

## **Trucks in West Oakland – Community Workshop #4**

West Oakland Senior Center  
1724 Adeline St, Oakland, CA, Oakland

Wednesday, July 18, 2018  
6:00 p.m. – 8:30 p.m.

### **DRAFT Meeting Summary Notes**

- **I. Welcome and Introductions** **Surlene Grant, Facilitator**  
**Envirocom Communications Strategies, LLC**  
**City and Port Officials and Project Staff**

Surlene Grant provided an overview of the meeting and welcomed everyone. The Purpose of the meeting was to Prioritize some of the solutions to truck parking and impacts in West Oakland. The solutions come from suggestions at previous meetings. The theme of this workshop was “Co-Creating.” Together, the team and the attendees contribute to the Plan that the TMP team will prepare.

Surlene introduced City of Oakland and Port of Oakland officials in the room:

- Betsy Lake, Deputy City Administrator, City of Oakland. At the time of the workshop, Ms. Lake was a new appointee to the position. She shared welcome greetings.
- John Driscoll, Director of Maritime for the Port of Oakland also shared greetings.

- **II. Overview of Truck Management Plan Process** **Patricia McGowan,**  
**Senior Planner, City of Oakland**

There were some people for whom this workshop was the first that they had attended. Patricia McGowan provided an overview of the Truck Management Plan (TMP) in order to ensure everyone had a basic understanding of the purpose and goals.

- City and Port joint effort to address truck circulation and truck parking problems in West Oakland.
- Using a projection of a map, she pointed out the geographic area that the plan covered.
- The Plan’s goals are to improve the quality of life for residents in West Oakland by making truck traffic and truck related activities less disruptive to residential activities.
- Communication is key. Truck drivers need to know where they can and cannot drive. They need to know where they can park and where services are available.
- Ultimately, by implementing the TMP, areas around truck routes and in the neighborhoods should be safer.

Patricia highlighted some of the activities carried out recently that are helping the City and the Port achieve the TMP goals. These include:

- The relocation of the Customs Examination Station to Alameda (city).
- Three Rivers trucking relocated from near Raimondi Park to High Street.
- The City’s investigation and punitive actions against Santos for illegal operations at 2850 Poplar Street.

- City getting closer to the goal of relocating local recyclers from West Oakland neighborhood to the Oakland Army Base.
- Trucks using night gates and an appointment system at the Port of Oakland.
- Trucks queueing on the site of TraPac Terminal and not along Maritime Street.

This community workshop is the 4<sup>th</sup> in the process. This workshop will help us finalize the content of the Draft Plan. There will be one more workshop scheduled for the review of the actual Draft Plan.

➤ **III. How We Generated Solutions**

**Andrea Gardner, Associate Planner  
/Scientist, Port of Oakland**

Through their involvement in the previous meetings, participants have contributed hundreds of concept statements, solutions and ideas that potentially could resolve some of the problems caused by the trucks coming through West Oakland. Andrea explained to the audience how the technical staff categorized and evaluated the suggestions.

She reviewed the key categories in which the suggestions fell:

- Truck Parking
- Enforcement
- Truck Movement and Safety
- Signage and Communications
- Safety and Urban Design

Part of this meeting would be dedicated to the audience reviewing the categories and how the project team evaluated the suggestions and assigned the suggestions to categories.

After describing the categories, Andrea gave examples of the kinds of things “we heard” or “we learned” that fit into each category. For example, for Signage and Communications, many of the signs are missing or faded. For truck movement through the community, the planners determined that trucks are going to and from the industrial businesses. In the Enforcement Category, Andrea clarified the roles and responsibilities regarding who is responsible for truck parking enforcement (it is the City of Oakland’s Department of Transportation).



#### ➤ IV. Prioritizing Solutions

Following Andrea’s description and presentation, Surlene explained how the review would take place. There were four stations throughout the room with display boards of the category and the many solutions for the categories. The audience members were assigned to four different groups. Each group had a “guide” and during the course of an hour, they would go to each of the stations as a group for one of the technical team members to explain the solutions offered in each of the categories.

At each station, the audience members were asked to prioritize the solutions based on suggested guiding questions, including some of the following:

- Who supports it?
- Who is impacted?
- Does it actually solve the problem?
- What is the benefit?



After the “group tours” around the room, the audience members reassembled to share their observations and comments:

*Regarding signs and communications -*

- Information needs to be provided to the truckers regarding the restrictions.
- There are “half-a-million” vacant truck driving jobs that cannot be filled. Do not make them less attractive by making things harder.
- There should be incentives for trucks.
- Work with Google Maps and have a truck icon that shows the best routes.
- The background and history of trucks in West Oakland is important. There are 15 acres of parking required for the City and 15 acres for the Port.
- There should be a road show presented to the Truck Working Group and contactors.
- The Port and City should schedule a meeting with Truckers.
- Truck drivers do not want to park in the residential areas.
- Parking is available on the former Oakland Army Base site. 3500 spaces are available. It should be made permanent and not just available from month-to-month.
- When the larger ships come in, everything is at overcapacity.
- Maintain and increase signs. The City budget should cover the signs.
- The TMP should include a budget of capital cost versus cost to maintain. The TMP should include the budget or cost that it would take to implement and maintain for 10 years.

*Regarding truck movement -*

- There is a need to identify places for deliveries. Delivery generates different kinds of trucks than drayage.
- Also, how can local businesses have access to use cleaner trucks?
- In the language of the plan, and in talking about the Goods Movement, the project team needs to specify drayage and/or delivery trucks.

*Regarding enforcement -*

- Do the enforcement officers cover a distance, do they cover Emeryville or the Oakland International Airport?
- Oakland Police don’t give tickets for truck parking enforcement. The Oakland Police will give tickets for moving violations.
- Has the Oakland Department of Transportation (OakDOT) trained people for the CARB (California Air Resources Board). The CARB Strategic Plan does not included / or say that tickets for trucks can be given by DOT. There needs to be some cross-training.
- CARB is ability to do the training.
- There are only 6,000 registered containers at the PORT. Tickets will go to the chassis owner.
- Signs are good for enforcement.
- Need signs the say \$500 / fine, or some monetary amount as a minimum if something gets towed.
- Move businesses to the Gateway Development area of the former Oakland Army Base. Take the businesses out of the neighborhood.
- City and Port should phase out uses that do not conform to the current plan

## **V. Next Steps**

As a result of this meeting, a Draft Plan will be created. This Draft Plan will be released to the public and another workshop held for public review of the components before it becomes the final plan. The date for the meeting is to be determined. If you have any questions about the process please see the contact information below.

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