2019 Transportation Justice & Title VI Report
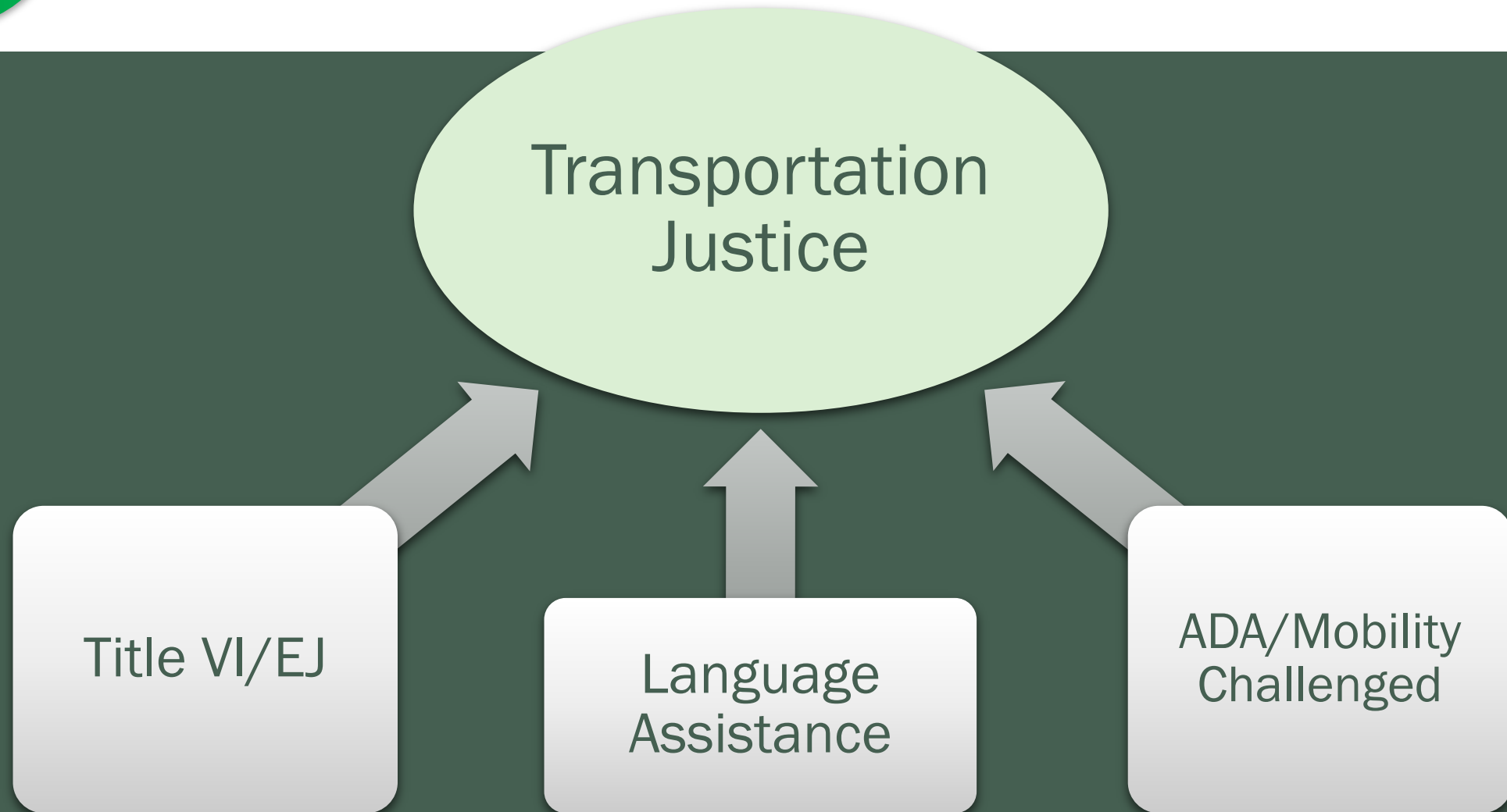
Analysis Update & Findings

TJ Working Group
June 2019

Putting it all together

Transportation Justice

Title VI/EJ

Language Assistance

ADA/Mobility Challenged

WILMAPCO

Low-income and racial/ethnic minorities

o Introduction
o Basic reporting requirements
o Demographic profile
o Public opinion survey
o Spatial analysis
o Public outreach
o 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

o Introduction
o Demographic Profile
o Spatial analysis
o Public outreach
o 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

Microsoft

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

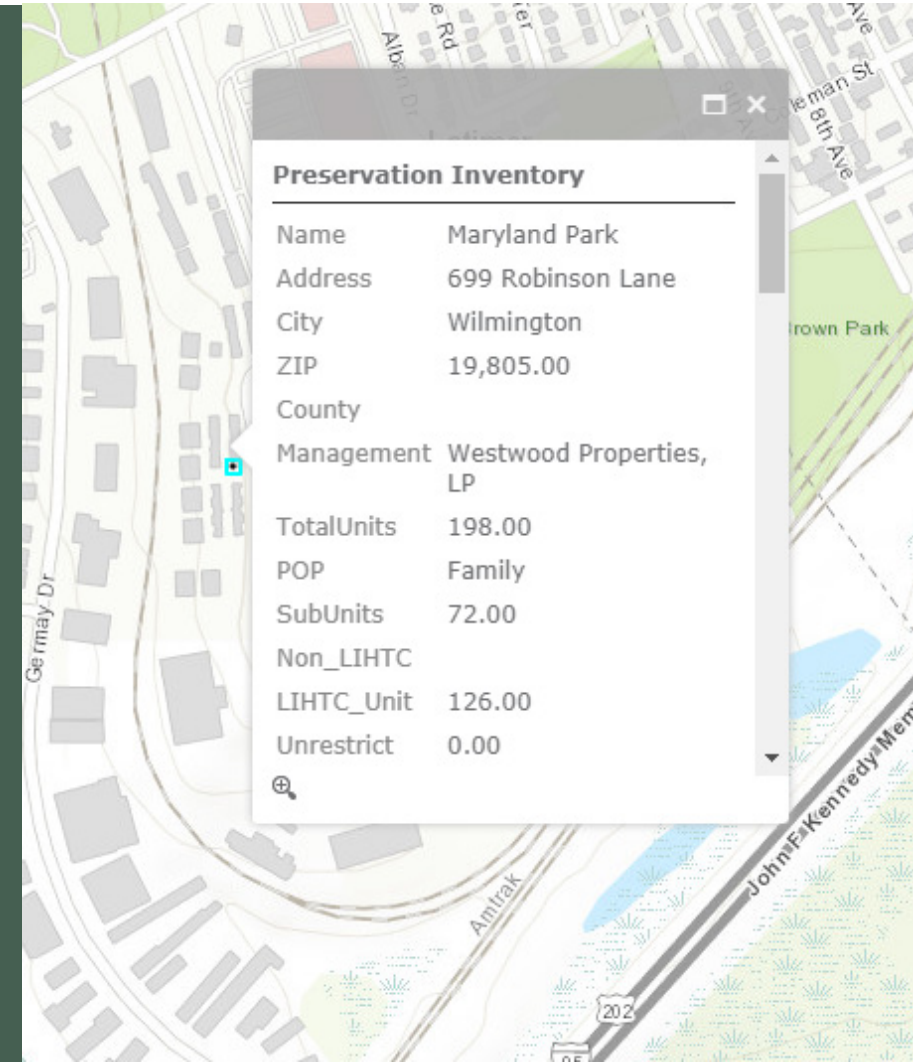# EJ Area Definitions

WILMAPCO

MODERATE – 5 paths

1. Poverty greater than the regional average, and
   - NH Blacks 3x the regional average, or
   - Hispanics 3x the regional average, or
   - NH Asians 3x the regional average

2. Racial/ethnic minorities 2x the regional average

3. Poverty 2x the regional average

4. Within elementary school feeder zone with the above demographic conditions (1, 2, or 3)

5. Affordable housing development w/25 -99 units

SIGNIFICANT - 5 paths

1. Poverty 2x greater than the regional average, and
   - NH Blacks 3x the regional average, or
   - Hispanics 3x the regional average, or
   - NH Asians 3x the regional average

2. Racial/ethnic minorities 90% or more the block group's population

3. Poverty 3x the regional average

4. Within elementary school feeder zone with the above demographic conditions (1, 2, or 3)

5. Affordable housing development w/> 99 units

METHOD – Affordable Housing Data

WILMAPCO

Delaware's 2016 Preservation Inventory (DSHA)

- Point file to parcels

- Total affordable units = Sum of "Subunits," "Non-LIHTC_Income Restricted" and "IncRestricted (tax credits)"

Preservation Inventory

Name	Maryland Park
Address	699 Robinson Lane
City	Wilmington
ZIP	19,805.00
County	
Management	Westwood Properties, LP
TotalUnits	198.00
POP	Family
SubUnits	72.00
Non_LIHTC	
LIHTC_Unit	126.00
Unrestrict	0.00

METHOD - Affordable Housing Data

WILMAPCO

Maryland Housing Search
www.socialserve.com

- ■ Built upon old subsidized property file

- ■ IDed accepted rental voucher or income based rent developments

- ■ Created parcel file

- ■ Populated units from development websites or analysis of external housing unit files/air photos

---

Housing Search: Cecil, MD

Choose a different area

| Basic | Advanced | ♿ Accessible |

General Search Information

Do you have a Housing Choice Voucher or other rental assistance? [?]   ☐ Yes

Bedroom[s]	0+ ▾
Bath	Any ▾
Rent range	$0 ▾ to $1,200 ▾ a month

Optional Filters

Wait Listed Properties	⦿ Display ◯ Hide
Senior/Disability Housing	Include in Results ▾
ZIP Code[s]	_____ List relevant ZIP codes
Public Transit	Not Applicable ▾
Smoking Policy [?]	Any ▾
Landlord Speaks	English ▾

Show me [10 ▾] Properties per Page

CLICK HERE TO SEARCH

EJ NEIGHBORHOODS*
and Subsidized Housing
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.

EJ Areas
Moderate
Significant

Subsidized Housing Clusters
Moderate (25-99 units)
Significant (100+ units)

0   5   10
miles

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

WILMAPCO

City of Wilmington Inset
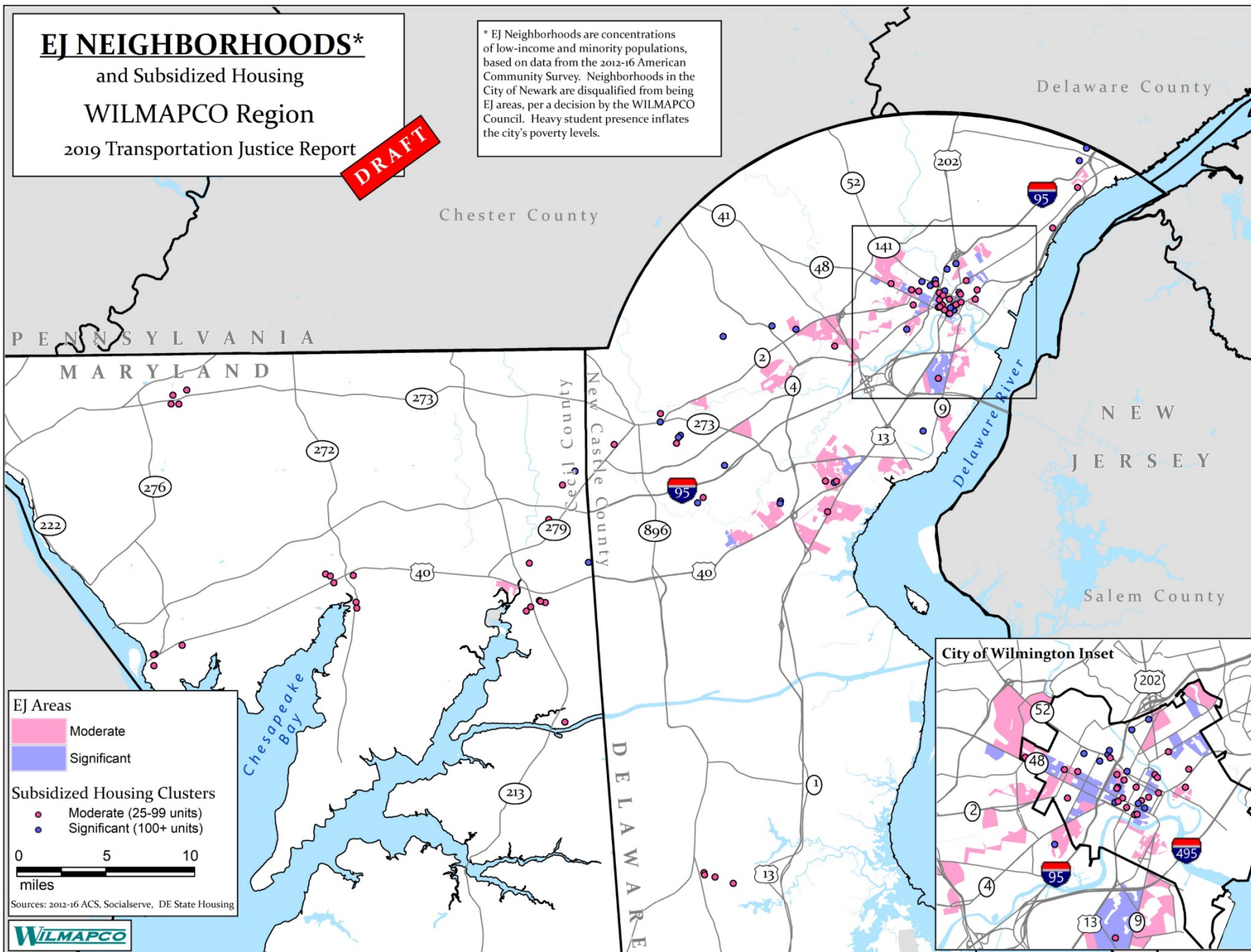
MODERATE EJ AREA
Census defined or Affordable developments w/25 – 99 units

SIGNIFICANT EJ AREA
Census defined or Affordable developments w/>99 units

School Demographic Data

- Race/ethnicity and income

- Grade 3 school feeder zones vs. IDed EJ areas

- Flag feeder zones w/high minority or low-income NOT covered by IDed EJ areas

- Consider these zones for EJ classification
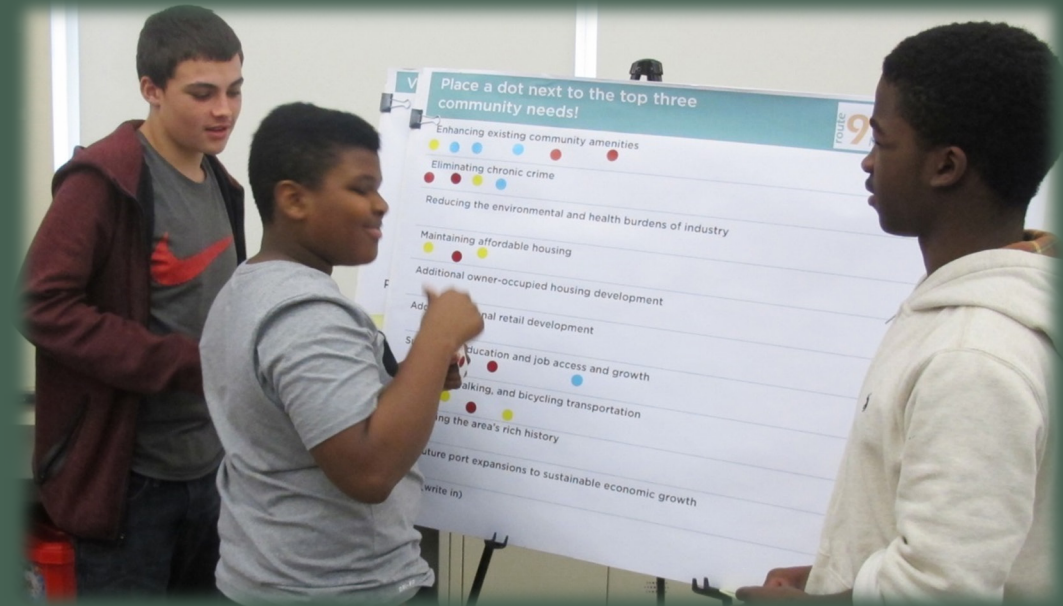
WILMAPCO

EJ School Feeder Zones vs. Census Defined EJ Neighborhoods and Affordable Housing*
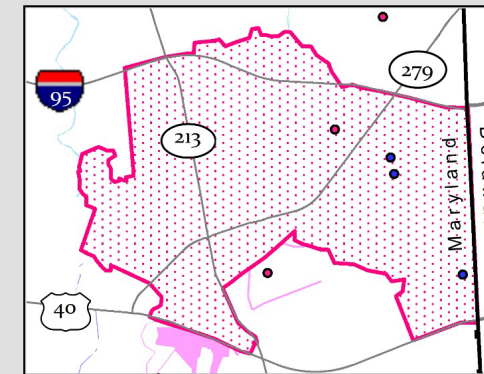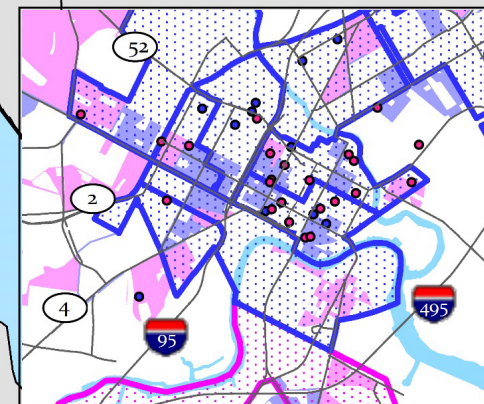
WILMAPCO REGION
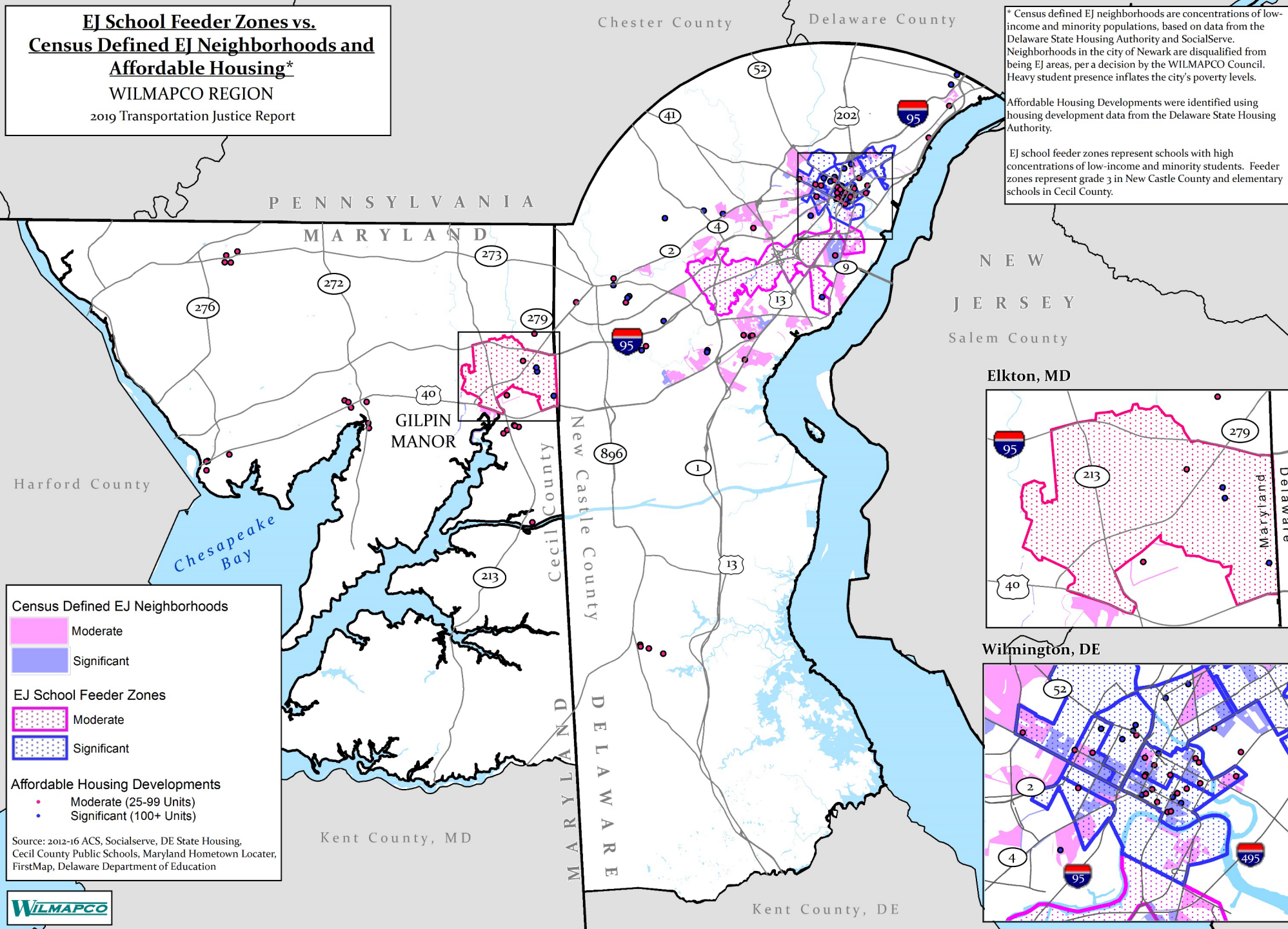
2019 Transportation Justice Report

* Census defined EJ neighborhoods are concentrations of low-income and minority populations, based on data from the Delaware State Housing Authority and SocialServe. 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 Developments were identified using housing development data from the Delaware State Housing Authority.

EJ school feeder zones represent schools with high concentrations of low-income and minority students. Feeder zones represent grade 3 in New Castle County and elementary schools in Cecil County.

Chester County

Delaware County

PENNSYLVANIA

MARYLAND

NEW JERSEY

Salem County

Harford County

Chesapeake Bay

Cecil County

New Castle County

DELAWARE

MARYLAND

GILPIN MANOR

Kent County, MD

Kent County, DE

Elkton, MD

Wilmington, DE

Census Defined EJ Neighborhoods

- Moderate
- Significant

EJ School Feeder Zones

- Moderate
- Significant

Affordable Housing Developments

- Moderate (25-99 Units)
- Significant (100+ Units)

Source: 2012-16 ACS, Socialserve, DE State Housing, Cecil County Public Schools, Maryland Hometown Locater, FirstMap, Delaware Department of Education

WILMAPCO
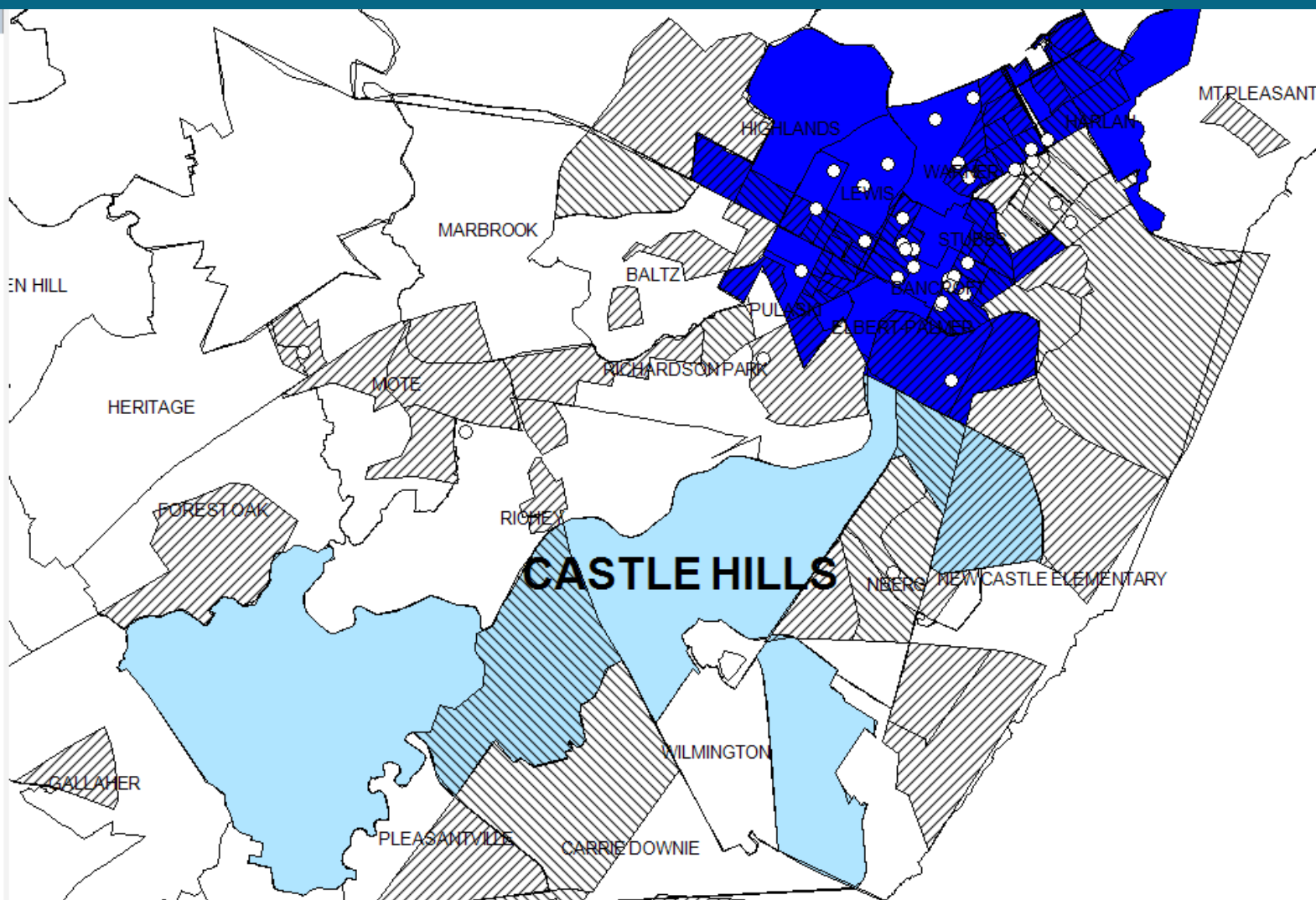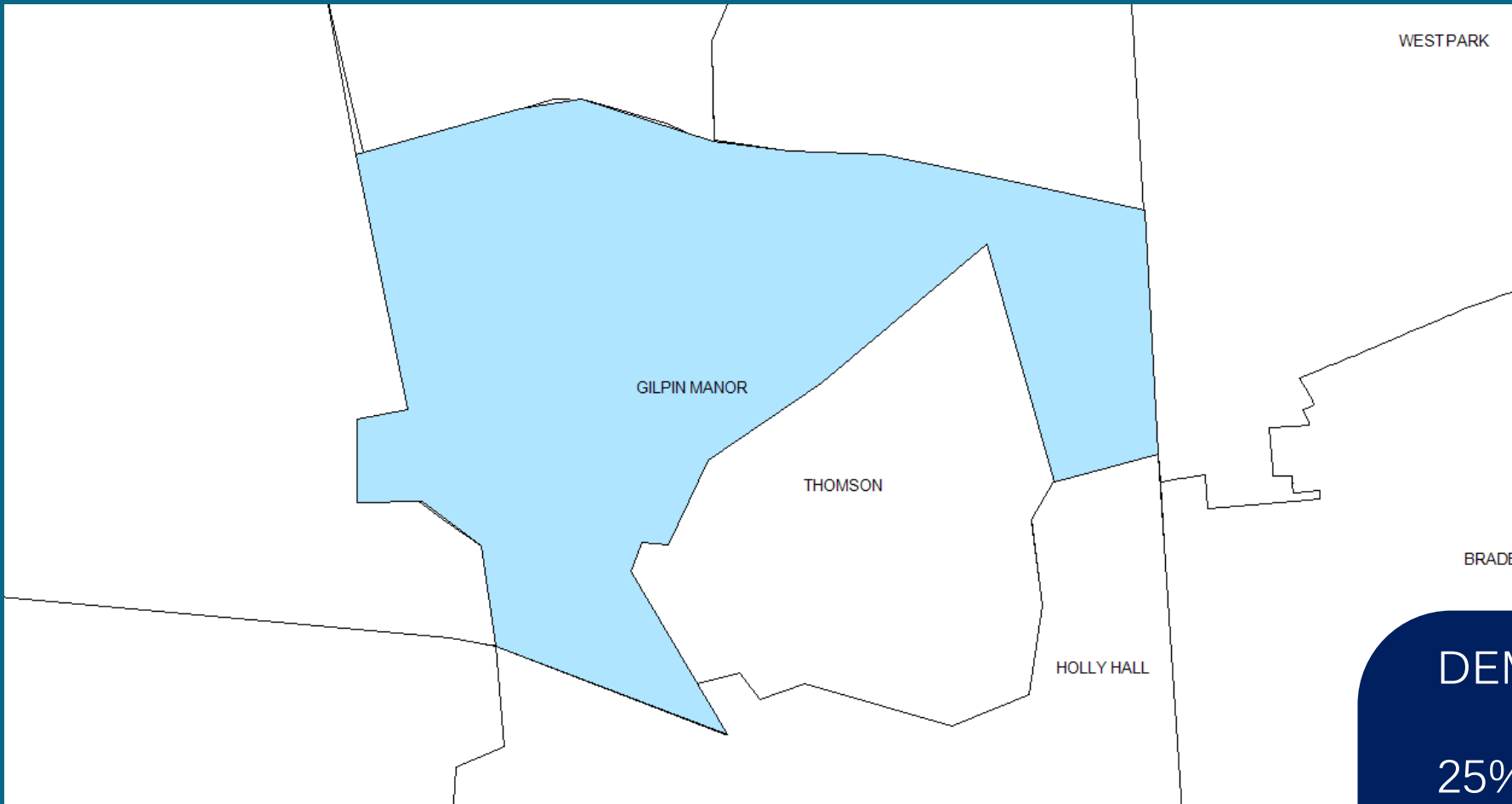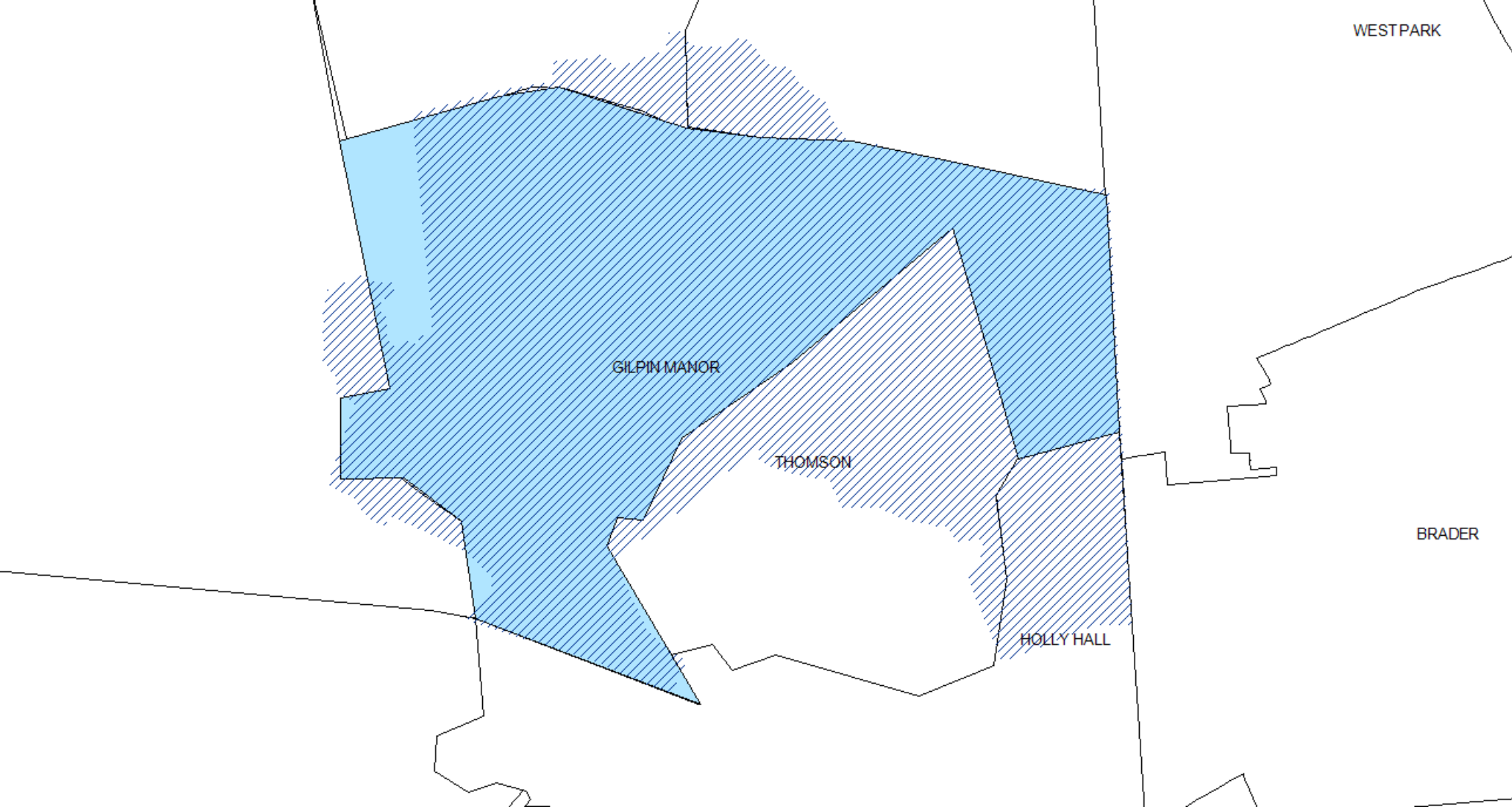
Refined Gilpin Manor's Feeder Boundaries
www.maryland.hometownlocator.com

Step 2
Gilpin Manor EJ Area ID

Step 3
Gilpin Manor EJ Area ID

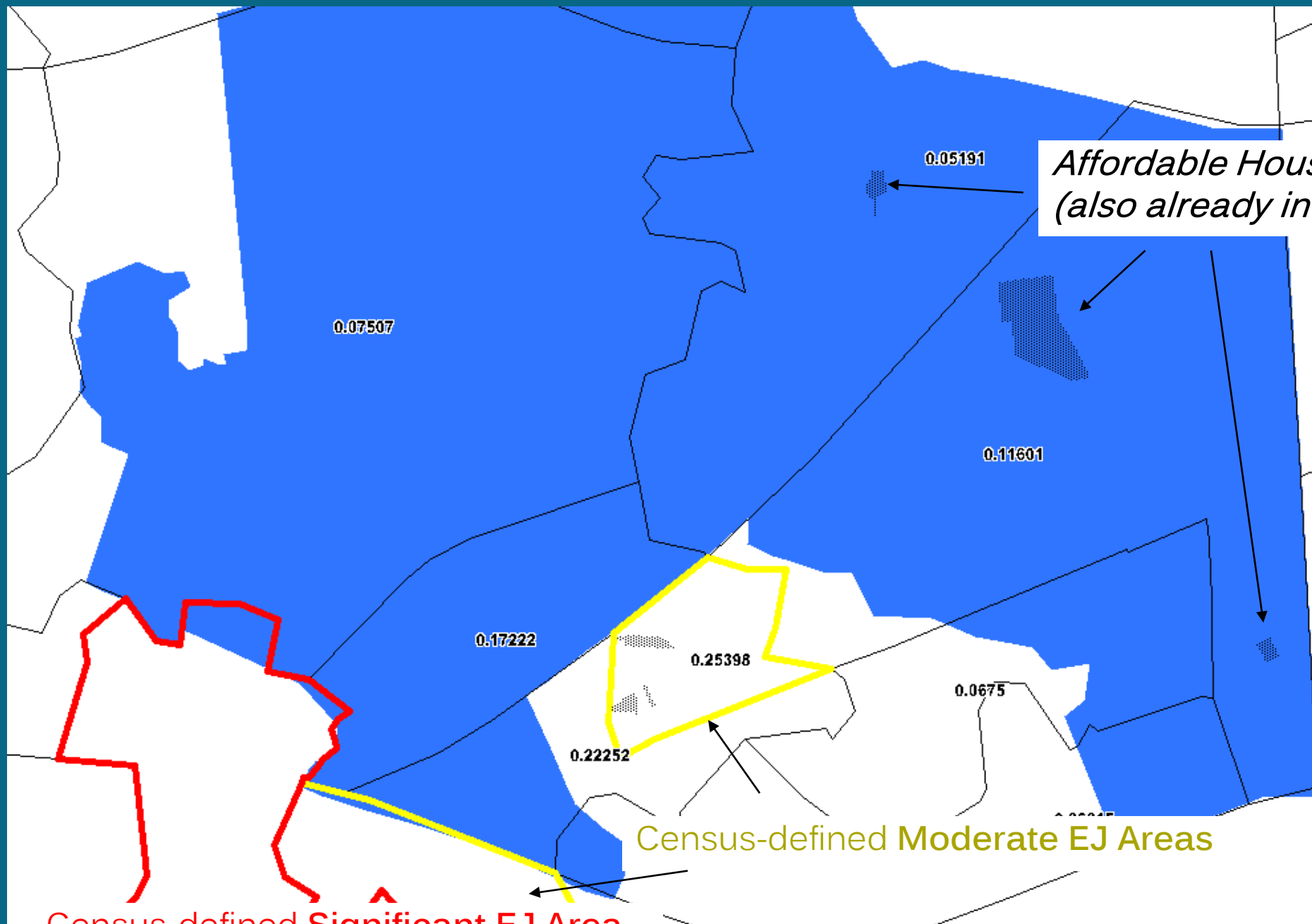Gilpin Manor
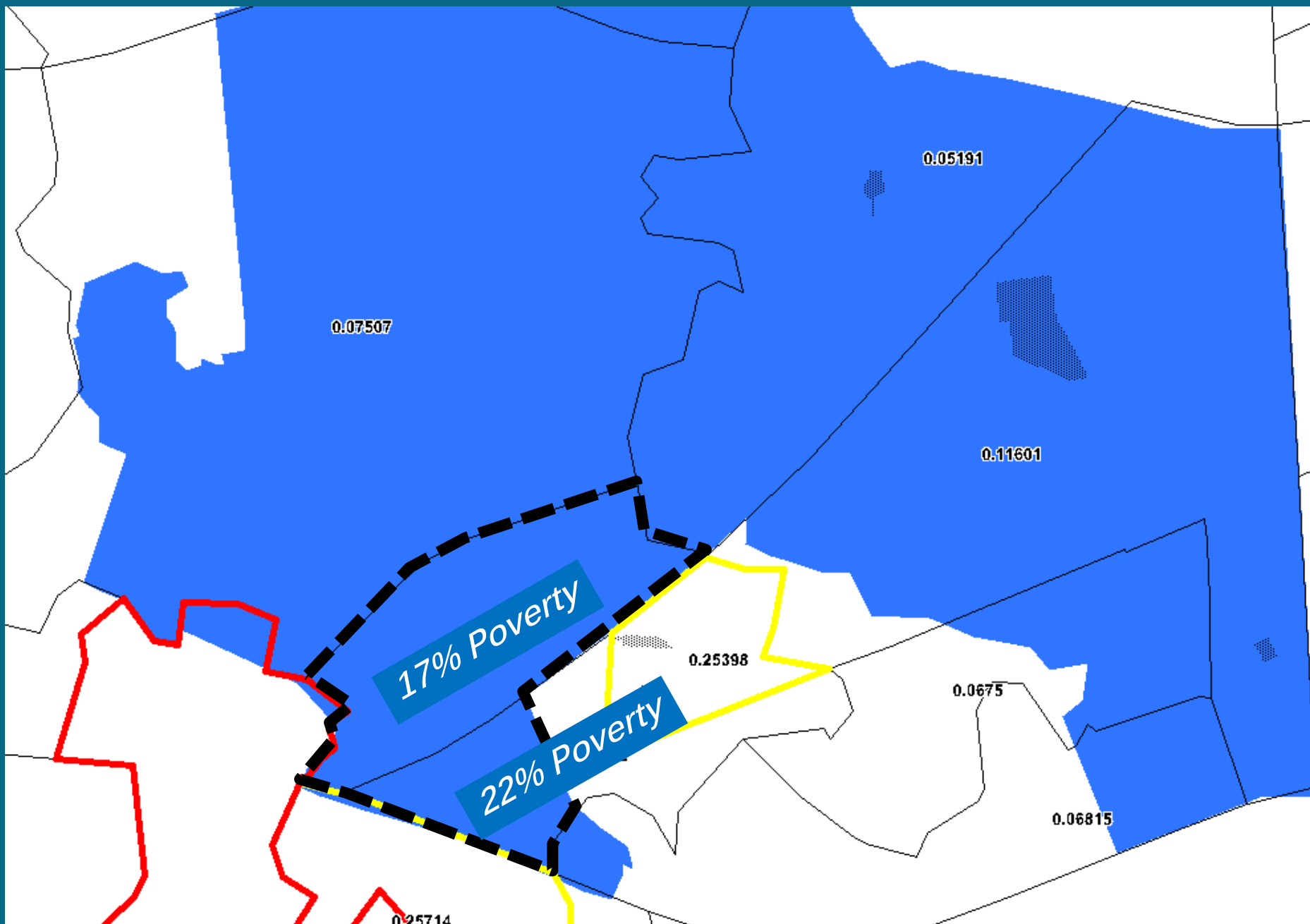Feeder Zone

vs.

Census Block
Group Poverty

0.05191

0.07507

0.11601

0.17222

0.25398

0.0675

0.22252

0.06815

0.25714
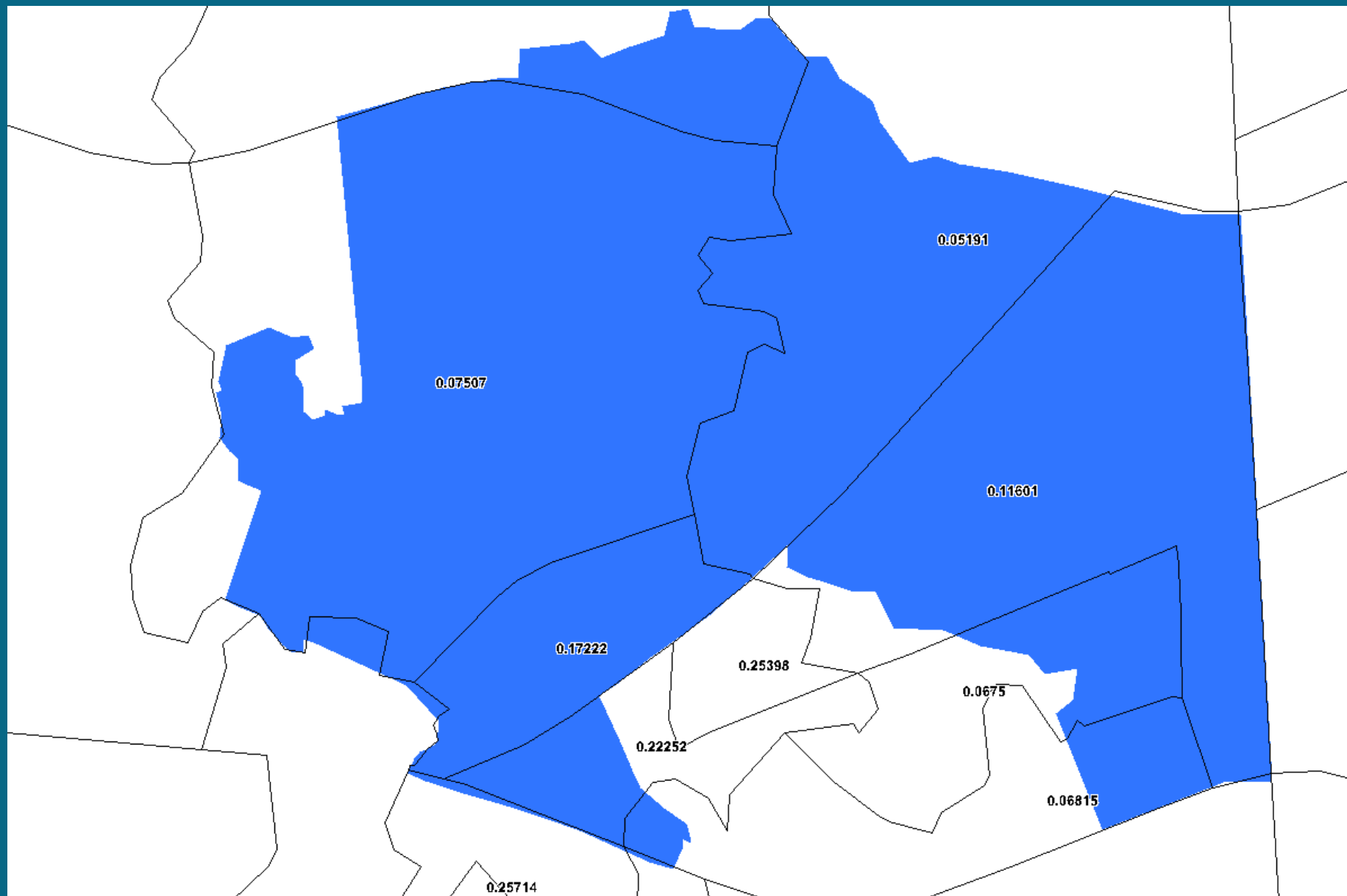
Affordable Housing Developments (also already in EJ analysis)

0.05191

0.07507

0.11601

0.17222

0.25398

0.0675

0.22252

Census-defined **Moderate EJ Areas**

Census-defined **Significant EJ Area**

Step 4

Gilpin Manor EJ Area ID

0.05191

0.07507

0.11601

17% Poverty

22% Poverty

0.25398

0.0675

0.06815

0.25714

Step 4

Gilpin Manor EJ Area ID

Step 4
Gilpin Manor EJ Area ID

Delineated
high poverty area
within the feeder zone

Gilpin Manor Feeder Zone
High Poverty Area

0.17222

0.253

0.22252

Step 5
Gilpin Manor EJ Area ID
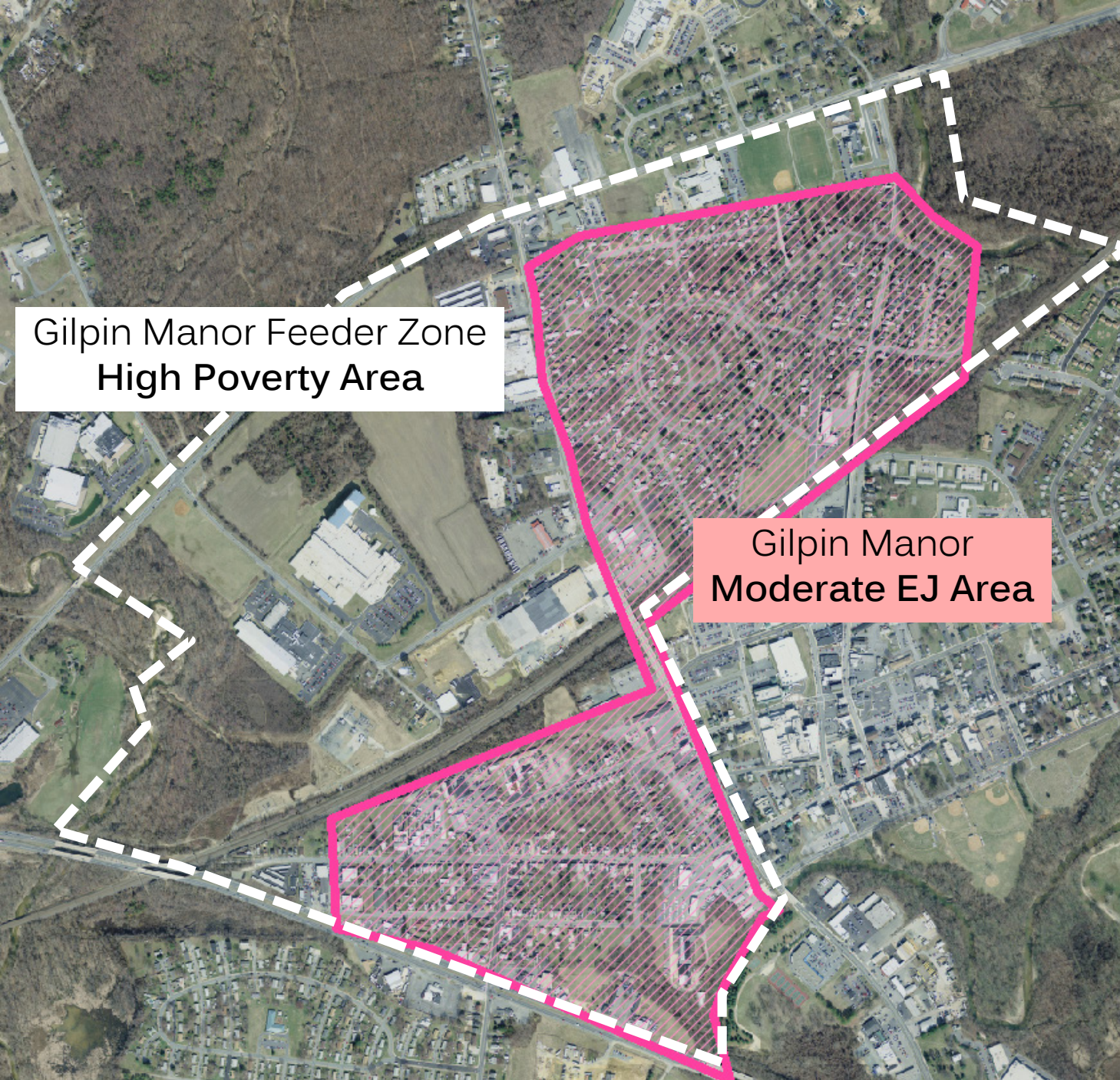
Gilpin Manor Feeder Zone
High Poverty Area

Gilpin Manor
Moderate EJ Area

Trimmed non-residential away from the high poverty area to form a new moderate EJ area

Affordable Housing Developments

Gilpin Manor
Feeder Zone

Gilpin Manor
Moderate EJ Area
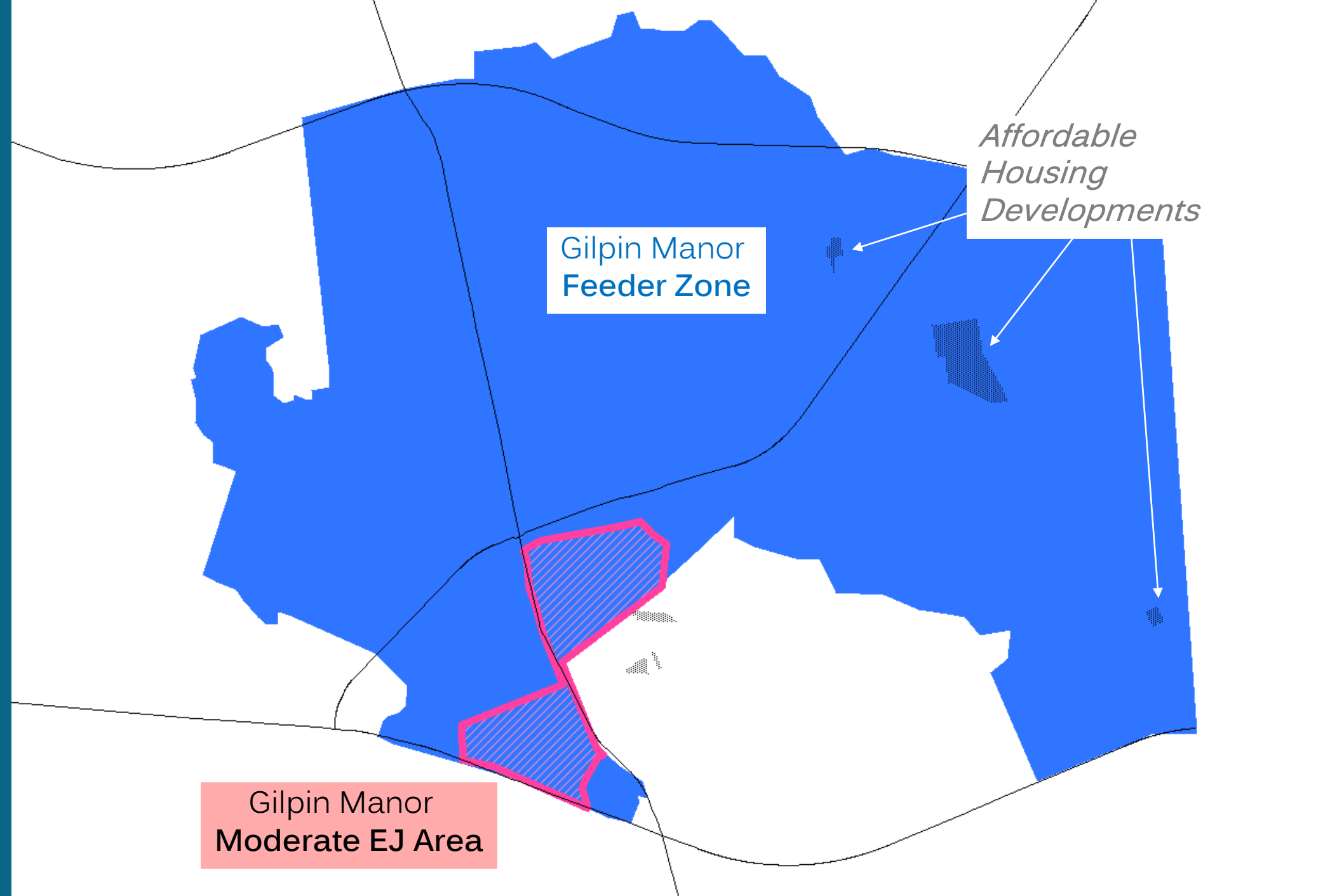
EJ NEIGHBORHOODS*

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.

WILMAPCO

Delaware County

Chester County

PENNSYLVANIA

MARYLAND

New Castle County

Cecil County

NEW JERSEY

Salem County

Delaware River

Chesapeake Bay

DELAWARE
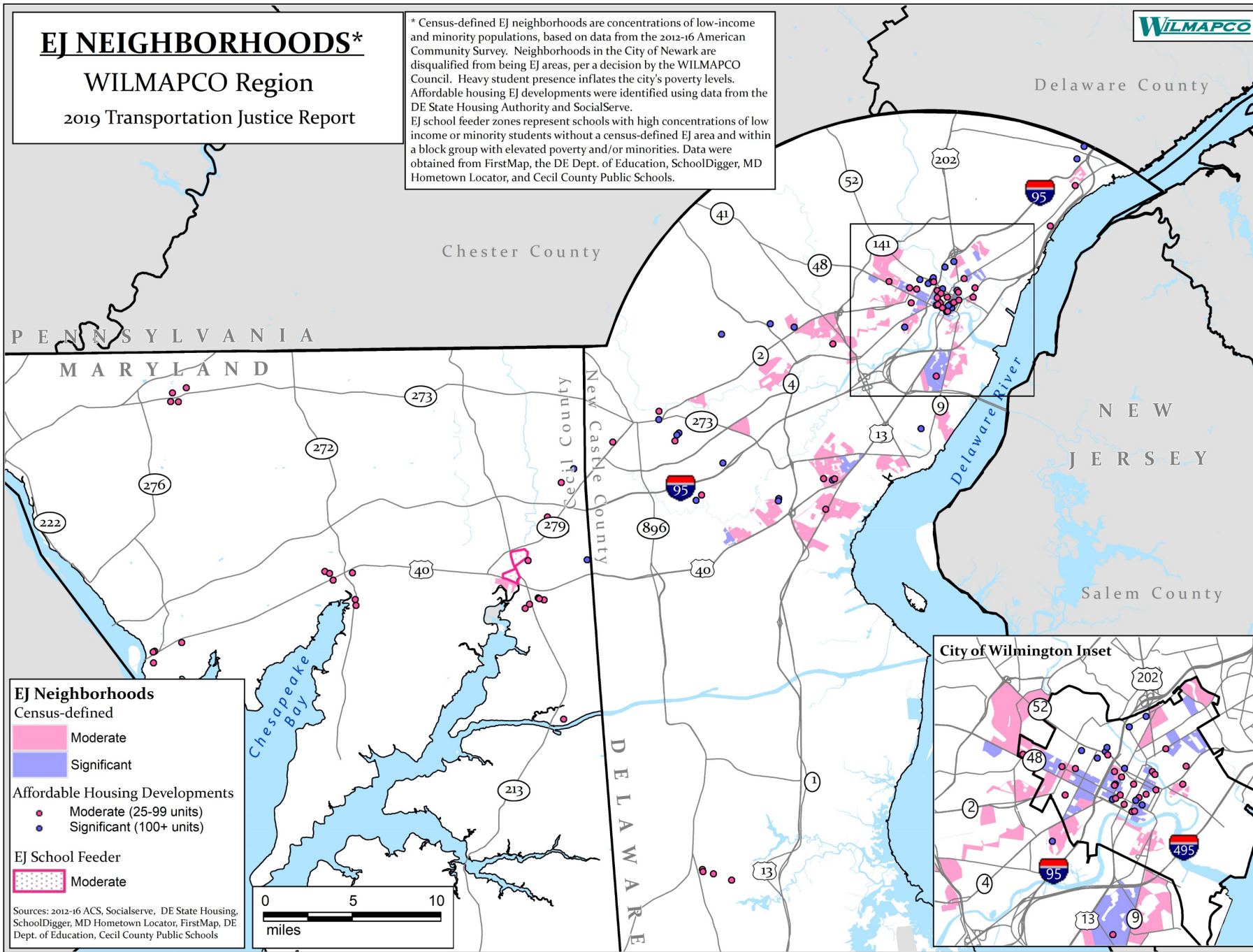
EJ Neighborhoods

Census-defined

Moderate

Significant

Affordable Housing Developments

Moderate (25-99 units)

Significant (100+ units)

EJ School Feeder

Moderate

Sources: 2012-16 ACS, Socialserve, DE State Housing, SchoolDigger, MD Hometown Locator, FirstMap, DE Dept. of Education, Cecil County Public Schools

0   5   10
miles

City of Wilmington Inset

Transportation Equity Concerns, to date

	Poverty/low-income	Blacks	Hispanics
Transportation Access (in General)	yes	yes	
Neighborhood Transportation/Housing Costs	yes		
Travel Time from Neighborhoods			
Travel Time on Public Transit (in General)		yes	
Traffic Volumes	yes	yes	yes
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

Below Poverty Distribution

WILMAPCO Region

2019 Transportation Justice Report

Distribution of
Population Below Poverty Level

	0 to 5.3	Regional Average: 11.2%
	5.3 to 11.2	
	11.2 to 22.5	Double Average: 22.5%
	22.5 to 30	
	30 to 100	

0   5   10

miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset
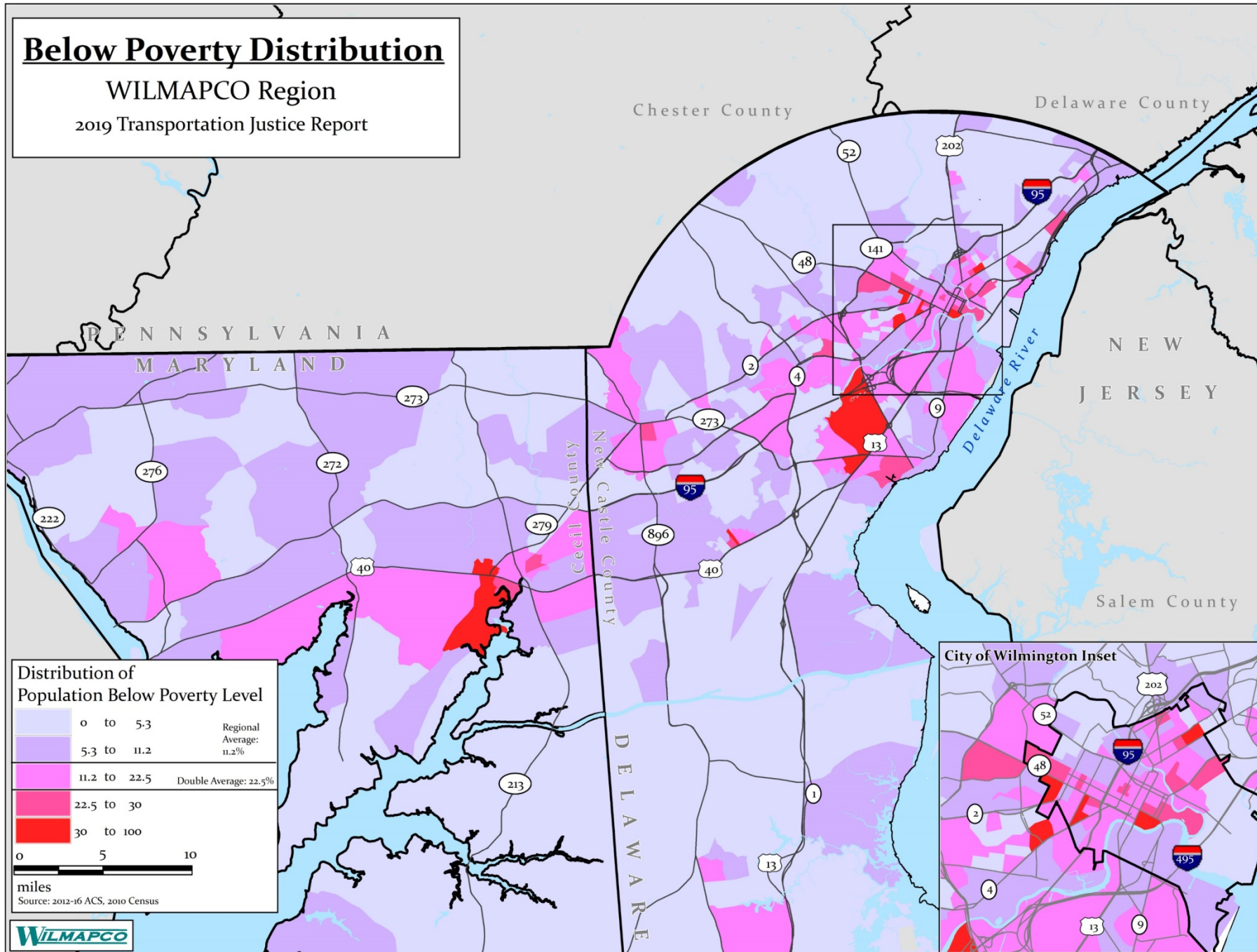
Non-Hispanic Black Distribution
WILMAPCO Region
2019 Transportation Justice Report

Distribution of Non-Hispanic Black alone, not in combination (%)

- 0 to 10 — Regional Average: 21.0%
- 10 to 21
- 21 to 42 — Double Average: 42.0%
- 42 to 60
- 60 to 100

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

City of Wilmington Inset
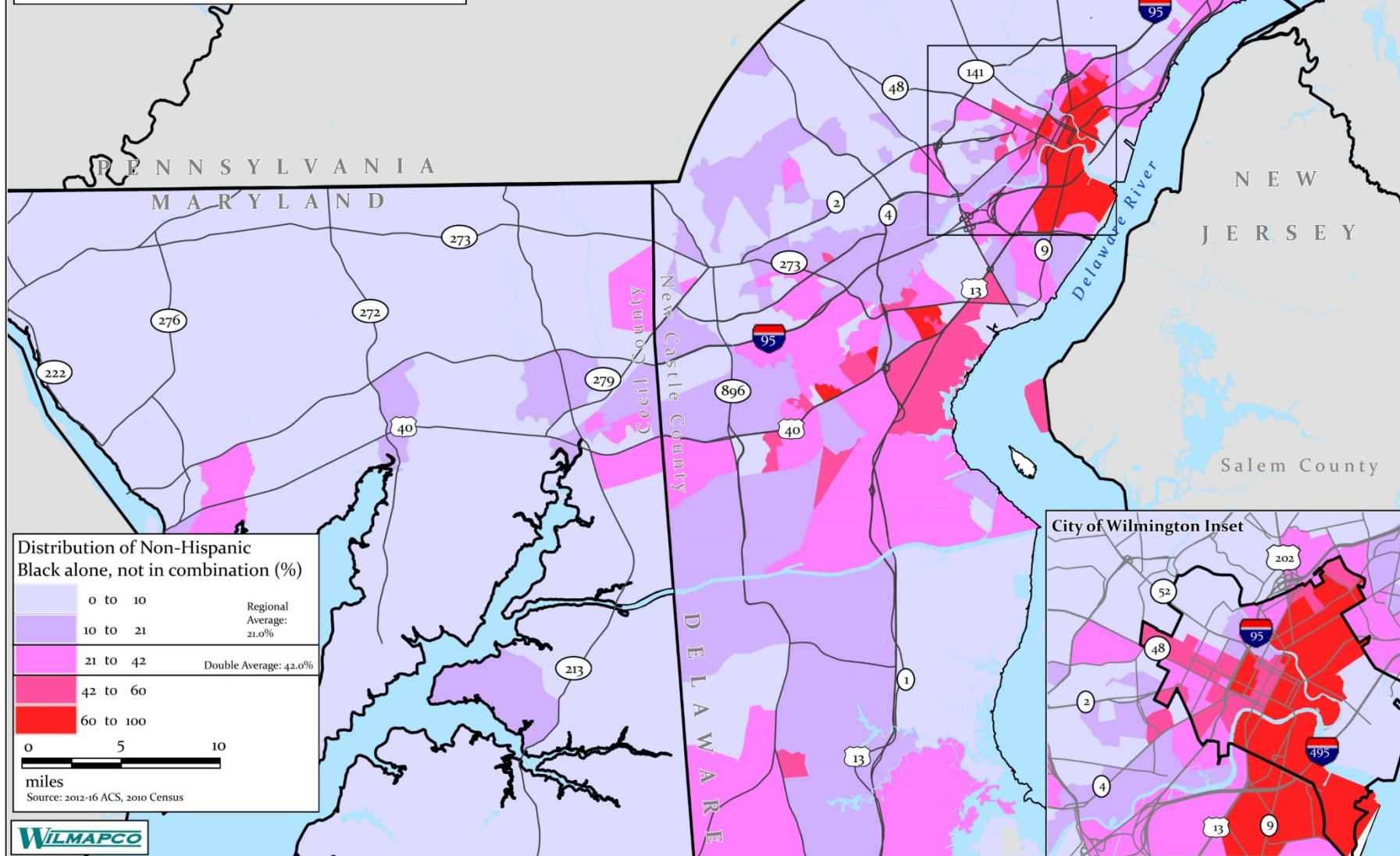
Hispanic Distribution

WILMAPCO Region

2019 Transportation Justice Report

Distribution of Hispanics, of any race (%)

0 to 3.6	Regional Average: 8.6%	
3.6 to 8.6		
8.6 to 17.1	Double Average: 17.1%	
17.1 to 35		
35 to 100		

0   5   10

miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset
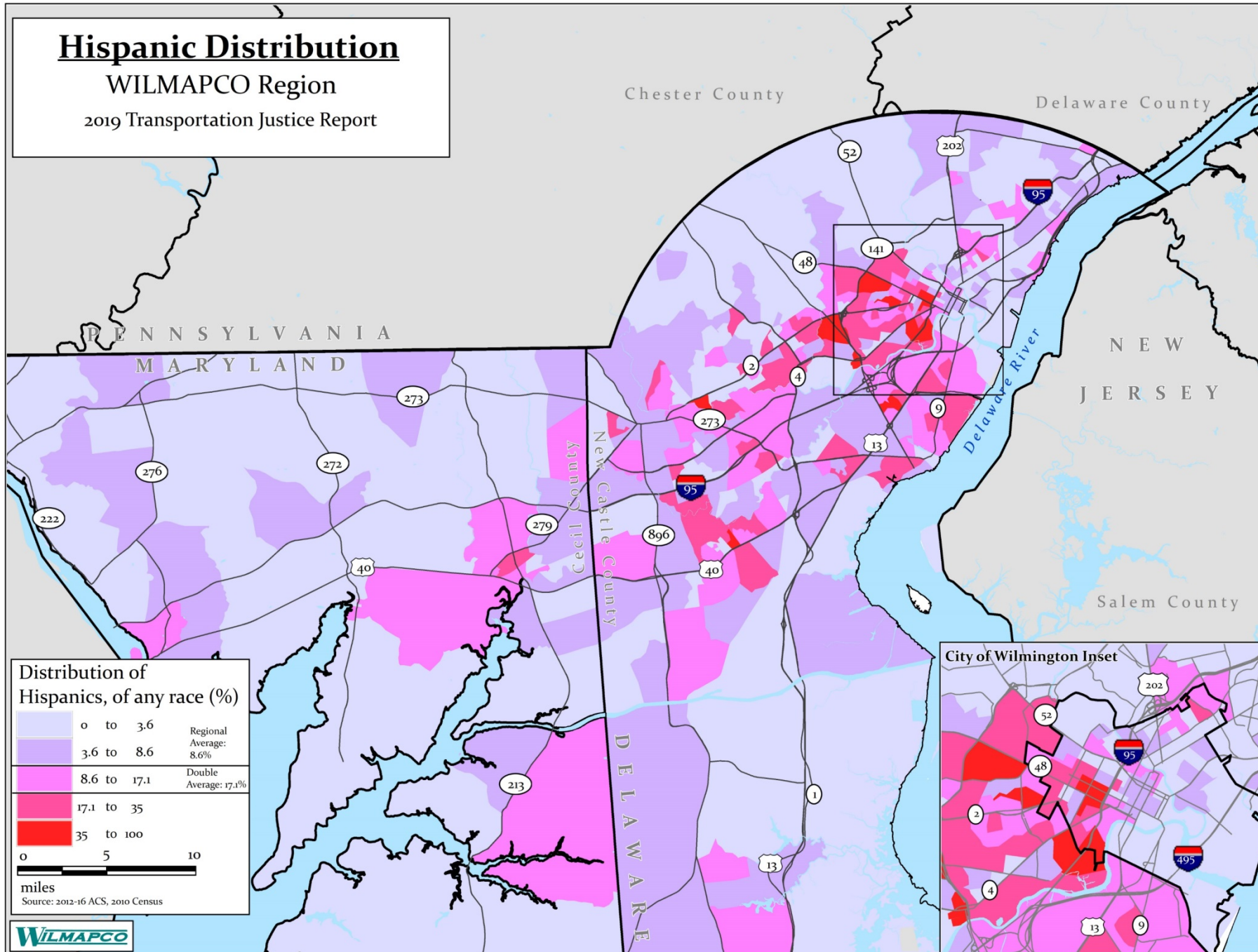
Non-Hispanic Asian Distribution
WILMAPCO Region
2019 Transportation Justice Report

Distribution of Non-Hispanic
Asian alone, not in combination (%)

0 to 2
2.1 to 4.5
4.5 to 9.1
9.1 to 20
20.1 to 34.4

Regional Average: 4.5%

Double Average: 9.1%

miles
0   5   10

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset
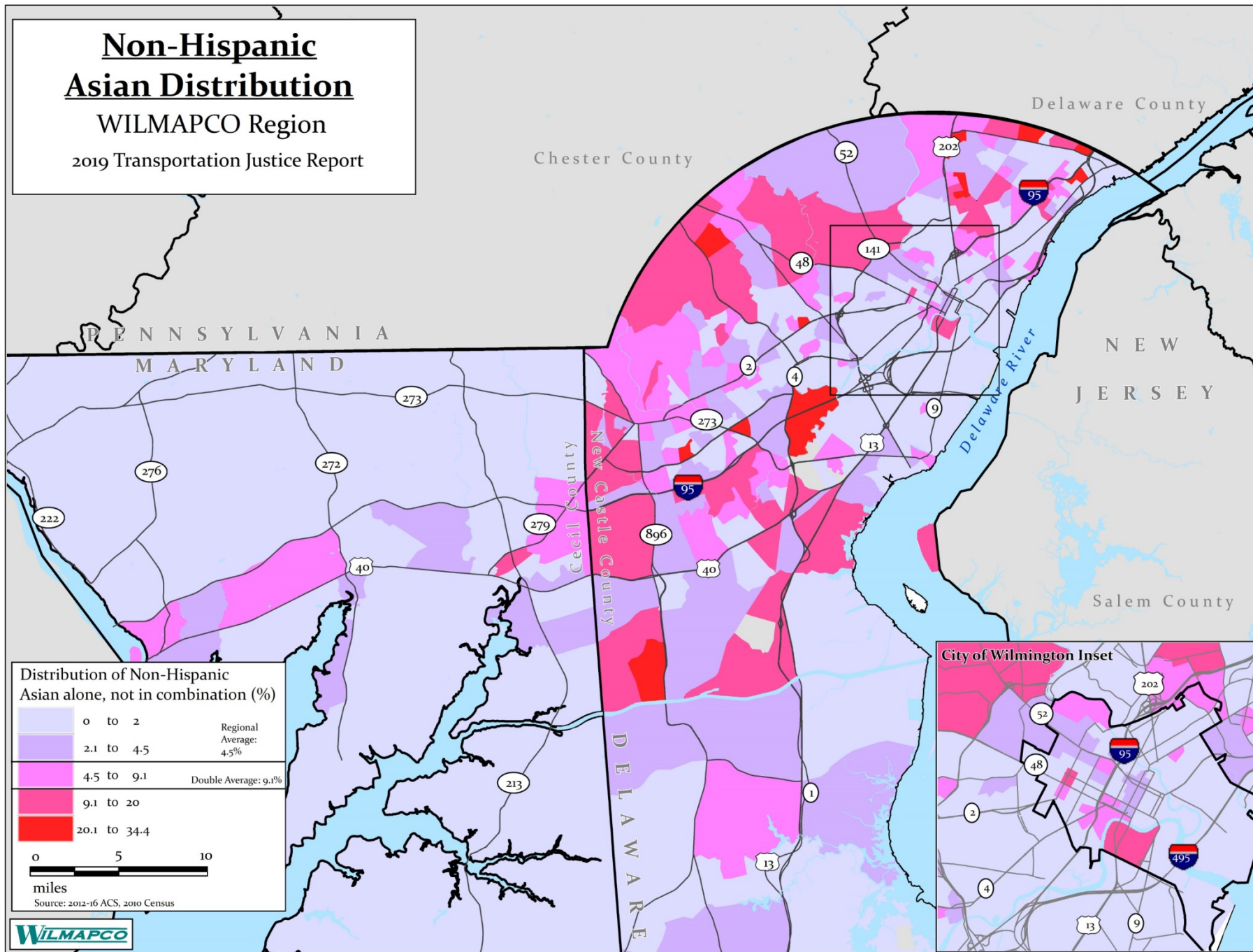
Non-Hispanic
White Distribution
WILMAPCO Region
2019 Transportation Justice Report

City of Wilmington Inset

Distribution of Non-Hispanic
White alone, not in combination (%)

	0 to 45	Regional Average: 63.4%
	45 to 63.4	
	63.4 to 75	Analysis Threshold: 90.0%
	75 to 90	
	90 to 100	

miles
Source: 2012-16 ACS, 2010 Census
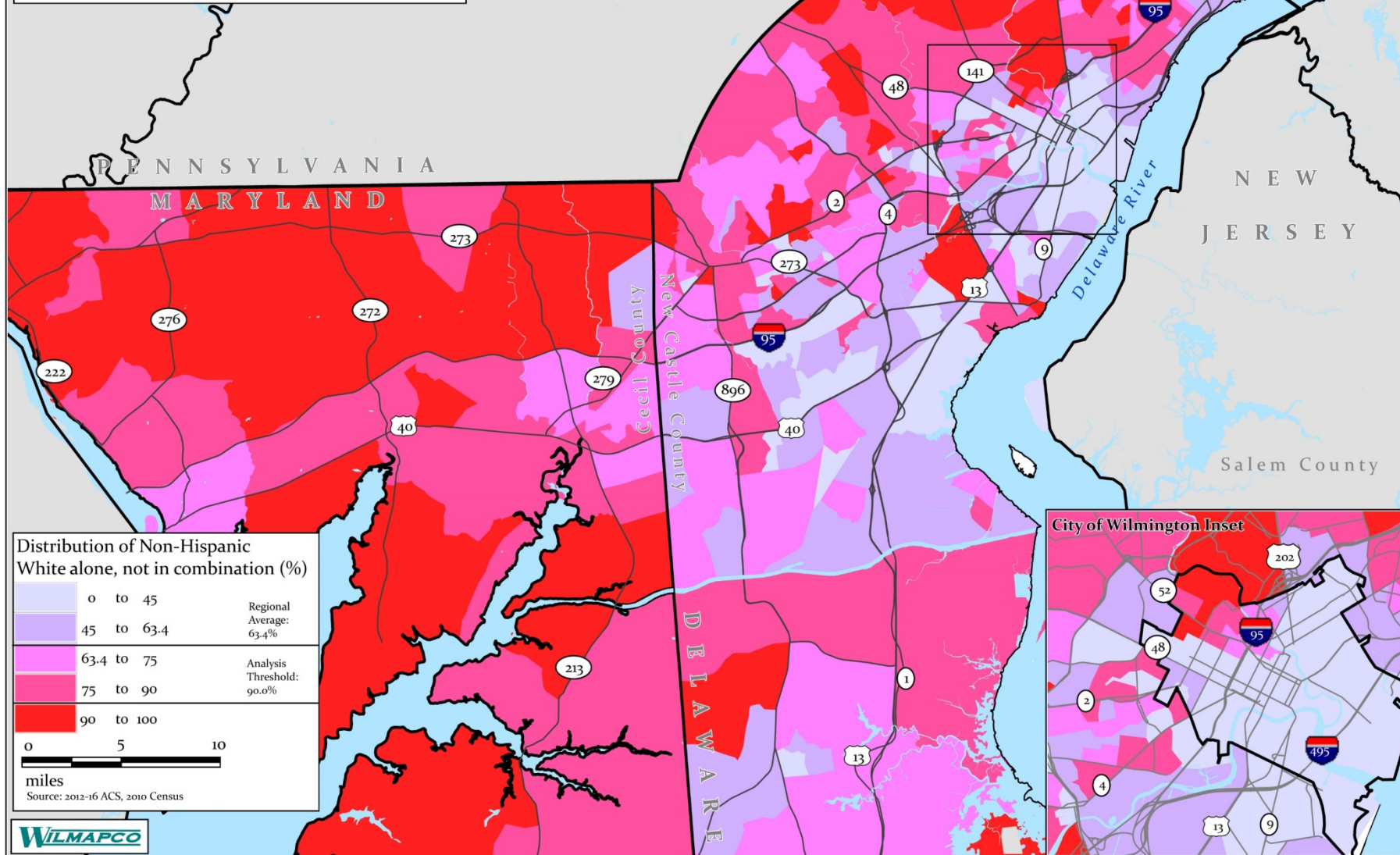
TJ Analysis: Location Efficiency

Affordable neighborhoods by concentration

Bar chart:
- Black: 47%
- White: 0%
- Hispanic: 25%
- Asian: 5%
- Poverty: 45%

Regional Average: 13%
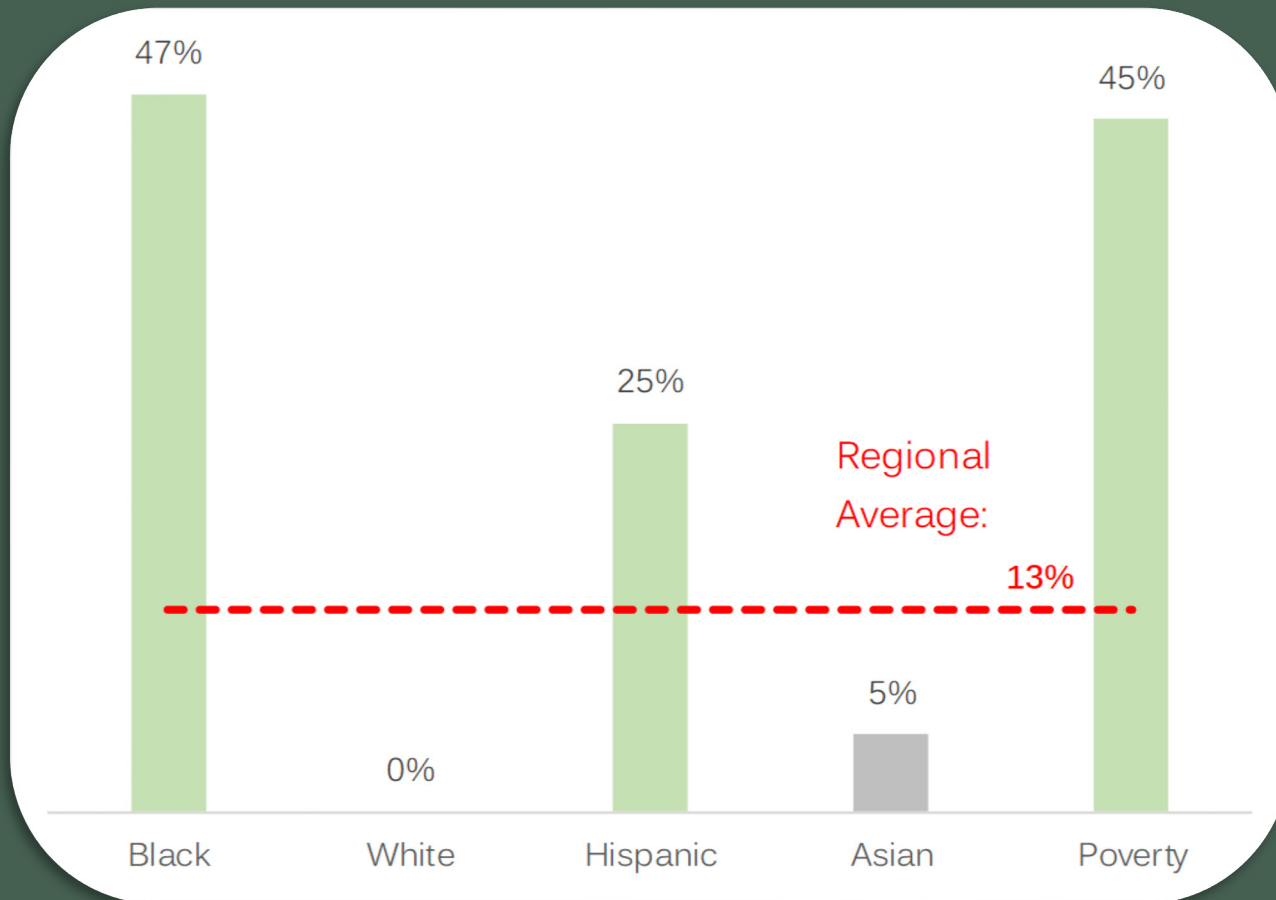
T+H Affordability within Areas of Concentration 2012-2016

- ■ 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

WILMAPCO Region

2019 Transportation Justice Report

PENNSYLVANIA

Combined Transportation and Housing Costs

Affordable*
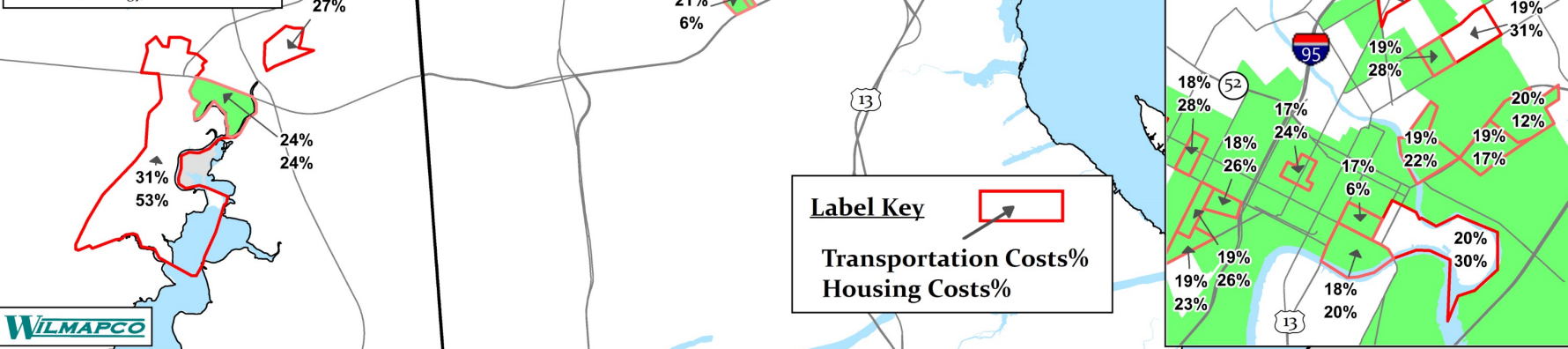
Poverty Concentrations

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

Cecil County
New Castle County

Delaware River

NEW JERSEY

Label Key

Transportation Costs%
Housing Costs%

City of Wilmington Inset

WILMAPCO

Map data labels:
23% / 30%
20% / 28%
18% / 30%
21% / 24%
22% / 33%
19% / 36%
25% / 48%
20% / 31%
22% / 37%
27% / 40%
27% / 27%
27% / 37%
24% / 27%
24% / 24%
31% / 53%
21% / 6%
21% / 6%

Inset labels:
20% / 41%
19% / 31%
19% / 28%
18% / 28%
17% / 24%
20% / 12%
18% / 26%
19% / 22%
19% / 17%
17% / 6%
19% / 26%
19% / 23%
18% / 20%
20% / 30%

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

¼ of high poverty neighborhoods have equal or higher transportation costs than housing costs

TJ Analysis: Travel Time to Work

WILMAPCO

Driving Alone to Work >30 minutes

Chart showing "Driving Alone to Work >30 minutes":
- Black: 30%
- White: 42%
- Hispanic: 26%
- Asian: 34%
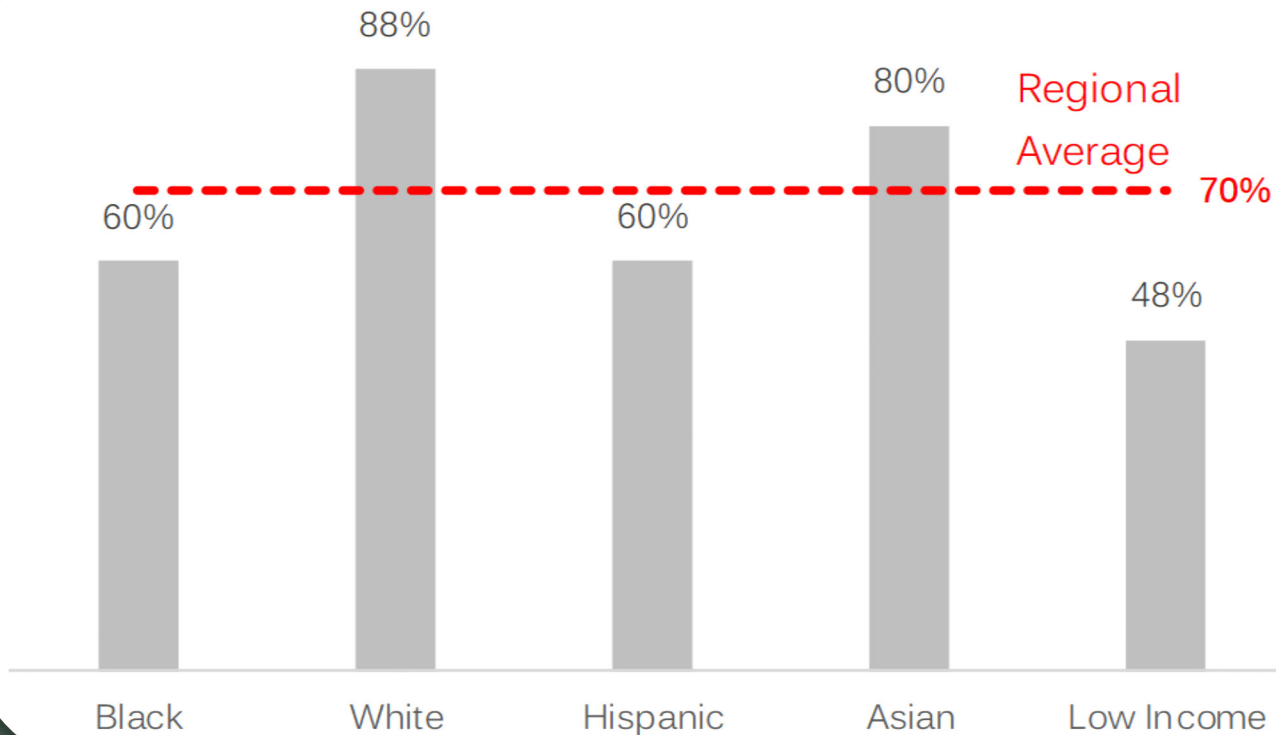- Low Income: 20%
- Regional Average: 35%

Travel Time Equity within Areas of Concentration 2012-2016

- Travel times greater than 30 minutes within areas of racial/ethnic and low income population concentrations.

- 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

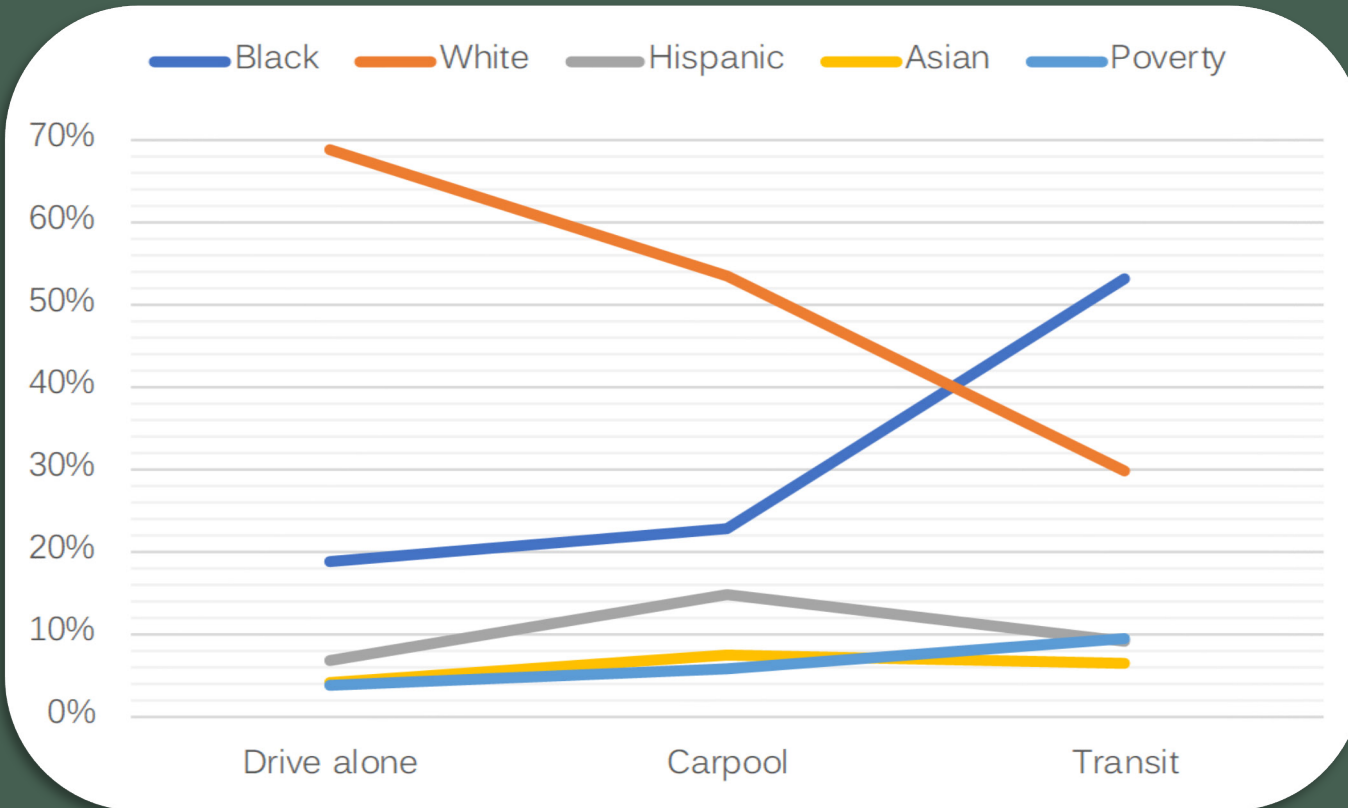- 2012 – 2016 ACS

TJ Analysis: Travel Time to Work

WILMAPCO

Taking Transit to Work >30 minutes

Bar chart showing percentage taking transit to work >30 minutes by group:
- Black: 60%
- White: 88%
- Hispanic: 60%
- Asian: 80%
- Low Income: 48%

Regional Average: 70%

Travel Time Equity within Areas of Concentration 2012-2016

- Travel times greater than 30 minutes within areas of racial/ethnic and low income population concentrations.

- 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

TJ Analysis: Travel Time to Work

WILMAPCO

Average Commute to Work in minutes

Public Transit	49.3
Carpool	25.2
Drive Alone	24.8
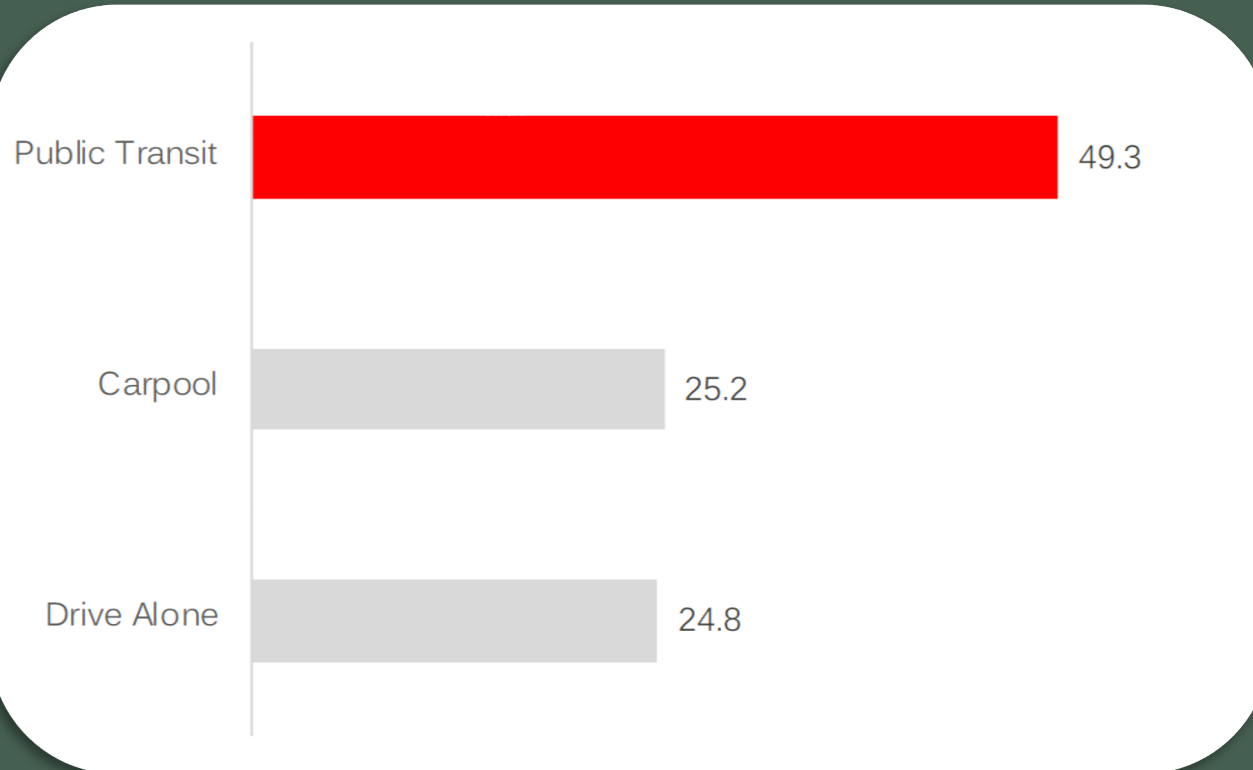
Average Commute Time
WILMAPCO Region
2012-2016

- Only commutes to work considered

- 2012 – 2016 ACS

TJ Analysis: Traffic Levels

Median Traffic Levels by neighborhood

10,600 — Black
3,300 — White
12,000 — Hispanic
9,400 — Asian
10,600 — Poverty

Region-wide 7,600
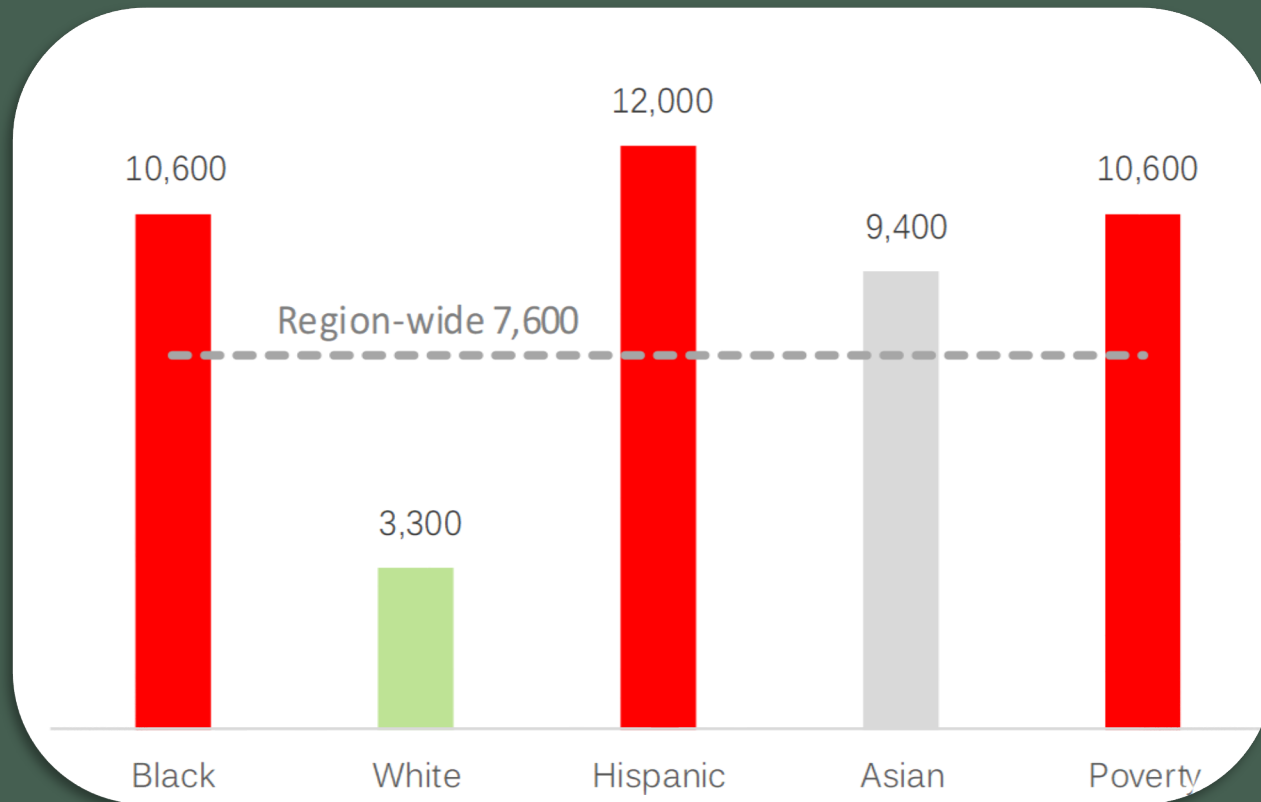
Traffic Level Equity
WILMAPCO Region

- Median AADT of roadway segments within group concentrations vs. regional median

- Figures rounded to hundreds

- 2012 – 2016 ACS; DelDOT; MDOT

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

Photo: Denis Hehman

TJ Analysis: Crash Equity
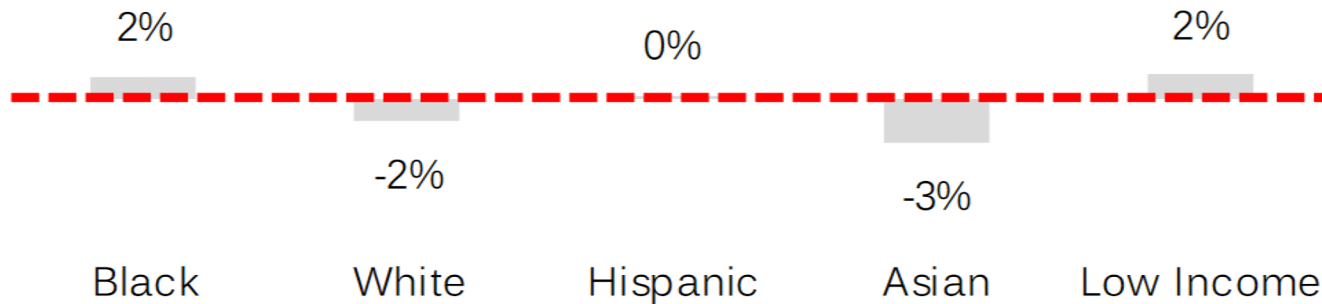
All Crash Equity within Areas of Concentration in 2016

- 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 DelDOT and MDOT; 2012 – 2016 ACS

Chart data:
- Black: 2%
- White: -2%
- Hispanic: 0%
- Asian: -3%
- Low Income: 2%

TJ Analysis: Pedestrian Crash Equity
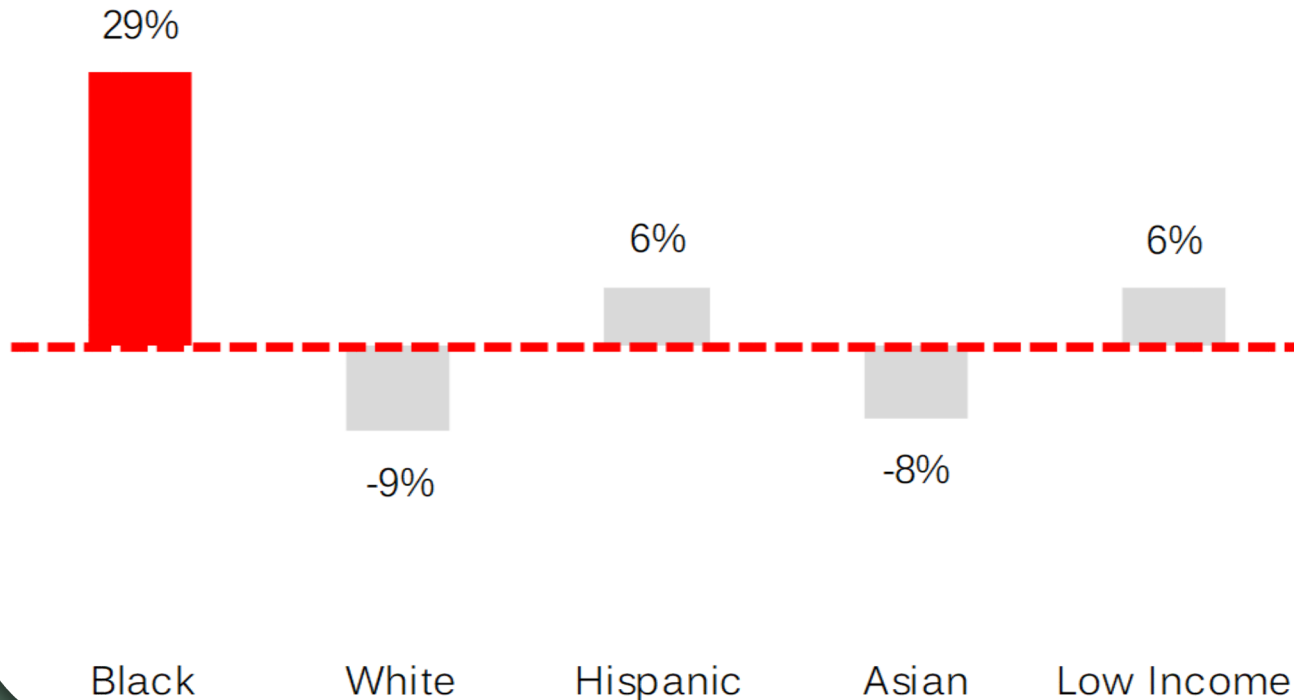
Pedestrian Crash Equity within Areas of Concentration in 2016

- 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 DelDOT and MDOT; 2012 – 2016 ACS

WILMAPCO

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 DelDOT and MDOT; 2012 – 2016 ACS

Chart:
- Black: 20%
- White: -5%
- Hispanic: -5%
- Asian: -11%
- Low Income: 10%

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

Photo: Delaware Free News

PEDESTRIAN CRASHES

within Black Concentrations, 2016

WILMAPCO Region

2019 Transportation Justice Report

PENNSYLVANIA

NEW JERSEY

Delaware River

Cecil County

New Castle County

City of Wilmington Inset

SHIPLEY ST

S HEALD ST

Black Concentrations

0   3

miles

Sources: 2012-16 ACS, DelDOT
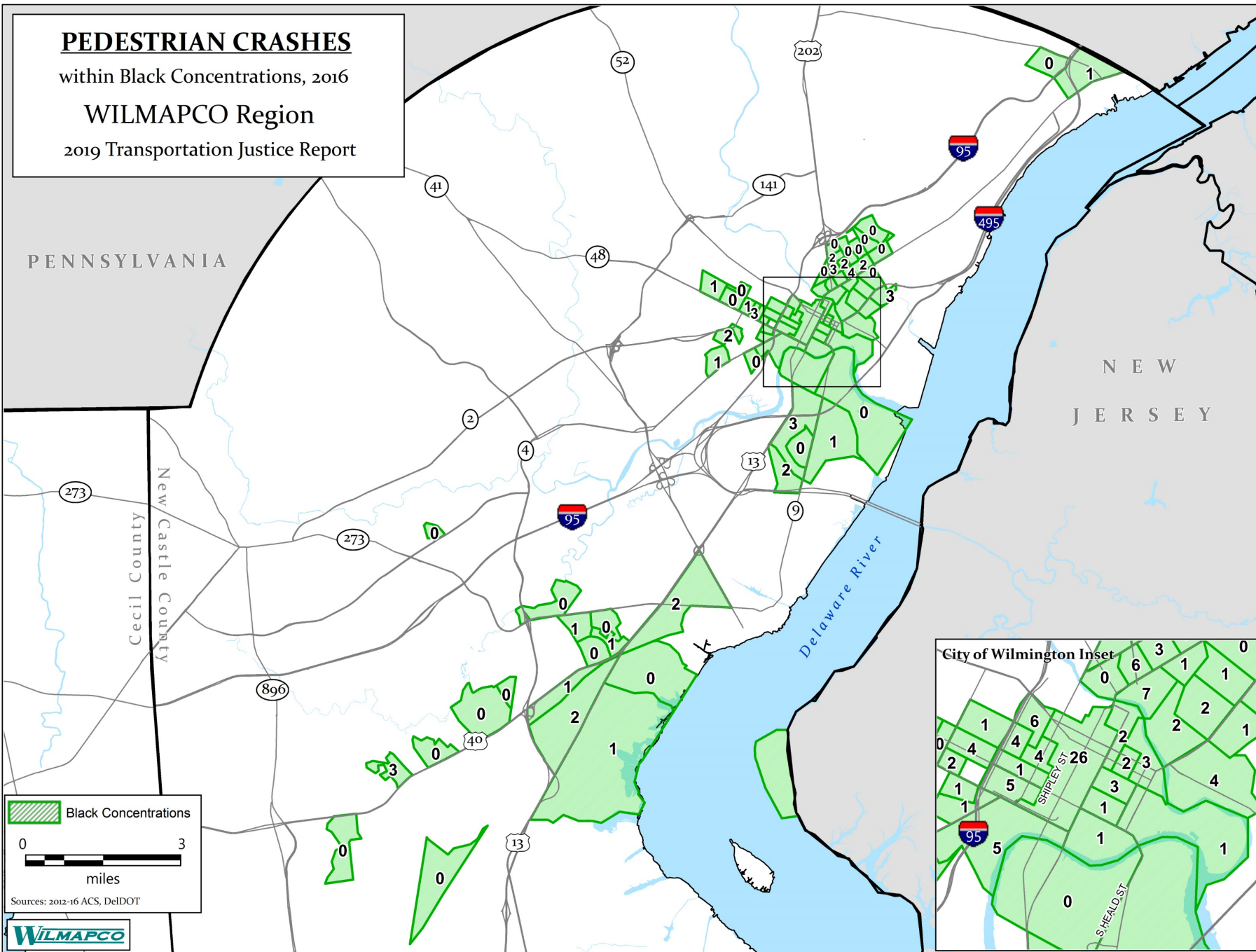
BICYCLE CRASHES

within Black Concentrations, 2016

WILMAPCO Region

2019 Transportation Justice Report

Black Concentrations

0   3
miles

Sources: 2012-16 ACS, DelDOT

City of Wilmington Inset
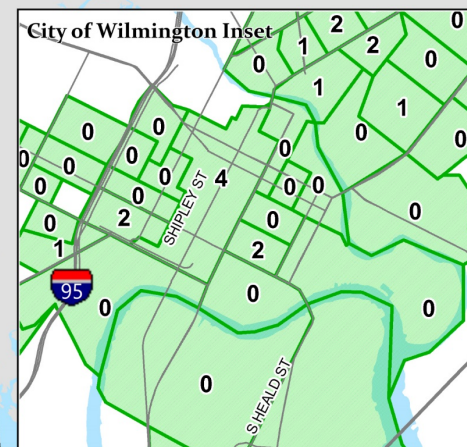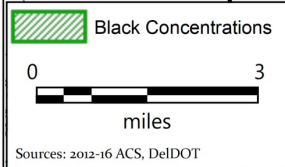
TJ Analysis: Bicycle LTS Equity
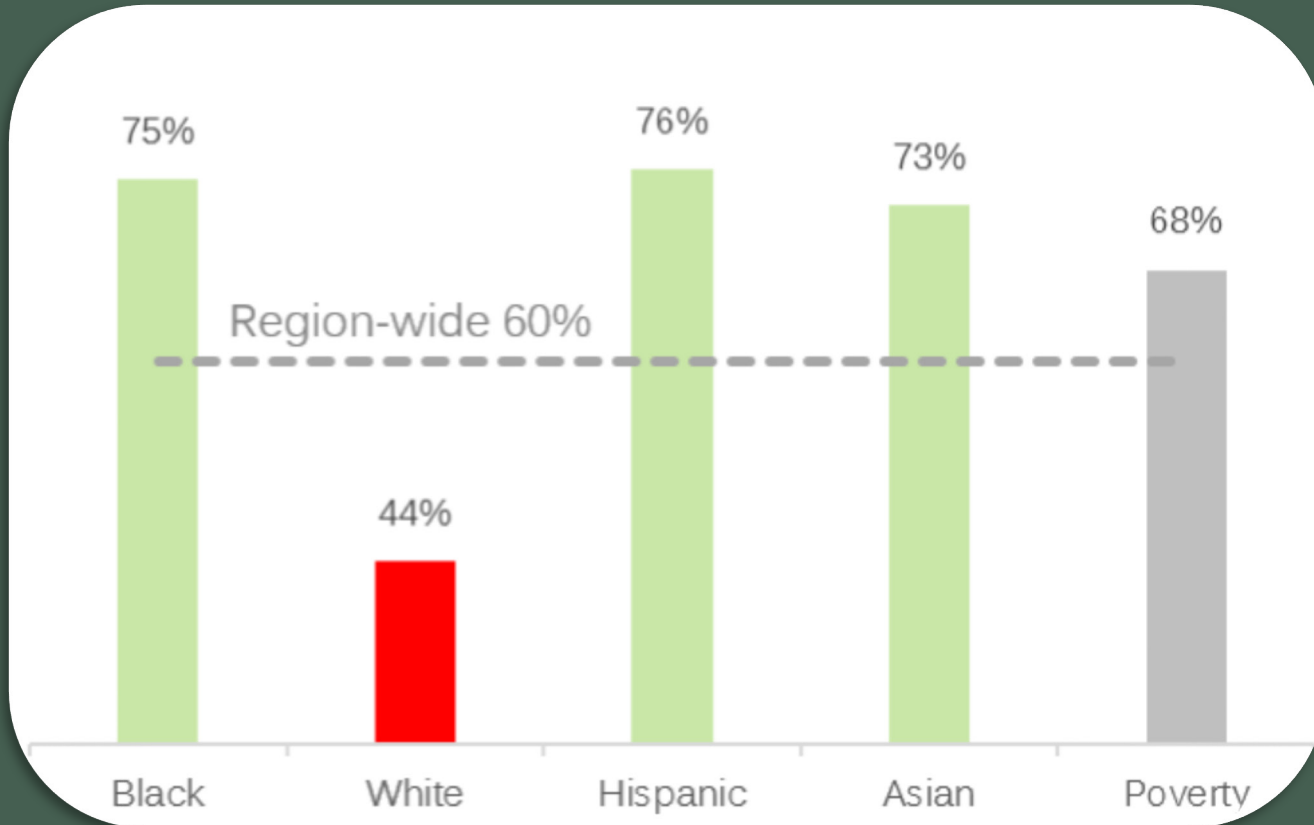
Bicycle LTS Equity within Areas of Concentration in 2019

- Percentage of roads within areas of concentration with low levels of traffic stress (LTS)

- Delaware = LTS 1 and 2

- Maryland = Level of Traffic Comfort 1 and 2

- Sources: DelDOT and MDOT

TJ Analysis: EV Station Location Equity

Equitable distribution of public electric vehicle (EV) charging stations

- 21 regionally as of 2019

- Tag census block groups with EV stations

- Calculate racial/ethnic and poverty makeup of those places vs. regional average

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

Chart:
- Black: -38%
- White: -1%
- Hispanic: -3%
- Asian: 17%
- Low Income: 9%

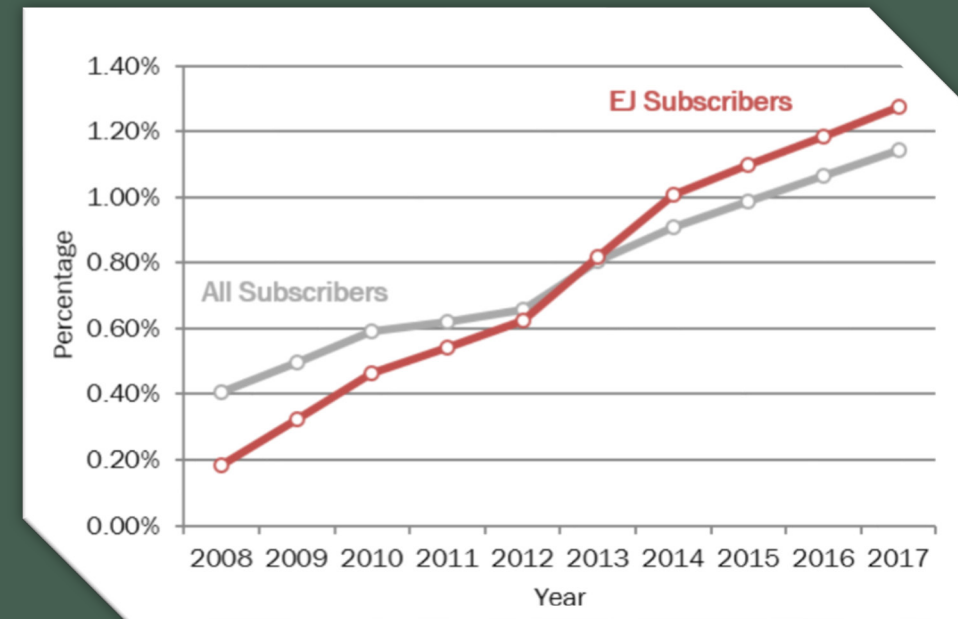Title VI/EJ: Spatial Analysis
recommendations – page 73

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

Public Opinion Survey

Low-income and black residents

* more transportation difficulties

* less familiarity with WILMAPCO

Title VI/EJ: Engagement

recommendations – page 99

Mobility Challenged Analysis

Mobility Challenged Analysis

Seniors, disabled, and zero-car households

o Introduction
o ADA self evaluation
o Demographic profile
o Spatial analysis
o Key recommendations
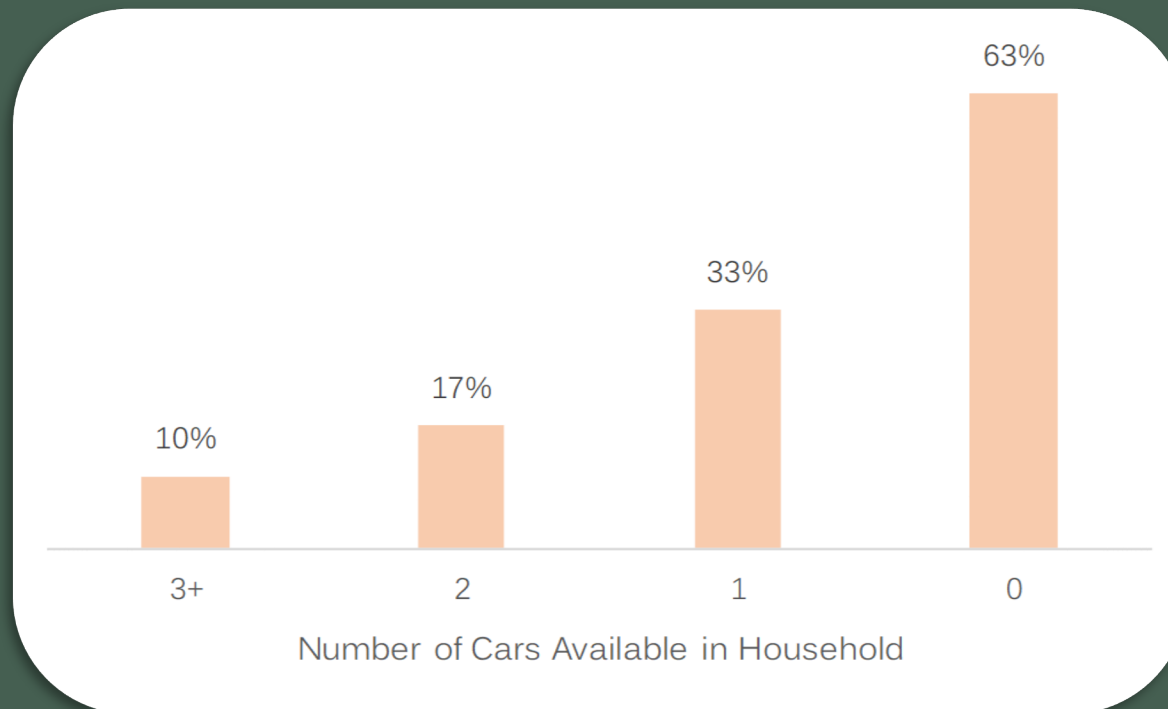
ADA Self Evaluation - findings

- 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

New MC Area Definitions

- Use latest available data: 2012-2016 American Community Survey

- Census block group level analysis

- 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

New MC Area Definitions

MODERATE – 4 paths

1. Households without vehicles greater than 2x the regional average, and
   - Disabled greater than the regional average, or
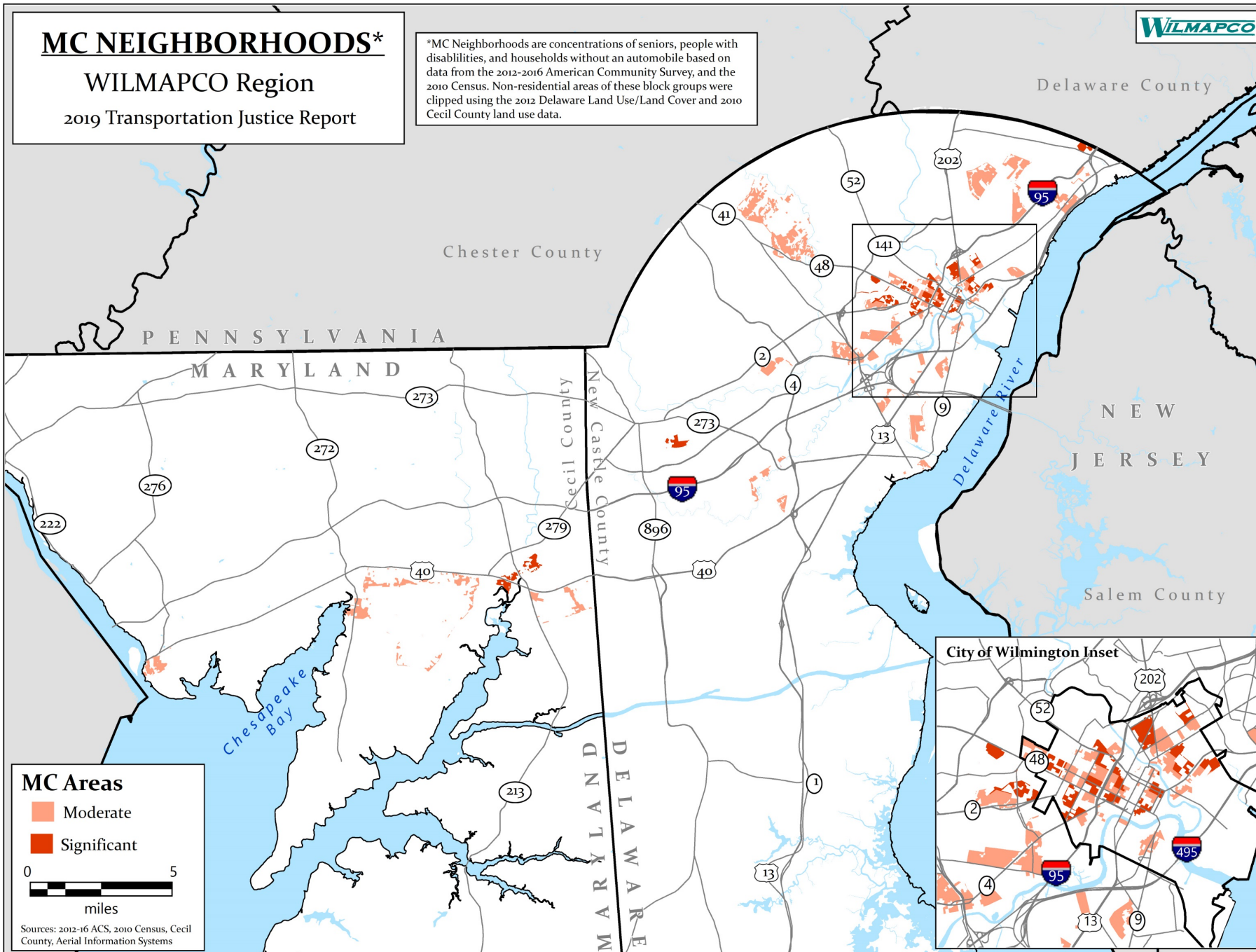   - Seniors greater the regional average, or

2. Households without vehicles greater than 3x the regional average
3. Disabled greater than 3x the regional average
4. Seniors greater than 3x the regional average

SIGNIFICANT

1. Households without vehicles greater than 3x the regional average, and
   - Disabled greater than the regional average, or
   - Seniors greater than the regional average, or

MC NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

*MC Neighborhoods are concentrations of seniors, people with disablilities, 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

Delaware County

Chester County

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

M A R Y L A N D

N E W   J E R S E Y

Delaware River

Chesapeake Bay

Salem County

New Castle County

Cecil County

M A R Y L A N D

D E L A W A R E

MC Areas

- Moderate
- Significant

0 — 5
miles

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

City of Wilmington Inset

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?*
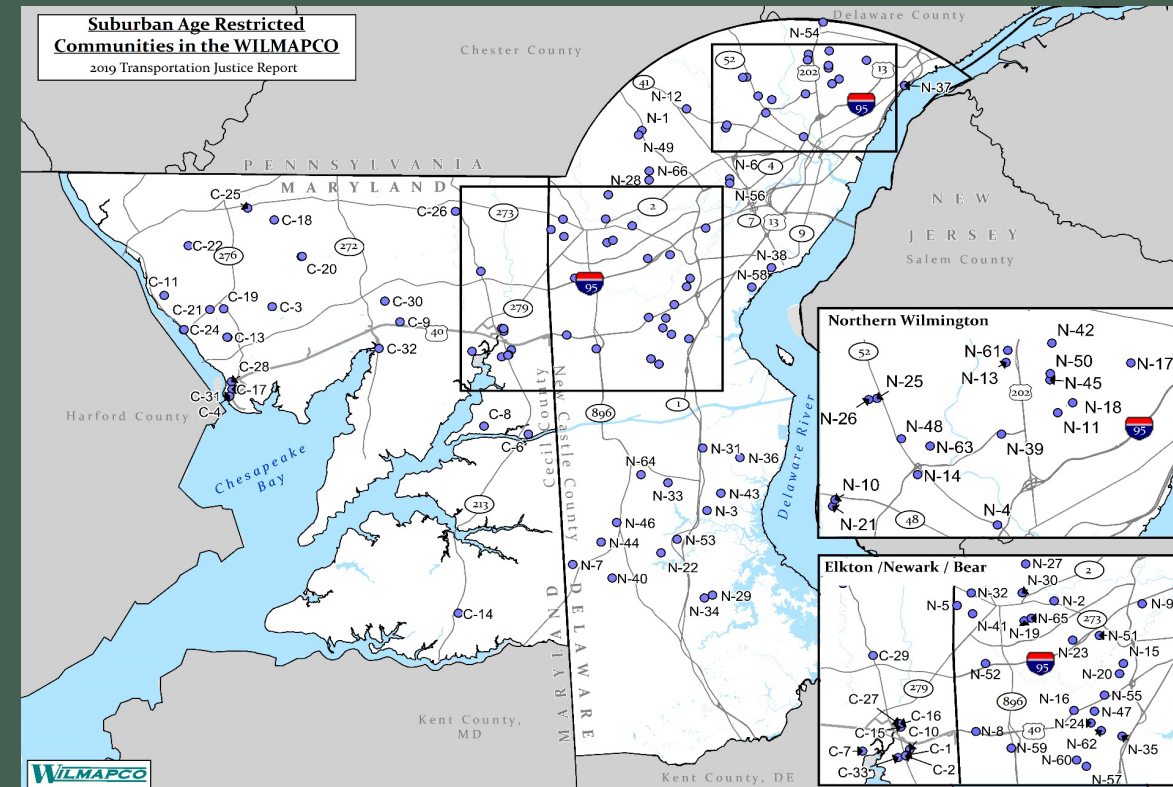
ARCCA Analysis – Pedestrian

Unlikely/difficult

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

Long-term improvement

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

Short-term improvement

- The sidewalks, trails or paths surrounding the community are not fully connected, but connections to public uses/other networks exist within a quarter mile
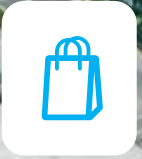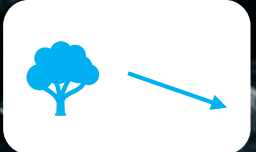
Connection exists

- The sidewalks, trails, or paths have connections are clearly defined from the community to public uses/other networks within a quarter mile
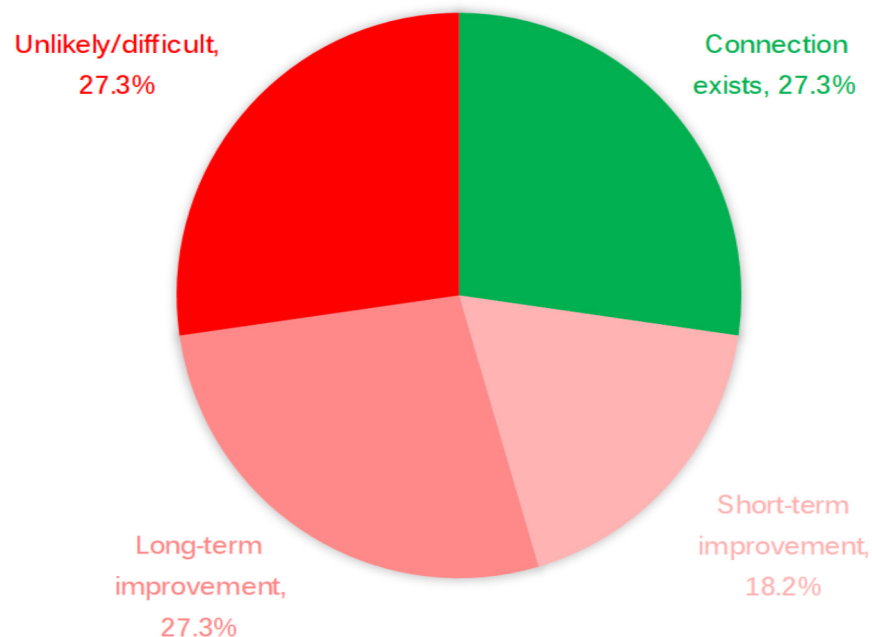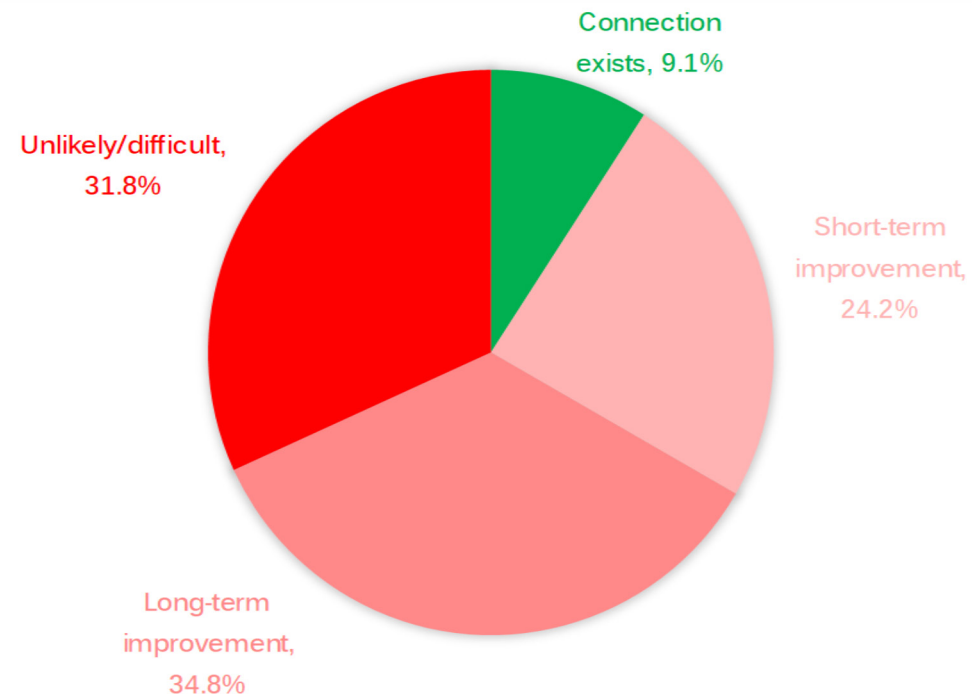
ARCCA Pedestrian Analysis

Suburban Age Restricted Communities in the WILMAPCO Region

2019 Transportation Justice Report

WILMAPCO

Delaware County

Chester County

PENNSYLVANIA

MARYLAND

NEW JERSEY

Salem County

Harford County

Chesapeake Bay

Cecil County

New Castle County

Delaware River

MARYLAND

DELAWARE

Kent County, MD

Kent County, DE

	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.
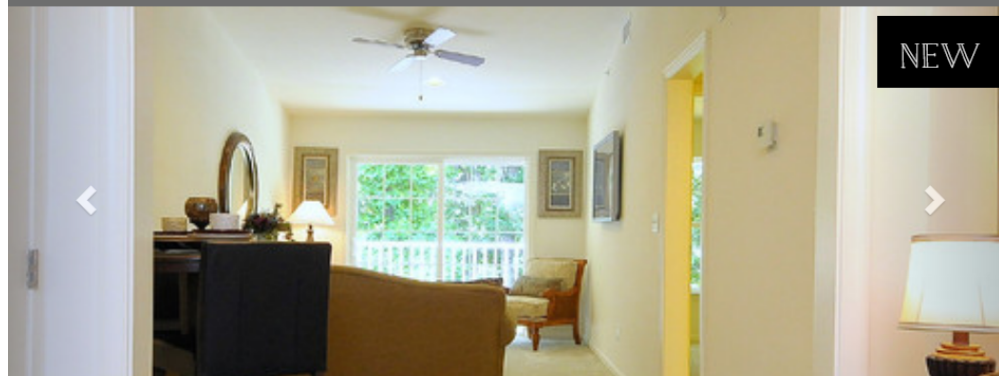
ARCCA Pedestrian Analysis

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

U.S. 40

Salem Church Rd.

Enclave ARC

CAPANO
RESIDENTIAL

Home   Find Your Home   Residents   About   Careers   News   Contact

APPLY NOW

NEW

Specials

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

Unlikely/difficult

- The community is located beyond one mile of any transit line (with no stop or hub)

Long-term improvement

- The community is located between a quarter-mile to one-mile of any transit line (with no stop or hub)

Short-term improvement

- The community is located within a quarter-mile of a good frequency transit line with no stop or hub
- The community is located within a quarter-mile of a poor frequency transit line with a stop or hub

Within transit buffer

- The community is located within a quarter-mile of a good frequency transit line with a stop or hub

ARCCA Analysis – Public Transit

Cecil County

- On good frequency bus line, 21.2%
- Unlikely/difficult, 48.5%
- Short-term improvement, 18.2%
- Long-term improvement, 12.1%

New Castle County

- Unlikely/difficult, 15.2%
- On good frequency bus line, 16.7%
- Long-term improvement, 19.7%
- Short-term improvement, 48.5%
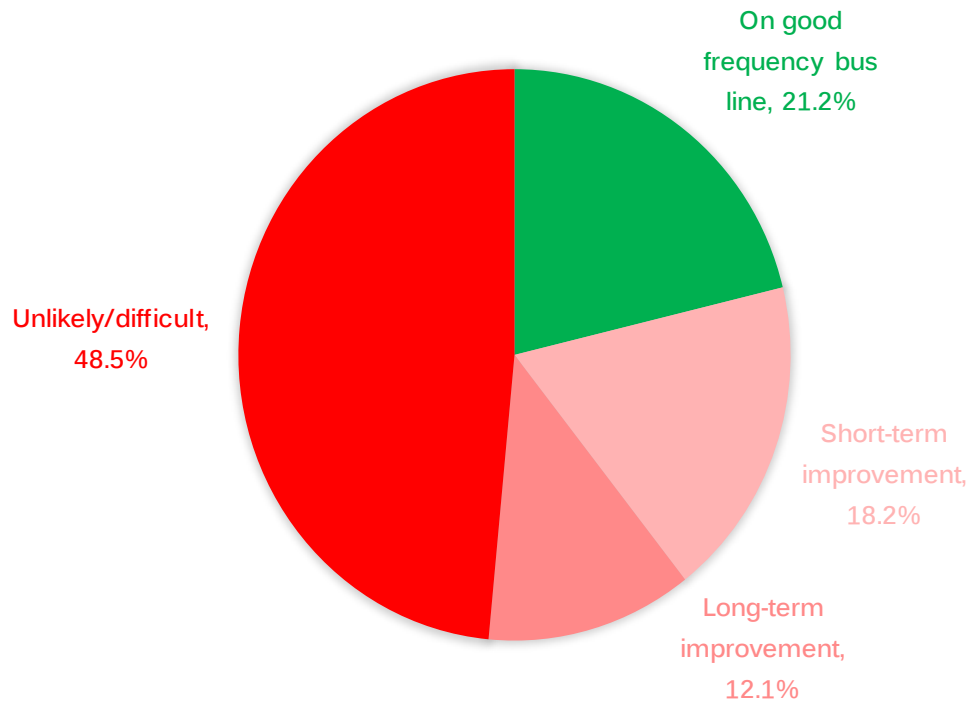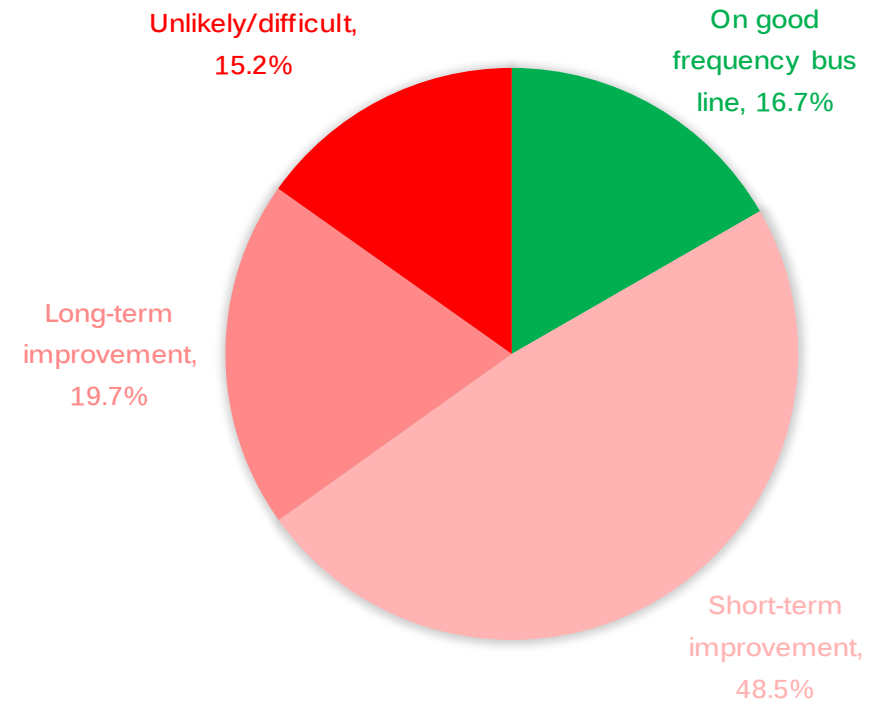
ARCCA Transit Analysis

Suburban Age Restricted Communities in the
WILMAPCO region

2019 Transportation Justice Report

WILMAPCO

Delaware County

Chester County

PENNSYLVANIA

MARYLAND

Harford County

Chesapeake Bay

Cecil County

New Castle County

MARYLAND

DELAWARE

Kent County, MD

Kent County, DE

NEW JERSEY

Salem County

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 quater-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.

ARCCA Transit Analysis

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

Connectivity Analysis

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 analysis

- Rich regional AND equity based analyses

Air photo: Microsoft

TJ Analysis: Connectivity

WILMAPCO

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

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

WILMAPCO

Block Group
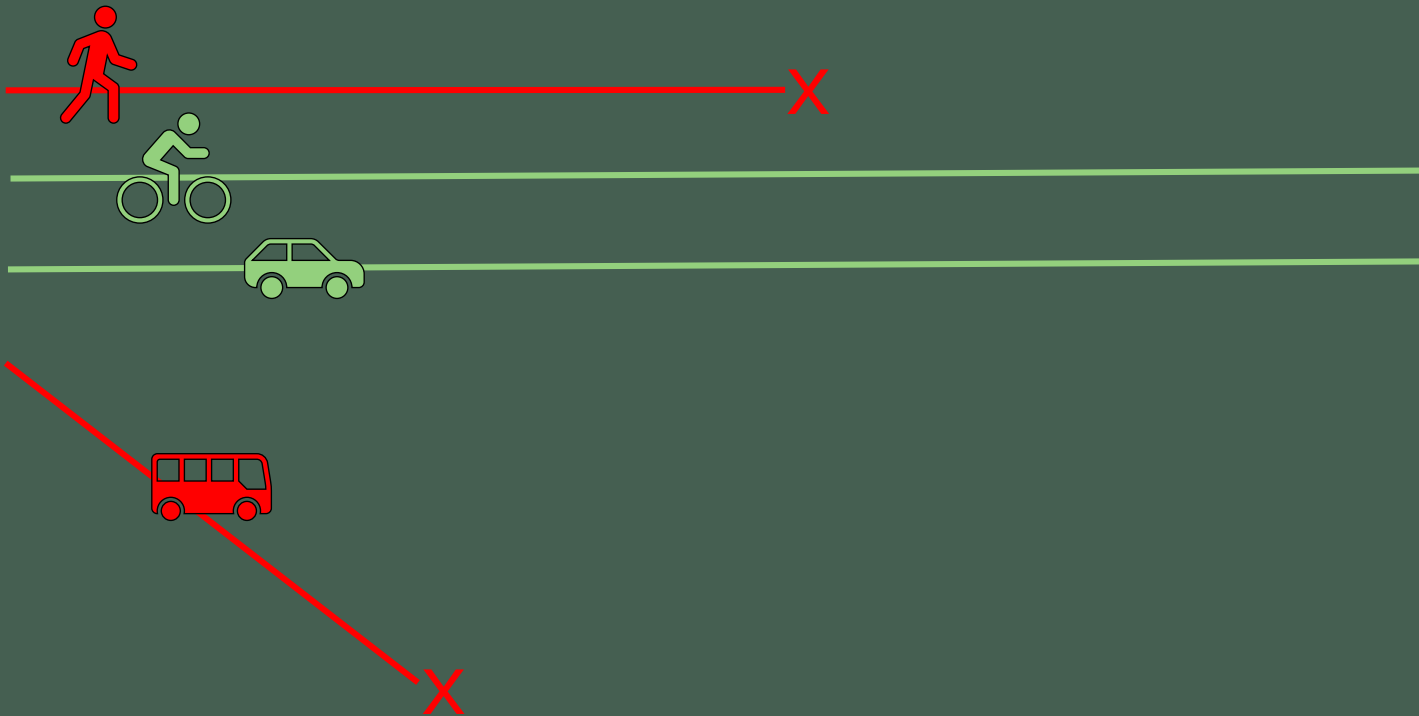
22% of houses connected to a library by walking

TJ Analysis: Connectivity

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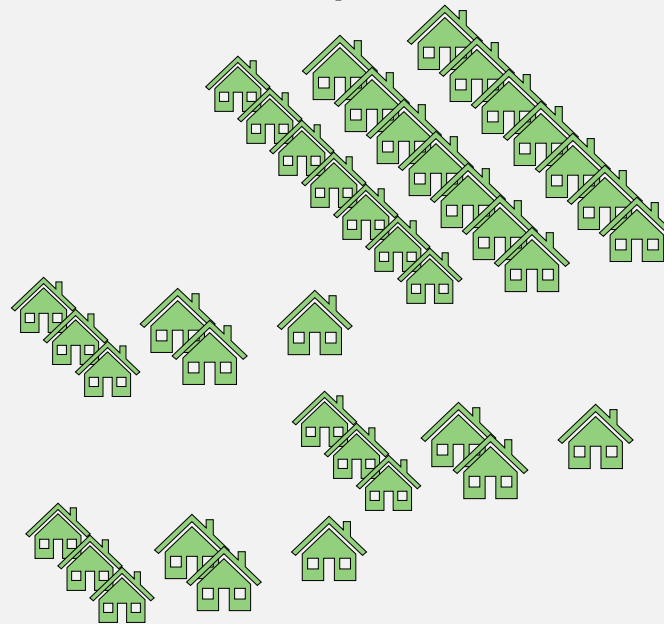
100% of houses connected to one or more library by walking

TJ Analysis: Connectivity

WILMAPCO

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

85%	25%	0%
100%	0%	5%
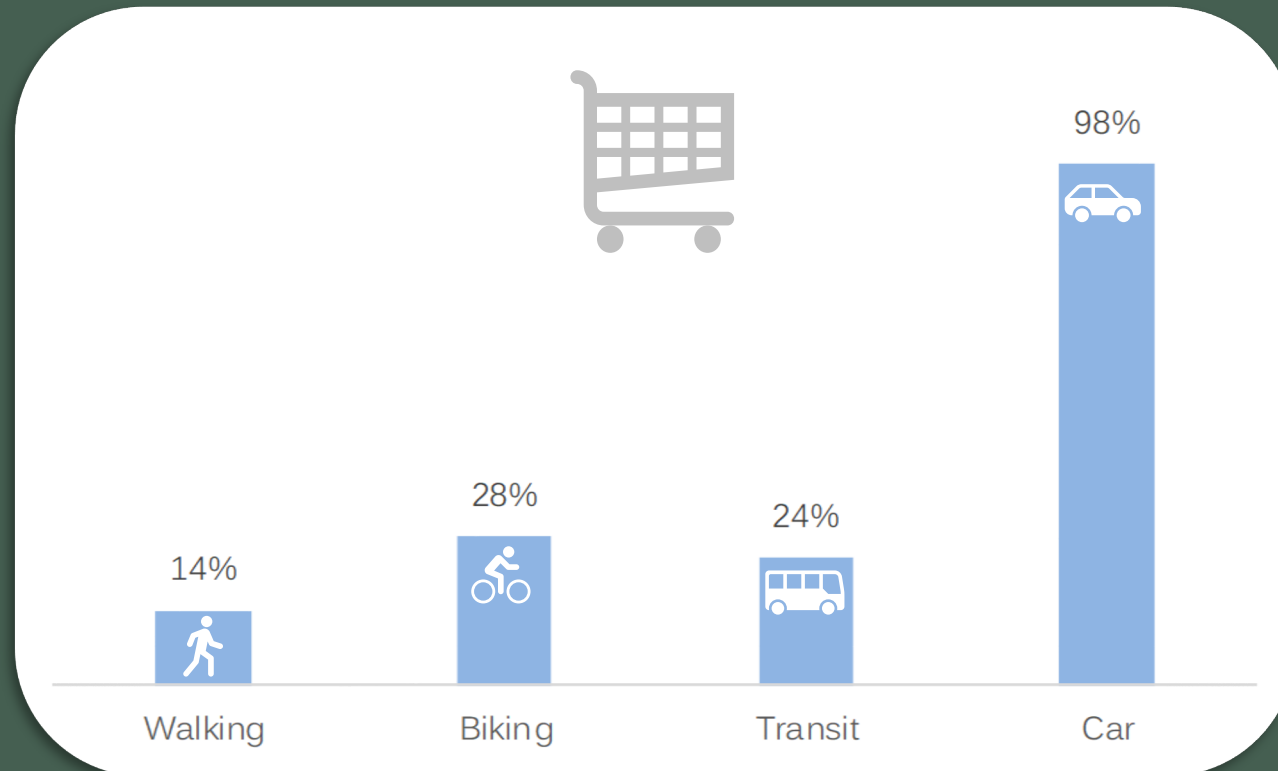
Walk LOS to Pharmacy

WILMAPCO Region

2019 Transportation Justice Report

WILMAPCO

Chester County

PENNSYLVANIA
MARYLAND

New Castle County

Cecil County

NEW JERSEY

Delaware River

Salem County

Chesapeake Bay

DELAWARE

MARYLAND

City of Wilmington Inset

Connected Housing Units*

☐	None (0%)
🟨	Weak (1 to 74%)
🟩	Strong (75 to 99%)
🟩	Complete (100%)
▨	No population

0   5   10
miles

*Percentage of housing units within each Census block group that are within a 10 minute walk along subdivision streets, trails, or sidewalks to a pharmacy.

Sources: 2012-16 ACS, University of Delaware CADSR

🚶 ——→ 💊

CONNECTED HOUSING UNITS

New Castle Co.
20%

Cecil Co.
2%

Region
17%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	14%	17%	1%	5%	3%	6%	8%	8%	2%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Black	40%	40%	5%	22%	5%	16%	27%	28%	11%
Hispanic	30%	28%	5%	11%	4%	12%	19%	17%	2%
Poverty	44%	43%	4%	23%	11%	19%	28%	27%	8%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	14%	17%	1%	5%	3%	6%	8%	8%	2%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Seniors	8%	19%	3%	7%	1%	2%	3%	9%	0%
Disabled	4%	22%	0%	36%	0%	46%	63%	25%	46%
Zero-car HH	38%	47%	8%	20%	7%	18%	28%	35%	12%

Bike LTS to Library

WILMAPCO Region

2019 Transportation Justice Report

Chester County

PENNSYLVANIA

MARYLAND

New Castle County

Cecil County

Chesapeake Bay

DELAWARE

MARYLAND

NEW JERSEY

Salem County

Delaware River

City of Wilmington Inset

Connected Housing Units*

- None (0%)
- Weak (1 to 74%)
- Strong (75 to 99%)
- Complete (100%)
- No population

0   5   10
miles

*Percentage of housing units within each Census block group that are within a 10 minute bike ride to a library on streets with a level of traffic stress 1 or 2 (DE) or Level of Comfort 1 or 2 (MD).

Sources: 2012-16 ACS, DelDOT, MDOT, University of Delaware CADSR

CONNECTED
HOUSING UNITS

New Castle Co.
25%

Cecil Co.
7%

Region
23%

TJ Analysis: Connectivity Equity

🚴	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	28%	39%	12%	23%	17%	24%	25%	28%	15%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Black	60%	71%	42%	63%	40%	60%	57%	63%	50%
Hispanic	34%	60%	22%	35%	31%	27%	33%	41%	22%
Poverty	61%	64%	53%	57%	50%	50%	60%	65%	54%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	28%	39%	12%	23%	17%	24%	25%	28%	15%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Seniors	31%	47%	14%	20%	20%	30%	21%	30%	14%
Disabled	2%	100%	22%	100%	0%	100%	100%	100%	100%
Zero-car HH	48%	70%	43%	56%	47%	51%	56%	64%	47%

Car to Medical Center

WILMAPCO Region

2019 Transportation Justice Report

WILMAPCO

Chester County

PENNSYLVANIA

MARYLAND

New Castle County

Cecil County

NEW JERSEY

Delaware River

Salem County

Chesapeake Bay

DELAWARE

MARYLAND

City of Wilmington Inset

Connected Housing Units*

- None (0%)
- Weak (1 to 74%)
- Strong (75 to 99%)
- Complete (100%)
- No population

0   5   10
miles

*Percentage of housing units within each Census block group that are within a 15 minute car ride to a medical center.

Sources: 2012-16 ACS, University of Delaware CADSR

CONNECTED
HOUSING UNITS

New Castle Co.
99%

Cecil Co.
68%

Region
95%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	98%	97%	92%	99%	92%	95%	97%	94%	92%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Black	99%	99%	99%	99%	99%	99%	99%	99%	99%
Hispanic	100%	100%	100%	100%	100%	100%	100%	100%	100%
Poverty	100%	100%	100%	100%	100%	100%	100%	100%	100%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	98%	97%	92%	99%	92%	95%	97%	94%	92%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Seniors	99%	99%	97%	99%	98%	96%	99%	99%	97%
Disabled	100%	100%	100%	100%	100%	100%	100%	100%	100%
Zero-car HH	100%	100%	100%	100%	100%	99%	100%	100%	100%

Transit to Supermarket

WILMAPCO Region

2019 Transportation Justice Report

WILMAPCO

Chester County

PENNSYLVANIA
MARYLAND

New Castle County
Cecil County

NEW JERSEY

Salem County

DELAWARE
MARYLAND

Chesapeake Bay

Delaware River

City of Wilmington Inset

Connected Housing Units*

- None (0%)
- Weak (1 to 74%)
- Strong (75 to 99%)
- Complete (100%)
- No population

0   5   10
miles

*Percentage of housing units within each Census 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: 2012-16 ACS, Cecil County, DTC, University of Delaware CADSR

CONNECTED HOUSING UNITS

New Castle Co.
26%

Cecil Co.
13%

Region
24%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	24%	35%	8%	18%	19%	20%	18%	18%	10%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Black	47%	69%	16%	44%	39%	37%	46%	41%	25%
Hispanic	42%	54%	17%	29%	32%	30%	37%	32%	15%
Poverty	61%	71%	28%	58%	56%	52%	61%	62%	34%

TJ Analysis: Connectivity Equity

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Regional Average	24%	35%	8%	18%	19%	20%	18%	18%	10%

NEIGHBORHOODS

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Seniors	20%	30%	13%	22%	16%	19%	15%	20%	11%
Disabled	0%	29%	0%	36%	0%	52%	69%	28%	45%
Zero-car HH	58%	77%	31%	53%	50%	52%	55%	54%	36%

TJ Analysis: MC Neighborhood Connectivity Concerns

WILMAPCO

	Supermarket	Pharmacy	Hospital	Library	Low-Wage Emp. Center	Medical Center	Community Center	Senior Center	State Service Center
Seniors	🚶🚌	🚌	–	🚴	🚶🚌	🚶🚌	🚶🚴🚌	–	🚶🚴
Disabled	🚶🚴🚌	🚌	🚶🚌	–	🚶🚴🚌	–	–	–	–
Zero-car Households	–	–	–	–	–	–	–	–	–

TJ Analysis: Food Deserts

- Identify food deserts, regionally

- Enhance USDA methodology, including use of connectivity data
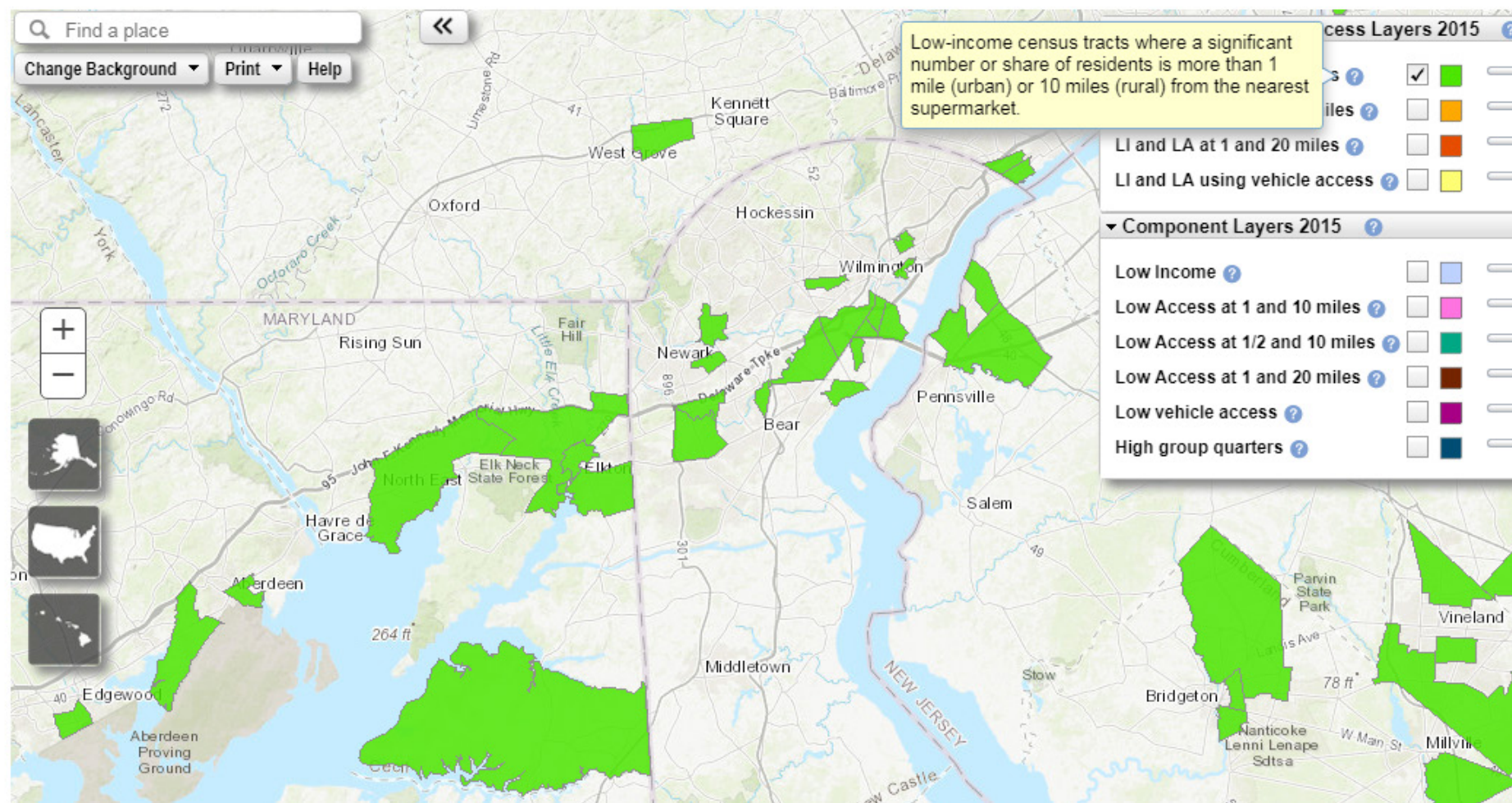
- Allow for more targeted policy/intervention

USDA
Food Deserts

Method flaws

- Uses census tracts

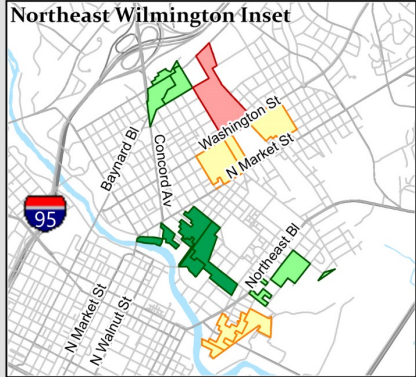- Includes non-residential

- No bus access considered

Residential Food Deserts

WILMAPCO Region

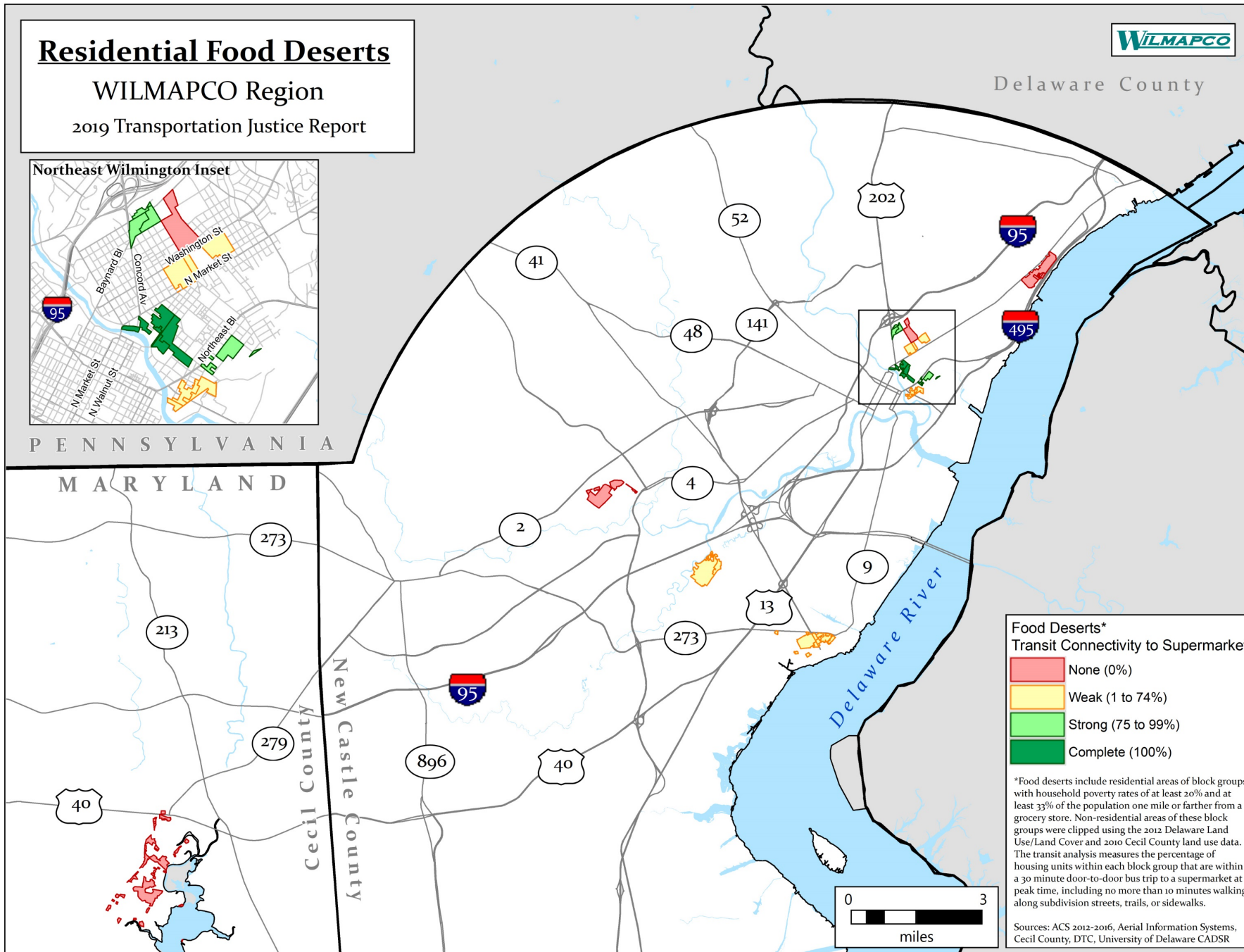2019 Transportation Justice Report

Northeast Wilmington Inset

Delaware County

PENNSYLVANIA

MARYLAND

Cecil County

New Castle County

Delaware River

Food Deserts*
Transit Connectivity to Supermarket

- None (0%)
- Weak (1 to 74%)
- Strong (75 to 99%)
- Complete (100%)

*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

0   3
miles

WILMAPCO Food Deserts

Method

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

Only residential areas shown

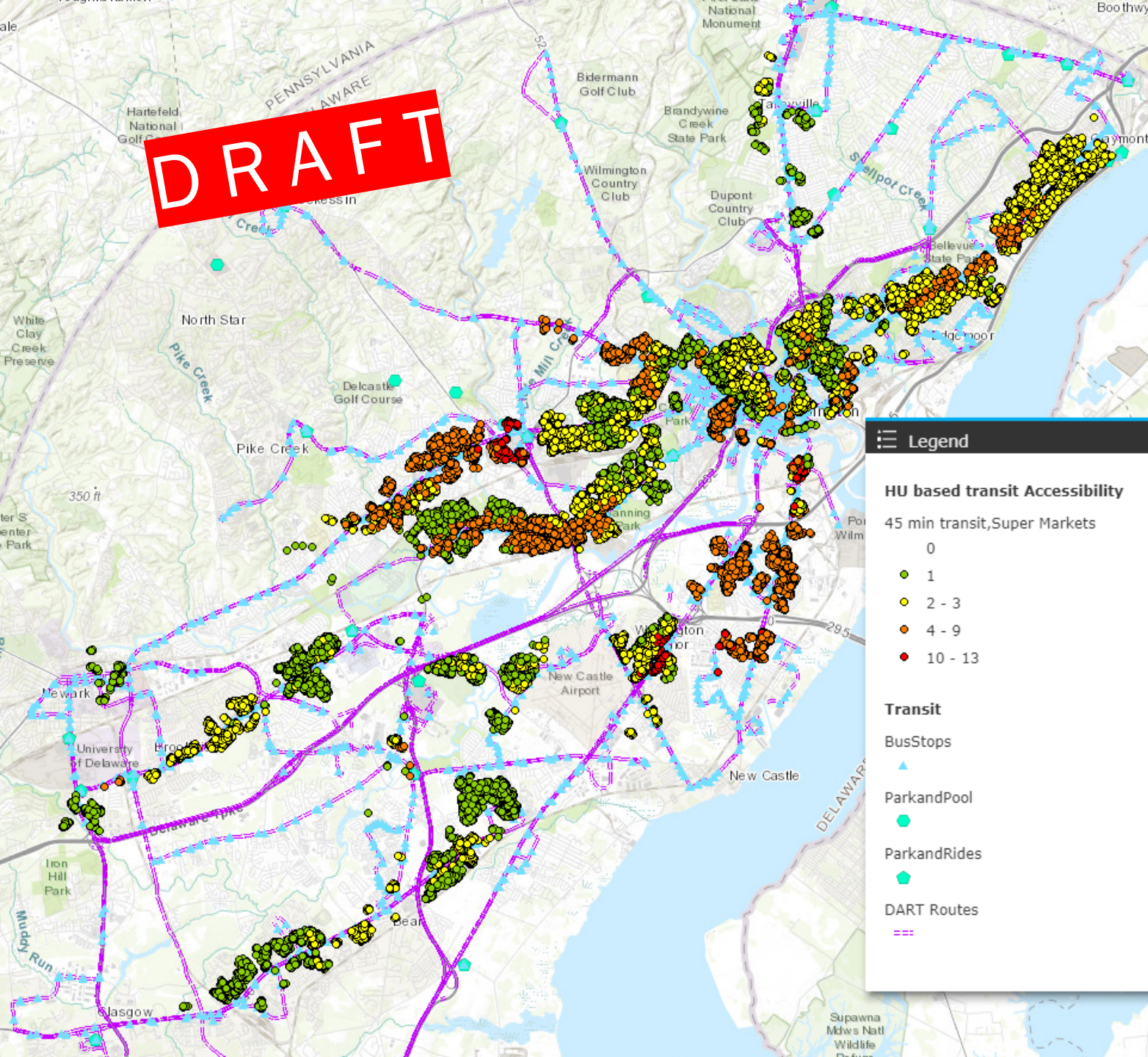Classed by housing unit **transit connectivity** to supermarket
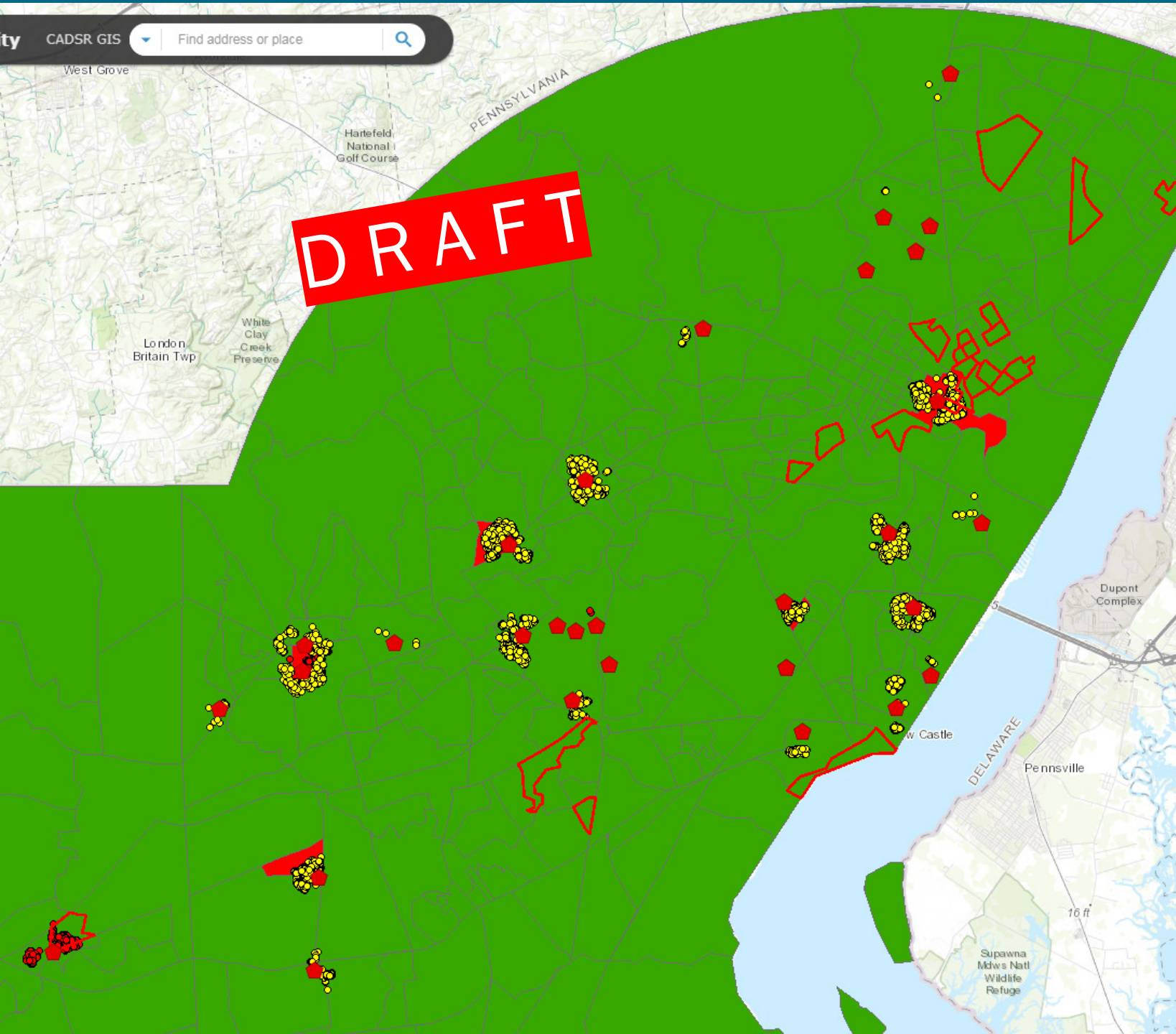
Next Steps/Timeline

- Wrap up and insert connectivity analysis

- Finalize recommendations

- MC personal story

- Executive summary and front matter

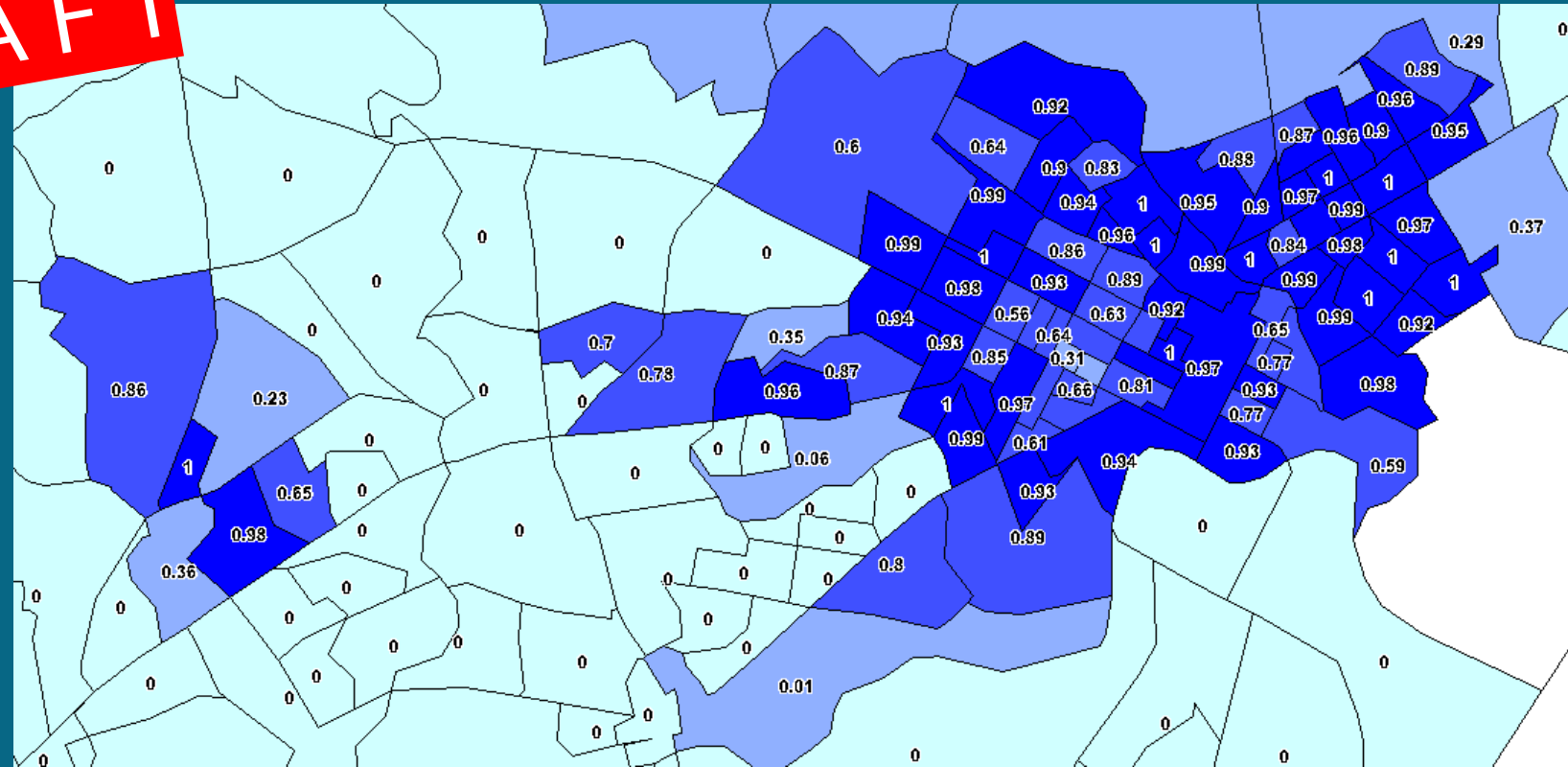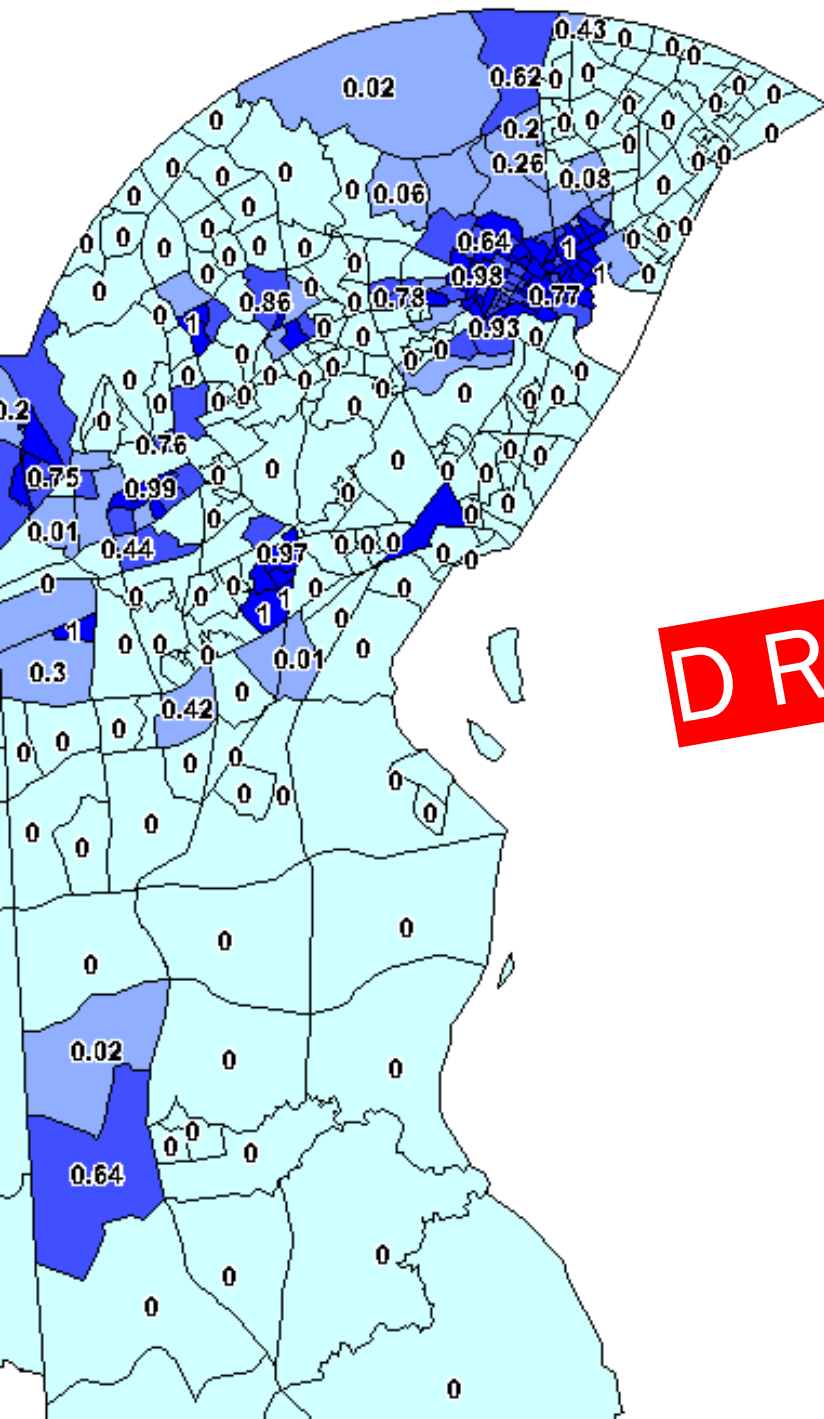- Projected Council endorsement in Nov. 2019

45-minute transit trip to supermarket

10-minute walk access to a low-wage center

10-minute bike access to a pharmacy

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"
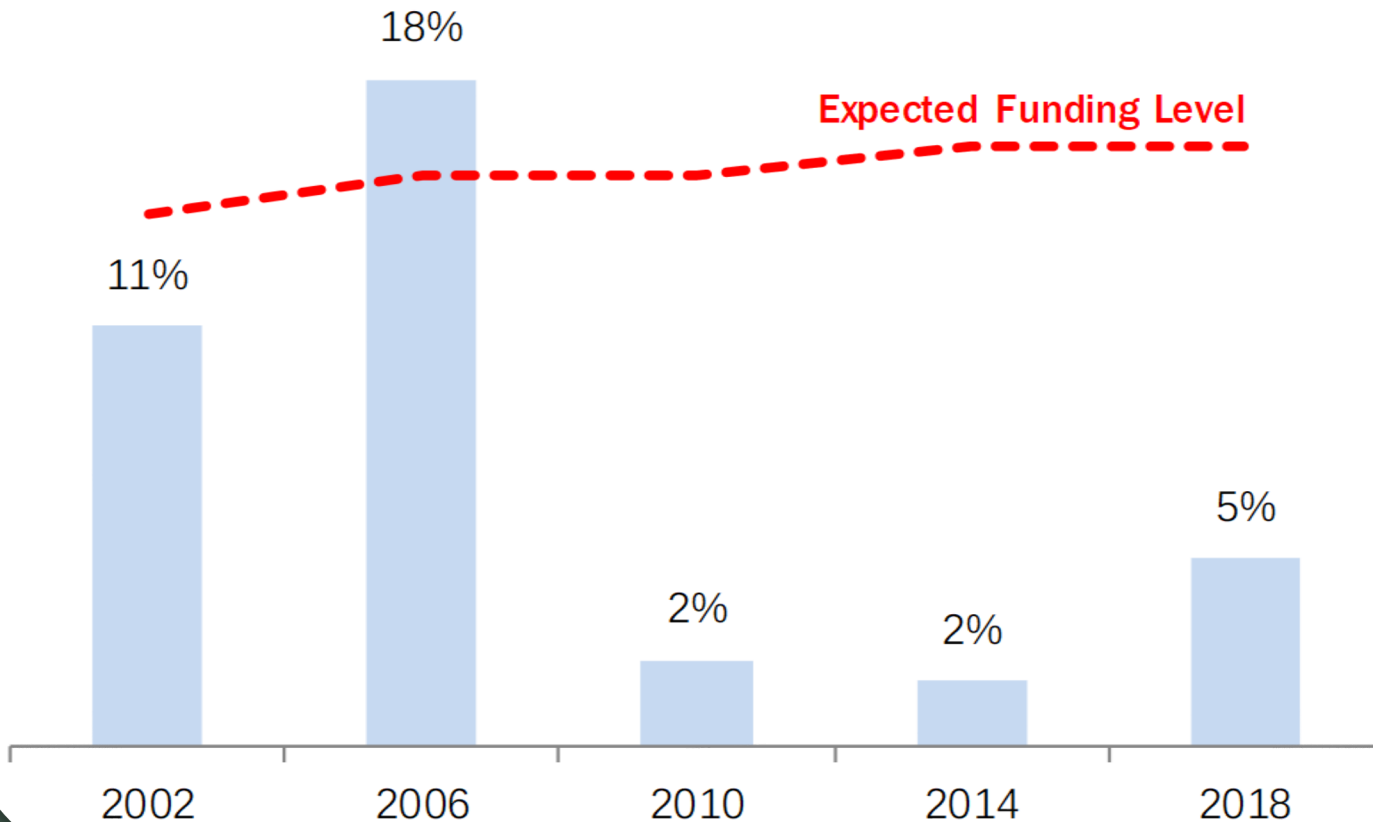 - Shares block groups w/distressed neighborhoods

Versus total TIP funding in equity analysis

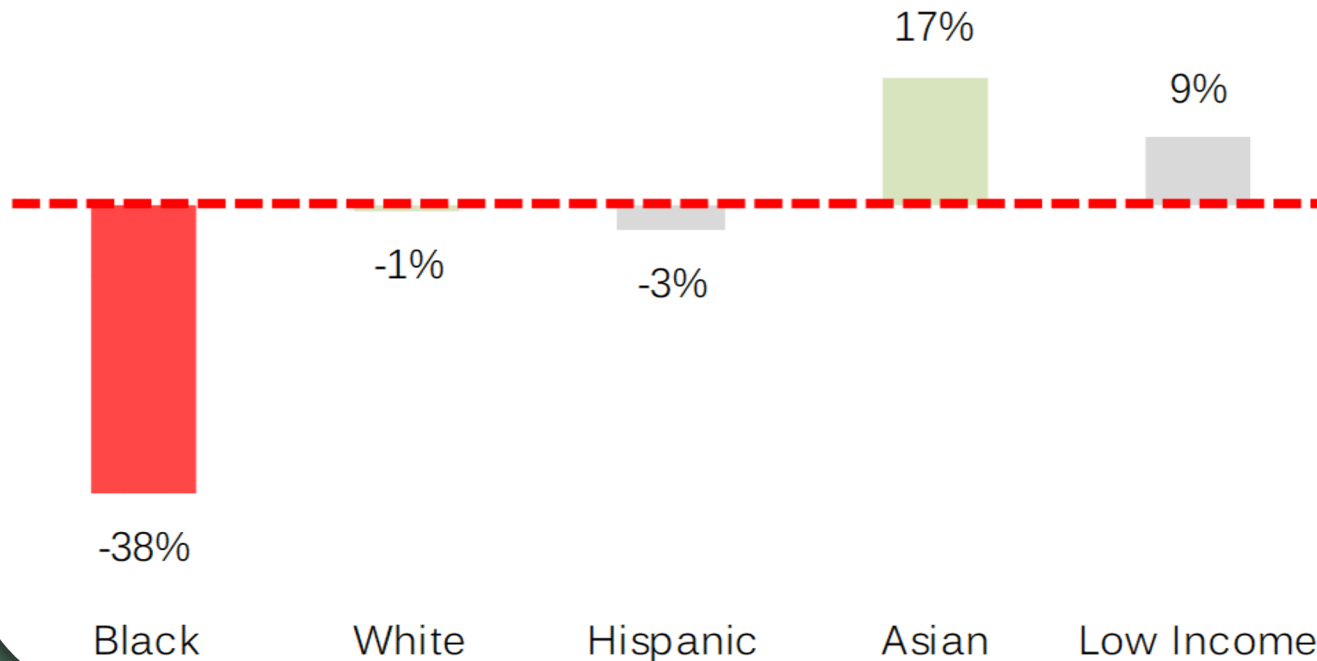Microsoft

TJ Analysis: TIP Project Equity
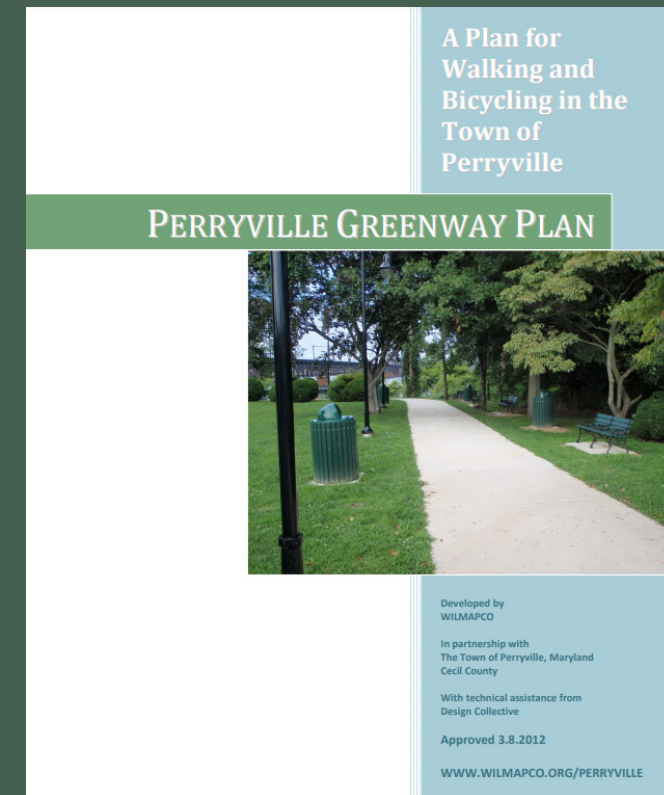
WILMAPCO

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

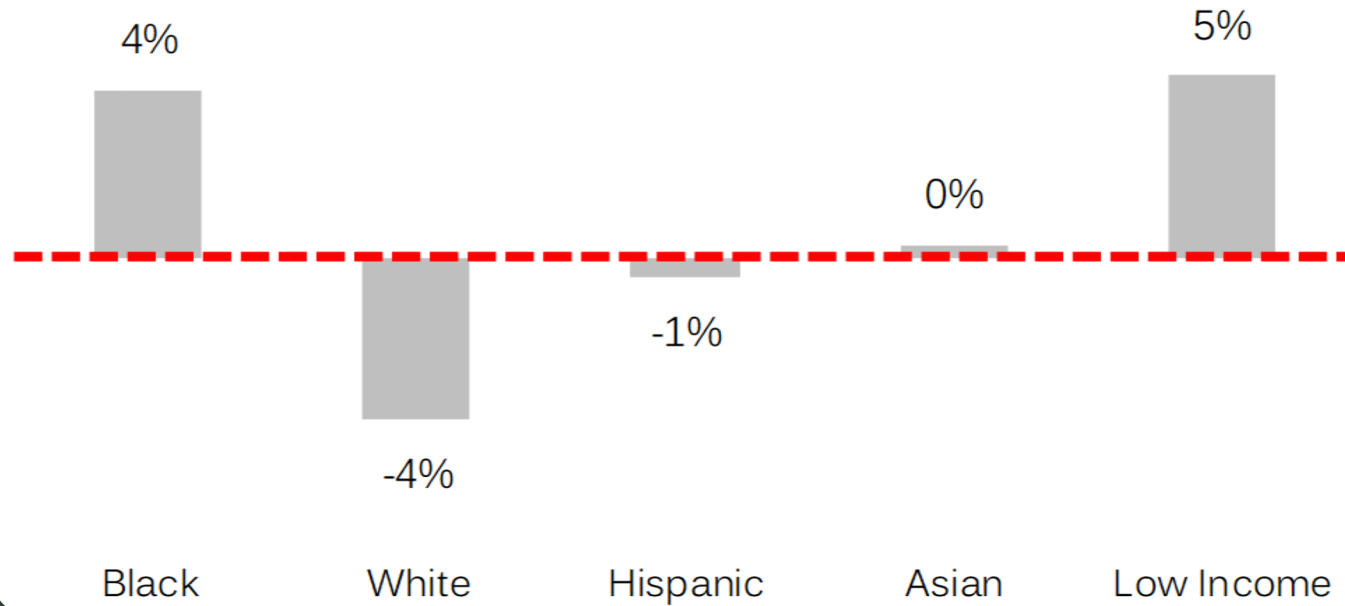- Census data: 2000 Census, 2006 - 2010 ACS, 2012 – 2016 ACS

Chart values: Black -38%, White -1%, Hispanic -3%, Asian 17%, Low Income 9%

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

A Plan for Walking and Bicycling in the Town of Perryville

PERRYVILLE GREENWAY PLAN

Developed by
WILMAPCO

In partnership with
The Town of Perryville, Maryland
Cecil County

With technical assistance from
Design Collective

Approved 3.8.2012

WWW.WILMAPCO.ORG/PERRYVILLE

TJ Analysis: UPWP Plans Equity

- 15 plans within black concentrations
- 1999 – 2019
- 9 plans (60%) in 2013 or after
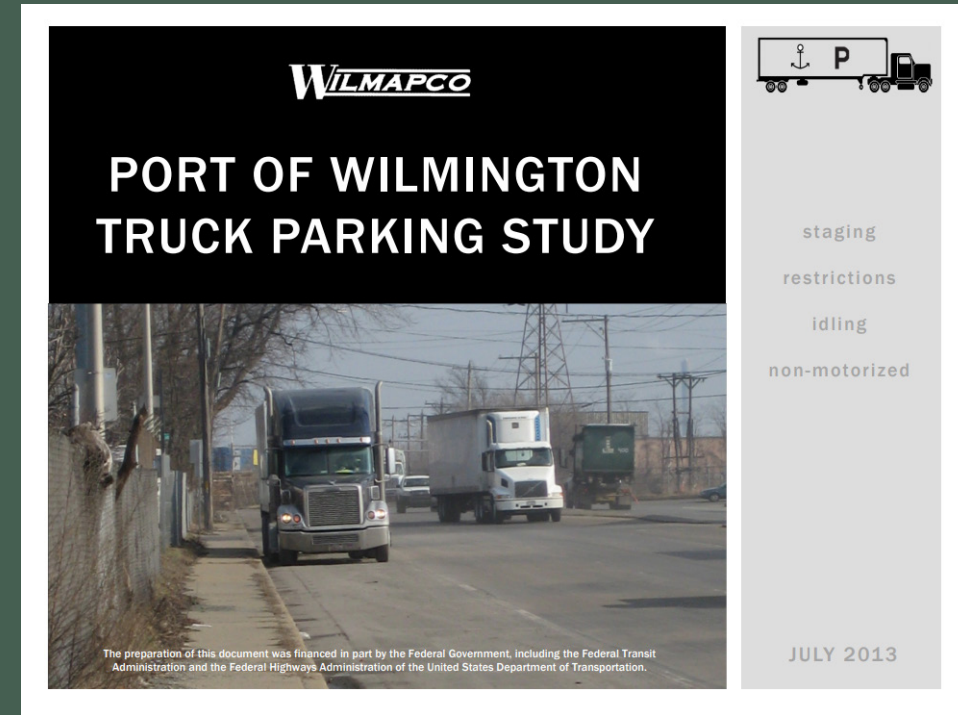
RTP ASPIRATION PROJECTS
within Black Concentrations
WILMAPCO Region
2019 Transportation Justice Report

DRAFT

PENNSYLVANIA

North Claymont Area Master Plan (14)

Christina River Greenway (8)

Southbridge Streetscape Improvements (9)

Port of Wilm. Truck Staging Area (10)

Route 9 Corridor Master Plan (15-16)

NEW JERSEY

Delaware River

*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.

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

US 40: SR 896 to SR72 (13)

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

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

US 40/ US 13 Interchange (3)

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

Del Laws Road, Sidewalks (2)

RTP 2050 Community Aspiration Projects*
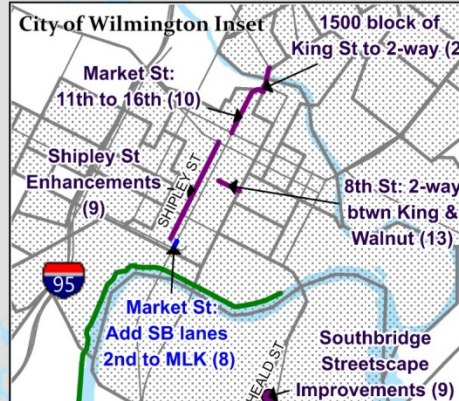— Multimodal (15)
— Bicycle/Pedestrian (3)
— Road (2)
▨ Black Concentrations**

0 — 3 miles

Source: 2012-16 ACS

WILMAPCO

City of Wilmington Inset

1500 block of King St to 2-way (2)

Market St: 11th to 16th (10)

Shipley St Enhancements (9)

8th St: 2-way btwn King & Walnut (13)

Market St: Add SB lanes 2nd to MLK (8)

Southbridge Streetscape Improvements (9)

SHIPLEY ST

S. HEALD ST

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