

A group of construction workers in bright orange safety suits and hard hats are working on a road surface. They are using tools like shovels and rakes to spread material. In the background, there are residential buildings and a white utility vehicle. The scene is outdoors during the day.

3YP 進度更新 + 下一次鋪路計劃

快速定義

路面狀況指數 (PCI)

以 0 到 100 描述街道狀況的等級標準。
0-50 代表街道狀況不良。100 代表全新街道。

規劃區

代表屋崙 (奧克蘭) 市不同區域的簡單方式：

- Central East Oakland
- 體育館/機場
- 市區中心
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland

快速定義

服務不足的人群

過去或現在受到服務差別待遇的群體和社區。

該定義包括有色人種、低收入家庭、殘障人士、有重大租金負擔的家庭、英語能力有限者以及青少年/老年人。

公平性

公平性是我們的目標。這意味著本市居民所分配到的資源、機會和成果，不會因為個人身分而有不利影響。為了實現公平性，我們優先考慮服務不足人群的需求。

鋪路基本狀況

路面狀況指數 (PCI)

- 以 0 到 100 評估街道狀況的數值等級標準。

0

50

70

90 100

不良

普通

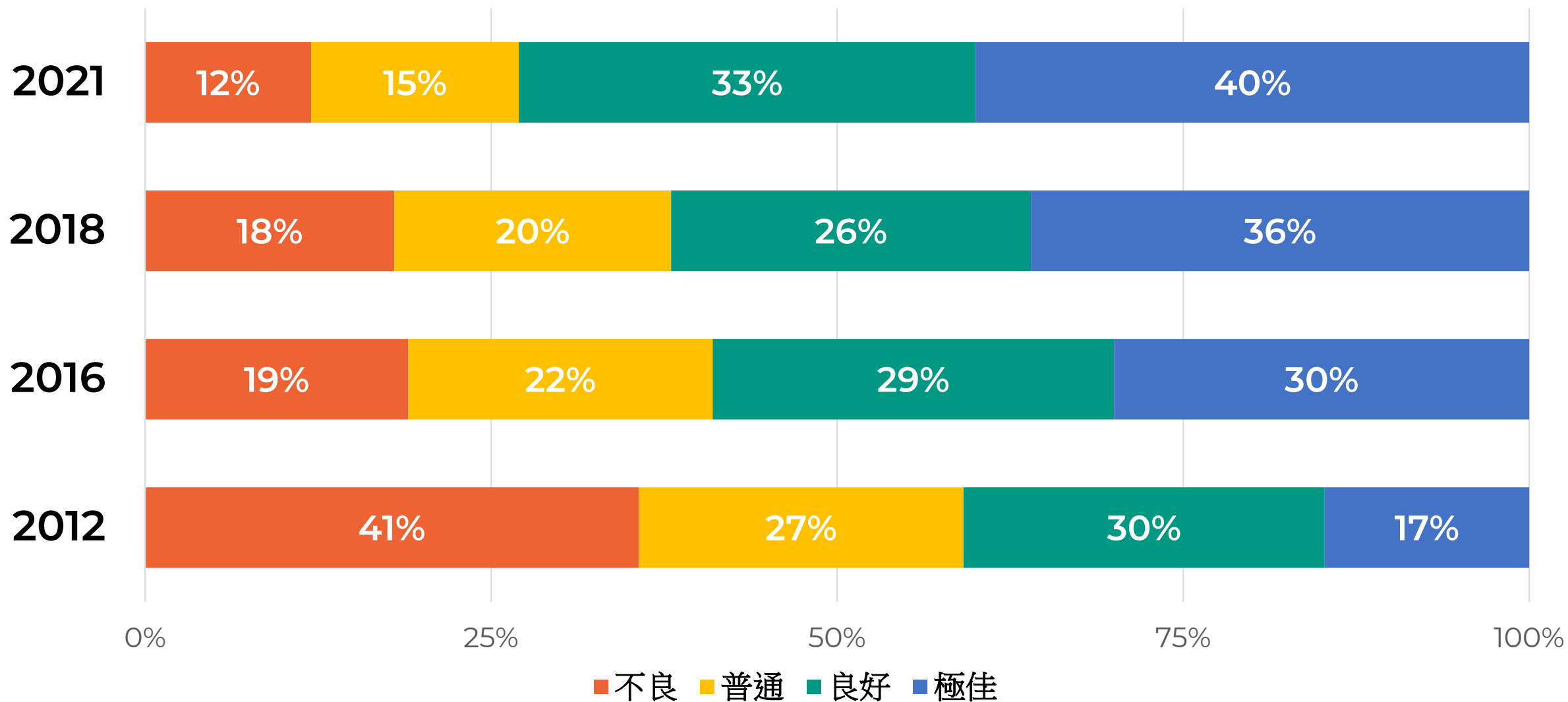
良好

全新

目前狀況

主要街道持續改善

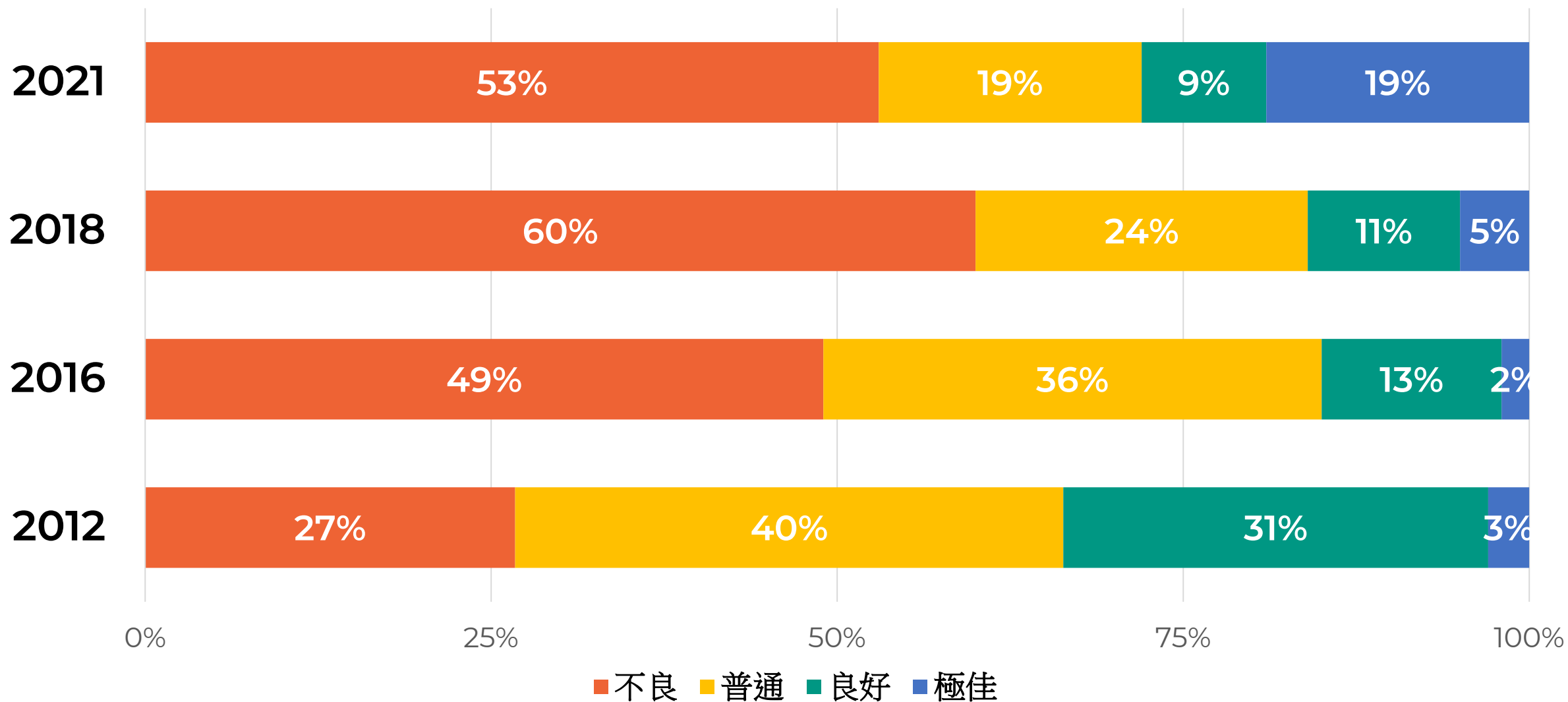
- 將近 $\frac{3}{4}$ 主要街道的狀況良好或極佳
- 例如：MLK Way、E 14th St



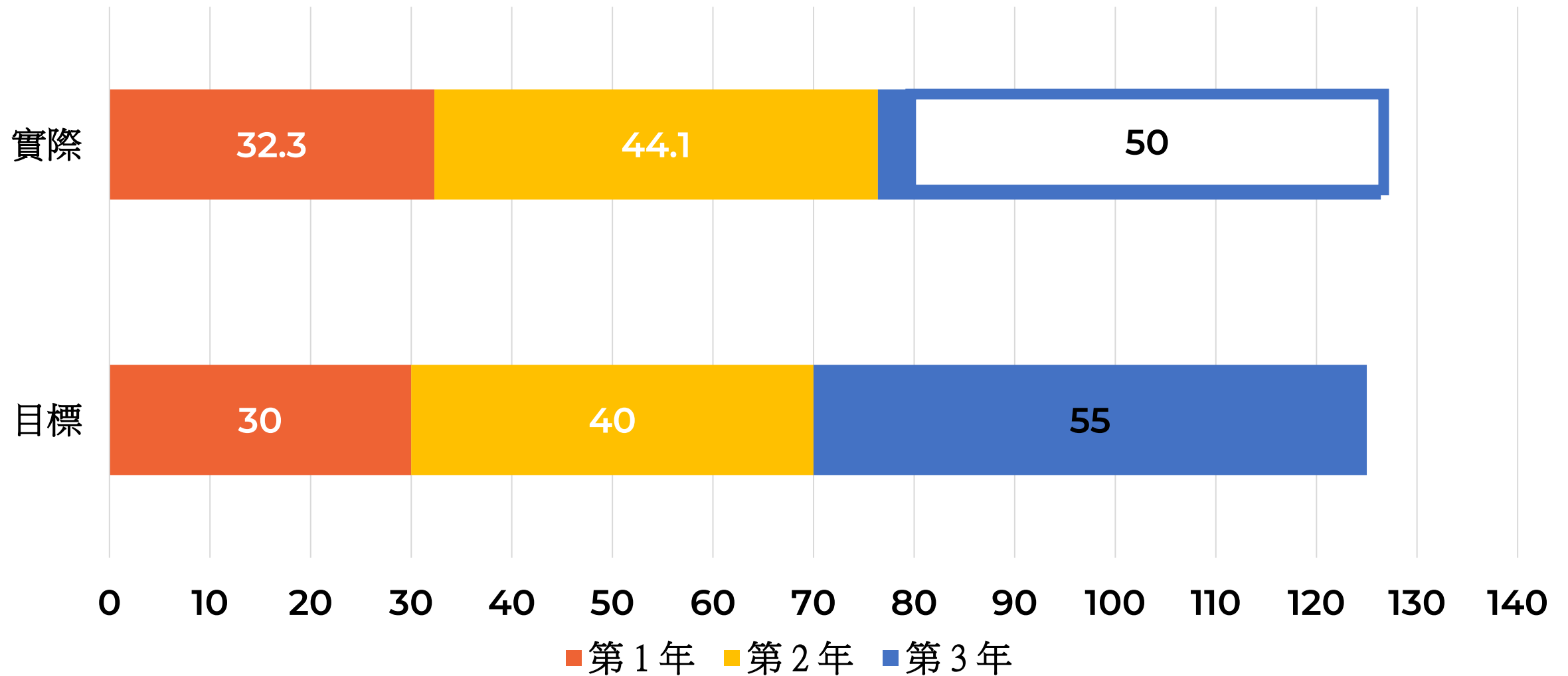
目前狀況

地方街道漸入佳境

- 四分之一的地方街道目前狀況良好或極佳
- 街道狀況不良比例10年來首度降低



2019 三年期計劃超越目標



2019 三年期計劃成果評估

THE BAY LINK

News, Views and Analysis from the Metropolitan Transportation Commission and the Association of Bay Area Governments



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Association of
Bay Area
Governments

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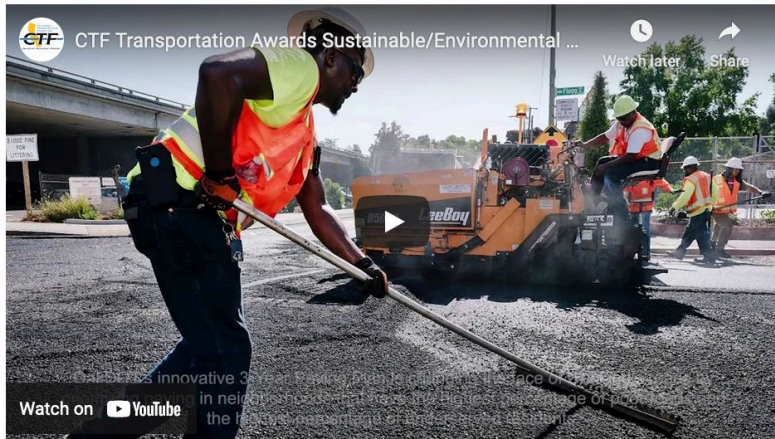
ABOUT

CONTACT

TRANSPORTATION

Oakland paving plan wins California Transportation Foundation award

JULY 9, 2020



Oakland's 2019 3-Year Paving Plan has won the California Transportation Foundation Sustainable/Environmental Enhancement Project of the Year.

Until now, Oakland has only been able to prioritize a handful of major streets for repaving due to limited funds. But with Oakland's Infrastructure Bond (Measure KK) and guaranteed gas tax revenues (Senate Bill 1), the city can increase paving on neighborhood streets, while still keeping major roads in good condition.

Following policy direction from City Council, staff developed a plan that incorporates equity, street

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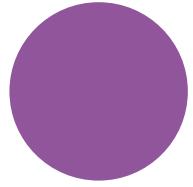
BY BETSY GARDNER • JULY 15, 2021

Oakland, California has long fought against gentrification, and for racial equity, but it has rapidly become **one of the most gentrified areas of the country**, with limited housing availability and a high cost of living. These changes have **particularly impacted folks of color in the city**, an issue that city leaders are working hard to combat.

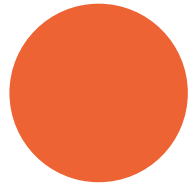
One of the ways that the city is addressing these challenges is through the **Department of Race and Equity**, launched in 2016 to work with city departments "to create a city where our diversity is maintained, racial disparities have been eliminated and racial equity has been achieved." The Race and Equity team consistently uses community engagement and data mapping to discover and track inequalities in the city. The Oakland Department of Transportation (OakDOT)



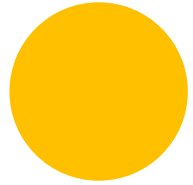
2022 鋪路計劃



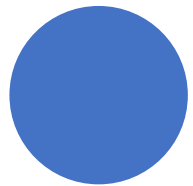
擬訂 **5** 年期街道清單和 **10** 年期資本計劃，以改善和維護屋崙 (奧克蘭) 市的街道



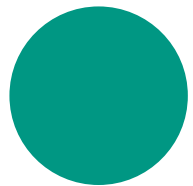
完成 **3** 億多美元的鋪路工程



修復和維護地方街道，以改善附近生活品質



評估維持長期內部專案所需的人力和重要設施



預期通過第二項債券議案，並評估議案未通過的後果

3 億

主要街道

0.75
億

專案提供資金維持全市主要街道的良好路況

依照路面狀況和交通安全歷史紀錄來安排個別街道的優先順序

PCI
目標

72



80

地方街道

2.25
億

專案會按公平性和路面狀況為九個規劃區提供資金

依照街道狀況、公平性和公園遠近來安排個別街道的優先順序

PCI
目標

50



60

提議的優先順序

地方
街道

依照規劃區、公平性指數、街道狀況和
公園遠近來安排優先順序

10% 預備用於
公用事業費用分攤

5% 預備用於
鄰里自行車道

4% 用於預防性保養

5% 由市議會
自行決定

\$2.25 億

主要
街道

依照路面狀況和
交通安全歷史紀錄
來安排優先順序

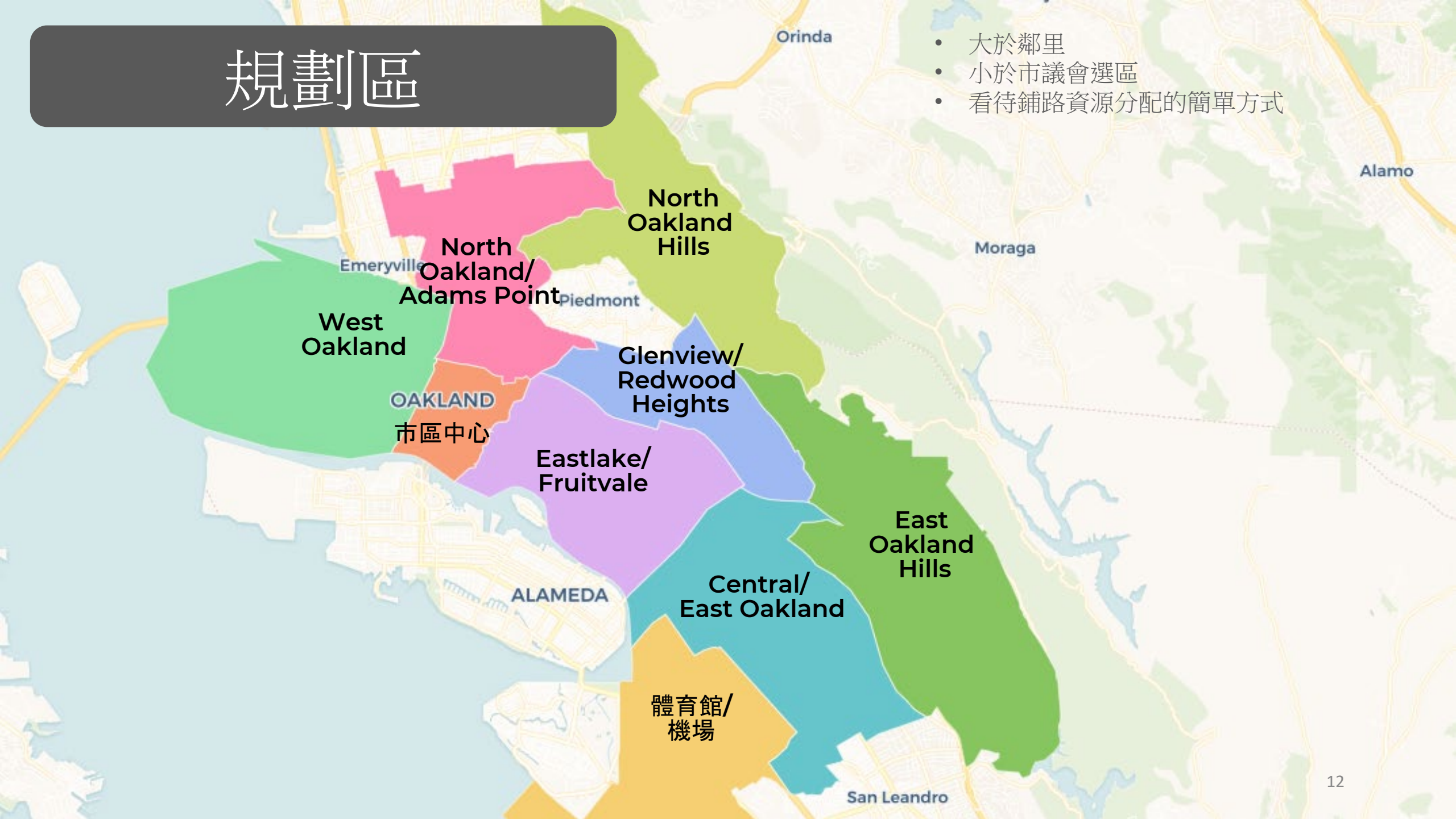
10% 預備用於
補助款協調

\$0.75 億

0 50 100 150 200 250 300

規劃區

- 大於鄰里
- 小於市議會選區
- 看待鋪路資源分配的簡單方式



規劃區

- 根據各規劃區的街道狀況、人口密度和公平性因素來認定地方街道需求。

	人口	街道 總哩數	收入 中位數	平均 街道 坡度	有色 人種 比例	低收入 比例
Central East Oakland	101,611	165	\$5.4 萬	1.3%	93%	48%
體育館/機場	4,687	20	\$4.7 萬	2.1%	98%	51%
市區中心	19,410	40	\$5.7 萬	1.2%	75%	49%
East Oakland Hills	31,704	98	\$10.1 萬	5.1%	72%	26%
Eastlake / Fruitvale	100,503	134	\$5.0 萬	2.1%	83%	46%
Glenview/Redwood Heights	31,911	78	\$12.2 萬	4.7%	47%	18%
North Oakland Hills	24,950	110	\$19.1 萬	7.6%	31%	11%
North Oakland / Adams Point	81,976	126	\$8.3 萬	2.1%	48%	29%
West Oakland	27,641	60	\$5.8 萬	2.1%	74%	48%
全市	424,393	830	\$6.6 萬	3.2%	71%	37%

規劃區

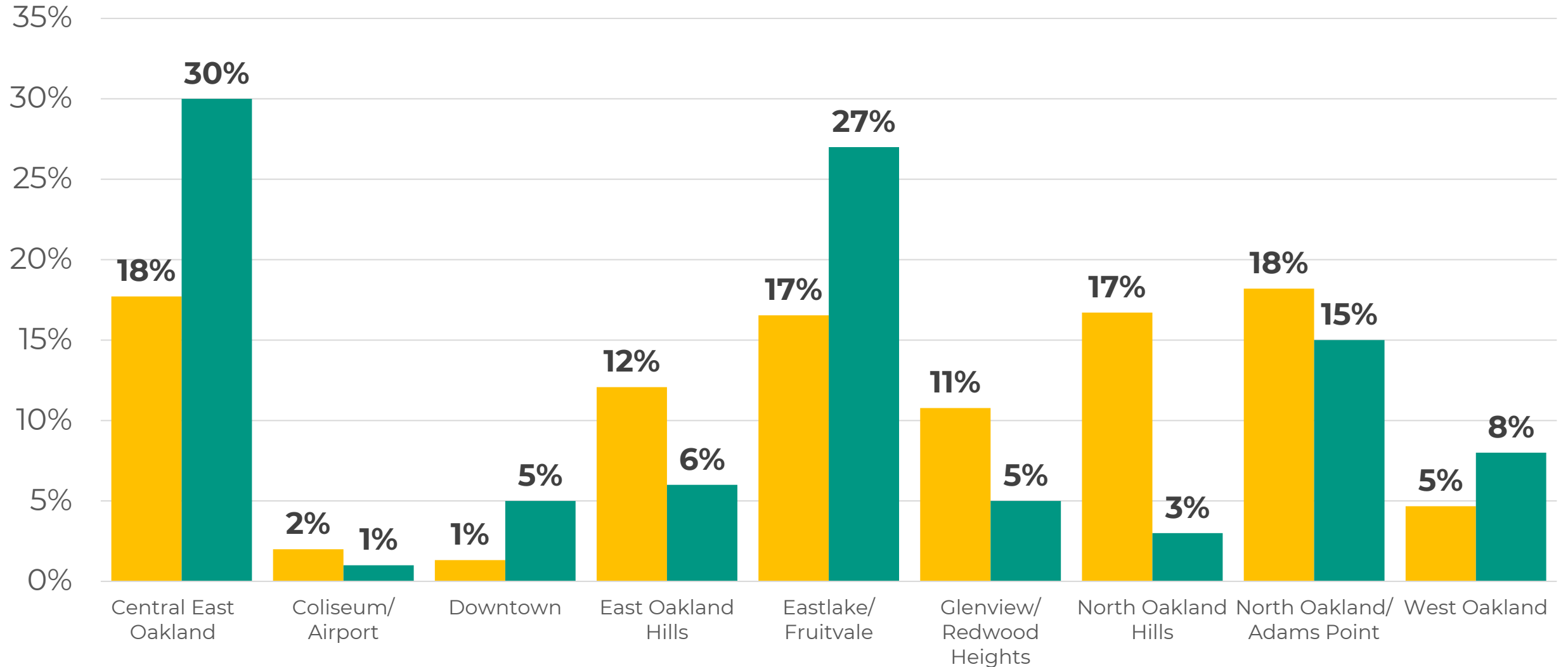
- 根據各規劃區的街道狀況、人口密度和公平性因素來認定地方街道需求。

	人口	服務不足人群 佔全市比例	地方街道哩數 佔全市比例 (PCI < 50)	地方 街道 平均 PCI	每哩地方街道 的人數 (PCI < 50)
Central East Oakland	101,611	30%	18%	51	1,452
體育館/機場	4,687	1%	2%	49	670
市區中心	19,410	5%	1%	61	2,773
East Oakland Hills	31,704	6%	12%	52	773
Eastlake / Fruitvale	100,503	27%	17%	47	1,675
Glenview/Redwood Heights	31,911	5%	11%	50	840
North Oakland Hills	24,950	3%	17%	49	409
North Oakland / Adams Point	81,976	15%	18%	48	1,224
West Oakland	27,641	8%	5%	57	1,728
全市	424,393			52	1,156

街道狀況及公平性

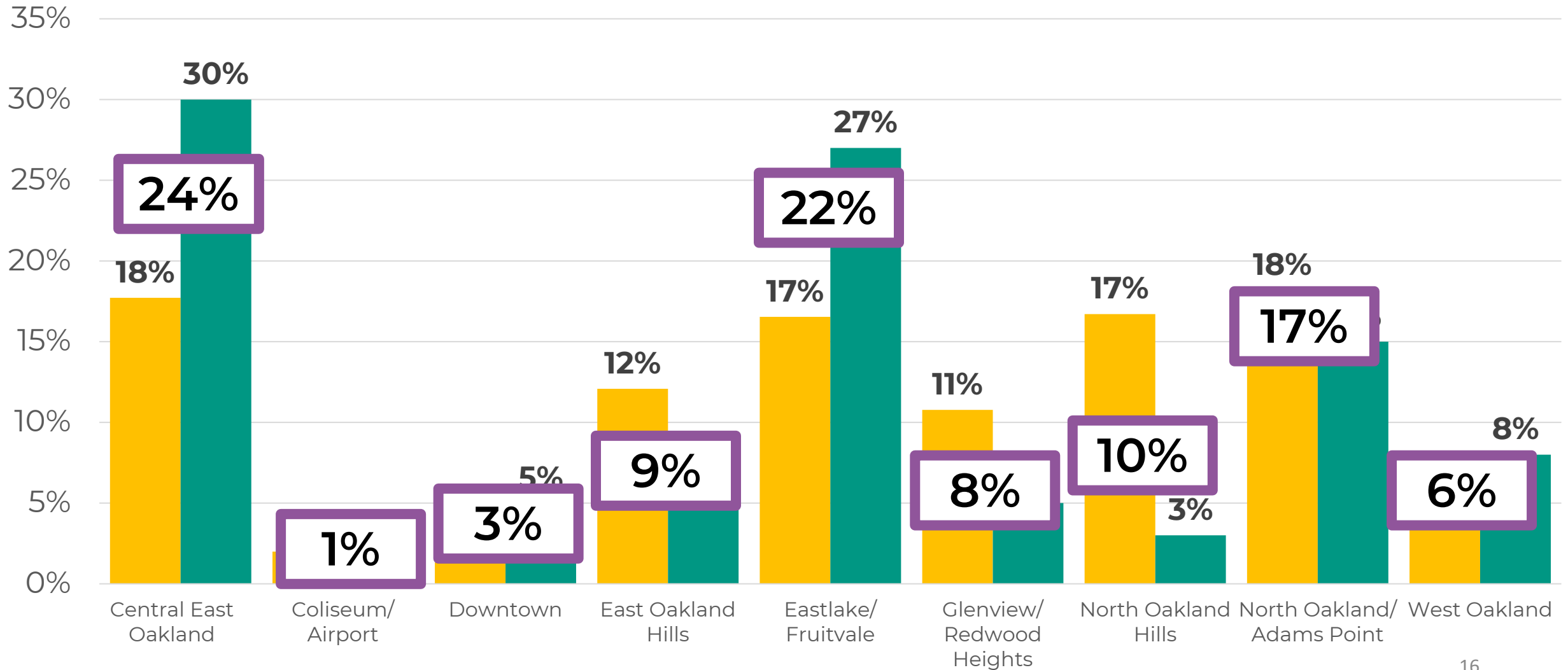
■ 狀況不良的地方街道比例

■ 服務不足的人群比例

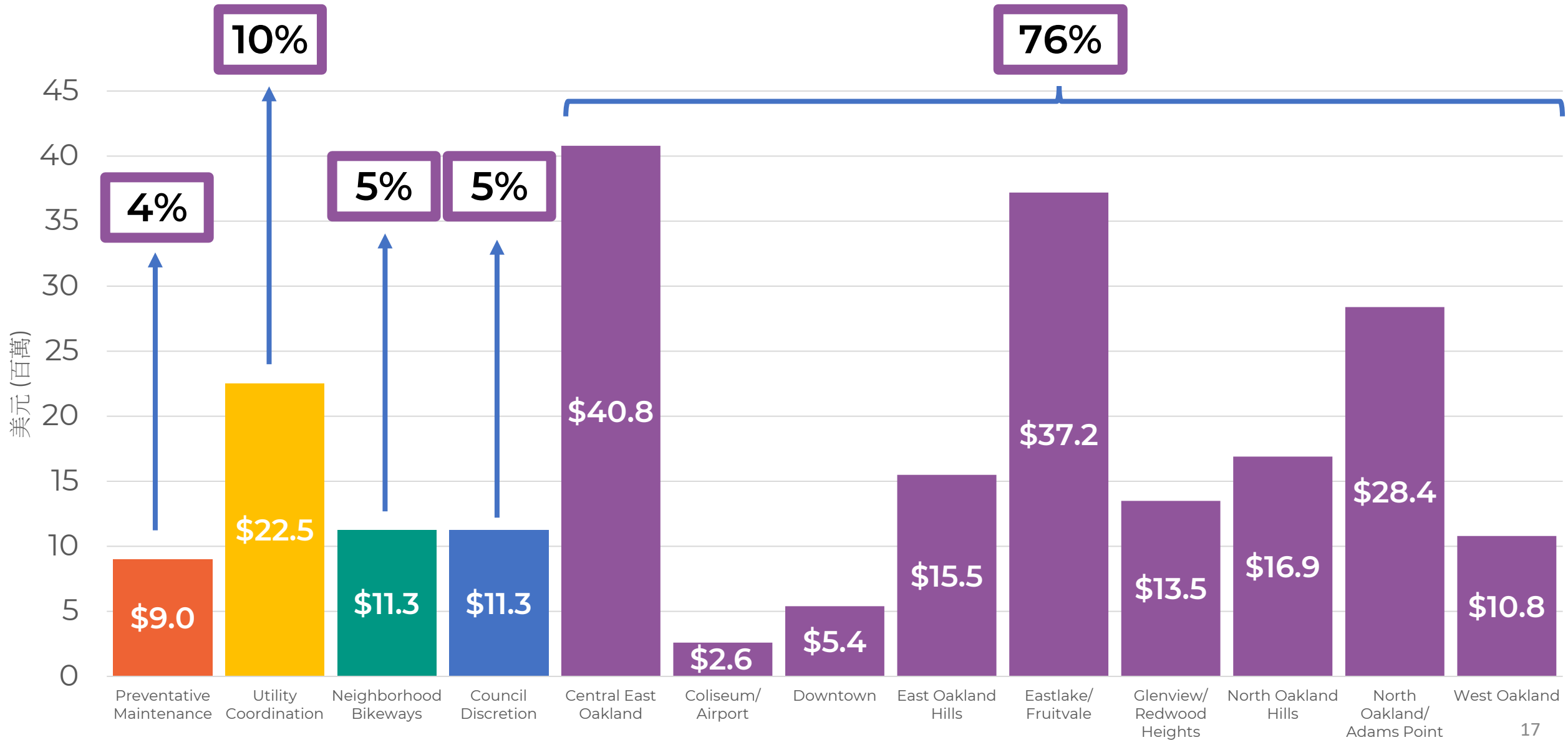


各規劃區所獲資金

- 按照服務不足的人口比例和狀況不佳的地方街道哩數比例，為地方街道分配資金



提議的地方街道資金



地方街道優先順序

地方 街道

2.25
億

專案會按公平性和路面狀況為九個規劃區提供資金

依照街道狀況、公平性和公園遠近來安排個別街道的優先順序

PCI
目標

50



60

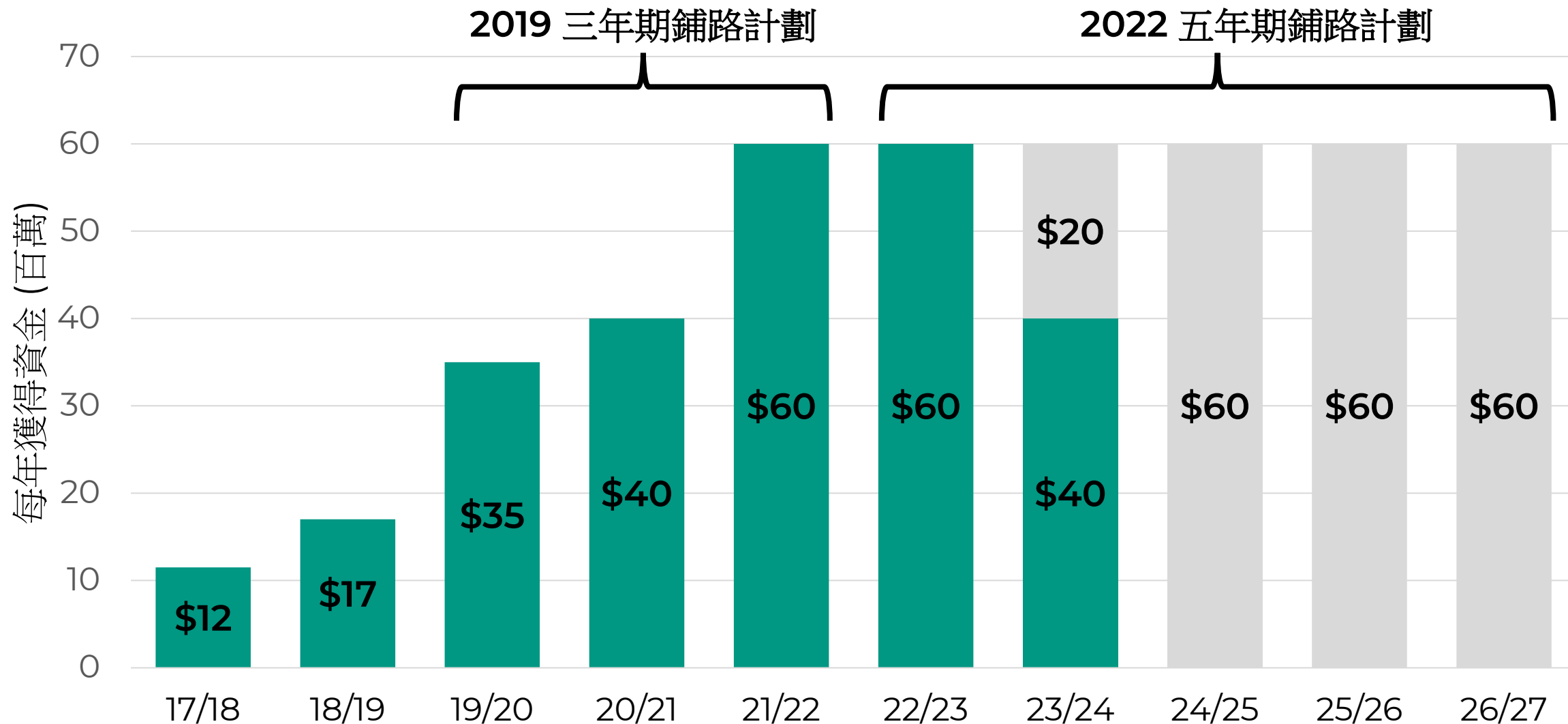
我們如何安排地方街道優先順序：

- 採用各規劃區的資金金額
- 預估所有街道所需費用
- 加入公園附近狀況不良的街道
- 加入狀況不良的街道，直到達到資金目標為止
- 預留 4% 專案預算並用在地方街道的預防性保養

計劃資金

重點提要：

- 2016 年 KK 議案債券僅提供本計劃部分資金
- KK 議案需要展期，才能完成 2022 五年期計劃的大部分項目



計劃時間表

