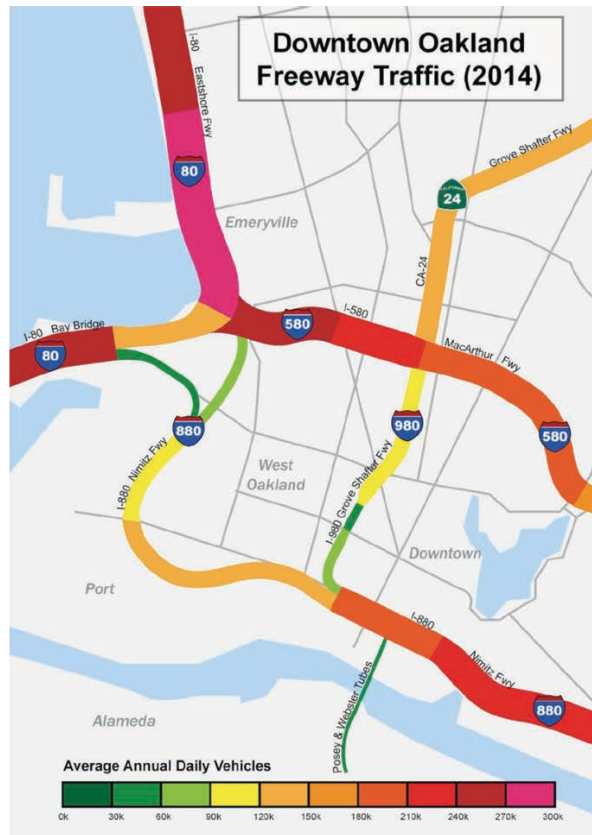


# OTHER CONCEPTS

## 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             |

**NEXT STEPS FOR**



## **UNDERSTANDING THE PAST, PRESENT, AND FUTURE**



**DOCUMENTARY**



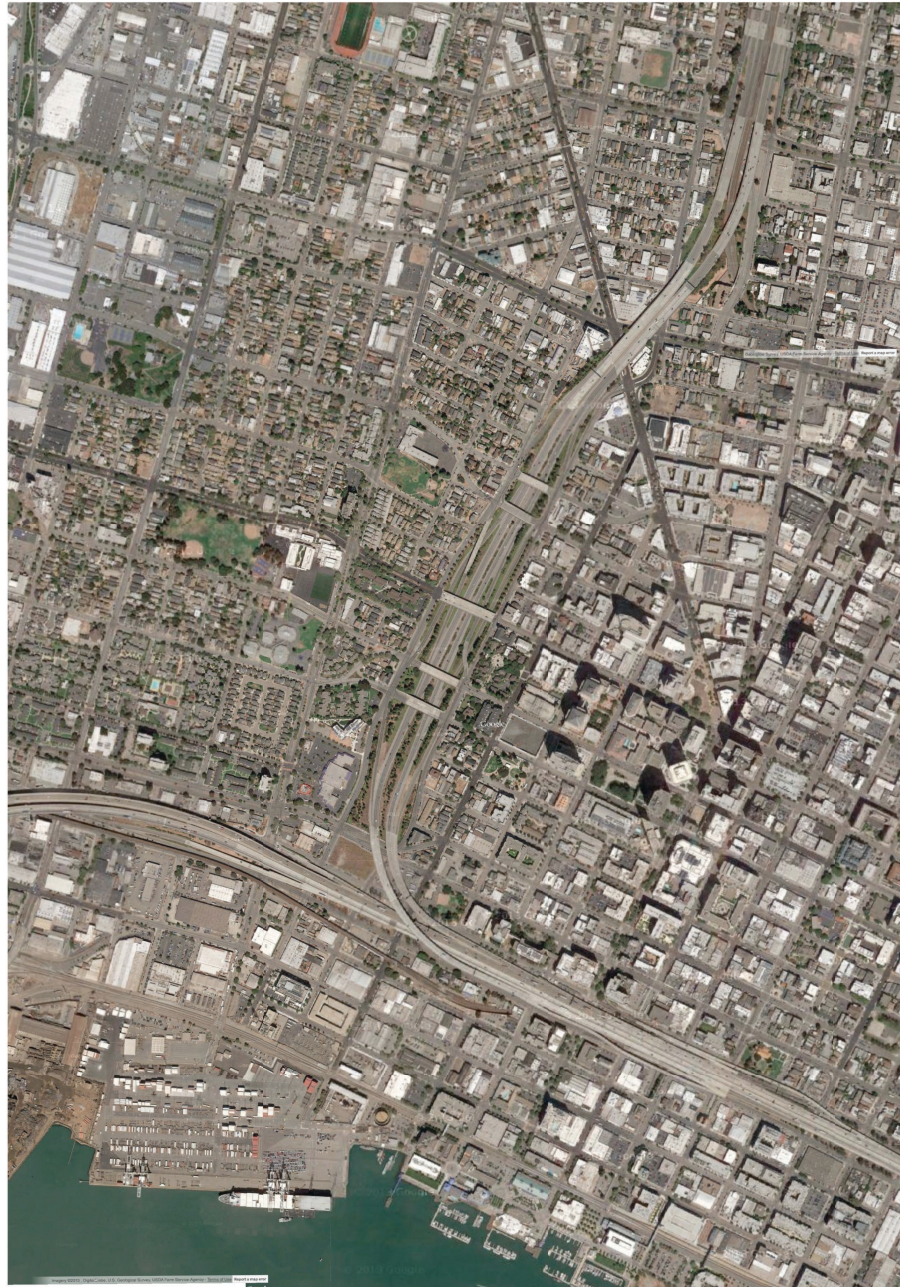




CITY OF OAKLAND

**MATT NICHOLS**

CITY OF OAKLAND



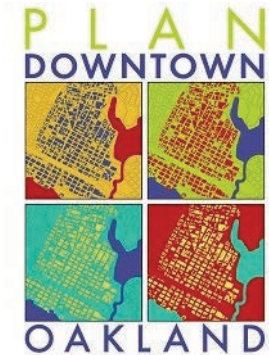
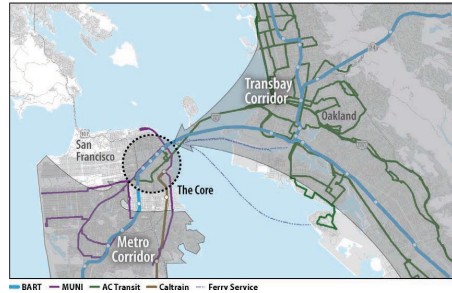




***“Infrastructure Mega-Projects profoundly affect people on the ground. Our I-980 is a cautionary tale – a broken promise of a 2nd crossing that remains a scar on our urban fabric. In its place, we want Livable Infrastructure that creates Local Economic Opportunity, Reconnects Neighborhoods, and Connects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

***-Mayor Libby Schaaf***

# CITY OF OAKLAND



- Included **I-980 in Downtown Specific Plan**
- Submitted Project to **Alameda Countywide Transportation Plan**
- Presented project at **McKinsey Global Infrastructure Conference**
- Incorporating I-980 alignment & 2nd Crossing into **MTC Core Capacity Study**
- Mayor Schaaf is seeking project study by **California State Transportation Agency**



# RECONNECTING NEIGHBORHOODS

