



Martin Luther King Jr. Way Paving Project

City of
Oakland | Department of
Transportation

OUTLINE

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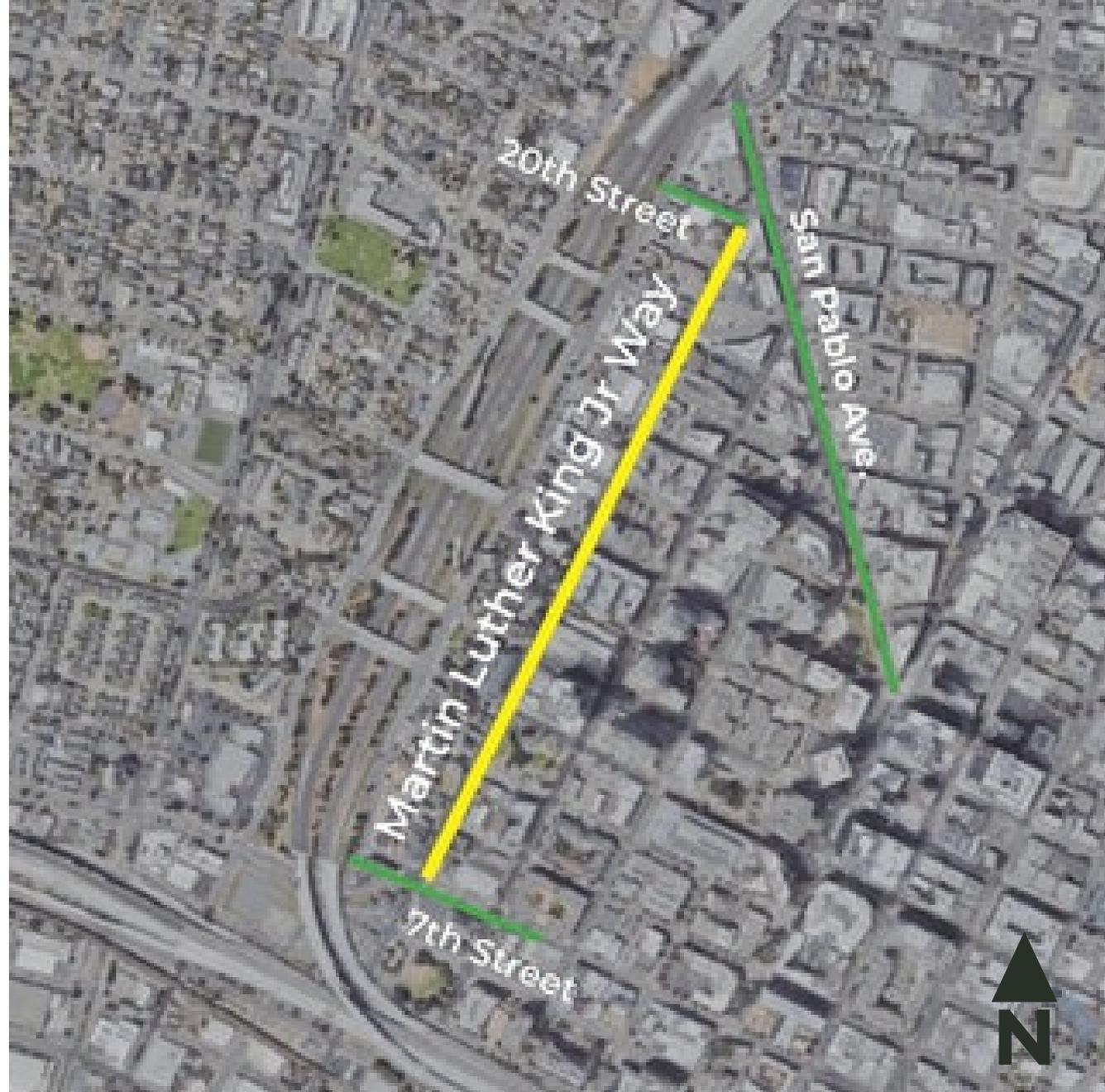
Introduction

The City is proposing a redesign of Martin Luther King Jr. Way between 7th and 20th Street, with the goal of reducing traffic collisions and speeding thus making the street safer for residents, and more comfortable for pedestrians and bicyclists.

Paving is scheduled for Winter 2021. The project website below contains the project feasibility study, appendices, the draft striping plan and design, and a mailer sent to residents.

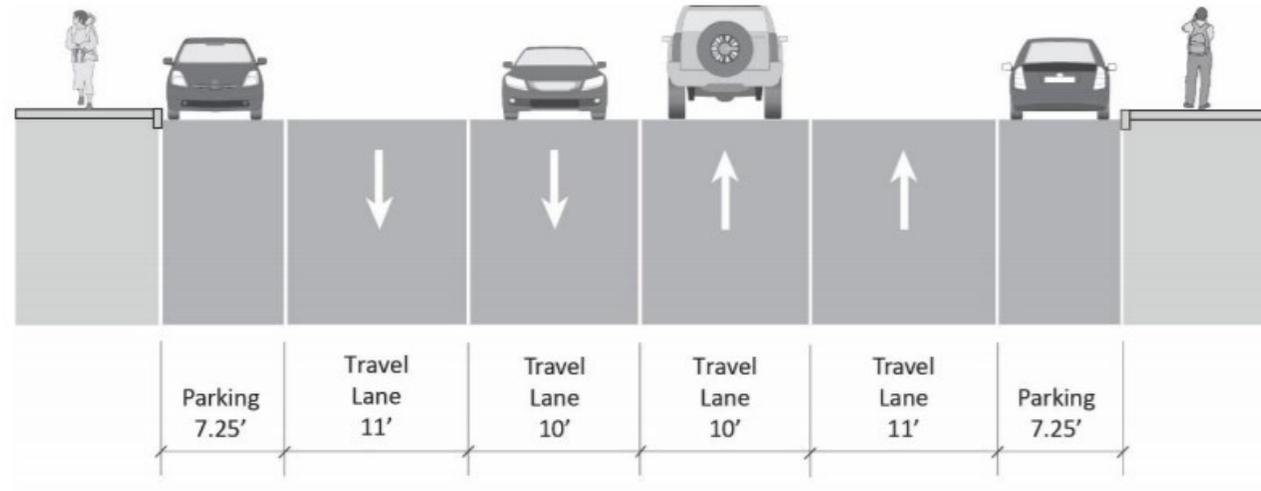
<https://www.oaklandca.gov/projects/project-mlk>

Project Location

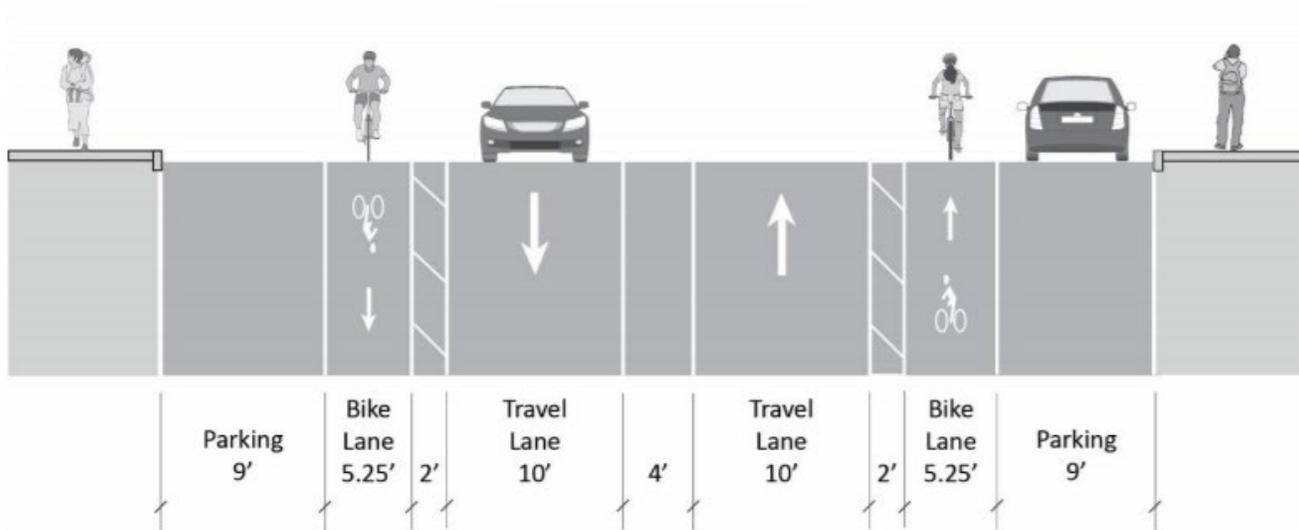


Project Design

Existing



Proposed



2. Project Overview



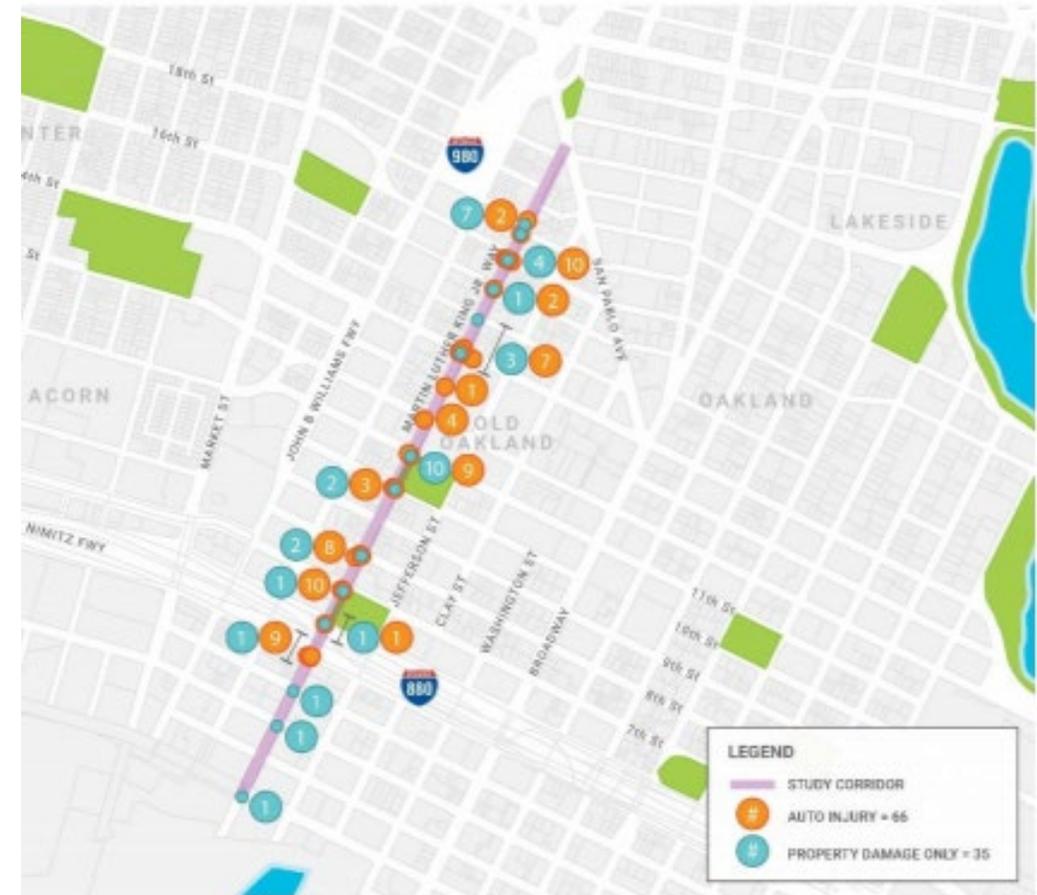
Project Need – Improve Traffic Safety

- There were **75 injury crashes over a five-year period** (2012-2016), including five crashes involving pedestrians and four crashes involving bicyclists. There were 110 total crashes, including property damage crashes.
- Approximately seven percent of motorists exceed the speed limit.
- One travel lane per direction can accommodate current motor vehicle traffic; future **vehicle traffic could increase by 186% and still be accommodated by the proposed design**
- The project would improve safety for people walking by reducing crossing distances and the amount of time people wait to cross the street

Project Need - Auto-only Collisions

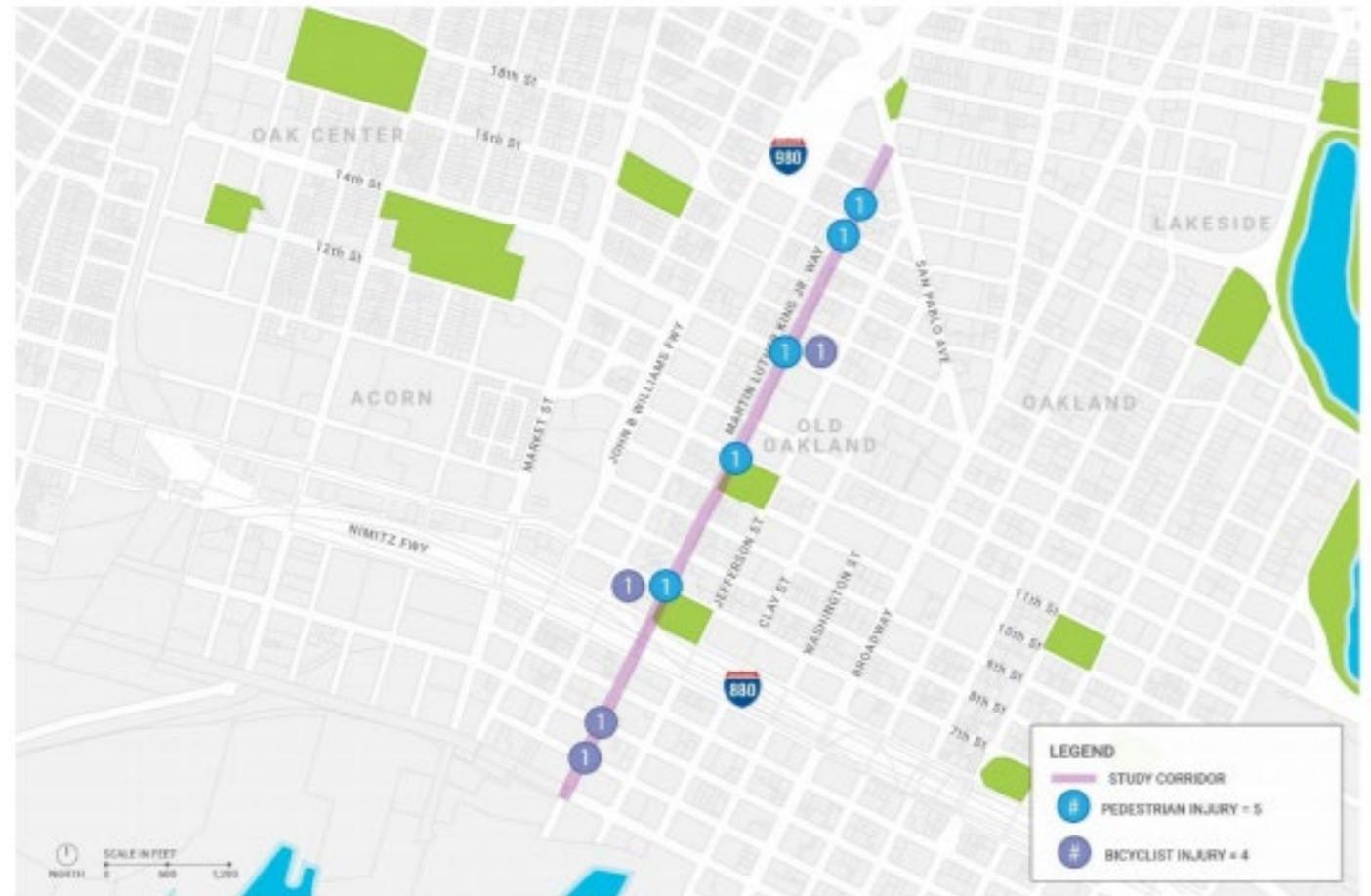
Between 2007 and 2016, broadside crashes were by far the most common crashes, resulting in injuries (57 crashes), followed by sideswipe crashes (5 crashes).

The most common primary contributing factor for crashes resulting in injuries was motorists “not following traffic signals and signs” (63%).



Project Need – Bike/Ped Collisions

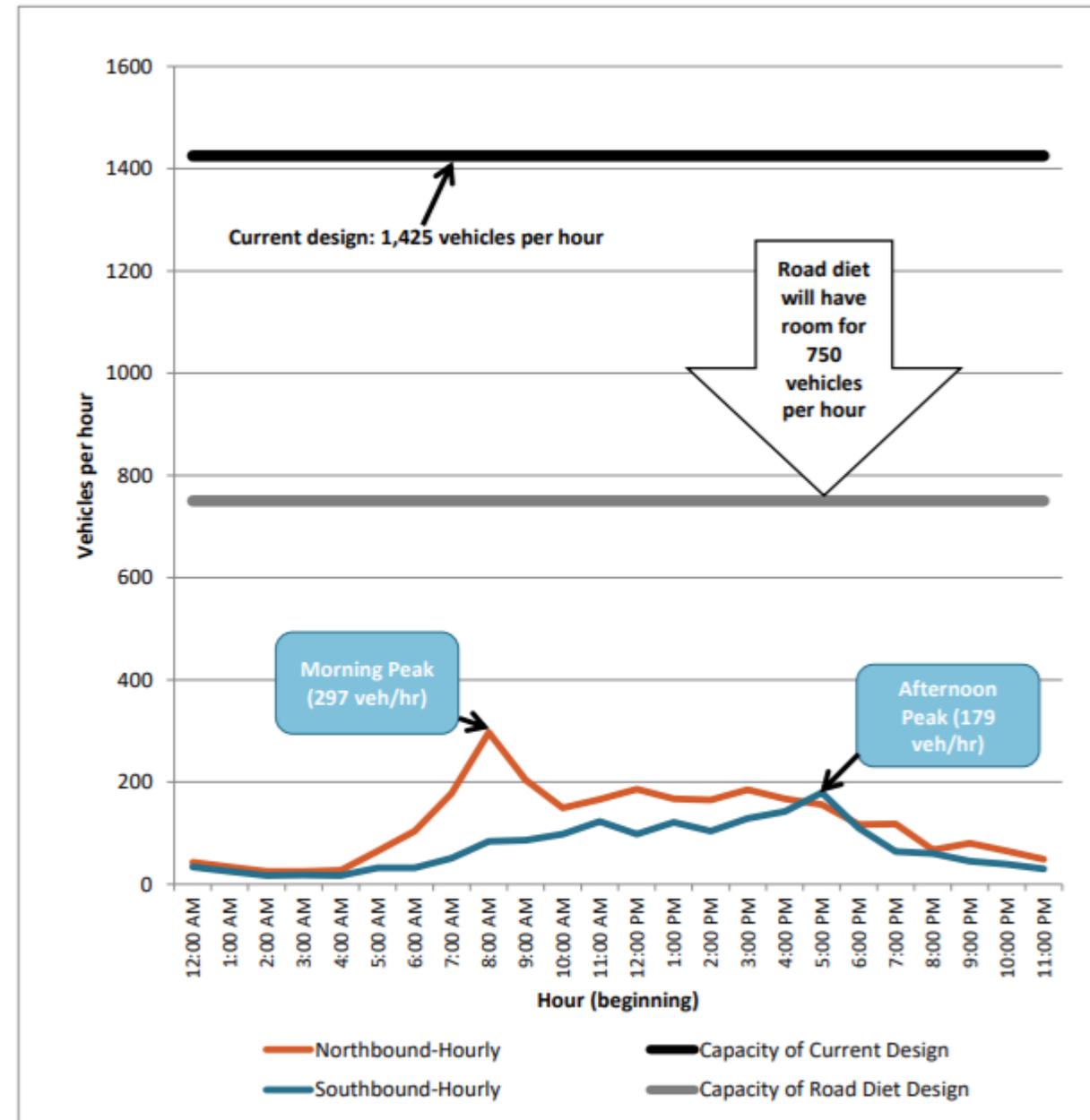
Between 2012 - 2016 there were five crashes involving people walking and four crashes involving people biking, all of which resulted in injuries.



Source: Transportation Injury Mapping System and Statewide Integrated Traffic Records System, 2018

Project Need - Traffic

OakDOT's Road Diet Feasibility Study (Feb. 2020) found relatively few vehicles traveling on the street, and that reducing the number of vehicle lanes would not create negative traffic impacts



3. Neighborhood Priorities



Neighborhood Priorities

How do you currently use MLK Jr. Way?

What are your top priorities for improving MLK Jr. Way?

How would you change MLK Jr. Way in the future?

Any other comments or questions?

4. Next Steps



Project Schedule

AHSC Grant
Awarded: 2018

Road Diet
Feasibility Study:
Winter 2020

Design:
Summer 2021

Public Outreach:
Summer/Fall 2021

Construction:
2022 (pending
RAISE grant, see
project website)

Thank You

Please direct any comments or questions to Colin Piethe:
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