

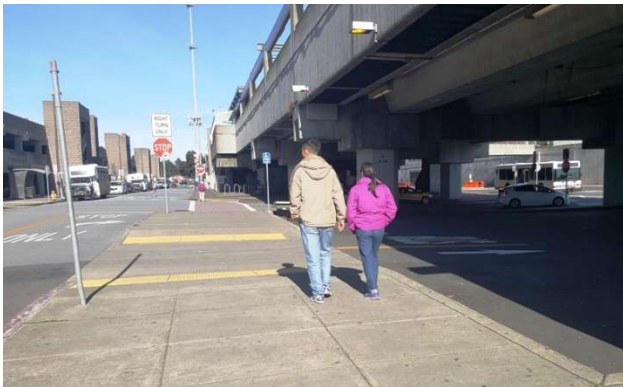
Appendix A | Equity analysis

This appendix contains the equity analysis that was conducted for the Walk Bike Daly City plan.

Equity analysis

Chapter overview

Certain communities and populations have been marginalized to varying extents by society's over-reliance on cars. Children and many seniors, for example, cannot drive. Lower-income individuals are less likely to own cars and more likely to be stretched financially by transit costs. Limited mobility restricts people's access to jobs, school, and other crucial destinations and services. Providing active transportation options can begin to address some of these challenges, as biking, and especially walking, are both affordable and accessible to most people.



In California, the largest source of grant funds for walking and bicycling projects is the California Transportation Commission's Active Transportation Program (ATP). In recognition of transportation's social and equity impacts, the grant-application scoring criteria under the ATP strongly favor projects that improve access for disadvantaged communities to community resources such as schools, employers, parks, medical facilities and community centers. Under the ATP's third funding cycle, in 2017, all of the approximately 50 projects selected for funding under the program's two state-level competitions qualified as directly benefitting disadvantaged communities.

For purposes of the ATP, disadvantaged communities are generally defined as: (i) having a median household income that is less than 80% that of California's as a whole; (ii) being among the 25% most disadvantaged communities statewide in terms of exposure and sensitivity to environmental pollution; or (iii) having 75% or more of public-school student eligible for free or reduced-price school meals.

This chapter presents the results of a citywide equity analysis that was conducted as part of Walk Bike Daly City. The analysis examined the ATP's three indicators listed above relating to disadvantaged communities, plus three additional measures regarding vulnerable populations. These six indicators are:

1. Median household income.
2. Exposure and sensitivity to environmental pollution.
3. Students eligible for free or reduced-price school meals.
4. Seniors in the population.
5. School-age youth in the population.
6. Households with no vehicles available.

The sources of the data provided in this section are:

- Median household income, seniors in the population, school-age youth in the population and vehicle availability: U.S. Census Bureau's 2016 American Community Survey 5-year estimates (covering 2012–2016).
- Exposure and sensitivity to environmental pollution: CalEnviroScreen 3.0.
- Students eligible for free or reduced-price school meals: 2017–18 California Longitudinal Pupil Achievement Data System (CALPADS).

Equity indicator 1

Household income

Income is a strong predictor of health and other life outcomes. Higher income increases access to healthcare, options for active living, and fresh, healthy food, and is associated with lower exposures to environmental pollution.

As shown in **Table EQ-1**, below, Daly City's median household income (MHI) is lower than San Mateo County's as a whole and those of three neighboring peer cities (Pacifica, San Bruno and South San Francisco) but is higher than California's.

Table EQ-1 | Median household income

California	\$ 63,783
San Mateo County	\$ 98,546
Daly City	\$ 79,346
Pacifica	\$ 103,545
San Bruno	\$ 89,000
South San Francisco	\$ 85,076

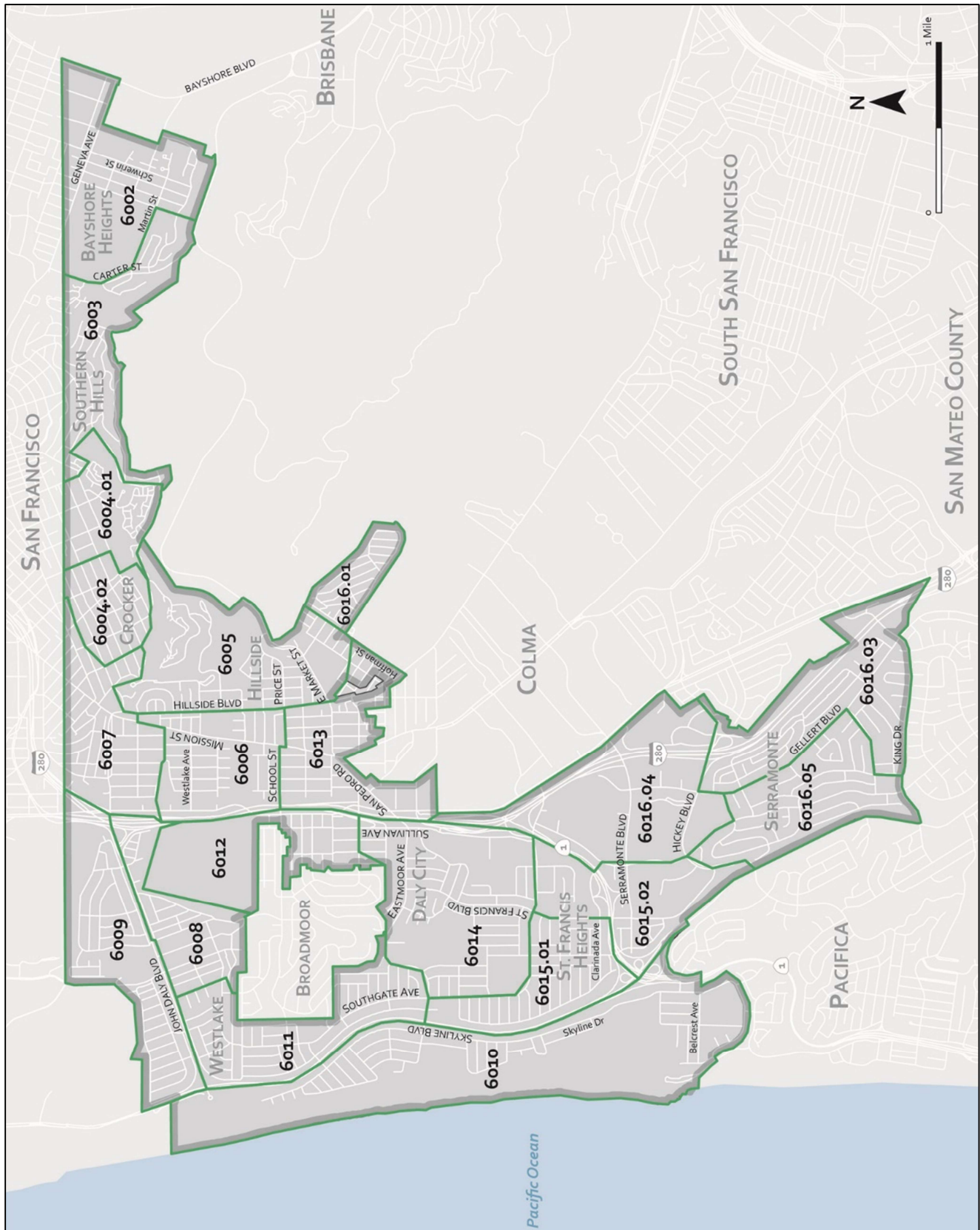
MHI information from the Census Bureau is also available at the census-tract level. (Census tracts are small statistical subdivisions of a county; they average about 4,000 people, and are relatively homogeneous with respect to population characteristics, economic status and living conditions.) **Table EQ-2** lists the 20 census tracts in Daly City along with their MHI (see **Figure 1** on the next page for a map of the city's census tracts).

As can be seen in the table, no census tract in the city meets the ATP's criterion of having an MHI that is less than 80% of California's MHI (\$51,026; one census tract, 6008, which covers the area around Westlake Shopping Center, is just above that mark). The figures for the five census tracts in Daly City with the lowest MHI are outlined in the table.

Table EQ-2 | Median household income, by census tract

<i>Census tract</i>	<i>General location or area covered</i>	<i>MHI</i>
6002	Bayshore Heights	\$67,855
6003	Southern Hills	\$94,640
6004.01	Crocker / Southern Hills	\$80,184
6004.02	Crocker	\$81,063
6005	Hillside	\$104,474
6006	Marchbank Park / Jefferson H.S.	\$76,932
6007	John Daly Blvd. / Mission St.	\$68,685
6008	Westlake Shopping Center	\$51,111
6009	Northwest city limits / Westlake Park	\$99,013
6010	West of Skyline Blvd.	\$92,375
6011	Westlake east of Skyline Blvd.	\$97,708
6012	Broadmoor	\$86,731
6013	Mission St. / Market St. / San Pedro Rd.	\$59,328
6014	Westmoor Park	\$75,104
6015.01	E of Skyline Blvd. and N of Hwy. 1	\$95,357
6015.02	Sholun	\$61,741
6016.01	East of Hoffman St.	\$73,611
6016.03	Southeast city limits	\$105,000
6016.04	Serramonte / Chinese Cemetery	\$95,300
6016.05	Southwest city limits	\$98,793

Figure 1 | Daly City census tracts



Equity indicator 2

Environmental pollution

Some communities are more exposed than others to environmental pollution—for example, areas that are closer to major highways may be vulnerable to increased air pollution. At the same time, some populations, such as children and seniors, are more sensitive to pollution. A State of California online tool called CalEnviroScreen (version 3.0), identifies communities based on a variety of environmental and socioeconomic indicators that are disproportionately burdened by, and sensitive to, multiple sources of pollution. Higher CalEnviroScreen scores are “bad,” reflecting a high pollution burden and/or sensitivity to pollution; such scores are associated with adverse health impacts that affect vulnerable populations.



Table EQ-3, below, lists the 20 census tracts in Daly City along with their percentile placement among all census tracts statewide based on their CalEnviroScreen score. (A tract with a high score, in the top 90th percentile, for example, would be among the 10% of tracts statewide that are most disadvantaged in terms of exposure and sensitivity to environmental pollution. Percentiles have been rounded to the nearest unit.) As can be seen in the table, no census tract in Daly City meets the ATP’s criterion of being among the 25% most disadvantaged statewide in terms of environmental pollution (that is, being in the 75th percentile or above).

The figures for the five census tracts in Daly City in the highest percentiles are outlined in the table. It is worth noting that three of these tracts—6002 (Bayshore Heights area), 6008 (Westlake Shopping Center area) and 6013 (the area centered around the intersection of Mission Street, Market Street and San Pedro Road—are also among the five with the lowest median household income (see previous section).

Table EQ-3 | CalEnviroScreen 3.0 scores

<i>Census tract</i>	<i>General location or area covered</i>	<i>CES percentile</i>
6002	Bayshore Heights	70
6003	Southern Hills	29
6004.01	Crocker / Southern Hills	13
6004.02	Crocker	26
6005	Hillside	39
6006	Marchbank Park / Jefferson H.S.	58
6007	John Daly Blvd. / Mission St.	43
6008	Westlake Shopping Center	58
6009	Northwest city limits / Westlake Park	44
6010	West of Skyline Blvd.	32
6011	Westlake east of Skyline Blvd.	35
6012	Broadmoor	54
6013	Mission St. / Market St. / San Pedro Rd.	71
6014	Westmoor Park	51
6015.01	E of Skyline Blvd. and N of Hwy. 1	40
6015.02	Sholun	48
6016.01	East of Hoffman St.	57
6016.03	Southeast city limits	29
6016.04	Serramonte / Chinese Cemetery	23
6016.05	Southwest city limits	36

Equity indicator 3

School meals

The National School Lunch Program, administered in California by the state's Department of Education, aims to provide nutritionally balanced school meals for free or at reduced prices to qualifying low-income students. The percentage of students who are eligible for free or reduced-price meals (FRPM) at school is broadly reflective of an area's income level.



As shown in **Table EQ-4**, the percentage of public school students in Daly City who were FRPM-eligible in the 2017–2018 academic year (51.3%) was somewhat lower than in California as a whole (54.3%) but significantly higher than in San Mateo County. (The table also shows the corresponding figures for each of the five school districts that serve Daly City.)

Table EQ-4 | FRPM-eligible students

California	54.3%
San Mateo County	38.7%
Daly City	51.3%
Bayshore Elementary S.D.	66.7%
Brisbane Elementary S.D.	21.6%
Jefferson Elementary S.D.	53.9%
Jefferson Union High S.D.	34.4%
South San Francisco Unified S.D.	42.9%

Table EQ-5 lists the public schools in Daly City, by school district, and the percentage of FRPM-eligible students in each. The figures for the five schools with the highest percentage of eligible students are outlined in the table. As can be seen in the table, one school in the city—George Washington Elementary (highlighted in green)—meets the ATP's criterion of having 75% or more of public-school student be FRPM-eligible.

Table EQ-5 | FRPM-eligible students, by school

<i>School (listed by school district)</i>	<i>FRPM-eligible</i>
Bayshore Elementary School District	
Bayshore Elementary	66.7%
Brisbane Elementary School District	
Panorama Elementary	25.4%
Jefferson Elementary School District	
Benjamin Franklin Intermediate	62.0%
Daniel Webster Elementary	66.7%
Fernando Rivera Intermediate	49.1%
Franklin Delano Roosevelt Elementary (K–8)	50.5%
Garden Village Elementary	66.6%
George Washington Elementary	77.7%
John F. Kennedy Elementary	70.9%
Margaret Pauline Brown Elementary	61.4%
Marjorie H. Tobias Elementary	30.2%
Susan B. Anthony Elementary	67.5%
Thomas Edison Elementary	52.0%
Thomas R. Pollicita Middle	68.8%
Westlake Elementary	58.2%
Woodrow Wilson Elementary	72.2%
Jefferson Union High School District	
Jefferson High	23.9%
Summit Shasta Public School	49.8%
Thornton High	51.7%
Westmoor High	40.1%
South San Francisco Unified School District	
Junipero Serra Elementary	26.6%
Skyline Elementary	34.9%

Equity indicators 4 and 5

Seniors and school-age youth

Pedestrian safety is a particular concern for seniors. Seniors are especially vulnerable users of the transportation system, as demonstrated by the fact that in many communities they make up a disproportionately large percentage of pedestrians killed or injured in traffic collisions. At the same time, being able to walk and bike safely is essential for children, since they cannot drive and must often get around unaccompanied by an adult. Because so many of the trips made by children are school-related, it is especially important for communities to provide safe walking and biking routes to school.

As shown in **Table EQ-6**, Daly City has a relatively old age profile: it has a higher share of seniors and a lower share of school-age youth than California, San Mateo County and the peer cities.

Table EQ-6 | Seniors and school-age youth in the population

	Seniors	School-age youth
California	12.9%	17.1%
San Mateo County	14.6%	15.4%
Daly City	15.6%	12.5%
Pacifica	14.1%	15.2%
San Bruno	13.7%	13.1%
South San Francisco	14.6%	14.3%

Table EQ-7 lists the 20 census tracts in Daly City along with the percentages of seniors and school-age youth in each (again, see **Figure 1** for a map of the city's census tracts). As shown in the table, most tracts have a much higher share of seniors than California as a whole (12.9%), while only three have a lower share (outlined in the table): 6008 (Westlake Shopping Center area), 6013 (area centered around the intersection of Mission Street, Market Street and San Pedro Road) and 6016.04 (Serramonte/Chinese Cemetery area).

The flip side of Daly City's age profile is that every census tract in the city has a lower share of school-age youth than the state (17.1%). Four tracts have shares of 10% or less (also outlined in the table): 6004.01 (straddling the Southern Hills and Crocker neighborhoods), 6009 (around the northwest city limits and Westlake Park), 6016.01 (east of Hoffman Street) and 6016.03 (around the southeast city limits).

Table EQ-7 | Seniors and school-age youth in the population, by census tract

Census tract	General location or area covered	Seniors	School-age youth
6002	Bayshore Heights	15.4%	17.0%
6003	Southern Hills	16.9%	12.1%
6004.01	Crocker / Southern Hills	16.3%	8.1%
6004.02	Crocker	14.1%	11.8%
6005	Hillside	13.2%	12.6%
6006	Marchbank Park / Jefferson H.S.	14.4%	10.8%
6007	John Daly Blvd. / Mission St.	15.5%	11.9%
6008	Westlake Shopping Center	11.2%	12.5%
6009	Northwest city limits / Westlake Park	20.7%	10.0%
6010	West of Skyline Blvd.	14.8%	14.3%
6011	Westlake east of Skyline Blvd.	19.4%	15.6%
6012	Broadmoor	13.3%	11.3%
6013	Mission St. / Market St. / San Pedro Rd.	10.5%	19.5%
6014	Westmoor Park	19.7%	12.5%
6015.01	E of Skyline Blvd. and N of Hwy. 1	19.3%	11.6%
6015.02	Sholun	15.5%	10.2%
6016.01	East of Hoffman St.	13.9%	10.0%
6016.03	Southeast city limits	20.0%	8.1%
6016.04	Serramonte / Chinese Cemetery	9.0%	10.3%
6016.05	Southwest city limits	17.8%	13.3%

Equity indicator 6

Vehicle availability

Households that have no motorized vehicles readily available—whether by necessity or choice—rely more on transit, walking and biking to meet their transportation needs. Consequently, areas with higher rates of households with no vehicles are generally in need of more and better transportation options.

As shown in **Table EQ-8**, Daly City has a higher percentage of zero-vehicle households than California, San Mateo County and the three peer cities.

Table EQ-8 | Households with no vehicles available

California	7.6%
San Mateo County	5.3%
Daly City	8.7%
Pacifica	3.0%
San Bruno	4.3%
South San Francisco	6.7%

Table EQ-9 lists the percentage in each census tract in Daly City of households with no available vehicles. The figures for the six census tracts with at least 10% zero-vehicle households are outlined in the table. (An additional census tract—6006, covering the area around Marchbank Park and Jefferson High School—falls just under that threshold.) It is worth noting that these six census tracts include the five tracts in Daly City with the lowest median household income.

Table EQ-9 | Households with no vehicles available, by census tract

<i>Census tract</i>	<i>General location or area covered</i>	<i>No vehicles available</i>
6002	Bayshore Heights	10.6%
6003	Southern Hills	3.9%
6004.01	Crocker / Southern Hills	4.6%
6004.02	Crocker	7.9%
6005	Hillside	3.3%
6006	Marchbank Park / Jefferson H.S.	9.9%
6007	John Daly Blvd. / Mission St.	10.4%
6008	Westlake Shopping Center	26.8%
6009	Northwest city limits / Westlake Park	5.3%
6010	West of Skyline Blvd.	2.3%
6011	Westlake east of Skyline Blvd.	4.4%
6012	Broadmoor	6.0%
6013	Mission St. / Market St. / San Pedro Rd.	13.9%
6014	Westmoor Park	10.5%
6015.01	E of Skyline Blvd. and N of Hwy. 1	5.1%
6015.02	Sholun	11.1%
6016.01	East of Hoffman St.	4.8%
6016.03	Southeast city limits	4.8%
6016.04	Serramonte / Chinese Cemetery	2.3%
6016.05	Southwest city limits	0.6%