

CITY OF 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

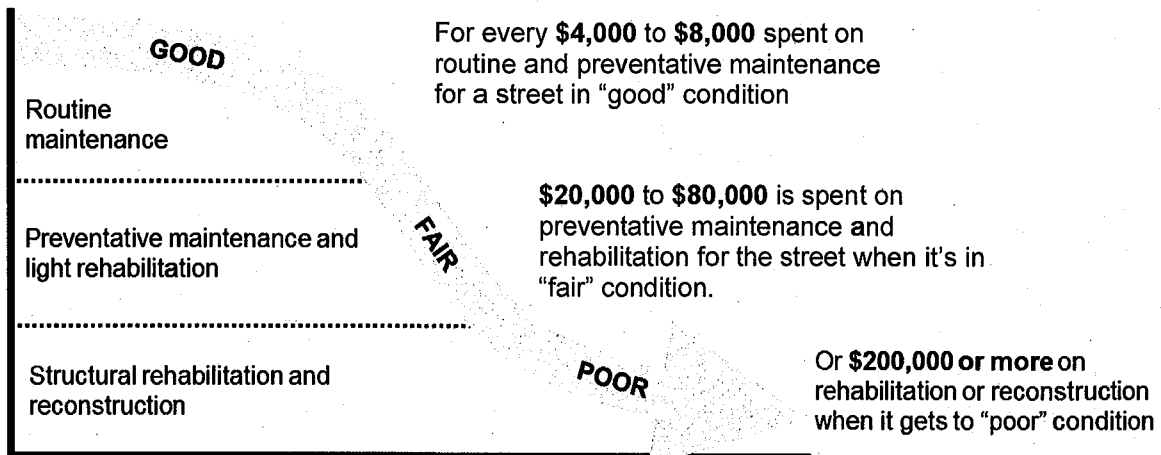
to increase average pavement condition and to decrease paving maintenance backlog over a 20 to 30 year horizon.

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

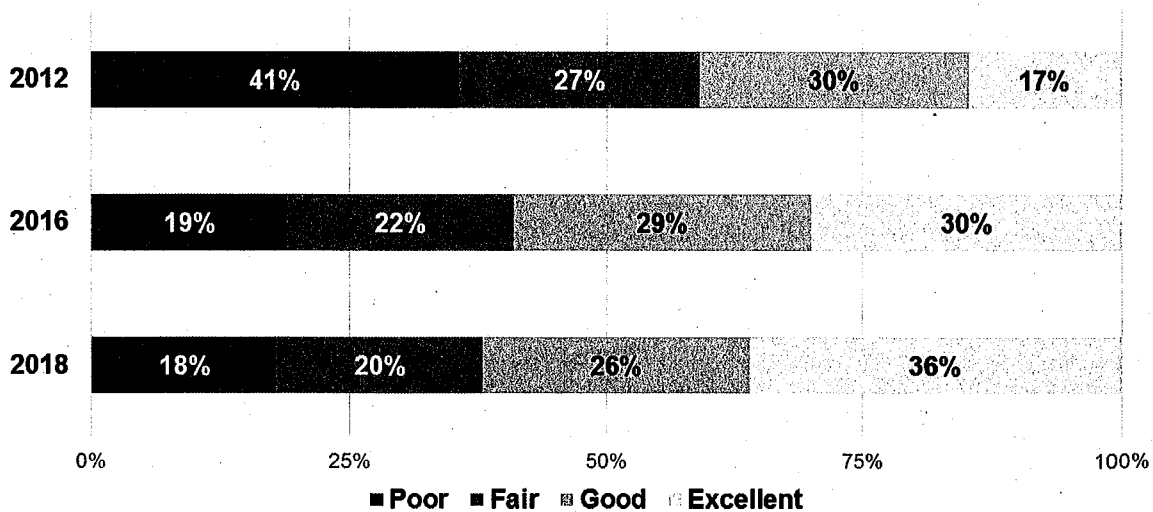
preservation on major streets, and 20% would be dedicated to rehabilitating local streets in poor condition.

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

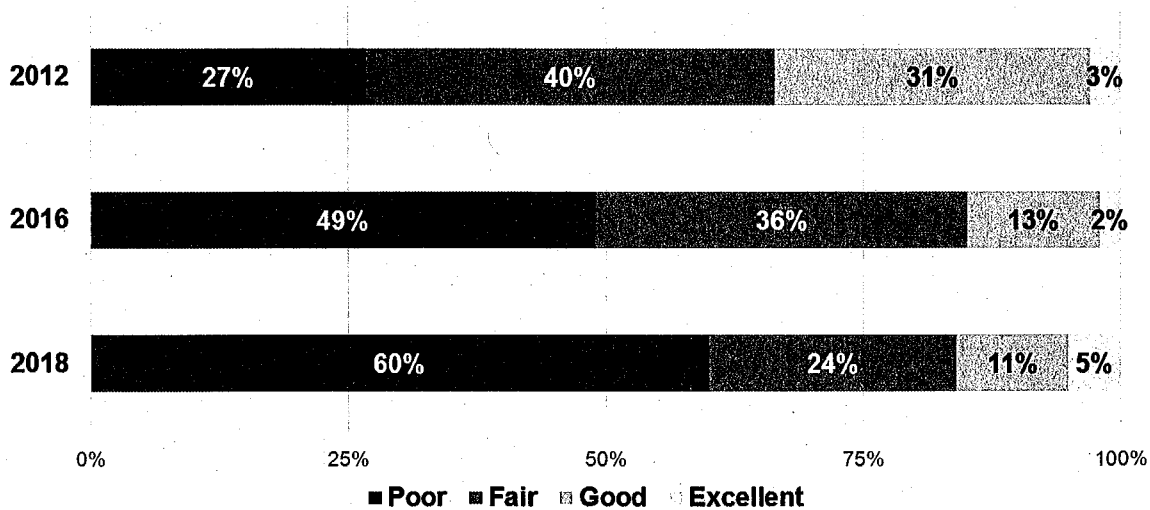
The central benefit of the 80/20 approach was that the condition of the streets on which most Oaklanders drive and ride for the majority of their trips could be maintained and improved despite limited funding. Recently, voter-supported initiatives have provided significant funding for local streets, 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% |
| Citywide | 412,040 | | \$58k | 73% | 39% |

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% |
| Citywide | 830 | 394 | 46 | 1,044 | |

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 |
| Citywide | | | | \$63.8 | 62.5 |

Table 4: Proposed Local Streets Program by Planning Area

| | 10-Year Annual Avg. Miles Paved (2005-2015) | 3-Year Plan Annual Avg. Miles (Est.) | Proposed Miles Paved Per 10k Residents |
|-----------------------------|--|---|---|
| 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 |
| Citywide | 2.8 | 22.6 | 1.6 |

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

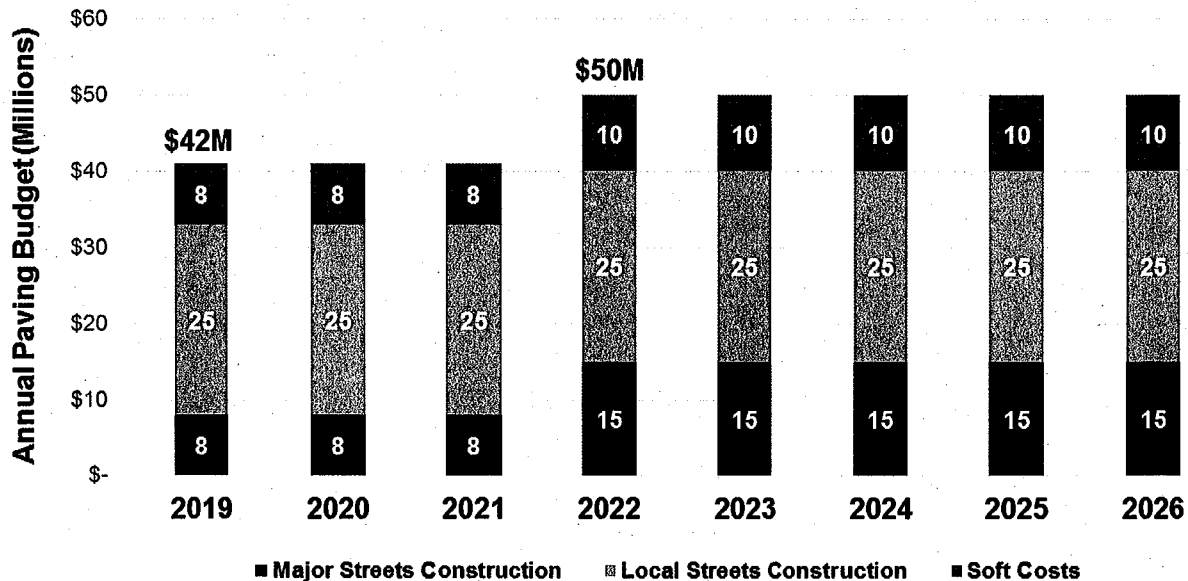
| | FY 19/20 | FY 20/21 | FY 21/22 | TOTAL |
|------------------------------------|----------|----------|----------|---------|
| Major Streets Program Construction | \$8.3 | \$8.3 | \$8.3 | \$24.9 |
| Local Streets Program Construction | \$25.0 | \$25.0 | \$25.0 | \$75.0 |
| Program Soft Costs | \$8.3 | \$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.

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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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 |

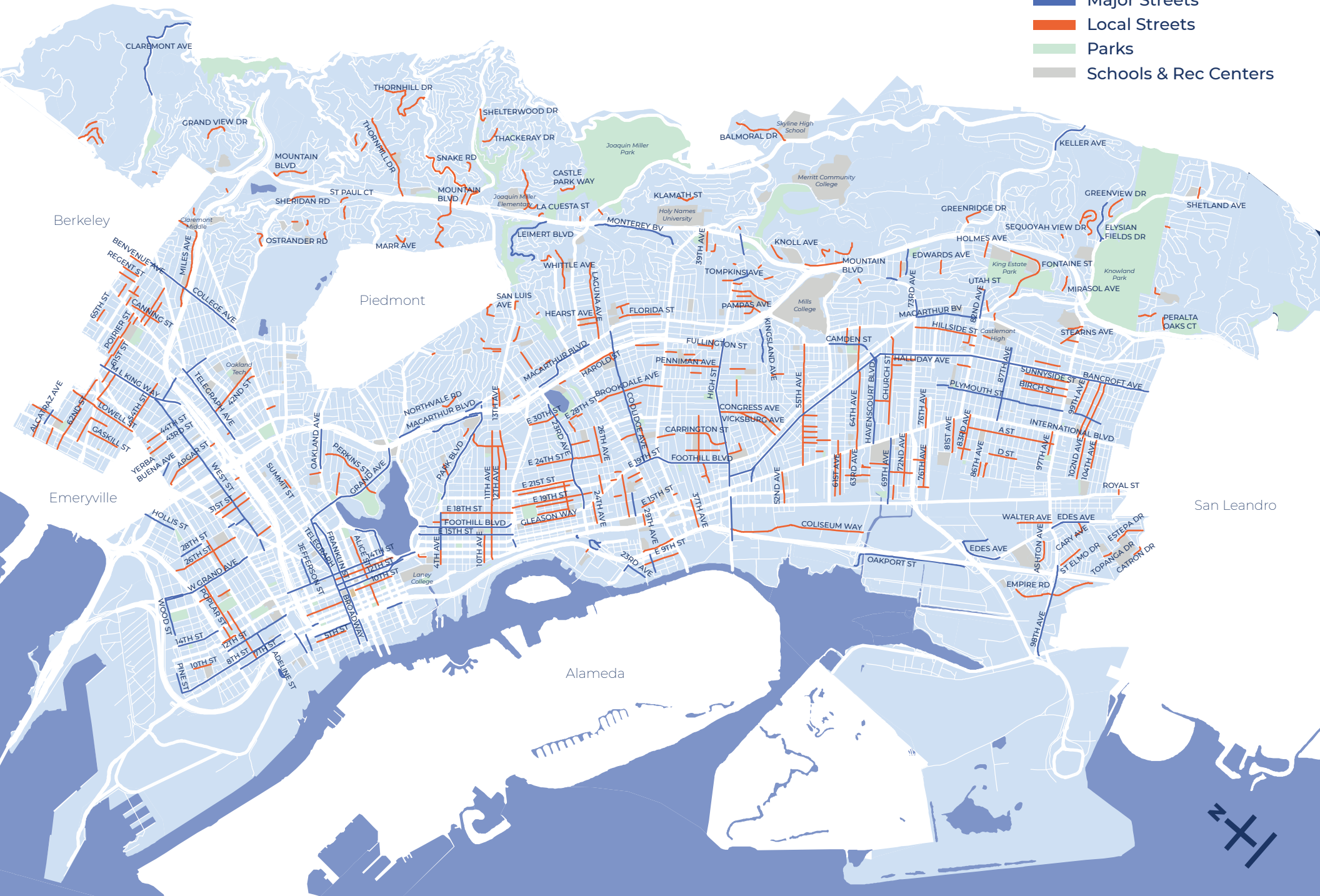
2019 Three-Year Paving Plan: Draft Final Streets



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.

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

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
