



Final Engagement Activity Report #2

Updated: September 18, 2025

INTRODUCTION

This report summarizes the second round of engagement activities completed for the California Department of Transportation's (Caltrans) Vision 980 Study-Phase 1. This Engagement Report will be used to inform analysis of the scenarios along with the Task 3B Equity Assessment Memo and the Task 6C Scenario Evaluation Memo. The primary goal of this second round of outreach was to present the three corridor scenarios to the public and receive feedback on what the community liked, disliked, and/or wanted to change about each scenario. During this round of public engagement, the three scenarios were grounded in the study goals, including efforts to repair harm. This second round of outreach was designed to target and reach West Oakland residents and community members.

During the scenario development process, the study team took a broad approach, with the goal of developing a range of opportunities for the future of I-980 that would benefit current and legacy West Oakland residents as well as surrounding communities in Oakland and the wider Bay Area. The scenarios aimed to reconnect the neighborhoods of downtown Oakland and West Oakland that were divided by the existing freeway, while also creating opportunities for repairing harm inflicted on legacy residents. The study team's primary role was to facilitate discussion from community members within West Oakland regarding the proposed scenarios through communication prompts and technical examples from precedent projects around the country and the world.

The locations and strategies were selected to connect with a range of residents both citywide and regionally, including legacy West Oakland residents. Activities were advertised through flyers, direct contact with individuals and organizations, e-mails, and social media posts. A distributed strategy was deployed where individuals, organizations, and other spheres of influence shared the information within their circles to expand communication reach.

OUTREACH AND ENGAGEMENT ACTIVITIES AND DELIVERABLES

Table 1 lists the activities and deliverables that were completed during the second round of outreach and engagement for the study between May and July 2025.

Table 1: Outreach and Engagement Activities and Deliverables

Activity/Deliverable	Description
Mobile Workshops	Staffed by the study team to promote and discuss the study with the community and promote completion of the survey.
Study Website	Developed to provide information on upcoming events and the survey as well as background on the study and other key resources.
Public Meeting/Open House	Hosted in person to present and gather feedback on the three corridor scenarios.
Social Media Posts	Developed to promote the mobile workshops, public meeting/open house, survey, and the study website.
Oakland Post Ad	The study team developed an ad that was published in the June 11 th -17 th edition of the Oakland Post to promote attendance at mobile workshops and public meeting/open house as well as the study website and survey.

The activities and deliverables shown above met the requirements established in the Vision 980 Outreach and Engagement Plan. In a parallel effort to the outreach activities listed above, RBA Creative and their affiliated nonprofit EVOAK! took the initiative to schedule additional engagement activities based on the unique opportunity to connect with legacy Black residents of West Oakland. These activities included hand-delivering additional study factsheets to residents in West Oakland, meeting with McClymonds High School students and staff to discuss the study and conducting interviews with legacy Black residents. EVOAK! is also currently engaged with several academic research partnerships to assess policy initiatives and quantify the ancillary and related harms from the freeway to build a data narrative for appropriate solutions and identify long-standing residents to gather their stories and input.

Caltrans also attended various committee and neighborhood council meetings and heard the following comments/questions:

- West Oakland Neighborhood Meeting
 - What would the traffic impacts be?

- Would the City of Oakland estimate any opportunity costs for not removing the freeway or would Phase 2 analyze that and any social returns on investment?
- Where would the fill come from?
- How would park maintenance and usage/activation be handled?
- City of Oakland Bicyclist and Pedestrian Advisory Commission
 - How wide would the new boulevard be and what would be the speed limit?
 - There are too many expressway style boulevards/arterials in Oakland – any new boulevard should be a speed that accommodates community uses and safety.
 - Lessons learned from Mandela Parkway need to be taken into consideration. Any new boulevard needs to match the needs of the community.
 - Can the route be returned to the City of Oakland from the State of California?
 - Any new boulevard does not need to match the volume of the current freeway and through traffic would use other routes.
 - What's the time frame for making a decision, and where will the money come from? Would Caltrans contribute funds for the project?
 - Is there any expectation for the United States Department of Transportation to be involved in this project and/or potential freeway closure?
 - Could the freeway be narrowed as well as capped to create street(s) with development similar to Brush Street and Castro Street?
 - In Remove scenario, could Brush Street and Castro Street accommodate traffic enough to not need a new boulevard?
 - It may be helpful to show the previous urban blocks that were demolished for the freeway.
 - Could a “freeway fest” provide data on where traffic goes when the freeway is closed?
- Hoover-Foster Neighborhood Council
 - There's been a long-term need for Caltrans to address the community's concerns.
 - Concerns were expressed about eminent domain and sea level rise.



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- Where will funding come from for the project and is there any political will?
- How is the “right of return” restored for people who lost their homes/businesses as a result of the construction of the freeway?
- Residents should be able to use Preservation Park homes for free since they were taken away to construct the freeway.



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MOBILE WORKSHOPS

PURPOSE

Two mobile workshops were held to provide West Oakland community members and the wider public, multiple opportunities to learn and provide feedback on the three corridor scenarios. The first mobile workshop was held at the 18th Annual Oakland Juneteenth Celebration & Street Festival on Saturday June 21st in West Oakland and the second was held at the West Oakland Farmers Market on Sunday, July 6th. KGO-TV (ABC7) provided coverage of the Juneteenth event. During both workshops, participants were asked to provide feedback on the corridor scenarios by placing sticky notes and color-coordinated stickers reflecting their concerns and priorities. Their feedback was assessed through their written and oral comments with staff at the event. Appendix C: Mobile Workshop Poster Boards shows the boards that were set up for each workshop to gather feedback.

FEEDBACK

The following sections provide the exact responses from the sticky notes that were provided during each mobile workshop.

General Feedback

- Prioritize affordable housing
- Concerns about funding
- Concerns about inconvenience from changes to I-980
- More meetings and meeting notifications requested
- Concern about traffic (all scenarios)
- Concerns of gentrification

Enhance Scenario Feedback

- Prioritize safety, accessibility, and connectivity on a human scale
- Add lanes for scooters
- Upgrade infrastructure to withstand earthquakes
- Consider a design like Mandela Parkway's walking trail
- Address imposing nature of I-980 barrier between downtown and West Oakland

Cover Scenario Feedback

- Concerns about user experience
- Widen sidewalks or add a walking path



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- Add native plants to curb air pollution
- Create parkway similar to New York's Highline
- Improve safety for bicyclists and pedestrians
- Improve public transit connections
- Address noise from BART
- Concerns about earthquake safety during construction
- Confusion over definition of cap/deck

[Remove Scenario Feedback](#)

- Excitement and surprise at option of removing the freeway
- Curiosity regarding re-routed traffic
- Positivity about improving safety, visibility, and quality of life
- Desire to connect West Oakland back to larger community
- Heavy interest in land use, affordable housing, employment opportunities, new businesses, more bike trails and pedestrian pathways, and parks and green spaces for community gatherings

PUBLIC MEETING/OPEN HOUSE

PURPOSE

The study team held an in-person public meeting/open house at The Center-Oakland Unified School District Central Kitchen in West Oakland on Wednesday, June 25th. The event provided an opportunity for the community to provide feedback on the three corridor scenarios and learn more about the study from members of the study team. The event began with a short presentation, followed by an open house format with four stations set up to walk attendees through what was being presented. Station 1 provided an overview of the study. Station 2 provided information on the corridor scenarios. Station 3 collected feedback on desired land uses for any land that may become available as a result of any changes to the freeway. Station 4 provided an opportunity for participants to weigh in on potential concerns regarding changes to the neighborhood caused by any modifications to the freeway. Through conversations with staff present at the event—as well as through engagement activities utilizing sticky notes and stickers to indicate preferences—participants provided feedback and voiced concerns related to the corridor scenarios, as well as public engagement with the study. Appendix E: Public Meeting/Open House Poster Boards Appendix E: Public Meeting/Open House Poster Boards shows the boards that were set up for each workshop to gather feedback.

As shown in Figure 1, the public meeting/open house also received coverage from local affiliates KGO-TV (ABC7) and KTVU (FOX 2):¹

Figure 1: Public Meeting/Open House Media Coverage



¹ KPIX (CBS) provided coverage of the event a week later.



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FEEDBACK

The following sections provide a summary of the sticky notes and discussion that occurred during the public meeting/open house.

General Feedback

- One attendee felt like the study was “too little, too late” and that there were funds in the past that should’ve been used to improve I-980 under the Obama administration.
- Most attendees had questions about the traffic impacts of any changes to the freeway.
- There were questions about who would pay for any changes and concerns about impacts on the neighborhood.
- Several attendees requested that more notifications of outreach meetings and more meetings should happen in the surrounding area of the freeway.
- Concerns of gentrification were mentioned by one attendee.
- One attendee was appreciative that harm repair was part of the outreach process.
- Several attendees doubted anything would be changed due to funding issues and a lack of money from state and federal sources.
- Several attendees were curious to know how the study was being funded, if funding is committed to see the study through completion, and what the full timeline for a decision and implementation might be.
- Some of the dissenting voices were just looking at the inconvenience of modifying the freeway.
- Attendees expressed frustration that funding wasn’t being diverted to housing, homelessness, or other existing issues.
- Some attendees asked about maintenance and operation costs of existing freeway and how this calculated into the scenarios.
- A West Oakland resident who attended the public meeting/open house expressed their frustrations regarding the level of engagement as well as not receiving advanced notice of the event in their neighborhood. RBA Creative distributed approximately 50 study fact sheets for the attendee to distribute within their neighborhood.

Enhance Scenario Feedback

- Attendees felt that this scenario was a good idea if the freeway is to remain but does not do enough to address the imposing nature of the freeway and the barriers it causes to traveling between downtown and West Oakland.

- From the board exercise, attendees and community members provided several suggestions for the Enhance scenario to improve the I-980 corridor:
 - They emphasized the need to improve lighting and visual safety to create a safer environment. There was also a call for the creation of parks and green spaces, as well as community art and murals to beautify underpasses.
 - Enhancing bicycle and pedestrian facilities, adding lanes for scooters, and widening sidewalks are seen as essential measures to ensure safety for all users. Additionally, upgrading infrastructure to withstand earthquakes and improving connections for buses and public transit were highlighted as important steps.
 - Some community members expressed concerns about the current traffic conditions, which they believe are dangerous for pedestrians and bicyclists. They also felt that the Enhance scenario is merely a temporary solution to a larger problem and have lost confidence in the follow-through and implementation.
 - Several people indicated there is a need to address issues related to unhoused individuals and to involve West Oakland business owners to ensure their needs are met. Overall, the suggestions focus on making targeted improvements to the existing infrastructure while prioritizing safety and community engagement in planning and implementation.

Cover Scenario Feedback

- Attendees seemed to be confused about this scenario- some had concerns about digging and construction because of earthquakes or were reticent to interfere with the water table.
- Several asked for photos or images of completed freeway decks or caps to better understand the concept.
- From the board exercise, attendees and community members provided a range of suggestions for the Cover scenario, focusing on the use of newly available land and the improvement of safety and aesthetics.
 - Responses proposed using the land for grocery stores, public parks, affordable housing, and creating a Highline-like park similar to New York.
 - There was also an emphasis on planting trees and creating garden spaces to enhance the environment. To improve safety, they suggested implementing traffic calming measures, reducing the number of cars in neighborhoods, and addressing dust and air pollution from both existing traffic and any construction activities.

- Additionally, community members recommended using the available land for new businesses and business solutions as well as incorporating community-based art to acknowledge the history of the Black community.
- However, there are concerns about the effectiveness of covering the freeway, with some viewing it as insufficient to address the larger issues. Traffic management remains a significant concern, with questions about where traffic will go if modifications are made and how it will be kept off local streets. They also stressed the importance of maintaining new parks and open spaces and being mindful of sea level rise in any plans or changes.

Remove Scenario Feedback

- When contemplating this scenario, attendees seemed very excited to have a park or plaza with trees and landscaping.
- Attendees were surprised that the prospect of wholly removing the freeway was an option.
- Many attendees wanted to remove the freeway.
- Land use was a specific interest – affordable housing was most mentioned as well as opportunities for businesses and employment.
- Some attendees asked about revenues from future land development and what benefits that could provide.
- Land use for community gardens was mentioned by one attendee, who also thought co-op (owned/managed) land for housing and food gardens would be helpful.
- One attendee thought there should be no boulevard if the freeway was removed- they specifically wanted more bike trails, pathways, and lanes.
- Attendees were primarily interested in this scenario as it would be the most transformative for West Oakland.
- Several attendees expressed interest in knowing how traffic flow would be impacted by the removal of the freeway and that it was difficult to weigh in on the scenarios without that detailed information.
- From the board exercise, attendees and community members provided a variety of suggestions for the Remove Scenario, focusing on the use of newly-created space and the overall impact on the community.
 - They proposed using the new land for housing, including affordable housing and SB 330 housing, as well as creating new urban blocks and family-friendly developments such as parks, trails, and businesses. There was also a suggestion to replace the freeway with a hyperloop and a recommendation



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to design the area similar to Mandella Parkway with a walking trail in the center.

- Several respondents indicated that understanding the traffic impacts of removing I-980 will be crucial, with some residents being okay with the travel impacts (to I-980 users) if the freeway is removed, while others emphasize the need for fewer cars and solutions for handling traffic moving toward the Bay Bridge.
- Reducing noise from BART and improving air quality were both mentioned.
- Community members stressed the importance of reconnecting West Oakland, giving back to the community, and involving them in the planning process. They also suggested making improvements more friendly to transit use, such as covered bus stops, and prioritizing all-electric cars.



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ONLINE SURVEY

An online survey was published on the Caltrans Vision 980 study website from Wednesday, June 11th, 2025, to Friday, July 11th, 2025. More than 1,900 surveys were completed throughout the survey period. The full results can be found in Appendix B: Survey Results by Zip Codes. The survey invited respondents to review and comment on the three corridor scenarios for enhancing, covering, or removing the I-980 corridor. The feedback highlighted the most popular elements, clarified trade-offs, and will help develop a single, community-driven preferred alternative and shape the future connection between West Oakland and downtown Oakland.

CORRIDOR SCENARIO FEEDBACK

To gather feedback and align data comparisons, similar questions were asked regarding each scenario (listed above). The survey process included scoring the respondents' support for each scenario from 1 (lowest) to 5 (highest)² and selecting what elements they liked/disliked about each scenario followed by an overall ranking of the three scenarios. Respondents were also asked which zip code they lived in, and the data was analyzed by comparing responses from zip codes within the project area boundaries (referred to as West Oakland respondents) versus all other areas (referred to as non-West Oakland respondents). Of the number of respondents who provided their zip codes, 31% were from West Oakland.

Enhance Scenario: Only 24% of West Oakland respondents and 39% of non-West Oakland respondents liked this scenario. West Oakland and non-West Oakland respondents liked the fact that the scenario would improve overpass and underpass conditions for pedestrians and bicyclists the most (33%), followed by shortest implementation timeline (22% West Oakland, 19% non-West Oakland) and lowest implementation cost (20% West Oakland, 21% non-West Oakland). All respondents disliked that the scenario wouldn't result in new land for development (35% West Oakland, 36% non-West Oakland), followed by limited neighborhood character improvement opportunities (34% West Oakland, 35% non-West Oakland) and maintain the freeway as is (31% West Oakland, 29% non-West Oakland). Open ended responses for why respondents liked the scenario included maintains vital connections, minimizes disruptions, and reduces surface street traffic. Open ended responses for why respondents did not like the scenario included environmental and health impacts, community division, and lack of meaningful improvements.

Cover Scenario: Responses were evenly divided for this scenario, with 39% of West Oakland respondents and 36% of non-West Oakland respondents liking it. Most respondents liked that it creates land for open space on the freeway cap/deck (25% West Oakland, 22% non-West Oakland), followed by covers a portion of the freeway (18% West Oakland, 15% non-West Oakland) and creates additional freeway crossings (16% West Oakland, 15% non-West Oakland).

² References to "liked" indicates a rating of 4 or 5, neither liked or disliked indicates a rating of 3, and disliked indicates a rating of 1 or 2.



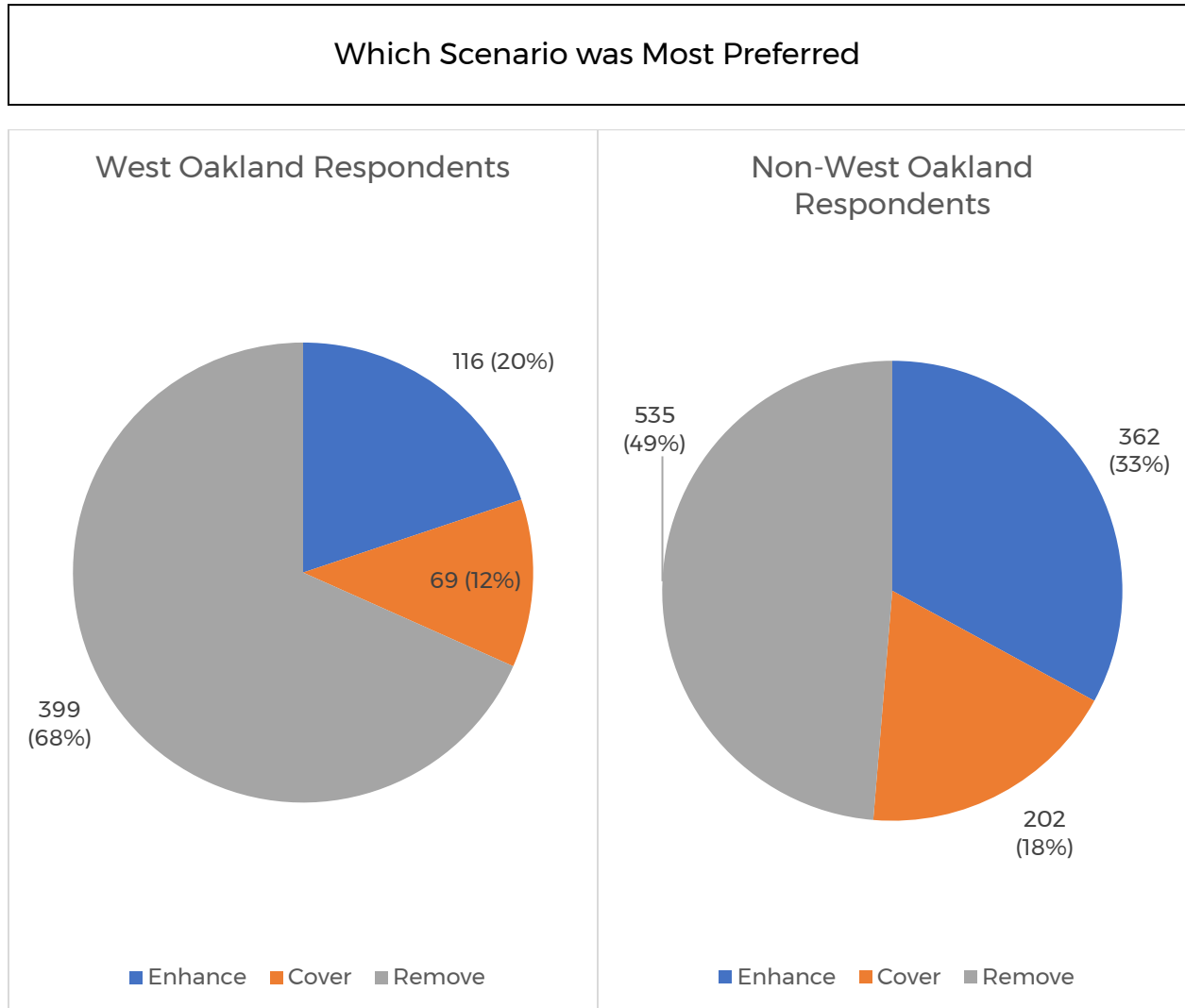
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The most disliked element of the scenario was that it maintains the existing freeway footprint (53% West Oakland, 42% non-West Oakland), followed by creates limited space for new development (27% West Oakland, 24% non-West Oakland) and moderate implementation cost (eight percent West Oakland, 13% non-West Oakland). Open ended responses for why respondents liked the scenario included community connectivity and green space, preservation of freeway function, and potential for development. Open ended responses for why respondents did not like the scenario included cost concerns, skepticism about effectiveness, and safety and maintenance issues.

Remove Scenario: A majority of respondents supported the option of removing the freeway, including 73% of West Oakland respondents and 52% of non-West Oakland respondents. Respondents liked that it frees up to 67 acres of land for open space and parks or development (36% West Oakland, 38% non-West Oakland), followed by creates a continuous street network unobstructed by the freeway (33% West Oakland and non-West Oakland), and replaces the entire freeway with a street level boulevard (31% West Oakland, 29% non-West Oakland). Respondents did not like that the scenario would have the longest implementation timeline (33% West Oakland, 27% non-West Oakland), followed by highest implementation cost (28% West Oakland, 27% non-West Oakland) and highest construction impact (21% West Oakland and non-West Oakland). Open ended responses for why respondents liked the scenario included reconnection of communities, environmental improvements, and economic and development opportunities. Open ended responses for why respondents did not like the scenario included traffic and congestion, economic and accessibility impacts, and implementation challenges.

Lastly, respondents were asked to rank the three corridor scenarios from most preferred (1) to least preferred (3). As shown in Figure 2, the Remove scenario was most frequently ranked as the most preferred scenario for both West Oakland and non-West Oakland respondents, followed by Enhance and Cover.

Figure 2: Which Scenario was Most Preferred

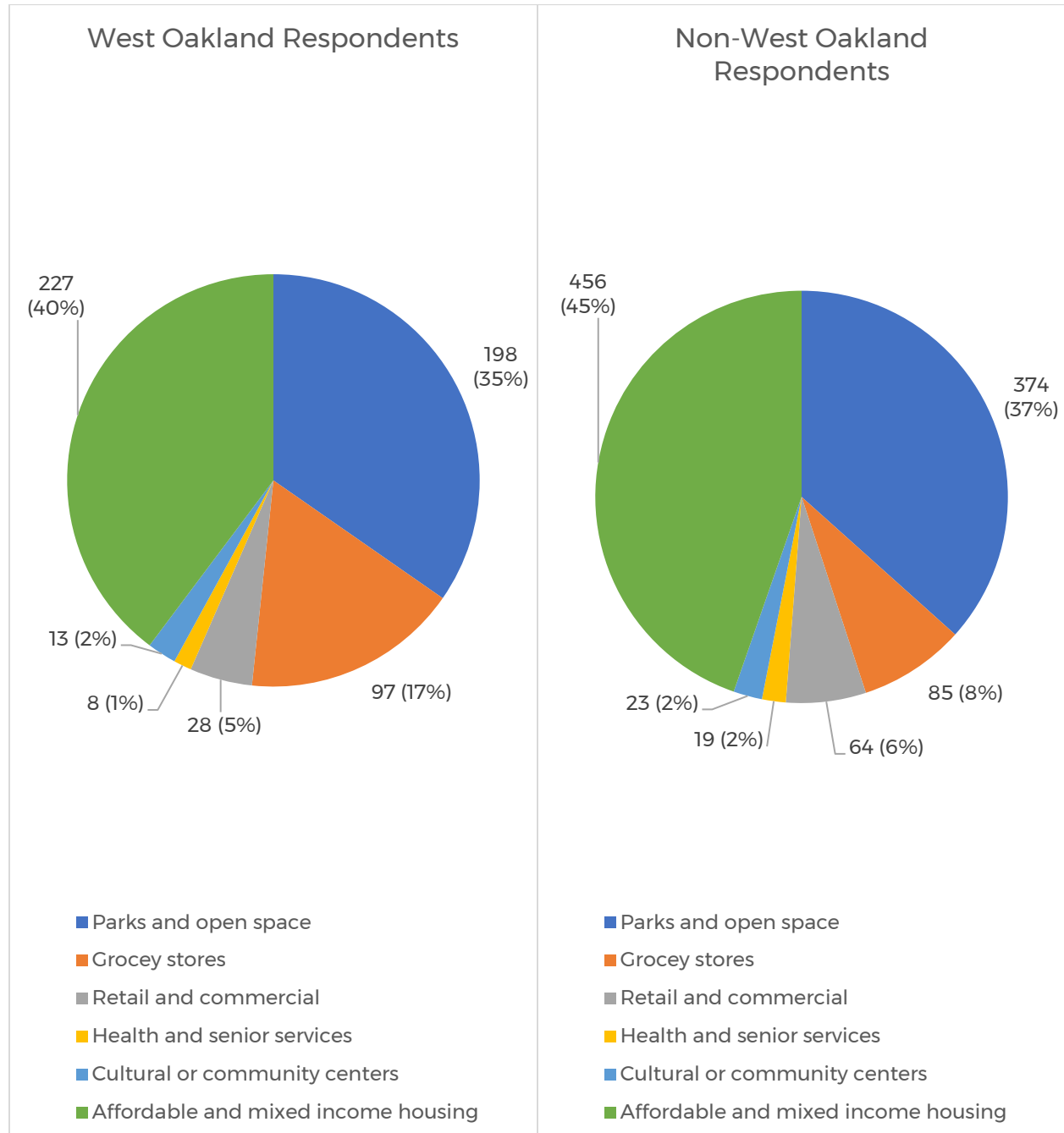


LAND USE PREFERENCES

Following the scenario preferences, respondents were asked to provide their opinions on how any new potential land opened by the Cover or Remove scenarios should be used, with six options ranked from most (1) to least preferred (6). As shown in Figure 3, affordable and mixed income housing were the most preferred land use for both West Oakland and non-West Oakland respondents, followed by parks and open space and grocery stores. Additional land uses provided by respondents included housing development, public and green spaces, and community services and amenities.

Figure 3: Top Ranked Land Use Options

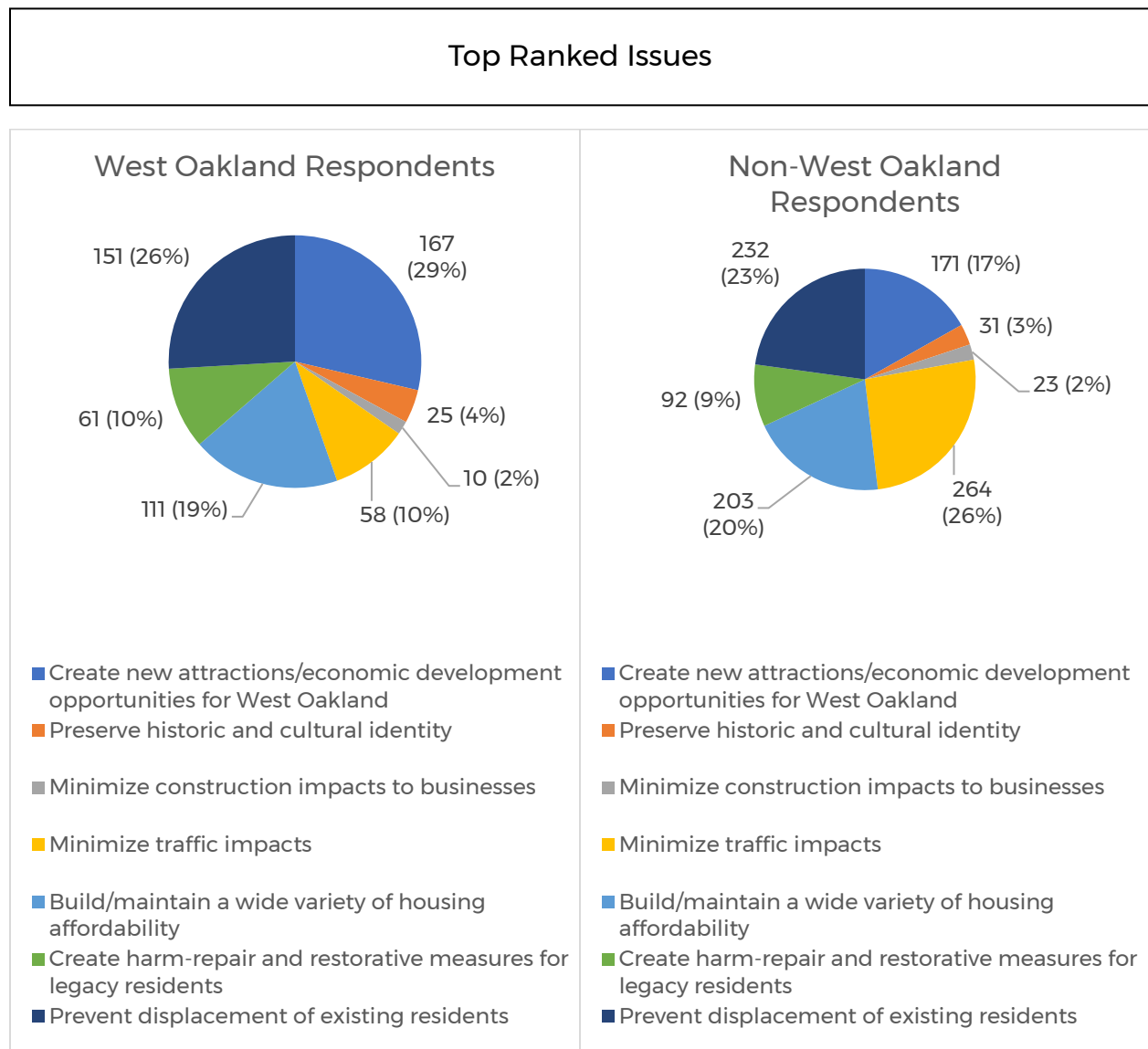
Top Ranked Land Use Options



MEASURED IMPROVEMENTS

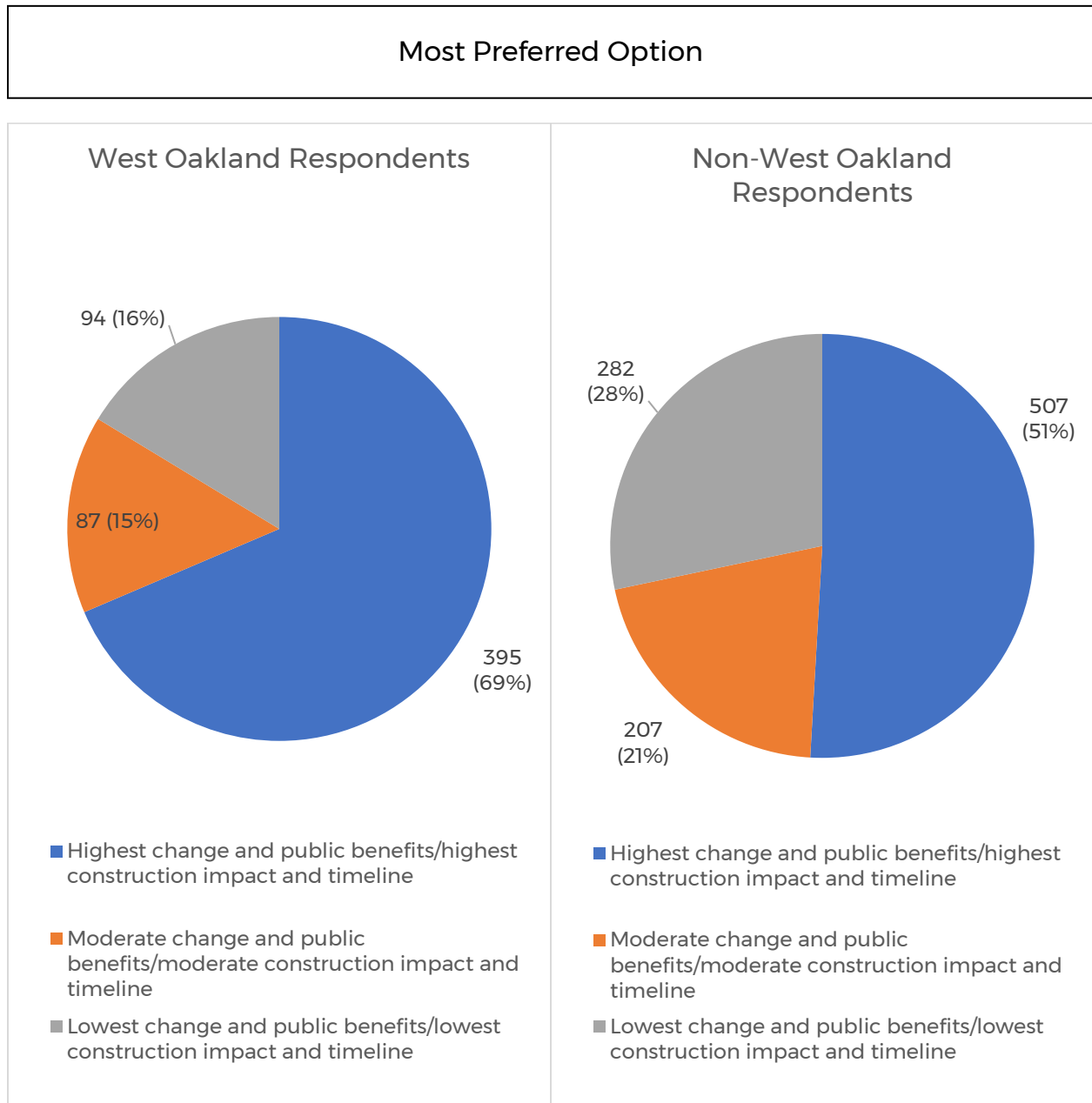
Respondents were asked to prioritize potential impacts from any changes to the freeway from highest priority (1) to lowest (7). As shown in Figure 4, West Oakland respondents preferred most to create new attractions/economic development opportunities for West Oakland followed by prevent displacement of existing residents and build/maintain a wide variety of housing affordability. Non-West Oakland respondents preferred most to minimize traffic impacts, followed by prevent displacement of existing residents and build/maintain a wide variety of housing affordability.

Figure 4: Top Ranked Issues



Lastly, respondents were asked to indicate how much cost, time, and construction impacts respondents would be willing to live with compared to the level of benefit to the community, from most preferred (1) to least preferred (3). As shown in Figure 5, all respondents were most comfortable with the highest cost/time/construction impacts to achieve the highest level of benefits.

Figure 5: Most Preferred Option





RESPONDENT DEMOGRAPHICS

Overall, the survey data indicated 31% of respondents were West Oakland respondents. Of those respondents, 14% have lived in West Oakland for five or more years. Thirty percent of respondents have family members who live in West Oakland, and 58% identify as male followed by 30% female, three percent non-binary, and nine percent preferred not to say. For those who disclosed their race, most were White (51%) followed by Asian (13%) and Black or African American (seven percent). Most respondents were 35-44 years old (31%), followed by 25-34 (21%) and 45-54 years old (16%).

OUTREACH SUMMARY

Table 2 presents statistics from the activities that were conducted for the second round of outreach.

Table 2: Round 2 Outreach Statistics

Measure	Statistic
Number of events	8
Number of event attendees	160
Number of fact sheets handed out	~450
Number of surveys completed	1,900

The results of the sticky note exercises from the mobile workshops and public meeting/open house and survey responses indicate a strong preference for the Remove scenario. While this was the prevailing sentiment, many event attendees had questions about how much the scenarios would cost and the estimated timeline for implementation. Study staff responded that those questions would be answered during Phase 2 of the study. Event attendees also indicated that they had heard about the study/survey prior to attending, which indicates that the reach of the study is beginning to grow.



APPENDIX A: ENGAGEMENT EVENTS SUMMARY

Event/ Activity	Date/Time	Estimated Number of Interactions	Number of Email Sign- Ups	Location	Audience Type	Demographics (Observed)	Materials	Staffing
Mobile workshop	June 21 st , 2025, 11:00 AM-6:00 PM	35	7	3233 Market Street, Oakland, CA 94609	West Oakland/City of Oakland residents	Mixed	Table, canopy, chairs, snacks, poster boards, iPads, sheet with QR code, fact sheets, sticky notes, and pens	Randolph Belle (RBA Creative) and Ryan Adamson, Erik Bird, Erica Mitchell, and Kit Powis (WSP)



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Event/ Activity	Date/Time	Estimated Number of Interactions	Number of Email Sign- Ups	Location	Audience Type	Demographics (Observed)	Materials	Staffing
Public meeting/ open house	June 25 th , 2025, 6:00- 8:00 PM	45	12	2850 West Street, Oakland, CA 94608	West Oakland/City of Oakland residents	Mixed	Table, canopy, chairs, snacks, poster boards, iPads, sheet with QR code, fact sheets, sticky notes, and pens	Becky Frank and Hunter Oatman- Stanford (Caltrans), Randolph Belle (RBA Creative), and Ryan Adamson, Erik Bird, Gaby Lopez, LaShawn Martin Erica Mitchell, Kit Powis, and Miranda Zhang (WSP)
Mobile workshop	July 6 th , 2025, 10:00 AM-2:00 PM	40	5	1809 Peralta Street, Oakland, CA 94607	West Oakland/City of Oakland residents	Mixed	Table, canopy, chairs, snacks, poster boards, iPads, sheet with QR code, fact sheets, sticky notes, and pens	Randolph Belle (RBA Creative) and Erik Bird and Kit Powis (WSP)



Reconnecting Communities

Event/ Activity	Date/Time	Estimated Number of Interactions	Number of Email Sign- Ups	Location	Audience Type	Demographics (Observed)	Materials	Staffing
Oak Center Neighborhood Association Meeting	June 12 th , 6:30 PM	15	5	DeFremery Park Recreation Center, 1651 Adeline St, Oakland, CA 94607	West Oakland Residents	Mixed Ages/Races	Presentation	Becky Frank and Hunter Oatman- Stanford (Caltrans)
City of Oakland Bicyclist and Pedestrian Advisory Commission	June 12 th , 6:00 PM	25	5	Oakland City Hall 1 Frank H. Ogawa Plaza, Oakland, CA 94612	Citywide Advocates	Mixed Ages/Races	Presentation	Becky Frank (Caltrans)
Prescott Neighborhood Council	June 12 th , 6:30 PM	12	3	Virtual	West Oakland Residents	Mixed Ages/Races	Presentation	Hunter Oatman- Stanford (Caltrans)
Hoover-Foster Neighborhood Council	June 5 th , 5:30 PM	12	3	Virtual	West Oakland Residents	Mixed Ages/Races	Presentation	Becky Frank and Hunter Oatman- Stanford (Caltrans)
Meeting with McClymonds High School	July 16 th	15	5	2607 Myrtle Street, Oakland, CA 94607	Students	Students	Fact sheets	Randolph Belle (RBA Creative)
West Oakland Town Nights	July 25 th , 1:00-5:00 PM	10	5	890 Brockhurst Street, Oakland, CA 94608	West Oakland Legacy Residents	Black	Fact sheets	Randolph Belle (RBA Creative)



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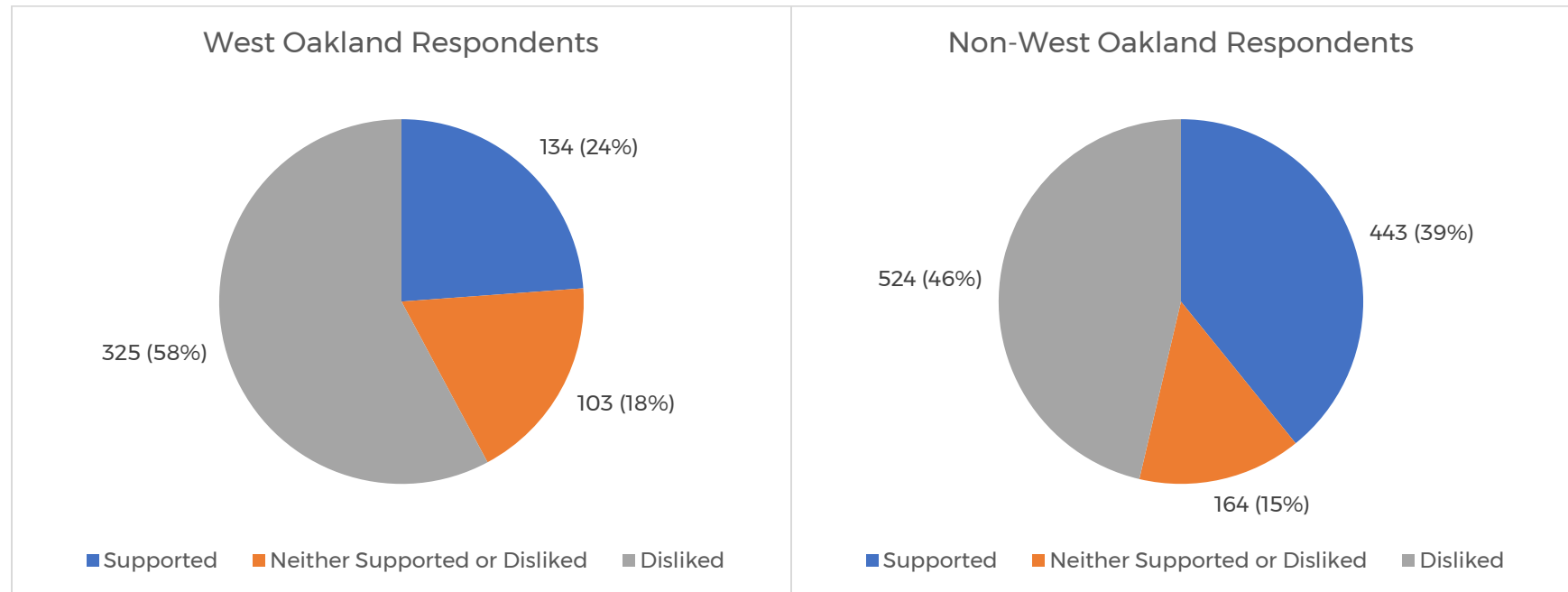
Event/ Activity	Date/Time	Estimated Number of Interactions	Number of Email Sign- Ups	Location	Audience Type	Demographics (Observed)	Materials	Staffing
West Oakland Town Nights	August 1 st , 1:00-5:00 PM	TBD	TBD	890 Brockhurst Street, Oakland, CA 94608	West Oakland Legacy Residents	Black	Fact sheets	Randolph Belle (RBA Creative)
Black Spaces	TBD	TBD	TBD	1000 Oak Street, Oakland, CA 94607	TBD	TBD	TBD	Randolph Belle (RBA Creative)
Interviews with Legacy Black Residents	Ongoing	14	14	Various	West Oakland Legacy Residents	Black	Fact sheets	Randolph Belle (RBA Creative)



APPENDIX B: SURVEY RESULTS BY ZIP CODES

ENHANCE SCENARIO³

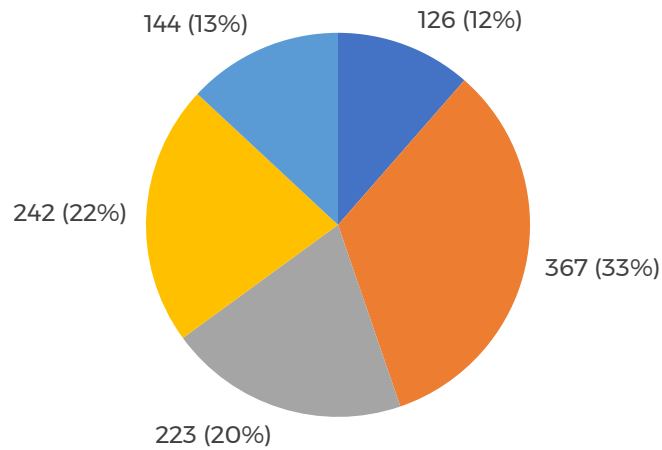
On a scale of 1 (lowest) to 5 (highest), how much do you support the Enhance Scenario?



³ Supported indicates a rating of 4 or 5, Neither Supported or Disliked indicates a rating of 3, and Disliked indicates a rating of 1 or 2.

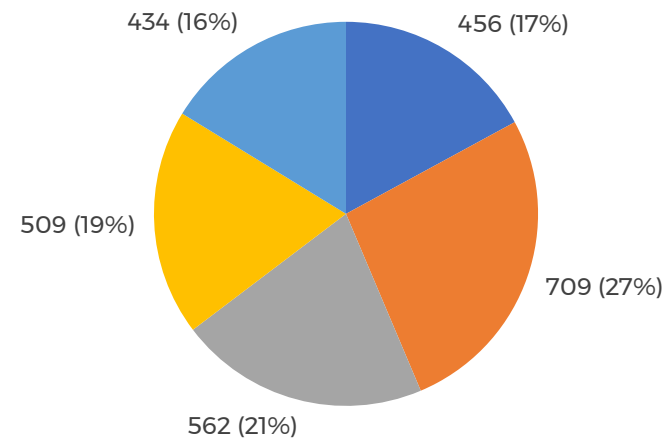
What do you like about the Enhance Scenario?

West Oakland Respondents



- Maintains the I-980 Freeway as is
- Improves the I-980 overpass and underpass for pedestrians and bicyclists
- Lowest implementation cost
- Shortest implementation timeline
- Lowest level of construction impact

Non-West Oakland Respondents



- Maintains the I-980 Freeway as is
- Improves the I-980 overpass and underpass for pedestrians and bicyclists
- Lowest implementation cost
- Shortest implementation timeline
- Lowest level of construction impact

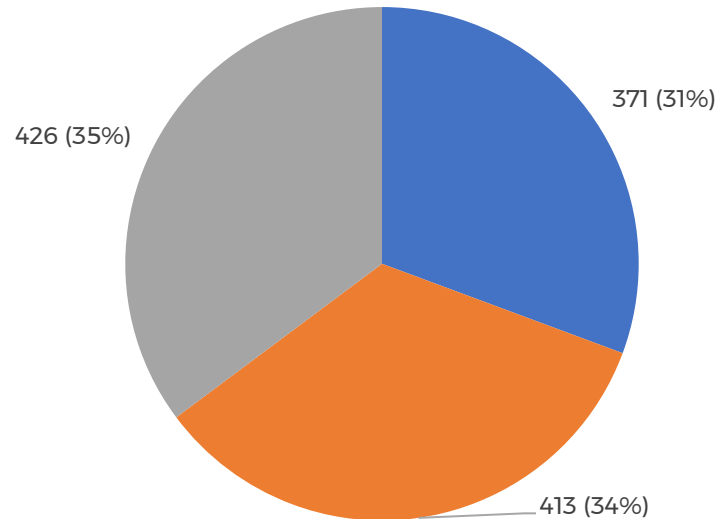


Respondents were asked if there were any other elements of the Enhance scenario they liked. Key takeaways included:

- **Maintains vital connections:** Keeping the freeway helps maintain essential connections between major freeways (I-580, I-880, and State Route (SR) 24), which is crucial for traffic flow and reduces congestion on city streets.
- **Minimizes disruption:** This scenario is seen as the most realistic and economically feasible option, causing the least disruption and maintaining the current level of regional transportation network functionality.
- **Reduces surface street traffic:** By keeping vehicles off local streets like Market, Telegraph, and Broadway, this scenario helps reduce traffic congestion in neighborhoods.

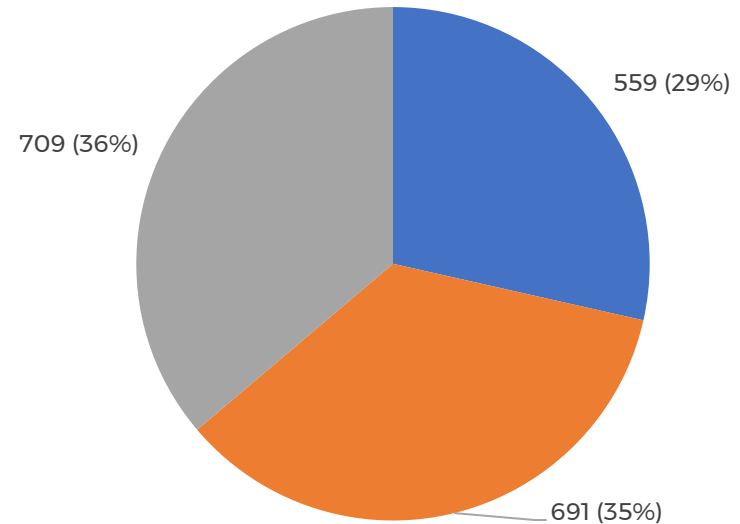
What do you dislike about the Enhance Scenario?

West Oakland Respondents



- Maintains the I-980 Freeway as is
- Limited neighborhood character improvement opportunities
- No new land for development, parks and open space, or community amenities

Non-West Oakland Respondents



- Maintains the I-980 Freeway as is
- Limited neighborhood character improvement opportunities
- No new land for development, parks and open space, or community amenities

Respondents were asked if there were any other elements of the Enhance scenario they disliked. Key takeaways included:

- **Environmental and health impacts:** The freeway was criticized for causing poor air quality, noise pollution, and negative health effects in surrounding neighborhoods.
- **Community division:** Many see the freeway as a divisive infrastructure that harms communities, especially West Oakland, and contributes to social and economic disparities.
- **Lack of meaningful improvements:** Some doubt that enhancements like improved bike lanes, pedestrian paths, or public art will significantly improve safety, connectivity, or community conditions.

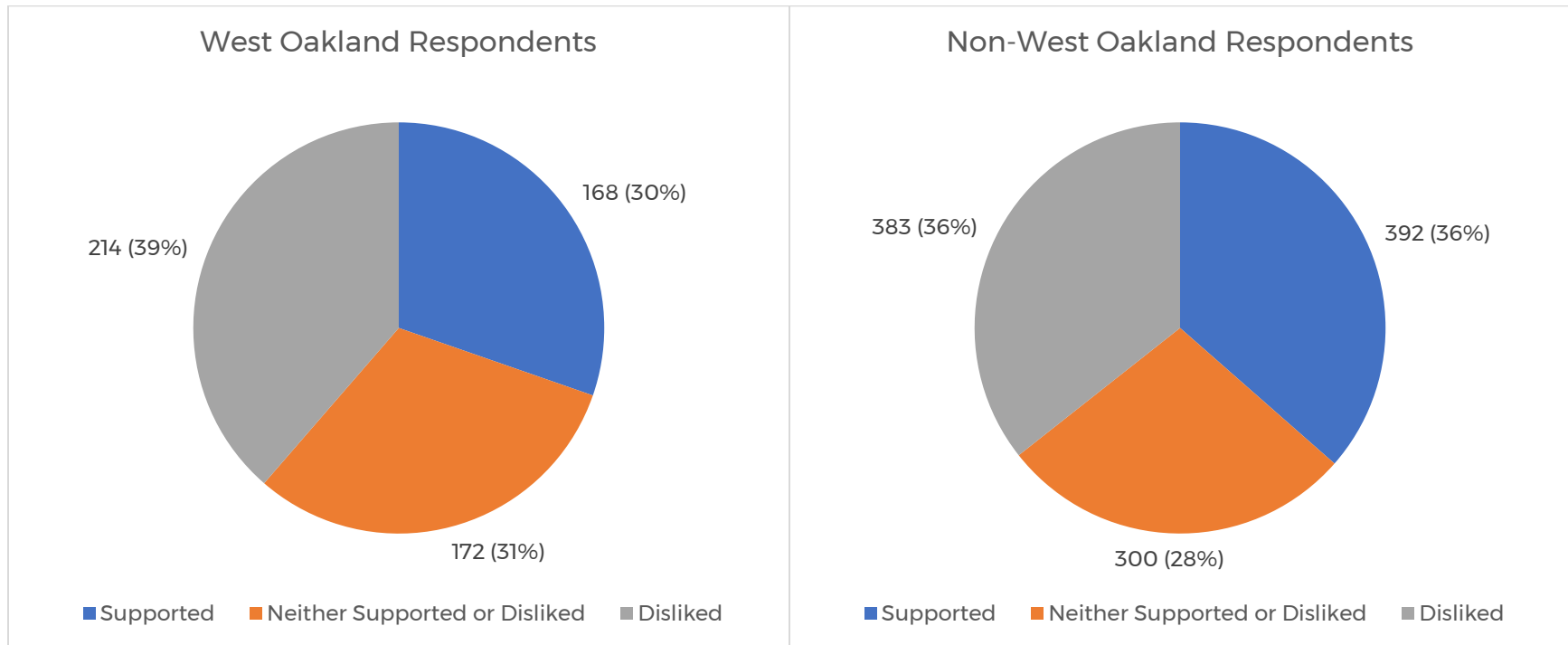
Lastly, respondents were asked for any other feedback on the Enhance scenario. Key takeaways included:

- **Community and connectivity:** Many respondents feel that the Enhance scenario does not adequately address the freeway's role as a physical and social barrier. They emphasize that the freeway divides neighborhoods, perpetuates economic segregation, and harms community cohesion. Enhancements to overpasses and underpasses are seen as superficial and insufficient to truly reconnect West Oakland with downtown.
- **Traffic and transportation:** There is significant concern about the freeway's role as an essential transportation artery. Some respondents worry that removing or significantly altering I-980 could worsen traffic congestion, increase pollution, and negatively impact daily commutes. While some support maintaining the freeway with targeted improvements, others advocate for more ambitious transit solutions before any reduction in freeway capacity.
- **Environmental and health issues:** Feedback highlights the ongoing environmental impact of the freeway, including noise, air pollution, and health concerns. Many respondents argue that enhancements do not sufficiently address these issues and call for removal or substantial redesign to reduce pollution exposure and improve environmental quality.



COVER SCENARIO⁴

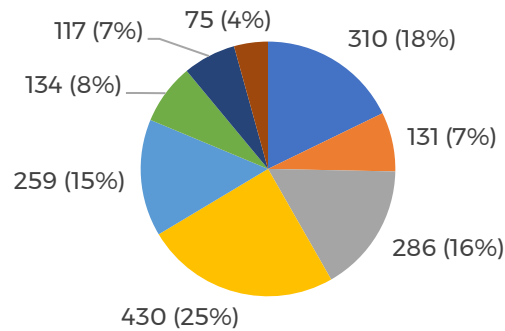
On a scale of 1 (lowest) to 5 (highest), how much do you support the Cover Scenario?



⁴ Supported indicates a rating of 4 or 5, Neither Supported or Disliked indicates a rating of 3, and Disliked indicates a rating of 1 or 2.

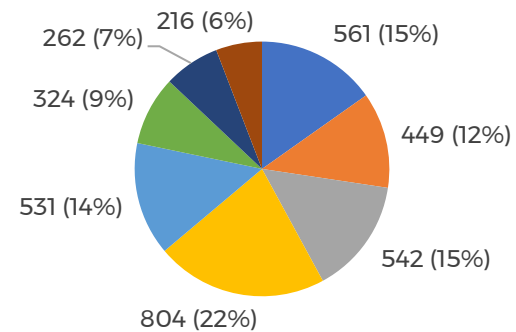
What do you like about the Cover Scenario?

West Oakland Respondents



- Covers a portion of the freeway
- Maintains the I-980 freeway
- Creates additional freeway crossings
- Creates land for open space on the freeway cap/deck
- Creates limited new space for development (e.g., one-story community buildings)
- Moderate implementation cost

Non-West Oakland Respondents



- Covers a portion of the freeway
- Maintains the I-980 freeway
- Creates additional freeway crossings
- Creates land for open space on the freeway cap/deck
- Creates limited new space for development (e.g., one-story community buildings)
- Moderate implementation cost

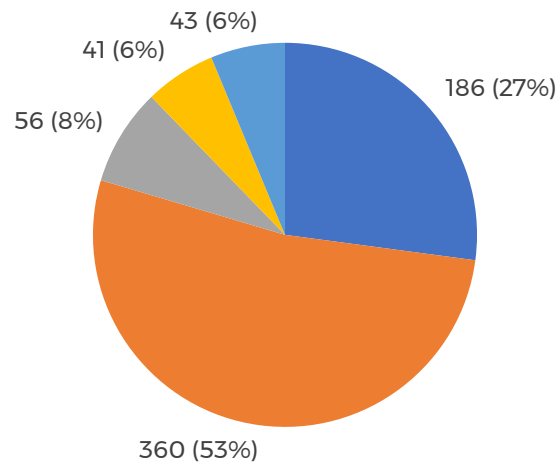


Respondents were asked if there were any other elements of the Cover scenario they liked. Key takeaways included:

- **Community connectivity and green space:** Supporters of the Cover scenario see it as an opportunity to reconnect neighborhoods. They believe that the caps could restore urban continuity and provide vital pedestrian links. Additionally, the creation of new parks and community spaces is seen as a significant benefit, offering green areas for recreation and community activities.
- **Preservation of freeway function:** Some people appreciate that the Cover scenario maintains the freeway's role as a high-speed corridor with essential on/off ramps. This ensures that regional traffic flow is supported while also adding some community benefits. This balance between maintaining transportation efficiency and enhancing community spaces is viewed positively.
- **Potential for development:** There is also support for the development opportunities that the Cover scenario could bring. While there are some restrictions on building heights and types on the caps, the potential for at least some development is seen as a way to better activate the area and integrate it into city life. This could lead to a more vibrant and dynamic urban environment.

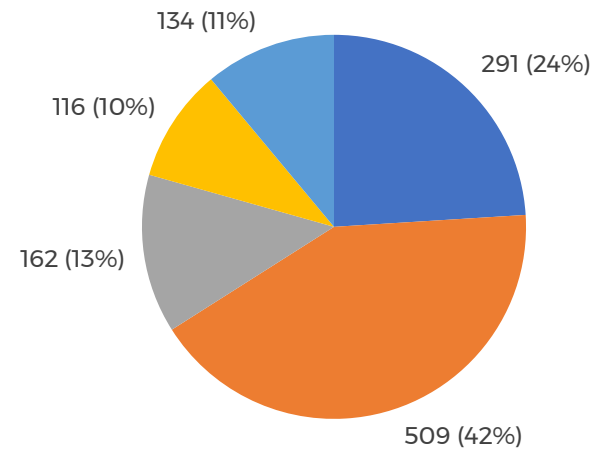
What do you dislike about the Cover Scenario?

West Oakland Respondents



- Creates limited new space for development (e.g., one-story community buildings)
- Maintains the existing I-980 Freeway footprint
- Moderate implementation cost
- Moderate implementation timeline
- Moderate construction impact

Non-West Oakland Respondents



- Creates limited new space for development (e.g., one-story community buildings)
- Maintains the existing I-980 Freeway footprint
- Moderate implementation cost
- Moderate implementation timeline
- Moderate construction impact

Respondents were asked if there were any other elements of the Cover scenario they disliked. Key takeaways included:

- **Cost concerns:** Many people were worried about the high expense of capping the freeway. They believe that the funds could be better used for road maintenance or other community projects. There was also skepticism about the availability of funding and concerns that the project might be a waste of taxpayer money.
- **Skepticism about effectiveness:** Critics question whether capping the freeway would meaningfully reduce noise, air pollution, or the freeway's divisive impact. They were concerned that the coverage might be limited, ongoing pollution might persist, and the freeway might remain a barrier despite the caps.
- **Safety and maintenance issues:** Some people expressed worries about earthquake risks, the potential for blight or homeless encampments on the capped areas, and the long-term maintenance costs. There was apprehension about creating unsafe or underused spaces.

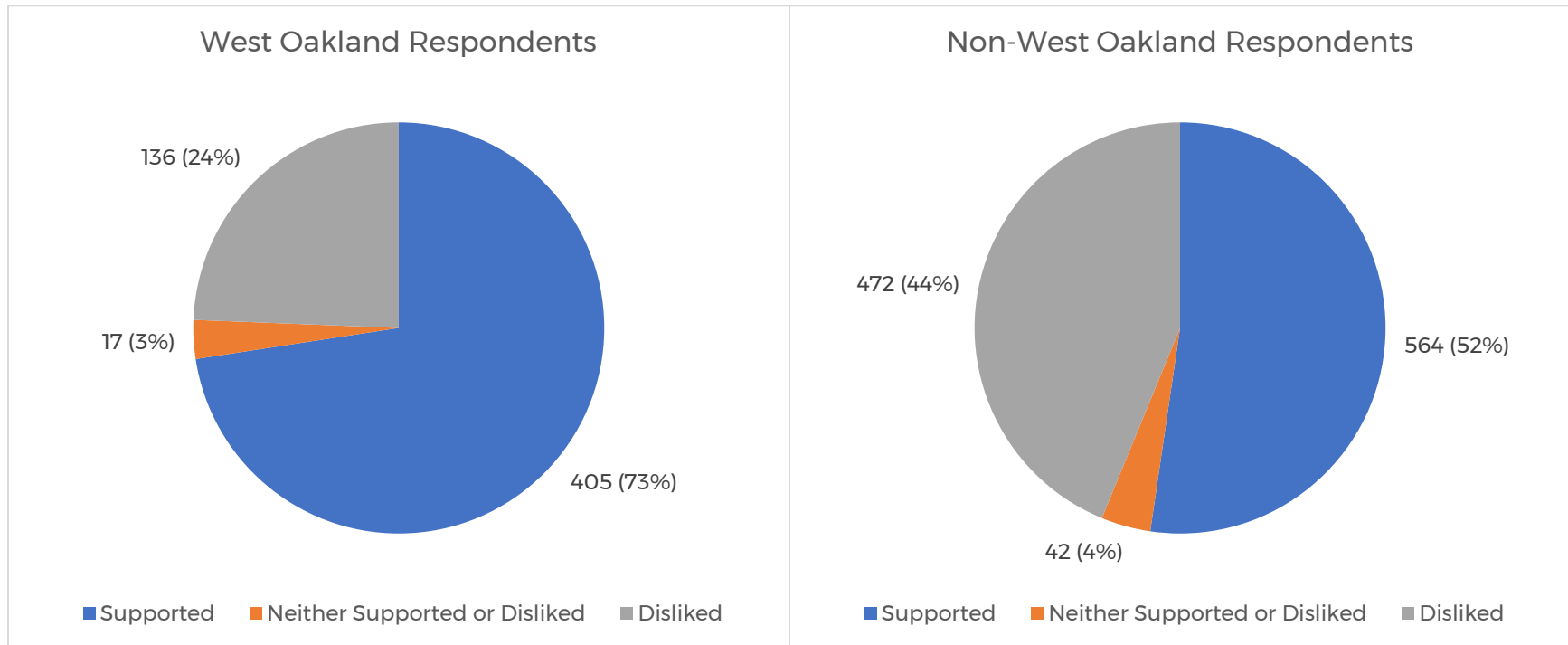
Lastly, respondents were asked for any other feedback on the Cover scenario. Key takeaways included:

- **Limited improvements and persistent issues:** Respondents felt that the Cover scenario offers only modest improvements, with much of the freeway remaining unchanged. This means that the freeway would continue to divide neighborhoods, particularly in West Oakland. Persistent issues such as pollution, underpass problems, and lack of housing opportunities would remain unaddressed.
- **Inadequate development and return on investment:** The capped sections would provide only modest, one-story developments that are unsuitable for a city center. Critics questioned the return on investment, suggesting that the scenario does not fully address the area's needs or justify its costs.
- **Suggestions for better use of space:** Some community members suggested creating green spaces similar to New York's Highline. However, the overall sentiment was that the scenario is a half-measure that does not fully meet the community's needs.



REMOVE SCENARIO⁵

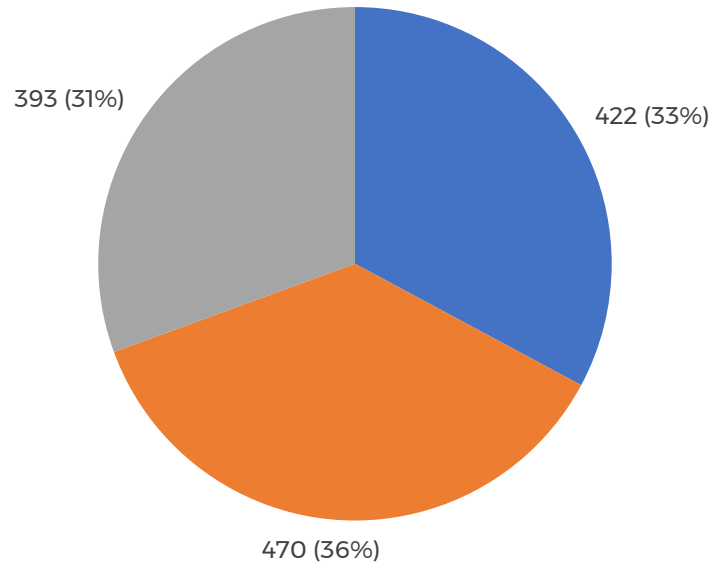
On a scale of 1 (lowest) to 5 (highest), how much do you support the Remove Scenario?



⁵ Supported indicates a rating of 4 or 5, Neither Supported or Disliked indicates a rating of 3, and Disliked indicates a rating of 1 or 2.

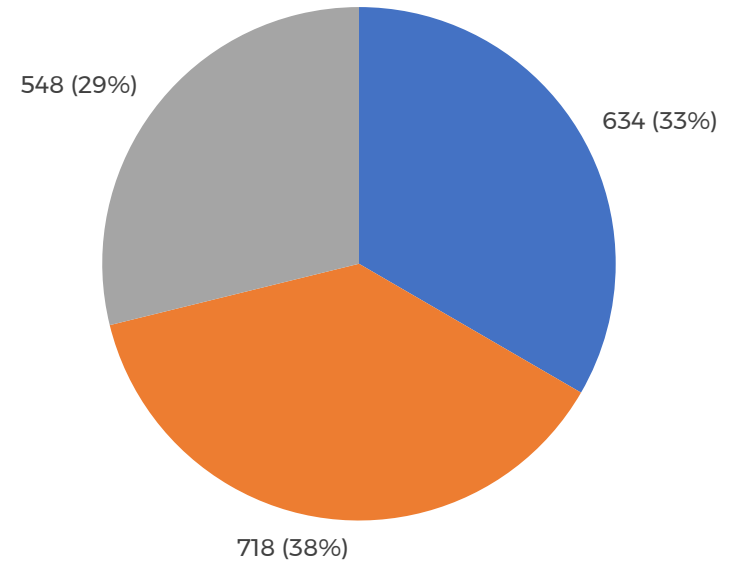
What do you like about the Remove Scenario?

West Oakland Respondents



- Creates a continuous street network unobstructed by the I-980 freeway
- Frees up to 67 acres of land for open space and parks or development (e.g., housing, employment)
- Removes the entire freeway between I-580 and I-880 and replaces it with a street level boulevard

Non-West Oakland Respondents



- Creates a continuous street network unobstructed by the I-980 freeway
- Frees up to 67 acres of land for open space and parks or development (e.g., housing, employment)
- Removes the entire freeway between I-580 and I-880 and replaces it with a street level boulevard



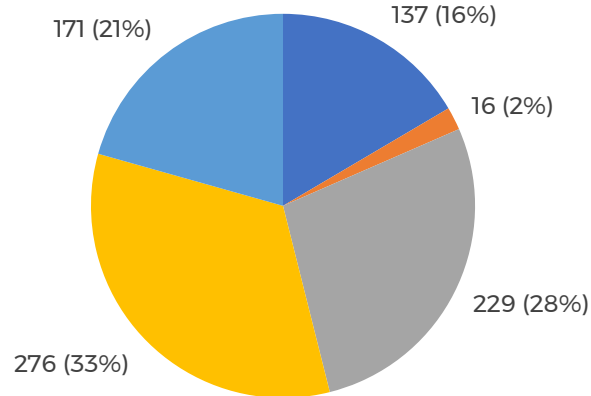
Reconnecting Communities

Respondents were asked if there were any other elements of the Remove scenario they liked. Key takeaways included:

- **Reconnection of communities:** Many people believed that removing the freeway will reunite West Oakland with downtown, healing a physical and social barrier that has existed since the 1960s. This reconnection was seen as a way to undo the effects of redlining and segregation, fostering a more integrated and cohesive community.
- **Environmental improvements:** Supporters highlighted the potential for significant environmental benefits, including reduced noise and air pollution, improved air quality, and lower greenhouse gas emissions. These improvements are expected to contribute to better public health and positive climate outcomes.
- **Economic and development opportunities:** The freed land from the freeway removal could support new housing developments, including affordable units, parks, and commercial spaces. This is anticipated to boost local economic activity, increase property values, and expand the tax base for Oakland, leading to overall community revitalization.

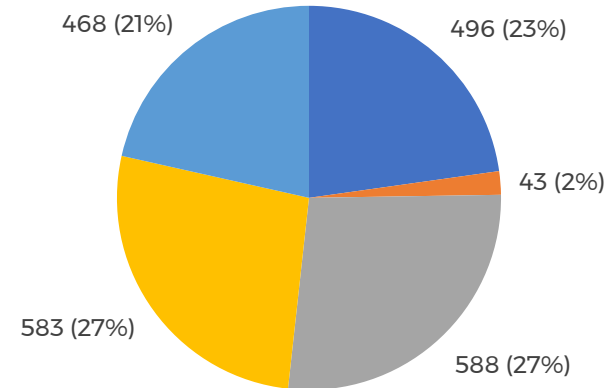
What do you dislike about the Remove Scenario?

West Oakland Respondents



- Removes the entire freeway between I-580 and I-880 and replaces it with a street level boulevard
- Frees up to 67 acres of land for open space and parks or development (e.g., housing, employment)
- Highest implementation cost
- Longest implementation timeline
- Highest construction impact

Non-West Oakland Respondents



- Removes the entire freeway between I-580 and I-880 and replaces it with a street level boulevard
- Frees up to 67 acres of land for open space and parks or development (e.g., housing, employment)
- Highest implementation cost
- Longest implementation timeline
- Highest construction impact

Respondents were asked if there were any other elements of the Remove scenario they disliked. Key takeaways included:

- **Traffic and congestion:** Many people were concerned that removing the freeway will lead to major traffic backups and increased congestion on city streets and neighboring freeways. They fear this could create traffic for commuters, especially those traveling between I-580, I-880, and SR 24.
- **Economic and accessibility impacts:** Some respondents worried about negative economic consequences, including difficulty accessing key locations such as the port, airport, and downtown. They believe this could harm local businesses and residents by making it harder to reach important destinations.
- **Implementation challenges:** There were significant concerns about the high costs, long timelines, and potential disruption during construction. Many people were skeptical about whether this scenario could be completed effectively and worry about the impact of prolonged construction on the community.

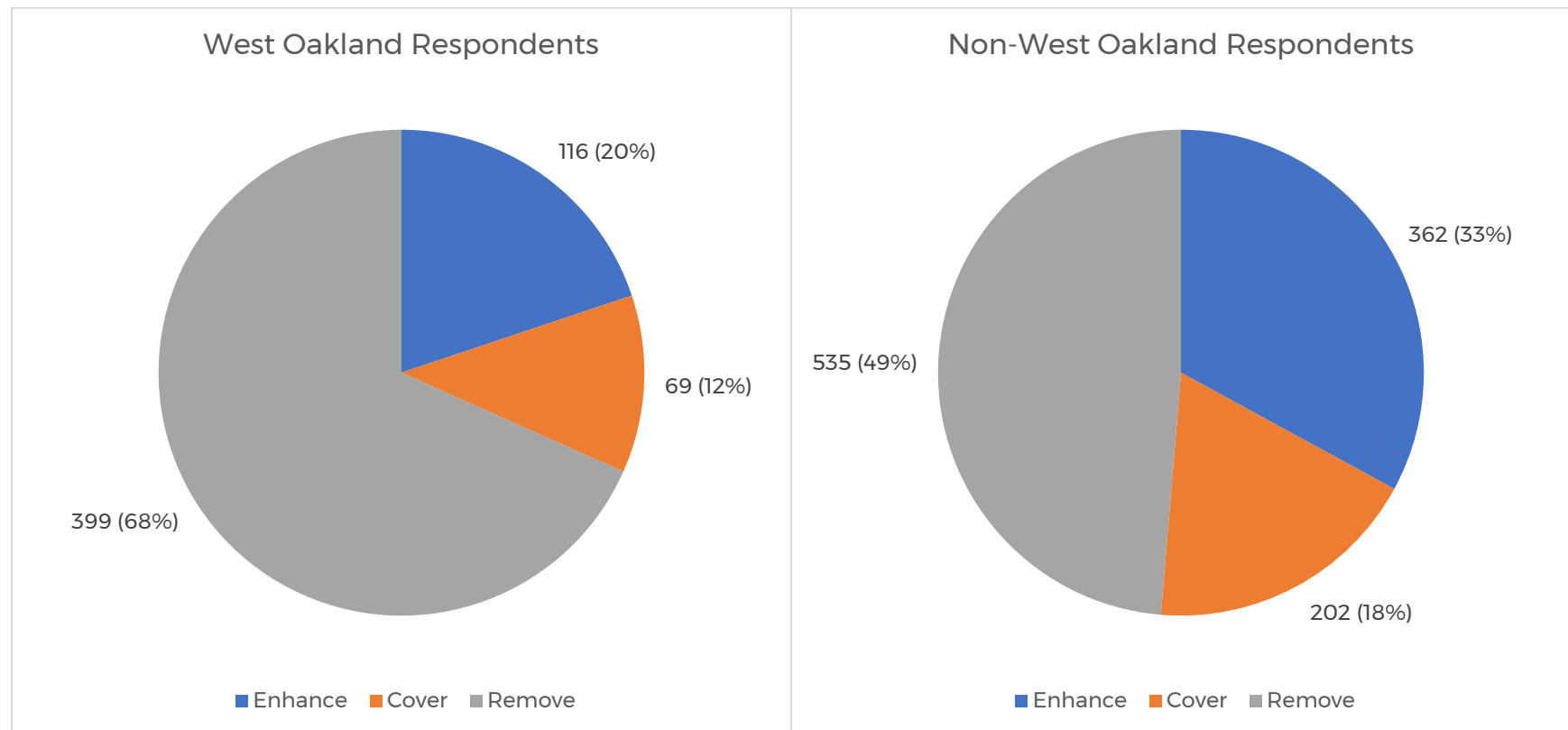
Lastly, respondents were asked for any other feedback on the Remove scenario. Key takeaways included:

- **Support for freeway removal:** Many supported removing I-980 to reconnect West Oakland with downtown, create public spaces and housing, improve air quality, and address past harms, especially for displaced Black residents.
- **Concerns and opposition:** Opponents worried about increased traffic congestion, longer commutes, and negative impacts on regional connectivity. They doubted the feasibility, cost, and timeline of the removal.
- **Alternative proposals:** Some suggested covering the freeway to create parks while maintaining traffic flow or removing only sections of the freeway. Others called for integrating robust transit options and equitable development policies to prevent displacement.

SCENARIO EVALUATION

Total

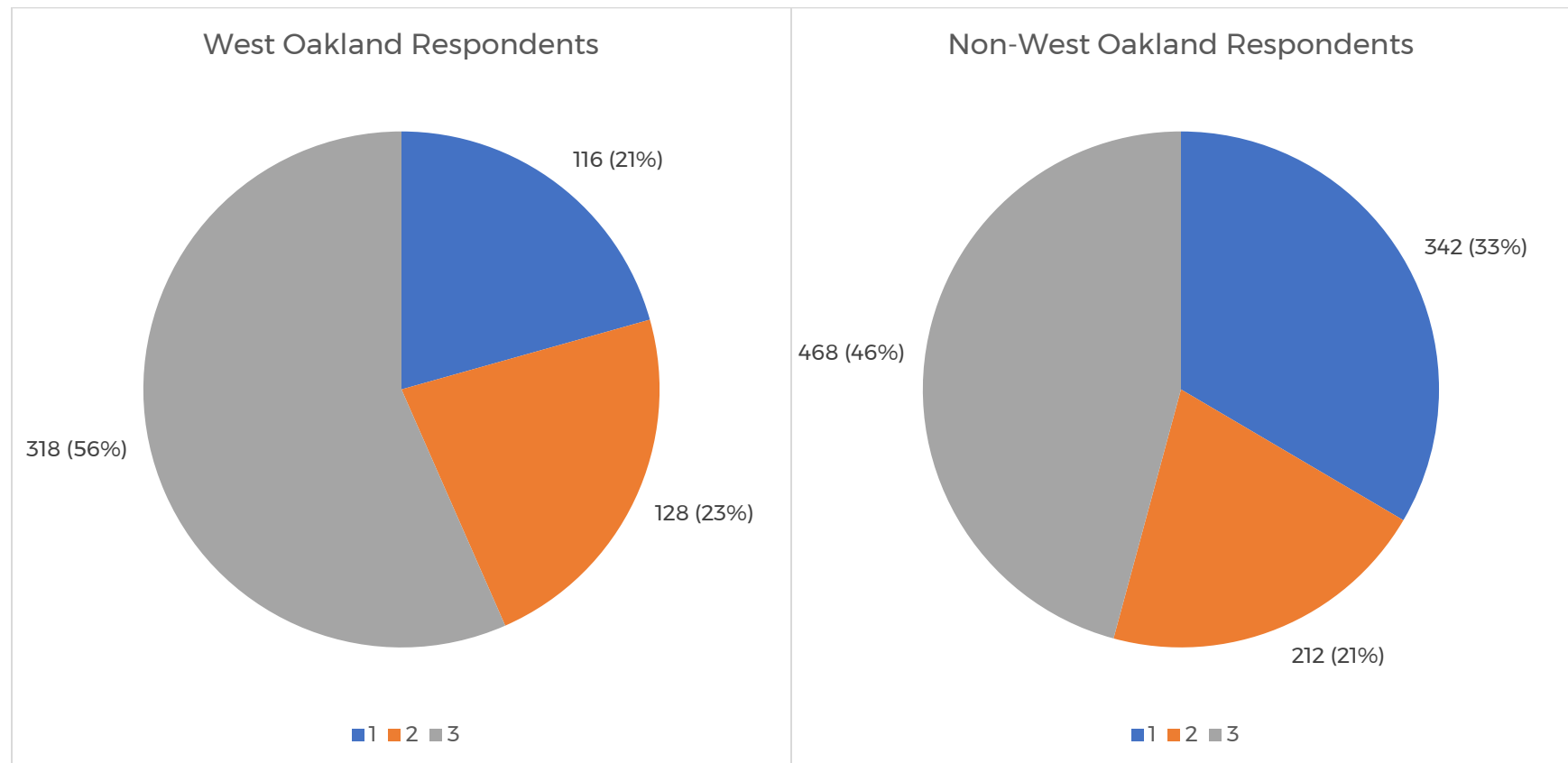
Times Each Scenario was Ranked Most Preferred





Enhance Scenario

Rank the Enhance Scenario from Most Preferred (1) to Least Preferred (3)

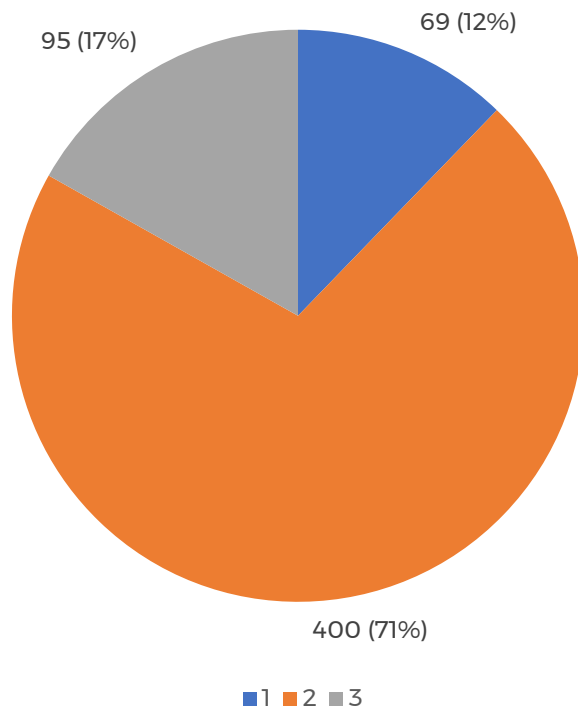




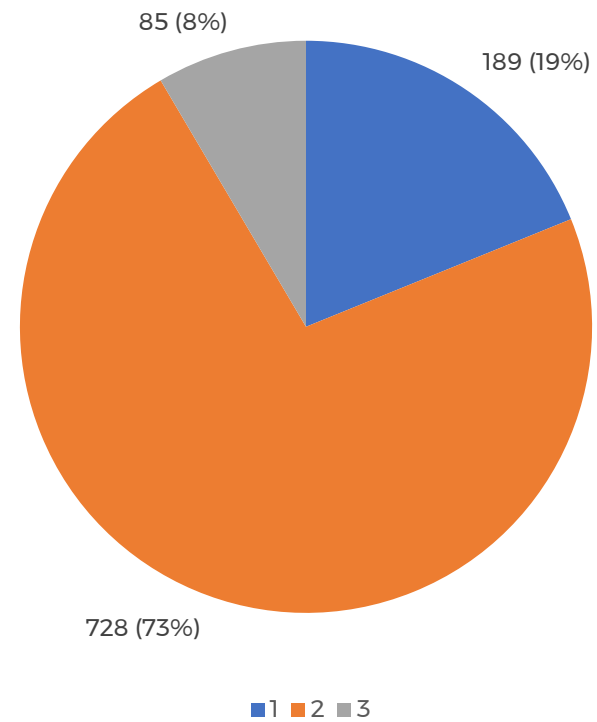
Cover Scenario

Rank the Cover Scenario from Most Preferred (1) to Least Preferred (3)

West Oakland Respondents

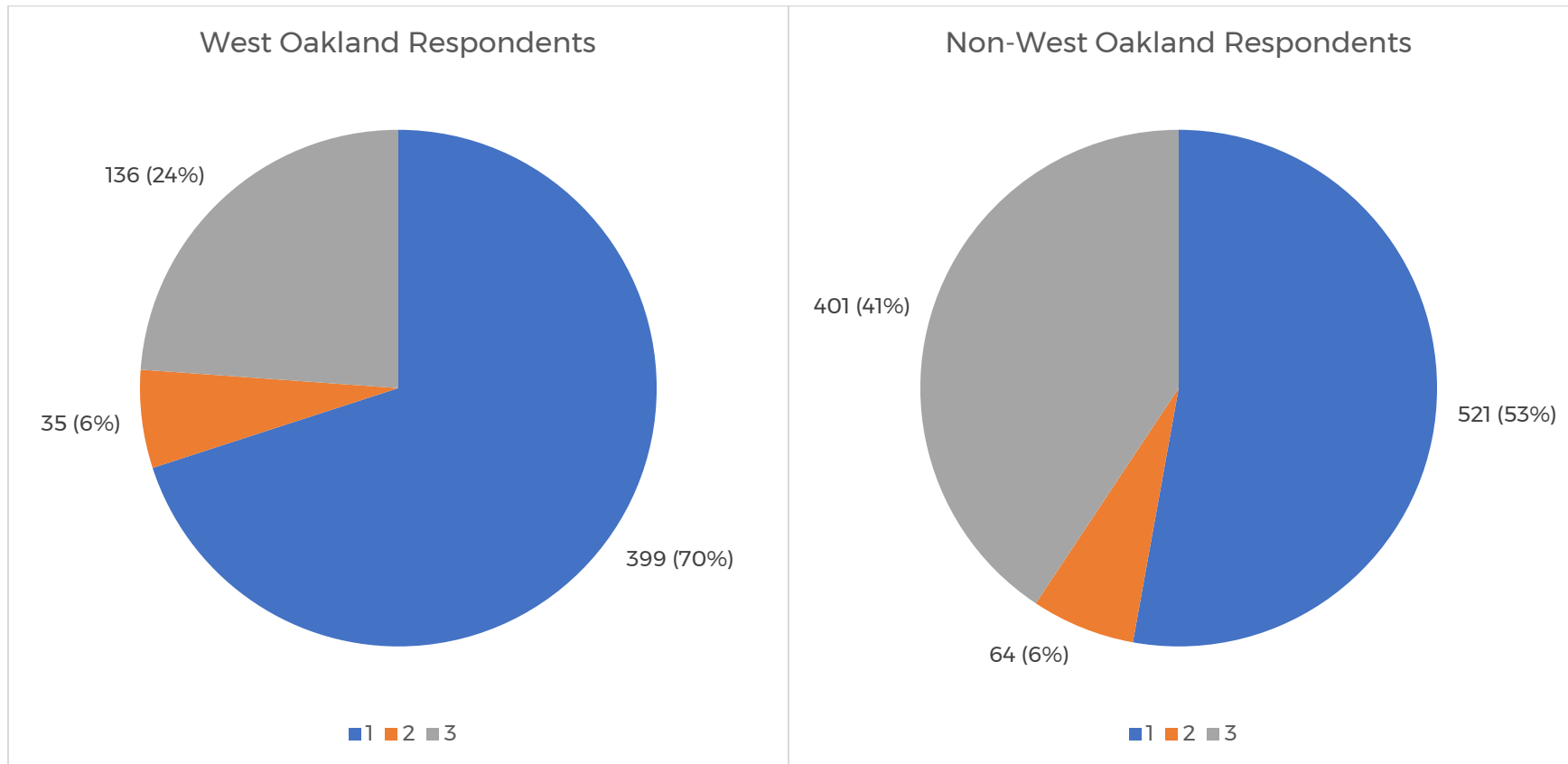


Non-West Oakland Respondents



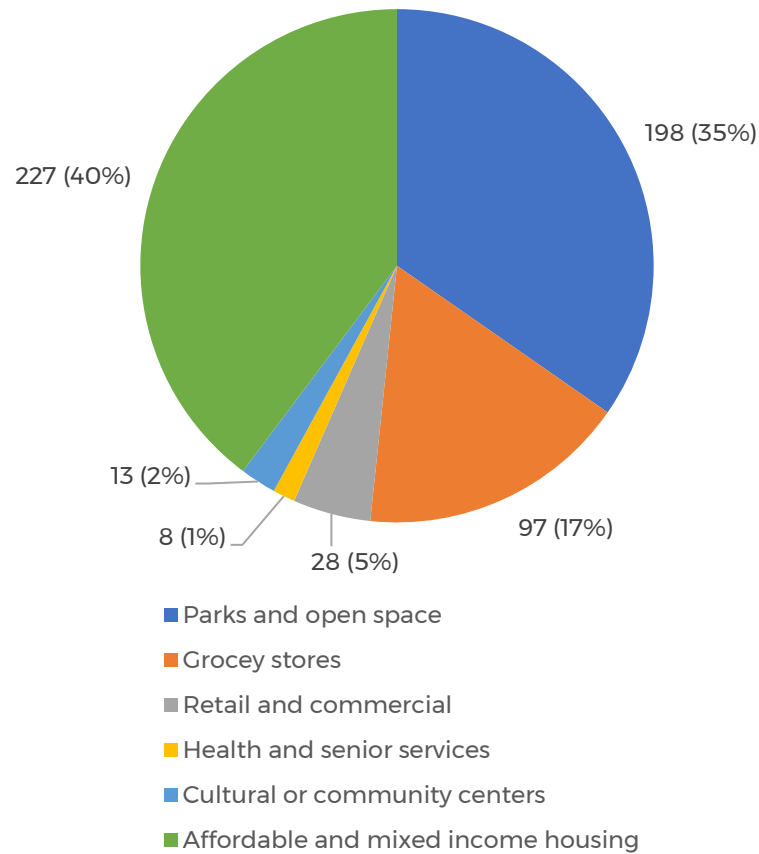
Remove Scenario

Rank the Remove Scenario from Most Preferred (1) to Least Preferred (3)

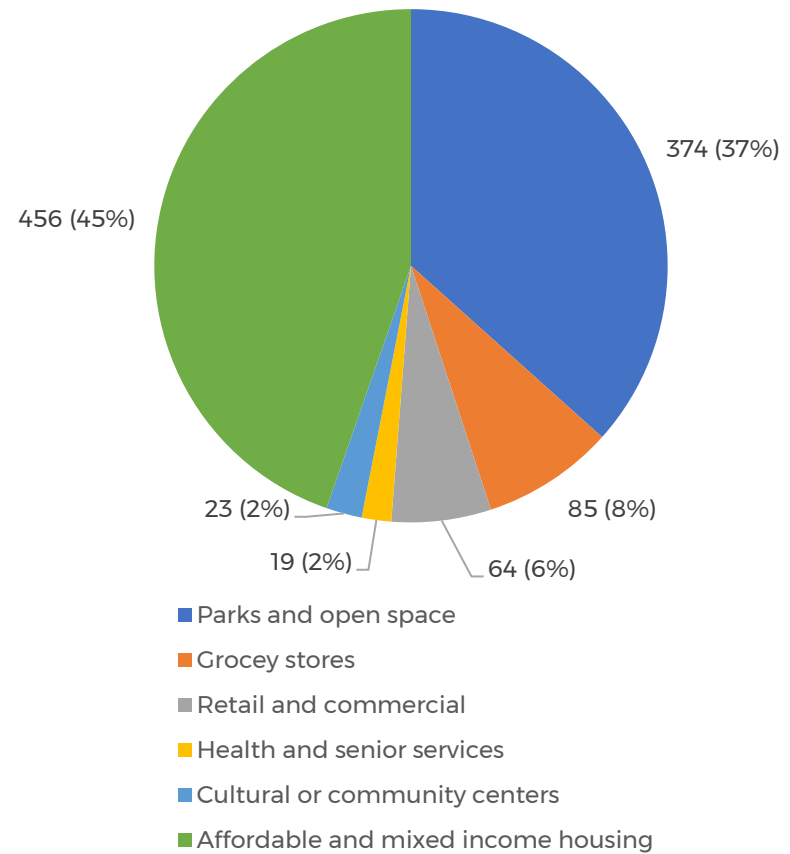


LAND USE PREFERENCES - TOP RANKED OPTIONS

West Oakland Respondents

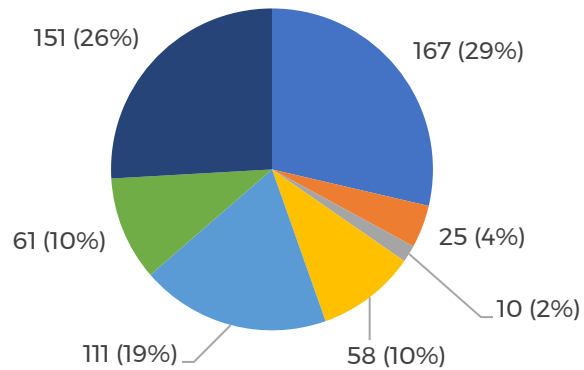


Non-West Oakland Respondents



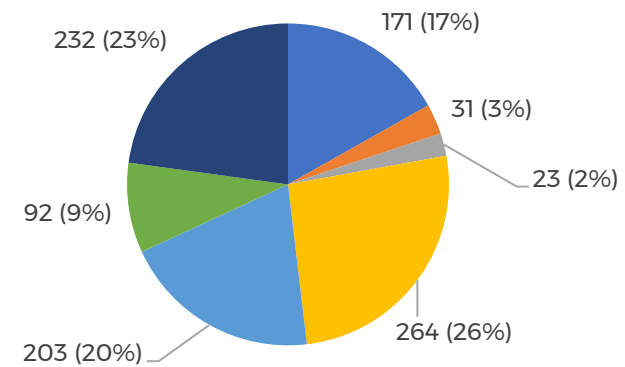
MEASURED IMPROVEMENT - TOP RANKED ISSUES

West Oakland Respondents



- Create new attractions/economic development opportunities for West Oakland
- Preserve historic and cultural identity
- Minimize construction impacts to businesses
- Minimize traffic impacts
- Build/maintain a wide variety of housing affordability
- Create harm-repair and restorative measures for legacy residents
- Prevent displacement of existing residents

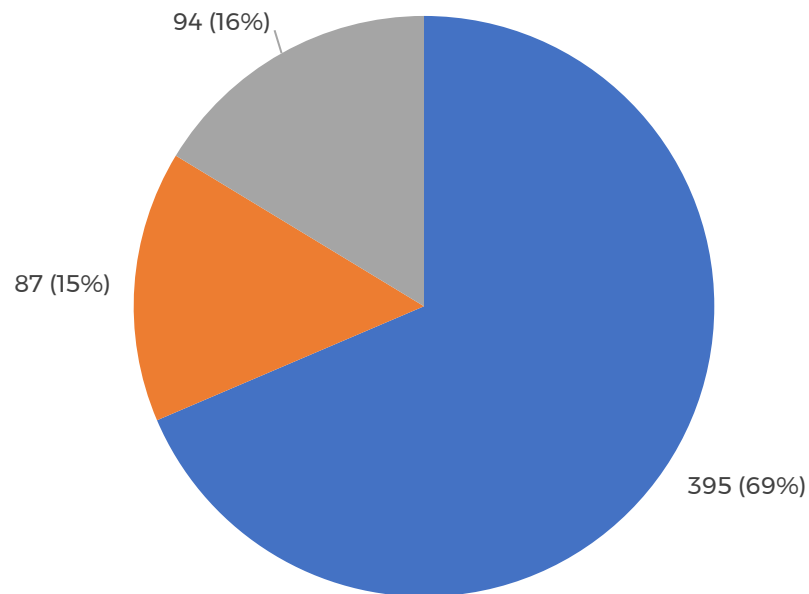
Non-West Oakland Respondents



- Create new attractions/economic development opportunities for West Oakland
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- Build/maintain a wide variety of housing affordability
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- Prevent displacement of existing residents

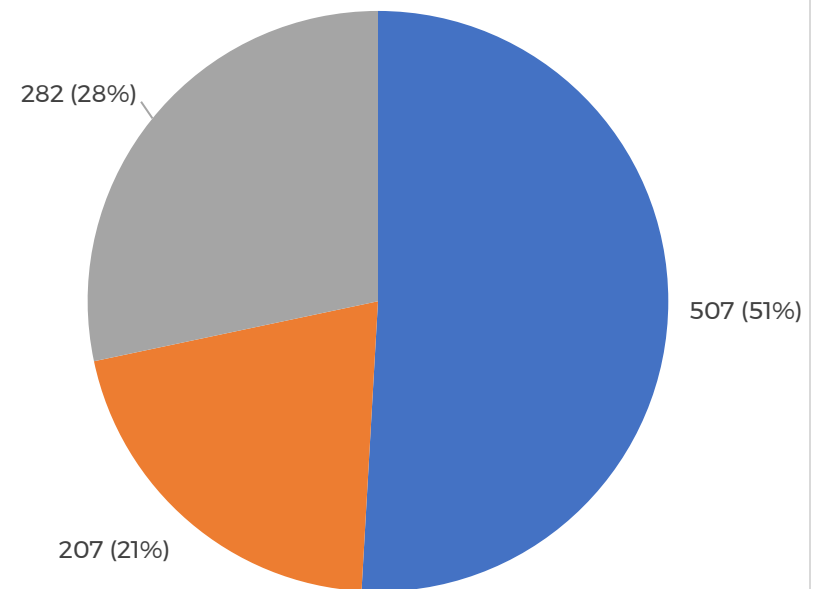
PROJECT IMPACT VERSUS BENEFIT – TOP RANKED LEVEL OF IMPACT/BENEFIT

West Oakland Respondents



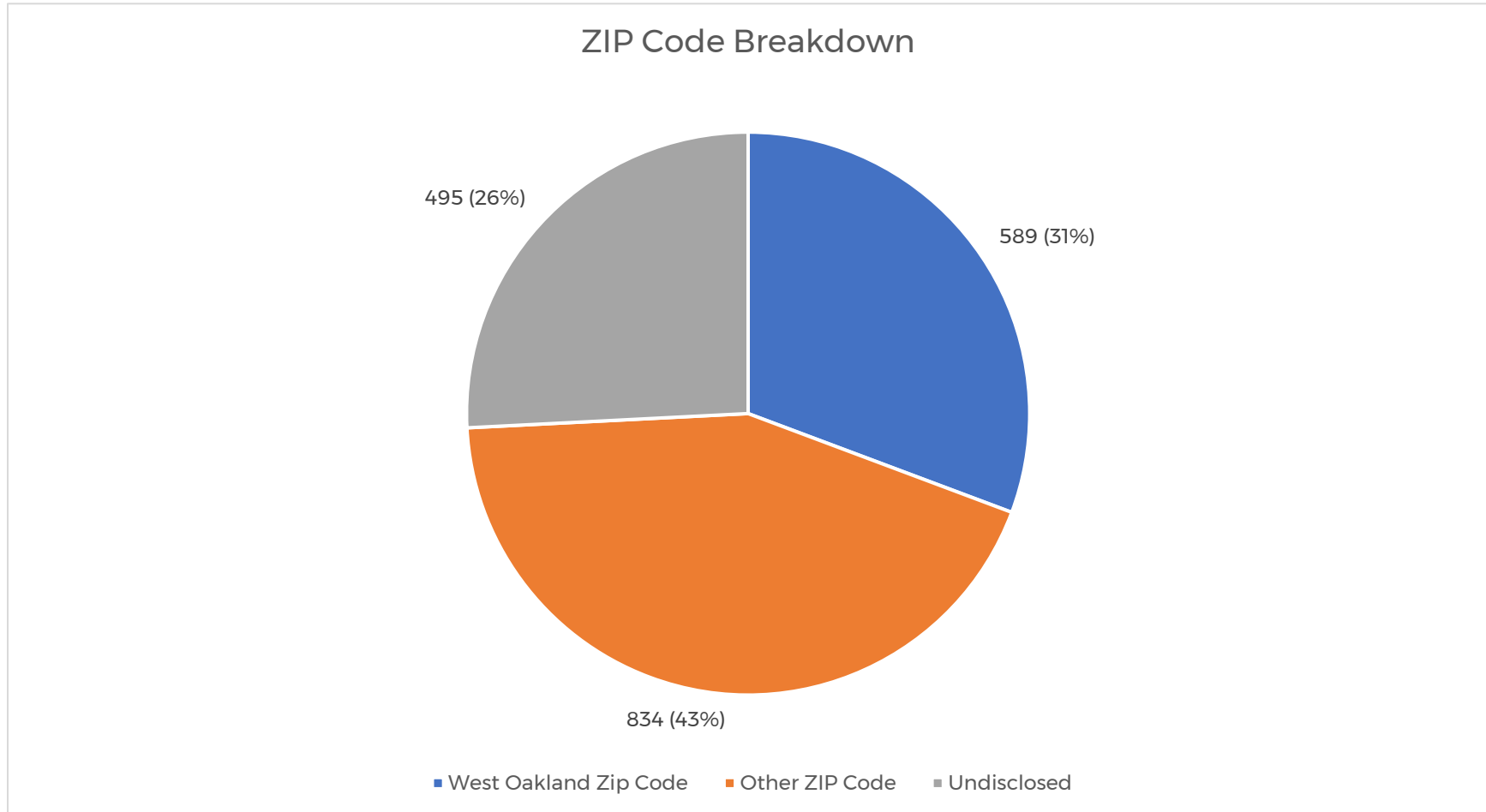
- Highest change and public benefits/highest construction impact and timeline
- Moderate change and public benefits/moderate construction impact and timeline
- Lowest change and public benefits/lowest construction impact and timeline

Non-West Oakland Respondents

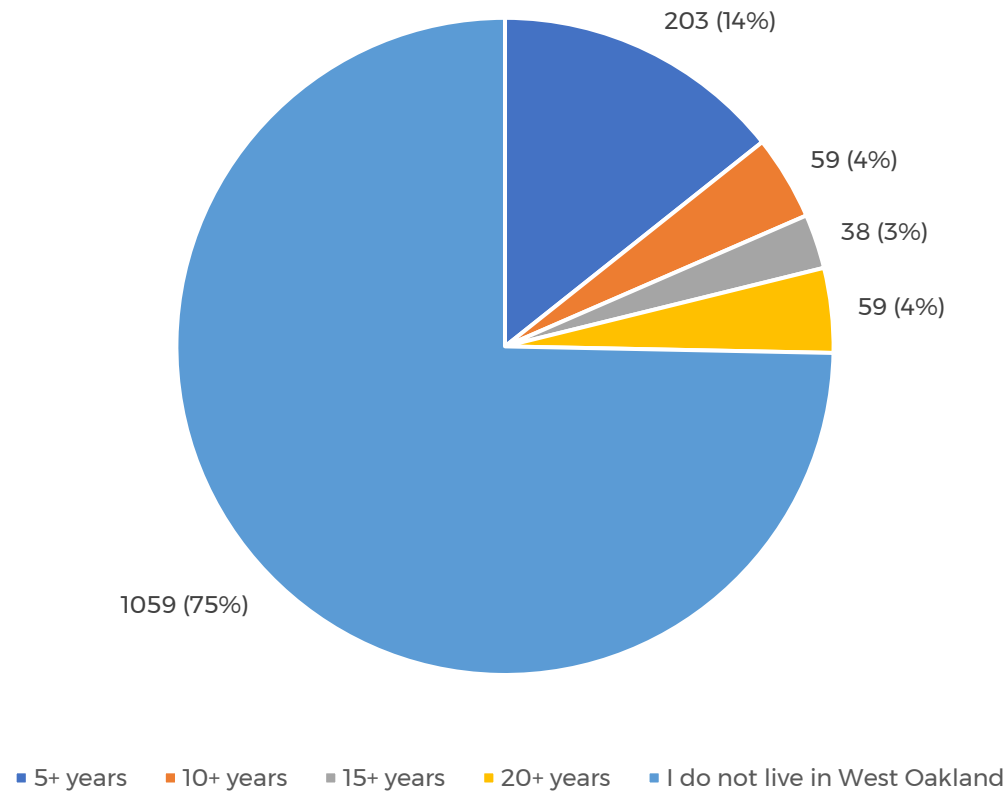


- Highest change and public benefits/highest construction impact and timeline
- Moderate change and public benefits/moderate construction impact and timeline
- Lowest change and public benefits/lowest construction impact and timeline

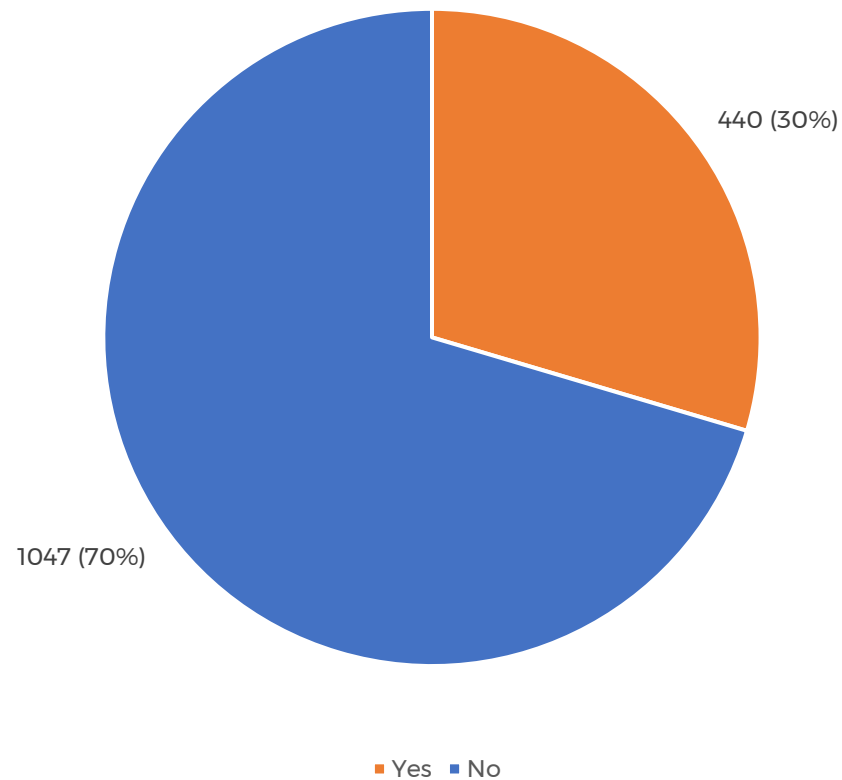
SURVEY RESPONDENT DEMOGRAPHICS



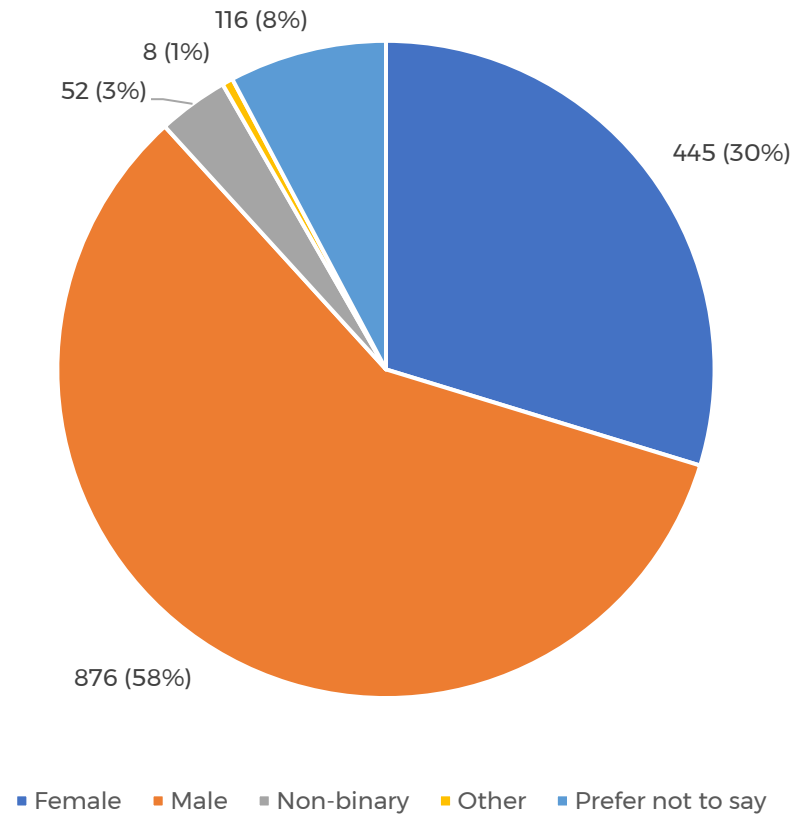
Do you live in West Oakland? If so, how long have you lived there?



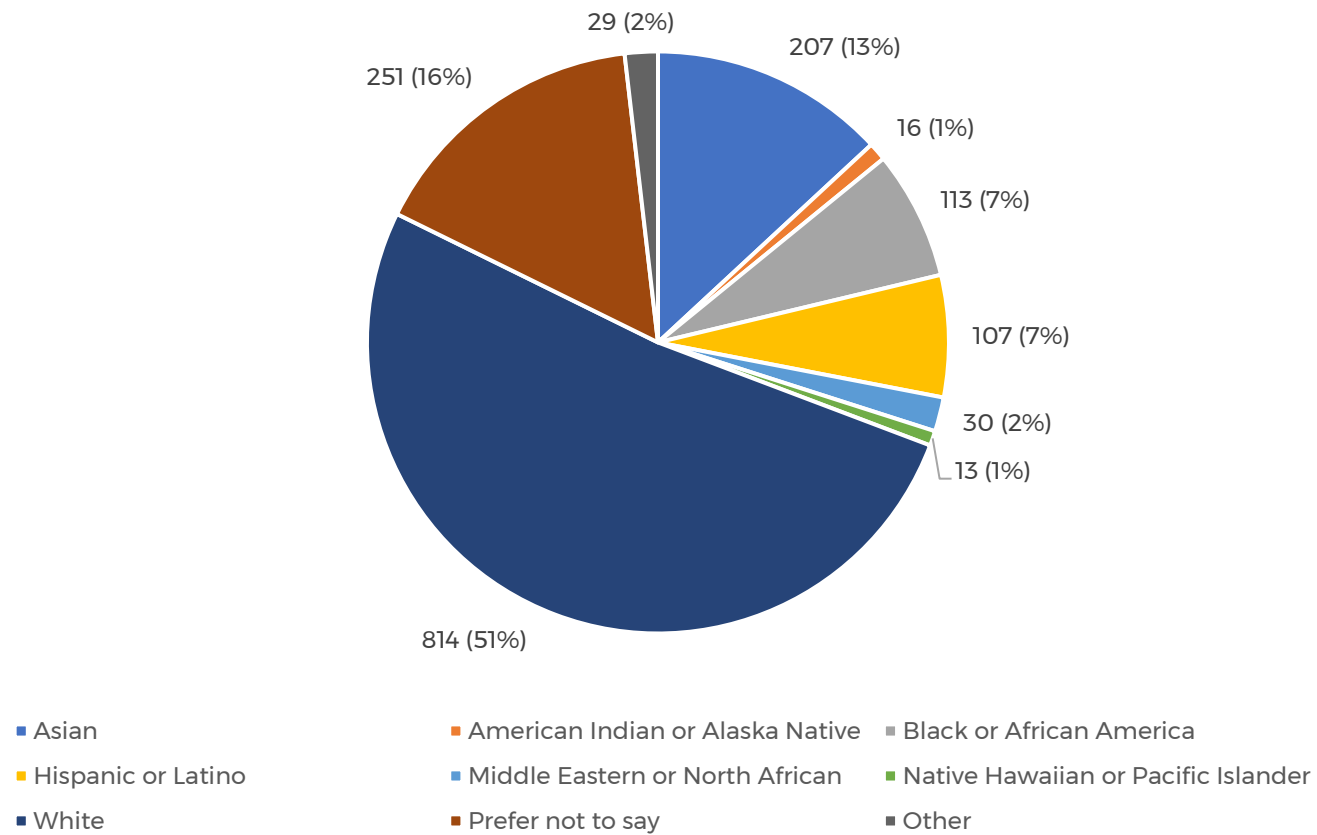
Do You Have Family That Lives or Has Lived in West Oakland?



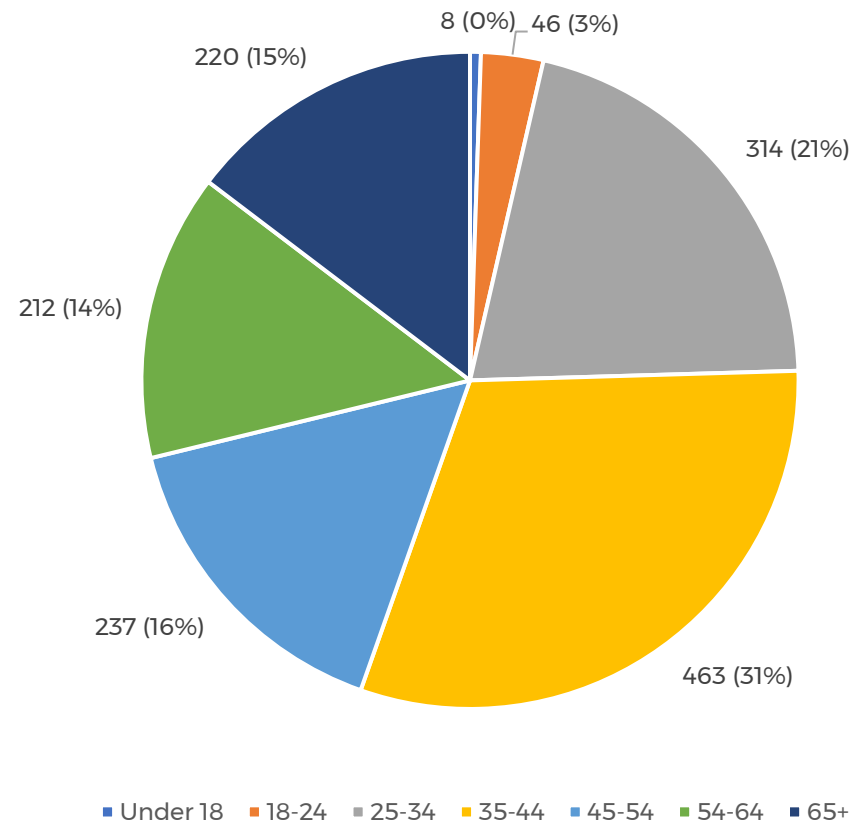
What is Your Gender Identity?



What is Your Race?



What is Your Age?





Reconnecting Communities

APPENDIX C: MOBILE WORKSHOP POSTER BOARDS



Reconnecting Communities

HELP SHAPE THE FUTURE OF I-980 IN WEST OAKLAND!

PROJECT PURPOSE

- Develop a community-led vision for the future of the freeway and repair harm from the construction of the I-980 freeway
- Reconnect West Oakland and downtown Oakland
- Improve quality of life for impacted residents
- Create new opportunities such as housing, open space, and access to economic opportunities

PROJECT STUDY AREA

The image below shows the study area, which is bounded by Broadway to the east, West MacArthur Boulevard to the north, Frontage Road to the west, and 3rd Street to the south.



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Reconnecting Communities



Reconnecting Communities

ENHANCE: WEST OF SAN PABLO AVENUE



ENHANCE: EAST OF SAN PABLO AVENUE



WHAT DO YOU LIKE OR DISLIKE ABOUT THE ENHANCE SCENARIO? Place a post-it note with your comments

www.Vision980.org





Reconnecting Communities



Reconnecting Communities

COVER: WEST OF SAN PABLO AVENUE



COVER: EAST OF SAN PABLO AVENUE



WHAT DO YOU LIKE OR DISLIKE ABOUT THE COVER SCENARIO? Place a post-it note with your comments

www.Vision980.org





Reconnecting Communities

APPENDIX D: MOBILE WORKSHOP PHOTOS





Reconnecting Communities





APPENDIX E: PUBLIC MEETING/OPEN HOUSE POSTER BOARDS⁶



Welcome

**to the Vision 980
Public Meeting & Open House**

Please sign in!

5:30

Registration Begins

6:00

Presentation

6:30 – 8:00

Open House



**Take the
Survey!**

www.Vision980.org



⁶ Boards are only shown for the Enhance scenario.



Reconnecting Communities



Reconnecting Communities

PROJECT PURPOSE

- Develop a community-led vision for the future of the freeway and repair harm from the construction of the I-980 freeway
- Reconnect West Oakland and downtown Oakland
- Improve quality of life for impacted residents
- Create new opportunities such as housing, open space, and access to economic opportunities

PROJECT TIMELINE



April 2024 - December 2024

EXISTING CONDITIONS

- Create project awareness and generate excitement
- Build public trust
- Understand public goals, aspirations, and priorities



December 2024 - July 2025

SCENARIO DEVELOPMENT

- Seek input on potential scenarios for the corridor developed from public feedback
- Demonstrate how feedback informed the creation of the scenarios



July 2025 - November 2025

CORRIDOR CONCEPT/VISION

- Present and seek feedback on the identified corridor concept/vision
- Adjust elements that were or were not well received by the public

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PROJECT GOALS

- 1 Create community-informed transportation project concepts that improve all aspects of quality of life in Oakland
- 2 Develop equity outcomes that directly benefit West Oakland residents
- 3 Foster a more sustainable West Oakland neighborhood
- 4 Identify public policies to achieve anti-displacement and anti-gentrification project concepts
- 5 Engage the community with humility to earn a meaningful and long-lasting relationship

PROJECT STUDY AREA

The image below shows the study area, which is bounded by Broadway to the east, West MacArthur Boulevard to the north, Frontage Road to the west, and 3rd Street to the south.



CORRIDOR SCENARIO 1: ENHANCE

The first potential scenario, **ENHANCE EXISTING CONDITIONS**, intends to improve the experience of traveling on or across (walking, biking, driving), or living near I-980 without significantly changing the existing freeway layout.



WEST OF SAN PABLO AVENUE



EAST OF SAN PABLO AVENUE



Reconnecting Communities



Reconnecting Communities

CORRIDOR SCENARIO 1: ENHANCE

ON A SCALE OF 1 TO 5, HOW MUCH DO YOU SUPPORT THE ENHANCE SCENARIO?

1 = Lowest Support 5 = Highest Support

1 (Lowest)	2	3	4	5 (Highest)
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WHAT DO YOU LIKE AND DISLIKE ABOUT THE ENHANCE SCENARIO?

● Blue Sticker = Like ● Yellow Sticker = Dislike

Maintains the I-980 Freeway as is	
Improves I-980 overpass and underpass for pedestrians and bicyclists	
Limited neighborhood character improvement opportunities	
No new land for development, parks and open space, or community amenities	
Lowest implementation cost	
Shortest implementation timeline	
Lowest level of construction impact	

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**WHAT OTHER FEEDBACK DO YOU
HAVE ABOUT THE ENHANCE SCENARIO?**

Place a post-it note with your comments

A large, empty rectangular box with a thin beige border, intended for users to place a post-it note with their comments.

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Reconnecting Communities





Reconnecting Communities



West of San Pablo Avenue

Place stickers to let us know what where community amenities are needed.

-  Affordable and mixed income housing
-  Cultural or community centers
-  Health and senior services
-  Retail and commercial
-  Grocery stores
-  Parks and open space

East of San Pablo Avenue

Place stickers to let us know
what where community
amenities are needed.

-  Affordable and mixed income housing
-  Cultural or community centers
-  Health and senior services
-  Retail and commercial
-  Grocery stores
-  Parks and open space



Reconnecting Communities

APPENDIX F: PUBLIC MEETING/OPEN HOUSE PHOTOS

