I-710 Health Impact Assessment
Final Draft Report

Presented to the Technical and Advisory Roundtables
October 24, 2011

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Agenda

• Presentations & Discussion of HIA Chapters:
  o Mobility (review recommendations)
  o Air Quality (review recommendations)
  o Traffic Safety
  o Jobs & Economic Development
  o Neighborhood Resources

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Mobility Recommendations

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Recommendations Related to Mobility

- Vehicle travel
- Public transit
- Walkability
- Bikeability
• Vehicle Travel
  • Adopt or advocate for policies to reduce automobile and truck usage including, or for example, increasing use of state-of-the-art rail technologies to transport freight; improving walking and biking infrastructure; promoting land use policies in the Gateway Cities that encourage higher density and mixed use development.
  • Reduce & Enforce speeds on targeted roadways using traffic calming for safety and accessibility. Encourage bicycling and walking by incorporating a bicycle & pedestrian plan i.e., as part of a 'complete streets' program.
  • Discourage trucks on residential streets, and other non-major streets through engineered deterrents such as traffic circles, and chicanes, subject to future analysis.
• Public Transportation
  o In addition to public transit improvements that are proposed to be funded as part of Alternatives 5A and 6A/B/C, ensure the improved transit infrastructure in the Gateway Cities as described in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.
  o Evaluate dedicated bus lanes on targeted arterials to improve transit speed to make it more time competitive with auto and train.
HIP Preliminary Mobility Recommendations 3 cont.

- Public Transportation cont.
  - Support improvements of bus stops to make them safer, more accessible by foot, and more comfortable.
  - Conduct an equity analysis to examine where transit will be most utilized and will have the greatest impact while serving those with the most need for transit options.

- Walkability
  - Ensure the improved walkability infrastructure as described for Gateway Cities in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.

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• Walkability cont.
  
  o 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, pedestrian refuges, and narrower lane width.

  o Support improvements to pedestrian infrastructure, including piano-key crosswalk striping and pedestrian count-down signals at signalized intersections.

  o Connect residential communities across arterials, freeways, and the LA River with pedestrian-friendly crossings and identify and beautify walking routes through neighborhoods.
• Bikeability
  
  o Ensure the improved bicycling infrastructure as described for Gateway Cities in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.

  o Create more bicycling routes and improve bicycling infrastructure beyond what is already proposed with the 2008 Regional Transportation plan to offset increased traffic and volume associated with any build alternative.
Air Quality Recommendations

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Recommendations Related to Air Quality

- Research and analysis
- Goods movement, transportation and land use planning
- Air pollution emissions reductions and exposure mitigations
- Funding, enforcing, and strengthening air quality-related regulations
- Post build out monitoring and mitigation
- Zero emissions truck policies

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Research and analysis

• Confirm the findings in this HIA with the final data from traffic modeling in the I-710 Corridor Project EIR/EIS and the HRA including completing the particulate matter analyses.

• Ensure air quality modeling takes into account the distribution of air pollution in the presence of soundwalls and impacts of low noise road surfaces, if there are any.

• Fund a study to understand the most effective way to accelerate the adoption of zero emission technologies for trucks carrying freight under any alternative being considered for the I-710.
Goods movement, transportation and land use planning

- In addition to public transit improvements that are proposed to be funded as part of Alternatives 5A and 6A/B/C, ensure the improved transit infrastructure in the Gateway Cities as described in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.

- Invest resources for planning and implementation of bike and walking infrastructure to improve walking and biking conditions, increase walking and biking mode share, and reduce vehicle trips.

- Consider alternative transport of goods from the ports such as state-of-the-art on-dock rail.
Goods movement, transportation and land use planning

- Planning departments should ensure that all local land use planning improves the separation of residential and other sensitive uses from the goods movement infrastructure. For example:
  - develop truck parking facilities and truck stops with services near the freeway;
  - pass city ordinances restricting potential land uses to reduce conflict between sensitive receptors and air pollution-producing facilities and
  - requiring new residential construction or uses to evaluate existing air pollution levels and mitigate if necessary before issuing permits.
- Develop a complete inventory of goods movement facilities (e.g., warehouses, transloading facilities) in the I-710 corridor in order to be able to understand the impacts that air pollution related to these facilities have on nearby residences.
Air pollution emissions reductions and exposure mitigations

• Aggressively pursue a variety of truck emissions reductions strategies; consider following strategies outlined by the Federal Highway Administration to reduce truck emissions through technology advancements and operations. Strategies include the implementation and use of filters and catalysts, the use of alternative “cleaner” fuel, increasing fuel efficiency, replacement of vehicle fleets, and reducing truck idling.

• Provide increased incentives for cleaner trucks, especially for local and small businesses that may not be able to afford truck upgrades/replacement.

• Increase vegetation known to reduce air pollutants (such as conifer trees) along the I-710.
Funding, enforcing, and strengthening air quality-related regulations

- Include mitigations (such as providing safer and more accessible access to walking and biking) for air quality impacts, or if Alternative 6C is adopted, use revenue from tolling for this purpose. Consider tolling or pollution tolling under all alternatives to provide revenue to fund mitigation strategies.

- If cleaner trucks or zero emission trucks are adopted as a strategy, ensure and fully fund proper regulatory and enforcement actions maintain emissions reduction goals over time.

- Enforce and, if needed, strengthen regulations regarding truck emissions and consider funding truck emissions reduction programs.

- For any alternative selected, fully fund and, if necessary, strengthen enforcement of truck route usage as well as idling regulations.
Post build out monitoring and mitigation

• 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).

• After the project is completed, regularly monitor air pollution levels at parks and playgrounds. If air pollutant levels rise above what is considered harmful to human health and this is attributable to the I-710 project, commit to providing communities with new parks away from freeways if I-710 traffic emissions increase to levels considered harmful by federal and state standards.
If any alternative that includes zero emission trucks is adopted, policies and mechanisms must be put in place to ensure that the freight corridor be used only by designated zero emission trucks before construction is begun. If such policies are not securely in place, there is the possibility that the freight corridor could be built and it is then found impossible to implement the zero emission truck policy, which would be detrimental to air quality and health.
Questions/Comments

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