

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

# 3YP Update + Next Paving Plan

# 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

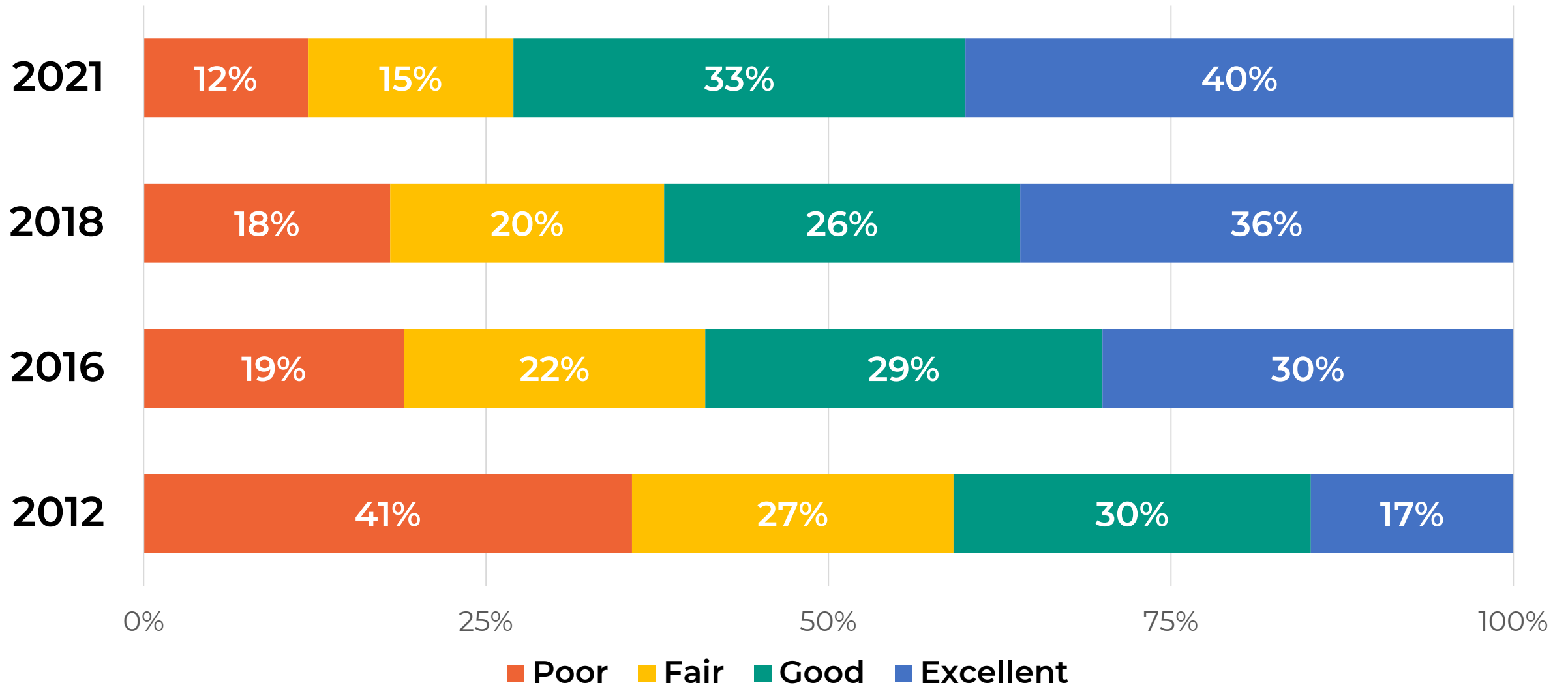
Good

Brand  
New

# Current Conditions

## Major Streets Continue to Improve

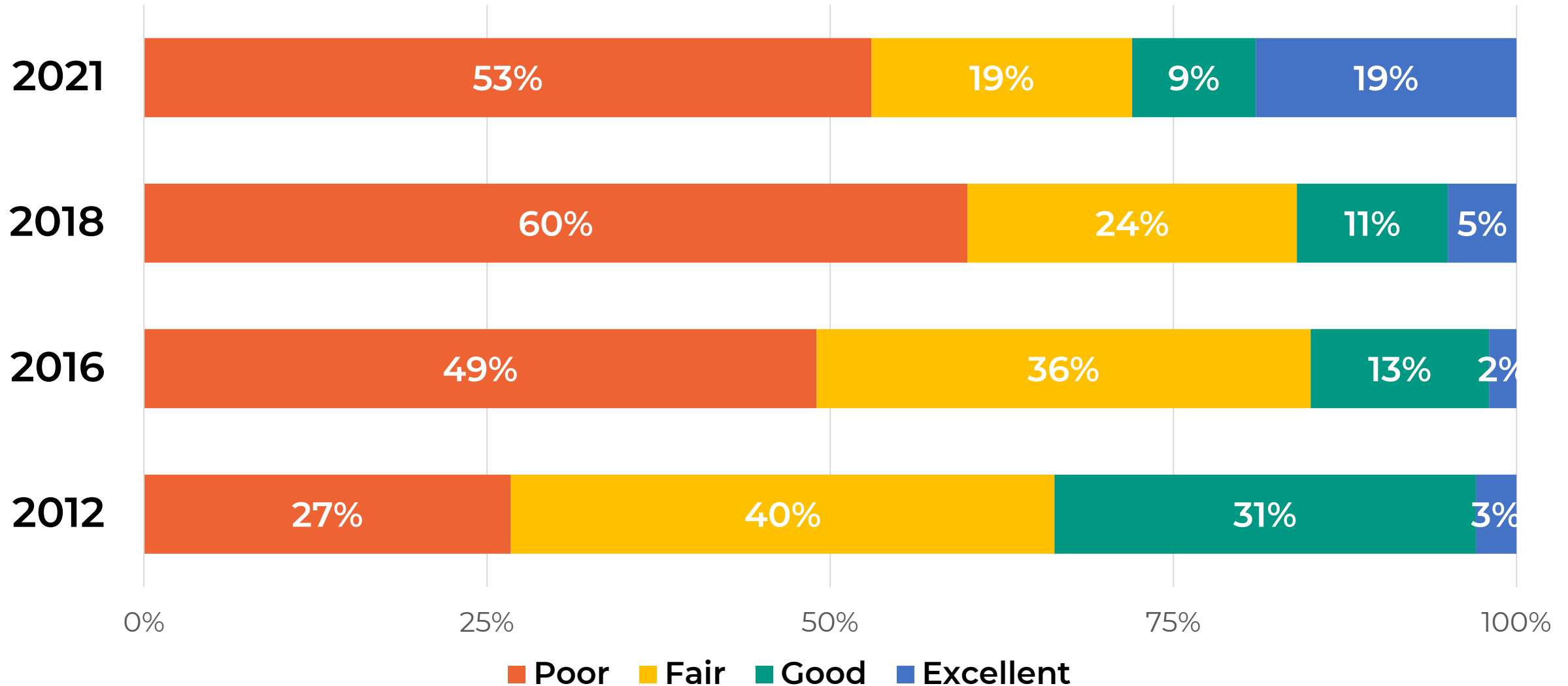
- Nearly  $\frac{3}{4}$  of major streets are in good or excellent condition
- Examples: MacArthur Blvd, Telegraph Ave



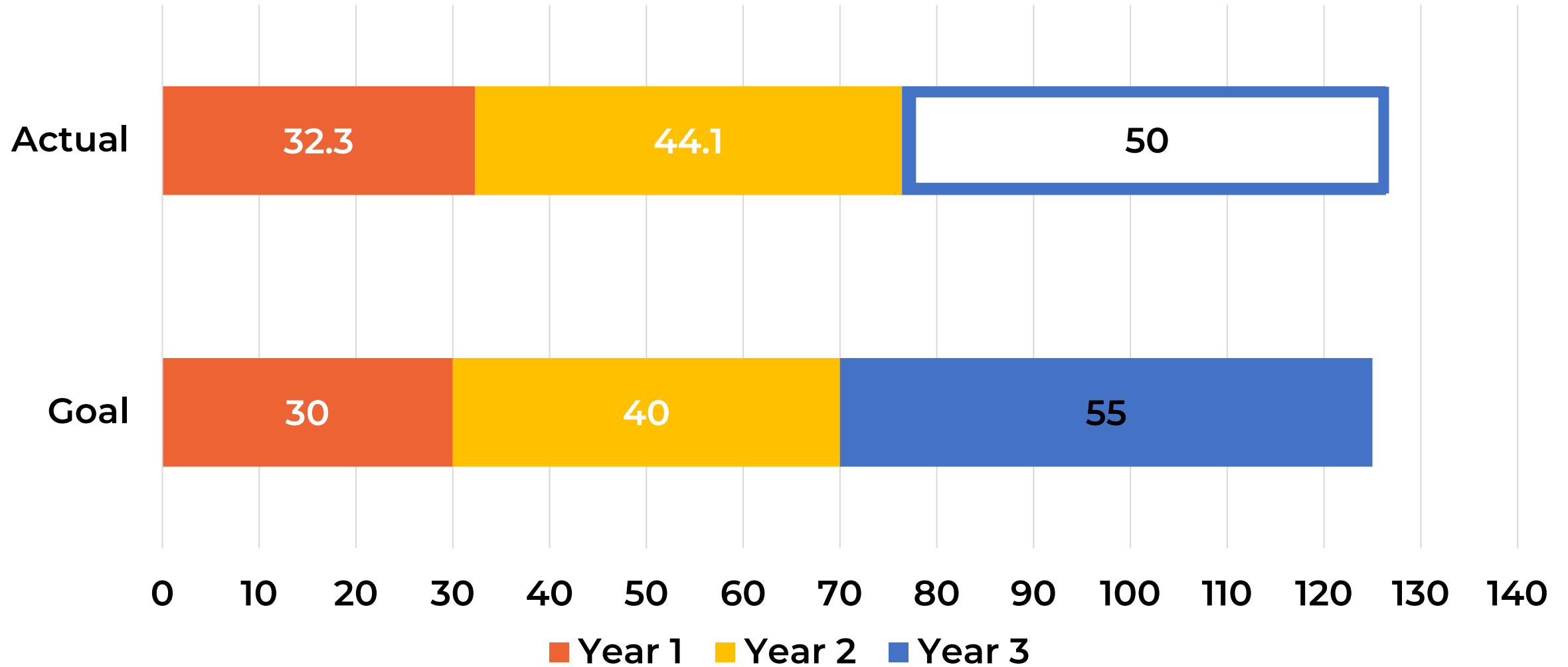
# Current Conditions

## Local Streets Turned the Corner

- A quarter of local streets are now in Good or Excellent condition
- Reduction in share of streets in poor condition for the first time in 10 years



# 2019 3-Year Plan Exceeded Goals



# Evaluating the 2019 3-Year Plan

## THE BAY LINK

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area  
Governments

HOME

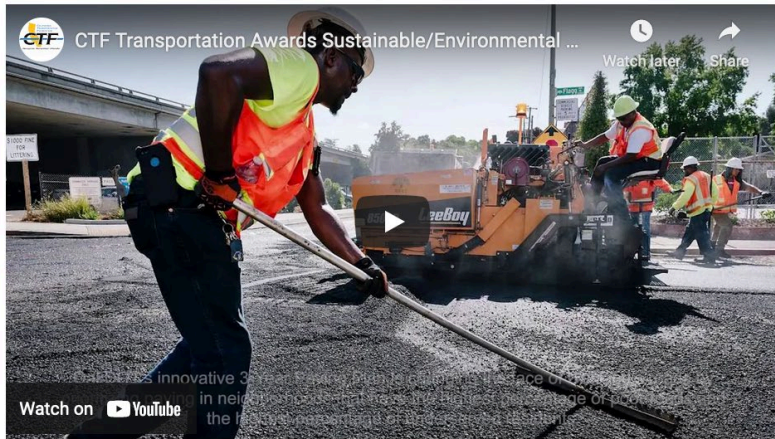
ABOUT

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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INFRASTRUCTURE

EQUITY IN URBAN IMPROVEMENTS: OAKLAND'S G...

## Equity in Urban Improvements: Oakland's Great Pave



BY BETSY GARDNER • JULY 15, 2021

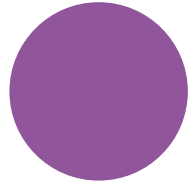
Oakland, California has long fought against gentrification, and for racial equity, but it has rapidly become **one of the most gentrified areas of the country**, with limited housing availability and a high cost of living. These changes have **particularly impacted folks of color in the city**, an issue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





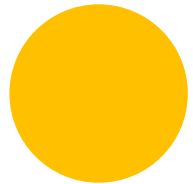
# 2022 Paving Plan



Develop **5 year street list** and **10-year capital plan** to improve and maintain Oakland's streets



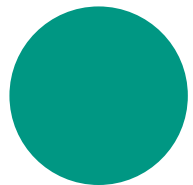
Deliver **\$300M+ in paving construction**



**Rehabilitate and maintain local streets** to improve neighborhood quality of life



**Identify staffing and capital facilities** needs to sustain long-term in-house program



**Anticipate a second bond measure** and identify consequences of failed measure

300M

## Major Streets

75M

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

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

PCI Goal

72



75

## Local Streets

225M

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

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

PCI Goal

50



61

# Proposed Priorities

## Local Streets

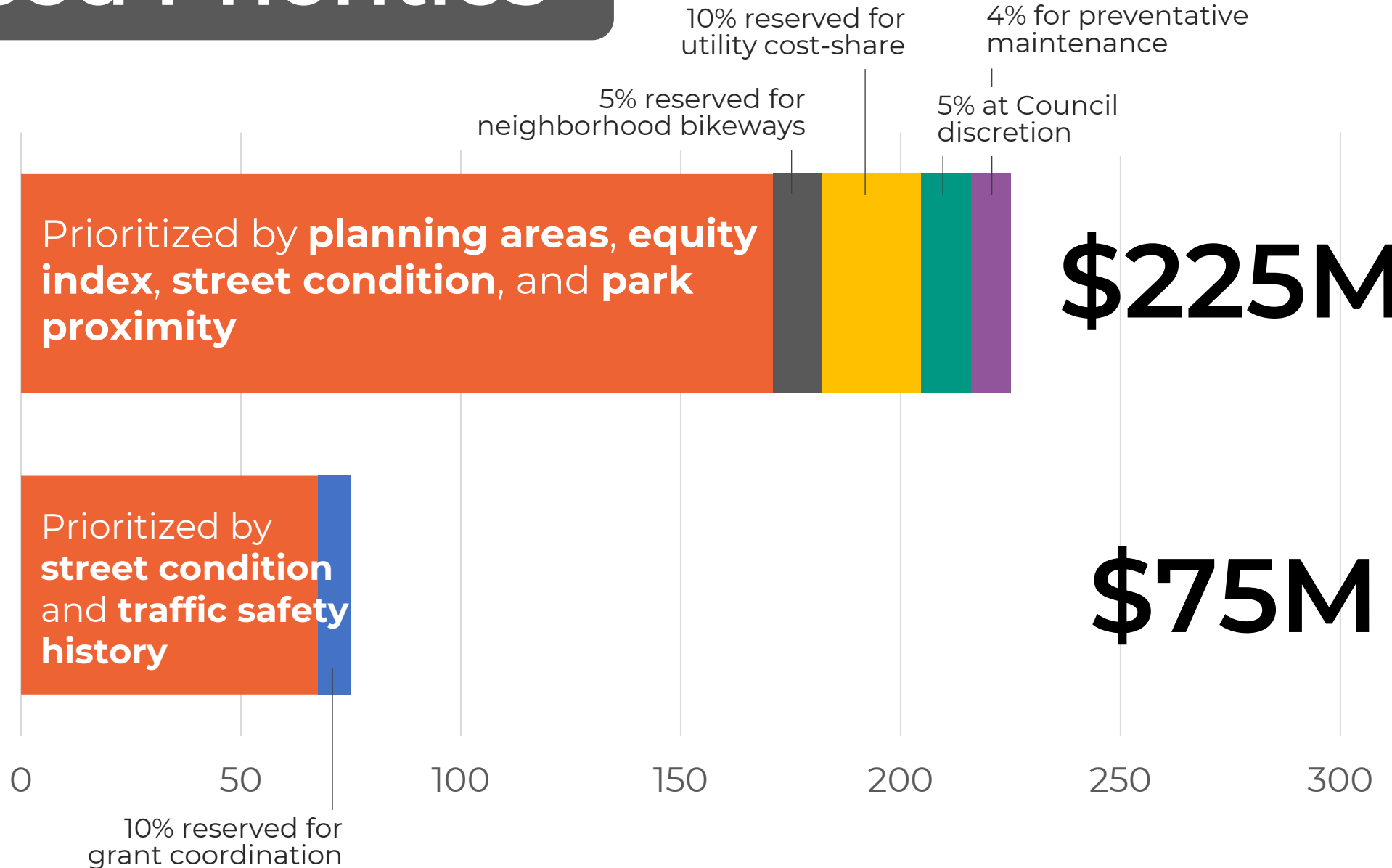
Prioritized by **planning areas, equity index, street condition, and park proximity**

**\$225M**

## Major Streets

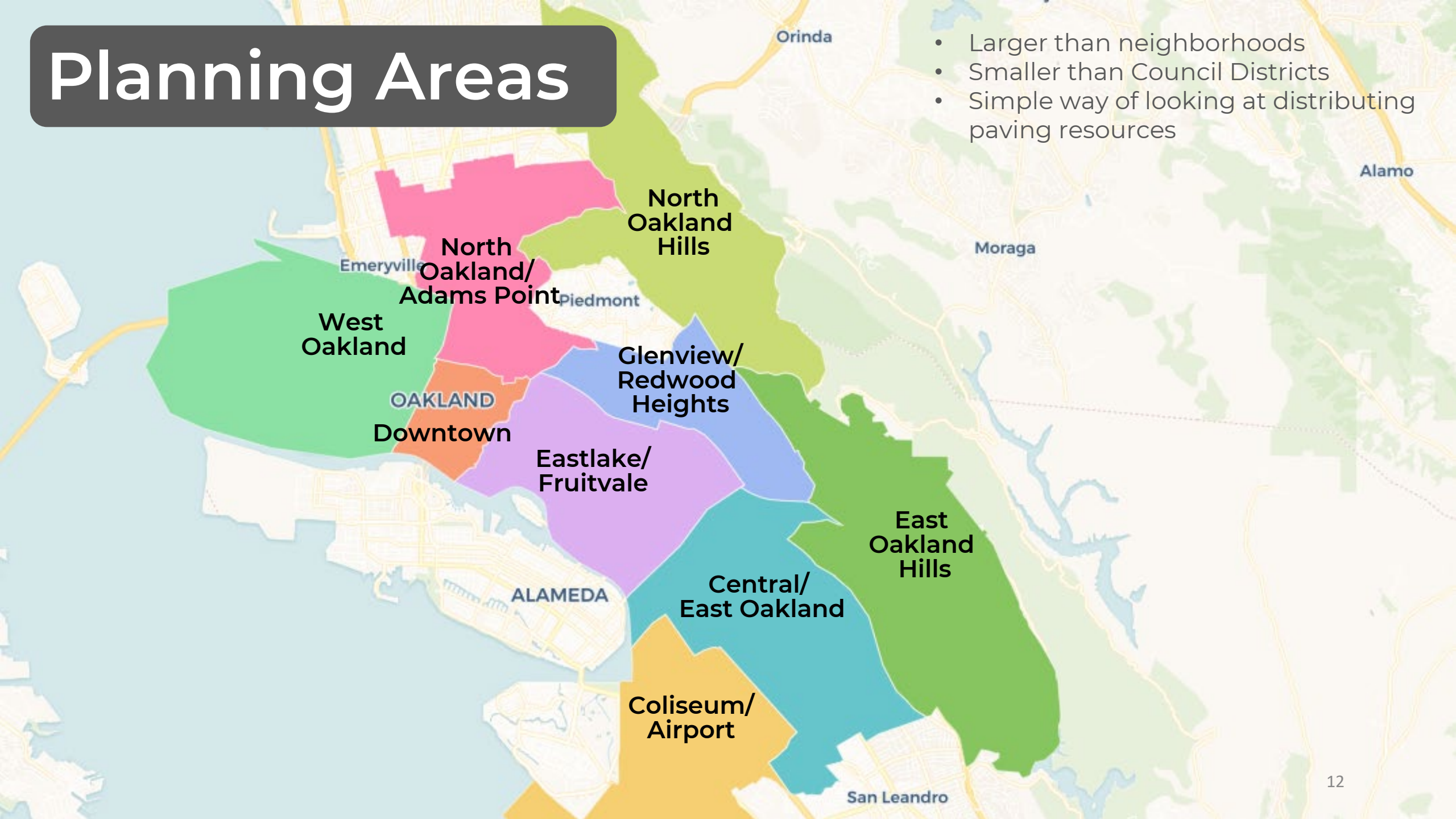
Prioritized by **street condition and traffic safety history**

**\$75M**



# 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	101,611	165	\$54k	1.3%	93%	48%
Coliseum / Airport	4,687	20	\$47k	2.1%	98%	51%
Downtown	19,410	40	\$57k	1.2%	75%	49%
East Oakland Hills	31,704	98	\$101k	5.1%	72%	26%
Eastlake / Fruitvale	100,503	134	\$50k	2.1%	83%	46%
Glenview/Redwood Heights	31,911	78	\$122k	4.7%	47%	18%
North Oakland Hills	24,950	110	\$191k	7.6%	31%	11%
North Oakland / Adams Point	81,976	126	\$83k	2.1%	48%	29%
West Oakland	27,641	60	\$58k	2.1%	74%	48%
Citywide	424,393	830	\$66k	3.2%	71%	37%

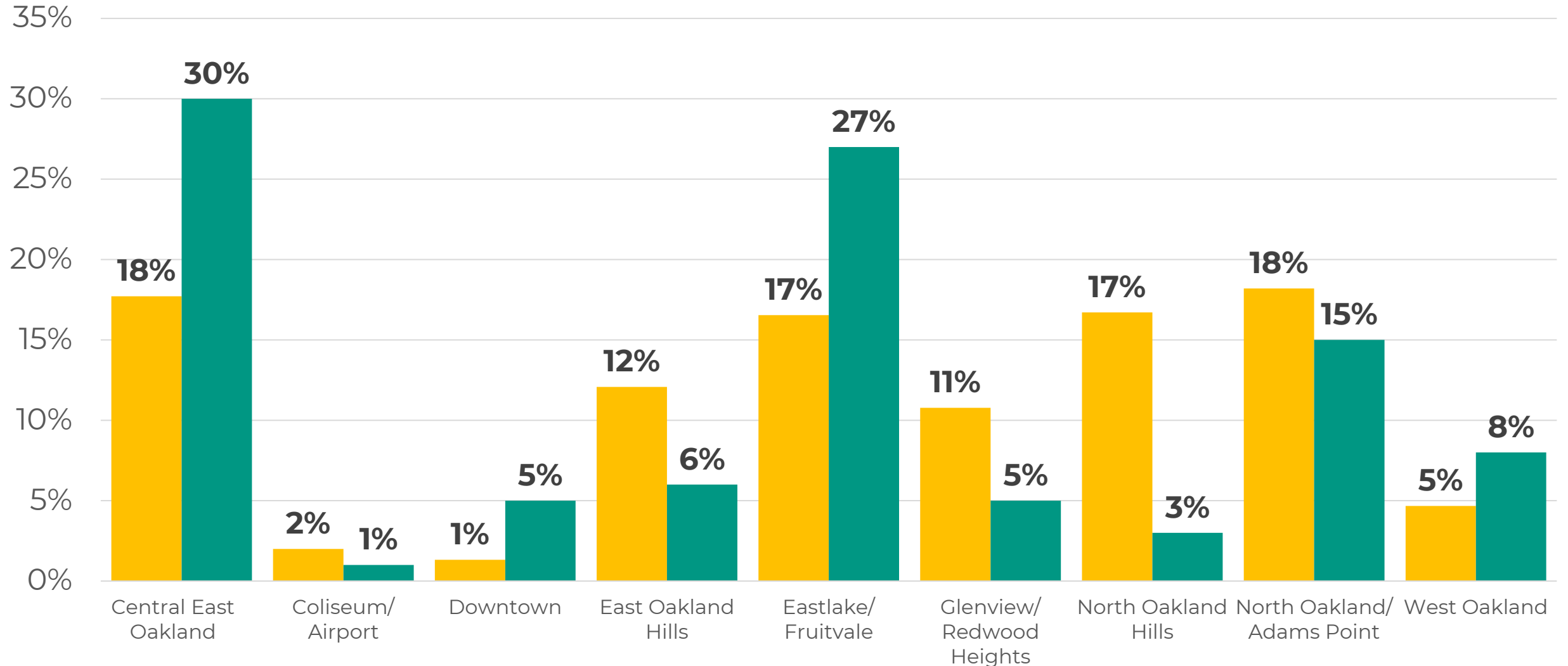
# Planning Areas

- 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	101,611	30%	18%	51	1,452
Coliseum / Airport	4,687	1%	2%	49	670
Downtown	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
Citywide	424,393			52	1,156

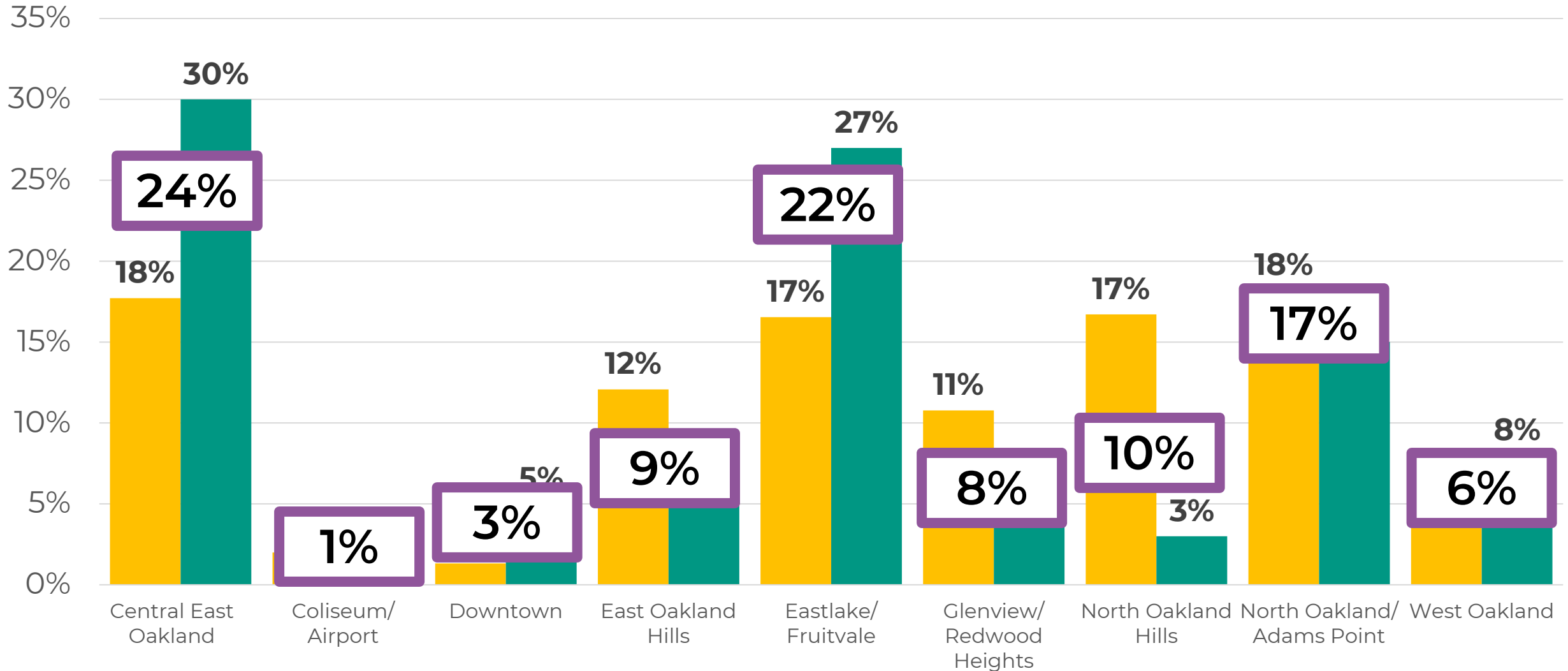
# Street Condition & Equity

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



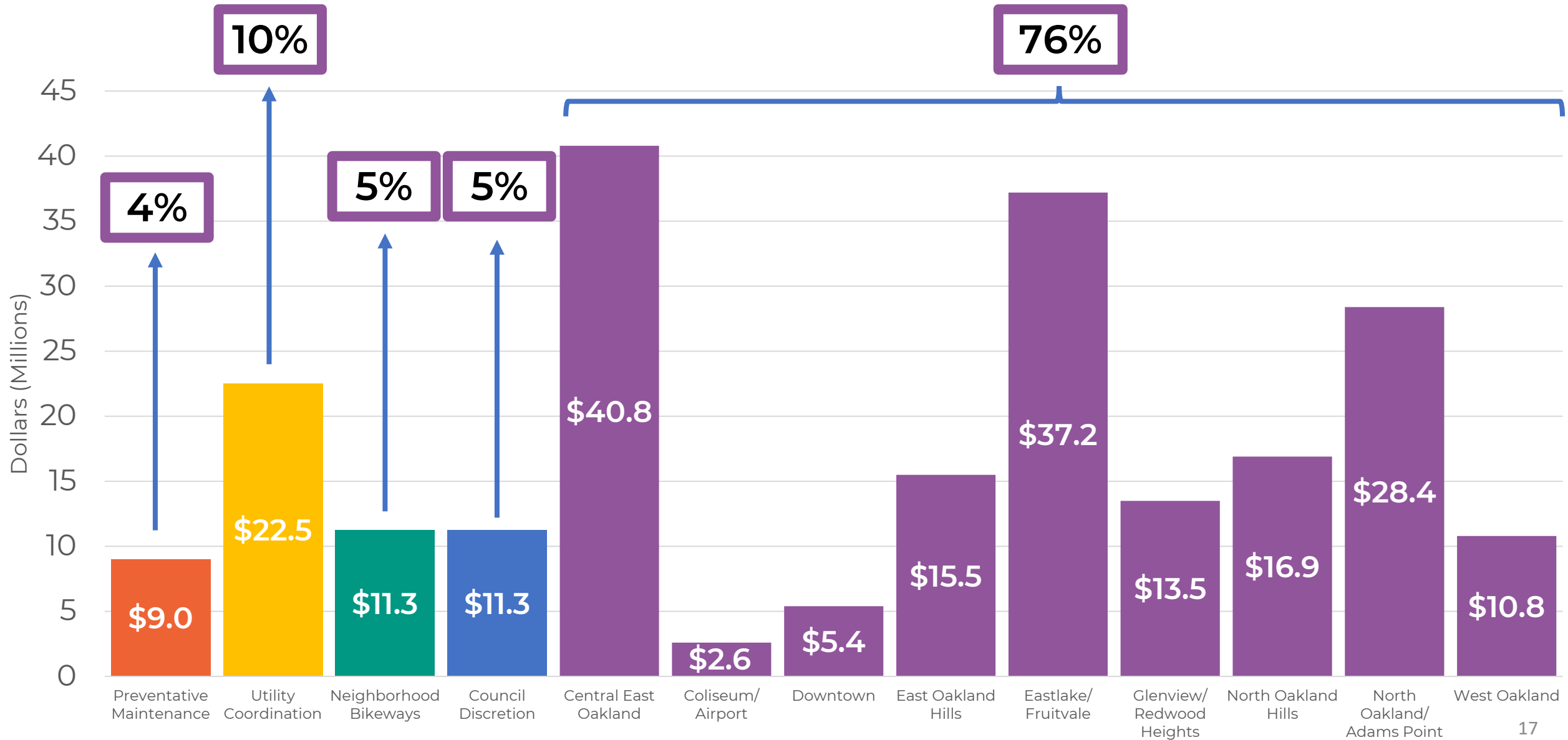
# Funding By Planning Area

- 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

225M

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

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

PCI Goal

50



61

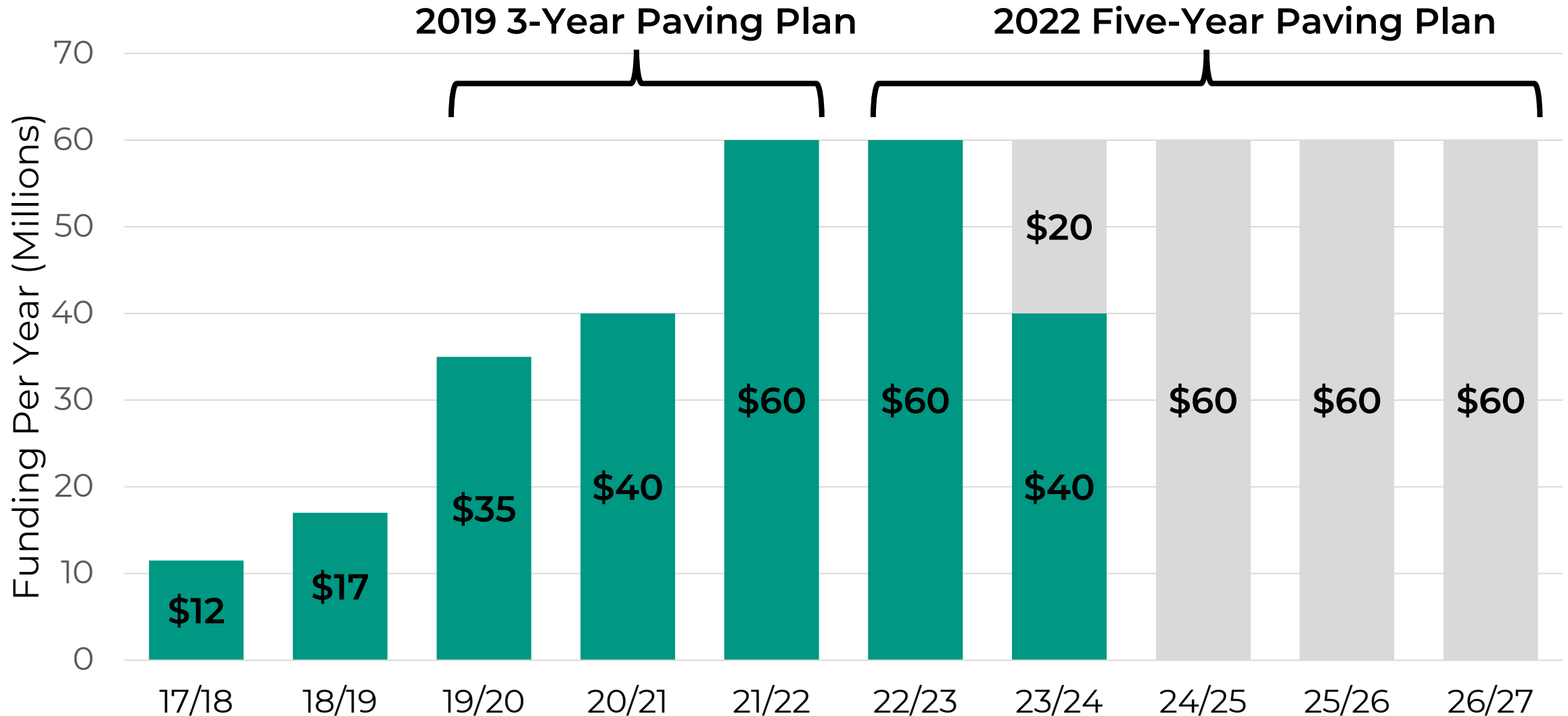
## How We Prioritized Local Streets:

- Use the dollar amount by planning area
- Estimate cost of all streets
- Add streets in poor condition near parks
- Add streets in poor condition until dollar target is met
- **Reserve 4% of program budget for local streets preventative maintenance**

# Plan Funding

## Takeaway:

- 2016 Measure KK Bond only partially funds this plan
- New bond measure or extension of Measure KK needed to complete majority of 2022 5YP



# Plan Timeline

(2021 Data  
Public Release)

Draft Plan to  
PWC + Council

