2019 UCLA Lake Arrowhead Symposium: Routes to Opportunity

Paving Equity in the Streets

Oakland Department of Transportation (OakDOT)

Ryan Russo, Director



WELCOME TO OAKLAND

POP. 420,005

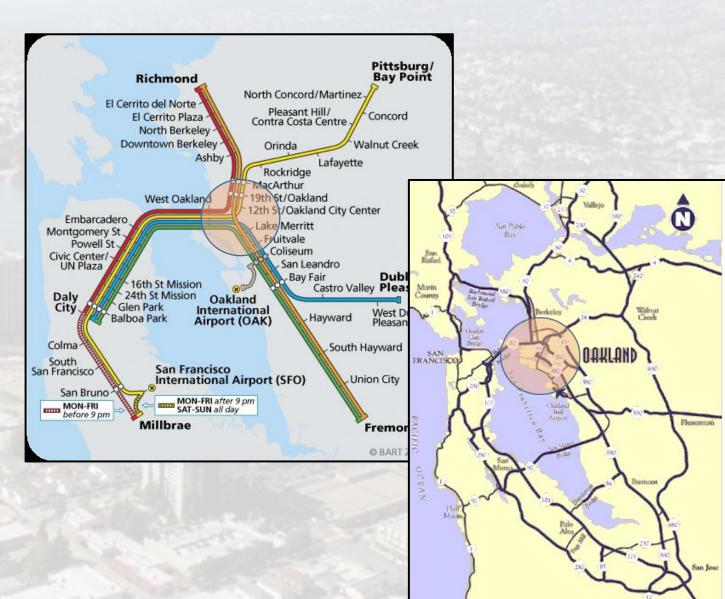
ELEV. 42 FEET



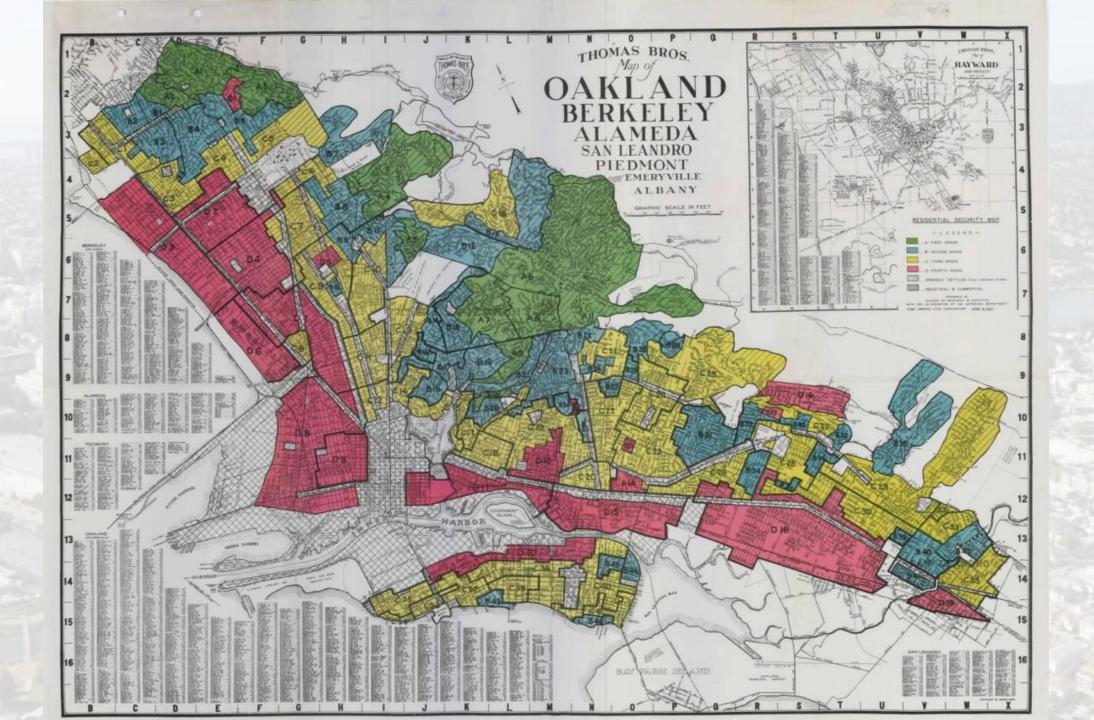
Oakland, Regional Transportation

The "Hub"

- BART, AC Transit, Amtrak
- Freeways
- Seaport
- Airport

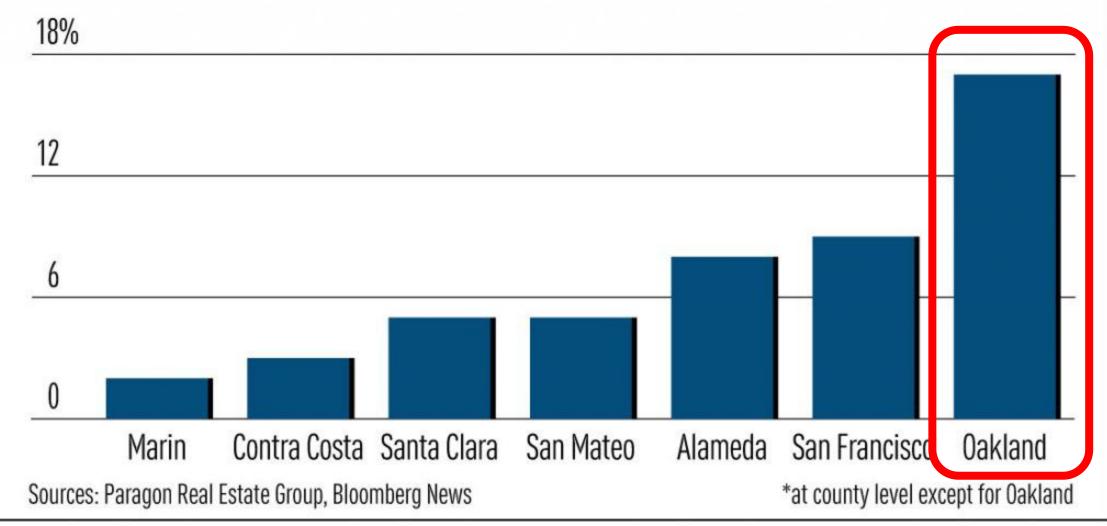






Overbidding On Oakland

Of homes sold without price reductions in Q2, Oakland's led Bay Area markets* by selling at an average of 17% over asking price











City of Oakland
Department of Transportation
Strategic Plan



4 Goal Areas

37 Goals

98 Strategies

218 Initial Benchmarks and flexibility

This plan establishes the following goals for OakDOT

Equitable Jobs and Housing

- 1. Adopt equitable transportation decision-making frameworks for planning and project development
- Plan and distribute paving program resources based on equity, road condition and safety metrics
- 3. Lower transportation costs for Oaklanders
- Provide staff with knowledge, skills, abilities and resources to implement equity and community engagement goals and deliver equity outcomes across transportation projects, programs and services
- Improve access to jobs, education, training and needed services
- 6. Enhance use of data to guide equitable mobility and infrastructure investments

Holistic Community Safety

- 1. Adopt a Vision Zero policy and pledge to eliminate traffic injuries and fatalities
- Inform safe designs and infrastructure decisions with data and analysis
- Incorporate safe and Complete Street designs into the design process
- 4. Ensure safe design standards are available and accessible to all
- 5. Establish request and criteria-based programs for targeted pedestrian safety enhancements
- Enhance signal operations for greater safety, efficiency and flexibility
- Review speed limits to support safe travel on our roadways
- 8. Provide safe access to all Oakland schools
- Make Oaklanders feel safe walking and waiting for the bus at all times of day or night

Vibrant Sustainable Infrastructure

- 1. Bring Oakland's streets into a state of good repair
- Plan and develop capital projects in an equitable, timely, efficient and coordinated manner
- 3. Make walking safe and delightful
- 4. Achieve full ADA public right-of-way compliance
- Improve the quality and completeness of Oakland's bikeway network
- 6. Expand access to shared mobility services
- Strengthen Oakland's economy through improved goods movement, while reducing negative health and safety outcomes in our neighborhoods
- 8. Create Complete Streets corridor program
- 9. Plan and implement fast, frequent and reliable transit
- 10. Improve asset management
- 11. Coordinate land use with transportation planning
- 12. Green Oakland's streets to improve air and water quality
- Improve transportation choices and minimize parking demand, congestion and pollution
- 14. Manage public parking to balance the diverse needs of Oakland's visitors, merchants, commuters and residents
- 15. Enhance the cyclist and pedestrian realm with affordable, energy efficient lighting
- 16. Integrate art and playfulness into infrastructure

Responsive Trustworthy Government

- Make OakDOT a great place to work and recruit the best employees
- 2. Make the City of Oakland a preferred public agency partner
- Increase capacity to deliver projects and services by expanding pool of interested contractors
- Develop and implement a set of agency-wide community outreach and engagement protocols that promote genuine community empowerment
- 5. Expand the avenues for communication and listening between the new agency and the public
- Make data and decisions transparent and accessible to the public

OakDOT Values



Equitable Jobs and Housing



Holistic Community Safety



Vibrant Sustainable Infrastructure



Responsive Trustworthy Government

Reorienting Equity

From:

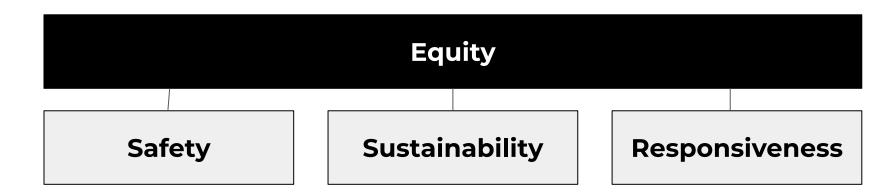
Equity

Safety

Sustainability

Responsiveness

To:



THE OAKDOT OBSERVER

VITAL WORK BEING DONE BY OUR RACE & EQUITY TEAM

Our Race and Equity Team supports the mission of the City of Oakland efforts to transform practices in City government in order to promote inclusion and full participation by a broad representation of residents, and to end racial inequity in the community and in the workplace.

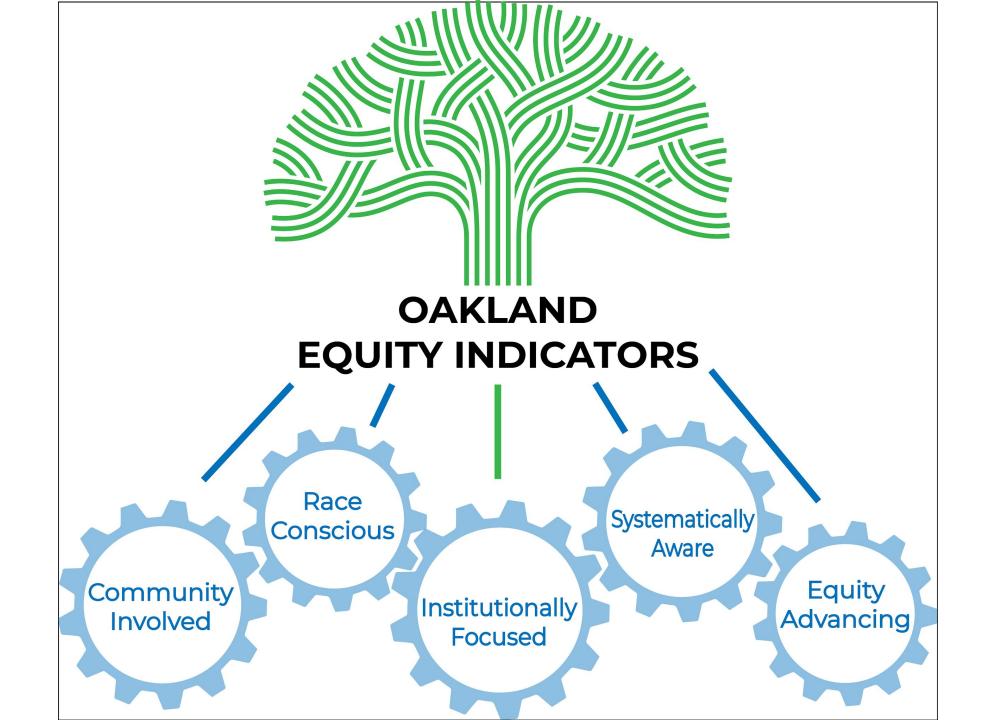
The purpose of our team is to eliminate systemic causes of racial disparity through changing our policies, programs, and practices in DOT.

Right now we are creating a charter document to plan our course of action. If you would like to be involved or just hear more about the program, please contact co-chairs Melanie Cockerham or Iris Starr. Everyone is a beginner, and everyone is welcome!



Our mission: to promote inclusion, full participation, and end racial inequality in the workplace









As San Francisco banned scooter use, Oakland embraced the two-wheelers



Rachel Swan | Sep. 1, 2018 | Updated: Sep. 2, 2018 11:51 a.m.



Stolen, burned, tossed in the lake: escooters face vandals' wrath

Environmentalists raise concern as Lime and Bird vehicles pile up in California lake



ess • News

E-scooter companies to pay to operate in Oakland











LET'S © OAKLAND

2019 OAKLAND BIKE PLAN



City of Oakland

Department of Transportation

New Approach

 A representative survey to learn about Oaklanders' experience biking



• A race and equity framework to guide plan analysis, plan recommendations, and engagement



 New engagement strategies: partnering with community-based organizations

to reach underrepresented Oaklanders, host community workshops and help guide the plan recommendations

 New outreach strategies: extensive use of digital engagement tools + in person mobile workshops to meet people where they're at, including across the City









Prioritizing a High Injury Network 13 24 Macarthur Blvd Macarthur Blvd International Blvd **Multimodal High Injury Network** Oak DOT High-Injury Intersections 2018 Multimodal HIN Community of Concern (2018 Census Tracts)



Harrison Street
Safety Improvement Project
2017

Before

Prioritizing Traffic Safety Investigations

Vulnerable Population



Proximity to Schools

Equity



Minority-majority areas, low-income households, limited English, zero car households, etc. Traffic Collisions



Areas with a history of severe injuries and fatalities



Citywide Prioritization Factors

Citywide Capital Prioritization Factors and Weighting

Equity: Investment in Underserved Oakland (16 pts.)

Environment:

Sustainability (11 pts.)

Shovel Ready:

Project Readiness (5 pts.)



Health & Safety (16 pts.)

Improvement:

Level and Quality of Service (8 pts.)

Collaboration:

Multiple Asset Category Benefits/ Collaborative Opportunities (8 pts.)

Economy:

Community Investment and Economic Prosperity (13 pts.)

Conditions (13 pts.)

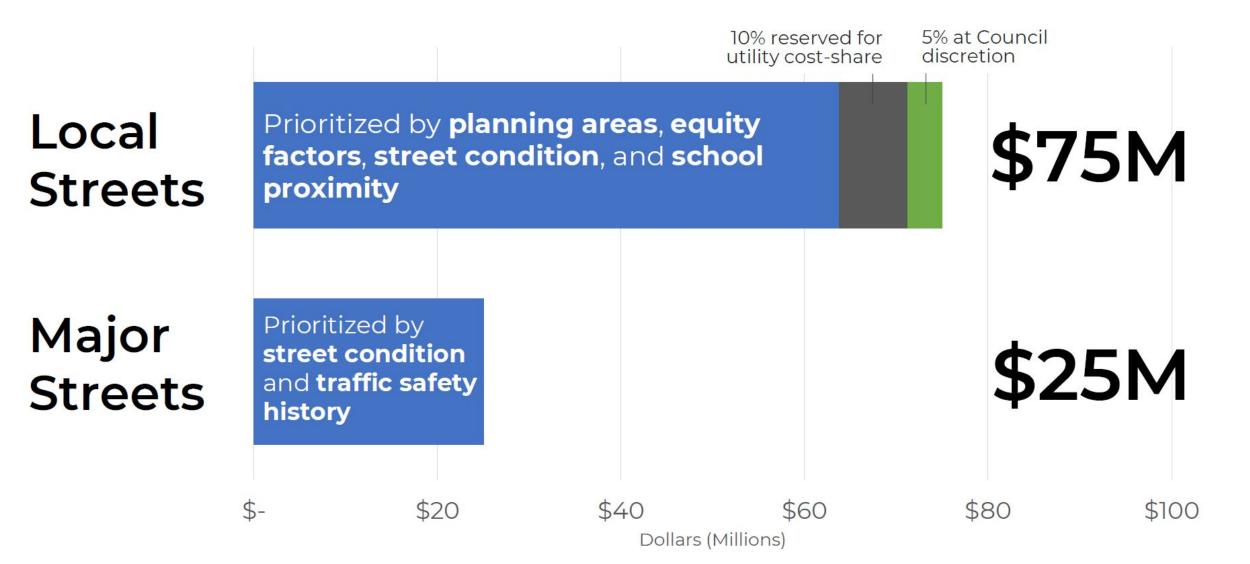
Required Work:

Regulatory Mandate (10 pts.)



Proposed Priorities

- Use street condition, equity, and safety to prioritize
- Utility cost-share means more streets can be fully repaved after utility construction.



Planning Areas





- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources

Coliseum/ Airport 3,752

Orinda

San Leandro

East Oakland

Hills

30,733

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

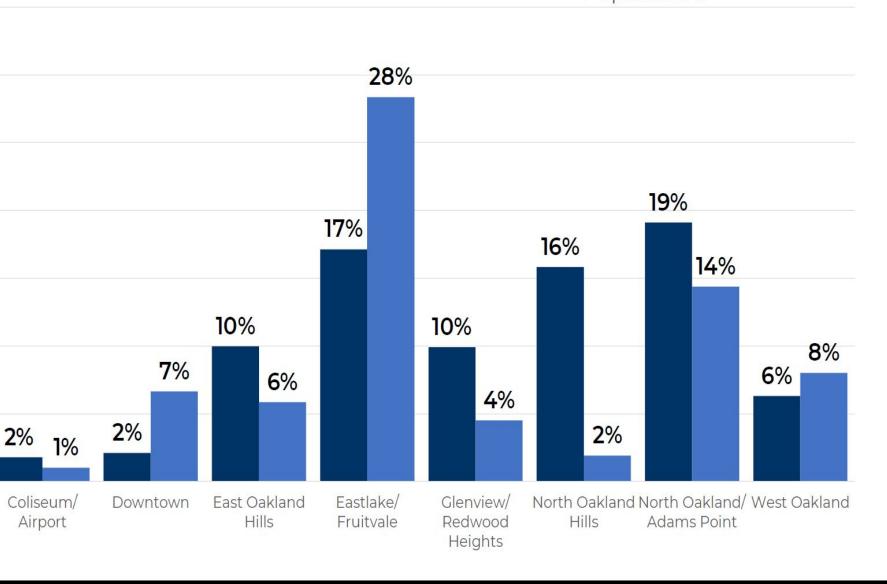
 Use Planning Areas to identify Local Streets needs based on street condition, population density, and equity factors.

	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

Condition & Equity

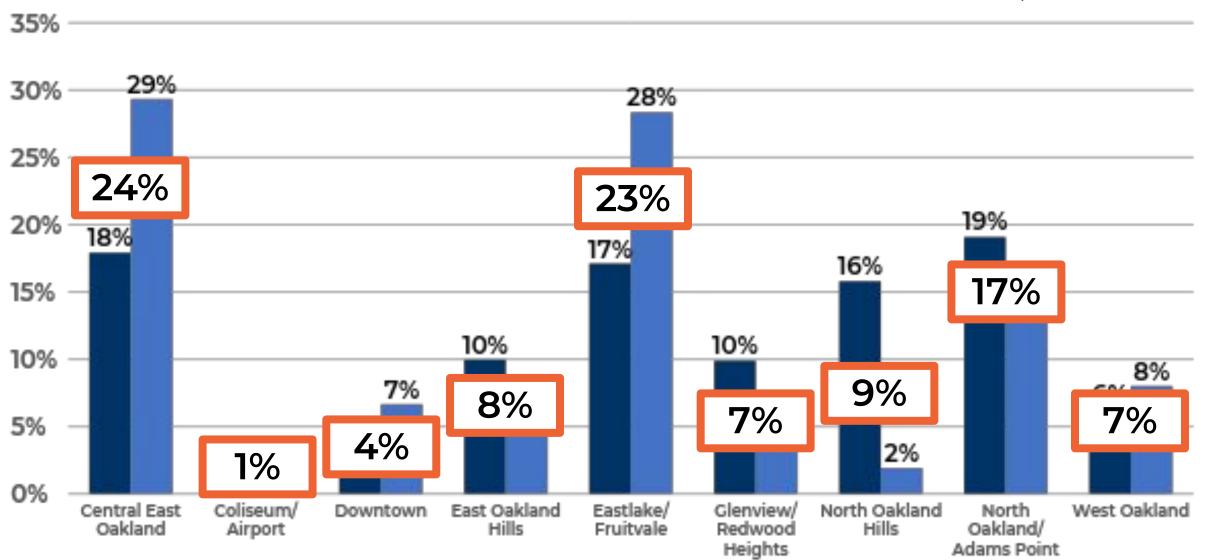
Poor Condition

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



Local Streets Prioritization

Local Streets



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

Prioritize individual streets by street condition and school proximity

PCI (46) → (50

How We Prioritized Local Streets:

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

LOCAL // BAY AREA & STATE

Oakland hills residents break an axle over city's \$100 million pothole plan





Oakland resident Chris Johnson questions Oakland staff at a public hearing on the city's pothole plan.

Photo: Brittany Hosea-Small / Special to The Chronicle

Oakland finally has money to take care of a problem that residents complain about, whether they live in the hills of Montclair or the flatlands



rattered roadways is already facing resistance. That's because officials plan to shift a larger portion of the city's infrastructure bond money to low-income neighborhoods such as Fruitvale and deep East Oakland, where residents have long felt ignored by City Hall. The wealthier, less populous hills would get a smaller share.

Some hills residents are furious.

"I feel that monetarily it's horribly unfair we're paying 500 percent more in taxes and only getting 10 percent of the money," said Dave McGuinness. He was among about a hundred attendees who packed the Berkeley Tennis Club Streets continues on A9



Above: Paving project manager Sarah Fine received hisses when she presented Oakland's plan to fix its tattered roads.

Top: Potholes are a great equalizer in the city. This one is on Park Boulevard in a mostly middle-class neighborhood.

Instability at top put pressure on PG&F

Prospect of radical re-hangs over leaderless

CAMPAIGN 2020

Harris dec in mortgag draws scri

By Joe Garofoli

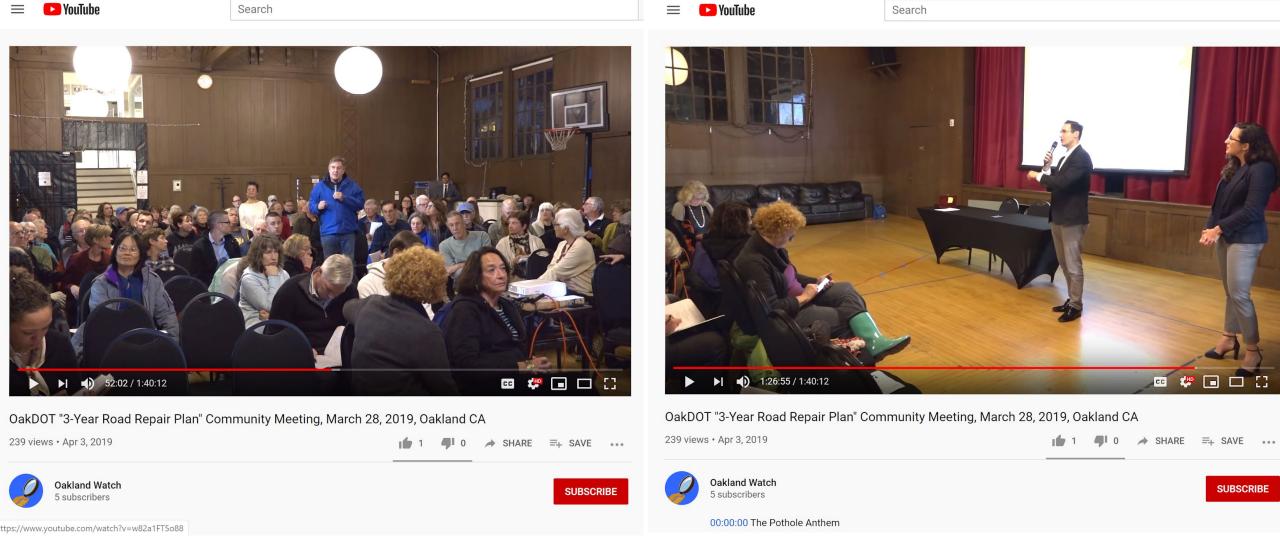
Democrats running for ing to see who can sound t business, whether their ta Silicon Valley

Sen. Kamala Harris of points to how, as state att wrestled \$20 billion from in 2012 after the housing tially walking away from institutions offered \$2 b torney general secured Wall Street after the me

But Harris rarely m that happened in 2012 OneWest, the Californ

https://www.youtube.com/watch?v=eVU-xQ_0w64

Search



Oakland pothole plan paves path to equity for lower-income areas



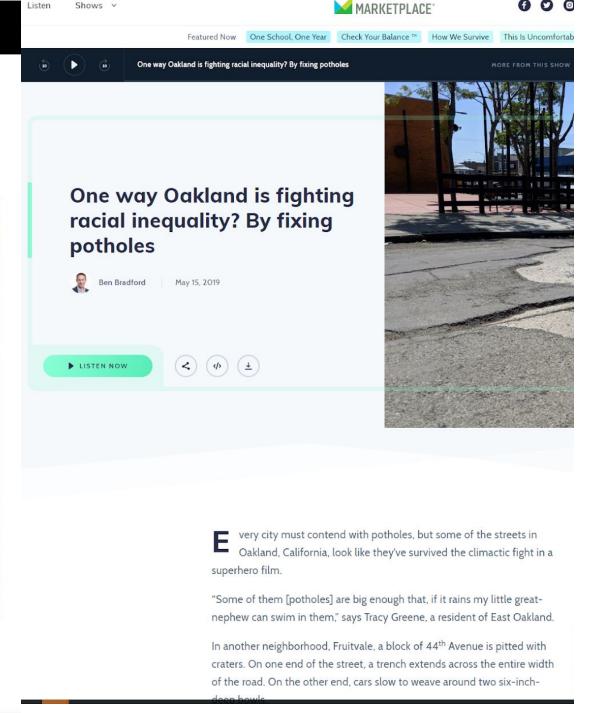
Otis R. Taylor Jr. | April 7, 2019 | Updated: April 7, 2019 4:45 p.m.



Potholes are seen on Park Blvd in Oakland, Calif. on Thursday, March 28, 2019.

Photo: Brittany Hosea-Small / Special to the Chronicle

Oakland's Department of Transportation wants to drive a larger portion of the city's infrastructure bond money to the low-income neighborhoods in the flatlands of Fast Oakland



Next Steps

