Policy Strategy D – Local Streets and Green Infrastructure Public Investment Strategies

This set of policies are specifically geared towards any air pollution exposure zones, identified cumulative impacted communities, transition zones, or census tracts that are burdened by multiple sources of air pollution. These policies are focused on co-beneficial green infrastructure that can both mitigate air pollution and sequester/capture GHGs and activate non-auto transit modes in public right-of-way management/improvements and infrastructure investments.

Policy Recommendation – These zones can become target investment areas of public infrastructure that go towards emphasizing and building out non-fossil fuel and polluting transportation/mobility plans – that is active transit as part of "complete networks" of complete streets, paths, and greenways

Develop a complete network of safe, accessible active transit linkages – Class I bike/ped paths for continuous active transit paths should create a full network between schools, transit hubs, parks, community centers, job centers and similar destinations. Any gaps identified created by active truck routes and legacy freeway construction, off and on ramps, and so forth should be targeted for investment.

Include specific green "slow streets" streetscape improvements – Pedestrian and bicycle-friendly streets and pathways with green infrastructure should be part of any prioritized "complete" streetscape improvement policy. Specific green street improvements that can indirectly and directly mitigate air pollution impacts include street tree canopy; storm-water retention swales; traffic circles at intersections and other installation to slow cross-traffic velocities; enhanced pedestrian crossings and refuge islands; bike facilities (Class IV separated lanes, including bike racks, way-finding signage, lighting); and car barrier/bike passages (see images below).

Implement enhanced street management – Increase street-sweeping to decrease road dust in targeted areas; identify and deploy funds to address and clean-up illegal dumping and associated debris which can generate dust and other air-borne pollutants; close streets to vehicular traffic in front of schools during start and end of schools.

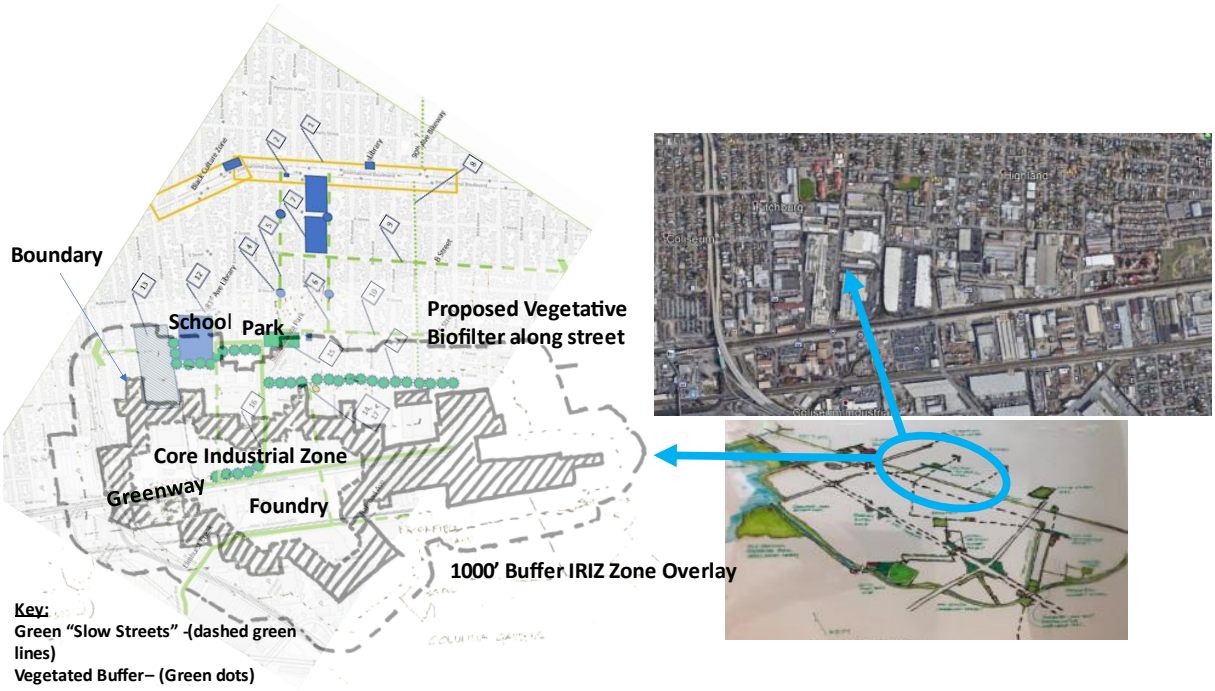
Implement and enforce enhanced truck route/idling controls – Move any truck routes out of residential neighborhoods and avoid trucks passing by other sensitive land uses such as daycare centers, schools, and elderly facilities. Prohibit diesel vehicle idling within 100 feet from of sensitive receptors such as residents, schools, playgrounds, community centers, outdoor seating areas, child-care, and health facilities. Enforce the State of California's 5-minute idling law for commercial heavy-duty diesel vehicles and school buses. Consider local regulations for a three-minute idling limit for a passenger vehicle (and a 30-second idling limit for a school property) per recommendations of Idle-Free California.

Install multi-lingual truck route signage and provide access to anti-idling education programs for truck-drivers as well as interested community members.

Traffic signal management – Traffic signal management systems can reduce stop-and-go driving and vehicle idling resulting in reduced localized pollutant concentrations of up to 50 percent compared to corridors that do not implement these systems (See Near Roadway Report, CARB 2017).

For more information and research findings on reducing near roadway exposure on air pollution see the California Air Resources Board Research Synthesis #17-03:
https://ww2.arb.ca.gov/resources/documents/research-synthesis-17-03-reducing-near-roadway-exposure-air-pollution

CASE STUDY – East Oakland Greening Network in Residential/Industrial Area



Above: map from the East Oakland Neighborhoods Initiative Plan shows locations for proposed green streets, vegetated buffers along streets, and other green connections in this legacy industrial-residential area.

This case study illustrates how a focus on implementing greening and green street plans within IRIZ overlay zones can be identified and prioritized - especially as part of a neighborhood EJ or health equity planning process. The proposed Industrial-Residential overlay zone in grey is applied on top of the EONI neighborhood infrastructure plan (the crosshatch area is within the industrial boundary and the zone bounded by the dotted lines constitutes the residential transition area). This assessment highlights where key infrastructure improvements can be prioritized that may be most health impactful and fill gaps in a larger complete green network. These types of green streets/greening should also be

continued within and through the industrial zones to help create green industrial parks and mitigate offsite pollution.[1]

[1] See the East Oakland Neighborhoods Initiative (EONI) Planning effort as part of the State Transformative Climate Community Plan for which the Air District supported (2017-19).