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CALIFORNIA



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August 9, 2022

Kevin De Leon  
Councilmember,  
Council District 14

VIA EMAIL

**Re: “No Trucks / Bus Idling” Signs**

Councilmember De Leon:

At our regularly held public meeting on August 9, 2022, the Board of Directors of the Downtown Los Angeles Neighborhood Council (“DLANC”) voted to provide the following comments below:

As the city of Los Angeles seeks to address environmental burden disproportionately faced by frontline communities through the implementation of its Sustainability City pLAN (i.e., “Green New Deal”) and the initial discussions held during the Climate Emergency Mobilization Office’s Climate Equity LA series, it is pertinent that the City take action where it currently can. Idling from diesel-fueled commercial vehicles over 10,000 pounds is restricted in California by the California Air Resources Board’s (CARB) Airborne Toxic Control Measure to limit emissions from heavy-duty trucks and reduce exposure to air pollution.

Diesel particulate matter (DPM) is a component of the exhaust from truck diesel engines which, due to its microscopic size, can be inhaled deep into the lungs and impact cardiovascular and respiratory health. These effects include premature death and hospitalizations by exacerbating chronic lung and heart disease, including asthma in children. Other chronic ailments exacerbated by air pollution include diabetes and those living in poverty.

Los Angeles is among the most polluted cities in the country for particle pollution (PM2.5). Several neighborhoods in Downtown Los Angeles are among the most burdened by air pollution

in the state according to the CalEnviroScreen 4.0 tool. These neighborhoods, such as Skid Row, are especially burdened by particulate pollution whose populations are particularly vulnerable due to poverty.

In 2015, the Los Angeles County Metropolitan Transportation Authority (“LA Metro”) released their Countywide Strategic Truck Arterial Network study (CSTAN) showing their analysis of commercial truck traffic in arterials throughout Los Angeles County. The CSTAN analysis identified the Alameda Street, Central Avenue, and San Pedro Street corridors in the southern and eastern portions of Downtown as among the top 10% heavily used truck arterials in Los Angeles County with over 750 heavy-duty trucks each day, a figure that is bound to have increased due to reliance in online retail caused in part due to the COVID-19 pandemic.

The Los Angeles City Council adopted Council File 19-0454 in June 2021 which directs the Los Angeles Department of Transportation (LADOT) to install “No Trucks / Bus Idling” signs at locations directed by the Council. Although CARB’s truck idling rules are enforceable at any location without posted signage, such signage can serve as a reminder to both truck operators and the community about the existence of the regulation and compel the former to stop idling and encourage the latter to report any incidents they might witness.

Therefore, the Downtown Los Angeles Neighborhood Council requests Council District 14 to submit a motion to Council to instruct LADOT install No Trucks / Bus Idling signs at the following Downtown locations, which were identified based on their proximity of idling trucks to sensitive populations:

- 250 feet north of 6<sup>th</sup> St. on Stanford Ave. on east side of street
- 270 feet south of 5<sup>th</sup> St. on Stanford Ave. on east side of street
- 260 feet south of 6<sup>th</sup> St. on Gladys Ave. on west side of street
- 100 feet north of 6<sup>th</sup> St. on San Pedro St. on west side of street
- 90 feet north of 5<sup>th</sup> St. on Gladys Ave. on east side of street

**\* SUBJECT TO APPROVAL BY DLANC BOARD OF DIRECTORS ON AUGUST 9, 2022 \***

Sincerely,

Claudia Oliveira  
President,  
DLANC

Debby Zhou  
Chair,  
DLANC Livability Committee