



CITY OF OAKLAND

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OAKLAND

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# AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Ryan Russo  
Director, OakDOT

**SUBJECT:** Three Year Pavement Prioritization  
Plan

**DATE:** March 19, 2019

City Administrator Approval

Date: 4/11/19

## RECOMMENDATION

**Staff Recommends That The City Council Adopt A Resolution Establishing A Three Year Prioritization Plan For The City Of Oakland's Complete Streets Paving Program (2019-2021); And**

**A Resolution Authorizing The City Administrator Or Designee To Award All Paving and Concrete Construction Contracts That Follow All City Advertising and Competitive Bidding Requirements And Are Awarded In Direct Service Of Delivering The 2019 Three Year Prioritization Plan, Without Return To Council.**

## EXECUTIVE SUMMARY

The passage of a citywide Housing & Infrastructure Bond (Measure KK), and the statewide gas tax adjustment (Senate Bill 1) have provided long-needed support for Oakland's paving program. To put these funds to expeditious use, staff have prepared this Three-Year Paving Plan which represents a \$100M construction investment in pavement rehabilitation and preventative maintenance. For the duration of this plan, staff recommends that 75% of plan dollars be prioritized for rehabilitating local streets and 25% prioritized for rehabilitation and preventative maintenance on major streets. Reflecting community input and City Council-adopted prioritization values, staff developed a framework to prioritize streets for repaving based on equity, street condition, and traffic safety. Anticipating challenges in delivering triple the current annual volume of construction contracts for paving, staff have also developed a recommendation for streamlining project delivery.

## BACKGROUND / LEGISLATIVE HISTORY

### *Program Background*

Most cities do not have the resources to repave every street that needs repaving. A typical pavement management plan assesses repaving needs, reviews available funding, and produces a fiscally-constrained, multi-year workplan of streets to repave. In a typical plan, prioritization is based on street condition and cost-effectiveness. Plans are generally optimized

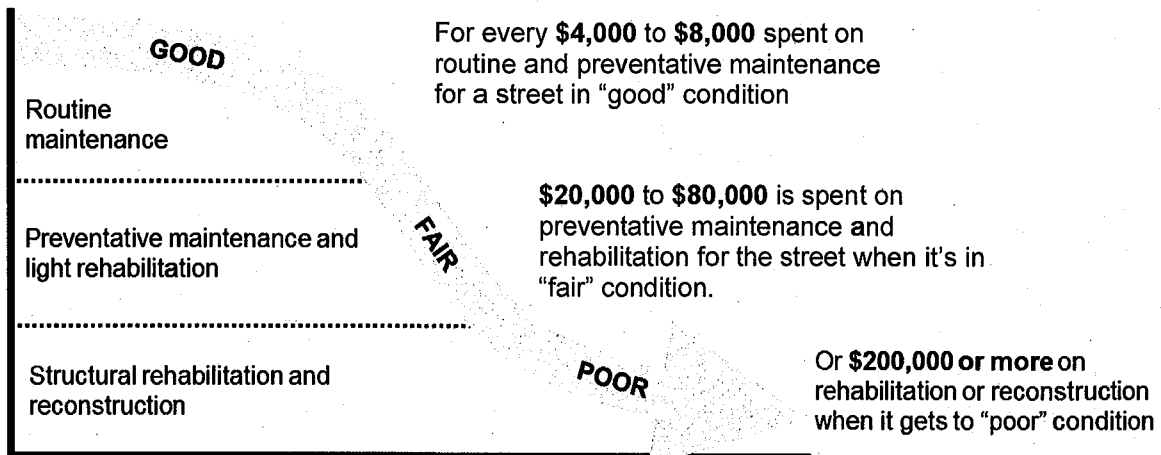
to increase average pavement condition and to decrease paving maintenance backlog over a 20 to 30 year horizon.

The first step in developing a paving plan is to survey pavement conditions citywide. Streets are scored using a Pavement Condition Index (PCI) which scores streets from 0 to 100. Streets in poor condition receive a score from 0-49, followed by streets in fair condition (50-69), good condition (70-89) and excellent or brand new condition (90-100).

The most recent citywide survey of Oakland pavement condition was completed in Fall 2018. Based on this assessment, the 2018 citywide average condition of Oakland streets is fair, with a score of 54 out of 100. The average condition of Oakland's major streets is good, with a score of 70. The average condition of Oakland's collectors and residential streets is poor, with a score of 46.

A best practice with limited funding is to spend dollars on the streets in good condition where most people drive and where conditions degrade fastest and prioritize just a handful of "worst" streets where rehabilitation is expensive. Figure 1 provides an illustration of the relative costs of repaving by street condition. Oakland's current paving maintenance backlog is \$104M for major streets and \$434M for local streets.

**Figure 1: Cost of Repaving By Street Condition**



*2007 and 2014 Pavement Prioritization Plans*

The City's Pavement Management Program has been guided by adopted prioritization plans, including those established in 2007 and most recently in 2014. Adopted plans generally identified a best-case funding scenario, incorporating limited local funds with the goal of attaining supplemental grant funds. Given unpredictable funding availability, one of the strategies to preserve the condition of Oakland's major streets was the "80/20" policy for pavement rehabilitation and prioritization, first adopted by City Council in 2007. Under this policy, 80% of any available funding for paving would be dedicated toward pavement

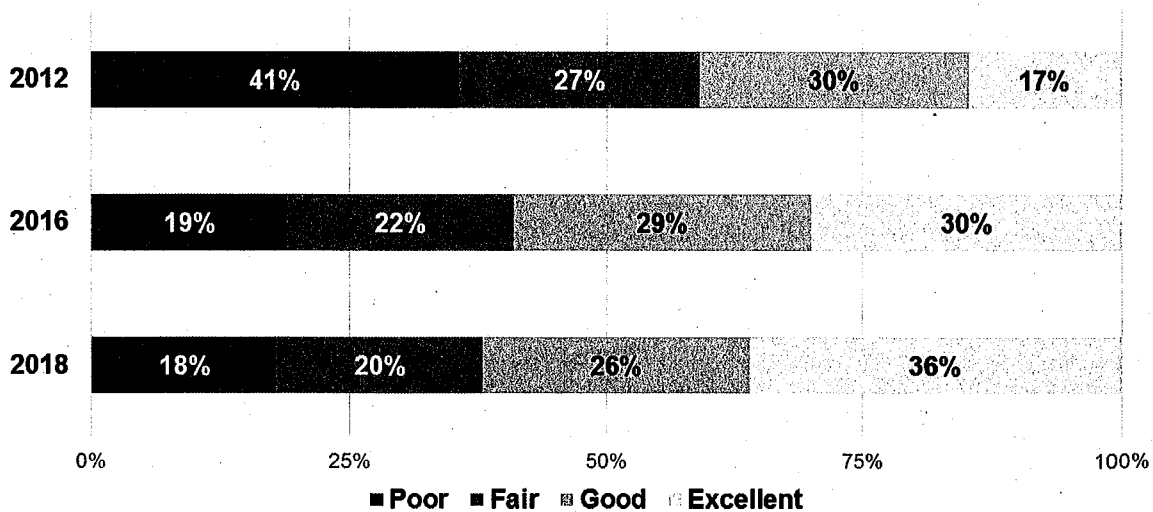
preservation on major streets, and 20% would be dedicated to rehabilitating local streets in poor condition.

The 2007 and 2014 Plans included prioritized lists of major streets toward the 80% of the 80/20 funding policy. These lists were developed using the Metropolitan Transportation Commission (MTC) StreetSaver program, which produces a fiscally-constrained work plan of pavement rehabilitation and preventative maintenance treatments on major streets. However, neither the 2007 nor 2014 plan produced a prioritized list of streets toward the 20% of the 80/20 funding policy, known as the “worst streets set-aside.” The definition on how these funds would be prioritized to be based on “City Council recommendation, citizen complaints, and a street condition assessment.”

*Benefits of Past Plans, Practices, and Policies*

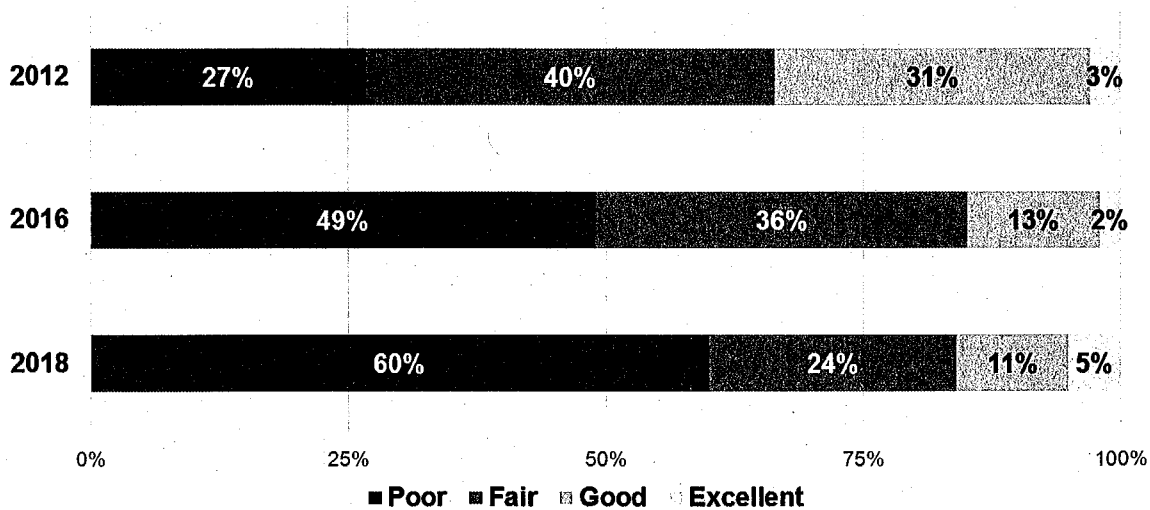
The central benefit of the 80/20 approach was that the condition of the streets on which most Oaklanders drive and ride for the majority of their trips could be maintained and improved despite limited funding. Recently, voter-supported initiatives have provided significant funding for local streets, including transportation sales tax Measure BB, the City of Oakland infrastructure bond Measure KK, and Senate Bill 1 gas tax adjustment. As funding for paving become available through these initiatives, the 80/20 policy worked as intended: more than 60% of Oakland’s arterial miles are now in “good” or “excellent” condition, compared to just 47% in 2012 (Figure 2).

**Figure 2: Pavement Condition of Major Streets**



The improved condition of major streets can be attributed to increased funding but also to the fact that staff pursued a mix of both pavement rehabilitation and preventative maintenance treatments. This followed industry best practices for pavement management and was an important and cost-effective policy framework for Oakland.

**Figure 3: Pavement Condition of Local Streets**



While major streets improved, local streets such as collectors and residential streets did not see significant investment. As a result, in just the past 6 years, 60% of Oakland’s local street miles are now in “poor” condition, compared to 27% in 2012. Oaklanders have borne the cost of this in the form of bent rims, broken axles, and flat tires from rapidly degrading neighborhood streets, as well as decreased neighborhood quality of life.

In the last ten years, the City Attorney’s Office has received nearly 1500 claims and lawsuits related to deteriorated streets, with a rolling average payouts increasing from \$84,000 per year in 2006 to \$330,000 per year in 2016. At the same time, the policy decision to maintain major streets meant that the streets which carry the most traffic were kept in good condition. This provided a smooth ride for the majority of Oaklanders’ driving miles and likely even reduced the potential number of claims and lawsuits related to street condition.

Other benefits of past practices include coordination with adopted plans. This has traditionally been an area of strength for Oakland’s paving program. The City has limited standalone resources for implementing recommendations from adopted plans, such as the citywide bike plan, citywide pedestrian plan, area and specific plans, and the Americans with Disabilities Act (ADA) Transition Plan. In this context, the paving program has served as a dependable delivery vehicle for many miles of recommended street improvements each year. This coordination enables the City to cost-effectively improve safety and comfort for people walking and riding bicycles, and to make progress implementing adopted plans. The paving program has also historically been an implementation vehicle for the City’s ADA Transition Plan. With each pavement rehabilitation project, the paving program delivers accessibility improvements through the construction of new curb ramps, sidewalk repairs, and improved crosswalk markings.

Areas for policy improvement in the paving program include a prioritization methodology that reflects adopted metrics and overall program reporting and accountability. Past plans and policies solely prioritized street condition and did not have additional prioritization requirements such as equity, health, and safety. Transparency about how local streets are prioritized and

basic communication about the status of scheduled paving work are also areas for improvement.

### *Adopted Prioritization Principles*

Since 2014, the City Council has adopted two pieces of legislation that provide policy direction for funding priorities, applicable to all capital projects including pavement rehabilitation. This legislation includes the 2016 Infrastructure Bond Ordinance (No. 86445 C.M.S.) and the 2018 Capital Improvement Program Prioritization Process (No. 87376 C.M.S.).

The 2016 Infrastructure Bond Ordinance articulated that bond-funded projects would be consistent with City Council-established priorities, including those set forth within the City's Capital Improvement Plan. The Ordinance also established the following evaluation framework for projects funded by the bond: a) how the projects address social and geographic equity and provide greater benefit to underserved populations and in geographic areas of greatest need; b) how the projects address improvements to the City's existing core capital assets; c) how the projects maintain or decrease the City's existing operations and maintenance costs; and d) how the projects address improvements to energy consumption, resiliency and mobility.

These values were further codified in the Capital Improvement Program Prioritization Process, which the City Council adopted in 2018. Through resolution (No. 87376 C.M.S.), the City Council established nine factors that would be used to prioritize the City of Oakland's Capital Improvement Program. The areas receiving the most scoring weight included equity, health and safety, existing conditions, and economy. Staff's recommendations on incorporating these adopted evaluation metrics and prioritization factors into this paving plan are included in the subsequent section.

### *Funding Outlook*

Voter approval of Measure KK in November 2016 provided the City with a stable source of funding for the ten years following its passage, primarily for repaving streets. In addition, voters' rejection of Proposition 6 in November 2018 ensured that additional gas tax revenues from Senate Bill 1, which are directly distributed to cities like Oakland, will continue to be available to maintain Oakland's streets. There is simply no way to overstate the importance of these stabilizing sources of revenue for the paving program. These funding sources are the sole reason staff are able to propose increased spending for local streets in this plan. At the same time, Measure KK is a \$350M bond. Anticipating the eventual spend-down of the bond, staff have performed analysis to identify what future funds will be needed to maintain the improved condition of streets citywide, provided in the subsequent section.

## **ANALYSIS AND POLICY ALTERNATIVES**

### *Summary*

The proposed plan outlines a three-year prioritized workplan of streets for repaving. The plan proposes a total construction budget of \$100M, funded through Measure KK, SB1, Measure B/BB, and existing grant awards. The plan proposes establishing two main programs: major

streets and local streets. The plan prioritizes \$25M, or \$8.3M per year, toward major streets. It recommends both rehabilitation and preventative maintenance treatments on major streets to both upgrade pavement condition and preserve existing good pavement. Major streets are prioritized by street condition and by traffic safety to ensure that necessary safety improvements on Oakland's high injury corridors can be advanced quickly.

The plan prioritizes \$75M, or \$25M a year, toward local streets. All local streets paving under this plan would receive rehabilitation (mill and overlay). Of the proposed \$75M for local streets, 85% is programmed into Planning Areas by street condition and equity factors, with individual streets selected by street condition and proximity to schools. Ten percent of local streets dollars (\$7.5M) are reserved for cost-share agreements with utility companies to fully pave streets after utility construction work. Five percent of local streets dollars (\$3.75M) are proposed at City Council discretion, split among the 8 City Council seats. A map and complete list of streets prioritized within the plan is provided in **Attachment A**.

#### *Major Streets Program*

Oakland's major streets support the majority of daily vehicle, truck, bus, and bicycle trips. Major streets comprise 176 miles of Oakland's 830-mile street network. This plan prioritizes paving treatment on 50 miles and allocates \$25M over three years in a cost-effective combination of rehabilitation and preventative maintenance treatments. This investment will support maintaining the existing average PCI of 70 on Oakland's major streets.

Nearly one-third of the 40 prioritized major streets miles are on Oakland's High Injury Network. Oakland's High Injury Network includes the 71 miles of streets on which 63% of traffic injuries and fatalities occur and where traffic safety improvements should be prioritized. Past paving plans have not intentionally incorporated a safety analysis to prioritize streets for repaving. In this plan, staff incorporated the High Injury Network to facilitate near-term implementation of safety improvement projects concurrent with repaving. Incorporating this safety analysis into the paving plan reflects the heavy weighting that the Capital Improvement Plan Process places on health and safety.

#### *Local Streets Program*

Overall, increased and sustained funding for paving means that the paving program can maintain past levels of funding for major streets while dramatically increasing the level of funding for local streets. This plan proposes \$25M a year toward local streets, a significant increase from the former average of \$2M a year. Of this \$75M total, staff propose 85% of funds be programmed on approximately 60 miles of local streets using prioritization values of equity, safety, and street condition.

For the core local streets program, staff used nine "planning areas" to help identify needs and prioritize funds. Planning areas are a simple way of referring to different parts of Oakland that are smaller than Council Districts but larger than individual neighborhoods. Oakland's 2007 Bicycle Plan, 2017 Pedestrian Plan, and the in-progress 2019 Bicycle Plan have used the planning areas that staff refer to in this plan. Table 1 on page 8 provides basic demographics and street statistics by planning area.

Findings from the Oakland Department of Race & Equity's Oakland Equity Indicators report demonstrate broad disparity in services, resources, outcomes, and opportunities among underserved Oaklanders. Based on this, staff reviewed recent demographic data from the U.S. Census American Community Survey (ACS) to identify underserved populations by planning areas. The definition of underserved populations is a population and/or community that have experienced historic or current disparities, reflected in the Oakland Equity Indicators report and consistent with the Metropolitan Transportation Commission equity analyses. This definition includes people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.

#### *Prioritizing by Planning Areas*

Staff developed a weighting system that equally accounts for street condition and underserved populations for local streets investment. To prioritize by underserved populations, staff used ACS data to total the number of underserved populations who live in each planning area. Staff then identified the share of underserved populations living in each planning area. This share varied from 29% in Central/East Oakland to 2% in North Oakland Hills (Table 1).

To prioritize by street condition, staff reviewed the total number of local street miles in each planning area that were in poor condition (a pavement condition score of less than 50 is considered poor condition). Staff then identified the share of citywide miles in poor condition that are in each planning area. North Oakland/Adams Point has the largest share of Oakland's worst local street miles at 19%; Downtown has the fewest, at 2% (Table 2 page 8).

Staff combined the two metrics (street condition and underserved populations) by planning area to produce a weighting factor that incorporated both equity and street condition. This factor was then used to distribute 85% of the \$75M local streets program, or \$63.8M (Table 3 page 8).

#### *Prioritizing Individual Streets*

Within each planning area, staff first prioritized individual streets by street condition and proximity to schools. Streets near schools see increased levels of activity, including walking and biking. Because repaving offers a chance to upgrade crosswalks and improve curb ramps and other Safe Routes to School (SRTS) plan recommendation, streets near schools were prioritized as a way of efficiently implementing SRTS recommendations. After selecting the worst condition local streets near schools, other streets were selected by order of pavement scores from worst to less worse until the planning area budget target was met.

The proposed plan for local streets paving represents a six-fold increase in local streets paving, compared to the 10-year annual average before Measure KK (2005-2015) (Table 4 page 9). Additional metrics, including the proposed miles paved per 10,000 residents by planning area, are also provided for comparison of prioritization outcomes.

**Table 1: Demographics by Planning Area**

	Population	Share of Citywide Population	Median Income	% People of Color	% Low Income Households
Central / East Oakland	98,937	24%	\$43k	93%	55%
Coliseum / Airport	3,752	1%	\$44k	96%	50%
Downtown	19,169	5%	\$40k	76%	46%
East Oakland Hills	30,733	7%	\$89k	73%	22%
Eastlake / Fruitvale	98,739	24%	\$45k	85%	49%
Glenview/Redwood Heights	31,976	8%	\$103k	48%	16%
North Oakland Hills	23,658	6%	\$158k	31%	6%
North Oakland / Adams Point	79,213	19%	\$76k	50%	27%
West Oakland	36,863	9%	\$37k	77%	55%
<b>Citywide</b>	<b>412,040</b>		<b>\$58k</b>	<b>73%</b>	<b>39%</b>

**Table 2: Local Street Condition by Planning Area**

	Total Street Miles	Local Street Miles in Poor Condition	Local Streets Average PCI	People per Local Street Mile (PCI < 50)	Share of Local Street Miles in Poor Condition
Central / East Oakland	165	71	48	1,400	18%
Coliseum / Airport	20	7	48	536	2%
Downtown	40	8	54	2,311	2%
East Oakland Hills	98	39	51	781	10%
Eastlake / Fruitvale	134	68	48	1,460	17%
Glenview/Redwood Heights	78	39	48	818	10%
North Oakland Hills	110	62	46	379	16%
North Oakland / Adams Point	126	75	40	1,050	19%
West Oakland	60	25	47	1,040	6%
<b>Citywide</b>	<b>830</b>	<b>394</b>	<b>46</b>	<b>1,044</b>	

**Table 3: Local Streets Funding by Planning Area**

	Share of Local Street Miles in Poor Condition (A)	Share of Citywide Underserved Populations (B)	Funding Share (A+B)/2	Local Streets Funding Share	3Y Plan Local Street Miles
Central / East Oakland	18%	29%	24%	\$15.1	15.7
Coliseum / Airport	2%	1%	2%	\$0.9	0.7
Downtown	2%	7%	5%	\$2.8	1.7
East Oakland Hills	10%	6%	8%	\$5.0	5.1
Eastlake / Fruitvale	17%	28%	23%	\$14.5	14.6
Glenview/Redwood Heights	10%	4%	7%	\$4.6	5.4
North Oakland Hills	16%	2%	9%	\$5.7	5.6
North Oakland / Adams Point	19%	14%	17%	\$10.7	10.6
West Oakland	6%	8%	7%	\$4.6	3.0
<b>Citywide</b>				<b>\$63.8</b>	<b>62.5</b>



**Table 4: Proposed Local Streets Program by Planning Area**

	<b>10-Year Annual Avg. Miles Paved (2005-2015)</b>	<b>3-Year Plan Annual Avg. Miles (Est.)</b>	<b>Proposed Miles Paved Per 10k Residents</b>
Central / East Oakland	0.3	6.3	1.9
Coliseum / Airport	0.0	0.4	3.3
Downtown	0.2	0.7	1.2
East Oakland Hills	0.7	1.7	1.7
Eastlake / Fruitvale	0.2	5.1	1.6
Glenview/Redwood Heights	0.3	1.8	1.7
North Oakland Hills	0.3	2.0	2.6
North Oakland / Adams Point	0.7	3.4	1.3
West Oakland	0.1	1.2	0.9
<b>Citywide</b>	<b>2.8</b>	<b>22.6</b>	<b>1.6</b>

*Local Streets Program: Utility Cost-Share Streets*

Within the remaining local streets program budget, \$7.5M over three years is proposed for cost-share agreements with utility companies. Under the City's excavation requirements, private entities such as utility companies are required to restore streets after construction jobs.

Generally, this restoration includes a 13' wide patch centered on the utility's trench line, extending for the length of the trench. Given that most residential streets are 30' to 40' wide, this restoration does not amount to full-width repaving. Cost-share agreements enable full-width paving after utility construction work by enabling the City to reimburse utility companies, and vice versa, for repaving beyond each entity's responsibility. In past, funds for cost-share agreements were drawn from each Council District's "worst streets" set-aside, introducing a tension between addressing local streets priorities and achieving the cost-efficiencies of working with utility companies to complete full-width repaving. A separate program ensures that the City can collaborate with utility companies to take advantage of cost-share opportunities when they arise.

Staff have proposed a simple rubric for cost-share consideration:

- Local streets only (collector and residential streets)
- Street condition must be poor (PCI<50)
- Construction must be part of a major utility job (greater than 1500' in length)
- Funds will be expended in order of construction

At the end of Year 2 of the Plan, staff will identify whether there are cost-share candidates meeting the above criteria on the horizon. If none exist, funds will augment the local streets program, according to the established funding distribution by planning area. Staff will also report on streets repaved through cost-share agreements during an annual paving program update, and any funds reallocated to the local streets program.

*Local Streets Program: Council Discretion Streets*

Finally, staff have proposed a strategy of 5% set-aside of local street program funds for distribution at City Council discretion, or \$3.75M. Distributed evenly among the 7 districts and 1 at-large City Council seats, this amounts to approximately \$470,000 per Councilmember. Averaged across three years, this amount is roughly the same as the set-aside that Councilmembers could have input on within the 20% worst streets set-aside, pre-Measure KK.

Under this strategy, staff would work with the Council offices to seek a final list of streets selected for repaving by September 1, 2019. This would enable staff to bring an informational item to Public Works Committee and City Council to publish the final list of City Council priorities, and to ensure that staff have enough time within the three-year plan to deliver the priorities. If the City Council directs staff to not incorporate this strategy, staff would distribute the \$3.75M across planning areas using the local streets program funding distribution, and likewise bring a revised list to local streets priorities to the City Council.

*Coordination with ADA 30-Year Transition Plan*

Overall, the proposed paving plan would advance the City's ADA Transition Plan. The plan corridors include nearly 6,000 curb ramps that will be reviewed for compliance and upgraded to current accessibility standards. The paving program will also incorporate sidewalk repairs on all paving corridors, repairing sidewalks on City facilities and addressing damage caused by official City trees. These accessibility improvements would be in addition to improved crosswalk markings, delivered as standard improvements within paving project scopes of work.

*Coordination with Major Plans and Transit*

The City's paving program provides a dependable vehicle for implementing the transportation recommendations of other adopted plans, including specific plans, the citywide bike plan, and the citywide pedestrian plan. Approximately 10 street miles proposed in this plan have existing bikeways and are recommended for upgrades in the draft citywide bike plan, such as from standard bike lanes to buffered bike lanes or to protected bike lanes. Another 25 miles of this paving plan overlaps with recommended new bikeways in the draft bike plan. Together, these 35 miles account for approximately 34% of the paving plan, and 13.5% of the total project mileage recommendations in the draft bike plan.

The proposed plan also identifies approximately 30 miles of paving on streets with existing AC Transit bus service. With appropriate coordination and input from AC Transit, the Department of Transportation can incorporate routine improvements to bus stops along paving corridors, including adjusted red curbs and sidewalk repairs at bus stops to meet current safety and accessibility standards. The 30 miles of transit streets also offer the opportunity to coordinate with AC Transit on more significant changes to bus service, including bus stop optimization and transit priority elements, such as queue jump lanes. As with more significant bikeway improvements, these elements warrant additional community outreach, to be determined on a project-by-project basis.

*Coordination with Utility Companies, Development Projects, and Other Work in the Street*

One of the perennial challenges to a pavement management program is the work that needs to take place underground. Some work is known in advance, such as pipeline replacements by utility companies, street excavations necessary for developing land, or sewer improvements through the City's capital program. Other cuts are difficult to predict or contain, such as underground emergencies or private sewer lateral improvements. The Department of Transportation maintains coordination with utility companies on two levels: a monthly coordination meeting to identify near-term permits and conflicts with projects, and a quarterly meeting to establish a 12-month lookahead for capital project coordination. In addition to individual project notification, these coordination meetings are part of a best-practice approach to ensure timely coordination and project sequencing to reduce subsequent cuts to newly repaved streets.

*Project Delivery Streamlining*

With Measure KK securing near-term funding needs for the paving program, key challenges for implementing this plan are the pace of project development and project delivery. Traditional design and project delivery processes have challenged the existing volume of paving construction. Maintaining the status quo while tripling paving spending, as anticipated by this plan, will jeopardize the complete and timely delivery of this three-year plan. A continuing challenge for both paving design and in-house construction are vacancies in budgeted positions that support the paving program. Full staffing and streamlining project delivery offer some of the greatest rewards in cost-effectiveness, staff efficiency, and improved public trust.

A paving program for a city of Oakland's size includes a combination of in-house construction by City crews and contracted construction work by private firms, with the majority of construction work anticipated to be completed by contract.

Contracted construction projects include a bid and award phase between design and construction. Strict bidding procedures and contract execution timelines are established by the City of Oakland Charter, and Chapter 2.04 of the Oakland Municipal Code (the "Oakland Purchasing Ordinance"), and local labor union contract agreements. The council award process, is a specific requirement of the Oakland Purchasing Ordinance for contracts that exceed the City Administrator's purchasing limits (\$250,000) or which require a waiver of the advertising and bidding requirements. Significant staff time is required to administer the contract award process. Staff estimate that for each construction contract brought to City Council, the council award process adds approximately 47 days to the bid-award process per contract (Table 5 below). Since 2008, every paving construction contract brought to the City Council for award has been approved as recommended by staff.

**Table 5: City of Oakland Bid and Award Process**

Phase	Activity	Days
Bid	Project Manager and Contract Services establish solicitation timeline	66 days
	Contract Services issues Union 30-Day Notification	
	Date of first legal ad	
	Questions due	
	Addendum due	
	Bids due	
	Contracts distributes Bid Results	
Council Award	Compliance evaluation due	47 days
	Project Manager drafts agenda report	
	Department, Budget, City Attorney, City Administrator review	
	Rules Committee	
	Public Works Committee	
Contract Execution	City Council Approval	40 days
	Project Manager submits Schedule T	
	Contract, bonds, and insurance due from Contractor	
	Contract Services routes contract for signatures	
	Contract Services distributes fully executed contract	
	Resident Engineer issues Notice to Proceed for construction to begin	

Staff estimate that to deliver the proposed plan, the City will bid out approximately 20 contracts over the next three years. Maintaining the current practice of bringing each contract over \$250,000 to the City Council for authorization to execute the contract would equate to more than 500 staff hours spent preparing and reviewing agenda reports and attending City Council meetings, and 31 total months of additional time spent in the construction award process.

Approval of the proposed resolution to streamline paving project delivery would make delivery of this plan within the three-year period more likely. The resolution would apply only to construction contracts let in the direct service of implementing the proposed plan, and all construction contract processes would follow fair and competitive bidding procedures established by state and federal law, local union contract agreements, the Oakland Purchasing Ordinance, and City contracting programs, including the City's local business requirements for construction contracts.

*Plan Funding*

To deliver \$100M in paving construction will require an estimated \$25M in staff costs over the three-year timeline, bringing the total program budget to \$125M over three years (Table 6 below). This reflects a standard 25% staff cost estimate which accounts for engineering design, bid and award, and staff for construction management. This three-year plan is anticipated to be fully funded by Measure KK.

**Table 6: Three Year Plan Budget**

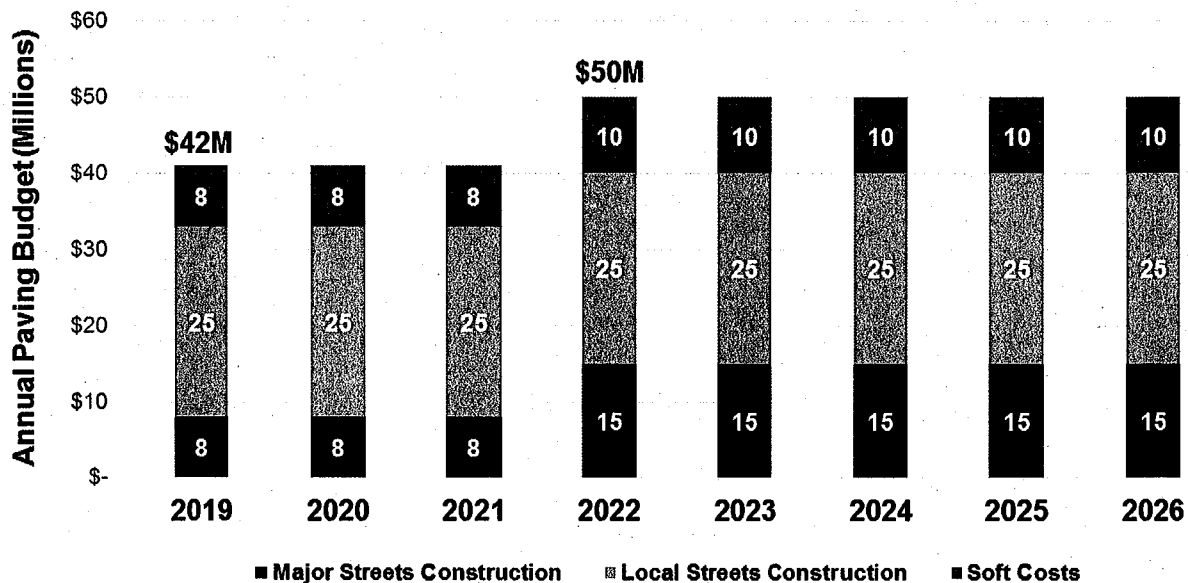
	FY 19/20	FY 20/21	FY 21/22	TOTAL
Major Streets Program Construction	\$8.3	\$8.3	\$8.3	\$24.9
Local Streets Program Construction	\$25.0	\$25.0	\$25.0	\$75.0
Program Soft Costs	\$8.3	\$8.3	\$8.3	\$25.0
Total	\$41.6	\$41.6	\$41.6	\$124.9

The plan also includes a short list of unfunded major streets priorities (**Attachment B**). These streets are major arterials that have low pavement condition scores but are of concrete construction and are therefore significantly more expensive to repair and replace. Staff recommend these streets as priorities for potential grant funding and spot repair by the department's expanded concrete repair team.

*Funding Outlook*

The plan recommends a significant but short-term "down-payment" on Oakland's paving backlog and massively invests in local streets to address quickly deteriorating conditions. However, in order to maintain the current average pavement condition for major streets (PCI 70), funding levels for major streets must double in the immediate years after this plan, from \$8.3M a year to \$15M annually. This will increase the annual spending on paving construction from \$33.3M a year to \$40M, and increase the total program budget from \$41.6M a year to \$50M a year beginning in 2022. These annual construction and soft cost budget projections are presented in Figure 4.

**Figure 4: Proposed and Projected Program Funding Need**



Based on this projection and current Measure KK expenditure rates, staff estimate that the \$350M Measure KK infrastructure balance could be depleted between 2024 and 2025. This is approximately 1-2 years before the end of the 10-year bond term (2026).

### **FISCAL IMPACT**

This report represents a recommended paving prioritization plan. The approval of these resolutions will not result in additional appropriation of funds; however, it is anticipated that funding from Measure KK of 2016 will be appropriated for this plan in the upcoming budget to be adopted by the City Council.

### **PUBLIC OUTREACH / INTEREST**

This report was received by the Measure KK Oversight Committee, the Mayor's Commission on Persons with Disabilities, and the Bicyclist and Pedestrian Advisory Commission. Additionally, staff presented the recommended approach at eleven community meetings:

- Redwood Heights Town Hall, March 13, 6:00PM, Redwood Heights Recreation Center
- Bella Vista NCPC, March 13, 7:15PM, Bella Vista Elementary School Auditorium
- Brookfield/Columbian Gardens NCPC, March 13, 6:00PM, Madison Park Academy
- Prescott NCPC, March 14, 6:30PM, Sullivan Community Center
- Chinatown NCPC, March 20, 4:00PM, Hotel Oakland
- Beat 33X/24X, March 20, 6:00PM, Eastmont Police Substation
- Golden Gate NCPC, March 20, 6:30PM, Charles Porter Golden Gate Recreation Center
- Fruitvale Unity, March 20, 6:30PM, Fruitvale San Antonio Senior Center
- Coliseum Melrose NCPC, March 21, 6:00PM, 81st Avenue Library
- Melrose-High Hopes NCPC, March 27, 7:00PM, Horace Mann School
- Beats 12Y/13XYZ, March 28, 7:00PM, Berkeley Tennis Club

The information presented at community meetings was also provided through an online "open house." Staff provided a non-scientific feedback survey at all meetings and provided the same survey instrument online. The survey garnered more than 200 total responses. Based on self-reported data, respondents reporting income greater than \$100,000 were more likely to say the plan approach was not fair. Respondents with household income less than \$100,000 were more likely to say the plan approach was fair. Nearly 30% of respondents self-reported a home zip code of 94611; these respondents represent half of all respondents who felt the plan approach was not fair. Most respondents who voiced concern with the plan approach pointed to specific streets that were not considered and/or questioned the use of equity metrics to prioritize paving investment.

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**COORDINATION**

The Office of the City Attorney and Budget Bureau were consulted in the preparation of this report.

**SUSTAINABLE OPPORTUNITIES**

***Economic:*** All construction contracts require the payment of prevailing wage rates, which offer a livable wage for workers and contribute to an improved quality of life. Streets in good condition may indirectly improve the business climate.

***Environmental:*** Recyclable materials will be used within the concrete and asphalt concrete construction materials to the greatest extent possible. Grindings from asphalt paving will be recycled whenever possible.

***Social Equity:*** The paving plan represents more than 100 miles of streets that will receive accessibility improvements including curb ramp improvements, sidewalk repairs, and crosswalk marking upgrades. The plan also incorporates social equity as a prioritization metric for local streets paving, ensuring that underserved communities are prioritized for paving investment.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt A Resolution Establishing A Three Year Prioritization Plan For The City Of Oakland's Complete Streets Paving Program (2019-2021); And

A Resolution Authorizing The City Administrator Or Designee To Award All Paving and Concrete Construction Contracts That Follow All City Advertising and Competitive Bidding Requirements And Are Awarded In Direct Service Of Delivering The 2019 Three Year Prioritization Plan, Without Return To Council.

For questions regarding this report, please contact Sarah Fine, Complete Streets Paving & Sidewalks Program Manager at (510) 238-6241.

Respectfully submitted,



RYAN RUSSO  
Director  
Oakland Department of Transportation

Reviewed by:  
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Prepared by:  
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*Attachments (1):*

- A: Map and List of Prioritized Streets*
- B: Map and List of Unfunded Major Streets Priorities*



# ATTACHMENT A

**SUBJECT:** 2019 Three Year Pavement Prioritization Plan

**Table 1: Major Streets**

STREET	FROM	TO	CCD	MILES	PCI
10 ST	MARKET ST	MANDELA PKWY	CCD3	0.61	40
10 ST	WEST ST	MARKET ST	CCD3	0.03	33
11 ST	BROADWAY	FRANKLIN ST	CCD2	0.07	72
11 ST	FRANKLIN ST	MADISON ST	CCD2	0.36	78
11 ST	MADISON ST	12 ST	CCD2	0.24	67
12 ST	1518 FT S/OAK ST	OAK ST	CCD2	0.29	53
12 ST	BROADWAY	FRANKLIN ST	CCD2	0.07	72
12 ST	FRANKLIN ST	WEBSTER ST	CCD2	0.07	79
12 ST	OAK ST	HARRISON ST	CCD2	0.29	39
12 ST	WEBSTER ST	HARRISON ST	CCD2	0.07	64
14 AV	E 12 ST	INTERNATIONAL BV	CCD2	0.07	5
14 ST	BROADWAY	WEBSTER ST	CCD2	0.15	85
14 ST	BRUSH ST	CASTRO ST	CCD3	0.09	87
14 ST	CASTRO ST	CLAY ST	CCD3	0.22	53
14 ST	CLAY ST	BROADWAY	CCD3	0.15	49
14 ST	OAK ST	FALLON ST	CCD2	0.11	89
14 ST	WEBSTER ST	OAK ST	CCD2	0.36	84
14 ST	WOOD ST	MANDELA PKWY	CCD3	0.40	61
23 AV	29 AV	E 7 ST	CCD5	0.19	46
23 AV	CUL-DE-SAC	E 12 ST	CCD5	0.04	3
23 AV	E 11 ST	PVMT CHNG	CCD5	0.07	27
23 AV	FOOTHILL BV	E 31 ST	CCD2	1.06	58
28 ST	MARKET ST	SAN PABLO AV	CCD3	0.06	78
28 ST	PERALTA ST	UNION ST	CCD3	0.10	54
28 ST	SAN PABLO AV	WEST ST	CCD3	0.10	70
28 ST	UNION ST	ADELINE ST	CCD3	0.12	68
29 AV	E 17 ST	INTERNATIONAL BV	CCD5	0.22	46
4 AV	E 12 ST	E 18 ST	CCD2	0.34	44
5 ST	CASTRO ST	BROADWAY	CCD3	0.36	52
5 ST	JACKSON ST	OAK ST	CCD3	0.14	73
51 ST	TELEGRAPH AV	SHAFTER	CCD1	0.22	30
52 ST	DOVER ST	M L KING JR WAY	CCD1	0.10	76
52 ST	SHATTUCK AV	DOVER ST	CCD1	0.14	54
69 AV	INTERNATIONAL BV	SAN LEANDRO ST	CCD6	0.61	36
7 ST	ADELINE ST	FILBERT ST	CCD3	0.19	62
7 ST	CASTRO ST	M L KING JR WAY	CCD3	0.06	67
7 ST	MANDELA PKWY	UNION ST	CCD3	0.18	85
7 ST	UNION ST	ADELINE	CCD3	0.12	51
73 AV	MACARTHUR BV	OUTLOOK AV	CCD6	0.16	41
8 ST	N/O MANDELA PKWY	S/O PINE ST	CCD3	0.59	65
8 ST	N/O MARKET ST	S/O MANDELA PKWY	CCD3	0.48	74
82 AV	UTAH ST	MACARTHUR BV	CCD6	0.26	74
87 AV	EAST END	INTERNATIONAL BV	CCD7	0.67	51
98 AV	RT 17 OFF RAMP	WEST END	CCD7	0.86	56
ADELINE ST	7 ST	10 ST	CCD3	0.20	37
ADELINE ST	MIDDLE HARBOR	3 ST	CCD3	0.19	81
ALCATRAZ AV	CITY LIMIT	SAN PABLO AV	CCD1	0.15	41
BANCROFT AV	107 AV	DURANT AV	CCD7	0.15	30

BANCROFT AV	66 AV	HAVENSCOURT BV	CCD6	0.08	83
BANCROFT AV	FREMONT WY	VICKSBURG AV	CCD4	0.23	82
BANCROFT AV	HIGH ST	FREMONT WAY	CCD5	0.37	92
BANCROFT AV	SEMINARY AV	66 AV	CCD6	0.45	82
BANCROFT AV	VICKSBURG AV	SEMINARY AV	CCD6	0.65	86
BANCROFT AV NB	103 AVE	98 AVE	CCD7	0.39	43
BANCROFT AV NB	107 AV	103 AV	CCD7	0.21	53
BANCROFT AV NB	83 AV	HAVENSCOURT BV	CCD6	0.99	93
BANCROFT AV NB	98 AV	83 AV	CCD7	0.86	89
BANCROFT AV SB	103 AV	107 AV	CCD7	0.21	40
BANCROFT AV SB	83 AV	98 AV	CCD7	0.86	84
BANCROFT AV SB	98 AVE	103 AVE	CCD7	0.38	42
BANCROFT AV SB	HAVENSCOURT BV	83 AV	CCD6	0.95	87
BANCROFT WAY	INTERNATIONAL BV	BANCROFT AV	CCD5	0.14	48
BROADWAY	14 ST	GRAND AV	CCD3	0.55	57
BROADWAY	6 ST	14 ST	CCD3	0.42	57
BROADWAY	EMBARCADERO	6 ST	CCD3	0.27	51
BRUSH ST	5 ST	3 ST	CCD3	0.11	28
BRUSH ST	6 ST	5 ST	CCD3	0.05	54
CALCOT PL	E 11 ST	WEST END	CCD5	0.24	81
CAMDEN ST	SEMINARY AV	BRANN ST	CCD6	0.37	28
CARSON ST	REINHARDT DR	MOUNTAIN BV	CCD4	0.19	35
CARSON ST	TOMPKINS AV	FAIR AV	CCD4	0.05	38
CLAREMONT AV	ALVARADO RD	GRIZZLY PEAK BV	CCD1	1.05	52
COLLEGE AV	CITY LIMIT	MILES AV	CCD1	0.40	79
COLLEGE AV	MILES AV	BROADWAY	CCD1	0.61	40
COOLIDGE AV	BROOKDALE AV	SCHOOL ST	CCD5	0.24	61
COOLIDGE AV	FOOTHILL BV	BROOKDALE AV	CCD5	0.68	83
COOLIDGE AV	SCHOOL ST	MACARTHUR BV	CCD4	0.33	60
E 15 ST	1 AV	14 AV	CCD2	0.87	82
E 7 ST	KENNEDY ST	23 AV	CCD5	0.06	95
EDES AV	105 AV	98TH AV	CCD7	0.35	78
EDES AV	85 AV	ENTERPRISE WAY	CCD7	0.41	25
EDWARDS AV	SUNKIST DR	OFF RAMP	CCD6	0.24	86
ELYSIAN FIELDS	PVMT CHNG	GOLF LINKS RD	CCD7	0.42	48
ENTERPRISE WAY	85 AV	EDES AV	CCD7	0.24	68
EXCELSIOR AV	FREEWAY ENT	PARK BV	CCD2	0.17	30
FOOTHILL BV	35 AV	HIGH ST	CCD5	0.66	85
FOOTHILL BV	FRUITVALE AV	35 AV	CCD5	0.23	89
FOOTHILL BV	LAKESHORE AV	14 AV	CCD2	0.86	85
FRANKLIN ST	14 ST	THOMAS L BERKLEY	CCD3	0.36	70
FRANKLIN ST	2 ST	EMBARCADERO	CCD3	0.05	85
FRANKLIN ST	3 ST	2 ST	CCD3	0.05	74
FRANKLIN ST	4 ST	3 ST	CCD3	0.05	45
FRANKLIN ST	5 ST	4 ST	CCD3	0.05	72
FRANKLIN ST	6 ST	14 ST	CCD2	0.42	50
FRANKLIN ST	THOMAS L BERKLEY	BROADWAY	CCD3	0.17	62
GRAND AV	BROADWAY	HARRISON ST	CCD3	0.24	57
GRAND AV	HARRISON ST	LEE ST	CCD3	0.32	62
GRAND AV	LEE ST	MACARTHUR BV	CCD3	0.51	74
HAVENSCOURT BV	AVENAL AV	BANCROFT AV	CCD6	0.46	56
HAVENSCOURT BV	BANCROFT AV	FOOTHILL BV	CCD6	0.06	68
HAVENSCOURT BV	INTERNATIONAL BV	AVENAL AV	CCD6	0.40	66
HIGH ST	FOOTHILL BV	GORDON ST	CCD5	0.63	64
HIGH ST	GORDON ST	QUIGLEY ST	CCD4	0.54	61
HIGH ST	JENSON ST	OAKPORT	CCD5	0.06	47
HIGH ST	MACARTHUR BV	TOMPKINS AV	CCD4	0.43	50
HIGH ST	OAKPORT	E 12 ST	CCD5	0.35	44

HILLMONT DR	SUNKIST DR	EDGEMOOR PL	CCD6	0.10	25
HOLLIS ST	34TH ST	PERALTA ST	CCD3	0.11	12
HOLLIS ST	500 FT/S Y BUENA AV	34TH ST	CCD3	0.10	12
HOLLIS ST	YERBA BUENA AV	500 FT/S Y BUENA	CCD3	0.09	56
JEFFERSON ST	14 ST	SAN PABLO AV	CCD3	0.24	50
KELLER AV	SEQUOYAH RD	SKYLINE BV	CCD7	0.40	45
KINGSLAND AV	BIRDSALL AV	REDDING ST	CCD6	0.15	49
KINGSLAND AV	VIRGINIA AV	BIRDSALL AV	CCD6	0.16	35
LAKE PARK AV	PVMT CHNG	LAKESHORE AV	CCD2	0.21	35
LAKESIDE DR(EB)	14 ST	17 ST	CCD2	0.20	66
LAKESIDE DR(EB)	17 ST	50 FT N/JACKSON ST	CCD3	0.21	82
LEIMERT BV	MONTEREY RD	WRENN ST	CCD4	0.83	64
M L KING WAY	47 ST	54 ST	CCD1	0.61	90
M L KING WAY	54 ST	CITY LIMIT	CCD1	1.06	86
MACARTHUR (NB)	PARK BV	PVMT CHNG	CCD2	0.11	44
MACARTHUR (NB)	PVMT CHNG	ALMA AV	CCD2	0.08	39
MACARTHUR (SB)	ALMA AV	PARK BV	CCD2	0.14	69
MACARTHUR BV	CANON AV	FRUITVALE AV	CCD4	0.14	31
MACARTHUR BV	82 AV	73 AV	CCD6	0.60	44
MACARTHUR BV	ALMA AV	HILLGIRT CL	CCD2	0.27	46
MACARTHUR BV	BOSTON AV	CHAMPION ST	CCD4	0.16	33
MACARTHUR BV	CANON AV	ARDLEY AV	CCD5	0.33	57
MARKET ST	3 ST	7 ST	CCD3	0.21	36
MIDDLE HARBOR	PVMT CHNG	3 ST	CCD3	0.06	52
MONTEREY BV	BENNET PL	GUIDO ST	CCD4	0.38	54
MONTEREY BV	GUIDO ST	MAIDEN LN	CCD4	0.40	47
OAKLAND AVE	29 ST	MACARTHUR BV	CCD3	0.36	46
OAKLAND AVE	ORANGE ST	29 ST	CCD3	0.06	56
OAKPORT ST	1300 FT E/O EDGWTR	310 FT S/O HASSLER	CCD7	0.50	34
OAKPORT ST	310 FT S/O HASSLER	660 FT N/O HASSLER	CCD7	0.18	50
OAKPORT ST	660 FT N/O HASSLER	CONCRETE BRIDGE	CCD7	0.27	54
OAKPORT ST	CONCRETE BRIDGE	FREEWY ENTER	CCD7	0.19	30
PARK BV	CHATHAM RD	PVMT CHNG	CCD5	0.02	45
PARK BV	E 18 ST	MACARTHUR BV	CCD2	0.89	31
PETERSON ST	EAST END	GLASCOCK ST	CCD5	0.17	30
PINE ST	10 ST	9 ST	CCD3	0.06	54
PINE ST	9 ST	8 ST	CCD3	0.12	46
PLYMOUTH ST	104 AV	99 AV	CCD7	0.26	51
PLYMOUTH ST	82 AV	78 AV	CCD6	0.27	70
PLYMOUTH ST	98 AV	82 AV	CCD7	0.92	71
TELEGRAPH AV	16 ST	19 ST	CCD3	0.16	93
TELEGRAPH AV	19 ST	THOMAS L BERKLEY	CCD3	0.09	41
TELEGRAPH AV	45 ST	46 ST	CCD1	0.04	44
TELEGRAPH AV	46 ST	48 ST	CCD1	0.10	31
TELEGRAPH AV	48 ST	52 ST	CCD1	0.21	13
TELEGRAPH AV	MACARTHUR BV	45 ST	CCD1	0.47	66
TOMPKINS AV	CARSON ST	HIGH ST	CCD4	0.13	37
W GRAND AV	ADELINE ST	MARKET ST	CCD3	0.30	8
W GRAND AV	CAMPBELL ST	MANDELA PKWY	CCD3	0.08	80
W GRAND AV	MANDELA PKWY	UNION ST	CCD3	0.17	18
W GRAND AV	MANDELA PKWY	MANDELA PKWY	CCD3	0.03	86
W GRAND AV	UNION ST	ADELINE ST	CCD3	0.12	19
W GRAND AV	WILLOW ST	CAMPBELL ST	CCD3	0.17	93
W GRAND AV	WOOD ST	WILLOW ST	CCD3	0.17	50
WEST ST	40 ST	MACARTHUR BV	CCD1	0.18	79
WEST ST	52 ST	40 ST	CCD1	0.49	86
WEST ST	M L KING WAY	52 ST	CCD1	0.06	94
WEST ST	MACARTHUR BV	25 ST	CCD3	0.86	19

WEST ST	W GRAND AV	ISABELLA ST	CCD3	0.10	42
WOOD ST	16 ST	20 ST	CCD3	0.22	44
WOOD ST	20 ST	W GRAND AV	CCD3	0.13	52
YERBA BUENA AV	40 ST	CITY LIMIT	CCD1	0.13	53

Table 2: Local Streets - Central East Oakland

STREET	FROM	TO	CCD	MILES	PCI
101 AV	INTERNATIONAL BV	BANCROFT AV	CCD7	0.55	34
102 AV	E ST	INTERNATIONAL BV	CCD7	0.38	25
102 AV	INTERNATIONAL BV	BANCROFT AV	CCD7	0.56	22
104 AV	ROYAL ANN ST	INTERNATIONAL BV	CCD7	0.26	35
46 AV	MELROSE AV	YGNACIO AV	CCD5	0.07	11
52 AV	WEST END	INTERNATIONAL BV	CCD5	0.29	26
55 AV	BANCROFT AV	FOOTHILL BV	CCD6	0.10	43
55 AV	BRANN ST	CAMDEN ST	CCD6	0.06	30
55 AV	FOOTHILL BV	BRANN ST	CCD6	0.50	27
55 AV	INTERNATIONAL BV	BANCROFT AV	CCD6	0.46	32
60 AV	INTERNATIONAL BV	WEST END	CCD6	0.38	35
61 AV	INTERNATIONAL BV	E 17 ST	CCD6	0.13	21
61 AV	WEST END	INTERNATIONAL BV	CCD6	0.38	37
62 AV	MACARTHUR BV	CAMDEN ST	CCD6	0.15	40
63 AV	INTERNATIONAL BV	EASTLAWN ST	CCD6	0.16	33
64 AV	INTERNATIONAL BV	MACARTHUR BV	CCD6	1.14	43
70 AV	SNELL ST	HAWLEY ST	CCD7	0.12	25
72 AV	INTERNATIONAL BV	HAWLEY ST	CCD7	0.49	35
76 AV	HOLLY ST	INTERNATIONAL BV	CCD6	0.28	31
76 AV	RUDSDALE ST	SPENCER ST	CCD7	0.25	48
76 AV	SPENCER ST	HAWLEY ST	CCD7	0.13	23
81 AV	B ST	INTERNATIONAL BV	CCD7	0.17	40
81 AV	DOWLING ST	HILLSIDE ST	CCD6	0.08	32
81 AV	RUDSDALE ST	B ST	CCD7	0.14	50
83 AV	E ST	INTERNATIONAL BV	CCD7	0.42	21
86 AV	E ST	G ST	CCD7	0.13	32
87 AV	E ST	G ST	CCD7	0.16	27
97 AV	B ST	INTERNATIONAL BV	CCD7	0.21	17
99 AV	BANCROFT AV	PLYMOUTH ST	CCD7	0.34	25
A ST	83 AV	82 AV	CCD7	0.05	2
A ST	92 AV	83 AV	CCD7	0.50	39
A ST	98 AV	92 AV	CCD7	0.33	37
AVENAL AV	HAVENSCOURT BV	CHURCH ST	CCD6	0.14	38
BIRCH ST	98 AV	90 AV	CCD7	0.42	25
CARY AV	EDES AV	DOUGLAS AV	CCD7	0.17	16
CATRON DR	WEST END	BERGEDO DR	CCD7	0.10	9
CHURCH ST	ARTHUR ST	FLORA ST	CCD6	0.42	16
CHURCH ST	BANCROFT AV	ARTHUR ST	CCD6	0.22	18
CHURCH ST	FOOTHILL BV	BANCROFT AV	CCD6	0.18	31
COLISEUM WAY	45 AV	46 AV	CCD5	0.09	35
COLISEUM WAY	46 AV	50 AV	CCD5	0.23	24
COLISEUM WAY	50 AV	RR TR	CCD6	0.48	28
COLISEUM WAY	HIGH ST	RR TR	CCD5	0.03	43
COLISEUM WAY	RR TR	45 AV	CCD5	0.09	39
COLISEUM WAY	RR TR	66 AV	CCD6	0.33	21
CONGRESS AV	HIGH ST	FOOTHILL BV	CCD4	0.61	12
D ST	84 AV	82 AV	CCD7	0.11	31
D ST	92 AV	87 AV	CCD7	0.26	32
DOWLING ST	81 AV	80 AV	CCD6	0.05	28

STREET	FROM	TO	CCD	MILES	PCI
DOWLING ST	82 AV	NORTH END	CCD6	0.04	40
E 15 ST	57 AV	SOUTH END	CCD6	0.06	19
E 17 ST	SEMINARY AV	55 AV	CCD6	0.25	25
EASTLAWN ST	66 AV	65 AV	CCD6	0.11	35
EDGERLY ST	55 AV	57 AV	CCD6	0.13	27
ESTEPA DR	BERGEDO DR	EL PASEO	CCD7	0.12	8
ESTEPA DR	CATRON DR	BERGEDO DR	CCD7	0.16	40
FENHAM ST	62 AV	64 AV	CCD6	0.07	11
FENHAM ST	64 AV	66 AV	CCD6	0.16	24
FLEMING AV	KINGSLAND AV	MADERA AV	CCD6	0.11	25
HALLIDAY AV	CHURCH ST	73 AV	CCD6	0.21	16
HAMILTON ST	HEGENBERGER RD	76 AV	CCD7	0.10	32
HARVEY AV	57 AV	55 AV	CCD6	0.13	22
HAWLEY ST	77 H AV	75 AV	CCD7	0.09	25
HILLSIDE ST	73 AV	82 AV	CCD6	0.57	35
HILLSIDE ST	83 AV	84 AV	CCD7	0.06	22
HOLWAY ST	57 AV	55 AV	CCD6	0.13	23
KRAUSE AV	PVMT CHNG	CHURCH ST	CCD6	0.09	19
LILAC ST	WEST END	ALLENDALE AV	CCD6	0.15	17
LUCILLE ST	66 AV	69 AV	CCD6	0.18	36
OLIVE ST	80 AV	82 AV	CCD6	0.12	36
OLIVE ST	90 AV	94 AV	CCD7	0.19	19
OLIVE ST	94 AV	98 AV	CCD7	0.22	20
PEACH ST	92 AV	96 AV	CCD7	0.23	22
PENNIMAN AV	COURTLAND AV	SOUTH END	CCD6	0.14	28
ROYAL ST	APRICOT ST	SAN LEANDRO ST	CCD7	0.04	24
SCOVILLE ST	55 AV	57 AV	CCD6	0.13	38
SPENCER ST	69 AV	SOUTH END	CCD7	0.21	25
ST ELMO DR	WEST END	STONEFORD AV	CCD7	0.23	28
SUNNYSIDE ST	90 AV	98 AV	CCD7	0.42	18
TOPANGA DR	105 AV	EAST END	CCD7	0.08	27
VICKSBURG AV	FOOTHILL BV	CONGRESS AV	CCD4	0.40	23
YGNACIO AV	46 AV	HIGH ST	CCD5	0.13	22

Table 3: Local Streets – Coliseum / Airport

STREET	FROM	TO	CCD	MILES	PCI
ASHTON AV	MADDUX DR	JONES AV	CCD7	0.21	37
EMPIRE RD	98 AV	CAIRO RD	CCD7	0.30	13
EMPIRE RD	SOUTH END	98 AV	CCD7	0.40	34
WALTER AV	CLARA ST	98TH AV	CCD7	0.23	36
WALTER AV	LOISIANA ST	NORTH END	CCD7	0.03	20
WALTER ST	LOUISIANA ST	CLARA ST	CCD7	0.06	55

Table 4: Local Streets - Downtown

STREET	FROM	TO	CCD	MILES	PCI
10TH ST	MADISON ST	WEBSTER ST	CCD2	0.29	21
10TH ST	OAK ST	MADISON ST	CCD2	0.07	41
13TH ST	BROADWAY	FALLON ST	CCD2	0.58	31
4TH ST	WASHINGTON ST	CASTRO ST	CCD3	0.29	13
9TH ST	CASTRO ST	BROADWAY	CCD3	0.36	24
ALICE ST	11 ST	19 ST	CCD3	0.42	24
ALICE ST	6 ST	10 ST	CCD2	0.20	30

Table 5: Local Streets – East Oakland Hills

STREET	FROM	TO	CCD	MILES	PCI
ALVINGROOM CT	MACARTHUR BV	GATE	CCD7	0.06	13
BALMORAL DR	SKYLINE BV	NORTH END	CCD6	0.53	21
BARCELONA ST	SEQUOYAH RD	NORTH END	CCD7	0.04	14
BROADMOOR VIEW	SOUTH END	NORTH END	CCD7	0.16	5
BURCKHALTER AV	SUNKIST DR	SUNNYMERE AV	CCD6	0.14	33
CHEROKEE AV	98 AV	THERMAL ST	CCD7	0.24	39
COSGRAVE AV	GOLF LINKS RD	OUTLOOK AV	CCD7	0.10	10
FIELD ST	GREENLY DR	CREST AV	CCD6	0.12	16
FLDDBROOK PL	FLDDBROOK RD	SOUTH END	CCD6	0.03	10
FONTAINE ST	GOLF LINKS RD	FONTAINE OVRPSS	CCD7	0.75	25
GREENRIDGE DR	KELLER AV	RILEA WAY	CCD6	0.20	8
GREENVIEW DR	ROYAL OAK RD	ROYAL OAK RD	CCD7	0.24	12
HEDGE LN	JOAQUINMILLER R	BURDECK DR	CCD4	0.06	13
HELLMAN ST	MALCOLM AV	NORTH END	CCD7	0.09	7
HOLMES AV	FONTAINE ST	GREENLY DR	CCD6	0.15	28
KLAMATH ST	BRUNELL DR	NORTH END	CCD4	0.16	20
LAWLOR ST	98 AV	CHEROKEE AV	CCD7	0.11	22
LEONA ST	EAST END	MOUNTAIN VIEW	CCD6	0.24	14
LEONA ST	EAST END	RUSTING AV	CCD6	0.16	7
LOCHARD ST	NORTH END	MALCOLM AV	CCD7	0.04	9
MIRASOL AV	GRANADA AV	MURILLO AV	CCD7	0.14	15
MOUNTAIN BV	KUHLNE AV	CALAVERAS AV	CCD6	0.35	17
NAIROBI PL	OAKDALE AV	EAST END	CCD6	0.05	12
PERALTA OAKS CT	PERALTA OAKS DR	EAST END	CCD7	0.11	13
SEQU. VIEW CT	SEQU. VIEW DR	SOUTH END	CCD7	0.09	10
SEQU. VIEW DR	OAK HILL RD	OAK HILL RD	CCD7	0.51	13
SHETLAND AV	GLEN ARTNEY ST	GOLF LINKS RD	CCD7	0.10	40
STEARNS AV	98 AV	9555 STEARNS AV	CCD7	0.14	27
UTAH ST	PARTRIDGE AV	82 AV	CCD6	0.05	14

Table 6: Local Streets – Eastlake/Fruitvale

STREET	FROM	TO	CCD	MILES	PCI
10 AV	E 15 ST	E 8 ST	CCD2	0.26	8
11 AV	BAYVIEW AV	E 8 ST	CCD2	1.19	4
12 AV	E 20 ST	E 28 ST	CCD2	0.48	15
13 AV	E 24 ST	E 32 ST	CCD2	0.36	28
22 AV	FOOTHILL BV	E 21 ST	CCD2	0.29	20
24 AV	INTERNATIONAL BV	FOOTHILL BV	CCD5	0.19	12
25 AV	FOOTHILL BV	E 21 ST	CCD5	0.17	12
26 AV	E 27 ST	E 23 ST	CCD5	0.34	39
28 AV	FOOTHILL BV	INTERNATIONAL BV	CCD5	0.40	38
30 AV	INTERNATIONAL BV	E 12 ST	CCD5	0.10	16
34 AV	PARK E/O SALISB.	FOOTHILL BV	CCD5	0.33	29
37 AV	E 12 ST	INTERNATIONAL BV	CCD5	0.09	40
37 AV	E 9 ST	E 12 ST	CCD5	0.17	11
4 AV	E 10 ST	E 11 ST	CCD2	0.07	27
4 AV	E 11 ST	E 12 ST	CCD2	0.07	4
40 AV	SANTA RITA ST	FOOTHILL BV	CCD5	0.44	31
ANGELO AV	MINNA AV	NORTH END	CCD4	0.15	34
ARKANSAS ST	MAPLE AV	SOUTH END	CCD4	0.22	12
BROOKDALE AV	FRUITVALE AV	35 AV	CCD5	0.62	26
CARRINGTON ST	38 AV	HIGH ST	CCD5	0.43	33
CHAPMAN ST	DERBY AV	PETERSON ST	CCD5	0.12	68
CHAPMAN ST	LANCASTER ST	DERBY AV	CCD5	0.09	83
CHAPMAN ST	PETERSON ST	29 AV	CCD5	0.07	54
CHAPMAN ST	SOUTH END	LANCASTER ST	CCD5	0.05	59
COMMERCE WAY	18 AV	SOUTH END	CCD2	0.34	25
DALE PL	38 AV	MINNA AV	CCD4	0.10	10
E 11 ST	2 AV	NORTH END	CCD2	0.08	16
E 15 ST	35 AV	NORTH END	CCD5	0.03	11
E 15 ST	FRUITVALE AV	NORTH END	CCD5	0.12	20
E 17 ST	27 AV	29 AV	CCD5	0.07	19
E 17 ST	3 AV	4 AV	CCD2	0.07	40
E 17 ST	4 AV	5 AV	CCD2	0.07	2
E 17 ST	40 AV	ROSEDALE AV	CCD5	0.05	13
E 18 ST	14 AV	4 AV	CCD2	0.67	5
E 18 ST	FRUITVALE AV	NORTH END	CCD5	0.07	27
E 19 ST	14 AV	19 AV	CCD2	0.29	18
E 19 ST	19 AV	20 AV	CCD2	0.07	17
E 19 ST	20 AV	24 AV	CCD2	0.39	36
E 19 ST	FRUITVALE AV	NORTH END	CCD5	0.12	10
E 20 ST	MITCHELL ST	27 AV	CCD5	0.05	16
E 21 ST	14 AV	23 AV	CCD2	0.57	40
E 21 ST	MITCHELL ST	SOUTH END	CCD5	0.06	30
E 24 ST	19 AV	26 AV	CCD2	0.60	19
E 26 ST	25 AV	23 AV	CCD5	0.18	34
E 28 ST	GARDEN ST	NORTH END	CCD5	0.12	24
E 28 ST	PARK BV	13 AV	CCD2	0.37	6
E 30 ST	14 AV	22 AV	CCD5	0.19	10
E 30 ST	22 AV	23 AV	CCD5	0.06	24
E 30 ST	23 AV	SOUTH END	CCD5	0.03	55
E 9 ST	FRUITVALE AV	29 AV	CCD5	0.30	9
FULLINGTON ST	MAYBELLE WAY	39 AV	CCD4	0.13	18
GALINDO ST	35 AV	HARRINGTON AV	CCD5	0.16	23
GLEASON WAY	16 AV	MUNSON WAY	CCD2	0.48	39
GRANDE VISTA AV	EAST END	E 27 ST	CCD5	0.11	22

STREET	FROM	TO	CCD	MILES	PCI
HAROLD ST	BOSTON AV	COOLIDGE AV	CCD4	0.16	24
HAROLD ST	CHAMPION ST	BOSTON AV	CCD5	0.11	26
HAROLD ST	FRUITVALE AV	CHAMPION ST	CCD5	0.08	34
HOME PLACE E	MCKINLEY AV	SOUTH END	CCD2	0.08	11
INDEPENDENCE WY	18 AV	22 AV	CCD2	0.29	32
LAGUNA WAY	COOLIDGE AV	HAROLD ST	CCD4	0.08	38
LIVINGSTON ST	FREEWAY (880)	COTTON ST	CCD5	0.03	22
LOGAN ST	COOLIDGE AV	FRUITVALE AV	CCD5	0.15	26
LYNDE ST	COOLIDGE AV	SOUTH END	CCD5	0.12	16
MANGELS AV	35 AV	SOUTH END	CCD4	0.10	19
MARION AV	38 AV	STAR AV	CCD4	0.09	37
MAYBELLE WAY	EAST END	WEST END	CCD4	0.08	18
MERA ST	42 AV	38 AV	CCD5	0.31	32
PENNIMAN AV	35 AV	HIGH ST	CCD4	0.52	23
ROSEDALE AV	E 16 ST	E 18 ST	CCD5	0.10	26
ROSEDALE AV	E 18 ST	FOOTHILL BV	CCD5	0.09	9
SAN ANTONIO WAY	16 AV	SOUTH END	CCD2	0.48	37
SAUSAL ST	SHEFFIELD AV	SOUTH END	CCD5	0.06	30
VAN DYKE AV	PARK BV	BROOKLYN AV	CCD2	0.12	22

Table 7: Local Streets – Glenview / Redwood Heights

STREET	FROM	TO	CCD	MILES	PCI
13 AV	PARK BV	CHATHAM RD	CCD5	0.16	28
39 AV	ALISO AV	SELKIRK ST	CCD4	0.18	4
ADELAIDE AV	HUNTINGTON ST	NORTH END	CCD4	0.02	17
ALBERT ST	MADRONE AV	SOUTH END	CCD4	0.13	31
ANDERSON AV	SELKIRK ST	REINHARDT AV	CCD4	0.09	12
CUNNINGHAM ST	FAIR AV	DAVENPORT AV	CCD4	0.08	10
E 36 ST	BEAUMONT AV	EAST END	CCD5	0.06	9
ELSTON CT	ELSTON AV	WEST END	CCD5	0.03	11
EMERSON ST	CHATHAM RD	EAST END	CCD5	0.08	10
EVANS AV	WELLINGTON ST	EVERETT AV	CCD5	0.15	15
EVERS AV	E 38 ST	LINWOOD AV	CCD5	0.05	16
FLEET RD	HOLMAN RD	GREENWOOD AV	CCD2	0.07	17
FLORIDA ST	NORTH END	SOUTH END	CCD4	0.38	23
GLENDOME CIR	EL CENTRO AV	EL CENTRO AV	CCD5	0.18	16
HEARST AV	LINCOLN AV	LAGUNA AV	CCD4	0.17	38
HILLVIEW ST	MADLINE ST	WEST END	CCD4	0.07	25
HUMPHREY PL	TRESTLE GLEN RD	NORTH END	CCD2	0.04	15
HYACINTH AV	HUNTINGTON ST	HIGH ST	CCD4	0.08	8
KAPHAN AV	DAVENPORT AV	REINHARDT DR	CCD4	0.04	18
KNOLL AV	MOUNTAIN BV	SOUTH END	CCD6	0.16	15
LAGUNA AV	ALIDA ST	SCENIC AV	CCD4	0.46	17
LAGUNA AV	ALIDA ST	ALIDA ST	CCD4	0.03	17
LAGUNA AV	CHARLESTON ST	ALIDA ST	CCD4	0.07	14
LAGUNA AV	DAMUTH ST	MACARTHUR BV	CCD4	0.10	18
LAGUNA AV	SCENIC AV	DAMUTH ST	CCD4	0.05	16
MADLINE ST	MAPLE AV	NORTH END	CCD4	0.12	25
MERRILL AV	GREENACRE RD	TULIP AV	CCD4	0.11	15
NORTHVALE RD	SUNNYHILLS RD	ROSEMOUNT RD	CCD2	0.17	17
NORWOOD AV	GREENWOOD AV	TRESTLE GLEN RD	CCD2	0.16	11
OAKMORE PL	OAKMORE RD	HANLY RD	CCD4	0.03	17
PAMPAS AV	HIGH ST	SOUTH END	CCD4	0.19	38
SAN LUIS AV	DOLORES AV	EAST END	CCD5	0.09	14
SCENIC AV	LAGUNA AV	LINCOLN AV	CCD4	0.17	23



STREET	FROM	TO	CCD	MILES	PCI
STEELE ST	HIGH ST	BUELL ST	CCD4	0.36	29
TOMPKINS AV	HIGH ST	NORTH END	CCD4	0.11	11
TULIP AV	ENOS AV	MADRONE ST	CCD4	0.24	9
WALA VISTA AV	LAKESHORE AV	CARLSTON AV	CCD2	0.03	8
WHITTLE AV	EAST END	TIFFIN RD	CCD4	0.38	13
WOODRUFF AV	E 38 ST	HAMPEL ST	CCD5	0.18	22
WRENN ST	ARCADIA AV	HOOVER AV	CCD4	0.13	7

Table 8: Local Streets – North Oakland Hills

STREET	FROM	TO	CCD	MILES	PCI
ABBOTT DR	SHERWOOD DR	EAST END	CCD4	0.09	6
ALHAMBRA LN	THORNHILL DR	SOUTH END	CCD4	0.05	9
ALVARADO PL	ALVARADO RD	NORTH END	CCD1	0.05	9
ASCOT DR	MOUNTAIN BV	CHELTON DR	CCD4	0.41	39
BIEHS CT	HARBORD DR	EAST END	CCD1	0.05	11
CASTLE PARK WAY	CASTLE DR	CASTLE DR	CCD4	0.16	5
DWIGHT WY	DWIGHT PL	CITY LIMIT	CCD1	0.10	53
FLORENCE AV	COCHRANE AV	EAST END	CCD1	0.09	6
GRAND VIEW DR	FIRE PLUG	DOROTHY PL	CCD1	0.08	10
GRAND VIEW DR	HILLER DR	FIRE PLUG	CCD1	0.15	10
JACOBUS AV	HERMOSA AV	EAST END	CCD1	0.05	2
JOAQUIN MILL CT	MOUNTAIN BV	SOUTH END	CCD4	0.05	11
LA CUESTA	CAMINO LENADA	ASCOT DR	CCD4	0.10	2
LA SALLE AV	MORAGA AV	TYSON CIR	CCD4	0.55	14
LA SALLE AV	MOUNTAIN BV	MORAGA AV	CCD4	0.06	12
MARDEN LN	MERRIEWOOD DR	SOUTH END	CCD4	0.06	10
MARR AV	HARBORD DR	LANE CT	CCD4	0.13	4
MERCED AV	MORAGA AV	LUCAS AV	CCD4	0.11	4
MOUNTAIN BV	MONZAL AV	NORTH END	CCD1	0.33	10
PANORAMIC WY	DWIGHT WY	CITY LIMIT	CCD1	0.37	37
ROBIN HOOD WAY	MERRIEWOOD DR	EAST END	CCD4	0.11	8
SHELTERWOOD DR	SHEP.CANY.RD	WESTOVER DR	CCD4	0.15	11
SHERIDAN RD	BROADWAY TERR	SOUTH END	CCD1	0.23	9
SNAKE RD	MOUNTAIN BV	SHEPHERD CYN RD	CCD4	0.16	35
SNAKE RD	SHEPHERD CYN RD	COLTON DR	CCD4	0.80	34
ST PAUL CT	PROCTOR AV	MASONIC AV	CCD1	0.12	7
THACKERAY DR	WESTOVER DR	CHELSEA DR	CCD4	0.20	7
THORNHILL DR	MORAGA AV	MOUNTAIN BV	CCD4	0.09	7
THORNHILL DR	MOUNTAIN BV	PINEHAVEN RD	CCD4	0.70	39
THORNHILL DR	SOBRANTE RD	SNAKE RD	CCD4	0.81	39
TRUITT LN	CLAREWOOD DR	NORTH END	CCD1	0.07	11
WERNER CT	MOUNTAIN BV	WOODMINSTER LN	CCD4	0.04	8
ZINN DR	DRAKE DR	NORTH END	CCD4	0.10	3

Table 9: Local Streets – North Oakland / Adams Point

STREET	FROM	TO	CCD	MILES	PCI
38 ST	BROADWAY	CERRITO AV	CCD1	0.08	5
42 ST	BROADWAY	TELEGRAPH AV	CCD1	0.53	21
43 ST	MARKET ST	CITY LIMIT	CCD1	0.19	6
44 ST	CITY LIMIT	LINDEN ST	CCD1	0.03	6
45 ST	LINDEN ST	MARKET ST	CCD1	0.14	6
54 ST	DOVER ST	ADELINE ST	CCD1	0.48	3
59 ST	OCCIDENTAL ST	M L KING JR WAY	CCD1	0.28	4
59 ST	SAN PABLO AV	STANFORD AV	CCD1	0.26	4
60 ST	CLAREMONT AV	TELEGRAPH AV	CCD1	0.38	4
60 ST	M L KING JR WAY	ADELINE ST	CCD1	0.12	0
61 ST	M L KING JR WAY	SHATTUCK AV	CCD1	0.30	9
61 ST	RACINE ST	TELEGRAPH AV	CCD1	0.07	2
61 ST	SHATTUCK AV	RACINE ST	CCD1	0.17	1
61 ST	VALLEJO ST	STANFORD AV	CCD1	0.74	4
62 ST	TELEGRAPH AV	RACINE ST	CCD1	0.09	0
63 ST	SAN PABLO AV	VALLEJO ST	CCD1	0.15	5
65 ST	DANA ST	TELEGRAPH AV	CCD1	0.13	3
APGAR ST	M L KING WAY	SOUTH END	CCD1	0.04	6
APGAR ST	TELEGRAPH AV	MARKET ST	CCD1	0.03	0
APGAR ST	W MACARTHUR BV	WEST ST	CCD1	0.39	11
BENVENUE AV	ALCATRAZ AV	CITY LIMIT	CCD1	0.16	1
CANNING ST	63 ST	58 ST	CCD1	0.29	5
CHABOT CREST	CITY LIMIT	CHABOT RD	CCD1	0.10	2
COLBY ST	ALCATRAZ AV	CITY LIMIT	CCD1	0.17	2
DANA ST	ALCATRAZ AV	63 ST	CCD1	0.10	2
FAIRVIEW ST	SHATTUCK AV	WHEELER ST	CCD1	0.12	6
GARNET ST	EMERALD ST	BROADWAY	CCD1	0.07	0
GASKILL ST	STANFORD AV	53 ST	CCD1	0.31	2
HAMILTON PL	HARRISON ST	NORTH END	CCD3	0.10	13
HERZOG ST	62 ST	EAST END	CCD1	0.32	23
LOS ANGELES ST	STANFORD AV	AILEEN ST	CCD1	0.16	6
LOWELL ST	54 ST	STANFORD AV	CCD1	0.34	40
LOWELL ST	62 ST	MARKET ST	CCD1	0.06	3
LOWELL ST	ADELINE ST	54 ST	CCD1	0.08	22
LOWELL ST	STANFORD AV	62 ST	CCD1	0.18	40
MARIE WAY	CHABOT RD	EAST END	CCD1	0.03	2
MCAULEY ST	COLBY ST	TELEGRAPH AV	CCD1	0.26	0
MILES AV	PATTON ST	FOREST ST	CCD1	0.77	26
MONTECITO AV	LEE ST	BAY PL	CCD3	0.20	22
NORTH ST	DANA ST	COLBY ST	CCD1	0.08	3
NORTH ST	TELEGRAPH AV	SOUTH END	CCD1	0.08	3
OCCIDENTAL ST	59 ST	WEST END	CCD1	0.08	5
OSTRANDER RD	BROADWAY TERR	ROMANY RD	CCD1	0.16	4
PEABODY LN	VALLEJO ST	SAN PABLO AV	CCD1	0.15	1
PERKINS ST	GRAND AV	BELLEVUE AV	CCD3	0.11	15
PERKINS ST	ORANGE ST	GRAND AV	CCD3	0.52	12
POIRIER ST	SHATTUCK AV	DOVER ST	CCD1	0.18	5
REATA PL	CHABOT RD	EAST END	CCD1	0.06	5
REGENT ST	CITY LIMIT	ALCATRAZ AV	CCD1	0.17	2
SUMMIT ST	29 ST	28 ST	CCD3	0.09	33

Table 10: Local Streets – West Oakland

STREET	FROM	TO	CCD	MILES	PCI
10 ST	PERALTA ST	WILLOW ST	CCD3	0.17	10
12 ST	POPLAR ST	MANDELA PKWY	CCD3	0.14	23
18 ST	MARKET ST	BRUSH ST	CCD3	0.20	41
19 ST	ADELINE ST	UNION ST	CCD3	0.13	29
20 ST	MANDELA PKWY	POPLAR ST	CCD3	0.12	1
25 ST	SAN PABLO AV	M L KING JR WAY	CCD3	0.15	19
26 ST	CAMPBELL ST	LINDEN ST	CCD3	0.46	7
26 ST	FILBERT ST	MARKET ST	CCD3	0.12	36
26 ST	LINDEN ST	FILBERT ST	CCD3	0.06	32
30 ST	M.L. KING WAY	SAN PABLO AV	CCD3	0.31	25
31 ST	M.L. KING WAY	SAN PABLO AV	CCD3	0.34	27
33 ST	M.L. KING WAY	SOUTH END	CCD3	0.04	5
CHESTNUT ST	W GRAND AV	28 ST	CCD3	0.34	40
KIRKHAM ST	14 ST	12 ST	CCD3	0.12	23
POPLAR ST	W GRAND AV	WEST END	CCD3	0.49	6
UNION ST	10 ST	7 ST	CCD3	0.20	3
UNION ST	16 ST	10 ST	CCD3	0.32	29

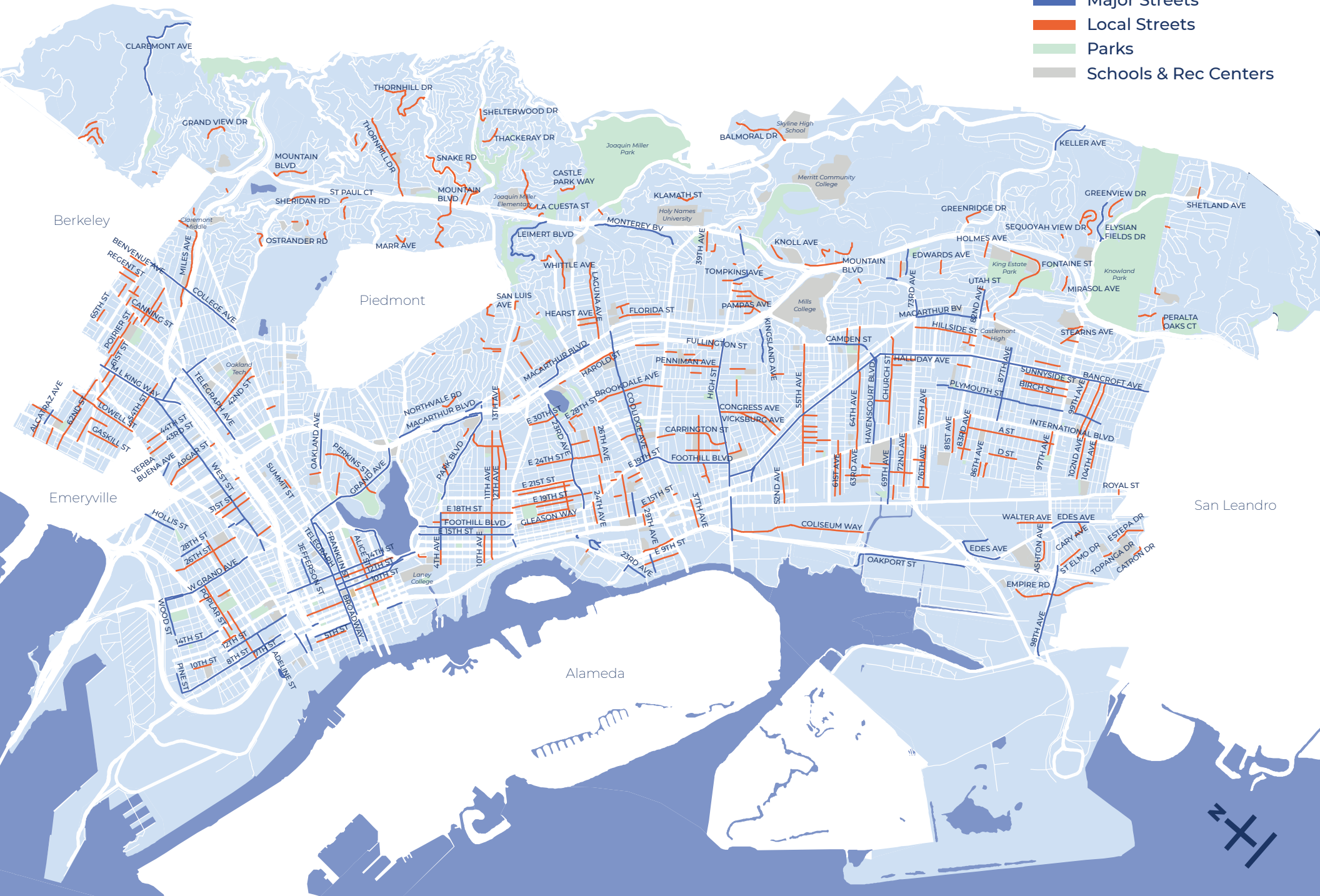
# 2019 Three-Year Paving Plan: Draft Final Streets



City of  
Oakland

Department of  
Transportation

- Major Streets
- Local Streets
- Parks
- Schools & Rec Centers



# ATTACHMENT B

**SUBJECT:** Unfunded Major Streets Priorities

These following street segments reflect all citywide major arterials that have poor pavement condition scores (PCI<50) and are of concrete construction. Staff recommend these street segments as priorities for potential grant funding for repair and/or replacement.

<b>STREET</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>	<b>PCI (2018)</b>
<b>BAY PLACE</b>	GRAND AV	HARRISON ST	0.17	38
<b>BROADWAY TERR</b>	PVMT CHNG	FREEWAY OVERPASS	0.71	44
<b>HARRISON ST (EB)</b>	GRAND AV	PVMT CHNG	0.16	29
<b>HARRISON ST (WB)</b>	27 ST	GRAND AV	0.16	47
<b>MACARTHUR BLVD</b>	FAIRMOUNT AV	BROADWAY	0.30	37
<b>MACARTHUR BLVD</b>	HARRISON ST	FAIRMOUNT AV	0.12	28
<b>MACARTHUR BLVD</b>	HIGH ST	HOPKINS PL	1.06	46
<b>MACARTHUR BLVD</b>	HOPKINS PL	COOLIDGE AV	0.06	28
<b>SAN LEANDRO ST</b>	77 AV	98 AV	1.15	31
<b>SAN LEANDRO ST</b>	HIGH ST	47 AV	0.23	30
<b>Total</b>			4.12	

# ATTACHMENT A

**SUBJECT:** 2019 Three Year Pavement Prioritization Plan

**Table 1: Major Streets**

STREET	FROM	TO	CCD	MILES	PCI
10 ST	MARKET ST	MANDELA PKWY	CCD3	0.61	40
10 ST	WEST ST	MARKET ST	CCD3	0.03	33
11 ST	BROADWAY	FRANKLIN ST	CCD2	0.07	72
11 ST	FRANKLIN ST	MADISON ST	CCD2	0.36	78
11 ST	MADISON ST	12 ST	CCD2	0.24	67
12 ST	1518 FT S/OAK ST	OAK ST	CCD2	0.29	53
12 ST	BROADWAY	FRANKLIN ST	CCD2	0.07	72
12 ST	FRANKLIN ST	WEBSTER ST	CCD2	0.07	79
12 ST	OAK ST	HARRISON ST	CCD2	0.29	39
12 ST	WEBSTER ST	HARRISON ST	CCD2	0.07	64
14 AV	E 12 ST	INTERNATIONAL BV	CCD2	0.07	5
14 ST	BROADWAY	WEBSTER ST	CCD2	0.15	85
14 ST	BRUSH ST	CASTRO ST	CCD3	0.09	87
14 ST	CASTRO ST	CLAY ST	CCD3	0.22	53
14 ST	CLAY ST	BROADWAY	CCD3	0.15	49
14 ST	OAK ST	FALLON ST	CCD2	0.11	89
14 ST	WEBSTER ST	OAK ST	CCD2	0.36	84
14 ST	WOOD ST	MANDELA PKWY	CCD3	0.40	61
23 AV	29 AV	E 7 ST	CCD5	0.19	46
23 AV	CUL-DE-SAC	E 12 ST	CCD5	0.04	3
23 AV	E 11 ST	PVMT CHNG	CCD5	0.07	27
23 AV	FOOTHILL BV	E 31 ST	CCD2	1.06	58
28 ST	MARKET ST	SAN PABLO AV	CCD3	0.06	78
28 ST	PERALTA ST	UNION ST	CCD3	0.10	54
28 ST	SAN PABLO AV	WEST ST	CCD3	0.10	70
28 ST	UNION ST	ADELINE ST	CCD3	0.12	68
29 AV	E 17 ST	INTERNATIONAL BV	CCD5	0.22	46
4 AV	E 12 ST	E 18 ST	GCD2	0.34	44
5 ST	CASTRO ST	BROADWAY	CCD3	0.36	52
5 ST	JACKSON ST	OAK ST	CCD3	0.14	73
51 ST	TELEGRAPH AV	SHAFTER	CCD1	0.22	30
52 ST	DOVER ST	M L KING JR WAY	CCD1	0.10	76
52 ST	SHATTUCK AV	DOVER ST	CCD1	0.14	54
69 AV	INTERNATIONAL BV	SAN LEANDRO ST	CCD6	0.61	36
7 ST	ADELINE ST	FILBERT ST	CCD3	0.19	62
7 ST	CASTRO ST	M L KING JR WAY	CCD3	0.06	67
7 ST	MANDELA PKWY	UNION ST	CCD3	0.18	85
7 ST	UNION ST	ADELINE	CCD3	0.12	51
73 AV	MACARTHUR BV	OUTLOOK AV	CCD6	0.16	41
8 ST	N/O MANDELA PKWY	S/O PINE ST	CCD3	0.59	65
8 ST	N/O MARKET ST	S/O MANDELA PKWY	CCD3	0.48	74
82 AV	UTAH ST	MACARTHUR BV	CCD6	0.26	74
87 AV	EAST END	INTERNATIONAL BV	CCD7	0.67	51
98 AV	RT 17 OFF RAMP	WEST END	CCD7	0.86	56
ADELINE ST	7 ST	10 ST	CCD3	0.20	37
ADELINE ST	MIDDLE HARBOR	3 ST	CCD3	0.19	81
ALCATRAZ AV	CITY LIMIT	SAN PABLO AV	CCD1	0.15	41
BANCROFT AV	107 AV	DURANT AV	CCD7	0.15	30

BANCROFT AV	66 AV	HAVENSCOURT BV	CCD6	0.08	83
BANCROFT AV	FREMONT WY	VICKSBURG AV	CCD4	0.23	82
BANCROFT AV	HIGH ST	FREMONT WAY	CCD5	0.37	92
BANCROFT AV	SEMINARY AV	66 AV	CCD6	0.45	82
BANCROFT AV	VICKSBURG AV	SEMINARY AV	CCD6	0.65	86
BANCROFT AV NB	103 AVE	98 AVE	CCD7	0.39	43
BANCROFT AV NB	107 AV	103 AV	CCD7	0.21	53
BANCROFT AV NB	83 AV	HAVENSCOURT BV	CCD6	0.99	93
BANCROFT AV NB	98 AV	83 AV	CCD7	0.86	89
BANCROFT AV SB	103 AV	107 AV	CCD7	0.21	40
BANCROFT AV SB	83 AV	98 AV	CCD7	0.86	84
BANCROFT AV SB	98 AVE	103 AVE	CCD7	0.38	42
BANCROFT AV SB	HAVENSCOURT BV	83 AV	CCD6	0.95	87
BANCROFT WAY	INTERNATIONAL BV	BANCROFT AV	CCD5	0.14	48
BROADWAY	14 ST	GRAND AV	CCD3	0.55	57
BROADWAY	6 ST	14 ST	CCD3	0.42	57
BROADWAY	EMBARCADERO	6 ST	CCD3	0.27	51
BRUSH ST	5 ST	3 ST	CCD3	0.11	28
BRUSH ST	6 ST	5 ST	CCD3	0.05	54
CALCOT PL	E 11 ST	WEST END	CCD5	0.24	81
CAMDEN ST	SEMINARY AV	BRANN ST	CCD6	0.37	28
CARSON ST	REINHARDT DR	MOUNTAIN BV	CCD4	0.19	35
CARSON ST	TOMPKINS AV	FAIR AV	CCD4	0.05	38
CLAREMONT AV	ALVARADO RD	GRIZZLY PEAK BV	CCD1	1.05	52
COLLEGE AV	CITY LIMIT	MILES AV	CCD1	0.40	79
COLLEGE AV	MILES AV	BROADWAY	CCD1	0.61	40
COOLIDGE AV	BROOKDALE AV	SCHOOL ST	CCD5	0.24	61
COOLIDGE AV	FOOTHILL BV	BROOKDALE AV	CCD5	0.68	83
COOLIDGE AV	SCHOOL ST	MACARTHUR BV	CCD4	0.33	60
E 15 ST	1 AV	14 AV	CCD2	0.87	82
E 7 ST	KENNEDY ST	23 AV	CCD5	0.06	95
EDES AV	105 AV	98TH AV	CCD7	0.35	78
EDES AV	85 AV	ENTERPRISE WAY	CCD7	0.41	25
EDWARDS AV	SUNKIST DR	OFF RAMP	CCD6	0.24	86
ELYSIAN FIELDS	PVMT CHNG	GOLF LINKS RD	CCD7	0.42	48
ENTERPRISE WAY	85 AV	EDES AV	CCD7	0.24	68
EXCELSIOR AV	FREEWAY ENT	PARK BV	CCD2	0.17	30
FOOTHILL BV	35 AV	HIGH ST	CCD5	0.66	85
FOOTHILL BV	FRUITVALE AV	35 AV	CCD5	0.23	89
FOOTHILL BV	LAKESHORE AV	14 AV	CCD2	0.86	85
FRANKLIN ST	14 ST	THOMAS L BERKLEY	CCD3	0.36	70
FRANKLIN ST	2 ST	EMBARCADERO	CCD3	0.05	85
FRANKLIN ST	3 ST	2 ST	CCD3	0.05	74
FRANKLIN ST	4 ST	3 ST	CCD3	0.05	45
FRANKLIN ST	5 ST	4 ST	CCD3	0.05	72
FRANKLIN ST	6 ST	14 ST	CCD2	0.42	50
FRANKLIN ST	THOMAS L BERKLEY	BROADWAY	CCD3	0.17	62
GRAND AV	BROADWAY	HARRISON ST	CCD3	0.24	57
GRAND AV	HARRISON ST	LEE ST	CCD3	0.32	62
GRAND AV	LEE ST	MACARTHUR BV	CCD3	0.51	74
HAVENSCOURT BV	AVENAL AV	BANCROFT AV	CCD6	0.46	56
HAVENSCOURT BV	BANCROFT AV	FOOTHILL BV	CCD6	0.06	68
HAVENSCOURT BV	INTERNATIONAL BV	AVENAL AV	CCD6	0.40	66
HIGH ST	FOOTHILL BV	GORDON ST	CCD5	0.63	64
HIGH ST	GORDON ST	QUIGLEY ST	CCD4	0.54	61
HIGH ST	JENSON ST	OAKPORT	CCD5	0.06	47
HIGH ST	MACARTHUR BV	TOMPKINS AV	CCD4	0.43	50
HIGH ST	OAKPORT	E 12 ST	CCD5	0.35	44

HILLMONT DR	SUNKIST DR	EDGEMOOR PL	CCD6	0.10	25
HOLLIS ST	34TH ST	PERALTA ST	CCD3	0.11	12
HOLLIS ST	500 FT/S Y BUENA AV	34TH ST	CCD3	0.10	12
HOLLIS ST	YERBA BUENA AV	500 FT/S Y BUENA	CCD3	0.09	56
JEFFERSON ST	14 ST	SAN PABLO AV	CCD3	0.24	50
KELLER AV	SEQUOYAH RD	SKYLINE BV	CCD7	0.40	45
KINGSLAND AV	BIRDSALL AV	REDDING ST	CCD6	0.15	49
KINGSLAND AV	VIRGINIA AV	BIRDSALL AV	CCD6	0.16	35
LAKE PARK AV	PVMT CHNG	LAKESHORE AV	CCD2	0.21	35
LAKESIDE DR(EB)	14 ST	17 ST	CCD2	0.20	66
LAKESIDE DR(EB)	17 ST	50 FT N/JACKSON ST	CCD3	0.21	82
LEIMERT BV	MONTEREY RD	WRENN ST	CCD4	0.83	64
M L KING WAY	47 ST	54 ST	CCD1	0.61	90
M L KING WAY	54 ST	CITY LIMIT	CCD1	1.06	86
MACARTHUR (NB)	PARK BV	PVMT CHNG	CCD2	0.11	44
MACARTHUR (NB)	PVMT CHNG	ALMA AV	CCD2	0.08	39
MACARTHUR (SB)	ALMA AV	PARK BV	CCD2	0.14	69
MACARTHUR BV	CANON AV	FRUITVALE AV	CCD4	0.14	31
MACARTHUR BV	82 AV	73 AV	CCD6	0.60	44
MACARTHUR BV	ALMA AV	HILLGIRT CL	CCD2	0.27	46
MACARTHUR BV	BOSTON AV	CHAMPION ST	CCD4	0.16	33
MACARTHUR BV	CANON AV	ARDLEY AV	CCD5	0.33	57
MARKET ST	3 ST	7 ST	CCD3	0.21	36
MIDDLE HARBOR	PVMT CHNG	3 ST	CCD3	0.06	52
MONTEREY BV	BENNET PL	GUIDO ST	CCD4	0.38	54
MONTEREY BV	GUIDO ST	MAIDEN LN	CCD4	0.40	47
OAKLAND AVE	29 ST	MACARTHUR BV	CCD3	0.36	46
OAKLAND AVE	ORANGE ST	29 ST	CCD3	0.06	56
OAKPORT ST	1300 FT E/O EDGWTR	310 FT S/O HASSLER	CCD7	0.50	34
OAKPORT ST	310 FT S/O HASSLER	660 FT N/O HASSLER	CCD7	0.18	50
OAKPORT ST	660 FT N/O HASSLER	CONCRETE BRIDGE	CCD7	0.27	54
OAKPORT ST	CONCRETE BRIDGE	FREEWY ENTER	CCD7	0.19	30
PARK BV	CHATHAM RD	PVMT CHNG	CCD5	0.02	45
PARK BV	E 18 ST	MACARTHUR BV	CCD2	0.89	31
PETERSON ST	EAST END	GLASCOCK ST	CCD5	0.17	30
PINE ST	10 ST	9 ST	CCD3	0.06	54
PINE ST	9 ST	8 ST	CCD3	0.12	46
PLYMOUTH ST	104 AV	99 AV	CCD7	0.26	51
PLYMOUTH ST	82 AV	78 AV	CCD6	0.27	70
PLYMOUTH ST	98 AV	82 AV	CCD7	0.92	71
TELEGRAPH AV	16 ST	19 ST	CCD3	0.16	93
TELEGRAPH AV	19 ST	THOMAS L BERKLEY	CCD3	0.09	41
TELEGRAPH AV	45 ST	46 ST	CCD1	0.04	44
TELEGRAPH AV	46 ST	48 ST	CCD1	0.10	31
TELEGRAPH AV	48 ST	52 ST	CCD1	0.21	13
TELEGRAPH AV	MACARTHUR BV	45 ST	CCD1	0.47	66
TOMPKINS AV	CARSON ST	HIGH ST	CCD4	0.13	37
W GRAND AV	ADELINE ST	MARKET ST	CCD3	0.30	8
W GRAND AV	CAMPBELL ST	MANDELA PKWY	CCD3	0.08	80
W GRAND AV	MANDELA PKWY	UNION ST	CCD3	0.17	18
W GRAND AV	MANDELA PKWY	MANDELA PKWY	CCD3	0.03	86
W GRAND AV	UNION ST	ADELINE ST	CCD3	0.12	19
W GRAND AV	WILLOW ST	CAMPBELL ST	CCD3	0.17	93
W GRAND AV	WOOD ST	WILLOW ST	CCD3	0.17	50
WEST ST	40 ST	MACARTHUR BV	CCD1	0.18	79
WEST ST	52 ST	40 ST	CCD1	0.49	86
WEST ST	M L KING WAY	52 ST	CCD1	0.06	94
WEST ST	MACARTHUR BV	25 ST	CCD3	0.86	19



WEST ST	W GRAND AV	ISABELLA ST	CCD3	0.10	42
WOOD ST	16 ST	20 ST	CCD3	0.22	44
WOOD ST	20 ST	W GRAND AV	CCD3	0.13	52
YERBA BUENA AV	40 ST	CITY LIMIT	CCD1	0.13	53

Table 2: Local Streets - Central East Oakland

STREET	FROM	TO	CCD	MILES	PCI
101 AV	INTERNATIONAL BV	BANCROFT AV	CCD7	0.55	34
102 AV	E ST	INTERNATIONAL BV	CCD7	0.38	25
102 AV	INTERNATIONAL BV	BANCROFT AV	CCD7	0.56	22
104 AV	ROYAL ANN ST	INTERNATIONAL BV	CCD7	0.26	35
46 AV	MELROSE AV	YGNACIO AV	CCD5	0.07	11
52 AV	WEST END	INTERNATIONAL BV	CCD5	0.29	26
55 AV	BANCROFT AV	FOOTHILL BV	CCD6	0.10	43
55 AV	BRANN ST	CAMDEN ST	CCD6	0.06	30
55 AV	FOOTHILL BV	BRANN ST	CCD6	0.50	27
55 AV	INTERNATIONAL BV	BANCROFT AV	CCD6	0.46	32
60 AV	INTERNATIONAL BV	WEST END	CCD6	0.38	35
61 AV	INTERNATIONAL BV	E 17 ST	CCD6	0.13	21
61 AV	WEST END	INTERNATIONAL BV	CCD6	0.38	37
62 AV	MACARTHUR BV	CAMDEN ST	CCD6	0.15	40
63 AV	INTERNATIONAL BV	EASTLAWN ST	CCD6	0.16	33
64 AV	INTERNATIONAL BV	MACARTHUR BV	CCD6	1.14	43
70 AV	SNELL ST	HAWLEY ST	CCD7	0.12	25
72 AV	INTERNATIONAL BV	HAWLEY ST	CCD7	0.49	35
76 AV	HOLLY ST	INTERNATIONAL BV	CCD6	0.28	31
76 AV	RUDSDALE ST	SPENCER ST	CCD7	0.25	48
76 AV	SPENCER ST	HAWLEY ST	CCD7	0.13	23
81 AV	B ST	INTERNATIONAL BV	CCD7	0.17	40
81 AV	DOWLING ST	HILLSIDE ST	CCD6	0.08	32
81 AV	RUDSDALE ST	B ST	CCD7	0.14	50
83 AV	E ST	INTERNATIONAL BV	CCD7	0.42	21
86 AV	E ST	G ST	CCD7	0.13	32
87 AV	E ST	G ST	CCD7	0.16	27
97 AV	B ST	INTERNATIONAL BV	CCD7	0.21	17
99 AV	BANCROFT AV	PLYMOUTH ST	CCD7	0.34	25
A ST	83 AV	82 AV	CCD7	0.05	2
A ST	92 AV	83 AV	CCD7	0.50	39
A ST	98 AV	92 AV	CCD7	0.33	37
AVENAL AV	HAVENSCOURT BV	CHURCH ST	CCD6	0.14	38
BIRCH ST	98 AV	90 AV	CCD7	0.42	25
CARY AV	EDES AV	DOUGLAS AV	CCD7	0.17	16
CATRON DR	WEST END	BERGEDO DR	CCD7	0.10	9
CHURCH ST	ARTHUR ST	FLORA ST	CCD6	0.42	16
CHURCH ST	BANCROFT AV	ARTHUR ST	CCD6	0.22	18
CHURCH ST	FOOTHILL BV	BANCROFT AV	CCD6	0.18	31
COLISEUM WAY	45 AV	46 AV	CCD5	0.09	35
COLISEUM WAY	46 AV	50 AV	CCD5	0.23	24
COLISEUM WAY	50 AV	RR TR	CCD6	0.48	28
COLISEUM WAY	HIGH ST	RR TR	CCD5	0.03	43
COLISEUM WAY	RR TR	45 AV	CCD5	0.09	39
COLISEUM WAY	RR TR	66 AV	CCD6	0.33	21
CONGRESS AV	HIGH ST	FOOTHILL BV	CCD4	0.61	12
D ST	84 AV	82 AV	CCD7	0.11	31
D ST	92 AV	87 AV	CCD7	0.26	32
DOWLING ST	81 AV	80 AV	CCD6	0.05	28

STREET	FROM	TO	CCD	MILES	PCI
DOWLING ST	82 AV	NORTH END	CCD6	0.04	40
E 15 ST	57 AV	SOUTH END	CCD6	0.06	19
E 17 ST	SEMINARY AV	55 AV	CCD6	0.25	25
EASTLAWN ST	66 AV	65 AV	CCD6	0.11	35
EDGERLY ST	55 AV	57 AV	CCD6	0.13	27
ESTEPA DR	BERGEDO DR	EL PASEO	CCD7	0.12	8
ESTEPA DR	CATRON DR	BERGEDO DR	CCD7	0.16	40
FENHAM ST	62 AV	64 AV	CCD6	0.07	11
FENHAM ST	64 AV	66 AV	CCD6	0.16	24
FLEMING AV	KINGSLAND AV	MADERA AV	CCD6	0.11	25
HALLIDAY AV	CHURCH ST	73 AV	CCD6	0.21	16
HAMILTON ST	HEGENBERGER RD	76 AV	CCD7	0.10	32
HARVEY AV	57 AV	55 AV	CCD6	0.13	22
HAWLEY ST	77 H AV	75 AV	CCD7	0.09	25
HILLSIDE ST	73 AV	82 AV	CCD6	0.57	35
HILLSIDE ST	83 AV	84 AV	CCD7	0.06	22
HOLWAY ST	57 AV	55 AV	CCD6	0.13	23
KRAUSE AV	PVMT CHNG	CHURCH ST	CCD6	0.09	19
LILAC ST	WEST END	ALLENDALE AV	CCD6	0.15	17
LUCILLE ST	66 AV	69 AV	CCD6	0.18	36
OLIVE ST	80 AV	82 AV	CCD6	0.12	36
OLIVE ST	90 AV	94 AV	CCD7	0.19	19
OLIVE ST	94 AV	98 AV	CCD7	0.22	20
PEACH ST	92 AV	96 AV	CCD7	0.23	22
PENNIMAN AV	COURTLAND AV	SOUTH END	CCD6	0.14	28
ROYAL ST	APRICOT ST	SAN LEANDRO ST	CCD7	0.04	24
SCOVILLE ST	55 AV	57 AV	CCD6	0.13	38
SPENCER ST	69 AV	SOUTH END	CCD7	0.21	25
ST ELMO DR	WEST END	STONEFORD AV	CCD7	0.23	28
SUNNYSIDE ST	90 AV	98 AV	CCD7	0.42	18
TOPANGA DR	105 AV	EAST END	CCD7	0.08	27
VICKSBURG AV	FOOTHILL BV	CONGRESS AV	CCD4	0.40	23
YGNACIO AV	46 AV	HIGH ST	CCD5	0.13	22

Table 3: Local Streets – Coliseum / Airport

STREET	FROM	TO	CCD	MILES	PCI
ASHTON AV	MADDUX DR	JONES AV	CCD7	0.21	37
EMPIRE RD	98 AV	CAIRO RD	CCD7	0.30	13
EMPIRE RD	SOUTH END	98 AV	CCD7	0.40	34
WALTER AV	CLARA ST	98TH AV	CCD7	0.23	36
WALTER AV	LOISIANA ST	NORTH END	CCD7	0.03	20
WALTER ST	LOUISIANA ST	CLARA ST	CCD7	0.06	55

Table 4: Local Streets - Downtown

STREET	FROM	TO	CCD	MILES	PCI
10TH ST	MADISON ST	WEBSTER ST	CCD2	0.29	21
10TH ST	OAK ST	MADISON ST	CCD2	0.07	41
13TH ST	BROADWAY	FALLON ST	CCD2	0.58	31
4TH ST	WASHINGTON ST	CASTRO ST	CCD3	0.29	13
9TH ST	CASTRO ST	BROADWAY	CCD3	0.36	24
ALICE ST	11 ST	19 ST	CCD3	0.42	24
ALICE ST	6 ST	10 ST	CCD2	0.20	30

Table 5: Local Streets - East Oakland Hills

STREET	FROM	TO	CCD	MILES	PCI
ALVINGROOM CT	MACARTHUR BV	GATE	CCD7	0.06	13
BALMORAL DR	SKYLINE BV	NORTH END	CCD6	0.53	21
BARCELONA ST	SEQUOYAH RD	NORTH END	CCD7	0.04	14
BROADMOOR VIEW	SOUTH END	NORTH END	CCD7	0.16	5
BURCKHALTER AV	SUNKIST DR	SUNNYMERE AV	CCD6	0.14	33
CHEROKEE AV	98 AV	THERMAL ST	CCD7	0.24	39
COSGRAVE AV	GOLF LINKS RD	OUTLOOK AV	CCD7	0.10	10
FIELD ST	GREENLY DR	CREST AV	CCD6	0.12	16
FLDDBROOK PL	FLDDBROOK RD	SOUTH END	CCD6	0.03	10
FONTAINE ST	GOLF LINKS RD	FONTAINE OVRPSS	CCD7	0.75	25
GREENRIDGE DR	KELLER AV	RILEA WAY	CCD6	0.20	8
GREENVIEW DR	ROYAL OAK RD	ROYAL OAK RD	CCD7	0.24	12
HEDGE LN	JOAQUINMILLER R	BURDECK DR	CCD4	0.06	13
HELLMAN ST	MALCOLM AV	NORTH END	CCD7	0.09	7
HOLMES AV	FONTAINE ST	GREENLY DR	CCD6	0.15	28
KLAMATH ST	BRUNELL DR	NORTH END	CCD4	0.16	20
LAWLOR ST	98 AV	CHEROKEE AV	CCD7	0.11	22
LEONA ST	EAST END	MOUNTAIN VIEW	CCD6	0.24	14
LEONA ST	EAST END	RUSTING AV	CCD6	0.16	7
LOCHARD ST	NORTH END	MALCOLM AV	CCD7	0.04	9
MIRASOL AV	GRANADA AV	MURILLO AV	CCD7	0.14	15
MOUNTAIN BV	KUHLNE AV	CALAVERAS AV	CCD6	0.35	17
NAIROBI PL	OAKDALE AV	EAST END	CCD6	0.05	12
PERALTA OAKS CT	PERALTA OAKS DR	EAST END	CCD7	0.11	13
SEQU. VIEW CT	SEQU. VIEW DR	SOUTH END	CCD7	0.09	10
SEQU. VIEW DR	OAK HILL RD	OAK HILL RD	CCD7	0.51	13
SHETLAND AV	GLEN ARTNEY ST	GOLF LINKS RD	CCD7	0.10	40
STEARNS AV	98 AV	9555 STEARNS AV	CCD7	0.14	27
UTAH ST	PARTRIDGE AV	82 AV	CCD6	0.05	14

Table 6: Local Streets – Eastlake/Fruitvale

STREET	FROM	TO	CCD	MILES	PCI
10 AV	E 15 ST	E 8 ST	CCD2	0.26	8
11 AV	BAYVIEW AV	E 8 ST	CCD2	1.19	4
12 AV	E 20 ST	E 28 ST	CCD2	0.48	15
13 AV	E 24 ST	E 32 ST	CCD2	0.36	28
22 AV	FOOTHILL BV	E 21 ST	CCD2	0.29	20
24 AV	INTERNATIONAL BV	FOOTHILL BV	CCD5	0.19	12
25 AV	FOOTHILL BV	E 21 ST	CCD5	0.17	12
26 AV	E 27 ST	E 23 ST	CCD5	0.34	39
28 AV	FOOTHILL BV	INTERNATIONAL BV	CCD5	0.40	38
30 AV	INTERNATIONAL BV	E 12 ST	CCD5	0.10	16
34 AV	PARK E/O SALISB.	FOOTHILL BV	CCD5	0.33	29
37 AV	E 12 ST	INTERNATIONAL BV	CCD5	0.09	40
37 AV	E 9 ST	E 12 ST	CCD5	0.17	11
4 AV	E 10 ST	E 11 ST	CCD2	0.07	27
4 AV	E 11 ST	E 12 ST	CCD2	0.07	4
40 AV	SANTA RITA ST	FOOTHILL BV	CCD5	0.44	31
ANGELO AV	MINNA AV	NORTH END	CCD4	0.15	34
ARKANSAS ST	MAPLE AV	SOUTH END	CCD4	0.22	12
BROOKDALE AV	FRUITVALE AV	35 AV	CCD5	0.62	26
CARRINGTON ST	38 AV	HIGH ST	CCD5	0.43	33
CHAPMAN ST	DERBY AV	PETERSON ST	CCD5	0.12	68
CHAPMAN ST	LANCASTER ST	DERBY AV	CCD5	0.09	83
CHAPMAN ST	PETERSON ST	29 AV	CCD5	0.07	54
CHAPMAN ST	SOUTH END	LANCASTER ST	CCD5	0.05	59
COMMERCE WAY	18 AV	SOUTH END	CCD2	0.34	25
DALE PL	38 AV	MINNA AV	CCD4	0.10	10
E 11 ST	2 AV	NORTH END	CCD2	0.08	16
E 15 ST	35 AV	NORTH END	CCD5	0.03	11
E 15 ST	FRUITVALE AV	NORTH END	CCD5	0.12	20
E 17 ST	27 AV	29 AV	CCD5	0.07	19
E 17 ST	3 AV	4 AV	CCD2	0.07	40
E 17 ST	4 AV	5 AV	CCD2	0.07	2
E 17 ST	40 AV	ROSEDALE AV	CCD5	0.05	13
E 18 ST	14 AV	4 AV	CCD2	0.67	5
E 18 ST	FRUITVALE AV	NORTH END	CCD5	0.07	27
E 19 ST	14 AV	19 AV	CCD2	0.29	18
E 19 ST	19 AV	20 AV	CCD2	0.07	17
E 19 ST	20 AV	24 AV	CCD2	0.39	36
E 19 ST	FRUITVALE AV	NORTH END	CCD5	0.12	10
E 20 ST	MITCHELL ST	27 AV	CCD5	0.05	16
E 21 ST	14 AV	23 AV	CCD2	0.57	40
E 21 ST	MITCHELL ST	SOUTH END	CCD5	0.06	30
E 24 ST	19 AV	26 AV	CCD2	0.60	19
E 26 ST	25 AV	23 AV	CCD5	0.18	34
E 28 ST	GARDEN ST	NORTH END	CCD5	0.12	24
E 28 ST	PARK BV	13 AV	CCD2	0.37	6
E 30 ST	14 AV	22 AV	CCD5	0.19	10
E 30 ST	22 AV	23 AV	CCD5	0.06	24
E 30 ST	23 AV	SOUTH END	CCD5	0.03	55
E 9 ST	FRUITVALE AV	29 AV	CCD5	0.30	9
FULLINGTON ST	MAYBELLE WAY	39 AV	CCD4	0.13	18
GALINDO ST	35 AV	HARRINGTON AV	CCD5	0.16	23
GLEASON WAY	16 AV	MUNSON WAY	CCD2	0.48	39
GRANDE VISTA AV	EAST END	E 27 ST	CCD5	0.11	22

STREET	FROM	TO	CCD	MILES	PCI
HAROLD ST	BOSTON AV	COOLIDGE AV	CCD4	0.16	24
HAROLD ST	CHAMPION ST	BOSTON AV	CCD5	0.11	26
HAROLD ST	FRUITVALE AV	CHAMPION ST	CCD5	0.08	34
HOME PLACE E	MCKINLEY AV	SOUTH END	CCD2	0.08	11
INDEPENDENCE WY	18 AV	22 AV	CCD2	0.29	32
LAGUNA WAY	COOLIDGE AV	HAROLD ST	CCD4	0.08	38
LIVINGSTON ST	FREEWAY (880)	COTTON ST	CCD5	0.03	22
LOGAN ST	COOLIDGE AV	FRUITVALE AV	CCD5	0.15	26
LYNDE ST	COOLIDGE AV	SOUTH END	CCD5	0.12	16
MANGELS AV	35 AV	SOUTH END	CCD4	0.10	19
MARION AV	38 AV	STAR AV	CCD4	0.09	37
MAYBELLE WAY	EAST END	WEST END	CCD4	0.08	18
MERA ST	42 AV	38 AV	CCD5	0.31	32
PENNIMAN AV	35 AV	HIGH ST	CCD4	0.52	23
ROSEDALE AV	E 16 ST	E 18 ST	CCD5	0.10	26
ROSEDALE AV	E 18 ST	FOOTHILL BV	CCD5	0.09	9
SAN ANTONIO WAY	16 AV	SOUTH END	CCD2	0.48	37
SAUSAL ST	SHEFFIELD AV	SOUTH END	CCD5	0.06	30
VAN DYKE AV	PARK BV	BROOKLYN AV	CCD2	0.12	22

Table 7: Local Streets – Glenview / Redwood Heights

STREET	FROM	TO	CCD	MILES	PCI
13 AV	PARK BV	CHATHAM RD	CCD5	0.16	28
39 AV	ALISO AV	SELKIRK ST	CCD4	0.18	4
ADELAIDE AV	HUNTINGTON ST	NORTH END	CCD4	0.02	17
ALBERT ST	MADRONE AV	SOUTH END	CCD4	0.13	31
ANDERSON AV	SELKIRK ST	REINHARDT AV	CCD4	0.09	12
CUNNINGHAM ST	FAIR AV	DAVENPORT AV	CCD4	0.08	10
E 36 ST	BEAUMONT AV	EAST END	CCD5	0.06	9
ELSTON CT	ELSTON AV	WEST END	CCD5	0.03	11
EMERSON ST	CHATHAM RD	EAST END	CCD5	0.08	10
EVANS AV	WELLINGTON ST	EVERETT AV	CCD5	0.15	15
EVERS AV	E 38 ST	LINWOOD AV	CCD5	0.05	16
FLEET RD	HOLMAN RD	GREENWOOD AV	CCD2	0.07	17
FLORIDA ST	NORTH END	SOUTH END	CCD4	0.38	23
GLENDOME CIR	EL CENTRO AV	EL CENTRO AV	CCD5	0.18	16
HEARST AV	LINCOLN AV	LAGUNA AV	CCD4	0.17	38
HILLVIEW ST	MADLINE ST	WEST END	CCD4	0.07	25
HUMPHREY PL	TRESTLE GLEN RD	NORTH END	CCD2	0.04	15
HYACINTH AV	HUNTINGTON ST	HIGH ST	CCD4	0.08	8
KAPHAN AV	DAVENPORT AV	REINHARDT DR	CCD4	0.04	18
KNOLL AV	MOUNTAIN BV	SOUTH END	CCD6	0.16	15
LAGUNA AV	ALIDA ST	SCENIC AV	CCD4	0.46	17
LAGUNA AV	ALIDA ST	ALIDA ST	CCD4	0.03	17
LAGUNA AV	CHARLESTON ST	ALIDA ST	CCD4	0.07	14
LAGUNA AV	DAMUTH ST	MACARTHUR BV	CCD4	0.10	18
LAGUNA AV	SCENIC AV	DAMUTH ST	CCD4	0.05	16
MADLINE ST	MAPLE AV	NORTH END	CCD4	0.12	25
MERRILL AV	GREENACRE RD	TULIP AV	CCD4	0.11	15
NORTHVALE RD	SUNNYHILLS RD	ROSEMOUNT RD	CCD2	0.17	17
NORWOOD AV	GREENWOOD AV	TRESTLE GLEN RD	CCD2	0.16	11
OAKMORE PL	OAKMORE RD	HANLY RD	CCD4	0.03	17
PAMPAS AV	HIGH ST	SOUTH END	CCD4	0.19	38
SAN LUIS AV	DOLORS AV	EAST END	CCD5	0.09	14
SCENIC AV	LAGUNA AV	LINCOLN AV	CCD4	0.17	23

STREET	FROM	TO	CCD	MILES	PCI
STEELE ST	HIGH ST	BUELL ST	CCD4	0.36	29
TOMPKINS AV	HIGH ST	NORTH END	CCD4	0.11	11
TULIP AV	ENOS AV	MADRONE ST	CCD4	0.24	9
WALA VISTA AV	LAKESHORE AV	CARLSTON AV	CCD2	0.03	8
WHITTLE AV	EAST END	TIFFIN RD	CCD4	0.38	13
WOODRUFF AV	E 38 ST	HAMPEL ST	CCD5	0.18	22
WRENN ST	ARCADIA AV	HOOVER AV	CCD4	0.13	7

Table 8: Local Streets – North Oakland Hills

STREET	FROM	TO	CCD	MILES	PCI
ABBOTT DR	SHERWOOD DR	EAST END	CCD4	0.09	6
ALHAMBRA LN	THORNHILL DR	SOUTH END	CCD4	0.05	9
ALVARADO PL	ALVARADO RD	NORTH END	CCD1	0.05	9
ASCOT DR	MOUNTAIN BV	CHELTON DR	CCD4	0.41	39
BIEHS CT	HARBORD DR	EAST END	CCD1	0.05	11
CASTLE PARK WAY	CASTLE DR	CASTLE DR	CCD4	0.16	5
DWIGHT WY	DWIGHT PL	CITY LIMIT	CCD1	0.10	53
FLORENCE AV	COCHRANE AV	EAST END	CCD1	0.09	6
GRAND VIEW DR	FIRE PLUG	DOROTHY PL	CCD1	0.08	10
GRAND VIEW DR	HILLER DR	FIRE PLUG	CCD1	0.15	10
JACOBUS AV	HERMOSA AV	EAST END	CCD1	0.05	2
JOAQUIN MILL CT	MOUNTAIN BV	SOUTH END	CCD4	0.05	11
LA CUESTA	CAMINO LENADA	ASCOT DR	CCD4	0.10	2
LA SALLE AV	MORAGA AV	TYSON CIR	CCD4	0.55	14
LA SALLE AV	MOUNTAIN BV	MORAGA AV	CCD4	0.06	12
MARDEN LN	MERRIEWOOD DR	SOUTH END	CCD4	0.06	10
MARR AV	HARBORD DR	LANE CT	CCD4	0.13	4
MERCED AV	MORAGA AV	LUCAS AV	CCD4	0.11	4
MOUNTAIN BV	MONZAL AV	NORTH END	CCD1	0.33	10
PANORAMIC WY	DWIGHT WY	CITY LIMIT	CCD1	0.37	37
ROBIN HOOD WAY	MERRIEWOOD DR	EAST END	CCD4	0.11	8
SHELTERWOOD DR	SHEP.CANY.RD	WESTOVER DR	CCD4	0.15	11
SHERIDAN RD	BROADWAY TERR	SOUTH END	CCD1	0.23	9
SNAKE RD	MOUNTAIN BV	SHEPHERD CYN RD	CCD4	0.16	35
SNAKE RD	SHEPHERD CYN RD	COLTON DR	CCD4	0.80	34
ST PAUL CT	PROCTOR AV	MASONIC AV	CCD1	0.12	7
THACKERAY DR	WESTOVER DR	CHELSEA DR	CCD4	0.20	7
THORNHILL DR	MORAGA AV	MOUNTAIN BV	CCD4	0.09	7
THORNHILL DR	MOUNTAIN BV	PINEHAVEN RD	CCD4	0.70	39
THORNHILL DR	SOBRANTE RD	SNAKE RD	CCD4	0.81	39
TRUITT LN	CLAREWOOD DR	NORTH END	CCD1	0.07	11
WERNER CT	MOUNTAIN BV	WOODMINSTER LN	CCD4	0.04	8
ZINN DR	DRAKE DR	NORTH END	CCD4	0.10	3

Table 9: Local Streets – North Oakland / Adams Point

STREET	FROM	TO	CCD	MILES	PCI
38 ST	BROADWAY	CERRITO AV	CCD1	0.08	5
42 ST	BROADWAY	TELEGRAPH AV	CCD1	0.53	21
43 ST	MARKET ST	CITY LIMIT	CCD1	0.19	6
44 ST	CITY LIMIT	LINDEN ST	CCD1	0.03	6
45 ST	LINDEN ST	MARKET ST	CCD1	0.14	6
54 ST	DOVER ST	ADELINE ST	CCD1	0.48	3
59 ST	OCCIDENTAL ST	M L KING JR WAY	CCD1	0.28	4
59 ST	SAN PABLO AV	STANFORD AV	CCD1	0.26	4
60 ST	CLAREMONT AV	TELEGRAPH AV	CCD1	0.38	4
60 ST	M L KING JR WAY	ADELINE ST	CCD1	0.12	0
61 ST	M L KING JR WAY	SHATTUCK AV	CCD1	0.30	9
61 ST	RACINE ST	TELEGRAPH AV	CCD1	0.07	2
61 ST	SHATTUCK AV	RACINE ST	CCD1	0.17	1
61 ST	VALLEJO ST	STANFORD AV	CCD1	0.74	4
62 ST	TELEGRAPH AV	RACINE ST	CCD1	0.09	0
63 ST	SAN PABLO AV	VALLEJO ST	CCD1	0.15	5
65 ST	DANA ST	TELEGRAPH AV	CCD1	0.13	3
APGAR ST	M L KING WAY	SOUTH END	CCD1	0.04	6
APGAR ST	TELEGRAPH AV	MARKET ST	CCD1	0.03	0
APGAR ST	W MACARTHUR BV	WEST ST	CCD1	0.39	11
BENVENUE AV	ALCATRAZ AV	CITY LIMIT	CCD1	0.16	1
CANNING ST	63 ST	58 ST	CCD1	0.29	5
CHABOT CREST	CITY LIMIT	CHABOT RD	CCD1	0.10	2
COLBY ST	ALCATRAZ AV	CITY LIMIT	CCD1	0.17	2
DANA ST	ALCATRAZ AV	63 ST	CCD1	0.10	2
FAIRVIEW ST	SHATTUCK AV	WHEELER ST	CCD1	0.12	6
GARNET ST	EMERALD ST	BROADWAY	CCD1	0.07	0
GASKILL ST	STANFORD AV	53 ST	CCD1	0.31	2
HAMILTON PL	HARRISON ST	NORTH END	CCD3	0.10	13
HERZOG ST	62 ST	EAST END	CCD1	0.32	23
LOS ANGELES ST	STANFORD AV	AILEEN ST	CCD1	0.16	6
LOWELL ST	54 ST	STANFORD AV	CCD1	0.34	40
LOWELL ST	62 ST	MARKET ST	CCD1	0.06	3
LOWELL ST	ADELINE ST	54 ST	CCD1	0.08	22
LOWELL ST	STANFORD AV	62 ST	CCD1	0.18	40
MARIE WAY	CHABOT RD	EAST END	CCD1	0.03	2
MCAULEY ST	COLBY ST	TELEGRAPH AV	CCD1	0.26	0
MILES AV	PATTON ST	FOREST ST	CCD1	0.77	26
MONTECITO AV	LEE ST	BAY PL	CCD3	0.20	22
NORTH ST	DANA ST	COLBY ST	CCD1	0.08	3
NORTH ST	TELEGRAPH AV	SOUTH END	CCD1	0.08	3
OCCIDENTAL ST	59 ST	WEST END	CCD1	0.08	5
OSTRANDER RD	BROADWAY TERR	ROMANY RD	CCD1	0.16	4
PEABODY LN	VALLEJO ST	SAN PABLO AV	CCD1	0.15	1
PERKINS ST	GRAND AV	BELLEVUE AV	CCD3	0.11	15
PERKINS ST	ORANGE ST	GRAND AV	CCD3	0.52	12
POIRIER ST	SHATTUCK AV	DOVER ST	CCD1	0.18	5
REATA PL	CHABOT RD	EAST END	CCD1	0.06	5
REGENT ST	CITY LIMIT	ALCATRAZ AV	CCD1	0.17	2
SUMMIT ST	29 ST	28 ST	CCD3	0.09	33

Table 10: Local Streets – West Oakland

STREET	FROM	TO	CCD	MILES	PCI
10 ST	PERALTA ST	WILLOW ST	CCD3	0.17	10
12 ST	POPLAR ST	MANDELA PKWY	CCD3	0.14	23
18 ST	MARKET ST	BRUSH ST	CCD3	0.20	41
19 ST	ADELIN ST	UNION ST	CCD3	0.13	29
20 ST	MANDELA PKWY	POPLAR ST	CCD3	0.12	1
25 ST	SAN PABLO AV	M L KING JR WAY	CCD3	0.15	19
26 ST	CAMPBELL ST	LINDEN ST	CCD3	0.46	7
26 ST	FILBERT ST	MARKET ST	CCD3	0.12	36
26 ST	LINDEN ST	FILBERT ST	CCD3	0.06	32
30 ST	M.L. KING WAY	SAN PABLO AV	CCD3	0.31	25
31 ST	M.L. KING WAY	SAN PABLO AV	CCD3	0.34	27
33 ST	M.L. KING WAY	SOUTH END	CCD3	0.04	5
CHESTNUT ST	W GRAND AV	28 ST	CCD3	0.34	40
KIRKHAM ST	14 ST	12 ST	CCD3	0.12	23
POPLAR ST	W GRAND AV	WEST END	CCD3	0.49	6
UNION ST	10 ST	7 ST	CCD3	0.20	3
UNION ST	16 ST	10 ST	CCD3	0.32	29



FILED  
OFFICE OF THE CITY CLERK  
OAKLAND  
2019 APR 11 PM 6:07

Approved as to Form and Legality

**DRAFT**  
City Attorney

# OAKLAND CITY COUNCIL

RESOLUTION No. \_\_\_\_\_ C.M.S.

Introduced by Councilmember \_\_\_\_\_

## RESOLUTION ESTABLISHING A THREE-YEAR PRIORITIZATION PLAN FOR THE CITY OF OAKLAND'S COMPLETE STREETS PAVING PROGRAM (2019-2021)

**WHEREAS**, the City of Oakland's street infrastructure is considered a significant asset that impacts the quality of life for those who live and work in Oakland; and

**WHEREAS**, reflecting the 2016 Infrastructure Bond Ordinance (City Resolution No. 86445 C.M.S.) and the 2018 Capital Improvement Program Prioritization Process (City Resolution No. 87376 C.M.S.), the City of Oakland will prioritize paving investment based on equity and traffic safety factors as well as street condition; and

**WHEREAS**, the City of Oakland continues to use the Pavement Management Program (PMP) to the Metropolitan Transportation Commission (MTC) StreetSaver® pavement management software; and

**WHEREAS**, the City of Oakland completed a citywide pavement distress survey in the fall of 2018 to update its Pavement Management Program database; and

**WHEREAS**, the City of Oakland is required by MTC to maintain and update a Pavement Management Program in order to remain eligible for federal street rehabilitation funding; and

**WHEREAS**, the anticipated annual funding level for street rehabilitation for the City of Oakland is estimated to be approximately \$125 million over the next three years; and

**WHEREAS**, reflecting prioritization metrics of safety and street condition, \$25 million over the next three years are dedicated to rehabilitation and preventative maintenance of major streets, using both the Pavement Management Program based on Pavement Condition Index (PCI) and traffic safety history; and

**WHEREAS**, \$75 million in construction funding over the next three years are dedicated to rehabilitation of local streets, and

**WHEREAS**, reflecting prioritization metrics of equity and street condition, 85% of local streets funding is programmed based on equal weighting of the citywide share of underserved populations by planning area and the citywide share of worst local streets by planning area; and

**WHEREAS**, reflecting the economic benefits of utility cost-share on full-width repaving, 10% of local streets funding is reserved for coordinating with utility companies on curb-to-curb paving of local streets; and

**WHEREAS**, 5% of local streets funding will be divided equally by the 8 City Council seats and made available for local streets paving at the discretion of the sitting Councilmember using a prioritization and selection process solely at the Councilmember's discretion; and

**WHEREAS**, the list of local streets prioritized by each Councilmember in this discretionary set-aside will be provided to the Department of Transportation by September 1, 2019; and

**WHEREAS**, the City's Pavement Program will continue to follow the ADA Title II requirements detailed in a joint technical assistance guidance (Technical Assistance) released by the United States Department of Justice (DOJ) and the Federal Highway Administration (FHWA) in June of 2013; and

**WHEREAS**, the City's Pavement Program will continue to follow the "Complete Streets" design standards which is reflected in City Resolution No. 13153 C.M.S dated February 19, 2013; and

**WHEREAS**, the City of Oakland coordinates and screens all proposed streets for conflicts with sewer, storm drainage, gas, water, electrical, cable, and fiber optic replacement projects to insure that all underground rehabilitation work occurs prior to scheduled street rehabilitation projects; and

**WHEREAS**, the streets selected for the paving priority plan are provided in Attachment A; now be it

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**RESOLVED**, that, in order to optimize resources to the extent possible, the City Council of the City of Oakland adopts the use of the PCI-based Pavement Management Program to prioritize major streets for rehabilitation; and be it

**FURTHER RESOLVED**, that, in order to advance equitable outcomes to the extent possible, the City Council of the City of Oakland adopts the use of equity metrics to prioritize local streets for rehabilitation.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES – FORTUNATO BAS, GALLO, GIBSON MCELHANEY, KALB, REID, TAYLOR, THAO and PRESIDENT KAPLAN

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California

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