Integrating Equity into Regional Transportation Planning

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Project Objectives

- Identify best practices for evaluating equity in regional transportation planning
- Develop methodology to address key transportation equity issues in plan and project screening
- Apply methods in two diverse metropolitan areas: Tampa and Portland
- Prepare equity analysis resource guide for MPOs

Source: mosesmi.org/issues/transportationequity
Source: www.youtube.com/watch?v=VjDtZ6uaijk
Importance of Equity in Planning

Ensure equal access to affordable and reliable transportation

Ensure certain groups don’t accrue disproportionate benefits or burdens

Transportation Equity Requirements

Civil Rights Act of 1964

- Title VI

Executive Order 12898

- Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Residents in Dayton, Ohio march along highway to protest lack of bus service to area malls (June, 2013).

Source: http://www.slate.com/articles/news_and_politics/politics/2015/02/america_s_transportation_system_discriminates_against_minorities_and_poor.html
Dimensions of Equity

- Affordability
- Health and Safety
- Accessibility
- Distributional Equity
Background

- Metro adopted outcomes-based approach in 2010 with set of performance targets. Two equity related:
  - **Affordability.** By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
  - **Access to Daily Needs.** By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.
Current Planning Efforts

- Goals of current RTP update:
  - Develop longer list of equity goals and measures based on community input
  - Simplify targets
  - Develop methods to measure plan over time

<table>
<thead>
<tr>
<th>No.</th>
<th>Community Priority</th>
<th>System Measure Description</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Affordability</td>
<td>Combined Housing and Transportation Expenditure</td>
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<tr>
<td>2.</td>
<td>Accessibility-Access to Places</td>
<td>Access to Jobs</td>
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<tr>
<td>3.</td>
<td>Accessibility-Access to Places</td>
<td>Access to Existing Essential Destinations OR Existing Daily Needs</td>
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<td>5.</td>
<td>Accessibility-Infrastructure</td>
<td>Intersection of Transportation Investments, Timing, and Communities</td>
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<td>6.</td>
<td>Safety-Infrastructure Disparities</td>
<td>Safety Investments on the High Injury Network</td>
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<td>7.</td>
<td>Safety-Exposure</td>
<td>Non-Interstate Vehicles Miles Traveled Exposure</td>
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<td>8.</td>
<td>Environmental and Social Impacts</td>
<td>Vehicles Miles Traveled Exposure</td>
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<tr>
<td>9.</td>
<td>Environmental and Social Impacts</td>
<td>Intersection of Transportation Investments, Resource Habitats, and Communities</td>
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<td>10.</td>
<td>Environmental and Social Impacts</td>
<td>Assessing Directional Change of Investments to Health Outcomes</td>
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<tr>
<td>11.</td>
<td>Environmental and Social Impacts</td>
<td>Assessing the Magnitude of Transportation Impact to Public Health (Burden of Disease and Premature Death)</td>
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Hillsborough County (Tampa)

CASE STUDY
Guiding Principles for Methodology

- Easily replicated
- Uses widely available data sets
- Inclusive
Communities of Concern in Hillsborough County

Minority

Low-Income

Zero-Vehicle

Youth <18

Elderly 65+

LEP

Disability
Affordability - Transportation Costs

- % of income spent by COCs on transportation
Identifying Essential Destinations

• Jobs
  – Shopping
  – Healthcare
  – Government services
  – Schools
Low Job Accessibility via Transit

COC’s with lowest job accessibility via 45 minutes by transit

- Smart Location Database (EPA)
- No transit service outside of shaded areas
Low Sidewalk Coverage

- Ratio of sidewalk to centerline miles <1
- Excluding <500 persons per square mile
Pedestrian Accessibility

COCs with low sidewalk coverage within 1 mile of essential destinations
Lowest Bicycle Facility Coverage

- Lowest 15% of block groups
- Excluding <500 persons per mile
- Updating to remove local streets
Bicycle Accessibility

COCs within 1 mile of essential destinations with low bicycle facility coverage
Pedestrian Safety

- COCs within areas with the highest number of pedestrian crashes per capita
Bicycle Safety

- COCs within areas with the highest number of bicycle crashes per capita
Example Performance Measures for Hillsborough MPO

- Development of performance measures and targets for each equity dimension

<table>
<thead>
<tr>
<th>Accessibility Dimension</th>
<th>Example Performance Targets</th>
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<tbody>
<tr>
<td>Pedestrian Accessibility to Essential Destinations/Sidewalk Coverage</td>
<td>By 2040, increase the ratio of centerline miles to sidewalk miles by 25% compared to 2014. By 2040, increase the ratio of centerline miles to sidewalk miles in communities of concern by 50% compared to 2014. By 2040, achieve a ratio of centerline miles to sidewalk miles of 1 within 1 mile of all essential destinations.</td>
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<td>Bicyclist Accessibility to Essential Destinations/Bicycle Facility Coverage</td>
<td>By 2040, increase the ratio of centerline miles to bicycle facility miles by 25% compared to 2014. By 2040, increase the ratio of centerline miles to bicycle facility miles in communities of concern by 50% compared to 2014. By 2040, achieve a ratio of centerline miles to bicycle facility miles of 1 on all collectors and arterials within 1 mile of all essential destinations.</td>
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<td>Transit Access to Jobs: access to jobs within 45 minutes by bus</td>
<td>By 2040, Increase percentage of jobs accessible via 45 minute transit commute by 20% compared to 2014. By 2040, increase the percentage of jobs accessible via 45-minute transit commute from COC block groups by 50% compared to 2014.</td>
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Questions?

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