



**A'S STADIUM TRANSPORTATION
RACIAL EQUITY ASSESSMENT**

Overview



Racial Equity Goals

- Improve efficiency, reliability and reduce costs of getting around for disadvantaged populations.
- Improve health, safety, and close the gap on racial disparities in transportation access.



Disparity Analysis



Project Area has higher concentrations of disadvantaged populations

Study Areas

Communities of Concern (2016)

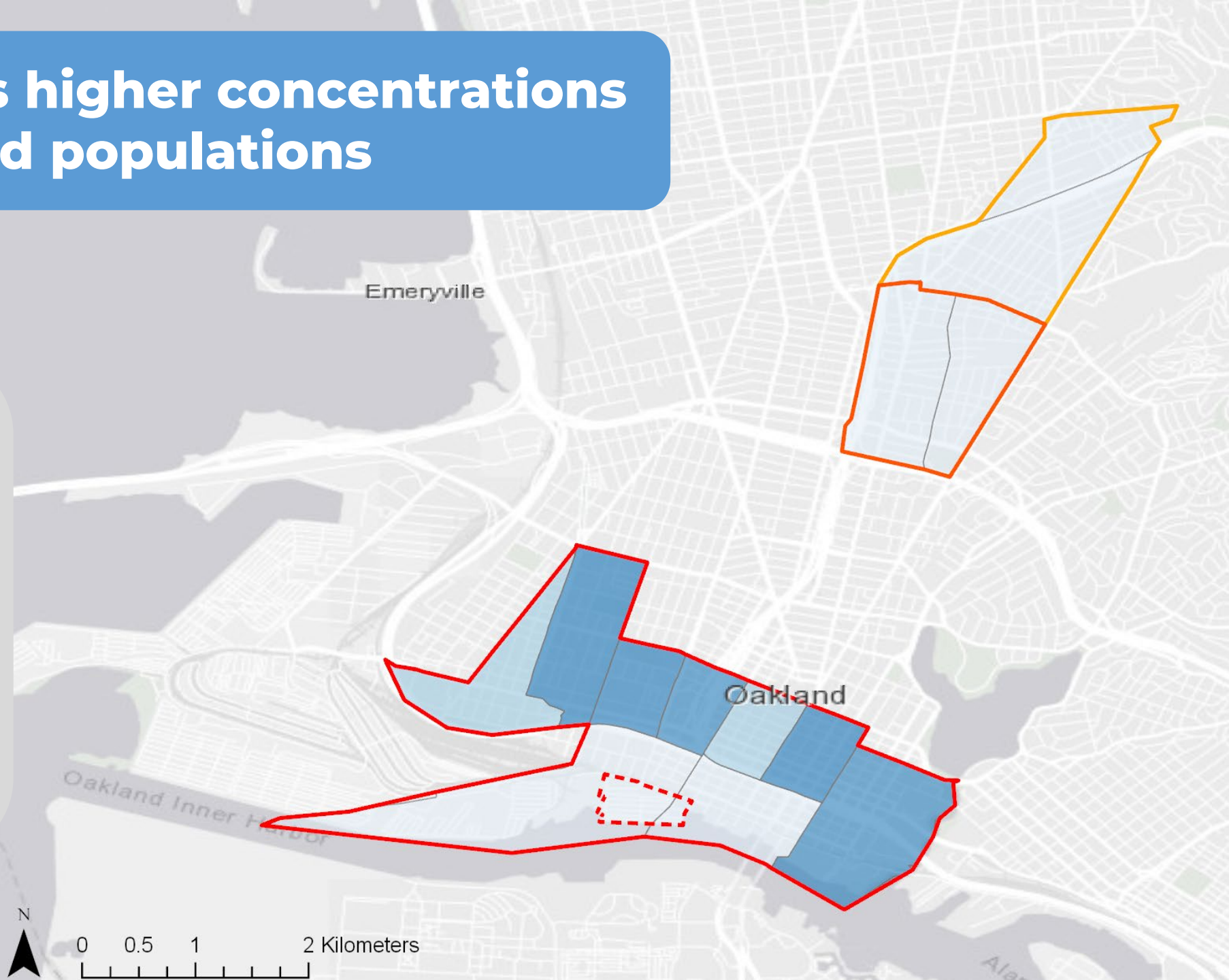
High Medium Low

Project Impact Area


Temescal


Rockridge

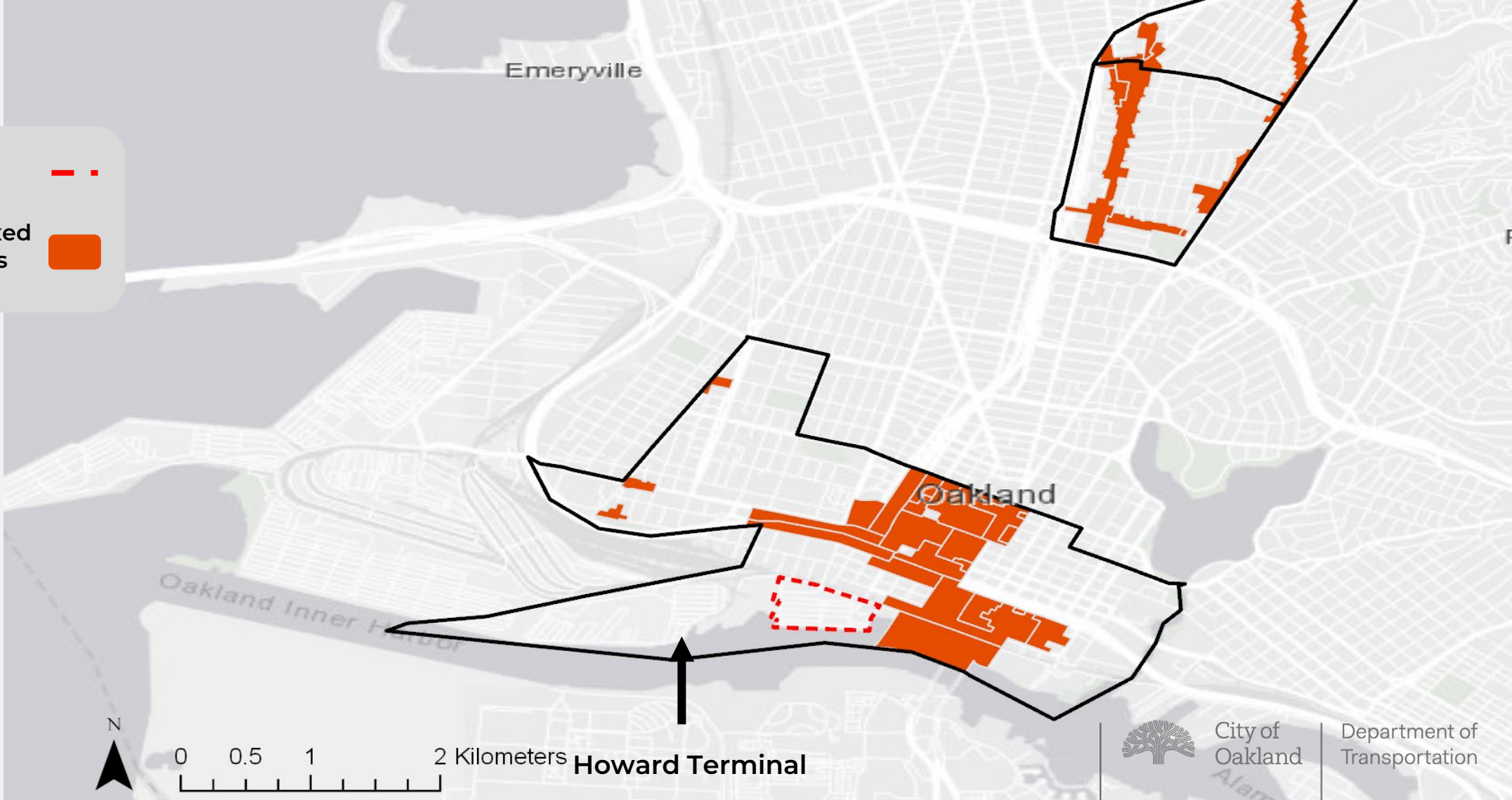
Howard Terminal



Both the Project Area and Comparison Areas have Commercial Zones

Howard Terminal 

Commercial or Mixed Commercial Zones 

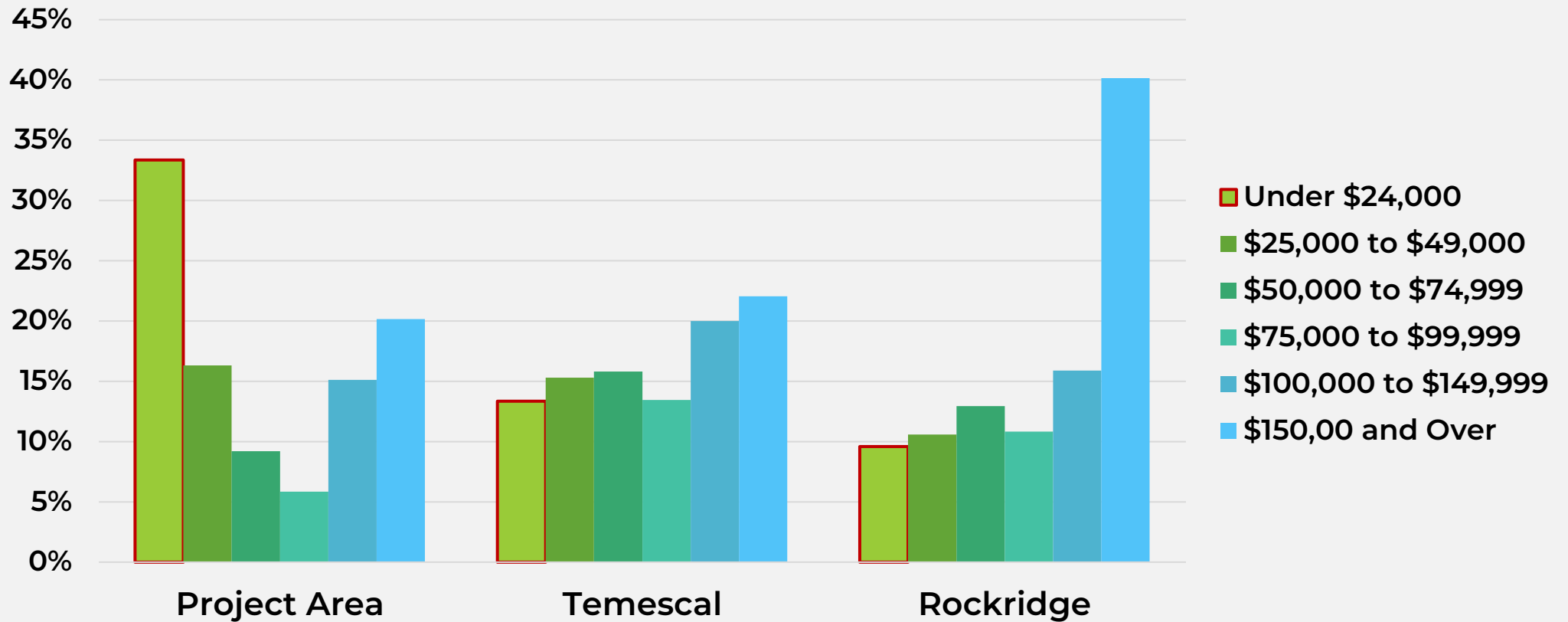


Demographics

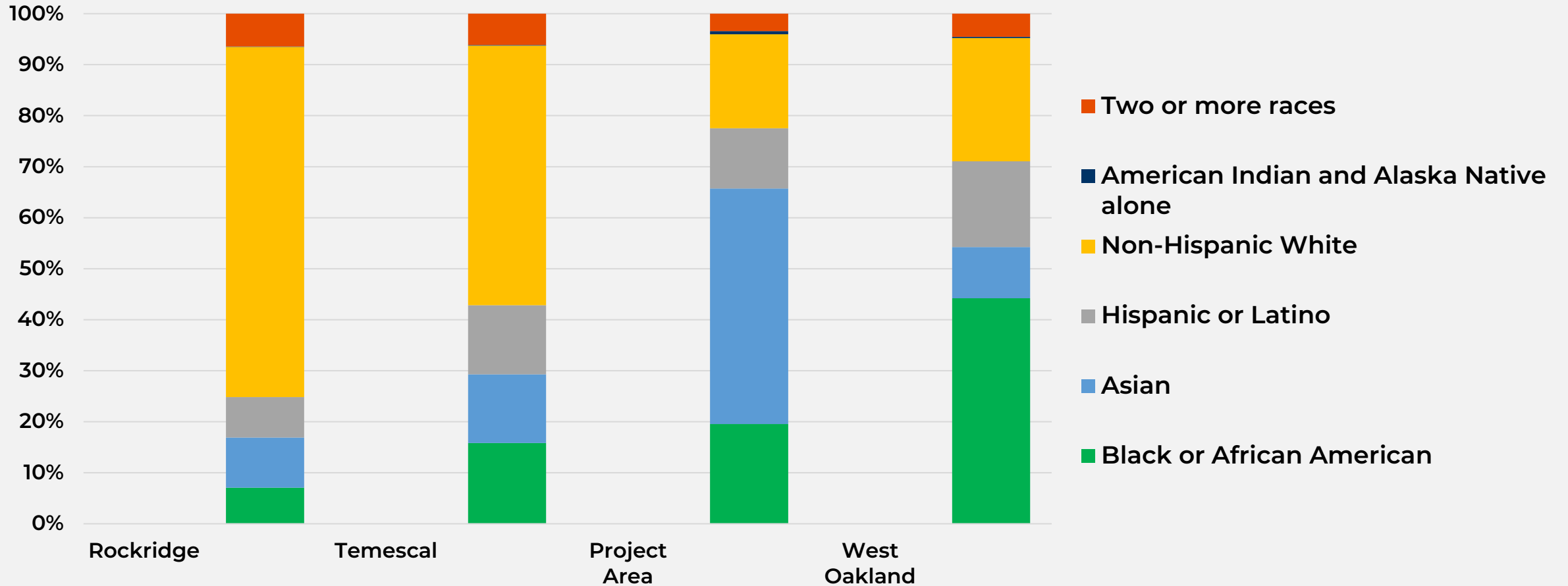


Project Area has the most families making under \$25,000 a year

FAMILY INCOME



Project Area has highest % of People of Color



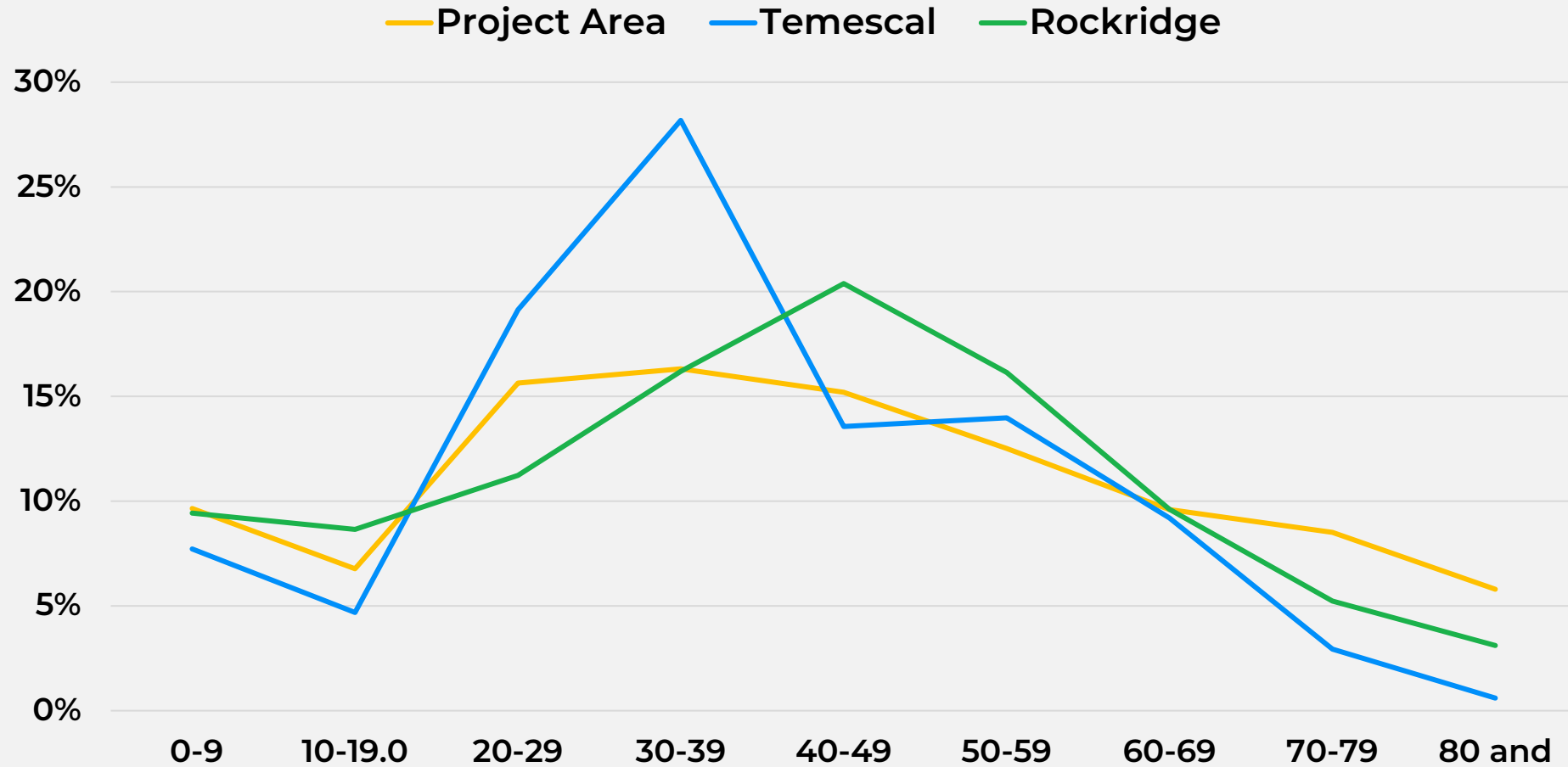
Sources: U.S. Census Bureau (2016). B03002-Hispanic or Latino Origin by Race, 2011-2016, American Community Survey 5-year estimates. Universe: Total Population.*Note: Racial groups included comprise more than 5% of the overall population



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Project Area has highest % of seniors



What Does the Data Tell Us?

There are Disparities in:

- 1. Safety**
- 2. Transit Service Use**
- 3. Mobility**
- 4. Access to Transit Infrastructure**



Safety City-Wide



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Safety: Oakland Disparities in Road Users



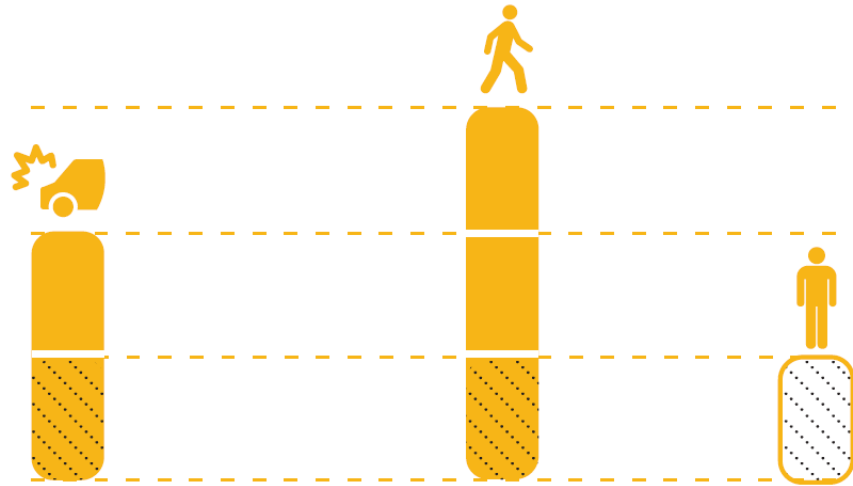
People walking, biking, and taking public transit make up under **30%** of commute trips



but experience nearly **50%** of **severe or fatal injuries**



Safety: Oakland Racial Disparities in Crashes



30% of streets in majority **Asian census tracts** fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity³

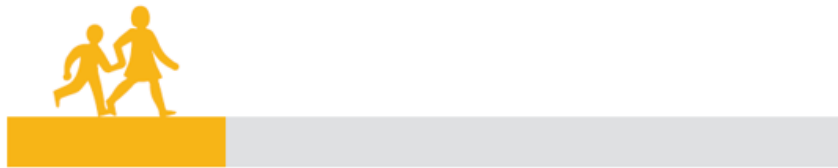
Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (all modes) and **3 times** as likely to be killed or severely injured while **walking** compared to all other Oaklanders



Safety: Age Disparities in Crashes



67% of **Older Oaklanders' (65+)** fatalities occur while **walking**



compared to only **26%** for Oaklanders of all other ages



Older Oaklanders (65+) are more than **2 times** as likely to be killed in a crash compared to all other Oaklanders



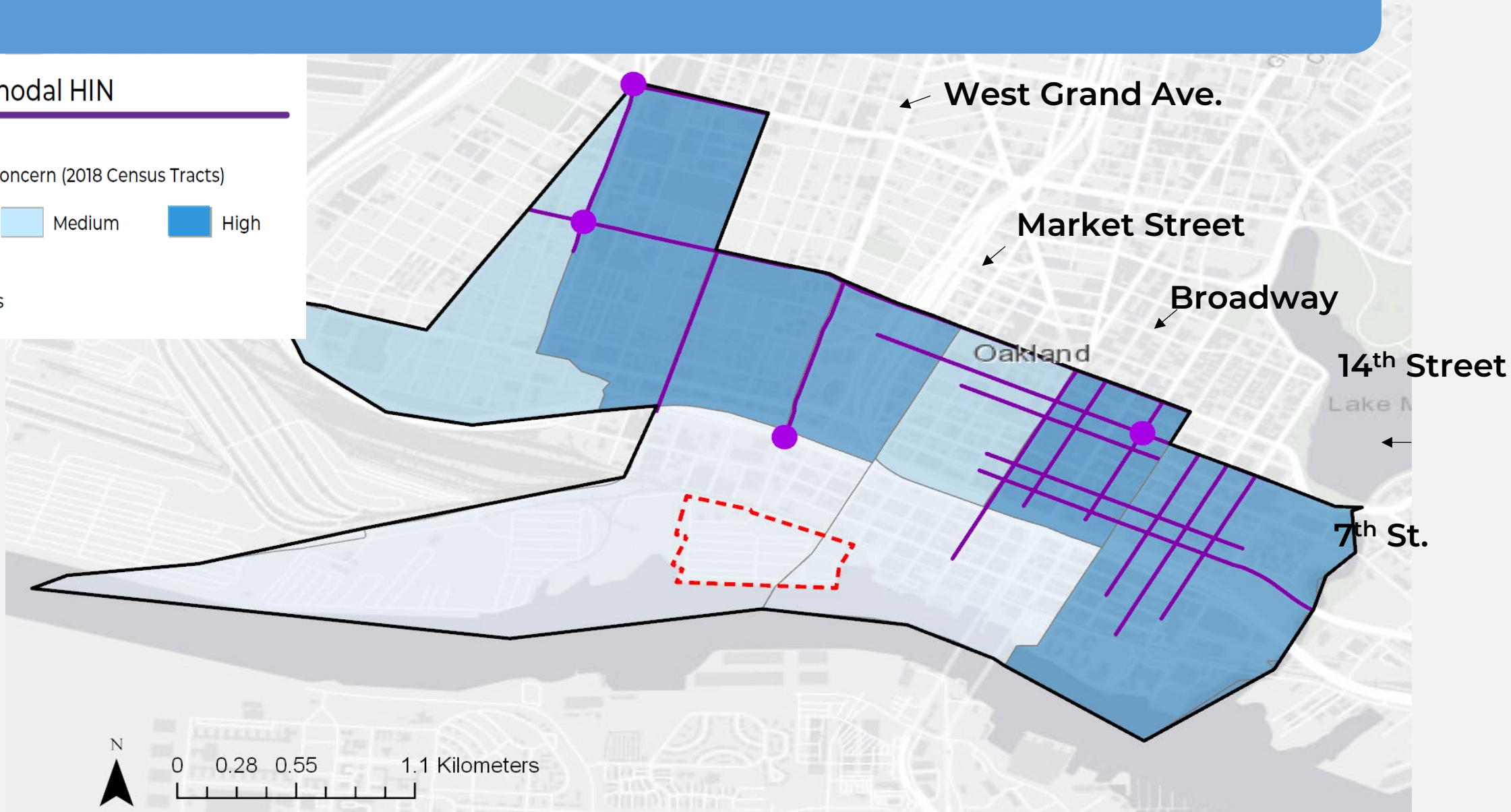
Safety: High Injury Networks and Intersections

2018 Multimodal HIN

Community of Concern (2018 Census Tracts)

Low Medium High

High-Injury Intersections



Safety: Rockridge and Temescal have fewer high-injury corridors/intersections

Study Areas

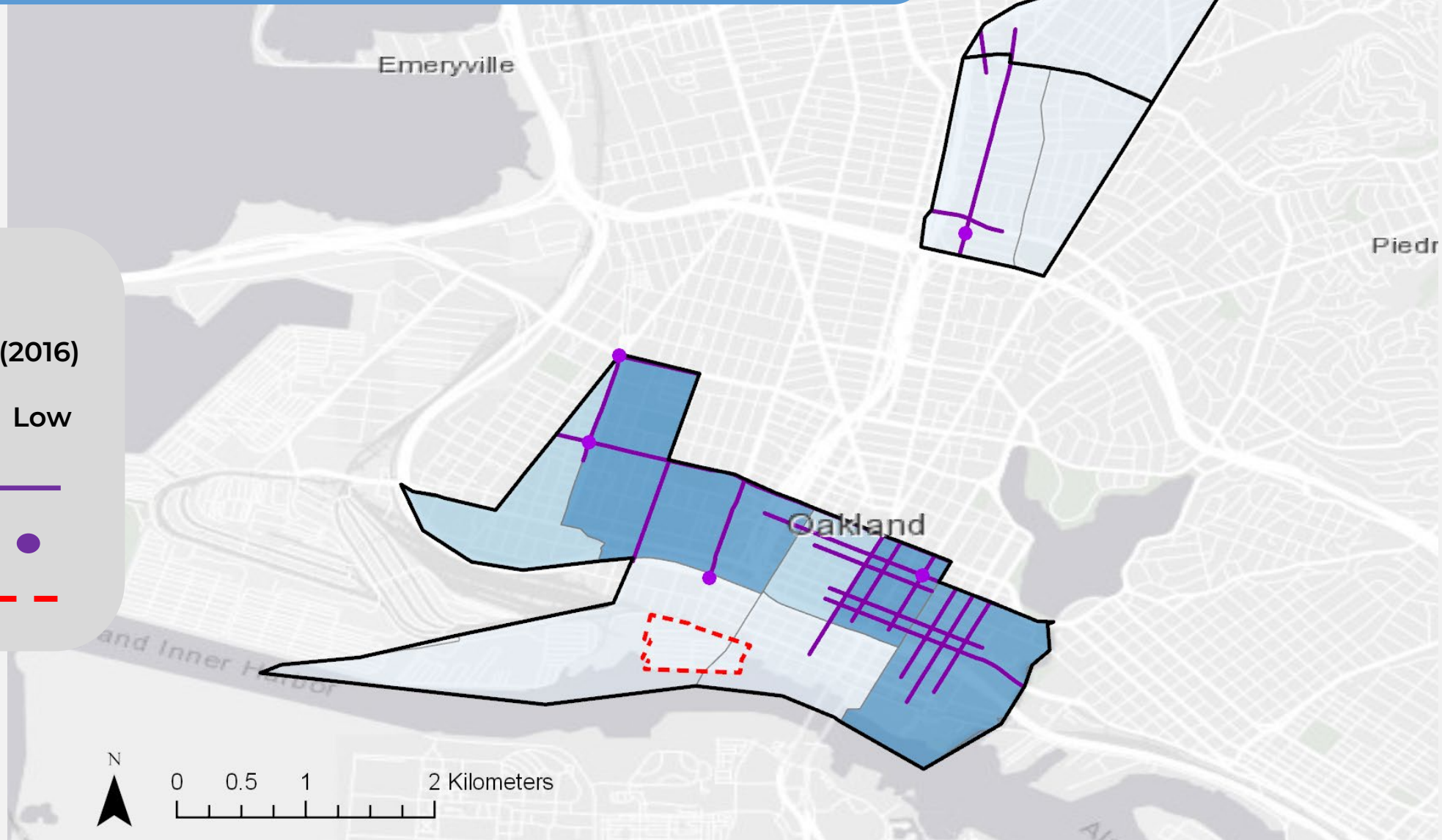
Communities of Concern (2016)

High Medium Low

High Injury Corridor ———

High Injury Intersection ●

Howard Terminal - - - -



TRANSIT USE: Primary mode used and Perceptions of Transit Reliability

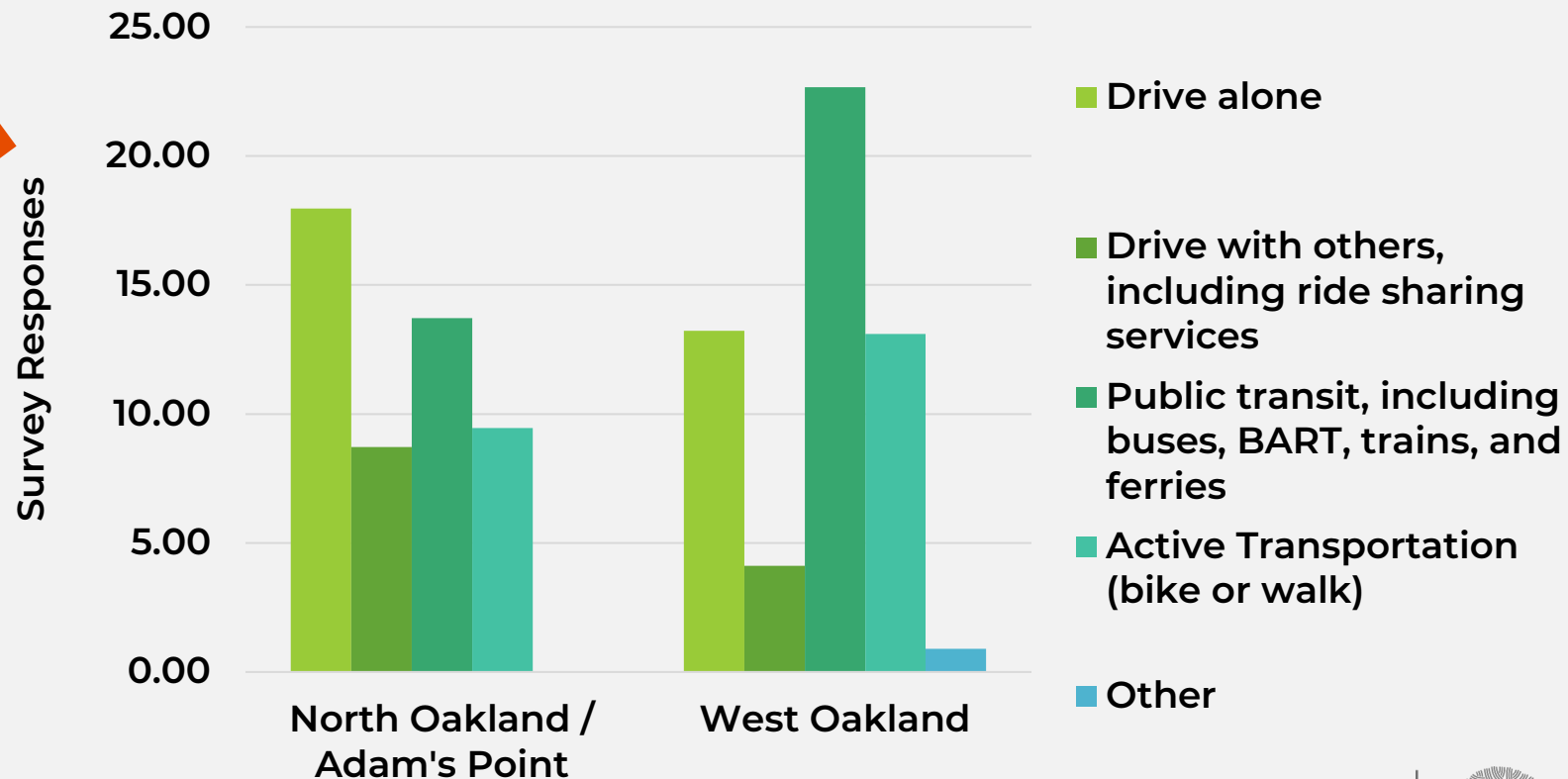
OakDOT Transportation Survey

- The Project Area is within West Oakland
- Temescal and Rockridge are within North Oakland/Adam's Point

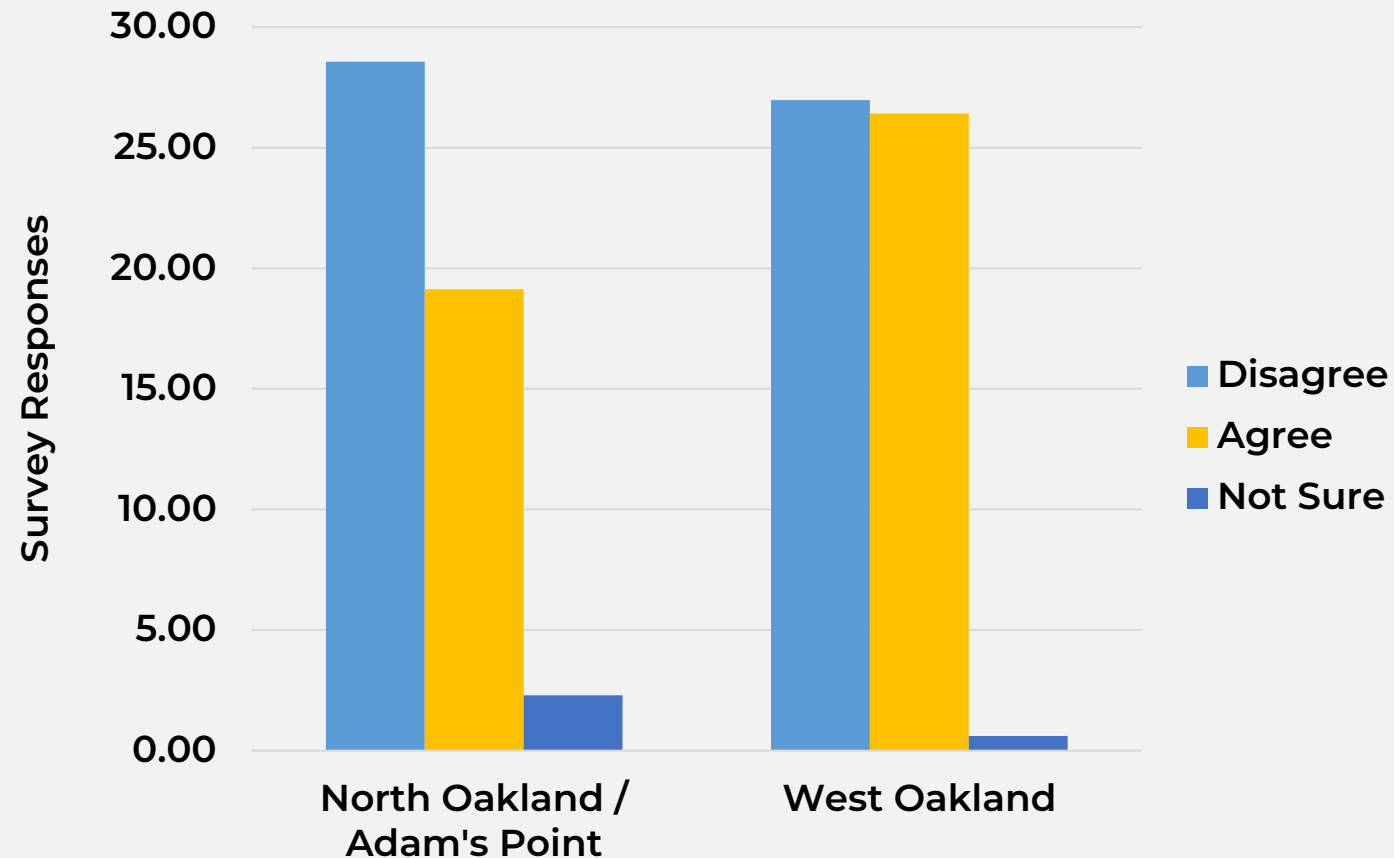


In West Oakland, public transit was the largest primary mode of transportation while in North Oakland the driving alone the largest primary mode

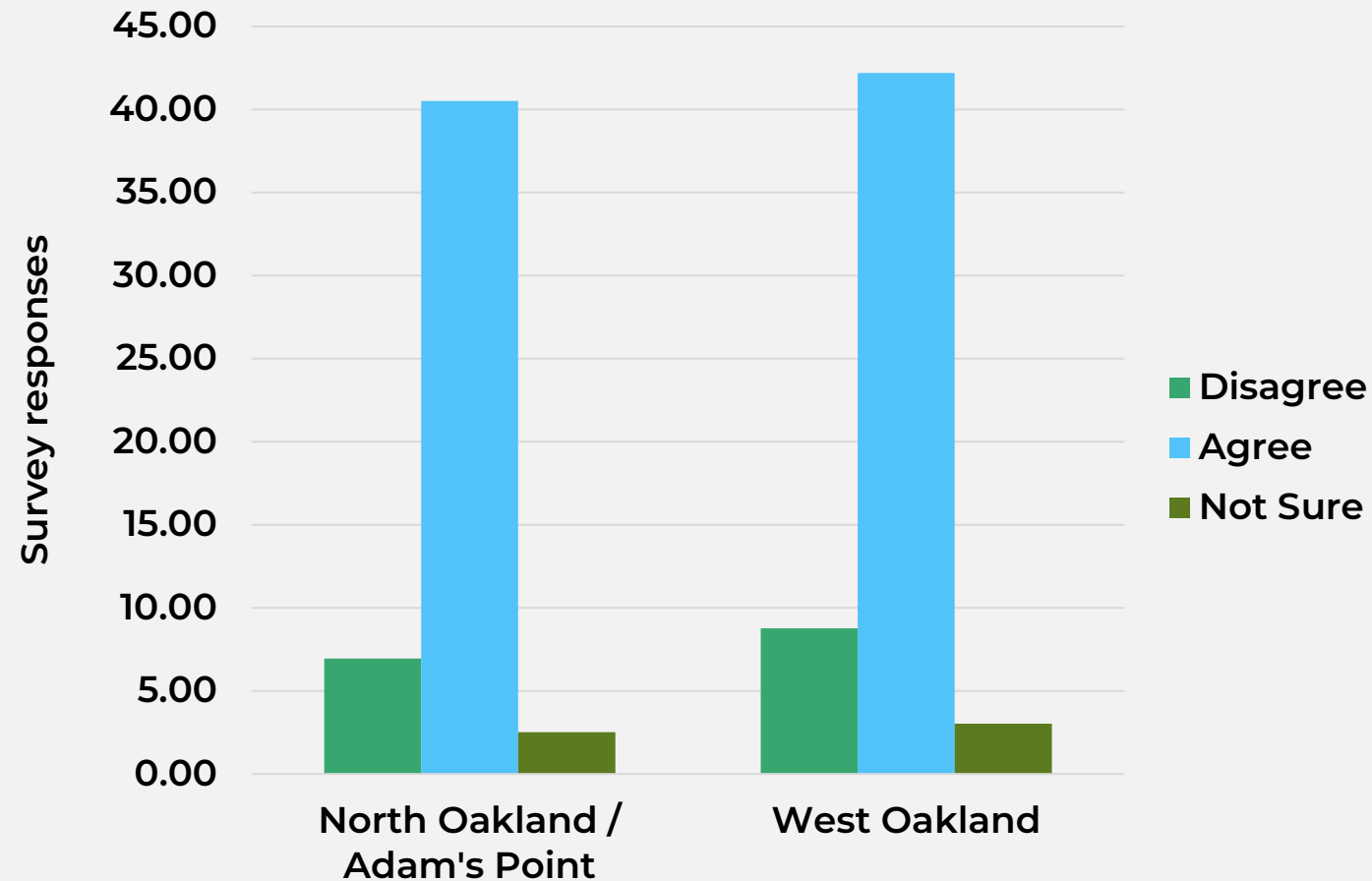
PRIMARY MODE OF TRANSPORTATION



Is there too much traffic on the streets in your neighborhood for people to bike safely?



Are there good public transit options in your neighborhood?



Source: Oakland Transportation Survey, OakDOT. 2018



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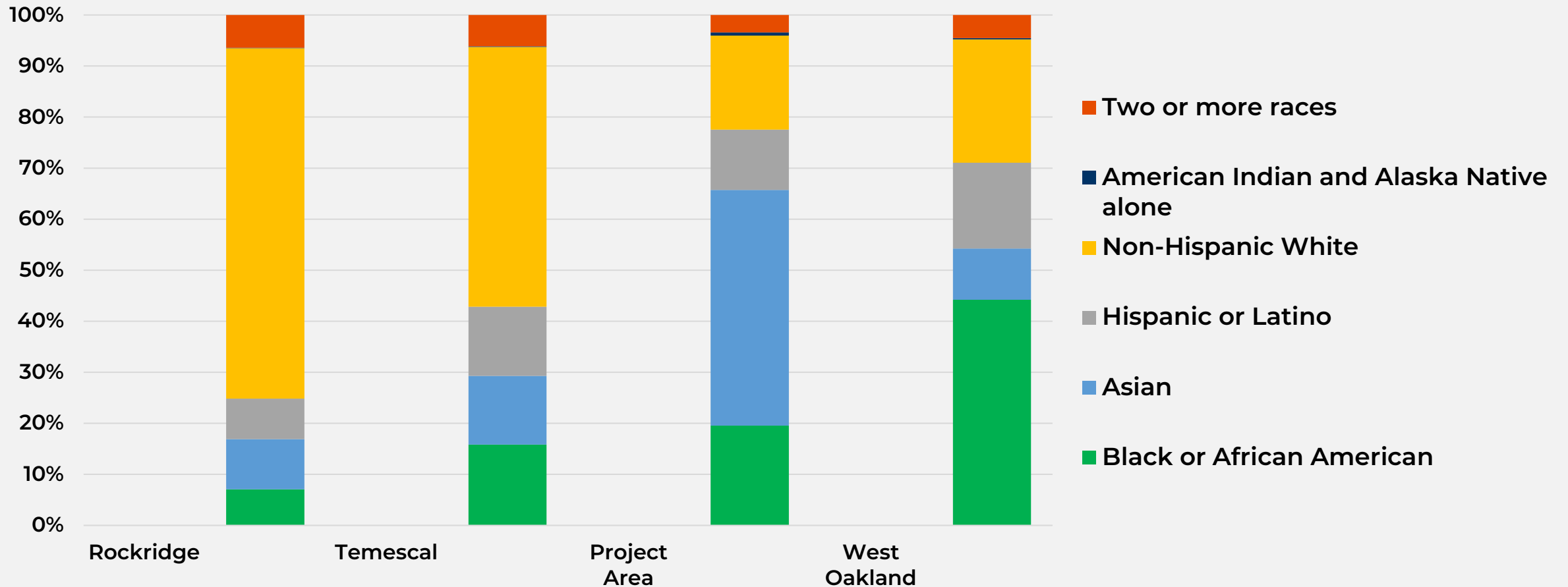
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TRANSIT USE: How do people get to work?

**Census data from the 20175 year
American Community Survey**



Keep these demographics in mind....



Sources: U.S. Census Bureau (2016). B03002-Hispanic or Latino Origin by Race, 2011-2016, American Community Survey 5-year estimates. Universe: Total Population.*Note: Racial groups included comprise more than 5% of the overall population

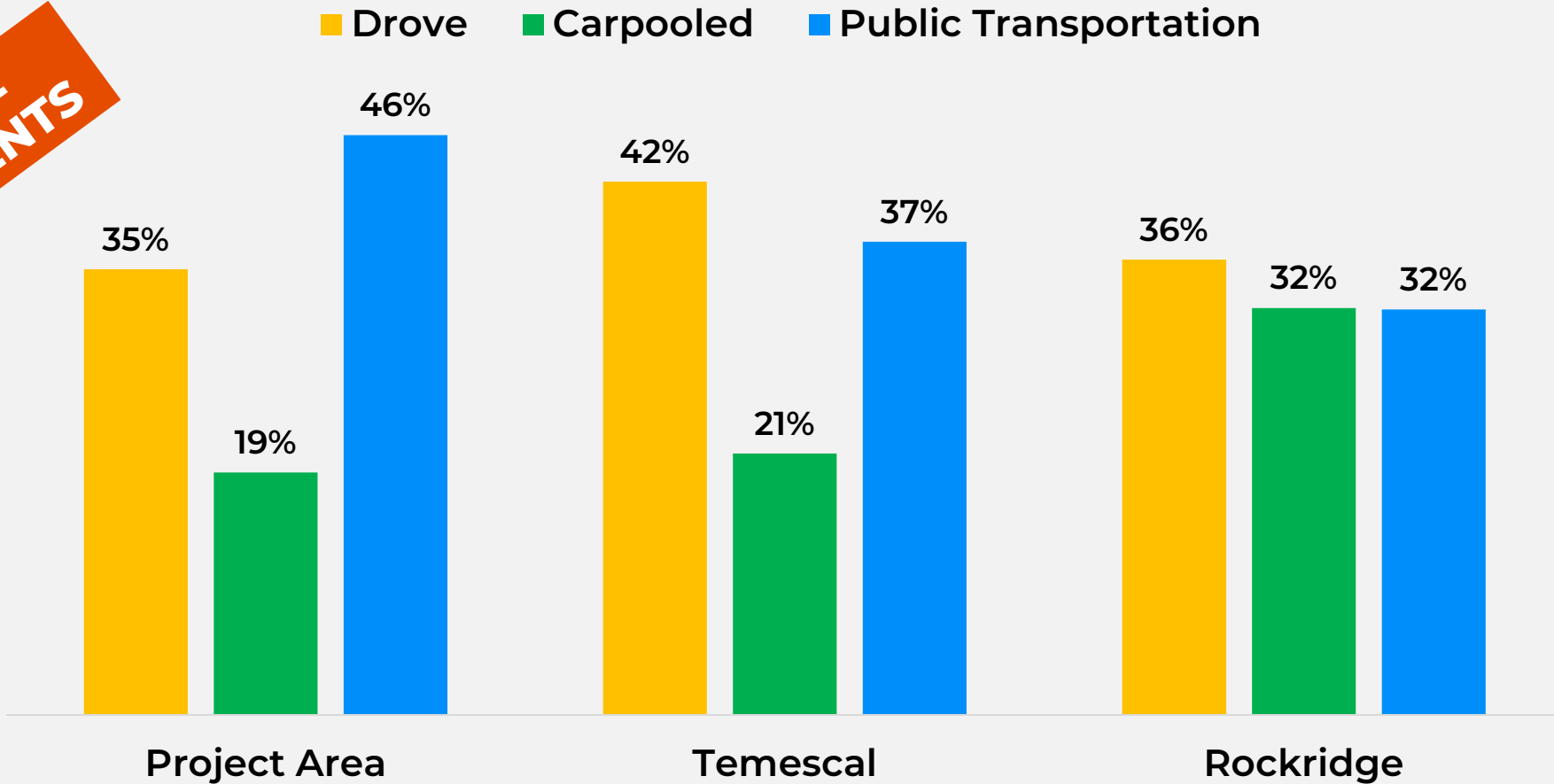


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White residents in the Project Area have the highest rates of public transit use to get to work

WHITE RESIDENTS



Source: : U.S. Census Bureau (2017). Means of Transportation to Work, 2012-2017, American Community Survey 5-year estimates. Universe: Total Population.



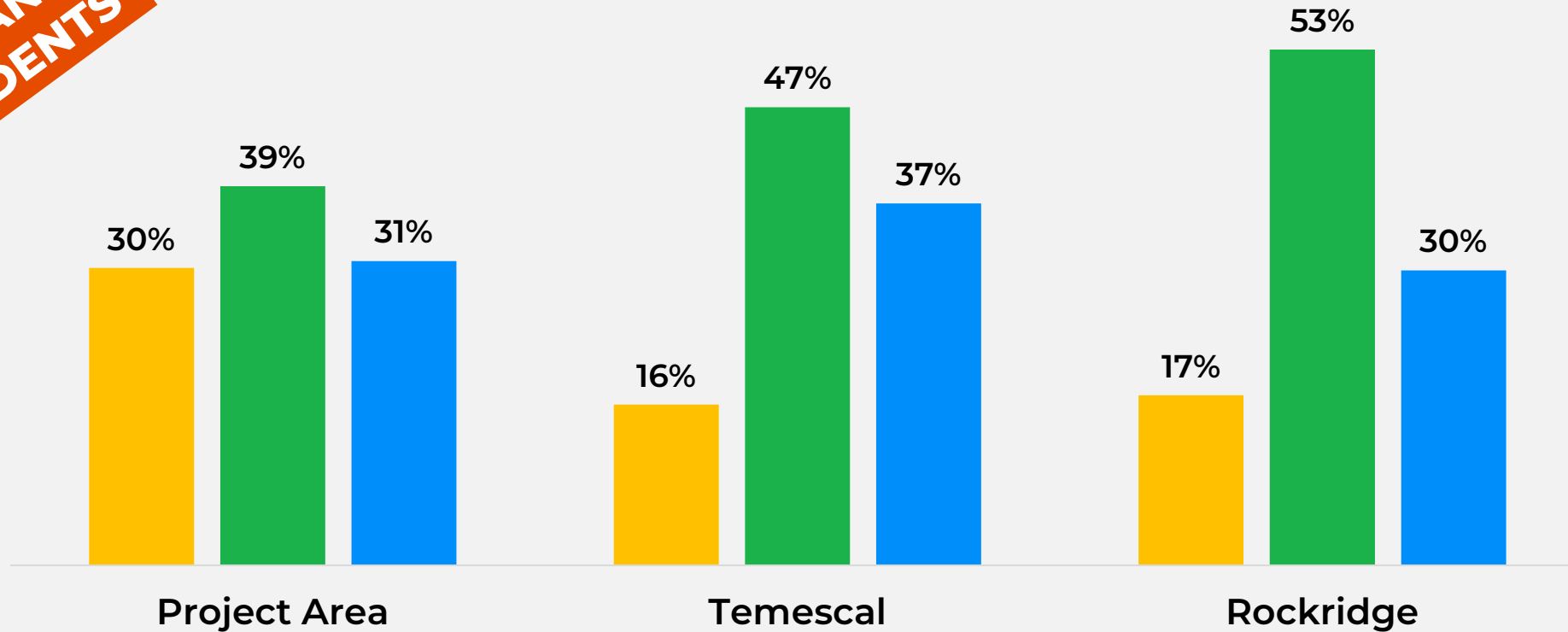
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Asian residents in the Project Area drive the most to get to work

■ Drove ■ Carpooled ■ Public Transportation

**ASIAN
RESIDENTS**



Source: : U.S. Census Bureau (2017). Means of Transportation to Work, 2012-2017, American Community Survey 5-year estimates. Universe: Total Population.

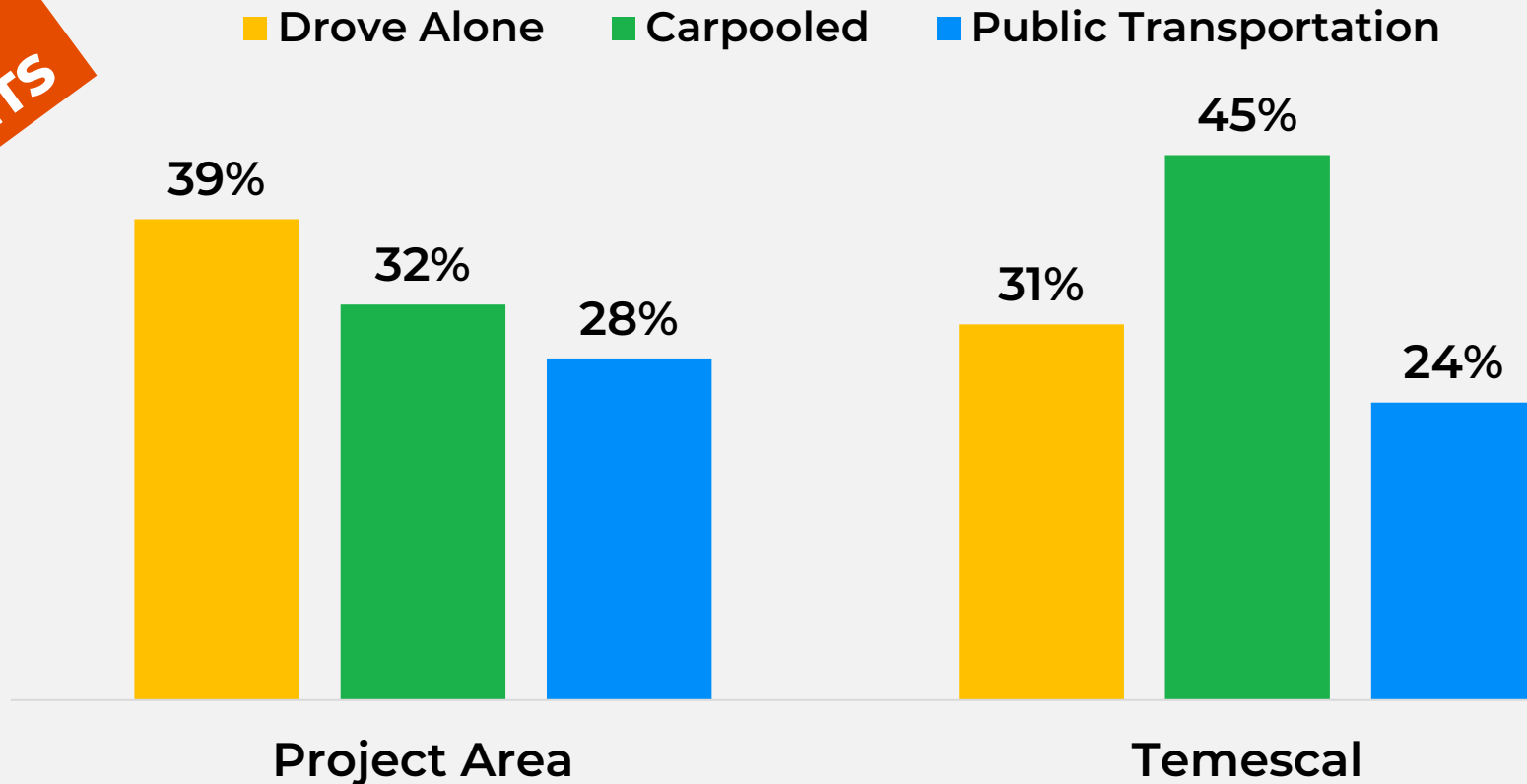


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Black residents in the Project Area drive at the highest rates to get to work*

BLACK RESIDENTS

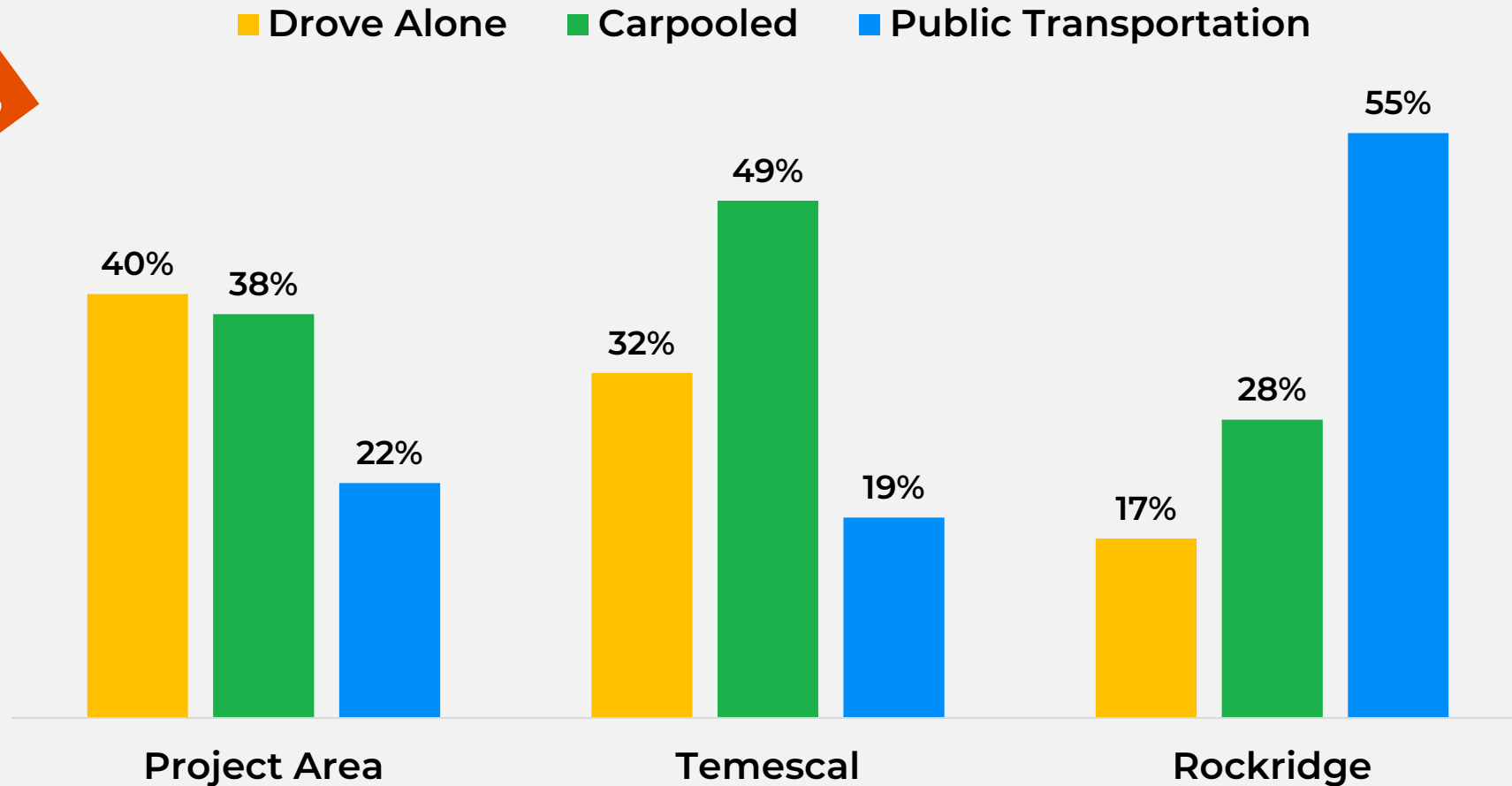


*The sample size for the Rockridge area was too small to be significant.



Latinx residents in the Project Area drive alone at the highest rates to get to work

**LATINX
RESIDENTS**



Source: : U.S. Census Bureau (2017). Means of Transportation to Work, 2012-2017, American Community Survey 5-year estimates. Universe: Total Population.



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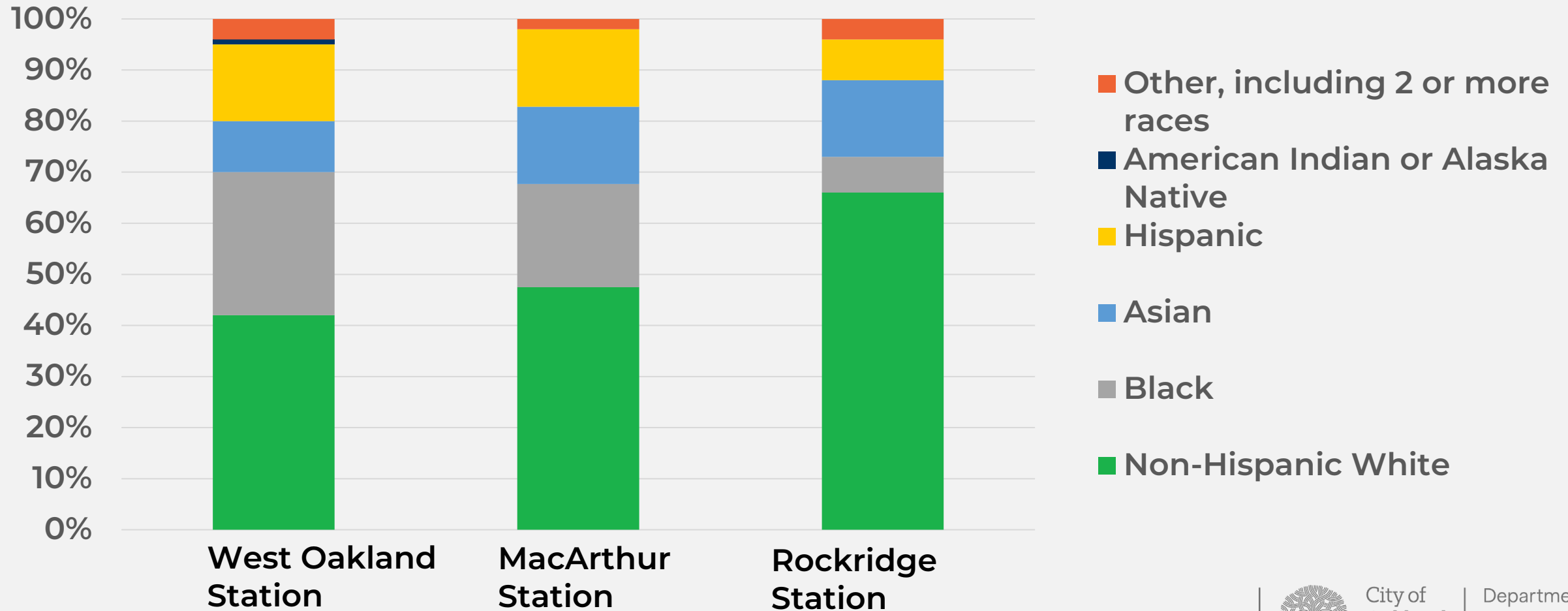
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TRANSIT USE: Who Uses BART?

BART 2015 Onboard Survey



White residents comprise 24% of the West Oakland population yet 42% of West Oakland's BART riders are White



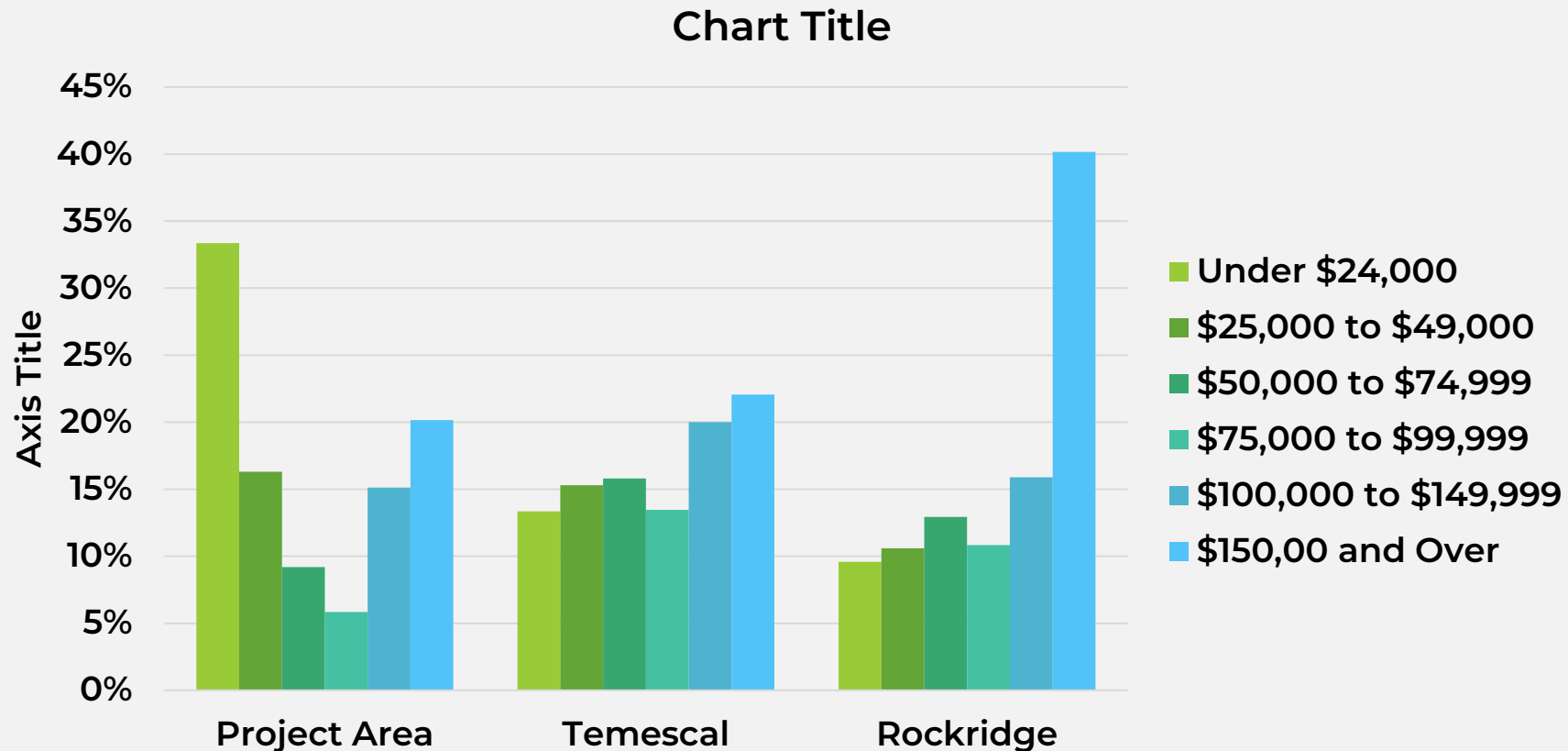
Source: 2015 BART User Survey: Station or Origin



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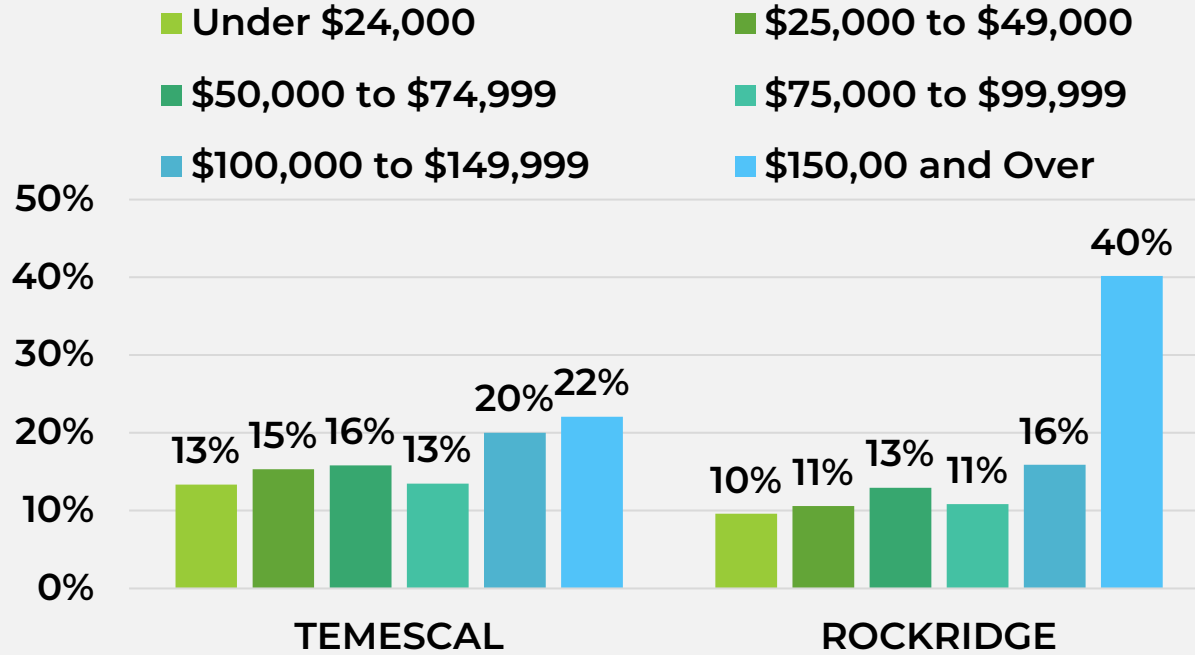
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The Project Area has the most households with less than \$25,000 yearly income while Rockridge has the most households with more than \$150,000 yearly income.

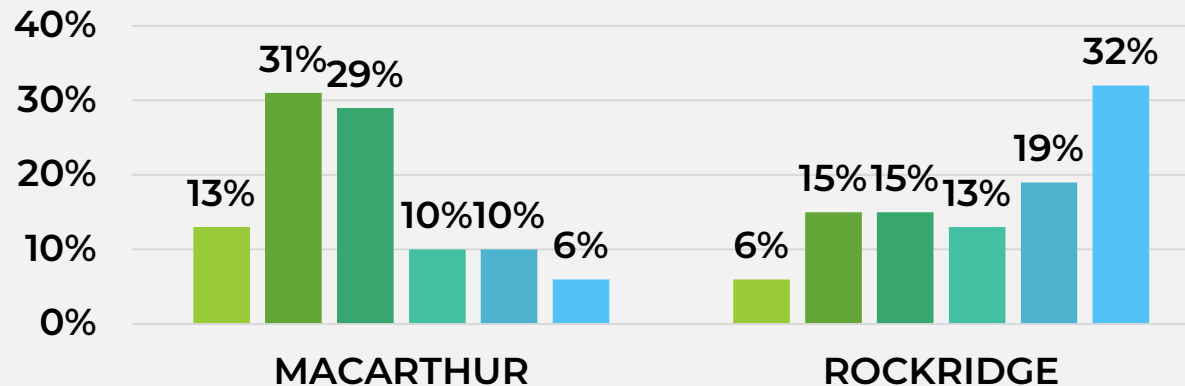


In Temescal and Rockridge

Resident Income Distribution (households)

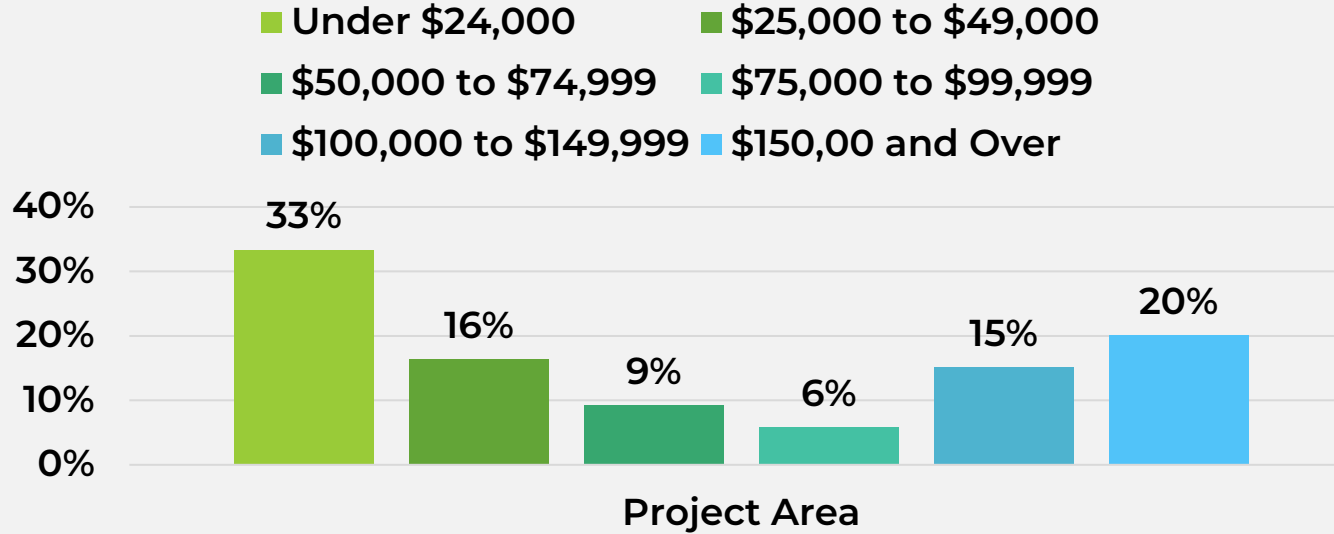


BART Riders' Income Distribution (households)

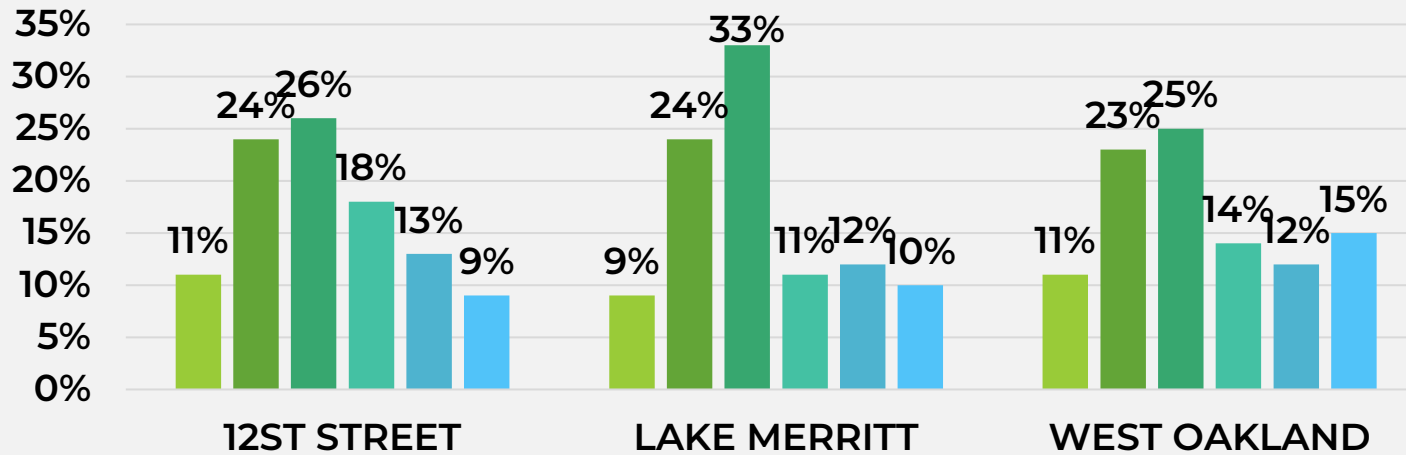


There are many low-income people in the Project area yet few low-income people use the closest

Resident Income Distribution (households)

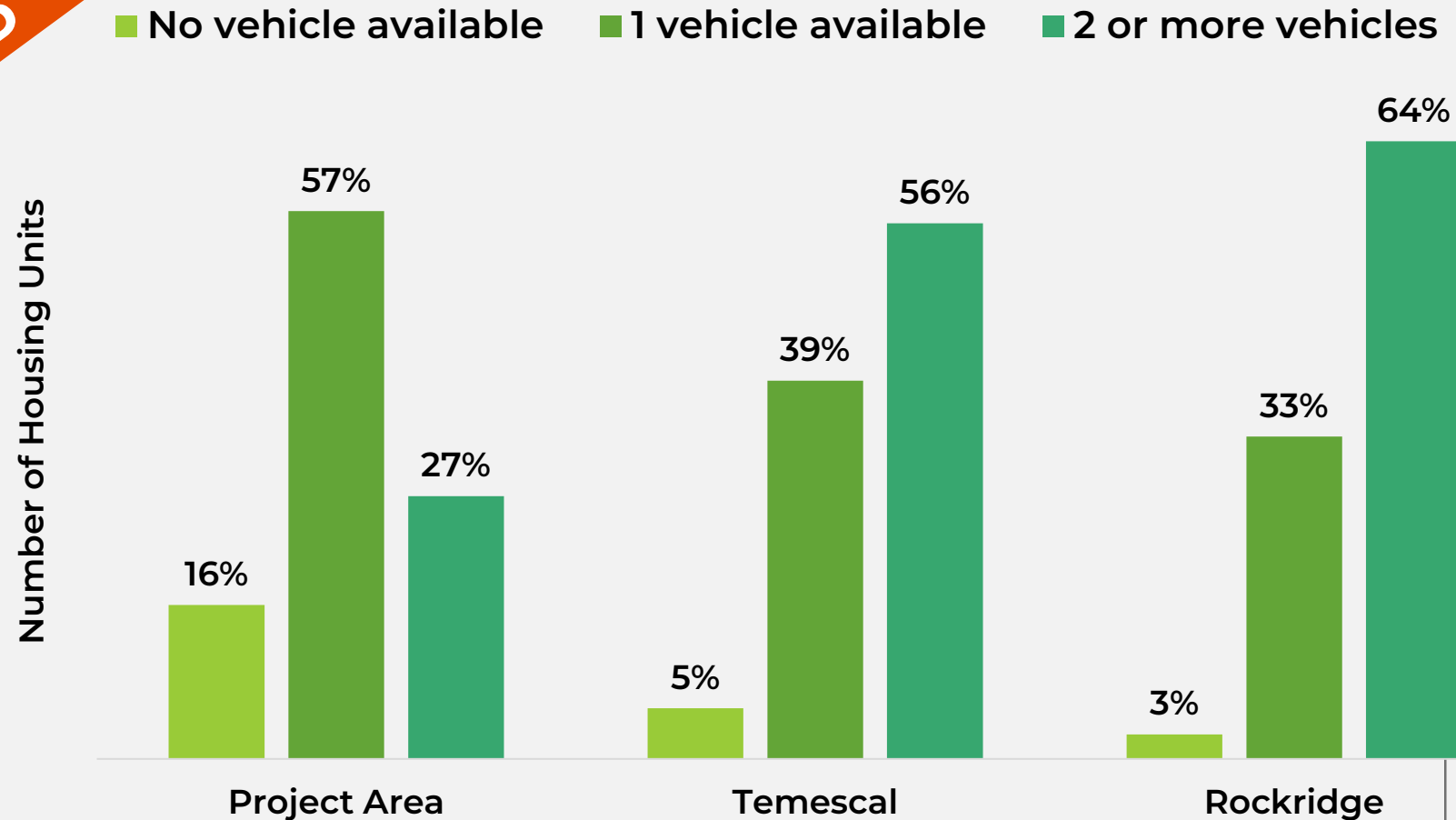


BART Riders' Income Distribution (households)



Vehicle Access: The Project Area has the most owner occupied units with zero to one car available

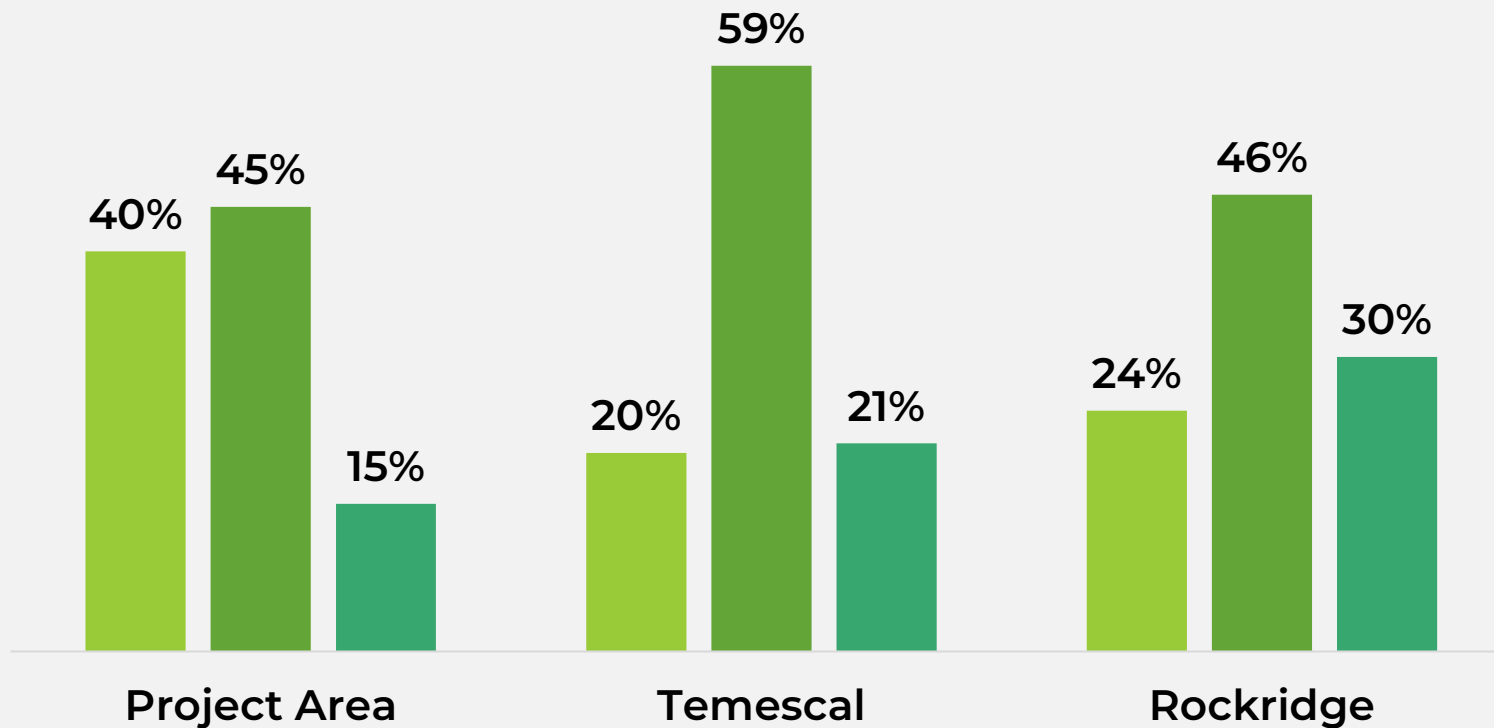
**OWNER
OCCUPIED**



Vehicle Access: The Project Area has the most renter occupied units with zero to one car available

**RENTER
OCCUPIED**

■ No vehicle available ■ 1 vehicle available ■ 2 or More Vehicles



Access to Transit Infrastructure

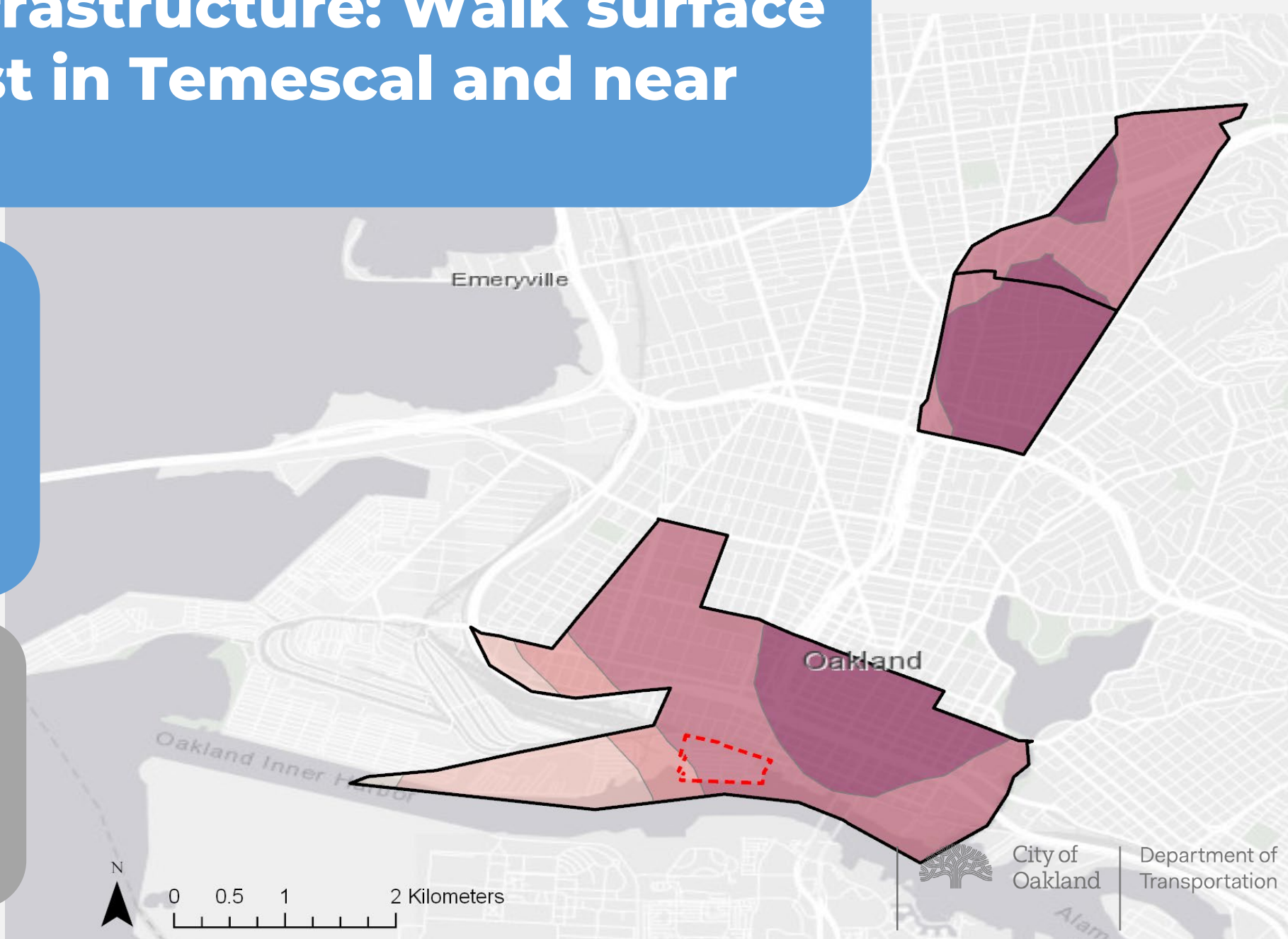


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Pedestrian Infrastructure: Walk surface scores are best in Temescal and near Downtown

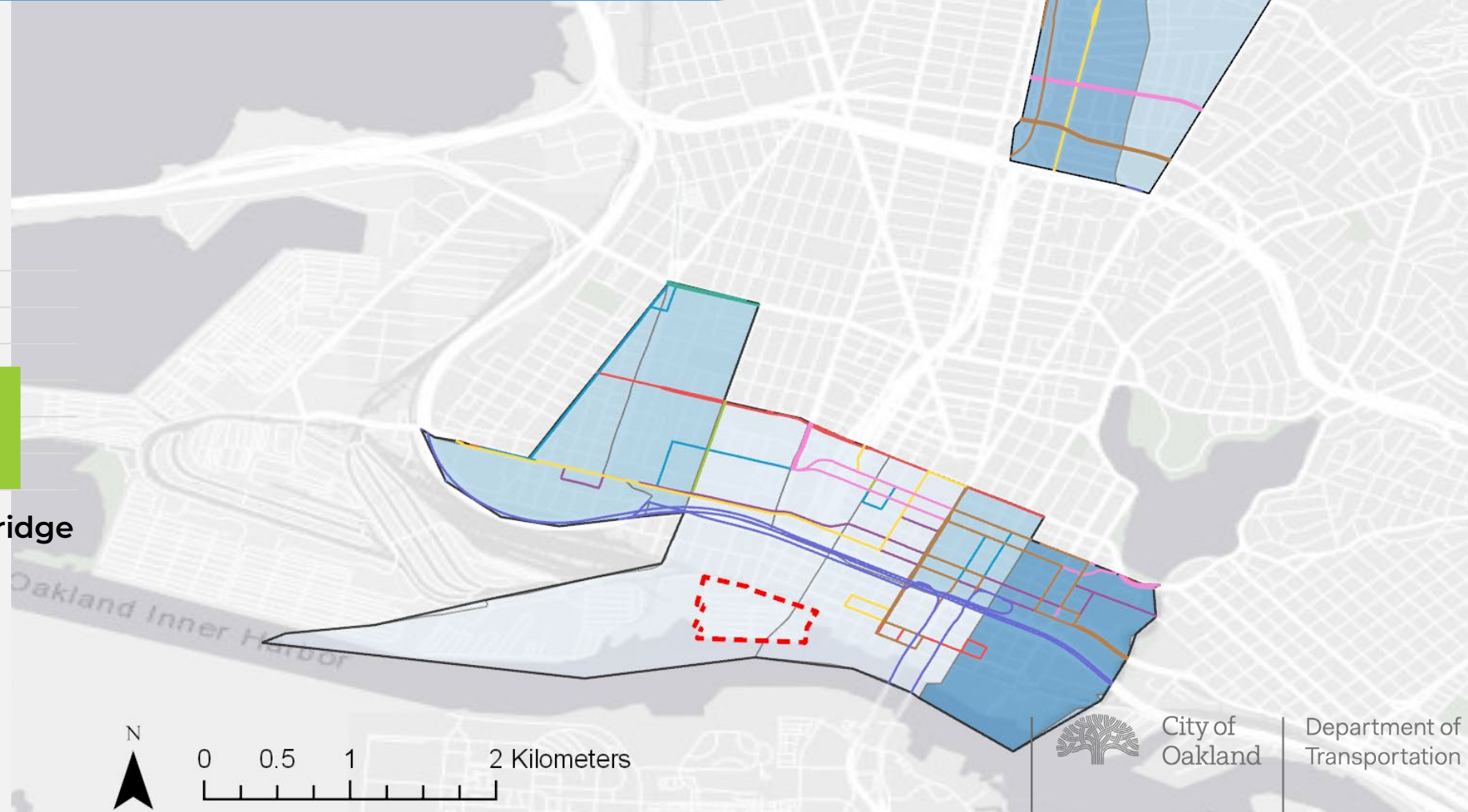
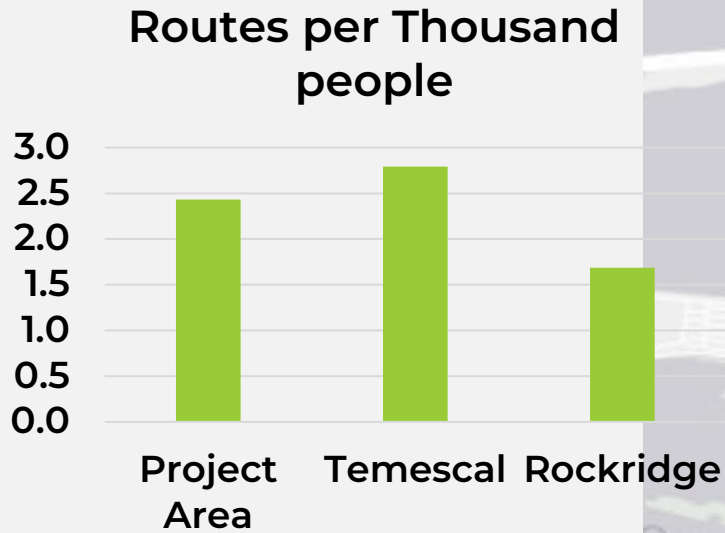
- A place's walkability is based on what amenities and services are within walking distance and pedestrian friendliness.



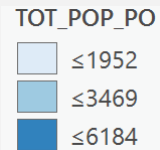
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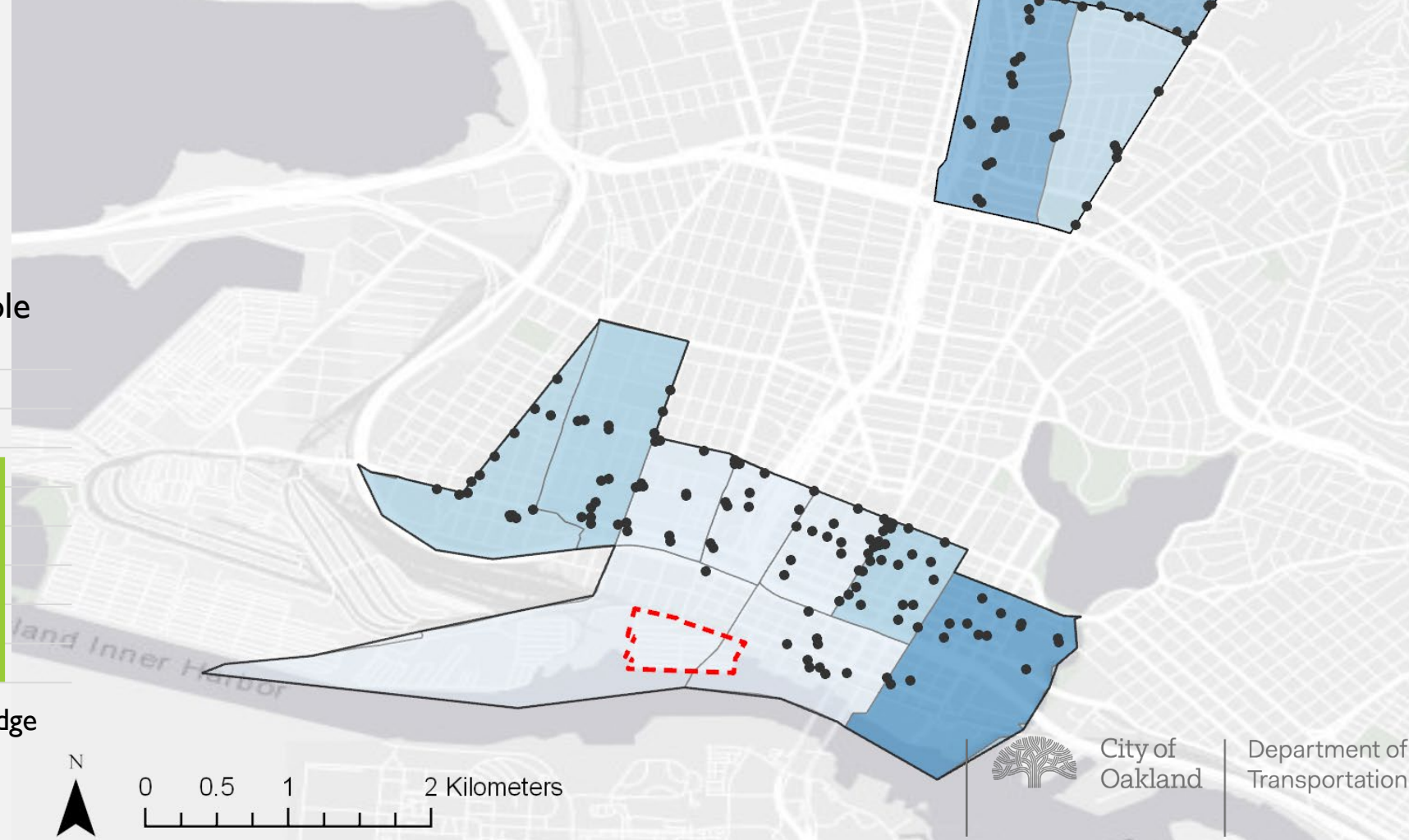
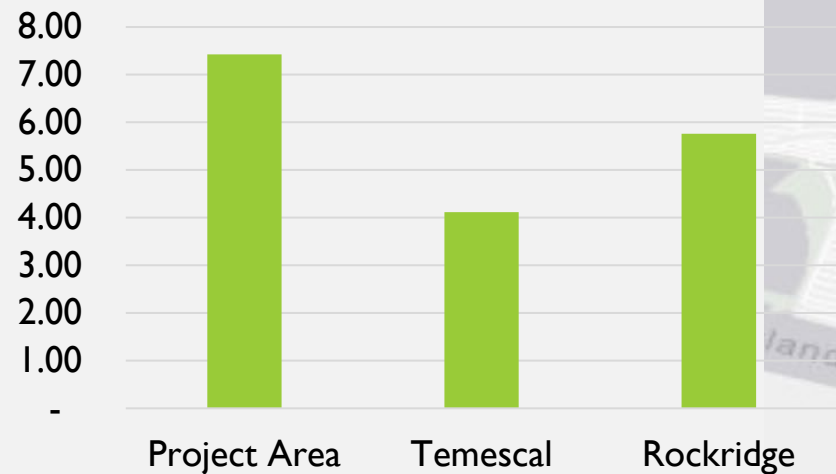
Transit Routes: Temescal has the highest proportion of routes per thousand people



Transit Stops: The Project Area has the most stops per thousand people



Bus Stops per Thousand People



Curb Ramps: Non-compliant curb ramps are concentrated near people of color with disabilities

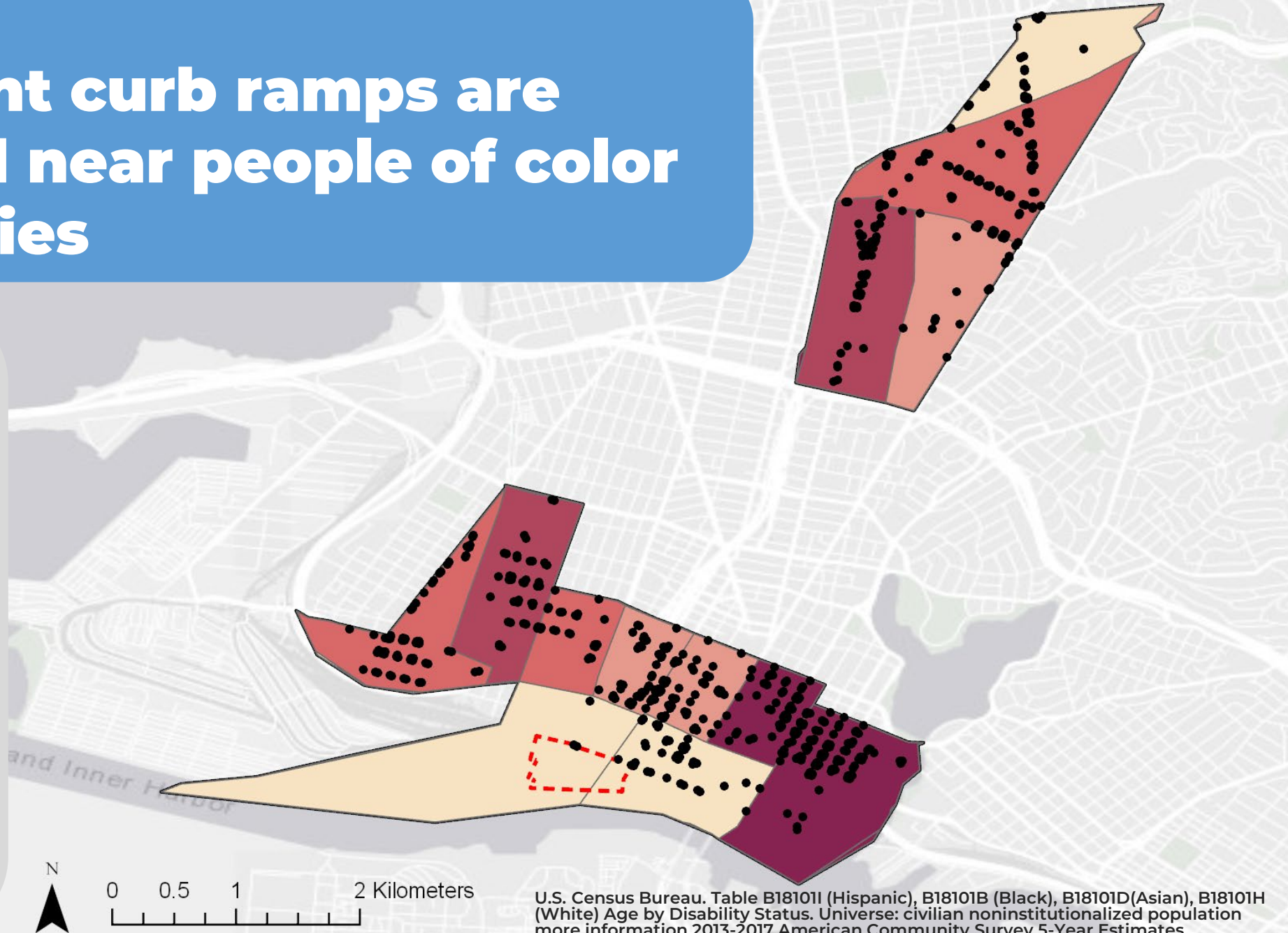
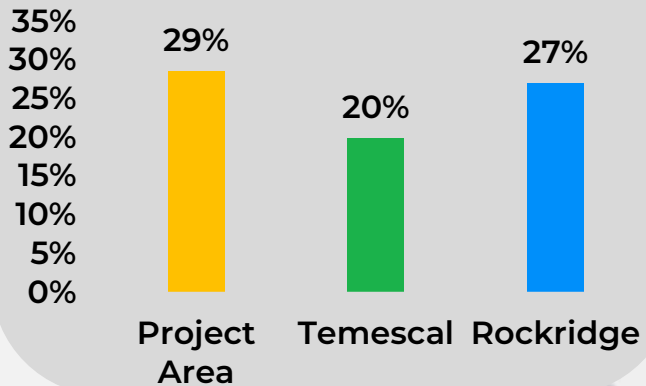
Legend

Curb Ramps ●

Number of people of color
with a disability

High Medium Low

Percent of Non-Compliant
Curb Ramps



U.S. Census Bureau. Table B18101I (Hispanic), B18101B (Black), B18101D (Asian), B18101H (White) Age by Disability Status. Universe: civilian noninstitutionalized population more information 2013-2017 American Community Survey 5-Year Estimates.

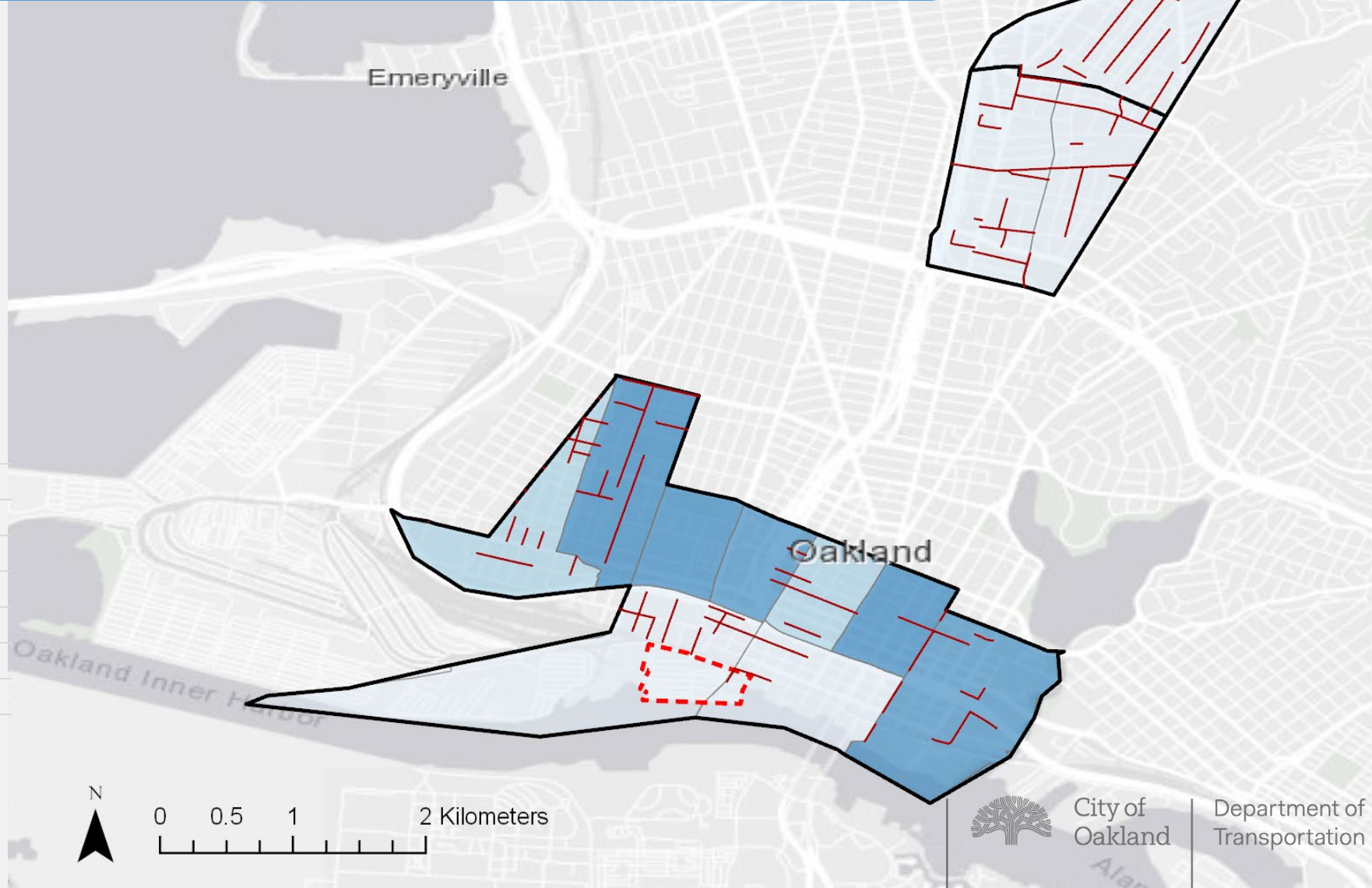
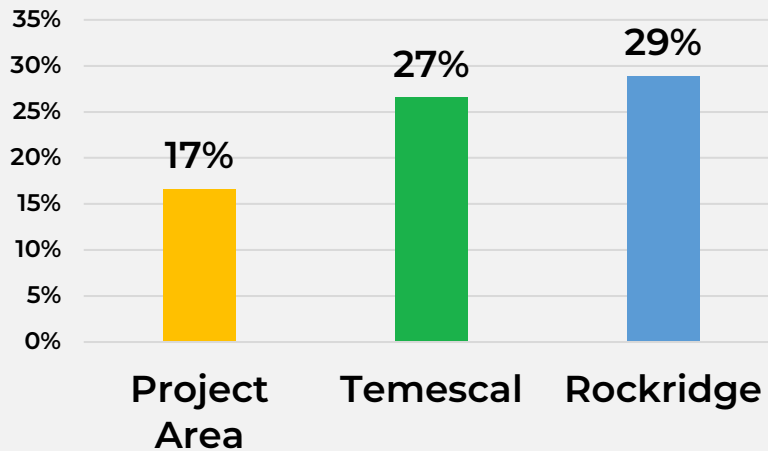
Paving Conditions are worse in Temescal and Rockridge than Project Area

Pavement Condition Index

Streets < 30 PCI 

Howard Terminal 

Percent of Roadway Miles
PCI=<30

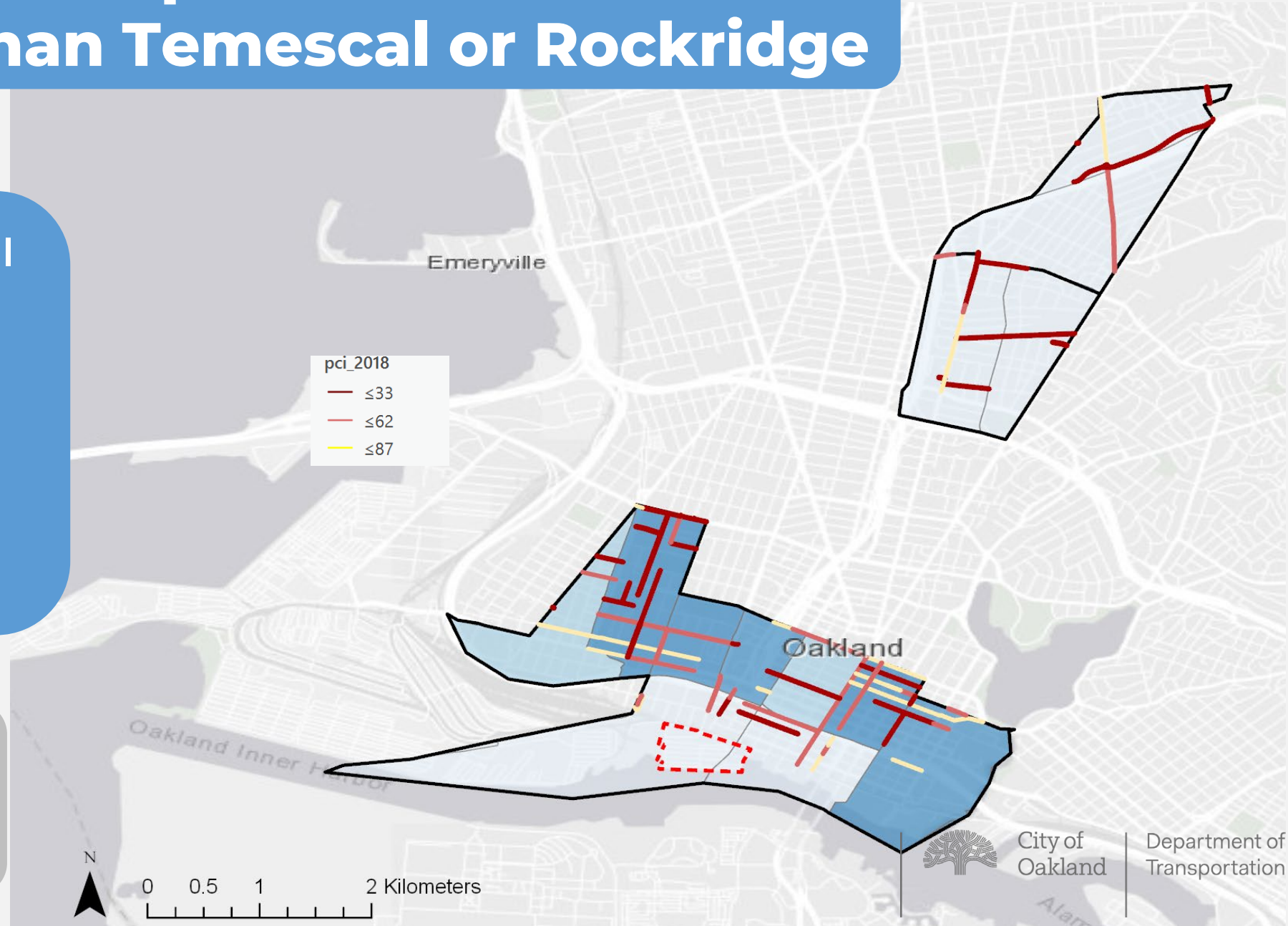


Paving Plan will re-pave more streets in Project Area than Temescal or Rockridge

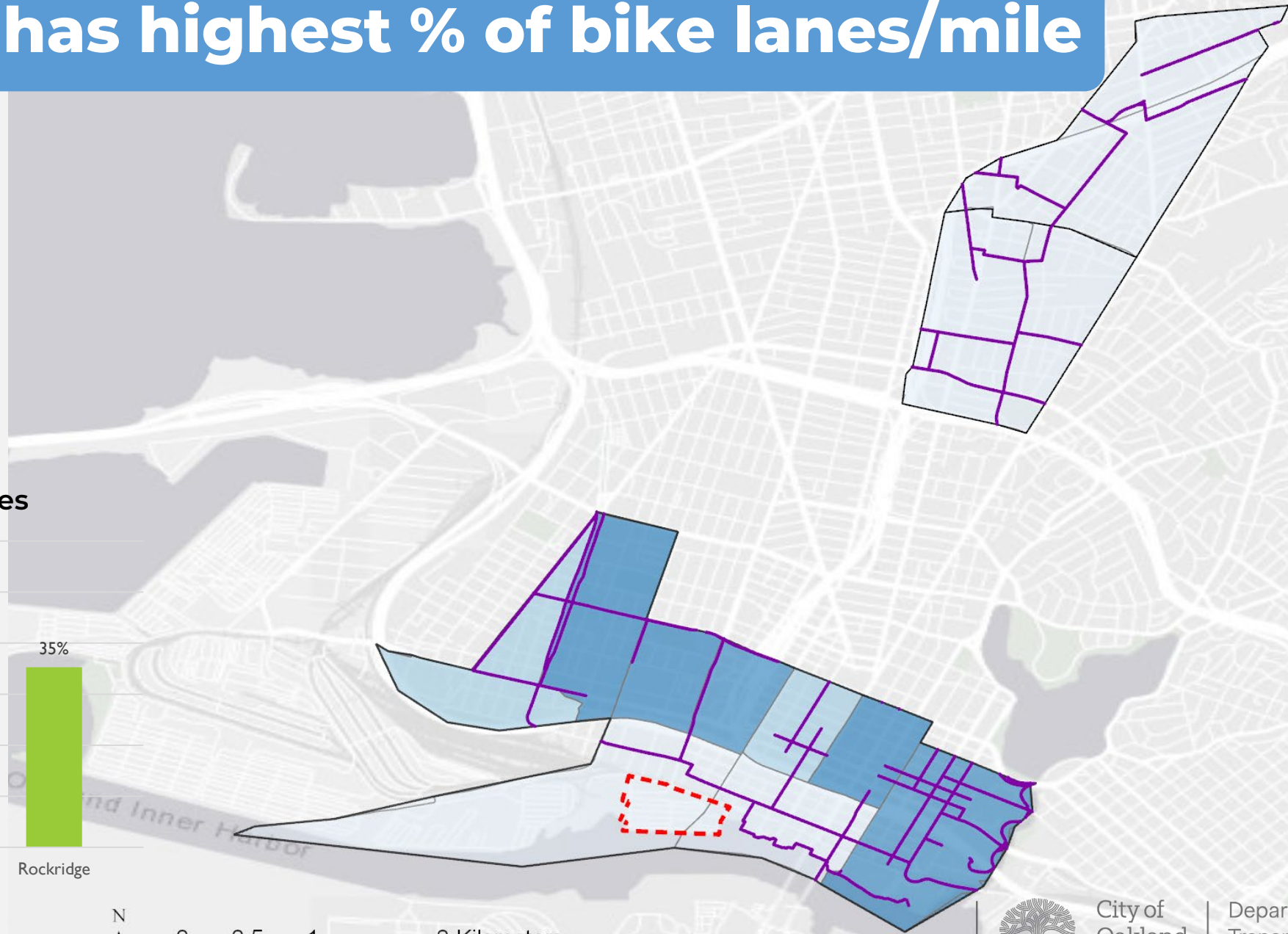
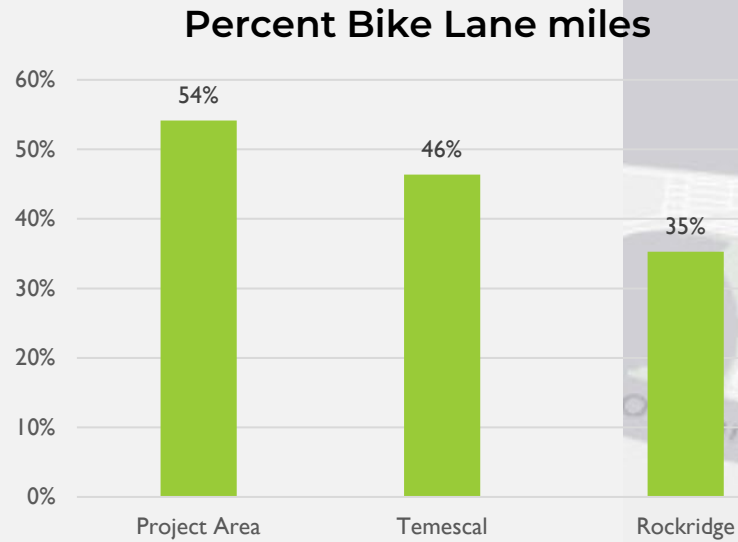
Paving Plan funding will be distributed by the share of underserved populations AND the share of local street miles in poor condition.

Streets to be Repaved

Streets < 30 PCI	—
Streets < 62 PCI	—
Streets < 100 PCI	—



Project Area has highest % of bike lanes/mile



0 0.5 1 2 Kilometers

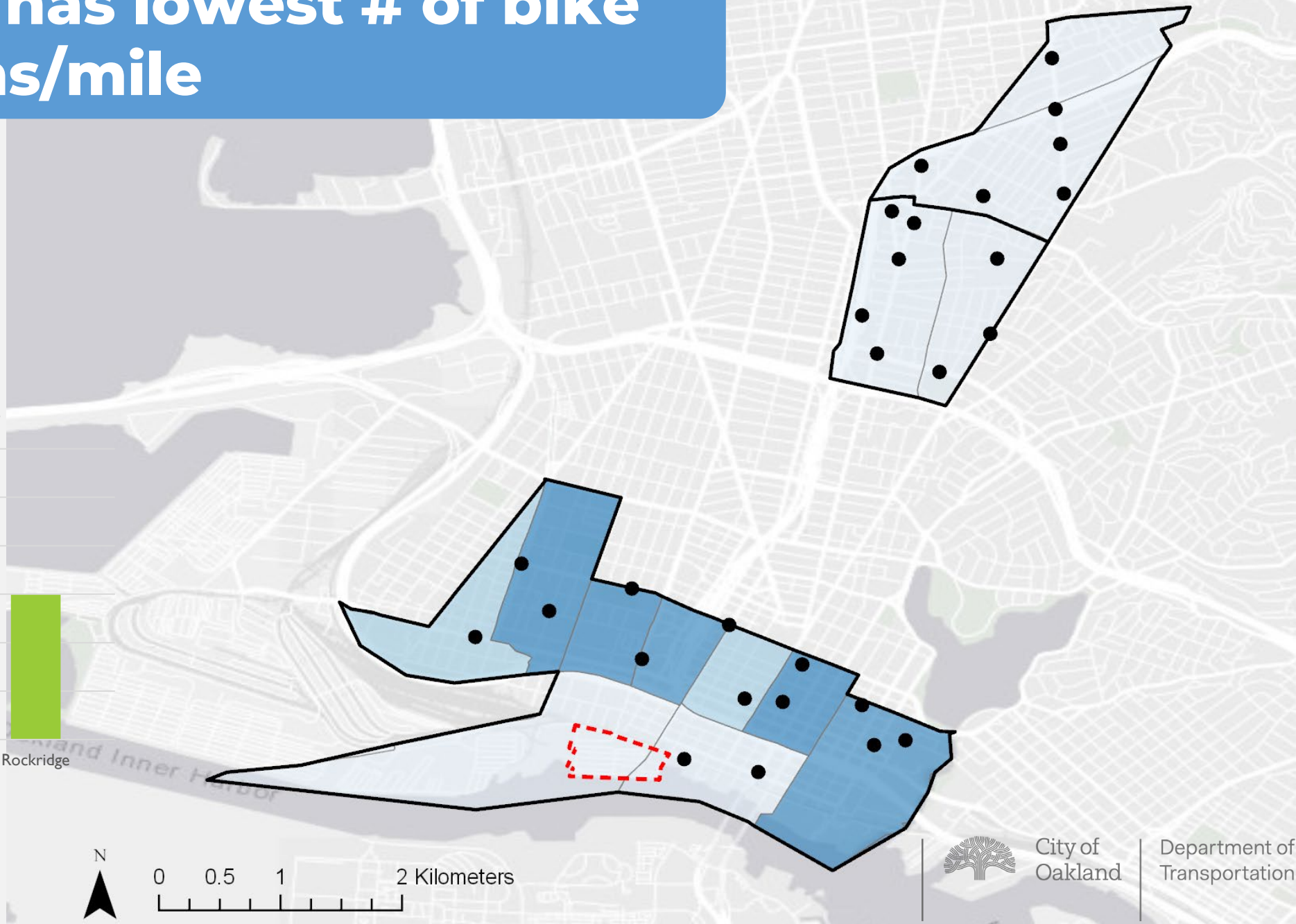
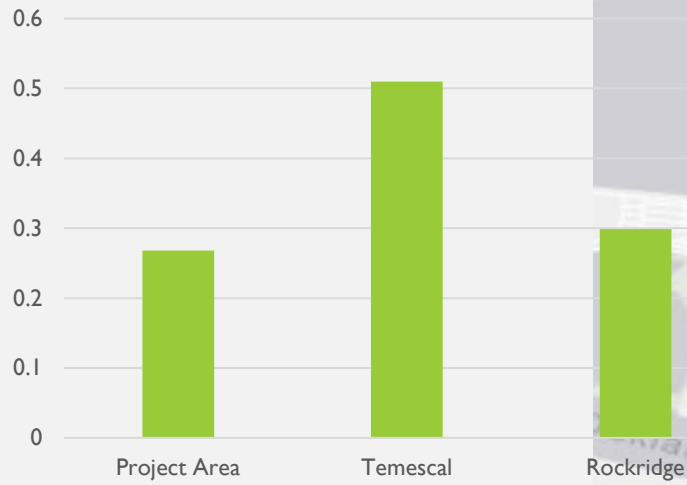


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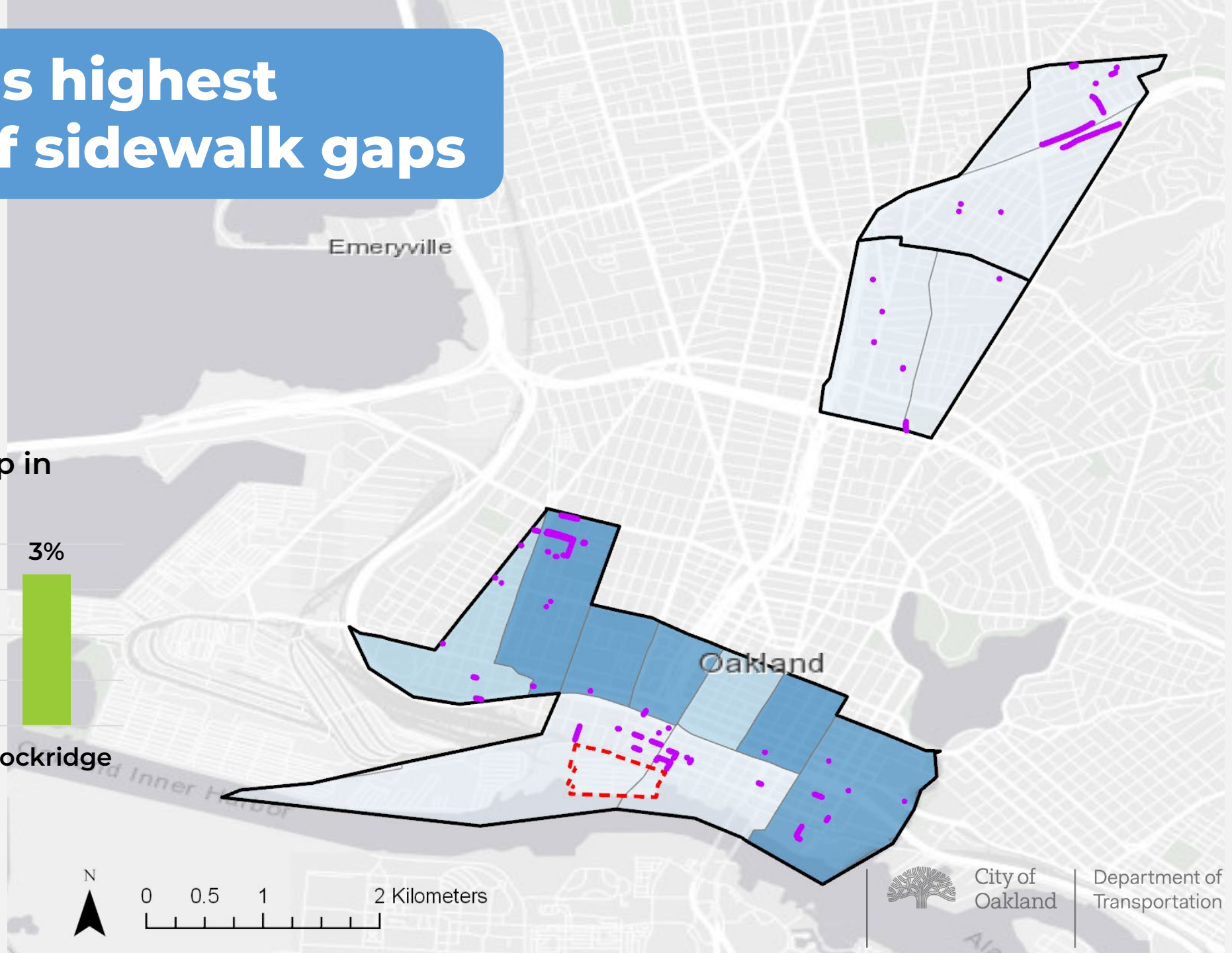
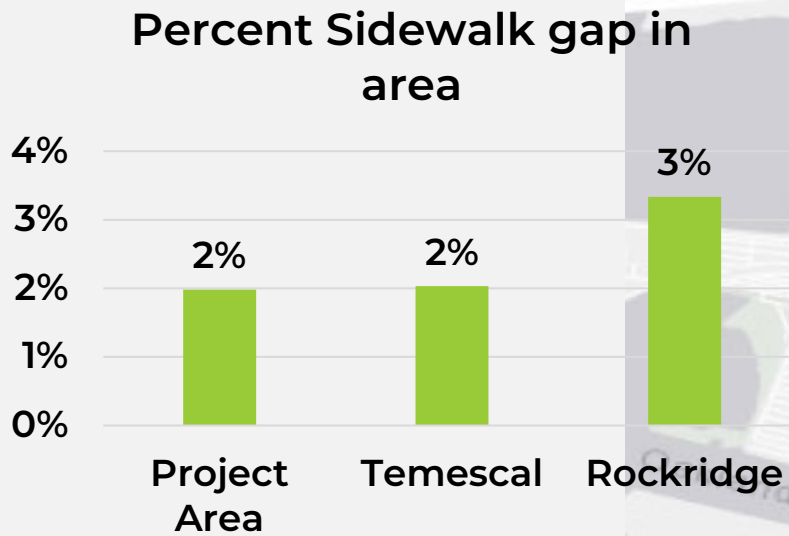
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Project Area has lowest # of bike share stations/mile

Bike Share per Road Miles



Rockridge has highest occurrence of sidewalk gaps



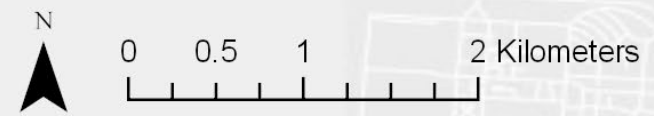
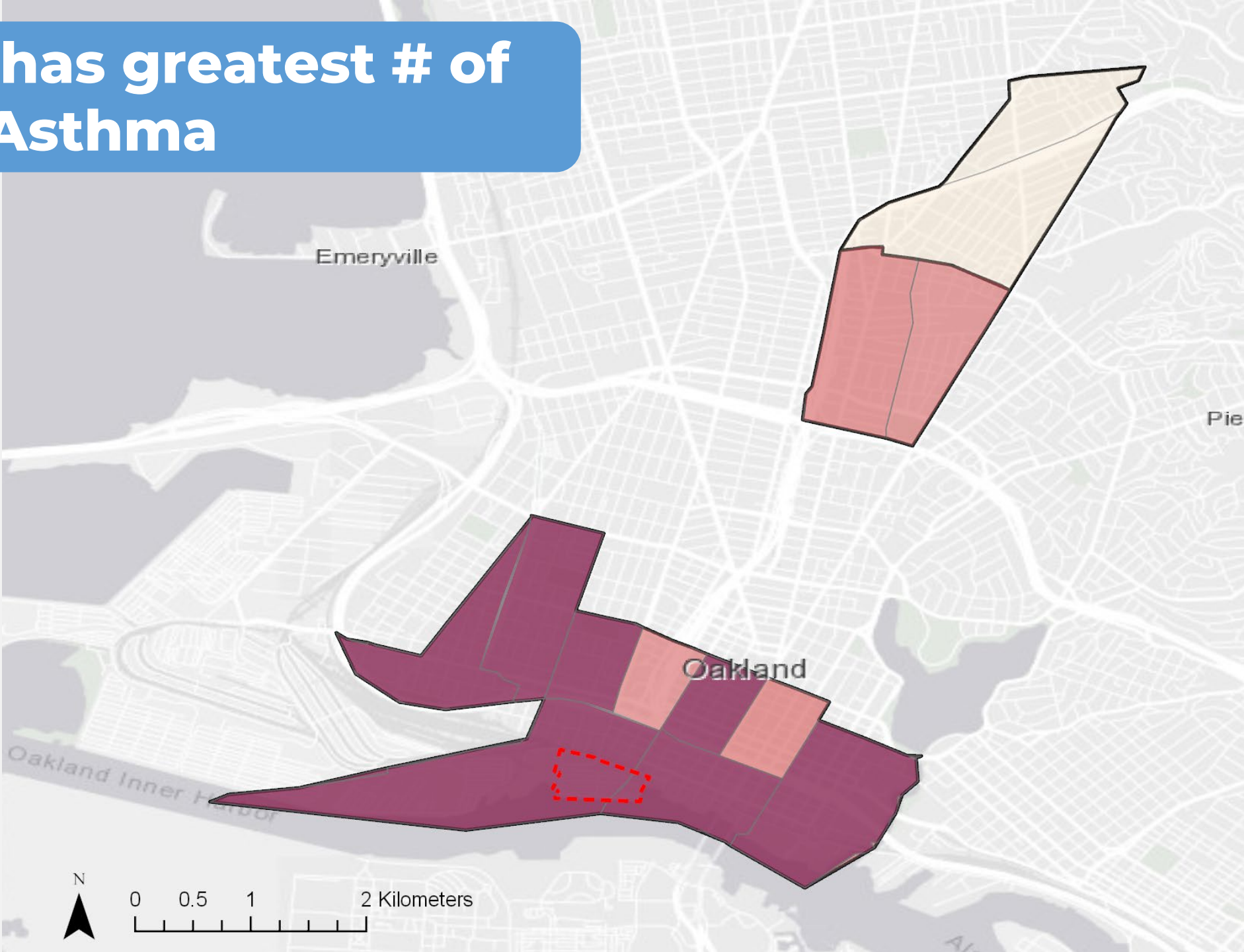
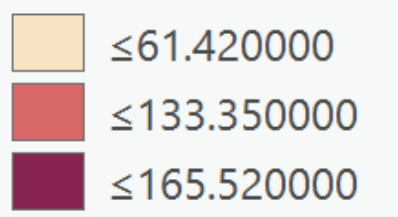
0 0.5 1 2 Kilometers



City of Oakland

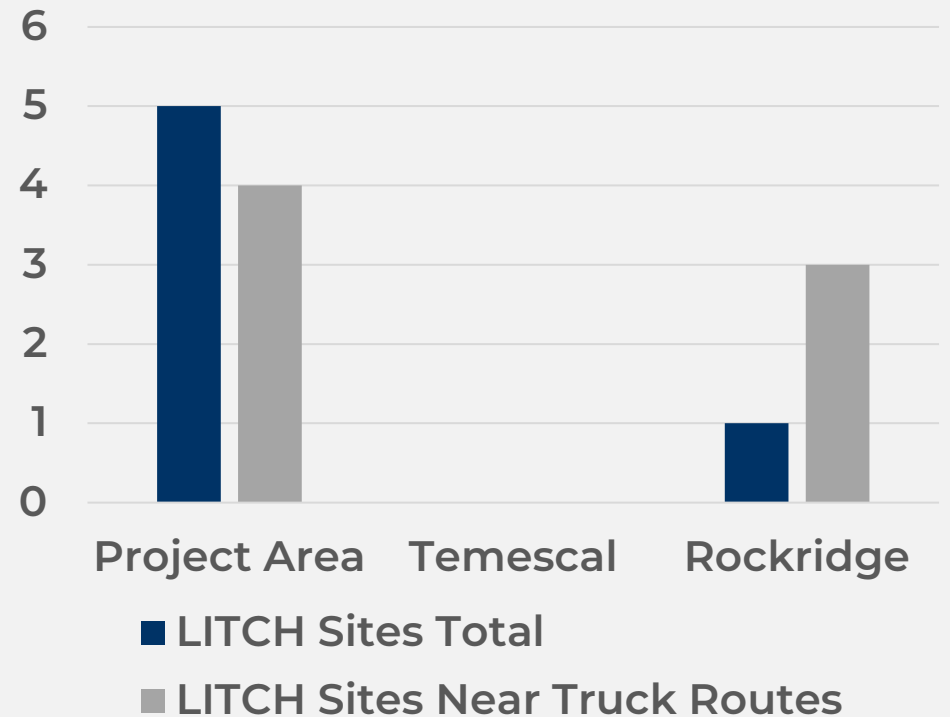
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Project Area has greatest # of people with Asthma



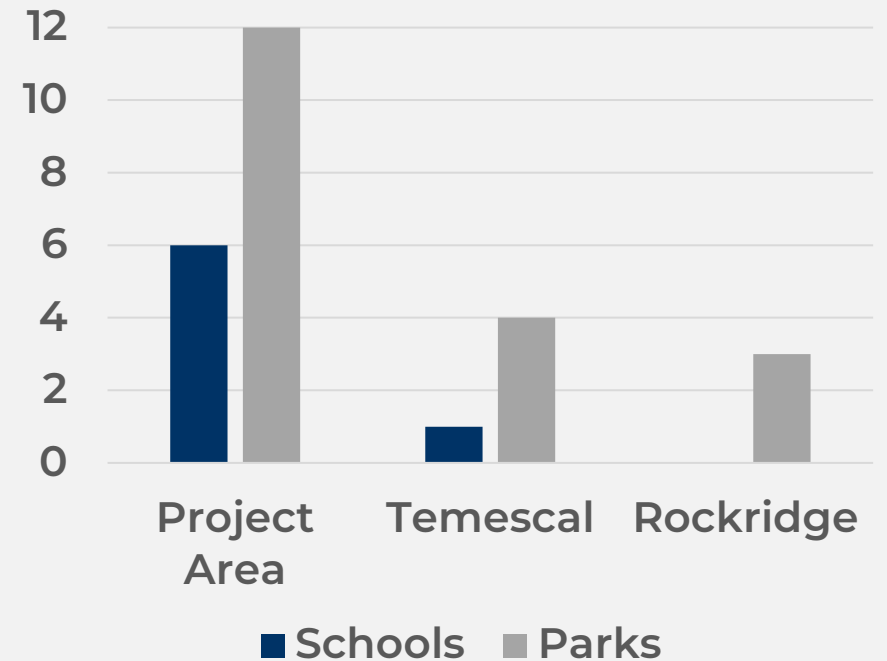
Truck routes near Low-income housing

LITHC affordable housing sites within 150 meters of a permitted truck route



More Truck Routes near Vulnerable Sites in Project Area

Schools and parks within 150 meters of a permitted truck route



Conclusions

- The Project Area has:
 - > More communities of Concern
 - > More people of color with Disabilities
 - > More seniors (over 65)
 - > More low-income families
 - > More bike lanes
 - > non-white households have higher rates of driving or carpooling to work
 - > BART ridership for West Oakland is whiter than the project area
 - > ?Transit Routes
 - > Lower access to vehicles
 - > Worse Asthma rates
 - > More exposure to transportation-related emissions
 - >

Next Steps

- Analyzing disparities in comparison to plan
 - Why do disparities exist?
 - Engagement to help inform, but likely factors include: personal safety/security, lack of “complete communities,” lack of connections to blue collar jobs
- What are we doing about it?
 - Adaptation: 7th St streetscape improvements, bringing in planners working on other major developments in the area that can help “complete” communities’ needs, RPP to preserve ability to park with a low-income discount

Evaluation and Accountability



Limitations

We do not include:

- MOEs
- Racial groups below 2% of pop
- Sample sizes

- time is missing in the analysis - we do not offer information about past trends. Future is only mentioned in 1 slide on 3YPlan for paving
 - Does not address questions of what we will do about it
- Not enough time to look at literature on transportation equity
- Deeper questions - do the routes available go to job dense areas?
- stopped looking at vehicle available by race in 2000
- Did not do managed Parking
- Income by race - [tables:B19113B (black), B19113H (White), B19113D (Asian), B19101I (hispanic)]

This work will Inform...

- Outreach and what we will ask the engagement consultants to do
- Moving Truck Routes
- Community Benefits Agreement Process