

***The Pursuit of Equity:***  
**Vehicle-Pedestrian Crashes in Low  
Income and Minorities Communities**

**Charles Brown, MPA**

*Plenary 2: Beyond Talking Points: Considering Race, Class and Inequality*

Complete Streets/Competing Priorities: The 8<sup>th</sup> Annual UCLA Downtown Los Angeles Forum on Transportation, Land Use and the Environment

May 14, 2015



## Planners:

“...professionals that work to improve the welfare of people and their communities by creating more convenient, **equitable**, healthful, efficient, and attractive places for present and future generations”—APA

# Key Equity Definitions

## Equity Definition #1:

“Equity involves trying to understand and give people what they need to enjoy full, healthy lives.”

## Equity Definition #2:

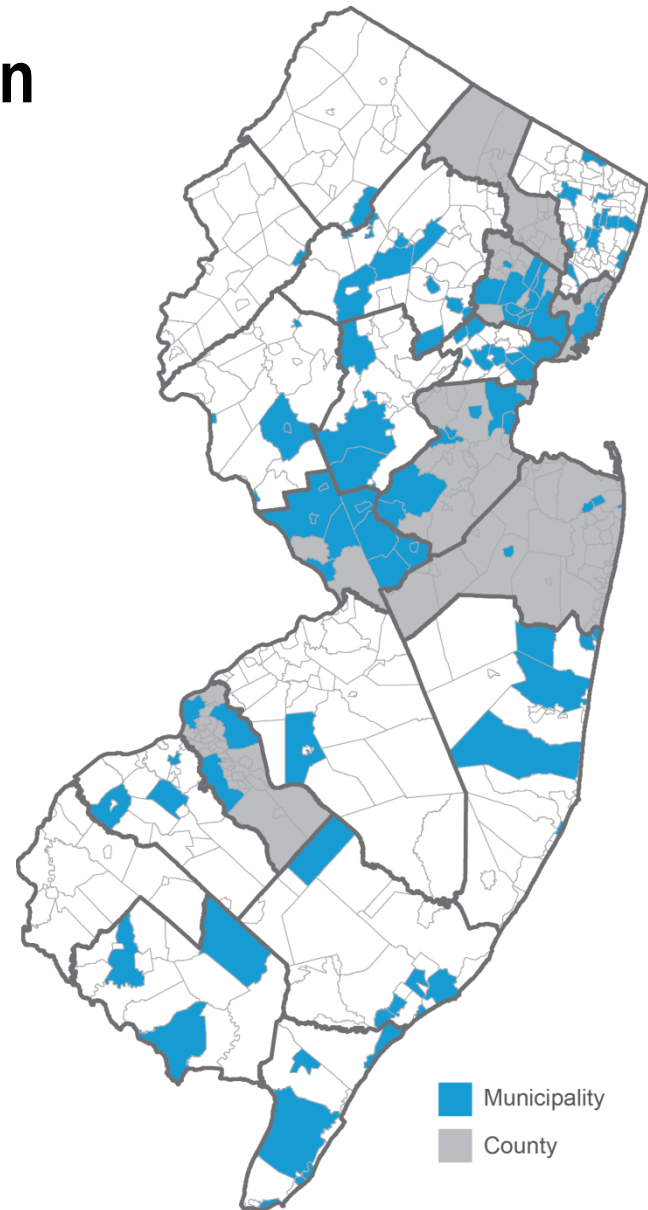
“The presence of justice and fairness within the procedures, processes and distribution of resources by institutions or systems. *Facing equity issues requires an understanding of the underlying or root causes of inequalities and oppression within our society.*”

# The State of New Jersey – The Good

## Complete Streets Policy Adoption

- + 114 *municipal policies*
- + 7 *county policies*
- + **3,015,761** *NJ residents (36%) live in municipalities with a CS policy*
- + **4,239,909** *NJ residents (48%) live in counties with a CS policy*

**One of the nation's leaders in complete streets policy adoption!**



# The State of New Jersey – The Bad



- **Challenges:**

- 8,938,175 residents;
- Most densely populated state;
- Avg. 150 pedestrian fatalities a year;
- Pedestrian fatality rate is almost twice the national average;
- Pedestrian Safety Focus State;
- Intersection Focus City (Newark);
- 1,514 pedestrian deaths cost the state \$6.51 billion (10 years)

# Research Focus



**Disadvantaged Populations/Communities:**  
**Communities of Concern (COCs)**  
**Racially Concentrated Areas of Poverty (RCAPs)**

# Research Questions

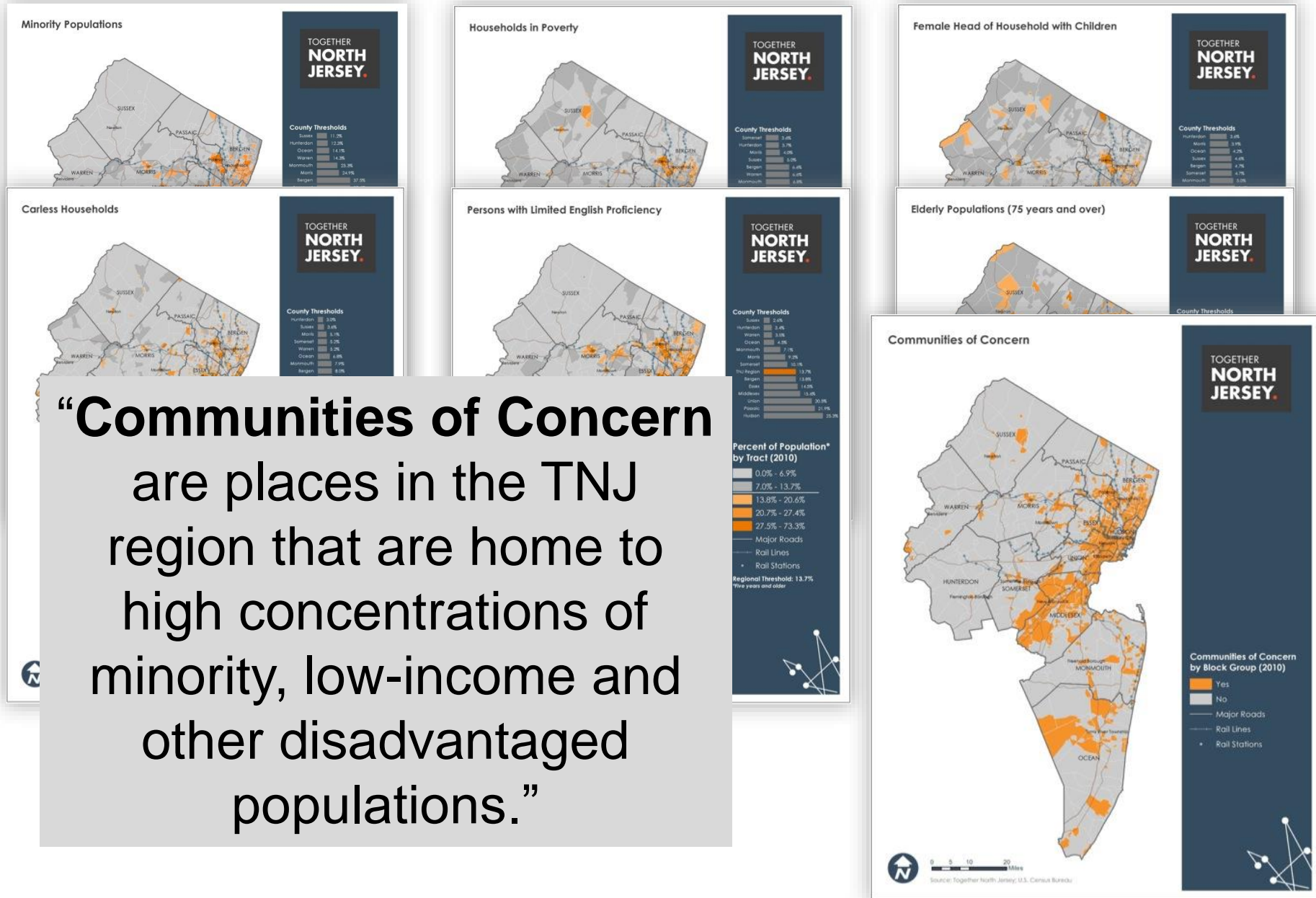
## Research Focus Areas:

1. Communities of Concern (COCs) versus Non-Communities of Concern (Non-COCs)
2. Racially Concentrated Areas of Poverty (RCAPs) versus Non-RCAPs

## Research Questions:

1. Do more vehicle-pedestrian crashes take place in these areas than in other areas?
2. Are the physical conditions of pedestrians involved in these crashes more severe?
3. If yes, what can be done to assist these communities?

# Together North Jersey



**“Communities of Concern**  
are places in the TNJ  
region that are home to  
high concentrations of  
minority, low-income and  
other disadvantaged  
populations.”



# Communities of Concern

## Characteristics of a Community of Concern:

1. **Minority** concentration equal to or exceeding the regional threshold; or,
2. **Low-income** concentration equal to or exceeding the regional threshold; or,
3. **Two or more Non-EJ Disadvantaged populations** equal to or exceeding the regional threshold.
  - Female head of household with children
  - Carless households
  - Persons with limited English proficiency
  - Elderly over 75 years of age

# Reminder

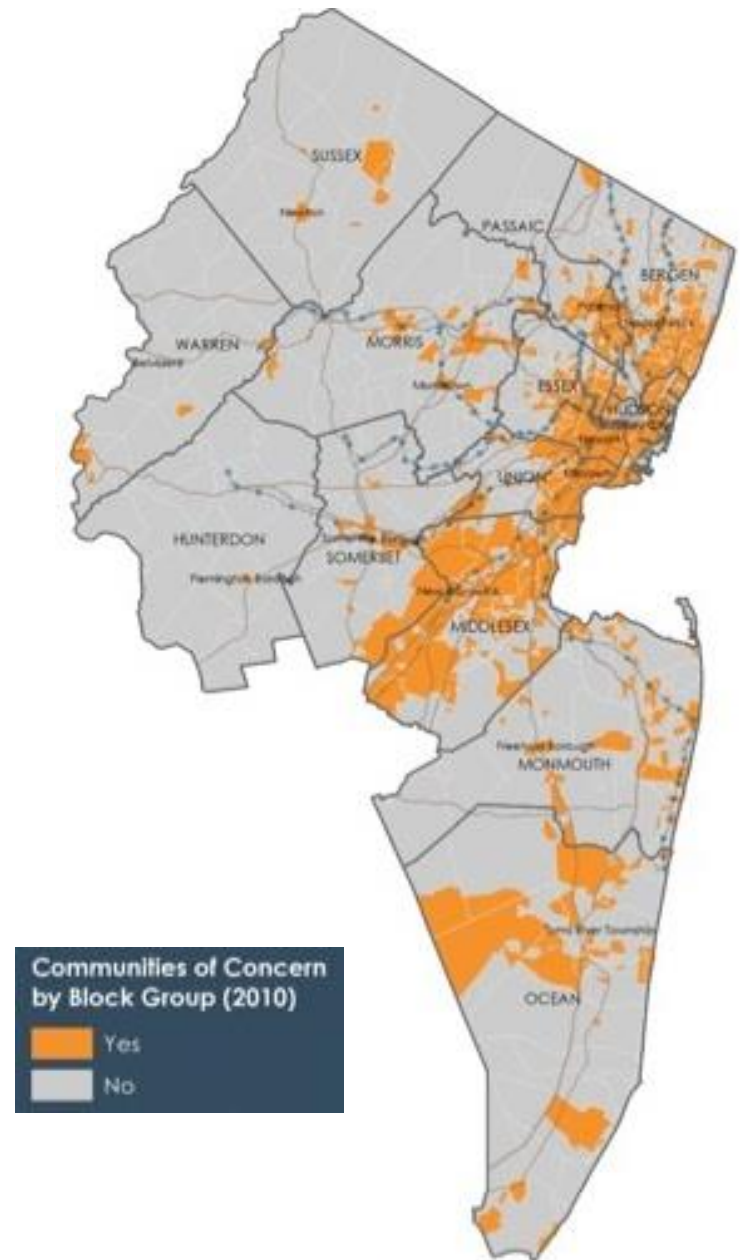
## Research Questions:

1. Do more vehicle-pedestrian crashes take place in COC's than in Non-COC's?
2. Are the physical conditions of pedestrians involved in these crashes more severe?
3. If yes, what can be done to assist these communities?

# Communities of Concern – Data Analysis

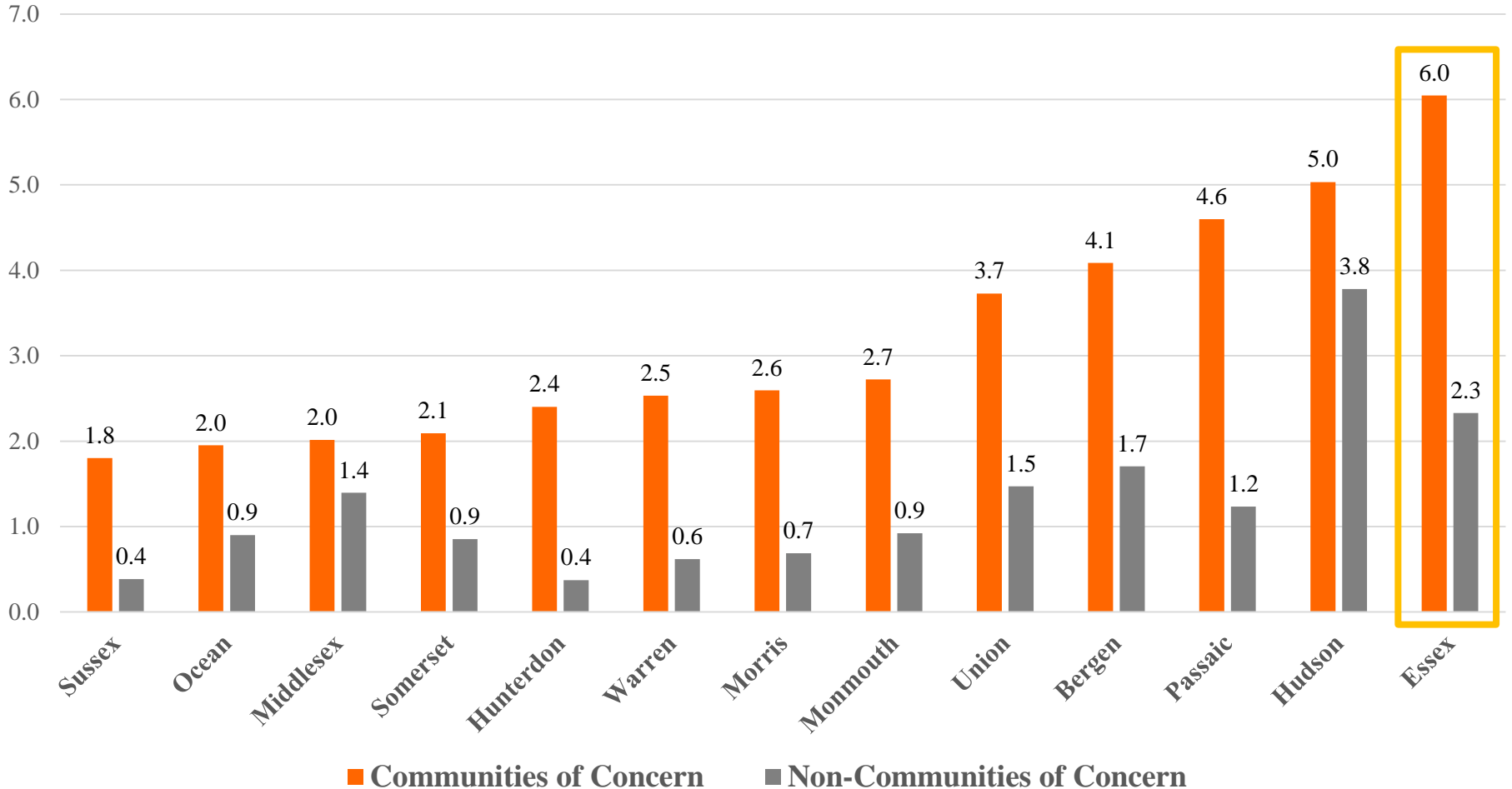
## Data/Methodology:

- Pedestrian-Vehicle Crashes, 2008 – 2013;
- Mapped results for each of the 13 Counties in TNJ Region;
- Crashes per 1,000 people;
- Crashes per square mile; and,
- Communities of Concern versus Non-Communities of Concern



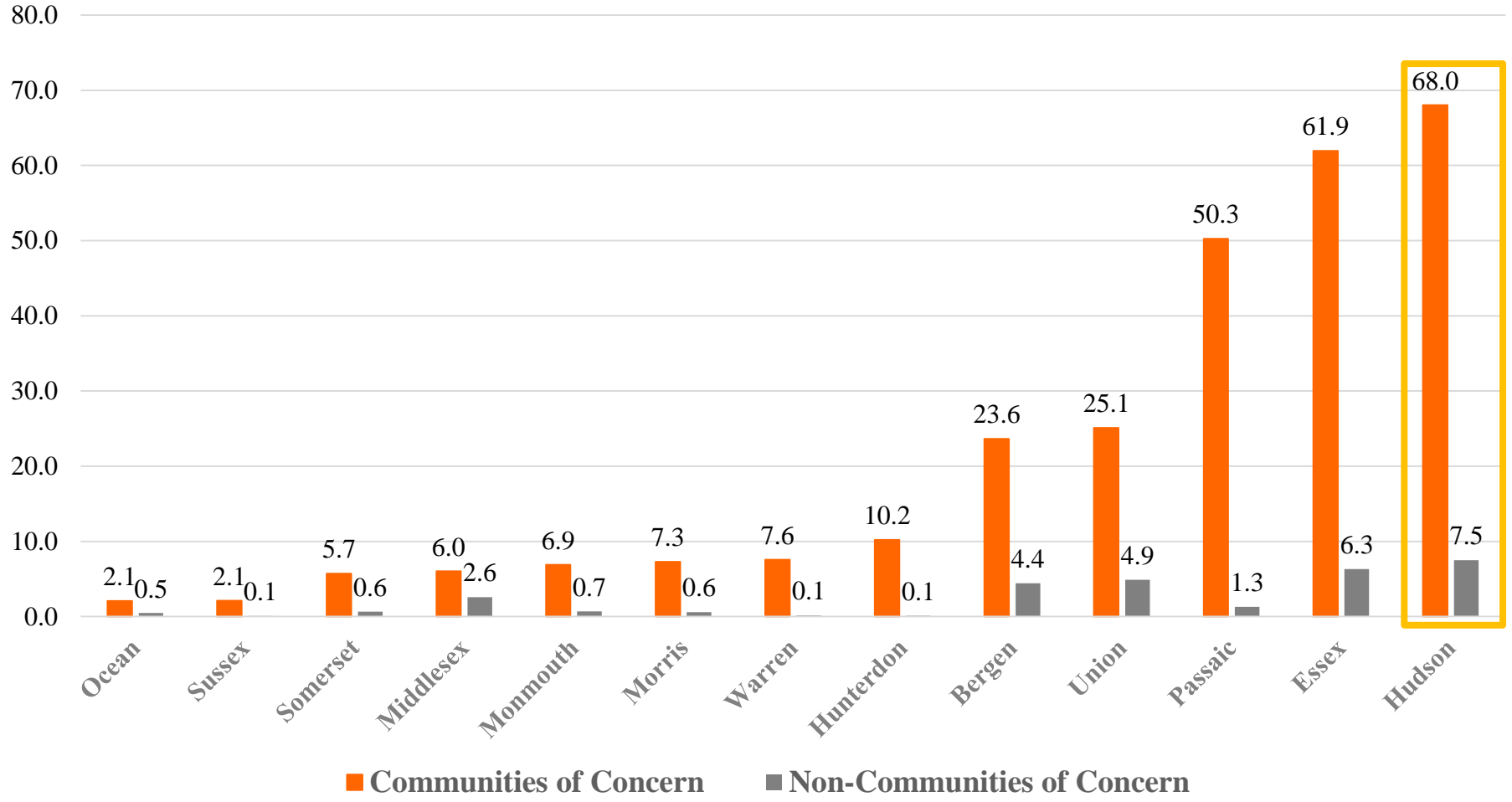
# Findings – Crashes per 1,000 people

Vehicle-Pedestrian Crashes in Communities of Concern & Non-Communities of Concern  
*Crashes per 1,000 People*



# Findings – Crashes per Square Mile

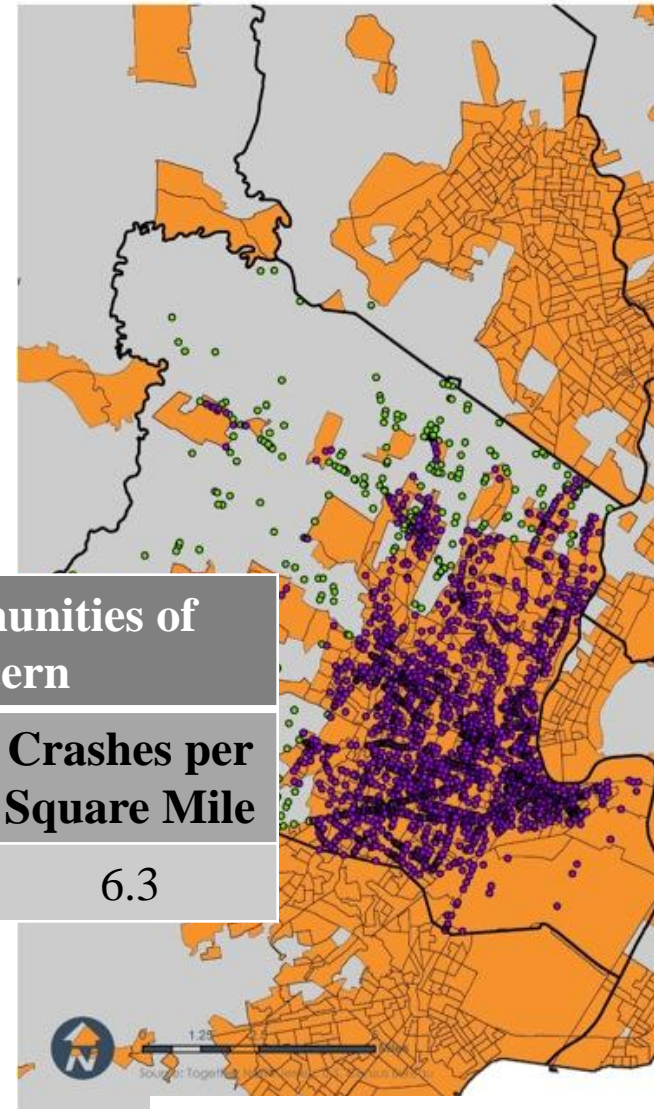
Vehicle-Pedestrian Crashes in Communities of Concern & Non-Communities of Concern  
*Crashes per Square Mile*



# Findings – Essex County

# Crashes In Non-Communities of Concern	# Crashes in Communities of Concern
455 (11%)	3,559 (89%)

Pedestrian-Vehicle Crashes in Communities of Concern, 2008-2013



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Communities of Concern by Block Group (2010)

- Pedestrian Crashes in Communities of Concern
- Crashes not in a Community of Concern

Community of Concern?

- Yes
- No

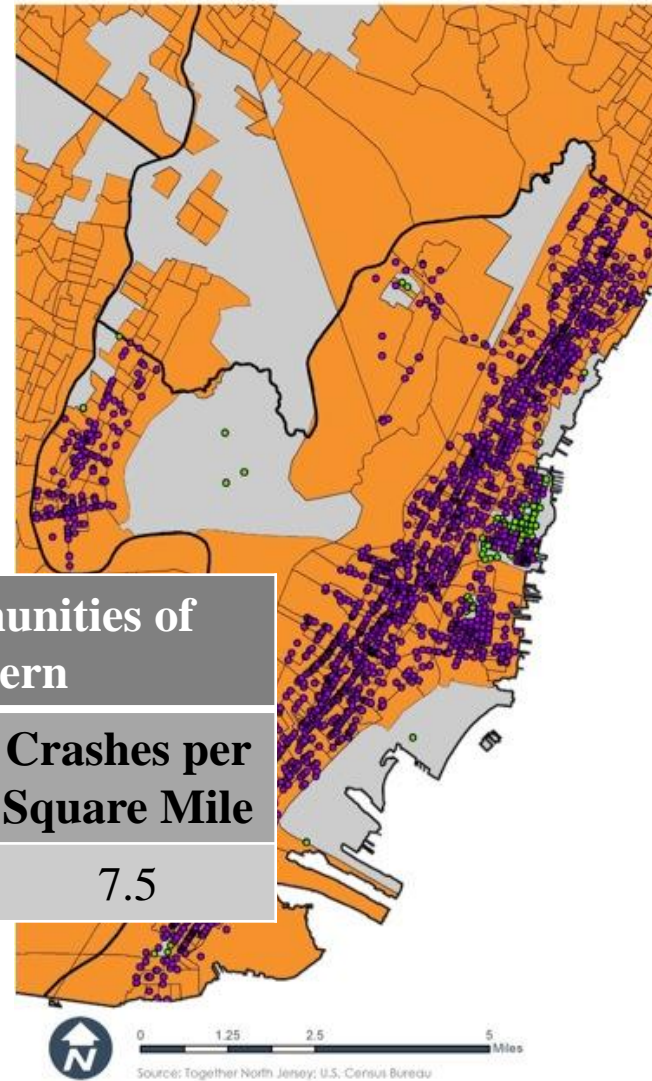
Communities of Concern		Non-Communities of Concern	
Crashes per 1,000 People	Crashes per Square Mile	Crashes per 1,000 People	Crashes per Square Mile
6.0	61.9	2.3	6.3



# Findings – Hudson County

# Crashes In Non-Communities of Concern	# Crashes in Communities of Concern
135 (4%)	3,013 (96%)

Pedestrian-Vehicle Crashes in Communities of Concern, 2008-2013



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Communities of Concern by Block Group (2010)

- Pedestrian Crashes in Communities of Concern
- Crashes not in a Community of Concern

Community of Concern?

- Yes
- No

Communities of Concern		Non-Communities of Concern	
Crashes per 1,000 People	Crashes per Square Mile	Crashes per 1,000 People	Crashes per Square Mile
5.0	68.0	3.8	7.5

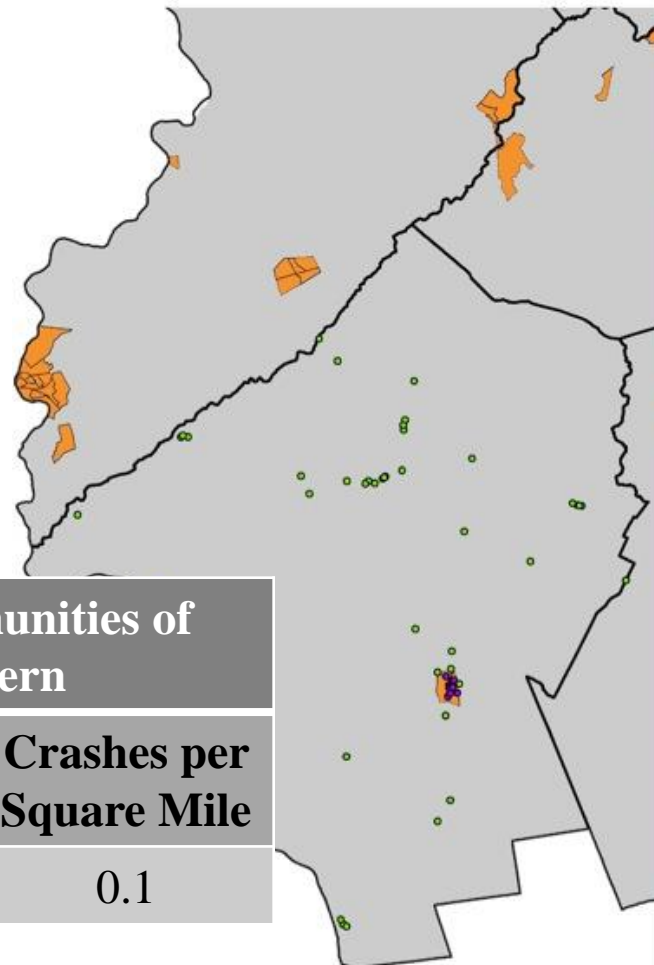


Source: Together North Jersey; U.S. Census Bureau

# Findings – Hunterdon County

# Crashes In Non-Communities of Concern	# Crashes in Communities of Concern
57 (84%)	11 (16%)

Pedestrian-Vehicle Crashes in Communities of Concern, 2008-2013



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Communities of Concern by Block Group (2010)

- Pedestrian Crashes in Communities of Concern
- Crashes not in a Community of Concern

Community of Concern?

- Yes
- No

Communities of Concern		Non-Communities of Concern	
Crashes per 1,000 People	Crashes per Square Mile	Crashes per 1,000 People	Crashes per Square Mile
2.4	10.2	0.4	0.1



0 2.5 5 10 Miles

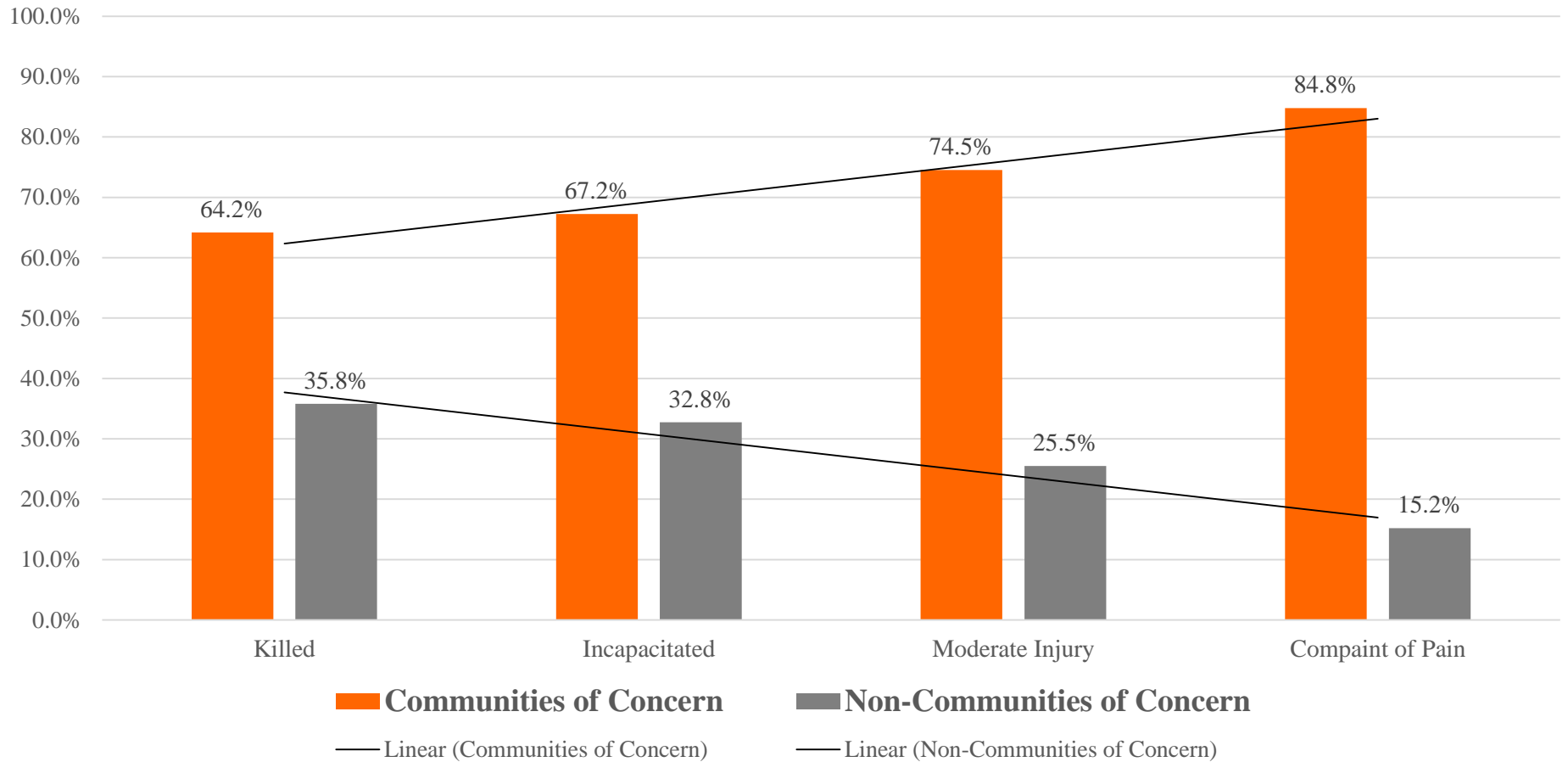
Source: Together North Jersey; U.S. Census Bureau





# Findings – Crash Severity

## Crash Severity in Communities of Concern and Non-Communities of Concern

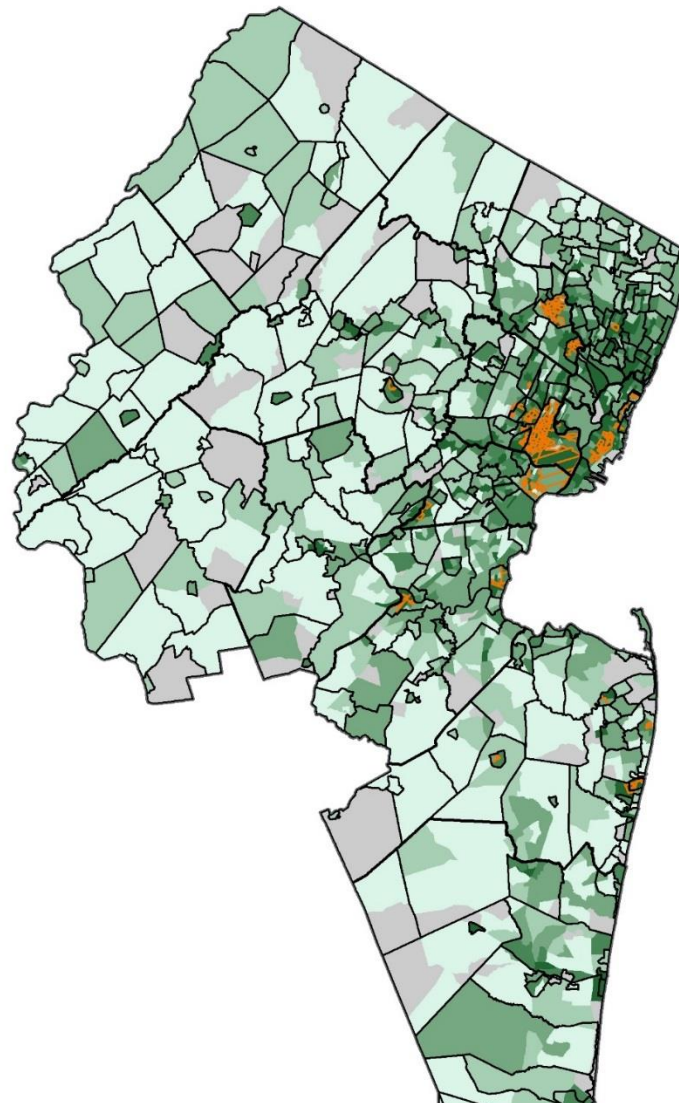


# Racially Concentrated Areas of Poverty

## RCAP/ECAP tracts have:

1. A **family poverty rate** greater than or equal to 300% of the regional average (i.e., 19.8%)
  - *Regional Average = 6.6%*
2. A **majority non-white** population

Pedestrian-Vehicle Crashes in Racially/Ethnically Concentrated Areas of Poverty, 2008-2013



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### Pedestrian-Vehicle Crashes in an RCAP in New Jersey



RCAP census tracts are characterized by both:

1. A family poverty rate greater than or equal to 300% of the regional average\*
2. A majority non-white (>50%) population

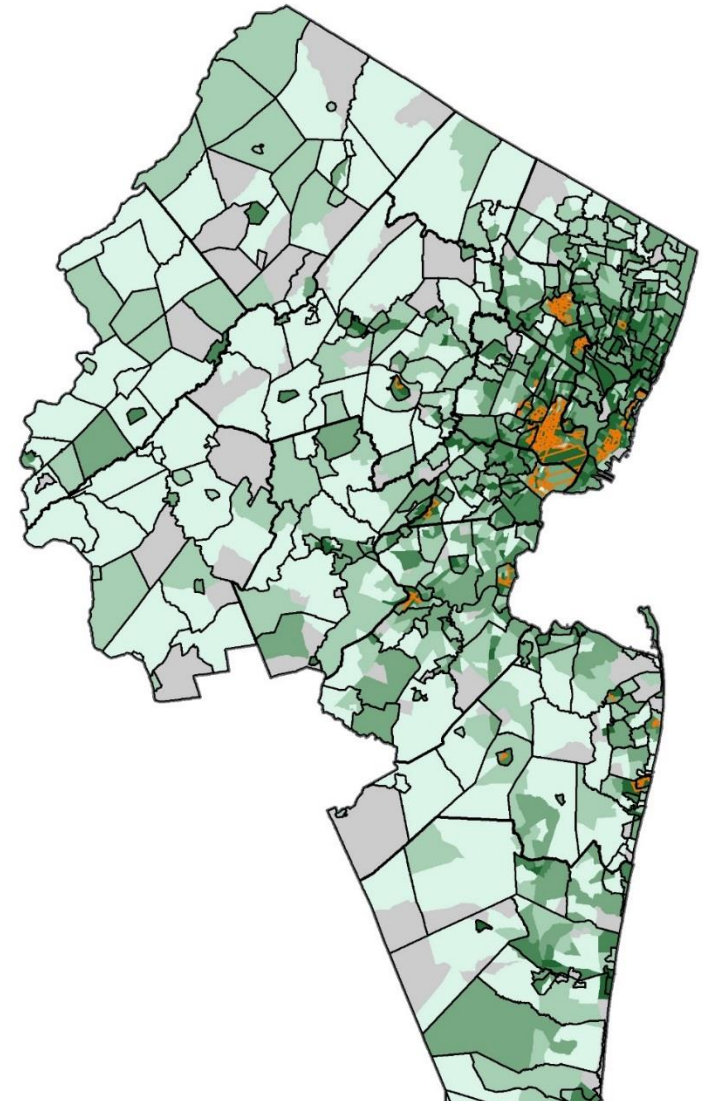
\*Regional Average: 6.6%

# RCAPs – Data Analysis

Pedestrian-Vehicle Crashes in Racially/Ethnically Concentrated Areas of Poverty, 2008-2013

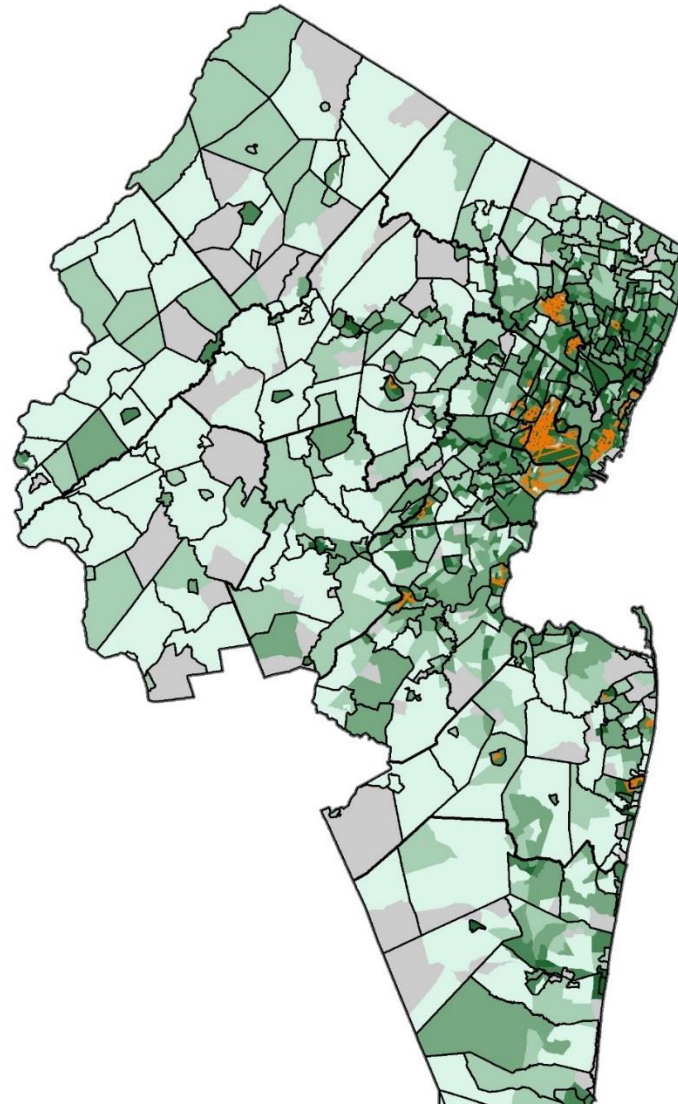
## Data/Methodology:

- Pedestrian-Vehicle Crashes, 2008 – 2013;
- Mapped results for each of the 13 Counties in TNJ Region;
- Crashes per 1,000 people; and,
- Crash severity in RCAPs vs. Non-RCAPs



# Findings – RCAPs vs. Non-RCAPs

## Pedestrian-Vehicle Crashes in Racially/Ethnically Concentrated Areas of Poverty, 2008-2013



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### Pedestrian-Vehicle Crashes in an RCAP in New Jersey



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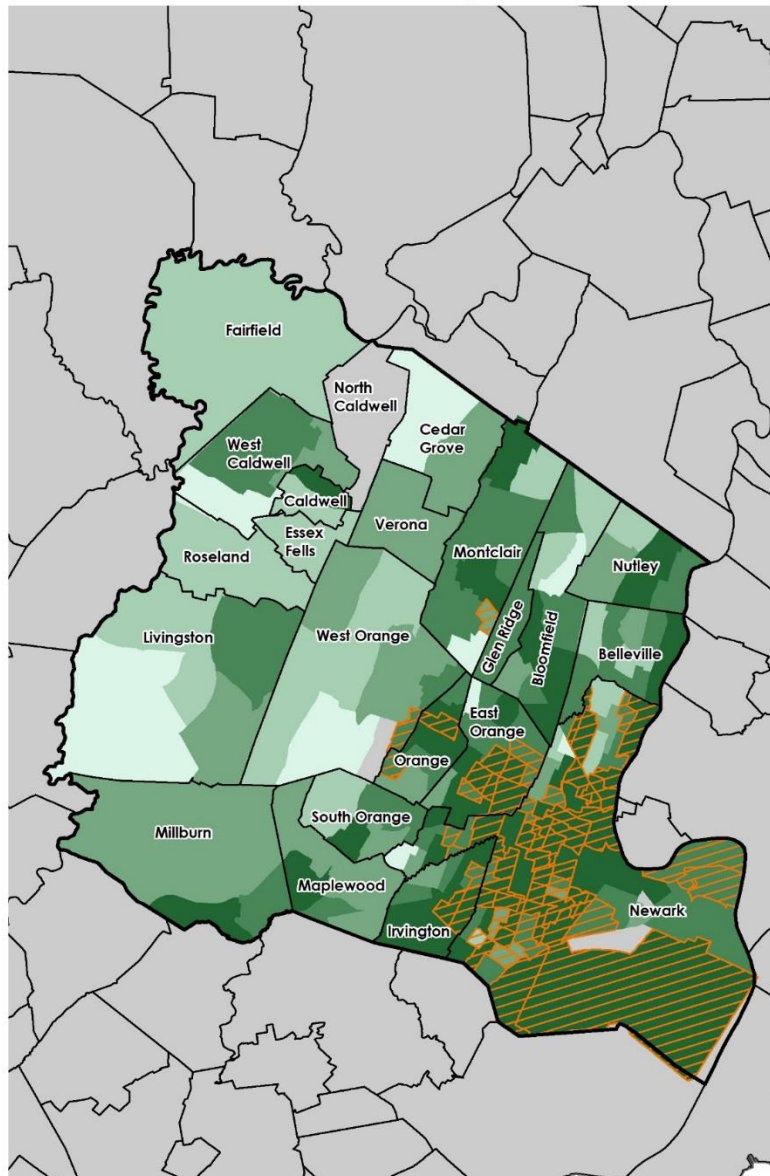
\*Regional Average: 6.6%

# Findings – RCAPs vs. Non-RCAPs

	Population	% of Population	Crashes	% of Crashes	Crashes/1,000 People
<b>Entire Region</b>	6,579,907	100.0%	17,589	100.0%	2.7
<b>RCAPs</b>	564,916	<b>8.6%</b>	3,648	<b>20.7%</b>	<b>6.4</b>
<b>Non-RCAPs</b>	6,014,991	91.4%	13,941	79.3%	2.3

# Findings – Essex County

Pedestrian-Vehicle Crashes in Racially Concentrated Areas of Poverty, 2008-2013



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## Pedestrian-Vehicle Crashes in an RCAP in Essex County

■ Municipality

▨ RCAP

### Crashes Per 1,000 People

0 - 1

2 - 1

2 - 3

4 - 5

6 - 63

RCAP census tracts are characterized by both:

1. A family poverty rate greater than or equal to 300% of the regional average\*
2. A majority non-white (>50%) population

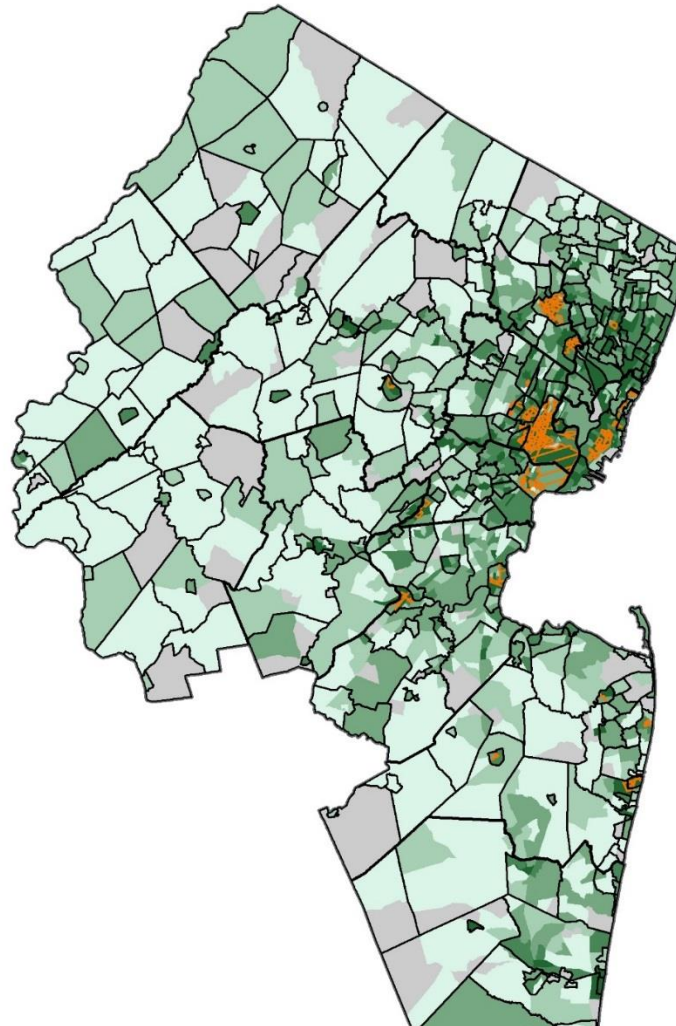
\*Regional Average: 6.6%

# Findings – Essex County

	Population	% of Population	Crashes	% of Crashes	Crashes/1,000 people
Essex County	783,969	100.0%	4,014	100.0%	5.1
RCAPs	185,488	<b>23.7%</b>	1,377	<b>34.3%</b>	<b>7.4</b>
Non-RCAPs	598,481	76.3%	2,637	65.7%	4.4

# Findings – Crash Severity

## Pedestrian-Vehicle Crashes in Racially/Ethnically Concentrated Areas of Poverty, 2008-2013



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### Pedestrian-Vehicle Crashes in an RCAP in New Jersey

■ Municipality

▨ RCAP

#### Crashes Per 1,000 People

■ 0 - 1

■ 2 - 1

■ 2 - 3

■ 4 - 5

■ 6 - 63

RCAP census tracts are characterized by both:

1. A family poverty rate greater than or equal to 300% of the regional average\*
2. A majority non-white (>50%) population

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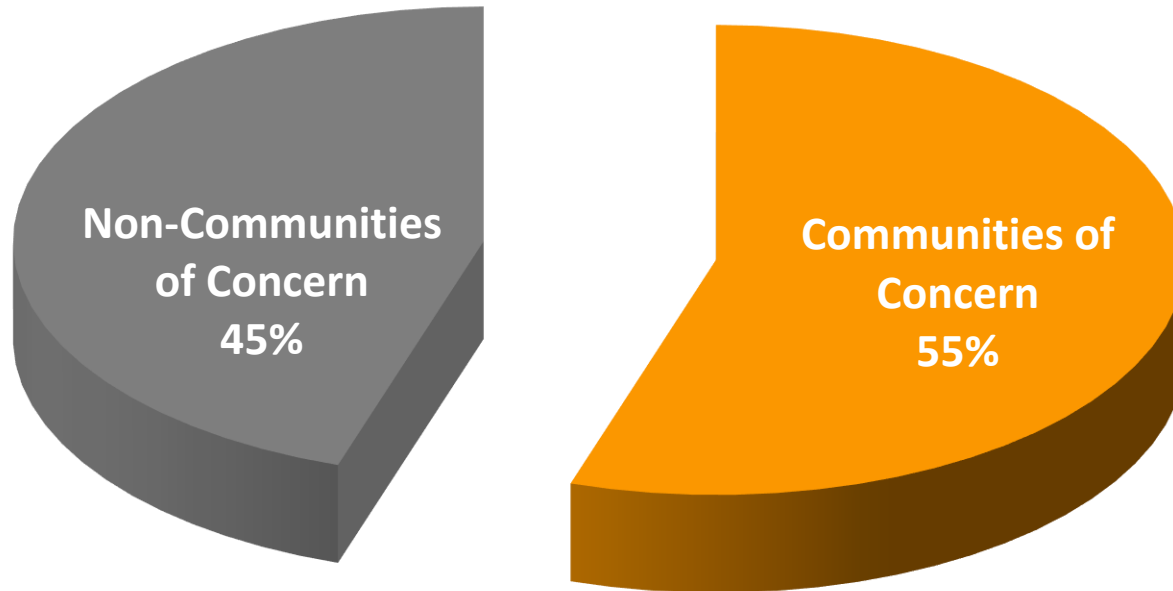


# Findings – Crash Severity

	Fatal	Incapacitated	Moderate Injury	Complaint of Pain	No Injury	Unknown
Entire Region	1.6%	2.6%	20.8%	56.7%	18.1%	0.2%
RCAPs	<b>2.1%</b>	1.9%	18.2%	<b>60.4%</b>	17.3%	0.1%
Non-RCAPs	1.4%	3.0%	22.1%	54.8%	18.5%	0.2%

# Recommendations – MORE Funding

## Population of Communities of Concern versus Non-Communities of Concern



NJTPA 13-County Population: 6,579,907

**Communities of Concern: 3,621,827**

Non-Communities of Concern: 2,958,080

# Strategies – Better Infrastructure



WELCOME  
FAIRMOUNT  
HEIGHTS  
Our Home  
Our Hope  
Our Neighborhood

WE BUY  
JUNK CARS  
201  
450-7800  
NO STANDING  
TOWAWAY  
ANYTIME

WELCOME  
FAIRMOUNT  
HEIGHTS

WELCOME  
FAIRMOUNT  
HEIGHTS

# Strategies – Better Infrastructure



# Strategies – Complete Streets



A **Complete Street** is designed and operated to enable safe access for all users. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

# Strategies – Police Training/Priorities



# Strategies – Public Trust



# Strategies – Ciclovía/Open Streets





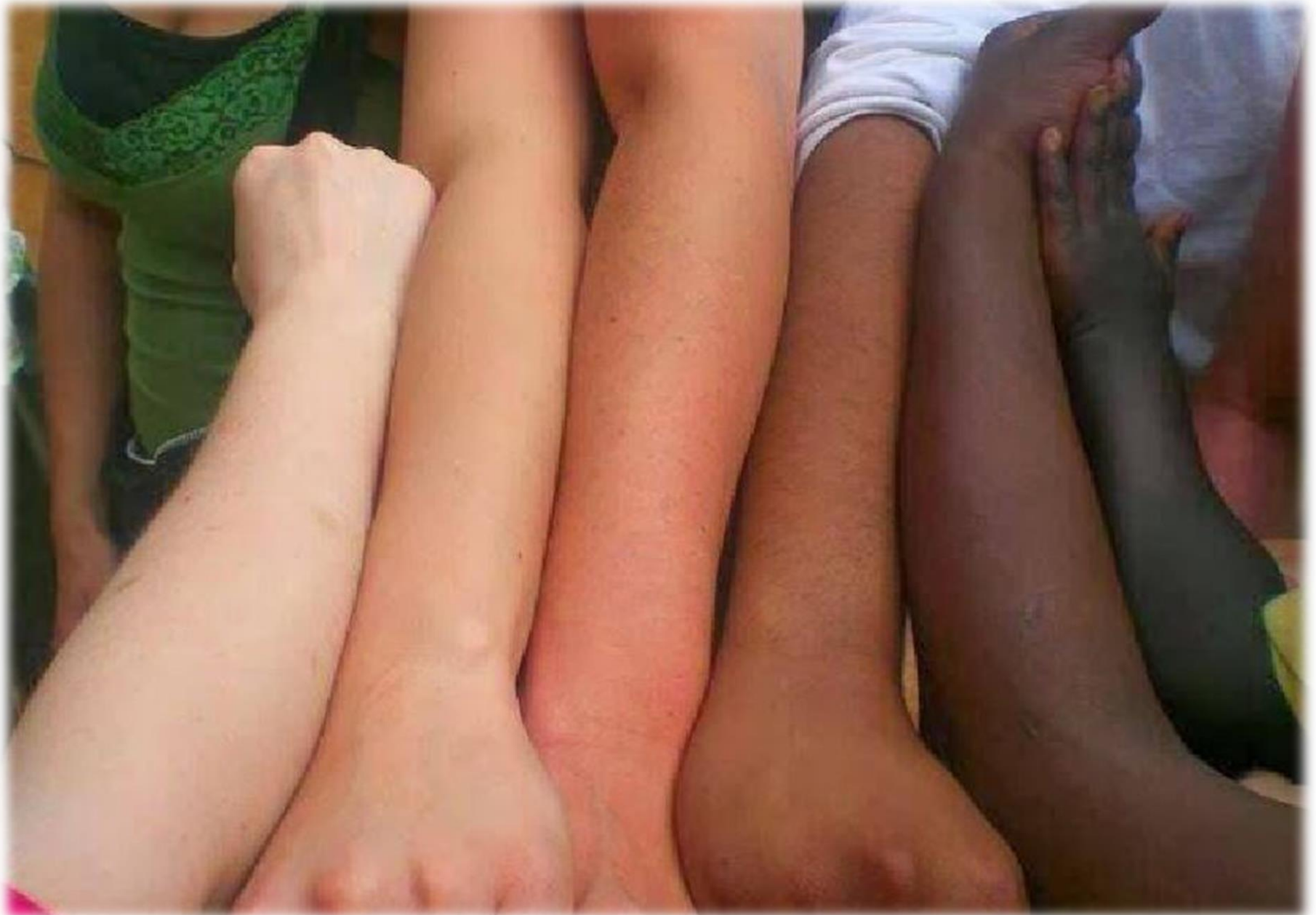
# Strategies – Access to Political Power



# Strategies – Minority Planners/Engineers



# Multi-Racial/Ethnic Allies for Equity



# Key Equity Definitions

## **Equity Definition #1:**

“Equity involves trying to understand and give people what they need to enjoy full, healthy lives.”

## **Equity Definition #2:**

“The presence of justice and fairness within the procedures, processes and distribution of resources by institutions or systems.”

**THANK YOU!**

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