

West  
Oakland

TRUCK  
MANAGEMENT  
PLAN

APPENDIX G

**Stakeholder Comments Spreadsheet**

A joint plan by the  
City of Oakland and  
Port of Oakland



**PORT OF OAKLAND**



**CITY OF  
OAKLAND**

## **STAKEHOLDER COMMENTS SPREADSHEET**

### **West Oakland Truck Management Plan**

Stakeholders provided over 400 comments on positive community features, truck-related issues, and potential solutions. The Port and the City captured these comments in a spreadsheet and used this input to help frame data collection and technical analysis and to develop potential solutions.

The Port and the City will continue to consider and incorporate the feedback as they move forward with TMP implementation. See Table 1 for these comments. For each comment, Table 1 lists which strategy or section of the TMP that has incorporated the comment or will incorporate it during implementation.

The TMP specifically addresses the impacts on local streets of transport trucks that serve the Port of Oakland and current and future facilities at the OAB. The TMP addresses impacts in the area encompassed by West Oakland, the Port of Oakland, the former OAB, and the industrial area of Jack London Square. During the public engagement process, stakeholders raised issues and concerns that relate to topics outside the scope of the TMP. Because these issues are outside of the scope, they are not addressed in the TMP. Nonetheless, these issues are important. Although they are not incorporated into the strategies presented in the TMP, these issues have also been documented; see Table 2. This table lists which department or group at the City and the Port with whom each comment will be shared for further consideration.

**Table 1. Comments Within the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>Related Section of TMP</b>
The right-turn from Fifth onto Adeline is too sharp and trucks dump a couple times a year.	Workshop 3	Damage to Roadways/ Sidewalks	Strategy 1
# for truck parking info	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Current enforcement does not work	Workshop 1	Enforcement	Strategies 5, 7, and 10
Enforcement - difficult to track down help; most officers don't know how to issue citations; can't access site, slow	Workshop 1	Enforcement	Strategy 7
Info to help people ID violating trucks	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Lack or no response on truck complaints	Workshop 1	Enforcement	Ongoing Stakeholder Coordination
Missing in truck plan: enforcement	Workshop 1	Enforcement	Strategies 5, 7, and 10
Not enough OPD have training certificate to issue truck/trailer tickets	Workshop 1	Enforcement	Strategy 7
OPD (Port/City appointed police) says MLK out of Port jurisdiction	Workshop 1	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
Traffic Enforcement don't know how to handle the average problem, say problem out of enforcement area past MLK	Workshop 1	Enforcement	Strategy 7 and Enforcement of Parking Regulations and Truck Routes Appendix
Write ticket for trucks; need to take a class so can enforce - so meter enforcement should take class, DOT employees have training. OPD - moving violation.	Workshop 1	Enforcement	Strategy 7
Do truckers individually understand the costs of getting towed? It's very costly.	Workshop 2	Enforcement	Ongoing Stakeholder Coordination
How many citations has OPD issued in West Oakland for trucks circulation and truck parking?	Workshop 2	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
How quickly do trailers get towed here [DeFremery Park] and what is the process for getting a trailer back? What is the towing fee? Does the City get funding from towing?	Workshop 2	Enforcement	Strategy 9
Is the 72-hour parking limit enforceable?	Workshop 2	Enforcement	Strategies 7 and 10
Make sure City knows how to write tickets	Workshop 2	Enforcement	Strategy 7
Need more than 1 enforcement officer. Does anyone do enforcement at night?	Workshop 2	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
No response from City of Oakland call center. Serious issue. Need to take action.	Workshop 2	Enforcement	The City started using OAK 311 in July, 2018. This should improve
What does it take to increase parking ticket costs?	Workshop 2	Enforcement	Strategy 9
Why call if no enforcement happens?	Workshop 2	Enforcement	Strategies 5, 7, and 10
Without enforcement, parking restrictions are moot.	Workshop 2	Enforcement	Strategies 7 and 10
Need cross training now on issuing chassis tickets.	Workshop 3	Enforcement	Strategy 7
A variation: use RFID tag readers to track number of trucks operating in prohibited streets [on Solution E6: Provide Updates on Enforcement]	Workshop 4	Enforcement	Most trucks in West Oakland are not Port-registered trucks. Only Port-registered trucks are required to have RFID tags and therefore RFID tag readers on Prohibited Streets would not be very useful. Strategies 2-6 are designed to reduce trucks driving on Prohibited Streets.
Train existing parking enforcement officers to issue commercial tickets [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategy 7
Train and assign existing OPD officers to respond [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	DOT parking technicians issue parking tickets in West Oakland, not OPD officers. Strategy 7 will provide more training on issuing tickets.
Unattended trailer will have delayed deterrent because the ticket gets to the drivers 1-2 months later [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	Chassis company managers have noted that parking tickets are sent to the correct truck driver, who is responsible for paying the ticket. The ticket fine may be increased under Strategy 9.
This should be a standard government practice, not a potential policy/strategy. This is about accountability to the public [on Solution E6: Provide Updates on Enforcement]	Workshop 4	Enforcement	Ongoing Stakeholder Coordination
Fees collected should go for parking enforcement [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	City Council determines how fee revenue is allocated.

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
This makes absolutely no sense. These fees should be targeted to hiring enforcement staff - self-perpetuation. Increasing fees just feeds city coffers. [on Solution E3: Increase Truck Parking Fines]	Workshop 4	Enforcement	City Council determines how fee revenue is allocated.
Hire staff on a permanent basis, not temporary "grant patrols" [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategies 5 and 10; Strategy Development Process Appendix
A lot of tickets are already issued yet don't serve as an effective deterrence [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Enforcement	Strategies 9 and 10; Enforcement of Parking Regulations and Truck Routes Appendix
This should be part of the strategy to do targeted parking enforcement [on Solution E5: Conduct Spot-Check in Problem Areas along non-Truck Routes]	Workshop 4	Enforcement	Strategy 5
Work with community advisors on this [on Solution E5: Conduct Spot-Check in Problem Areas along non-Truck Routes]	Workshop 4	Enforcement	Ongoing Stakeholder Coordination
The DOT staff should work with community advisors to identify hot spots and communicate other issues [on Solution E2: Do Targeted Parking Enforcement]	Workshop 4	Enforcement	Strategy 10; Ongoing Stakeholder Coordination
Be clear on who does enforcement.	Workshop 4	Enforcement	Enforcement of Parking Regulations and Truck Routes Appendix
DOT doesn't have commercial ticket understanding.	Workshop 4	Enforcement	Strategy 7
DOT has a strategic plan that does not include enforcement.	Workshop 4	Enforcement	DOT's responsibilities include parking enforcement. Also see Strategy 7.
Hasn't ever seen a ticket given to a truck that is, for example, issuing black smoke or parked illegally.	Workshop 4	Enforcement	DOT is responsible for parking enforcement and has issued tickets to trucks and trailers in West Oakland. See Enforcement Appendix. CARB has enforcement authority for truck emissions.

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
The process of ticketing chassis is slow - ticket goes to chassis provider, who then tracks down driver - which may reduce effectiveness as a deterrence. Similarly, truck drivers violating regulations are not receiving the ticket; their company is.	Workshop 4	Enforcement	Chassis company managers have noted that parking tickets are sent to the correct truck driver, who is responsible for paying the ticket. The ticket fine may be increased under Strategy 9.
Need enforcement. Need higher citation amounts - \$500 or towing, which can cost \$2,000 or more to get truck back.	Workshop 4	Enforcement	Strategies 5, 7, 9, and 10
The solutions seem to be a lot of "sticks"; what about "carrots"? Communicate before you punish.	Workshop 4	Enforcement	Strategies 2, 4, and 6; Ongoing Stakeholder Coordination
Need more enforcement for trucks double-parking and idling in public streets.	Workshop 4	Enforcement	Strategy 7; CARB regulates truck idling
Have the 311 app take truck and chassis parking complaints, including data needed to ticket it.	BizAlert	Enforcement	OAK 311 can take parking complaints and route them to the appropriate department.
When a Port truck or chassis is found where it is not supposed to be, the port should be notified and keep a list of repeat violators for additional action.	BizAlert	Enforcement	Parking violations will be addressed through normal parking enforcement procedures; see Enforcement of Parking Regulations and Truck Routes Appendix
Industrial area J&A (26th & Union) with prohibited streets serving it; contradictory use - weakens ability to enforce rules	Workshop 1	Land Use/ Conflicts	Strategies 2 and 3
Relocate customs facility out of West Oakland neighborhood	Workshop 1	Land Use/ Conflicts	Customs facility has relocated out of West Oakland
Traffic calming	Workshop 1	Land Use/ Conflicts	Strategy 6
US Customs to Port area @ 18th & Wood	Workshop 1	Land Use/ Conflicts	Customs facility has relocated out of West Oakland
West Oakland Plan has Peralta as a pedestrian street with roundabouts - conflicts with truck route	Workshop 1	Land Use/ Conflicts	Strategy 3

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Trucks are blocking access, e.g. driveways	Workshop 2	Land Use/ Conflicts	OAK 311 can take parking complaints and route them to the appropriate department.
Regional components to address - future growth patterns. How to tie in MTC truck plan?	Workshop 3	Land Use/ Conflicts	The TMP supports MTC's <i>San Francisco Bay Area Goods Movement Plan</i> goal to "Reduce environmental and community impacts and improve the quality of life in communities most affected by goods movement". Strategy 4 will be coordinated as appropriate with MTC's Regionwide Freight Signage Program.
Encourage a direct interaction between residents/business owners (community get-togethers); City/Port staff can facilitate such meetings	Workshop 1	Other	Ongoing Stakeholder Coordination
Look at what has been done before	Workshop 1	Other	The technical analysis looked at some past efforts (see TMP appendices); implementation of several strategies will look at examples from other communities
Modifying existing plan - don't recreate wheel	Workshop 1	Other	Truck Background Appendix
Outreach	Workshop 1	Other	Ongoing Stakeholder Coordination
Staffing and funding plan needs to be committed to over a significant period of time, such as 5 years.	BizAlert	Other	Implementation Approach
West Oakland Business Alert (BizAlert) would like a regular update on the TMP.	BizAlert	Other	Ongoing Stakeholder Coordination
Plan should be written to suggest updating/revising its policies when a majority of trucks have shifted to electric power; however, that this would likely take more than 5 to 7 years, so that could well exceed the policy life of the Plan.	BizAlert	Other	As noted, this time frame is beyond the 5-year implementation period of the Plan.
3rd/5th/Market trucks parked overnight	Workshop 1	Parking	Strategy 8

**Table 1. Comments Within the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>Related Section of TMP</b>
7th & Market - 6 pm - GP Truck parking 2-3 M-Sun	Workshop 1	Parking	Strategy 8
Adeline - not signs telling people (trucks) where to park	Workshop 1	Parking	Strategy 8
It's expensive to park at OMSS/under freeway; a lot to pay on top of insurance, overhead for trucking businesses; RFID & SCAC codes	Workshop 1	Parking	Strategies 8 and 9; Ongoing Stakeholder Coordination
Bobtails	Workshop 1	Parking	Strategy 8
Don't want to pay price at port to park	Workshop 1	Parking	Strategy 9
Parking near DeFremery Park (16th/18th & Adeline)	Workshop 1	Parking	Strategy 8
Truck chassis parking [at 26th & Union Street]; almost a junk yard here; prohibited is not enforced; Union ROW is poor	Workshop 1	Parking	Strategies 7, 8, and 10
Truckers don't know where to go for parking over the road drivers	Workshop 1	Parking	Ongoing Stakeholder Coordination
Truckers don't want to pay truck parking fees at Port	Workshop 1	Parking	Strategies 7, 8, 9, and 10
Trucks parked along the park [DeFremery Park]	Workshop 1	Parking	Strategy 8
Trucks parking on Poplar [between 14th & 18th]	Workshop 1	Parking	Strategy 8
Trucks parking on residential streets	Workshop 1	Parking	Strategy 8
Trucks parking on Wood Street [between 20th & 24th]	Workshop 1	Parking	Strategy 8
Address trucks parking and idling on Frontage Road.	Workshop 2	Parking	Strategies 3 and 8
Are there other streets like this? [16th and Poplar]	Workshop 2	Parking	Strategies 7, 8, and 10
Must have more enforcement of no chassis and container parking.	Workshop 2	Parking	Strategies 7 and 10
Need to put information about truck parking available at the Port up front.	Workshop 2	Parking	Ongoing Stakeholder Coordination
On-street parking near Central Concrete is a problem.	Workshop 2	Parking	Strategies 7, 8, and 10
Other areas of West Oakland have garbage, walls, no sidewalks, etc. Won't get ticketed for parking in those areas.	Workshop 2	Parking	Strategies 7, 8, and 10
Residents don't know parking limits block by block.	Workshop 2	Parking	Strategy 8; Ongoing Stakeholder Coordination
Stolen trucks are dropped near DeFremery Park.	Workshop 2	Parking	Strategy 10
The streets are not their business parking space. Should only park if delivering. Any way to enforce or entice them to park elsewhere?	Workshop 2	Parking	Strategies 7, 8, and 10



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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Trucks need to park off-street at night; overnight truck parking should be on their own property, not on city streets.	Workshop 2	Parking	Strategy 8
Trucks parking on the street are not paying a penny to park [e.g. containers on Peralta]	Workshop 2	Parking	Strategies 8 and 9
Market and 7th - trucks from Post Office	Workshop 3	Parking	Strategy 8
Missed traffic and parking data around the post office	Workshop 3	Parking	Strategy 8
Myrtle Street has quite a few trucks parked on it	Workshop 3	Parking	Strategy 8
Not many trucks in residential zoning	Workshop 3	Parking	Strategy 8
Park overnight near McDonald's	Workshop 3	Parking	Strategy 8
Some truck parking east of San Pablo	Workshop 3	Parking	Strategy 8
Three Port-related businesses south of 20th are likely causing parking and truck traffic off of the Grand Avenue corridor	Workshop 3	Parking	Strategies 2 and 8
Truckers are on their own as parking changes randomly	Workshop 3	Parking	Strategy 8; Ongoing Stakeholder
Unattached trailers	Workshop 3	Parking	Strategy 8
Willow and 7th [trucks from Post Office?]	Workshop 3	Parking	Strategy 8
[Vote for the solution] except in industrially zoned areas [on Solution P2: Prohibit Unattached Trailer Parking Overnight]	Workshop 4	Parking	Strategy 8
Don't separate residences and parks [on Solution P1: Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
We also should have maps made public of prohibited areas/streets like the truck routes map [on Solution P5: Update Existing Parking Signs]	Workshop 4	Parking	Strategy 3
Seems that there is sufficient capacity currently (70% occupancy) so should find other ways to incentivize truckers to utilize port parking more. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Strategies 8 and 9; Ongoing Stakeholder Coordination
What about including schools? [on Solution P3: Prohibit Truck Parking Around Parks]	Workshop 4	Parking	Strategy 8
Record container numbers, not just chassis. Citations go to chassis vendors. Industry tracks by container number. [on Solution P2: Prohibit Unattached Trailer Parking Overnight]	Workshop 4	Parking	Strategies 7 and 8

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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Simpler seems better mostly easier to understand and follow the rules. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
Work with Google, Waze, and other navigation apps to make designated/prohibited parking areas information readily available. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Ongoing Stakeholder Coordination
This would be especially helpful in eliminating truck parking on Mandela Parkway from 12th Street, going south, which is bounded on both sides by residential housing, yet "feels" commercial/industrial. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Parking	Strategy 8
Don't want to push people [truckers] out of industry. Take care of the drivers. There are a lot of vacancies - don't want to make the job less attractive.	Workshop 4	Parking	Ongoing Stakeholder Coordination
Know the background/history of truck parking at the Port - e.g. requirement of 15 acres at the Port, 15 acres at the City has been a moving target since development of OAB started.	Workshop 4	Parking	Truck Background Appendix
Add parks to residential in considering changes to parking regulations; false division.	Workshop 4	Parking	Strategy 8
Majority of truckers don't want to park in residential areas; there are just a few "bad apples," a small number of repeat offenders out of 6,000 Port drivers. That's where enforcement needs to kick in, but communication needs to happen, too.	Workshop 4	Parking	Strategies 8, 9, and 10; Ongoing Stakeholder Coordination
How do we make 3,500 parking spaces permanent, and not month to month?	Workshop 4	Parking	Truck Background Appendix
Trucks parking on Wood near the Caltrans lot next to Target, perhaps to avoid paying for a space	BizAlert	Parking	Strategy 8
Ban large truck parking on streets surrounding West End Commons and other neighborhood streets with residential homes, except where such trucks belong to a neighborhood resident.	BizAlert	Parking	Strategy 8
Prohibit truck parking, especially overnight, on the east side of Mandela between 28th and 32nd Streets.	BizAlert	Parking	Strategy 8

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Prohibit truck parking, especially overnight, on the north side of 28th Street between Mandela Parkway and Ettie Streets.	BizAlert	Parking	Strategy 8
Prohibit truck parking, especially overnight, on the west side of Ettie between 28th and 32nd Streets.	BizAlert	Parking	Strategy 8
Updates on enforcement seems like the most natural next step, especially if communications improve. It is low cost and moves us forward together to determine other things.	BizAlert	Parking	Strategies 7 and 10
Prohibit overnight parking in West Oakland - great first approach. Clear.	BizAlert	Parking	Strategy 8
Prevent parking near residences 24/7.	BizAlert	Parking	Strategy 8
Keep hearing that parking enforcement is not trained to ticket trucks; they should be.	BizAlert	Parking	Strategy 7
There should be an opportunity for legal way to park, perhaps permits, for businesses with a limited amount of space/inadequate parking at their properties.	BizAlert	Parking	Strategy 8
Someone is running a truck business on the streets on Wood south of West Grand (using the street as their home lot).	BizAlert	Parking	Strategies 7, 8, 9, and 10
1599 Ferry Street Port of Oakland [work?]	Workshop 1	Positive Features	The Goals of the TMP will improve quality of life in West Oakland, thereby building upon the community's positive features.
349 Mandela Street (work)	Workshop 1	Positive Features	
Blue collar community/history	Workshop 1	Positive Features	
Business friendly community - West Oakland shows commitment to businesses - understand need for businesses	Workshop 1	Positive Features	
Community & culture over time - connect with African American side; food, entertainment	Workshop 1	Positive Features	
Convenient - close to City, trains to San Jose, Emeryville, Jack London Square	Workshop 1	Positive Features	
Day Care Dogs	Workshop 1	Positive Features	
Diversity; multicultural. 32 languages in Yard (Port).	Workshop 1	Positive Features	
Gentrification (both a good and bad thing)	Workshop 1	Positive Features	
Great location	Workshop 1	Positive Features	

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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Grew up [at approx. Center & 12th]	Workshop 1	Positive Features	The Goals of the TMP will improve quality of life in West Oakland, thereby building upon the community's positive features.
Hana [at approx. Poplar & 10th]	Workshop 1	Positive Features	
Joanna 1037 Adeline Street Oakland	Workshop 1	Positive Features	
Job opportunities in transportation	Workshop 1	Positive Features	
Live [at approx. 32nd Street & Market]	Workshop 1	Positive Features	
Local knowledge of air pollution and engagement in addressing it, esp. for kids	Workshop 1	Positive Features	
Location - easy to get here	Workshop 1	Positive Features	
Lot of pedestrians	Workshop 1	Positive Features	
Pero Center Café; BrewNSip Coffee; hire locally; Wood Street [not sure if names are correct]	Workshop 1	Positive Features	
Price Mart kept up 14th & Willow	Workshop 1	Positive Features	
Raimondi Park, pupusas	Workshop 1	Positive Features	
Strong sense of community	Workshop 1	Positive Features	
Tight-knit, blue collar, lots of families, but people have left as rents have risen	Workshop 1	Positive Features	
Vibrant community	Workshop 1	Positive Features	
Victoria homes; aesthetic	Workshop 1	Positive Features	
Weather	Workshop 1	Positive Features	
Weather perfect	Workshop 1	Positive Features	
What we like about West Oakland - Neighborhood	Workshop 1	Positive Features	
What we like about West Oakland - Surrounding/Environment	Workshop 1	Positive Features	
What we like about West Oakland - Trees & Birds	Workshop 1	Positive Features	
What we like about West Oakland - Would like to love walking & biking in West Oakland	Workshop 1	Positive Features	
2 elementary schools, 3 senior houses, prohibited street [placed NW of Market & Grand, but no prohibited streets there]	Workshop 1	Prohibited Streets	Strategies 2 and 3
28th & Union trucks have been going	Workshop 1	Prohibited Streets	Strategies 2 and 3

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
How determine what's prohibited	Workshop 1	Prohibited Streets	Truck Movement and Safety Appendix; Enforcement of Parking Regulations and Truck Routes Appendix
Improve traffic circulation & street traffic direction to limit ability for trucks to use prohibited streets	Workshop 1	Prohibited Streets	Strategies 2, 3, and 4
Market Street has a number of schools, yet it is not a prohibited (truck) street	Workshop 1	Prohibited Streets	Strategies 2 and 3
Some aspects of the prohibited routes don't make sense - e.g. isolated "open" segments	Workshop 1	Prohibited Streets	Strategy 3
Tracking trucks through RFID or some type of signal when they are in prohibited areas?	Workshop 1	Prohibited Streets	Ongoing Stakeholder Coordination
Trucks have been going on 28th & Union [E, W & S]	Workshop 1	Prohibited Streets	Strategies 2, 3, 4, and 5
Center St. from 7th to 12th has a lot of trucks, despite being a prohibited street.	Workshop 2	Prohibited Streets	Strategies 2, 4, and 5
Prohibited Streets in industrial area seems contrary, but find out why they were prohibited in the first place.	Workshop 2	Prohibited Streets	Strategy 3
Trucks coming into "industrial triangle" driving on residential prohibited streets	Workshop 2	Prohibited Streets	Strategies 2, 3, 4, and 5
No truck driving allowed on their street [28th between Poplar and Adeline]	Workshop 3	Prohibited Streets	Strategies 2, 3, 4, and 5
Truck driving on neighborhood/residential streets; truck turning movements on residential streets are dangerous	Workshop 1	Truck Routes	Strategies 2 and 3
Are there pedestrian crossing signals and ADA ramps at 7th & Adeline?	Workshop 3	Safety	Strategy 1
How will TMP address negative impacts to children in the parks?	Workshop 3	Safety	Strategy 8
Add signage in other languages (Spanish)	Workshop 1	Signage	Strategy 4
Better signage	Workshop 1	Signage	Strategy 4
Incorrect route sign [SB Wood Street - sign says left turn onto 14th Street is truck route]	Workshop 1	Signage	Strategy 4
Lack of signs for trucker - way confusing here [Adeline between 7th & 5th]	Workshop 1	Signage	Strategy 4

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<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>Related Section of TMP</b>
Missing in truck plan: signage	Workshop 1	Signage	Strategy 4
More and correct signage, executed in coherent, non-piecemeal way. System.	Workshop 1	Signage	Strategy 4
More directional signage	Workshop 1	Signage	Strategy 4
Repair signs; take pictures. PW	Workshop 1	Signage	Strategy 4
Signage in Spanish & English	Workshop 1	Signage	Strategy 4
Signage is old & not marked	Workshop 1	Signage	Strategy 4
Signage old, unmarked or non-existent	Workshop 1	Signage	Strategy 4
Signs identifying direction to (5th & Union) Port [5th & Union is entrance/exit for 880; is this to bypass 7th?]	Workshop 1	Signage	Strategy 4
Training - signage, education	Workshop 1	Signage	Strategy 4
Can signs inform residents about what is allowed?	Workshop 2	Signage	Ongoing Stakeholder Coordination
Need large electronic signs in key locations.	Workshop 2	Signage	Strategy 4
Need more no parking signs around DeFremery Park, on the block faces of the park, and perhaps in the Residential and Industrial area nearby.	Workshop 2	Signage	Strategy 4
Need more signs so people know what is allowed.	Workshop 2	Signage	Strategy 4
Need signs "Trucks cannot come through this neighborhood".	Workshop 2	Signage	Strategy 4
Sign post Mandela Parkway as NOT a truck route.	Workshop 2	Signage	Strategy 4
Add truck route signs and very large clear signage of No Trucks Past 20th Street on Campbell. Trucks exit the freeway and go straight down Campbell Street, which is mixed commercial and residential. The streets are completely torn up from Grand Ave to 7th Street.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Adeline & 28th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Campbell & West Grand.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Frontage Road & 16th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Linden & 28th.	Workshop 3	Signage	Strategy 4
Additional Truck Signs at Union & 28th.	Workshop 3	Signage	Strategy 4
Hayward doing truck route signs and information well; check police department website	Workshop 3	Signage	Strategy 4

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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
One of these signs [painted on the street] is specifically for designated truck routes. It would reflect the truck routes indicated with a specific color on a city map to ones on the ground (in the "real world").	Workshop 3	Signage	Strategy 4
Portable, Chargeable Electronic Message Sign on Frontage near 14th.	Workshop 3	Signage	Strategy 4
Use web-based GPS systems like 511 [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Have signs or other communications be understandable to people speaking multiple languages [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Strategy 4
Use the forthcoming ITS/RFID system to communicate with drivers [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Identify a "pilot corridor" [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 4
Put in the TMP the 10-year maintenance costs [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Implementation Approach
Use anti-graffiti signs, if they exist [on Solutions SC3: Replace Faded or Damaged Signs and SC1: Fix Caltrans Highway Signs]	Workshop 4	Signage	Strategy 4
This seems connected to replacing/updating existing signs; seems necessary but hard to prioritize [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 4
Use graphic signs, not just signs in English [on Solution SC5: Add More Truck Prohibited Signs]	Workshop 4	Signage	Strategy 4
There may be existing mapping apps with truck routes [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Registered trucks already know this information; would it reach non-Port trucks? [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Introduction
Goes with larger, better signage [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 4

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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Online truck route information (police department site) under trucker section [on Solution SC4: Add More Truck Route Signs]	Workshop 4	Signage	Strategy 3; Ongoing Stakeholder Communication
Destination (MFR, etc.), tell truckers best route in West Oakland [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Strategy 2
Have an app built specifically for the CIB of Oakland Truck Routes [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Consider the past plan for a big blue sign that would have directed trucks to services [on Solution SC8: Add Signs for Truck Services]	Workshop 4	Signage	Strategy 4
Preference should be to keep signs in industrial/commercial areas [on Solution SC8: Add Signs for Truck Services]	Workshop 4	Signage	Strategy 4
Get information regarding prohibited/designated routes and parking prohibitions integrated into Google maps/Waze and other relevant apps [on Solution SC7: Improve and Increase Communication with Truck Drivers]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Let's try new things! [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 4
Also consider alternatives like speed bumps and staggered stoplights [on Solution SC6: Pilot an Alternative Sign Strategy]	Workshop 4	Signage	Strategy 6
I think SC1, SC2, SC3, SC4, and SC5 need to all be done as a comprehensive signage strategy after the truck route planning has been completed [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Strategy 4
We need a Community Advisors to identify hot spots to start implementation [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Ongoing Stakeholder Coordination
Get information to truck drivers regarding parking and other restrictions.	Workshop 4	Signage	Ongoing Stakeholder Coordination
What about including maintenance costs over 10 years? Only capital costs are shown on the posters.	Workshop 4	Signage	This time frame is beyond the 5-year implementation period of the Plan



**Table 1. Comments Within the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>Related Section of TMP</b>
Communicated with the business owners and have them stress the rules to truckers who deliver to/from their businesses. Be sure to stress no idling and no double parking.	Workshop 4	Signage	Strategy 2
Language should be clear for all stakeholders to understand.	Workshop 4	Signage	Strategy 4
This roadshow needs to be presented to truckers, contractors, for example through the Trucker Work Group or meetings with truckers and brokers. Not genuine until we hear from more voices like theirs.	Workshop 4	Signage	Ongoing Stakeholder Coordination
The outreach, based on number of people attending the workshop, is not statistically valid.	Workshop 4	Signage	Public Engagement Program Appendix
Clarify the difference between goods movement, drayage and delivery trucks; be specific in what we're putting out.	Workshop 4	Signage	Introduction; Truck Background Appendix
The best communication is done in person. Develop real relationships with leaders who can help make sound decisions and then put the word out effectively as a whole team.	BizAlert	Signage	Ongoing Stakeholder Coordination
City designated and local businesses provide truck services	Workshop 1	Truck Businesses	Truck Background Appendix
J&O Tire	Workshop 1	Truck Businesses	Strategy 2
Make locations of services clear	Workshop 1	Truck Businesses	Strategy 4
Missing in truck plan: truck supportive service	Workshop 1	Truck Businesses	Truck Background Appendix
Some parts of Truck Route planning didn't happen - were supposed to cluster truck businesses. Blue signs with services - not done.	Workshop 1	Truck Businesses and Services	Strategies 3 and 4
Three Rivers Trucking runs refrigerated units 24/7 [NW of 17th & Campbell]	Workshop 1	Truck Businesses and Services	Three Rivers Trucking has relocated out of West Oakland; site will be redeveloped as residential
Trucks are important in general, what types of truck - businesses that are truck attractive or use trucks once in a while to serve businesses as services taken away from trucks have to travel further away	Workshop 1	Truck Businesses and Services	Truck Background Appendix
New OUSD Central Kitchen [on West Street] - additional truck traffic.	Workshop 3	Truck Businesses and Services	Strategy 2

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Number of vehicles is a concern. How to translate?	Workshop 3	Truck Businesses and Services	The TMP does not address the number of trucks serving the Port and the OAB, but does address where they drive and park
Pleased to learn customs enforcement is out of West Oakland; disappointed to find out it's going to Alameda - driving through Chinatown, safety issues in tunnel. Shouldn't it be on Port property?	Workshop 3	Truck Businesses and Services	There is now a Customs Examination Station on Maritime Street in the Port
Question - what can we expect in the future? (how many, what services, classification of business; thinks there will be more - what are they?)	Workshop 3	Truck Businesses and Services	The TMP has a 5-year implementation time frame; long-term land use planning is the jurisdiction of the Oakland Bureau of Planning
Think of trucks in West Oakland in 3 categories: serving Port but no home (need overnight truck/chassis parking); serving Port and have home yards (at or away from Port); other businesses using trucks (e.g. postal carriers).	BizAlert	Truck Businesses and Services	Truck Background Appendix
App of truck routes	Workshop 1	Truck Routes	Ongoing Stakeholder Coordination
Boards don't show Frontage Road as a truck route - should be	Workshop 1	Truck Routes	Strategy 3
Frontage Road	Workshop 1	Truck Routes	Strategy 3
How can we enforce no trucks on 3rd Street	Workshop 1	Truck Routes	Strategies 4 and 5
May need to change routes over time as land uses change	Workshop 1	Truck Routes	Strategy 3; TMP has five-year time frame for implementation
Missing in truck plan: comprehensive planning for goods movement	Workshop 1	Truck Routes	The TMP supports MTC's <i>San Francisco Bay Area Goods Movement Plan</i> goal to "Reduce environmental and community impacts and improve the quality of life in communities most affected by goods movement". Strategy 4 will be coordinated as appropriate with MTC's Regionwide Freight Signage Program.
Missing in truck plan: Truck route	Workshop 1	Truck Routes	Strategies 2 and 3
More use of West Grand & Maritime Street entrance into Port area	Workshop 1	Truck Routes	Strategies 2, 3, and 4

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Need more use of these two exits [West Grand offramps from 880]	Workshop 1	Truck Routes	Strategies 2 and 3
No longer a truck route but people still use it [either 3rd east of Market or MLK south of 5th]	Workshop 1	Truck Routes	Strategies 2, 3, and 4
Peralta goes through	Workshop 1	Truck Routes	Strategy 3
Put routes on a website or in Google maps etc.	Workshop 1	Truck Routes	Ongoing Stakeholder Coordination
Truck routes	Workshop 1	Truck Routes	Strategies 2, 3, 4, and 5
Trucks are on Mandela	Workshop 1	Truck Routes	Strategies 2, 3, and 4
Trucks in neighborhood	Workshop 1	Truck Routes	Strategies 2, 3, 4, and 5
Trucks must go past this intersection & then circle back [EB West Grand to SB Mandela to EB 20th]	Workshop 1	Truck Routes	Strategy 2
3rd St. East of market: trucks are driving and parking and it's NOT a truck route.	Workshop 2	Truck Routes	Strategies 2 and 3
Could we use marking on pavements, like the green bike lanes, to show truck routes and/or where parking is allowed?	Workshop 2	Truck Routes	Strategy 4
Visual cues are very effective at reducing truck traffic. Trees, narrower streets, etc. Use them to indicate where trucks can go.	Workshop 2	Truck Routes	Strategy 6
3rd Group of trucks [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
How to encourage use of truck routes	Workshop 3	Truck Routes	Strategies 2, 4, and 5; Ongoing Stakeholder Coordination
Lots of trucks on Adeline; 14th Street; and Peralta at 16th & 17th.	Workshop 3	Truck Routes	Strategies 2, 3, 4, and 5
Not enough real-time data [regarding Streetlight Data]. It is not in-depth analysis esp. in some parts of West Oakland. Our maps don't capture all types of truck movement (e.g. Post Office, EBMUD trucks). Need to be on the street to see stuff. Find a way to match data with in-person observation.	Workshop 3	Truck Routes	Truck Movement and Safety and Technical Memorandum Appendix
On-off ramp - need to clarify - maybe do a list [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
OUSD Central Kitchen and 28th & West Street will generate pollution and truck trips; how do we make sure they use the truck routes? What size trucks will they use?	Workshop 3	Truck Routes	Strategy 2
Routing - West Grand, Adeline [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
Trucks on Market at 7th going North (a lot!).	Workshop 3	Truck Routes	Strategies 2 and 3
What about trips that aren't West Oakland/Port? Want counts.	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix; Streetlight Data provides percentages, not numbers of vehicles
What are the internal trips? [referencing Streetlight Data Maps]	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
What do we want to do with this information [Streetlight Data]? Middle filter data?	Workshop 3	Truck Routes	Truck Movement and Safety Technical Memorandum Appendix
Wood & 14th - sign says this it is a truck route - verify	Workshop 3	Truck Routes	Strategies 3 and 4
Work with Caltrans on having trucks drive from Caltrans parking lots under freeways onto the freeways [on Solution SC1: Fix Caltrans Highway Signs]	Workshop 4	Truck Routes	Strategy 2
Don't vote this! I think this is a very bad idea. Zoning and land use! Ditto!! This is restrictive framing. There is a public health and safety conflict of interest. We need to change the general plan. [on Solution TMS4: Improve Safety on Union Street between 5th and 7th Streets]	Workshop 4	Truck Routes	Strategy 1

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Can we also look at other corridors/hotspots (beyond Adeline) that are not prohibited so trucks are using them as alternative routes and we're seeing elevated levels of pollution. Key: yellow-orange-red = relative levels of black carbon around residential parcels (commenter attached figure from Acclima/EDF study and circled some locations). [on Solution TMS3: Reevaluate Truck Prohibited Street Designation in Industrial Areas]	Workshop 4	Truck Routes	Strategies 2 and 3
Add additional prohibited street - Mandela Parkway, especially from 12th Street going south, where it is bounded on both sides by 100% residential housing. [on TMS3: Reevaluate Truck Prohibited Street Designation in Industrial Areas]	Workshop 4	Truck Routes	Strategy 3
Concern that planned residential does not fit with existing use. Creating potential! [on Solution TMS4: Improve Safety on Union Street between 5th and 7th Streets]	Workshop 4	Truck Routes	Strategy 1
Frontage Road - need to consider the new and still to be built residential complexes between 11th and West Grand. The busyness of trucks on Frontage already has serious impact on residential life. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 3
Request for stop lights/roundabouts/beautifying the center median have all been made by the residents. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 6
CWS at 11th/Pine - New thought on truck access needs to be considered until they have moved to Port. [on Solution TMS2: Add Streets to Truck Network to Clarify Preferred Routes]	Workshop 4	Truck Routes	Strategy 2
Please do something about truck business at 12th & Mandela. It abuts residential housing, and truck traffic frequently spills into residential neighborhood. [on Solution TMS1: Identify Preferred Routes for Completing Deliveries]	Workshop 4	Truck Routes	Strategy 2

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
Work with Google Maps to have a "truck route" icon as an alternative transportation option specifically for truck drivers to guide them to their destination using permitted streets.	Workshop 4	Truck Routes	Ongoing Stakeholder Coordination
Cass and Central Concrete supply truck routes along 28th street cause problems in and around West End Commons, including noise and toxic particulate matter. The trucks needlessly travel next to homes when alternative routes with less residential impact are available.	Workshop 4	Truck Routes	Strategies 2, 3, 4, and 5
Eliminate 28th Street between Peralta and Mandela as a too-convenient and frequent short-cut heavy truck route by those from CASS and Central Concrete Supply Co, maybe through a revised set of operating conditions and truck routes. Smaller businesses on 28th that use trucks, like Granite Expo, High Octane Body & Paint, and Cypress Auto Recyclers, should not be prohibited so they can access their businesses. This is an important step to improving health.	BizAlert	Truck Routes	Strategies 2, 3, 4, and 5
If communications are set up well and have solid buy-in from all stakeholders, then the rest of categories [truck movement] will flow more naturally.	BizAlert	Truck Routes	Ongoing Stakeholder Coordination
Truck have tracking (or will soon). Can we tell when/where trucks are going where there not supposed to? Is it possible to coordinate with GPS maps and provide a warning signal when they go off truck routes?	BizAlert	Truck Routes	Ongoing Stakeholder Coordination
Truck routes are convoluted - revisit and reconsider.	BizAlert	Truck Routes	Strategies 2 and 3
How is outreach currently done to businesses about where trucks can drive and park?	Workshop 2	Trucker Training and Outreach	Truck Background Appendix
Need education then enforcement [re: trucks and parking]	Workshop 2	Trucker Training and Outreach	Ongoing Stakeholder Coordination; also Strategies 2, 3, 4, 8, and 9 for education and Strategies 5, 7, and 10 for enforcement
Training and outreach to truckers on available parking.	Workshop 2	Trucker Training and Outreach	Ongoing Stakeholder Coordination

**Table 1. Comments Within the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	Related Section of TMP
An App that drivers coming in to Oakland can use to find approved routes, rest areas, and repair locations.	Workshop 3	Trucker Training and Outreach	Ongoing Stakeholder Coordination
Continued training for new and current truck drivers on route rules.	Workshop 3	Trucker Training and Outreach	Ongoing Stakeholder Coordination; also Strategies 2, 3, 4, 8, and 9
Door hangers [for trucks] - no idling	Workshop 3	Trucker Training and Outreach	Implementation Approach (door hangers can be considered as an outreach technique)

**Table 2. Comments Outside the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
10th & Brush HVAC indoor filtration	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air cleaning posts outside - towers to clean the air (like cell phone towers - but for AQ)	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air filtration; idling; sensitive receptors where are they	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Air quality - substantial improvement since 2005; obvious particulate on windows	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Indoor air quality	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Missing in truck plan: sources of emissions	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Not just quality of life, but health!	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Pollution	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - dust	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Problem - pollution	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - residential areas still have poor quality; industrial areas are still having disproportionate impact on large residential area	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee
Use air quality as metric	Workshop 1	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Consider a separate working session looking at air quality data block by block on health effects of diesel.	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee



**Table 2. Comments Outside the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
Proximity/location of sources of pollution needs to be included in plan. Need TMP to review EDF data block by block.	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee
Wealth of data around exposure to diesel in this area of West Oakland. Would you consider using that data to examine and solutions around these pollution areas?	Workshop 2	Air Quality	Comment shared with AB 617 Steering Committee
How does this plan improve greening, in parks and along freeways, to absorb pollution?	Workshop 3	Air Quality	Comment shared with AB 617 Steering Committee
How is AB617 connected to MAQIP and the TMP?	Workshop 3	Air Quality	The TMP Strategies are being provided to the AB 617 team
Suggest that the Port set up a Community Advisory Committee to address air quality; the current process is not a CAC	Workshop 3	Air Quality	Comment shared Seaport Air Quality 2020 and Beyond Team
Recent air quality studies revealed pollution hotspots on 28th Street between Mandela Parkway and Peralta.	BizAlert	Air Quality	Comment shared with AB 617 Steering Committee
Electric charging stations for future. Port is looking at that. Should cut a break to go green to charge.	Workshop 1	Alternative Fuels/EV	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Missing in truck plan: land for infrastructure for electrification	Workshop 1	Alternative Fuels/EV	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team
Problem - potholes	Workshop 1	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
No sidewalks in industrial triangle area - not unusual in this area.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Poor pavement on streets. If streets were built appropriately, wouldn't get potholes. Inadequate maintenance.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Potholes and sinkholes from trucks.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Sidewalks/streets in the industrial triangle area never being fixed because of heavy duty trucks. Takes 3 or 4 calls to get a response.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT

**Table 2. Comments Outside the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Trucks damage the streets and the curbside parking. 26th and Poplar area is terrible with potholes.	Workshop 2	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Lack of responsibility for fixing potholes on rail lines left in roads. Agreements with railroads have expired.	BizAlert	Damage to Roadways/ Sidewalks	Comment shared with OakDOT
Have patrols/enforcement on Frontage and Maritime to stop idling during lunch hour (11:30-1:00 or 2:00)	Workshop 3	Enforcement	This currently happens on an as-needed basis by the OPD Commercial Police Officer whose enforcement activities occur at the Port. CARB regulates truck idling.
Work with BAAQMD and CARB to get authority over idling and smoking trucks [on Solution E4: Hire More Staff to Issue Tickets]	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee
CARB has the ability to do the enforcement training for issuing tickets with black smoke or other air quality infractions.	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee
Dynamics have changed - bigger truck companies are taking over; changes impact the little guy much more.	Workshop 4	Other	Comment shared with Port Efficiency Task Force
Can't get warehouse because of grow houses	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
CASS & CWS why not named out	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Look at what Bike/Ped doing - does it conflict with truck routes	Workshop 1	Land Use/Conflicts	Comment shared with OakDOT
Missing in truck plan: Conditional use permits	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Missing in truck plan: land for green infrastructure	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning and Parks, Recreation & Youth Development
Missing in truck plan: proximity	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Peralta streetscape plan shows pedestrians but in conflict with truck plan	Workshop 1	Land Use/Conflicts	Comment shared with OakDOT

**Table 2. Comments Outside the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Problem - people don't use parks when traffic is driving by	Workshop 1	Land Use/Conflicts	Comment shared with Oakland Parks, Recreation & Youth Development
Zoning of land uses - use air quality as a metric	Workshop 1	Land Use/Conflicts	Comment shared with AB 617 Steering Committee
Conflicts between bike and truck routes	Workshop 2	Land Use/Conflicts	Comment shared with OakDOT
Help move process for getting CASS and CWS relocated.	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
How do we get trucking businesses out of West Oakland?	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Santos Hauling has been cited by the City and may be illegal.	Workshop 2	Land Use/Conflicts	Santos Hauling was subject to enforcement and legal action by the City of Oakland and is no longer operating at 2850 Poplar St.
SE corner of 28th and Magnolia - site does not have a permit to do work on trucks/containers. [may be 2845 Magnolia]	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Surprised to still see little pockets of industrial activity surrounded by residential despite West Oakland Specific Plan.	Workshop 2	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
City should show H&S code in dealing with air quality and land use; have not heard a plan for intervention, prevention, and mitigation for worker H&S. Conditional Use Permits haven't been changed.	Workshop 3	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
SB1000 requires that environmental justice be inserted into general and specific plans; all that is missing here.	Workshop 3	Land Use/Conflicts	The Port and City recognize the importance of environmental justice; however, the TMP is not a General Plan nor a Specific Plan and is not subject to SB 1000. The TMP is intended to improve the quality of life in West Oakland.
How to get local businesses to use cleaner trucks? Try to incorporate that into planning now. This issue isn't represented well in any of the solutions; fits best in Truck Movement.	Workshop 4	Air Quality	Comment shared with AB 617 Steering Committee and Seaport Air Quality 2020 and Beyond Team

**Table 2. Comments Outside the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
Most compelling item is moving businesses to the Port/OAB. Want to see a short-term, medium-term, and long-term plan for this. Pinpoint where land use feedback is being used, since it doesn't appear to be in the TMP or MAQIP.	Workshop 4	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
"Jake" brakes on trucks are very loud	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Air brakes very loud - jake brakes	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
BART loud; BART station parking U/G?	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Problem - noise	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Sound/noise pollution	Workshop 1	Noise	Comment shared with Oakland Bureau of Planning
Congestion is from cars from lots of new people	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Dog Street, graffiti, affordability	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Green infrastructure [can't read] bioswales	Workshop 1	Other	Comment shared with Oakland Parks, Recreation & Youth Development and OakDOT
Is 24 hour operation going to improve things or not?	Workshop 1	Other	Comment shared with Port Efficiency Task Force
Not much work in the neighborhood; fewer opportunities for local residents; people aren't aware of training opportunities	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Problem - homeless encampments	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Problem - traffic	Workshop 1	Other	Comment shared with OakDOT
Problems from night gates in the future?	Workshop 1	Other	Comment shared with Port Efficiency Task Force

**Table 2. Comments Outside the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Trash	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
Wants more shopping nearby and movie theater	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
West Oakland blocked off from downtown	Workshop 1	Other	Comment shared with Oakland Bureau of Planning
How will former truck business locations be used for affordable housing after they've moved?	Workshop 2	Other	Comment shared with Oakland Bureau of Planning
Land should also be considered for affordable housing.	Workshop 2	Other	Comment shared with Oakland Bureau of
Shuttles/commute shuttles to take or drop people at WOBART.	Workshop 2	Other	Comment shared with OakDOT
Some businesses are trying to get shuttle from Target etc. to West Oakland Bart station. Make shuttle free - handling money is expensive. Similar to Emeryville, which assesses its own tax to fund	Workshop 2	Other	Comment shared with OakDOT
Why can't BART have parking structure like MacArthur? Was there such a structure in the West Oakland Specific Plan?	Workshop 2	Other	BART develops plans for its land use and parking
Commitment to trucking companies for parking	Workshop 1	Parking	Comment shared with Port Efficiency Task Force
No place to park safely - truck drivers get robbed	Workshop 1	Parking	Comment shared with Port Efficiency Task Force
18.5% parking tax at Port penalizes/provides a disincentive to truckers to do the right thing	Workshop 2	Parking	Comment shared with Port Efficiency Task Force
Adequate acreage and affordable prices must be in place at the Port for truck, chassis and container parking, short term and long term, daily and weekly. 15 acres per City and Port won't do it when +75-100 acres are available currently.	Workshop 2	Parking	Comment shared with Port Efficiency Task Force
Bart is planning on reduced parking - will there be shuttles? Neighborhood permit parking? No permit parking will limit parking by friends and family	Workshop 2	Parking	Comment shared with OakDOT
Parking under the freeway on Caltrans lands is filling a need. Will it continue?	Workshop 2	Parking	Comment shared with OakDOT

**Table 2. Comments Outside the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Prescott School area is very close to Bart and no street parking is available (inc. for cars)	Workshop 2	Parking	Comment shared with OakDOT
Realistically, no room for truck parking [in Lower Bottoms/Prescott School] - cleaner, residential, no walls by street, eyes on the street, narrower streets, no truck services - these features don't make it look like you can just park truck and leave. Not a magnet for trucks.	Workshop 2	Parking	Comment shared with OakDOT, Oakland Bureau of Planning
Port parking shown is in non-operational terminals. What happens to that parking if/when they become terminals again? Need to know what will happen. Have not gotten an answer.	Workshop 3	Parking	Comment shared with Port Efficiency Task Force
We need permanent facilities - much more than 15/15 acres. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Make sure current temporary parking of 3,500 spaces becomes permanent [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Also please make sure there is sufficient capacity to accommodate future projected growth in truck volume. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
This strategy is vague and not sure outreach is sufficient to get the outcome. Need to decrease wait times and address other barriers. [on Solution P6: Promote Truck Parking and Services at the Port and Oakland Army Base]	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
Wood Street from 11th-West Grand is all/mostly residential or will soon be. 100s of new houses to be built - this stretch of Wood needs to be considered residential - rezone. [on Solution P1 Prohibit Truck Parking Near Residences]	Workshop 4	Land Use/Conflicts	Comment shared with Oakland Bureau of Planning
Incentivize parking in the Port, perhaps a lower cost; many may not know what is available.	Workshop 4	Parking	Comment shared with Port Efficiency Task Force

**Table 2. Comments Outside the Scope of the TMP**

Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Need reasonable prices for truck parking and "drop and pick parking lots" [up to a few hours] so the truckers can afford to use them.	Workshop 4	Parking	Comment shared with Port Efficiency Task Force
If the Army Base is not going to be used for any kind of housing to solve homelessness, then we should simply start with what we already have in place [promote truck parking services at Port and OAB]. Is there room to house people in, say freight containers, which might also be a means to more job creation?	BizAlert	Parking	Deed restrictions at the OAB prohibit housing.
Analyze input about what people like about West Oakland; what is good and how do we protect it. Look at it as an asset for shaping public policy.	Workshop 3	Positive Features	Comment shared with Oakland Bureau of Planning
Not a 4-way stop - dangerous! [MLK/NB Market Offramp/5th Street]	Workshop 1	Safety	Comment shared with OakDOT
Problem - new parks aren't being used - not safe [last word unclear]	Workshop 1	Safety	Comment shared with Oakland Parks, Recreation & Youth Development
Install Pedestrian Countdown Timer at 34th & Mandela for traffic to Target.	Workshop 3	Safety	Comment shared with OakDOT
No! This [Install Barriers between Roadway and Bike Path] does not work on Telegraph and creates hazards.	Workshop 3	Safety	Comment shared with OakDOT
Maintenance and ongoing effort isn't a strategy; it's a requirement [on Solution SC3: Replace Faded or Damaged Signs]	Workshop 4	Signage	Comment shared with OakDOT
Sign needs to say "Exit here to Port Truck Route", <u>not</u> berth number [on Solution SC1: Fix Caltrans Highway Signs]	Workshop 4	Signage	Comment shared with OakDOT
Surprised that maintenance of signs scored low. Maybe there are other budgets to use for this?	Workshop 4	Signage	Comment shared with OakDOT
Mandela & Peralta - truck incentive moving out West Oakland ded. Land	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Missing in truck plan: incentive to small businesses to move to the Port's area	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning

**Table 2. Comments Outside the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
Move truck-oriented businesses from truck prohibited routes/encourage relocation	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Port shuts down at a certain time - have to go into West Oakland for services	Workshop 1	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Question - any commercial development at Army Base?	Workshop 1	Truck Businesses and Services	Comment shared with Oakland Bureau of Planning
Trucks + warehouses move out neighborhood	Workshop 1	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Business relocation needs to be in TMP.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Consider part of the scope to be relocate businesses.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
Land in Port not assigned to little guys. Need to commit to small guys/truckers and not use expensive month to month leases.	Workshop 2	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Short term leases/month to month leases create uncertainty for businesses; this is linked to issue of proximity to sources of pollution in the neighborhood.	Workshop 2	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
Short-term, medium-term, and long-term planning is needed; incentives for local businesses to move to OAB. This gets to the issues on proximity of pollution sources.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
When will truck-attracting businesses leave? No transitional plan for the non-CASS businesses in the WO Specific Plan.	Workshop 2	Truck Businesses and Services	Land use in West Oakland addressed in the West Oakland Specific Plan and updated zoning
How does TMP deal with increased traffic from OAB and ProLogis? Didn't see data on that [in Workshop #3 posters] and how it affects the plan.	Workshop 3	Truck Businesses and Services	The TMP does not address the number of trucks serving the Port and the OAB, but does address where they drive and park



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<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
OAB/Logistics/Seaport - want more information on how it fits	Workshop 3	Truck Businesses and Services	Comment shared with Port Efficiency Task Force
BAAQMD fines terminal, OPD fines trucker unless it has clean air sticker [regarding idling]	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Drivers lined up at 3 am to get in Port	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Engagement with community to understand idling	Workshop 1	Truck Queuing and Idling	Comment shared with AB 617 Steering Committee
Frontage Rd. line up and & idle	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Idling	Workshop 1	Truck Queuing and Idling	CARB regulates truck idling
Idling - truck will shut down after a certain time, is on to keep cooling - but not idling	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Idling truck	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Is idling enforced? Are terminal operators enforcing? BAAQMD doesn't always respond.	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Terminal line management - better communication. Parallel columns.	Workshop 1	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Trucks line up and idle on Frontage Road [between 7th & 11th]	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Volume & hours better for volume of trucks so don't idle	Workshop 1	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Businesses with cold trucks have to keep them running	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Can idle more than five minutes with a clean truck	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team

**Table 2. Comments Outside the Scope of the TMP**

<b>Stakeholder Comment</b>	<b>Workshop/ Venue</b>	<b>Category/ Issue Area</b>	<b>How Comment was Used</b>
No idling signs at Soy Company, but refrigerated trucks idle on Magnolia; they can't park on Adeline.	Workshop 2	Truck Queuing and Idling	The City is in discussions with Hodo Soy
On the Frontage Road by California Waste, between 12:00 - 1:00, trucks are lined up. Some are idling, some are in the yellow median.	Workshop 2	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
50% of truck moves in the Port are empty moves; can we make more efficient truck turns to reduce congestion and air pollution? May be a matter for MAQIP; at what point do regional powers (e.g. MTC) take responsibility for these issues?	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team and Port Efficiency Task Force
Appointment system for terminals is inefficient because can't build trips as efficiently. Results in idling outside terminals. Port Efficiency Task Force should work on appointments being efficient for the truckers, not just the terminals.	Workshop 3	Truck Queuing and Idling	Comment shared with Port Efficiency Task Force
Congestion and pollution - address with more efficient truck movement; avoid empties	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team and Port Efficiency Task Force
Frontage Road is used for truck idling and short-term parking; unclear if they're waiting for an appointment. Where were they before Frontage Road was built?	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
Where to put idling area	Workshop 3	Truck Queuing and Idling	Comment shared with Seaport Air Quality 2020 and Beyond Team
More trees and open space; be aware of maintenance needs.	Workshop 1	Urban Design	Comment shared with OakDOT and Oakland Parks, Recreation & Youth Development
Design and adjacent land uses define neighborhood character.	Workshop 2	Urban Design	Comment shared with OakDOT, Oakland Bureau of Planning
Landscaping affects environment and attractiveness to trucks.	Workshop 2	Urban Design	Comment shared with OakDOT

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Stakeholder Comment	Workshop/ Venue	Category/ Issue Area	How Comment was Used
Bike lanes on Adeline north of West Grand would reduce Adeline to one lane each direction; Hodo Soy loads on 30th and on Magnolia, but would like to load on Adeline. Hodo Soy needs yellow zone on curb on Adeline for loading.	Workshop 3	Urban Design	Comment shared with OakDOT
City has money for 14th; can get money from EBMUD, EBRPD [for parks/greenways]	Workshop 3	Urban Design	Comment shared with OakDOT
Connect the parks with bike lanes and pedestrian improvements.	Workshop 3	Urban Design	Comment shared with OakDOT
Is there room for Hodo Soy to have off-loading if there is a future bike path on Adeline?	Workshop 3	Urban Design	The City is in discussions with Hodo Soy