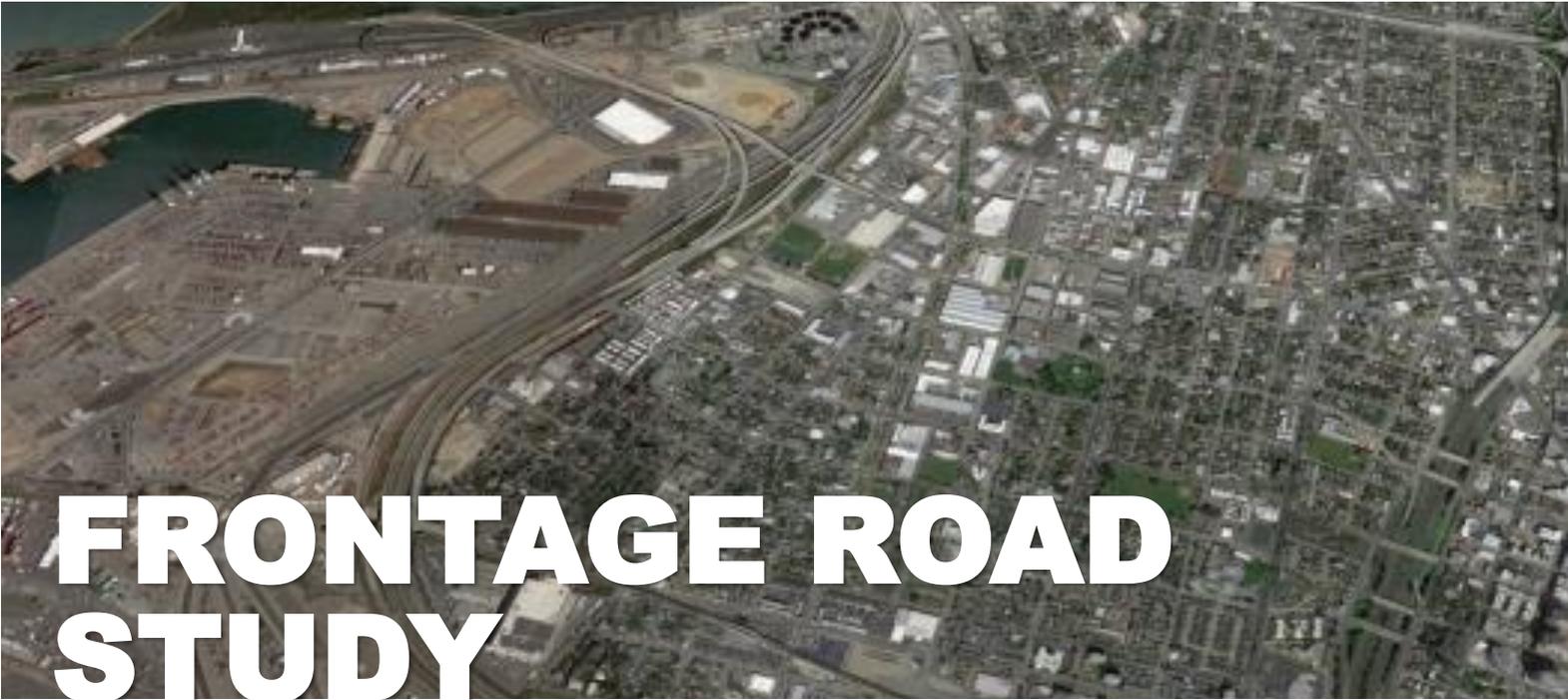


Truck Network Designation	Zoning/General Plan
Truck Route	Commercial (Residential Uses Allowed)
Truck Prohibited Street	Residential
	Industrial
	Other
	Park



FRONTAGE ROAD STUDY

ORIGIN DESTINATION REVIEW



Contents

- Truck Management Plan (TMP) Background
- Scenarios regarding trucks on Frontage Road
 - Equity impacts of the scenario outcomes
 - Port operations
- Findings



TMP Background



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TMP Background

- April 2019 West Oakland TMP approved by City and Port after extensive public engagement
- TMP Goals are:
 - Reduce disruptions from truck circulation and truck parking on residents and businesses in West Oakland.
 - Increase safety along designated truck routes.
 - Have truck drivers know preferred routes to reach their destinations and know the City's parking restrictions.
 - Monitor TMP implementation and modify implementation strategies to improve outcomes as needed.



TMP: Stakeholder Engagement (2017-2018)



2020 Truck Route Update Engagement

Communication Channels

Email blasts

Website

Survey

Flyer

Virtual Meetings

- Industry/Trade Group Meetings**
- Trucker Work Group
 - Harbor Trucking Assoc.

- Stakeholder Group Meetings**
- WOEIP & WOCAP
 - WOCAG
 - Howard Terminal CBA

- Neighborhood Group Meetings**
- Prescott Neighborhood Council
 - West Oakland Neighbors
 - Field visit to Prescott Neighborhood

Truck-Related Business Follow up*

- Phone calls to individual businesses
- Flyers emailed to:
 - Biz Alert
 - Western State Trucking Association e-newsletter
 - Truck Driver Facebook Groups & Bill Aboudi Yahoo Group
 - Flyer at Port STEP CSC

*Due to low turn out at virtual meetings and the important role that truck operators and industrial community have in ensuring success of changes

Existing Issues w/ Frontage Road

- City and Port received additional feedback from neighborhood groups adjacent to/near Frontage Road, including:
 - Concerned about number and growth of trucks
 - Proximity to residential areas
 - Emissions and public health concerns
 - Trucks stopping and parking on Frontage Road
 - Safety issues
 - Desire for trucks to use Maritime Street
- City and Port hired Kittelson to evaluate consequences of
 - Designating Frontage Road as a Truck Route or a
 - Truck Prohibited Road



Scenario Evaluation



Travel Patterns on Frontage Road

- 1,000 daily truck trips
 - 100 to 140 AM Peak
 - 40 to 80 PM Peak
- Different Destinations
 - 52% Port
 - 37% West Oakland
 - 8% Southern Emeryville
 - 6% Other

* Exceeds 100% as some trips travel between zones



Evaluation – West Oakland Traffic

- Trips traveling to West Oakland and Emeryville travel into West Oakland to complete trip
 - **Almost half of trucks (45%) don't go to the Port**
- Evaluate impact on routing for alternative scenarios



Baseline and Scenarios

- **Baseline** - Existing Trips Starting Ending in West Oakland and Emeryville
- **Scenario 1** - Formalize as Truck Route
- **Scenario 2** – Designate as Truck Prohibited – Assume Truck Redistribute based on Existing Trip Patterns
- **Scenario 3** – Designate as Truck Prohibited – Redistribute Trucks to Existing Truck Routes



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Process



Existing

Reroute

Example Scenario 1: North of West Grand
Southbound trips on Frontage Road
Reroute to existing truck route



Process



Existing

Reroute

Example: North of West Grand
Southbound trips on Frontage Road
Reroute based on existing travel patterns



City Requires that an Equity Assessment be Completed to Support Policy Decisions

Set equitable outcomes

Understand historical context

Review conditions: What does the data tell us?

Practice inclusive engagement and review community feedback

Evaluate policy alternatives that either do no (more) harm or improve conditions, advance racial equity

Measure progress at achieving equitable outcomes and include community in making necessary policy/program/project adjustments



Population & Race



Public Health



Environmental Conditions



Street Safety

Key Indicators of Equity for Frontage Road Proposed Truck Route



OakDOT Geographic Equity Tool

- Priority Neighborhoods
 - Racial Demographics and household characteristics associated with historic and current disparities

Key indicator



Population & Race



Public Health



Environmental Conditions



Street Safety

- Available Online

- <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>

[Click here to open a map where you can turn the layers listed below on & off.](#)

The **Priority Neighborhoods** layer gives each census tract in Oakland a level of priority between lowest and highest determined by seven demographic factors:

- People of Color [25% of score]
- Low-Income Households (<50% Area Median Income) [25% of score]
- People with Disability [10% of score]
- Seniors 65 Years and Over [10% of score]
- Single Parent Families [10% of score]
- Severely Rent-Burdened Households [10% of score]
- Low Educational Attainment (less than a bachelor's degree) [10% of score]

Click within each census tract and use the right arrow, if needed, to see its equity score and other information.

This layer serves as the main layer for determining Priority Neighborhoods in Oakland.

The **Planning Areas** layer aggregates priority neighborhood Census tract information into Oakland's nine planning areas.

Click on a census tract and use the right arrow, if needed, to see the equity score and other information for the planning area in which it is situated.

The **Limited English Proficiency (LEP)** layer highlights census tracts in yellow where the percentage of households with limited English proficiency is greater than the percentage of households with limited English proficiency in the City of Oakland as a whole (11.9%). LEP was not included in the calculation of the Priority Neighborhoods score due to a relatively high level of uncertainty and error in the underlying data. LEP is included as a layer to highlight the unique community engagement needs of people with low English proficiency.

Click on a census tract and use the right arrow, if needed, to see the percentage of people with low English proficiency.

All factors use American Community Survey (ACS) Data from 2017 5YR Estimates.

To see how the final tract scores are determined, look in the Methodology and Literature Review document via the tab above or [following this link](#).

Download the **Priority Neighborhoods Layer**

Priority Neighborhoods:

Highest

High

Medium

Low

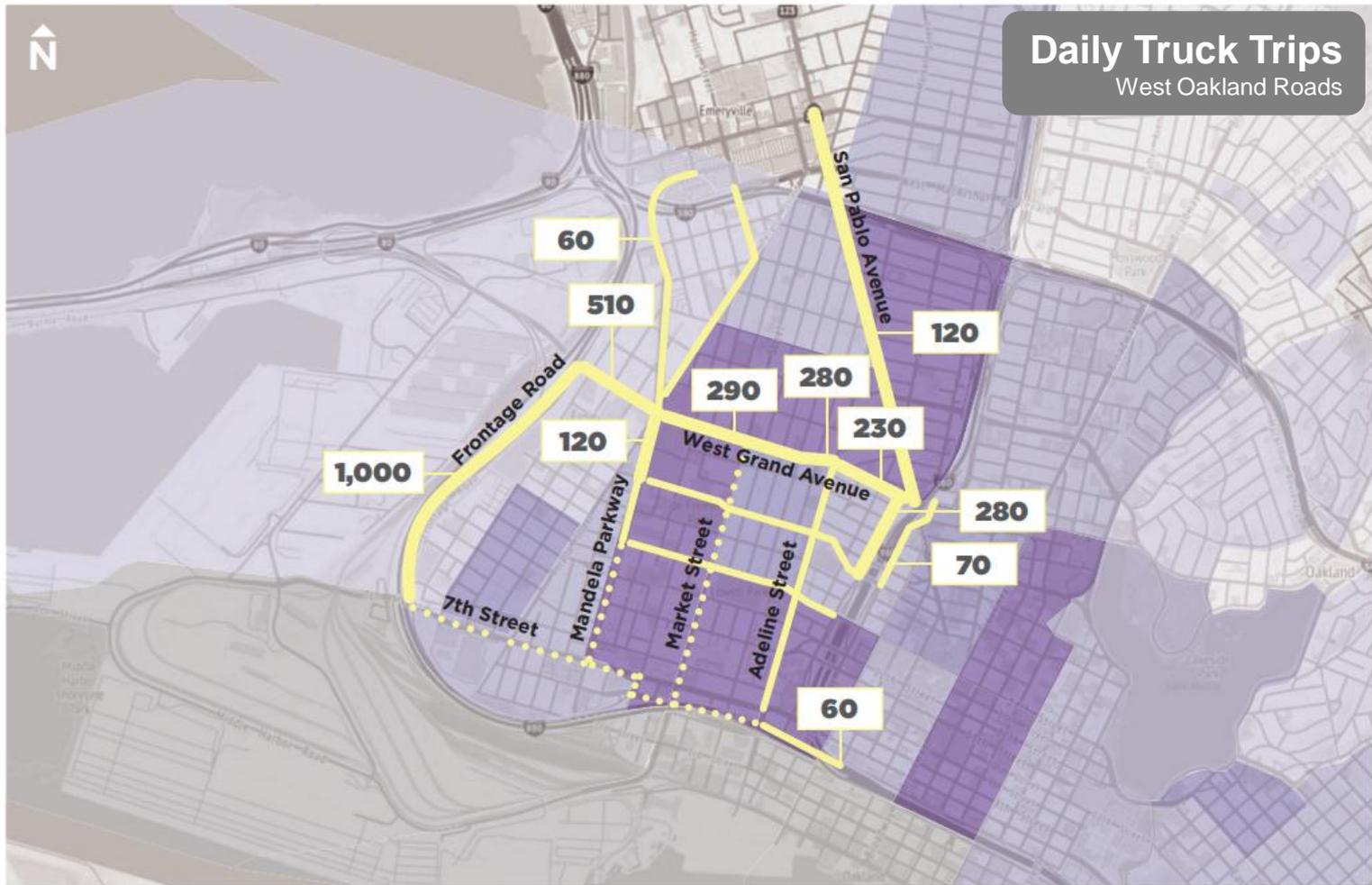
Lowest





Daily Truck Trips

West Oakland Roads



Estimated Daily Truck Trips

- 1 to 50 Trucks
- 50 to 100 Trucks
- 100+ Trucks

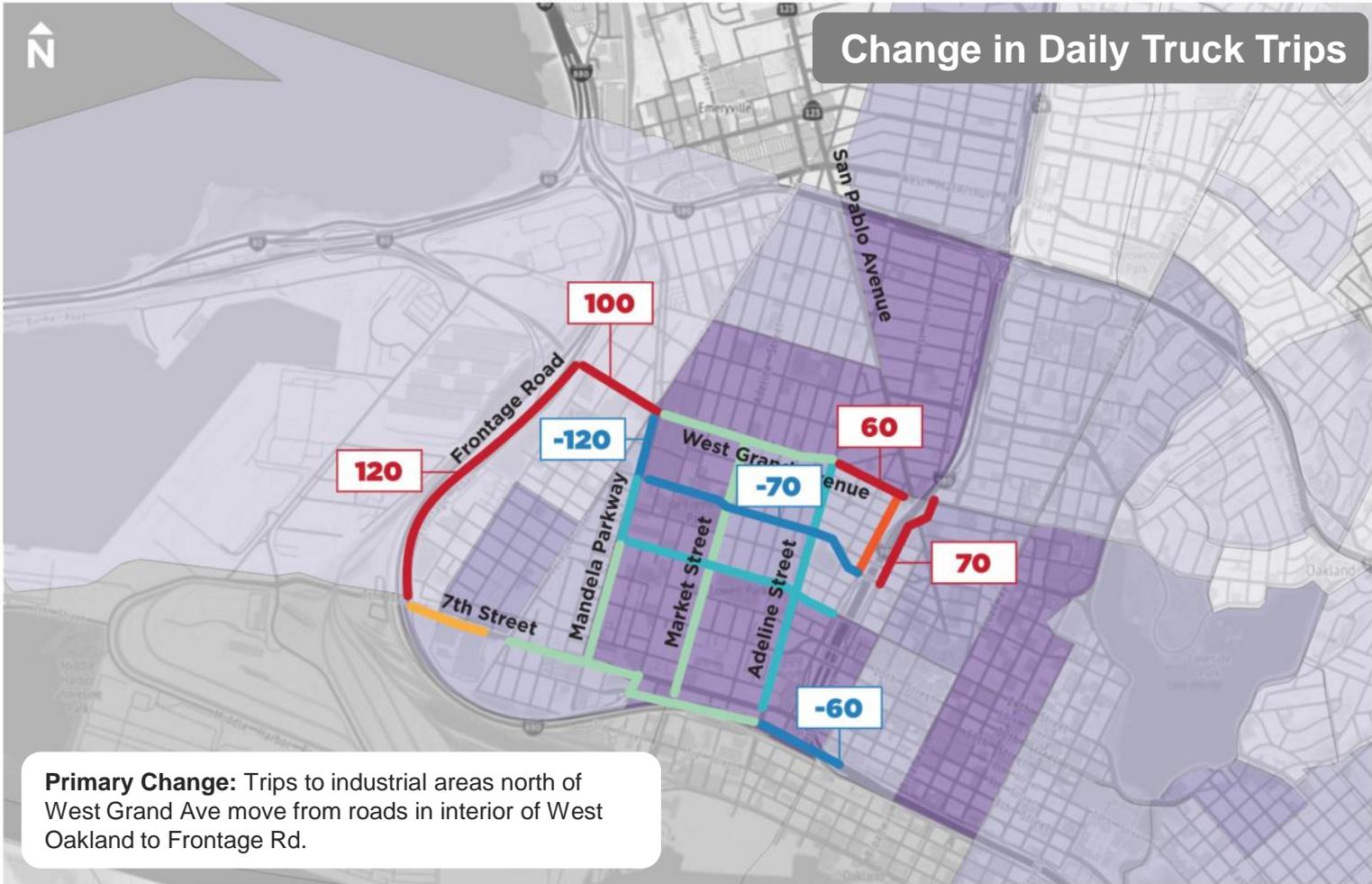
Priority Neighborhoods

- Highest
- High
- Medium
- Low
- Lowest
- No Data

Baseline
Existing Trips with
OakDOT Equity Map



Change in Daily Truck Trips



Primary Change: Trips to industrial areas north of West Grand Ave move from roads in interior of West Oakland to Frontage Rd.

Estimated Change in Daily Truck Trips

- -25 to -1 Trucks
- -50 to -26
- Reduce 50+
- 1 to 25
- 25 to 50 Trucks
- Increase 50+

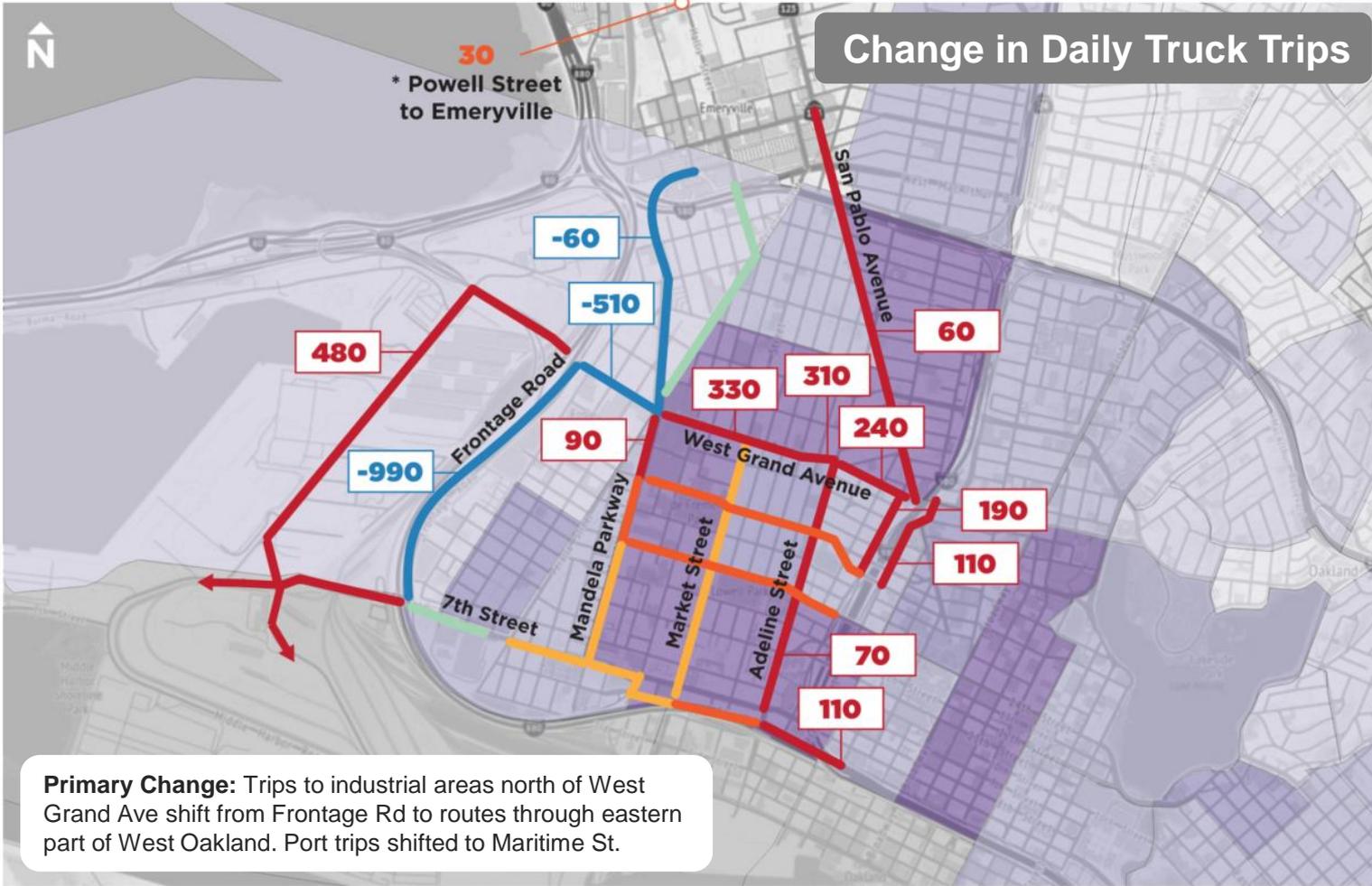
Priority Neighborhoods

- Highest
- Medium
- Lowest
- High
- Low
- No Data

Scenario 1

Designate as Truck Route Redistribute Trucks to Existing Truck Routes with OakDOT Equity Map

Reassign Trips not on Truck Routes to Frontage Rd and Existing Truck Routes



Estimated Change in Daily Truck Trips

- 25 to -1 Trucks
- 50 to -26
- Reduce 50+
- 1 to 25
- 25 to 50 Trucks
- Increase 50+

Priority Neighborhoods

- Highest
- High
- Medium
- Low
- Lowest
- No Data

Change in Daily Truck Trips

30
 * Powell Street to Emeryville

480

-990

90

-60

-510

330

310

60

240

190

110

70

110

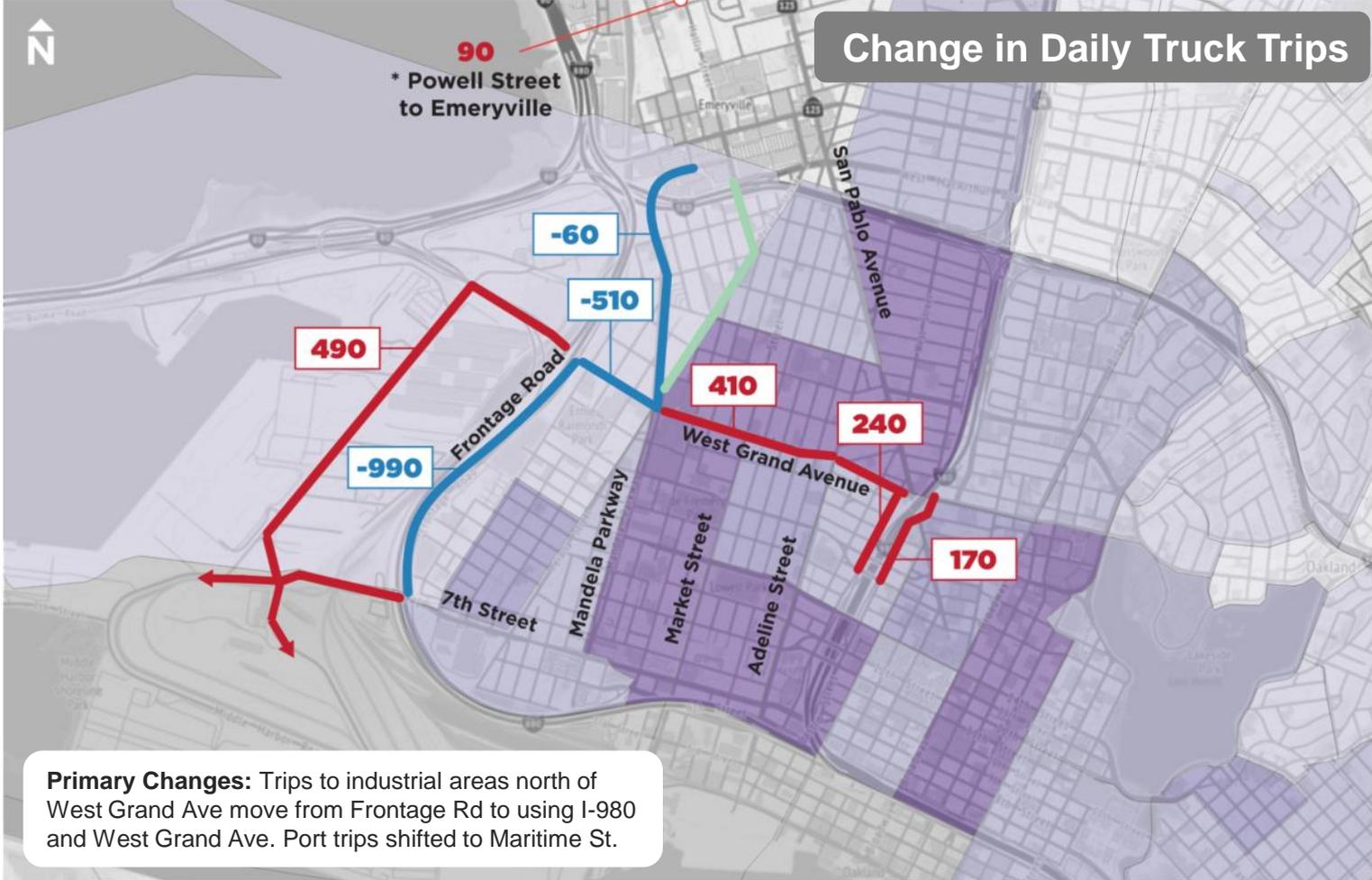
Primary Change: Trips to industrial areas north of West Grand Ave shift from Frontage Rd to routes through eastern part of West Oakland. Port trips shifted to Maritime St.

Scenario 2

Designate as Truck Prohibited
Redistribute based on Existing
Trip Patterns with OakDOT Equity Map

Reassign Trips from Frontage based on Existing Travel Routes

Change in Daily Truck Trips



Primary Changes: Trips to industrial areas north of West Grand Ave move from Frontage Rd to using I-980 and West Grand Ave. Port trips shifted to Maritime St.

Scenario 3
Designate as Truck Prohibited
Redistribute Trucks to Existing
Truck Routes with OakDOT Equity Map

Reassign Trips from Frontage to Truck Routes

Port Operations

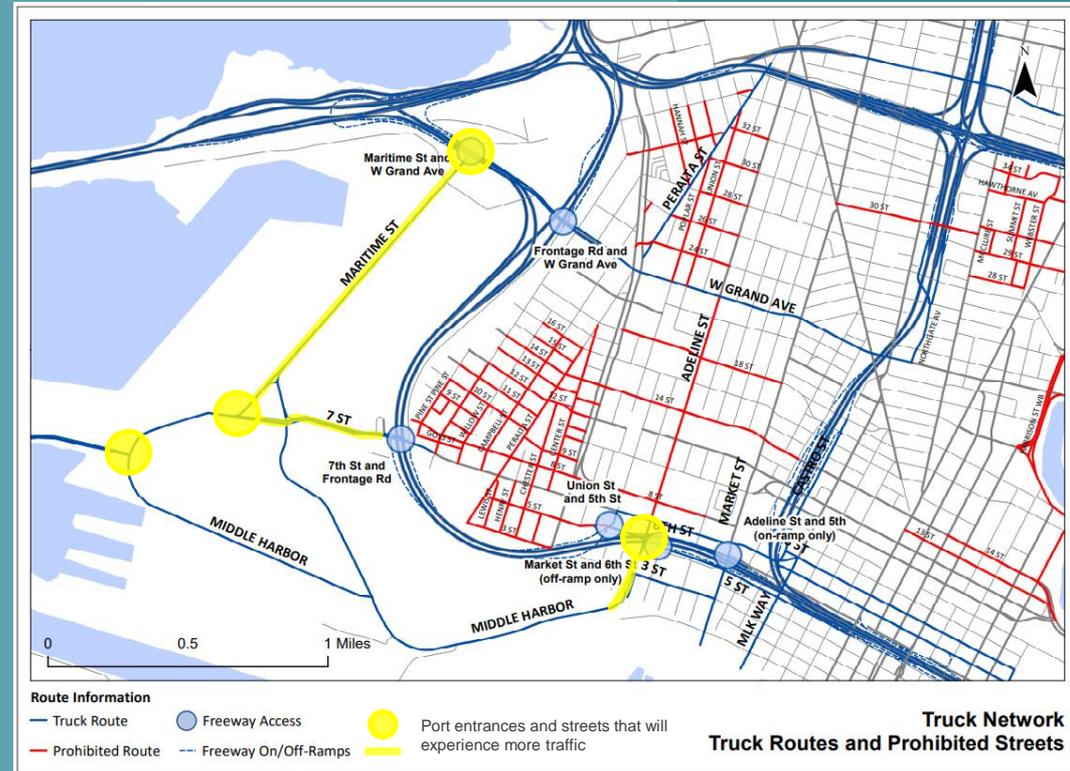


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Port Operations and Frontage Road

- Three entrances to Port
 - 7th Street
 - Adeline Street
 - Maritime Street
- Prohibiting trucks from Frontage Road impedes use of 7th as access
 - More traffic at Adeline Street and Maritime Street entrances
 - Greater congestion at key intersections
 - Potential for **increased idling and more emissions**
 - Potential diversion onto local streets



Findings



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Main Findings

Scenario 1 – Frontage Road as Truck Route

- Keep trucks out of high priority equity neighborhoods in West Oakland
- Relatively small percent increase in truck volumes on Frontage Road
- Least impact to Port roadway congestion

Scenario 2 and 3 – Frontage Road as Truck Prohibited

- Increase in truck volumes on roads in higher-priority equity areas
- Potential for significant congestion and operation delays for Port Trucks leading to increased idling and emissions



Steps to Reduce Effects of Trucks

-  
Population & Race
-  
Public Health
-  
Environmental Conditions
-  
Street Safety

Key indicators

- **Projects Underway Part of TMP:**

- No parking and no idling signs   
- “Spot” Enforcement 
- Truck Driver Outreach and Education

- **Other Projects Underway:**

- Prescott Green Buffer (WOCAP)   
- Physical deterrents to prohibit trucks from parking in the median 



Questions



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Frontage Road Study | Prescott Community Meetings

10/12/21 & 10/14/21

Summary of Community Comments

The City of Oakland and the Port of Oakland prepared the Frontage Road Study and met with members of the Prescott community to review the study results. The following is a recap of the community's comments grouped by themes.

Study Incomplete

- Why was health equity data not included? There are different tabs in the OakDOT equity tool and I believe only the demographic factors were considered.
- Why was street safety not considered?
 - Study failed to note the recent fatalities

Provide Underlying Data

- Is there a vehicle count that shows turning movements, access to freeway?
- Want to see underlying data (for impact to Port operations, turning movements, etc.)
- Re: 37% of truck trips going into West Oakland, where are the trucks going? There are a number of illegal truck operations (Wood St., etc.). Are they just passing through W. Oakland?
- Where are trucks going on Seventh Street that is differentiated from Maritime St.?
- Is CWS contributing to truck trips in West Oakland?

Traffic Calming & Roadway Design Suggestions for Frontage Road

- Speeding is a major issue
 - Stoplights on 14th Street maybe blinking light on 16th Street
 - Can we change the physical makeup of Frontage Road?
- Trucks often go 60 to 70 miles an hour down the street and throw out waste and trash
- Vehicles park in center lane
- Overturned trucks
- What design changes are being proposed? We want a few different alternatives, one with trucks and without, and put out as a scenario one without trucks, as opposed to the current Frontage Road Study
- At West Grand Avenue they should take the side lane, which is like four or five feet wide, and narrow that and make the turning lane on to Maritime Street wider and longer so the trucks can back up a little bit better there
- Put a round-about at 15th Street and 16th Street to slow things down

- Designate bike lanes and paint the curb red to prevent parking on Frontage Road
- re: OakDOT near-term project: It would be nice if community could provide input into the design/materials selection of the proposed physical deterrent posts.
 - Plastic posts are only going to last about a week (truck drivers will drive right over them)
 - Consider using k-rails
- Has there ever been any discussion about Frontage Road, as a five lane street, being divided up with truck use on the west side, residential use on the east side for access to homes

Options

- Can Middle Harbor be the alternative to Frontage Road?
- What are the ways you will improve the Maritime intersection to avoid the congestion?

Consider Changing Conditions of Neighborhood

- Frontage Road is most dense and continuing to grow; needs to be broader incorporation of what is a residential neighborhood
 - The Census data does not reflect the latest newly sold developments, thus undercounting actual population along Frontage Road
 - Designating Frontage Road as truck route would place 50% of all daily truck trips solely on Frontage Road, so basically, putting all that pollution on the largest portion of residents and Prescott neighborhood
 - The Phoenix which is scheduled for workforce housing, also, housing for homeless are planned near Frontage Road
 - Increase in traffic due to new residential development
 - Truck Management Plan was prepared before many of the newest residents bought their units, so they haven't had a chance to weigh in (approx. 500+ residents)
 - It wasn't clear during the TMP preparation what the intention was for Frontage Road
 - I attended the TMP meetings and made comments about Frontage Road can't be a truck route any more and needs safety and calming measures
- Frontage Road was considered a truck route three decades ago; times have changed and now the nature of the road is fundamentally different, its now residential and not industrial, laws and treatment of this road need to catch up
- Neighborhood is changing CASS, CWS (recyclers in W. Oakland neighborhood) are being relocated to former Oakland Army Base (near Port); need to make a decision that supports the long-term realities
- I-980 – does this proposal consider the proposal to remove I-980? What would happen to truck routes?

Illegal truck yards

- Are trucks going to illegal truck yards?
- How to improve enforcement

Community Wants a Seat at the Table

- Representative of Prescott neighbors (not just anyone from W. Oakland)

Misc.

- Throughout the Port's expansion and remodeling including widening the train tracks, that was supposed to lessen the truck traffic and the idling. However, the trucks have quadrupled if not more than that. And they're idling. I'm over here Pacific Cannery Lofts, I can hear trucks honking their horns
- When consultants or staff say trucks can divert onto truck prohibited roads to reach their destination, that is just scare tactics – if Frontage Road were designated as truck prohibited, trucks would not be allowed, yes, trucks could use it to reach a business, but there are very few businesses along Frontage Road
- Why did the City include the Port as a direct partner? There is no reason that the port should be a partner to planning and not residents
- Prescott community conveyed concerns about Frontage Road to AB617 WOCAP committee
- It would be a lot more equitable to more evenly distribute truck trips throughout the neighborhood.

West Oakland Truck Management Plan

Year 1 Actions: Truck Route Updates and Truck Parking Changes in West Oakland

Summary of Community Comments

After approving the Truck Management Plan (TMP) in 2019, which included extensive stakeholder engagement, the City and Port conducted additional analysis to finalize the recommended changes to the truck routes and truck parking strategies identified in the TMP. The City and Port then conducted additional stakeholder engagement from May to August of 2020 to hear stakeholder feedback about the recommended changes to the truck routes and truck parking in West Oakland. The two agencies have consolidated stakeholder feedback in the following document.

The comments are grouped by topic, i.e., truck routes, truck prohibited streets, etc. The online survey results are presented at the end of this document. The survey short answers are integrated into this comments document, in the relevant topic section.

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Truck Routes

	Question/Comment	Source
1	Evaluate removing upper Peralta Street as a truck route. The Port committed to studying this as part of the 2007 truck route update.	WOEIP Meeting
2	Port doesn't address trucks coming off Port and going into community.	CBA Transportation June 8, 2020
3	[Survey Q4] What other streets should be labeled as a Truck Route? Maritime St. Mandela Pkwy West Grand Ave. 7th St. Poplar St. San Pablo Adeline St. Broadway Market St. I-580 Piedmont Shafter Av College Ave Hudson Wood St.	Survey

Truck Prohibited Streets

	Question/Comment	Source
1	24th, 26th and 28th streets between Adeline and Union are covered in businesses that all use trucks for deliveries and pick-ups. Most of us own forklifts to unload them, this is not a residential area. East of Adeline I understand, west is one of the few industrial areas left.	Email
2	[Survey Q5] Do not prohibit trucks on 28th and 24th street! We need trucking to service our production facility.	Survey
3	Proposed prohibition on 28th St. <ul style="list-style-type: none"> • Recycler owns city block near Poplar and Peralta (therefore should not ban trucks on that portion of 28th St.) • Peralta to Mandela: properly posted would help business – they are already asking drivers to avoid the area 	Other Business Outreach
4	[Survey Q6 – Make Truck Prohibited on 28 th St. and 7 th St.] You should ask these separately. 7th ok but not 28th. Shortest route from Mandela to CASS.	Survey
5	[Survey Q6] We depend on trucks to deliver materials and ship our products. Do not prohibit trucks on 28th street!	Survey
6	[Survey Q6] I operate on 28th street & magnolia and I am concerned about limiting trucks coming in and out of my industrially zoned neighborhood. Also, CASS is on 28th street in between poplar and mandela. I don't see why we are limiting trucks in an industrial neighborhood.	Survey
7	[Survey Q6] there are over a doz business that have trucks deliver on Magnolia between 26th and 28th we have to be able to travel on those roads to make deliveries. 28th street is firmly in an industrial area between Adeline and Magnolia. Please drive that street and see.	Survey
8	[Survey Q6] Truck need room to operate as they bring good to your hands - Remember, if you got it....a truck brought it!!!	Survey
9	[Survey Q6] Before the Loma Prieta earthquake we had the double-decker Nimitz Freeway. It was uglier, noisier and more polluting. Oakland needs to get over the fact that trucks need to traverse that same geography.	Survey

	Question/Comment	Source
10	[Survey Q6] Mandela was designed for heavy truck traffic. There are still plenty of business that are in this area	Survey
11	[Survey Q7 - Remove Truck Prohibited designation in "Industrial Triangle"] 24th and 26th between Peralta and Union feed into a heavily residential area on the east side of Adeline, which is not explicitly truck prohibited. Allowing the aforementioned area to have trucks would increase truck traffic on Adeline, which would filter into the heavily residential area. Similar argument for West Grand/28th and Poplar/Union. Don't bend entirely to CASS's will. They pollute the area enough.	Survey
12	[Survey Q7 – Remove Truck Prohibited designation in "Industrial Triangle"] many residential areas here as well as public parks like the west oakland farm park. If we want to encourage the usage of these public recreational site for residents, we can't have truck route near by as that's dangerous to families	Survey
13	[Survey Q7] There are many residential areas directly adjacent to those industrial businesses and this area of West Oakland already has increased air pollution due to these industrial businesses, increasing risk of asthma diagnosis, emergency visits and hospitalizations in addition to increased cancer risk. Ou should only consider remoing the Truck Prohibited zones if you restricted access to zero emission trucks and invested resources in enforcing such a rule. Real people live here, and their lives matter.	Survey
14	[Survey Q7] on removal of "truck prohibited" signs near 28th St.: 35.26% of Respondents picked "NO". There were 59 short answer responses stating: -trucks cause air pollution, significant public health concerns -trucks idle - too close to residential - shouldn't have trucks near residential neighborhoods -trucks are incompatible with the neighborhood - noise (trucks loud) - garbage/litter - safety (trucks prevent visibility of pedestrians) - trucks lead to traffic problems - poor condition of streets already (this will create more wear and tear	Survey
15	Why not make all of 7th Street truck prohibited (east of Union Street)?	WOCAP June 10, 2020
16	Consider adding Ettie Street north of 28th Street as a truck prohibited street.	West Oakland Neighbors June 18, 2020

	Question/Comment	Source
17	[Survey Q8] Permanent, long-term signage investments should be made for frequently-abused intersections and entrance points, such as at Wood & 7th, where trucks enter and continue down Wood St, or they realize belatedly that they had made a wrong turn, then attempt a circuitous maneuver to exit through other streets in the neighborhood. There are many "choke points" like this that need prominent, redundant signage, which could go a long way to reducing the need for blanket signage everywhere.	Survey
18	[Survey Q6] 7th Street is a much better option for trucks than West Grand or other alternatives	Survey
19	[Survey Q6] Wood Street is super residential and should be trending to more green e.g., bike lanes etc. rather than trucking. Trucking should absolutely be prohibited.	Survey
20	[Survey Q6] If the neighbors want it. I don't know those streets. I don't walk there. I walk on frontage road only	Survey
21	[Survey Q6] Only if there is a plan to limit Or prohibit truck traffic on nearby residential streets that may result as alternative routes	Survey
22	<p>[Survey Q8] On phasing out "truck prohibited" signs altogether; 69.39% of Respondents picked "NO". There were 118 short answer responses stating:</p> <ul style="list-style-type: none"> - the truck prohibited signs bring awareness both to truck drivers (who may be from out of state and not be familiar with local rules), and reminds local drivers and makes the community aware about the expectations from the trucking community regarding where trucks should be traveling - signs help with enforcement (fewer signs, less enforcement) - no signs cause issue with enforcement, police response is slow to nonexistent if there is a violation - signs remind cops where to enforce - without signs will likely lead to more violations - if they are work including in municipal code, they should be marked and enforced - signs are a deterrent (otherwise trucks do what they want) - signs are a visual reminder ("active" notification for truck drivers who are not familiar with OMC) - signs "protect" residents - signs "empower" community to know that trucks do not belong on their streets - how else does the City plan to effectively "educate" truck drivers on the allowed routes? - without truck prohibited routes, will need enforcement every day or some kind of quick response for resident complaints - need to replace and update the signs (they are worn) 	Survey

	Question/Comment	Source
	-keep signs new and clean (no graffiti) and maintained in working order - all possible methods of preventing trucks should be taken	

Enforcement

	Question/Comment	Source
1	Concerned about enforcement, in residential areas. Without enforcement this plan will not work for our community. Trucks park on Market Street between 7th and 10th Streets (despite truck prohibited signs which a resident had to advocate for) and go to the restaurants in the Shopping Center because they are not allowed to park in the Shopping Center's Parking Lot. Many of the trucks have the motors idling for long periods of time, due to refrigeration for their products. I have contacted OPD Parking Enforcement to no avail. It may take a few hours for OPD to respond and during that time the trucks have moved on.	Email
2	To track enforcement, do we get reports?	WOCAP June 10, 2020
3	Currently, I observe many local trucks taking non-truck routes (specifically California Waste) instead of entering on frontage road. how specifically can residents report or respond to drivers or business that aren't using the approved roads? Rather, what mechanisms will be put in place to encourage and enforce these plans?	WOCAP June 10, 2020
4	Enforcement is important.	CBA Transportation June 8, 2020
5	In addition to efforts to reduce truck traffic going through our neighborhood, what would also help would be regulation and enforcement for idling trucks and communications to area residents for what can be done to stop exhaust that overtakes our neighborhood at various times. This I'm sure happens when trucks are parked for too long while parked on a neighborhood street. Regularly at around 4-5pm each evening, our neighborhood fills up with exhaust from idling trucks that are not near us but that most likely are over by the port. What is being done about idling? What are the rules around idling for trucks but also for the ships near to the port? How is this being communicated to truckers and people at the port? How are residents informed about ways to report this?	Email

Frontage Rd.

	Question/Comment	Source
1	Air quality here is so bad. Truck drivers leaving pollution and pee bottles on Frontage Road.	Prescott June 11, 2020
2	[Frontage Rd.] This is one of the most polluted corridors, high rates of asthma, cancer; how can you say this is a community process; it's the densest area in W. Oakland	Prescott June 11, 2020
3	Other areas of West Oakland may have [air quality] issues, but this is one of the worst spots; it is well documented and it is significantly worse than any other part of West Oakland. It is tone deaf to make Frontage Road a truck route.	Prescott June 11, 2020
4	Concerned about air quality related to Frontage Road.	Frontage Road Site Visit June 14, 2020
5	Concerned that cost of 7th Street Grade Separation/GoPort projects could have funded safety or air quality measures.	Frontage Road Site Visit June 14, 2020
6	I oppose the designation of Frontage road as a truck route. West Oakland has some of the worst air in the Bay Area and the state, severely impacting a neighborhood largely made of communities of color living on modest incomes. Children growing up West Oakland are more likely to grow up with asthma than anywhere else in the immediate area. This action would only make it worse.	Email
7	[Survey Q5] air pollution concerns, people get asthma and cancer from diesel pollution; the air is poisoning us and our children	Survey
8	[Survey Q5] you need to move the pollution AWAY from us rather than bringing it closer. We have a right to breathe healthy air: no more of this. keep the trucks closer to the Port. Put them on Maritime, put them anywhere but not on Frontage road!	Survey
9	14th Street and Frontage Road intersection is a disaster. (need a stop sign at 14th St.)	Prescott June 11, 2020
10	Frontage Rd. is dangerous	Prescott June 11, 2020
11	Concerned about truck speeds on Frontage Road.	Frontage Road Site Visit June 14, 2020

	Question/Comment	Source
12	Need more signs (include traffic speed signs)	Frontage Road Site Visit June 14, 2020
13	Concerned about truck platooning on Frontage Road, when bunches of trucks traveling at high speeds causes drivers in other vehicles to feel unsafe.	Frontage Road Site Visit June 14, 2020
14	Concerned about safety, especially westbound left turn from Frontage Road onto 14th.	Frontage Road Site Visit June 14, 2020
15	Concerned about side shows on Frontage Road.	Frontage Road Site Visit June 14, 2020
16	On Frontage road between 14th and 16th streets, more often than not, I see trucks parked in the turning lane; 8/21/20 truck parked in turning lane on Frontage and 14th St. and mom and baby hit the truck (causing a fatality); I've seen trucks parked in the turning lanes on 16th St. from Frontage Rd. -- Making Frontage Rd. a designated truck route will make the problem worse. Maritime St. is a more appropriate truck route. Frontage Rd. is getting more residential traffic as this neighborhood grows. the current number of lanes cause speeding	Email
17	These trucks are creating a dangerous atmosphere in what is a residential street used by residents from all over our neighborhood and beyond. This is unacceptable and needs to stop; The current five lane design is inappropriate and promotes speeding. There are drag racers who visit Frontage Road often - daily even; It is clear to me that Frontage Road needs a road diet, and it should be made into a pedestrian and bike friendly street. We need more stop signs or traffic lights to keep the road safe. Bike lanes and parking can be added	Email
18	Please help prevent future tragedies. Please take action to curb to illegal use of the center turn lane on Frontage by truck drivers; [cites vehicle code]; [Second email contained pictures of trucks parked in median and candle vigil for the father killed when his car crashed into the parked truck in August]	Email
19	[Survey Q5] dangerous as the traffic moves on this 5 lane road at freeway	Survey
20	[Survey Q5] speeds (vibrate the surrounding buildings when they drive too fast)	Survey
21	[Survey Q5] Multiple car accidents involving trucks and promotion of speeding because of truck routes	Survey

	Question/Comment	Source
22	[Survey Q5] There have been many accidents and several deaths in the past few months. Trucks park in the center lane and cannot be seen during foggy times. They also create blind spots, which increases the probability of accidents since way too many people speed / road race on Frontage.	Survey
23	Concerned about greater density along Frontage Road. Ton more housing to come.	Prescott June 11, 2020
24	Frontage Road should not be a truck route. There are thousands of residents along Frontage in more than 600 residenal units in just six blocks between 10th and 16th streets.	Email
25	Hundreds of homes have been built in recent years alongside Frontage Road with more planned.	Email
26	I was deeply concerned by some of the information included in the survey, including plans to make Frontage Rd a truck route, despite the hundreds of high-density housing units that have been added to Frontage Road over the past decade, as well as plans to have trucks park adjacent to Raimondi Park, West Oakland's largest recreation park. In discussions with my neighbors in the Prescott neighborhood of West Oakland, it has become clear that many others share these concerns. Given how significantly this truck plan would impact residents, how does the City plan to engage with our neighborhoods to ensure resident concerns are heard and addressed?	Email
27	[Survey Q5] Reason for disagreeing with labeling Frontage rd. as a Truck Route:- Frontage Rd. is adjacent to thousands of units of housing and becoming more and more residential (Wood St. zoning district); many families with children (West Oakland has higher rates of childhood asthma than other parts of Oakland. Give this community a chance to breathe)	Survey
28	It [Frontage Rd.] could be a park like Mandela Pkwy	Prescott June 11, 2020
29	We need the following on Frontage Road: Stop signs at 16th and 10th Street, a roundabout at 14th Street, bike lanes in both directions, sound wall greening, improved and or increase the sound walls, a center lane used for turning onto frontage from 10th & 16th St, greening center lane islands, signal timing at 7th and west grand adjustments. 10th street should be opened after CWS leaves. Car parking should be considered on the east side of Frontage from 11th Street to 16th Street. [zoom chat]	Prescott June 11, 2020

	Question/Comment	Source
30	Frontage Road is an opportunity for Prescott to have emergency access. The neighborhood felt trapped with the new freeway.	Prescott June 11, 2020
31	Pullman Way at Frontage Road - make it safer, more bike/pedestrian friendly. In a 2018 study, Frontage Road was not heavily used so promotes speeding. Not comfortable for biking.	West Oakland Neighbors June 18, 2020
32	Put Frontage Road on a road diet - don't need five lanes.	West Oakland Neighbors June 18, 2020
33	Explore traffic calming measures (for example, roundabout or stop signs at 10th Street and/or 16th Street).	Frontage Road Site Visit June 14, 2020
34	Add traffic signal and adjust traffic signal timing at 7th Street/Frontage Road.	Frontage Road Site Visit June 14, 2020
35	Put Frontage Road on road diet.	Frontage Road Site Visit June 14, 2020
36	require traffic calming and other measures on Frontage Road.	Email
37	I strongly recommend a road diet and narrowing the street from 5 lanes to 2 lanes (or, maximum, 3), and adding bike lanes and greenery. It's completely obscene and unnecessary having 5 lanes. This is not a highway and the number of lanes are unnecessary. Further, the current street design invites speeding and reckless driving, causing accidents, and big trucks mess up the road and park in the middle of it.	Email

	Question/Comment	Source
38	<p>Here's the PNC community's list of traffic calming suggestions for frontage road: stop signs at 16th and 10th st, a roundabout at 14th, bike lanes in both directions, some sound wall greening, improved and or increase the sound walls, a center lane used for turning onto frontage from 10th & 16th St, greening center lane islands, signal timing at 7th and west grand adjustments. Also, 10th street should be opened after CWS leaves.</p> <p>By 2030, housing will line frontage road from 8th & pine to 16th & wood street.</p>	Email
39	[Survey Q5] If it [Frontage Rd.] is designated as a truck route a traffic signal needs to be put where the Iron Horse development is because many residents use that route to exit and enter the development. Frontage Road is and easy access to the freeway in all directions from the apartments and the condominiums.	Survey
40	[Survey Q5] Reason for disagreeing with labeling Frontage rd. as a Truck Route: We need the following on Frontage Road: Stop signs at 16th and 10th Street, a roundabout at 14th Street, bike lanes in both directions, sound wall greening, improved and or increase the sound walls, a center lane used for turning onto frontage from 10th & 16th St, greening center lane islands, signal timing at 7th and west grand adjustments. 10th street should be opened after CWS leaves. Car parking should be considered on the east side of Frontage from 11th Street to 16th Street. The City, Port and Caltrans should pay for these quality of life improvements to equal the over 1000 housing units (when all development is complete).	Survey
41	Considering use of road for trucking without consideration of repeated comments from neighborhood is distressing.	Prescott June 11, 2020
42	TMP assumes the zoning code changes designating Frontage Road a truck route should and will be made as-is. Residents are not asked if it should be made or if any changes should be made to the road or code. Many circumstances have changed since the city first agreed to designate Frontage Road a truck route, and residents should be able to weigh in on that.	Email
43	Don't want to remain community that is forgotten.	Prescott June 11, 2020

	Question/Comment	Source
44	Need an alternate route (to Frontage Rd.); must defend Prescott neighborhood which is predominantly Black from sub-standard air quality; many toxic air contaminants are significantly higher in this community and the health impacts are very well documented. If City is committed to racial and environmental equity, but allows TMP that worsens air quality in predominantly black neighborhoods, that is environmental injustice. Assertions that Frontage Rd. was "always meant as a truck route" miss the point and discount and ignore the humanity of the people in my neighborhood. Our lives matter. You must go back to the drawing board and find alternatives that do not do any more harm to my community [email contains links to demograph and health data sources]	Email
45	In traffic studies for Howard Terminal project, Frontage Road was used as an extension of the freeway to get people to the ballpark. When there is a game, how much busier will Frontage Road be?	Prescott June 11, 2020
46	Encourage consideration of not allowing idling,	Email
47	Big rig trucks from the port are constantly idling in the middle lanes [of Frontage Rd.] blocking traffic and the view of oncoming traffic.	Email
48	[Survey Q5] Many truckers have been using the median to park and/or idle, causing a safety issue and strong diesel fuel exhaust pollution to the residents that live next to Frontage Road	Survey
49	Can Maritime St. be used instead [of Frontage Rd.]? If not, why? Can we bring more data?	Prescott June 11, 2020
50	Recommend removing Frontage Road as a truck route. It's not necessary - use Maritime Street.	West Oakland Neighbors June 18, 2020
51	[Survey Q6] 7th street is already commercial, no one cares if there are trucks there. Don't use Frontage as a truck route!	Survey
52	Frontage Rd. should not be a truck route	Prescott June 11, 2020
53	[Survey Q6] Those are industrial streets. Frontage is residential.	Survey
54	Understood Frontage Road was a truck route before, but now it is housing and we want our voices heard.	Prescott June 11, 2020
55	Frontage Road is not Port property. Don't take it from the community.	Prescott June 11, 2020

	Question/Comment	Source
56	Can't divorce the question of Frontage Road from what is going on in the community.	Prescott June 11, 2020
57	Concerned about trash on Frontage Road left by truck drivers.	Frontage Road Site Visit June 14, 2020
58	Our volunteers already clean up bottles of urine and trash on Maritime Street and we do not want this on Frontage Road, where we walk our dogs and teach our kids to ride bikes.	Email
59	[Survey Q5] trucks are loud noisy	Survey
60	[Frontage Rd.] Used as a parking place when the Port backs up	Prescott June 11, 2020
61	Trucks are parking in the median on Frontage rd.	Frontage Road Site Visit June 14, 2020
62	[Survey Q5] Reason for disagreeing with labeling Frontage rd. as a Truck Route: Truck drivers park in the middle and block the intersections at 14th and 16th and Frontage. They also contribute to trash along these routes and drive too fast.	Survey
63	[Survey Q10] Truck Parking changes: No parking on frontage road.	Survey
64	Suggest that Port and City staff park at 14th Street and Frontage Road before 10:00 a.m. and watch the traffic.	Prescott June 11, 2020
65	Is Frontage Road still queuing up? (another participant responded not so much any more; more like being by a freeway)	Prescott June 11, 2020
66	Who owns Frontage Rd., who monitors it and cleans it up?	Prescott June 11, 2020
67	An OakDOT staff (Megan Wier) was assigned to work with Marcus and community on traffic calming on Frontage Road.	Prescott June 11, 2020
68	Did the Wood Street Redevelopment Plan say anything about Frontage Road not being a truck route?	Prescott June 11, 2020
69	Concerned about truck volumes on Frontage Road and increased volume due to Port growth.	Frontage Road Site Visit June 14, 2020

	Question/Comment	Source
70	We should be discussing how to make Frontage Road a more biking and walking friendly pathway. We should figure out how to stop the drag racing that goes on there. We should not be allowing truckers to park their vehicles there.	Email
71	Personally I have a semi w/trailer that parks across the street from after picking his load, for a rest rumbling in and out of the neighborhood, as well as the usual collection of semi some with trailers parking on the NW corner of Raimondi Park on Wood & 20th. I have attached two documents I believe will be helpful: 1) Freeway Agreement between the City of Oakland and Caltrans, 2) a 2018 parking study for frontage road containing traffic data and this link West Oakland Infrastructure Report (2011).	Email

Truck Parking

	Question/Comment	Source
1	Proposed parking changes <ul style="list-style-type: none"> • Recycler currently park their trucks on the triangular parcel north of 28th St. (b/w Poplar and Peralta) – so this practice would be against the proposed new rules <ul style="list-style-type: none"> ○ Containers are staged there (they get wire payments from Asia and they take 1-3 days to clear, i.e., receive documents and wire transfer to clear) ○ Neither their trucks nor their trailers have business logos 	Other Business Outreach
2	What about 28th & Hannah near City Slicker Farms? (Poplar St. is impacted by parking - problem area)	WOCAP June 10, 2020
3	How will this address post office parking on Brush and other streets?	WOCAP June 10, 2020
4	bad idea to allow truck parking on Campbell between grand and 20th. that's the entrance to the neighborhood for many and right next to a big public park; there are constantly trucks with containers on Campbell between Grand and 20th [where truck parking is currently permitted& proposed to be permitted] [zoom chat]	Prescott June 11, 2020
5	[Survey Q10] Truck Parking changes: Some of those truck parking proposals are very close to residential neighbors - ESPECIALLY on Campbell st between 20th and West Grand Ave	Survey
6	[Survey Q10] Truck Parking changes: No truck parking should be allowed on Campbell street or 20th street. These are too close to Raimondi Park and residential areas.	Survey

	Question/Comment	Source
7	[Survey Q10] Truck Parking changes: There shouldn't be any parking near Raimondi park (all streets between raimondi park and west grand) It is going to discourage residential usage and contribute to more homeless issue.	Survey
8	Wanted to share my absolute horror and lack of support for additional truck lanes and parking in West Oakland community, including making a truck parking lot by Raimondi Park where children play. This is unacceptable and would make this community even more of a doorknob (use and cast away), than it already is. Were community members even consulted on these proposed changes? Stop making these truck problems our community's problems; it's the Port's problem.	Email
9	[Survey Q10] Truck Parking changes: Truck parking should not be allow near a park. (20th st and Campbell)	Survey
10	[Survey Q10] Truck Parking changes:Truck parking on 20th Street between Peralta and Campbell and Campbell between 20th Street and West Grand should not be allowed. This is a mostly residential area and borders on Raimondi Park.	Survey
11	[Survey Q10] Truck Parking changes: Why is truck parking allowed around a high use children's park- Raimondi? Everything north of West Grand is becoming hyper residential and should not be catering to truck parking of any kind.	Survey
12	[Survey Q10] Truck Parking changes: No truck parking next to Raymondi Park - keep our kids safe!	Survey
13	[Survey Q10] Truck Parking changes: Truck parking should be prohibited adjacent to Raymondi Park. The rest of the draft looks good.	Survey
14	[Survey Q10] Truck Parking changes: Why are you parking by the park? So many good useless spots in the area and you want to mess up the air for the kids by parking by raimondi ?	Survey
15	[Survey Q10] Truck Parking changes: No truck parking should be around West Grand or Raimondi Park - this is the heart of our neighborhood	Survey
16	The ban on unattached trailers may be too aggressive - some businesses need the interim storage (e.g. FedEx trailers waiting to be picked up, trailers dropped momentarily by scales)	WOCAP June 10, 2020
17	[Survey Q9] Citywide unattached trailer ban: existing paid parking areas are inadequate and very poorly run, plus constitute a monopoly. Need more, diverse, pay parking areas for better competition and fair parking rates.	Survey
18	[Survey Q9] Citywide unattached trailer ban: It needs to stay in the Port area.	Survey
19	Will unattached trailers be allowed in areas where truck parking will be allowed?	WOCAP June 10, 2020
20	[Survey Q10] Truck Parking changes: Trucks should not be parked south of West Grand. Those are residential streets and/or near parks.	Survey

	Question/Comment	Source
20	Truck parking should never be allowed on our city streets, no matter how limited. The Port should provide parking for trucks; this is part of their cost of port business. Why does our city have to subsidize the port's operation with free truck parking while our residents are ones paying the cost of deterioration, noise, pollution, loss of parking for residents, and drivers trashing our streets?	Email
22	[Survey Q10] Truck Parking changes: - Trucking companies should find a yard/ terminal and park THERE and quit using ANY city streets as their free terminals. - There should not be truck parking in any residential streets. - Ban it completely from W. Oakland.	Survey
23	[Survey Q10] Truck Parking changes: Truck parking like in 26th between Mandela and peralta leads to trash and blight. Also makes a block I walk a block unwalkable. Truck parking should be at the port.	Survey
24	[Survey Q10] Truck Parking changes: Trucks should be only park at limited streets such as inside Port of Oakland. example streets are Maritime, Middle Harbor Rd.	Survey
25	On the east side of Wood Street is a small truck operator, on the street. He can't afford to operate in the Port, and thought he was safer on Wood Street than in the port. His catalytic converters would be stolen the first night.	Prescott June 11, 2020
26	[Survey Q10] Truck Parking changes: There is no way that trucks can park on Wood St north of West Grand with all the homeless living there. Wood St has basically been turned into a one-way street as it is, trucks would basically block the street.	Survey
27	[Survey Q10] Truck Parking changes: Wood street north of west grand intersection is overwhelmed with homeless encampments which take up a whole side of the street. If trucks took up the other side of the street it would leave zero parking for businesses on wood street. This zone is CIX , commercial industrial mix. Soundwave studios , a commercial business, that fields customers from all over the bay area, is being shut out of use of street parking.	Survey
28	The feasibility of the TMP is entirely contingent on the drayage community's continued access to industrial support facilities that affect truck access, parking, and other essential functions of the drayage industry, including those scattered throughout the Port. Efforts to repurpose these support facilities for other uses will undermine the spirit of the TMP.	Other Business Outreach
29	I would like to make you aware of MAJOR concerns we have with the potential ability for truckers to continue to adhere to the TMP. The port is quickly reducing parking stalls for truck parking and container staging. The 50 acres at Outer Harbor is going away and being replaced with 15 acres at the Roundhouse property. There	Email

	Question/Comment	Source
	are no long-term plans to find new accommodations and eventually, the entirety of the parking at Howard Terminal could be taken away for the narrow-minded ballpark development. As of now, our numbers show parking could be reduced by as many as 1500 spaces. Without new accommodations made in Oakland, where will these activities go?	
30	[Survey Q10] Truck Parking changes: - For the same reasons mentioned, we need more paid parking areas - Not enough space as planned. Where will all these trucks park. Ampco is no longer accepting any new customers. Where else can these trucks park - Please make one area (not a city street) where trucks can safely park	Survey
31	Need to get OMSS development done, including amending the contract with the City.	CBA Transportation June 8, 2020
32	With the ballpark project, where will trucks currently at Howard go?	West Oakland Neighbors June 18, 2020
33	Consider parking under freeways.	CBA Transportation June 8, 2020

Miscellaneous

	Question/Comment	Source
1	Housing on Pine St. isn't shown accurately	Prescott June 11, 2020
2	Update on electrification requested	WOCAP June 10, 2020
3	How many non-Port trucks are there?	WOCAP June 10, 2020
4	Why is the TMP not an air quality plan?	WOCAP June 10, 2020
5	How does the TMP overlay on other plans?	WOCAP June 10, 2020

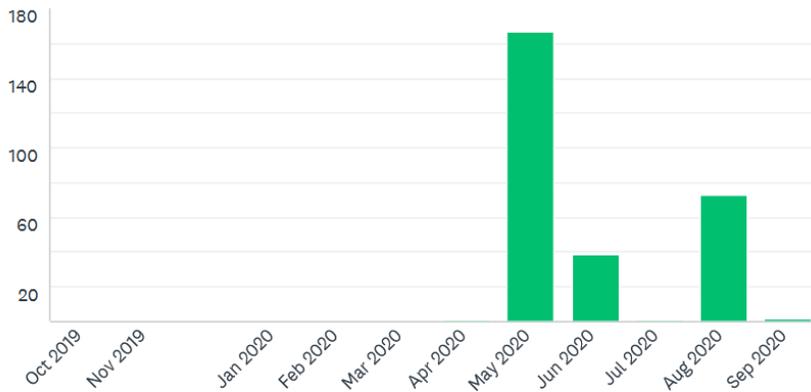
	Question/Comment	Source
6	COVID has required better safety measures at the Port and it is affecting schedule - back log of trucks down Maritime and Burma streets.	CBA Transportation June 8, 2020
7	View TMP with an equity lens - how do we add equity to those most underserved in this process?	CBA Transportation June 8, 2020
8	Look at community impacts based on all emissions coming back from Port.	CBA Transportation June 8, 2020
9	Streelight data is not accurate - how can it be used for policy?	CBA Transportation June 8, 2020
10	What is Port's plan for modeling? What metrics will be used (e.g. tons per year)?	CBA Transportation June 8, 2020
11	Use language in leases.	CBA Transportation June 8, 2020
12	I think the proposed Truck Management Plan is very good	Email

Online Survey Results

City and Port staff created a survey to share basic information on the proposals related to truck routes and truck parking with the community. The survey extended from May to August 2020. The survey was shared through emails to the TMP stakeholder list, at community meetings, and at trade association meetings, as well as during one-on-one outreach. The following document presents Survey Monkey-generated summary statistics. The individual responses have been integrated into the preceding Summary of Community Comments document.

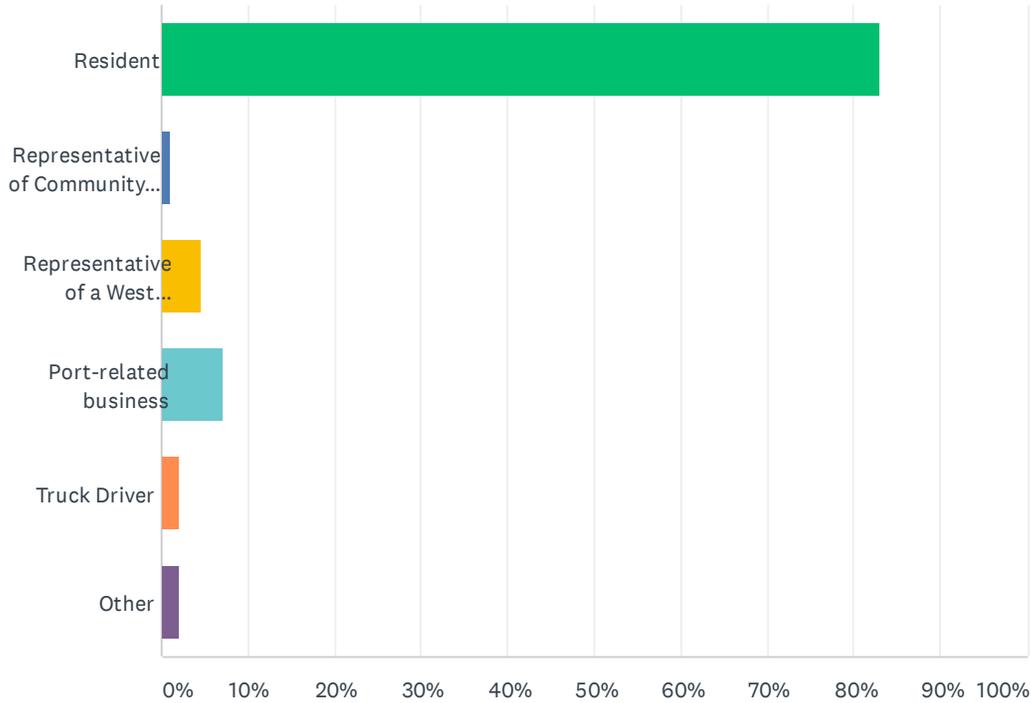
Trends:

- 283 responses received
- Responses by month (see chart below)



Q1 What best describes your interest in West Oakland and/or the TMP?

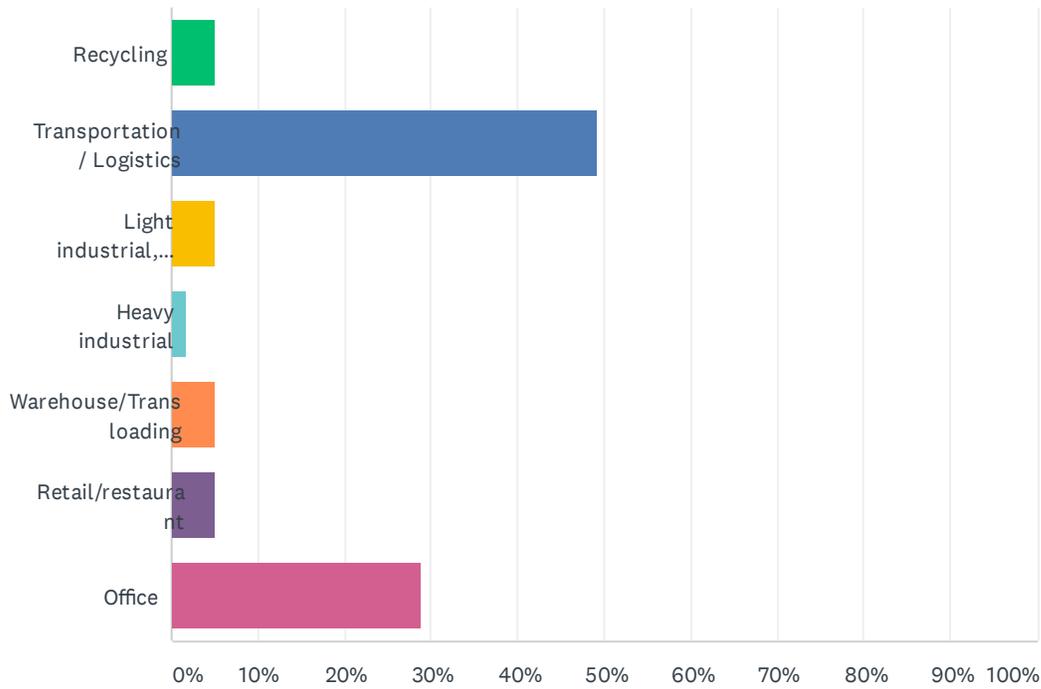
Answered: 283 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	83.04%	235
Representative of Community Based Organization	1.06%	3
Representative of a West Oakland business	4.59%	13
Port-related business	7.07%	20
Truck Driver	2.12%	6
Other	2.12%	6
TOTAL		283

Q2 If you are a Port-related business representative, what type of business do you work for?

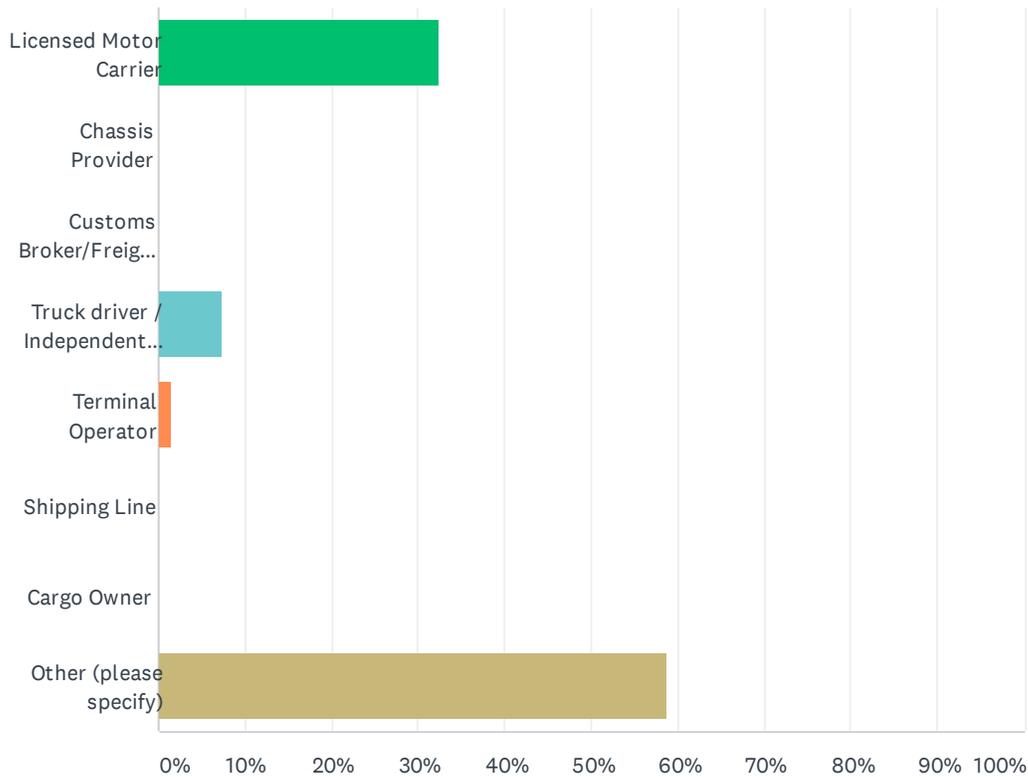
Answered: 59 Skipped: 224



ANSWER CHOICES	RESPONSES	
Recycling	5.08%	3
Transportation / Logistics	49.15%	29
Light industrial, manufacturing, research & development	5.08%	3
Heavy industrial	1.69%	1
Warehouse/Transloading	5.08%	3
Retail/restaurant	5.08%	3
Office	28.81%	17
TOTAL		59

Q3 If you are a West Oakland business representative, what type of business do you work for?

Answered: 68 Skipped: 215



ANSWER CHOICES	RESPONSES	
Licensed Motor Carrier	32.35%	22
Chassis Provider	0.00%	0
Customs Broker/Freight Forwarder	0.00%	0
Truck driver / Independent Owner-Operator	7.35%	5
Terminal Operator	1.47%	1
Shipping Line	0.00%	0
Cargo Owner	0.00%	0
Other (please specify)	58.82%	40
TOTAL		68

[Link to Responses \(see tab Q3\)](#)

Q4 Caltrans and the City identified Frontage Road as a Truck Route when the road was constructed, and the Oakland Municipal Code needs to be updated to show this. What other streets, if any, would be beneficial to add as a Truck Route?

Answered: 173 Skipped: 110

[Link to Responses \(see tab Q4\)](#)

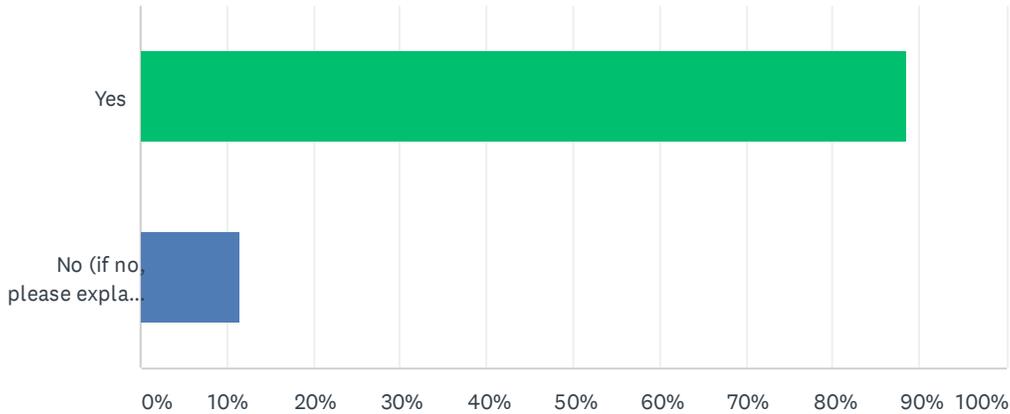
Q5 If you disagree with the Truck Management Plan's recommendation to designate Frontage Road as a Truck Route, please provide your reason(s) why.

Answered: 62 Skipped: 221

[Link to Responses \(see tab Q5\)](#)

Q6 Truck Prohibited streets limit cut-through truck traffic on residential and commercial streets. Do you agree with making the following two streets Truck Prohibited: 28th Street between Poplar Street and Mandela Parkway and 7th Street between Wood Street and Union Street?

Answered: 173 Skipped: 110

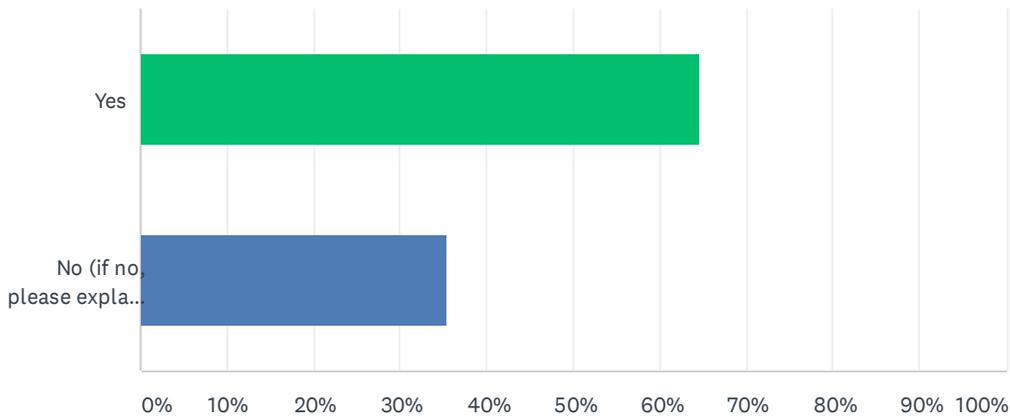


ANSWER CHOICES	RESPONSES	
Yes	88.44%	153
No (if no, please explain why)	11.56%	20
TOTAL		173

[Link to Responses \(see tab Q6\)](#)

Q7 There is an area in West Oakland that is industrially zoned and contains only industrial businesses but contains Truck Prohibited streets. This area is planned to remain industrial. Do you agree with removing the Truck Prohibited designation on specific streets in this industrial area (Poplar Street and Union Street between West Grand Avenue and 28th Street; 24th Street and 26th Street between Peralta Avenue and Union Street; and Kirkham Street between 24th Street and 26th Street)?

Answered: 173 Skipped: 110

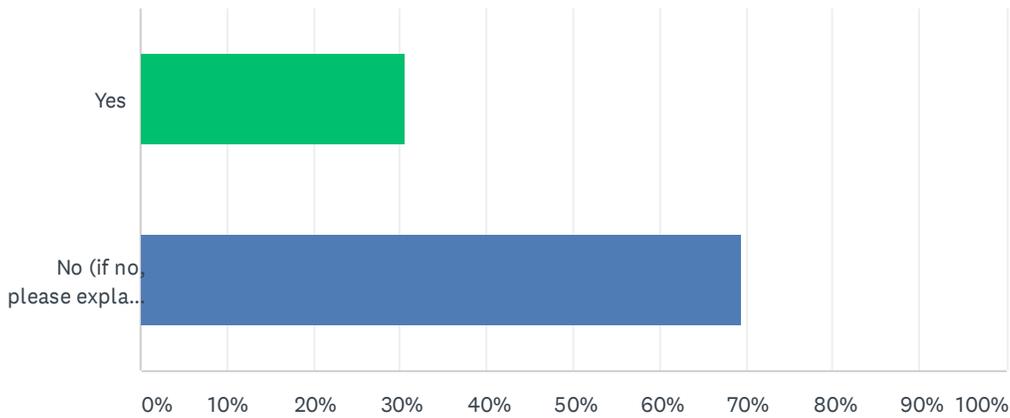


ANSWER CHOICES	RESPONSES
Yes	64.74% 112
No (if no, please explain why)	35.26% 61
TOTAL	173

[Link to Responses \(see tab Q7\)](#)

Q8 Truck Prohibited roads are identified in the Oakland Municipal Code. Although they are not necessary for enforcement, the City has placed Truck Prohibited signs on some streets. Many existing signs are in poor condition and contribute to blight in our neighborhoods. Do you agree with gradually stopping the use of Truck Prohibited signs over time?

Answered: 173 Skipped: 110

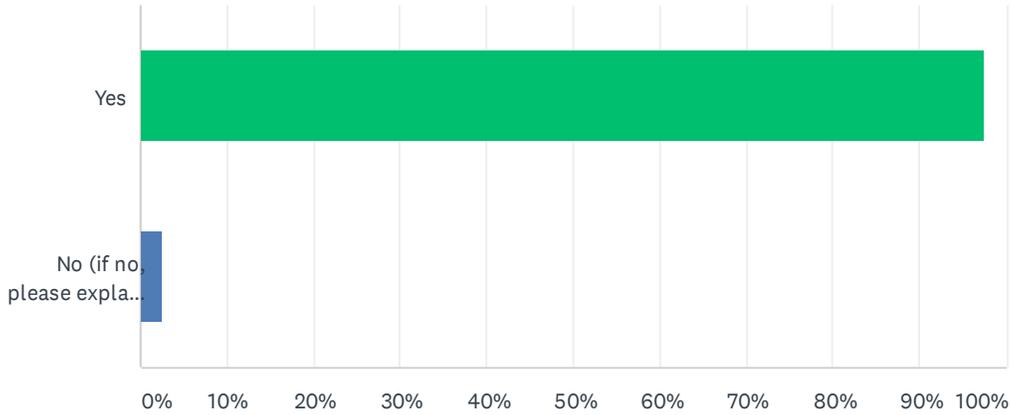


ANSWER CHOICES	RESPONSES	
Yes	30.64%	53
No (if no, please explain why)	69.36%	120
TOTAL		173

[Link to Responses \(see tab Q8\)](#)

Q9 When the TMP was prepared, multiple stakeholders identified unattached trailer parking as an issue. Do you agree with prohibiting unattached trailer parking throughout Oakland?

Answered: 163 Skipped: 120

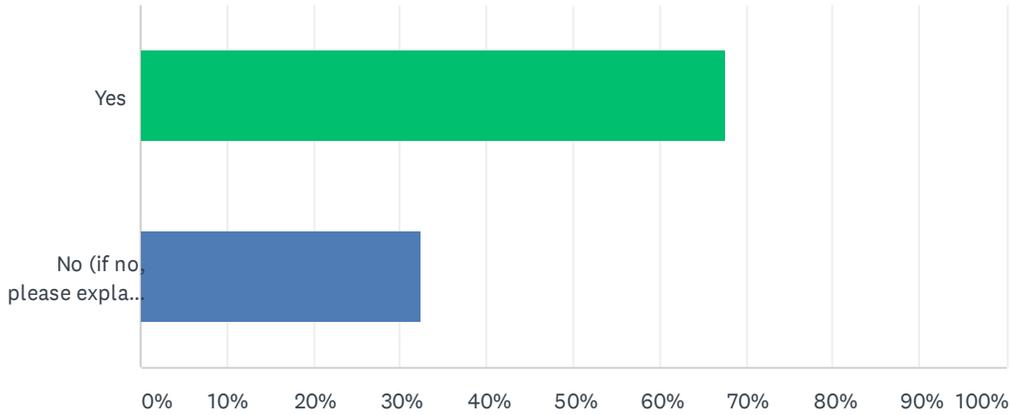


ANSWER CHOICES	RESPONSES	
Yes	97.55%	159
No (if no, please explain why)	2.45%	4
TOTAL		163

[Link to Responses \(see tab Q9\)](#)

Q10 Do you agree with only allowing truck parking on the limited streets shown in the Draft Truck Parking Changes Map? Truck loading and unloading would still be allowed.

Answered: 163 Skipped: 120

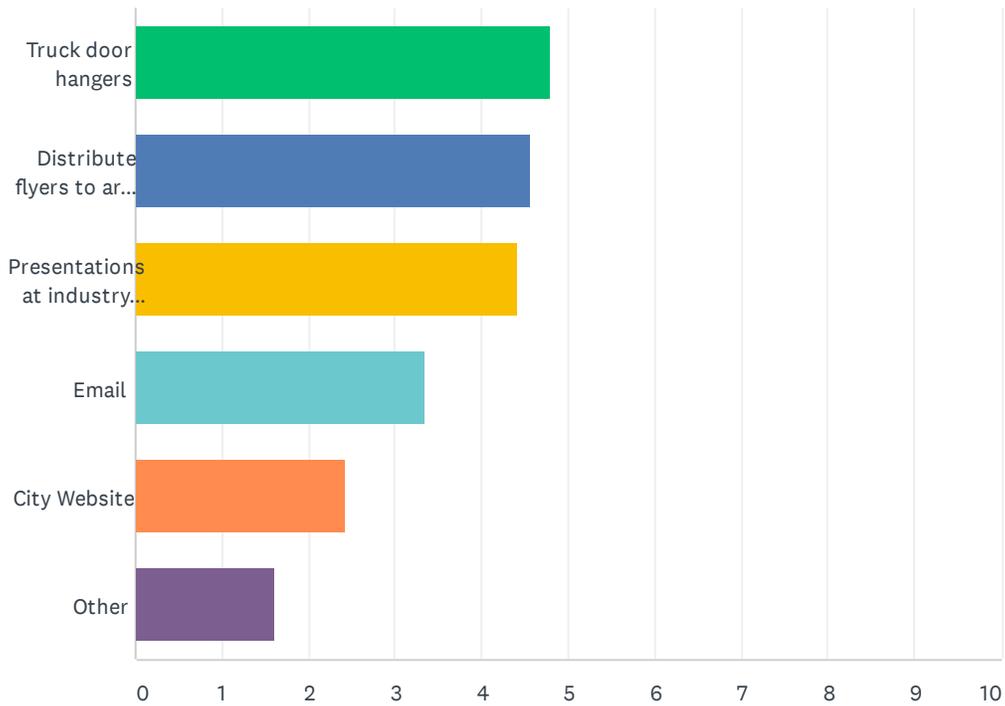


ANSWER CHOICES	RESPONSES	
Yes	67.48%	110
No (if no, please explain why)	32.52%	53
TOTAL		163

[Link to Responses \(see tab Q10\)](#)

Q11 What is the best way to reach the trucking community to communicate the changes to the truck routes network and truck parking regulations? Please rank, putting a “1” by the most effective, “2” by the next most effective, and so on.

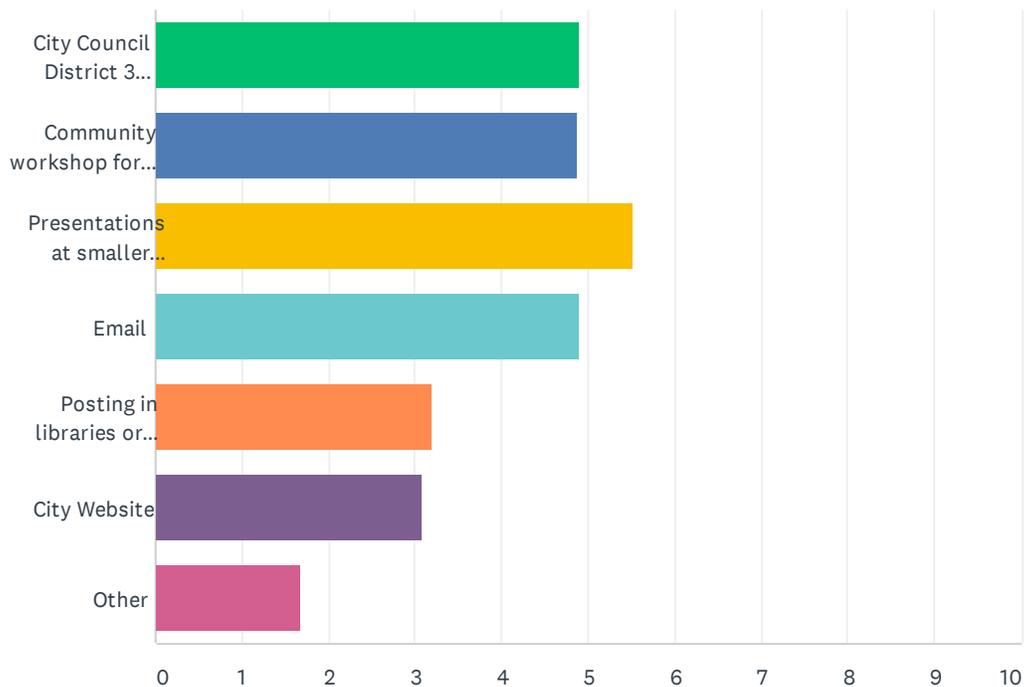
Answered: 145 Skipped: 138



	1	2	3	4	5	6	TOTAL	SCORE
Truck door hangers	47.89% 68	20.42% 29	7.04% 10	14.79% 21	8.45% 12	1.41% 2	142	4.80
Distribute flyers to area trucking-related businesses	17.61% 25	44.37% 63	23.94% 34	6.34% 9	6.34% 9	1.41% 2	142	4.56
Presentations at industry groups (CA Trucking Association, etc.)	19.58% 28	20.28% 29	42.66% 61	16.08% 23	1.40% 2	0.00% 0	143	4.41
Email	8.39% 12	9.79% 14	13.29% 19	48.25% 69	16.08% 23	4.20% 6	143	3.34
City Website	1.41% 2	6.34% 9	10.56% 15	10.56% 15	57.75% 82	13.38% 19	142	2.43
Other	7.25% 10	0.00% 0	3.62% 5	2.90% 4	8.70% 12	77.54% 107	138	1.62

Q12 What is the best way to reach the broader West Oakland community to communicate the changes to the Truck Routes Network, Truck Prohibited Streets, and truck parking regulations? Please rank, putting a “1” by the most effective, “2” by the next most effective, and so on.

Answered: 145 Skipped: 138



	1	2	3	4	5	6	7	TOTAL	SCORE
City Council District 3 Newsletter	14.89% 21	26.24% 37	22.70% 32	17.02% 24	10.64% 15	4.96% 7	3.55% 5	141	4.89
Community workshop for all interested stakeholders	14.18% 20	24.11% 34	25.53% 36	15.60% 22	14.18% 20	4.26% 6	2.13% 3	141	4.87
Presentations at smaller groups, such as neighborhood groups, community-based organizations, and business group meetings	31.47% 45	25.17% 36	20.28% 29	14.69% 21	4.90% 7	3.50% 5	0.00% 0	143	5.53
Email	29.86% 43	8.33% 12	15.28% 22	27.78% 40	6.94% 10	10.42% 15	1.39% 2	144	4.90
Posting in libraries or other public locations	1.42% 2	7.80% 11	9.22% 13	9.22% 13	40.43% 57	26.95% 38	4.96% 7	141	3.20
City Website	2.10% 3	9.09% 13	6.99% 10	12.59% 18	20.28% 29	43.36% 62	5.59% 8	143	3.08
Other	8.03% 11	0.73% 1	0.00% 0	2.19% 3	2.19% 3	5.11% 7	81.75% 112	137	1.68

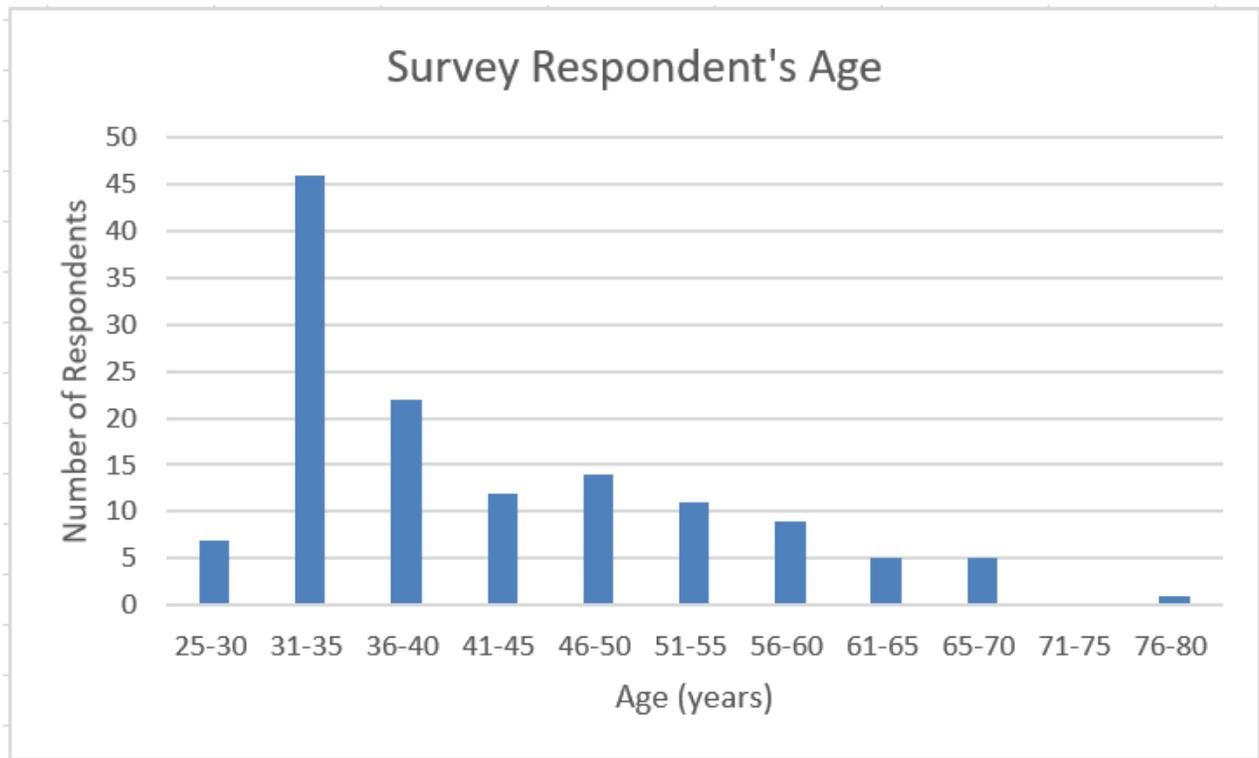
Q13 Zip code:

Answered: 144 Skipped: 139

Zip code:		
94067		
94606		
94607	(125 Responses)	
94608	(10 Responses)	
94612		
94621		
94807		
95607		
95608		

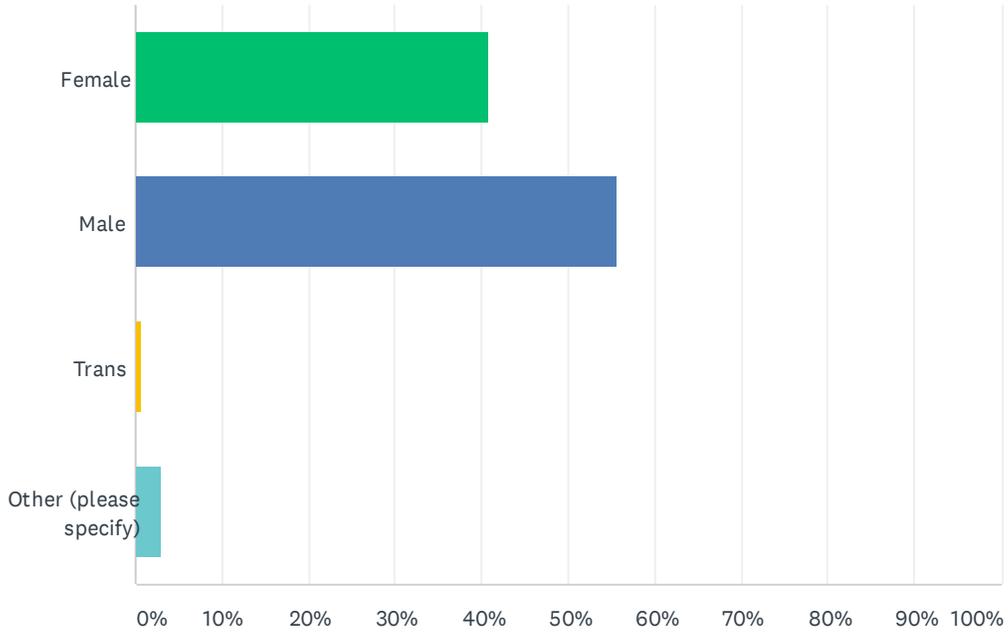
Q14 Age:

Answered: 137 Skipped: 146



Q15 Gender:

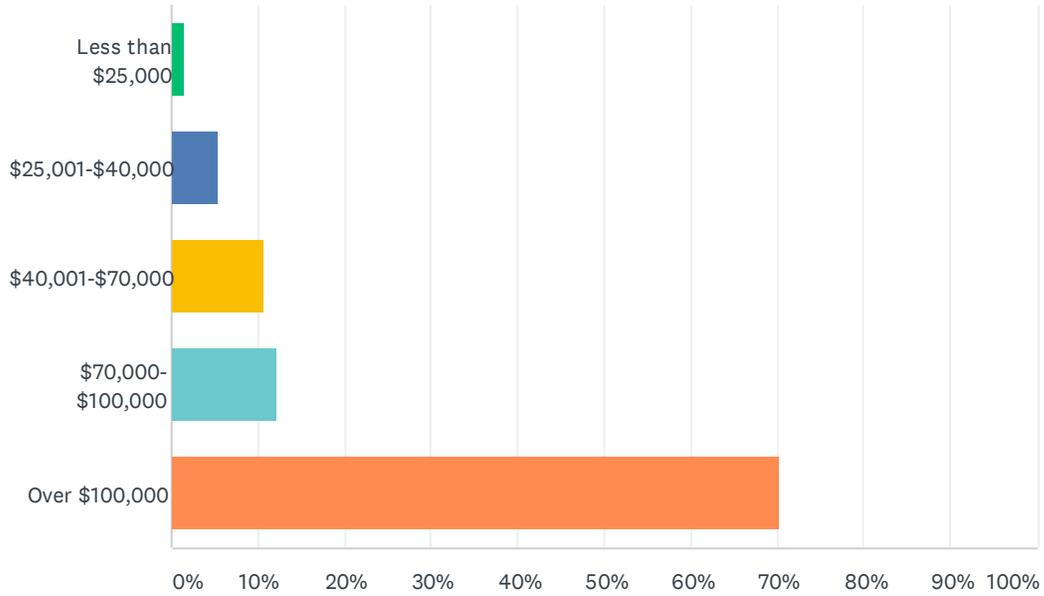
Answered: 140 Skipped: 143



ANSWER CHOICES	RESPONSES	
Female	40.71%	57
Male	55.71%	78
Trans	0.71%	1
Other (please specify)	2.86%	4
TOTAL		140

Q16 Household Income:

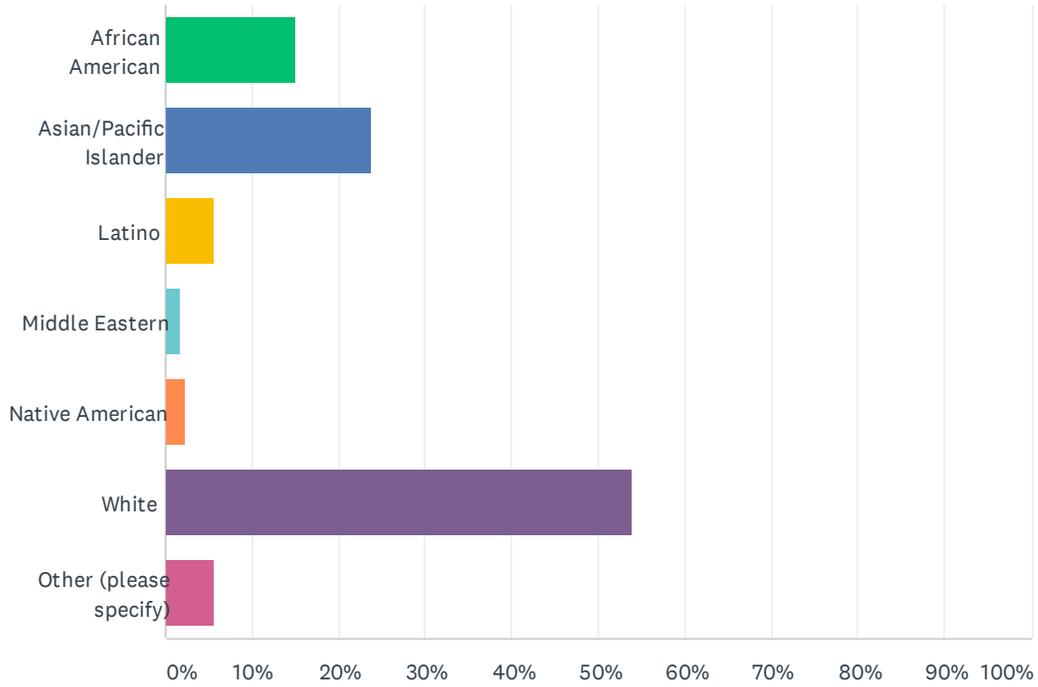
Answered: 131 Skipped: 152



ANSWER CHOICES	RESPONSES	
Less than \$25,000	1.53%	2
\$25,001-\$40,000	5.34%	7
\$40,001-\$70,000	10.69%	14
\$70,000- \$100,000	12.21%	16
Over \$100,000	70.23%	92
TOTAL		131

Q17 Race/ethnicity: (select all that apply)

Answered: 126 Skipped: 157



ANSWER CHOICES	RESPONSES	
African American	15.08%	19
Asian/Pacific Islander	23.81%	30
Latino	5.56%	7
Middle Eastern	1.59%	2
Native American	2.38%	3
White	53.97%	68
Other (please specify)	5.56%	7
Total Respondents: 126		