FRONTAGE ROAD STUDY

ORIGIN DESTINATION REVIEW
Contents

• Truck Management Plan (TMP) Background
• Scenarios regarding trucks on Frontage Road
  – Equity impacts of the scenario outcomes
  – Port operations
• Findings
TMP Background
TMP Background

• April 2019 West Oakland TMP approved by City and Port after extensive public engagement

• TMP Goals are:
  – Reduce disruptions from truck circulation and truck parking on residents and businesses in West Oakland.
  – Increase safety along designated truck routes.
  – Have truck drivers know preferred routes to reach their destinations and know the City’s parking restrictions.
  – Monitor TMP implementation and modify implementation strategies to improve outcomes as needed.
TMP: Stakeholder Engagement (2017-2018)

Community Workshop 1
TMP Kickoff
October 11, 2017

Community Workshop 2
Mobile Workshop
December 2, 2017

Community Workshop 3
Sharing
April 7, 2018

Community Workshop 4
Solutions & Co-Creating Plan
July 18, 2018

Community Workshop 5
Joining Together
November 29, 2018

One-on-one meetings
CBO Presentations
Articles
Surveys
# 2020 Truck Route Update Engagement

## Communication Channels

- Email blasts
- Website
- Survey
- Flyer

## Virtual Meetings

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<th>Industry/Trade Group Meetings</th>
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<td>Trucker Work Group</td>
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<td>Harbor Trucking Assoc.</td>
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<th>Stakeholder Group Meetings</th>
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<tr>
<td>WOEIP &amp; WOCAP</td>
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<td>WOCAG</td>
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<td>Howard Terminal CBA</td>
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<th>Neighborhood Group Meetings</th>
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<td>Prescott Neighborhood Council</td>
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<td>West Oakland Neighbors</td>
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<td>Field visit to Prescott Neighborhood</td>
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## Truck–Related Business Follow up*

- Phone calls to individual businesses
- Flyers emailed to:
  - Biz Alert
  - Western State Trucking Association e-newsletter
  - Truck Driver Facebook Groups & Bill Aboudi Yahoo Group
  - Flyer at Port STEP CSC

*Due to low turnout at virtual meetings and the important role that truck operators and industrial community have in ensuring success of changes.
Existing Issues w/ Frontage Road

- City and Port received additional feedback from neighborhood groups adjacent to/near Frontage Road, including:
  - Concerned about number and growth of trucks
  - Proximity to residential areas
  - Emissions and public health concerns
  - Trucks stopping and parking on Frontage Road
  - Safety issues
  - Desire for trucks to use Maritime Street

- City and Port hired Kittelson to evaluate consequences of
  - Designating Frontage Road as a Truck Route or a
  - Truck Prohibited Road
Scenario Evaluation
Travel Patterns on Frontage Road

- 1,000 daily truck trips
  - 100 to 140 AM Peak
  - 40 to 80 PM Peak
- Different Destinations
  - 52% Port
  - 37% West Oakland
  - 8% Southern Emeryville
  - 6% Other

*Exceeds 100% as some trips travel between zones*
Evaluation – West Oakland Traffic

• Trips traveling to West Oakland and Emeryville travel into West Oakland to complete trip
  – Almost half of trucks (45%) don’t go to the Port

• Evaluate impact on routing for alternative scenarios
Baseline and Scenarios

- **Baseline** - Existing Trips Starting Ending in West Oakland and Emeryville

- **Scenario 1** - Formalize as Truck Route

- **Scenario 2** – Designate as Truck Prohibited – Assume Truck Redistribute based on Existing Trip Patterns

- **Scenario 3** – Designate as Truck Prohibited – Redistribute Trucks to Existing Truck Routes
Example Scenario 1: North of West Grand Southbound trips on Frontage Road Reroute to existing truck route
Process

Example: North of West Grand
Southbound trips on Frontage Road
Reroute based on existing travel patterns
City Requires that an Equity Assessment be Completed to Support Policy Decisions

- Set equitable outcomes
- Understand historical context
- Review conditions: What does the data tell us?
- Practice inclusive engagement and review community feedback
- Evaluate policy alternatives that either do no (more) harm or improve conditions, advance racial equity
- Measure progress at achieving equitable outcomes and include community in making necessary policy/program/project adjustments

Key Indicators of Equity for Frontage Road Proposed Truck Route

- Population & Race
- Public Health
- Environmental Conditions
- Street Safety
OakDOT Geographic Equity Tool

• Priority Neighborhoods
  – Racial Demographics and household characteristics associated with historic and current disparities

• Available Online
Daily Truck Trips
West Oakland Roads

Baseline

Existing Trips with OakDOT Equity Map

Estimated Daily Truck Trips
- 1 to 50 Trucks
- 50 to 100 Trucks
- 100+ Trucks

Priority Neighborhoods
- Highest
- Medium
- Lowest
- High
- Low
- No Data

Map showing daily truck trips in West Oakland Roads with priority neighborhoods.
**Primary Change:** Trips to industrial areas north of West Grand Ave move from roads in interior of West Oakland to Frontage Rd.
Primary Change: Trips to industrial areas north of West Grand Ave shift from Frontage Rd to routes through eastern part of West Oakland. Port trips shifted to Maritime St.
Primary Changes: Trips to industrial areas north of West Grand Ave move from Frontage Rd to using I-980 and West Grand Ave. Port trips shifted to Maritime St.
Port Operations
Port Operations and Frontage Road

• Three entrances to Port
  – 7th Street
  – Adeline Street
  – Maritime Street

• Prohibiting trucks from Frontage Road impedes use of 7th as access
  – More traffic at Adeline Street and Maritime Street entrances
  – Greater congestion at key intersections
  – Potential for increased idling and more emissions
  – Potential diversion onto local streets
Findings
Main Findings

Scenario 1 – Frontage Road as Truck Route
• Keep trucks out of high priority equity neighborhoods in West Oakland
• Relatively small percent increase in truck volumes on Frontage Road
• Least impact to Port roadway congestion

Scenario 2 and 3 – Frontage Road as Truck Prohibited
• Increase in truck volumes on roads in higher-priority equity areas
• Potential for significant congestion and operation delays for Port Trucks leading to increased idling and emissions
Steps to Reduce Effects of Trucks

- Projects Underway Part of TMP:
  - No parking and no idling signs
  - “Spot” Enforcement
  - Truck Driver Outreach and Education

- Other Projects Underway:
  - Prescott Green Buffer (WOCAP)
  - Physical deterrents to prohibit trucks from parking in the median
Questions