



CITY STREETS & ALLEYS FACT SHEET

I heard the City recently assessed the condition of every street in San Diego. What does that mean?

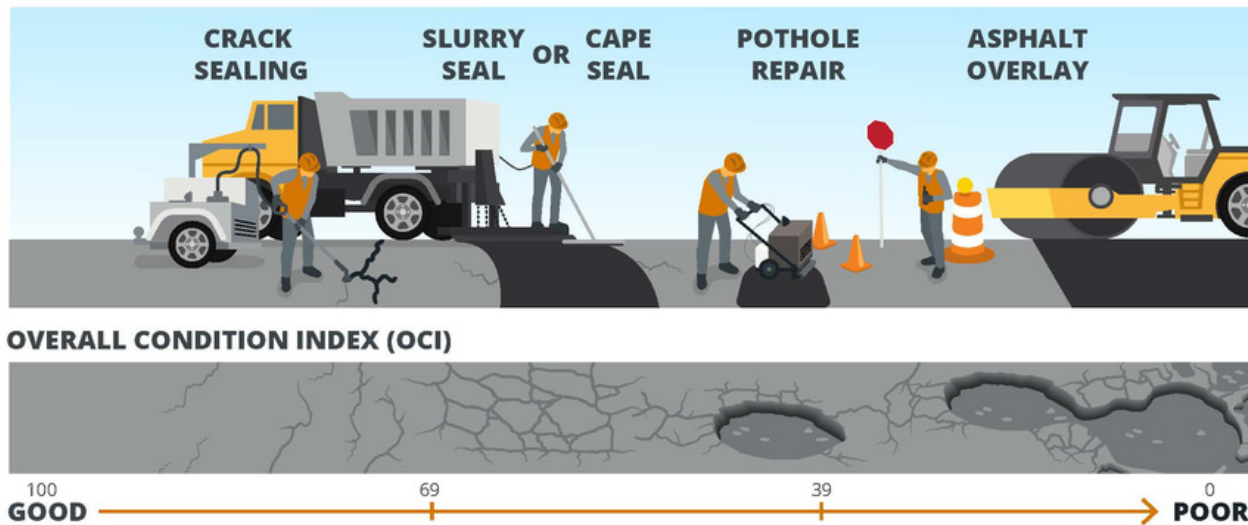
In 2023, the Transportation Department conducted a pavement condition assessment. That assessment gave a score, known as a Pavement Condition Index (PCI), to every street in the City. The PCI ranges from 0 (worst) to 100 (best). This helps the City determine maintenance and repair strategies and funding needs. You can find PCIs on the City's interactive street map: streets.sandiego.gov

The pavement condition assessment is conducted by a van equipped with specialized equipment. It is standard to conduct an assessment every four years, although the City last conducted an assessment in 2016 due to funding constraints.

What are the different kinds of street improvements?

- **Crack Seal** – The application of an adhesive material to the pavement that slows the spread of cracking.
- **Slurry Seal** – A mixture of water, asphalt emulsion, aggregate, and polymer additives. Slurry seals serve a similar purpose as crack sealing, but on a wider scale where sealing individual cracks is not economical. (\$220,000 per mile)
- **Scrub Seal** – This is very similar to slurry seal but involves additional applications and treatments. (\$350,000 per mile)
- **Cape Seal** – A cape seal is a scrub seal with a slurry seal placed over it. (\$300,000 per mile)
- **Mill and Pave** – This treatment provides rehabilitation of the structural integrity of the street after damage has occurred, typically as a result of trench cuts for water, sewer, stormwater, or dry utility work has impacted the street surface.
- **Pothole Repairs** – Performed by Department crews to provide spot treatments to moderate to severely damaged sections of street. Department crews repair potholes that are reported via the Get It Done app.
- **Asphalt Overlay** – Rehabilitates pavement surfaces with moderate to severe distress, improving ride quality, and restoring street asset integrity. (\$1.7 million per mile)
- **Full-Depth Reclamation** – Grinds and recycles the existing pavement structure to provide a cost-effective rehabilitation treatment for significantly distressed pavements.
- **Reconstruction** – Replaces the entire pavement structure and base material with new materials and is used for significant distress or design changes.

ROADWAY CONDITIONS AND RANGE OF REPAIR OPTIONS



I reported a pothole on my street. Why hasn't the City fixed it?

We wish there was a simple answer. The City does try to fill potholes quickly, but what looks like a pothole sometimes is not fixable by a spot treatment. Additionally, if there is a larger project planned for a street, such as asphalt overlay or utility work, then the City may prioritize repairs on other streets that do not have projects or maintenance scheduled. This allows the City to maximize its limited resources. If you have questions or concerns about a street in your neighborhood, the Council District 9 office can help you find out more information.

The alley behind my house isn't paved. What's up with that?

These are known as "unimproved" streets and alleys. Unimproved alleys and streets are street segments that are part of the City's street network but were not originally built to City Construction Standards. Of the 62 miles of unimproved streets, 45 miles are paved, although not to City standards, and 17 miles are unpaved.

These streets typically lack one or more of the following pavement construction requirements:

- Materials Specifications
- Design Standards
- Construction Methods
- Environmental Compliance
- Accessibility Standards
- Safety Measures



Didn't the City Council pass a policy to pave unimproved streets and alleys?

In 2021, the City Council approved changes to Council Policy 200-01 that clarified that City funds can be used to improve unimproved streets and alleys.

So why hasn't the City paved the alleys in my neighborhood?

Prioritization and funding.

While Council Policy 200-01 allows for improvements, the City does not have the resources to address all the needs in our streets network in any one fiscal year. This requires the Transportation Department to prioritize investments in our street network, and it has prioritized maintenance and repairs to existing streets.

An additional consideration is that, according to Transportation Department estimates, it costs 12 times more per mile to improve an unimproved street than it does to repair an existing street. That's because improving an unimproved street is much more than laying pavement. It is essentially building an entirely new street, sometimes with new utilities, which needs to be engineered, permitted, and funded.

What is the City doing about this?

For the first time, the Transportation Department has developed a prioritization to address unimproved streets and alleys. Criteria include:

- Number of residents served by street/alleyway
- Safety considerations
- Unimproved street limits other services from being provided to residents (e.g., trash pickup, street sweeping, sidewalk accessibility/walkability, etc.)
- Locations within a census tract that is deemed eligible for Community Development Block Grant (CDBG) funds, in a Promise Zone, or located in a Community of Concern identified per the Climate Equity Index (very low, low, or moderate access to opportunity), per Council Policy 800-14.

Additionally, the Transportation Department is requesting a dedicated budget allocation for improving unimproved streets and alleys for the first time in Fiscal Year 2025. Additional information on what the City is doing to address street conditions can be found in the Department's [Pavement Management Plan](#).



What is Council President Elo-Rivera doing about this now?

When our office receives requests for street repairs or improving an unimproved street or alley, we work with the Transportation Department to determine the maintenance schedule, if any, and what steps can be taken to address immediate needs or speed up planned maintenance. If you have questions or concerns about a street in your neighborhood, the Council District 9 office can help you find out more information.

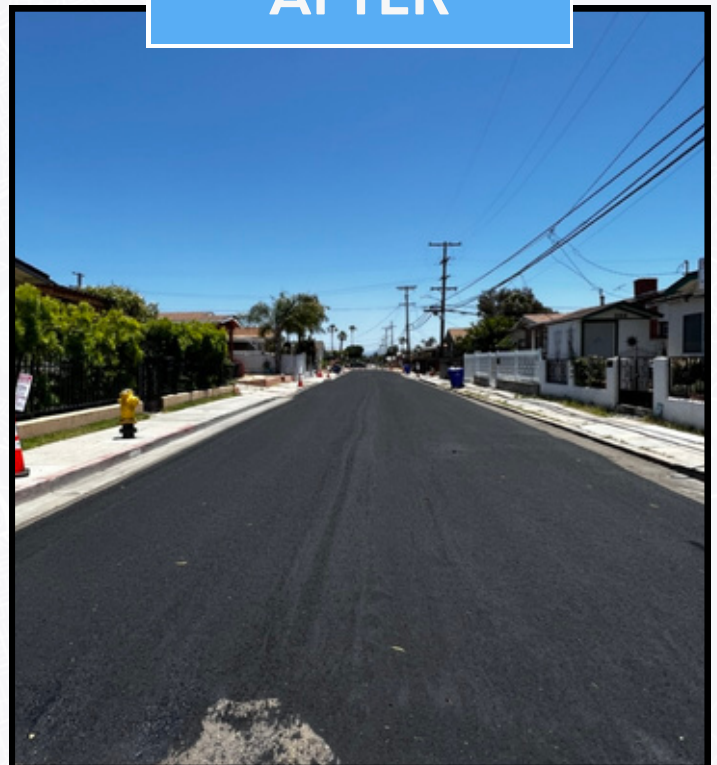
What is Council President Elo-Rivera doing about this long-term?

Council President Elo-Rivera believes the long-term solution is investing in the kind of City we want to be, which means generating more revenue for our streets network and other public services. Since being in office, Council President Elo-Rivera has highlighted how under-resourced San Diego is compared to other cities in California. For example, San Diego has the second-largest street network in California, behind only Los Angeles. However, Los Angeles generated 66% more revenue per capita in 2021 than San Diego, according to data published by the California State Controller's Office. Council President Elo-Rivera will continue prioritizing new revenues so the City can offer the services that District 9 resident expect and deserve.

BEFORE



AFTER



Checkout these before and after photos (above) from road work City crews did in City Heights. For more information on our Street Division, visit sandiego.gov/street-div

So when will the City repair or improve streets and alleys in my neighborhood?

You can view the City's ongoing and planned maintenance at: streets.sandiego.gov. The interactive map represents the City's five-year maintenance plan. Please note that the successful completion of planned maintenance and improvements is incumbent upon the City identifying necessary funding and coordinating any overlapping projects.

Our office wants to be transparent and note that most unimproved streets and alleys will likely not be improved in the near term until the City garners new, additional resources. Regardless, our office will continue fighting for District 9's fair share in street investments in each City budget.



Where can I find more information about this topic?

- Council Policy 200-01 – Distribution of Street Improvement Costs https://docs.sandiego.gov/councilpolicies/cpd_200-01.pdf
- City of San Diego Transportation Department: <https://www.sandiego.gov/transportation>
- Transportation Department Pavement Management Plan: <https://www.sandiego.gov/transportation/programs/pavement-management-plan>
- Street Paving Map: <https://streets.sandiego.gov/>

