

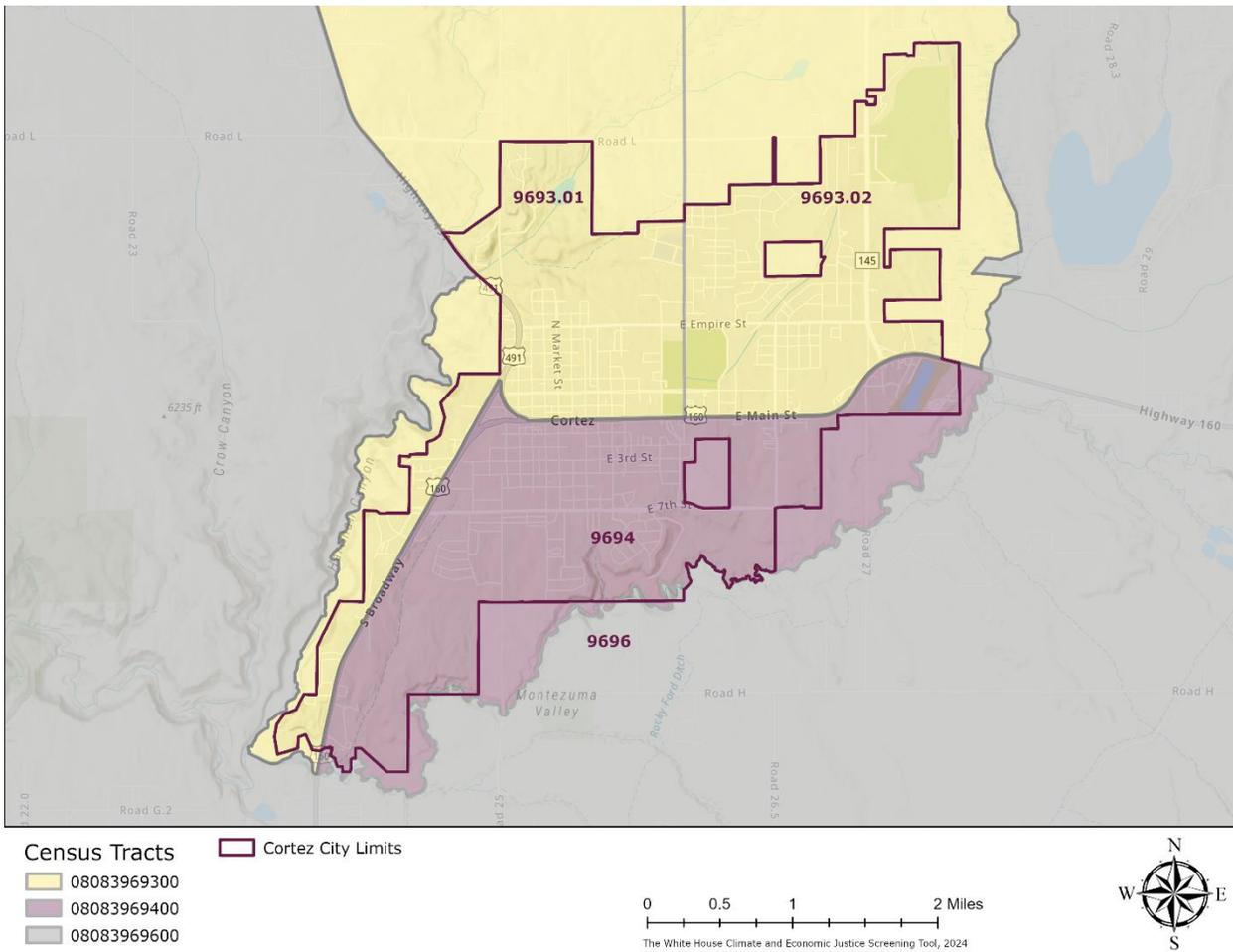
Appendix B: Demographic and Vulnerable Populations Analysis

This section examines demographic data for the City of Cortez and its census tracts to conduct a vulnerable populations analysis. The analysis aims to identify which census tracts should be prioritized for future safety improvements. Using data from the 2018-2022 5-Year American Community Survey (ACS) – which includes factors such as age, disability status, race and ethnicity, income, vehicle ownership, and Justice40 metric – it was determined that Census Tract 9694 should be a key area of focus for future safety enhancements. Although Census Tract 9696 largely lies outside of City limits, it is notable because it has high percentages of senior citizens, zero-car households, and residents with disabilities. The list below shows key demographic factors for each census tract. Figure 1 maps census tract locations.¹

- Census Tract 9693.01
 - Lowest rate of disability (8 percent)
 - Highest rates of biking to work (6 percent)
- Census Tract 9693.02
 - Highest median household income (\$87,219)
- Census Tract 9694
 - Environment Justice 40 Initiative disadvantaged census tract
 - Youngest median age
 - Higher than average rate of disability (17 percent)
 - Highest rate of non-white residents (35 percent)
 - Lowest median household income (\$40,329)
 - Shortest average commute time (12 minutes)
 - Highest percentage of one-vehicle households (40 percent)
- Census Tract 9696 (largely outside Cortez City limits)
 - Highest median age (52.1)
 - Highest rate of disability (25 percent)
 - Highest percentage of zero-vehicle households (9 percent)

¹ Limitations: American Community Survey data for areas with low populations, including the census tracts in Cortez, have high margins of error. Portions of some census tracts are located outside of City limits, resulting in census tract totals that do not add up to City of Cortez totals.

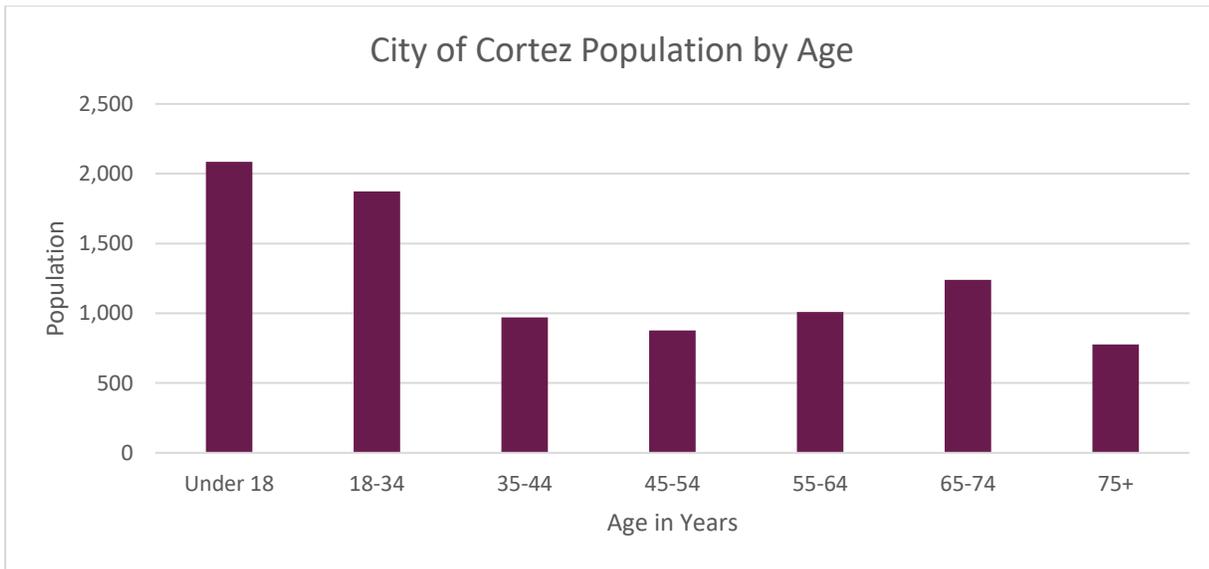
Figure 1: Census Tract Map



Age

The 18-to-34-year age group forms the second-largest portion of the population (after the Under 18 group), making up 21 percent of the city’s population. The 65-to-74-year age group is also very prominent, representing 14 percent of Cortez’s population.

Figure 2: City of Cortez Population by Age, 2022

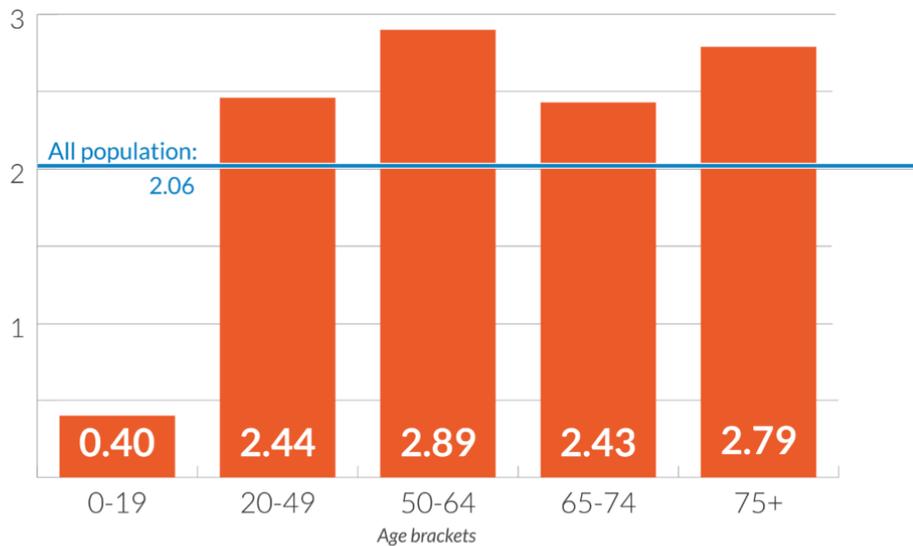


Smart Growth America’s Dangerous by Design 2024 report highlights the dangers that pedestrians face on U.S. roadways. The report found that adults between the ages of 50 and 64 are the most likely to be killed in pedestrian-related crashes, and adults 75 years or older are also at an elevated risk (see Figure 3). A high percentage of the Cortez population falls into the 55 – 64 age group and may be at an increased risk of pedestrian fatalities. Additionally, the City has an especially high number of residents aged 65 – 74, who will fall into a more at-risk group as they age.

Figure 3: National Pedestrian Fatality Rate by Age, 2024

Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.



Census Tract 9694 has the youngest median age (33.5 years) of all census tracts in Cortez. It is the only census tract in Cortez that has a median age below the City median of 38. **In contrast, the median age in Census Tract 9696 is 52, much higher than the City’s median.** Pedestrian improvements in census tracts with higher median ages may help reduce the risk of pedestrian fatalities for older, more at-risk populations.

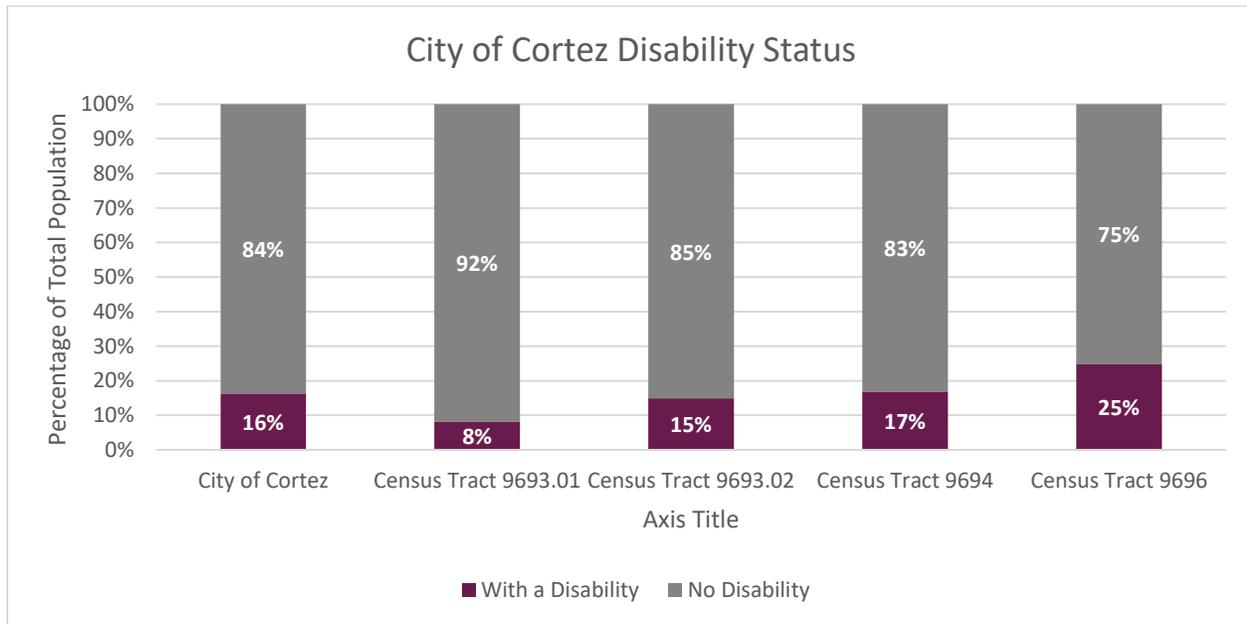
Table 1: City of Cortez Median Age by Census Tract, 2022

	Median Age				
	City of Cortez	9693.01	9693.02	9694	9696
Median Age	37.9	40.7	43.6	33.5	52.1

Disability

Figure 4 compares the population of the City of Cortez and its census tracts by disability status. **Census tract 9696 has a noticeably higher disability rate (25 percent) compared to the three other census tracts and the City of Cortez as a whole.** This census tract has a much older population. The highest percentage of individuals with disabilities is found in older age groups, particularly in those aged 65 and older.

Figure 4: City of Cortez Disability Status by Census Tract, 2022



Race

In the City of Cortez and all intersecting census tracts, the majority of the population is White Alone. Census tract 9694 has the highest percentage of non-white residents, with the American Indian population and the population of those identifying as two or more races at 11 percent and 16 percent respectively.

Figure 5: City of Cortez Population by Race, 2022

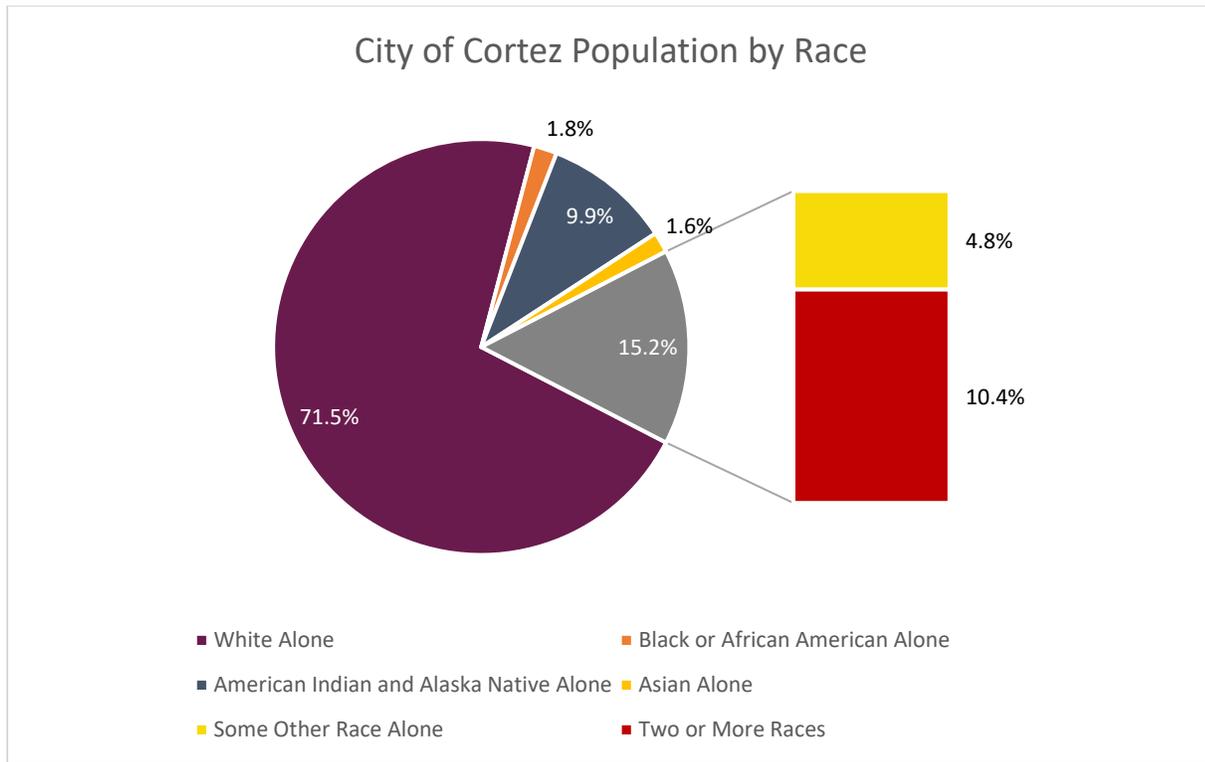


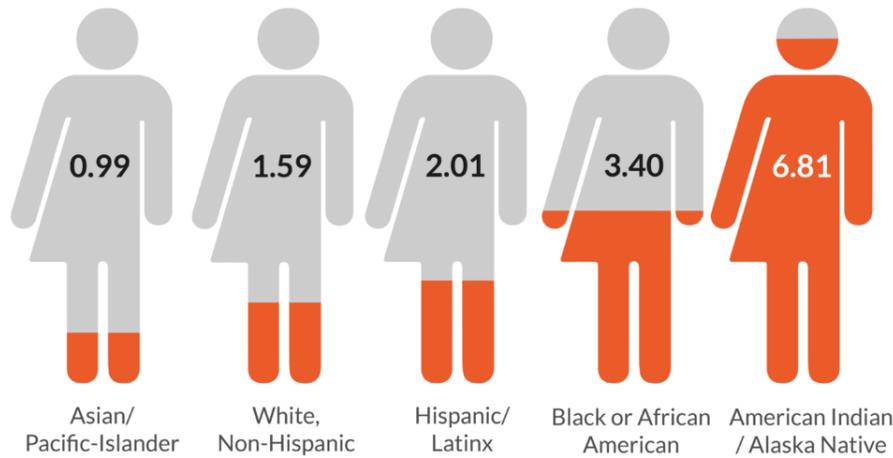
Table 2: Race by Census Tract

	City of Cortez	Census Tracts			
		9693.01	9693.02	9694	9696
White Alone	71.5%	77.6%	85.8%	65.1%	84.3%
Black or African American Alone	1.8%	4.3%	0.0%	0.0%	0.0%
American Indian and Alaska Native Alone	9.9%	9.7%	3.9%	10.8%	6.8%
Asian Alone	1.6%	1.4%	0.0%	2.9%	0.4%
Native Hawaiian and Other Pacific Islander Alone	0.0%	0.0%	0.0%	0.0%	0.0%
Some Other Race Alone	4.8%	0.0%	6.9%	4.9%	2.0%
Two or More Races	10.4%	7.0%	3.4%	16.4%	6.5%

According to the Dangerous by Design 2024 report, people of color, particularly American Indian populations, are more likely to die while walking than people from any other race or ethnic group. Black Americans are killed at more than twice the rate of White Americans; the Native population is killed at over four times the rate of White Americans.

Figure 6: National Pedestrian Fatality Risk by Race & Ethnicity

Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.



American Indian and Black Americans are also at a higher risk for all traffic fatalities in addition to pedestrian fatalities. In 2022, the fatality rate for American Indians was 24.75 per 100,000 people, over twice as high as the rate for white populations (10.92 per 100,000). The rate for Black Americans was also elevated with a rate of 13.47 per 100,000.²

The high percentage of at-risk racial and ethnic groups in Census Tract 9694 should be considered when prioritizing locations for safety infrastructure improvements.

Income

Figure 7 and Table 3 depict household income in the City of Cortez. The median household income in Cortez is \$55,962.

Table 3: Median Household Income

Median Household Income (In 2022 Inflation Adjusted Dollars)					
	City of Cortez		Census Tracts		
		9693.01	9693.02	9694	9696
Median Household Income	\$55,962	\$67,561	\$87,219	\$40,329	\$57,033

² Glassbrenner, D., Herbert, G., Reish, L., Webb, C., & Lindsey, T., (2022, September). Evaluating disparities in traffic fatalities by race, ethnicity, and income (Report No. DOT HS 813 188). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813188>

Figure 7: City of Cortez Household Income, 2022

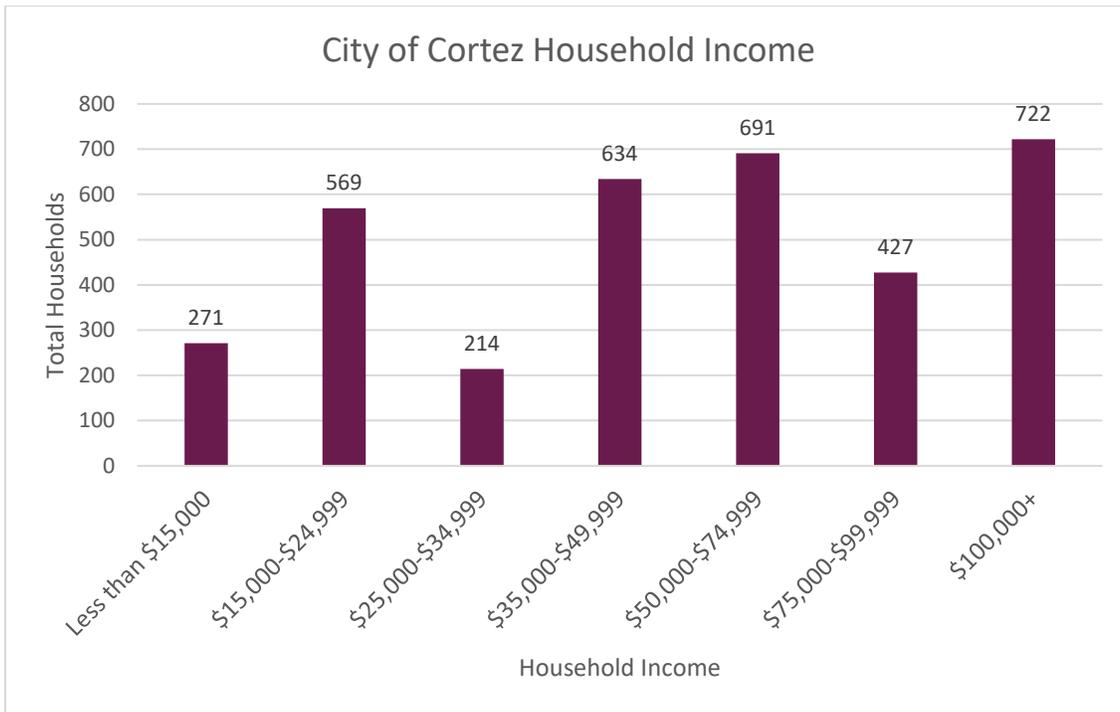
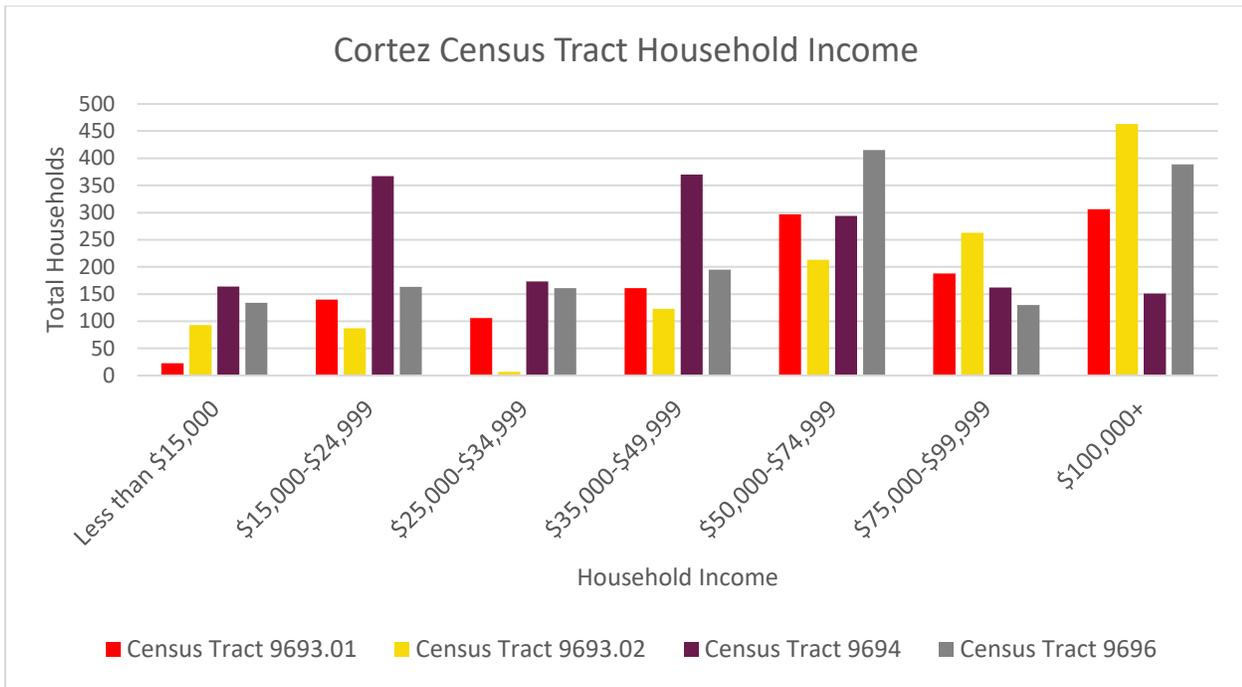


Figure 8 breaks down income data by census tracts within the City of Cortez. Census Tract 9694 has the highest concentration of households in the \$25,000-\$34,999 range, while tract 9693.02 has the most households in the \$100,000+ category.

The most disadvantaged category are households earning less than \$15,000. **Census Tract 9694 has a high number of low-income households, highlighting economic disparity in this area.** Low-income households are more likely to rely on walking, biking, or transit for daily travel needs and can most benefit from the expansion of these affordable transportation options.

Figure 8: City of Cortez Household Income by Census Tract



Vehicle Ownership and Commuting

Of the 8,832 people in the City of Cortez, 40 percent (3,536) are 16 years or older and are employed. Most workers in the City (75 percent) drive alone to work. Since the Covid-19 pandemic, working from home has increased significantly. 8 percent of workers in the City of Cortez work from home.

Rates of taking Public Transportation or taxi to work are over 10 percent within Census Tracts 9693.01, 9694, and 9696, which is extremely high compared to the City rate of 0.2 percent. These numbers are surprising as there is no fixed-route transit in the City of Cortez. It is possible that these workers are relying on taxis for commuting, or margins of error may be skewing the data.

Almost 4 percent of workers in Cortez bike to work. While this figure seems low in comparison to the rate of workers driving to work, it is almost four times higher than Colorado’s bike commute rate of 1 percent. Workers in Census Tract 9693.01 have the highest bicycle commuter rate in Cortez at 6 percent.

Means of Transportation to Work for Workers 16 Years and Over					
	City of Cortez	Census Tracts			
		9693.01	9693.02	9694	9696
Workers 16 Years and Over					
Car, Truck, or Van	83.6%	99.3%	84.6%	92.3%	90.7%
Drove Alone	75.5%	35.0%	38.8%	41.4%	19.9%
Carpooled	8.1%	38.0%	36.5%	32.5%	36.4%
Public Transportation (Includes Taxicab)	0.2%	10.5%	1.2%	13.4%	19.7%
Motorcycle	0.0%	3.3%	0.0%	0.4%	5.3%
Bicycle	3.9%	6.2%	0.8%	0.8%	2.6%
Walked	2.5%	5.5%	2.4%	3.7%	4.4%
Other Means	1.9%	1.0%	5.0%	0.0%	2.4%
Worked At Home	8.0%	0.7%	15.4%	7.7%	9.3%

Cortez and the census tracts within the City also have very similar average commute times to work ranging from 18 minutes to 21 minutes. The only noticeably different commute time is census tract 9694’s time of 12 minutes.



Most City of Cortez households and households have access to two or more vehicles. **Census Tract 9694 has the highest percentage of households having access to only one vehicle (40 percent), further showing the tract’s need for safe multimodal infrastructure to provide these households with other transportation options.** Census Tract 9696 has the highest percentage of zero-vehicle households, which aligns with this area’s higher rates of seniors and people with disabilities.

Table 4: Housing Units by Vehicle Availability

	City of Cortez	Census Tracts			
		9693.01	9693.02	9694	9696
Occupied Housing Units					
No Vehicle Available	2.9%	1.2%	2.6%	3.5%	9.0%
1 Vehicle Available	33.3%	32.3%	17.3%	39.7%	21.9%
2 Vehicles Available	45.2%	43.7%	52.8%	37.2%	28.5%
3 Vehicles Available	13.0%	15.5%	16.6%	13.4%	26.8%
4 Vehicles Available	3.9%	6.1%	1.5%	6.1%	10.9%
5 or More Vehicles Available	1.6%	1.4%	9.1%	0.0%	2.8%

Justice 40

The Justice 40 Initiative is a federal goal that 40 percent of the overall benefits of certain Federal climate, clean energy, affordable and sustainable housing, and other investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution.

The Climate and Economic Justice Screening Tool (CEJST) uses datasets as indicators of burdens which are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50th percentile for low income is also considered disadvantaged.

Census Tract 9694 is the only tract within the City of Cortez limits that qualifies as a disadvantaged community due to the tract meeting the Climate Change burden threshold as well as 3 other associated socioeconomic thresholds. Within the Climate Change burden, this tract has an expected population loss rate in the 90th percentile, a projected wildfire risk in the 95th percentile, and low income in the 79th percentile, all of which exceed the minimum percentile to be categorized as a disadvantaged community.

Figure 9: Justice 40 Disadvantaged Communities in Cortez

