

Adeline Quick Build

Type: Transportation **Status:** ● Design

PROJECT LOCATION

Adeline Street from Ashby Avenue to southern City limits

WHAT'S HAPPENING

The Adeline Quick Build will use temporary materials to test street safety improvements on Adeline Street between Ashby Avenue and the Berkeley–Oakland border. These changes build on the community vision established in the 2020 [Adeline Corridor Specific Plan](#) and reflect what we’ve heard from residents: a desire for safer crossings, slower traffic, and a more welcoming street for everyone.

This project is part of a larger effort to improve safety under Berkeley’s [Vision Zero](#) program, which aims to eliminate severe traffic injuries and fatalities. It will also help close a major gap in the bicycle and pedestrian network along the Adeline/MLK corridor.

Project Context

The Adeline Quick Build, planned for 2027, will:

- Reduce the number of vehicle lanes
- Add concrete transit boarding islands
- Add pedestrian refuge islands
- Create a mix of Class IV separated bikeways (cycle tracks) and Class II bike lanes

This section of Adeline will extend from Ashby Avenue to 61st Street and remove one lane in each direction from Adeline & MLK Way to the City of Oakland border.

Regional Coordination

- North: The [Adeline Street Improvements](#), completed in 2020, made similar changes from Shattuck Avenue to Ashby Avenue.
- South: The City of Oakland is implementing its [Martin Luther King Jr Way Complete Streets Paving Project](#) in 2026 from 47th Street to 61st Street, which will also reduce vehicle lanes, implement bike lanes, and add protected pedestrian crossings and bus boarding islands.

Together, the projects create a continuous 1.7-mile corridor that improves safety throughout Berkeley and Oakland.

The Adeline Quick Build will also serve as a pilot project to inform the long-term [Adeline Transportation Improvements Project](#) with before-and-after data collection on multimodal corridor use.

Project Schedule

As of December 2025, the project schedule is as follows:

- Late 2025 – Detailed design, data collection, public outreach
- Early 2026 – Public Meeting to inform Final Design
- Mid 2026 – Bid/award construction contract
- Late 2026/Early 2027 – Project Construction
- Mid-2027 – Post-construction data collection

Stay Updated and Get Involved

To receive updates and meeting notifications, email the project team with the subject line “Adeline Quick Build - Please add me to the email list” and provide your preferred contact information.

Images



UPCOMING EVENTS

Adeline Quick Build Community Meeting

January 21, 2026



PAST EVENTS

Transportation and Infrastructure Commission 2025-09-18

September 18, 2025 | 1 Documents



Funding Source

✓ [Metropolitan Transportation Commission Grant](#)

Project Team

Catherine Clark

Associate Transportation Planner

Public Works

cclark@berkeleyca.gov



Create a resilient, safe, connected, and prepared City

[VIEW OUR STRATEGIC PLAN](#)

From: [Kevin McDonald](#)
To: [REDACTED]
Cc: [Bart Webcustomerservices](#)
Subject: RE: Case 00371568: Bikes & scooters at Castro Valley station [ref:!00Dd00hrYV.!500VI0I8fuA:ref]
Date: Monday, November 24, 2025 10:54:22 AM
Attachments: [image001.png](#)

Dear Patricia,

Thank you for raising this concern. I'm sorry to hear that you've had difficulty accessing the ramp at Castro Valley station due to others misusing the ramp with their bikes and scooters. You are correct to report these incidents to BART station agents or via the BART Watch App, but I can understand how it might feel frustrating or futile, given that it would be difficult for our officers to respond to such incidents in real-time. Still, these reports do help inform our decisions as we seek to prioritize projects that improve the customer experience, so I would encourage you to report these issues to us when you observe them.

At Castro Valley station, we've posted signage at the top of the ramp stating that skateboards, bicycles, and scooters are not permitted. Additionally, we've installed a metal barrier at the bottom of the ramp (see picture below), which may deter some bike and scooter travel, and may help to reduce travel speed by creating a 90-degree turn at the bottom of the ramp. We will continue to explore additional measures that deter misuse of our ramps. For example, the BART Bicycle Preferred Path of Travel Capital Plan has identified this as a location that would benefit from installation of bicycle stairway channels. Doing so would at least give cyclists an alternative to using the ramp or carrying their bike down the stairs. Visit our website at <https://www.bart.gov/guide/bikes/planning> for more information on that project.

Thank you for riding BART and sharing your concerns. Please let me know if you need any additional information or assistance.



With gratitude,

Kevin McDonald

Acting Manager of Access & Accessible Services
San Francisco Bay Area Rapid Transit District (BART)
510.874.7351 office



CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT

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Case 00371568: Bikes & scooters at Castro Valley station

Contact Name: Patricia Moreno

Contact Email: [REDACTED]

Incident Date:

Case opened Date: 10/23/2025 12:07 AM

Category: Stations

Sub-category:

Line Code: L

Station: L10 - Castro Valley

I'm a longtime Bay Area resident and physically disabled BART patron who just moved to Fairview nearest the Castro Valley station this summer. I can't use the "accessible" ramp to the Castro Valley station because too many selfish & inconsiderate people on motorized scooters, e-bikes & standard bikes ride on the platform, through the station and on this ramp leading to the sidewalk. I ride BART Monday through Wednesday and easily 75% of people on two wheeled vehicles during both the morning and evening commutes use this ramp at top speed and nearly take people out in the process. BART station agents can't or won't do anything about it, and reporting on the BART Watch app is futile because these people are long gone by the time I've launched the app & pulled up the report feature.

It's not hard to be considerate of others and walk your bike or scooter through the station. It won't kill people to walk that extra couple hundred feet.

ref:!00Dd00hrYV.!500VI0I8fuA:ref

From: [BART Customer Service](#)
To: [Heath Maddox](#)
Subject: RE: Case 00373753: Downtown Berkeley Elevator [ref:!00Dd00hrYV.!500VI0mx1R6:ref]
Date: Tuesday, November 18, 2025 11:41:37 AM

Hello Heath:

FYI. I presume that the bike rules (or common sense) would cover a situation like this. Patron was referred to bike rules and various info sources to check on elevator/escalator status and plan accordingly. Thanks.

Regards,


Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Alex Merenkov

Contact Email 

Contact Phone

Opened Date/Time 11/10/2025 6:44 PM

Description Hey the platform elevator for downtown Berkeley doesn't work. Tried to take my bike in it and it was down. Also since we don't have a down escalator for the platform I almost hurt myself getting by big cargo bike to the platform.

Via iOS app Version 1.20.0031
ref:!00Dd00hrYV.!500VI0mx1R6:ref

From: [BART Board](#)
To: [Kobin Lee](#)
Subject: Re: Installing Surveillance Cameras At BART Station Parking Areas
Date: Friday, January 2, 2026 2:08:46 PM

Dear Kobin:

Thank you for contacting the BART Board of Directors. They will see a copy of this email, as will the Department that oversees parking lots and the bikelink program.

Thank you for taking the time to share your suggestions about improving the safety and usability of the BART system. The relevant departments will take your suggestions into consideration.

Bob Franklin

District Secretary

From: Kobin Lee [REDACTED]
Sent: Friday, January 2, 2026 1:08 PM
To: BART Board <BoardofDirectors@bart.gov>
Subject: Installing Surveillance Cameras At BART Station Parking Areas

Dear Directors, please consider installing more of the surveillance cameras in the BART station's parking lots.

Especially for bicycles, the present "bikelink" program requires a separate App program, it does not accept Clipper card as payment, all make the system cumbersome. I lost 3 bikes in three different part of the days.

Thanks for your time,

Kobin Lee
A Fremont resident

From: [Heath Maddox](#)
To: [Kevin Burke](#); [REDACTED]
Cc: [Kamala Parks](#)
Subject: RE: Walnut Creek mobility hub - comment
Date: Friday, November 21, 2025 9:45:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Kevin,

Thanks for pointing this out again. In winter 2024, you brought this issue to my attention during discussions around widening the entry to the ramp (since completed).

Here's a photo from then with the puddle, before we widened the entry:



I recall that when I met my maintenance foreworker in the field to discuss widening the ramp access, we looked at drainage too and found that there was already a drain hole in the curb at the back of the ramp (photo below). The maintenance team unclogged the drain, but it sounds like from your note that it's prone to clogging. I'll put in a request to have it reamed out again, and I'll share this issue with the team working on the mobility hub concept for WC Station so they can grade appropriately or build in a more robust drain.



Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352



CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT

From: Kevin Burke [REDACTED]
Sent: Thursday, November 20, 2025 11:46 PM
To: StephanieH@ccta.net; Heath Maddox <hmaddox@bart.gov>
Subject: Walnut Creek mobility hub - comment

Any time it rains, water forms a puddle at the circled location, which makes it annoying to bike through this ramp. I will try to take a picture next time I am riding to the station in the rain.

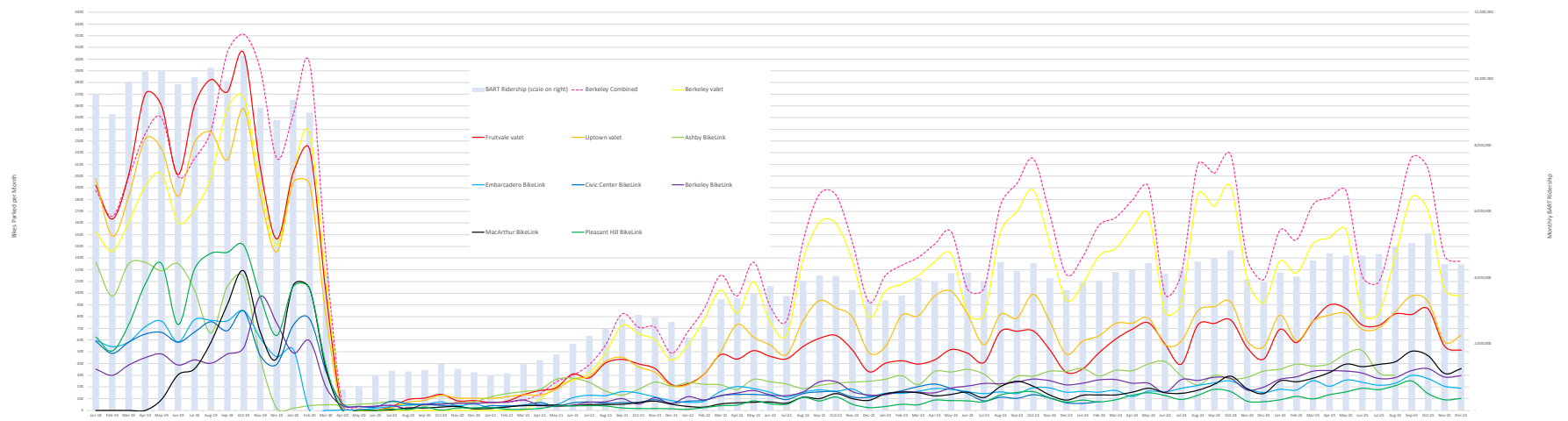


If we are going to redo the bike access - could we spent a bit of the funding to regrade this section or punching a hole in the far side curb to allow water to drain.

Thanks very much,
Kevin Burke

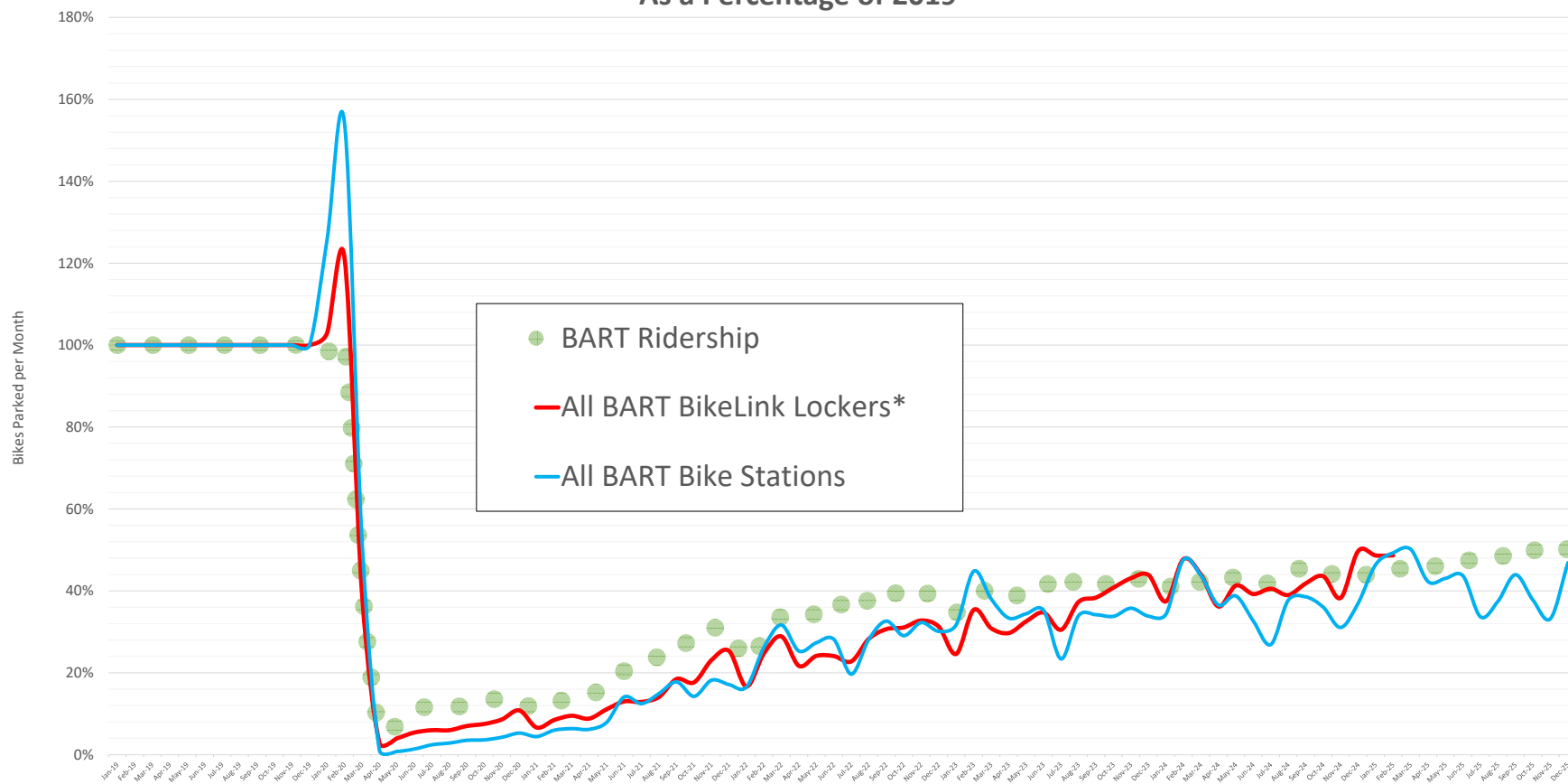


Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Dec 2025





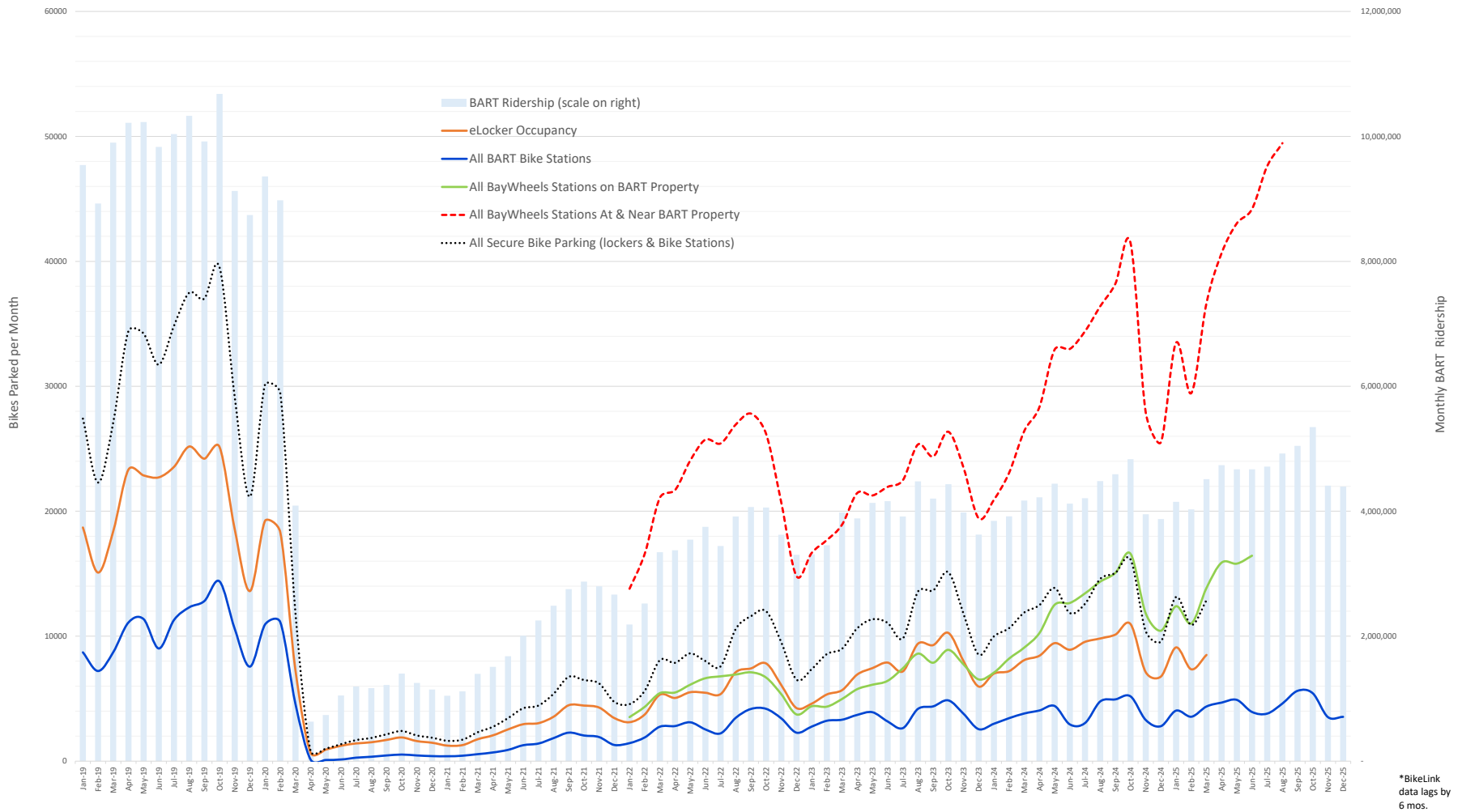
Monthly BART Secure Bike Parking Usage and BART Ridership As a Percentage of 2019



*BikeLink data lags by 6-8 mos.



Monthly BikeLink Lockers, BART Bike Stations, Bike Sharing and BART Ridership Jan 2019-Dec 2025





Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-Dec 2025

