



WILMAPCO

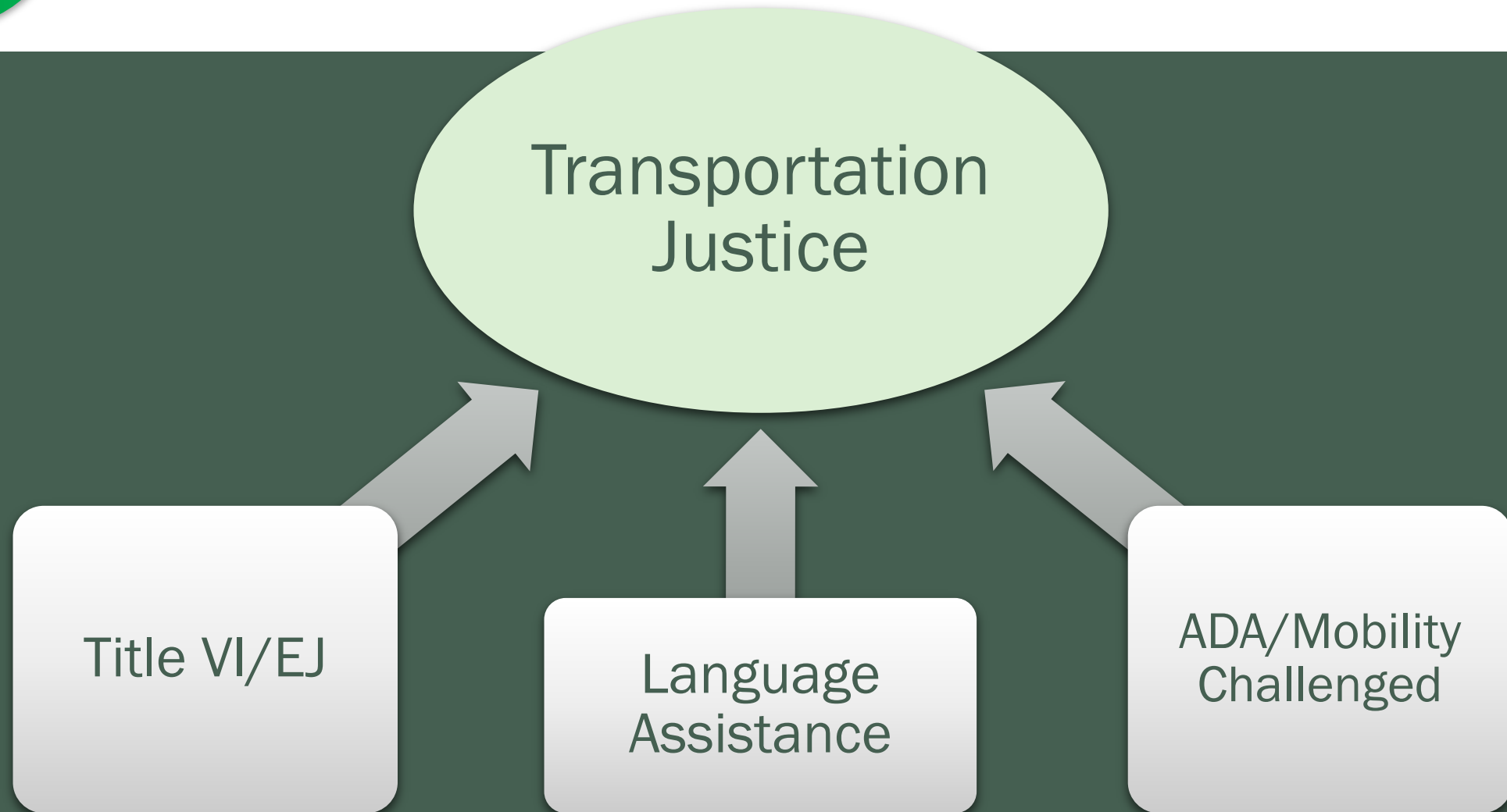
2019 Transportation Justice Plan

Analysis Update

Technical 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









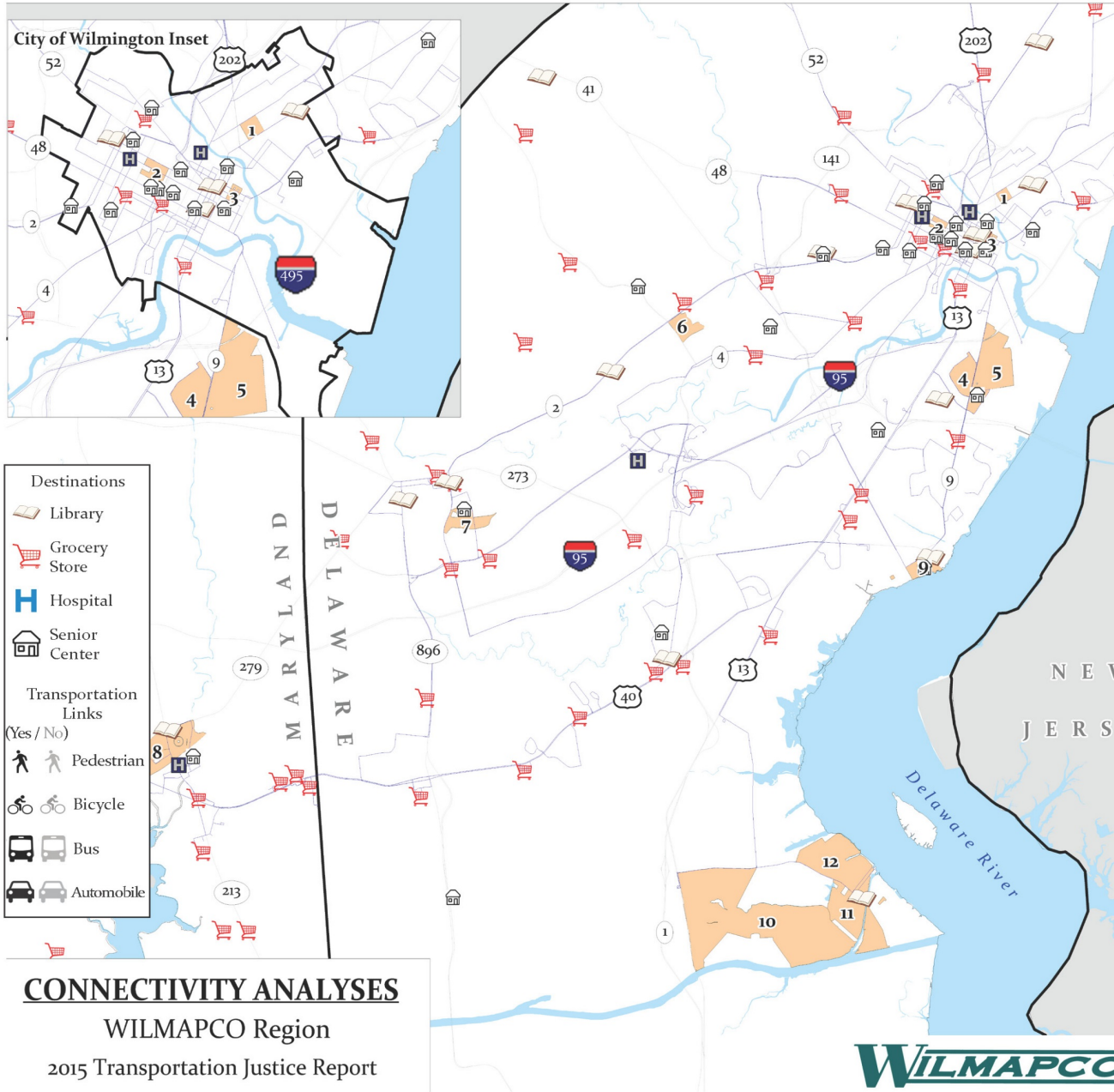
Title VI/EJ: Spatial Analysis

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



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 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



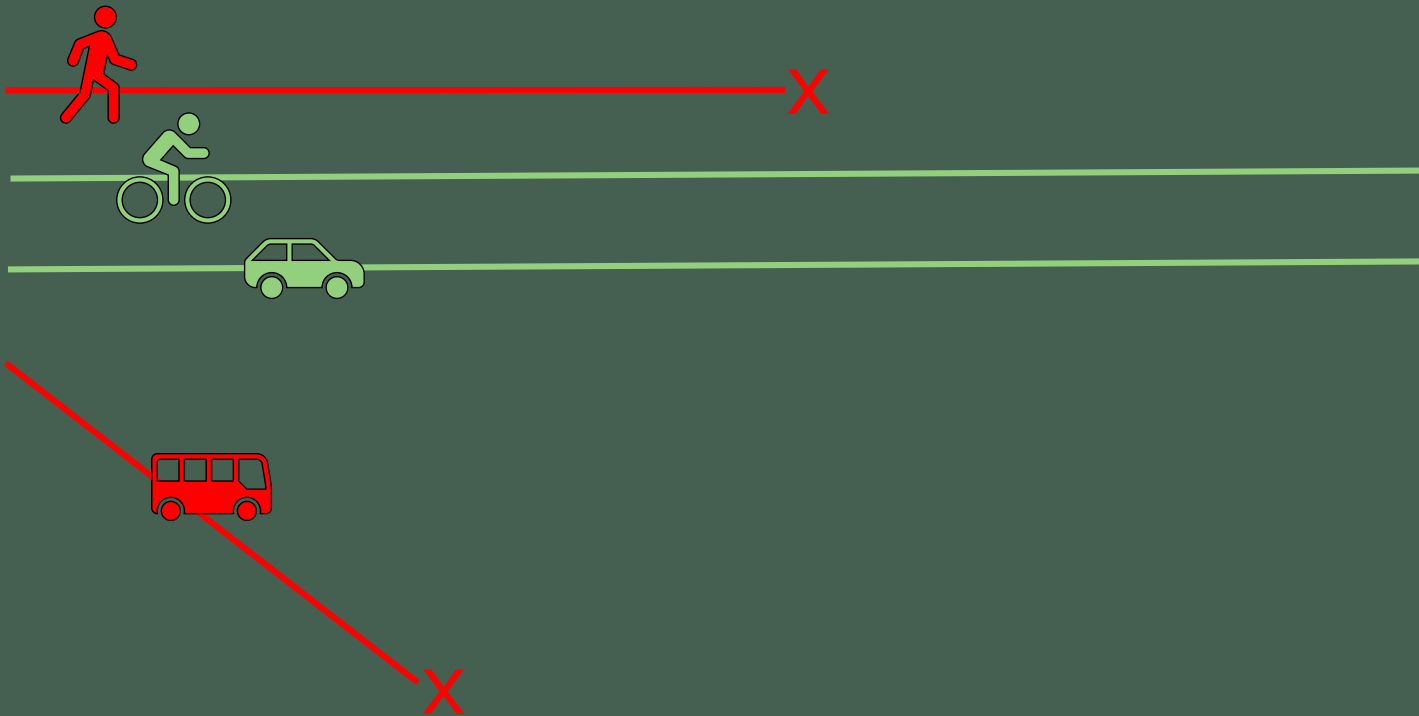
15 minute accessible car trip



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



TJ Analysis: Connectivity





TJ Analysis: Connectivity





TJ Analysis: Connectivity

Block Group

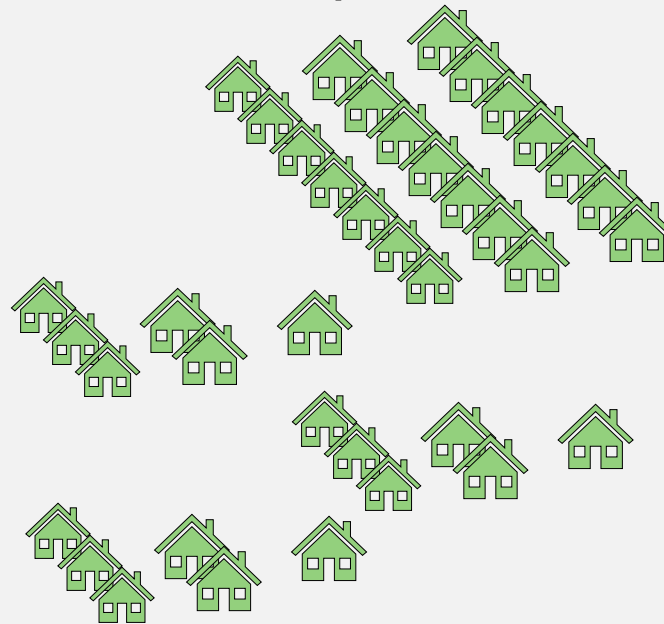


82% of houses
connected to a
library by walking



TJ Analysis: Connectivity

Block Group



100% of houses
connected to
one or more
library by walking



TJ Analysis: Connectivity

FINAL PRODUCT

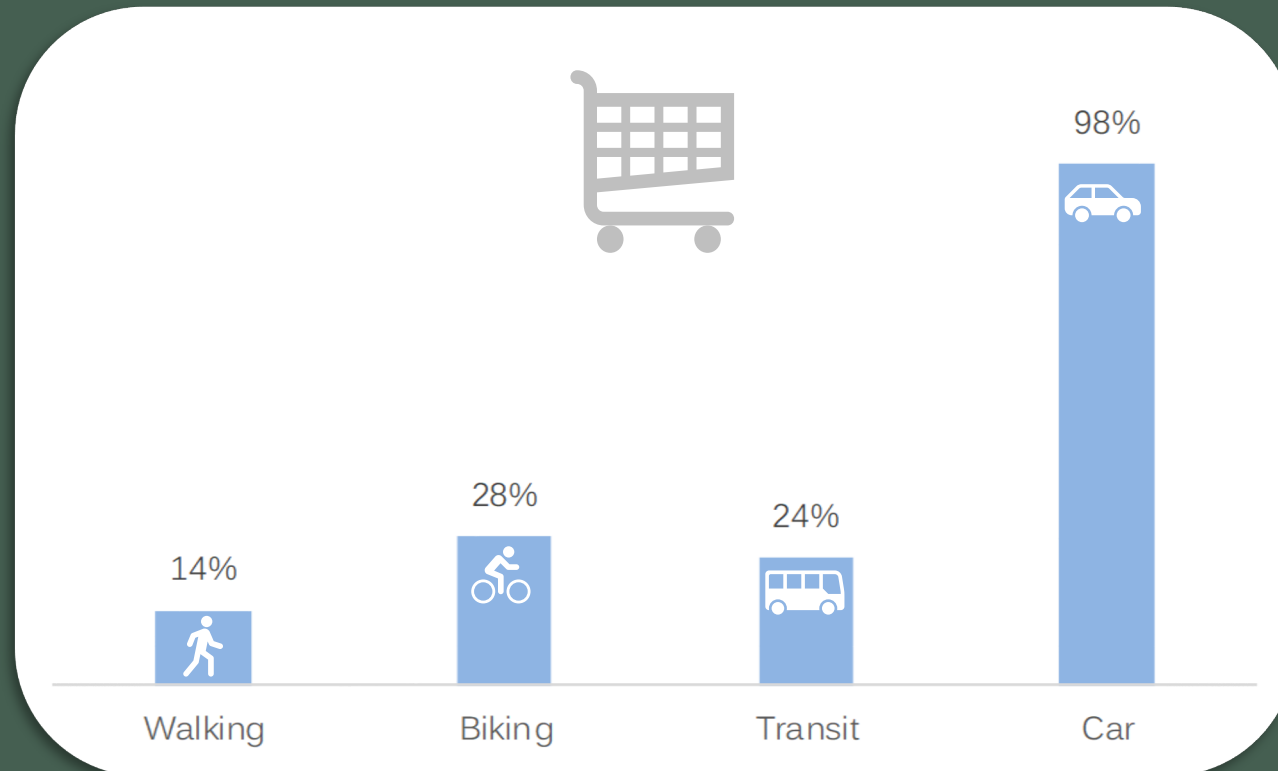
Percent of housing units accessible to one or more libraries by walking, by block group

85%	25%	0%
100%	0%	5%



TJ Analysis: Connectivity

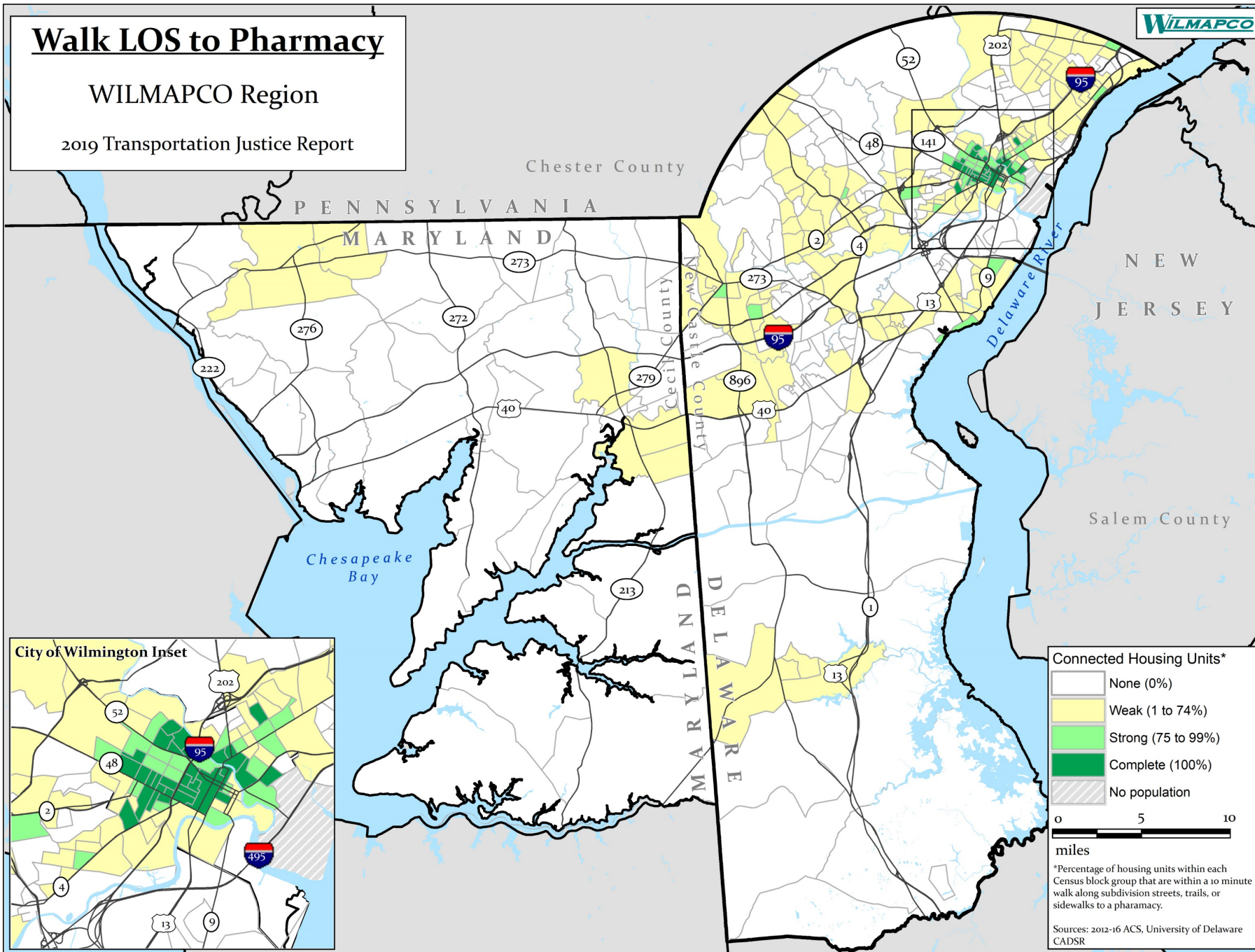
Homes with Connections to Supermarkets WILMAPCO Region



Walk LOS to Pharmacy

WILMAPCO Region

2019 Transportation Justice Report



CONNECTED
HOUSING UNITS

New Castle Co.

20%

Cecil Co.

2%

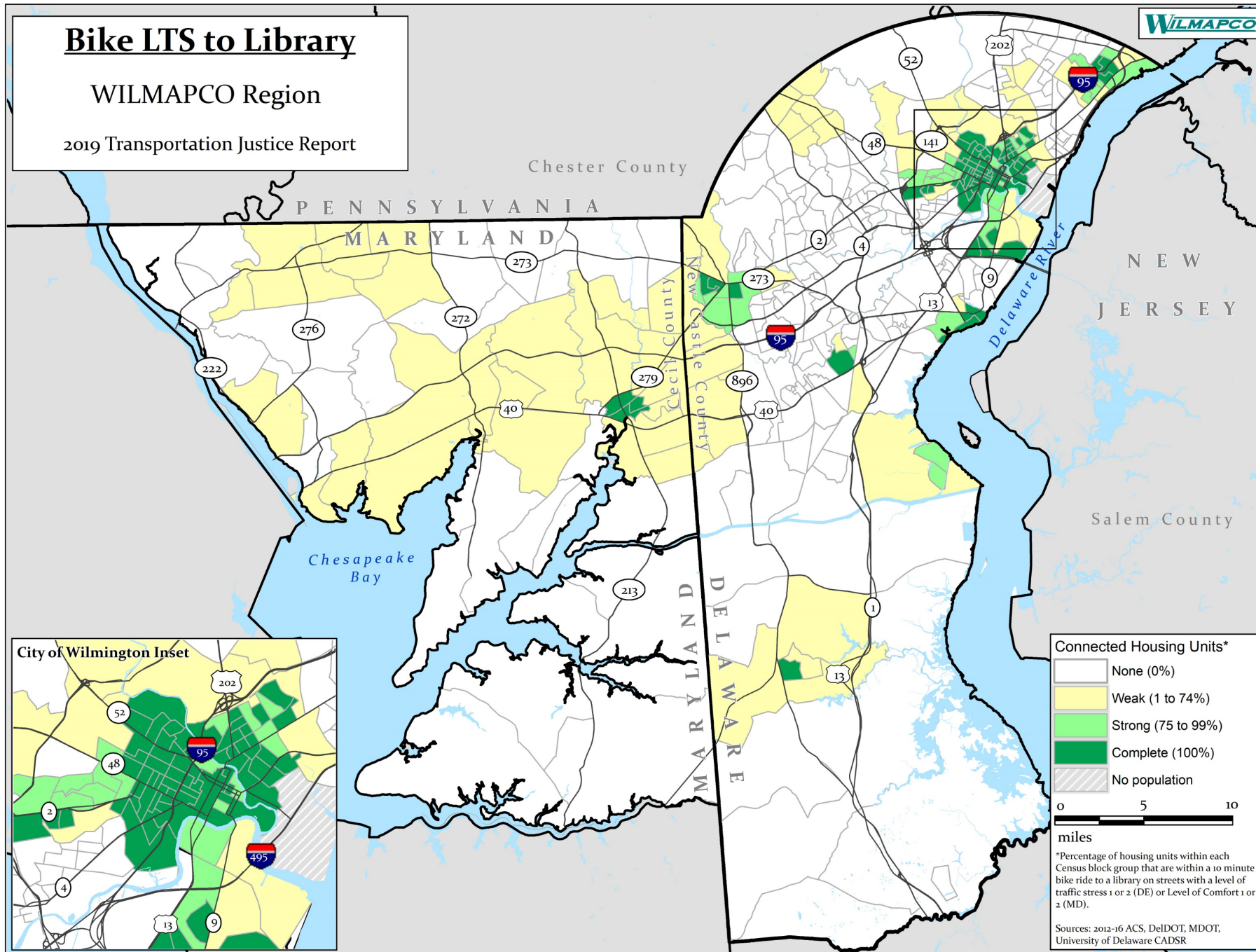
Region

17%

Bike LTS to Library

WILMAPCO Region

2019 Transportation Justice Report



CONNECTED
HOUSING UNITS

New Castle Co.

25%

Cecil Co.

7%

Region

23%

Car to Medical Center

WILMAPCO Region

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CONNECTED
HOUSING UNITS

New Castle Co.

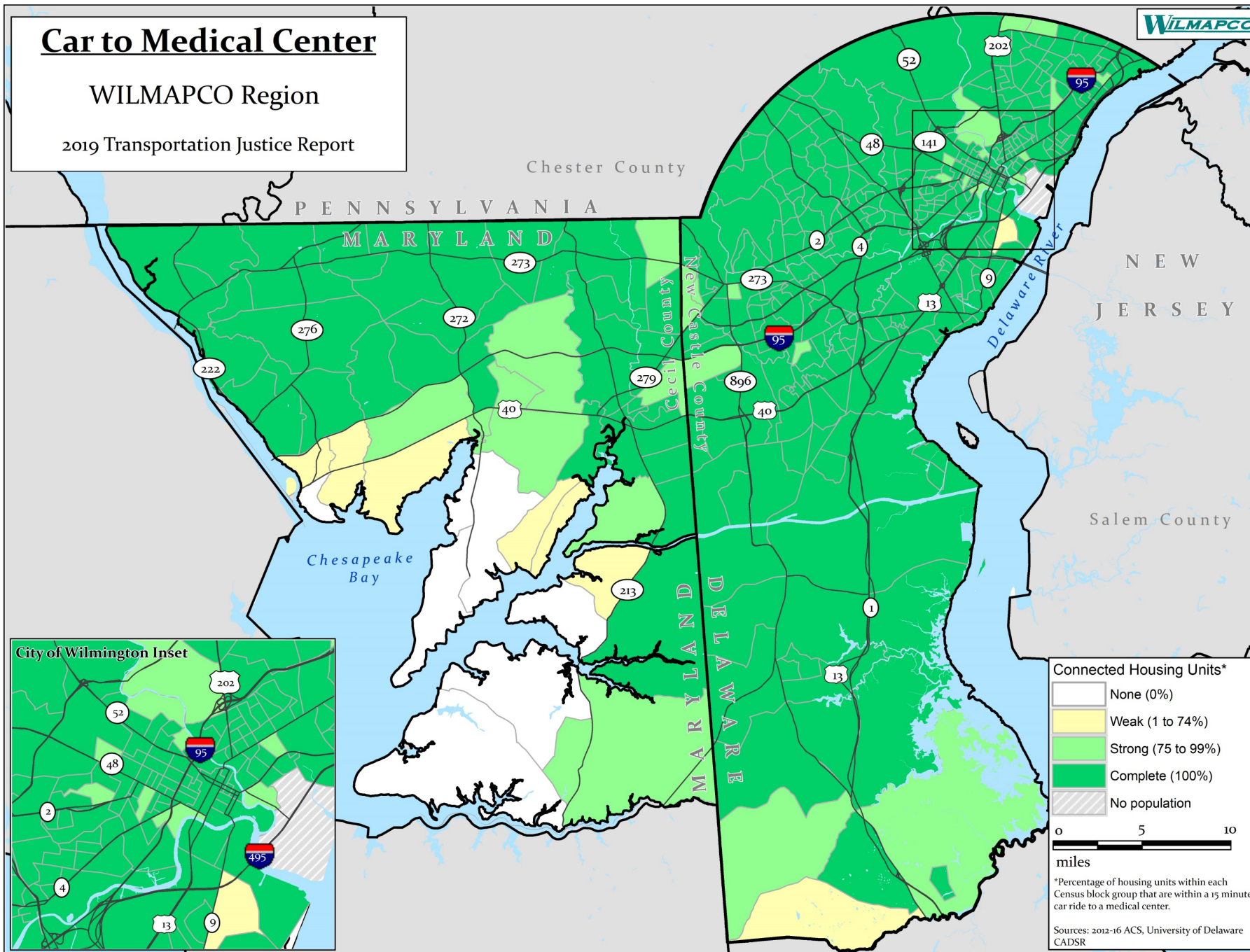
99%

Cecil Co.

68%

Region

95%



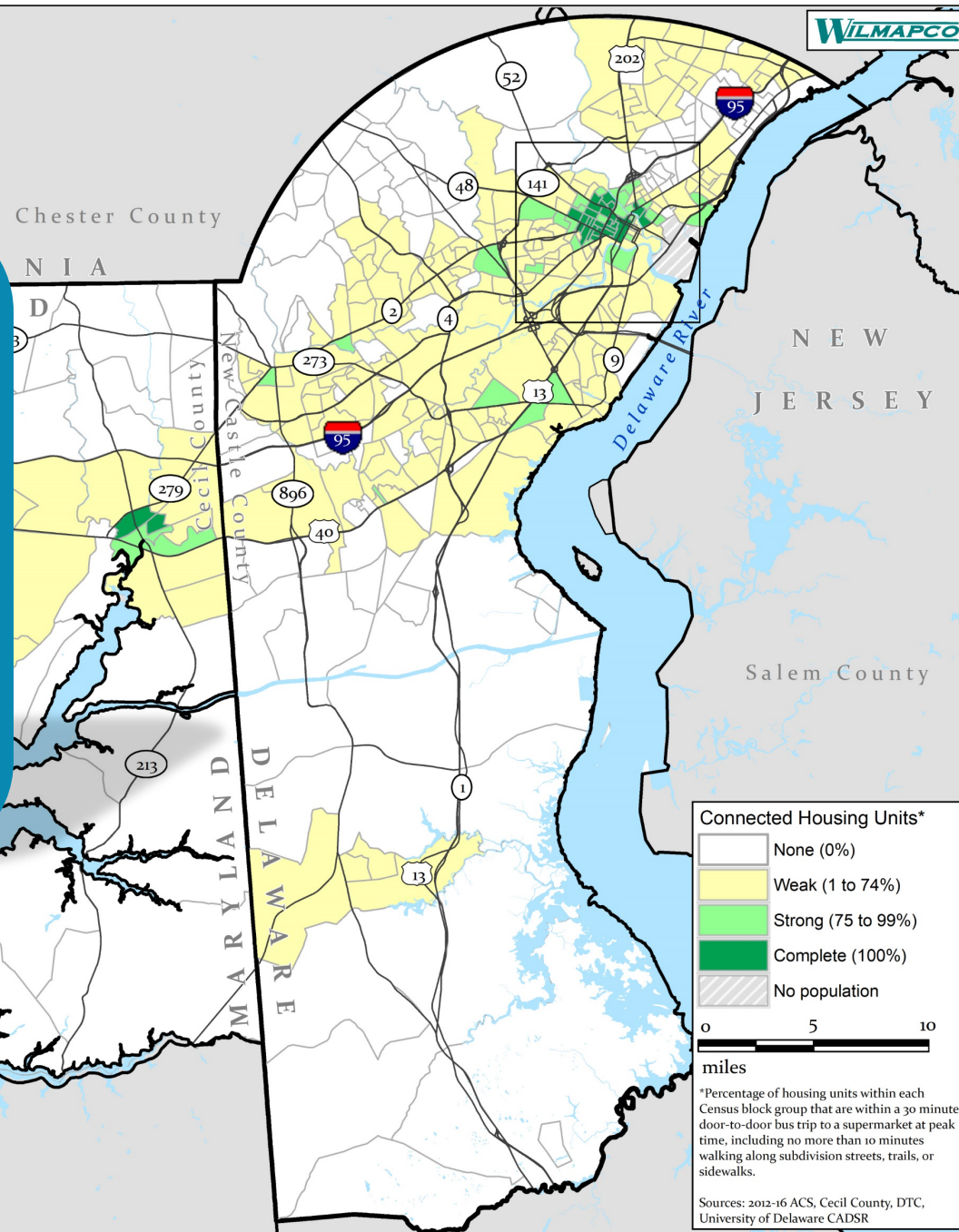
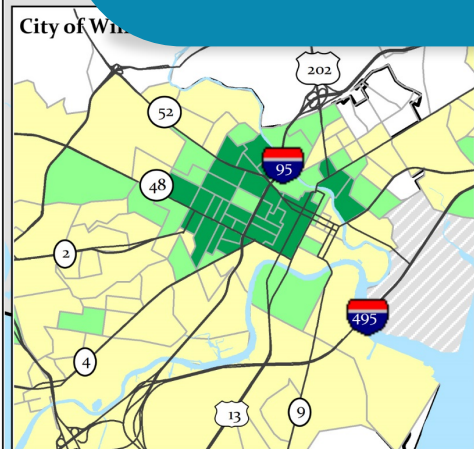
Transit to Supermarket

WILMAPCO Region

2019 Transportation Justice Report

Equity Analysis

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



CONNECTED
HOUSING UNITS

New Castle Co.

26%

Cecil Co.

13%

Region

24%

Transit Connectivity to Low-Wage Employment Centers from Poverty Concentrations

WILMAPCO Region

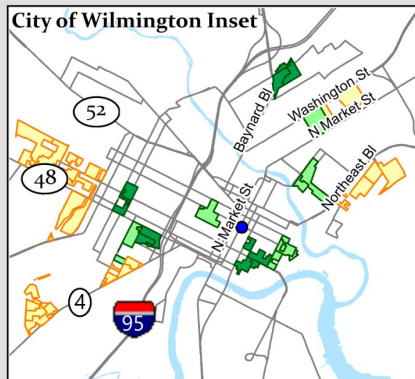
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Delaware County

Chester County

City of Wilmington Inset



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

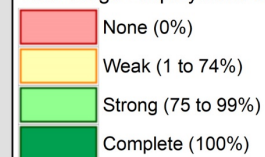
M A R Y L A N D

New Castle County

Cecil County

Delaware River

Transit Connectivity to Low-Wage Employment Centers*



Low-wage employment centers

Bus routes

*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

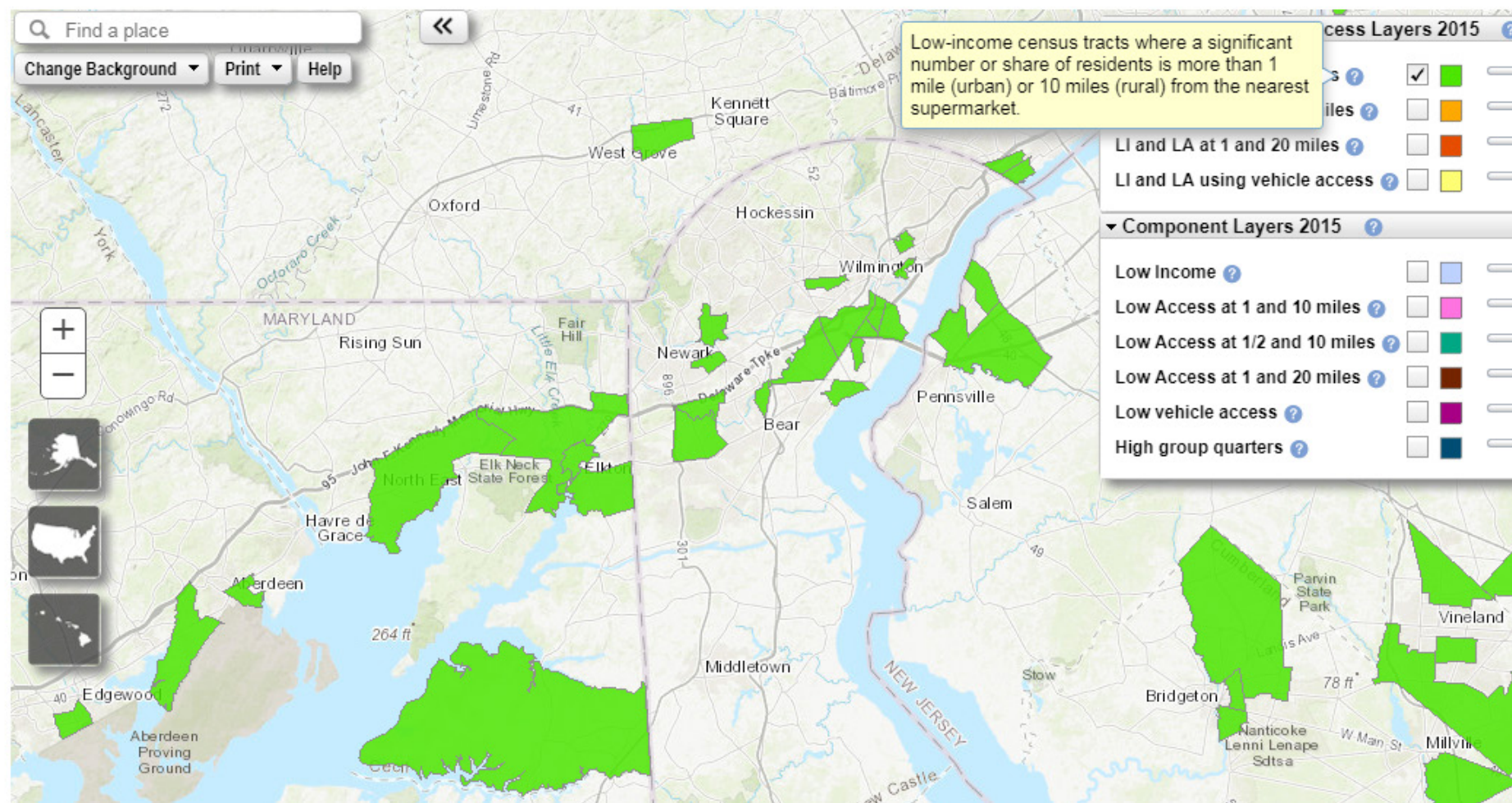


USDA Food Deserts

Method flaws

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

Go to the Atlas

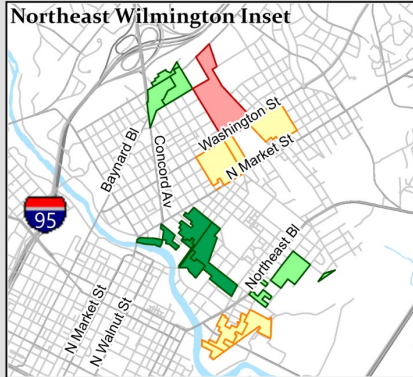


Residential Food Deserts

WILMAPCO Region

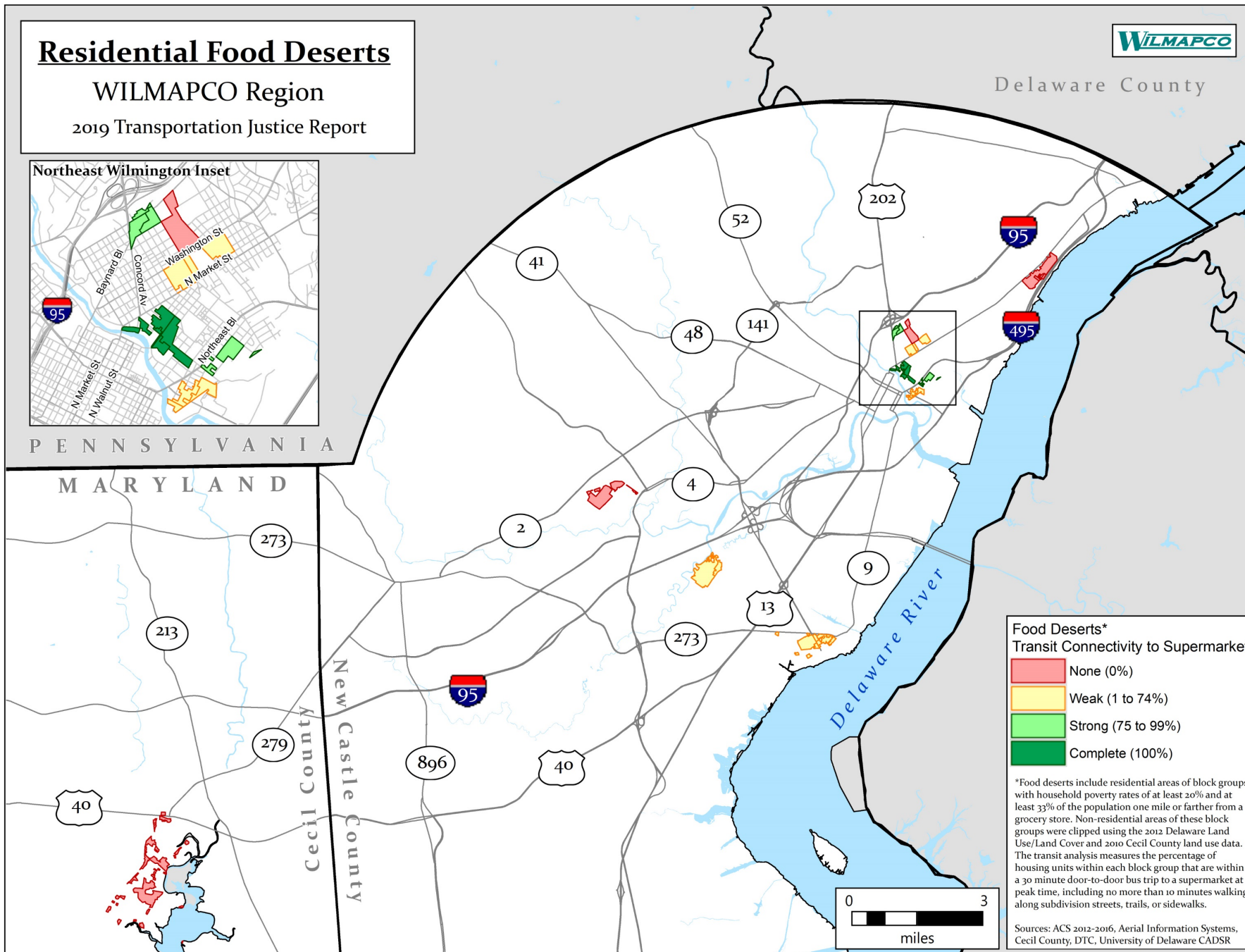
2019 Transportation Justice Report

Northeast Wilmington Inset

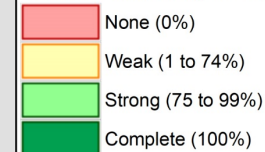


P E N N S Y L V A N I A

M A R Y L A N D



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





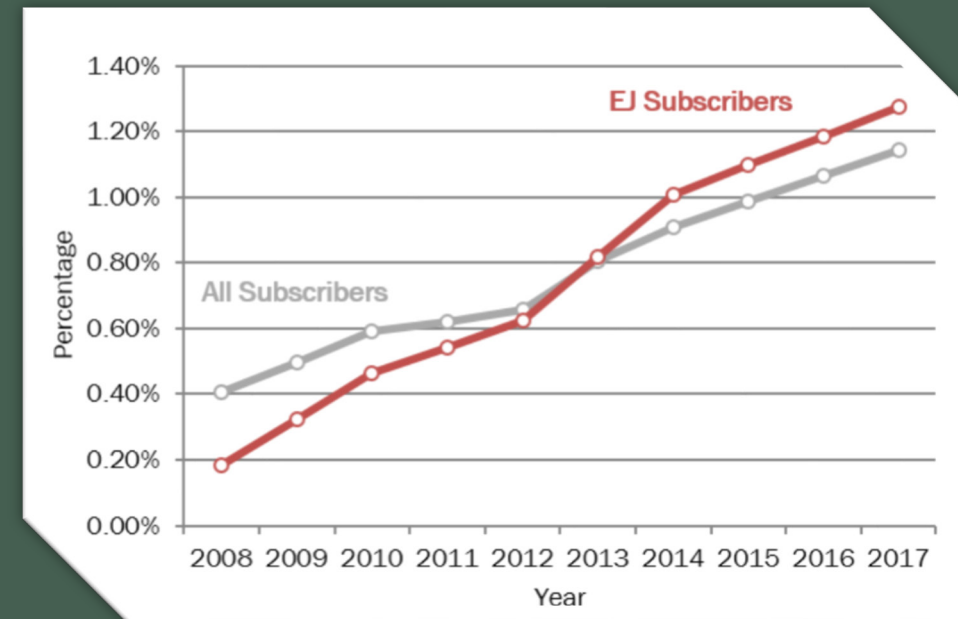
Title VI/EJ: Engagement



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



	Inform	Consult	Involve	Collaborate	Empower
Public Participation Goal	 Communicate the issues you plan to address	 Obtain feedback on alternatives to make an informed decision	 Ensure that public wants are understood and taken into consideration	 Partner with the public in each aspect of planning	 Support the aspirations of the public and contribute to the implementation of their plans
Example Techniques	<ul style="list-style-type: none">• Newsletters• Flyers• Websites• Open Houses• Public meetings	<ul style="list-style-type: none">• Public comments• Public hearings• Focus groups• Surveys	<ul style="list-style-type: none">• Open space meetings• Workshops• Polling	<ul style="list-style-type: none">• Charrettes• Resident advisory committees• Consensus building• Participatory	<ul style="list-style-type: none">• Action teams• Delegated responsibility• Creation of non-profits• Leadership development



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

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





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 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





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



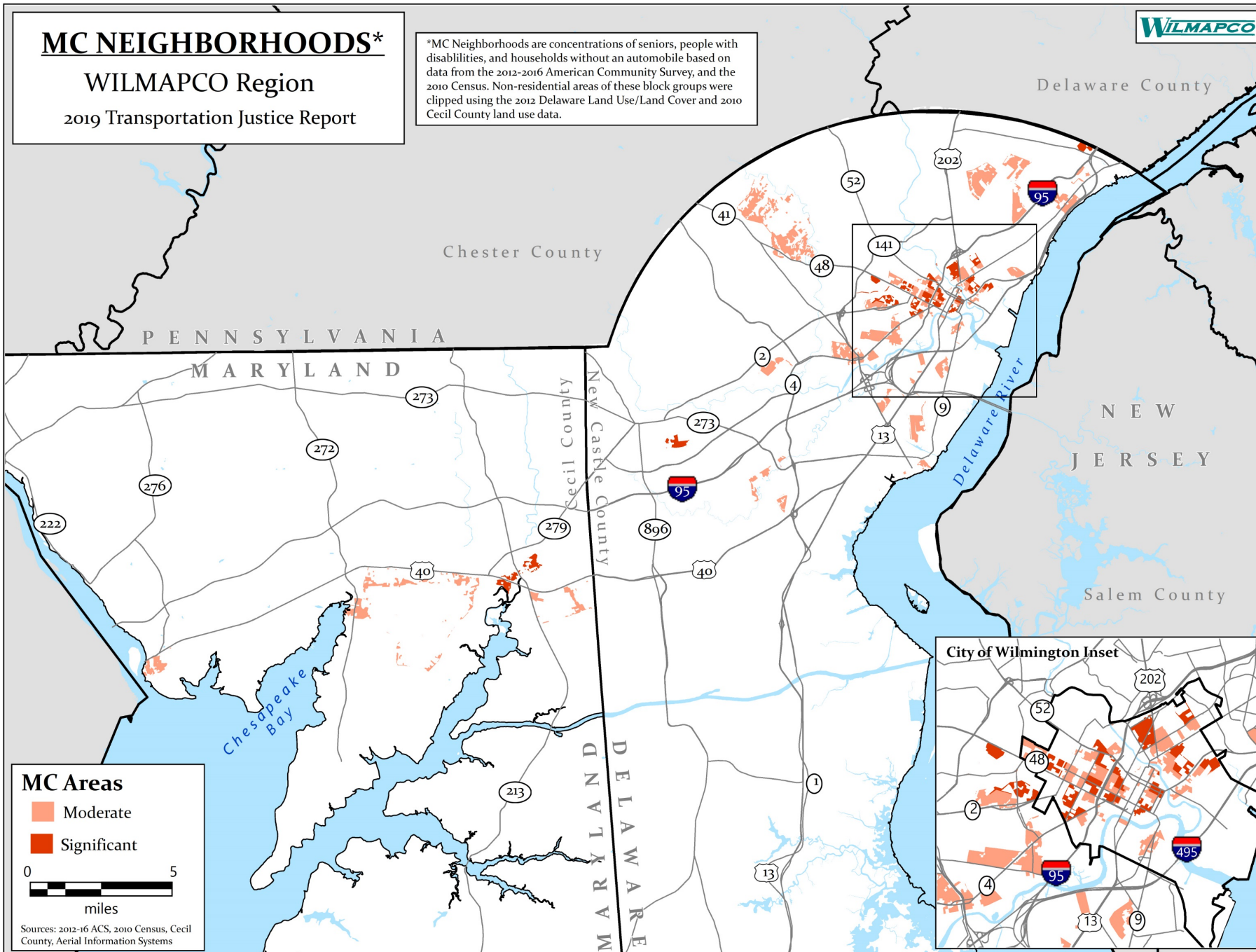
MC NEIGHBORHOODS*

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



Transit Connectivity to Medical Centers from Senior Concentrations

WILMAPCO Region
2019 Transportation Justice Report



Chester County

P E N N S Y L V A N I A
M A R Y L A N D

Cecil County
New Castle County

Delaware County

Delaware River

Transit Connectivity to Medical Centers*

- None (0%)
- Weak (1 to 74%)
- Strong (75 to 99%)
- Complete (100%)
- Medical centers
- Bus routes

*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 medical center at peak time, including no more than 10 minutes walking along subdivision streets, trails, or sidewalks. Senior concentrations are block groups with more than double the regional average seniors as percentage of total block group population. Non-residential areas of these block groups were clipped using the 2012 Delaware Land Use/Land Cover and 2010 Cecil County land use data.

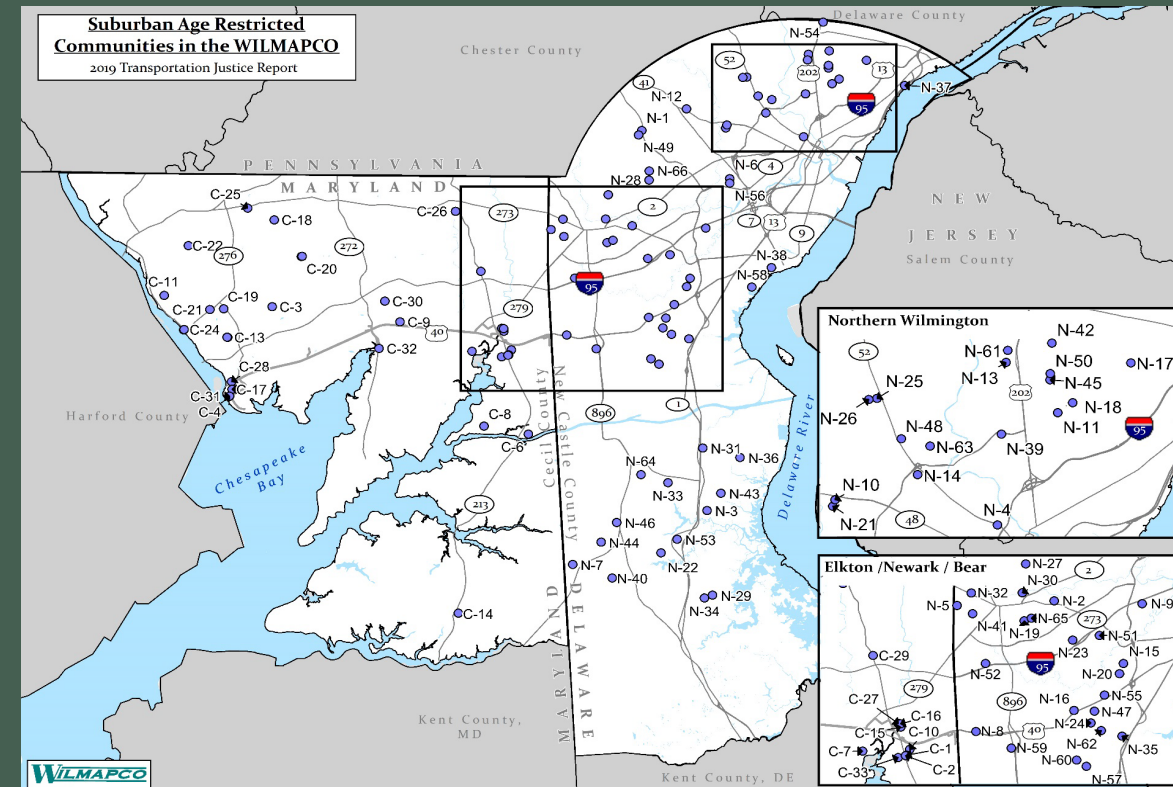
Sources: ACS 2012-2016, Cecil County, DTC, University of Delaware CADSR, US Department of Labor





ARCCA Analysis

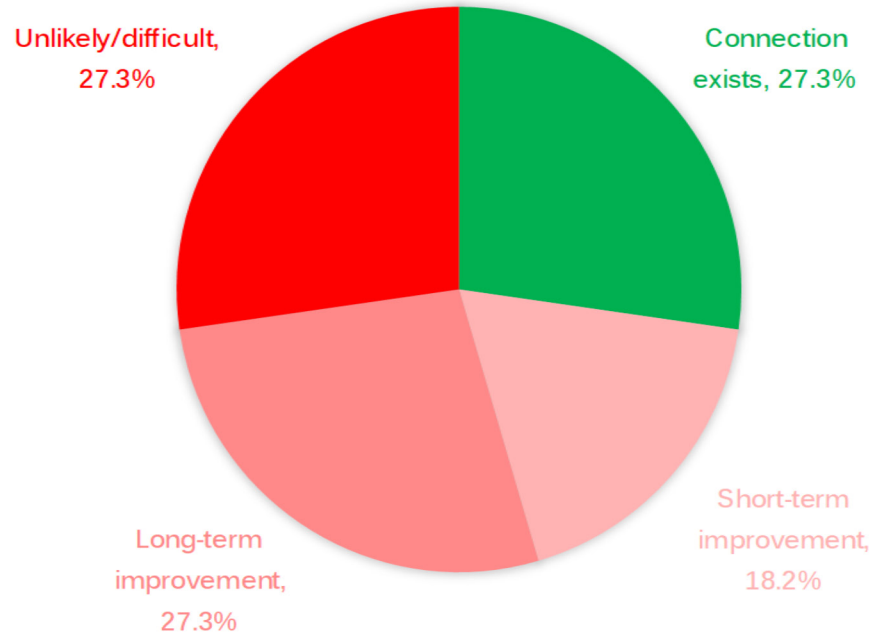
- Age-restricted Community Connectivity Analysis (ARCCA)
- Developed in 2011 and further refined by WILMAPCO/Bucknell Univ.
- *How connected (or not) are suburban age-restricted communities to the fixed route bus system and pedestrian system?*



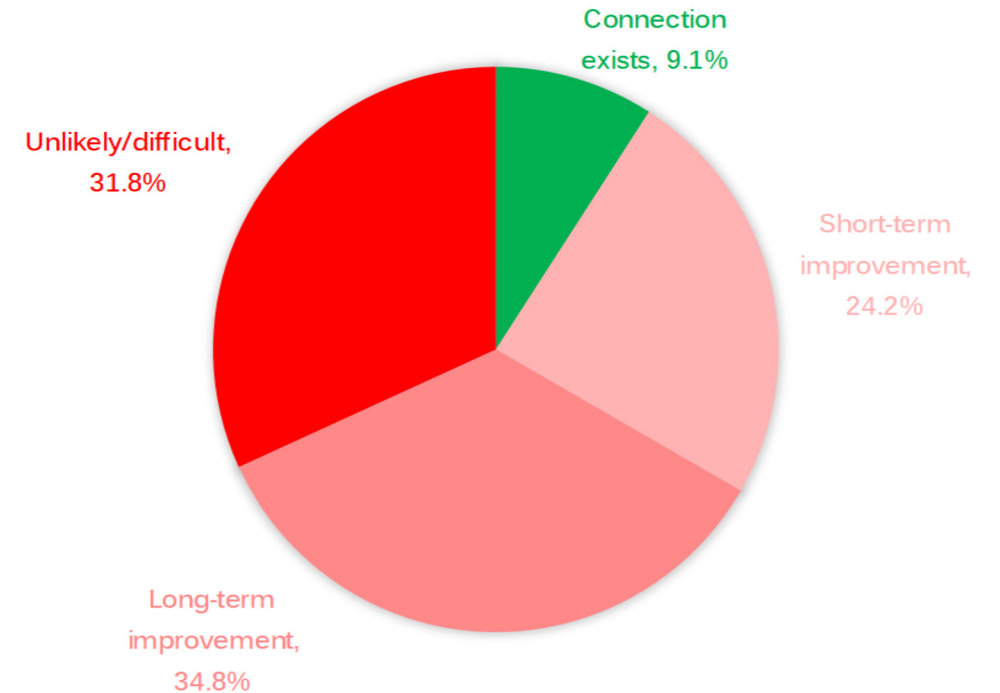


ARCCA Analysis – Pedestrian

Cecil County

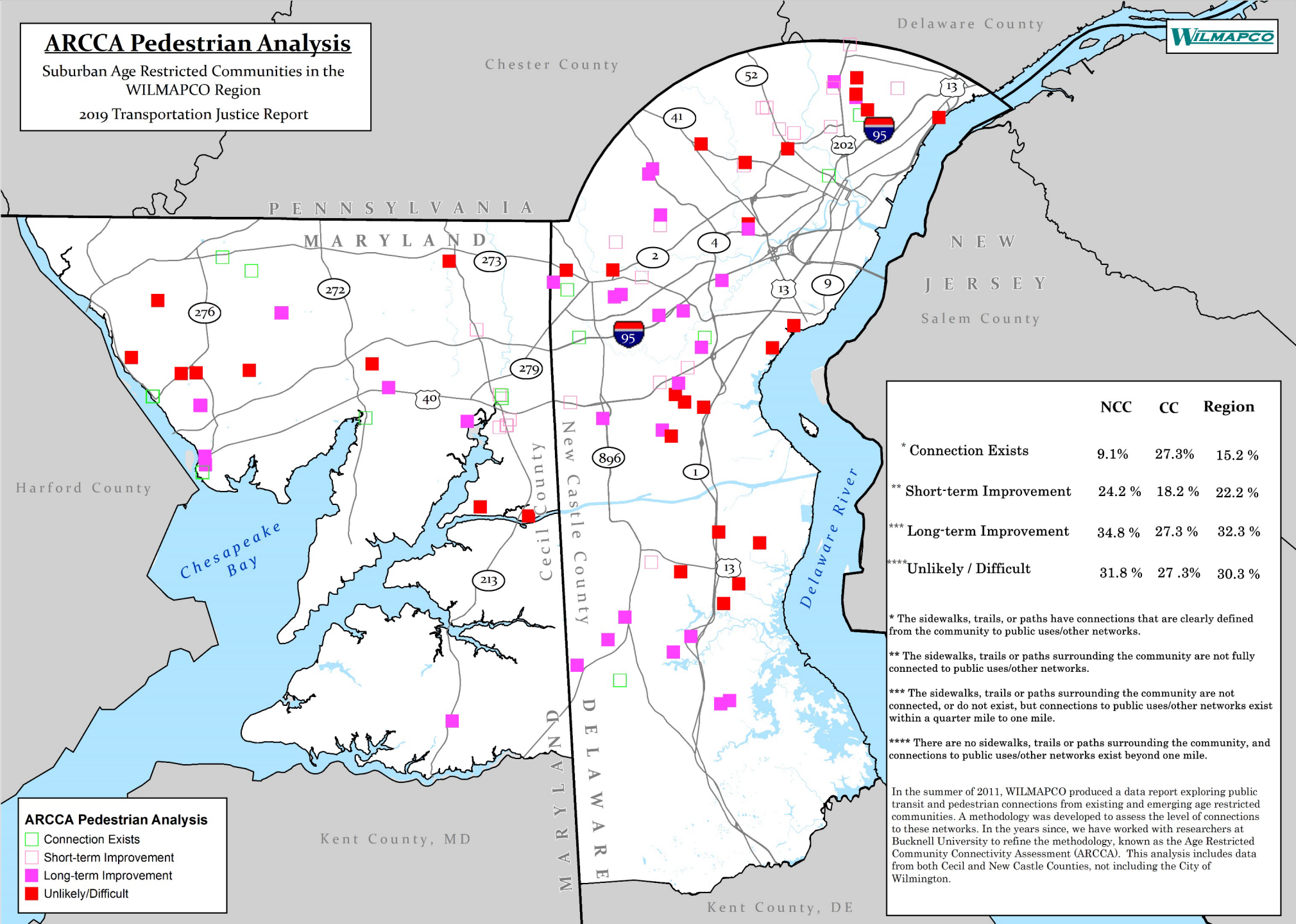


New Castle County



ARCCA Pedestrian Analysis

Suburban Age Restricted Communities in the
WILMAPCO Region
2019 Transportation Justice Report



ARCCA Pedestrian Analysis

- Connection Exists
- Short-term Improvement
- Long-term Improvement
- Unlikely/Difficult

	NCC	CC	Region
* Connection Exists	9.1%	27.3%	15.2 %
** Short-term Improvement	24.2 %	18.2 %	22.2 %
*** Long-term Improvement	34.8 %	27.3 %	32.3 %
**** Unlikely / Difficult	31.8 %	27.3%	30.3 %

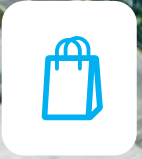
* The sidewalks, trails, or paths have connections that are clearly defined from the community to public uses/other networks.

** The sidewalks, trails or paths surrounding the community are not fully connected to public uses/other networks.

*** The sidewalks, trails or paths surrounding the community are not connected, or do not exist, but connections to public uses/other networks exist within a quarter mile to one mile.

**** There are no sidewalks, trails or paths surrounding the community, and connections to public uses/other networks exist beyond one mile.

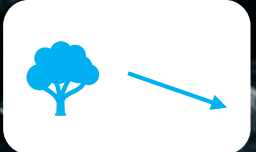
In the summer of 2011, WILMAPCO produced a data report exploring public transit and pedestrian connections from existing and emerging age restricted communities. A methodology was developed to assess the level of connections to these networks. In the years since, we have worked with researchers at Bucknell University to refine the methodology, known as the Age Restricted Community Connectivity Assessment (ARCCA). This analysis includes data from both Cecil and New Castle Counties, not including the City of Wilmington.



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 >

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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

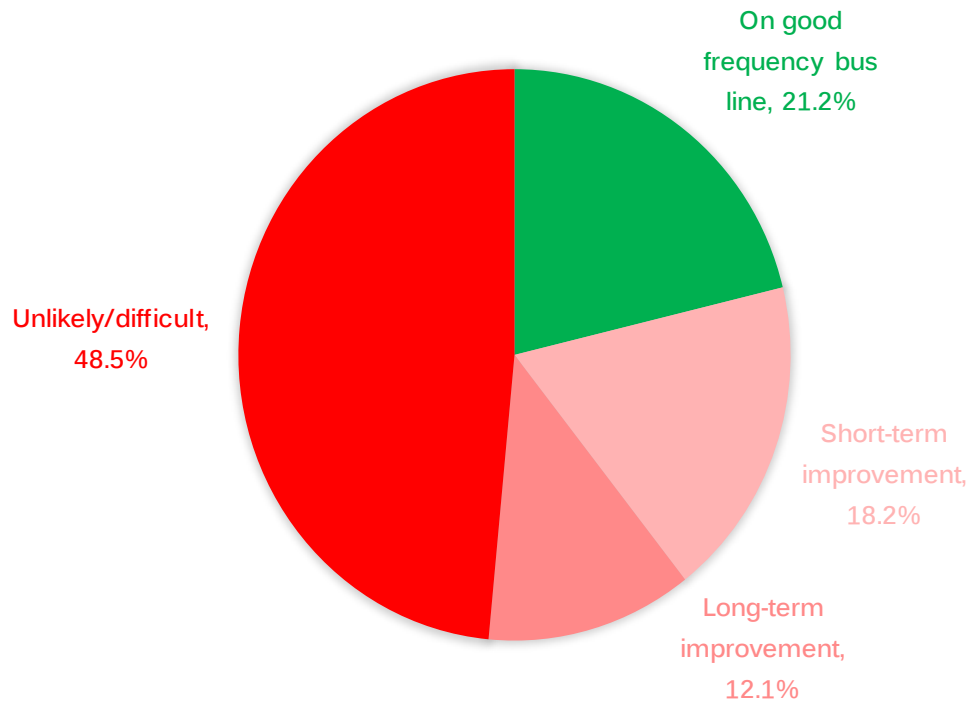
Unit Amenities

- ◆ 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

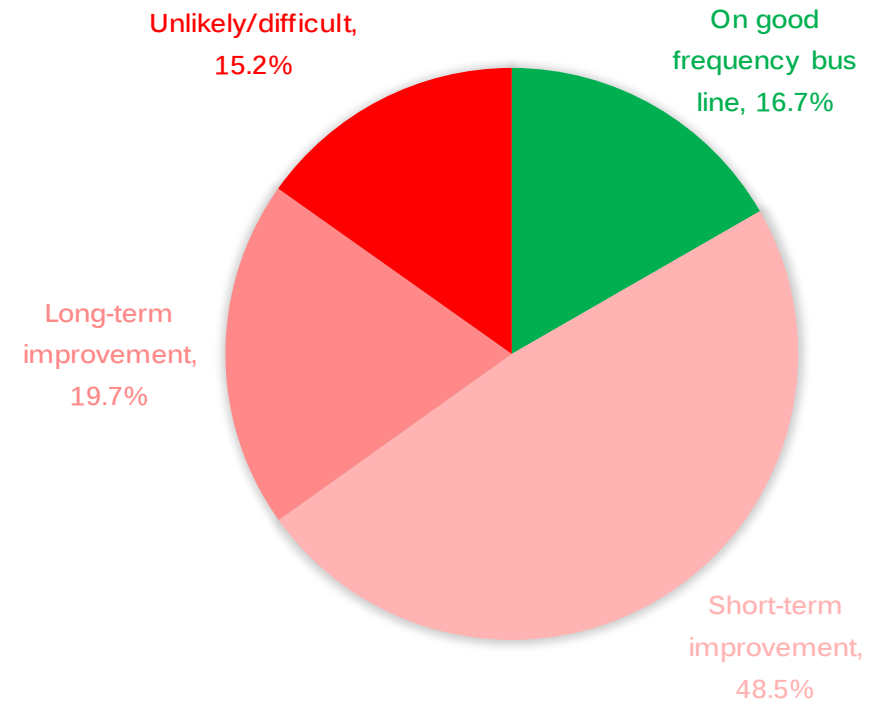


ARCCA Analysis – Public Transit

Cecil County



New Castle County



ARCCA Transit Analysis

Suburban Age Restricted Communities in the
WILMAPCO region

2019 Transportation Justice Report



ARCCA Transit Analysis

- On Good Frequency Bus Line
- Short-term Improvement
- Long-term Improvement
- Unlikely / Difficult
- Good Frequency Line
- Bus Line

Chester County

Delaware County

PENNSYLVANIA

MARYLAND

NEW JERSEY

Salem County

Harford County

Chesapeake Bay

Cecil County

New Castle County

MARYLAND

DELAWARE

Kent County, MD

Kent County, DE

Delaware River

	NCC	CC	Region
* On Good Frequency Bus Line	16.7 %	21.2 %	18.2 %
** Short-term Improvement	48.5 %	18.2 %	38.4 %
*** Long-term Improvement	19.7 %	12.1 %	17.1 %
**** Unlikely / Difficult	15.2 %	48.5 %	26.3 %
* The community is located within a quarter-mile of a good frequency transit line with a stop or hub			
** The community is located within a quarter-mile of a good frequency transit line with no stop or hub or the community is located within a quarter-mile of any transit line with a stop or hub			
*** The community is located within a quarter-mile to a mile of any transit line with no stop or hub			
**** The community is located beyond a mile of any transit line with no stop or hub			
In New Castle County, good frequency bus route lines are those that operate every 30 minutes at midday. In Cecil County, they are those that operate every 1 hour at midday. Data sources: DART First State and Cecil Transit.			
In the summer of 2011, WILMAPCO produced a data report exploring public transit and pedestrian connections from existing and emerging age restricted communities. A methodology was developed to assess the level of connections to these networks. In the years since, we have worked with researchers at Bucknell University to refine the methodology, known as the Age Restricted Community Connectivity Assessment (ARCCA). This analysis includes data from both Cecil and New Castle Counties, not including the City of Wilmington.			



Next Steps/Timeline

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



