Repave Oakland
Policy Preview of Oakland’s Next Paving Plan
February 27, 2019
Quick Definitions

Pavement Condition Index (PCI)
A grade that describes the condition of a street on a scale of 0 to 100. Anything between 0-50 is a street in poor condition. 100 is a brand new street.

Planning Area
A simple way of referring to different parts of Oakland:
- Central East Oakland
- Coliseum/Airport
- Downtown
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland
Equity is a goal. It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City’s residents. To achieve equity, we prioritize the needs of underserved populations.

<table>
<thead>
<tr>
<th>Quick Definitions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Underserved Populations</strong></td>
</tr>
<tr>
<td>Populations and communities that have experienced historic or current disparities. This definition includes <strong>people of color</strong>, <strong>low-income households</strong>, <strong>people with disabilities</strong>, <strong>households with severe rent burden</strong>, <strong>people with limited English proficiency</strong>, and <strong>youth/seniors</strong>.</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
</tr>
<tr>
<td><strong>Equity is a goal</strong>. It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City’s residents. <strong>To achieve equity</strong>, we <strong>prioritize the needs of underserved populations</strong>.</td>
</tr>
</tbody>
</table>
Paving Basics

Pavement Condition Index (PCI)

- A numeric grade that scores the condition of street on a scale of 0 to 100.
Major Streets Have Improved

- An increasing majority of Oakland’s major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St
Local Streets Need Improvement

- The majority of Oakland’s local streets are now in poor condition.

### Current Conditions

#### 2012
- Poor: 27%
- Fair: 40%
- Good: 31%
- Excellent: 3%

#### 2016
- Poor: 49%
- Fair: 36%
- Good: 13%
- Excellent: 2%

#### 2018
- Poor: 60%
- Fair: 24%
- Good: 11%
- Excellent: 5%
2014 Five Year Prioritization Plan

**Five Year Plan**
- Streets with more vehicle volume because heavier vehicles = more wear and tear
- Both preventative and significant maintenance to stretch life of paving

**Worst Streets**
- Selected based on input from City Council, staff recommendation based on complaints, and street condition assessment
- Utility cost-share

80% 20%
2019 3-Year Paving Plan

1. Demonstrate quick action with a 3-year citywide paving plan.

2. Deliver $100M in paving construction, tripling average annual spending.

3. Prioritize $75M on local streets to improve neighborhood quality of life.
Major Streets
Program funds **citywide** to keep major streets in **good condition**
Prioritize individual streets by **street condition** and **traffic safety history**

PCI Goal: **70**

Local Streets
Program funds in nine planning areas by **equity** and **street condition**
Prioritize individual streets by **street condition**, **equity**, and **school proximity**

PCI Goal: **47** → **50**
With little funding for paving, Oakland historically just worked to keep major streets in fair to good condition. More funds are available for paving now. Because of this, the 2019 Plan can maintain funding levels for major streets while still increasing local streets paving.
Proposed Priorities

- Use street condition, equity, and safety to prioritize.
- Utility cost-share means more streets can be fully repaved after utility construction.

Local Streets
- Prioritized by planning areas, equity index, street condition, and school proximity
- $75M

Major Streets
- Prioritized by street condition and traffic safety history
- $25M

Dollars ( Millions )

$- $20 $40 $60 $80 $100
Planning Areas

- Central/East Oakland
- Eastlake/Fruitvale
- West Oakland
- Downtown
- Glenview/Redwood Heights
- East Oakland Hills
- North Oakland Hills
- North Oakland/Adams Point
- Coliseum/Airport

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources
<table>
<thead>
<tr>
<th>Planning Areas</th>
<th>Pop.</th>
<th>Total Street Miles</th>
<th>Median Income</th>
<th>Avg Street Slope</th>
<th>% People of Color</th>
<th>% Low Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central / East Oakland</td>
<td>98,937</td>
<td>165</td>
<td>$43k</td>
<td>1.3%</td>
<td>93%</td>
<td>55%</td>
</tr>
<tr>
<td>Coliseum / Airport</td>
<td>3,752</td>
<td>20</td>
<td>$44k</td>
<td>2.1%</td>
<td>96%</td>
<td>50%</td>
</tr>
<tr>
<td>Downtown</td>
<td>19,169</td>
<td>40</td>
<td>$40k</td>
<td>1.2%</td>
<td>76%</td>
<td>46%</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>30,733</td>
<td>98</td>
<td>$89k</td>
<td>5.1%</td>
<td>73%</td>
<td>22%</td>
</tr>
<tr>
<td>Eastlake / Fruitvale</td>
<td>98,739</td>
<td>134</td>
<td>$45k</td>
<td>2.1%</td>
<td>85%</td>
<td>49%</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>31,976</td>
<td>78</td>
<td>$103k</td>
<td>4.7%</td>
<td>48%</td>
<td>16%</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>23,658</td>
<td>110</td>
<td>$158k</td>
<td>7.6%</td>
<td>31%</td>
<td>6%</td>
</tr>
<tr>
<td>North Oakland / Adams Point</td>
<td>79,213</td>
<td>126</td>
<td>$76k</td>
<td>2.1%</td>
<td>50%</td>
<td>27%</td>
</tr>
<tr>
<td>West Oakland</td>
<td>36,863</td>
<td>60</td>
<td>$37k</td>
<td>2.1%</td>
<td>77%</td>
<td>55%</td>
</tr>
<tr>
<td>Citywide</td>
<td>412,040</td>
<td>830</td>
<td>$58k</td>
<td>3.2%</td>
<td>73%</td>
<td>39%</td>
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</table>

Use Planning Areas to identify Local Streets needs based on street condition, population density, and equity factors.
## Planning Areas

Use Planning Areas to identify **Local Streets** needs based on street condition, population density, and equity factors.

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Pop.</th>
<th>Citywide Share of Underserved Pop.</th>
<th>Citywide Share of Local Street Miles (PCI &lt; 50)</th>
<th>Local Streets Avg PCI</th>
<th>People Per Local Street Mile (PCI &lt; 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central / East Oakland</td>
<td>98,937</td>
<td>29%</td>
<td>18%</td>
<td>48</td>
<td>1,400</td>
</tr>
<tr>
<td>Coliseum / Airport</td>
<td>3,752</td>
<td>1%</td>
<td>2%</td>
<td>48</td>
<td>536</td>
</tr>
<tr>
<td>Downtown</td>
<td>19,169</td>
<td>7%</td>
<td>2%</td>
<td>54</td>
<td>2,311</td>
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<td>East Oakland Hills</td>
<td>30,733</td>
<td>6%</td>
<td>10%</td>
<td>51</td>
<td>781</td>
</tr>
<tr>
<td>Eastlake / Fruitvale</td>
<td>98,739</td>
<td>28%</td>
<td>17%</td>
<td>48</td>
<td>1,460</td>
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<tr>
<td>Glenview/Redwood Heights</td>
<td>31,976</td>
<td>4%</td>
<td>10%</td>
<td>48</td>
<td>818</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>23,658</td>
<td>2%</td>
<td>16%</td>
<td>46</td>
<td>379</td>
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<td>North Oakland / Adams Point</td>
<td>79,213</td>
<td>14%</td>
<td>19%</td>
<td>40</td>
<td>1,050</td>
</tr>
<tr>
<td>West Oakland</td>
<td>36,863</td>
<td>8%</td>
<td>6%</td>
<td>47</td>
<td>1,040</td>
</tr>
<tr>
<td><strong>Citywide</strong></td>
<td><strong>412,040</strong></td>
<td></td>
<td><strong>47</strong></td>
<td></td>
<td><strong>1,044</strong></td>
</tr>
</tbody>
</table>
Funding By Planning Area

- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition

Central East Oakland: 29%
Coliseum/Airport: 18%
Downtown: 24%
East Oakland Hills: 10%
Eastlake/Fruitvale: 23%
Glenview/Redwood Heights: 7%
North Oakland Hills: 16%
North Oakland/Adams Point: 19%
West Oakland: 7%

Note: The percentages represent the share of funding allocated to each planning area based on the criteria mentioned.
Proposed Local Streets Funding

<table>
<thead>
<tr>
<th>Area</th>
<th>Funding (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility coordination</td>
<td>$7.5</td>
</tr>
<tr>
<td>Council discretion</td>
<td>$3.8</td>
</tr>
<tr>
<td>Central East Oakland</td>
<td>$15.1</td>
</tr>
<tr>
<td>Coliseum/Airport</td>
<td>$0.9</td>
</tr>
<tr>
<td>Downtown</td>
<td>$2.8</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>$5.0</td>
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<tr>
<td>Eastlake/Fruitvale</td>
<td>$14.5</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>$4.6</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>$5.7</td>
</tr>
<tr>
<td>North Oakland/Adams Point</td>
<td>$10.7</td>
</tr>
<tr>
<td>West Oakland</td>
<td>$4.6</td>
</tr>
</tbody>
</table>
New vs Old Plan

5 Year Plan (2014)

- Prioritized by street condition

3 Year Plan (2019)

- Prioritized by planning areas, equity index, street condition, and school proximity
- Prioritized by input from City Council, complaints, and street condition

Prioritized by street condition and traffic safety history

Utility Coordination

Council Discretion
Major Changes

• Equity-driven capital planning

• Increased local streets repaving

• “Council Discretion” replaces “Worst Streets”

• Added sunshine & accountability on prioritized streets
  89% of spending identified at plan adoption
  Staff to bring Council Discretion streets to PWC in Fall 2019
  Utility Coordination streets will be reported annually

• Making safety routine
  Incorporate safety improvements like high visibility crosswalks on all projects
• **Level of funding for Major Streets**
  Arterials, which carry the most trips every day across all modes, will be kept in good condition.

• **Complete Streets coordination on Major Streets**
  Street improvement recommendations from Let’s Bike Oakland, Let’s Walk Oakland, Downtown Oakland Specific Plan, and other adopted plans will be folded into Paving Program.

• **Coordination with ADA Transition Plan**
  Paving Program will continue to improve curb ramps and perform sidewalk repairs during paving construction.
Tough Medicine

- **In three years, funding for major streets must double**
  To keep major streets at an average PCI of 70, funding for major streets rehabilitation and preservation must increase from $8.3M/year to **$15M/year**.

- **No cost break in maintaining the status quo for local streets**
  For the next 8 years, Oakland will need to spend **$25M/year** on local streets just to maintain an average PCI of 50.

- **Oakland needs to spend at least $40M/year in paving construction to maintain the status quo.**

- **Measure KK is a non-renewable resource**
  Measure KK infrastructure funding will run out in 5 years.
Next Steps

- **Collect Data**
  - Fall 2018

- **Budget Scenarios**
  - Jan-Feb 2019

- **Develop 3Y Work Plan**
  - March 2019

- **Adopt Plan**
  - April 2019

  - **Draft Plan to PWC + Council**
  - **Plan incorporated into Adopted CIP**

  - Community engagement
  - Online open house, city commissions & NCPCs
  - Next Steps
    - March 2019
    - Draft Plan to PWC + Council
    - April 2019
    - Adopt Plan
    - Plan incorporated into Adopted CIP
<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Time</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/13/2019</td>
<td>Bella Vista NCPC</td>
<td>7:15p</td>
<td>Bella Vista Elementary School Auditorium, 1025 E. 28th St</td>
</tr>
<tr>
<td>3/13/2019</td>
<td>Brookfield/Columbia Garden/Sobrante Park RAC</td>
<td>6:00p</td>
<td>Madison Park Academy, 400 Capistrano Drive</td>
</tr>
<tr>
<td>3/14/2019</td>
<td>Prescott NCPC</td>
<td>6:30p</td>
<td>Sullivan Community Center, 1671 8th Street</td>
</tr>
<tr>
<td>3/15/2019</td>
<td>Coliseum Melrose NCPC</td>
<td>6:00p</td>
<td>81st Avenue Library, 1021 81st Ave</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Beat 33X/24X Neighborhood Improvement Council</td>
<td>6:00p</td>
<td>Eastmont Police Substation, 2651 73rd Ave</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Chinatown NCPC</td>
<td>4:00p</td>
<td>Hotel Oakland, 270 13th Street</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Golden Gate NCPC</td>
<td>6:30p</td>
<td>Charles Porter Golden Gate Recreation Center, 1075 62nd Street</td>
</tr>
<tr>
<td>3/21/2019</td>
<td>Fruitvale Unity NCPC</td>
<td>6:30p</td>
<td>Fruitvale San Antonio Senior Center, 3301 E 12th St #201</td>
</tr>
<tr>
<td>3/27/2019</td>
<td>Melrose-High Hopes NCPC</td>
<td>7:00p</td>
<td>Horace Mann School, 5222 Ygnacio Avenue</td>
</tr>
</tbody>
</table>
Thank you!

Sarah Fine / sfine@oaklandca.gov
Complete Streets Paving & Sidewalks
Oakland Department of Transportation