



Repave Oakland

Oakland's Next Paving Plan

Oakland Department of Transportation

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 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

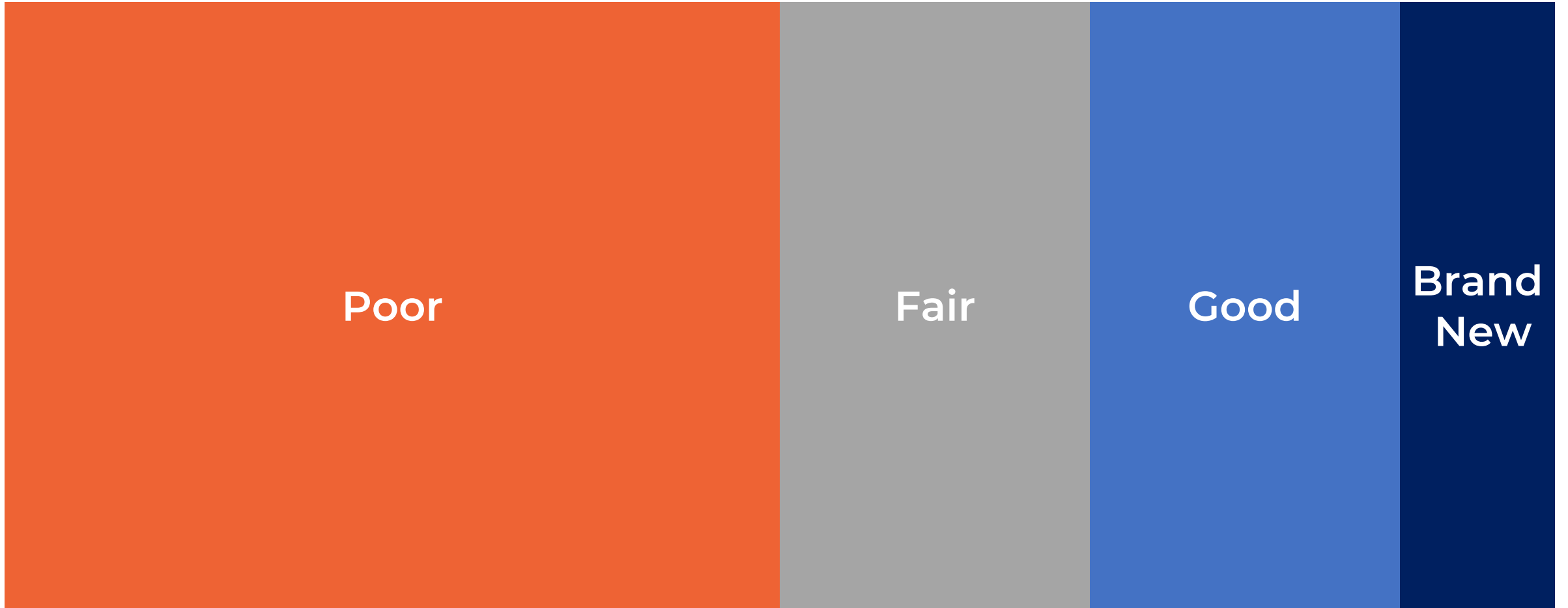
90 100

Poor

Fair

Good

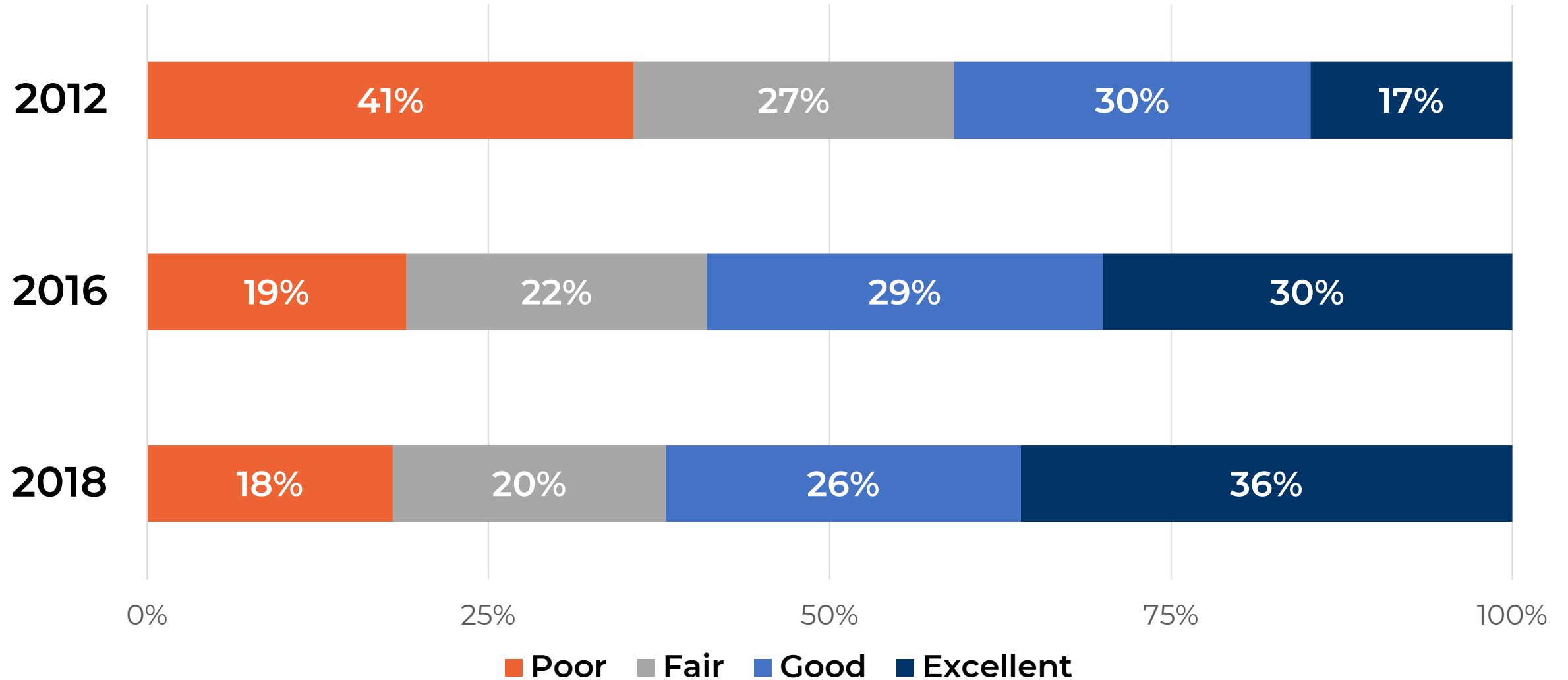
Brand
New



Current Conditions

Major Streets Have Improved

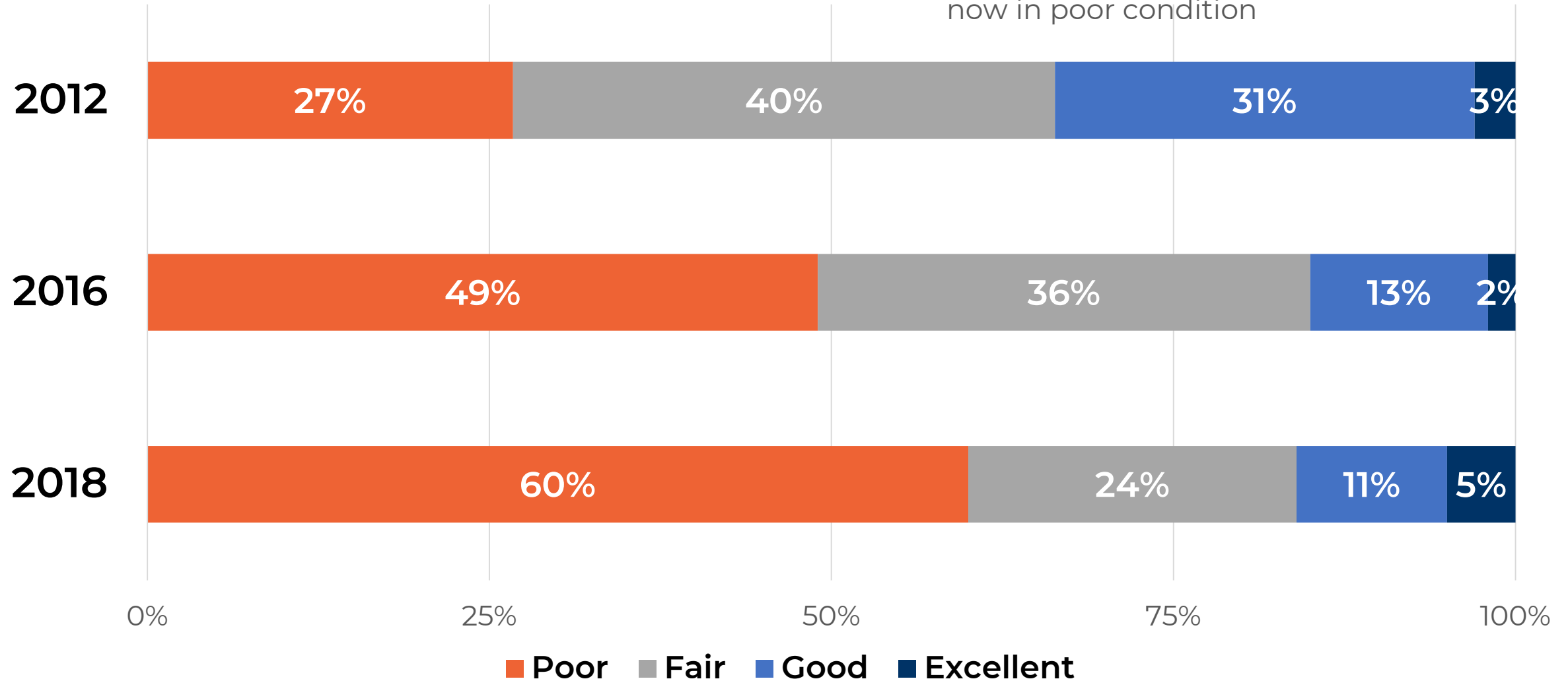
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St



Current Conditions

Local Streets Need Improvement

- Local streets are neighborhood streets and collectors that support local traffic on their way to major streets.
- 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** and **school proximity**

PCI Goal

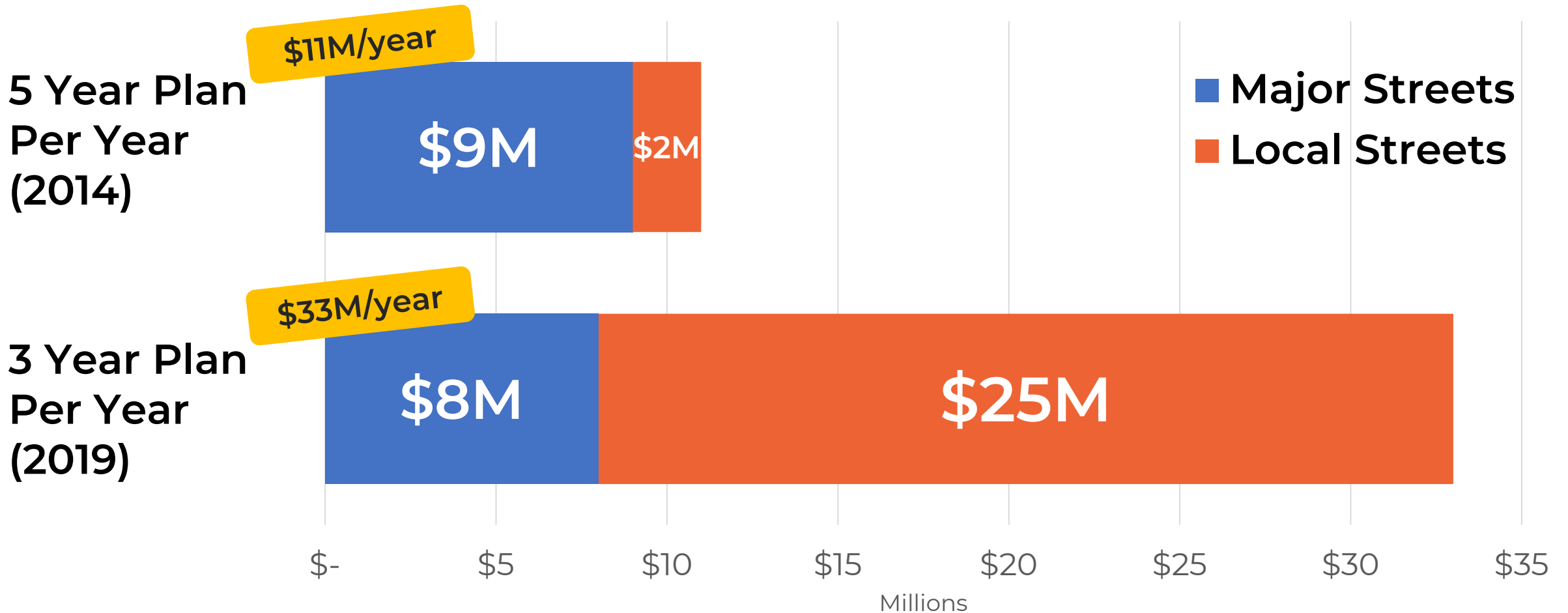
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50

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

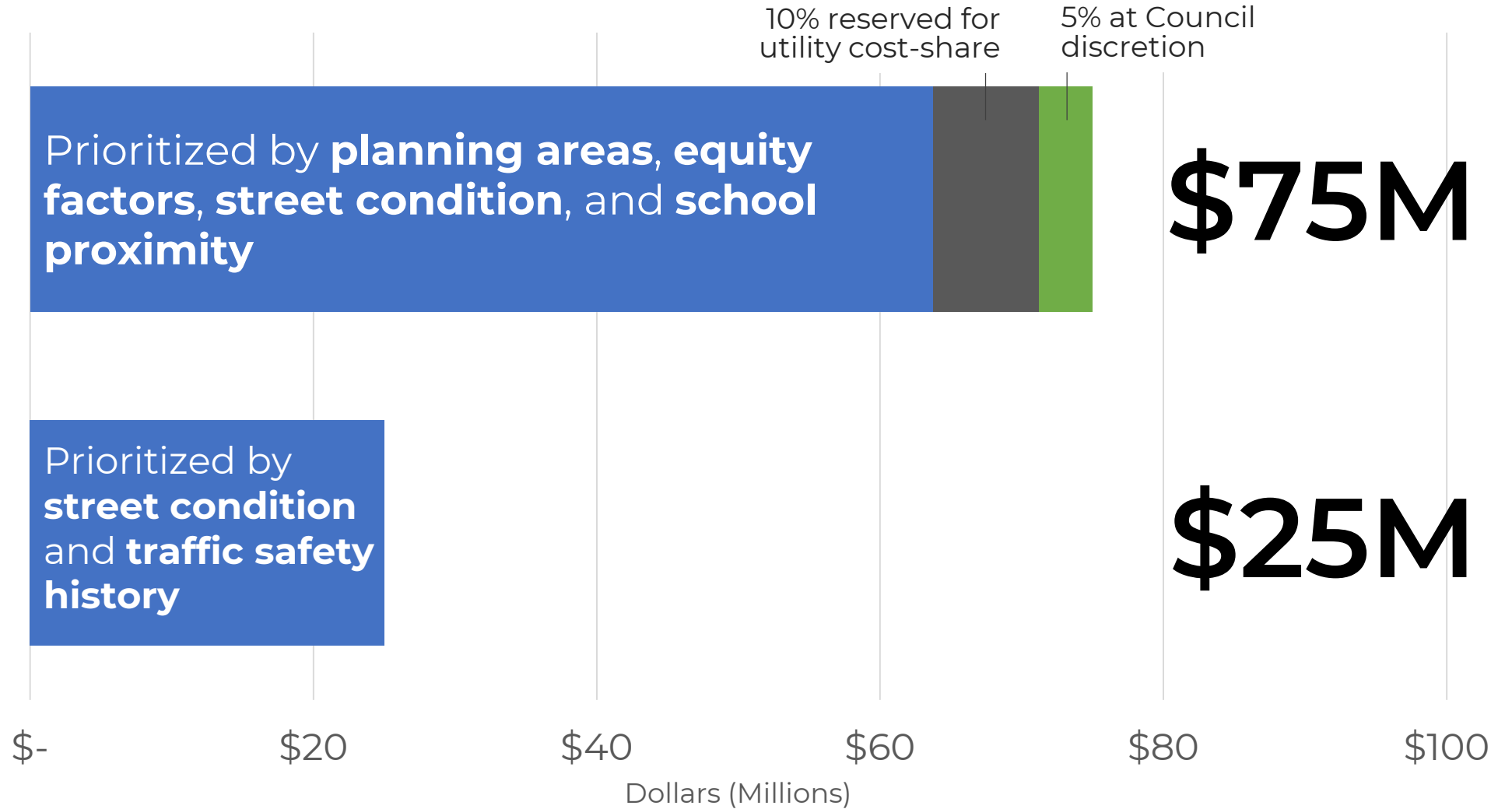
Prioritized by **planning areas, equity factors, street condition, and school proximity**

\$75M

Major Streets

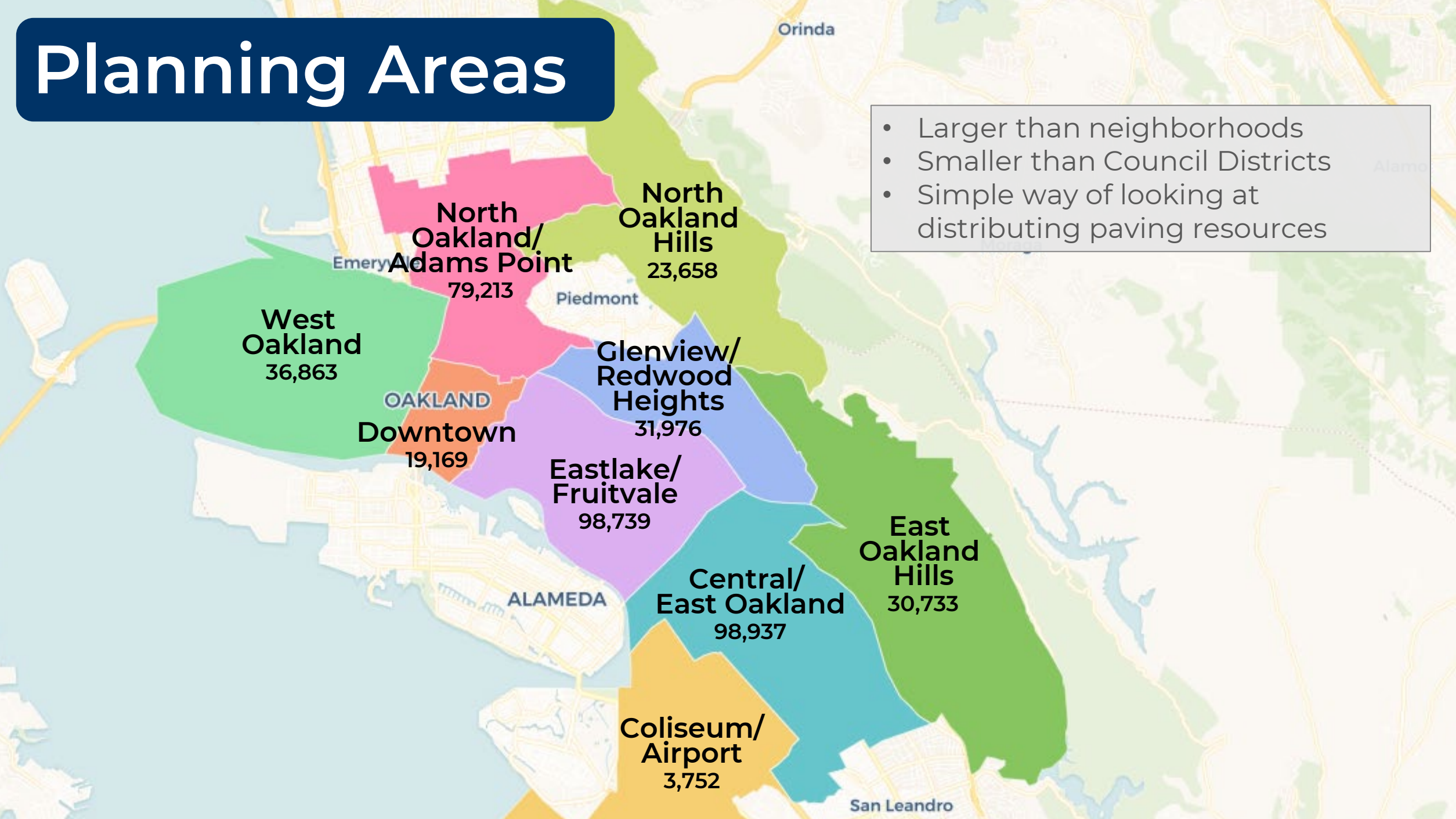
Prioritized by **street condition and traffic safety history**

\$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%

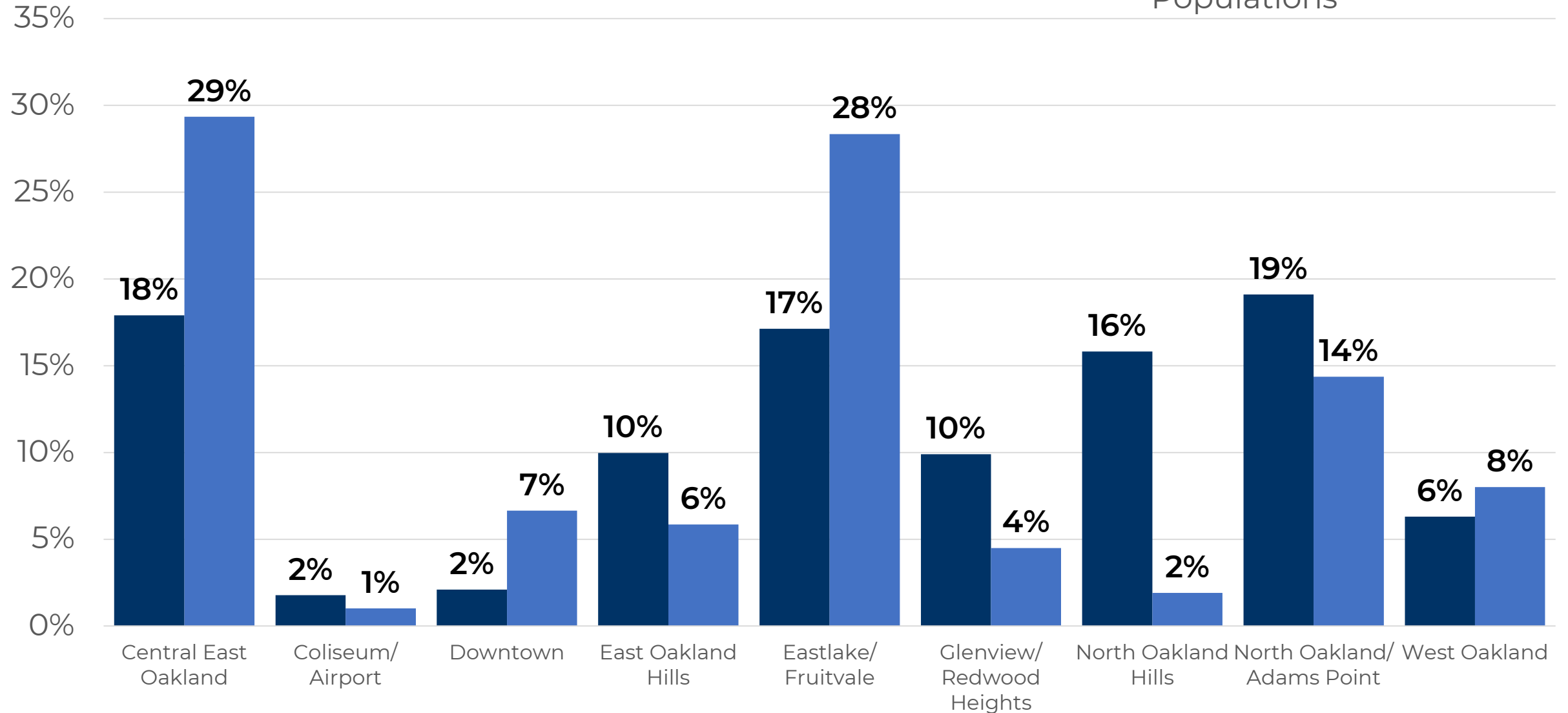
Planning Areas

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

	Citywide Share of 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	24%	29%	18% / 71 mi	48	1,400
Coliseum / Airport	1%	1%	2% / 7 mi	48	536
Downtown	5%	7%	2% / 8 mi	54	2,311
East Oakland Hills	7%	6%	10% / 39 mi	51	781
Eastlake / Fruitvale	24%	28%	17% / 68 mi	48	1,460
Glenview/Redwood Heights	8%	4%	10% / 39 mi	48	818
North Oakland Hills	6%	2%	16% / 62 mi	46	379
North Oakland / Adams Point	19%	14%	19% / 75 mi	40	1,050
West Oakland	9%	8%	6% / 25 mi	47	1,040
Citywide				46	1,044

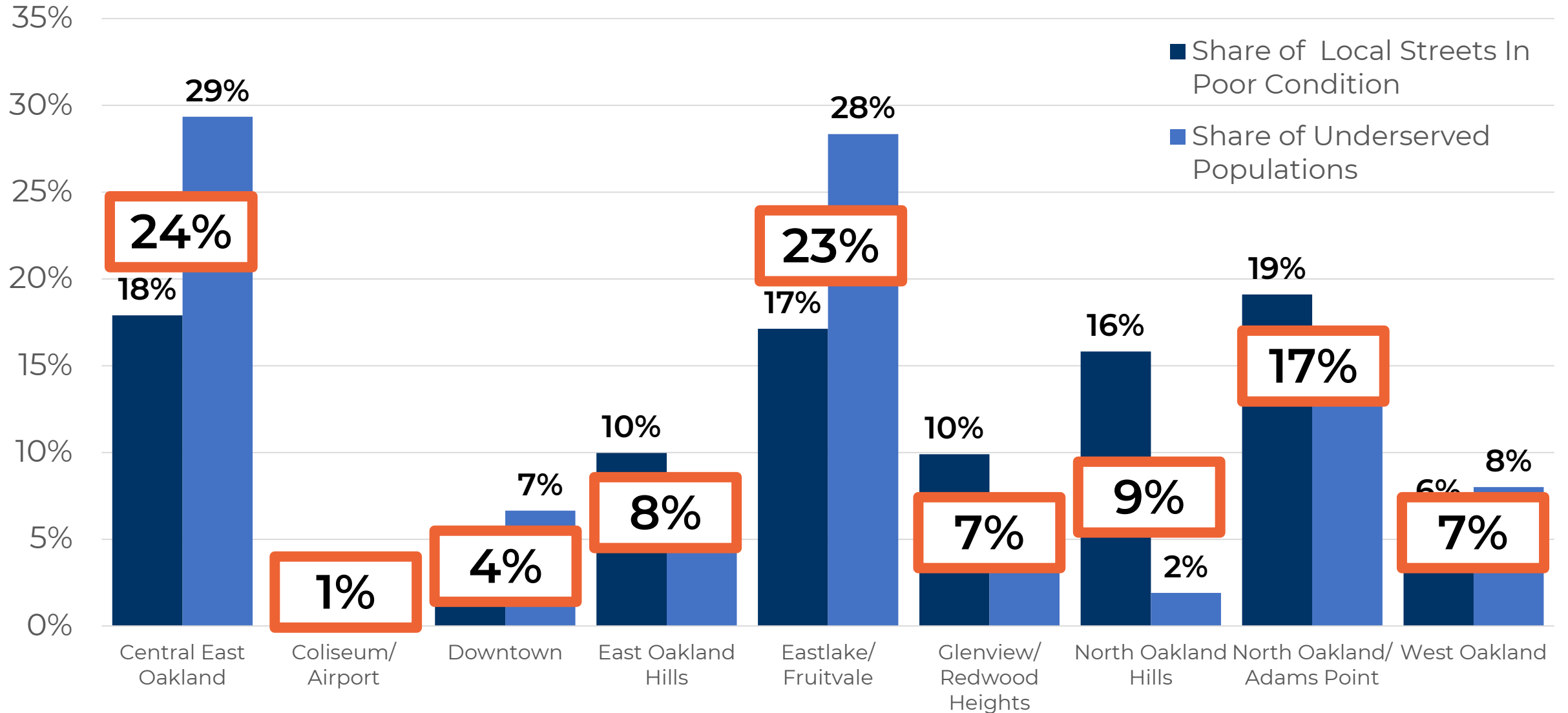
Street Condition & Equity

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

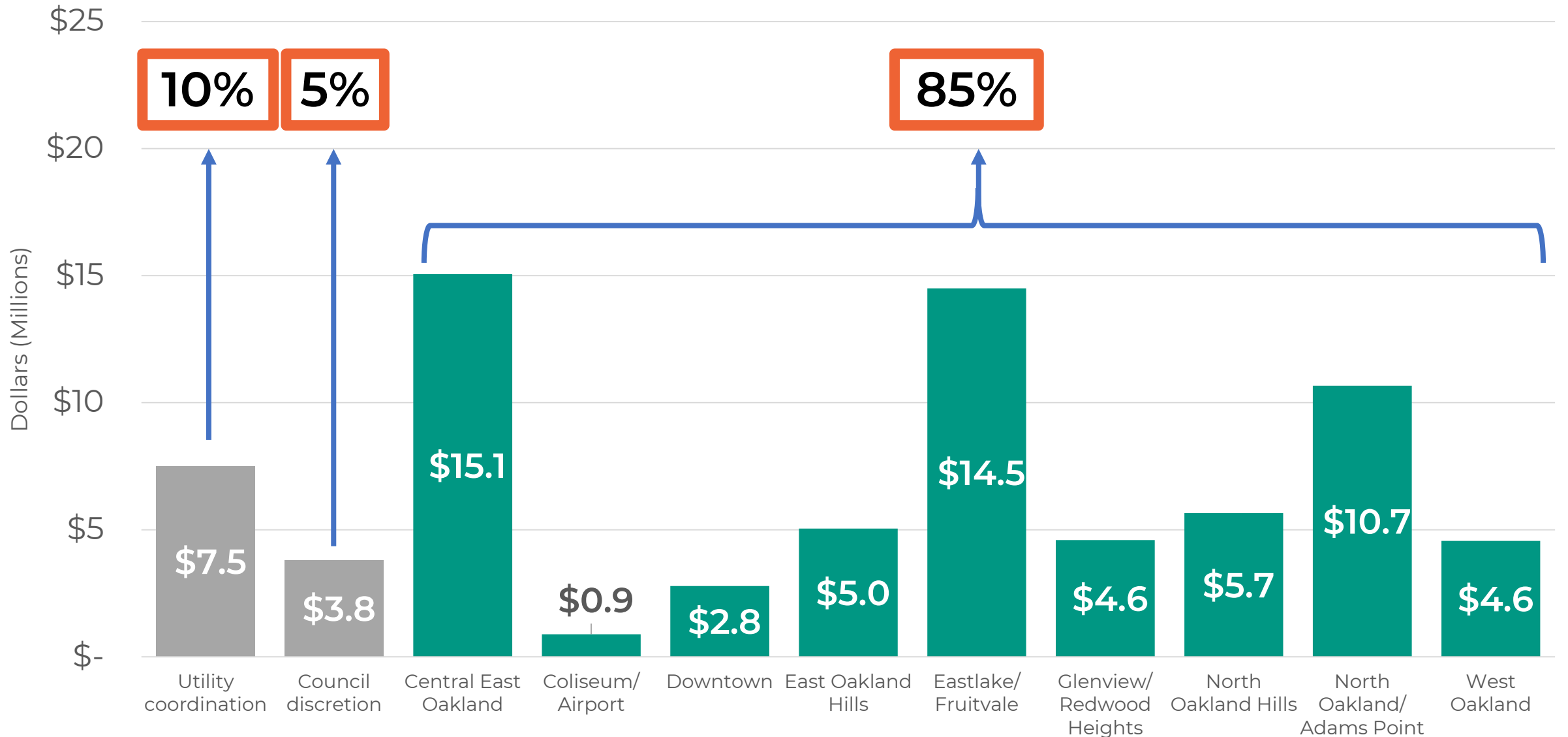


Funding By Planning Area

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



Proposed Local Streets Funding



Local Streets Prioritization

Local Streets

75M

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

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

PCI Goal

46

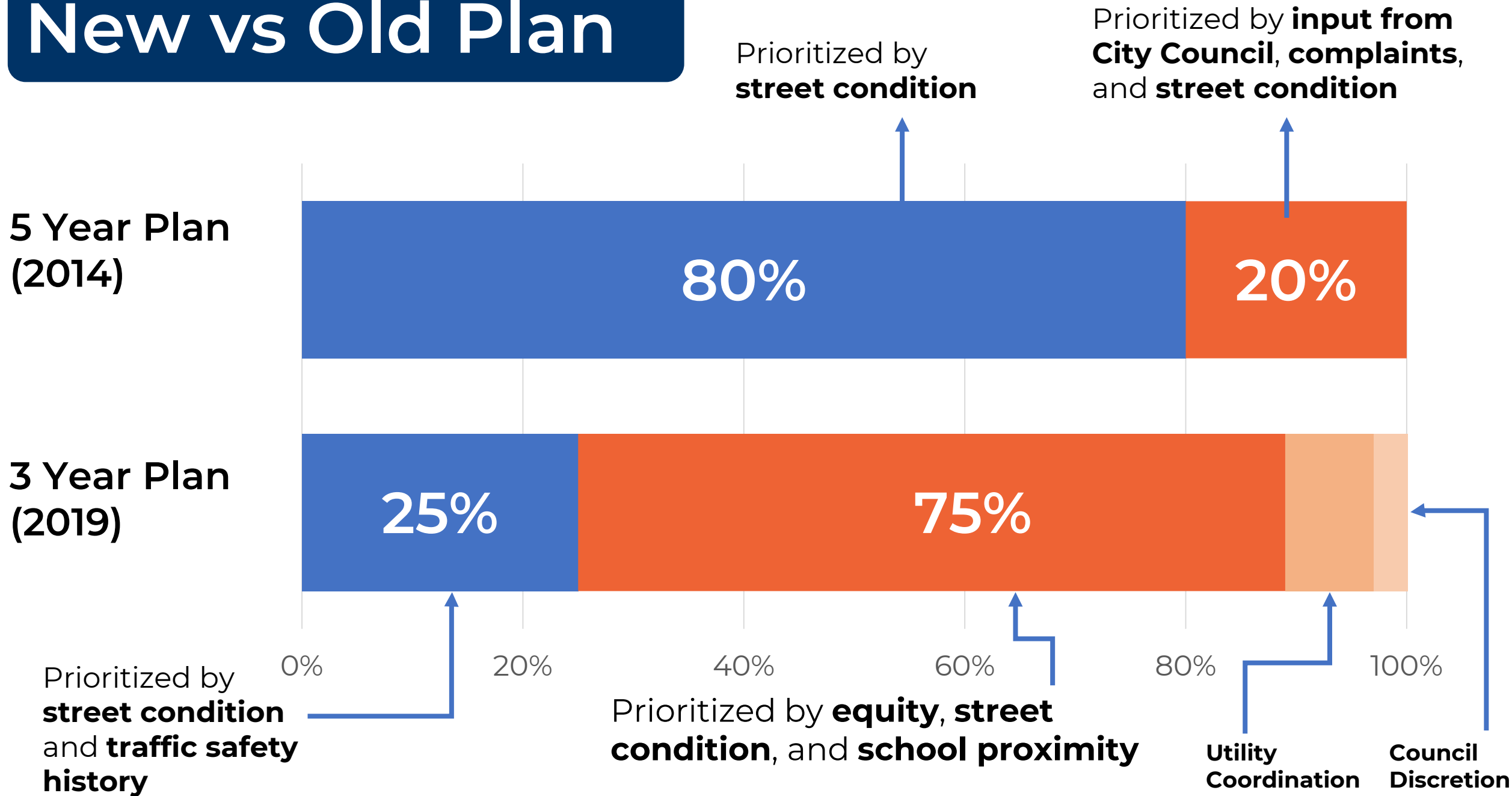


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How We Prioritized Local Streets:

1. Select streets in poor condition near schools, then
2. Select streets in poor condition in order of worst PCI until dollar target is met

New vs Old Plan



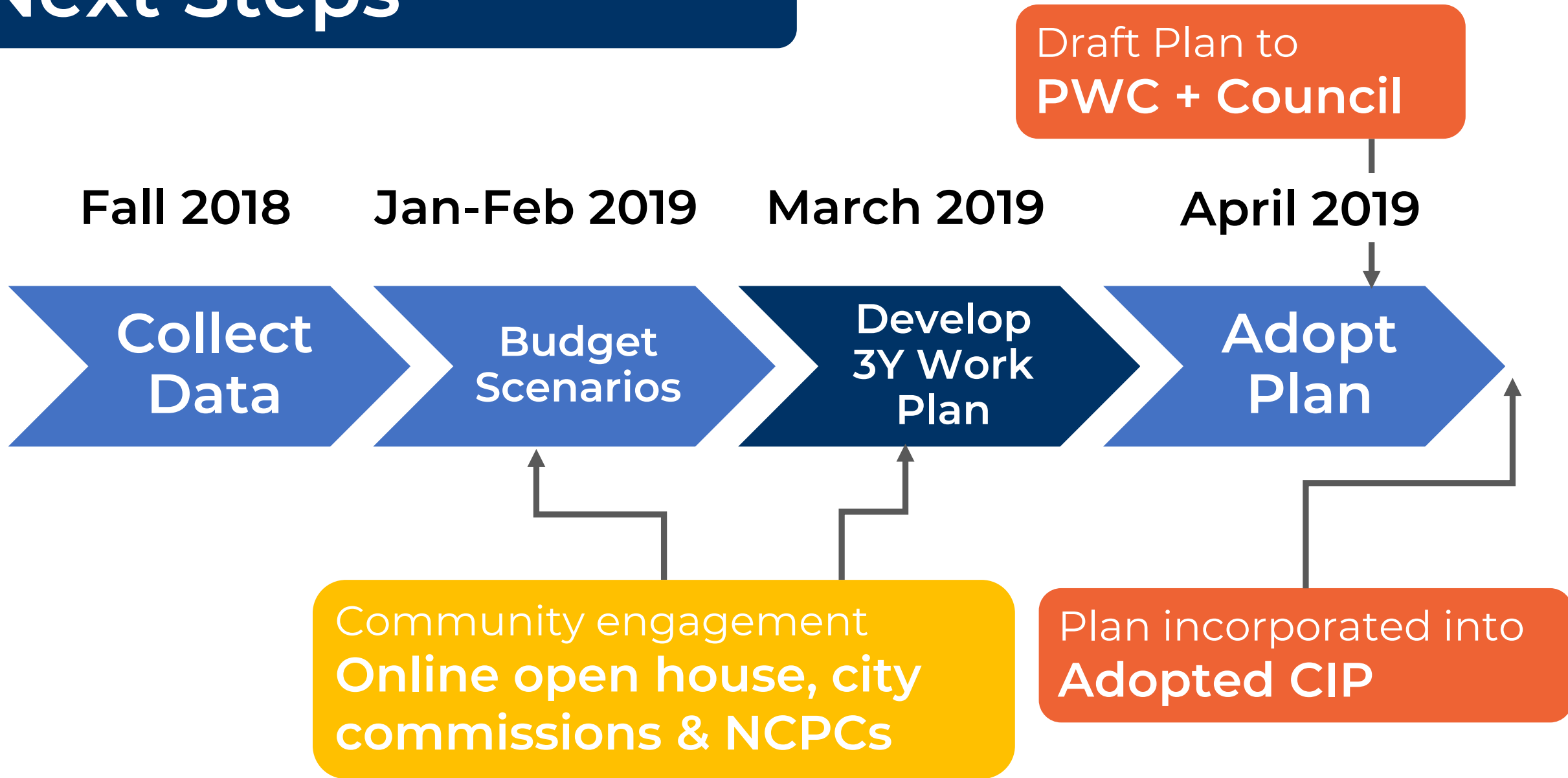
Major Changes

- Equity-driven capital planning
- Increased local streets repaving
- Making safety routine

Staying the Same

- Level of funding for Major Streets
- Complete Streets coordination
- Coordination with ADA Transition Plan

Next Steps





Thank you!

Complete Streets Paving & Sidewalks
Oakland Department of Transportation