Appendix B
Community Workshop Summaries

October 28, 2014 – Palm Desert, CA
November 12, 2014 – Coachella, CA
November 13, 2014 – Cathedral City, CA
March 19, 2015 – Palm Desert, CA
March 19, 2015 – Coachella, CA
Coachella Valley Link Health Impact Assessment
Community Scoping Workshop

SUMMARY

www.CoachellaValleyLink.org

Project Overview

The Coachella Valley (CV) Link will be a nearly 50-mile multi-modal transportation path connecting eight cities and three Native American tribes in the Coachella Valley. Located in north-central Riverside County, California, the path will be open to bicycles, pedestrians, and low-speed electric vehicles (LSEVs) including golf carts and neighborhood electric vehicles (NEVs).

Plan proponents have advocated several benefits of the path including its capacity as a transportation resource, thus relieving congestion on nearby Highway 111 and improving air quality; its role as an access corridor for employment, shopping, and school; its contribution as an opportunity for fitness and recreation; and its economic benefits through projected design, construction, and maintenance jobs and as an amenity for the tourism industry. Construction for the CV Link is projected to begin in 2016. The planning process is led by Coachella Valley Association of Governments (CVAG) and is currently underway. A final Master Plan to be completed in March 2015 will guide the design, construction, and management of the CV Link Project and has been informed by public input and a Preliminary Environmental Study (PES). Further environmental review in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will also be completed.

Health Impact Assessment

Southern California Association of Governments (SCAG), CVAG, and the Riverside County Department of Public Health (RCDPH) are commissioning a health impact assessment (HIA) to use multiple data collection and analysis methods to determine the potential positive and negative health effects of this project on the Coachella Valley community. Through a public competitive bid process, Human Impact Partners and Raimi + Associates have been hired to conduct the analysis and community engagement for the HIA.
A Health Impact Assessment (HIA) is a practical approach that uses data, research, and stakeholder input to determine a policy or project’s impact on the health of a population.

The HIA will be conducted concurrently with the next phase of CV Link planning. It will analyze health impacts and benefits of the CV Link, especially for communities facing other health, social, or economic challenges. In addition to highlighting the potential health impacts of the CV Link, the HIA will provide recommendations for maximizing health benefits of the path and monitoring and managing any identified potential negative impacts. In this way, the HIA will directly inform design features of the path.

In addition to partnerships with CVAG, SCAG, and RCDPH, the HIA process has engaged partners such as local community-based organizations and residents, community councils, businesses, and public agencies through four community workshops, with the intention of building relationships, elevating community voices about health issues and priorities, and “groundtruthing” HIA findings and recommendations.

HIA Workshop Purpose and Overview

The three Fall 2014 scoping workshops had the following five goals for participants to:

- Get to know about the CV Link plan
- Understand the process of the Health Impact Assessment
- Describe how the CV Link connects to health
- Engage in the HIA and larger decision making process
- Offer crucial feedback on priority issues for the HIA

The goal of the workshops was to obtain information that sets the scope of the HIA, which determined what topics and health outcomes the HIA would analyze in depth. The workshops were designed to be open to the public including adult and youth residents, businesses, other government agency staff or elected officials, community organizations, and institutions. All outreach and materials were fully bilingual in English and Spanish. The workshops also included simultaneous oral interpretation in Spanish, provided by the Riverside County Public Health Department.

The workshop’s presentation began with remarks from CVAG and Riverside County Public Health Department staff. Then, it was followed by a brief presentation by Human Impact Partners staff, Celia Harris, discussing the connection between our physical environment and health, the HIA process, and the potential topics of interest for the CV Link HIA.

The presentation described five potential health pathways related to:

- Air Quality Effects
- Physical Activity Effects
- Access to Transportation
- Community Cohesion and Community Identity
- Economic Development

After the presentation, participants broke into small groups and discussed each of the five pathways. Each table had a facilitator and all the participants had a worksheet with discussion questions. The results of the small group discussions are presented directly in the worksheet format under
corresponding questions. Results of the three meetings are condensed into one summary, but location-specific concerns or suggestions are called out when appropriate. Additionally, similar comments were consolidated for brevity and clarity. After the small group discussions, participants shared their table's discussion highlights over dinner. At the end of the meeting, participants had time to ask questions and make final comments.

Next Steps

From these workshop results, the HIA team has refined the scope of the HIA to include the following analysis sections:

1. **Air Quality** (high priority in workshops)
2. **Physical Activity** (high priority in workshops)
3. **Safety on Path** (new topic area and high priority in workshops)
4. **Access to Transportation and Resources** (modified topic area – added “and resources”. high priority in workshops)
5. **Economic Development** (medium priority in workshops)

Workshop participants did not rank “Community Cohesion and Community Identity” as a priority area for the HIA, so it will not be a main piece of the analysis. The workshop notes for this section are still presented on the following pages.

The next round of community workshops is scheduled for March 19, 2015. We will host a daytime meeting at the Joslyn Center in Palm Desert from 1:00pm to 3:00pm and an evening meeting at Del Valle Elementary School in Coachella from 6:00 to 8:00pm on the same day. At these meetings we will present and obtain feedback on the initial results of the HIA analysis and then brainstorm data-driven recommendations to improve the health benefits of the CV Link project.

After the recommendations workshop in March, the HIA team will complete the analysis and work with CVAG to incorporate the recommendations into the CV Link design development process. The final CV Link HIA report is expected to be published by June 2015.
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

GENERAL

- HIA should analyze whether the CV Link will increase or decrease VMT in the region (and air quality/GHG emissions)
- Look at CV Link users’ exposure to stationary and mobile sources of air pollution near the path
- Since the CV Link does not go through the most densely populated neighborhoods of Coachella, the CV Link may increase the vehicle emissions since some people may drive to use the path
- Supporting/surrounding infrastructure & bus lines are too weak/broken/nonexistent – would not help connection. If the CV Link doesn’t have good city bike path and transit connections, then we will not see an improvement to regional air quality
- Plant Casuarina species (Australian tree) great for low water and poor soil, used in China for dust impacts (the project’s landscape architect is looking into this, but it may be a hard to control invasive species)

ADD

- “Exposure to air pollutants”: separate boxes for on-path and off-path
  - Increased air pollution in the Coachella Valley from the new power plant in Desert Hot Springs
  - Exposure to agricultural chemicals/pesticide drift
- Concerns about exposure to particulate matter in high wind/dust areas; specifically the northern leg of the west map from Gene Autry Trail to Highway 111. For a 3.25 mile section, there’s nothing there except a windy/hot microclimate (no development to stop the wind). This participant prefers the southern route alignment.

REMOVE

- No comments provided

MODIFY

- “△ availability of mobility options” box
  - Depends on other factors like width of path, access points, how people get to access points, and parking
- CV Link is proposed to run through Indio and Coachella near the freeway. These are where the Valley’s lowest income and most vulnerable populations live. Some participants had concerns about the social justice/equity implications of this alignment selection.
- Will the eastern parts of the CV Link experience negative air quality impacts from the Salton Sea? Especially when/if the path is extended to the Salton Sea community.
- Very high and very low temperatures may exacerbate air pollutants and their health impacts (extreme temperatures modify air quality impacts)
- “Congestion on HWY 11 and other arterials”
  - Congestion might increase since the lower income communities without other good recreation options (Desert Hot Springs, Indio, Coachella, Thermal, Mecca, and Oasis) will likely drive to the CV Link access points
Recommendation from participant that CVAG understand and mitigate the site-specific congestion and traffic implications for different access points

2. What are the most important/least important parts of this pathway to you?

MOST IMPORTANT
- Exposure to toxic/bad air in the Coachella Valley
- Exposure to air pollution near freeways
- The Salton Sea is a repository of pesticides/chemicals and as it dries it will increase toxic exposure and decrease air quality.
- Appropriateness of access points in relationship to population density and attractions/destinations
- Safe bike paths for children
- The change in pollution as it provides a demand for this bike path as more of a necessity rather than just a convenience of transportation

LEAST IMPORTANT
- Low speed electric vehicles

3. Do you have any concerns about exposure to poor air quality while walking or bicycling on the CV Link?

- Particulate matter is a strong general concern in the Coachella Valley
- Concerned about air (diesel) and noise pollution for sections near the freeway, especially in the eastern part of the Valley; noting that CV Link is separated from the freeway by an average 1000' (minimum 700' because there is a flood channel in between)
- The path was funded by Air Quality Mitigation funds and it does not mitigate the effects of the power plant from which the funding was sourced. Riverside County has some of the worst air (pm 2.5) in the country (EPA 2013) and will be the worst by 2020 (EPA) that study does not include the power plant (new) or the Salton Sea drying up (because of the Quantification Settlement Agreement).
- The CPV Sentinel Power Plan in DHS is on year 2 of a 30-year contract in which the Coachella Valley will be receiving/be exposed to the pollution it is creating
  - People are supportive of more recreation/active transportation resources in the Valley, however the commenter is concerned that the air quality mitigation funds are being spent on a project that may not have any significant air quality improvement benefits as the funding intended (editorial note: refer to Air Quality Benefits Report 2012 for an estimate of the benefits)
  - Power plant releases tons of PM2.5 but the CV Link will not be mitigating these air quality impacts
- Riverside County already has awful (grade F) by federal standards. Participants are curious about the CV Link users exposure to poor air quality while exercising on poor air quality days
- Commenter expressed concern about odors and pollution from the Salton Sea impacting the air quality in the eastern part of the path
- Some participants hope this pathway reduces air pollution
- Highway 86 and Grapefruit Boulevard produce motor vehicle emissions that are air quality concerns for CV Link users (editorial note: the body of research indicates that the benefits of exercise far outweigh slightly increased respiratory illness risk from such exposure)
B. PHYSICAL ACTIVITY EFFECTS

1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

**ADD**
- Analyze alternative CV Link routes (editorial note: this is unlikely since CV Link is only financially and logistically feasible if the pathway is built along the Whitewater River Channel)
- Decreasing of equestrian trails decreases mobility options (see Santa Ana River Trail as a good example)
- Safety from collisions on path due to poor visibility (cyclists and pedestrians may not always be visible to electric vehicles or other cyclists also using the path)
- Safety during heavy rains since this pathway is in a riverbed; closure will be needed as with roadway low water crossings

**REMOVE**
- No comments provided

**MODIFY**
- Make sure that the health impact assessment analyzes data by age and gender

2. What are the most important/least important parts of this pathway to you?

**MOST IMPORTANT**
- Heat exhaustion/stroke
- Drinking water
- Shade
- Public outreach and education about health-related health risks
- Ensure that pathway amenities (water, shade, benches, etc.) be equitably distributed throughout the alignment
- Prevention and improvement of people with chronic diseases (through more physical activity)
- Safe place for physical activity away from cars

**LEAST IMPORTANT**
- No comments provided

3. Do you think the CV Link will encourage walking, biking, and other physical activity? Why or why not?

- Generally participants at all three meetings believed that the CV Link WOULD encourage more walking, bicycling, and physical activity, with the following caveats
  o Depends on access points and safety
  o People may not use it much in the hot summer months
• It would really encourage biking and walking due to the added ability to travel over relatively longer distances (than the current network allows) with a bike rather than needing a car or motorcycle
  • Cities will have to buy in to the project and build out their individual bicycle networks on city streets to connect to the CV Link
  • Separate bicycle lanes prevent accidents
  • It will be used heavily by serious recreational / long distance cyclists, however the commenter felt that commuters may not find it as useful

• Some participants had comments about why people might not use the CV Link
  • Only tourists who don’t know about the poor air quality would exercise on the CV Link
  • Desert Hot Springs residents will not use it at first because it’s not in their community yet
  • Some prefer when paths are integrated into existing communities. For example in Minneapolis the rail trail is combined with bike rental, art, community gardens, and parks – all features which are part of the proposed CV Link
  • Amenities may attract homeless encampments, which may discourage non-homeless residents from using it recreationally; the proposed rangers will be needed to enforce existing codes
  • Lack of connection to populated neighborhoods in Coachella is an issue
  • Use of golf carts does not improve an individual’s physical activity

4. Do you think heat exhaustion and heat stroke are concerns related to the CV Link? Why or why not? Do you have recommendations on how to minimize these risks?

• Recommend that proposed rest areas and access points with trees, benches, shade structures, drinking fountains and restrooms also include motion activated misters, emergency telephones, and cold drinks for sale from vendors (editorial note: in other similar projects, emergency telephones have not been utilized since most people have cell phones now. They are often vandalized and difficult to maintain.)
• Support the proposed CV Link Ranger program to ensure people stay safe and healthy on the path (this would also have a jobs benefit to the community)
• Need signage encouraging people to drink water and take breaks. Signs could also indicate how far until the next drinking water fountain
• Work with public agencies to issue warnings when vigorous outdoor physical activity should be kept to a minimum

Other recommendations:
• Add Desert Hot Springs spur to the Sand to Snow National Monument
• Support the proposed access points by the College of the Desert because students will be a likely user group
• Ensure that heat factors are calculated into usage projections
• Doctors could prescribe exercise on the CV Link to encourage physical activity
• Support the CV Link connections to local hiking trails such as the Indian Canyons and Palmview Channel Connectors illustrated in the Master Plan
C. ACCESS TO TRANSPORTATION

1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

GENERAL

- People would access those resources on the path IF they are already fitness-oriented
- Path is not close enough to schools, parks and public transportation (editorial note: hopefully future planning can connect the path to community destinations and new destinations can be built near the CV Link)
- Consider connecting CV Link to the Amtrak station and the airport as per the Master Plan recommended connections
- Bus routes should connect the North Shore community to the CV Link, and the future extension should also provide a connection
- Add a shortcut near Dune Palms Rd and Avenue 48 as per the Master Plan recommended connection along the La Quinta channel

ADD

- Accidents and safety on pathway
- Add traffic volume ON pathway (concern of path being too crowded)
- Parking (or lack of) at CV Link entry points
- Equestrian parking (or lack of)
- Accessing the CV Link without a car
- Connection to Desert Hot Springs (editorial note: since the fall 2014 workshops, this is now under study. http://www.desertsun.com/story/news/2015/02/27/desert-hot-springs-examines-cv-link-routes/24104649/)

REMOVE

- Accessing childcare on the path is not currently seen as realistic; education on child carrying capabilities of bicycles and child cargo bicycles is needed

MODIFY

- Consider transit connections like “The Buzz”, a free shuttle bus in Palm Springs
- As part of “Bus ridership” expand the current Sunline bus capacity to carry bicycles
- How will affordable transportation be incorporated (bike share, car share, ride share, etc.)

2. What are the most important/least important parts of this pathway to you?

MOST IMPORTANT

- Avenue 66
- The areas beyond Avenue 56
• Traffic safety – when people are riding on the streets to access CV Link, they will have to bike through many industrial areas/truck routes that are dangerous for cyclists
• Lack of dependable and frequent transit connections
• Phasing of the construction – the Coachella segment since they have the least recreational amenities and the highest proportion of zero- or single-vehicle family households, subject to CVWD floodway planning improvements
• Safe routes to the path must be taken seriously
• Ensure overpasses are well defined
• Safety design for multi-modal path
• Indio and Coachella
• Extension of path to Desert Hot Springs
• Connection to grocery stores and other daily needs
• Public transportation connections to the CV Link from residential areas…maybe the hotels can create a CV Link shuttle system
• Public outreach and education that this is being planned and outreach for when its open to the public

LEAST IMPORTANT
• Traffic on Highway 111
• Electric vehicles / golf carts

3. Do you think traffic safety will be a problem on the CV Link and/or the roads connecting to it?

• Most people at all of the workshops are frightened that the golf carts and low speed electric vehicles (LSEV) pose a safety hazard to pedestrians and cyclists and are afraid of sharing space (editorial note: In areas of higher usage and wherever space exists, CV Link will be at least 24’ of pavement - 14’ path, two 2’ shoulders, and a 6’ pedestrian path). In lower usage areas, a simpler 18-19’ path will accommodate all users).
  o Fear of LSEV drivers driving under the influence of alcohol (after playing golf and drinking cocktails)
    ▪ Police should require a mandatory breathalyzer at night
• No place to walk or bike safety in Rancho Mirage → high risk of getting hurt (and feeling unsafe)
• Connections east of Coachella (Thermal, Meca, and Oasis) are not sufficient
• As with any public space, safety may be a problem for people running at night
• **The intersection at Tyler Street is unsafe and inaccessible. It would need to be updated with stop lights, signage, pedestrian crosswalks
• Many cities do not have the financial resources to invest in creating good bike and pedestrian connections to the CV Link; this is a matter of priorities and speaks to a need to educate decision makers on the net benefit to society of investing in active transportation
• Fear of children (or adults) falling off the edge of the CV Link and into the riverbed
• Speed limits should be lowered (and enforced) on streets surrounding and connecting to the CV Link
• Need improved lighting at night and bollards at regular intervals
• How will emergency vehicles access the path? (editorial note: emergency vehicles will be able to drive on the path when necessary)

4. How should low-speed electric vehicles (LSEV or golf carts) fit into the CV Link?

• Some say they are good because they are a less expensive form of transportation (than cars) others feel that they should not be included at all
• The LSEVs would have to follow a new state law required motorized vehicles to maintain a three-foot buffer between their vehicle and any cyclist, or slow down when passing if the buffer is not possible
• The max speed of an NEV is 25 mph. This is also the speed limit.
  o Participant is concerned that serious accidents can still occur at 25 mph
  o Suggestion to consider NEV speed limit on the CV Link slower than 25 mph for all or part of the pathway
• Segregation of directional movement and separate golf carts form bikes and pedestrians
• LSEVs are a social justice issue – most low income residents cannot afford to purchase a LSEV while a market for used vehicles is not mature, so they would not be benefiting from the CV Link in the same way
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

GENERAL
- Add art onto concrete portions of the path to give each community its own expression and identity (this is already proposed in the CV Link Master Plan)
- Look at Avenue 58 & Harrison and Avenue 61 & Harrison
- Need to see tribal input on CV Link HIA

ADD
- Lighting
- The community cohesion impacts of excluding Desert Hot Springs and the communities east of Coachella
- Path security and maintenance
- More community engagement in the planning, construction, programing, and maintenance is needed in Coachella and Indio
- Privacy for adjacent residents (privacy measures are already proposed in the CV Link Master Plan)
- Stray animals and animal waste. Provide waste bags and trash cans along the way for dog owners) – path must be dog-friendly
- Continue to engage community members in the planning of the CV Link

REMOVE
- No comments provided

MODIFY
- No comments provided

2. What are the most important/least important parts of this pathway to you?

MOST IMPORTANT
- Beautification
- Maintenance, graffiti, trash
- Multi-generational social interaction
- Privacy of homes along the Link
- Public safety
- Lighting (for personal security) versus no lighting (minimizing spillover into residences, Dark Skies initiatives and municipal codes)

LEAST IMPORTANT
- No comments provided
3. Can the CV Link be a unifying asset in the valley across cities, cultures, and age groups? Do you think the CV Link would lead to more interaction and community pride?

- Yes – if it looks interesting, is easily accessible, and is programmed with community festivals along the path
- Connect the CV Link to the Coachella Arts District
- Support the Master Plan proposed informational plaques along the Link with cultural, historic, and ecological information about the area
- It will be unifying only if Indio and Coachella’s segments go through the main/developed parts of the cities.
- Install a kiosk at the Abrams-Butler Trail with information about the valley ecology and attractions
- CV Link is partially funded with money to benefit low-income communities and to reduce GHG – but it’s unclear if the CV Link can really do that

4. Would you feel safe walking or biking alone on the CV Link during the day? During the night? What would make you feel safer?

- Almost everyone said they would feel safe in the day, but some people perceived lower-income neighborhoods as “unsafe”
  - To improve safety during the day, participants supported the Master Plan proposed CV Link Rangers/Hosts along the path, emergency phones/blue safety lights, regular maintenance (so it looks clean), and no homeless encampments
- Would feel safer during the day if motorized vehicles are eliminated.
  - Unclear on the health benefits from riding a golf cart
- Some participants said they would feel safe at night in some areas if there was good lighting.
  - Segments of the path that go through active areas of town were preferable for night usage.
  - Some areas are too remote to find help from adjacent businesses
  - A good number of people felt that nothing would make them feel safe at night
  - One participant mentioned that he would feel safer if restrooms were locked at night
- Some of the adjacent homes in Coachella have yards filled with junk and trash. It makes the area feel unsafe for kids and families. Maybe CVAG should support these families in cleaning their yards and/or putting up a privacy barrier
- Rancho Las Palmas has security issues
- Lighting (nighttime commuters want it, CV Link neighbors don’t want it to light their homes and impact the desert night sky quality)
- Grapefruit Blvd is a dangerous area
Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

**GENERAL**
- Bike rental businesses will probably improve from increased tourist activity
  - These jobs may not be high in number and may not pay a family supportive wage
- The CV Link is great for recreational riding but it is not going to increase customer traffic for local businesses.
  - Participant predicted that LSEV users would be the most likely to go shopping while using the path. Cyclists may do shopping or visit a restaurant, however pedestrians will likely stay on the path (editorial note: this is all just participant commentary and not supported by research)
- If it doesn’t go through existing Coachella neighborhoods it cannot improve existing small businesses in Coachella

**ADD**
- Public art along the path
- Equal types of amenities at access points along the path

**REMOVE**
- No comments provided

**MODIFY**
- No comments provided
### 2. What are the most important/least important parts of this pathway to you?

**MOST IMPORTANT**
- Drawing businesses to the area
- Ecotourism
- CO2 emission reduction

**LEAST IMPORTANT**
- People working at hotels will not be using the path

### 3. Do you think the CV Link will create jobs in your community? What types of jobs? Jobs for whom?

- Maintenance and repair of system/link
- Bike repair and rental shops
- Juice bars (can be healthy)
- Events – fee driven
- Create jobs for tourism (hotels near the path)
- Security / CV Link Rangers/Host
- Mobile food and drink vendors would be great
- Tourism (local running or bicycling races)
- Local hire and local procurement policies should be adopted by CVAG to ensure that money spent constructing and maintaining the CV Link is reinvested into the community
- Golf courses along or near the path

### 4. Do you think the CV Link will create customer traffic for businesses in your community? Why or why not?

- Yes, if located near route (not for Desert Hot Springs, Coachella, and Indio)
- If in public place
- The route could be helpful during the Coachella Music Festival
- Cities will need to install more safe street bicycle parking (editorial note: CVAG is in the process of updating their 2015 Non-Motorized Transportation Plan which will address bicycle parking)
- Need signage to direct Link users to local businesses
- Could be used for fundraisers

### 5. Do you think the CV Link will create tourism in your community? Why or why not?

- One more good thing for tourists to do
- Yes! Weather
- Plan events with golf/music/big events
- Private events (health fair)
- Maybe but where are people going to park their vehicles?
- Work with tribes to create cultural tourism opportunities
1. Are we missing any important issues for the HIA? If so, what and why?

- Alignment
  - The alignment doesn’t go through the “downtown” or dense residential areas of Coachella and Indio. There are a lot of opportunities to expand transportation options. The connections from the main parts of town to the proposed link are far and unsafe.
  - Desert Hot Springs residents are frustrated that their community took on a polluting power plant and the community benefit/air quality mitigation funds are funding a project that may not have any significant air quality benefits and it won’t have recreation benefits for their community. It is important to note that the City was invited by CVAG to be part of the project, but previous City leadership declined the invitation. As was mentioned above, in January 2015 this has changed and CVAG is now studying a Desert Hot Springs CV Link alignment.

- Is this the most effective and equitable use of funds?
- Wind and dust control on path
- Protection from wildlife
- Bathrooms must be included along the path
- Conflicts among many users
- Homelessness – displacement of current camps and the possible creation of new camps
- ADA needs – disabled community is a high priority
- Additional stakeholders
  - Insight
  - California Civilian Corps
  - The Health and Wellness Center of Desert Hot Springs

- The Sand to Snow National Monument in DHS would be a great stop on the CV Link
- 100 year flood zone – adequate hydraulic modeling and engineering will be needed to make sure this big investment is not ruined
- Maintenance and upkeep over time
- Public safety and security
- Points of interest (or lack thereof)

2. How would you prioritize these issues? Please write in any new issues that you think the HIA should consider. Then rank the issues from most important to least important? (1=most important, 6 = least important)

**Ranking Results:**
1. New issue: Safety
2. Physical Activity Effects
3. Air Quality Effects
4. Community Cohesion and Community Identity
5. Access to Transportation
6. Economic Development

Additionally, #5 Access to Transportation, will now be “Access to Transportation and Resources” to include neighborhood goods and services.

**Other Responses:**
- social justice
- high heat days
- golf carts – safety issue with bikes
- tourism
- workforce development
- beautification / aesthetics
3. Tell us about any specific locations/communities along the corridor where you think we should pay special attention to regarding health impacts (Please use the maps provided).

- East end of the valley (Indio/Coachella)
- The whole Coachella area. Avenue 52 & Tyler, specifically
- Wind on Harrison Street between Avenue 58 and Avenue 62; Jefferson to Airport Boulevard intersection in Indio and Coachella and two main roads highly transited like Highway 86 and Grapefruit Boulevard. Too dangerous and too much pollution
- Adjacent to Morningside Country Club
- Highway 111; Oasis to Mountain View
- Between Frank Sinatra Drive and Country Club Drive
- Bring the Link closer to Highway 74 in Palm Desert (editorial note: this is not feasible)
- DHS, Thermal, Indio
- High dust/sand impacted sections
- Desert Hot Springs needs to be included with increased health monitoring for exposure to PM2.5 which comes from the Sentinel Plant located in Desert Hot Springs.
- Policing
- Connection to commercial plaza/kid hang out
- Use promotoras (community health workers) to do outreach and education on the CV Link
- What is the impact of this project on diverting money from other infrastructure? (editorial note: In our siloed system, alternative transportation funds cannot be spent on transport and other infrastructure. Other active transport projects are still eligible and have been funded did get funded. CV Link will help CVAG and cities leverage additional active transportation funds to build connecting multi-use paths to connect more neighborhoods to the Link)

Notes written on maps:

- Suggested areas for bus routes (current deficiencies)
  - Southeast of La Quinta marker on East CV Link map. The area circled has Avenue 54/Madison St as the center, with a radius extending to Avenue 52 to the north Monroe St to the east, the bottom of the map to the south, and Jefferson St to the west
- Downtown Coachella needs to be connected to the CV Link. Why does the route have to go along the freeway here rather than right through downtown? Could team up with Sunline here. (editorial note: CVAG has jurisdiction to construct this path along the Whitewater River Channel, but Cities are responsible for on-street infrastructure. CVAG will support cities create more pedestrian- and bike-friendly arterials in their residential and downtown areas)
- How about an additional CV Link route arcing down from Jefferson St./Hwy 111 to 52nd Ave/Jackson St, and then arcing back up to where Hwy 86 meets Avenue 48?
- Risk of displacement: there are several homeless encampments near the path (Indio, Dillon Road, Cathedral City behind car dealership lots, other locations)

4. Do you have other comments or questions?

- Community connection – build the Link in the low-income areas first.
  - East Valley portions are likely to be built early, subject to Coachella Valley Water District planning. Low income areas such as Cathedral City downtown neighborhood and Dream Homes are also likely to have early access to CV Link, as there are no known engineering or right of way issues in those areas.
- Money to dispersed infrastructure on east side connecting to areas beyond current CV Link
- Install street lights at intersections.
- As shown in the Master Plan, light tubes will cast a soft glow over CV Link intersections.

- How sure are the methods of safety & plans for improvement?
  - As sure as a plan can be.

- How likely are alternate and connecting paths?
  - As likely as the public can make it known to their elected representatives how important they are.

- How exactly will the money be distributed? (as in, if there is extra money, will it just be used in areas that don't necessarily need it?)
  - This project budget is allocated as shown in the Master Plan. During the next phase of design changes are likely to arise based on hydrology, engineering, right of way, and public involvement.

- Can CVAG transfer money to buses and other public transit?
  - No.

- Have more of a focus on disadvantaged communities

- Promote through grassroots engagement.

- How long will it take to complete/connect all of the trail? Will money run out?
  - Construction using the first $75M of funding is anticipated to start at the end of 2017, subject to environmental approvals.

- Will this become an eminent domain issues? How will it be addressed?
  - Eminent domain is an available tool, but it is preferable to reach mutual agreement.

- Safety of parking lots by access points.
  - CV Link will not be building new car parking lots. Existing parking lots to remain. Safety will be addressed through design and by providing Rangers.

- Breaking into cars along parking lots.
  - Cameras are a possibility, and Rangers will patrol CV Link (along with existing police forces).

- More jobs for maintenance

- Safety/would not ride at night/lack of lighting.
  - Not everyone has the same sensitivity to personal security concerns.

- Water proximity: concerned CV link will add pollutants to water.
  - Bicycles and LSEVs do not emit pollutants that can run off.

- When will CVAG have a meeting for my neighborhood? (Rancho Mirage).
  - A meeting is planned for Spring 2015.

- How will CVAG / Riverside County Health Department track the health impacts or benefits of the CV Link over time?
  - The Master Plan proposes to install automatic counters at several key locations to gather usage data.

- What is the cost per mile by each community?
  - Refer to Master Plan appendices.
Appendix Contents

1. English and Spanish workshop flyers

2. English and Spanish presentation slides

3. English and Spanish agenda and worksheets

4. CV Link reference maps
How can the CV Link project be improved to benefit Community Cohesion and Identity | Physical activity Transportation Access | Economic Development | Air quality?

Coachella Valley residents, employees, business owners, government officials, and advocates are all encouraged to share their ideas! No prior knowledge of the CV Link or community health is required.

Join the Conversation!

Mid Valley
10.28.14 | 5:30 - 7:30 pm
College of the Desert
Cravens Student Services Center
43-500 Monterey Avenue
Palm Desert, CA 92260

East Valley
11.12.14 | 6:00 - 8:00 pm
Bobby Duke Middle School Cafeteria
85358 Bagdad Street
Coachella, CA 92236

West Valley
11.13.14 | 5:30 - 7:30 pm
Cathedral City City Hall
City Council Chambers
68700 Ave Lalo Guerrero
Cathedral City, CA 92234

The Coachella Valley Association of Governments (CVAG) and the Riverside County Department of Public Health are conducting a Health Impact Assessment (HIA) of the Coachella Valley Link (CV Link) to understand how the CV Link can provide the greatest public health and social benefit to the most people and avoid potential negative community health impacts. The CV Link will be a 50-mile multi-modal transportation path connecting eight cities and three Native American Tribes from Palm Springs to Coachella. The path will be open to bicycles, pedestrians, and low-speed electric vehicles (LSEVs) (golf carts). The CV Link will be a great place to exercise and provide a safe and sustainable way for community members to travel.

The meetings will be bilingual in English & Spanish | ALL ages welcome | Light dinner will be served
All meeting locations are ADA accessible | This event is FREE!
More information: Aurora Wilson, awilson@cvag.org, (760) 346-1127 x 114
www.CoachellaValleyLink.com
¿Cómo puede ser mejorado el proyecto CV Link para beneficiar los enlaces sociales y la identidad comunitaria | la actividad física | el acceso al transporte | el desarrollo económico | la calidad del aire?

¡Los residentes, trabajadores, dueños de negocios, funcionarios del gobierno y los defensores públicos del Valle de Coachella son invitados a compartir sus ideas! No se requiere conocimiento previo sobre el proyecto CV Link o sobre la salud comunitaria.

¡Únete a la conversación!

La Asociación de Gobiernos del Valle de Coachella (CVAG, por sus siglas en inglés) y el Departamento de Salud Pública del Condado de Riverside (Riv. Co. DOPH, por sus siglas en inglés) están realizando una Evaluación del Impacto en la Salud (EIS/HIA, por sus siglas en inglés) sobre el proyecto Coachella Valley Link (CV Link) para averiguar cómo el CV Link puede proveer el máximo beneficio a la salud pública y el bienestar social para la mayor cantidad de personas, y evitar los posibles impactos negativos a la salud comunitaria. CV Link será una vía de transporte multi-modal de 50 millas que conectará a ocho ciudades y tres tribus indígenas desde Palm Springs hasta Coachella. La vía estará disponible para bicicletas, peatones, y Vehículos de Marcha Lenta (LSEV, por sus siglas en inglés) como los carros de golf. CV Link será un buen lugar para hacer ejercicio y proveerá una manera segura y sostenible para que los miembros de la comunidad puedan viajar de un lugar a otro.

Valle Central
10.28.14 | 5:30 - 7:30 pm
College of the Desert
Cravens Student Services Center
43-500 Monterey Avenue
Palm Desert, CA 92260

Valle Este
11.12.14 | 6:00 - 8:00 pm
Bobby Duke Middle School
Cafeteria
85358 Bagdad Street
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¿Cómo puede ser mejorado el proyecto CV Link para beneficiar los enlaces sociales y la identidad comunitaria | la actividad física | el acceso al transporte | el desarrollo económico | la calidad del aire?

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Para más información, contacte a: Aurora Wilson, awilson@cvag.org, (760) 346-1127 extensión 14
www.CoachellaValleyLink.com
COMMUNITY SCOPING WORKSHOP

Health Impact Assessment of the Proposed CV Link

October 28, 2014
Mid Coachella Valley

Goals for Tonight

We want everyone to leave tonight ...

✓ Knowing about the CV Link plan
✓ Understanding a process called Health Impact Assessment
✓ Able to describe how the CV Link connects to health
✓ Feeling engaged in the HIA and larger decision making process
✓ Having offered feedback on priority issues for the HIA

Meeting Agenda

5:30 Welcome

5:50 HIA overview
   • Introduction to HIA
   • Summary of issues to discuss in the HIA

6:20 Small group discussion about important issues to address in the HIA
   • Air Quality
   • Physical Activity
   • Access to Transportation
   • Community Cohesion and Community Identity
   • Economic Development

7:00 Large group discussion and dinner

7:20 Q&A and next steps

7:30 Adjourn

CV Link HIA Project Team
What is “Health”?  

Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity  

- World Health Organization

What Shapes Health?  

Health status is determined by:  
- Genetics: up to 30%  
- Clinical care: ~15%  
- Health behaviors: ~20%  
- Environmental conditions: ~5%  
- Social and economic factors: ~30%

Evidence is Clear: “Place” Effects Health  

**Auto-oriented Transportation**  
- Discourages walking and biking  
- Increases accidents and injuries  
- Increases noise and worsens air quality

**Complete Neighborhoods**  
- Supermarkets facilitate better nutrition  
- Parks increase physical activity  
- Local schools facilitate walking and biking

What is Health Impact Assessment?  

How can we ensure the project improves health?  
- Consider health in the planning process

Health Impact Assessment is:  
- A set of research methods and tools used to judge the potential effects of a policy, plan, or project on health  
- HIA makes recommendations to address any negative effects
Why do Health Impact Assessment?

- Judge health benefits and impacts effects of a proposed project, plan or policy
- Make health impacts more explicit
- Highlight health disparities
- Provide recommendations
- Shape public decisions & discourse

Health Impact Assessment is a Widely Used Frame

Example: Pittsburg Station Area Plan HIA

Proposed plan
Proposed new rail station (BART) in Pittsburg, a Bay Area suburb

Focus of HIA
Impact of bringing 1,500 new housing units, retail and bike/ped improvements within close proximity to the new station (TOD) – on Air Quality, Noise, Pedestrian Quality, Housing, Social Cohesion, Access to Transportation, Retail, Services, and Jobs

Outcomes
HIA results impacted what went into the Specific Plan adopted by City Council:
- Affordable housing
- Air quality and noise mitigations

Steps of HIA*

*These steps are identified by the National Research Council

Screening
Do we need HIA? Would it be valuable?

Scoping
Clarify and prioritize issues to focus on

Assessment
Two parts:
1) Do background research on health in the neighborhood
2) Identify potential effects on health if the project happens

Recommendations
Identify actions to address the harms identified

Reporting
Write a report as public comment with recommendations

Monitoring
Track impacts on decision-making processes, the actual decision, and effects of the project on health
HIA is a Collaborative Process

Learn from people who will be affected
Use data, information, resources to advocate for change
Build relationships
Empower people with information

About CV Link

The CV Link will be a 50-mile multi-modal transportation path connecting 8 cities and 3 Native American tribes in the Coachella Valley.

The path will be open to bicycles, pedestrians, and low-speed electric vehicles (LSEVs) including golf carts and neighborhood electric vehicles (NEVs).

About the CV Link HIA

Commissioned by SCAG, CVAG, and the Riverside County Department of Public Health
- Community workshops
- Stakeholder meetings & interviews
- Data collection (quantitative and qualitative)
- Literature review
- Data analysis: predict how CV Link will influence health
- Develop recommendations
- Community workshop: feedback on initial findings and recommendations
- Present findings and recommendations to CVAG on how CV Link can be improved to benefit health

HIA will be completed in Summer 2015

Goals for CV Link HIA

- Inform decision makers how the proposed CV Link could affect health and equity
- Elevate community voices about health issues and priorities and incorporate into the planning process
- Develop recommendations for maximizing health benefits of the path and for monitoring and managing any identified negative impacts
- Increase awareness about the importance of considering health in decision-making
Potential Health Impacts and Benefits to Consider

Air Quality

- Air quality-related diseases:
  - Stroke
  - Low birth weight, pre-term birth
  - Asthma/other respiratory disease
  - Cardiovascular disease
  - Lung cancer
  - Premature death
  - Children’s lung development

Physical Activity

- Overweight and obesity
- Chronic diseases:
  - Hypertension
  - Cardiovascular disease
  - Asthma
  - Stroke
  - Diabetes
  - Cancer
  - Arthritis
- Mental health:
  - Happiness
  - Depression
  - Chronic stress and anxiety
  - Confidence
- Heat exhaustion and heat stroke

Access to Transportation

- Traffic on Highway 111 & other arterials
- Traffic accidents
- Injuries and fatalities
- Chronic diseases:
  - Hypertension
  - Cardiovascular disease
  - Asthma
  - Stroke
  - Diabetes
  - Cancer
  - Arthritis
- Mental health:
  - Happiness
  - Depression
  - Chronic stress and anxiety
  - Confidence
Community Cohesion and Community Identity

- Available mobility and recreation options (e.g., walking, bicycling, LSEV)
- Social interaction
- Mental health:
  - Happiness
  - Depression
  - Chronic stress and anxiety
  - Confidence
- Community pride, sense of place
- Beautify previously blighted areas

Economic Development

- Access to job training
- Job opportunities for temporary and permanent workers
- Unemployment rates
- Disposable income
- Access to material needs (healthcare, housing, food, education)
- Financial costs related to environmental, social, and health impacts
- Mental health:
  - Happiness
  - Depression
  - Chronic stress and anxiety
  - Confidence
- CO2 emissions, active transportation, social cohesion
- Tourism
- Customer traffic for nearby businesses
- Property values
- Tourism

Small Group Discussions

Please help us determine what to study in this HIA!

Large Group Discussion

How would you prioritize these issues?

Are we missing any important issues for the HIA? If so, what?

Are there any specific locations or communities along the proposed CV Link where you think we should pay special attention?
Next Steps

<table>
<thead>
<tr>
<th>Task</th>
<th>HIA Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Workshops</td>
<td>October – November</td>
</tr>
<tr>
<td>Finalize HIA topics of focus</td>
<td>December</td>
</tr>
<tr>
<td>Collect and analyze data</td>
<td>Nov 2014 – Feb 2015</td>
</tr>
<tr>
<td>Community Workshop: present preliminary findings, get feedback</td>
<td>February 2015</td>
</tr>
<tr>
<td>Develop HIA recommendations</td>
<td>Feb – March 2015</td>
</tr>
<tr>
<td>Write HIA report</td>
<td>March – May 2015</td>
</tr>
<tr>
<td>Finalize and share HIA</td>
<td>May – June 2015</td>
</tr>
</tbody>
</table>

Questions or Comments?

Celia Harris
Human Impact Partners
celia@humanimpact.org
(510) 452-9442 x 103

Beth Altshuler
Raimi + Associates
beth@raimiassociates.com
(510) 200-0522
TALLER DE ALCANCE COMUNITARIO

Evaluación del Impacto en la Salud de la Propuesta CV Link

28 de octubre, 2014 – Palm Desert, CA
12 de noviembre, 2014 – Coachella, CA
13 de noviembre, 2014 – Cathedral City, CA

Metas para esta noche

Queremos que todos se vayan esta noche...
✓ Sabiendo sobre el plan de CV Link
✓ Comprendiendo el proceso llamado Evaluación del Impacto en la Salud (EIS)
✓ Capaz de describir cómo CV Link se conecta a la salud
✓ Sintiéndose comprometido en la EIS y en procesos de decisiones mayores
✓ Habiendo ofrecido información sobre temas prioritarios para la EIS

Agenda de la Reunión

5:30  Bienvenida
5:50  Visión general del la EIS
      • Introducción a la EIS
      • Resumen de los temas a discutir en la EIS
6:20  Discusión en grupos pequeños sobre temas importantes para abordar en la EIS
      • Calidad del Aire
      • Actividad Física
      • Acceso al Transporte
      • Enlaces Sociales y la Identidad Comunitaria
      • Desarrollo Económico
7:00  Discusión en grupo mayor y Cena
7:20  Preguntas/Respuesta y Próximos Pasos
7:30  Cierre

Equipo del Proyecto EIS de CV Link
¿Qué es la “salud”? 

La salud es un estado de completo bienestar físico, mental y social, y no solamente la ausencia de afecciones o enfermedades.

- Organización Mundial de la Salud

¿Qué forma la salud?

El estado de salud se determina por:
- Genética: hasta un 30%
- Cuidado Clínico: ~15%
- Comportamiento de Salud: ~20%
- Condiciones Ambientales: ~5%
- Factores Sociales y Económicos: ~30%

Booske, et. al. 2010. County Health Rankings: Weighting Methodology

La Evidencia es Clara: “Lugar” Afecta la Salud

Transporte Auto-orientado
- Desalienta caminar y andar en bicicleta
- Aumenta los accidentes y lesiones
- Aumenta el ruido y empeora la calidad del aire

Vecindarios Completos
- Supermercados facilitan una mejor nutrición
- Parques aumentan la actividad física
- Las escuelas locales facilitan andar a pie y en bicicleta

¿Qué es la Evaluación del Impacto en la Salud?

¿Cómo podemos asegurar que el proyecto mejora la salud?
- Considerar la salud en el proceso de planificación

La Evaluación del Impacto en la Salud es:
- Un conjunto de métodos y herramientas de investigación utilizado para juzgar los posibles efectos de una póliza, plan o proyecto sobre la salud
- EIS hace recomendaciones para hacer frente a los efectos negativos
¿Por qué hacer una Evaluación del Impacto en la Salud?

- Juzgar los beneficios de salud e impactos de un proyecto, plan o póliza propuesta
- Hacer los impactos en la salud más explícito
- Resaltar las disparidades de salud
- Proporcionar recomendaciones
- Formar las decisiones públicas y el discurso

La salud es un marco ampliamente utilizado

Ejemplo: Plan de Zona de la Estación de Pittsburg EIS

Plan Propuesto
Propuesta de una nueva estación de tren (BART) en Pittsburg, un suburbio del Área de la Bahía

Enfoque de la EIS
Impacto de traer 1,500 nuevas unidades de vivienda, comercio, y mejoras a modos peatonales/bici muy cerca de la nueva estación (TOD) – sobre la Calidad de Aire, Ruido, Calidad de Peatonal, Vivienda, Enlaces Sociales, Acceso al Transportación, Comercio, Servicios, y Trabajos

Resultados
Los resultados de la EIS impacto lo que se escribió en el Plan Específico aprobado por el Consejo Municipal:
- Vivienda asequible
- Mitigaciones de la calidad del aire y ruido

Pasos del EIS*

* Estos pasos son identificados por el National Research Council

<table>
<thead>
<tr>
<th>Cribado</th>
<th>¿Necesitamos la EIS? ¿Sería valioso?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ámbito</td>
<td>Aclarar y dar prioridad a las cuestiones para el enfoque</td>
</tr>
<tr>
<td>Evaluación</td>
<td>Dos partes: 1) Hacer una investigación de antecedentes sobre la salud en la comunidad 2) Identificar los posibles efectos sobre la salud si el proyecto sucede</td>
</tr>
<tr>
<td>Recomendaciones</td>
<td>Identificar acciones para hacer frente a los daños identificados</td>
</tr>
<tr>
<td>Reportar</td>
<td>Escribir un informe como comentario público con recomendaciones</td>
</tr>
<tr>
<td>Monitoreo</td>
<td>Seguimiento de los impactos en los procesos de toma de decisiones, la decisión actual, y los efectos del proyecto en la salud</td>
</tr>
</tbody>
</table>
EIS es un Proceso de Colaboración

- Aprender de las personas que se verán afectadas
- Utilizar los datos, la información, los recursos para abogar por el cambio
- Construir relaciones
- Empoderar a las personas con la información

Sobre CV Link

CV Link será una vía de transporte multi-modal de 50-millas que conectara a ocho ciudades y tres tribus indígenas en el Valle de Coachella.

La vía estará disponible para bicicletas, peatones, y vehículos electrónicos de baja velocidad (*LSBV, por sus siglas en inglés*) incluyendo carros de golf y vehículos electrónicos de vecindad (*NEV, por sus siglas en ingles*).

Sobre la EIS de CV Link

Por encargo de SCAG, CVAG, y el Departamento de Salud Pública del Condado de Riverside

- Talleres Comunitarios
- Reuniones y entrevistas de las partes interesadas
- La recolección de datos (cuantitativos y cualitativos)
- Revisión de literatura
- Análisis de los datos: predecir cómo CV Link influirá la salud
- Desarrollar recomendaciones
- Taller Comunitario: comentarios sobre las conclusiones iniciales y recomendaciones
- Presentar los resultados y recomendaciones a CVAG sobre cómo CV Link puede ser mejorado para beneficiar la salud

EIS se completara en el verano de 2015

Metas para la EIS de CV Link

- Informar a los encargados de tomar decisiones de cómo la propuesta CV Link podría afectar la salud y la equidad
- Escuchar las voces de la comunidad acerca de los problemas y prioridades de salud e incorporarlos en el proceso de planificación
- Desarrollar recomendaciones para la maximización de beneficios para la salud de la ruta y para el monitoreo y la gestión de los impactos negativos identificados
- Aumentar la conciencia sobre la importancia de considerar la salud en la toma de decisiones
Posibles Impactos a la Salud y Beneficios Para Considerar

Calidad del Aire

- Enfermedades relacionadas con la calidad del aire:
  - Infartos
  - Bajo peso al nacer, parto pre-termino
  - Asma / otra enfermedad respiratoria
  - Enfermedad cardiovascular
  - Cáncer de pulmón
  - Muerte prematura
  - Desarrollo pulmonar de los niños

- Emisiones de contaminantes atmosféricos
- Exposición a los contaminantes del aire

Propuesta de CV Link
- El transporte motorizado en la región
- Congestión en la autopista 111 y otras arterias

Actividad Física

- Enfermedades crónicas:
  - Hipertensión
  - Enfermedad cardiovascular
  - Asma
  - Infarto
  - Diabetes
  - Cáncer
  - Artritis

- Salud mental:
  - Felicidad
  - Depresión
  - Estrés crónico y ansiedad
  - Confianza

- Sobrepeso y obesidad
- Exposición a los contaminantes del aire

Acceso a Transporte

- Enfermedades crónicas:
  - Hipertensión
  - Enfermedad cardiovascular
  - Asma
  - Infarto
  - Diabetes
  - Cáncer
  - Artritis

- Salud mental:
  - Felicidad
  - Depresión
  - Estrés crónico y ansiedad
  - Confianza

- Accidentes de tráfico
- Lesiones y muertes

- Acceso a los recursos
  - Empleos
  - Escuela
  - Cuidado de salud
  - Cuidado de niños
  - Supermercados
  - Actividades recreativas
  - Actividades sociales

- Usuarios de autobús
- Accidentes de tráfico
- Lesiones y muertes

- Acceso a los recursos
  - Empleos
  - Escuela
  - Cuidado de salud
  - Cuidado de niños
  - Supermercados
  - Actividades recreativas
  - Actividades sociales

- Usuarios de autobús
- Accidentes de tráfico
- Lesiones y muertes
Enlaces Sociales y la Identidad Comunitaria

- Lesiones y muertes CV Link
- Salud mental:
  - Felicidad
  - Depresión
  - Estrés crónico y ansiedad
  - Confianza
- Orgullo de la comunidad, sentido de pertenencia
- Embellecer las zonas previamente deterioradas

Desarrollo Económico

- Acceso a la formación para el empleo
- Acceso a las necesidades materiales (salud, vivienda, alimentación, educación)
- Ingreso disponible
- Emisiones de CO₂, transporte activo, enlaces sociales
- Tasa de desempleo
- Costos financieros relacionados con los impactos ambientales, sociales, y a la salud

- Turismo
- Acceso a la formación para el empleo
- Trafico de clientes para los negocios cercanos
- Valor de la propiedad
- Salud mental relacionados con los impactos ambientales, sociales, y a la salud
- Beneficios de empleo
- Atril de la comunidad, sentido de pertenencia
- Embellecer las zonas previamente deterioradas

Discusión en Grupos Pequeños

¡Por favor ayúdenos a determinar qué estudiar en este EIS!

Discusión en Grupo Mayor

¿Cómo le daría prioridad a estos temas?

¿Nos hace falta algunos temas importantes para la EIS? Si es así, ¿qué?

¿Existen lugares o comunidades específicas a lo largo de la propuesta CV Link donde crees que deberíamos prestar atención especial?
## Próximos Pasos

<table>
<thead>
<tr>
<th>Deber</th>
<th>Línea de Tiempo EIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Talleres Comunitarios</td>
<td>Octubre – Noviembre</td>
</tr>
<tr>
<td>Finalizar los temas de enfoque de la EIS</td>
<td>Diciembre</td>
</tr>
<tr>
<td>Recolectar y analizar datos</td>
<td>Nov 2014 – Feb 2015</td>
</tr>
<tr>
<td>Talleres Comunitarios: presentar hallazgos preliminares, obtener retroalimentación</td>
<td>Febrero 2015</td>
</tr>
<tr>
<td>Desarrollar recomendaciones de la EIS</td>
<td>Feb – Marzo 2015</td>
</tr>
<tr>
<td>Escribir el informe EIS</td>
<td>Marzo – Mayo 2015</td>
</tr>
<tr>
<td>Finalizar y compartir la EIS</td>
<td>Mayo – Junio 2015</td>
</tr>
</tbody>
</table>

## ¿Preguntas o Comentarios?

**Celia Harris**  
Human Impact Partners  
celia@humanimpact.org  
(510) 452-9442 x 103

**Beth Altshuler**  
Raimi + Associates  
beth@raimiassociates.com  
(510) 200-0522

**Aurora Wilson**  
CVAG  
awilson@cvag.org  
(760) 346-1127 x 114
Health Impact Assessment Community Scoping Workshop
Agenda

www.CoachellaValleyLink.org

Mid Valley
Tue, October 28, 2014
5:30-7:30pm
College of the Desert, Cravens
Student Services Center
43-500 Monterey Ave.
Palm Desert, CA

East Valley
Wed, November 12, 2014
6:00-8:00pm
Bobby Duke Middle School
Cafeteria
85358 Bagdad Street
Coachella, CA

West Valley
Thurs, November 13, 2014
5:30-7:30pm
Cathedral City City Hall
Council Chambers
68700 Ave Lalo Guerrero
Cathedral City, CA

1. Welcome (20 min)

2. Project overview presentation (30 min)

3. Small group discussion (40 min)
   - Air Quality Effects
   - Physical Activity Effects
   - Access to Transportation
   - Community Cohesion and Community Identity
   - Economic Development

4. Large Group Discussion and Dinner (20 min)
   - Are we missing any important issues for the HIA? If so, what and why?
   - How would you prioritize these issues?
   - Tell us about any specific locations/communities along the corridor where you think we should pay special attention to regarding health impacts.
   - Other comments or questions?

5. Q&A and Next Steps - (10 min)

6. Adjourn
A. AIR QUALITY

1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

2. What are the most important/least important parts of this pathway to you?

3. Do you have any concerns about exposure to poor air quality while walking or bicycling on the CV Link?

- Air quality-related diseases:
  - Stroke
  - Low birth weight, pre-term birth
  - Asthma/other respiratory disease
  - Cardiovascular disease
  - Lung cancer
  - Premature death
  - Children’s lung development
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

2. What are the most important/least important parts of this pathway to you?

3. Do you think the CV Link will encourage walking, biking, and other physical activity? Why or why not?

4. Do you think heat exhaustion and heat stroke are concerns related to the CV Link? Why or why not? Do you have recommendations on how to minimize these risks?
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

2. What are the most important/least important parts of this pathway to you?

3. Do you think traffic safety will be a problem on the CV Link and/or the roads connecting to it?

4. How should low-speed electric vehicles (LSEV or golf carts) fit into the CV Link?
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

2. What are the most important/least important parts of this pathway to you?

3. Can the CV Link be a unifying asset in the valley across cities, cultures, and age groups? Do you think the CV Link would lead to more interaction and community pride?

4. Would you feel safe walking or biking alone on the CV Link during the day? During the night? What would make you feel safer?
1. Do the links in this pathway seem right to you? Is there anything you would add, remove, or modify?

2. What are the most important/least important parts of this pathway to you?

3. Do you think the CV Link will create jobs in your community? What types of jobs? Jobs for whom?

4. Do you think the CV Link will create customer traffic for businesses in your community? Why or why not?

5. Do you think the CV Link will create tourism in your community? Why or why not?
1. Are we missing any important issues for the HIA? If so, what and why?

2. How would you prioritize these issues? Please write in any new issues that you think the HIA should consider. Then rank the issues from most important to least important? (1=most important, 6 = least important)

   ______ Air Quality Effects
   ______ Physical Activity Effects
   ______ Access to Transportation
   ______ Community Cohesion and Community Identity
   ______ Economic Development
   ______ New Issue: _______________________________

3. Tell us about any specific locations/communities along the corridor where you think we should pay special attention to regarding health impacts *(Please use the maps provided).*

4. Do you have other comments or questions?
Taller de Alcance Comunitario
acerca de la evaluación del impacto en la salud del CV Link

www.CoachellaValleyLink.org

Valle Central
Martes, 28 de octubre 2014
5:30-7:30pm
College of the Desert, Cravens
Student Services Center
43-500 Monterey Ave.
Palm Desert, CA

Valle Este
Miércoles, 12 de noviembre 2014
6:00-8:00pm
Bobby Duke Middle School
Cafetería
85358 Bagdad Street
Coachella, CA

Valle Oeste
Jueves, 13 de noviembre 2014
5:30-7:30pm
Cathedral City City Hall
Council Chambers
68700 Ave Lalo Guerrero
Cathedral City, CA

1. Bienvenida (20 min)

2. Presentación de la visión general del proyecto (30 min)

3. Discusión general en grupos pequeños (40 min)
   - Efectos a la calidad del aire
   - Efectos a las actividades físicas
   - Acceso al transporte
   - Cohesión comunitaria e identidad comunitaria
   - Desarrollo económico

4. Discusión en grupo mayor y cena (20 min)
   - ¿Nos está faltando algún asunto importante para la evaluación de impacto a la salud? Si es así, ¿cual es, y porqué?
   - ¿Cómo priorizarías tu estos temas?
   - Dinos sobre sitios/comunidades específicos/as, alrededor del corredor donde tu crees que debemos poner atención en particular relacionada con los impactos a la salud.
   - ¿Otros comentarios o preguntas?

5. Preguntas y respuestas y Próximos pasos - (10 min)

6. Cierre
A. CALIDAD DEL AIRE

1. ¿Te parecen bien los enlaces en esta vereda? ¿Hay algo que agregarías, quitarías, o modificarías?

2. ¿Cuáles son las partes más/menos importantes de esta vereda para ti?

3. ¿Tienes alguna preocupación por la exposición a la mala calidad de aire mientras caminas o practicas ciclismo en la vereda CV Link?

4. ¿Cómo puede diseñarse la vereda CV Link para reducir los viajes en automóvil y así mejorar la calidad del aire? Por favor se especifico sobre las mejorías recomendadas y sus ubicaciones en relación a la vereda CV Link (Por ejemplo; indica las conexiones al transporte público, aceras, y carriles bici).
B. EFECTOS A LA ACTIVIDAD FÍSICA

1. ¿Te parecen bien los enlaces en esta vereda? ¿Hay algo que agregarías, quitarías o modificarías?

2. ¿Cuáles son las partes más/menos importantes de esta vereda para ti?

3. ¿Crees que la vereda CV Link fomentará la caminata, el ciclismo u otra actividad física? ¿Por qué o por qué no?

4. ¿Qué animaría a la gente a que utilice la vereda CV Link para el ejercicio o el trasporte activo? (Por ejemplo: señalización, marcadores de millas, pavimentación, programas especiales)

5. ¿Crees que el colapso por calor o la insolación sean preocupaciones relacionadas con la vereda CV Link? ¿Por qué o por qué no? ¿Tienes recomendaciones de cómo reducir estos riesgos?
1. ¿Te parecen bien los enlaces en esta vereda? ¿Hay algo que agregarías, quitarías o modificarías?

2. ¿Cuáles son las partes más/menos importantes de esta vereda para ti?

3. ¿Qué te animaría a tomar el autobús, caminar, o usar tu bicicleta para la vereda CV Link desde tu casa (en lugar de manejar)?

4. ¿Crees tú que la seguridad del tráfico será un problema en la vereda CV Link y/o las carreteras que conectan a esta?

5. ¿Cómo deben caber los vehículos eléctricos de baja velocidad (o carritos de golf) dentro de la vereda CV Link?
1. ¿Te parecen bien los enlaces en esta vereda? ¿Hay algo que agregarías, quitarías, o modificarías?

2. ¿Cuáles son las partes más/menos importantes de esta vereda para ti?

3. ¿Puede la vereda CV Link ser un recurso unificador en el valle a través de ciudades, culturas, y grupos generacionales? ¿Crees tu que la vereda CV Link podría conducir a mayor interacción y orgullo comunitario?

4. ¿Te sentirías segura/o de caminar o usar tu bicicleta sola/o en la vereda CV Link durante el día? ¿Durante la noche? ¿Qué haría que te sientas más segura/o?
1. ¿Te parecen bien los enlaces en esta vereda? ¿Hay algo que agregarías, quitarías o modificarías?

2. ¿Cuáles son las partes más/menos importantes de esta vereda para ti?

3. ¿Crees tú que la vereda CV Link creará trabajos en tu comunidad? ¿Qué tipo de trabajos? ¿Para quién?

4. ¿Crees tú que la vereda CV Link creará tráfico de clientes para los negocios en su comunidad? ¿Por qué o por qué no?

5. ¿Crees tú que la vereda CV Link creará turismo en tu comunidad? ¿Por qué o por qué no?
### PREGUNTAS DE DISCUSIÓN GENERAL

1. ¿Nos falta algún asunto importante para la Evaluación del Impacto a la Salud? ¿Si es así, que es, y por qué?

2. ¿Cómo priorizarías estos asuntos? Por favor apunta cualquier asunto nuevo que crees que la Evaluación del Impacto a la Salud deba considerar? Después pon en orden los asuntos del más importante al menos importante. (1 = más importante, 6 = menos importante)

   - [ ] Efectos a la calidad del aire
   - [ ] Efectos a la actividad física
   - [ ] Acceso al transporte
   - [ ] Cohesión comunitaria e Identidad comunitaria
   - [ ] Desarrollo económico
   - [ ] Nuevo tema: ________________________________

3. Dinos sobre cualquier sitio/comunidad específico/a alrededor del corredor donde tu crees que debemos poner atención en particular en relación a los impactos a la salud (por favor utiliza los mapas proporcionados).

4. ¿Tienes otros comentarios o preguntas?
HIA Assessment and Recommendations Workshops
Palm Desert and Coachella

March 19, 2015

HIA Assessment and Recommendations Workshop Purpose and Overview

Two HIA workshops conducted on March 19, 2015 in Palm Desert and Coachella had the following goals:

• Present preliminary findings from the existing conditions and impact analysis;
• Present preliminary recommendations; and
• Solicit reactions to research findings and recommendations, and get feedback from stakeholders about the implications these have for the CV Link plan.

The workshops were designed to be open to the public including adult and youth residents, businesses, other government agency staff or elected officials, community organizations, and institutions. All outreach and materials were bilingual in English and Spanish. The workshops also included simultaneous oral interpretation in Spanish as needed, provided by the Riverside County Public Health Department.

The workshop’s presentation included a summary of HIA work completed to date, a video presentation by youth from Land Use Planning Awareness (LUPA), and a presentation and discussion of preliminary HIA findings and recommendations. Notes compiled at the workshops were used to add to existing conditions information, inform additional HIA analyses, and develop HIA recommendations.

Feedback from the March HIA workshops is summarized below.

Overall comments

The LUPA youth video presentation described concerns that East Valley youth have about the CV Link. Their main concerns involve access to the path from their communities and their perception that the eastern portion of the CV Link hasn’t been as thought through as the western portion. The video and a summary of LUPA concerns are available at the following websites:

http://coachellaunincorporated.org/2015/04/29/students-raise-questions-about-cv-link-development/
http://coachellaunincorporated.org/2015/04/06/local-youth-share-their-concerns-about-cv-link-access-point/

People want HIA analyses broken down by segment

Equity and demographics

Include demographics of employed residents within the walkshed, employers within the walkshed, of access to golf carts

Cathedral City also needs attention for inequitable access – CV Link goes adjacent to Dream Homes (is this a low-income housing dev?) but still a low percentage of the population has access. Someone pointed out Cathedral City has 2nd highest pop of all of the cities, yet 2nd lowest access within a halfmile.
Is there a way to look at sidewalk data and the inequities between cities? (this one is also listed under access)

Poorest communities, in the far east and far west (DHS too, not just east valley), have largest needs

Illegal dumping and other “east valley” issues also exist in the West Valley and throughout

- DESERT HOT SPRINGS

Desert Hot Springs – include in equity analysis (e.g. no parks). Include DHS when talking about Other issues brought up for east valley. It’s really the far east and far west that have problems.

Different frame of equity – equity of how funds were used.

Acknowledge history of inequity and corruption with conflict of interest

“This whole project proposal has had a clear and documented history of county supervisor, John Benoît’s hand in 1. Writing the laws to pen the Sentinel Power Plan 2. Refusing to recuse himself as he sits on the AQMD board who decided how to disperse the mitigation $, and 3. The very fact that he also sits on CVAG whose project this is. Too many hats, conflict of interest, not a good sign.”

DHS is not under study to be included in CV Link. City needs to respond to CVAG with an initial alignment

Access

Include total number of students in CV so can compare to the # close to CV Link

For school analysis, look at percent of reduced price lunch students – RCDPH has this data. A few people mentioned the different access to schools along the CV Link – based on income and privilege. “I’m concerned that DAC and free and reduced schools don’t have equal access to trails of CVLink, as shown by lack of connectivity of Desert Hot Springs, Coachella, Thermal, and Mecca”

School districts might have data for how students get to school

Calc # of golf courses near CV Link, to estimate users who could use CVLink with LSEVs

Access to senior centers for 55+ population

Look at number of parks within 1 mile and half mile, how does this compare between cities – a few comments about looking at parks access, areas that lack parks (including DHS), location of parks

# of parks w/in 1 mile or ½ mile – certainly PD central park and the water park in PS
A lot of people brought up wanting to move the path closer to Indio and Coachella rather than on the river wash (CVAG is preparing a spur to go through the main part of Indio with an on-street alignment)

Mention the spurs/connections (and how it’s outside of the scope of HIA but that it will be a good resource to address a lot of the cmtys concerns?)

Demographics of people who walk/bike/transit

is there a way to look at sidewalk data

concerned about connections for peds/bikes to CV Link through cities (esp Coachella and DHS)

How much space is there between water fountains along CV Link?

Coachella access at only 3%-10% - will they use this rate, if it is so far away? (CH note: are they referring to one of the slides when they say 3-10%?)

Project number of people who will use CV Link based on proximity

Will CV Link impact proximity to nearby trails?
  • Abrams trail
  • More people on new trails?
  • Interaction with EVs

Air quality

include map of DHS plant pollution, along with history and story of this power plant

be more specific on saying “benefits of exercise outweigh risks of using part of CV Link with poor air quality” - are we sure? What is this based on? (I’m sure in the report we will actually explain what it’s based on. Not enough time in ppt presentation)

sand and wind concerns. People at four seasons are still very concerned and angry about this.

Sand accumulation is dangerous on the paved road (4 seasons comment)

There are air quality issues in north indio

Phoenix has a path – where river is covered with grass which lowers dust on the trail – look at this case study

How does cv Link overlap with cal enviroscreen – areas that already have pollution impacts (nad are there other options for trails further from the freeway?)

What are pesticide impacts – salton sea drying up will release pesticides, for example. Also agricultural fields
Opinion that CV Link won’t offset air quality impacts today, but it will in the future, when connectors have been expanded.

Air quality issues with construction

Small segments of CV Link follow existing city streets that have high levels of auto pollution

**Physical activity**

Physical activity of 55+ demographic

How does heat and dust impact physical activity?

People don’t use the bike paths in Palm Springs (creek)

Bikers prefer to be away from cars
There are no PA benefits for golf cart users – mention this

CVAG active transportation plan will be out in Fall 2015

**Safety**

Talk more about eyes on the trail
Ambulance access – make sure can access
Emergency vehicles – make sure they can drive over asphalt/material
Dui for golf carts – will this be enforced?
Impacts to local police and fire – how will it draw away from the job they have now?
How will homeless issues be addressed – won’t people live on the path

Look at flooding – this is addressed in master plans

Find research and case studies that shows property value and safety impacts, vandalism, privacy

Possible case studies to look at: Metro parks in Montgomery county, ohio-15 jurisdictions

Talk to hotels: they have many requests to rent bikes – could support the path or estimate the number of tourist bike users

**Economic Development**

See case studies for benefits of trails on economic: Virginia Creeper Trail, Maui 3rd party bike shuttle, Amsterdam solar panel bike path with lights that light up with van gogh starry night.

Case study: 250 miles of trails connecting 15 cities in 5 counties in southwest Ohio. Center city is Dayton Ohio. Ohio Metroparks: 937-275-7275 (this might be the same as case study above)
In other cities bicycle/recreation paths, business has had good impacts: hotels, bicycle service, specialty stores, bike storage, pavilions for community events, food/dessert/snack/specialty

What is risk of gentrification for properties near CV Link? – residents and small businesses

Talk to hotels: they have many requests to rent bikes

Michele will send examples of anti-displacement policies. Work with cities to craft these.

“As a restaurant owner I would love to have my business on the path. In a car a customer can’t take in the aroma of a freshly made plate like you would commuting on CV link. Our economy will eventually reap benefits.”

**Recommendations**

Do not allow golf carts/don’t let them interfere with active transportation users

Shading

Connect transit to CV Link/work closely with SunLine

Connect the route to more populated Coachella neighborhoods (someone said city already applied for funds to do this?)

CVAG shouldn’t prioritize active transportation projects – could take away from community-identified projects

Do a pre- and post- study of PA on CV Link

Want more opportunities for art and community gardens, rather than a bike/jogging path (response: CVAG money is for transportation, must be spent on transp projects)

Public art on path

Patrol path for safety – volunteer rangers/friends of CV Link

CV Link will have an app: would we make any recs for this app?

Anti-displacement recs – Michele will send.

Start construction where trail will be used the most (not Coachella)

survey all nine communities as to who will actually use the link. This is important to determine the long range maintenance.

How is/can CVAG support local jurisdictions to apply for funds to connect to CVLink? I’m concerned about equitable access points to disadvantaged communities (who depend on active transportation) to get work/school.
Creating a community prioritized list of connectivity point from DAC to CV Link, even if they don’t align along the whitewater trail.

Prioritize links (ped and bike) to CV Link access points

Places to sit down and rest along the link (Tahgutz creek)

Safety panic buttons, mile markers, area ID

Signage for emergencies

Good cell service

Bus routes might have to be modified to get people closer to CV Link

Provide data on Disadvantaged Communities (DAC) schools. This can help CVAG plan for equitable access of DAC schools to CV Link if it isn’t prioritized already

CVAG should show more diverse trail uses in their materials/website: skate boarding, roller skates, scooters – they are just showing bicycles and golf carts

Must have many electrical outlets for charging phones, segways, golf carts, etc

Solar power, charging stations, wifi

Separate electric vehicles from pedestrians

Move the Indio/Coachella segment away from I-10 and more towards people’s homes/low income families

Concerns of crime/residential safety must be addressed clearly and directly.

- Vandalism of properties possible
- Security/privacy of homes/yards adjacent to path

Giant solar fans that can be turned on by hand if needed at shade stations

Education campaign for safety issues

Consider an MOU/community benefits agreement to state projected number of jobs and commitment to hiring/contracting low-income and with communities of color with metrics to back up data.

This is an opportunity to develop an area park service that includes departments for:

- Maintenance of facilities
- Patrolling/policy of paths
- Managing volunteer networks
- Developing community events that use the paths and facilities

Hire a strong administrator group to oversee the CV Link

Bike share program at special points. Ensure bike share reaches diverse users (those with no access to credit, student discounts. Etc.)
CVAG could give extra points to applications from cities for connector projects

Improve walkability and access to path (this could go in active transportation plan)

Recommend grant-writing support for cities to increase police and maintenance

Connect to bike path on Dillon

Bike share program on CV Link. And recommend ways to increase equity in access – e.g. how can people without debit or credit card use the program

**Miscellaneous**

Homeless issue was brought up: they aren’t allowed to live on path because it’s a public space. Enforcement may depend on volunteers reporting.

We should address the homeless issue more - how will this be addressed on path?

(other perspective brought up: don’t be afraid of homeless people, don’t worry that they’ll ruin amenities at CV Link)

How will CVAG prevent litter and pollution into the wash when there is water in it? (CVAG answer: have not looked into this yet)

Question: can Segway vehicles be used?