

RESOLUTION NO. 70,204-N.S.

ADOPTION OF THE STREET REHABILITATION AND MAINTENANCE POLICY AND FIVE-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2025

WHEREAS, the Street Rehabilitation Policy, Resolution No. 55,384-N.S. approved on May 22, 1990, requires a Five-Year Street Rehabilitation Plan for the entire City be adopted by the City Council; and

WHEREAS, the *Five-Year Street Rehabilitation Plan* and the *Street Maintenance and Rehabilitation Policy* shall be reviewed and updated by the City Council, with advice from the Public Works Commission; and

WHEREAS, the Public Works Commission reviewed and advised on both the *Five-Year Street Rehabilitation Plan* and update to the *Street Maintenance and Rehabilitation Policy*; and

WHEREAS, Public Works recommends City Council adopt both the updated *Street Maintenance and Rehabilitation Policy* and *Five-Year Street Rehabilitation Plan, Equity Alternative* for FY 2023 to FY 2027.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that FY 2023, FY 2024, and FY 2025 of the *Five-Year Street Rehabilitation Plan*, attached as Exhibit A hereof, is hereby adopted, as is the *Street Maintenance and Rehabilitation Policy*, attached as Exhibit B, with the clarification that the criteria in this *Policy and Plan* will not govern the allocation of funds from potential future ballot measures.

Exhibit A: Five-Year Street Rehabilitation Plan for FY 2023 to FY 2027, Equity Alternative  
Exhibit B: Street Maintenance and Rehabilitation Policy

The foregoing Resolution was adopted by the Berkeley City Council on January 25, 2022 by the following vote:

Ayes: Bartlett, Droste, Hahn, Harrison, Kesarwani, Robinson, Taplin, Wengraf, and Arreguin.

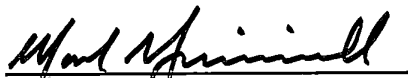
Noes: None.

Absent: None.



Jesse Arreguin, Mayor

Attest:



Mark Numainville, City Clerk



EXHIBIT A  
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	CRESTON RD	SUNSET LANE	GRIZZLY PEAK BLVD	R	Heavy Mtce	\$ 116,258	6	N	N	0.36	64	11/1/1988	RECONSTRUCT SURFACE (AC)
2024	DERBY ST	TELEGRAPH AVE	HILLEGASS AVE	R	Reconstruct	\$ 621,503	8	N	3E	0.16	19	8/8/1997	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 577,560	8	N	3E*	0.14	25	8/8/1997	MILL AND OVERLAY W/FABRIC
2024*	DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE	R	Reconstruct	\$ 387,040	8	N	N	0.11	22	9/1/1993	RECONSTRUCT SURFACE (AC)
2024*	DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	R	Reconstruct	\$ 501,840	78	N	N	0.14	12	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	GRIZZLY PEAK BLVD	NORTH CITY	EUCLID AVE	C	Reconstruct	\$ 794,084	6	N	3E	0.21	24	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Reconstruct	\$ 634,478	6	N	3E C	0.21	13	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Reconstruct	\$ 859,622	6	N	3C*, C	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY	R	Light Mtce	\$ 76,400	8	N	3E	0.16	76	7/28/2003	RECONSTRUCT STRUCTURE (AC)
2024	HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	R	Light Mtce	\$ 334,500	8	N	3E	0.61	78	5/31/2000	RECONSTRUCT STRUCTURE (AC)
2024	LATHAM LANE	MILLER AVE	GRIZZLY PEAK	R	Heavy Mtce	\$ 38,500	6	N	N	0.10	59	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	MCGEE AVE	DERBY ST	RUSSELL ST	R	Light Rehab	\$ 551,992	3	y	N	0.25	59	12/10/1998	RECONSTRUCT STRUCTURE (AC)
2024	MCGEE AVE	DWIGHT WAY	DERBY ST	R	Lght Rehab	\$ 374,400	3	y	N	0.26	51	7/1/1988	THIN OVERLAY w/FABRIC
2024	MILLER AVE	HILLDALE AVE	SHASTA RD	R	Lght Rehab	\$ 449,880	6	N	N	0.66	53	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	OTIS ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 224,000	3	N	N	0.13	49	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2024	ROSE ST	SACRAMENTO	MARTIN LUTHER KING	C	Reconstruct	\$ 2,302,332	15	N	3E	0.48	21	8/1/1991	MILL AND OVERLAY W/FABRIC
2024	WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 434,534	8	N	3A	0.11	13	NIA	
2024	CONTINGENCY					\$ 927,892							
	TOTAL FUNDING					\$10,206,815				4.38			
						32%	bike/ped						
						35%	bike/ped not incl contingency						

\* in Fiscal Year column denotes coordination with EBMUD project

\$ 2,931,512 additional funding from T1

FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles

\$10,206,815

4.38 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$1,151,166	0.24	\$1,151,166	0.24
Collectors	1.16	\$4,590,516	49%	26%	2	\$0	0.00	\$0	0.00
Residentials	3.22	\$4,688,407	51%	74%	3	\$1,150,392	0.64	\$1,150,392	0.64
					4	\$0	0.00	\$0	0.00
Bikeways	2.35	\$6,635,013	72%	54%	5	\$1,151,166	0.24	\$1,151,166	0.24
Curb Ramps		\$378,000	4%		6	\$2,892,822	1.80	\$2,892,822	1.80
Total		\$7,013,013	76%		7	\$250,920	0.07	\$250,920	0.07
					8	\$2,682,457	1.37	\$2,682,457	1.37
Equity Zone	0.51	\$926,392	10%	12%		\$9,278,923	4.38	\$9,278,923	4.38
Equity Zone w/Arterials	0.51	\$926,392	10%	12%					

Note Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track), C for bus route; VZ for Vision Zero, and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

Draft 5-Year Street Rehabilitation Plan FY 2023-2027\_v11c\_equality.xlsx

EXHIBIT A  
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	ALLSTON WAY	MILVIAST	SHATTUCK AVE	R	Heavy Rehab	\$ 228 800	4	N	N	0.14	37	11/1/1990	MILL AND THIN OVERLAY
2025	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2 009 440	2	y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2025	DERBY ST	SACRAMENTO SJ	MARTIN LUTHER KING	R	Reconstruct	\$ 1 688 560	3	y	3E	0.48	18	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MARTIN LUTHER KING	MILVIA ST	R	Light Mtce	\$ 31 327	3	N	3E	0.13	86	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MILVIAST	SHATTUCK AVE	R	Reconstruct	\$ 490 456	3	N	3E	0.12	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	SHATTUCK AVE	FULTON ST	R	Reconstruct	\$ 478 200	3	N	3E	0.13	22	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	FULTON ST	TELEGRAPH AVE	R	Reconstruct	\$ 1 069 280	37	N	3E	0.31	13	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	GILMAN ST	SAN PABLO AVE	SANTA FE AVE	A	Heavy Rehab	\$ 683 116	1	N	4*, C	0.27	48	10/2007	MILL AND OVERLAY
2025	HEARST AVE	6TH ST	SAN PABLO AVE	C	Reconstruct	\$ 1 306 200	1	y	N	u.;, 1	25	10/1/1994	MILL AND OVERLAY W/FABRIC
	CONTINGENCY					\$ 798 538							
	TOTAL FUNDING					\$ 8783917				2.45			
						51%	bike/ped						
						56%	bike/ped not incl contingency						
						\$ 1,510,414	addtional funding from T1						

**FISCAL YEAR 2025 TOTALS**

**Total Estimated Cost and Miles**

\$8,783,917

2.45 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.27	\$683,116	9%	11%	1	\$1,989,316	0.59	\$1,306,200	0.31
Collectors	0.31	\$1,306,200	16%	13%	2	\$2,009,440	0.57	\$2,009,440	0.57
Residentials	1.86	\$5,996,063	75%	76%	3	\$3,223,183	1.00	\$3,223,183	1.00
					4	\$228,800	0.14	\$228,800	0.14
Bikeways	1.43	\$4,440,939	56%	59%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$228,000	3%		6	\$0	0.00	\$0	0.00
Total		\$4,668,939	58%		7	\$534,640	0.15	\$534,640	0.15
					8	\$0	0.00	\$0	0.00
Equity Zone	1.35	\$5,004,200	63%	55%		\$7,985,379	2.45	\$7,302,263	2.17
Equity Zone w/Arterials	1.35	\$5,004,200	63%	55%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route, VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

EXHIBIT A  
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1 140 652	2	y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 503 880	2	y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	DERBY ST	MABEL ST	SACRAMENTO ST	R	Heavy Rehab	\$ 456 020	2	y	3E	0.25	32	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914 500	2	y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2026	MABEL ST	DWIGHT WAY	PARKER ST	R	Heavy Rehab	\$ 236 400	2	y	3E	0.12	31	9/1/1993	MILL AND OVERLAY W/FABRIC
2026	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468 400	2	y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	MABEL ST	DERBY ST	WARD ST	R	Heavy Rehab	\$ 97 400	2	y	3E	0.06	33	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697 680	1	y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2026	8TH ST	GILMAN ST	CAMELIA ST	R	Heavy Rehab	\$ 212 445	1	y	3E	0.12	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2026	8TH ST	CAMELIA ST	PAGE ST	R	Heavy Rehab	\$ 144 978	1	y	N	0.08	42	4/1/2001	MILL AND OVERLAY W/FABRIC
2026	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293 378	1	y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710 367	1	y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144 294	1	y	N	0.06	16	N/A	
	CONTINGENCY					\$ 1 254 909							
						\$7,275,303				2.28			
						65%	bike/ped						
						79%	bike/ped not incl contingency						

FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles

\$7,275,303

2.28 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$2,203,142	0.75	\$2,203,142	0.75
Collectors	0.00	\$0	0%	0%	2	\$3,817,252	1.52	\$3,817,252	1.52
Residentials	2.28	\$6,020,394	100%	100%	3	\$0	0.00	\$0	0.00
					4	\$0	0.00	\$0	0.00
Bikeways	1.84	\$4,727,377	79%	81%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$246,000	4%		6	\$0	0.00	\$0	0.00
Total		\$4,973,377	83%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.28	\$6,020,394	100%	100%		\$6,020,394	2.28	\$6,020,394	2.28
Equity Zone w/Arterials	2.28	\$6,020,394	100%	100%					

Note- Column P deities presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track), C for bus route, VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

Draft 5-Year Street Rehabilitation Plan FY 2023-2027\_v11c\_equity.xlsx

EXHIBIT A  
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	DERBY ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	\$ 268 765	8	N	3E	0.12	31	8/1/1996	MILL AND OVERLAY W/FABRIC
2027	DERBY ST	PIEDMONT AVE	WARRING ST	R	Heavy Rehab	\$ 114 903	8	N	3E	0.06	27	N/A	
2027*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618 000	8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829 900	2	y	3E	0.36	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547 888	2	y	3E	0.36	18	5/1/1996	THIN AC OVERLAY
2027	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537 740	2	y	3E	0.36	18	11/1/1990	MILL AND THIN OVERLAY
2027	HASTE ST	PIEDMONT AVE	COLLEGE AVE	A	Heavy Rehab	\$ 270 400	7	N	VZ	0.12	43	8/1/1993	MILL AND OVERLAY W/FABRIC
2027	HASTE ST	COLLEGE AVE-	BOWDITCH ST	A	Heavy Rehab	\$ 313 947	7	N	VZ	0.13	41	8/1/1993	MILL AND OVERLAY W/FABRIC
2027	HASTE ST	BOWDITCH ST	FULTON ST	A	Heavy Rehab	\$ 1 304 756	47	N	VZ	0.51	35	8/1/1993	MILL AND OVERLAY W/FABRIC
2027	HASTE ST	FULTON ST	SHATTUCK AVE	A	Heavy Rehab	\$ 241 280	4	N	VZ	0.11	29	8/1/1993	MILL AND OVERLAY W/FABRIC
2027	EUCLID AVE	BAYVIEW PL	CEDAR ST	C	Heavy Rehab	\$ 695 412	6	N	3C C	0.36	28	11/1/1990	MILL AND OVERLAY W/FABRIC
2027	EUCLID AVE	CEDAR ST	HEARST AVE	C	Heavy Rehab	\$ 614 509	6	N	3C C	0.31	41	11/1/1990	MILL AND OVERLAY W/FABRIC
	CONTINGENCY					\$ 917 803							
						\$7 275 303				3.14			
						63%	bike/ped						
						73%	bike/ped not incl contingency						

\* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles					\$7,275,303	3.14	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.87	\$2,130,383	34%	28%	1	\$0	0.00	\$0	0.00
Collectors	0.67	\$1,309,921	21%	21%	2	\$1,915,528	1.07	\$1,915,528	1.07
Residential	1.61	\$2,917,196	46%	51%	3	\$0	0.00	\$0	0.00
					4	\$893,658	0.36	\$0	0.00
Bikeways	1.92	\$3,609,117	57%	61%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$654,000	10%		6	\$1,309,921	0.67	\$1,309,921	0.67
Total		\$4,263,117	67%		7	\$1,236,725	0.50	\$0	0.00
					8	\$1,001,668	0.54	\$1,001,668	0.54
Equity Zone	1.07	\$1,915,528	30%	34%		\$6,357,500	3.14	\$4,227,117	2.27
Equity Zone w/Arterials	1.07	\$1,915,528	30%	34%					

FISCAL YEAR 2023-2027 TOTALS

Total Estimated Cost and Miles					\$43,158,767	15.94	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.18	\$2,915,254	8%	7%	1	\$6,048,572	2.09	\$5,365,456	1.82
Collectors	4.06	\$12,273,663	32%	25%	2	\$7,742,220	3.16	\$7,742,220	3.16
Residential	10.70	\$23,196,396	60%	67%	3	\$4,373,575	1.65	\$4,373,575	1.65
					4	\$4,216,177	1.39	\$3,322,519	1.03
Bikeways	9.61	\$24,869,854	65%	60%	5	\$4,057,199	1.35	\$3,955,444	1.31
Curb Ramps		\$1,782,000	5%		6	\$4,202,743	2.47	\$4,202,743	2.47
Total		\$26,651,854	69%		7	\$4,060,702	1.92	\$2,823,977	1.42
					8	\$3,684,125	1.91	\$3,684,125	1.91
Equity Zone	5.21	\$13,866,514	36%	33%		\$38,385,313	15.94	\$35,470,059	14.76
Equity Zone w/Arterials	5.21	\$13,866,514	36%	33%					

Total Funding \$43,158,767

Note Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

# City of Berkeley Street Maintenance and Rehabilitation Policy

## Section 1. General Policy

It is the policy of the City of Berkeley to maintain our streets in safe, good condition that protects our environment and to properly maintain the existing investment in City assets. Staff will implement a Citywide road resurfacing plan that will ensure street maintenance and repair in a timely manner, reduce long term-replacement costs, and provide for the safe and efficient use of our streets. The users of the street surface in the public right-of-way include powered vehicles, bicycles, transit, and pedestrians. The right-of-way also provides for storm water conveyance and is the location of many public utilities.

The policy requires that a *5-year Street Rehabilitation Plan* for the entire City be prepared and adopted biannually in line with the City's budget process. Any changes to the *5-year Plan* made in the interim shall be reported to City Council. Streets and their surfacing treatment shall be prioritized using a multi-criteria adaptive planning framework to achieve sustainable, resilient, and integrated solutions for the City's right-of-way and the downstream environments. The criteria shall consider equity, quality of life, safety, opportunities for leadership, resource allocation, environmental impacts, and climate and resilience.

## Section 2. Assumptions

This section of the policy defines basic assumptions that inform the goals, objectives, and outcomes of the *5-year plan*.

1. This policy defines the priorities for managing the road surface infrastructure from curb to curb. This policy does not provide guidance on how to prioritize sidewalks or other infrastructure associated with complete streets planning.
2. Streets include arterial, collector, residential, and commercial/industrial streets as defined in Berkeley's General Plan.
3. Consistency with the City's General Plan policy of encouraging use of forms of transportation other than automobiles.
4. Conformance with the Regional Water Quality Control Board's stormwater permit requirements.
5. Support of the City's plans and updates thereto, including the City's Climate Action Plan, Green Infrastructure Plan, Resilience Strategy, Vision Zero Policy and Action Plan, Undergrounding Plan, Complete Streets Policy, Vision 2050 framework, Pedestrian Plan, Transit First Policy, Strategic Transportation Plan, public realm and/or other localized transportation plans, and Bicycle Plan.
6. Poorly maintained streets have a disproportionate impact on certain members of the community:
  - a) Low-income residents are more seriously impacted by higher vehicle repair costs than higher income residents;
  - b) Those with mobility or visual impairments face greater challenges of unequal access and safety compared to those without such challenges;
  - c) Bicyclists and pedestrians face greater danger than those driving; and
  - d) Poorly maintained streets in dense, more populous neighborhoods are detrimental to more users than poorly maintained streets in less dense neighborhoods.

7. Utility trench and pothole repair work shall be done in accordance with permit conditions, standard details, and/or standard operating procedures adopted by the Public Works Department.
8. To the extent practical, the City shall use life cycle cost analysis to evaluate different road surfacing options.
9. Runoff from roadways carry pollutants that negatively impact public health, creeks and streams, and the Bay.
10. Street trees are valuable part of the landscape, as they sequester carbon, soak up stormwater, improve land values, and add greenery.
11. The Metropolitan Transportation Commission requires the use of a Pavement Management Tool (such as StreetSaver). Pavement Management Tools are used to optimize road surface conditions through the use of a Pavement Condition Index (PCI) performance metric.

### **Section 3. Funding**

The *Five-year Street Rehabilitation Plan* shall identify all available funding and the sources used to deliver the proposed road improvement projects. This shall include Federal, State, County and City funding sources. In the event that the planned projects are not able to achieve the City's desired roadway condition level of service, the *Five-year Plan* should identify the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy. Bond funds shall strive to be used for long-lasting capital improvements (projects with a useful life that meets or exceeds the duration of the bond repayment schedule) or to accelerate road work that will result in long-term cost savings for ratepayers.

### **Section 4. Specific Policy**

The Street Rehabilitation Program shall be based on the following objectives:

1. Planning
  - a) The *5-year Street Rehabilitation Plan* shall be supported by a 30-year road surfacing projection, where roadway improvement projects are forecast over a long-term planning period. The first five years of the projection will become the first draft of the *5-year Plan*.
  - b) To the extent financially practical, implementation of the paving plan shall advance plans identified in section 2.5.
  - c) Rehabilitation of contiguous sections of roadway, rather than one block at a time, shall be preferred, when feasible.
  - d) Tree removals shall only be permitted as a last resort consistent with BMC 12.44.020, with the approval of both the Director of Parks and Waterfront and Director of Public Works. If tree removal is necessary, replacement trees shall be planted where and when feasible in accordance with BMC 12.44.010.
2. Equity
  - a) The benefits of good infrastructure shall be distributed equitably throughout the entire community regardless of the income, political influence, or demographic characteristics of the



residents in each area. Equity means that disadvantaged residents with more pressing needs experience benefits sooner than others, as defined by the City within the adopted *5-Year Plan*.

- b) A new *Equity Zone* shall be established. This Zone shall be prioritized to meet an average PCI of 70 sooner than the remainder of the City. This Zone contains historically underserved neighborhoods that have experienced decades of underinvestment, and the residents in this zone experience more pressing needs and receive benefits sooner.
- c) Over the longer term, road surfacing activities shall be planned within Pavement Analysis Zones. A Pavement Analysis Zone shall consist of a logical set of street segments, excluding the arterials, collectors, bus routes, bicycle boulevards and non-representative demonstration projects.
  - a. The department may revise the pavement analysis zone boundaries from time to time, consistent with the other goals of this policy. Any changes to pavement analysis units shall be proposed within the biannually updated *5-year Street Rehabilitation Plan* submitted to City Council.
  - b. It shall be the goal of the City to seek parity of street condition between pavement analysis zones, except in regards to the *Equity Zone*.

### 3. Performance Metrics

- a) The City will strive to maintain all roads within the primary transportation network at a standard no less than the following PCI targets for any stretch of roadway<sup>1</sup>:
  - a. Arterial - 70,
  - b. Collector - 70,
  - c. Bus Routes - 70,
  - d. Existing and proposed low-stress bikeway network - 70.
    - i. Bikeways shall be surfaced with a treatment that emphasizes smoothness of the road surface.
  - e. Equity Zone- 70.
- b) Funding should be prioritized towards maintenance activities to achieve the goals of item 4.2a.
- c) The biannually updated *5-year plan* shall report on these performance metrics, PCI measurements for each street segment in the City, and percent of overall funding dedicated to each of the following: arterials, collectors, bus routes, existing and proposed low-stress bikeway network, equity zone, and residential streets.

### 4. Dig Once

- a. Street rehabilitation shall conform with a dig once approach. This includes coordinating with sewer, water, electrical, telecom, undergrounding and other activities to minimize the cost and maintain the quality of the street surface.
- b. In order to protect the City's investment on street improvements, the City shall place a moratorium on recently paved streets that prohibits digging through them for up to five years, excluding emergency work<sup>2</sup>.

### 5. Demonstration Projects and Use of New Technologies

- a. To the extent practical, the City shall evaluate the use of permeable pavement, concrete pavement, and other street surface technologies using life cycle cost analysis.

---

<sup>1</sup> PCI of 70 is the lower threshold of what is considered "Good." Streets that fall below a "good" condition require much more expensive repair process.

<sup>2</sup> As cited in Berkeley Municipal Code 16.12.030 and documented on the City website

- b. The use of new technologies that provide enhanced durability, lower cost, and more environmentally beneficial impacts shall be evaluated and reviewed in the biannually adopted *5 Year Street Rehabilitation Plan*.

## **Section 5. Plan and Policy Development and Update**

The plan and policy development shall be as follows:

1. Every two years, in line with the City's budgeting process, the *5-year Street Rehabilitation Plan* adopted by City Council shall include a funding sufficiency analysis based on the existing deferred maintenance at that point to determine what level of funding is required to maintain our streets in safe, good condition that protects our environment and properly maintains the existing investment in City assets.
2. Identify new funding sources such as:
  - a. Heavy vehicles, which have a disproportionate impact on the degradation of paved assets, and
  - b. Transportation Network Company (TNC) vehicles.
3. At a minimum, this *Street Maintenance and Rehabilitation Policy* shall be reviewed and adopted by the City Council every five years, with advice of the Public Works and Transportation Commission.