

Project Goal	Performance Metrics	Description & Differentiators			Assumptions
		Good	Fair	Poor	
1 - Vision Zero	Pedestrian comfort, safety, and convenience	Reduces pedestrian crossing distances and provides the widest accommodations throughout the corridor	Some improvements to pedestrian crossing distances, sidewalk widths	Relatively no change to existing pedestrian realm	Proxy criteria for Pedestrian Level of Traffic Stress
	Bicycle comfort, safety, convenience	Relatively wide separation from vehicles; scores an LTS of 1	Less than 3-ft wide buffer or separation from vehicles; LTS 1 or 2	No buffer or shared space with vehicles; LTS 3 or 4	Utilizes City of Berkeley Bicycle Plan 2017 LTS scoring criteria to evaluate proposed bikeways and street designs
	Pedestrian/Bicyclist Conflict Points with Vehicles (intersection crossings, driveways, etc.)	Lowest number of conflict points	Medium number of conflict points	Highest number of conflict points	Assumes that common ped/bike vehicle conflicts are eliminated through signal design that incorporates protected left turns, LPI, LBI, ped scramble, and dedicated bicycle signal head phases, where feasible and within budget
2 - Transit Performance	Change in Bus Travel Time (Kittelson)	Alternative greatly decreases bus dwell time, reentry time, and or intersection delay.	Alternative provides some improvement or maintains bus dwell time, reentry time, and or intersection delay.	Alternative increases bus dwell time, reentry time, and or intersection delay.	The analysis will use the route travel times provided by AC Transit for baseline conditions. Changes in intersection delay will be from the Synchro model for the PM Peak Hour. Changes in bus dwell time and reentry time will be estimated qualitatively using best practices research to estimate travel time benefits for the alternatives.
	Expanded boarding areas, additional transit shelters, and platform level boarding	Opportunity for improved transit rider experience	Some locations provide opportunity for improved transit rider experience	Relatively no change to transit boarding areas	Criteria will consider opportunity for platform level boarding and other transit stop amenities per AC Transit Major Corridors study.
3 - Economic Development	Enhances business and amenity access for the most common travel modes identified by the intercept survey (walking & transit) and provides new access for bicyclists (including space for bike racks)	Improves connectivity to local businesses for people walking, riding transit, and biking; minimal need for crossing the street and/or frequent and comfortable crossings	Improves connectivity for 2 of the following groups: people walking, people taking transit, and people biking; some need to cross the street to access businesses	Improves connectivity for 0-1 of the following groups: people walking, people taking transit, and people biking without increased frequency of comfortable crossings	Criteria based on City of Berkeley 2017 customer transportation intercept survey
	Provides dynamic space to best serve adjacent businesses (loading zones to accommodate commercial delivery, food delivery, and/or rideshare)	Dynamic space in immediate proximity to businesses	Dynamic space with convenient access to businesses	Dynamic space is not available or is not easily accessible by businesses	Criteria will consider how space is allocated, but City will need to determine operations and policies around these spaces.
	Provides space to ease operational considerations along the corridor (trash, recycling, compost collection)	Operational space in immediate proximity to businesses	Operational space with convenient access to businesses	Operational space is not available or is not easily accessible by businesses	Criteria will consider how space is allocated, but City will need to determine operations and policies around these spaces.

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	Provides area for placemaking & opportunity for roadway flexibility (festival streets, streetery space)	Concept provides complete flexibility for placemaking and roadway flexibility	Concept provides some flexibility for placemaking and roadway flexibility	Concept provides static configuration for travel (active transportation or private vehicle) over flexibility	For Telegraph Avenue, criteria based on opportunity to implement elements of Telegraph Public Realm Plan
Baseline Performance Information	Traffic Analysis: Volume-to-capacity ratio (V/C), vehicular queue length, and level of service (LOS)	Alternative generally maintains V/C, queue lengths, and LOS	Alternative minimally worsens V/C, queue lengths, and LOS	Alternative significantly worsens V/C, queue lengths, and LOS	Derived from consultant Synchro traffic model. V/C will be the primary focus of the analysis since the ratio provides a more accurate portrayal of capacity across signalized and unsignalized intersections. This analysis will identify where queue length will impact an upstream intersection.
	Person Throughput (Kittelson)	Alternative greatly improves person throughput	Alternative provides some improvement or maintains person throughput	Alternative reduces person throughput	The analysis will use pre-COVID bus headways and capacities from transit operators and traffic volume data provided by City with assumed pre-COVID passenger car loads from the Alameda Countywide Model for comparison of private vehicle and transit throughputs.
	Parking inventory	Maintains the highest number of parking	Maintains a medium amount of parking	Maintains the lowest number of parking	Data from GoBerkeley and consultant field survey
	Universal Design	Provides opportunities for universal design improvements at intersections, loading zones, and parking zones; provides additional pedestrian space throughout the corridor	Provides opportunities for universal design improvements at intersections, loading zones, and parking zones	Does not provide opportunities for universal design compared to existing conditions	Number of blue zones consistent with or exceeding PROWAG. All alternatives meet federal ADA and state CBC accessibility requirements. Universal design improvements are: raised intersections or crossings, wide bike lane buffers adjacent to parking or loading
	Concept Impacts & Costs	Low Cost - maintains existing curb lines, low or minimal impacts to signals, drainage, and/or known utility impacts	Medium Cost - moderate areas of curb reconstruction, with some signal, drainage, and/or known utility impacts	High Cost - large areas of curb reconstruction, with significant signal changes, drainage, and/or known utility impacts	Cost evaluation with input from City of Berkeley Public Works capital projects, infrastructure, utilities, and stormwater staff.
	Fire marshal requirements	Meets or exceeds requested fire lane widths, setbacks, and response times	Requires further coordination with Fire Department regarding fire lane widths, setbacks, and response times	Concept cannot accommodate requested fire lane widths, setbacks and response times	Criteria identified in partnership with Berkeley Fire Department. There is potential for a "poor" rating to require such reconfiguration that the alternative no longer adequately addresses the project goals and criteria above.
	Street Maintenance	Alternative is relatively low maintenance with adequate width for street sweepers and permanent infrastructure	Alternative requires moderate maintenance, such as flexible delineator maintenance in low impact areas (not adjacent to travel lanes); may require areas of hand-cleaning	Alternative is relatively high maintenance: requires special consideration for landscaping or infiltration maintenance, large number of flexible delineator maintenance in high-traffic areas, and/or hand-cleaning instead of street sweeping	Impact evaluation with input from City of Berkeley Public Works streets maintenance staff.