NEIGHBORHOOD & BUILT ENVIRONMENT

NEIGHBORHOOD & BUILT ENVIRONMENT
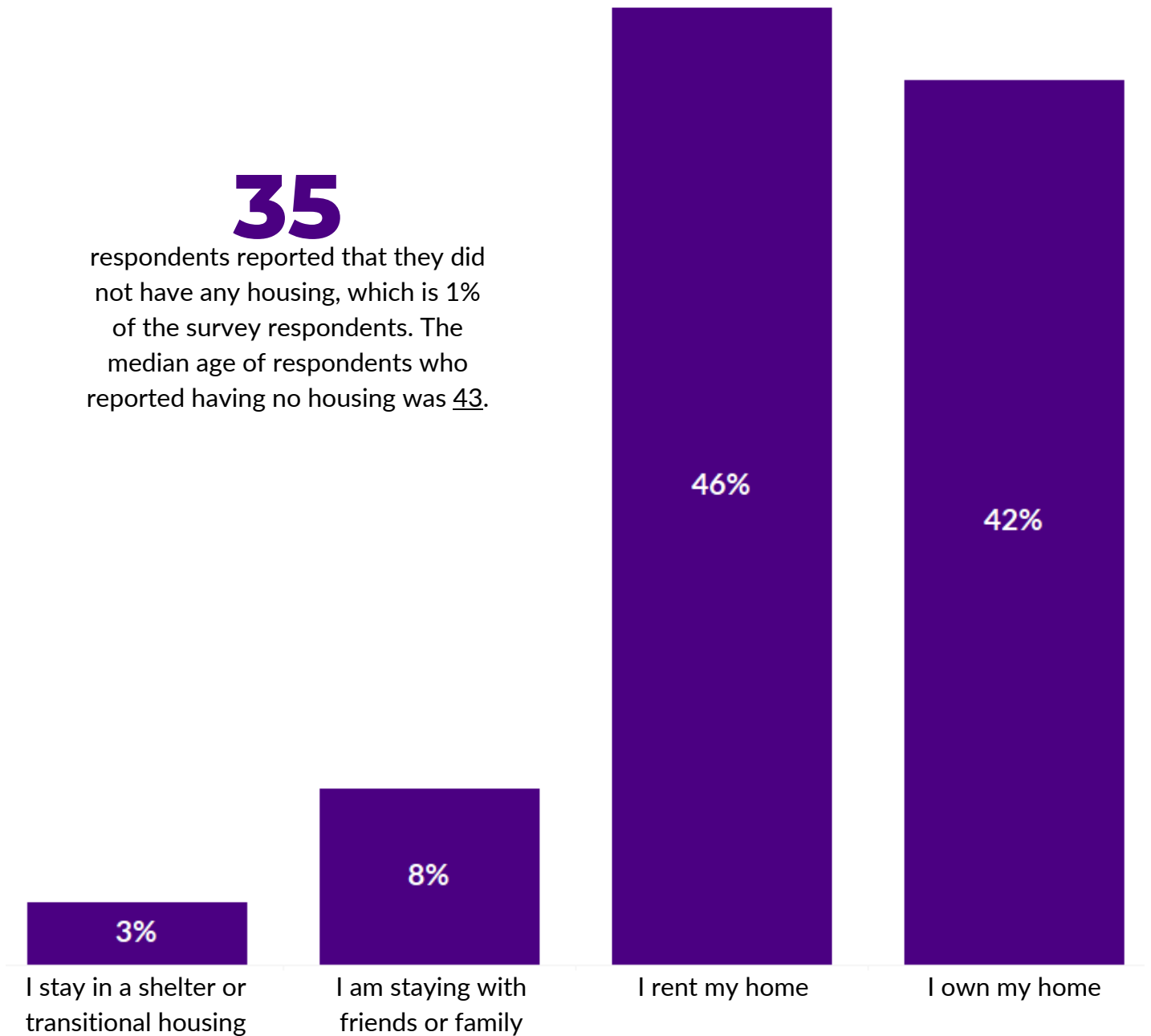
- ZIP Code & Geography
- Affordable and Quality Housing
- Access to Health Foods
- Crime and Violence
- Safe Green Spaces & Play Spaces
- Air Quality & Water Quality
- Walkability & Sidewalks
- Grocery Store Location Gaps
- Access to Transportation

The Neighborhood and Built Environment domain of the SDOH includes the physical structures in a community that may influence health. This includes factors such as housing, transportation, presence of businesses, and parks. In this section, responses to the survey questions pertaining to housing and transportation are reviewed. This section concludes with quotes from the focus groups regarding housing and transportation as well as other Neighborhood and Built Environment topics such as crime, community spaces, and natural environment.
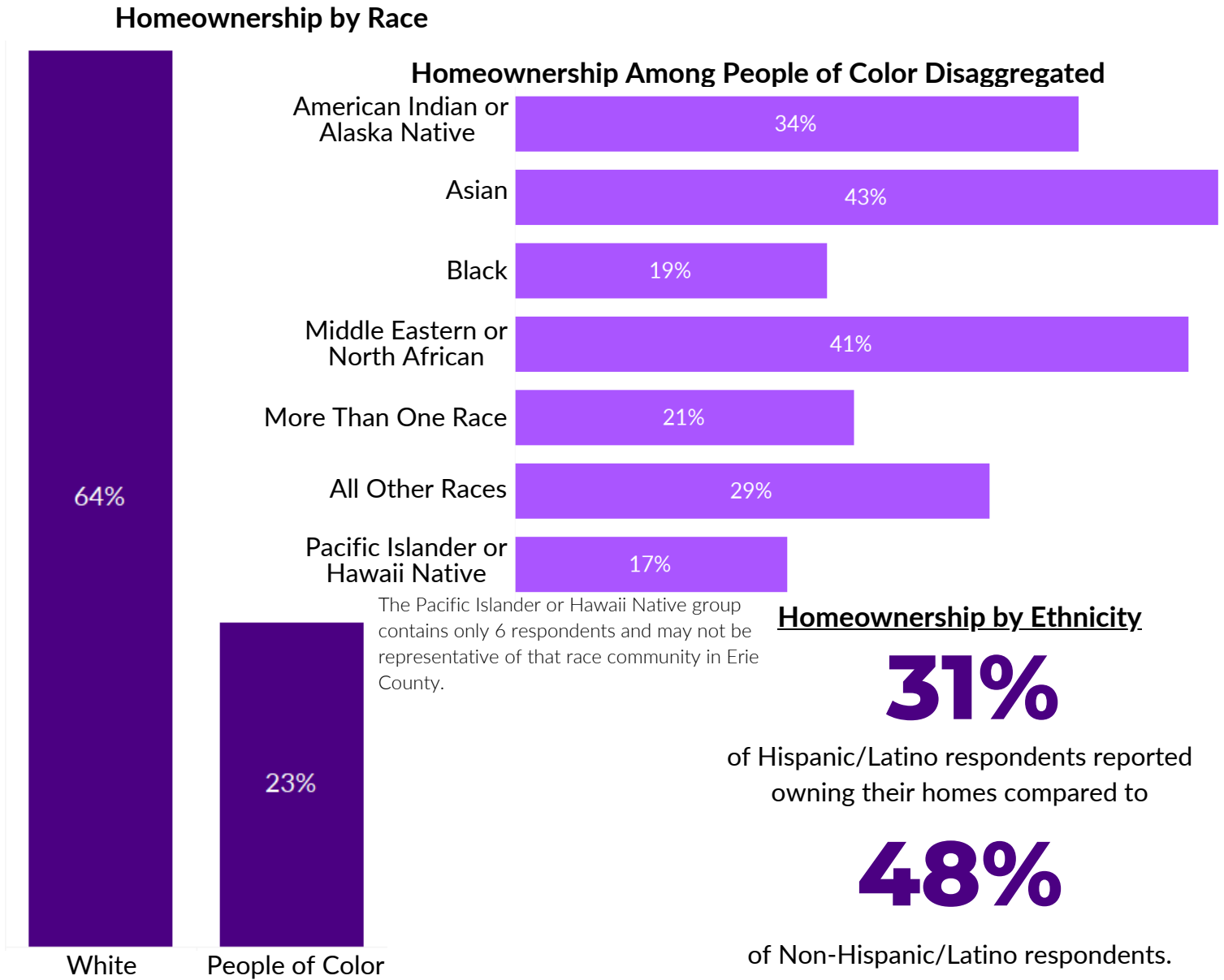
HOUSING

Many factors associated with housing influence health, including cost burden, quality, location, and stability. Survey respondents were asked to describe their housing situation, including whether or not they were currently housed and the circumstances of their housing. Housing data was then explored using demographic factors and various other social determinants of health.

Which describes your housing situation?

35

respondents reported that they did not have any housing, which is 1% of the survey respondents. The median age of respondents who reported having no housing was 43.

		46%	42%
3%	8%		
I stay in a shelter or transitional housing	I am staying with friends or family	I rent my home	I own my home

HOUSING

The images below highlight the proportion of respondents who reported that they *Own* their homes when asked about their housing situation. The vertical bar chart to the left highlights the difference in homeownership between White respondents and People of Color grouped together. The People of Color group is then disaggregated in the horizontal bar chart to the right.

Homeownership by Race

Homeownership Among People of Color Disaggregated

Group	Percentage
American Indian or Alaska Native	34%
Asian	43%
Black	19%
Middle Eastern or North African	41%
More Than One Race	21%
All Other Races	29%
Pacific Islander or Hawaii Native	17%

The Pacific Islander or Hawaii Native group contains only 6 respondents and may not be representative of that race community in Erie County.

White — 64%
People of Color — 23%

Homeownership by Ethnicity

31%

of Hispanic/Latino respondents reported owning their homes compared to

48%

of Non-Hispanic/Latino respondents.

Differences in homeownership were observed when further disaggregating the Hispanic/Latino and Asian respondents by place of origin. However, the number of respondents in each of these groups was very small (See Appendix D). Major inequities in homeownership broken down by other kinds of demographics can also be viewed in Appendix D.
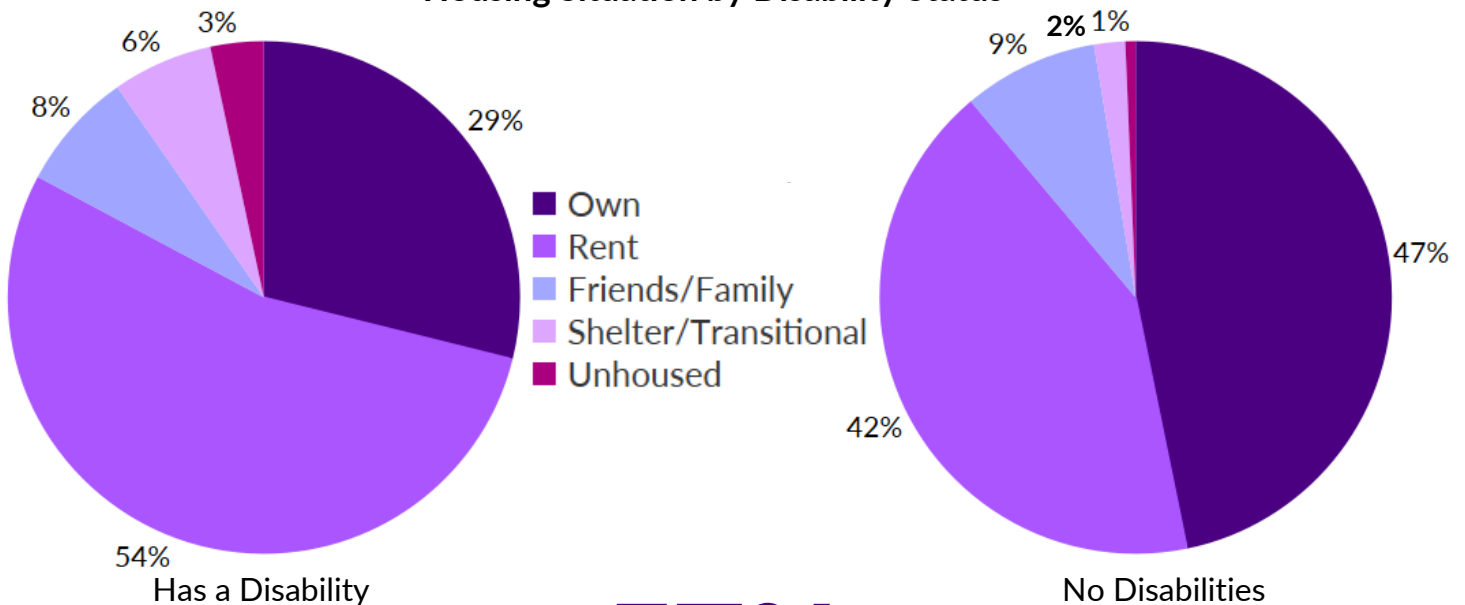
HOUSING

Homeownership by Race and Educational Attainment

Notable differences exist in reported homeownership rates across different race groups even among those with the same education attainment. The table below displays the percent of respondents who *Own* their homes within each race and education category. For example, 60% of Asian respondents with a *Bachelor's Degree* responded *I own my home*.

	Did Not Finish High School	High School or GED	Some College	Associate's Degree	Bachelor's Degree	Postgraduate Degree
Asian	48%	22%	36%	33%	60%	73%
Black	14%	11%	19%	32%	38%	53%
White	15%	49%	54%	73%	68%	79%
All Other Races	11%	18%	22%	39%	43%	64%

The American Disabilities Act defines a person with a disability as a person who has a physical or mental impairment that substantially limits one or more major life activities. Respondents were asked if they had a disability according to this definition.

Housing Situation by Disability Status

Has a Disability

- Own — 29%
- Rent — 54%
- Friends/Family — 8%
- Shelter/Transitional — 6%
- Unhoused — 3%

■ Own
■ Rent
■ Friends/Family
■ Shelter/Transitional
■ Unhoused

No Disabilities

- Own — 47%
- Rent — 42%
- Friends/Family — 9%
- Shelter/Transitional — 2%
- Unhoused — 1%

57%

of the 35 respondents who reported that they are *Unhoused* also reported that they *Have a Disability*.

HOUSING

Homeownership by ZIP Code

Percentages were calculated of respondents who reported that they *Own* their home out of all of the respondents who answered the housing situation question in each ZIP Code.
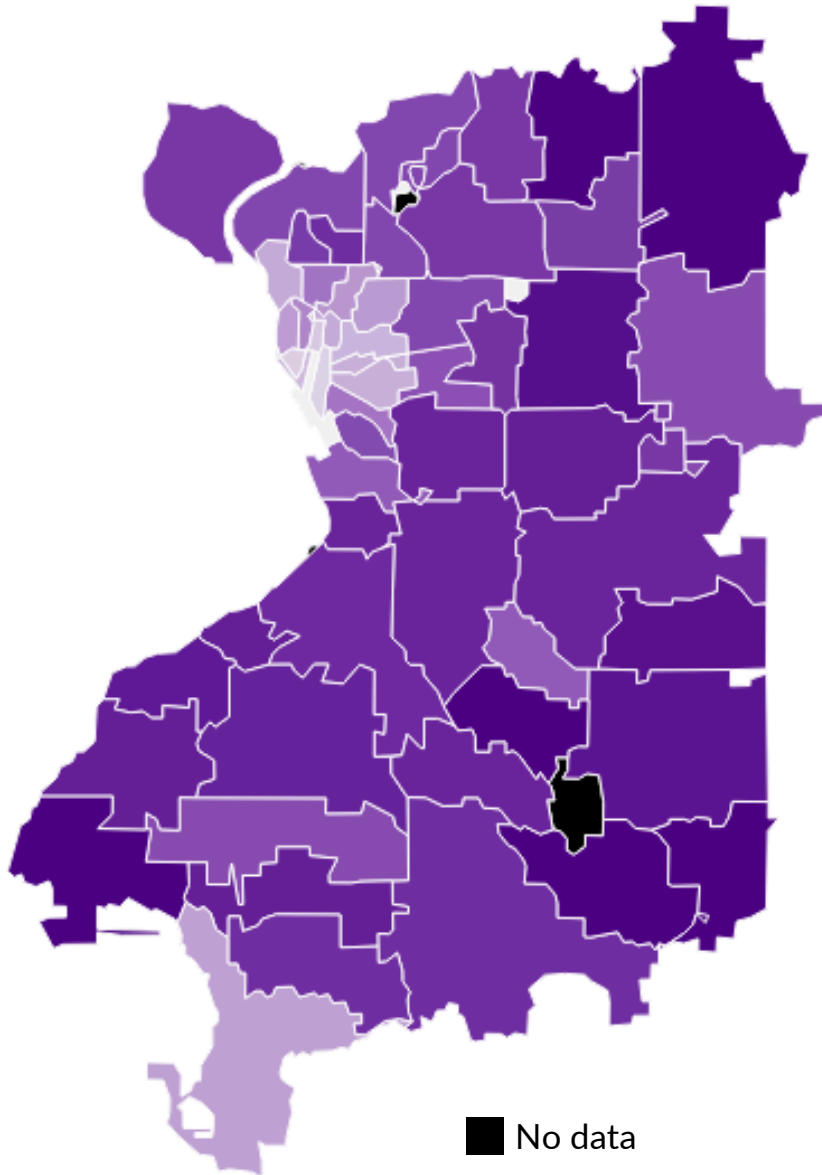
■ No data

Scale of Homeownership per ZIP Code

0%   100%

Some ZIP codes have fewer than 10 respondents. Therefore, the rates depicted on the map may not be representative of the community within these areas.

53%

Of respondents who *Own* their home reported that they have *More Than Enough Money* to pay for day-to-day expenses, while **24%** of respondents who *Rent* their homes reported having *More Than Enough Money*.

7%

of respondents with a *History of Military Service* reported that they are *Unhoused* or live in a *Shelter/ Transitional Housing*, while **4%** of respondents with *No History of Military Service* reported being *Unhoused* or living in a *Shelter/Transitional Housing*.

17%

of respondents with a *History of Incarceration* reported being *Unhoused* or living in a *Shelter/Transitional Housing*. **12%** of respondents with a *History of Incarceration* are *Homeowners*.
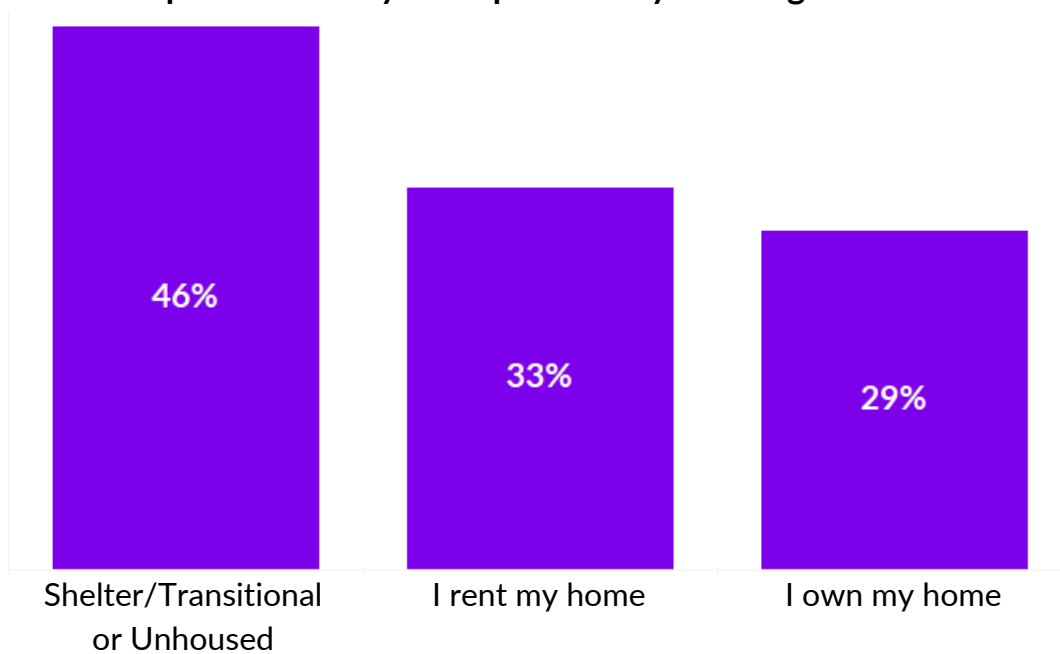
HOUSING

Asthma is a condition that can be influenced by the physical environment and housing conditions. Housing stability and responsibilities toward housing may influence the likelihood of experiencing anxiety or depression. The bar charts below display the percentage of respondents who *Own* their home, *Rent* their home, live in a *Shelter/Transitional Housing*, or are *Unhoused* that reported *Asthma* and *Anxiety/Depression*. The option *Living with Friends/Family* is excluded from these charts.

Reported Asthma by Housing Situation

Shelter/Transitional or Unhoused	I rent my home	I own my home
29%	22%	15%
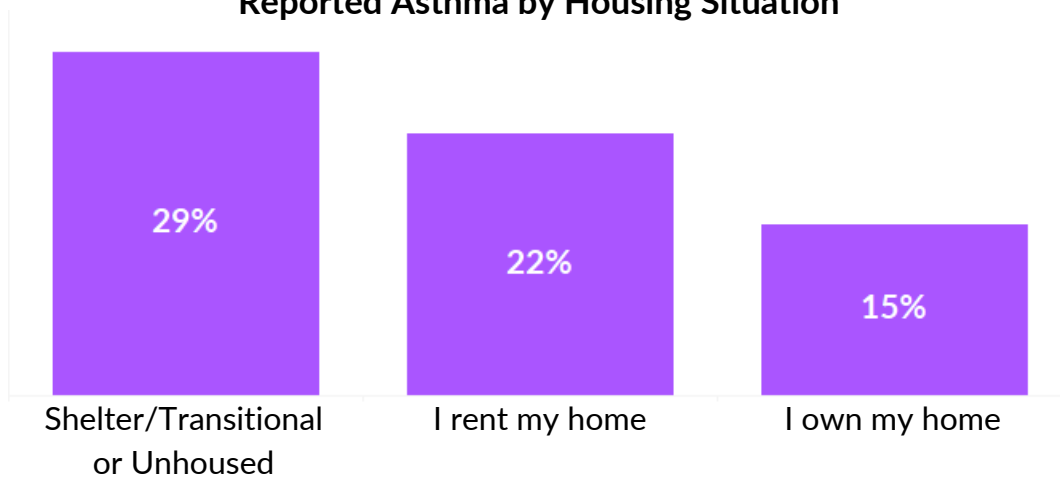
Reported Anxiety or Depression by Housing Situation

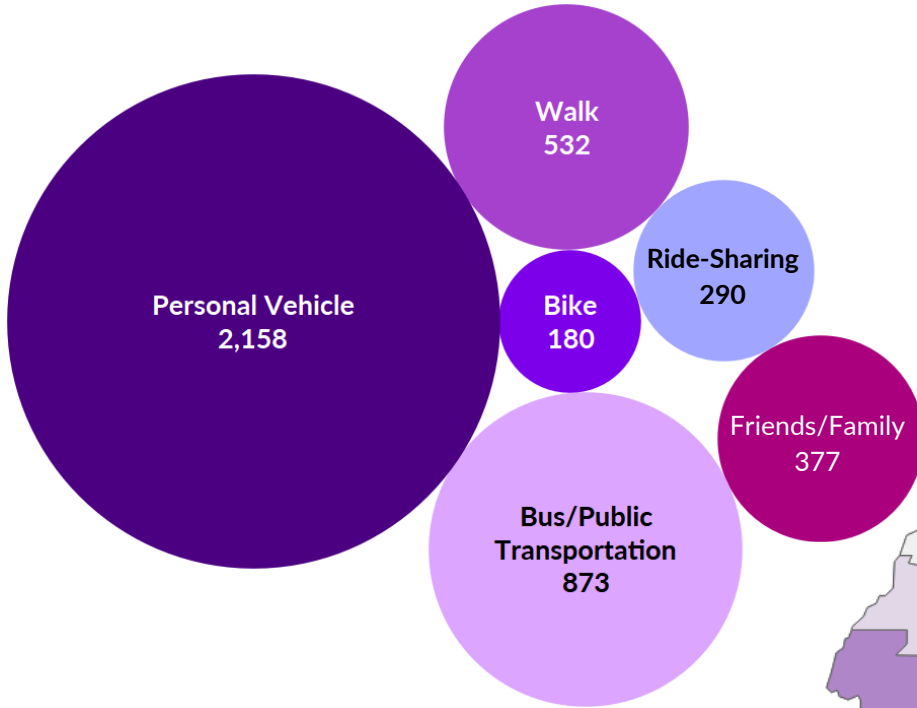| Shelter/Transitional or Unhoused	I rent my home	I own my home
46%	33%	29%

When disaggregated by age, *Homeowners* in age groups 20-29, 30-39, 60-69, and 80+ reported *Anxiety/Depression* more often than those who *Rent* their homes. **Renters** in any age group 30 and over were more likely than *Homeowners* to report *Physical Illnesses*.
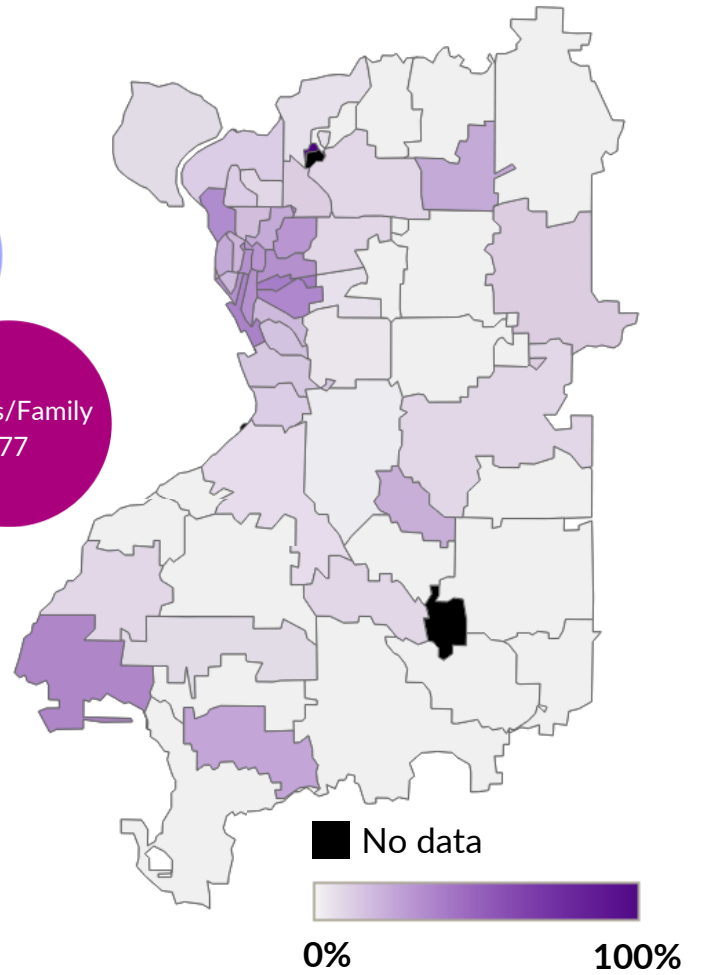
TRANSPORTATION

Access to adequate transportation may influence an individual's ability to connect to what they need to maintain good health. The survey asked respondents how they get around, what are the challenges to accessing transportation, and what lack of transportation may be a barrier to.

"How do you get around?"

Personal Vehicle
2,158

Walk
532

Bike
180

Ride-Sharing
290

Friends/Family
377

Bus/Public Transportation
873

Any Use of Public Transportation by ZIP Code

No data

0%   100%

Multiple Means of Transportation

Many respondents indicated that they use multiple means of transportation. Respondents who indicated that they get around by *Personal Vehicle* were the <u>least</u> likely to utilize any other means of transportation.
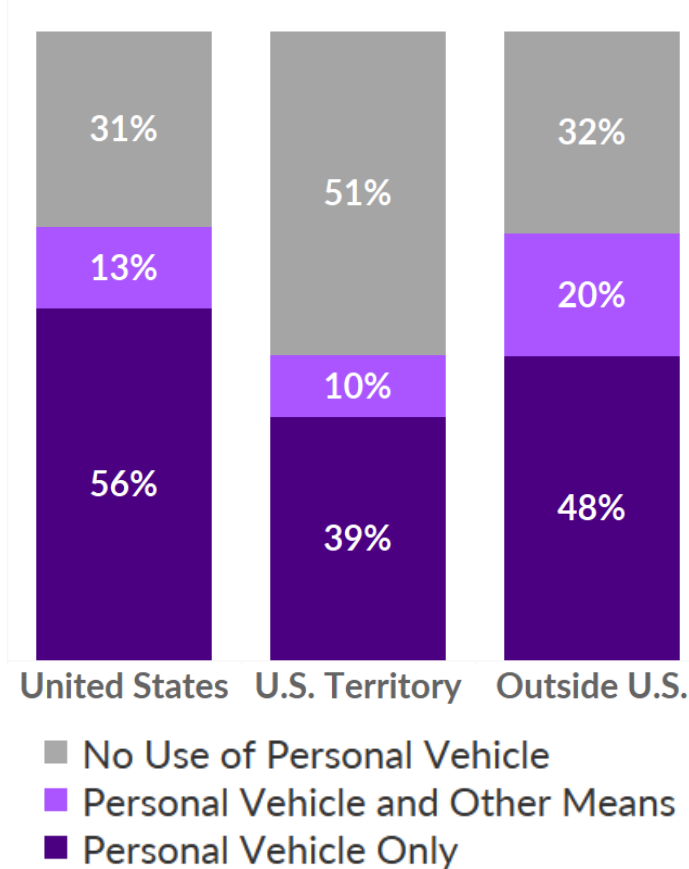
Percentages were calculated of respondents who reported using *Bus/Public Transportation* alone or as well as any other type of transportation out of all of the respondents who answered the question "How do you get around?" in each ZIP code.

Some ZIP codes have fewer than 10 respondents. Therefore, the rates depicted on the map may not be representative of the community within these areas.

TRANSPORTATION

This page highlights the percentage of respondents in certain demographic categories who reported that they get around by *Personal Vehicle* in Question 30 of the survey (Appendix G).

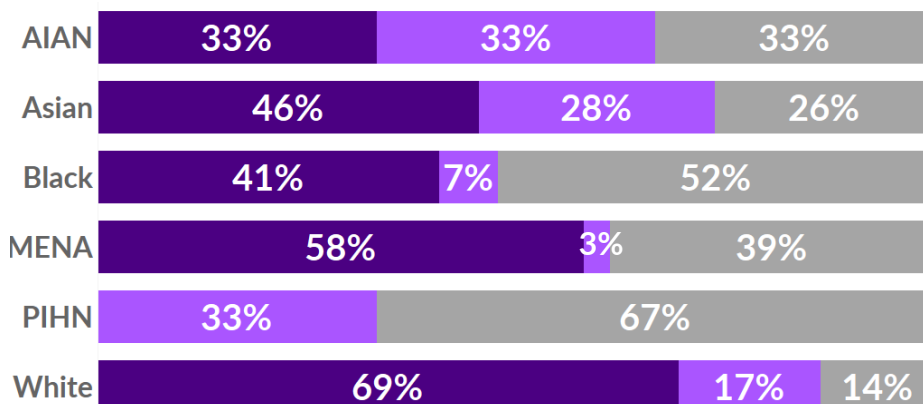### Respondents Who Get Around by Personal Vehicle by Birthplace

	United States	U.S. Territory	Outside U.S.
No Use of Personal Vehicle	31%	51%	32%
Personal Vehicle and Other Means	13%	10%	20%
Personal Vehicle Only	56%	39%	48%

■ No Use of Personal Vehicle
■ Personal Vehicle and Other Means
■ Personal Vehicle Only

90%

of respondents with a *College Degree* reported *Any Use of a Personal Vehicle*, meaning they use a personal vehicle exclusively or in addition to other means of transportation. **47%** of respondents with *No College Degree* reported *Any Use of a Personal Vehicle*.

Among respondents born *Outside the U.S.*:

- When disaggregated by race, **Black** respondents born *Outside the U.S.* were the least likely to report *Any Use of Personal Vehicle* (57%).
- 63% of **Hispanic/Latino** respondents born *Outside the U.S.* reported *Any Use of Personal Vehicle* at least some of the time.

Respondents Who Get Around by Personal Vehicle by Race
Respondents who indicated a race other than those listed below were excluded from this graphic.

|	Personal Vehicle Only	Personal Vehicle and Other Means	No Use of Personal Vehicle
AIAN	33%	33%	33%
Asian	46%	28%	26%
Black	41%	7%	52%
MENA	58%	3%	39%
PIHN		33%	67%
White	69%	17%	14%

The PIHN category contains only 6 respondents and may not be representative the entire PIHN community within Erie County.

TRANSPORTATION

The images below display reported *Use of a Personal Vehicle* from the question "How do you get around?" In these figures, *Any Use of Personal Vehicle* indicates that the respondent reported using a personal vehicle alone or in addition to some other type of transportation.

Social Support by Means of Transportation
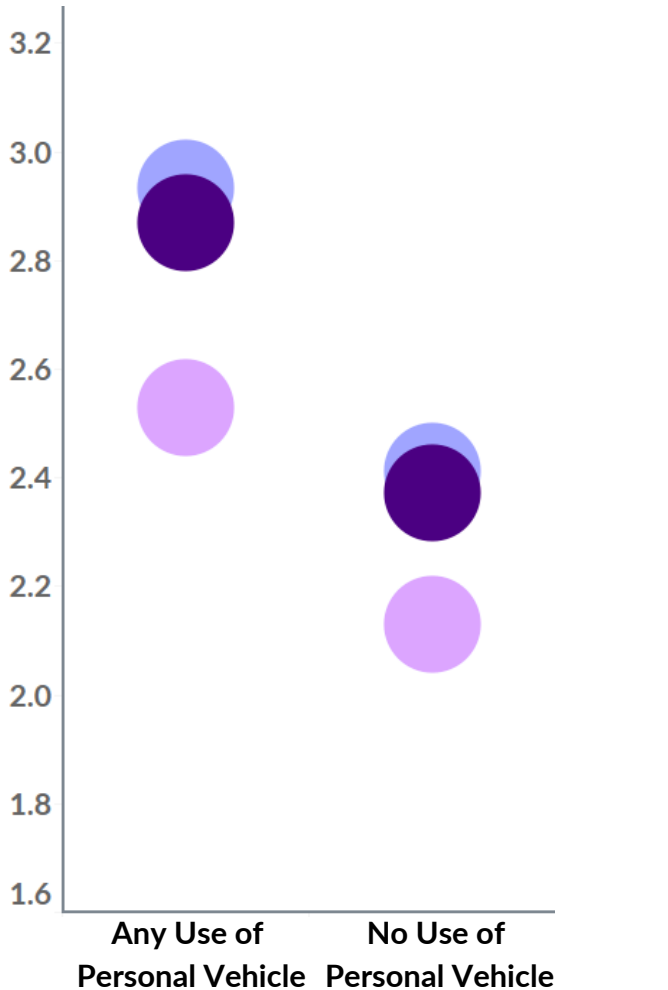
Social Support Scale

Perceived available support from friends and family was rated on a scale from *Never* to *Always*, to which values of 0-4 were assigned. The bubbles on the chart to the right represent averages of these values for each type of support, comparing respondents who indicated *Any Use of Personal Vehicle* to get around to those who reported *No Use of Personal Vehicle*. The numerical values represent the following:

0 = Never   1 = Rarely   2 = Sometimes
3 = Often   4 = Always

■ Emotional Support
■ Having Fun
■ Practical Help

Financial Situation by Means of Transportation

Responses to Question 28 on the survey about the respondents perceived ability to pay for day-to-day expenses were compared by use of a personal vehicle.
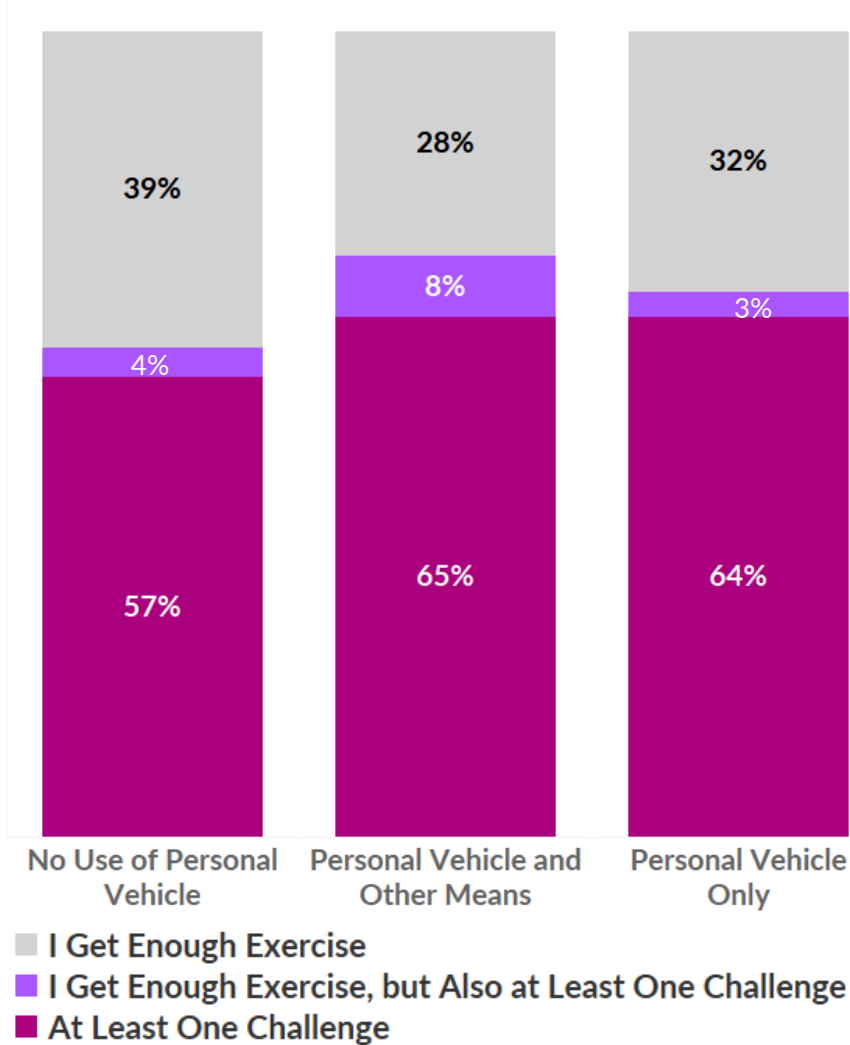
	More than Enough Money	Just Enough Money	Not Enough Money
Any Use of Personal Vehicle	85%	69%	41%
No Use of Personal Vehicle	15%	31%	59%

TRANSPORTATION

In the images below, respondents were grouped according to whether or not they reported use of a personal vehicle when asked the question "How do you get around?"
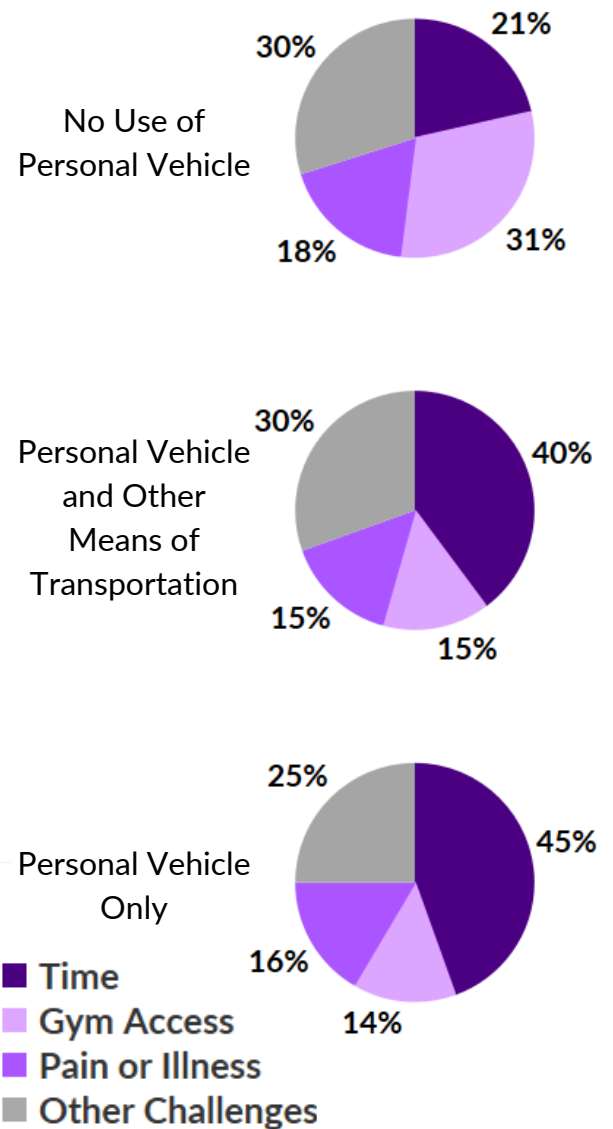
Types of Challenges to Exercise by Means of Transportation

This analysis of Question 27 excludes the *I get enough exercise* response to display the proportion of specific types of challenges to the overall number of challenges reported in each transportation category.

Ability to Exercise by Means of Transportation

Responses to Question 27 about challenges to exercise were grouped for the chart below into the categories listed in the key.

Key:
- I Get Enough Exercise
- I Get Enough Exercise, but Also at Least One Challenge
- At Least One Challenge

No Use of Personal Vehicle

Personal Vehicle and Other Means of Transportation

Personal Vehicle Only

Key:
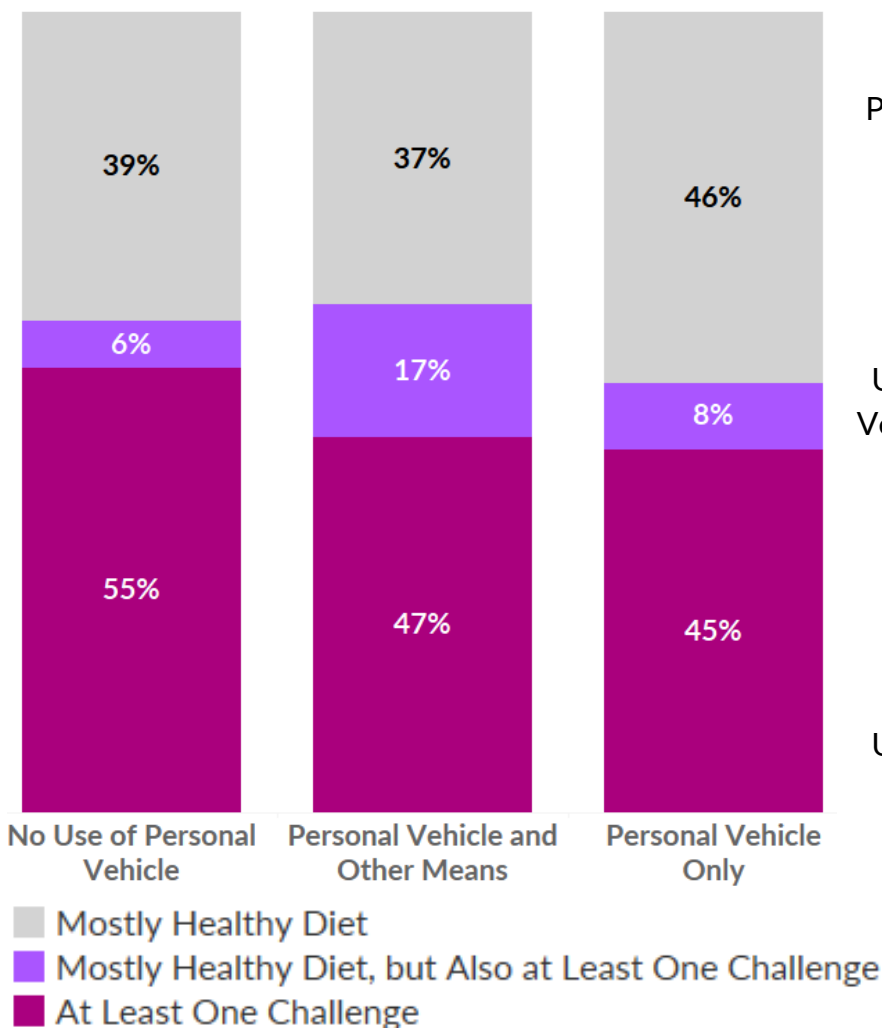- Time
- Gym Access
- Pain or Illness
- Other Challenges

Lack of sufficient *Time*, lack of *Gym Access*, and *Pain or Illness* were the three challenges most selected. Other challenges included lack of *Knowledge*, neighborhood *Safety*, and lack of *Interest*. Lack of *Knowledge* and neighborhood *Safety* were reported slightly more by respondents who use means of transportation other than personal vehicles, while respondents who use a *Personal Vehicle Only* reported *Interest* slightly more often than those who don't.

102

TRANSPORTATION

In the images below, respondents were grouped according to whether or not they reported use of a personal vehicle when asked the question "How do you get around?"
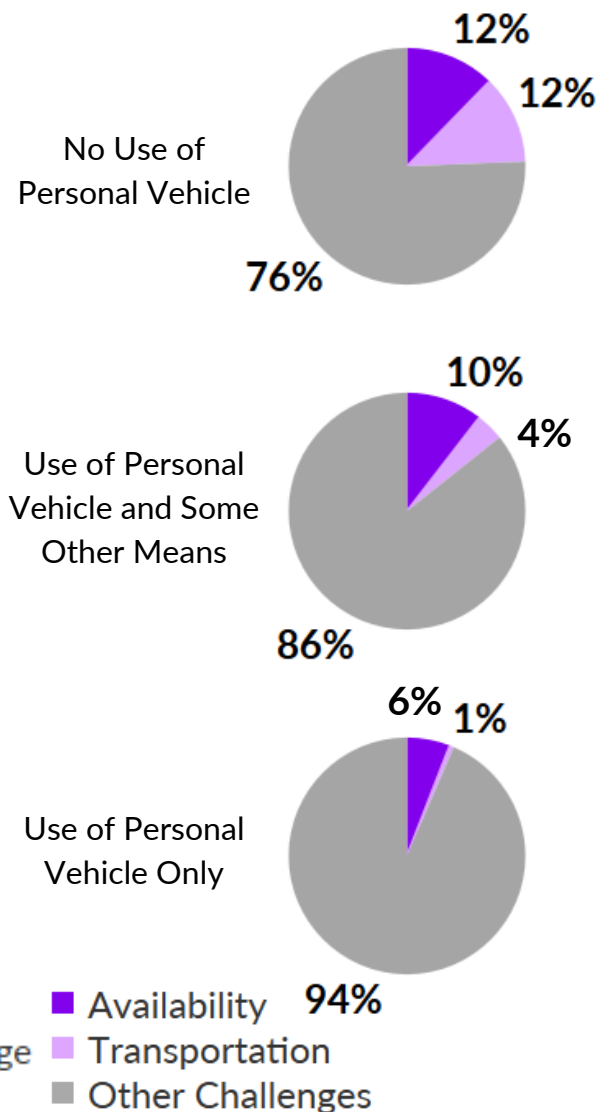
Challenges to a Healthy Diet
by Means of Transportation

This analysis of Question 26 excludes the *Mostly Healthy Diet* response to display the proportion of specific types of challenges to the overall number of challenges reported in each transportation category.

Ability to Maintain a Healthy Diet
by Means of Transportation

Responses to Question 26 about challenges to a healthy diet were grouped for the chart below into the categories listed in the key.
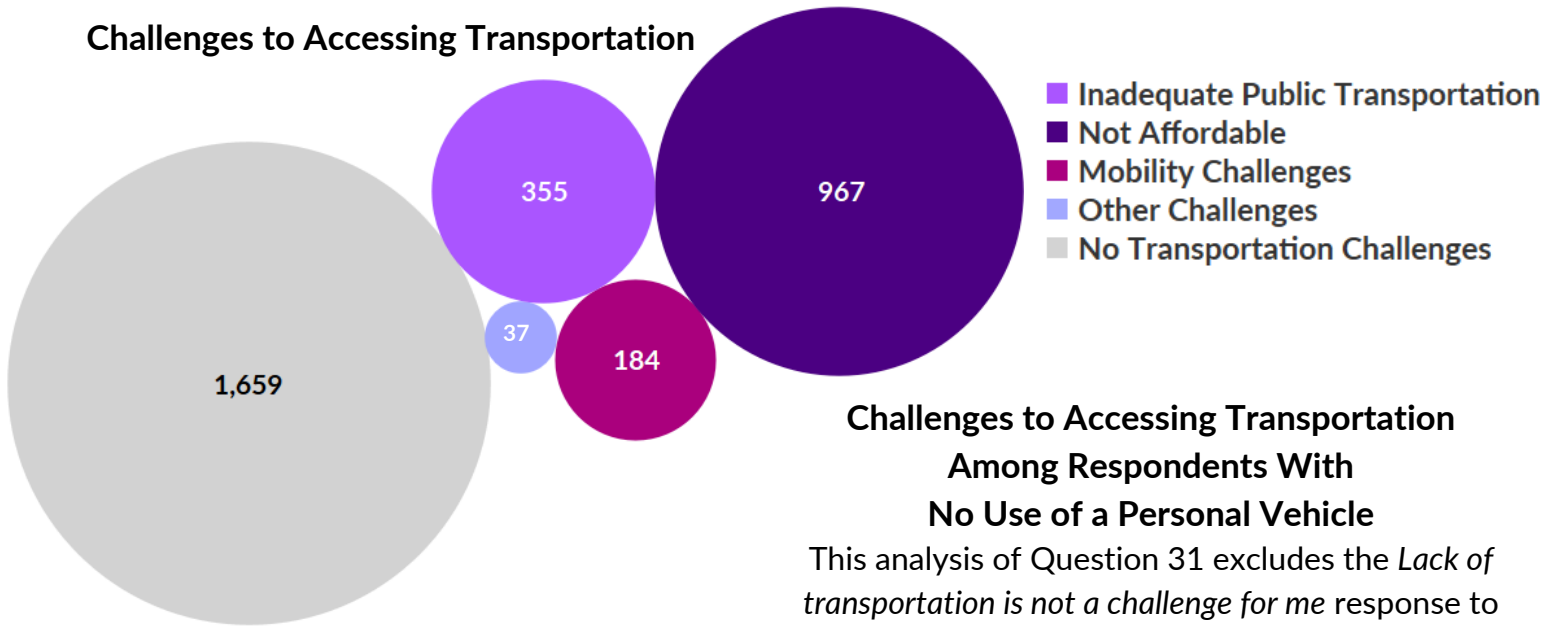

The challenges to a healthy diet highlighted above could be addressed by better transportation. Other challenges included *Affordability* and *Time*, which were by far the most common challenges reported among people with *Any Use of Personal Vehicle*. Among respondents with *No Personal Vehicle Use*, *Affordability* and *Lack of Knowledge* were the challenges most often reported.

TRANSPORTATION

Question 31 of the survey (See Appendix G) asked, "What are the challenges to accessing transportation?" Response options included the challenges displayed in the key for the first image below. Respondents could select all that apply. These responses were examined across demographic and SDOH factors.

Challenges to Accessing Transportation

Key:
- Inadequate Public Transportation
- Not Affordable
- Mobility Challenges
- Other Challenges
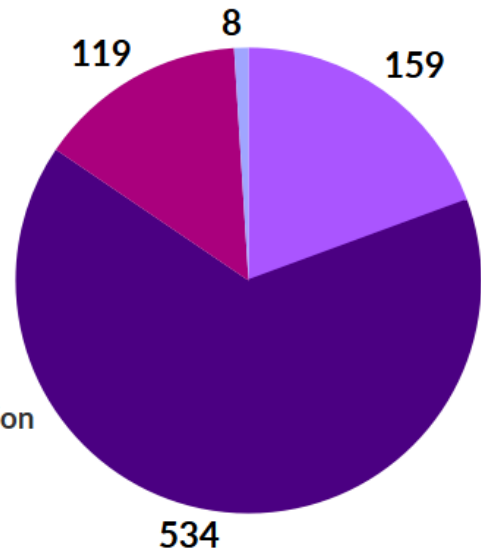- No Transportation Challenges

355
967
1,659
37
184

Challenges to Accessing Transportation Among Respondents With No Use of a Personal Vehicle

This analysis of Question 31 excludes the *Lack of transportation is not a challenge for me* response to display the proportion of specific types of challenges to the overall number of challenges to accessing transportation reported.

76%

of respondents who reported *No Use of Personal Vehicle* reported *At Least One Challenge to Accessing Transportation*.

8
119
159
534

Key:
- Inadequate Public Transportation
- Not Affordable
- Mobility Challenges
- Other Challenges

While *Affordability* was the most commonly reported challenge to accessing transportation, the older the respondents were, the less likely they were to indicate *Affordability* as a challenge and the more likely they were to indicate *Mobility Challenges* as a barrier to accessing transportation.

TRANSPORTATION

On this page, the responses to Question 31 on the survey, "What are the challenges to accessing transportation?" are examined among respondents *With a Disability* according to the American Disabilities Act definition.
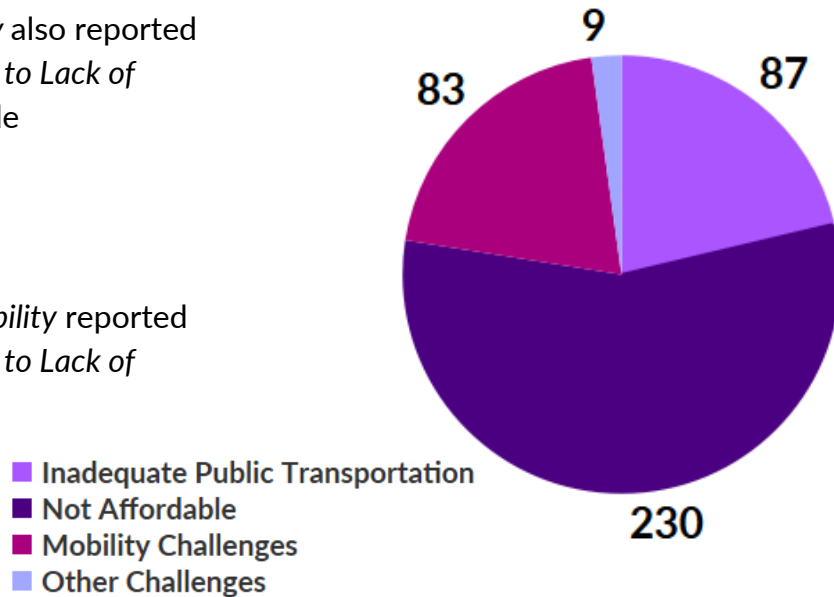
62%

of respondents *With a Disability* also reported *At Least One Challenge Due to Lack of Transportation*, while
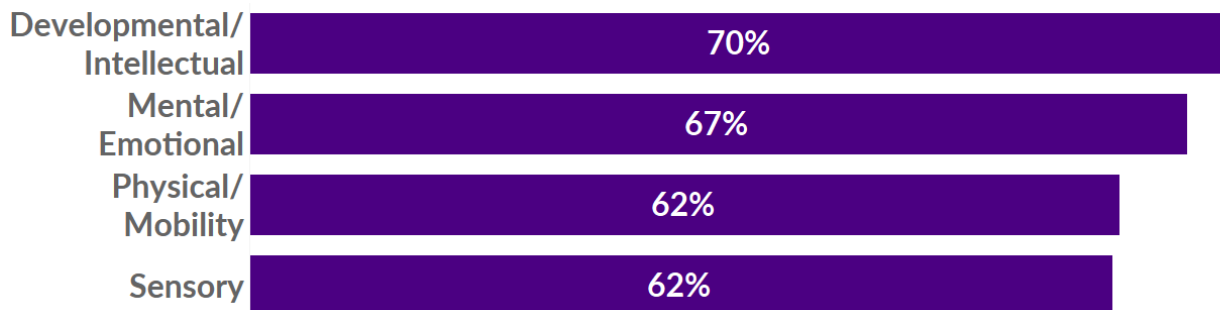
41%

of respondents *Without a Disability* reported *At Least One Challenge Due to Lack of Transportation*.

Types of Challenges to Accessing Transportation Among Respondents With a Disability

- ■ Inadequate Public Transportation
- ■ Not Affordable
- ■ Mobility Challenges
- ■ Other Challenges

Respondents Who Reported At Least One Challenge to Due to Lack of Transportation by Type of Disability

If respondents reported a disability, they were asked a follow-up question to indicate what type or types of disability they had. The bar chart below displays the percentage of respondents who reported *At Least One Challenge Due to Lack of Transportation* by disability type.
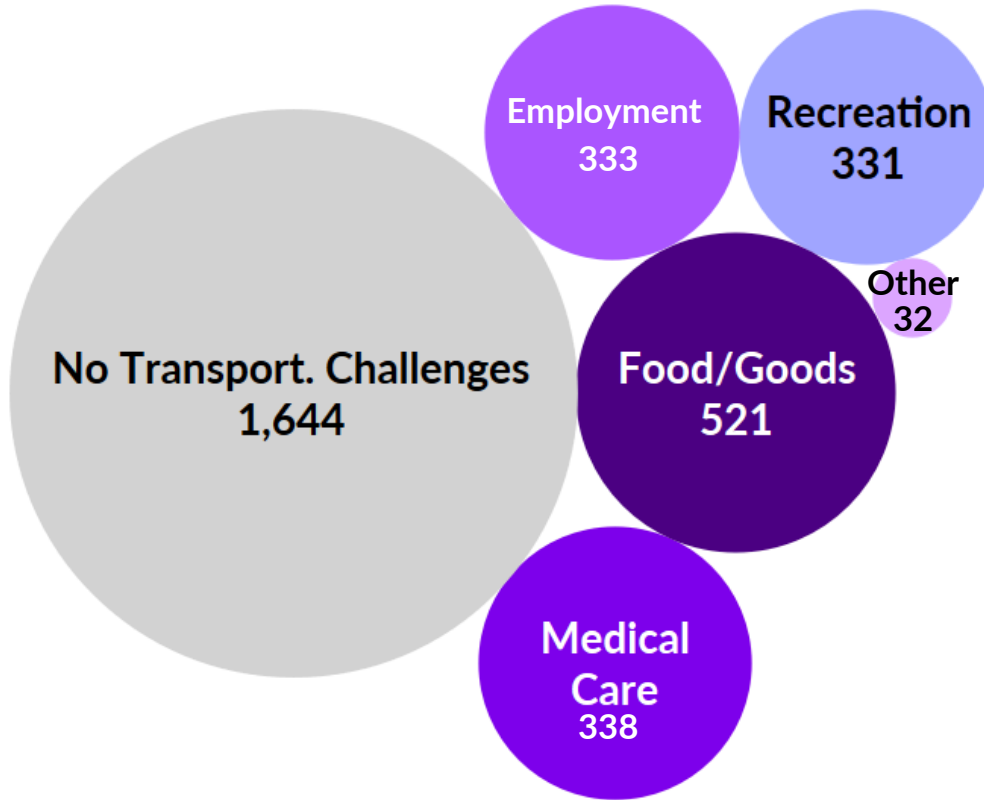

Affordability was the challenge to accessing transportation indicated the most among respondents *With a Disability*. Even respondents whose disability was indicated as *Physical/Mobility* indicated *Affordability* as a challenge to accessing transportation more often than they indicated *Mobility Challenges*.
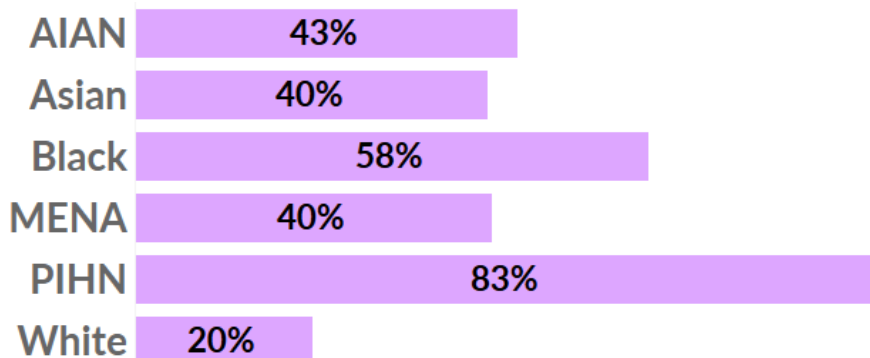
TRANSPORTATION

In addition to asking about challenges to _accessing_ transportation, the survey asked about challenges respondents may experience due to _lack of adequate_ transportation (Appendix G, Question 32).

Challenges Due to Lack of Transportation

Employment
333

Recreation
331

Other
32

No Transport. Challenges
1,644

Food/Goods
521

Medical
Care
338

At Least One Challenge Due to Lack of Transportation by Race

The bar chart below displays the percentage of each race category that reported any challenges experienced due to a lack of transportation. Respondents who indicated a race other than those listed below were excluded from this graphic.

AIAN   43%
Asian   40%
Black   58%
MENA   40%
PIHN   83%
White   20%

The PIHN category contains only 6 respondents and may not be representative of the entire PIHN community within Erie County.
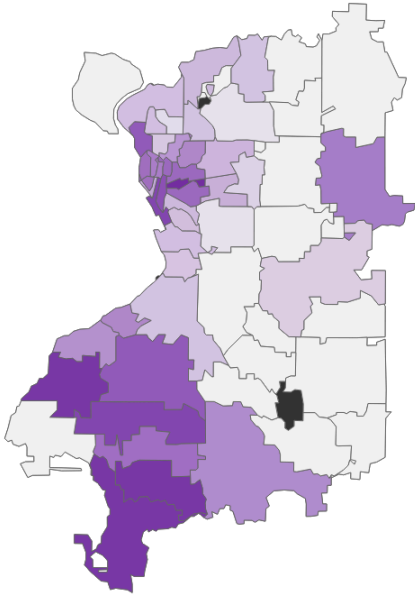
50%

of Hispanic/Latino respondents reported _At Least One Challenge Due to Lack of Transportation_ compared to **29%** of Non-Hispanic/Latino respondents.
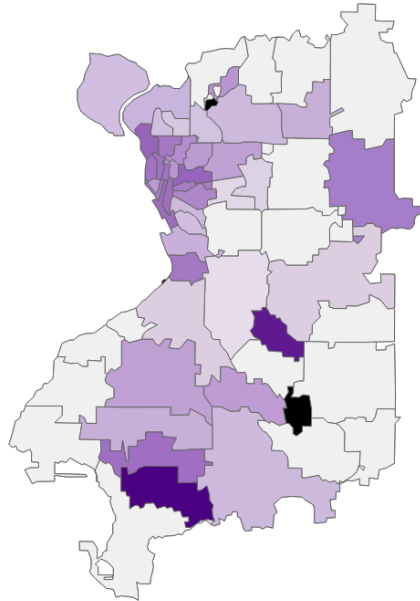
TRANSPORTATION

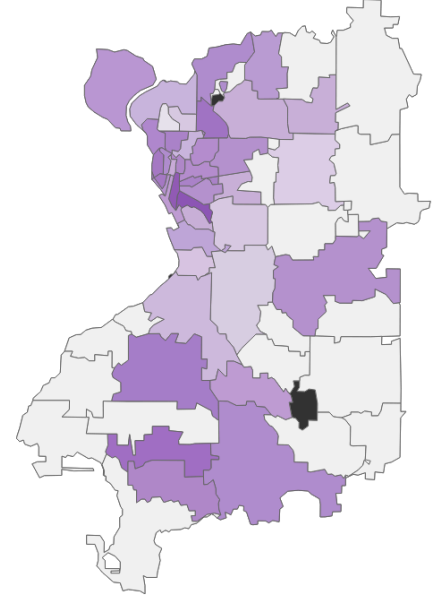## Percent of Respondents Reporting Challenges Due to Lack of Transportation by ZIP Code
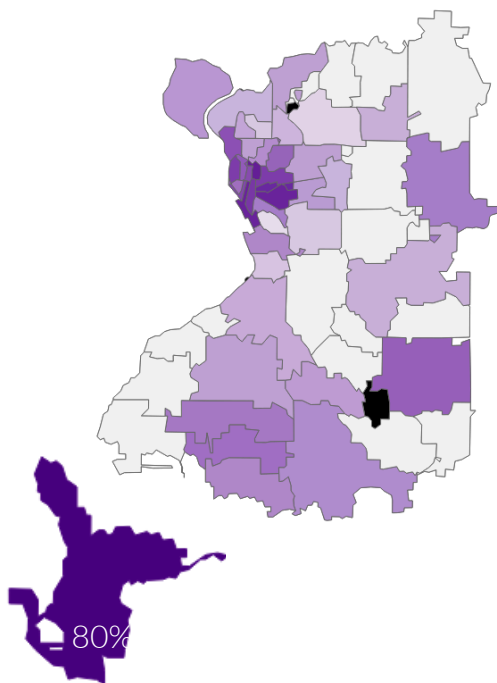
Accessing Medical Care

Finding or Keeping Employment

Recreation

Accessing Food/Goods

■ No data

0% — 30%

30%

was the highest percentage of respondents who reported any of these challenges due to lack of transportation in a given ZIP code, with one exception.*

*80%

of respondents from ZIP code **14070** reported that *Buying Food and Other Needed Goods* was a challenge due to lack of transportation. This ZIP code is not entirely in Erie County and contains the Cattaraugus Reservation. Of note, there were only 5 respondents from this ZIP code.

Some ZIP codes have fewer than 10 respondents. Therefore, the rates depicted on the map may not be representative of the community within these areas.

TRANSPORTATION

Types of Challenges Due to Lack of Transportation by Use of Personal Vehicle

The pie charts below display the number of respondents who reported *At Least One Challenge Due to Lack of Transportation* among those who reported using a *Personal Vehicle Only* and those who reported *No Use of Personal Vehicle*. The response option *Lack of transportation is not a challenge for me* was excluded from this analysis. Respondents could select all that apply.
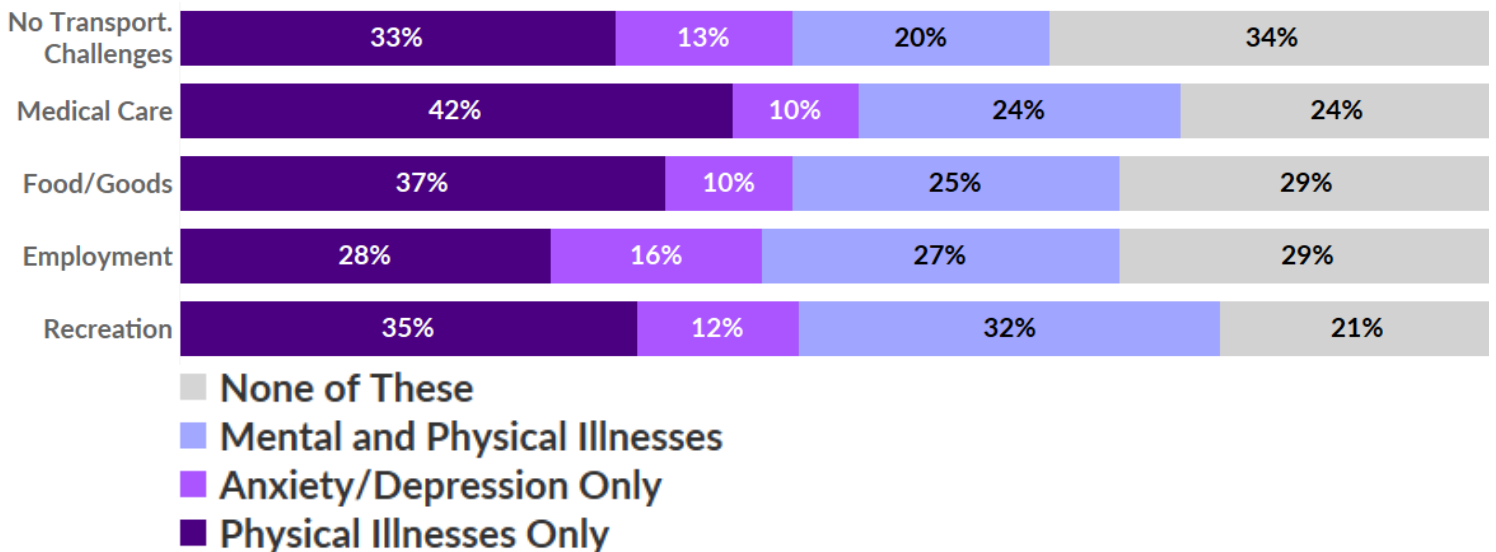
No Use of Personal Vehicle
- 235 Employment
- 388 Food/Goods
- 276 Medical Care
- 197 Recreation
- 15 Other

Personal Vehicle Only
- 57 Employment
- 85 Food/Goods
- 62 Medical Care
- 82 Recreation
- 10 Other

Legend:
- Employment
- Food/Goods
- Medical Care
- Recreation
- Other

77%

Of respondents who reported *No Use of Personal Vehicle* reported that they have *At Least One Challenge Due to Lack of Transportation*. **15%** of respondents who get around by *Personal Vehicle Only* reported *At Least One Challenge Due to Lack of Transportation*.

Health Conditions by Challenges Due to Lack of Transportation

The chart below displays the percentage of each type of illness reported in Question 34 disaggregated by responses to the question about challenges due to lack of transportation. For example, of the respondents who reported accessing *Medical Care* as a challenge due to lack of transportation, 24% reported *Mental and Physical Illnesses*.

Category	Physical Illnesses Only	Anxiety/Depression Only	Mental and Physical Illnesses	None of These
No Transport. Challenges	33%	13%	20%	34%
Medical Care	42%	10%	24%	24%
Food/Goods	37%	10%	25%	29%
Employment	28%	16%	27%	29%
Recreation	35%	12%	32%	21%

Legend:
- None of These
- Mental and Physical Illnesses
- Anxiety/Depression Only
- Physical Illnesses Only

FOCUS GROUPS ON NEIGHBORHOOD & BUILT ENVIRONMENT

Transportation

Lack of sufficient public transportation was expressed as a frustration in many of the focus groups. Frustrations about public transportation included bus routes, schedules, safety, and accessibility.

"So the biggest thing is transportation. Everything is in the city. And one of my frustrations and so many people's frustrations is that the rural areas are forgotten in every way."

-Rural Caregivers Focus Group
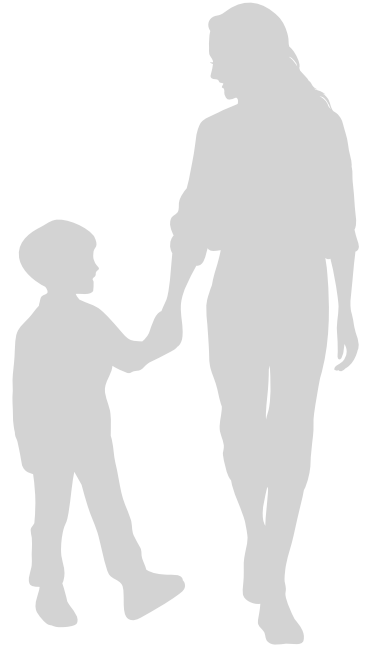
[Coming here] today, that cost me about $42, which is insane to go one way. [...] I'm assuming I'm going to be paying about 50 something to get home? And that sucks. But if I took a bus, it would take me about 4.5 hours to get here because I would have to stroll about a mile and a half. It's the closest bus stop. From there, I would then have to get on the first bus. Then I'd have to get on the second bus. Then I would have to get on the subway then I would have to take a bus and then walk again to just get to here.

-Trans and Nonbinary Focus Group

FOCUS GROUPS ON NEIGHBORHOOD & BUILT ENVIRONMENT

Housing

Availability and affordability of housing was brought up frequently as a challenge to stability and living a good life.

"I think affordable housing is a really big one. I mean, a lot of girls, a lot of people come in here and they don't have homes. They don't have anywhere to go back to because they can't afford it and after being incarcerated you get out and you're kind of starting from square one. So to start from square one, having to buy everything all over again, having to find a house, having to find employment. A lot of, I mean, this is why there are so many re-offenders—I think it's because of how tough it actually is out there with everything, and the homeless rate is so high because it. They're living with each other or abusive spouses because they can't afford to live on their own. Children are in and out of the system because of it and it's sad."

-Incarcerated Women Focus Group

"Safe housing and safe houses for LGBTQ+ youth is a big, big need."

-LGBTQ+ Focus Group

Community Programs and Spaces

Participants in several focus groups expressed the need for more safe community spaces for residents to socialize and engage in positive activities.

"Basically, I'm saying like we need more safe spaces. [...] You know, where everybody can just like come together. Growing up, man, every summer they used to sit there and block all off these and have a whole block party where all kids come outside and just—each family, they had little basketball games, little stuff for the community, you feel me, but they don't do that no more. Like, it's rare you see that. Only place you really see that is in Jefferson, mainly for like grown people, you know? It's like you have kids and this and like different age groups, but it ain't really for them. It's mainly for the older people."

-Young Adults Focus Group

FOCUS GROUPS ON NEIGHBORHOOD & BUILT ENVIRONMENT

Crime

Crime and safety were expressed as challenges to living a life that is productive, healthy, and thriving. Participants from various focus groups shared their experiences of living in high crime areas, being victims of crime, and being involved in crime.

"I mean, everybody got a different story to tell folks. Mine and probably a few others in here, we was in the streets. So, it's like even if we ain't want to, it might not have been what we chose. It was just like what you had to do. Like carrying a gun. Everybody don't want to carry a gun, but if you get caught without it, then what? You get caught with it, then what? So it's like a lose-lose situation."

-Incarcerated Men Focus Group

"I just think balance across the board is what constitutes a healthy life. [...] And I think that if everybody can make it up, that triangle that constitutes a good life, good water, good clean environment, no police sirens, nothing traumatizing you on a daily basis that's become the norm to you. You know what I mean? Gunshot waking up in the morning. [...] But waking up in the morning, we know somebody got shot on the East Side. What does that tell the kid that's getting dressed for school 7:00 in the morning? What does that say to him about his community? He, it's—it's not even alarming anymore because it's the norm. So he really doesn't know because he hasn't been exposed to anything. So, you know, a good life means balance across the board to me."

-Black Fathers Focus Group

Natural Environment

While there were some negative views of the weather in this region, the natural environment was largely expressed as a positive aspect of living in Western New York.

"The nature is very beautiful here—lots of parks."

-Bangladeshi Focus Goup