

# DRAFT Prioritization Methodology

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The methodology employed to prioritize the bikeway projects was developed by Fehr & Peers specifically for the City of Richmond, but is similar to that used by other Bay Area agencies in their bikeway plans. There are a total of 19 possible points based on five elements:

- Activity Centers
- Connectivity
- Safety
- Regional Access
- Relative Ability to Implement

The methodology used to score projects within each element is described below:

**Activity Centers (three points):** The number of local and regional activity centers on or near a proposed bikeway was counted. Activity centers include existing or planned parks, shopping centers, schools, and large employment centers. Examples of regional activity centers in Richmond are the Richmond intermodal (BART/Amtrak) transit center and El Cerrito Del Norte BART Station, Civic Center, Hilltop Mall, Point Richmond, Downtown Richmond, the Bay Trail, Point Pinole Regional Park, and Miller Knox Regional Shoreline, Ford Point, Contra Costa College, and commercial areas along MacDonald Avenue, San Pablo Avenue and elsewhere.

The total number of activity centers along a bikeway route was averaged on a per-mile basis.

- Projects with three or more activity centers per mile receive three points

- Projects with between two and three activity centers per mile receive two points
- Projects with fewer than two activity centers per mile receive one point

**Connectivity (five points):** This criterion evaluates the ability of a bicycle facility to provide access to major streets, to provide connections between activity centers, and to connect to and extend existing bicycle facilities. Projects with high connectivity received five points, moderate connectivity received two points, and low connectivity received one point. A more detailed description of how each proposed bikeway was evaluated is shown below.

- A proposed bikeway receives five points if it meets one of the following conditions:
  - connects to existing bikeways and/or activity centers on both ends
  - bridges a gap in an existing "crucial" bikeway (defined as a bikeway that provides cross-town access or is on a major arterial)
  - serves as a collector of other bikeways or residential streets
  - passes through the entire city
- A proposed bikeway receives two points if it meets the following conditions:
  - does not qualify for five points
  - connects to existing bikeways and/or activity centers on one end
  - serves as a bypass to busy arterial streets
- A proposed bikeway receives one point if it meets two of the following conditions:
  - does not qualify for two or five points
  - connects to a proposed bikeway on one or both ends

**Safety (three points):**

On-street projects: The methodology for assessing the safety of on-street lanes and routes is based on the number of bicycle collisions on the roadway over the past five years:

- Projects that provide a bikeway facility on a roadway with more than 4 collisions per mile over the past five years receive three points
- Projects that provide a bikeway facility on a roadway with 2 to 3 collisions per mile over the past five years receive two points
- Projects that provide a bikeway facility on a roadway with less than one collision per mile over the past five years receive one point

Off-street projects: The methodology for assessing the safety of off-street bicycle trails is based on the potential for conflicts with motor vehicles:

- Intersection improvement projects and grade separation projects receive three points
- Trail and path projects that cross roads and driveways fewer than one time per mile receive three points
- Trail and path projects that cross roads and driveways fewer than two times per mile receive two points
- Trails and path projects that cross roads and driveways fewer than three times per mile receive one point

**Regional Access (five points):** The methodology for assessing regional access for each project was as follows:

- Projects that provide access across a freeway or railroad crossing receive five points
- Projects that provide access to a regional trail or bikeway or a bikeway in an adjacent city receive three points
- Projects that provide direct access to a BART station receive two points
- Projects that provide direct access to a bus route receive one point

**Relative Ability to Implement (three points):** The relative ability to implement a project was determined through a review of existing plans, field review of the study area, and level of construction required for implementation. The methodology for assessing ability to implement each project was as follows:

On-street projects:

- High implementation ability: projects that do not require re-striping or modification of existing street layout receive three points
- Moderate implementation ability: projects that require re-striping and minor modifications to the existing layout receive two points
- Low implementation ability: projects that require major construction or inter-jurisdictional coordination receive one point

Off-street projects:

- High implementation ability: projects along existing maintenance or access roads that do not require significant grading receive three points
- Moderate implementation ability: projects that require moderate grading and construction receive two points
- Low implementation ability: projects that require major construction, significant grading, bridges, or require coordination with multiple agencies receive one point