



Equity **5**

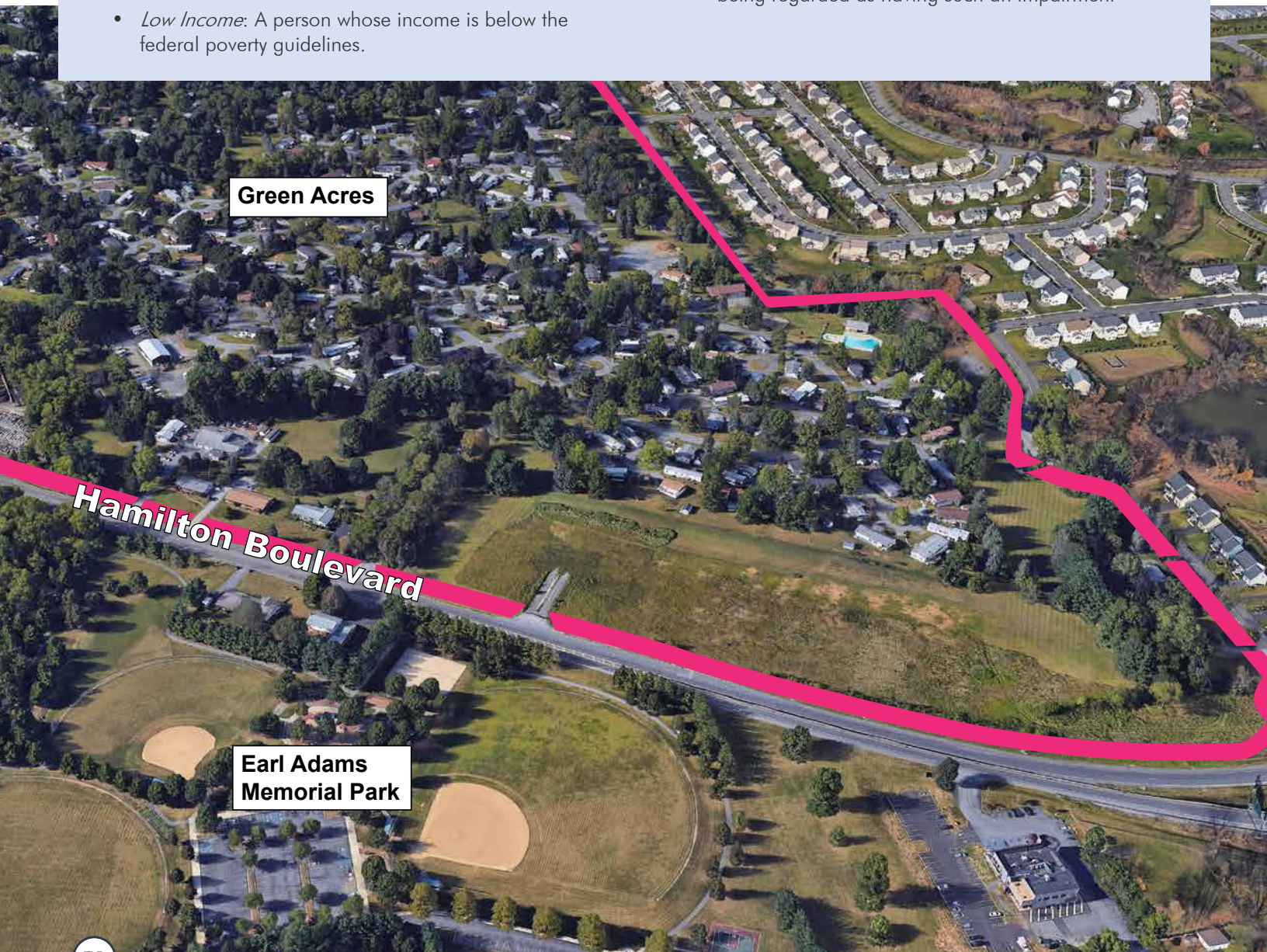
A definition of 'equity' is: just and fair inclusion. An equitable society (community) is one in which all can participate and prosper. Communities of all shapes, sizes, and locations are re-evaluating many aspects of equity in all aspects of social services.

*Transportation* equity relates to how communities can provide access to affordable and reliable transportation --specifically pedestrian, transit and bicycle facilities and programs to fairly meet the needs of all community members, particularly underserved populations.

The Federal Highway Administration definition of underserved populations include persons or communities fitting one or more of the following descriptions:

- *Low Income:* A person whose income is below the federal poverty guidelines.

- *Minority:* Belonging to a minority racial or ethnic group including Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian or Other Pacific Islander
- *Older Adults:* Defined as 65 years of age and older (Source: DHHS). Also commonly referred to as seniors or aging populations.
- *Limited English Proficiency (LEP):* Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English
- *Person with Disabilities:* A person with a disability is one who has a physical or mental impairment that substantially limits one or more major life activities of such individual, a record of such an impairment, or being regarded as having such an impairment



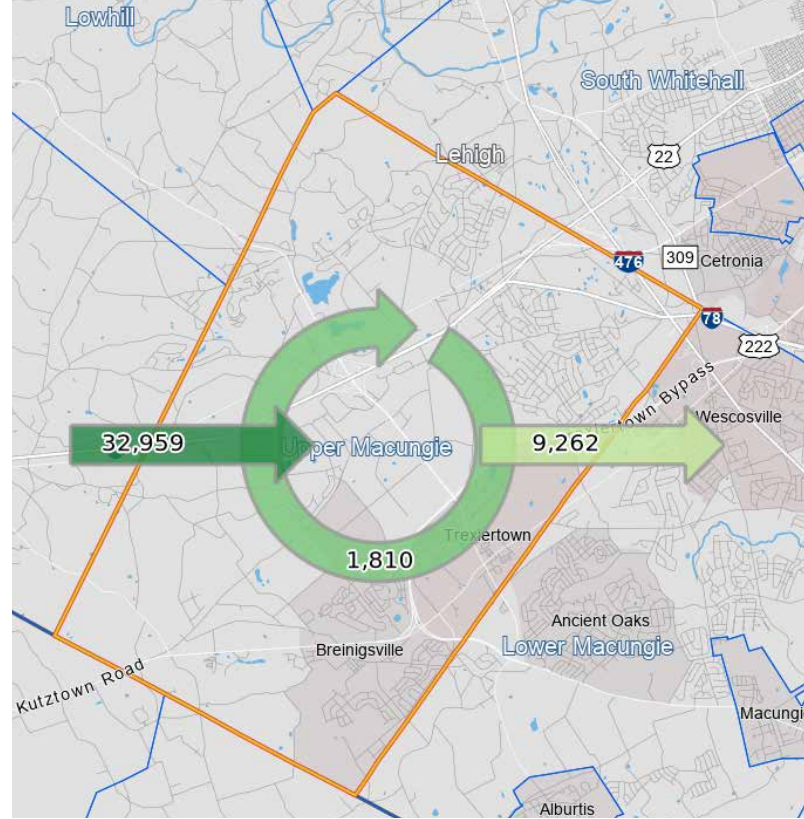
# A. Socioeconomic

The US DOT is in the process of implementing the *Justice40 Initiative* ('Tackling the Climate Crisis at Home and Abroad') setting the goal of 40% of benefits of federal investments will flow to disadvantaged communities. Tied also to census data, *Justice40* has created a tool for determining the amount of 'disadvantaged population' within a census tract based on percentages of total population. At the present time, Upper Macungie does not have any population that qualifies as disadvantaged. However, the *Justice40* initiative does not track disadvantaged employees who travel from urban areas such as Allentown who make up a large percentage of workers who come into Upper Macungie Township. US Census data shows that 33,000 employees travel into Upper Macungie each day. LANTA bus ridership data in 2022 shows approximately 1,360 weekday riders into the Township. The lack of the 'disadvantaged' label does not mean that there are not sections of the Township that do not experience the hardships of lower incomes.

The public opinion survey completed for this VZAP indicates that the primary mode of transportation is overwhelmingly the motor vehicle. In reviewing the above listing of underserved populations, it is not difficult to see that ownership and operation of a car are extremely challenging for these groups. Without access to cars, more of this population rely on walking or biking. When conditions are not safe for these modes, they are more likely exposed to injury.

More to the economic point, low-income persons generally spend a much higher percentage of their income on transportation and have almost double the commute time than car commuters.

## Mobile Home Developments



The equity analysis of zoning and residential developments indicates that the Green Acres mobile home community as it currently exists does not have pedestrian or bicycle connections even though it is within a short distance of the core warehouse district, Rodale Cycling & Fitness Park, and the Veterans Memorial Elementary School!

The current Multimodal Improvements Plan of the VZAP focused on this area by adding proposed sidewalk connections directly to the elementary school, the Hamilton Boulevard corridor, Earl Adams Memorial Park, and through a proposed side path loop to the industrial/ warehouse area of the Township.

Several mobile home communities are located just outside of the Township boundary to the south in Lower Macungie. Coordination with Lower Macungie will enhance what that township is able to provide for important connections for its underserved population.



## Transit In Upper Macungie Township: LANTA

As depicted in the accompanying graphic, the amount of workers entering Upper Macungie is significant. Upper Macungie serves as an economic generator for the region with a notable increase in logistical and warehouse development and the jobs associated with it. (Projections from the LVPC Freight Plan support this continued growth.)

The ability of workers within the disadvantaged communities noted above to access the Upper Macungie employment center is wholly dependent on strong multimodal connections and coordination with LANTA.

LANTA has worked closely through the development of this VZAP. The following statements summarize their comments on the VZAP and transit relationship:

- Employment centers and transportation in the Lehigh Valley go hand in hand.
- More employment centers are being built on the rural periphery of the region. Traditionally, transit routes would historically serve workers and residents in the

urban cores and other walkable places. Transit routes are now spreading out farther with more vehicle miles traveled across the Lehigh Valley to access the regional warehouses and employment centers---which affects planning for efficient, reliable service.

- Transporting lower-wage workers from the urban cores to these rural and suburban settings is challenging. Suburbs prioritized cars, not sidewalks or bus transportation.
- Safe shelters for bus stops and safe pedestrian ADA compliant connections to employment centers are a requirement for ANY successful multimodal effort in Upper Macungie. The current lack of sidewalks does not facilitate LANTA to upgrade or plan for new transit service.

Coordination with LANTA and the implementation of the VZAP support both the quality of life goals in Upper Macungie and the economic vibrancy goals of the Comprehensive Plan. HR personnel and facility managers of the companies that make up the central core of the commercial/industrial area of the Township are another key part of this coordination, maximizing public-private partnerships.



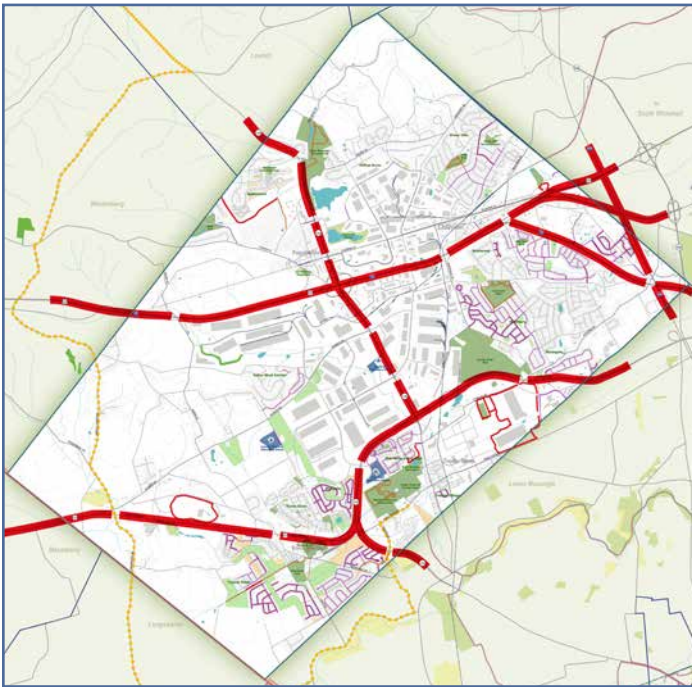
## B. Geographic

The concept of geographic equity is also a reality for Upper Macungie residents. Federal and regional transportation planning has produced a highway network that has divided the Township, affecting the sense of place that once existed within this largely agricultural community of villages and the ability of residents to easily travel

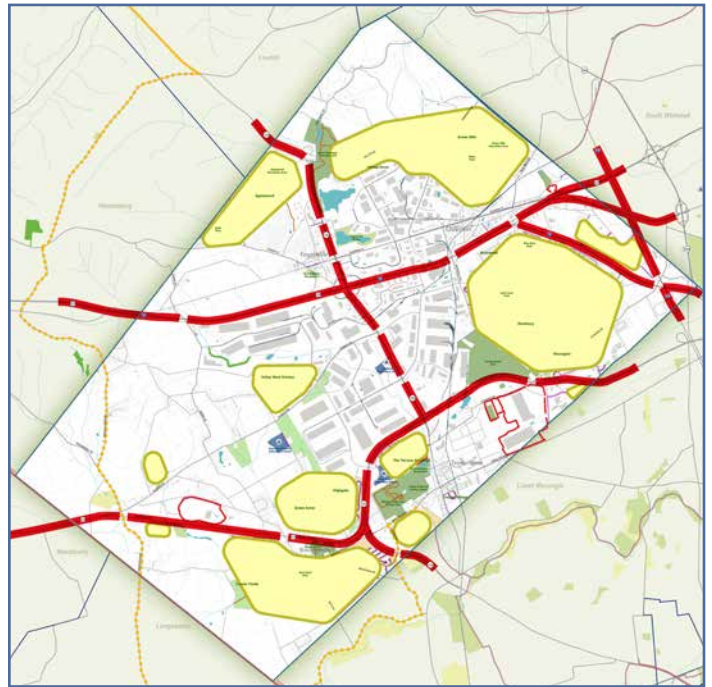
between neighborhoods. Introduction of commercial and industrial development has naturally followed the highway network without regard for bicycle/pedestrian mobility.

The physical barriers (shown in the accompanying graphic) between residential communities in Upper Macungie represent an inequity for those residents accessing local commercial establishments, schools, or even visiting their neighbors.

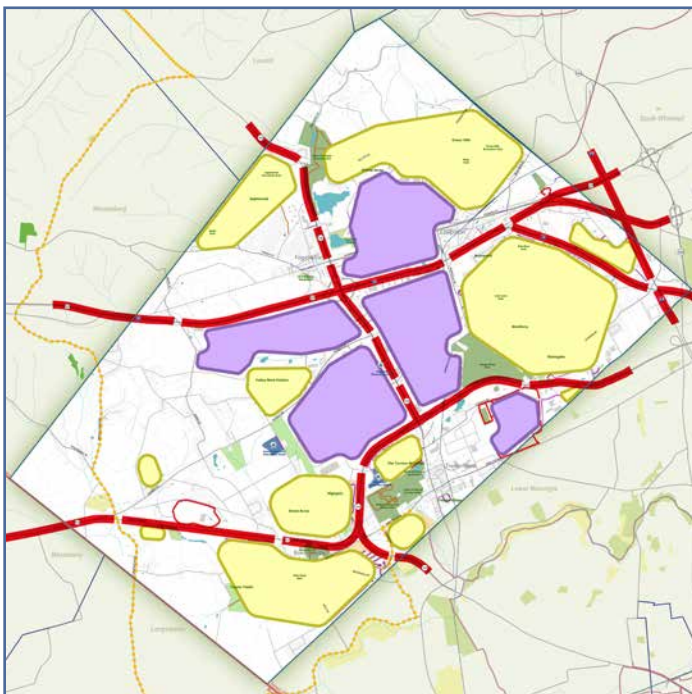
*Barriers: Transportation Corridors*



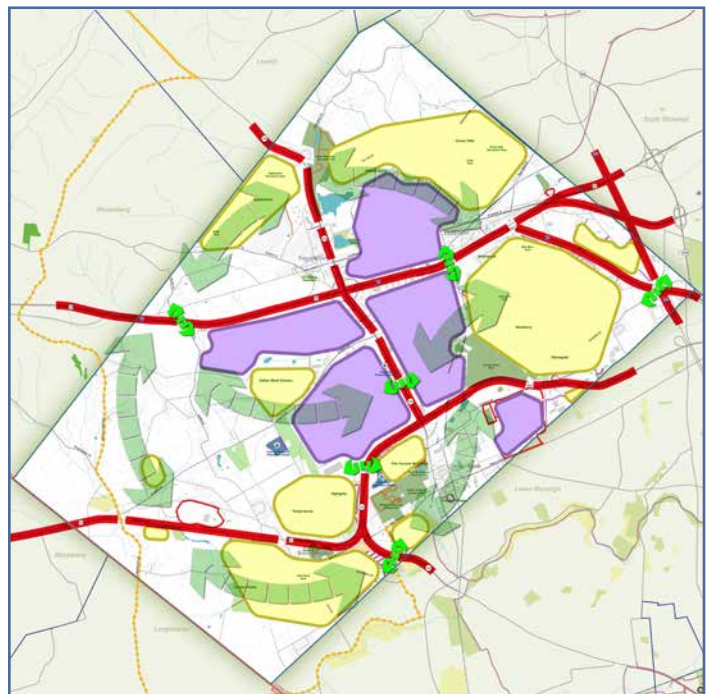
*Barriers: Large Residential Areas*



*Barriers: Large Warehousing Areas*



*Barriers: Missing connections*



## C. Age

The most recent census information available regarding age for Upper Macungie shows that the fastest growing segment of the population is the 55 years to 65 years range, representing in total over 15% of the total township population in 2021. Taken with the those in the upper age ranges, this senior bracket represents almost 30% of the current Upper Macungie population.

Typically, it is this age range where the physical manifestations of age make themselves known. Visual and mobility issues are to be expected and safe transport in pedestrian and bicycle modes must include attention to timing for crossings as well as visual and wayfinding signage. Education on how a typical pedestrian navigates new safety improvements for both pedestrians and cars is an important part of the suggestions for this VZAP.

The current age bracket that we identify as ‘children’ (age 3 years to 15 years), make up over 20% of the population. A child’s lack of experience as a pedestrian or cyclist in navigating medium to high traffic situations definitely qualifies for accommodations to a multimodal transportation system.

Population by Age - Upper Macungie Township			
	2011	2021	
Age Group	%	%	% Change
Under 5 years	4.70%	6.40%	1.70%
5 to 9 years	8.00%	5.00%	-3.00%
10 to 14 years	9.20%	9.10%	-0.10%
15 to 19 years	6.60%	6.70%	0.10%
20 to 24 years	3.30%	4.80%	1.50%
25 to 29 years	4.40%	6.70%	2.30%
30 to 34 years	4.60%	5.70%	1.10%
35 to 39 years	7.00%	8.20%	1.20%
40 to 44 years	10.80%	5.70%	-5.10%
45 to 49 years	11.20%	6.10%	-5.10%
50 to 54 years	7.80%	6.70%	-1.10%
55 to 59 years	6.30%	8.50%	2.20%
60 to 64 years	4.80%	7.10%	2.30%
65 to 69 years	2.50%	3.90%	1.40%
70 to 74 years	3.10%	3.20%	0.10%
75 to 79 years	1.90%	2.80%	0.90%
80 to 84 years	1.30%	1.20%	-0.10%
85 years and over	2.40%	2.30%	-0.10%
Source: US Census, ACS 5-Year Estimates			

## Senior Living Communities

Analysis of senior living locations within Upper Macungie Township reveal that existing sidewalks at the Heather Glen Senior Community allow access to Blue Barn Park. Proposed sidewalks in the Multimodal Safety Improvements Plan extend the available routes to this community to Lone Lane Park. The Atrium of Allentown Community exists on Cetrionia Road where space constraints do not allow for sidewalk connections. A sidewalk connection proposed along Daniel Street gives longer walking route options to these residents.

In summary, at least half of the population of Upper Macungie would benefit from the attention to creating safe pedestrian and cycling accommodations because of age concerns. If we design multi-modal transportation systems for children, all age groups benefit.

## D. Ability

The Americans with Disabilities Act defines a ‘disabled’ person as “one who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.”

Important to this discussion based on the definition is that at different times during the span of a life all of us may experience a disability, temporary or permanent.

Below is a comparison of the current disabled population of Upper Macungie Township compared to Lehigh County. Information from the Centers for Disease Control (CDC) suggests that up to 1 in 4 persons could have disabilities.

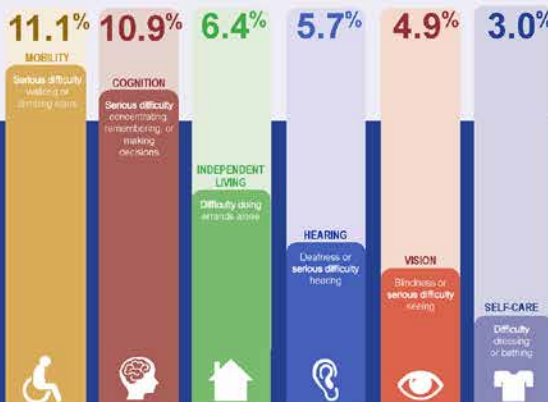
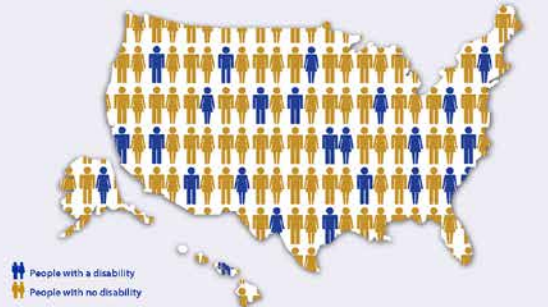
Design standards from the Americans with Disabilities Act will guide all aspects of future design phases of the improvements proposed as part of this VZAP. These standards will also be compliant with any additional design accommodation required by funding agencies.

The equitable distribution of transportation options for the residents and workers of Upper Macungie does not mean ‘equal’. Community Development Goals from the Comprehensive Plan are accomplished by giving people of all abilities fair options for accessing the typical things that all people desire. Considering the definition of disability and disadvantaged, anyone could experience these conditions.

### Disability Impacts ALL of US



Up to **1 in 4** adults in the United States have some type of disability (26%)



	Disability	
	Upper Macungie Township	Lehigh County
Total noninstitutionalized population	25,745	367,928
With a Disability	2,289	46,841
% with a Disability	8.90%	12.70%

	Disability Type by Age Range					
	Vision Difficulty			Ambulatory Difficulty		
	<18 years old	18 to 64 years old	65+ years old	<18 years old	18 to 64 years old	65+ years old
Upper Macungie Township						
Number	4	164	52	0	448	786
Percent of Total Disabled Population	0.2%	7%	2.3%	0.0%	19.6%	34.3%

