



A Plan for Adeline Street

Adeline Street in Berkeley, California is an anomaly within the city fabric. It is a six-lane boulevard in a 180-foot right-of-way, that cuts a huge diagonal swath through a rectangular grid of much smaller residential streets. Its unusual width prompts routine speeding by those who drive on it, making it a divisive and inhibiting presence for the surrounding neighborhoods.

The Adeline Street Plan would reconfigure Adeline as a normal Berkeley street. The Plan places both directions of auto traffic on the east lane, freeing the west lane and the median strip for recreational and other public uses. The Plan shifts the present design emphasis favoring through traffic to one that balances traffic use with pedestrian, neighborhood and commercial uses, and anticipates and supports development over and around the Ashby Bart Station.

For pedestrians, the reduction in the automobile right-of-way would bring significant improvement to the Adeline-Ashby intersection, which is presently the longest signal light and the longest crosswalk in Berkeley. And drivers, as on normal streets nearby, would feel the appropriate speed to travel is 25 MPH, as posted, rather than the 45 MPH suggested by the current multi-lane configuration.

The lane no longer used by through traffic would be used as an alley for access to driveways, parking, recreation, and possible use by the Flea Market or Farmer's Market. Together with the median strip, it gains about 4 acres of new multi-use landscaped, developed and usable open space between Shattuck and Ashby. The recovered area between Ashby and Martin Luther King Jr Way can be a dedicated lane for transit stops and similar uses around the Ashby Bart station. Construction, and cost, is minimized by using what is now existing, with only minor changes to send traffic to the proper roadway.

David Soffa, Berkeley, 2006

Please send comments to:

djsoffa@yahoo.com

The Adeline Plan

Purple: Through Traffic

Green: Grassy Area

Yellow: Alley