The Gateway Cities Air Quality Action Plan

Advisory Roundtable Meeting

November 14, 2011
I-710 Health Impact Assessment
Key Recommendations

November 14, 2011
Section 1: Mobility

A1. Adopt or advocate for policies to reduce automobile and truck usage including, for example, by increasing use of the lowest emission rail technologies to transport freight and continuing to promote land use policies in the Gateway Cities that encourage higher density and mixed use development.

A2. Reduce and enforce speeds on targeted roadways using traffic calming for safety and to encourage bicycling and walking. Incorporate a bicycle and pedestrian plan (e.g., complete streets) into the project.

A3. For any alternative selected, fully fund and if necessary strengthen enforcement of truck route regulations.

A.3 Identify and provide sources of funding for costs associated with increased policing to enforce truck-related ordinances.

C1. In targeted areas, using physical engineered measures, reduce traffic speeds and volumes on streets with restaurants, stores, and services so that safety and walkability are improved. Examples include chicanes, lateral shifts, reduced lane width, pedestrian refuges, and narrower lane width.

C4. Identify and provide a source of funding for bike and pedestrian improvements that cities could apply for in conjunction with roadway projects. Such funding would be used to safely connect residential neighborhoods to areas of retail and other neighborhood resources.

D2. Bike routes follow major arterials which can puts bikers at an increased exposure for vehicle exhaust. Consider re-routing bicycle lanes to avoid truck routes and major arterials, and plan future bike lanes for non-arterial thoroughfares.
Section 2: Air Quality

B4. All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure.

D2. If cleaner trucks or zero emission trucks are adopted as a strategy, ensure that all of the operations and maintenance costs to operate the freight corridor are fully funded and built into the capital costs of the I-710 Project.

D3. Enforce and, if needed, strengthen regulations regarding truck emissions, and consider funding truck emissions reduction programs. DELETED proper regulatory and enforcement actions maintain emissions reduction goals over time and that such efforts are fully funded.

E1. After the project is completed, regularly monitor air quality at sensitive receptors such as schools, community centers, libraries, and senior facilities. If air pollutant levels rise above what is considered harmful to human health and this is attributable to the I-710 project, commit to retrofit these facilities (e.g., providing upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below that which is considered harmful to human health.
Section 3: Noise

C1. Construct sound walls in all locations in the corridor that are adjacent to a residential area, school, or park. For these soundwalls, use greening and aesthetic principles found in the project’s Urban Design and Aesthetics Toolbox Report.

C2. Identify and provide sources of funding for aesthetic improvements that cities could apply for in conjunction with roadway projects. Such funding would be used to improve the look of sound walls in areas adjacent to residential neighborhoods and pedestrian and bike routes.

D1. For any alternative selected, fully fund and if necessary strengthen enforcement of truck route and parking regulations as well as idling regulations. For example, parking rules could prohibit trucks from parking adjacent to parks and other recreational facilities. Local jurisdictions could implement enforcement of the California Air Resources Board’s (CARB’s) idling regulations.

D1 Identify and provide sources of funding for costs associated with increased policing necessary to enforce truck-related ordinances.

E1. After the project is completed, regularly monitor noise levels at schools, community centers, libraries, and senior facilities. If noise levels rise above what is considered harmful to human health and this is attributable to the I-710 project, commit to retrofitting these facilities (e.g., providing upgrades to windows and ventilation systems) to keep indoor noise below levels considered harmful by the WHO guidelines.
Section 4: Traffic Safety

A2. **Support** further traffic modeling during construction and operations to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions in proximity to the corridor.

CQ. Supplement the intersection improvements outlined in the draft I-710 Corridor Project EIR/EIS with pedestrian-level improvements that increase their visibility and safety. Such improvements include, for example, clearly marked and protected crosswalks (e.g., with laddered crosswalks and pedestrian countdown signals).

C2. Starting with existing residential streets that are walkable/bikeable, expand the network of walkable/bikeable streets throughout the I-710 corridor to provide safe and pleasant streets that can be used for active transportation. This could include implementing “bicycle boulevards” (i.e., limited-access, low speed streets that have traffic calming features such as mid-block diverters with bicycle cut-outs) in local streets.

C3. Ensure that the percentage of the 710 Project funding allocated for active transportation mode (walking and biking) improvements is at least consistent with the funding levels outlined in the 2012 Regional Transportation Plan (RTP).
Section 5: Jobs & Economic Development

B1. Measure and track the proportion of local jobs in each industry that are filled by local residents. This data would allow policymakers to make informed decisions regarding strategies to enhance and stimulate local economies.

B2. Put in place a local hiring policy to encourage employers to hire local residents to fill new positions in the I-710 Corridor.

B4. Increase job-training opportunities for residents in the study area to better prepare the workforce for the employment opportunities in the region and reduce unemployment. Training should target jobs that pay a living wage, provide benefits such as health insurance, and provide a healthy working environment.

C1. The green and sustainable technology jobs created locally (e.g., through Alternative 6B or projects at the ports) could be a strong source of employment, training opportunities, and improved health outcomes for residents in the study area. Opportunities in this relatively new industry should be encouraged to move into the I-710 Corridor Project study area regardless of the build alternative chosen, and government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in this field.

C2. Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation.
Section 6: Neighborhood Resources

A2. In order to at least partially offset any potential negative impacts on access to neighborhood resources, the I-710 Corridor Project could include additional improvements to existing neighborhood resources that are likely to be impacted by the project.

DELETED For example, local jurisdictions could each be given funding as part of the project to invest in the neighborhood resources (e.g., libraries, schools, parks, community centers) that are likely to be impacted by the project.

C1. Encourage direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.