News from: **Oakland Public Works**

FOR IMMEDIATE RELEASE
August 18, 2016

Pothole Blitz 2016 Reports Increased Results
More Street Work Still Needed

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Oakland, CA – Oakland Public Works announced today that this year's annual Pothole Blitz saw the patching of almost 5,000 potholes – an increase of more than 60 percent over efforts just two years ago, but still only a temporary solution to the growing problem of necessary, unfunded street repairs.
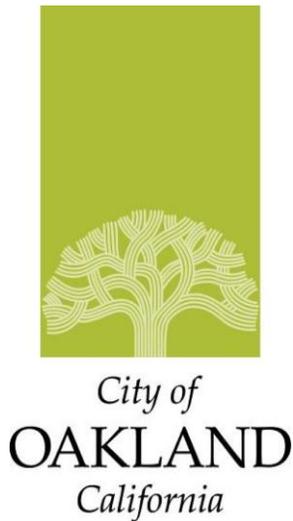
Public works crews do street maintenance and pothole patching every week of the year, but during the annual Pothole Blitz, a special focus of resources bolsters those efforts for one week each in all seven City Council districts. From mid-June through July, crews worked extended hours and on weekends to fill potholes, patch streets and seal cracks, with redoubled efforts to increase efficiency. The results:

- 4,933 potholes filled, an increase of more than 60 percent over the 3,037 potholes filled during the blitz in 2014
- More than 1,000 square feet of minor street repairs
- Repaired more than 100 sidewalk tripping hazards
- Repaired more than 100 linear feet of guardrail
- Repaired 160 linear feet of fence
- Repaired 59 linear feet of curb and gutter
- Sealed cracks on 37 city blocks

The increased impact of this year's blitz is largely the result of new resources. Over the last two years City leaders have funded two additional pothole crews, provided new, additional equipment, and authorized overtime pay that allowed crews to work longer days and on weekends.

[*more*]

However, the fundamental problem of unfunded street repairs remains a growing issue. As streets age, their deterioration increases exponentially – as does the cost of repairs. Repaving can avert this process, but is more expensive up front than pothole repairs.

At current funding levels, many Oakland street that are repaved today might not be repaved for 85 years. Oakland's street quality currently ranks 89th out of 109 Bay Area cities. The Metropolitan Transportation Commission uses the Pavement Condition Index (PCI) to rate streets from Excellent (score of 90 – 100) to Poor (score of 0 – 49). Based on a 2016 survey, Oakland's three-year average PCI is 57. The Bay Area average PCI is 66.

The cost to repave the backlog of Oakland streets today is $443 million and growing, with only a fraction of that funding currently available – slightly more than $3 million per year. City resources are limited, in part, because the gas taxes used to fund local road repair in cities throughout California have not been raised since 1993. While the costs associated with repairs and repaving have increased significantly since then, the source of funding has not.

In July, the Oakland City Council voted to place an infrastructure bond measure on the fall ballot. If passed it would provide $600 million for infrastructure projects, including up to $350 million in funding to:

- Repave streets and eliminate potholes
- Repair sidewalks
- Increase bicycle and pedestrian safety
- Improve the quality of our sidewalks (benches, street trees)
- Make accessibility upgrades for people with disabilities

Information about the infrastructure bond measure is available online at www.oaklandnet.com/ibond2016.

The public is encouraged to report potholes and other infrastructure needs through any of these methods:

> Online: www.oaklandpw.com
> Call: (510) 615-5566
> Email: opwcallcenter@oaklandnet.com
> Mobile app: seeclickfix

The City is committed to distributing its resources and maintenance efforts equitably across all Oakland communities. Residents can review the pavement condition of all Oakland's streets, as well as priority projects, online at:
http://www2.oaklandnet.com/government/o/PWA/o/EC/s/STS/PavementManagement Program/index.htm

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