Tools and Techniques to Increase Active Transportation in San Mateo County

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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
Framing our work

- Place-based prevention
- Advancing health equity
- Collaboration and partnership
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
• **Health Inequity**: Inequitable distribution of health outcomes

Source: 2013 Community Needs Assessment: Health & Quality of Life in San Mateo County
Streets are an enormous public asset. Increasing opportunities for people to get out of their cars and safely walk, bike, and take public transit saves lives, prevents injuries, and improves health.
Pedestrian, Bicyclist and Vehicle Collisions
Concentration of Bike and Pedestrian Collisions, San Mateo County, 2009-2013

Source: Statewide Integrated Traffic Records System, 2009-2013
Methods, Data, & Findings

There were 2,362 pedestrian and bike fatalities in San Mateo County from 2009-2013, but these fatalities are not evenly distributed.

18% of bike and pedestrian collisions occurred along one corridor (El Camino Real), although it accounts for only 1% of the roadway miles.
Opportunities for Improving Safety

1. Identify community values and priorities to better balance the needs of all users.
2. Prioritize communities with highest health inequities for increased resources for safe active transportation.
3. Promote Vision Zero policies and make safety a top goal.
4. Focus on development near transit, especially in a community’s downtown.
5. Implement strong Complete Streets policies to serve all users.
6. Include a framework and strategies to support anti-displacement, while we advance healthy streets.
 Opportunities For Engagement

1. Ongoing updates to collision data and analysis
2. Key health indicators
3. Emerging best practices
4. Capacity building and technical assistance
5. Policy assessments, engagement in the planning process
6. Assessment of areas for opportunities to increase or improve safety and active transportation usage
7. Prioritize our resources in areas with high health inequities
8. Disaggregate analysis by race, income and other indications of SES when possible to understand opportunities to advance health equity
Collisions around Schools
Collisions Around Schools

Percent of bike/pedestrian collisions within 1/4th mile of schools

- Daly City hot spots: 62%
- Burlingame/San Mateo hot spots: 55%
- North Fair Oaks/Redwood City hot spots: 41%
- San Mateo County (overall): 39%
Of the 146 elementary schools, 22 were located in census tracts where at least 30% of residents were below 200% of the Federal Poverty Level (FPL).

The majority of schools located in high poverty and high collision areas are located in just 3 school districts.
1. Increased targeted funding
   - Safe Routes to School
   - C/CAG

2. Increased technical assistance for schools applying for funding

3. Prioritize investment in geographies of high need
   - Foundations
   - Cities
   - Counties
   - Schools & School Districts
Transportation Access
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Affordable and reliable transportation is essential for a healthy community. Public transit provides access to jobs, schools, grocery stores, health care, opportunities to socialize, and other resources beneficial to health.

Increase physical activity, increase safety, improved air quality and specifically access for transit-dependent populations.
Data, Methods, & Findings

• High-frequency bus stops are concentrated in the urban areas of the county primarily located along the El Camino Real corridor, as well as in Daly City and East Palo Alto.
• Most residential areas in the county are not within walking distance of high-frequency bus stops.
Collectively, these are three different strategies for addressing active transportation through a health equity lens in SMC.
Questions?

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