



# MARTIN LUTHER KING JR. WAY STREETScape IMPROVEMENTS

## **SUMMARY REPORT**

**OF ENGAGEMENT CONDUCTED  
IN SUMMER 2023**

***PREPARED IN COLLABORATION BY:***

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# INTRODUCTION

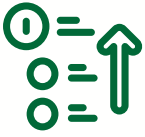
In Summer 2023, the City of Oakland Department of Transportation (OakDOT) conducted community engagement and outreach for the Martin Luther King Jr. Way Streetscape Improvements, which is focused on Martin Luther King Jr. Way between 2nd and 14th Streets.

This document describes the outreach and engagement approach, the feedback received, and explains how this feedback will be used to shape this project. Below is a summary of the main themes that emerged from the Summer 2023 engagement:



(Figure 1: OakDOT at Old Old Farmer's Market, project poster notifications)

# KEY TAKEAWAYS



## Top priorities for traveling to and along MLK Jr. Way (1,036 responses):

- Pedestrian safety (19%)
- Bicycle access and safety (17%)
- Traffic calming (i.e., designing improvements to reduce the speed of cars (16%)



## Elements of the project survey responders are the most excited about (1,014 responses):

- Bike lanes to connect to the city's existing and proposed bike network (18%)
- Pedestrian lighting, at the intersection of MLK Jr. Way and I-880 (18%)
- New street trees (18%)



## Elements of the project survey responders are the least excited about (232 responses):

- OakWifi, a program that provides free Wifi (40%)
- Bulb-outs/ curb extensions for pedestrian safety (20%)



## Bike facility (225 responses):

- Protected bike lanes (90%)
- Buffered bike lanes (10%)



## Design (28 responses):

- Shared negative sentiments for Telegraph Streetscape with descriptions of confusing and hard to figure out where bikes are when making turns or lane changes (5%)
- Shared positive sentiments for Telegraph Streetscape; "enjoyable" (3%)



## Unhoused Community (20 responses):

- Safety and cleanliness concerns about encampments in Jefferson Square and Lafayette Parks, as well as the underpass
- Removing trash and debris created by encampments



## Safety and Enforcement (20 responses):

- Concerns of reckless driving and speeding (45%)
- Traffic and parking enforcement to keep cyclists and pedestrian safe (10%)



## Pedestrian Lighting/High Visibility Crosswalks (14 responses):

- Extended crosswalk time for pedestrian safety (21%)
- Attention to pedestrian signaling (21%)



## Beautification (12 responses):

- Area cleaned up and additional garbage collection bins added (50%)
- Greening project (33%)

# PROJECT BACKGROUND

Today, Martin Luther King Jr. Way is a four-lane roadway with heavy truck traffic and no bike lanes. This street is also divided by I-880 and has poor lighting and accessibility for people with disabilities. The Martin Luther King, Jr. Way Streetscape Improvements will provide enhance accessibility and comfort for those walking, biking, and rolling, while improving the safety of all road users. This project includes the following improvements:

- New bike lanes to improve safety of bicyclists and to connect to the city's existing and proposed bike network.
- New high-visibility crosswalks and pedestrian lighting to increase visibility for and improve pedestrian safety, particularly for pedestrians crossing under I-880.
- New trees to increase climate resiliency by regulating temperatures during extreme heat and mitigating air pollution.
- New curb ramps and bulb-outs to improve pedestrian safety and accessibility for people with disabilities.
- Expansion of OAK WiFi, a program that provides free internet to Oaklanders to help close the digital divide.
- Upgraded traffic signals, protected left turns, and pedestrian countdown heads to increase traffic safety.

Several prior planning efforts have called for improvements on Martin Luther King Jr. Way. These include the 2017 Pedestrian Plan, 2019 Bike Plan, West Oakland Community Action Plan, Draft Downtown Oakland Specific Plan, and the Capital Improvement Program. As part of this prior planning work, engagement took place in the form of community and stakeholder meetings, workshops, surveys, and more. A summary of this previous engagement can be found in the [Martin Luther King Jr. Way Community Outreach Summary](#).

# ENGAGEMENT APPROACH

## Engagement Objective

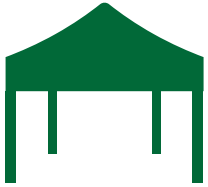
The objectives of the engagement of this project were guided by OakDOT's standards on equitable community outreach and by the outcomes of prior engagement. The aim of the Summer 2023 engagement was to:

- Build widespread awareness of and support for the project
- Gain a better understanding of key stakeholders' needs and to expand engagement beyond what has already been done.
- Answer key questions about the project, including
  - What kind of bike facility is desired?
  - Is there anything else missing from the project?
- Engage people that reflect the communities surrounding the Martin Luther King Jr. Way project corridor
- Reach those who are historically "hard-to-reach", including:
  - Black and Hispanic/Latiné Oaklanders
  - Youth
  - Seniors
  - Lower income individuals and households
  - Persons with disabilities

## Engagement Strategies

The engagement strategies utilized included the following: survey, briefings with City of Oakland commissions and neighborhood group meetings, corridor walks to meet with stakeholders, and tabling at local events. This document is a compilation of the feedback received through direct and/or open ended questions, and stakeholder opinion.

# ENGAGEMENT STRATEGIES



**2 local events**



**7 Social Media Posts**

**Corridor Walks to consult with businesses along the corridor**



**Commission meetings & council briefings**



**Newsletters & Email Blasts shared via the City of Oakland, City Council offices, TransForm, and Bike East Bay**



**Surveys - 236 surveys received**

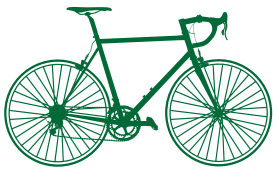
## Feedback was collected from the following:

- Old Oakland Farmers Market - June 23, 2023
- Old Oakland Neighborhood Council Meeting - June 26, 2023
- Transport Oakland Meeting - June 26, 2023
- JLID Board Meeting - July 12, 2023
- Jack London Neighborhood Council - July 25, 2023
- Jack London National Night Out - August 1, 2023
- Corridor walk and conversations with businesses
- A survey for the project (online and hard copy)

# Summary of Feedback: In-person events, meetings, and corridor walks

Below is a summary of all feedback collected through community engagement activities (34 comments):

(see appendix for engagement materials)



## Biking/Bike Lanes:

8 comments

- (13%) shared positive sentiments for a cycle track
- (13%) shared positive sentiments for protected bike lanes
- (13%) shared negative sentiments for buffered bike lanes



## Safety/Enforcement:

7 comments

- (57%) mentioned concerns of aggressive driving and speeding



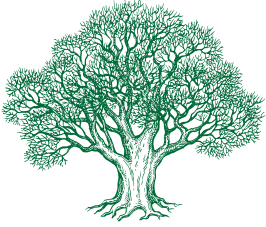
## Trucks:

4 comments

- (50%) businesses that mentioned they receive regular large trucking shipments
- (25%) commented on trucks parking and/or driving in bike lanes



# IN-PERSON



## Beautification:

3 comments

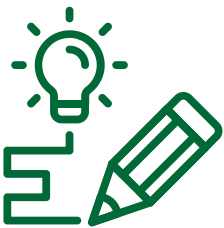
- (67%) would like greening project, spoke about importance of tree types
- (33%) would like the area cleaned up and rid of abandoned automobiles



## Pedestrian Lighting/High Visibility Crosswalks:

2 comments

- Safety concerns for elderly and disabled crossing the street



## Scope and Design:

2 comments

- Would like to see wayfinding
- Request for street grading so trucks are on even surface to unload



## Sidewalks:

2 comments

- Concerns of narrow sidewalk, and if widening sidewalk impacts street width and parking

# IN-PERSON



## Underpass:

2 comments

- (67%) would like greening project, spoke about importance of tree types
- (33%) would like the area cleaned up and rid of abandoned automobiles



## Unhoused Community:

2 comments

- Concerns about encampments, particularly in underpass area



## Parking:

1 comment

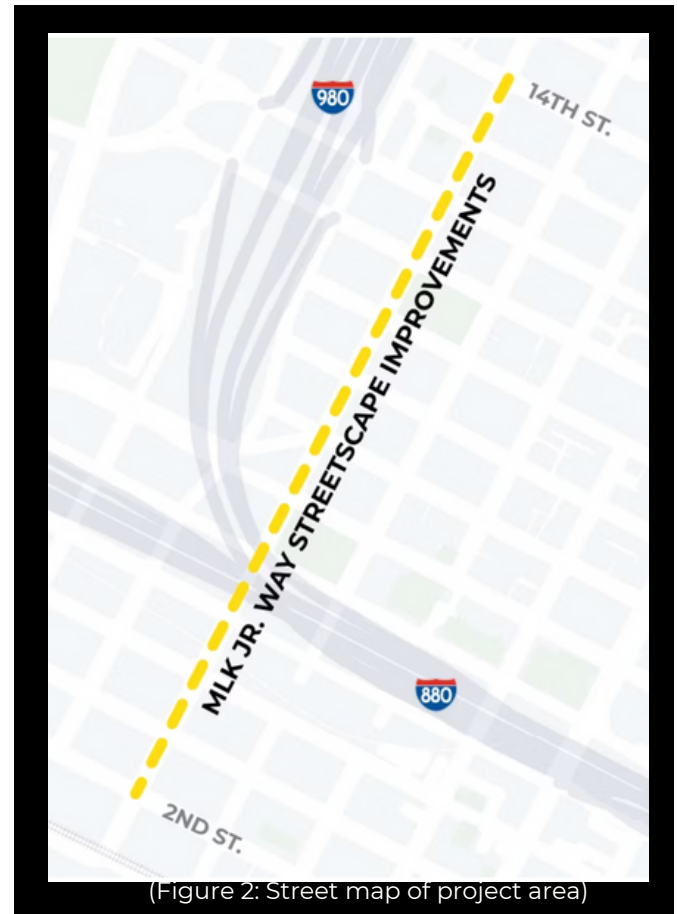
- Request for more parking for business operation

# Summary of Feedback: Survey

The project team developed a two-part survey to understand transportation priorities and to collect feedback about proposed improvements along Martin Luther King Jr. Way. This multiple question survey was disseminated in a variety of ways, with a focus on engaging residents and stakeholders who live, work, and/or play, in West Oakland and Downtown Oakland and/or who travel along MLK Jr. Way. Survey Part I, questions 1-6 gauged the priorities and preferences of survey participants related to the project scope. Survey Part I, questions 7-9 request survey participants to give permission to use responses in public facing materials, ask for recommendations for additional priority stakeholders, and if participants would like to provide an email for updates. Questions 7-9 will not be included in this summary, as the answers for these will not directly help to inform the development of initial designs for

improvements. Survey Part II, questions 1-8 asked about respondent's demographics to understand the audience reached through community engagement activities, and ensure respondents were representative of Downtown Oakland and West Oakland's diverse population.

The online and paper survey, also translated in Spanish and Chinese, launched June 12, 2023, and concluded July 31, 2023. There were 232 surveys completed online and four (4) completed hard copy paper surveys. All completed surveys were in English. Below is a summary of the survey responses and results (see appendix for screenshots of the survey).



(Figure 2: Street map of project area)

# SURVEY

What are your priorities for traveling to and along MLK Jr. Way?  
Select your top 5 priorities.

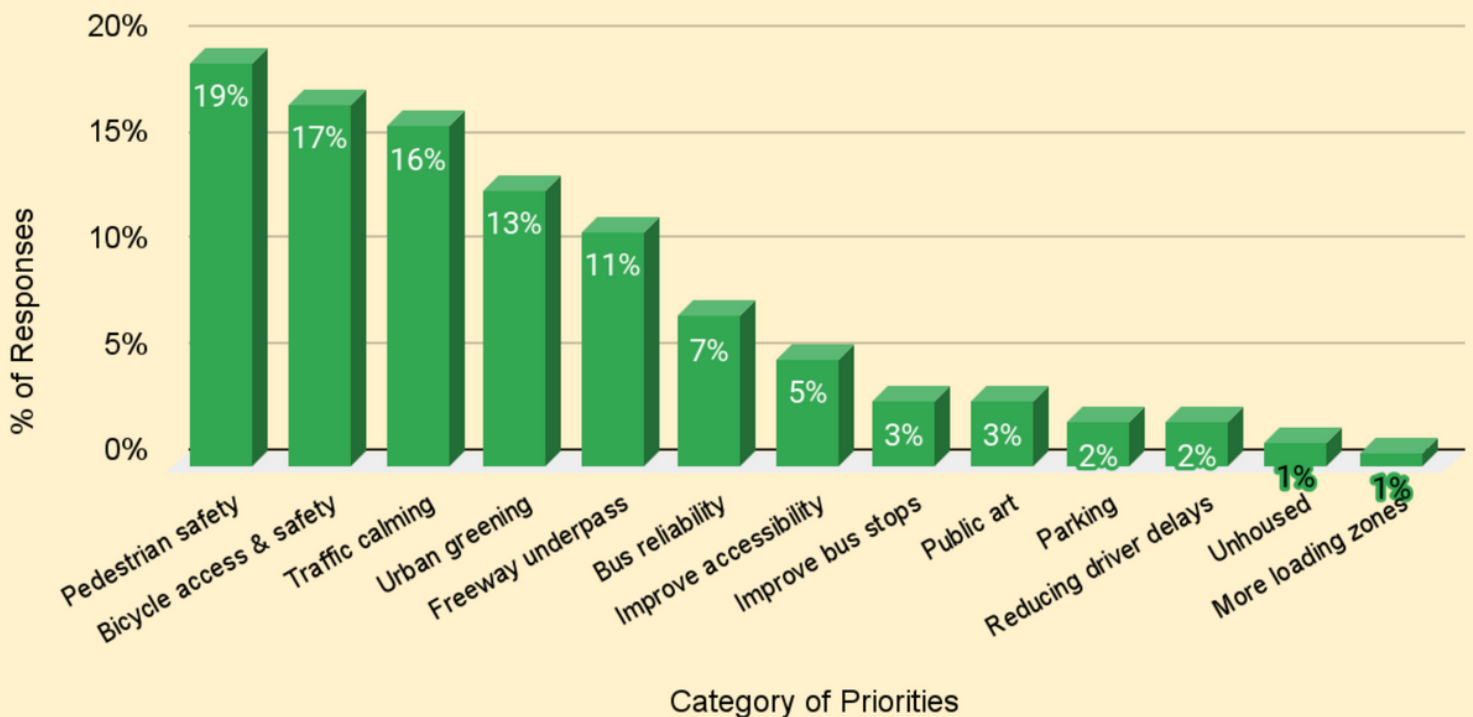
**98% of respondents - 1,036 responses**

(see Figure 3)

A brief summary of the project was provided and survey participants were asked to identify their top priorities for traveling to and along MLK Jr. Way. The options that garnered the highest number of responses were pedestrian safety (19%), bicycle access and safety (17%), and traffic calming (16%). The options that garnered the lowest number of responses were more loading zones (1%), unhoused (1%), which was a write-in response, and "other/miscellaneous" (1%) with responses including but not limited to trash removal and pot holes.

## What are your priorities for traveling to and along MLK Jr. Way?

*(Select your top 5 priorities)*



(Figure 3: Top Priorities for Traveling to and on MLK Jr. Way)

# SURVEY

What are your priorities for traveling to and along MLK Jr. Way?  
Respondents identified as having a disability.

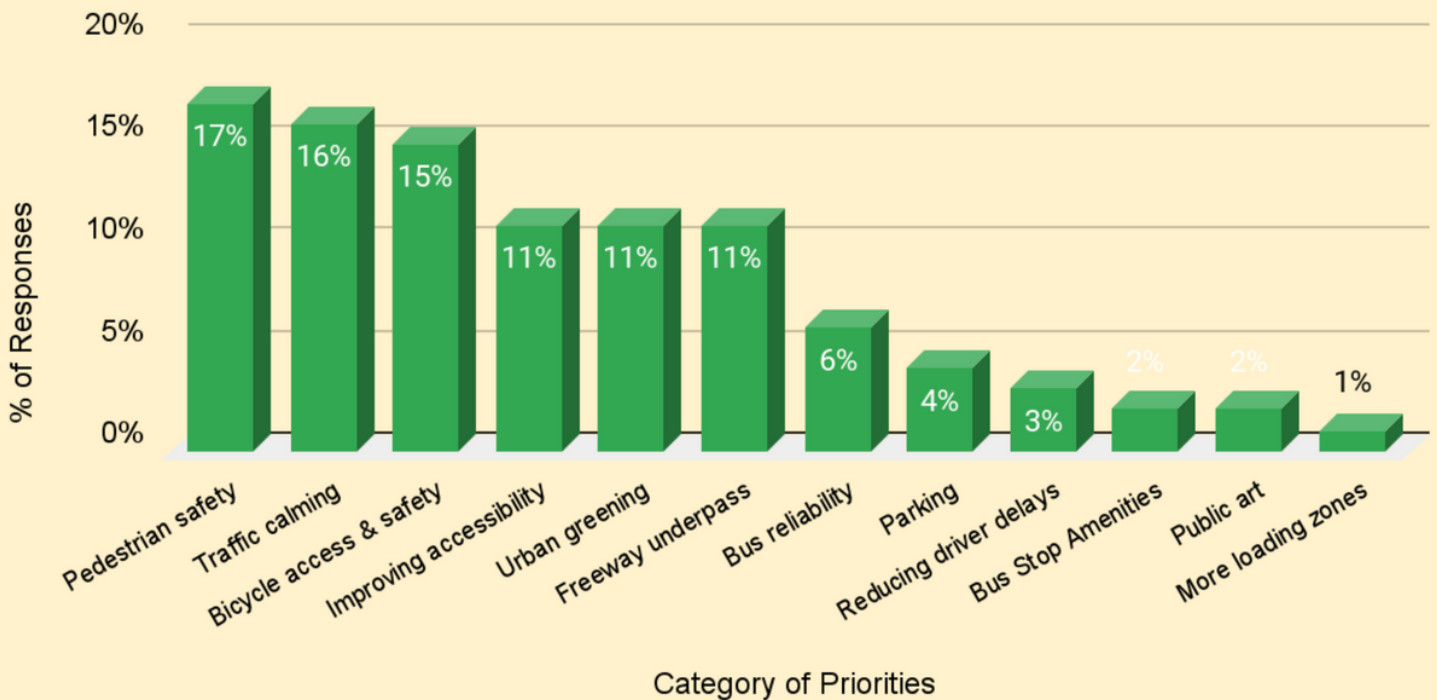
**13% of respondents - 122 responses**

(see Figure 4)

The top priorities for traveling to and along MLK Jr. Way was segmented for respondents that identify as having a disability (13%). Their top priorities were, pedestrian safety (70%), traffic calming (63%), and bicycle access and safety (6%), were listed as top responses, consistent with the majority of survey respondents. One respondent requested “auditory signals at crossings,” as an accessibility feature.

## What are your priorities for traveling to and along MLK Jr. Way?

*(Respondents Identified as having a disability)*



(Figure 4: Top Priorities for Traveling to and on MLK Jr. Way, Respondents identified as having a disability)

# SURVEY

Please tell us which aspects of the project you are **most** excited about.  
*Select all that apply.*

**96% of respondents - 1,014 responses** (see Figure 5)

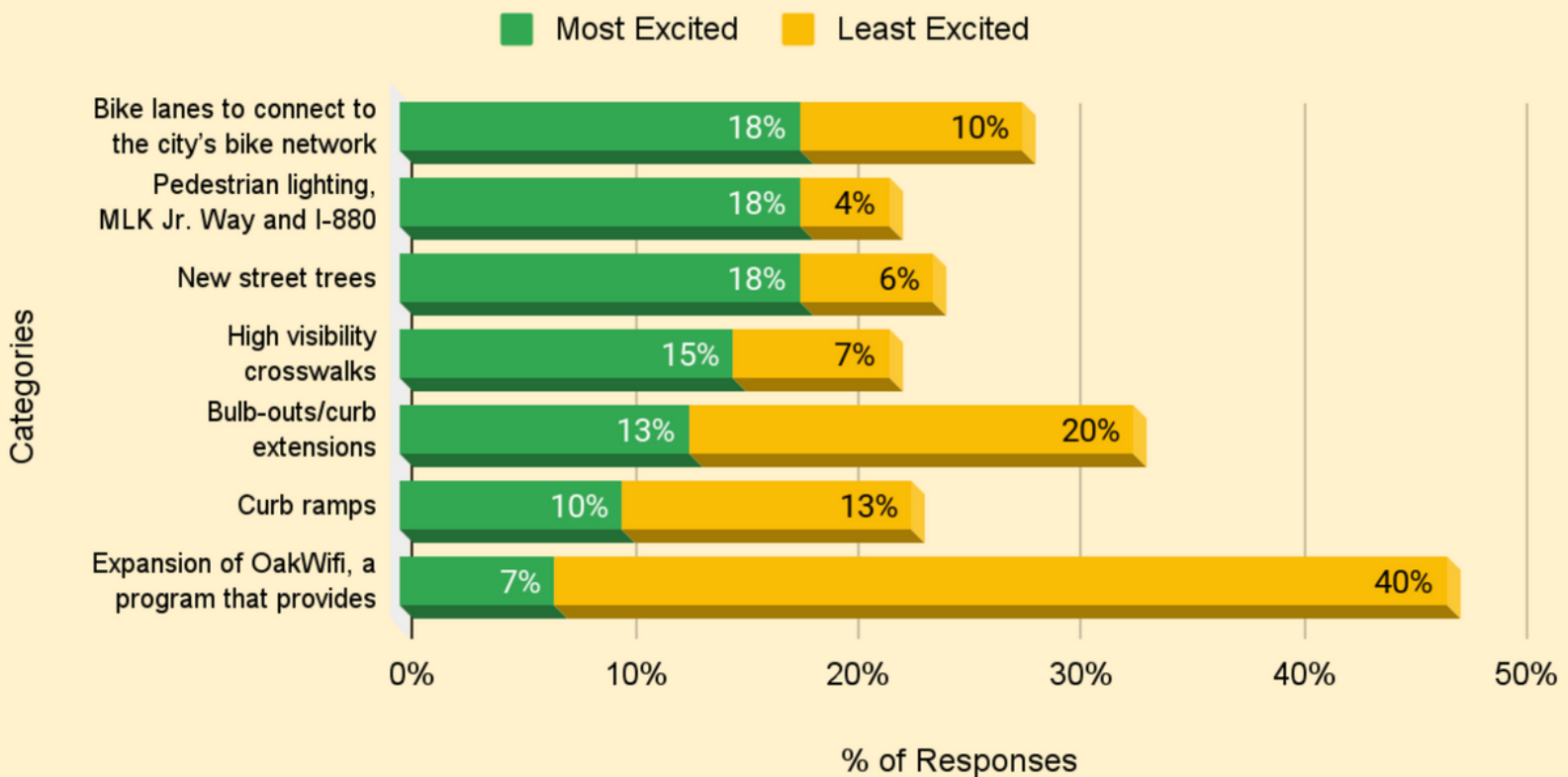
Seven (7) categories and pictures were displayed, and survey participants were asked to select all categories of the project they were excited about. Top survey responses were bike lanes to connect to the city's existing and proposed bike network (18%), pedestrian lighting, particularly at the intersection of MLK Jr. Way and I-880 (18%), and new street trees (18%).

Please tell us which aspects of the project you are **least** excited about.  
*Select all that apply.*

**64% of respondents - 232 responses** (see Figure 5)

The same seven (7) categories and pictures previously displayed were shown again, and survey participants were asked to select all categories of the project they were least excited about. Top survey responses were expansion of OakWifi, a program that provides free Wifi (40%) and bulb-outs/ curb extensions for pedestrian safety (20%).

Please tell us which aspects of the project you are most/least excited about  
*(Select all that apply)*



(Figure 5: Elements of Project respondents are Most and Least Excited About)

# SURVEY

Please tell us which aspects of the project you are **most** excited about.

Respondents identified as having a disability

**13% of respondents - 133 responses** (see Figure 6)

The elements of the project that respondents who identify as having a disability were most excited about included pedestrian lighting, particularly at the intersection of MLK Jr. Way and I-880 (19%), new street trees (17%), and high visibility crosswalks (16%).

Please tell us which aspects of the project you are **least** excited about.

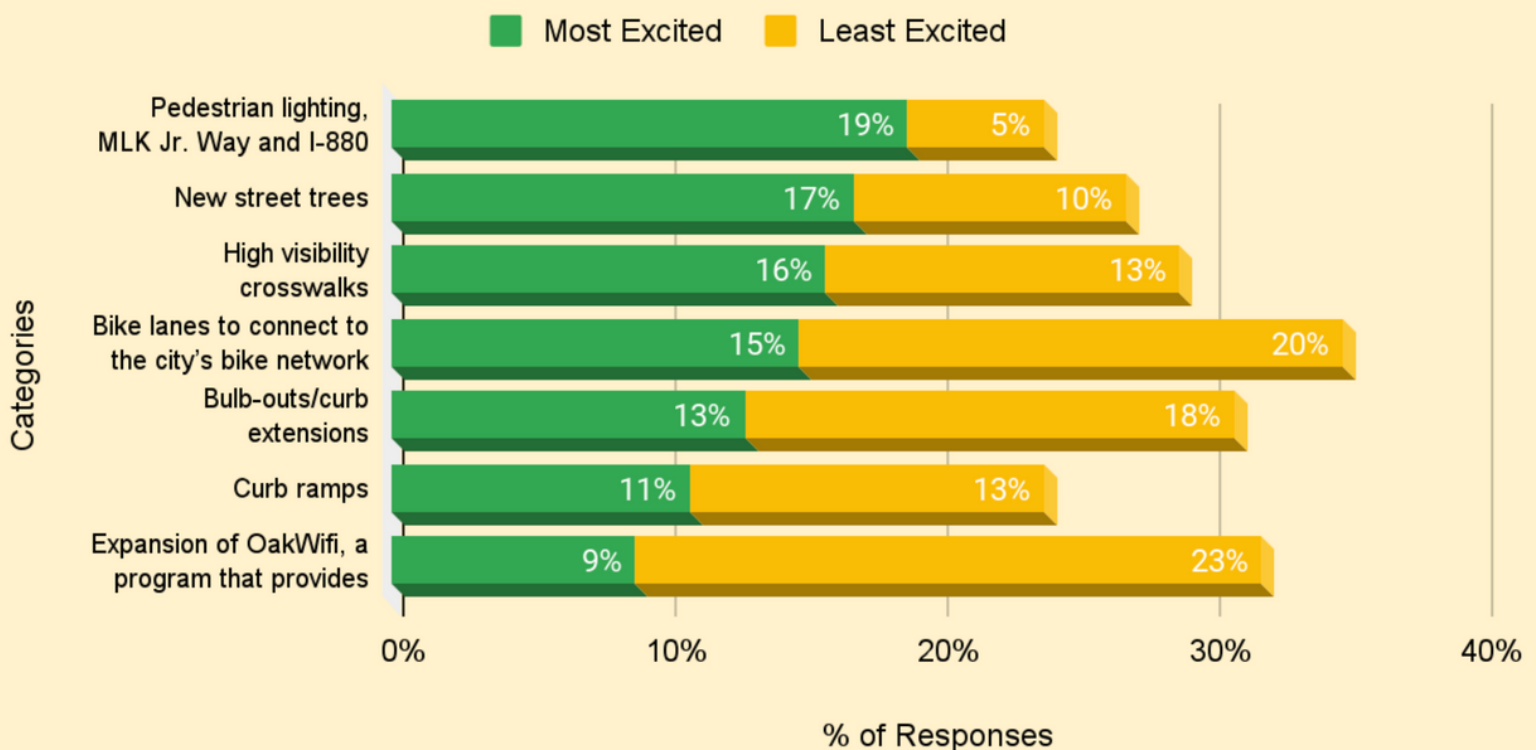
*Select all that apply.*

**10% of respondents - 40 responses** (see Figure 6)

OakWifi (23%), bike lanes (20%), and bulb-outs / curb extensions (18%) were listed as the top responses for categories of the project they were least excited about.

Please tell us which aspects of the project you are most/least excited about.

*(Respondents identified as having a Disability)*



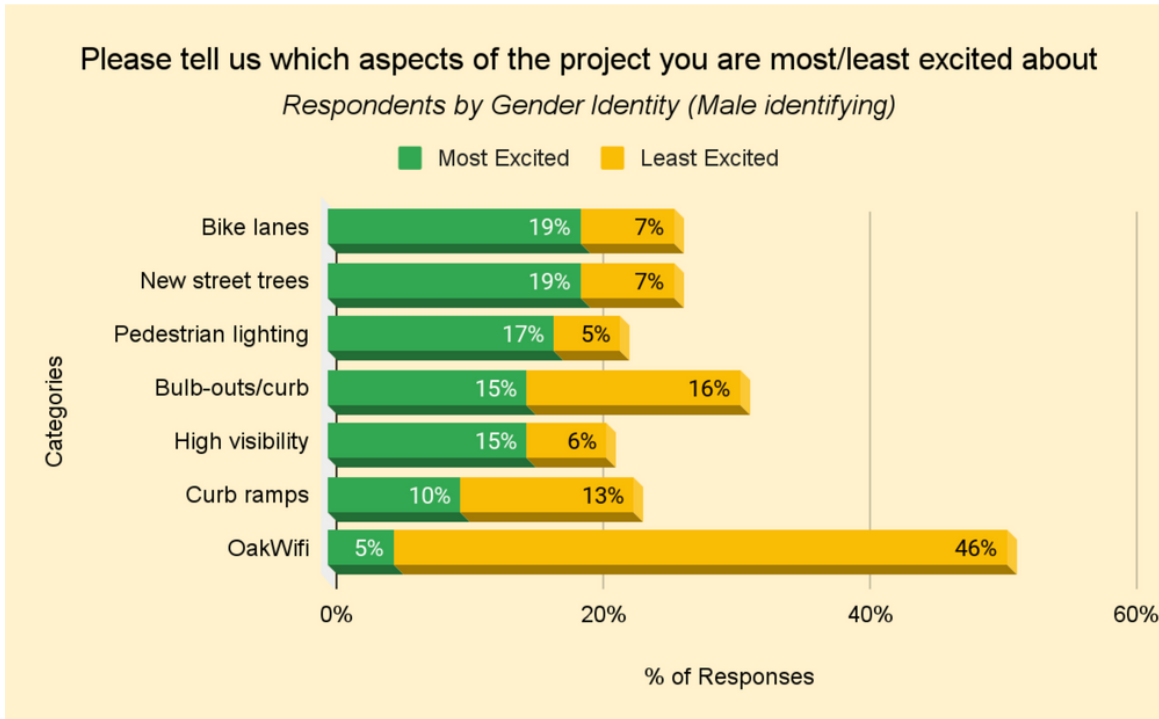
(Figure 6: Elements of Project respondents are Most and Least Excited About, respondents identified as having a disability)

# SURVEY

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as male

539 most excited / 135 least excited responses (see Figure 7)

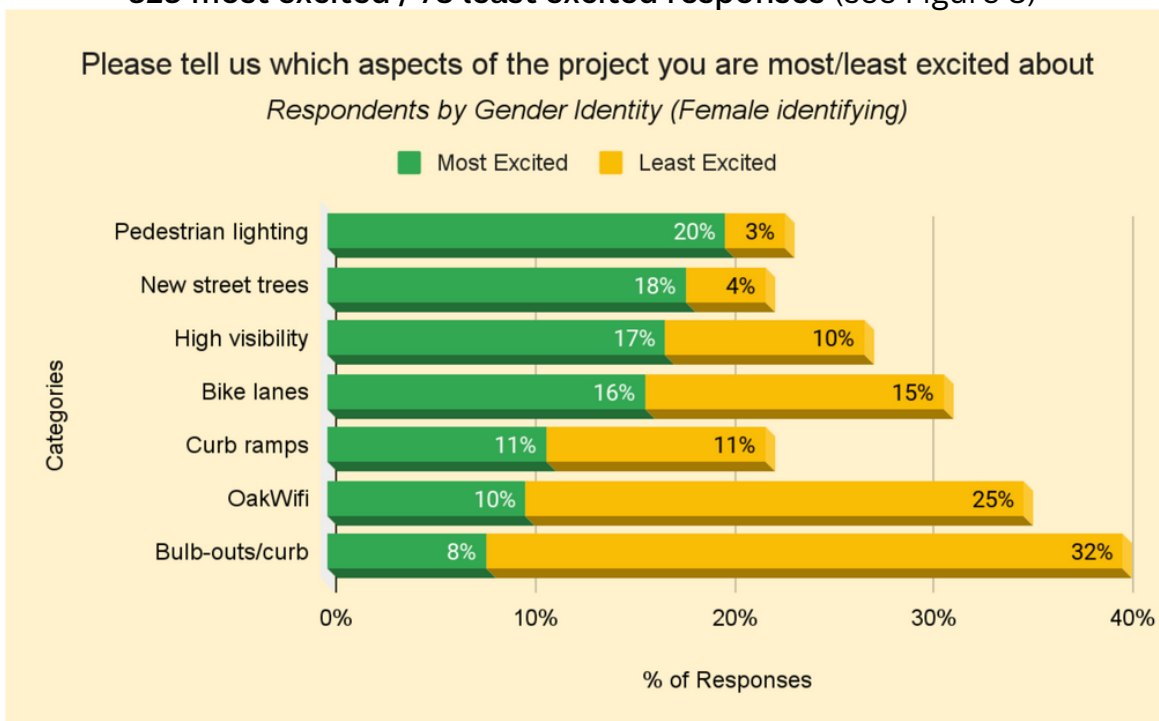


(Figure 7: Aspects of Project Most/Least Excited About, Male Identifying Respondents)

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as female

313 most excited / 73 least excited responses (see Figure 8)



(Figure 8: Aspects of Project Most/Least Excited About, Female Identifying Respondents)

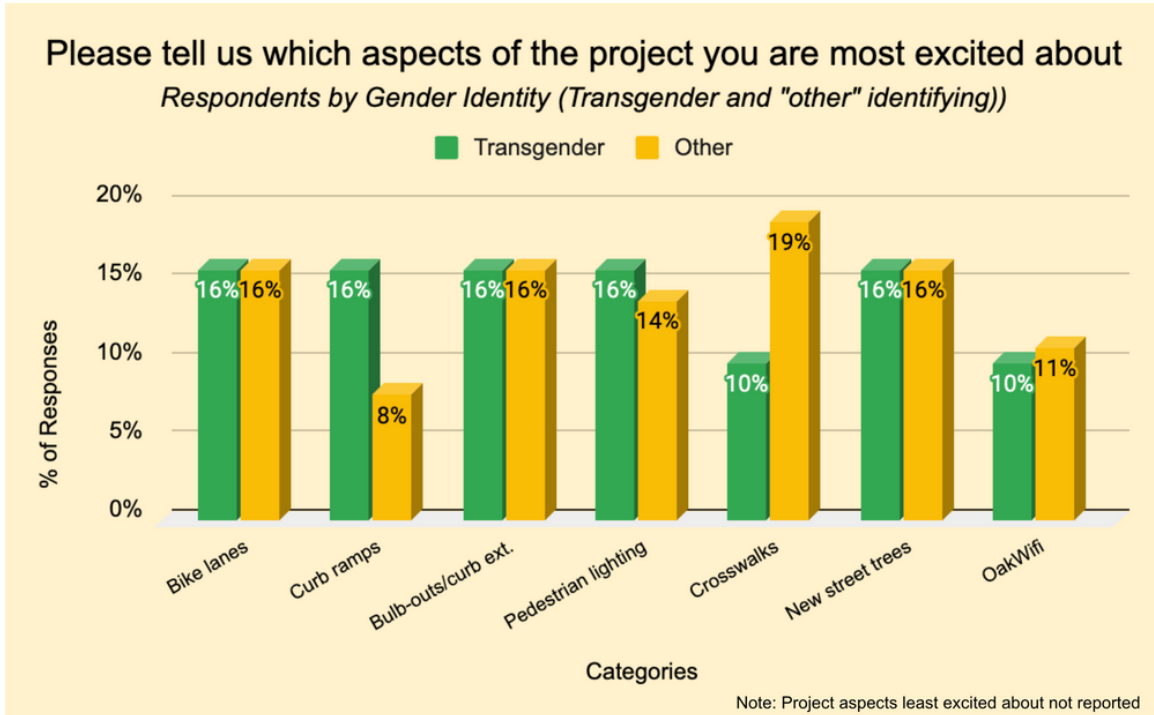


# SURVEY

Please tell us which aspects of the project you are **most** excited about.

Respondents identified as transgender and “other”

19 most excited (transgender) / 37 most excited (other) responses (see Figure 9)

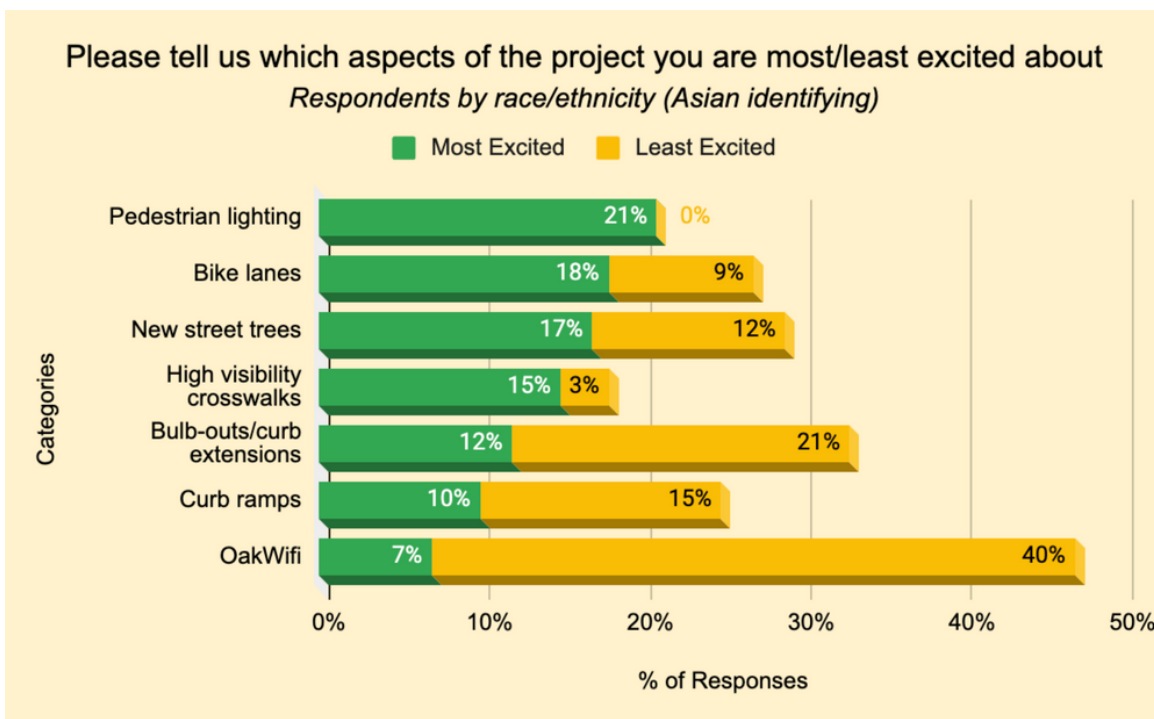


(Figure 9: Aspects of Project Most Excited About, Transgender and “other” Identifying Respondents)

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as Asian

163 most excited / 33 least excited responses (see Figure 10)



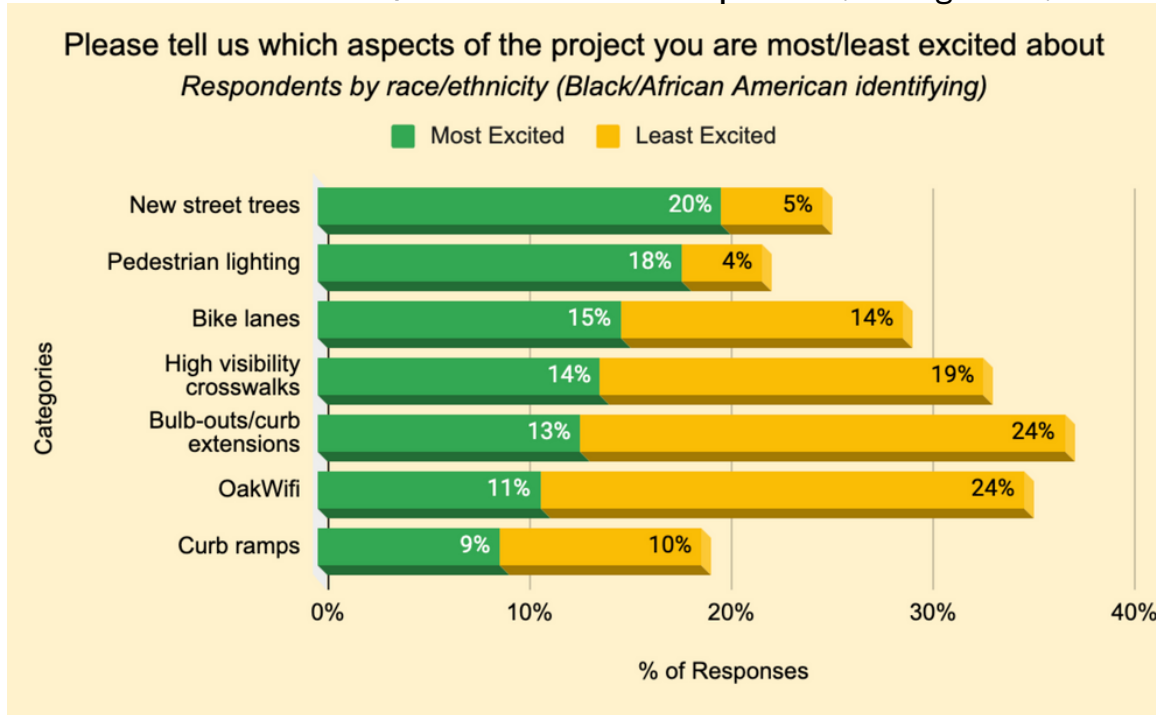
(Figure 10: Aspects of Project Most/Least Excited About, Asian Identifying Respondents)

# SURVEY

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as Black/African American

55 most excited / 21 least excited responses (see Figure 11)

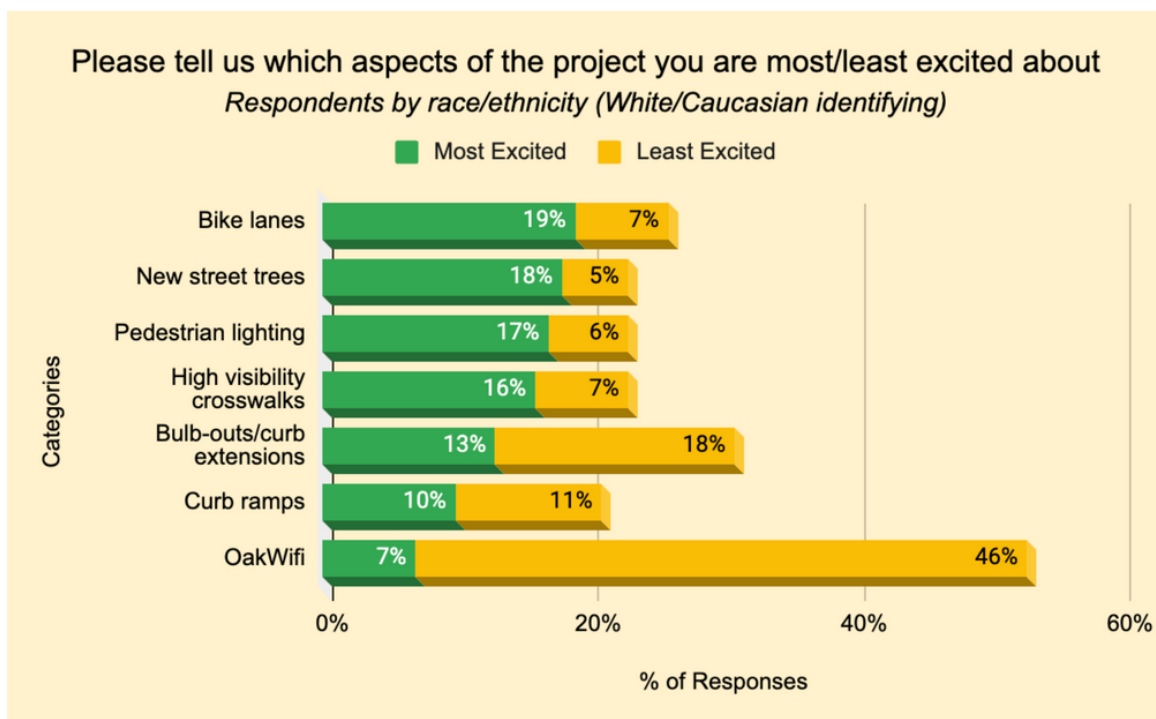


(Figure 11: Aspects of Project Most/Least Excited About, Black/African American Identifying Respondents)

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as White/Caucasian

502 most excited / 98 least excited responses (see Figure 12)



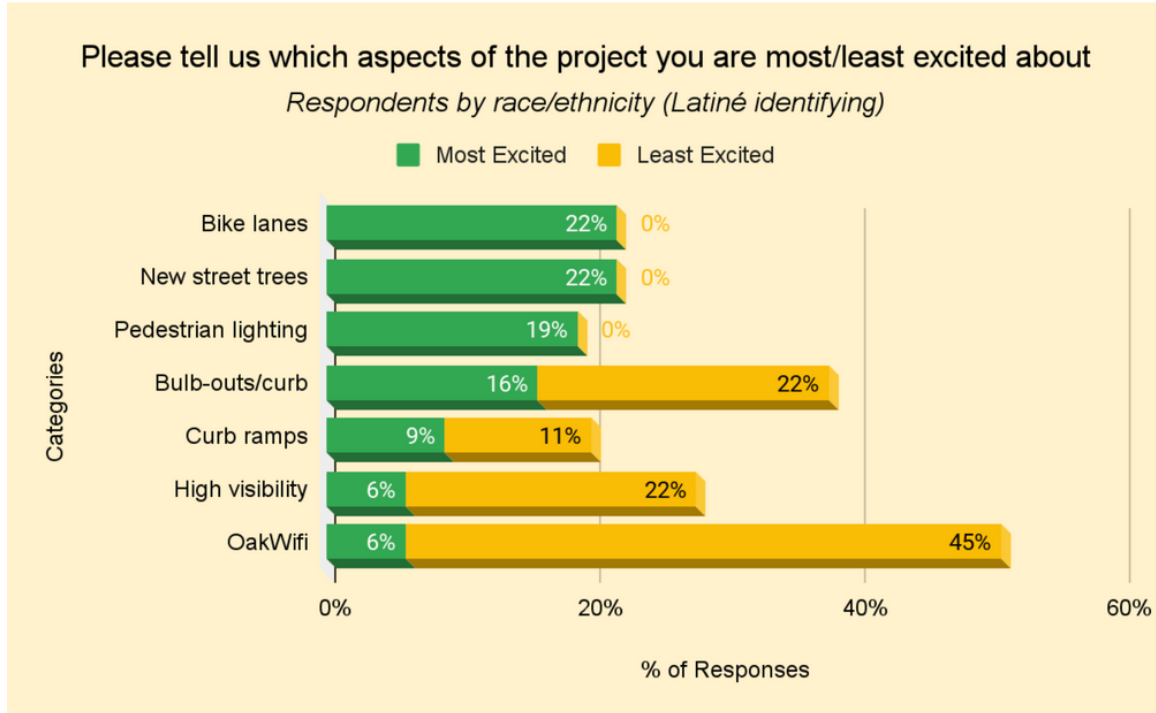
(Figure 12: Aspects of Project Most/Least Excited About, White/Caucasian Identifying Respondents)

# SURVEY

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as Latiné

32 most excited / 9 least excited responses (see Figure 13)

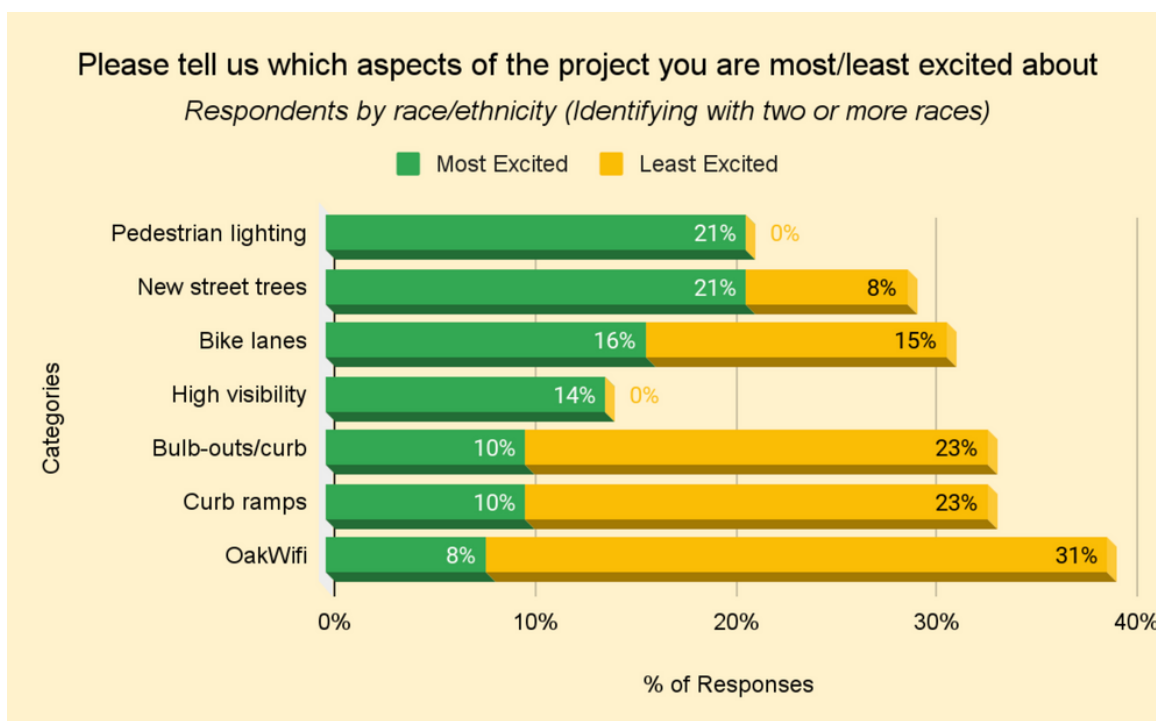


(Figure 13: Aspects of Project Most/Least Excited About, Latiné Identifying Respondents)

Please tell us which aspects of the project you are **most and least** excited about.

Respondents identified as two or more races

49 most excited / 13 least excited responses (see Figure 14)



(Figure 14: Aspects of Project Most/Least Excited About, Respondents Identifying with two or more races)

# SURVEY

Which type of bicycle facility do you prefer?

*Multiple choice.*

**95% of respondents - 225 responses** (see Figures 15-17)



(Figure 15: Protected Bike Lane)

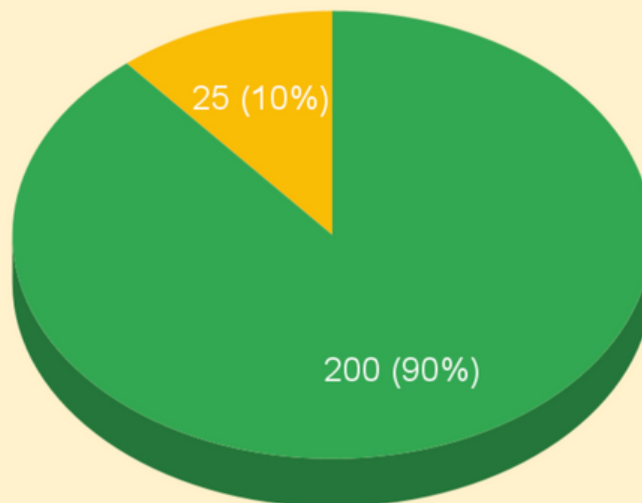


(Figure 16: Buffered Bike Lane)

A brief overview as well as pictorial examples (see Figures 11-12) of the project was provided and survey participants were asked of the two (2) types of bike lane options, buffered or protected, which type was preferred. Approximately (90%) of survey respondents selected protected bike lanes over buffered bike lanes (10%).

Which type of bicycle facility do you prefer?

*(Multiple Choice)*



● Protected Bike Lanes 90% ● Buffered bike lanes 10%

(Figure 17: Preferred Bike Facility)

# SURVEY

## Additional feedback

*Please describe what is not addressed in the project scope.  
If you have any additional feedback about the project, please let us know.*

*Open-ended response*  
**44% of respondents - 154 responses**



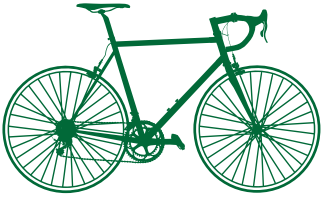
(Figure 18: OakDOT table at Old Oakland Farmer's Market)

**154 open ended comments were submitted by community stakeholders. Common words and themes were then segmented into categories based on the current project scope, and were categorized into the following:**

- Bike lanes (26%)
- Design (17%)
- Unhoused (13%)
- Safety and Enforcement (13%)
- Pedestrian Lighting and High Visibility Crosswalks (9%)
- Beautification and New Street Trees (8%)
- Curb Ramps and Bulb Outs (4%)
- Parking (4%)
- Miscellaneous (3%)
- Transit Related (2%)
- OakWifi (1%)
- Trucks (1%)

# SURVEY

Each category is broken down below, highlighting the most repeated comments, and some direct quotes from respondents:



## Biking/Bike Lanes:

40 comments

- (58%) shared positive sentiments for protected bike lanes
- (20%) shared negative sentiments for buffered bike lanes
- (5%) shared negative sentiments for Telegraph Streetscape
- (5%) shared negative sentiments for protected bike lanes
- (3%) shared positive sentiments for buffered bike lanes
- (3%) shared positive sentiments for Telegraph Streetscape

*Cyclist and pedestrian safety above everything! Unprotected bike lanes do not work as cars will just use this lane to double park (...) The only way to truly keep people safe is to use concrete dividers.*



## Scope and Design:

28 comments

- (11%) would like sidewalks repaired and widened
- (11%) would like potholes addressed
- (7%) would like improvements and additional lighting in the underpass
- (7%) requested a car-less street
- (7%) requested design to not mirror Telegraph with descriptions of it being confusing and chaotic
- (7%) request for narrower intersection or roundabout to help prevent sideshows
- (7%) would like maintenance of the planned improvements

*I live on 9th Street, and hope that one of the improvements from the project will be a stoplight at 9th and MLK. (...) I have neighbors who are elderly and neighbors with children, so I think a stoplight would make us all feel safer.*

# SURVEY



## Unhoused Community: 20 comments

- Concerns about encampments in Jefferson Square Park and Lafayette Park
- Removing trash and debris created by encampments
- Safety concerns for pedestrians and bikers in areas on Martin Luther King Jr. Way that have higher populations of unhoused citizens

*Please reduce homelessness and prevent homelessness around MLK and surrounding parks*



## Safety/Enforcement: 20 comments

- (45%) mentioned concerns of reckless driving and speeding
- (15%) requested traffic light timing to be addressed, one respondent described as a "green wave."
- (10%) requested traffic and parking enforcement to keep cyclists and pedestrian safe.
- (10%) requested assistance to stop sideshows

*Each time I cross the street [9th/MLK], I'm anxious about cars speeding and not seeing me.*

# SURVEY

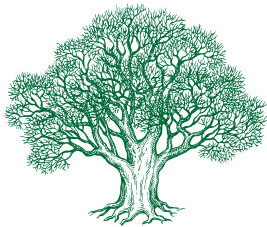


## Pedestrian Lighting/High Visibility Crosswalks:

14 comments

- (21%) requested extended crosswalk time for pedestrian safety
- (21%) requested attention to pedestrian signaling, (7%) mentioned auditory signals and (7%) requested not to install "beg buttons"
- (14%) requested raised crosswalks for pedestrian safety

*Make all pedestrian crossings raised so that crosswalks also serve as speed bumps and protect pedestrians*



## Beautification:

12 comments

- (50%) would like the area cleaned up and additional garbage collection bins added, specifically near bus stops.
- (33%) would like a greening project, (8%) requested native and/or drought tolerant trees
- (17%) is interested in a community art project

*I would also like to see more garbage collection bins near the bus stops.*



# SURVEY



## Curb Ramps and Bulb Outs:

6 comments

- (50%) requested bulb outs
- (17%) requested no bulb outs
- (17%) requested no curb ramps



*Safe infrastructure for vulnerable road users must be prioritized in any design being considered. In particular, bulb-outs*



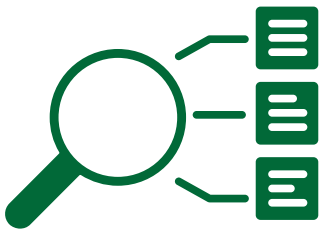
## Parking:

6 comments

- (67%) expressed concerns about the removal of parking
- (33%) suggested removal of parking, (17%) suggested removal of parking was preferable to aide with additional loading zones



*Improving the parking zone or expanded it to include 10th 9th 8th streets between MLK and Castro*



## General:

3 comments

- (50%) viewed the overall project as as non-essential
- (25%) viewed a need for additional public education for drivers related to bike lanes.



*Public education, especially for car drivers, has been really lacking. Drivers are confused, angry, and drive in the bike and transit lanes.*



# SURVEY



## Transit: 3 comments

- (67%) requested bus only lanes
- (33%) requested more bus frequency



*More funding for bus only lanes and bus signal improvements*



## OakWifi: 2 comments

- (50%) excited for innovative treatments like wifi
- (50%) voiced concern for wifi benefiting unhoused



*I am vehemently against public wi-fi or amenities that make that part comfortable to squat.*



## Trucks: 1 comment

- (100%) commented on double parked trucks and traffic impact



*Double-parking trucks block thru traffic, making everybody upset.*



# DEMOGRAPHICS: At a glance

## Who Responded?

Questions were asked about the respondent's race, gender, language spoken, residence ownership, and disability status. These questions were optional for respondents to answer. See appendix for demographic survey results



**61%**

of survey respondents self-identified as Caucasian/White.



**x x x x x**

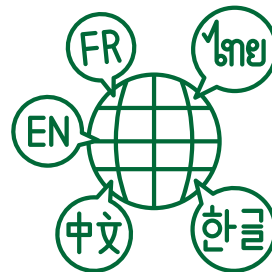
**94607**

was the most represented zip code, at 20% of total respondents



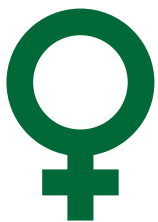
**37**

median age of survey respondents who answered the question "What is your age?"



**84%**

of survey respondents self-identified as speaking English at home.



**62%**

of survey respondents self-identified as Male.



**63%**

of survey respondents reported that they own the residence they live in.



**14%**

of survey respondents self-identified as having a disability

# NEXT STEPS

The feedback obtained through this phase of community engagement will help refine the early designs of the Martin Luther King, Jr. Way Streetscape Improvements. By early Fall 2023, OakDOT will make a determination on design concepts that will be pursued based on community stakeholders' feedback and will provide updates to the public. Between Fall 2023 and Spring 2024, engagement and outreach will continue to shape the project as it moves further through the design process.

The following are key next steps for community engagement for the Martin Luther King Jr. Way Streetscape Project:

- Form a Community Advisory Committee (CAC)- a committee of local stakeholders representing diverse organizations. Members will meet monthly to review plans with the design team, as the project's community thought-partners. In addition to the Martin Luther King Jr. Streetscape Project, the CAC will advise on various major OakDOT projects.
- Launch Streetscape projects' newsletter to update the community throughout the design and construction phase.
- Host Community Gathering Forums during key milestones for additional community feedback, and educate the community on the project's design progress.
- Partner with local community-based organizations to update stakeholders during all phases of the project.

# APPENDIX I



Below are the reference links  
for project area demographics

U.S. CENSUS BUREAU (2021)  
AMERICAN COMMUNITY SURVEY  
RETRIEVED FROM:  
[HTTPS://API.CENSUS.GOV/DATA/2021/ACS/ACS5](https://api.census.gov/data/2021/acs/acs5)

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U.S. CENSUS BUREAU (2019)  
AMERICAN COMMUNITY SURVEY  
RETRIEVED FROM:  
[HTTPS://API.CENSUS.GOV/DATA/2019/ACS/ACS5](https://api.census.gov/data/2019/acs/acs5)

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Note: Alameda County; California - Census  
Tracts 4026, 4027, 4031, 9820, 9832, and 4028  
(2019 data used for census tract 4028, 2021  
data unavailable)

# APPENDIX II

Below is the full Martin Luther King Jr. Way Streetscape Improvements Survey distributed to stakeholders in-person and online.

## Martin Luther King Jr. Way Streetscape Improvements Survey

Welcome! Thank you for your interest in the Martin Luther King Jr. Way Streetscape Improvements, which are focused on MLK Jr. Way between 2<sup>nd</sup> and 14<sup>th</sup> Street. This short survey has questions that ask for your opinion about the proposed improvements on MLK Jr. Way. Your responses will help to inform the development of initial designs for improvements. It should take about 10 minutes to complete this survey.

Please note that all questions are referring to the portion of MLK Jr. Way that is between 2<sup>nd</sup> Street and 14<sup>th</sup> Street.



### 1. What are your priorities for traveling to and along MLK Jr. Way? Select your top 5 priorities.








- a. Bicycle access and safety
- b. Pedestrian safety
- c. Urban greening (such as street trees)
- d. Public art
- e. Traffic calming (i.e., designing improvements to reduce the speed of cars)
- f. Improving accessibility for people with disabilities
- g. Safer, secure, and more readily available parking
- h. Bus reliability
- i. Improve amenities at bus stops
- j. Reducing delays for people who drive
- k. Freeway underpass improvements (under I-880)
- l. More loading zones
- m. Other, please describe: \_\_\_\_\_

**Here's a brief summary of the MLK Jr. Way project:** The Martin Luther King Jr. Way Streetscape Improvements project will improve safety, accessibility, and connectivity for pedestrians, bicyclists, and transit riders who travel to and along Martin Luther King Jr. Way. Potential improvements include:

- Bike lanes to connect to the city's existing and proposed bike network
- Curb ramps and bulb-outs to improve pedestrian safety
- High-visibility crosswalk markings
- Pedestrian lighting
- New street trees
- Expansion of OakWifi, a program that provides free internet to help close the digital divide
- Traffic safety improvements such as protected left turns








# APPENDIX II

2. Please tell us which aspects of the project you are most excited about. Select all that apply.

<p>Bike lanes to connect to the city's existing and proposed bike network</p> <input type="checkbox"/>	
<p>Curb ramps</p> <input type="checkbox"/>	
<p>Bulb-outs/ curb extensions</p> <input type="checkbox"/>	
<p>High visibility crosswalks</p> <input type="checkbox"/>	
<p>Pedestrian lighting, particularly at the intersection of MLK Jr. Way and I-880</p> <input type="checkbox"/>	
<p>New street trees</p> <input type="checkbox"/>	
<p>Expansion of OakWifi, a program that provides free Wifi</p> <input type="checkbox"/>	

# APPENDIX II

### 3. Please tell us which aspects of the project you are least excited about.

<p>Bike lanes to connect to the city's existing and proposed bike network</p> <input type="checkbox"/>	
<p>Curb ramps to improve accessibility</p> <input type="checkbox"/>	
<p>Bulb-outs to improve pedestrian safety</p> <input type="checkbox"/>	
<p>High visibility crosswalks</p> <input type="checkbox"/>	
<p>Pedestrian lighting, particularly at the intersection of MLK Jr. Way and I-880</p> <input type="checkbox"/>	
<p>New street trees</p> <input type="checkbox"/>	
<p>Expansion of OakWifi, a program that provides free Wifi</p> <input type="checkbox"/>	



# APPENDIX II

## Bike Lane Options

This project is proposing to implement bike facilities on MLK Jr. Way between 2<sup>nd</sup> Street and 14<sup>th</sup> Street. The street is currently two lanes in each direction (as shown in the picture below).



The two types of bike lane options include:

### Buffered Bike Lanes (option 1)

- **What is it:** Similar to conventional bike lane and has a designated buffer space to separate bike lane from vehicles.
- **What it's like from a pedestrian perspective compared to current conditions:** Bicyclists have their dedicated space so that they aren't riding on the sidewalk.
- **What it's like from a bicyclist's perspective compared to current conditions:** Provides dedicated space for bicycling. Vehicles occasionally double park or load in the bike lane, forcing bicyclists to ride in the vehicle lane. Bicyclists have greater width to maneuver around other bicyclists or people opening vehicle doors.
- **What it's like from a driver's perspective compared to current conditions:** Provides greater distance between vehicles and bicyclists so drivers aren't having to change lanes to avoid bicycles. Provides a center turn lane to maintain vehicle flow.
- **Example of Buffered Bike Lanes:**



# APPENDIX II

## Protected Bike Lanes (option 2)

- **What is it:** Bike lanes that are separated from vehicle traffic by parked cars, concrete, planters, or other elements
- **What it's like from a pedestrian perspective compared to current conditions:** Space is exclusively for people on bikes and not shared with pedestrians, so less conflict between people walking and biking. Pedestrians have a shorter distance to cross. It helps slow traffic at intersections and improves yielding.
- **What it's like from a bicyclist's perspective compared to current conditions:** Separation from traffic is more comfortable and feels safer to bicyclists of different ages and abilities. Provides physical protection between bicyclists and vehicles.
- **What it's like from a driver's perspective compared to current conditions:** Clear designation of space for bicyclists and less likelihood for conflicts. Provides a center turn lane to maintain vehicle flow.
- **Example of Protected Bike Lanes:**



### 4. Which type of bicycle facility do you prefer?

- a. Buffered Bike Lanes
- b. Protected Bike Lanes

### 5. Do you have any other needs that are not already addressed in the scope of this project?

- a. No
- b. Yes, please describe:

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# APPENDIX II

6. If you have any additional feedback about the project, please let us know.

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7. Can we use your responses in public-facing materials? Your response will be anonymous, and your name will not be printed.

- a. Yes
- b. No

8. We hope to get input from as many people as possible. Is there a person or an organization you recommend that we talk to about this project? Please provide their name and contact information.

---

9. If you would like to receive email updates about this project, please provide your email address.

---

## Demographic Questions

The following demographic questions are optional. They help us to understand who we are reaching through our community engagement activities. All responses are anonymous.

1. What is your race? \_\_\_\_\_
2. Are you of Hispanic origin?
  - a. Yes
  - b. No
3. What language(s) do you speak at home? \_\_\_\_\_
4. What is your gender?
  - a. Female
  - b. Male
  - c. Transgender
  - d. Other
5. How old are you? \_\_\_\_\_
6. Do rent or own?

## APPENDIX II

- a. Rent
- b. Own
- c. Other: \_\_\_\_\_

7. What zip code do you live in? \_\_\_\_\_

8. Do you have a disability?


- a. Yes
- b. No

Thank you for taking the time to complete the survey.

(Figure 19: Survey)

# APPENDIX III

Below are examples of newsletters, social media posts, and posters




**City of Oakland Streetscape Improvement Surveys**

The Oakland Department of Transportation is strengthening connections between West Oakland, Chinatown, Downtown, Old Oakland, and the Jack London District, and they want to hear from you! They're seeking community input to improve safety for pedestrians, bicyclists, and transit riders along Martin Luther King Jr Way and Broadway. The plans for Martin Luther King Jr Way include planting street trees for climate resiliency and expanding [Oak WiFi](#) to close the digital divide in low-income communities. Short surveys for each project are available in English, Chinese, and Spanish. Make your voice heard and share these surveys with your friends and neighbors.

[Martin Luther King Jr Way Streetscape Improvements Survey](#)

[Broadway Streetscape Improvements Survey](#)

(Figure 20: Transform e-news July 2023)



**CITY OF OAKLAND** **PLANNING & BUILDING**

**DOWNTOWN OAKLAND SPECIFIC PLAN UPDATE**

- Oakland's Department of Transportation requests your feedback on upcoming streetscape improvement projects in Downtown Oakland.
- Stay tuned for public meeting dates and updates on the Downtown Oakland Specific Plan's journey towards adoption and implementation.

**MARTIN LUTHER KING JR WAY STREETScape IMPROVEMENTS**

The Oakland Department of Transportation's (OakDOT) Major Projects Division is working to deliver projects that will strengthen connections between West Oakland, Chinatown, Downtown, Old Oakland, and the Jack London District. The Division is working on the Martin Luther King Jr. Way Streetscape Improvements, which is focused on Martin Luther King Jr. Way between 2<sup>nd</sup> Street and 14<sup>th</sup> Street. The project will design and construct improvements aimed at

(Figure 21: DOSP Newsletter June 2023)

## 4. Improving Street Conditions on MLK and Broadway - Call For Community Feedback By End of July

The Oakland Department of Transportation (OakDOT) is working to deliver projects that will strengthen connections between West Oakland, Chinatown, Downtown, Old Oakland, and the Jack London District.

### **Martin Luther King Jr Way Streetscape Improvements**

OakDOT is developing designs for Martin Luther King Jr. Way Streetscape Improvements, which is focused on MLK Jr. Way between 2nd Street and 14th Street. The project will design and construct improvements aimed at improving pedestrian and bicyclist safety along Martin Luther King Jr. Way, including bike facilities, curb ramps, bulb-outs, and high-visibility crosswalks. The project will plant new street trees to make the neighborhood more climate resilient, and it will also install fiber optic cable to expand free OakWiFi.

Tell us what you think! Take the short online [survey](#) to indicate the improvements that are needed on MLK Jr. Way. The survey is available in [English](#), [Chinese](#), and [Spanish](#).

Learn more by visiting the project website: [www.oaklandca.gov/mlk](http://www.oaklandca.gov/mlk)



(Figure 22: D3 Fife newsletter, July 2023)

# APPENDIX III

## MLK JR. WAY STREETSCAPE IMPROVEMENTS

The Martin Luther King Jr. Way Streetscape Improvements project will improve safety, accessibility, and connectivity for pedestrians, bicyclists, and transit riders who travel to and along Martin Luther King Jr. Way.

### Take the online survey today!

Tell us about the improvements on MLK Jr. Way that you're excited about. Visit the website or scan the QR Code.



以下是 MLK Jr. Way 項目內容概述。Martin Luther King Jr. Way 街景改造項目將提高前往 Martin Luther King Jr. Way 和沿途的行人、騎自行車人和公共交通乘客的安全性、可達性和連接性。

#### 請參加調查!

告訴我們您對本項目的哪些方面最感興趣。造訪網站或掃描 QR Code

Con el proyecto de mejoras en el paisaje urbano de Martin Luther King Jr. Way se mejorará la seguridad, la accesibilidad y la conectividad para peatones, ciclistas y usuarios del transporte público que se desplacen hacia Martin Luther King Jr. Way y por la zona.

#### Tome la encuesta hoy!

Cuéntanos qué aspectos del proyecto en MLK Jr. Way que le entusiasman. Visite el sitio web o escanee el código QR

Contact: [mpd@oaklandca.gov](mailto:mpd@oaklandca.gov)  
Website: [www.oaklandca.gov/MLK](http://www.oaklandca.gov/MLK)

MLK Jr. Way Streetscape Improvements  
MLK Jr. Way 街景改造項目  
Mejoras en el paisaje urbano de MLK Jr. Way



City of Oakland Department of Transportation

## MARTIN LUTHER KING JR. WAY STREETSCAPE IMPROVEMENTS



Enhancing connectivity between West Oakland, Old Oakland, Jack London District, and the waterfront.

The Martin Luther King Jr. Streetscape Improvements is a project that aims to enhance safety and comfort of MLK Jr. Way from 2nd Street to 14th Street. Planned improvements include:

- Constructing bike lanes to improve safety along this bike route
- New accessible curb ramps, crosswalks, lighting, and wayfinding signage
- New street trees to keep the street cool in hot weather and improve air quality
- Underpass improvements, such as lighting and art
- Traffic signal upgrades, including protected left turns to improve traffic safety



#### We'd like to hear from you!

Your feedback will help make Martin Luther King Jr. Way even better.

Scan the QR code or visit our website to take the short survey.  
[www.oaklandca.gov/MLK](http://www.oaklandca.gov/MLK)

#### WHY IS THE CITY OF OAKLAND WORKING TO IMPROVE MLK JR. WAY?

Martin Luther King Jr. Way suffers from underinvestment characteristic of neighborhoods facing racial and economic discrimination.

Today, Martin Luther King Jr. Way is a four-lane roadway with heavy truck traffic and no bike lanes. This street is also divided by I-880 and has poor lighting and limited accessibility for people with disabilities.

Over the years, Oaklanders have voiced their concerns about MLK Jr. Way and several plans have prioritized MLK Jr. Way for improvements.



Please visit our project website to learn more about the project and sign up for email updates!

Para ver la información traducida, visite el sitio web 如需翻譯資料，請瀏覽我們的網站  
[www.oaklandca.gov/mlk](http://www.oaklandca.gov/mlk)

(Figure 23: Poster)

(Figure 24: Postcard)



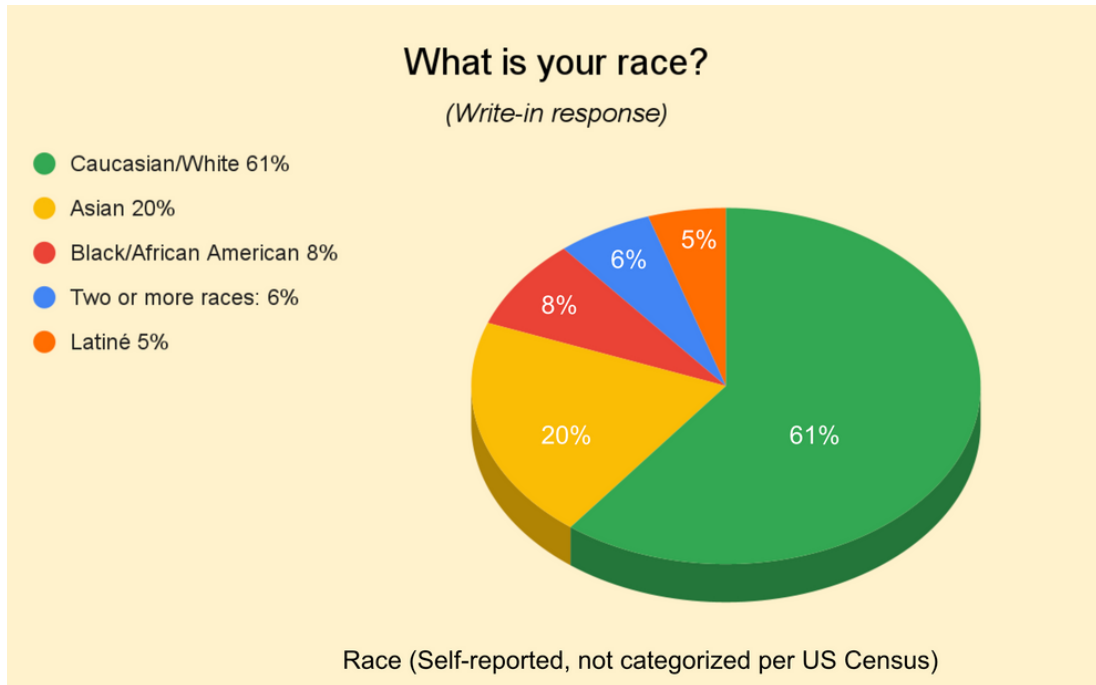
(Figure 25: Social Media Posts)

# APPENDIX IV

## What is your race?

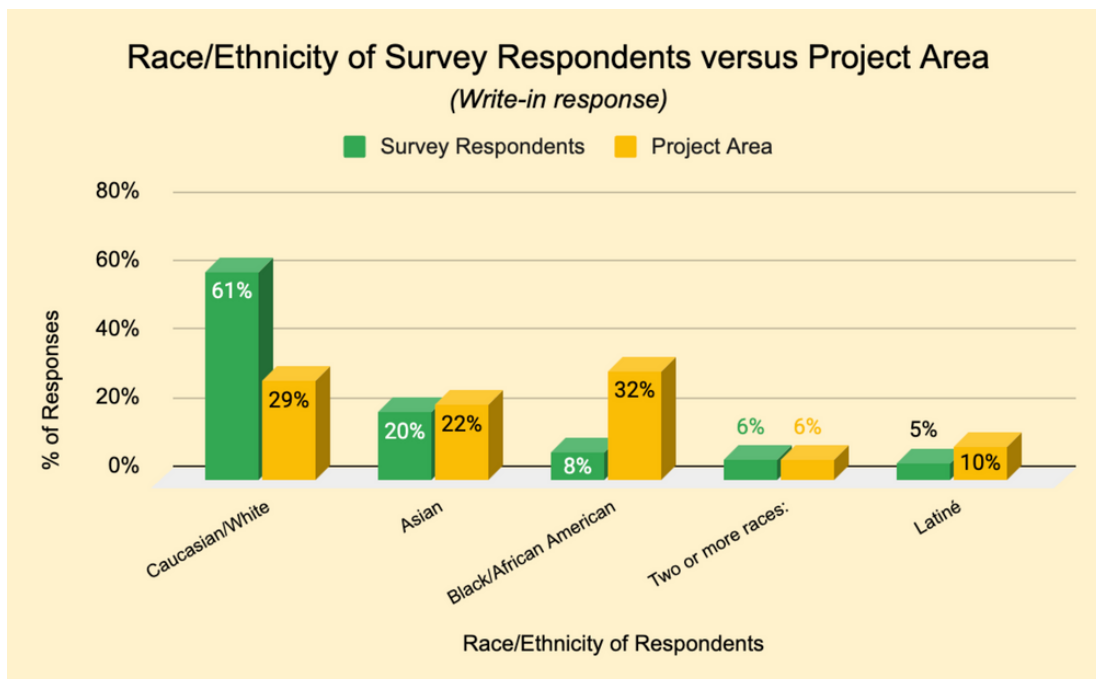
*Write-in.*

**77% of respondents - 182 responses** (see Figures 26-27)



(Figure 26: Race/Ethnicity)

Of the 236 survey respondents, (77%) reported their race/ethnicity. The majority (61%) identified themselves as Caucasian or White, followed by Asian (Bangladeshi, Chinese) (20%), Black or African American (8%), Latiné (Hispanic, Mexican, Cuban)(5%), and Multi-racial (6%). When compared to the 5-year American Community Survey (ACS) data for the project area residents (see appendix), the respondents were disproportionately Caucasian or White (61% versus 29% project area) and are underrepresented in other race/ethnicity categories, including Black or African American (8% versus 32% ACS project area) and Latiné (5% versus 10% project area).



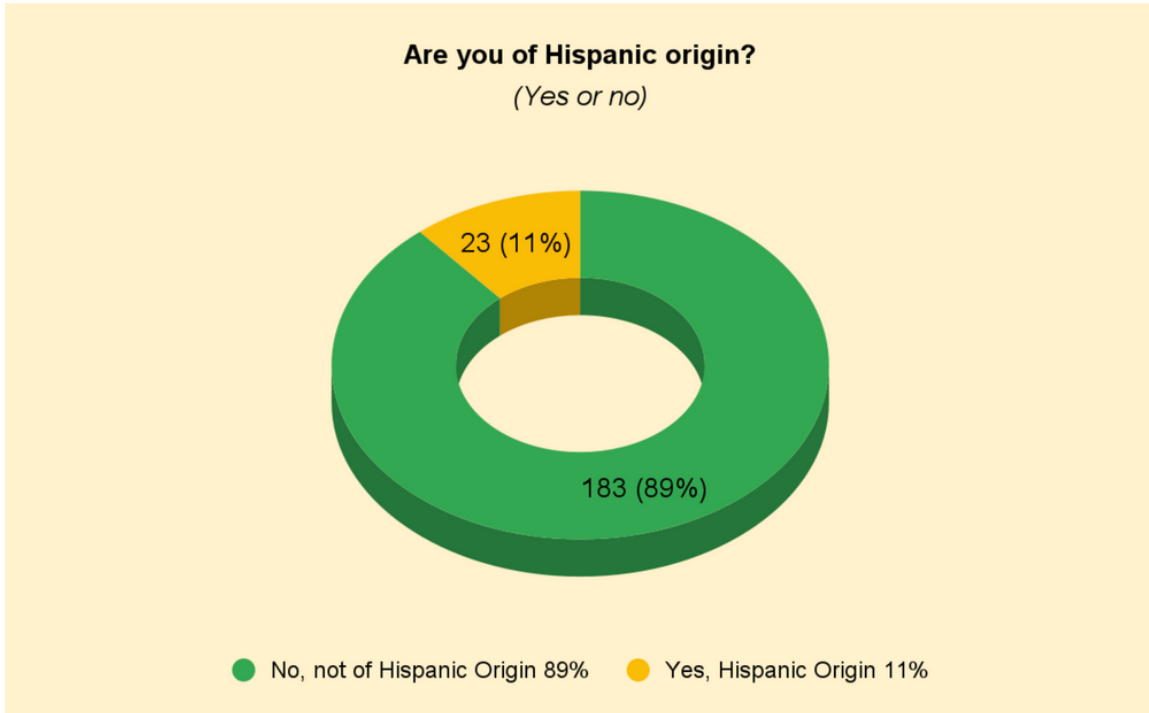
(Figure 27: Race/Ethnicity Survey Respondents versus Project Area)

# APPENDIX IV

## Are you of Hispanic origin?

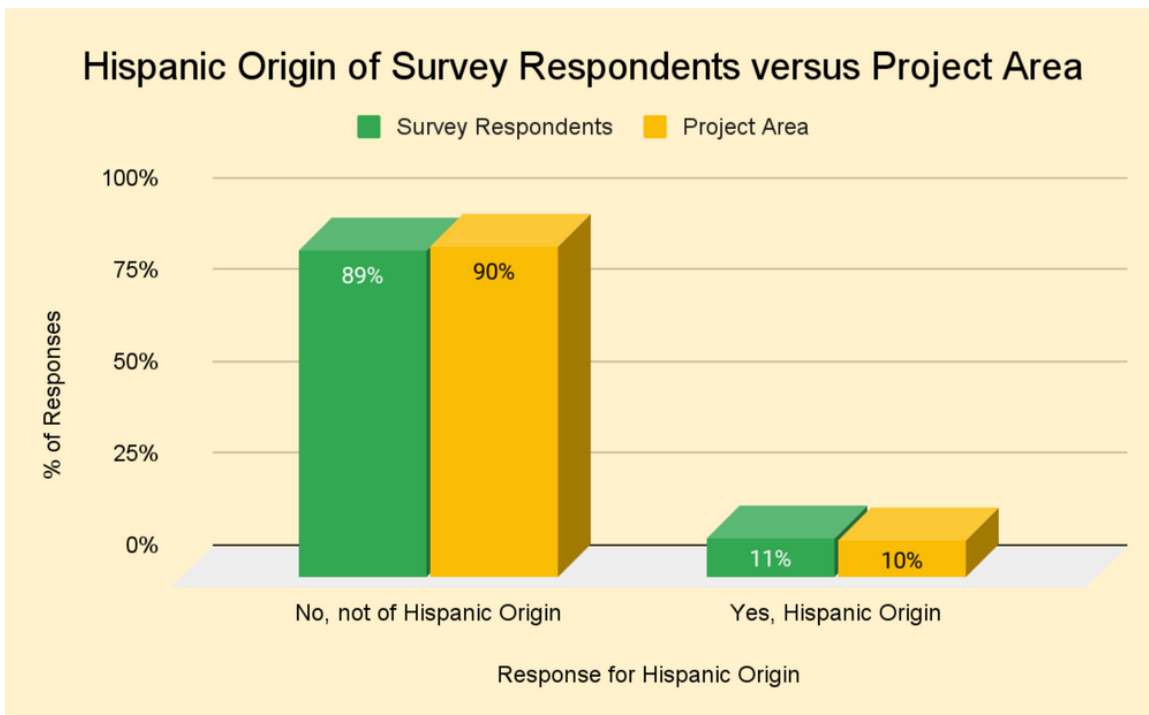
Multiple choice

87% of respondents - 206 responses (see Figures 28-29)



(Figure 28: Respondents of Hispanic origin)

Approximately 87% of survey respondents reported if they were of Hispanic origin. The majority (89%) identified themselves to not be of Hispanic origin, while the remaining (11%) responded they were of Hispanic origin. When compared to the 5-year American Community Survey (ACS) data for the project area residents (see appendix), the Hispanic origin of respondents was commensurate to those in the project area.



(Figure 29: Hispanic origin survey respondents versus project area)



# APPENDIX IV

## What language(s) do you speak at home?

*Write-in*

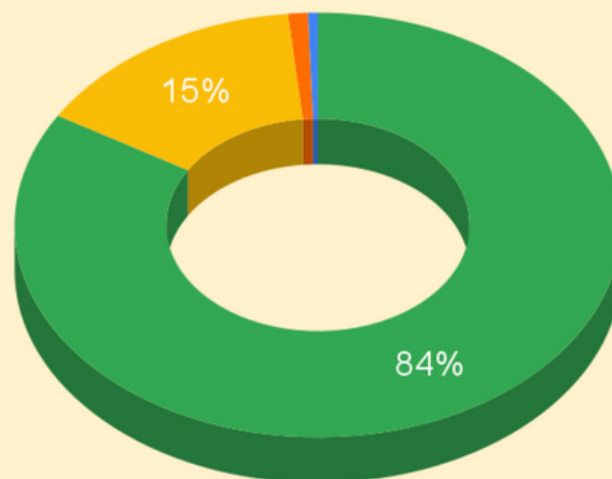
**80% of respondents - 189 responses** (see Figure 30)

Approximately 80% of survey respondents reported the language spoken at home. Seventeen different languages were listed, with the majority of responses being English (84%), Spanish (7%), and (15%) of respondents identified themselves as multilingual with 2 or more languages spoken at home. Chinese (1%) and Bengali (.5%) were also listed as individually spoken languages. The remaining 13 languages were categorized as multilingual, as respondents listed two or more, and each represented less than (1%).

- Bengali
- Bikol
- Cantonese
- Chinese
- Dutch
- English
- French
- German
- Hebrew
- Hindi
- Japanese
- Mandarin
- Portuguese
- Russian
- Spanish
- Tagalog
- Vietnamese

## What language(s) do you speak at home?

*(Write-in response)*



● English 84% ● Multi-Lingual 15% ● Chinese 1% ● Bengali .5%

(Figure 30: Languages spoken at home by survey respondents)

# APPENDIX IV

## What is your gender?

*Multiple choice*

**88% of respondents - 202 responses** (see Figure 31)

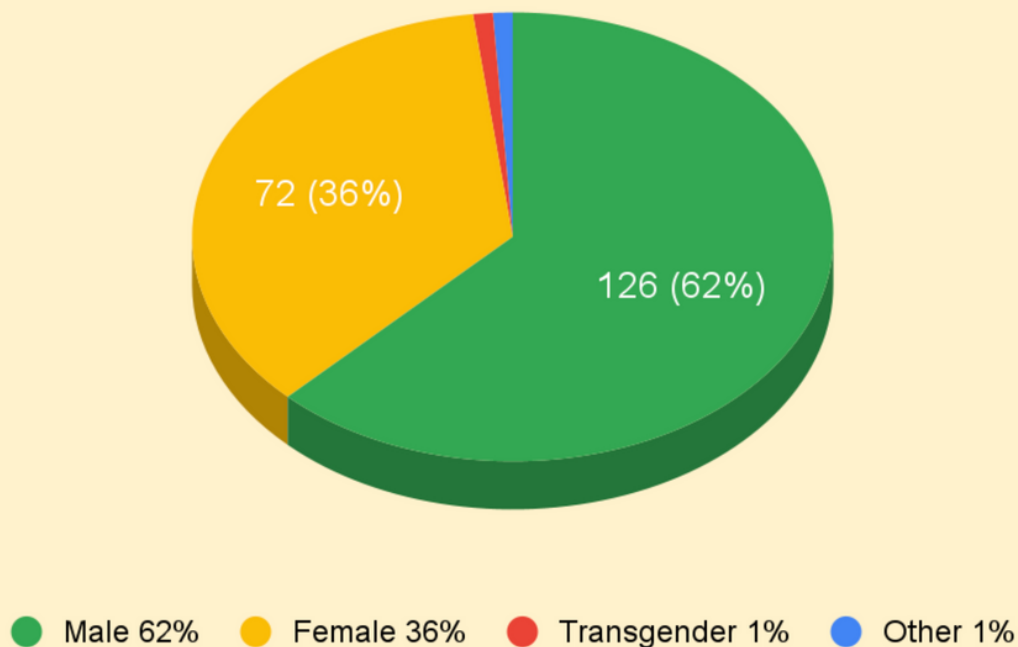
Eighty-eight percent (88%) of respondents answered the question about gender identity. They were asked to pick from four options:

- Female
- Male
- Transgender
- Other

When compared to the 5-year American Community Survey (ACS) data for the project area residents (see appendix), the respondents were disproportionately male identifying (62% versus 49% Census) and female identifying (36% versus 51% Census). Transgender and “Other,” each had responses totaling (1%).

## What is your gender?

*(Multiple choice)*



(Figure 31: Gender identity of survey respondents)

# APPENDIX IV

What is your gender? What is your race?

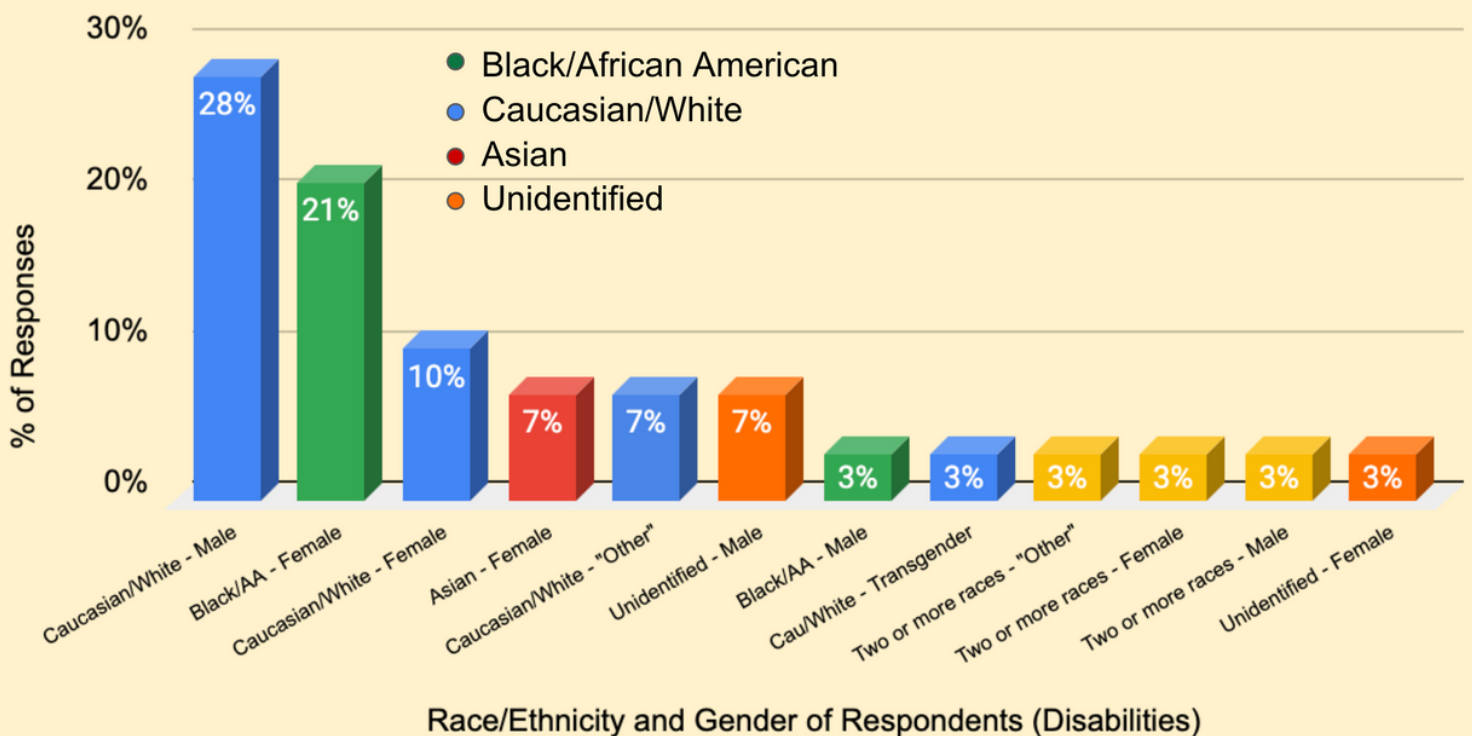
*Respondents identified as having a disability*

**11% of respondents - 26 responses** (see Figure 32)

Of the 30 survey respondents with disabilities, (87%) reported their race/ethnicity, and (97%) reported their gender identity. Amongst the segmentation, (28%) identified as Caucasian/White, (21%) identified as Black/African American, (41%) were male identifying and (45%) were female identifying.

## Race/Ethnicity and Gender Identity of Respondents

*Respondents identified as having a disability*



(Figure 32: Gender identity of survey respondents)

# APPENDIX IV

## How old are you?

*Write-in*

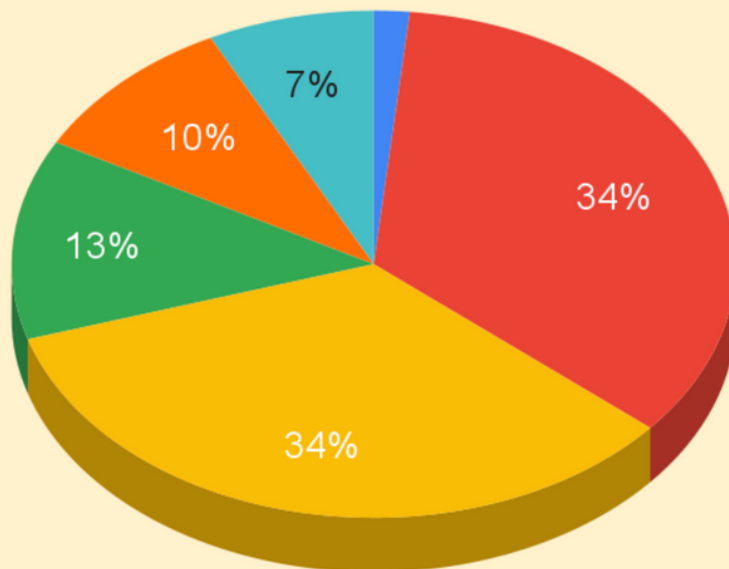
**80% of respondents - 188 responses** (see Figure 33)

Eighty percent (80%) of respondents reported their current age. The age groups that had the highest representation were 25-34 (35%) and 35-44 (34%). Age groups at the lower end and higher end of the spectrum had the least representation, with (2%) 18-24 and (7%) 65+. The 5-year American Community Survey (ACS) data for the project area residents (see appendix) reports the median household age as 37, which is consistent with the median age of survey respondents.

## How old are you?

*(Write-in response)*

- 18-24, 2%
- 25-34, 34%
- 35-44, 34%
- 45-54, 13%
- 55-64, 10%
- 65+, 7%



(Figure 33: Ages of survey respondents)

# APPENDIX IV

## How old are you? What is your gender?

*Write-in*

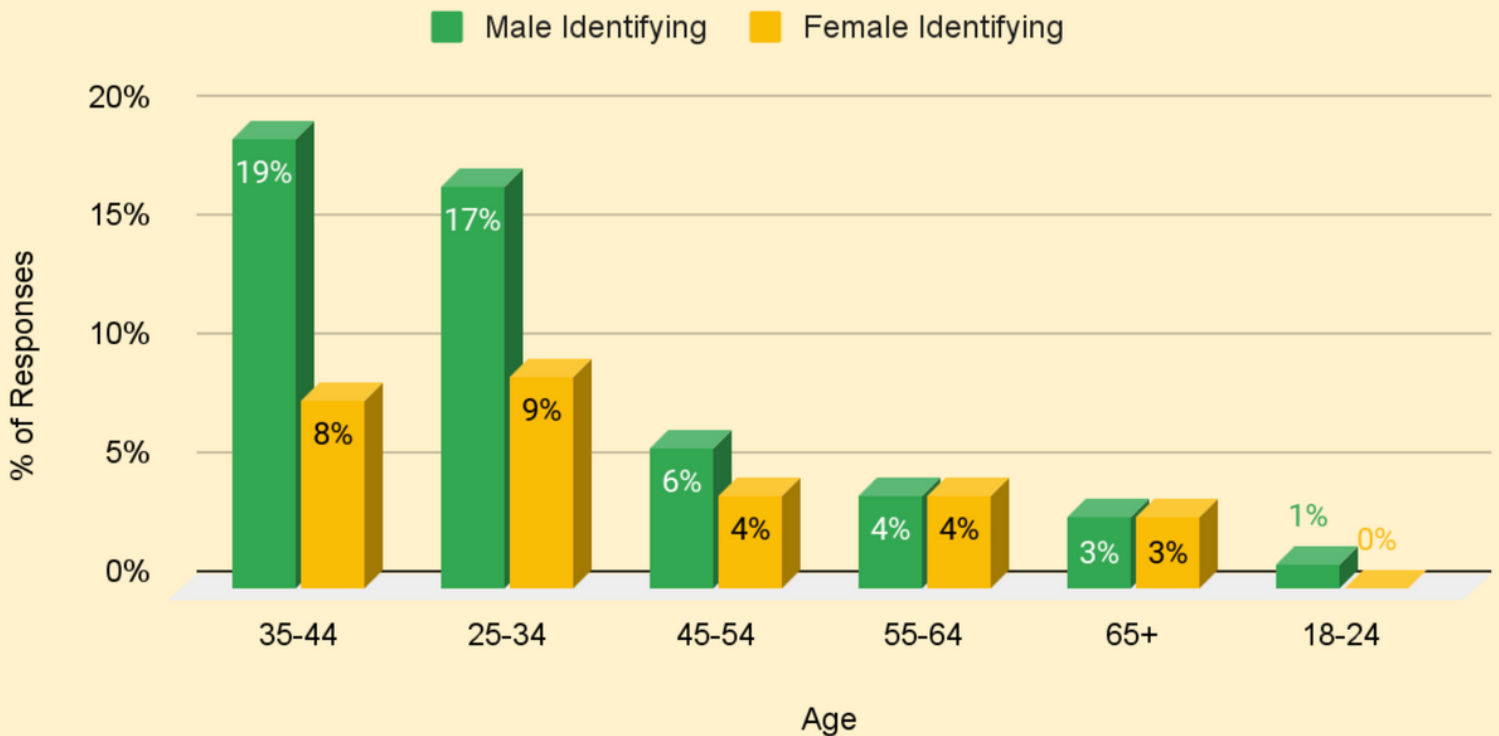
**81% of respondents - 190 responses** (see Figure 34)

Eighty-one percent (81%) of respondents reported both their current age and gender identity (50% male, 27% female, 1% transgender, 3% other). Age groups 55-64 and 65+ had the same representation of male and female respondents, while the remaining four age groups had the highest representation of male respondents.

According to the ACS data (see appendix), male identifying respondents were overrepresented in all age groups, except 18-24, which is proportional to tract averages. There is a (23%) difference between male and female survey respondents, current census data shows a (10%) difference for this area.

### Age and Gender Identity of Survey Respondents

*(Gender identities "transgender" and "other" not included due to data size)*



(Figure 34: Age and gender identity of survey respondents)

# APPENDIX IV

## Do you rent or own?

*Multiple choice*

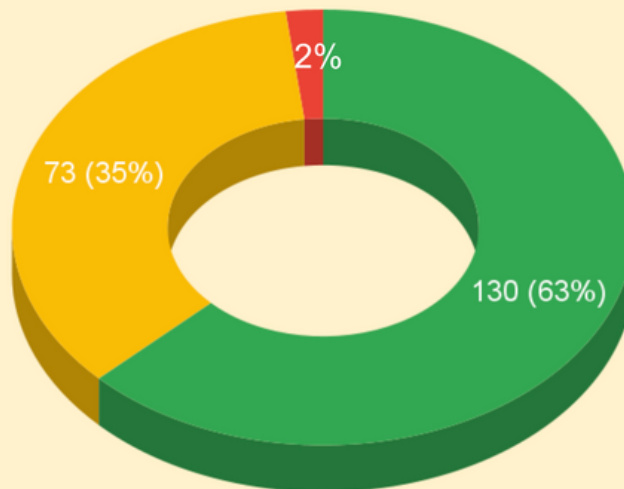
**88% respondents - 207 responses** (see Figure 35)

When asked about housing status, there was an 88% of survey response rate. Respondents chose one of the three multiple choice options available:

- Rent
- Own
- Other

## Do you rent or own?

*(Multiple choice)*



● Own 63% ● Rent 35% ● Other 2%

(Figure 35: Residence ownership of survey respondents)

When compared to the 5-year American Community Survey (ACS) data for the project area residents (see appendix) the respondents were disproportionately owner occupants (63% versus 30% Census). Of those who answered this question, (35%) identified as renter occupants, and (2%) responded as "other."

# APPENDIX IV

What zip code do you live in?

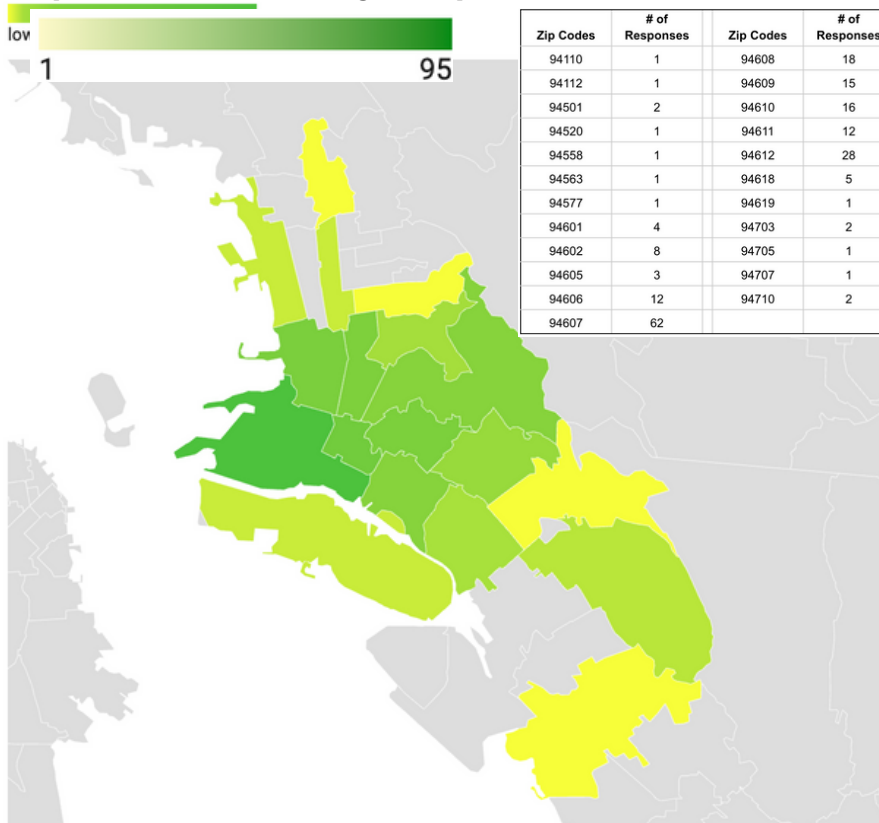
Write-in

**84% respondents - 198 responses**

(see Figures 36-37)

Survey respondents (84%) represented 23 Bay Area zip codes. Top responses were centralized in the impacted zip codes of 94607 (31%) and 94612 (14%). High response rates also derived from zip codes 94608 (9%), 94610 (8%), 94609 (8%), 94606 (6%), 94611 (6%), 94602 (4%), 94618 (3%), 94601 (2%), 94605 (2%), 94501 (1%), 94703 (1%), and 94710 (1%).

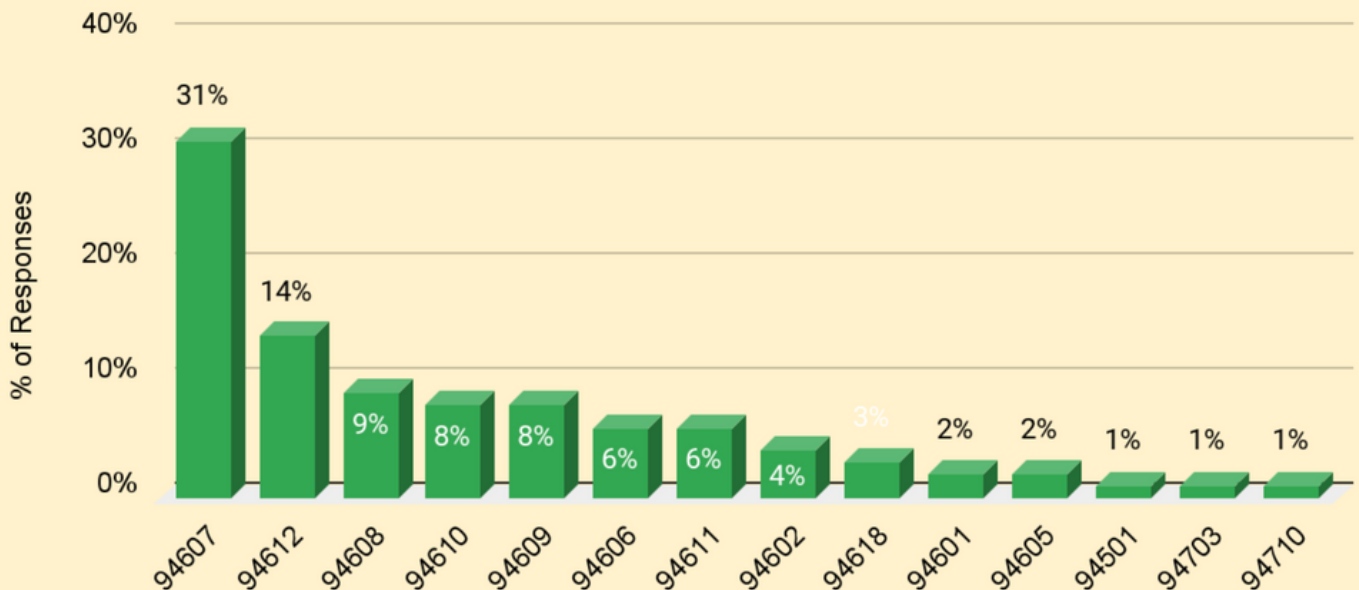
## Zip Codes of Survey Respondents



(Figure 36: Survey respondents by Zip Code)

## What zip code do you live in?

(Write-in response)



\*Zip codes with less than 1% respondents not shown in chart

(Figure 37: Survey Respondent Zip Codes)

## APPENDIX IV

Do you have a disability?

Multiple choice

**88% respondents - 208 responses**

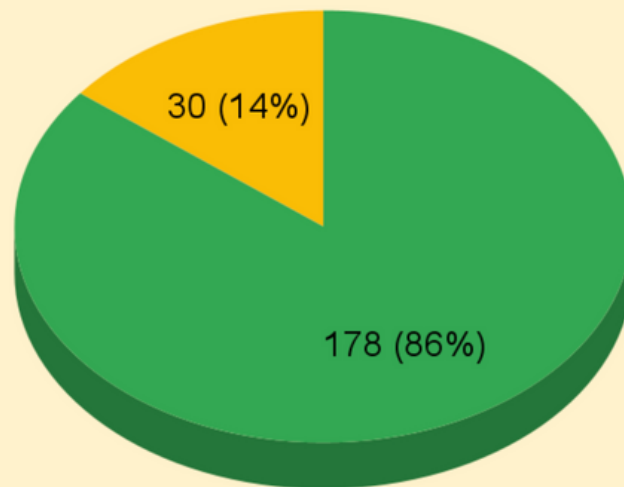
(see Figures 38)

Eighty-eight percent (88%) of survey respondents provided their disability status. Eighty-six percent (86%) did not identify as having a disability, while (14%) did identify as having a disability.

The median age for these respondents was 41, four years older than the median age of all survey respondents.

Do you have a disability?

(Yes or no)



● No, not disabled 86% ● Yes, disabled 14%

(Figure 38: Disability status of survey respondents)





**END REPORT**