



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/transprotationequity



Source: www.youtube.com/watch?v=VjDtZ6ualjk

Importance of Equity in Planning



Ensure equal access to affordable and reliable transportation



Ensure certain groups don't accrue disproportionate benefits or burdens



Source: <http://www.theatlantic.com/business/archive/2015/05/stranded-how-americas-failing-public-transportation-increases-inequality/393419/>

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

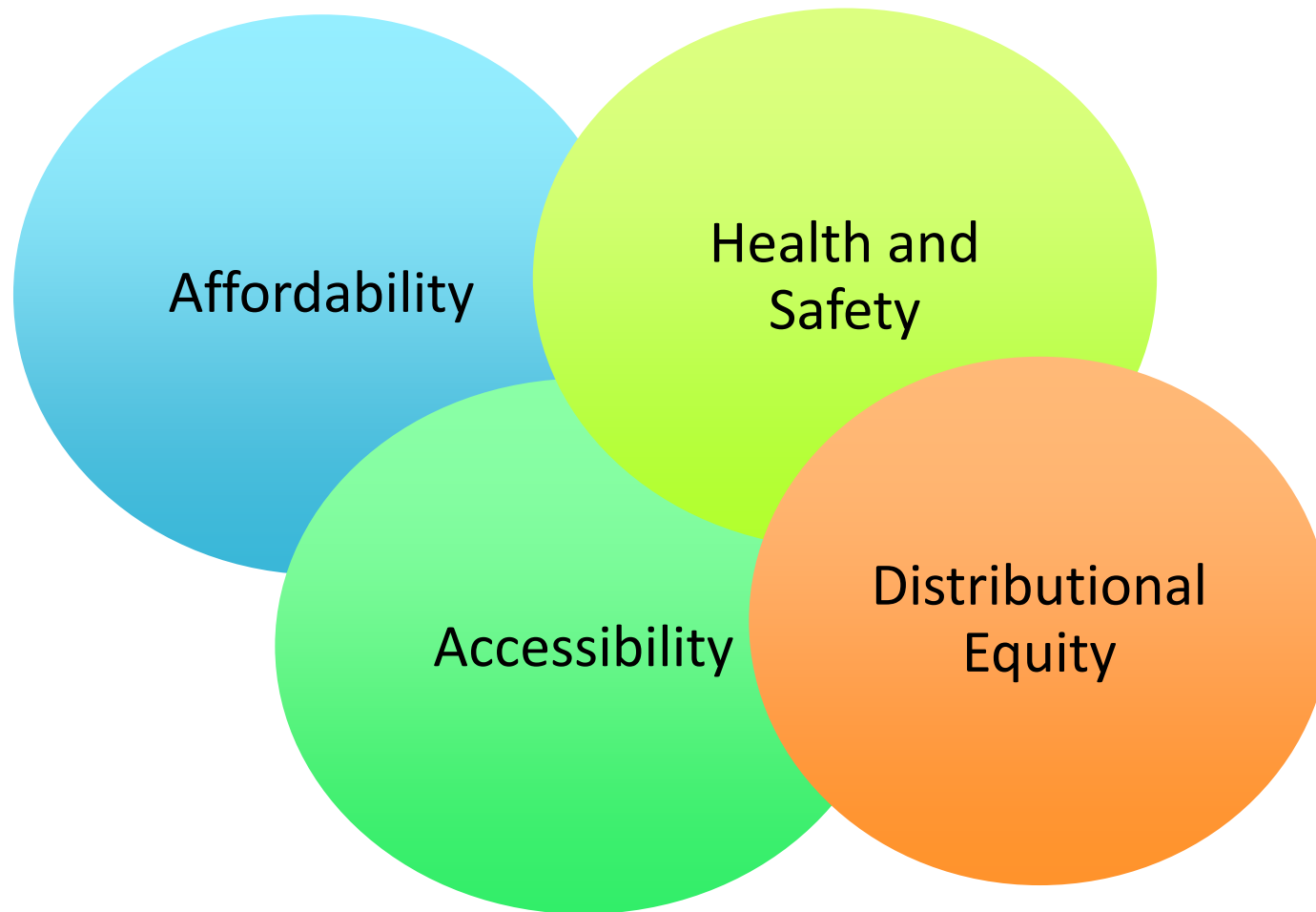


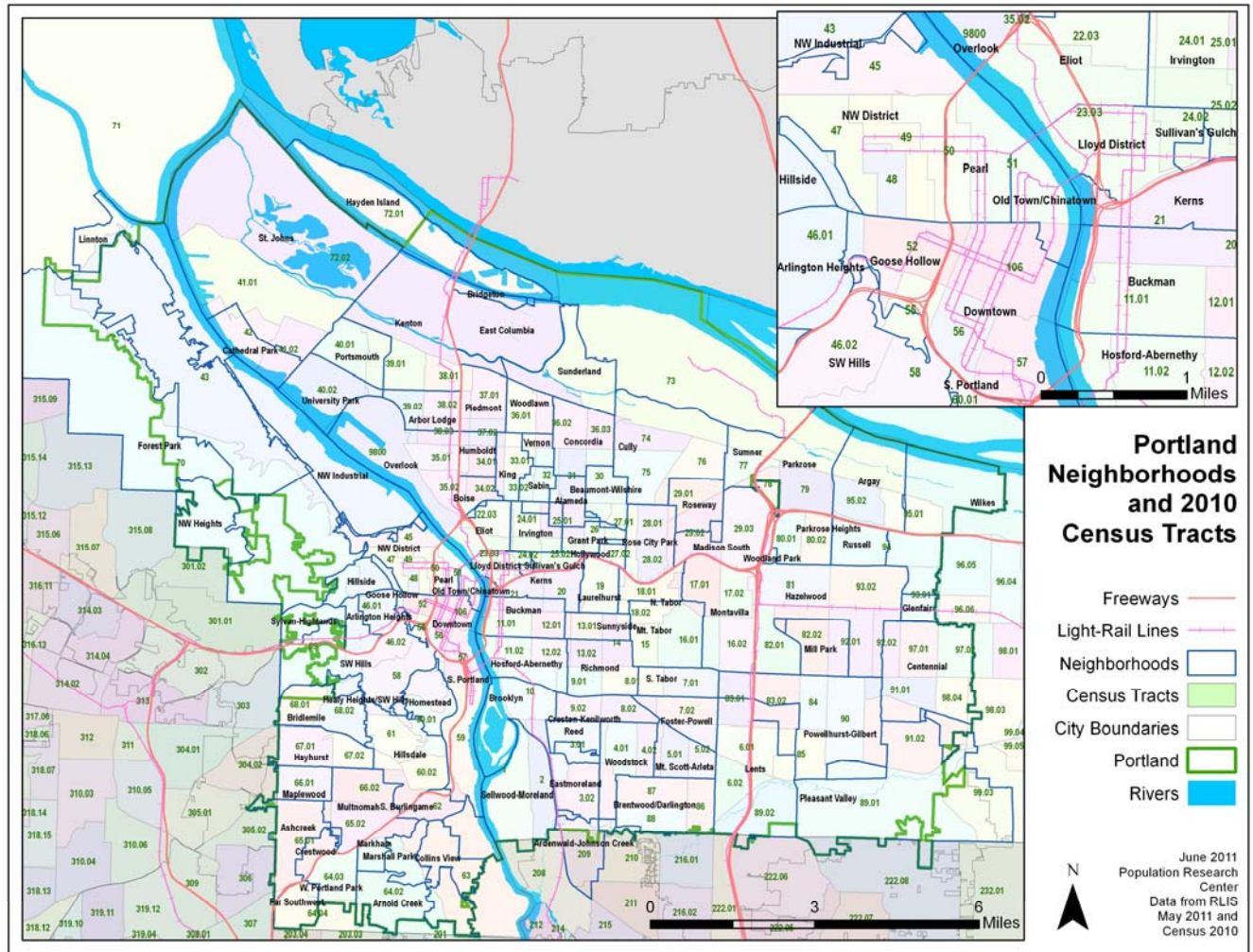
Residents in Dayton, Ohio march along highway to protest lack of bus service to area malls (June, 2013).

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



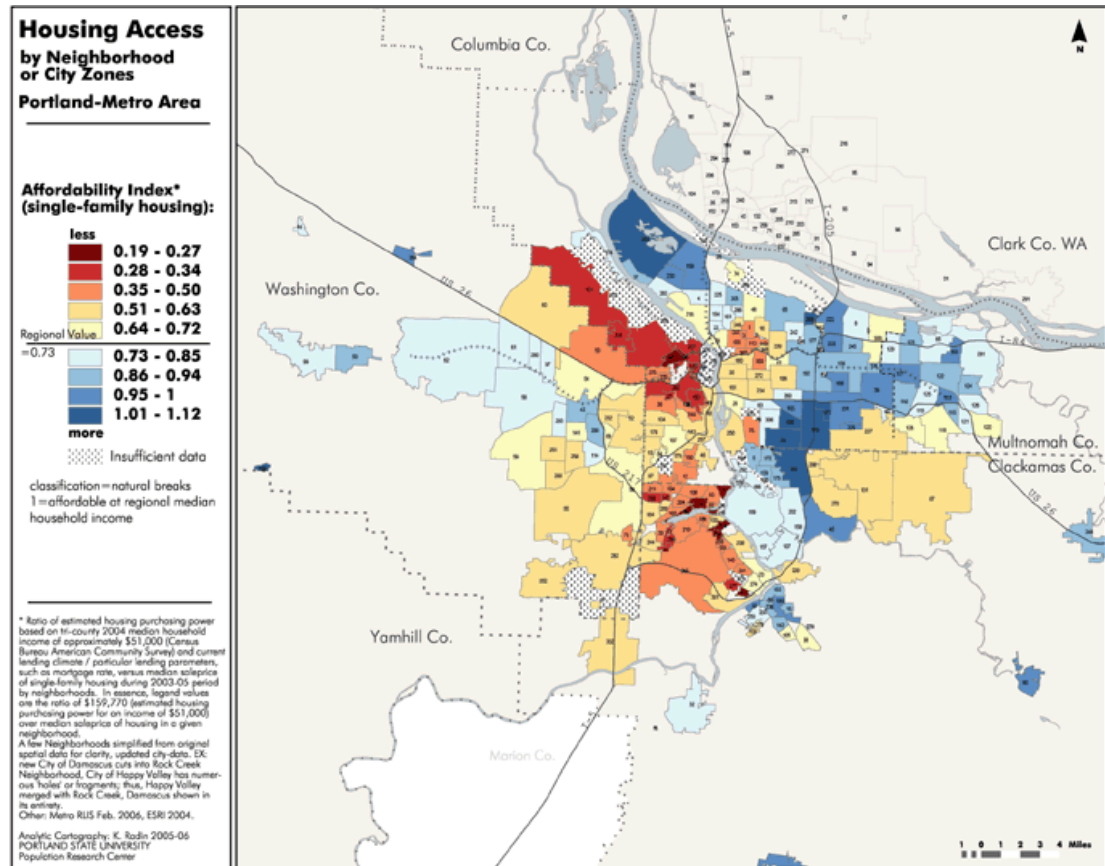


Portland METRO

CASE STUDY

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

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



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

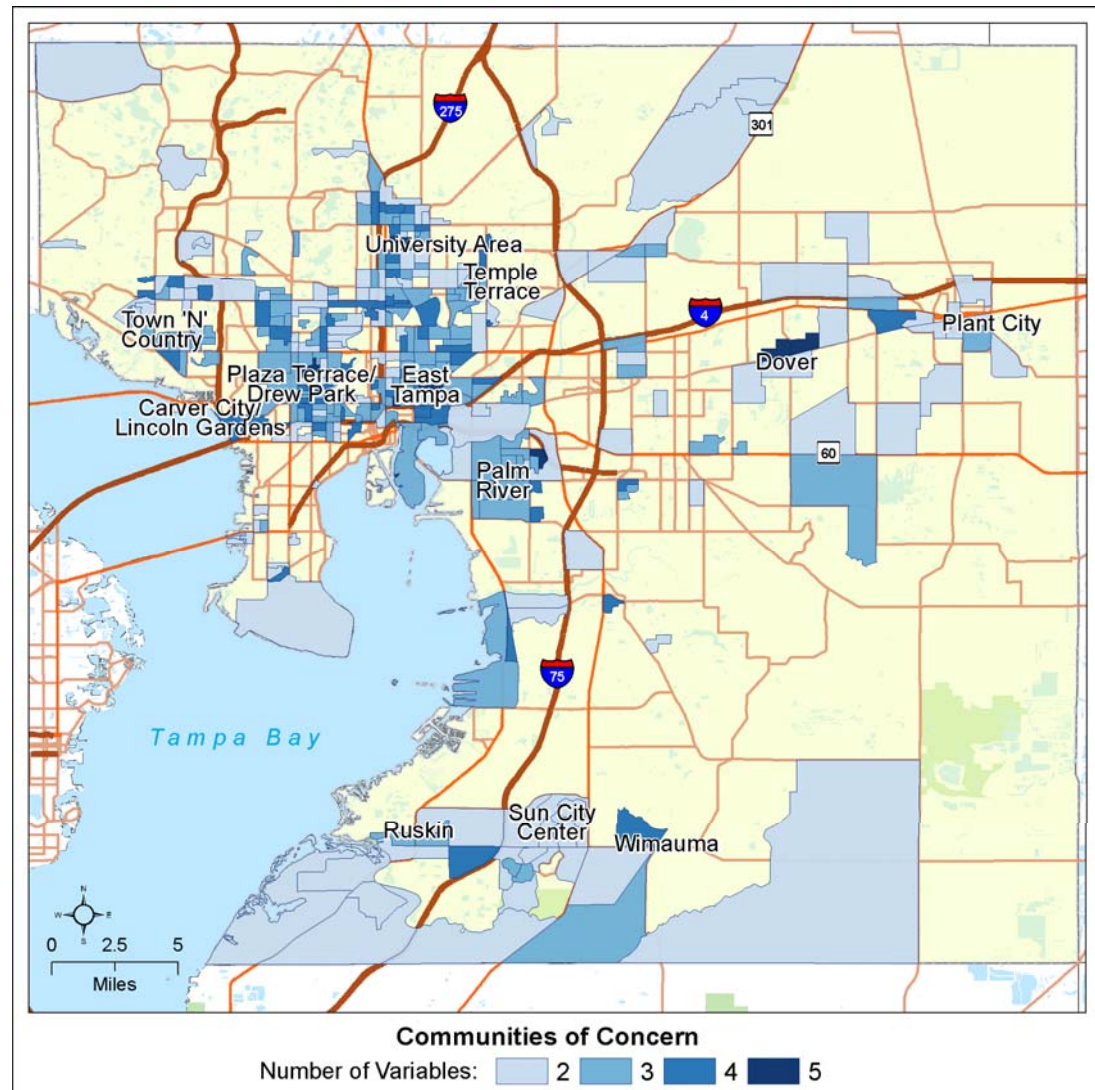
Zero-Vehicle

Youth <18

Elderly 65+

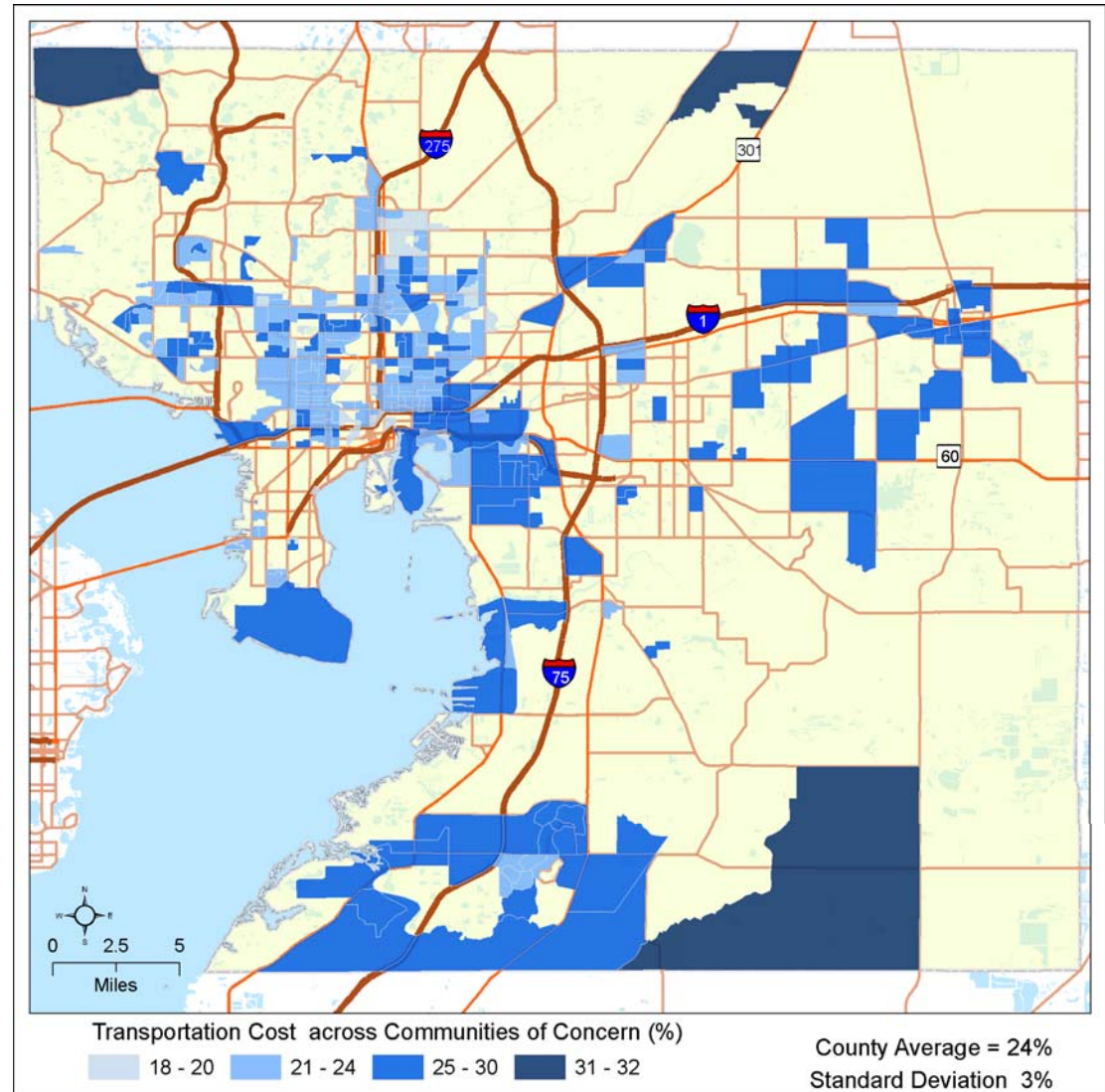
LEP

Disability



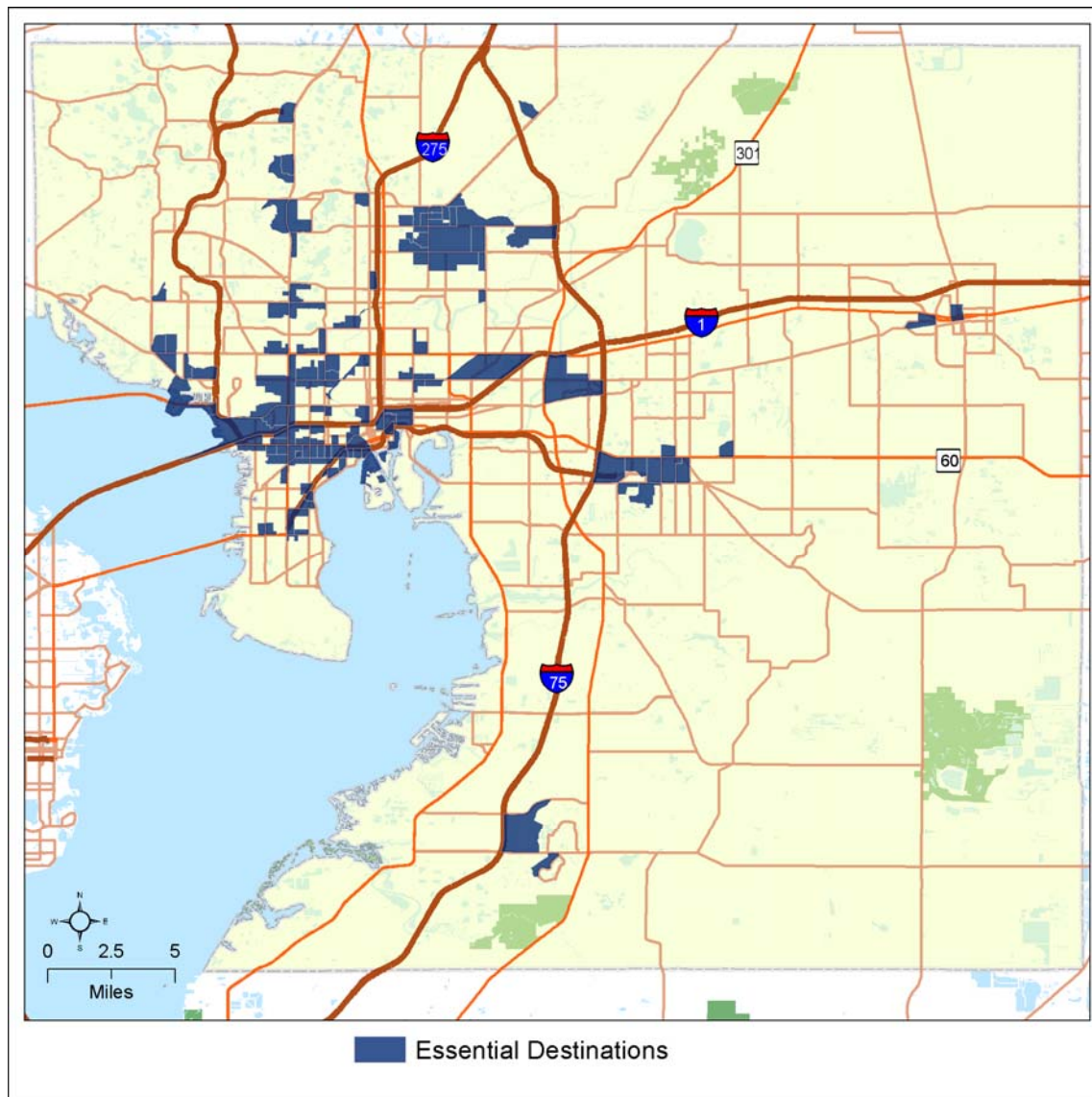
Affordability - Transportation Costs

- % of income spent by COCs on transportation



Identifying Essential Destinations

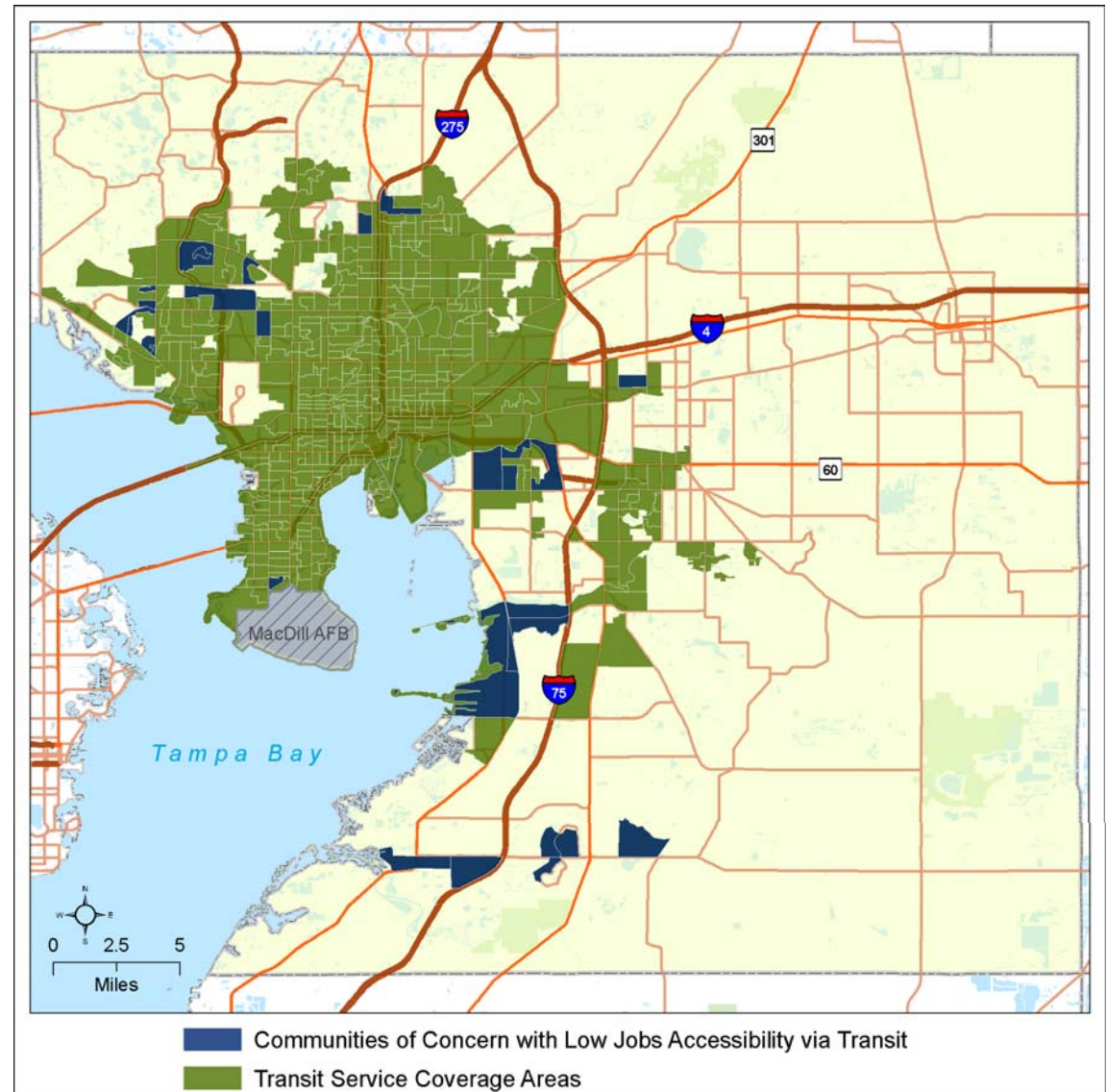
- Jobs
 - Shopping
 - Healthcare
 - Government services
 - Schools



Low Job Accessibility via Transit

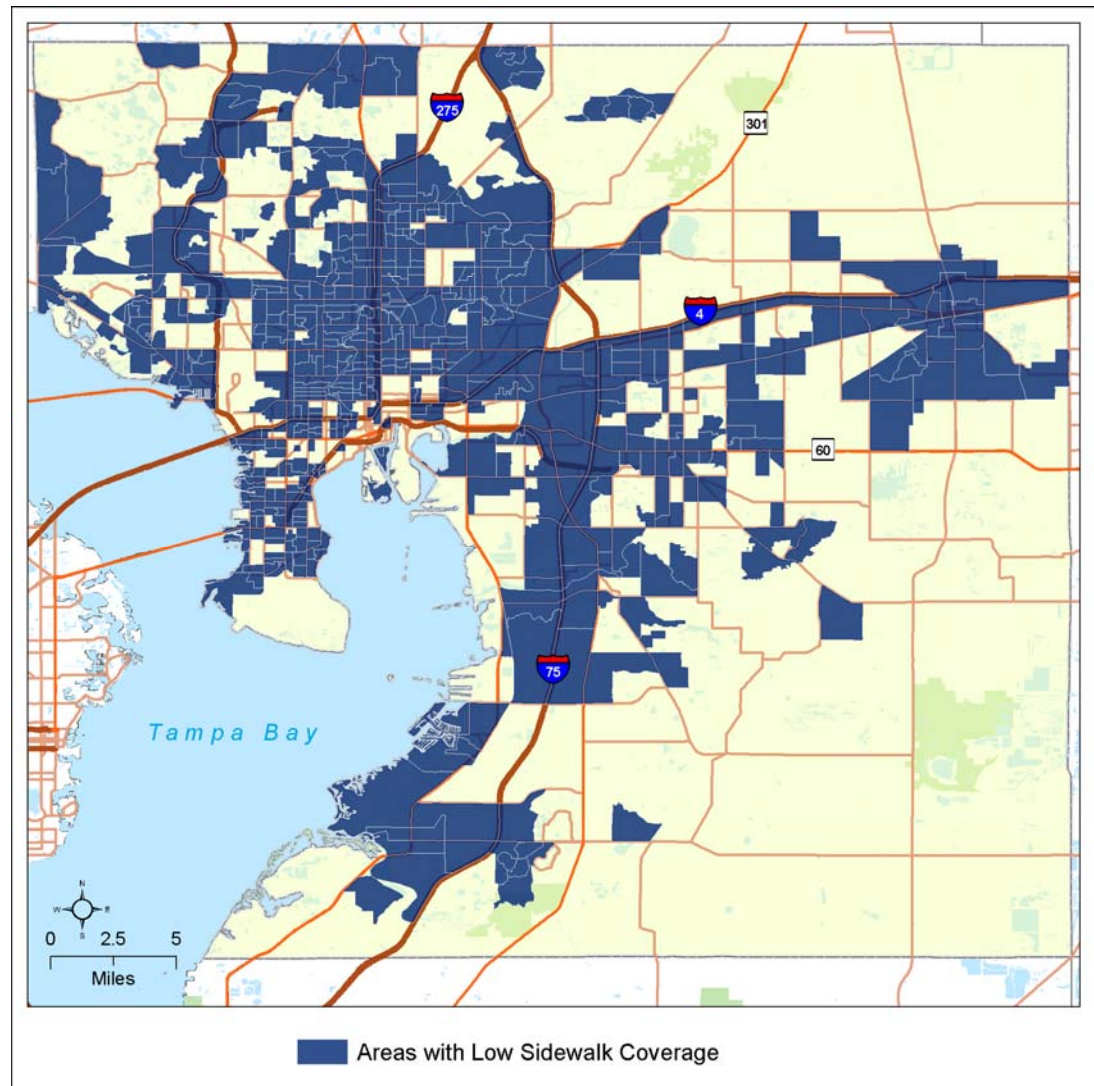
COC's with lowest job accessibility via 45 minutes by transit

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



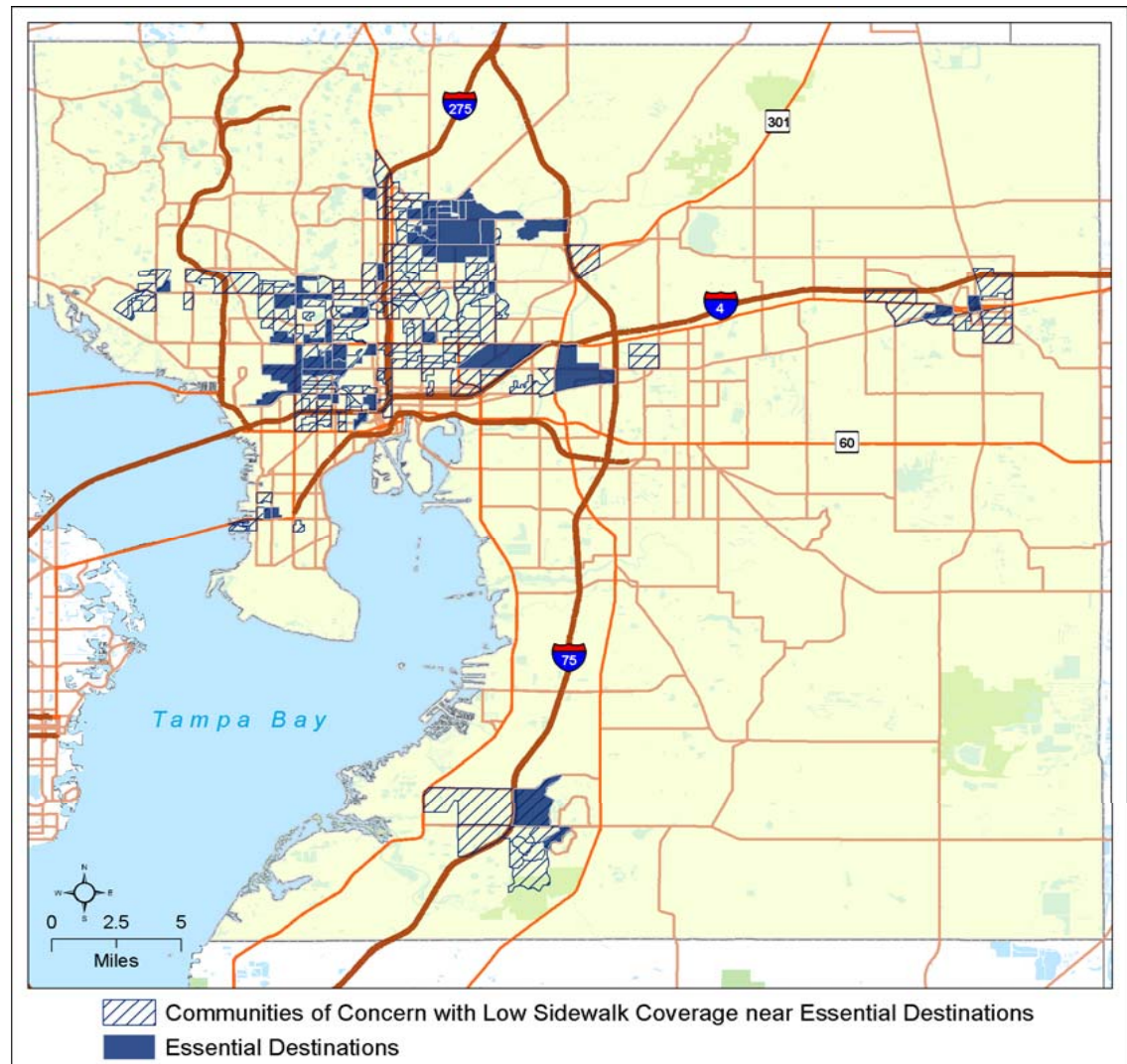
Low Sidewalk Coverage

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



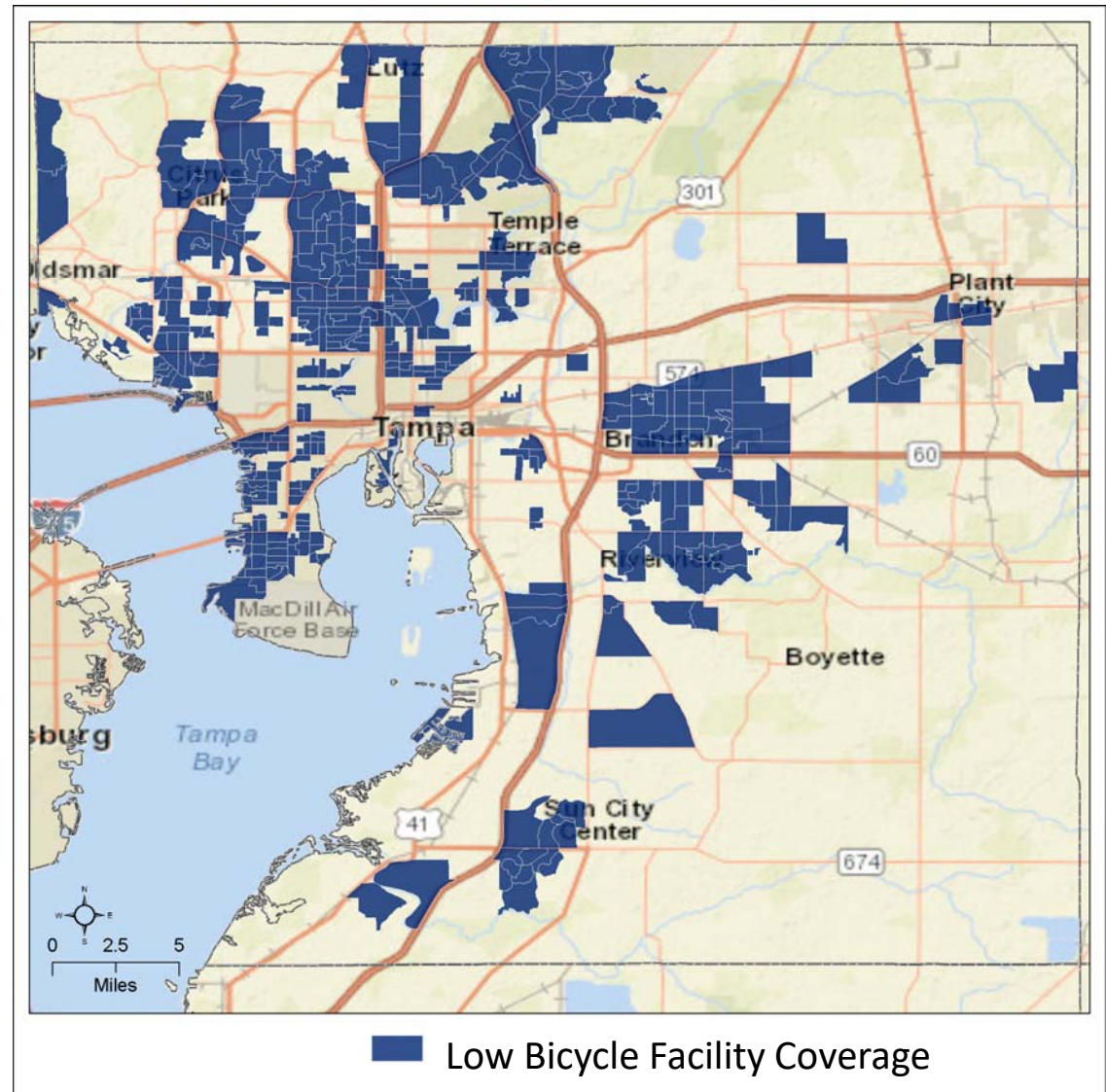
Pedestrian Accessibility

COCs with low sidewalk coverage within 1 mile of essential destinations



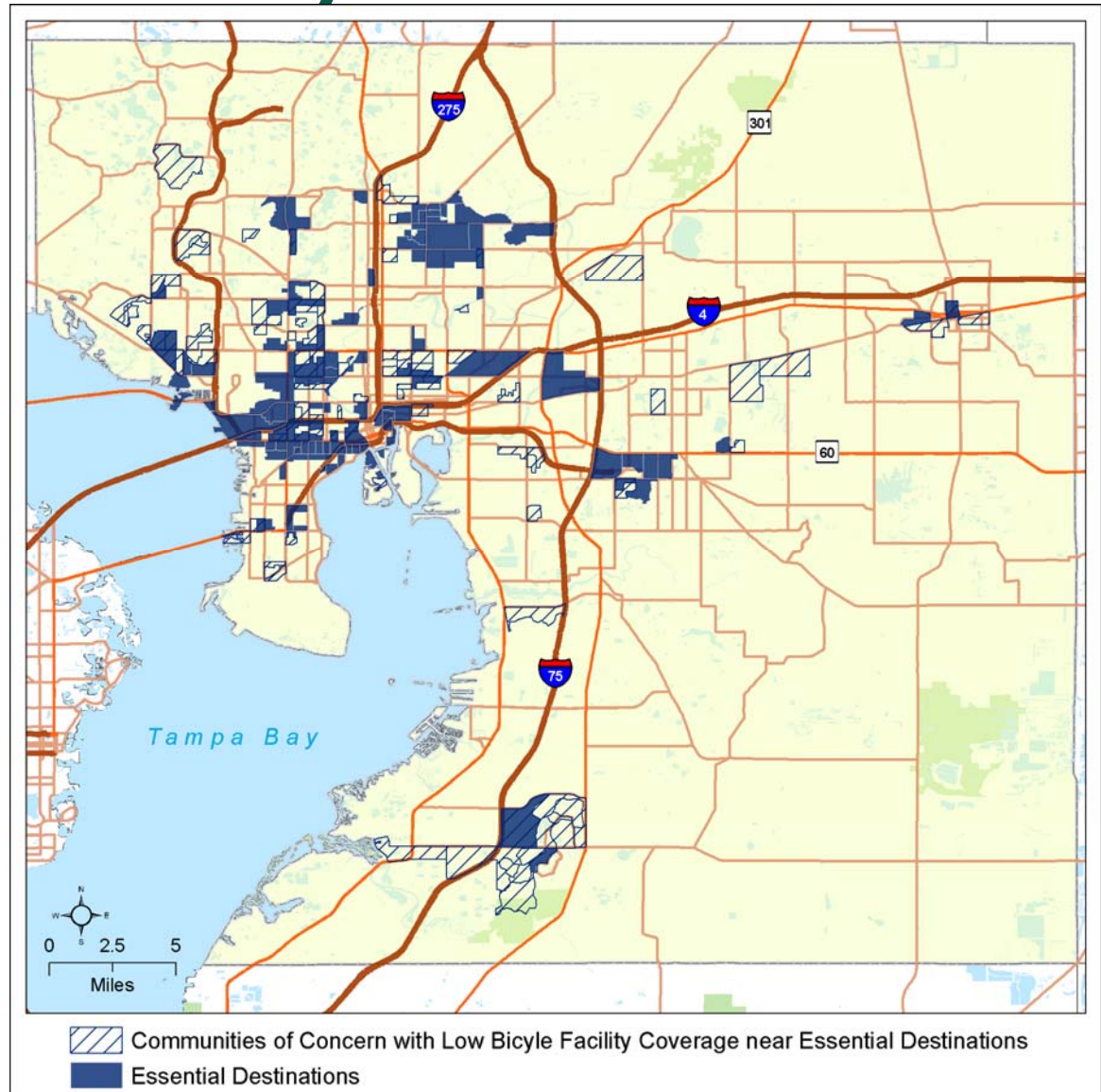
Lowest Bicycle Facility Coverage

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



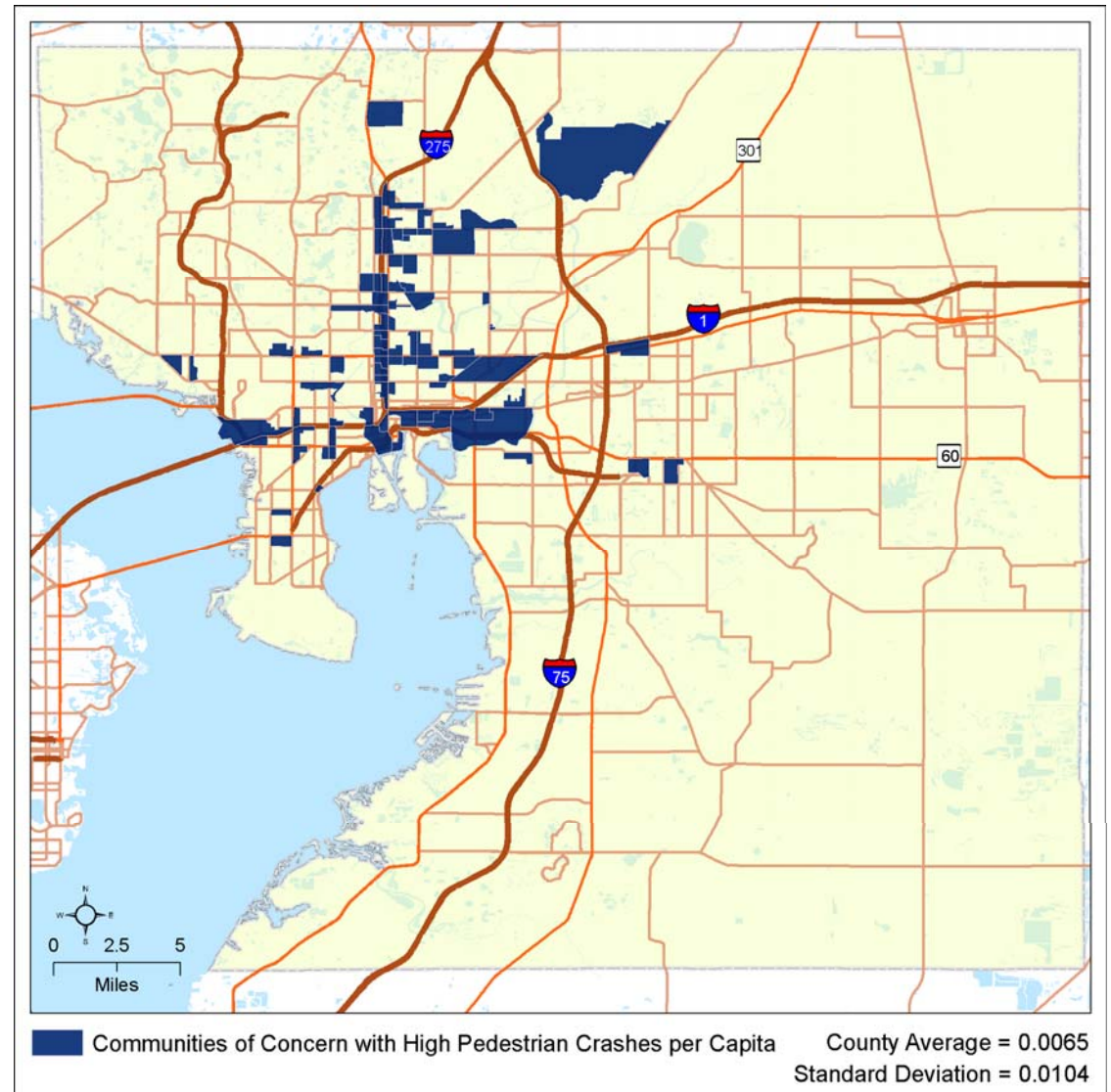
Bicycle Accessibility

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



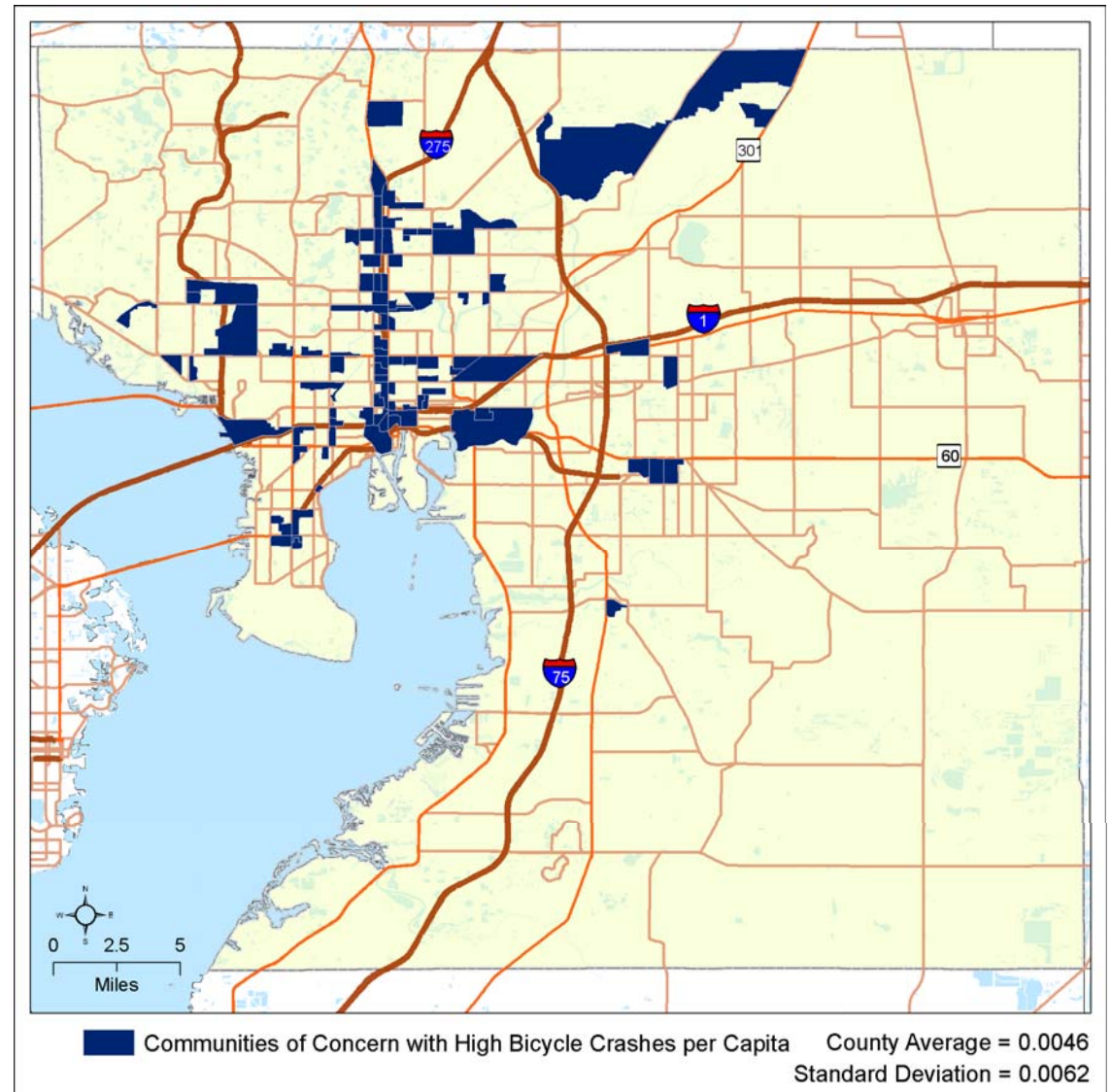
Pedestrian Safety

- 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

Accessibility Dimension	Example Performance Targets	
	Countywide	Communities of Concern
Pedestrian Accessibility to Essential Destinations/Sidewalk Coverage	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.	
Bicyclist Accessibility to Essential Destinations/Bicycle Facility Coverage:	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.	
Transit Access to Jobs: access to jobs within 45 minutes by bus	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.

Questions?

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