

ACCESSIBILITY

Current Goals



Land Use

- We seek transit-oriented and mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.



Transportation

- We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.
- We seek a transportation system that maximizes community connectivity and walkability and minimizes ecological harm to the Region and world beyond.



Housing

- We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.

Current Targets

- Capture 75% of the square footage of new commercial construction in Regional Activity Centers
- Capture 50% of new households in Regional Activity Centers
- By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income (AMI)
- Reduce daily vehicle miles (VMT) per capita
- All Regional Activity Centers will have transit access
- Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan
- Increase share of walk, bike, and transit trips (for all trips and commute trips)
- Give priority to management, performance, maintenance, and safety of all transportation modes and facilities.
- Transportation investments will link Regional Activity Centers

Responses to July Questionnaire on Accessibility

- “The share of sustainable, accessible jobs within a 45-minute transit commute from target COG Equity Areas.”
- “Increase access to jobs within transit commute from Equity Emphasis Areas”
- “The issue of lower wage, often service workers being scattered, and, presumably, less able to use transit, something we should focus on in targets for inclusion and equity?”
- “Households at 70 percent of AMI with access to transportation within ½ mile (10 min)/headways.”
- “Recommend a more aggressive target for population/household growth in RACs, by either increasing the target from 50% to 75% of new households in RACs, OR 50% of new households in particular RAC typologies from Place + Opportunity”
- “We should consider a lower threshold for affordability. Housing costs should be no more than 1/3 of AMI.”

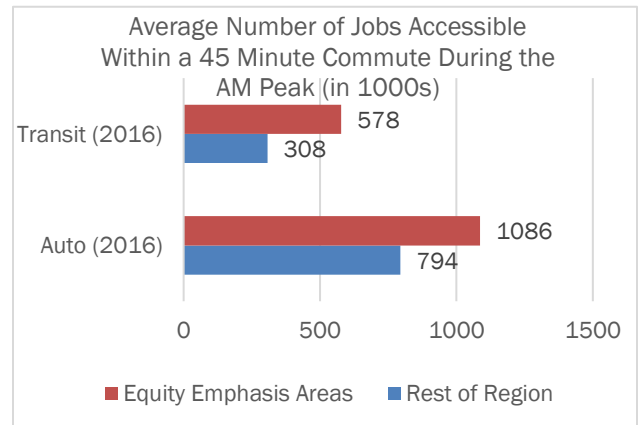
Potential Social Equity Targets for Accessibility:

Potential Target 1: Access to jobs within a 45-minute commute in the AM peak from target equity areas is equal to or better than the rest of the region

Approach: Utilize data from the base year analysis of the Environmental Justice Analysis

Source: Utilize data from the base year analysis of the Environmental Justice Analysis

Performance: In 2016, there were 578 thousand jobs available within a 45-minute transit commute and 1.09 million jobs available within a 45-minute auto commute from Equity Emphasis Areas

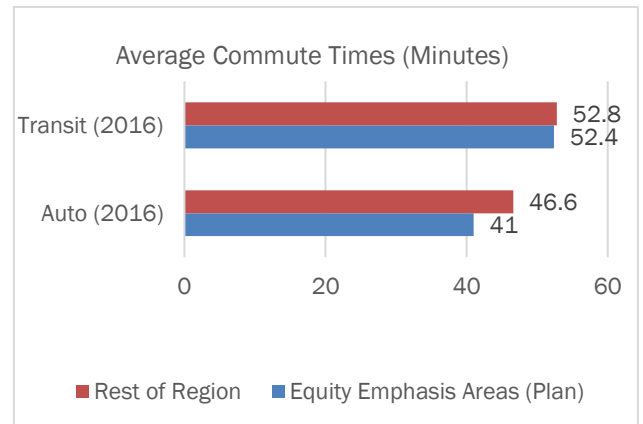


Potential Target 2: Commute times from Equity Emphasis Areas are equal to or better than the rest of the Region

Approach: Utilize data from the base year analysis of the Environmental Justice Analysis

Source: Utilize data from the base year analysis of the Environmental Justice Analysis

Performance: In 2016, the average commute by auto in Equity Emphasis Areas was 41.0 minutes while it was 46.6 minutes in the rest of the Region. The average commute time by transit was 52.4 from the Equity Emphasis Areas and 52.8 minutes from the rest of the Region.



Potential Revision to Housing Targets -- In September, the COG Board adopted Resolution R33-2018, directing the Planning Directors and Housing Directors to address the region's growing shortage of housing for workers to fill current and future jobs. As part of the work, the Planning Directors and Housing Directors will examine the existing housing targets under the Accessibility target. ***The Region Forward Coalition will learn more about this work during the January meeting.***

Equity Emphasis Areas – Are small geographic areas that have above average concentrations of low-income, minority populations, or both. The TPB-approved methodology for identifying EEAs relies on the U.S. Census Bureau American Community Survey (ACS) data on income, race, and ethnicity. Tract are identified as Equity Emphasis Areas if one of two criterions are met: 1) Tracts must have a concentration of individuals identified as low-income more than one-and-a-half times the regional average, or 2) Tracts must have high concentrations of two or more minority population groups or high concentrations of one or more minority population groups together with low-income concentrations at or above the regional average.

Additional information can be found at mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/

Note: The above charts were prepared to help convey this concept. They use data from a staff analysis of the Transportation Planning Board's 2016 Constrained Long Range Plan. The Environmental Justice Analysis for Visualize 2045 is underway.