

# Memorandum

<b>DATE</b>	January 5, 2022		
<b>TO</b>	Betsy Lake Assistant City Administrator, City of Oakland  Danny Wan Executive Director, Port of Oakland	<b>FROM</b>	Alicia Parker City of Oakland Planner IV OAB Environmental Coordinator  Andrea Gardner Port of Oakland Port Environmental Supervisor
<b>SUBJECT:</b>	<b>Project Funding and Management Roles and Responsibilities for Frontage Road Improvements</b>		

This memo proposes actions for the City and Port to take to advance the designation of Frontage Road as a Truck Route, including an agreement for the planning, design, and construction of potential improvements on Frontage Road to address opportunities to improve and enhance the function of Frontage Road for community users while maintaining essential function for industrial users and to address other related concerns.

Designating Frontage Road as a Truck Route to match its planned and current use is an action in the West Oakland Truck Management Plan (TMP).<sup>1</sup> 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. Separately, 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. Kittelson & Associates, Inc. completed the study under the direction of the Port and the City. The scope for the study consisted of four tasks: (1) Identify truck patterns on Frontage Road, using StreetLight data as well as July 2020 tube counts completed by Jacobs; (2) Conduct operational analysis for the two scenarios (truck route and truck prohibited); (3) Conduct a parking study on Frontage Road, to review truck parking activity; and (4) Prepare a Technical Memorandum to summarize results.

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 Oakland Department of Transportation 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

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<sup>1</sup> The TMP is required under Mitigation Measure 4.3-7 for the Oakland Army Base Project (OAB) contained in the project’s 2012 Addendum to the 2002 Oakland Army Base Reuse Redevelopment Plan Area Environmental Impact Report and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) (approved in 2012, as revised in 2013).

the preferred option over truck prohibition or the status quo of allowing trucks on Frontage Road without formal designation. As such, the TMP includes designation of Frontage Road as a Truck Route (TMP Strategy 3) and installation of Truck Route signage (TMP Strategy 4).

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 be the lead for the 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. Following the Port's hiring of a consultant, the City will move forward with the truck route designation process. The parties anticipate that the Port will likely lead project construction; however, due to the uncertainty about project funding, both parties will revisit the role of project lead for construction at such time as project funds have been secured. Because improvements to Frontage Road are not part of the TMP and are not mitigation for the OAB, the City and the Port will work to develop an equitable sharing of costs not covered by grants; the Port proposes 75% Port and 25% City, mirroring our success in implementing the TMP.

While the above process advances, the City will be delivering short-term operational improvements in the first half of 2022 to explicitly address truck parking in the median.

Accepted by:  Jan 14, 2022  
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**Betsy Lake, City of Oakland Assistant City Administrator**

Accepted by:  Jan 14, 2022  
Danny Wan (Jan 14, 2022 11:49 PST)  
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**Danny Wan, Port of Oakland Executive Director**












# TMP Frontage Road Memo\_Final


Final Audit Report

2022-01-14


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