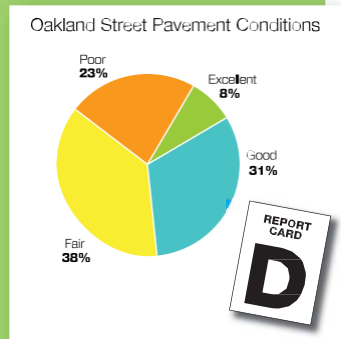




Public Works

OAKLAND STREETS FACT SHEET



There are **831 miles of City-maintained streets in Oakland**. Streets vary from two-lane (local) streets to six-lane arterials (major streets). 150 miles of streets are bus routes; 124 miles of streets have designated bikeways.

Oakland's street quality 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 of street maintenance varies dramatically based on the street's condition. The average cost of street work is:

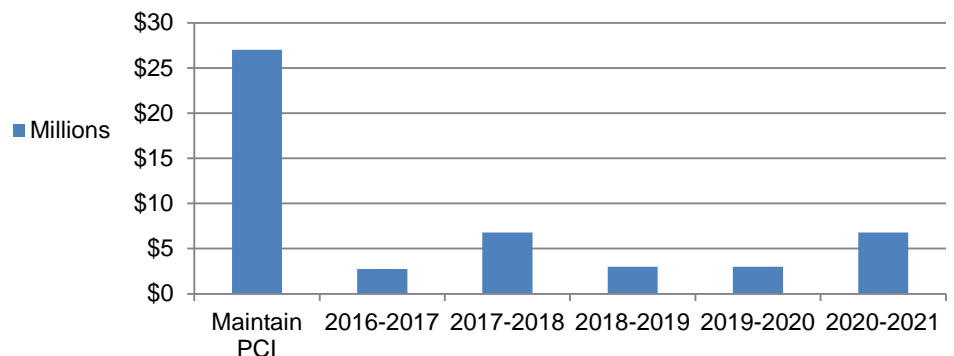
- \$ 8 per square yard for **preventive maintenance**
- \$ 38 per square yard for **light resurfacing**
- \$ 47 per square yard for **heavy resurfacing**
- \$ 77 per square yard for **reconstruction**

The cost of deferred maintenance reinforces the old saying, "Pay me now, or pay me later."

Oakland would need to spend **\$27M per year just to maintain the existing pavement conditions**. Unfortunately, the City's budget for street renovation is just a fraction of that.

The backlog of streets needing work is **\$443M and growing**.

Paving Budget by Year





Public Works

OAKLAND STREETS

FREQUENTLY ASKED QUESTIONS



Q. What is a pothole?

A. A pothole is a defect in streets that are approaching the end of their useful life. Potholes represent the early stages of a disintegrating and failing pavement. They are created by lack of surface protection against moisture, the enemy of pavement. As rain works its way under the surface and the sub-base of a street, cracks develop and gradually grow larger and larger. With traffic pounding over the surface, segments begin to separate from pavement, leading to the creation of potholes. This is especially problematic on heavily traveled streets carrying trucks and buses. It is important to note that funds and efforts expended for pothole repairs are only stopgap measures and do not improve overall pavement condition. The same pavement, without resurfacing or reconstruction, will simply experience more potholes, disintegrate and fail completely.

Q. Why isn't there enough money for street maintenance?

A. In part, improvements in fuel efficiency have led to lower gas tax revenue for cities, once the major source of funds for road repair and maintenance. For example, in 1993, cars averaged 10 miles per gallon and the Gas Tax was \$0.18 per gallon. Today, cars get 30 miles per gallon, yet the Gas Tax is still \$0.18 per gallon. As a result, we're driving more and paying less. The price of asphalt has also quadrupled in the last decade.



Q. Is my street scheduled for paving?

A. The City's Paving Prioritization Plan can be viewed online at www.oaklandpw.com.

Q. How do you determine which streets are going to be paved?

A. Oakland is on an 85-year repaving schedule, meaning that a street that is repaved today won't be repaved again for another 85 years. Candidate streets for resurfacing are selected after careful consideration of many factors, including the total funding available; the relative cost to rehabilitate each street; whether utility work is planned in the future on that street; whether the street is part of the proposed bicycle network; and opportunities to make modifications to improve safety for pedestrians, cyclists and motorists. For the same amount of money we can raise the condition of one City block from Poor to Excellent (pavement reconstruction) or we can improve seven blocks from Fair to Excellent (pavement preservation). For this reason, we spend 80% of our scarce resources on Fair streets and only 20% on Poor streets. Preserving what we have must continue until additional paving money becomes available.

Q. What will happen to the rest of the streets?

A. With declining revenues from the State Gas Tax, more funding is needed. The City Council is considering a bond measure to invest in resetting the quality of Oakland streets, but no final decisions have been made. The City will continue to carefully manage our pavement preservation program until additional paving money is found.

TO REPORT potholes and other infrastructure issues:

Please contact us –

Public Works Call Center

Call: (510) 615-5566

Online: www.oaklandpw.com

Mobile app: SeeClickFix

Email: opwcallcenter@oaklandnet.com