

MEMORANDUM

Date: May 27, 2020

Project #: 24848

To: Andrea Gardner, Port of Oakland
Alicia Parker, City of Oakland

From: Aaron Elias, Alex Garbier, and Kittelson & Associates, Kittelson & Associates, Inc.
Subject: **Truck Management Plan Implementation:** Proposed Updates to Truck Routes and Truck Prohibited Streets

INTRODUCTION

The West Oakland Truck Management Plan (TMP) is an action-based plan that identifies a number of strategies to reduce the effects of transport trucks on local streets in West Oakland. The TMP includes ten strategies to implement over a five-year period. The memorandum summarizes analysis conducted by the TMP team to implement *Strategy 3: Update the Network of Truck Routes and Truck Prohibited Streets*. The TMP team includes staff from the City of Oakland (City), Port of Oakland (Port), and Kittelson & Associates, Inc. (Kittelson). The goal of the strategy is to update the network of roads used by trucks to help minimize truck travel in areas with residential uses while providing clearer and more effective routing for truck operators. The memorandum (memo) summarizes analysis conducted by the TMP team to review existing conditions and identify proposed updates to the Truck Routes and Truck Prohibited Streets in West Oakland.

The document is organized into five sections:

- *Overview* – Provides background information and summary of memo findings
- *Oakland Truck Route and Truck Prohibited Streets* – Describes regulation and enforcement of truck movement as well as how Truck Routes and Truck Prohibited Streets are communicated
- *Evaluation Process* – Outlines process used to identify and evaluate potential changes to Truck Routes and Truck Prohibited Streets, including data collection
- *Proposed Changes* – Identifies proposed changes to Truck Route and Truck Prohibited Streets in the Oakland Municipal Code (OMC) and desired outcomes
- *Next Steps* – Describes next steps for Strategy 3 implementation

It also includes appendices with supporting documentation:

- *Appendix A: Proposed Changes to Oakland Municipal Code* – Draft changes to the OMC to implement the proposed changes to Truck Routes and Truck Prohibited Streets
- *Appendix B: Supporting Frontage Road Documentation* – Includes historical documentation regarding transfer of Frontage Road Truck Route to the City

OVERVIEW

Definitions

Truck Routes and *Truck Prohibited Streets* describe specific classification of streets as defined in the OMC¹ and California Vehicle Code (CVC)². Oakland uses these designations as a primary method for regulating truck movement. Truck Routes are the designated routes for commercial vehicles to travel through and within the city. Truck Prohibited Streets are streets, or parts of streets, that are designated as prohibited to trucks. The specific definitions for Truck Routes and Truck Prohibited Streets are defined in the OMC Section 10.52, as summarized below:

- *Prohibited Streets* (10.52.060) – Specific streets, or parts of streets, are designated as prohibited to vehicles exceeding four and one-half tons. Under the CVC 15.5.4.35703, commercial vehicles can deviate onto prohibited roads only for the purpose of loading or unloading. The City places signs indicating the streets that are prohibited.
- *Local Truck Routes* (10.52.120) – Truck Routes in Oakland are the designated routes for commercial vehicles to travel within the City of Oakland. Operators are required to stay on these routes unless it is necessary to deviate to reach a destination for loading or unloading.

Trucks as described in this memo refers to heavy duty drayage and semi transport trucks that are used to move cargo on chassis or to pull semi-trailer as well as any other vehicle with five or more axles. The definition used for this memo includes both trucks with and without an attached trailer. In this memo, *truck* does not include smaller commercial vehicles, sometimes called box trucks, that are used for small deliveries. This memo focuses on larger vehicles that can have greater effects on local streets.

¹ OMC 10.52: Commercial Vehicles and Vehicle Size and Weight Limits are available at:

https://library.municode.com/ca/oakland/codes/code_of_ordinances?nodId=TIT10VETR_CH10.52COVEVESIWELI

² CVC 15.5.4: Regulations for local authorities governing vehicle size, weight, and load are available at:

https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=15.&title=&part=&chapter=5.&article=4

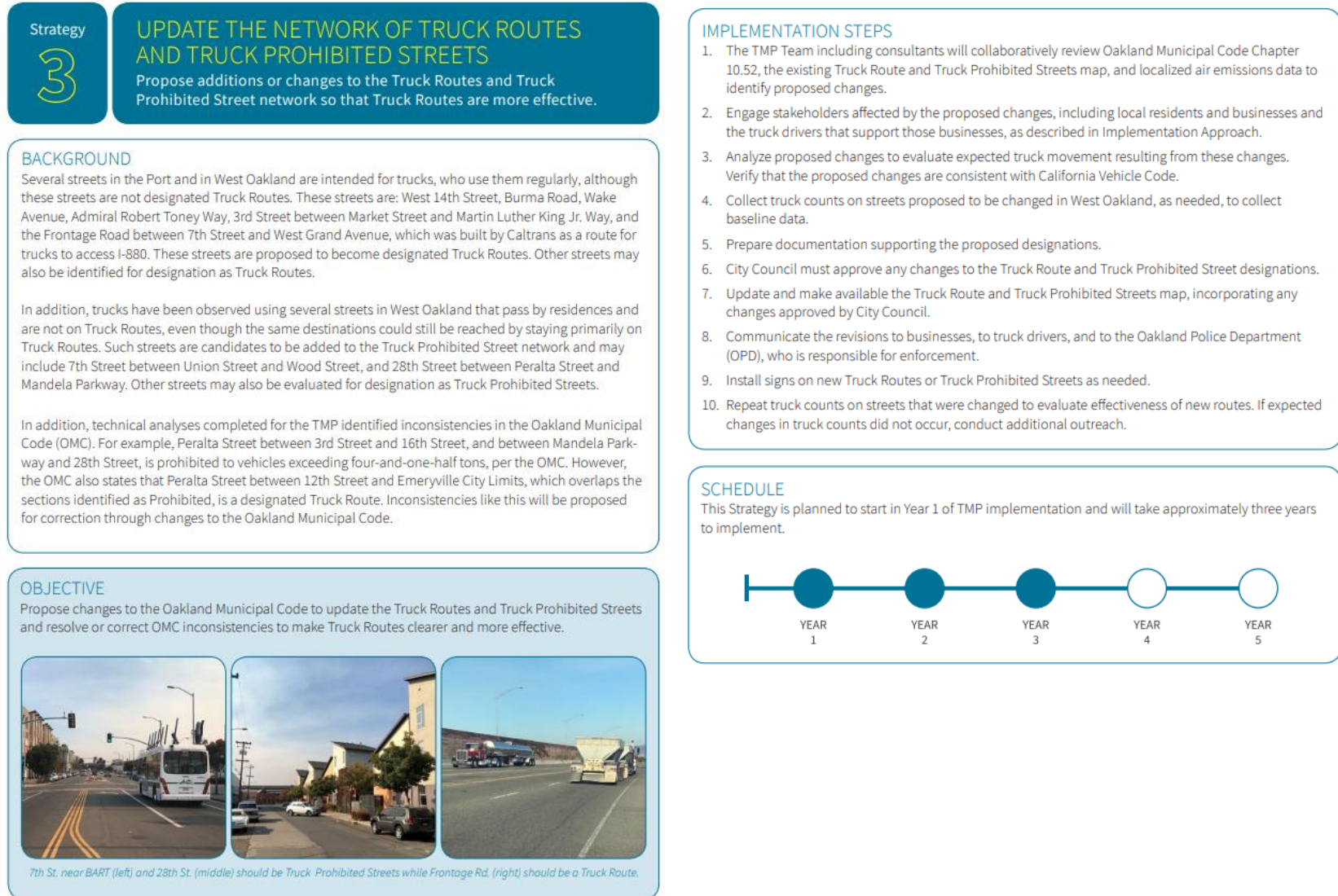
TMP Findings

During the development of the TMP, the TMP team of Port, City, and Kittelson staff obtained feedback from residents and businesses and examined data on truck movement and likely truck destinations in West Oakland. The information was used to review existing Truck Routes and Truck Prohibited Streets in West Oakland and the Port to determine potential improvements. The review found that:

- Several streets that are intended for and used regularly by transport trucks are not designated Truck Routes.
- Trucks have been observed using streets in West Oakland that pass by residences and are not on Truck Routes.
- State law allows trucks to deviate from a route to complete a delivery (CVC 15.5.4.35703 and OMC 10.52.110); however, in some cases, delivery routes were available that would avoid residences.

As a result, Strategy 3 was developed for the TMP to update the network of Truck Routes and Truck Prohibited Streets to improve communication and use of preferred routes of travel to both truck operators and residents. Strategy 3 is shown in Figure 1.

Figure 1: TMP Strategy 3 - Update the Network of Truck Routes and Truck Prohibited Streets



Source: West Oakland Truck Management Plan

OAKLAND TRUCK ROUTES AND TRUCK PROHIBITED ROUTES

Regulation and Enforcement

Truck Routes and Truck Prohibited Streets are regulated according to the OMC and CVC. The regulations governing these roads are defined in sections 10.52.060 and 10.52.120 of the OMC as described in the introduction. Each of these two sections of the OMC includes a table with a list of the roads in Oakland that are defined as either a Truck Route or Truck Prohibited Street. For each street, the OMC identifies the street name and the extent of the section of road defined as either a Truck Route or Truck Prohibited Street; see the example in Table 1.

Table 1: Selection from Oakland Municipal Code Truck Routes (10.52.120)

Street	From	To
Martin Luther King Jr. Way	8 th Street	Port of Oakland
Nelson Mandela Parkway	8 th Street	7 th Street
Peralta Street	12 th Street	7 th Street

Source: Extract from Oakland Municipal Code, Section 10.52.120 – Local Truck Routes

During the development of the TMP, one of the important observations was that the CVC includes an exception that allows vehicles to deviate from Truck Routes. The exception is also reflected in the OMC (10.52.110). The exception allows truck operators to “leave [Truck Routes] for the purpose of loading and unloading such vehicle or vehicles at a point off of said route; provided that such deviation for the purpose of loading or unloading shall be taken over a route which keeps at a minimum the distance traveled off of the truck route involved.” Feedback from the Oakland Police Department (OPD) is that the exception makes it difficult and resource-intensive to enforce compliance with Truck Route regulations.

Communicating Routes

The Truck Routes and Truck Prohibited Streets are identified in three different data sources: the OMC, City-published maps, and signs. The tables in the OMC officially designate the Truck Routes and Truck Prohibited Streets; however, as part of the City’s lengthy municipal code it is relatively difficult for residents and truck operators to consult. Instead, residents and truck operators are more likely to consult Oakland published maps of Truck Routes and Truck Prohibited Streets and signage posted on city streets. The TMP team reviewed each data source to identify any discrepancies among roads identified as Truck Routes and Truck Prohibited Streets in the different data sources. Changes to resolve these discrepancies are listed in the *Proposed Changes* section of this memo.

Oakland Municipal Code

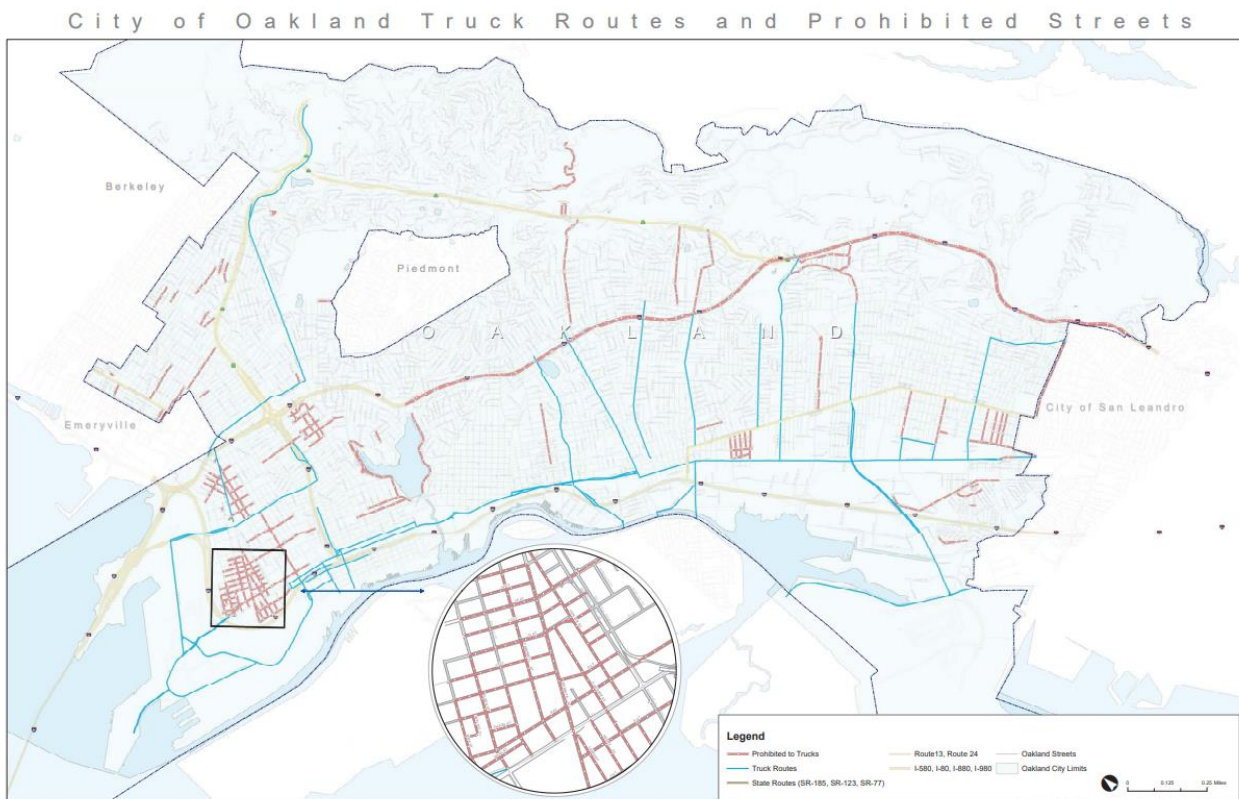
The tables in OMC that identify Truck Routes and Truck Prohibited Streets were translated into a map shown in Figure 2. Of note:

- ***Peralta Street*** is defined in the OMC as both a Truck Route and Truck Prohibited Street in some sections, which is clearly an error.
- ***7th Street between Union Street and Wood Street***, although shown as a Truck Route on Figure 2 per the OMC, it is not indicated as a Truck Route on the City's public map nor are there posted Truck Route signs.

Oakland Public Map of Truck Routes and Truck Prohibited Streets

The City public map showing Truck Routes and Truck Prohibited Streets is displayed on the city website and shown in Figure 3.³ The map was published in February 2018. While the public map is intended as a representation of the legally defined Truck Routes and Truck Prohibited Streets, it includes variations from the OMC. The City website also includes links to shapefiles for the Truck Routes and Truck Prohibited Streets.⁴ The shapefiles are consistent with the public map in West Oakland; a screenshot is shown in Figure 4.

Figure 3: Public Map of Truck Routes and Truck Prohibited Streets

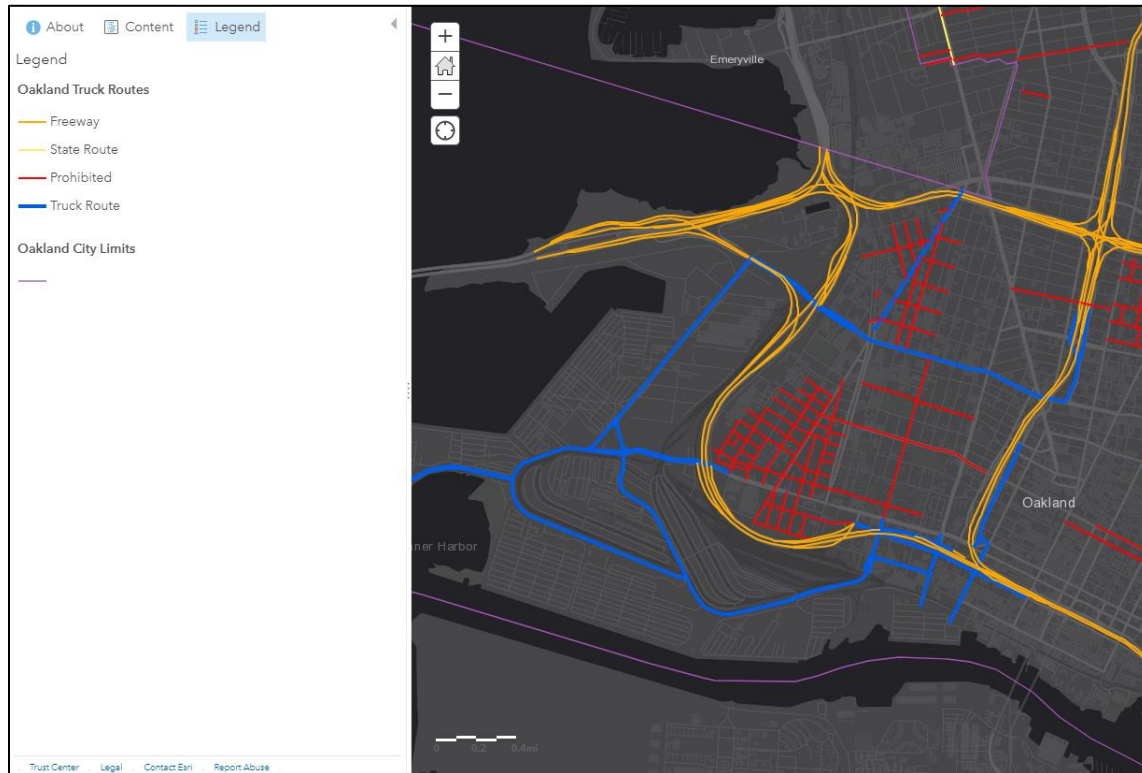


Source: City of Oakland, Truck Routes and Prohibited Streets

³ Oakland Map of Truck Routes and Truck Prohibited Streets: <https://cao-94612.s3.amazonaws.com/documents/oak063236.pdf>

⁴ Oakland Truck Route Map: <https://www.arcgis.com/home/webmap/viewer.html?webmap=8cd63bb6e50042d994d2e29e8308c950&extent=-122.3566,37.6323,-122.0192,37.9202>

Figure 4: Online Interactive Map Showing City Maintained Shapefiles



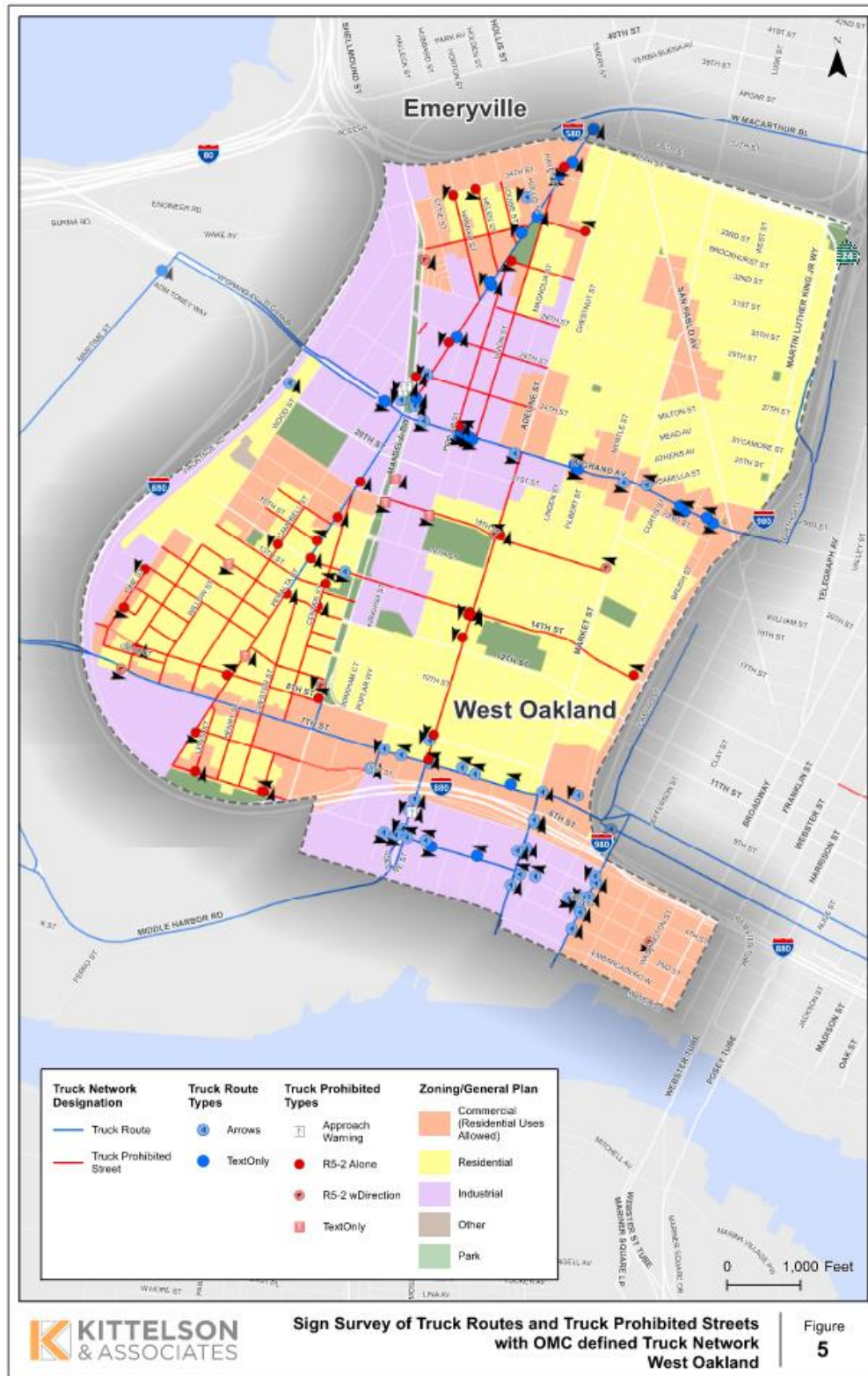
Source: City of Oakland, Oakland Truck Route Map

Truck Routes and Truck Prohibited Signage

Truck Routes and Truck Prohibited Streets are identified for drivers using street signs. The signs are key markers for the public as the signs are the only physical identifiers observable while driving of where Truck Routes and Truck Prohibited Streets are in West Oakland. As part of the TMP implementation, Kittelson conducted a survey of signs in West Oakland in Fall 2019 and compared the location of signs to Truck Routes and Truck Prohibited Streets.

Figure 5 shows the results of the survey. The analysis found that Truck Route signs are generally in good condition and visible and, with only a few exceptions, align with the OMC's defined Truck Routes. Truck Prohibited Signs are placed accurately but are more likely to be in poor condition. The arrows in the map indicate the direction of traffic when the vehicle is visible.

Figure 5: Truck Route and Truck Prohibited Street Signs



Source: Kittelson & Associates, Inc.

EVALUATION PROCESS

The process used to identify and evaluate proposed changes to the Truck Routes and Truck Prohibited Streets consisted of identifying potential changes, collecting additional information, and then recommending changes.

Step 1: Identify Potential Changes

The TMP team started with the recommendations in the approved TMP for potential changes to the OMC to update Truck Routes and Truck Prohibited Streets in West Oakland. The list was confirmed and updated by a review of:

- **Discrepancies identified between the OMC and other data sources** – Identify where the OMC does not agree with public documentation of Truck Routes and Truck Prohibited Streets or with posted signage.
- **Stakeholder feedback collected during the TMP development** – Consider locations, such as 28th Street, where residents identified truck traffic on local streets where residents live.
- **Localized air emission data** – Identify streets not critical to the Truck Route network where poor air quality was recorded to identify where changes could discourage truck traffic. Data was provided by the West Oakland Environmental Indicators Project.⁵
- **Industrial Use** – Consider changes to streets that are used almost exclusively by trucks and industrial traffic.

Step 2: Collect Additional Information

After creating the list of potential changes, the TMP team identified a set of locations in West Oakland to collect vehicle counts by vehicle type and speed data. The team primarily chose locations along and near 7th Street, Frontage Road, and the industrial area north of West Grand Avenue along Peralta Street to collect data on current truck use of certain roadways to better understand how proposed changes may shift trucks to other streets and to evaluate effectiveness of Strategy 3 after implementation.

The data were collected over a week period (Sun. -Sat.) at each location during November and December 2019. Counts were not collected during the week of Thanksgiving. Data on the number of vehicles with 5 or more axles is shown in Figure 6 with the existing Truck Routes and Truck Prohibited Streets. The data collection used tube counters to identify the number of vehicles at each location,

⁵ Data is available at <https://www.edf.org/airqualitymaps/oakland/pollution-and-health-concerns-west-oakland>

the speed distribution of the vehicles, and their classification (e.g. automobile, box truck, semi-truck, etc.).

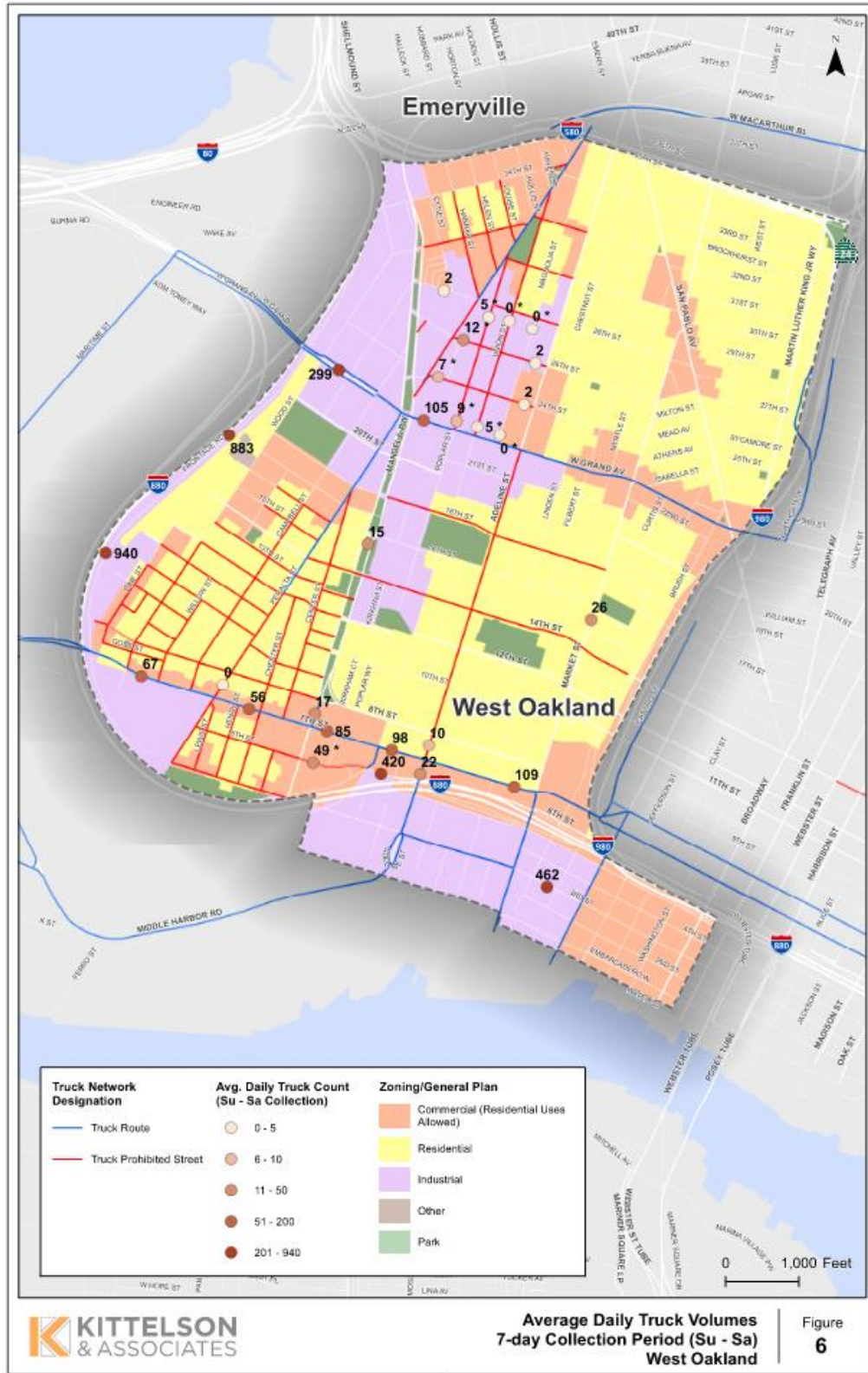
Note that tube counters have difficulty identifying vehicle classification when vehicle speeds are relatively low (< 15 miles per hour [mph]). Locations where more than 10 percent of the vehicles were unclassified are noted with an asterisk in Figure 6. Unclassified vehicles are not included in the count of trucks. Locations such as the industrial area north of West Grand Avenue and west of Peralta Street had high unclassified percentages, which likely results in an underestimation of the total number of trucks.

In addition, the team completed a detailed visual survey of streets in industrial areas of West Oakland to support implementation of *Strategy 8: Change Parking Regulations* and identify locations appropriate for truck parking and expected to remain industrial. This work was also used to revise proposed changes, especially in the area north of West Grand Avenue and west of Peralta Street.

Step 3: Recommend Changes

The team then confirmed the proposed changes based on the results of Step 2 and developed a set of proposed changes. The results on this work are shown in the next section, *Proposed Changes*.

Figure 6: Daily Truck Counts at Selected Locations in West Oakland



Source: Kittelson & Associates, Inc.

PROPOSED CHANGES

This section identifies draft proposed changes to the list of Truck Route and Truck Prohibited Streets in West Oakland in the OMC. For each change, justification is provided for why the change is proposed. The proposed changes are listed in Table 2 and shown in Figure 7. The recommended changes to the OMC text are shown in redline in Appendix A: Proposed Changes to Oakland Municipal Code.

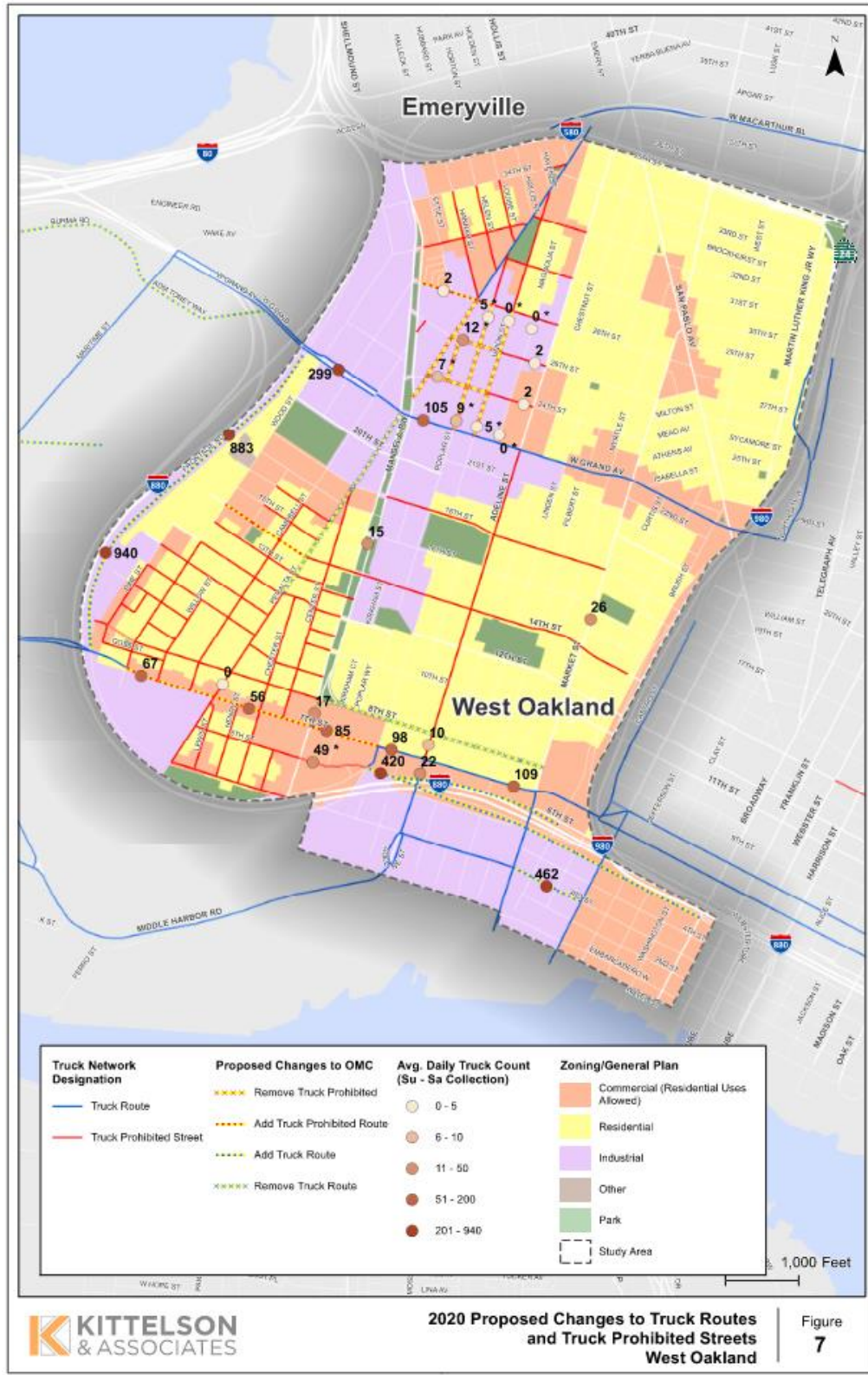
Table 2: Proposed Changes to Truck Routes and Truck Prohibited Streets

Proposed Changes to Truck Routes in OMC		
Add Truck Routes	From	To
Frontage Road	7 th Street	West Grand Avenue
Burma Road	Maritime Street	West End of Berth 7
Admiral Toney Way	Maritime Street	End of Road
West 14 th Street	Maritime Street	I-880 Freeway
3 rd Street	Market Street	MLK Way
5 th Street	Broadway	Union Street
6 th Street	Brush Street	Union Street
Remove Truck Routes	From	To
Peralta Street	12 th Street	West Grand Avenue

Proposed Changes to Truck Prohibited Streets in OMC		
Add Truck Prohibited Streets	From	To
28 th Street	Mandela Parkway	Poplar Street
14 th Street	Wood Street	Peralta Street
7 th Street	Wood Street	Union Street
Remove Truck Prohibited Streets	From	To
Kirkham Street	West Grand Avenue	26 th Street
Poplar Street	West Grand Avenue	28 th Street
Union Street	West Grand Avenue	28 th Street
Peralta Street	West Grand Avenue	28 th Street

Source: Kittelson & Association, Inc.

Figure 7: Proposed Changes to Truck Routes and Truck Prohibited Streets



Source: Kittelson & Associates, Inc.

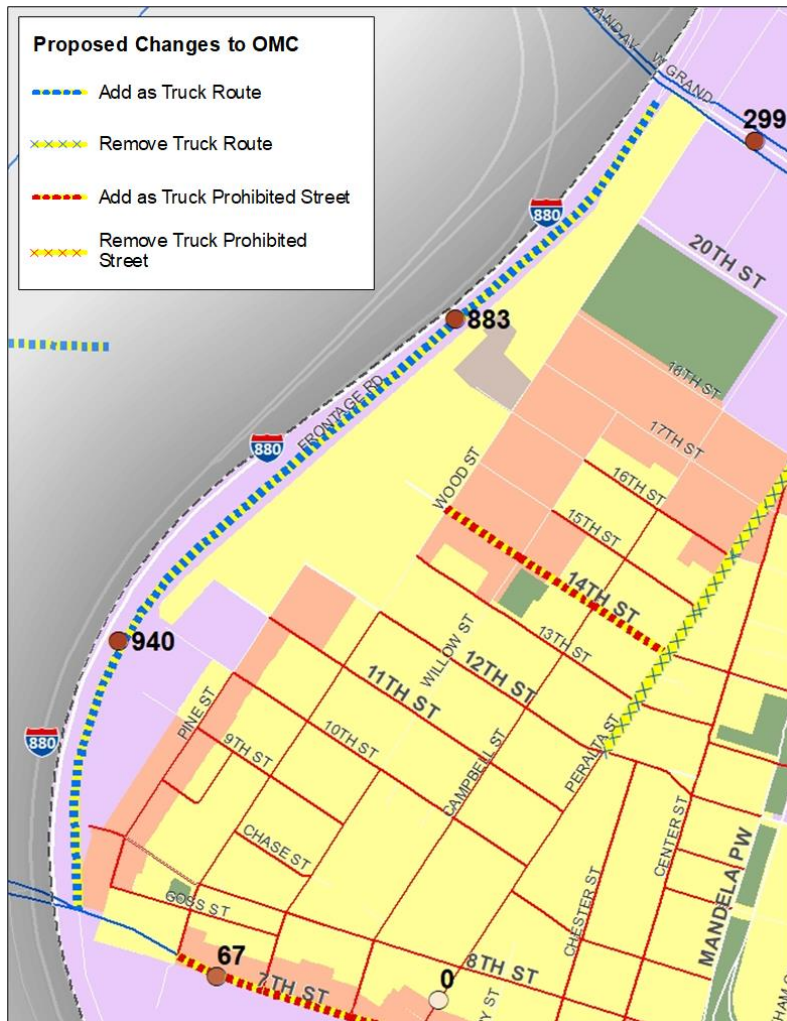
Discussion of Proposed Changes to Truck Routes

The proposed updates refine the network of Truck Routes in West Oakland to make the preferred network of roads clearer for Truck Operators. It is important that Truck Routes are appropriate and relatively easy for operators to follow.

Add Truck Route – Frontage Road between 7th Street and West Grand Avenue

Frontage Road is parallel to I-880 between 7th Street and West Grand Avenue. The cross-section is roughly 80 feet and includes four travel lanes, a center lane striped as a median, and shoulders. The road is largely separated from the West Oakland road network. There are two access points along the segment at 14th and 16th Street, both of which serve the Station House residential development. The section proposed for addition is shown in Figure 8.

Figure 8: Proposed Change to Frontage Road



Source: Kittelson & Associates, Inc.

Source: Kittelson & Associates, Inc.

The proposed change is based on the following.

- **Designed for Truck Traffic:** Following the collapse of the Cypress Freeway in 1989, the freeway was rerouted around West Oakland. As part of the reconstruction, Frontage Road was built as an access road for trucks to merge onto I-880 and minimize trucks driving north-south through West Oakland on local roads. As a result, it was designed with few intersections and no on-street parking, thereby reducing stopping and potential conflicts. The wider cross-section also provides greater space for trucks and other vehicles to maneuver around one another.
- **Reflect Existing Truck Use:** The tube counts reported that about 900 trucks use the road daily, which is around 10 percent of the total daily count of vehicles observed on the road.
- **Preferred North-South Truck Route:** The other north-south routes in West Oakland (Market Street, Adeline Street, and Mandela Parkway) are fronted by schools, parks, and housing and include bike lanes, making them less appropriate for truck travel than the Frontage Road. Although there is a residential development adjacent to Frontage Road, driveways do not connect directly to Frontage Road and the properties are separated from the sidewalk on Frontage Street by a continuous wall. Station House residents can enter Frontage Road at 14th and 16th Streets.
- **Historical Support for Truck Route Designation:** Frontage Road was originally a Caltrans roadway and as part of I-880 it was designated a Truck Route. In 2005, most of the Frontage Road was transferred to the City. City staff prepared a Council Report to confirm Frontage Road as a truck route (see Appendix B: Supporting Frontage Road Documentation). However, the recommendation was not implemented, which appears to have been an oversight.⁶

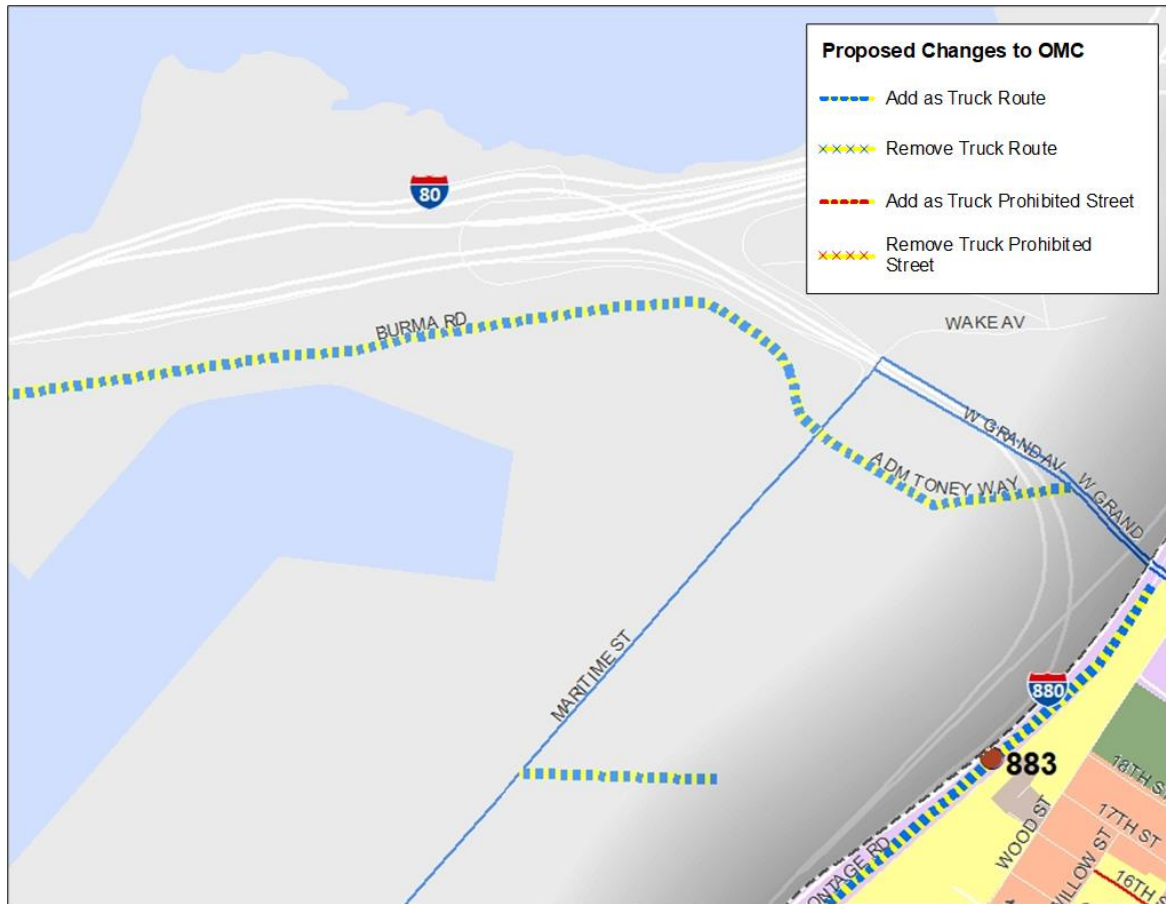
Formalizing the designation of Frontage Road is not anticipated to change its current use as a truck route and therefore is not expected to noticeably alter the volume of trucks on the road.

⁶ The recommended change was not implemented.

Add Truck Routes – Burma Road, Admiral Toney Way, and West 14th Street

Burma Road, Admiral Toney Way, and West 14th Street are streets located west of I-880 in the Port and at the former Oakland Army Base (see Figure 9). The roads are used by truck drivers to access businesses in the Port and at the former OAB. The roads each connect to Maritime Street, the primary north-south street in the former Oakland Army Bases section of the Port.

Figure 9: Proposed Changes West of I-880



Source: Kittelson & Associates, Inc.

The proposed changes will increase clarity for truck operators and officially recognize that these roads at the Port and within the former Oakland Army Base are part of the approved truck network.

No changes in the current use of these roads by trucks is anticipated by designating these roadways as part of the truck network. The roads connect only to existing Truck Routes.

Add Truck Route – 3rd Street between Market Street and MLK Way

The proposed three block section is located in the Acorn Industrial area west of Jack London Square. The street is two lanes wide with a cross-section of around 55 feet with on-street parking, including pull-in parking on some block faces. The section is part of Oakland’s Overweight Vehicle Corridor, which OPD has designated for use by approved overweight vehicles to travel between the Port of Oakland and East Oakland. The land uses along the road segment include light industry and storage buildings. The existing and proposed truck routes and average daily count of trucks are shown in Figure 10.

Figure 10: Proposed Change to 3rd Street



Source: Kittelson & Associates, Inc.

The proposed change is based on the following.

- **Improve Clarity for Truck Operators:** 3rd Street is defined in the OMC as a Truck Route west of this segment. The proposed change would connect the segments, making a clear route that also overlaps with the Overweight Vehicle Corridor. The change would also make the OMC consistent with City signs, which identify the segment as a Truck Route.

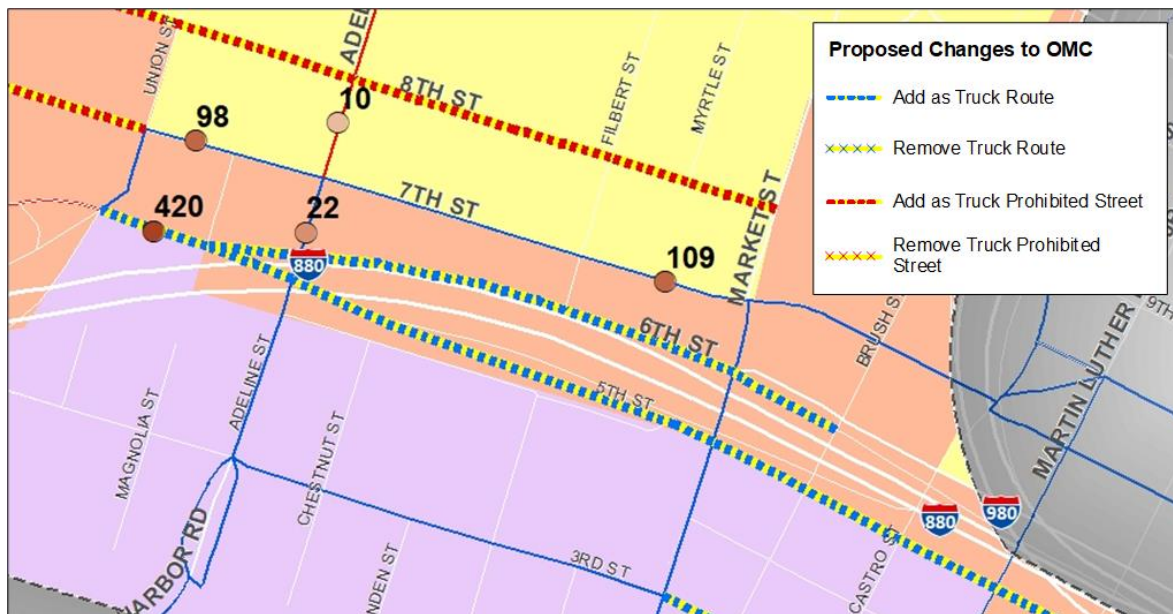
- **Reflect Existing Truck Volumes:** The tube counts reported that more than 450 trucks use the road daily. They are around 10 percent of the total daily count of vehicles observed on the road. It was the second highest count of trucks observed during data collection after those on Frontage Road.
- **Reflect Adjacent Land Uses:** The land uses along the road segment include light industry and storage buildings, both used regularly by trucks.

Designating this section of 3rd Street as a Truck Route is not anticipated to change use of the roads or truck volumes because it is currently signed and used as a truck route.

Add Truck Routes – 5th Street between Broadway and Union Street and 6th Street between Brush Street and Union Street

5th and 6th Street are one-way streets that run adjacent to I-880. 5th Street is one-way in the eastbound direction and 6th Street is one-way westbound. The streets provide access to the on and off ramps to I-880, and trucks that access the Port via Adeline Street generally must use these streets to go to and from I-880. Both streets intersect Adeline Street near the west end of the proposed segments, where they provide access to I-880 at Union Street. On the east end, the 6th Street segment extends to Brush Street to accommodate trucks exiting southbound I-980 and northbound I-880, and the 5th Street segment extends to Broadway to the on ramp to southbound I-880.

Figure 11: Proposed Change to 5th and 6th Street



Source: Kittelson & Associates, Inc.

The proposed changes are based on the following.

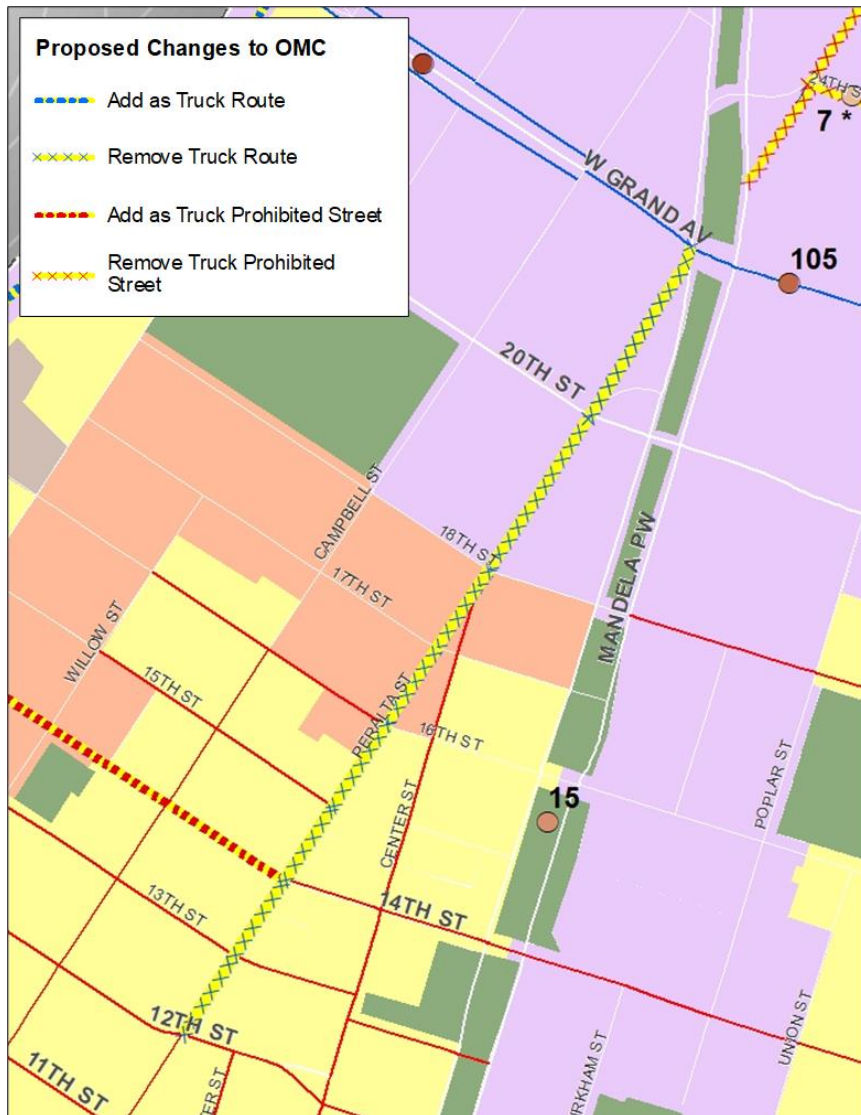
- **Improve Clarity for Truck Operators:** The proposed changes would make the OMC consistent with the City public map, which already shows these two roads as Truck Routes. Designating them as Truck Routes recognizes trucks must use these routes to minimize driving on local street when traveling between the Port's Adeline Street access and I-880.
- **Reflect Existing Truck Volumes:** Data collection for eastbound truck traffic on 5th Street confirmed that the corridor is already functioning as truck routes. The tube count identified an average of 420 trucks with five or more axles per day. The count is similar to that observed on 3rd Street and more than all other roads except for Frontage Road.
- **Reflect Adjacent Existing Land Uses:** The roads are primarily fronted by industrial land-uses, including a truck fueling station at 5th Street and Chestnut Street.

Updating the OMC to reflect these segments of 5th Street and 6th Street as Truck Routes is not anticipated to change use of the roads or truck volumes because they are currently shown on the City's public map as Truck Routes and are already in regular use by trucks.

Remove Truck Route – Peralta Street between 12th Street and West Grand Avenue

Peralta Street is a two-lane road that is approximately one-third mile east of I-880 and Frontage Road. The road is split at West Grand Avenue, such that vehicles must turn briefly onto West Grand Avenue and Mandela Parkway to connect between the north and south sections of the road. Just south of West Grand Avenue, the existing land use is industrial; however, from 18th Street south the land uses change to residential and commercial. Raimondi Park is located one block west of Peralta Street between 18th and 20th Streets. Between 12th and 16th Streets, the OMC designates Peralta Street as both a Truck Route and a Truck Prohibited Street. South of 12th Street, the OMC designates Peralta Street as Truck Prohibited. The proposed change is shown in Figure 12.

Figure 12: Proposed Change to Peralta Street



Source: Kittelson & Associates, Inc.

The proposed change is based on the following.

- **Eliminate Internal Conflict in OMC:** The OMC lists the segment as both a Truck Route and a Truck Prohibited Street. The proposed change would improve administrative clarity by removing the internal conflict.
- **Clarify Preferred Routing:** Designating the north end of the segment as a Truck Route may attract trucks looking for parking or for a north-south route through West Oakland. The change emphasizes that Peralta Street is not appropriate for trucks traveling between West Grand Avenue and 7th Street.

It is anticipated that the change will encourage trucks to avoid Peralta Street to traverse north-south in this part of West Oakland. The change is not expected to affect truck-using businesses north of 18th Street because trucks are allowed to diverge from Truck Routes to complete deliveries. In this case, trucks can access Peralta Street north of 18th Street from West Grand Avenue, a designated Truck Route.

Discussion of Proposed Changes to Truck Prohibited Streets

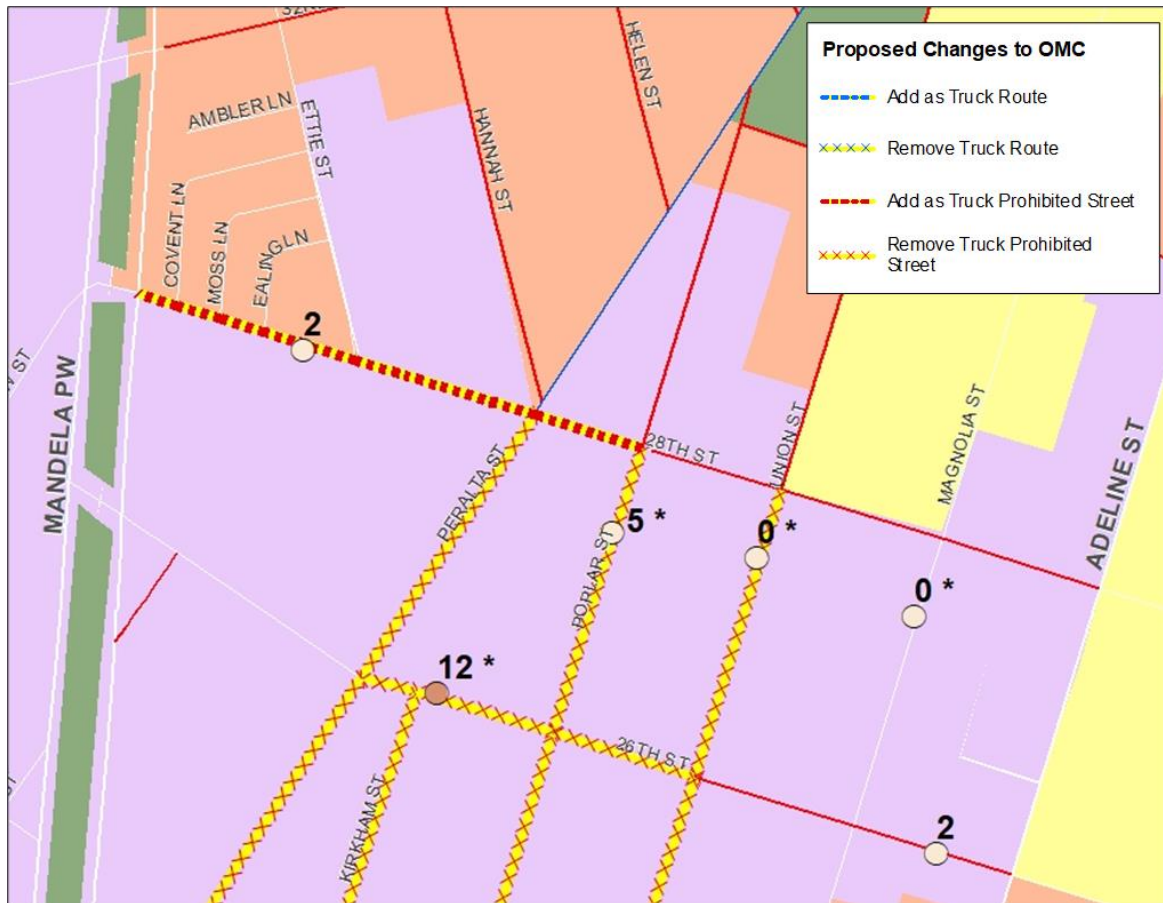
Designating streets as Truck Prohibited indicates streets for truck drivers to avoid. It prohibits drivers from using streets to travel through neighborhoods; however, drivers are allowed to use all streets, including Truck Prohibited Streets, to make local deliveries. According to OPD, this makes it difficult to enforce prohibitions on Truck Prohibited Street, which can lead to confusion for residents.

The City is open to moving away from using Truck Prohibited Street designations to manage truck movement. Nonetheless, if the City, after public outreach on these proposals, desires to keep the Truck Prohibited Street designation, then the associated recommendations are below.

Add Truck Prohibited Street – 28th Street between Mandela Parkway and Poplar Street

28th Street is a two-lane road with on-street parking on both sides. The segment proposed for addition is shown in Figure 13 and is a dividing line between more industrial areas to the south and residential areas to the north. Housing is located on the north side of the block between Ettie Street and Mandela Parkway. The remainder of the street contains industrial uses. The tube counts identified an average of two trucks with five or more axles per day, which is about eight percent of the vehicles observed each day during data collection (56/day). Traffic speeds on the road are relatively low with an 85th percentile speed of 24 mph.

Figure 13: Proposed Change to 28th Street



Source: Kittelson & Associates, Inc.

The proposed change is based on the following.

- **Reduce Impacts on Residents:** During the TMP development, residents in the area identified truck use of this portion of 28th Street as a noise and safety concern.
- **Discourage Cut-Through Traffic near Residences:** Establishing 28th Street as a Truck Prohibited Street indicates that it should not be used as an east-west route by trucks coming

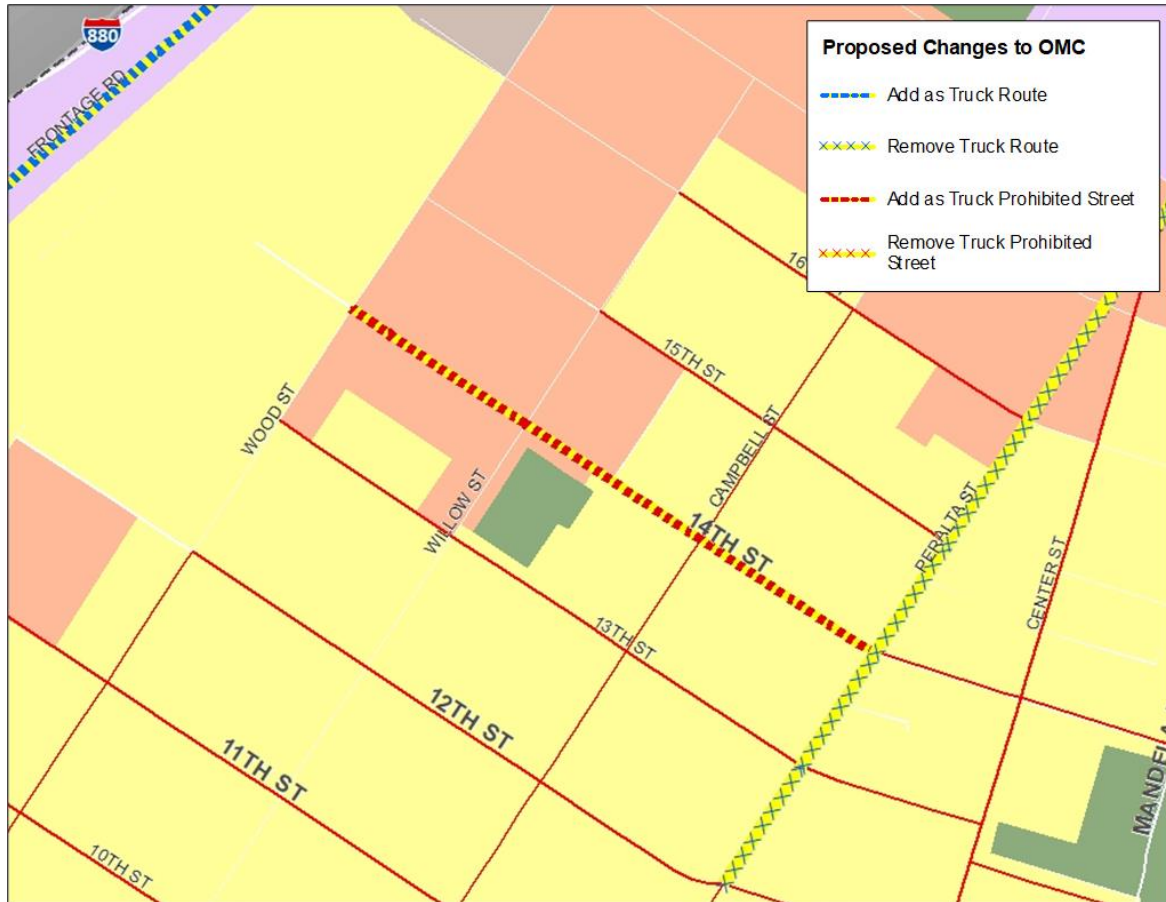
from nearby industrial businesses. This change is proposed in conjunction with the removal of Truck Prohibited designation along 24th and 26th Street (see below) to reinforce that 24th and 26th Streets are the preferred east-west Truck Routes between Mandela Parkway and the industrial area north of West Grand Avenue.

However, it is possible that this change would not be noticeable to residents on 28th Street. The tube counts identified relatively few trucks at two per day, although residents on 28th Street reported during community outreach activities that trucks are frequently using 28th Street. Trucks completing deliveries to businesses on 28th Street, including those on the south side of 28th Street opposite the residents, could continue to use the Street. Regardless, City and Port staff will be contacting the industrial businesses on this segment of 28th Street to encourage them to use other streets away from residences to reach their businesses. In addition, Port and City staff will engage with these residents to inform them why occasional trucks may still be seen.

Add Truck Prohibited Street – 14th Street between Wood Street and Peralta Street

The proposed section of 14th Street is a two-lane residential street that dead ends just after Wood Street. Historically, the street provided a connection to industrial businesses that were located at the west end of the segment adjacent to Frontage Road. Recently, residential construction replaced the industrial land uses. The segment is already shown as a Truck Prohibited Street in the City's public map of Truck Routes and Truck Prohibited Streets.

Figure 14: Proposed Change to 14th Street



Source: Kittelson & Associates, Inc.

The change is proposed to make the OMC consistent with the City’s public map. It also creates consistency in the neighborhood by giving the road the same designation as the roads to the north and south (13th Street and 15th Street).

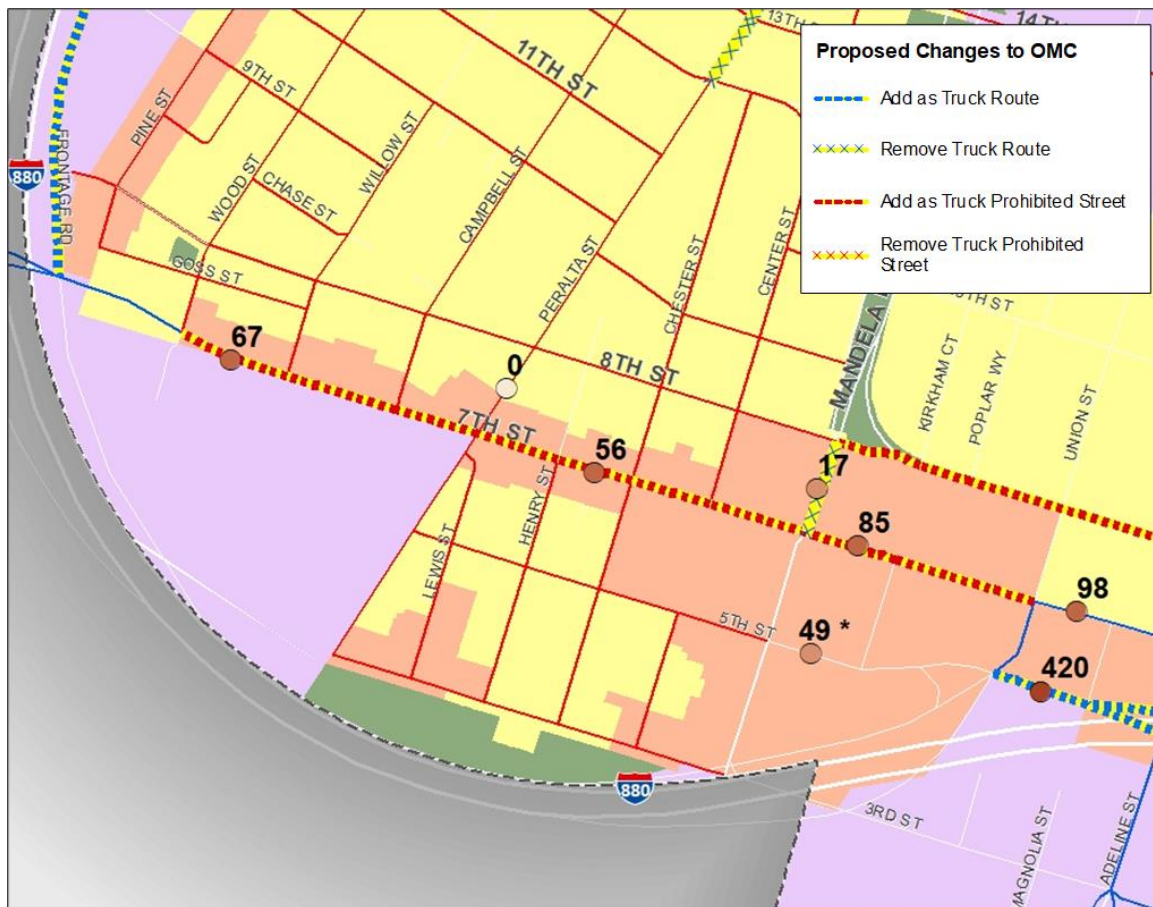
Potential Impacts

No change in road use is expected as a result of the proposed change. The road has minimal value for trucks as the industrial businesses that previously used the road have been replaced.

Add Truck Prohibited Street – 7th Street between Wood Street and Union Street

The proposed section of 7th Street between Union Street and Wood Street, shown in Figure 15, is one of the primary commercial corridors in West Oakland and is lined by a mix of commercial and residential land uses. The OMC lists 7th Street as a Truck Route between the Port and Fallon Street; however, the City public map does not define 7th Street as a Truck Route between Wood Street and Union Street. The road is four lanes east of Mandela Parkway and two lanes west of Mandela Parkway, including the portion adjacent to the West Oakland BART Station. There are proposed and approved residential projects near the BART station that will significantly increase residential density on the east end of the corridor. The City is in various stages of implementing bike lane and pedestrian improvements along this segment of 7th Street.

Figure 15: Proposed Change to 7th Street



Source: Kittelson & Associates, Inc.

7th Street west of Wood Street and east of Union Street is part of the Truck Route network and would remain as a Truck Route. The segment west of Wood Street would be maintained as a Truck Route to provide access to I-880 and Frontage Road for trucks traveling to and from the Post Office distribution center at 1675 7th Street. 7th Street continues as a Truck Route west of I-880 into the Port.

The proposed change is based on the following.

- **Land Use Changes and Transportation Projects may Conflict with Use as a Truck Route:** The corridor is characterized by residential and commercial land uses as well as the West Oakland BART Station. These land uses are all associated with a higher proportion of walking, biking and transit volumes, which can create safety concerns related to truck traffic.
- **Better Alternative for Trucks:** Trucks on 7th Street east of Union Street can easily access the Port by entering I-880 at 7th and Union Streets and then existing immediately at 7th Street, where trucks can turn into the Port west of Wood Street. In addition, there are few truck-oriented businesses on this section of 7th Street. Other industrial areas of West Oakland can be reached without using this section of 7th Street.

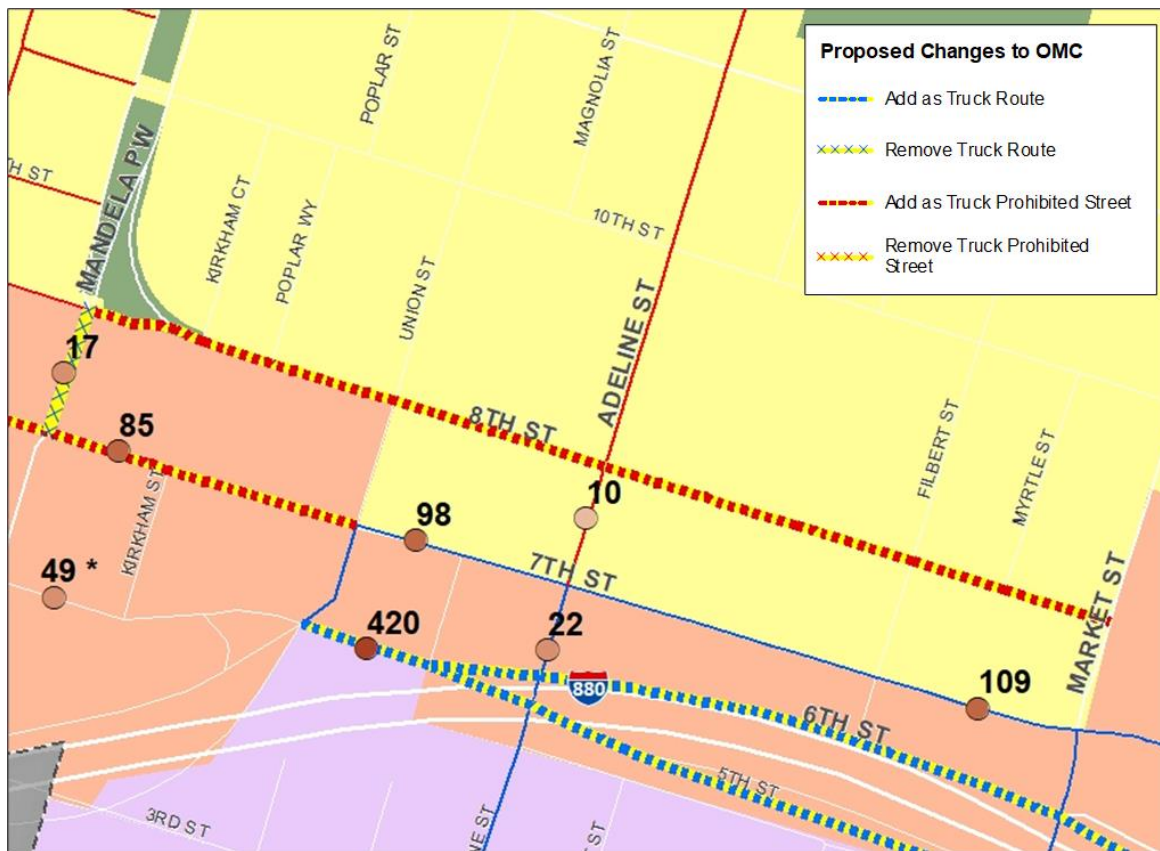
The tube counts identified 50 to 100 truck a day on this section of 7th Street. It appears that the trucks are generally associated with the Post Office Distribution Center, based on an intersection count collected at the distribution centers' driveway. It is not expected to affect truck access to local businesses on this section of 7th Street.

Add Truck Prohibited Street – 8th Street between Mandela Parkway and Market Street

The segment of 8th Street between Mandela Parkway and Market Street is a two-lane local road fronted by residential buildings. It is parallel to 7th Street which is a Truck Route between Market Street and Union Street. There is parallel parking on both sides of the street and a bike lane on the westbound side of the street. To the west of Mandela Parkway, 8th Street is designated as a Truck Prohibited Street.

The OMC designation is not consistent with the City public map for the segment. The City public map shows the 8th Street as a Truck Prohibited Street between Wood Street and Filbert Street (Filbert is one block west of Market Street). The proposed change would make the OMC consistent with the City public map and would add the block from Filbert to Market Street. The block between Filbert and Market Street is consistent in character with the rest of the segment.

Figure 16: Proposed Changes to 8th Street



Source: Kittelson & Associates, Inc.

The proposed change is based on the following.

- **Encourage Use of Truck Route on 7th Street:** Designating this section of 8th Street as a Truck Prohibited Street reinforces that 7th Street is the preferred route for trucks to travel in the area. In contrast to 8th Street, 7th Street is wider with fewer conflicting land uses. In addition,

adding the segment to Market Street is recommended to discourage trucks from entering 8th Street at Market Street to reach Mandela Parkway.

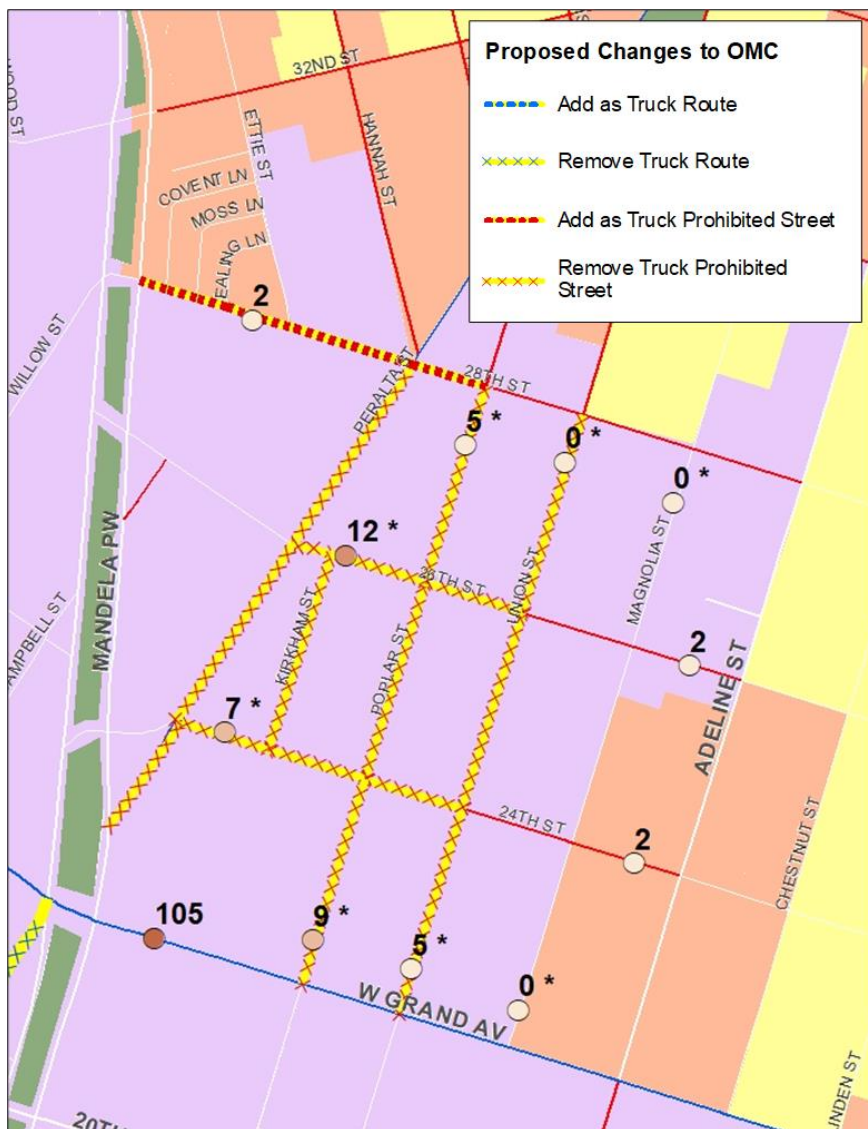
- **Improve Consistency in City Documents:** Removing the Truck Prohibited Street designation will make the OMC consistent with the City public map.

The proposed change is not anticipated to affect truck movement in West Oakland because 8th Street is already communicated as a Truck Prohibited Street on the City public map of Truck Routes and Truck Prohibited Streets.

Remove Truck Prohibited Streets - Kirkham, Poplar, and Union Streets between 28th Street and West Grand Avenue and 24th and 26th Streets between Peralta Street and Union Street

These streets are located in the industrial area north of West Grand Avenue as shown in Figure 17. The roads are two-lane local roads fronted by industrial businesses that do not contain residences and are expected to remain industrial due to the industrial zoning. The roads connect to Peralta Street, West Grand Avenue, and Market Street, which are more significant collectors. Daily traffic along the roads is relatively low, collectively less than 1,000 vehicles a day. The areas west and south of the streets are primarily industrial, and the areas north and east of the streets are primarily residential and commercial land uses.

Figure 17: Proposed Change to area North of West Grand Avenue and East of Peralta Street



Source: Kittelson & Associates, Inc.

More trucks were counted traveling to and from Peralta Street and West Grand Avenue than north and east towards 28th Street and Adeline Street. These figures may underestimate counts of trucks because a significant share of vehicles was unclassified due to the low speeds on the roads.

The proposed changes are based on the following.

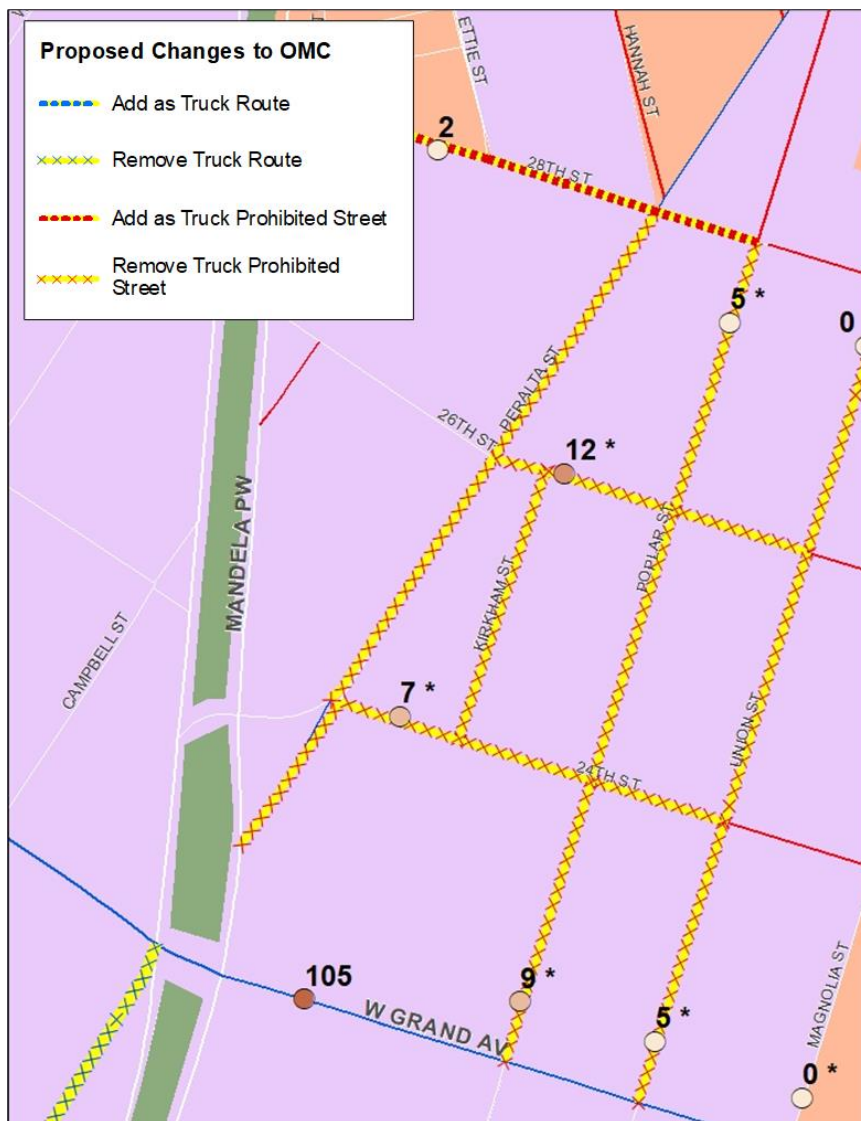
- **Clarify Preferred Routing:** Removing the Truck Prohibited designations will more clearly indicate that trucks are supposed to access businesses in this area using Peralta Street or West Grand Avenue, rather than traveling further east to Adeline Street.
- **Make Designations Consistent with Land Uses:** The streets are in an industrial area where truck movement is allowed for accessing the industrial businesses located on those streets. Designating the streets as Truck Prohibited Streets is inconsistent with their use and may create confusion for truck operators.

It is anticipated that the proposed change could reduce the number of trucks driving through residential areas to the east and north of the industrial area by clarifying the preferred approach for trucks to access businesses. The proposed changes are not expected to create any new truck trips in the area because the changes do not create any new or faster through routes. Peralta Street and West Grand Avenue are existing Truck Routes and faster routes for trucks traveling in West Oakland.

Remove Truck Prohibited Street – Peralta Street between West Grand Avenue and 28th Street

Peralta Street is a two-lane road located east of I-880. As noted above, the road is split at West Grand Avenue and Mandela Parkway. North of West Grand Avenue, traffic enters Peralta Street via Mandela Parkway. Between West Grand Avenue and 28th Street, Peralta Avenue is surrounded by industrial land uses. Currently, the OMC designates Peralta Street as a Truck Route between West Grand Avenue and the Emeryville Border and as a Truck Prohibited Street between Mandela Parkway and 28th Street. Therefore, the segment between West Grand Avenue and 28th Street is listed in the OMC as both a Truck Prohibited Street and a Truck Route. The proposed change would remove the Truck Prohibited Street designation and maintain the segment as a Truck Route.

Figure 18: Proposed Change to Peralta Street



Source: Kittelson & Associates, Inc.

The proposed changes are based on the following.

- **Preferred North-South Truck Route:** Peralta Street provides direct access for trucks traveling south to West Grand Avenue and north towards I-580 and Emeryville. While this section of Peralta includes residential land-uses, it was selected over parallel routes, such as Adeline Street and Market Street, to avoid greater conflict with residences along Adeline and Market Street and to reduce total miles traveled by trucks in West Oakland. It also provides connections to the north-south Truck Routes in Emeryville on Hollis Street and San Pablo Avenue.⁷
- **Maintain Clear and Consistent Communications:** Removing the Truck Prohibited Street designation will make the OMC consistent internally and with existing signage. The segment is already marked as a Truck Route with north and southbound signs at Peralta Street and Mandela Parkway and a sign for northbound trucks at 26th Street. There is one Truck Prohibited Sign posted on the segment at 26th Street for southbound traffic that would need to be removed.

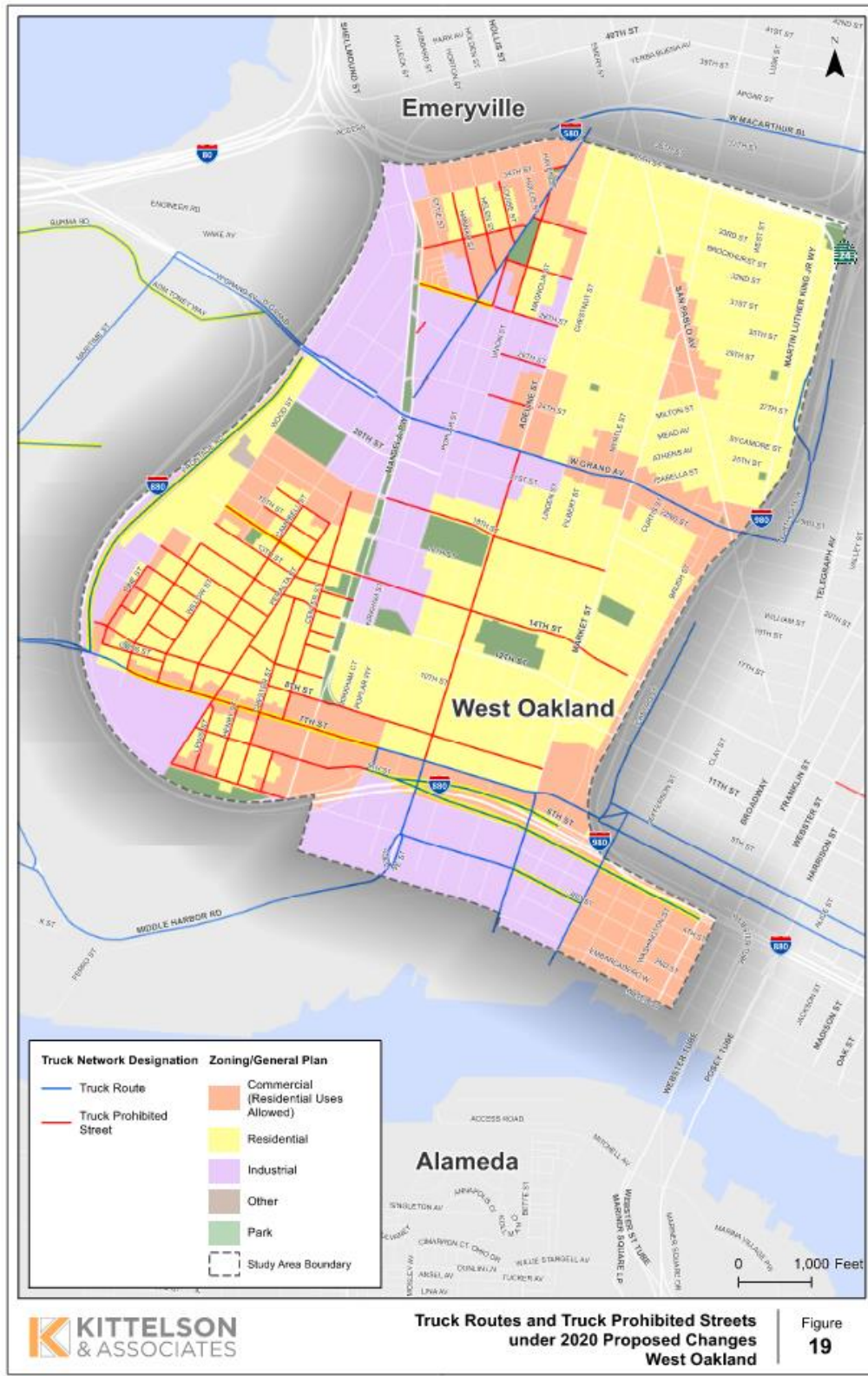
The proposed change would confirm the existing conditions and eliminate conflicts in City documents and therefore no changes in truck movement or volumes are anticipated.

Resulting Truck Routes and Truck Prohibited Street Network

Implementing the proposed changes would result in the updated Truck Routes and Truck Prohibited Street network shown in Figure 19. Proposed changes that add streets to the list of Truck Routes or Truck Prohibited Streets in the OMC are identified with highlighting. In total, the changes create a network that clarifies movement for trucks and reaffirms community priorities to reduce the effects of transport trucks on local streets in West Oakland. The full list of changes for implementation in the OMC is included in Appendix A: Proposed Changes to Oakland Municipal Code.

⁷ Emeryville's Truck Routes are presented on page 3-19 of the transportation element of the City General Plan: <https://www.ci.emeryville.ca.us/DocumentCenter/View/1010/30-Transportation?bidId=>

Figure 19: Proposed Truck Routes and Truck Prohibited Streets Network



Source: Kittelson & Associates, Inc.

NEXT STEPS

The analysis in this memo is a summary of the work conducted by the TMP team to complete implementation steps 1, 3, 4 and 5 of Strategy 3. The City and Port will be collecting feedback on the proposed changes to the Truck Routes and Truck Prohibited Streets during spring and summer 2020. In person meetings are not planned out of consideration for avoiding spread of the Covid-19 virus. Instead, the City and Port will be conducting virtual meetings and collecting feedback via an online survey, by email, and through virtual meetings with community-based organizations and industry organizations. Information about meetings and how to provide feedback are available at the project website: <https://www.oaklandca.gov/topics/west-oakland-truck-management-plan>. Upon completion of public outreach regarding these recommendation (step 2), the TMP Team will finalize the recommendations and update the OMC.

Appendix A: Proposed Changes to Oakland Municipal Code

10.52.060 - Vehicles exceeding four and one-half tons prohibited use on certain streets.

When such streets are appropriately sign posted, the use of the hereinafter described portion of the hereinafter named streets by any motor vehicle (other than passenger buses and passenger stages referred to in Section 50-1/4 of the Public Utilities Act of the state of California), when the total weight of the vehicle and load exceeds four and one-half tons, except for the purpose of loading and unloading thereon, is prohibited.

The streets are portions thereof referred to in the preceding paragraph are:

Street	From	To
21st Avenue	Foothill Boulevard	East 27th Street
39th Avenue	MacArthur Boulevard	Mountain Boulevard
50th Avenue	East 12th Street	East 14th Street
50th Avenue	International Boulevard	East 12th Street
51st Avenue	San Leandro Street	East 14th Street
52nd Avenue	San Leandro Street	East 14th Street
53rd Avenue	East 12th Street	East 14th Street
54th Avenue	San Leandro Street	East 14th Street
73rd Avenue	MacArthur Boulevard	Hillmont Drive
85th Avenue	International Boulevard	G Street
92nd Avenue	International Boulevard	G Street
100th Avenue	East 14th Street	E Street
102nd Avenue	East 14th Street	E Street
103rd Avenue	East 14th Street	E Street
104th Avenue	East 14th Street	E Street
3rd Street	Peralta Street	Mandela Parkway
5th Street	Peralta Street	Mandela Parkway Union Street
7th Street	Wood Street	Union Street
8th Street	Nelson Mandela Parkway Filbert Street	Wood Street Pine Street
9th Street	Pine Street	Willow Street
9th Street	Peralta Street	Mandela Parkway
10th Street	Center Street	Mandela Parkway

10th Street	Peralta Street	Pine Street
11th Street	Pine Street	Peralta Street
11th Street	Center Street	Mandela Parkway
12th Street	Wood Street	Mandela Parkway
13th Street	Wood Street	Center Street
14th Street	Brush Street	Union Street
14th Street	Union Street	Mandela Parkway Wood Street
15th Street	Willow Street	Peralta Street
16th Street	Willow Street	Peralta Street
18th Street	Market Street	Mandela Parkway
24th Street	Peralta Street Union Street	Adeline Street
26th Street	Peralta Street Union Street	Adeline Street
28th Street	Poplar Street Mandela Parkway	Adeline Street
28th Street	Telegraph Avenue	Webster Street
29th Street	Broadway	Harrison Street
29th Street	Telegraph Avenue	Broadway
30th Street	Peralta Street	Adeline Street
30th Street	San Pablo Avenue	Telegraph Avenue
30th Street	Telegraph Avenue	Broadway
32nd Street	Mandela Parkway	Peralta Street
32nd Street	Peralta Street	Adeline Street
34th Street	Telegraph Avenue	Webster Street
45th Street	Linden Street	Market Street
45th Street	Market Street	Linden Street
53rd Street	Emeryville City Limit	Lowell Street
53rd Street	Market Street	Martin Luther King Jr. Way
54th Street	Emeryville City Limit	San Pablo Avenue
56th Street	Telegraph Avenue	Shattuck Avenue
57th Street	Gaskill Street	Lowell Street
57th Street	San Pablo Avenue	Gaskill Street
57th Street	Lowell Street	Adeline Street
57th Street	Shattuck Avenue	Telegraph Avenue

58th Street	Telegraph Avenue	Shattuck Avenue
60th Street	Telegraph Avenue	Canning Street
63rd Street	Shattuck Avenue	Racine Street
63rd Street	Vallejo Street	San Pablo Avenue
65th Street	Berkeley City Limit	Shattuck Avenue
East 10th Street	50th Avenue	54th Avenue
East 12th Street	50th Avenue	54th Avenue
Adeline Street	7th Street	West Grand Avenue
Aileen Street	Shattuck Avenue	Telegraph Avenue
Andover Street	34th Street	Northerly terminus at MacArthur Freeway
Apricot Street	San Leandro City Limits	107th Avenue
Argyle Avenue	Dublin Avenue	Kearney Avenue
Bond Street	46th Avenue	Havenscourt Boulevard
Campbell Street	7th Street	16th Street
Campbell Street	Mandela Parkway	28th Street
Carso Street	Tompkins Avenue	Aliso Avenue
Center Street	3rd Street	12th Street
Center Street	7th Street	Peralta Street
Central Avenue	Summit Street	Webster Street
Chabot Road	Claremont Avenue	College Avenue
Chase Street	Pine Street	Willow Street
Chester Street	3rd Street	12th Street
Denslowe Street	Caswell Avenue	Darien Avenue
Dublin Avenue	Mountain Boulevard	Argyle Avenue
Durant Avenue	International Boulevard	MacArthur Boulevard
E Street	98th Avenue	105th Avenue
E Street	92nd Avenue	94th Avenue
Edwards Avenue	Sunkist Drive	Eastbound I-580 Offramp
Elm Street	Hawthorne Avenue	Northerly terminus at MacArthur Freeway
Empire Road	Cairo Road	98th Avenue

Fitzgerald Street	Peralta Street	Haven Street
Goss Street	Pine Street	Willow Street
Hannah Street	Peralta Street	34th Street
Havenscourt Boulevard	East 14th Street	Bancroft Avenue
Hawthorne Street	Telegraph Avenue	Broadway
Helen Street	Peralta Street	34th Street
Henry Street	3rd Street	7th Street
High Street	MacArthur Boulevard	Tompkins Avenue
Hillmont Drive	Sunnymere Avenue	73rd Avenue
Kearney Avenue	Mountain Boulevard	Argyle Avenue
Lee Street	Grand Avenue	Van Buren Avenue
Lewis Street	3rd Street	Peralta Street
Lincoln Avenue (Southbound)	Monterey Boulevard	MacArthur Boulevard
Louise Street	Peralta Street	34th Street
Lyndhurst Street	98th Avenue	Stoneford Avenue
Maddux Drive	Edes Avenue	Stoneford Avenue
Manila Avenue	MacArthur Boulevard	38th Avenue
McClude Street	29th Street	30th Street
McElroy Street	Chase Street	9th Street
Napier Avenue	Piedmont Avenue	Richmond Boulevard
Oak Grove Avenue	College Avenue	Forest Street
Peralta Street	3rd Street	16th Street
Peralta Street	Mandela Parkway	28th Street
Pine Street	Goss Street	10th Street
Poplar Street	West Grand Avenue 28th Street	Peralta Street
Ramona Avenue	Piedmont Avenue	Moraga Avenue
Salem Street	Alcatraz Avenue	Northerly terminus of Salem Street
San Leandro Tunnel	Moorpark Street	Stone Street
Shorey Street	Wood Street	Pine Street
Summit Street	28th Street	Central Avenue
Sunkist Drive	Hillmont Drive	Edwards Avenue

Sunnymere Avenue	Seminary Avenue	Edwards Avenue
Tompkins Avenue	High Street	Carson Street
Union Street	West Grand Avenue 28th Street	Peralta Street
Webster Street	27th Street	34th Street
Willow Street	7th Street	13th Street
Wood Street	7th Street	12th Street

(Ord. No. 13528, § 1, 4-16-2019; Ord. No. 13323, § 1, 7-21-2015; Ord. No. 13070, § 1, 6-21-2011; Ord. 12206 § 1, 2000; Ord. 12173 § 1, 1999; Ord. 12125 § 1, 1999; Ord. 12109 § 1, 1999; Ord. 12068 § 1, 1998; Ord. 12053 §§ 1, 2, 1998; Ord. 12018 § 1, 1997; Ord. 11791 § 1, 1995; prior traffic code § 192)

10.52.120 - Local truck routes.

The following truck routes are established for the movement of motor trucks and trucking combinations as defined in Section 10.52.070:

Street	From	To
23rd Avenue	East 12th Street	29th Avenue
29th Avenue	23rd Avenue	Alameda City Limits
85th Avenue	San Leandro Street	G Street
92nd Avenue	San Leandro Street	G Street
3rd Street	Market Street Martin Luther King Jr. Way	Adeline Street
5th Street	Broadway	Union Street
6th Street	Brush Street	Union Street
7th Street	Fallon Street	Port of Oakland Union Street
7th Street	Wood Street	Port of Oakland
8th Street	Fallon Street	Nelson Mandela Parkway Castro Street
East 8th Street	Fallon Street	14th Avenue
East 12th Street	14th Avenue	Fruitvale Avenue
West 14th Street	Maritime Street	End of Road
Adeline Street	8th Street 7th Street	Middle Harbor Road
Admiral Toney Way	Maritime Street	End of Road
Alameda Avenue	High Street	Fruitvale Avenue
Burma Road	Maritime Street	West End of Berth 7
Castro Street	7th Street	12th Street
Doolittle Drive	County Line	Alameda City Limits
Frontage Road	7th Street	West Grand Avenue
Fruitvale Avenue	Alameda Avenue	Alameda City Limits
G Street	85th Avenue	92nd Avenue
Hegenberger Road	East 14th Street	Doolittle Drive
High Street	San Leandro Street	Alameda City Limits
MacArthur Freeway	Distribution Structure	Grand Avenue
Macarthur Freeway	Edwards Avenue Interchange	Warren Freeway (State Route 13 Interchange)

MacArthur Freeway	Warren Freeway (State Route 13 Interchange)	Edwards Avenue Interchange
Maritime Street	7th Street	West Grand Avenue
Martin Luther King, Jr. Way	8th Street	Port of Oakland
Middle Harbor Road	Adeline Street	Naval Supply Depot 7 th Street/Maritime Street
Nelson Mandela Parkway	8th Street	7th Street
Northgate Avenue	West Grand Avenue	27th Street
Peralta Street	12th Street West Grand Avenue	Emeryville City Limits
San Francisco-Oakland Bay Bridge and Approach	Distribution Structure	Oakland-San Francisco Boundary
San Pablo Avenue	Berkeley City Limits	Emeryville City Limits
West Grand Avenue	Maritime Street	Northgate Avenue

When authorized signs are in place giving notice thereof, the operator of any motor truck or trucking combination as defined in Section 10.52.070, shall drive on such route or routes and none other except when necessary to traverse another street or streets to a destination for the purpose of loading or unloading, but only then by such deviation from the nearest truck route as is reasonably necessary.

(Ord. No. 13323, § 4, 7-21-2015; Ord. 12701 §§ 2—3, 2005; Prior traffic code § 205)

Append B: Supporting Frontage Road Documentation

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-4425
FAX (510) 286-4712
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

September 30, 2016

04-Ala-880 R33.42
16-2067

City of Oakland Bureau of
Engineering and Construction
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, CA 94612

Attention: Mohammad Barati


This is in regard to your September 14, 2016 submittal for your Encroachment Permit Application, for the WOTV Phase II Improvement Project on 7th Street, on State Highway, 04-Ala-880, Post Mile R33.42, in the City of Oakland.

Attached is Caltrans letter to City of Oakland Council, dated June 3, 2014. This letter includes Relinquishment No. 56040 which vests rights, title & interest in the portion of Route 880 to the City of Oakland. This relinquishment covers all of the proposed improvement in your encroachment permit application.

Therefore your EP application will be cancelled.

If you have any questions, please contact Daniel Chang at (510) 286-4415.

Sincerely,


AJAY SEGHAL
District Branch Chief
Office of Encroachment Permits

Attachments

dc:

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

RIGHT OF WAY AND LAND SURVEYS

P. O. BOX 23440 MS 11-E
OAKLAND, CA 94623-0440
PHONE (510) 286-5400
FAX (510) 286-4960



*Flex your power!
Be energy efficient!*

June 3, 2014

Road 04-ALA-880-PM R32.1/R34.5
Relinquishment No. 56040
CTC Resolution R-3903, dated May 21, 2014

City of Oakland
City Council
1 Frank H. Ogawa
Oakland, CA 94612

This is to advise you that CTC Resolution No. R-3903 of Relinquishment No. 56040, of State Highway Route 04-ALA-880, a portion of Frontage Road, portions of 5th Street and 7th Street in the City of Oakland, was recorded on June 3, 2014, under Recorder's Document Number 2014133186 of the County of Alameda.

Attached for your file is a copy of the recorded document. With this recordation, all of the State's rights, title and interest in and to the above-mentioned a portion of Frontage Road, portions of 5th Street and 7th Street, are now vested in the City of Oakland.

Sincerely,

A handwritten signature in black ink, appearing to read "Toni Scorallo".

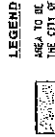
TONI SCORALLE
District Office Chief
R/W Engineering, Surveys
And Mapping Services

Enclosures

COUNTY OF ALAMEDA
CITY OF OAKLAND



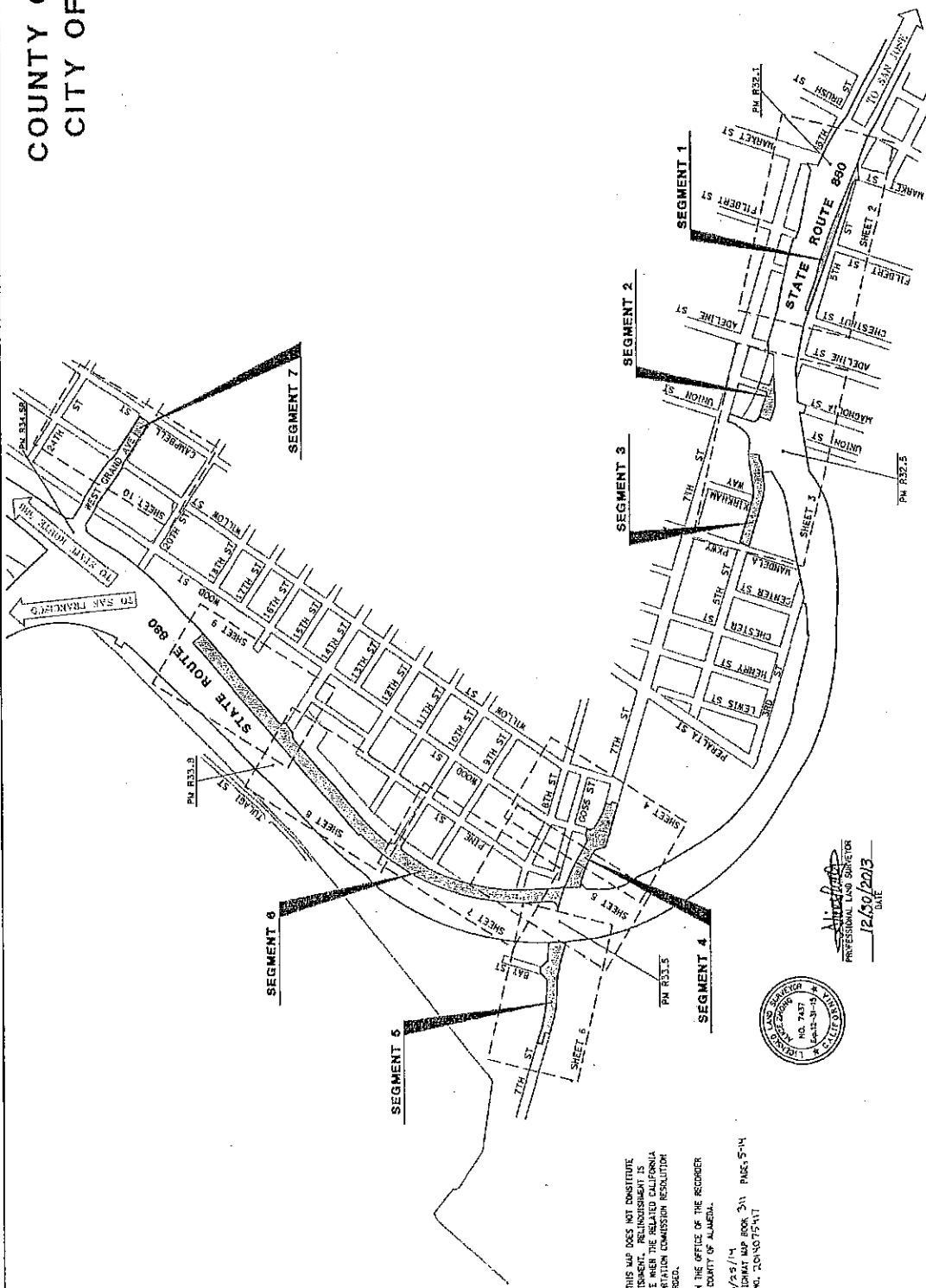
NOT TO SCALE



LEGEND
AREA TO BE RELINQUISHED TO
THE CITY OF OAKLAND

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND

ROAD 04-ALA-880-PM R32.1/ R34.5R



NOTE: THIS MAP DOES NOT CONSTITUTE
A GUARANTEE OF THE ACCURACY OF THE
INFORMATION SHOWN HEREON. THE USER
COMPLETE WHEN THE RELATED CALIFORNIA
TRANSPORTATION COMMISSION RESOLUTION
IS RECORDED.
FILED IN THE OFFICE OF THE RECORDER
OF THE COUNTY OF ALAMEDA.
DATE: 5/23/14 PAGES: 5-14
STATE HIGHWAY MAP BOOK 311 PAGES 5-14
SERIAL NO. 2014075417



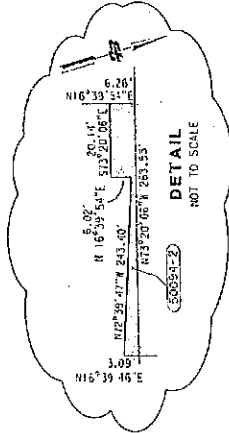
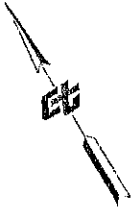
Milesford
PROFESSIONAL LAND SURVEYOR
DATE: 12/30/2013

OR BY: A.L.	DATE: 02/2013	REL. NO. 56040	CONTRACT NO. 192204	M.A.P. REFERENCE	SHEET 1 OF 10
EX BY: A.L.				RECORD YOUCHER	
				R-7 & TX	
				APPRASAL	
				R.C.	
				1917A, 1927A, 1927B, 1927C, 1927D, 1927E, 1927F, 1927G, 1927H, 1927I, 1927J, 1927K, 1927L, 1927M, 1927N, 1927O, 1927P, 1927Q, 1927R, 1927S, 1927T, 1927U, 1927V, 1927W, 1927X, 1927Y, 1927Z	
				SUBSCRIBER: S. QUINN	

COUNTY OF ALAMEDA
CITY OF OAKLAND

SEE SHEET 5 OF 10

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE BASIS OF THE SAN FRANCISCO POINT OF ORIGIN LOCAL DATUM.



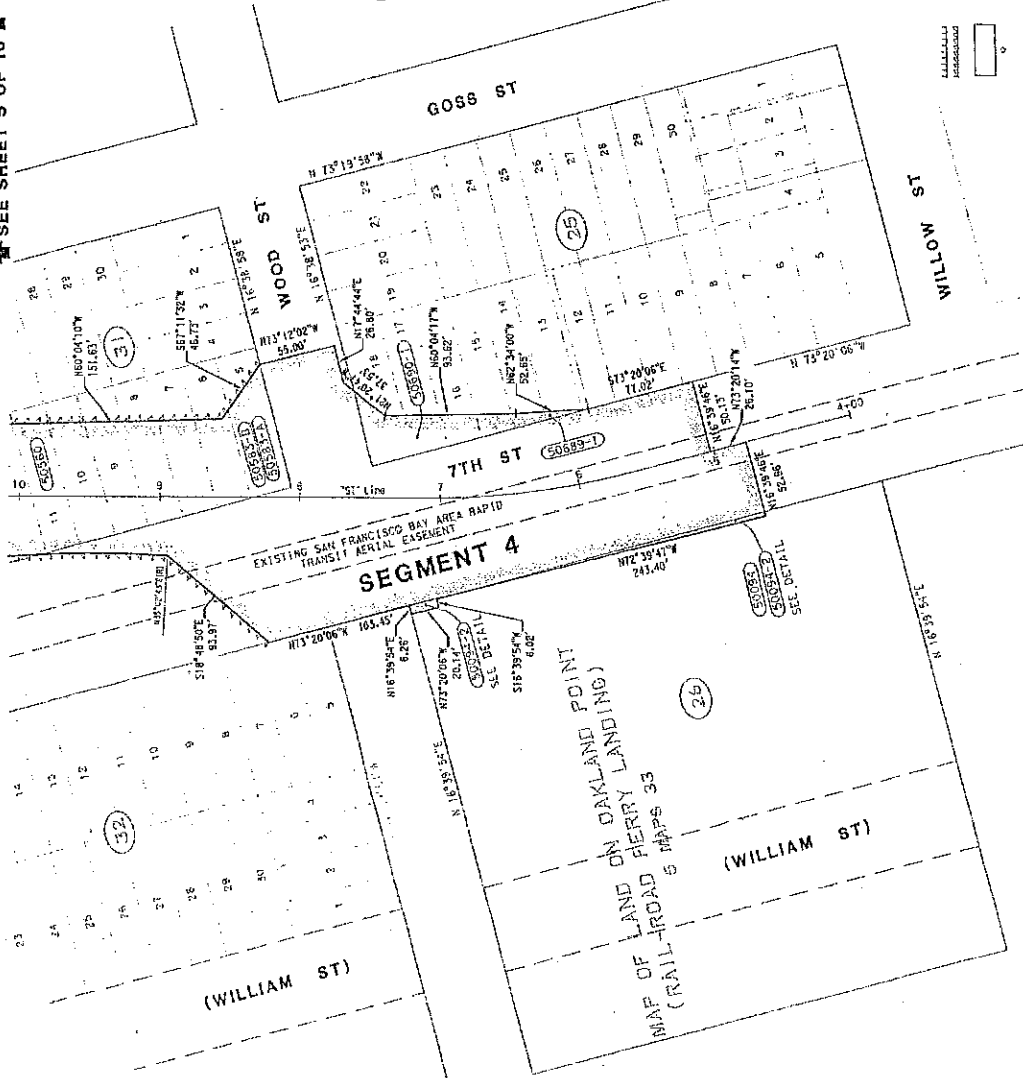
PARCEL LIST

PARCEL NO.	RECORDING	DATE FILED
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50860	Doc 95117815	02/20/1992
50834	Doc 95117815	02/20/1992
50834-1	Doc 953356590	10/07/1993
50834-2	Doc 953356590	11/04/1993
50839-1	Doc 954078931	02/23/1992

SCALE IN FEET
0 40 80 120
SCALE: 1" = 40'

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND
ROAD 04-ALA-880-PM R33.5

LEGEND
ALLIALLY
ASSASSINATED
ACCESS FROM THE
AREA TO BE RELINQUISHED TO
THE CITY OF OAKLAND
CALCULATED POINT

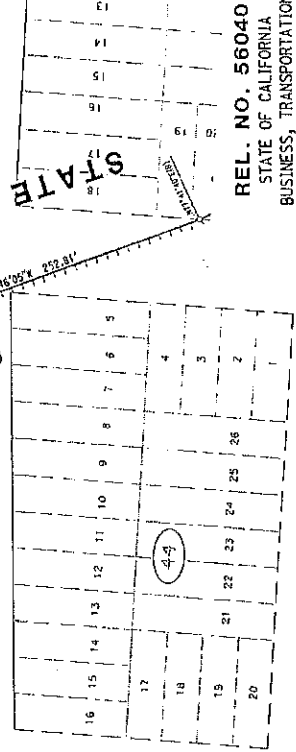
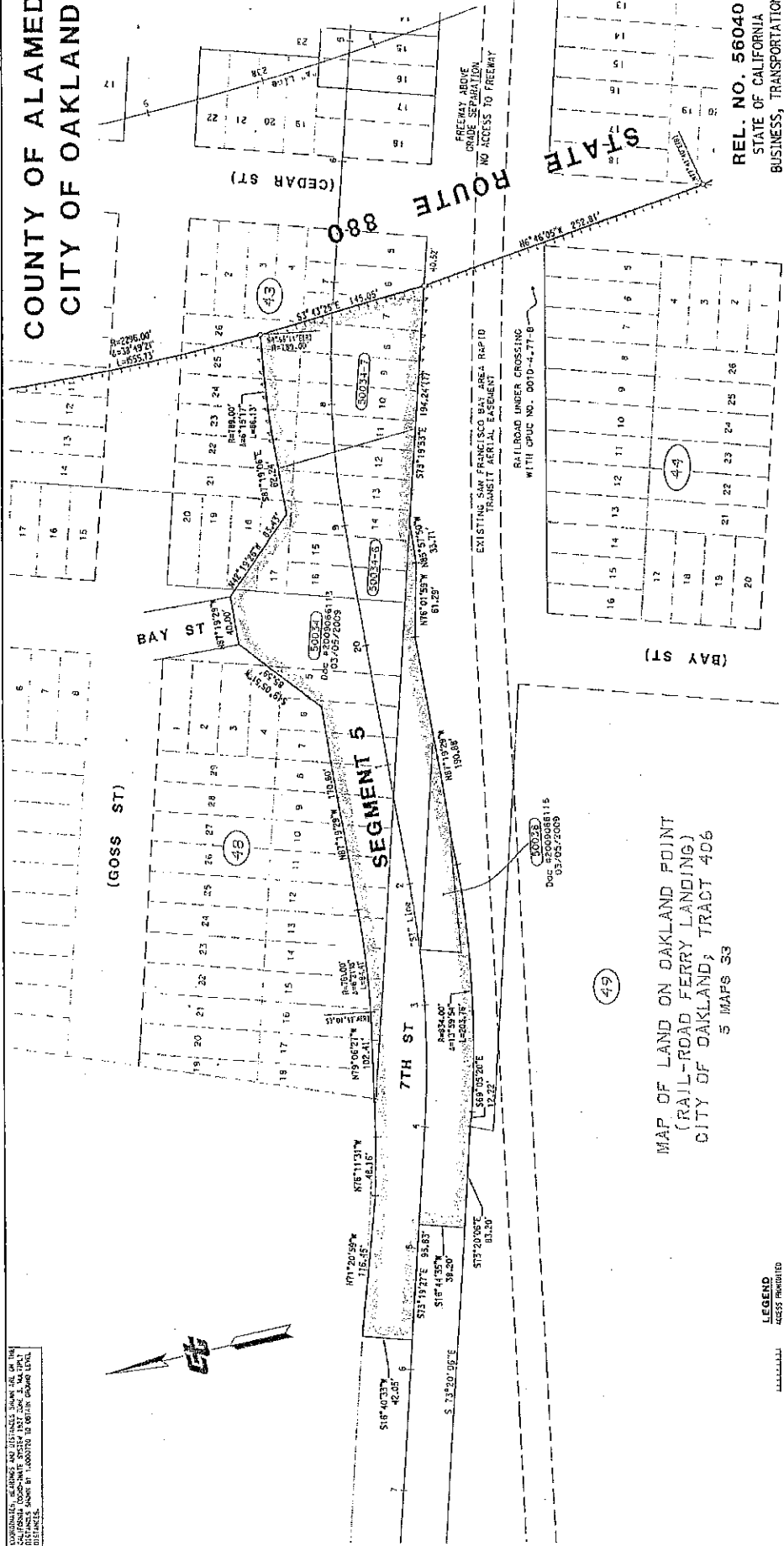


M-1406	DR BY: G.Z.	DATE: 02/29/13	REL. NO. 56040		CONTRACT NO. 192204		MAP REFERENCE		SHEET 4 OF 10	
	CA BY: A.L.						FILE: 19072 & 19212	RECORD: R-743	MONUM: R-743	OTHER:
							PROJECT: S. DUKAKIS	APPROVAL:		

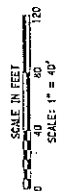
COUNTY OF ALAMEDA
CITY OF OAKLAND

SEE SHEET 5 OF 10

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE BASIS OF THE NAD 83 DATUM. DISTANCES ARE SHOWN AS MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.



MAP OF LAND ON OAKLAND POINT
(RAIL-ROAD FERRY LANDING)
CITY OF OAKLAND; TRACT 406
5 MAPS 33



LEGEND
ACCESS PROHIBITED
AREA TO BE RECONSTRUCTED TO THE CITY OF OAKLAND
CALCULATED POINT

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND
ROAD 04-ALA-880-PM R33.5

MAP REFERENCE			
H.C.	APPRAISAL	RECORD	OTHER
	B-7X7		

E.A.: 19212, 19202 & 19212
PROJECT: B. GUINN
SUPERVISOR

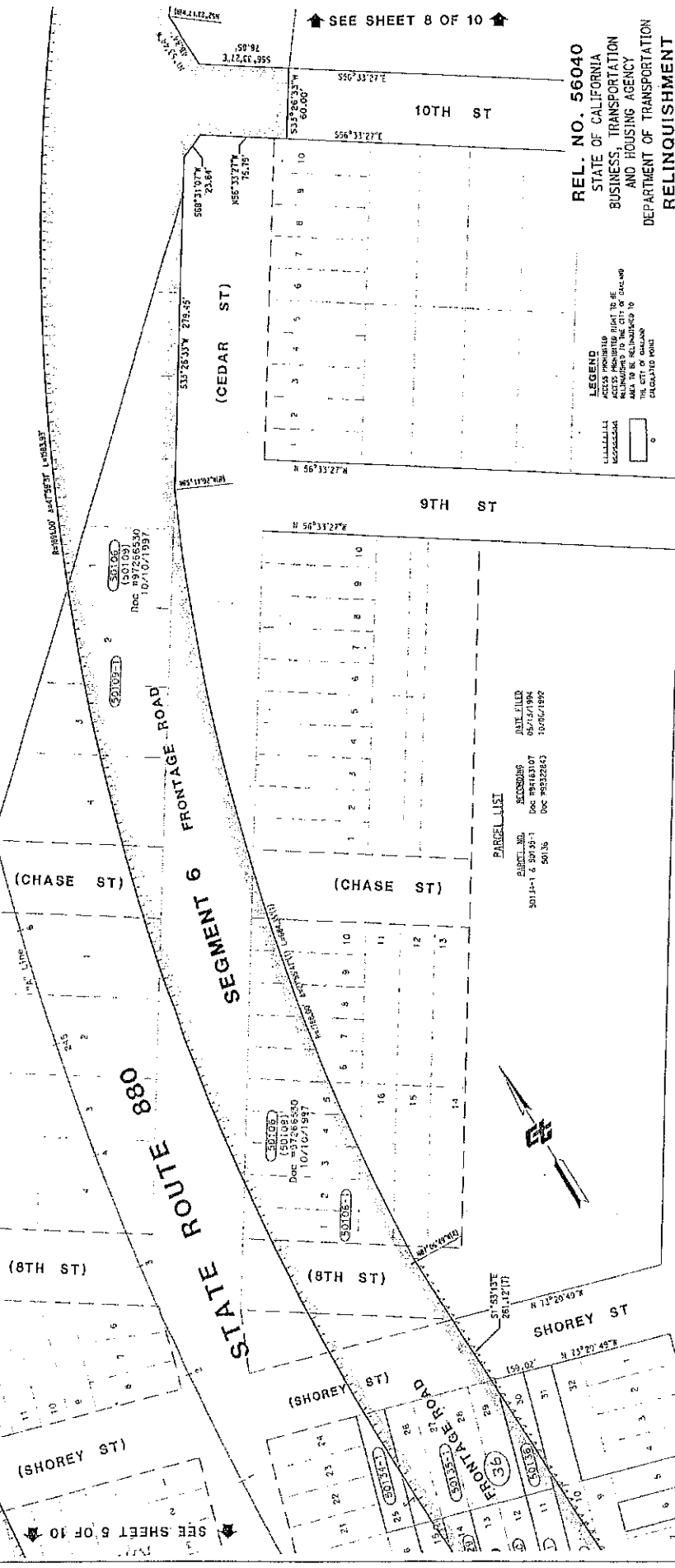
CONTRACT NO. 192204

REL. NO. 56040

MI-1406
DR BY: J.Z.
DATE: 02/2011
CK BY: A.L.

COUNTY OF ALAMEDA
CITY OF OAKLAND

COORDINATE, BEARING AND DISTANCE SHOWN ARE ON THE BASIS OF THE 1983 ADJUSTED LEVEL. DISTANCES SHOWN BY LABORATORY TO BEARING LEVEL DISTANCES.



SEE SHEET 8 OF 10

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND

LEGEND
ACCESS PROHIBITED
RECORD ADJUSTMENT
LARGELY
DISTANCE TO BE RECORDED TO
CALCULATED POINT

ROAD 04-ALA-880-PM R33.5/R33.8

SHEET 7 OF 10

PARCEL LIST
PARCEL NO. 50135
DATE FILED 05/17/1994
RECORDS Doc 894163107
50135-1 & 50135-1 Doc 894163107
50135 Doc 894163107

SCALE IN FEET
0 40 80 120
SCALE: 1" = 40'

E.A.L.	19872 & 198712	MAP REFERENCE	
PROJECT	B. DUBRE	RECORD	APPRaisal
SUBJECT		R-T-10	OTHER

CONTRACT NO. 192204

REL. NO. 56040

IN BY: A.L.
EX BY: A.L.

M-1406
07/2013

COUNTY OF ALAMEDA
CITY OF OAKLAND

ORIGINAL SURVEY AND DISTANCE SHOWN ON THE
CALIFORNIA GRID ONLY. SYSTEM NOT ADJUSTED. A KAPRI
DISTANCE SHOWN BY LINDSAY TO BEHOLD BEHOLD LEVEL

STATE ROUTE 880

SEGMENT 6

FRONTAGE ROAD

(14TH) ST

11TH ST

PINE ST

12TH ST

SEE SHEET 7 OF 10

SEE SHEET 9 OF 10



LEGEND
ACCESS NUMBER
ADDRESS
ADDRESS
AREA TO BE RELINQUISHED TO
THE CITY OF OAKLAND
CALCULATED POINT



REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND

ROAD 04-ALA-880-PM R33.8/ R34.1R

M-1406	DR BY: A.Z.	DATE: 02/20/13	CONTRACT NO. 192204	REL. NO. 56040	MAP REFERENCE		
	DR BY: A.L.				N.C.	APPRAISAL	RECORD
		E.L.: 1927 & 192713		PROJECT: B. QUINN			

SHEET 8 OF 10

COUNTY OF ALAMEDA
CITY OF OAKLAND

STATE ROUTE 880

FRONTAGE ROAD

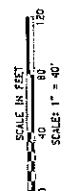
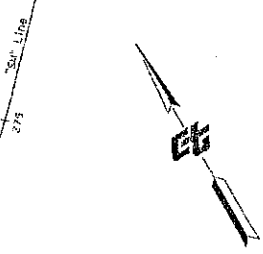
SEGMENT 6

16TH ST

(14TH ST)

(14TH ST)

STANDARD ZONING AND DISTRICT MAPS ARE APPLICABLE UNLESS SHOWN OTHERWISE. THIS MAP IS NOT TO BE USED TO DETERMINE PROPERTY BOUNDARIES OR TO BE USED AS A BASIS FOR ANY LEGAL ACTION.



SEE SHEET 8 OF 10

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND

LEGEND
 LLLLLLLLLL ACCESS PROHIBITED
 KKKKKKKKK ACCESS PROHIBITED EXCEPT BY PERMIT
 XXXXXXXXX AREA TO BE RELINQUISHED TO THE CITY OF OAKLAND
 □ CALCULATED POINT

ROAD 04-ALA-880-PM R34.1R/R34.3R

SHEET 9 OF 10

MAP REFERENCE	
P.L.C.	RECORD
APPRAISAL	OTHER
R-7X11 & 12	MONUMENT

E.A.L.: 158271, 158212 & 158222
PROJECT: B. QUINN
PREPARED BY: B. QUINN

CONTRACT NO. 192204

REL. NO. 56040

M-1406

DATE: 11/11/03
BY: [Signature]

COUNTY OF ALAMEDA
CITY OF OAKLAND

757

752

24TH ST

SEGMENT 7

WILLOW ST

MAP OF HOUGHAM TRACT
4 MAPS 8

753

CAMPBELL ST

20TH ST

REL. NO. 56040
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT
IN THE CITY OF
OAKLAND
ROAD 04-ALA-680-PM R34.5R

LEGEND
ACCESS PROHIBITED
AREAS TO BE RELINQUISHED TO
THE CITY OF OAKLAND
CALCULATED FROM
C

SCALE IN FEET
0 20 40 60 80 100 120
SCALE 1" = 40'

CALIFORNIA'S RECORDING AND JUDICIAL SYSTEMS ARE IN THE
PUBLIC DOMAIN. THE STATE OF CALIFORNIA HAS A PUBLIC
POLICY OF PROMOTING THE FREEDOM OF INFORMATION ACT.
DISTANCE.

M-1406	DR. BY: A.J.	DATE: 07/2015	REL. NO. 56040		CONTRACT NO. 192204	
	CK. BY: A.L.		E.A. 19872	PROJECT: B. QUINN	MAP REFERENCE	SHEET 10 OF 10
			RECORD: R-72.2	APPRAISAL: H.C.	NONUAL: OTHER	

ORIGINAL

RECORDING REQUESTED BY
STATE OF CALIFORNIA



2014133186

06/03/2014 08:56 AM

OFFICIAL RECORDS OF ALAMEDA COUNTY
PATRICK O'CONNELL
RECORDING FEE: 0.00

WHEN RECORDED - RETURN TO
DEPARTMENT OF TRANSPORTATION
PO BOX 23440
OAKLAND CA 94623-0440

Attn: Alice Zhong
RW Engineering

B7D
2
FS



2 PGS

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE
CITY OF OAKLAND, ROAD 4-ALA-880-PM R32.1/R34.5
Request No. 56040

WHEREAS, by freeway agreement dated July 27, 1993,
between the City of Oakland and the State of California, the City
agreed to accept title to relocated and reconstructed city
streets, and the frontage roads, and other state constructed
local roads, upon relinquishment thereof to said City by the
State of California; and

WHEREAS, by letter signed March 7, 2014, the City of
Oakland waived the 90-day notice requirement and agreed to accept
title to State Right of Way, upon relinquishment thereof to said
City by the State of California; and

WHEREAS, the State of California has acquired right of
way for the above-mentioned collateral facilities in the City of
Oakland, along Route 880, from Market Street to West Grand
Avenue, in accordance with said agreement; and

TRANSPORTATION COMMISSION
RESOLUTION NO. R-3903

CTC

MAY 21 2014

CALIFORNIA
TRANSPORTATION COMMISSION

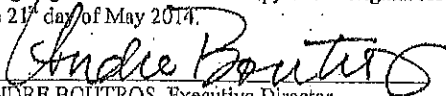
WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said collateral facilities be relinquished to the City of Oakland for use as city streets.

NOW, THEREFORE, IT IS VOTED by the California Transportation Commission that it relinquish, and it does hereby relinquish, to the City of Oakland, effective upon the recordation of a certified copy hereof with the Recorder of Alameda County, all of the State of California's right, title and interest in and to said collateral facilities in said City, together with the right of way and appurtenances thereof, described as follows:

SEGMENTS 1 through 7, inclusive, as shown on that certain map entitled "REL. No. 56040, RELINQUISHMENT IN THE CITY OF OAKLAND" recorded March 25, 2014, in State Highway Map Book No. 311, pages 5 through 14, inclusive, in the office of the Recorder of Alameda County.

RESERVING AND EXCEPTING unto the State of California any and all rights of ingress to and egress from the State Highway hereby relinquished, in and to the adjoining highway, except at such points as now are or may be established by resolution of this Commission.

THIS IS TO CERTIFY that the foregoing resolution was duly passed by the California Transportation Commission at its meeting regularly called and held on the 21st day of May 2014 in the city of San Diego and that the foregoing is a full and correct copy of the original resolution. Dated this the 21st day of May 2014.


ANDRE BOUTROS, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2005 JUN 28 PM 3:10

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: July 12, 2005

RE: **ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND**

SUMMARY

An ordinance has been prepared to amend sections 10.52.070 ("Through" Truck Route "A") and 10.52.120 (Local Truck Routes) of the Oakland Municipal Code to modify the truck routes in West Oakland. This action is taken to reduce truck traffic in and around residential communities.

The ordinance will amend the "Through" Truck Route "A" (Section 10.52.70) reconnecting it to the San Francisco-Oakland Bay Bridge via Interstate 880 at access ramps on Union Street at 5th Street. The portion of Route "A" that connected to the Cypress Freeway will be removed from Section 10.52.70. Further, portions of local truck routes in Section 10.52.120 on 7th Street, 8th Street, Brush Street, and Nelson Mandela Parkway that are no longer needed will be amended, based on the new truck route network (Attachment A). Interstate 880 Frontage Road and 3rd Street from Market Street to Adeline Street will be added truck routes as links between 7th Street and West Grand Avenue and between Market Street and Adeline Street.

This ordinance is consistent with the following 2005-07 Goals and Objectives of the City Council and Mayor:

Develop a Sustainable City 1A, by improving the truck route plan in West Oakland which will reduce truck traffic in non-industrial areas and at the same time provide better guidance to truck operators in the area.

Build Community and Foster Livable Neighborhoods 2C and 2E by reducing truck traffic in non-industrial areas which West Oakland residents consider a nuisance to their community and establishing a truck route system consistent with plans of the community based West Oakland Environmental Indicators Project (WOEIP).

Staff recommends that the City Council approve the ordinance.

FISCAL IMPACTS

The cost to install and remove the signs for the proposed truck route plan is estimated at \$9200.00. Funds are available for the work in the City Neighborhood Traffic Safety Program

Item #: _____
Public Works Committee
July 12, 2005

(Project No. C159610) of the Transportation Services Division (Organization No. 30262) from State Gas Taxes (Fund No. 2230). Long-term maintenance of the signs will be incorporated with the City's traffic sign maintenance program, and is anticipated to be minimal. Enforcement of the truck routes is already incorporated in the Police Agency Commercial Vehicles Unit, which includes two officers paid for by the Port of Oakland.

BACKGROUND

Municipal Code

The Municipal Code restricts and regulates truck travel by establishing truck routes or truck-prohibited streets. When a street is established as a truck route and properly signed, commercial trucks are required to drive on the route without deviation except to load or unload at local destinations. Deviations from the truck route are to be as close as reasonable to the destination. Prohibited streets are generally established based on the weight or pulling weight of the vehicle. The most common prohibition is for commercial vehicles over 4 ½ tons. In West Oakland a combination of truck routes and truck-prohibited streets exists throughout the area between Interstate 980 and 880 on the east and west, and between the Port and the City of Emeryville on the north and south.

Through truck routes are special truck routes in the Municipal Code that were established to designate a path of local streets from City borders to the southeast (Route "A"), [northwest (Route "D")], southwest (routes "B" and "C") and to the distribution structure of the Bay Bridge. Through Route "A" is the main through route traveling the full length of Oakland from the San Leandro border on MacArthur Boulevard to 90th Avenue, then on 90th Avenue to International Boulevard to 81st Avenue to San Leandro Street to Fruitvale Avenue to East 12th Street to East 8th Street to 8th Street to 7th Street to Mandela Parkway (Cypress Street) to the Cypress freeway and to the Bay Bridge. Both through routes "B" and "C" are shorter routes that coincide with Route "A" along different segments to connect to the Bay Bridge. Through Route "D" starts from the Contra Costa County border near the Caldecott Tunnel on Broadway to West MacArthur Boulevard, then on West MacArthur Boulevard to the West MacArthur Boulevard /Interstate 580 ramps. Since the Loma Prieta Earthquake, however, the Interstate 580 on-ramp has been closed. Caltrans' long-term proposal to reopen the 580 on-ramp does not allow travel to the Bay Bridge. Vehicles on Route "D" have two optional routes to the Bay Bridge: from West MacArthur Boulevard to Peralta Street to West Grand Avenue, or from West MacArthur Boulevard to Nelson Mandela Parkway to West Grand Avenue.

Through truck routes provide alternate routes to highways 24, 880, and part of 580 along local streets. Trucks are prohibited on Interstate 580 on the portion from Grand Avenue to the San Leandro border.

Traffic Circulation

The proposed Truck Route Plan eliminates the core route that was Cypress Street (now Mandela Parkway) and local routes that connected to Cypress Street. Traffic data show that large truck (three axle or more) traffic on Mandela Parkway have decreased since 1989 as trucks were forced to find alternatives to the Cypress Freeway. Today, with the reconstruction of Interstate 880 with freeway access points at Market Street, Adeline Street, Union Street, and 7th Street, there is no need for Mandela Parkway to serve as a truck route anymore. Further, trucks traveling to and from West Grand Avenue can exit Interstate 880 at 7th Street and take Frontage Road to West Grand Avenue on the outskirts of the Prescott Neighborhood (Refer to attachments A and B). Eighth Street, which was once a one-way street, was once a major truck route connector to Cypress Street. Eighth Street is now a two-way, high-density residential street with no connection to Interstate 880. Eighth Street between Fallon Street and Cypress Street appears in sections 10.52.070 and 10.52.120 of the Municipal Code and is proposed to be removed from both. Seventh Street from Union Street to Mandela Parkway also served as part of Through Truck Route "A." As Route "A" will be appended to Interstate 880 by way of Union Street, this portion on 7th Street will no longer be necessary. Seventh Street from Union Street to Interstate 880 Frontage Road has not functioned as a truck route since the rebuild of Interstate 880. Signs were physically taken down at the request of the Prescott Neighborhood. Peralta Street from 12th Street to Mandela Parkway is another route that has not functioned as a truck route in many years. The portion south of 18th Street is residential, and the Peralta/21st Street connector to northbound Mandela Parkway was closed by the Mandela Parkway Project. Northbound Peralta Street now terminates at 20th Street. Third Street from Market Street to Adeline Street has functioned as a truck route since 1995 when signs were installed. Third Street, 5th Street, Adeline Street, and Market Street in conjunction with the Interstate 880 access ramps serve a small truck network in the area, as well as Port operations off of Adeline Street and Middle Harbor Road. Brush Street from West Grand Avenue to 17th Street is a one-way southbound truck route that connects to Interstate 980. Eliminating this portion of Brush Street from the existing truck route will have no impact on the trucks that currently use Brush Street.

West Oakland Redevelopment

West Oakland has undergone major changes in land use and infrastructure. Attachment "B" shows the commercial zoning in West Oakland in relation to the proposed truck route plan. It illustrates the separation of neighborhoods that the Cypress Freeway (Mandela Parkway) created. It also shows how the new routing will serve the commercial areas.

Community Action

The residents of West Oakland have expressed their concern and dissatisfaction over environmental issues including truck traffic in their neighborhood for many years. The City has worked with residents and the community for decades to help control the truck activity on their streets. The result is seen in the large network of truck routes and the long list of commercially prohibited streets that exist in West Oakland today. The community's awareness and sensitivity

to environmental and traffic issues have increased with the redevelopment of the area.

In 1995 the Pacific Institute, a non-profit independent environmental research organization, began efforts in West Oakland to develop an environmental indicators project. In 2000 this project in conjunction with efforts of the Coalition for West Oakland Revitalization became the community-led West Oakland Environmental Indicators Project (WOEIP). The project encouraged residents to participate in the environmental research of their homes and neighborhood, culminating in the report released in November 2003 titled "Clearing the Air—Reducing Diesel Pollution in West Oakland." The report found that West Oakland residents were exposed to roughly six times more diesel particulates than residents of other parts of Oakland. The report further recommended six solutions to reduce levels of diesel pollutants in West Oakland, one of which was to "Create a designated truck route (that does not travel through the neighborhood)."

In early 2004 City staff met with WOEIP participants to hear their concerns and address issues related to truck traffic in their neighborhood. The City's Transportation Services Division agreed to sit on a new truck route committee now called the Truck Route Working Group to work toward a better system of routing commercial vehicles and enforcement of prohibitions. The group began to review truck routes in West Oakland in the fall of 2004. In January of this year the group agreed on a first draft West Oakland Truck Route Plan.

Community Outreach

The WOEIP Truck Route Working Group is currently comprised of residents, Pacific Institute staff, City engineers, planners, police, parking enforcement, local trucking service providers, a teamster representative, Port of Oakland representatives, and an assistant to Councilmember Nancy Nadel. The group was developed to represent the diverse West Oakland community. The group is lead by resident member Brian Beveridge. Mr. Beveridge has presented the draft plan at eleven official public meetings and numerous other neighborhood forums. Attachment "C" lists the official meetings at which the West Oakland Truck Route Plan was presented. It also shows the monthly meeting dates of the Truck Route Working Group this year. Since presentation at the District 3 Town Hall meeting on February 23, 2005, the plan has gone through three revisions based on community feedback. WOEIP also created a flyer with the draft plan and contact number for individuals to comment. The flyer was distributed at the last four public meetings. The trucking representatives also distributed flyers and transmitted the draft plan by email to other trucking organizations.

The truck route amendments are only the first initiative of the WOEIP strategic plan. The Working Group plans to further their efforts with meetings with neighborhood groups including trucking companies and the Port of Oakland, proposed revisions to commercially prohibited streets (Section 10.52.060 O.M.C.) a neighborhood truck hotline or email address, continued discussions with enforcement agencies, and additional signs to enhance truck route signs and

truck-prohibited streets. The Working Group includes a teamster representative who has distributed the draft plan to truckers to review and has committed to distribute the final plan when completed.

North Mandela Parkway and Peralta Street

Mandela Parkway from West Grand Avenue to Hollis Street and Peralta Street from Mandela Parkway to MacArthur Boulevard are existing truck routes that serve truck travel between the Emeryville City border to West Grand Avenue and to Through Truck Route “D.” They are both generally fronted by commercial properties. Of the two, Mandela Parkway was initially selected by the Truck Route Working Group to remain as the north/south route between Emeryville and West Grand Avenue. It is a newly constructed multi-lane roadway designated to carry heavy axle loads. However, it was determined from two subsequent public meetings that the community preferred neither route but an alternative route. The primary argument against Mandela Parkway as a truck route was the new use of the corridor. Residents cited residential buildings on Mandela Parkway and 34th Street and the median parkway that now runs down the middle of Mandela. The City Planning Department has countered this argument numerous times indicating that a truck route through Mandela Parkway would not be inconsistent with the surrounding properties. Although the community preferred both streets removed from truck route designation, City staff cannot recommend such a change at this time for the following reasons:

- Through Truck Route “D” traverses north Oakland from Broadway near the Caldecott Tunnel to West MacArthur Boulevard and on West MacArthur Boulevard to the Interstate 580 ramps. Route “D” serves to connect trucks on local streets from the eastern border of the City near the Caldecott Tunnel to the Bay Bridge. This link was severed when the Interstate 580 on ramp was closed after the Loma Prieta Earthquake. The alternative links for Route “D” to the Bay Bridge are West MacArthur Boulevard to Peralta Street to Mandela Parkway to West Grand Avenue, West MacArthur Boulevard to Hollis Street to Mandela Parkway to West Grand Avenue. Staff recommends keeping at least one of the alternative links to maintain Route “D”. Further analysis of Route “D” is recommended to determine if it is still a suitable link to the Bay Bridge. Considering all of the residents input, the default street for truck designation seems to be Peralta Street.
- There may be alternative streets to Mandela Parkway and Peralta Street such as Wood Street, Poplar Street, and San Pablo Avenue which may serve as a connector from Route “D” or the City of Emeryville to West Grand Avenue and the Bay Bridge. These streets were not considered as part of the current plan and may be considered at a later date. A traffic study of the area and community backing of the alternative route would need to be established.
- In areas with a high concentration of truck-prohibited streets, it is recommended that a designated truck route complement the prohibitions. Route designation is clearer to truck operators as to which streets they are to use than a hit or miss truck-prohibition system.

The ordinance does not propose any changes to the designation of Peralta Street in the Municipal Code. It is shown on the West Oakland Truck Route Plan as an interim route. Staff will continue to work with the community and the West Oakland Truck Route Working Group to investigate alternatives to Peralta Street.

KEY ISSUES AND IMPACTS

The proposed ordinance will reduce truck traffic on neighborhood streets in West Oakland, thereby reducing the resident's exposure to diesel emissions and particulates.

The new system of routes will be more streamlined and easier to follow by truckers, the public, and enforcement agencies. The routes will be enhanced with new and guide signs. This will increase compliance and assist in the enforcement of the routes.

PROJECT DESCRIPTION

The West Oakland Truck Route Plan takes a more comprehensive approach toward truck traffic control than past efforts. The project will install new signs on new routes and replace signs on existing routes. In addition, the City will be working with the Port and the West Oakland Truck Route Group to evaluate existing guide and directional signs on other streets. The Working Group has also agreed to carry on the public outreach efforts and traffic evaluation which will include:

- Posting of the Truck Plan on various websites
- Distribution of the plan to truck generating facilities and businesses
- Creation of a truck traffic hotline or website
- Traffic analysis of new traffic patterns
- Evaluation of prohibited streets in West Oakland
- Continued meetings of the West Oakland Environmental Indicators Project committee and Truck Route Working Group

SUSTAINABLE OPPORTUNITIES

Economic: The reduction of truck traffic in West Oakland neighborhoods will make them more attractive to potential property owners and small businesses. This effort coincides with recent developments and proposed developments to attract new residents and small service type businesses to the area. Existing trucking businesses will also benefit through better signage.

Environmental: The proposed amendment will reduce the level of diesel emissions in the area and exposure by residents. The plan should also make local streets safer by reducing the number of trucks on them.

Social Equity: The proposed Truck Route Plan will improve the quality of life of West Oakland residents including senior citizens, persons with disabilities, and children.

DISABILITY AND SENIOR CITIZEN ACCESS

There are no direct impacts to disability and senior access; implementation of the proposed truck route ordinance, however, may improve the quality of life for senior citizens and persons with disabilities by restricting truck travel on residential streets.

RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council approve the ordinance described above to amend Section 10.52.070 and Section 10.52.120 of the City of Oakland Municipal Code. The approved ordinance will allow staff to modify and establish truck routes in West Oakland and create a truck route system that is consistent with the current freeway system and the community developed Truck Route Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the ordinance.

Respectfully submitted,



RAUL GODINEZ II, P.E.
Director, Public Works Agency

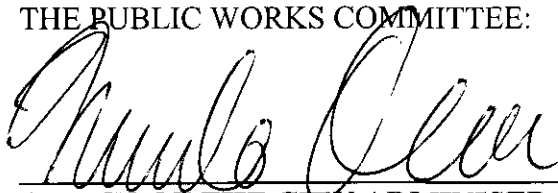
Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency
Design & Construction Services Department

Wladimir Wlassowsky, P.E.
Manager, Transportation Services Division

Prepared by:
Joe S. Wang, P.E.
Supervising Transportation Engineer

Peter Chun, P.E.
Transportation Engineer

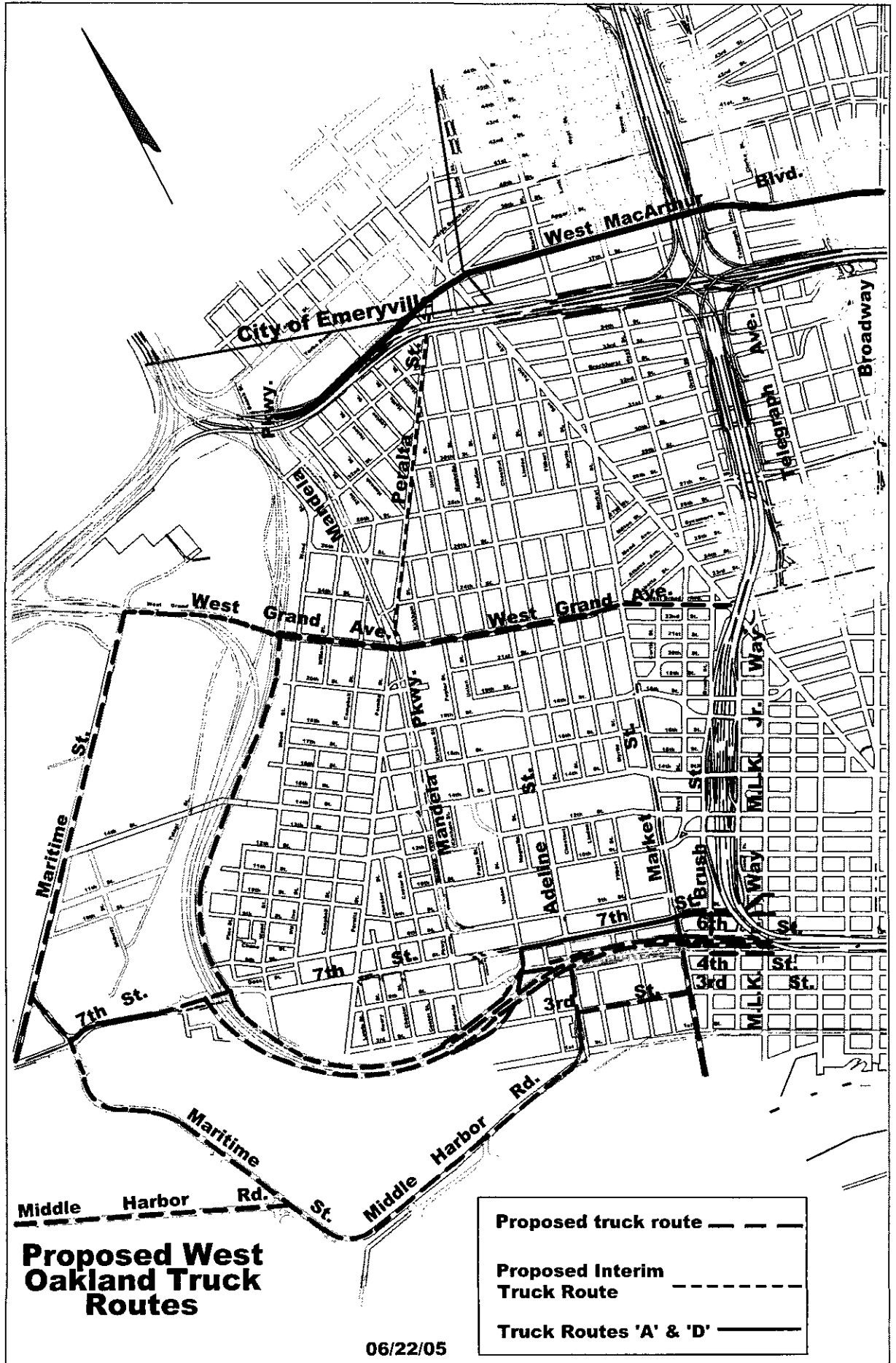
APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



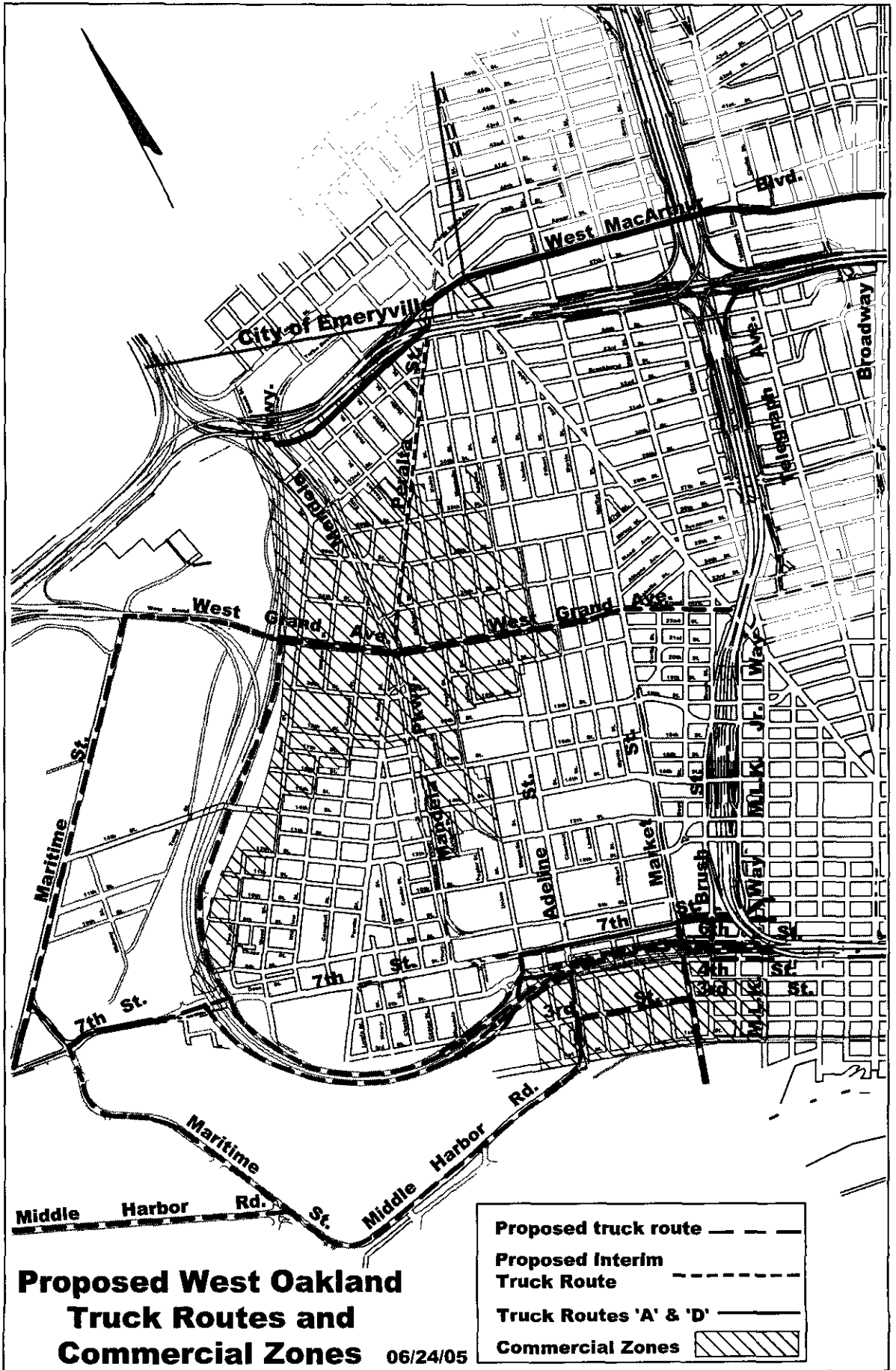
OFFICE OF THE CITY ADMINISTRATOR

Attachment A

PW 03/04



Attachment B



Attachment C

Truck Route Outreach Timeline

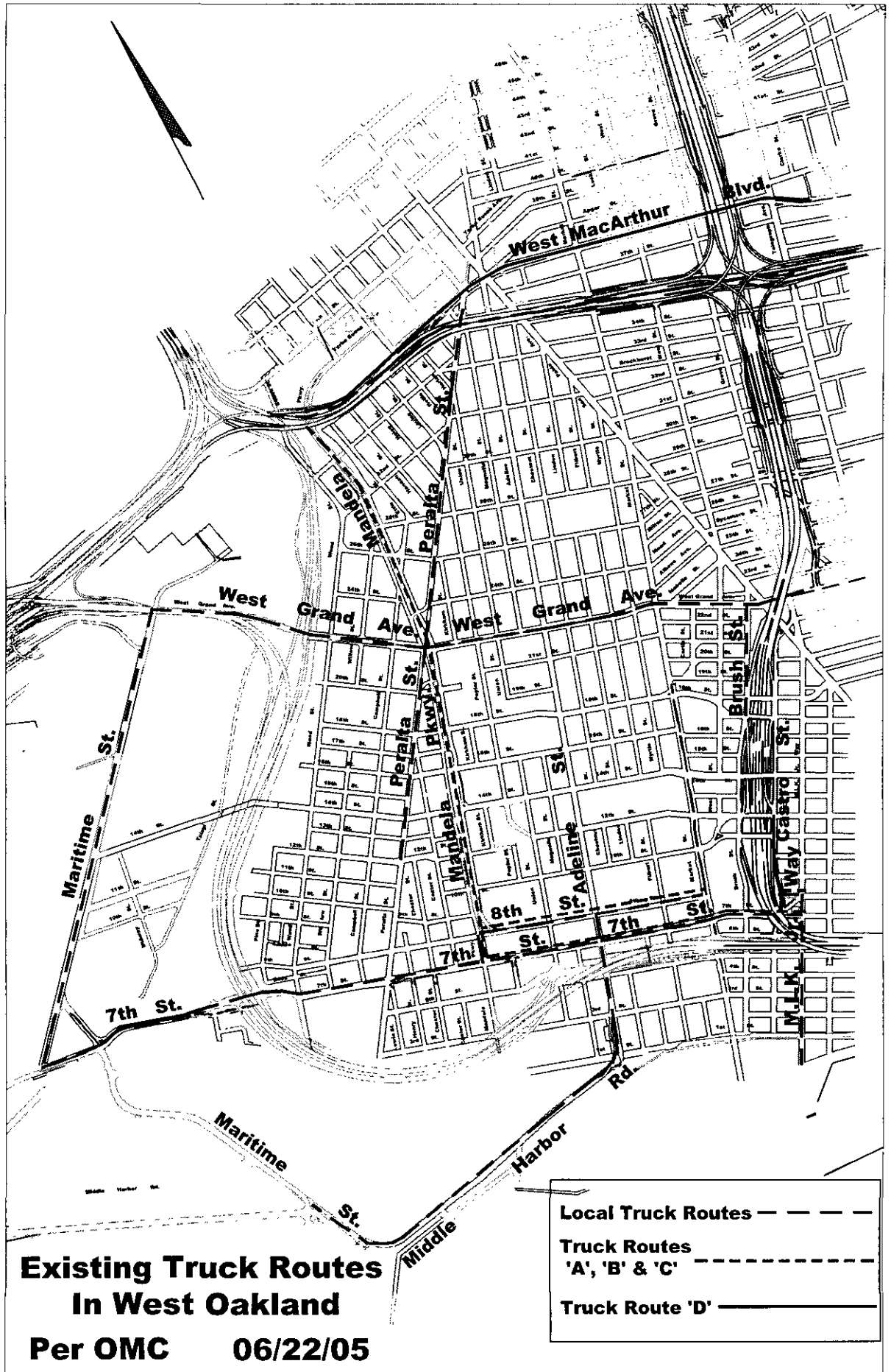
West Oakland Environmental Indicators Project (WOEIP)

Date	Event/Meeting	Audience	# of attendees
9/22/04	WOEIP Committee Meeting	West Oakland residents	25
1/20/05	WOEIP Committee Meeting	West Oakland residents	20
2/23/05	District 3 Town Hall Meeting, West Oakland	West Oakland residents	40
3/29/05	Teamsters Meeting	Truckers	20
4/13/05	West Oakland Project Area Committee	West Oakland residents	25
4/21/05	Neighborhood Crime Prevention Council Meeting	West Oakland residents	20
4/25/05	City-Port Liaison Committee Meeting	City Councilmembers, Port staff, truckers	20
5/2/05	Oak Center meeting	West Oakland residents	15
5/11/05	West Oakland Project Area Committee	West Oakland residents	25
5/19/05	West Oakland Commerce Association	West Oakland Business owners	20
5/19/05	Poplar Center NCP Beat 01-Y	West Oakland residents	12

Truck Route Group Meetings

Date	Meeting Location
2/10/05	Pacific Institute
3/10/05	Pacific Institute
4/7/05	City offices
5/4/05	Pacific Institute
6/1/05	Pacific Institute

Attachment D



OFFICE APPROVED AS TO FORM AND LEGALITY
2005 JUN 28 CITY ATTORNEY

INTRODUCED BY COUNCILMEMBER _____

ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND

WHEREAS, the West Oakland community formed the West Oakland Environmental Indicators Project in 2000 to combat environmental inequities in their neighborhood; and

WHEREAS, the West Oakland Environmental Indicators Project published a report in 2003, indicating that there were six (6) times more diesel particulates per person in West Oakland than in the State of California; and

WHEREAS, the truck routes tied to the Cypress Freeway no longer serve as access to Interstate 880; and

WHEREAS, City staff began work with the West Oakland Environmental Indicators Project in January 2004 to develop the West Oakland Truck Route Plan and to reduce truck traffic in non-industrial areas of West Oakland; and

WHEREAS, the West Oakland Truck Route Plan has been presented to the public at seven (7) different community forums; now, therefore, the

COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN, THAT:

Section 1. Section 10.52.070 of the Oakland Municipal Code is amended to read as follows:

10.52.070 Through Truck Route "A" covering truck travel between intersections of California Highway Route 5 (U.S. Route 50) and the Oakland-San Leandro boundary and the distribution structure of the San Francisco-Oakland Bay Bridge.

For motor truck travel between the intersection of California Highway Route 5 (U.S. Route 50) and the Oakland-San Leandro city boundary and the distribution structure of the San Francisco-Oakland Bay Bridge, the following through truck route is established: MacArthur Boulevard from the easterly San Leandro city to 90th Avenue; 90th Avenue from MacArthur Boulevard to International Boulevard (East 14th Street); International

Boulevard from 90th Avenue to 81st Avenue; 81st Avenue from International Boulevard to San Leandro Street; San Leandro Street from 81st Avenue to Fruitvale Avenue; Fruitvale Avenue from San Leandro Street to East 12th Street; East 12th Street from Fruitvale Avenue to 14th Avenue; East 8th Street from 14th Avenue to 5th Avenue; 7th Street from 5th Avenue to Fallon Street; Fallon Street from 7th Street to 8th Street (northbound); 7th Street from Fallon Street to Castro Street (eastbound); 8th Street from Fallon Street to 7th Street (westbound); 7th Street from Castro Street to Union Street; Union Street from 7th Street to 5th Street; Interstate 880 from 5th Street to the San Francisco-Oakland Bay Bridge distribution structure.

When authorized signs are in place giving notice thereof, it is unlawful for any operator of a motor truck or trucking combination entering the City of Oakland over California State Highway Route 5 (U.S. Route 50) at the Oakland-San Leandro city boundary and making a westbound trip through the City of Oakland toward the distribution structure of the San Francisco-Oakland Bay Bridge or making an eastbound trip through the City of Oakland from the San Francisco-Oakland Bay Bridge distribution structure toward the Oakland-San Leandro boundary at MacArthur Boulevard to operate or propel such motor truck or trucking combination over any other route than that hereinabove set forth for such operation.

For the purpose of this section and Sections 10.52.080 through 10.52.120, a motor truck is a motor vehicle over twenty (20) feet in length designed, used, or maintained primarily for the transportation of property; and a "trucking combination" is any combination of vehicles designed, used or maintained for the transportation of property coupled together exceeding a total weight of twenty (20) feet and including any of the following kinds of vehicles: motor truck; tractor and semi-trailer; tractor, semi-trailer and trailer; truck and trailer; non-trailer; or trailer coach. (Prior traffic code § 200)

Section 2. Section 10.52.120 of the Oakland Municipal Code is amended to establish 3rd Street from Market Street to Adeline Street for the movement of trucks and trucking combinations as defined in Section 10.52.070.

Section 3. Section 10.52.120 of the Oakland Municipal Code is amended to remove the local truck route on the following streets: 8th Street from Market to Nelson Mandela Parkway; 7th Street from Union Street to Frontage Road; Peralta Street from 12th Street to West Grand Avenue; and Brush Street from 17th Street to West Grand Avenue.

This ordinance shall be effective upon approval by the City Council of Oakland.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20 ____

PASSED BY THE FOLLOWING VOTE

AYES -- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN,
REID, AND PRESIDENT DE LA FUENTE

NOES --

ABSENT --

ABSTENTION --

ATTEST:

LATONDA SIMMONS
City Clerk and Clerk of the Council
Of the City of Oakland, California



NOTICE AND DIGEST.
OFFICE OF THE CITY CLERK

ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND

This ordinance authorizes an amendment to the Oakland Municipal Code Section 10.52.070 (Through Truck Route "A") and Section 10.52.120 (Local Truck Routes) to establish and remove the following street segments in West Oakland:

1. Establish in Section 10.52.070:

<u>Street</u>	<u>From</u>	<u>To</u>
Union Street	7 th Street	5 th Street/ Interstate 880

2. Remove from Section 10.52.070:

<u>Street</u>	<u>From</u>	<u>To</u>
8 th Street	Market Street	Nelson Mandela Parkway
7 th Street	Union Street	Nelson Mandela Parkway
Nelson Mandela Parkway (southbound)	7 th Street	8 th Street
Nelson Mandela Parkway	8 th Street	32 nd Street

3. Establish in Section 10.52.120:

<u>Street</u>	<u>From</u>	<u>To</u>
3 rd Street	Market Street	Adeline Street

4. Remove in Section 10.52.120:

<u>Street</u>	<u>From</u>	<u>To</u>
7 th Street	Union Street	Interstate 880 Frontage Road
Peralta Street	12 th Street	West Grand Avenue
Brush Street	17 th Street	West Grand Avenue

When authorized signs are in place giving notice thereof, the operator of any motor truck or trucking combination as defined in Section 10.52.070 of the OMC, shall drive on such route or routes and none other except when necessary to traverse another street or streets to a destination for the purpose of loading and unloading, but only then by such a deviation from the nearest truck route as is reasonably necessary.

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2005 JUN 28 PM 3:10

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: July 12, 2005

RE: **ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND**

SUMMARY

An ordinance has been prepared to amend sections 10.52.070 ("Through" Truck Route "A") and 10.52.120 (Local Truck Routes) of the Oakland Municipal Code to modify the truck routes in West Oakland. This action is taken to reduce truck traffic in and around residential communities.

The ordinance will amend the "Through" Truck Route "A" (Section 10.52.70) reconnecting it to the San Francisco-Oakland Bay Bridge via Interstate 880 at access ramps on Union Street at 5th Street. The portion of Route "A" that connected to the Cypress Freeway will be removed from Section 10.52.70. Further, portions of local truck routes in Section 10.52.120 on 7th Street, 8th Street, Brush Street, and Nelson Mandela Parkway that are no longer needed will be amended, based on the new truck route network (Attachment A). Interstate 880 Frontage Road and 3rd Street from Market Street to Adeline Street will be added truck routes as links between 7th Street and West Grand Avenue and between Market Street and Adeline Street.

This ordinance is consistent with the following 2005-07 Goals and Objectives of the City Council and Mayor:

Develop a Sustainable City 1A, by improving the truck route plan in West Oakland which will reduce truck traffic in non-industrial areas and at the same time provide better guidance to truck operators in the area.

Build Community and Foster Livable Neighborhoods 2C and 2E by reducing truck traffic in non-industrial areas which West Oakland residents consider a nuisance to their community and establishing a truck route system consistent with plans of the community based West Oakland Environmental Indicators Project (WOEIP).

Staff recommends that the City Council approve the ordinance.

FISCAL IMPACTS

The cost to install and remove the signs for the proposed truck route plan is estimated at \$9200.00. Funds are available for the work in the City Neighborhood Traffic Safety Program

Item #: _____
Public Works Committee
July 12, 2005

(Project No. C159610) of the Transportation Services Division (Organization No. 30262) from State Gas Taxes (Fund No. 2230). Long-term maintenance of the signs will be incorporated with the City's traffic sign maintenance program, and is anticipated to be minimal. Enforcement of the truck routes is already incorporated in the Police Agency Commercial Vehicles Unit, which includes two officers paid for by the Port of Oakland.

BACKGROUND

Municipal Code

The Municipal Code restricts and regulates truck travel by establishing truck routes or truck-prohibited streets. When a street is established as a truck route and properly signed, commercial trucks are required to drive on the route without deviation except to load or unload at local destinations. Deviations from the truck route are to be as close as reasonable to the destination. Prohibited streets are generally established based on the weight or pulling weight of the vehicle. The most common prohibition is for commercial vehicles over 4 ½ tons. In West Oakland a combination of truck routes and truck-prohibited streets exists throughout the area between Interstate 980 and 880 on the east and west, and between the Port and the City of Emeryville on the north and south.

Through truck routes are special truck routes in the Municipal Code that were established to designate a path of local streets from City borders to the southeast (Route "A"), [northwest (Route "D")], southwest (routes "B" and "C") and to the distribution structure of the Bay Bridge. Through Route "A" is the main through route traveling the full length of Oakland from the San Leandro border on MacArthur Boulevard to 90th Avenue, then on 90th Avenue to International Boulevard to 81st Avenue to San Leandro Street to Fruitvale Avenue to East 12th Street to East 8th Street to 8th Street to 7th Street to Mandela Parkway (Cypress Street) to the Cypress freeway and to the Bay Bridge. Both through routes "B" and "C" are shorter routes that coincide with Route "A" along different segments to connect to the Bay Bridge. Through Route "D" starts from the Contra Costa County border near the Caldecott Tunnel on Broadway to West MacArthur Boulevard, then on West MacArthur Boulevard to the West MacArthur Boulevard /Interstate 580 ramps. Since the Loma Prieta Earthquake, however, the Interstate 580 on-ramp has been closed. Caltrans' long-term proposal to reopen the 580 on-ramp does not allow travel to the Bay Bridge. Vehicles on Route "D" have two optional routes to the Bay Bridge: from West MacArthur Boulevard to Peralta Street to West Grand Avenue, or from West MacArthur Boulevard to Nelson Mandela Parkway to West Grand Avenue.

Through truck routes provide alternate routes to highways 24, 880, and part of 580 along local streets. Trucks are prohibited on Interstate 580 on the portion from Grand Avenue to the San Leandro border.

Traffic Circulation

The proposed Truck Route Plan eliminates the core route that was Cypress Street (now Mandela Parkway) and local routes that connected to Cypress Street. Traffic data show that large truck (three axle or more) traffic on Mandela Parkway have decreased since 1989 as trucks were forced to find alternatives to the Cypress Freeway. Today, with the reconstruction of Interstate 880 with freeway access points at Market Street, Adeline Street, Union Street, and 7th Street, there is no need for Mandela Parkway to serve as a truck route anymore. Further, trucks traveling to and from West Grand Avenue can exit Interstate 880 at 7th Street and take Frontage Road to West Grand Avenue on the outskirts of the Prescott Neighborhood (Refer to attachments A and B). Eighth Street, which was once a one-way street, was once a major truck route connector to Cypress Street. Eighth Street is now a two-way, high-density residential street with no connection to Interstate 880. Eighth Street between Fallon Street and Cypress Street appears in sections 10.52.070 and 10.52.120 of the Municipal Code and is proposed to be removed from both. Seventh Street from Union Street to Mandela Parkway also served as part of Through Truck Route "A." As Route "A" will be appended to Interstate 880 by way of Union Street, this portion on 7th Street will no longer be necessary. Seventh Street from Union Street to Interstate 880 Frontage Road has not functioned as a truck route since the rebuild of Interstate 880. Signs were physically taken down at the request of the Prescott Neighborhood. Peralta Street from 12th Street to Mandela Parkway is another route that has not functioned as a truck route in many years. The portion south of 18th Street is residential, and the Peralta/21st Street connector to northbound Mandela Parkway was closed by the Mandela Parkway Project. Northbound Peralta Street now terminates at 20th Street. Third Street from Market Street to Adeline Street has functioned as a truck route since 1995 when signs were installed. Third Street, 5th Street, Adeline Street, and Market Street in conjunction with the Interstate 880 access ramps serve a small truck network in the area, as well as Port operations off of Adeline Street and Middle Harbor Road. Brush Street from West Grand Avenue to 17th Street is a one-way southbound truck route that connects to Interstate 980. Eliminating this portion of Brush Street from the existing truck route will have no impact on the trucks that currently use Brush Street.

West Oakland Redevelopment

West Oakland has undergone major changes in land use and infrastructure. Attachment "B" shows the commercial zoning in West Oakland in relation to the proposed truck route plan. It illustrates the separation of neighborhoods that the Cypress Freeway (Mandela Parkway) created. It also shows how the new routing will serve the commercial areas.

Community Action

The residents of West Oakland have expressed their concern and dissatisfaction over environmental issues including truck traffic in their neighborhood for many years. The City has worked with residents and the community for decades to help control the truck activity on their streets. The result is seen in the large network of truck routes and the long list of commercially prohibited streets that exist in West Oakland today. The community's awareness and sensitivity

to environmental and traffic issues have increased with the redevelopment of the area.

In 1995 the Pacific Institute, a non-profit independent environmental research organization, began efforts in West Oakland to develop an environmental indicators project. In 2000 this project in conjunction with efforts of the Coalition for West Oakland Revitalization became the community-led West Oakland Environmental Indicators Project (WOEIP). The project encouraged residents to participate in the environmental research of their homes and neighborhood, culminating in the report released in November 2003 titled "Clearing the Air—Reducing Diesel Pollution in West Oakland." The report found that West Oakland residents were exposed to roughly six times more diesel particulates than residents of other parts of Oakland. The report further recommended six solutions to reduce levels of diesel pollutants in West Oakland, one of which was to "Create a designated truck route (that does not travel through the neighborhood)."

In early 2004 City staff met with WOEIP participants to hear their concerns and address issues related to truck traffic in their neighborhood. The City's Transportation Services Division agreed to sit on a new truck route committee now called the Truck Route Working Group to work toward a better system of routing commercial vehicles and enforcement of prohibitions. The group began to review truck routes in West Oakland in the fall of 2004. In January of this year the group agreed on a first draft West Oakland Truck Route Plan.

Community Outreach

The WOEIP Truck Route Working Group is currently comprised of residents, Pacific Institute staff, City engineers, planners, police, parking enforcement, local trucking service providers, a teamster representative, Port of Oakland representatives, and an assistant to Councilmember Nancy Nadel. The group was developed to represent the diverse West Oakland community. The group is lead by resident member Brian Beveridge. Mr. Beveridge has presented the draft plan at eleven official public meetings and numerous other neighborhood forums. Attachment "C" lists the official meetings at which the West Oakland Truck Route Plan was presented. It also shows the monthly meeting dates of the Truck Route Working Group this year. Since presentation at the District 3 Town Hall meeting on February 23, 2005, the plan has gone through three revisions based on community feedback. WOEIP also created a flyer with the draft plan and contact number for individuals to comment. The flyer was distributed at the last four public meetings. The trucking representatives also distributed flyers and transmitted the draft plan by email to other trucking organizations.

The truck route amendments are only the first initiative of the WOEIP strategic plan. The Working Group plans to further their efforts with meetings with neighborhood groups including trucking companies and the Port of Oakland, proposed revisions to commercially prohibited streets (Section 10.52.060 O.M.C.) a neighborhood truck hotline or email address, continued discussions with enforcement agencies, and additional signs to enhance truck route signs and

truck-prohibited streets. The Working Group includes a teamster representative who has distributed the draft plan to truckers to review and has committed to distribute the final plan when completed.

North Mandela Parkway and Peralta Street

Mandela Parkway from West Grand Avenue to Hollis Street and Peralta Street from Mandela Parkway to MacArthur Boulevard are existing truck routes that serve truck travel between the Emeryville City border to West Grand Avenue and to Through Truck Route “D.” They are both generally fronted by commercial properties. Of the two, Mandela Parkway was initially selected by the Truck Route Working Group to remain as the north/south route between Emeryville and West Grand Avenue. It is a newly constructed multi-lane roadway designated to carry heavy axle loads. However, it was determined from two subsequent public meetings that the community preferred neither route but an alternative route. The primary argument against Mandela Parkway as a truck route was the new use of the corridor. Residents cited residential buildings on Mandela Parkway and 34th Street and the median parkway that now runs down the middle of Mandela. The City Planning Department has countered this argument numerous times indicating that a truck route through Mandela Parkway would not be inconsistent with the surrounding properties. Although the community preferred both streets removed from truck route designation, City staff cannot recommend such a change at this time for the following reasons:

- Through Truck Route “D” traverses north Oakland from Broadway near the Caldecott Tunnel to West MacArthur Boulevard and on West MacArthur Boulevard to the Interstate 580 ramps. Route “D” serves to connect trucks on local streets from the eastern border of the City near the Caldecott Tunnel to the Bay Bridge. This link was severed when the Interstate 580 on ramp was closed after the Loma Prieta Earthquake. The alternative links for Route “D” to the Bay Bridge are West MacArthur Boulevard to Peralta Street to Mandela Parkway to West Grand Avenue, West MacArthur Boulevard to Hollis Street to Mandela Parkway to West Grand Avenue. Staff recommends keeping at least one of the alternative links to maintain Route “D”. Further analysis of Route “D” is recommended to determine if it is still a suitable link to the Bay Bridge. Considering all of the residents input, the default street for truck designation seems to be Peralta Street.
- There may be alternative streets to Mandela Parkway and Peralta Street such as Wood Street, Poplar Street, and San Pablo Avenue which may serve as a connector from Route “D” or the City of Emeryville to West Grand Avenue and the Bay Bridge. These streets were not considered as part of the current plan and may be considered at a later date. A traffic study of the area and community backing of the alternative route would need to be established.
- In areas with a high concentration of truck-prohibited streets, it is recommended that a designated truck route complement the prohibitions. Route designation is clearer to truck operators as to which streets they are to use than a hit or miss truck-prohibition system.

The ordinance does not propose any changes to the designation of Peralta Street in the Municipal Code. It is shown on the West Oakland Truck Route Plan as an interim route. Staff will continue to work with the community and the West Oakland Truck Route Working Group to investigate alternatives to Peralta Street.

KEY ISSUES AND IMPACTS

The proposed ordinance will reduce truck traffic on neighborhood streets in West Oakland, thereby reducing the resident's exposure to diesel emissions and particulates.

The new system of routes will be more streamlined and easier to follow by truckers, the public, and enforcement agencies. The routes will be enhanced with new and guide signs. This will increase compliance and assist in the enforcement of the routes.

PROJECT DESCRIPTION

The West Oakland Truck Route Plan takes a more comprehensive approach toward truck traffic control than past efforts. The project will install new signs on new routes and replace signs on existing routes. In addition, the City will be working with the Port and the West Oakland Truck Route Group to evaluate existing guide and directional signs on other streets. The Working Group has also agreed to carry on the public outreach efforts and traffic evaluation which will include:

- Posting of the Truck Plan on various websites
- Distribution of the plan to truck generating facilities and businesses
- Creation of a truck traffic hotline or website
- Traffic analysis of new traffic patterns
- Evaluation of prohibited streets in West Oakland
- Continued meetings of the West Oakland Environmental Indicators Project committee and Truck Route Working Group

SUSTAINABLE OPPORTUNITIES

Economic: The reduction of truck traffic in West Oakland neighborhoods will make them more attractive to potential property owners and small businesses. This effort coincides with recent developments and proposed developments to attract new residents and small service type businesses to the area. Existing trucking businesses will also benefit through better signage.

Environmental: The proposed amendment will reduce the level of diesel emissions in the area and exposure by residents. The plan should also make local streets safer by reducing the number of trucks on them.

Social Equity: The proposed Truck Route Plan will improve the quality of life of West Oakland residents including senior citizens, persons with disabilities, and children.

DISABILITY AND SENIOR CITIZEN ACCESS

There are no direct impacts to disability and senior access; implementation of the proposed truck route ordinance, however, may improve the quality of life for senior citizens and persons with disabilities by restricting truck travel on residential streets.

RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council approve the ordinance described above to amend Section 10.52.070 and Section 10.52.120 of the City of Oakland Municipal Code. The approved ordinance will allow staff to modify and establish truck routes in West Oakland and create a truck route system that is consistent with the current freeway system and the community developed Truck Route Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the ordinance.

Respectfully submitted,



RAUL GODINEZ II, P.E.
Director, Public Works Agency

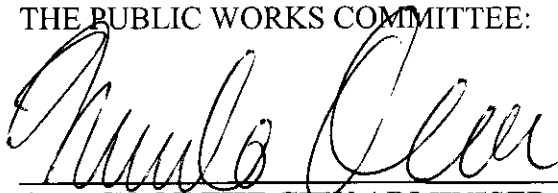
Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency
Design & Construction Services Department

Wladimir Wlassowsky, P.E.
Manager, Transportation Services Division

Prepared by:
Joe S. Wang, P.E.
Supervising Transportation Engineer

Peter Chun, P.E.
Transportation Engineer

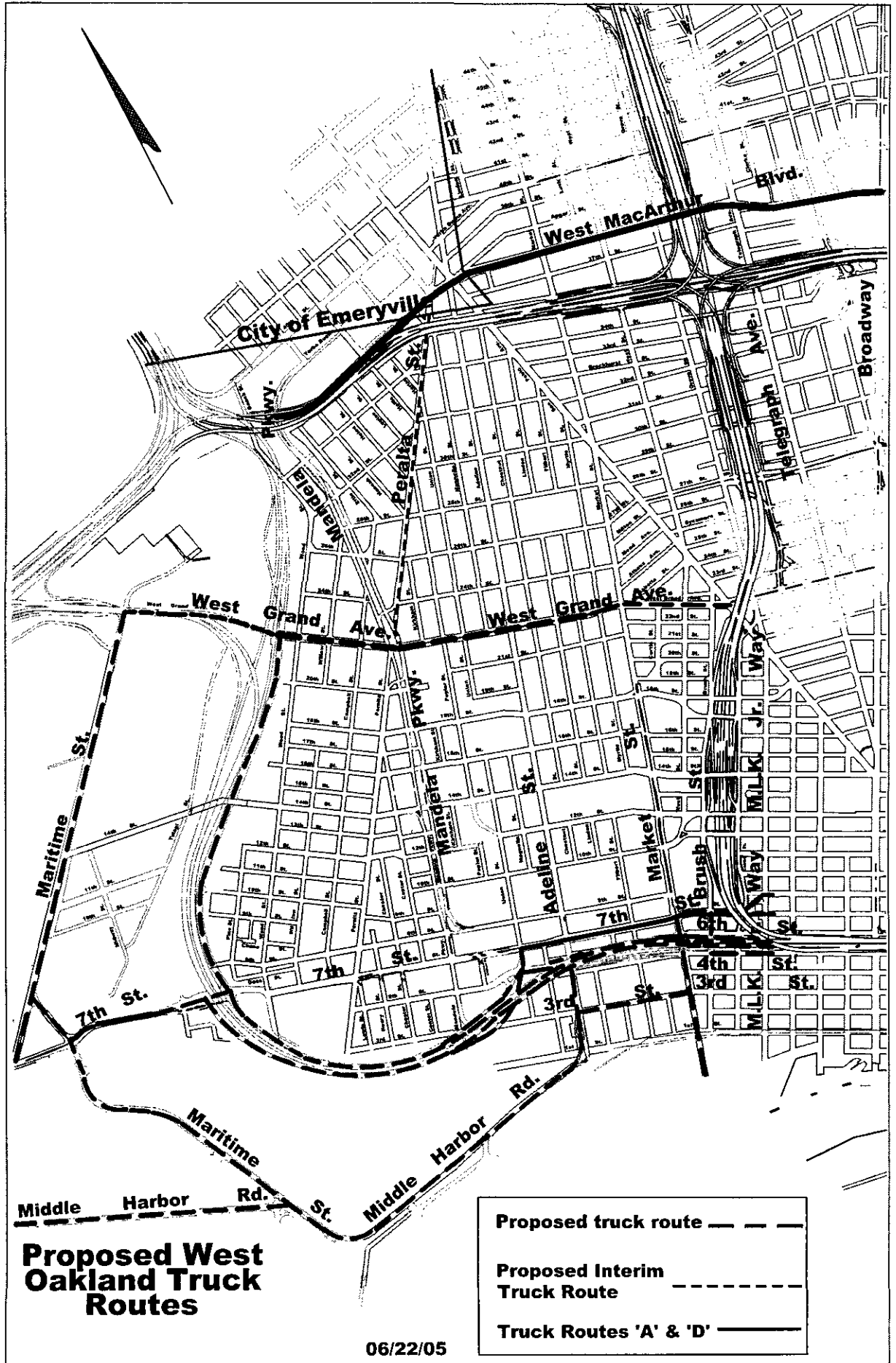
APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



OFFICE OF THE CITY ADMINISTRATOR

Attachment A

PW 03/04



Attachment C

Truck Route Outreach Timeline

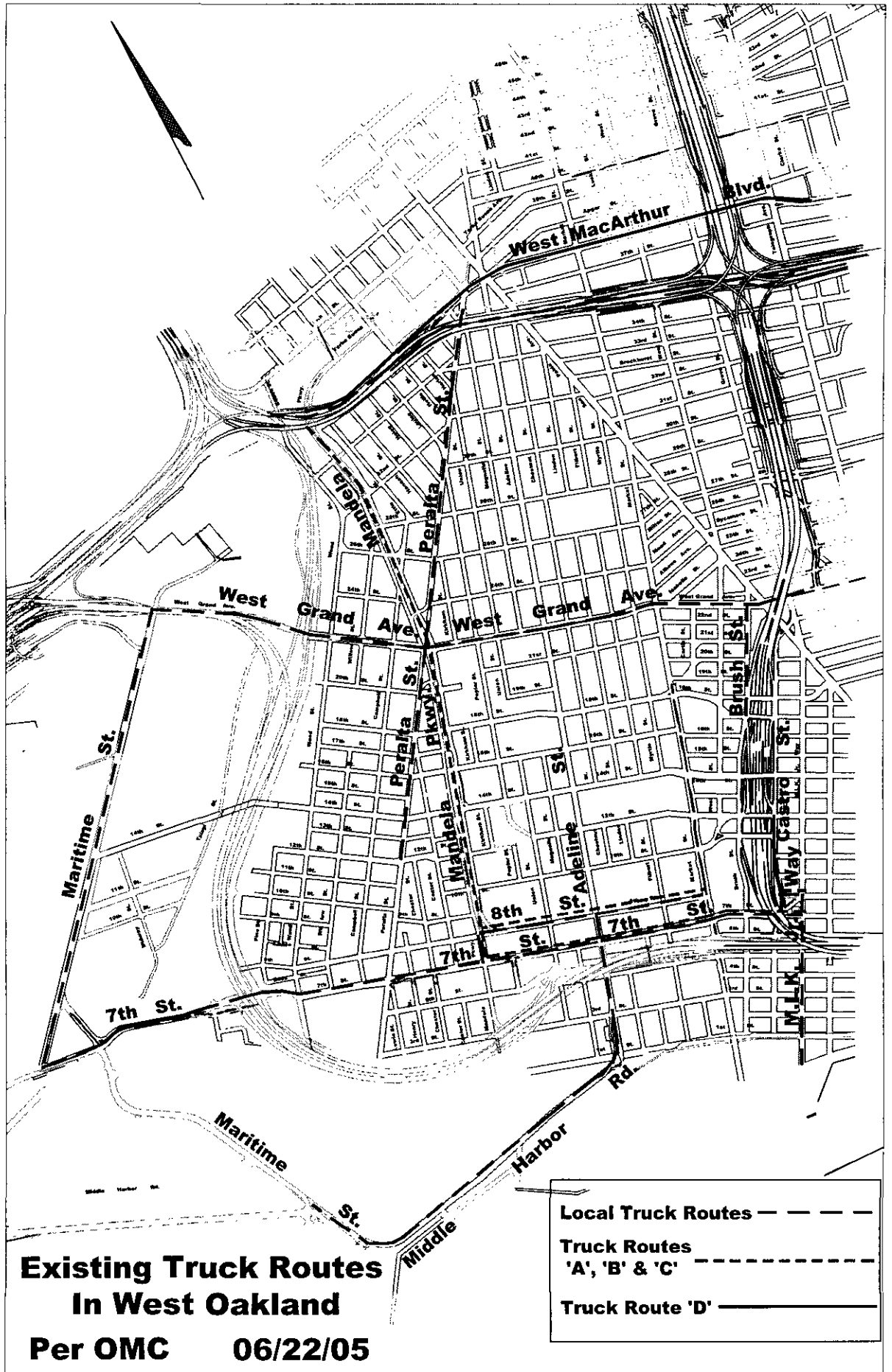
West Oakland Environmental Indicators Project (WOEIP)

Date	Event/Meeting	Audience	# of attendees
9/22/04	WOEIP Committee Meeting	West Oakland residents	25
1/20/05	WOEIP Committee Meeting	West Oakland residents	20
2/23/05	District 3 Town Hall Meeting, West Oakland	West Oakland residents	40
3/29/05	Teamsters Meeting	Truckers	20
4/13/05	West Oakland Project Area Committee	West Oakland residents	25
4/21/05	Neighborhood Crime Prevention Council Meeting	West Oakland residents	20
4/25/05	City-Port Liaison Committee Meeting	City Councilmembers, Port staff, truckers	20
5/2/05	Oak Center meeting	West Oakland residents	15
5/11/05	West Oakland Project Area Committee	West Oakland residents	25
5/19/05	West Oakland Commerce Association	West Oakland Business owners	20
5/19/05	Poplar Center NCP Beat 01-Y	West Oakland residents	12

Truck Route Group Meetings

Date	Meeting Location
2/10/05	Pacific Institute
3/10/05	Pacific Institute
4/7/05	City offices
5/4/05	Pacific Institute
6/1/05	Pacific Institute

Attachment D



OFFICE APPROVED AS TO FORM AND LEGALITY
2005 JUN 28 CITY ATTORNEY

INTRODUCED BY COUNCILMEMBER _____

ORDINANCE No. _____ C.M.S.

ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND

WHEREAS, the West Oakland community formed the West Oakland Environmental Indicators Project in 2000 to combat environmental inequities in their neighborhood; and

WHEREAS, the West Oakland Environmental Indicators Project published a report in 2003, indicating that there were six (6) times more diesel particulates per person in West Oakland than in the State of California; and

WHEREAS, the truck routes tied to the Cypress Freeway no longer serve as access to Interstate 880; and

WHEREAS, City staff began work with the West Oakland Environmental Indicators Project in January 2004 to develop the West Oakland Truck Route Plan and to reduce truck traffic in non-industrial areas of West Oakland; and

WHEREAS, the West Oakland Truck Route Plan has been presented to the public at seven (7) different community forums; now, therefore, the

COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN, THAT:

Section 1. Section 10.52.070 of the Oakland Municipal Code is amended to read as follows:

10.52.070 Through Truck Route "A" covering truck travel between intersections of California Highway Route 5 (U.S. Route 50) and the Oakland-San Leandro boundary and the distribution structure of the San Francisco-Oakland Bay Bridge.

For motor truck travel between the intersection of California Highway Route 5 (U.S. Route 50) and the Oakland-San Leandro city boundary and the distribution structure of the San Francisco-Oakland Bay Bridge, the following through truck route is established: MacArthur Boulevard from the easterly San Leandro city to 90th Avenue; 90th Avenue from MacArthur Boulevard to International Boulevard (East 14th Street); International

Boulevard from 90th Avenue to 81st Avenue; 81st Avenue from International Boulevard to San Leandro Street; San Leandro Street from 81st Avenue to Fruitvale Avenue; Fruitvale Avenue from San Leandro Street to East 12th Street; East 12th Street from Fruitvale Avenue to 14th Avenue; East 8th Street from 14th Avenue to 5th Avenue; 7th Street from 5th Avenue to Fallon Street; Fallon Street from 7th Street to 8th Street (northbound); 7th Street from Fallon Street to Castro Street (eastbound); 8th Street from Fallon Street to 7th Street (westbound); 7th Street from Castro Street to Union Street; Union Street from 7th Street to 5th Street; Interstate 880 from 5th Street to the San Francisco-Oakland Bay Bridge distribution structure.

When authorized signs are in place giving notice thereof, it is unlawful for any operator of a motor truck or trucking combination entering the City of Oakland over California State Highway Route 5 (U.S. Route 50) at the Oakland-San Leandro city boundary and making a westbound trip through the City of Oakland toward the distribution structure of the San Francisco-Oakland Bay Bridge or making an eastbound trip through the City of Oakland from the San Francisco-Oakland Bay Bridge distribution structure toward the Oakland-San Leandro boundary at MacArthur Boulevard to operate or propel such motor truck or trucking combination over any other route than that hereinabove set forth for such operation.

For the purpose of this section and Sections 10.52.080 through 10.52.120, a motor truck is a motor vehicle over twenty (20) feet in length designed, used, or maintained primarily for the transportation of property; and a "trucking combination" is any combination of vehicles designed, used or maintained for the transportation of property coupled together exceeding a total weight of twenty (20) feet and including any of the following kinds of vehicles: motor truck; tractor and semi-trailer; tractor, semi-trailer and trailer; truck and trailer; non-trailer; or trailer coach. (Prior traffic code § 200)

Section 2. Section 10.52.120 of the Oakland Municipal Code is amended to establish 3rd Street from Market Street to Adeline Street for the movement of trucks and trucking combinations as defined in Section 10.52.070.

Section 3. Section 10.52.120 of the Oakland Municipal Code is amended to remove the local truck route on the following streets: 8th Street from Market to Nelson Mandela Parkway; 7th Street from Union Street to Frontage Road; Peralta Street from 12th Street to West Grand Avenue; and Brush Street from 17th Street to West Grand Avenue.

This ordinance shall be effective upon approval by the City Council of Oakland.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20 ____

PASSED BY THE FOLLOWING VOTE

AYES -- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN,
REID, AND PRESIDENT DE LA FUENTE

NOES --

ABSENT --

ABSTENTION --

ATTEST:

LATONDA SIMMONS
City Clerk and Clerk of the Council
Of the City of Oakland, California

NOTICE AND DIGEST.
OFFICE OF THE CITY CLERK

ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND

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7 th Street	Union Street	Nelson Mandela Parkway
Nelson Mandela Parkway (southbound)	7 th Street	8 th Street
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Appendix B - Part 3

OFFICE OF THE CITY CLERK
CITY OF OAKLAND
2005 JUL 28 CHM 3-TDBNEY

INTRODUCED BY COUNCILMEMBER _____

ORDINANCE No. 12701 C.M.S.

ORDINANCE AMENDING SECTIONS 10.52.070 AND 10.52.120 OF THE OAKLAND MUNICIPAL CODE TO MODIFY EXISTING LOCAL AND THROUGH TRUCK ROUTES IN WEST OAKLAND

WHEREAS, the West Oakland community formed the West Oakland Environmental Indicators Project in 2000 to combat environmental inequities in their neighborhood; and

WHEREAS, the West Oakland Environmental Indicators Project published a report in 2003, indicating that there were six (6) times more diesel particulates per person in West Oakland than in the State of California; and

WHEREAS, the truck routes tied to the Cypress Freeway no longer serve as access to Interstate 880; and

WHEREAS, City staff began work with the West Oakland Environmental Indicators Project in January 2004 to develop the West Oakland Truck Route Plan and to reduce truck traffic in non-industrial areas of West Oakland; and

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When authorized signs are in place giving notice thereof, it is unlawful for any operator of a motor truck or trucking combination entering the City of Oakland over California State Highway Route 5 (U.S. Route 50) at the Oakland-San Leandro city boundary and making a westbound trip through the City of Oakland toward the distribution structure of the San Francisco-Oakland Bay Bridge or making an eastbound trip through the City of Oakland from the San Francisco-Oakland Bay Bridge distribution structure toward the Oakland-San Leandro boundary at MacArthur Boulevard to operate or propel such motor truck or trucking combination over any other route than that hereinabove set forth for such operation.

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This ordinance shall be effective upon approval by the City Council of Oakland.

IN COUNCIL, OAKLAND, CALIFORNIA, SEP 20 2005, 20

PASSED BY THE FOLLOWING VOTE

AYES - ~~ZIMMER~~, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN,
REID, AND PRESIDENT DE LA FUENTE **-7**

NOES - \emptyset

ABSENT - *BROOKS-1*

ABSTENTION - \emptyset

Introduction Date: July 19, 2005

ATTEST: *Latonda Simmons*
LATONDA SIMMONS
City Clerk and Clerk of the Council
Of the City of Oakland, California

NOTICE AND DIGEST, FILED
OFFICE OF THE CITY CLERK
OAKLAND

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2. Remove from Section 10.52.070:

<u>Street</u>	<u>From</u>	<u>To</u>
8 th Street	Market Street	Nelson Mandela Parkway
7 th Street	Union Street	Nelson Mandela Parkway
Nelson Mandela Parkway (southbound)	7 th Street	8 th Street
Nelson Mandela Parkway	8 th Street	32 nd Street

3. Establish in Section 10.52.120:

<u>Street</u>	<u>From</u>	<u>To</u>
3 rd Street	Market Street	Adeline Street

4. Remove in Section 10.52.120:

<u>Street</u>	<u>From</u>	<u>To</u>
7 th Street	Union Street	Interstate 880 Frontage Road
Peralta Street	12 th Street	West Grand Avenue
Brush Street	17 th Street	West Grand Avenue

When authorized signs are in place giving notice thereof, the operator of any motor truck or trucking combination as defined in Section 10.52.070 of the OMC, shall drive on such route or routes and none other except when necessary to traverse another street or streets to a destination for the purpose of loading and unloading, but only then by such a deviation from the nearest truck route as is reasonably necessary.