



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, Oakland
Department of
Transportation

SUBJECT: Ordinances Amending Oakland
Municipal Code Chapter 10 to Update
Truck Parking Regulations, Truck
Routes, and Truck Prohibited Streets

DATE: January 24, 2022

City Administrator Approval

Date: Feb 9, 2022

RECOMMENDATION

Staff Recommends That The City Council Adopt An Ordinance Amending Sections 10.28.145 And 10.28.160 Of The Oakland Municipal Code To Limit Truck Parking In West Oakland; And Adopting Appropriate California Environmental Quality Act (CEQA) Findings; And

Adopt An Ordinance Amending Sections 10.52.060 and 10.52.120 Of The Oakland Municipal Code To Update Truck Prohibited Streets and Designate New Truck Routes, Respectively; And Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

Staff proposes and recommends adoption of two ordinances to address truck parking and truck routes concerns identified in the West Oakland Truck Management Plan (TMP) <https://www.oaklandca.gov/resources/west-oakland-truck-management-plan-tmp>.

The first ordinance would amend sections 10.28.145 and 10.28.160 of the Oakland Municipal Code (OMC) to prohibit truck parking in West Oakland except on a limited number of blocks in industrial areas away from residences and parks. Unattached trailers are proposed to be banned from parking on Oakland streets citywide. Updating the truck parking regulations in West Oakland is a key strategy of the TMP, informed by an extensive community engagement process, to achieve the objective of minimizing the impact of transport trucks on local streets in West Oakland. Targeted truck parking locations in industrial areas will remain to support industrial businesses in the West Oakland community.

The second ordinance would amend section 10.52.060 of the OMC to update truck prohibited streets and to amend section 10.52.120 of the OMC to designate local truck routes. The TMP identified that the truck routes in West Oakland are outdated and confusing. New truck

prohibited streets are proposed near residential areas in West Oakland. New truck routes are proposed for the new streets at the former Oakland Army Base and for streets that are key connectors between the Port of Oakland (Port) and main highways, to sustain supply chains.

BACKGROUND / LEGISLATIVE HISTORY

Oakland Municipal Code

The City of Oakland (City) established the truck route network in 1951 (Ordinance No. 3816 C.M.S.). The truck route network for West Oakland was updated in the 1990s notably adding truck prohibited streets (Ordinance No. 11791 C.M.S.; Ordinance No. 12053 C.M.S.). In 2005, the West Oakland truck route network was updated to clarify the re-routing of trucks that occurred over time in response to the collapse of the Cypress Freeway, changes in land use, and the community-derived data documenting higher pollution levels due in part to truck traffic (Ordinance No. 12701 C.M.S.).

Truck routes and truck prohibited streets describe specific classification of streets as defined in the OMC. Oakland uses these designations as a primary method for regulating truck movement. Truck routes are the designated routes for commercial vehicles to travel through and within the City. Truck prohibited streets are streets, or parts of streets, that are designated as prohibited to trucks.

The OMC also regulates vehicle parking, including commercial vehicles and trucks. Trucks and trailers are prohibited from parking on Oakland city streets at one location for more than 72 hours (OMC 10.28.030). Parking trucks and trailers is prohibited in residential districts and is restricted where signs are posted that specifically prohibit or limit truck and trailer parking.

Trucks as described in this report refer to heavy duty drayage and semi transport trucks that are used to move cargo on chassis or to pull semi-trailer as well as any other vehicle with five or more axles. The definition used for this report includes both trucks with and without an attached trailer.

West Oakland Truck Management Plan

When the Oakland Army Base closed in 1999, ownership was transferred to the City and the Port. The environmental impact report (EIR)¹ prepared for the redevelopment of the Oakland Army Base required the City and Port to jointly prepare the West Oakland TMP.² The TMP,

¹ Redevelopment of the former Oakland Army Base was analyzed under the California Environmental Quality Act (CEQA) in 2002 by the Oakland Army Base Area Redevelopment Plan Environmental Impact Report, followed by an Addendum in 2012 (Resolution No. 83930 C.M.S.) which included the Standard Conditions of Approval/Mitigation Monitoring and Reporting Program as amended by the City Council on July 16, 2013 (Ordinance No.13182 C.M.S.).

² Preparation of the TMP was undertaken to comply with and to implement the Oakland Army Base EIR, as addended, mitigation measure 4.3-7, which is intended to reduce the nuisance of trucks driving and parking in areas

approved in 2019, includes 10 strategies that seek to limit the impact of transport trucks on local streets. Implementation of the following TMP strategies are achieved by the proposals in this report: Strategy 3 Update the Network of Truck Routes and Truck Prohibited Streets and Strategy 8 Change Parking Regulations.

West Oakland Community Action Plan

Updating the network of truck routes and truck prohibited streets and truck parking regulations are also included as priority strategies in the West Oakland Community Action Plan (WOCAP), prepared in response to Assembly Bill (AB) 617 legislation. The legislation requires air districts to identify communities that have a high air pollution burden and to work with those communities to develop solutions. West Oakland was selected as the first community in the Bay Area to prepare an emissions reduction plan due to its high pollution burden. Key aspects of WOCAP Strategy 38 and Strategy 39 that relate to the proposals in this report are highlighted below.

WOCAP Strategy 38. The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves training for police officers, community resource officers, and parking control technicians who issue truck and trailer parking tickets; 2) changes the parking regulations so they are easier to enforce; 3) increases truck parking fines; 4) targets enforcement at specific times and locations; and 5) improves signage directing drivers to available truck parking.

WOCAP Strategy 39. The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves signage regarding existing truck routes; 2) works with businesses on preferred routes to use when destinations are not located on truck routes; and 3) adds to, or changes, truck routes and prohibited streets.

ANALYSIS AND POLICY ALTERNATIVES

The proposed truck parking and truck route ordinances would support increased safety and better health outcomes, contributing to the **Citywide priorities of holistic community safety and vibrant, sustainable infrastructure**.

The proposed ordinances would effectuate the following 3 policy changes:

Policy Proposal 1: Prohibit commercial truck³ parking in West Oakland except on a limited set of blocks in Industrial areas away from residences and parks.

where they should not be; improve safety for people walking, biking and driving in West Oakland; and improve the quality of life for people living and working in West Oakland.

³ Trucks as described in this report refers to heavy duty drayage and semi transport trucks that are used to move cargo on chassis or to pull semi-trailer as well as any other vehicle with five or more axles. The definition used for this report includes both trucks with and without an attached trailer. In this report, truck does not include smaller commercial vehicles, sometimes called box trucks, that are used for small deliveries. This report focuses on larger

Currently, under the OMC, commercial trucks (and trailers) are allowed to park on streets in Oakland for up to 72 hours outside of primarily residential areas or where signs prohibit truck parking. The proposed policy approach restructures the OMC to treat commercial truck parking as generally prohibited except on designated streets, where it is specifically allowed. This proposed change would restrict commercial truck parking in West Oakland to a subset of blocks in the industrially zoned areas of West Oakland where “truck parking” signs are posted. See **Attachment A** for the map of areas where commercial truck parking is proposed to be allowed. The change would reduce the areas in West Oakland where commercial trucks can park and would prohibit commercial truck parking in mixed-use commercially zoned areas where residential uses are permitted and next to parks. The proposed changes would not affect commercial truck loading and unloading as currently permitted.

The blocks were selected during fieldwork evaluation of the industrially zoned areas of West Oakland, conducted by the TMP team. The review considered presence of industrial businesses, truck services, and residences; widths of roads and condition of shoulders; effects on sightlines; expected truck volumes; and likely routes to access blocks. The proposed roads were selected to:

- Limit the impacts on residences and parks in West Oakland, including expected routes to access the designated truck parking;
- Help support the needs of local businesses and drivers; and
- Maintain safe and efficient movement of trucks on truck routes.

The advantages of transitioning to a system that allows commercial truck parking only in specific locations, indicated by signage, are 1) creating a flexible system; 2) creating regulations that are easier to follow and enforce; and 3) addressing resident concerns that trucks are parking near residences and parks in areas adjacent to industrial land uses.

Policy Proposal 2: Prohibit parking of unattached commercial trailers in Oakland.

The goal of this policy will be to prohibit unattached commercial trailer parking citywide. Local freight industry representatives indicate that there is no valid reason for unattached trailers to be stored on City streets. Commercial trailers would be allowed to park only when they are attached to a truck. A citywide ban on unattached commercial trailer parking will eliminate the need to post and maintain signs prohibiting unattached trailer parking in certain areas, which is the current practice.

Policy Proposal 3: Update the network of truck routes and truck prohibited streets in West Oakland.

vehicles that can have greater effects on local streets. OMC 10.52: Commercial Vehicles and Vehicle Size and Weight Limits are available at:
https://library.municode.com/ca/oakland/codes/code_of_ordinances?nodeId=TIT10VETR_CH10.52COVEVESIWELI

The objective of updating truck routes and truck prohibited streets is to clarify where trucks are allowed to reduce the incidence of trucks using residential streets when their destination could be reached by staying primarily on truck routes. **Attachment B** contains the proposed updated truck prohibited streets and truck routes. This policy proposal would also resolve or correct OMC inconsistencies to make truck routes clearer and more effective. The changes are summarized by category below.

A. Establish New Truck Prohibited Streets

Designating streets as truck prohibited indicates streets that truck drivers should avoid when possible, unless making local deliveries. It prohibits drivers from using streets to travel through neighborhoods; however, drivers are allowed to use all streets, including truck prohibited streets, to make local deliveries, making enforcement difficult.

- 28th Street between Mandela Pkwy and Poplar Street. This segment is a dividing line between more industrial areas to the south and residential areas to the north. Housing is located on the north side of the block between Ettie Street and Mandela Parkway. The remainder of the street contains industrial uses. The proposed change to truck prohibited will reduce impacts to residents, including cut-through truck traffic.
- Ettie Street north of 28th Street. In response to community feedback, Ettie Street north of 28th Street. is included to be truck prohibited to reduce impacts to residents, since the northwest side of Ettie Street is residential.
- 14th Street between Wood Street and Brush Street. The proposed section of 14th Street is a two-lane residential street that dead ends just after Wood Street. Historically, the street provided a connection to industrial businesses that were located at the west end of the segment adjacent to Frontage Road. Recently, residential construction replaced the industrial land uses. The segment is already shown as a truck prohibited Street in the City's public map of Truck Routes and Truck Prohibited Streets but is not included in the OMC. The proposed change would make the OMC consistent with the City's public map.
- 8th Street between Mandela Parkway and Market Street. This segment is a local road fronted by residential buildings. There is parallel parking on both sides of the street and a bike lane on the westbound side of the street. The segment is already shown as a truck prohibited street in the City's public map of Truck Routes and Truck Prohibited Streets but is not included in the OMC. The proposed change would make the OMC consistent with the City public map and would add the block from Filbert to Market Street, which is a residential block.
- 7th Street between Wood Street and Union Street. This stretch of 7th Street is not currently recommended for designation as a truck prohibited street, as it currently designated as a heavy weight truck route. In the future, however, when a heavyweight

truck route other than 7th Street has been identified, which issue is under discussions with the Port, City and Union Pacific Railroad, staff anticipates returning to City Council to make 7th Street truck prohibited between Wood Street and Union Street. This segment is one of the primary commercial corridors in West Oakland, has a number of residential projects near the West Oakland BART station and the City is in various stages of implementing bike lane and pedestrian improvements along this segment of 7th Street. These land uses are all associated with a higher proportion of walking, biking and transit volumes, which can create safety concerns related to truck traffic. Should this street segment be designated as truck prohibited in the future, trucks accessing the Post office Distribution Center will still be able to use 7th Street, as it is required to reach their destination.

B. Remove Truck Prohibited Designation

The City and Port identified one correction requiring removal the truck prohibited designation.

- Peralta Street from Mandela Pkwy to 28th Street. Removing the truck prohibited designation for this segment would fix a clerical error.

C. Establish New Truck Routes

The City and Port have identified select streets to recommend for a truck route designation that are either newly constructed streets in the former Oakland Army Base and serve the Port and the Gateway Industrial District or are key connectors between the Port and mainline highways such as I-880, and thus sustain supply chains. New truck route designations have sought to balance efficiency needs of freight operations with health, safety and livability issues for local residents.

- Frontage Road between 7th Street and West Grand Avenue. Designating Frontage Road as a truck route to match its planned and current use is an action in the TMP. Through the public engagement process, some members of the residential community adjacent to Frontage Road strongly opposed the truck route designation and, instead, requested truck route prohibition. Some community members expressed concerns regarding traffic safety and air quality and requested street design improvements to address those issues.

In response, the City and Port funded a study to analyze in more detail the consequences of designating Frontage Road as a truck route and of designating it as a truck prohibited Street (**Attachment C**, Frontage Road Study). The study evaluated the impacts of different scenarios on communities of color, low income residents, and other vulnerable populations using the OakDOT Geographic Equity Tool. The study determined that nearly half of the trucks using Frontage Road are not associated with the Port, but with businesses in West Oakland, Emeryville, and other areas. The study also found that prohibiting trucks on Frontage Road is likely to result in truck diversion

into neighborhoods in West Oakland designated by the OakDOT Geographic Equity Tool as “high priority” and “highest priority” equity neighborhoods. Additionally, the study found that a prohibition of trucks on Frontage Road would likely result in severe congestion within the Port at key intersections, in particular 7th Street/Maritime Street, and would increase congestion at other Port entrances, leading to delays and potential for more truck idling. As a result, the City and Port have identified truck route designation as the preferred option over truck prohibition or the status quo of allowing trucks on Frontage Road without formal designation.

The City and Port presented the results of the study to the Prescott community. A summary of the community feedback to the study is presented in **Attachment D**. The “Public Outreach / Interest” section of this report discusses community feedback and proposed next steps to address community concerns.

- Burma Road, Admiral Toney Way, and West 14th Street. Burma Road, Admiral Toney Way, and West 14th Street are streets located west of I-880 in the Port and at the former Oakland Army Base, now the Gateway Industrial District. The roads are used by truck drivers to access businesses in the Port and at the Gateway Industrial District. The roads each connect to Maritime Street, the primary north-south street in the former Oakland Army Base section of the Port. The proposed changes will increase clarity for truck operators and officially recognize that these roads at the Port and within the former Oakland Army Base are part of the approved truck network. No changes in the current use of these roads by trucks is anticipated by designating these roadways as part of the truck network. The roads connect only to existing truck routes.
- 3rd Street between Market Street and MLK Way: This segment is located within an industrial zone, is surrounded by light industry and storage buildings, and is part of the City’s Overweight Vehicle Corridor which has been designated for use by approved overweight vehicles to travel between the Port and East Oakland. The change would also make the OMC consistent with City signs, which identify the segment as a truck route.
- 5th Street between Broadway and Union Street and 6th Street between Brush Street and Union Street. Both 5th and 6th Streets are one-way streets that run adjacent to I-880. 5th Street is one-way in the eastbound direction and 6th Street is one-way westbound. The streets provide access to the on and off ramps to I-880, and trucks that access the Port via Adeline Street generally must use these streets to go to and from I-880. On the east end, the 6th Street segment extends to Brush Street to accommodate trucks exiting southbound I-980 and northbound I-880, and the 5th Street segment extends to Broadway to the on ramp to southbound I-880. The proposed changes would make the OMC consistent with the City public map, which already shows these two roads as truck routes. Designating them as truck routes recognizes trucks must use these routes to minimize driving on local street when traveling between the Port’s

Adeline Street access and I-880. The roads are primarily fronted by industrial land-uses, including a truck fueling station at 5th Street and Chestnut Street.

D. Remove Truck Route

The City and Port have identified one clarification required to address an internal conflict in the OMC.

- Peralta Street between 12th Street and West Grand Avenue. From 18th Street south on Peralta Street, the land uses change from industrial to residential and commercial. Raimondi Park is located one block west of Peralta Street between 18th and 20th Streets. The OMC lists the segment as both a truck route and a truck prohibited Street. The proposed change, removing the truck route designation, would improve administrative clarity by removing the internal conflict.

Additional Considerations

Adoption of Policies 1-3 as set forth in the proposed Ordinances would implement the TMP. The proposed approach to parking policy aims to limit commercial truck parking in West Oakland near residences and parks and retain on-street commercial truck parking in specific locations to support local industrial businesses while increasing clarity for truck operators and residents about where commercial trucks can legally park. Because there is no commercial reason for parking unattended trailers on city streets, prohibiting trailer parking throughout the City was also considered important.

Additional truck parking options include private lots in the East Bay Region that use an online reservation system called SecurSpace and dedicated truck parking in the Port area. The City operates 15 acres of truck parking and ancillary truck services in the former Oakland Army Base at the corner of Maritime Street and Burma Road. Similarly, the Port of Oakland has committed to a minimum of 15 acres for parking as part of the former Army Base redevelopment.

Separate from the proposed policy changes, enforcement of the new commercial truck parking regulations will be an important aspect of the new regulations becoming effective. The TMP includes Strategy 7: Improve Training for Issuing Parking Tickets, so that enforcement staff understand the new regulations, and Strategy 10: Conduct Targeted Enforcement, in which the TMP team will identify locations where trucks and trailers are regularly parked in prohibited areas and conduct targeted enforcement. To this end, Planning staff will continue to coordinate with OakDOT's Parking Enforcement Unit, which is committed to updated training materials and standard operating procedures to reflect the policy changes in this report. In January 2022, Parking Enforcement filled critical supervisor vacancies in the unit, which will help ensure that it is able to meet its commitment to improving training now and going forward. Updated training will be developed and delivered to appropriate Parking Enforcement staff in the first quarter of 2022.

Should the City Council decide not to approve the Ordinances, the parking and truck routing issues identified in the TMP would continue to exist and adversely impact West Oakland.

FISCAL IMPACT

Approval of this ordinance will require related implementation actions including the design and installation of truck parking, truck route and truck prohibited streets signs and enforcement of the regulations. These actions are subject to the 2018 City/Port Fair Share Agreement⁴ in which the City and Port are required to fund specific “mitigation measures” on a fair share basis. It is anticipated that the sign design and installation work will be completed “in-house” using the City’s engineering and maintenance staff.⁵ The total cost for these actions will follow the Fair Share split for TMP implementation, 25% City and 75% Port.

The preliminary cost estimate for the truck parking signage engineering work order development is \$17,010. The estimate for the truck parking signage manufacturing and installation is \$78,698. The preliminary cost estimate for the truck route signate engineering work order development is \$8,505. The estimate for the truck route signate manufacturing and installation is \$11,805. The total for the truck parking and truck route work is \$116,018.

\$72,318 in funding, of that \$116,018, is available for labor in OBRA Leasing & Utility Fund (5671), OAB Fair Share Project (1005263), Oakland Army Base Redevelopment Organization (85244), Work Order Expenditures Account (56611), OARB-Bay Bridge Gateway Program (SC07).

\$43,700 in funding is available for material in OBRA Leasing & Utility Fund (5671), OAB Fair Share Project (1005263), Oakland Army Base Redevelopment Organization (85244), Maintenance Supplies Account (52311), OARB-Bay Bridge Gateway Program (SC07).

Enforcement of the new truck parking regulations and truck routes is not an element of the proposed ordinance but was included as an action in the TMP to promote compliance with the changes in regulations. In the Fair Share Agreement, \$725,000 is budgeted for additional truck enforcement. These costs will follow the Fair Share split for TMP implementation at 25% City and 75% Port.

PUBLIC OUTREACH / INTEREST

Implementation of the TMP’s “Year 1 Actions,” which included updating truck routes and truck parking regulations in West Oakland, coincided with the onset of the pandemic and shelter-in-place mandate. The City and Port team pivoted the engagement approach accordingly. To solicit feedback on the proposal, the TMP team used the following channels to engage key stakeholders: 1) regular email updates; 2) regularly updated project website; 3) multilingual survey (English, Chinese, and Spanish) to which over 280 responses were received; and 4) flyer shared with the industrial business community to inform stakeholders of the project.

⁴ “Agreement on City/Port Cost Sharing Percentages for the Fair Share Program for specified mitigation measure for the Oakland Army Base Project”, dated October 8, 2018

⁵ “Exception to the Fair Share Program to Complete Sign Design & Installation Work “In-House” within the City of Oakland Department of Transportation”, dated April 14, 2021

In addition, the TMP team has engaged the following stakeholders through virtual meetings:

- Industry / Trade Groups
 - Trucker Work Group
 - Harbor Trucking Association
- Stakeholder Groups
 - West Oakland Environmental Indicators Project
 - WOCAP Steering Committee Mtg
 - WOCAP Port & Freight Sub-committee
 - Howard Terminal CBA Transportation Subcommittee
 - WOCAG
- Neighborhood Groups
 - Prescott Neighborhood Council
 - Field visit to Prescott neighborhood
 - West Oakland Neighbors

Additional methods were used to reach truck-related businesses and the trucking community, who may need to change their practices to help ensure successful implementation of proposed changes:

- Phone calls to truck-related industrial businesses in “Iron Triangle” (north of West Grand Avenue) with follow up email including link to survey.
- To reach small, independent truckers, emailed flyer to:
 - Biz Alert
 - Bill Aboudi Yahoo Group
 - Western State Trucking Association e-newsletter
 - Driver facebook groups
 - Flyer printed & made available to Port’s STEP CSC

Attachment E contains the compiled community feedback, summarized below.

Summary of Community Feedback Received – Commercial Truck Parking

Stakeholder feedback ranged from those calling for the elimination of truck parking on all City streets to those wanting safe places to park trucks to facilitate the efficiency of the freight industry.

Changes Made to Address Community Feedback include:

- Removing Wood Street, 32nd Street, and 34th Street as proposed truck parking blocks
 - Stakeholders cited the presence of an unhoused community living in the area and the impact on parking for local businesses.
- Removing blocks of 20th Street and Campbell Street south of West Grand Avenue as proposed truck parking blocks
 - Stakeholders expressed that the area was residential and near Raimondi Park, thus inappropriate for truck parking.

Summary of Community Feedback Received – Truck Prohibited Streets & Truck Routes

In general, stakeholders supported retention of truck prohibited street designations. The community feedback about truck routes was less unanimous. Due to the transition of a portion of the land use near Frontage Road from industrial to residential, the proposal to formalize Frontage Road as a truck route generated significant controversy.

Changes Made to Address Community Feedback

- Retain truck prohibited designation on all streets in the “Iron Triangle” (between Peralta Street, 28th Street, Union Street, and West Grand Avenue) and use planned update to signage to emphasize that local traffic should enter/exit area via Peralta Street and West Grand Avenue and should not travel on 24th and 26th Streets towards residential areas. Planned signage should consider use of “Local Truck Only” signs and “No Through Truck Traffic” to identify routing for local trucks.
- The majority of residents support retaining the designation of truck prohibited streets as an added measure to bring awareness to truck drivers and community residents regarding where trucks should be traveling; signs are seen as a deterrent and visual reminder to avoid certain prohibited streets.
- Residents adjacent to Frontage Road cited public health (emissions exposure), safety/speed (vehicle speeding and trucks parking in the median), noise, litter and pavement deterioration as important concerns.
 - Through the community outreach, the City and the Port have identified opportunities for improvements to Frontage Road that can address local community concerns regarding the effects of truck traffic. As part of addressing these concerns, it should be noted that a formal truck route designation increases potential opportunities for more funding sources for enhancements, including goods movement and Port-related infrastructure grant programs. The Port will lead planning and design of Frontage Road improvements, including identifying resources for the initial planning phase for improvements. The Port will hire a consultant to initiate stakeholder engagement and develop a study of concepts for improvements to Frontage Road. See **Attachment F** for a memo stating the agreement between the City and the Port regarding the future of Frontage Road.

COORDINATION

Implementation of the TMP is an inter-departmental and inter-agency effort, which includes the following: City Administrator’s Office, Planning and Building Department (PBD), OakDOT Mobility Division and Safe Streets Division; Oakland Police Department (OPD); and the Port of Oakland. The City and Port jointly manage implementation of the TMP including managing consultant work, proposal refinement, and joint community engagement; OakDOT enforces truck parking rules by writing parking tickets and OPD enforces trucks idling rules and truck route compliance.

This report and the proposed ordinances were reviewed by OakDOT, the Port, the Budget Bureau and the City Attorney's Office.

SUSTAINABLE OPPORTUNITIES

Economic: The implementation of the proposed policy update will have a negligible fiscal impact, with total cost estimated at \$116,018, to be funded through the City/Port Fair Share Program.

Environmental: Limiting truck parking will reduce diesel emissions in West Oakland, thus contributing to improved air quality. Clarifying truck prohibited streets and truck routes, including installing signage, will help ensure truck operators avoid residential and other sensitive areas.

Race & Equity: Due to multiple pollution sources including the I-880 freeway, the Port, railyards and industrial land uses, West Oakland residents experience disproportionate pollution-related illnesses including respiratory diseases, heart disease and stroke, compared to Alameda County.⁶ Limiting truck parking will reduce diesel emissions in West Oakland, which will help to improve public health (and help reduce racial disparities in health outcomes) and improve street safety. The Frontage Road Study used the OakDOT Geographic Equity Tool to evaluate consequences of formalizing Frontage Road as a truck route and prohibiting the road to trucks. The study found that prohibiting Frontage Road to trucks would cause more diversion into priority equity neighborhoods in West Oakland.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

On July 31, 2002, the City certified an Environmental Impact Report (EIR) for the Oakland Army Base Redevelopment Plan. Subsequently in 2012, the City Council in their role as the Oakland Redevelopment Successor Agency adopted an amended Oakland Army Base Reuse Plan, supported by an Addendum to the 2002 EIR. On July 16, 2013, the City Council adopted a revised SCA/MMRP. Preparation of the TMP was undertaken expressly to comply with and to implement mitigation measure 4.3-7 of the SCA/MMRP which states: "The City and the Port shall continue and shall work together to create a TMP designed to reduce the effects of transport trucks on local streets." This action of implementing the TMP by updating the West Oakland parking regulations complies with the requirements of MM 4.3-7. This action implements a previous mitigation measure and, as a result, there is no new information or substantial changes to the previously certified EIR and approved Addendum requiring further analysis pursuant Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

In addition, Staff has also determined that the implementation of the TMP is exempt from CEQA pursuant to CEQA Guidelines Sections 15301 (existing facilities), 15308 (actions by regulatory agencies for protection of the environment), and 15061(b)(3) (common sense exemption). Each

⁶ Owning Our Air: The West Oakland Community Action Plan, Vol. 1, page 2-10.

of the foregoing provides a separate and independent basis for CEQA compliance, and when viewed collectively, provides an overall basis for CEQA compliance.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt An Ordinance Amending Sections 10.28.145 And 10.28.160 Of The Oakland Municipal Code To Limit Truck Parking In West Oakland; And Adopting Appropriate California Environmental Quality Act (CEQA) Findings; And

Adopt An Ordinance Amending Sections 10.52.060 and 10.52.120 Of The Oakland Municipal Code To Update Truck Prohibited Streets and Designate New Truck Routes, Respectively; And Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

For questions regarding this report, please contact Alicia Parker, Planner IV, (510) 238-3362.

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

Reviewed by:
Fred Kelley, Assistant Director

Reviewed by:
Megan Wier, Safe Streets Division Manager

Reviewed by:
Michael Ford, Mobility Division Manager

Prepared by:
Alicia Parker, Planner IV
Strategic Planning Division
Planning & Building Department

Attachments (6):

- A. [Map of Proposed Truck Parking Areas](#)
- B. [Map of Proposed Truck Prohibited Streets and Truck Routes](#)
- C. [Frontage Road Study](#)
- D. [Community Feedback on Frontage Road Study](#)
- E. [Overall Community Feedback](#)
- F. [City/Port Memo, Jan. 5, 2022: Project Funding and Management Roles and Responsibilities for Frontage Road Improvements](#)

