



PORT of OAKLAND and CITY of OAKLAND
WEST OAKLAND TRUCK MANAGEMENT PLAN
Community Workshop – Meeting 3
Saturday, April 7, 2018
10 a.m. – Noon
West Oakland Senior Center
1724 Adeline Avenue, Oakland, CA 94607

MEETING SUMMARY AND KEY OUTCOMES

This report, prepared by Envirocom Communications Strategies, LLC, provides an overview of the meeting's key outcomes and is organized as follows:

- I. Workshop Overview
- II. Meeting Materials
- III. Meeting Presentation
- IV. Information Stations: in break out groups
- V. Community Input / Interactive Exchange and Dialogue
- VI. Next Steps
- VII. Wrap-Up and Adjournment

I. WORKSHOP OVERVIEW:

This workshop was the third of five community workshops that will ultimately lead to the development of the West Oakland Truck Management Plan (TMP). The workshop had a combination of presentation and interactive information stations. It was held from 10 a.m. to 12 noon and approximately 50 participants attended.

Participants included residents, property owners, local business owners and operators including those with trucking interests, truck drivers, community-based organization representatives, environmental and social justice stakeholders, and government agency staff.

The theme of Workshop #3 was "Co-Learning". The goals of workshop #3 were: to share the input received during Workshops 1 and 2, to describe the technical approaches used to evaluate the identified problems, to explain the data and analysis undertaken, and to receive input from community stakeholders regarding potential solutions to a number of problems in West Oakland related to enforcement, truck signage, truck routes and circulation, and truck parking.

II. MEETING MATERIALS

Each attendee was provided with Meeting Agenda Packet and Handouts --

- Agenda

- Acronyms and Abbreviations
- Vehicle Classification with photo, vehicle type, description and classification
- Port of Oakland “Meeting Our Clean Air Commitment” handout
- “What we heard” summary of input from first two workshops

The presentation PowerPoint slides used during the meeting are available at: <https://goo.gl/Uqd5ZR>

Additional handouts announcing West Oakland Environmental Indicators Project’s air quality workshop on Earth Day, Saturday, April 21, 2018 at Lincoln Child Center were also distributed.



III. MEETING PRESENTATION

Facilitator Surlene Grant with Envirocom Communications Strategies, LLC, introduced the program of the day. She explained that the findings garnered from the community meetings will be shared openly with the community and all participants. She emphasized that what is contributed and created from these community meetings is helping to create public policy and contributing to an authentic community-generated plan.

The morning activities were designed so that participants listened to an update on the work done by Port and City staff and technical consultants to date, followed by a question and answer period. Then after the presentation, the attendees visited six Information Stations. At each station, attendees could ask questions and / or provide their input on specific aspects of the TMP.

Information Stations Included:

1. Enforcement
2. Truck Parking
3. Truck Movement

4. Signage and Communication
5. Safety and Urban Design
6. Other Related Information: Land Use & Air Quality

The Port and City made arrangements for a seventh information station hosted by the West Oakland Environmental Indicators Project (WOEIP) and the Environmental Defense Fund (EDF). This station presented information on air quality studies undertaken in West Oakland by the WOEIP and the EDF.

Presentation:

WEST OAKLAND TRUCK MANAGEMENT PLAN OVERVIEW

By Patricia McGowan, Senior Planner, City of Oakland

Goals:

- Create a truck management plan which will reduce the physical effects from trucks in West Oakland
- Make truck traffic and parking less disruptive to residents and businesses
- Clarify where trucks can and cannot drive and park
- Make it safer near the truck routes

What this Truck Management Plan Will Be:

- A joint City and Port plan to address truck circulation and truck parking in West Oakland.
- It will reflect and incorporate community input.
- It will identify actions and responsibilities across City departments and for the Port.

Actions Taken So Far:

- U.S. Customs Examination Station moved out of West Oakland from 20th and Wood St. to a site in Alameda
- Three Rivers Trucking moved out of West Oakland from 18th and Wood St. This site, equal to one city block, will be reused for housing
- In January 2018, City of Oakland filed an environmental justice lawsuit against debris hauling company Santos Engineering alleging deliberate spraying of dust into West Oakland neighborhoods
- City is working with two large West Oakland businesses, Custom Alloy Scrap Sales (CASS) & recycling company California Waste Solutions (CWS), to have them relocate out of West Oakland to sites at the former Oakland Army Base
- Night gates are open at the Port of Oakland to ease daytime crowding
- Appointments are available for truckers picking up cargo at the Port
- Temporary increase in truck parking available at the Port
- TraPac Terminal at the Port to increase by 57 acres and new multi-lane gate is under construction to shorten trucker wait-times and get truck off city streets

Presentation:

PRESENTATION OF ISSUES AND ANALYSIS:

By Andrea Gardner, Project Planner, Port of Oakland

Summary of Community and Public Input from Workshops #1 and #2 – the team grouped 250 individual comments into 16 categories to help us evaluate related community input:

1. Air Quality
2. Alternative Fuels/EV
3. Damage to Roadways and Sidewalks
4. Enforcement
5. Land Use/Conflicts
6. Noise
7. Other
8. Positive Neighborhood Features
9. Prohibited Streets
10. Safety
11. Signage
12. Truck Business and Services
13. Truck Queuing and Idling
14. Truck Routes
15. Trucker Training and Outreach
16. Urban Design

The team then organized the sixteen categories into seven work plan tasks to help guide technical analysis:

1. Enforcement
2. Truck parking
3. Truck movement
4. Signage and communication
5. Safety and urban design
6. Other related information
7. Positive Neighborhood features

The staff and consulting team analyzed these issues by asking:

- What data is available?
- What are other communities doing?
- What does the data tell us?
- How does it clarify the issues we are addressing?
- What does it suggest about solutions?

IV. INFORMATION STATIONS

The meeting attendees separated into break out groups and visited information stations that were set up around the room to learn about the analysis done to date, to ask questions and to provide input. The information stations were organized into the following categories:

1. What we Heard from the Public
2. How Police and Parking Enforcement is currently Done

3. Where Trucks and Trailers are Parking Today
4. How Trucks Access the Port and Industrial Businesses in West Oakland
5. Strategies in use Today for Signage and Communication
6. Safety and Urban Design in areas of West Oakland heavily used by Trucks
7. Other Related Information – Land Use and Air Quality



Attendees moved from Information Station to Station, looking at the maps, graphics and other information presented, discussing and asking questions about the information, and providing their input. The attendees then re-assembled and comments/feedback were shared with the whole group.

V. COMMUNITY INPUT - Interactive Exchange and Dialogue

- Ms. Margaret Gordon, West Oakland Environmental Indicators Project (WOEIP)
 - For parking and truck movement, there is no real-time data and no real in-depth analysis available. The maps presented don't capture all types of truck movement, such as EBMUD and the Post Office. Staff needs to be on the streets to see what's really going on.
- Ms. Audrey Jones - Taylor
 - I'm a park person. How will the Truck Management Plan incorporate the negative impact trucks are having on our children in the parks? What is the impact of trucks on parks? How does the plan incorporate greening, in parks and along freeways, to absorb pollutants?

Bill Aboudi, Trucker

- How does the truck appointment system used at the Port terminals impact truckers? The appointment system may be working for the Terminal operators but it is making trucks less efficient.

Brian Beveridge

- What people like about West Oakland is not analyzed.
- Look at what's good and how to protect it.
- How to enhance the assets of West Oakland.
- Look at neighborhoods as a historical collection of assets and build policy around that.

Julia Bonilla, Program Director, West Oakland Jobs Resource Center

- Need the plan to show:
- How many trucks are in the area and its impact on this plan.
Number of new trucks movements - Didn't see information about the trucks that will serve the Prologis and the Seaport Logistics Complex.

Chris Chang, DockTime

- He has been in West Oakland 16 years and has a warehouse on 24th and Poplar Streets in West Oakland.
- He learned that his lungs are in trouble because of the environmental pollution in West Oakland.
- Fifty percent of truck moves in the Port are empty truck moves. This contributes to congestion, pollution, accidents, etc. Can we find a way to make truck moves more efficient---2-ways full vs. 1 way full and 1 way empty? When he looks at the top 20 problems affecting the community, congestion and pollution are there. Can we make more efficient truck turns, perhaps halve the number of truck moves?
- Why are empty containers so prevalent on the highways?
- Need more efficient street turns/fewer empties on the highways. Port Efficiency Task Force should work on appointments being more efficient for truckers, not just terminals.
- Ralph Reynoso responded to his question about technology to help with efficiency. Ralph noted that market-based solutions are already underway; multiple companies have developed or are developing apps to match trips.

John Walter, Flexi-Van Chassis

- Frontage Road is used for truck idling and short-term parking.
- Are idling trucks on Frontage Road coming to the Port and waiting for an appointment, or coming from somewhere else? Where were they before Frontage Road was built?
- There needs to be more efficient idling. Why are they idling there?

Ms. Margaret Gordon of West Oakland Environmental Indicators Project (WOEIP)

answered the trucks are there on Frontage Road 11:30 a.m. to 1 p.m. during lunchtime while truckers wait to enter port.

Ms. Margaret Gordon, West Oakland Environmental Indicators Project

- Why is there no enforcement 11:30 a.m. to 1 p.m. when trucks are idling/queuing up to go to the terminal? In 25 years, she has never seen patrol officers or Bay Area Air Quality Management District (BAAQMD) tell truck drivers to turn off their trucks while they're waiting. She also sees them idling on Maritime St.

- Why has the City of Oakland not enforced its Health and Safety codes? Where is the authority of the City? She has not heard a plan for intervention, prevention, and mitigation.
- The City's zoning process for issuing conditional use permits to industrial businesses in West Oakland has not changed. The recently passed Assembly Bill #617 (AB 617)¹ would regulate air quality and black carbon and bring more environmental justice to West Oakland.
- How is AB 617 connected to the MAQIP (Maritime Air Quality Improvement Plan) and the TMP?
- Standard Conditions of Approval (SCAs) for CUPs (Conditional Use Permits) haven't been changed by the City.
- Senate Bill #1000 (SB 1000) requires environmental justice to be inserted into general and specific plans. All that is missing here. How does it relate to this?

Brian Beveridge

- Port parking shown is in non-operational terminals. If/when they become terminals, what happens to that 55 acres of parking? He has not gotten a plan with answers. Need to know what will happen with those lots close.
- Truckers are on their own as parking changes randomly.
- Pleased to learn that customs enforcement is out of West Oakland. Disappointed to find out it is now in Alameda, which requires driving through Chinatown and presents safety issues in tunnel, and not at the Port of Oakland.

John Walter, Flexi-Van Chassis and Ralph Reynoso, Port of Oakland

- Alameda is a temporary location. The Port is currently negotiating with U.S. Customs for a location on Maritime Street, within the Port.

Steve Lowe, West Oakland Commerce Association

- He has frequently suggested to the Port having a Community Advisory Committee for receiving community input on air quality.
- The business community is suffering due to inefficiency of getting in and out of the Port, which also exacerbates pollution.
- Port of Oakland Maritime Air Quality Improvement Plan (MAQIP) should address:
 - Terminal efficiencies
 - AB 617
 - SB 1000
- These matters are not just for the City of Oakland to address. Can't be the responsibility of the City of Oakland alone.
- There is a regional component. At what point will MTC and Port of Oakland take responsibility for these issues?

Patricia McGowan, Senior Planner, City of Oakland

- There are separate air quality efforts underway. Port of Oakland will be updating the air quality plan. Two public meetings are scheduled. Next MAQIP (air quality) meeting is May 9, 2018.

¹ AB 617 "would require the State Air Board (CARB) to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill would require those stationary sources to report their annual emissions..." Additionally, AB 618 "requires CARB to select locations around the state and to prepare a community emission reduction program for stationary and mobile sources in the selected locations." – Source: [leginfo.legislature.ca.gov](http://leginfo.ca.gov)

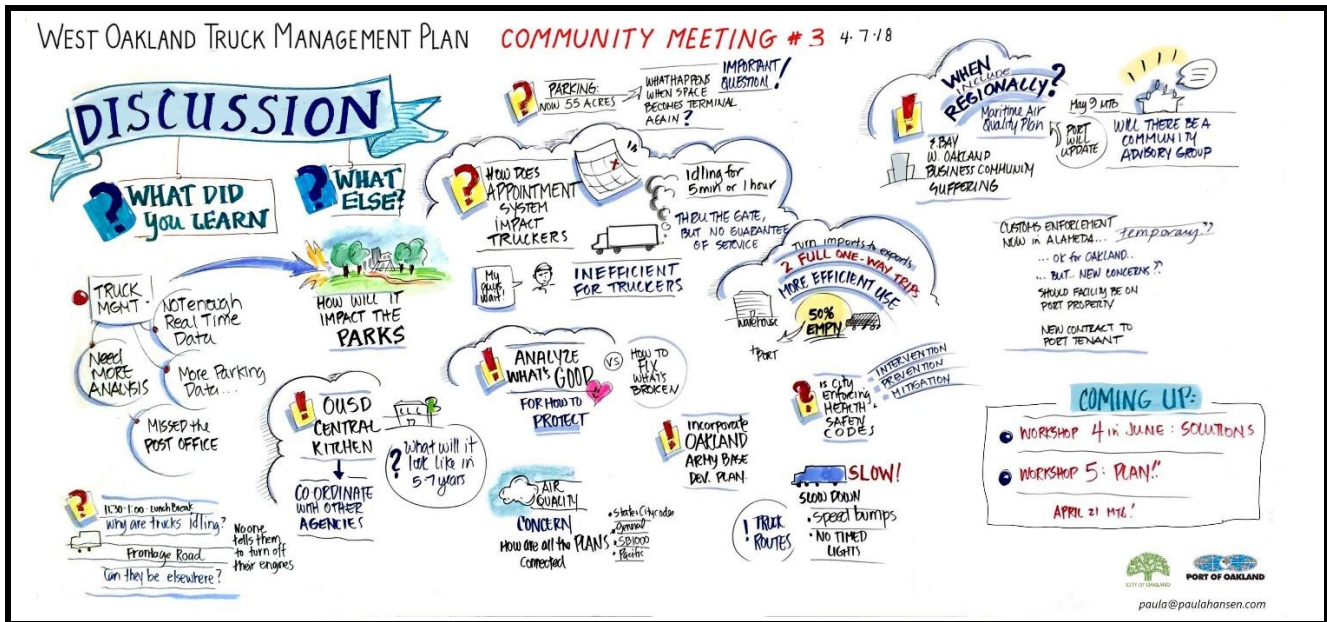
Brigitte Cook, Senior Constituent Liaison for City Council Member Lynette Gibson McElhaney, City of Oakland

- o OUSD Central Kitchen is being planned on West Street near 28th. All school meals to be prepared at the Central Kitchen and transported to each school site. Residents brought up the issue of trucking and how it related to transporting the meals to all the OUSD school sites. How do we make sure their trucks use the truck routes? What size trucks will they use?

Comments by other attendees

- o Sea-Logix contract for permanent location
- o Santos Debris Hauling is still operating illegally at 28th & Poplar Streets. What about signs being placed immediately to prohibit truck and chassis parking on 28th & Poplar so that tickets can be given to Santos vehicles?
- o Need cross training now on how to issue chassis tickets.

Ms. Margaret Gordon announced that there will be an Air Quality Workshop hosted by the West Oakland Environmental Indicators Project (WOEIP) on Saturday, April 21, 2018, 10 a.m. – 4 p.m., Lincoln Child Center, 1266 – 14th Street, Oakland, CA 94606



VI. NEXT STEPS

Port and City staff will review community input and comments from Workshop 3 in preparation for Workshop 4 to be held in the summer, 2018. The date, time and location of Workshop 4 will be determined and communicated to the West Oakland community and other interested parties. The West Oakland TMP website will be updated with the Workshop 3 materials and Workshop 4 information. The purpose of Workshop 4 is to show possible solutions and action items to the public and to receive input on prioritizing these solutions. Following Workshop 4, the Draft Plan will be prepared and will be

presented to the community for review and feedback at Workshop 5, in the Fall/Winter of 2018. The Draft Plan will be available for a 30-day review period after Workshop 5.

VII. WRAP-UP AND ADJOURNMENT

On behalf of the team, Surlene Grant thanked everyone for attending and for their input. She encouraged everyone to attend the next workshop.