Supplemental Materials

- Truck Route Ordinance for West Oakland
- Solano Asthma Coalition Anti-Idling Materials
- DDDC Day of Action Door/Mirror Hanger
- DDDC Day of Action Advertisement
- DDDC Day of Action Bumper Sticker
CITY OF OAKLAND
AGENDA REPORT

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.

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(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 4½ 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. WOIEP 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 WOIEP 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

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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.

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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.

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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,

[Signature]

RAUL GODINEZ, 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 FORWARD TO
THE PUBLIC WORKS COMMITTEE:

[Signature]

OFFICE OF THE CITY ADMINISTRATOR

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## Attachment C

### Truck Route Outreach Timeline

*West Oakland Environmental Indicators Project (WOEIP)*

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<td>WOEIP Committee Meeting</td>
<td>West Oakland residents</td>
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<tr>
<td>1/20/05</td>
<td>WOEIP Committee Meeting</td>
<td>West Oakland residents</td>
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<td>2/23/05</td>
<td>District 3 Town Hall Meeting, West Oakland</td>
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<td>3/29/05</td>
<td>Teamsters Meeting</td>
<td>Truckers</td>
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<td>4/13/05</td>
<td>West Oakland Project Area Committee</td>
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<td>4/21/05</td>
<td>Neighborhood Crime Prevention Council Meeting</td>
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<td>4/25/05</td>
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<td>West Oakland Commerce Association</td>
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<td>5/19/05</td>
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### Truck Route Group Meetings

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<td>Pacific Institute</td>
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<tr>
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<td>Pacific Institute</td>
</tr>
<tr>
<td>6/1/05</td>
<td>Pacific Institute</td>
</tr>
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</table>
Attachment D

Existing Truck Routes
In West Oakland
Per OMC 06/22/05
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

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:

<table>
<thead>
<tr>
<th>Street</th>
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<th>To</th>
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<tbody>
<tr>
<td>Union Street</td>
<td>7th Street</td>
<td>5th Street / Interstate 880</td>
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2. Remove from Section 10.52.070:

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<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
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<tr>
<td>5th Street</td>
<td>Market Street</td>
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<tr>
<td>Nelson Mandela Parkway</td>
<td>7th Street</td>
<td>8th Street</td>
</tr>
<tr>
<td>(southbound)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nelson Mandela Parkway</td>
<td>8th Street</td>
<td>32nd Street</td>
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3. Establish in Section 10.52.120:

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>5th Street</td>
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4. Remove in Section 10.52.120:

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<tbody>
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<td>7th Street</td>
<td>Union Street</td>
<td>Interstate 880 Frontage Road</td>
</tr>
<tr>
<td>Peralta Street</td>
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<tr>
<td>Brush Street</td>
<td>17th Street</td>
<td>West Grand Avenue</td>
</tr>
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</table>

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.
Did You Know?

Vehicle exhaust is a leading source of air pollution and can trigger asthma symptoms and make them worse.

Kids breathe faster and inhale more so are more affected by air pollution.

Unnecessary vehicle idling pollutes our air, wastes fuel and adds wear and tear on the engine.

The key to healthy lungs and healthful air is in your hands.

Solano Asthma Coalition
707.434.9685

Don’t Idle

Turn your engine off if idling more than 30 seconds. Excessive idling is bad for the engine.

Warm up the engine by driving the car to circulate the oil and warm the moving parts.

Turn off your car while waiting for someone. If the car isn’t moving, the engine shouldn’t be running.

Park and go inside instead of using the drive-thru.

Just turn the key off and spare the air. Idling gets you nowhere!

Yolo-Solano Air Quality Management District
www.ysaqmd.org
Vehicle exhaust is the leading source of air pollution in our region. It contains the following pollutants:

**NITROGEN OXIDES (NOX)** – in children may increase respiratory problems; with asthmatics can cause increased breathing difficulties.

**VOLATILE ORGANIC COMPOUNDS (VOC’S)** – Health effects from overexposure to VOCs are dizziness, headaches, and nausea. Long-term exposure to certain VOCs, such as benzene, has also been shown to cause cancer, and eventually death.

**PARTICULATE MATTER (PM)** – Small particles when inhaled travel deep into the lungs and bloodstream. Inhaling PM can aggravate asthma, cause coughing or difficult breathing, decrease lung function, exacerbate cardiovascular problems and lead to chronic bronchitis.

**CARBON MONOXIDE (CO)** – Slows the delivery of oxygen to the body’s organs and tissues. Exposure to CO aggravates heart disease and can cause headaches and visual impairment.

**CARBON DIOXIDE (CO2)** – CO2 can increase global warming.
The average person takes 20,000 breaths each day, which is equivalent to breathing 3,400 gallons of air.

Children breathe 50 percent more air per pound than adults. They breathe more quickly and take in more air. Typically, children spend more time outdoors than adults do, which further increases their exposure to vehicle emissions and air pollution.

Children’s asthma symptoms can increase as a result of car exhaust.

Asthma is the most common chronic illness in children and the cause of most school absences.

Asthma is third leading cause of hospitalization among children under the age of 15.

Exposure to vehicle exhaust increases the risk of death from heart and lung disease and lung cancer.

#Health Effects

Vehicle exhaust, whether from a car or truck, can have enormous effects on our health.

A single vehicle dropping off and picking up children at one school puts three pounds of pollution into the air per month.

An idling vehicle gets zero miles per gallon — idling wastes gas and money and unnecessarily emits pollution into the air.

It is more fuel efficient and less polluting to turn off most warmed up vehicles than to idle for more than 30 seconds.

An hour of vehicle idling burns 1/5 of a gallon of gas or more and releases nearly 4 pounds of CO2 in the air.

Idling wastes more fuel than turning off and on your vehicle’s engine.

#Myths

**Myth**

Your engine should be warmed up before driving.

**Fact**

Even in cold weather, the best way to warm up a vehicle’s engine is to drive away. With today’s modern engines, you need only 30 seconds of warm-up idling, assuming your windows are clear.

Ten seconds of idling uses more fuel than restarting your engine.

Excessive idling can actually damage your engine components, including cylinders, spark plugs and exhaust system.

#Tips

**Reduce “warm-up” idling to 30 seconds or less.**

**Turn your engine off if you park for more than 10 seconds.**

**Spread the word to family and friends.**

Taking action to curb unnecessary vehicle idling in your neighborhood, at your local school or community center, where you work and at other locations throughout your community is a great way to do your part to help improve the air that you, your family and neighbors breathe each day.

**If your business or industry has a fleet of vehicles, save money on fuel by implementing measures to reduce idling among your drivers.**

**Our goal is for people to turn their cars off when parked so that we can all breathe a little easier. It’s a great way to do your part in protecting our air quality, minimizing the effects of climate change, and saving energy and money — all at the same time.**
Every time you start your car, it produces pollutants that contribute to climate change, smog and acid rain. So when your engine runs for no reason at all, it needlessly harms the environment, your health ...and wastes your money!

It just takes three simple steps:

- Start driving after no more than 30 seconds of idling – excessive idling is not good for your engine.
- Turn your engine off if you are stopped for more than 10 seconds, except in traffic.
- Spread the word!
SAVE MONEY, DON’T IDLE

Limit idling to less than 5 minutes
And no idling at schools.
It’s the law in California.

Learn more about how much money
you can save by cutting your engines at:
www.arb.ca.gov/toxics/idling/outreach/truckflier.pdf

“I saved $5,000 this year by not idling”
“Yo ahorré $5,000 este año por no dejar correr el motor.”

AHORRE DINERO,
NO DEJE CORRER EL MOTOR.

Limite el tiempo en que el motor está
encendido a menos de cinco minutos.
Y no deje el motor encendido en frente de las escuelas.
Ahora es la ley en California.

Aprenda más sobre cuanto dinero usted puede
ahorrar por apagar su motor en el sitio de red:
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www.arb.ca.gov/toxics/idling/outreach/truckflier.pdf
ANYONE CAN REPORT AN IDLING DIESEL VEHICLE TO THE CALIFORNIA AIR RESOURCES BOARD
CALL 1-800-END-SMOG (1-800-363-7664) 24 hour message line.
VISIT http://www.arb.ca.gov/enf/complaints/complaints.htm
SAVE MONEY. PROTECT YOUR HEALTH. DON’T IDLE!

Is against the law.

Can cost up to $5,000 per year in wasted fuel.

Wastes money by reducing the life of an engine, which can cost more than $300 a year in maintenance.

Can cause health problems like cancer, asthma, lung disease, bronchitis and heart disease.

LEAVING TRUCK AND BUS ENGINES RUNNING:

ADDITIONAL IDLING LIMITS

⇒ AT A SCHOOL: When at a school, drivers of school buses and other diesel vehicles are required to turn off the engine upon arriving, and restart it no more than 30 seconds prior to leaving.

⇒ RESIDENTIAL AREAS: Big rigs with sleeper cabs are not permitted to idle main engines for more than 5 minutes, even during rest periods. Use of auxiliary power systems (APS) is permitted but may only be operated at least 100 feet from a residential area.

⇒ TRANSIT BUSES: Public transit buses may idle up to 10 minutes prior to passengers boarding.

⇒ AT A PORT TERMINAL: Port terminals may not keep truckers waiting longer than 30 minutes.

PENALTIES: Drivers that are caught idling their vehicles more than the allowed time are subject to a minimum civil penalty of $300 and could face criminal penalties. Vehicle registration stops may be placed on vehicles with uncleared idling citations.
¡EN CALIFORNIA ESTÁ PROHIBIDO DEJAR EL MOTOR ENCENDIDO POR MÁS DE CINCO MINUTOS CUANDO EL VEHÍCULO NO ESTÁ EN MARCHA!

NO DEJE EL MOTOR ENCENDIDO CUANDO SU VEHÍCULO NO ESTÉ EN MARCHA

DEJAR ENCENDIDO EL MOTOR DE CAMIONES Y AUTOBUSES:

→ Es contra de la ley.
→ Puede costar hasta $5,000 por año en combustible desperdiciado.
→ Derrocha dinero al reducir la vida del motor, lo cual puede costar más de $300 al año en mantenimiento.
→ Puede causar problemas de salud tales como cáncer, asma, enfermedad pulmonar, bronquitis y enfermedad cardíaca.

OTROS REQUISITOS DE LA LEY

→ EN ESCUELAS: En las escuelas, es un requisito que los conductores de autobuses escolares y de otros vehículos diesel apaguen el motor al llegar y vuelvan a encenderlo no más de 30 segundos antes de partir.

→ ÁREAS RESIDENCIALES: No se permite que los camiones grandes con cabinas para dormir estén parados con el motor principal encendido por más de 5 minutos, incluso durante los períodos de descanso. Se permite el uso de sistemas auxiliares de energía, que en sus siglas en inglés se conocen como “APS.” Pero sólo pueden ser utilizados cuando el vehículo se encuentre a por lo menos 100 pies de distancia de un área residencial.

→ AUTOBUSES PÚBLICOS: Los autobuses de transporte público pueden dejar el motor en funcionamiento en espera hasta 10 minutos antes de que los pasajeros suban.

→ EN UNA TERMINAL PORTUARIA: Las terminales portuarias no pueden tener a los conductores de camiones esperando durante más de 30 minutos.

MULTAS: Los conductores que no cumplan con la ley aquí descrita estarán sujetos a una multa civil mínima de $300 y podrían ser penalizados judicialmente. Es posible que se suspenda la matrícula de vehículos que adeudan multas.

CUALQUIER PERSONA PUEDE REPORTAR LA PRESENCIA DE UN VEHÍCULO DIESEL QUE NO ESTÉ EN ACTIVIDAD Y TENGA EL MOTOR ENCENDIDO A LA AGENCIA GUBERNAMENTAL CALIFORNIA AIR RESOURCES BOARD (ARB)

→ LLAME AL 1-800-END-SMOG (1-800-363-7664) línea de mensajes de 24 horas de atención
→ VISITE www.arb.ca.gov/enf/complaints/complaints.htm

AHORRE DINERO. PROTEJA SU SALUD. ¡NO DEJE EL MOTOR ENCENDIDO!
Why Diesel Matters

It’s Toxic

Of all air pollutants, diesel exhaust poses the greatest cancer risk to Californians and contains 450 different chemicals, 40 of which are listed by the California EPA as dangerous even at extremely low levels. Diesel is associated with a long list of health problems, including early death, respiratory problems like asthma and bronchitis, heart attacks, and reduced birth weight and premature birth. Much of diesel exhaust is categorized as particulate matter 2.5 (PM 2.5) which is tiny enough to bypass many of the body’s natural defense mechanisms.

It’s Unjust

Diesel disproportionately impacts communities near ports, warehouses, truck routes, and freeways. Most often, these communities are low-income communities of color.

It Comes from Multiple Sources

Diesel pollution comes from many sources that are a part of our everyday lives and the economy: buses, trucks, trains, ships, food trucks, and forklifts.

JOIN US!

Each year, DDDC goes through an annual planning process to identify the issues we are going to focus on. Some examples of issues are:

- Regional land use and transportation planning
- Regional freight planning
- Pollution-free housing for all
- Regional truck route planning

Contact Us

We invite people who are concerned about the impacts of diesel air pollution on their health to join us.

www.ditchingdirtydiesel.org
info@ditchingdirtydiesel.org

I had no idea that I had adult onset asthma and that it was likely caused or triggered by the diesel trucks that pass near my house on a daily basis. I was relieved to know what was wrong with me, but I was also incensed, angry, and pissed off at the cause.

Nehanda Imara,
Communities for a Better Environment

Our Mission

Build a powerful coalition to reduce diesel pollution in the San Francisco Bay area while educating and building an informed constituency for change.

Address the impacts of diesel pollution and its connection to adverse health issues like asthma and cancer in environmental justice communities.

www.ditchingdirtydiesel.org
**WHAT WE DO**

**ENCOURAGE TRUCKS TO NOT IDLE:**
- During our Anti-Idling Days of Action, we educate truck drivers in Bay Area neighborhoods about how diesel air pollution affects their health and our communities’ health.
- We created the Anti-Idling Toolkit for Schools which provides teachers, parents, and administrators with curriculum, media samples, and other tools to create healthier schools.

**USE LAND USE AND TRANSPORTATION PLANNING TO PROTECT OUR HEALTH BY:**
- Advocating that new housing is built safe distances from freeways, truck routes and other freight corridors.
- Advocating for safe truck routes to ensure that trucks don’t drive through areas where people live, work, or play.

**ELEVATE COMMUNITY VOICES BY:**
- Providing community education workshops so that community leaders and public health advocates gain tools to build the power and capacity of community residents to participate in decision-making around freight transport issues.
- Creating opportunities for the most impacted residents to voice their concerns in planning processes related to freight movement.

**INTEGRATE HEALTH INTO POLICY BY:**
- Advocating for better emission standards to reduce pollution from trucks, trains, and ships.
- Making the connections between freight transport and climate change.

**WHAT YOU CAN DO**
- Check to see if there are school buses idling at your local school.
- Look to see if trucks are following the truck route in your neighborhood.
- Check with your local city planning department about local efforts to reduce diesel air pollution.
- Join DDDC!

**MEET THE COLLABORATIVE**

Founded in 2004, the DDDC has long been led, shaped and driven by its members, allowing it to be responsive to the most pressing and relevant issues in the communities members work in. DDDC organizes general membership meetings that bring together collaborative members, public agency representatives, impacted residents and other stakeholders to explore diverse topics relevant to reducing diesel emissions in environmental justice communities throughout the Bay Area, such as Bayview Hunters Point in San Francisco, West Oakland, East Oakland, Richmond, and San Leandro.

The Steering Committee, which consists of community-based members of the Collaborative, provides overall leadership for the Collaborative by setting operational policy (e.g. participant stipend eligibility) and directing fundraising efforts. Most of DDDC’s work is carried out in committees; currently DDDC has a Freight Transport Committee and Sustainability Committee which focuses on fundraising.