



FRONTAGE ROAD STUDY

ORIGIN DESTINATION REVIEW



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Contents

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



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TMP Background



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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)



2020 Truck Route Update Engagement

Communication Channels

Email blasts

Website

Survey

Flyer

Virtual Meetings

Industry/Trade Group Meetings

- Trucker Work Group
- Harbor Trucking Assoc.

Stakeholder Group Meetings

- WOEIP & WOCAP
- WOCAG
- Howard Terminal CBA

Neighborhood Group Meetings

- Prescott Neighborhood Council
- West Oakland Neighbors
- Field visit to Prescott Neighborhood

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 turn out 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

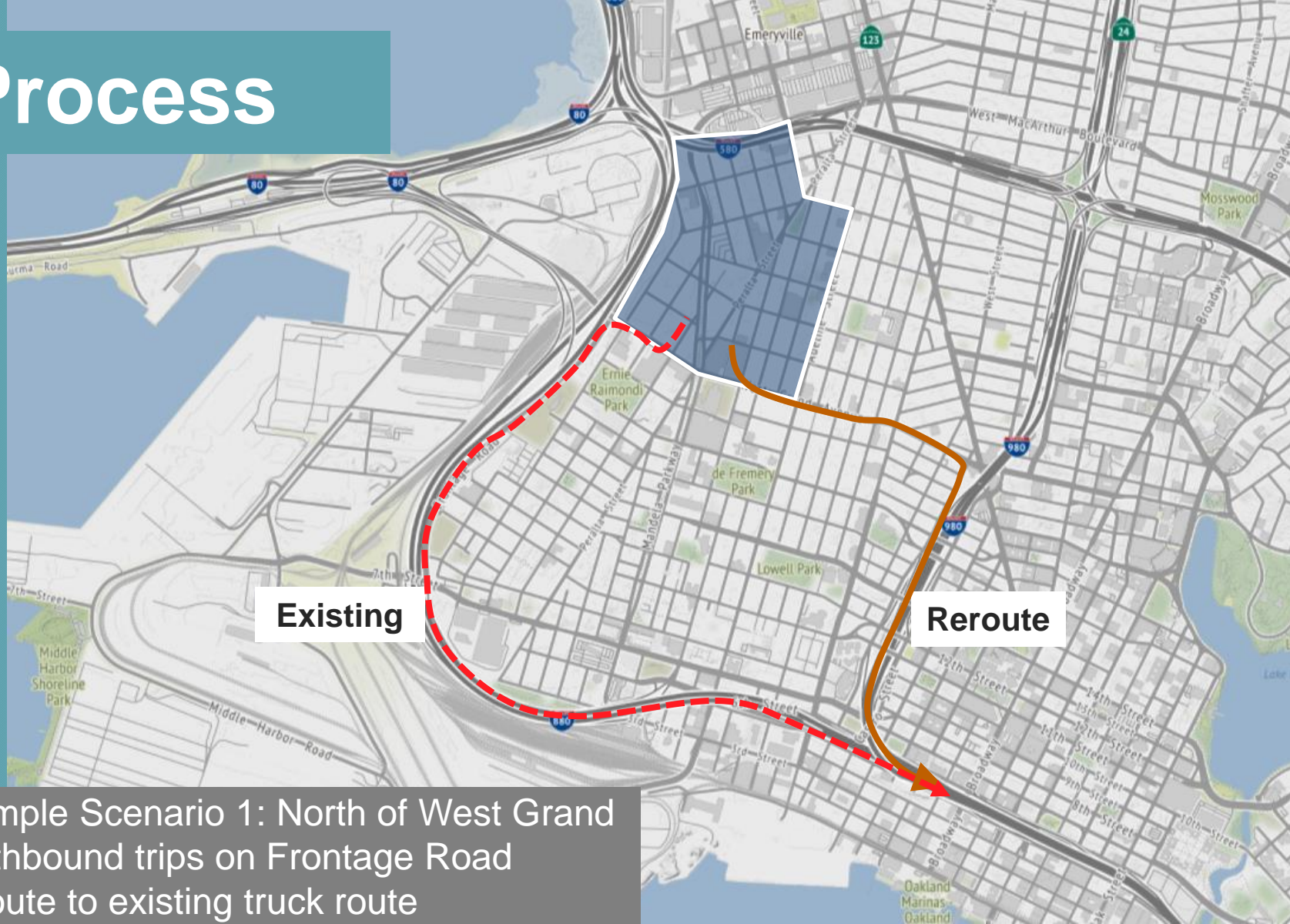
- **Baseline** - Existing Trips Starting Ending in West Oakland and Emeryville
- **Scenario 1** - Formalize as Truck Route
- **Scenario 2** – Designate as Truck Prohibited – Assume Truck Redistribute based on Existing Trip Patterns
- **Scenario 3** – Designate as Truck Prohibited – Redistribute Trucks to Existing Truck Routes



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Process



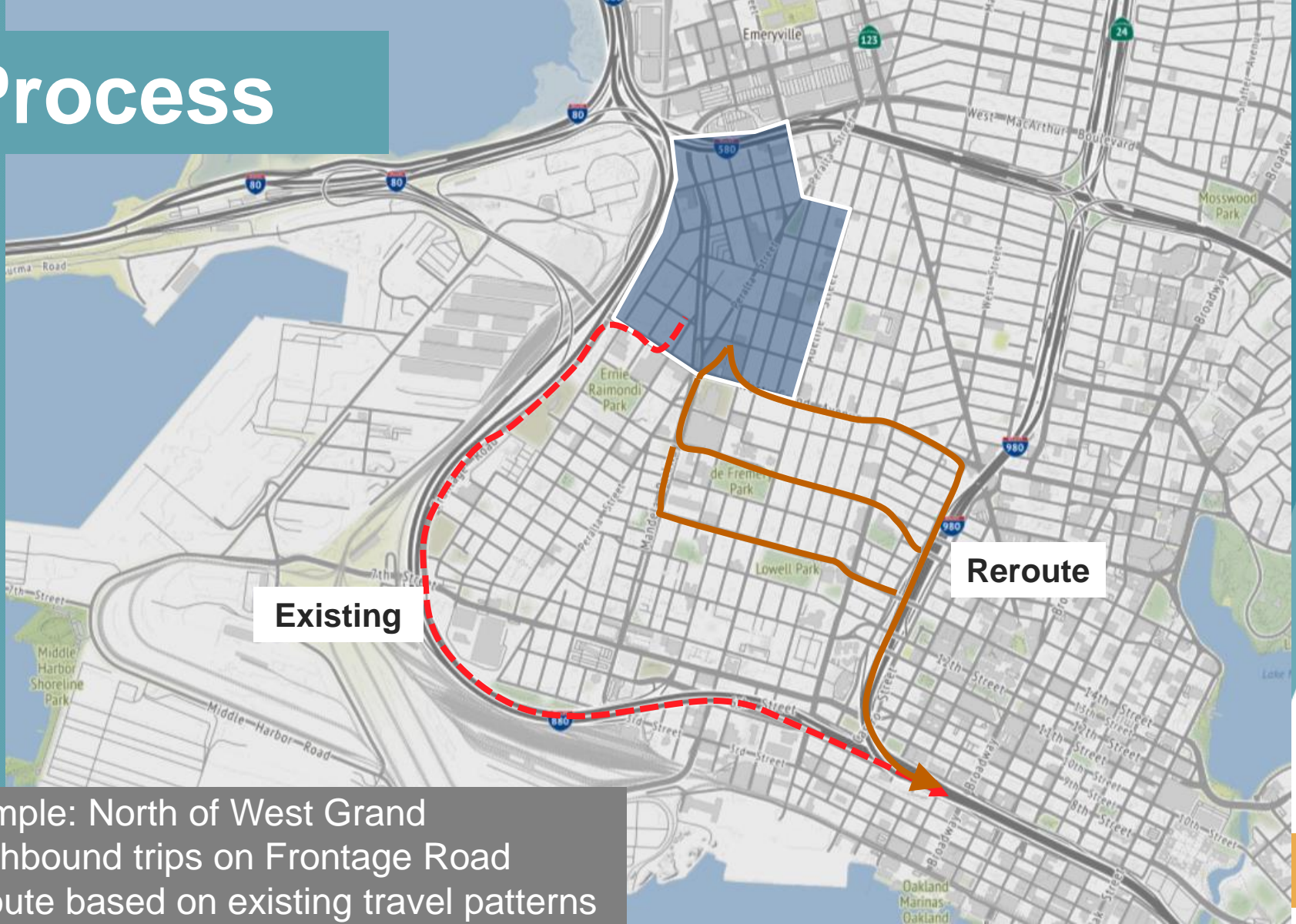
Existing

Reroute

Example Scenario 1: North of West Grand
Southbound trips on Frontage Road
Reroute to existing truck route



Process



Existing

Reroute

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



Population & Race



Public Health



Environmental Conditions



Street Safety

Key Indicators of Equity for Frontage Road Proposed Truck Route



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OakDOT Geographic Equity Tool

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

Key indicator



Population & Race



Public Health



Environmental Conditions



Street Safety

- Available Online

- <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>

Oakland Equity Map | Urban Displacement | CalEnviroScreen | Oakland DOT Safety Map | Methodology and Literature Review

[Click here to open a map where you can turn the layers listed below on & off.](#)

The **Priority Neighborhoods** layer gives each census tract in Oakland a level of priority between lowest and highest determined by seven demographic factors:

- People of Color [25% of score]
- Low-Income Households (<50% Area Median Income) [25% of score]
- People with Disability [10% of score]
- Seniors 65 Years and Over [10% of score]
- Single Parent Families [10% of score]
- Severely Rent-Burdened Households [10% of score]
- Low Educational Attainment (less than a bachelor's degree) [10% of score]

Click within each census tract and use the right arrow, if needed, to see its equity score and other information.

This layer serves as the main layer for determining Priority Neighborhoods in Oakland.

The **Planning Areas** layer aggregates priority neighborhood Census tract information into Oakland's nine planning areas.

Click on a census tract and use the right arrow, if needed, to see the equity score and other information for the planning area in which it is situated.

The **Limited English Proficiency (LEP)** layer highlights census tracts in yellow where the percentage of households with limited English proficiency is greater than the percentage of households with limited English proficiency in the City of Oakland as a whole (11.9%). LEP was not included in the calculation of the Priority Neighborhoods score due to a relatively high level of uncertainty and error in the underlying data. LEP is included as a layer to highlight the unique community engagement needs of people with low English proficiency.

Click on a census tract and use the right arrow, if needed, to see the percentage of people with low English proficiency.

All factors use American Community Survey (ACS) Data from 2017 5YR Estimates.

To see how the final tract scores are determined, look in the Methodology and Literature Review document via the tab above or [following this link](#).

Download the Priority Neighborhoods Layer

Priority Neighborhoods:

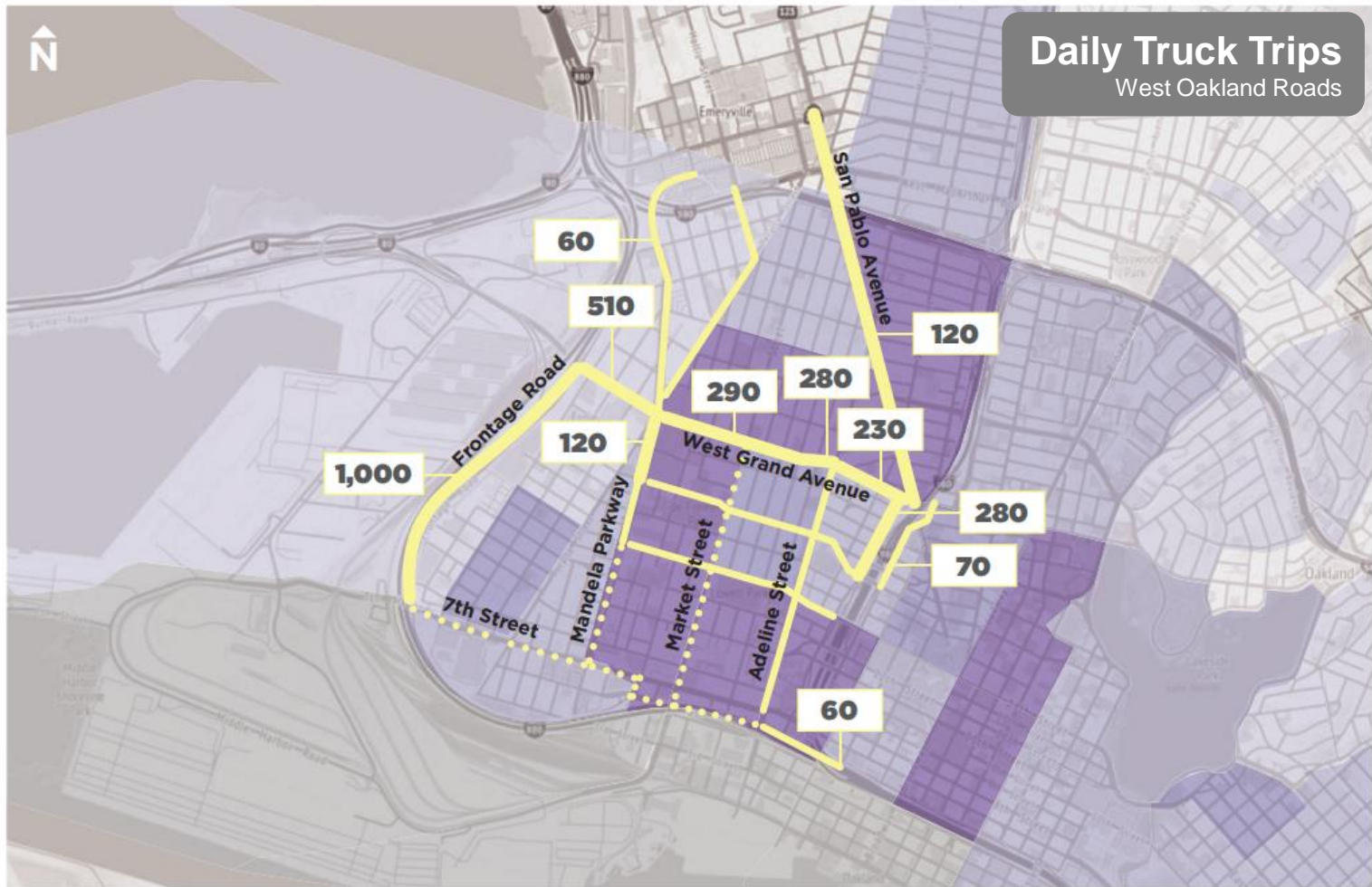
- Highest
- High
- Medium
- Low
- Lowest





Daily Truck Trips

West Oakland Roads



Estimated Daily Truck Trips

- 1 to 50 Trucks
- 50 to 100 Trucks
- 100+ Trucks

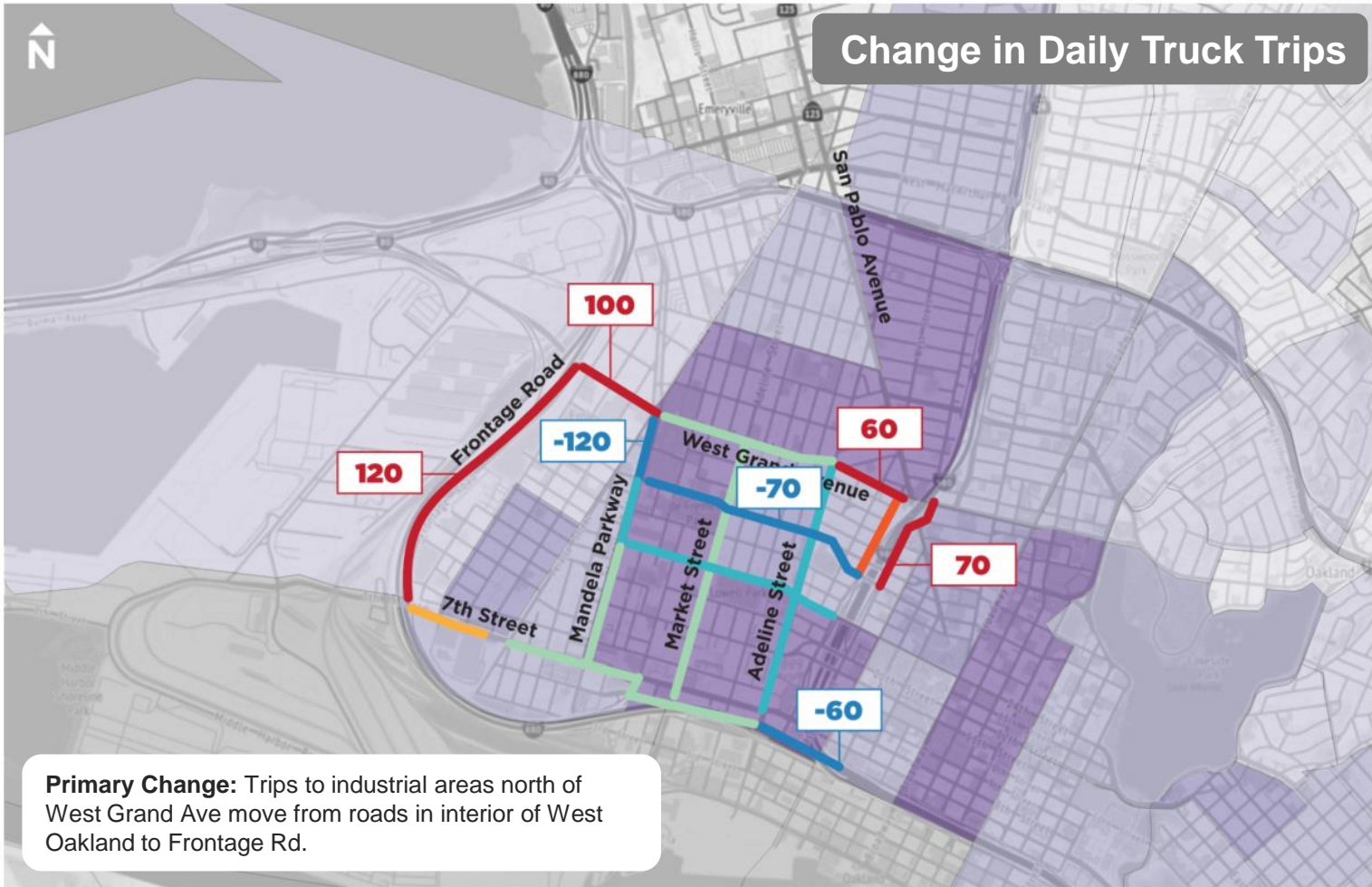
Priority Neighborhoods

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

Baseline
Existing Trips with
OakDOT Equity Map



Change in Daily Truck Trips



Primary Change: Trips to industrial areas north of West Grand Ave move from roads in interior of West Oakland to Frontage Rd.

Estimated Change in Daily Truck Trips

- -25 to -1 Trucks
- -50 to -26
- Reduce 50+
- 1 to 25
- 25 to 50 Trucks
- Increase 50+

Priority Neighborhoods

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

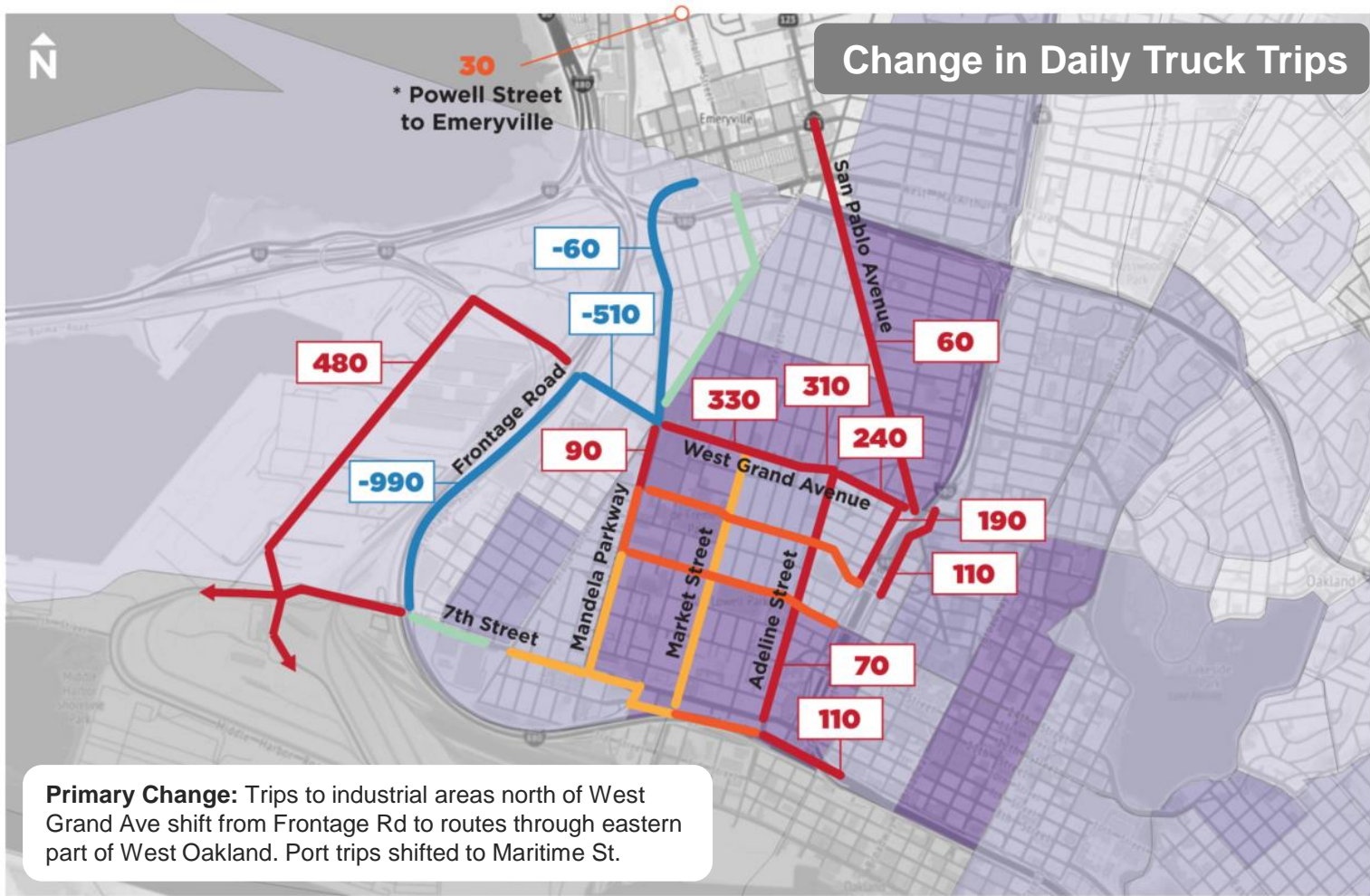
Scenario 1

Designate as Truck Route Redistribute Trucks to Existing Truck Routes with OakDOT Equity Map

Reassign Trips not on Truck Routes to Frontage Rd and Existing Truck Routes



Change in Daily Truck Trips



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.

Estimated Change in Daily Truck Trips

- -25 to -1 Trucks
- -50 to -26
- Reduce 50+
- 1 to 25
- 25 to 50 Trucks
- Increase 50+

Priority Neighborhoods

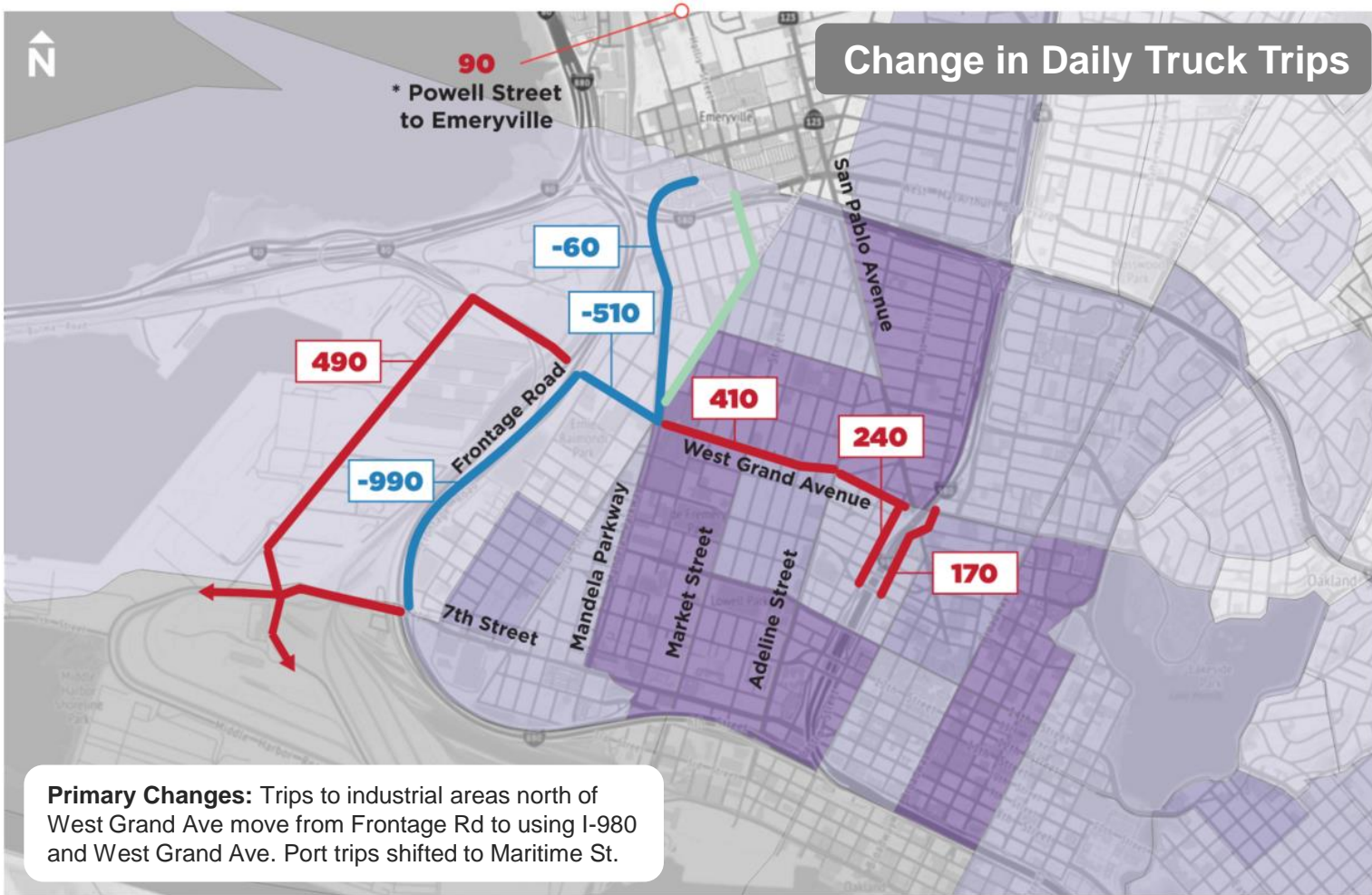
- Highest
- Medium
- Lowest
- High
- Low
- No Data

Scenario 2

Designate as Truck Prohibited Redistribute based on Existing Trip Patterns with OakDOT Equity Map

Reassign Trips from Frontage based on Existing Travel Routes

Change in Daily Truck Trips



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.

Estimated Change in Daily Truck Trips

- -25 to -1 Trucks
- -50 to -26
- Reduce 50+
- 1 to 25
- 25 to 50 Trucks
- Increase 50+

Priority Neighborhoods

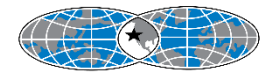
- Highest
- Medium
- Lowest
- High
- Low
- No Data

Scenario 3

**Designate as Truck Prohibited
Redistribute Trucks to Existing
Truck Routes with OakDOT Equity Map**

Reassign Trips from Frontage to Truck Routes

Port Operations

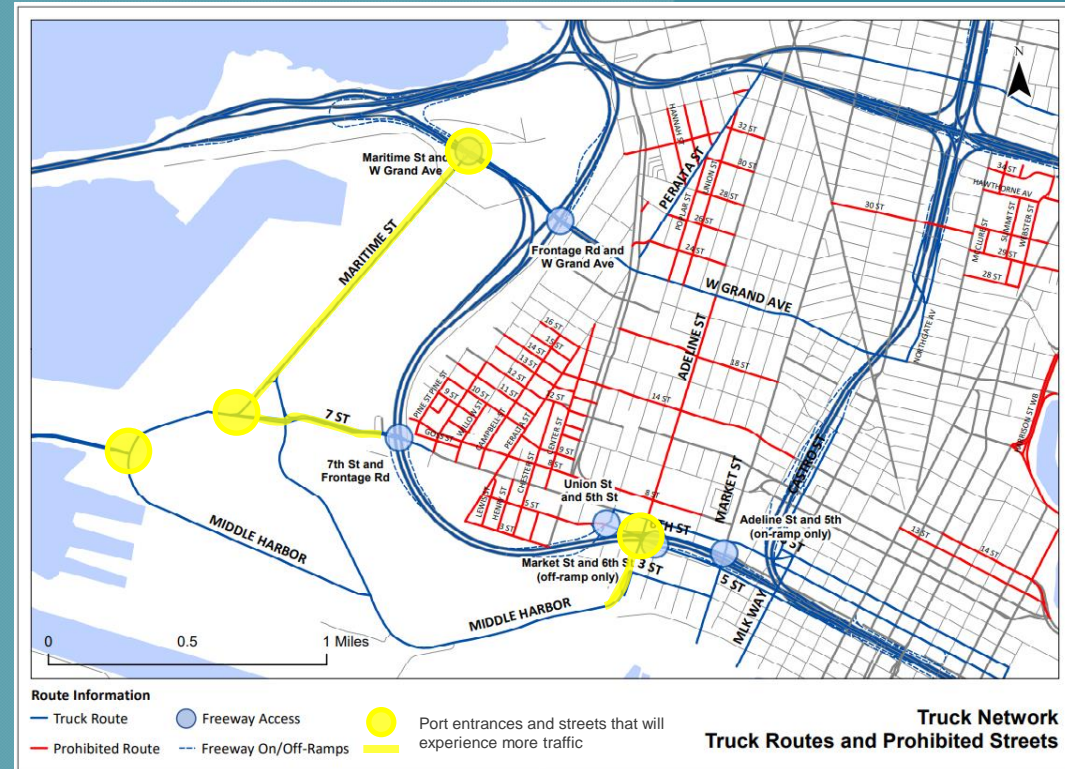


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Port Operations and Frontage Road

- 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



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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





-  
Population & Race
-  
Public Health
-  
Environmental Conditions
-  
Street Safety

Key indicators

- **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



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