



TRUCKS IN WEST OAKLAND- COMMUNITY WORKSHOP #2

Saturday, December 2, 2017

West Oakland Farm Park – City Slicker Farms
2847 Peralta Street, Oakland, CA 94608

Program

	Meeting Begins @ 10am	Facilitator: Surlene Grant, Envirocom Communications Strategies, LLC
I.	<ul style="list-style-type: none"> Welcome & Introductions Overview of meeting 	
II.	Background on West Oakland Truck Management Plan (WOTMP)	Pat McGowan, Senior Planner, City of Oakland
III.	Board Shuttles <ul style="list-style-type: none"> @ Farm entrance on Peralta Street 	All
IV.	Tour Begins @ 10:15am <ul style="list-style-type: none"> See Exhibit A 	All
V.	Tour Concludes <ul style="list-style-type: none"> Return to the Farm Park 	All
VI.	Lunch Program Begins @ 12pm <ul style="list-style-type: none"> Debrief Q&A Next Steps 	All
VII	Workshop Concludes @ 1pm	City & Port representatives will be available to any answer questions

Contact Us:

City of Oakland	Port of Oakland
Patricia McGowan Project Planner pmcgowan@oaklandnet.com 510-238-3588	Andrea Gardner Project Planner agardner@portoakland.com 510-627-1181
WOTMP Website: https://goo.gl/eZkNC4	

**West Oakland Truck Management Plan
Mobile Workshop
to look at issues/problems/concerns
December 2, 2017**

Sites to be visited and issues to be discussed

1. Poplar and Union Streets, between 24th and 26th St.

- a. **Issue of Concern:** Truck parking on city streets
 - i. Why are they parked here?
 - ii. Are they serving nearby businesses?
 - iii. Is it a problem here?
 - iv. Do they think it should be prohibited in this area?

- b. **Issue of Concern:** Trucks driving on streets which are prohibited to trucks
 - i. Clarify what a “prohibited street” is.
 - ii. Here, the “prohibited streets” are Poplar and Union north of West Grand, plus 24th to 32nd St. between Adeline and Peralta. Trucks have been observed driving these streets, presumably to access the truck businesses on the streets.
 - iii. Do trucks driving these streets affect you? Your neighbors? The nearby businesses? Effects could include traffic and congestion on adjacent streets, or safety issues such as trucks turning corners too tightly.
 - iv. Should these streets have any restrictions or controls to reduce these effects?
 - v. Is enforcement important to you in this location?
 - vi. Are the truck businesses appropriate land uses here?
 - vii. Are there any issues with trucks parking on the streets in this area? If so, is it daytime or nighttime or both?

2. South side of DeFremery Park, 16th and Poplar St.

- a. **Issue of Concern:** Truck parking on city streets, including residential streets (along 16th street on the south side of the park and along Poplar St. on the west side of the Park, from 14th to 18th St.)

- b. The community meeting and the truck parking survey identified truck parking in this area as an issue. Have you or your neighbors experienced any issues with truck parking? Is trucking parking more common in the daytime or the nighttime?

- c. Do you have any experience seeing trucks using 16th? It is **not** a prohibited street so do they see trucks using it, instead of 14th and 18th? Do you see trucks on 14th and 18th?
 - d. Do you feel safe crossing 18th St. between the Park, the high school, and the library?
 - e. Is enforcement important to you in this location?
- 3. Drive along 7th St.**
- a. Describe that only the ends of 7th St. are truck routes. The middle section, west of Union St., in front of the BART station, over to Pine St. is NOT a designated truck route, though trucks can drive here if their final destination is here and some overweight trucks can use 7th St.
 - b. Do you encounter problems with trucks on this part of 7th Street?
 - c. Would better signage help to make this clear?
- 4. Around Prescott School, on Peralta St.**
- a. **Issue of Concern:** The public input received to date shows this area as NOT being heavily impacted by trucks, neither driving nor parking.
 - b. Do you experience problems here related to trucks driving or parking?
 - c. All the streets around here are designated as “prohibited streets.” There is also signage regarding parking restrictions. Do you think these are working? Are there other measures, such as increased enforcement/ticketing, which are helping?
 - d. Do you think any of these strategies would work in other areas that have truck parking issues?

Summary of City of Oakland Regulations about Truck Routes and Truck Parking

Prepared by Patricia McGowan, City of Oakland Nov. 30, 2017

What are Truck Routes and Prohibited Streets?

Oakland Municipal Code Chapter 10.52 specifies where commercial vehicles (meaning trucks used to transport goods) can drive and where they are prohibited from driving.

A. Truck Routes

Section 10.52.070: Through-Truck Route

Section 10.52.120: Local Truck Routes

- Covers truck travel between the Bay Bridge and the Oakland-San Leandro border.
- Specifies certain **streets and freeways which must be used by trucks over 20' in length intended for the transportation of property**, including tractor-trucks and trailers, **when such trucks are driving within or across the city of Oakland.**
- These routes include specified city streets and freeways.
- Signs authorizing the use of these streets as truck routes must be in place.
- These through-truck and local truck routes are shown on the map in BLUE.

B. Prohibited Streets

Section 10.52.060: Trucks prohibited to use certain streets

- **Commercial trucks** over 4.5 tons (which includes most commercial trucks larger than an SUV) **are prohibited on the specified streets except for the purpose of loading and unloading.** This must be properly sign posted on such streets. **This means that such trucks are prohibited from using these specified streets unless they are loading or unloading their truck at a destination located on such a street.**
- The prohibited streets are shown on the map in RED.

C. When can trucks leave the Truck Routes?

Section 10.52.110: Deviations from through-truck routes

Section 10.52.120: Deviations from local truck routes

- Trucks are allowed to deviate from the truck routes provided that:
 - The purpose is to load or unload at their destination
 - Such deviation from the truck route is reasonably necessary
 - Such deviation must be done to have the minimum distance off the truck route.

Where is Truck Parking Prohibited?

Oakland Municipal Code Chapter 10.28 specifies where parking of both cars and trucks is allowed and where it is prohibited.

A. Trucks cannot park in residential districts

Section 10.28.120: No commercial trucks can park in residential districts

- No truck, tractor, trailer or other commercial vehicle over 10,000 pounds shall park on a public street in a residential district. **This means that commercial trucks of a size larger than an SUV cannot park in a residential district, regardless of no signs be posted stating this.** Signs are NOT required when it's a residential district.

B. No parking of unattached trailers in locations where signs are posted

Section 10.28.160: Unattached trailer parking can be prohibited.

- Parking of unattached trailers CAN be prohibited if the City Engineer determined that such parking is creating a nuisance, blight or a hazard.
- Official signs must be posted prohibiting such parking.

C. No parking of trucks in certain areas when designated by City Council

Section 10.28.140: No parking of commercial vehicles in certain areas

- No truck, tractor, trailer or other commercial vehicle for more than five hours on a public street if the City Council determines by resolution that such parking is not allowed.
- Official signs must be posted prohibiting such parking.

D. No parking of cars or trucks on any city street for more than 72 hours

Section 10.28.030: Using streets to store cars or truck is prohibited.

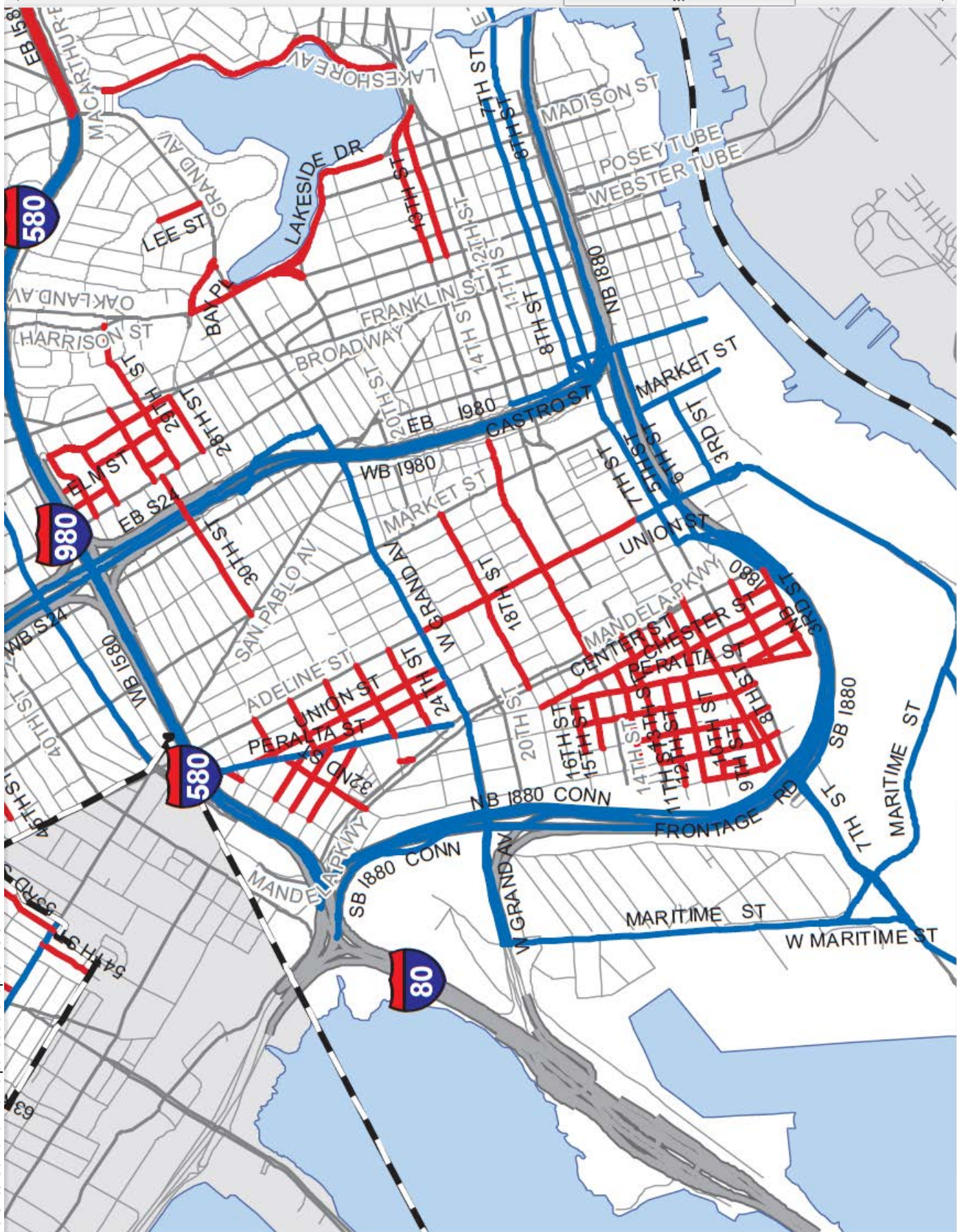
- No vehicle can park for more than 72 consecutive hours on any public street in Oakland.

Truck Routes and Prohibited Streets In and around West Oakland

Refer to Oakland Municipal Code Chapter 10.52

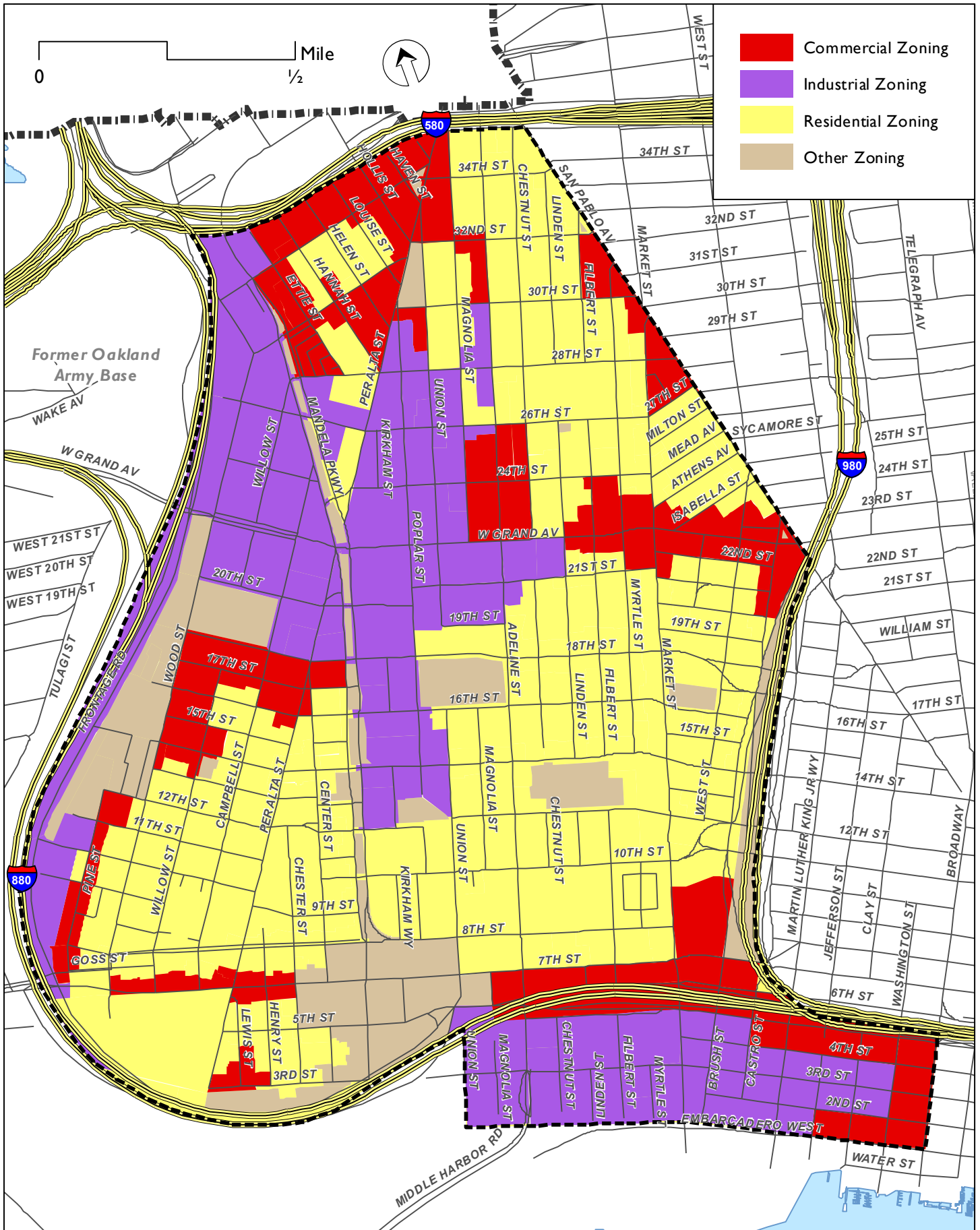
Blue = truck routes which must be used by through-trucks

Red = prohibited to commercial trucks except when loading/unloading



Truck Types

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



WEST OAKLAND ZONING



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Acronyms and Abbreviations

APCD Air Pollution Control District (San Joaquin Valley)
ANOMS Airport Noise and Operations Management System
BAAQMD Bay Area Air Quality Management District
BART Bay Area Rapid Transit
BCDC Bay Conservation and Development Commission
BMP Best Management Practice
BNSF Burlington Northern Santa Fe Railroad
CARB California Air Resources Board
CEQA California Environmental Quality Act
CHE Cargo Handling Equipment
CIP Capital Improvement Program
CNG Compressed Natural Gas
CO Carbon Monoxide
CPI Consumer Price Index
CTMP Maritime Comprehensive Truck Management Plan
DHS U.S. Department of Homeland Security
DOC Diesel Oxidation Catalyst
DOT U.S. Department of Transportation
DPF Diesel Particulate Filter
DTR Drayage Truck Registry (CARB)
DPM Diesel Particulate Matter
DTSC Department of Toxic Substances Control's Web Site
EIR Environmental Impact Report
EIS Environmental Impact Statement
ENA Exclusive Negotiating Agreement
EPA United States Environmental Protection Agency
FAA Federal Aviation Administration (DOT)
GHG Greenhouse Gas
GMAP Goods Movement Action Plan (CARB)



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GMERP Emission Reduction Plan for Ports and Goods Movement in California (CARB)

GPS Global positioning system; a navigation system that provides location and time information

ILWU International Longshore and Warehouse Union

ITS Intelligent Transportation Systems

IMO International Maritime Organization

LBA Local Business Area (Port of Oakland)

LBU Local Business Utilization

LIA Local Impact Area (Port of Oakland)

LNG Liquefied Natural Gas

LPG Liquefied Petroleum Gas

MAQIP Maritime Air Quality Improvement Plan

MAPLA Maritime and Aviation Project Labor Agreement (Port of Oakland)

Master Lessee To whom a lease is granted

MTO Marine Terminal Operator

NDSLBU Non-Discrimination and Small Local Business Utilization Policy

NEPA National Environmental Policy Act

OAB Oakland Army Base; Site of new Seaport Logistics Complex (Port of Oakland)

OAC Oakland Airport Connector (BART)

OAK Oakland International Airport

OBRA Oakland Base Reuse Authority (City of Oakland)

OGV Ocean-going Vessel

OHIT Outer Harbor Intermodal Terminal

OMSS Oakland Maritime Support Services

ORA Oakland Redevelopment Agency (City of Oakland)

P3 Public Private Partnership

PM Particulate Matter

PMA Pacific Maritime Association

Port Port of Oakland

RAPC Regional Airport Planning Committee

RFID Radio-frequency identification



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RFP Request for Proposals
RFQ Request for Qualifications
ROG Reactive Organic Gas (see also VOC)
RSA Runway Safety Area
RWQCB Regional Water Quality Control Board
SBE Small Business Enterprise
STEP Secure Truck Enrollment Program
Shorepower Provision of shoreside electrical power to a ship at berth while its main and auxiliary engines are shut down.
T1 Terminal 1, OAK
T2 Terminal 2, OAK
TAC Technical Advisory Committee (CTMP)
TCIF Trade Corridor Improvement Fund
TEU Twenty-Foot Equivalent Unit
TMP Truck Management Plan
TWIC Transportation Identification Worker Credential
TWG Tuckers Work Group (Port of Oakland)
TSA Transportation Security Administration (DHS)
UPRR Union Pacific Railroad
VDECS Verified Diesel Emission Control Strategy
VSBE Very Small Business Enterprise
WOCAG West Oakland Community Advisory Group
WOEIP West Oakland Environmental Indicators Project
WOPAC West Oakland Project Area Committee
WOTMP West Oakland Truck Management Plan
WOTRC West Oakland Toxics Reduction Collaborative

