



MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Jeffrey Tumlin
Interim Director, DOT
Christine Daniel
Interim Director, OPW

SUBJECT: Winter Storms and Potholes

DATE: March 9, 2017

City Administrator

Date

Approval

/s/

3/14/17

INFORMATION

In the weeks since this winter's record-breaking regional storms began in early January, the City of Oakland has received calls reporting more than 1,300 new potholes, and several hundred calls for service for flooding, mudslides, fallen trees and other weather-related issues. Oakland Public Works (OPW) and Oakland Department of Transportation (OakDOT) crews have worked around the clock to address these issues swiftly. Staff have prioritized addressing weather impacts that directly affected public safety and are currently developing plans to address the increase in new potholes.

Rain causes potholes, but it also impedes pothole repair until the rains diminish. As we develop our plans to reallocate resources to the immediate pothole increase, we are constrained by the continuing intermittent storms. Our goal is to make our biggest and best impact with the current resources on hand for pothole repair. Unfortunately, repairing potholes during wet weather (or before the groundwater can dry in the wake of wet weather) severely reduces the length of time those repairs will last.

OakDOT's current year revised goal is to repair 12,000 potholes. As of today staff have repaired approximately 7,500 potholes, and we are projected to exceed the revised annual goal. Maintenance crews will implement a "Mini Pothole Blitz" – an effort bolstering our annual seven-week summer Pothole Blitz – created specifically to address the outstanding service requests brought on by this outbreak of severe rains. This will be a 21 day effort focused on repairing 1,500 potholes. In addition to this effort, staff will be undertaking crack sealing at a number of locations to extend the life expectancy of these streets.

Staff are also exploring using a new product for pothole repair that will provide a longer-lasting fix. The new material is called FastPatch; it is a unique polymer repair system that bonds tenaciously to surfaces and remains flexible throughout its service life. FastPatch is a significant leap forward in technology from conventional cold type repair materials that are non-flexible,

and yields a life expectancy of 3 to 5 years when applied in areas with challenged pavement condition.

Pothole repairs remain a temporary and incomplete solution to the larger systemic challenge in improving and maintaining the overall quality of Oakland streets. In November Oakland voters approved Measure KK, providing the City with major new resources to help restore infrastructure through capital projects. Staff are currently developing the Fiscal Year 2017-2019 Capital Improvement Plan (CIP) which will include expediting street paving projects that can now be funded by the infrastructure bond. The draft CIP will be presented in the spring for City Council review and consideration. In the meantime, paving plan staff have designed and bid out projects slated to begin in the spring that will repave an estimated 19.5 centerline road miles by July 2018.

The Mini Pothole Blitz will focus on potholes that pose a clear and imminent hazard to pedestrians, bicyclists, and motor vehicle passengers. While the City's resources are finite and staff cannot respond immediately to every call for service, it is important for the community to continue to report pothole locations as this helps staff improve planning to deploy resources for the most effective impact.

Please continue to report any issues to the Oakland Call Center, which can be reached at (510) 615-5566, www.oaklandpw.com, callcenter@oaklandnet.com or through the mobile app SeeClickFix. We are grateful for the public's assistance, patience and understanding.

Respectfully submitted,

/S/

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