Putting it all together

Transportation Justice

- Title VI
- Environmental Justice
- Mobility Challenged (formerly: Transportation Justice)
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
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 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.
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 Areas  
- Moderate  
- Significant  

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.
LEP Clusters*  
WILMAPCO Region  
2019 Transportation Justice Report

*Limited English Proficient (LEP) clusters are contiguous census block groups that exceed the percentage of the population over 5 years of age who speak English less than "very well" by 5 percent or more. LEP clusters are then screened by noting the heavy presence of Latinos and/or Asians within them, which allows 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.
People with limited English proficiency are defined as those who are 5 years or older and report speaking English less than "very well".

Distribution of Limited English Proficiency (%)

0 to 2
2 to 4.4
4.4 to 15
15 to 25
25 to 42.5

Source: 2012-20 ACS, 2013 Cenmax
*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.
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

TIP Spending Equity Benchmark, since FY 2002

Funding within EJ Areas

Expected Funding Level

- 2002
- 2004
- 2006
- 2008
- 2010
- 2012
- 2014
- 2016
- 2018

- 25%
- 20%
- 15%
- 10%
- 5%
- 0%
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

Benchmark = % of population in flagged BGs

TIP Years (4 years apart)
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
CONNECTIVITY ANALYSES
WILMAPCO Region
2015 Transportation Justice Report
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
Low-wage job centers
Grocery stores
Community centers
Senior centers
State Service Centers
Urgent care
Medical centers
Pharmacies
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

22% of houses connected to a library by walking
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

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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