



CONNECT
OAKLAND

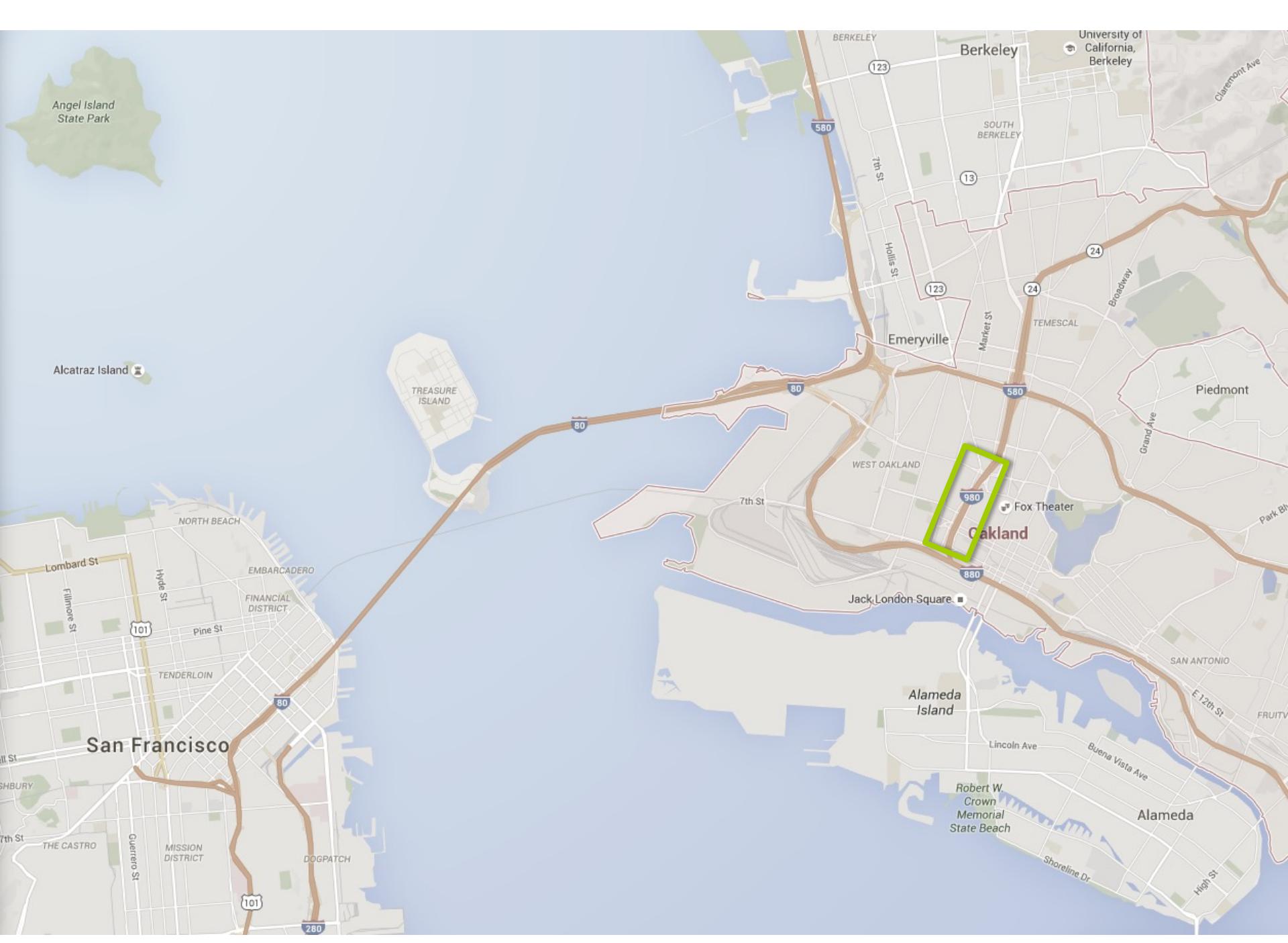
A vision to reconnect neighborhoods and connect cities



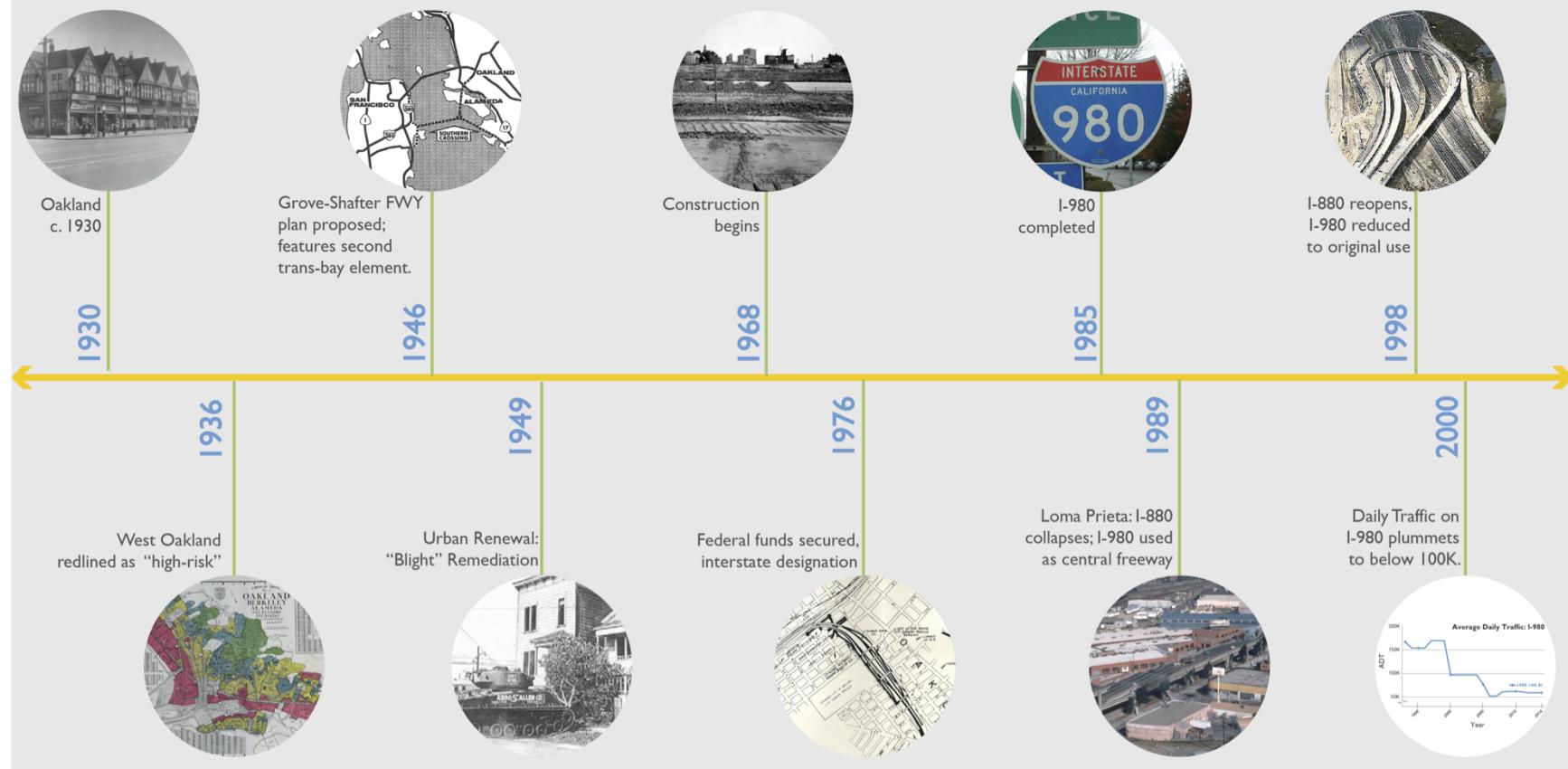
"Infrastructure Mega-Projects profoundly affect people on the ground. Our I-980 is a cautionary tale – a broken promise of a 2nd crossing that remains a scar on our urban fabric. In its place, we want Livable Infrastructure that creates Local Economic Opportunity, Reconnects Neighborhoods, and Connects the Region"

-Mayor Libby Schaaf

AUGUST2016



I-980 Development Timeline



The Cost of Building I-980



42 acres



503 houses



155 trees



4 churches



22 businesses



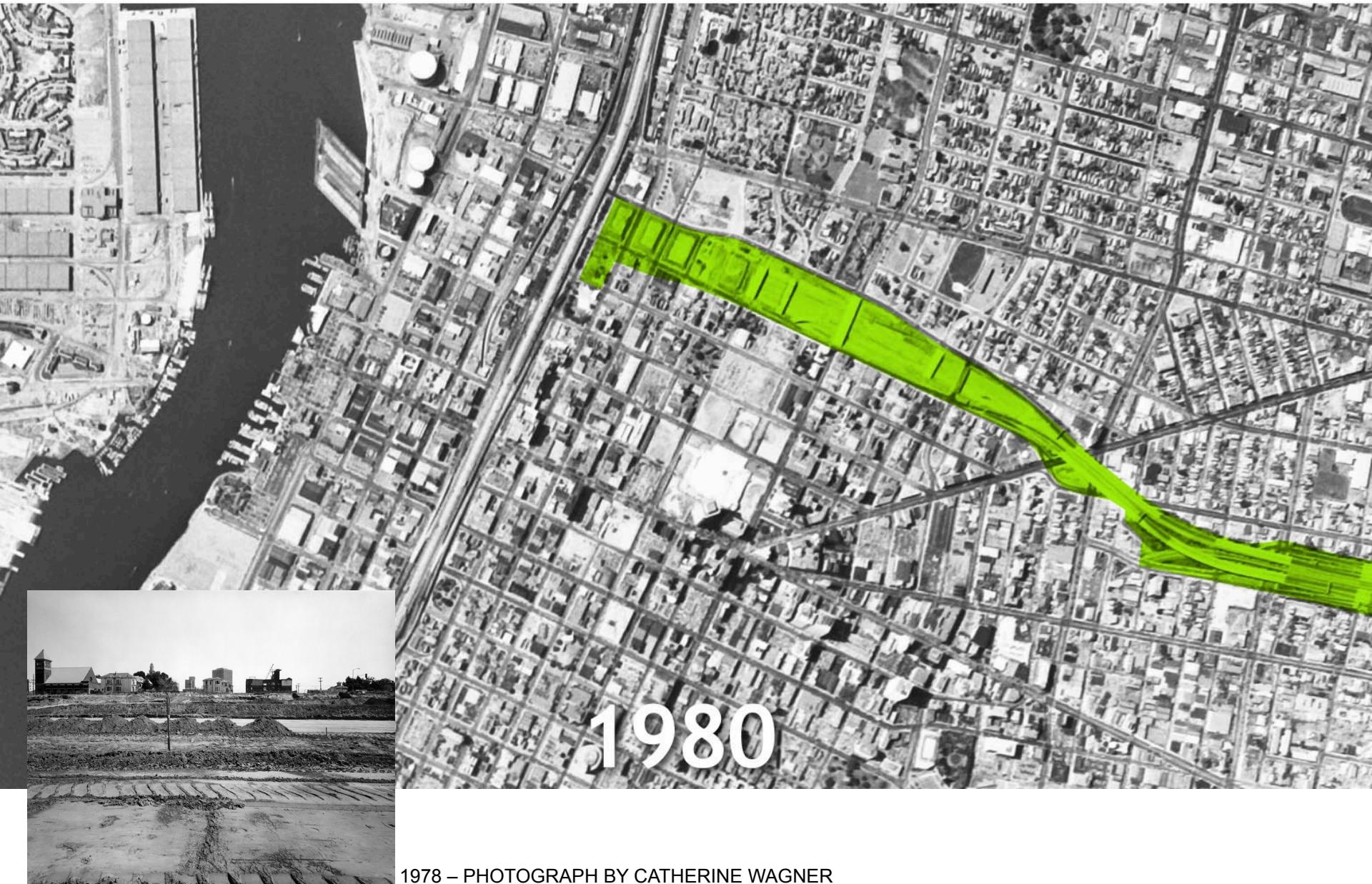
142 jobs

1968



1968

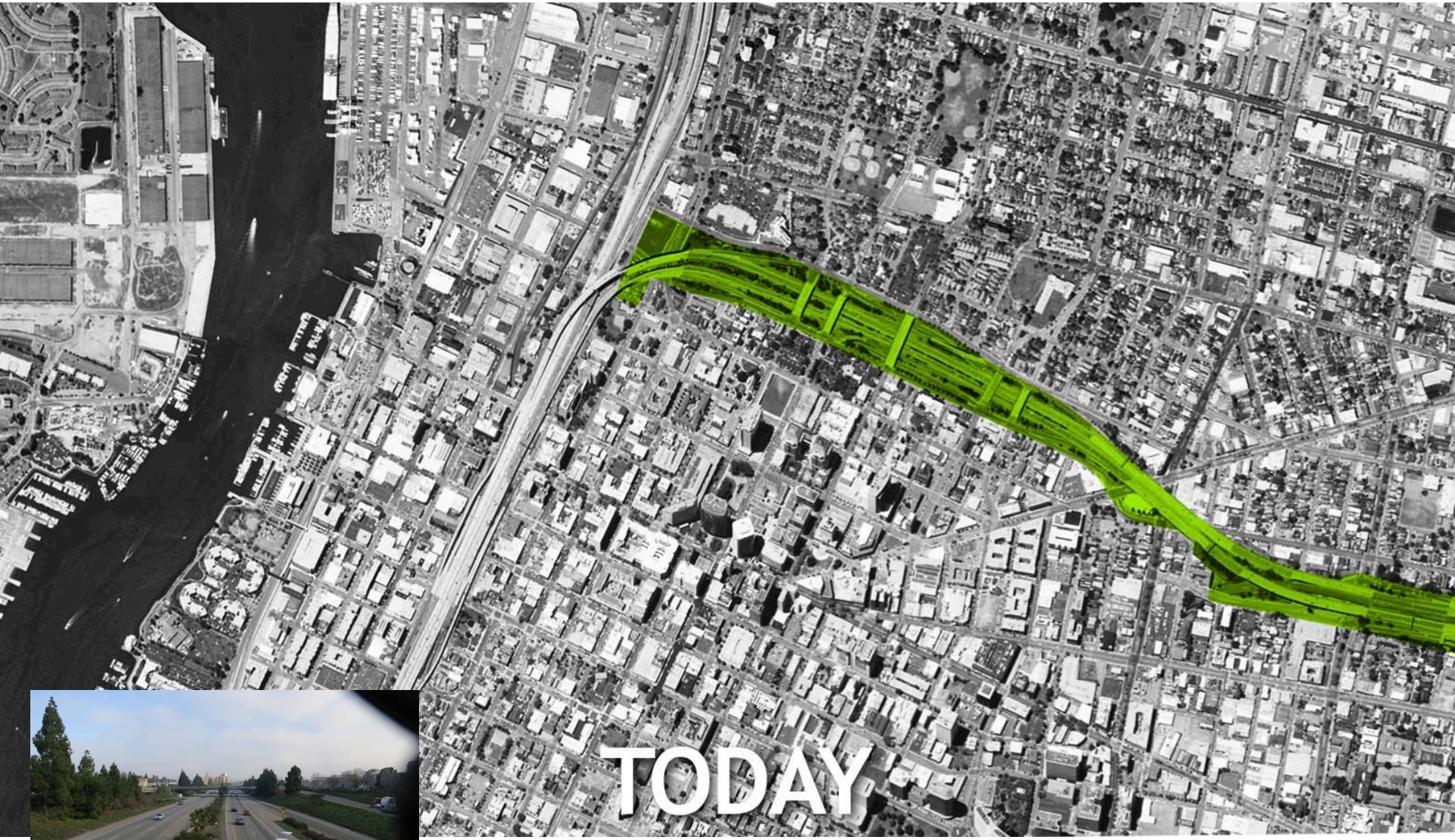
1980



1980

1978 – PHOTOGRAPH BY CATHERINE WAGNER

TODAY



TODAY

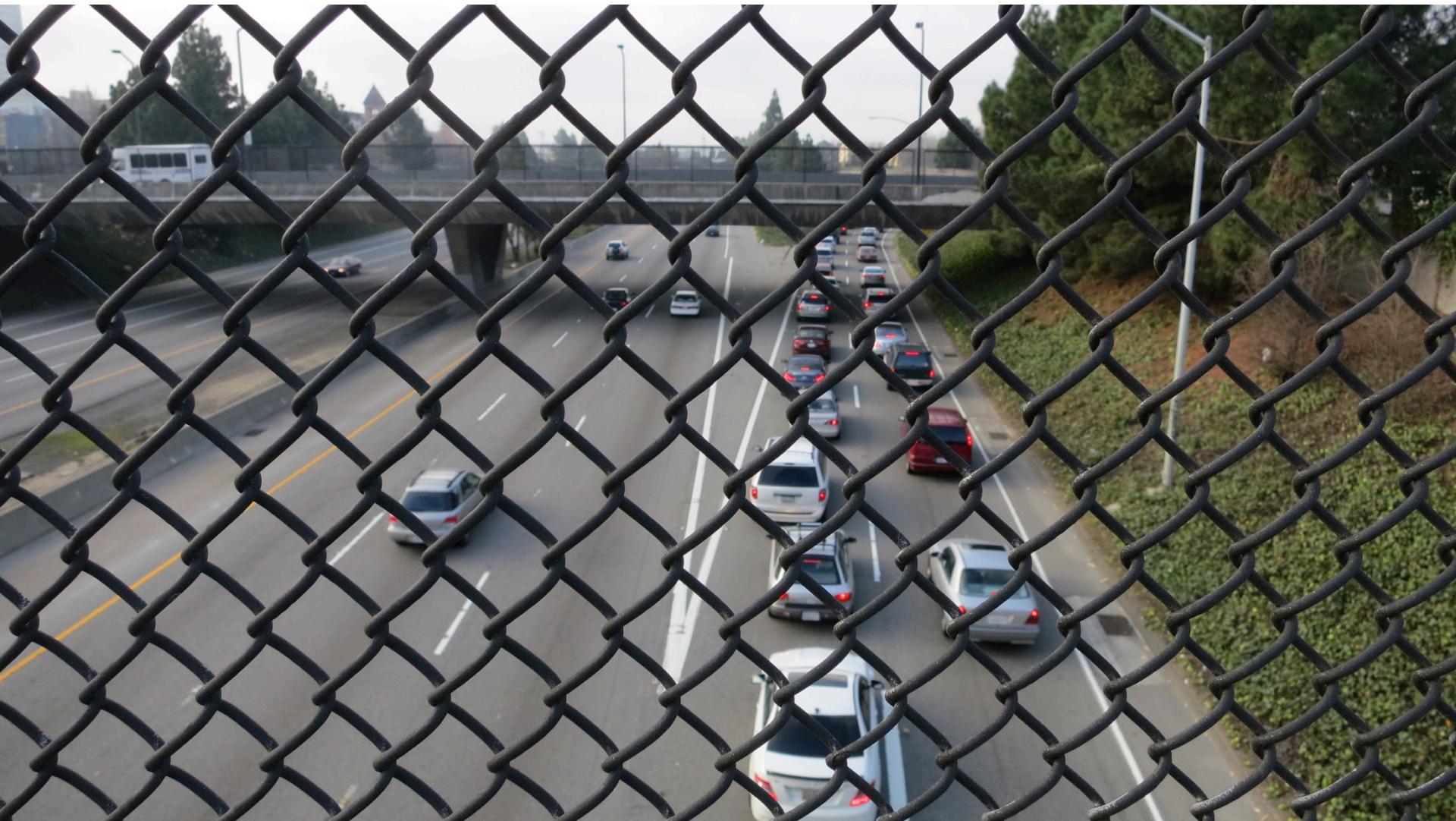
TOMORROW?



TOMORROW?

THE PRESENT CONDITION





VISION | RECONNECTING NEIGHBORHOODS



VISION | RECONNECTING NEIGHBORHOODS

- Transform an underutilized freeway into vibrant, livable infrastructure for Oaklanders
- Reconnect West Oakland to Downtown
- Improve the Health and Well-Being of Oakland Residents
- Create New Publicly-Controlled Land for Future Improvements
- Increase Land Values and Tax Revenue along the I-980 Corridor

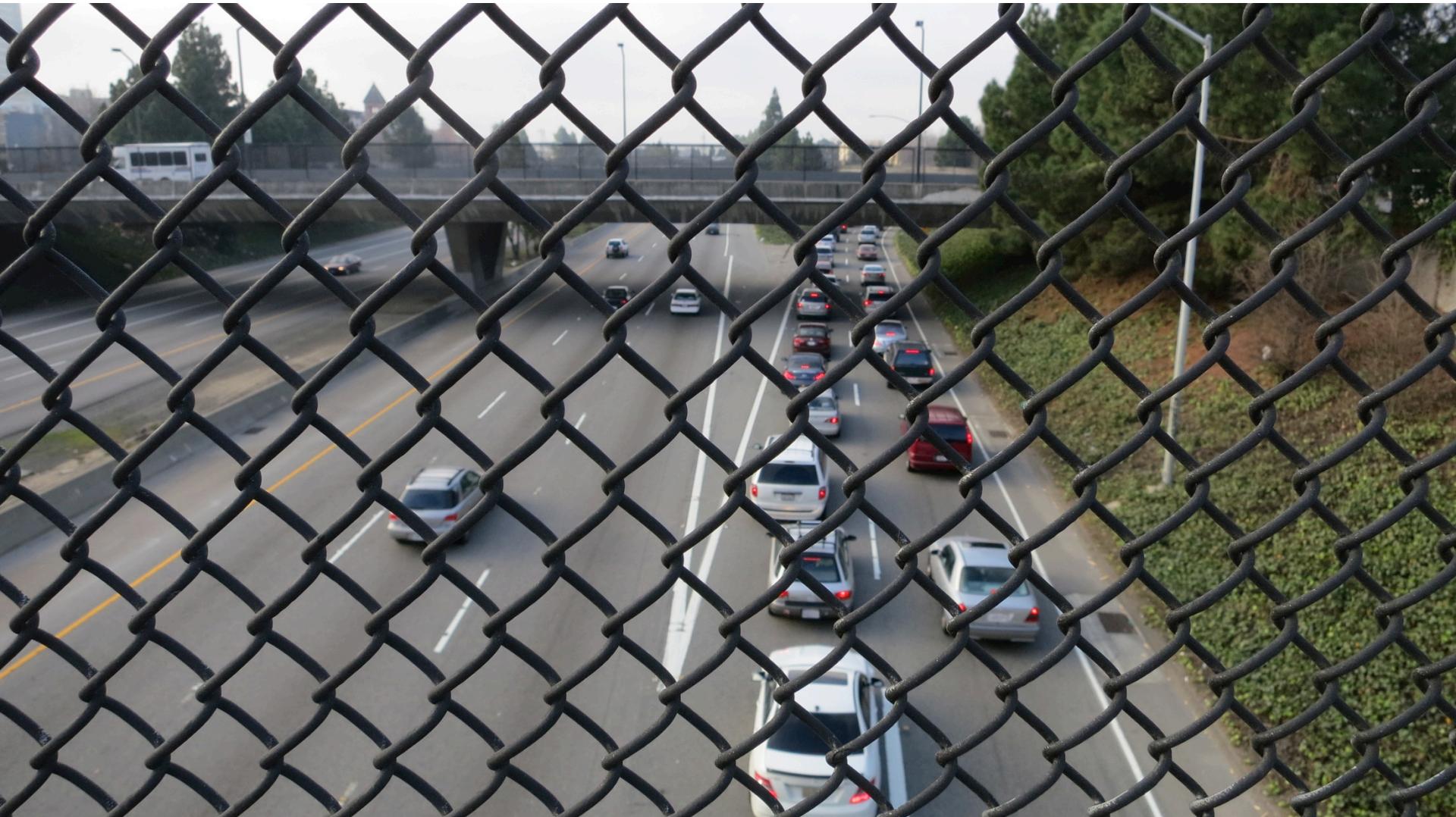
VISION | CONNECTING THE REGION



VISION | CONNECTING THE REGION

- Solidify Oakland as the Transportation Center of the Bay Area
- Improve the Resiliency of the Bay Area's transportation system.
- Increase Transbay capacity.
- Seamlessly connect the East Bay to the Peninsula and beyond
- Allow for 24-hour Transbay service

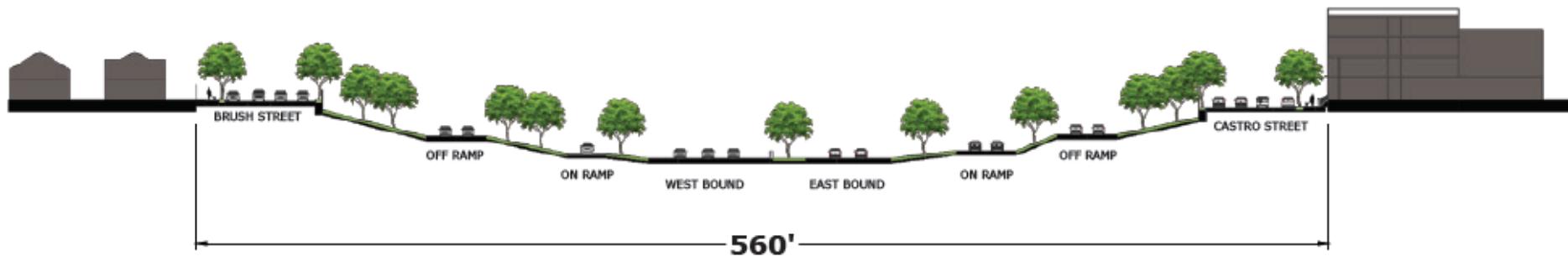
**TRANSFORM I-980 FREEWAY INTO AN AT-GRADE
MULTI-WAY BOULEVARD ALONG BRUSH STREET FROM 20TH
STREET TO I-880 AND THROUGH TO THE HOWARD TERMINAL.**



TRANSFORM I-980 FREEWAY INTO AN AT-GRADE MULTI-WAY BOULEVARD ALONG BRUSH STREET FROM 20TH STREET TO I-880 AND THROUGH TO THE HOWARD TERMINAL.



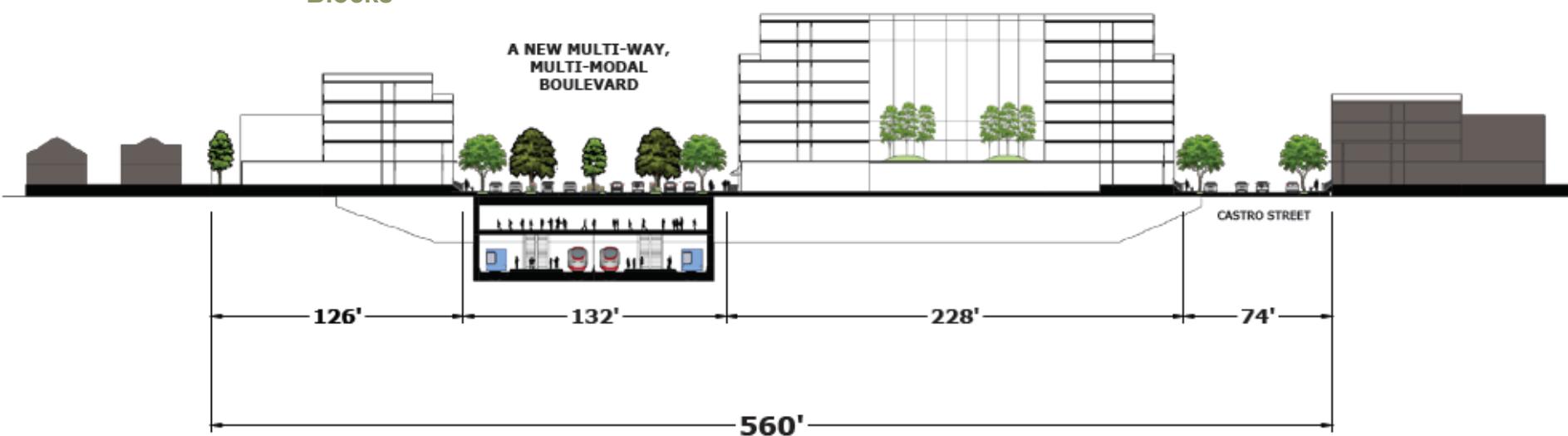
THE MULTIWAY BOULEVARD SOLUTION



“Repaired”
Blocks

New
Blocks

A NEW MULTI-WAY,
MULTI-MODAL
BOULEVARD



RECONNECT WEST OAKLAND TO DOWNTOWN

**BY REESTABLISHING 12 CITY STREETS AND REDUCING WALK DISTANCE
ACROSS THE ROW AND BETTERING ACCESS BETWEEN THE
NEIGHBORHOODS.**

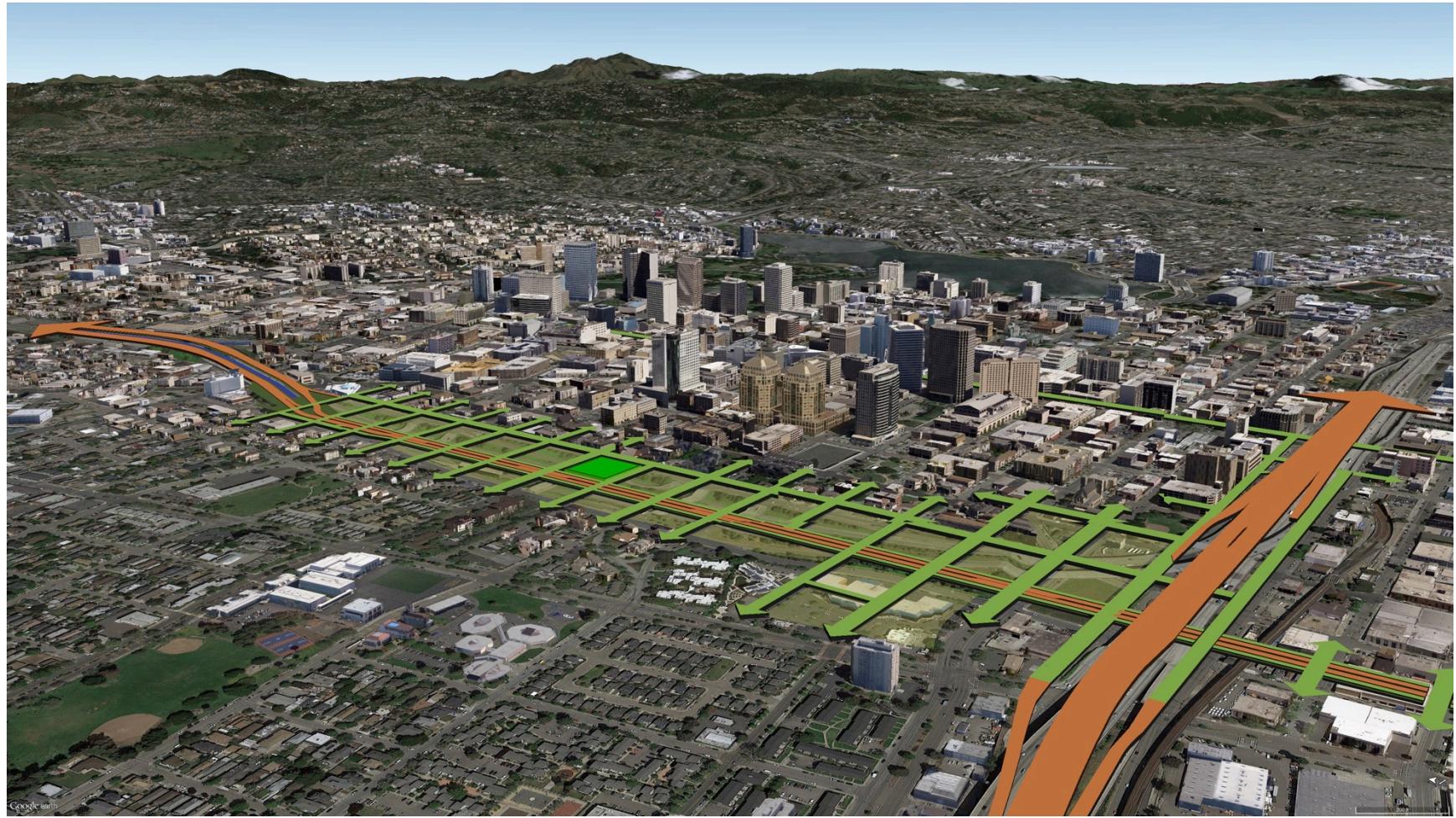


RECONNECT WEST OAKLAND TO DOWNTOWN

BY REESTABLISHING 12 CITY STREETS AND REDUCING WALK DISTANCE
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NEIGHBORHOODS.



**CREATE APPROXIMATELY 17 NET NEW ACRES OF
NEW PUBLICLY-CONTROLLED LAND BY CREATING 13
NEW CITY BLOCKS BETWEEN CASTRO STREET AND THE I-980 BOULEVARD
AND REPAIRING SEVEN BLOCKS WEST OF THE I-980 BOULEVARD.**



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ESTABLISH A NEW FRONT DOOR TO OAKLAND: REMOVE THE I-980 ON/OFF-RAMP OVERPASSES OVER I-880 AND REPLACE WITH NEW ON/OFF-RAMPS CONNECTING TO 5TH AND 6TH STREETS. THIS WILL OPEN UP THE OAKLAND SKYLINE TO VIEW FROM I-880



CONNECT CALTRAIN/HSR TO OAKLAND THROUGH A NEW, SECOND TRANSBAY CROSSING AND ESTABLISHING A NEW BART/CALTRAIN/HSR STATION AT 14TH STREET.



NEW TRANSIT LINES UNDER THE I-980 MULTI-WAY BOULEVARD



CREATING A REGIONAL RAIL NETWORK

Bay Area Rail 2016

by Brian Stokle



Bay Area Rail 2035

by Brian Stokle



DESIGNING THE BAY AREA'S SECOND TRANSBAY RAIL CROSSING

How to ensure reliable transit and a connected region

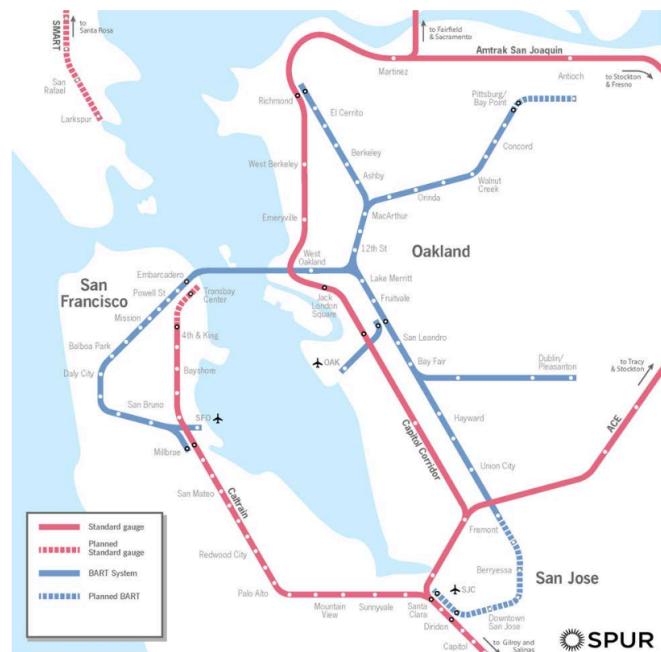
Figure 1: The Bay Area Rides More and More on Rail
Ridership on BART is exceeding due to growth in jobs and housing, increasing traffic on highways and new and improved ways to get to and from rail stations. This preference for transit may be a fundamental shift for the region, not just a cyclical trend.



Source: BART, Total Annual Exts FY1973 - FY2015. <http://www.bart.gov/about/reports/ridership>

Figure 2: The Bay Area's Two Types of Rail Systems

The Bay Area has two types of rail systems, BART gauge and standard gauge rail. Riders can connect between the two systems at Millbrae, Richmond and Coliseum stations. Several more connections are planned, at the Transbay Transit Center, San Jose's Diridon Station and Union City.

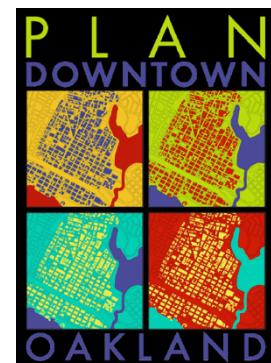


Map 3. A new four-track crossing could carry both BART gauge and standard gauge tracks, providing the benefits of new BART connectivity and new transit connections between the East Bay and Silicon Valley.



Dover/Kohl – Downtown Specific Plan

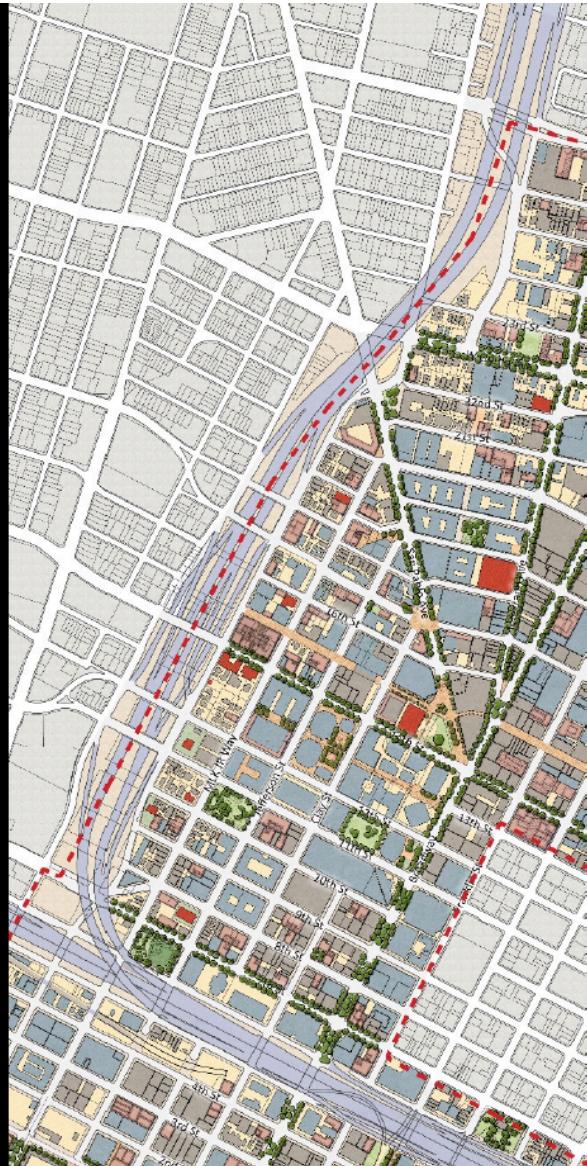
DOVER, KOHL & PARTNERS
town planning



DOWNTOWN OAKLAND SPECIFIC PLAN

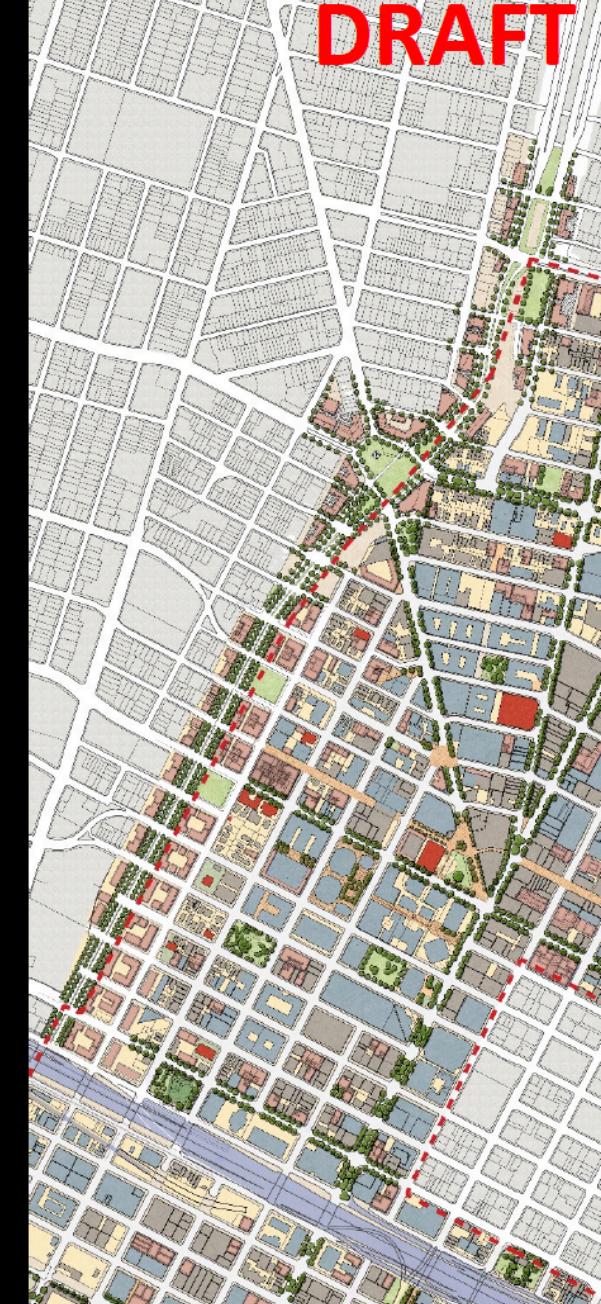
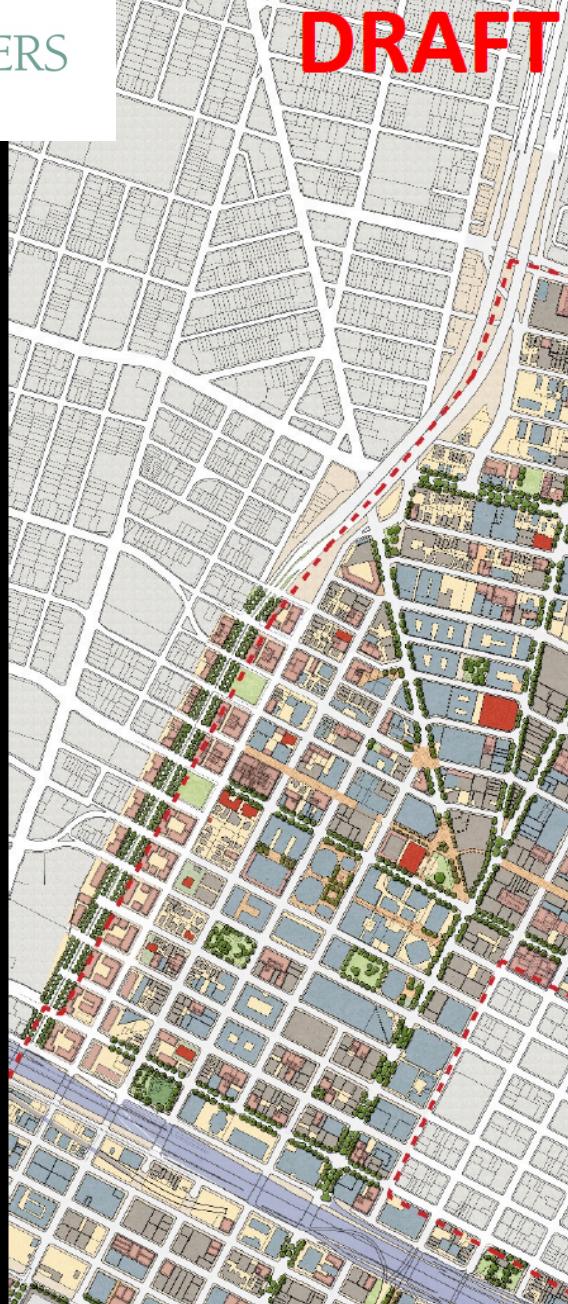
DRAFT

DRAFT



Highway

Boulevard



Boulevard, Extended

Dover/Kohl – Downtown Specific Plan

DOVER, KOHL & PARTNERS
town planning



I-980 transformation

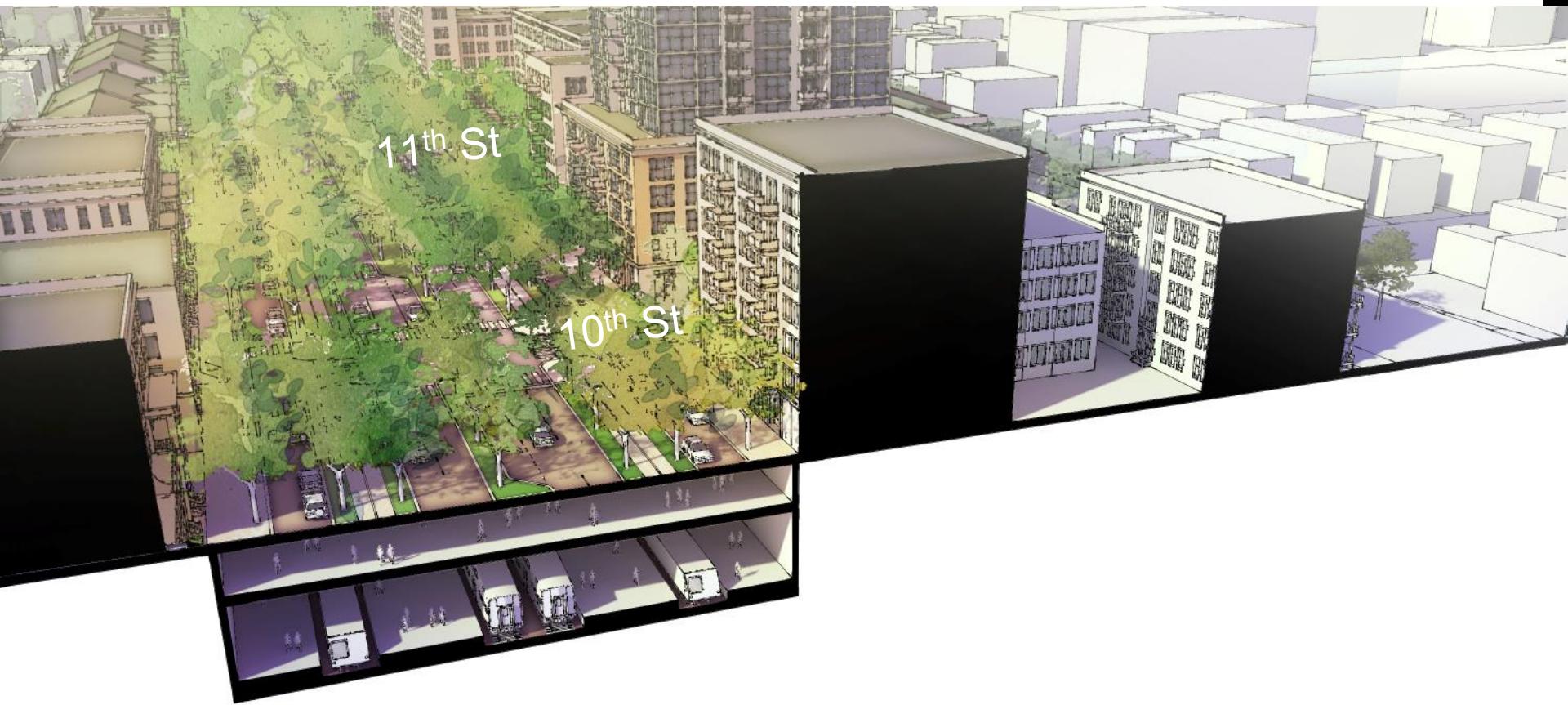
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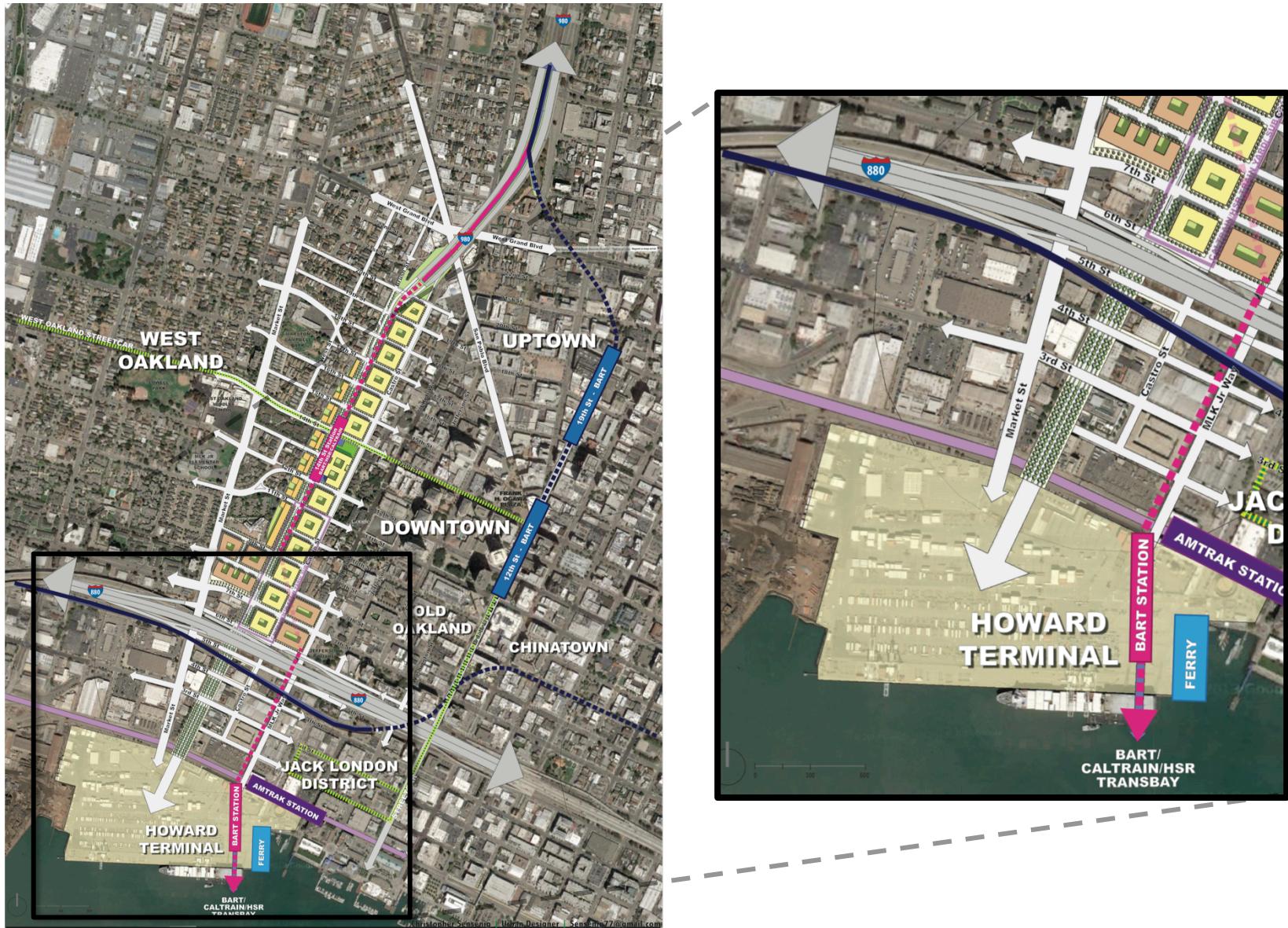


DOVER, KOHL & PARTNERS
town planning

I-980 transformation

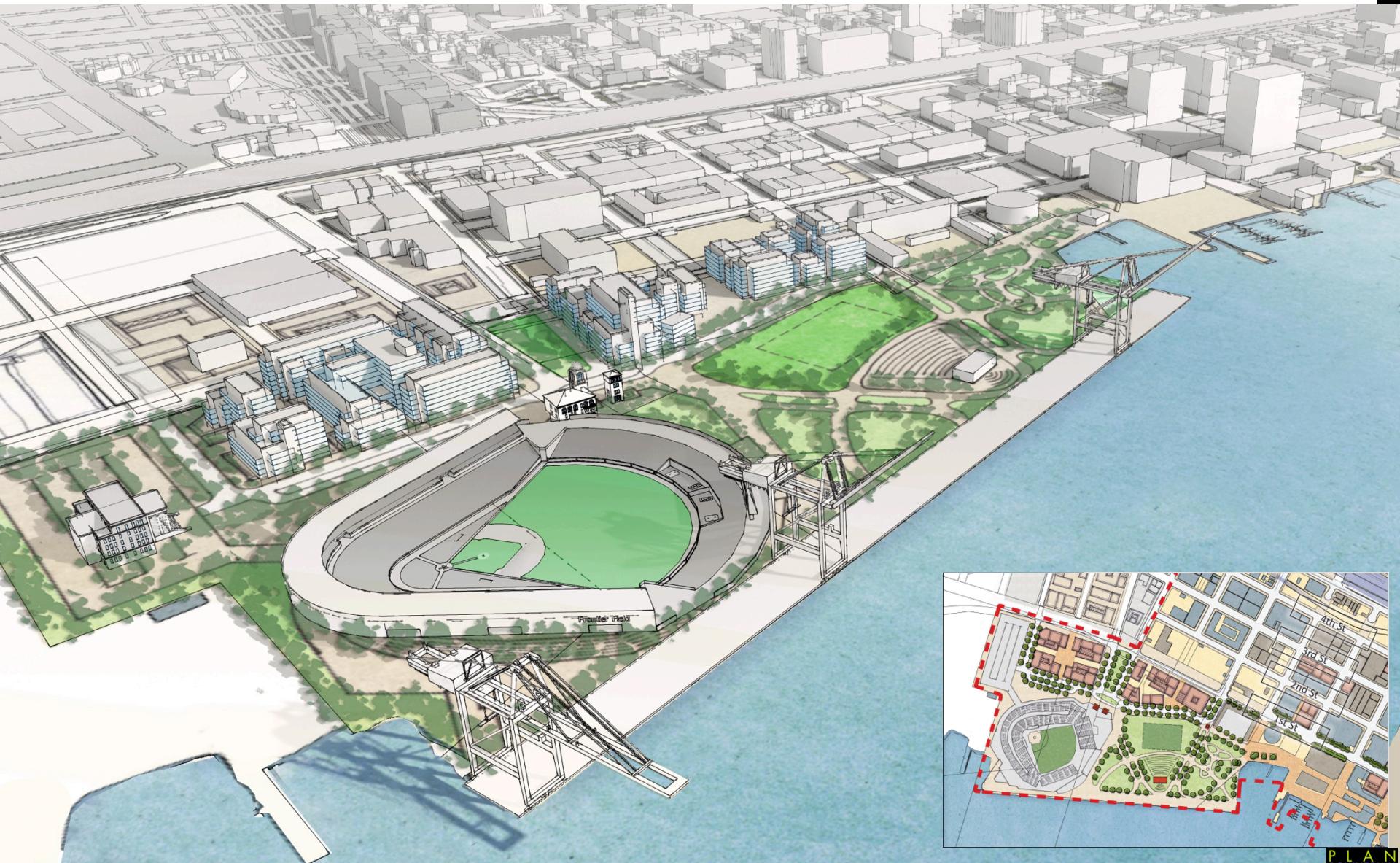
HOWARD TERMINAL

BOULEVARD AND TRANSIT CONNECTIONS



Dover/Kohl – DRAFT Downtown Specific Plan

DOVER, KOHL & PARTNERS
town planning

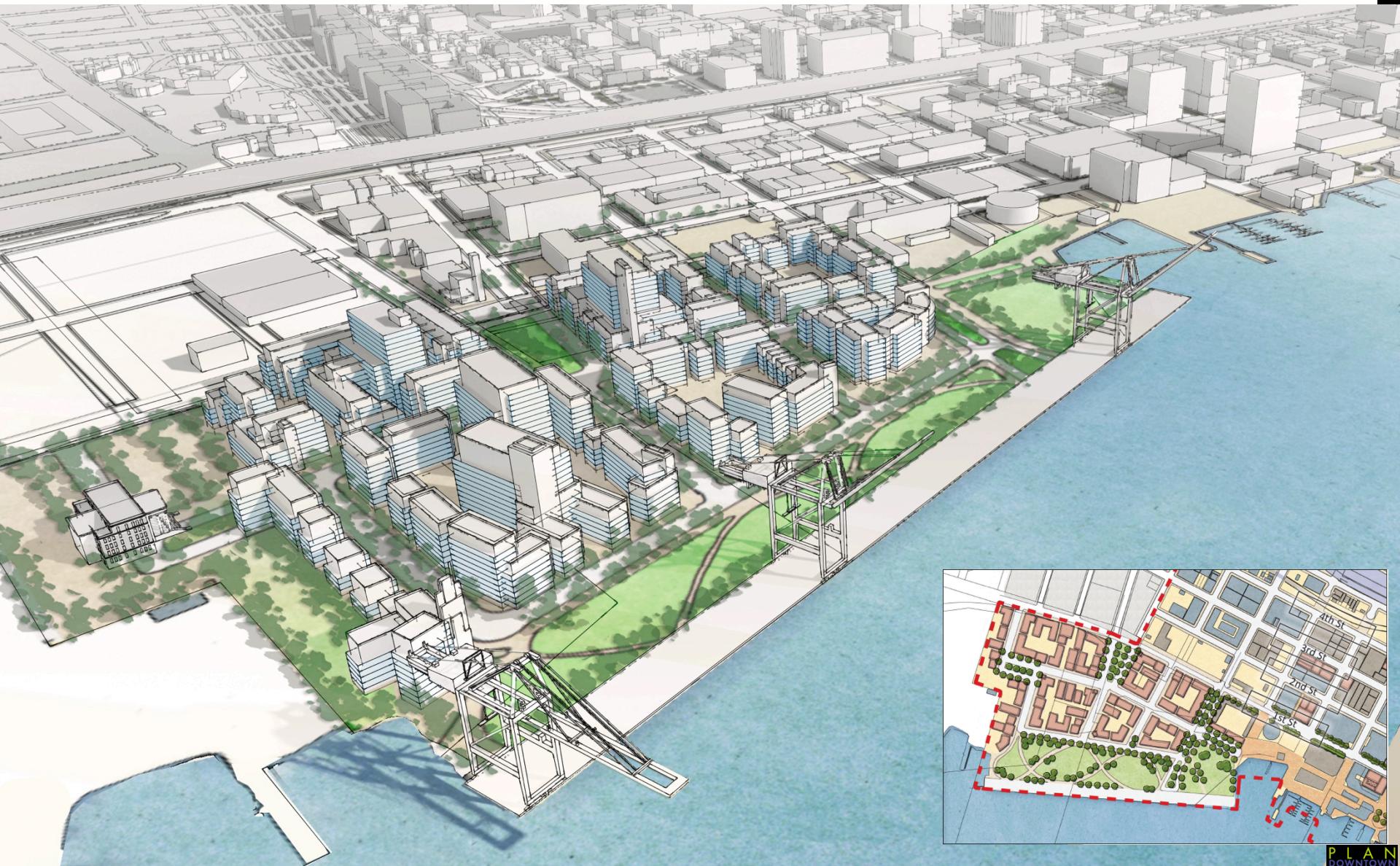


HOWARD Terminal



Dover/Kohl – DRAFT Downtown Specific Plan

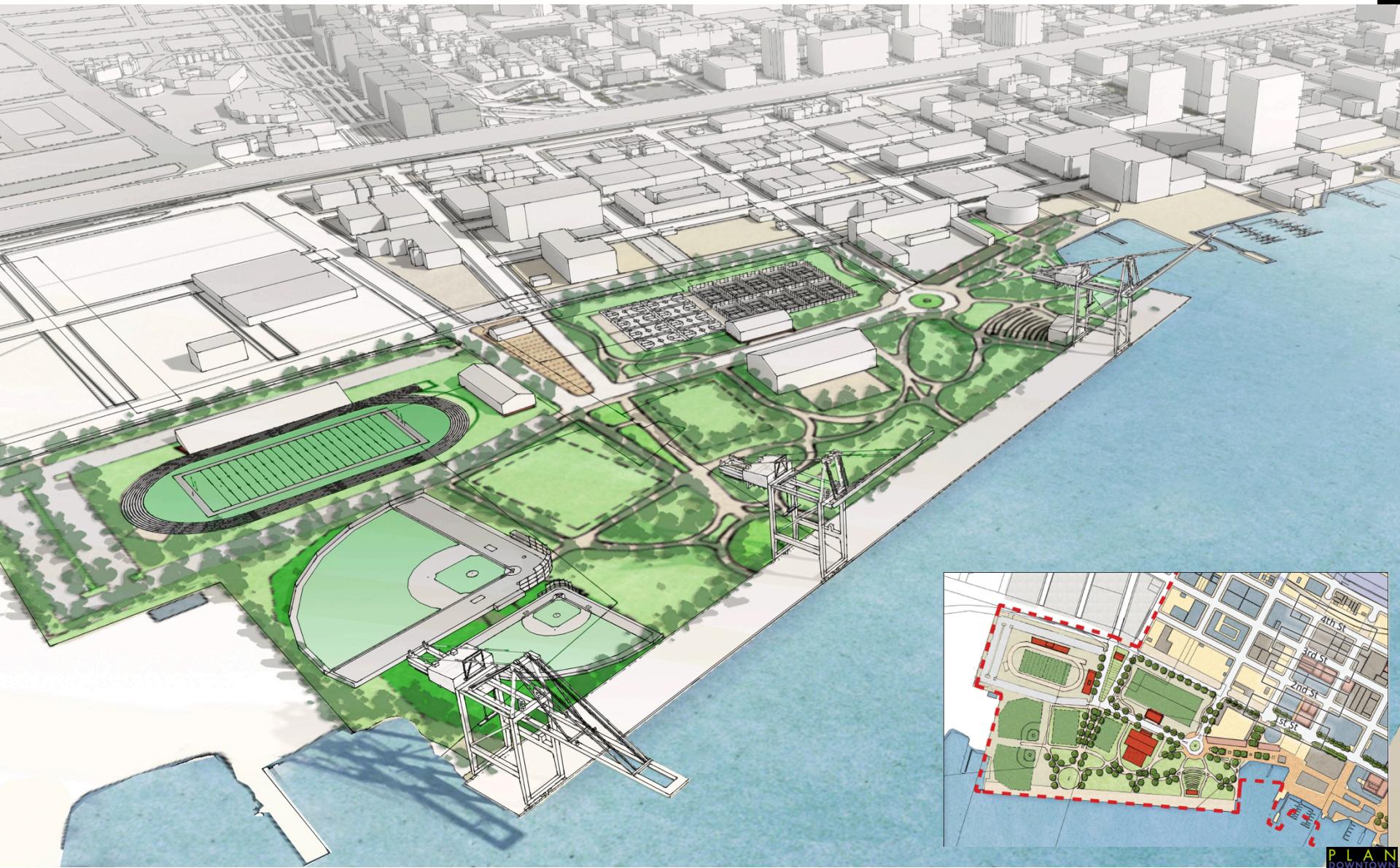
DOVER, KOHL & PARTNERS
town planning



HOWARD Terminal

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HOWARD Terminal

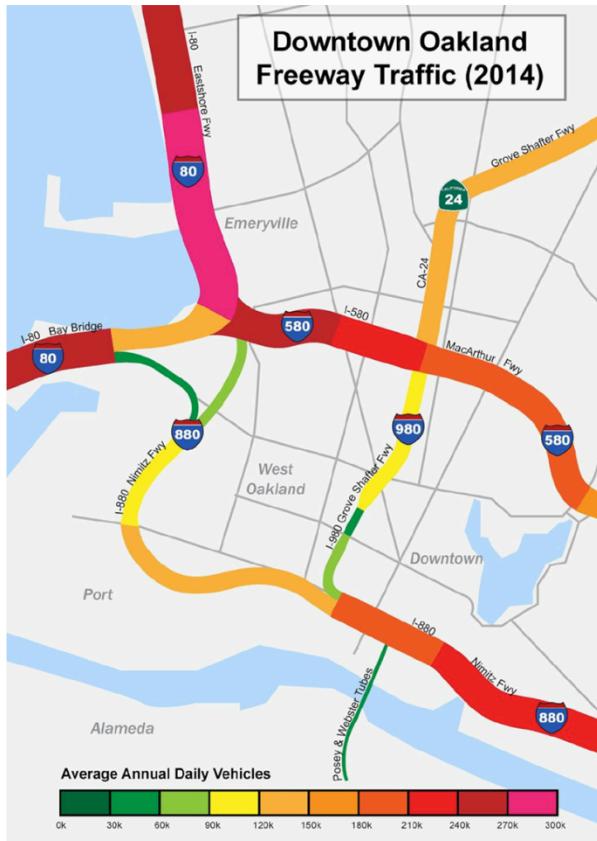


OTHER CONCEPTS

CAPPING, TUNNELS & COUPLETS

ADDED EXPENSE \$\$\$, REDUCED DEVELOPMENT OPPORTUNITY, LESS CONNECTIVITY

NUMBERS DO NOT JUSTIFY A LIMITED ACCESS FREEWAY

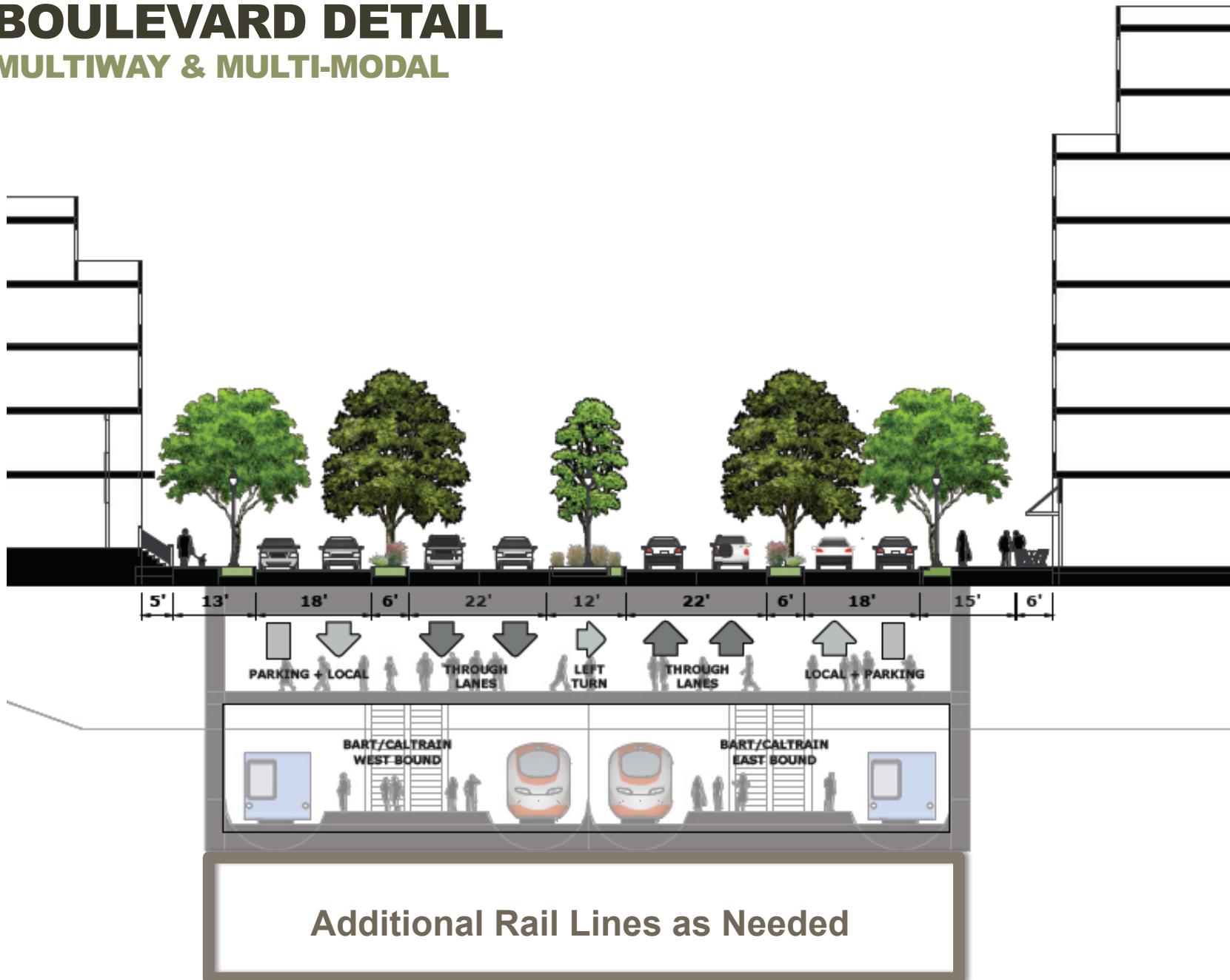


High Traffic Boulevards

Street	I-980 (between Grand and I-880)	Future Boulevard?	Octavia Blvd
Location	Oakland	Oakland	San Francisco
Traffic (avg daily # of vehicles)	73,000	45,000 – 60,000	63,000
# of lanes	5	4-6	6

BOULEVARD DETAIL

MULTIWAY & MULTI-MODAL



IF FREEWAY IS KEPT AS TUNNEL



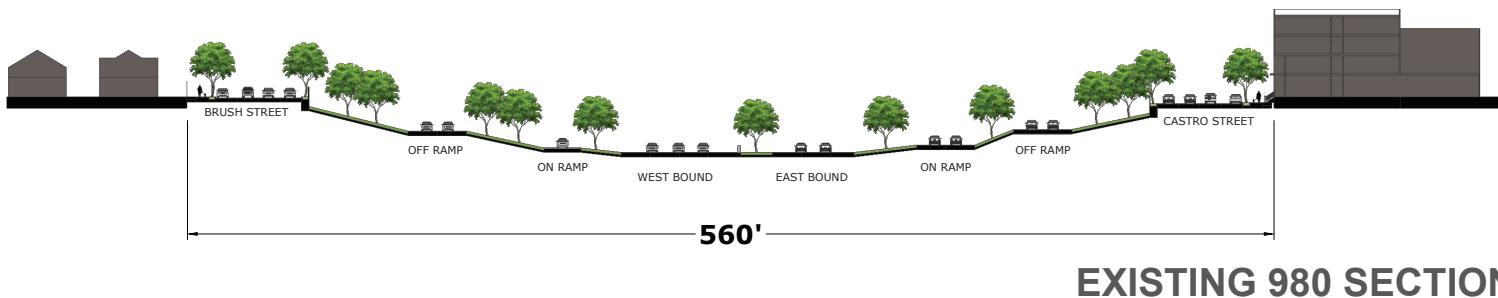
PHASING STRATEGY

CAN THE FLYOVER BE PART OF INITIAL PHASE (NEXT 5 YEARS)?



VALUES

- Connect Oakland believes that the 980 project should focus on **INTEGRATION AND INVESTMENT** in the surrounding community and should not lead to **displacement of existing residents**.
- 980 project should be a **CATALYST TO IMPROVE THE HEALTH AND WELLNESS** of the surrounding community.
- The 980 project first and foremost should be about **IMPROVING THE QUALITY OF LIFE** of residents of Oakland and West Oakland in particular.



NEXT STEPS FOR



UNDERSTANDING THE PAST, PRESENT, AND FUTURE



DOCUMENTARY



CONNECT OAKLAND | SUMMARY

