

LB-ELA Corridor – DRAFT Potential Adverse Impacts and Concern Criteria – 9/20/23

Background

The community has provided feedback regarding evaluating the potential for both benefits and adverse impacts of proposed projects. In response to this feedback, the Technical Team has reviewed the 66 Benefit Criteria and 7 Concern Criteria, which are based on the goals and principles and were agreed on by the Task Force during the meeting on May 8th, 2023. Where potential adverse impacts are applicable, the Technical Team either identified the relevant existing Concern criterion or identified a revised or new Concern criterion. This document summarizes the Technical Team's review and recommendations.

Summary

Prior to this exercise, **a total of seven concern criteria** were proposed. (Note: Following the May 8th Task Force meeting where the Benefit Criteria and Concerns were voted on, it was understood that the Technical Team and Metro would incorporate additional concerns. The intent was to ensure that every potential disbenefit was considered. The following list represents our efforts to address those concerns.) Based on the Technical Team's review (which is described criterion by criterion in the table below); we recommend a **total of fifteen Concern criteria be considered during the evaluation phase**.

The following key takeaways describe the changes:

- Six criteria did not change (green highlight)
- One criterion was expanded and revised into three to capture discrete concerns (yellow highlight)
- Seven new criteria were added (blue highlight)

Previous Concern Criteria:

1. Potential for Displacements
2. Potential for Physical Impacts (Right Of Way)
3. Potential for Increased Commute Times
4. Potential for Traffic Diversion / Emission Shifting
5. Potential for New Hot Spots/localized impacts (Congestion, Air Quality, Pedestrian/Bike Safety)
6. Potential Construction Impacts
7. Potential for Vehicle Miles Traveled (VMT) Increases

Proposed Concern Criteria:

1. Potential for Displacements
2. Potential for Physical Impacts (Right Of Way)

3. Potential for Increased Commute Times
4. Potential for Traffic Diversion/Emissions Shifting
5. Potential for Increased Localized Emissions/Emissions Shifting
6. Potential for Bike/Pedestrian Safety Impacts
7. Potential for Concentrated Congestion Impacts
8. Potential Construction Impacts
9. Potential for VMT Increases
10. Potential for Increased User Costs
11. Potential for Increased Impervious Cover
12. Potential for Increased Economic Displacement
13. Potential for Increased Noise Pollution
14. Potential for Transit Ridership Reduction
15. Potential for New Physical Transportation Barriers
16. Potential for Increased Stormwater Runoff and/or Increased Flood Risk

Table: Benefits Criteria and Relevant Concerns

ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
Air Quality Goal			
AQ1*	Reduce Emissions (NOx, PM2.5)	-Potential for increased localized emissions/emission shifting	Revised concern criteria help account for potential increases in emissions and negative air quality impacts.
AQ2	Facilitates Clean Technologies & Lower Emissions Vehicles	<i>No applicable adverse impact</i>	There are no projects that promote transitioning to a technology less clean than the existing predominant technology.
AQ3*	Mode Shift to Cleaner Modes	-Potential for vehicle miles traveled (VMT) Increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting to non-clean modes. 'Potential for transit ridership reduction' is added to account for impacts not captured by existing criteria.
Community & Health Goal			
CH1*	Reduce Emissions (Health Effects metrics; DPM; PM2.5)	-Potential for increased localized emissions/emissions shifting	The revised concern criterion helps account for potential increases in emissions and negative health impacts.

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CH2*	Reduce Exposure at Receptors (HVAC/HEPA, near-roadway vegetation)	<i>No applicable adverse impact</i>	There are no projects that promote removing air filtration systems or vegetation specifically planted for air filtration. Projects maintaining the status quo receive a 'No Benefit' for this criterion. Increased exposure due to emissions is addressed by 'Potential to increase localized emissions/emissions shifting.'
CH3*	Mode Shift to Active Transportation, Transit	-Potential for VMT increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting away from active transportation and transit. 'Potential for transit ridership reduction' is added to account for impacts not captured by existing criteria.
CH4	Improve the User Experience (may be different metrics for different modes)	-Potential for increased commute times -Potential for concentrated congestion impacts -Potential for bike/pedestrian safety impacts -Potential for new physical transportation barriers	There are a variety of factors that may worsen a user's transportation experience that are captured by several existing, revised, and new concern criteria.
CH5*	Bike/Pedestrian Access to Parks, Recreational Areas, or Open Spaces	-Potential for new physical transportation barriers	Added new concern criterion to address any potential decreased accessibility due to new transportation barriers.
Mobility Goal			
MB1*	Transit Ridership	-Potential for transit ridership reduction	Added new concern criterion because this potential adverse impact was not adequately covered by the VMT criterion.
MB2*	Speeds/Travel Times (People, Goods)	-Potential for increased commute times	The potential for increased commute times, which measures speed and travel time, adequately covers the potential adverse impact associated with this metric. Projects that slow automobile speeds or travel times are also captured under SF6 Traffic Calming Features, which is considered a benefit.

ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
MB3*	Reduce Congestion (hours of delay for people and goods)	-Potential for increased commute times -Potential for concentrated congestion impacts	These two concern criteria, which measure levels of congestion, adequately cover the potential adverse impact associated with this metric. Projects that increase delay for automobiles are also captured under SF6 Traffic Calming Features, which is considered a benefit.
MB4*	Modal Accessibility (by zone)	<i>No applicable adverse impact</i>	There are no projects that recommend removing a transportation facility. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
MB5*	Reliability (transit, roadway, goods movement)	-Potential for increased commute times -Potential for concentrated congestion impacts	There are no projects that aim to decrease reliability; however, these two-concern criteria measure congestion and travel times, two outcomes that relate to system reliability.
MB6*	Gap Closures	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
MB7*	Increase in Travel Options	<i>No applicable adverse impact</i>	There are no projects that 'decrease travel options.' Projects that maintain the status quo receive a 'No Benefit' for this criterion.
Safety Goal			
SF1*	Protections for Bike/Users (bike class)	-Potential for bike/pedestrian safety impacts	'Potential for bike/pedestrian safety impacts' is directly related to this SF1 Benefit metric.
SF2	Traffic Protections (bike/pedestrian)	-Potential for bike/pedestrian safety impacts	'Potential for bike/pedestrian safety impacts' is directly related to this SF2 Benefit metric.
SF3*	Personal Security	<i>No applicable adverse impact</i>	There are no projects that recommend features that would decrease personal security. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SF4	Includes Safety Features	<i>No applicable adverse impact</i>	There are no projects that remove specific transportation safety features. Projects that maintain the status quo receive a 'No Benefit' for this criterion.

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SF5	Reducing Conflict Points (vehicle safety)	<i>No applicable adverse impact</i>	There are no projects that add new vehicle conflict points. Projects that maintain the status quo receive a 'No Benefit' for this criterion. Projects that have potential bike/ped safety impacts are captured in SF1 and SF2
SF6	Traffic Calming Features	<i>No applicable adverse impact</i>	There are no projects that remove traffic calming features. Projects that maintain the status quo receive a 'No Benefit' for this criterion. Projects that have potential bike/ped safety impacts are captured in SF1 and SF2
SF7	Improves/Rehabilitates Existing Infrastructure	<i>No applicable adverse impact</i>	There are no projects that directly degrade existing infrastructure. Projects that do not rehabilitate or utilize existing infrastructure receive a 'No Benefit' score under this criterion.
Environment Goal			
EN1	Improved Environment from Mode Shifts	-Potential for traffic diversion -Potential for VMT Increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting to non-clean modes. A new concern criterion is recommended to account for potential reductions in transit ridership.
EN2	Greenhouse Gas (GHG) Reduction Potential	- Potential for increased localized emissions/emission shifting -Potential for VMT Increases	Taken together, 'Potential for increased localized emissions/emission shifting' and 'Potential for VMT Increases' adequately cover the potential adverse impacts of increased greenhouse gas emissions.
EN3*	Protects Natural Habitat (greening features)	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces, without greening features, have the potential to decrease natural habitat.
EN4	Water Quality, Drainage, and Flood Management Features	-Potential for increased stormwater runoff and/or increased flood risk	Added two new concern criteria. 'Potential for increased stormwater runoff and/or increased flood risk' addresses this benefit criterion directly. In addition, new impervious

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		-Potential for increased impervious cover	surfaces can increase runoff and prevent natural filtration of water into the soil.
EN5	Reducing Energy Use	No applicable adverse impact	There are no projects that recommend a shift from lower energy to higher energy technologies. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
EN6*	Reduce Heat Island Effect; Provide Cooling Features for Users	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces can have characteristics that result in additional heat retention and increase the heat island effect.
EN7	Potential for Noise Reduction	-Potential for increased noise pollution	Added new concern criterion. Projects that have the potential to increase noise could have an adverse impact.
EN8	Supports Transportation Efficient Land Use Principles	-Potential for VMT Increases	This benefit criteria measures, indirectly, how easy it is for residents to meet their everyday travel needs without using single-occupant vehicles. The potential to increase sprawl (moving houses away from jobs) is not applicable to this study and the existing concern 'Potential for VMT Increases' adequately captures the potential adverse impacts associated with this benefit criteria.
Opportunity/Prosperity Goal			
OP1*	Access to Jobs	-Potential for increased commute times	'Potential for increased commute times' directly address the potential adverse impacts related to 'Access to Jobs.'
OP2	Accessibility (improving mobility challenges for all ages and abilities)	-Potential for bike/pedestrian safety impacts -Potential for new physical transportation barriers -Potential for transit ridership reduction	While there are no projects that recommend removing accessibility features (such as improved sidewalks, ADA features like curb ramps, transit-oriented development, and new bridges) directly, there are several factors that may inadvertently create accessibility challenges. These potential adverse impacts are captured by several existing, revised, and new concern criteria.
OP3	Increases Regional Competitiveness	No applicable adverse impact	There are no projects that aim to decrease regional competitiveness. Projects that maintain the status quo receive a 'No Benefit' for this criterion.

ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
OP4	Workforce Development	<i>No applicable adverse impact</i>	There are no projects that aim to decrease workforce development. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
OP5	Potential Targeted Hire & New Construction Jobs	<i>No applicable adverse impact</i>	There are no projects that aim to decrease targeted hiring. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
OP6*	Access to Quality of Life Amenities (grocery stores, health care services, schools)	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
OP7*	Access to Open Space, Recreation and Parks, LA River, etc.	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
Sustainability Guiding Principle			
SA1	Provides Infrastructure and Technology to Reduce Reliance on Polluting and Energy-Intensive Modes of Travel and Goods Movement	-Potential for increased localized emissions/emission shifting -Potential for VMT Increases	The analysis for this benefit metric relies on separating two considerations 1) mode shift to sustainable transportation and 2) fleet conversion to cleaner energy. These two existing concerns adequately capture the potential adverse impacts associated with this benefit metric.
SA2	Provides Infrastructure to Promote Physical Activity and Health through Active Transportation and Recreation	<i>No applicable adverse impact</i>	There are no projects that remove active transportation facilities. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SA3	Improves Climate Resilience Through Infrastructure that Mitigates the Impacts of Flooding and Increased Heat	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces can increase storm runoff as well as the potential for increased heat retention.

ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
SA4	Supports Job Creation In, and Workforce Transitions to Green Technology and Infrastructure Sectors	<i>No applicable adverse impact</i>	There are no projects that aim to decrease job creation nor the transition to green technology. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SA5	Improves Cargo Efficiencies to Minimize Trip Volumes and Emissions from Goods Movement Activity	- Potential for traffic diversion - Potential for increased localized emissions/emission shifting	This benefit criterion measures the benefits of a more efficient freight system in terms of reduced truck trips. The potential adverse impacts are captured by two concerns related to traffic diversion onto local streets and increased emissions.
Equity Guiding Principle*			
EQ-OP8	Increases Quantity and Quality of Employment Opportunities for Underemployed and Low-Income Workforce	<i>No applicable adverse impact</i>	There are no projects that aim to decrease job creation. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
EQ-OP9	Reduces Housing or Transportation Costs for Low-Income Households	-Potential for increased user costs -Potential for increased economic displacement	New concern criteria were added to account for any potential increases in transportation costs and economic displacement.
EQ-OP10	Reduces Residential or Commercial Displacement Risk	-Potential for increased economic displacement	New concern criteria were added to account for any potential increased risk of economic displacement.

Note: Apart from the three listed under the Equity Guiding Principle section of the table, equity criteria are derived from those listed in the goal areas above. Please see the corresponding criteria marked with an asterisk () in each goal.