

Active Transportation and SB 375



Sean Co
Transportation planner
Metropolitan Transportation Commission

BayArea Plan

Building on a Legacy of Leadership

Links land use and housing to transportation

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

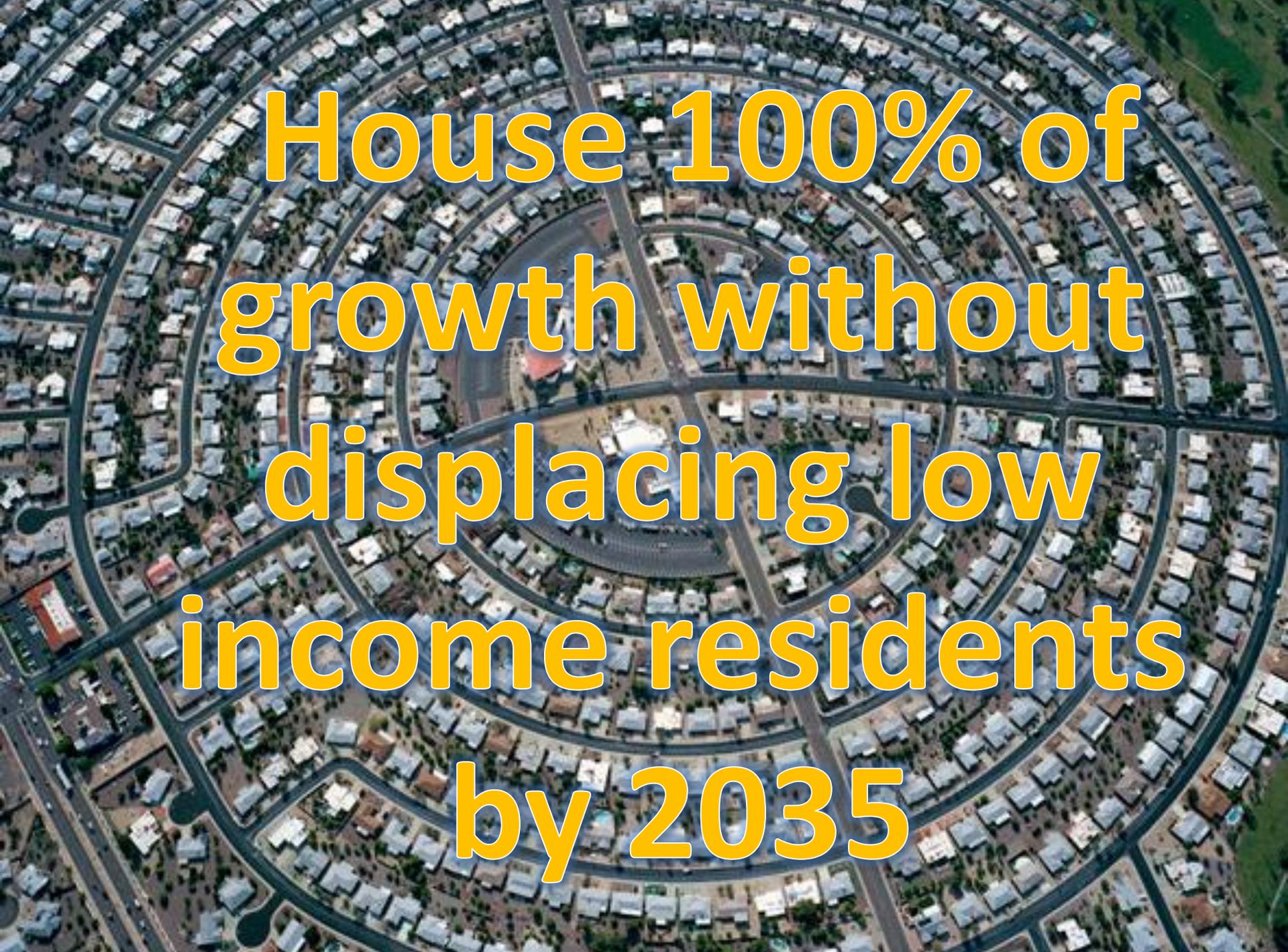
Preservation of open space and agricultural land

Show how development pattern and transportation network can reduce greenhouse gases

Plan Bay Area to achieve a

15%

**CO₂ reduction per capita by
2035**

An aerial photograph of a suburban residential development. The layout is characterized by a central circular road that branches out into several smaller circular roads, creating a series of concentric and intersecting loops. The houses are densely packed within these loops, with green lawns and trees interspersed among the buildings. The overall appearance is that of a planned, modern residential community.

**House 100% of
growth without
displacing low
income residents
by 2035**

BENEFITS & COSTS

PERSONAL CHOICE

Travel
Time



Vehicle
Operating Costs



Health
Costs



EXTERNALITIES



CO₂/PM
ROG/NOX



Fatal and Injury
Collisions



Noise

700
Projects
Analyzed

Active Transportation Target Development

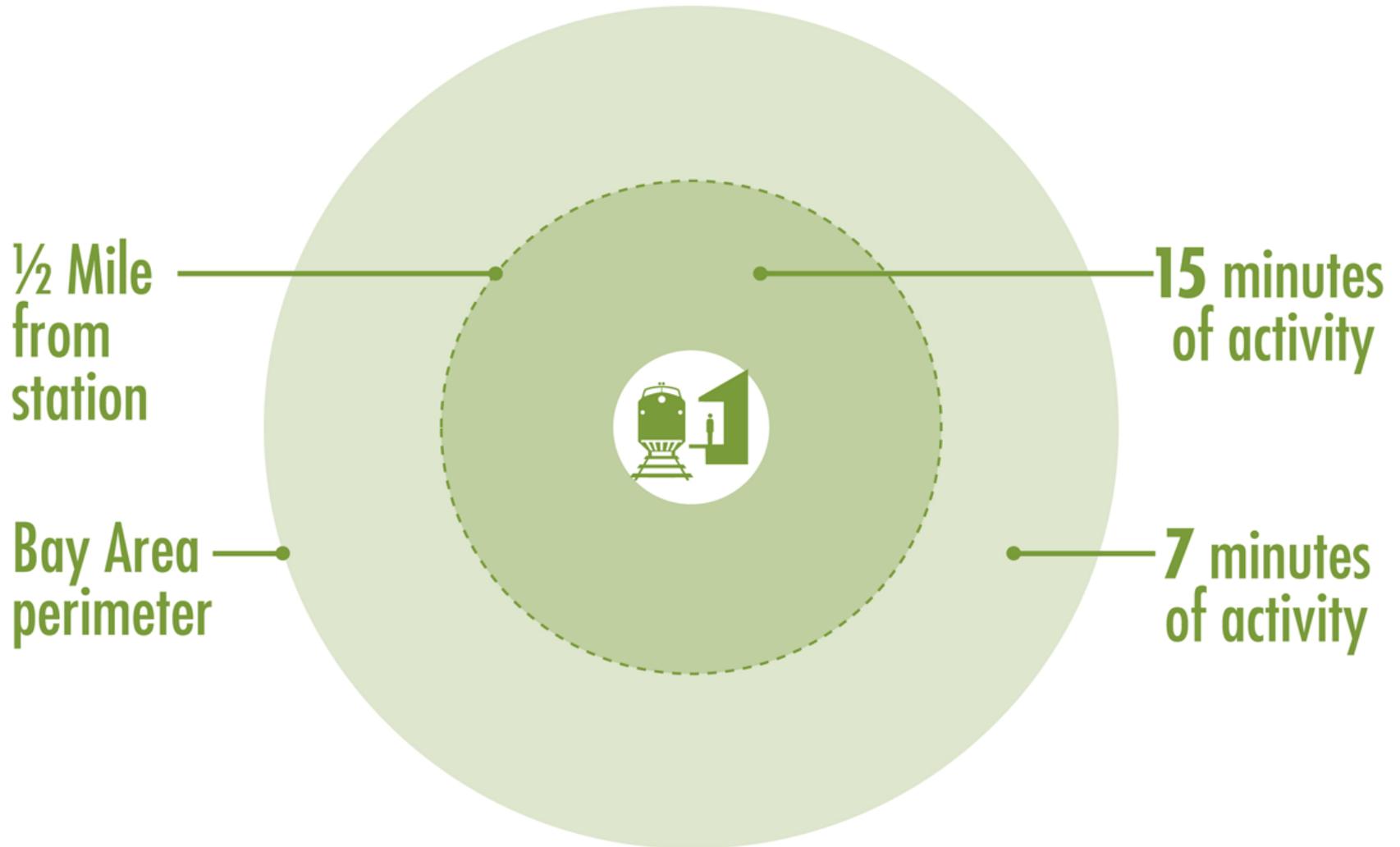
Where does walking and cycling fit within the 30 min/day of moderate to vigorous activity?

No metrics for active transportation

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?

How much physical activity should transportation take credit for?



Methodology of Evaluating Active Transportation

% of Active Individuals

$$\frac{(\text{Change in minutes/person/day}) * (\text{inactive population } 62\%)}{(\text{Minutes to become active } -30)}$$

Active individuals from the project

$$\frac{\text{Percent of active or inactive individuals}}{\text{Projected Bay Area Population}} *$$

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

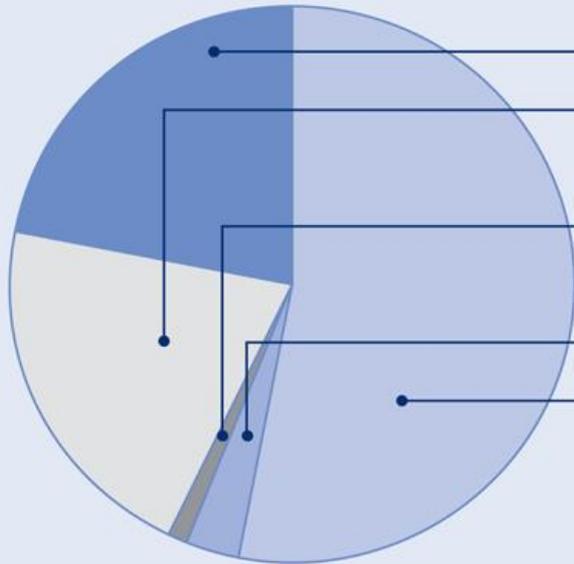
Breast cancer

Type 2 diabetes

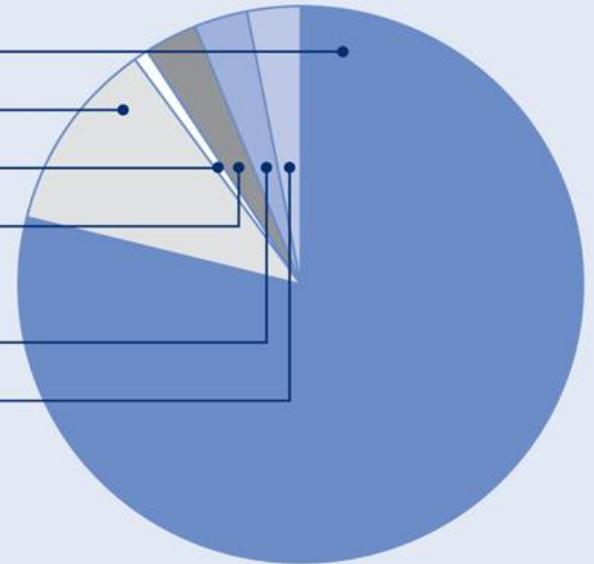
Colon cancer

Depression

Dementia



22%	Travel Time	79%
21%	Auto Travel Costs	11%
0%	PM	1%
1%	CO2	3%
0%	Other Pollutants	0%
3%	Collisions	3%
53%	Active Transportation	3%
0%	Noise	0%



Regional Bicycle Network

Summary of Total Benefits

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)

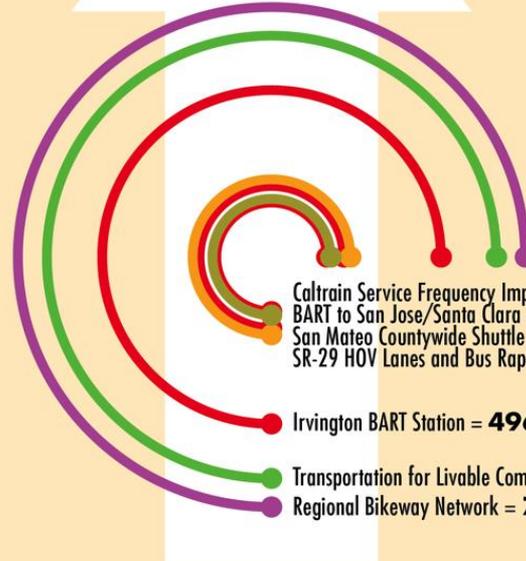
650 LIVES SAVED



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**

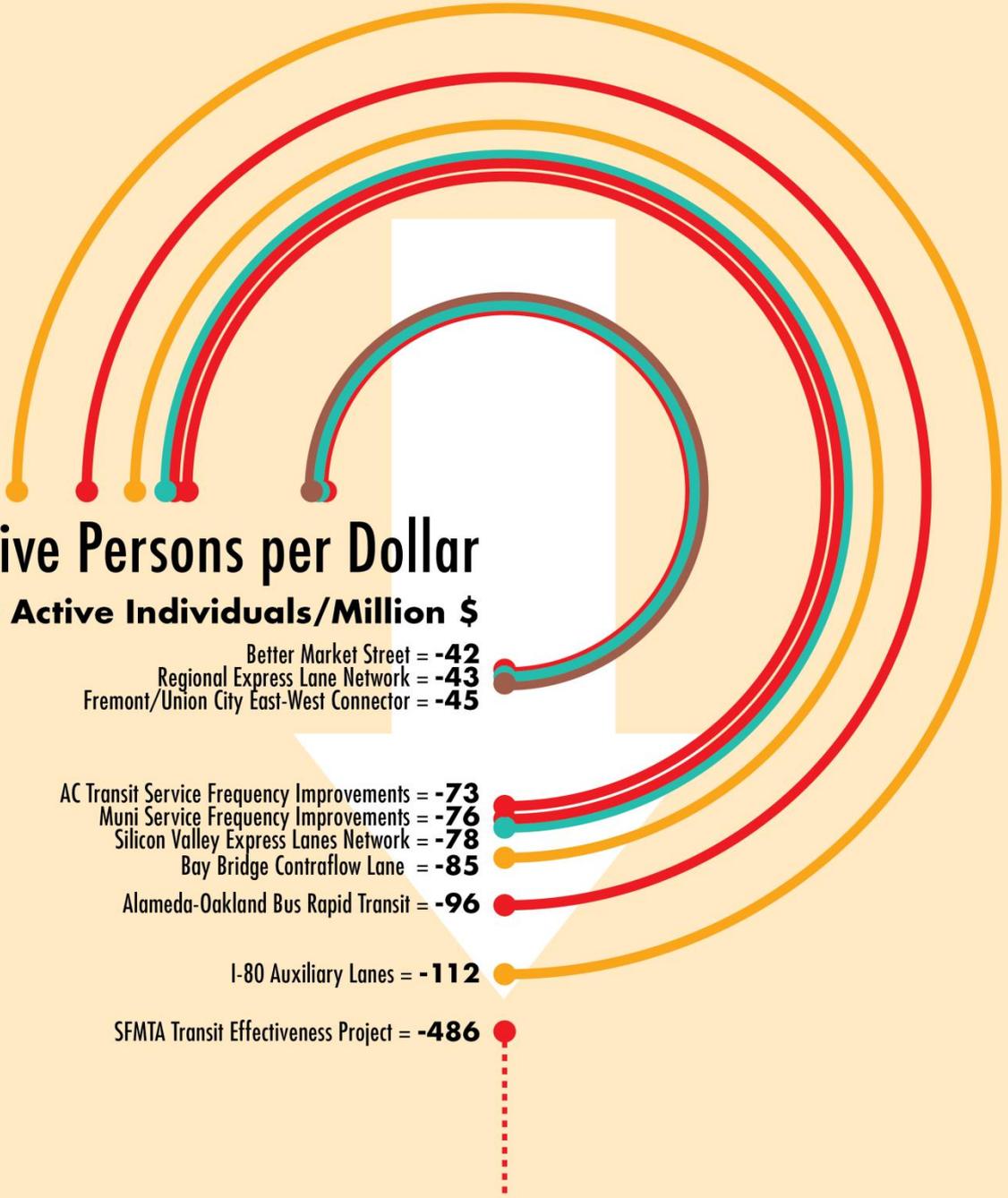
Regional Bikeway Network = **743**

Treasure Island Congestion Pricing = **2,108**

Congestion Pricing Pilot = **2,338**

BART Metro Program = **>2,338**

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



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**

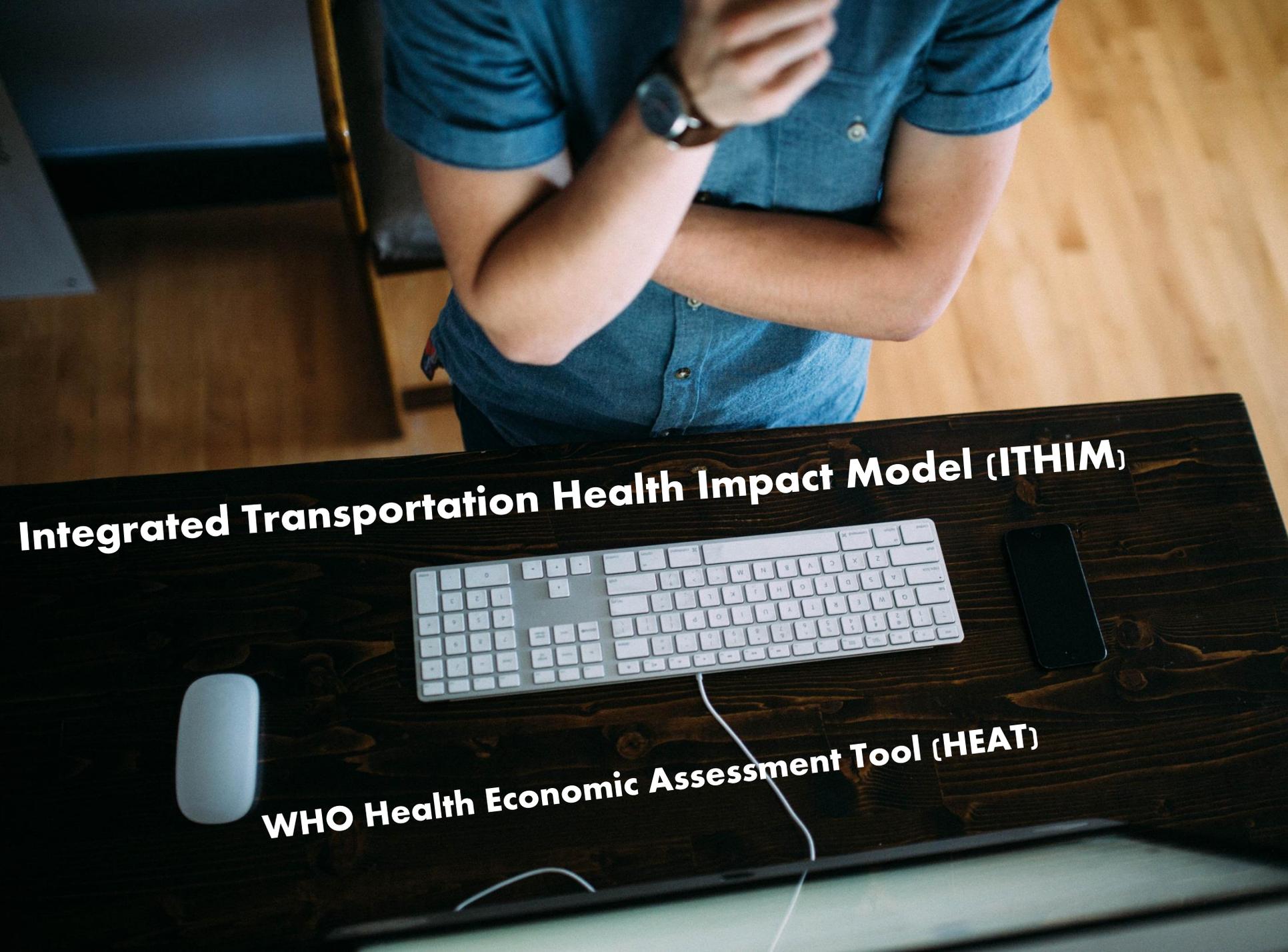
AC Transit Service Frequency Improvements = **-73**
 Muni Service Frequency Improvements = **-76**
 Silicon Valley Express Lanes Network = **-78**
 Bay Bridge Contraflow Lane = **-85**
 Alameda-Oakland Bus Rapid Transit = **-96**

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**

A high-angle photograph of a person sitting at a dark wooden desk. The person is wearing a blue short-sleeved button-down shirt and a watch on their left wrist. Their hands are clasped together. On the desk in front of them is a white keyboard, a white mouse, and a black smartphone. The background shows a wooden floor and a chair.

Integrated Transportation Health Impact Model (ITHIM)

WHO Health Economic Assessment Tool (HEAT)

Sean Co

**Metropolitan
Transportation
Commission**

sco@mtc.ca.gov

