

BPAC: Healthy Streets Report

1.19.2017

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Get
Healthy
SAN MATEO COUNTY
gethealthysmc.org



Building healthy, equitable communities for all

- **Mission:** Supports policy change to prevent diseases and ensure everyone has equitable opportunities to live a long and healthy life
- **Vision:** GHSMC succeeds when all residents, regardless of income, race/ethnicity, age, ability, immigration status, sexual orientation, or gender have the opportunity to reach their full potential

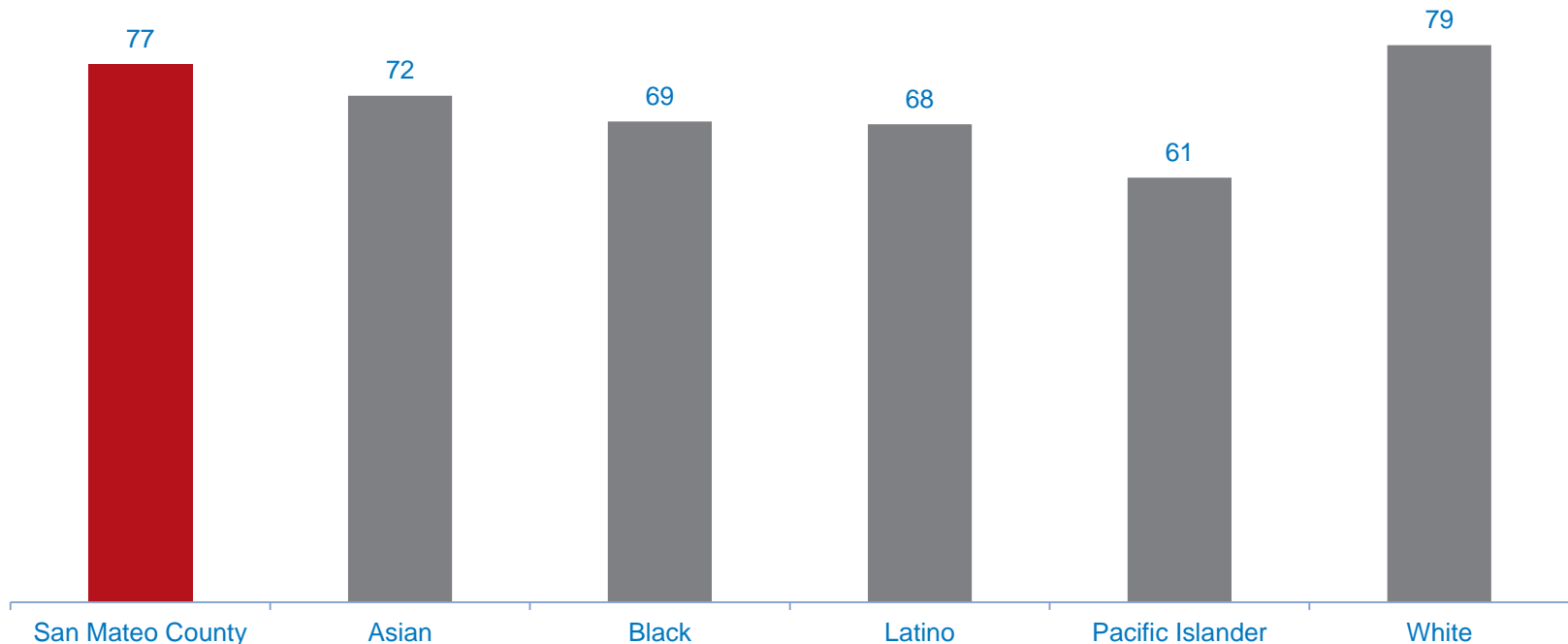
Health by the numbers

- **Obesity:** 77% of adults are overweight or obese
- **Diabetes:** 10% of adults have diabetes
- **Asthma:** 18% of adults have asthma – doubled in last 20 years
- **Physical Activity:**
2/3 youth fail to meet basic physical fitness standards



Those with less opportunity to be healthy have poorer health outcomes

Average Age of Death in San Mateo County, 2011



Source: San Mateo County Vital Statistics, 2011 Death Data Files; Note: American Indian/Alaska Native data not shown due to small sample size

Framing our work

- Place-based prevention
- Advancing health equity
- Collaboration and partnership



Key Priorities

- **Stable and affordable housing** protects health and provides the ability to engage in healthy opportunities
- **Complete neighborhoods** make it easy for residents to be healthy everyday in their communities
- **High-quality education** in healthy places creates pathways to better health
- **A strong local economy** builds household financial security for all and promotes everyone's health

Neighborhood Challenges

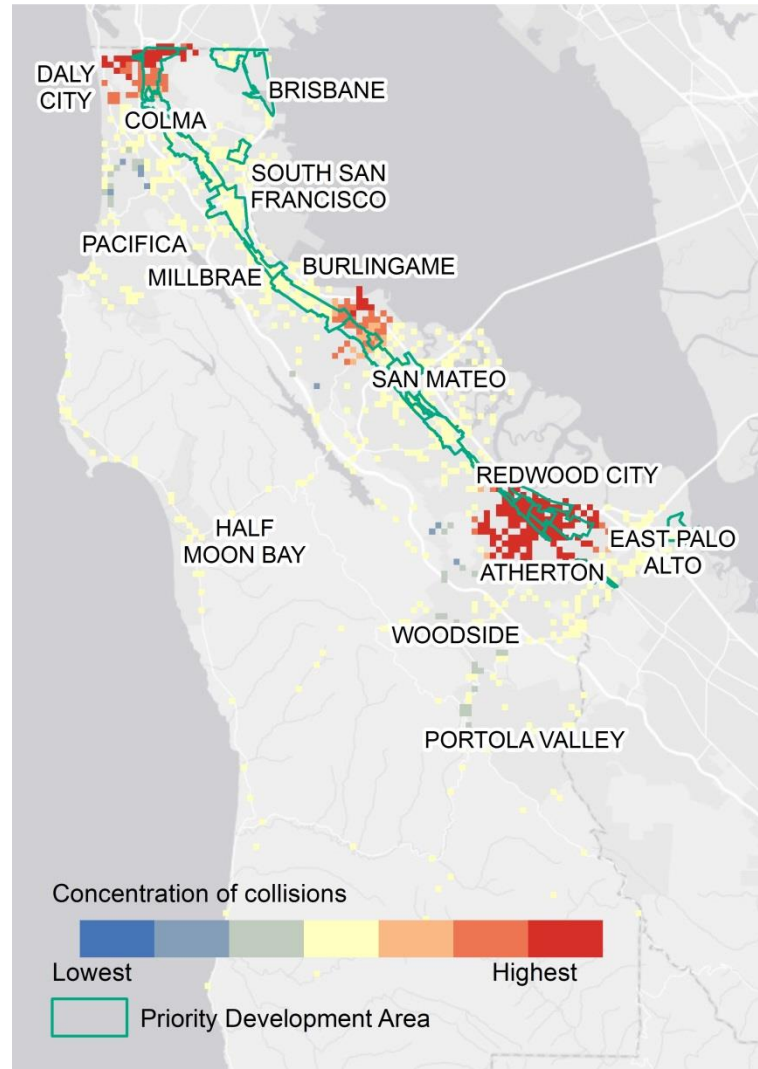
- More than 80% of workers drive to work.
- About half of San Mateo County census tracts have 10% or less of residents taking active transportation to work.
- 2,362 people died or were injured while walking or biking in San Mateo County between 2009 and 2013.



Where are collisions occurring?



Concentration of Bike and Pedestrian Collisions, San Mateo County, 2009-2013

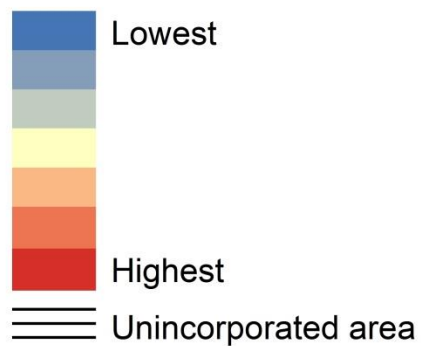


Source: Statewide Integrated Traffic Records System, 2009-2013

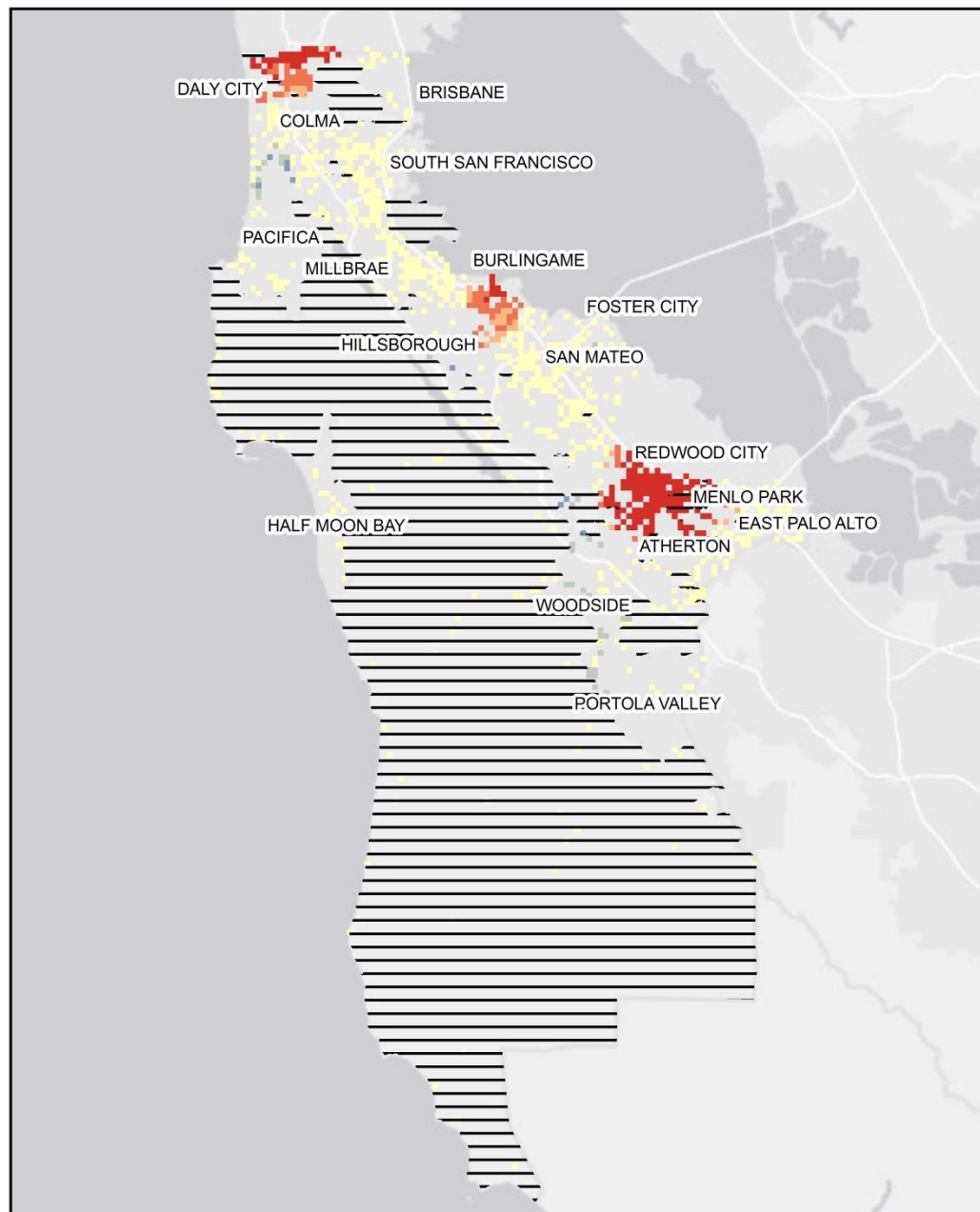
Bike & Pedestrian Collisions

San Mateo County, 2009-2013

Bike & Pedestrian Collisions

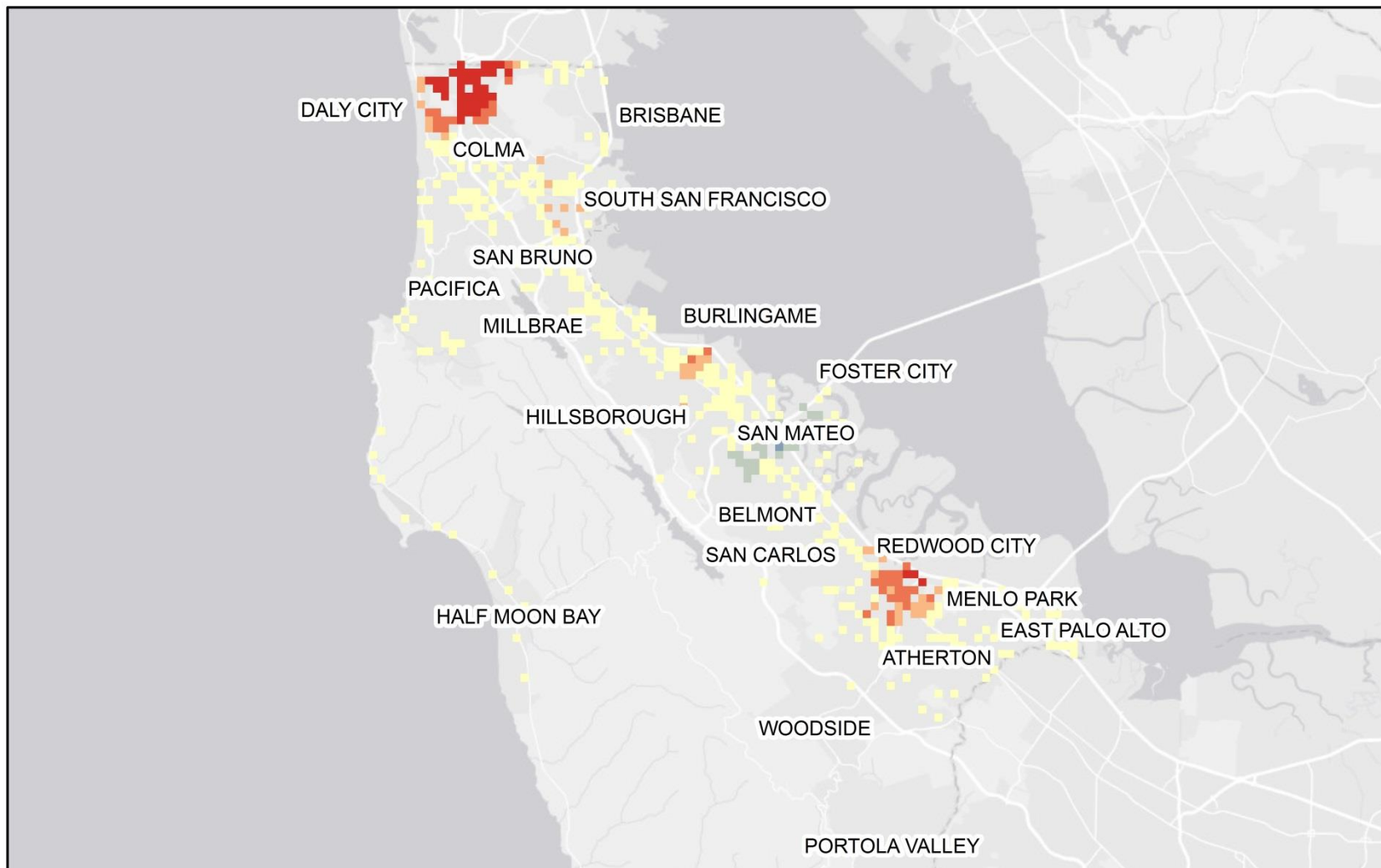


Source: Statewide Integrated Traffic Records System, 2009-2013



Concentration of Pedestrian Collisions

San Mateo County, 2009-2013



Concentration of collisions

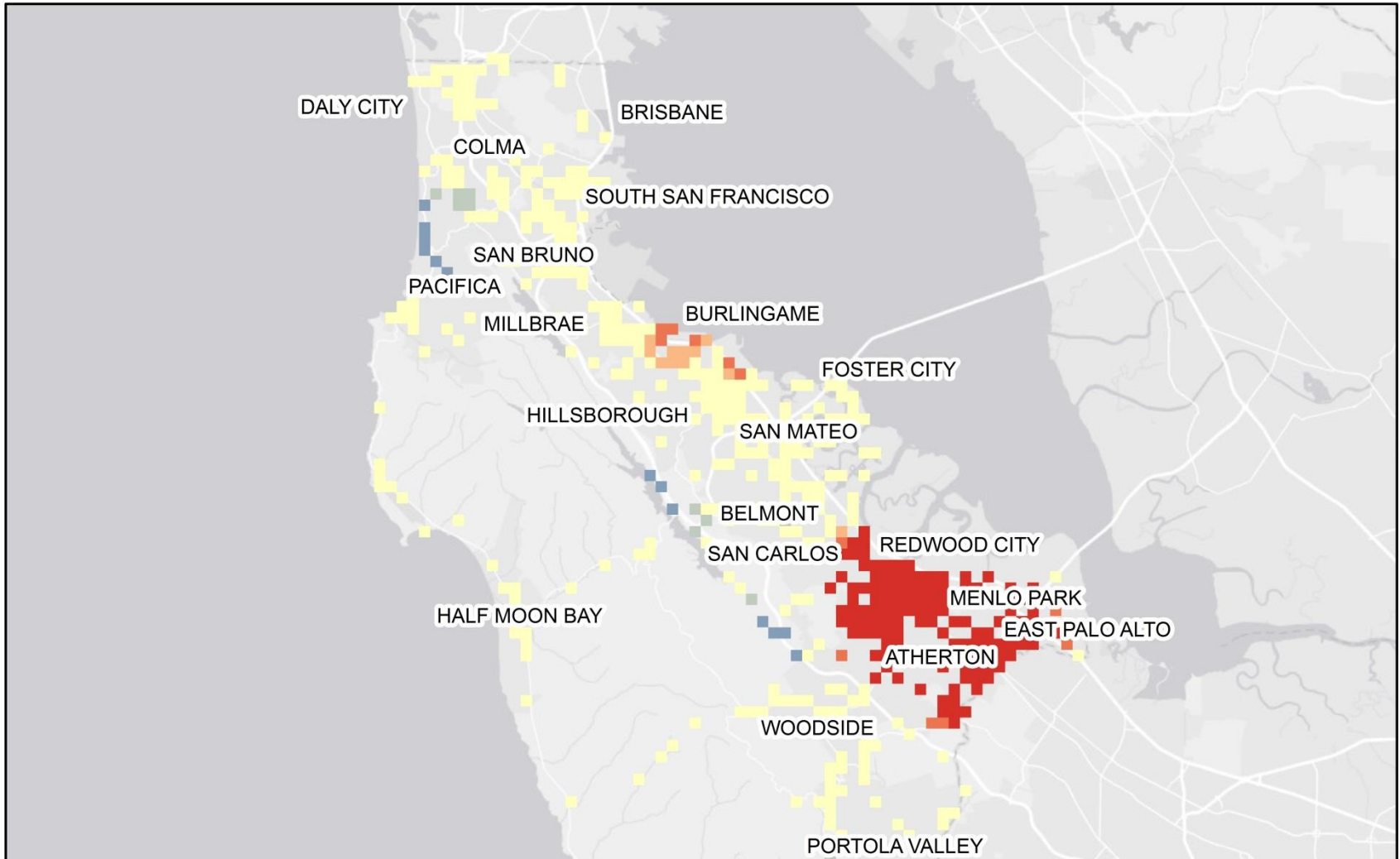
Lowest Highest

0 2.5 5 10 Miles

Source: Statewide Integrated Traffic Records System, 2009-2013
Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri

Concentration of Bike Collisions

San Mateo County, 2009-2013



Concentration of collisions

Lowest Highest

0 2.5 5 10 Miles

Source: Statewide Integrated Traffic Records System, 2009-2013
Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri

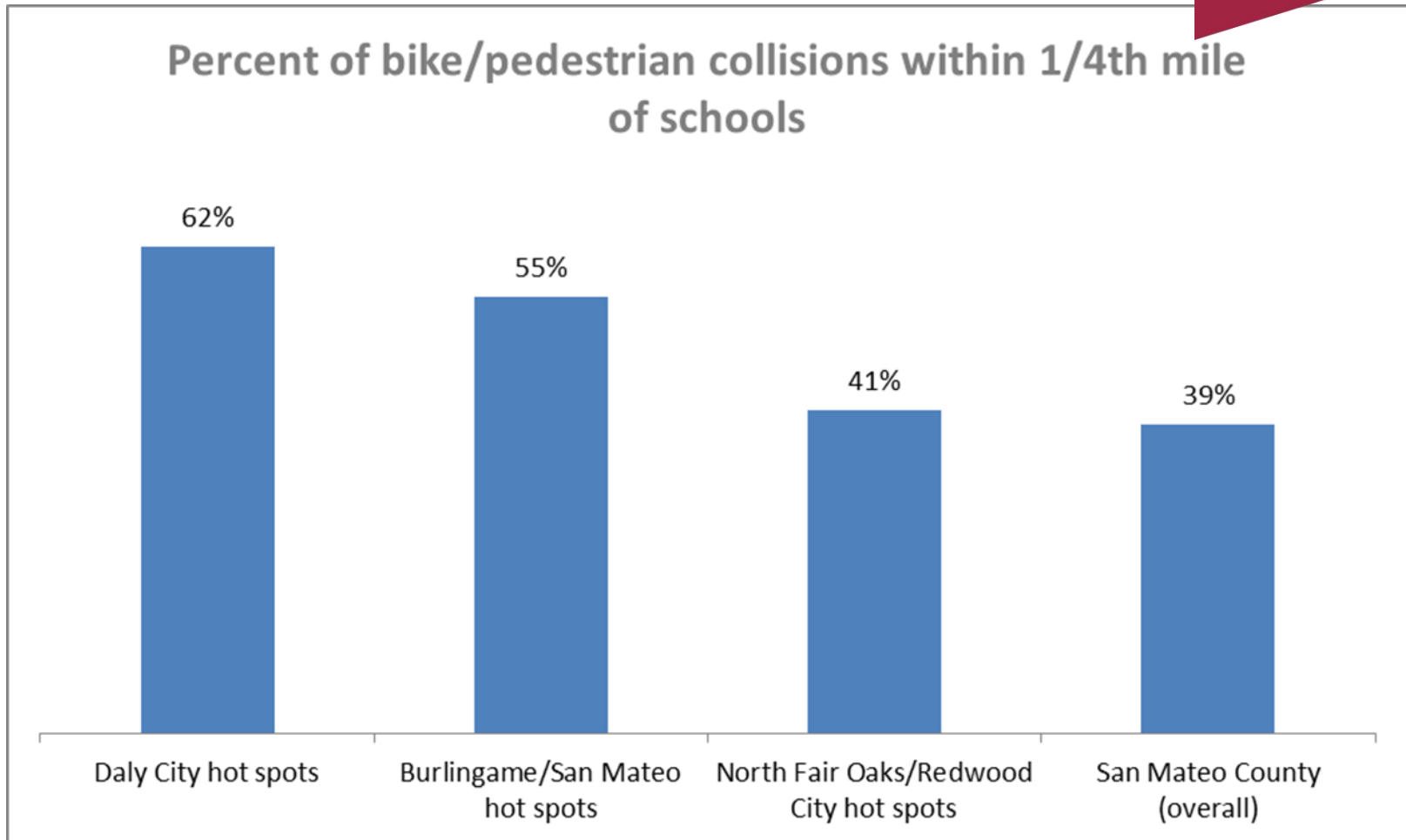
State highways

Countywide:

- 48% of bicycle and pedestrian fatalities
- More than 64% of all fatal collisions

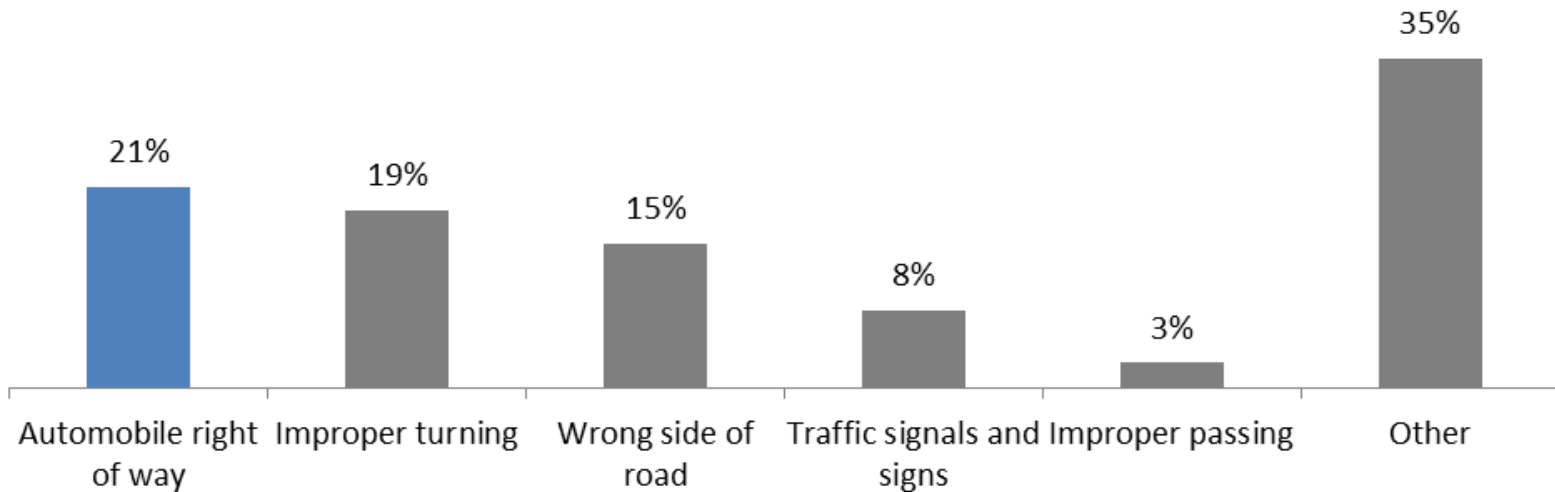


Bike and Pedestrian Collisions

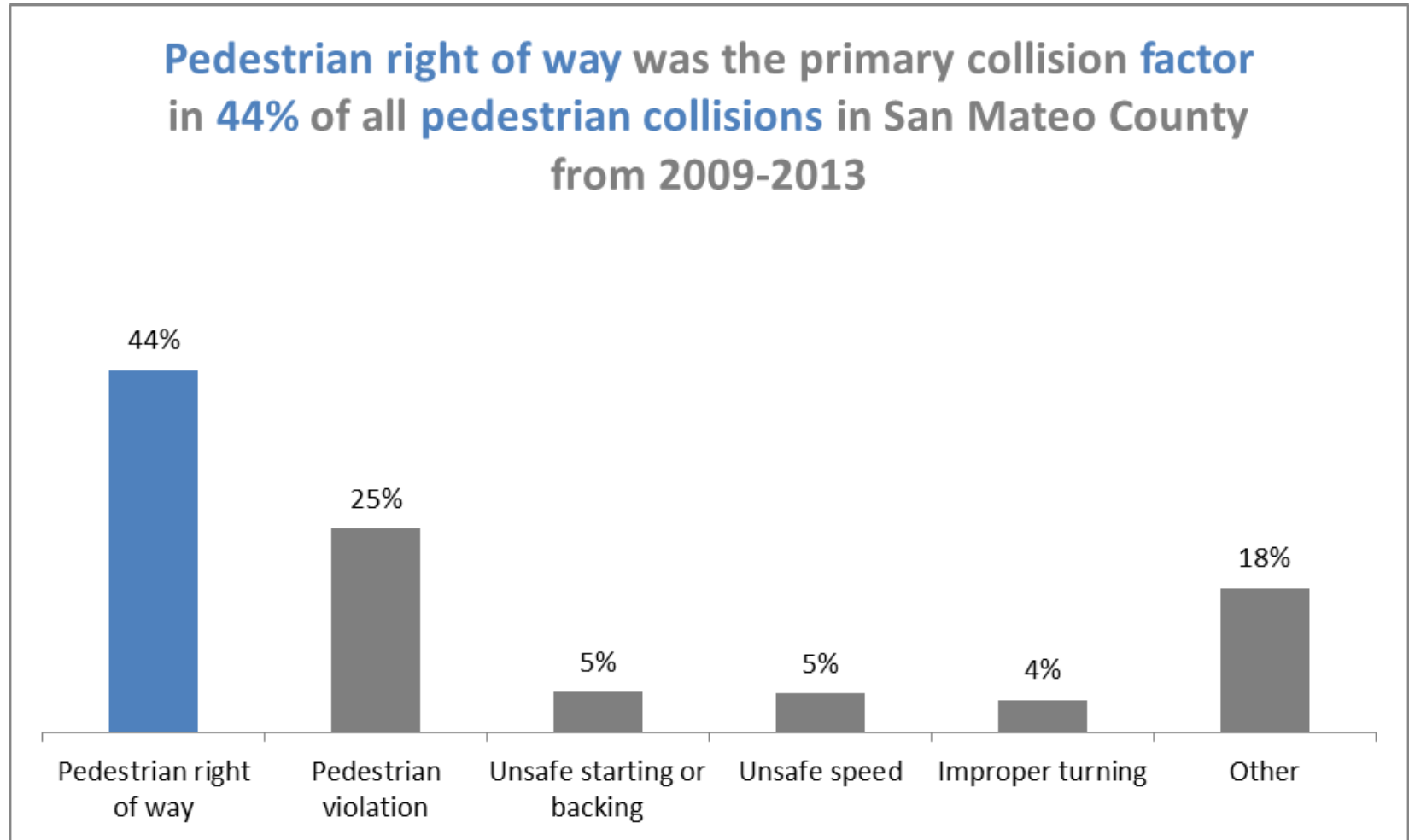


Vehicle right of way

Automobile right of way was the primary collision factor in 21% of all bike collisions in San Mateo County from 2009-2013



Pedestrian right of way



Recommendations

- **Adopt Vision Zero policies and make safety your top goal.**
- Design streets to prioritize people, not just cars.
- Create and track performance metrics
- Implement strong Complete Streets policies
- Focus development near transit
- Enforce safety on the streets

What are we doing?

- Collision data and analysis
- Data on key indicators
- Research and emerging best practices
- Capacity building and technical assistance
- Engaging in planning
- **Assessment of safety and active transportation environments**

Why is this important?

- Health is impacted by the environment we live in
 - Every hr spent in the car increases likelihood of being obese by 6%.
 - Switching from car to bicycle as the mode of commuting "would add between three months to 14 months" to a person's lifespan.
 - Living in neighborhoods with sidewalks increases likelihood of meeting physical activity guidelines.

What can be done?

- Focus on policies and programming
 - Assess barriers to walking and biking
 - Increase and enhance safety
 - Improve Facilities, infrastructure and community design to enable walking and biking

S.A.T. Assessment

- Assess current city policies and approaches to creating safe and accessible streets
- Outline recommendations and next steps
 - Developed an assessment tool
 - Reviewed bike and ped plans and assessment tools
 - Studied best practices
 - Developed hybrid checklist and fill-in assessment tool.
 - Consulted with experts in the field



Community Assessment Tool

UPDATED September 1, 2010



VISIONZERO

TOO

Los Angeles Department of City Planning 2010 BICYCLE PLAN A COMPONENT OF THE CITY OF LOS ANGELES TRANSPORTATION ELEMENT

Adopted March 1, 2011
Council File No. 10-2385-S2
CPC-2009-871-GPA



City of Emeryville Pedestrian and Bicycle Plan

Adopted: May 15, 2012
PART 2: IMPLEMENTATION STRATEGY



Mobility Checklist:

Guidelines for Efficient, Livable Communities

This checklist provides guidelines to create efficient and livable communities where walking, cycling, and public transportation options are convenient and viable. This guide will help municipalities and developers make informed decisions about transportation infrastructure during the site plan review process. Some of the benefits of transportation-friendly development include:

- Better quality of life
- Reduced household spending on transportation
- Less sprawl
- Healthier lifestyles
- Reduced carbon dioxide emissions
- Increased transit ridership
- Reduced traffic congestion, car accidents, and injuries
- Reduced dependence on foreign oil



Upper Valley TMA
Working to Reduce Reliance on Driving Alone



Sample findings-SRTS

Core Plans and Policies

- SRTS goal, plans and policies included in
 - City-wide general plans – Circulation elements
 - City-wide general plans – Housing elements
 - Bike and Ped Plans
 - Area Specific Plan or Community Plans



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Land Use Planning/Development

- Plan for complete neighborhoods
 - “Encourage new housing developments in proximity to existing goods and services, clinics, schools, etc.” - NFO
- Improve pedestrian connections between existing elements of the community - town center, schools, shopping, parks, transit, etc.
 - NFO + RWC

Safety Implementation Policies

- Conduct activities that reinforce walking and bicycling
 - San Mateo and Daly City
 - Safe Routes to school maps
 - Walk and Bike to School Days
 - Walking School Bus/Bike Train
 - RWC
 - Meet regularly with local schools to develop programs - RWC



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Safety Implementation Policies

- Improve safety in school zones
 - Education and encouragement programs
 - Enforce speed limits and traffic laws – Daly City
 - Install traffic calming devices - NFO
 - Assess and address barriers - NFO



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Recommendations

SRTS Best Practice Policies for Cities

- Engage schools districts in the planning process
- Assign a dedicated city staff person to work with school on SRTS
 - Help develop and provide SRTS training.
 - Help integrate walking and bicycling safety education into the curriculum.
- Ensure safety with crossing guard assistance.
- Assist in purchasing and siting bicycle parking.



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SRTS Best Practice Policies for Cities

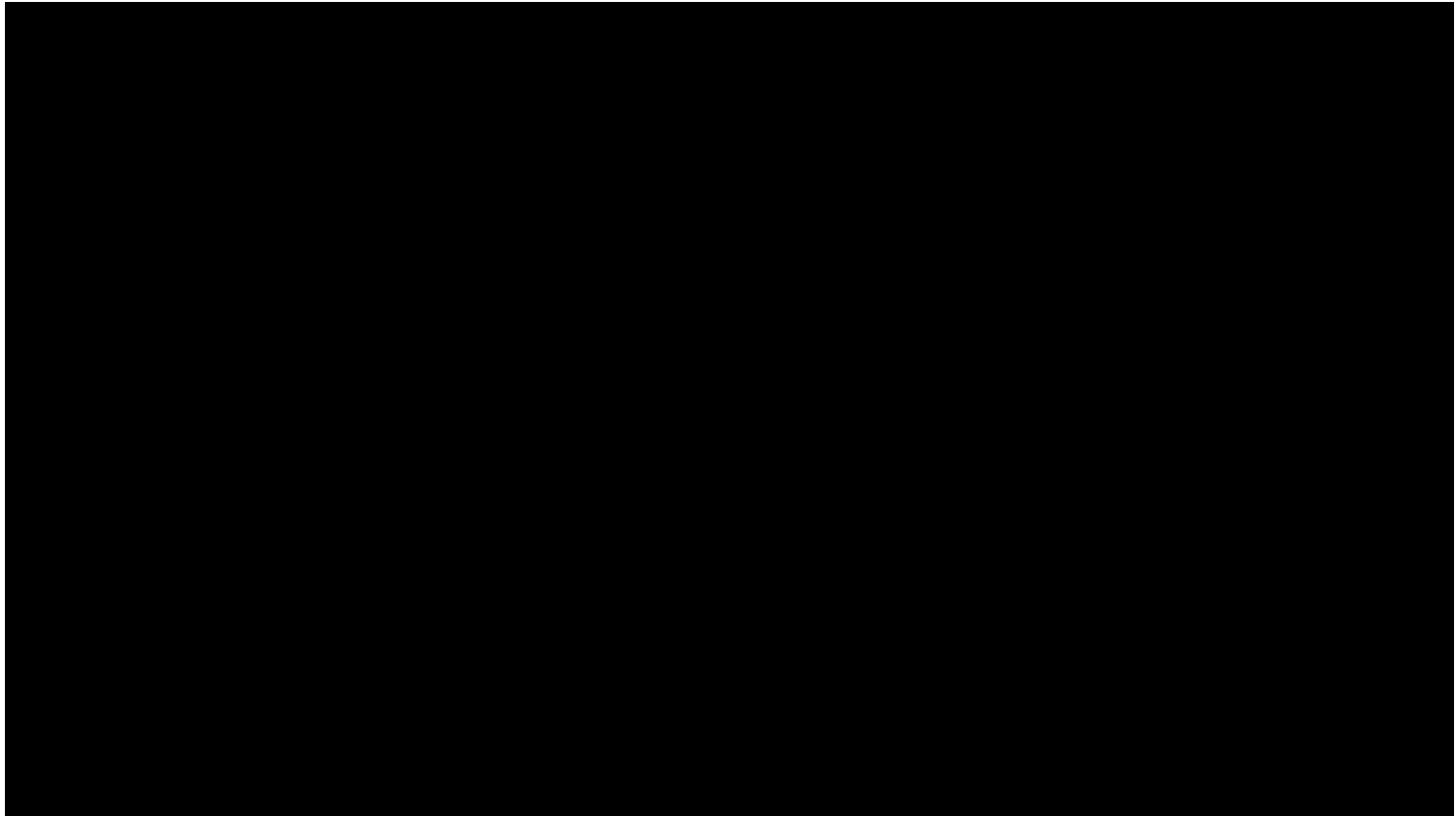
- Assign local law enforcement to address traffic and crime concerns in the neighborhood.
- Tracking, publishing and reviewing collision data, especially around schools.
- Annual evaluation to monitor and track walking and bicycling rates.
- Funding allocation for SRTS programming in underserved communities.



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Strengthening communities through healthy streets



Thank you!



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