

# Frontage Road Study | Prescott Community Meetings

10/12/21 & 10/14/21

## Summary of Community Comments

The City of Oakland and the Port of Oakland prepared the Frontage Road Study and met with members of the Prescott community to review the study results. The following is a recap of the community's comments grouped by themes.

### Study Incomplete

- Why was health equity data not included? There are different tabs in the OakDOT equity tool and I believe only the demographic factors were considered.
- Why was street safety not considered?
  - Study failed to note the recent fatalities

### Provide Underlying Data

- Is there a vehicle count that shows turning movements, access to freeway?
- Want to see underlying data (for impact to Port operations, turning movements, etc.)
- Re: 37% of truck trips going into West Oakland, where are the trucks going? There are a number of illegal truck operations (Wood St., etc.). Are they just passing through W. Oakland?
- Where are trucks going on Seventh Street that is differentiated from Maritime St.?
- Is CWS contributing to truck trips in West Oakland?

### Traffic Calming & Roadway Design Suggestions for Frontage Road

- Speeding is a major issue
  - Stoplights on 14<sup>th</sup> Street maybe blinking light on 16<sup>th</sup> Street
  - Can we change the physical makeup of Frontage Road?
- Trucks often go 60 to 70 miles an hour down the street and throw out waste and trash
- Vehicles park in center lane
- Overturned trucks
- What design changes are being proposed? We want a few different alternatives, one with trucks and without, and put out as a scenario one without trucks, as opposed to the current Frontage Road Study
- At West Grand Avenue they should take the side lane, which is like four or five feet wide, and narrow that and make the turning lane on to Maritime Street wider and longer so the trucks can back up a little bit better there
- Put a round-about at 15<sup>th</sup> Street and 16<sup>th</sup> Street to slow things down

- Designate bike lanes and paint the curb red to prevent parking on Frontage Road
- re: OakDOT near-term project: It would be nice if community could provide input into the design/materials selection of the proposed physical deterrent posts.
  - Plastic posts are only going to last about a week (truck drivers will drive right over them)
  - Consider using k-rails
- Has there ever been any discussion about Frontage Road, as a five lane street, being divided up with truck use on the west side, residential use on the east side for access to homes

### Options

- Can Middle Harbor be the alternative to Frontage Road?
- What are the ways you will improve the Maritime intersection to avoid the congestion?

### Consider Changing Conditions of Neighborhood

- Frontage Road is most dense and continuing to grow; needs to be broader incorporation of what is a residential neighborhood
  - The Census data does not reflect the latest newly sold developments, thus undercounting actual population along Frontage Road
  - Designating Frontage Road as truck route would place 50% of all daily truck trips solely on Frontage Road, so basically, putting all that pollution on the largest portion of residents and Prescott neighborhood
  - The Phoenix which is scheduled for workforce housing, also, housing for homeless are planned near Frontage Road
  - Increase in traffic due to new residential development
  - Truck Management Plan was prepared before many of the newest residents bought their units, so they haven't had a chance to weigh in (approx. 500+ residents)
    - It wasn't clear during the TMP preparation what the intention was for Frontage Road
    - I attended the TMP meetings and made comments about Frontage Road can't be a truck route any more and needs safety and calming measures
- Frontage Road was considered a truck route three decades ago; times have changed and now the nature of the road is fundamentally different, its now residential and not industrial, laws and treatment of this road need to catch up
- Neighborhood is changing CASS, CWS (recyclers in W. Oakland neighborhood) are being relocated to former Oakland Army Base (near Port); need to make a decision that supports the long-term realities
- I-980 – does this proposal consider the proposal to remove I-980? What would happen to truck routes?

### **Illegal truck yards**

- Are trucks going to illegal truck yards?
- How to improve enforcement

### **Community Wants a Seat at the Table**

- Representative of Prescott neighbors (not just anyone from W. Oakland)

### **Misc.**

- Throughout the Port's expansion and remodeling including widening the train tracks, that was supposed to lessen the truck traffic and the idling. However, the trucks have quadrupled if not more than that. And they're idling. I'm over here Pacific Cannery Lofts, I can hear trucks honking their horns
- When consultants or staff say trucks can divert onto truck prohibited roads to reach their destination, that is just scare tactics – if Frontage Road were designated as truck prohibited, trucks would not be allowed, yes, trucks could use it to reach a business, but there are very few businesses along Frontage Road
- Why did the City include the Port as a direct partner? There is no reason that the port should be a partner to planning and not residents
- Prescott community conveyed concerns about Frontage Road to AB617 WOCAP committee
- It would be a lot more equitable to more evenly distribute truck trips throughout the neighborhood.