

Planning Integration Team for Community Health (PITCH)



Annual Report to the Contra Costa County Board of Supervisors
November 3, 2015

History of PITCH

- 2006 – Dr. Richard Jackson presentation- Impact of Built Environment on Health.
- 2006 – Board directs staff from Department of Conservation and Development (DCD), Public Works Department (PWD), and Contra Costa Health Services (CCHS) to convene and develop recommendations on the County's approach to planning and developing the built environment.



History of PITCH

- 2007 – DCD, PWD, and CCHS propose the formation of PITCH and make the following recommendations:
 - Evaluate the County's Roadway Policies and Standards based on the 'Complete Streets' approach.
 - Identify and develop policies and implementation measures relating to public health that could lead to potential revisions in the County General Plan and County Ordinance Code.
 - Integrate the principles of public health in the master planning of parks and recreational facilities.
 - Improve coordination and planning with school districts in the siting of new schools to promote healthy communities.
- 2007 – Board accepts the recommendations, formally establishes PITCH, and affirms commitment to promoting public health principles in land-use planning and development. The Board directs PITCH to research grant funding.



PITCH Collaboration

- PITCH members meet monthly and regularly discuss activities and issues that may be of interest to the other departments.
- Knowledge, perspectives, and experiences unique to Engineering, Public Health, and Planning are shared.
- As a result of collaboration and sharing unique perspectives, superior strategies and approaches are developed and implemented.
- The following slides identify a number of recent activities that the departments have conducted after discussion and collaboration at PITCH meetings.



OBAG and PDA Working Group

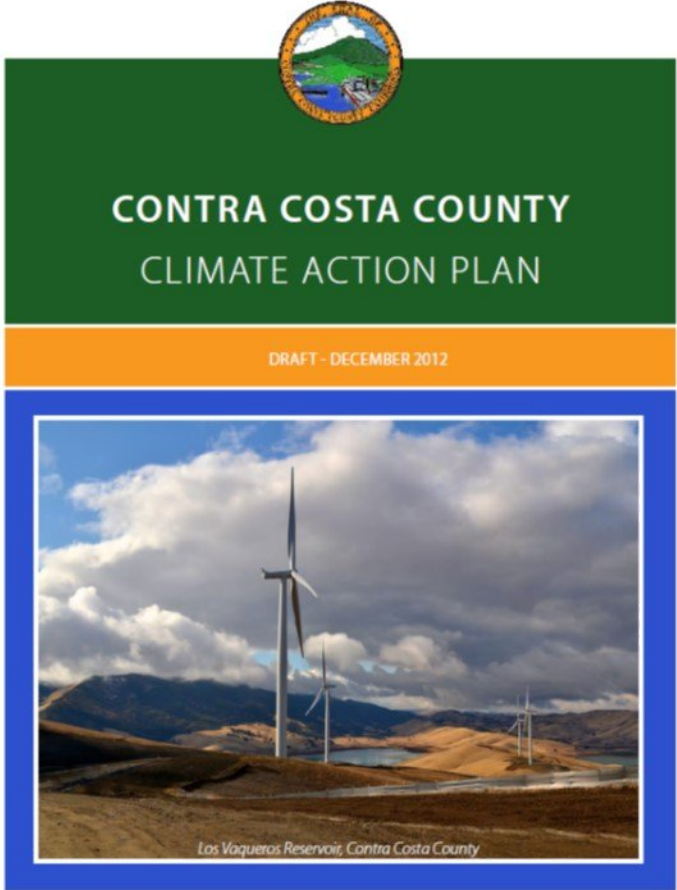
- PITCH collaborated throughout the One Bay Area Grant (OBAG) planning process, including plan development and application submittal.
- CCHS participated in Priority Development Area (PDA) Working Group meetings that led to the inclusion of a health component to the scoring criteria for OBAG applications.
- As a result, CCHS successfully partnered with Concord and San Pablo to develop OBAG applications, which ranked as the top two in the County and received \$8.13 million total in OBAG funds.



Climate Action Plan

Draft Contra Costa County
Climate Action Plan (CAP)
reflects:

- Extensive public health evaluation for CAP prepared by Health Services
- Actions evaluated to determine how they provide health co-benefits



Bay Point – Infrastructure



New Sidewalk Being Constructed



Completed Sidewalk

- PWD constructed approximately 1,050 feet of concrete curb, gutter, and 5-foot wide sidewalk on the north side of Pacifica Avenue near three school campuses.



Bay Point – Education and Outreach

CCHS participated in:

- Education and encouragement activities
- Daily Walking School Buses at Shore Acres Elementary School
- On-going Riverview Middle School events



Riverview Middle School Bike Rodeo in Partnership with County Sheriff



Riverview Middle School Walking Event



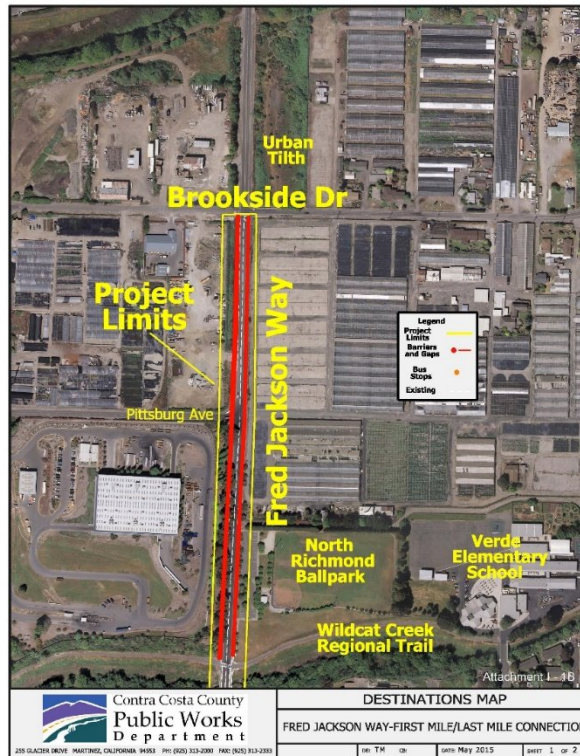
ATP Applications

PWD and CCHS collaborated on five Active Transportation Program (ATP) applications for Complete Streets:

- Fred Jackson Way (North Richmond)
- Appian Way (El Sobrante)
- Pacheco Boulevard (Vine Hill)
- Rio Vista Elementary School (Bay Point)
- Bailey Road/State Route 4 Undercrossing (Bay Point)



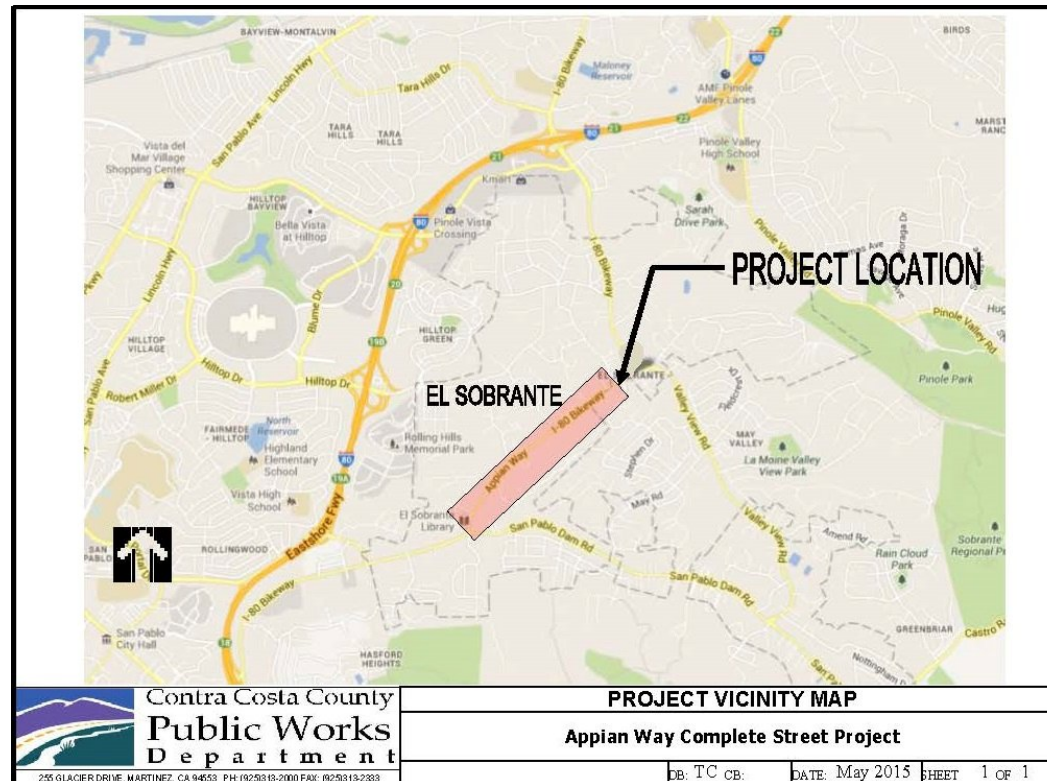
Fred Jackson Way Project



- Proposal to remove existing pedestrian barriers, construct 8-foot wide sidewalks, and improve access for all users on Fred Jackson Way.



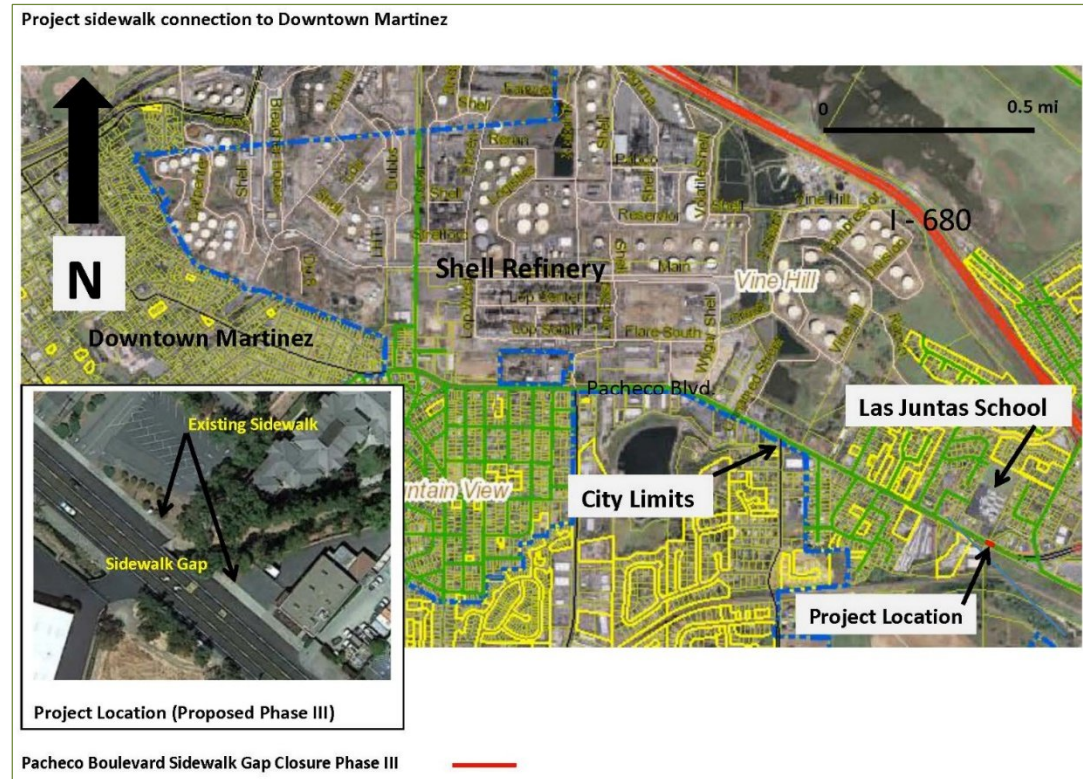
Appian Way Project



- Proposal to implement 'Complete Streets' concepts to improve bicycle and pedestrian safety and promote use of the road by all travel modes.



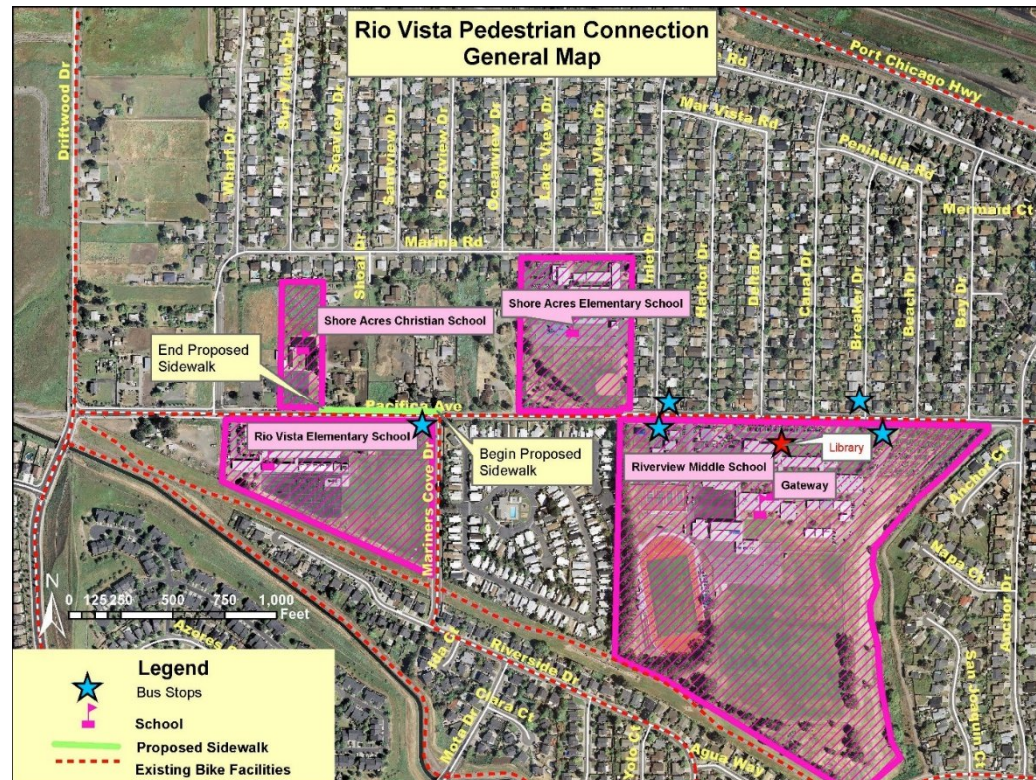
Pacheco Boulevard Project



- Proposal to close sidewalk gap and improve bicycle and pedestrian infrastructure near Las Juntas School.



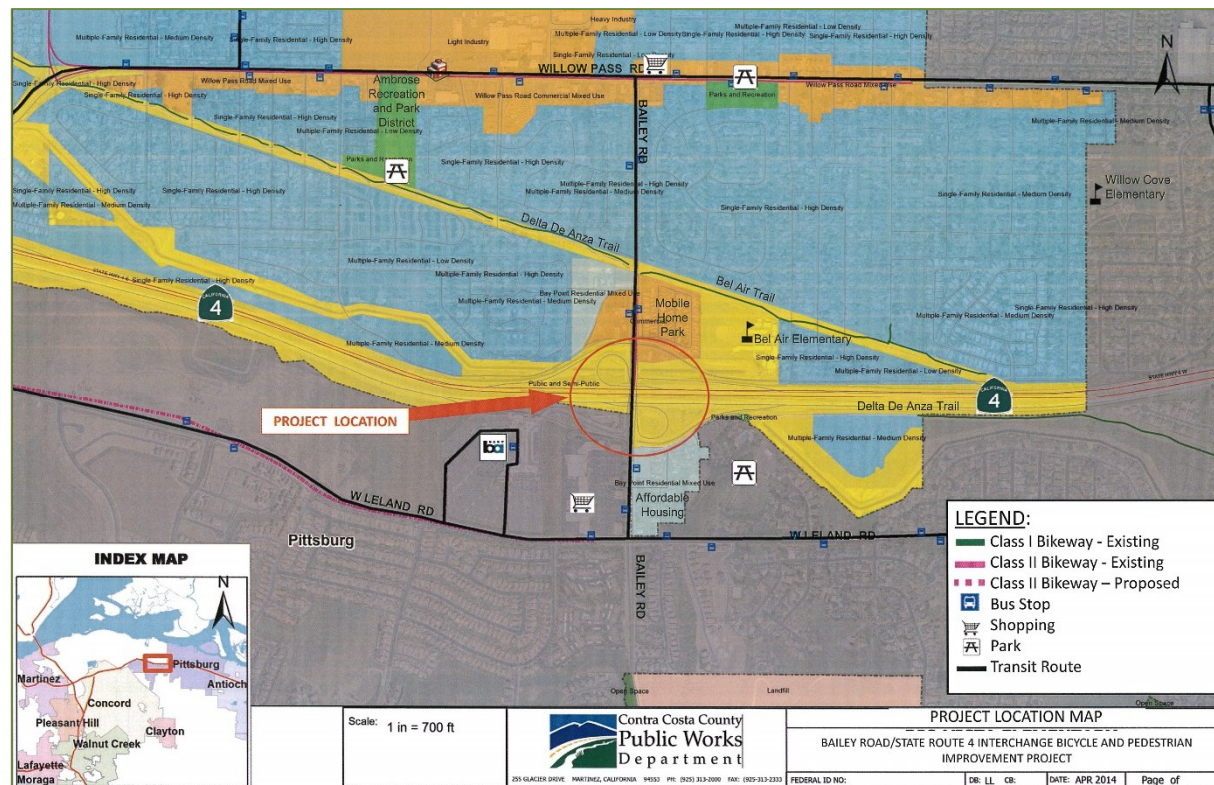
Rio Vista Elementary School Project



- Proposal to close remaining sidewalk gap and improve bicycle and pedestrian infrastructure near Rio Vista Elementary School.
- CCHS is providing outreach to the local school and community.



Bailey Road/SR-4 Undercrossing Project



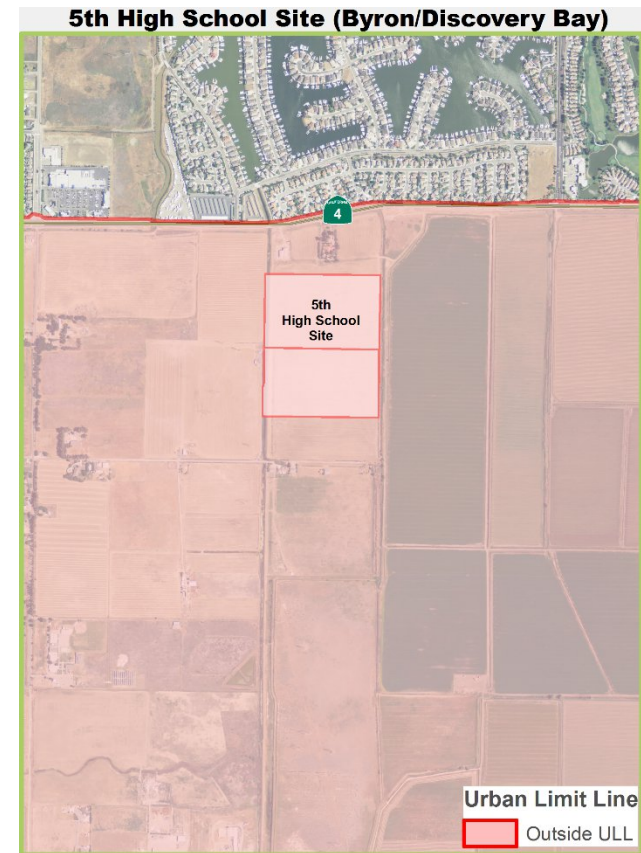
- Proposal to eliminate existing pedestrian tunnel and reconfigure SR-4 westbound off-ramps to encourage bicycle and pedestrian use.
- CCHS is providing outreach to the local community.



School Siting Efforts

School Siting Land Use & Safety

- Staff and the Board of Supervisors have worked on this issue with:
 - Department of Education
 - Office of Planning and Research
 - California State Association of Counties
 - California Department of Public Health
 - Our State Legislative Delegation
- New school siting policies have been delayed by the State.



Proposed High School Site near
Discovery Bay



School Safety Legislation

Increasing Safety at Existing Schools

- Senate Bill 632 – Two Year Bill (2015-16)
- Collaborated with partners to introduce legislation increasing the size of the school zone.

SENATE BILL

No. 632

Introduced by Senator Cannella
(Coauthors: Assembly Members Baker and Bonilla)

February 27, 2015

An act to amend Section 22358.4 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 632, as introduced, Cannella. Vehicles: prima facie speed limits: schools.

(1) Existing law establishes a 25 miles per hour prima facie limit when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted up to 500 feet away from the school grounds, with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit also applies when approaching or passing school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. A violation of that prima facie limit is an infraction.

Existing law additionally allows a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie limit when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit would also apply when approaching, at that same distance, or passing school grounds that are not separated from the highway by a fence,

Draft Senate Bill 632 – School Zones



Future Activities

PITCH will continue to collaborate and advise the Board on health-related activities, such as:

- Grant opportunities
 - Safe-Routes-to-School Grants
 - ATP Grants
 - Caltrans Grants
- School siting/safety
- Monitoring local and state legislation relating to community health
- Monitoring and responding to regional climate change issues

