Adeline Quick Build Frequently Asked Questions

The City of Berkeley conducted community engagement and outreach for the Public Works Department's Adeline Quick Build Project at the end of 2025 and the beginning of 2026. The City held a virtual community meeting about the Adeline Quick Build on January 21, 2026. Prior to the meeting, the City notified the community about the project/meeting by sending mailers to nearby households and businesses, distributing project flyers at the South Berkeley Farmer's Market and Berkeley Flea Market, putting up project flyers at 22 locations around the project area, canvassing with local businesses, holding 3 meetings with key community stakeholders, and sending an email invitation to approximately 100 stakeholders. Approximately 50 members of the public attended the virtual community meeting. The presentation given at the virtual community meeting is available under "PAST EVENTS".

The following questions and answers summarize what we heard during the engagement period. If you have other questions or want more information, visit the project website where you can sign up for the mailing list and email the project team.

Question: What is the Adeline Quick Build?

Answer: The Adeline Quick Build is a traffic safety improvement project on Adeline Street from Ashby Avenue to the southern City limits with Oakland. The project aims to reduce vehicle speeds, increase pedestrian safety, particularly at unsignalized intersections; reduce conflicts between road users, fill bike network gaps, and to help the City better understand how to design the more permanent, long-range project on the corridor (called the "Adeline Transportation Improvements Project").

Adeline Street is one of the widest and busiest streets in Berkeley – with a total roadway width of 180 feet featuring as many as six vehicle lanes at its widest point. The City of Berkeley's Vision Zero Action Plan (2020) notes that in Berkeley, 91% of severe and fatal collisions occur on just 16% of City streets – Adeline Street is one of these High Injury Streets. According to the Vision Zero Action Plan, collisions disproportionately impact vulnerable roadway users. In Berkeley, 40% of all trips are made by pedestrians and bicyclists. However, 80% of severe and fatal collisions involve pedestrians and cyclists. Faster speeds reduce a driver's field of view, reducing effective reaction time and increasing the risk of collision, as well as increasing the chance of a fatality for a pedestrian or cyclist that is struck by a vehicle.

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The near-term Adeline Quick Build will use lower cost materials to implement immediate safety improvements on Adeline Street until the more costly and intensive longer-term permanent Adeline Transportation Improvements Project is constructed. These improvements include reducing the number of vehicle travel lanes and installing concrete transit boarding islands, pedestrian refuge islands, and a mix of Class 4 separated bicycle lanes (cycle tracks) and Class II bicycle lanes. The Adeline Quick Build will serve as a pilot project to help the City better understand how to design the long-term Adeline Transportation Improvements Project (ATIP), which may include more permanent safety improvements, intersection realignment and the creation of new public spaces.

This project will begin where the Oakland's MLK Complete Streets Project ends Oakland's project is also replacing a vehicle lane in each direction with a bicycle lane as well as making pedestrian and transit improvements. The Adeline Quick Build closes a gap and creates 1.8 miles of continuous bicycle lanes from Shattuck Avenue in Berkeley to 47th Street in Oakland.

Question: Why does this project use less expensive, nonpermanent materials and when will they be made permanent?

Answer: The project proposes using paint and plastic traffic posts to convert a vehicle lane in each direction from Fairview Street to the Oakland border into Class 4 separated bicycle lanes (cycle tracks) and upgrade existing Class II bike lanes. This allows for a lower cost project compared to using concrete or other more expensive materials to delineate the bike lane and it can be implemented more quickly. The Adeline Quick Build is meant to serve as the first phase in the long-term Adeline Transportation Improvements Project (ATIP). It includes data collection before and after the implementation of the Quick Build to help the City better understand how to select and design the permanent materials and changes included in the ATIP.

Question: What is the Adeline Transportation Improvements Project (ATIP)?

Answer: The Adeline Transportation Improvements Project (ATIP) is the next step of the Adeline Corridor Specific Plan, adopted in 2020, which sought to create a community-

driven vision for the future of the Adeline Corridor and south Berkeley more generally. The Adeline Corridor Specific Plan envisioned a substantial reallocation of roadway space on Adeline Street to improve safety, improve neighborhood connectivity, and allow for greater amounts of new public and green spaces.

The ATIP includes redesigning Adeline Street to better support walking, cycling, and riding transit. The project also includes coordinating with the Transit Oriented Development (TOD) project at the Ashby BART station to help ensure the new housing there is connected with the surrounding neighborhood. City departments, BART, and the developer will be coordinating to support creation of a new public plaza for community use, adjacent to the Ashby BART TOD West Lot on the west side of Adeline Street, in addition to implementing a road diet on Adeline adjacent to Ashby BART. The project hopes to create opportunities for new public spaces while supporting the continued vitality of existing businesses.

The ATIP started with data collection in the Fall of 2025. Additional data collection will occur following construction of the Adeline Quick Build and Oakland's MLK Complete Streets Project. There will be outreach and engagement through 2026 and into 2027. The ATIP will go to the Berkeley City Council with a conceptual design for review and approval before proceeding with engineering design and construction.

Question: This Quick Build project will reduce travel lanes on Adeline Street. What kind of impact will this have on driving, taking transit, and safety?

Answer: The Adeline Quick Build would remove one vehicle lane in each direction on Adeline Street between Fairview Street and the southern City limits and repurpose the roadway space for Class 4 separated bicycle lanes (cycle tracks). In addition, the City of Oakland is expected to begin construction in mid-2026 to convert one lane of vehicle traffic in each direction to Class 4 bikeways on the adjoining Martin Luther King Jr. Way from the Berkeley border to 47th Street. The effects of both projects are expected to increase congestion during commute times, especially while traveling south toward SR-24 during the evening rush hour. They are also expected to reduce vehicle speeds during non-commute times, increasing safety for all road users.

The Adeline Quick Build project proposes three bus boarding islands that reduce bus-bike conflicts and allow buses to stop in the right most vehicle travel lane. This eliminates the

time it takes for buses to re-enter traffic and helps improve transit efficiency and makes transit travel times more consistent and predictable.

The project also includes pedestrian refuge islands at multiple crossings of Adeline Street, making it safer and more pleasant for pedestrians to cross the street.

Question: How is the project incorporating feedback from the community to account for the travel and access needs of people with a disability?

Answer: The Adeline Quick Build is being designed to make as few changes as possible to the street operations adjacent to Ashby BART and the Ed Roberts Campus in order to preserve curbside loading zones, transit stops, and Americans with Disabilities (ADA) parking spaces. The Ed Roberts Campus is a fully accessible transit hub that features offices for the Ala Costa Adult Transition Program, the Center for Independent Living, and Lighthouse Center for the Blind, among others. South of Essex Street, no changes are proposed to existing parking, ensuring full curb access for users with a disability.

This project also incorporates research, community conversations, and lessons learned from nearby pedestrian/transit/bicycle projects such as the Adeline Street Improvements (the segment of Adeline to the north of Ashby Avenue), Southside Complete Streets Project, the Berkeley Bike Plan, and ongoing design discussions with members of the disability community for projects like the Telegraph Avenue Multimodal Corridor Project.

After reviewing conceptual design plans, community groups and community members have provided feedback expressing concern about several proposed design elements including “floating” parking lanes, Class 4 separated bikeways (cycle tracks), and bus boarding islands. These features are being designed to be ADA compliant and consistent with the Public Right-of-way Accessibility Guidelines (PROWAG). The project is also consistent with the California Manual on Uniform Traffic Control Devices (MUTCD) and follows best practices recommended by the National Association of City Transportation Officials (NACTO) and AC Transit’s Transit-Supportive Design Guidelines.

The proposed bus boarding island design is consistent with the design for nearly 30 existing and proposed bus boarding islands on Adeline Street in Berkeley, Martin Luther King Jr. Way

in Oakland, and Telegraph Avenue in Oakland. This consistent design will make it easier for users to navigate the bus boarding islands and for transit operators to serve them.

In response to community feedback, the Quick Build design will seek opportunities to increase the number of ADA parking spaces in the project limits, increase the width of buffers next to floating parking (especially when curb ramps are not nearby), avoid placing plastic traffic posts in the middle of the buffers, increase the width of bus boarding islands where possible, place benches on bus boarding islands, and use signs to warn cyclists about pedestrians crossing at the raised crosswalks.

Other permanent improvements such as mid-block curb ramps adjacent to floating parking can be incorporated into the permanent design of the Adeline Transportation Improvements Project. The City will continue to seek feedback from all roadway and sidewalk users and implement lessons-learned from the Adeline Quick Build and from ongoing conversations with members of the disability community and disability design experts to help the City better understand how to design the project to maximize accessibility and universal design.

Question: What changes will the project make to parking and business operations?

Answer: On Adeline Street between Essex Street and Ashby Avenue, approximately five paid on-street parking spaces will be removed. The city's parking inventory and utilization data show that with this removal, there will still be sufficient parking to meet the demand in this area. The project does not propose changes to existing commercial or passenger curbside loading zones. The project is expected to reduce vehicle travel speeds, which may encourage more visibility of businesses and a safer, more pleasant neighborhood experience.

Question: How will this Quick Build project reduce conflicts between people with different travel modes?

Answer: On Adeline Street between Fairview Street and the southern City limits, the project will feature Class 4 separated bicycle lanes (cycle tracks), which will provide a dedicated space for bicyclists, separate from pedestrians and vehicle traffic. The cycle tracks will use a combination of painted buffers and plastic traffic posts, floating parking, and bus

boarding islands to provide physical separation between bicyclists, transit users, and vehicle traffic along the corridor. At "conflict zones" where vehicles will need to cross the separated bicycle lanes to reach parking or to turn, bright green pavement markings will be used to highlight the bicycle path of travel for drivers to help avoid collisions at these locations.

The project also includes improvements to pedestrian crossings such as installing pedestrian refuge islands at Fairview Street and Harmon Street. These facilities provide a protected space for pedestrians to wait at the center of the intersection, before crossing the remaining length of Adeline Street if needed. This can be especially beneficial for vulnerable populations such as people with a disability, elderly, and young children.

The project features three bus boarding islands. Each provides a dedicated raised crosswalk for transit riders to cross the bike lane that travels between the sidewalk and the bus boarding island. Two bus boarding islands are proposed on Adeline Street at Alcatraz Avenue, and one is proposed on the east side of Adeline Street at Fairview Street. These will implemented at bus stops used by AC Transit, Lawrence Berkeley National Lab Shuttle, and Berkeley Unified School District buses.

Adjacent to Ashby BART and the Ed Roberts Campus, the Quick Build project retains existing bike lanes with curbside ADA parking and loading zones. This ensures that users with a disability are able to load directly from vehicles to the sidewalk at these critical destinations.

Question: How will you know if this project is successful and should be made permanent?

Answer: The Adeline Quick Build project will measure success based on safety outcomes for the corridor and use of the corridor by all modes. The project collected a broad array of safety and traffic data in the Fall of 2025 to understand the conditions of the roadway before the Quick Build's installation. Following project construction, the City of Berkeley will collect new safety and traffic data to measure against the pre-project conditions to understand the impact of the Quick Build project. This evaluation, in addition to many more conversations with neighborhood members will provide useful data, analysis, and insights to support the design of the Adeline Transportation Improvements Project.