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
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.

**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
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

- 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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>27%</td>
<td>40%</td>
<td>31%</td>
<td>3%</td>
</tr>
<tr>
<td>2016</td>
<td>49%</td>
<td>36%</td>
<td>13%</td>
<td>2%</td>
</tr>
<tr>
<td>2018</td>
<td>60%</td>
<td>24%</td>
<td>11%</td>
<td>5%</td>
</tr>
</tbody>
</table>
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
Demonstrate quick action with a 3-year citywide paving plan.

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

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 70

Local Streets
Program funds in nine planning areas by equity and street condition
Prioritize individual streets by street condition and school proximity
PCI Goal 46 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 factors, street condition, and school proximity**

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

<table>
<thead>
<tr>
<th></th>
<th>Dollars (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$75M</strong></td>
<td></td>
</tr>
<tr>
<td><strong>$25M</strong></td>
<td></td>
</tr>
</tbody>
</table>

10% reserved for utility cost-share
5% at Council discretion
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.

<table>
<thead>
<tr>
<th>Planning Area</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>
</tr>
</tbody>
</table>
Use Planning Areas to identify Local Streets needs based on street condition, population density, and equity factors.

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

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

Central East Oakland: 18%
Coliseum/Airport: 2%
Downtown: 7%
East Oakland Hills: 6%
Eastlake/Fruitvale: 28%
Glenview/Redwood Heights: 4%
North Oakland Hills: 16%
North Oakland/Adams Point: 14%
West Oakland: 6%
- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition.
## Proposed Local Streets Funding

<table>
<thead>
<tr>
<th>Area</th>
<th>Dollars (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>
</tr>
<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>

The funding is allocated as follows:

- **10%** to Utility coordination and Council discretion
- **5%** to Central East Oakland
- **85%** to the remaining areas
Local Streets Prioritization

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

Prioritize individual streets by street condition and school proximity.

PCI Goal: 46 → 50

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

5 Year Plan (2014)
- Prioritized by street condition
- 80%
- 20%

3 Year Plan (2019)
- Prioritized by equity, street condition, and school proximity
- 25%
- 75%
- Prioritized by input from City Council, complaints, and street condition
- 75%

Prioritized by street condition and traffic safety history
- 0%
- 20%

Prioritized by equity, street condition, and school proximity
- 20%

Utility Coordination
- 40%

Council Discretion
- 60%

100%
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

Fall 2018: Collect Data

Jan-Feb 2019: Budget Scenarios

March 2019: Develop 3Y Work Plan

April 2019: Adopt Plan

Draft Plan to PWC + Council

Plan incorporated into Adopted CIP

Community engagement
Online open house, city commissions & NCPCs

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Thank you!

Complete Streets Paving & Sidewalks
Oakland Department of Transportation