



# WEST OAKLAND TRUCK MANAGEMENT PLAN

Community Workshop #4  
Wednesday, July 18, 2018  
6 – 8:30 p.m.

West Oakland Senior Center, 1724 Adeline St, Oakland CA 94607

## Agenda

|      |  |   |
|------|--|---|
| I.   | Welcome & Introductions  | Facilitator: Surlene Grant, Envirocom Communications Strategies, LLC<br>City and Port Officials and Project Staff |
| II.  | Overview of West Oakland Truck Management Plan (TMP) Process   | Patricia McGowan, Senior Planner, City of Oakland   |
| III. | How We Generated Solutions   | Andrea Gardner, Associate Planner/Scientist, Port of Oakland  |
| IV.  | Prioritizing Solutions   | Surlene Grant and All   |
|      | Community members to prioritize solutions that will make up the actual plan.   |   |
|      | <ul style="list-style-type: none"> <li>• Truck Parking</li> <li>• Truck Movement and Safety</li> <li>• Enforcement</li> <li>• Signage and Communication</li> </ul> |   |
|      | Additional Resources   | Open - Accessible at the beginning and end of the evening   |
|      | ➤ Resource Information Table   |   |
| V.   | Reassemble and Share Comments and Review Results   | All   |
| VI.  | Next Steps   |   |
| VII. | City & Port representatives will be available after the program to any answer questions  |   |

## Contact Us:

| City of Oakland  | Port of Oakland  |
|--|--|
| Patricia McGowan<br>pmcgowan@oaklandnet.com<br>510-238-3588  | Andrea Gardner<br>agardner@portoakland.com<br>510-627-1181 |
| For updates and additional information, visit the TMP website: <a href="https://goo.gl/Uqd5ZR">https://goo.gl/Uqd5ZR</a> |  |

# Here's Where We Need Your Input

- You'll be visiting 4 stations to see the solutions.
- At each station, we need your input!
  1. Vote on your priorities.
  2. Give us your ideas on how to implement a solution.
  3. Add your own ideas for solutions.



# Prioritizing Solutions

Some things to consider when thinking about and prioritizing solutions:

- Will it be supported by a range of stakeholders?
- Who is impacted by the problem and who will it benefit?
- Will it actually work to address the problem?
- Can it help to reduce exposure of the community to air pollution?
- How soon could we see benefits from the solution?
- Will we get good “bang for the buck”?





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## Acronyms and Abbreviations

**APCD** Air Pollution Control District (San Joaquin Valley)  
**ANOMS** Airport Noise and Operations Management System  
**BAAQMD** Bay Area Air Quality Management District  
**BART** Bay Area Rapid Transit  
**BCDC** Bay Conservation and Development Commission  
**BMP** Best Management Practice  
**BNSF** Burlington Northern Santa Fe Railroad  
**CARB** California Air Resources Board  
**CEQA** California Environmental Quality Act  
**CHE** Cargo Handling Equipment  
**CIP** Capital Improvement Program  
**CNG** Compressed Natural Gas  
**CO** Carbon Monoxide  
**CPI** Consumer Price Index  
**CTMP** Maritime Comprehensive Truck Management Plan  
**DHS** U.S. Department of Homeland Security  
**DOC** Diesel Oxidation Catalyst  
**DOT** U.S. Department of Transportation  
**DPF** Diesel Particulate Filter  
**DTR** Drayage Truck Registry (CARB)  
**DPM** Diesel Particulate Matter  
**DTSC** Department of Toxic Substances Control's Web Site  
**EIR** Environmental Impact Report  
**EIS** Environmental Impact Statement  
**ENA** Exclusive Negotiating Agreement  
**EPA** United States Environmental Protection Agency  
**FAA** Federal Aviation Administration (DOT)  
**GHG** Greenhouse Gas  
**GMAP** Goods Movement Action Plan (CARB)



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**GMERP** Emission Reduction Plan for Ports and Goods Movement in California (CARB)  
**GPS** Global positioning system; a navigation system that provides location and time information

**ILWU** International Longshore and Warehouse Union

**ITS** Intelligent Transportation Systems

**IMO** International Maritime Organization

**LBA** Local Business Area (Port of Oakland)

**LBU** Local Business Utilization

**LIA** Local Impact Area (Port of Oakland)

**LNG** Liquefied Natural Gas

**LPG** Liquefied Petroleum Gas

**MAQIP** Maritime Air Quality Improvement Plan

**MAPLA** Maritime and Aviation Project Labor Agreement (Port of Oakland)

**Master Lessee** To whom a lease is granted

**MTO** Marine Terminal Operator

**NDSLBU** Non-Discrimination and Small Local Business Utilization Policy

**NEPA** National Environmental Policy Act

**OAB** Oakland Army Base; Site of new Seaport Logistics Complex (Port of Oakland)

**OAC** Oakland Airport Connector (BART)

**OAK** Oakland International Airport

**OBRA** Oakland Base Reuse Authority (City of Oakland)

**OGV** Ocean-going Vessel

**OHIT** Outer Harbor Intermodal Terminal

**OMSS** Oakland Maritime Support Services

**ORA** Oakland Redevelopment Agency (City of Oakland)

**P3** Public Private Partnership

**PM** Particulate Matter

**PMA** Pacific Maritime Association

**Port** Port of Oakland

**RAPC** Regional Airport Planning Committee



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**RFID** Radio-frequency identification  
**RFP** Request for Proposals  
**RFQ** Request for Qualifications  
**ROG** Reactive Organic Gas (see also VOC)  
**RSA** Runway Safety Area  
**RWQCB** Regional Water Quality Control Board  
**SBE** Small Business Enterprise  
**STEP** Secure Truck Enrollment Program  
**Shorepower** Provision of shoreside electrical power to a ship at berth while its main and auxiliary engines are shut down.  
**T1** Terminal 1, OAK  
**T2** Terminal 2, OAK  
**TAC** Technical Advisory Committee (CTMP)  
**TCIF** Trade Corridor Improvement Fund  
**TEU** Twenty-Foot Equivalent Unit  
**TMP** Truck Management Plan  
**TWIC** Transportation Identification Worker Credential  
**TWG** Tuckers Work Group (Port of Oakland)  
**TSA** Transportation Security Administration (DHS)  
**UPRR** Union Pacific Railroad  
**VDECS** Verified Diesel Emission Control Strategy  
**VSBE** Very Small Business Enterprise  
**WOCAG** West Oakland Community Advisory Group  
**WOEIP** West Oakland Environmental Indicators Project  
**WOPAC** West Oakland Project Area Committee  
**WOTMP** West Oakland Truck Management Plan  
**WOTRC** West Oakland Toxics Reduction Collaborative

| Photo  | Vehicle Type            | Description  | Classification  |
|--|-------------------------|--|---|
| <b>Exhibit A – Port-Registered Trucks On-Street Parking Locations (Excludes Chassis with no Truck Present)</b> |                         |  |   |
|                               | Bobtail Truck           | Tractor only, no chassis or other attachments  | Port Registered Vehicle if STEP stickers, CARB stickers, or RFID transponders present |
|                               | Container Truck         | Semi-truck with chassis and container  | Port Registered Vehicle   |
|                               | Truck with Chassis      | Semi-truck with only the chassis   | Port Registered Vehicle   |
| <b>Exhibit B – Port-Registered Chassis On-Street Parking Locations (No Truck Present)</b>                      |                         |  |   |
|                             | Chassis Only            | Only the chassis, no tractor or container  | Port Registered Vehicle   |
|                             | Chassis with Container  | Only the chassis and container, no tractor   | Port Registered Vehicle   |
| <b>Exhibit C – Not Port-Registered Trucks On-Street Parking Locations</b>                                      |                         |  |   |
|                             | Bobtail Truck           | Tractor only, no chassis or other attachments  | Not Port-Registered Vehicle if no port identification present                         |
|                             | Standard Semi-Truck     | Standard semi-truck with tractor and non-container trailer                                   | Not Port-Registered Vehicle   |
|                             | Standard Trailer        | Standard semi-trailer without tractor and non-container trailer                              | Not Port-Registered Vehicle   |
|                             | Other Heavy-Duty Trucks | All other trucks not fitting into the categories above (garbage trucks, dump trucks, etc...) | Not-Port Registered Vehicle   |
| <b>Exhibit D – Box Trucks</b>  |                         |  |   |
|                             | Box Truck               | Single-Unit Delivery Vehicle   | Box Truck   |

## Vehicle Classification

Per truck parking surveys in 2015, 2016, and 2017

# Summary of City of Oakland Regulations about Truck Parking<sup>1</sup>



## Where is Truck Parking Prohibited?

Oakland Municipal Code (OMC) Chapter 10.28 specifies where parking of both cars and trucks is allowed, and where it is prohibited.

### A. Trucks cannot park in residential districts

OMC Section 10.28.120: No commercial trucks can park in residential districts

- No truck, tractor, trailer or other commercial vehicle over 10,000 pounds shall park on a public street in a residential district. **This means that commercial trucks of a size larger than an SUV cannot park in a residential district, regardless of no signs be posted stating this.** Signs are NOT required when it's a residential district.

### B. No parking of unattached trailers in locations where signs are posted

OMC Section 10.28.160: Unattached trailer parking can be prohibited.

- Parking of unattached trailers CAN be prohibited if the City Engineer determined that such parking is creating a nuisance, blight or a hazard.
- Official signs must be posted prohibiting such parking.

### C. No parking of trucks in certain areas when designated by City Council

OMC Section 10.28.140: No parking of commercial vehicles in certain areas

- No truck, tractor, trailer or other commercial vehicle for more than five hours on a public street if the City Council determines by resolution that such parking is not allowed.
- Official signs must be posted prohibiting such parking.

### D. No parking of cars or trucks on any city street for more than 72 hours

OMC Section 10.28.030: Using streets to store cars or truck is prohibited.

- No vehicle can park for more than 72 consecutive hours on any public street in Oakland.

### E. Parking Enforcement phone number

Call (510) 238-3099 for Oakland Department of Transportation Parking Enforcement  
8:30am-5:00pm Monday-Friday, to report illegally parked cars, trucks or chassis.

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<sup>1</sup> Prepared by the City of Oakland Planning Department, based on the Oakland Municipal Code, April 2018.



## Summary of City of Oakland Regulations about Truck Routes<sup>1</sup>

### What are Truck Routes and Prohibited Streets?

Oakland Municipal Code (OMC) Chapter 10.52 specifies where commercial vehicles (meaning trucks used to transport goods) can drive and where they are prohibited from driving.

#### A. Truck Routes

OMC Section 10.52.070: Through-Truck Route

OMC Section 10.52.120: Local Truck Routes

- Covers truck travel between the Bay Bridge and the Oakland-San Leandro border.
- Specifies certain **streets and freeways which must be used by trucks over 20' in length intended for the transportation of property, including tractor-trucks and trailers, when such trucks are driving within or across the city of Oakland.**
- These routes include specified city streets and freeways.
- Signs authorizing the use of these streets as truck routes must be in place.
- These through-truck and local truck routes are shown on the attached map in blue.

#### B. Prohibited Streets

OMC Section 10.52.060: Trucks prohibited to use certain streets

- **Commercial trucks** over 4.5 tons (which includes most commercial trucks larger than an SUV) are **prohibited on the specified streets except for the purpose of loading and unloading**. This must be properly sign posted on such streets. **This means that commercial trucks are prohibited from using these specified streets unless they are loading or unloading at a destination on such a street.**
- The prohibited streets are shown on the attached map in red.

#### C. When can trucks leave the Truck Routes?

OMC Section 10.52.110: Deviations from through-truck routes

OMC Section 10.52.120: Deviations from local truck routes

- Trucks are allowed to deviate from the truck routes provided that:
  - The purpose is to load or unload at their destination
  - Such deviation from the truck route is reasonably necessary
  - Such deviation must be done to have the minimum distance off the truck route.

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<sup>1</sup> Prepared by the City of Oakland Planning Department, based on the Oakland Municipal Code, April 2018.



CITY OF OAKLAND

Blue = truck routes which must be used by through-trucks  
Red = prohibited to commercial trucks except when loading/unloading

### Truck Routes and Prohibited Streets in and around West Oakland

Refer to Oakland Municipal Code Chapter 10.52





