

## **DRAFT HEALTH AND WELLNESS POLICY FRAMEWORK AND POTENTIAL PERFORMANCE MEASURES FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE**

*Note:* This Draft Health and Wellness Policy Framework has been prepared for discussion purposes with the Public Health Stakeholder Group. The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

### **I. Proposed Framework for the Regional Comprehensive Plan Update**

The 2004 Regional Comprehensive Plan (2004 RCP) provides a planning framework for the San Diego region that is guided by smart growth and sustainable development principles. Since its adoption, SANDAG has supported a number of projects and programs at the local and regional level that have integrated land use and transportation planning.

The 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS), which was adopted by the Board of Directors on October 28, 2011, provides a framework for moving the San Diego region towards a more sustainable future and achieving its greenhouse gas emission reduction targets, as required by Senate Bill 375 (Steinberg, 2008).

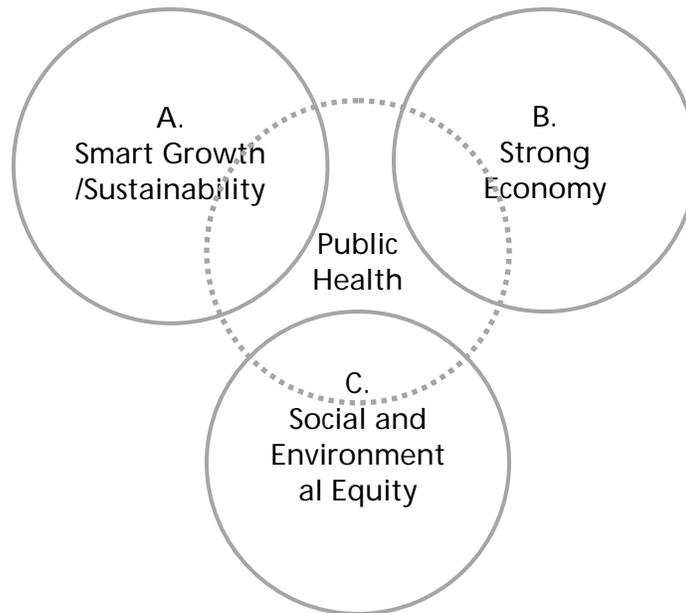
Both the 2004 RCP and the 2050 RTP/SCS promote livable, walkable, safe, and healthy communities. As identified in both the RCP and RTP/SCS, the SANDAG overarching policy objectives and priorities include:

- Integrating land use and transportation planning and coordinating infrastructure development;
- Increasing travel choices by improving access to public transit and active transportation;
- Expanding the availability of a range of housing types to meet diverse needs;
- Protecting the natural environment and improving air quality;
- Promoting social equity and reducing disproportionate impacts on communities of concern; and
- Ensuring the region's economic competitiveness and prosperity.

As part of the Healthy Works Program, SANDAG has partnered with the San Diego County Health and Human Services Agency (HHSA) to address rising rates of obesity in the San Diego region. The program will promote evidence-based strategies that increase physical activity and availability of fresh and healthy food. As part of this project, SANDAG is working with a wide range of stakeholders to develop a policy framework that could guide the integration of public health principles into local and regional policies, projects, programs, and funding decisions.

Public health considerations can tie the overlapping and mutually supportive concepts identified in the RTP/SCS and RCP, and provide a comprehensive policy framework for the next RCP update as illustrated in Figure 1.

Figure 1: Proposed Framework for the RCP Update



## II. Draft Health and Wellness Policy Framework and Potential Performance Measures

According to the World Health Organization, health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. The draft Health and Wellness Policy Framework (Draft Framework) defines health broadly to include both physical and behavior health and addresses a range of factors that affect health outcomes. Many of these factors are already addressed in the 2004 RCP. These include: urban form, transportation, housing, environment, economic prosperity, social equity and environmental justice, and public facilities. In addition to these factors, the Draft Framework also will address public safety and access to healthy food and nutrition.

Performance measurement is the process whereby an organization evaluates the effectiveness of its policies, programs, and investments. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific desired outcomes or objectives. The fundamental purpose behind measures is to improve performance. The draft performance measures in this document are presented as potential success indicators and are organized by the same nine topic areas as the Draft Framework

Potential goals, policy objectives, recommended actions and success indicators for each of the factors are described in the next section.

The Draft Health and Wellness Policy Framework includes the following nine topic areas:

- A. *Urban Form*
- B. *Mobility*
- C. *Housing*
- D. *Environment*
- E. *Economic Development*
- F. *Social Equity and Environmental Justice*
- G. *Public Facilities and Amenities*
- H. *Public Safety*
- I. *Healthy Food and Nutrition*

## **A. Urban Form**

Evidence suggests that land use and transportation planning and policy have a direct impact on public health. Epidemiological studies have consistently shown that people who live in compact, mixed-use, and walkable communities are less likely to be obese and hypertensive compared to people who live in auto-centric communities. Research also has established a clear connection between these built environment characteristics and chronic diseases, such as heart disease, diabetes, cancer, and asthma.

Neighborhood completeness refers to the ability of residents to walk easily to all of the goods and services needed in daily life. A complete neighborhood encourages walking and bicycling because goods are nearby and helps contribute to neighborhood safety by ensuring that many pedestrians are on the street throughout the day, helping to keep eyes on the street. Complete neighborhoods also reduce residents' reliance on cars, with fewer automobile trips required. This, in turn, leads to increased physical activity and reduced air and noise pollution, as well as risk of collisions and injuries.

Potential **goals** may include:

- Smart growth communities and complete neighborhoods;
- Safe and active uses in streets and public spaces; and
- Integration of health principles in planning and decision-making.

Potential **policy objectives** may include:

- Promoting mixed-use, compact, transit-oriented, and walkable communities (Smart Growth) that create a sense of place and encourages active modes of transportation.
- Encouraging complete neighborhoods that provide daily goods and services to households within walking and bicycling distance.
- Supporting active uses in and around public areas, such as streets, parks, canyons, schools, commercial areas, and transit stations to provide "eyes on the street" at all

times of the day and a safe environment for physical activity and social interaction (also see Public Safety).

- Encouraging an appropriate mix of land uses and intensity of development that minimizes conflicts and protects human and environmental health.
- Promoting the integration of health principles and considerations in local and regional policy, planning, and decision-making.

Potential **recommended actions** may include:

- Continue to implement the Smart Growth Incentive Program (SGIP). Incorporate health as a criterion in the project selection process. Encourage grantees to integrate health consideration in smart growth projects. Consider expanding the SGIP. Continue to prioritize investments for public facilities and infrastructure in Smart Growth Opportunity Areas.
- Develop and disseminate guidelines to promote healthy and active design in public and private areas. Incorporate principles of crime prevention through environmental design. Promote active uses in neighborhood and commercial areas that provide “eyes on the street” at all times of the day.
- Compile and disseminate best practices and models for local jurisdictions on performance-based standards for appropriate mix of uses and intensity of development in urban areas.

Potential performance measures<sup>1</sup> or **success indicators** for this topic area may include:

*Goal: Smart Growth Communities and Complete Neighborhoods*

- More local jurisdictions and regional agencies have adopted land use and transportation policies, and implemented projects that support smart growth principles.
- Higher proportion of new housing and employment growth is planned in mixed-use, compact, transit-oriented, and walkable communities. New residential development includes a proportion of affordable, multifamily, and senior housing.
- Higher proportion of regional investment in infrastructure improvements, such as housing, transportation, public facilities, water supply, and energy is in smart growth areas. This investment benefits everyone equally.
- More people can walk or bicycle to most daily goods and services, such as schools, parks, grocery stores, and health clinics. These amenities benefit all population groups.

*Goal: Safe and Active Use in Streets and Public Spaces*

- More public gathering areas, such as parks, plazas, schools, transit stations, and commercial zones are safe from crime and vandalism.

---

<sup>1</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

- More local jurisdictions and regional agencies have adopted policies or guidelines that promote active uses in the design of public spaces and private development.
- Fewer incidents of blight, vandalism, and illegal dumping (that are a barrier to active use of public spaces) are reported in all communities.

*Goal: Integration of Health Principles in Planning and Decision-Making*

- More local jurisdictions address appropriate mixed-use in smart growth areas (that protects human and environmental health) in their land use plans and development codes.
- More local jurisdictions and regional agencies have incorporated health principles in land use and transportation policies, programs, projects, and decision-making.

## **B. Mobility**

Healthy communities promote mobility and access for all users. They are designed to encourage walking, biking, and use of public transit as safe and viable modes of transportation. Using public transit and active transportation options, such as walking and biking, reduces air pollution, risk of injuries, and exposure to high decibels of noise. Proximity to transit also is associated with improved access to social, medical, employment, and recreational activities.

High automobile use contributes to obesity and obesity-related illnesses and to air pollution, which has been linked to asthma, leukemia, and heart disease. Asthma, in particular, is more prevalent among minority children. Speeding vehicles can endanger pedestrians and bicyclists, posing additional safety concerns in neighborhoods. Lower speeds, safe routes to school, traffic calming, and shared use paths have been shown to increase pedestrian activity, improve safety, and reduce noise.

Streets that are designed for the safety of multiple users, including pedestrians of all ages, bicyclists, people with disabilities, buses, and cars, reduce the risk of pedestrian and bicycle injuries. Walking or biking to school, work, daily errands, and public transit helps people meet the Surgeon General's recommendation of at least 30 minutes of physical activity per day. Increased exercise reduces the risk of a range of health ailments, such as respiratory disease, cardiovascular mortality, hypertension, and obesity.

Communities of color, the elderly, children, low-income families, and individuals with disabilities are more likely to be unable to drive and are thus underserved by policies that ignore transportation options beyond the automobile. Traffic fatalities, of which pedestrians make up a notable proportion, are another direct consequence of automobile dependence that disproportionately affects children, seniors, and communities of color.

Potential **goals** may include:

- Improved access and mobility for all users;

- Active transportation and public transit as safe, interconnected, and viable modes of transportation; and
- Improved health and safety.

Potential **policy objectives** may include:

- Promoting active transportation (walking and bicycling) as a safe, convenient, and viable mode of transportation for all trips for all users. Consider the needs of rural and urban areas.
- Providing safe pedestrian and bicycle routes to schools, transit stations, parks, grocery stores, and other community facilities and amenities to improve access, reduce injuries, and promote active lifestyles.
- Implementing complete streets policies at the regional and local level to accommodate pedestrian, bicycle, and public transit modes in existing street rights-of-way.
- Improving access to high quality and affordable public transit service (as defined in the 2050 RTP) for all residents and employees.
- Developing an interconnected transportation system that provides a viable alternative to driving and serves the diverse mobility needs in the region.
- Enhancing access and mobility for all users, including seniors, youth, people with disabilities, and low-income households.
- Ensuring that transit-dependent households have access to evacuation and rescue services in the event of a natural or human-induced disaster or emergency.
- Ensuring that proposed transportation and infrastructure projects and programs assess and address any potential health benefits or impacts in the project development phase.

Potential **recommended actions** may include:

- Implement the active transportation, public transit, paratransit, and transportation demand management projects, and strategic initiatives identified in the 2050 RTP; the 2010 Regional Bicycle Plan; and the 2012 Safe Routes to School Strategic Plan (still to be finalized and adopted by the Board of Directors).
- Develop an Active Transportation Early Action Plan (EAP). Create a vision for healthy, active, and walkable neighborhoods. Conduct a needs assessment of unmet active transportation needs in the San Diego region (consider the methodology used by the Los Angeles County Department of Public Health to identify need for the Southern California region). Identify projects and programs to meet these needs. Prioritize projects in high need areas for implementation as part of the EAP.
- Continue to implement the SGIP and the Active Transportation Program to promote walking, bicycling, and public transit in the region. Consider expanding these programs.
- Develop a regional complete streets strategy. Provide technical assistance to local jurisdictions to implement complete streets policies and address barriers to implementation.

- Develop and implement an active transportation promotion program for the San Diego region. Expand the active commuter incentive program to promote walking and bicycling to work and school (as defined in the 2050 RTP).
- Develop and implement an Active Transportation Monitoring and Evaluation Program for the San Diego region. Set standards, develop a methodology, and provide guidance and technical assistance for active transportation data collection in the region.
- Update the regional transportation model to more accurately account for walking and bicycling trips.
- Develop parking guidelines and policies that complement efforts to promote public transit and active transportation.
- Coordinate with other regions, tribal governments, and Mexico to promote active transportation and public transit across regional and national borders.
- Compile and disseminate tools and best practices to local jurisdictions for creating safe and walkable communities and complete streets. Consider traffic calming and multimodal level of service standards.
- Develop and adopt a health benefits and impacts assessment “tool” for transportation and infrastructure improvement projects and programs.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support the offices of emergency response to develop disaster and emergency preparedness strategies for transit-dependent households.

Potential performance measures<sup>2</sup> or **success indicators** for this topic area may include:

*Goal: Improved Access and Mobility for all Users*

- More people can walk or bicycle a short distance to a park, playground, trail or beach, elementary or middle school, transit stop, health clinic, library, community center, or grocery store (daily goods and services). These environments exist in all communities and benefit all population groups.
- Higher proportion of short-distance daily trips (less than 1 or 3 miles) are made by walking and bicycling.
- Higher proportions of qualified people are adequately served by paratransit.

---

<sup>2</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

*Goal: Active Transportation and Public Transit as Safe, Interconnected, and Viable Modes of Transportation*

- All programmed active transportation, public transit, paratransit, and transportation demand management projects from the 2050 RTP, 2010 Regional Bicycle Plan, and 2012 Safe Routes to School Strategic Plan are being implemented as planned.
- More local jurisdictions have land use and transportation policies that support active transportation, complete streets, safe routes to school, safe routes to transit, traffic calming, and walkable neighborhoods. Regional policies and programs support local efforts.
- More resources are dedicated for local and regional education, promotion, and incentive programs to promote active transportation and public transit use. All population groups benefit from these programs.
- Higher proportions of people crossing the international border with Mexico do so by foot, riding a bicycle, and arrive at the border crossing using active modes and public transit. Impacts on border wait times, health outcomes, and safety are positive.
- Higher ridership on the regional transit system at all times of day and on weekends. All population groups benefit from improved access to transit service.
- Higher proportions of transit-dependent people have access to evacuation and rescue services.

*Goal: Improved Health and Safety*

- Lower greenhouse gas emissions generated from cars and light trucks per capita (tracked to targets set in the region's Sustainable Communities Strategy). The emission rate is lower compared to state or national averages.
- Lower number of vehicle miles traveled per capita (tracked to projections in the 2050 Regional Transportation Plan [2050 RTP]). The rate is lower compared to state or national averages.
- Higher mode share (for work and non-work trips) for carpool, walking, bicycling, and public transit compared to drive alone (tracked to projections in the 2050 RTP). The mode share is higher compared to state or national averages.
- More people achieve their daily recommended 30-minutes of moderate physical activity by walking, bicycling, and public transit use. All population groups benefit equally.
- Lower incidence of bicycle and pedestrian crashes, especially in areas with high concentrations of crashes. The crash rate is lower compared to state or national averages.
- Lower number of vehicle collisions per capita. The collision rate is lower compared to state or national averages.

## C. Housing

In a healthy community, residents have access to a variety of affordable housing units and neighborhoods. The lack of adequate and quality affordable housing may force families to seek substandard forms of shelter, compromising their health and well-being. This can result in overcrowding, overpayment, and longer work commutes, affecting both physical and emotional health.

Residents of substandard housing are at increased risk for fire, electrical injuries, lead poisoning, rodent infestation, mold, childhood asthma, and other illnesses and injuries. Overcrowded housing conditions can contribute to higher mortality rates, infectious disease, inhibited childhood development, and stress. Excessive rent or housing cost burdens contribute to emotional stress, hunger, and overcrowding. Conversely, lower housing costs result in more disposable income for essential non-housing needs, allowing a more balanced lifestyle.

Epidemiologic studies have consistently found associations between living near busy roadways or heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma and poor lung function. Health risks increase with closer proximity to roadways with high volume traffic.

Potential **goals** may include:

- Adequate number of high quality and affordable housing units in the region;
- Improved jobs-housing balance and match between housing type and employment opportunities;
- Mixed-income, balanced, and stable neighborhoods that retain long-term residents and businesses; and
- Reduced exposure to and disproportional impacts from air and noise pollution.

Potential **policy objectives** may include:

- Providing high quality and affordable housing units in the region to ensure housing security, especially for lower (very low and low) and moderate income households.
- Promoting the availability of a diverse range of housing types close to major job centers and the availability of employment opportunities close to residential neighborhoods (jobs-housing balance and match) to reduce the length of commute trips and combined cost of housing and transportation, especially for lower and moderate income households.
- Encouraging mixed-income and balanced neighborhoods that provide a wide range of housing types to meet diverse community needs, such as for seniors (aging in place), large and small families, people with disabilities, and lower and moderate income households.
- Minimizing and mitigating the displacement of long-term residents, local businesses, and lower income households from areas that benefit from public investments.

- Encouraging the location of multifamily housing close to community and retail amenities, such as parks, grocery stores, schools, and public transit and buffered from impacts of major sources of environmental pollution, such as busy roadways and industries.

Potential **recommended actions** may include:

- Strengthen the Board of Director's policy to provide greater incentives to local jurisdictions to develop affordable housing units. Encourage the location of affordable housing units close to major job centers and employment opportunities.
- Continue to implement the SGIP. Incorporate health as a criterion in the project selection process. Encourage the development of a range of housing types close to major job centers and employment opportunities close to residential neighborhoods; mixed-income and balanced neighborhoods; and location of multifamily housing close to community and retail amenities. Establish programs to avoid displacement of existing residents and businesses. Consider expanding the SGIP.
- Compile and disseminate best practices and models to local jurisdictions on how to mitigate impact to multifamily housing from major sources of environmental pollution, especially busy roadways (to meet the California Air Resources Board guidelines).

Potential actions where SANDAG does not have a direct role in implementation may include:

- Facilitate discussions among local jurisdictions as needed to address the quality of housing units and mitigate the impacts of hazardous materials, such as lead, mold, and asbestos in older homes in the region.
- Facilitate discussions among local jurisdictions as needed to stabilize neighborhoods that are experiencing high rates of foreclosure.
- Support social services agencies as appropriate to provide an integrated system of care for people experiencing homelessness and to prevent homelessness.

Potential performance measures<sup>3</sup> or **success indicators** for this topic area may include:

*Goal: Adequate Number of High Quality and Affordable Housing Units in the Region*

- Higher proportion of the demand for affordable (in very low, low, and medium income categories), senior and multifamily housing units is met in each jurisdiction (tracked to Regional Housing Needs Allocation).
- Fewer people experience homelessness.

---

<sup>3</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

*Goal: Improved jobs-housing balance and match between housing type and employment opportunities*

- Higher proportion of housing units is located close to jobs in the region. There is a match between purchasing power and housing cost.
- Lower average work trip travel distance in the region and in each community.
- Lower average combined cost of housing and transportation in the region. All population groups and communities spend less for housing and transportation.

*Goal: Mixed-Income, Balanced, and Stable Neighborhoods that Retain Long-Term Residents and Businesses*

- More local jurisdictions have adopted land use and housing policies that promote balanced neighborhoods. Regional policies and programs support local efforts.
- More local jurisdictions have adopted land use and housing policies that encourage the location of multifamily housing near public transit and neighborhood amenities. Regional policies and programs support local efforts.
- More local jurisdictions have adopted land use and housing policies that address displacement of long-term residents, local businesses, and lower income households. Regional policies and programs support local efforts.

*Goal: Reduced Exposure to and Disproportional Impacts from Air and Noise Pollution*

- Fewer households are exposed to hazardous materials, such as lead, mold, and asbestos. Local programs address rehabilitation of homes with hazardous materials.
- Fewer multifamily homes are impacted by air pollution from busy roadways. Local policies and guidelines address this issue through site design, building code, etc.

#### **D. Environment**

Local environmental conditions have a significant impact on community health. Epidemiologic studies have consistently found associations between living near busy roadways or heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma and poor lung function. Health risks increase with closer proximity to roadways with high volume traffic.

Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, people with illnesses, or others who are sensitive to air pollutants. Chronic exposure to sudden noises associated with emergencies (sirens, screeching brakes, explosions, crashes) can result in sleep disturbance, cognitive impairment, hypertension, and stress hormone activation.

Particulates that settle on roads from engines and industrial processes, brake shoe dust from motor vehicles, oil residue, and other byproducts of modern industrial living can contaminate streams, creeks, and waterways that eventually reach the ocean. Second-hand smoke is a serious toxic air contaminant that causes or contributes to an increase in deaths or serious illness and poses a hazard to human health, especially children.

With the exception of low emissions and natural gas-powered vehicles, traffic contributes directly to air pollution and greenhouse gas emissions. These emissions and other air pollutants, including ozone and particulate matter, are risk factors for cardiovascular mortality and respiratory disease and illness.

Global climate change and changing weather patterns also have a range of direct and indirect impacts on public health. Extreme temperature fluctuations can lead to deaths from heat strokes and higher temperatures can lead to higher counts of pollen and other aeroallergens.

Urban greenery in the neighborhood can provide multiple benefits. Trees capture air pollution, reduce carbon dioxide, and increase oxygen levels. In addition, street trees have shown to have a calming effect on traffic, causing motorists to slow down. Urban trees can facilitate stress reduction and better emotional health.

Potential **goals** may include:

- Improved quality of the natural and physical environment;
- Reduced exposure to and disproportional impacts from pollution and environmental hazards; and
- High quality natural habitat, open space, and shoreline areas.

Potential **policy objectives** may include:

- Protecting the physical and natural environment, including air, water, and soil quality to support healthy and disease-free living.
- Mitigating noise and vibration impacts from transportation facilities, especially in residential neighborhoods.
- Reducing exposure to toxic contaminants, such as fine particulates (PM2.5) and diesel particulate matter (DPM), especially in high risk neighborhoods that are located next to marine terminals, busy roadways, railroads, and heavy industries.
- Protecting high risk population groups from negative impacts of second-hand smoke, especially in community gathering areas and multifamily housing.
- Protecting natural habitat, open space, and shoreline areas to support human and environmental health.
- Promoting clean energy and zero waste strategies, and reducing greenhouse gas emissions to ensure long-term environmental sustainability.

- Increasing greenery in urban areas to improve air quality, promote behavior health, and create a comfortable environment for all ages (also see Public Facilities and Amenities).

Potential **recommended actions** may include:

- Continue to comply with federal and state environmental laws and regulations to protect air, water, and soil quality in the San Diego region.
- Continue to implement mitigation programs to address noise impacts from transportation facilities.
- Compile and disseminate best practices and tools to local jurisdictions on the location of sensitive uses within the “impact area” (as defined by the California Air Resources Board) of a busy roadway or industry. Identify mitigation measures and design solutions that balance potential health benefits of mixed use development with air and noise impacts.
- Continue to implement the *TransNet* Environmental Mitigation Program to protect natural habitat and open space.
- Implement the Sustainable Communities Strategy, Regional Energy Strategy, and Climate Action Strategy to reduce greenhouse gas emissions in the San Diego region.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support the San Diego County Air Pollution Control District as appropriate to monitor impacts of toxic air contaminants on local communities and develop mitigation strategies.
- Support local water districts as appropriate to implement best management practices for water quality, supply, reuse, and reclamation. Promote use of drought-tolerant landscaping, use of recycled water for urban agriculture, and water conservation.
- Support local jurisdictions as needed to expand greenery within neighborhoods and commercial areas. Encourage “green” streets that incorporate natural features, such as bio-swales in street design for stormwater run-off. Encourage the use of climate-appropriate landscaping and urban agriculture within the street right-of-way.
- Support social services agencies and local jurisdictions as appropriate to address second-hand smoke impacts.

Potential performance measures<sup>4</sup> or **success indicators** for this topic area may include:

*Goal: Improved Quality of the Natural and Physical Environment*

- Improved air, water (stormwater drainage), and soil (contamination) quality and management of resources.

---

<sup>4</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

- Lower greenhouse gas emissions are generated per capita for different sectors. The emission rate is lower compared to state or national averages.
- Higher proportion of the energy consumed in the region is produced from renewable sources.
- Higher proportion of public and private facilities in the region use energy efficient systems or features. Higher proportion of vehicles use low emission fuel or technology.

*Goal: Reduced Exposure to and Disproportional Impacts from Pollution and Environmental Hazards*

- Fewer people are exposed to toxic contaminants, such as fine particulate matter (PM2.5) and diesel particulate matter beyond state and federal standards. All population groups affected equally.
- More local jurisdictions have adopted policies and guidelines that address the location of sensitive receptors in relation to major sources of air pollution.
- More local jurisdictions have adopted codes and ordinances that restrict smoking in community gathering areas and multifamily housing.

*Goal: High Quality Natural Habitat, Open Space, and Shoreline Areas*

- More habitat and open space is conserved through the *TransNet* Environmental Mitigation Program. More miles of shoreline are protected and accessible to the public.
- More local jurisdictions have adopted urban forestry plans, policies, or programs to increase the amount of greenery in urban areas.

## **E. Economic Development**

Attainment of self-sufficiency income predicts better health, improved nutrition, lower mortality, and indirect health benefits, such as reduced communicable diseases and reduced community violence. Residents of a healthy community have access to a variety of job opportunities that pay living wages. Unemployment and lack of sufficient income are strong determinants of health outcomes. Studies indicate that individuals in households making less than a living wage live fewer years. Children of families earning less than a living wage are less likely to graduate from high school.

Potential **goals** may include:

- Expanded economic opportunities and quality jobs for all residents;
- High quality workforce and training programs to meet the needs of area businesses; and
- High quality infrastructure and amenities that attract jobs and businesses to the region.

Potential **policy objectives** may include:

- Supporting a diverse economic base that can provide a wide range of job opportunities to area residents and contribute to the region's economic prosperity.
- Attracting and retaining industry sectors that provide well-paying jobs for low- and medium-skilled workers to ensure that economic development benefits all residents.
- Encourage small business development to expand employment opportunities and increase the availability of goods and services in the region.
- Providing high-quality and targeted workforce development and training programs to increase the pool of qualified workers and reduce unemployment in the San Diego region.
- Investing in infrastructure and amenities to support economic development and maintain a high quality of life in the region.

Potential **recommended actions** may include:

- Collaborate with local jurisdictions and public agencies to provide quality infrastructure, such as housing, transportation, water, energy, and social services to support economic growth and prosperity in the San Diego region.
- Compile and disseminate best practices and tools to local jurisdictions on effective economic development strategies.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support business groups, education institutions, and local jurisdictions as appropriate to expand economic development opportunities, workforce training programs, small business development strategies, and incentive programs.
- Facilitate discussions among schools, community colleges, and adult schools to address the quality of primary education and job skills training.
- Support local economic development agencies and organizations as appropriate to support health promoting businesses and industry sectors in the region.

Potential performance measures<sup>5</sup> or **success indicators** for this topic area may include:

*Goal: Expanded Economic Opportunities and Quality Jobs for all Residents*

- More diverse economic base in the region that provides a range of job opportunities to local residents.

---

<sup>5</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

- More well-paying jobs provided by high-growth sectors (including small businesses). Local workforce has the education and/or skills for these jobs.
- Lower rate of unemployment. All population groups affected equally.

*Goal: High Quality Workforce and Training Programs to meet the Needs of Area Businesses*

- Higher education attainment among local workforce. Jobs skills needed for available jobs matches skills of existing residents/workers.
- More workforce training programs provided to meet growing demand in relevant fields.

*Goal: High Quality Infrastructure and Amenities that Attract Jobs and Businesses to the Region*

- Higher regional investment in infrastructure improvements, such as housing, transportation, public facilities, water supply, and energy.

## **F. Social Equity and Environmental Justice**

Vulnerable populations, such as seniors, children, low-income households, minority, populations and people with disabilities, share a disproportionately higher health burden. Recent reports at the U.S. Centers for Disease Control and Prevention show that there are significant health disparities related to obesity among these vulnerable populations.

Potential **goals** may include:

- Equitable distribution of investments, benefits, and opportunities across the region; and
- Improved access and mobility for Communities of Concern (as defined in the 2050 RTP).

Potential **policy objectives** may include:

- Reducing health and environmental disparities and disproportionate impacts on Communities of Concern in the San Diego region.
- Improving the quality life for residents of all ages, income levels, ethnicities, and abilities through investments in community facilities, amenities, and infrastructure.
- Improving access for Communities of Concern to essential amenities and services, such as health clinics, grocery stores, schools, parks, and employment centers.
- Increasing collaboration with tribal governments to improve access and mobility to and within tribal lands.

Potential **recommended actions** may include:

- Continue to engage community-based organizations, advocates, and leaders from various Communities of Concern in the San Diego region in regional policies, programs, and decision-making.

- Explore the feasibility of measuring “cumulative disadvantage” in the distribution of infrastructure investments for Communities of Concern.

Potential performance measures<sup>6</sup> or **success indicators** for this topic area may include:

*Goal: Equitable Distribution of Investments, Benefits, and Opportunities across the Region*

- Fewer population groups experience disproportionate health impacts related to the transportation system. Level of impacts decreases and all population groups benefit equally from regional transportation infrastructure investments.
- More tribal governments have adopted land use and transportation plans, policies, programs, and projects that promote health principles. Regional policies and programs support local efforts.

*Goal: Improved Access and Mobility for Communities of Concern*

- More people can access major job centers, regional airports, parks and beaches, health clinics, schools, and grocery stores within 30 minutes by walking, bicycling, or using public transit. All population groups have a high level of access.

## **G. Public Facilities and Amenities**

Convenient access to parks, open space, quality recreational facilities, and programs result in an increase in physical activity. The many health benefits of physical activity include: reduced risks of coronary heart disease, hypertension, stroke, some cancers, diabetes, and premature mortality. Regular participation in physical activity also can provide social and emotional benefits by reducing depression, stress and anxiety, improving mood, and enhancing the ability to perform daily task.

A healthy community contains neighborhood medical facilities that provide affordable health care services. The availability of primary care has a role in preserving good health and preventing morbidity and hospitalizations from chronic and communicable diseases. Where health facilities are located near public transit, ease of access is enhanced for those who do not drive or own cars.

Local environmental conditions have an impact on community health. Epidemiologic studies have consistently found associations between living near busy roadways on heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma. Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, people with illnesses, or others who are sensitive to air pollutants.

Urban greenery in the neighborhood can provide multiple benefits. Trees capture air pollution, reduce carbon dioxide, and increase oxygen levels. In addition, street trees have

---

<sup>6</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

shown to have a calming effect on traffic, causing motorists to slow down. Urban trees can facilitate stress reduction and better emotional health.

Potential **goals** may include:

- Improved access to parks, playgrounds, and other active recreation opportunities;
- Safe and convenient walking, bicycling, and public transit access to public facilities and amenities; and
- Improved air quality.

Potential **policy objectives** may include:

- Providing an integrated system of parks, playgrounds, trails, beaches, and open space for all ages, especially in underserved areas.
- Improving walking, bicycling, and public transit access to neighborhoods facilities and amenities, such as schools, parks, transit stops, grocery stores, community gardens, health clinics, and community or recreation centers.
- Locating uses for sensitive receptors, such as childcare centers, senior homes, and outdoor active recreation facilities, away from major sources of environmental pollution, such as busy roadways and industries.
- Increasing greenery in urban areas to improve air quality, promote behavior health, and create a comfortable environment for all ages (also see Environment).

Potential **recommended actions** may include:

- Continue to implement the SGIP. Incorporate health as a criterion in the project selection process. Encourage local jurisdictions to plan for parks, playgrounds, health clinics, trails, and open space to serve the needs of current and future residents and employees. Encourage joint use and sharing of public and private facilities. Consider expanding the SGIP.
- Continue to implement the Active Transportation Program. Incorporate health as a criterion in the project selection process. Encourage local jurisdictions to prioritize walking and bicycling access to public facilities and amenities. Consider expanding the Active Transportation Program.
- Implement the active transportation and public transit projects identified in the 2050 RTP. Prioritize projects that promote pedestrian and bicycle access and safety.
- Compile and disseminate best practices and tools to local jurisdictions on the location of sensitive uses within the “impact area” (as defined by the California Air Resources Board) of a busy roadway or industry.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support local jurisdictions as needed to expand urban greenery within neighborhoods and commercial areas. Encourage “green” streets that incorporate natural features such as bio-swales in street design for stormwater run-off. Encourage the use of climate-appropriate landscaping and urban agriculture within the street right-of-way. Encourage “access to nature” especially for children and seniors.

Potential performance measures<sup>7</sup> or **success indicators** for this topic area may include:

*Goal: Improved Access to Parks, Playgrounds, and Other Active Recreation Opportunities*

- More people can walk or bicycle a short distance to a park, playground, trail or beach, elementary or middle school, transit stop, health clinic, library, community center, or grocery store (daily goods and services). These environments exist in all communities and benefit all population groups.

*Goal: Safe and Convenient Walking, Bicycling, and Public Transit Access to Public Facilities*

- More public facilities and amenities are connected to a local or regional bicycle route, have secure bicycle parking on-site, have adequate sidewalks and safe crosswalks, and are within walking distance of a public transit stop.

*Goal: Improved Air Quality*

- More local jurisdictions have adopted policies and guidelines that address the location of uses for sensitive receptors in relation to major sources of environmental pollution.
- More local jurisdictions have adopted urban forestry plans, policies, or programs to increase the amount of greenery in urban areas.

## **H. Public Safety**

A healthy community is safe, well-maintained, and clean. It includes active neighborhoods and public spaces and facilitates natural surveillance. Environmental design factors associated with levels of perceived and actual neighborhood safety include sidewalk cleanliness and width, street design for pedestrian safety and speed control, street lighting, number of liquor outlets, degree of community isolation and access to services. Other factors include use of drugs, presence of gangs, police presence, availability of weapons, employment, and access to community activities for families and youth.

Environmental design affects social interactions, which in turn may affect violence. Violence has a negative effect on the physical and behavior health of victims and their families,

---

<sup>7</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

friends, and neighbors. Also, it negatively impacts the social and economic well-being of the neighborhood, influencing business investment, job and housing security, educational attainment, resident participation in community development, and community integration. When neighborhoods are well designed, the resulting social cohesion contributes to lower crime and violence, therefore, better health outcomes.

If residents believe that the streets in their neighborhood are not safe, then they spend more time inside their homes. This can lead to higher levels of isolation and sickness related to poor physical fitness, such as obesity, diabetes, and high blood pressure. Furthermore, more “eyes on the streets” can deter crime.

Physical disorders such as vandalism (which may include illegal graffiti), illegal dumping and blight (as defined in each jurisdiction by the respective redevelopment agency) discourage pedestrian and bicyclists from using streets and sidewalks due to real and perceived safety concerns.

Potential **goals** may include:

- Improved pedestrian and bicycle safety and access;
- Safe and active uses in streets and public spaces; and
- Reduced crime, violence, and physical disorders.

Potential **policy objectives** may include:

- Providing a safe, comfortable, and accessible pedestrian environment to support walking and active use in public areas.
- Reducing pedestrian and bicycle injuries and improving safety for all users.
- Supporting active uses in and around public areas, such as streets, parks, canyons, schools, commercial areas, and transit stations to provide “eyes on the street” at all times of the day and a safe environment for physical activity and social interaction (also see Urban Form).
- Addressing blight, vandalism, illegal dumping, and other physical disorders that contributes to real and perceived safety concerns and hinder pedestrian and bicycle use in neighborhoods.
- Reducing the incidence of alcohol and other drug abuse and related safety issues, such as driving under the influence and public nuisance.
- Reducing crime, eliminating gang violence, and supporting re-entry, transition, and integration of former inmates and parolees into the community.

Potential **recommended actions** may include:

- Implement the active transportation and transportation demand management projects identified in the 2050 RTP; 2010 Regional Bicycle Plan; and 2012 Safe Routes to School Strategic Plan (still to be finalized and adopted by the Board of Directors).

- Develop a regional complete streets strategy. Provide technical assistance to local jurisdictions to implement complete streets policies and address barriers to implementation.
- Develop and implement an active transportation promotion program for the San Diego region. Expand the active commuter incentive program to promote walking and bicycling to work and school. Address education, training, and enforcement to improve safety.
- Continue to implement the SGIP and the Active Transportation program. Incorporate health as a criterion in the project selection process. Consider expanding these programs.
- Develop and disseminate guidelines to promote healthy and active design in public and private areas. Incorporate principles of crime prevention through environmental design. Promote active uses in neighborhood and commercial areas that provide “eyes on the street” at all times of the day.

Potential actions where SANDAG may support local jurisdictions with data and evaluation may include:

- Support local law enforcement agencies to address blight, vandalism, and illegal dumping. Encourage local crime watch groups.
- Support social services agencies to address alcohol and other drug abuse, inmate re-entry, and youth engagement programs.

Potential performance measures<sup>8</sup> or **success indicators** for this topic area may include:

*Goal: Improved Pedestrian and Bicycle Safety and Access*

- Lower incidence of bicycle and pedestrian crashes, especially in areas with high concentrations of crashes. The crash rate is lower compared to state or national averages.
- All programmed active transportation from the 2050 RTP, 2010 Regional Bicycle Plan, and 2011 Safe Routes to School Strategic Plan are being implemented as planned.
- More local jurisdictions have adopted land use and transportation policies that support complete streets principles and safe routes to school programs.

*Goal: Safe and Active Use in Streets and Public Spaces*

- Higher proportion of public gathering areas, such as parks, plazas, schools, transit stations, and commercial zones are safe from crime and vandalism.
- More local jurisdictions and regional agencies have adopted policies or guidelines that promote active uses in the design of public spaces and private development.

---

<sup>8</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

- Fewer incidents of blight, vandalism, and illegal dumping (that are a barrier to active use of public spaces) are reported in all communities.

*Goal: Reduced Crime, Violence, and Physical Disorders*

- Lower incidents of gang activity are reported in all affected communities.
- Lower incidents of alcohol and drug abuse are reported in all communities. The rates are lower compared to state or national averages.
- Higher proportions of local youth who are exposed to gang activity receive support through engagement programs.
- Higher proportion of former inmates benefit from local programs that address re-entry and transition.

## **I. Healthy Food and Nutrition**

A healthy community offers access to an affordable and abundant selection of fresh produce, grocery stores, farmers' markets, and community gardens. Consuming locally produced foods can reduce the need for long distance shipping, which can reduce the environmental impact of food production and distribution.

The presence of a grocery store or food market in a neighborhood correlates with higher fruit and vegetable consumption, reduces the prevalence of overweight and obesity, and reduces the incidence of hunger and malnutrition.

Farmers' markets can provide another source of fresh, locally produced fruits, vegetables, and other food products. This, in turn, may help residents meet the recommended daily servings of healthy foods, such as fruits and vegetables. Healthy food is generally low in fat and saturated fat, contains limited amounts of cholesterol and sodium, and provides natural vitamins. Farmers' markets may be particularly important in areas poorly served by full-service grocery stores.

Community gardens also can provide a source of fresh fruits and vegetables for users, increase physical activity, and provide opportunities for social interaction and cohesion. Locally produced food helps attain other benefits, such as sustaining the local economy and reducing long-distance shipping, thereby decreasing vehicle emissions, which are associated with chronic diseases and global climate change.

Neighborhood studies demonstrate that where there are high numbers of fast food restaurants compared to grocery stores, there also are higher rates of diabetes, cardiovascular disease, and cancer. Increasing the number of full-service grocery stores relative to fast food restaurants in neighborhoods can help to combat these health conditions.

Potential **goals** may include:

- Improved access to healthy, affordable, and culturally-appropriate food and nutrition;

- Expanded economic opportunities and environmental benefits from locally grown food; and
- Regional food security.

Potential **policy objectives** may include:

- Supporting agriculture and local food production in the San Diego region to improve regional food security, ensure the availability of fresh produce, and expand economic opportunities for local farmers.
- Promoting urban agriculture, community gardens, school gardens, edible landscapes, community-supported agriculture, and farmers markets, especially in high need areas to increase access to healthy foods.
- Supporting a Regional Food Hub within the San Diego region to process and distribute agricultural products grown locally.
- Increasing the availability of full-service grocery stores and food markets in high need areas.
- Addressing the concentration of liquor outlets and fast food restaurants near schools, parks, and other community facilities, especially in areas that have poor access to fresh foods.
- Reducing the incidence of malnutrition and food insecurity regionally.

Potential **recommended actions** may include:

- Continue to implement the SGIP. Incorporate health as a criterion in the project selection process. Encourage grantees to incorporate urban agriculture, community gardens, school gardens, corner store conversions in healthy food outlets, and farmers markets in their projects. Consider expanding the SGIP.
- Compile and disseminate best practices and tools to local jurisdictions on effective strategies to support urban agriculture at the neighborhood level. Address land use, zoning, and infrastructure barriers related to local food production; streamlining of regulations to allow community gardens on vacant and underutilized parcels; vendor policies to allow street food in appropriate areas; protection of farmlands in addition to open space; feasibility of using recycled water for agriculture; feasibility of diverting organic waste from landfills to composting sites and use in local food production, and procurement practices and policies that favor healthy and local food, especially for public agencies.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support HHS in conducting a regional food systems assessment and developing recommendations for increasing access to fresh food, improving food safety, reducing incidents of malnutrition, reducing energy consumption, promoting residential and

commercial compositing practices, and expanding economic development opportunities for local farmers.

- Support HHSAs and local jurisdictions as needed on the regional food hub project, which will allow for the aggregation, processing, and distribution of locally produced food within the San Diego region.
- Support HHSAs as needed to address lactation accommodation at the workplace.
- Support local jurisdictions as appropriate to address the lack of grocery stores and food markets in high need areas, and the concentration of liquor outlets and fast food restaurants in areas with poor access to fresh foods.
- Support social service agencies and community-based organizations as appropriate to increase the enrollment of eligible persons in the CalFresh (food stamp) program. Promote the use of food stamps in farmers markets and fresh food stores.

Potential performance measures<sup>9</sup> or **success indicators** for this topic area may include:

*Goal: Improved Access to Healthy, Affordable, and Culturally-Appropriate Food and Nutrition*

- More local jurisdictions have adopted land use and zoning policies that support local food production.
- More community gardens, school gardens, edible landscapes, community-supported agriculture, and farmers markets in each community. All population groups benefit equally.
- More full-service grocery stores and food markets in high need areas. Note: high need areas may be defined as areas with limited or low access to grocery stores and food markets and high access to liquor outlets and fast food restaurants.
- Lower concentration of liquor outlets or fast food restaurants close to schools, parks, and homes, especially in high-need areas.

*Goal: Expanded Economic Opportunities and Environmental Benefits from Locally Grown Food*

- Higher proportion of the food consumed in the County is produced and processed within the region.
- Adequate agricultural land is available to meet the demand for local food production in the region. There is secure and affordable water supply for agriculture.
- More local jurisdictions have adopted land use policies and zoning regulations that support local food production and distribution.
- More jobs and revenue is provided by the local agriculture sector.

---

<sup>9</sup> The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

- More public agencies have adopted procurement policies that support local food production and healthy choices.
- Fewer bottlenecks in the regional transportation system that create barriers to local food production and distribution.
- More of the organic waste is diverted from landfills to organic recycling sites for composting and use in local food production.

*Goal: Regional Food Security*

- Higher proportion of people who are eligible for government food assistance programs, such as food stamps (CalFresh) and school lunches are enrolled in the programs. This has a positive impact on the local economy.

### **III. Draft Implementation Framework**

The draft implementation framework includes the following four components: tools, technical assistance, and incentives; partnerships and collaboration; monitoring and tracking progress; and organizational and institutional support. These components are consistent with the SANDAG mission of supporting member jurisdictions with implementation of regional priorities.

Examples of specific actions are listed below for illustrative purposes. This list will be updated based on the adopted recommended actions in the Draft Framework.

#### **1. Tools, Technical Assistance, and Incentives**

- *Health Impacts and Benefits Assessment Tool* – developing and disseminating a health impacts and benefits assessment tool and providing training workshops to build capacity at the local level to conduct the assessments.
- *Complete Streets Strategy* – providing training workshops and technical assistance to implement complete streets policy at the local level.
- *Healthy and Active Community Design Guidelines* – developing and disseminating guidelines to promote healthy and active design at the community, street and building level.
- *Health Focus in Existing Grant Programs* – integrating health and active design principles in existing grant programs at SANDAG.

#### **2. Partnerships and Collaboration**

- *Network of Partner Agencies and Organizations* – building collaborative working relationships among regional and local agencies, as well as community-based organizations to address ongoing health-related issues and opportunities.
- *Public Information and Outreach* – developing and implementing outreach, promotion, and incentive programs to promote physical activity and healthy eating in everyday life.
- *Funding and Resources* – exploring funding opportunities to sustain the integration of health in planning at the regional and local level.

### **3. Monitoring and Tracking Progress**

- *Health and Active Transportation Performance Measures for Regional Plans* – monitoring and evaluating the performance of regional plans in meeting health, equity and active transportation objectives adopted by the Board of Directors.
- *Health Outcomes Indicators* – collaborating with HHSA to monitor and report health outcomes measures that can inform local and regional planning and decision-making.

### **4. Organizational and Institutional Support**

- *Health Policies in Regional Plans* – developing health policies for integration into the regional comprehensive plan and the regional transportation plan.
- *Stakeholder Engagement Process* – continuing to engage a wide range of stakeholders on health-related issues and opportunities.
- *Ongoing Support for Local and Regional Efforts* – providing ongoing support as needed to support regional priorities related to health outcomes and disparities through technical assistance, training, and/or incentives.