

# A Regional Equity Atlas for the Austin Metro Region

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# What are equity atlases?

- Equity atlases provide a visual depiction of disparities in access to key resources (such as transit, quality education, affordable housing, Jobs, Food, clean air, and parks) *and* how these patterns affect residents' health and well-being.
- Not just static maps—interactive websites, allow for customized use, focus on relationships between areas/investments.
- Atlases can help guide policy, planning and strategic investments to create more equitable communities.

# The uses of regional equity atlases

- Build a commitment to equity
- Shape policy, planning and investments
- Connect diverse stakeholders
- Facilitate dialogue
- Democratize access to data
- Empower communities
- Promote regionalism
- Track success

# Examples:

- Atlanta—jobs/housing disconnects, social service disconnects
- Denver—strategic use of affordable housing, small business incentive programs and healthy food fund for sites near transit.
- Los Angeles—prevent displacement, ensure existing housing remains affordable in key areas
- Portland –demonstrated that many low income neighborhoods had limited access to nature. A grant program was created and has supported 27 projects that have expanded access to natural areas across the region.



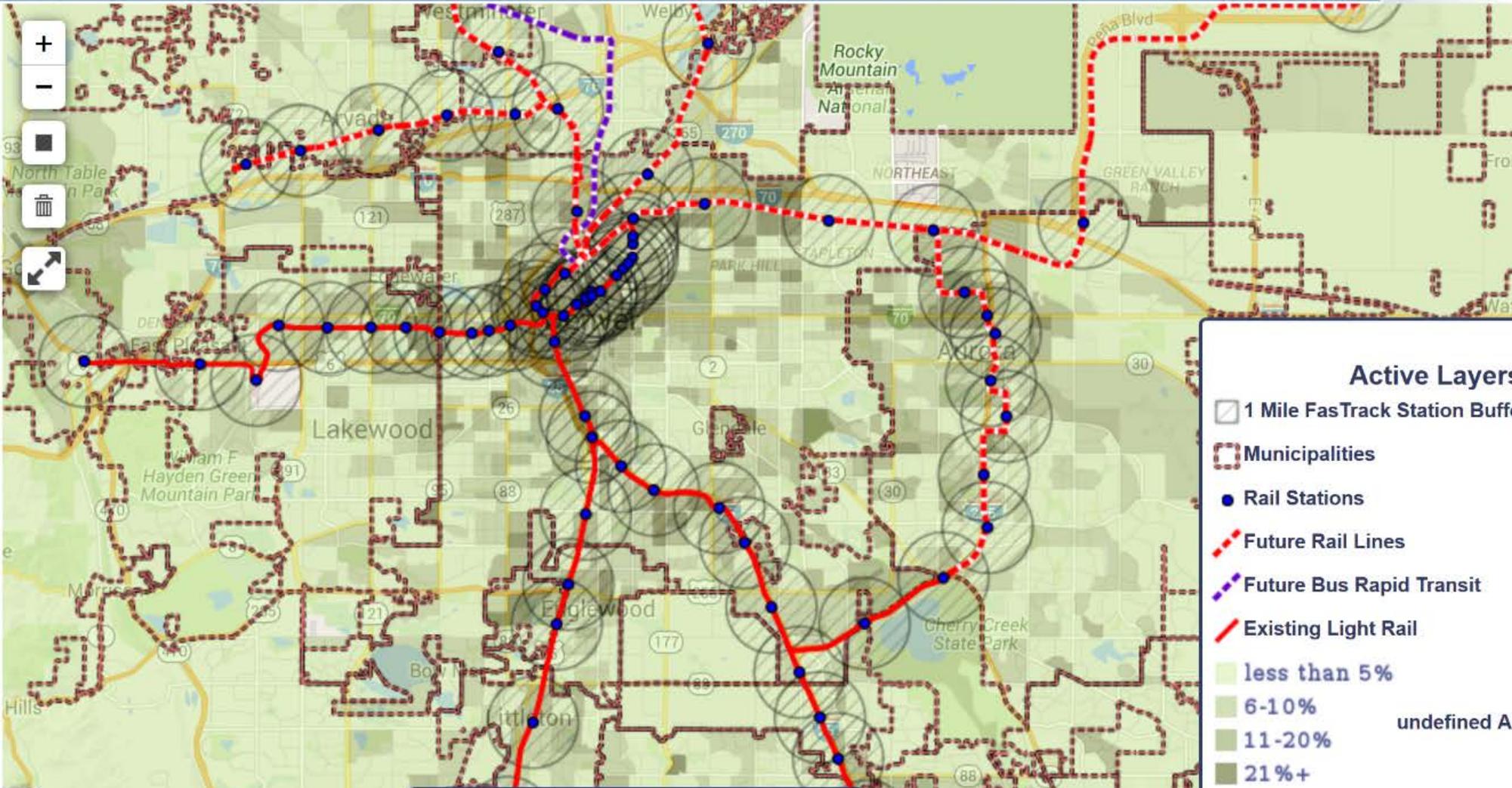
# DENVER REGIONAL EQUITY ATLAS

Register or Log In



REA 1.0 Maps...  
 Log in to access saved map!

- Demographics
- Education
- Employment
  - Employment Clusters
  - Employment Density
  - Employment Types
  - Industrial Jobs
  - Non-Car Commuters
    - ACS 2006-2010
    - ACS 2009-2013
  - Office Jobs
  - Other Category Jobs
  - Public Jobs



### Active Layers

- 1 Mile FasTrack Station Buffer
- Municipalities
- Rail Stations
- Future Rail Lines
- Future Bus Rapid Transit
- Existing Light Rail
- less than 5%
- 6-10%
- 11-20%
- 21%+

Charts & Statistics

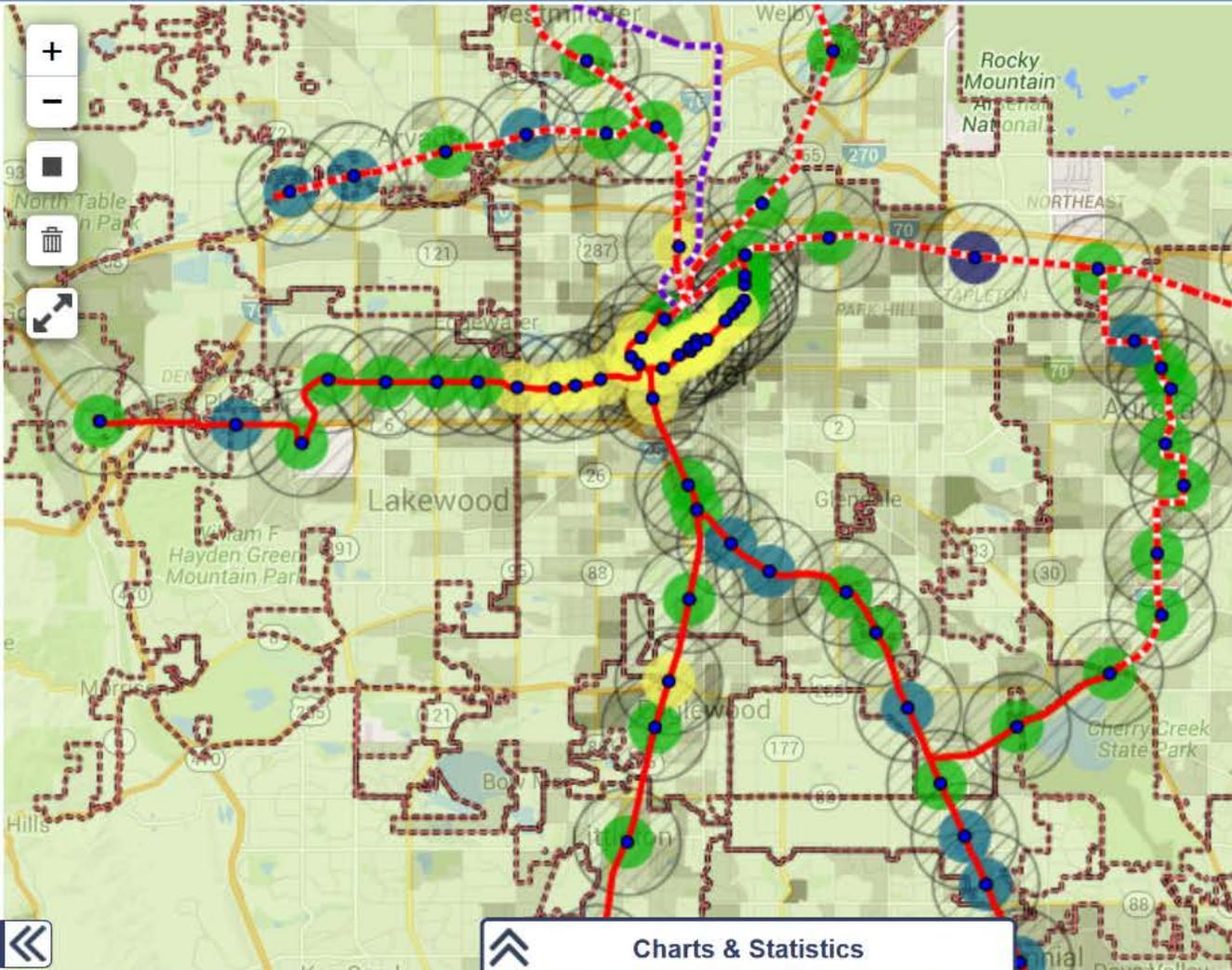
\* Map and Data Disclaimer



REA 1.0 Maps...

Log in to access saved map:

- Retail Jobs
- Health
- Housing
  - Affordable Housing
  - Rent Burdened
  - Restricted Owner
  - Restricted Rental
  - Restricted Rental Units
  - Transportation Costs (% of AMI for HH)
- Year Built
- Year Built Before 1950
- Transportation



### Active Layers

- Less than 37%
- 37-44%
- 45-53%
- 54%+

HH)

- 1 Mile FasTrack Station Buffer
- Municipalities
- Rail Stations
- - - Future Rail Lines
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- Existing Light Rail

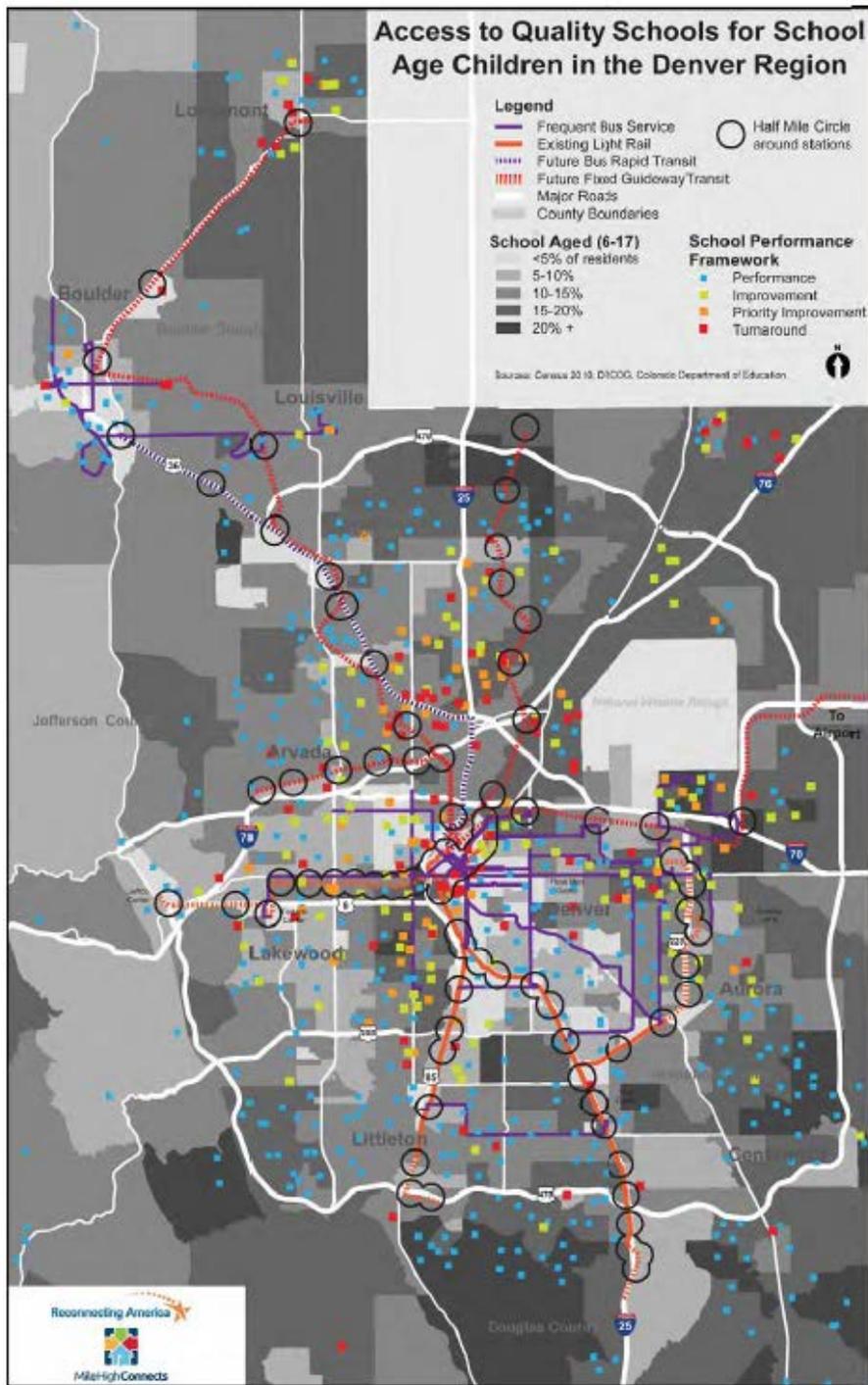
  

- less than 5%
- 6-10%
- 11-20%
- 21%+

undefined ACS 2009-2013

Charts & Statistics

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*Fewer than 10% of the metro area's 5,251 preschools are located within a mile of planned or existing FasTracks stations. Fewer than 3% are within half a mile.*

*Map EDU-2: Access to Quality Schools for School-Age Children in the Denver Region*

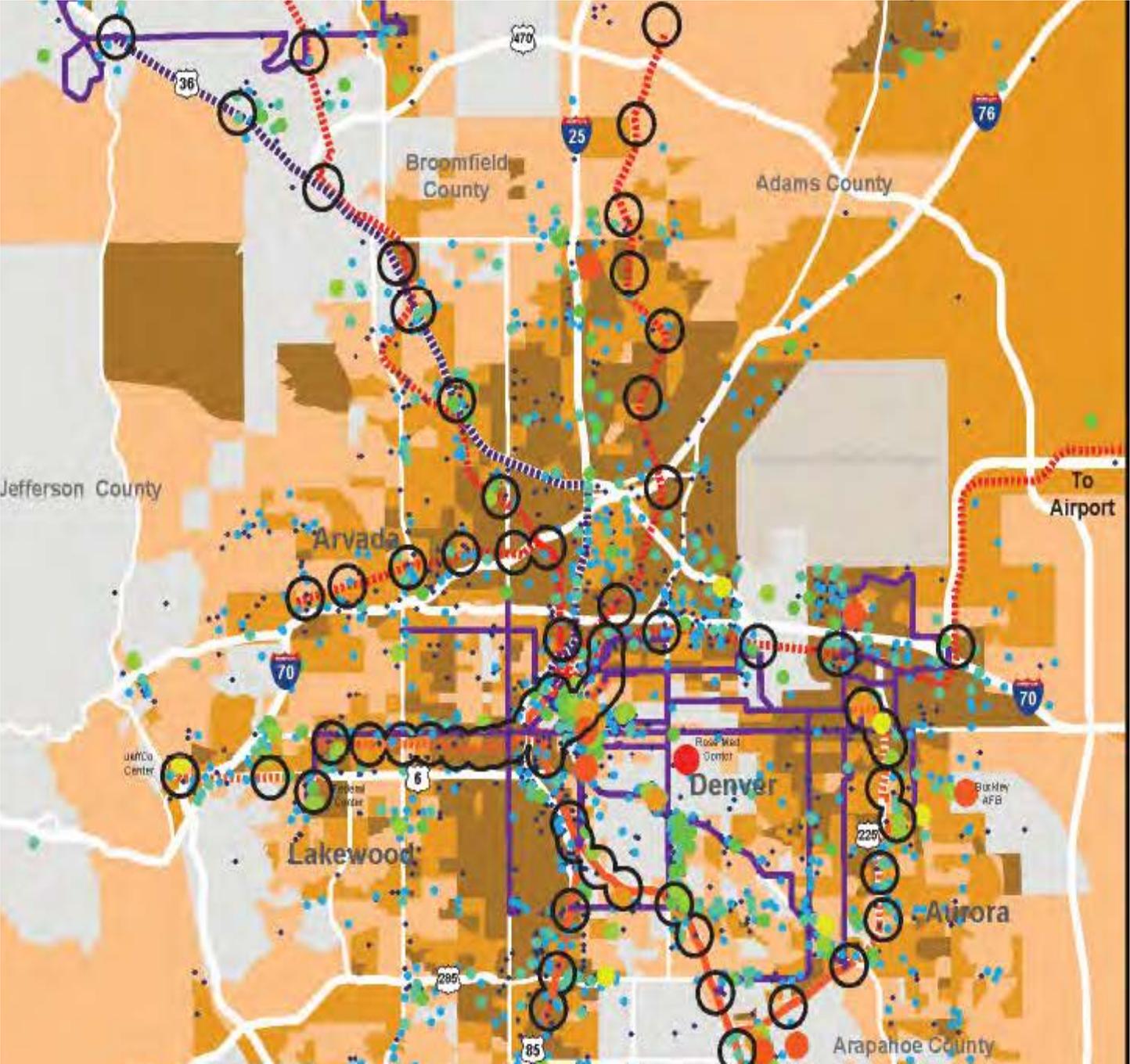
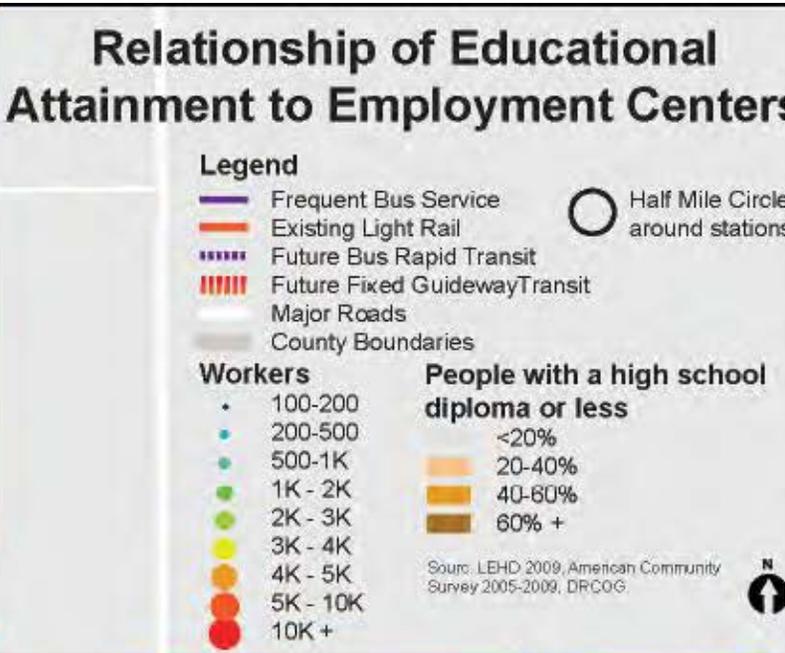
# School choice and access

Analysis of access to schools in the region via transit revealed that few of the new rail stations will provide access to schools, and those schools near rail are often poor quality.

If they are promoting school choice at the regional scale, lack of transit access may render this meaningful for many low income families.

For the top quartile of schools, only 15.4% were within a mile of a transit station—not walking distance!

# Access of low-skilled workers to jobs via transit



# Building on existing efforts here

- CTSIP & Opportunity mapping, Children's Optimal Health
- Next step: How we can *link issues*, focus on investments to leverage improvements on several problems at the same time.
- Match unique administrative data with census and other public data sets tailored to our purposes.
- Online interactive mapping, allowing users to create useful maps.
- UT as possible home for datasets, co-creator of the site, host and manager.

# The potential benefits to our region

- Begin to address the interrelationship between housing and transit costs in our region. As low income households move outward or migrate to suburban locations in our region, the ability to get to work by bus can will be critical. Preventing displacement from the center will have payoffs in other areas.
- Identify relationships between problems that are not currently well understood, engage stakeholders in discussion of ways to collaborate. Regional transit services and social services. Share benefits to infrastructure investments, based on collaboration (water?)