Active Transportation
and SB 375

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Links land use and housing to transportation

Region must show how it can house all the population in the next 30 years

Preservation of open space and agricultural land

Show how development pattern and transportation network can reduce greenhouse gases
Plan Bay Area to achieve a 15% CO₂ reduction per capita by 2035
House 100% of growth without displacing low income residents by 2035
700 Projects Analyzed
Active Transportation Target Development

Where does walking and cycling fit within the 30 min/day of moderate to vigorous activity?

No performance standards from the CDC Community Guide – insufficient evidence that transportation policies increase physical activity

What is the expected increase in active transportation in 30 years?

No metrics for active transportation
How much physical activity should transportation take credit for?

- ½ Mile from station: 7 minutes of activity
- Bay Area perimeter: 15 minutes of activity
Methodology of Evaluating Active Transportation

% of Active Individuals

(Change in minutes/person/day) * (inactive population 62%)  
(Minutes to become active -30)

Active individuals from the project

Percent of active or inactive individuals  
* Projected Bay Area Population
62% Bay Area Inactive
California Health Interview Survey

>30 minutes of activity

$717 Savings From Lost Productivity
Per person

$326 Health Care Cost Savings
Per person
(Disease types attributable to physical inactivity)
Physical Activity Benefits

Coronary heart disease
Type 2 diabetes
Colon cancer
Dementia
Breast cancer
Depression
What happens when everyone meets the 15 minutes per person per day target?

$1.1$ Billion Lost productivity and health care cost savings

$10.6\%$ Become active

$3.2$ Billion Saved based on the Value of Statistical Life (VSL)

$650$ LIVES SAVED
Most Physically Active Persons per Dollar

Project Name = Additional Active Individuals/Million $

- Transit Efficiency
- Pricing
- Road Efficiency
- TLC
- Bike/Ped
- Transit Expansion
- Express Lanes
- Arterial Expansion

- Caltrain Service Frequency Improvements = 170
- BART to San Jose/Santa Clara = 173
- San Mateo Countywide Shuttle Service Frequency Improvements = 211
- SR-29 HOV Lanes and Bus Rapid Transit = 231
- Irvington BART Station = 496
- Transportation for Livable Communities = 658
- Regional Bikeway Network = 743

- Treasure Island Congestion Pricing = 2,108
- Congestion Pricing Pilot = 2,338
- BART Metro Program = >2,338
Fewest Physically Active Persons per Dollar

Project Name = Fewer Active Individuals/Million $

Better Market Street = -42
Regional Express Lane Network = -43
Fremont/Union City East-West Connector = -45

AC Transit Service Frequency Improvements = -73
Muni Service Frequency Improvements = -76
Silicon Valley Express Lanes Network = -78
Bay Bridge Contraflow Lane = -85
Alameda-Oakland Bus Rapid Transit = -96

I-80 Auxiliary Lanes = -112

SFMTA Transit Effectiveness Project = -486
Transit projects that compete with bicycle trips can make people less active.
Transit projects that have travel time savings make people more active
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