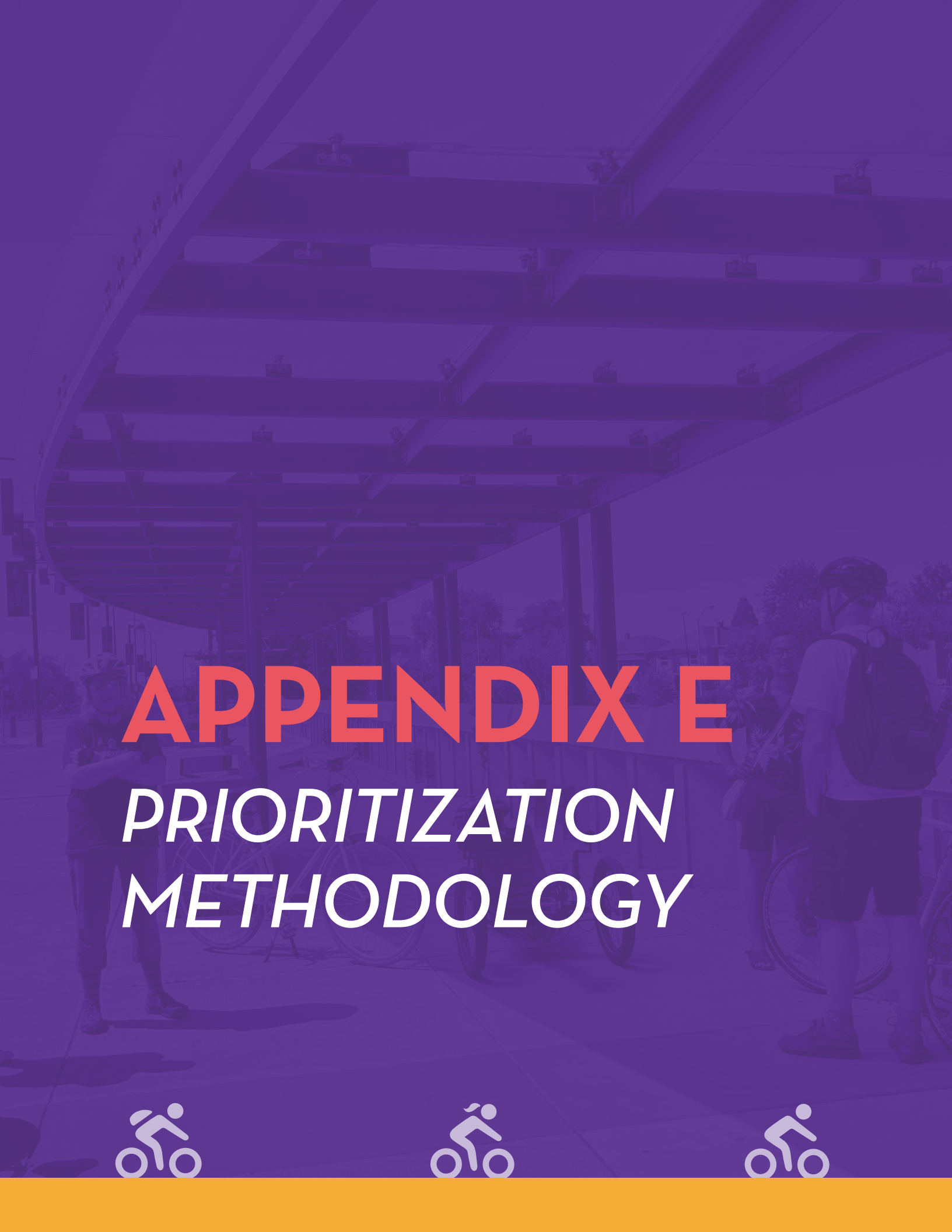

APPENDIX E

PRIORITIZATION METHODOLOGY

MEMORANDUM

To: Eric Anderson, City of Berkeley

Dani Dynes, City of Berkeley

From: Christopher Kidd, Alta Planning + Design

Date: July 28, 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, breaking down into three sections:

1. **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.
2. **2025 Project Prioritization Criteria** – this section details the criteria used for project prioritization.
3. **2017 Project Prioritization Criteria** – this section details criteria used during the 2017 Bike Plan for the purpose of comparison.

Cost Estimates will be completed following the publication of the Draft Plan.

Project Prioritization

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 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.

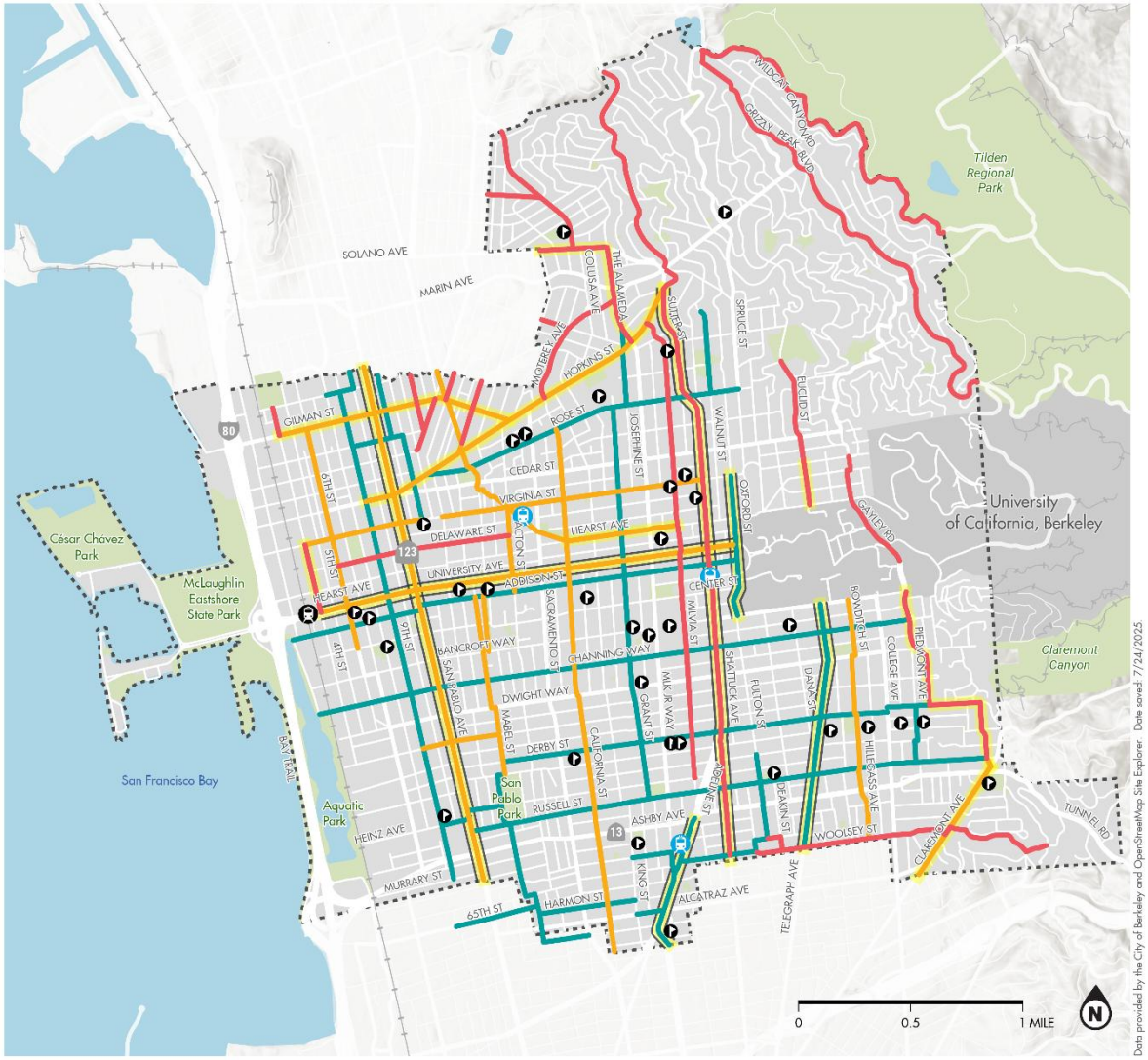
- Split the “Community Support” criteria into two categories: one for 2022 engagement and one for 2025 engagement.
- Update “Equity” scoring to use new Metropolitan Transportation Commission (MTC) Equity Priority Community designations.
- Add a new criterion for “Safe Routes to Schools”.
- Add a new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

Additional information on 2017 plan prioritization criteria can be found in Appendix A.

2025 Prioritization Results



PROJECT PRIORITIZATION CORRIDORS

CITY OF BERKELEY
BIKE PLAN UPDATE

alta

PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3

COMPLETE STREETS STUDY CORRIDOR

- Complete Street Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

- School
- BART Station
- Amtrak Station
- Railroad
- Parks
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.

Table 1: Tier 1 Projects

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Derby Street	Traffic Circle	Derby St	Regent St	--	--	--
	Cycletrack Crossing	Derby St	College Ave	--	--	--
	PHB	Derby St	Sacramento St	--	--	--
	PHB	Derby St	Shattuck Ave	--	--	--
	Traffic Diverter	Derby St	Grant St	--	--	--
	Class III Bike Route	Piedmont Ave	Russell St	Derby St	0.26	--
	Class III Bike Boulevard	Derby St	Mabel St	Warring St	1.92	--
Russell Street	PHB	Russell St	Sacramento St	--	--	--
	RRFB + Median	Russell St	Claremont Ave	--	--	--
	Traffic Circle	Russell St	Hillegass Ave	--	--	--
	Traffic Circle	Russell St	King St	--	--	--
	Traffic Circle	Russell St	Regent St	--	--	--
	PHB	Russell St	Shattuck Ave	--	--	--
	RRFB + Median	Russell St	Adeline St	--	--	--
Channing Way	RRFB + Median	Channing Way	6th St	--	--	--
	PHB	Channing Way	Sacramento St	--	--	--
	Traffic Circle	Channing Way	7th St	--	--	--
	Traffic Diverter	Channing Way	San Pablo Ave	--	--	--
	Traffic Circle	Channing Way	9th St	--	--	--
	Traffic Diverter	Channing Way	Curtis St	--	--	--
	Traffic Circle	Channing Way	Bonar St	--	--	--
	PHB	Channing Way	San Pablo Ave	--	--	--
	Class II Upgraded Bike Lane	Channing Way	Milvia St	Piedmont Ave	1.00	--
San Pablo Avenue Parallel Routes	Traffic Circle	8th St	Virginia St	--	--	--
	PHB	San Pablo Ave	Camelia St	--	--	--
	Raised Intersection	Emeryville Greenway	Folger Ave	--	--	--
	RRFB	Kains Ave	Gilman St	--	--	--
	Traffic Circle	8th St	Harrison St	--	--	--
	Traffic Circle	9th St	Harrison St	--	--	--
	Traffic Circle	9th St	Page St	--	--	--
	Traffic Diverter	9th St	Jones St	--	--	--
	Traffic Circle	Kains Ave	Camelia St	--	--	--
	Traffic Circle	Stannage Ave	Camelia St	--	--	--
	Traffic Circle	Stannage Ave	Virginia St	--	--	--
	Traffic Circle	9th St	Virginia St	--	--	--
	Traffic Circle	10th St	Virginia St	--	--	--

	RRFB	Stannage Ave	Cedar St	--	--	--
	RRFB	Stannage Ave	Hopkins St	--	--	--
	RRFB + Median	9th St	Cedar St	--	--	--
	Traffic Circle	9th St	Grayson St	--	--	--
	Traffic Circle	9th St	Heinz Ave			
	Class III Bike Boulevard	Kains Ave	Northern City Limits	Camilia St	0.28	--
	Class III Bike Boulevard	Harrison St - 10th St	8th St	Northern City Limits	0.20	--
	Class III Bike Boulevard	Stannage Ave - Camelia St - 9th St	Harrison St	Virginia St	0.86	--
Heinz Avenue	Cycletrack Crossing	San Pablo Ave	Heinz Ave/Russell St	--	--	--
	Class IV Cycletrack*	9th St	Heinz Ave	9th St Greenway	0.05	
Southwest Berkeley Bike Boulevard	RRFB + Median	Alcatraz Ave	King St	--	--	--
	PHB	Harmon St	Sacramento St	--	--	--
	Traffic Circle	Harmon St	Baker St	--	--	--
	RRFB + Median	Alcatraz Ave	California St	--	--	--
	Traffic Circle	Carrison St	Mabel St	--	--	--
	Traffic Circle	Harmon St	Idaho St	--	--	--
	Traffic Circle	67th St	Mabel St	--	--	--
	RRFB	Alcatraz Ave	Idaho St	--	--	--
	Class III Bike Boulevard	65th St	Vallejo St	Idaho St	0.38	--
	Class III Bike Boulevard	Harmon St - Idaho St - 66th St - Mabel St	Ward St	King St	1.50	--
	Class III Bike Boulevard	Prince St	King St	MLK Jr Way	0.27	--
	Class II Upgraded Bike Lane	Alcatraz Ave	King St	Adeline St	0.12	--
Addison Street	Traffic Circle	Addison St	5th St	--	--	--
	Traffic Circle	Addison St	Seventh St	--	--	--
	Cycletrack Crossing	Addison St	San Pablo Ave	--	--	--
	Median Crossing	Addison St	10th St	--	--	--
	RRFB + Median	Addison St	6th St	--	--	--
	PHB	Addison St	Sacramento St	--	--	--
	Class I Bike Path	Addison St	Curtis St	Browning St	0.06	--
	Class III Bike Boulevard	Addison St	Oxford St	Milvia St	0.26	--
	Class III Bike Boulevard	Addison St	Sacramento St	Browning St	0.36	--
	Class III Bike Boulevard	Addison St	Curtis St	San Pablo Ave	0.13	--
	Class III Bike Boulevard	Addison St	Bolivar Dr	San Pablo Ave	0.59	--

Woolsey-Fulton Bike Boulevard	RRFB + Median	Woolsey St	Adeline St	--	--	--
	Traffic Circle	Fulton St	Oregon St	--	--	--
	Traffic Circle	Wheeler St	Prince St	--	--	--
	PHB	Martin Luther King Jr Way	Prince St	--	--	--
	RRFB	Shattuck Ave	Woolsey St	--	--	--
	Class III Bike Boulevard	Fulton St - Prince St - Wheeler St - Woolsey St	Stuart St	Adeline St	0.83	--
Grant Street	RRFB + Median	Grant St	Dwight Way	--	--	--
	Median Crossing	Grant St	Cedar St	--	--	--
	Class III Bike Boulevard	Grant St	Rose St	Russell St	1.75	--
	Class III Bike Route	Josephine St	Rose St	The Alameda	0.35	--
Rose Street	RRFB + Median	Rose St	Milvia St	--	--	--
	Traffic Diverter	Rose St	Chestnut St	--	--	--
	Traffic Circle	Rose St	California St	--	--	--
	Traffic Circle	Rose St	Walnut St	--	--	--
	Class III Bike Boulevard	Rose St	Hopkins St	Spruce St	1.46	--
	Class III Bike Boulevard	Walnut St	Rose St	Shattuck Ave	0.37	--
Adeline Street	Class IV Cycletrack*	Adeline St	Ashby Ave	Southern City Limits	0.61	--
Telegraph Avenue	Protected Intersection	Telegraph Ave	Channing Way	--	--	--
	Class IV Cycletrack*	Telegraph Ave	Bancroft Way	Woolsey St	1.09	--
Oxford Street	Protected Intersection	Hearst Ave	Oxford St	--	0.00	--
	Protected Intersection	Hearst Ave	Arch St/Le Conte Ave	--	0.00	--
	Class IV Cycletrack*	Oxford St	Virginia St	Bancroft Way	0.63	--

* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, public process, and coordination with all affected State, County, and local transit agencies.

Table 2: Tier 2 Projects

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Hopkins Street	Class IV Cycletrack*	Hopkins St - Cedar St	Sutter St	9th St	--	--
Sixth Street	Class II Upgraded Bike Lane	6th St	--	--	1.00	--
Mabel Street, Bonar Street	Cycletrack Crossing	Bonar St	Dwight Way	--	--	--
	Traffic Circle	Parker St	9th St	--	--	--
	Class I Bike Path	Between Bonar St & West St	Addison St	Bancroft Way	0.25	--
	Class III Bike Boulevard	Bonar St - Mabel St	Addison St	Ward St	0.82	--
	Class III Bike Boulevard	Parker St	Mabel St	Ninth St	0.34	--
San Pablo Avenue	Class IV Cycletrack*	San Pablo Ave	Northern City Limits	Southern City Limits	2.35	--
University Avenue	Class IV Cycletrack*	University Ave	Oxford St	4th St	1.86	--
Bowditch Street, Hillegas Avenue	Cycletrack Crossing	Hillegas Ave/Bowditch St	Dwight Way	--	--	--
	Traffic Diverter	Hillegass Ave	Derby St	--	--	--
	Traffic Circle	Bowditch St	Channing Way	--	--	--
California Street	Traffic Circle	California St	Blake St	--	--	--
	Traffic Circle	California St	Channing Wy	--	--	--
	PHB	California St	Ashby Ave	--	--	--
	RRFB + Median	California St	Dwight St	--	--	--
	Traffic Circle	California St	Bancroft Way	--	--	--
	Class III Bike Boulevard	California St	Southern City Limits	Russell St	0.64	--
Virginia Street	PHB	Virginia St	Shattuck Ave	--	--	--
	Traffic Circle	Virginia St	Chestnut Wy	--	--	--
	Traffic Circle	Virginia St	Curtis St	--	--	--
	PHB	Virginia St	MLK Jr Way	--	--	--
Ohlone Greenway	Cycletrack Crossing	Ohlone Greenway	Rose St	--	--	--
	RRFB	Ohlone Greenway	Santa Fe Ave	--	--	--
	RRFB + Median	Ohlone Greenway	Cedar St	--	--	--
	Raised Intersection	Ohlone Greenway	Peralta Ave	--	--	--
	Class IV Cycletrack	Peralta Ave	Ohlone Greenway	Hopkins St	0.05	

	Class I Bike Path	Ohlone Greenway	Hopkins St	Virginia St	0.36	--
	Class III Bike Boulevard	Acton St	Virginia St	Addison St	0.38	--
	Class IV Cycletrack*	Hearst Ave	California St	Arch St/Le Conte Ave	0.50	--
	Class I Bike Path	Ohlone Greenway	Virginia Gardens	Santa Fe Ave	0.64	--
	Class IV Cycletrack*	Virginia St	Sacramento St	Acton St	0.13	--
Gilman Street	Class IV Cycletrack*	Gilman St	4th St	Hopkins St	1.06	--
Claremont Avenue	Class IV Cycletrack*	Claremont Ave	Russel St	Southern City Limits	0.62	--

* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, public process, and coordination with all affected State, County, and local transit agencies.

Table 3: Tier 3 Projects

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Milvia Street	Traffic Circle	Milvia St	Oregon St	--	--	--
	Traffic Circle	Milvia St	Parker St	--	--	--
	RRFB + Median	Milvia St	Hopkins St	--	--	--
	Traffic Circle	Milvia St	Derby St	--	--	--
Shattuck Avenue, Henry Street, Sutter Street	Protected Intersection	Shattuck Ave	Channing Way	--	0.00	--
	Protected Intersection	Shattuck Ave	Hearst Ave	--	0.00	--
	Class IV Cycletrack*	Shattuck Ave - Henry St - Sutter St	Woolsey St	El Dorado Ave	2.57	--
Piedmont Avenue, Warring Street, Derby Street, Belrose Avenue, Claremont Blvd	Class IV Cycletrack*	Piedmont Ave - Warring St - Derby St - Claremont	Russell St	Bancroft Way	1.02	--
Woolsey Street, The Uplands	Traffic Circle	Woolsey St	Dana St	--	0.00	--
	Traffic Circle	Deakin St	Fulton St	--	0.00	--
	Class III Bike Route	Woolsey St, The Uplands	Eton Ave	El Camino Real	0.69	--
	Class III Bike Boulevard	Woolsey Ave	Wheeler St	Hillegass Ave	0.51	--
	Class III Bike Boulevard	Prince St - Deakin St	Fulton St	Woolsey St	0.12	--
Santa Fe Street & Other Bike Routes to Albany	Class III Bike Route	Santa Fe Ave - Talbot Ave	Page St	City Limits - North	0.35	--
	Class III Bike Route	Santa Fe Ave	Camelia St	City Limits - North	0.14	--
	Class III Bike Route	Peralta Ave	Hopkins St	City Limits - North	0.29	--
	Class III Bike Route	Curtis St	Gilman St	City Limits - North	0.12	--
	Class III Bike Route	Sonoma Ave	City Limits	Monterey Ave	0.13	--
	Class III Bike Route	Fourth St	Harrison St	Gilman St	0.13	--
Delaware Street	Raised Intersection	Delaware St	West St	--	0.00	--
	Traffic Diverter	Delaware St	9th St	--	0.00	--
	Class II Bike Lane	Delaware St	6th St	9th St	0.18	--
Grizzly Peak Boulevard & Other Berkeley Hills Routes	Class III Bike Route	Grizzly Peak Blvd	Spruce St	City Limits - East	2.29	--
	Class III Bike Route	Wildcat Canyon Rd	Spruce St	City Limits - East	1.81	--
	Class III Bike Route	Arlington Ave	The Circle	City Limits - North	1.03	--

	Class III Bike Route	Portland Ave	City Limits - West	Colusa Ave	0.24	--
	Class III Bike Route	Del Norte St	The Circle	Sutter St	0.13	--
Euclid Avenue	Class III Bike Route	Euclid Ave	Bayview Pl	Virginia St	0.48	--
	Class II Bike Lane*	Euclid Ave	Virginia St	Hearst Ave	0.19	--
Monterey Avenue	Class IV Cycletrack*	Monterey Ave	Hopkins St	The Alameda	0.58	--
Northbrae Corridor	Class IV Cycletrack*	Solano Ave	Western City Limits	Northbrae Tunnel	0.30	--
	Class IV Cycletrack	The Alameda	Hopkins St	Solano Ave	0.44	--
	Class IV Cycletrack	Colusa Ave	Solano Ave	Tacoma Ave	0.13	--
Fourth Street	Class II Bike Lane*	4th St	Virginia St	Hearst St	0.21	--
Gayley Road	Class III Bike Route	Gayley Rd	Hearst Ave	Piedmont Ave	0.56	--

* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, public process, and coordination with all affected State, County, and local transit agencies.

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.

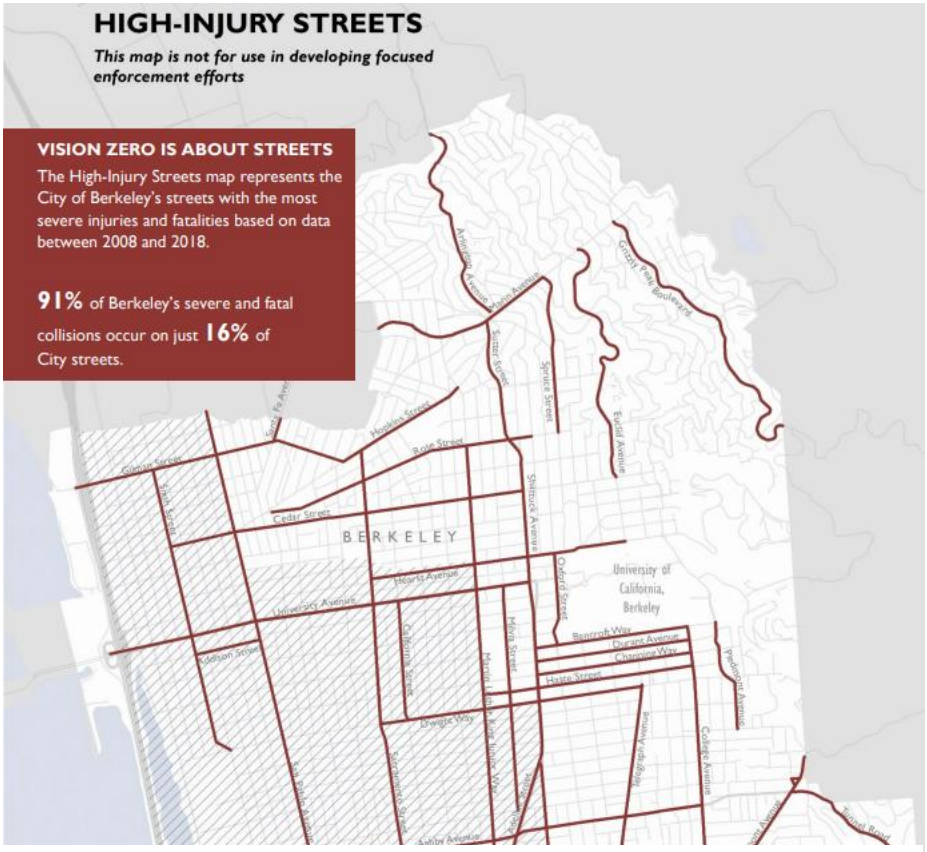


Figure 1: High Injury Street map from 2019 Vision Zero Action Plan

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 2: 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 2: 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.

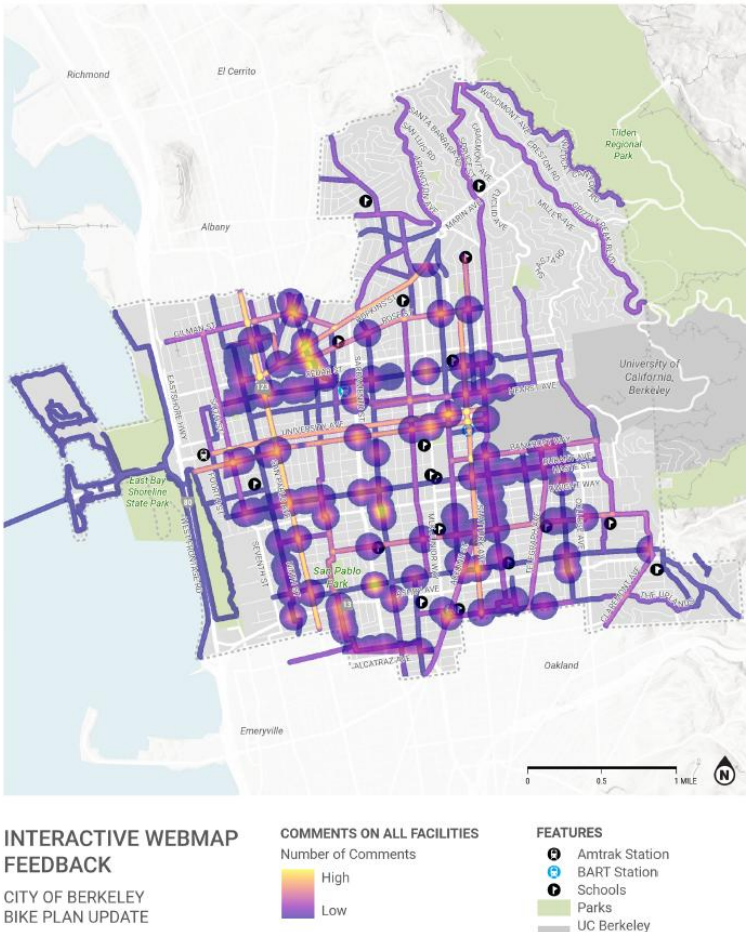


Figure 2: 2022 outreach comment density map

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

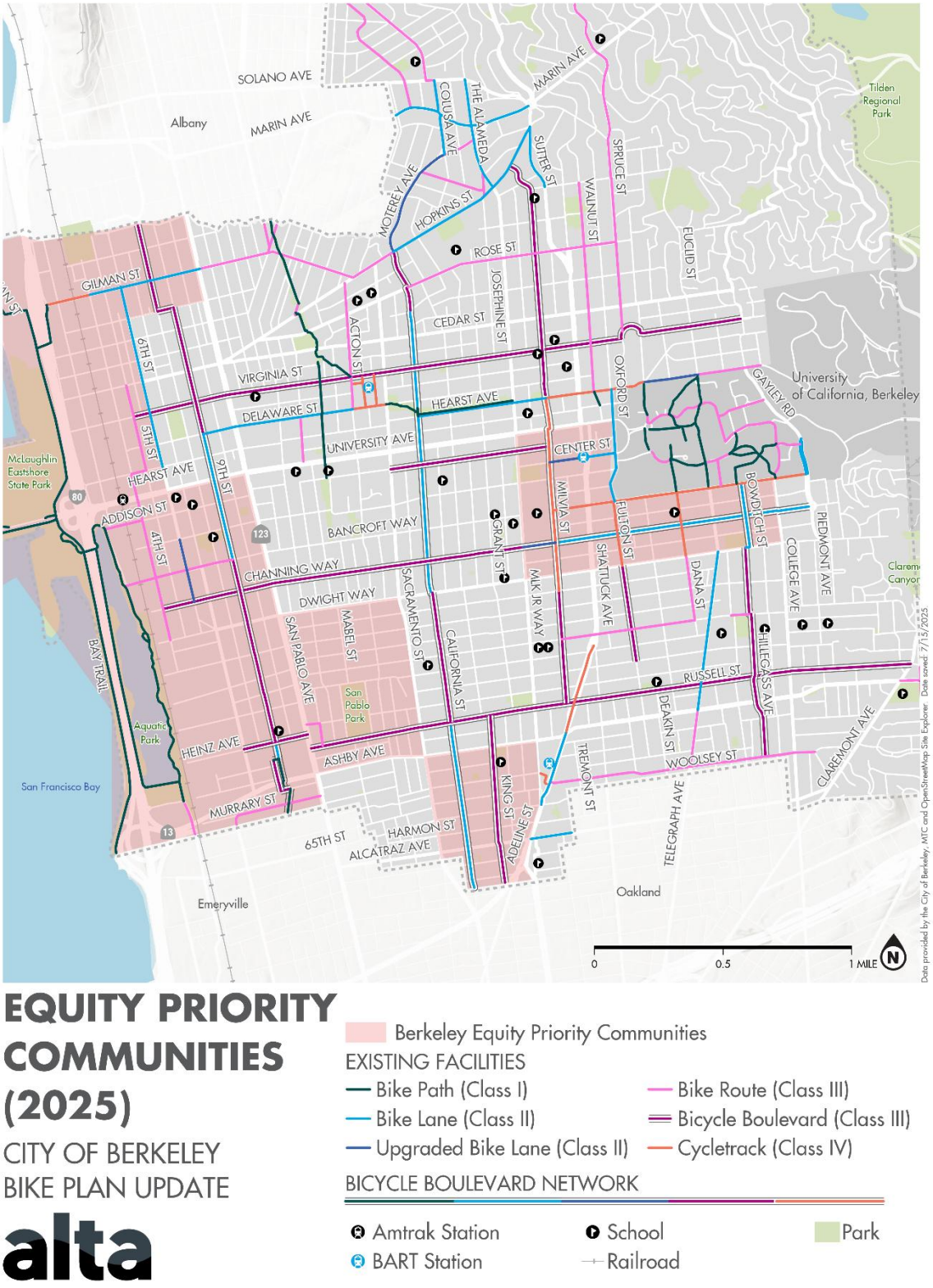


Figure 3: MTC's current Equity Priority Community designations in Berkeley

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)