



CONSENT CALENDAR
September 9th, 2025

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin

Subject: Budget Referral: 9th Street Linear Park Design Phase

RECOMMENDATION

Refer to the November 2025 (FY25) AAO1 Process \$75,000 to fund the 9th Street Linear Park Design Phase.

FISCAL IMPACTS OF RECOMMENDATION

\$75,000 and staff time.

CURRENT SITUATION AND ITS EFFECTS

The bikeway currently starts as a lateral offset in line with the alignment of 9th Street before the street curves through the Berkeley Bowl West Parking lot. It runs south, crossing Ashby - Highway 13 and continues past Murray St., connecting to the Emeryville Greenway, running about 0.2 miles in total.

Running along either side of the linear park are plots of dirt, gravel, and woodchips between the streetlights that illuminate the path when dark. The open space leaves the opportunity city investment. Activating public spaces leads to the enhancement of residents' experience using the space¹.

This project moves the city towards its goal of being a global leader in addressing climate change, advancing environmental justice, and protecting the environment. Creating well-maintained and beautiful spaces to encourage residents to support these goals is essential to meeting them.

BACKGROUND

In 1911, Southern Pacific's "Ninth Street Line" was constructed as an interurban rail route. It ran from the ferry terminal in West Oakland through Emeryville, West Berkeley, and Albany, terminating at the top of Solano. Transit service ended in 1941, Southern Pacific turned the line into freight-only only servicing the local industries in Emeryville and West Berkeley.² In 2001, the tract was closed, and the Cities of Berkeley and Emeryville took control over the strips of land.

¹ <https://journals.prz.edu.pl/jceea/article/view/1621/1209>

² <https://www.hmdb.org/m.asp?m=238893>

In 2009, Berkeley Bowl West opened on the plot of land on Ninth St. just north of the Berkeley-Emeryville border. This allowed the city to begin a redesign process for the area. Phase I of the Ninth Street Greenway was completed in 2012. This created the two-block section of “Class 1”³ pathway from Murray Street, extending the Emeryville Greenway into the Berkeley border. Phase I also created a temporary “Class 3” bike path along Ninth Street proper.

In March of 2020 the construction began on a dedicated “Class 1”³ bike lane. The bike lane runs from the start of the reverse curve on Ninth St and continues across Ashby Ave, connecting with the path from Phase I. This closed the last gap in the North-South Bicycle corridor and connects the West Berkeley Neighborhood to the Emeryville Greenway.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Maintaining and investing in dedicated bike ways encourages more transportation by bicycle instead of more environmentally impactful transportation options.

CONTACT PERSON

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³ https://lvbikecoalition.org/wp-content/uploads/2017/12/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf