



# 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 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

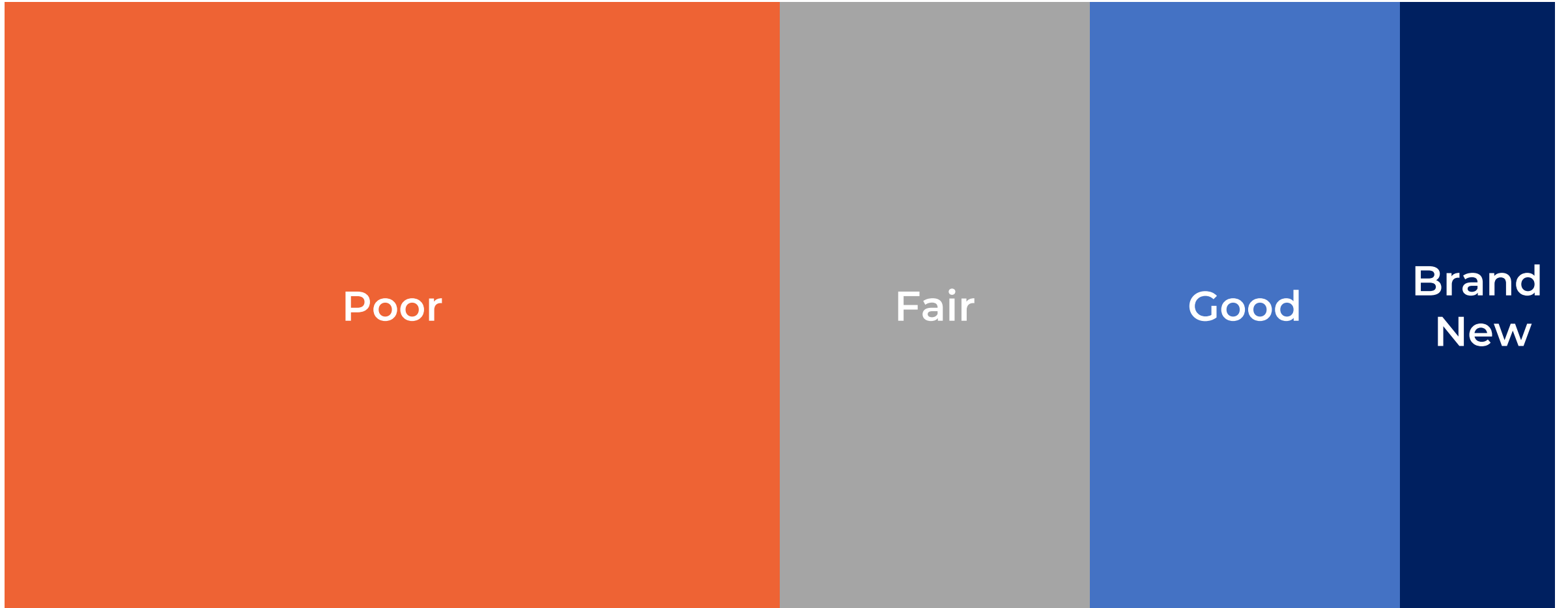
90 100

Poor

Fair

Good

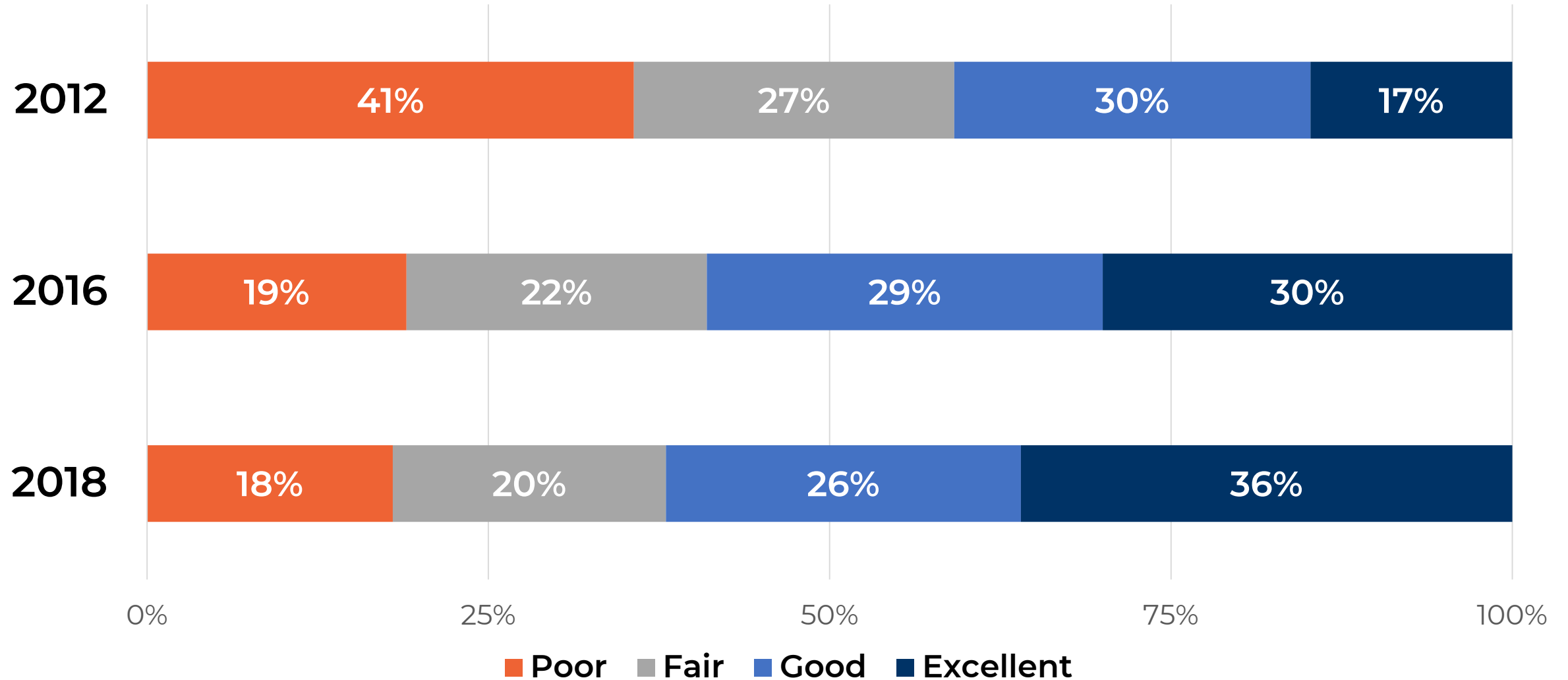
Brand  
New



# Current Conditions

## Major Streets Have Improved

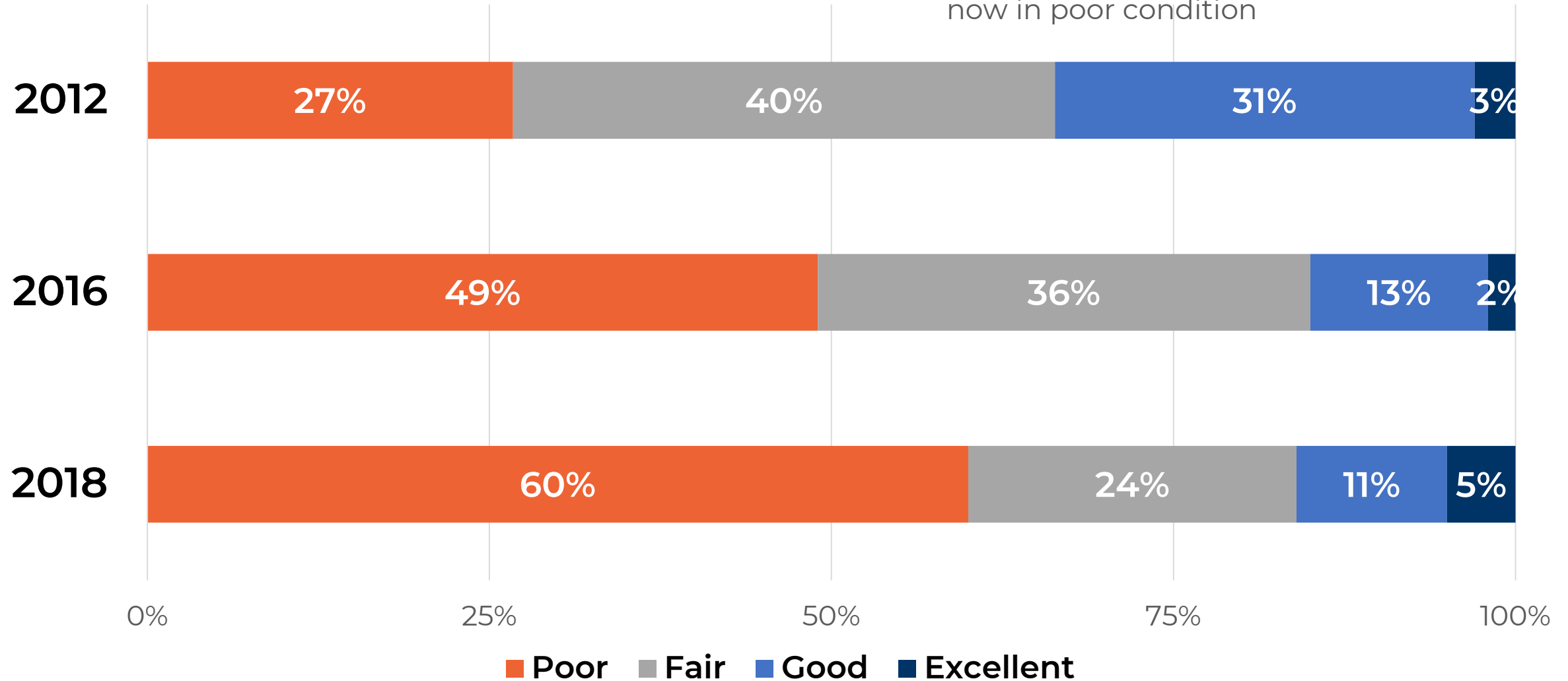
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14<sup>th</sup> St



# 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

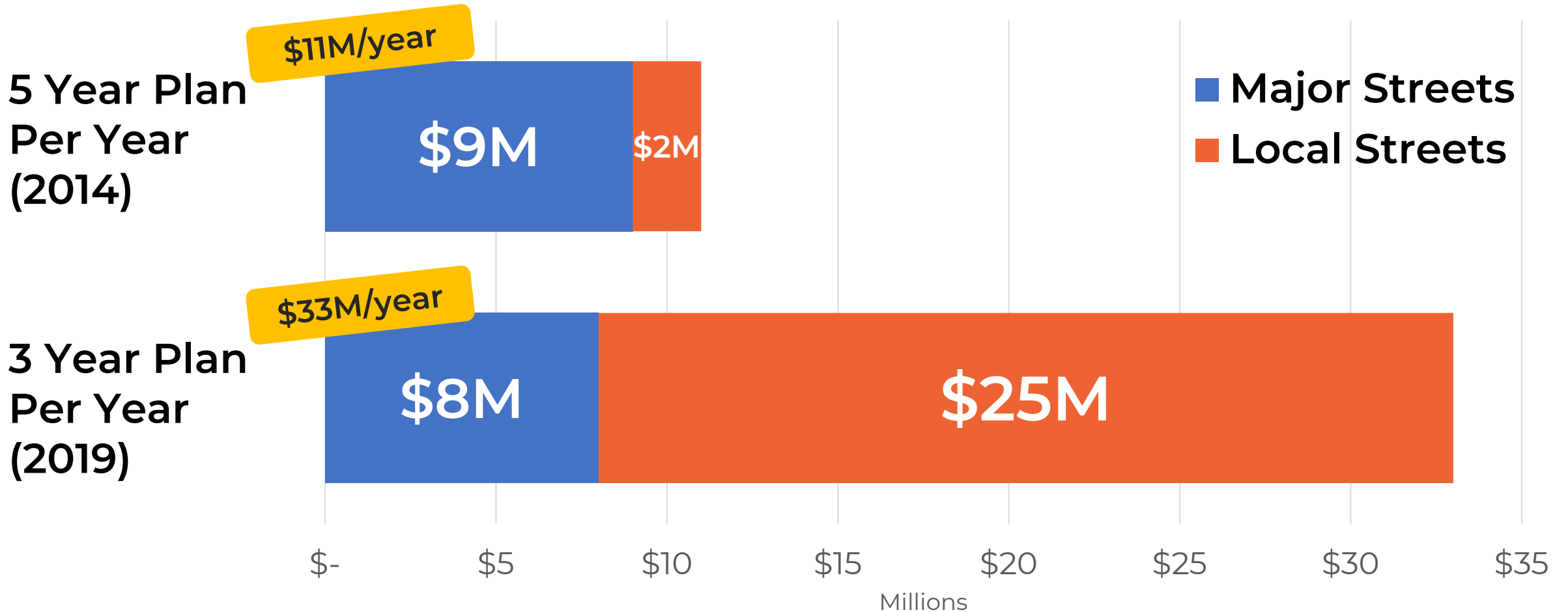
46



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

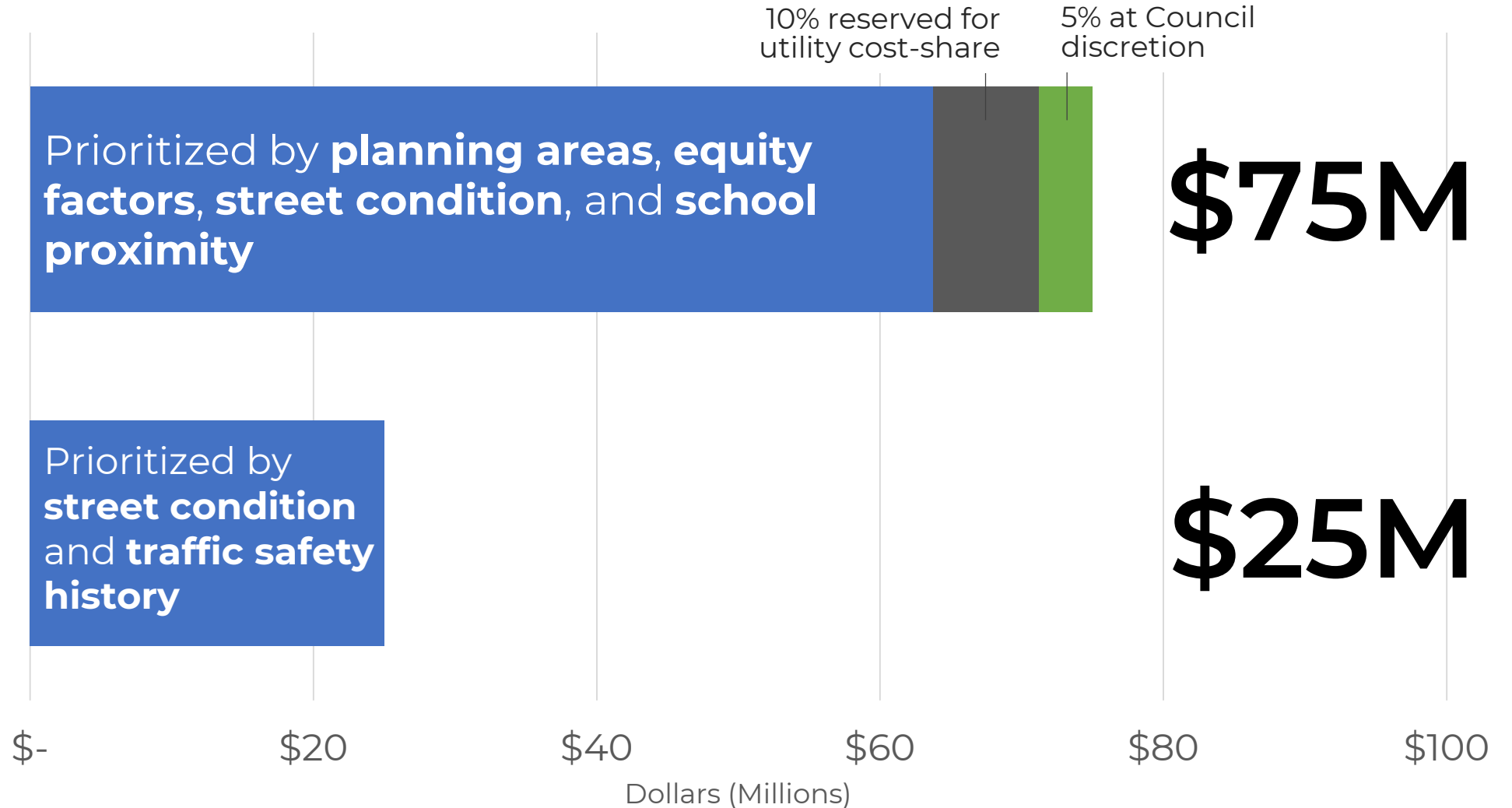
Prioritized by **planning areas, equity factors, street condition, and school proximity**

**\$75M**

## Major Streets

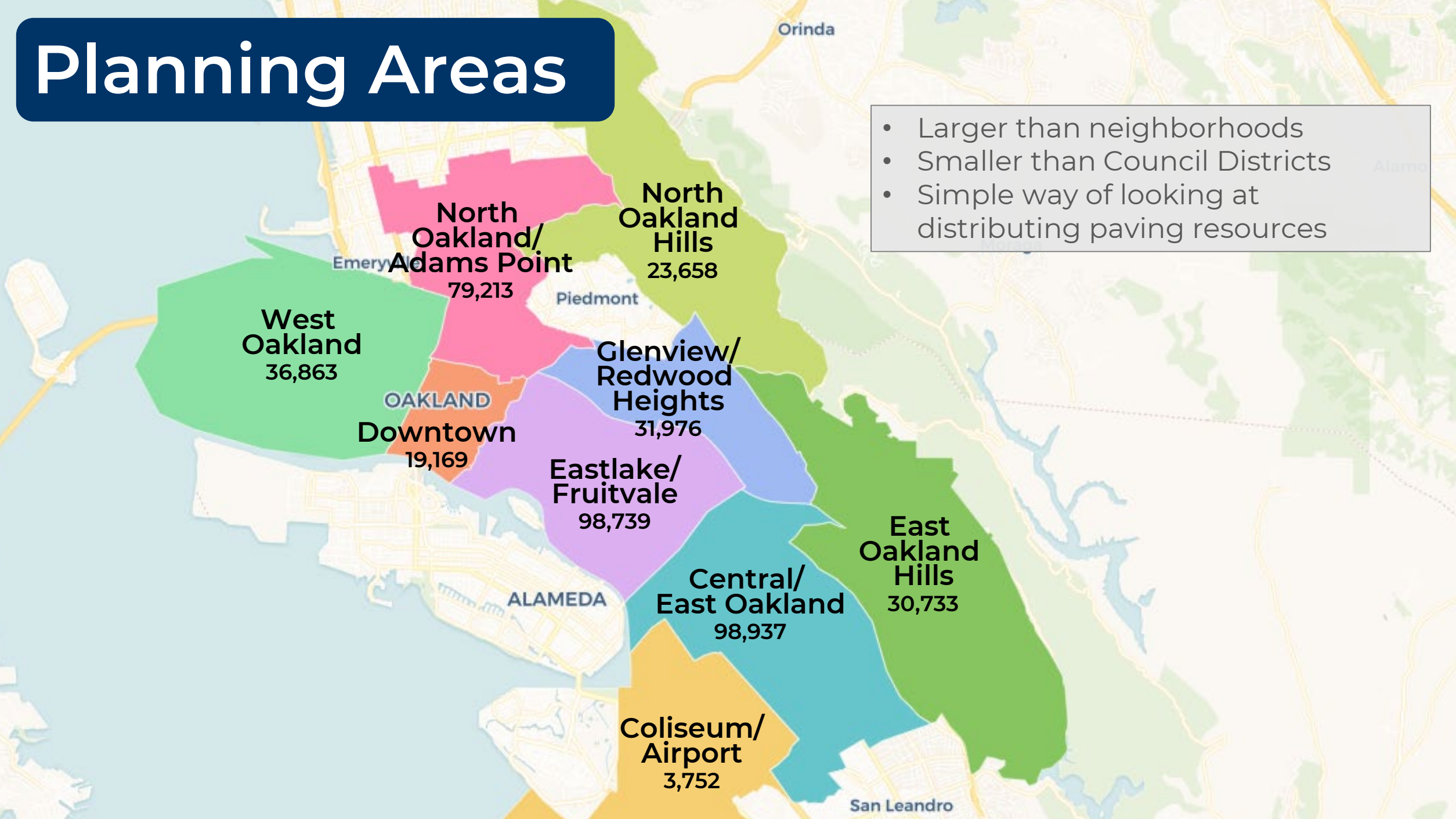
Prioritized by **street condition and traffic safety history**

**\$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%

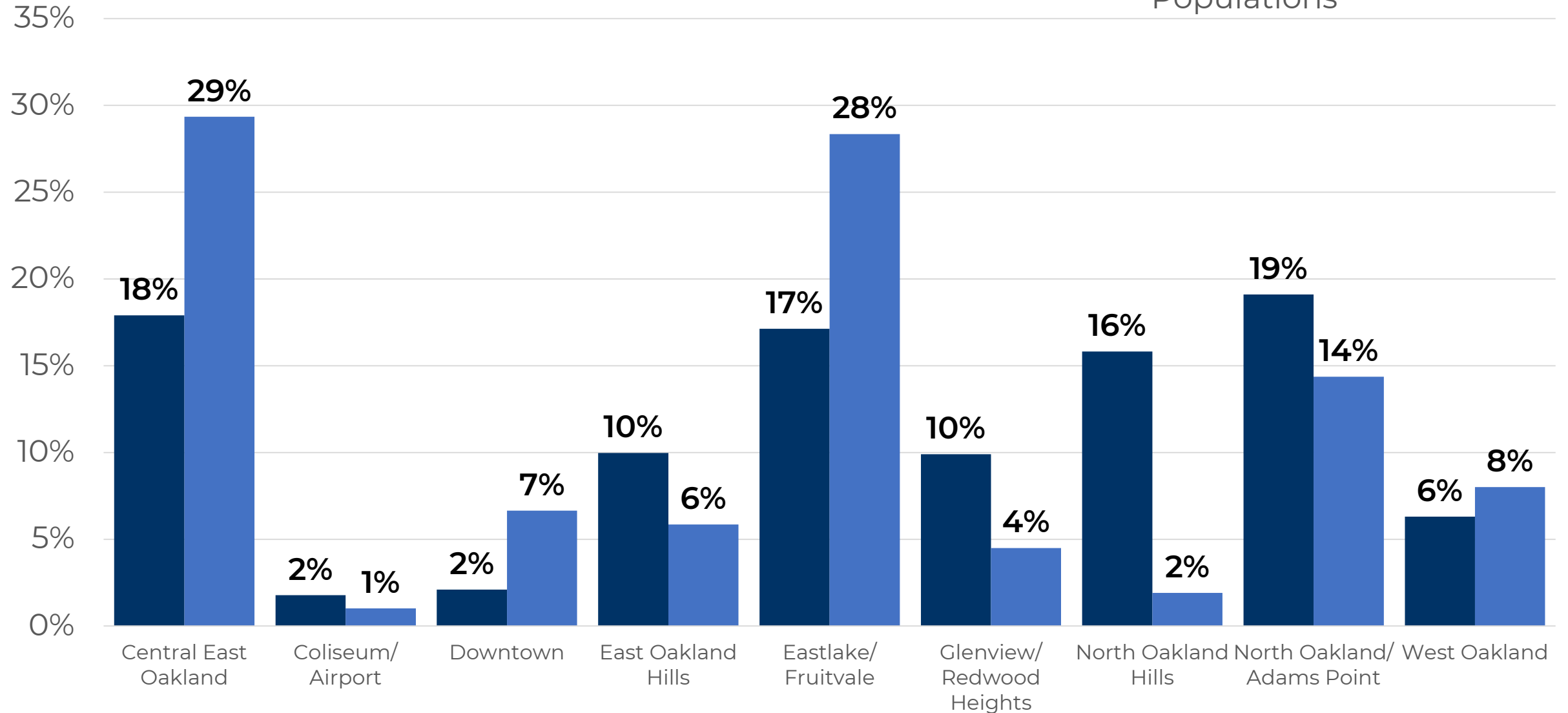
# Planning Areas

- 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

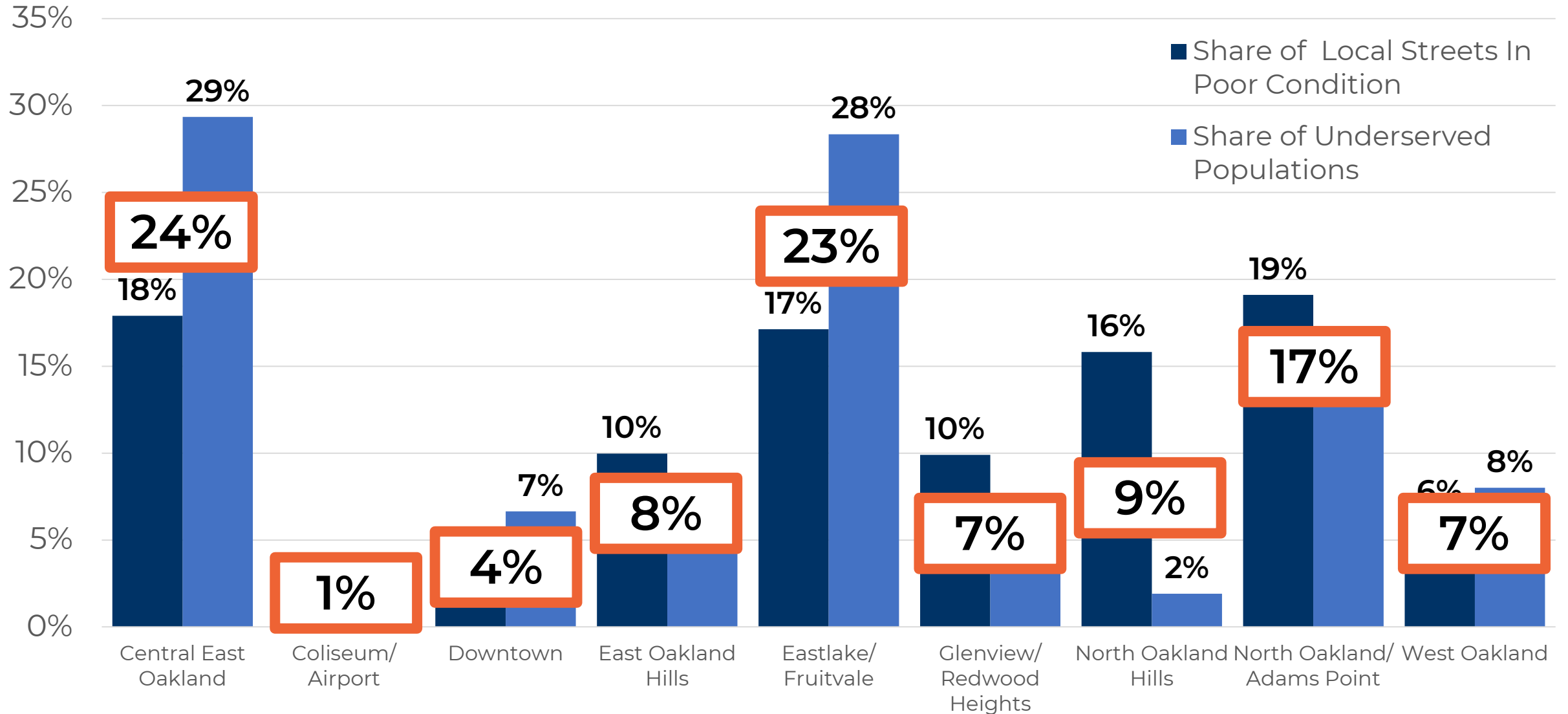
# Street Condition & Equity

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



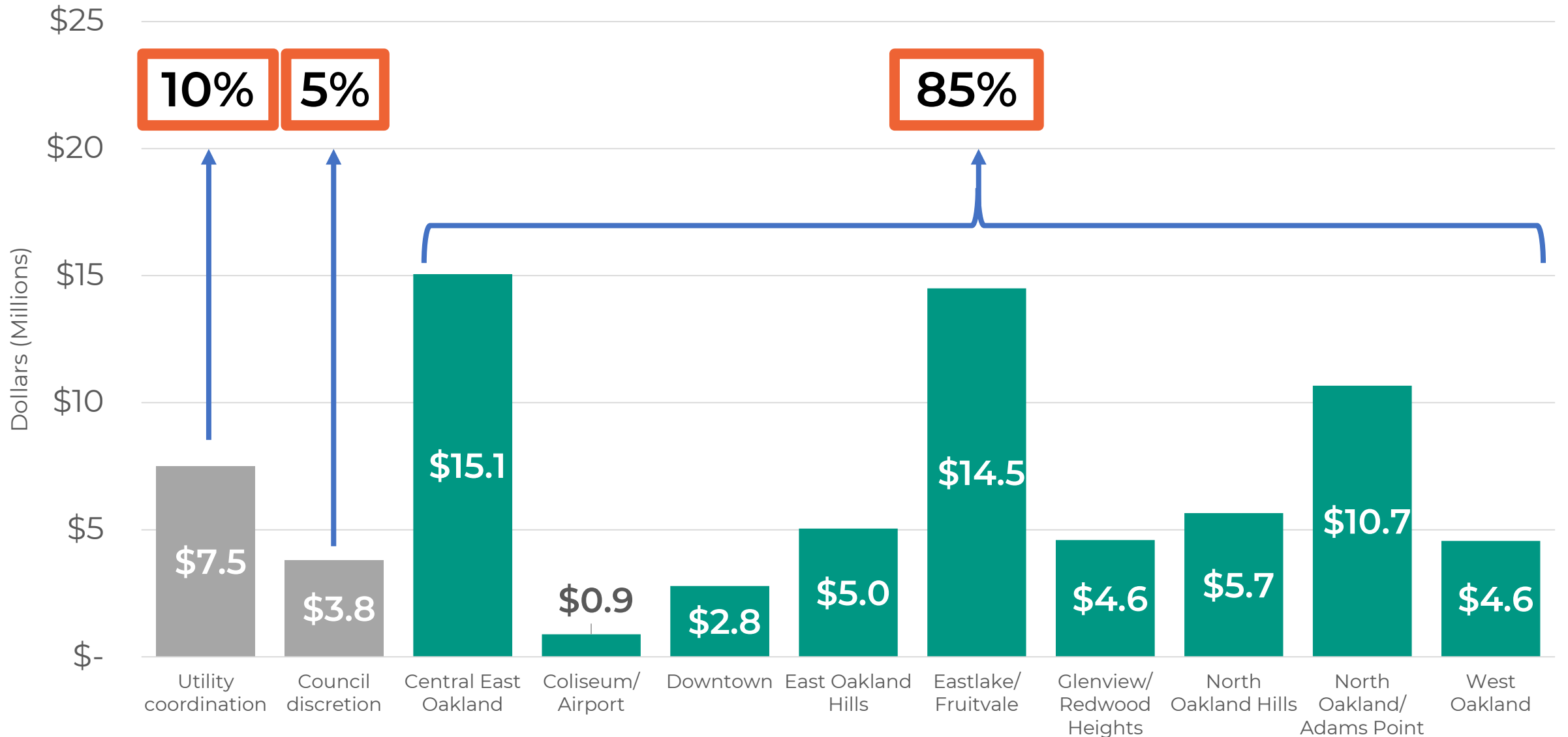
# Funding By Planning Area

- 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

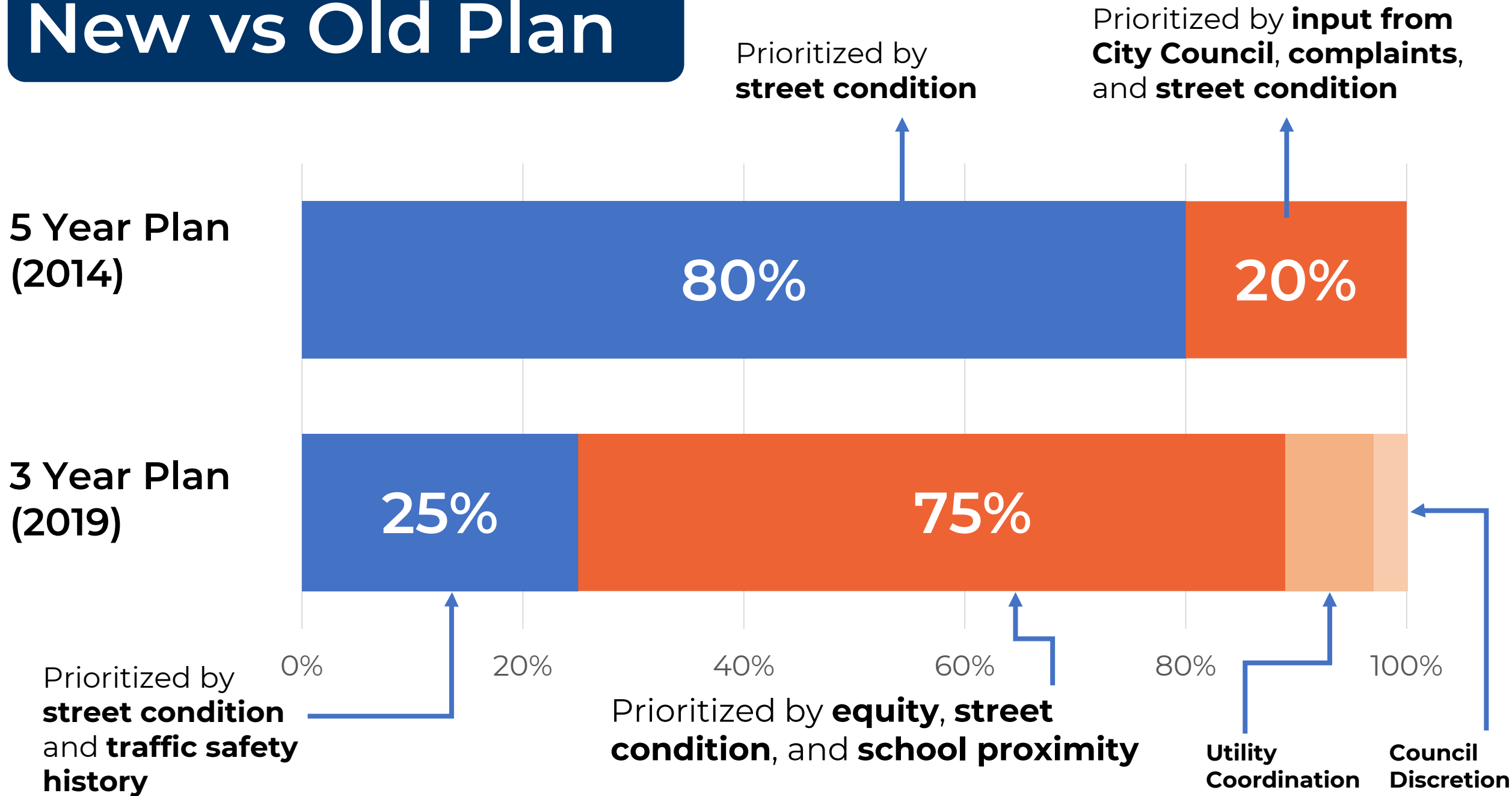


50

## 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



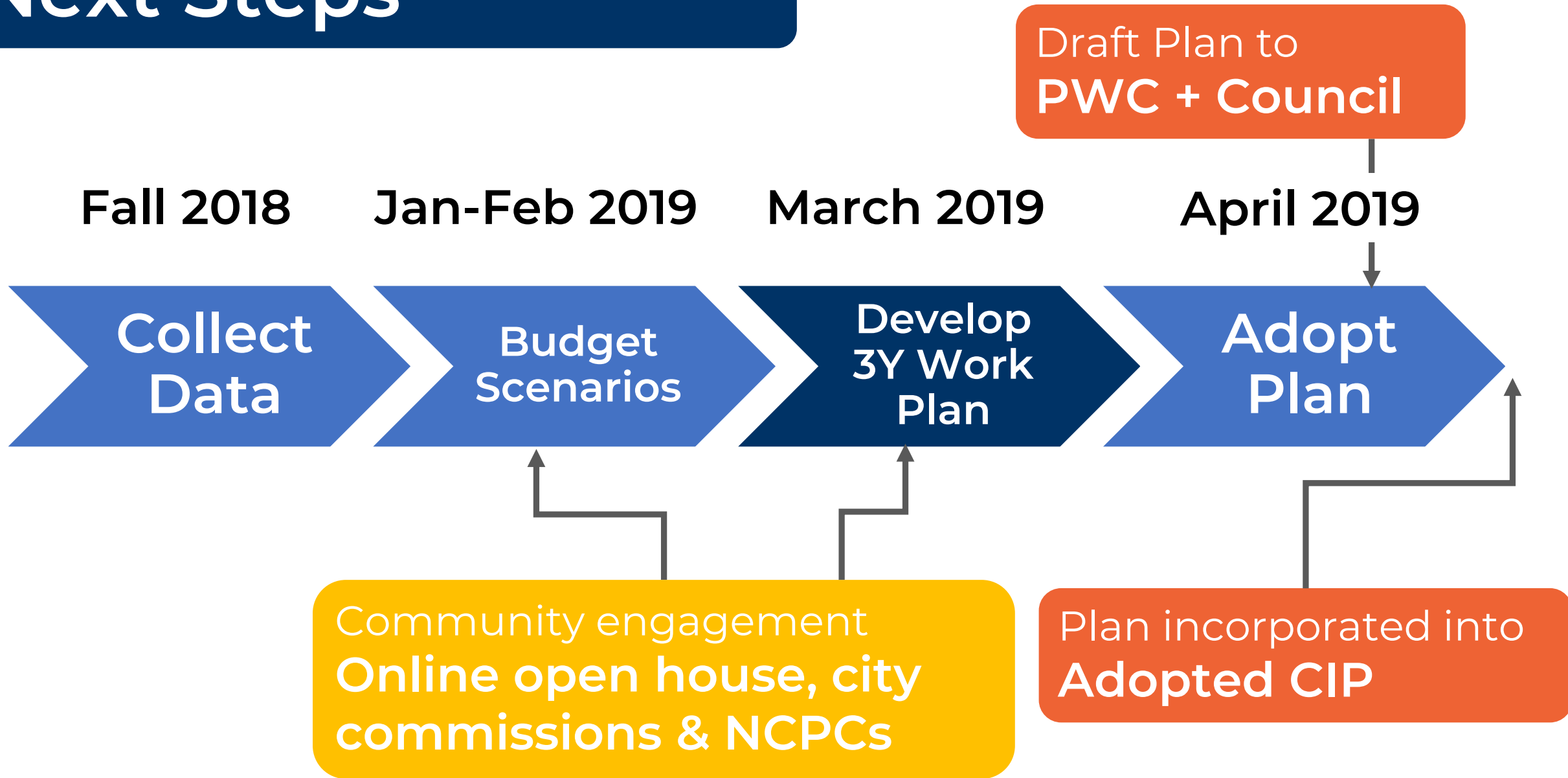
## Major Changes

- 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