



# Is this what you want South O to look like? Caltrans does.

Your neighbors have come up with ideas that will improve the interchange without enormous flyovers!

Attend the Caltrans "Informational" meeting  
Tuesday, April 28, 2015  
6:00 – 7:30 P.M.

South O Elementary School Multipurpose Room

Brief presentations by Project Managers Karen Jewel (I-5/78 Interchange) & Arturo Jacobo (I-5 Widening)

Also, see alternatives created by your neighbors which don't include flyovers!

**Who knows South O better, Caltrans or us? See you there!**

**A flyover would project noise and pollution into South O' Elementary school. Perhaps our School Board and our PTO should take a position this proposal. Likewise, shouldn't they take a position on the proposal (now tied up in court) to widen I-5 from 8 to 12 lanes? Shouldn't they be "putting kids first"? Let's stick up for our kids and our neighborhoods. Consider the information on the back side of this flyer.**

## AIR QUALITY RECOMMENDATIONS FOR LOCAL JURISDICTIONS

### Development of new schools, housing, and other sensitive land-uses in proximity to freeways

Studies indicate that residing near sources of traffic pollution is associated with adverse health effects such as exacerbation of asthma, onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular morbidity and mortality.<sup>1</sup> These associations are diminished with distance from the pollution source.

**Given the association between traffic pollution and health, the California Air Resources Board recommends that freeways be sited at least 500 feet from residences, schools, and other sensitive land use.**<sup>2</sup> Other reputable research entities such as the Health Effects Institute indicate that exposure to unhealthy traffic emissions may in fact occur up to 300 to 500 meters (984 to 1640 feet). The range reported by HEI reflects the variable influence of background pollution concentrations, meteorological conditions, and season.<sup>3</sup>

Based on this large body of scientific evidence, the Los Angeles County Department of Public Health strongly recommends:

- A buffer of at least 500 feet should be maintained between the development of new schools, housing or other sensitive land uses and freeways. Consideration should be given to extending this minimum buffer zone based on site-specific conditions, given the fact that unhealthy traffic emissions are often present at greater distances.\*—Exceptions to this recommended practice should be made only upon a finding by the decision-making body that the benefits of such development outweigh the public health risks.
- New schools, housing or other sensitive land uses built **within 1500 feet of a freeway** should adhere to current best-practice mitigation measures to reduce exposure to air pollution which may include: the use of air filtration to enhance heating, ventilation and air conditioning (HVAC) systems, and the orientation of site buildings and placement of outdoor facilities designed for moderate physical activity as far from the emission source as possible.<sup>4</sup>

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\* Conditions along a freeway and on different freeways are subject to considerable variation. Vehicle types on the roadway (diesel, gas, electric, or hybrid vehicles), average speeds, average daily traffic volumes and other factors all impact the levels of pollution generated by a freeway, and thus the necessary buffer zone to reduce health risks.

Email [mike\\_bullock@earthlink.net](mailto:mike_bullock@earthlink.net) if you would like get this flyer emailed to you and/or if you would like a presentation on our climate crisis and its implication for future transportation.