MEMORANDUM

To: Eric Anderson, City of Berkeley

Dani Dynes, City of Berkeley

From: Christopher Kidd, Alta Planning + Design

Date: December 1, 2025

Re: Appendix E: Berkeley Bike Plan Update – Implementation Strategy Memo

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Introduction

This memo details activities undertaken to assist in the implementation of Plan recommendations detailed in **Chapter 5: Recommendations** and **Chapter 6: Implementation**, breaking down into three sections:

1. **2025 Prioritization Methodology & Costs** – this section details the methodology applied to prioritization of identified projects, prioritization results, as well cost estimates by tier and by project type.

2. **2025 Project Tiers** – this section details three tiers of projects for prioritization by Public Works staff in future project development and funding. Projects are organized by corridor, encompassing the full extent of project elements staff would develop in future work.

3. **2025 Project Prioritization Criteria** – this section details the criteria used for project prioritization.

2025 Prioritization Methodology & Costs

The bicycle and pedestrian project recommendations made in the 2025 Berkeley Bike Plan Update come in many shapes and sizes – some focus on improving the bikeway along an entire corridor, and others focus on a single pedestrian crossing. Prioritizing these projects is a critical step before implementation because it allows the City of Berkeley to determine the order in which improvements should be made, as funding is available. This section outlines the project prioritization methodology for transparency and alignment with community priorities.

Project Prioritization Methodology

The project team scored each project using a rubric based on six key criteria. These criteria evaluate:

1. whether the project addresses locations with a history of collisions,
2. how much the project would improve safety and comfort for people walking and biking,
3. how well the project addresses locations that were identified through public input in 2022 and 2025,
4. whether the project serves equity priority communities,
5. how close the project is to schools, and
6. how feasible the project is to implement

Many of the scoring criteria used in the 2017 Berkeley Bike Plan have become outdated or have been replaced by better, more nuanced metrics. The following criteria have been adopted for the 2025 Berkeley Bike Plan Update.

Table E-1: Prioritization criteria for 2025 Berkeley Bike Plan Update

Criteria	Scoring Metric	Scoring Method	Maximum Points
Safety – Collisions	2019 High Injury Streets Map	Proximity	20
Safety – LTS	2024 Existing Network Map	Severity	15
Community Support – project identification	2022 Community Input	Density	10
Community Support – project prioritization	2025 Community Input	Density	20
Equity	2024 Equity Priority Communities Map	Proximity	20
Safe Routes to Schools	BUSD campus proximity	Proximity	10
Feasibility	Engineering Judgment	Complexity	5
Total Possible Score			**100**

The major changes in the scoring matrix compared to the 2017 Bike Plan are:

- Use the 2019 High Injury Streets Map for “Safety – Collisions” scoring.
- Use the 2024 Existing Network map as the basis for “Safety – LTS” scoring.
- Remove the “Safety – Demand” scoring criteria.

- Split the “Community Support” criteria into two categories: one for 2022 engagement and one for 2025 engagement.
- Update “Equity” scoring to use new Metropolitan Transportation Commission (MTC) Equity Priority Community designations.
- Add a new criterion for “Safe Routes to Schools”.
- Add a new criterion for “Feasibility”.

Following comment from the Technical Advisory Committee in 2025, the following changes were made to criteria:

- Private schools qualified for Safe Routes to Schools proximity scoring.
- Public input from 2025 was increased to 20 points.
- Public input from 2022 was decreased to 10 points.

Planning-Level Cost Estimates

The table below shows aggregated costs for all network project recommendations, summarizing miles and the number intersection improvements.

Table E-2: Summary of Project Recommendations and Cost Estimates

RECOMMENDED PROEJCT TYPE	MILEAGE/COUNT	COST ESTIMATE
Shared-Use Path (Class I)	1.3 Miles	$7,048,400
Bike Lane (Class II)	.6 Miles	$86,000
Upgraded Bike Lane (Class III)	2.1 Miles	$583,600
Bike Route (Class III)	8.8 Miles	$118,500
Bicycle Boulevard (Class III)	14.3 Miles	$1,071,300
Separated Bikeway (Class IV)	15.6 Miles	$11,667,400
Two-way Cycletrack Crossing Connector	6 Ct	$552,000
Pedestrian Hybrid Beacon (PHB)	13 Ct	$5,148,000
Protected Intersection	5 Ct	$4,950,000
Raised Intersection	3 Ct	$600,000
Median Crossing	2 Ct	$187,000
Rapid Rectangular Flashing Beacons (RRFB)	6 Ct	$582,000
RRFB + Median	13 Ct	$1,859,000
Traffic Circle	40 Ct	$2,000,000
Traffic Diverter	7 Ct	$224,000
Total Cost Estimate	42.7 Miles/95 Ct	$36,667,200

2025 Prioritization Results

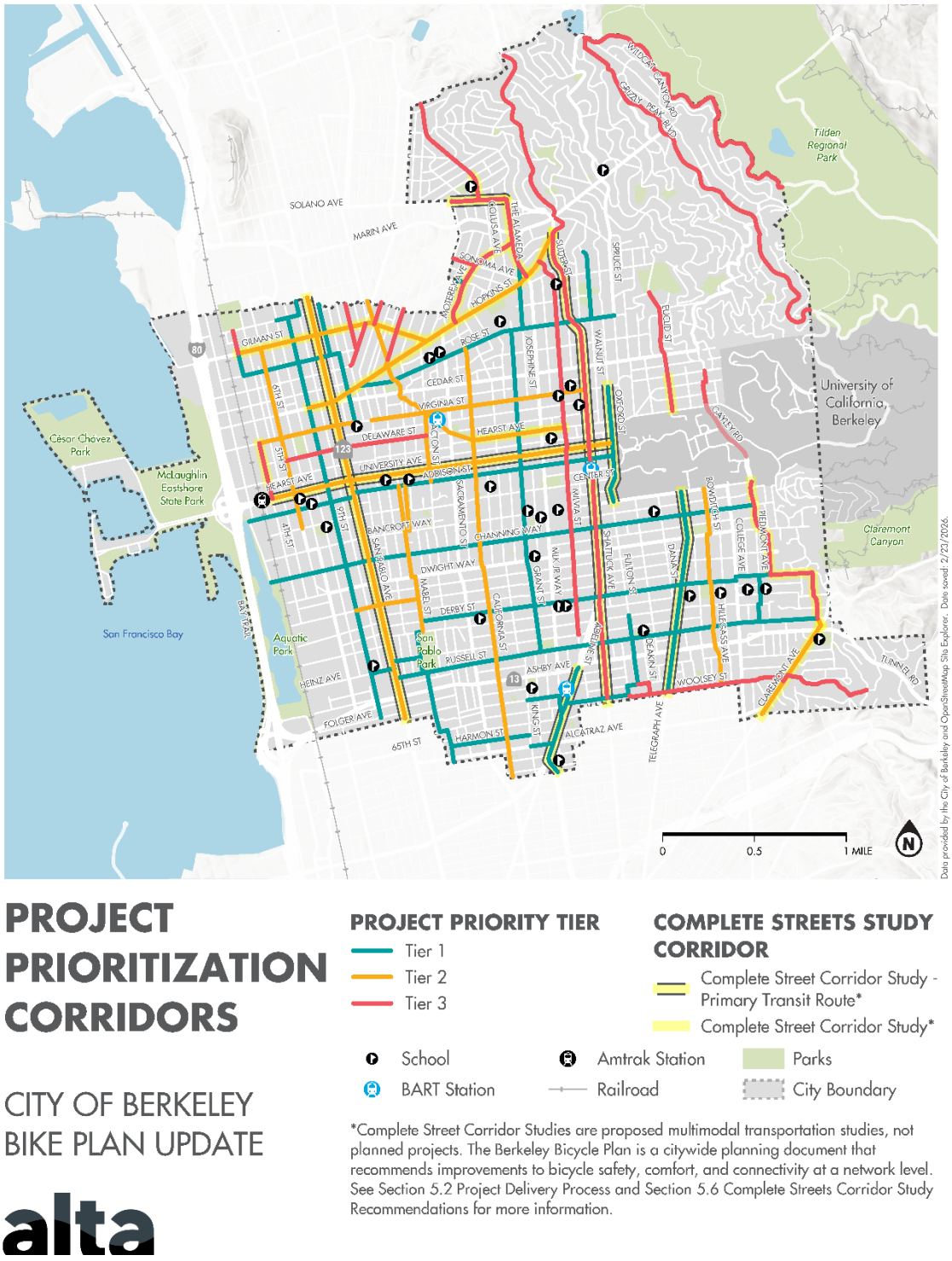

Figure E-1: 2025 Bike Plan Update Corridor Prioritization

2025 Project Tiers

The sections below list each project falling under each prioritization corridor. Several projects are also considered for a Complete Streets Corridor Study. These are indicated in the notes below each table.

Tier 1 Projects

There are 13 Tier 1 corridors, based on evaluation criteria from **Chapter 6: Implementation**. **Table E-3** lists all Tier 1 corridors, projects, and corresponding cost estimates.

Table E-3: Tier 1 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Russell Street Corridor	PHB	Russell St	Sacramento St			$ 396,000
	RRFB_Median	Russell St	Claremont Ave			$ 143,000
	Traffic Circle	Russell St	Hillegass Ave			$ 50,000
	Traffic Circle	Russell St	King St			$ 50,000
	Traffic Circle	Russell St	Regent St			$ 50,000
	PHB	Russell St	Shattuck Ave			$ 396,000
	RRFB_Median	Russell St	Adeline St			$ 143,000
Derby Corridor Improvements	Traffic Circle	Derby St	Regent St			$ 50,000
	2-Way Cycletrack Crossing	Derby St	College Ave			$ 92,000
	PHB	Derby St	Sacramento St			$ 396,000
	PHB	Derby St	Shattuck Ave			$ 396,000
	Traffic Diverter	Derby St	Grant St			$ 32,000
	Class III Bike Route	Piedmont Ave	Russell St		0.26	$ 3,600
	Class III Bike Boulevard	Derby St	Mabel St	Warring St	1.92	$ 143,800
Channing Corridor Improvements	RRFB_Median	Channing Way	6th St			$ 143,000
	PHB	Channing Way	Sacramento St			$ 396,000
	Traffic Circle	Channing Way	7th St			$ 50,000
	Traffic Diverter	Channing Way	San Pablo Ave			$ 32,000

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	Traffic Circle	Channing Way	9th St			$ 50,000
	Traffic Diverter	Channing Way	Curtis St			$ 32,000
	Traffic Circle	Channing Way	Bonar St			$ 50,000
	PHB	Channing Way	San Pablo Ave			$ 396,000
	Class II Upgraded Bike Lane	Channing Way	Milvia St	Piedmont Ave	1.00	$ 275,000
Southwest Berkeley Bike Boulevard	RRFB_Median	Alcatraz Ave	King St			$ 143,000
	PHB	Sacramento St	Harmon St			$ 396,000
	Traffic Circle	Harmon St	Baker St			$ 50,000
	RRFB_Median	California St	Alcatraz Ave			$ 143,000
	Traffic Circle	Mabel St	Carrison St			$ 50,000
	Traffic Circle	Harmon St	Idaho St			$ 50,000
	Traffic Circle	Mabel St	67th St			$ 50,000
	RRFB	Idaho St	Alcatraz Ave			$ 97,000
	Class III Bike Boulevard	65th St	Vallejo St	Idaho St	0.38	$ 28,500
	Class III Bike Boulevard	63rd St - Harmon St - Idaho St - 66th St - Mabel St - Ward St	Sacramento St	Mabel St	1.50	$ 112,500
	Class III Bike Boulevard	Prince St - MLK Jr Way	King St	Adeline St	0.27	$ 20,400
	Class II Upgraded Bike Lane	Alcatraz Ave	King St	Adeline St	0.12	$ 33,600
Addison Corridor Improvements	Traffic Circle	Addison St	5th St			$ 50,000
	Traffic Circle	Addison St	Seventh St			$ 50,000
	2-Way Cycletrack Crossing	Addison St	San Pablo Ave			$ 92,000
	Median Crosing	Addison St	10th St			$ 46,000
	RRFB_Median	Addison St	6th St			$ 143,000

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	PHB	Addison St	Sacramento St			$ 396,000
	Class I Bike Path	Addison St	Curtis St	Browning St	0.06	$ 310,900
	Class III Bike Boulevard	Addison St	Oxford St	Milvia St	0.26	$ 19,500
	Class III Bike Boulevard	Addison St	Sacramento St	Browning St	0.36	$ 26,900
	Class III Bike Boulevard	Addison St	Curtis St	San Pablo Ave	0.13	$ 9,800
	Class III Bike Boulevard	Addison St	Bolivar Dr	San Pablo Ave	0.59	$ 43,900
San Pablo Parallel Routes	Traffic Circle	Virginia St	8th St			$ 50,000
	PHB	San Pablo Ave	Camelia St			$ 396,000
	Raised Intersection	Emeryville Greenway	Folger Ave			$ 200,000
	RRFB	Gilman St	Kains Ave			$ 97,000
	Traffic Circle	Harrison St	8th St			$ 50,000
	Traffic Circle	Harrison St	9th St			$ 50,000
	Traffic Circle	Page St	9th St			$ 50,000
	Traffic Diverter	Jones St	9th St			$ 32,000
	Traffic Circle	Camelia St	Kains Ave			$ 50,000
	Traffic Circle	Camelia St	Stannage Ave			$ 50,000
	Traffic Circle	Virginia St	Stannage Ave			$ 50,000
	Traffic Circle	Virginia St	9th St			$ 50,000
	Traffic Circle	Virginia St	10th St			$ 50,000
	RRFB	Cedar St	Stannage Ave			$ 97,000
	RRFB	Stannage Ave	Hopkins St			$ 97,000
	RRFB + Median	Cedar St	9th St			$ 143,000
	Traffic Circle	Grayson St	9th St			$ 50,000
	Class III Bike Boulevard	Kains Ave	Northern City Limits	Camilia St	0.28	$ 21,300
	Class III Bike Boulevard	Harrison St - 10th St	8th St	Northern City Limits	0.20	$ 15,200
	Class III Bike Boulevard	Stannage Ave -	Harrison St	Virginia St	0.86	$ 64,600

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
		Camelia St - 9th St				
Rose Street Corridor Improvements	RRFB + Median	Rose St	Milvia St			$ 143,000
	Traffic Diverter	Rose St	Chestnut St			$ 32,000
	Traffic Circle	Rose St	California St			$ 50,000
	Traffic Circle	Rose St	Walnut St			$ 50,000
	Class III Bike Boulevard	Rose St	Hopkins St	Spruce St	1.46	$ 109,400
	Class III Bike Boulevard	Walnut St	Rose St	Shattuck Ave	0.37	$ 27,800
Adeline Corridor	Class IV Cycletrack	Adeline St	Ashby Ave	Southern City Limits	0.61	$ 454,900
Heinz Ave Corridor Improvements	2-Way Cycletrack Crossing	Heinz Ave/Russell St	San Pablo Ave			$ 92,000
	Traffic Circle	Heinz Ave	9th St			$ 50,000
Woolsey-Fulton Bike Boulevard	RRFB + Median	Woolsey St	Adeline St			$ 143,000
	Traffic Circle	Oregon St	Fulton St			$ 50,000
	Traffic Circle	Prince St	Wheeler St			$ 50,000
	PHB	Martin Luther King Jr Way	Prince St			$ 396,000
	RRFB	Woolsey St	Shattuck Ave			$ 97,000
	Class III Bike Boulevard	Fulton St - Prince St - Wheeler St - Woolsey St	Stuart St	Adeline St	0.83	$ 62,300
Grant Street Corridor Improvements	RRFB + Median	Grant St	Dwight Way			$ 143,000
	Median Crossing	Grant St	Cedar St			$ 141,000
	Class III Bike Boulevard	Grant St	Rose St	Russell St	1.75	$ 131,400
	Class III Bike Route	Josephine St	Rose St	The Alameda	0.35	$ 4,700
Telegraph Corridor	Protected Intersection	Channing Way	Telegraph Ave			$ 990,000
	Class IV Cycletrack	Telegraph Ave	Bancroft Way	Woolsey St	1.09	$ 816,500

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Oxford Street Corridor Improvements	Class IV Cycletrack	Oxford St	Virginia St	Bancroft Way	0.63	$ 472,000
	Protected Intersection	Oxford St	Hearst Ave			$ 990,000
	Protected Intersection	Arch St/Le Conte Ave	Hearst Ave			$ 990,000

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. These recommendations require further project-specific planning, data collection, analysis, and engineering before being approved for implementation. For further information, see Section 5.2 Project Delivery Process.

Tier 2 Projects

There are 11 Tier 2 corridors, based on evaluation criteria from **Chapter 6: Implementation**. **Table E-4** lists all Tier 2 corridors, projects, and corresponding cost estimates.

Table E-4: Tier 2 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Hopkins Street Corridor Improvements	Class IV Cycletrack	Hopkins St - Cedar St	Sutter St	9th St	1.67	$ 1,245,800
Sixth Street Corridor	Class II Upgraded Bike Lane	6th St	Gilman St	Allston Way	1.00	$ 275,000
University Ave Corridor Improvements	Class IV Cycletrack	University Ave	Oxford St	4th St	1.86	$ 1,392,800
Mabel-Bonar Corridor	2-Way Cycletrack Crossing	Bonar St	Dwight Way			$ 92,000
	Traffic Circle	Parker St	9th St			$ 50,000
	Class I Bike Path	Between Bonar St & West St	Addison St	Bancroft Way	0.25	$ 1,350,600
	Class III Bike Boulevard	Bonar St - Mabel St	Addison St	Ward St	0.82	$ 61,500
	Class III Bike Boulevard	Parker St	Mabel St	Ninth St	0.34	$ 25,800
San Pablo Ave Corridor	Class IV Cycletrack	San Pablo Ave	Northern City Limits	Southern City Limits	2.35	$ 1,752,600
Bowditch/Hillegas	2-Way Cycletrack Crossing	Hillegas Ave/Bowditch St	Dwight Way			$ 92,000
	Traffic Diverter	Hillegass Ave	Derby St			$ 32,000
	Traffic Circle	Channing Way	Bowditch St			$ 50,000
California Street Improvements	Traffic Circle	California St	Blake St			$ 50,000
	Traffic Circle	California St	Channing Wy			$ 50,000
	PHB	California St	Ashby Ave			$ 396,000
	RRFB + Median	California St	Dwight St			$ 143,000
	Traffic Circle	California St	Bancroft Way			$ 50,000

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	Class III Bike Boulevard	California St	Southern City Limits	Russell St	0.64	$ 48,000
Virginia Corridor Intersection Improvements	PHB	Virginia St	Shattuck Ave			$ 396,000
	Traffic Circle	Virginia St	Chestnut Wy			$ 50,000
	Traffic Circle	Virginia St	Curtis St			$ 50,000
	PHB	Virginia St	MLK Jr Way			$ 396,000
Gilman Corridor Improvements	Class IV Cycletrack	Gilman St	4th St	Hopkins St	1.06	$ 793,200
	Class III Bike Boulevard	Camelia St	9th St	4th St	0.31	$ 22,900
Ohlone Corridor Improvements	2-Way Cycletrack Crossing	Ohlone Greenway	Rose St			$ 92,000
	RRFB	Ohlone Greenway	Santa Fe Ave			$ 97,000
	RRFB + Median	Ohlone Greenway	Cedar St			$ 143,000
	Raised Intersection	Ohlone Greenway	Paralta Ave			$ 200,000
	Class I Bike Path	Ohlone Greenway	Hopkins St	Virginia St	0.36	$ 1,944,000
	Class III Bike Boulevard	Acton St	Virginia St	Addison St	0.38	$ 28,500
	Class IV Cycletrack	Hearst Ave	California St	Arch St/Le Conte Ave	0.50	$ 374,300
	Class I Bike Path	Ohlone Greenway	Virginia Gardens	Santa Fe Ave	0.64	$ 3,442,900
	Class IV Cycletrack	Virginia St	Sacramento St	Acton St	0.13	$ 97,100
	Class IV Cycletrack	Peralta Ave	Hopkins St	Ohlone Greenway	0.05	$ 37,400
Claremont Corridor	Class IV Cycletrack	Claremont Ave	Russel St	Southern City Limits	0.62	$ 462,700

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Tier 3 Projects

There are 13 Tier 3 corridors, based on evaluation criteria from **Chapter 6: Implementation**. **Table E-5** lists all Tier 3 corridors, projects, and corresponding cost estimates.

Table E-5: Tier 3 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Milvia Corridor	Traffic Circle	Milvia St	Oregon St			$ 50,000
	Traffic Circle	Milvia St	Parker St			$ 50,000
	RRFB + Median	Milvia St	Hopkins St			$ 143,000
	Traffic Circle	Derby St	Milvia St			$ 50,000
Shattuck Corridor Improvements	Protected Intersection	Channing Way	Shattuck Ave			$ 990,000
	Protected Intersection	Hearst Ave	Shattuck Ave			$ 990,000
	Class IV Cycletrack	Shattuck Ave - Henry St - Sutter St	Woolsey St	El Dorado Ave	2.57	$ 1,921,000
Piedmont Corridor Improvements	Class IV Cycletrack	Piedmont Ave - Warring St - Derby St - Claremont	Russell St	Bancroft Way	1.02	$ 761,500
Santa Fe Corridor Improvements	Class III Bike Route	Santa Fe Ave - Talbot Ave	Page St	City Limits - North	0.35	$ 4,800
	Class III Bike Route	Santa Fe Ave	Camelia St	City Limits - North	0.14	$ 1,900
	Class III Bike Route	Peralta Ave	Hopkins St	City Limits - North	0.29	$ 3,900
	Class III Bike Route	Curtis St	Gilman St	City Limits - North	0.12	$ 1,600
	Class III Bike Route	Sonoma Ave	City Limits	Monterey Ave	0.12	$ 1,700
	Class III Bike Route	Fourth St	Harrison St	Gilman St	0.13	$ 1,700
	Class II Bike Lane	Posen Ave	Monterey Ave	City Limits	0.03	$ 4,900
Woolsey Corridor Improvements	Traffic Circle	Woolsey St	Dana St		0.13	$ 50,000
	Traffic Circle	Fulton St	Deakin St			$ 50,000
	Class III Bike Route	Woolsey St, The Uplands	Eton Ave	El Camino Real	0.69	$ 9,300
	Class III Bike Boulevard	Woolsey Ave	Wheeler St	Hillegass Ave	0.51	$ 38,300

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	Class III Bike Boulevard	Prince St - Deakin St	Fulton St	Woolsey St	0.12	$ 9,000
Delaware Corridor Improvements	Raised Intersection	Delaware St	West St			$ 200,000
	Traffic Diverter	Delaware St	9th St			$ 32,000
	Class II Bike Lane	Delaware St	6th St	9th St	0.18	$ 25,200
Grizzly Peak Corridor Improvements	Class III Bike Route	Grizzly Peak Blvd	Spruce St	City Limits - East	2.30	$ 31,000
	Class III Bike Route	Wildcat Canyon Rd	Spruce St	City Limits - East	1.81	$ 24,600
	Class III Bike Route	Arlington Ave	The Circle	City Limits - North	1.03	$ 13,900
	Class III Bike Route	Del Norte St	The Circle	Sutter St	0.13	$ 1,700
Euclid Corridor Improvements	Class III Bike Route	Euclid Ave	Bayview Pl	Virginia St	0.48	$ 6,500
	Class II Bike Lane	Euclid Ave	Virginia St	Hearst Ave	0.19	$ 26,500
Northbrae Corridor Improvements	Class IV Cycletrack	Solano Ave	Western City Limits	Northbrae Tunnel	0.30	$ 223,500
	Class IV Cycletrack	The Alameda	Hopkins St	Solano Ave	0.44	$ 328,500
	Class IV Cycletrack	Colusa Ave	Solano Ave	Tacoma Ave	0.13	$ 97,100
Monterey Ave Corridor	Class IV Cycletrack	Monterey Ave	Hopkins St	The Alameda	0.58	$ 436,500
Fourth St Corridor Improvements	Class II Bike Lane	4th St	Virginia St	Hearst St	0.21	$ 29,400
Gayley Rd Corridor	Class III Bike Route	Gayley Rd	Hearst Ave	Piedmont Ave	0.56	$ 7,600

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2025 Prioritization Criteria Detail

This section explains how the scoring criteria were applied to each project. All scoring was done in GIS. Due to geospatial differences, slightly different methods were used to apply the criteria depending on whether a project was a point (an intersection improvement) or a line (a corridor improvement).

Safety – Collisions

Safety scoring was based on the High Injury Streets map from the 2019 Berkeley Vision Zero Action Plan. This map represents the 16% of city streets where 91% of Berkeley's severe and fatal injuries occur.

With a maximum of 20 points, the Alta team scored projects be for their proximity to High Injury Streets:

- Projects on High Injury Streets: 20 points
- Projects within 500 feet of High Injury Streets: 10 points
- Projects more than 500 feet from High Injury Streets: 0 points

By applying a proximity scoring approach, bicycle boulevard projects (or other low-stress projects) in close proximity will still receive a partial score—denoting their capacity to improve safety outcomes by offering alternative routes to people on bicycles.

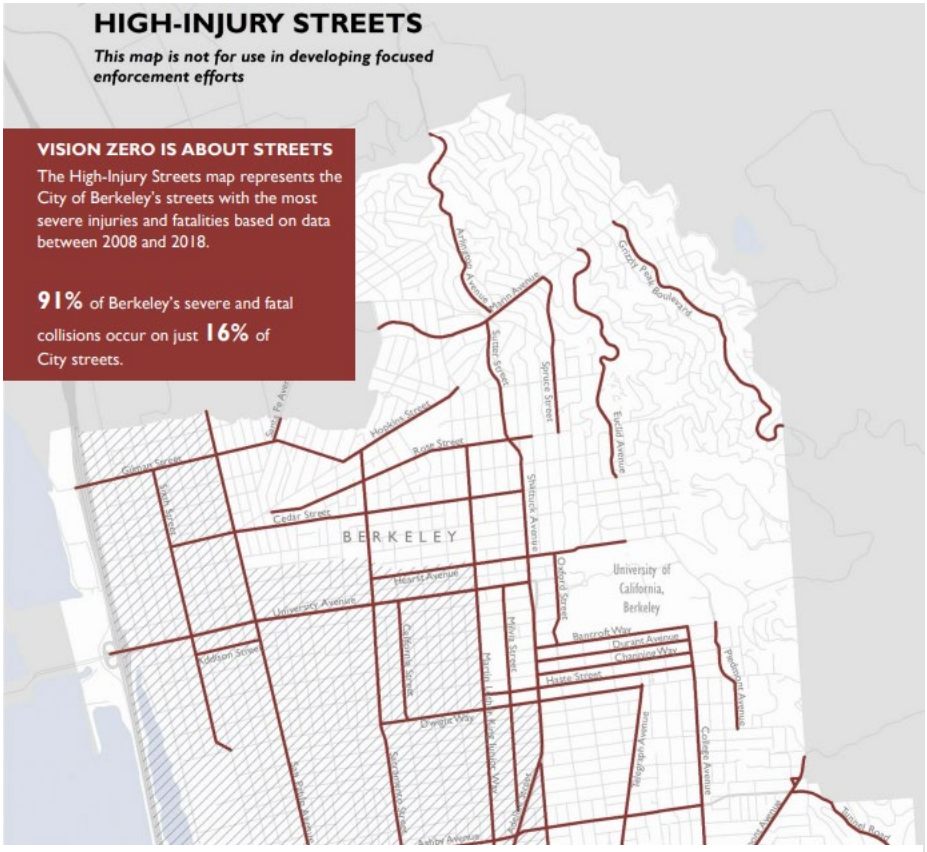

Figure 2: High Injury Street map from 2019 Vision Zero Action Plan

Safety – LTS

The Safety – LTS criterion aims to capture how much a project would improve safety and comfort for people walking and biking. The scoring represents change in Level of Traffic Stress (LTS), associated with the *perceived* level of safety by most roadway users. Points were awarded at increments of 5 for the degree to which projects improve upon the 2025 Existing Conditions Network. The following points were given to corridor projects:

- A standard bike lane upgraded to a buffered bike lane: 5 points
- A standard bike lane upgraded to a Class IV separated bikeway: 10 points
- A bike route upgraded to a bicycle boulevard: 15 points

Intersection scoring was informed by the LTS designations for intersection crossing improvements, shown in Table 6: Intersection Crossing treatments for the Low-Stress Network. Source: 2025 Bicycle Boulevard Design Guide Update. Points were awarded at increments of 5 for the degree to which projects improve upon the 2025 Existing Conditions Network. The following points were given to intersection projects:

- Traffic Circle: 5 points
- Rectangular Rapid Flashing Beacon (RRFB): 5 points
- Traffic Diverter: 10 points
- Cycletrack Crossing: 10 points
- Raised Intersection: 10 points
- Rectangular Rapid Flashing Beacon (RRFB) with median: 15 points
- Rectangular Rapid Flashing Beacon (RRFB) with raised crossing: 15 points
- Protected Intersection: 15 points
- Pedestrian Hybrid Beacon: 15 points

Table 6: Intersection Crossing treatments for the Low-Stress Network. Source: 2025 Bicycle Boulevard Design Guide Update

CROSSING TREATMENT	TRAFFIC VOLUMES (ADT)[1] VERY LOW	LOW		MEDIUM		HIGH	
Cross Street	Up to 3 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
Marked Crossing	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
All-way STOP[2]	LTS 1	LTS 1	LTS 2	LTS 2			
Median Refuge Island[3]	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
Median with RRFB[3]	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
Pedestrian Hybrid Beacon (PHB)[4]	X	X	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
Traffic Signal	X	X	X	LTS 1	LTS 1	LTS 1	LTS 1

1: Very Low: 0-1,500; Low: 1,501-5,000; Medium: 5,001-12,500; High: >12,500
2: Requires meeting a CA MUTCD STOP warrant before implementation
3: Minimum 6-foot-wide median to meet LTS benefit
4: Subject to successful warrant analysis

Definitions:

X: No additional benefit

Black: Not advisable or not applicable

LTS: Level of Traffic Stress, with LTS 1 or 2 ideal for low-stress crossings.
See the "Low-Stress Bicycling and Network Connectivity" study at
https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity
for detailed discussion of LTS.

Community Support – project identification

A scale of up to 10 points was awarded for projects identified during outreach activities in 2022. Projects were scored according to the density of public comments on the project corridor or intersection. Specifically, the project team used the following equation to convert the comment density value of a project to points:

Scaled Score (of up to 10 points) = $(\frac{Comment\ density\ associated\ with\ Project}{Maximum\ comment\ density}) * 10$

The figure below shows the density of comments during 2022 outreach.

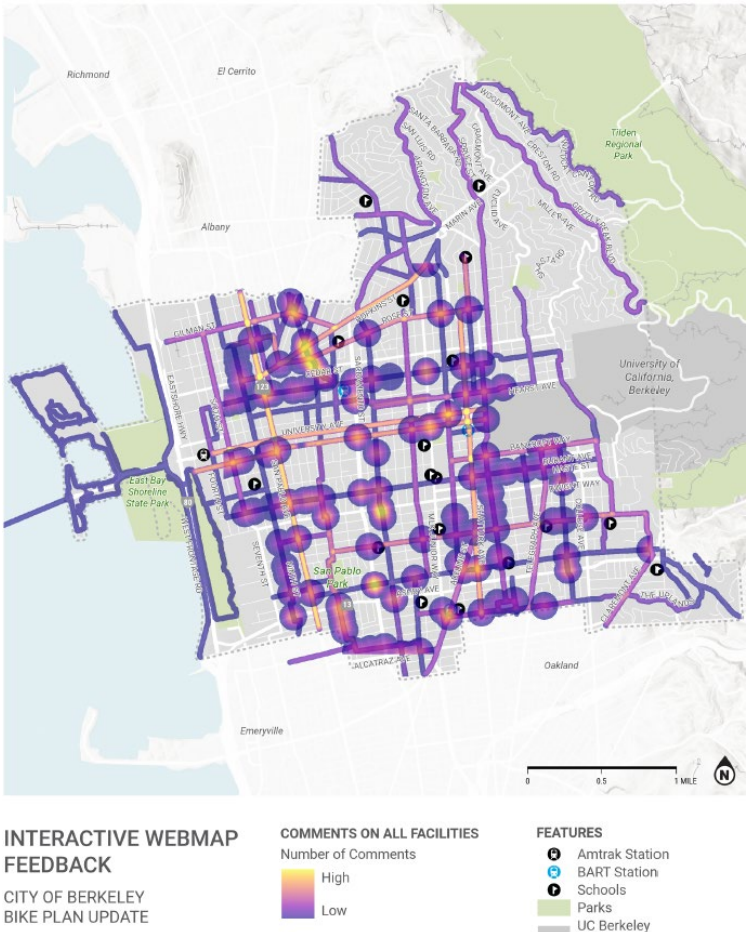

Figure 3: 2022 outreach comment density map

Community Support – project prioritization

Applying a second criterion for community support will allow scoring not just where residents have identified areas of focus (2022 outreach), but also explicit support for proposed projects (2025 outreach). A scale of up to 20 points was awarded for projects that received community support during 2025 outreach activities. Points were scored based on the number of instances a project appeared on the comment matrix for 2025 outreach. Specifically, the project team used the following equation to convert the comment density value of a project to points:

Scaled Score (of up to 20 points) = $\left(\frac{Project\ Instances}{Maximum\ Project\ Instances}\right) * 20$

Equity

The Metropolitan Planning Commission Plan Bay Area 2050 identified areas that are or have been historically underserved, referred to as Equity Priority Communities(**Error! Reference source not found.**).[1] A scale of 20 points was awarded to projects for their proximity to, or location within, an Equity Priority Community:

- 20 points to a project fully within an Equity Priority Community. (Projects within 50ft of the boundary of an Equity Priority Community were considered fully within. Corridor projects received full points if more than 60% of the corridor's extent was fully within.)
- 10 points to a project partially within an Equity Priority Community (i.e., corridor projects with less than 60% of the corridor extent located in an Equity Priority Community).
- 5 points to a project within 1,000 feet of an Equity Priority Community (about 2 blocks).
- 0 points to projects outside of 1,000 feet from an Equity Priority Community.

[1] Equity Priority Communities (2025) Metropolitan Planning Commission. https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

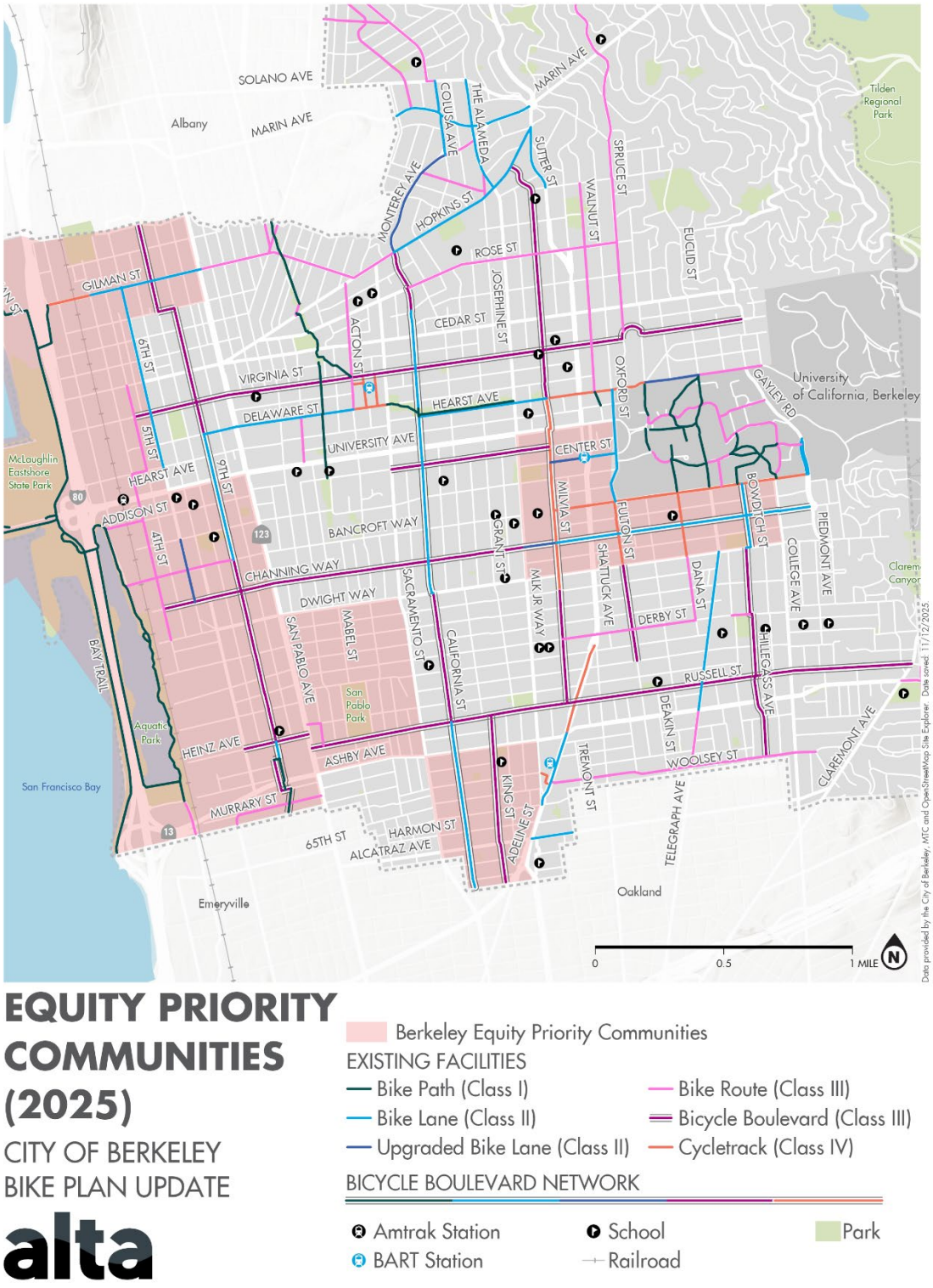

Figure 4: MTC's current Equity Priority Community designations in Berkeley

Safe Routes to Schools

A scale of 10 points was awarded for student access to schools via low-stress routes. Community feedback included a request to prioritize middle school students, as they are the population most likely to bike alone to school without parents. The following points were awarded to projects:

- 10 points – Project located within 500 feet of a middle school campus
- 5 points – Project located within 500 feet of an elementary school or high school campus

Feasibility

5 points were reserved for the engineering judgment of Berkeley City staff, determining which projects are likely to have significant engineering or political challenges. The point scale for the feasibility criterion was:

- 5 points – Low cost and minimal trade-offs required (projects achieved through lane narrowing, traffic calming, and other community-supported implementation means)
- 0 points – Class I, Class IV, and projects requiring a road diet
- -5 points – Projects requiring substantial parking removal (more than eight parking stalls per block)