

# MLK Jr Way Paving Project

Imagining a safer and more connected MLK Jr Way with a planned repaving project



City of  
Oakland

Department of  
Transportation

## ABOUT THE PROJECT

Martin Luther King Jr Way is a North South arterial street connecting North Oakland to South Berkeley. The street between 47th and the City limit at 61st Street/Berkeley Border serves residences, a variety of businesses, UCSF Benioff Children's Hospital, and connects drivers to Highways 24 and 580. Elevated BART tracks run in the center median of the street, with three travel lanes and a parking lane on either side. This wide configuration allows for higher driving speeds and leaves pedestrians more vulnerable while they navigate long crossing distances. The extreme width of the street and the presence of the aerial BART tracks presents a barrier to pedestrian connections in a primarily residential area. There were 65 collisions in the last 5 years, including one fatal collision at 60th Street.

OakDOT's Paving Plan includes repaving Martin Luther King Jr. Way from 47th Street to 61st Street. In Winter 2022 OakDOT will be conducting outreach and studying how to deliver safety upgrades through repaving, including pedestrian safety infrastructure, protected/separated bicycle facilities, and transit improvements. Because the 2019 "Let's Bike Oakland!" Bike Plan calls for protected bike lanes on MLK Jr Way, OakDOT is conducting outreach to understand stakeholders' needs and priorities. Staff will be involving stakeholders in the design process for this project.

## PROJECT GOALS

- Slow vehicle speeds and curb unsafe driving
- Reduce vehicle collisions
- Improve safety and comfort for people walking, especially crossing at major intersections
- Increase the visibility of people walking and biking
- Identify if now is the time to implement the Bike Plan recommendation to install a protected bicycle lane on MLK Jr Way



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## SITE PHOTOS



Wide, unobstructed road promotes speeding



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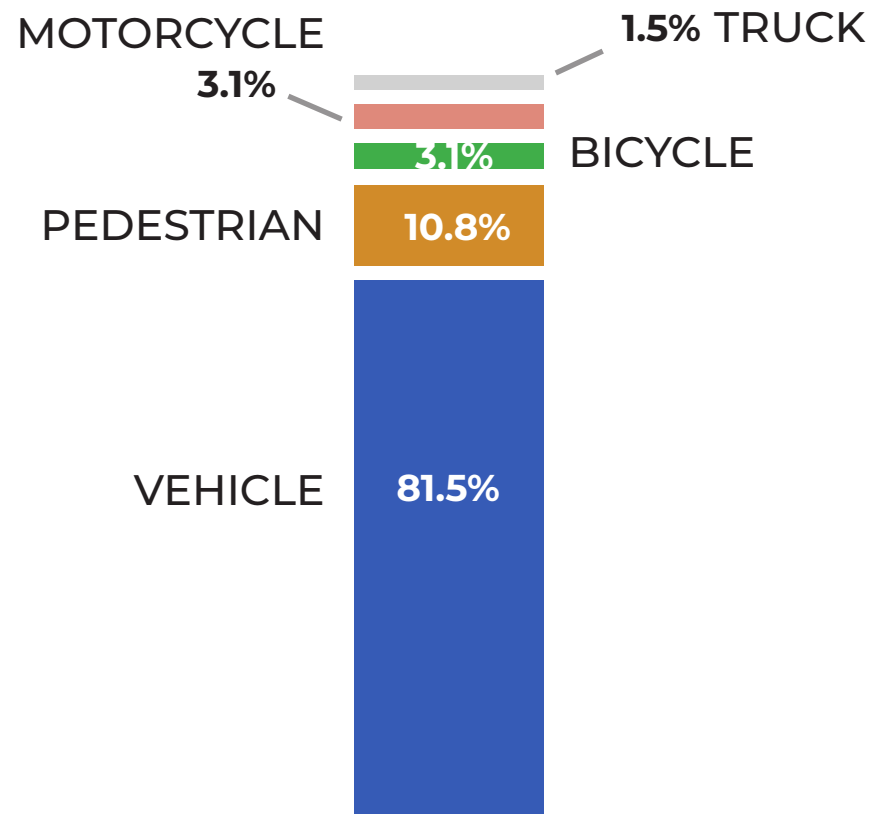
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## TRAFFIC SAFETY

- » There was a traffic death on Martin Luther King Jr Way in 2015 at the intersection of 60th Street, which involved a broadside collision between two drivers where one failed to obey traffic signs. This and other traffic deaths in the City of Oakland are tragic and preventable.
- » Collision data from the past five years shows that disobeying traffic signals and signs is the most common cause of crashes on the street, aligning with resident complaints to staff about drivers speeding through red lights and feeling unsafe when crossing the street on foot
- » **There were 65 collisions on MLK Jr Way from 47th Street to 61st Street from 2015-2020**

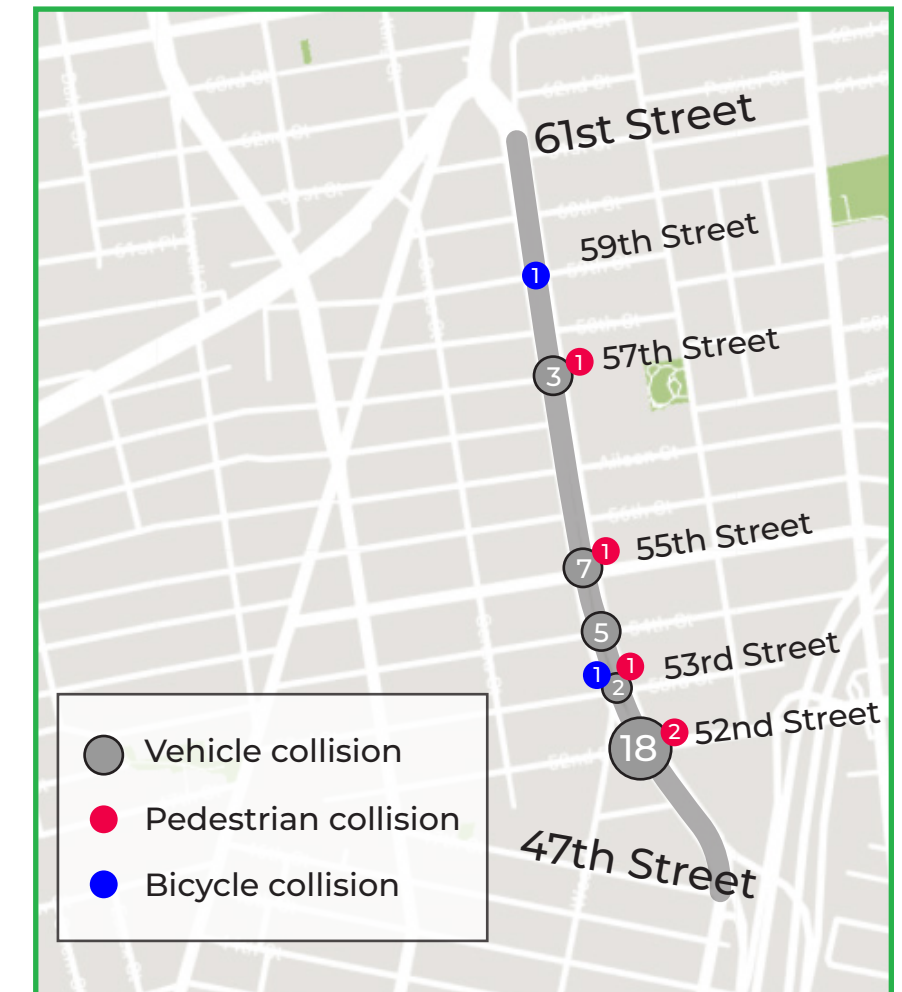
### PARTIES INVOLVED IN COLLISIONS



### TOP CAUSES OF COLLISIONS

- #1: DISOBEYING TRAFFIC SIGNALS AND SIGNS (26%)**
- #2: FAILURE TO YIELD TO OTHER VEHICLES (24%)**
- #3: UNSAFE SPEED (14%)**
- #4: ILLEGAL TURNS (11%)**
- #5: FAILING TO YIELD TO PEDESTRIANS (9%)**

## TRAFFIC COLLISION HOT SPOTS ON MLK JR



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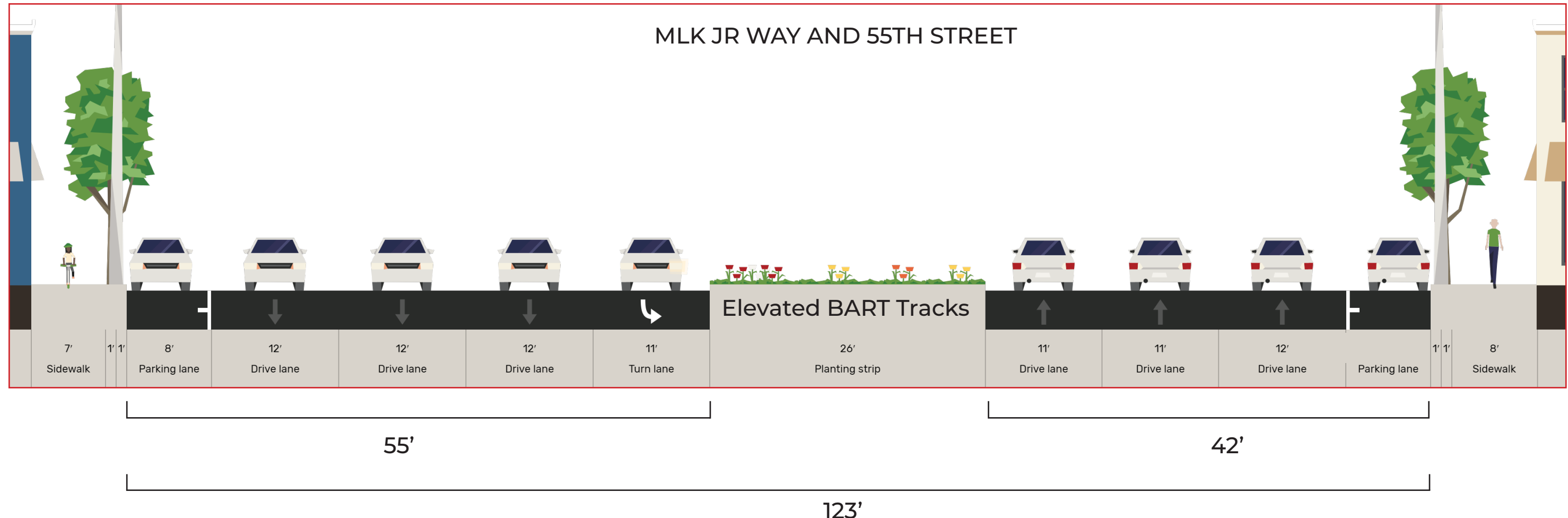
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## EXISTING CONDITIONS



- The presence of multiple lanes of traffic creates a “wide open” feeling similar to that of a highway, which promotes speeding and enables reckless driving
- Wide crossing distances expose bicyclists and pedestrians to more potential conflicts with motorists
- The street lacks a bicycle facility, and segments of sidewalk are too narrow, or broken by tree roots, posing ADA challenges
- The extreme width of the street and the presence of the aerial BART tracks presents a barrier to pedestrian connections in a primarily residential area

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## SCHEDULE/NEXT STEPS

- » Winter/Spring 2022 - Public Outreach
  - Postcard and Survey #1 to hear neighborhood feedback
  - Presentations to Neighborhood Councils and stakeholder groups ([email us](#) if you'd like to set up a small-group video chat)
  - Postcard and Survey #2 on potential design improvements
  - Social media updates
- » Summer 2022 - Select final design for street and share information online and via email to survey respondents

