



# Martin Luther King Jr. Way Paving Project

City of  
Oakland | Department of  
Transportation

# ***OUTLINE***

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3. Neighborhood Priorities
4. Next Steps

# *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.

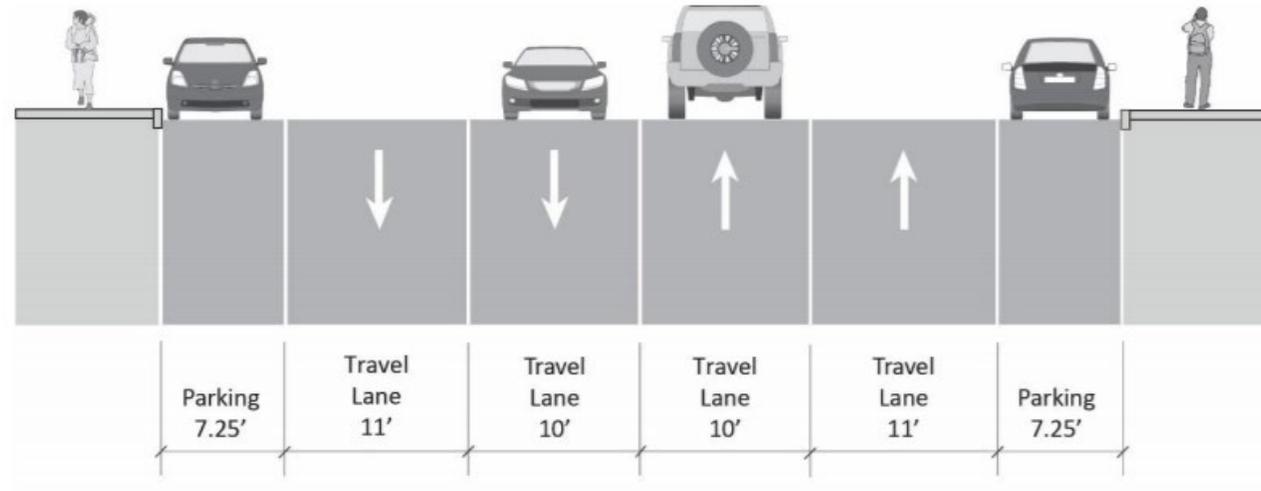
<https://www.oaklandca.gov/projects/project-mlk>

# *Project Location*

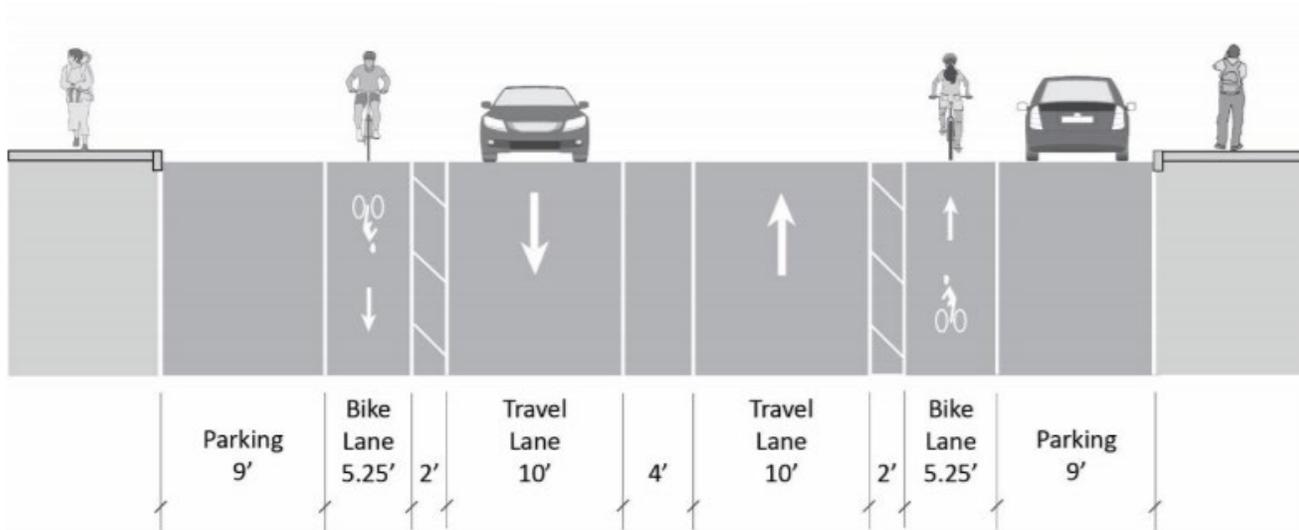


# Project Design

Existing



Proposed



## *2. Project Overview*



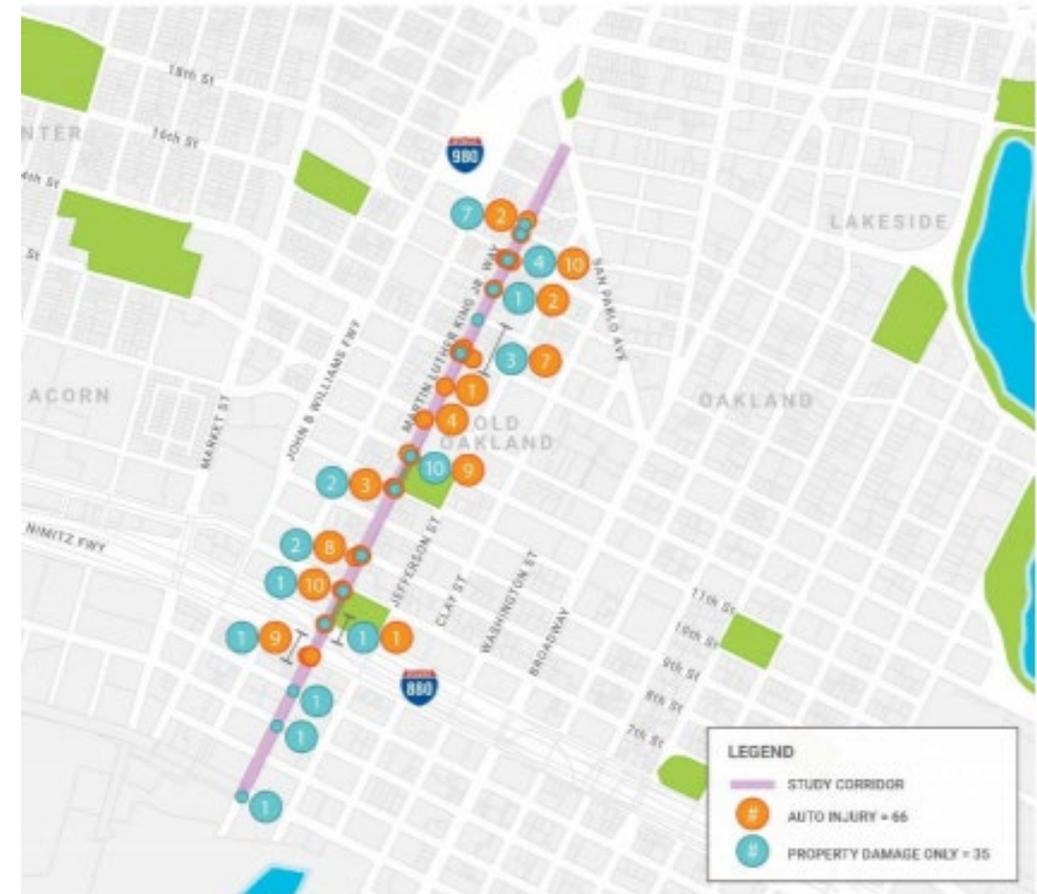
# *Project Need – Improve Traffic Safety*

- 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*

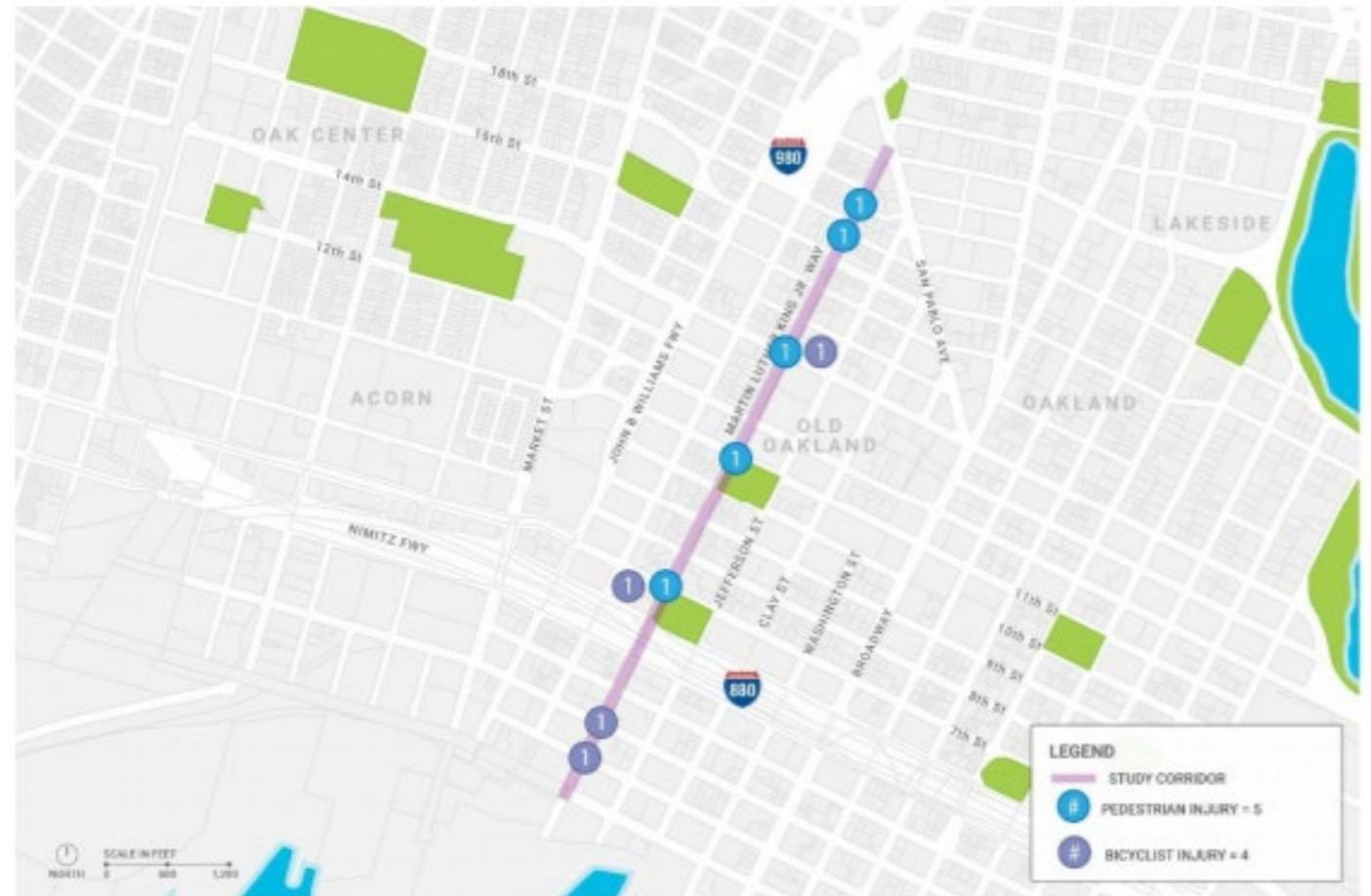
Between 2007 and 2016, broadside crashes were by far the most common crashes, resulting in injuries (57 crashes), followed by sideswipe crashes (5 crashes).

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*

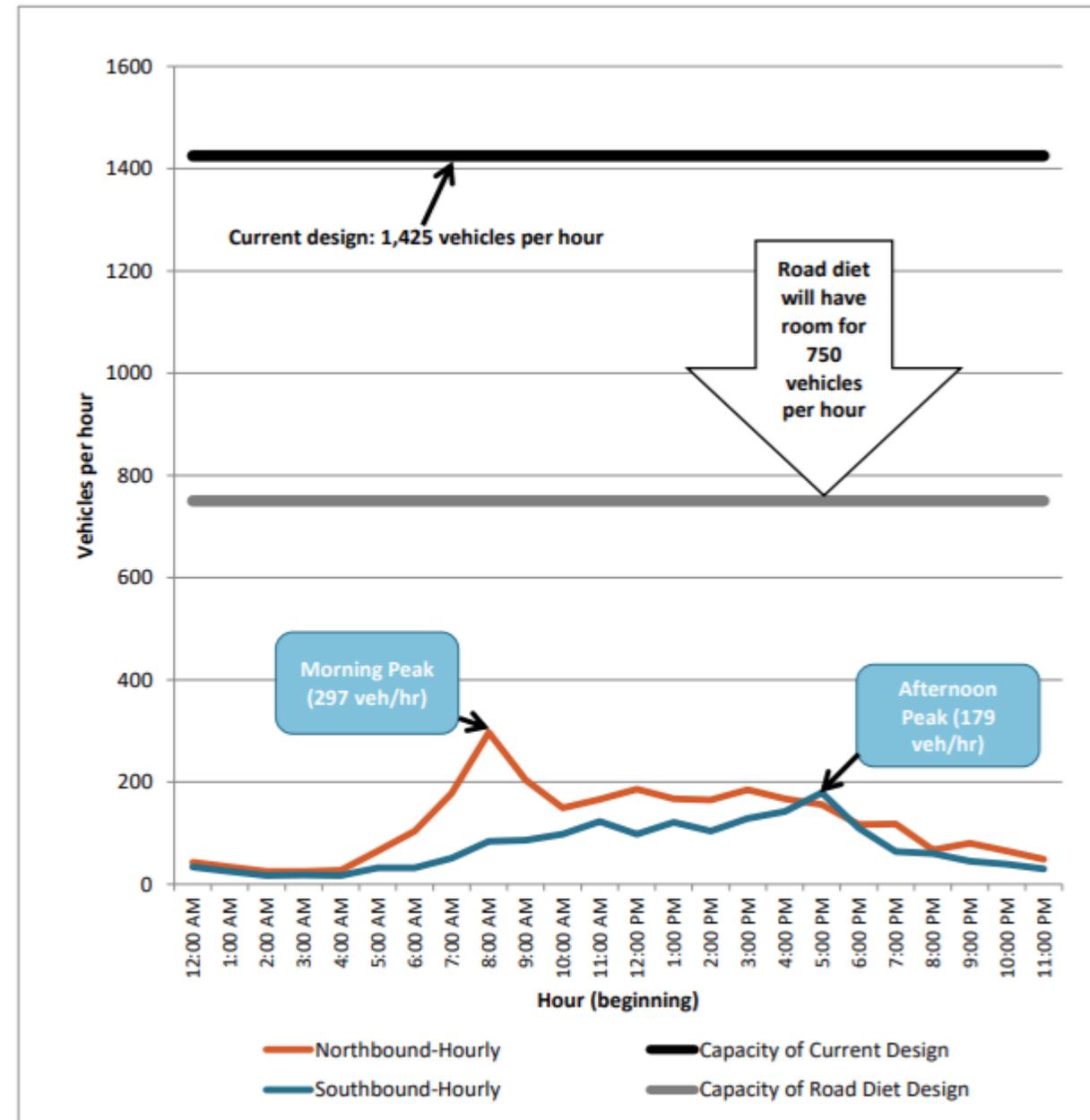
Between 2012 - 2016 there were five crashes involving people walking and four crashes involving people biking, all of which resulted in injuries.



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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