

Oakland For All

Options for How We Stabilize and Grow Survey Report

December 2025



OAKLAND
GENERAL PLAN

Creating Tomorrow, Together

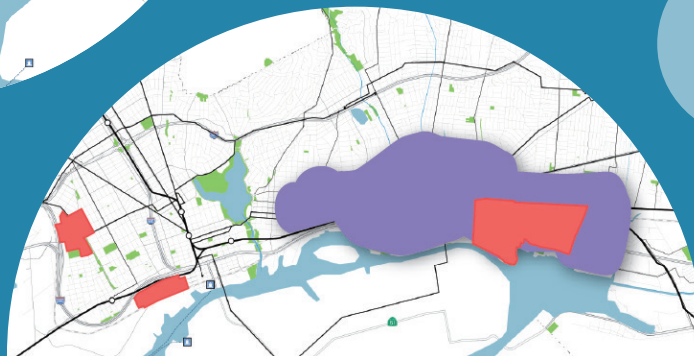


Table of Contents

Executive Summary	4
I Introduction	10
1.1 Planning Context	10
About the Options	10
1.2 Community Engagement and Survey	15
2 General Survey Results	19
2.1 Options Questions	19
Overall Options Preference	19
Strategy Preferences	20
Issues/ Concerns	25
2.2 Additional Feedback	27
New Development Sites	27
Transportation Improvements	34
Other comments	35
3 Demographic Analysis	37
3.1 Survey Respondent Demographics	37
What is your age?	37
What gender do you identify as?	38
Which of the following best represents your race/ethnicity?	38
What is your relationship to oakland?	39
If you live in oakland, which zip code do you live in?	40
What type of housing do you currently live in?	40
Preferred Language	43
Disability status and Formerly Incarcerated	43
Analysis	43
3.2 Survey Results by Demographics	43
Options Preference	44
Strategy preference	44
Appendix A: List of Comments	47
Appendix B: Demographic Preferences	48

List of Figures

Figure 1: Overall Options Preference (Rank 1).....	20
Figure 2: Overall Options Preference (Weighted Score)	20
Figure 2: Strategy Preferences (Net Score)	21
Figure 4: Issues/ Concerns.....	26
Figure 5: Development Sites (Pin Frequency).....	26
Figure 6: Transportation Feedback.....	34
Figure 7A: Survey Respondents by Age	38
Figure 7B: Oakland by Age (2023 Census).....	38
Figure 8A: Survey Respondents by Race/Ethnicity.....	39
Figure 8B: Oakland by Race/Ethnicity (2023 Census).....	39
Figure 9: Respondents by Relationship to Oakland.....	39
Figure 10: Respondents by Housing Type	40
Figure B-1: Options Preference by Zip Code.....	B-1
Figure B-2: Options Preference by Race/Ethnicity, Age, and Housing Type.....	B-1
Figure B-3: Land Use Preference by Zip Code.....	B-2
Figure B-4: Land Use Preference by Race/Ethnicity, Age, and Housing Type.....	B-2
Figure B-5: Transportation Preference by Zip Code.....	B-3
Figure B-6: Transportation Preference by Race/Ethnicity, Age, and Housing Type	B-3
Figure B-7: Parks and Open Space Preference by Zip Code.....	B-4
Figure B-8: Parks and Open Space Preference by Race/Ethnicity, Age, and Housing Type.....	B-4
Figure B-9: R&D Preference by Zip Code.....	B-5
Figure B-10: R&D Preference by Race/Ethnicity, Age, and Housing Type.....	B-5
Figure B-11: Hegenberger Road Preference by Zip Code.....	B-6
Figure B-12: Hegenberger Road Preference by Race/Ethnicity, Age, and Housing Type.....	B-6

List of Maps

Map 1: Oakland Zip Codes	7
Map 2: Features included in all Options (Baseline 2045)	13
Map 3: Option A: City of Neighborhoods.....	14
Map 4: Option B: Connected Corridors and Gateways	16

Map 5: Option C: Midtown Waterfront District.....	17
Map 6: Potential Sites for New Housing Development.....	29
Map 7: Potential Sites for New Jobs	30
Map 8: Potential Sites for New Commercial Activities	31
Map 9: Potential Sites for New Community Amenities	32
Map 10: Parks and Open Space	33
Map 11: Improved Streets and Connectivity.....	36
Map 12A: Survey Respondents by Zip Code	41
Map 12B: Oakland Population Density by Zip Code	42

List of Tables

Table 1: Preference by Demographics.....	8
Table 2: Land Use Strategies.....	21
Table 3: Transportation Strategies	22
Table 4: Parks and Open Space Strategies.....	23
Table 5: R&D Strategies	24
Table 6: Hegenberger Road Strategies	24
Table A-1: List of Comments.....	A-1

Executive Summary

This report summarizes the results of a citywide online survey prepared on three big-picture ideas (also known as “Options”) for how Oakland can stabilize and grow over the next 20 years, as part of the City’s General Plan Update (GPU) Phase 2. The three Options are: Option A: City of Neighborhoods, which focuses new development through the city in 18 mixed-use “neighborhood centers”; Option B: Connected Corridors and Gateways, which promotes transit-oriented development along corridors; and Option C: Midtown Waterfront District, which includes new waterfront development along the Central Estuary. This survey is one of many tools used to gather feedback on the Options. Other engagement strategies included focus groups, pop-ups at community events, walking tours, and presentations at public hearings. A complete list of community engagement activities to support Phase 2 of the GPU can be found [here](#).

The survey ran from July 30, 2025, to September 24, 2025, and received input from **757 respondents**. Community input on the Options will help inform the creation of a “Land Use Framework”. The Land Use Framework will present a cohesive vision for land use changes citywide that identifies ways to make Oakland more connected and livable. The Land Use Framework prepares the City for future housing and job growth, all while centering equity and sustainability. This framework will then guide the development of specific policies and actions related to land use, mobility, open space, and other topics as part of the Oakland GPU.

Below is a list of key findings from the survey results:

Options and Strategy Preferences

- **Overall Options Preference.** Respondents ranked **Option A: City of Neighborhoods** as their top choice, followed by Option B: Connected Corridors and Gateways, and Option C: Midtown Waterfront District, though differences between B and C were minimal.
- **Land Use.** There was a strong preference for a more distributed growth pattern for housing, jobs, and amenities across the city (**Option A: City of Neighborhoods**) over transit-oriented development (**Option B: Connected Corridors and Gateways**), or concentrated waterfront development (**Option C: Midtown Waterfront District**). However, participants still desired better connection to the waterfront, as provided in Option C, but across all of East Oakland, not just at the Estuary. Respondents also appreciated Option B’s ambitious vision of creating active corridors with multiple transportation options.
- **Transportation.** Highest rated strategies include improvements in first-last mile connectivity between neighborhoods and transit stops (**Option A: City of Neighborhoods**) and increased bus frequency along major corridors (**Option B: Connected Corridors and Gateways**). Participants would also like to see a new San Antonio BART station, as proposed in Option C: Midtown Waterfront District.
- **Parks and Open Space.** Participants favored **Option A: City of Neighborhoods**’ proposal to make new and existing parks the focal point for development, followed by **Option C: Midtown Waterfront District**’s new Estuary Park and trail network. Participants would also like to see a greater focus on improving maintenance and safety efforts of existing parks in the city.
- **Research & Development (R&D).** Each Option proposes different locations for R&D hubs, or areas where jobs in technology, life sciences, the green economy, and advanced manufacturing would be

clustered. R&D locations in West Oakland, western Jack London, and the Port's Airport Business Park (**Option A: City of Neighborhoods**) were viewed most favorably amongst participants.

- **Hegenberger Road.** Respondents would like to see cultural centers, design, and production businesses along Hegenberger Road (**Option A: City of Neighborhoods**) rather than airport-serving business with street beautification (Option C: Midtown Waterfront District), or new offices and hotels with an R&D center (Option B: Connected Corridors and Gateways).
- **Issues/Concerns.** A majority of participants believed **Option C: Midtown Waterfront District** would raise the most issues related to equity, housing, transportation, and parks/open space. Some also highlighted the need for a greater focus on strategies to curb climate change impacts for all three Options and provide housing near essential amenities like schools and grocery stores.

Additional Feedback

- **New Housing.** Suggested locations for potential new housing development sites were evenly dispersed across the city, with hotspots centered around Fruitvale and along Foothill Boulevard in Peralta/Hacienda. Commenters reiterated the need for high-density, diverse housing types and building on industrial properties or vacant lots, and near libraries.
- **New Commercial Services.** Respondents would like to see neighborhoods in East Oakland, West Oakland, and along existing BART lines revitalized with a variety of neighborhood-serving uses such as retail (small shops), restaurants, boutique hotels and family activities. Other topics included the revitalization of vacant spaces along key corridors and improved public safety.
- **New Jobs.** Respondents advocated for attracting local businesses to vacant commercial spaces existing within the city. Key hotspots include Eastmont and Oakmore South.
- **New Community Amenities.** Respondents outlined there is a greater need for community amenities in or around East Oakland. These include grocery stores, expanded senior centers, recreational centers, and event and performance venues.
- **Parks and Open Space.** Majority of comments emphasized the need for maintaining and updating existing parks and open spaces. Proposed sites for new public parks or open space were primarily concentrated at MLK Jr. Way, and north of Hillmont Ave.
- **Transportation Improvements.** Improvements in bus services were of utmost priority, highlighting the need for improved bus frequency and times, connections to peripheral neighborhoods, and upgrades in bus stop infrastructure. This was followed by bicycle and BART improvements.

Preferences by Demographics: Summary Table

In addition to general results, the report presents findings by predominant demographic categories across age, racial/ethnic background, zip codes, and housing type to understand variation in respondent priorities. **Table 1** summarizes the overall Option preferred by response group, as well as for each strategy. The Option preference for each group is based only on responses from those who opted to provide information on their identity and living conditions.¹ For ease of reference, **Map 1** displays the relationship between Oakland's zip codes and neighborhood locations. There are no significant differences in preference for overall Options

¹ Perspectives from other demographic groups with smaller sample sizes are evaluated as part of the overall analysis of results: Younger than 21 years old; Native American/Alaskan, Native Hawaiian/ Pacific Islander, or Two or More Races racial groups; residents living in zip code 94604, 94613, and 94620; and unsheltered/ temporary housing individuals.

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based on the demographic groups: Option A: City of Neighborhoods generally remains the most preferred across all groups. This is followed by Option B: Connected Corridors and Gateways, with the exception of zip code 94606, which prefers Option C: Midtown Waterfront District over Option B.

Map I: Oakland Zip Codes

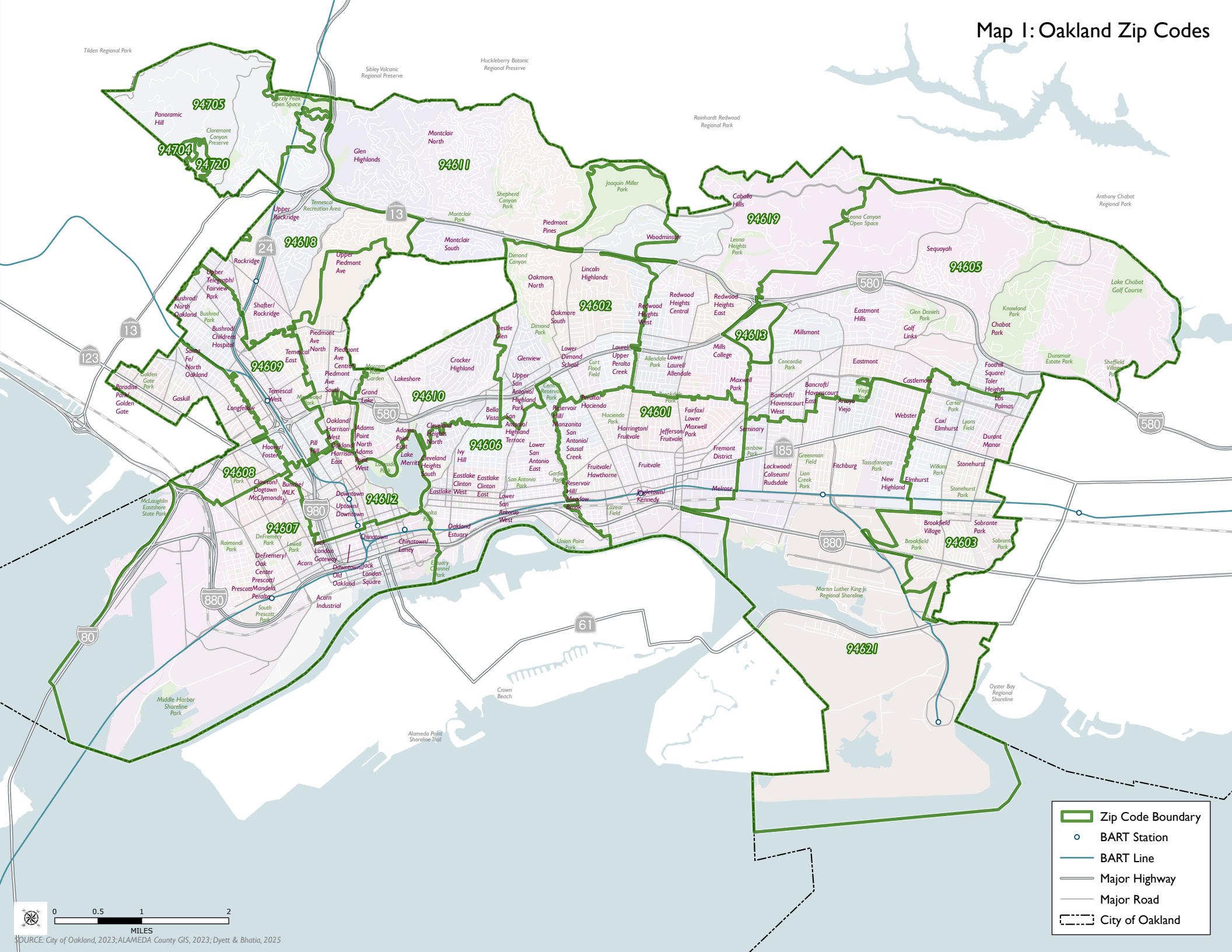


Table 1: Preference by Demographics

Respondent Group¹	# of Responses	Overall Option Preference	Preferred Option by Strategy				
			Land Use	Transportation	Parks/Open Space	R&D	Hegenberger Road
All	544	Option A	Option A	Option A	Option A	Option A	Option A
Zip code							
94601 (Fruitvale)	34	Option A	Option A	Option A	Option A	Option A and B (tied)	Option A
94602 (Glenview/ Lincoln Highlands)	37	Option A	Option A	Option A	Option A	Option A and C (tied)	Option C
94603 (Deep East Oakland)	10	Option A	Option A	All Options (tied)	Option A	Option A and B (tied)	Option A
94605 (East Oakland/ East Hills)	64	Option A	Option A	Option A	Option A	Option A and B (tied)	Option A
94606 (Eastlake/ San Antonio)	58	Option C	Option A	Option B	Option B	Option A	Option A
94607 (West Oakland)	50	Option A	Option A	Option A and B (tied)	Option A	Option A	Option A
94608 (Northwest Oakland)	34	Option A	Option A	Option B	Option A	Option A	Option A
94609 (Temescal)	32	Option A	All Options (tied)	Option A and B (tied)	Option A and B (Tied)	Option A	Option A
94610 (Adams Point/ Crocker Highland)	33	Option A	Option A	Option A	Option B and C (Tied)	Option A	Option A
94611 (North Oakland Hills)	37	Option A	Option A	Option A and B (tied)	Option A	Option A	Option A
94612 (Downtown)	36	Option A	Option A	Option A	Option A	Option B	Option A
94618 (Rockridge)	20	Option A	Option A	Option A and C (tied)	Option A	Option A	Option A

Oakland General Plan Update: Options Survey Report

94619 (Redwood Heights)	33	Option A	Option B	Option A and B (tied)	Option A	Option C	All Options (tied)
94621 (Coliseum/ Airport)	14	Option A	All Options (tied)	Option A and C (tied)	Option A	Option C	Option A
Race/Ethnicity							
African American/ Black	92	Option A	Option A	Option A and B (tied)	Option A and B (tied)	Option A	Option A
Asian/Asian American	79	Option A	Option A	Option A and B (tied)	Option A	Option A	Option A
Latino/ Latine/Hispanic	82	Option A	Option A	Option A	Option A	Option A	Option A
Middle Eastern/ Arab	10	Option B	Option B	Option B	Option C	Option A	Option A
White/Caucasian	273	Option A	Option A	Option A	Option A	Option A	Option A
Age							
21 to 44 years	326	Option A	Option A	Option A	Option A	Option A	Option A
45 to 64 years	127	Option A	Option A	Option A	Option C	Option A	Option A
65 years and over	64	Option A	Option B	Option A	Option A	Option B	Option A
Type of Housing							
Shared Housing	33	Option A	Option A	Option A	Option A	Option A	Option A
Housing to Own	296	Option A	Option A	Option A	Option A	Option A	Option A
Housing to Rent	177	Option A	Option A	Option A	Option A	Option A	Option A

Notes:

1. Perspectives from other demographic groups with smaller sample sizes, are evaluated as part of the overall analysis of results: Younger than 21 years old; Native American/Alaskan, Native Hawaiian/ Pacific Islander, or Two or More Races racial groups; residents living in zip code 94604, 94613, and 94620; and individuals who are unsheltered/living in temporary housing.

I Introduction

This section describes the role of the Options within the context of the Oakland GPU, and details of each of the proposed concepts. It also highlights the purpose of the survey in line with the City’s larger community engagement strategy.

I.1 Planning Context

The City of Oakland is preparing an update of its General Plan, which will establish the City’s overall approach to future development, transportation improvements, environmental quality, and other key topics. A General Plan is a document required by the State; it includes goals that outline the City’s long-term stabilization and growth objectives, as well as policies and actions to address citywide needs and envision a more vibrant future for all residents. These are developed to reflect [community priorities and values](#), updates to State law, demographic and land use changes, and other current/future trends and best practices. California law requires specific topics, called "Elements," to be covered in a General Plan. These include land use, circulation, housing, environmental justice, conservation, open space, noise, and safety. The city can also include other elements if needed. Through the GPU, the City aims to create livable and connected neighborhoods where people have access to everything they need, such as grocery stores, entertainment, stores, libraries, parks, and safe transportation.

The City is taking a phased approach to the GPU process. In Phase 1 (November 2021 to October 2023), the City conducted extensive community engagement to develop a vision and guiding principles for the overall General Plan, and ultimately adopted a Housing Element, Environmental Justice Element, and Safety Element. Phase 2 focuses on the Land Use and Transportation Element (LUTE), Open Space, Conservation, and Recreation (OSCAR) Element, Noise Element, and a new Infrastructure and Capital Facilities Element.

ABOUT THE OPTIONS

The Options for How We Stabilize and Grow (“Options Report”) explores big-picture ideas for how Oakland could stabilize and grow over the next 20 years. It describes different land use, transportation, and open space strategies that the City of Oakland could take to achieve the project goals and community vision for Oakland’s future development. The Options are based on feedback from community members over the last three years, economic trends that predict how much Oakland could grow (population and jobs) in the next 20 years, and existing plans and projects that will change how Oakland looks and works in the future. They are intended to help the community consider tradeoffs and preferences for Oakland’s future. Aspects of the Options, and community feedback on them, will ultimately inform the development of a “Preferred Plan” or “Draft Land Use Framework”, the framework of the LUTE, OSCAR, Noise, and Infrastructure and Capital Facilities Elements.

What All Three Options Share

Each Option for Stabilization and Growth is assumed to build upon a hypothetical “baseline” of Oakland in 2045, as illustrated in **Map 2**. This starting point reflects implementation of the actions, policies, and improvements identified in current adopted plans—including Phase 1 elements of the GPU—as well as completion of current pipeline development and capital improvement projects. All three Options include strategies to facilitate the creation of a minimum of **68,290 new housing units** and **48,040 new jobs by 2045**. These targets were established from an analysis of Oakland’s RHNA allocation, all projects in Oakland’s development pipeline, identified Housing Element sites, and growth projected in the DOSP. They also support the following changes:

- **Land Use.** Add a variety of new housing and jobs, support and strengthen existing neighborhood commercial areas and main streets, explore different ways of more equitably distributing amenities and investment throughout the city, support arts and culture, modernize industrial areas to create more jobs, support community development, and reduce pollution, and limit new development in areas at risk of environmental hazards.
- **Transportation.** Improve walking, biking, and transit connections throughout Oakland by completing ongoing transportation plans and projects, such as the City’s Pedestrian Plan, the East Bay Greenway, and the West Oakland Link.
- **Parks and Open Space.** Create new waterfront trail connections along the Central Estuary shoreline and the San Leandro Creek, south of I-880.
- **Research and Development (R&D).** Create new employment districts for R&D jobs, including technology, life sciences, the green economy, and advanced manufacturing.
- **Hegenberger Road.** The Options explore different scenarios for Hegenberger Road, a major street that runs from the Oakland International Airport to International Boulevard. Reimagining Hegenberger Road is a priority for East Oakland communities.
- **Equity.** Promote greater equity, with Options offering varying strategies for maximizing potential benefits and minimizing potential burdens on Oakland’s Environmental Justice communities.

Option A: City of Neighborhoods

Oaklanders have shared that one of their foremost priorities is to be able to reach more destinations and daily needs within a short walk from home. **Option A: City of Neighborhoods (Map 3)** spreads new development throughout the City in 18 mixed-use “neighborhood centers”. Nine neighborhood centers will add new housing to existing neighborhood shopping areas and commercial main streets, including Temescal, Fruitvale, and Laurel. The other nine will add new stores and services (like access to healthy food) in neighborhoods that don’t currently have walking access to commercial amenities, including North Oakland, Clawson/Dogtown, Prescott, Cleveland Heights, San Antonio, Castlemont, Lockwood/Coliseum/Rudsdale, and Elmhurst. Neighborhood centers will include things like grocery stores, restaurants, and local services, along with more housing, frequent public transit, parks, green spaces, and places for the community to gather.

Option A: City of Neighborhoods would result in an estimated **83,500 new housing units** and **109,000 new jobs** by 2045 (in addition to 189,700 housing units and 217,680 jobs presently). Option A: City of Neighborhoods would add new housing and jobs in **37 of Oakland’s Environmental Justice communities**, including all 12 of the most burdened communities.

Option B: Connected Corridors and Gateways

Oaklanders have shared that they also strongly support more housing and jobs close to public transit (transit-oriented development). **Option B: Connected Corridors and Gateways** concentrates new development along major transit corridors throughout the City, as illustrated in **Map 4**. More housing and jobs would support more frequent bus service and local businesses along these corridors by increasing the local population of potential riders who would live, work, shop, and socialize in these areas.

Map 2: Features Included In All Options (2045 Baseline)

Key

1. West Oakland Link
2. Commercial and production uses around Prescott Market
3. High density and tall buildings are allowed around select BART stations
4. High density and tall buildings are allowed around select major transit corridors
5. Howard Terminal redeveloped with greener, electrified uses that serve the Port of Oakland
6. Buildout of the Downtown Oakland Specific Plan, Broadway Valdez Specific Plan, and Lake Merritt Station Area Specific Plan
7. Brooklyn Basin (full buildout)
8. Existing neighborhood commercial centers continue to serve their neighborhoods
9. 42nd Avenue is extended, replacing the diagonal portion of Alameda Avenue
10. Industrial land is modernized to reduce pollution and provide more jobs
11. Transit frequency improvements identified in AC Transit's Major Corridors Study are completed
12. Buildout of Coliseum Area Specific Plan
13. Street grid improvements
14. Oak Knoll (full buildout)
15. Industrial land is modernized to reduce pollution and provide more jobs
16. San Leandro Creek greenway
17. East Bay Greenway

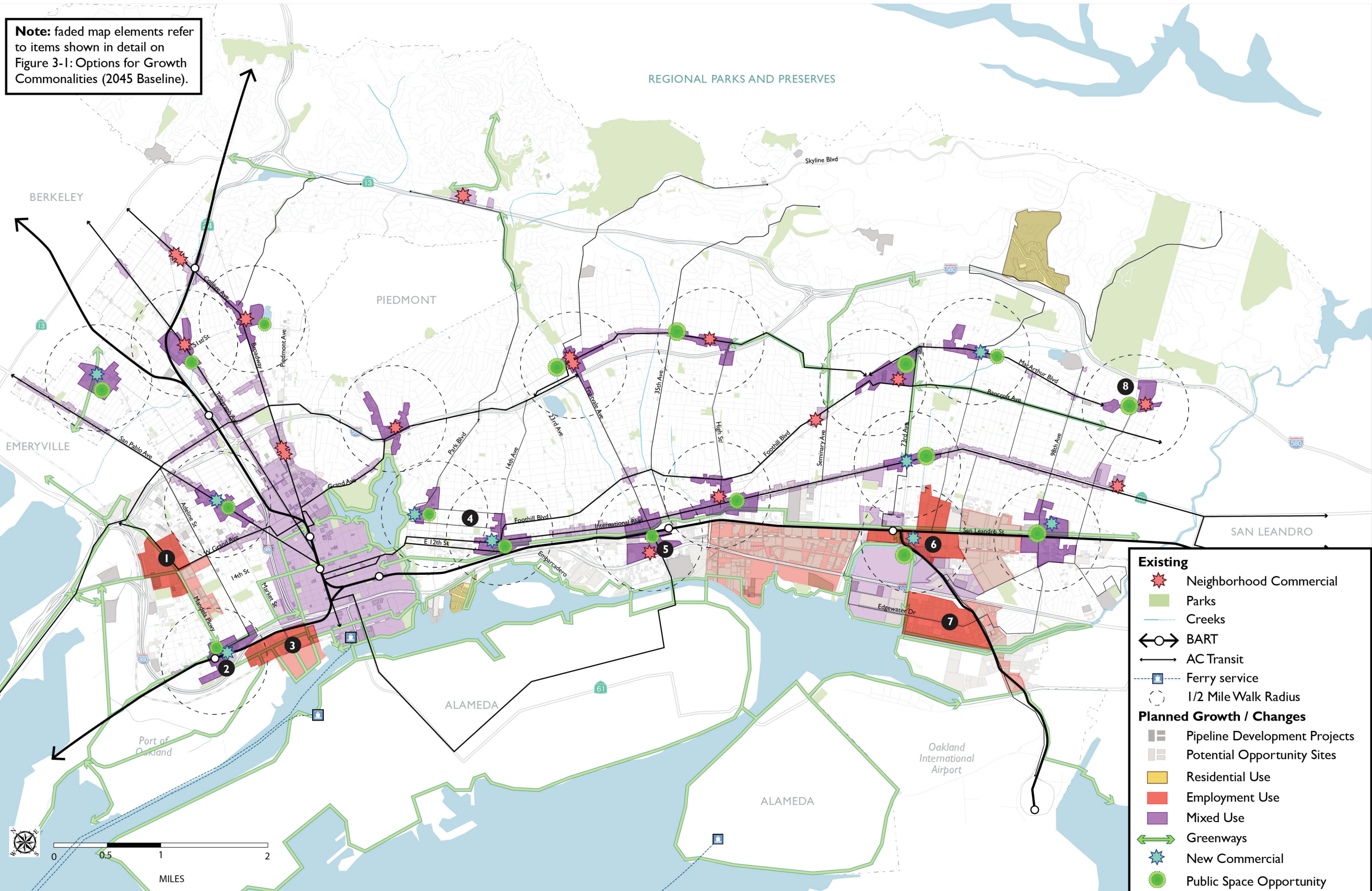


Note: This figure illustrates areas of significant change. However, all parts of the City will be affected by the General Plan.

Map 3: Option A (City of Neighborhoods)

Key

1. Develop an R&D campus in West Oakland, which could build on the energy of a nearby R&D cluster in Emeryville
2. Develop an R&D campus in north Jack London
3. Attract food retailers in neighborhoods that do not have commercial centers by adding residential density
4. Increase first/last mile connectivity between neighborhood centers, job hubs, and regional transit in coordination with the development of slow streets, bike infrastructure, and urban greening
5. Enhance existing commercial centers in areas that are likely to redevelop by adding higher density housing and employment uses
6. Add a new commercial area between the Coliseum area and Hegenberger Road that features live/work artist spaces, cultural centers, and production design and repair (PDR) businesses
7. Develop an R&D campus at Port Airport Business Park
8. Add new parkland and public space within neighborhood centers as central community gathering spaces



Note: This figure illustrates areas of significant change. However, all parts of the City will be affected by the General Plan.

Option B: Connected Corridors and Gateways would result in **82,000 new housing units** and **115,000 new jobs** by 2045 (in addition to 189,700 housing units and 217,680 jobs presently). Option B: Connected Corridors and Gateways would add new housing and jobs in **21 of Oakland's Environmental Justice communities**, including 9 of the 12 most vulnerable communities.

Option C: Midtown Waterfront District

Oaklanders have shared a desire to be more connected to the waterfront, with new homes and jobs, as well as more parks and gathering spaces and access to the waterfront, much of which is lined with older industrial uses in the central and eastern parts of the City. **Option C: Midtown Waterfront District** outlines a new “Midtown” waterfront district (**Map 5**) to replace old industrial lands along the Central Estuary and around a new San Antonio transit hub at E. 12th St and 14th Ave. This transit hub could lay the groundwork for a future San Antonio BART station. The new Midtown will have densities in-between Downtown and neighborhood mixed-use centers, with new homes, jobs, waterfront parks, and better connections across I-880.

Option C: Midtown Waterfront District would result in **97,000 new housing units** and **120,000 new jobs** by 2045 (in addition to 189,700 housing units and 217,680 jobs presently). Option C: Midtown Waterfront District would add new housing and jobs in **12 of Oakland's Environmental Justice communities**, including 8 of the 12 most vulnerable communities.

I.2 Community Engagement and Survey

The GPU process has included extensive and inclusive outreach, with additional resources dedicated to engaging communities historically underrepresented and excluded from traditional planning processes and most negatively impacted by City policies. Outreach during Phase I and to-date in Phase 2 has included over 90 community meetings, town halls, focused discussion groups, and pop-up outreach events conducted across Oakland. A summary of community events is available here: <https://www.oaklandca.gov/files/assets/city/v/4/planning-amp-building/documents/sp/gp/phase-2-updates/comm.-eng/oakland-gpu-engagement-summary-report-2024-2025.pdf>.

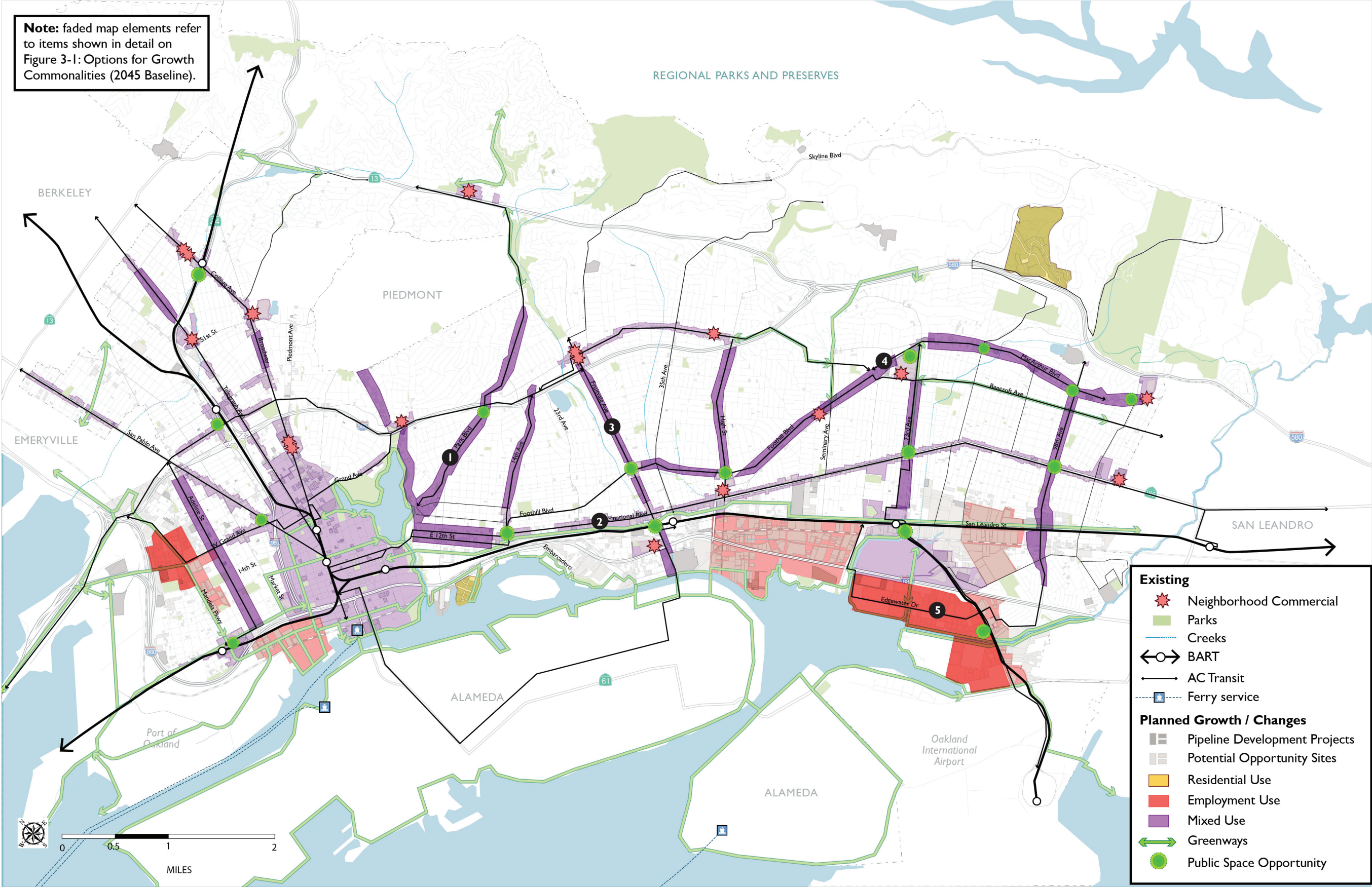
This survey was the fourth citywide survey undertaken as part of the GPU process and builds on the community outreach and input collected in Phase 1 and during Phase 2. The Options survey ran from July 30, 2025, to September 24, 2025, and received input from **757** contributors, with an average of 624 responses per Options question, 294 responses per additional feedback question, and 707 responses per demographic question. Below is a complete list of questions provided in the survey. The Options-specific questions were supplemented with one mapping and two text-based questions to gather any additional suggestions, along with eight demographic questions. All questions were voluntary.

1. **Option A: City of Neighborhoods.** “Which features of Option A: City of Neighborhoods do you like/dislike?”
2. **Option B: Connected Corridors and Gateways.** “Which features of Option B: Connected Corridors and Gateways do you like/dislike?”
3. **Option C: Midtown Waterfront District.** “Which features of Option C: Midtown Waterfront District do you like/dislike?”
4. **Comparison of Options.** “Please rank the three Options in order of overall preference”

Map 4: Option B (Connected Corridors and Gateways)

Key

1. Increase density along corridors where higher transit frequencies (10-minute headways) are desired for overall network connectivity (especially north-south corridors)
2. Increase density along corridors with existing rapid transit (10- and 15- minute headways)
3. Support a parallel network of comfortable biking streets near corridors where the right of way is too narrow for both bike lanes and transit
4. Plan for larger parks at corridor gateways (i.e., transit centers) and key intersections, with smaller parks, greenways, and privately-operated public spaces (i.e., parklets in front of businesses) dispersed along the corridors
5. Redevelop Hegenberger Road north of I-880 as a mixed-use corridor with strong connections to a new R&D campus at the Port's Airport Business Park, while preserving airport-serving commercial uses south of I-880

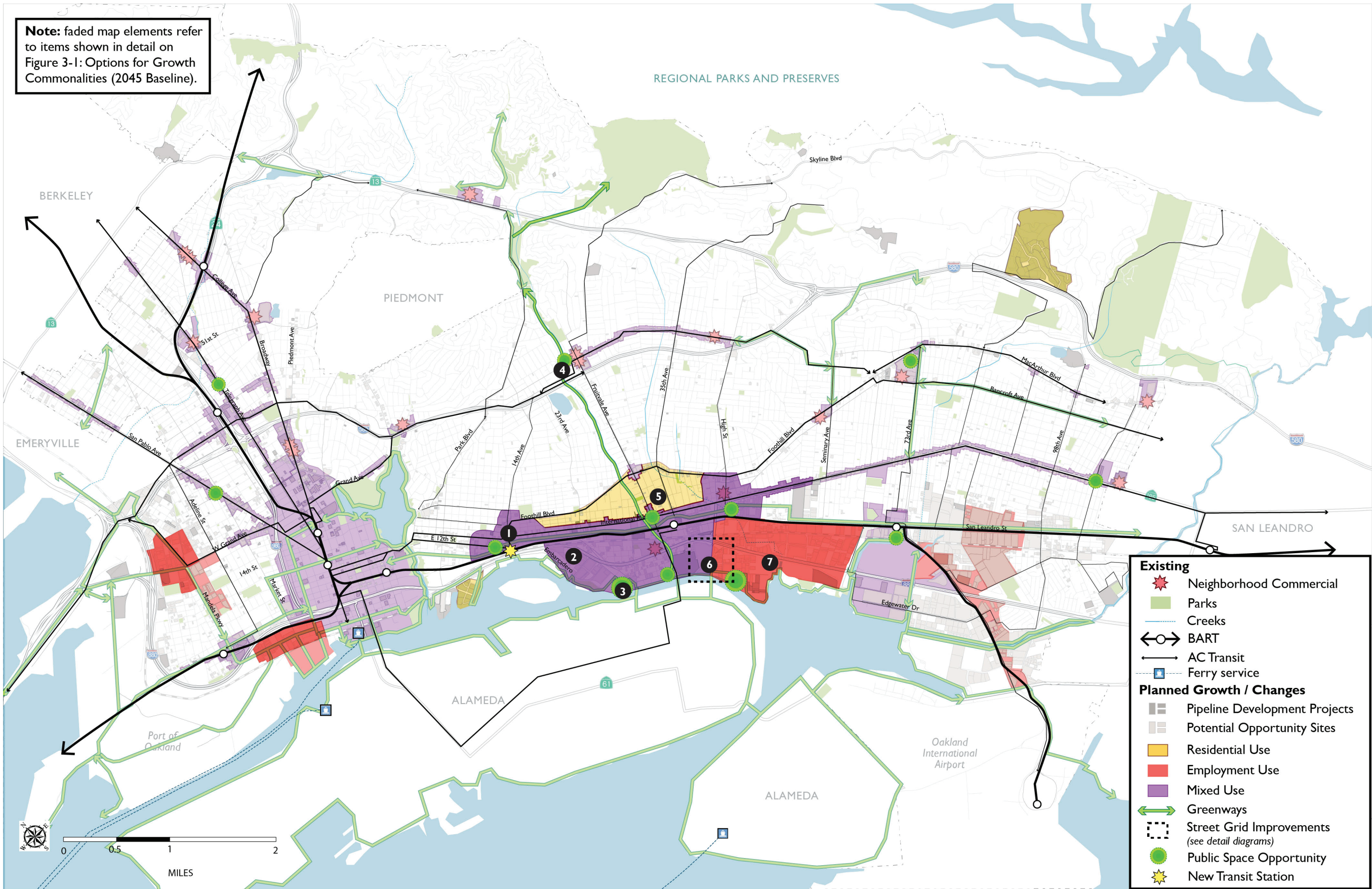


Note: This figure illustrates areas of significant change. However, all parts of the City will be affected by the General Plan.

Map 5: Option C (Midtown Waterfront District)

Key

- 1. A new San Antonio Transit Hub (potentially a future permanent BART station) connects high density neighborhoods along the shoreline
- 2. Former industrial areas along the waterfront are developed into a high-density mixed-use neighborhood
- 3. Widened shoreline path and new publicly accessible green spaces link Jack London, Brooklyn Basin, Estuary neighborhoods, the new R&D campus, the Coliseum, and the MLK Jr. Regional Shoreline, while providing sea level rise protection
- 4. Sausal Creek is connected as a greenway, with park space, trail connections, and public art
- 5. Higher density housing along International Boulevard and surrounding neighborhoods prevents displacement of current residents
- 6. The Central Estuary street grid is updated to extend 42nd Avenue and phase out the diagonal portion of Alameda Avenue
- 7. A large new R&D campus is developed in the South Estuary, near the Coliseum



Note: This figure illustrates areas of significant change. However, all parts of the City will be affected by the General Plan.

5. **Issues/Concerns.** “Do any of the Options raise any concerns regarding: Equity impacts, Amount of housing created, Transportation impacts, Parks/open space impacts, and Climate change impacts.”
6. **Additional Feedback: New Development.** “Do you have any additional suggestions for where new development (housing, jobs, and commercial services) should go that were not listed?”
7. **Additional Feedback: Transportation.** “Do you have additional suggestions for how to strengthen transportation/ how Oaklanders get around?”
8. **Other Additional Feedback.** “Please share any additional feedback on the Options or any additional suggestions that were not listed. What features are you most excited about? What features are missing that are important for your community?”

Respondents could learn more about each of the three Options and the “baseline” conditions they each build on by reviewing background information listed at the beginning of the survey page or by clicking on the individual links integrated within the question itself. These links are listed below:

- **Baseline (What all three Options Share):**
<https://oaklandgpu.mysocialpinpoint.com/index.php?cID=508>
- **Option A: City of Neighborhoods:**
<https://oaklandgpu.mysocialpinpoint.com/index.php?cID=509>
- **Option B: Connected Corridors and Gateways:**
<https://oaklandgpu.mysocialpinpoint.com/index.php?cID=510>
- **Option C: Midtown Waterfront District:**
<https://oaklandgpu.mysocialpinpoint.com/index.php?cID=511>

Respondents were able to answer the survey on their own schedules, taking as much time as they would like to share feedback. Respondents did not have to live in Oakland, though **90 percent** of contributors who filled out the demographic questions indicated they were Oakland residents. While 100 percent of survey responses received were in English, participants made use of Social Pinpoint’s online tools to translate survey content into Spanish, Chinese, Filipino, Hindi, and Arabic.

In addition to the online survey, hard copies were distributed to community engagement partners at pop-up events facilitated by community engagement consultant Deeply Rooted.

The survey was advertised to the public through a variety of platforms:

- Posts on Oakland’s social media channels (LinkedIn, Instagram, Facebook, and X)
- 30s ads on Disney/Hulu platforms
- Ads on the sides and interiors of AC Transit buses, targeting routes in East and West Oakland
- Ads on Oakland’s interactive kiosks around the city
- Pop-up events and workshops
- Boards and Commissions meetings
- General Plan Update newsletter

2 General Survey Results

Key findings of the survey are discussed and summarized below. Survey participants were asked five questions on the Options, three questions on additional suggestions, and eight demographic questions (details provided in Chapter 3 of this report). All questions included in the survey were optional.

2.1 Options Questions

In the first section of the survey, participants were asked to respond to ranking and multiple choice questions related to the proposed Options. One question asked respondents to rank the Options from most to least preferred. Three multiple-choice questions prompted participants to provide their feedback on specific strategies proposed under each of the three Options: Land Use, Transportation, Parks and Open Spaces, Research and Development (R&D), and Hegenberger Road. Lastly, the fifth question collected input on issues/concerns respondents felt may apply. Questions in this section received varying numbers of responses, ranging from **544 to 716 responses** per question.

The analysis for this series of questions is based on “weighted” scores, further described below. The Overall Options preference was determined based on “rank 1” results and a “weighted” score, which was calculated by assigning more points to a higher ranking. Strategy preferences and key issues/concerns were evaluated based on a total score that added likes” (with a value of 1) and “dislikes” (with a value of -1). Because all the questions were optional and allowed participants to check multiple topics as priorities or issues, total scores may not be the same. In all multiple-choice questions, respondents were given an option to specify an “other.” These “other” responses have been synthesized and summarized to reveal broader patterns of responses. A full list of open-ended comments is available in **Appendix A**.

OVERALL OPTIONS PREFERENCE

“Please rank the three Options in order of Preference”.

Survey participants were asked to rank the Options overall from most (rank 1) to least preferred (rank 3). For this analysis, results were evaluated based on the “rank 1” preference and a “weighted score” to determine overall preference amongst participants. The weighted score was calculated by assigning more points to higher rankings. For example, “Rank 1” = 3 points and “Rank 3” = 1 point. This question received **544** responses. There were no comments collected as part of this question.

Figure 1 shows the Options preference based on the “rank 1” percentage count. The majority of respondents (64 percent) ranked **Option A: City of Neighborhoods** as their first choice. It also received the highest weighted score (as seen in **Figure 2** below), indicating an overall preference for Option A. Option C: Midtown Waterfront District and Option B: Connected Corridors and Gateways (Option B) Connected Corridors and Gateways followed as top choices, though their relative rankings varied slightly depending on whether results were based on first-choice ranks or weighted scores.

Figure 1: Overall Options Preference (Rank 1)

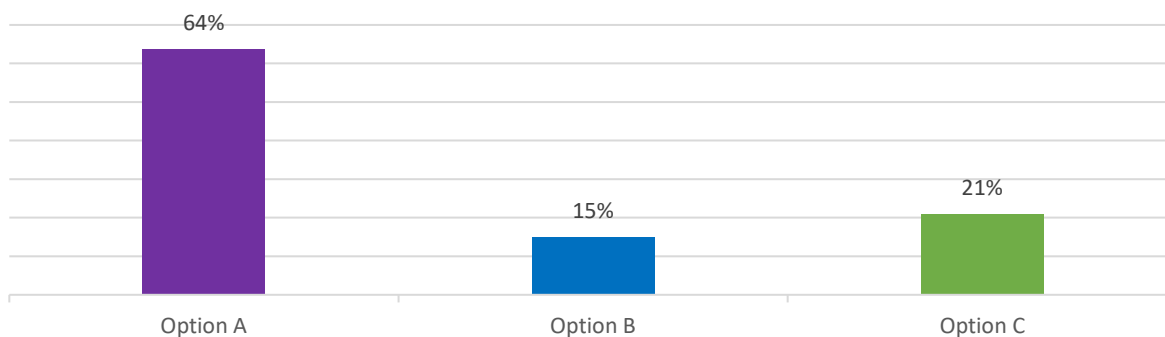
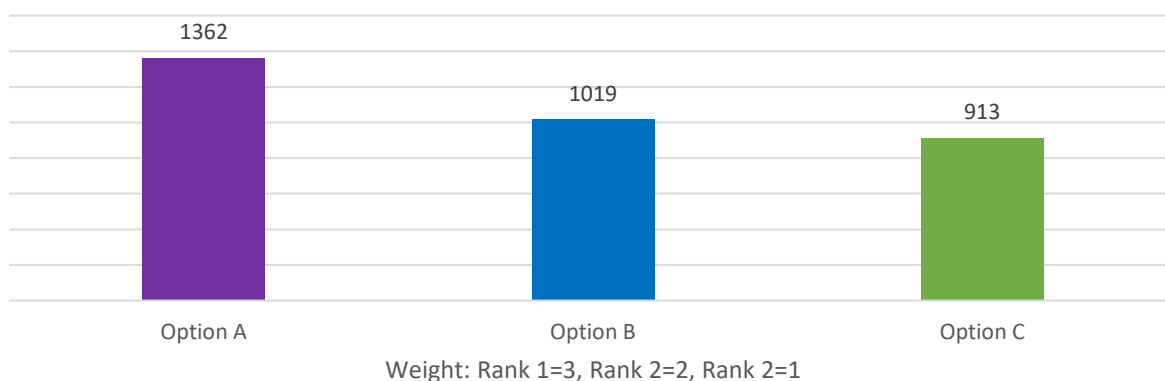


Figure 2: Overall Options Preference (Weighted Score)

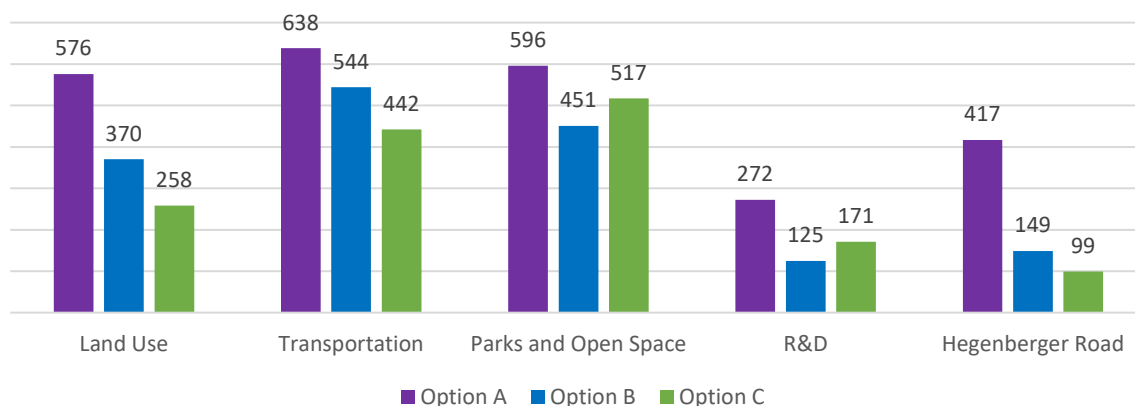


STRATEGY PREFERENCES

“Which features of Option A: City of Neighborhoods do you like/dislike?”; “Which features of Option B: Connected Corridors and Gateways do you like/dislike?”; “Which features of Option C: Midtown Waterfront District do you like/dislike?”

Respondents were asked to share input regarding which feature (i.e. strategies) resonated with them the most by selecting “like” or “dislike” for strategies across five main topics: Land Use, Transportation, Parks and Open Space, Research and Development (R&D), and Hegenberger Road. A summary of key concepts proposed under each strategy was provided with each question as reference, as listed in **Table 2** to **6**. These questions received between **694 to 716 responses** and **169 comments**.

For ease of analysis, responses were tallied as a total score for each of the five topics based on the sum of “likes” (value=1) and “dislikes” (value=-1). Based on the results in **Figure 3**, all strategies proposed as part of the Options received a positive total score, which indicates that participants generally “liked” rather than “disliked” all the concepts.

Figure 3: Strategy Preferences (Total Score)

Land Use

As illustrated in **Figure 3**, respondents preferred a more distributed growth pattern for housing, jobs, and amenities and concentrating growth in neighborhoods across the city (**Option A: City of Neighborhoods**, total score **576**) over transit-oriented (Option B: Connected Corridors and Gateways, total score **370**), or concentrated waterfront developments (Option C: Midtown Waterfront District, total score **258**). They also appreciated Option A's strong focus on improving existing communities compared to the other two Options. However, participants still desired better connection with the waterfront across all of East Oakland, not just Central/East (Option C), and appreciated Option B's ambitious vision of creating active corridors with multiple transit options.

Table-2: Land Use Strategies

Options	Strategy
Option A: City of Neighborhoods	Distribute growth throughout the City within mixed-use, multi-block "neighborhood centers" that contain housing, employment, and commercial uses including local grocers.
Option B: Connected Corridors and Gateways	Concentrate new mixed-use development along major transportation corridors throughout the City. Note: Portions of some corridors may be common with the mixed-use centers in Option A: City of Neighborhoods.
Option C: Midtown Waterfront District	Focus development in a new mixed-use waterfront district tentatively called "Midtown," redeveloping industrial lands in the Central Estuary, with additional housing and transit-oriented development around the Fruitvale BART and a new San Antonio transit hub.

Thirty-nine participants left comments on land use strategies for each of the three Options. Some of the recurring themes are listed below:

- The need for diverse housing types and a mix of housing densities was a priority for many participants. Nearly all the respondents raised the need for affordable, low-income, and mixed-income housing to be distributed across the city, as well as more missing middle and high-density

housing along neighborhood streets and single-family residential zones rather than just major corridors.

- Retail, grocery stores, and local business support was also highlighted in the comments, with interest in accessible grocery stores and small, local retail options that celebrate people of color and other underrepresented communities, rather than big-box stores. Some participants would like to see efforts to reduce commercial space vacancies and encourage new retail jobs in line with the skills of local residents.
- Other comments included focusing planning efforts to increase access to community services such as schools, libraries, and youth programs.

A full list of comments is provided in **Appendix A**.

Transportation

In general, the topic of transportation received the highest participation and most positive response from survey participants compared to other topics, indicating that they liked strategies proposed as part of all the three Options. Key priorities include last-mile connectivity improvements (walking and biking) between neighborhoods and transit stops (**Option A: City of Neighborhoods**, total score **638**), and increased bus frequency along major corridors (**Option B: Connected Corridors and Gateways**, total score **544**). Some participants also appreciated the San Antonio BART Station proposal (**Option C: Midtown Waterfront District**, total score **442**), viewing it as a key element to boost connectivity and development in and around the area.

Table-3: Transportation Strategies

Options	Strategy
Option A: City of Neighborhoods	Improve walking and biking connections to existing transit stations and make it easier, safer and more comfortable to walk within neighborhoods.
Option B: Connected Corridors and Gateways	Provide more frequent buses along key corridors and improve bicycle/pedestrian safety and connectivity along these major streets.
Option C: Midtown Waterfront District	Improve pedestrian and bicycle connections to the shoreline and throughout the Estuary and add a new transit station at San Antonio (E. 12th St and 14th Ave) that lays the groundwork for a future San Antonio BART station.

Thirty-six participants also left comments as part of their responses, as listed in **Appendix A**. Comments highlighted the need for:

- Expanding transit and bike services to underserved communities.
- Improving street infrastructure and pedestrian safety through lighting, street furniture and policing.
- Strategies to address traffic congestion, road maintenance and parking along existing corridors.

Additional comments related to transportation improvements for Oakland have been highlighted in **Section 2.3** of this analysis.

Parks and Open Space

In addition to transportation, survey results in **Figure 3** indicate that parks and open space is also an important priority amongst participants, receiving the second highest participation rate and positive response. Survey respondents resonated the most with making new and existing parks the focal point for development (**Option A: of Neighborhoods**, total score **596**) as well as **Option C: Midtown Waterfront District**'s new Estuary Park and trail network (total score **517**). Participants would also like to see more urban greening opportunities near transit centers and corridors, as proposed in **Option B: Connected Corridors and Gateways** (total score **451**).

Table-4: Parks and Open Space Strategies

Options	Strategy
Option A: City of Neighborhoods	Add new parks or expand/improve existing parks within or close to neighborhood centers, and make parks a central focal point for new development.
Option B: Connected Corridors and Gateways	Add new parks and urban greening opportunities at “gateway” destinations near transit stations or where multiple corridors intersect, with smaller parks and plazas along the corridors.
Option C: Midtown Waterfront District	Add new parks and connect trails along the waterfront shoreline, and create a new linear trail along Sausal Creek leading to the Estuary.

This topic also received comments from **19 participants**. The majority (**12 participants**) preferred utilizing City resources to improve maintenance and safety of existing parks and open spaces before proposing new ones in the city, particularly regarding improving facilities such as benches and public bathrooms and addressing the presence of unhoused populations. Other comments raised the need for more efforts towards increased tree canopy within neighborhoods, introducing nature corridors, and promoting native landscaping as part of beautification efforts.

R&D

R&D² strategies drew the least engagement of all five topics. Of the **15 participants** who left comments along with their responses, **eight respondents** needed a clearer explanation of what R&D means in the context of the Plan, and whether residents would be prioritized for the new jobs created. Furthermore, **four participants** requested more information on funding sources for the construction and maintenance of the R&D campuses proposed, citing unsuccessful efforts in adjacent cities like Berkeley.

Among those that responded, R&D locations in West Oakland, western Jack London, and the Port's Airport Business Park were viewed more favorably (**Option A: City of Neighborhoods**, total score **272**), as shown

² Based on the *Oakland For All: Options for How We Stabilize and Grow* report, Research and Development (R&D) is a broad categorization of cleaner, job-dense industry sectors that include technology, life sciences, the green economy, and advanced manufacturing. The intent is to revitalize underutilized industrial areas in Oakland with R&D uses to maximize industrial space, create more jobs, and reduce pollution.

in **Figure 3**. This was followed by Option C’s West Oakland, western Jack London, and the South Estuary locations (**Option C: Midtown Waterfront District**, total score **171**) and Option B’s proposal of two larger centers in West Oakland and the Airport Business Park (total score **125**).

Table-5: Research & Development (R&D) Strategies

Options	Strategy
Option A: City of Neighborhoods	Create three new R&D centers – in West Oakland, western Jack London, and the Port’s Airport Business Park.
Option B: Connected Corridors and Gateways	Create two new R&D centers – in West Oakland and at the Port’s Airport Business Park (a larger center than in Option A: City of Neighborhoods).
Option C: Midtown Waterfront District	Create three new R&D centers – in West Oakland, western Jack London, and one larger center in the South Estuary.

Hegenberger Road

As shown in **Figure 3**, participants most favored **Option A: City of Neighborhoods’** vision (total score **417**) for cultural centers, design, and production businesses along Hegenberger Road. Other land use arrangements, including airport-serving business with street beautification (**Option C: Midtown Waterfront District**), or new offices and hotels with an R&D center (**Option B: Connected Corridors and Gateways**), were less favored (total scores of **171** and **149**, respectively).

Table-6: Hegenberger Road Strategies

Options	Strategy
Option A: City of Neighborhoods	Create a new commercial center around the Coliseum and Hegenberger Road featuring live/work artist spaces, cultural centers, and production, design, and repair businesses (woodworking, graphic art, catering).
Option B: Connected Corridors and Gateways	Support airport-serving commercial businesses (parking, storage, restaurants) along Hegenberger Road north of I-880 and attract higher density office, hotels, and commercial uses south of I-880 to support the R&D center at the Port’s Airport Business Park.
Option C: Midtown Waterfront District	Preserve the entire Hegenberger Road corridor for airport-serving and regional commercial uses (auto dealerships and big box stores) but beautify the street and attract restaurants and experiential retail (shops that include interactive features like art installations and cafés).

Forty-six participants left comments on the Hegenberger strategy. Some of the recurring themes are listed below:

- Majority (**21 participants**) were conflicted with proposing development along Hegenberger Road, citing concerns of gentrification and being overly ambitious. They indicated that efforts should be directed towards attracting local businesses covering a range of uses rather than big-box stores.

- Some participants also suggested that the arts and cultural uses proposed for the area around Hegenberger road and the Coliseum in Option A: City of Neighborhoods' arts and cultural uses should not be isolated in this area but rather distributed across vibrant mixed-use neighborhoods across the city.
- Other comments highlighted a significant need to improve road design and safety against crime in the area prior to proposing new development.

A full list of comments is provided in **Appendix A**.

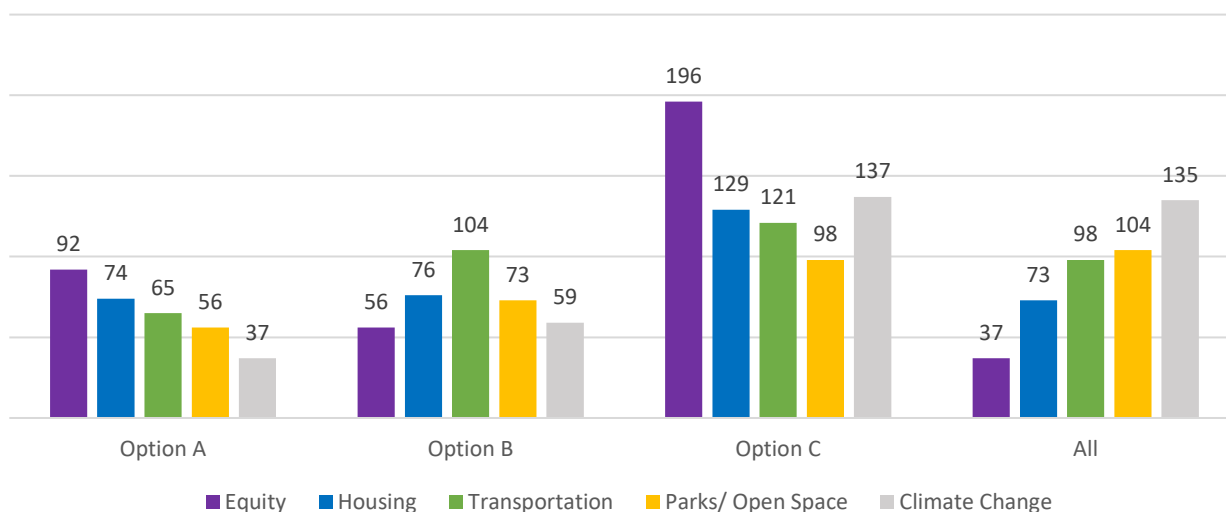
Other Comments

Of the 169 participants who provided comments (listed in **Appendix A**), **44 percent** believed enhanced public safety, in terms of crime incidences and visible homelessness, was paramount to successfully implementing the Option strategies proposed. **Eleven percent** of respondents cited a strong need for a supplemental anti-displacement strategy to curb imminent displacement of residents and local businesses, while paving way for new housing and economic opportunities. Lastly, **three percent** of respondents would like to see more consideration for District 6 neighborhoods (Maxwell Park, Havenscourt, and Eastmont Hills) as part of the overall Plan and ongoing community engagement efforts.

ISSUES/ CONCERNS

“Do any of these Options raise any concerns regarding: Equity Impacts, Amount of Housing, Transportation Issues, Parks/Open Space Issues, Climate Change”?

This multiple choice question allowed respondents to highlight any concerns or issues that could arise should any of the strategies proposed by the Options be implemented. Respondents were allowed to select one or more of the following choices: Option A, Option B, Option C, and All of the Options. **681 participants** responded to this question, of which **163** left additional comments. A summary of total score results and comments, along with **Figure 4**, is provided below.

Figure 4: Issues/ Concerns

Respondents believed **Option C: Midtown Waterfront District** would raise the most issues across all five topics: Equity, Housing, Transportation, Parks/Open Space, and Climate Change. Comments indicate that this is primarily due to a perception of concentrating all new development in a single area rather than distributing it across the city (as proposed in Option A: City of Neighborhoods), creating the greatest disparity between “haves” and “have nots” across all the topics.

Based on comments left by **163** participants, some key topic-specific findings include:

- **Equity Issues.** **41 percent** of commenters raised the need for equitable distribution and access to critical resources/ amenities, such as grocery stores and new/ improved parks and open spaces. This is specifically applicable to **Option C**. Some participants also requested more planning efforts in partnership with existing and new schools in the city.
- **Housing.** **13 percent** of commenters highlighted the need to assess the alignment between new housing developments and existing utility and transit infrastructure conditions and proximity to amenities such as schools and senior support. Comments emphasized that planning policies need to be in place to expand these resources to effectively bring about successful housing developments in the city.
- **Climate Change.** The importance of incorporating strategies that curb climate change impacts was highlighted by **12 percent** of participants. Furthermore, respondents perceived a need for a special focus on flood zones should the strategies related to **Option C: Midtown Waterfront District’s** waterfront development proposal be pursued. The need for specific strategies to combat air pollution related to **Option B: Connected Corridors and Gateways’** corridor developments was also called out.

A complete list of comments is provided in **Appendix A**.

2.2 Additional Feedback

In the second section of the survey, respondents were encouraged to share any additional feedback they may have about new development sites (housing, new jobs, commercial services) and transportation improvements amongst others.

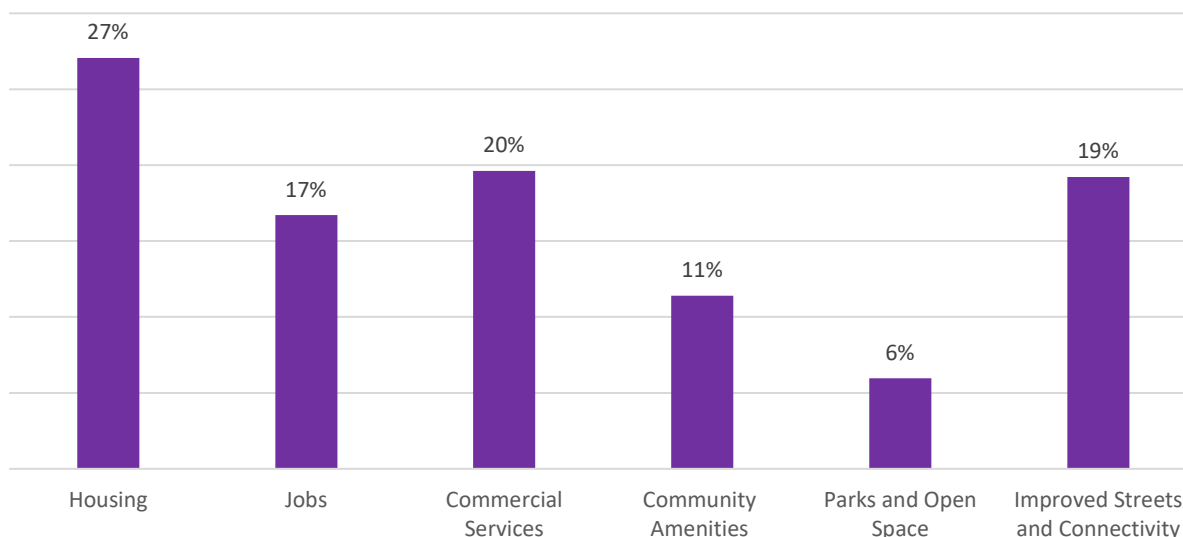
NEW DEVELOPMENT SITES

“Do you have any additional suggestions for where new development (housing, jobs, and commercial services) should go that were not listed?”

The first of three questions was a map-based question, and participants were instructed to give location-specific input by dropping pins on an interactive map. Respondents were allowed to add as many pins as they liked, and to respond to other people’s existing ideas by voting them up or down in significance. In addition to the Options, respondents were encouraged to share any feedback they may have about new development sites and transportation improvements, amongst others.

Respondents left **754 pins** on this map. While the question asked about sites for housing, jobs, and commercial services, participants also provided locations for community amenities, improved streets and amenities, and parks and open space. Based on the number of pins (**Figure 5** below), participants prioritized sites for new housing developments (**27 percent**), commercial services (**20 percent**), and streets and connectivity improvements (**19 percent**). Locations for the desired development are shown in **Maps 6 to 11**.

Figure 5: Development Sites (Pin frequency)

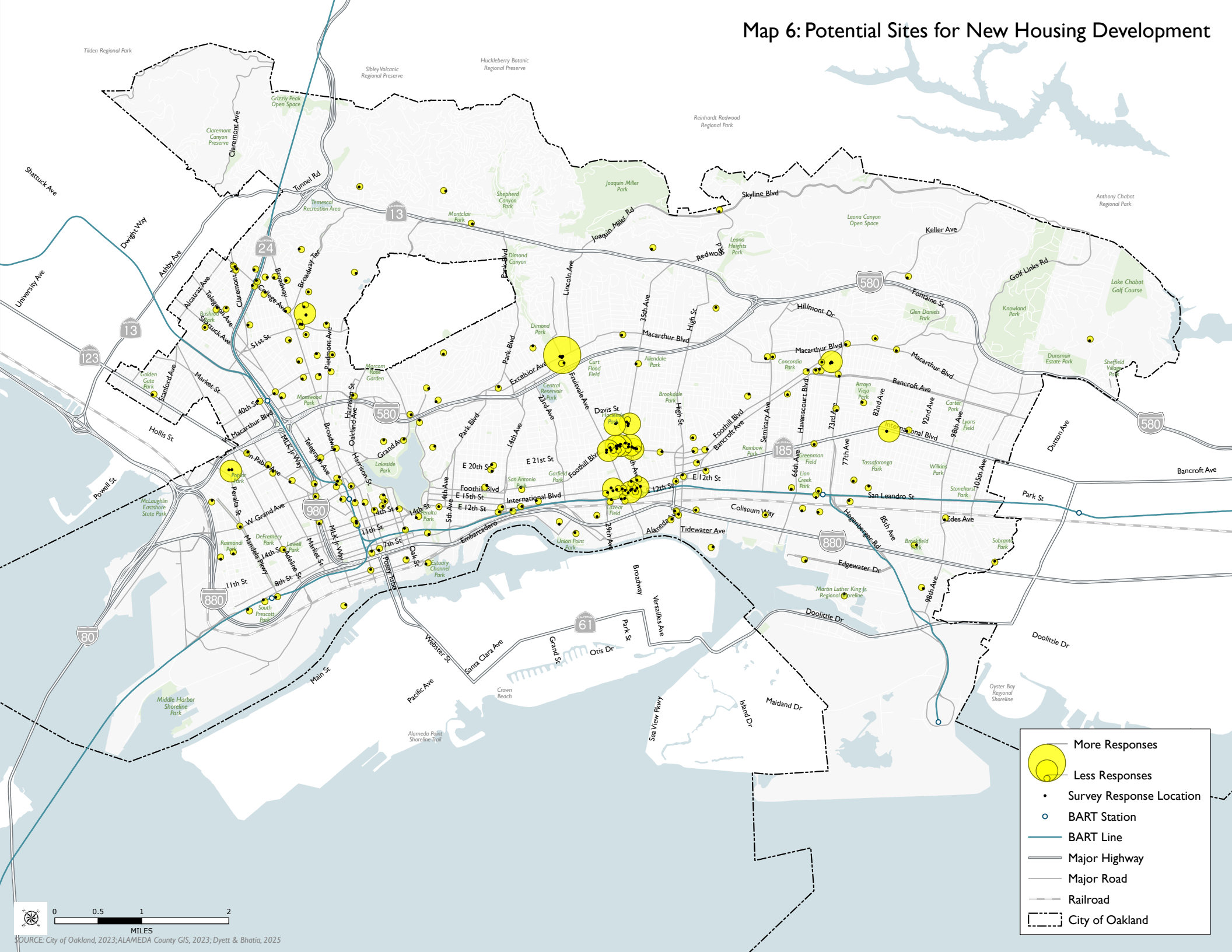


Mapping Analysis

- **New Housing.** Suggested locations for potential new housing development sites were somewhat evenly dispersed across the city, with hotspots centered around Fruitvale (East 12th Street) and along Foothill Boulevard in Peralta/Hacienda. As indicated in **Map 6**, these also happen to be near existing parks such as Lazear Field, Hacienda Park, and Dimond Park, suggesting a preference for housing close to open space. Of the **204 comments** received on this topic, **43 percent** of commenters reiterated the need for diverse housing types, specifically low-income housing and mixed-use developments that would also provide retail opportunities. Other commenters (**20 percent**) proposed building on underutilized industrial properties or vacant lots, and near libraries.
- **New Jobs.** Of the **104 comments** on pins for “new jobs, **59 percent** primarily advocated for attracting local businesses to vacant commercial spaces existing within the city. Key hotspots include Eastmont and Oakmore South, though the majority of the pins were dispersed evenly across the city (refer to **Map 7**). Aside from R&D centers, commenters also recommended utilizing the older unused factories near the Coliseum (**15 percent**), revitalizing Dimond District (**10 percent**), and exploring drone/Unmanned Aerial Vehicles (UAV) manufacturing opportunities near airport-adjacent land (**2 percent**).
- **New Commercial Services.** **Map 8** illustrates recommended sites for new commercial services. Suggested locations are spread across neighborhoods in East Oakland, West Oakland, and along existing BART lines near the waterfront. The most concentrated areas include Downtown Oakland, near Eastmont Mall, and along Excelsior Ave (as part of new mixed use housing developments). Of the **144 comments** collected, many (**63 percent**) want to see these areas revitalized with a variety of neighborhood-serving uses such as retail (small shops), restaurants, boutique hotels and family activities. Other comments focused on the revitalization of vacant spaces along International Boulevard and Telegraph Avenue (**5 percent**) and improved public safety to create a vibrant and thriving community (**18 percent**).
- **New Community Amenities.** Pin locations for new community amenities are primarily found along BART lines, beginning from Downtown Oakland to San Leandro. The highest concentration of pins (i.e. hotspots) are along MLK Jr. Way and on 73rd Avenue (between Coliseum Way to MacArthur Boulevard), suggesting a greater need for community amenities in or near East Oakland. Based on **86 comments** received in this category, respondents would like to see grocery stores (**42 percent**), expanded senior centers (**31 percent**), event and performance venues (**five percent**), and recreational centers (**15 percent**). Other comments indicated a specific focus on the Fruitvale and Jack London Square neighborhoods for community centers and grocery stores, and a desire to utilize existing schools as a neighborhood-level community hub.
- **Parks and Open Space.** **45 comments** focused on parks and open spaces, of which a majority (**73 percent**) were focused on existing parks and open spaces in need of upgrades. The comments called for new landscaping and beautification, regular maintenance and clean ups, facilities like playgrounds, benches, restrooms, and water fountains, and accessibility (safe walking/biking paths, ADA access). Only **27 percent** of comments proposed sites for new public parks or open space. As illustrated in **Map 10**, these are concentrated at MLK Jr. Way, and north of Hillmont Ave.

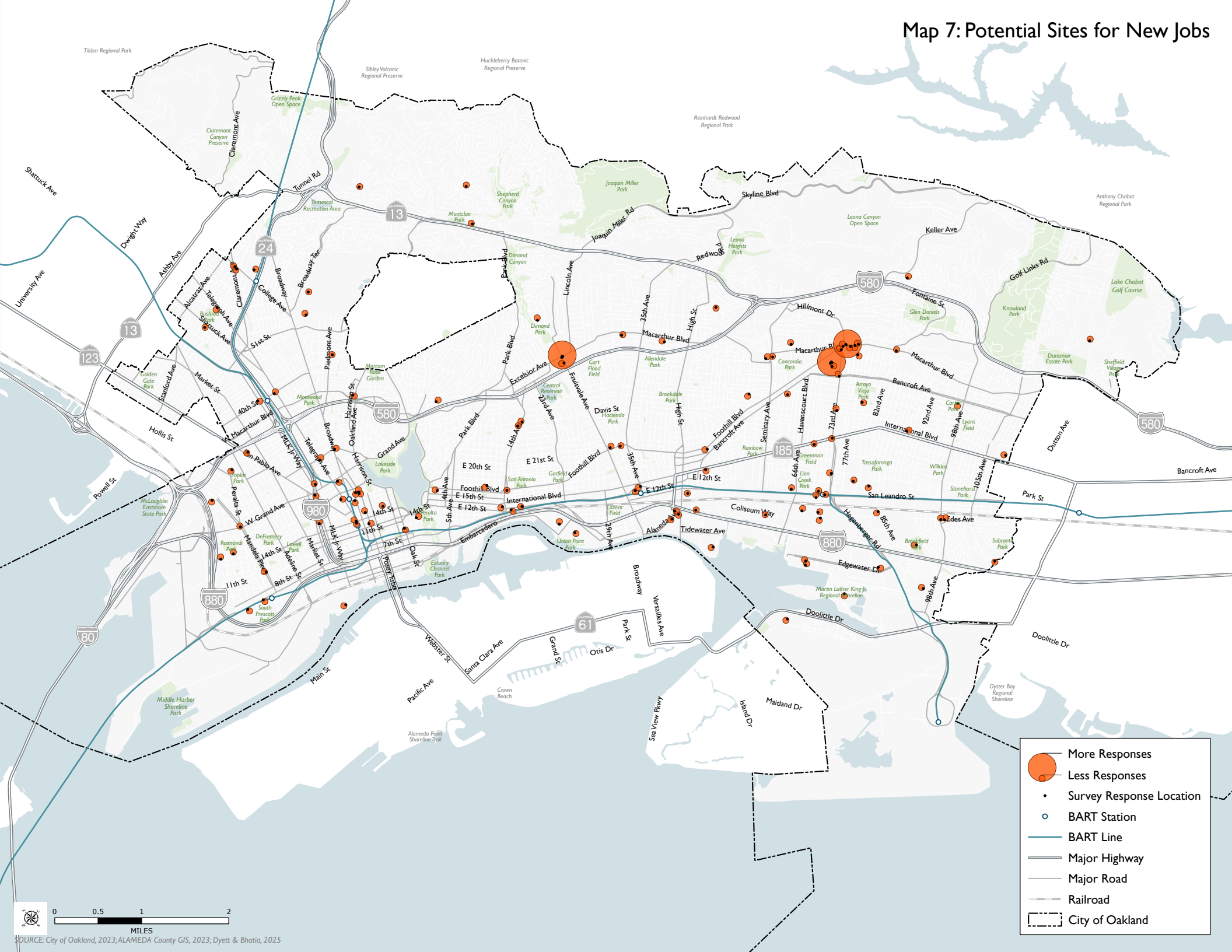
The analysis of *Map 11: Improved Streets and Connectivity*, is provided as part of the section below on additional feedback collected for transportation issues.

Map 6: Potential Sites for New Housing Development

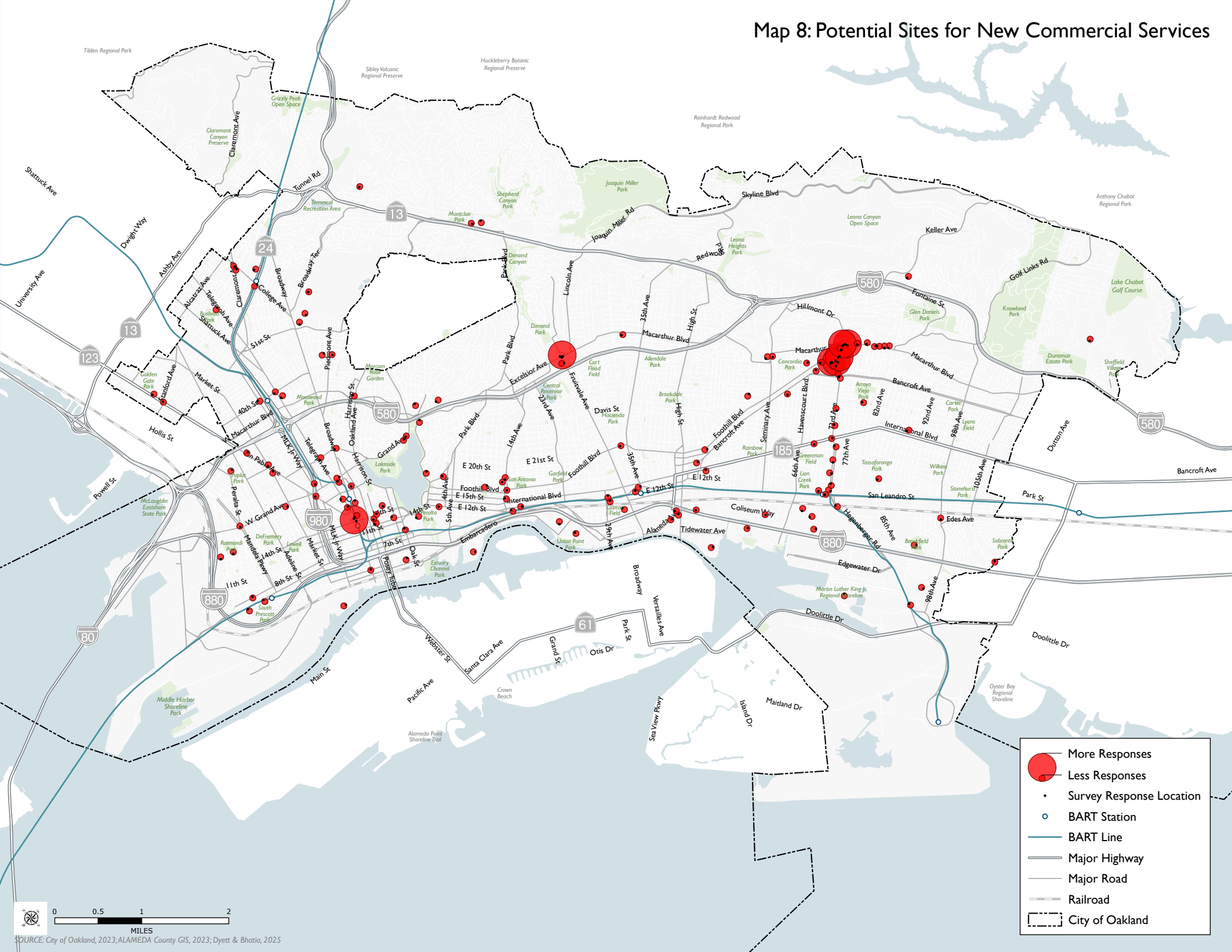


- More Responses
- Less Responses
- Survey Response Location
- BART Station
- BART Line
- Major Highway
- Major Road
- Railroad
- City of Oakland

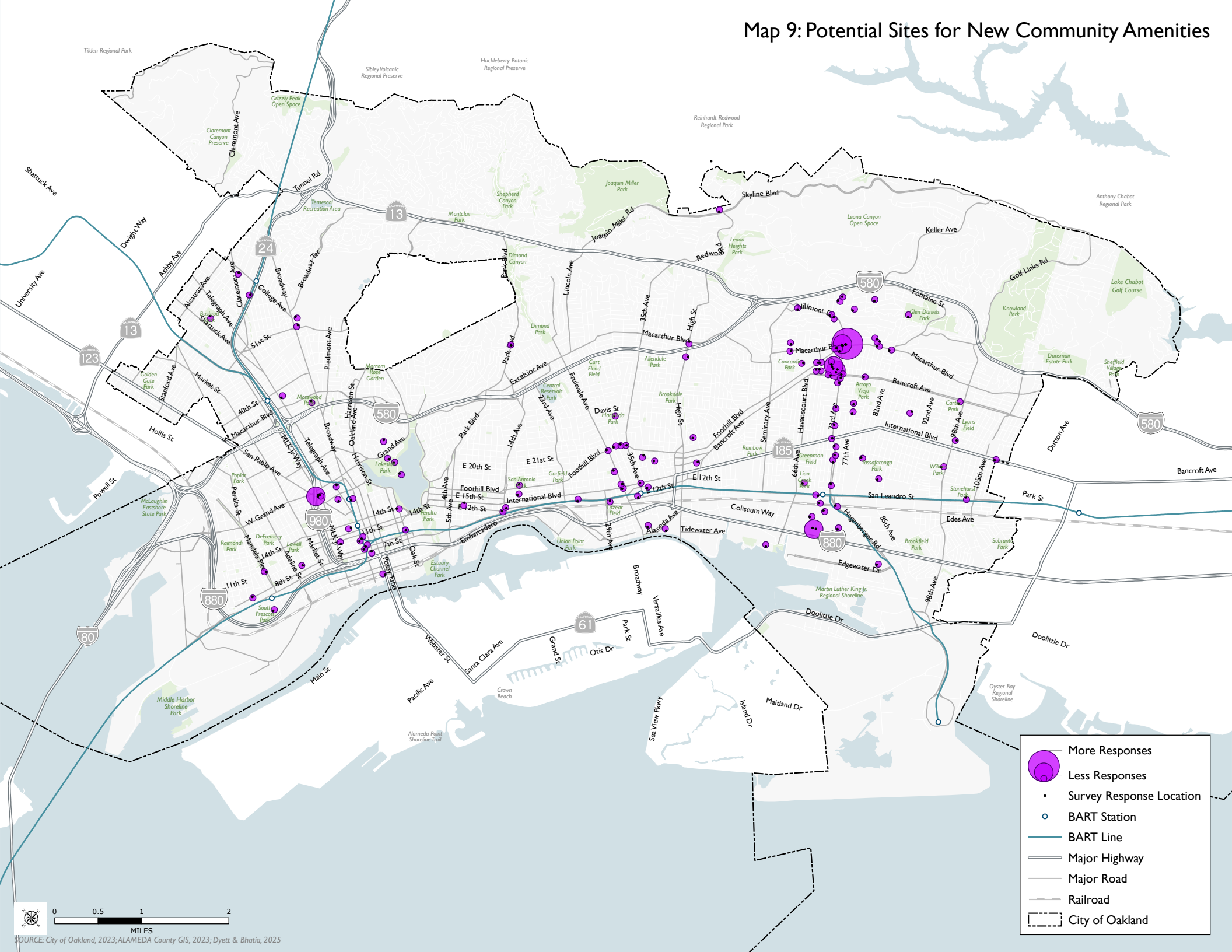
Map 7: Potential Sites for New Jobs



Map 8: Potential Sites for New Commercial Services



Map 9: Potential Sites for New Community Amenities



More Responses

Less Responses

Survey Response Location

BART Station

BART Line

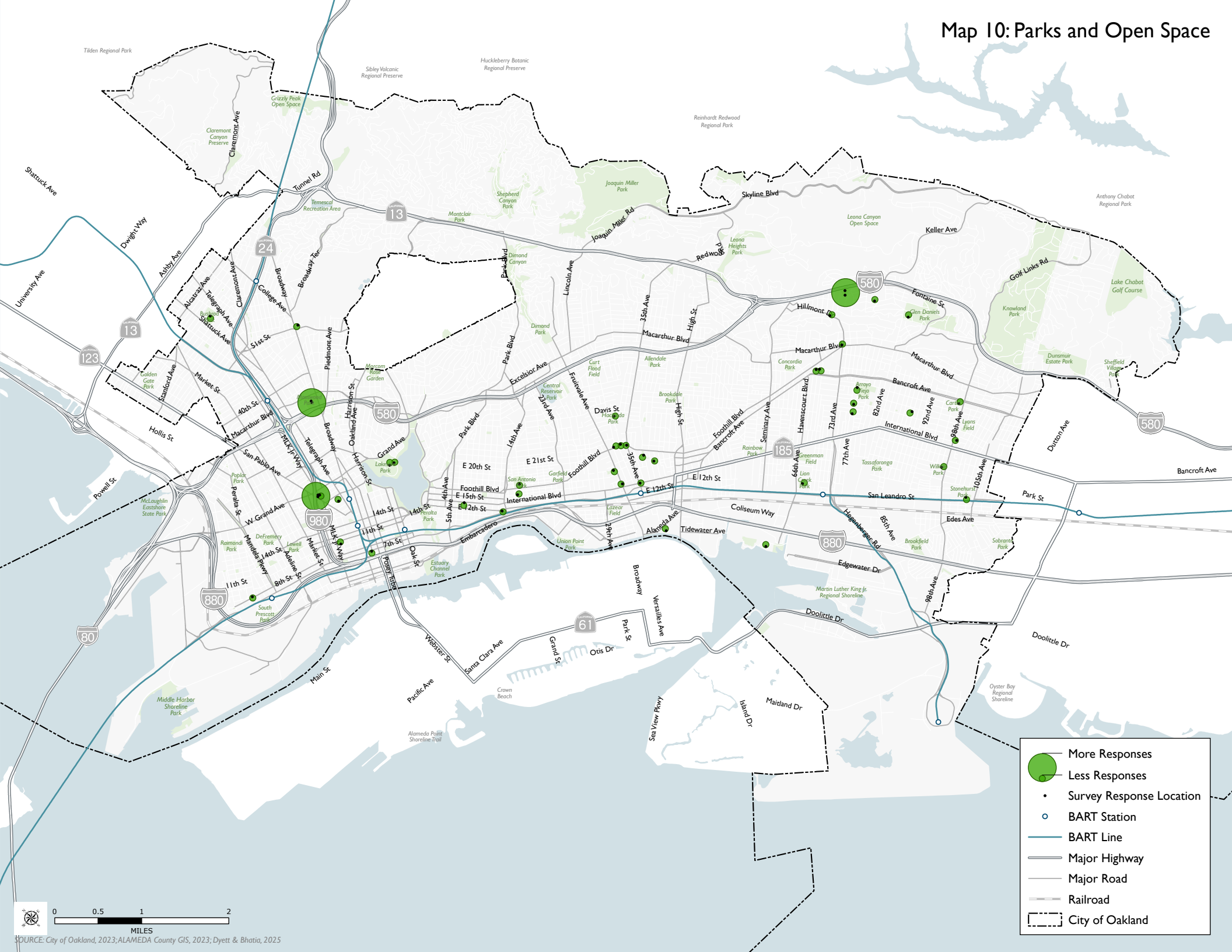
Major Highway

Major Road

Railroad

City of Oakland

Map 10: Parks and Open Space



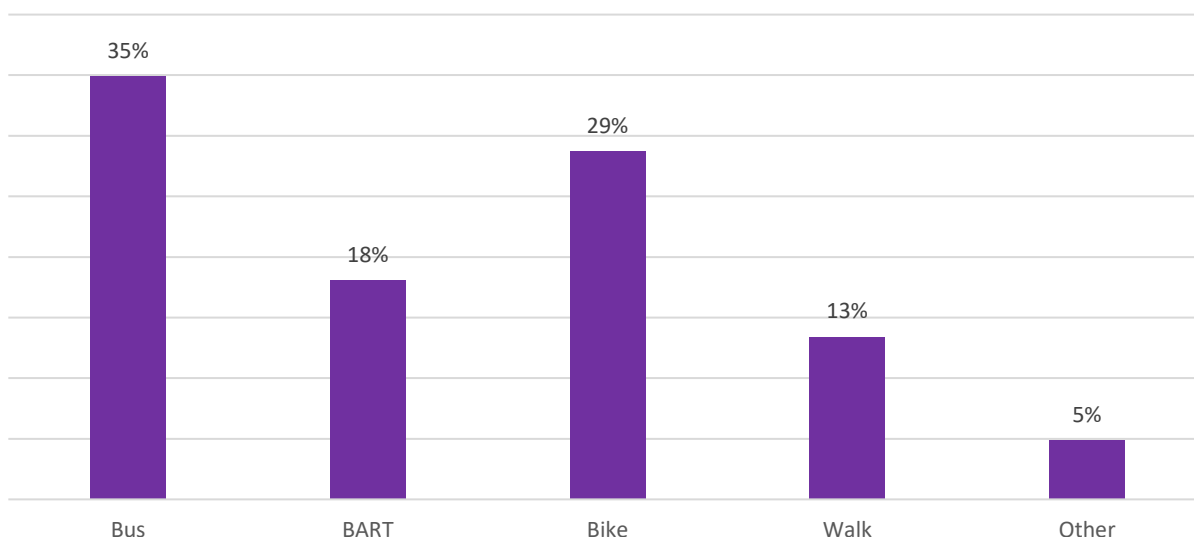
- More Responses
- Less Responses
- Survey Response Location
- BART Station
- BART Line
- Major Highway
- Major Road
- Railroad
- City of Oakland

TRANSPORTATION IMPROVEMENTS

“Do you have additional suggestions for how to strengthen transportation/how Oaklanders get around?”

Using long-form response, respondents were asked to provide any additional feedback they may have to strengthen public and active transportation in Oakland. A total of **366 comments** were collected, the most responses in this section of the survey. The number of responses reiterates that transportation is one of the top priorities for the Oakland community as a whole. As shown in **Figure 6** below, respondents provided the most input on bus services (**35 percent**), followed by bicycle (**29 percent**) and BART (**18 percent**).

Figure 6: Transportation Feedback (Comments Frequency)



Below is a summary of themes from responses:

- Bus Services.** **128 comments** on bus services were received. One of the biggest challenges these comments highlighted was the infrequency and unreliability of existing AC Transit service. Some comments on bus services (**25 percent**) proposed extending bus times during weekday nights and weekends along major corridors such as International Boulevard, Telegraph, and San Pablo avenues. Commenters also called for expanding services to neighborhoods that are currently underserved (**31 percent**). Other suggestions included reduced ticket fees for students and low-income individuals or households (**29 percent**) and infrastructure upgrades (sheltered bus stops and digital information boards along BRT routes) (**10 percent**).
- BART Services.** There were **65 comments** collected on BART services. Several participants reiterated the need for the San Antonio BART Station to reconnect the area to the city (**54 percent of comments**). Other suggestions included reduced ticket fees (**13 percent**), improving last-mile connectivity (**22 percent**) using shuttle services between BART and bus/ transit stations, and better connections to regional transportation hubs (**four percent**).
- Bike Infrastructure.** Of the **106 comments** received on this topic, **74 percent** highlighted the need for better safety measures through infrastructure improvements such as pothole repair/road

surfacing, street restriping, separated bike lanes, and improved pedestrian/bike freeway crossings. Additionally, **12 percent** of comments proposed adding new protected bike lanes in areas like Brooklyn Basin, San Antonio neighborhoods, between East Oakland and Downtown. Other comments proposed street beautification, more bike parking, and free shared biking services.

- **“Other”.** Public safety was a common concern (**61 percent** of **18 comments received**). Several comments called for more policing to reduce crime on public transport. Other comments related to public safety focused on the need for policies to promote safer and cleaner streets. Furthermore, issues about traffic congestion were highlighted, indicating a desire for better monitoring and streamlined processes to control traffic particularly in highly congested and BRT serviced areas.

Participants also pointed to specific locations for improved streets and connectivity as part of the mapping question on new development sites. These are highlighted in **Map 11**. Though the majority of the pins were dispersed evenly across the city, key hotspots include Downtown Oakland (near 7th Street), Fruitvale and 73rd Avenue (between International Boulevard and Fontaine Street). Based on the **145 comments** collected, respondents would like to see traffic calming measures and road improvements (**45 percent**) and pedestrian and bike friendly connections specifically between East Oakland Neighborhoods, Lake Merritt and Fruitvale (**21 percent**). Other comments called for better maintenance of existing greenways and beautification of BART station areas.

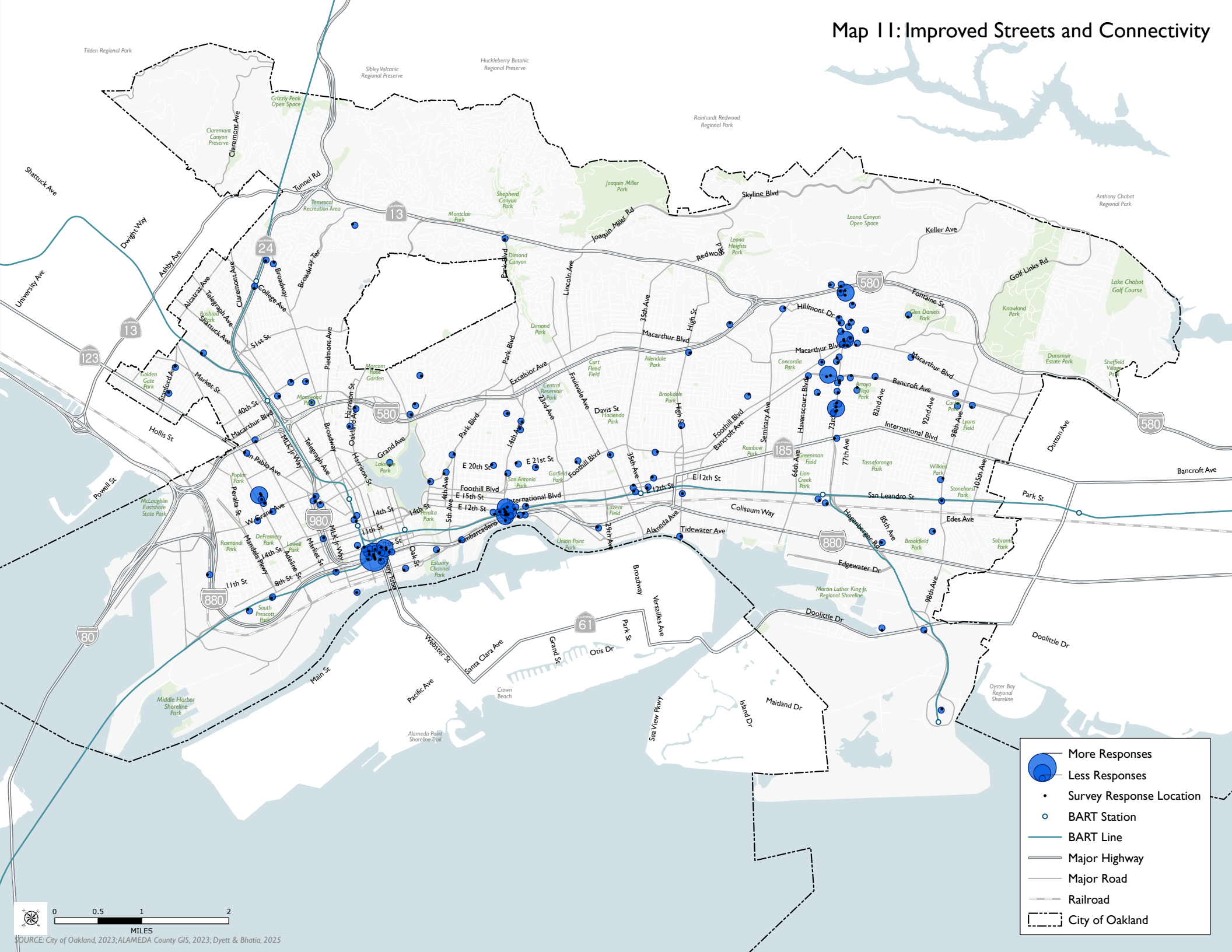
OTHER COMMENTS

“Please share any additional feedback on the Options or any additional suggestions that were not listed. What features are you most excited about? What features are missing that are important for your community?”

The last question in the survey allowed residents to provide any other feedback they may have. **360 participants** provided comments, with key takeaways described below:

- **Transportation.** More than **180 comments** focused on transportation. Respondents discussed traffic congestion, the need for better public transit, safer biking/walking routes, and improved connectivity between districts.
- **Housing.** With **151 comments** received, there was a strong focus on affordable housing, concerns about displacement, and calls for mixed-use, equitable development. Many emphasized preserving neighborhood character while allowing for growth.
- **Parks and Open Space.** **117 comments** discussed the need for more frequent maintenance of green spaces, trails, and recreational areas. Some comments also requested improved maintenance, more equitable access, and preservation of natural habitats.
- **Community Engagement.** **55 comments** called for more inclusive participation and transparency in planning decisions. Some, particularly from District 6, felt underrepresented or unheard.
- **Other.** Other comments emphasized fair access to resources, inclusive design, support for sustainability measures, and stronger action and accountability for the climate goals.

Map 11: Improved Streets and Connectivity



3 Demographic Analysis

In addition to the questions about the Options and strategy preferences analyzed in the previous section, the survey also included a series of optional demographic questions. This section of the report reviews responses to demographic questions to understand trends in the backgrounds of survey respondents. It also presents an analysis of responses to the Options and strategy questions based on demographic categories. The demographic-based analysis of the survey provides valuable insights on the differences between different groups' planning priorities, which can support more tailored policy approaches to meet different needs. However, caution is necessary when interpreting results by demographic categories. While **96 percent of 757 total contributors** provided demographic details, sample sizes for each question and demographic category were not equivalent, which impacts the reliability and representativeness of results for certain groups.

Respondents self-identified as being from almost every zip code in Oakland. **Ninety percent** of the respondents lived in Oakland, of which **60 percent** also worked in the city. Respondents' gender and age closely paralleled that of the citywide population, except that population below 21 years was underrepresented and population between 21 and 44 years of age was slightly overrepresented. Respondents identifying as white, non-Hispanic/Latino (46 percent) and as homeowners (60 percent) were overrepresented in the survey responses.

3.1 Survey Respondent Demographics

Respondents were asked a series of demographic questions including zip code, relationship to Oakland, housing situation, age, and race/ethnicity. Of the 757 total survey respondents, **721 (96 percent)** filled out one or more of the demographics questions. This data will help determine the extent to which General Plan outreach materials successfully reached a diverse sample of community members, and will help ensure all perspectives are considered while creating a shared vision for the city.

WHAT IS YOUR AGE?

Respondents were asked to provide information regarding their age, with results illustrated in **Figure 7A**. Of the **709 participants** who replied to this question, a majority (**58 percent**) were between 21 to 44 years old, indicating slightly higher participation compared to Oakland demographics (**41 percent**). Furthermore, there was adequate participation from people 45 to 64 years old (**26 percent**) and 65 years and over (**13 percent**). In comparison to the city as a whole (**Figure 7B**), Oakland residents 20 years and below were significantly underrepresented, with only **2 percent** of responses. These findings indicate survey responses may reflect an "older" perspective on Option preferences and priorities.

Figure 7A: Respondents by Age

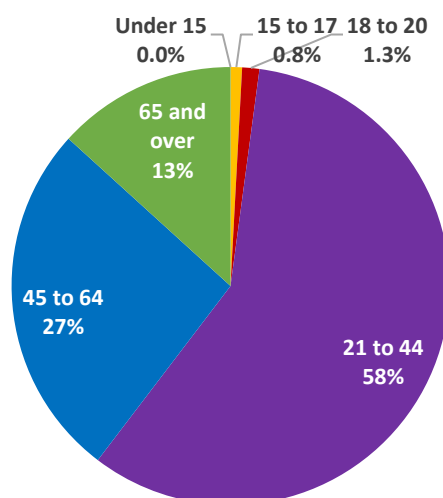
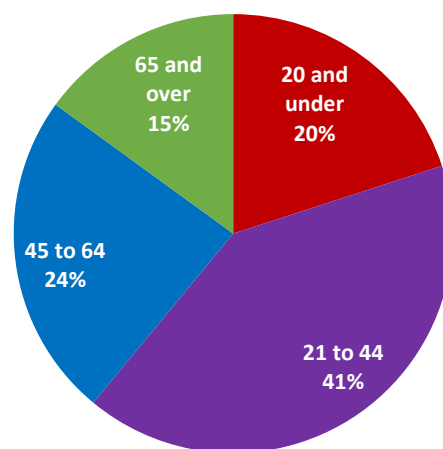


Figure 7B: Oakland by Age (2023)



Note: The Census/ACS aggregates age into different categories than those used in the survey. Data has been used to provide a framework for general comparison only.

WHAT GENDER DO YOU IDENTIFY AS?

Respondents were also asked to provide information about their gender identity. Of the **713 responses** collected, participation was predominantly female (**52 percent**), followed by male at **42 percent**. Some survey respondents also identified as non-binary (**4 percent**), transgender (**1 percent**), or two or more categories (**1 percent**).

WHICH OF THE FOLLOWING BEST REPRESENTS YOUR RACE/ETHNICITY?

Respondents were asked to share information about their race and/or ethnicity if possible. **47 percent** of **750 respondents** identified as White/Caucasian, non-Hispanic/Latino as seen in **Figure 8A**, while African American/Black, Latino/Latine/Hispanic, and Asian/Asian American groups, ranging from 13 to 15 percent. A comparison of **Figure 8A** and **Figure 8B** indicate that White/Caucasian, non-Hispanic/Latino were significantly overrepresented in the survey compared to the city as a whole, while Latino/Latine/Hispanic were underrepresented. While 7 percent of respondents declined to state their race/ethnicity, one percent of respondents who wished to self-identify were mainly mixed-race, as indicated in supplemental comments.

Figure 8A: Respondents by Race/ Ethnicity

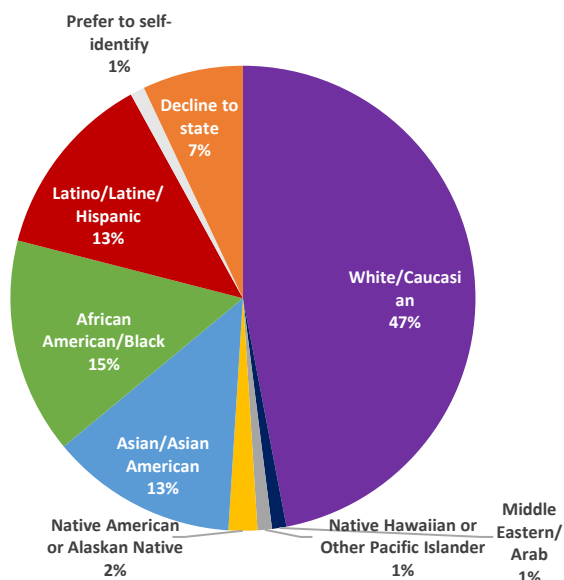
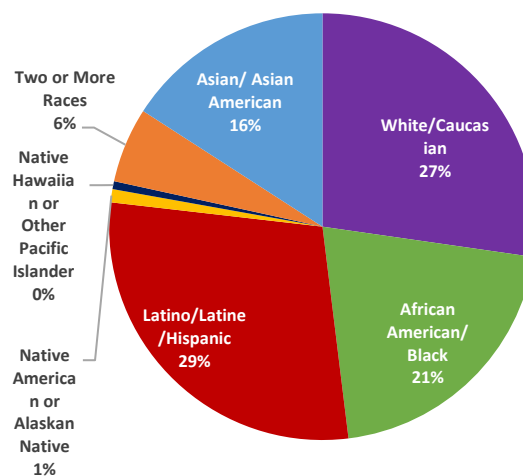


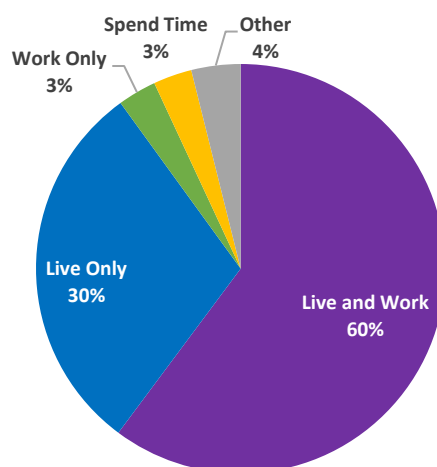
Figure 8B: Oakland by Race/Ethnicity



WHAT IS YOUR RELATIONSHIP TO OAKLAND?

The survey asked individuals to identify their relationship to Oakland. **Figure 9** depicts the results of the question; most (**90 percent**) of the **721 respondents** were residents, of which **60 percent** also worked in the city. Very few respondents (**6 percent**) indicated that they only work or spend time in Oakland. Those that indicated “other” were primarily born and raised in Oakland or were residents of neighboring cities who may benefit from or be impacted by strategies proposed as part of the Options.

Figure 9: Respondents by Relationship to Oakland



IF YOU LIVE IN OAKLAND, WHICH ZIP CODE DO YOU LIVE IN?

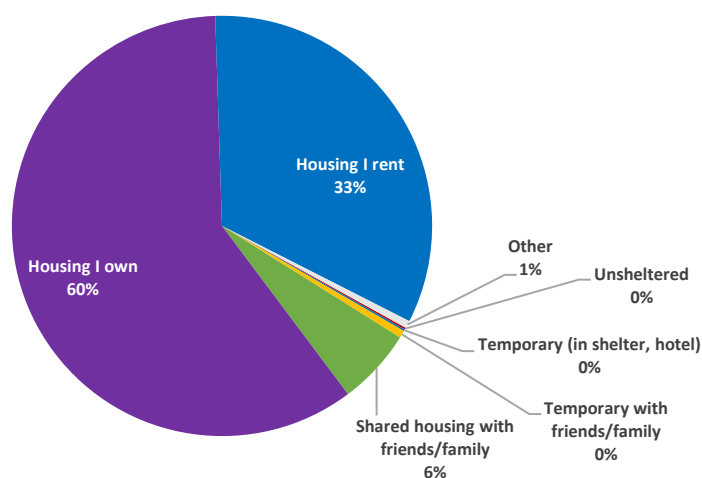
Respondents were asked to share their zip code if they resided in Oakland. As shown in **Map 12A**, the survey received responses from almost every zip code in Oakland, except for 94704 and 94720, which are small extensions of Berkeley zip codes. Of the 644 respondents who shared zip code information, zip codes 94605, 94606, 94607, and 94610 received the greatest number of responses. As shown in **Map 12B**, these do not correspond with the zip codes in Oakland where the greatest number of residents live. Note: **Map 1** in the Executive Summary illustrates the relationship between Oakland zip codes and neighborhoods.

WHAT TYPE OF HOUSING DO YOU CURRENTLY LIVE IN?

This question asked respondents about their housing status to better understand existing living conditions in the city. As shown in **Figure 10**, **60 percent** of the **700 respondents** to this question reported that they owned the unit they were currently living in, which was almost twice the number who reported renting their unit (33 percent). However, according to the 2023 American Community Survey 1-year Estimates, **41 percent** of Oakland residents own their home, whereas **59 percent rent**. These varying results indicate that homeowner perspectives may have been overrepresented in this survey. **Six percent** of respondents lived in shared housing.

The survey did not garner any responses from unhoused people in the city, despite targeted outreach efforts facilitated by the City and the Village, a member of the community engagement consultant team. Residents had difficulty connecting with and completing the survey, and were skeptical of inclusion of their priorities in the citywide planning process. The City is actively working toward more inclusive outreach methods to reach these groups.

Figure 10: Respondents by Housing Type



Map 12A: Survey Responses by Zip Code

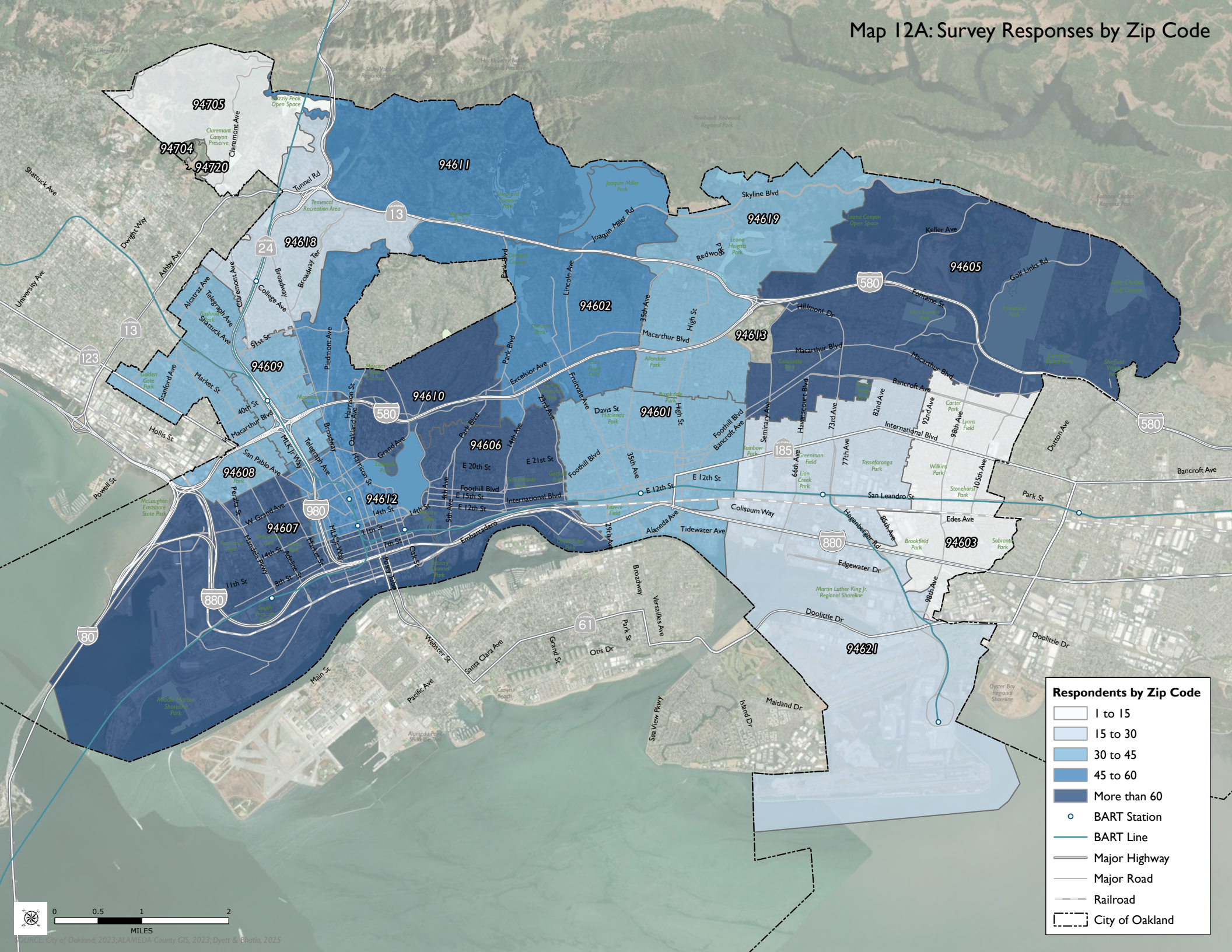
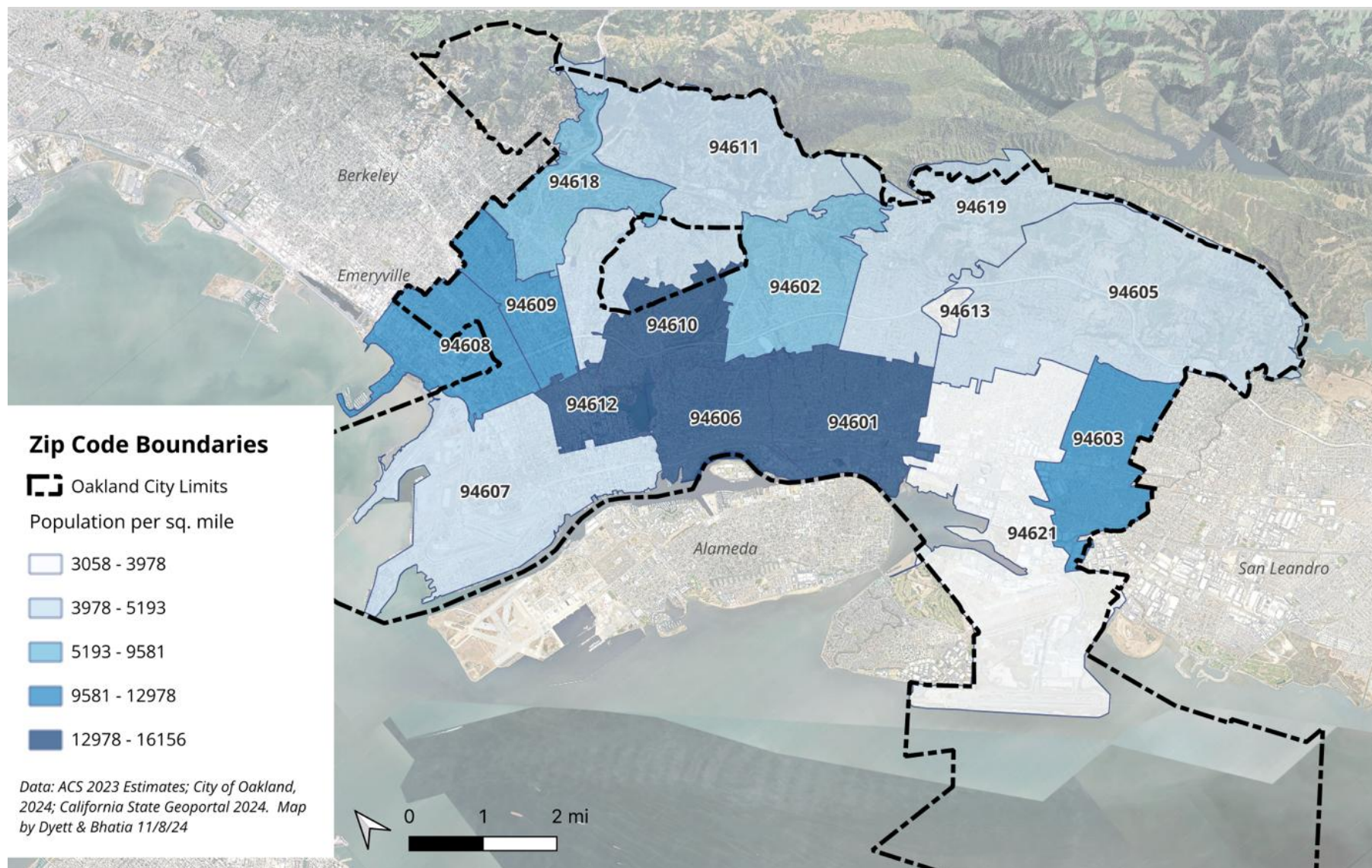


Figure 12B: Oakland Population Density (2023)



PREFERRED LANGUAGE

With Oakland's diverse range of racial and ethnic groups, respondents were asked what language they preferred to be engaged in during the GPU Process. Of the **706 respondents to this question, 95 percent** preferred English language outreach materials, followed by Chinese (**one percent**) and Spanish (**one percent**). **Three percent** of respondents indicated they would be comfortable in more than one language, primarily English and Spanish. "Other" languages include French, Hindi, Filipino, Japanese, German, and Arabic. While 100 percent of survey responses received were in English, participants made use of Social Pinpoint's online tools to translate survey content into Spanish, Chinese, Filipino, Hindi, and Arabic.

DISABILITY STATUS AND FORMERLY INCARCERATED

Lastly, respondents were asked two final questions: "Do you identify as Disabled?" and "Do you identify as formerly incarcerated?". **11 percent of 695 respondents** identified themselves as having a disability, and one percent were formerly incarcerated. Although significantly smaller than participants who responded "no" to the questions, these trends reveal diverse needs amongst respondents, and the need for more tailored outreach methods to successfully engage with these groups.

ANALYSIS

As described in this section, perspectives from respondents identifying as ages 21 to 45 and White/Caucasian, non-Hispanic/Latinx were overrepresented in this survey. Furthermore, there was limited participation from groups that identified with a disability status or were formally incarcerated. These results reinforce the importance of using other means of engaging Oaklanders of these specific groups. A summary of other direct community engagement outside of this survey, including pop-up and other community events, along with their summaries is available at: <https://www.oaklandca.gov/files/assets/city/v/4/planning-amp-building/documents/sp/gp/phase-2-updates/comm.-eng/oakland-gpu-engagement-summary-report-2024-2025.pdf>.

3.2 Survey Results by Demographics

This section presents findings for Options and strategy preferences by demographic categories across age, racial/ethnic background, zip codes, and housing type to understand variation in respondent priorities. As mentioned previously, these have been determined by the majority percentage of total respondents who opted to provide information on their identity and living conditions.³

As illustrated in **Appendix B** of this report, respondent preferences for the Options and strategies based on demographics were generally in line with the overall survey results. Exceptions to this were primarily based on geographic location (zip codes) and race/ethnicity rather than age or housing type. Note: For ease of reference, **Table 1 in the Executive Summary** summarizes the overall Option preferred by response group,

³ Perspectives from the following demographic groups with smaller sample sizes are evaluated as part of the overall analysis of results: Younger than 21 years old; Native American/Alaskan, Native Hawaiian/ Pacific Islander, or Two or More Races racial groups; residents living in zip code 94604, 94613, and 94620; and unsheltered/ temporary housing individuals.

as well as for each strategy. **Map 1** in the Executive Summary displays the relationship between Oakland's zip codes and neighborhood locations.

OPTIONS PREFERENCE

Analysis of Options preferences based on demographic group reveals that the preferences of most groups align with the preferences of survey respondents as a whole. The majority of demographic groups preferred **Option A: City of Neighborhoods** over **Option B: Connected Corridors and Gateways** or **Option C: Midtown Waterfront District**. Exceptions to this trend include:

- **Zip Code.** Respondents from zip code 94601 (Fruitvale) would like to see a combination of neighborhood centers (**Option A: City of Neighborhoods**) and transit-oriented developments along corridors (**Option B: Connected Corridors and Gateways**). Residents from zip code 94606 (Eastlake/San Antonio) showed the most support for the concentrated waterfront development proposed by **Option C: Midtown Waterfront District**.
- **Race/Ethnicity.** Participants who identified as Middle Eastern/ Arab were more inclined to vote for transit-oriented development (**Option B: Connected Corridors and Gateways**) as their first preference over other Options.

STRATEGY PREFERENCE

Land Use

Preferences for land use strategies primarily varied across zip codes, as described below. For all other demographic groups, results were similar to overall preferences, with majority of race/ethnic, age, and housing type groups preferring mixed use neighborhood centers (**Option A: City of Neighborhoods**).

- **Zip code.** Participants from zip code 94601 (Fruitvale), 94605 (East Oakland/Eastmont Hills), and 94607 (West Oakland) indicated a strong preference for more distributed growth across the city (**Option A: City of Neighborhoods**). On the other hand, zip codes 94609 (Temescal), 94611 (North Oakland Hills), and 94621 (Coliseum/ Airport) represented the smallest sample, and were more neutral towards all three concepts. Zip code 94603 (Deep East Oakland) indicated disapproval of **Option B: Connected Corridors and Gateways** (total score of -2) and zip code 94610 (Adams Point/Crocker highland) indicated disapproval of **Option C: Midtown Waterfront District** (total score of -5), as shown in **Figure B-3**.

Transportation

Survey results shown in **Figure B-5** and **B-6** of **Appendix B** illustrate that demographic groups were generally in favor of all the transportation concepts proposed as part of the three Options, similar to overall citywide transportation preferences captured by the survey. The transportation strategies included in **Option A: City of Neighborhoods** either received the most support or tied for the most support in all zip codes and race/ethnic groups, except 94606 (Eastlake/ San Antonio) and 94608 (Northwest Oakland), and Middle Eastern/ Arab group which indicated a stronger preference for **Option B: Connected Corridors and Gateways**. The transportation strategies proposed by **Option A** were the most preferred for all age and housing type demographic groups.

Parks and Open Space

Survey results indicate similar trends to the overall citywide Parks and Open Space preferences. The majority of demographic groups were most supportive of strategies to make new and existing parks the focal point for development (**Option A: of Neighborhoods**) as well as **Option C: Midtown Waterfront District's** new Estuary Park and trail network. This is illustrated in **Figure B-7 and B-8 of Appendix B**. Exceptions to this trend include::

- **Zip code.** Zip code 94606 (Eastlake/ San Antonio) preferred urban greening along corridors and transit areas (**Option B: Connected Corridors and Gateways**) significantly more, with comments indicating the need for extended efforts across neighborhoods.

R&D

Survey results indicated variable support for the proposed R&D strategies across zip codes, with some zip codes indicating disapproval of the proposed R&D strategies (e.g., negative total scores). All demographic groups supported the proposed R&D strategies.

- **Zip code.** Preferences for R&D locations varied across zip codes (**Figure B-9**). For instance, zip codes 94603 (Deep East Oakland), 94606 (East Lake/San Antonio), and 94619 (Downtown) preferred West Oakland, Port's Airport Business Park and western Jack London (locations proposed as part of **Option A: City of Neighborhoods** and **Option B: Connected Corridors and Gateways**). This is illustrated by equal total scores in **Figure B-9 of Appendix B**. On the other hand, residents from zip codes like 94601 (Fruitvale) and 94621 (Coliseum/Airport) would like to see R&D centers in the South Estuary (**Option C: Midtown Waterfront District**) to be close to the new jobs created. Furthermore, while overall trends indicate positive feedback from respondents, some zip codes like 94607 (West Oakland), 94610 (Adams Point/Crocker Highland) and 94611 (North Oakland Hills) indicated a disapproval for the R&D strategies proposed by Option B and/or Option C, with negative total scores ranging from -1 to -3.
- **Other Demographic Groups.** As noted in **Figure B-10 of Appendix B**, responses between other demographic groups did not vary significantly for this topic, with a majority of groups in favor of West Oakland, Western Jack London, and Ports' Airport Businesses Park R&D locations (Option A: City of Neighborhoods). Responses varied slightly for preference between the other two Options. For example, respondents aged 21 to 44 years, 45 to 64 years, and homeowners more likely to support Option C: Midtown Waterfront District's western Jack London and South Estuary locations, compared to two larger centers in West Oakland and the Port's Airport Business Park (Option B: Connected Corridors and Gateways).

Hegenberger Road

Demographic results on Hegenberger Road strategies varied significantly across zip codes and race/ethnicity categories. These are illustrated in **Figure B-11 and B-12 of Appendix B**, with more details provided below. All age and housing demographic groups most favored **Option A: City of Neighborhoods'** vision for cultural centers, design, and production businesses along Hegenberger Road.

- **Zip code.** Participants from zip codes 94609 (Temescal), 94610 (Adams Point/Crocker Highland), and 94611 (North Oakland Hills) indicated a disapproval for the airport-related services proposed under Option B: Connected Corridors and Gateways and Option C: Midtown Waterfront District. As indicated in **Figure B-11 of Appendix B**, total scores ranged from -6 to -8, the lowest across all

the topics. Some zip codes like 94601 (Fruitvale) and 94619 (Redwood Heights) were more neutral towards all three Options, suggesting a combination of airport-related services, along with cultural, hospitality, commercial, and office uses. Zip code areas located near to Hegenberger road, like 94603 (Deep East Oakland) and 94621 (Coliseum/Airport) garnered the least participation, but indicated similar preferences for Option A and B.

- **Race/Ethnicity:** Among non-white respondents, Option A (City of Neighborhoods) was preferred, and comments emphasized that uses such as live/work artist spaces, cultural centers, and small production, design, and repair businesses should be designed to support communities of color. Separately, the airport-oriented Options received lower ratings among Asian/Asian American, Latino/Hispanic, and Middle Eastern/Arab participants, with total scores ranging from -2 to -5 **Figure B-12 of Appendix B**).

Appendix A: List of Comments

About the Options		
Option A	Option B	Option C
This option seems to me like a good way to raise up underprivileged communities in East Oakland and raise the standard of living in those areas while avoiding displacement of the residents who already live there.	I like a mix of option A and B. With core themes being allowing folks to walk to access their daily needs, and land use that's in symbiosis with fast and frequent transit.	Midtown waterfront in a rising sea level community is not sustainable. I love my beaches, but they're already coming to me. Hegenberger was always underwater in winter (like New Orleans).
We're called the Town for a reason. Keep investing in our neighborhoods	This doesn't feel like Oakland. It feels like parts of the City would be left behind.	I like this option, especially the BART and stop
Building fake-y neighborhood centers feels unauthentic and is off putting to people who live in and identify with the culture of those neighborhoods.	Hard to see much difference between Options A and B. Despite what the GP says, development is going to happen one project at a time, and Oakland is not likely to turn down a proposed project.	love it!
Developing neighborhood centers is the best option. The most thriving parts of Oakland are its unique neighborhoods with culturally relevant small businesses like food, health, specialty items, and services. These areas become destinations.	LIKE: I suggest an effort is made to educate African Americans on the importance of generational wealth through business development. Other groups see this, but AA don't	I think Option A's vision for Hegenberger as a focus for live/work artist spaces, cultural centers, and production, design, and repair businesses has more legs than experiential retail, due to the high crime rate. .
I like the focus on dense, walkable neighborhoods, however I dislike that this option does not include more ambitious transit options connecting neighborhoods. I fear it is too reliant on R&D centers for economic growth.	These seem like the same thing as in option A. Why would you limit to one thing or the other? Try lowering the outrageous cost of BART... The price just to take it to the airports...	I'm saying "dislike" on all items, not because I necessarily disagree with the individual things, but creating a new "midtown" will be at the expense of our existing "downtown". Do you really think this type of new investment will be coming to Oakland?
In all option, need to prioritize ADA access and improvements, such as more accessible mobility housing units, universal design housing and policy, curb ramps, accessible parking spaces	Corridors are historically what has interrupted neighborhoods and become abandoned with changing trends. They favor standardized outside ownership that does not circulate money within the city.	I'm concerned that this plan neglects the most burdened communities, and that most of oakland will be segregated from this community. I'm also concerned that it will be devoid of culture, culture come naturally and organically, you can't force it.
PREFERENCE = 1A Does most to build on existing assets and fill in the gaps. Improves and builds on existing assets to attract private sector investment.	I dislike that this does not focus on dense, walkable neighborhoods, however I like that this option is somewhat more ambitious (not enough!) with transit options connecting neighborhoods. I fear it is too reliant on R&D centers for economic growth.	most oaklanders dont live here, this wont benefit the most amount of people
Seems fine - remember that Rockridge's College Avenue is the single largest contributor of sales tax revenue in the entire city and it s a model for development - don't mess with it, duplicate it. No building over three stories in residential areas ne	PREFERENCE = 3 Does not focus on improving and building on existing community/neighborhood assets and on the existing history and character of Oakland.	Don't call it midtown.
I like the distinctive charms of individual neighborhoods. I like having small commercial streets nearby. I like being "local." Please promote walking and biking.	This option will create traffic jams	This is already failing and takes funds from all of Oakland to develop one small area.
This seems more future-forward as car usage declines globally	This is probably the option that excited me most, because it centers that we shouldn't block and instead try to facilitate dense development on/near existing transit corridors, to make it easier for more people to live car-free or car-light.	Option C should absolutely be done in addition to element from Options A and B. Like the other options, I fear it is too reliant on R&D centers for economic growth which is suffering in other cities.
I think it's important to focus on the existing neighborhood centers instead of distributing more. The idea of transportation being accessible in neighborhoods like West Oakland and East Oakland is very important.	I prefer the decentralized approach of Option A	PREFERENCE = 1B Could bring the most benefit from change over the long term. Would require largest role for public sector participation and investment.
Overall the concept seems to spread out to make a difference to anyone.	All three options are bad because they continue to concentrate housing in low resource communities and along high pollution auto corridors. More housing should be in high resource areas like Rockridge, Montclair, Glenview, etc.	Good plan but chances are none of these options will ever come to fruition with our city's incompetent, corrupt leadership. Our city is a lawless dump, clean it up first to have any chance of pvt investment
I think all are good ideas. I'd prioritize Land Use/Neighborhood Centers, R&D centers, and Hegenberger Rd.	This is the most ideal because it would be good to move Oakland away from being a car-centric city and become a more modern city revolving around public transport.	I liked Option C because it specifically mentioned creating housing for current residents to avoid displacement.
I respectfully disagree. None of these options are required. I beg you to please not do any of them and reduce your footprint in the development of Oakland and instead appreciate the possibility that deregulation on a massive scale would improve the area.	I don't see why plans a and b can't be combined. Also, Piedmont Ave should have more housing. It's near multiple bus routes and has extremely high amenities.	This development plan is my preferred. This development plan should heavily favor BRT, bike pathways, and pedestrian mobility.
I don't like that Option A reinforces segregated neighborhoods vs. a citywide identity and Oakland Pride. We need to ensure access to fresh food where there's not even a grocery store, and create more spaces to engage youth and seniors in healthy ways.	I like that this option aims to improve public transportation across the entire city. I would love this option to also include road diets, or options in which pedestrian, public transit, and biking infrastructure is prioritized over individual cars	Midtown Waterfront District is the best plan. There needs to be green space and trails for people to walk along from west Oakland to Hegenberger..
This option seems the most equitable, the most human, the most environmentally sound, and the most transformational.	Overall I feel good about this plan, though I like Option A more. I think Option would accomplish much of what's in Option B. Mixed-use development along transportation corridors seems like a no-brainer.	This option seems like it will be able to make the most meaningful difference. It concentrates efforts in one area so real change can happen.
Sounds like straight up gentrification, completely and finally ousting the old. We(3rd/4th generation Oakland) can see exactly what this means!	This is a limited approach. Connecting people with transit is important, but helping them meet daily needs without driving is more important. Option A creates more of a 15-minute neighborhood rather than areas with good transit but no local services.	Option 3 is superior in housing and job development. Fully investing in Oakland's "backbone" (San Antonio through Fruitvale) as a Midtown district will help revitalize all of Oakland.

I don't see why plans a and b can't be combined. Also, Piedmont Ave should have more housing. It's near multiple bus routes and has extremely high amenities.	Option B seems to be more disruptive before the public could enjoy the results.	I think all are good ideas. I'd prioritize Land Use/Neighborhood Centers, R&D centers, and Hegenberger Rd.
People care about their neighborhoods. This option recognizes that need. A sense of community is desired and should be nurtured.	I don't think we should force development to the major corridors. Those are less pleasant places to live. Development for housing and light commercial should be allowed to go wherever it's demanded.	this proposal disproportionately supports areas of Oakland that are less disadvantaged and gives East Oakland almost nothing.
This is a great idea! I wonder if any of the new 'public spaces' or 'neighborhood centers' could feature pedestrian-only streets or corridors to encourage walkable and bikeable space connected by public transit	This seems to ignore many other neighborhoods.	I'm excited about developing Oakland's waterfront, like San Francisco and Alameda have done. There's enough space along the water for tourist destinations, public commons and green spaces like Brooklyn Basin, restaurants, art and cultural venues.
Too many big ideas when the city doesn't have the budget or competency. Focus on the basics.		Sounds great - if it could really be built - but what about the rest of the city?
I love this plan. I would also really like to see some new parks in the North Oakland area. Focusing on building neighborhood centers and walking communities feels like a great focus for the city.		I prefer decentralized approach of Option A to this concentration of development on the west side only.
my dad always taught me, if you can't take care of what you have you don't deserve anything new. oakland is currently a failure, why are you planning on building new parks when the current ones are awful and uncared for???		All three options are bad because they continue to concentrate housing in low resource communities and along high pollution auto corridors. More housing should be in high resource areas like Rockridge, Montclair, Glenview, etc.
It should also take concrete action to lower project costs and accelerate delivery		This plan is so highly speculative it seems like it's the least likely to succeed.
This concept is the best. BUT - ALL areas mentioned above should include basic things that people who live in the area need. Things like grocery stores, laundry mat & dry cleaner, medical office. Places people need to meet daily and basic everyday needs.		This option describes the fewest benefits and contributions to the existing neighborhoods and communities. New "Jobs" do not necessarily benefit existing communities. If this option is pursued, benefits to the communities should be elaborated on.
Option A is more inclusive to Oaklanders through out the city. It is important to work together in building the positives of different neighborhoods in Oakland to just concentrate on one area is divisive.		I prefer the first two options mostly because they focus on improving all parts of Oakland, instead of focusing improvements in mostly one area
I live at 1770 Broadway downtown Oakland and will benefit some of the enhancement of option A. The plan need to include senior care and free activities for retirees though.		I like Option C the least — it feels like it doesn't address the needs of current residents. That said, I don't object to much in this plan. But I would like to see us focus on existing neighborhoods first.
Option A seems the most realistic proposal of the three, and the least prone to questions like, "What about my neighborhood?". I do not think the city will be able to overcome the perception of Hegenberger Road as "unsafe" within this project.		This is the worst option. It limits improvements to a small part of the city and does nothing to create a sense of community outside of the waterfront. Brooklyn Basin is a example of this idea done wrong. Nothing but housing out there.
I love any idea that centers the needs of Oakland residents and revitalizes areas that desperately need it. I am concerned about any plan bringing higher density residences into already crowded neighborhoods with limited parking.		I am not sure Option C can actually benefit the lower middle class and the low income communities.
I like the focus of being able to walk to key businesses like grocery stores.		I feel as though the Midtown project is too ambitious, and will be too prone to cost-overruns and delays. I also don't know who it serves most.
This gives more identity to neighborhoods and decenters around the older neighborhoods that get all the attention.		Seems to have the right priorities, Midtown is a confusing name for somewhere south of Downtown
Too much budget of city spent on west Oakland, Jack London area others parts of east Oakland need help to just have BASIC public infrastructure such as roads, business corridors, ect.		This option feels like it's focusing on one specific part of oakland. So it's hard to see what this solves for the rest of us.
I like investing in neighborhoods that have historically seen neglect and disinvestment. Let's focus on making more livable the parts of Oakland where people already live.		It will take decades to make that area into something. You should just do that no matter what in tandem with the other options.
Caution around spreading the growth around equally rather than equitably. Underserved neighborhoods should be prioritized		Option C seems like it could be done in conjunction with Option A and/or B.
		I like these options, but concentrating a steep portion of the benefits of this proposal in Midtown alone in Oakland is not how I'd like to see this money used.
		This option to me feels like a way for Oakland to turn its back on areas that already suffer from neglect and disinvestment. "Starting from a clean slate" will take away resources from areas that should receive them, and frankly sounds like a pipe dream
		I don't think that focusing development / enrichment in one area at the expense of areas where people already live seems kinda misguided
		Similar to Option B, I much prefer that we have self-sufficient neighborhoods rather than "putting our eggs in one basket" with a hyper investment in "Midtown." It's not consistent with the future of work being largely hybrid/remote.

Total Comments = 34		Total Comments = 20	Total Comments = 38
Land Use			
Option A	Option B	Option C	
Add diverse dense housing in all neighborhoods!	East Oakland area should be developed as a priority over other parts. People who don't live here dont come here if they don't have to	The businesses need to be in other locations in East Oakland, beside Hegenberger Road. The former location ACE Hardware on 69th Av., the vacant space of the former Walmart, etc.	
Bring in more businesses (shopping, restaurants (not just fast food) in the huge vacant lots in East Oakland that have been vacant for years!	avoid improvements such as the ones along International Blvd. Seek community input of ideas prior to implementing, and have solid plan first so no surprises. Mixed-use - improvement Eastmont Mall, develop 73rd/Macarther area.	Concentration of commercial spaces potentially creates dead zones in the city after business hours. Without a residential community focus, these could create bigger problems especially after dark.	
1. We need to distribute mixed use because that will be the most efficient transportation budget wise. Centers create extra cost, just make the zoning mixed everywhere. 2. Hegenberger is too close to an airport and too far from efficient transit. Oakland has distribution infrastructure. Need to capitalize on real estate with high amperage access and energy production.	While aligning density to transit corridors is great I don't think all the new housing should exclusively be on busy streets. We should build new housing out into the neighborhood streets.	East Oakland area should be developed as a priority over other parts. People who don't live here dont come here if they don't have to	
LIKE: I also think there should be an emphasis on encouraging African American business development. Currently, AA only "live" in their communities, as oppose to investing through commercial ownership. This stops gentrification.	Food places get broken into, what things will be there?	Please do not ignore our neighborhood needs while focusing on these larger projects - East Oakland/Eastmont - greatly need support and services	
Identify libraries on the maps. Libraries provide essential neighborhood services such as afterschool programs for youth, internet access, snacks, referrals for jobs, seniors, in addition to serving as neighborhood cooling centers.	Libraries should be identified on the maps as destinations where residents can seek essential services. How do the transportation corridors connect with libraries?	Again, this focuses in an area not where I live -- I'd like to see these options of parks, trails, transportation, restaurants, experiential retail for neighbors in Eastmont / District 6 - We would appreciate these too!	
We need more jobs and youth programs. Along with more transitional entry job development centers.	Focusing on housing in areas with existing transit will make it easier to increase the quality of transit service along these routes, as well as providing new residents reasons to be car-free or car-light, which helps our city's growth to be sustainable	Big-box stores don't serve Eastmont and have closed in the past, leaving wastelands.	
Leveraging Oakland's preexisting township infrastructure before post-WWII changes makes sense, and how does that work with the commercial sites that have since been converted to residential units. Many examples of which are in the Dimond-Laurel corridor.	Revitalize the traditionally Black communities in West and East Oakland with community serving busiessneses.	More housing	
Use empty existing buildings and units to house our homeless neighbors. Use the city's eminent domain powers for this purpose.	You spend millions on places noone lives near. While completely ignoring residential zones	No-STOP USING D6 as a throughway and dump for Oakland's problems.D6 asked for great places to shop/visit/enjoy.We don't need dealerships/big box anything.You can't be trusted.No "airport serving"-businesses need to serve the district&attract visitors. LIKE: Encouraging business development for African Americans in east and west Oakland, as in Fruitvale and Chinatown areas will not only stop gentrification, lower crime, but stabilize all Oakland	
I like that this Option distributes mixed use throughout the entire city and into the predominant single-family neighborhoods on the northeast sides of the city. A new R&D district in west Oakland works because it is near transportation options.	You are ignoring people who live in the Hills.	I am concerned about gentrification in this option the most since it is focusing investments in a certain part of the City.	
Not sure why you can't do this and also have dense development along corridors.	East Oakland near the airport historically had been redlined and the only space African Americans had been allowed to live and purchase homes. Redevelopment efforts have been the gateway to pushing those communities out. Let's not repeat this cycle.		
	Putting housing at teh Rockridge BART station on a tiny triangle of space is stupid, it will require cutting down a while grove of redwood trees, a protected species in Oakland, to put apartments right under highway24	top priority is more housing	
Housing	this seems like a more classic design leading to potential congestion	These plans neglect the needs of East Oakland once again. The Coliseum is not the only thing that needs improvement in this area. There is barely any homes near the Coliseum. We want to see restaurants and business there but in walking distance of homes.	
Distribute the growth around dense mixed use centers instead of concentrating in a couple of areas	Communities should have access to grocery stores, transportation, and green space within walking distance	Ignoring people who live in the Hills. We live in Oakland. Why do you consider our situation too!	
Large areas like coliseum should focus on family friendly single family development.	Not sure why you can't do this and also have dense centers of development around commercial centers.	I don't like focusing development mostly in one area	
We need to be adding housing in neighborhoods like Adams Point and East Lake that have access to our existing parks so Oaklanders have more options to live in the already great neighborhoods.	Like the idea of considering the infrastructure such as street width in evaluating sites for larger buildings. Dislike the idea of building very large (6 story +) structures where streets and sidewalks are not wide enough. Consider sunlight	Key to this option is ensuring affordable housing development happens so that displacement of legacy residents in the San Antonio area does not happen. Yes to a new BART station!	
The thing I like most about this concept is the emphasis on just allowing housing, *plus* other land uses (e.g. retail) in existing neighborhoods.	All good, but prioritize Land Use, Hegenberger, and R&D!!	This one has the most additional housing, so it is the best. But there is no reason you can't combine this with parts of the other plans	
More grocery stores and shopping centers needed for residents that live close by	Again, please don't do any of these. Instead, deregulated and let people build where it is most required. You don't need to decide any of these things at a city level. Don't "focus" development, let the market decide.	Bring back the restaurants and the flavor of Oakland, and food diversity.	
Commercial centers should be on the micro scale in the neighborhoods	We should be focusing on adding lots of high density housing to West Oakland with its easy access to downtown, SF, and Emeryville/Berkeley.	I like that you're considering the San Antonio district. But I don't want development to conflict with estuaries as I feel Brooklyn Basin does.	

You should invest in creating bootcamp to learn new skills. For example, coding, hardware, and others. The infrastructure is great but if there are local business , but if nobody is buying because of lack of money.	I'm lease stopping concentrating housing on arterials. The noise and pollution from car traffic is bad for residents. Density is great, but it shouldn't only be available in high pollution areas.	Prefer more balanced growth around coliseum vs concentrating so much there
I hope you will consider options for affordable housing. Look at the NYT article "A Third Way between Buying or Renting? Swiss Coops say they've found it" Also- check this article out from Slate in 2016-How Bernie Sanders Made Burlington Affordable	Give up on retail in Oakland. Turn downtown and Jack London Square exclusively into high rise apartments with private courtyards and underground parking.	I hope you will consider options for affordable housing. Look at the NYT article "A Third Way between Buying or Renting? Swiss Coops say they've found it" Also- check this article out from Slate in 2016-How Bernie Sanders Made Burlington Affordable
Less youth centers and more career development areas	Invest in citizen not only the infrastructure. Create opportunities for workshop or small courses to learn a new skill. They dont have to be longer. 12 weeks curses will be fine.	Literally helping Oakland in any way would be good, however, a focus on the waterfront first seems to leave out underserved communities to help with tourism and the hills have access to the water.
New multifamily development in Oakland has been overwhelmingly concentrated next to highways, exposing densest population centers to the highest air pollution. This option seems closest to attempting to change that	Concentrating residential and commercial uses and transit on single major streets just asks for conflict and tradeoffs. Miles and miles of friction between pedestrian crossings, unloading zones, and bike paths (plus all the car traffic) sounds terrible.	Although I support revitalizing Oakland's waterfront, creating a new district seems less likely to succeed than revitalizing existing neighborhood centers
clean up existing roads and remove homeless encampments. Invest in cleaning up the existing neighborhoods in addition to new projects. New development projects should not be the only items that get funding	I hope you will consider options for affordable housing. Look at the NYT article "A Third Way between Buying or Renting? Swiss Coops say they've found it" Also- check this article out from Slate in 2016-How Bernie Sanders Made Burlington Affordable	More restaurants and get rid of the homeless in those areas it's disgusting to see
Need a plan to attract businesses and jobs for locals	Maximize development along transit corridors. R&D should be part of vibrant mixed-use districts, not isolated and sterile, like in Alameda.	oakland waterfront is a joke, embarcadero is currently a failure, and your planning more?
Support growth that keeps residents housed and benefits locals. Pair all new housing, transit, and public space with strong anti-displacement measures, community ownership, and local hiring—center people over corporations.	As mentioned before casino row hotels and affordable housing market predictions are profitable for future economic growth	Casino row hotels and affordable housing market predictions
Focusing on jobs and opportunities for people of color who have not been included in past planning.	We have plenty of empty commercial buildings in downtown what is building more R&D centers gonna do? The Town is not an attractive place to open or run a business right now and throwing up some more corporate parks isn't going to do a thing.	The waterfront should be for everyone, not for commercial buildings or new luxury housing. That will just create more wealth inequality, and reduce access for the long term residents to enjoy the waterfront. Add parks, retail, etc we can all enjoy.
We shouldn't need specific zoning for what type of work is done where...Make everything mixed use, free of arbitrary zoning placements.	Support improvements that connect communities and expand access but reject corridor growth that accelerates displacement or prioritizes corporate profits over resident needs.	Support access and mobility but oppose large-scale redevelopment that prices out residents or prioritizes corporate/tourist uses over community needs.
prefer more development / new commercial center around San Antonio	Focusing on just the corridors will inevitably mean the rest of the city is left out to dry. I'd much rather have a grocery store be close, than a bus that gets me to the grocery store.	"mixed use" has been unsuccessful, look at all the empty storefronts. We need to consider a different effort/language/goal. And we need to ask "who is venturing into retail"?
Affordable Housing should be included in this area	I like the focus on developing 14th Avenue and around San Antonio	the investment needs to be more evenly distributed
Why is the redevelopment potential of the waterfront not being directed towards a) community open space/water access and b) residential housing? Part of the post-industrial transition is reorienting water access towards higher value users!	Help east Oakland stop red lining black and Latino homeowner communities	Mixed-used density is a great idea for the estuary and southern water-frontage to Alameda. The Pro-logis development is a shameful back-hander; no one is buying the "street grid extension" to 42nd Ave/phase out Alameda Ave as for the community benefit..
Limit high density housing in single family neighborhoods.	Need more housing and planning for schools	Midtown is a large area and can accommodate a range of uses. For example, would like to see some PDR/industrial land uses preserved and have adequate buffering from residential/mixed-use.
Not enough housing growth! No discussion of schools	spread low income housing thru out the city by making it part of mid/large residential. STOP MAKING FOOD DESERTS WITH A CONCENTRATION OF LOW INCOME ONLY APARTMENT. Helps people see and understand others.	Need more housing and planning for schools
spread low income housing thru out the city by making it part of mid/large residential. STOP MAKING FOOD DESERTS WITH A CONCENTRATION OF LOW INCOME ONLY APARTMENT. Helps people see and understand others.	housing and economic development are what need tp be concentrated at transit hubs, not parks . count EBRPD when we look at available park space. Also, the city is very bad at maintaining parks, so I dont want new ones until we can maintain what we have	spread low income housing thru out the city by making it part of mid/large residential. STOP MAKING FOOD DESERTS WITH A CONCENTRATION OF LOW INCOME ONLY APARTMENT. Helps people see and understand others.
	I worry that huge new developments around transit centers will require displacing residents without investment in providing them safe and clean replacement homes	
	We have a lot of shop vacancies. Retailers struggle to exist due to crime and lack of city support. We can't fill these spaces without resolving this.	
Total Comments = 33	Total Comments = 35	Total Comments = 33

Transportation		
Option A	Option B	Option C
Select neighborhoods with easy connections to transit corridors, particularly ones that have more potential for transit speed improvements. A neighborhood-based model without better transit will embed car dependency, and cause parking/traffic challenges.	We have to think about better ways to connect people to the airport: I traveled a lot for work, mainly out of Oakland. But I always preferred SFO because its connectivity meant I could do work all the way there. Travel is a necessity but shouldn't hinder.	Pedestrian/bike overpasses in East Oakland! After riding my bike for 15 yrs over 66th, the need for these communities to have better, safer waterfront access is clear.

Ensure that there is adequate transportation and available parking near shops in Oakland.	Eliminate the bike lane on 73rd Ave (from MacArthur to International) and add another driving lane. No one is using the bike lanes because it isn't safe.	Love San Antonio Bart station and I want to see it happen.
Transit will be harder in a "City of Neighborhoods", and to Hegenberger specifically: Industrial uses have impacts on the land, and their redevelopment for infill housing can either end up expensive to properly remediate, or cause bad health outcomes	requent shuttle that won't meaningfully connect us to the waterfront or improve land use in our neighborhood.	The 14th Ave to 5th Ave waterfront has so much potential. An in-fill bart station should be prioritized. The 96 bus serving Brooklyn Basin is already helping.
It's still very dangerous to ride bike from East Oakland to downtown while Other part of Oakland has so many protected bike routes. I don't see the plan that addresses this problem. Protect bike routes that don't go anywhere in East Oakland are not useful	Hegenberger needs to be made safer for people who aren't driving. We should be able to walk, ride, or transit to the airport without feeling in the middle of a highway	Just build San Antonio BART fast. No interim solutions.
I like the focus on dense, walkable neighborhoods, however I dislike that this option does not include more ambitious transit options connecting neighborhoods. I fear it is too reliant on R&D centers for economic growth.	It's still very dangerous to ride bike from East Oakland to downtown while Other part of Oakland has so many protected bike routes. I don't see the plan that addresses this problem. Protect bike routes that don't go anywhere in East Oakland are not useful	Please focus on building the San Antonio station. I'm afraid that the extra support closer to Fruitvale BART will take focus away from the San Antonio neighborhood that needs it.
I think transportation is great. I also think it is great if more stops are added to transportation, since adding stops increases chances of people using transit vs. decreasing/removing stops.	I would feel so much happier in a town that wasn't so car centric. I want to ride my bike without fear. It would be less of a psychological AND economic burden. There's no solution to car traffic except viable alternatives to driving.	How will transportation, parks and open spaces, and Hegenberger Road impact the estuary?
Please stop focusing on downtown. Our neighborhoods are truly in collapsing conditions. The Streets are horrifying conditions, the sidewalks are literally crumbling and there are few is any trees remaining for the homes, strees and tax payers who actual	Please don't try to make corridors for alternative modes of transportation (e.g. walking, cycling) using streets that consistently have high speed vehicular traffic. A few years ago, there was a plan to add bike lanes to High St., vs. improving 38th.	Please prioritize an actual BART station for the San Antonio neighborhood. Prioritize housing along Hegenberger Rd north of 880. Big box/ airport services are fine south of 880.
Make ALL more walkable, bikable. bartable to help city air quality and traffic congestion.	What about the MacArthur Blvd corridor 73rd to San Leandro. It desperately needs attention. Put my tax \$ to work in my community. Please! Asking for 10 yrs, what's the problem?	I dont want to develop the esterary and we dont need a bart stop at San Antonio
Focus on maintaining and cleaning existing parks, roads and bicycle routes	I'm concerned that driving and parking will be made more dangerous and congested if more spaces are given to bicycles, like what's happened in Berkeley. Only a few people can get around by bicycle because of health and disability reasons.	As a community member of Clinton who knows folks in San Antonio, this BART station and better transit to support it would be a huge benefit to our communities! A shuttle is not going to help anyone, we should plan for the long term now
I think it's important to focus on the existing neighborhood centers instead of distributing more. The idea of transportation being accessible in neighborhoods like West Oakland and East Oakland is very important.	Stop trying to "get people out of their cars"! Leave individuals in the driver's seat. A(n electric) car in every garage!	It's still very dangerous to ride bike from East Oakland to downtown while Other part of Oakland has so many protected bike routes. I don't see the plan that addresses this problem. Protect bike routes that don't go anywhere in East Oakland are not useful
Increase bus routes and frequencies, increase neighborhood recreation centers for youth. Build long term cooperative low income housing.	All the major streets that connect both freeways should be paid attention to. Greenery should be prioritized and walkability is important. High density housing and business should occur in this major roads. International , 73rd, 35th, Grand Avenue, 7th St	Are you talking about keeping the "RedLine" the same? Maybe offer affordable transit rates and housing in multiple areas. What/where is San Antonio hub?
Meeting all road with the serie of of Oakland bike friendly bike Safe.	While safe options for cyclists and pedestrians are of the most importance to me this still seems to spread out to make a meaningful difference to anyone.	BART is in an existential financial crisis and will not be building any new stations i San Antonio or anywhere else. Erase this idea from your plans. It is not going to happen.
I dislike that it appears there will be no meaningful additions to public transit in this option. Option A and Option B could be combined.	Transportation: what are considered "key corridors?" They may be major but may still not serve as much east/west or north/south. Maybe the connections with other transit may address this.	Key to this option is ensuring affordable housing development happens so that displacement of legacy residents in the San Antonio area does not happen. Yes to a new BART station!
Everything sounds good except changing 2 land roads in each direction to 1. Getting rid of curb side free parking. Not everybody is taking uber or biking.	Everything sounds good except changing 2 land roads in each direction to 1 and Getting rid of curb side free parking. Not everybody is taking uber or biking.	Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.
All of this is nice, but it relies on easy access between these neighborhoods via safe, frequent, and low-cost public transit.	I am much more excited about bus/train/bike options along these corridors than highways and fast roads.	NO new BART station. No renaming BART stations. Focus on maintenance of existing assets. The city is currently FAILING at this. Don't take on MORE!!!!
Close Piedmont Avenue to car traffic and make it a pedestrian and bus-only zone! Imagine what we could do with more car-free spaces.	I find the bike lanes and transit mediums in commercial areas to be very dangerous as a biker and a driver! We need better ways to connect residential areas to Bart stations. Smaller buses like the Emeryville Go Round to reduce traffic & pollution.	Collaborate with BART to use a bond measure to pay for the San Antonio BART station. Please preserve industrial districts and clean up toxic waste.
Clean up the streets	AC Transit is broke as is BART. Electric bikes are a better option and they can travel on the same roadway as a car.	Everything sounds good except changing 2 land roads in each direction to 1 and Getting rid of curb side free parking. Not everybody is taking uber or biking.
Would like nature corridors connecting parks and neighborhoods. Like neighborhoods though connections of parks and nature are essential to wellbeing	Move towards bringing back streetcars along key corridors.	Encourage e-bike usage on existing streets. Do not build new parks because Oakland can't maintain existing parks. Lake Merritt is a mess.
Stop making everything one lane it causes more traffic and makes being in the city less desirable—it makes me want to move	Definitely need more frequent buses. They are in a death spiral now; nobody rides because they are too infrequent and unreliable, and then low ridership makes it all worse.	New transit hub would be great, but this shows little vision for the rest of Oakland.

Clean up existing roads and remove homeless encampments. Invest in cleaning up the existing neighborhoods in addition to new projects. New development projects should not be the only items that get funding	I'm neutral on this one. I'd like the transportation element of this one applied to Option A, and I think that R&D near Emeryville is an efficient idea to collectively build out an area, so I wouldn't want to see it skipped, even with a bigger airport one	The new BART station would be amazing
Please fix the potholes	It should be possible to have transit access without putting all new multifamily housing on the busiest, most polluting roads and highways. If you wouldn't want a highway running through your backyard, don't require it of 100s of tenants in each new build	If access to this area can be improved as envisioned, especially adding a new BART station, this is clearly the best plan. If access cannot be improved, this is clearly the worst plan.
put a traffic circle in every intersection planted with our native oak for traffic slowing and carbon sequestering	Most buses I see are largely empty. Restore more transbay lines to encourage commuters to use the bus.	Foothill or MacArthur ave bart line
	Fill the potholes	Support access and mobility but oppose large-scale redevelopment that prices out residents or prioritizes corporate/tourist uses over community needs.
	Restore passing lanes on Telegraph Ave, and abandon the "road diet" plan for San Pablo. Major thoroughfares must NOT be reduced to a stop-and-go single-file crawl. Most people hate buses, which are largely empty. A(n electric) car in every garage!	The Fruitvale Area can't support traffic on both the International and Foothill corridor. Already tight and dangerous. We don't have trees. Everything looks deserted and desolate.
	I am concerned that, without a coordinated regional plan to address homelessness, additional parks near transit stations will simply become destinations for encampments.	San Antonio BART station and development YES PLEASE!!!
	if bicycle/ped safety includes the current unsightly "furniture" and complicated parking on the streets ie Telegraph, then "no". It's a mess.	I like the beautification of any part of East Oakland, but would like the city to prioritize the areas where the residents of East Oakland live. We need smooth roads to drive on, more trees and protected and dedicated bike lanes and green corridors.
	The Fruitvale community needs planning and improvements. We only get commercial endeavors such as car painting (Toxic) facilities, storage buildings and junk stores; nothing that ever brings vibrancy.	
	Oakland needs to prioritize 'Fast and Free' mass transit so that Oaklanders can afford to get around safely, quickly and sustainably. This really connects	
	not more frequent buses, faster buses	
	bus rapid transit has harmed East Oakland and AC Transit is unaccountable to residents of Oakland	
	Prioritize fixing the roads in Oakland if transportation is important. Driving and biking is impossible to get the most from these hubs.	
Total Comments = 22	Total Comments = 31	Total Comments = 26

Parks and Open Space		
Option A	Option B	Option C
Open spaces and parks need to be policed to prevent crime and unwanted activities after hours. Live/work spaces are a great idea. How has it worked out in Jack London Square?	Improve existing park is more important. Park maintenance needs help now.	There's a lot to like about this plan as well. Before we build new parks along the waterfront though, we need to better maintain and elevate the ones we have that are currently overrun by the unhoused
very nice to have more park. But these need to be monitored to avoid motorbikes and quads, or amplified music to ruin the experience. Do you have the resources to do that?	Less emphasis on expanding open spaces and parks. Developing green spaces along well traveled transit routes may help control unwanted after hour usage. Commercial only space in the Hegenberger corridor has not improved the viability of the area.	How will transportation, parks and open spaces, and Hegenberger Road impact the estuary?
We should turn the Coliseum area into a large park and not let it be sold out to many bidders and turn into a corruption / influence magnet.	very nice to have more park. But these need to be monitored to avoid motorbikes and quads, or amplified music to ruin the experience. Do you have the resources to do that?	I don't want to develop the estuary and we don't need a bart stop at San Antonio
Why I say no to new parks is we are barely able to manage the parks we do have and Oakland has a lot of parks already. And regarding these other items, I think priorities are the others but all sound good.	We need more parks, grocers and restaurants to support the families that already reside in Eastmont Hills. We don't require more offices, hotels and businesses that support the airport.	I do like the idea of more public spaces along the estuary, but I can't imagine them being safe. Esp outside of business hours when the R&D office occupants have gone home. Also, the city has already thrown a ton of money into JL Sq and it's still dead.
I'm worried new parks just create something else to maintain. Let's focus on maintaining what we already have. Upkeep (clean, water, mow) medians. Plant and upkeep grass in parks, etc.	again we need to take care of what we already have before adding more parks, etc.	Support the idea, but we need investment into new trees, street lighting, sidewalks and streets. They are depauperate and making Oakland the largest expanding ghetto, besides downtown which is already dead at night.
What does "research and development" mean in this context? I believe making parks a focal point may be an unnecessary use of resources. While improving parks is nice, not everyone has the time or interest to visit them.	(1) MacArthur betw Park & Beaumont on the hospital side of Hwy 580 is main entrance point to central Oakland from downtown. Needs safer driving, beautification. (2) E.21st St betw 14th & 23rd Aves wide barren road unsafe, divides neighbors	Get rid of homeless from existing parks and thugs on Hegenberger Road. Send in the National Guard and ICE for security and immigration enforcement. Get rid of crack zombies bent over and open air drug use. Housing policy must come with skill development.

In my neighborhood, near San Antonio I don't see people going to the park.	This focus on tourism revenue seems to exclude community members. What measures are in place to prevent displacement due to the development of these green spaces?	Focus on maintaining and cleaning existing parks, roads and bicycle routes
Focus on maintaining and cleaning existing parks, roads and bicycle routes	Get rid of homeless from existing parks and thugs on Hegenberger Road. Send in the National Guard and ICE for security and immigration enforcement. Get rid of crack zombies bent over and open air drug use. Housing policy must come with skill development.	It's super important to keep/restore shoreline & marshlands. For goodness sake, the ecosystem cannot sustain anymore waterfront development
A big plus to the parks. There's limited safe outdoor places for my baby to play in Oakland and we often have to drive to Berkeley	Focus on maintaining and cleaning existing parks, roads and bicycle routes	Estuaries and coastal areas contain the most delicate and biodiverse habitats in Oakland and must not be developed except to improve accessibility to nature. Climate change will make any waterfront development a costly mistake.
Protect wildlife conservation centers	Note: Parks/urban green spaces along transit routes sounds good in theory but would need to be designed and maintained in a way that they stay safe and usable (not dumping grounds and encampments, as often happens on transit lines in the Bay)	Similar to the above - urban green spaces etc. along the water sounds amazing but would need to be designed and maintained in a way that they stay safe and usable (not dumping grounds and encampments, as often happens on the waterfront)
Focus on infrastructure and clean streets with the city's limited funds. Not things the city has zero expertise in like R&D and art production.	Make it safe to park, walk, and bike in our existing neighborhoods. If it's not safe, we won't use any city amenities. Basics Basics Basics.	Protect Sobrante Park from gentrification, but add BART at 98th ave too. Densify Hegenberger intensely with residential, and extend AirBART to Eastmont Mall.
The city unfortunately does not have the resources to maintain its existing parks, or to keep them safe - I love parks but please no more. Re the 'commercial center', live/work and new biz need cheap space, not new built space -invest in safety instead.	Please expand urban greening to neighborhoods.	Water front trail pathway must be wheelchair accessible
Please apply pollen regulations because people have allergies.	Create nature corridors for both people and wildlife to flourish. Connect the parks and creeks to make more nature everywhere and residents will be happier and healthier.	Plant more native oaks, Quercus agrifolia along Hegenberger road, more wetlands at the edge of the bay for shore protection and habitat restoration
Please use native plants and trees in your parks and open spaces. Apply pollen regulations.	parks must be wheelchair accessible, Oakland parks continue to chain lock wheelchair pathway and plan to to this with new construction it is illegal	It all sounds good-hard to imagine that the Estuary will be truly accessible though. Also--we need child serving amenities in parks and clean and safe parks for families to use them
In parks, please reduce green lawns, instead use native plants and trees. Introduce pollen regulations for allergies.	plant more native oaks along Hegenberger road	Creating a nicer waterfront while not addressing homelessness and equalities in other areas of the city will lead to an increase in crime in wealthy looking areas.
Stop building or renovating parks using bond funds. The new parks do not last as long as the bond payments so it is a waste of money and unsustainable. A properly trained park maintenance crew can keep a park looking new.	Adding more parks without thought for their use/activation is a waste of money and space. When citizens recommend adding green spaces, they want the parks to be corridors themselves, e.g. greenbelts, not random shade stops along busy roads.	
I like that pedestrianized public spaces was mentioned. This is crucial to a successful commercial area and safety of everyone but more importantly children and seniors.		
Why is the redevelopment potential of the waterfront not being directed towards a) community open space/water access and b) residential housing? Part of the post-industrial transition is reorienting water access towards higher value users!		
Parks are important, but housing and economic development are more so. I hope we make sure to count EBRPD when we look at available park space. Also, the city is very bad at maintaining parks, so I don't want new ones until we can maintain what we have		
Total Comments = 19	Total Comments = 16	Total Comments = 15

R&D		
Option A	Option B	Option C
The City needs to commit to taking initiatives for all those planning ideas and prove periodic progress. 3 R+D centers seem too ambitious, and one of which is too detached from existing ones. The survey could easily become just truism to say yes to.	Concentrate and combine both airport-serving and R&D center-supporting businesses and services SOUTH of I-880, encourage mixed-use neighborhood centered development NORTH of I-880, reference my response in the "Other" section of Option A.	It sounds like you want to open new "Jack London squares". how do you avoid these to become moribund, due to lack of perceived security? would it be worth reviving the actual Jack London square before opening new ones?
would this push out specific communities, it is too vague	Not familiar enough, to know if research and development would serve the community	I don't know what R&D means in the context of these three options.
we need more information of what research and development means	again, i need more information of what research and development means	What is the purpose of research and development, wont that cost a lot of money?
What does "research and development" mean in this context? I believe making parks a focal point may be an unnecessary use of resources. While improving parks is nice, not everyone has the time or interest to visit them.	What is the purpose of research and development, wont that cost a lot of money?	Doesn't seem to be the most timely, given the unrealized redevelopment of Jack London Square, going back to then-Mayor Jerry Brown. There was also all the market-rate housing + redeveloping the Sears Building for Big Tech, and Kaiser's failed expansion.
What is the purpose of research and development, wont that cost a lot of money?	All good, but prioritize Land Use, Hegenberger, and R&D!!	Important to preserve & enhance Oakland's industrial spaces. We are not going to compete with SF/SJ for office jobs; we need tax from manufacturing, industry, etc. that bolsters the region.

There is no there there to facilitate commercial centers at Coliseum/Heg road. Why would we need R&D centers? . Share the burden of low cost housing. We don't really need n-centers, like Fruitvale station's worthless use of land around the BART terminal.	The airport business park should look more like a true multiuse area with very high density res., comm., office, and industrial uses if it is going to work. Improved bus, transit, and bike uses should be incorporated. Add BART at 98th Ave. too	I like the idea of redeveloping industrial lands for higher value uses and adding parks & trails, & an infill BART station. But I'm wary of intense development near the Coliseum / South Estuary, as that area seems especially vulnerable to sea level rise.
I like the focus on dense, walkable neighborhoods, however I dislike that this option does not include more ambitious transit options connecting neighborhoods. I fear it is too reliant on R&D centers for economic growth.	R & D Lacks details	R & D Lacks details
I haven't heard anything about unmet demand for R&D space. South Bay has empty space, Emeryville has empty space. No one would choose Oakland over those.	The term R&D is too vague. Appears to be another marketing term with no supporting evidence. Oakland has substantial light industry zones, it's the job of the Economic Develop Dept to make those zones marketable.	The term R&D is too vague. Appears to be another marketing term with no supporting evidence. Oakland has substantial light industry zones, it's the job of the Economic Develop Dept to make those zones marketable.
I like that this Option distributes mixed use throughout the entire city and into the predominant single-family neighborhoods on the northeast sides of the city. A new R&D district in west Oakland works because it is near transportation options.	You had me until to days R&D, can you be any more vague?	STOP WITH THE R&D WORTH NO EXPLANATION OR DETAILS AS TO WHAT THAT MEANS!
R & D Lacks details	Maximize development along transit corridors. R&D should be part of vibrant mixed-use districts, not isolated and sterile, like in Alameda.	R&D should be part of vibrant mixed-use districts, not isolated and sterile, like in Alameda. Facilitate water taxi/shuttle service connecting with the ferry terminal.
The Hegenberger Road and R&D Center parts of the plan sound far-fetched and over-ambitious, but it would be exciting if they were successful. I worry they will be expensive failures.	i could be wrong, but i believe R&D/ life sciences in emeryville has tanked, with lots and lots of available real estate. what gives us confidence it will rebound and we should invest?	How much demand is there for R&D space in Oakland? The primary driver is Cal, which is closer to Berkeley and Emeryville.
I think this plan could use more description of how the neighborhoods & R&D areas could be interconnected by public transport. Also, why is South Prescott being called North/Western Jack London?	Prefer R&D to be focused on Jack London, more likely to attract promising tenants	Is it really the place of government to build an R&D center? I don't get it.
We have plenty of empty commercial buildings in downtown what is building more R&D centers gonna do? The Town is not an attractive place to open or run a business right now and throwing up some more corporate parks isn't going to do a thing.	Prefer all R&D in west Oakland	Jack London Square has continued to struggle and needs growth, I'm concerned this would just spread that same feeling. Why all the focus only on BART, would about expanded Ferry services since this about waterfront.
What is R& D?	No airport in any major city is in an area that attracts R&D	Stop pushing the west Oakland/Jack London agenda, those neighborhoods have experienced large displacement of black residents why should affluent communities benefit more than working class black and Latino communities of Oakland
West Oakland's R&D push risks driving up property values and rents.	Its not close to other areas and will not produce growth imo after you complete the other options do this.	
Total Comments = 15	Total Comments = 15	Total Comments = 14

Hegenberger Road		
Option A	Option B	Option C
Having worked on Hegenberger at United Labor Bank, before the airport extension was built, I always felt it was under-resourced. My bus was always late, which led the bank to fire me. Connectivity matters. And a major connector like that strip...	No-District 6 DOES NOT WANT AIRPORT SERVING or business parking/storage or Hegenberger to become industrial-NO. We want hotels/restaurants/family/senior/resident serving areas that will make people EXCITED TO STAY, spend, enjoy, & visit District 6.ServeD6!	Midtown waterfront in a rising sea level community is not sustainable. I love my beaches, but they're already coming to me. Hegenberger was always underwater in winter (like New Orleans).
1. We need to distribute mixed use because that will be the most efficient transportation budget wise. Centers create extra cost, just make the zoning mixed everywhere. 2. Hegenberger is too close to an airport and too far from efficient transit.	Hegenberger Road corridor revitalization won't occur until criminal activity preying on customers, employees and businesses is eradicated and its subsequent negative reputation has been erased. This also affects the "larger" Airport Business Park prospect	I like to beautify Hegenberger and attract restaurants, and art but not full of auto dealerships and big box stores. If it's too comercial with big stores it'll attract blight and dumping
Follow the Emeryville model to turn the Coliseum/Hegenberger Road area into an attractive mixed-use destination (reference the development in Emeryville between the I-80/I-580 freeways, Mandela Parkway, San Pablo Avenue, W. Macarthur Blvd, and Powell St).	Hegenberger Road should serve District 6 residents primarily, not the airport. Many hotels and other airport-centered businesses there have closed!	Most of these options do improve the infrastructure for East Oakland residents. An equitable lens was not applied to the Midtown plan. Only Hegenberger Road address the east and only the commercial needs not residential.
Transit will be harder in a "City of Neighborhoods", and to Hegenberger specifically: Industrial uses have impacts on the land, and their redevelopment for infill housing can either end up expensive to properly remediate, or cause bad health outcomes	Hegenberger - just make it all a huge park	We don't need to preserve the entire Hegenberger Road for airport-serving businesses. We need more restaurants and cafes that serve the community that lives here permanently,
There is no there there to facilitate commercial centers at Coliseum/Heg road. Why would we need R&D centers? . Share the burden of low cost housing. We don't really need n-centers, like Fruitvale station's worthless use of land around the BART terminal.	Please support vibrancy along Hegenberger. All these businesses left because of crime.	How will transportation, parks and open spaces, and Hegenberger Road impact the estuary?
Would rather see the live-work spaces and artisan/cultural business along the waterfront and not immediately adjacent to the airport and 880 (air quality).	D6 doesn't need Hegenberger to "serve" the airport/commercial businesses"-we don't need warehouses, storage, or for it to become an industrial area. Serve D6!	I support the idea of commercializing and beautifying Hegenberger Road. But efforts should be made to attract better uses than auto dealerships and big box stores. I am okay with the transportation portion, but it lacks sufficient scale and ambition.

Please don't use Hegenberger road for airport sprawl and big box stores. Use it to provide space for Oakland's culture instead, as is done with this option. Don't expand the airport because it will have environmental justice consequences	Hegenberger Road: we dont need more parking or storage. we probably dont need more restaurants. But im sure there are other commercial and community uses that would be a good fit for this area.	Anything on Hegenberger beats the no man's land currently.
Prefer to keep Hegenberger as industrial & airport-serving businesses. OAK is a unique asset for the city and it is best strengthened and leveraged economically with aligned businesses.	You could pave Hegenberger in gold and no one would want to go there. But I do like the idea of visitors getting a better first impression of our city.	Airport-serving business, auto dealers, and big box stores are all car destinations—small shops and restaurants are unlikely to survive if that is a primary focus for the area. (I don't necessarily think it's a bad focus, but the mix is problematic.)
Get rid of homeless from existing parks and thugs on Hegenberger Road. Send in the National Guard and ICE for security and immigration enforcement. Get rid of crack zombies bent over and open air drug use. Housing policy must come with skill development.	Hegenberger Road is so underutilized right now, it needs new life especially since its what visitors first see as they arrive from the airport.	Get rid of homeless from existing parks and thugs on Hegenberger Road. Send in the National Guard and ICE for security and immigration enforcement. Get rid of crack zombies bent over and open air drug use. Housing policy must come with skill development.
Let Hegenberger recover organically. City planning efforts to locate a certain type of business in a certain location often fail to take future changes into account.	All good, but prioritize Land Use, Hegenberger, and R&D!!	I don't care about auto dealerships and think they take too much space. They are also a business that damages the environment
I'm a bit conflicted with the Hegenberger idea. The flatlands need uplifting first, unless this will help them, though the access may be precarious?	the high density office, hotels, and commercial uses south of 880 appear to be building up on land that has a high risk of liquefaction AND leaving East Oakland with disproportionately low green spaces. Why build up liquefaction areas MORE?	Bring art into Oakland, not its fringes.
Reduce Hegenberger width by 60+ percent and one lane in each direction only if you ever want that road to be anything other than a place where people are hit and run or killed	Again Hegenberger is way too wide you have to take it down in width by at least half before it will be anything other than a failed freeway stub	Not ambitious enough. Current zoning along Hegenberger has failed and more uses should be permitted. Pave roads throughout the city before concentrating on very expensive pedestrian and bike improvements that do not benefit most Oaklanders.
Artists and culture should not be relegated to the industrial hegenberger area. They should be part of every day vibrant Oakland life. Also, I suppose r&d centers, but ONLY with corresponding low income housing protection there AND affordable added close	If Hegenberger wasn't tenable for In N Out why would it be for a new/small business? Adding bus routes is good and would benefit many but bike lanes are used by so few.	Hegenberger Rd has been ignored for too long. Improving thst area will go a long way to improve the surrounding neighborhoods too.
The term R&D is too vague. Appears to be another marketing term with no supporting evidence. Oakland has substantial light industry zones, it's the job of the Economic Develop Dept to make those zones marketable.	This is simply returning Hegenberger to what it previously was. It needs to be reimagined for a modern economy. All of east Oakland needs to be reimagined as a hub between San Jose and dt Oakland/San Francisco	Beautifying Hegenberger is like putting lipstick on a pig. Fix the crime first you want anyone to go there.
"art spaces, cultural centers, productio, design and repair businesses" should be spread throughout the city, not concentrated in one area.	USE THAT MONEY FOR BETTER SECURITY AROUND HEGENBERGER, worried bout building new shit when everyone getting their shit robbed, foolish.	Auto dealerships and big box stores seems like a recipe for more unpleasant spaces.
The Hegenberger Road and R&D Center parts of the plan sound far-fetched and over-ambitious, but it would be exciting if they were successful. I worry they will be expensive failures.	The Hegenberger corridor is depressing.	No big box stores on Hegenberger
R&D should be part of vibrant mixed-use districts, not isolated and sterile, like in Alameda.	I don't think any business wants to be on Hegenberger right now.	To preserve Hegenberger for big box store and the auto industry is to withhold precious land from thousands more Oaklanders who can benefit from that land.
Expanding Hegengenber into a casino heist conglomerate district including affordable housing and parks and recreation	I don't believe further development of the shipping container industry is a priority for Oaklanders, including storage.	Hegenberger needs a major rethink; it's obviously a failure as is, so preserving the status quo is a bad idea.
The Hegenberger project could help to revitalize East Oakland as an "Edge City" development. Do NOT prioritize bikes and buses over cars!	Making Hegenberger nicer seems like a huge obstacle	
The Hegenberger idea might work better in an established arts area like Jingtletown, which is part of the area covered by Option C.	I don't understand how you attract businesses if there's no safety along Hegenberger. There is no enforcement of police action in the city.	
Not convinced that rezoning the Hegenberger corridor sets us up for success, feels like investment should go where people already are		
millennials whos art sucks, sorry but its the truth. Unless yall planning to build something for kids, dont do it, crime is bad enough around there, use that money elsewhere.		
I think I'm curious about why the business purposes are so proscribed & seemingly limited for Hegenberger Road. Why not make it more flexible?		
Total Comments = 23	Total Comments = 20	Total Comments = 18

Other Comments		
Option A	Option B	Option C
Why isn't District 6 represented here?Hegenberger runs farther than the Coliseum. District 6 was EXCLUDED from input and did not agree to being represented by any group-especially not:"CommunityPartners".We know better than to trust descriptions provided.	Again, these focus on areas outside of where my neighbors and I live -- We need commercial businesses in District 6/Eastmont but more moving towards the Eastmont hills where a lot of Oakland residents live.	NO!!!!No-District 6 DOES NOT WANT AIRPORT SERVING or big box/dealerships or Hegenberger to become industrial-NO!NONO!We want hotels/restaurants/family/senior/resident serving areas that will make people EXCITED TO STAY, spend, enjoy, & visit District 6.5e
Please add Eastmont Hills area. The flatlands	Oakland has distribution infrastructure. Need to capitalize on real estate with high amperage access and energy production.	When "beautify-ing", don't just put plastic bollards like on San Leandro st.

As resident of Eastmont, we have little to no resources in our neighborhood. and need a plan that will stop the disenfranchisement of our neighborhood and connect us the the redevelopment & revitalization that is taking place in all other city sectors	how would we go about public parking?	is of the buildings if located within or in proximity to the numerous historic areas that are near the station site.
The map is missing legends for icons : example - what does the bright blue star shape represent? I would love more bike lanes in Oakland, but until the roads are fixed and their is more policing then it's not safe bike lane or not.	I'd love to see the city implement better traffic(parking management along the busy corridors - delays have created an unsafe pedestrian environment @ 19thst BART	Oakland has distribution infrastructure. Need to capitalize on real estate with high amperage access and energy production.
East Oakland area should be developed as a priority over other parts. People who don't live here dont come here if they don't have to	Make is safer!	How will the construction inconvenience our community members? What steps will be taken to ensure it does not lead to displacement? Additionally, will the art installations and cafes feature work from local artists?
Eastmont neighborhoods need walkable neighborhood centers - grocery stores, coffee shops, banks. There are areas such as 73rd/Macarthur where these types of businesses would benefit our community, both by providing services and jobs.	You need enforcement. So many people I know have pbeen killed or hurt crossing the street. Widening a sidewalk means nothing when people still go 50 miles an hour on city streets.	Make it safer!!!
These are all great options for City of Neighborhoods but my neighborhood is missing. I live in District 6 (Eastmont/Eastmont hills). We are in need of grocery stores, banks/credit unions, coffee shops to start. There are none in our District (Eastmont)	I am concerned about what we will do to handle sea level rise if we build up close to the airport. We need to make room for rising water	How do we pay for this? It's irresponsible. Even new bonds should focus on repairing on existing broken down infrastructure.
District 6 needs basic services: banks, supermarkets, more than one pharmacy.	Don't spend money on any of this until crime is under control	Once again, our shoreline is going to need to accommodate sea level rise. We need to accommodate rising water in and along the estuary
Stop the food vendors around Walgreens in Fruitvale	Clean, safe, efficient streets should be the sole focus. Then business will follow.	This is a good idea if it does not connect unsafe Oakland to safe Oakland areas
Include provisions to protect and enhance historic buildings and historic areas.This objective applies to all three options.	Please include anti-displacement policies. Prioritize the expansion of mass public transit and street trees for urban canopy.	You don't have enough police to protect new developments. Protect existing neighborhoods first.
We live in Eastmont Hills and would want our neighborhood to be included in adding more green spaces, grocers and restaurants.	Resolve the crime issue there first. No point to create sharing new if existing issues are not resolved. The crime and easy access from the freeway for same criminals will not disappear because something new we created, it will only draw more problems.	Please consider the possibility that you do not know what is best and the political process of allocating resources is ineffective. Instead, let people through the market process figure out where to focus any of these ideas.
Individual items are generally positive--hard not to "like". But the devil is in the execution: HOW do we get there.	Any changes must protect and give opportunity to homeless and those making under \$175000/year. Ensure protections and support.	Security on the streets: before you build something new on the neighborhoods around Oakland, you need to provide security and create safe spaces for business and society because right now the mayor problem in Oakland in the crime in stores, business, stre
This is (deliberately) misleading and neglects what D6 has asked for. Phrases as: "commercial centers", "easier/safer/comfortable" transportation (is that what happened with International Blvd? Why are you renaming neighborhoods?)	None of these matter until Oakland increases the police force to 900, eliminates homeless people living outside, cleans up garbage, and enforces all laws including shoplifting and property crime. Otherwise our economy will continue to downward spiral.	Resolve the crime issue there first. No point to create sharing new if existing issues are not resolved. The crime and easy access from the freeway for same criminals will not disappear because something new we created, it will only draw more problems.
Distributing growth throughout the town would be great. This is clearly NOT something that the town does. All section 8 is in the East Oakland area. There is very limited, if any, local groceries, coffe shops, eateries... in Eastmont (McDonalds dosnt cou	Fix 911. Fix potholes. Focus on the basics.	Until you crack down on crime, drugs, and homelessness none of this will work. We moved out of Oakland after our son was badly beaten in a random attack on Franklin after leaving an art festival. My husband worked downtown & was assaulted.
Clean up the ghetto!!!	And more security in those areas get rid of the homeless encampments	None of these matter until Oakland increases the police force to 900, eliminates homeless people living outside, cleans up garbage, and enforces all laws including shoplifting and property crime. Otherwise our economy will continue to downward spiral.
How are we gping to pay for this? Why focus on expansion and not upkeeping the infrastructure that is completely broken down?	clean up the city, arrest people who commit crimes before you start any new failed plans.	Too much government planning with the City is overwhelmed. Focus on the basics.
I live in the Oakland Hills. You are ignoring people like me. We live in the corner north of Highway 24 and Highway 13. There is NOTHING for our neighborhood.	It should also take concrete action to lower project costs and accelerate delivery	It should also take concrete action to lower project costs and accelerate delivery
What did Brooklyn, NY do right and do wrong?	Where is the City Councilmembers work of the Predevelopment Process? Where are the reports on the Needs Analysis & Feasibility Study? This is insanity to take a survey based on your imaginations of 30 years - also known as "Legalese Insinuation".	Roots stadium at Howard terminal
I don't see any major private or federal/state investment into our city with the current anti-law city leadership. The cost of this plan is a waste of taxpayer \$\$\$, Until Oakland rids itself of incompetent leadership any investment is a fantasy	Clean up this stinky crappy trash.	Everyone would like a prime place to build a safe and clean area to visit in Oakland. Yet, to just improve one area of the city will lead to divisiveness between the people and neighborhoods. Also, this has been tried before and never seems to work out.
Please plant more native plants, especially trees! The nicer neighborhoods in Oakland have plenty of shade and songbirds thanks to the abundant coast live oaks and redwoods - all of Oakland's residents should live among this kind of natural beauty	I am concerned that the areas that desperately need BASIC repairs to our roads, buildings etc will continue to be neglected whilst projects that bring in more \$\$ for people who do not live in East Oakland are prioritized. We need revitalization in areas..	Business owners can't even count on the police to show up if they get robbed. How are you going to attract experiential retail when in-n-out can't even stay open?

Please continue to improve public safety	Crime control is essential for any airport-area activity, otherwise this is a joke p	Where is the City Councilmembers work of the Predevelopment Process? Where are the reports on the Needs Analysis & Feasibility Study? This is insanity to take a survey based on your imaginations of 30 years - also known as "Legalese Insinuation".
I personally think we have more hike have than need. I also believe that many long time Oakland natives and restaurants value parking and 2 lane streets and taking them away is negatively affecting traffic, increasing congestion. Are we Oakland or SF?		boo to big box stores
None of this will work unless you fix the crime problem		Don't build up a waterfront without a climate change plan
Start by making neighborhoods safe. Then fix permitting so housing and businesses can strengthen neighborhoods. Don't screw around with plans until you can handle the basics of city government, which you can't now.		Put up warning signs anti-litter signs with \$5000 fine.
How are you going to tackle safety, especially in the Hegenberger corridor and in Elmhurst, where there are open drug markets 4 blocks away from the police station?		U dont need art installations nor cafes, THATS JUST GONNA END UP BEIBG GENTRIFICATION, inforce better trained security, preserve the city as is."cafes and art" arent going to bring cosumers.
CLEAN UP THE TRASH. NO POINT IN HAVING ALL OF THIS IF IT'LL BE DIRTY! WORK ON CLEANING UP SHIT		Please support local businesses rather than big corporate stores. Why don't we have a network of locally-owned Food Co-ops or Municipal Grocery stores that are run by and serve the community? Yes to new green spaces/parks and bike trails and bus lines.
Fund and expand animal services. Especially spay neuter centers and no kill shelters. The quality of a society is directly reflected by how it respects its animals.		This is a gift. Without safety and enforcement and policing you have nothing but a low trust society.
Resolve the crime issue there first. No point to create sharing new if existing issues are not resolved. The crime and easy access from the freeway for same criminals will not disappear because something new we created, it will only draw more problems.		East Oakland has been a neglected part of town for a very long time. Needs more police effort and all laws enforced.
homeless people living outside, cleans up garbage, and enforces all laws including shoplifting and property crime. Otherwise our economy will continue to downward spiral.		
All three options are bad because they continue to concentrate housing in low resource communities and along high pollution auto corridors. More housing should be in high resource areas like Rockridge, Montclair, Glenview, etc.		
Waste of money		
Clean up the streets		
Roots stadium at Howard Terminal		
More frequent trash services, these streets are disgusting and a dangerous health		
This didn't address the homelessness, litter and crime which are the biggest issues		
Where is the City Councilmembers work of the Predevelopment Process? Where are the reports on the Needs Analysis & Feasibility Study? This is insanity to take a survey based on your imaginations of 30 years - also known as "Legalese Insinuation".		
So how would you force businesses to open in the designated places??? And what would they displace?		
Wheelchair accessible sidewalks and reliable pathways to get to grocery stores and public transit. we need ADA compliant bus stops.		
Clean up the garbage.		
Add more police to the main issue areas		
Following Zohran Mamdani's mayoral campaign in New York, how do we create neighborhoods where there is true safety? By creating more jobs, access to housing, education and healthcare! We need to tax the rich to do this. Full stop.		
Clean up the trash, encampments and open air drug use.		
Please take into account NOT adding pollution, and the Climate Crisis as it relates to adding trees, shaded areas, nature-based solutions, etc. Resilience needs to be a HUGE		
I do want safer pedestrian and traffic calming stuff, I am just against all the bike lanes and loss of parking that has happened. There are so few cyclists it seems like a huge waste of money		
you cannot force commercial development without public safety. You cannot insist on development if people don't feel safe having a store.		
I am concerned we will do all this without having the proper services to keep things safe from crime. It is not at all safe to walk in many parts of this city. Cleaning it up and connecting it will not help unless we ensure crime is being handled.		

Total Comments = 46	Total Comments = 21	Total Comments = 28
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Issues and Concerns

It's disgusting how you are excluding and exploiting District 6. It's disgusting what was done to International Blvd. We were promised development that w

Option B seems to reinforce redlining: why continue to build around roads that displaced us? Option C has the potential to place new housing in flood zon

None of the options alone can address the concerns. They must be integrated and form a linked city with strong public amenities and economic developm

The BRT implementation side of corridor revitalization has been highly problematic in Oakland so far and seems not trustworthy. Likewise, the ambitiousn

concern about equity because as it is, we, in East Oakland are forgotten, we pay high property taxes (at Eastmont hills) and our streets are in bad conditio

We need a San Antonio BART station! But I'd love to see that option increase equity further.

All of these plans create huge equity impacts for residents of Eastmont and it will develop areas west of the neighborhood creating a second class city with

I am worried about the climate change and equity impacts of putting at least one R&D campus in West Oakland. It could amplify gentrification effects and

This is confusing but people need businesses and recreation in their neighborhood. Some don't have the means to get to the wonterfront and the city of n

The various neighborhoods in Oakland deserve equitable distribution of resources. Most of what is being described doesn't serve District 6/Eastmont. Clir

I do not want the 73rd Avenue corridor turned into an inconvenient mess like International Blvd. It's a connecting and evacuation route, not a golfed bike

All of them: how will policing be done efficiently, considering the lack of ressources availability which already exist today? same question for tackling unso

yes, Option C powerfully enriches the neglected San Antonio / Jingtletown area and West Oakland with a mix of community resources, jobs and transit whi

Oakland is already segregated. City of neighborhoods will only make it worse.

Both options- i wonder about the impacts of the communities living near waterfrofts and funding required for these projects

We gotta continue to build housing in all parts of Oakland

with development comes threats of displacement, consider placing safety net regulations to curb imminent displacement such as rent hikes

The impact of all of the options on historic areas needs to be analyzed, and the level of impact minimized.

Options B and C double down on Oakland's current inequitable layout. Neighborhoods make Oakland what it is - uplifting them will transform the city.

My only concern is that Oakland does not set its sights higher... best climate in the country...world class minds...(tech & creative) Oakland needs to be a ro

All the money will be poured into this project while East Oakland gets nothing. Building out the waterfront will only serve those nearby yet it will receive t

We do not need any more airport serving businesses, it impacts residents' access to better grocers, restaurants and retail stores. We are forced to spend c

See my statement below

No equity considerations for ongoing homeless needs.

I'm concerned that focusing most of the efforts on the Midtown Waterfront District would end up being segregated from the rest of Oakland and not offe

Parking safety. commute times, business areas, overplanting

public parking needs to be free

These are terrible options that continue to disinvest District 6.Misleading descriptions/positive language mask the intent to keep dumping on District 6.No

The precise details are difficult to parse in this survey. What is clearly necessary for Oakland is the development of environmentally appropriate industry i

oakland already is a city of neighborhoods, with little equity from the hills to the flatlands, especially as you move east. Don't make this worse!

I don't understand why the rendering doesn't have grade-separated bike lanes. Has anyone working at OakDOT ever been outside of the US?

We need to turn the industry estuary area into wetlands to combat climate change. We don't need a new BART stop inbetween Laney and Fruitvale. That's

Transportation impacts - A relies more first/last mile service, which may be more at risk given the transit fiscal issues. C focuses where there is not great t

I strongly support Option C! However, it would be unfair for all new housing to fall on this community. We should continue to encourage high resource areas to develop. Option C ignore all other part of East Oakland except on neighborhood. That's not equitable.

Option B also concerning for equity impact and transportation impacts, though not as much as option C which is the worst option of the 3

Protected bike lanes separate from traffic must accompany Option B. With more restaurants and storefronts with on-street parking along corridors, cars v

I am not seeing enough forethought around what eliminates food deserts in Deep East or move development away from climate risky areas of the city... F

Before we start building up the waterfront, we must first figure out how to remove all of the boats and dumped garbage from the areas

Are there any low income housing changes to Montclare? Peidmont? If you are working on parks, they need to be maintained. Focus on EASTMONT!

Options B and C both have negative equity, housing, transportation, parks, and climate change impacts because they do not serve where people live.

As part of the AC Transit Realign, the 22 bus line that connects Lakeshore/Crocker to Lake Merritt and 12th Street BART has been reduced to 30 minute he

No concerns

No concerns of this nature

Affordability and gentrification re housing in all categories

All options fail to provide adequate improvements to transit. There should be multiple BART infill stations (San Antonio and UCSF Children's Hospital). The

The narrowing of of streets, footprints, may cause traffic congestion

These are not the right questions or answers. The city region has capabilities that could attract significant capital and that will be key to do all the other t

Parks should be provided, but commercial squares/pedestrian plazas should be focal points.

As with implementation of anything, the devil is in the details. Also, proposals like Option B may be happening anyways given recent CEQA exemptions pa

If you're going to put a r&d center in west Oakland it must be done VERY VERY thoughtfully to make sure it doesn't gentrify the area and force out Oaklan

In all option, need to prioritize ADA access and improvements, such as more accessible mobility housing units, universal design housing and policy, curb ra

Downtown already looks out of place as it is compared to the rest of the city boundaries of the living conditions of the people who actually live and work a

Again, how is this paid for?

Equity is false premise. The hills never has had special treatment. Equity is a polical concept that some councilmembers use to get more funds to their dis

See earlier comments under each Option.

Work to clean up and keep waterfront for natural/native landscape.

The question's should start with quality of life questions NOT progressive nonsense

A & B should aim to add more housing; we need to protect and ensure we have vibrant industrial districts; need to add San Antonio station and support A

Stop worrying about climate change. Focus on core neighborhood issues: remove homeless, end open air drugs, hire ARMED police, send in the national g

We need more park and open spaces.

Stop trying to "get people out of their cars"! Leave individuals in the driver's seat. A(n electric) car in every garage!

A city of neighborhoods does not create enough housing. It also doesnt have sufficient transit connections and will likely result in additional VMTs.

Sea level rise will have such a big impact on our shorelines and the land around the Coliseum. we need to address it without relying on cement and riprap.

cost of housing, transportation, and gentrification

Many existing parks are underused. Building more or adding amenities would be wasteful. Enforce existing zoning ordinances and abate blight instead of

Once again: it's super important to keep/restore shoreline & marshlands. For goodness sake, the ecosystem cannot sustain anymore waterfront developm

The waterfront district and downtown should be the places people go to. Everywhere else should stay residential and recreational.
Developing land along the waterfront is a terrible idea. Natural estuary ecosystems are our best defense against climate change and biodiversity loss.
Option C focuses on neighborhoods of need - please consider that in your decisions and prioritize communities that will reap the most benefit from help a
All of them will be better than the status quo in terms of equity, housing, transportation, parks and climate change.
All options include tradeoffs. Let's have discussions with affected neighborhoods - and no nimby/yimby name calling please
I'm concerned about focusing on Option C waterfront because of sea level rise and the climate crisis.
We should be able to uncheck options
All options would impact transportation (increasing vehicles on the road, need for parking, etc.). Something transit should consider is have more fast buse
I think parks should be in neighborhoods all throughout the city, not located primarily at gateways or near transit.
As with the new bus lane along International, there seems to be just as many pedestrian injuries and don't feel confident Oakland would make any new ro
No one cares about any of those things until crime is under control
The city can't even put a SINGLE bathroom in lakeside park. Why aren't you fixing all the existing problems before taking these problems on?
I am concerned none of these plans will do enough to build more housing or adequately improve our transportation infrastructure.
The midtown plan makes me wonder how many of these units will actually be affordable. I think the biggest impact is revitalizing the city near places whe
Option b further disconnects the people of Oakland from being a community. It focuses on commuting and a transitory corridors.
The city unfortunately does not have the resources to maintain its existing parks, or to keep them safe - I love parks but please no more.
We should pursue all 3 options but also upzone existing neighborhoods near transit, jobs, and parks. Largest concern is that even if we do all three we are
Option A accomodates cars too much. All options should decrease carbon emissions.
Option A focuses too much on cars. All options should focus on reducing carbon emissions.
I worry none of the options are flexible enough to allow for sufficient new housing to get built to make a serious dent in cost of living and homelessness, C
I am concerned about building more development around stroads, making it harder to do anything besides drive to get around.
Option A is too car focused. Option B needs to focus on missing middle housing and anti-displacement policies. All options need to prioritize decreasing ca
Encourages car use.
Everything sounds good except changing 2 land roads in each direction to 1 and Getting rid of curb side free parking. Not everybody is taking uber or bikin
All do not prioritize reducing road width, absent that dangerous and undesirable conditions will remain. Also we should be driving density everywhere esp
Noe of the options adress climate change.
Building heights should be carefully reviewed. Privately maintained open space is preferred because it is less likely to be vandalized.
All plans should be non-negotiable if homeless and low income folks are going to be negatively impacted. Funds should ensure housing BEFORE any develo
Put CCTV all over, zero tolerance for crime
The report is silent on Sea Level Rise. Why? The format is still the old 20th Century approach - land is for human manipulation. Why is there no inclusion
All of these impacts are luxuries. Oakland is dysfunctional and dying due to filth and crime. Until we address basics, there will be no growth.
None
I hope you will consider options for affordable housing. Look at the NYT article "A Third Way between Buying or Renting? Swiss Coops say they've found it
Option C concentrates new development on the west side of the City. Option B creates more congestion in corridors that are already congested.

All three options are bad because they continue to concentrate housing in low resource communities and along high pollution auto corridors. More housing.

Keep your R&D and your weird midtown option, we never liked 'Uptown', now you wanna add a midtown... Crazy.

The Midtown waterfront district may eliminate working class jobs in one of the last robustly industrial areas of Oakland. Housing should be concentrated in the waterfront.

Housing production should be prioritized. Too many barriers currently. Reduce impact fees and exactions. | We already have many underutilized and poor quality housing units.

One of the shared goals for all options is to create safer roads/bike lanes/walkable neighborhoods, etc. but this feels like it's missing from the descriptions.

I am not able to assess these impacts.

I would love more investment in parks. Each of these options has some, but I would love to see more.

Under the midtown option, I worry about all resources being directed there and other parts of the city seeing fewer resources.

Concentrated air pollution exposure in Connected Corridors

Neighborhoods that are green and walkable are essential, their neighborhoods need a center of their own and they also need to connect to one another. Connected Corridors.

TBH. These concerns are valid for most of these ideas. I live in Dogtown as a renter, so I'm definitely concerned about equity and gentrification.

Oakland still has a strong car culture. Reducing the space available for cars will cause too much congestion. Not everyone is able to use public transportation.

I'm concerned these options won't create enough housing and that housing and infrastructure costs are not being lowered.

Should have more housing!

All of these options will improve life in the city and will be net positive to everyone. Just pick one and execute.

Oakland is a horizontal, polycentric (rather than dense) city. People hate buses; that's why they're largely empty. Only ~7% of trips in Oakland are by bike.

If an option does not create a broad sense of community and provide people an option to meet their everyday needs without having to drive, or take transit, it's not a good option.

It's a commercial ghost town do something about the cost of living and the police instead of throwing up business parks.

displacement of local people and small businesses

Both B and C present equity concerns. Emphasis on current routes and major corridors risks ignoring the traditionally neglected neighborhoods. New and improved transit.

Homeless people, litter and crime is all we care about

Oakland must prepare for growing senior populations and have better services to help the end of life.

Where is the NEEDS ANALYSIS from Dyett & Bhatia? Where is the FEASIBILITY STUDY from Dyett & Bhatia? Why haven't the Councilmembers themselves done this?

make sure the new growth doesn't need cars

No coal at the port - this is integral to any west oakland plans. And as always, equity, how do we provide housing and jobs for a diverse population?

Like the green spaces proposed in options 1 and 2

Adding parks would be nice but if the city doesn't crack down on homeless encampments then they'll just become more tent cities that we have to pay to clean up.

I'm not concerned about these specifically, I just want less cars and less space for cars.

See response to #8 below.

I prefer Option A because it promises to re-vitalize neighborhoods, rather than farther away hubs of business.

Option 3 sounds like it's inviting gentrification, and nothing in the stated plan would remediate that.

All options need strong anti-displacement, affordability, and climate resilience measures to ensure benefits go to current residents.

We don't have the infrastructure to support more housing.

wheelchair access is terrible in this city and should be everyone's priority. Denying access to the city to this oppressed group is discrimination. The ADA has been violated.

I'm concerned that without good schools and superfund-type clean-ups, the areas in east/west Oakland won't be attractive enough for new housing, and I
Put cameras up and find people for littering.
Not just parks but green spaces. Climate can be addressed by greening spaces. Many parks are created but they remain largely barren.
Elmhurst, fruitvale, castlemont, the entirety of oakland is overpopulated, whether theres houses up for sale or not were crammed on the buses, you cant
Again. We need \$\$ flowing into East Oakland that prioritizes safety, cleaning up the streets, housing solutions for the under-housed, POT HOLES causing e
These things are interconnected so they will effect eachother
If you're going to create intense centers of commercial use- you must provide free and clean mass transit to curtail the increased auto/truck use. Also mo
Concentrating development on the water while sea levels rise seems like possibly an issue.
Oakland's independent businesses must thrive in this new model and so I dislike the suggestion of prioritizing big box stores and a focus on beautification
City of neighborhoods, as the current state of affaires, has produced a separate, but NOT equal/equitable result. I can see how folks might argue Option C
Option C is my least favorite. Any development in Oakland that includes housing and green space along with improved walking/ bike corridors is a huge po
Until we improve the safety and cleanliness of public transit (including BART), option B doesn't seem that it would serve ALL the people of Oakland as muc
Option C seems to create and perpetuate the greatest disparity between 'haves' and 'have nots,' by concentrating all 'new' development in a single area.
Don't know what impacts would be?
homeless problem and gun safety
How will we as a city move past gentrification concerns with these plans and actually see development? We need more homes and tax bases. West Oakland
I like the idea behind Option B, but the picture makes me weary of the streets actually becoming any safer for non-drivers. An overhaul that supports Oakl
The benefits of all three options vastly outweigh any impacts.
Housing is key— but building multiple large apartment buildings without consideration of impact to an existing neighborhood just adds to the problems.
My main concern with Option A is that neighborhoods will stay status quo (both public and private investments will continue to concentrate in wealthier r
Midtown Waterfront, while it looks amazing, will definitely not impact as many oaklanders as the other plans do. It would be nice to prioritize east oaklan
I'm worried that even unintentionally beautification projects and creation of new R&D centers will lead to higher housing costs, outside the control of this
East Oakland has limited parks for the public, there is limited beautification of medians, shared third spaces and more, equity concerns I raise related to la
Need planning for schools. Revenue projections from real estate and business essential to evaluate whether these plans are viable
Public safety impacts - will you allow the UnHoused to live in the new parks?
I'm disappointed to see Bushrod Park neglected in this plan, it is a huge park with lots of potential and not a lot of other options exist near there. Please co
Equity and Climate change impact everything
Preserving and improving neighborhood parks and transportation options is critical, so I don't want to see a plan that focuses these investments c
Total Comments = 163
Additional Feedback: Transportation

<p>Yes. STOP LETTING ORGANZATIONS or "Partners" that have NOTHING to do with, know NOTHING about, and DON'T LIVE IN District 6 decide ANYTHING about District 6 without FULLY ENGAGING THE RESIDENTS AND HOMEOWNERS OF DISTRICT 6. Also STOP EXCLUDING DISTRICT 6. STOP USING DISTRICT 6 as a dumping ground for all of the cities problems. The ONLY picture here (there's nothing in the video) of District 6 is the BART extension, which shows just how you see District 6 - as a UTILITY - not as the beloved home of PEOPLE AND FAMILIES. WE DO NOT WANT YOUR WAREHOUSES OR</p>
<p>Right now transit, especially the bus, is not competitive with driving for most trips in Oakland. Transit trips take too long. We need to improve transit</p>
<p>We need to promote bike path usage for residents/all. I used to live in Oakland junior and senior year of HS. I commuted on BART to my HS at the far southwest edge of SF daily, and my Mom worked in downtown SF. We were constantly in danger because no one was a witness, no one caught the bus with us.; no one walked the street slow enough to see what was happening except the thugs.</p>
<p>My Mom was assaulted outside Eastmont one morning, and she's 76 yrs old now: her jaw has never been the same.</p>
<p>I trained for x-country at Lake Merritt and Lake Merced. I would run each twice on alternate days. I biked to both, from my house and BART. We need to preserve that connection. This is how the Bay stays a community, even when displaced like this SF kid. I literally was guiding a guy from Queens through</p>
<p>Diverse dense housing, 15min cities</p>
<p>Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and</p>
<p>The city should provide strong language in the general plan to support complete streets that provide robust non-single occupancy options. This could include BRT, bike and pedestrian paths, or other improvements.</p>
<p>The general plan should also provide solutions to remedy the separation of neighborhood that has occurred from freeway projects. A policy that seeks to cap freeways when possible or identifies areas where capping to provide parks, would also the city to seek funding for these projects when it becomes available.</p>
<p>Bus transit ridership will not draw people out of cars until perceived and real personal safety is significantly increased. Likewise, bike infrastructure will not gain greater ride share until more street restripings and redesigns occur that effectively protect riders from cars, since police traffic enforcement</p>
<p>Safer biking infrastructure, including road surfaces.</p>
<p>Improve, beautify, and develop the existing smaller-scale transit hubs (i.e., locations where numerous public transit routes meet). Two locations that come to mind are the intersection of Fruitvale and MacArthur, and the area where Grand, Lake Park, Lakeshore, and MacArthur meet. These areas get traffic to local commercial establishments and have plentiful public transit access, but the road infrastructure and aesthetic design in these areas are somewhat lackluster. Some of these areas and transit corridors have problems with potholes, shuttered storefronts, and chaotic traffic behavior. The addition of public artwork, bike lanes, bus lanes, trees, and bike racks in areas like these could help to attract more foot-traffic in these areas and encourage local residents to take public transit instead of driving.</p>
<p>The two example areas given already have active community activity (Grand Lake Farmers Market) and community organizations (Dimond Improvement Association) that may provide opportunities to synergize with the public transit network and promote public transit use. I imagine other areas like this exist and could be focal points for encouraging residents to choose public transit over driving.</p>

<p>Increase Bus Stop Amenities and Accessibility: Many bus riders are seniors, people with disabilities, and low-income individuals. Improving the physical bus stops is crucial. This can include:</p> <p>Upgrading shelters with lighting and seating.</p> <p>Ensuring ADA compliance by repairing sidewalks and curb ramps near stops.</p> <p>Improving safety with high-visibility crosswalks, pedestrian countdown clocks, and "leading pedestrian intervals" at intersections.</p>
<p>Build out San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.</p> <p>Develop high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.</p>
<p>In general we need safer streets - the amount of cars that are running red lights and stop signs in east Oakland especially is astonishing. This makes it</p>
<p>You need to be hyper-realistic about where the city is now, given its perennial years of troubles in recent years. Ambition is still needed, but laser-focused and not scattered. There's much to do with how to upkeep what's already in place. You need to be working with the problem-solving</p>
<p>Yes there are more people who would get on a train or bus. We already have tons of bike lanes. Again if we don't get crime down none of this matters.</p>
<p>1. Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.</p>
<p>2. Build high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.</p>
<p>3. Create car-free connections from the flats to the hills, linking neighborhoods and connecting to our vast regional parks system via transit and</p>
<p>Benches at bus stops</p>
<p>A new BART line following 580</p>
<p>We should be building around multi modal spines with transit walking and biking centered. The priority of community safety and place making should be</p>
<p>More cycle lanes, reserved bus lanes, road bumps to reduce speed and physical lane separation to reduce ability to do doughnuts</p>
<p>Bicycling support could include pothole repair /glass sweeping, bike flat / repair depots, illuminated bike parking / lockers. The bike rental companies are great. The best option would be if they included both hour by hour rentals and also all-day rentals. Casual carpool was an awesome tradition. Is it ever coming back? Slow Streets is wonderful too. More, please! The traffic calming measures I added to the map, above (planted medians,</p>
<p>Build San Antonio station where BART skips over an underprivileged neighborhood</p>
<p>Safer streets. Better enforcement of basic traffic laws.</p>

In addition to ped/bike freeway crossings between 50th and 98th, add a ped/bike path that would connect Brooklyn Basin and San Antonio neighborhoods. The Fruitvale raised bike path (under crossing) is great... and we need to connect all of East Oakland to the estuary to make option C work. Making a station itself rather than a trial shuttle (not a big improvement from the existing ac transit transfer options) a priority would be crucial improvement. Improving the AC Transit service along the MacArthur corridor from East to West is also important... can this be a BRT? Having better,
Bus stops being in well lit areas at medium traffic areas for people to feel safe waiting for bus especially in evenings
San Antonio BART station + Oakland tunnel tops over 880.
bus lines should 100% get signal priority on streets as to improve reliability, especially commercial corridors like Grand ave
On streets with adequate space, especially flatter ones and/or those that runs parallel to major thoroughfare, bike lanes/ routes should be encouraged
Build more bike lanes and build rapid bus transit along major corridors.
Invest in walkable/bikeable streets is not enough - the city must bring in accessible and equitable job opportunities so that both residents and non-locals will have the capital to patronize local businesses and drive growth *along those streets* and *in those neighborhoods*. This will create a physical environment that attracts and retains the dollars and interest necessary to maintain and promote Oakland as a thriving and welcoming destination, not
Creeks, fresh fruits, trees, climate, the bay, art and music scene Oakland need to position its self to profit from the massive value in parcels with high power infrastructure in place to ride the electric powered devices ai/robotics wave. Approach McMaster-Carr about a distribution center this is (a national treasure) and the backbone of r&d work because of swift hardware delivery,,,a national treasure!!! it's the key to supply chain dynamics
Make it safe. Make coliseum BART accessible - how about an escalator to get up and down the stairs? Clean up the streets and make them safer so that
Oakland is a city with so much potential -- we all know it, you know it -- that's why we love it. Through our previous general plans we've gotten neighborhoods like Uptown and Brooklyn Basin. This is your opportunity to not just repeat that, but to do it so much better!
Please take an all-of-the-above approach to the general plan: upzone neighborhood centers, corridors, AND create new districts. However, the most important part is the potential revolution in Option C: a San Antonio BART station sited to serve both Brooklyn Basin (and finally give it the high-quality transit link such a dense neighborhood deserves) and to serve an intensified neighborhood on the inland side of the freeway is of critical importance. The Fruitvale affordable housing developments are proven to have basically halted gentrification in comparison to other neighborhoods, and such developments in the San Antonio neighborhood alongside market rate developments has the opportunity to help other communities with the same.
Meanwhile, allowing the Jingletown area to become a second urban side of the Fruitvale BART station area is of equal importance, to allow for the future growth and vibrancy of that neighborhood, both with market and continued affordable housing investment.
High quality transit corridors are also of importance. Bring bus-only lanes and high-quality boarding platforms to MacArthur/ the 57, to 14th Ave, etc.
Improve safety in transit stops. For instance, the large transit center by 73rd and Foothill never feels safe to take buses from, especially when it gets
Great to have more access to public transit and ways to get around the city.
- More bike/walk/run connectivity via Bay Trail from West Oakland north to Emeryville/Berkeley and SE to Jack London and beyond.
I love roundabouts, and it would be great to see more of these in places where stop signs truly aren't needed.

Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.
Build high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.
Create car-free connections from the flats to the hills, linking neighborhoods and connecting to our vast regional parks system via transit and greenways.
Need "last mile" solutions, especially above 580.
Add bike lanes to wider streets and reposition sidewalks further from the road to enhance pedestrian safety. Ensure that AC Transit stops are located within a 10-minute walking distance, prioritizing placement along wide streets while still providing strong connections to areas with limited transit
fix old building instead of building new ones
How will free public parking be provided if new bike and bus-only lanes reduce available space?
We need to make sure there is affordable housing
Build high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd, Grand) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.
Create car-free connections from the flats to the hills, linking neighborhoods and connecting to our vast regional parks system via transit and greenways. Equitably distribute neighborhood centers anchored by jobs and transit, and add new neighborhood centers in East Oakland between I-880 and I-580,
provide affordable transportation as well as more routes, all over Oakland
Don't want housing to take over small businesses.
The bus system could be a little more chaotic, and it could be strategically explained better to people
Providing multiple forms of transportation, such as bikes, scooters, and other modes of transportation, to cards and buses.
First - stop implementing the awful and thoughtless designs that create chaos, reduce property values, look terrible, and make everything worse. What was done to International Blvd in East Oakland is despicable - it seems the plan was to make it so difficult, chaotic, scary, confusing, and ugly so that it's avoided at all costs, which isn't a good plan for the businesses. There's no place to park or to move. It's so distracting it's hard NOT to hit pedestrians. Why would you do this??? (it's clear why-typical redline practice). McArthur has become more dangerous now - people speed through and park on sidewalks and on dividers (or drive through them). Ugly orange roadblocks were installed and still remain (5 years now). Stop ruining our
Increase density citywide, but especially around transit corridors. SB 79 has done some of the heavy lifting if passed, but the city should go beyond this and upzone areas further, especially around areas like Rockridge. Bike and pedestrian pathways should be greatly improved and expanded. Although this has been acknowledged in the past, there is a lack of implementation. Perhaps centralizing and reforming governance structures could assist in more effective implementation. Although the waterfront plan is by far my favorite, climate change impacts and additional infrastructure/remediation may be necessary, especially during difficult financial times, which may render some of the ambitious plans unfeasible, resulting in little to no progress.
more regular services and better safety on AC transit
Extend BART
buses need to be frequent and reliable (on schedule) in order for riders to take advantage of them.

Need more bus only lanes on arterials and well as other transit priority options like transit signal priority. Also need more traffic circles and speed bumps
Clearly one of the major challenges in using AC Transit is the lack of frequency and reliability of the bus service. The only way the buses will be used more extensively in the peripheral regions of the city is if they are frequent enough so one doesn't have to wait more than 15 minutes for a ride.
Please prioritize a San Antonio BART station. I love my neighborhood and this kind of connectivity would really make my neighborhood shine. I love the bike improvements -- keep them coming! They assist so many folks getting around on bikes, scooters, wheel chairs and more!
Complete interconnected and accessible greenway network and focus on closing gaps to existing non-auto modes of transit.
Many people are realizing that they don't need cars as much as they thought they needed, but the city and regional agencies sure don't make it easy. Our transit systems are absolutely inadequate if they are intended to allow Oaklanders to get by without a car. Our bike lanes are double parking lanes, only good for fearless riders. All streets with bike lanes should harden them or grade separate them, and all streets that don't have them should be
Any of these options will rely on good transit service that people actually take to avoid creating more traffic. Oakland and Oaklanders need to double down on support for transit during this time where funding issues threaten the existence of our lifeline transit systems.
The City of Neighborhoods option could be great if development is actually concentrated in neighborhood centers that are centered around existing high quality transit. If this ends up promoting a slight increase in density everywhere without that concentration, we look more like LA where transit is very hard - in that case, the development pattern is key to strengthening transit.
In Option B, we'd need to make sure to keep things pedestrian/cyclist/rider oriented so we don't end up with tall buildings and concentrated heavy traffic that discourages people from being out and about. I think an important key here will be the general design of public space - wider sidewalks wherever possible, street furniture, mini parklets and greenways - we don't want things to feel cramped if we build further up. I think between street art, parklets, and existing plazas and public space, downtown actually feels pretty nice for walking around recently except for the empty storefronts.
Some basic things: improving the experience at bus stops - more seating and lighting, more regular cleaning; continuing to monitor and improve the amazing new bike infrastructure all over town - the plastic bollards at one of the protected intersections I use have destroyed and it doesn't feel so
free, very secure, eBike parking!!! more safe eBike lanes
Again, I want to reiterate my support for San Antonio to get a BART station! I have seen the strong support for it in my community and I know my
Create more protect safe bike routes from east oakland to downtown. More buses from Eastmont town center. Direct buses to transbay terminal from Eastmont town center. (It take more than 1 hour and half on the bus on this route. That doesn't make sense and it's ineffecient). Light rails through
ACTUALLY TICKET CARS PARKING ON THE SIDEWALK!!!! i cant walk down the sidewalk because Parking Enforcement doesn't ticket the DOZENS of cars that park on the sidewalk, even when they come through for street sweeping.
Don't put bus lanes in smaller neighborhoods. When creating bike lanes, ensure they have barriers to protect bikers. FIX BUS SCHEDULES BEFORE MAKING CHANGES TO THE STREETS. Adding more areas for renting bikes and scooters. Create more bus stops in higher traffic areas so more people WANT to take public transit. Quicker departure times and less wait. Creating a "Bus Lane" in areas that actually have a wide enough street for it. Along

<p>Why not use smaller busses for routes that seem unpopular instead of cancelling routes? There are too many places in Oakland that don't have public</p> <p>On the tempo line, move the clipper readers on to the buses. The platforms are already small and they take up too much space. And hard to tap in when you are running for the bus.</p> <p>We need those digital billboards in Fruitvale plaza, its pointless at Fruitvale/International. This can have transit maps and info on it.</p>
<p>A new (purple?) line of BART and the San Antonio station are wonderful ideas, let's make it happen. If BART was more of an intercity transport, like it is in SF, that would be amazing. Right now, it speeds past Oakland for the most part, prioritizing getting suburbanites to SF quickly.</p> <p>A designated bus lane with priority traffic lights would be a great start to make bus travel more efficient than driving. More roundabouts instead of multi-way intersections. Raised crosswalks instead of crosswalks that dip into the street (so cars are passing over pedestrian space, rather than humans passing into car space).</p>
<p>More benches!!</p>
<p>Once driverless electric cars become standard, there will be so much parking space available for other uses. Busses and BART will become important in corridors, but cars can take over the final mile. This will allow higher density, and maybe we can convert parking lots to pocket parks or meeting places. Once we get rid of parking, we can conceive of cities for people, and only for people. And pop-up events, like The Garden of Memory, or a Farmer's Market, won't impact neighborhood parking. There can be more city support for ways for people to get together with their neighbors. But, for now,</p>
<p>figure out a way to return 980 to be public / greenspace with trains running under it to jack london / SFO</p>
<p>East Oakland deserves a BART station. From one report: "In Oakland's San Antonio — the most racially diverse neighborhood in the city, and one of the densest parts of the Bay Area — BART trains run nearly 3 miles without stopping. In suburban Walnut Creek and Pleasant Hill, less than half as dense, BART stations are only 1¼ miles apart. BART was literally designed (in the late 1960s) to speed white suburban commuters past Black inner-city</p>
<p>All bike lanes should be protected and separate from lanes of traffic, especially in corridors with restaurants and street parking. Cars CONSTANTLY double park in the bike lanes (e.g., delivery drivers) which means bikes must swerve into traffic to get around them. Cars do this without consequence, so bike lane design MUST account for this. Biking and walking in Oakland is extremely dangerous because cars do not follow traffic laws, and they do so</p>
<p>It needs to be multi-modal, affordable and very easy to access</p>
<p>subsidized e-bike purchases</p>
<p>Make BART affordable and accessible throughout the day. Think about all the transit systems (NYC subway, London tube....) built before and how</p>
<p>Would love more protected bus lanes with safe bus stops. Buses should be more attractive and cheaper than driving. They shouldn't be stuck in traffic or</p>
<p>Enhance green infrastructure and smart (permeable) green, safe, walking streets and bike/ped links between neighborhood centers, green spaces, the shoreline, along creek/watershed corridors, safe routes to school and work. The parks and bike/ped greenway connections, both North-South and East-West, especially along Creeks that are in all the options are exciting. Make sure there is access to local small businesses with parking. Support public transport to and on freeways from park and ride ecologically designed hubs. Support electric car charging methods for solar homes, especially those</p>

In general, setting the goal to make streets more walkable and pedestrian-friendly in any mixed-use areas. There are many parts of the city that have multi-lane busy roads that make it very unsafe and unpleasant to be on. This hinders business by reducing foot traffic and not making commercial corridors places that attract people to spend time. This includes road sections like San Pablo Ave, MLK Ave, and parts of Park Ave -- all of which have the
Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.
Build high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.
As part of the AC Transit Realign, the 22 bus line that connects Lakeshore/Crocker to Lake Merritt and 12th Street BART has been reduced to 30 minute headways. This is completely at odds with the desired goals. Please increase bus headways. Also, please modify the pedestrian signals at Lakeshore and Grand Ave (crossing MacArthur and Lake Park) so that pedestrians can get across safely and predictably. Often the signals do not match the car traffic, so people end up crossing to avoid waiting there for five minutes for the crosswalk signal to turn white.
I think a San Antonio BART station would totally change the nature of East Oakland, and help it to feel more connected to the rest of Oakland. We should be investing in more transit options, and especially enhancing last-mile capabilities so that people feel confident in being able to use public transit safely, on time, efficiently. We should also be making it easier for people to use public transit to get up into the hills to help all Oaklanders access our amazing parks we have up there. Finally, each hub neighborhood (and transit hub) should have good grocery stores within a very short walking
I just really want to see efforts at greening streets along streets that do not have consistent tree coverage. It's such an incredible increase to quality of life and encourages walking, which will help boost local businesses and encourage biking. It has so many positive impacts, not to mention people will be happier because their streets are greener. It is really hard to see lack of tree coverage near international avenue and even parts of Temescal/MacArthur.
BUILD THE SAN ANTONIO BART STATION STATION!!!!
Also please build the second transbay tube so that Oaklanders can have the economic opportunity of working in the Peninsula.
Make public transit TIMELY AND AFFORDABLE!!! It actually costs MORE to take AC Transit &/or BART almost ANYWHERE AND it often takes more than TWICE the time. WHY would I USE it under these conditions?!?!?! and EXTEND BART to 24 HOUR service!!! Most working class folks in DEEP EAST Oakland do NOT have the privilege of 9-5 Mon.-Fri employment. Shifts often START BEFORE BART/BUS CAN GET WORKERS TO THEIR DESTINATIONS, & END AFTER SERVICE HAS ENDED. THIS IS NOT OK!!!!!!
Transportation, especially busses and connection to BART lines. There are neighborhoods without adequate bus stops i.e. no seating or shelter.

<p>Focus on building transit at 14th ave</p> <p>Widen sidewalks</p> <p>Remove parking</p> <p>Build more concrete separated bike lanes</p> <p>Build forced daylighting bump out curbs</p> <p>Build more speed bumps</p> <p>Remove extra unneeded designated neighborhood throughways</p> <p>Make more streets one way with two way bike traffic, especially downtown</p>
Add more quick build infrastructure to reduce car speeds to protect cyclists and pedestrians. Increase bus service.
All options fail to provide adequate improvements to transit. Oakland city government should prioritize and fight for multiple BART infill stations, at least at San Antonio and UCSF Children's Hospital. Oakland should lead work with AC Transit, Berkeley, and Emeryville to plan new light rail/streetcars on San Pablo, Telegraph, MacArthur, and other major routes. Concrete protected bike lanes should be standard everywhere in Oakland. 980 should be closed and turned into a walkable neighborhood space with dense housing. With our wonderful weather, natural beauty, and vibrant culture, Oakland
Frequency of transit arrival and departure, separate Uber and other private transportation services from public transportation, different places/locations
Fix the pot holes
Check out Swedish city streets: almost no street parking on major thoroughfares with bike lanes at sidewalk elevation for all thoroughfares. Parking behind commercial areas typically, or offered in plazas/squares except for farmers market days, special events, etc. Reconfiguration of commercial districts required, with some properties behind the focal points repurchased for parking. Oakland's insistence on cutting car parking is not viable in the
Continued development of safer bike routes and sustainable bus service.
The Oakland Airport Connector was a missed opportunity, and could've instead been the start of catenated bus rapid transit in the Town that would connect otherwise disconnected neighborhoods. How do we get more intra-city work commuters to take the bus? When my job used to be Downtown,
Start using the bike lane sweeping machine that the city has to sweep up glass that gets trapped in the new (awesome) protected bike lanes.
The area around grand lake theater is terrifying as a pedestrian and cyclist. Recommit to the plan to reduce lanes and add bike lanes so that people stop dying there. Add features all over the city on surface streets to slow down drivers. Add bumpouts on all major crosswalks so pedestrians get seen. Add a
Promote diversity. Less culture. We don't need more of that. It's inherently exclusive and fosters segregation. No need for it to be an emphasis.
More frequent AC transit buses on nights weekends along major corridors like international, MacArthur, San Pablo, and Broadway. Improve bart frequency and station safety to residents feel comfortable relying on it.
Improve pedestrian crossings at wide arterials like international and 98th. Add protected bike lines on Broadway Grand Ave and 14th to connect
Shuttle from Eastmont transit center to Coliseum BART.
Need ADA accessible sidewalk, curb ramps, APS, accessible parking spaces, spaces for ADA paratransit loading zones

Bring back street cars/trams on major corridors.
Invest in public safety and scalable bike parking infrastructure to further promote bike usage.
Significantly reduce surface car parking spaces and enforce zoned permits where possible.
Fix international blvd back to how it was the bus line is horrible for traffic and ppl use it a a free lane.
I tried taking the bus for years and it was so unreliable, even with the apps! Busses would disappear off the app and never come. The app would say the bus is 1 minute out. And it came 22 minutes later. It. Was. So. Frustrating. No one with other options would bus voluntarily. It might be ridiculously expensive, but rock-solid, predictable wait times would have been amazing. In the absence of that, the apps should be accurate. And just more
Replace the signs at the bus stops with actually accurate schedules.
Make it safe for pedestrians. There is zero enforcement of traffic laws. Why do we even have flock cameras? Every time I'm at my busy transit intersection someone runs a red light. Death of a pedestrian is a matter only of time. My child used to bike to school in North Oakland until we realize it's just not safe.
You can't responsively engage in transit investments without clear financial contributions (that are not increased taxes for us) and understanding that public safety for transit users is key to ensure. Sure you can slow down some streets, but I've literally seen people drive on the sidewalk to get around
Eastmont Trasit Station needs an Express Shuttle that picks up and next stop Coliseum BART for commuters.
Need more frequent trains, fewer delays on BART. Need more access to ferries. Need better paratransit options for disabled people.
More protected bicycle facilities on key corridors between neighborhoods. More frequent transit service in collaboration with AC Transit. Expanded
Provide feeder service to the Hills.
We need to pass legislation to keep BART running, not try to build new stations. Oakland already has 7 stations, compared to SF's 8 stations with more
Light rail along major corridors. Cheaper fares. Widen sidewalks in some areas. More pedestrian only commercial areas in downtown and other
More protected bike lanes, sidewalk bump outs, bus only lanes
Most of Oakland is too low density to support good public transit. We should look not just at corridors but also the areas immediately adjacent to the corridors (0.25 miles on either side / 5 min walk) to upzone and increase density to help bolster transit ridership / capacity.
Bike lanes all over the city, more bart lines, speed bumps, slow traffic down!
increase the frequency of buses on current routes!
1. Get rid of red tapes such as for new infrastructure construction. Get rid of things like PLA to reduce construction costs for transportation infrastructure.
2. More ARMED police (no more community service officers) at major transit terminals. Existing community service officers can be trained to use less
The bike lanes don't work. I pulled into McDonald's on Telegraph and had to cross a bike path with a mom, dad and three kids. I had the same issue near
Please do not prioritize bicyclists over cars when so few people have the health or time to bicycle. In Berkeley, it's now much harder to drive and park. For those of us who are disabled, driving is our only option. Public transportation is not only a nightmare (hours to get to where a car could go in 15 minutes and then no way to carry groceries, etc.) but also not safe in terms of toxic exposures. It's a relief that smoking is stopped, but the toxic

Stop trying to "get people out of their cars"! Leave individuals in the driver's seat. A(n electric) car in every garage!
Keep building out bicycle blvds and pathways on side streets instead of taking lanes away on major streets like San Pablo. San Pablo is unpleasant to ride
More buses/light rail on major streets. Bring back something like Gig Car Share.
If we made it safer to walk and ride bikes/scooters, people could get around more easily. Focusing on cars will be a thing of the past. Can/Should busses be physically smaller and run more frequently on some lines? The idea of a San Antonio station is great!
I love BART and the bus system and I hope it can become the main transport method.
More pedestrian streets. Specifically, pedestrianize parts of Chinatown. More slow streets. More traffic calming. Protected bike lanes up and down
Make streets more bike friendly, create bike trails through the City so bikes do not always have to be on major streets to get place throughout the City, create more pedestrian bridges, more shuttles to the Bart stations or commercial areas (like the B shuttle, but to Temescal, Lake Merritt, Grand Lake,
Fix the roads and stoplights. We are tired of dodging potholes and reading about huge settlements that the City of Oakland pays to bicyclists and others
Stop making it difficult to park cars. Manu of us can't ride our bike all the time.
Don't double up bike lanes. For example both Telegraph and Webster are bike lanes and they are parallel.
take space back from cars! too many cars and parking spacing in this city!
Consider adding a network of trams - they can be electric and, if occurring regularly, will create more safe and clean transport for Oaklanders.
All major roads, gateways, and corridors should have access to transportation.
Protected bike paths are great and should be expanded. More frequent buses would also be very helpful.
It would be wonderful to have dedicated, CONNECTED bike routes through the city! There are so many starts and stops when it comes to bike lanes.
We need Infill development in San Antonio - thank you for making it a priority in your plans.
Adding more services closer to people's homes should hopefully encourage them to get out and walk! But also creating more inviting sidewalks and
Please keep investing in AC transit and making bus stops more accessible and safe, as well as bike lanes, and Bart - public transportation is how the most vulnerable get around and we need to invest in that both for accessibility and equity, but also our climate.
Add more miles of bicycle lanes.
Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and
Make the pedestrian and bicycle experience safer by enforcing local traffic laws.
Safer bike lanes, more frequent bus schedules
I think that the biggest transportation challenge in Oakland is that people living in apartments generally do not have access to EV charging. The city should address this in the LUTE and/or Infrastructure and Facilities Element. Without access to charging, people are forced to continue driving polluting and costly gas cars. Some ways to address this problem include EV car sharing, more public EV chargers, helping apartments install EV chargers.
Adding a BART station in San Antonio should be incorporated into any plan.
Increase bus frequency

<p>Prioritize San Antonio Station as a regional transportation hub connected to the waterfront via a green freeway cap accessible to both cyclists and pedestrians.</p> <p>Build high-capacity, interconnected transit corridors (e.g., 14th Ave, MacArthur Blvd) with bus rapid transit, safe bike/pedestrian facilities, and new public spaces.</p>
<p>Focus bike lanes on areas most useful to bike lanes. Instead of building them in deep east Oakland, start at the center and work out from there. Focus on continuity, quality, and eliminating gaps rather than just the gross miles of lanes. Build a BART station at 14th Ave and E 12th St.</p>
<p>More frequent bus service, more, sheltered bus stops, updated transit information screens at bus stops. A BRT line that is parallel to 580 and MacArthur that goes to downtown, like the one along International. City staff beautifying transit corridors and addressing lighting, trash, and safety.</p>
<p>I would like to make sure access to existing open spaces and public parks is prioritized by AC Transit. Right now almost all of the public parks and</p>
<p>Oakland drastically needs to repair all the road pot holes. We need better tarmac for our cars getting to everyday places and through our</p>
<p>The addition of more grade separated transit would be really helpful. Parts of the city that are only served by bus can take a long time to get to, which means that, if you don't have a car, it can actually be more convenient to go to San Francisco or Berkeley for a lot of purposes.</p>
<p>With that said, some cities synchronize traffic signals to the locations of busses (or their schedules) so that busses are faster, and this would help a great</p>
<p>Make more pedestrian friendly areas by also working on the unhoused issue which hinders the ability for people to walk around safely, especially</p>
<p>As someone who walks, takes transit, rides a bike and drives, I think it is essential that traffic calming be a part of these plans. So many of our friends and neighbors have been injured and killed by reckless driving, and everyday I see examples of the kind of reckless driving that can lead to those tragedies. And let me be clear: I am not arguing for more policing; the best way to address this is infrastructural changes that force people to drive more</p>
<p>Please get people on bicycles to respect rules of road. They should stop at stop signs. No cycling on sidewalks. They are a menace to pedestrians.</p>
<p>Safety on public transit and wait time can be improved. The installation of digital information boards would be helpful for those that use AC Transit so that riders are able to track when the bus is arriving. It would also promote ridership for those that are unfamiliar with the transit system. There can be</p>
<p>Prioritize San Antonio Station as a Regional Transportation Hub with a Connection to the Waterfront: The General Plan Update offers a defining opportunity to reshape Oakland's transit future by advancing a new rail station in the San Antonio District. This station should be included in the Preferred Plan and designated as a BART and regional rail transfer hub, directly connected to the waterfront through a green freeway cap. Such an investment would restore access to the</p> <p>community's historic economic core, link new shoreline housing with inland neighborhoods, and establish San Antonio as both a regionally significant transit hub and a model transit-oriented</p> <p>neighborhood. 2. Develop an Interconnected Network of High-Capacity Transit Corridors that Connect our Neighborhoods: Major streets such as 14th Avenue and MacArthur Boulevard should be</p> <p>transformed into flagship bus rapid transit corridors with protected pedestrian and bicycle facilities, tree-lined streetscapes, and mixed-use development. As identified in "Option B:</p> <p>Connected Corridors and Gateways," major North-South corridors, like 14th Avenue should be used to connect our City. MacArthur Boulevard must also be included to ensure that our neighborhoods are interconnected and thriving. On MacArthur, this could be bolstered by freeway caps over I-580 which could reconnect communities divided by the highway while creating new parks and public spaces that reinforce a walkable, transit-oriented future.</p> <p>3. Create Car-Free Connections from the Flats to the Hills: Oakland must provide safe, direct, and abundant car-free routes linking the flats to the hills</p>

Thank you for focusing on safer bike options and walkways. Oakland does not always feel pedestrian friendly.
No, free busses would be nice.
The newest single-lane for cars that add a bike lane and parallel parking such as on Telegraph and now 14th street are so "overdone." As a driver and a cyclist, I understand the concept but feel like there are too many obstacles to watch out for. I'm a good driver, but I feel like a different design needs to
Make more bike lanes that are separate from car lanes and that are connected to other bike lanes.
Something transit should consider is have more fast buses (with less stops) vs. more frequent that stop every block and always get delayed.
Also better bike lanes / parking /rights and enforcement need to happen for this to be usable - there are so many awful crashes.
Safer and more accessible. Getting around is easy. Driving, BART, bus, bike and walking are all quick. We really need things to be safer. Better
The number of empty store fronts which leads to blight, vandalism, illegal dumping, etc is wild. Why?? Macarthur Blvd in the Laurel has an abandoned Walgreens, abandoned gas stations, empty lots, and shopping center with zero shops inside. What is this!? It's like a war zone in some areas.
I worry that if public transportation routes are concentrated on major corridors, it will exacerbate the "last mile" problem for people who don't live very
Make clear rules for parking vehicles
While I believe that pedestrian safety is important, I don't think how the city is gone about imposing new bike Lanes, we're moving parking, and decreasing Lanes on our streets has helped. And a long time Oakland resident, one of the things that we value is the ease of being able to navigate the city on the streets. Recent changes of impacted this and a negative way. Feel a lot like you're trying to adopt adopt things from Sam Francisco and
My friends drive everywhere in Oakland because they are concerned about their safety while walking to public transit and waiting for the train/bus.
More direct bus service to and from BART, Airport as well as Oaksterdam Shuttle!
Fix crime and homeless drug addict situation
Provide safe, clean reliable transport solutions that connect to other systems (bus to train to ferry)
Please better coordinate and support with AC Transit to better serve the needs of the community and increase service. I've spoken with many people who have been negatively impacted by service changes and cuts. These ambitious plans are great to see, but it's hard to have faith that they are realistic for the City to implement when the track record is what it is...
A bart station in san antonio would be incredible but even this plan is only proposing a shuttle...I know there's a lot of politics and challenges working

I understand why Oakland wants a 20-year transportation plan. The city understands that people deserve safer, faster, more reliable trips. However, two common-sense facts argue against a central blueprint. First, the city's budgets and delivery record are fragile. A government that struggles to fund and execute basics is unlikely to finance and manage a multi-decade program. Second, there's no evidence the city can accurately predict and coordinate the shifting incentives of population, land use, technology, and industry at this scale. That's a knowledge problem even well-resourced planners fail to solve.
The alternative is twofold. First, deregulate to let solutions emerge and align incentives. For example, lower barriers to entry and adjustment so providers can respond to demand as it actually appears. Markets are flexible and prices transmit scarcity and value, guiding suppliers, whether those suppliers are publicly or privately managed. These supplies can adapt quickly, expand what riders choose, and abandon what they don't. With skin in the game, those who misread demand bear the cost, not taxpayers.
Second, reframe the city's role from architect to referee. Instead of micromanaging routes and modes 20 years in advance, set simple, general rules that enable competition and coordination. For example, consider basic safety standards (vehicle roadworthiness, insurance/liability coverage, qualified operators), environmental rules (emissions thresholds), transparency (clear pricing and service disclosure), and minimal data/measurement to track outcomes. Pair this with hard budget constraints and sunset clauses so underperforming rules exit as easily as underperforming services.
Improve street safety by having more speed bumps and bollards to protect pedestrians. Improve sidewalks and put them where they don't exist (like much of the Oakland hills). Do more to address reckless driving. Clean up homeless encampments that make sidewalks unpleasant.
Increase law enforcement to prevent people from blocking their lanes and creating accidents
More protected bike lanes and secure bike parking. Higher quality bus stops and waiting areas. Design streets to discourage speeding and increase
All roads within the city of Oakland, old Oakland, Jack London Square, the Lakeshore District, Lake Merritt should have protected bike riding lanes so that everyone residing in Oakland can increase riding their bicycles feeling safe whilst not using their cars and only using cars when absolutely necessary within the city. There's will improve air quality, and quality of life for many many people, including seniors who would love to ride their bicycles. Also increase cleanliness and order on some Pablo Avenue so that those of us wishing to ride our bicycles on some Pablo to 4th St., Berkeley, or other places
It just needs to be safe, more efficient and clean.
More walking paths between neighborhoods. Greenways and gardens that encourage foot traffic.
Nah
All options should explore how students get to school looking at walking, biking and public transit.
More buses! Oakland Airport Bart stop. Wider and smoother paved sidewalks so that people in wheelchairs could roll next to each other. Ensure
More buses
the San Antonio BART/Transit center would be incredible. Also there arent many Transbay busses that run from Salesforce Transit Center to Little Saigon. I live near there and use the rapid lines that run along MacArthur. Adding one would be great for that neighborhood and the people and

<ul style="list-style-type: none"> - More protected bike lanes and cross walks (especially around San Pablo ave and west oakland) - Continue to explore and implement curbside EV charging! Important for renters/residents with no direct driveway access - Is there a way to reward frequent transit users? (points for discounts?, transit challenges such as complete a certain amount of trips and get entered into a lottery for a prize?) - Better parking benefits (car or bike) for those who work in high density areas in Oakland (mostly service workers) - formalized ride share program
Increased bike lanes, installing lights in locations of frequent accidents, improve road quality.
We should focus on the sustainable transportation options the City controls. We should build the full bike network with protected bike lanes as the first priority. On major corridors with frequent bus routes, we should add bus lanes and signal priority. In other areas, the bus with improvements at bus stops. Finally, we should build the San Antonio BART Station, which is a huge opportunity to drive economic development in a depressed area and add to Oakland's connectivity.
Build protected bikeways on all major thoroughways, especially leading to BART stations. The sharrow on 40th St is inadequate and San Pablo Ave is
More PROTECTED bike lanes
I had a hard time renewing my driver's license. I am an older person and I cannot drive forever, but I need public transit to travel.
Please combine the transportation options from Option A, B, and C. Public transit has always been unreliable and poor, since I first moved to Oakland in
Providing more frequent transportation would be most helpful.
Vastly improved protected biking infrastructure and preferentially-located, secure bike/ebike parking should be the highest priority investment for the
<p>Improve first/last mile connections – safe, well-lit sidewalks, bike lanes, and shuttle options between homes, schools, and transit stops.</p> <p>More frequent, reliable bus service – especially along your main routes to work, school, and shopping.</p> <p>Protected bike lanes and bike parking – for safer cycling as an alternative to buses or cars.</p> <p>Better pedestrian crossings – longer walk times at lights, clearer signage, and traffic calming near schools.</p> <p>Safe, clean transit stops – shelters, lighting, seating, and real-time info.</p> <p>Community-oriented routes – routes that connect neighborhoods to key services, parks, and cultural centers, not just downtown.</p>

I like the idea of adding an infill BART station between Lake Merritt & Fruitvale stations because there is already a relatively high density of housing and amenities nearby, but I'm less sure 14th Ave is the best location because it's so close to I-880 and then there's just a tiny strip of land on the other side before reaching the bay, limiting the potential for transit-oriented development. I'm also interested in adding infill BART stations between Fruitvale & Coliseum stations (at/near 54th Ave?), between Coliseum & San Leandro stations (at/near 98th Ave?), between 19th St & MacArthur stations if I-980 is removed or capped near Pill Hill, and between MacArthur & Ashby stations in the vicinity of 55th St. I also want to invest in bike lanes and paths to create a more complete bike network, with separated lanes/paths on major streets with lots of car traffic most vital. With better and safer bike facilities (including more bike lockers, not just at BART stations), I also think AC Transit could in the future tilt toward better frequency on routes that serve BART
Better transit planning for the future and pedestrian/bike safety infrastructure.
Actually enforce traffic laws, in Oakland people are consistently parking in bike lanes and across sidewalks and nothing really happens. People have tinted windshields and front windows that making biking and walking feel unsafe. People don't use turn signals and drive too fast. And when I report these things the feedback I get is some version of "we have bigger problems". Make it feel safer to bike, walk, and take transit by actually enforcing the rules. A protected bike lane is worse than a non-protected bike lane when people are parked in it.
Additionally, please remove mid-block access and egress when putting in protected bike lanes. The Telegraph bike lane, for example, is very sketchy to
More bus routes or public transportation options for neighborhoods outside of downtown are a must. Fewer cars on the road will make it safer for
Use all tools to stop sideshows. Make lights at intersections shorter so that people can walk in the city without waiting interminably for the light to
Add bus lanes EVERYWHERE (Hegenberger, 98th ave, 73rd, San Pablo, MacArthur). Reduce parking and charge create a progressive fee for cars and street parking. Find a way to make bus and BART fare free or cheaper within the city. Add BART stops at 98th Ave, San Antonio, and Temescal near 51st.
Bring back eliminated bus routes and add more. Advocate for 10 car BART trains during commute hours (they have been reduced to 6), additional BART
A developed country is not a place where the poor have cars. It's where the rich use public transportation. ~ Gustavo Petro
The long-term goal should be the restoration of the Key system of trams and streetcars with modern pantographs and interoperability of light and heavy
Generate car free but transit rich zones that people without cars can appreciate without the constant car noise and pollution
Clean up the roads by the West Oakland Target from road debris and encampments.
i like the projects LA is doing for biking from 8 years old to 80
More protected bike lines (protected by curb) that link major areas as well as re-introducing Slow Streets.
Bring back Slow Streets. Oakland invented them, San Francisco kept them. Slow Streets was awesome.
Reduce road width do it is safer to be a pedestrian and actually shop and live on commercial and dense corridors
more protected bike lanes, create pedestrian and bike only streets like in NYC, and build a light rail along the more popular bus routes
More frequent busses during weekend evenings or for events like First Friday or Black Joy. Connect areas like Booklyn Basin with the rest of the city by removing 980 or enhancing the underpasses. Encourage businesses to occupy empty spaces along potential green corridors or walking routes.
more frequent bus stops and more rapid bus lines

<p>Oakland has made major progress on electrifying the bus fleet, would love to see more of that! The new BART fare gates have been fantastic, I feel much safer on the trains now. Keep that stuff up! New bike lanes near the lake have been great so far too.</p> <p>More speed bumps and bollards with other traffic calming/slowing etc along grand avenue, lakeshore, anywhere that borders an area with tons of kids and families. We can't have people speeding on those roads, and the fewer cars there the better. Would love to see it be bus only at some point.</p>
<p>I am 100% in favor of more transit service. But none of the increases in transit service can happen without more funding for transit, which Oakland doesn't contribute to. How does Oakland plan to secure additional transit funding in order to make these plans realistic?</p>
<p>Neighborhood shuttles or microtransit vans to help people get from home to main bus or BART lines. (Can be fixed routes and/or requested)</p> <p>Extended evening service for late night workers (2 bus drivers in a bus for safety late night shifts).</p> <p>Well-lit, clearly marked crosswalks with pedestrian flags or signals at bus stops.</p> <p>Traffic calming (speed bumps, curb extensions, raised crosswalks) near bus routes to make streets safer for walking.</p>
<p>Safety first. Many people including me don't feel safe on public transit. Double the police force.</p>
<p>Better planning is needed for bike corridors and use of transit mediums on already congested commercial streets. What was done on Telegraph Ave. and 14th St. made things worse! I don't feel safe biking or driving there anymore! It's like an obstacle course! I prefer replacing under-used AC Transit buses for smaller vans, like the Emeryville Go Round, that takes passengers to Bart from residential areas. We need to encourage public transportation</p>
<p>We need to start with the most disproportionately harmed areas of our communities.</p>
<p>Get rid of bike rentals. Encourage electric bikes. AC Transit is broke as is BART. The transit systems are not economically sustainable.</p>
<p>Free transportation to all who make less than \$175000 per year. That will help the environment and bolster the economy tremendously, make jobs accessible. Also affordable daycare options within a block of bart stops. Free for those making under \$150000 per year.</p>
<p>Streetcars. Establish permanent micro and last mile transit. Build the best transit system to expand beyond Oakland and throughout the east bay. Move past motorways (bus) as the primary neighborhood transit and work towards systems of streetcars and walk/bike/micro transit greenways.</p>
<p>Ask the people who rely on public transportation for recommendations. Lately with the decline of riders, we lost a lot of bus lines that impact working</p>
<p>Rebuilding the BART Oakland Airport Connector into a conventional service and implement new left lane bus stop pads along one way streets in</p>
<p>The greatest investment we could make is the greening of our main arteries. Landscape investment will change behavior. There are no beautiful cities with high crime rates. That fact alone should pivot how we approach our corridors and then our transportation systems.</p>
<p>Continue expanding micro mobility options and protected micromobility/bike lanes.</p>
<p>The development of Telegraph Ave SHOULD NOT be a model. It's conceptually a good idea but in action it's a disaster and awful to drive on AND looks terrible. If you want a boulevard and area for walking and biking and shopping then perhaps don't include cars and create parking areas close by. Too many of the concrete islands in the street. Parking is so hard. It's a cluster f*k. We need better ideas for main streets. If you want to place cars at 90</p>
<p>Get rid of graffiti</p>
<p>Improve on Transportation safety so riders will use it. On time transportation to make it a feasible option</p>
<p>Discounted daily, monthly, even annual transit passes for Clipper, like they have in most other big cities. Once your public transit is prepaid you are far, far more likely to use it for regular and for spontaneous journeys. It also makes it possible for employers to offer transit passes as benefits (like in</p>

I think making it easier to take a bus by adding more lines is always better. Make the bus stops more inviting with benches and places to sit in out of the
Make public transit more frequent
More buses to connect areas. How is it that people in Rockridge have to take BART to get to Temescal (one neighborhood over), or that people in the San Antonio have to take a bus and switch to BART to go to the Coliseum? Our systems are so far behind other working metropolitan areas. Also, while biking is great, secure bike lanes have been focused on richer neighborhoods and leave out people who could financially really benefit from using bikes and not paying for transportation. In sum, Oakland needs to move away from cars as much as possible. Cars are not only bad for the environment, they
Bus shelters are often ignored but are really important especially along major corridors (e.g. 14th St) and should be prioritized with shade/seating and
Bicycle corridors are currently disjointed and don't reflect the way people actually get around the city on bikes. Corridors don't need to be ON the commercial destination streets; they can be safer when they're parallel but nearby (e.g. 14th St, Telegraph St, Grand, etc)
Yes, make AC transit run on time and clean BART and out parks and streets up. You want to run my city into the ground and offer these options as solutions... How about you clean it up in the first place. Lord know we pay enough in property taxes. Who's pocketing the money for real??
Making it safer to walk, bike, and take public transportation. Making public transportation more financially reasonable would be great too.
Explore innovative solutions such as the last mile escooter/ebike project in Denver.
I stopped using a car for a few years and found it very difficult to get around, as I live almost a mile away from buses and BART. I was no longer able to easily walk that distance. I used Lyft a lot. That did nothing to reduce vehicle miles traveled. It would be great to have closer connections via jitneys,
Making streets smaller in areas where there is high walking and biking traffic.
More buses running more frequently - it can be hard to take multiple buses when the timing doesn't align and you have to wait half an hour for the next bus. I would drive a lot less if public transit was more reliable more of the time, especially at nights and on weekends.
Protected bike lanes, road diets, and green corridors/car-free streets. The slow streets during the pandemic were amazing and encouraged a lot of walking and biking. Why couldn't these be a more common part of our neighborhoods? I think looking to cities like Copenhagen and Paris as inspiration
Push for a Bart station at San Antonio, rather than just a shuttle.
Oakland needs more secure parking. Walnut creek has a parking garage open 24 hours a day with EV chargers that only costs \$1/hour. Many people don't want to support Oakland businesses because they can't park or they don't feel the parking is safe. Uber benefits which takes money out of the
It is terrifying how blatantly illegal most Oakland drivers operate. Running stop signs, running red lights, hit and runs, aggressive speeding and weaving in and out of lanes. Because OPD does not enforce traffic rules everyone on the road is emboldened to drive without thought of anyone else, including other
I love building the idea of building more housing along neighborhood and transportation corridors. I wonder if we would ever consider a gondola
Resurrect the Key System! The people want their streetcars!
Bus Rapid Transit on major corridors—Telegraph Ave., San Pablo Ave., Broadway, and MacArthur Blvd. Could be light rail if feasible, but not at expense of service levels.Strengthened crosstown bus service on east-west streets such as Alcatraz Ave., 14th Ave., and 23rd Ave, and others. The goal would be high enough frequencies so that the bus system functions as a true grid, the way San Francisco Muni and some others do. Seek to make car free living
Bus and bike corridors should be prioritized over car infrastructure. Oakland has too much pavement as is due to the number and size of existing roads. This creates challenges like increased road maintenance costs for the city, higher traffic speeds, and easy avenues for crime to enter neighborhoods and cleanly exit to the freeways. Pavement should be ceded to trees, bike paths, and bus lanes. For extremely wide roads, it may be that there is enough

More frequent busses running. BART is great.
Extended hours, increased bike lanes (especially in the West Oakland area).
Improve road conditions by fixing potholes Closed streets to cars on weekends to foster more safe walking, easier for families with children to navigate and in turn stimulate businesses. Rockridge, upper telegraph, dmv area where farmers market take place would be great to extend community third space.
More road diets, especially through overbuilt downtown and along the lake. Consistent bike corridors that are protected and connect properly with Berkeley, Dimond, commercial corridor along Piedmont
Narrowing some of the larger thoroughfare and creating more pedestrian-friendly areas would be great. We also share this city with many non-human beings aka wildlife that needs to factor in to all decisions. Nature needs to be integral and protected while still allowing humans to enjoy natural spaces.
I'm lucky. I live a block from San Pablo between 40th and Grand, so I have access to the 72 lines. However, even I'm impacted by the schedules. The other day I had to go somewhere maybe 3 or 4 stops away. I had about 40 minutes to get there and figured a 72 would be coming in 10 or so minutes as there is the local, the M, and the L rapid. I checked the schedule and was surprised to see that I had almost a 30 minute wait for any 72 bus. I opted to
Make the roads better. Fix potholes. Bad roads slow down traffic for buses and cars. make sure that crime is under control so people feel comfortable
Pave roads and increase bus service on busy lines. Do not sign up for costly pedestrian and bike improvements that are localized in one single
More Bart stations Buses should be as fast as driving Look to Tokyo for what they do :)
Better coordination with AC Transit to facilitate bus service. Pursue the San Antonio BART Station.
Don't reduce parking space and driveable streets. Not everyone has the ability to use public transportation.
More frequent buses, and potentially study having an Oakland Metro Rail (an Automated Light Metro would be awesome, to get places that BART
Improve pedestrian traffic signals for safety, particularly around Fruitvale BART Station (they currently do not even face the road). More public trash cans to dispose of waste so that it does not end up in the street. These would greatly improve the pedestrian experience.
Oakland is a horizontal, polycentric (rather than dense) city. People hate having to depend on buses (with their fixed routes and timetables); that's why they're largely empty. Only ~7% of trips in Oakland are by bike. Stop trying to "get people out of their cars." A(n electric) car in every garage!
Transportation needs to be safe, both on the vehicles and at the waiting locations. Wait time should not exceed 40 minutes, but a 15 to 20-minute
Paint is not infrastructure. Let's get serious about dedicated bike lanes and bike paths that are not parallel to roads. This will facilitate adoption and last-mile transit. I love the Bus Rapid transit lanes. The Tempo is awesome, so is the 72 along San Pablo. More like this please.
Include more crosswalks and pedestrian crossing lights. Pedestrian only / no-car blocks in areas like old Oakland.
Get rid of the piedmont unified school district make their schools integrated
The bike paths that are used from the hills by the Oakland zoo and San Leandro stop when they go through the Toler district. It would provide safety to those using Stanley that connects to 2 other bike paths and used for individuals riding their bikes to the San Leandro bart station to make a bike path. STANLEY ave bike path is highly needed! Add a commuter and student discount or an incentive program. Have safety and cleaning checks near the bus stops, bike lanes, and bart stations. We have a choice to take the bart out of San Leandro or Oakland, but tend to take San Leandro. It is cleaner, safer,

Buses are very unreliable re: schedule. And I often see bus drivers just sitting around/ waiting, no idea what for, when the schedule says the bus should have departed 5 minutes ago. Also, most buses driving is not very safe: very fast acceleration when leaving a stop, before new passengers had a chance
Increase the frequency of busses per stop- no one can get to work on time if a bus comes every 20 - 30 min.
Keep the streets clean and safe
We need more places that are friendly for people to walk around.
Stop with your hatred towards CARS. Growing up in New York pedestrians and cars respected each other. In NYC the sidewalks are 10'-0" + wide. The main Avenues are mostly the width Van Ness in S.F.
Oakland doesn't have the Sidewalk Widths or Road Widths to accommodate the infill of more and more people. The ground square footage to accommodate pedestrians, cyclists, and cars is MAXED-OUT in Oakland.
Repair roads and bike lanes to make biking a more desirable transit option. Additionally, continue to invest in making BART stations more safe and
We need light rail to connect downtown to grand lake
AC transit should be free
Make better bus lanes so taking the is comparable to driving. More people would take public transit if it wasn't so much slower than driving
Honestly, I think street beautification would encourage usage. If the bus stop seats don't have dog poo smeared on them, then I'd be more interested in
Please please please do something to stop the sideshows, motorcycles, speeding, and all the traffic violence. I will support literally anything that slows down cars or improves traffic safety.
Revisit traffic calming initiatives for residential and pedestrian-heavy neighborhoods. For example: lower posted speed limits, additional traffic signals, speed humps, closed streets, roundabouts, parklets that narrow streets, speed cameras. People drive faster than they should on wide unobstructed streets even casually, let alone when showing off to friends.
Redouble efforts to clean roadside trash and curb illegal dumping. These make some roads in Oakland impassable. Revisit city contracts for waste management, if we are not getting our money's worth. Significantly increase fines for repeat illegal dumping offenders.
more physically protected bike lanes that are wide enough for mobility chairs and people using all sorts of non-car devices. lots more bus stop bulb-outs
Make it easier to bike around the city. Incentivize it. International should be a testament of what not to do. Put bike lanes along the curb, and parked cars between them and traffic. If you make biking safe, and buses easy to get on and off with a bike, people will do it!
Larger streets can use street beatification and/or rode diets to make walking around more pleasant and prevent reckless driving. I think more can be one to improve the perception of public transportation to address concerns for safety, convenience, etc. Since many people commute to San Francisco,
More free transit options! Like a shuttle that goes around the lake
Have infrastructure conversations include those that actually will be affected by it, instead of random policy people with no skin in the game.
Just continue to invest in safe cycling/ pedestrian modes of transportation, as well as mass transit. But also, need to deal with all the dangerous driving

Increasing bus routes could get people out of their cars and allow better access to job opportunities. But increasing bike lanes only benefits a super small segment of the population, and (as has happened with the added bike lanes on Telegraph) reduces the number of parking spaces and therefore
More protected bike infrastructure
Bus frequency, upkeep on bus stops (so many with nowhere to sit/shelters are totally dilapidated)
You have to move towards a hub and spoke model where speed between hubs is prioritized by transit lanes . This will increase ridership and improve neighborhoods while giving the police force more local outposts and stations for when they prioritize hiring over overtime.
Even with the small improvements made so far around downtown Oakland I have noticed an increase in cyclists and I feel like if Oakland went all-in on bike safety it would be a huge success. A protected bike network is a great start but to really hit it out of Raimondi Park there should be more incentives to bike such as financial assistance with ebikes, more bike parking, less car parking with higher and dynamic fees, and pedestrianized and bus and bike only streets where cars cannot be seen or heard.
Keep building bike lanes! Perfect weather, flat urban centers, I see more and more use the more we build.
Prioritize roadways for public transit and biking to serve the most people affordably. If buses run regularly and are highly connected, it becomes easier to take transit than to drive. Incentivize roadway use for moving the most people (not vehicles), make bike lanes protected (meaning to the sidewalk
Bring Waymo to Oakland! Expand bike and scooter shares - this failed before because the rollout was so terrible, not because it was a bad idea.
Adding a BART Station in the San Antonio District would greatly improve transit for Oaklanders and would have a myriad of other benefits including
Bus lines should run more frequently
Obviously planned growth needs to be supported by services to make the streets/neighborhoods feel safe/walkable and by governmental agencies that
San Antonio bart station.
Light rail, for instance, from Eastmont Town Center to Bart, the airport, and the coliseum.
Support more informal, community-led transportation options—like city-backed casual carpools, neighborhood ride shares, and bike collectives—so
Free bus service? Free parking in high retail areas? They do it in Petaluma. Creates an invitation to shop and to linger. Can those funds be created in another way? Is there currently a fee for a bike license like a car license? Maybe that could generate funds.
The bike lanes on Telegraph are dangerous, esp when a car is making a right turn into a bike lane and you can't see oncoming bike, it's unclear who has the right of way. The design is so complicated for people who need to park a car. I do love riding the bus when I can and the new buses are clean and
Conversely, the prevalence of arterials in Oakland negatively impacts both all forms of transportation including driving. Road dieting the vast majority of the city (aiming for an arterial every ~5 blocks as opposed to every other block) would reduce traffic violence and inappropriate use of streets (sideshows, illegal motocross takeovers, etc), creat more opportunities for dedicated pedestrian and bike infrastructure, cultivate a more retail friendly
International Blvd needs to be revamped. Along the Foothill corridor no one rides the buses—Always empty.
The busses are great, but they need to be more frequent.
Bike lanes need to be protected, a strip of paint is not enough.
We should take existing car lanes and turn them into: bike lanes, pedestrian walkways, greenspace -- this will slow down cars, improve walkability, and
Have more bus lines/more frequent service, especially to schools, Bart stations, and other city centers (i.e Berkeley, SF). Increase ease of getting to OAK.
It doesn't matter what you do if we're living in a garbage dump.

more bike lanes and traffic calming. new transit hub at San Antonio and lay the groundwork for a future BART station.
Please add more round-about and slow streets to residential neighborhoods.
more consistent busses and bus stops. well lighted bus stops. more digital screens for accurate time. shade and benches for handicap and elders.
Definitely creating more protected bike lanes, dedicated bike paths, and bike share hubs.
More protected bike lanes and a way to fully, safely bike along the estuary the entire way east
More bus routes and shorter wait times for buses
Seating and shade at bus stops.
More frequent buses; comprehensive bus routes.
Create daily, weekly or monthly bus passes to make it affordable to ride the buses.
Though ive been negative id like to say Thank you Oakland for the 1T bus. Helps so many get to school, work, etc. I wouldnt have graduated if it wasnt for the 1T, So please dont ever get rid of it and please dont over enforce paying!, Getting a bus that goes to bayfair mall in SAN LEANDRO would be nice,
We need more dedicated and protected bike lanes to improve the flow of transport, accessibility for more residents throughout the city and overall health and well-being. I want to be able to leave from my house on Melrose Ave in East Oakland and bike to the waterfront trail systems. My community deserves that access as much as more affluent residents of Alameda and Bay Island. Less cars on the road, more bikes, more electric
smaller electric buses, vans, cars more often during peak times. more electric charging stations along street parking near shops and restaurants.
each Oaklander should get access to a pre-charged card with access to at least 20 days' worth of electrified bike/scooter transportation access every month. They might not use it, but this will reduce deterioration of roads, increase use of little used bike lane infrastructure, and good for equity
Get rid of gangs and high crime
* More frequent buses * Eradicate bus and BART fares * Separated/protected bike lanes
BRT in North Oakland and on San Pablo. Replace/cap the 980. Please bring back slow streets, or give residents the opportunity to organize and advocate for them in their neighborhoods. Sharrows are not real bicycle infrastructure. What happened to the library e-bike program?
Cars are still an important part of transportation in Oakland. We don't need a new BART station since BART ridership is at an all-time low. Prioritizing
In support of additional BART station at 14th Ave / San Antonio regardless of which plan gets selected!
Hold AC Transit accountable for the negative impacts of bus rapid transit. Require AC transit to collaborate with the City to address the issues raised by
Smaller transportation vehicle options for shorter distances off bus routes.
Various smaller vehicle options for short distances that are not in a bus route.
Cheaper and more accessible transportation (more buses, more routes, more bus drivers who make a living wage and are union)
MORE BUSES

It's time to transform our roadways to privilege non-car users. There is literally no other way to absorb and activate the continued inflow of population to Oakland (and the Bay Area more generally). It's a relief to see the San Antonio station planned for in this plan; however, the vision planning of this exercise should also look to the conversion of I-980 to a public transit corridor (Amtrak, BART, BRT, etc.) and a BART spur or BRT corridor down the
More frequent buses, better road conditions, unhoused people being given a free, clean, safe public option. Too many unhoused folks can be a public
More traffic calming measures to increase pedestrian safety (the TEMPO lane has not been effective in this regard - it has made pedestrian safety worse!) and increase transit & bike infrastructure. We have the makings of some good systems, but the current car-centric design we've fallen into
I really hope that we're able to have these options be considered to make Oakland safer and cleaner. Illegal dumping has gotten worse and it's been sad to watch business leave neighborhoods because they're dealing with broken windows and dumping. It's been frustrating as a East Oakland local resident
More bus shelters and benches, more traffic safety enforcement. Roads that are office centered like Edgewater are often hostile to pedestrians--limited
Walking, bus, bart and bike are the best options. There are rental bikes scattered all over the city. Do you think we need more options?
If we can make Oakland safer, walking would be a better option for me.
More bus routes, new Bart stops
The median on Mandela Parkway is amazing. More of those types of paths throughout the city would be wonderful, even if it comes at the sacrifice of
Seperate parking from protected bike lanes. Add more garages to overcrowded neighborhoods and eliminate street parking. More express busses to
Aside from safety and cleanliness improvements on public transportation, please fix the roads - pot holes and worn out streets!
Free buses! More bike lanes.
Build the San Antonio BART station. Extend the airport connector up Hegenberger to the BRT on International Blvd. Add an additional station on the airport connector between the airport and BART. Build rail through the 980 corridor and in the median of 580. Extend the BRT system: 14th st, Telegraph ave, San Pablo, and turn the N/NL into BRT down Grand Ave all the way to the transbay transit center. DREAM BIGGER. The plan should be
Stop the madness with the bike lanes. The Telegraph St plan is awful. there aren't enough cyclists to warrant this and I am annoyed that my tax dollars are going to the cart being put before the horse. We can't make people ride bikes. we need more public transportation that is attractive and convenient
Lanes for motorized bikes/scooters separate from pedal powered lanes
Bike lanes are great, but they are often not usable when businesses leave their trash bins in the lanes and/or extend their parklets or other business
Make the streets safer by removing the homeless and by making neighborhoods safer from guns and crime.
Expand protected bike lanes and separated bus lanes with bus signal priority. Consolidate BART and AC transit to coordinate schedules and route
Free buses. More frequent buses. School buses for elementary kids!!! Protected bike ways that are their own isolated path rather than part of the street (like parts of Ohlone Greenway). Subsidized e-bikes. Safe bike storage. Reduce roads to one lane for private cars and replace with wide boulevards (like
ebikes and protected bike lanes. Increase Macarthur blvd safety with more stoplights or even speed bumps.
Smaller busses with more frequent runs. Most of the large busses run with just a few passengers, making them costly and a hindrance to traffic flow.
Our bus system is pretty good, but doesn't serve all areas well. Cutting access to the airport in favor of a direct line to Chabot Space center seems pretty wrongheaded. Biking along corridors like MacArthur and Fruitvale is death-defying and not in a fun way.

PROTECTED bike lanes!! PROTECTED sidewalks!!!

The biggest fight is going to be against cars. They block our streets, sidewalks, businesses, everything. Traffic calming and parking enforcement are paramount to making safe oakland spaces.

No need.

Close 980

More universal signage near bus stops for vision impaired Oakland residents.

More bus lanes, more protected bike lanes, and wider sidewalks - especially around commercial centers - will help more people leave their cars at home. Build it and they will come! Oakland will be a much more pleasant place to be if people feel more comfortable spending more time outside their

People who are walking or biking in particular need safe & clean streets. Addressing illegal dumping & litter supports transportation efforts.

Stop persecuting private automobiles and the people who depend on them. MORE, not less parking is need in most commercial areas, and in many residential neighborhoods. OakDOT cares only about bike nazis, and lies to, ignores and punishes the rest of us.

Improve ride times, buses are often very late — especially on high street, 98th. Use AI software for real time updates for riders and planners.

I think vans on demand would be better than buses.

Oakland residents need cars, don't make the city undrivable

I worry that, with the neighborhood of streets option, it will be difficult to provide medium-distance travel to all the neighborhood centers. Getting to San Francisco, for example, may be pretty slow for some of these neighborhoods. I don't have this concern with the other options. The "Connected

Pay some love to our streets! Potholes and uneven surfaces make biking difficult, and areas that lack shade discourage walking. Also please make sure these plans are aligning with some of the great active transport plans that Berkeley is putting into place, notably along Adeline and Shattuck in the Ashby BART area. It would be a true missed opportunity if those assets ceased to exist at the Oakland border and made communiting between the two

Add options for private small rode share opportunities for the small or solo entrepreneur. Uber for people by the people.

Figure out how to make transit sustainable ongoing. Look at an infill BART station between Fruitvale and Lake Merritt. Build safer bike corridors on side

Make transportation safe - consider ways of protecting buses and bikes in bus and or bike lanes only lanes - eliminate cars passing in these lanes.

Install protected bike lanes and safe pedestrian crossings in as many locations as possible. Making Oakland a livable, walkable and bikeable City will serve existing residents and bring new residents and businesses to Oakland. Plant more street trees, enforce traffic regulations, install speed bumps and

Fix the pot holes. Get people to stop running red lights and speeding. Be more realistic about which bus lines are working and how to get much more housing developed around them. I spent 20 years trying to live with public transit and cycling. I give up. It's not getting better faster than I am getting old

Additional fixed routes from East Oakland to Downtown

Work with AC Transit to update how and where Oaklanders travel. For example, in the hills there is no way to reach downtown other than by car. In

Make it safe. It's gross and unsafe now. Making it a difficult choice if you don't want deal with getting robbed or harassed. It's also unclean so options

Follow through on the paving plan asap. Release the tied up money. Stop making people dodge potholes and encourage less cautious drivers to speed around slow moving vehicles. Make it so bike riders don't suffer from them as well. Better advertising of multi day bus pass.

density around transit hubs, and destinations around transit hubs. last mile will always be a problem, so limit the amount of 'last miles' people need to

I feel like infrequent + frequently late buses have been a big issue for a long time
Traffic Enforcement for everyone. Bicycles, scooters, as well as pedestrians.
bike parking
BART needs to be 24 hours and have more frequent service. Regional transportations needs to sync and be more frequent (example, AC Transit and
- Prioritize reliable and frequent service combined with subsidies instead of prioritizing “free” service.
- be willing to experiment! It’s kind of ridiculous that OakDOT has a monopoly on street improvement but only the capacity to do 8 improvements a year 😬😬😬. Allow neighbors to pay for installation of approved designs, measure the impact, and change course if the results don’t look good. Perfect is
Total Comments = 364

Appendix B: Demographic Preferences

OVERALL OPTION PREFERENCE

“Please rank the three Options in order of Preference”.

Figure B-1: Options Preference by Zip Code (Weighted Score)

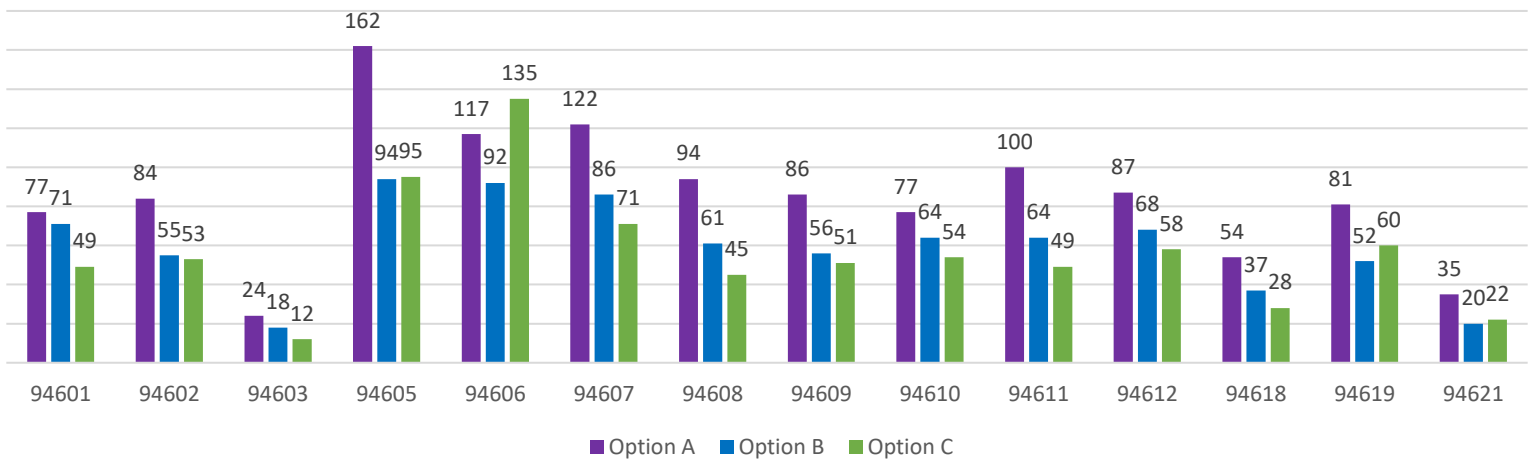
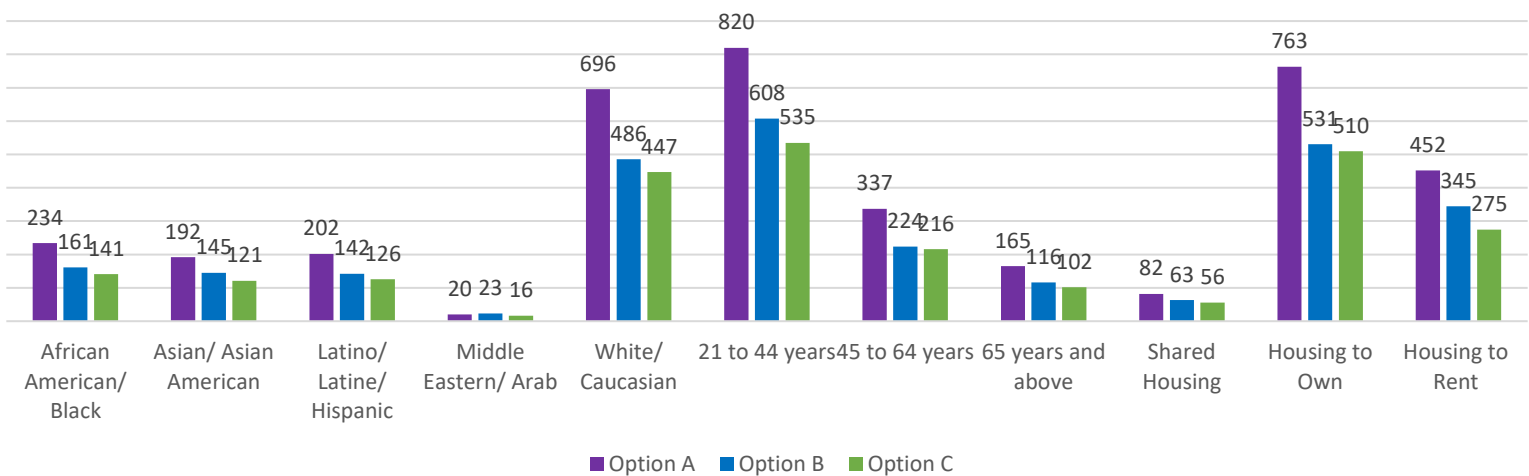


Figure B-2: Options Preference by Race/Ethnicity, Age, and Housing Type (Weighted Score)



STRATEGY PREFERENCES

“Which features of Option A: City of Neighborhoods do you like/dislike?”; “Which features of Option B: Connected Corridors and Gateways do you like/dislike?”; “Which features of Option C: Midtown Waterfront District do you like/dislike?”

Land Use

Figure B-3: Land Use Preference by Zip Code (Total Score)

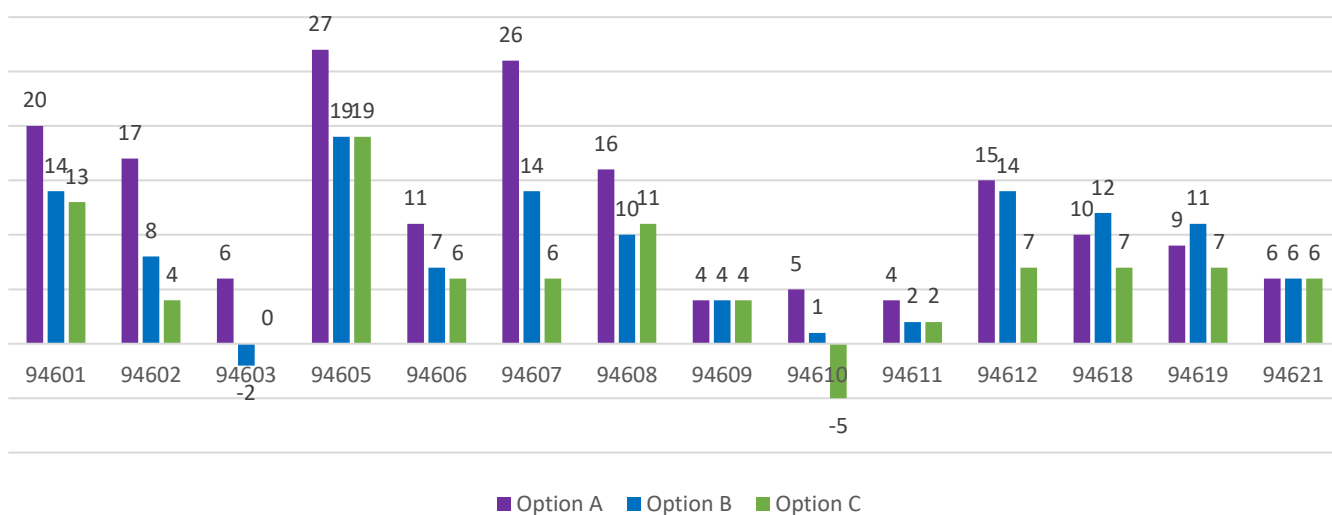
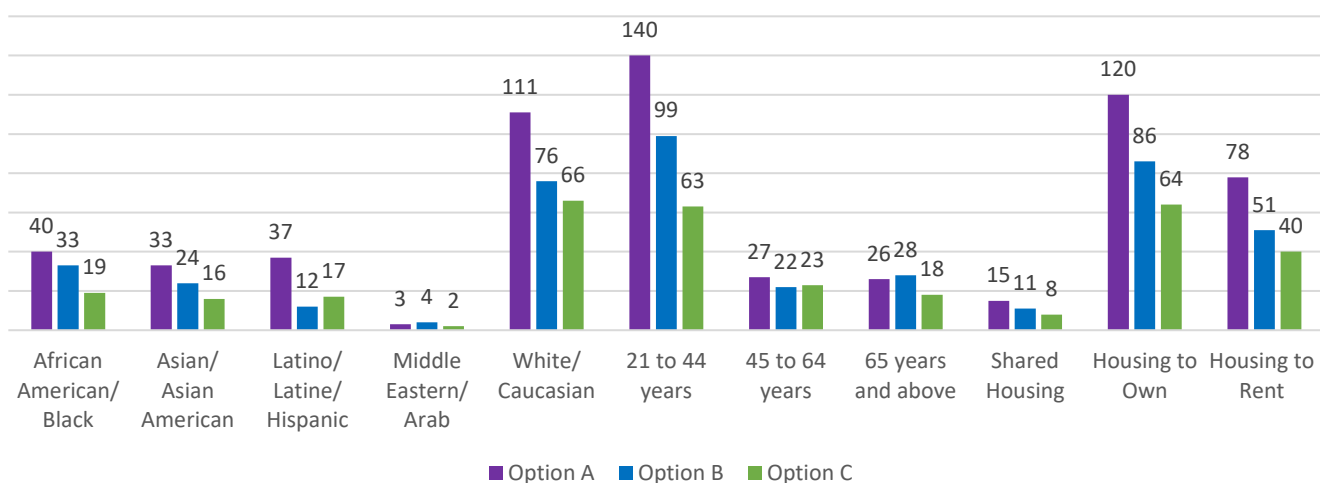


Figure B-4: Land Use Preference by Race/Ethnicity, Age, and Housing Type (Total Score)



Transportation

Figure B-5: Transportation Preference by Zip Code (Total Score)

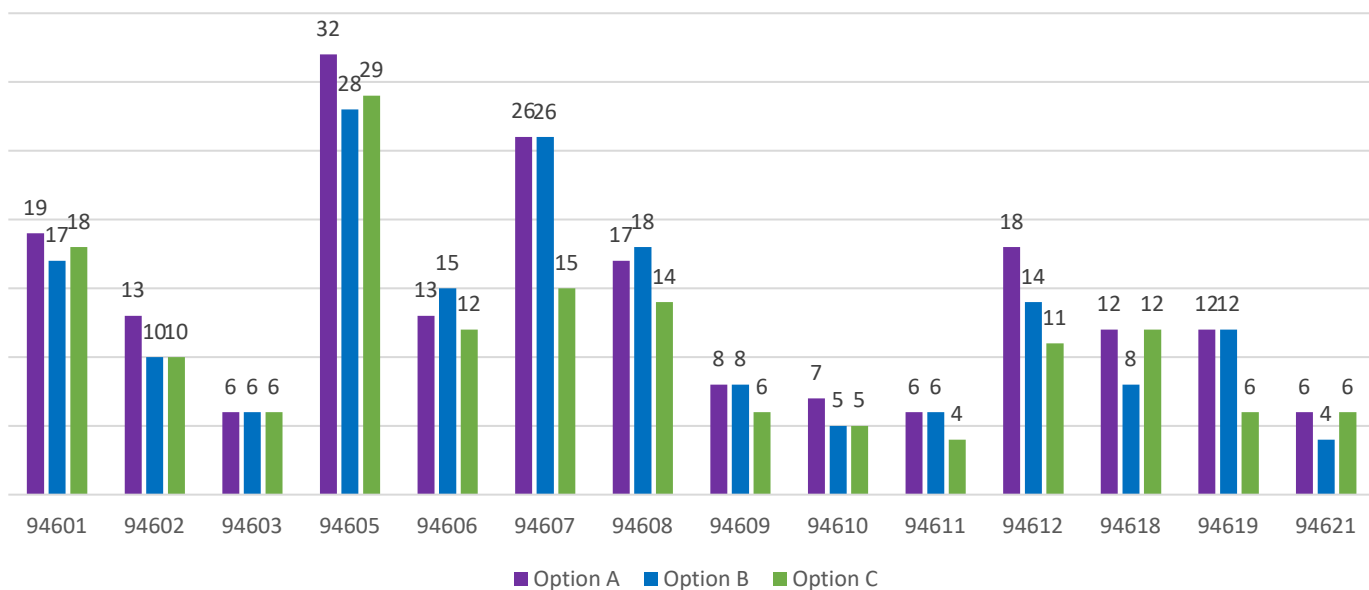
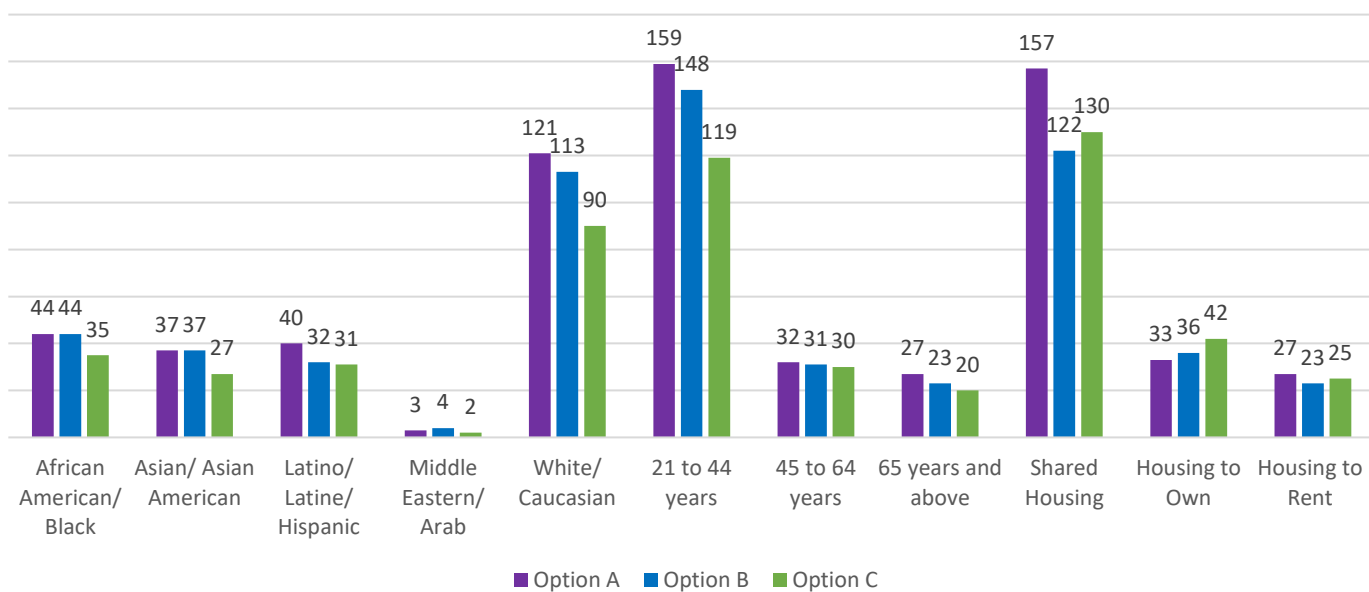


Figure B-6: Transportation Preference by Race/Ethnicity, Age, and Housing Type (Total Score)



Parks and Open Space

Figure B-7: Parks and Open Space Preference by Zip Code (Total Score)

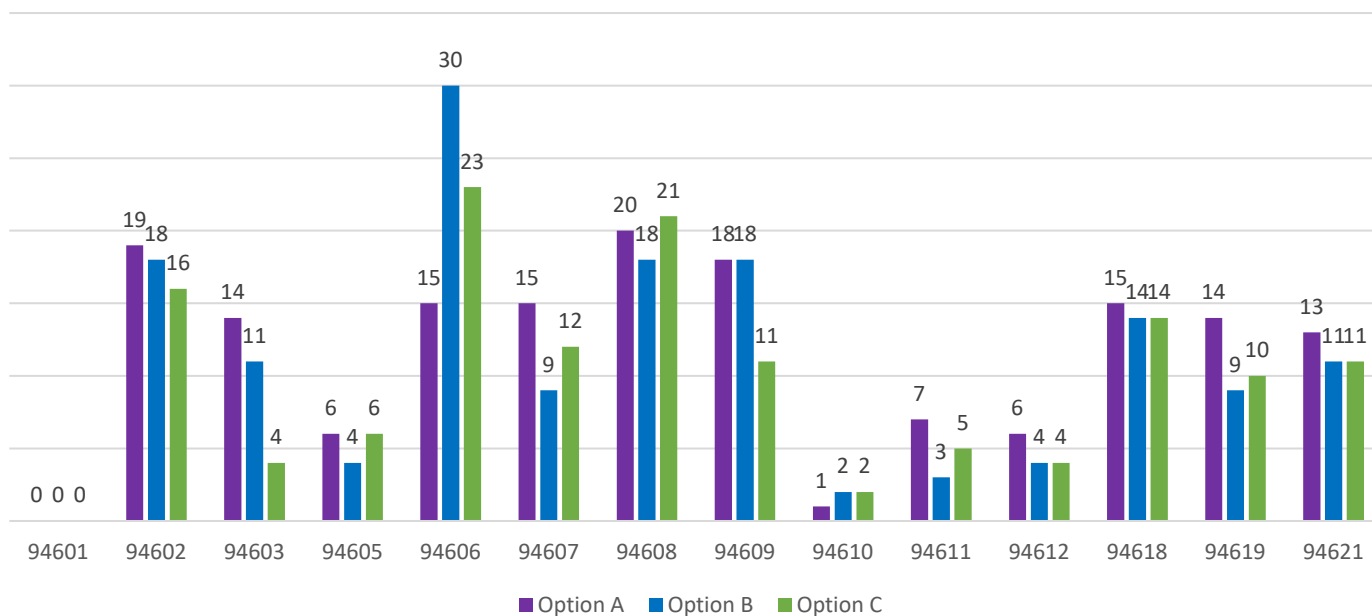
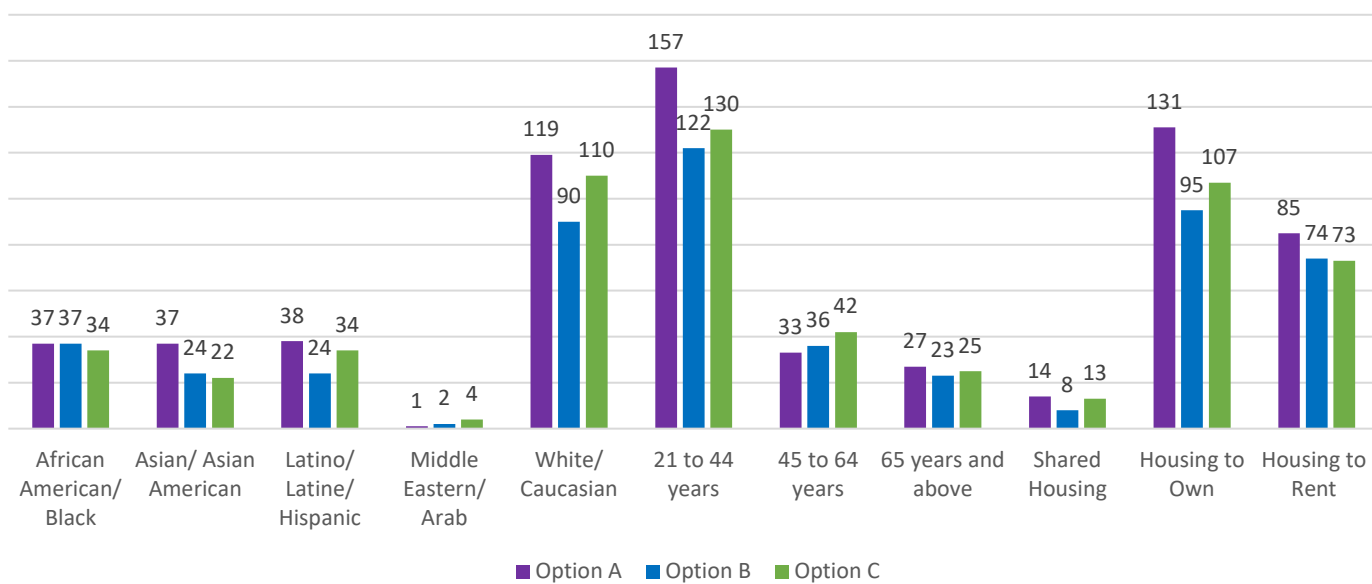


Figure B-8: Parks and Open Space Preference by Race/Ethnicity, Age, and Housing Type



Research and Development (R&D)

Figure B-9: R&D Preference by Zip Code (Total Score)

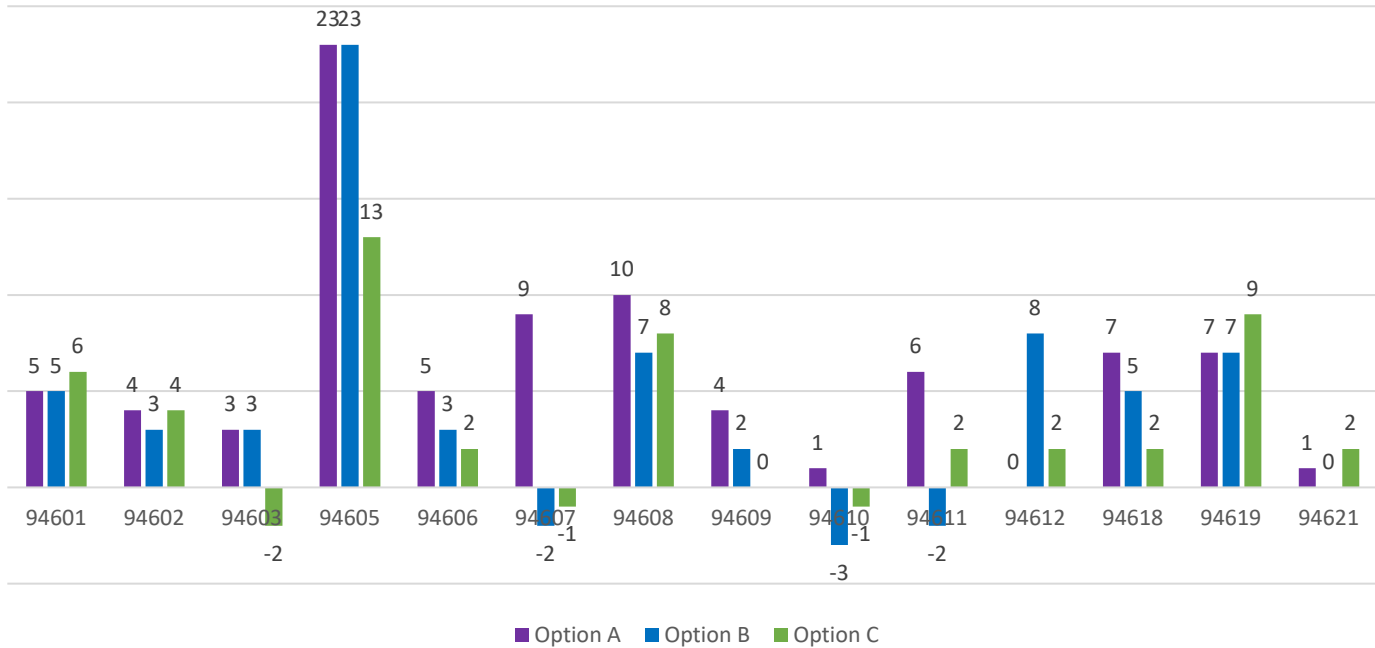
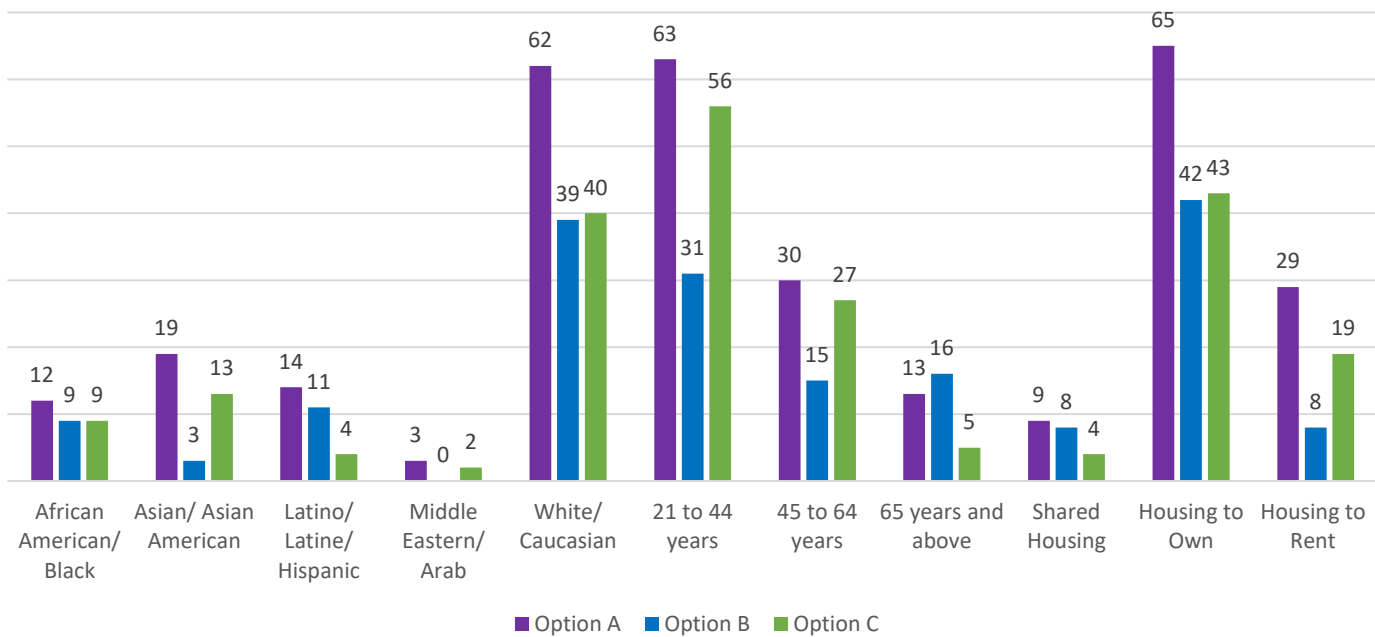


Figure B-10: R&D Preference by Race/Ethnicity, Age, and Housing Type (Total Score)



Hegenberger Road

Figure B-11: Hegenberger Road Preference by Zip Code (Total Score)

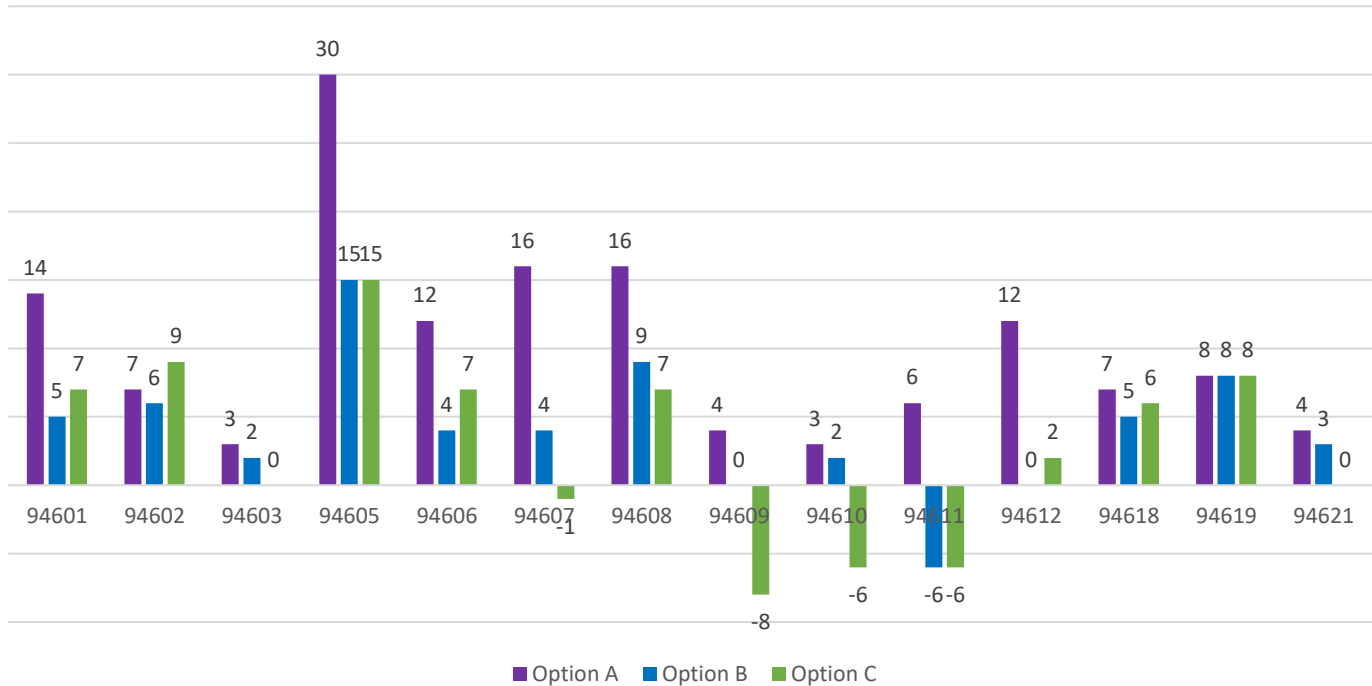


Figure B-12: Hegenberger Road Preference by Race/Ethnicity, Age, and Housing Type (Total Score)

