

Attachment C

Appendices to the
West Oakland Truck Management Plan
(Appendix A – I)

West
Oakland

TRUCK MANAGEMENT PLAN

APPENDICES

- A.** Truck Parking Technical Memorandum
- B.** Truck Movement and Safety Technical Memorandum
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A joint plan by the
City of Oakland and
Port of Oakland



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TRUCK
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APPENDIX A
**Truck Parking
Technical Memorandum**

A joint plan by the
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PORT OF OAKLAND



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TRUCK PARKING TECHNICAL MEMORANDUM

West Oakland Truck Management Plan

Date: February 22, 2019

Project #: 21790

To: Andrea Gardner, Port of Oakland

From: Aaron Elias and Alex Garbier, Kittelson & Associates, Inc.

Subject: **Truck Parking Technical Memorandum
for the West Oakland Truck Management Plan**

This memorandum summarizes analysis and findings regarding truck and trailer parking in West Oakland, the Port of Oakland, and industrial Jack London Square. The information presented is based on a review of City of Oakland parking rules and regulations, community input, and parking surveys conducted over a three-year period. The information was used to inform future actions identified in the Truck Management Plan (TMP).

The memo is organized into five sections:

1. Findings and Recommendations
2. Existing Rules and Regulations
3. Community Input
4. Truck Parking Surveys
5. Conclusions

1. FINDINGS AND RECOMMENDATIONS

Based on review of the existing City of Oakland truck and trailer parking rules and regulations, community input, and truck parking studies as described herein, the following is a summary of the findings:

- Relatively few Port trucks were observed parked in West Oakland in areas zoned residential, where it is illegal for them to park. However, commercial and industrial areas are adjacent to residential zoned areas in several locations in West Oakland, which may lead to the perception that trucks are illegally parked in residential areas. Commercial trucks are allowed to park in commercial and industrial areas for up to 72 hours, unless restricted by posted signage on a specific block.

- The Oakland Planning Code allows for the construction of residential projects within commercial zoning. Proposed construction in areas zoned commercial has the potential to significantly increase the number of residences impacted by trucks parking.
- The truck parking studies support the community concern that there is a substantial number of unattached trailers parked in West Oakland. It is not illegal to park an unattached trailer in industrial zoned areas of West Oakland, unless restricted by posted signage on a specific block.
- There is broad agreement that unattached trailers should not be stored on city streets. Preferred storage locations are available at the Port of Oakland marine terminals, in parking lots at the Port of Oakland and Oakland Army Base (OAB), and at chassis management company lots.
- Outside of areas zoned residential, it is legal to park commercial trucks and trailers for up to 72 hours unless restricted by posted signage on a specific block. Specific parking restrictions on commercial trucks or trailers are approved by the City on a street-by-street basis, and signs must be placed and maintained at both ends of the block for the restriction to be in effect.
- The community expressed concerns about the price and availability of parking at the Port itself.

Recommendations to address the truck and trailer parking findings

- Modify the Oakland Municipal Code to make it easier to enforce commercial truck parking regulations and expand prohibitions to cover blocks in commercial zoning areas that include residences.
- Prohibit overnight parking of unattached trailers in all of West Oakland. This would allow industrial businesses to use on-street parking during the day to conduct their business but require that unattached trailers and containers be returned to the marine terminals, to parking facilities at the Port or OAB, or to private facilities at the end of the day.
- Prohibit parking of trucks near parks at all times of the day. Implementing this measure would improve the access and aesthetics of the parks in West Oakland.
- Perform a parking sign inventory in West Oakland to determine which signs should be replaced. Signs that are missing or damaged should be replaced to make it easier to enforce existing parking regulations.

- Reduce the need for trucks to travel in West Oakland by encouraging truck parking and truck-service businesses to move from West Oakland into the former OAB and promote the Port and OAB services through roadway signage and other communications with the trucking community.

2. EXISTING TRUCK AND TRAILER PARKING RULES AND REGULATIONS

Under the Oakland Municipal Code, the following rules apply to the parking of trucks on City streets:

- *Using Streets as Long-term Parking is Prohibited (10.28.030)* – No vehicle can park for more than 72 consecutive hours on any public street or alley in the City of Oakland.
- *No Parking of Commercial Trucks in Residential Areas (10.28.120)* – Commercial trucks exceeding 10,000 pounds are prohibited from parking on public streets in residential districts.
- *Specific Prohibition of Commercial Trucks by Traffic Engineer (10.28.130)* – Commercial trucks exceeding 7,000 pounds and less than 10,000 pounds (small commercial trucks, similar in size to a box truck) can be prohibited only with official signage once the City Traffic Engineer has determined such vehicles are creating a nuisance, blight, or hazard.
- *Time Limit Commercial Trucks on Specific Streets (10.28.140)* – The City Council is authorized to limit parking on specific public streets to no more than five hours for commercial vehicles with weight carrying capacity of one ton or more. Official signs must be posted to prohibit such parking.
- *No Unattached Trailers on Specific Streets (10.28.160)* – The City Traffic Engineer is authorized to place signs prohibiting parking of unattached trailers on any street when the City Traffic Engineer determines that the parking of unattached trailers is creating a nuisance, blight, or hazard.

3. COMMUNITY INPUT

Community input was collected continuously during the formulation of the TMP. This included multiple community outreach events and direct emails to the Port of Oakland and the City of Oakland. The community input received is documented in more detail in the Stakeholder Comments Spreadsheet included in the Appendix. The highlights of the input related to parking include the following:

- Trucks parked in residential areas and near parks are detrimental to community well-being and public health.
- Trailers parked on West Oakland streets create an eyesore and are a nuisance.
- Some truck drivers park on City streets because they do not know where off-street parking is available.
- There is concern that parking at the Port may be too expensive, causing truck drivers to park in West Oakland.
- Parking at the Port is currently located at non-operational marine terminals. What happens to the parking if the marine terminals become operational in the future?
- Parking signage in West Oakland is often faded, making it difficult to determine and enforce existing parking restrictions.

4. TRUCK AND TRAILER PARKING SURVEYS

Truck parking surveys in West Oakland were performed multiple times over a three-year period (2015- 2017). These surveys captured the location of all heavy-duty trucks parked in the study area on specific dates and classified them by type with an emphasis on identifying Port-related trucks. The study area includes all public streets in an area bounded by I-580 to the north, the Estuary on the south, San Pablo Avenue and I-980 and Brush Street to the east, and I-880 to the west, as well as an additional area north of Jack London Square bounded by Union Street, Embarcadero West, Franklin Street, and I-880 (see Exhibit 1). The findings from the survey are presented and organized in this section by:

- Data Collection and Methodology
- Findings

Data Collection and Methodology

The data collection methodology described below was consistently applied to each survey collected over the three-year period. The days and time periods of data collection were determined based on discussions with Port staff and were selected to be representative of the maximum potential truck parking conditions in West Oakland (i.e., when the Oakland International Container Terminal and TraPac Terminal were operating night gates).

The survey dates included:

- Weekday Daytime (before 4:00 PM)
 - Saturday, July 18, 2015
 - Thursday, July 23, 2015
 - Saturday, August 13, 2016
 - Tuesday, June 20, 2017

- Weekday Evening (after 6:00 PM)
 - Wednesday, July 15, 2015
 - Wednesday, September 16, 2015
 - Tuesday, August 16, 2016
 - Tuesday, June 20, 2017

Data collection was conducted by personnel from the data collection subconsultant Quality Counts LLC. Quality Counts drove through each street of the study area looking for the different truck classifications shown in Exhibit 2. When a commercial vehicle was observed parked on the street, they collected data related to truck type, Port/non-Port classification and location, and took geotagged photos of the parked trucks.

Box trucks, which are all non-Port vehicles, were also categorized separately to distinguish them from the larger and heavier duty Port and non-Port trucks. The detailed classifications collected for each truck are shown in Exhibit 2. Most trucks fell into one of these categories; the exceptions were assessed on a case-by-case basis by considering the intended use of the vehicle.

Port-related vehicles were identified in four ways:

- Secure Truck Enrollment Program (STEP) sticker on the driver's side door,
- California Air Resources Board (CARB) "Drayage Truck Registry" sticker on the door,
- Radio-frequency identification (RFID) transponder on the driver's side mirror, and
- Vehicle classification (e.g., a chassis with a container – see Exhibit 2).

The classifications for each truck were also reviewed via the collected photographs to confirm the classification selected by the data collection subconsultant.

Truck and Trailer Parking Findings

Compiling the collected survey data from the eight time periods, Exhibit 3 through Exhibit 6, show truck parking locations graphically for various truck classifications.

- Exhibit 3 shows the location of Port-registered truck and trailer combinations. These trucks were found to concentrate in the industrial-zoned areas in northwest West Oakland and along the 3rd Street Corridor. These trucks are legally allowed to park in these areas for up to 72 hours, unless restricted by posted signage on a specific block. Very few Port-registered trucks were found in residential zones where trucks over 10,000 pounds are prohibited from parking at any time.
- Exhibit 4 shows the location of Port-registered chassis. These are the trailer portion of the semi, without the tractor that include identification with the Port. Chassis were found to be more numerous than the Port-registered truck and trailer combinations but were generally parked in the same areas.
- Exhibit 5 shows the location of various other heavy-duty trucks that are not Port-registered. About 88% of these trucks were found to be parked in a commercial or industrial zone where they are allowed to park for up to 72 hours, unless restricted by posted signage on a specific block. About 12% of these trucks were illegally parked in a residential zone where they are not allowed to park at any time.
- Exhibit 6 shows the location of box trucks identified over the eight survey periods. These trucks are generally evenly distributed over the study area and can legally park anywhere for up to 72 hours, as long as they are not over 10,000 pounds, nor restricted by posted signage on a specific block.

As shown in these exhibits, trucks are generally found to be legally parked. However, there are a substantial amount of Port-related chassis found in some of the industrial areas of West Oakland, indicating that trailers are being left on the streets in the industrial parts of West Oakland rather than being taken back to the marine terminals.

5. CONCLUSIONS

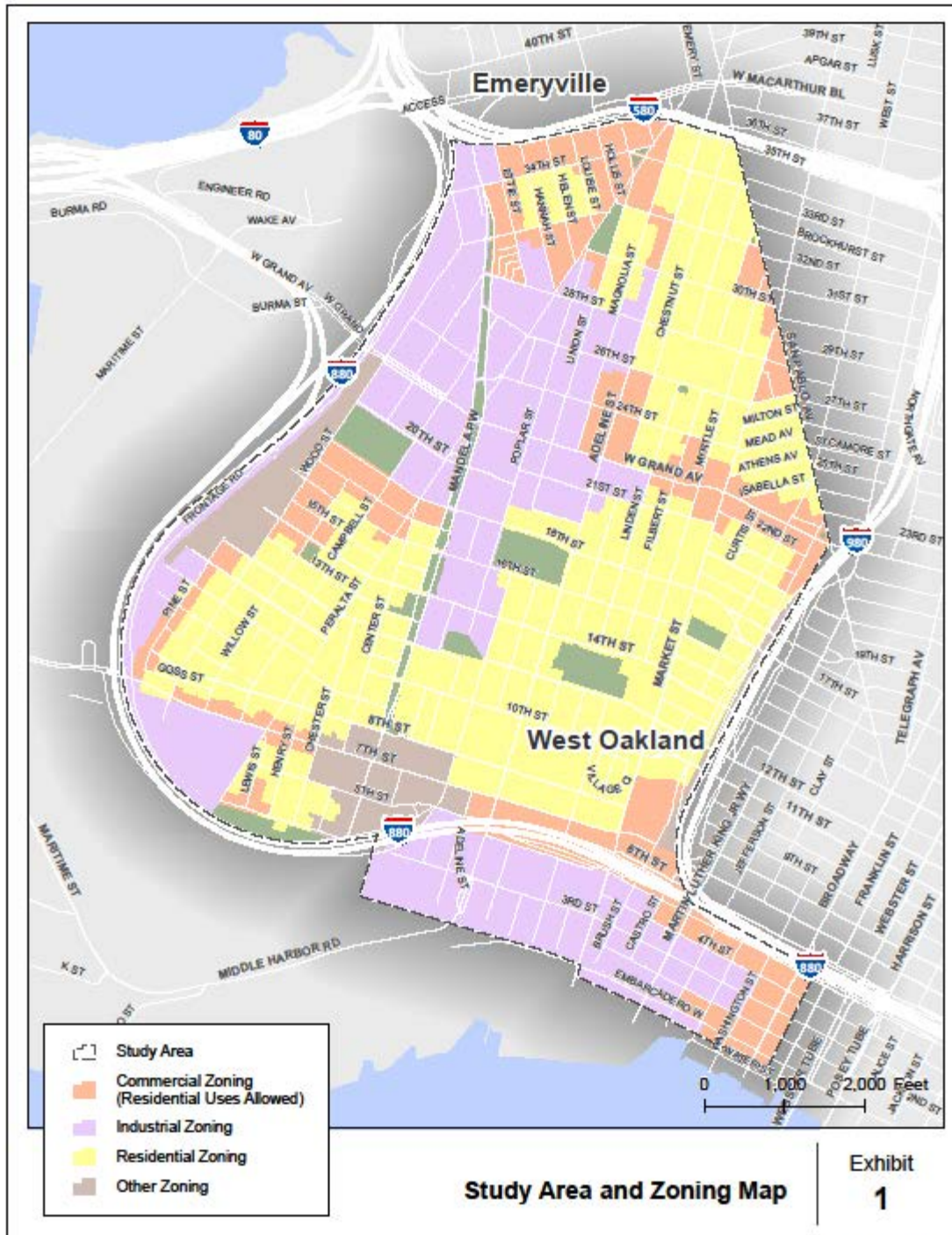
Based on a review of the existing City of Oakland truck and trailer parking rules and regulations, community input, and truck parking studies, the following can be concluded:

- The parking surveys found that commercial trucks largely follow existing parking rules and regulations, limiting the number of trucks and trailers parked in residential zoned areas. However, existing regulations allow commercial vehicles to park near residences located in commercial zoned areas and adjacent to some parks in West Oakland.
- West Oakland residents communicated a desire to maintain and encourage use of off-street parking facilities at the Port of Oakland.

The TMP proposes four strategies in an effort to address truck parking concerns in West Oakland:



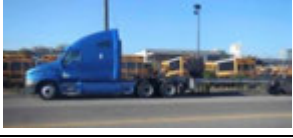






- Strategy 7: Improve Training of Parking Enforcement Staff
- Strategy 8: Change Parking Regulations in West Oakland
- Strategy 9: Consider Increasing Truck Parking Fines
- Strategy 10: Conduct Targeted Parking Enforcement

Exhibit 1: Study Area and Zoning Map, 2018



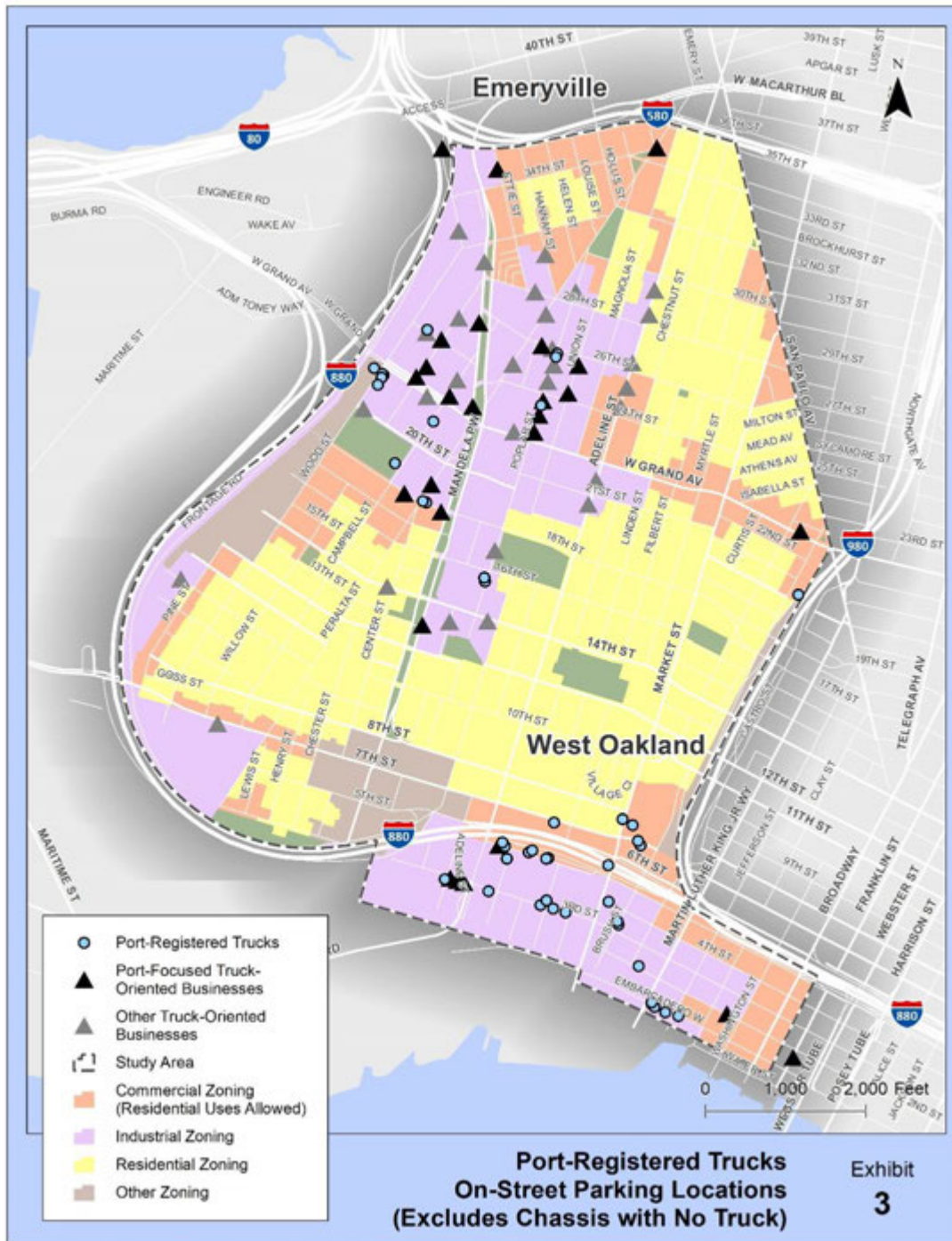
Source: Kittelson & Associates, Inc., 2018

Exhibit 2: Vehicle Types and Port/Non-Port Classification

Photo	Vehicle Type	Description	Port/Non-Port Classification
	Bobtail Truck	Tractor only, no chassis or other attachments	Port vehicle if STEP stickers, CARB stickers, or RFID transponders were present
	Container Truck	Semi-truck with chassis and container	Port vehicle
	Truck with Chassis	Semi-truck with only the chassis	Port vehicle
	Chassis Only	Only the chassis, no tractor or container	Port vehicle
	Chassis with Container	Only the chassis and container, no tractor	Port vehicle
	Box Truck	Single-Unit Delivery Vehicle	Non-Port vehicle
	Standard Semi-Truck	Standard semi-truck with tractor and non-container trailer	Non-Port vehicle
	Standard Trailer	Standard semi-trailer without tractor and non-container trailer	Non-Port vehicle
	Other Heavy-Duty Trucks	All other trucks not fitting into the categories above (garbage trucks, dump trucks, etc...)	Non-Port vehicle

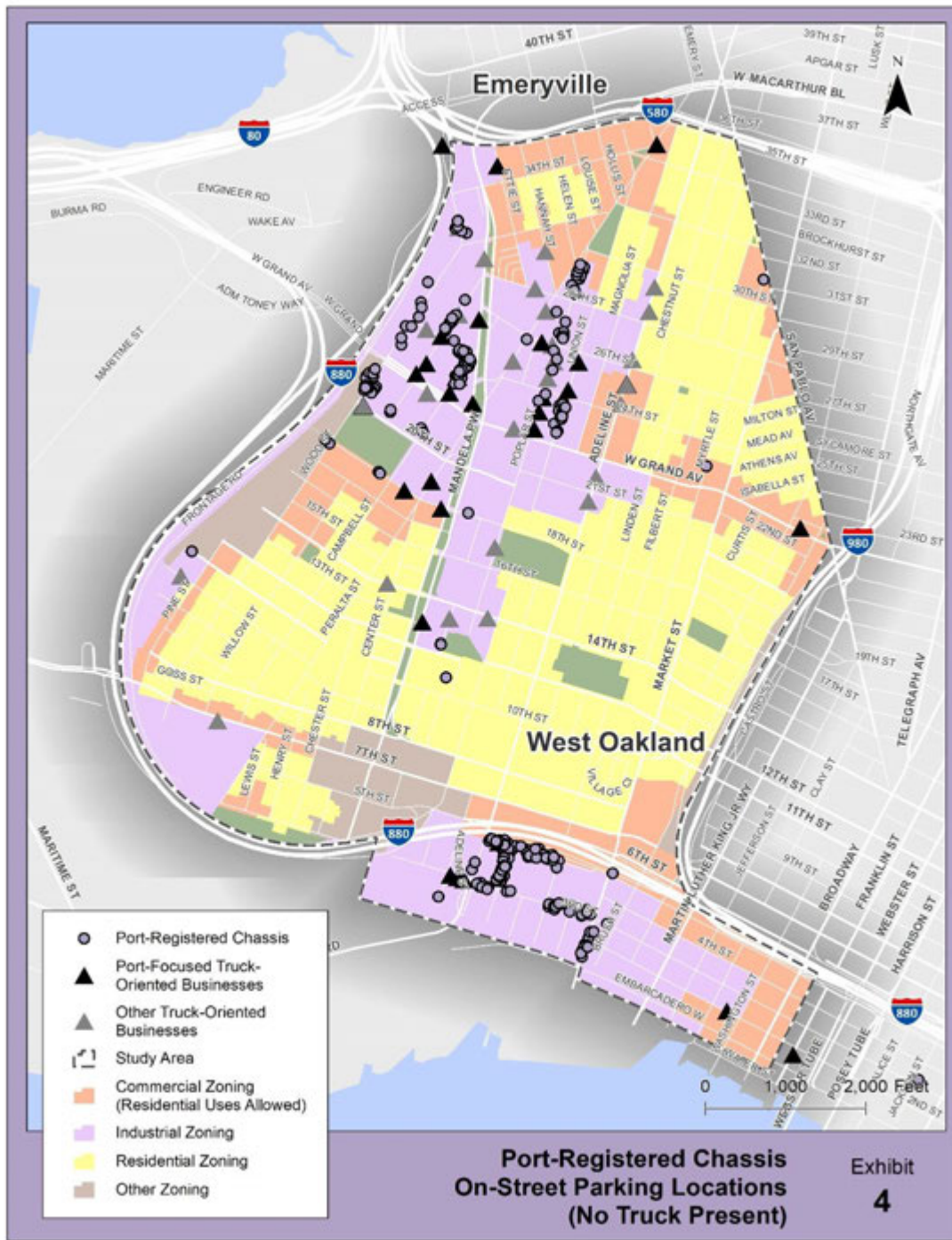
Source: Kittelson & Associates, Inc., 2017, initially created for Truck Parking Survey

Exhibit 3: Port-Registered Truck On-Street Parking Locations, 2015 – 2017



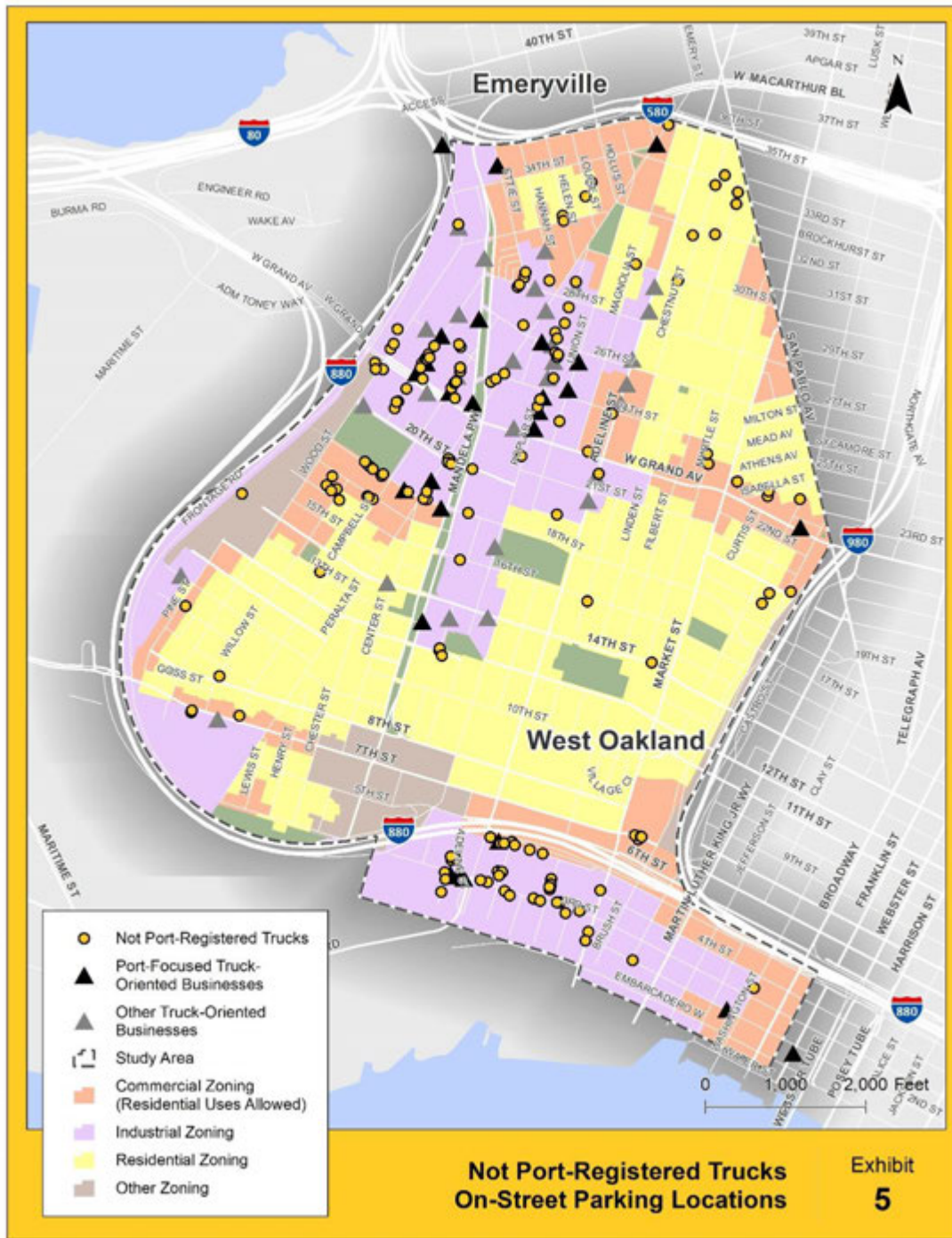
Source: Kittelson & Associates, Inc., 2018, parking data collected in 2015, 2016, and 2017

Exhibit 4: Trailer/Chassis On-Street Parking Locations, 2015 – 2017



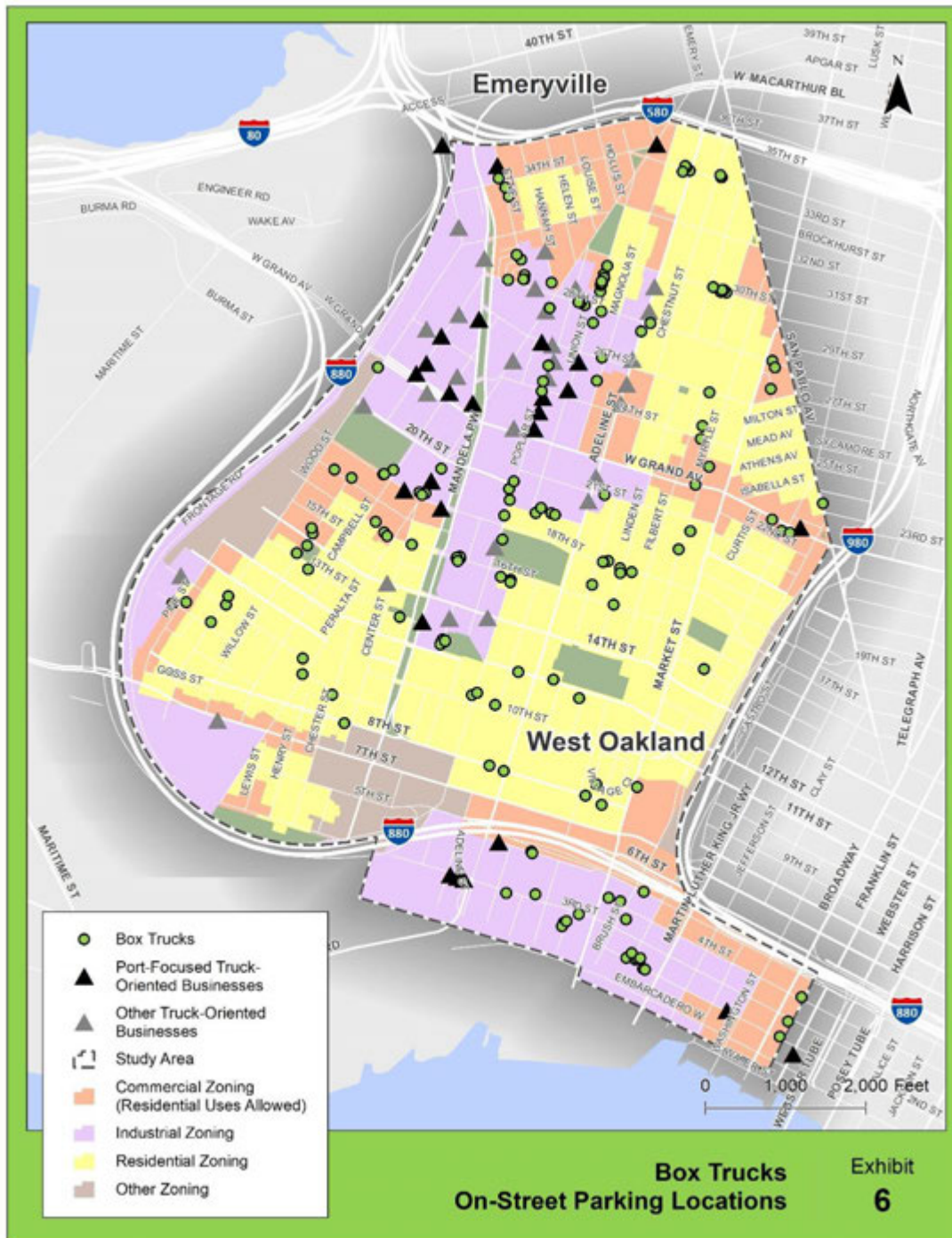
Source: Kittelson & Associates, Inc., 2018, parking data collected in 2015, 2016, and 2017

Exhibit 5: Non-Port Truck On-Street Parking Locations, 2015 – 2017



Source: Kittelson & Associates, Inc., 2018, parking data collected in 2015, 2016, and 2017

Exhibit 6: Box Truck On-Street Parking Locations, 2015 – 2017



Source: Kittelson & Associates, Inc., 2018, Parking data collected in 2015, 2016, and 2017

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**TRUCK
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APPENDIX B
**Truck Movement and
Safety Technical Memorandum**

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**

TRUCK MOVEMENT AND SAFETY TECHNICAL MEMORANDUM

West Oakland Truck Management Plan

Date: February 22, 2019 Project #: 21509

To: Andrea Gardner, Port of Oakland

From: Aaron Elias and Alex Garbier, Kittelson & Associates, Inc.

Subject: **Truck Movement and Safety Technical Memorandum
for the West Oakland Truck Management Plan**

This memorandum summarizes analysis and findings regarding the movement of commercial trucks serving the Port of Oakland and former Oakland Army Base (OAB) in the Port of Oakland and West Oakland. The information presented is based on a review of rules and regulations, community input, and analysis of trip data for commercial trucking vehicles. The information was used to inform future actions identified in the Truck Management Plan (TMP).

The memo is organized into five sections:

1. Findings and Recommendations
2. Existing Rules and Regulations
3. Community Input
4. Truck Movement and Routes
5. Conclusions

1. FINDINGS AND RECOMMENDATIONS

Based on a review of the existing truck movement regulations, community input, and the truck movement analysis (described herein), the following is a summary of the findings:

Commercial Truck Destinations

- The large majority of commercial trucks that leave the Port of Oakland go directly to freeway on-ramps adjacent to the Port of Oakland without driving through West Oakland. Similarly, most commercial trucks driving to the Port of Oakland arrive from freeways using off-ramps adjacent to the Port.

- Six percent of the commercial truck trips starting at the Port of Oakland finish in West Oakland. Similarly, less than 10 percent of commercial truck trips starting in West Oakland, a relatively low percentage, finish at the Port.
- Trips that start or end in West Oakland are more likely to access West Oakland from roads around I-580 to the north or I-980 to the east than trips that start or end at the Port.

Truck Routes

- Truck Routes and Truck Prohibited Streets need to be well-communicated to ensure commercial trucks use the Truck Routes and avoid residential areas.
- Commercial trucks are legally allowed to diverge from Truck Routes onto local roads, including streets designated as prohibited to trucks, to complete deliveries.

Safety Concerns

- There are safety concerns at several street intersections near the freeway access ramps due to conflicts between trucks traveling between the Port of Oakland and the I-880 freeway ramps, and pedestrians and bicyclists accessing locations on Union Street between 5th and 7th Streets, on Adeline Street between 3rd and 7th Streets and along 7th Street west of Wood Street.

Recommendations to address the truck movement findings

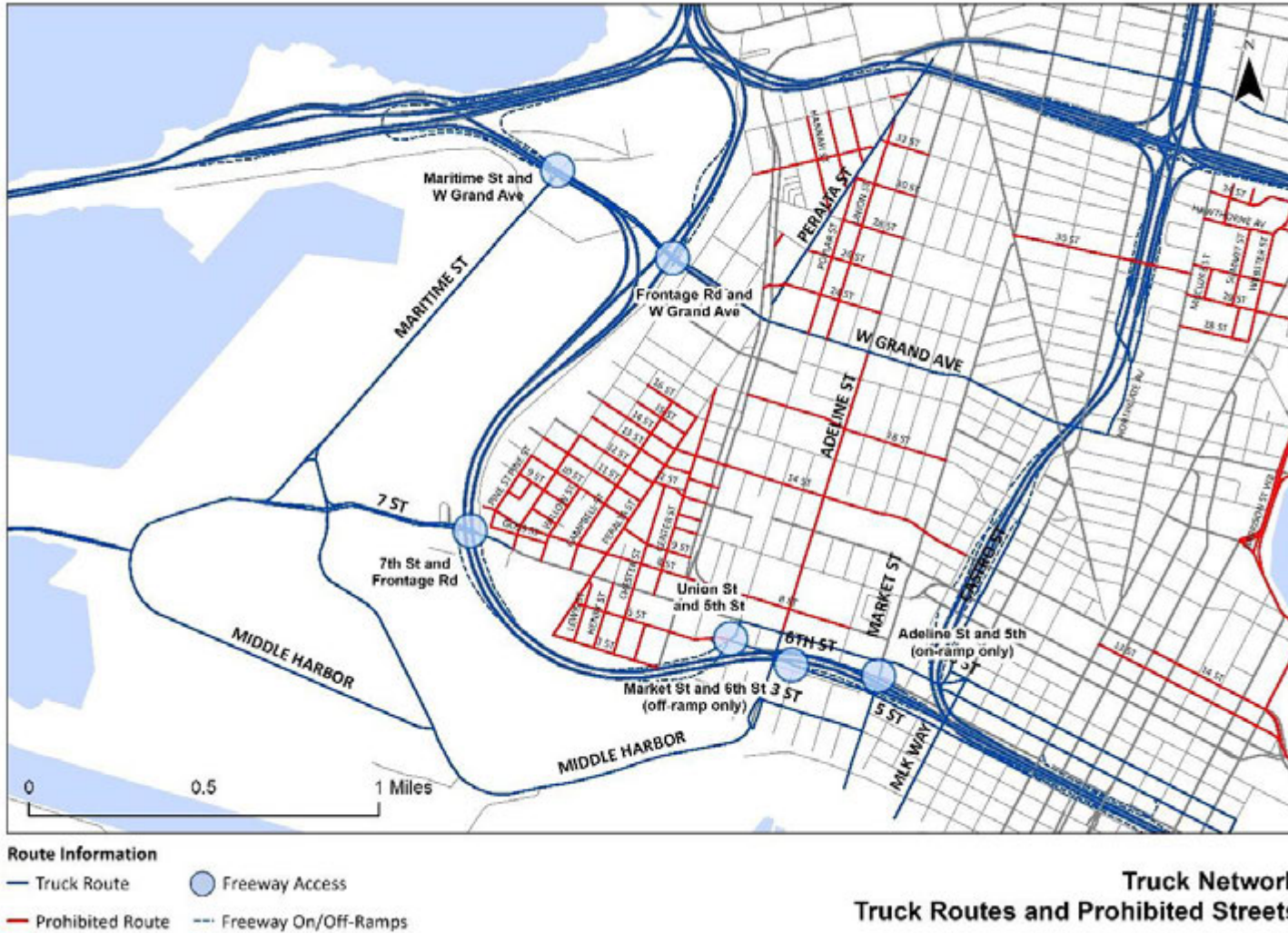
- Improve signage along the Truck Routes and communicate with truck drivers the location of Truck Routes to further discourage trucks from driving in residential areas and encourage them to stay on Truck Routes.
- Perform a Truck Route and Truck Prohibited Street sign inventory in West Oakland to determine where new signs could be added to fill gaps or replace damaged signs. This would more clearly communicate where truck drivers are supposed to drive.
- Work with businesses that are not located on Truck Routes to identify preferred routes for completing deliveries that minimize time spent on streets in residential areas.
- Improve safety at intersections that are frequently used by commercial trucks serving the Port.

2. EXISTING RULES AND REGULATIONS

Under the Oakland Municipal Code, movement of large commercial trucks on city streets is regulated under rules and regulations identified in Chapter 10.52 – Commercial Vehicles and Vehicle Size and Weight Limits. City streets generally fall into one of three general categories (shown in Exhibit 1):

- *Local Truck Routes (10.52.120)* – Local Truck Routes in Oakland are the designated routes for commercial vehicles to travel through and within the city. Operators are required to stay on these routes unless it is necessary to deviate to reach a destination for loading or unloading.
- *Truck Prohibited Streets (10.52.060)* – Specific streets, or parts of streets, are designated as prohibited to vehicles exceeding four and one-half tons. Under Municipal Code 10.52.110, commercial vehicles can deviate onto prohibited roads only to reach a destination for loading or unloading goods. The City places signs indicating the streets that are prohibited.
- *Streets Not-Defined in the Oakland Municipal Code* – The majority of the streets in West Oakland are not designated under the Oakland Municipal Code as Truck Routes or Prohibited Streets. Trucks must minimize their travel on these roads. Specifically, under Oakland Municipal Code 10.52.110, operators can only leave truck routes to complete deliveries or pick-ups, provided the deviation minimizes the distance traveled off of the truck route.
- *Regional Truck Routes and Freeways* – Trucks are allowed to use the interstate highway system for moving goods, unless specifically restricted. California Department of Transportation (Caltrans) maintains a current California Truck Network Map accessible online. Regarding the freeways adjacent to West Oakland, trucks are allowed on I-880, I-980, I-80, and the portion of I-580 from the Bay Bridge to the Grand Avenue exit ramps.

Exhibit 1: Truck Routes and Prohibited Street, 2018



Source: Kittelson and Associates, Inc., 2018, Route Designations from Oakland Municipal Code and Caltrans Truck Network

Trucks are allowed to divert off of Truck Routes, including onto Truck Prohibited Streets, to complete deliveries. This limits the effectiveness of the Prohibited Street designation and makes enforcement more difficult as citing an operator requires following a vehicle to confirm the final destination of the vehicle (see Enforcement of Parking Regulations and Truck Routes Technical Memorandum in the Appendix for more information). It also makes the Truck Prohibited Street designation more confusing to local residents.

The review of rules and regulations identified variations in where prohibited routes are located. Per Exhibit 1, Truck Prohibited Routes are located throughout the residentially zoned Prescott neighborhood in the southwest corner of West Oakland. Further north, Truck Prohibited Streets are located in the industrial area east of Peralta Street. This has the potential to create confusion for truck drivers, who may view the area east of Adeline Street, which is zoned residential, as a preferred route since the area has no prohibited streets.

Closer to I-880, the local truck routes network does not include road segments that were designed for truck movement or which could reduce truck mileage without impacting residences. Specifically, Frontage Road, which was designed and functions as an on-off ramp to enter and exit I-880, could be added to the Truck Route Network to indicate the preferred route for trucks to travel north and south in West Oakland south of West Grand Avenue.

3. COMMUNITY INPUT

Community input was collected at multiple steps during the formulation of the TMP. This included multiple community outreach events and direct emails to the Port of Oakland and the City of Oakland. The community input received is documented in more detail in the Appendix Stakeholder Comments Spreadsheet. Overall, the input on truck movement linked to three central themes:

- Commercial trucks are driving on streets not on the Truck Route Network, including on Truck Prohibited Streets, generating noise, damaging roads, and creating safety concerns.
- There is minimal enforcement of problem areas where trucks leave Truck Routes and no clear process for registering complaints with City or Port staff.
- Truck Routes and Truck Prohibited Routes are not clear due to a lack of clear signage and communication (see Appendix Signs and Communication Technical Memorandum for more detail).

Residents also identified several locations of particular concern:

- Commercial vehicles traveling to and from the industrial area north of West Grand Avenue and east of Peralta Street are traveling east to Adeline Street through residential areas rather than west to the Truck Route on Peralta Street.
- Commercial vehicles are traveling on 28th Street between Poplar Street and Mandela Parkway. 28th Street is not a Truck Route.
- Commercial trucks use Center Street between 7th Street and 12th Street, which is on the Trucks Prohibited Street Network.
- Commercial trucks use Market Street between 7th Street and West Grand Avenue as a north/south connection. This section of Market Street is not a designated Truck Route and includes multiple schools.
- Commercial trucks travel east/west along 7th Street between Union Street and Wood Street. This is not a Truck Routes and includes BART and local destinations for residents.

4. TRUCK MOVEMENT ANALYSIS

The TMP evaluated commercial vehicle travel using data generated by StreetLight Data (StreetLight). StreetLight is a San Francisco-based company that collects, aggregates, and analyzes GPS data to evaluate trip patterns. For the TMP report, StreetLight data was used to evaluate commercial vehicle trips on weekdays (Tuesday to Thursday) between December 1, 2016 and November 30, 2017.

StreetLight data is separated into two datasets: one dataset describes commercial vehicle patterns and the other personal vehicle trips. The analysis conducted for the TMP examined the dataset for commercial trips. The commercial trip category includes all commercial trucks, including large drayage trucks that are used in the Port of Oakland, as well as smaller delivery vehicles. Note that smaller commercial vehicles are not used at the Port of Oakland. As a result, the StreetLight data for trips to and from the Port of Oakland provides a clear description of travel patterns for drayage trucks accessing the Port.

The analysis separated commercial vehicle trips into two origin-destination pairs: (1) local trips between locations within the boundaries of the Port of Oakland and West Oakland, and (2) regional trips where vehicles have a start or end outside of the Port of Oakland or West Oakland. For the second set of trips, the analysis looked at individual freeway on- and off-ramps to identify how trips were entering or leaving the immediate area.

The results from this analysis are summarized in the Exhibit 2 and Exhibit 3. In each exhibit, the area of focus is highlighted with red shading. For example, the arrow at 5th Street and Adeline

Street in Exhibit 2 shows that 35% of commercial trucks leaving the Port of Oakland exit the area using the on-ramp adjacent to that intersection.

- Over 80 percent of the truck trips associated with the Port of Oakland are regional truck trips that enter and leave the Port of Oakland through one of the five on- and off-ramps adjacent to the Port (see the highlighted arrows in Exhibit 2).
- The analysis shows that trucks associated with the Port of Oakland do not travel through West Oakland to leave the area. Only two percent of trips to and from the Port of Oakland access the area from roads along I-580 or I-980.
- Around 30 percent of commercial vehicle trips that start or end in West Oakland are local trips on city streets within West Oakland and between West Oakland and the Port, the 3rd Street Corridor, and Jack London Square.
- Trips associated with West Oakland that have a start or end outside the immediate area are not clustered at specific on- and off-ramps like Port associated trips. Instead, they are distributed geographically around West Oakland.

The findings support and provide additional context to resident input. In particular,

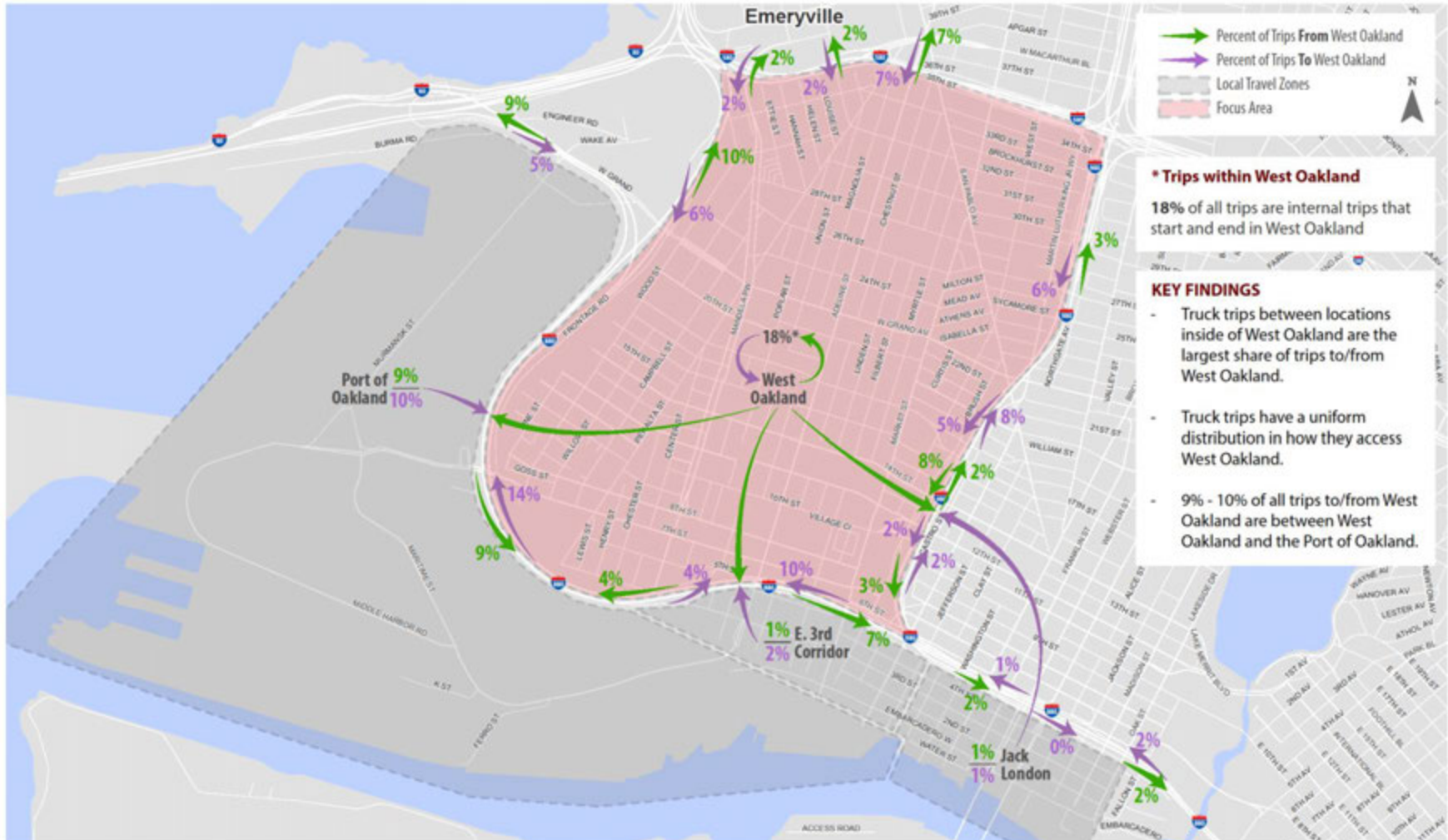
- The on- and off-ramps that serve the majority of truck trips are some of the same areas that residents identified as being safety concerns for pedestrians and bicyclists – Union Street between 5rd and 7th Street, Adeline Street between 3rd and 7th Street, and 7th Street west of Wood Street.
- Truck trips associated with West Oakland are distributed throughout the entry and exit points to West Oakland and not concentrated near truck routes. This supports the community input that trucks are found driving off the designated Truck Routes. Reasons for this may include:
 - Truck-related businesses are not all located along Truck Routes requiring truck drivers to travel on Truck Prohibited or non-designated streets to complete trips.
 - Truck trips in West Oakland tend to be local rather than regional trips. This requires drivers to get off the interstate Truck Routes to access destinations.
 - Drivers lack of knowledge about the location and rules governing Truck Routes.

Exhibit 2: Truck Movement in and out of the Port of Oakland, Dec 2016 – Nov 2017



Data Source: StreetLightData Inc., Dec 2016 – Nov 2017

Exhibit 3: Truck Movement in and out of West Oakland, Dec 2016 – Nov 2017



Data Source: StreetLightData Inc., Dec 2016 – Nov 2017

5. CONCLUSIONS

Based on a review of the existing truck movement regulations, community input, and truck movement analysis, the following can be concluded:

- The existing network of Truck Routes, which includes the freeways, provides good truck access to the Port of Oakland.
- The existing network of Truck Prohibited Streets in the industrial area of West Oakland east of Peralta Street/north of West Grand Avenue is confusing and does not clearly discourage Trucks from driving through adjacent residential areas.
- There are opportunities to clarify preferred routes and further discourage travel through non-industrial areas through better signage and communication with truck drivers.
- Port truck trips make heavy use of the freeway ramps. Several of the freeway access points are located near the 7th Street corridor and are therefore likely to experience growth in pedestrian and bicycle usage due to anticipated development at the West Oakland BART station and at other sites along 7th Street.

The TMP proposes three initial strategies to address truck movement concerns in West Oakland and two follow-up strategies to pursue if problem areas persist:

Initial Strategies

- Strategy 2: Improve Truck Routing (for Completing Deliveries for Truck-Oriented Businesses)
- Strategy 3: Update the Network of Truck Routes and Truck Prohibited Streets
- Strategy 4: Improve Truck Route Signage

Follow-Up Strategies

- Strategy 5: Conduct Enforcement Spot-Checks
- Strategy 6: Use Urban Design to Promote Use of Truck Routes

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APPENDIX C

**Signs and Communication
Technical Memorandum**

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**

SIGNS AND COMMUNICATION TECHNICAL MEMORANDUM

West Oakland Truck Management Plan

Date: February 22, 2019

Project #: 21790

To: Andrea Gardner, Port of Oakland

From: Aaron Elias and Alex Garbier, Kittelson & Associates, Inc.

Subject: **Signs and Communication Technical Memorandum
for the West Oakland Truck Management Plan**

This memorandum summarizes analysis and findings regarding truck signage and communication in West Oakland, the Port of Oakland, and industrial Jack London Square. The information presented is based on a review of rules and regulations, community input, and a survey of parking signs in West Oakland and the industrial area of Jack London Square. The information was used to inform future actions identified in the final Truck Management Plan (TMP).

The memo is organized into five sections:

1. Findings and Recommendations
2. Types of Signage and how they are Implemented
3. Community Input
4. Existing Signage and Communication Strategies
5. Conclusions

1. FINDINGS AND RECOMMENDATIONS

Based on community input, field observations, and discussions with City and Port staff (described herein), the following was found to be related to truck signage and communication with truck drivers:

- Signs and communication systems at the Port of Oakland and in West Oakland are operated by multiple agencies – City of Oakland, Port of Oakland, and Caltrans – making it difficult to maintain a unified communication strategy.
- Many roadway signs in West Oakland for trucks are not clear due to damage, age, or the small size of the signs.

- Routes to truck services located at the Port and at the Oakland Army Base (OAB) could be more clearly identified.
- Parking restrictions in the industrial and commercial parts of West Oakland depend on signs being posted to indicate the restriction. These signs are often vandalized or missing, making the parking restriction unenforceable.
- The Port of Oakland is pursuing alternative communication strategies to complement roadway signage, including online resources and mobile applications.

Recommendations to address these findings

- Improve communication of Truck Routes by ensuring that there are signs at regular intervals and by posting larger truck route signs at critical intersections serving many trucks.
- Insure that freeways signs and entry/exit ramp signs directing trucks to/from the Port of Oakland are installed and maintained.
- Replace damaged or faded signs and add new prohibited street signs at critical locations.
- Replace vandalized or missing signs that indicate parking restrictions. This is critical because current parking restrictions in non-residentially zoned areas require the posting of signs stating restrictions.
- Reduce dependence on parking signs by changing the City's parking restrictions to prohibit the parking of trucks and unattached trailers without the requirement for signs to be posted in commercially and industrial-zoned areas and other sensitive locations, such as those adjacent to parks.
- Identify locations at which to add signage that communicates the location of truck facilities and services, such as fuel and parking, at the Port and OAB. This would minimize truck travel in West Oakland.
- Continue efforts to build and evaluate effectiveness of online and mobile communication strategies.
- Identify and implement other ways of communicating the location of Truck Routes and parking restrictions, in addition to signage.

2. TYPES OF SIGNAGE AND HOW THEY ARE IMPLEMENTED

Roadway signage is used to communicate with roadway users as they navigate the transportation infrastructure. Communications range from pointing out directions to regulating the speed limit and identifying vehicle restrictions. The Federal Highway Administration (FHWA) regulates signage on roadways with details documented in the Manual on Uniform Traffic Control Devices (Manual). Signage in the Manual is generally classified into three categories including:

- Regulatory – Signs usually have white background with black text. Examples include speed limit and parking signage.
- Warning – Signs usually have a yellow background and black text. Examples include warnings about roadway curvature or speed bumps.
- Guide – Signs usually have a green background with white lettering. Examples include freeway signage to identify the off-ramp road and directional signage to specific locations such as marine terminals.











Typical signage related to trucks from the Manual are shown in Exhibit 1. While signage is generally regulated by FHWA, it is up to the local jurisdiction to determine where and when signage should be installed. For roadways under the jurisdiction of the City of Oakland, the Oakland Department of Transportation (DOT) is responsible for this determination. The City of Oakland’s primary goal is to maintain signage that clearly indicates preferred truck routes and parking restrictions. The process that the DOT uses involves the following:

- The City Engineer determines the location and size of signs to be installed in Oakland.
- The installation of these signs is undertaken by City DOT staff or by private contractors working at the direction of the City.
- Ongoing maintenance of these signs is undertaken by the DOT.

Some roadways in Oakland are state facilities, meaning they fall under the jurisdiction of the California Department of Transportation (Caltrans). Their process for installing signage includes the following:

- Caltrans staff conducts a formal inspection of all signs once each year between April 1st and May 15th.
- Caltrans staff conducts informal sign inspections on an informal basis and “as-needed”, or under the general guideline of twice a year.
- Signs are generally replaced to coincide with other maintenance work.

Exhibit 1: Types of Signage Related to Truck Movement

Example Services Signs			
Type	Example	Type	Example
Truck Parking		Diesel Fuel	
Information		Trash	
Maintenance		Restroom	
Movement Signs			
Type	Example	Type	Example
Truck Route		Truck Route Alternative	
No Idling		Truck Prohibited Street	

Source: Kittelson and Associates, Inc., 2018

3. COMMUNITY INPUT

Community input was collected continuously during the formulation of the TMP. This included multiple community outreach events and direct emails to the Port of Oakland and the City of Oakland. The community input received is documented in more detail in the Stakeholder Comments Spreadsheet included in the Appendix. The highlights of the input related to signage and communication include the following:

- Signs in West Oakland are commonly faded or damaged, making them difficult to see.
- Truck Route signs are generally small and insufficient in number to effectively communicate Truck Routes and Truck Prohibited Streets.
- There is limited signage identifying the location of truck services, particularly the services located at the Port and Oakland Army Base, making the services more difficult to find and increasing the distance driven by truck drivers to reach them.
- Existing signage was implemented in a piecemeal process over many years. A systematic approach to updating the signage at the Port and in West Oakland would improve efficient communication with drivers.
- Signs which indicate parking regulations of specific blocks in commercial and industrial zones areas are often missing, resulting in the parking restriction being unenforceable.

4. EXISTING SIGNAGE AND COMMUNICATION STRATEGIES

Survey of Truck Parking Signs

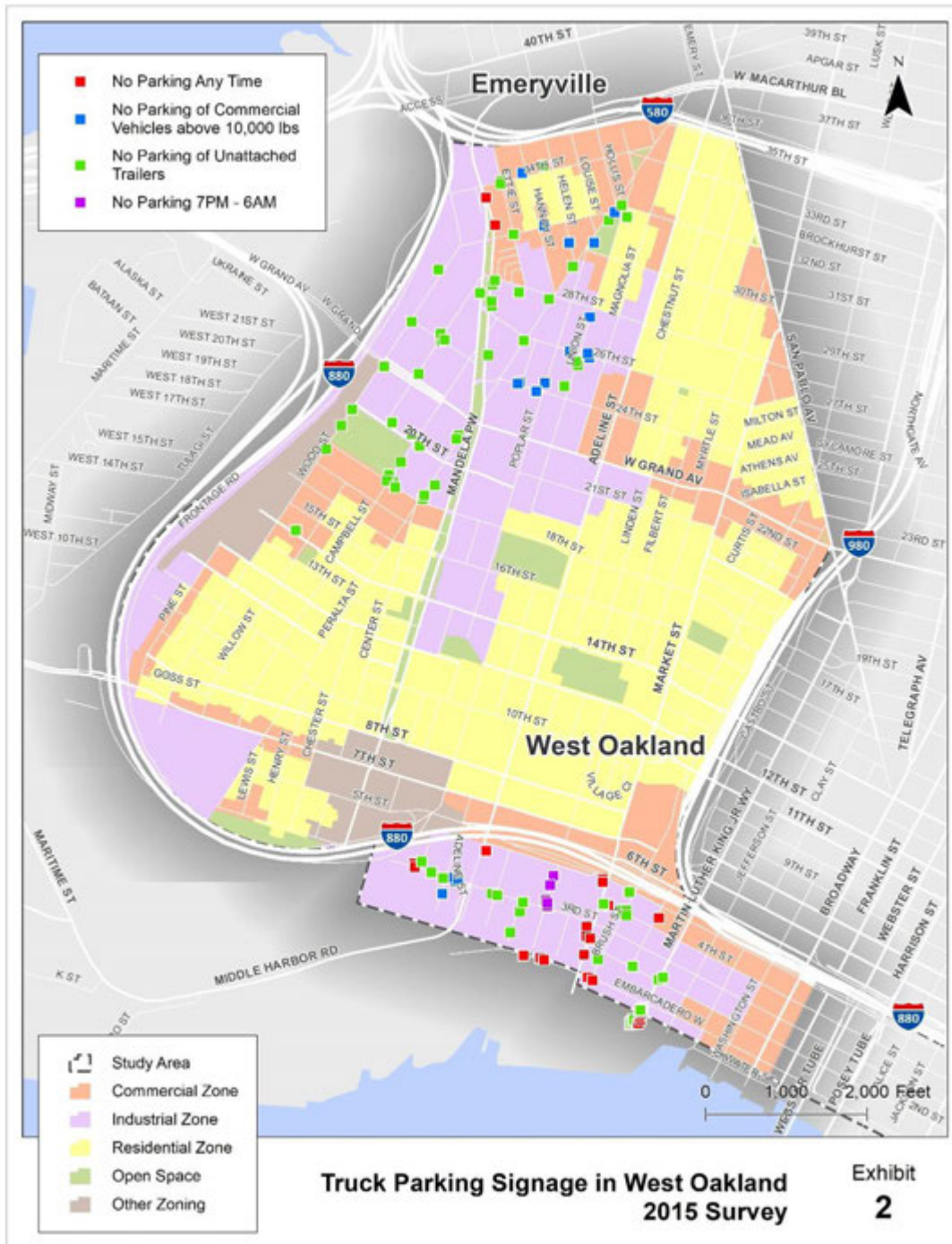
In 2015, a survey was conducted of restricted parking areas in West Oakland. The survey area included all public streets in an area bounded by I-580 to the north, the Estuary on the south, San Pablo Avenue and I-980 and Brush Street to the east, and I-880 to the west, as well as an additional area around the northern part of Jack London Square bounded by Union Street, Embarcadero West, Franklin Street, and I-880.

Aside from the street-sweeping-related signs that are prevalent throughout West Oakland, additional signage impacting truck parking were observed and documented. The signage was classified in the following four categories:

- “No Parking Anytime”
- “No Parking 7 p.m. – 6 a.m.”
- “No Parking of Trucks Over 10,000 lbs.”
- “No Parking of Unattached Trailers”

For these parking restrictions to be enforced, signs must be located at the beginning and end of each city block on which the parking restriction applies. Without a sign posted, the parking restriction is unenforceable. The locations of these parking restriction signs in West Oakland are shown Exhibit 2. Most of the areas where parking is restricted by signage is located near the industrial area south of I-880 near Jack London Square and in the industrial zone near Mandela Parkway and West Grand Avenue. During the observation period, Port-related and non-Port related vehicles were observed parked along streets that had these restrictions, as shown below in Exhibit 3 and Exhibit 4. For additional information on truck and trailer parking refer to the Truck Parking Technical Memorandum included in the Appendix.

Exhibit 2: Truck Parking Prohibition Signage in West Oakland



Source: Kittelson and Associates, Inc., Signs data from survey 2015, Figure updated 2018

Exhibit 3: Chassis parked on street with “No Parking Anytime” sign – 5th St, east of Filbert St.



Source: Kittelson and Associates, Inc., 2015

Exhibit 4: Semi-Truck parked on street with “No Parking from 7 p.m. – 6 a.m.” sign – 5th St. west of Filbert St. at 7:15 p.m.



Source: Kittelson and Associates, Inc., 2015

Signs indicating the truck routes and freeway entry/exit ramps

Wayfinding signs are present in West Oakland and adjacent to the Port; they indicate directions to the Port and freeways as well as indicate which streets are Truck Routes and which are Truck Prohibited streets. During the TMP development, staff reviewed signage at major intersection and at locations identified in community input and confirmed that signage at multiple locations was difficult to read due to damage or to the relatively small size of signs. Exhibit 5 and Exhibit 6 show two examples of difficult-to-read City-maintained signs, and Exhibit 7 shows an example of a Caltrans sign that is no longer legible.

Exhibit 5: Small Truck Direction Sign Elevated Above Street



Source: City of Oakland, 2018

Exhibit 6: Faded Truck Prohibited Street Sign (Circle and Cross was initially red)



Source: City of Oakland, 2018

Exhibit 7: Vandalized Caltrans Sign



Source: City of Oakland, 2018

The lack of clear visibility of signs is an issue for truck drivers who do not regularly travel to the area or who are able to save time by diverging from required Truck Routes. In response, the Port of Oakland is investing in additional communication strategies beyond signage. Specifically, the Port is developing:

- An online truck driver portal that include a range of information for operators, including truck routes and prohibited routes;
- A mobile application that can assist drivers in navigating schedules and routing; and
- An updated road map that more clearly identifies Truck Routes, Truck Prohibited Streets, and parking services at the Port of Oakland.

5. CONCLUSIONS

Based on a review of the existing signage, community input, and current communication strategies, the following can be concluded:

- Many signs are damaged or difficult to read. As a result, they are often ineffective in communicating parking and wayfinding. This presents problems as the City relies on signs to communicate wayfinding and Truck Routes to truck drivers and requires that signs be in a state of good repair to enforce truck and trailer parking restrictions on specific blocks in commercial and industrial areas. More information is available in the Enforcement of Parking Regulations and Truck Routes Technical Memorandum contained in the Appendix.
- There are opportunities (e.g., changing parking regulations) for the City and Port to reduce reliance on signs for parking and wayfinding.
- Where possible, the City and Port should reduce reliance on signage for parking and wayfinding. In particular, the City should avoid cases where enforcement depends on maintenance of signs.
- There is potential to add more wayfinding signs in West Oakland, adjacent to on- and off-ramps, to assist truck drivers in efficiently accessing truck facilities located at the Port and at the OAB. Locating such signs on City of Oakland property would expedite implementation.

The TMP proposes three strategies to address concerns about signs and to improve communication with truck drivers:

- Strategy 4: Improve Truck Route Signage

- Strategy 6: Use Street Design to Promote Use of Truck Routes
- Strategy 8: Change Parking Regulations
- Ongoing Effort: Continue Truck Driver Outreach

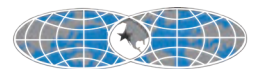
West
Oakland

TRUCK MANAGEMENT PLAN

APPENDIX D

Enforcement of Parking Regulation and Truck Routes Technical Memorandum

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**



ENFORCEMENT of PARKING REGULATIONS and TRUCK ROUTES TECHNICAL MEMORANDUM **West Oakland Truck Management Plan**

Date: November 1, 2018

To: William Gilchrist, Director Planning and Building Department, City of Oakland
Ryan Russo, Director Department of Transportation, City of Oakland

From: Patricia McGowan, Planner IV, City of Oakland

Subject: **Enforcement of Parking Regulations and Truck Routes
for the West Oakland Truck Management Plan**

This memorandum summarizes analysis and findings regarding enforcement of parking regulations and truck routes in West Oakland, at the Port of Oakland and in industrial Jack London Square. The information presented is based on review of enforcement activities by the Oakland Police Department (OPD) and Parking/Mobility Division of the Oakland Department of Transportation (DOT), community input, and an analysis of parking citation data for commercial vehicles. This information was used to inform future actions identified in the West Oakland Truck Management Plan (TMP).

This memo is organized into five sections:

1. Findings and Recommendations
2. How Enforcement of Parking Regulations and Truck Routes is Currently Done in West Oakland and at the Port of Oakland
3. Community Input
4. Analysis of Commercial Parking Tickets issued in 2017
5. Conclusions

1. FINDINGS AND RECOMMENDATIONS

Based on review of how enforcement of parking regulations and truck routes in West Oakland is currently done, analysis of parking citation data and community input, the following was found related to enforcement:

Findings related to enforcement of truck parking regulations

- Only two parking tickets were issued to commercial vehicles (trucks or trailers) in residential areas of West Oakland where truck parking is prohibited, indicating that truck drivers know that it is prohibited to park in residential areas.
- Trucks parked in West Oakland are parked primarily in the commercial and industrial areas, where trucks can park for up to 72 hours, unless restricted street-by-street by the City Council and signs posted.
- Few tickets were issued to unattached trailers in the industrial parts of West Oakland, and those that were issued were concentrated along 3rd and 5th Streets near Adeline Street. This could be attributed to several reasons:
 - Parking of such vehicles is allowed on many industrial streets for up to 72 hours;
 - Parking control technicians do not consistently check these industrial streets;
 - Parking control technicians are hesitant to issue tickets to unattached trailers since there is no apparent place to attach the ticket to the vehicle and a perception that tickets are not provided to the person responsible for parking the unattached trailer.
- At the Port of Oakland, numerous parking tickets were issued to commercial vehicles and unattached trailers by the OPD commercial officer and by the Port Wharfingers. Parking regulations seem to be adequately enforced on the public streets in the Port.

Findings related to enforcement of truck movement

- Enforcing the use of the Truck Routes requires a combination of actions because following trucks driving on/off of Truck Routes is not effective because trucks have the right to leave the Truck Route network to complete their deliveries.

Recommendations to address these findings

Recommendations related to enforcement of truck parking regulations

- Change the City's parking regulations so that it is prohibited to park trucks and unattached trailers in more areas of commercial and industrial West Oakland. If the intention is to have fewer trucks and trailers parked in the industrial and commercial areas, then the regulations should be changed so that such restrictions are not dependent on designation of specific streets by the City Engineer or City Council, nor dependent on signs.

- Improve training of parking control technicians for issuing parking tickets to commercial vehicles. This should include specific training on truck parking regulations, cross training between OPD and DOT parking control technicians, training on how to issue tickets to unattached trailers, and increased enforcement of commercial parking regulations at night and on weekends.
- Improve communication with truck drivers regarding the City's parking regulations, the availability of parking at the Port of Oakland and at the former Oakland Army Base, and the numerous locations for returning unattached trailers.
- Improve communication with the public so that residents and businesses in West Oakland know the City's parking regulations related to commercial vehicles, as well as know how to report parking violations.

Recommendations related to enforcement of truck movement

- Improve communication with truck drivers regarding the location of, and the requirement to use, the Truck Routes.
- Reduce the need for enforcement by improving signage along the truck routes to help drivers identify and remain on Truck Routes.
- Work with industrial businesses to determine the appropriate routes for trucks to access their businesses especially the portion that of the delivery that occurs off the truck routes;
- Undertake spot checks and enforcement activities at key locations off the truck routes especially in residential areas, near schools, and where industrial uses are located close to residential uses.

2. HOW ENFORCEMENT OF PARKING REGULATIONS AND TRUCK ROUTES IS CURRENTLY DONE AT THE PORT OF OAKLAND AND IN WEST OAKLAND

Enforcement of parking regulations and truck routes at the Port of Oakland

Oakland Police Department

The Oakland Police Department (OPD) Commercial Vehicle Unit is responsible for law enforcement related to the commercial trucking industry in Oakland including at the Port of Oakland. This includes enforcing laws and regulations related to truck parking, circulation and weight. The Commercial Vehicle Unit also provides services related to homeland security in and around the Port, including monitoring waterways, and oversight of hazardous materials within the Port. Other responsibilities include the issuance of "Heavy Weight" permits to companies that move over-weight loads in/out of the Port and through the City,

and advising trucking companies of designated truck routes as well as routes and areas that are prohibited to trucks, including residential streets in West Oakland.

One Oakland police officer is currently assigned to work full time on commercial vehicle enforcement at the Port of Oakland. This officer enforces laws related to parking, circulation and weight of commercial vehicles which includes trucks and trailers, also called chassis. The assigned tasks include enforcement of traffic and parking regulations on public streets in the Port area, in the 5th Street/Adeline Street industrial area and along Frontage Road¹, as well as coordinating with the Port on security issues, and responding to calls/reports from the public about trucking problems in West Oakland and in the industrial parts of East Oakland. The assigned work hours are typically Monday-Thursday, daytime; commercial enforcement is not undertaken at night or on weekends other than as provided by OPD patrol officers on an as-needed basis. Funding to pay for this police officer is provided by the Port of Oakland.

The Oakland Police Department also assigns one officer from the OPD marine unit to patrol the Port and estuary via water. This officer is in the special operations division, marine unit. The assigned work hours are typically Tuesday-Friday, daytime. This officer does water patrol and oversees maintenance of four police boats and two jet skis which are docked at the base of Water Street, in the Jack London Square area of the Oakland estuary. This marine officer also assists the commercial enforcement officer on an as-needed basis. Funding to pay for this police officer is provided by the Port of Oakland.

Port of Oakland Staff

The Port of Oakland has a department of Port Security which coordinates regularly with OPD and which provides security guards at the Port. In addition to OPD enforcing parking regulations at the Port, Port staff referred to as Wharfingers also have the authority to issue tickets to illegally parked commercial trucks and unattached trailers.

For information on the number of parking tickets issued in 2017 at the Port of Oakland, see section 4 of this technical memorandum.

For information on the parking regulations that apply to trucks and unattached trailers at the Port and in West Oakland see the Truck Parking Technical Memorandum in the Appendix.

Enforcement of parking regulations and truck routes in West Oakland

Oakland Department of Transportation

Enforcement of parking regulations in West Oakland is done primarily by the Parking and Mobility Division of the Oakland Department of Transportation (DOT). Typically, two parking control technicians are assigned to West Oakland, Monday - Friday, with the authority to

¹ Frontage Road is located immediately east of I-880 between 7th St. and West Grand Avenue.

issue parking tickets to illegally trucks and unattached trailers, as well as cars. Parking control technicians can also be assigned to night and weekend enforcement. DOT parking control technicians do not have authority to issue moving violations.

Oakland Police Department

OPD also has the authority to issue tickets to illegally-parked trucks, unattached trailers and cars in West Oakland as does so as staff time allows. Additionally, the Alameda County Sheriff occasionally issues parking tickets in West Oakland.

For information on the number of parking tickets issued in 2017 in West Oakland including in the 3rd St./5th St. near Adeline St. industrial area, see Section 4 of this technical memorandum.

For information on the parking regulations that apply to trucks and unattached trailers in West Oakland see the Truck Parking Technical Memorandum in the Appendix.

OPD has the sole authority to issue moving violations to truck drivers who are not on the Truck Routes in West Oakland. However, trucks are permitted to leave the Truck Routes to reach a destination for loading and unloading goods, or to come and go from their place of business. Therefore, enforcement of the Truck Routes is not done by stopping trucks which are driving off the Truck Routes because trucks can drive off Truck Routes, including on Truck Prohibited Streets, to reach their destination. As a result, OPD advised that enforcing the use of the truck routes should be handled with a multi-faceted approach; refer to the Finding and Recommendations section of this memorandum.

3. COMMUNITY INPUT

Community input was collected continuously during the formulation of the TMP. This included multiple community outreach events and direct emails to City and Port staff. The community input received is documented in more detail in Stakeholder Comments Spreadsheet of the Appendix.

The highlights of the community input related to enforcement includes:

- Current enforcement of truck parking regulations and the use of the Truck Routes does not seem to be effective, or is not being done often enough, or truck and chassis parking is not illegal, because residents noted that there are a lot of trucks driving and a lot of unattached trailers parked in West Oakland.
- Parking control technicians don't seem to issue tickets in the industrial areas of West Oakland. The public asked if these staff are trained to issue tickets to commercial trucks and unattached trailers?

- Even if tickets are being issued, there doesn't seem to be enough staff enforcing parking regulations, nor enforcing the Truck Routes because trucks seem to be parking and driving in many parts of West Oakland. The public expressed that without enforcement, the parking regulations are moot.
- Unattached trailers/chassis are often parked in the industrial areas of West Oakland. Is this because there isn't enough enforcement or because it is not illegal to park these vehicles in the industrial areas?
- The community reported that trucks are often seen driving on streets which are not truck routes, in particular on 28th St. between Peralta St. and Mandela Parkway; Adeline St. between West Grand and 32nd St., and Magnolia Street between 28th and 30th Street.
- It's unclear how the public can report an illegally parked truck or unattached trailer.
- If the fine for illegal parking was higher, it would probably be more of a deterrent.

4. ANALYSIS OF PARKING ENFORCEMENT IN 2017

Data for parking tickets issued in West Oakland and at the Port of Oakland in 2017 was analyzed to evaluate what type and how many commercial parking citations are issued, and where such violations occur. The data base was provided by the City's Parking and Mobility Division.

In 2017, approximately 315,000 parking tickets were issued throughout Oakland of which approximately 33,000 were issued in West Oakland and at the Port. Of the 33,000 parking tickets issued in West Oakland and at the Port, the vast majority were issued to illegally-parked cars, not trucks. Approximately 450 tickets were issued for commercial parking violations at the Port of Oakland and approximately 260 tickets were issued for commercial parking violations in West Oakland.

Parking regulations are contained in the Oakland Municipal Code (OMC) and in the California Vehicle Code (CVC). Commercial parking violations in West Oakland and at the Port occur primarily in the following categories:

- Parking of unattached trailers in locations where it is prohibited and signs are posted (OMC 10.28.160)
- No Parking anytime and no parking at red curbs (OMC 10.28.250 and 10.40.020)
- No Parking at certain hours in locations where it is prohibited and signs are posted (OMC 10.28.240).

See attached tables for detailed data on parking citations issued to commercial vehicles in 2017 in West Oakland and at the Port of Oakland.

Analysis of the parking regulations in the OMC, the data on parking citations and input from OPD and DOT shows the following:

- a. Parking regulations seem to be adequately enforced at the Port. Numerous parking citations were issued by the OPD commercial officer and by the Port Wharfingers, particularly for parking of unattached trailers and for no parking anytime at red curbs.
- b. In West Oakland, truck drivers seem to know that commercial trucks and unattached trailers cannot park in the residential areas because only two tickets for parking such vehicles in the residential areas of West Oakland were issued in 2017.
- c. Trucks can legally park for up to 72 hours in the industrial and commercial area of West Oakland, unless prohibit by the City Council and signs posted. The City Council has prohibited truck parking on very few street in industrial West Oakland and the streets where truck parking is prohibited are primarily limited to the industrial area near 3rd and 5th St. between Adeline St. and Market Street. Citations were issued on this area for no parking at certain hours, including no overnight parking 7pm to 6am, but overall, very few tickets were issued to trucks for parking in the industrial and commercial areas because on most all of streets in the industrial and commercial areas truck parking is legal, including overnight parking.
- d. Unattached trailers can be legally parked in the industrial and commercial area of West Oakland, unless prohibited by the City Engineer and signs posted. The City Engineer has prohibited parking of unattached trailers on some of the industrial and commercial streets and citations were issued for unattached trailers on 3rd and 5th Streets near Adeline St. but very few citations were issued in the other industrial areas of West Oakland because it is legal to park unattached trailers on most of these streets.
- e. The perceived lack of enforcement could actually be that it is legal to park trucks and unattached trailers in many of the locations where people see them.
- f. OPD and DOT advised that relying on signs to communicate where parking of unattached trailers is prohibited is not the most effective method. Signs get vandalized or removed which creates a problem for enforcement, resulting in tickets not being issued (because signs are not in place) and in contested tickets. OPD and DOT both recommend that the OMC be changed so that parking of unattached trailers is not allowed, regardless of signage, or that such parking is not allowed from 7pm to 7am, so that unattached trailers cannot be parked on city streets overnight. Then communicate the new parking regulations through outreach to the truck drivers, followed by enforcement.

- g. OPD and DOT advise that enforcement of the current parking regulations should focus on the residential/industrial edges, where industrial uses are close to residential uses.

5. CONCLUSIONS

Based on review of existing enforcement actions, data, and community input, the following can be concluded:

- a. It is not illegal to park a commercial truck or an unattached trailer in most of the industrial areas of West Oakland. Therefore, parking tickets are not issued on streets where such parking is allowed. If the goal is to have fewer trucks and unattached trailers parked on the streets in the industrial and commercial areas, the solution is not only to improve enforcement but also for the City Council and City Engineer to designate more streets as prohibited to parking of commercial vehicles or to change the parking regulations to cover the industrial and commercial areas of West Oakland instead of specific streets.
- b. There are streets in the industrial areas of West Oakland where parking of unattached trailers is prohibited yet few tickets are issued in these locations. This could be the result of vandalized/removed signs such that it is not clear that parking is illegal in these locations, or it could be the result of parking control technicians not knowing how to issue a ticket to this type of vehicle or believing that such ticketing is ineffective.
- c. In residential areas of West Oakland very few parking tickets were issued to commercial vehicles (only two tickets were issued in 2017) indicating that truck drivers know that it is prohibited to park in residential areas.
- d. At the Port of Oakland, numerous parking tickets were issued by the OPD commercial officer and by the Port Wharfingers. Parking regulations seem to be adequately enforced on the public streets in the Port.

Based on these conclusions, the following recommendations are being made related to enforcement of parking regulations and enforcement of truck movement.

Recommendations related to enforcement of truck parking regulations

- Change the City's parking regulations so that it is prohibited to park trucks and unattached trailers in more areas of commercial and industrial West Oakland. If the intention is to have fewer trucks and trailers parked in the industrial and commercial areas, then the regulations should be changed so that such restrictions are not dependent on designation of specific streets by the City Engineer or City Council, nor dependent on signs.

- Improve training of parking control technicians for issuing parking tickets to commercial vehicles. This should include specific training on truck parking regulations, cross training between OPD and DOT parking control technicians, training on how to issue tickets to unattached trailers, and increased enforcement of commercial parking regulations at night and on weekends.
- Improve communication with truck drivers regarding the City's parking regulations, the availability of parking at the Port of Oakland and at the former Oakland Army Base, and the numerous locations for returning unattached trailers.
- Improve communication with the public so that residents and businesses in West Oakland know the City's parking regulations related to commercial vehicles, as well as know how to report parking violations.

Recommendations related to enforcement of truck movement

- Improve communication with truck drivers regarding the location of, and the requirement to use, the Truck Routes.
- Reduce the need for enforcement by improving signage along the truck routes to help drivers identify and remain on Truck Routes.
- Work with industrial businesses to determine the appropriate routes for trucks to access their businesses especially the portion that of the delivery that occurs off the truck routes;
- Undertake spot checks and enforcement activities at key locations off the truck routes especially in residential areas, near schools, and where industrial uses are located close to residential uses.

Attachments

Parking Citations in West Oakland – 2017 – Issued to commercial trucks and unattached trailers

Parking Citations at the Port of Oakland – 2017 - Issued to commercial trucks and unattached trailer

Parking Citations in West Oakland - 2017 Issued to Commercial Trucks & Unattached Trailers

Excludes tickets issued at the Port of Oakland & excludes all non-commercial parking tickets

Source: OaklandDOT Parking Enforcement Division
Filtered by Eliezer Mendoza
Planning and Building Dept. City of Oakland
9/20/2018

Quantity	Parking Code	Type of Violation
8	OMC 10.16.110	Obedience to Signs & Barriers/3 Hour Zone (\$73)
2	OMC 10.28.120	Commercial Vehicle in Residential Area (\$273)
66	OMC 10.28.160	Unattached Trailer (\$93)
75	OMC 10.28.240	No Parking Certain Hours - typically 7pm to 6am (\$73)
11	OMC 10.28.250	No Parking Anytime (\$73)
1	OMC 10.40.020A1	No Parking-Red Zone (\$83)
1	OMC 10.40.060	No Parking-Yellow Zone (\$83)
2	OMC 10.40.100	No Parking Bus Stop (\$45)
22	CVC 22500	No Parking (\$43)
33	CVC 4000A/A1	No Valid Registration (\$73)
31	CVC 5200	No Current Tags (\$83)
7	NO VIOL	No Violation-warning given

TOTAL: 259 in 2017

Notes: a. OMC= Oakland Municipal Code c. Tickets were issued by OPD Officer Hewison (8339T) e. Tickets were also issued by OAK DOT parking control technicians
b. CVC= California Vehicle Code d. Tickets were issued by Alameda County Sheriff (020961- 02124)

Ticket Number	Date	Time	Violation Code	Violation Desc	Street No	Street Name	Street Suffix	Fine Amount	Badge #
1 809343744	2/13/2017	11:40	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
2 809343755	2/13/2017	11:44	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
3 809343766	2/13/2017	11:48	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
4 809343777	2/13/2017	11:50	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
5 837315622	2/14/2017	11:51	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
6 843341477	5/23/2017	12:56	NO VIOL	NO VIOL	1000	3RD	ST	---	8339T
7 843341136	2/21/2017	11:25	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
8 843675525	6/6/2017	12:38	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
9 843675679	7/10/2017	10:10	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T

10	843675690	7/17/2017	10:25	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
11	809344008	9/19/2017	09:38	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
12	843652799	11/6/2017	08:27	10.28.160	UNATTACHED	1000	3RD	ST	\$93	8339T
13	843341455	5/23/2017	12:42	22500.E	NO PARKING	1050	3RD	ST	\$88	8339T
14	843341466	5/23/2017	12:52	10.40.060	NO PARKING	1050	3RD	ST	\$83	8339T
15	809343513	1/4/2017	10:40	10.28.160	UNATTACHED	1050	3RD	ST	\$93	008339
16	843652766	11/1/2017	11:46	4000A	NO VALID R	1050	3RD	ST	\$73	8339T
17	843341444	5/23/2017	---	NO VIOL	NO VIOL	1050	3RD	ST	---	8339T
18	843341488	5/23/2017	13:00	NO VIOL	NO VIOL	1050	3RD	ST	---	8339T
19	843341499	5/23/2017	13:01	NO VIOL	NO VIOL	1050	3RD	ST	---	8339T
20	843652821	11/8/2017	00:21	5200.A	LICENSE PL	1100	3RD	ST	\$93	8339T
21	809343810	2/15/2017	14:13	10.16.110	OBEDIENCE	1000	5TH	ST	\$73	8339T
22	809343821	2/15/2017	14:15	10.16.110	OBEDIENCE	1000	5TH	ST	\$73	008339
23	809343832	2/15/2017	14:15	10.16.110	OBEDIENCE	1000	5TH	ST	\$73	8339T
24	809343854	2/15/2017	14:24	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
25	809343865	2/15/2017	14:27	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
26	809343876	2/15/2017	14:25	10.28.160	UNATTACHED	1000	5TH	ST	\$93	008339
27	843675536	6/6/2017	12:44	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
28	843675547	6/6/2017	12:44	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
29	843675558	6/6/2017	12:47	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
30	843675712	7/17/2017	13:04	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
31	843675723	7/17/2017	13:05	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
32	843675734	7/17/2017	13:10	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
33	843651512	11/15/2017	11:53	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
34	843651534	11/15/2017	12:00	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
35	843651545	11/15/2017	12:01	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
36	843651633	11/16/2017	09:29	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
37	843651655	11/16/2017	09:33	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
38	843652843	11/8/2017	10:40	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
39	843652986	11/15/2017	11:45	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
40	843652997	11/15/2017	11:45	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
41	843651501	11/15/2017	11:52	5204.A	CURRENT TA	1000	5TH	ST	\$83	8339T
42	843651523	11/15/2017	11:59	4000A1	NO VALID R	1000	5TH	ST	\$73	8339T
43	843651611	11/16/2017	09:12	4000A1	NO VALID R	1000	5TH	ST	\$73	8339T

44	843651622	11/16/2017	09:25	4000A1	NO VALID R	1000	5TH	ST	\$73	8339T
45	843652854	11/8/2017	10:43	4000A	NO VALID R	1000	5TH	ST	\$73	8339T
46	838618990	6/27/2017	11:55	10.16.110	OBEDIENCE	1050	5TH	ST	\$73	8339T
47	843675602	6/28/2017	08:53	10.16.110	OBEDIENCE	1050	5TH	ST	\$73	8339T
48	843675789	7/14/2017	13:15	10.16.110	OBEDIENCE	1050	5TH	ST	\$73	8339T
49	843675569	6/27/2017	11:55	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
50	843675570	6/27/2017	11:58	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
51	843675580	6/27/2017	12:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
52	843675613	6/28/2017	08:55	10.28.160	UNATTACHED	1050	5TH	ST	\$93	08339T
53	843675855	7/27/2017	11:20	5204.A	CURRENT TA	1050	5TH	ST	\$83	8339T
54	843675624	6/28/2017	09:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	08339T
55	843675778	7/18/2017	13:16	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
56	843675790	7/18/2017	13:15	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
57	843675900	8/1/2017	13:00	4000A1	NO VALID R	1050	5TH	ST	\$73	8339T
58	843675800	7/19/2017	12:03	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
59	843675932	8/1/2017	13:10	4000A1	NO VALID R	1050	5TH	ST	\$73	8339T
60	843675811	7/27/2017	11:11	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
61	843675822	7/27/2017	11:11	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
62	843675833	7/27/2017	11:13	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
63	843675844	7/27/2017	11:17	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
64	843675877	8/1/2017	12:57	10.28.160	UNATTACHED	1050	5TH	ST	\$93	008339
65	843675888	8/1/2017	13:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
66	843675900	8/1/2017	13:00	4000A1	NO VALID R	1050	5TH	ST	\$73	8339T
67	843675899	8/1/2017	13:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
68	843675932	8/1/2017	13:10	4000A1	NO VALID R	1050	5TH	ST	\$73	8339T
69	843675877	8/1/2017	12:57	10.28.160	UNATTACHED	1050	5TH	ST	\$93	008339
70	843675888	8/1/2017	13:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
71	843675899	8/1/2017	13:00	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
72	843675910	8/1/2017	13:05	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
73	843675910	8/1/2017	13:05	10.28.160	UNATTACHED	1050	5TH	ST	\$93	8339T
74	843675591	6/27/2017	12:10	10.16.110	OBEDIENCE	1650	5TH	ST	\$73	8339T
75	809343843	2/15/2017	14:15	10.28.160	UNATTACHED	1000	5TH	ST	\$93	8339T
76	1724645845	10/9/2017	20:32	10.28.160	UNATTACHED	1000	5TH	ST	\$93	000380
77	843675921	8/1/2017	13:13	10.28.160	UNATTACHED	1050	5TH	ST	\$93	83369T

78	843675921	8/1/2017	13:13	10.28.160	UNATTACHED	1050	5TH	ST	\$93	83369T
79	1724174653	7/25/2017	21:09	10.28.160	UNATTACHED	1100	5TH	ST	\$93	000380
80	1724175924	8/4/2017	21:28	10.28.160	UNATTACHED	1100	5TH	ST	\$93	000380
81	1724293303	8/15/2017	21:19	10.28.160	UNATTACHED	1100	5TH	ST	\$93	000380
82	1724426115	8/21/2017	21:31	10.28.160	UNATTACHED	1100	5TH	ST	\$93	000380
83	1724645414	10/5/2017	21:15	10.28.160	UNATTACHED	1100	5TH	ST	\$93	000380
84	1724427913	9/5/2017	21:20	10.28.160	UNATTACHED	1000	5TH	ST	\$93	000380
85	1722569984	1/31/2017	03:58	10.28.240	NO PARKING	571	5TH	ST	\$66	000051
86	1723364300	4/11/2017	04:19	10.28.240	NO PARKING	571	5TH	ST	\$66	000049
87	1723808181	6/6/2017	03:57	10.28.240	NO PARKING	571	5TH	ST	\$66	000049
88	1724250323	7/25/2017	03:43	10.28.240	NO PARKING	577	5TH	ST	\$66	000049
89	1722503952	1/19/2017	03:30	10.28.240	NO PARKING	581	5TH	ST	\$66	000049
90	1722503963	1/19/2017	03:32	10.28.240	NO PARKING	581	5TH	ST	\$66	000049
91	1724328760	8/3/2017	04:13	10.28.240	NO PARKING	581	5TH	ST	\$66	000049
92	1724328745	8/3/2017	04:07	10.28.240	NO PARKING	583	5TH	ST	\$66	000049
93	1722503812	1/19/2017	00:51	10.28.240	NO PARKING	655	5TH	ST	\$66	000049
94	1724998343	10/24/2017	19:25	10.28.240	NO PARKING	1001	5TH	ST	\$66	000383
95	1724998354	10/24/2017	19:27	10.28.240	NO PARKING	1001	5TH	ST	\$66	000383
96	1724999916	11/1/2017	20:47	10.28.240	NO PARKING	1057	5TH	ST	\$66	000383
97	1723852896	6/1/2017	13:06	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
98	1723852900	6/1/2017	13:08	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
99	1723852911	6/1/2017	13:09	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
100	1723852896	6/1/2017	13:06	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
101	1723852900	6/1/2017	13:08	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
102	1723852911	6/1/2017	13:09	10.28.240	NO PARKING	1100	5TH	ST	\$66	000017
103	1723854064	6/8/2017	14:07	10.28.240	NO PARKING	1100	5TH	ST	\$66	000042
104	1725335253	11/30/2017	13:27	10.28.240	NO PARKING	1200	5TH	ST	\$66	000017
105	1725477902	12/21/2017	12:40	10.28.240	NO PARKING	1200	5TH	ST	\$66	000017
106	1725566286	12/28/2017	12:54	10.28.240	NO PARKING	1200	5TH	ST	\$66	000017
107	D710101	1/24/2017	11:51	22507.8C	DISABLED P		7TH	ST	\$371	020428
108	D710102	1/24/2017	12:02	22500	IMPROPER P		7TH	ST	\$113	020428
109	D710103	1/24/2017	12:10	22500	IMPROPER P		7TH	ST	\$113	021526
110	D767726	1/24/2017	11:50	22500.F	NO PARKING		7TH	ST	\$103	021526
111	D767727	1/24/2017	12:20	4000A1	NO VALID R		7TH	ST	\$73	021526

112	D767728	1/24/2017	12:35	4000A1	NO VALID R		7TH	ST	\$73	021526
113	D767729	1/24/2017	12:45	22500	IMPROPER P		7TH	ST	\$113	021526
114	D767730	1/24/2017	12:50	NO VIOL	NO VIOL		7TH	ST	---	020428
115	D767731	1/24/2017	12:50	22500	IMPROPER P		7TH	ST	\$113	021526
116	D767732	1/24/2017	01:00	22500	IMPROPER P		7TH	ST	\$113	021526
117	D767733	1/24/2017	01:05	22500	IMPROPER P		7TH	ST	\$113	021526
118	D767734	1/24/2017	01:04	4000A1	NO VALID R		7TH	ST	\$73	020428
119	J113607	2/10/2017	12:45	4000A	NO VALID R		7TH	ST	\$73	020949
120	J113608	2/10/2017	12:50	4000A	NO VALID R		7TH	ST	\$73	020949
121	J114116	2/12/2017	01:00	5204.A	CURRENT TA		7TH	ST	\$83	020447
122	J114117	2/12/2017	01:05	5204.A	CURRENT TA		7TH	ST	\$83	020447
123	J114118	2/12/2017	01:15	5204.A	CURRENT TA		7TH	ST	\$83	020447
124	J114119	2/12/2017	01:20	5204.A	CURRENT TA		7TH	ST	\$83	020447
125	J076534	9/8/2017	08:30	5204.A	CURRENT TA		7TH	ST	\$83	020961
126	J076535	9/8/2017	08:40	5204.A	CURRENT TA		7TH	ST	\$83	020961
127	J076536	9/8/2017	08:50	5204.A	CURRENT TA		7TH	ST	\$83	020961
128	J076537	9/8/2017	09:00	5204.A	CURRENT TA		7TH	ST	\$83	020961
129	J076539	9/8/2017	09:20	5204.A	CURRENT TA		7TH	ST	\$83	020961
130	J114487	12/11/2017	01:00	4000A	NO VALID R		7TH	ST	\$73	020734
131	J114489	12/11/2017	01:22	4000A	NO VALID R		7TH	ST	\$73	020734
132	J114490	12/11/2017	01:35	4000A	NO VALID R		7TH	ST	\$73	020734
133	1724471641	9/6/2017	08:49	10.28.120	COMMERCIAL	1450	15TH	ST	\$273	000307
134	1723808811	6/19/2017	04:38	10.28.240	NO PARKING	345	ADELINE	ST	\$66	000049
135	1724293082	8/14/2017	20:10	10.40.020A1	NO PARKING	350	BRUSH	ST	\$83	000380
136	809343568	1/23/2017	13:08	10.16.110	OBEDIENCE	1900	CAMPBELL	ST	\$73	008339
137	843652645	9/20/2017	10:05	5204.A	CURRENT TA	2000	CAMPBELL	ST	\$83	8339T
138	843675866	8/1/2017	12:49	10.40.100	BUS TO PAR	300	CHESTNUT	ST	\$45	8339T
139	843675866	8/1/2017	12:49	10.40.100	BUS TO PAR	300	CHESTNUT	ST	\$45	8339T
140	843652535	9/19/2017	09:40	22502.A	RIGHT-HAND	300	CHESTNUT	ST	\$43	8339T
141	843652546	9/19/2017	09:40	4000A1	NO VALID R	300	CHESTNUT	ST	\$73	8339T
142	843652557	9/19/2017	09:12	22502.A	RIGHT-HAND	300	CHESTNUT	ST	\$43	8339T
143	843652568	9/19/2017	09:45	4000A1	NO VALID R	300	CHESTNUT	ST	\$73	8339T
144	843652579	9/19/2017	09:15	22502.A	RIGHT-HAND	300	CHESTNUT	ST	\$43	8339T
145	843652601	9/19/2017	10:00	4000A1	NO VALID R	300	CHESTNUT	ST	\$73	8339T

146	843651589	11/16/2017	09:00	22502.A	RIGHT-HAND	300	CHESTNUT	ST	\$43	8339T
147	843652810	11/6/2017	09:11	4000A1	NO VALID R	300	CHESTNUT	ST	\$73	8339T
148	843652832	11/8/2017	10:37	5204	CURRENT TA	300	CHESTNUT	ST	\$83	8339T
149	843652975	11/15/2017	11:40	22502.A	RIGHT-HAND	300	CHESTNUT	ST	\$43	8339T
150	843652612	9/19/2017	10:02	5200	LICENSE PL	300	CHESTNUT	ST	\$93	8339T
151	843675767	7/18/2017	13:13	22502.A	RIGHT-HAND	400	CHESTNUT	ST	\$43	8339T
152	843651567	11/15/2017	12:14	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
153	843651578	11/15/2017	12:15	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
154	843651688	11/16/2017	09:44	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
155	843651699	11/16/2017	09:47	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
156	843675646	6/28/2017	09:10	4000A	NO VALID R	400	FILBERT	ST	\$73	8339T
157	843675657	6/28/2017	09:13	4000A	NO VALID R	400	FILBERT	ST	\$73	8339T
158	843652876	11/8/2017	---	NO VIOL	NO VIOL	400	FILBERT	ST	---	8339T
159	843652887	11/8/2017	10:59	22502.A	RIGHT-HAND	400	FILBERT	ST	\$43	8339T
160	843651666	11/16/2017	09:37	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
161	843651677	11/16/2017	09:39	4000A1	NO VALID R	300	FILBERT	ST	\$73	8339T
162	1725056911	11/30/2017	21:16	10.28.160	UNATTACHED	300	FILBERT	ST	\$93	000347
163	1725273325	12/13/2017	21:11	10.28.160	UNATTACHED	300	FILBERT	ST	\$93	000380
164	1725273701	12/15/2017	20:18	10.28.160	UNATTACHED	300	FILBERT	ST	\$93	000380
165	1725400751	12/26/2017	21:04	10.28.160	UNATTACHED	300	FILBERT	ST	\$93	000380
166	1725400946	12/27/2017	20:17	10.28.160	UNATTACHED	300	FILBERT	ST	\$93	000380
167	1724174642	7/25/2017	20:45	10.28.240 ¹	NO PARKING	300	FILBERT	ST	\$66	000380
168	1724174863	7/27/2017	19:43	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
169	1724174874	7/27/2017	20:29	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
170	1724175095	7/31/2017	21:05	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
171	1724175294	8/1/2017	19:33	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
172	1724175294	8/1/2017	19:33	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
173	1724292113	8/7/2017	19:38	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
174	1724292415	8/9/2017	19:28	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
175	1724292625	8/10/2017	19:29	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
176	1724292850	8/11/2017	19:01	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
177	1724426933	8/28/2017	19:30	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
178	1724427165	8/29/2017	19:56	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
179	1724427272	8/30/2017	21:12	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380

180	1724427670	9/1/2017	19:15	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
181	1724427670	9/1/2017	19:15	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
182	1724581095	9/13/2017	19:21	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
183	1724581106	9/13/2017	19:23	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
184	1724581342	9/14/2017	19:14	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
185	1724581795	9/18/2017	20:31	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
186	1724582005	9/19/2017	20:17	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
187	1724644202	9/26/2017	19:10	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
188	1724644563	9/28/2017	19:14	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
189	1724644795	9/29/2017	20:06	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
190	1724696234	9/20/2017	19:07	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
191	1724696481	9/21/2017	20:06	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
192	1724171886	10/30/2017	19:08	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
193	1724420132	10/31/2017	21:13	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
194	1724644961	10/2/2017	19:07	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
195	1724645215	10/4/2017	21:06	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
196	1724645403	10/5/2017	20:03	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
197	1724646475	10/16/2017	19:10	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
198	1724646696	10/17/2017	19:57	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
199	1724420342	11/1/2017	21:18	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
200	1724420865	11/6/2017	19:08	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
201	1724421296	11/8/2017	19:22	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
202	1725151175	11/20/2017	19:17	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
203	1725151396	11/21/2017	19:28	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
204	1725151470	11/22/2017	19:11	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
205	1725151584	11/24/2017	19:21	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
206	1725151831	11/27/2017	20:20	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
207	1725272065	11/28/2017	20:19	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
208	1725272496	11/30/2017	21:19	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
209	1725272695	12/1/2017	19:52	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
210	1725272695	12/1/2017	19:52	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
211	1725272894	12/4/2017	21:15	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
212	1725273093	12/12/2017	19:39	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
213	1725273314	12/13/2017	19:45	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380

214	1725400095	12/19/2017	21:07	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
215	1725400305	12/20/2017	19:11	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
216	1725400530	12/21/2017	19:26	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
217	1725400736	12/26/2017	19:11	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
218	1725401160	12/28/2017	19:06	10.28.240	NO PARKING	300	FILBERT	ST	\$66	000380
219	837292995	11/8/2017	09:26	4000A1	NO VALID R	500	MAGNOLIA	ST	\$73	004788
220	837292907	11/7/2017	08:33	4000A1	NO VALID R	2400	MAGNOLIA	ST	\$73	004788
221	837292929	11/7/2017	09:54	5200.A	LICENSE PL	2513	MAGNOLIA	ST	\$93	004788
222	1723852955	6/1/2017	13:18	5204	CURRENT TA	500	MAGNOLIA	ST	\$83	000017
223	1723852955	6/1/2017	13:18	5204	CURRENT TA	500	MAGNOLIA	ST	\$83	000017
224	1725335286	11/30/2017	13:30	5204	CURRENT TA	500	MAGNOLIA	ST	\$83	000017
225	1723094645	3/30/2017	11:44	5204	CURRENT TA	501	MAGNOLIA	ST	\$83	000054
226	1723652044	5/5/2017	13:59	5204	CURRENT TA	501	MAGNOLIA	ST	\$83	000017
227	1723652066	5/5/2017	14:08	5204	CURRENT TA	501	MAGNOLIA	ST	\$83	000017
228	1725085611	11/3/2017	12:50	5204	CURRENT TA	501	MAGNOLIA	ST	\$83	000017
229	1725442353	12/15/2017	12:55	5204	CURRENT TA	501	MAGNOLIA	ST	\$83	000017
230	1722955824	3/23/2017	11:35	5204	CURRENT TA	601	MAGNOLIA	ST	\$83	000054
231	1722995466	3/10/2017	12:39	5204	CURRENT TA	601	MAGNOLIA	ST	\$83	000017
232	1724569910	9/15/2017	14:31	5204	CURRENT TA	2337	MAGNOLIA	ST	\$83	000017
233	1722724566	3/9/2017	13:14	5204	CURRENT TA	2634	MAGNOLIA	ST	\$83	000017
234	1722724533	3/9/2017	13:10	5204	CURRENT TA	2716	MAGNOLIA	ST	\$83	000017
235	1723094623	3/30/2017	11:37	22500.F	NO PARKING	501	MAGNOLIA	ST	\$103	000054
236	1724639895	9/19/2017	08:08	22500.F	NO PARKING	2700	MAGNOLIA	ST	\$103	000305
237	1725385756	12/19/2017	11:35	22500.F	NO PARKING	2715	MAGNOLIA	ST	\$103	000305
238	1724116376	7/12/2017	10:55	22500.F	NO PARKING	2725	MAGNOLIA	ST	\$103	000305
239	843675680	7/17/2017	09:30	10.28.250	NO PARKING	100	MARKET	ST	\$73	8339T
240	843652964	11/14/2017	11:55	10.28.250	NO PARKING	100	MARKET	ST	\$73	8339T
241	843652910	11/8/2017	12:25	NO VIOL	NO VIOL	200	MARKET	ST	---	8339T
242	1723629806	5/12/2017	13:23	10.28.250	NO PARKING	100	MARKET	ST	\$73	000295
243	1723722313	6/6/2017	13:08	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
244	1723722324	6/6/2017	13:09	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
245	1723722335	6/6/2017	13:10	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
246	1723722346	6/6/2017	13:11	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
247	1723722350	6/6/2017	13:12	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316

248	1723722361	6/6/2017	13:13	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
249	1723722372	6/6/2017	13:15	10.28.250	NO PARKING	50	MARTIN LUTHER KING JR WA		\$73	000316
250	1723917053	6/21/2017	15:05	10.28.250	NO PARKING	51	MARTIN LUTHER KING JR WA		\$73	000316
251	809312064	5/8/2017	11:12	4000A	NO VALID R	1400	POPLAR	ST	\$73	004871
252	809312020	4/27/2017	09:47	4000A	NO VALID R	1800	POPLAR	ST	\$73	004871
253	1725385815	12/19/2017	12:30	5200.A	LICENSE PL	2201	POPLAR	ST	\$93	000305
254	809271914	5/21/2017	10:00	22500	IMPROPER P	2300	POPLAR	ST	\$216	004798
255	1724556584	9/12/2017	16:27	5204	CURRENT TA	1925	UNION	ST	\$83	000020
256	1724556573	9/12/2017	16:24	22500.F	NO PARKING	1925	UNION	ST	\$103	000020
257	1724564811	9/6/2017	14:31	10.28.120	COMMERCIAL	1431	WEST	ST	\$273	000270
258	1723348060	4/14/2017	09:50	10.28.160	UNATTACHED	2000	WOOD	ST	\$93	000332
259	1723348071	4/14/2017	09:53	10.28.160	UNATTACHED	2000	WOOD	ST	\$93	000332

1 OMC 10.28.240: No parking certain hours. In this location, at 300 Filbert St., parking is prohibited from 7pm to 6am, so these tickers are for parking of commercial vehicles at night.

Parking Citations at the Port of Oakland - 2017 Issued to Commercial Trucks & Unattached Trailers

Excludes tickets issued in West Oakland & excludes all non-commercial parking tickets

Source: OaklandDOT Parking Enforcement Division
Filtered by Eliezer Mendoza
Planning and Building Dept. City of Oakland
9/20/2018

Citations were issued by OPD Commerical Police Officer Hewison and by Port of Oakland Wharfingers

Quantity	Parking Code	Type of Violation
2	OMC 10.16.110	Obedience to Signs & Barriers/3 Hour Zone (\$73)
304	OMC 10.28.160	Unattached Trailer (\$93)
45	OMC 10.28.250	No Parking Anytime (\$73)
55	OMC 10.40.020/A1	No Parking-Red Zone (\$83)
1	OMC 10.40.070	No Parking-White Zone (\$83)
16	CVC 22500	No Parking (\$43)
12	CVC 4000A/A1	No Valid Registration (\$73)
10	CVC5204.A	No Current Tags (\$83)
5	NO VIOL	No Violation - warning given

TOTAL: 450 in 2017

- Notes:
- a. Issued by Port of Oakland Wharfingers, Badge # 401067
 - b. Issued by OPD Officer Hewison, Badge # 8339 and 8339T
 - c. OMC = Oakland Municipal Code
 - d. CVC = California Vehicle Code

	Ticket Number	Date	Time	Violation Code	Violation Desc	Street No	Street Name	Street Suffix	Fine Amount	Badge #
1	843250188	1/13/2017	15:30	10.28.160	UNATTACHED	1154	14TH	ST	\$93	401067
2	816931929	2/6/2017	11:35	10.28.160	UNATTACHED	1154	14TH	ST	\$93	401067
3	809343799	2/15/2017	12:45	10.40.020	RED ZONE	2800	7TH	ST	\$83	8339T
4	809343800	2/15/2017	12:45	10.40.070	NO PARKING	2800	7TH	ST	\$83	8339T
5	809343898	2/16/2017	09:29	10.40.020	RED ZONE	2800	7TH	ST	\$83	8339T
6	843341169	2/21/2017	11:50	10.40.020A1	NO PARKING	2800	7TH	ST	\$83	8339T
7	843675668	6/28/2017	12:29	10.40.020A1	NO PARKING	2800	7TH	ST	\$83	8339
8	809343579	1/24/2017	12:01	10.40.020	RED ZONE	3000	7TH	ST	\$83	8339

9	809343689	2/7/2017	10:40	10.40.020	RED ZONE	3000	7TH	ST	\$83	8339T
10	809343690	2/7/2017	10:43	10.40.020	RED ZONE	3000	7TH	ST	\$83	008339
11	843250860	1/3/2017	10:30	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
12	843250870	1/3/2017	10:32	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
13	843250881	1/3/2017	14:30	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
14	843250892	1/3/2017	14:30	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
15	843250903	1/3/2017	14:35	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
16	843250199	1/13/2017	15:45	NO VIOL	NO VIOL		7TH	ST	---	401067
17	843341191	2/22/2017	10:53	10.28.160	UNATTACHED	2800	7TH	ST	\$93	8339T
18	D710101	1/24/2017	11:51	22507.8C	DISABLED P		7TH	ST	\$371	020428
19	D710102	1/24/2017	12:02	22500	IMPROPER P		7TH	ST	\$113	020428
20	D710103	1/24/2017	12:10	22500	IMPROPER P		7TH	ST	\$113	021526
21	D767726	1/24/2017	11:50	22500.F	NO PARKING		7TH	ST	\$103	021526
22	D767727	1/24/2017	12:20	4000A1	NO VALID R		7TH	ST	\$73	021526
23	D767728	1/24/2017	12:35	4000A1	NO VALID R		7TH	ST	\$73	021526
24	D767729	1/24/2017	12:45	22500	IMPROPER P		7TH	ST	\$113	021526
25	D767730	1/24/2017	12:50	NO VIOL	NO VIOL		7TH	ST	---	020428
26	D767731	1/24/2017	12:50	22500	IMPROPER P		7TH	ST	\$113	021526
27	D767732	1/24/2017	01:00	22500	IMPROPER P		7TH	ST	\$113	021526
28	D767733	1/24/2017	01:05	22500	IMPROPER P		7TH	ST	\$113	021526
29	D767734	1/24/2017	01:04	4000A1	NO VALID R		7TH	ST	\$73	020428
30	843250914	1/4/2017	11:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
31	843250970	1/5/2017	14:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
32	843250980	1/5/2017	14:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
33	843250991	1/5/2017	14:20	10.28.160	UNATTACHED		7TH	ST	\$93	401067
34	843250012	1/6/2017	09:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
35	843250023	1/6/2017	10:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
36	843250067	1/9/2017	15:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
37	843250078	1/9/2017	15:25	10.28.160	UNATTACHED		7TH	ST	\$93	401067
38	843250089	1/9/2017	15:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067
39	843250111	1/11/2017	13:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
40	843250155	1/12/2017	15:30	10.28.160	UNATTACHED		7TH	ST	\$93	401007
41	843250430	1/19/2017	10:35	10.28.160	UNATTACHED		7TH	ST	\$93	401067
42	843250452	1/19/2017	14:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067

43	816931577	1/20/2017	14:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
44	816931588	1/24/2017	15:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
45	816931599	1/24/2017	14:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
46	816931621	1/25/2017	09:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
47	816931632	1/25/2017	09:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
48	816931654	1/25/2017	10:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067
49	816931665	1/26/2017	10:05	10.28.160	UNATTACHED		7TH	ST	\$93	401067
50	816931731	1/31/2017	13:55	10.28.160	UNATTACHED		7TH	ST	\$93	401067
51	816931764	2/1/2017	10:25	10.28.160	UNATTACHED		7TH	ST	\$93	401067
52	816931808	2/1/2017	14:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
53	843249011	2/9/2017	10:40	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
54	816931819	2/1/2017	14:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
55	816931820	2/1/2017	14:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
56	816931841	2/1/2017	15:25	10.28.160	UNATTACHED		7TH	ST	\$93	401067
57	J113607	2/10/2017	12:45	4000A	NO VALID R		7TH	ST	\$73	020949
58	J113608	2/10/2017	12:50	4000A	NO VALID R		7TH	ST	\$73	020949
59	J114115	2/10/2017	01:20	22505.B	NO PARKING		7TH	ST	\$43	020949
60	J114116	2/12/2017	01:00	5204.A	CURRENT TA		7TH	ST	\$83	020447
61	J114117	2/12/2017	01:05	5204.A	CURRENT TA		7TH	ST	\$83	020447
62	J114118	2/12/2017	01:15	5204.A	CURRENT TA		7TH	ST	\$83	020447
63	J114119	2/12/2017	01:20	5204.A	CURRENT TA		7TH	ST	\$83	020447
64	843249110	2/14/2017	10:40	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
65	843249055	2/1/2017	15:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
66	816931764	2/1/2017	10:25	10.28.160	UNATTACHED		7TH	ST	\$93	401067
67	816931808	2/1/2017	14:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
68	816931819	2/1/2017	14:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
69	816931820	2/1/2017	14:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
70	816931841	2/1/2017	15:25	10.28.160	UNATTACHED		7TH	ST	\$93	401067
71	843249100	2/17/2017	10:37	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
72	843249055	2/1/2017	15:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
73	816931918	2/6/2017	11:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067
74	816931951	2/8/2017	13:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
75	816931962	2/8/2017	13:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
76	816931973	2/8/2017	13:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067

77	843249000	2/9/2017	09:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
78	843249066	2/10/2017	15:17	10.28.160	UNATTACHED		7TH	ST	\$93	401067
79	843249077	2/10/2017	15:20	10.28.160	UNATTACHED		7TH	ST	\$93	401067
80	843249088	2/10/2017	15:22	10.28.160	UNATTACHED		7TH	ST	\$93	401067
81	843249132	2/14/2017	15:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
82	843249187	2/16/2017	10:46	10.28.160	UNATTACHED		7TH	ST	\$93	401067
83	843249198	2/16/2017	10:48	10.28.160	UNATTACHED		7TH	ST	\$93	401097
84	843249209	2/16/2017	15:10	10.28.160	UNATTACHED		7TH	ST	\$93	401067
85	843249210	2/16/2017	15:10	10.28.160	UNATTACHED		7TH	ST	\$93	401067
86	843249231	2/16/2017	15:47	10.28.160	UNATTACHED		7TH	ST	\$93	401067
87	843249220	2/17/2017	15:15	10.28.160	UNATTACHED		7TH	ST	\$93	401076
88	843249242	2/17/2017	09:27	10.28.160	UNATTACHED		7TH	ST	\$93	401067
89	843249286	2/21/2017	14:28	10.28.160	UNATTACHED		7TH	ST	\$93	401067
90	843249297	2/21/2017	15:36	10.28.160	UNATTACHED		7TH	ST	\$93	401067
91	843249308	2/21/2017	15:49	10.28.160	UNATTACHED		7TH	ST	\$93	401067
92	843249319	2/21/2017	16:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
93	843248550	3/14/2017	09:30	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
94	843249320	2/21/2017	13:38	10.28.160	UNATTACHED		7TH	ST	\$93	401067
95	843249330	2/22/2017	13:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
96	843249341	2/22/2017	15:10	10.28.160	UNATTACHED		7TH	ST	\$93	401067
97	843249352	2/23/2017	15:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
98	843248857	2/27/2017	14:41	10.28.160	UNATTACHED		7TH	ST	\$93	401067
99	843249363	3/1/2017	11:05	10.28.160	UNATTACHED		7TH	ST	\$93	401067
100	843249374	3/1/2017	15:35	10.28.160	UNATTACHED		7TH	ST	\$93	401067
101	843249385	3/1/2017	15:38	10.28.160	UNATTACHED		7TH	ST	\$93	401067
102	843249495	3/1/2017	11:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067
103	843248505	3/10/2017	13:57	10.28.160	UNATTACHED		7TH	ST	\$93	401067
104	843248516	3/13/2017	13:18	10.28.160	UNATTACHED		7TH	ST	\$93	401067
105	843248527	3/13/2017	13:21	10.28.160	UNATTACHED		7TH	ST	\$93	401067
106	843248538	3/14/2017	09:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
107	843248560	3/15/2017	10:44	10.28.160	UNATTACHED		7TH	ST	\$93	401067
108	843248571	3/15/2017	10:47	10.28.160	UNATTACHED		7TH	ST	\$93	401067
109	843248582	3/15/2017	10:49	10.28.160	UNATTACHED		7TH	ST	\$93	401067
110	843248637	3/17/2017	13:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067

111	843248660	3/20/2017	11:36	10.28.160	UNATTACHED		7TH	ST	\$93	401067
112	843248670	3/20/2017	11:44	10.28.160	UNATTACHED		7TH	ST	\$93	401067
113	843248692	3/20/2017	15:37	10.28.160	UNATTACHED		7TH	ST	\$93	401067
114	843249451	3/9/2017	14:40	10.40.020A1	NO PARKING		7TH	ST	\$83	401067
115	843248703	3/20/2017	15:40	10.28.160	UNATTACHED		7TH	ST	\$93	401067
116	843248736	3/23/2017	13:28	10.28.160	UNATTACHED		7TH	ST	\$93	401067
117	843248758	3/24/2017	15:55	10.28.160	UNATTACHED		7TH	ST	\$93	401067
118	843248835	3/27/2017	13:50	10.28.160	UNATTACHED		7TH	ST	\$93	401067
119	843248879	3/27/2017	15:05	10.28.160	UNATTACHED		7TH	ST	\$93	401067
120	843248880	3/28/2017	09:41	10.28.160	UNATTACHED		7TH	ST	\$93	401067
121	843248901	3/30/2017	15:35	10.28.160	UNATTACHED		7TH	ST	\$93	401067
122	843249363	3/1/2017	11:05	10.28.160	UNATTACHED		7TH	ST	\$93	401067
123	843249374	3/1/2017	15:35	10.28.160	UNATTACHED		7TH	ST	\$93	401067
124	843249385	3/1/2017	15:38	10.28.160	UNATTACHED		7TH	ST	\$93	401067
125	843249418	3/2/2017	11:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
126	843249429	3/8/2017	14:53	10.28.160	UNATTACHED		7TH	ST	\$93	401067
127	843249430	3/8/2017	15:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
128	843249462	3/9/2017	15:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
129	843249473	3/10/2017	10:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
130	843249484	3/10/2017	10:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
131	843249495	3/1/2017	11:30	10.28.160	UNATTACHED		7TH	ST	\$93	401067
132	843248000	4/5/2017	15:11	10.28.160	UNATTACHED		7TH	ST	\$93	401067
133	843248010	4/5/2017	15:13	10.28.160	UNATTACHED		7TH	ST	\$93	401067
134	843248032	4/5/2017	15:49	10.28.160	UNATTACHED		7TH	ST	\$93	401067
135	843248043	4/5/2017	15:56	10.28.160	UNATTACHED		7TH	ST	\$93	401067
136	843248065	4/6/2017	09:47	10.28.160	UNATTACHED		7TH	ST	\$93	401067
137	843248076	4/6/2017	10:14	10.28.160	UNATTACHED		7TH	ST	\$93	401067
138	843248087	4/6/2017	10:29	10.28.160	UNATTACHED		7TH	ST	\$93	401067
139	843248098	4/6/2017	10:32	10.28.160	UNATTACHED		7TH	ST	\$93	401067
140	843248109	4/6/2017	10:36	10.28.160	UNATTACHED		7TH	ST	\$93	401067
141	843248110	4/6/2017	10:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
142	843248120	4/6/2017	10:59	10.28.160	UNATTACHED		7TH	ST	\$93	401067
143	843248131	4/6/2017	11:13	10.28.160	UNATTACHED		7TH	ST	\$93	401067
144	843248153	4/7/2017	13:27	10.28.160	UNATTACHED		7TH	ST	\$93	401067

145	843248241	4/11/2017	15:39	10.28.160	UNATTACHED		7TH	ST	\$93	401067
146	843248285	4/13/2017	10:39	10.28.160	UNATTACHED		7TH	ST	\$93	401067
147	843248395	4/27/2017	14:27	10.28.160	UNATTACHED		7TH	ST	\$93	401067
148	843248406	4/28/2017	14:52	10.28.160	UNATTACHED		7TH	ST	\$93	401067
149	843248417	4/28/2017	14:56	10.28.160	UNATTACHED		7TH	ST	\$93	401067
150	843248428	4/28/2017	15:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
151	843248439	4/28/2017	15:03	10.28.160	UNATTACHED		7TH	ST	\$93	401067
152	843248990	4/5/2017	15:08	10.28.160	UNATTACHED		7TH	ST	\$93	401067
153	843245513	5/8/2017	11:15	10.28.160	UNATTACHED		7TH	ST	\$93	401067
154	843245678	5/11/2017	15:17	10.28.160	UNATTACHED		7TH	ST	\$93	401067
155	843245689	5/11/2017	15:19	10.28.160	UNATTACHED		7TH	ST	\$93	401067
156	843248494	5/4/2017	15:23	10.28.160	UNATTACHED		7TH	ST	\$93	401067
157	843245876	6/7/2017	13:20	10.28.160	UNATTACHED		7TH	ST	\$93	401067
158	843675701	7/17/2017	12:39	22502.E	IMPROPER P		7TH	ST	\$43	004854
159	843246514	7/7/2017	13:57	10.28.160	UNATTACHED		7TH	ST	\$93	401067
160	843246525	7/7/2017	14:00	10.28.160	UNATTACHED		7TH	ST	\$93	401067
161	843246536	7/7/2017	14:22	10.28.160	UNATTACHED		7TH	ST	\$93	401067
162	843246547	7/7/2017	14:45	10.28.160	UNATTACHED		7TH	ST	\$93	401067
163	J076534	9/8/2017	08:30	5204.A	CURRENT TA		7TH	ST	\$83	020961
164	J076535	9/8/2017	08:40	5204.A	CURRENT TA		7TH	ST	\$83	020961
165	J076536	9/8/2017	08:50	5204.A	CURRENT TA		7TH	ST	\$83	020961
166	J076537	9/8/2017	09:00	5204.A	CURRENT TA		7TH	ST	\$83	020961
167	J076539	9/8/2017	09:20	5204.A	CURRENT TA		7TH	ST	\$83	020961
168	843246613	7/12/2017	15:03	10.28.160	UNATTACHED		7TH	ST	\$93	401067
169	843246756	7/21/2017	14:22	10.28.160	UNATTACHED		7TH	ST	\$93	401067
170	843246833	7/26/2017	15:27	10.28.160	UNATTACHED		7TH	ST	\$93	401067
171	J114487	12/11/2017	01:00	4000A	NO VALID R		7TH	ST	\$73	020734
172	J114488	12/11/2017	01:15	4000A1	NO VALID R		7TH	ST	\$73	020734
173	J114489	12/11/2017	01:22	4000A	NO VALID R		7TH	ST	\$73	020734
174	J114490	12/11/2017	01:35	4000A	NO VALID R		7TH	ST	\$73	020734
175	843246844	7/26/2017	15:29	10.28.160	UNATTACHED		7TH	ST	\$93	401067
176	843246855	7/26/2017	15:39	10.28.160	UNATTACHED		7TH	ST	\$93	401067
177	843246943	8/3/2017	13:55	10.28.160	UNATTACHED		7TH	ST	\$93	401067
178	843246987	8/8/2017	09:54	10.28.160	UNATTACHED		7TH	ST	\$93	401067

179	843250441	1/19/2017	10:40	10.28.160	UNATTACHED		7TH	ST	\$93	401067
180	843249044	2/10/2017	15:15	10.28.160	UNATTACHED		7TH	ST	\$93	000401
181	809343788	2/14/2017	10:34	10.40.020	RED ZONE	2800	7TH	ST	\$83	8339T
182	843248318	4/25/2017	08:37	10.28.160	UNATTACHED		8TH	ST	\$93	401067
183	843250122	1/17/2017	15:30	10.28.160	UNATTACHED		BATAAN	ROAD	\$93	401067
184	843248296	4/21/2017	15:17	10.28.250	NO PARKING		BATAAN	ROAD	\$73	401067
185	843248307	4/24/2017	15:00	10.28.250	NO PARKING		BATAAN	ROAD	\$73	401067
186	816931885	2/3/2017	10:00	10.28.160	UNATTACHED		BATAAN	ROAD	\$93	401067
187	843248549	3/14/2017	09:09	10.28.160	UNATTACHED		BATAAN	ROAD	\$93	401067
188	843249407	3/2/2017	10:06	10.28.160	UNATTACHED		BATAAN	ROAD	\$93	401067
189	843249440	3/8/2017	15:08	10.28.160	UNATTACHED		BATAAN	ROAD	\$93	401067
190	843341268	5/10/2017	12:38	4000A1	NO VALID R	200	BURMA	ROAD	\$73	8339T
191	843341279	5/10/2017	12:45	4000A1	NO VALID R	200	BURMA	ROAD	\$73	8339T
192	809343634	2/2/2017	11:25	10.40.020	RED ZONE	300	MARITIME	ST	\$83	008339
193	809343645	2/2/2017	11:28	10.40.020	RED ZONE	300	MARITIME	ST	\$83	008339
194	809343667	2/2/2017	11:31	10.40.020	RED ZONE	300	MARITIME	ST	\$83	008339
195	843341147	2/21/2017	11:32	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
196	843341158	2/21/2017	11:32	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
197	809343920	5/30/2017	10:52	10.40.020	RED ZONE	300	MARITIME	ST	\$83	8339T
198	809343931	5/30/2017	10:52	10.40.020	RED ZONE	300	MARITIME	ST	\$83	8339T
199	843341202	5/2/2017	12:27	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
200	843341213	5/2/2017	12:28	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
201	843341224	5/2/2017	12:29	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
202	843341235	5/2/2017	12:30	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
203	843341246	5/2/2017	12:31	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
204	843341257	5/2/2017	12:32	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339
205	843341280	5/15/2017	10:15	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
206	843341290	5/15/2017	10:15	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
207	843341301	5/15/2017	10:17	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
208	843341312	5/15/2017	10:18	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
209	843341323	5/15/2017	10:19	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
210	843341334	5/15/2017	10:20	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
211	843341345	5/15/2017	10:22	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
212	843341367	5/15/2017	10:25	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T

213	843341378	5/15/2017	10:27	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
214	843341389	5/15/2017	10:25	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
215	843341390	5/15/2017	10:38	10.40.020	RED ZONE	300	MARITIME	ST	\$83	8339T
216	843341500	6/1/2017	10:41	22502.A	RIGHT-HAND	300	MARITIME	ST	\$43	8339T
217	843341500	6/1/2017	10:41	22502.A	RIGHT-HAND	300	MARITIME	ST	\$43	8339T
218	843341356	5/15/2017	10:23	10.40.020A1	NO PARKING	300	MARITIME	ST	\$83	8339T
219	809343656	2/2/2017	11:30	10.40.020	RED ZONE	300	MARITIME	ST	\$83	8339
220	809343623	2/2/2017	11:25	10.40.020	RED ZONE	300	MARITIME	ST	\$83	0339T
221	809343678	2/2/2017	11:30	10.40.020	RED ZONE	300	MARITIME	ST	\$83	0339T
222	809343942	5/30/2017	10:55	10.40.020	RED ZONE	350	MARITIME	ST	\$83	8339T
223	809343953	5/30/2017	10:56	10.40.020	RED ZONE	350	MARITIME	ST	\$83	8339T
224	843249649	1/17/2017	08:40	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
225	843252388	2/14/2017	15:26	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
226	843249660	3/15/2017	09:00	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
227	843252399	2/14/2017	15:31	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
228	843252400	2/14/2017	15:35	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
229	843252410	2/14/2017	15:40	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
230	843249605	2/16/2017	09:35	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
231	843249616	2/16/2017	09:50	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
232	843249627	2/16/2017	10:00	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
233	843249638	2/16/2017	15:20	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
234	843249650	3/15/2017	09:00	10.28.250	NO PARKING	375	MARITIME	ST	\$73	400669
235	809343557	1/15/2017	13:03	22502.A	RIGHT-HAND	600	MARITIME	ST	\$43	008339
236	809343580	1/30/2017	12:26	22502.A	RIGHT-HAND	600	MARITIME	ST	\$43	008339
237	843341170	2/22/2017	08:35	22502.A	RIGHT-HAND	600	MARITIME	ST	\$43	9339T
238	843652953	11/14/2017	10:06	22502.A	RIGHT-HAND	650	MARITIME	ST	\$43	8339T
239	843652920	11/13/2017	11:47	10.28.250	NO PARKING	700	MARITIME	ST	\$73	8339T
240	809343535	1/9/2017	12:00	5204.A	CURRENT TA	1300	MARITIME	ST	\$83	007732
241	843249143	2/14/2017	15:35	10.28.160	UNATTACHED	375	MARITIME		\$93	401067
242	843249154	2/14/2017	15:40	10.28.160	UNATTACHED	375	MARITIME		\$93	401067
243	843250090	1/9/2017	15:45	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
244	843250100	1/9/2017	15:45	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
245	843250144	1/11/2017	15:40	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
246	843250177	1/13/2017	15:20	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067

247	843250200	1/13/2017	15:55	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
248	843249099	2/1/2017	15:30	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
249	843249099	2/1/2017	15:30	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
250	816931984	2/8/2017	13:45	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
251	816931995	2/8/2017	13:50	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
252	843249253	2/21/2017	10:21	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
253	843249264	2/21/2017	10:25	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
254	843248626	3/16/2017	08:37	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
255	843248780	3/24/2017	16:07	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
256	843248186	4/7/2017	15:08	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
257	843245722	5/18/2017	15:00	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
258	843245733	5/18/2017	15:03	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
259	843245931	6/30/2017	14:39	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
260	843245942	7/7/2017	10:39	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
261	843245953	7/7/2017	10:42	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
262	843245975	7/7/2017	10:49	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
263	843246701	7/18/2017	15:41	10.28.250	NO PARKING		MARITIME	ST	\$73	401067
264	843245986	7/7/2017	10:51	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
265	843246602	7/12/2017	14:53	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
266	843246624	7/14/2017	14:24	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
267	843246646	7/14/2017	14:46	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
268	843246657	7/14/2017	14:52	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
269	843246668	7/14/2017	15:10	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
270	843246712	7/19/2017	14:33	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
271	843247526	8/10/2017	14:42	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
272	843250133	1/11/2017	15:40	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
273	843250210	1/13/2017	16:00	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
274	843245964	7/7/2017	10:46	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
275	843245997	7/7/2017	10:54	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
276	843246635	7/14/2017	14:28	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
277	843250056	1/9/2017	12:45	10.28.160	UNATTACHED		MARITIME	ST	\$93	401067
278	843675514	6/6/2017	12:26	10.40.020A1	NO PARKING	1100	MIDDLE HARBOR		\$83	8339T
279	843675756	7/18/2017	12:55	10.16.110	OBEDIENCE	1100	MIDDLE HARBOR		\$73	8339T
280	843249704	7/10/2017	14:50	10.28.250	NO PARKING	1195	MIDDLE HARBOR	ROAD	\$73	400669

281	809343590	1/31/2017	08:40	4000A	NO VALID R	1500	MIDDLE HARB	ROAD	\$73	008339
282	843652898	11/10/2017	11:16	NO VIOL	NO VIOL	1500	MIDDLE HARB	ROAD	---	8339T
283	848902000	5/25/2017	15:52	10.40.020A1	NO PARKING	1500	MIDDLE HARB	ROAD	\$83	009120
284	843652909	11/8/2017	11:21	NO VIOL	NO VIOL	1700	MIDDLE HARB	ROAD	---	8339T
285	843249682	5/1/2017	14:50	10.28.250	NO PARKING	1717	MIDDLE HARB	ROAD	\$73	400669
286	843249682	5/1/2017	14:50	10.28.250	NO PARKING	1717	MIDDLE HARB	ROAD	\$73	400669
287	843341180	2/22/2017	10:45	10.40.020A1	NO PARKING	2700	MIDDLE HARBOR		\$83	8339T
288	837315633	2/14/2017	13:11	10.28.160	UNATTACHED	1700	MIDDLE HARB	ROAD	\$93	8339T
289	809343711	2/13/2017	11:10	10.28.160	UNATTACHED	1700	MIDDLE HARB	ROAD	\$93	008339
290	809343722	2/13/2017	11:17	10.28.160	UNATTACHED	2000	MIDDLE HARB	ROAD	\$93	008339
291	809343733	2/13/2017	11:20	10.28.160	UNATTACHED	2000	MIDDLE HARB	ROAD	\$93	8339T
292	843248220	4/11/2017	13:44	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
293	843250166	1/12/2017	15:40	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
294	816931555	1/19/2017	15:30	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
295	816931676	1/26/2017	11:15	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
296	816931698	1/27/2017	09:55	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
297	816931709	1/27/2017	13:30	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
298	816931742	1/31/2017	14:00	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
299	816931775	2/1/2017	11:30	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
300	816931775	2/1/2017	11:30	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
301	816931852	2/2/2017	14:10	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
302	816931863	2/2/2017	14:10	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
303	816931874	2/2/2017	14:20	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
304	816931896	2/3/2017	15:00	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
305	816931930	2/6/2017	15:45	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
306	816932006	2/8/2017	15:15	10.28.160	UNATTACHED		MIDDLE HARB	ROAD	\$93	401067
307	843249022	2/10/2017	11:40	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
308	843249033	2/10/2017	11:40	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
309	843249165	2/15/2017	14:12	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
310	843249275	2/21/2017	13:50	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
311	843249396	3/1/2017	15:52	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
312	843248593	3/15/2017	16:00	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
313	843248615	3/15/2017	16:06	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067
314	843248659	3/17/2017	14:42	10.28.160	UNATTACHED		MIDDLE HARBOR		\$93	401067

315	843248681	3/20/2017	15:26	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
316	843248714	3/22/2017	09:25	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
317	843248725	3/22/2017	15:09	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
318	843248769	3/24/2017	15:59	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
319	843248770	3/24/2017	16:00	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
320	843248791	3/24/2017	16:11	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
321	843248802	3/24/2017	16:24	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
322	843248813	3/27/2017	16:17	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
323	843248274	4/12/2017	14:35	NO VIOL	NO VIOL		MIDDLE HARBOR	---	401067
324	843248824	3/24/2017	16:20	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
325	843249396	3/1/2017	15:52	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
326	843245502	5/5/2017	09:32	10.40.020A1	NO PARKING		MIDDLE HARBOR	\$83	401067
327	843248021	4/5/2017	15:23	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
328	843248054	4/6/2017	09:36	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
329	843248219	4/10/2017	15:33	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
330	843248230	4/11/2017	13:48	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
331	843248263	4/11/2017	15:50	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
332	843248330	4/25/2017	15:07	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
333	843245700	5/15/2017	15:22	10.40.020A1	NO PARKING		MIDDLE HARBOR ROAD	\$83	401067
334	843245711	5/18/2017	11:22	10.40.020A1	NO PARKING		MIDDLE HARBOR ROAD	\$83	401067
335	843248440	4/28/2017	15:06	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
336	843245546	5/8/2017	13:20	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
337	843245557	5/8/2017	14:25	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
338	843245645	5/10/2017	15:42	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
339	843245656	5/10/2017	15:45	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
340	843248483	5/4/2017	13:55	10.40.020A1	NO PARKING		MIDDLE HARBOR	\$83	401067
341	843245667	5/10/2017	15:48	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
342	843245690	5/11/2017	15:48	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
343	843245744	5/19/2017	11:17	10.28.160	UNATTACHED		MIDDLE HARBOR ROAD	\$93	401067
344	843245788	6/1/2017	11:15	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
345	843248450	5/2/2017	14:39	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
346	843248461	5/2/2017	14:40	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
347	843248472	5/3/2017	11:27	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
348	843245788	6/1/2017	11:15	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067

349	843245854	6/6/2017	14:19	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
350	843245865	6/6/2017	15:24	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
351	843246503	7/7/2017	13:46	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
352	843246558	7/11/2017	14:34	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
353	843246591	7/12/2017	13:22	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
354	843249693	7/10/2017	14:45	10.28.250	NO PARKING		MIDDLE HARBOR	\$73	400669
355	843246679	7/14/2017	15:43	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
356	843246680	7/14/2017	15:43	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
357	843246723	7/20/2017	15:01	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
358	843246789	7/26/2017	14:39	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
359	843246790	7/26/2017	14:44	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
360	843246866	7/26/2017	15:43	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
361	843246932	8/1/2017	15:37	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
362	843246932	8/1/2017	15:37	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
363	843246954	8/4/2017	15:16	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
364	843246976	8/7/2017	15:08	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
365	843245634	5/10/2017	15:39	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
366	843248252	4/11/2017	15:47	10.28.160	UNATTACHED		MIDDLE HARBOR	\$93	401067
367	843652788	11/2/2017	08:27	10.16.110	OBEDIENCE	800	MOTOR POOL WAY	\$73	8339T
368	843245821	5/5/2017	15:27	10.28.250	NO PARKING		MURMANSK ST	\$73	401067
369	843248175	4/7/2017	14:56	10.28.160	UNATTACHED		MURMANSK ST	\$93	401067
370	843245810	5/5/2017	15:24	10.28.160	UNATTACHED		MURMANSK ST	\$93	401067
371	843248747	3/24/2017	15:09	10.28.250	NO PARKING		NAVY WAY	\$73	401067
372	843248868	3/27/2017	14:51	10.28.250	NO PARKING		NAVY WAY	\$73	401067
373	843248329	4/25/2017	08:42	10.28.250	NO PARKING		NAVY WAY	\$73	401067
374	843248890	3/29/2017	10:33	10.28.160	UNATTACHED		NAVY WAY	\$93	401067
375	843248164	4/7/2017	14:51	10.28.160	UNATTACHED		NAVY WAY	\$93	401067
376	843248351	4/27/2017	09:37	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
377	843248945	4/3/2017	15:00	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
378	843250045	1/9/2017	11:30	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
379	843250925	1/4/2017	11:20	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
380	843250936	1/4/2017	11:28	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
381	843250001	1/5/2017	14:50	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
382	843250034	1/6/2017	11:00	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067

383	843250221	1/17/2017	11:30	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
384	843250232	1/17/2017	11:30	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
385	816931511	1/19/2017	15:10	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
386	816931522	1/19/2017		10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
387	816931533	1/19/2017	15:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
388	816931544	1/19/2017	15:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
389	843250420	1/19/2017	10:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
390	843250474	1/19/2017	15:00	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
391	843250485	1/19/2017	15:05	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
392	843250496	1/19/2017	15:05	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
393	816931566	1/20/2017	11:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
394	816931610	1/24/2017	15:35	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
395	816931720	1/30/2017	14:00	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
396	816931753	1/31/2017	15:00	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401065
397	816931830	2/1/2017	15:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
398	816931830	2/1/2017	15:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
399	816931907	2/3/2017	15:20	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
400	843248340	4/27/2017	09:34	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
401	843248362	4/27/2017	09:39	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
402	843248373	4/27/2017	09:40	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
403	843248384	4/27/2017	09:42	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
404	843248912	4/3/2017	14:52	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
405	843248923	4/3/2017	14:55	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
406	843248934	4/3/2017	14:56	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
407	843248956	4/3/2017	15:02	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
408	843248967	4/3/2017	15:04	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
409	843248978	4/3/2017	15:05	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
410	843248989	4/3/2017	15:10	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
411	843245535	5/8/2017	11:28	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
412	843245568	5/10/2017	09:12	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
413	843245579	5/10/2017	09:14	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
414	843245580	5/10/2017	09:15	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
415	843245590	5/10/2017	09:17	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
416	843245601	5/10/2017	09:20	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067

417	843245612	5/10/2017	15:05	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
418	843245623	5/10/2017	15:07	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
419	843245755	5/19/2017	13:46	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
420	843245843	5/5/2017	15:49	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
421	843245799	6/2/2017	09:57	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
422	843245887	6/12/2017	11:33	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
423	843245898	6/14/2017	15:13	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
424	843245910	6/22/2017	10:25	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
425	843245766	6/1/2017	09:48	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
426	843245777	6/1/2017	09:52	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
427	843245832	5/5/2017	15:37	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
428	843245766	6/1/2017	09:48	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
429	843245777	6/1/2017	09:52	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
430	843246569	7/11/2017	14:52	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
431	843246570	7/11/2017	14:57	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
432	843246690	7/18/2017	15:23	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
433	843246734	7/20/2017	15:12	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
434	843246767	7/21/2017	14:30	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
435	843246811	7/26/2017	14:59	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
436	843246822	7/26/2017	14:35	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
437	843246877	7/27/2017	15:00	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
438	843246899	7/28/2017	14:46	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
439	843246900	7/28/2017	14:49	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
440	843246910	7/28/2017	14:53	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
441	843246921	7/28/2017	14:57	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
442	843246965	8/7/2017	14:53	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
443	843246998	8/8/2017	10:03	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
444	843247504	8/8/2017	10:08	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
445	843247515	8/9/2017	09:59	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067
446	843245920	6/28/2017	09:40	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
447	843246778	7/21/2017	14:33	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
448	843246888	7/27/2017	15:14	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
449	843248208	4/10/2017	15:11	10.28.160	UNATTACHED		OUTER HARBOR	\$93	401067
450	843246745	7/20/2017	15:15	10.28.250	NO PARKING		OUTER HARBOR	\$73	401067

NOTE: Tickets issued by Wharfingers at the Port of Oakland do not have street address number.

Typical locations for these violations are as follows:

Outer Harbor: tickets are typically issued inside a Maritime Terminal

Middle Harbor: tickets are typically issued across from Matson Terminal

7th St.: tickets are typically issued west of Maritime St.

Maritime St.: tickets are typically issued south of 7th St.

West
Oakland

**TRUCK
MANAGEMENT
PLAN**

APPENDIX E
Truck Background

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**



MEMORANDUM –TRUCK BACKGROUND

West Oakland Truck Management Plan

To: Richard Sinkoff/Port of Oakland

From: Andrea Gardner/Port of Oakland
Ralph Reynoso/Port of Oakland
Patricia McGowan/City of Oakland

Date: October 29, 2018
Revised March 14, 2019 and April 24, 2019

This appendix provides background information about the trucks that the Truck Management Plan addresses and other Port and City programs related to trucks. The Port and the City do not own or operate the trucks operating at the Port and Oakland Army Base (OAB). The trucks are owned and operated by motor carriers or independent owner-operator contractors.

Trucks Addressed by the TMP

The types of trucks and trailers that serve current and future Port and OAB facilities are shown in Figure 1. Facilities at the Port are served by bobtail trucks with or without a chassis and/or container. These trucks are used to pick up imported containers or to drop off export containers; trucks used for this purpose are called drayage trucks. In accordance with Port Ordinance 4112, drayage trucks must register with the Port’s Secure Truck Enrollment Program (STEP).

As of October 2018, approximately 9,000 drayage trucks are registered with the Port’s STEP program and serve Port facilities. Of these, up to approximately 3,000 may be in operation on any given day, with each driving one or more trips. A trip is defined as driving to and from the Port as a bobtail or while hauling a full container, empty container, or a bare chassis. The trips to and from the Port originate or end at warehouses or businesses in locations including West Oakland, East Oakland, San Leandro, Tracy, the Central Valley, Reno, and other parts of the United States.

Facilities at the City’s OAB may include non-Port uses and therefore may be served by any of the trucks shown in Figure 1.

Truck Resources at the Port and OAB

The Port and the City are required to provide 15 acres each of truck parking, which can be used for the parking of trucks, parking of containers, and for ancillary truck services, for a total of 30 acres. As of March 2019, the total area designated for Port parking exceeds 15 acres; the Port parking lots are approximately 75% filled on average. The City is working with Oakland Maritime Sport Services (OMSS) to provide its 15 acres on a site at the OAB. Currently, approximately 3 acres are being used as truck, container, and trailer parking and the additional 12 acres is being paved and prepared for operation. Figure 2 shows existing and planned parking areas at the Port and former OAB as of March 2019.



Other truck-related resources at the Port include a Customs Examination Station on Maritime Street, truck mechanics, a truck parts store, mobile food trucks, and portable restrooms so that truck drivers do not have to go into West Oakland for these services.

The Port is also in negotiations with a company to lease property in the Port area for the construction and operation of a new facility to provide fueling and other truck services, including convenience store, food vendors, business center, restrooms with showers, truck service bays, and overnight parking.

Truck Businesses in West Oakland

Port-related truck businesses and other truck-oriented businesses are located in the industrial and commercial districts of West Oakland. The Port and the City identified many of these businesses in 2018, as listed in Figure 3 and shown on Figure 4 (which shows all of West Oakland) and Figure 5 (which shows a closeup of the northwest portion of West Oakland). The black circles on Figures 4 and 5 show Port-related truck businesses and grey triangles show other truck-oriented businesses. White squares are unknown businesses that appear to use trucks. The numbers on the maps correspond to the numbers in Figure 3. The list and the maps are not intended to be a complete list of all truck-oriented businesses in West Oakland. In addition, because businesses relocate or close on a regular basis, the map and table may not reflect current conditions.

Other Port and City Truck-Related Programs

The Port and the City have several truck-related programs and initiatives that provide context for the TMP implementation. Some of these are described briefly below.

Previously Amended Truck Routes and Truck Prohibited streets in West Oakland

The Oakland Municipal Code (OMC) restricts and regulates truck circulation on City streets by establishing truck routes and truck prohibited streets. The City has been designating such routes in West Oakland for the past 30 years. Most recently, the City amended the truck routes in West Oakland in 2005, after a one-year community input process. The intention of the amendment was to reduce truck circulation in and around the residential areas of West Oakland. The primary changes were to remove Mandela Parkway (formerly Cypress Street), 7th Street from Union Street to Frontage Road, Peralta Street from 12th Street to West Grand Avenue and connecting local streets from the system of designated Truck Routes.

West Oakland Specific Plan

The City adopted the West Oakland Specific Plan (WOSP) in July 2014 as a guiding policy for future development in West Oakland. The WOSP establishes the City's land use policies and strategies for encouraging economic development, preserving residential neighborhoods and encouraging residential and commercial growth in "opportunity areas" identified in the WOSP.

The WOSP contains strategies related to truck traffic which focus on "reducing the adverse effects of freight-related truck traffic impacting West Oakland's residential neighborhoods." Specific policies include:



- Retain the truck routes necessary to serve Port activities but prohibit the designation of additional truck routes in West Oakland neighborhoods;
- Relocate truck parking and services out of West Oakland to sites at the Port and OAB;
- Enhance enforcement of truck routes and parking regulations with more staffing;
- Increase and improve signs that direct trucks and that prohibit truck parking;
- Post truck routes at places of business frequented by truck drivers; and
- Consider revising the OMC so there are more restrictions on where trucks can drive and park.

West Oakland Rezoning/OAB Rezoning

The City rezoned West Oakland in 2014 as one of the steps to implement the policies of the WOSP. The revised zoning code achieved four primary changes:

- retained residential zoning in the existing neighborhoods;
- created a commercial/industrial mixed zone intended to preserve and enhance industrial uses while also allowing office, retail, and research uses (housing is prohibited in these areas);
- created a zone where housing and commercial uses can mix and located this zone where it is often a buffer between the residential neighborhoods and the industrial areas; and
- restricted new truck yards and truck terminals to the industrial part of Jack London Square around Third Street from Union Street to Castro Street.

The City also introduced a new land use category called D-GI, Gateway Industrial Zoning District, for much of the OAB. This designation allows industrial uses, warehousing, storage, distribution activities, trucking parking, truck yards, and other truck-related uses and services.

Downtown Oakland Specific Plan (draft as of April 2019)

At the time of publication of this TMP, the City is preparing the Downtown Oakland Specific Plan (Downtown Plan). It should be noted that the study area of the Downtown Plan overlaps a portion of the area of West Oakland that was rezoned in 2014 and overlaps the same portion of the TMP study area, which is the area in the industrial part of Jack London Square around Third Street east of Brush Street. The Downtown Plan may consider revising or changing the industrial zoning east of Brush Street.

Port of Oakland Efficiency Task Force (PETF)

The Port Efficiency Task Force, started in 2013, meets quarterly to address productivity and efficiency improvements for shipping terminal operation. Participants include a diverse mix of industry supply chain stakeholders including cargo owners, chassis providers, customs brokers and freight forwarders, industry associations, labor organizations, motor carriers, shipping lines, and terminal operators. PETF recommendations have resulted in several improvements to Port operations, including:



- Night gates where some shipping terminals are open several times a week on a regular basis so that moving of containers on trucks and rail is not overly concentrated in the daytime;
- Appointment systems so truck drivers have specific time windows to enter shipping terminals, enabling the volume of peak container movement to be spread out and reducing waiting times, idling and congestion;
- Advocacy for use of tools that enable street turns, which is the exchange of empty intermodal containers between two drivers; this eliminates truck trips to the port and time wasted sitting in line to return an empty or to pick up an empty; and
- Free-Flow, a port terminal operation that speeds up delivery of import containers by discharging a group of containers belonging to larger beneficial cargo owners (BCOs) from the vessel and stacking them in a yard block; they are then delivered to truckers in order from the front of the pile, thus eliminating digging out and sidetracking of containers.

The Port and its tenants have pursued efficiency measures, in addition to PETF efforts. For example, the entry gates at the TraPac maritime terminal have been relocated and rebuilt along Maritime Street so that trucks queue on the terminal site, not on Maritime Street.

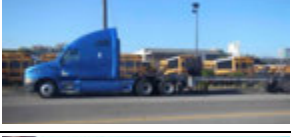

Trucker Work Group

The Oakland Truck Work Group (TWG) was established by the Port in 2007 as a forum for open dialogue between the Port and truck drivers about safe, secure, compliant and efficient trucking operations at the Port. Bi-monthly meetings are co-chaired by Port staff and the trucking industry to foster communication, collaboration and facilitate efficient goods movement at the Port. Approximately 50 people typically attend the bi-monthly meetings including truck drivers, licensed motor carriers, chassis providers, terminal operators, off-dock tenants, and other trucking industry representatives. This group works on “nuts and bolts” concerns of truck drivers.

Comprehensive Truck Management Plan (CTMP)/Maritime Air Quality Improvement Plan (MAQIP)

The Port initiated development of the Comprehensive Truck Management Plan (CTMP) in early 2007 through the establishment of a Technical Advisory Committee (TAC). The purpose of the CTMP, finalized in 2009, is to address air quality, safety and security, business and operations, and community issues associated with drayage trucks serving the Port. As part of implementing the CTMP, the Port has developed a truck registry for trucks serving the Seaport, supported compliance with truck-related regulations to reduce emissions of air pollutants, increased safety and security domain awareness, improved operational efficiencies, reduced traffic and congestion, and involved and educated stakeholders. Under the CTMP, the Port contributed \$5 million to provide grants to retrofit and/or replace trucks to meet the California Air Resources Board (CARB) emissions standards. The Port also provided truck parking and service facilities on Port property to alleviate the problem of trucks parking in West Oakland. Through the CTMP, the Port continued its efforts to address the impacts of trucks, years in advance of the start of the OAB redevelopment, which triggers the requirement for this West Oakland Truck Management Plan.

Figure 1: Vehicle Types and Port/Non-Port Classification

Photo	Vehicle Type	Description	Port/Non-Port Classification
	Bobtail Truck	Tractor only, no chassis or other attachments	Port vehicle if STEP stickers, CARB stickers, or RFID transponders were present
	Container Truck	Semi-truck with chassis and container	Port vehicle
	Truck with Chassis	Semi-truck with only the chassis	Port vehicle
	Chassis Only	Only the chassis, no tractor or container	Port vehicle
	Chassis with Container	Only the chassis and container, no tractor	Port vehicle
	Box Truck	Single-Unit Delivery Vehicle	Non-Port vehicle
	Standard Semi-Truck	Standard semi-truck with tractor and non-container trailer	Non-Port vehicle
	Standard Trailer	Standard semi-trailer without tractor and non-container trailer	Non-Port vehicle
	Other Heavy-Duty Trucks	All other trucks not fitting into the categories above (garbage trucks, dump trucks, etc.)	Non-Port vehicle

Source: Kittelson & Associates, Inc. from 2017 parking study by Kittelson and Associates

Figure 2: Off-Street Truck Parking Currently Available at the Port of Oakland and Oakland Army Base



Source: Created by Kittelson & Associates, Inc., 2018, data provided by Port of Oakland and the City of Oakland



Figure 3: List of Truck-Oriented Businesses in West Oakland

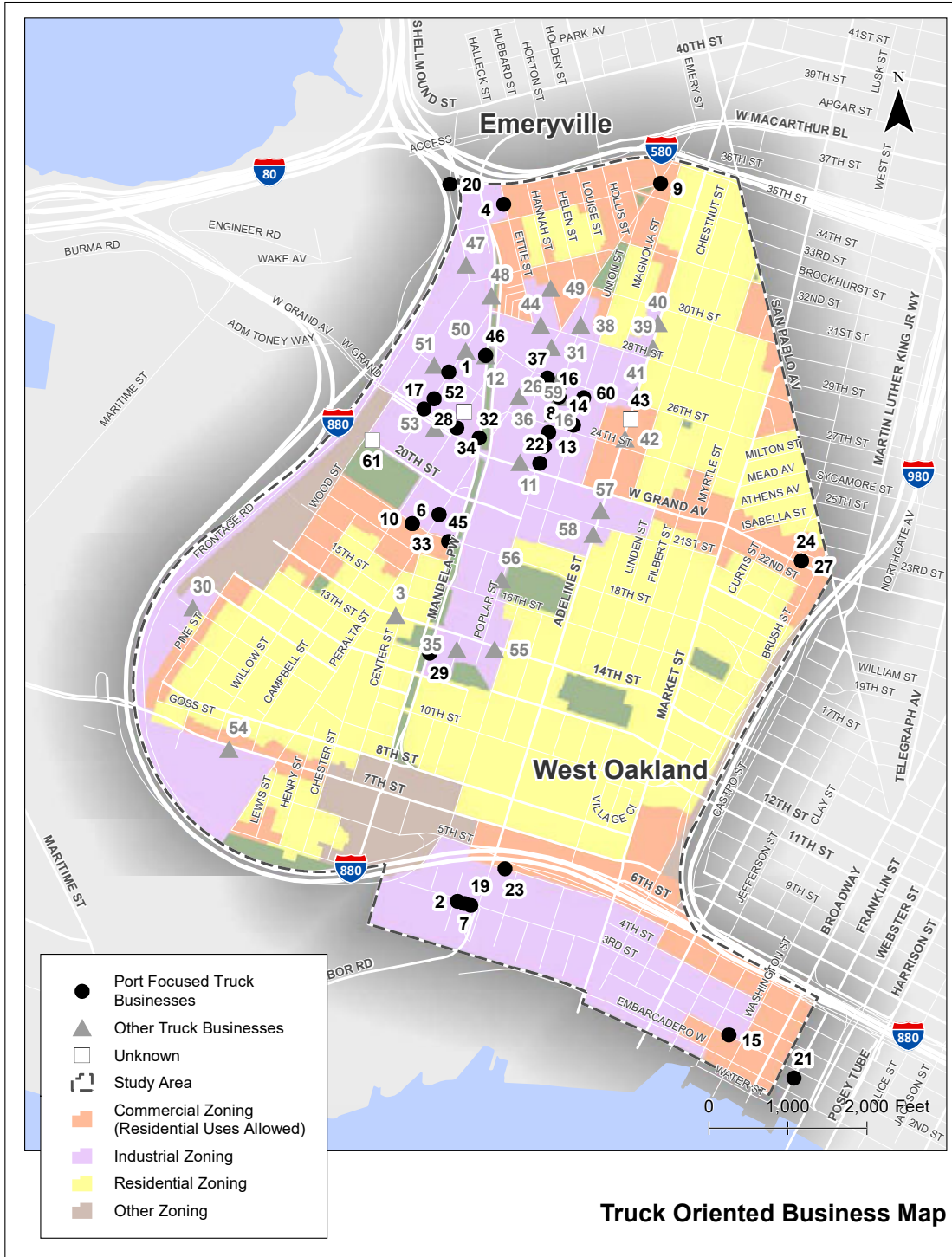
Map #	Business Name	Address
1	A.M.& S. TRANSPORTATION CO.	1700 24TH STREET
2	A.V. TRUCKING CO. INC.	1155 3RD ST, STE 300
3	ALL STAR MOVING & STORAGE	1468 14TH STREET
4	BAY AREA CONTAINER INCORPORATED	3427 ETTIE ST.
5	BOB A. LOUIE LOGISTICAL SERVICES, I	200 VICTORY CT [outside map boundary]
6	CADEMARTORI TRUCKING INC CDMI LOGISTICS, INC.	1833 PERALTA ST.
7	CARGOBAY TRUCKING	1155 3RD ST STE 200
8	CFN FUEL STATION	2236 POPLAR STREET
9	FAIRVIEW TRUCKING ALLIANCE	3426 PERALTA STREET
10	GREEN PRO TECH (aka Diesel Diagnostic Specialist)	1639 18TH STREET
11	IRON MOUNTAIN INFORMATION MANAGEMEN	1350 WEST GRAND AVENUE
12	JAYS SMALL MOVES LLC	2525 MANDELA PKWAY STE C
13	J&A TRUCK REPAIR	2300 POPLAR ST or 2221 UNION ST
14	J&O TIRES/SCALES	2401 UNION STREET
15	KAMAL TRUCKING CORP	526 2ND STREET
16	MATHESON MAIL TRANSPORTATION INC. MATHESON POSTAL SERVICES INC.	2500 POPLAR STREET
17	MUTUAL EXPRESS COMPANY	1700 WEST GRAND AVE
18	[deleted]	
19	NARAYAN'S TRUCKING INC.	1155 3RD ST STE 260
20	NATURAL LOGISTICS	BEACH STREET, EMERYVILLE
21	PORTILLO TRUCKING COMPANY	160 FRANKLIN STREET STE 102
22	QUINTERO TRUCKING CORPORATION	2270 POPLAR STREET
23	RINEHART OIL TRUCK FUELING STATION	1107 5th Street
24	S LINE TRANSPORTATION INC.	780 B WEST GRAND AVENUE
25	[deleted]	
26	SARONI FOOD SERVICES	1301 26TH ST
27	SUTTER TRANSPORTATION INC	780A WEST GRAND AVENUE
28	TIGHE DRAYAGE COMPANY, INC.	2230 WILLOW STREET
29	VA TRANSPORTATION	1340 Mandela Parkway
30	CALIFORNIA WASTE SOLUTIONS	1820 10TH STREET
31	CASS, INC	2730 PERALTA STREET
32	DUSTY & SONS TRUCK TIRE CENTER	2201 MANDELA PARKWAY
33	ISSA TRANSPORTATION SERVICES, LLC	1639 18TH STREET



Figure 3: List of Truck-Oriented Businesses in West Oakland

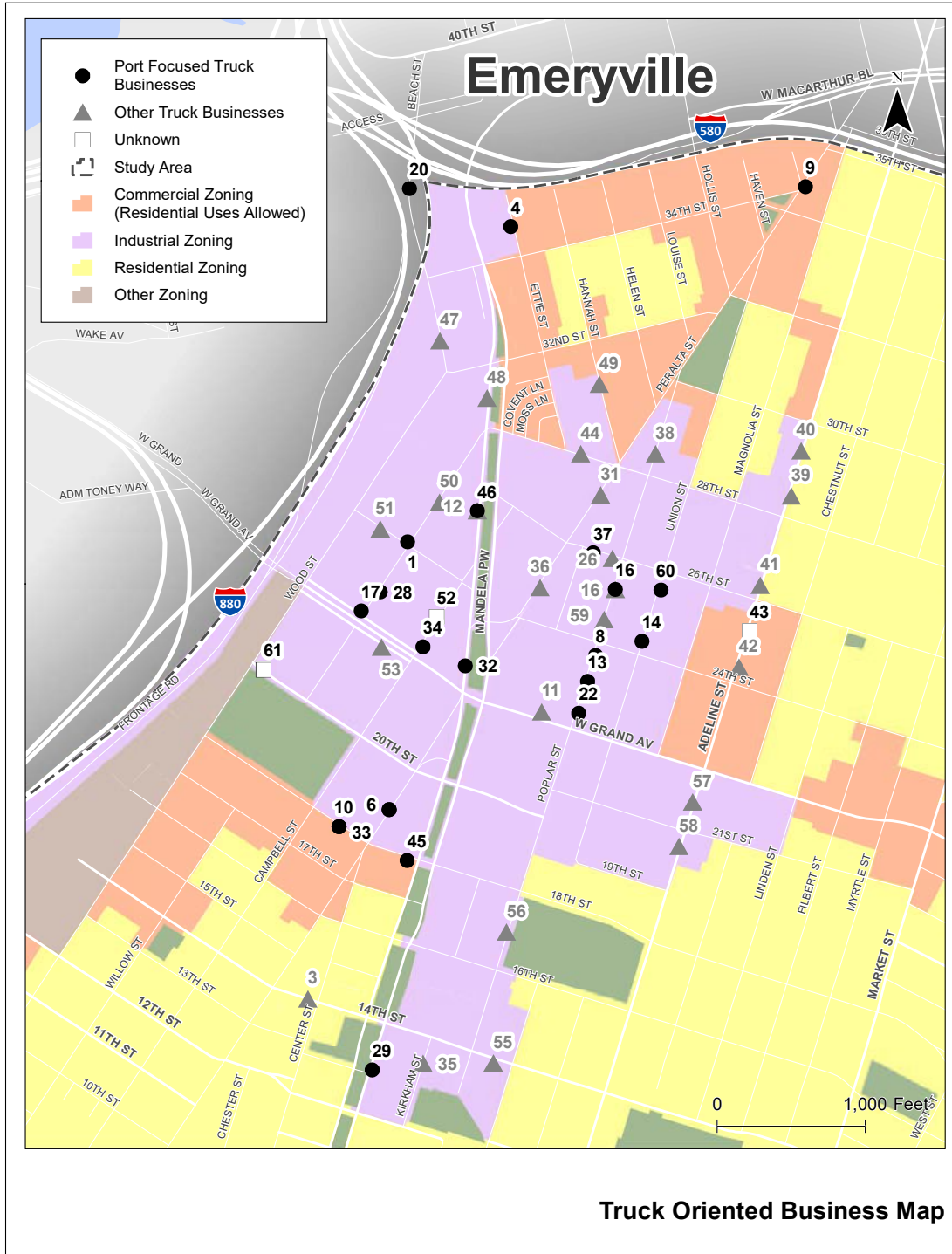
Map #	Business Name	Address
34	LANGE TRUCKING, INC	2226 CAMPBELL STREET
35	NATIONAL RECYCLING	1312 KIRKHAM COURT
36	CENTRAL CONCRETE SUPPLY	2400 PERALTA STREET
37	SEA SPLASH CARGO SERVICES	1301 26TH STREET
38	STARVING STUDENT MOVERS	2850 POPLAR STREET
39	HODO FOODS	2923 ADELINE STREET
40	MINDFUL DISTRIBUTION	2939 ADELINE STREET
41	FORM & REFORM	2601 ADELINE STREET #133
42	EASTSHORE CHARTER LINES	2400 ADELINE STREET
43	UNKNOWN (yard)	2500 ADELINE STREET
44	GRANITE EXPO WAREHOUSE PICKUP	1618 28TH STREET
45	JB TRUCK ELECTRICAL REPAIR	1433 18TH STREET
46	SF ENTERPRISES	2525 MANDELA PARKWAY #1
47	SIERRA CONCRETE	3211 WOOD STREET
48	SILVERADO CONTRACTORS	2855 MANDELA PARKWAY
49	JH FITZMAURICE	2857 HANNAH STREET
50	EAST BAY RESOURCES	2430 WILLOW STREET
51	PACIFIC SUPPLY	1735 24TH STREET
52	MK ENTERPRISES	2225 CAMPBELL STREET
53	UNKNOWN (possible steel company)	1699 WEST GRAND AVENUE
54	UNITED STATES POSTAL SERVICE	1675 7TH STREET
55	CALIFORNIA CEREAL PRODUCTS	1267 14TH STREET
56	HABITAT FOR HUMANITY WORKSHOP	1601 POPLAR STREET
57	EBMUD CENTRAL SHOP	2127 ADELINE STREET
58	EBMUD CENTRAL SHOP (SECOND PROPERTY)	1945 ADELINE STREET
59	CCY INC	2505 POPLAR STREET
60	QUINTERO TRUCKING CORPORATION (2ND LOCATION)	2590 UNION STREET
61	FORMER HORIZON BEVERAGE/FORMER US CUSTOMS WAREHOUSE	1700 20TH STREET

Figure 4: Map of Truck-Oriented Businesses in West Oakland



Source: Created by Kittelson & Associates, Inc., 2018, data provided by Port of Oakland and the City of Oakland

Figure 5: Map of Truck-Oriented Businesses in Northwest Portion of West Oakland



Source: Created by Kittelson & Associates, Inc., 2018, data provided by Port of Oakland and the City of Oakland

West
Oakland

TRUCK
MANAGEMENT
PLAN

APPENDIX F

Public Engagement Program

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**



MEMORANDUM – PUBLIC ENGAGEMENT PROGRAM

West Oakland Truck Management Plan

To: Amy Tharpe/Port of Oakland
From: Laura Arreola/Port of Oakland
Date: November 1, 2018

This memorandum describes the City and Port’s strategies and public participation activities to engage, seek input and advice, and respond to input from West Oakland residents, workers, businesses, community groups/neighborhood/business organizations, trucking businesses, under-represented community members, and other stakeholders regarding the impact of trucks serving the Port and the former OAB on local streets and neighborhoods and potential solutions to avoid, minimize, or mitigate those impacts.

OVERVIEW

At the inception of the planning process, beginning in July 2017, City and Port staff envisioned that West Oakland community, residents, workers, businesses, and other stakeholders, including trucking businesses, would participate in the planning process to help create and inform the West Oakland Truck Management Plan (TMP). A draft public engagement plan (see Attachment A) was prepared to help guide the public participation process in using best practices and to provide a road map for involving stakeholders in the planning process from the beginning and to provide multiple ongoing opportunities for input in the decision-making process including on the final TMP document. As part of this process, stakeholders receive direct feedback from the City and the Port on how their input helped to influence the TMP. To support public participation in the West Oakland TMP, the Port and the City have retained a professional communications strategy and community engagement consultant, Envirocom Communications, LLC (Envirocom), to facilitate the community meetings and to assist in the design and implementation of public participation and outreach.

PUBLIC ENGAGEMENT APPROACH

The overall approach for public engagement is based on a series of large community meetings or workshops. The first set of meetings provided a level of education about the TMP and a planning framework, and each meeting served to build on the next with the idea that creating the Plan is a continual process to further refine TMP goals, objectives, and strategies until the Plan is developed. The desired outcome of engagement methods is for the TMP to be informed by community input as well as to have a more educated and informed community base who are willing and prepared to participate and inform relevant public agencies.



The following is a summary of each workshop and the overall objectives of each one. Meeting materials and summaries are available on the project website: www.oaklandca.gov/topics/west-oakland-truck-management-plan.

- Workshop #1: "Learning"
 - Description: The meeting included a brief overview of the issues at hand, followed by a breakout session where participants gathered in smaller groups to discuss their views, raise issues and questions.
 - Time and Location: Wednesday, October 11, 2017, 6:00 p.m. – 8:30 p.m. at Taylor Memorial United Methodist Church, 1188 12th Street, Oakland.
- Workshop #2: "Observing and Exploring"
 - Description: This was a mobile workshop. We drove participants around West Oakland in minivans looking at problems and issues related to trucks that were identified in the first community workshop.
 - Time and Location: Saturday, December 2, 2017, 10:00 a.m. – 1:00 p.m. at City Slicker Farms, 2847 Peralta Street, Oakland.
- Workshop #3: "Sharing"
 - Description: Discussed and prioritized as a community the issues, reviewed survey results and technical data.
 - Time and Location: Saturday, April 7, 2018, 10:00 a.m. – 12:00 p.m. at West Oakland Senior Center, 1724 Adeline Street, Oakland.
- Workshop #4: "Co-Creating"
 - Description: Presentation of draft solutions for public discussion. Further defined the elements of the TMP.
 - Time and Location: Wednesday, July 18, 2018, 6:00 p.m. – 8:30 p.m. at West Oakland Senior Center, 1724 Adeline Street, Oakland.
- Workshop #5: "Joining Together"
 - Description: Presentation of draft Plan and Implementation Actions.
 - Time and Location: Proposed for November 2018. The specific day and time to be determined; tentatively assumed to be a weeknight approximately 6:00 p.m. – 8:00 p.m. at a location in West Oakland to be determined.

Prior to launching the series of workshops, between July through October 2017, the TMP community engagement consultant, Envirocom, held one-on-one consultations with stakeholders representing resident, business, community-based organizations (“CBOs”), and trucking interests to obtain their input on the design of the engagement process, to identify issues and topics of concern, and to incorporate their recommendations into the engagement process (see Attachment B).

In addition to the large format community workshops, there have been consultations with CBOs, existing community advisory forums, regulatory and public agencies, and other stakeholders throughout



the process by the TMP project team. This type of outreach serves to build on the input received through the public workshops and increase participation of West Oakland residents, workers, and businesses.

List of Community Based organizations and advisory forums that TMP project staff conducted outreach:

- West Oakland Commerce Association/Biz Alert
- West Oakland Community Advisory Group
- West Oakland Community Collaborative
- West Oakland Health Council
- Truckers Work Group
- Seaport Air Quality 2020 & Beyond Task Force
- City of Oakland Quarterly Stakeholder Meetings

Additionally, Port and City staff are conducting outreach to members of the public using the following best practices.

- Using a wide range of media, including e-mail, newsletters, social media platforms (Oakland City Facebook and Twitter, and Port Facebook);
- Electronic newsletters from District 3 Councilmember, City's Oakland Economy Now, and Port of Oakland;
- Advertisements in local and ethnic publications and their social media platforms;
- Providing information that is easy to understand through announcements, posters, postcards, information sheets, and related project materials; and
- Providing information that is easy to access at public libraries, neighborhood community centers, and on the City's public website.

As the planning and public participation process was underway, new community-based research related to truck activities in West Oakland was made available. The West Oakland Environmental Indicators Project (WOEIP) requested that TMP project staff incorporate the newly available research to inform the plan document. As a result, TMP project staff participated in an Earth Day educational workshop led by WOEIP on the new research. Additionally, staff from the City and the Port are participating in the West Oakland Steering Committee associated with the Community Air Protection Program (Assembly Bill 617) for the purpose of providing information and input related to the TMP into the proposed Community Air Protection Program being led by WOEIP and the Bay Area Air Quality Management District (BAAQMD).

PUBLIC INPUT

TMP project staff logged input received throughout the planning process in a spreadsheet (see the Stakeholder Comments Spreadsheet appendix to the TMP) and categorized them by their issue area and corresponding potential solution(s). The spreadsheet includes written and verbal comments received at the workshops, as well as comments received from other engagement approaches (for example, following a presentation at the Biz Alert meeting in August, 2018). The spreadsheet is a tool



for building the initial draft plan document and related implementation program. Additionally, it is used to communicate with participants on how their input was used to inform the TMP. At each workshop, a summary of the community input to date was provided to participants.

OUTCOMES OF THE TMP OUTREACH

Key data on the outcomes of the outreach efforts are provided below.

West Oakland TMP Workshops				
	Workshop 1	Workshop 2	Workshop 3	Workshop 4
Attendance	RSVP: 67 Attendees: 37	RSVP: 56 Attendees: 39	RSVP: 52 Attendees: 33	RSVP: 42 Attendees: 31
Attendee Affiliation	54% of survey respondents are residents Other affiliations include: <ul style="list-style-type: none"> • Work or own a business in W.O. • Truck Driver/Trucking entity • Public agency representative 	65% of survey respondents are residents Other affiliations include: <ul style="list-style-type: none"> • Work or own a business in W.O. • Truck Driver/Trucking entity • Public agency representative 	39% of survey respondents are residents Other affiliations include: <ul style="list-style-type: none"> • Work or own a business in W.O. • Truck Driver/Trucking entity • Public agency representative 	42% of survey respondents are residents Other affiliations include: <ul style="list-style-type: none"> • Work or own a business in W.O. • Truck Driver/Trucking entity • Public agency representative
Demographic Percentage of Attendees	68% of survey respondents identify in the category of People of Color	61% of survey respondents identify in the category of People of Color	42% of survey respondents identify in the category of People of Color	32% of survey respondents identify in the category of People of Color
Primary Languages of Attendees	English & Spanish*	English & Spanish*	English, Spanish, Japanese, Russian*	English, Japanese, Arabic*
*Staff received no requests for interpretation, translation, or language services for this meeting.				

Challenges in our outreach:

- Consistent resident-based participation in the planning process



Achieving our targets:

- As an outcome of outreach and public participation process, we received a large number of comments regarding the scope of the TMP and desired solutions.
- A diverse range of stakeholders participated in the planning process.
 - Diversity of stakeholders: participation from residents, business owners, workers, community organizations, public sector organizations

Listing of workshop participants (by entity):

Alameda County Public Health Department
Bay Area Air Quality Management District
BayPorte Village Neighborhood Watch
Cal EPA
Caltrans District 4
Capella Space
City Slicker Farms
CTS Tires & Recycling
Ditching Dirty Diesel
DockTime
EarthJustice
East Bay Times
Environmental Defense Fund
Flexi-Van Leasing, Inc
Hodo Soy
Jennifer Webber Public Affairs
Marcus & Lillichap, local developer
Meals on Wheels of Alameda County
Mutual Express Company
NCTAT
O2AA
Office of Alameda County Supervisor Keith Carson, D5
Office of Congresswoman Barbara Lee, D13
Office of Oakland City Councilmember McElhane, D3
Oakland Maritime Support Services (OMSS)
Prescott-Oakland Point Neighborhood Association
West Oakland Neighborhood Career Center
Schnitzer Steel
State Farm Insurance
The Labor Compliance Managers
Thermo Fisher Scientific



Union Street Studio
US EPA
Viridis
West Oakland Commerce Association
West Oakland Environmental Indicators Project
West Oakland Health Center
West Oakland Jobs Resource Center
West Oakland Neighbors

ADJUSTMENTS TO OUTREACH ACTIVITIES

The TMP team evaluated stakeholder participation on an ongoing basis to identify opportunities to improve outreach. Specific adjustments made include the following activities.

- Increased outreach to existing community forums (WOCAG, WO Biz Alert, West Oakland Community Collaborative) by providing mini-versions of TMP public workshops.
- Launched surveys to reach more trucking/truck driver stakeholders.
- Published editorials in ethnic and local publications (Oakland Post, Vision Hispana, Sing Tao Daily) to continue to inform stakeholders and reach new ones. Editorials are an alternative to the traditional methods (e.g. meeting announcements, email, advertisements).
- Launched surveys to reach more West Oakland based residents and businesses, in association with the editorials.



Public Engagement Plan **for Development of the West Oakland Truck Management Plan**

Prepared by: Patricia McGowan, City of Oakland
Environmental Coordinator for the Oakland Army Base project;
Laura Arreola, Port of Oakland, Community Affairs;
and Andrea Gardner, Port of Oakland, Environmental Programs and Planning
July 31, 2018

1.0 Introduction

This Public Engagement Plan for Development of the West Oakland Truck Management Plan (“PEP”) has been prepared by the City of Oakland (“City”) and the Port of Oakland (“Port”) in order to: inform and consult with the public for development of a West Oakland Truck Management Plan (“TMP”); enhance the City’s and the Port’s dialogue with residents, businesses, and truck drivers; provide effective ways to receive and incorporate input and recommendations regarding the effects of trucks on local streets, residential neighborhoods, and businesses in West Oakland; and comply with Title VI of the Civil Rights Act of 1964 which states that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

This PEP outlines the City’s and the Port’s strategies and actions to engage minority and limited-English proficient (“LEP”) populations and all others who live or work in West Oakland so that they have full, fair, and meaningful access to authentically participate in the preparation of the TMP. Authentic participation means that the engagement is two-way and meaningful. At times, the community members will be engaged in a manner to provide input to the TMP; at other times, they will be engaged to receive information.

This PEP has been developed by the City and the Port with input from: community based organizations and businesses in West Oakland; the US Department of Transportation Office of Civil Rights; and Envirocom Communications Strategies, LLC. In addition, input has been obtained from interviews and meetings with numerous City and Port departments, including: the Mayor’s Office of Community

Engagement; City Administrator’s Department of Race and Equity; City Council District 3; Oakland Department of Planning and Building; Oakland Department of Economic and Workforce Development; Project Delivery of Oakland Public Works; and Port of Oakland departments of Environmental Programs and Planning, Social Responsibility, and Government Affairs. Finally, this PEP was influenced by the City’s and the Port’s review of PEPs from other public agencies.

2.0 Background of the West Oakland Truck Management Plan

2.1 Scope of the West Oakland Truck Management Plan

The scope of the West Oakland TMP is described in Mitigation Measure 4.3-7 of the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (“SCA/MMRP”) for the Oakland Army Base (OAB) Redevelopment Project, adopted by the Board of Port Commissioners in 2012 and the Oakland City Council in July 2013. It states: ***The City and the Port shall continue and shall work together to create a truck management plan designed to reduce the effects of transport trucks on local streets.*** In this case, “transport trucks” means the trucks serving the Port of Oakland and the trucks that will serve the facilities that will be built at the former Oakland Army Base.

The TMP is intended to: reduce the effects from circulation and parking by trucks serving the Port and the former OAB on local streets, residential neighborhoods, and businesses in West Oakland; improve communication with the trucking community about where trucks are and are not allowed to drive and park; increase safety near truck routes; and build community knowledge about trucks serving the Port, the former OAB, and the industrial businesses in West Oakland. The TMP will build on the Comprehensive Truck Management Plan (“CTMP”) developed by the Port in 2009.

The TMP will contain a planning framework and an implementation approach.

- Planning framework: Identification of issues, analysis, options, and recommendations for the following:
 - Truck Movement and Safety
 - Truck Parking
 - Signage and Communication
 - Enforcement
- Implementation approach: Strategies will be identified along with specific actions, general costs, funding options, responsible agency(ies), and timing.

In addition to Mitigation Measure 4.3-7, the SCA/MMRP adopted by the City Council contains Mitigation Measure Public Outreach 1 (MM PO-1), which outlines a public review process for certain plans, including the TMP. MM PO-1 requires a 45-day announcement prior to release of the draft TMP and a minimum 17-day review period of the draft TMP. The requirements of MM PO-1 will be adhered to and integrated into the overall project schedule for the TMP.

2.2 Guiding Principles and Goals of this Public Engagement Plan

Public participation for the TMP will involve stakeholders in the planning process from the beginning and will provide multiple ongoing opportunities for input in the decision-making process. Public participation principles include the following.

- The Port and the City will consult with community-based organizations, including the West Oakland Environmental Indicators Project, on outreach activities related to new research and data on trucks in West Oakland. Additionally, new research and data will serve to inform the TMP.
- The desired outcome of engagement methods is for the TMP to be informed by community input as well as to have a more educated and informed community base who are willing and prepared to participate and inform relevant public agencies.
- The public will have access to the decision process and decision makers; will be provided the opportunity to give input throughout the process, including on the final TMP document; and will receive direct feedback on how their input helped to influence the TMP.

The goals of the PEP are derived directly from the guiding principles:

- To be inclusive: to actively facilitate the involvement of the West Oakland community, especially racial and ethnic groups and people that are traditionally hard to reach.
- To consult: to work jointly with the community throughout the development of the TMP; to receive input on priorities, issues, concerns, opportunities, and possible solutions from the people who live or work in the areas most impacted by trucks; and to discuss options, test out ideas, and find solutions.
- To be responsive: to use public input to develop an effective TMP which contains specific actions to address the problems.
- To disseminate: to build a common baseline of knowledge among the community and policy makers about trucks serving the Port and the former OAB; to share with the public the scope and rationale for the TMP and how it fits into the City's and the Port's mitigation program for development of the OAB.

3.0 Approach for Public Engagement Plan for the development of the Truck Management Plan

The overall approach for public engagement is based on a series of public information, consultation, and public participation activities to engage, seek input and advice, and respond to input from West Oakland residents, workers, businesses, community groups/neighborhood/business organizations, trucking businesses, under-represented community members, and other stakeholders regarding the impact of trucks serving the Port and the former OAB on local streets and neighborhoods and potential solutions to avoid, minimize, or mitigate those impacts. City and Port staff will organize and oversee this process.

Consultation with community based organizations (“CBO’s”) and other stakeholders will occur throughout the process to promote equity and reach out to under-represented communities; to help design the public engagement process before and during public workshops; to advise on revising the public engagement if needed during the process; and to develop draft recommendations.

The following sections provide more detail on the approach to be used to implement the PEP.

3.1 Project Area and Affected Communities

- a. Based on public input throughout the numerous planning processes regarding Port and OAB development since 2000, the area impacted by trucks on local streets is defined geographically as: West Oakland between I-880 and I-980 to the west and east, respectively, and I-580 and I-880 to the north and south, respectively; plus, the industrial portion of Jack London Square (“JLS”) between I-880 and the Embarcadero, west of Martin Luther King Jr. Way.
- b. Demographic data for West Oakland is shown in Table 1 below, along with demographic data for the City of Oakland and Alameda County. The data is from the 2015 American Community Survey for Alameda County, Oakland, and West Oakland. The West Oakland data is composed of the following 13 census tracts: 4014, 4015, 4016, 4017, 4018, 4022, 4024, 4025, 4026, 4027, 4105, 9819, and 9820.

Table 1. Demographic Data for West Oakland (13 Census Tracts) and Surrounding Areas

2015 Census Estimates	West Oakland 2015 Estimates	Oakland 2015 Estimates	Alameda County 2015 Estimates
Population:	26,061	408,073	1,584,983
Race			
Caucasian	19.8%	26.9%	33.0%
African American	45.3%	25.4%	11.3%
Asian	12.6%	16.0%	27.5%
Hispanic	16.1%	26.1%	22.6%
Pacific Islander	0.5%	0.6%	0.8%
Native American	0.7%	0.4%	0.3%
Two or more races	5.0%	4.6%	4.4%
Housing Units	11,495	171,087	589,858
Owner-occupied	20.6%	36.8%	50.0% 294,644
Renter-Occupied	69.7%	55.8%	44.8% 264,263
Vacant	9.6%	7.4%	5.2% 30,951
Median Income	\$18,589	\$56,589	\$75,619
% of families at or below poverty	32.90%	19.8%	12.5%
Educational Attainment for residents age 25+			
High School	17,659 38.6%	255,467 27.7	1,013,784 16.8%

Table 1. Demographic Data for West Oakland (13 Census Tracts) and Surrounding Areas

2015 Census Estimates	West Oakland 2015 Estimates	Oakland 2015 Estimates	Alameda County 2015 Estimates
College w/o degree	33.7%	21.7	12.9%
College with degree	27.7%	50.6	34.2%
Language Spoken ¹			
English Only	69.4%	60.5%	56.5%
Spanish Only	6.1%	10.8%	7.4%
Chinese	5.8%	5.3%	4.9%

1. Primary language spoken at home

3.2 Racial Impact Analysis

- a. The census data for West Oakland show that approximately 80% of the population of West Oakland is comprised of people of color, including African Americans, Hispanics, and Asians, compared to approximately 73% in Oakland and 67% in Alameda County.
- b. The census data show that approximately 70% of West Oakland residents are renters, which is a notably higher percentage than throughout the City of Oakland and Alameda County.
- c. The census data show that the median income of residents of West Oakland is approximately one-third of the median income for City of Oakland residents and about one-quarter of the median income for Alameda County residents.
- d. Based on this census data, the outreach will be designed to prioritize reaching the African American, Hispanic, and Asian residents of West Oakland. It will also be focused on effectively reaching low income residents and renters.

3.3 Racial and Social Equity Outcomes

- a. The public engagement process will help strengthen relationships, understanding, and respect between the City and the Port and the West Oakland communities.
- b. The TMP will improve the physical environment in West Oakland by reducing the physical effects on the community of trucks serving the Port and serving the facilities to be built on City and Port property at the former OAB. To do this, the existing physical conditions will be documented to the extent data is readily available and input about these impacts will be sought from the people who live and work in West Oakland, especially from African American, Hispanic, and Asian residents/workers.
- c. The public engagement process will inform how the TMP will prioritize action items for reducing impacts from Port and OAB trucks on the areas of West Oakland where the impacts are the most significant on African American, Hispanic, and Asian residents/workers.

3.4 Best Practices to be used in this Public Engagement Process

A range of best practices are available that can be used in the public engagement process; some of these options are listed below. The Port and the City will identify and implement applicable and appropriate public engagement practices at each stage of the development of the TMP. The public engagement processes could include some of the following practices.

- a. Clearly identify the problems/issues the community is coming together to solve.
- b. Clearly identify the decisions that community insights will influence.
- c. Consult with CBOs regarding the design of the engagement process and incorporate their recommendations into the engagement process.
- d. Use outreach strategies that are varied and tailored to meet the needs of the area by meeting people where they are and when they are available and using outreach staff that can communicate effectively with the various communities of the area.
- e. Use a variety of potential methods to get the word out; for example, online/social media; through publications; through public repositories (e.g., libraries and community centers); through CBOs and their outreach methods; and attending CBO meetings and other public meetings.
- f. Use newspapers that are specific to the cultural groups and LEP populations of the affected area.
- g. Use a variety of engagement methods: public meetings and events, individual meetings with community leaders and groups, targeted interviews, and surveys.
- h. Start the broad range of engagement methods early; do not wait for the public meetings. Start early with multiple ways for communicating and for providing input.
- i. Provide a variety of methods to accept input, such as online, email, telephone, letters, and meetings.
- j. Remove barriers to participating in the engagement process and create a welcoming environment. This includes accommodating the languages of the stakeholders and removing barriers to participation, such as location, time, transportation, childcare, inaccessibility, and power dynamics.
- k. Informational materials should have graphics, use minimal text, and use simple language.
- l. Informational materials should be distributed at locations frequented by local residents and businesses.
- m. Use technology (e-mail, social media, apps, and websites) appropriately and as a supplement to other outreach.
- n. Ensure that outreach to CBOs includes a broad range of groups representing diverse participants and viewpoints.

- o. Evaluate periodically if the public engagement is working by assessing, not only the number of participants, but also their diversity; adjust the engagement as necessary.
- p. Summarize input and key themes and share them with decision makers.
- q. Acknowledge receipt of input and comments, ask follow-up questions, give input serious consideration and follow-up, and respond to suggestions by showing how input and comments were incorporated or explaining why they were not.
- r. Build relationships and maintain contact with the community and report back throughout the process, for example by maintaining a list of stakeholders who have made comments or expressed interest and ensuring they receive information on an ongoing basis.

3.5 Public Outreach Tools/Activities & Engagement Methods

There is no simple solution or one size fits all approach to identifying an effective engagement method. The project team is consulting with CBOs and with key stakeholders regarding the best ways to engage, communicate with, and receive input from the people affected by transport trucks. To be most effective, there will be a range of complementary methods so that we engage a wide range of stakeholders and make the planning efforts as accessible as possible. The Port and the City will identify applicable and appropriate outreach methods for the TMP, which may include the following.

- a. Public workshops.
- b. Community and business surveys, questionnaires, and polls.
- c. Community forums and events, such as CBOs and other local neighborhood, resident, and business associations.
- d. Internet-based engagement.
 - i. Dedicated webpage for the TMP, including schedule of events
 - ii. Announcements via City and Port websites and social media
 - iii. Use of social media and e-mail to encourage people to go to the City's and the Port's websites, to attend public meetings, and to provide their input
 - iv. Online community surveys and polls
- e. Printed materials that are user-friendly.
- f. Use of maps and photographs of the project area to solicit input on issues, concerns, and improvements people would like to see. Post these maps and graphics on-line.
- g. E-mailed public meeting/workshop announcements to each CBOs standard e-mail address, to representatives of each CBO, and to all others who request such notification.
- h. Use of e-mail as an educational tool and to encourage attendance at public meetings/other events.
- i. Development of short surveys/questionnaires to targeted stakeholder groups.

- j. Posting notices of public meetings with information on other ways to participate at community centers and public buildings in West Oakland.
- k. Repositories of information housed in public places like community centers and libraries.
- l. Materials distributed to CBOs to encourage them to announce the TMP meetings at their upcoming meetings and post the meeting notices and informational materials on their websites.
- m. City Council newsletters, electronic outlets, and list serves.
- n. Use of local newspapers and other media to announce public meetings, provide background information, and spread the word on ways to participate.
- o. Use of multiple easy ways to provide input, including an email address, a phone number with voicemail, and a mailing address.

3.6 Stakeholders in This Process

- a. The general public in the affected area, including residents and business owners, plus citizens who interact with the affected area such as users of the public library, senior center, schools, and other public and private facilities in the area.
- b. Racial and ethnic groups who live or work in the affected area, use the public facilities in the area, and patronize or work at the businesses in the affected area.
- c. CBOs, including neighborhood groups, business groups, advocacy groups, and non-profit agencies. To date, the list of identified CBOs includes the following.
 - i. West Oakland Community Advisory Group (“WOCAG”) (Generally meets on the 4th Thursday of each month, 6-8pm, West Oakland Senior Center; group has a specific charge regarding the OAB project.)
 - ii. West Oakland Commerce Association
 - iii. West Oakland Environmental Indicators Project (“WOEIP”)
 - iv. West Oakland Business Alert group
 - v. West Oakland Economic Development Working Group
 - vi. Jack London Improvement District
 - vii. Jack London District Association
 - viii. West Oakland Merchants
 - ix. West Oakland Neighbors
 - x. Prescott Neighborhood Council
 - xi. Lower Bottoms Neighborhood Association
 - xii. Village Bottoms Neighborhood Association
 - xiii. South of the Nimitz Improvement Council (“SONIC”)
 - xiv. EBALDC/Mandela Gateway Tenants, California Hotel, San Pablo Area Revitalization Collaborative (“SPARC”)
 - xv. Oak Center Neighborhood Association

- xvi. Hoover Resident Action Council
- xvii. Acorn Tenants Association
- xviii. City Towers Tenants Association
- xix. Sylvester Rutledge Tenant Association
- xx. Neighborhood Crime Prevention Council (“NCPC”) Five on the West Side Beat 2X/5X Lowell/Acorn
- xxi. NCPC Beat 7X and West Oakland Neighbors
- xxii. NCPC Beat 2Y/5Y Prescott
- xxiii. Acorn Safety Meeting
- xxiv. West Oakland Core Team
- xxv. Oakland Housing Authority
- xxvi. St. Mary’s Center
- xxvii. Port of Oakland Trucker Work Group
- xxviii. The official Stakeholder list from MM PO-1 of the SCA/MMRP
- xxix. West Oakland Senior Center
- xxx. Center for Independent Living of Oakland
- xxxi. West Oakland Green Initiative
- xxxii. Green for All
- xxxiii. Ella Baker Center
- xxxiv. Attitudinal Healing Connection
- xxxv. Prescott Joseph Center
- xxxvi. West Oakland Community Collaborative
- xxxvii. West Oakland Teen Center
- xxxviii. St. Vincent de Paul
- xxxix. West Oakland Urban Farm and Park (City Slicker Farms)
- xl. Civicorps
- xli. People’s Community Market
- xlii. West Oakland Jobs Resource Center
- xliii. Rose Foundation for Communities and the Environment
- xliv. Oakland Climate Action Coalition

d. Private sector businesses in the affected area, including but not limited to:

- i. Truck drivers, trucking companies, and licensed motor carriers registered with the Port
- ii. Trucking businesses in West Oakland and JLS
- iii. Companies in the affected area that use trucks for their operations
- iv. Lease holders and current and future tenants at the Port and OAB, including Prologis, CCIG, Oakland Maritime Support Services (“OMSS”), Custom Alloy Scrap Sales (“CASS”), California Waste Solutions (“CWS”), Dreisbach, and CenterPoint.
- v. Employers in the area

- vi. Businesses in the area that serve the Port, serve customers of the Port, or serve residents of the area
- e. Public sector agencies located in the affected area that use trucks for their operations, including but not limited to:
- i. East Bay Municipal Utility District (“EBMUD”)
 - ii. US Postal Service (West Oakland offices)
 - iii. U.S. Customs
 - iv. Pacific Gas & Electric (“PG&E”)
 - v. California Department of Transportation
- f. Public agencies or public entities that interact with the affected area, including but not limited to:
- i. City of Oakland, City Council District 3
 - ii. Office of Alameda County Supervisor District 5
 - iii. City of Oakland Planning Department, Public Works Department, Police Department, and Department of Transportation
 - iv. Port of Oakland Environmental Programs and Planning Division, Maritime Division, Social Responsibility Division, and Government Affairs Division
 - v. Bay Area Air Quality Management District (“BAAQMD”)
 - vi. U.S. Environmental Protection Agency (“EPA”)
 - vii. California Air Resources Board (“CARB”)
 - viii. Alameda County Department of Public Health
 - ix. Places of worship and religious organizations
 - x. Senior centers and community centers
 - xi. Local schools, including:
 1. West Oakland Middle School, Hoover School, MLK Jr. School, PLACE at Prescott School, Lafayette Elementary
 2. Student Program for Academic and Athletic Transitioning (“SPAAT”) at McClymonds High School
 3. Ralph Bunche Academy (High School)
 4. Vincent Academy

3.7 Public Workshops

A minimum of five community workshops, sponsored and led by the City and the Port, have been planned; more will be held if it is determined that they are needed. In addition, the City and the Port may participate in meetings and workshops held by the stakeholders listed above. The City and Port will consider the following in planning the workshops.

- Consider having the workshops be sponsored by elected officials or CBOs.

- Announce workshops approximately four weeks prior to the workshop date with reminder announcements closer to the workshop date.
- Consider using polling at public workshops as a way of getting input from all attendees.
- Use visualization techniques, such as maps, charts, and table-top displays.
- Offer language interpretation services for public workshops upon request.
- Use interactive methods to engage meeting attendees and build relationships.
- Incorporate stakeholder feedback from prior workshops.

Community Workshop 1: Establish objectives, provide information (including visuals) about the basics of the TMP, provide some technical background, and identify key issues and impacts. Topics to be covered include the following:

- OAB redevelopment and Mitigation Measure 4.3-7
- Truck management actions underway since 2005, including Maritime Air Quality Improvement Plan (“MAQIP”) and CTMP
- Explanation of the scope of the TMP
- Outline of the public process and the timing
- What the TMP will cover and will not cover, in order to manage expectations
- Background/context of the issues, using maps, charts, etc.
- Public identification of community strengths, concerns about trucks in West Oakland, and ideas for solutions
- Follow-up questions to evaluate understanding of identified key issues, suggestions, and concerns
- Summary of key issues, suggestions, and feedback

Community Workshop 2: Review background from Community Workshop 1 for participants who did not attend the first workshop; then undertake a site visit (a mobile workshop) to look at key issues directly in the community. Discuss the key issues observed and possible solutions.

Community Workshop 3: Provide an opportunity for out-brief and learning. Show how the public input from Workshops 1 and 2 was used to guide data gathering and technical analysis. This workshop will begin with a brief presentation on the first two workshops, followed by information stations using graphics and maps designed for direct interaction between planners and stakeholders regarding the preliminary results of the analysis to date. The desired outcome of the workshop and the input provided will help further refine the elements of the TMP.

Community Workshop 4: Present draft solutions based on input from previous workshops for public discussion, input, and prioritization. Photos, maps, and similar graphics will be used to illustrate solutions.

Community Workshop 5: Presentation and discussion of the Draft TMP.

3.8 Meeting Places, Times, and Communication Strategy

Through input from CBOs and other key stakeholders, along with knowledge of the area, the City and the Port will consider the following when planning workshop places and times.

3.8.1 Workshop Logistics

Key aspects of the workshop logistics are listed below. These elements of workshop planning will help create successful events that support the PEP goals.

- a. Hold workshops on weekday evenings or Saturday mornings. Sunday afternoons can be considered. This will be discussed with CBOs and key stakeholders to pick dates and times which are convenient for as many people as possible.
- b. Coordinate dates with other key events: Council meetings, Board of Port Commissioners meetings, major public events like holidays, public school calendar, and large sporting events.
- c. Address Americans with Disabilities Act accessibility, convenience for residents and businesses to attend, language accessibility including interpreters if needed and translation of key documents, if requested. Languages for announcement of public meetings and interpreters will be determined based on community demographics. Information will be translated, based on requests. If material is not printed in a particular language, there will be, for example, a statement in the predominant languages that says, "If you would like this information in (language XX) please contact (510) ###-####."
- d. Notify participants on meeting announcements about the availability of disability and language services.

3.8.2 Possible Workshop Locations

Choose locations which are accessible to people with disabilities, are close to and easy for the stakeholders to get to, are convenient to public transportation, are large enough for the expected turnout, have good acoustics, and have an appropriate layout and equipment to meet as one large group and in smaller breakout groups. Potential locations include the following.

- a. West Oakland Public Library Auditorium
- b. West Oakland Teen Center
- c. West Oakland Senior Center
- d. Oakland Housing Authority meeting room
- e. DeFremery Center
- f. Sullivan community center
- g. Mt. Zion Missionary Baptist Church
- h. Taylor Memorial United Methodist Church
- i. West Oakland Urban Farm and Park

- j. Lincoln Family Center
- k. Oakland City Hall

3.8.3 Increasing Workshop Participation

The Port and the City will make use of multiple strategies to advertise the workshops and encourage participation. Applicable strategies from among the following will be considered.

- a. E-mail meeting announcements/flyers to CBOs, other stakeholders, anyone who requests receiving such announcements, and the official “Stakeholder list” per MM PO-1.
- b. Attend the recurring meetings of CBOs.
- c. Direct outreach to CBOs to encourage their attendance at the workshops.
- d. Post workshop notices on the TMP website hosted by the City.
- e. Post notices on approved social media outlets.
- f. Provide outreach through the Port’s Trucker Work Group, including the bi-monthly meetings and e-mail list.
- g. Place newspaper announcements, including in minority-language papers.
- h. Distribute materials at locations in the area that residents and businesses frequent.
- i. Announce the workshops through Council District 3 newsletter.

4.0 Staff Resources

Implementation of the PEP for the TMP will require support and participation from both City and Port staff as well as specialized consultant resources. Specific staff and roles are listed below.

- a. Port of Oakland Staff:
 - i. Andrea Gardner: Associate Environmental Planner/Scientist, Environmental Programs and Planning; lead Port planner for TMP
 - ii. Diane Heinze: Supervisor, Environmental Programs and Planning; senior planner
 - iii. Ralph Reynoso: Wharfinger, Maritime Division; trucking industry subject matter expert
 - iv. Laura Arreola: Community Engagement Liaison, Social Responsibility Division; Port community engagement lead
 - v. Richard Sinkoff: Director, Environmental Programs and Planning; management and oversight
- b. City of Oakland Staffing:
 - i. Patricia McGowan: Environmental Coordinator, Department of Planning & Building; lead City planner for the TMP
 - ii. Joe Wang: Supervising Transportation Engineer, Department of Transportation; transportation subject matter expert
 - iii. Officer Stephen Hewison, Oakland Police; commercial enforcement division

- iv. William Gilchrist, Director, Department of Planning & Building; management and oversight
 - v. Elizabeth Lake, Deputy City Administrator of Real Estate & Major Projects; management and oversight
- c. Consultants:
- i. Surlene Grant, Envirocom Communications Strategies, LLC: communications and community engagement consultant
 - ii. Aaron Elias, Senior Engineer, Kittelson and Associates: transportation consultant
 - iii. Alex Garbier, Transportation Analyst, Kittelson and Associates: transportation consultant

5.0 Schedule for Public Engagement

- a. Refinement of this PEP with City and Port staff, using input from CBOs and key stakeholders: initially June-September 2017, and ongoing as needed.
- b. Implementation of the initial steps of this PEP, including: initial outreach to key stakeholders; developing an e-mail list; determining the first meeting location and date; preparing the meeting announcement; developing the first meeting agenda, background information, and other materials; and developing the website: June-September 2017.
- c. Hold public workshops. The schedule of public workshops will be refined, but is expected to occur October and December 2017, and April, July, and October 2018.
- d. Engagement specifically defined in MM PO-1 requires: updates regarding the development of MM PO-1 subject plans, including the TMP, at “quarterly stakeholder meetings” (see definition in SCA/MMRP); 45-day announcement to specified “stakeholder” list prior to release of the Draft TMP; a minimum 17-day public comment period on the Draft TMP; and informational presentation to the City Council within 90 days of the City Administrator’s approval of the final TMP.

6.0 Performance Measures and Evaluation of Public Engagement

The Port and the City will evaluate public engagement to assess outcomes of outreach in terms of number of people attending, geographic areas, diversity including race and ethnicity, language of attendees, disability, and other factors. After each public engagement, be it a small group meeting or the larger community meetings, the Port and City team will take notes of what went well and what needs improvement (if anything) and make adjustments accordingly. An evaluation will be done to assess the effectiveness of the engagement process and methods prior to the release of the draft TMP. The assessment will: report on implemented methods of outreach and engagement; identify the areas in which we are achieving our targets; and identify areas where there are gaps. Public engagement methods will be refined to address areas of outreach deficiency prior to the proposed Community Workshop 5, when City and Port staff will present and discuss the draft TMP.

Specific performance evaluation techniques may include one or more of the following.

- a. Outputs (e.g. number of meetings held; number of ads placed; number of publications in which notices are distributed; number of language and disability access requests honored; number of comments acknowledged; number of comments summarized and raised with decision makers; number of comments incorporated)
- b. Inputs (e.g. number of comments; quality of comments; number of new commenters/attendees)
- c. Numbers of participants (e.g. workshop attendees, commenters)
- d. Representativeness (e.g. participation from residents, business owners, workers, community organizations, public sector organizations)
- e. Diversity of participants (e.g. age, race, language, disability, income, geography)
- f. Which types of outreach reached people and encouraged them to attend (how they heard about it; which venue they attended; how they submitted input)
- g. Which methods people used to submit input (in person, email, online, phone, individual meeting)
- h. Whether community input corresponded to, and was coordinated with, key milestones and phases in the planning process
- i. Whether potential stakeholders were fully identified, especially those with key equities in the TMP, and whether their interests became known and were acted upon
- j. Whether the role of public involvement in the TMP is clearly known by stakeholders and includes mechanisms for ongoing, rolling feedback to the City and the Port
- k. Participant satisfaction (e.g., with convenience [location, time, accessibility, etc.] of meetings/communications; effectiveness [clarity, adequacy, timeliness] of communications; variety of communications; ease of input; respect for input demonstrated; level of consideration of and responses to input; fairness), evaluated potentially through paper and/or online surveys
- l. Whether the results of public participation are communicated to people who were involved in public planning process and to relevant decision-makers, to demonstrate how public input is used



Attachment B

Public Engagement Activities
Meetings & Outreach Activities by City and Port in addition to five Public Workshops
for development of the West Oakland Truck Management Plan

November 15, 2018

TMP Public Engagement	Date	Forum	Team Lead(s)	Handouts/Materials	Attendance	Summary/Notes
Soft outreach	July 17, 2017	Truckers Work Group (TWG)	Ralph Reynoso & Patricia McGowan	Described that the City and Port would start a public process to develop the TMP	Recorded by Ralph Reynoso	
Soft Outreach	July 19, 2017	West Oakland Business Alert	Patricia McGowan	Described that the City and Port would start a public process to develop the TMP	+15 people	Biz Alert Summary (click here)
Soft Outreach	July 27, 2017	West Oakland Community Advisory Group (WOCAG)	Patricia McGowan & Laura Arreola	1. WOCAG Agenda 2. Handouts: “What is the TMP and Why are we doing it?” & Port of Oakland Maritime Facilities Map	Recorded by John Monetta	See TMP Outreach – Report Template
Soft Outreach	August 23, 2017	Stakeholder Quarterly Meeting Per PO-1	Patricia McGowan	Described that the City and Port would start a public process to develop the TMP	+25	
Soft Outreach	September 20, 2017	West Oakland Business Alert	Patricia McGowan	Announced the date of the first public workshop to develop the TMP	+15 people	
Publicized meeting Announcement	September 25, 2017	TWG	Ralph Reynoso & Patricia McGowan	Described that the City and Port would start a public process to develop the TMP		Meeting information was shared



Attachment B

TMP Public Engagement	Date	Forum	Team Lead(s)	Handouts/Materials	Attendance	Summary/ Notes
Publicized meeting announcement	September 25, 2017	Council Member Lynette McElhaney, D3 Office	Patricia McGowan & Laura Arreola	Shared Social Media file for event –D3 Facebook	n/a	Posted on LGM Facebook on 9/21 & 9/25
Publicized meeting announcement	September 20, 2017	CM Lynette McElhaney, D3 Office	Patricia McGowan & Laura Arreola	Shared event flyer and announcement for D3 newsletter	n/a	n/a
Publicized meeting announcement	September 25, 2017	City Administrator Office	Patricia McGowan	Shared event flyer and announcement for Weekly City Administrator newsletter (announcements)	n/a	n/a
Publicized meeting announcement	September 25, 2017 (WOSC)	CARB West Oakland Workshop on Minimizing Community Impacts from Freight	Laura Arreola	Shared event postcards and event announcement at the Workshop		Trucks were one of the major topics of the workshop
Publicized meeting announcement	September 26, 2017	Annie Sloan, City of Oakland NSC-NCPC West Oakland	Laura Arreola	Shared event announcement and flyer for email distribution		
Publicized meeting announcement	September 28, 2017	WOCAG	Laura Arreola	Handed out event postcard and shared event announcement		
Soft Outreach	October 3, 2017	WOEIP & Biz Alert	Patricia McGowan & Surlene Grant	Meeting to discuss previous planning efforts and their relationship with the joint TMP		Ms.Margaret Gordon, Lauren Westreich, Brian Beveridge
Soft outreach	January 22, 2018	TWG	Ralph Reynoso &	Provided update about the	Recorded by Ralph Reynoso	



TMP Public Engagement	Date	Forum	Team Lead(s)	Handouts/Materials	Attendance	Summary/Notes
			Patricia McGowan	development of the TMP		
Soft Outreach	March 15, 2018	Stakeholder Quarterly Meeting Per PO-1	Patricia McGowan	Provided update about the development of the TMP	+25	
Soft Outreach	August 15, 2018	West Oakland Biz Alert	Patricia McGowan & Andrea Gardner	Meeting to discuss potential solutions for the TMP	+15 people	
Soft Outreach	September 19, 2018	West Oakland Biz Alert	Patricia McGowan & Andrea Gardner	Meeting to discuss and receive input on potential solutions for the TMP	+15 people	

West
Oakland

TRUCK
MANAGEMENT
PLAN

APPENDIX G

Stakeholder Comments Spreadsheet

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**

STAKEHOLDER COMMENTS SPREADSHEET

West Oakland Truck Management Plan

Stakeholders provided over 400 comments on positive community features, truck-related issues, and potential solutions. The Port and the City captured these comments in a spreadsheet and used this input to help frame data collection and technical analysis and to develop potential solutions.

The Port and the City will continue to consider and incorporate the feedback as they move forward with TMP implementation. See Table 1 for these comments. For each comment, Table 1 lists which strategy or section of the TMP that has incorporated the comment or will incorporate it during implementation.

The TMP specifically addresses the impacts on local streets of transport trucks that serve the Port of Oakland and current and future facilities at the OAB. The TMP addresses impacts in the area encompassed by West Oakland, the Port of Oakland, the former OAB, and the industrial area of Jack London Square. During the public engagement process, stakeholders raised issues and concerns that relate to topics outside the scope of the TMP. Because these issues are outside of the scope, they are not addressed in the TMP. Nonetheless, these issues are important. Although they are not incorporated into the strategies presented in the TMP, these issues have also been documented; see Table 2. This table lists which department or group at the City and the Port with whom each comment will be shared for further consideration.

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
The right-turn from Fifth onto Adeline is too sharp and trucks dump a couple times a year.	Workshop 3	Damage to Roadways/ Sidewalks	Strategy 1
# for truck parking info	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Current enforcement does not work	Workshop 1	Enforcement	Strategies 5, 7, and 10
Enforcement - difficult to track down help; most officers don't know how to issue citations; can't access site, slow	Workshop 1	Enforcement	Strategy 7
Info to help people ID violating trucks	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Lack or no response on truck complaints	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Missing in truck plan: enforcement	Workshop 1	Enforcement	Strategies 5, 7, and 10
Not enough OPD have training certificate to issue truck/trailer tickets	Workshop 1	Enforcement	Strategy 7
OPD (Port/City appointed police) says MLK out of Port jurisdiction	Workshop 1	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
Traffic Enforcement don't know how to handle the average problem, say problem out of enforcement area past MLK	Workshop 1	Enforcement	Strategy 7 and Enforcement of Parking Regulations and Truck Routes Appendix
Write ticket for trucks; need to take a class so can enforce - so meter enforcement should take class, DOT employees have training. OPD - moving violation.	Workshop 1	Enforcement	Strategy 7
Do truckers individually understand the costs of getting towed? It's very costly.	Workshop 2	Enforcement	Ongoing Stakeholder Coordination
How many citations has OPD issued in West Oakland for trucks circulation and truck parking?	Workshop 2	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
How quickly do trailers get towed here [DeFremery Park] and what is the process for getting a trailer back? What is the towing fee? Does the City get funding from towing?	Workshop 2	Enforcement	Strategy 9
Is the 72-hour parking limit enforceable?	Workshop 2	Enforcement	Strategies 7 and 10
Make sure City knows how to write tickets	Workshop 2	Enforcement	Strategy 7
Need more than 1 enforcement officer. Does anyone do enforcement at night?	Workshop 2	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
No response from City of Oakland call center. Serious issue. Need to take action.	Workshop 2	Enforcement	The City started using OAK 311 in July, 2018. This should improve
What does it take to increase parking ticket costs?	Workshop 2	Enforcement	Strategy 9
Why call if no enforcement happens?	Workshop 2	Enforcement	Strategies 5, 7, and 10
Without enforcement, parking restrictions are moot.	Workshop 2	Enforcement	Strategies 7 and 10
Need cross training now on issuing chassis tickets.	Workshop 3	Enforcement	Strategy 7
A variation: use RFID tag readers to track number of trucks operating in prohibited streets [on Solution E6: Provide Updates on Enforcement]	Workshop 4	Enforcement	Most trucks in West Oakland are not Port-registered trucks. Only Port-registered trucks are required to have RFID tags and therefore RFID tag readers on Prohibited Streets would not be very useful. Strategies 2-6 are designed to reduce trucks driving on Prohibited Streets.
Train existing parking enforcement officers to issue commercial tickets [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategy 7
Train and assign existing OPD officers to respond [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	DOT parking technicians issue parking tickets in West Oakland, not OPD officers. Strategy 7 will provide more training on issuing tickets.
Unattended trailer will have delayed deterrent because the ticket gets to the drivers 1-2 months later [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	Chassis company managers have noted that parking tickets are sent to the correct truck driver, who is responsible for paying the ticket. The ticket fine may be increased under Strategy 9.
This should be a standard government practice, not a potential policy/strategy. This is about accountability to the public [on Solution E6: Provide Updates on Enforcement]	Workshop 4	Enforcement	Ongoing Stakeholder Coordination
Fees collected should go for parking enforcement [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	City Council determines how fee revenue is allocated.

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
This makes absolutely no sense. These fees should be targeted to hiring enforcement staff - self-perpetuation. Increasing fees just feeds city coffers. [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	City Council determines how fee revenue is allocated.
Hire staff on a permanent basis, not temporary "grant patrols" [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategies 5 and 10; Strategy Development Process Appendix
A lot of tickets are already issued yet don't serve as an effective deterrent [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategies 9 and 10; Enforcement of Parking Regulations and Truck Routes Appendix
This should be part of the strategy to do targeted parking enforcement [on Solution E5: Conduct Spot-Check in Problem Areas along non-Truck Routes]	Workshop 4	Enforcement	Strategy 5
Work with community advisors on this [on Solution E5: Conduct Spot-Check in Problem Areas along non-Truck Routes]	Workshop 4	Enforcement	Ongoing Stakeholder Coordination
The DOT staff should work with community advisors to identify hot spots and communicate other issues [on Solution E2: Do Targeted Parking Enforcement]	Workshop 4	Enforcement	Strategy 10; Ongoing Stakeholder Coordination
Be clear on who does enforcement.	Workshop 4	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
DOT doesn't have commercial ticket understanding.	Workshop 4	Enforcement	Strategy 7
DOT has a strategic plan that does not include enforcement.	Workshop 4	Enforcement	DOT's responsibilities include parking enforcement. Also see Strategy 7.
Hasn't ever seen a ticket given to a truck that is, for example, issuing black smoke or parked illegally.	Workshop 4	Enforcement	DOT is responsible for parking enforcement and has issued tickets to trucks and trailers in West Oakland. See Enforcement Appendix. CARB has enforcement authority for truck emissions.

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
The process of ticketing chassis is slow - ticket goes to chassis provider, who then tracks down driver - which may reduce effectiveness as a deterrence. Similarly, truck drivers violating regulations are not receiving the ticket; their company is.	Workshop 4	Enforcement	Chassis company managers have noted that parking tickets are sent to the correct truck driver, who is responsible for paying the ticket. The ticket fine may be increased under Strategy 9.
Need enforcement. Need higher citation amounts - \$500 or towing, which can cost \$2,000 or more to get truck back.	Workshop 4	Enforcement	Strategies 5, 7, 9, and 10
The solutions seem to be a lot of "sticks"; what about "carrots"? Communicate before you punish.	Workshop 4	Enforcement	Strategies 2, 4, and 6; Ongoing Stakeholder Coordination
Need more enforcement for trucks double-parking and idling in public streets.	Workshop 4	Enforcement	Strategy 7; CARB regulates truck idling
Have the 311 app take truck and chassis parking complaints, including data needed to ticket it.	BizAlert	Enforcement	OAK 311 can take parking complaints and route them to the appropriate department.
When a Port truck or chassis is found where it is not supposed to be, the port should be notified and keep a list of repeat violators for additional action.	BizAlert	Enforcement	Parking violations will be addressed through normal parking enforcement procedures; see Enforcement of Parking Regulations and Truck Routes Appendix
Industrial area J&A (26th & Union) with prohibited streets serving it; contradictory use - weakens ability to enforce rules	Workshop 1	Land Use/ Conflicts	Strategies 2 and 3
Relocate customs facility out of West Oakland neighborhood	Workshop 1	Land Use/ Conflicts	Customs facility has relocated out of West Oakland
Traffic calming	Workshop 1	Land Use/ Conflicts	Strategy 6
US Customs to Port area @ 18th & Wood	Workshop 1	Land Use/ Conflicts	Customs facility has relocated out of West Oakland
West Oakland Plan has Peralta as a pedestrian street with roundabouts - conflicts with truck route	Workshop 1	Land Use/ Conflicts	Strategy 3

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Trucks are blocking access, e.g. driveways	Workshop 2	Land Use/ Conflicts	OAK 311 can take parking complaints and route them to the appropriate department.
Regional components to address - future growth patterns. How to tie in MTC truck plan?	Workshop 3	Land Use/ Conflicts	The TMP supports MTC's <i>San Francisco Bay Area Goods Movement Plan</i> goal to "Reduce environmental and community impacts and improve the quality of life in communities most affected by goods movement". Strategy 4 will be coordinated as appropriate with MTC's Regionwide Freight Signage Program.
Encourage a direct interaction between residents/business owners (community get-togethers); City/Port staff can facilitate such meetings	Workshop 1	Other	Ongoing Stakeholder Coordination
Look at what has been done before	Workshop 1	Other	The technical analysis looked at some past efforts (see TMP appendices); implementation of several strategies will look at examples from other communities
Modifying existing plan - don't recreate wheel	Workshop 1	Other	Truck Background Appendix
Outreach	Workshop 1	Other	Ongoing Stakeholder Coordination
Staffing and funding plan needs to be committed to over a significant period of time, such as 5 years.	BizAlert	Other	Implementation Approach
West Oakland Business Alert (BizAlert) would like a regular update on the TMP.	BizAlert	Other	Ongoing Stakeholder Coordination
Plan should be written to suggest updating/revising its policies when a majority of trucks have shifted to electric power; however, that this would likely take more than 5 to 7 years, so that could well exceed the policy life of the Plan.	BizAlert	Other	As noted, this time frame is beyond the 5-year implementation period of the Plan.
3rd/5th/Market trucks parked overnight	Workshop 1	Parking	Strategy 8

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
7th & Market - 6 pm - GP Truck parking 2-3 M-Sun	Workshop 1	Parking	Strategy 8
Adeline - not signs telling people (trucks) where to park	Workshop 1	Parking	Strategy 8
It's expensive to park at OMSS/under freeway; a lot to pay on top of insurance, overhead for trucking businesses; RFID & SCAC codes	Workshop 1	Parking	Strategies 8 and 9; Ongoing Stakeholder Coordination
Bobtails	Workshop 1	Parking	Strategy 8
Don't want to pay price at port to park	Workshop 1	Parking	Strategy 9
Parking near DeFremery Park (16th/18th & Adeline)	Workshop 1	Parking	Strategy 8
Truck chassis parking [at 26th & Union Street]; almost a junk yard here; prohibited is not enforced; Union ROW is poor	Workshop 1	Parking	Strategies 7, 8, and 10
Truckers don't know where to go for parking over the road drivers	Workshop 1	Parking	Ongoing Stakeholder Coordination
Truckers don't want to pay truck parking fees at Port	Workshop 1	Parking	Strategies 7, 8, 9, and 10
Trucks parked along the park [DeFremery Park]	Workshop 1	Parking	Strategy 8
Trucks parking on Poplar [between 14th & 18th]	Workshop 1	Parking	Strategy 8
Trucks parking on residential streets	Workshop 1	Parking	Strategy 8
Trucks parking on Wood Street [between 20th & 24th]	Workshop 1	Parking	Strategy 8
Address trucks parking and idling on Frontage Road.	Workshop 2	Parking	Strategies 3 and 8
Are there other streets like this? [16th and Poplar]	Workshop 2	Parking	Strategies 7, 8, and 10
Must have more enforcement of no chassis and container parking.	Workshop 2	Parking	Strategies 7 and 10
Need to put information about truck parking available at the Port up front.	Workshop 2	Parking	Ongoing Stakeholder Coordination
On-street parking near Central Concrete is a problem.	Workshop 2	Parking	Strategies 7, 8, and 10
Other areas of West Oakland have garbage, walls, no sidewalks, etc. Won't get ticketed for parking in those areas.	Workshop 2	Parking	Strategies 7, 8, and 10
Residents don't know parking limits block by block.	Workshop 2	Parking	Strategy 8; Ongoing Stakeholder Coordination
Stolen trucks are dropped near DeFremery Park.	Workshop 2	Parking	Strategy 10
The streets are not their business parking space. Should only park if delivering. Any way to enforce or entice them to park elsewhere?	Workshop 2	Parking	Strategies 7, 8, and 10

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Trucks need to park off-street at night; overnight truck parking should be on their own property, not on city streets.	Workshop 2	Parking	Strategy 8
Trucks parking on the street are not paying a penny to park [e.g. containers on Peralta]	Workshop 2	Parking	Strategies 8 and 9
Market and 7th - trucks from Post Office	Workshop 3	Parking	Strategy 8
Missed traffic and parking data around the post office	Workshop 3	Parking	Strategy 8
Myrtle Street has quite a few trucks parked on it	Workshop 3	Parking	Strategy 8
Not many trucks in residential zoning	Workshop 3	Parking	Strategy 8
Park overnight near McDonald's	Workshop 3	Parking	Strategy 8
Some truck parking east of San Pablo	Workshop 3	Parking	Strategy 8
Three Port-related businesses south of 20th are likely causing parking and truck traffic off of the Grand Avenue corridor	Workshop 3	Parking	Strategies 2 and 8
Truckers are on their own as parking changes randomly	Workshop 3	Parking	Strategy 8; Ongoing Stakeholder
Unattached trailers	Workshop 3	Parking	Strategy 8
Willow and 7th [trucks from Post Office?]	Workshop 3	Parking	Strategy 8
[Vote for the solution] except in industrially zoned areas [on Solution P2: Prohibit Unattached Trailer Parking Overnight]	Workshop 4	Parking	Strategy 8
Don't separate residences and parks [on Solution P1: Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
We also should have maps made public of prohibited areas/streets like the truck routes map [on Solution P5: Update Existing Parking Signs]	Workshop 4	Parking	Strategy 3
Seems that there is sufficient capacity currently (70% occupancy) so should find other ways to incentivize truckers to utilize port parking more. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Strategies 8 and 9; Ongoing Stakeholder Coordination
What about including schools? [on Solution P3: Prohibit Truck Parking Around Parks]	Workshop 4	Parking	Strategy 8
Record container numbers, not just chassis. Citations go to chassis vendors. Industry tracks by container number. [on Solution P2: Prohibit Unattached Trailer Parking Overnight]	Workshop 4	Parking	Strategies 7 and 8

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Simpler seems better mostly easier to understand and follow the rules. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
Work with Google, Waze, and other navigation apps to make designated/prohibited parking areas information readily available. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Ongoing Stakeholder Coordination
This would be especially helpful in eliminating truck parking on Mandela Parkway from 12th Street, going south, which is bounded on both sides by residential housing, yet "feels" commercial/industrial. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
Don't want to push people [truckers] out of industry. Take care of the drivers. There are a lot of vacancies - don't want to make the job less attractive.	Workshop 4	Parking	Ongoing Stakeholder Coordination
Know the background/history of truck parking at the Port - e.g. requirement of 15 acres at the Port, 15 acres at the City has been a moving target since development of OAB started.	Workshop 4	Parking	Truck Background Appendix
Add parks to residential in considering changes to parking regulations; false division.	Workshop 4	Parking	Strategy 8
Majority of truckers don't want to park in residential areas; there are just a few "bad apples," a small number of repeat offenders out of 6,000 Port drivers. That's where enforcement needs to kick in, but communication needs to happen, too.	Workshop 4	Parking	Strategies 8, 9, and 10; Ongoing Stakeholder Coordination
How do we make 3,500 parking spaces permanent, and not month to month?	Workshop 4	Parking	Truck Background Appendix
Trucks parking on Wood near the Caltrans lot next to Target, perhaps to avoid paying for a space	BizAlert	Parking	Strategy 8
Ban large truck parking on streets surrounding West End Commons and other neighborhood streets with residential homes, except where such trucks belong to a neighborhood resident.	BizAlert	Parking	Strategy 8
Prohibit truck parking, especially overnight, on the east side of Mandela between 28th and 32nd Streets.	BizAlert	Parking	Strategy 8

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Prohibit truck parking, especially overnight, on the north side of 28th Street between Mandela Parkway and Ettie Streets.	BizAlert	Parking	Strategy 8
Prohibit truck parking, especially overnight, on the west side of Ettie between 28th and 32nd Streets.	BizAlert	Parking	Strategy 8
Updates on enforcement seems like the most natural next step, especially if communications improve. It is low cost and moves us forward together to determine other things.	BizAlert	Parking	Strategies 7 and 10
Prohibit overnight parking in West Oakland - great first approach. Clear.	BizAlert	Parking	Strategy 8
Prevent parking near residences 24/7.	BizAlert	Parking	Strategy 8
Keep hearing that parking enforcement is not trained to ticket trucks; they should be.	BizAlert	Parking	Strategy 7
There should be an opportunity for legal way to park, perhaps permits, for businesses with a limited amount of space/inadequate parking at their properties.	BizAlert	Parking	Strategy 8
Someone is running a truck business on the streets on Wood south of West Grand (using the street as their home lot).	BizAlert	Parking	Strategies 7, 8, 9, and 10
1599 Ferry Street Port of Oakland [work?]	Workshop 1	Positive Features	The Goals of the TMP will improve quality of life in West Oakland, thereby building upon the community's positive features.
349 Mandela Street (work)	Workshop 1	Positive Features	
Blue collar community/history	Workshop 1	Positive Features	
Business friendly community - West Oakland shows commitment to businesses - understand need for businesses	Workshop 1	Positive Features	
Community & culture over time - connect with African American side; food, entertainment	Workshop 1	Positive Features	
Convenient - close to City, trains to San Jose, Emeryville, Jack London Square	Workshop 1	Positive Features	
Day Care Dogs	Workshop 1	Positive Features	
Diversity; multicultural. 32 languages in Yard (Port).	Workshop 1	Positive Features	
Gentrification (both a good and bad thing)	Workshop 1	Positive Features	
Great location	Workshop 1	Positive Features	

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Grew up [at approx. Center & 12th]	Workshop 1	Positive Features	The Goals of the TMP will improve quality of life in West Oakland, thereby building upon the community's positive features.
Hana [at approx. Poplar & 10th]	Workshop 1	Positive Features	
Joanna 1037 Adeline Street Oakland	Workshop 1	Positive Features	
Job opportunities in transportation	Workshop 1	Positive Features	
Live [at approx. 32nd Street & Market]	Workshop 1	Positive Features	
Local knowledge of air pollution and engagement in addressing it, esp. for kids	Workshop 1	Positive Features	
Location - easy to get here	Workshop 1	Positive Features	
Lot of pedestrians	Workshop 1	Positive Features	
Pero Center Café; BrewNSip Coffee; hire locally; Wood Street [not sure if names are correct]	Workshop 1	Positive Features	
Price Mart kept up 14th & Willow	Workshop 1	Positive Features	
Raimondi Park, pupusas	Workshop 1	Positive Features	
Strong sense of community	Workshop 1	Positive Features	
Tight-knit, blue collar, lots of families, but people have left as rents have risen	Workshop 1	Positive Features	
Vibrant community	Workshop 1	Positive Features	
Victoria homes; aesthetic	Workshop 1	Positive Features	
Weather	Workshop 1	Positive Features	
Weather perfect	Workshop 1	Positive Features	
What we like about West Oakland - Neighborhood	Workshop 1	Positive Features	
What we like about West Oakland - Surrounding/Environment	Workshop 1	Positive Features	
What we like about West Oakland - Trees & Birds	Workshop 1	Positive Features	
What we like about West Oakland - Would like to love walking & biking in West Oakland	Workshop 1	Positive Features	
2 elementary schools, 3 senior houses, prohibited street [placed NW of Market & Grand, but no prohibited streets there]	Workshop 1	Prohibited Streets	Strategies 2 and 3
28th & Union trucks have been going	Workshop 1	Prohibited Streets	Strategies 2 and 3

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
How determine what's prohibited	Workshop 1	Prohibited Streets	Truck Movement and Safety Appendix; Enforcement of Parking Regulations and Truck Routes Appendix
Improve traffic circulation & street traffic direction to limit ability for trucks to use prohibited streets	Workshop 1	Prohibited Streets	Strategies 2, 3, and 4
Market Street has a number of schools, yet it is not a prohibited (truck) street	Workshop 1	Prohibited Streets	Strategies 2 and 3
Some aspects of the prohibited routes don't make sense - e.g. isolated "open" segments	Workshop 1	Prohibited Streets	Strategy 3
Tracking trucks through RFID or some type of signal when they are in prohibited areas?	Workshop 1	Prohibited Streets	Ongoing Stakeholder Coordination
Trucks have been going on 28th & Union [E, W & S]	Workshop 1	Prohibited Streets	Strategies 2, 3, 4, and 5
Center St. from 7th to 12th has a lot of trucks, despite being a prohibited street.	Workshop 2	Prohibited Streets	Strategies 2, 4, and 5
Prohibited Streets in industrial area seems contrary, but find out why they were prohibited in the first place.	Workshop 2	Prohibited Streets	Strategy 3
Trucks coming into "industrial triangle" driving on residential prohibited streets	Workshop 2	Prohibited Streets	Strategies 2, 3, 4, and 5
No truck driving allowed on their street [28th between Poplar and Adeline]	Workshop 3	Prohibited Streets	Strategies 2, 3, 4, and 5
Truck driving on neighborhood/residential streets; truck turning movements on residential streets are dangerous	Workshop 1	Truck Routes	Strategies 2 and 3
Are there pedestrian crossing signals and ADA ramps at 7th & Adeline?	Workshop 3	Safety	Strategy 1
How will TMP address negative impacts to children in the parks?	Workshop 3	Safety	Strategy 8
Add signage in other languages (Spanish)	Workshop 1	Signage	Strategy 4
Better signage	Workshop 1	Signage	Strategy 4
Incorrect route sign [SB Wood Street - sign says left turn onto 14th Street is truck route]	Workshop 1	Signage	Strategy 4
Lack of signs for trucker - way confusing here [Adeline between 7th & 5th]	Workshop 1	Signage	Strategy 4

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Missing in truck plan: signage	Workshop 1	Signage	Strategy 4
More and correct signage, executed in coherent, non-piecemeal way. System.	Workshop 1	Signage	Strategy 4
More directional signage	Workshop 1	Signage	Strategy 4
Repair signs; take pictures. PW	Workshop 1	Signage	Strategy 4
Signage in Spanish & English	Workshop 1	Signage	Strategy 4
Signage is old & not marked	Workshop 1	Signage	Strategy 4
Signage old, unmarked or non-existent	Workshop 1	Signage	Strategy 4
Signs identifying direction to (5th & Union) Port [5th & Union is entrance/exit for 880; is this to bypass 7th?]	Workshop 1	Signage	Strategy 4
Training - signage, education	Workshop 1	Signage	Strategy 4
Can signs inform residents about what is allowed?	Workshop 2	Signage	Ongoing Stakeholder Coordination
Need large electronic signs in key locations.	Workshop 2	Signage	Strategy 4
Need more no parking signs around DeFremery Park, on the block faces of the park, and perhaps in the Residential and Industrial area nearby.	Workshop 2	Signage	Strategy 4
Need more signs so people know what is allowed.	Workshop 2	Signage	Strategy 4
Need signs "Trucks cannot come through this neighborhood".	Workshop 2	Signage	Strategy 4
Sign post Mandela Parkway as NOT a truck route.	Workshop 2	Signage	Strategy 4
Add truck route signs and very large clear signage of No Trucks Past 20th Street on Campbell. Trucks exit the freeway and go straight down Campbell Street, which is mixed commercial and residential. The streets are completely torn up from Grand Ave to 7th Street.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Adeline & 28th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Campbell & West Grand.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Frontage Road & 16th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Linden & 28th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Union & 28th.	Workshop 3	Signage	Strategy 4
Hayward doing truck route signs and information well; check police department website	Workshop 3	Signage	Strategy 4

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
One of these signs [painted on the street] is specifically for designated truck routes. It would reflect the truck routes indicated with a specific color on a city map to ones on the ground (in the "real world").	Workshop 3	Signage	Strategy 4
Portable, Chargeable Electronic Message Sign on Frontage near 14th.	Workshop 3	Signage	Strategy 4
Use web-based GPS systems like 511 [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Have signs or other communications be understandable to people speaking multiple languages [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Strategy 4
Use the forthcoming ITS/RFID system to communicate with drivers [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Identify a "pilot corridor" [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 4
Put in the TMP the 10-year maintenance costs [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Implementation Approach
Use anti-graffiti signs, if they exist [on Solutions SC3: Replace Faded or Damaged Signs and SC1: Fix Caltrans Highway Signs]	Workshop 4	Signage	Strategy 4
This seems connected to replacing/updating existing signs; seems necessary but hard to prioritize [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 4
Use graphic signs, not just signs in English [on Solution SC5: Add More Truck Prohibited Signs]	Workshop 4	Signage	Strategy 4
There may be existing mapping apps with truck routes [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Registered trucks already know this information; would it reach non-Port trucks? [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Introduction
Goes with larger, better signage [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 4

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Online truck route information (police department site) under trucker section [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 3; Ongoing Stakeholder Communication
Destination (MFR, etc.), tell truckers best route in West Oakland [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Strategy 2
Have an app built specifically for the CIB of Oakland Truck Routes [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Consider the past plan for a big blue sign that would have directed trucks to services [on Solution SC8: Add Signs for Truck Services]	Workshop 4	Signage	Strategy 4
Preference should be to keep signs in industrial/commercial areas [on Solution SC8: Add Signs for Truck Services]	Workshop 4	Signage	Strategy 4
Get information regarding prohibited/designated routes and parking prohibitions integrated into Google maps/Waze and other relevant apps [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Let's try new things! [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 4
Also consider alternatives like speed bumps and staggered stoplights [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 6
I think SC1, SC2, SC3, SC4, and SC5 need to all be done as a comprehensive signage strategy after the truck route planning has been completed [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Strategy 4
We need a Community Advisors to identify hot spots to start implementation [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Get information to truck drivers regarding parking and other restrictions.	Workshop 4	Signage	Ongoing Stakeholder Coordination
What about including maintenance costs over 10 years? Only capital costs are shown on the posters.	Workshop 4	Signage	This time frame is beyond the 5-year implementation period of the Plan

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Communicated with the business owners and have them stress the rules to truckers who deliver to/from their businesses. Be sure to stress no idling and no double parking.	Workshop 4	Signage	Strategy 2
Language should be clear for all stakeholders to understand.	Workshop 4	Signage	Strategy 4
This roadshow needs to be presented to truckers, contractors, for example through the Trucker Work Group or meetings with truckers and brokers. Not genuine until we hear from more voices like theirs.	Workshop 4	Signage	Ongoing Stakeholder Coordination
The outreach, based on number of people attending the workshop, is not statistically valid.	Workshop 4	Signage	Public Engagement Program Appendix
Clarify the difference between goods movement, drayage and delivery trucks; be specific in what we're putting out.	Workshop 4	Signage	Introduction; Truck Background Appendix
The best communication is done in person. Develop real relationships with leaders who can help make sound decisions and then put the word out effectively as a whole team.	BizAlert	Signage	Ongoing Stakeholder Coordination
City designated and local businesses provide truck services	Workshop 1	Truck Businesses	Truck Background Appendix
J&O Tire	Workshop 1	Truck Businesses	Strategy 2
Make locations of services clear	Workshop 1	Truck Businesses	Strategy 4
Missing in truck plan: truck supportive service	Workshop 1	Truck Businesses	Truck Background Appendix
Some parts of Truck Route planning didn't happen - were supposed to cluster truck businesses. Blue signs with services - not done.	Workshop 1	Truck Businesses and Services	Strategies 3 and 4
Three Rivers Trucking runs refrigerated units 24/7 [NW of 17th & Campbell]	Workshop 1	Truck Businesses and Services	Three Rivers Trucking has relocated out of West Oakland; site will be redeveloped as residential
Trucks are important in general, what types of truck - businesses that are truck attractive or use trucks once in a while to serve businesses as services taken away from trucks have to travel further away	Workshop 1	Truck Businesses and Services	Truck Background Appendix
New OUSD Central Kitchen [on West Street] - additional truck traffic.	Workshop 3	Truck Businesses and Services	Strategy 2

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Number of vehicles is a concern. How to translate?	Workshop 3	Truck Businesses and Services	The TMP does not address the number of trucks serving the Port and the OAB, but does address where they drive and park
Pleased to learn customs enforcement is out of West Oakland; disappointed to find out it's going to Alameda - driving through Chinatown, safety issues in tunnel. Shouldn't it be on Port property?	Workshop 3	Truck Businesses and Services	There is now a Customs Examination Station on Maritime Street in the Port
Question - what can we expect in the future? (how many, what services, classification of business; thinks there will be more - what are they?)	Workshop 3	Truck Businesses and Services	The TMP has a 5-year implementation time frame; long-term land use planning is the jurisdiction of the Oakland Bureau of Planning
Think of trucks in West Oakland in 3 categories: serving Port but no home (need overnight truck/chassis parking); serving Port and have home yards (at or away from Port); other businesses using trucks (e.g. postal carriers).	BizAlert	Truck Businesses and Services	Truck Background Appendix
App of truck routes	Workshop 1	Truck Routes	Ongoing Stakeholder Coordination
Boards don't show Frontage Road as a truck route - should be	Workshop 1	Truck Routes	Strategy 3
Frontage Road	Workshop 1	Truck Routes	Strategy 3
How can we enforce no trucks on 3rd Street	Workshop 1	Truck Routes	Strategies 4 and 5
May need to change routes over time as land uses change	Workshop 1	Truck Routes	Strategy 3; TMP has five-year time frame for implementation
Missing in truck plan: comprehensive planning for goods movement	Workshop 1	Truck Routes	The TMP supports MTC's <i>San Francisco Bay Area Goods Movement Plan</i> goal to "Reduce environmental and community impacts and improve the quality of life in communities most affected by goods movement". Strategy 4 will be coordinated as appropriate with MTC's Regionwide Freight Signage Program.
Missing in truck plan: Truck route	Workshop 1	Truck Routes	Strategies 2 and 3
More use of West Grand & Maritime Street entrance into Port area	Workshop 1	Truck Routes	Strategies 2, 3, and 4

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Need more use of these two exits [West Grand offramps from 880]	Workshop 1	Truck Routes	Strategies 2 and 3
No longer a truck route but people still use it [either 3rd east of Market or MLK south of 5th]	Workshop 1	Truck Routes	Strategies 2, 3, and 4
Peralta goes through	Workshop 1	Truck Routes	Strategy 3
Put routes on a website or in Google maps etc.	Workshop 1	Truck Routes	Ongoing Stakeholder Coordination
Truck routes	Workshop 1	Truck Routes	Strategies 2, 3, 4, and 5
Trucks are on Mandela	Workshop 1	Truck Routes	Strategies 2, 3, and 4
Trucks in neighborhood	Workshop 1	Truck Routes	Strategies 2, 3, 4, and 5
Trucks must go past this intersection & then circle back [EB West Grand to SB Mandela to EB 20th]	Workshop 1	Truck Routes	Strategy 2
3rd St. East of market: trucks are driving and parking and it's NOT a truck route.	Workshop 2	Truck Routes	Strategies 2 and 3
Could we use marking on pavements, like the green bike lanes, to show truck routes and/or where parking is allowed?	Workshop 2	Truck Routes	Strategy 4
Visual cues are very effective at reducing truck traffic. Trees, narrower streets, etc. Use them to indicate where trucks can go.	Workshop 2	Truck Routes	Strategy 6
3rd Group of trucks [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
How to encourage use of truck routes	Workshop 3	Truck Routes	Strategies 2, 4, and 5; Ongoing Stakeholder Coordination
Lots of trucks on Adeline; 14th Street; and Peralta at 16th & 17th.	Workshop 3	Truck Routes	Strategies 2, 3, 4, and 5
Not enough real-time data [regarding Streetlight Data]. It is not in-depth analysis esp. in some parts of West Oakland. Our maps don't capture all types of truck movement (e.g. Post Office, EBMUD trucks). Need to be on the street to see stuff. Find a way to match data with in-person observation.	Workshop 3	Truck Routes	Truck Movement and Safety and Technical Memorandum Appendix
On-off ramp - need to clarify - maybe do a list [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
OUSD Central Kitchen and 28th & West Street will generate pollution and truck trips; how do we make sure they use the truck routes? What size trucks will they use?	Workshop 3	Truck Routes	Strategy 2
Routing - West Grand, Adeline [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
Trucks on Market at 7th going North (a lot!).	Workshop 3	Truck Routes	Strategies 2 and 3
What about trips that aren't West Oakland/Port? Want counts.	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix; Streetlight Data provides percentages, not numbers of vehicles
What are the internal trips? [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
What do we want to do with this information [Streetlight Data]? Middle filter data?	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
Wood & 14th - sign says this it is a truck route - verify	Workshop 3	Truck Routes	Strategies 3 and 4
Work with Caltrans on having trucks drive from Caltrans parking lots under freeways onto the freeways [on Solution SC1: Fix Caltrans Highway Signs]	Workshop 4	Truck Routes	Strategy 2
Don't vote this! I think this is a very bad idea. Zoning and land use! Ditto!! This is restrictive framing. There is a public health and safety conflict of interest. We need to change the general plan. [on Solution TMS4: Improve Safety on Union Street between 5th and 7th Streets]	Workshop 4	Truck Routes	Strategy 1

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Can we also look at other corridors/hotspots (beyond Adeline) that are not prohibited so trucks are using them as alternative routes and we're seeing elevated levels of pollution. Key: yellow-orange-red = relative levels of black carbon around residential parcels (commenter attached figure from Acclima/EDF study and circled some locations). [on Solution TMS3: Reevaluate Truck Prohibited Street Designation in Industrial Areas]	Workshop 4	Truck Routes	Strategies 2 and 3
Add additional prohibited street - Mandela Parkway, especially from 12th Street going south, where it is bounded on both sides by 100% residential housing. [on TMS3: Reevaluate Truck Prohibited Street Designation in Industrial Areas]	Workshop 4	Truck Routes	Strategy 3
Concern that planned residential does not fit with existing use. Creating potential! [on Solution TMS4: Improve Safety on Union Street between 5th and 7th Streets]	Workshop 4	Truck Routes	Strategy 1
Frontage Road - need to consider the new and still to be built residential complexes between 11th and West Grand. The busyness of trucks on Frontage already has serious impact on residential life. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 3
Request for stop lights/roundabouts/beautifying the center median have all been made by the residents. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 6
CWS at 11th/Pine - New thought on truck access needs to be considered until they have moved to Port. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 2
Please do something about truck business at 12th & Mandela. It abuts residential housing, and truck traffic frequently spills into residential neighborhood. [on Solution TMS1: Identify Preferred Routes for Completing Deliveries]	Workshop 4	Truck Routes	Strategy 2

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Work with Google Maps to have a "truck route" icon as an alternative transportation option specifically for truck drivers to guide them to their destination using permitted streets.	Workshop 4	Truck Routes	Ongoing Stakeholder Coordination
Cass and Central Concrete supply truck routes along 28th street cause problems in and around West End Commons, including noise and toxic particulate matter. The trucks needlessly travel next to homes when alternative routes with less residential impact are available.	Workshop 4	Truck Routes	Strategies 2, 3, 4, and 5
Eliminate 28th Street between Peralta and Mandela as a too-convenient and frequent short-cut heavy truck route by those from CASS and Central Concrete Supply Co, maybe through a revised set of operating conditions and truck routes. Smaller businesses on 28th that use trucks, like Granite Expo, High Octane Body & Paint, and Cypress Auto Recyclers, should not be prohibited so they can access their businesses. This is an important step to improving health.	BizAlert	Truck Routes	Strategies 2, 3, 4, and 5
If communications are set up well and have solid buy-in from all stakeholders, then the rest of categories [truck movement] will flow more naturally.	BizAlert	Truck Routes	Ongoing Stakeholder Coordination
Truck have tracking (or will soon). Can we tell when/where trucks are going where there not supposed to? Is it possible to coordinate with GPS maps and provide a warning signal when they go off truck routes?	BizAlert	Truck Routes	Ongoing Stakeholder Coordination
Truck routes are convoluted - revisit and reconsider.	BizAlert	Truck Routes	Strategies 2 and 3
How is outreach currently done to businesses about where trucks can drive and park?	Workshop 2	Trucker Training and Outreach	Truck Background Appendix
Need education then enforcement [re: trucks and parking]	Workshop 2	Trucker Training and Outreach	Ongoing Stakeholder Coordination; also Strategies 2, 3, 4, 8, and 9 for education and Strategies 5, 7, and 10 for enforcement
Training and outreach to truckers on available parking.	Workshop 2	Trucker Training and Outreach	Ongoing Stakeholder Coordination

Table 1. Comments Within the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
An App that drivers coming in to Oakland can use to find approved routes, rest areas, and repair locations.	Workshop 3	Trucker Training and Outreach	Ongoing Stakeholder Coordination
Continued training for new and current truck drivers on route rules.	Workshop 3	Trucker Training and Outreach	Ongoing Stakeholder Coordination; also Strategies 2, 3, 4, 8, and 9
Door hangers [for trucks] - no idling	Workshop 3	Trucker Training and Outreach	Implementation Approach (door hangers can be considered as an outreach technique)

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
10th & Brush HVAC indoor filtration	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air cleaning posts outside - towers to clean the air (like cell phone towers - but for AQ)	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air filtration; idling; sensitive receptors where are they	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air quality - substantial improvement since 2005; obvious particulate on windows	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Indoor air quality	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Missing in truck plan: sources of emissions	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Not just quality of life, but health!	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Pollution	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - dust	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Problem - pollution	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - residential areas still have poor quality; industrial areas are still having disproportionate impact on large residential area	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Use air quality as metric	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Consider a separate working session looking at air quality data block by block on health effects of diesel.	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Proximity/location of sources of pollution needs to be included in plan. Need TMP to review EDF data block by block.	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee
Wealth of data around exposure to diesel in this area of West Oakland. Would you consider using that data to examine and solutions around these pollution areas?	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee
How does this plan improve greening, in parks and along freeways, to absorb pollution?	Workshop 3	Air Quality	Comment shared with AB 617 Steering Committee
How is AB617 connected to MAQIP and the TMP?	Workshop 3	Air Quality	The TMP Strategies are being provided to the AB 617 team
Suggest that the Port set up a Community Advisory Committee to address air quality; the current process is not a CAC	Workshop 3	Air Quality	Comment shared Seaport Air Quality 2020 and Beyond Team
Recent air quality studies revealed pollution hotspots on 28th Street between Mandela Parkway and Peralta.	BizAlert	Air Quality	Comment shared with AB 617 Steering Committee
Electric charging stations for future. Port is looking at that. Should cut a break to go green to charge.	Workshop 1	Alternative Fuels/EV	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Missing in truck plan: land for infrastructure for electrification	Workshop 1	Alternative Fuels/EV	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - potholes	Workshop 1	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
No sidewalks in industrial triangle area - not unusual in this area.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Poor pavement on streets. If streets were built appropriately, wouldn't get potholes. Inadequate maintenance.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Potholes and sinkholes from trucks.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Sidewalks/streets in the industrial triangle area never being fixed because of heavy duty trucks. Takes 3 or 4 calls to get a response.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Trucks damage the streets and the curbside parking. 26th and Poplar area is terrible with potholes.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Lack of responsibility for fixing potholes on rail lines left in roads. Agreements with railroads have expired.	BizAlert	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Have patrols/enforcement on Frontage and Maritime to stop idling during lunch hour (11:30-1:00 or 2:00)	Workshop 3	Enforcement	This currently happens on an as-needed basis by the OPD Commercial Police Officer whose enforcement activities occur at the Port. CARB regulates truck idling.
Work with BAAQMD and CARB to get authority over idling and smoking trucks [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee
CARB has the ability to do the enforcement training for issuing tickets with black smoke or other air quality infractions.	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee
Dynamics have changed - bigger truck companies are taking over; changes impact the little guy much more.	Workshop 4	Other	Comment shared with Port Efficiency Task Force
Can't get warehouse because of grow houses	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
CASS & CWS why not named out	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Look at what Bike/Ped doing - does it conflict with truck routes	Workshop 1	Land Use/Conflicts	Comment shared with OakDOT
Missing in truck plan: Conditional use permits	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Missing in truck plan: land for green infrastructure	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning and Parks, Recreation & Youth Development
Missing in truck plan: proximity	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Peralta streetscape plan shows pedestrians but in conflict with truck plan	Workshop 1	Land Use/Conflicts	Comment shared with OakDOT

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Problem - people don't use parks when traffic is driving by	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Parks, Recreation & Youth Development
Zoning of land uses - use air quality as a metric	Workshop 1	Land Use/Conflicts	Comment shared with AB 617 Steering Committee
Conflicts between bike and truck routes	Workshop 2	Land Use/Conflicts	Comment shared with OakDOT
Help move process for getting CASS and CWS relocated.	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
How do we get trucking businesses out of West Oakland?	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Santos Hauling has been cited by the City and may be illegal.	Workshop 2	Land Use/Conflicts	Santos Hauling was subject to enforcement and legal action by the City of Oakland and is no longer operating at 2850 Poplar St.
SE corner of 28th and Magnolia - site does not have a permit to do work on trucks/containers. [may be 2845 Magnolia]	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Surprised to still see little pockets of industrial activity surrounded by residential despite West Oakland Specific Plan.	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
City should show H&S code in dealing with air quality and land use; have not heard a plan for intervention, prevention, and mitigation for worker H&S. Conditional Use Permits haven't been changed.	Workshop 3	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
SB1000 requires that environmental justice be inserted into general and specific plans; all that is missing here.	Workshop 3	Land Use/Conflicts	The Port and City recognize the importance of environmental justice; however, the TMP is not a General Plan nor a Specific Plan and is not subject to SB 1000. The TMP is intended to improve the quality of life in West Oakland.
How to get local businesses to use cleaner trucks? Try to incorporate that into planning now. This issue isn't represented well in any of the solutions; fits best in Truck Movement.	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Most compelling item is moving businesses to the Port/OAB. Want to see a short-term, medium-term, and long-term plan for this. Pinpoint where land use feedback is being used, since it doesn't appear to be in the TMP or MAQIP.	Workshop 4	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
"Jake" brakes on trucks are very loud	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Air brakes very loud - jake brakes	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
BART loud; BART station parking U/G?	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Problem - noise	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Sound/noise pollution	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Congestion is from cars from lots of new people	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Dog Street, graffiti, affordability	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Green infrastructure [can't read] bioswales	Workshop 1	Other	Comment shared with Oakland Parks, Recreation & Youth Development and OakDOT
Is 24 hour operation going to improve things or not?	Workshop 1	Other	Comment shared with Port Efficiency Task Force
Not much work in the neighborhood; fewer opportunities for local residents; people aren't aware of training opportunities	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Problem - homeless encampments	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Problem - traffic	Workshop 1	Other	Comment shared with OakDOT
Problems from night gates in the future?	Workshop 1	Other	Comment shared with Port Efficiency Task Force

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Trash	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Wants more shopping nearby and movie theater	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
West Oakland blocked off from downtown	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
How will former truck business locations be used for affordable housing after they've moved?	Workshop 2	Other	Comment shared with Oakland Bureau of Planning
Land should also be considered for affordable housing.	Workshop 2	Other	Comment shared with Oakland Bureau of Planning
Shuttles/commute shuttles to take or drop people at WOBART.	Workshop 2	Other	Comment shared with OakDOT
Some businesses are trying to get shuttle from Target etc. to West Oakland Bart station. Make shuttle free - handling money is expensive. Similar to Emeryville, which assesses its own tax to fund	Workshop 2	Other	Comment shared with OakDOT
Why can't BART have parking structure like MacArthur? Was there such a structure in the West Oakland Specific Plan?	Workshop 2	Other	BART develops plans for its land use and parking
Commitment to trucking companies for parking	Workshop 1	Parking	Comment shared with Port Efficiency Task Force
No place to park safely - truck drivers get robbed	Workshop 1	Parking	Comment shared with Port Efficiency Task Force
18.5% parking tax at Port penalizes/provides a disincentive to truckers to do the right thing	Workshop 2	Parking	Comment shared with Port Efficiency Task Force
Adequate acreage and affordable prices must be in place at the Port for truck, chassis and container parking, short term and long term, daily and weekly. 15 acres per City and Port won't do it when +75-100 acres are available currently.	Workshop 2	Parking	Comment shared with Port Efficiency Task Force
Bart is planning on reduced parking - will there be shuttles? Neighborhood permit parking? No permit parking will limit parking by friends and family	Workshop 2	Parking	Comment shared with OakDOT
Parking under the freeway on Caltrans lands is filling a need. Will it continue?	Workshop 2	Parking	Comment shared with OakDOT

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Prescott School area is very close to Bart and no street parking is available (inc. for cars)	Workshop 2	Parking	Comment shared with OakDOT
Realistically, no room for truck parking [in Lower Bottoms/Prescott School] - cleaner, residential, no walls by street, eyes on the street, narrower streets, no truck services - these features don't make it look like you can just park truck and leave. Not a magnet for trucks.	Workshop 2	Parking	Comment shared with OakDOT, Oakland Bureau of Planning
Port parking shown is in non-operational terminals. What happens to that parking if/when they become terminals again? Need to know what will happen. Have not gotten an answer.	Workshop 3	Parking	Comment shared with Port Efficiency Task Force
We need permanent facilities - much more than 15/15 acres. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Make sure current temporary parking of 3,500 spaces becomes permanent [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Also please make sure there is sufficient capacity to accommodate future projected growth in truck volume. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
This strategy is vague and not sure outreach is sufficient to get the outcome. Need to decrease wait times and address other barriers. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Wood Street from 11th-West Grand is all/mostly residential or will soon be. 100s of new houses to be built - this stretch of Wood needs to be considered residential - rezone. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Incentivize parking in the Port, perhaps a lower cost; many may not know what is available.	Workshop 4	Parking	Comment shared with Port Efficiency Task Force

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Need reasonable prices for truck parking and "drop and pick parking lots" [up to a few hours] so the truckers can afford to use them.	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
If the Army Base is not going to be used for any kind of housing to solve homelessness, then we should simply start with what we already have in place [promote truck parking services at Port and OAB]. Is there room to house people in, say freight containers, which might also be a means to more job creation?	BizAlert	Parking	Deed restrictions at the OAB prohibit housing.
Analyze input about what people like about West Oakland; what is good and how do we protect it. Look at it as an asset for shaping public policy.	Workshop 3	Positive Features	Comment shared with Oakland Bureau of Planning
Not a 4-way stop - dangerous! [MLK/NB Market Offramp/5th Street]	Workshop 1	Safety	Comment shared with OakDOT
Problem - new parks aren't being used - not safe [last word unclear]	Workshop 1	Safety	Comment shared with Oakland Parks, Recreation & Youth Development
Install Pedestrian Countdown Timer at 34th & Mandela for traffic to Target.	Workshop 3	Safety	Comment shared with OakDOT
No! This [Install Barriers between Roadway and Bike Path] does not work on Telegraph and creates hazards.	Workshop 3	Safety	Comment shared with OakDOT
Maintenance and ongoing effort isn't a strategy; it's a requirement [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Comment shared with OakDOT
Sign needs to say "Exit here to Port Truck Route", <u>not</u> berth number [on Solution SC1: Fix Caltrans Highway Signs]	Workshop 4	Signage	Comment shared with OakDOT
Surprised that maintenance of signs scored low. Maybe there are other budgets to use for this?	Workshop 4	Signage	Comment shared with OakDOT
Mandela & Peralta - truck incentive moving out West Oakland ded. Land	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Missing in truck plan: incentive to small businesses to move to the Port's area	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Move truck-oriented businesses from truck prohibited routes/encourage relocation	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Port shuts down at a certain time - have to go into West Oakland for services	Workshop 1	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Question - any commercial development at Army Base?	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Trucks + warehouses move out neighborhood	Workshop 1	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Business relocation needs to be in TMP.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Consider part of the scope to be relocate businesses.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Land in Port not assigned to little guys. Need to commit to small guys/truckers and not use expensive month to month leases.	Workshop 2	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Short term leases/month to month leases create uncertainty for businesses; this is linked to issue of proximity to sources of pollution in the neighborhood.	Workshop 2	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Short-term, medium-term, and long-term planning is needed; incentives for local businesses to move to OAB. This gets to the issues on proximity of pollution sources.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
When will truck-attracting businesses leave? No transitional plan for the non-CASS businesses in the WO Specific Plan.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
How does TMP deal with increased traffic from OAB and ProLogis? Didn't see data on that [in Workshop #3 posters] and how it affects the plan.	Workshop 3	Truck Businesses and Services	The TMP does not address the number of trucks serving the Port and the OAB, but does address where they drive and park

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
OAB/Logistics/Seaport - want more information on how it fits	Workshop 3	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
BAAQMD fines terminal, OPD fines trucker unless it has clean air sticker [regarding idling]	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Drivers lined up at 3 am to get in Port	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Engagement with community to understand idling	Workshop 1	Truck Queuing and Idling	Comment shared with AB 617 Steering Committee
Frontage Rd. line up and & idle	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Idling	Workshop 1	Truck Queuing and Idling	CARB regulates truck idling
Idling - truck will shut down after a certain time, is on to keep cooling - but not idling	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Idling truck	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Is idling enforced? Are terminal operators enforcing? BAAQMD doesn't always respond.	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Terminal line management - better communication. Parallel columns.	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Trucks line up and idle on Frontage Road [between 7th & 11th]	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Volume & hours better for volume of trucks so don't idle	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Businesses with cold trucks have to keep them running	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Can idle more than five minutes with a clean truck	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
No idling signs at Soy Company, but refrigerated trucks idle on Magnolia; they can't park on Adeline.	Workshop 2	Truck Queuing and Idling	The City is in discussions with Hodo Soy
On the Frontage Road by California Waste, between 12:00 - 1:00, trucks are lined up. Some are idling, some are in the yellow median.	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
50% of truck moves in the Port are empty moves; can we make more efficient truck turns to reduce congestion and air pollution? May be a matter for MAQIP; at what point do regional powers (e.g. MTC) take responsibility for these issues?	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team and Port Efficiency Task Force
Appointment system for terminals is inefficient because can't build trips as efficiently. Results in idling outside terminals. Port Efficiency Task Force should work on appointments being efficient for the truckers, not just the terminals.	Workshop 3	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Congestion and pollution - address with more efficient truck movement; avoid empties	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team and Port Efficiency Task Force
Frontage Road is used for truck idling and short-term parking; unclear if they're waiting for an appointment. Where were they before Frontage Road was built?	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Where to put idling area	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
More trees and open space; be aware of maintenance needs.	Workshop 1	Urban Design	Comment shared with OakDOT and Oakland Parks, Recreation & Youth Development
Design and adjacent land uses define neighborhood character.	Workshop 2	Urban Design	Comment shared with OakDOT, Oakland Bureau of Planning
Landscaping affects environment and attractiveness to trucks.	Workshop 2	Urban Design	Comment shared with OakDOT

Table 2. Comments Outside the Scope of the TMP

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Bike lanes on Adeline north of West Grand would reduce Adeline to one lane each direction; Hodo Soy loads on 30th and on Magnolia, but would like to load on Adeline. Hodo Soy needs yellow zone on curb on Adeline for loading.	Workshop 3	Urban Design	Comment shared with OakDOT
City has money for 14th; can get money from EBMUD, EBRPD [for parks/greenways]	Workshop 3	Urban Design	Comment shared with OakDOT
Connect the parks with bike lanes and pedestrian improvements.	Workshop 3	Urban Design	Comment shared with OakDOT
Is there room for Hodo Soy to have off-loading if there is a future bike path on Adeline?	Workshop 3	Urban Design	The City is in discussions with Hodo Soy

West
Oakland

**TRUCK
MANAGEMENT
PLAN**

APPENDIX H

Strategy Development Process

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**



MEMORANDUM –STRATEGY DEVELOPMENT PROCESS

West Oakland Truck Management Plan

To: Richard Sinkoff/Port of Oakland
From: Andrea Gardner/Port of Oakland
Date: November 1, 2018

This memorandum describes the process followed to develop the strategies for the West Oakland Truck Management Plan (TMP).

INTRODUCTION

The Port and the City used a stakeholder-driven process to create the TMP and develop effective solutions to reduce the effects of Port and OAB transport trucks on local streets in West Oakland. The stakeholder engagement included five community workshops. The first four workshops laid the groundwork for generating the solutions proposed in the TMP. Specifically:

- Workshop #1: Stakeholders brainstormed positive attributes of West Oakland, problems associated with trucks in West Oakland, and potential solutions to these problems.
- Workshop #2: Stakeholders visited locations identified in Workshop #1 as problem areas related to trucks to further discuss and refine issues and possible solutions.
- Workshop #3: Stakeholders reviewed and commented on data collection and analysis completed by the Port and the City to better understand the issues and begin defining the solutions.
- Workshop #4: Stakeholders provided feedback on and ranked proposed solutions.

Stakeholder input was also provided through other outreach activities; these are described in the Public Engagement Program appendix to the TMP. The list of stakeholder comments and how they are addressed in the TMP is included in the Stakeholder Comments spreadsheet appendix.

ISSUE IDENTIFICATION

The Port and the City reviewed the stakeholder input from the first two community workshops and identified common themes among the comments. Based on these themes, the Port and the City grouped the comments into 17 categories, as follows:

The Port and the City considered categories that would have similar data collection or that could be addressed by the same solutions, and then further grouped these categories into seven work plan tasks to frame data gathering and analysis. The categories and work plan tasks are shown in Table 1.



Table 1. Issue Categories and Work Plan Tasks

Work Plan Task	Categories Included
Enforcement	Enforcement
Truck Parking	Parking
Truck Movement	Prohibited Streets, Truck Businesses and Services, Truck Routes
Signage and Communication	Signage, Truck Businesses & Services, Truck Routes, Trucker Training and Outreach
Safety and Urban Design	Damage to Roadways/Sidewalks, Land Use/Conflicts, Safety, Truck Routes, Urban Design
Other Related Information	Categories to be incorporated in parallel efforts: Air Quality, Alternative Fuels/EV, Noise, Truck Businesses and Services, Truck Queuing and Idling, Other (e.g. affordable housing, BART parking)
Positive Features	Positive Neighborhood Features

The work plan tasks guided the initial data collection and analysis to more specifically define and clarify potential issues related to trucks in West Oakland. For example, stakeholders made numerous comments about trucks parking overnight or in undesirable locations in West Oakland and questioned whether these trucks were parked legally or if sufficient enforcement is being done. The Port and the City therefore considered the following:

- What are the parking regulations for trucks and trailers in West Oakland? Where are they legally allowed to park?
- Where are trucks and trailers observed to be parking?
- Who is responsible for parking enforcement in West Oakland, and what is the current level of enforcement activity?

Similarly, stakeholders noted that trucks are observed driving on streets that are not Truck Routes. The Port and the City considered:

- What are the designated Truck Routes and Prohibited Streets per the Oakland Municipal Code? Under what conditions can trucks legally drive on streets that are not designated Truck Routes?
- How are these streets signed?
- Where are truck-oriented businesses located within West Oakland?
- Who is responsible for enforcement of the use of Truck Routes?

Detailed information on the data collection and technical analyses performed by the City and the Port are provided in the following documents, included as appendices to the TMP:

- Truck Parking Technical Memorandum
- Truck Movement and Safety Technical Memorandum
- Signs and Communication Technical Memorandum
- Enforcement of Parking Regulations and Truck Routes Technical Memorandum



The City and the Port used the stakeholder input and the results of the data collection and analysis to develop an initial set of proposed solutions to address the identified issues. The proposed solutions were presented at Workshop #4 for review, comment, and ranking; they were also shared through other venues (e.g. online surveys). Table 2 lists the proposed solutions by the four categories (Parking, Truck Movement and Safety, Signs & Communication, Enforcement) in which they were presented. Table 2 also lists the ranking of solutions within each category based on stakeholder voting.

The Port and the City created a final set of TMP Strategies using the draft set of proposed solutions and stakeholder feedback; consideration of which proposed solutions overlapped or were duplicative and could be integrated into a single strategy; which order of implementation would provide the greater or more immediate benefit to the community; and whether it was an individual action (strategy) or an approach (such as outreach to truck drivers) that would cut across implementation actions. Table 2 indicates where each proposed solution is incorporated into this TMP.

Table 2. Ranking of Workshop #4 Proposed Solutions

Proposed Solution		Stakeholder Ranking	TMP Strategy
<i>Parking</i>			
	Promote Truck Parking & Services at the Port and OAB (P6)	1	Strategy 4 Improve Truck Route Signage; Ongoing Stakeholder Coordination in Implementation Approach
	Prohibit Truck Parking Near Residences (P1)	2	Strategy 8 Change Parking Regulations
	Prohibit Unattached Trailer Parking Overnight (P2)	3	Strategy 8 Change Parking Regulations
	Update Existing Parking Signs (P5)	4	Not carried forward at this time; Strategy 8 would reduce need for parking signs and Strategies 7, 9, and 10 would help enforce new parking regulations
	Prohibit Truck Parking Around Parks (P3)	5	Strategy 8 Change Parking Regulations
	Prohibit Truck and Trailer Parking on Specific Streets (P4)	6	Not carried forward at this time; Strategy 8 would more comprehensively change parking regulations and Strategies 7, 9, and 10 would help enforce new parking regulations
<i>Truck Movement and Safety</i>			
	Add Streets to Truck Network to Clarify Preferred Routes (TMS2)	1	Strategy 3 Update the Network of Truck Routes and Truck Prohibited Streets
	Reevaluate Truck Prohibited Street Designation in Industrial Areas (TMS3)	2	Strategy 3 Update the Network of Truck Routes and Truck Prohibited Streets
	Identify Preferred Routes for Completing Deliveries (TMS1)	3	Strategy 2 Improve Truck Routing; Strategy 6 Use Urban Design to Promote Use of Truck Routes



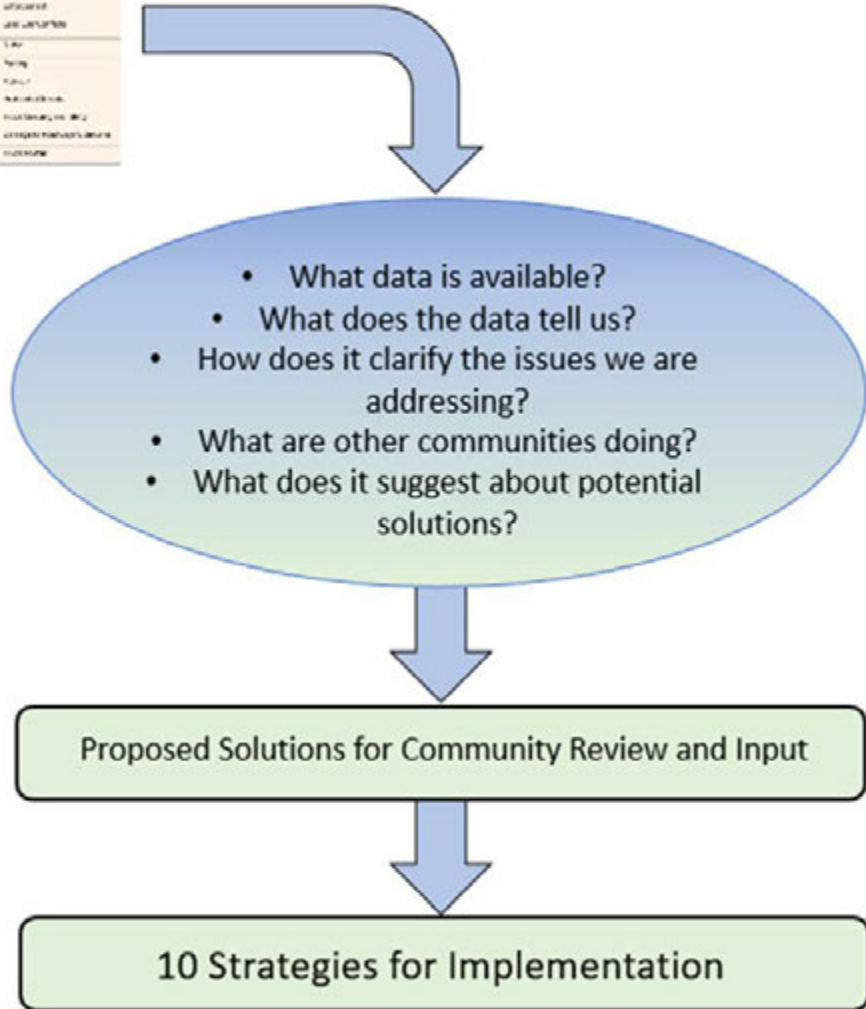
Table 2. Ranking of Workshop #4 Proposed Solutions

Proposed Solution		Stakeholder Ranking	TMP Strategy
	Improve Safety on Adeline Street between 3rd and 7th Streets (TMS5)	4	Strategy 1 Improve Safety at Street Intersections near the Port
	Improve Safety on 7th Street West of Wood Street (TMS6)	5	To be implemented separately from TMP as part of another project
	Improve Safety on Union Street between 5th and 7th Streets (TMS4)	6	Strategy 1 Improve Safety at Street Intersections near the Port
<i>Signs & Communication</i>			
	Improve and Increase Communication with Truck Drivers (SC7)	1 (tie)	Part of several strategies; Ongoing Stakeholder Coordination in Implementation Approach
	Add Signs for Truck Services (SC8)	1 (tie)	Strategy 4 Improve Truck Route Signage
	Add More Truck Prohibited Street Signs (SC5)	3	Not carried forward at this time; Strategies 2, 3, 4, and 5 are expected to address issue
	Add More Truck Route Signs (SC4)	4	Strategy 4 Improve Truck Route Signage
	Add Larger Truck Route Signs (SC2)	5	Strategy 4 Improve Truck Route Signage
	Replace Faded or Damaged Signs (SC3)	6	Strategy 4 Improve Truck Route Signage
	Fix Caltrans Highway Signs (SC1)	7	To be coordinated with Caltrans separately from TMP
	Pilot an Alternative Sign Strategy (SC6)	8	Strategy 4 Improve Truck Route Signage
<i>Enforcement</i>			
	Improve Staff Training for Issuing Tickets (E1)	1 (tie)	Strategy 7 Improve Training for Issuing Parking Tickets
	Do Targeted Parking Enforcement (E2)	1 (tie)	Strategy 10 Conduct Targeted Parking Enforcement
	Conduct Spot-Checks in Problem Areas along Non-Truck Routes (E5)	3	Strategy 5 Conduct Enforcement Spot-Checks
	Increase Truck Parking Fines (E3)	4	Strategy 9 Consider Increasing Truck Parking Fines
	Provide Updates on Enforcement (E6)	5	Reporting Progress in Implementation Approach
	Hire More Staff to Issue Tickets (E4)	6	Not carried forward at this time; the other strategies are expected to address issue

The figure below provides a summary of this evaluation process.

Over 400 stakeholder comments

Comment	Issue	Category
What is the current status of the...	Port of Oakland	Operational
How do we ensure the port is...	Port of Oakland	Operational
What are the challenges facing...	Port of Oakland	Operational
How do we ensure the port is...	Port of Oakland	Operational
What are the challenges facing...	Port of Oakland	Operational
How do we ensure the port is...	Port of Oakland	Operational
What are the challenges facing...	Port of Oakland	Operational
How do we ensure the port is...	Port of Oakland	Operational
What are the challenges facing...	Port of Oakland	Operational
How do we ensure the port is...	Port of Oakland	Operational



West
Oakland

**TRUCK
MANAGEMENT
PLAN**

APPENDIX I

**Response to Comments on Draft
West Oakland Truck Management Plan**

A joint plan by the
City of Oakland and
Port of Oakland



PORT OF OAKLAND



**CITY OF
OAKLAND**

Response to Comments on Draft West Oakland Truck Management Plan (TMP)

The Port of Oakland (Port) and the City of Oakland (City) released the Draft West Oakland Truck Management Plan (Draft TMP) for stakeholder review and comment on November 16, 2018. Review comments were due January 4, 2019. The Port and the City distributed the Draft TMP using the following methods:

- PDF of Draft TMP without appendices emailed to the TMP distribution list
- Draft TMP with appendices posted electronically on the City's website, available to download
- Hard copies of Draft TMP with appendices placed at libraries and community centers around West Oakland
- Community Workshop #5 held November 29, 2018, including a presentation and posters summarizing the Strategies and copies of the Draft TMP
- Translation services offered for limited English proficient (LEP) persons on request

The Port and the City received comments in multiple formats. Copies of the written comments are included as Attachment A to this appendix. The comments included:

- Verbal comments provided during the open discussion portion of Community Workshop #5
- Comments written on the posters at Community Workshop #5
- Comment cards submitted at Community Workshop #5
- Emails sent to the Port and the City
- Written letters sent to the Port and the City

The Port and the City recorded the comments, approximately 104 in total, in a spreadsheet and grouped them by the Draft TMP section they corresponded to. This spreadsheet is included with this appendix as Table 1. The spreadsheet contains the comments, the corresponding section of the Draft TMP for each comment, and how the comment was addressed. The TMP Team recorded the comments in Table 1 as originally written, with no edits, and documented verbal comments as accurately as possible. Where multiple comments dealt with the same topic, the Port and the City developed a master response to provide more detail than allowed in the table format. In these cases, the table refers to the master response.

Master Responses

Master Response 1: Performance Measures

Several commenters recommended that the TMP include a way to assess progress, how to determine if a Strategy has been successful, and what will be done if a Strategy is not successful.

The TMP Team has identified measures to evaluate the effectiveness of each Strategy and summarized these in the TMP (see Figure 5 Measures to Report Progress in Chapter III Implementation Approach). Measures include truck counts on specific streets (before and after implementation of Strategies) and annual parking ticket data. Figure 5 also includes a description of how the Strategy will be modified if the desired outcomes are not achieved. The TMP Team will provide updates on Strategy implementation and the results of the effectiveness measures in an annual report. This annual report will be completed each year for five years and will be provided to stakeholders in multiple formats as appropriate.

The TMP Strategies have been designed so that their successful implementation will achieve the TMP goals as described in the Introduction:

- **Reduce disruptions from truck circulation and truck parking on residents and businesses in West Oakland.** Strategies 2 through 9 specifically address where trucks drive and park.
- **Increase safety near designated truck routes.** Strategy 1 will improve safety at several intersections along Truck Routes near the Port.
- **Have truck drivers know preferred routes to reach their destinations and know the City's parking restrictions.** Strategies 2, 3, 8, and 9 include extensive outreach to truck drivers to help them understand Truck Routes, Truck Prohibited Streets, and parking regulations. Strategy 4 uses signage to clarify Truck Routes for truck drivers and Strategy 6 uses urban design to help truck drivers stay on Truck Routes.
- **Monitor TMP implementation and modify implementation approaches to improve outcomes as needed.** The TMP Team will monitor and modify the implementation of each Strategy as described below and in Chapter III Implementation Approach.

Master Response 2: Ongoing Stakeholder Engagement

Several comments were made about how ongoing stakeholder engagement would be done during the implementation of the TMP Strategies, including comments about communication with truck drivers, resources for working with the West Oakland Community Advisory Group (WOCAG), the need for a clear process for the public to assess and comment on TMP progress, as well as the importance of treating independent owner-operated truck drivers as important business entities.

The Ongoing Stakeholder Engagement section of Chapter III Implementation Approach was substantially revised in the final TMP and includes the following components:

- **Engagement with key stakeholders on individual Strategies.** The intent is to engage with the people most knowledgeable of, and likely to be the most affected by, the implementation of the specific Strategies. This engagement, to be undertaken by the TMP Team, will vary from Strategy to Strategy and could occur in several ways, including focused meetings, subject-specific work sessions, emails, surveys or questionnaires and other outreach methods. Outreach activities will be done consistent with the TMP public engagement plan (PEP). A copy of the TMP PEP is included in Appendix F to the TMP.
- **Periodic briefings to key community-based organizations (CBOs).** The TMP Team will provide interim updates during implementation of the Strategies. Representatives from the TMP Team will attend the West Oakland Community Advisory Group (WOCAG) meeting and the West Oakland Business Alert (Biz Alert) meeting on approximately a quarterly basis, to provide a status briefing and to receive input and feedback from participants. The TMP Team will attend other CBO meetings as requested.
- **Outreach on TMP implementation as a whole.** This will be done through several means, including preparation of an annual report and regular updates on the City's TMP webpage. The

annual report will be distributed broadly in several ways as outlined in the Ongoing Stakeholder Engagement section in Chapter III Implementation Approach.

- **Ongoing and increased outreach to truck drivers.** The TMP Team will use numerous existing and upcoming tools to communicate with and receive input from truck drivers. This is described in detail in the Ongoing Stakeholder Engagement section of Chapter III Implementation Approach.

Master Response 3: Incentives for Compliance vs. Penalties

Several comments suggested that the TMP had too many penalties, rather than “carrots” or “rewards” for “good behavior” and compliance with regulations. The TMP is primarily about updating the parking regulations and Truck Route/Truck Prohibited Street network to better reduce the effects of transport trucks on local streets, while improving communication with truck drivers through outreach, better signage, etc. so they can easily understand the new requirements. In general, this is intended to be a positive feedback loop. Increased enforcement is planned primarily for any remaining problem areas after other Strategies have been implemented, later in the 5-year implementation process.

Most truck drivers and trucking companies intend to and do comply with the law; only a small number are regularly violating the law. The Strategies, including increased targeted enforcement, should create a more level playing field for all in the industry.

One comment suggested that subsidized or reduced cost for overnight parking should be considered as an incentive to follow parking regulations, so that truck drivers have an alternative if they cannot park on the streets. Subsidized or reduced cost overnight parking is not currently planned at the Port. The current parking rates for overnight parking in the Port are reasonable and consistent with parking rates at other ports. In addition, parking at the Port is provided by private businesses, who need to charge a reasonable rate to stay in business. Regarding parking at the City’s portion of the OAB, a portion of the 15-acre Oakland Gateway truck services site is open for business for truck and container parking, under lease from the City to a local truck driver/business owner who needs to charge a reasonable rate to stay in business. Any parking incentives for zero emission trucks would be addressed as part of the Port’s *Seaport Air Quality 2020 and Beyond Plan*. Additional information on parking is provided in Master Response 4: Parking Supply.

Master Response 4: Parking Supply

Several commenters had questions regarding the supply of truck parking at the Port and at the City’s portion of the Oakland Army Base.

In 2019, there are approximately 75 acres within the Seaport in temporary use for overnight truck parking and container staging. However, this acreage will decline as areas currently being used for truck parking and container staging gradually and foreseeably shift to core maritime uses. Core maritime uses are those that must be located near the water for moving cargo across the wharf. The Port will provide and accommodate as much truck parking and container staging for as long as it can until the land is needed for core maritime uses.

The Port is maintaining and will maintain its long-term commitment to provide 15 acres of dedicated ancillary maritime services involving trucking, which includes truck parking and truck services, at the

Seaport. The City is committed to providing 15 acres for the same uses on their portion of the OAB property as well.

Further, during the normal course of operations, the Port will investigate a range of options for truck parking. Options include multi-level structure parking, limiting overnight parking lots to “bobtails” only because more trucks can be accommodated if containers and chassis are not attached, and measures to increase operational efficiencies at the Marine Terminals to reduce the demand for staging containers and chassis overnight.

By 2035, the Port and City expect to have the stable 30 acres dedicated to ancillary maritime services involving trucking, including truck parking and truck services. The 30 acres comprises 15 acres on Port property and 15 acres on City-owned property within the OAB, and will be dedicated to ancillary maritime services involving trucking, which includes truck parking and truck services. It is important to note that marine terminals, warehouses, transload facilities, container storage facilities, railyards, and the Port’s anticipated energy and travel center all accommodate truck parking as part of their normal operations as well.

Master Response 5: Proposed Ballpark District

Several comments were made about how a possible future ballpark for the Oakland A’s at the Howard Terminal site could affect the TMP, as well as how a ballpark would affect parking and traffic in the West Oakland area. The Strategies contained in the TMP address the goals of reducing the impact of transport trucks on local streets, increasing safety along truck routes, and having truck drivers know the preferred routes to reach their destinations. Those goals and hence implementation of the Strategies is still valid even if there is a ballpark. The impacts of a possible future ballpark are being studied per the requirements of the California Environmental Quality Act (CEQA) with preparation of an environmental impact report which is subject to public review and input.

Master Response 6: Air Quality

The City and the Port appreciate and understand the importance of air quality and the connection between air quality and trucks. Efforts are underway at the Port and the OAB to encourage use of zero emission vehicles (ZEVs). For example, tenants constructing new warehouses at the Port and OAB are installing infrastructure to support charging ZEVs. The TMP Team has been and will continue to be in close coordination with the *Seaport Air Quality 2020 and Beyond Plan* team and the AB617 team to share data, information, and ideas. The TMP Team will use the extensive air quality data that is available for West Oakland during implementation of many of the TMP Strategies. While the scope of the TMP does not include addressing air quality, localized air quality will likely be improved with implementation of the Strategies.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
1	The City and Port should provide additional details around the resources needed to support TMP implementation and what funding has been committed.	Implementation Approach - Funding	The City and Port understand that resources and funding are critical to successful implementation of the TMP. The City and the Port have funding and staff available to start implementing Year 1 Strategies. The City and Port are starting to collect funds under the Fair Share Program for implementation of certain mitigation measures specified in the OAB SCA/MMRP, which includes implementation of the TMP. The funds needed for subsequent years will be programmed into annual budgets and funding from outside agencies may be considered. Also, please refer to the Funding and Resources section of Chapter III Implementation Approach.
2	Do the Port and City intend to bring additional resources to WOCAG?	Implementation Approach - Ongoing Stakeholder Engagement	Ongoing Stakeholder Outreach in Chapter III Implementation Approach has been revised to indicate that outreach on individual Strategies will be focused on stakeholders directly affected by each Strategy, instead of through a broader group like WOCAG. Communication with WOCAG will still be done with regular updates, such as on a quarterly basis. Please see Master Response 2: Ongoing Stakeholder Engagement and Chapter III Implementation Approach for more detail. Because of the revised approach to ongoing stakeholder engagement, we do not believe that additional resources for WOCAG are needed for TMP implementation.
3	Have we shared with the truck drivers where the parking facilities are?	Implementation Approach - Ongoing Stakeholder Engagement	The TMP Team acknowledges that it is important for truck drivers to know where parking facilities are. The TMP Team will include parking facility information in its outreach to truck drivers as it implements the TMP. This can include an up-to-date map of parking locations and contact information. In addition, Strategy 4 includes installation of directional signs to parking and other truck services, if such directional signs are determined to be needed. Please note that the Port has and distributes a map showing truck parking locations at the Port and OAB.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
4	The City and Port should include a clear process for the public to assess TMP progress, including community meetings and other engagement mechanisms.	Implementation Approach - Ongoing Stakeholder Engagement	This recommendation was incorporated into Chapter III Implementation Approach. That chapter has been revised to add a table of “Effectiveness Measures and Desired Outcomes.” Please also see Master Response 1: Performance Measures and Master Response 2: Ongoing Stakeholder Engagement.
5	The TMP should treat the independent owner-operator truck drivers as a business.	Implementation Approach - Ongoing Stakeholder Engagement	This recommendation will be incorporated into the way the TMP Team does outreach to truck drivers during implementation. Also see Master Response 2: Ongoing Stakeholder Engagement.
6	Use eModal list to reach truck drivers.	Implementation Approach - Ongoing Stakeholder Engagement	This recommendation will be considered as an option for outreach to truck drivers during implementation. See Master Response 2: Ongoing Stakeholder Engagement.
7	A few stakeholders in the trucking industry have indicated that they have extensive email lists and other communication tools that they offer for use during implementation to reach truck drivers.	Implementation Approach - Ongoing Stakeholder Engagement	The TMP Team appreciates this offer and will use the suggested approaches as part of the truck driver outreach during TMP implementation.
8	We encourage the City and Port to strengthen the TMP with the inclusion of the straightforward improvements described in the attachment to this letter. As you are aware, the Air District and the West Oakland Environmental Indicators Project are working with the local community, including the City and Port, to develop an action plan to reduce local exposure to air pollution, pursuant to AB 617. While the final form of the community action plan is still to be determined, we anticipate relying on the TMP for many of the truck-based actions. A comprehensive, coordinated approach to minimizing exposure to emissions from trucks in West Oakland will help achieve our mutual goal of improving the health of West Oakland residents.	Implementation Approach - Ongoing Stakeholder Engagement	The TMP Team will implement the recommended improvements listed in the BAAQMD letter dated January 3, 2019, where feasible and within the scope of the TMP. The City and Port agree with the recommendation for a comprehensive, coordinated approach to reducing the impacts from trucks. We will continue to work with the community on TMP implementation. Please also see Master Response 2: Ongoing Stakeholder Engagement and the revised Ongoing Stakeholder Engagement section of Chapter III Implementation Approach.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
9	A number of proposed strategies would only be implemented after others have been tried and if problem areas remain. What is the process for deciding if/when those strategies become warranted?	Implementation Approach - Reporting Progress	We have clarified the process for deciding if and when subsequent Strategies are warranted. Some of this information has been added to the individual Strategies and some had been added to the Reporting Progress section of Chapter III Implementation Approach. That section has been revised to add a table of “Effectiveness Measures and Desired Outcomes.” Please also See Master Response 1: Performance Measures.
10	Although the TMP includes specific timelines for implementation of each strategy, it lacks defined goals and a clear evaluation process that would allow the community and other stakeholders to monitor progress and support changes in implementation. There are several datasets available in West Oakland on truck movements and air pollution exposure, including data from the Metropolitan Transportation Commission and the truck activity data discussed in "Appendix B: Truck Movement and Safety Technical Memorandum." The City and Port should identify quantifiable goals and specific metrics and approaches to track progress for each TMP strategy. Identifying metrics for evaluation is particularly important because several TMP strategies will only be implemented after the effects of other TMP strategies are known (e.g., strategies five and six to increase compliance with truck routes will be implemented where challenges remain). For all strategies, it is critical to define what success looks like in order to evaluate whether additional action is needed.	Implementation Approach - Reporting Progress	The TMP Team agrees that specific metrics and approaches to track progress for each TMP Strategy are important. This recommendation was incorporated into Section III Implementation Approach. That section has been revised to add a table of “Effectiveness Measures and Desired Outcomes”. Please also see Master Response 1: Performance Measures and Master Response 2: Ongoing Stakeholder Engagement.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
11	Develop an evaluation metric to assess effectiveness of the TMP. We support the TMP’s proposal to annually “document activities and strategies undertaken” as a way to monitor and document progress. However, without an evaluation framework it will be difficult for the public and the implementing team to understand whether, or how well, the proposed strategies are working and that they are producing tangible benefits for residents. It may not be necessary for each strategy or action in the TMP to have a specific metric attached to it; however, an overarching framework to assess the overall effectiveness of the TMP over time would be highly useful.	Implementation Approach - Reporting Progress	The TMP Team agrees that specific metrics and approaches to track progress for each TMP Strategy are important. This recommendation was incorporated into Section III Implementation Approach. That section has been revised to add a table of “Effectiveness Measures and Desired Outcomes”. Please also see Master Response 1: Performance Measures and Master Response 2: Ongoing Stakeholder Engagement.
12	The Plan should contain a monitoring component that will do some degree of trip counting, "before" and "after, to verify that the new truck prohibited designations of the TMP are working.	Implementation Approach - Reporting Progress	The TMP Team agrees that trip counting before and after Strategy implementation is important. This recommendation was incorporated into Section III Implementation Approach. That section has been revised to add a table of “Effectiveness Measures and Desired Outcomes”. Please also see Master Response 1: Performance Measures.
13	Use and identify baseline metrics. One of those could be truck counts at key intersections. We will be asking for a lot of changes and want to make sure they work.	Implementation Approach - Reporting Progress	The TMP Team agrees that trip counting before and after Strategy implementation is important. This recommendation was incorporated into Section III Implementation Approach. That section has been revised to add a table of “Effectiveness Measures and Desired Outcomes.” Please also see Master Response 1: Performance Measures.
14	What if it is unsuccessful [Strategy 2]? What then?	Implementation Approach - Reporting Progress	The implementation steps of Strategy 2 have been revised to address this comment. Also see Master Response 1: Performance Measures.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
15	Please clarify the role of the West Oakland Community Advisory Group (WOCAG), if any, in reviewing the outcomes of TMP implementation and assessing the potential need for further actions or modifications to the TMP.	Implementation Approach - Roles	Ongoing Stakeholder Outreach in Chapter III Implementation Approach has been revised to indicate that outreach on individual Strategies will be focused on stakeholders directly affected by each Strategy, instead of through a broader group like WOCAG. Communication with WOCAG will still be done with regular updates, such as on a quarterly basis, to share implementation activities and outcomes. We will take feedback from WOCAG at that time. Please see Master Response 2: Ongoing Stakeholder Engagement for more detail.
16	The Air District urges the City and Port to establish an ongoing, adequately funded partnership with the residents, local trucking operators, and businesses serving on WOCAG. In addition to annual reports, we encourage that WOCAG members be used for prioritizing street improvements, identifying problems caused by truck parking or trucks moving good and material to and from local businesses. This will help the City and Port build in a continuous improvement program through dialogue and active participation in the implementation of the TMP.	Implementation Approach - Roles	Ongoing Stakeholder Outreach in Chapter III Implementation Approach has been revised to indicate that outreach on individual Strategies will be focused on stakeholders directly affected by each Strategy, instead of through a broader group like WOCAG. Communication with WOCAG will still be done with regular updates, such as on a quarterly basis. Please see Master Response 2: Ongoing Stakeholder Engagement for more detail. Because of this, we do not believe that additional resources for WOCAG are needed for TMP implementation.
17	Using WOCAG as a community partner makes sense, but WOCAG is under staffed and under financed. That needs to be addressed to make the WOCAG relationship useful.	Implementation Approach - Roles	Ongoing Stakeholder Outreach in Chapter III Implementation Approach has been revised to indicate that outreach on individual Strategies will be focused on stakeholders directly affected by each Strategy, instead of a through a broader group like WOCAG. Communication with WOCAG will still be done with regular updates, such as on a quarterly basis. Please see Master Response 2: Ongoing Stakeholder Engagement for more detail. Because of this, we do not believe that additional resources for WOCAG are needed for TMP implementation.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
18	If your plan is all about providing penalties to change behavior, I believe you will continue to see those in the trucking community that will do their best to flout the rules you put in place. Granted, the increase of signage isn't necessarily a penalty, but it leads to penalties. If you are going to instill this negative feedback loop, I ask that you also consider ways in which to encourage "good" behavior.	Strategies (General)	See Master Response 3: Incentives for Compliance vs. Penalties.
19	Reward the truckers; not follow rules, or else.	Strategies (General)	See Master Response 3: Incentives for Compliance vs. Penalties.
20	Strategy 1 is urgently needed to improve safety at key intersections near the West Oakland BART station and heavily used by trucks. This is appropriately listed as the first strategy and a good complement to Strategy 6 - Urban Design. This Strategy can be improved by not waiting for the receipt of development funds to make more immediate improvements. We encourage the City's Department of Transportation to apply for funding assistance from the Air District and our funding partners, the Alameda County Transportation Commission, and the Metropolitan Transportation Commission.	Strategy 1	Safety improvements at the specified intersections are important, as identified in Strategy 1. OakDOT policy prioritizes safety improvements at intersections which are on the high injury network. The implementation steps and schedule included in Strategy 1 note that coordination regarding the type of safety improvements will begin in Year 1 and schematic design no earlier than Year 2. The TMP Team will coordinate with BAAQMD to explore funding assistance from BAAQMD and from other possible funding sources.
21	What about traffic signal changes, especially at 3rd and Adeline?	Strategy 1	The TMP Team will consider traffic signal changes during Strategy 1 implementation. The Strategy 1 text has been modified to include this.
22	Change triangles to circles with numbers and provide a key with addresses and numbers for the businesses.	Strategy 2	The map figures in Strategies 2 and 3 have been changed based on this comment to show the Port-related truck businesses as circles, to better differentiate them from other truck-oriented businesses. A map with numbers on the truck-oriented businesses and a corresponding list of businesses has been added to the Truck Background appendix.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
23	<p>Strategy 2 is of great interest to Air District staff, both for its emphasis on direct engagement with local businesses and trucks hauling general goods. This segment of truckers has often been overlooked due to the intense focus on drayage trucks servicing the Port of Oakland. While we applaud the idea of a pilot effort, the TMP needs a discussion on how a successful pilot will be expanded into an ongoing effort, and what the City and Port will do if the pilot is unsuccessful.</p>	Strategy 2	<p>Strategy 2 has been modified based on this comment to repeat this approach with additional businesses through Year 5. If the approach is unsuccessful, the TMP team will re-evaluate the strategy.</p>
24	<p>Strategy 2 should be expanded to encourage local businesses to install infrastructure for and use zero emission trucks, vehicles and bicycles for both making and receiving deliveries within West Oakland. We also encourage the planting of dense rows of trees and bioswales to reduce local impacts from truck operations. The Air District is available to support this outreach effort and for providing funding for zero emission trucks, vehicles and bicycles and related infrastructure.</p>	Strategy 2	<p>The TMP team endorses this comment from BAAQMD. Strategy 2 has been modified to include BAAQMD's involvement.</p>
25	<p>The approaches included in the TMP are appropriate for addressing known impacts from trucks in West Oakland, but in some cases the strategies lack specific details and require additional research, planning, and outreach before there will be on-the-ground changes. For example, CARB commends the approach in strategy two to work with individual businesses to identify preferred truck routes, but the TMP should be more specific as to which businesses will be considered.</p>	Strategy 2	<p>The TMP Team will begin implementation of Strategy 2 by reaching out to six businesses that are now listed in the Strategy. If these efforts are successful, the TMP intends to continue to reach out to other businesses during the five-year implementation of the TMP.</p>

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
26	The TMP should be accompanied by a robust liaison and education component, working closely with major West Oakland truck trip generators like CASS and communicating with their dispatches, drivers, suppliers, and contractors.	Strategy 2	Strategy 2 has been modified to include the suggestion to work with truck businesses to reach their drivers, suppliers and contractors. In addition, TMP outreach and engagement activities will focus on truck drivers. See the Ongoing Stakeholder Engagement section of Chapter III Implementation Approach and Master Response 1: Ongoing Stakeholder Engagement.
27	This is a very good measure. It can be expanded to consider time of day for deliveries to avoid conflicts, plus possibility for electric truck or bike deliveries.	Strategy 2	The TMP Team will consider these suggestions during implementation.
28	We particularly recommend a joint program with the US Postal Service to increase the number of zero emission trucks at the 7th Street mail facility. Air District funding may be available to assist with the purchases of cleaner trucks by both the USPS and their contracting trucking firms. The Air District previously worked with some USPS contract fleets to obtain low-emission natural gas trucks; going to zero emissions would be the next step in reducing impacts from this local pollution and safety hot-spot.	Strategy 2	The TMP team encourages the Bay Area Air Quality Management District to work with the US Postal Service to increase the number of zero emission trucks at the 7th Street mail facility.
29	Year 2-5: make year 2-5 optional.	Strategy 2	Strategy 2 has been modified to show that it will be repeated in Years 2-5 with additional businesses.
30	A legend for the zoning colors on the maps on pages 12 and 15 is missing. Could this be added?	Strategy 2 and 3	The maps in Strategies 2 and 3 have been modified per this comment to include a legend identifying the land use/zoning designations shown on these maps.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
31	Use available information on local air pollution to help inform truck routing for truck-oriented businesses near residences. We support this proposed strategy to work with targeted businesses to design better routes for their truck drivers that will reduce the impact on nearby residents. Street-level air pollution data collected by EDF and partners can be used to identify truck magnets that may be significant sources of localized pollution.	Strategy 2 and 3	Strategies 2 and 3 have been modified per this comment to include air pollution data as one of the information sources that will be used to work with businesses on individual routes, and to update Truck Routes and Truck Prohibited Streets.
32	Can you make Mandela Parkway a Prohibited Street? I'm a resident close-by and trucks use it all the time.	Strategy 3	The TMP Team will include Mandela Parkway in its evaluation of potential changes to Truck Routes and Truck Prohibited Streets.
33	Engineer Road is a private road, owned and operated by EBMUD. Therefore, usage of this road is strictly limited to EBMUD activities and should not be considered in the TMP for designation as a Truck Route.	Strategy 3	The TMP Team concurs with this comment that Engineer Road is a private road. Therefore, Engineer Road will not be considered for designation as a Truck Route and has been removed from the Strategy 3 text and figure.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
34	Further analyze potential impact of proposed new truck routes and truck prohibited streets. We support the proposal to update the network of truck routes and truck prohibited streets but would request further analysis of any potential unintended consequences of new truck circulation. Much of 7th Street currently has elevated levels of nitrogen dioxide (NO ₂), according to data collected by EDF and partners. NO ₂ is a known marker for diesel exhaust, and the proposed truck prohibition could help to reduce diesel pollution along this stretch of residential corridor. In principle, trucks would use the freeway on/off ramps at Union Street to reach Frontage road, thus avoiding local streets. However, the proposed prohibition may inadvertently divert more trucks to 3rd and 5th Street, impacting residents in that area who are already exposed to relatively high levels of NO ₂ . Additional control measures may be required to mitigate against this potential impact.	Strategy 3	The TMP Team concurs that additional analysis is needed before designating new Truck Routes and Truck Prohibited Streets and added an implementation step to Strategy 3 to indicate analysis will be done. The analysis will consider factors such as localized air emissions data and changes in truck movement that may occur with changes in Truck Routes and Truck Prohibited Streets.
35	Happy to see that Draft TMP contains a proposed new Truck Prohibited Street segment designation for 28th Street between Mandela Parkway and Poplar Street. A "truck prohibited" designation does not stop trucks from making deliveries or pickups to businesses located on those streets - it just stops trucks from using the street as a through-route and short-cut.	Strategy 3	The TMP Team is pleased to see that this commenter agrees with the recommendation in Strategy 3 to designate an additional portion of 28th Street as a Truck Prohibited Street. The commenter is correct that such a designation does not stop trucks from making deliveries or pickups to businesses located on Prohibited Streets.
36	I'm a trucking business on a restricted street in West Oakland. I support changing certain streets to permitted streets so my trucks can get there legally, without fear of being cited.	Strategy 3	The TMP Team will consider this suggestion during implementation to remove the designation of Truck Prohibited Street from certain streets in the industrial part of West Oakland.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
37	It would be helpful to explore whether the other section of 7th St, between Union and Market, could viably become a truck-prohibited street. This stretch of 7th St is also lined with residential buildings and sees elevated level of NO. Trucks could use 6th and 5th St which are already designated for trucks and allow them to readily enter and exit the I-880 freeway.	Strategy 3	The TMP Team will include 7th Street between Union and Market Street in its evaluation of potential changes to Truck Routes and Truck Prohibited Streets.
38	Satisfied with the inclusion of 28th Street between Peralta and Mandela Parkway in the TMP.	Strategy 3	The TMP Team is pleased to see that this commenter agrees with the recommendation in Strategy 3 to designate an additional portion of 28th Street as a Truck Prohibited Street.
39	Strategy three to update the network of truck routes and truck prohibited streets identifies some potential truck routes and prohibited streets, but it is not clear from the implementation steps whether these potential changes are the proposed changes.	Strategy 3	The TMP Team provides the clarification that the streets listed in the first paragraph of Strategy 3 are proposed additions to the Truck Routes that will be recommended to City Council for approval. Other streets identified in Strategy 3, or that may be identified later, are "potential changes" until further analysis is done to support making them "proposed changes."
40	Strongly endorse designating 28th Street as a Truck Prohibited area between Poplar and Mandela.	Strategy 3	The TMP Team is pleased to see that this commenter agrees with including 28th Street as a potential Truck Prohibited Street in Strategy 3.
41	Support designating 28th between Mandela Parkway and Poplar Street as a "truck prohibited" segment. Majority of trucks using 28th Street are going to/from CASS.	Strategy 3	The TMP Team is pleased to see that this commenter agrees with including 28th Street as a potential Truck Prohibited Street in Strategy 3.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
42	A regular adjustment to the truck routes and prohibited streets is a good ongoing action. Due to the number of the proposed developments in West Oakland - the proposed baseball stadium for the Oakland Athletics, the transit-oriented development at the West Oakland BART station, the Grand Street Busway-we recommend an annual review in cooperation with the West Oakland Community Advisory Group (WOCAG), the local trucking community, and others.	Strategy 3	The TMP Team provides the information that the process to update designated Truck Routes and Truck Prohibited Streets takes significant time, analysis, and resources to complete and make effective, and will be undertaken starting in Year 1. After Strategy 3 is implemented, it is expected the typical time frame for updates is approximately 10 years or as major development necessitates another update.
43	Consider operations and maintenance as an on-going cost. Signs can get vandalized immediately after replacement. Without on-going support, this Strategy might not be effective.	Strategy 4	The TMP Team concurs that maintenance and replacement of signs requires on-going funding. Operations and maintenance of signs are part of OakDOT's responsibilities and are part of their annual operating budget. Strategy 8 Changing Parking Regulations is intended in part to reduce the need for parking signs for enforcement.
44	We agree that clear signage directing truck drivers onto approved routes and away from local homes is an important element of managing truck movements. However, past efforts have been approached as one-time capital improvement projects. We recommend that this strategy be strengthened by including a five-year program to maintain and improve the signage, with a clear indication of the City and Port Departments responsible for the program's implementation.	Strategy 4	The TMP Team concurs that maintenance of signs is important and requires on-going funding. Strategy 4 Improve Truck Route Signage includes preparation of a Sign Replacement and Installation Plan. This Plan could include a 5-year program for sign maintenance; the TMP Team will take this into consideration. Operations and maintenance of signs are part of OakDOT's responsibilities and are part of their annual operating budget. In addition, the TMP Team is and will continue coordinating with Caltrans regarding maintenance and replacement of signs in their jurisdiction.
45	Use state-of-the-art iconography and graphic design when developing new signage.	Strategy 4	The TMP Team will consider these suggestions during implementation of Strategy 4.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
46	Use technology to augment new signage. If a truck is on a prohibited route or parked illegally, the driver, the Port, and OakDOT could be notified. Could be a simpler way to get compliance.	Strategy 4	The TMP Team provides the clarification that truck drivers are allowed to leave Truck Routes and drive on other streets, including Truck Prohibited Streets, when it is necessary to reach a destination for loading or unloading or to return to their place of business. In addition, although the Port may monitor truck movement within the Port, it does not have jurisdiction outside the Port. The City does not track vehicles due to privacy concerns. Private trucking companies could choose to use data they are collecting to manage their drivers and the routes they follow.
47	The illegal parking of trucks and chassis is one of the biggest trucking problems in West Oakland. We recommend that the City and Port commence increased enforcement in Year 1 of the TMP.	Strategy 5	The TMP Team provides the clarification that parking enforcement does occur now and will continue. Strategy 7 Improve Training for Issuing Parking Tickets starts in Year 1. The targeted enforcement Strategies (Strategy 5 for truck movement and Strategy 10 for parking) are integrated parts of the TMP and are planned to start in Year 3 after implementation of other Strategies.
48	Police enforcement is needed on non-Truck Routes.	Strategy 5	The TMP Team provides the clarification that truck drivers are allowed to leave Truck Routes and drive on other streets, including Truck Prohibited Streets, when it is necessary to reach a destination for loading or unloading or to return to their place of business. However, Strategy 5 will target truck movement enforcement on problem areas on non-Truck Routes.
49	Use cameras at intersections to ticket trucks driving on non-Truck Routes. Then they would have to prove that their destination is on that street.		The TMP Team provides the clarification that truck drivers are allowed to leave Truck Routes and drive on other streets, including Truck Prohibited Streets, when it is necessary to reach a destination for loading or unloading or to return to their place of business. As a result, some drivers are likely to drive daily on non-Truck Routes and ticketing them automatically each time they pass an intersection would be an unnecessary and disproportionately burdensome penalty and would be difficult and expensive to implement.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
50	CARB encourages ongoing, robust collaboration with community members and expeditious implementation of all TMP strategies. In particular, rather than delay targeted enforcement until other TMP strategies have been developed and implemented, CARB recommends that the City and Port accelerate implementation of targeted traffic and parking enforcement based on existing community concerns. Enforcement resources can subsequently be redirected as needed.	Strategy 5 and 10	The TMP Team provides the clarification that enforcement does occur now and will continue. Strategy 7 Improve Training for Issuing Parking Tickets starts in Year 1. The targeted enforcement Strategies (Strategy 5 for truck movement and Strategy 10 for parking) are integrated parts of the TMP and are planned to start in Year 3 after implementation of other Strategies. In addition, the TMP Team intends to continue robust collaboration with stakeholders as described in the Ongoing Stakeholder Engagement section of Chapter III Implementation Approach and Master Response 2.
51	Successful enforcement will require additional staffing and support for OPD and OakDOT.	Strategy 5 and 10	The City and Port understand that resources and funding are critical to successful implementation of the TMP, including successful enforcement. The City and Port are starting to collect funds under the Fair Share Program for implementation of certain mitigation measures specified in the OAB SCA/MMRP, which includes implementation of the TMP. These funds will be used in part for staffing and support for OPD and OakDOT.
52	We encourage that the City and Port consult with WOCAG, the local trucking community, and others to identify problem areas on a quarterly basis.	Strategy 5 and 10	Ongoing Stakeholder Outreach in Chapter III Implementation Approach has been revised to indicate that outreach on individual Strategies will be focused on stakeholders directly affected by each Strategy. In addition, communication with WOCAG will be done with regular updates, such as on a quarterly basis. Please also see Master Response 2: Ongoing Stakeholder Engagement.
53	Sightline factors encourage truckers NOT to go down this street: more trees to act as artificial height to 12'. (Comment made regarding photograph on Strategy 6 labeled "Speed bumps in a residential area.")	Strategy 6	The TMP Team will consider this comment during implementation of Strategy 6.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
54	Sightline factors encourage trucks to go down a street. Two-lanes, no trees. (Comment made regarding photograph on Strategy 6 labeled "Urban Art over Seventh Street.")	Strategy 6	The TMP Team will consider this comment during implementation of Strategy 6.
55	Trees=deterrent, speed bumps are not. Narrowness = a deterrent, because can't turn around. Beautify with trees because can't narrow a street. (Comment made regarding photograph on Strategy 6 labeled "Speed bumps in a residential area.")	Strategy 6	The TMP Team will consider this comment during implementation of Strategy 6.
56	DOT has experience. Skip the pilot - start in with the community in doing this. Identify what will be done in years 4 and 5.	Strategy 6	The TMP Team provides the clarification that Strategy 6, if determined to be needed after implementation of other Strategies, will start with one or more pilot projects to determine if the pilot project is effective in influencing truck movement. The locations and types of pilot projects will depend on conditions after implementation of other Strategies, so the TMP does not identify specific projects at this time.
57	The Air District is highly supportive of this strategy and encourages that improvements to local streets to deter use by trucks begin in Year 1 of the TMP. The City of Oakland's Department of Transportation continues to be an innovative leader in redesigning streets with safety in mind. Because of this, we see little need for a pilot project in West Oakland. As part of implementing this strategy, we encourage the City's Department of Transportation to apply for funding assistance from the Air District and our funding partners, the Alameda County Transportation Commission and the Metropolitan Transportation Commission.	Strategy 6	The Strategies in the TMP have been designed to achieve the TMP goals in an integrated schedule and in a cost-effective manner. For example, Strategy 3 to update Truck Routes and Truck Prohibited Streets may take 2 to 3 years to implement. Strategy 3 needs to be complete before we begin identifying locations for Strategy 6. In addition, because of the cost associated with designing and constructing street improvements, Strategy 6 is planned for implementation in Years 4 and 5 to address remaining problem areas after other Strategies have been implemented. Strategy 6 will start with one or more pilot projects to determine if such Strategies are effective in influencing truck movement. The TMP Team welcomes the opportunity to work with BAAQMD on funding assistance as suggested in the comment.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
58	To discourage the use of 7 th Street by trucks, install temporary speed bumps and un-sequence the traffic signals.	Strategy 6	The TMP Team will consider these recommendations during implementation of Strategy 6.
59	Currently there is no way to attach parking ticket to unattached chassis to DMV registration or anything else that would stop behavior. Attaching the ticket to the DMV registration or business license of the business that owns the chassis would incentivize compliance.	Strategy 7	Ticketing chassis, including how to attach a ticket to a chassis, will be included in Strategy 7 Improve Training for Issuing Parking Tickets. The City will evaluate other methods for improving ticket payment if it is determined that chassis tickets are substantially unpaid.
60	Improved/regular training makes sense for OPD and Port police officers and OakDOT ticketing folks.	Strategy 7	The TMP Team is pleased to see that this commentator agrees with the recommendations in Strategy 7. Training can be repeated in years 2-5 as needed.
61	Find out what happens to chassis tickets; who receives these tickets and are they consistently paid?	Strategies 7 and 8	The TMP Team agrees this is important to know and will address this question during implementation of Strategies 7 and 8.
62	It seems that there may be a few trucking companies in West Oakland that do not have a truck yard and that are using public streets to park their trucks and operate their business.	Strategies 7 and 8	The TMP Team agrees this is an important issue and will verify and address this comment during implementation of Strategies 7 and 8.
63	Provide subsidized or reduced fee overnight parking within the Port. If you take away parking spots and tell truckers not to park on the streets, then what are the alternatives? All stick and no carrot.	Strategy 8	See Master Response 3: Incentives for Compliance vs. Penalties.
64	CARB appreciates the proposed changes to truck parking regulations in strategy eight, and we recommend that the proposed prohibitions for parking near public parks be expanded to prohibit truck parking near other sensitive receptors (e.g., daycares, hospitals).	Strategy 8	The TMP Team provides the clarification that truck parking is already prohibited in residential zones per the Oakland Municipal Code where facilities such as daycare centers are typically located. The TMP Team will nonetheless consider this comment during implementation.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
65	Although the TMP mentions several times that there are challenges associated with insufficient or costly truck parking at the Port of Oakland, it does not include any specific approaches to either increase dedicated truck parking or address other concerns associated with where parking and truck services are located. The City and Port should go beyond enforcing prohibitions on trucks parking in certain areas by establishing safe, clean, and economically-reasonable truck parking facilities that would encourage trucks to congregate away from residential areas. These parking facilities would facilitate proactive development of zero emission charging and fueling infrastructure, reduce exposure to air pollution, and provide an alternative to parking illegally in residential areas. The TMP should discuss any existing plans associated with this issue and consider inclusion of additional concrete steps the City and Port will take to centralize truck activity onto the Port or other existing industrial property.	Strategy 8	See Master Response 4: Parking Supply and response # 75.
66	We urge that revenues from fines be used to support other parts of the TMP.	Strategy 9	The TMP Team provides the clarification that City policies and regulations as adopted by City Council determine how revenues from fines are allocated. The TMP Team will consider this as part of Strategy 9 implementation.
67	Yes, only if the fees go into specific to truck related services.	Strategy 9	The TMP Team provides the clarification that City policies and regulations as adopted by City Council determine how revenues from fines are allocated. The TMP Team will consider this as part of Strategy 9 implementation.
68	Electric trucks VS diesel trucks: will they be charged the same penalty?	Strategy 9	The TMP Team provides the clarification that although electric trucks would create less pollution than diesel trucks, they can still cause disruptions to residents and businesses in West Oakland. Parking penalties are planned to be the same for electric and diesel trucks.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
69	We support an increase in fines on illegally parked trucks and chassis. We urge the City and Port to begin the necessary process to adjust the fines immediately after adoption of the TMP, not in the second year of implementation.	Strategy 9	The TMP Team believes that Strategy 7 Improve Training for Issuing Tickets will provide more immediate benefit, though analyzing potential increases in fines could be could started in Year 1, if resources permit.
70	Require the Port and the City to communicate about repeat offenders or "bad actors". The Port could remove access to the individual truck driver and even the trucking businesses that refuse to comply.	Strategy 10	The Oakland Police Department and the Oakland Department of Transportation provide enforcement of truck parking and movement regulations and they ticket trucks observed to be out of compliance with regulations. In addition, the Port and City have done outreach to drivers and businesses whose trucks are not complying with parking regulations to encourage compliance. The Port and the City will continue this outreach as part of TMP implementation. Interstate commerce rules may prevent the Port from refusing access to trucks that are complying with applicable state and federal regulations and that have registered with the Port's STEP (Secure Truck Enrollment Program), so this recommendation is not included in the TMP.
71	Trucks still park in front of Kentucky Fried Chicken and McDonalds (near BayPorte Village) and in most cases with their motors running. Enforcement is a major problem. What is the use of having signs posted when the truck drivers and law enforcement ignore them?	Strategy 10	The TMP Team acknowledges that this is a persistent problem and provides the clarification that the problems at this specific location have been communicated to and are being addressed by Oakland Police Department. The TMP Strategies are designed to address this type of issue.
72	Do we have the same enforcement in the TMP years 1 and 2 as we do now?	Strategy 10	Yes, current parking enforcement activities will continue in Years 1 and 2, along with improved training for issuing parking tickets to trucks and unattached trailers as part of Strategy 7.
73	Current overweight permits are difficult and out of date as equipment has evolved since 1989. With the arrival of heavy electric trucks, these should be totally exempt inside the Port.	Other	We acknowledge there are issues with the overweight permit process. The City and the Port will evaluate overweight permit process and policies, separate from the implementation of the TMP.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
74	Electric yard hustlers used to move containers short distances should be allowed on public streets in the Port as a way to encourage their use.	Other	Although the TMP Team supports the use of electric cargo handling equipment, it is the State’s responsibility to license on-road vehicles.
75	The schedule for completion of the Oakland Gateway truck center should be included in the TMP, along with a description of how the local trucking community will be providing input into the design of the truck center and selection of essential services.	Other	Currently, a portion of the 15-acre Oakland Gateway truck center site on the City’s portion of the OAB is open for business for truck and container parking, under lease from the City to a local truck driver/business owner. Additionally, as part of the City’s public improvements, the City is completing the paving of a 5-acre portion of the site. The schedule for completion of the remainder of the truck/container parking lot and the construction of a fueling station and other truck-related services is under consideration by the City and the lessee. The lessee has done some public outreach on the proposed design of this facility and the City will require additional outreach prior to final development.
76	Tracking could be used on chassis to track when they are illegally parked and the port and truck companies can use that information to fine or prohibit the driver who dropped the chassis from continuing to operate by refusing to give them chassis or business until they pay the fine and correct their behavior.	Other	Chassis providers would be responsible for implementing a system to track chassis, and some may already be considering it. Some of the issues the chassis providers would need to address include the cost to purchase and install the tracking devices. Ultimately the decision about whether to implement a system is up to the chassis providers. The TMP Team will share this suggestion with the chassis providers at the Port.
77	While the draft TMP contains a pragmatic set of steps to manage truck movements in West Oakland, these essentially just reinvigorate, but don't go beyond, past efforts to reduce community impacts from truck parking and movement. This narrow approach, and the hesitancy expressed throughout the draft TMP for taking a more vigorous, engaging approach to controlling truck parking and movement is a missed opportunity to improve health and safety in West Oakland.	Other	The TMP Strategies are based on data and analysis and extensive public input, and are designed to achieve the TMP goals. They build on and go well beyond past efforts, for example by overhauling parking regulations. The Port and the City will continue to engage with stakeholders as they implement the Strategies.

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	Comment	Applicable TMP Section	How Comment was Addressed
78	Will trucks have GPS location direction of maps to determine where to park until the terminal is open to deliver?	Other	Numerous tools are or will soon be available from several sources to provide information such as parking and wait times for truck drivers serving the Port. These include, for example, portable changeable message signs; the Freight Intelligent Transportation System (FITS) technology projects such as the Basic Smart Parking System and fixed changeable message signs; and the turn times provided on the Port of Oakland Portal. These technologies will help truck drivers know where to drive and park when they reach the Port.
79	An important, complimentary effort is the relocation of two West Oakland based trucking-intensive business to the Global Gateway development on the former Oakland Army Base. Relocating both California Waste Solutions and CASS, Inc operations will a crucial step in reducing trucking impacts in West Oakland. We encourage the City and Port to add an update on the status of these relocations to the TMP.	Other	As of April 2019, the City is actively working with California Waste Solutions (CWS) and CASS, Inc (CASS) to relocate their West Oakland facilities to the Oakland Gateway development area of the former Oakland Army Base. The City Council authorized an exclusive negotiating agreement (ENA) between the City and CWS in July 2018 for the purpose of evaluating the feasibility of, and negotiating terms and conditions, for relocating CWS's recycling uses to the Gateway site. The City is working to enter into a new ENA with CASS as well. The City will continue to provide updates about the relocation of CWS and CASS as part of public outreach during TMP implementation.
80	Have the services being developed in the Port represented in this Plan.	Other	Information on truck services planned for the Port area have been added to the Truck Background Appendix.
81	I'm excited about the TMP. It's overdue.	Other	The City and Port appreciate this positive feedback about the TMP as well as the public's participation in the process that led to the development of this Plan.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
82	It is important to have reasonably and fairly priced services such as tire change, truck service, and chassis service within the Port. These service centers need to be marked everywhere in the Port so the drivers that are not local can find when needed. Service centers need to have extended hours.	Other	The TMP Team acknowledges that it is important for truck drivers to know where truck services at the Port and OAB are located. The TMP Team will include truck services information in its outreach to truck drivers as it implements the TMP. This can include an up-to-date map of truck services and contact information. In addition, Strategy 4 includes installation of directional signs to parking and other truck services, if such directional signs are determined to be needed. Please note that the Port has prepared and distributes a map showing truck parking locations at the Port and OAB.
83	Surprised not to see relocation of businesses out of West Oakland to Army Base. An update and timeline would be very helpful.	Other	The City is actively working to relocate two truck-intensive businesses (California Waste Solutions and CASS) out of West Oakland and onto sites at the Gateway Development area of the former Oakland Army Base. The site plan shown in Figure 1 of the TMP labels two buildings as Proposed Recycling Facilities; those are the sites where these two truck-intensive businesses are anticipated to be located. Also see response 79 above.
84	Address the fact that roughly 50% of the volume of traffic into and out of the Port of Oakland is the movement of empty containers. Addressing this fact will solve many of the issues you bring up as your primary concern, namely congestion and pollution.	Other	The TMP Team acknowledges that movement of empty containers is an important consideration for the Port and is evaluated on an ongoing basis by the Port through efforts such as the Port Efficiency Task Force.
85	Any chance of a dedicated on/off ramps from 980 directly to the Port or at least bypassing the 3rd and Adeline intersection which is pretty dangerous in its current state? I realize this is a bold ask and one that can't happen immediately, but it's worth asking and we would provide support as needed. Also, I realize it won't get all trucks off of Adeline or 3rd Street as there are truck serving businesses, especially on 3rd Street. It could improve things dramatically.	Other	This comment will be shared with Caltrans who would be responsible for funding and constructing new off-ramps from existing freeways.

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	Comment	Applicable TMP Section	How Comment was Addressed
86	Both City and Port staff are to be commended for the open, engaging public process used in developing the draft TMP. We also appreciate the refreshing clarity of the Plan, particularly in the descriptions of the Plan's proposed Measures. The clarity of the descriptions allows readers to focus on both the utility of the proposals and where best to recommend improvements.	Other	The City and Port appreciate this positive feedback about the TMP as well as the public's participation in the process that led to the development of this Plan.
87	CARB commends the Port and the City for working to address not only drayage trucks servicing the Port but also other heavy- and medium-duty trucks that operate in West Oakland. However, the City and Port should be explicit about how reducing exposure will be incorporated into the specifics of TMP strategy implementation. This should include mechanisms to incentivize zero emission vehicles (ZEVs) and infrastructure through both Port and City policies and using reduced exposure as a criterion for truck routing, truck parking, and enforcement efforts. CARB has previously provided several recommendations on mechanisms to accelerate the deployment of ZEVs at the Port in our comment letter to the Port of Oakland on the Draft Seaport Air Quality 2020 and Beyond Plan, dated September 5, 2018. Additional City and Port strategies to incentivize ZEV adoption could include preferential truck parking, reduced fees, or ZEV-only lanes.	Other	The City and the Port appreciate and understand the importance of air quality and the connection between air quality and trucks. Please see Master Response 6: Air Quality. Incentives for zero emission vehicles, such as preferential parking, would be addressed as part of the Port's <i>Seaport Air Quality 2020 and Beyond Plan</i> .
88	Coordinate with Oakland A's about parking enforcement on game days and stadium-use days.	Other	See Master Response 5: Proposed Ballpark District.

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	Comment	Applicable TMP Section	How Comment was Addressed
89	Ensure adequate space for truck parking and truck services at the Port and the redeveloped Oakland Army Base (OAB) in the long term. We appreciate that the TMP prioritizes strategies 7 & 8 in the near term, as they are good first steps to curbing illegal truck and trailer parking in residential neighborhoods. However, some local truckers and residents have repeatedly noted that one of the main causes for parking violations is due to insufficient parking facilities at or close to the Port. Truck volume is expected to rise over the next few years as new logistic facilities and other operations at the OAB come online. The City and the Port should seek an updated and accurate future truck estimates in order to provide adequate space for services that will be needed to support truckers' needs.	Other	See Master Response 4: Parking Supply and response # 75
90	Get the non-Port businesses out of the Port. What in the world is PODS doing in one of the most visible warehouses within the Port?	Other	The City's portion of the former Oakland Army Base, where the new warehouse was constructed under the City lease to Prologis and subsequently subleased to PODS, is not located in the Port Area. The Master Plan for the City's portion of the former Oakland Army Base and related leases, approved by the City Council in 2012, allows a broad range of market-driven uses for the warehouses, including rapid deployment and regional distribution centers. The PODs sublease is allowed under the current zoning and lease. Other City leases approved in 2012 include land for storage/stacking of shipping containers. Further, the remaining City parcels in the Master Plan are intended for the relocation of two truck-intensive recycling business to move out of West Oakland, and for uses which support the Port activities, including 15-acres of truck parking.
91	If and when the new ball park comes to West Oakland, how will its traffic impact this Plan?	Other	See Master Response 5: Proposed Ballpark District.

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	Comment	Applicable TMP Section	How Comment was Addressed
92	If electrification truck then have a special lane for it.	Other	The terminals have indicated they are not interested in providing dedicated bypass lane(s).
93	If the Oakland A's take out parking where will that acreage be provided?	Other	See Master Response 4: Parking Supply.
94	Implementation of several TMP strategies in collaboration with the community has the potential to meaningfully reduce exposure to harmful diesel particulate matter (PM). However, "Appendix G: Stakeholder Comments Spreadsheet" indicates that air quality is outside of the scope of the Plan, and the TMP does not include a discussion of the air pollution challenges in West Oakland. Reducing exposure to diesel PM is one of the primary reasons to ensure trucks minimize parking and operation on residential streets and near other sensitive receptor locations, and the City and Port should expand the TMP to address the community's air quality concerns.	Other	The City and the Port appreciate and understand the importance of air quality and the connection between air quality and trucks. See Master Response 6: Air Quality.
95	Most truck parking at the Port is on a month-to-month basis. Can the Port provide more certainty with longer term leases?	Other	See Master Response 4: Parking Supply.
96	Need more parking if terminal appointment windows are short.	Other	See Master Response 4: Parking Supply.
97	Provide "HOV" lanes into and out of the terminals.	Other	The terminals have indicated they are not interested in providing dedicated bypass lane(s).
98	Consider making Maritime, 7th, and Middle Harbor legal for electric single axle tractors.	Other	The City and the Port will evaluate this suggestion for electric single-axle trucks to be able to use these streets, outside the scope of the TMP. The California Vehicle Code and restrictions on the use of truck routes may influence the feasibility of this suggestion.
99	Since Market Street up to 6th St. (from Embarcadero) has a lot of truck activity, how will that work with the new ballpark at Howard Terminal?	Other	See Master Response 5: Proposed Ballpark District.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
100	Terminal turn times continue to be atrocious at times. The longer it takes to get in and out, the more trucks required to serve the Port.	Other	The TMP Team acknowledges that terminal turn times are an important consideration for the Port and are evaluated on an ongoing basis by the Port through efforts such as the Port Efficiency Task Force. The Port has also implemented a new online tool showing current turn times on the Port of Oakland Portal.
101	The Commitment of land at the OAB development for significantly more auxiliary maritime service facilities should be considered a priority use. Any reduction in revenues from development or leases should be balanced against reduced costs for chronic health issues, infrastructure damage, urban blight and other neighborhood problems caused or exacerbated by the trucking industry. This cost-benefit calculation has not been a part of the public investment analysis for the OAB rehabilitation and should be considered going forward.	Other	The Master Plan for the City's portion of the former Oakland Army Base, approved by the City Council in 2012, includes parcels for the relocation of two truck-intensive recycling business to move out of West Oakland; for 15 acres of ancillary maritime services involving trucking; and for the storage/stacking of empty shipping containers. Therefore, significant portions of the City's former OAB will be used for ancillary maritime service facilities. Most of the land uses for the City portion of the OAB were approved in 2012. The community benefits of relocating uses, such as the recyclers and trucking services, were considered in the 2012 approvals, and the City agreements remain relevant today in finalizing the sales to the recyclers and lease to the truck services provider.
102	Use GPS to beep/indicate to the driver when they are on a truck prohibited route. Use tracking systems, like those used at the Port for efficiency and know when and where trucks are at the Port, to discover when trucks are traveling on prohibited routes and when they are parked on the streets. The Port could fine or prohibit trucks that use the Port from accessing the Port until the correct their behavior. Trucking companies could use the data to help keep their contractors from breaking the rules as well.	Other	The Oakland Police Department and the Oakland Department of Transportation provide enforcement of truck parking and movement regulations and they ticket trucks observed to be out of compliance with regulations. In addition, the Port and City have done outreach to drivers and businesses whose trucks are not complying with parking regulations to encourage compliance. The Port and the City will continue this outreach as part of TMP implementation. Interstate commerce rules may prevent the Port from refusing access to trucks that are complying with applicable state and federal regulations and that have registered with the Port's STEP (Secure Truck Enrollment Program), so this recommendation is not included in the TMP.

Table 1. Responses to Comments on Draft Truck Management Plan

	Comment	Applicable TMP Section	How Comment was Addressed
103	We urge that the City and Port increase available permanent parking for trucks, containers, and empty chassis along the waterfront. Provision of this often-promised space for the trucking community -- the "life-blood" of the Port -- is key to the overall success of the TMP.	Other	See Master Response 4: Parking Supply and response # 75.
104	What if we had ramps directly from freeways to the Port and trucks never had to go in streets?	Other	This comment will be shared with Caltrans who would be responsible for funding and constructing new off-ramps from existing freeways.

Attachment A

Written Comments on Draft TMP



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

ALAMEDA COUNTY

John J. Bauters
Pauline Russo Cutter
Scott Haggerty
Nate Milley

CONTRA COSTA COUNTY

John Gioia
David Hudson
(Chair)
Karen Mitchoff
Mark Ross

MARIN COUNTY

Katie Rice
(Vice Chair)

NAPA COUNTY

Brad Wagenknecht

SAN FRANCISCO COUNTY

Rafael Mandelman
Hillary Ronen
Tyrone Jue
(SF Mayor's Appointee)

SAN MATEO COUNTY

David Canepa
Carole Groom
Doug Kim

SANTA CLARA COUNTY

Margaret Abe-Koga
Cindy Chavez
Liz Kniss
Rod G. Sinks
(Secretary)

SOLANO COUNTY

Pete Sanchez
James Sperring

SONOMA COUNTY

Teresa Barrett
Shirlee Zane

January 3, 2019

Ms. Patricia McGowan
Planner IV
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Ms. Andrea Gardner
Port Associate Environmental Planner/Scientist
Port of Oakland
530 Water Street
Oakland, CA 94607

RE: Draft West Oakland Truck Management Plan

Dear Ms. McGowan and Ms. Gardner:

Bay Area Air Quality Management District (BAAQMD) staff appreciates the opportunity to review and submit comments on the draft West Oakland Truck Management Plan (TMP). The TMP is being developed by the City of Oakland and Port of Oakland to reduce impacts from existing and future truck operations within West Oakland and is part of the environmental mitigation measures for the development of the former Oakland Army Base. Both City and Port staff are to be commended for the open, engaging public process used in developing the draft TMP. We also appreciate the refreshing clarity of the Plan, particularly in the descriptions of the Plan's proposed Measures. The clarity of the descriptions allows readers to focus on both the utility of the proposals and where best to recommend improvements.

While the draft TMP contains a pragmatic set of steps to manage truck movements in West Oakland, these essentially just reinvigorate, but don't go beyond, past efforts to reduce community impacts from truck parking and movement. This narrow approach, and the hesitancy expressed throughout the draft TMP for taking a more vigorous, engaging approach to controlling truck parking and movement is a missed opportunity to improve health and safety in West Oakland.

Both the City and the Port can do better, and the Air District is prepared to assist your joint efforts through both policy and financial support. We encourage the City and Port to strengthen the TMP with the inclusion of the straightforward improvements described in the attachment to this letter. As you are aware, the Air District and the West Oakland Environmental Indicators Project are working with the local community, including the City and Port, to develop an action plan to reduce local exposure to air pollution, pursuant to AB 617. While the final form of the community action plan is still to be determined, we anticipate relying on the

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:



TMP for many of the truck-based actions. A comprehensive, coordinated approach to minimizing exposure to emissions from trucks in West Oakland will help achieve our mutual goal of improving the health of West Oakland residents.

Thank you again for the opportunity to participate in your joint efforts to further limit health and safety problems from trucks in West Oakland. Air District staff look forward to working with the City, the Port and West Oakland residents and businesses on this effort. Please contact Michael Murphy at 415/749-4644 or mmurphy@baaqmd.gov if you have any questions regarding our comments.

Sincerely,



Gregory Nudd
Deputy Air Pollution Control Officer

Attachment

cc: BAAQMD Director John J. Bauters
BAAQMD Director Pauline Russo Cutter
BAAQMD Director Scott Haggerty
BAAQMD Director Nate Miley
Sabrina Landreth, Administrator, City of Oakland
Danny Wan, Interim Executive Officer/Port Attorney, Port of Oakland
Karen Magliano, California Air Resources Board
Brian Beveridge, West Oakland Environmental Indicators Project
Ms. Margaret Gordon, West Oakland Environmental Indicators Project

Attachment

BAAQMD Recommendations for the West Oakland Truck Management Plan

Recommendations on the Proposed Measures

Measure 1 – Improve Safety at Intersections: This is an urgently needed Measure to improve safety at key intersections near the West Oakland BART station and heavily used by trucks. This Measure is appropriately listed as the first strategy and a good complement to Measure 6 – Urban Design. This Measure can be improved by not waiting for the receipt of development funds to make more immediate improvements. We encourage the City's Department of Transportation to apply for funding assistance from the Air District and our funding partners, the Alameda County Transportation Commission and the Metropolitan Transportation Commission.

Measure 2 – Improve Truck Routing: This Measure is of great interest to Air District staff, both for its emphasis on direct engagement with local businesses and trucks hauling general goods. This segment of truckers has often been overlooked due to the intense focus on drayage trucks servicing the Port of Oakland. While we applaud the idea of a pilot effort, the TMP needs a discussion on how a successful pilot will be expanded into an ongoing effort, and what the City and Port will do if the pilot is unsuccessful. Additionally, we urge that this Measure be expanded to encourage local businesses to install infrastructure to support and to begin using zero emission trucks, vehicles and bicycles for both making and receiving deliveries within West Oakland. We also encourage the planting of dense rows of trees and bioswales to reduce local impacts from truck operations. The Air District is available to support this outreach effort and for providing funding for zero emission trucks, vehicles and bicycles and related infrastructure.

We particularly recommend a joint program with the US Postal Service to increase the number of zero emission trucks at the 7th Street mail facility. Air District funding may be available to assist with the purchases of cleaner trucks by both the USPS and their contracting trucking firms. The Air District previously worked with some USPS contract fleets to obtain low-emission natural gas trucks; going to zero emissions would be the next step in reducing impacts from this local pollution and safety hot-spot.

Measure 3 – Update Truck Routes/Prohibited Streets: A regular adjustment to the truck routes and prohibited streets is a good ongoing action. Due to the number of the proposed developments in West Oakland – the proposed baseball stadium for the Oakland Athletics, the transit-oriented development at the West Oakland BART station, the Grand Street Busway – we recommend an annual review in cooperation with the West Oakland Community Advisory Group (WOCAG), the local trucking community and others.

Measure 4 - Improve Truck Route signage: We agree that clear signage directing truck drivers onto approved routes and away from local homes is an important element of managing truck movements. However, past efforts have been approached as one-time capital improvement projects. We recommend that this Measure be strengthened by including a five-year program to maintain and improve the signage, with a clear indication of the City and Port Departments responsible for the program's implementation.

Measure 5 - Truck Enforcement Spot Checks – The illegal parking of trucks and chassis is one of the biggest trucking problems in West Oakland. We recommend that the City and Port

commence increased enforcement in Year 1 of the TMP. We also encourage that the City and Port consult with WOCAG, the local trucking community and others to identify problem areas on a quarterly basis.

Measure 6 – Use Urban Design to Promote Use of Truck Routes: The Air District is highly supportive of this Measure and encourages that improvements to local streets to deter use by trucks begin in Year 1 of the TMP. The City of Oakland's Department of Transportation continues to be an innovative leader in redesigning streets with safety in mind. Because of this, we see little need for a pilot project in West Oakland. As part of implementing this Measure, we encourage the City's Department of Transportation to apply for funding assistance from the Air District and our funding partners, the Alameda County Transportation Commission and the Metropolitan Transportation Commission.

Measure 9 – Increase Parking Fines: We support an increase in fines on illegally parked trucks and chassis. We urge the City and Port to begin the necessary process to adjust the fines immediately after adoption of the TMP, not in the second year of implementation. We also urge that revenues from fines be used to support other parts of the TMP.

Measure 10 – Conduct Targeted Parking Enforcement: As noted in our recommendations for Measure 5, the illegal parking of trucks and chassis are one of the biggest trucking problems in West Oakland. We recommend that the City and Port commence increased enforcement in Year 1 of the TMP. We also encourage that the City and Port consult with WOCAG, the local trucking community and others to identify problem areas on a quarterly basis.

Recommended Additional Actions

We urge that the City and Port increase available permanent parking for trucks, containers and empty chassis along the waterfront. Provision of this often-promised space for the trucking community -- the "life-blood" of the Port -- is key to the overall success of the TMP. The schedule for completion of the Oakland Gateway truck center should be included in the TMP, along with a description of how the local trucking community will be providing input into the design of the truck center and selection of essential services.

An important, complimentary effort is the relocation of two West Oakland based trucking-intensive business to the Global Gateway development on the former Oakland Army Base. Relocating both California Waste Solutions and CASS, Inc operations will a crucial step in reducing trucking impacts in West Oakland. We encourage the City and Port to add an update on the status of these relocations to the TMP.

The draft TMP states that the existing West Oakland Community Advisory Group will be the main conduit for the planned annual updates on the TMP implementation. The Air District urges the City and Port to establish an ongoing, adequately funded partnership with the residents, local trucking operators and businesses serving on WOCAG. In addition to annual reports, we encourage that WOCAG members be used for prioritizing street improvements, identifying problems caused by truck parking or trucks moving goods and material to and from local businesses. This will help the City and Port build in a continuous improvement program through dialogue and active participation in the implementation of the TMP.

December 20, 2018

Ms. Andrea Gardner
Port Associate Environmental Planner/Scientist
Port of Oakland
530 Water Street
Oakland, California 94607

Ms. Patricia McGowan
Planner IV
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, California 94612

Dear Ms. Gardner and Ms. McGowan:

Thank you for providing the California Air Resources Board (CARB) the opportunity to comment on the City of Oakland (City) and Port of Oakland's (Port) Draft West Oakland Truck Management Plan (TMP or Plan). The TMP is required as part of the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program, as revised by the Oakland City Council on July 16, 2013, for development of the former Oakland Army Base and provides an opportunity to address longstanding community impacts associated with truck activity in West Oakland. CARB has previously commented on the development of the TMP in our letter to the Port of Oakland on the Northeast Gateway Construction Management Plan dated May 31, 2016.

The goal of the TMP to reduce the effects associated with truck activity in West Oakland align with CARB's long-standing air quality programs, and recent legislation has placed additional emphasis on community-scale impacts. Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) established a new, community-focused framework to address air pollution disparities at the neighborhood level. Among other provisions, AB 617 requires CARB to identify communities with high cumulative exposure burdens to air pollution and select communities for community-specific emissions reduction programs and/or community air monitoring. In September 2018, CARB's Governing Board selected West Oakland as one of the initial 10 communities for this community-focused action, recognizing the cumulative exposure from air pollution sources impacting the community like freight, freeways, industry, and seaport operations.

Ms. Gardner
Ms. McGowan
December 20, 2018
Page 2

The TMP is one of several planning efforts that complements the community emissions reduction program under development for West Oakland. The strategies identified in the TMP are an important starting point for action, but the TMP should do more to tackle the ongoing impacts from truck activity in West Oakland. CARB has reviewed the proposed TMP and offers the following comments to help ensure that TMP implementation is coordinated with other efforts, delivers near-term benefits, promotes community partnerships, and maximizes air quality benefits to the West Oakland community.

- Reducing exposure to diesel particulate matter: Implementation of several TMP strategies in collaboration with the community has the potential to meaningfully reduce exposure to harmful diesel particulate matter (PM). However “Appendix G: Stakeholder Comments Spreadsheet” indicates that air quality is outside of the scope of the Plan, and the TMP does not include a discussion of the air pollution challenges in West Oakland. Reducing exposure to diesel PM is one of the primary reasons to ensure trucks minimize parking and operation on residential streets and near other sensitive receptor locations, and the City and Port should expand the TMP to address the community’s air quality concerns.

CARB commends the Port and the City for working to address not only drayage trucks servicing the Port but also other heavy- and medium-duty trucks that operate in West Oakland. However, the City and Port should be explicit about how reducing exposure will be incorporated into the specifics of TMP strategy implementation. This should include mechanisms to incentivize zero emission vehicles (ZEVs) and infrastructure through both Port and City policies and using reduced exposure as a criterion for truck routing, truck parking, and enforcement efforts. CARB has previously provided several recommendations on mechanisms to accelerate the deployment of ZEVs at the Port in our comment letter to the Port of Oakland on the Draft Seaport Air Quality 2020 and Beyond Plan, dated September 5, 2018. Additional City and Port strategies to incentivize ZEV adoption could include preferential truck parking, reduced fees, or ZEV-only lanes.

- Benchmarking and tracking progress: Although the TMP includes specific timelines for implementation of each strategy, it lacks defined goals and a clear evaluation process that would allow the community and other stakeholders to monitor progress and support changes in implementation. There are several datasets available in West Oakland on truck movements and air pollution exposure, including data from the Metropolitan Transportation Commission and the truck activity data discussed in “Appendix B: Truck Movement and Safety

Technical Memorandum". The City and Port should identify quantifiable goals and specific metrics and approaches to track progress for each TMP strategy. Identifying metrics for evaluation is particularly important because several TMP strategies will only be implemented after the effects of other TMP strategies are known (e.g., strategies five and six to increase compliance with truck routes will be implemented where challenges remain). For all strategies, it is critical to define what success looks like in order to evaluate whether additional action is needed. CARB staff are available to work with the City and Port to explore analytical options to support goal-setting and evaluation of changes in truck activity and diesel particulate exposure over time. The City and Port should also include a clear process for the public to assess TMP progress, including community meetings and other engagement mechanisms.

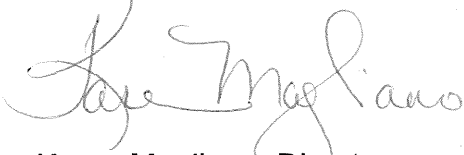
- Expeditious implementation and resource identification: The approaches included in the TMP are appropriate for addressing known impacts from trucks in West Oakland, but in some cases the strategies lack specific details and require additional research, planning, and outreach before there will be on-the-ground changes. For example, CARB commends the approach in strategy two to work with individual businesses to identify preferred truck routes, but the TMP should be more specific as to which businesses will be considered. Similarly, strategy three to update the network of truck routes and truck prohibited streets identifies some potential truck routes and prohibited streets, but it is not clear from the implementation steps whether these potential changes are the proposed changes. CARB encourages ongoing, robust collaboration with community members and expeditious implementation of all TMP strategies. In particular, rather than delay targeted enforcement until other TMP strategies have been developed and implemented, CARB recommends that the City and Port accelerate implementation of targeted traffic and parking enforcement based on existing community concerns. Enforcement resources can subsequently be redirected as needed. The City and Port should also provide additional details around the resources needed to support TMP implementation and what funding has been committed.
- Siting of truck parking and truck services: Although the TMP mentions several times that there are challenges associated with insufficient or costly truck parking at the Port of Oakland, it does not include any specific approaches to either increase dedicated truck parking or address other concerns associated with where parking and truck services are located. CARB appreciates the proposed changes to truck parking regulations in strategy eight, and we recommend that the proposed prohibitions for parking near public parks be expanded to prohibit

Ms. Gardner
Ms. McGowan
December 20, 2018
Page 4

truck parking near other sensitive receptors (e.g., daycares, hospitals). However, the City and Port should go beyond enforcing prohibitions on trucks parking in certain areas by establishing safe, clean, and economically-reasonable truck parking facilities that would encourage trucks to congregate away from residential areas. These parking facilities would facilitate proactive development of zero emission charging and fueling infrastructure, reduce exposure to air pollution, and provide an alternative to parking illegally in residential areas. The TMP should discuss any existing plans associated with this issue and consider inclusion of additional concrete steps the City and Port will take to centralize truck activity onto the Port or other existing industrial property.

Thank you again for the opportunity to comment. If you have questions, please contact Ms. Heather Arias, Chief, Community Planning Branch, at 916-322-6054 or by email at heather.arias@arb.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Karen Magliano".

Karen Magliano, Director
Office of Community Air Protection

cc: See next page

Ms. Gardner
Ms. McGowan
December 20, 2018
Page 5

cc: Margaret Gordon
Brian Beveridge
Co-Directors
West Oakland Environmental Indicators Project
349 Mandela Parkway
Oakland, California 94607

Jack Broadbent
Chief Executive Officer/Air Pollution Control Officer
Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, California 94105

Henry Hilken, Director
Planning and Climate Protection
Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, California 94105

November 27, 2018

Andrea Gardner
Port of Oakland
530 Water St.
Oakland, CA 94607

SUBJECT: Comments regarding Draft West Oakland Truck Management Plan

Dear Ms. Gardner:

The Wastewater Department of the East Bay Municipal Utility District (EBMUD) has reviewed the draft West Oakland Truck Management Plan (TMP) and has the following comments:

1. In the figure on page 15 of the draft TMP, Engineer Rd. is highlighted in yellow and listed as a potential truck route. Engineer Rd. is a private road owned and operated by EBMUD. Accordingly, usage of this road is strictly limited to EBMUD activities and should not be considered in the TMP.

We appreciate this opportunity to provide feedback, and would like to remain informed throughout your planning efforts. If you have any questions or wish to discuss this matter further, please contact me at (510) 287-1251.

Sincerely,



Rebecca Overacre
Acting Supervisor of Wastewater Planning

RCO:JEH:sak



BY EMAIL

January 2nd, 2019

Ms. Andrea Gardner
Port of Oakland
530 Water Street
Oakland, CA 94607

Ms. Patricia McGowan
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Ms. Gardner and Ms. McGowan,

RE: Comments on Draft West Oakland Truck Management Plan

Environmental Defense Fund (EDF) respectfully submit these comments regarding the Draft West Oakland Truck Management Plan (TMP).

EDF has been advocating for policies and programs to reduce harmful air pollution from freight, as well as oil and gas and other industrial sources for more than a decade. Over the last several years, EDF staff have been working with the West Oakland Environmental Indicators Project to measure and map local air pollution in West Oakland, with a view to identify and support measures to improve air quality in the community.

We appreciate the joint effort by the City and the Port to develop a comprehensive TMP aimed at reducing the effects of trucks on local streets in West Oakland. While past efforts to curb truck circulation in the community have improved conditions, the impacts of trucks on local air pollution and the health of West Oakland residents remain. We offer the below comments and recommendations to support an effective TMP that will ensure real and significant truck impact reductions in the immediate as well as the longer term.

1. **Develop an evaluation metric to assess the effectiveness of the TMP** – We support the TMP’s proposal to annually “document activities and strategies undertaken” as a way to monitor and document progress. However, without an evaluation framework it will be difficult for the public and the implementing team to understand whether, or how well, the proposed strategies are working and that they are producing tangible benefits for residents. It may not be necessary for each strategy or action in the TMP to have a specific metric attached to it; however, an overarching framework to assess the overall effectiveness of TMP over time would be highly useful.
 - a. Relatedly, please clarify the role of the West Oakland Community Advisory Group (WOCAG), if any, in reviewing the outcomes of TMP implementation and assessing the potential need for further actions or modification of TMP further down the road. For instance, a number of proposed strategies would only be implemented after others have been tried and if problem areas remain. What is the process for deciding if/when those strategies become warranted?

2. **Use available information on local air pollution to help inform truck routing for truck-oriented businesses near residences (Strategy 2)** - We support this proposed strategy to work with targeted businesses to design better routes for their truck drivers that will reduce the impact on nearby residents. Street-level air pollution data¹ collected by EDF and partners can be used to identify truck magnets that may be significant sources of localized pollution. Figure 1 below highlights a few truck magnet locations where we observe levels of black carbon that are higher than the area median and are in close proximity of people’s homes. The online mapping tool used for figures below is available at <https://arcg.is/1Lzbim>.

¹ The full study results were published in a peer-reviewed paper for the Environmental Science & Technology journal DOI: 10.1021/acs.est.7b00891.

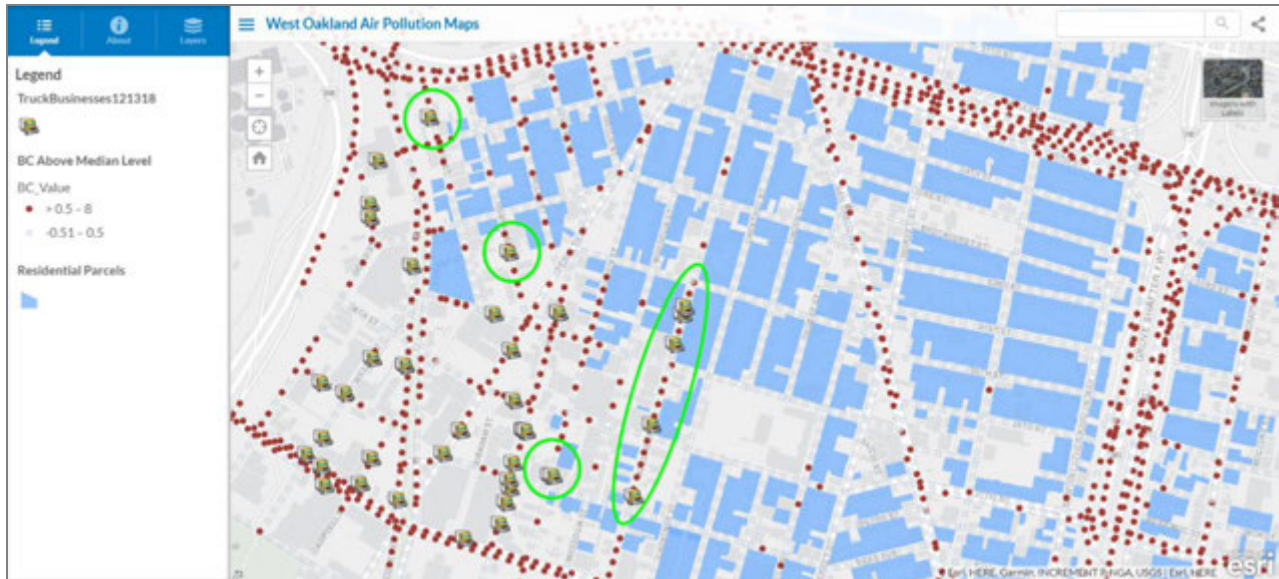


Figure 1. Green circles highlight locations where truck-oriented businesses are located in close proximity to people's homes and where we see elevated levels of black carbon, a known marker for diesel exhaust.

3. Further analyze the potential impact of proposed new truck routes and truck prohibited streets (Strategy 3) - We support the proposal to update the network of truck routes and truck prohibited streets but would request further analysis of any potential unintended consequences of new truck circulation.

- a. Much of 7th Street currently has elevated levels of nitrogen dioxide (NO), according to data collected by EDF and partners², and as shown in Figure 2 below. NO is a known marker for diesel exhaust, and the proposed truck prohibition could help to reduce diesel pollution along this stretch of residential corridor. In principle, trucks would use the freeway on/off ramps at Union Street to reach Frontage road, thus avoiding local streets. However, the proposed prohibition may inadvertently divert more trucks to 3rd and 5th Street, impacting residents in that area who are already exposed to relatively high levels of NO (see Figure 3 below). Additional control measures may be required to mitigate against this potential impact.

² The full study results were published in a peer-reviewed paper for the Environmental Science & Technology journal DOI: 10.1021/acs.est.7b00891.

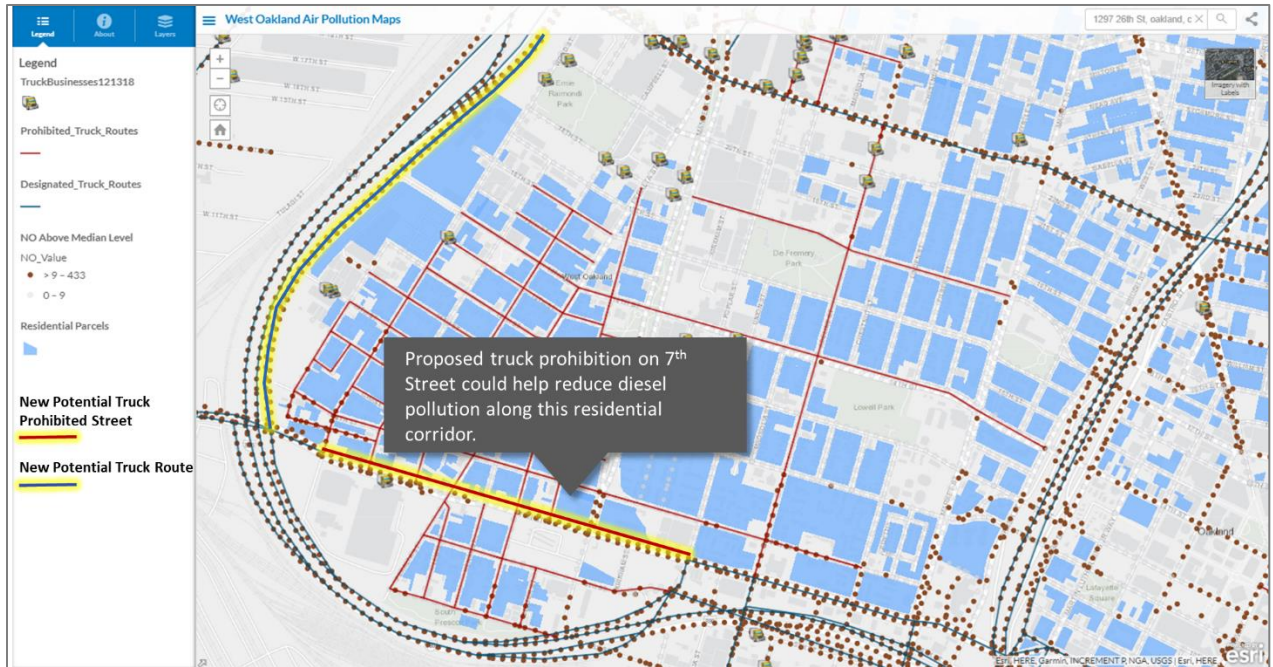


Figure 2. Proposed truck prohibition along 7th Street. Nitrogen oxide levels along this stretch of street is higher than the area median.



Figure 3. Sections of 3rd Street and adjacent streets already see elevated NO levels and may be further impacted by truck diversion from 7th Street.

- b. It would be helpful to explore whether the other section of 7th St, between Union and Market, could viably become a truck-prohibited street. This stretch of 7th St is also lined with residential buildings and sees elevated level of NO (see Figure 4). Trucks could use 6th and 5th St which are already designated for trucks and allow them to readily enter and exit the I-880 freeway.



Figure 4. A stretch of 7th Street is currently a designated truck route. It is lined with residential buildings and sees elevated levels of nitrogen oxide.

4. Ensure adequate space for truck parking and truck services at the Port and the redeveloped Oakland Army Base (OAB) in the long term

- a. We appreciate that the TMP prioritizes strategies 7 & 8 in the near term, as they are good first steps to curbing illegal truck and trailer parking in residential neighborhoods. However, some local truckers and residents have repeatedly noted that one of the main causes for parking violations is due to insufficient parking facilities at or close to the Port. Truck volume is expected to rise over the next few years as new logistic facilities and other operations at the OAB come online. The City and the Port should seek an updated and accurate future truck estimates in order to provide adequate space for services that will be needed to support truckers' needs.
- b. Relatedly, the commitment of land at the OAB development for significantly more auxiliary maritime service facilities should be considered a priority use. Any reduction in revenues from development or leases should be balanced against reduced costs for chronic health issues, infrastructure damage, urban blight and other neighborhood problems caused or exacerbated by the trucking industry. This cost-benefit calculation

has not been a part of the public investment analysis for the OAB rehabilitation and should be considered going forward.

Thank you for the opportunity to comment on the draft TMP. We hope these recommendations are helpful and will be taken into consideration as the TMP is finalized. Please feel free to contact Fern Uennatornwarangoon at FernU@edf.org, T 415-293-6162, if you have any questions or would like to discuss any of the above further.

Sincerely,

Fern Uennatornwarangoon
Manager, Air Quality Projects, EDF

CC: Ms. Margaret Gordon and Brian Beveridge, West Oakland Environmental Indicators Project

Andrea Gardner

From: Fern Uennatornwaranggoon <puennatornwaranggoon@edf.org>
Sent: Friday, January 04, 2019 1:51 PM
To: Andrea Gardner; McGowan, Patricia
Cc: Brian Beveridge (brian.woeip@gmail.com); Margaret Gordon; Gabriela Zayas del Rio; Maria Harris
Subject: [EXTERNAL] EDF comments for draft TMP
Attachments: EDF comments_draft West Oakland TMP_Jan2019.pdf

Dear Pat and Andrea,

Thank you for the opportunity to submit comments to the draft TMP – please find attached EDF’s comments.

A minor comment in addition to the main submission -- a legend for the zoning colors on the map on page 12 and 15 is missing. Please could this be added? I was able to work it out by looking at maps in WO specific plan but it’d be helpful for the general audience.

Please let me know if you have any questions or want to discuss any of these further.

Best,
Fern

Fern Uennatornwaranggoon
Bay Area Air Quality Policy Manager

Environmental Defense Fund
123 Mission Street, Flr 28
San Francisco, CA 94105
T 415 293 6162
edf.org/airqualitymaps

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(Disclaimer posted by PortIT71394.)

Andrea Gardner

From: Ron Cancilla <ron@impacttransportation.com>
Sent: Friday, November 30, 2018 11:13 AM
To: 'McGowan, Patricia'; 'Bill Aboudi'; 'Lake, Betsy'
Cc: 'Henry Osaki'; 'Christopher Chang'; Ralph Reynoso; Andrea Gardner; 'Joe Rajkovicz'
Subject: [EXTERNAL] RE: Overweight exemption on Maritime & Middle Harbor Rd (7th Street section in the Port)

Bill

Thank you for sharing with me. I TOTALLY agree. We need to update our Port drayage ordinance, have for a LONG time. Not only are our current overweight permits difficult, they are also out of date as equipment has evolved since 1989. Not only that, but with the newest arrival of our heavy electric trucks I feel should be totally exempt inside the Port. They might be two axle but they are beefy, high rated and aren't moving faster than 20MPH. Certainly wont be moving more weight than what they do at the terminal on the same chassis.

Please let me know how I can help get this on the table for discussion.

**Please be advised; Team Impact will be closed Dec 24 & 25th but open Dec 31st, closed Jan 1 2019..
Happy Holidays!!**

Regards

Ron Cancilla
President
Impact Transportation LLC
2498 West 19th Street (building 805,6 &7 on the Oakland ARMY base)
Oakland, Ca. 94607
ph (510)763-8911 X 230
fax (510) 763-8922



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www.impacttransportation.com

From: McGowan, Patricia <PMcGowan@oaklandca.gov>
Sent: Friday, November 30, 2018 9:32 AM
To: Bill Aboudi <bill@abtruck.com>; Lake, Betsy <ELake@oaklandca.gov>
Cc: Henry Osaki <hosaki@mutualexpress.com>; Christopher Chang <chris@docktime.net>; Ralph Reynoso <rreynoso@portoakland.com>; Andrea Gardenar <agardner@portoakland.com>; Ron Cancilla (Impact) <ron@impacttransportation.com>; Joe Rajkovacz <joe@westrk.org>
Subject: RE: Overweight exemption on Maritime & Middle Harbor Rd (7th Street section in the Port)

Thank you Bill for this information.

Pat

Patricia McGowan, Environmental Coordinator | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3588 | Email: PMcGowan@oaklandca.gov | Website: www.oaklandca.gov

From: Bill Aboudi [<mailto:bill@abtruck.com>]
Sent: Thursday, November 29, 2018 9:11 PM
To: Lake, Betsy <ELake@oaklandca.gov>
Cc: McGowan, Patricia <PMcGowan@oaklandca.gov>; Henry Osaki <hosaki@mutualexpress.com>; Christopher Chang <chris@docktime.net>; Ralph Reynoso <rreynoso@portoakland.com>; Andrea Gardenar <agardner@portoakland.com>; Ron Cancilla (Impact) <ron@impacttransportation.com>; Joe Rajkovacz <joe@westrk.org>
Subject: Overweight exemption on Maritime & Middle Harbor Rd (7th Street section in the Port)

Hello Elizabeth,
Per our conversation at the West Oakland Truck Management Plan regarding the exemption of overweight containers on streets in the Port of Oakland.



West Oakland Truck Management Plan

Workshop #5

<http://www.oakps.com/cvc-sections-35580---35581.html>

Section 35580

(a) The Legislature finds and declares that a substantial number of container trailers using California highways exceed weight limitations authorized for California highways. Intermodal container trailers are containers which have been unloaded from ships or trains and placed on truck chassis, or are piggyback trailers unloaded from trains, for subsequent transport upon the highways. Container trailers are usually loaded by shippers in other states or foreign countries where gross and axle weight restrictions imposed by this code are of no concern to the loader. These loading practices often result in overweight vehicles traveling on California highways, which contributes to highway deterioration.

(b) The Legislature further finds and declares that the continued growth of intermodal transportation within the United States and the Pacific Rim makes it important for California to initiate a program to allow intermodal freight to be weighed at major terminal locations prior to operation on the highways, to ensure that these vehicles are within the established weight limits. The Legislature finds that the imposition of heavy fines and assessments is one means of reducing the number of overweight vehicles on the highways. A more effective, and preferable, alternative is to assure that intermodal container trailers are properly loaded at the outset by the party responsible for loading goods into the container trailer, so that vehicles meet weight requirements prior to their operation on the highways.

Section 35581

(a) The Department of Transportation, in cooperation with the Department of the California Highway Patrol, shall develop a plan for implementing or identifying new or existing scale facilities at major intermodal terminals which may serve as intermodal weighing facilities for weighing commercial vehicles which transport intermodal freight, prior to their entry onto any highway which is not specifically exempted from weight limitations by a local authority. The plan shall include consideration of options for financing the construction of required intermodal weighing facilities. The plan shall be submitted to the Legislature not later than August 1, 1989.

(b) The Department of Transportation may enter into agreements with local authorities or private entities to provide for exemption from weight restrictions for short distance movement to an intermodal weighing facility.

<https://businessportal.sfgov.org/node/3057#>

Oversize/Overweight Permit

The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles. Requests for such special permits requires the completion of and application for a Transportation Permit.

--

Bill Aboudi
bill@abtruck.com
c 510.604.0466

Member: <https://westrk.org/>



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Andrea Gardner

From: DockTime - Chris <chris@docktime.net>
Sent: Sunday, December 02, 2018 1:21 PM
To: Andrea Gardner; pmcgowan@oaklandca.gov
Subject: [EXTERNAL] TMP - comments

Andrea/Pat,

Thank you for all of your efforts in putting the TMP together. I recognize this is a monumental task that requires you to engage multiple stakeholders that have their own motivations, preferences and goals. Doing this over a prolonged period of time must be similar to herding cats. I sincerely applaud your efforts.

Having attended multiple sessions and sat with you in one on one discussions, I will continue to point out that I feel that you are not addressing the root causes of your concerns. To state again, I believe that you **MUST** address the fact that roughly 50% of the volume of traffic into and out of the Port of Oakland is the movement of empty containers. Addressing this fact will solve many of the issues you bring up as your primary concern, namely congestion and pollution.

Having said the above for the record, I also recognize that advocating for a 3rd party platform to mitigate this market condition is not under your purview. So I will put myself at your disposal should you require more information at any time in the future.

To speak in specifics on your plan, I will repeat again the concern I have brought up in our one on one meeting that included Hodo Soy, OMSS and I can't recall who else.

If your plan is all about providing penalties to change behavior, I believe you will continue to see those in the trucking community that will do their best to flout the rules you put in place. Granted, the increase of signage isn't necessarily a penalty, but it leads to penalties.

If you are going to instill this negative feedback loop, I ask that you also consider ways in which to encourage "good" behavior. Or behavior that you would like to see happen. This must be done hand in hand with your "stick". Provide the "carrot" and show the "stick". In this manner, you give the trucking community a way in which to help themselves by adhering to the rules you would like us to follow.

Some of the mentioned items were:

- Subsidized or reduced fee overnight parking within the port. If you take away parking spots and tell truckers not to park on the streets, then what are the alternatives? All stick and no carrot.
- Terminal turn times continue to be atrocious at times. The longer it takes to get in and out, the more trucks required to service the 2.4 million annual TEU's that come through the port. Ergo, more congestion, more pollution. Again, this is outside your purview as explained to me, but again a root problem that directly impacts your stated goals.
- Truck services within the port. My understanding is that this is coming but I would like to reiterate the importance of having REASONABLY and FAIR priced services such as tire change, truck service, chassis service within the port. These service centers need to be marked everywhere in the port so the drivers that are not local can find when needed. These service centers need to have extended hours because we truckers are not 9 - 5 hourly wage earners.

- For those of us that want to convert our diesel burning tractors to electric, make it easier for us to do so. Give us "HOV" lanes into and out of the terminals. Again, probably not under your purview, but this is a common sense "carrot" incentive if I have ever seen one. We already spoke to Betsy Lake about making Maritime, 7th and Middle Harbor legal for these electric single axle tractors. But your support would help coalesce this initiative.

- Get the non port related businesses out of the port. What in the world is PODS doing in one of the most visible warehouses within the Port? They neither use rail nor drayage trucks. This is simply the wrongest of the wrong decisions if you are looking to DECREASE congestion in the port area and surrounding streets. Again, not under your purview but an instance where your stated goals feel like a way to punish our trucks within the port while ignoring real issues that increase congestion.

I recognize how difficult this process has been. How difficult it must be to bring all stakeholders to the table and also how tough it will be to implement once you have a plan. I am also one who believes in incremental wins to achieve a larger and broader goal.

My hope is that you recognize that the trucking community is made up of hundreds if not thousands of small business people. Don't penalize us into submission. Look to find ways to encourage good behavior and you will see it happen. Find the root causes and address those.

Best of luck in implementing whatever plan you eventually end up with.

Chris
DockTime and Wyse Logistics
660 4th Street #299
San Francisco, CA 94107
Email: chris@docktime.net

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Andrea Gardner

From: Cathyn <cathyn1@gmail.com>
Sent: Friday, December 28, 2018 7:21 PM
To: pmcgowan@oaklandca.gov; Andrea Gardner
Subject: [EXTERNAL] 28th Street Truck prohibition plan

Hello Ms. McGowen and Ms. Gardner,

I live off of 28th Street and Mandela Parkway and would like to comment on the West Oakland Truck Management Plan (TMP), I am happy to see that **the resulting Draft TMP Plan contains a proposed new TRUCK PROHIBITED STREET SEGMENT designation for 28th Street between Mandela Parkway and Poplar Street.**

The existing problem is that large trucks are taking 28th Street as a short-cut route between Peralta Street and Mandela Parkway - this is especially true for trucks from CASS heading towards 880/Bay Bridge via West Grand - or going north towards Emeryville via Mandela.

Peralta is already a designated truck route that gets you to West Grand or Emeryville. But because my segment of 28th Street is currently NOT designated as TRUCK PROHIBITED, it's easier to take rather than having to turn a big-rig left or right onto Peralta (if you're coming from CASS on 28th).

A "truck prohibited" designation does not stop trucks from making deliveries or pickups to businesses located on those streets - it just stops trucks from using the street as a through-route and short-cut.

Please keep the Truck Prohibition on 28th Street between Mandela Parkway and Poplar Street. This is a RESIDENTIAL area and trucks make it very dangerous for me to drive to my home.

Thank you for your consideration.

Cathyn Fan
West Oakland resident

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Andrea Gardner

From: Dino <ciaosf1@gmail.com>
Sent: Wednesday, January 02, 2019 10:38 PM
To: Andrea Gardner; pmcgowan@oaklandca.gov
Subject: [EXTERNAL] Please Designate 28th Street as Truck Prohibited between Mandela Parkway and Poplar

Dear Ms Gardner and Ms McGowan,

I have lived in West Oakland for over 10 years. In that time, I have noticed there are many more large trucks that are using 28th Street to get to Cass and other companies. I work from home and have counted as many as 20-trucks each day use this route. These large trucks are emitting significant fumes and create a large amount of noise.

I strongly endorse designating 28th Street as a truck prohibited area, between Poplar and Mandela. Particularly given that other alternate routes such as Peralta are available that do not have the residential density as our neighborhood does. This will positively impact the health of the children and families in our neighborhood.

Thank you!

Dean Leri
2 Covent Ln

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Andrea Gardner

From: McGowan, Patricia <PMcGowan@oaklandca.gov>
Sent: Wednesday, January 16, 2019 4:28 PM
To: Mercedes S. Rodriguez
Cc: Andrea Gardner
Subject: [EXTERNAL] RE: Comment about the West Oakland Truck Management Plan

Dear Mercedes,

Thank you for the comments; we appreciate your input on the draft TMP and will consider it as we prepare the final TMP.

Best regards,
Patricia

Patricia McGowan, Environmental Coordinator | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3588 | Email: PMcGowan@oaklandca.gov | Website: www.oaklandca.gov

From: Mercedes S. Rodriguez <mercedesmsr@att.net>
Sent: Thursday, January 10, 2019 3:02 PM
To: McGowan, Patricia <PMcGowan@oaklandca.gov>
Subject: West Oakland Truck Management Plan

Dear Patricia,

As a follow-up to our AB617 Meeting last night I just came across one of my-emails **for reference from 2013 below** regarding Truck Routes in Oakland and the problems we are facing on Market Street with the noise as well as pollution from the trucks.

This is a problem that BayPorte Village homeowners have been experiencing for years and I have been complaining about it. To this day, the trucks still park in front of Kentucky Fried Chicken and McDonalds and in most cases with their motors running. Last night just prior to our meeting was a prime example. I thought that my neighbor's were doing some kind of construction work because the noise was so loud. It was a truck parked in front of Kentucky Fried Chicken with the motor running. In fact there are trucks parked there as I am writing this e-mail. OPD is aware of the problem but nothing is being done. Parking Enforcement is also aware of the problem and nothing is being done. No tickets are being given out. There are signs for No Trucks on both sides of the street between 7th and 10th on Market Street and that does not stop the truck drivers from parking on the street.

Enforcement is a major problem. What is the use of having the signs posted when the truck drivers, and law enforcement ignores them?

Your consideration is greatly appreciated.

Mercedes S. Rodriguez
Block Captain
BayPorte Village Neighborhood Watch
(510) 444-0803
MercedesMSR@att.net

----- Forwarded Message -----

From: Mercedes Rodriguez <mercedesmsr@att.net>

To: "jgordon@oaklandnet.com" <jgordon@oaklandnet.com>; "Irisjc@att.net" <Irisjc@att.net>

Cc: "bcook@oaklandnet.com" <bcook@oaklandnet.com>; "mmontague@epmi-co.com" <mmontague@epmi-co.com>; "montgomery953@att.net" <montgomery953@att.net>; "ellenwpark123@aol.com" <ellenwpark123@aol.com>; "mbec@mindspring.com" <mbec@mindspring.com>; "LMcElhaney@oaklandnet.com" <LMcElhaney@oaklandnet.com>; "floydhuenoakland@gmail.com" <floydhuenoakland@gmail.com>; "Jgordon@oaklandnet.com" <Jgordon@oaklandnet.com>; "ELewis@oaklandnet.com" <ELewis@oaklandnet.com>

Sent: Tuesday, October 15, 2013, 11:20:57 AM PDT

Subject: Truck Routes in Oakland

Dear Iris,

Per our conversation, see attached copy of the map for Truck Routes in Oakland and my e-mail to Officer Jim Gordon. Send him detailed information as to what problems we are experiencing with Trucks on Market Street.

As your neighbor I have the exact same problems with trucks on Market Street. I have called the number on the signs numerous times to no avail. I also approach the truck drivers to no avail. The majority of them stay parked until they have completed their meal etc. The reason they park on Market Street between 7th and 10th is because they purchase food at McDonald's and Kentucky Fried Chicken. They are prohibited from parking in the Shopping Center lot, but don't hesitate to park on the street. They even park in front of the signs that specify no truck parking.

I still have not received a call back or response to my e-mail from Officer Gordon. I will cc Captain Eric Lewis on this e-mail.

Please contact me with any questions.

Mercedes S. Rodriguez
(510) 444-0803

From: Mercedes Rodriguez <mercedesmsr@att.net>

To: "jgordon@oaklandnet.com" <jgordon@oaklandnet.com>

Cc: Brigitte Cook <bcook@oaklandnet.com>; Marcus Montague - MORH <mmontague@epmi-co.com>; Barbara Montgomery <montgomery953@att.net>; Ellen Wyrick-Parkinson <ellenwpark123@aol.com>; Marilyn Bechtel Becchetti <mbec@mindspring.com>; Lynette McElhaney <LMcElhaney@oaklandnet.com>; Floyd Huen <floydhuenoakland@gmail.com>

Sent: Monday, October 14, 2013 2:38 PM

Subject: Truck Routes in Oakland

Dear Officer Gordon,

I just left you a voice message (510) 777-8602 regarding the Truck Routes in Oakland. I understand that your department Oakland Commercial Unit responds to commercial truck issues. Brigitte Cook from Council Member Lynette McElhaney office did some research for us on Truck Routes in Oakland and provided us with the attached map and City of Oakland's website.

From reviewing the map, the truck routes are in blue, and the prohibited routes are in red. What does the areas in grey represent? And how can we get certain designated streets prohibited to trucks? We

have a serious problem in the West Oakland area where trucks are concerned. Not only is it a noise, but also a pollution factor.

I look forward to your response.

Please contact me with any questions.

Mercedes S. Rodriguez
BBBON - Co-Chair
NCPD - Co-Chair
(510) 444-0803

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Andrea Gardner

From: Gregory Tung <ealingerist@gmail.com>
Sent: Thursday, January 03, 2019 12:47 PM
To: Andrea Gardner; Patricia McGowan
Cc: Brian Beveridge; Margaret Gordon
Subject: [EXTERNAL] Draft West Oakland Truck Management Plan - Public Comment

Dear Andrea and Pat,

I wish to reiterate my support for the designation of 28th Street between Mandela Parkway and Poplar Street as a "truck prohibited" segment within the draft West Oakland TMP.

This is due to the conflict between the density of homes (91 townhomes at West End Commons, where my own home is a second home set back from the street) along 28th Street between Mandela Parkway and Ettie Street, and the fumes, vibrations and noise of large diesel trucks passing on 28th Street, many times a day. (Note - West End Commons was built in 2005-2006, so at 13+ years in age this year, it is not a newcomer).

Our perception at West End Commons is that the majority of these trucks using 28th Street are going to and from CASS (as a high-volume truck trip generator) along this route as a too-convenient shortcut to Mandela Parkway, when there are other routes from CASS to the west to/from the Bay Bridge & I-80 & I-880 via West Grand, to the north to/from Emeryville, or to/from points south - primarily by accessing Peralta Street which is an already designated truck route.

I do not object to trucks that deliver to/from the smaller businesses along 28th Street between Poplar and Mandela (these create much lower volume and frequency of truck traffic), including:

- High Octane Body & Paint at 1649 28th St
- Granite Expo Warehouse Pick-up and Milzen Cabinetry at 1618 28th St
- Cypress Auto at 2717 Peralta St

If the "truck prohibited" designation for this segment of 28th Street does become part of the adopted TMP, however, I believe that relying on that policy and regulatory change alone (and reactive enforcement later) would not be an efficient means of affecting change, because the problem is in the habits and mindsets of the truck drivers and dispatchers.

I hope that adoption of the Plan will be accompanied by a robust liaison and education component, where City staff will work closely with major West Oakland truck trip generators like CASS to go over the changes to the routes and ensure that they communicate effectively, not just with their own dispatches and truck drivers, but also with those of their suppliers and contractors.

I also hope that the Plan will contain a monitoring component that will do some degree of trip counting, "before" and "after," to verify that the new truck prohibited designations of the TMP are working.

It would be great if such counting could be done in synch with the West Oakland Environmental Indicators Project (WOEIP) to see if it could be coordinated with on-the-ground air quality monitoring efforts, where WOEIP has already done recent monitoring of "before" conditions.

Thank you for the opportunity to comment!

Best regards,

Gregory Tung
homeowner and West End Commons Homeowners Association President
3 Ealing Lane
Oakland, CA 94608

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Andrea Gardner

From: McGowan, Patricia <PMcGowan@oaklandca.gov>
Sent: Wednesday, November 28, 2018 5:05 PM
To: Neville
Cc: Andrea Gardner
Subject: [EXTERNAL] RE: 28th Street and West Oakland TMP

Thank you for your comment. We appreciate hearing from you... and you are actually the first written comment on the Draft Plan that has been received!

Your comment will become part of our official list of comments received.

Best regards,
Patricia McGowan

Patricia McGowan, Environmental Coordinator | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3588 | Email: PMcGowan@oaklandca.gov | Website: www.oaklandca.gov

From: Neville [<mailto:nevillevania@gmail.com>]
Sent: Wednesday, November 28, 2018 1:36 PM
To: agardner@portoakland.com; McGowan, Patricia <PMcGowan@oaklandca.gov>
Subject: 28th Street and West Oakland TMP

Hello,

I am writing to express my satisfaction with the inclusion of 28th street between Peralta Street and Mandela Parkway to the TMP. This area is home to 91 units that are part of West End Commons. As a few hundred residents live here, many of us with small children, this change is important and a much needed respite for us breathing in the fumes on a daily basis. As a parent myself of a 6 week old infant, this issue is very important to me.

I understand that comments are being accepted at this time and I want to express my strong support for this change. Please do allow trucks to continue using 28th street as a route.

Thank you,

Neville Vania
3100 Mandela Pkwy, Oakland, Ca 94608

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Andrea Gardner

From: Lauren Westreich <lauren@everydog.com>
Sent: Friday, January 04, 2019 2:46 PM
To: McGowan, Patricia; Andrea Gardner
Subject: [EXTERNAL] comments on the truck management plan

Hi ladies,

I hope you have a nice holiday break. Happy New Year!

I know you probably have most of my comments, but know that having them in writing helps. So here goes:

Comments on #1:

What about traffic signal changes, especially at 3rd and Adeline?

Any chance of a dedicated on/off ramps from 980 directly to the Port or at least bypassing the 3rd and Adeline intersection which is pretty dangerous in its current state? I realize this is a bold ask and one that can't happen immediately, but it's worth asking and we would provide support as needed. Also, I realize it won't get all trucks off of Adeline or 3rd Street as there are truck serving businesses, especially on 3rd Street. I could improve things dramatically.

Comments on #2:

Technology fixes? Use GPS to beep/indicate to the driver when they are on a truck prohibited route. Use tracking systems, like used at the port for efficiency and know when and where trucks are at the port, to discover when trucks are traveling on prohibited routes and when they are parked on the streets. The City and the Port could use this information jointly to keep trucks where they belong. The port could fine or prohibit trucks that use the port from accessing the port until they correct their behavior. Trucking companies could use the data to help keep their contractors from breaking the rules as well. Finally, tracking could be used on chassis to track when they are illegally parked and the port and truck companies can use that information to fine or prohibit the driver who dropped the chassis from continuing to operate by refusing to give them chassis or business until they pay the fine and correct their behavior.

Comments on #4:

Use technology to augment new signage as mentioned above. If a truck is on a prohibited route or parked illegally, the driver, the port and OakDOT could be notified. Could be a simpler way to get compliance.

Comments on #7/8:

Improved/regular training makes sense for OPD and Port police officers and OakDOT ticketing folks.

It seems like there need to be legal changes that specifically address chassis parking. Currently there is no way to attach a parking ticket on an unattached chassis to DMV registration or anything that would help stop the behavior. If it were possible to attach the ticket to the DMV registration or business license of the business that owns the chassis, that would incentivize compliance. Some of my comments above could help, but it makes sense to take a look at legal changes too.

General comments:

Using WOCAG as a community partner makes sense, but WOCAG is under staffed and under financed. That needs to be addressed to make the WOCAG relationship possible and useful. In its current state WOCAG doesn't have the bandwidth or support necessary.

Since the port and the city are working together on this, it makes sense to have them continue to do so formally. It might be extremely helpful to require the port and the city to communicate about repeat offenders or "bad actors". The

port could remove access to the individual truck driver and even the trucking businesses that refuse to comply. The city needs to communicate the problems they see in the city to the port so they can act on the information.

For enforcement to be successful will require additional staffing and support for OPD and OakDOT as well as the officer(s) who work the port.

Thanks for listening.

Let me know if you need anything else from me. So appreciate working with you both.

Best
Lauren

Lauren Westreich
Every Dog Has Its Day Care
1315 16th Street
Oakland, CA 94607
[510-655-7832](tel:510-655-7832) main
[510-701-2836](tel:510-701-2836) mobile

lauren@everydog.com
www.everydog.com
www.facebook.com/EveryDogHasItsDayCareInc

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Comment Card

Please Print
Name: Charles J Berthia
City: DALLAS
Email: C.ber 63@yahoo.com

Would you like to sign up for our newsletter? Yes No

Please write your question in the space provided below:

- will trucks have GPS location direction of maps to determine where to park in if the terminal is open for delivery
- electric Trucks vs Diesel Truck will they be charge the same penalty.

ON PAGE 12 -

Please change triangles
+ circles with numbers
and provide a KEY with
addresses + names for
the businesses.

Thank you.

C.B.

- 510 717 5057



I X OAK
Park Close. Fly on time.

Comment Card

Please Print
Name: BARBARA MONTGOMERY
City: OAKLAND, CA.
Email: MONTGOMERY953@ATT.NET

Would you like to sign up for our newsletter? Yes No

Please write your question in the space provided below:

Do you know when the new Ball park comes to West
Oakland, How will its traffic impact
this plan, How ever I'm excited
about the plan. Its schedule.



Comment Card

Please Print

Name: Mercedes S. Rodriguez

City: Oakland, CA

Email: Mercedes MSR@att.net

Would you like to sign up for our newsletter? Yes No

Please write your question in the space provided below:

Since Market Street up to 6th Street has lots of
truck activity, How will that work with the
new Air Bull Park @ Howard terminal?