

HELP US PAVE YOUR STREET QUICKLY



Go to sanjoseca.gov/transportation and click on "Paving & Potholes" to see if your street is on our interactive paving map.



If you would prefer to trim your street trees to City specifications rather than have us do it, schedule a professional tree care service before June of your paving year.



Pay attention to mailers, door hangers, and signs on your street announcing tree trimming, no-parking dates, and other important information.



If you need your car on the day of paving, consider parking it on a nearby street the night before.



PAVING FACTS



San José has over 2,400 miles of streets



In 2019, we repaved over 280 miles, compared to 29 miles just five years earlier



We pave when temperatures above 50 degrees and rising to let asphalt cure properly



Pavement projects are the best time to add bike lanes and other "Complete Streets" features



REPAVE SAN JOSÉ

A new road ahead

Questions?

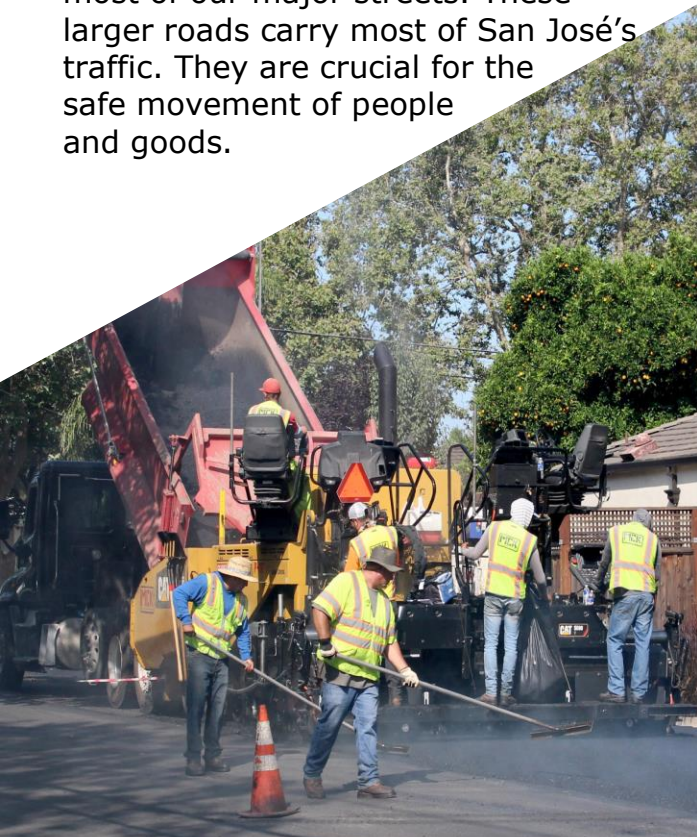
Email: pavement@sanjoseca.gov

YOUR TAXES AT WORK

Thanks to voter support for Measures B and T and State Senate Bill 1, we are quickly improving San José streets.

By 2028, the San José Department of Transportation will pave all 1,490 miles of local and neighborhood streets. That's like repaving a two-lane road from here to Dallas!

We will also maintain or resurface most of our major streets. These larger roads carry most of San José's traffic. They are crucial for the safe movement of people and goods.



COMMON QUESTIONS

How are streets selected?

From 2019 through 2028, we will pave over 200 miles every year. To deliver such a large program, we carefully study and choose each street.

We consider several factors to choose major streets and residential zones each year:

- Current condition of street
- When the street was last maintained
- Funding availability and restrictions
- Upcoming construction that would affect the street
- Streets associated with planned safety, bikeway, or other "complete streets" projects
- Community and City Council feedback
- Ability to create multiple, continuous segments, consistency within neighborhoods, and project efficiency
- Geographic equity across the city

A neighborhood-by-neighborhood approach

For residential neighborhood streets—where most San Joseans live—we divide the city into 135 zones. Streets in those zones may be in different states of repair, and will require different treatments. But by paving zone-by-zone, we can efficiently deploy crews and material, and eventually reach every residential street in the city.

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What are the types of pavement maintenance?

The type of maintenance used for a particular street is determined by the condition and maintenance history of the street. There are two general methods:

Surface Sealing

This preventive treatment extends the life of a street in fair condition by up to eight years, preventing the need for more expensive maintenance. Any failed areas of pavement are removed and replaced with new asphalt concrete. Then, a new surface seal is applied over the entire street, followed by striping and markings. Depending on the type of sealing, we may install or retrofit curb ramps.

Resurfacing

When a street is too deteriorated for sealing, it must be resurfaced. First, we grind down the old surface and apply a new layer of asphalt. Then we install new roadway striping and markings, and install or retrofit curb ramps where needed. Resurfacing can take a street to "like new" condition and lasts 10 to 20 years.

Got a pothole?

We can't get to every street right away, but that doesn't mean you need to wait for a pothole to be repaired on your street.

Use the SAN JOSÉ 311 mobile app or website or call DOT Dispatch at (408) 794-1900. Most requests are taken care of in 48 hours or less.