



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

Quick Definitions

Underserved Populations

Populations and communities that have experienced historic or current disparities.

This definition includes **people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.**

Equity

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.**

Paving Basics

Pavement Condition Index (PCI)

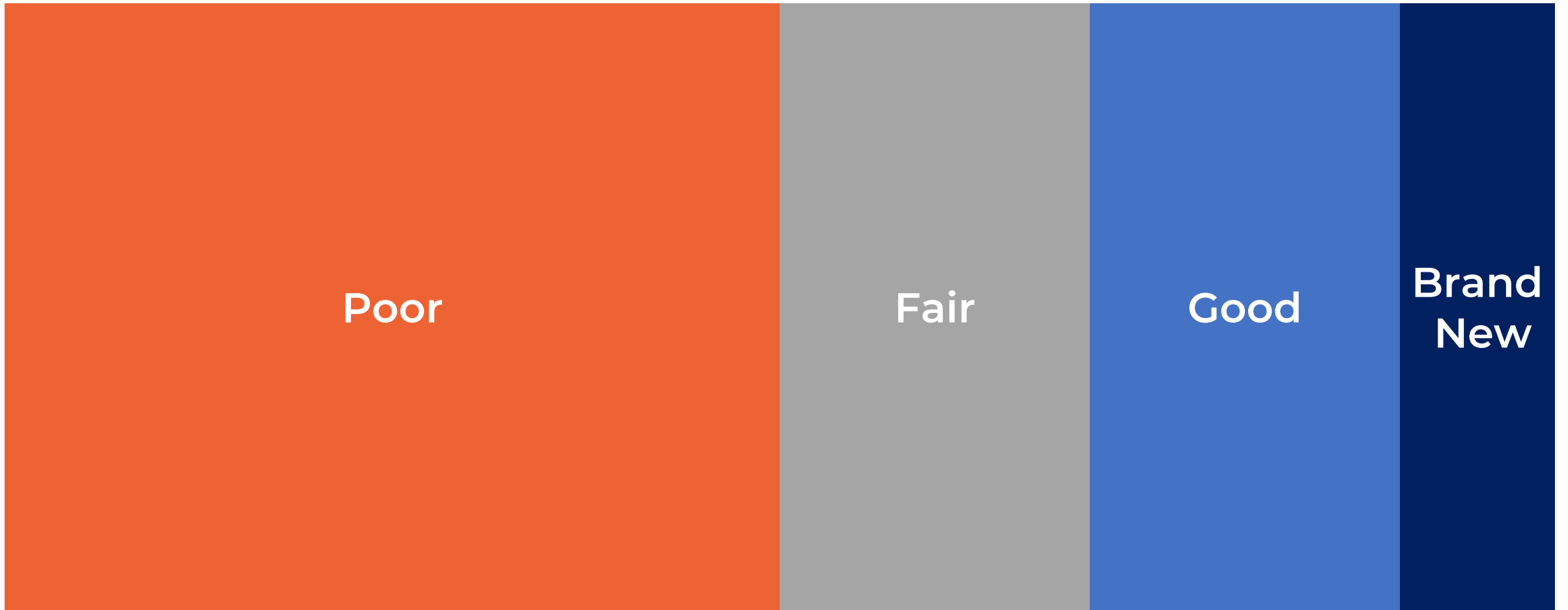
- A numeric grade that scores the condition of street on a scale of 0 to 100.

0

50

70

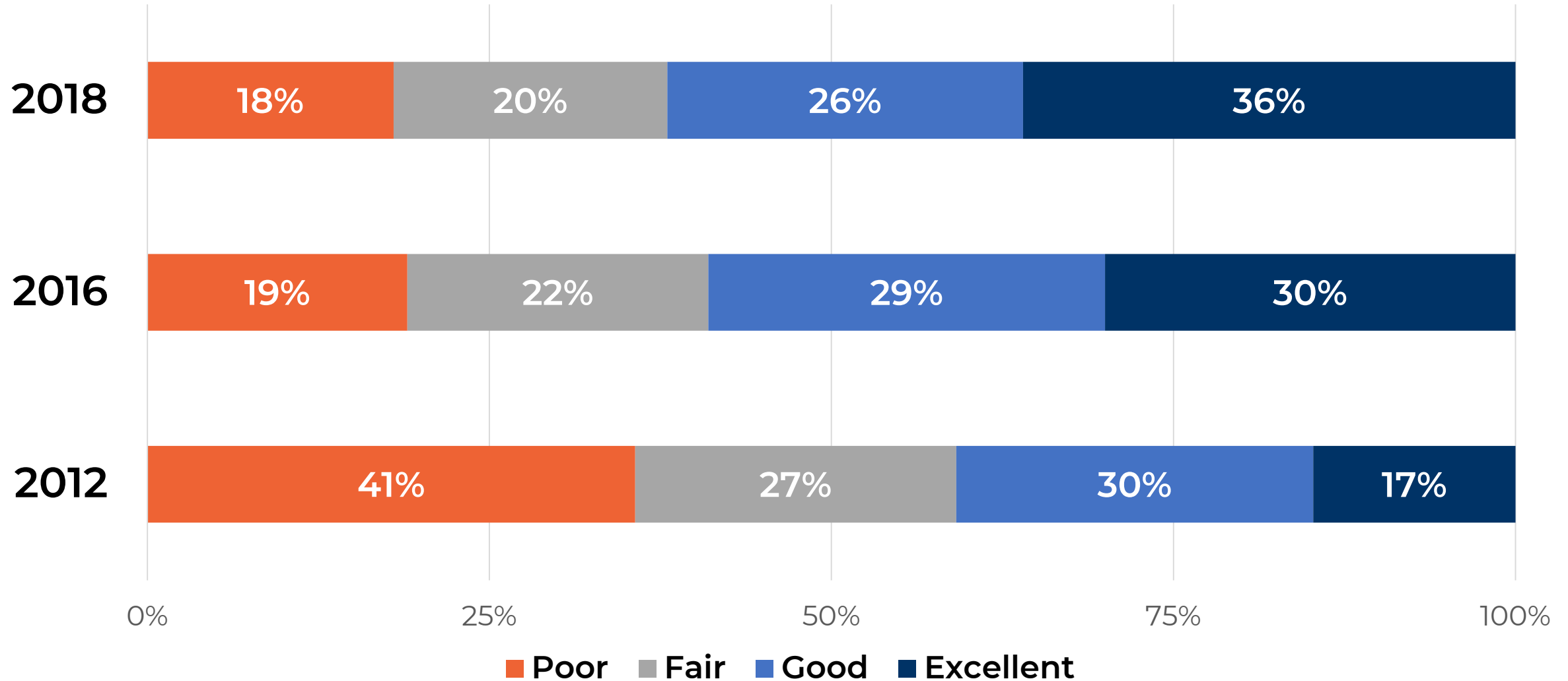
90 100



Current Conditions

Major Streets Have Improved

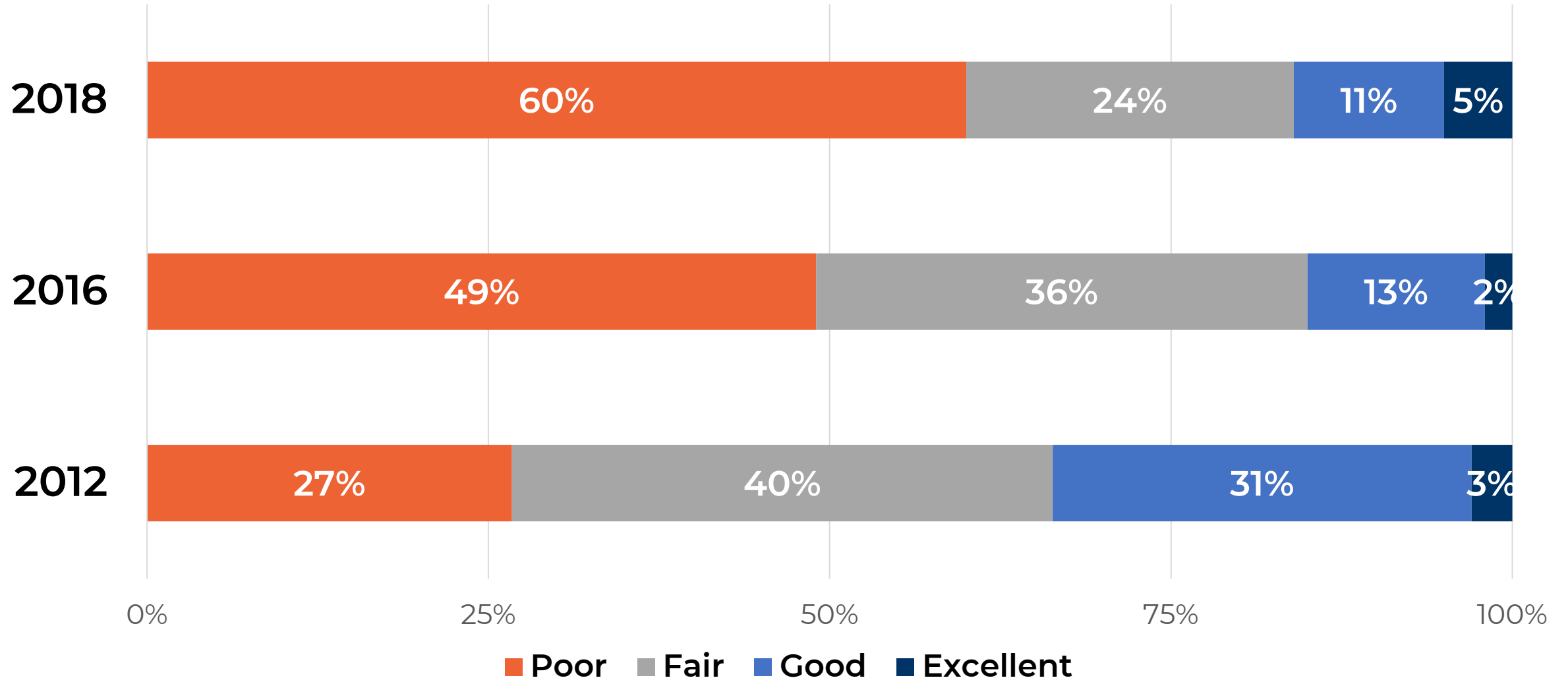
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St



Current Conditions

Local Streets Need Improvement

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



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

80%

Worst Streets

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

20%

2019 3-Year Paving Plan

3

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

100

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

75

Prioritize \$75M on local streets to improve neighborhood quality of life.

100M

Major Streets

25M

Program funds **citywide** to keep major streets in **good condition**

Prioritize individual streets by **street condition** and **traffic safety history**

PCI Goal

70



70

Local Streets

75M

Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition, equity, and school proximity**

PCI Goal

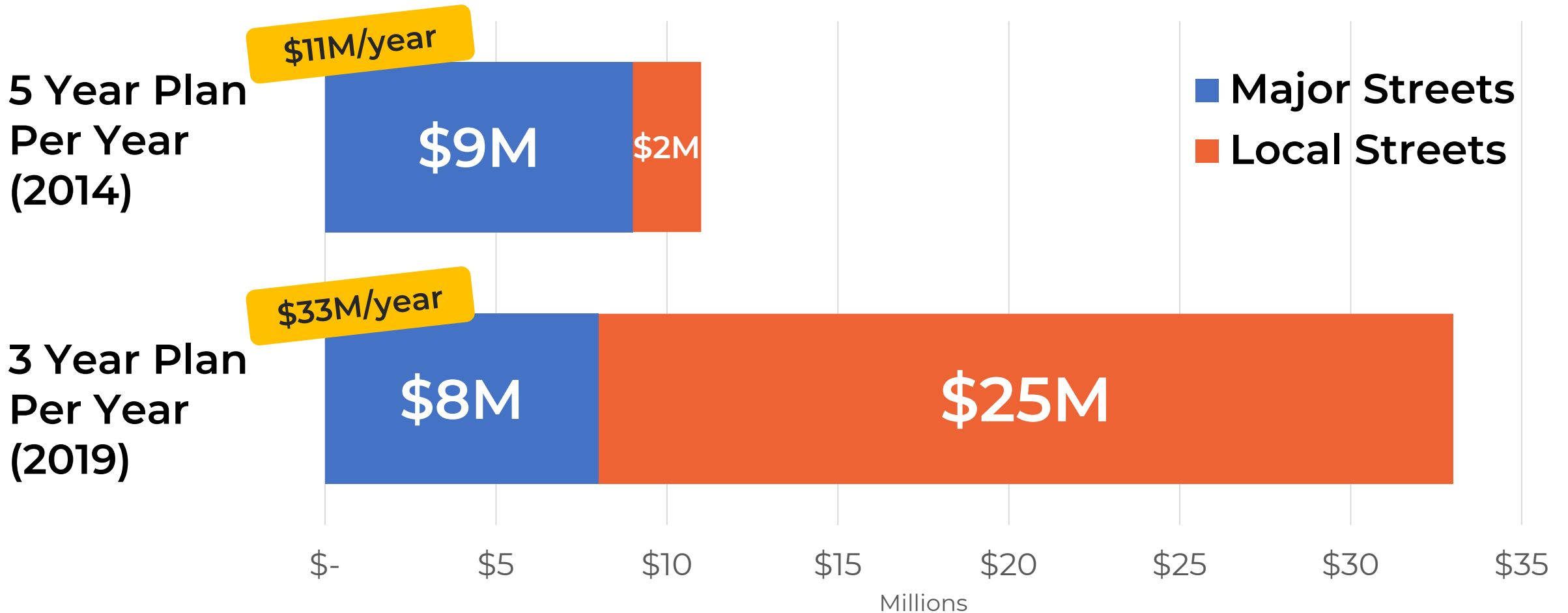
47



50

New vs Old Plan

- 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

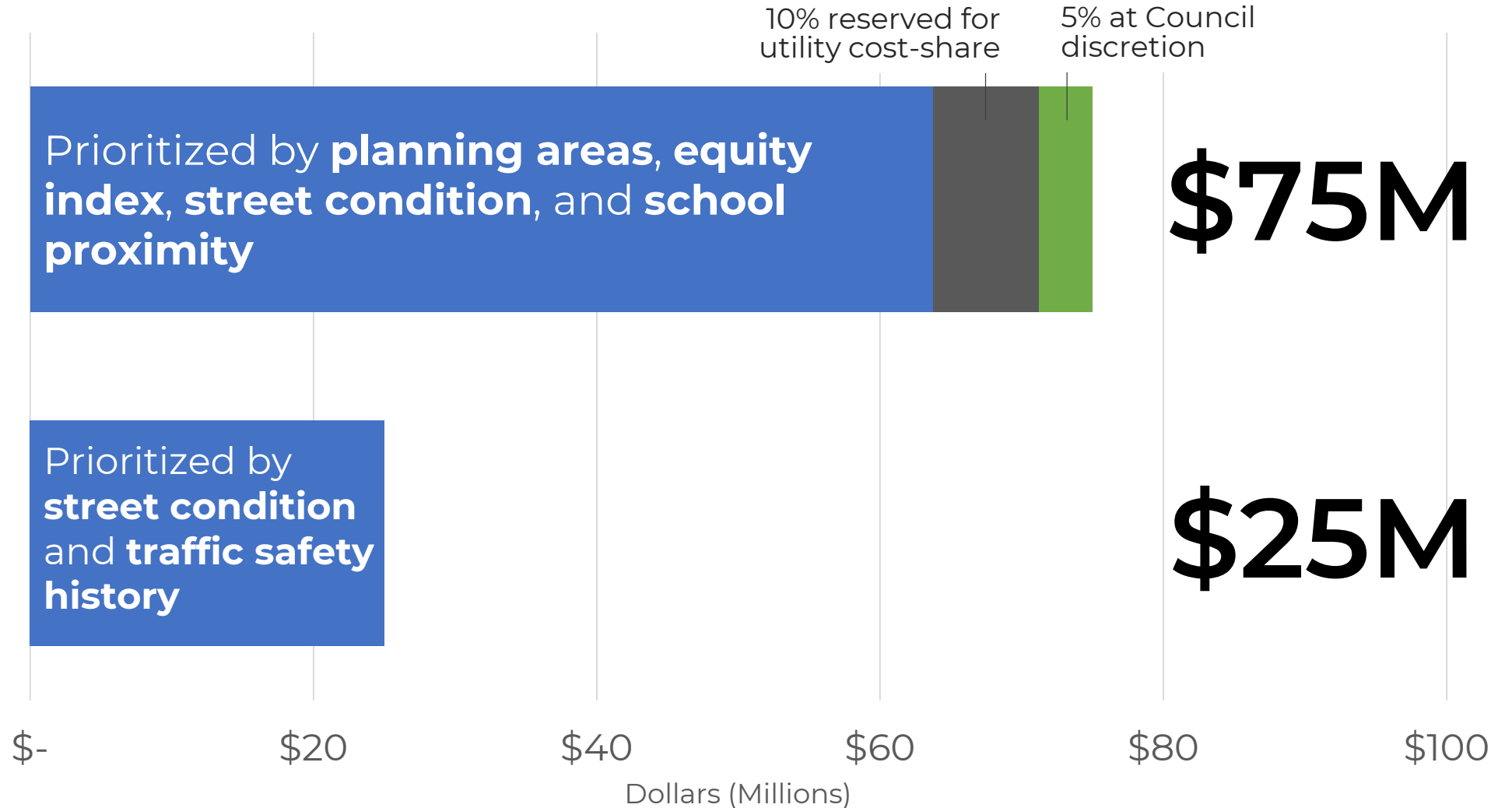
Prioritized by **planning areas, equity index, street condition, and school proximity**

\$75M

Major Streets

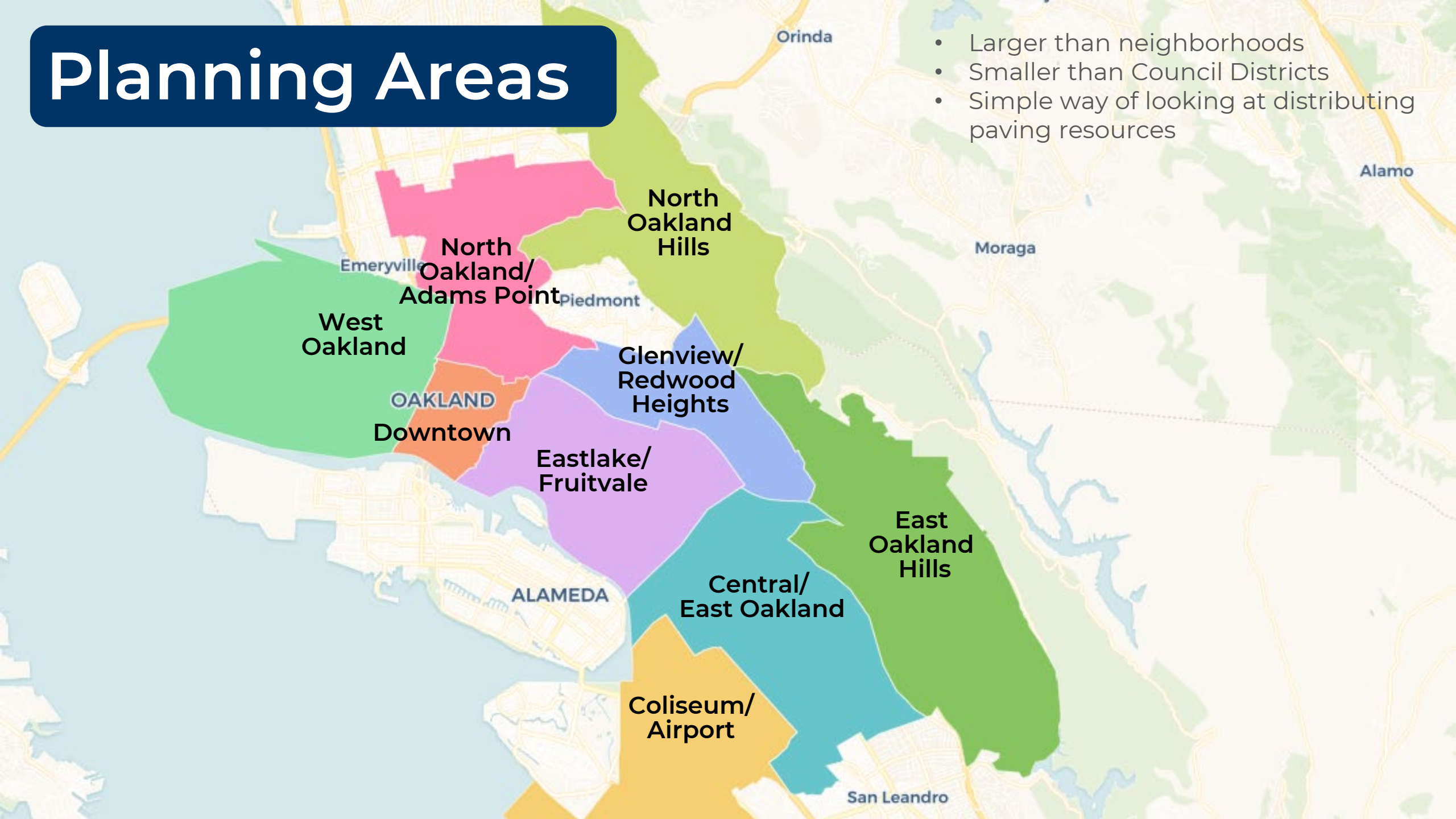
Prioritized by **street condition and traffic safety history**

\$25M



Planning Areas

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources



Planning Areas

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

	Pop.	Total Street Miles	Median Income	Avg Street Slope	% People of Color	% Low Income
Central / East Oakland	98,937	165	\$43k	1.3%	93%	55%
Coliseum / Airport	3,752	20	\$44k	2.1%	96%	50%
Downtown	19,169	40	\$40k	1.2%	76%	46%
East Oakland Hills	30,733	98	\$89k	5.1%	73%	22%
Eastlake / Fruitvale	98,739	134	\$45k	2.1%	85%	49%
Glenview/Redwood Heights	31,976	78	\$103k	4.7%	48%	16%
North Oakland Hills	23,658	110	\$158k	7.6%	31%	6%
North Oakland / Adams Point	79,213	126	\$76k	2.1%	50%	27%
West Oakland	36,863	60	\$37k	2.1%	77%	55%
Citywide	412,040	830	\$58k	3.2%	73%	39%

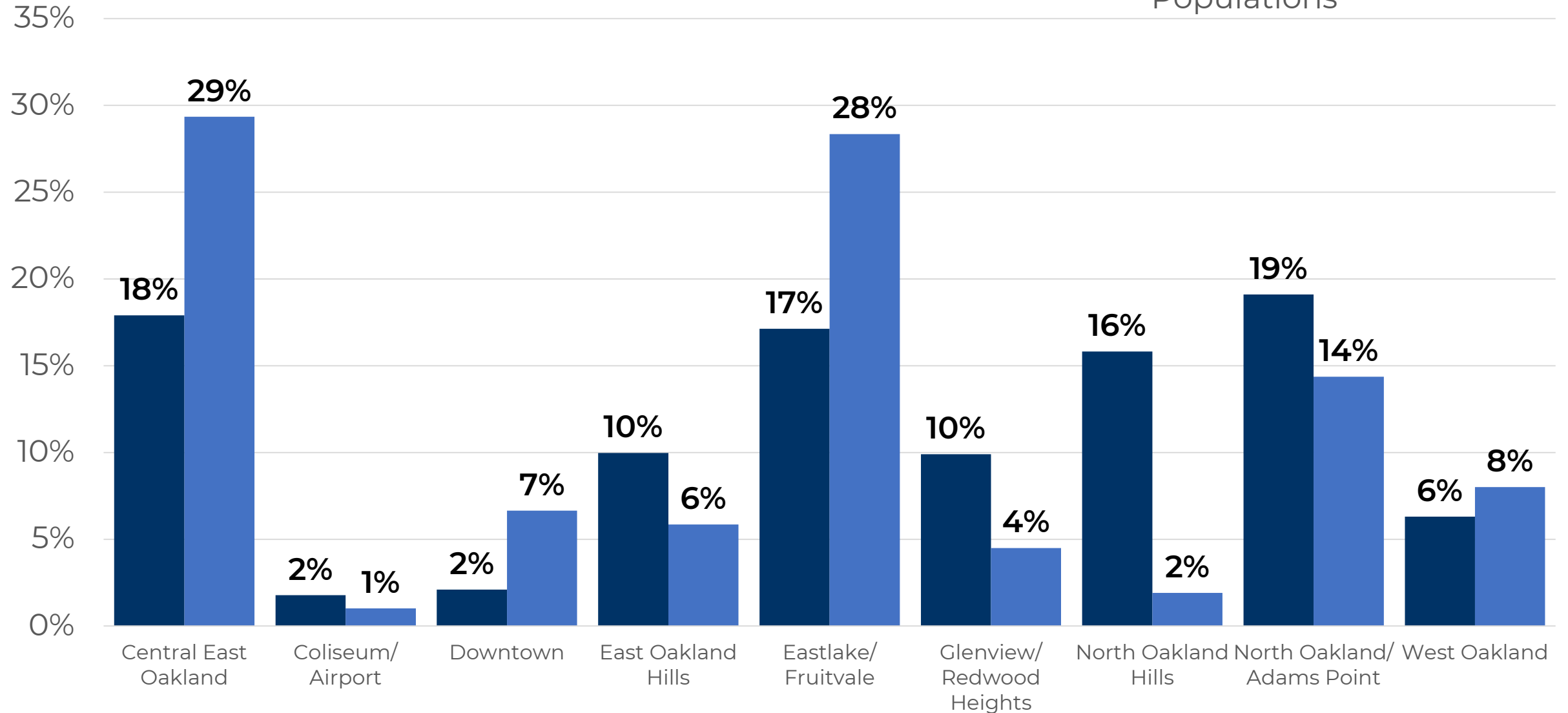
Planning Areas

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

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

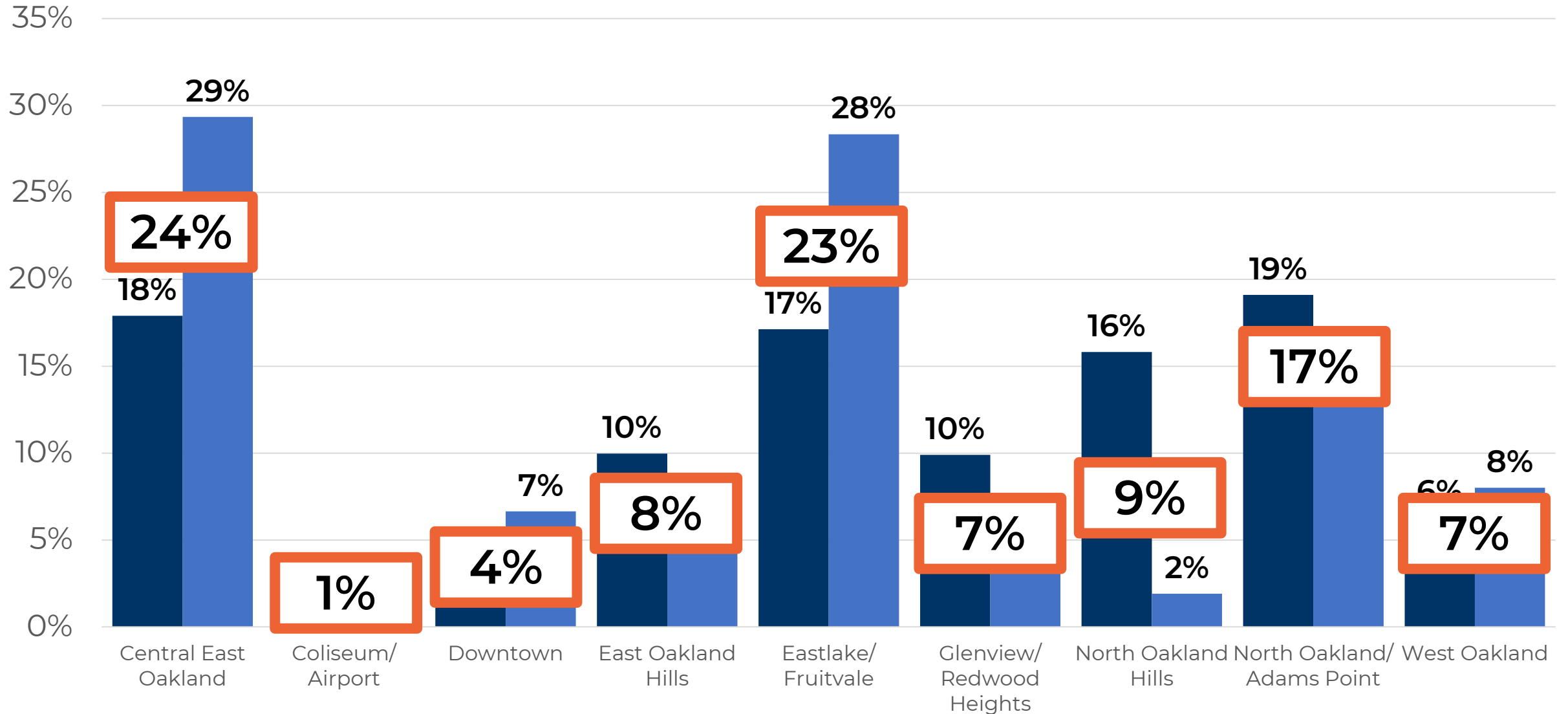
Street Condition & Equity

- Share of Local Streets In Poor Condition
- Share of Underserved Populations

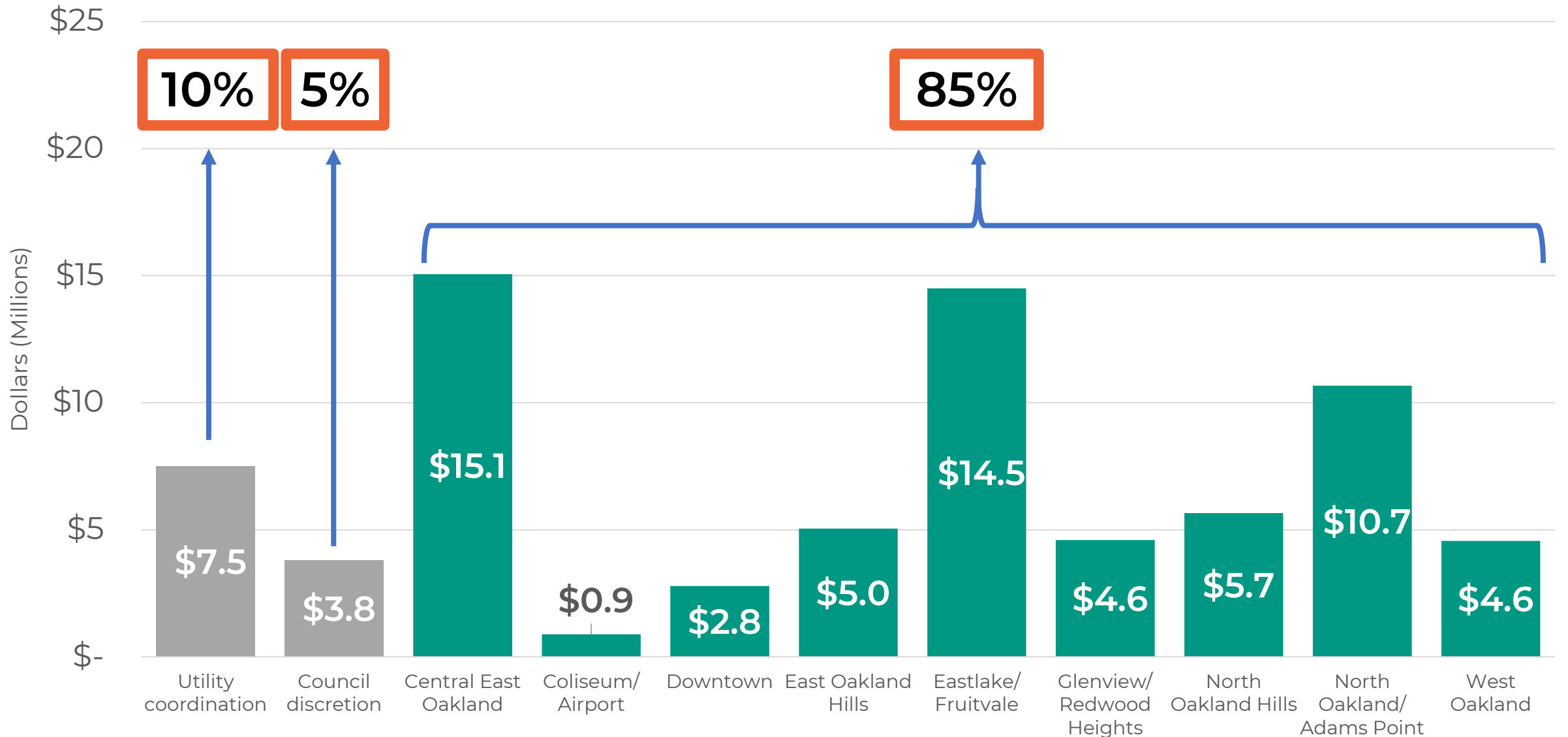


Funding By Planning Area

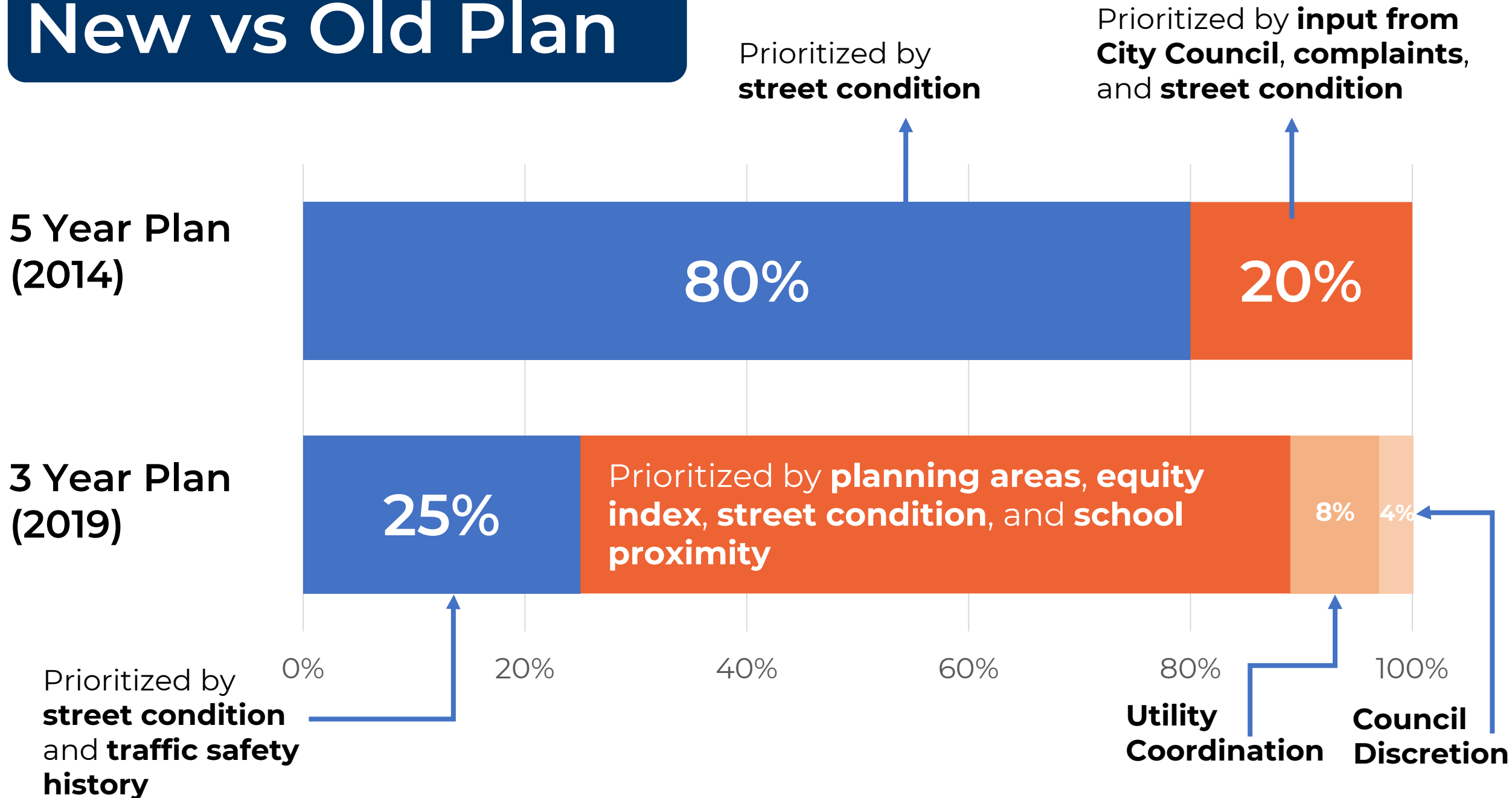
- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition



Proposed Local Streets Funding



New vs Old Plan



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

Staying the Same

- **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.

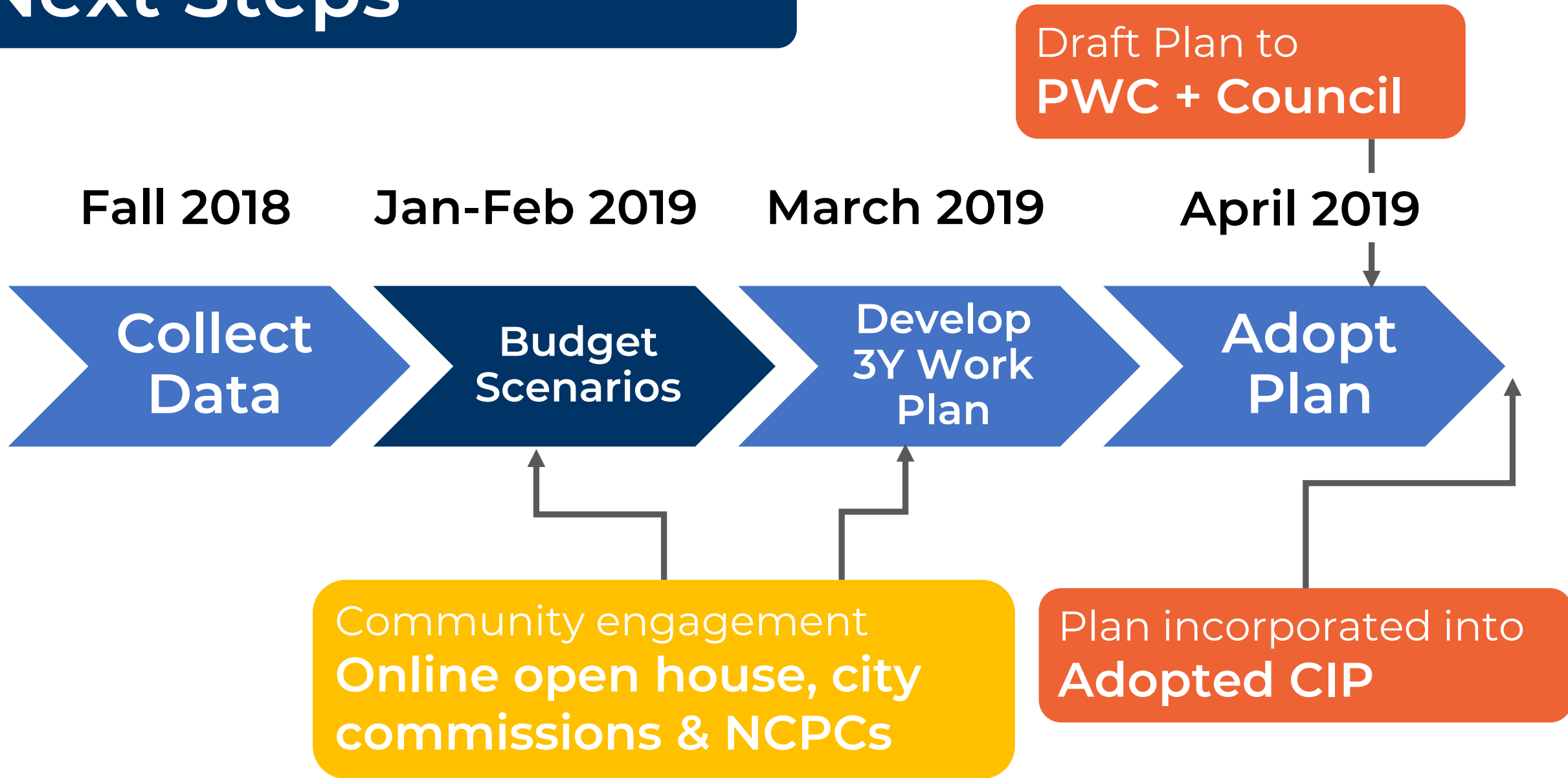
- **Coordination with ADA Transition Plan**

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



Community Meetings

Date	Meeting	Time	Address
3/13/2019	Online Open House		www.oaklandca.gov
3/13/2019	Bella Vista NCPC	7:15p	Bella Vista Elementary School Auditorium 1025 E. 28 th St
3/13/2019	Brookfield/Columbia Garden/Sobrante Park RAC	6:00p	Madison Park Academy 400 Capistrano Drive
3/14/2019	Prescott NCPC	6:30p	Sullivan Community Center, 1671 8th Street
3/15/2019	Coliseum Melrose NCPC	6:00p	81st Avenue Library, 1021 81st Ave
3/20/2019	Beat 33X/24X Neighborhood Improvement Council	6:00p	Eastmont Police Substation 2651 73rd Ave
3/20/2019	Chinatown NCPC	4:00p	Hotel Oakland, 270 13th Street
3/20/2019	Golden Gate NCPC	6:30p	Charles Porter Golden Gate Recreation Center 1075 62nd Street
3/21/2019	Fruitvale Unity NCPC	6:30p	Fruitvale San Antonio Senior Center 3301 E 12th St #201
3/27/2019	Melrose-High Hopes NCPC	7:00p	Horace Mann School 5222 Ygnacio Avenue

A group of construction workers in high-visibility orange and yellow safety gear are working on a street paving project. They are using tools like shovels and rakes to spread and level asphalt. In the background, there are residential houses, a white utility truck, and a yellow construction vehicle. The scene is set on a city street during the day.

Thank you!

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Complete Streets Paving & Sidewalks
Oakland Department of Transportation