

North Berkeley BART Station

North Berkeley BART Transit Oriented Development Bicycle Access Improvements on Virginia Street Bicycle Boulevard

Berkeley Transportation and Infrastructure Commission Meeting

Meeting Details

Thursday, June 20, 2024 at 6:15 PM
North Berkeley Senior Center, Aspen Room
1901 Hearst Avenue

Disability Accommodations

To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please call (510) 981-6418 or email ADA@cityofberkeley.info at least three business days before the meeting date.

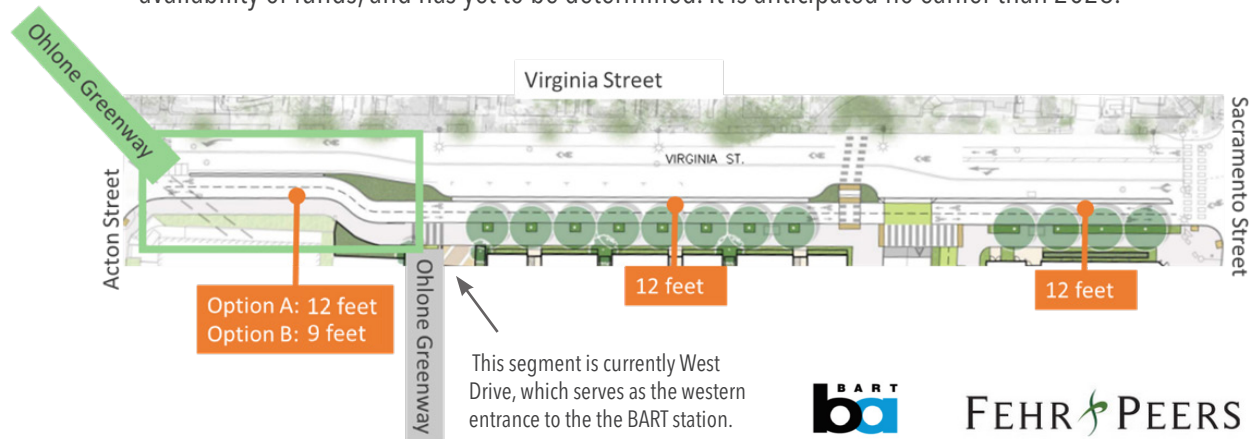
Questions or Comments?

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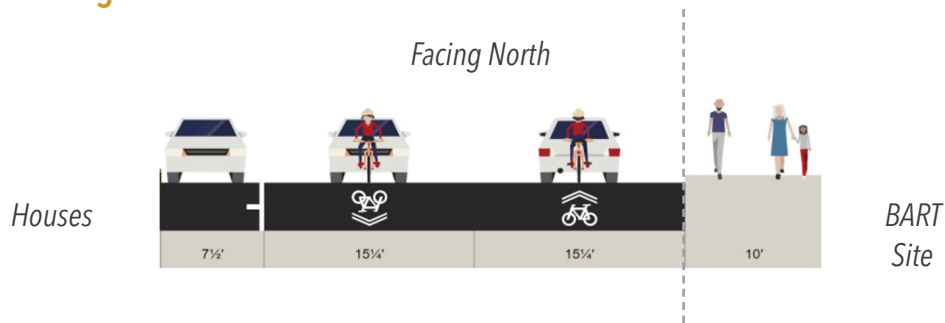
Agenda packet will be posted online by June 14th here:

<https://berkeleyca.gov/your-government/boards-commissions/transportation-and-infrastructure-commission>

Learn more about efforts to improve bicycle safety near North Berkeley BART Station. At an upcoming public meeting, BART will present options for enhancing bicycle infrastructure on Virginia Street. The improvements will be built as part of the proposed Transit Oriented Development (TOD) at North Berkeley BART. The implementation timeline is subject to availability of funds, and has yet to be determined. It is anticipated no earlier than 2026.

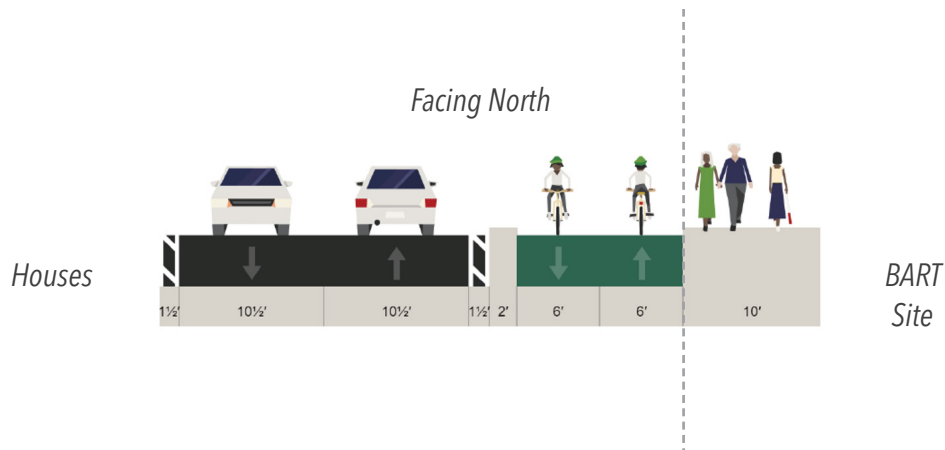


Existing Condition



The TOD at North Berkeley BART will improve bicycle connections from the Ohlone Greenway to and through the TOD. A critical improvement will be a protected two-way separated bikeway on the Virginia Street Bike Boulevard. The planned bikeway will be 12 feet wide between Sacramento Street and West Drive. Two options have been identified for the segment of the bikeway between West Drive and Acton Street since the bikeway needs to go around critical BART infrastructure at this location.

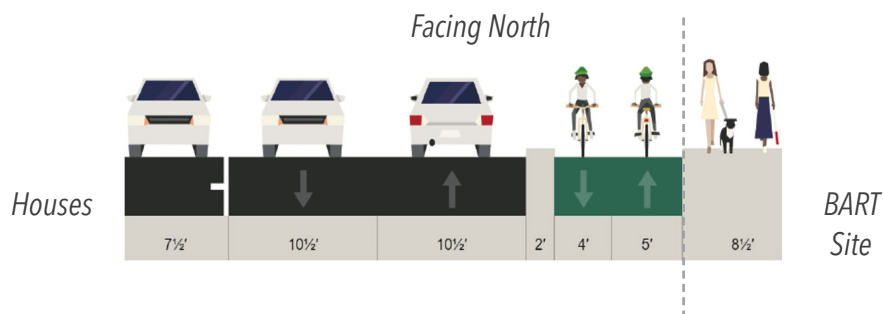
Option A (BART Recommended)



12-foot two-way separated bikeway would:

- Remove 5-8 on-street vehicle parking spaces on the north side of Virginia
- Public parking spaces to be converted are within a Residential Parking Permit (RPP) zone, and located in front of single-family residences
- Maintain existing sidewalk width (10 feet)
- Meet preferred width recommendations from a range of bike design guidelines
- Serve both existing and projected bicycle demand
- Comfortably accommodate cargo bikes and larger bikes

Option B (Alternative)



9-foot two-way separated bikeway would:

- Narrow existing sidewalk to 8.5 feet from 10 feet
- Maintain on-street parking spaces on the north side of Virginia
- Meet only Caltrans bikeway minimum width standards