

West Oakland Truck Management Plan – Community Workshop #5

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

Thursday, November 29, 2018
6:00 p.m. – 8:30 p.m.

DRAFT Meeting Summary Notes

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

Surlene Grant provided an overview of the meeting format for the evening and welcomed everyone. The primary purpose of the community meeting / workshop was to receive public comments regarding the final plan draft. The project team wanted to insure the public had an opportunity to meet and ask questions prior to the end of the public comment period.

The public comment period will end on January 4, 2019.

The workshop theme, “Joining Together,” reflected the work that many stakeholders had put into developing the plan; and the collaboration and the fusion of many ideas. During the meeting, the project team would review actual sections of the TMP. Therefore, paper copies of the TMP were available for anyone who wanted a copy. Surlene also announced that copies were available on-line.

Surlene introduced City of Oakland and Port of Oakland officials, and project team members in the room.

Richard Sinkoff, Director of Environmental Programs and Planning, for the Port of Oakland shared remarks about the development of the TMP, the schedule and implementation. He thanked everyone for their commitment to the work and their continued involvement. Workshop #5 is the last in the series of community workshops and information sessions that started in fall 2017.

Delphine Prevost, Manager of Administration and Finance Services for the Port of Oakland spoke to the Ports reliance on trucks to move goods throughout the Port as well as through the region. She emphasized the Port’s commitment to working on solutions through this process.

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

There were some individuals in the audience who were attending a TMP Workshop for the first time. For everyone’s enrichment, Patricia McGowan provided an overview of the Truck Management Plan (TMP).

- The TMP is the City and Port’s joint effort to address truck circulation and truck parking problems in West Oakland.
- The Plan’s goals are to improve the quality of life for residents in West Oakland by making truck traffic and truck-related activity less disruptive to residential activities.
- Ultimately, by implementing the TMP, areas around truck routes and in the neighborhoods should be safer.
- The TMP is one of several other efforts under the guidance of the Port or the City to address trucking related concerns in West Oakland. Additional plans and programs include:
 - The Seaport Air Quality 2020 and Beyond Plan (currently under development)
 - The Port Efficiency Task Force
 - Use of Technology to monitor truck traffic into and out of the Port, as well as on local freeways.
 - Activities related to AB 617 – which includes a steering committee and other activities with West Oakland Environmental Indicators Project and the State Air Resource Board (CARB)
 - Services and Improvements under the direction of the City of Oakland’s Department of Transportation (OakDOT)

Patricia provided highlights of the activities of the past 16 months – from Workshop #1 to the current workshop #5 – to illustrate the progress of the project and the collaboration that has gone into the TMP.



CITY OF OAKLAND

WEST OAKLAND TRUCK MANAGEMENT PLAN

COMMUNITY WORKSHOP #5

11/29/18

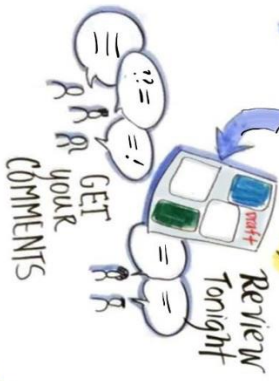


PORT OF OAKLAND

WELCOME!

Sartlene Grant

A year of work



Delphine Prevost
MARITIME

Robert Oakland
TEAM CONSULTANT

Richard Sinkoff

1 DEVELOP the PLAN

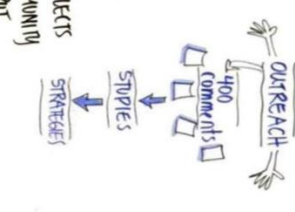
2 IMPLEMENT

We want Stakeholder Engagement
GRASS ROOTS

OUR PROCESS

4 PUBLIC MEETINGS over past year

Requirement for Army Base Revise
Reduce IMPACT of trucks



no more TRUCKS!
...NEEDS to be POSITIVE

TRUCK MOVEMENT
more OPTIONS

THE PLAN

you to GIVE COMMENTS
STRATEGIES IMPLEMENTATION

SAFEN NEAR HIGHWAY ACCESS

10 STRATEGIES

Evolution IMPLEMENTATION



ONGOING STAKEHOLDER COORDINATION
annual documentation

WOCAP - more resources?

NEED Metrics // We will measure IMPACT // # of trucks count

TRUCK + TRAILER PARKING



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➤ **III. What's in the Draft Plan**

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

Andrea explained to the audience all the pieces of information and the various sources that contributed to the final draft of the TMP.

She explained the different section of the plan and how it is structured.

- I. Executive Summary
- II. Introduction
- III. Truck Management Strategies
- IV. Implementation Approach
- V. Appendices (chapters that provide additional information to help with the development of a strategy)

From the hundreds of comments and ideas received earlier, the project team reviewed and grouped them into categories and created the ten strategies. The ten strategies are suggested activities that have a start and finish. They are “actionable”. Through participation in earlier meetings, many of the stakeholders 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.

For Workshop #5, Andrea explained to the audience how the TMP was laid out, and she explained in detail the team’s process of analyzing or evaluating each suggestion and determining which strategy may address it. She also explained to the audience the types of comments and feedback that would be helpful to the team at this point.

IV. Open House – Review of the Strategies

All

The major objective of Workshop #5 was to receive public comments to the plan during the public comment period. The end of the public comment period is January 4. The project team wanted to make sure that stakeholders had an opportunity to ask any clarifying questions and review more closely any areas of concern. To allow for more direct interaction, approximately 40 minutes of the meeting served as an “open house” where people could walk around and view displays regarding the 10 strategies and ask any questions.

The Ten Strategies identified in the TMP:

1. Improve Safety at Street Intersections Near the Port
2. Improve Truck Routing
3. Update the Network of Truck Routes and Truck Prohibited Streets
4. Improve Truck Route Signage
5. Conduct Traffic Enforcement Spot-Checks
6. Use Urban Design to Promote Use of Truck Routes
7. Improve Training for Issuing Parking Tickets
8. Change Parking Regulations
9. Consider Increasing Truck Parking Fines
10. Conduct Targeted Parking Enforcement



➤ IV. Sharing of Comments and Ideas

Following the open house, everyone reassembled. Surlene and the team provided directions on how to provide feedback and comments after the meeting, and before the deadline of January 4.

Surlene asked audience members to share their reactions to what was presented for the TMP.

- Are there any surprises?
- Any comments that anyone wanted to share with the group?
- Was there something you (audience member) wanted to see in the plan that is not there?

The following is a summary of some the comments offered and questions asked during this part of the meeting.

- Regarding the implementation schedule for enforcement, the plan shows 3 years before enforcement starts what happens during the earlier years?
- Are the resources for the first two years the same?
- There was an announcement made (the day before the meeting) about the Oakland A's building a new stadium in the project area, on game days would it be possible to have the support 2 enforcement officers?



WEST OAKLAND TRUCK MANAGEMENT PLAN DISCUSSION



COMMUNITY WORKSHOP #5

ACCESS TO PORT
What about ON + OFF RAMP'S Right to port

INSTEAD OF TRYING TO SHARE

WHAT ABOUT RELOCATE BUSINESSES... What's the Timeline



DEADLINE: We have until Jan. 4, 2019 for COMMENTS !!

TRUCKERS PERSPECTIVE: WE NEED CERTAINLY WE NEED LAND

- We need parking.
- Depends on Terminal Operator

Where is acreage going to come from?

City: 15 acres for parking 55 yr. lease
Port: most on Port side are month-to-month if longer lease can make improvements

Banking YES

SHOULD THEY WHERE THEY CAN park

SHOULD THEY SERVICES ... and put the timeline in the report

NEXT STEPS



Thank you!

"COMING TOGETHER"

- What type of communications will there be with the truckers? Who makes sure that the information will get to the West Oakland businesses with the truck drivers that are impacting the neighborhood?
- Comment: Many of the truck drivers are independent contractors. Each truck driver represents a business. We should find ways to partner with them.
- Is there data regarding the number of tickets issues now versus the number of tickets issued later. How will we access and evaluate the effectiveness of the TMP?
- Comment: Following up to the discussion regarding enforcement, it seems imperative to identify some kind of metric for the plan. It is critical to be able to demonstrate that the Plan made a difference.
- Comment / Question from Brian Beveridge as Co-Chairperson for West Oakland Community Advisory Group (WOCAG): WOCAG has been identified as a key group for the Port and the City to work with regarding community engagement for the TMP. He reviewed the history of WOCAG as initially an advisory group to the now defunct Redevelopment Agencies. Therefore, since there is no longer a Redevelopment Agency, does the City or Port intend to bring resources - including staffing - to WOCAG so that the organization can do what they are being asked to do?
- What if the on and off ramps were designated or designed to only go to or from the Port?
- Comment: Regarding signage, there should be specific signs about where a truck driver can park and where specifically they can go, showing where the services are.
- Comment: At the previous workshop, the City shared that they were going to relocated some of the businesses with truck-related uses to the Oakland Army Base (OAB). The TMP should show the land that is reserved for those relocations and provide and update with timeline on that effort to relocate the businesses.
- Following up to an earlier comment, there are already truck services underway and being planned in West Oakland, those services should be indicated in the TMP as well.
- Comment: Truck operators need certainty regarding operations and the availability of land. The month-to-month operation and availability is not well-serving. The truck drivers are impacted by the terminal operators' interests. There needs to be more parking otherwise they end up on the street. This will be made worse, if the A's come and take up the industrial land. The land is not being protected and that results in less availability for parking. Parking will occur away from the Port and back into community streets. There is no commitment in the TMP from the Port side showing a strategy to protect or conserve the availability of the land for a solid period of time. The City has a commitment for 15 acres for 55 years.

V. Next Steps

The meeting was closed out with final comments from Betsy Lake, Deputy City Administrator.

- Everyone was encouraged to submit comments.
- As part of the process, a response to comments type of document will be made available with the TMP.
- Once the plan is approved by the City and the Port, components will begin immediately. It is an actionable plan.
- Everyone was thanked for being a part of this process from beginning to end.

The date for submittal of final comments is January 4, 2019. Comments can be submitted by mail, email or phone to one of the individuals listed below:

City of Oakland
Patricia McGowan
pmcgowan@oaklandca.gov
(510) 238-3588

Port of Oakland
Andrea Gardner
agardner@portoakland.com
(510) 627-1181