

From: Marcus Johnson <presco2y5ychair@gmail.com>

Sent: Monday, February 21, 2022 12:49 PM

To: Russo, Ryan <RRusso@oaklandca.gov>; Kalb, Dan <DKalb@oaklandca.gov>; Gallo, Noel <NGallo@oaklandca.gov>; Kaplan, Rebecca <RKaplan@oaklandca.gov>; Fife, Carroll <CFife@oaklandca.gov>; Reiskin, Edward <EReiskin@oaklandca.gov>; Thao, Sheng <SThao@Oaklandca.gov>; Kelley, Fred <FKelley@oaklandca.gov>; dwan@portoakland.com; Taylor, Loren <LTaylor@oaklandca.gov>; Amy Tharpe <atharpe@portoakland.com>

Subject: Feb 22, 2022, Special Public Works Committee, Agenda Item 7 (Frontage Road)

21-Feb-22

To: Public Works Committee Members
Ryan Russo, Director, OakDOT

From: Marcus Johnson, Chair, Prescott Neighborhood Council (PNC)

Subject: Feb 22, 2022, Special Public Works Committee, Agenda Item 7,
Update to Truck Routes and Truck Prohibited Streets Ordinance
From the Planning and Building Department

We believe the California State Department of Transportation Freeway Maintenance Agreement with the City of Oakland, effective January 12, 2011 returned local streets and roads to the City ending a July 27, 1993 Freeway Agreement needed for the development of portions of State Highway 880 & 80 was based on the residential needs of the housing, specifically the Wood Street Zoning district which was entitled for up to 1500 residential units, not including subsequent entitled Phoenix site between 8th/Pine Street and Frontage Road consisting of 300+ residential units, and 128 residential units currently in development on Wood Street. This also doesn't include the homes located on parallel streets i.e., Pine, Wood, Willow or intersecting 8 blocks, 8th thru 16th Street.

Frontage Road serves as a primary route for hundreds of affordable and market rate residents, whose residences are parallel to Frontage road.

The October 2018 PNC meeting featured Ryan Russo, Director and Ahmed Ali Bob, Community Engagement & Communication Coordinator both of City of Oakland OakDOT. We discussed the need for traffic calming at Frontage Road and 18th & Mandela Parkway.

Since that time the PNC has hosted several meetings with DOT/Port staffing (planners, engineers, managers...), countless email exchanges between community and DOT/Port staffing has occurred with the community messages unchanged requesting measures to mitigate Health and safety concerns.

PNC Position:

We are opposed to Frontage Road being designated as a truck route and ask to Strike (remove) Frontage Road from Legislation, 22-0088, 2) 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 as shown on Page 6, SECTION 2, Section 10.52.120 of OMC as an "addition" until a proper and robust analysis is performed.

We support all other aspects of both 22-0087 & 22-0088 legislation.

PNC Findings

We found the studies objectives as performed to be inconsistent. Neither attempting to address [Prescott Community Concerns, Comments or Recommendations](#) regarding Health and Safety.

We determined the [2020 Traffic Study-Tube Counts](#) completed by Jacobs was consistent with the data a survey conducted in 2018 by National Data & Surveying Services [Speed Data](#) both showing truck speeds in exceeding 55+ MPH.

There are only two 35 MPH speed limit signs on Frontage Road. One at West Grand & Frontage Road Street & Frontage Road intersection facing South and the other at 7th

Street & Frontage Road intersection facing North approximately 1 mile apart. No other speed signs exist on Frontage Road.

Both the City of Oakland and Port of Oakland interpretation of the funded studies was to analyze in more detail the consequences of designating Frontage Road as a truck route and of designating it as a truck prohibited Street.

Neither studies reviewed or evaluated concerns expressed by community members including health and safety.

The Port of Oakland provided a scope for the study consisted of four tasks including:

Identification of truck patterns on Frontage Road, using Streetlight data as well as July [2020 Traffic Study-Tube Counts](#) completed by Jacobs; Conduct operational analysis for the two scenarios (truck route and truck prohibited); Conduct a parking study on Frontage Road, to review truck parking activity; and Prepare a Technical Memorandum ([TMP Frontage Road Memo – Final](#)) summarizing results

The City of Oakland did not provide a scope but sought to “allegedly” evaluate impacts using three scenarios (truck route, truck prohibited and truck prohibited redistribution of trucks using existing truck routes) on communities of color, low-income residents, and other vulnerable populations using the OakDOT Geographic Equity Tool. This demonstrates a lack of equity in a neighborhood historically suffering from asthma and other poor quality air related illness/diseases.

The City of Oakland Frontage Road Study shows a favor or bias against residents, intensely engaging the trucking industry, associations and allies. Flyers were not provided to residents parallel to Frontage Road.

Obvious Errors: Prescott Community Comments Document ~~10/12/21~~ & 10/14/21

Kittelson Attachment B, 801 Pine Street wrongly identified as industrial. Should be identified as residential.

PNC Recommendation:

The Transportation Management Plan will return to Committee & Council for changes and incorporations needed should the Howard Terminal continue to move forward, which would provide ample time for the City & Port to further evaluate using robust studies that include Health, Safety and define Enforcement Mechanisms.

PNC Strongly Encourage:

That the next Frontage Road Traffic Analysis & subsequent Report consist of a scope, methodology, identifies needed improvements and collected data:

- Traffic Volume (current & projected volumes)
- Speed
- Origin and Destination
- Traffic Flow Characteristics
- Traffic capacity
- Accident Studies
- Debris, Dumping and Hazardous material left on and near roadway

Sufficient noticing is provided by mail to the residences that are parallel (and within 300') to Frontage Road who use it as their primary route.

Also, that Air monitors are used during the study process to establish a baseline of current air quality and pollutants caused by truck traffic on Frontage Road. Since the Port has stated that they're operating currently at 50%, extrapolated data can be derived and presented in the next reporting.

We further believe [WOCAP data](#) would provide granularity when considering air quality on and around Frontage Road, rather than the OakDOT Geographic Equity Tool, that also lacks other needed tangible information regarding Safety.

Reference Materials:

Port of Oakland, Project Funding and Management Roles and Responsibilities for Frontage Road Improvements

https://cao-94612.s3.amazonaws.com/documents/TMP-Frontage-Road-Memo_Final-signed.pdf

City of Oakland Frontage Road Study: https://cao-94612.s3.amazonaws.com/documents/21-02-19_Frontage-Rd.-Scope_ap.pdf

Port of Oakland Frontage Road Study: [Tube Count](#)

City of Oakland Prescott Community Comments https://cao-94612.s3.amazonaws.com/documents/2021-10-Prescott-Summary_Public.pdf

City of Oakland Frontage Road Study | Prescott Community Meetings https://cao-94612.s3.amazonaws.com/documents/2021-10-Prescott-Summary_Public.pdf

California State Department of Transportation Freeway Maintenance Agreement with the City of Oakland, January 12, 2011 (pdf copy)

Advanced Mobility Group, Station House Preliminary Parking Study, May 2018
https://sf.streetsblog.org/wp-content/uploads/sites/3/2021/05/Parking-Study-Final-2018.05.15_Station-House-.pdf

West Oakland Community Action Plan <https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan>

CC:

Public Works Committee Members

Councilmember Dan Kalb, District 1;

President Pro Tempore Sheng Thao, District 4;

Councilmember Loren Taylor, District 6;

Chairperson: Councilmember Noel Gallo, District 5

Council Member Representation

Council Member Fife, D3

Vice Mayor Kaplan, Council Member At-Large

Department of Transportation

Ryan Russo, Director, City of Oakland

Fred Kelley, Deputy Director, City of Oakland

Port of Oakland

Danny Wan, President, Port of Oakland

Amy Tharpe, Director of Social Responsibility, Port of Oakland