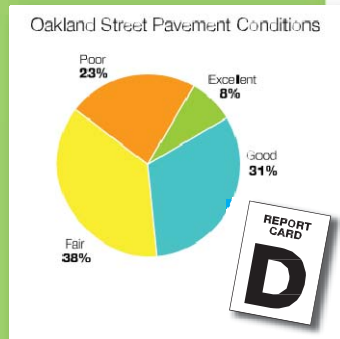




Public Works

OAKLAND STREETS FACT SHEET



▶ **The City of Oakland has 806 miles of City-maintained streets.** Streets vary from two-lane (local) streets to six-lane arterials (major streets). Buses use 150 miles of streets; 80 miles of streets have designated bikeways. Oakland also maintains 225 pedestrian paths.

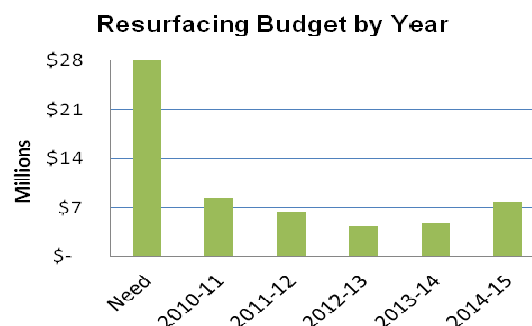
▶ **Oakland’s street quality ranks 98th out of 109 Bay Area cities.** The Metropolitan Transportation Commission uses the Pavement Condition Index (PCI) to rate streets from Excellent (score of 90 – 100) to Poor (score of 0 – 49). **Based on a 2013 survey, Oakland’s three-year average PCI is 60. The Bay Area average PCI is 66.**

▶ **If streets were maintained more often, the total cost of street maintenance would actually decrease.** The average cost of street work is:

- \$ 5 per square yard for **preventive maintenance**
- \$ 20 per square yard for **light resurfacing**
- \$ 40 per square yard for **heavy resurfacing**
- \$140 per square yard for **reconstruction**

The cost of deferred maintenance reinforces the adage “Pay me now, or pay me later.”

▶ **Oakland would need to spend \$28M 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.**



Public Works

OAKLAND STREETS

FREQUENTLY ASKED QUESTIONS



Q. What is a pothole?

A. A pothole is a defect in streets caused by lack of preventive maintenance. Potholes represent the early stages of a disintegrating and failing pavement. Potholes are created by lack of surface protection against moisture. As rain works its way under the surface and the sub-base of a street, cracks start developing 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 provide stopgap measures and do not improve overall pavement condition. The same pavement, without resurfacing or reconstruction, will simply experience more potholes, disintegrate and fail.



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. 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. Finally, the loss of sales tax and property tax revenue caused by the current recession has dramatically reduced the City's ability to pay for street maintenance.

Q. Is my street scheduled for paving?

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

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

A. Passage of Alameda County's \$10 surcharge on vehicle registration has provided about \$1.5M per year (allowing for resurfacing of 3 miles) starting in 2011. Re-authorization of the Alameda County transportation sales tax (known as "Measure BB") will add about \$8 million per year (allowing for resurfacing of 16 miles of streets). These initiatives are helpful, and the City will continue to carefully manage our pavement preservation program until additional paving money is found.

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

A. It's much cheaper to preserve a street by resurfacing it than it is to rebuild a damaged street (\$20 per square yard to resurface vs. \$140 per square yard to reconstruct). So 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.

TO REPORT potholes and other infrastructure issues:

Please contact us –

Public Works Call Center

Call: (510) 615-5566

Online: www.oaklandpw.com

Mobile app: SeeClickFlx

Email: opwcallcenter@oaklandnet.com