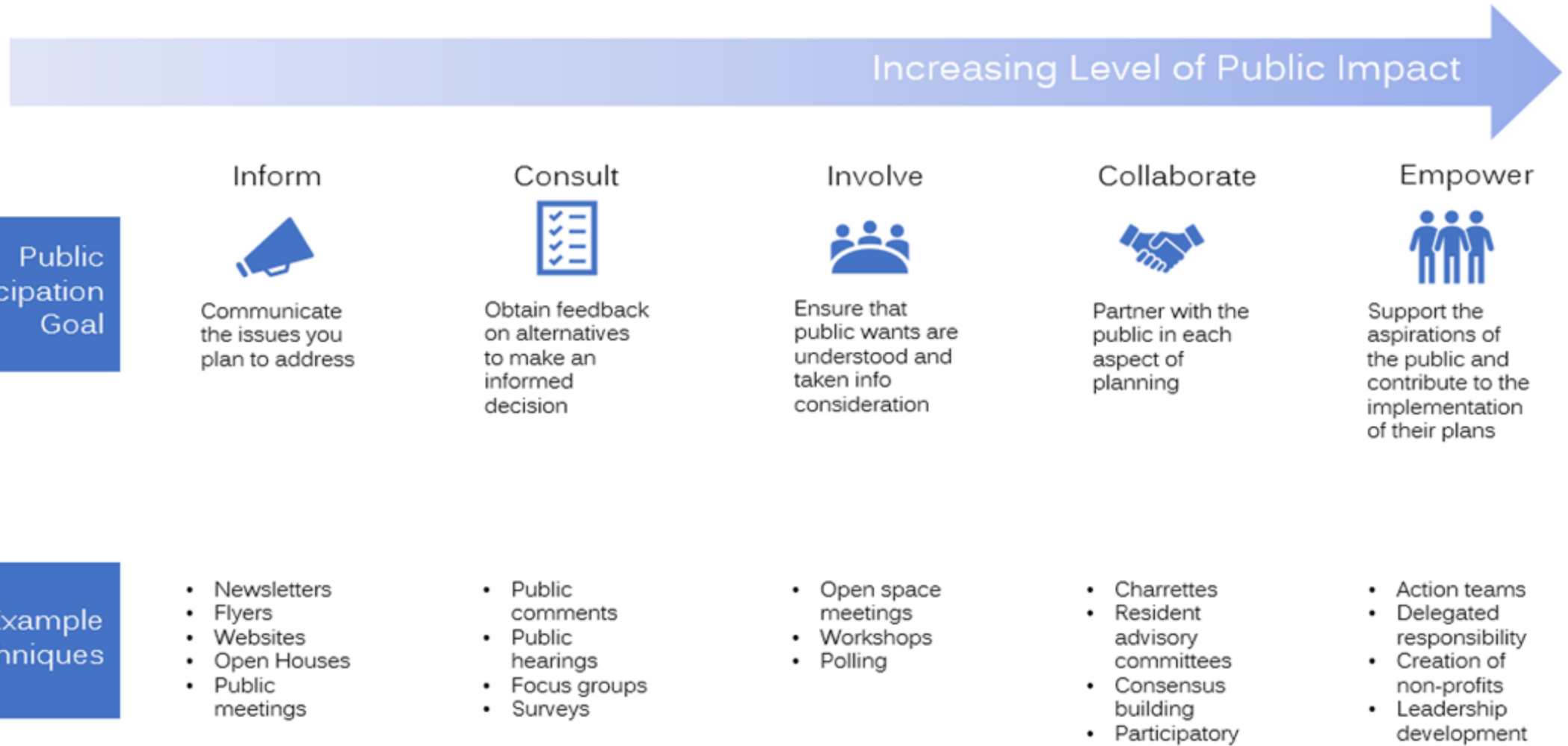


OUR EXPERIENCES





Spectrum of Public Participation





Spectrum of Public Participation

Empower



Support the aspirations of the public and contribute to the implementation of their plans

- Action teams
- Delegated responsibility
- Creation of non-profits
- Leadership development



Title VI/EJ: Public Engagement

5 Lessons Learned – Route 9 Master Plan Monitoring Committee

1. Invite civic leaders to all meetings
2. Support comprehension of plan
3. Define roles of committee members
4. Ensure accountability
5. **Invest in trust building**





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





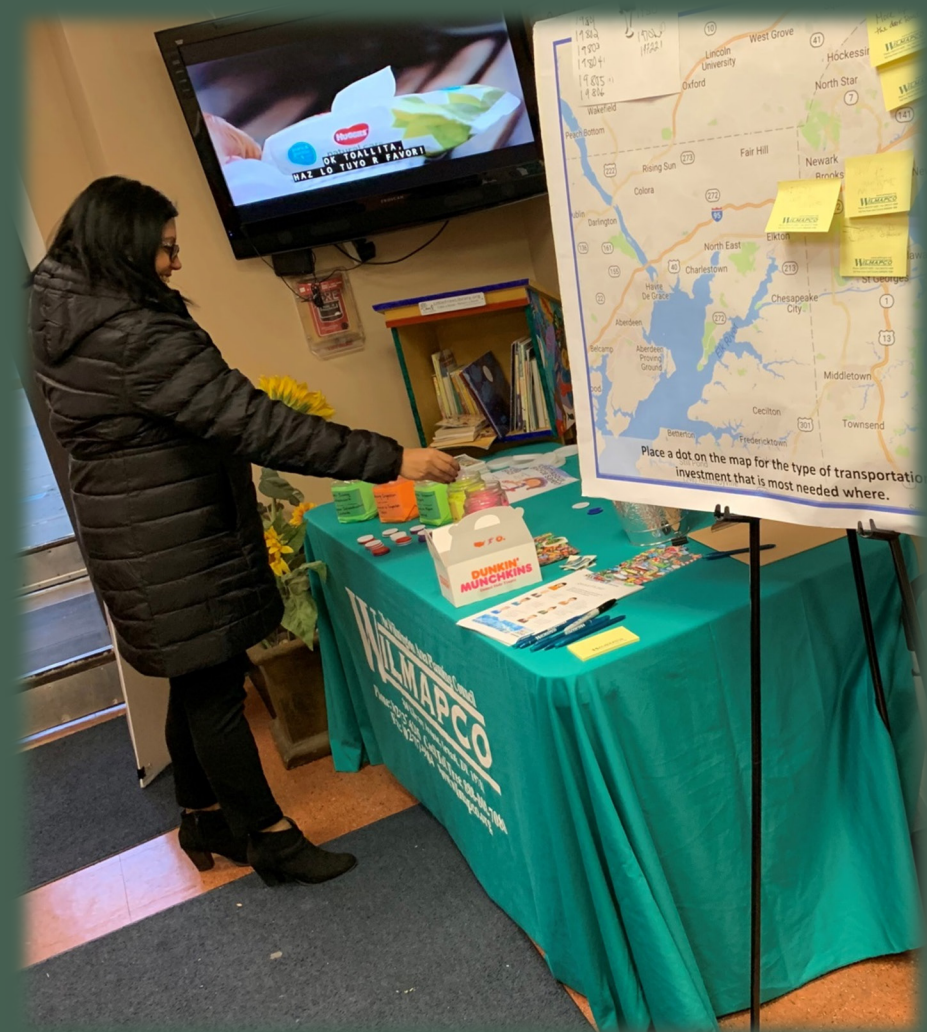
Language Assistance Plan



Safe Harbor Provision

Provide reasonable **interpretation**, **translation**, and **outreach** to Limited English Proficient (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



Safe Harbor Provision

Speak English "Less Than Very Well"

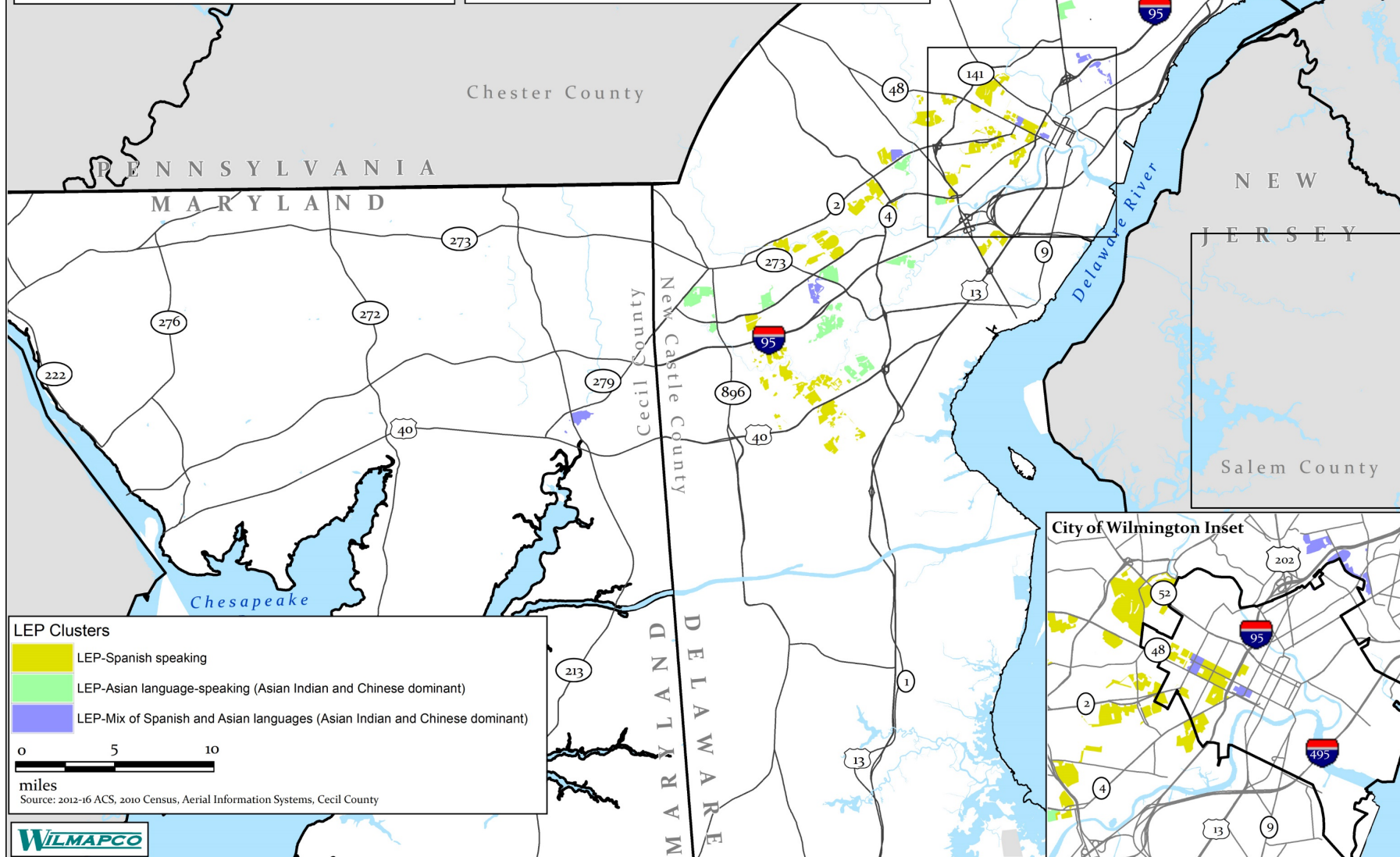
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LEP Clusters*

WILMAPCO Region

2019 Transportation Justice Report

*Limited English Proficient (LEP) clusters are contiguous census block groups where 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. Areas with concentrations of Asian languages were further screened at the zip code level. All of the concentrations fall within zip codes where Asian Indian and Chinese residents comprise most of the Asian population, making those two language groups the potential dominant languages spoken. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data.



Limited English Proficiency (LEP)

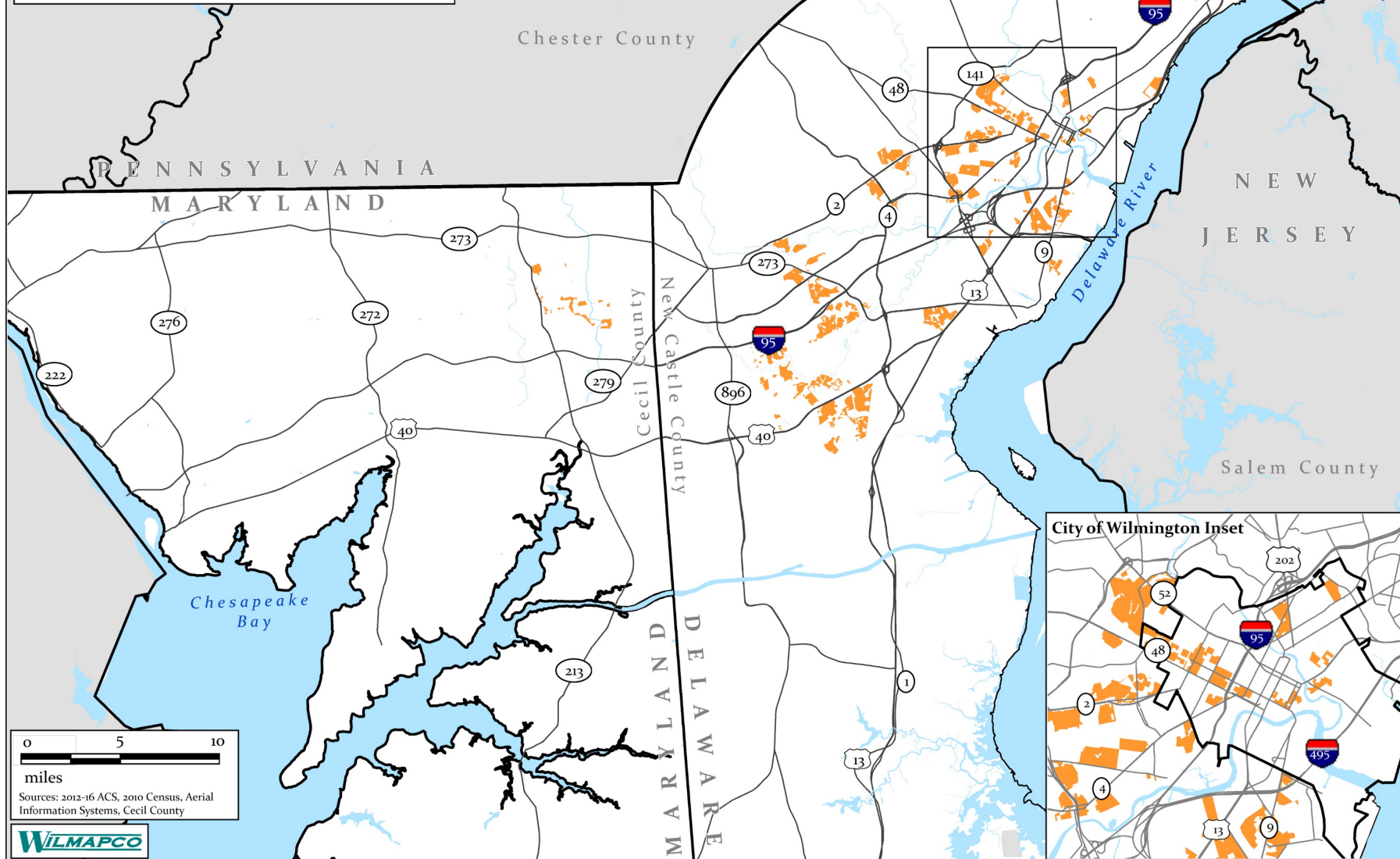
Population >5 years who speak English <"very well"

LL Clusters*

WILMAPCO Region

2019 Transportation Justice Report

*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. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data.

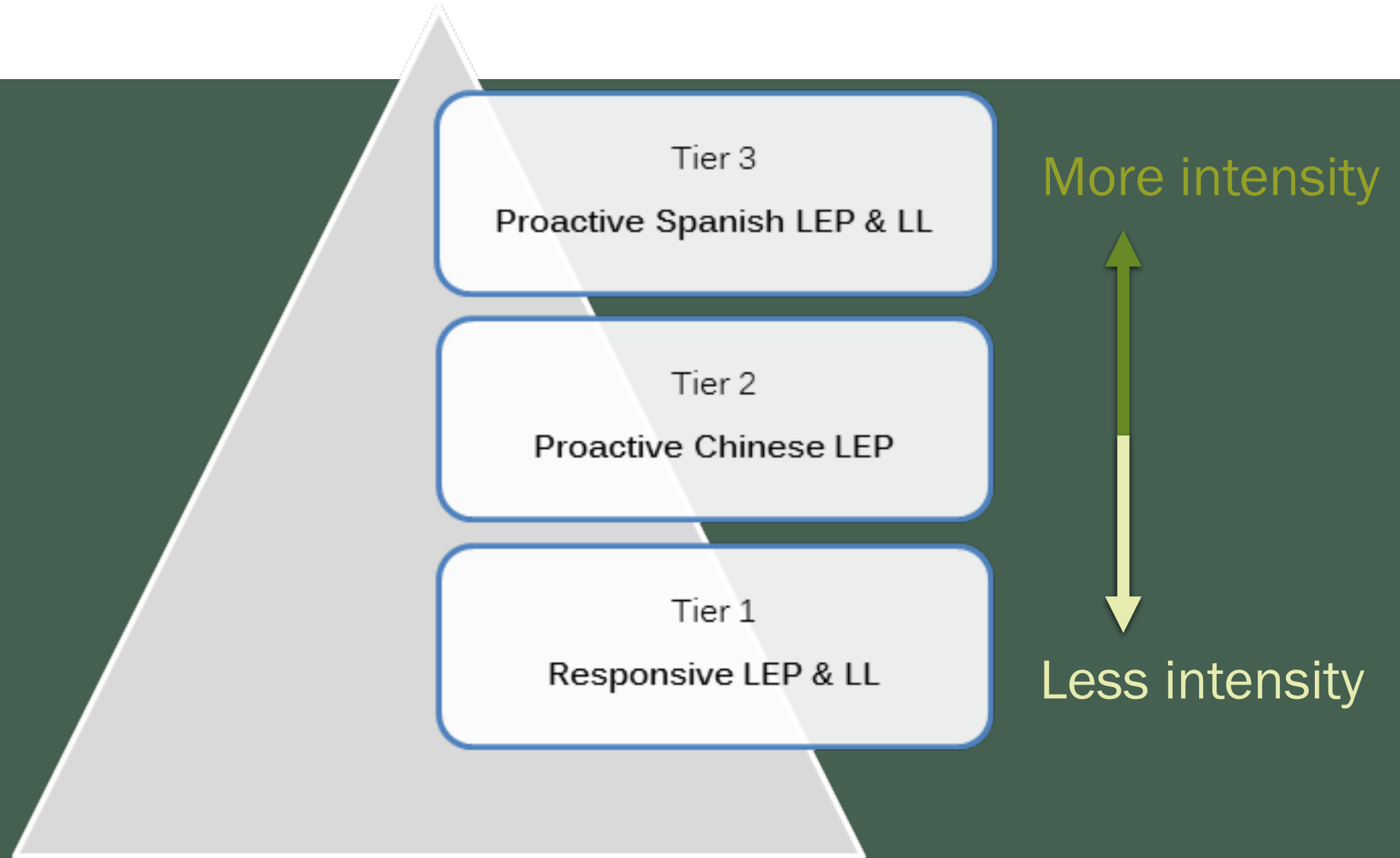


Low-literacy (LL)

Population >25 years
w/< 9th grade
education



Language Assistance Plan





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



Solo los proyectos que se encuentran en el PTR son elegibles para financiamiento federal.



Su sección de políticas se compone de: Metas, Objetivos, Acciones y Medidas de Rendimiento.



Los proyectos en el PTR deben ser financieramente razonables y cumplir con los estándares de calidad del aire.



Es un "plan de vida" sujeto a una revisión continua, ¡al menos cada cuatro años!

del Consejo en marzo.



www.wilmapco.org/rtp



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



Mobility Challenged Analysis



Mobility Challenged Analysis

Seniors, disabled, and zero-car households

- Introduction
- ADA self evaluation
- Demographic profile
- Spatial analysis
- Key recommendations





ADA Self Evaluation - findings

- Physical access barriers are limited
- Agency policies generally meet ADA guidelines
- Communication of policies needs improvement
- Front line communications should consider needs of people with disabilities



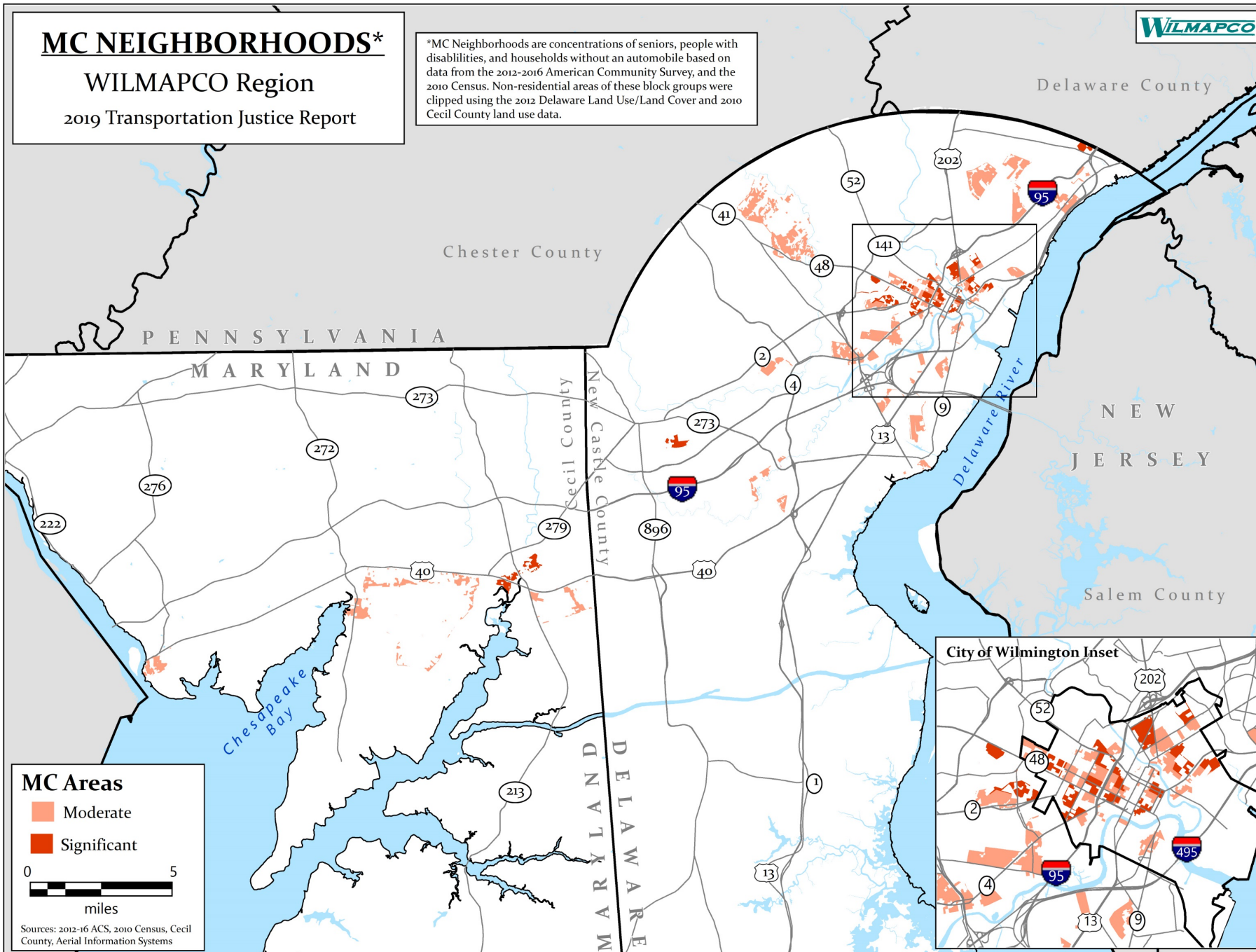
MC NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

*MC Neighborhoods are concentrations of seniors, people with disabilities, and households without an automobile based on data from the 2012-2016 American Community Survey, and the 2010 Census. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data.

WILMAPCO



MC Areas

- Moderate
- Significant

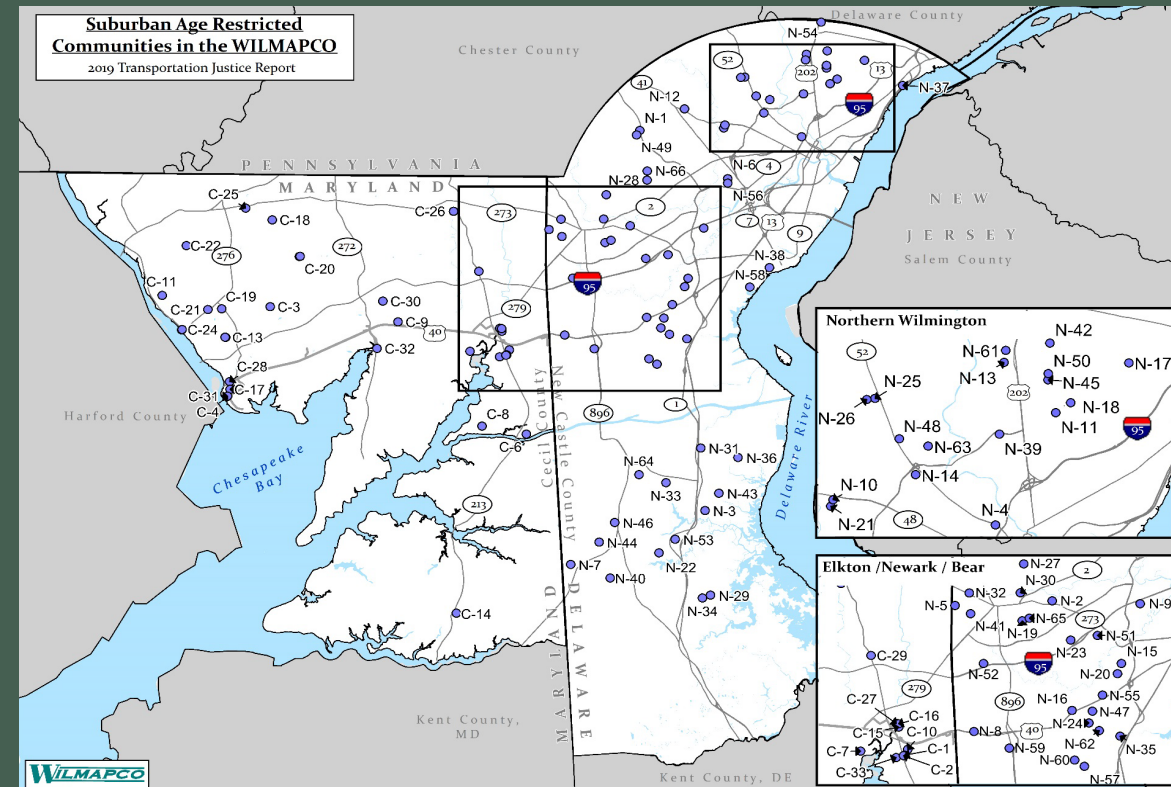
0 5
miles

Sources: 2012-16 ACS, 2010 Census, Cecil County, Aerial Information Systems



ARCCA Analysis

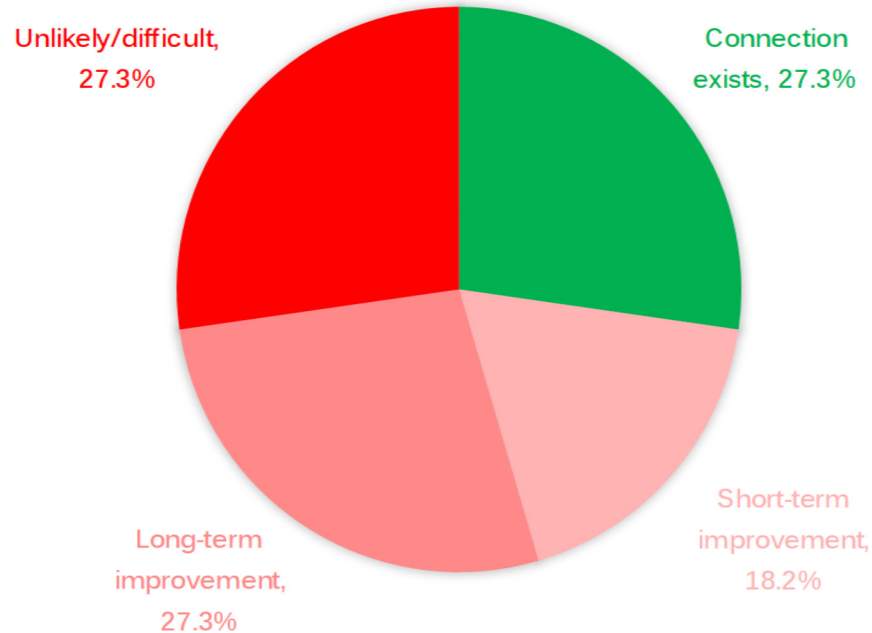
- Age-restricted Community Connectivity Analysis (ARCCA)
- Developed in 2011 and further refined by WILMAPCO/Bucknell Univ.
- *How connected (or not) are suburban age-restricted communities to the fixed route bus system and pedestrian system?*



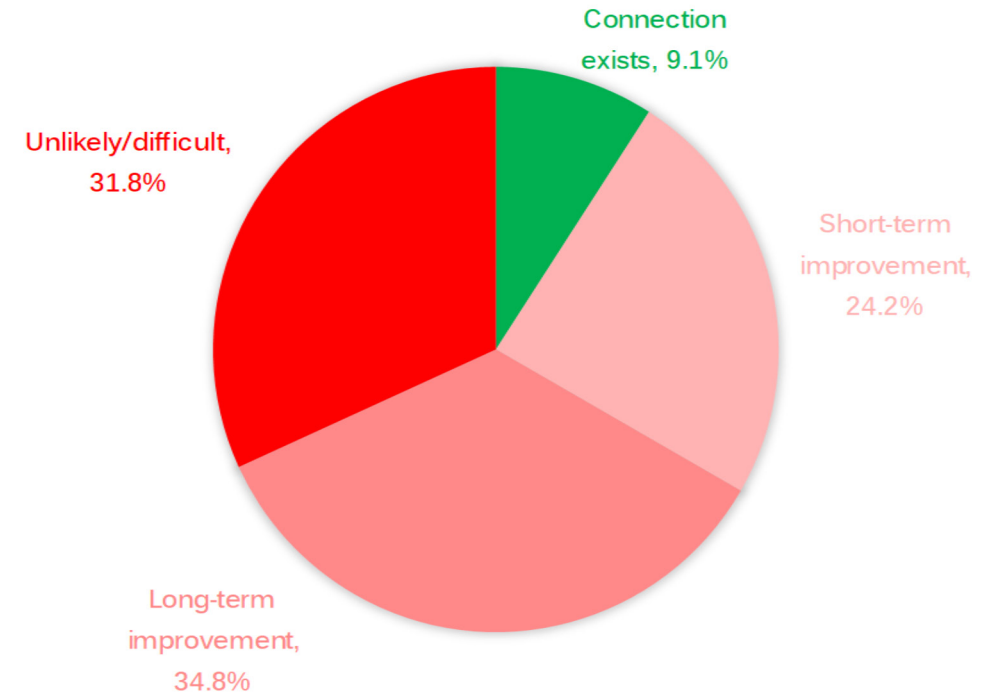


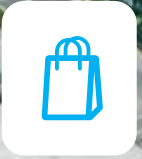
ARCCA Analysis – Pedestrian

Cecil County



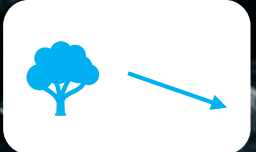
New Castle County





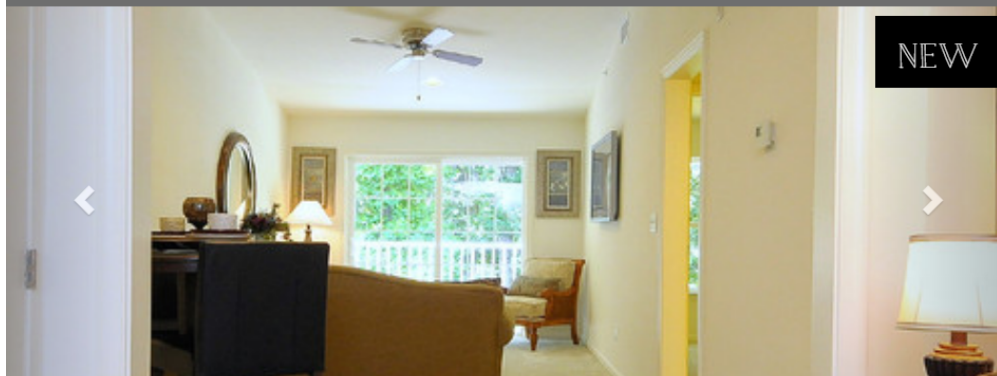
U.S. 40

Salem Church Rd.



Enclave ARC





NEW

THE ENCLAVE AT STONEYRIDGE

Newark, DE

885 Salem Church Road, Newark, DE 19702

Phone: 302-482-4339 Fax: 302-834-0600

The Enclave at Stoneyridge is a brand new distinctive 55+ rental community featuring state-of-the-art amenities. From concept to completion, this extraordinary new residential enclave has been thoughtfully designed to create the ultimate environment for comfort and carefree living.

Schedule a Tour

Apply Now

Visit Website >



Gallery

Amenities

Floor Plans

Neighborhood

Contact

Community Amenities

- ◆ 24-Hour Locked Main Entrance with Intercom
- ◆ 24-Hour Emergency Maintenance
- ◆ Resident Coffee & Cookie Bar
- ◆ Business Center with Fax & Scanner
- ◆ Luxury Corporate Furnished Apartments Available
- ◆ Comcast High Speed Internet Wired
- ◆ Beautiful Stone Buildings Built on Former Orchard Farm
- ◆ Exclusive 52 unit property with Ample Lighted Parking
- ◆ Walking Distance to Becks Pond, Shopping & Bus Route

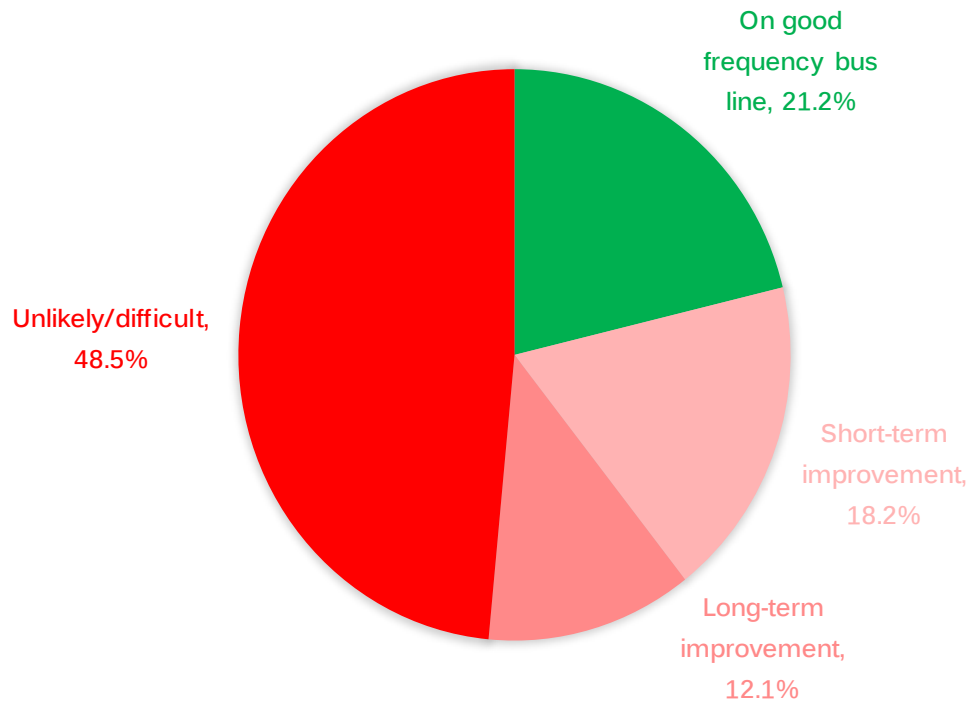
Unit Amenities

- ◆ Full size Washer & Dryer in Every Apartment
- ◆ Open Kitchen Design with Breakfast Bar
- ◆ Natural European Wood Cabinets
- ◆ Modern Kitchens with Built-in Microwaves
- ◆ 18 cu FT Refrigerator with Auto Ice Maker
- ◆ Energy Efficient Electric Heat Pump
- ◆ Central Air-conditioning
- ◆ Spacious Over-Sized Walk-In Closets
- ◆ Two Panel Doors
- ◆ Energy Efficient Thermopane Windows & Doors

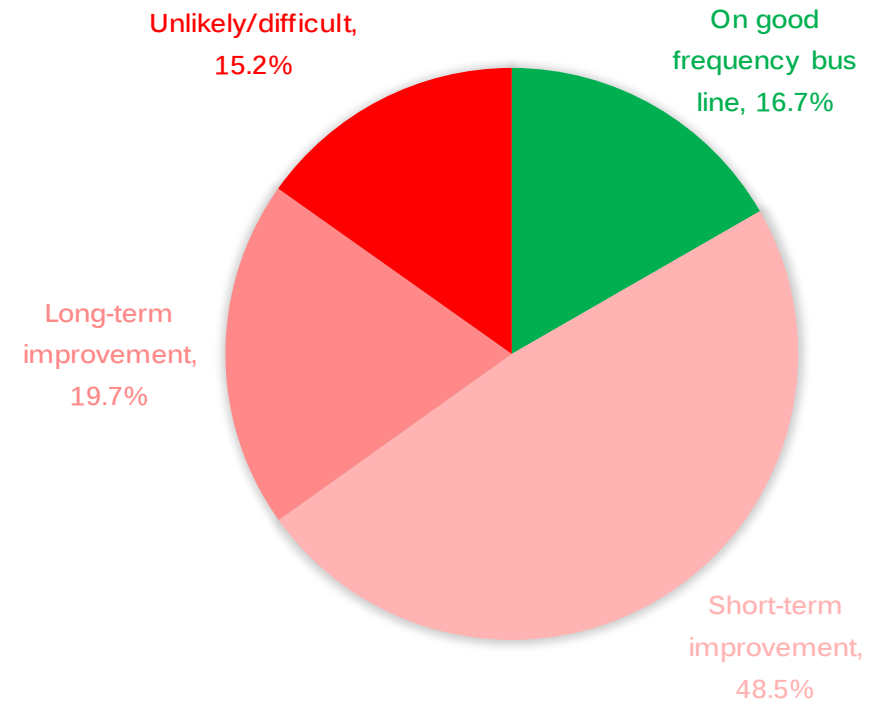


ARCCA Analysis – Public Transit

Cecil County



New Castle County





Next Steps/Timeline

- Wrap up connectivity analysis
- Finalize recommendations
- MC personal story
- Executive summary and front matter
- Projected Council endorsement in Nov. 2019



