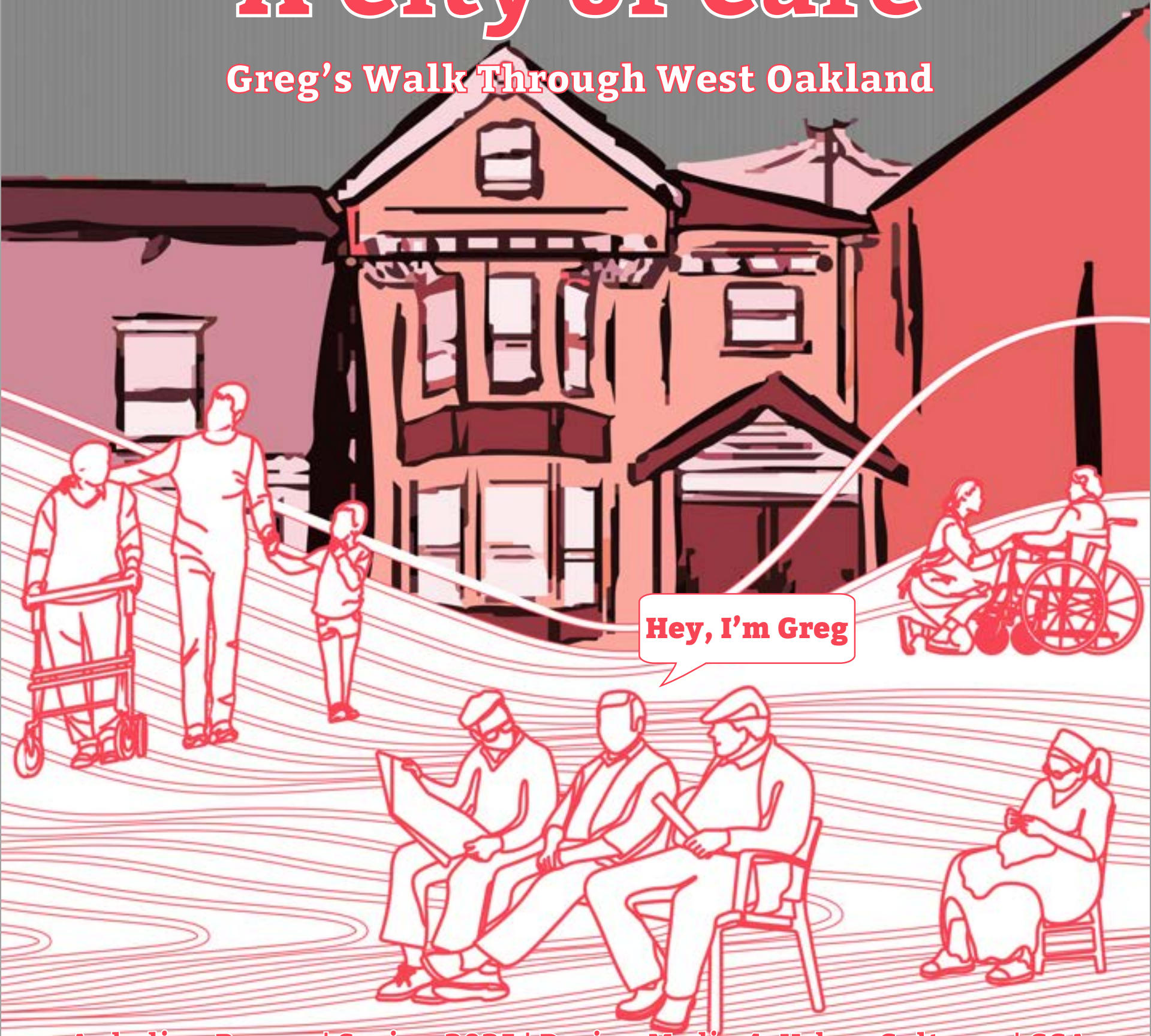


A City of Care

Greg's Walk Through West Oakland



What is a city of care?

Is care a matter of infrastructure—or intimacy?
Is it found in city plans, or in the ways we show up for each other?

Greg might have the answer.
He's lived in West Oakland his whole life.
He doesn't drive anymore, but every day, he walks.

This story follows Greg's steps through the past, present, and possible future of care in the Prescott neighborhood.



Elders as the Archive



Non-seniors
15.1%

**Greg isn't alone on this block.
Nearly 85% of the people here are seniors.
Some live next door, others stop by St.
Mary's for a hot meal or company.**

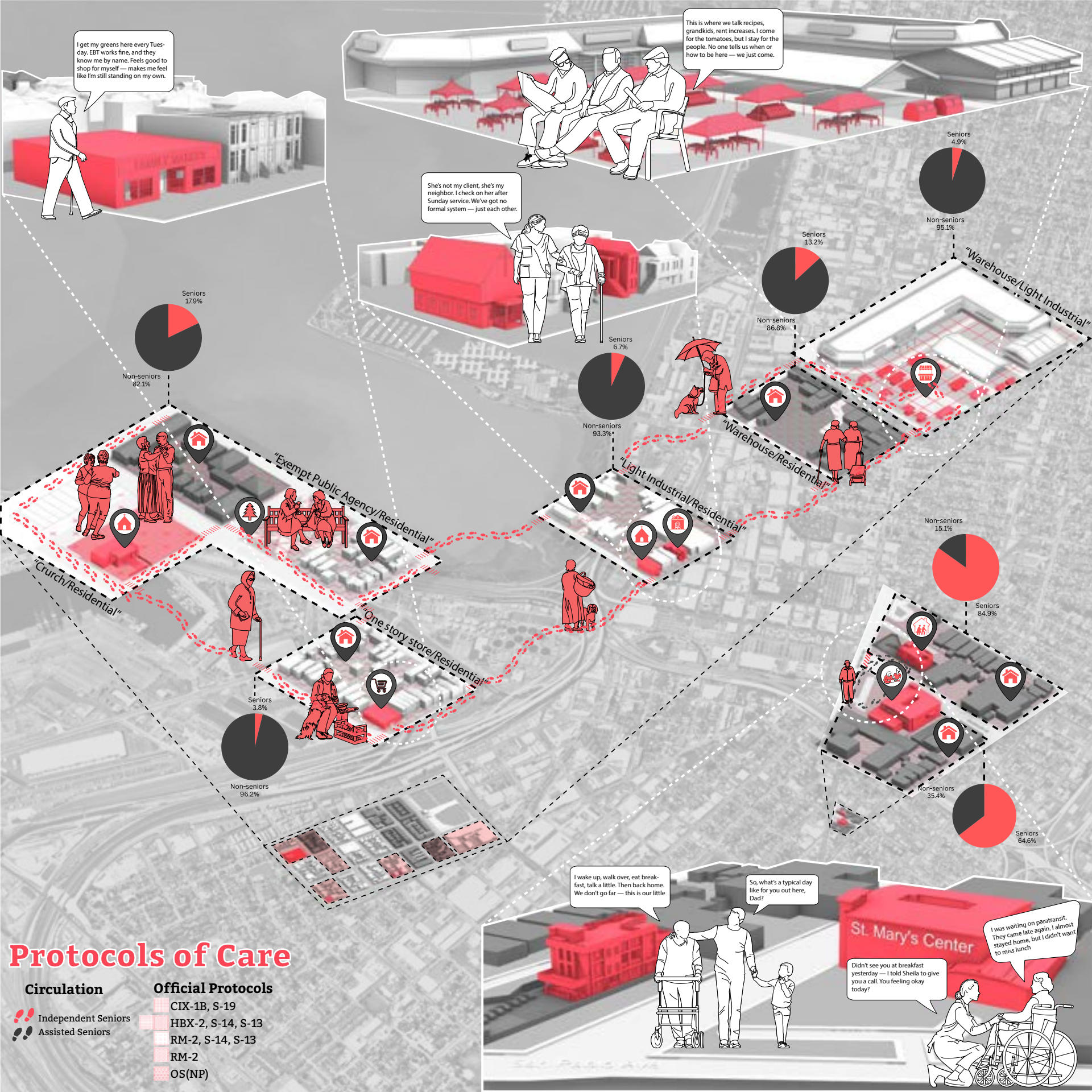
**No one maps these movements.
No policy measures who checks in or who
walks with you to the clinic.**

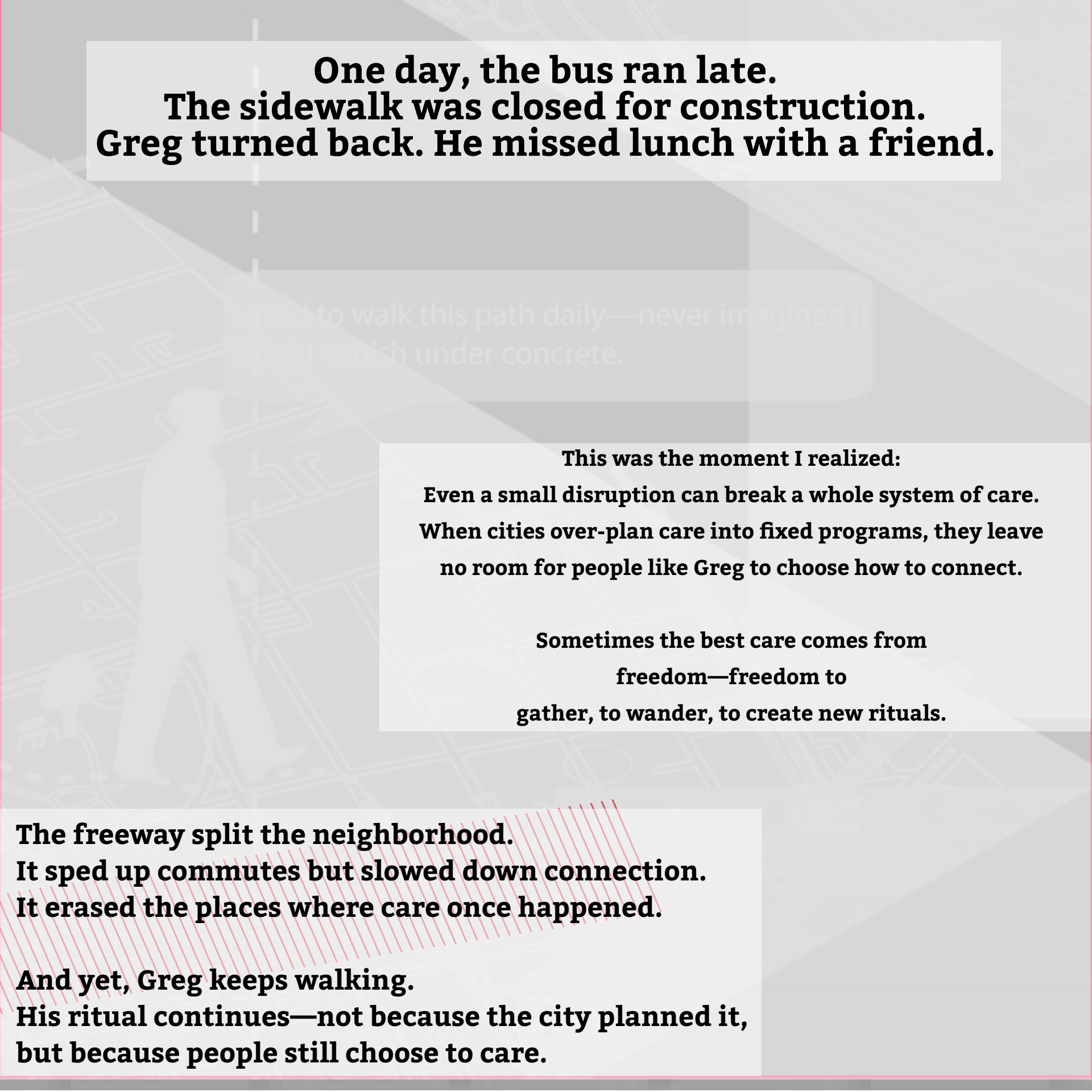
**This care isn't scheduled.
It's lived—quiet, shared, and constant.**

Seniors
84.9%

**Most folks here are like me. We don't
just live here—we hold it together.**





The background features a stylized, light gray illustration of a city street scene. A person is shown walking on a sidewalk, and a bus is visible in the distance. The scene is overlaid with a network of white lines representing streets and sidewalks. The text is presented in white boxes with black text, set against this background.

**One day, the bus ran late.
The sidewalk was closed for construction.
Greg turned back. He missed lunch with a friend.**

**Used to walk this path daily—never imagined it
would vanish under concrete.**

**This was the moment I realized:
Even a small disruption can break a whole system of care.
When cities over-plan care into fixed programs, they leave
no room for people like Greg to choose how to connect.**

**Sometimes the best care comes from
freedom—freedom to
gather, to wander, to create new rituals.**

**The freeway split the neighborhood.
It sped up commutes but slowed down connection.
It erased the places where care once happened.**

**And yet, Greg keeps walking.
His ritual continues—not because the city planned it,
but because people still choose to care.**

Regional Flows, Local Fractures

Lines of Disruption

“Three paths: one collapsed, one built, one resisted.”
The freeways do not simply run through Oakland—they mark it. One was dropped from above, crushing blocks and bodies before it was dismantled. Another cuts the edge clean, like a surgical bypass. A third never arrived—halted at the boundary by voices too often ignored. Together, they form a map of intentions: built, buried, and broken.

Greg's Broken Ritual

This was not a commute—it was continuity. A social infrastructure built on sidewalks, time, and knowing where to stop and who to wave to.

When I-980 was built, the route collapsed. What had been one continuous circuit became a jagged loop of detours. The walk remained possible—but not without friction, not without loss.

Demolished Blocks

“Over 600 homes and 100+ businesses were demolished to make room for I-980.”
Entire blocks were cleared to carve a linear cut through West Oakland. Homes, corner stores, Black-owned laundromats, churches, and community centers vanished be—
~600 housing units destroyed

- 100+ local businesses closed
- Families moved to East Oakland, Vallejo, and Hayward
- Longtime renters rarely compensated



MAP 1960

Regionally Connected

“Highways and BART connected the Bay Area—Richmond to Pacifica, Concord to Daly City—while bypassing the people living just below.”

The I-980 trench completed a circuit for the region—faster freight, smoother commutes, more seamless suburban visits. It offered connection across space, but not across streets. What was gained in efficiency was lost in intimacy.

THE CYPRESS FREEWAY WAS A DOUBLE-DECKER THAT SPLIT WEST OAKLAND IN HALF. AFTER THE 1989 QUAKE, IT WAS REMOVED AND REBUILT AWAY FROM HOMES.

I-980 WAS BUILT TO CONNECT DOWNTOWN TO I-580. IT CUT THROUGH 12 STREETS AND DEMOLISHED OVER 500 BUILDINGS.

New info to include:

Width: ~560 feet (wider than a football field)

It replaced part of Brush Street and disconnected Peralta, Filbert, and Market

Only 2 pedestrian crossings exist over the entire trenchspan

We fought back—and for once, they listened.”
—Marsha, 1982 lawsuit organizer

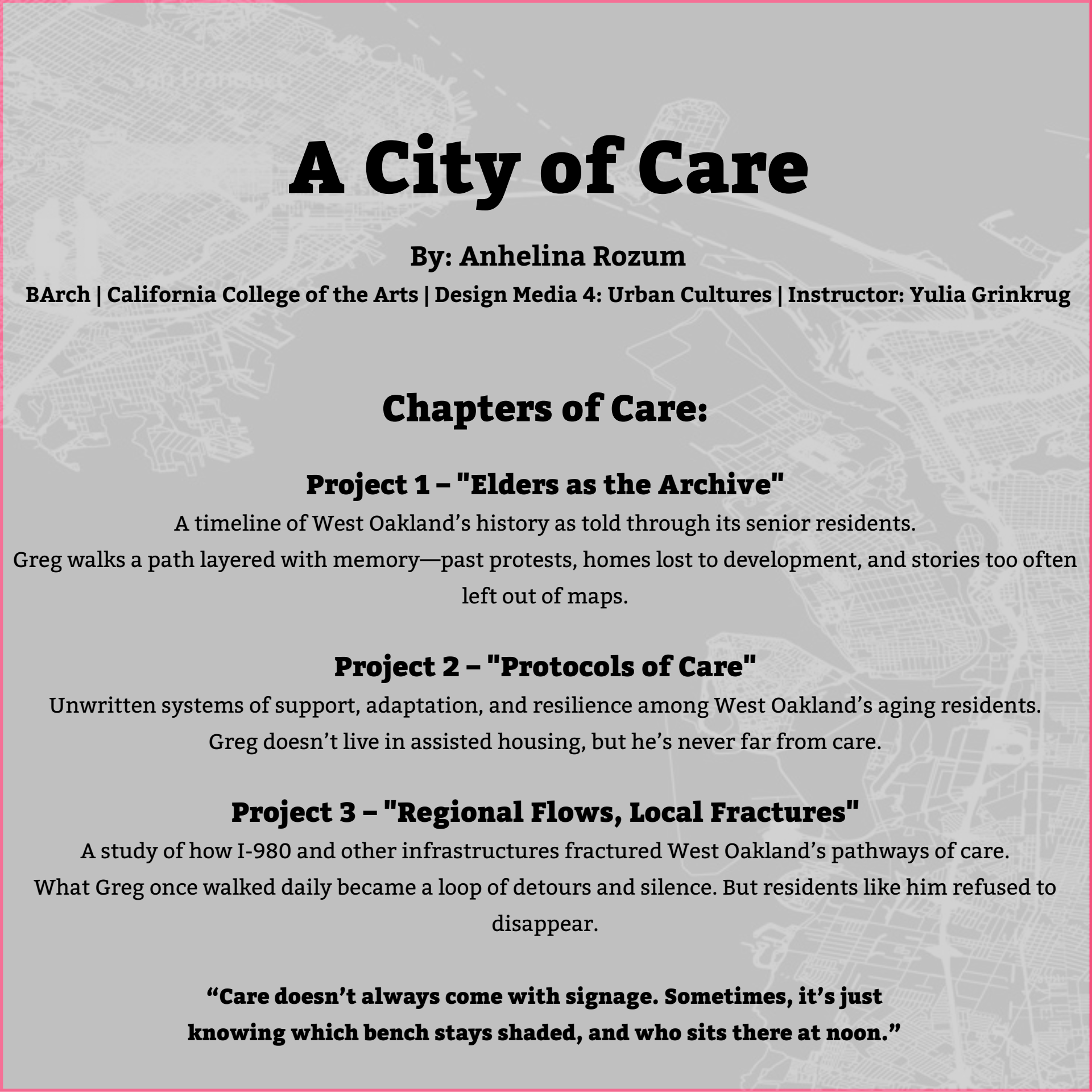
GROVE SHAFTER FREEWAY WAS STOPPED BEFORE IT COULD SPLIT WEST OAKLAND. RESIDENTS SUED IN 1961 AND WON.

Displacement was not temporary—it was total.

Buildings removed (1978–1982)

We never used to come here. Now it's just a quick drive.

What kind of city grows when care is left unplanned?

A faint, light gray map of West Oakland, California, serves as the background for the entire page. The map shows a dense grid of streets, with some larger areas like parks or industrial zones highlighted in a slightly darker shade of gray. The map is oriented with North at the top.

A City of Care

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Chapters of Care:

Project 1 – "Elders as the Archive"

A timeline of West Oakland's history as told through its senior residents.

Greg walks a path layered with memory—past protests, homes lost to development, and stories too often left out of maps.

Project 2 – "Protocols of Care"

Unwritten systems of support, adaptation, and resilience among West Oakland's aging residents.

Greg doesn't live in assisted housing, but he's never far from care.

Project 3 – "Regional Flows, Local Fractures"

A study of how I-980 and other infrastructures fractured West Oakland's pathways of care.

What Greg once walked daily became a loop of detours and silence. But residents like him refused to disappear.

"Care doesn't always come with signage. Sometimes, it's just knowing which bench stays shaded, and who sits there at noon."