

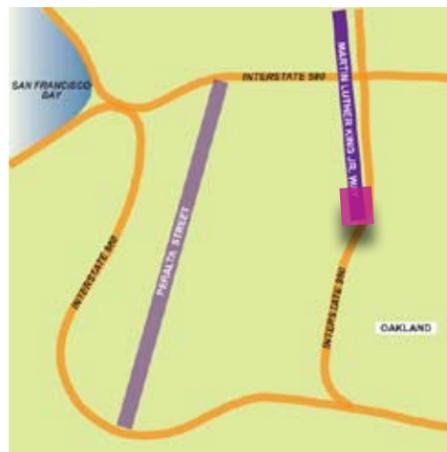
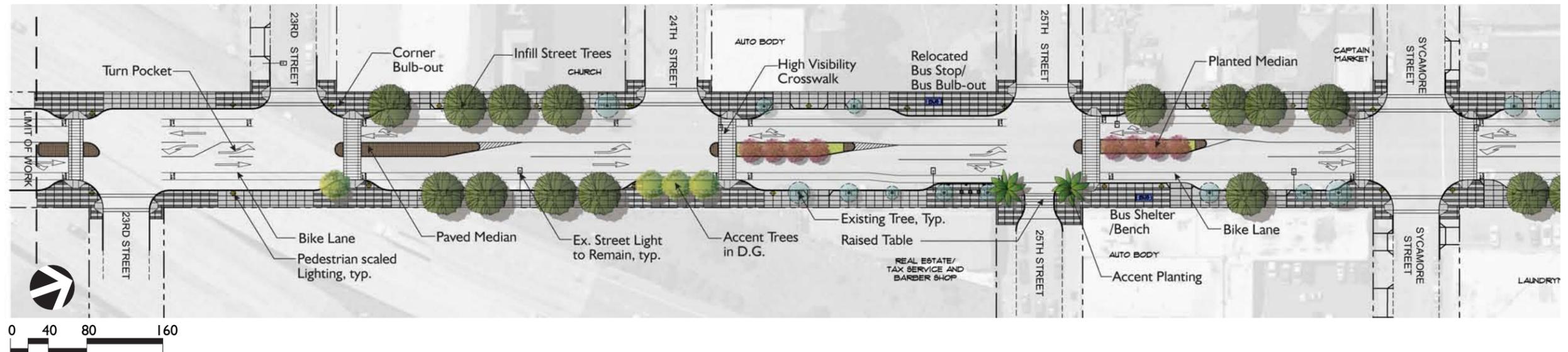
DRAFT

OCTOBER 2011

MARTIN LUTHER KING JR. WAY

ILLUSTRATIVE MASTER PLAN





Vision and Goals

The Martin Luther King, Jr. Way Illustrative Master Plan that follows has been developed through a process of community involvement. It expresses a long term vision for improvements that enhance neighborhood quality and foster economic and neighborhood vitality.

Goals for Martin Luther King, Jr. Way streetscape improvements were articulated at the community charette held in May 2011. Among the most important:

- De-emphasize the automobile and calm traffic
- Create a green ambiance
- An environment that feels safe and deters undesirable activities

- Create a clean, friendly neighborhood impression
- Foster ownership of the street by local residents and businesses
- Enhance bicycle safety and use, and improve pedestrian circulation and safety
- Implement improvements that are easy to maintain, and for which grant funding may be available

Road Diet

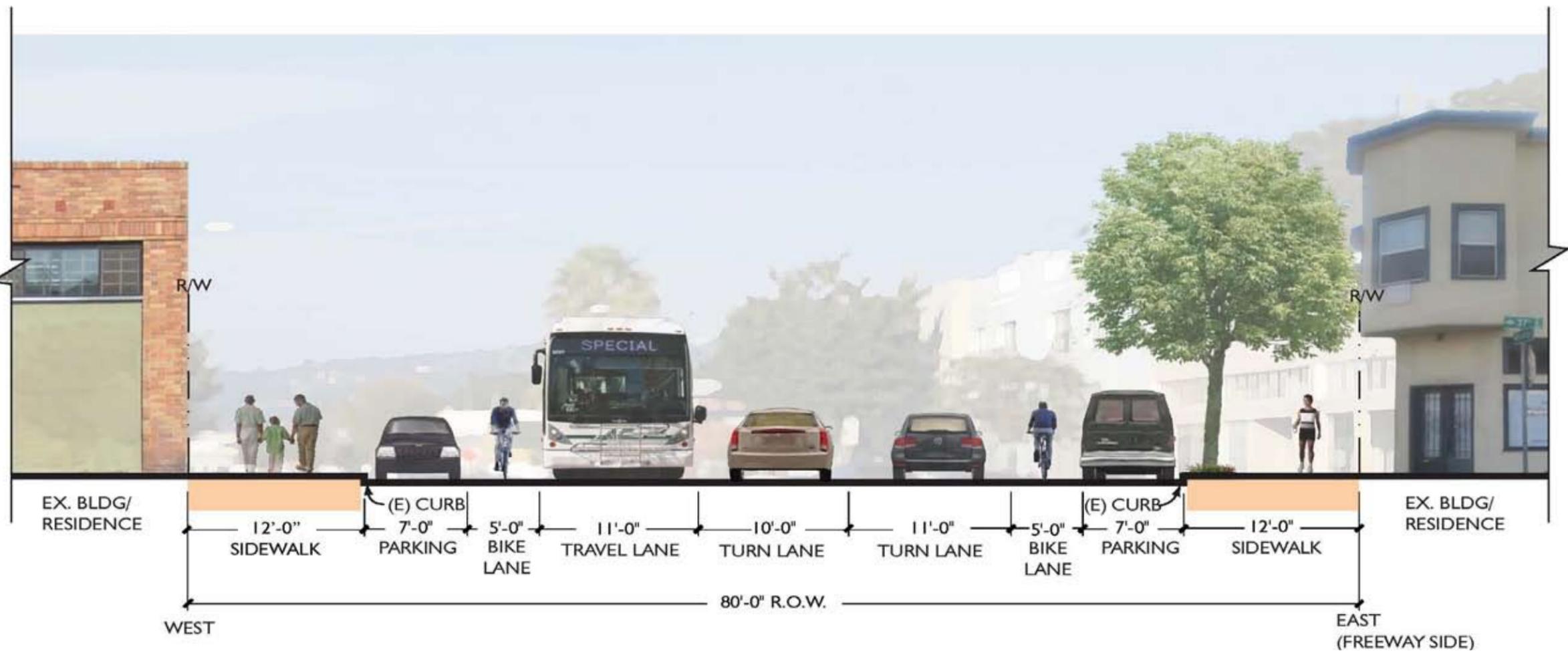
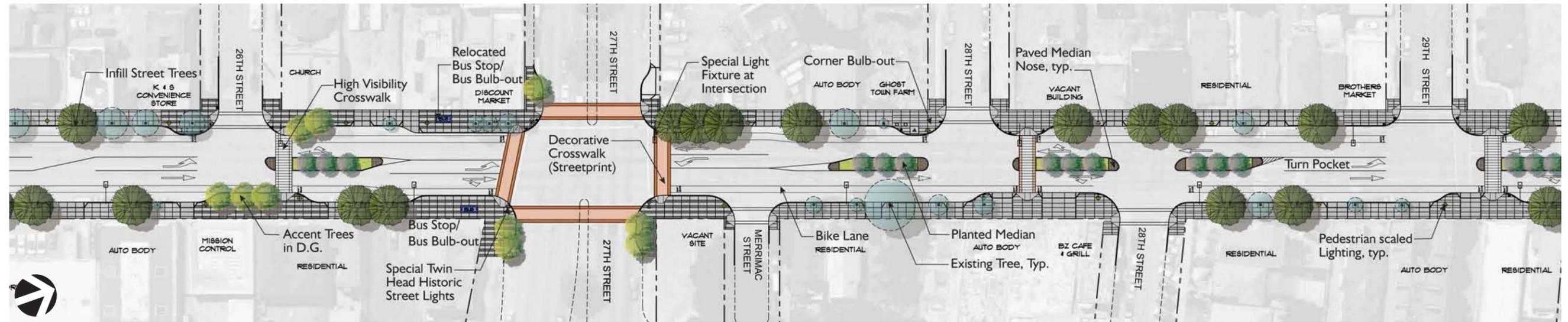
In order to create a more pedestrian and bicycle friendly street, Martin Luther King, Jr. Way is reduced from two lanes of traffic in each direction to one lane in each direction. Although this “road diet” does not reduce the curb to curb width of the street, it discourages vehicular speeding and allows for striped Class II bicycle lanes and center medians. In some locations, the medians create pedestrian refuge islands, shortening the distance that a pedestrian crossing Martin Luther King, Jr. Way must travel at one time.

The center lane also creates left turn pockets to facilitate vehicular movement. Because left turn pockets at 23rd Street would not have sufficient stacking room, a paved median is proposed at that location. If this creates significant traffic delays, “No Left Turn” signage may

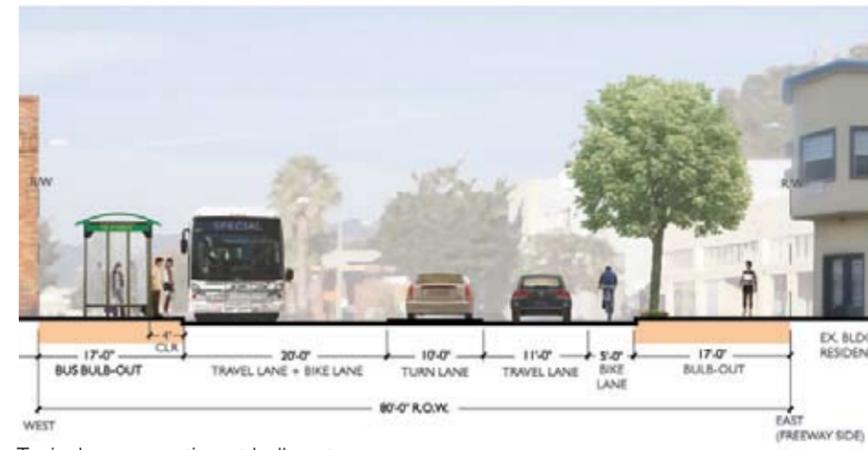
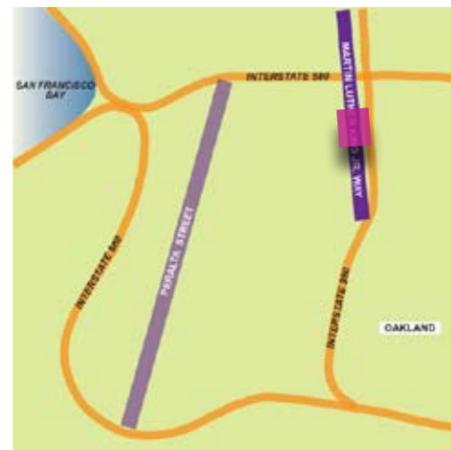
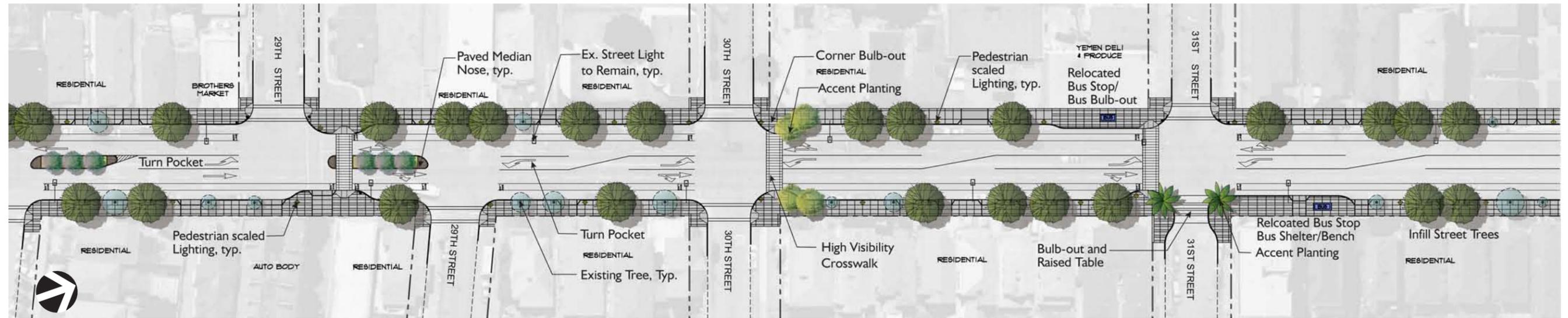
be installed to mitigate the problem. The currently vacant parcel on 39th Street, east of Martin Luther King, Jr. Way may become parking for Marcus Books; this would be a consideration regarding whether to install a turn pocket at that location rather than a median.

It is essential that the transitions from four lanes to the two lane configuration are clearly delineated, to avoid confusion for cyclists and motorists alike. As the street cross-section north of 40th Street is the same as that of the project area, coordination on a road diet in that northern segment could create a consistent street configuration.

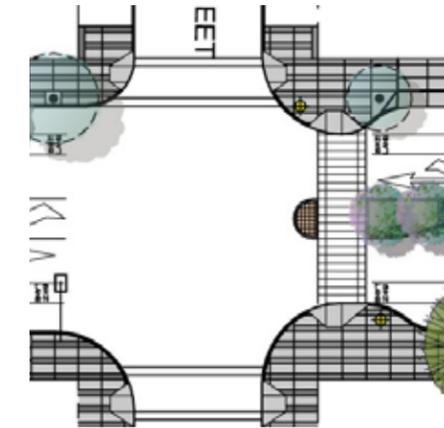
The medians are shown on the Illustrative Master Plan as planted, except where there is a conflict with a sewer line at the southern end of the street. The planted medians “green” the street, providing shade and stormwater treatment, and reducing heat island effect as well as providing visual interest. The planted medians represent the ultimate condition on the street, when funding for ongoing maintenance is available. The road diet can be accomplished without constructing planted medians. Alternative or interim medians may be simply striped on the paving, may be solid blocks of colored asphalt or decorative asphalt patterns, or may be curbed and cobbled. Decorative fencing may be added to the medians to discourage pedestrians from crossing Martin Luther King, Jr. Way at mid-block.



Typical cross section (without bulb out)



Typical cross section at bulb outs



Pedestrian bulb out with refuge island



Example of decorative crosswalk

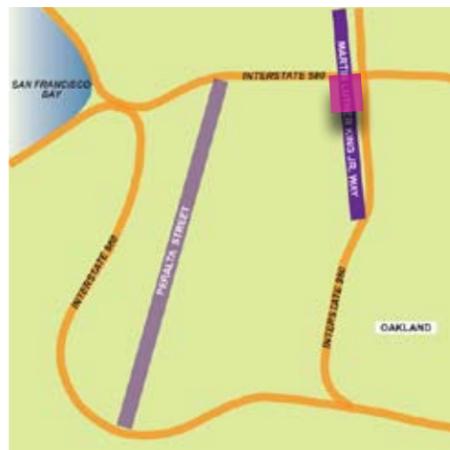
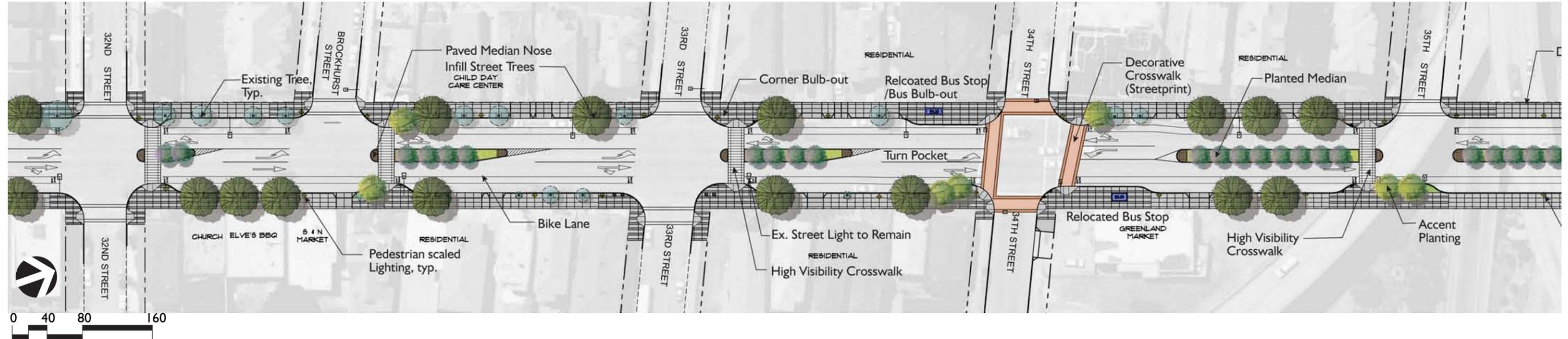
Bulb Outs

Bulb outs serve several functions, the most important of which is to shorten the crossing distance to improve safety for pedestrians. Bulb outs also create more space for the pedestrian, and for amenities such as benches, trash cans and news racks to be added when desired. A bulb out emphasizes the pedestrian nature of the street, and can act as a visual focal point, especially when accent planting, a gateway element or public art is included. Bus bulb outs provide a comfortable waiting area for transit users, as well as an efficient stopping zone for the busses.

Along Martin Luther King, Jr. Way, bulb outs are used as focal points at the terminus of T-intersections. They are also used along with raised table crosswalks to narrow the entries to dead end streets, creating more of a courtyard feel to those short streets. An enhanced paving treatment of sand-blasted patterns emphasizes the bulb outs as special places.

Enhanced Crossings

Crosswalks are enhanced along Martin Luther King, Jr. Way to improve pedestrian safety and make crossings more visible. High visibility "ladder" crosswalks are used where there is no traffic control (signal or stop sign), to ensure that motorists are aware of those crossing locations. At selected intersections where there is traffic control, decorative crosswalks with stamped asphalt patterns are used. At the shorter dead-end streets, a raised table crosswalk slows cars and informs drivers that those areas are more pedestrian oriented.



Southern Magnolia - a large scale street tree



There are many possible artistic pavement treatments



Example of decorative fencing

Planting

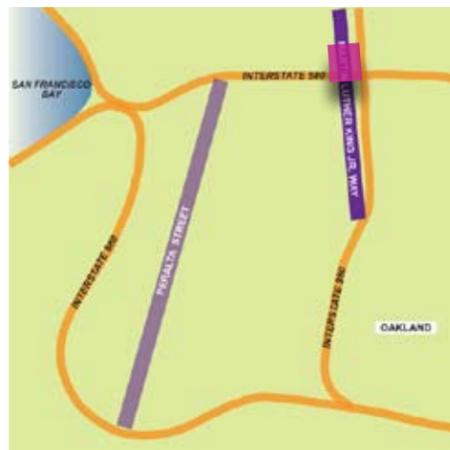
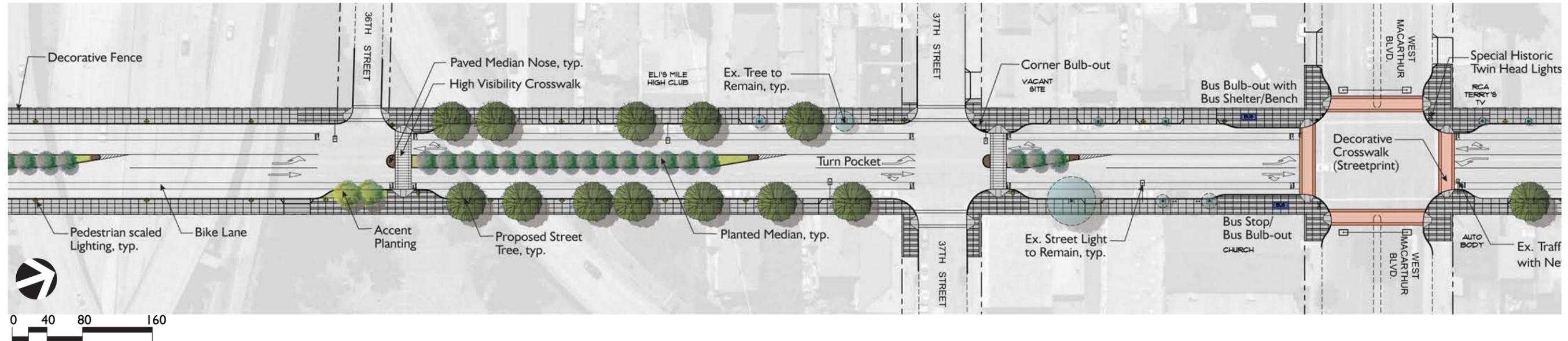
Regularly spaced street trees create a green canopy, shading the sidewalks and street, reducing heat island effect, and making a more pleasant environment. Street trees are a fundamental part of the streetscape improvements, highly desired by the community. Timing of installation of street trees is highly dependent on the availability of maintenance funding.

Sidewalk Improvements

To achieve the uniform, scored pattern shown on the Illustrative Master Plan sidewalk paving is replaced over time as necessary. Art elements may be included in sidewalk paving.

Underpass Improvements

To enhance the appearance of the I-580 freeway underpass and to discourage illicit dumping, several improvements are recommended. The concrete freeway supports that create a tunnel effect are enlivened with murals and improved lighting. Chain link fence is replaced with decorative fencing at the back of sidewalk along the Caltrans embankments, which are currently locations where dumping occurs. Pedestrian scaled lighting makes the area more visible and improves safety. Parking is limited, to make illicit dumping more difficult.



Improved Lighting

Pedestrian scaled lighting creates a more intimate ambiance on the sidewalks, and enhances the pedestrian's sense of security. Improved lighting under the freeway overcrossings also improves safety and discourages dumping. Existing cobra head roadway lights remain, and pedestrian scaled lighting will be added between the existing lights. The historic Oakland twin head lights are used as special features to highlight the major intersections (27th Street, West MacArthur Blvd. and 40th Street) and to tie into the treatments used on those prominent cross streets.



Historic Oakland twin head light



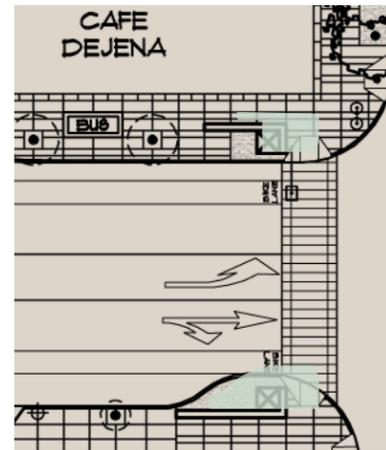
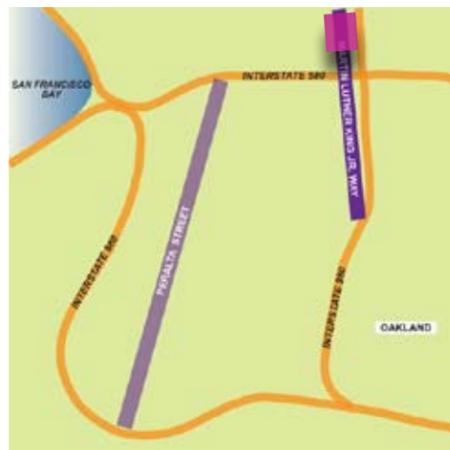
Washington light fixture on 14' pole

Bus Stop Relocations

It is recommended that some bus stops are removed or relocated in order to improve the efficiency of bus service through the corridor. Typically, bus stops are relocated to the far side of intersections to allow for smoother traffic flow. Some near side bus stops have been retained where there are gathering places such as schools or churches. Any proposed bus stop relocations shown on the Master Plan will involve a process of discussion between the City, AC Transit, and affected property owners.

Site Furnishings

Site furnishings are chosen to be attractive, durable and vandal resistant. A protective coating is used for protection of site furnishings. Bike racks are galvanized or stainless steel, and surface-mounted. Selection and placement of bike racks is coordinated with the City's Bicycle and Pedestrian Facilities Coordinator.



Key Map

Gateways and Art Elements

Specific locations that are appropriate for public art or gateway elements are indicated on the Illustrative Master Plan. At 40th Street, the neighborhood gateway treatment includes vertical monoliths located at the bulb outs, and a sculptural element in the median. This treatment is possible at other significant intersections, such as 27th Street. There are also opportunities for incorporating art elements such as tiles or plaques embedded in sidewalk paving, or artistic design of fencing, bicycle racks, trash cans, seating and utility boxes. Interpretive tiles, plaques and murals can highlight important aspects of the community, such as its rich history, or community identity.

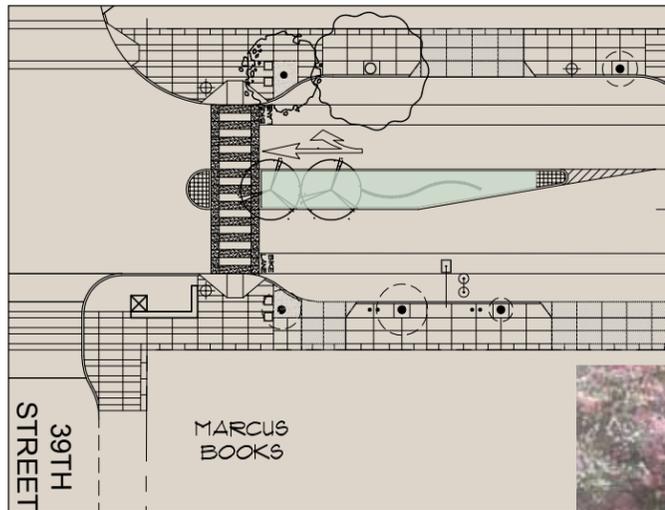


GATEWAY MONOLITH OPTION (1)

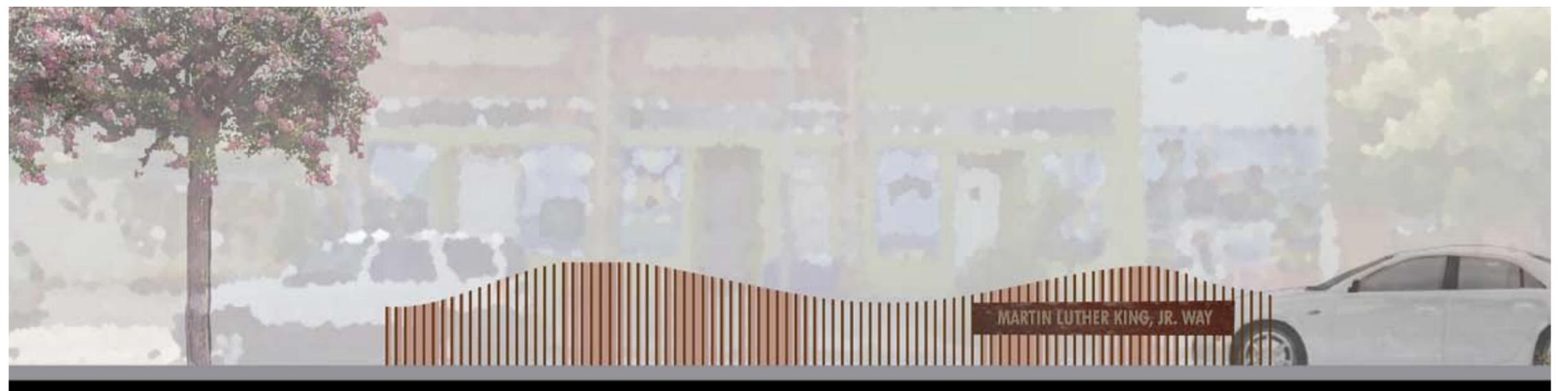


GATEWAY MONOLITH OPTION (2)

Examples of vertical gateway elements at 40th Street bulb outs



Key Map



Examples of sculptural gateway elements in median