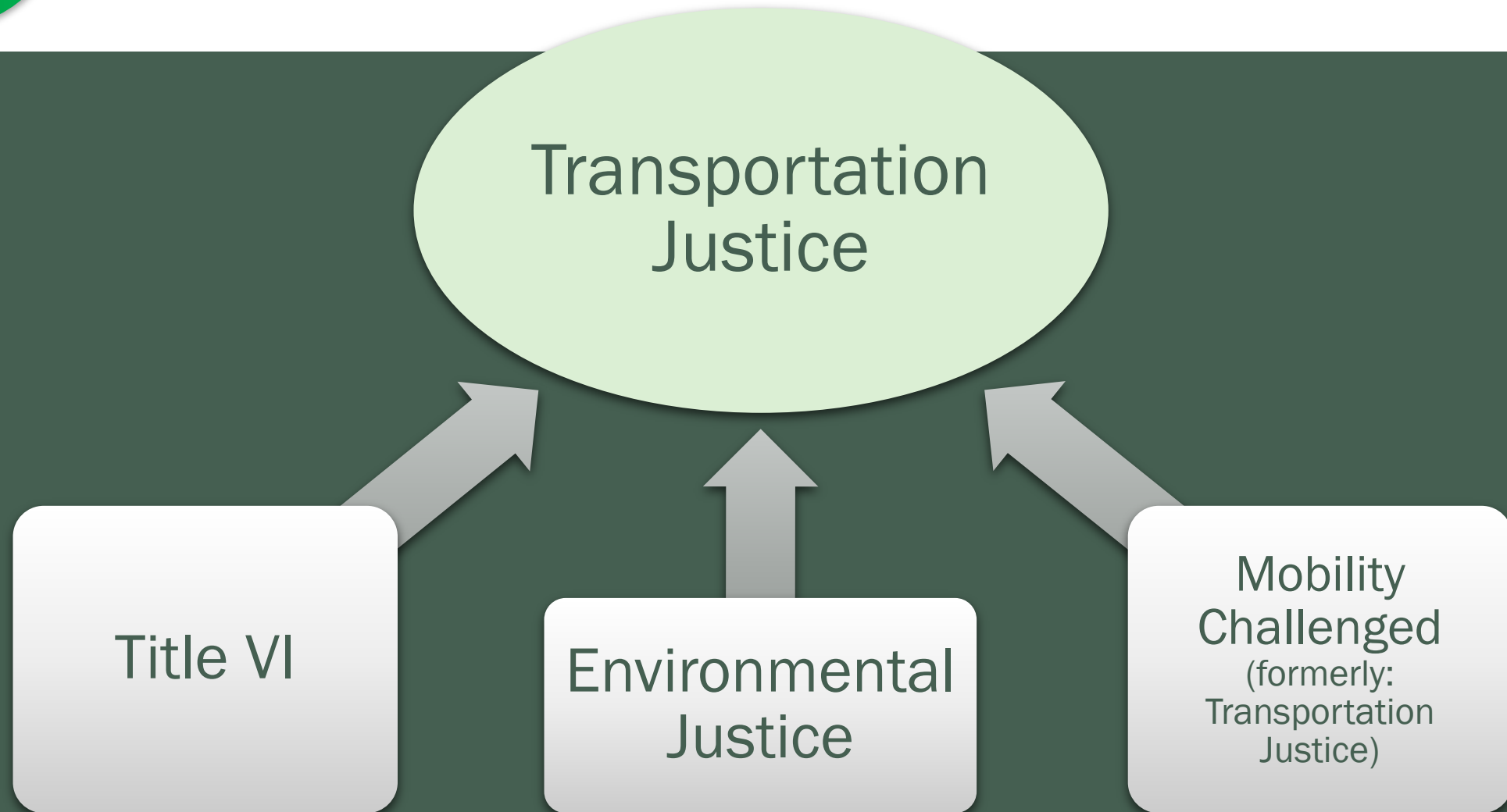




2019 Transportation Justice & Title VI Report



Putting it all together





Transportation Justice & Title VI Report

- Update to 2013 EJ/Title VI Report and 2015 TJ Report
- Satisfy all requirements (and hopefully requests, too!)
- New analyses -- particularly around multimodal connectivity
- More streamlined
 - Less project justification
 - Fewer background statistics
- Guided by working group



Transportation Justice & Title VI Report

- Executive Summary
- Background
- **Part 1: Environmental Justice**
 - Introduction, spatial analysis, public participation
 - **Title VI Plan Summary** – full plan in Appendix
- **Part 2: Mobility Challenged**
 - Introduction, spatial analysis, public participation
- Summary of Recommendations





Spatial Analysis



New EJ Area Definitions

- Use latest available data: 2012-2016 American Community Survey (ACS)
- Census block group level analysis. Locate **heaviest concentrations** of EJ groups. Work to ID other areas not captured by ACS.
- Tweak methodology
 - More inclusive for places home to high percentages of low income or minority groups only (not in combination)



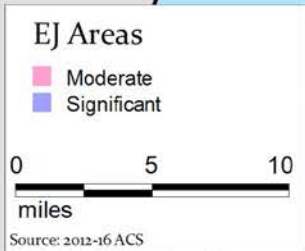
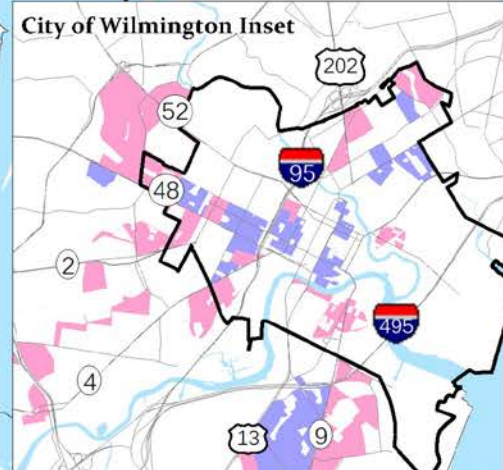
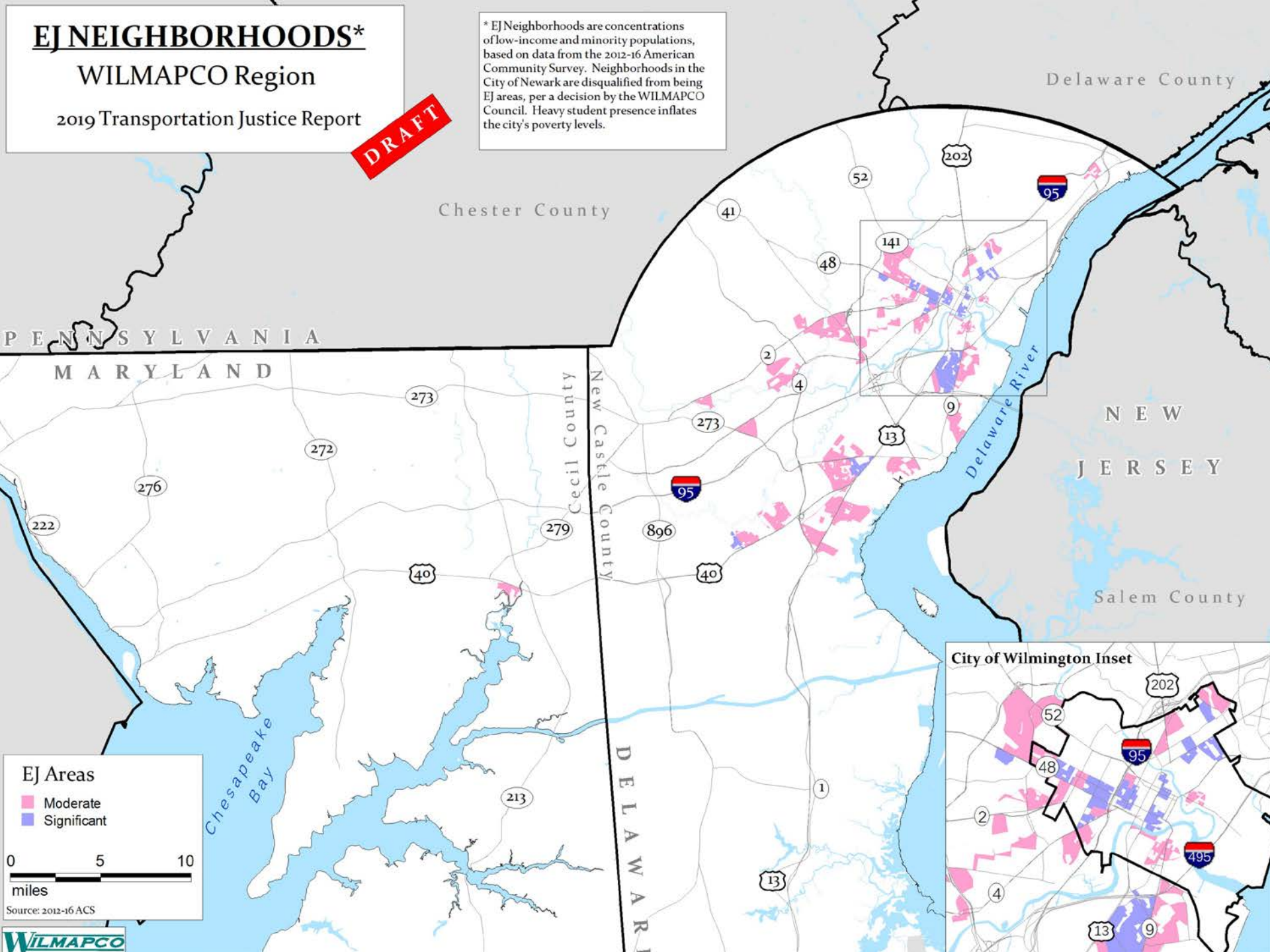
EJ NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

* 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.

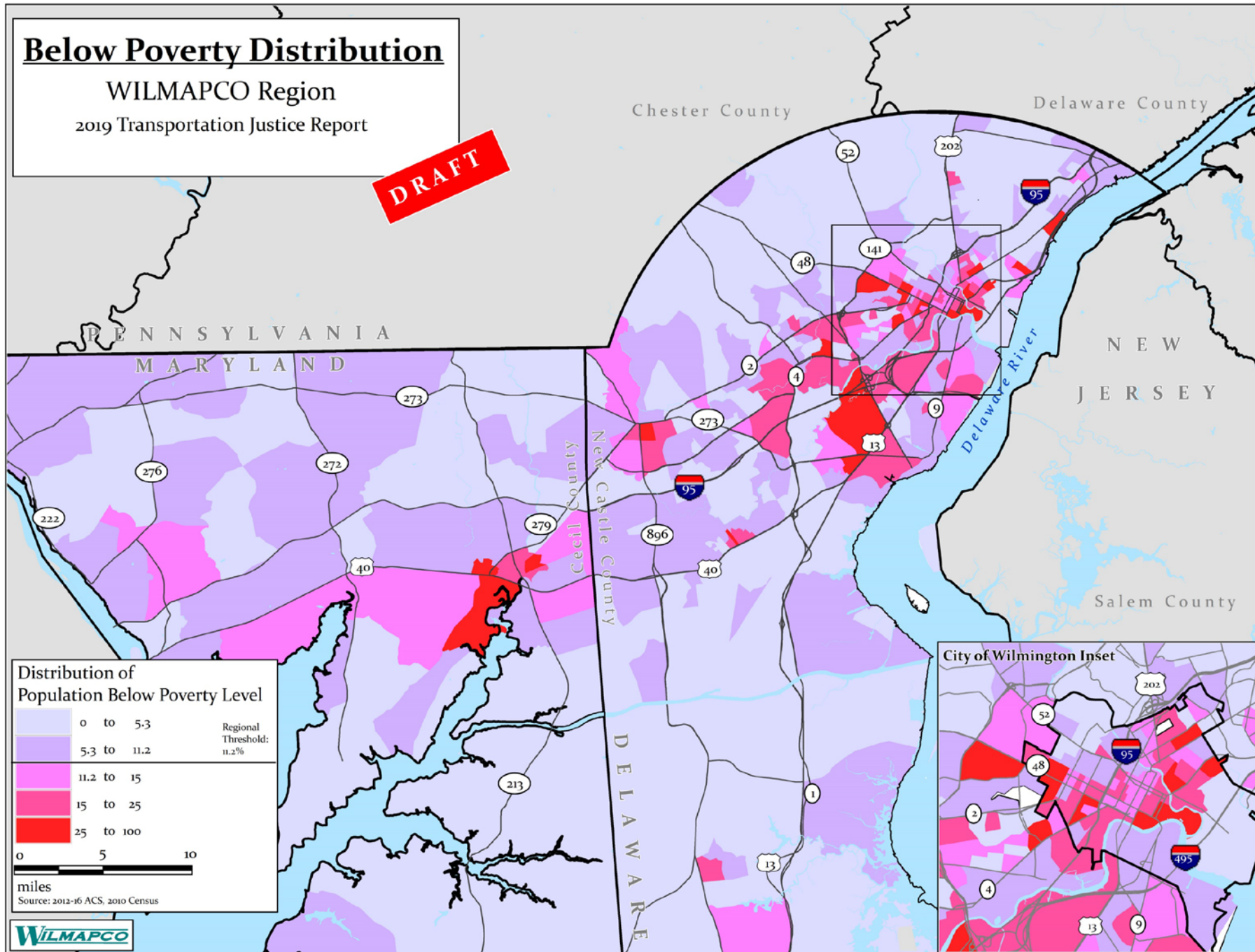


Below Poverty Distribution

WILMAPCO Region

2019 Transportation Justice Report

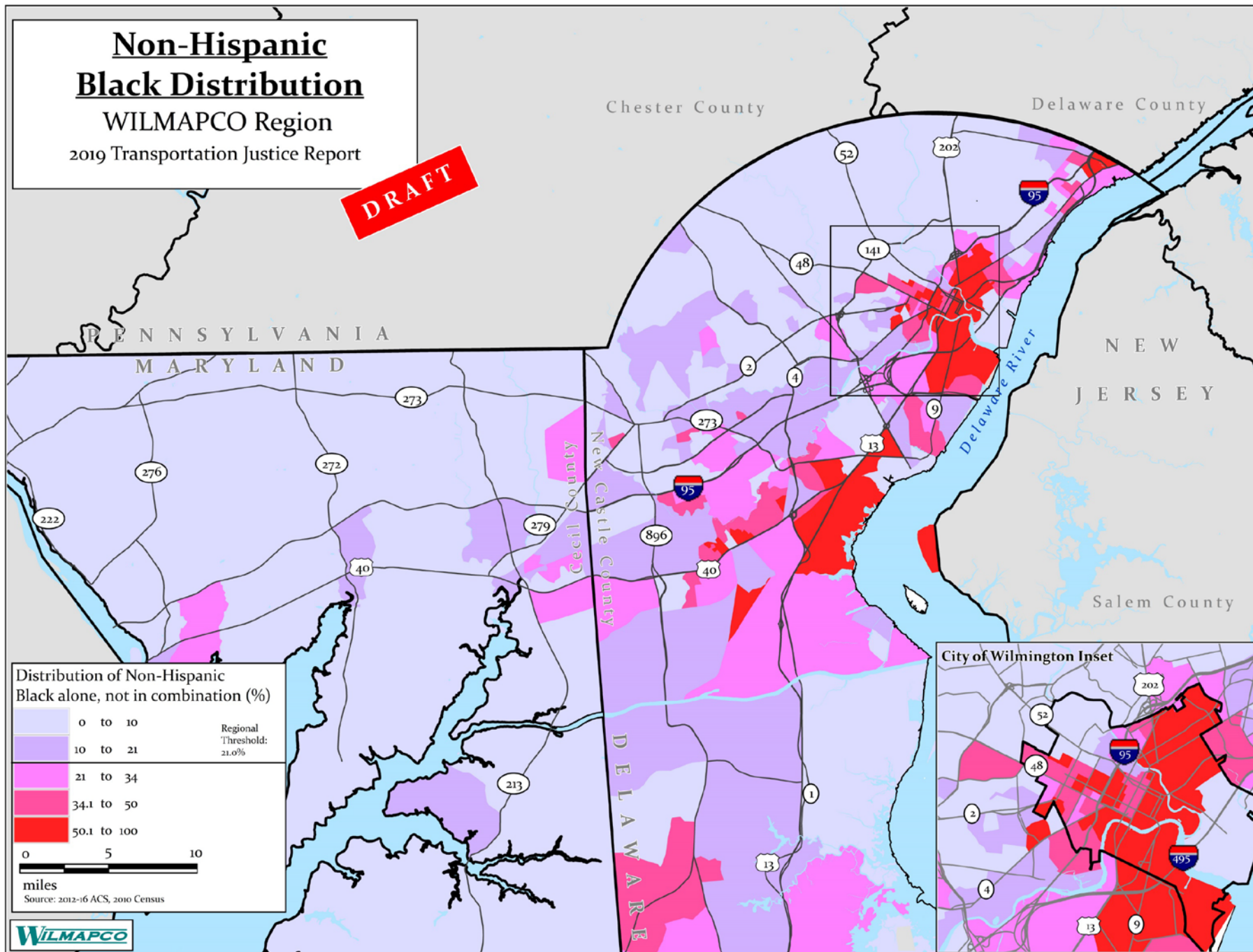
DRAFT



Non-Hispanic Black Distribution

WILMAPCO Region
2019 Transportation Justice Report

DRAFT

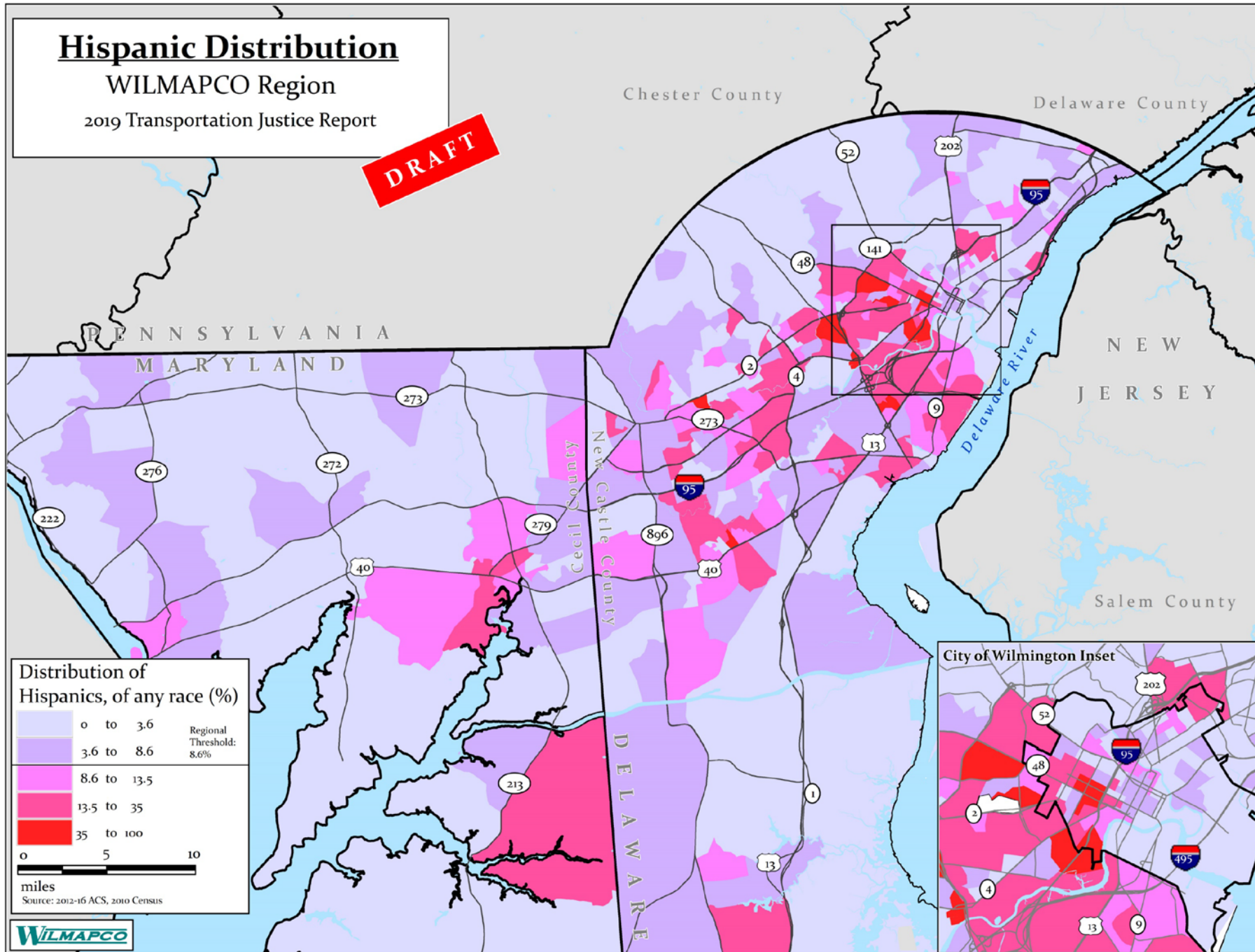


Hispanic Distribution

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

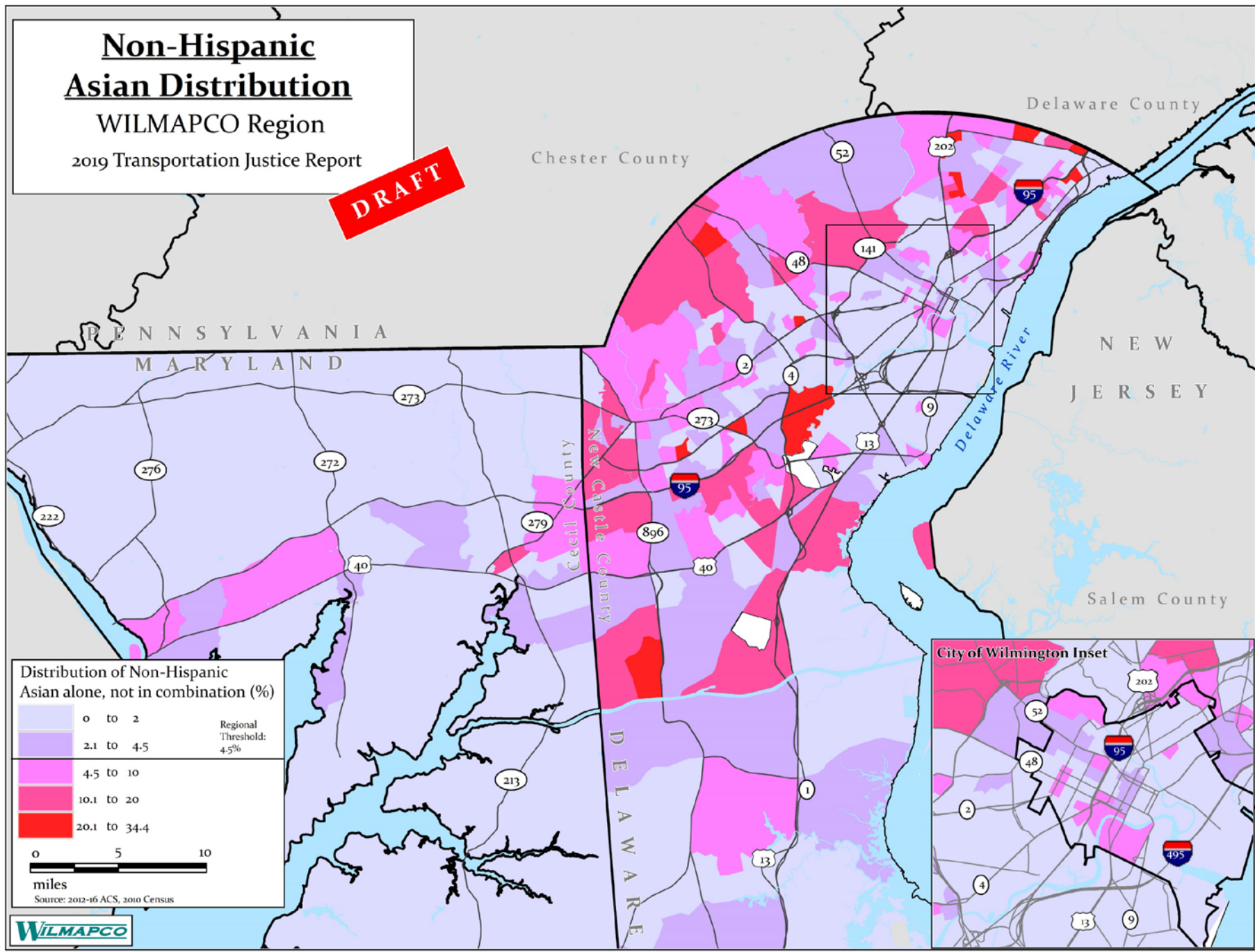


Non-Hispanic Asian Distribution

WILMAPCO Region

2019 Transportation Justice Report

DRAFT





New MC Area Definitions

- Use latest available data: 2012-2016 American Community Survey (ACS)
- Census block group level analysis. Work to ID other areas not captured by ACS.
- Tweak methodology
 - High percentages of groups only (not in combination) become at least a moderate area
 - Very high percentage of households without vehicles needed to become significant area



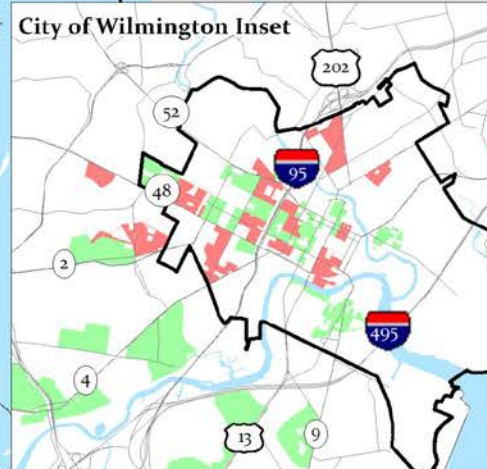
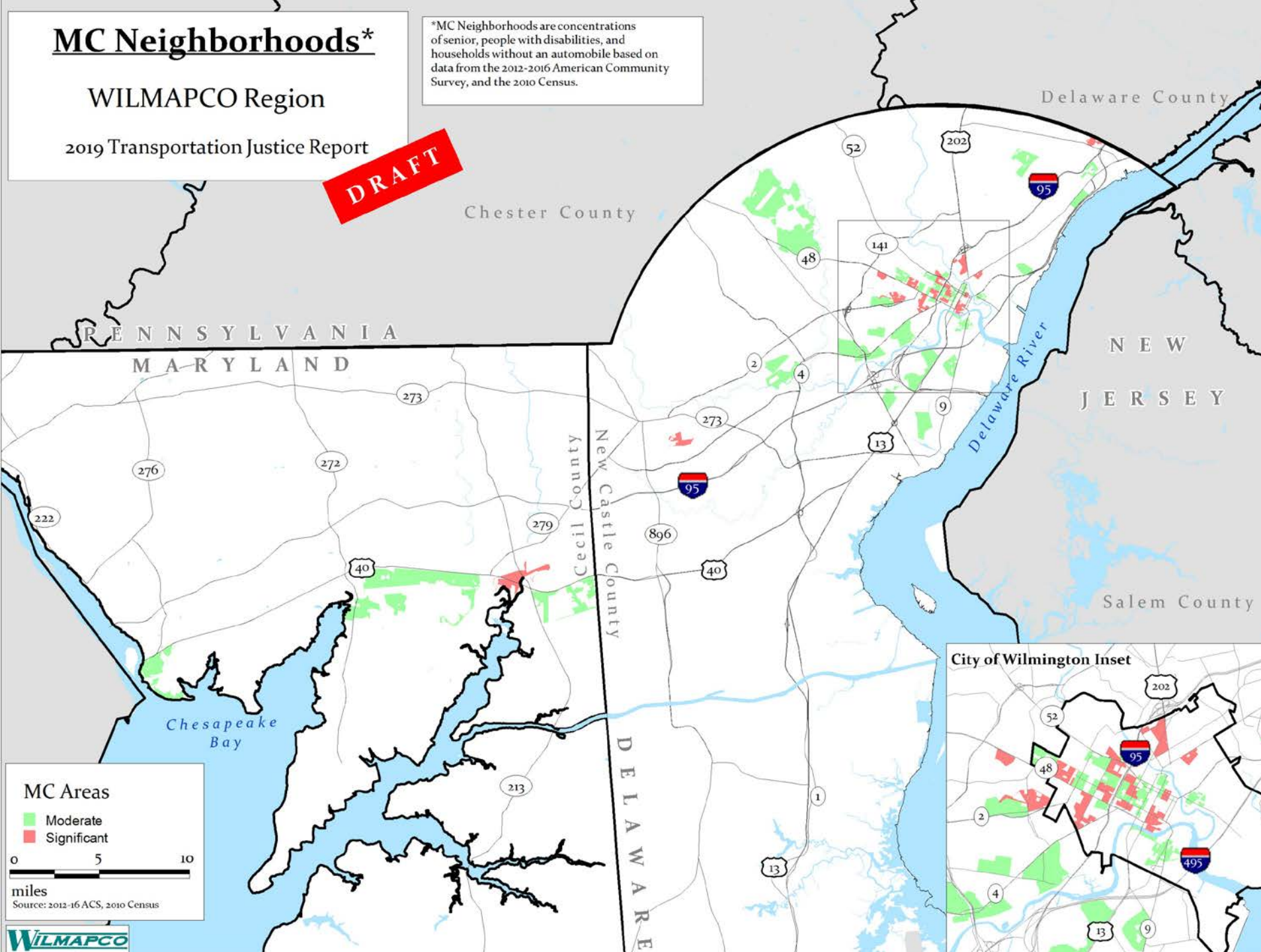
MC Neighborhoods*

WILMAPCO Region

2019 Transportation Justice Report

*MC Neighborhoods are concentrations of senior, people with disabilities, and households without an automobile based on data from the 2012-2016 American Community Survey, and the 2010 Census.

DRAFT



MC Areas

- Moderate
- Significant

0 5 10 miles

Source: 2012-16 ACS, 2010 Census

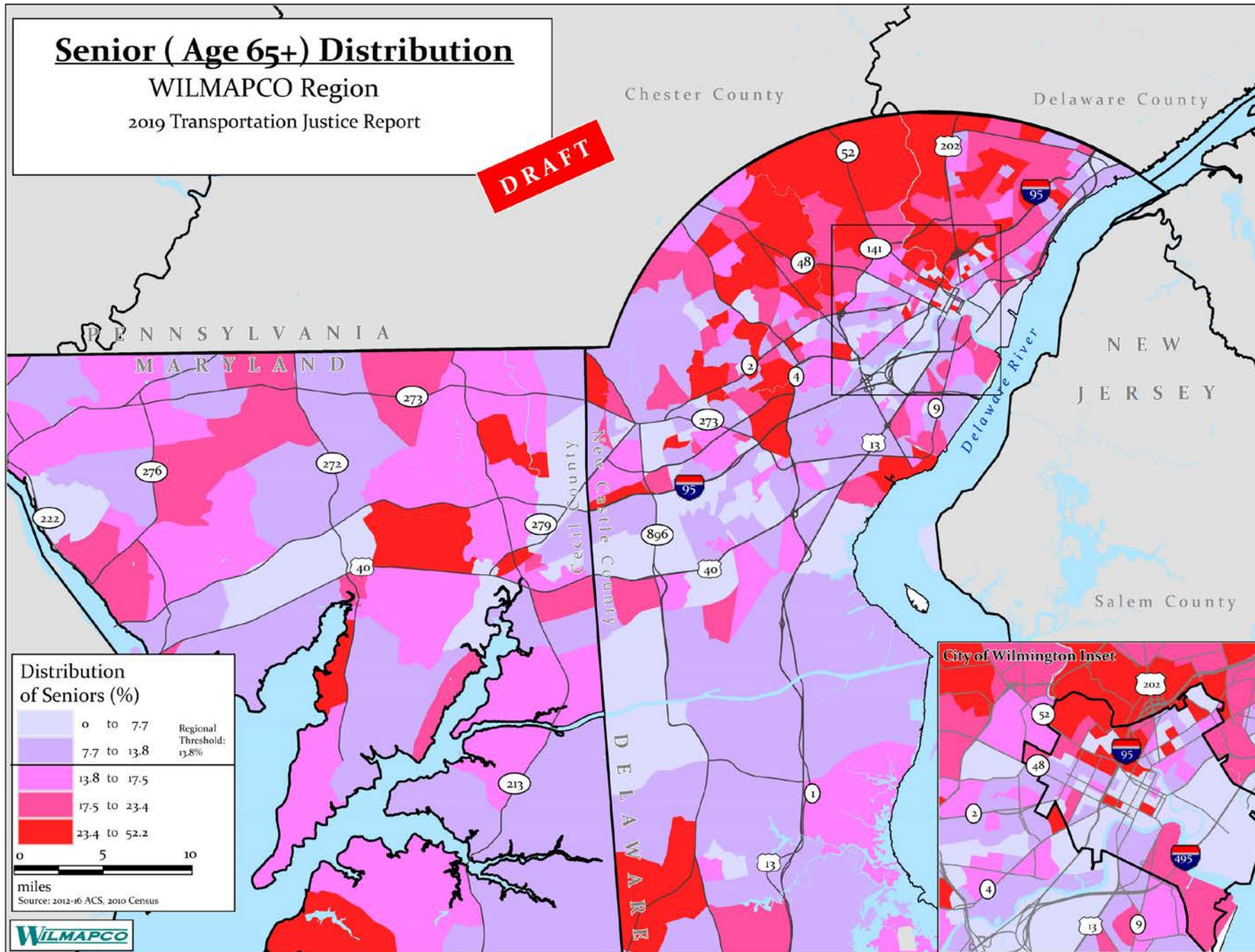


Senior (Age 65+) Distribution

WILMAPCO Region

2019 Transportation Justice Report

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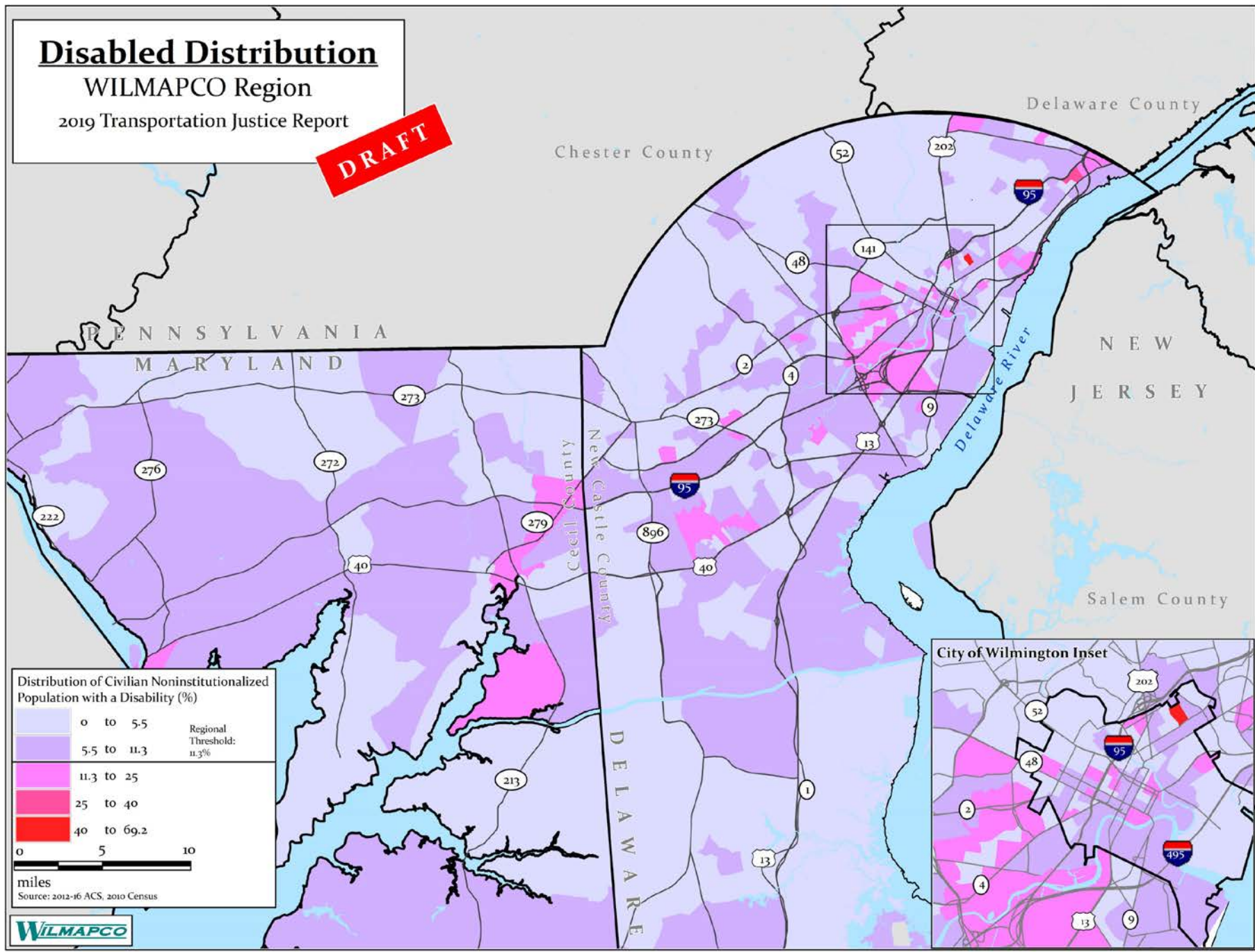


Disabled Distribution

WILMAPCO Region

2019 Transportation Justice Report

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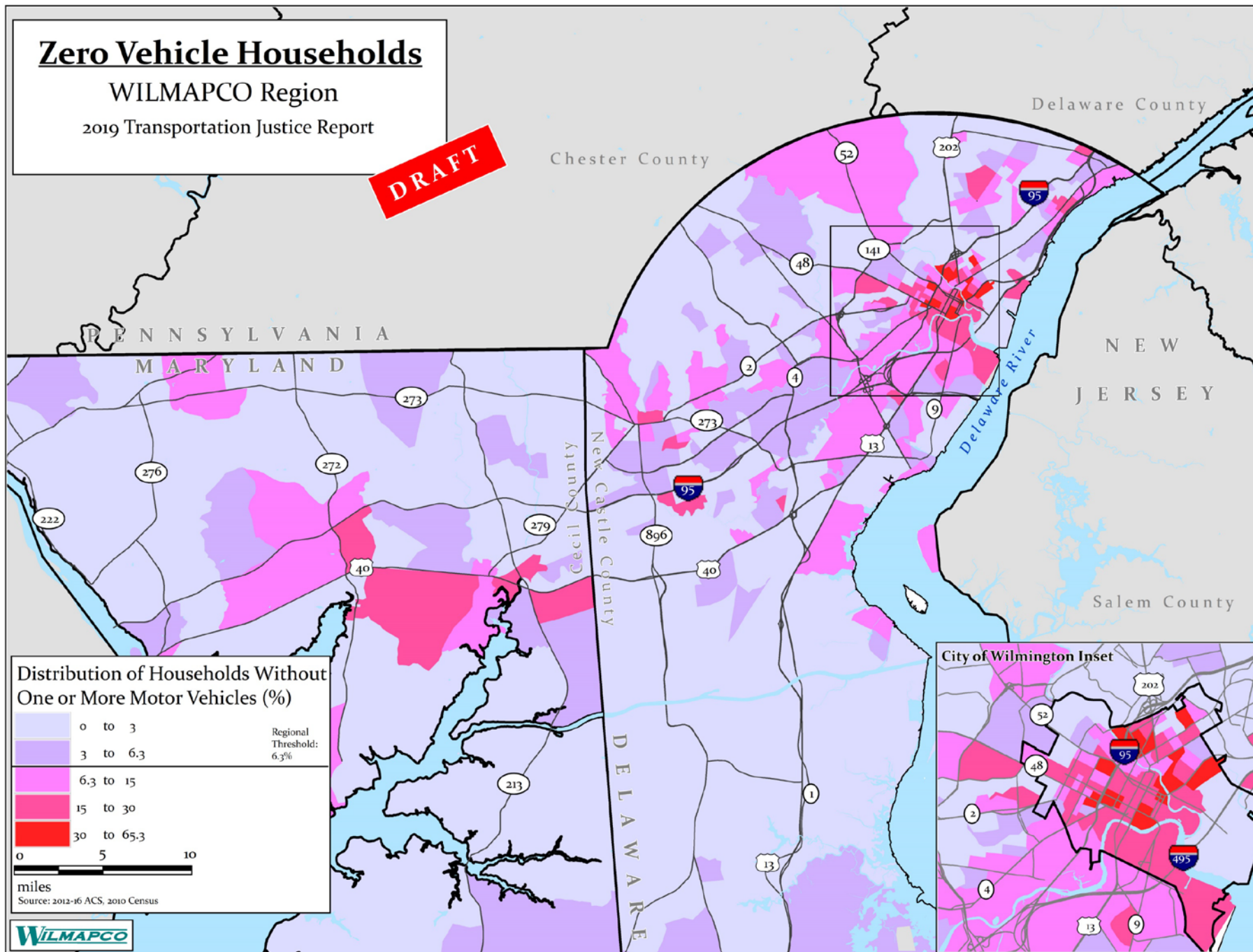


Zero Vehicle Households

WILMAPCO Region

2019 Transportation Justice Report

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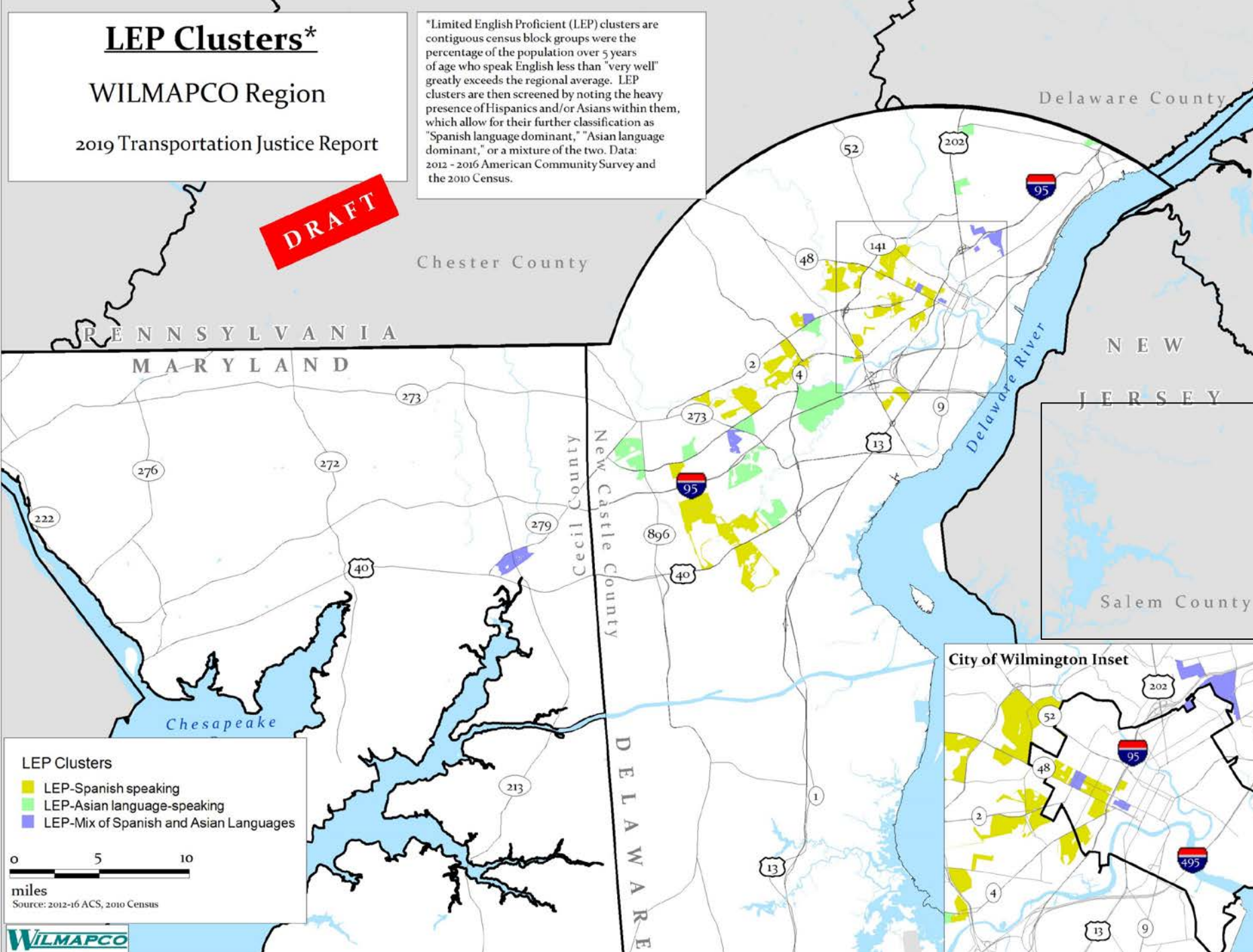
LEP Clusters*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*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. Data: 2012 - 2016 American Community Survey and the 2010 Census.



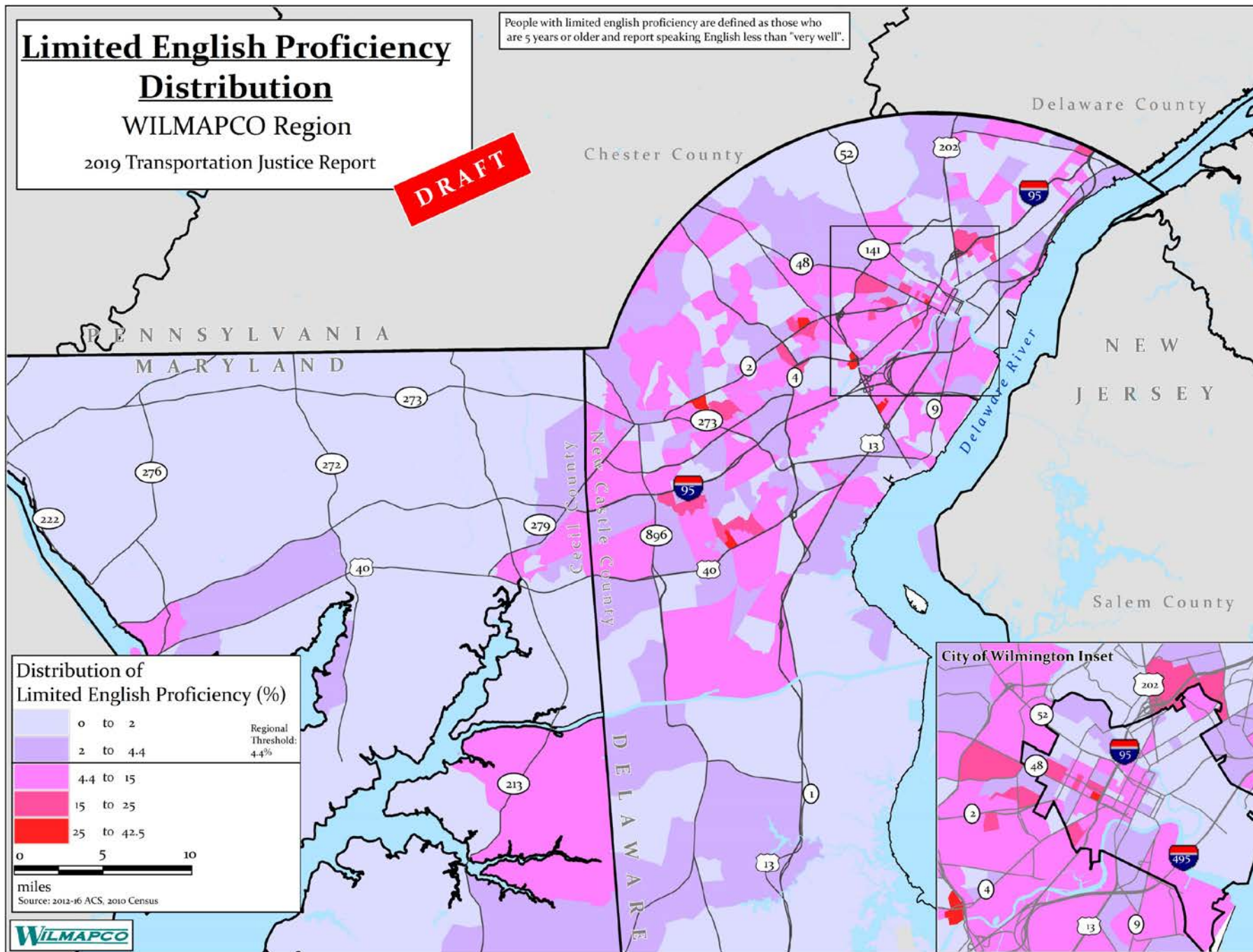
Limited English Proficiency Distribution

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

People with limited english proficiency are defined as those who are 5 years or older and report speaking English less than "very well".



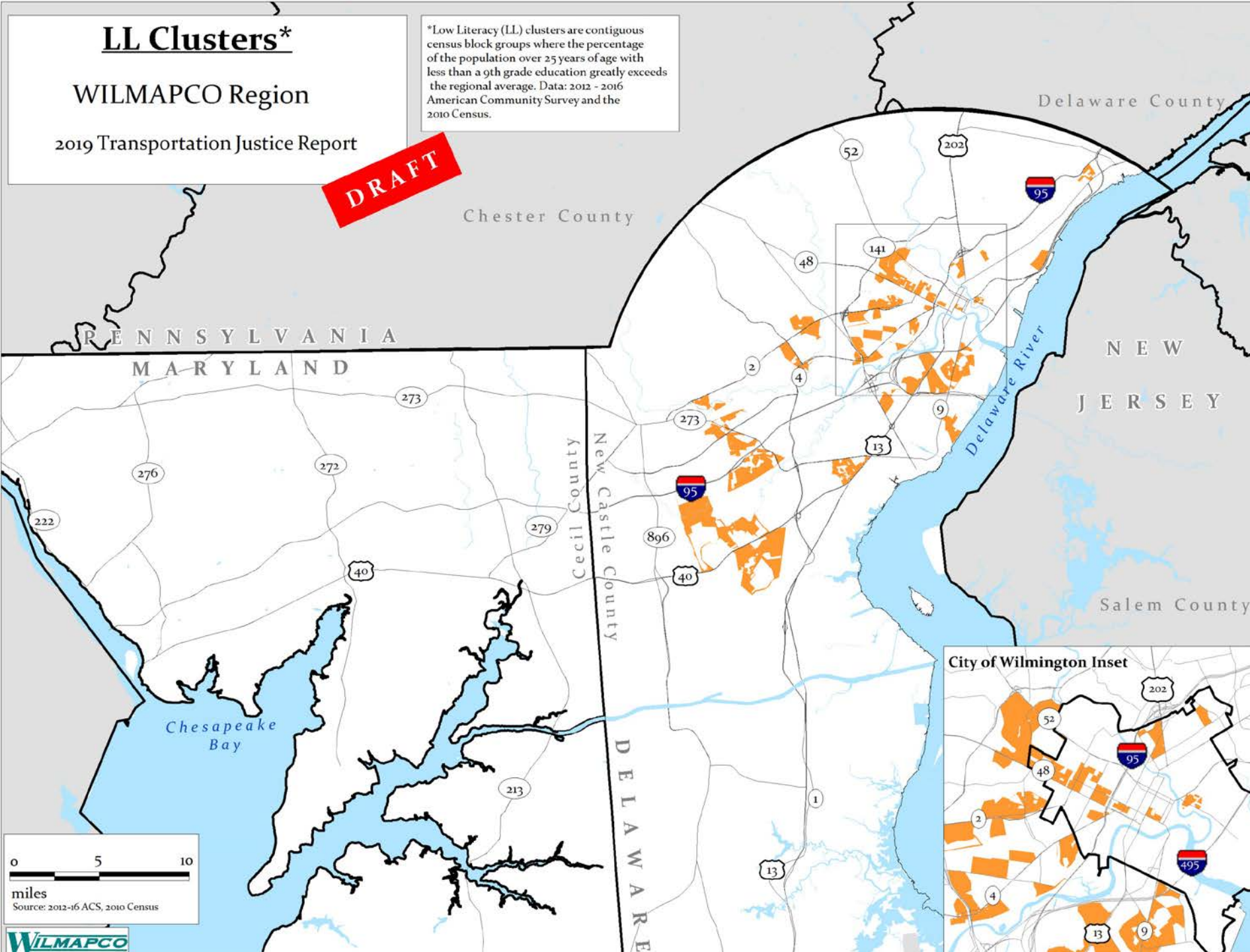
LL Clusters*

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. Data: 2012 - 2016 American Community Survey and the 2010 Census.

DRAFT



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

WILMAPCO

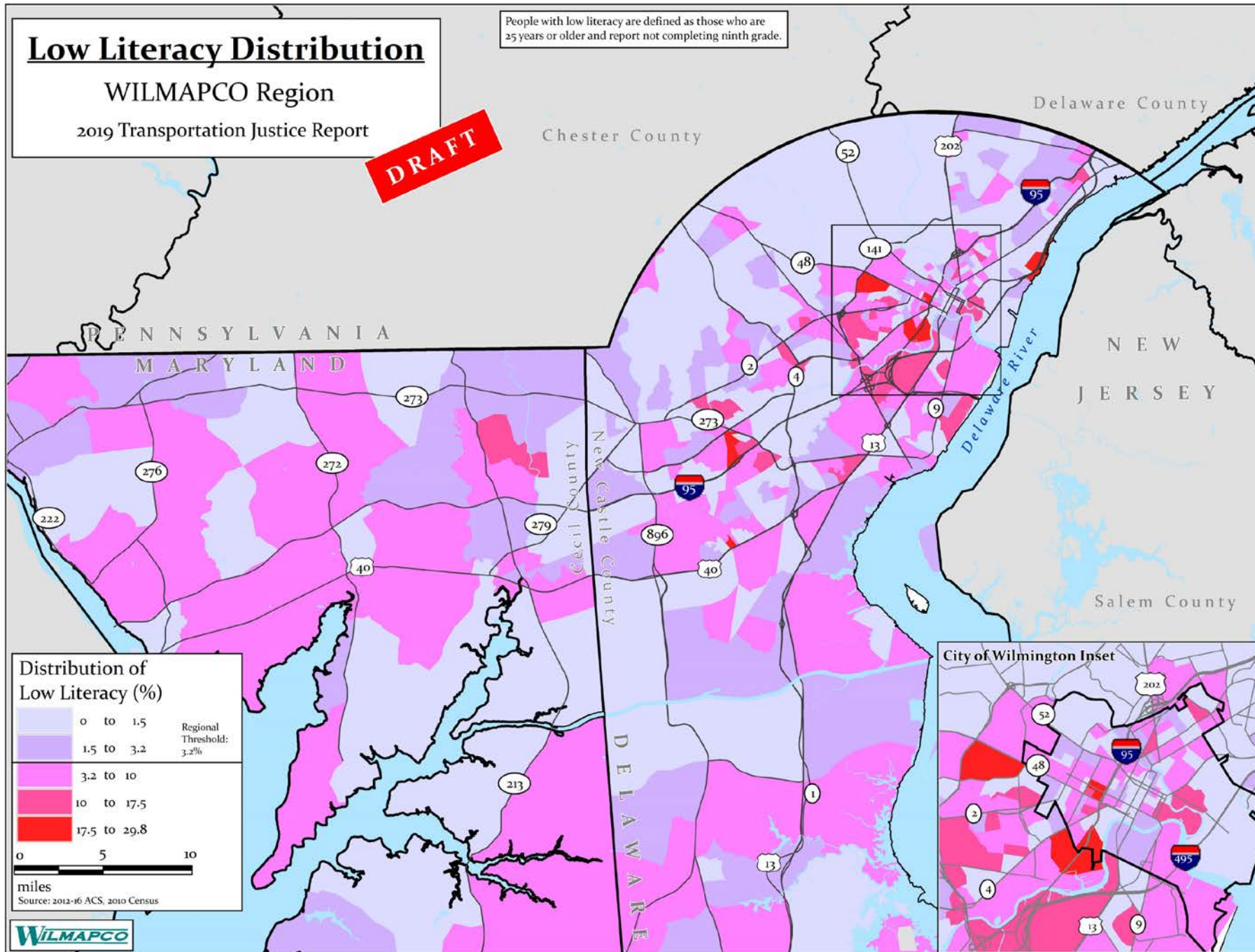
Low Literacy Distribution

WILMAPCO Region

2019 Transportation Justice Report

People with low literacy are defined as those who are 25 years or older and report not completing ninth grade.

DRAFT





Planned TJ Analysis

- Multi-modal connectivity analysis – low-wage employment, grocery stores, libraries, hospitals, senior centers vs. EJ areas (UD analysis)
- Food desert bus connectivity to supermarkets
- Location efficiency (CNT); travel time
- Health impacts (via Policy Map and SDOH)
- TIP project equity
- Crash rates
- SLR exposure





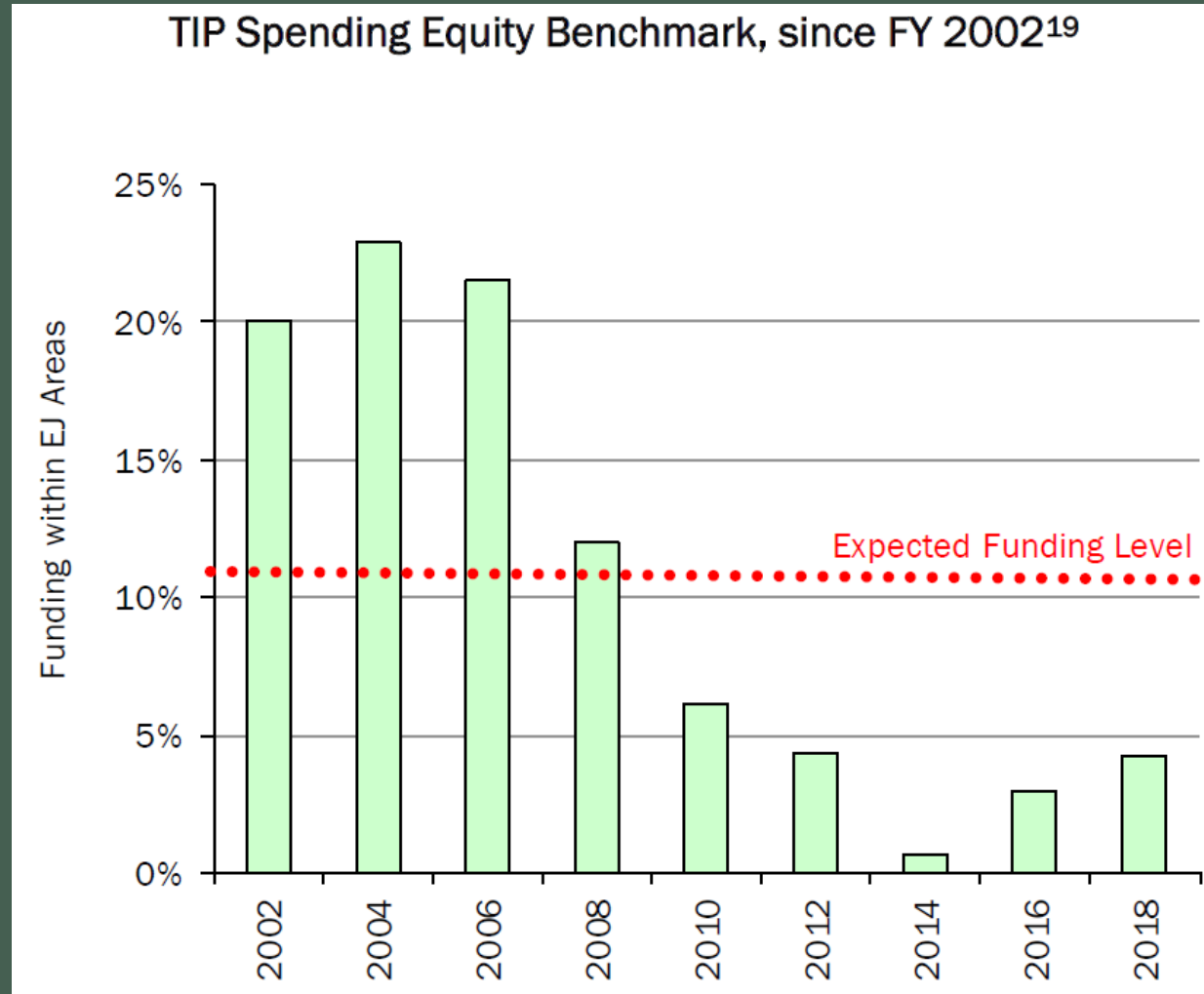
Planned MC Analysis

- Multi-modal connectivity analysis – low-wage employment, grocery stores, libraries, hospitals, senior centers vs. MC areas (UD analysis)
- Location efficiency (CNT)
- Health impacts (via Policy Map and SDOH)
- Crash rates
- ARCCA public transit analysis
- ARCCA pedestrian analysis





TJ Analysis: TIP Project Equity





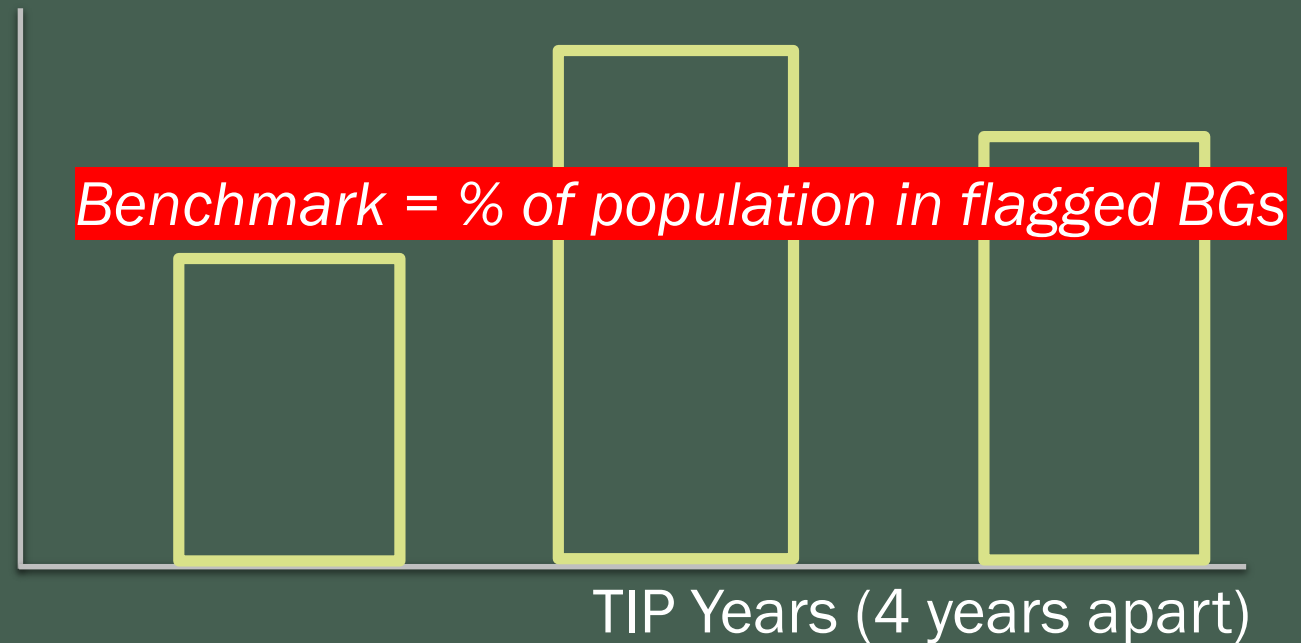
TJ Analysis: TIP Project Equity

NEW APPROACH

Planned spending within
**TJ population group
concentrations***

Separate graphs for: Poverty,
Blacks, Hispanics, and Asians

*Concentration: block group 2x
regional average percentage

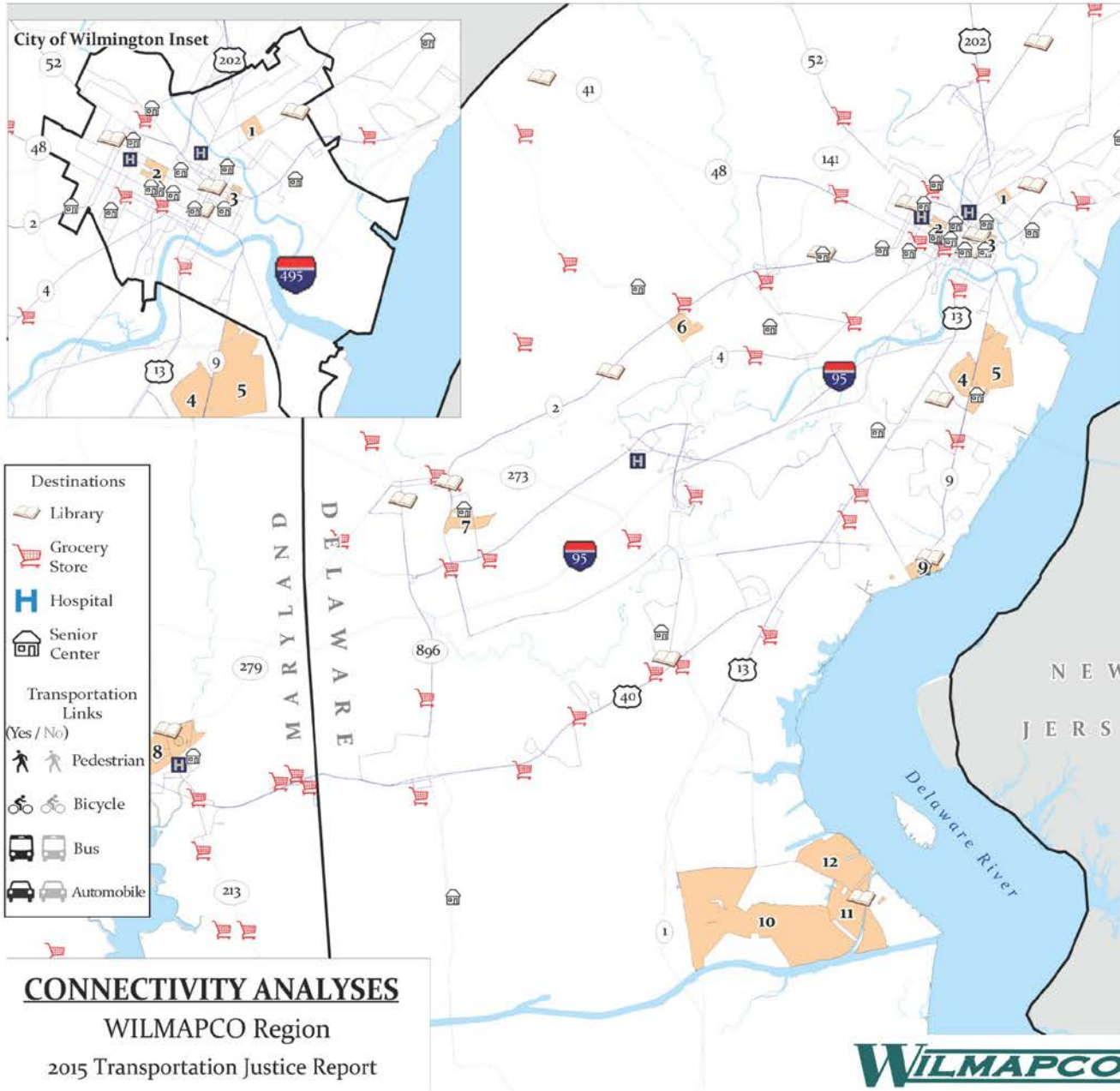




TJ Analysis: TIP Project Equity

- Only “community TIP projects” to be analyzed
- Exclude projects on: Interstates, Expressways, Railways
- Wilmington Riverfront projects not to be counted as EJ
 - Shares block groups with surrounding distressed neighborhoods





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



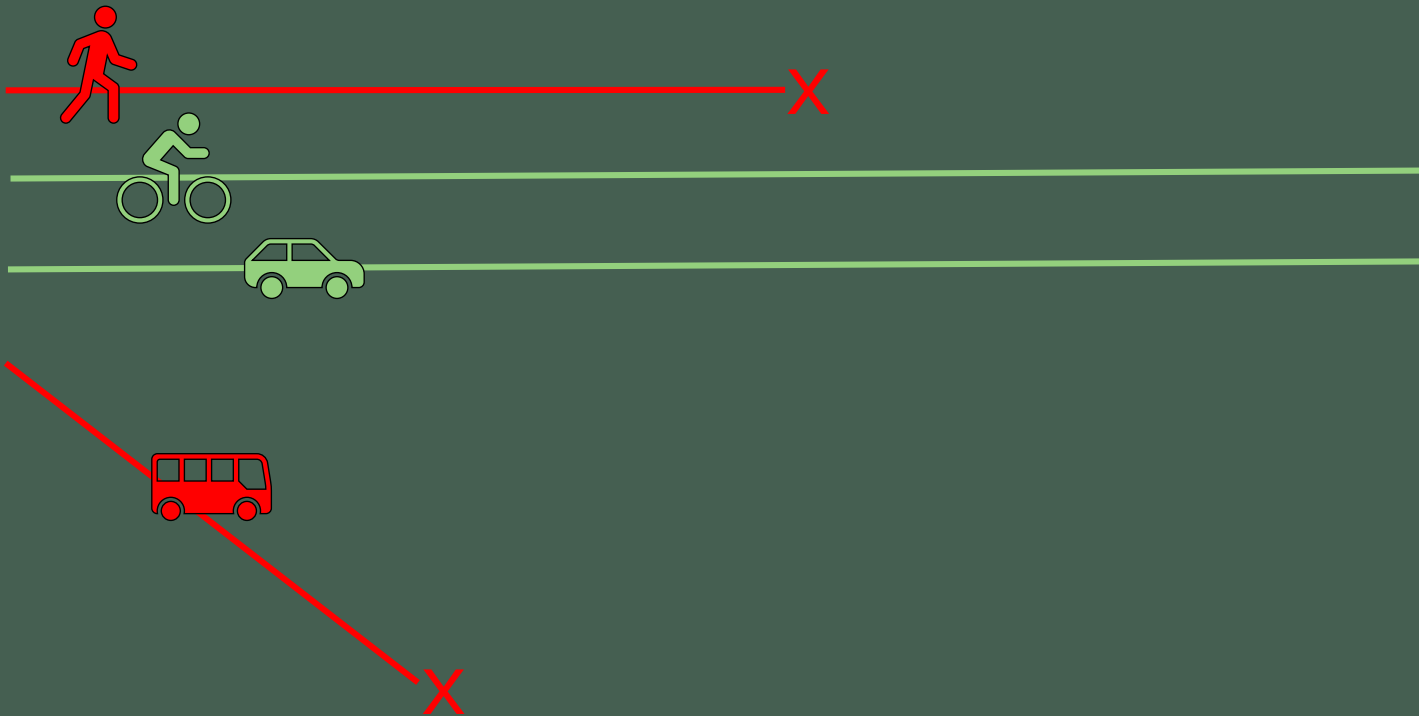
15 minute accessible car trip



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



TJ Analysis: Connectivity





TJ Analysis: Connectivity





TJ Analysis: Connectivity

Block Group

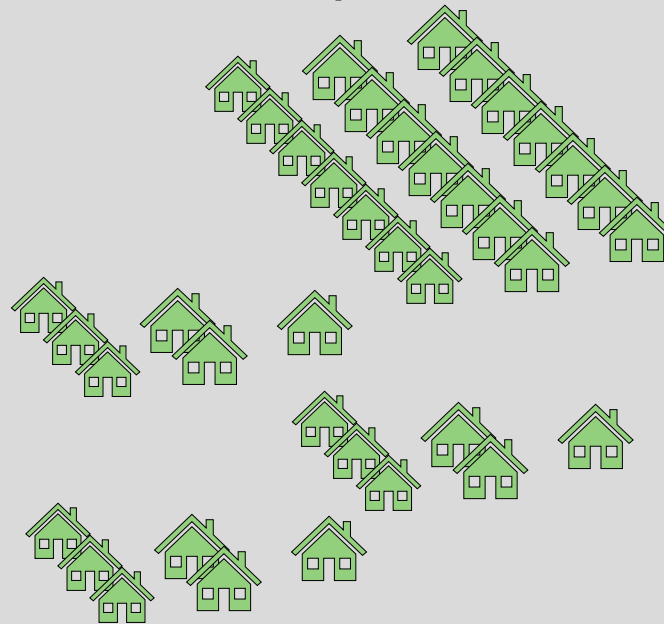


22% of houses
connected to a
library by walking



TJ Analysis: Connectivity

Block Group



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



TJ Analysis: Connectivity

FINAL PRODUCT

Number of libraries accessible by walking, by block group

2.2	0.5	0.1
0.7	0	0.3



TJ Analysis: Connectivity

More detailed overview, with examples



Timeline

- Analysis to proceed through Spring 2019 with draft by Summer 2019
- Will follow on the heels of the 2050 RTP
- Projected Council endorsement in November 2019



