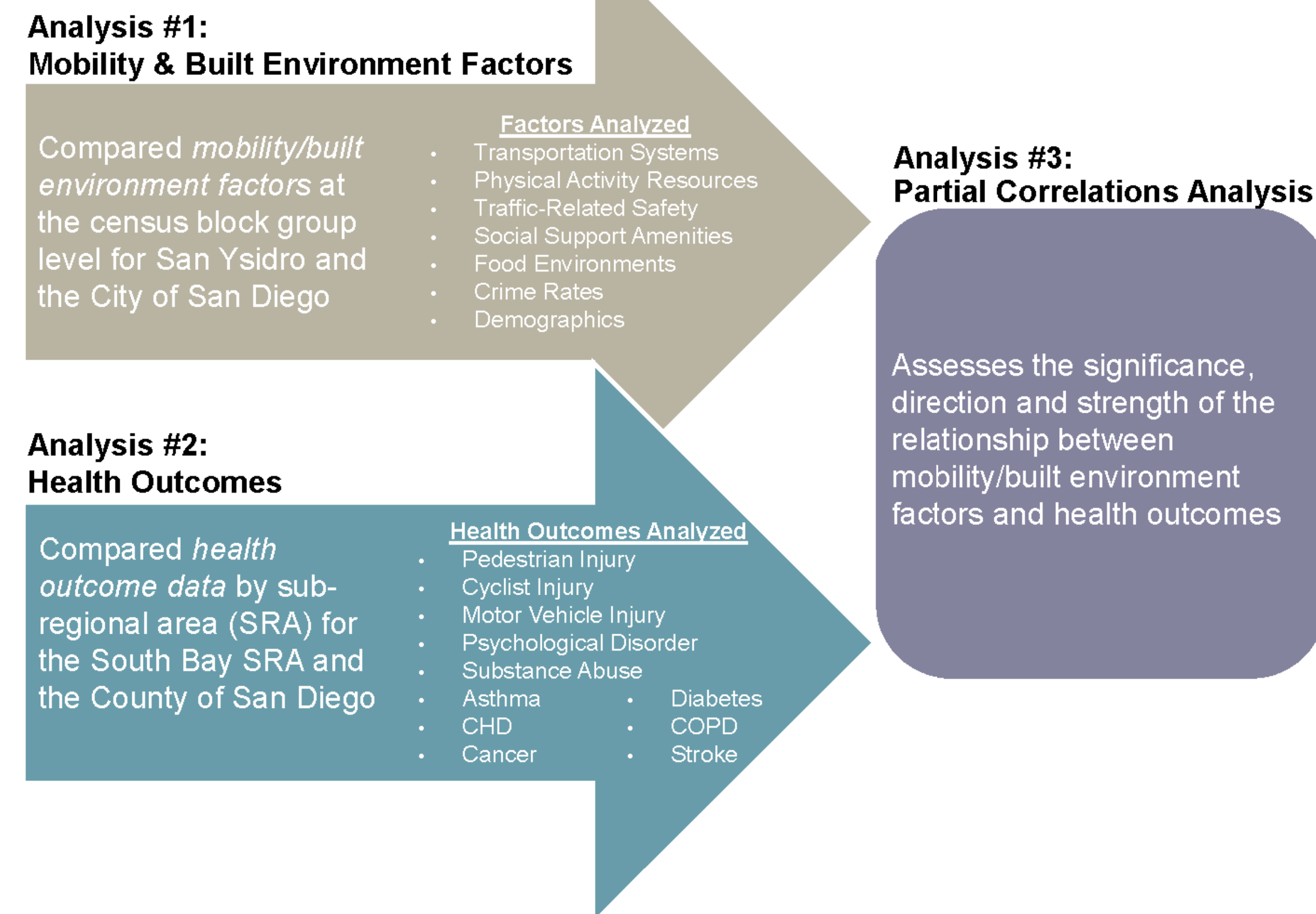


BACKGROUND & PURPOSE

- The Border Health Equity Transportation Study (BHETS) is an exploratory study to support integration of health into long range land use and mobility planning
- The BHETS was funded by a Caltrans Environmental Justice grant
- The final study serves to provide a model planning document for use by other local governments and agencies
- PROJECT AREA**
 - San Ysidro, the project area, is the southernmost community within the City of San Diego, adjacent to the world's busiest land crossing border, the San Ysidro Port of Entry
 - San Ysidro is bound by three freeways with high volumes of vehicular traffic, including approximately 35,000 northbound vehicles per day that cross the border, idling an average of 100 minutes
- STUDY PROCESS**
 - Identify "High Importance" Mobility/Built Environment & Health Issues through community workshops and an analysis of secondary health data
 - Develop land use and transportation planning recommendations from community input and analysis results

METHODOLOGY



ANALYSIS 2 RESULTS: COMPARISON OF HEALTH OUTCOMES: THE SOUTH BAY SRA TO THE SAN DIEGO REGION

Health Outcome	South Bay SRA	San Diego Region	Percent Difference (South Bay Relative to the Region)
Pedestrian Injury	0.35	0.29	+13.7%
Cyclist Injury	.023	0.29	-15.5%
Asthma	4.10	3.09	+17.8%
Diabetes	2.05	1.36	+25.1%
Chronic Obstructive Pulmonary Disease	3.71	2.70	+20.1%
Cancer	1.29	1.64	-17.0%
Psychological Disorder	0.71	1.06	-28.4%
Substance Abuse	0.47	0.66	-23.1%
Crime Injury	0.19	0.27	-24.1%
Motor Vehicle Injury	5.18	5.17	+0.1%
Stroke	0.49	0.46	+3.9%
Congenital Heart Disease	0.32	0.29	+6.2%

LESSONS LEARNED

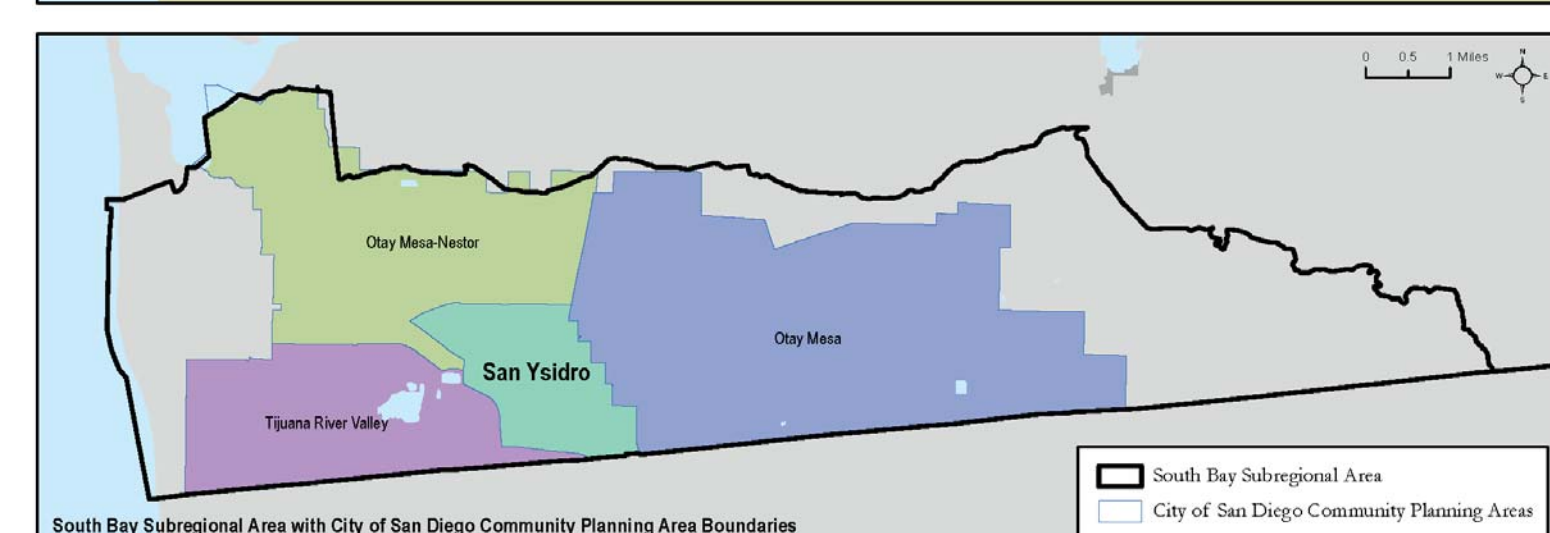
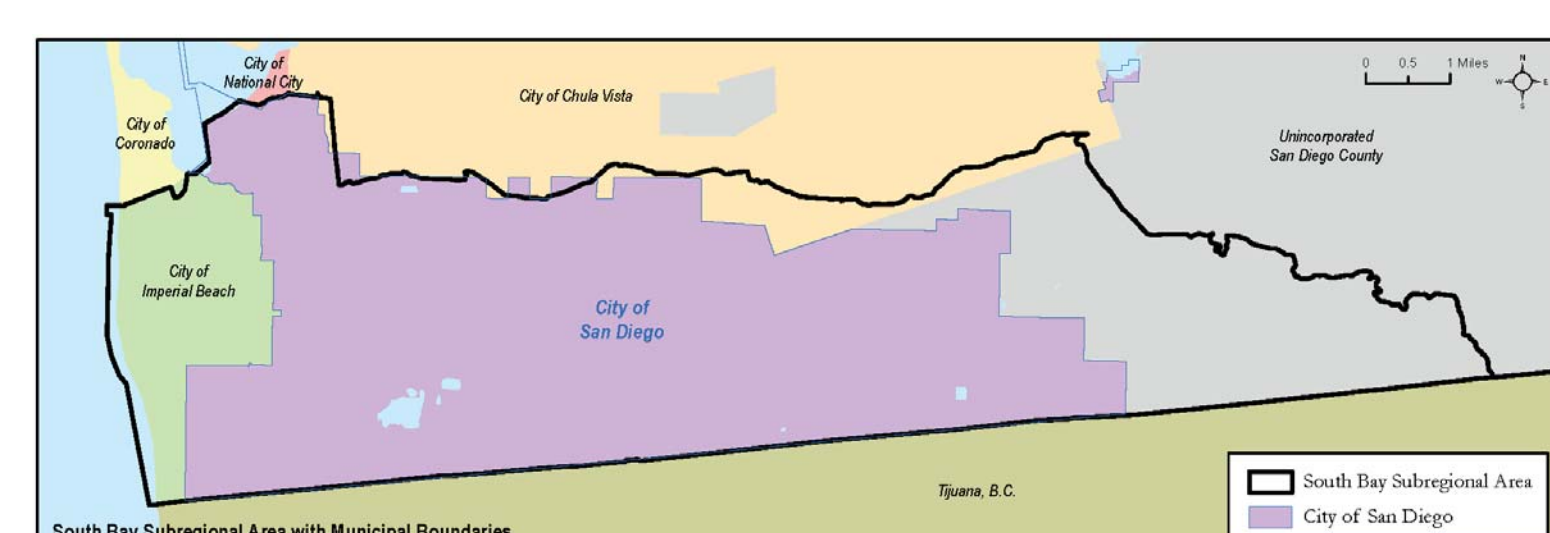
- According to the partial correlations analysis, the mobility/built environment factors displayed as Tier 1 and Tier 2 have the strongest and most consistently significant association with the twelve (12) health outcomes analyzed in the San Diego region

Tier 1 Mobility/Built Environment Factors	Tier 2 Mobility/Built Environment Factors
<ul style="list-style-type: none"> Percent of Households within 500' of a Transportation-Related Air Pollution Source Sidewalks Pedestrian Safety (Measure of Pedestrian Collisions, Traffic Volume Density, and Sidewalk Coverage) Youth Safety (Measure of Access to Parks, Schools, and Daycare; Cyclist and Peestrian Safety) 	<ul style="list-style-type: none"> Trail Access Transportation Support (Measure of Transit Service and Sidewalk Coverage) Youth Physical Activity Support (Measure of Access to Parks, Schools, and Daycare; Cyclist and Peestrian Safety) Park Access

ANALYSIS 1 RESULTS: COMPARISON OF MOBILITY/BUILT ENVIRONMENT FACTORS: THE COMMUNITY OF SAN YSIDRO TO THE CITY OF SAN DIEGO

Category/Factor	San Ysidro	City of San Diego	San Ysidro - City Difference
TRANSPORTATION SYSTEM			
Percent of Households within 500' of a Transportation-Related Air Pollution Source	41.3%	12.0%	+++
Arterial Roadway Miles per Acre (High Volume Arterials)	7.3 miles/acre	8.4 miles/acre	-
Average VMT per Acre (Traffic Density)	33.1 VMT/acre	46.2 VMT/acre	-
PHYSICAL ACTIVITY ENVIRONMENTS			
Transportation Infrastructure Support Index (Transit Service, Trail Access, Sidewalk Coverage)	0.694	0.273	++
Walkability Index (Retail, Land Use Mix, Residential Density, Intersection Density)	-0.729	0.625	---
Youth Physical Activity Support (Trail Access, Sidewalks, Elementary School Access)	0.567	0.249	++
Physical Activity Inhibitors (Traffic Density, Vacant Parcels, High Volume Arterials, Property Crime, Violent Crime)	0.144	0.001	+++
SAFETY			
Pedestrian Safety (Pedestrian Collisions, Traffic Density, High Volume Arterials, Sidewalks)	0.191	0.030	+++
Cyclist Safety (Pedestrian Collisions, Traffic Density, High Volume Arterials, Sidewalks)	0.033	-0.034	+++
Youth Traffic Safety (Access to Parks, Schools, Daycare, Cyclist Collisions, Pedestrian Collisions, Traffic Density, Arterial Density, Sidewalks)	0.149	-0.001	+++
ACCESS TO AMENITIES			
Park Access	80.9%	66.9%	+
Library Access	25.8%	19.9%	+
Elementary School Access	55.8%	50.1%	+
Health Care Facility Access	31.6%	16.4%	+
CRIME RATES			
Average Annual Violent Crime per 1,000 Population	12.3	7.5	++
Average Annual Property Crime per 1,000 Population	7.9	5.6	++

San Ysidro fares better than the City of San Diego as a whole
 San Ysidro fares worse than the City of San Diego as a whole



CONCLUSIONS

- Recommendations addressing Tier 1 and Tier 2 mobility/built environment factors were identified from existing planning documents and presented to community members for prioritization
- A final set of sixteen (16) mobility/built environment projects were recommended based on their potential to have the greatest positive impact on community health, the recommendations generally fall into the following categories:



PEDESTRIAN IMPROVEMENTS



BICYCLE IMPROVEMENTS



PARK & TRAIL IMPROVEMENTS

SAN YSIDRO RESOURCES

- SAN YSIDRO COMMUNITY PARK: 0.6 MILES (Bike: 6 MINUTES / Walk: 10 MINUTES)
- CESAR CHAVEZ PARK: 1.2 MILES (Bike: 12 MINUTES / Walk: 20 MINUTES)
- VISTA TERRACE POOL & PARK: 0.6 MILES (Bike: 4 MINUTES / Walk: 10 MINUTES)

OTHER IMPROVEMENTS (Community Wide Programs, Transit Improvements, Other)

- One of the 16 final recommendations called to "implement a monitoring program to better understand transportation-related emissions within the community." In February 2015, an air pollution monitoring system was installed atop a building at the San Ysidro Port of Entry. The project is a result of a partnership between the U.S. Environmental Protection Agency (EPA) and the San Diego County Air Pollution Control District (SDAPCD) in collaboration with the U.S. General Services Administration (GSA), the U.S. Customs and Border Protection (CBP) and other regional stakeholders.