

# City of Oakland Bicycle Master Plan (2007): Citywide Feasibility Analysis

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
104th Ave	Link St	International Blvd	195	3	3	3A	0.48	TS2		42	N		1	1	NS		Y	45	O	<input type="checkbox"/>					
105th Ave	International Blvd	San Leandro St	197	3,0	3	2	0.52	T3		62	CTL	18	1	1	NS		Y	45	O	<input type="checkbox"/>					Partial reroute from 104th Ave to 105th Ave to take advantage of excess width on 105th Ave to accommodate bike lanes.
105th Ave	San Leandro St	Edes Ave	639	3	3	3A	0.24	TS2		40,30	N		1	1	NS		Y,Y1	45	O	<input type="checkbox"/>					
106th Ave	Foothill Blvd	Bancroft Ave	193	3	3	3A	0.47	TS2		42								45	O	<input type="checkbox"/>					
107th Ave	E St	Apricot St	170	0	0	3B	0.02	Blvd										---		<input type="checkbox"/>					New route added to avoid subway on San Leandro St at 105th Ave.
10th St	Clay St	Washington St	348	3	3	3A	0.07	WS1		44	N		1	0	EW	WB	Y2D1	---		<input type="checkbox"/>		242	2,438		
10th St	Madison St	Oak St	152	2	0	2	0.07	T3		57	N		2	2	EW		Y	59	O	<input type="checkbox"/>		396	3,587	One block segment; volume data not available. Reconfigured to match adjoining segment on E 10th St.	
10th St	Oak St	2nd Ave	492	2	0	2	0.34	T2		57	N		1	1	EW		Y	11, 62	M	<input type="checkbox"/>					
12th St reconstruction	Lakeside Dr	International Blvd	694	0	0	2	0.42	T6	P0	99	R	15	3	3	EW		N	13, 14, 15, 40, 40L, 43, 82, 82L, 801, 840	R	<input type="checkbox"/>					Proposal as per 12th St reconstruction. Segment includes variable median width and curbside parking (with wider ROW) in some areas.
13th Ave	Park Blvd	E 21st St	735	0	0	0		NA			N		1	1	NS		Y	62*		<input type="checkbox"/>	497	649	8,794	Potential alternative to 14th Ave.	
13th Ave	E 21st St	E 19th St	676	0	0	3B	0.14	Blvd										---	M	<input type="checkbox"/>	497	649	8,794		
14th Ave	Macarthur Blvd	E 33rd St	371	2	0	2	0.11	T2		50	N		1	1	NS		Y	11	O	<input type="checkbox"/>					
14th Ave	E 33rd St	E 32nd St	759	2	0	2	0.07	T2		50	N		1	1	NS		Y	11	O	<input type="checkbox"/>					
14th Ave	E 32nd St	E 31st St	419	2	0	3A	0.06	WS1	P1	22	N		1	0	NS	NB	Y1	11	O	<input type="checkbox"/>					This one-way block will require a corresponding bikeway on E 32nd St (14th Ave to Beaumont Ave) and Beaumont Ave (E 32nd St to 14th Ave).
14th Ave	E 31st St	E 19th St	420	2	0	2	0.83	T2		66	R	5-8	2	2	NS		Y	11, 14*	M	<input type="checkbox"/>			26,292	ADT from speed survey data. Insufficient width for T4 cross-section. Lane reduction unlikely given available volume data. Poor connection to the 16th Ave bridge.	
14th Ave	E 19th St	E 15th St	421	2	0	3A	0.27	TS4		32/32	SP		2	2	NS		Y	11, 40*, 40L*, 43*	R	<input type="checkbox"/>			20,317	ADT from speed survey data. Insufficient width for bike lanes. Lane reduction unlikely given available volume data. Poor connection to the 16th Ave bridge.	
14th Ave	E 15th St	International Blvd	422	2	0	3A	0.05	TS4		72	R	8	2	2	NS		Y	11	O	<input type="checkbox"/>					Insufficient width for bike lanes. Lane reduction unlikely given available volume data. Poor connection to the 16th Ave bridge.
14th Ave	International Blvd	E 12th St	423	2	0	2	0.08	T4		72	N		3	3	NS		Y	11	O	<input type="checkbox"/>					Volume data unavailable.
14th St	Wood St	Mandela Pkwy	768	0	0	2	0.39	T2		52	N		1	1	EW		Y	13	O	<input type="checkbox"/>					West of Peralta St, the curb-to-curb right-of-way narrows to 48'.
14th St	Mandela Pkwy	Market St	424	2	0	2	0.61	T4		84	R	17	2	2	EW		Y	13, 14*	M	<input type="checkbox"/>	283	265	6,166	14th St (Mandela Pkwy to Kirkham St) has no median and 66' ROW.	
14th St	Market St	Brush St	425	2	0	2	0.14	T4		84	R	15	2	2	EW		Y	13, 14	M	<input type="checkbox"/>	648	269	8,265		
14th St	Brush St	Jefferson St	617	2	0	2	0.24	T3		56	N		2	2	EW		Y	13, 14	M	<input type="checkbox"/>	648	269	8,265		
14th St	Jefferson St	Lakeside Dr	618	2	0	3A	0.73	TS3		52	N		2	2	EW		Y	13, 14, 800*	M	<input type="checkbox"/>	602	838	12,962	Insufficient width for T3 cross-section.	
16th Ave	E 21st St	Foothill Blvd	677	0	0	3B	0.29	Blvd										---		<input type="checkbox"/>					
16th Ave	Foothill Blvd	E 12th St	749	0	0	3B	0.22	Blvd												<input type="checkbox"/>					

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
16th Ave	E 12th St	Embarcadero	695	2	0	2	0.29	T2	P0	32	N		1	1	NS		N	---		<input type="checkbox"/>					Existing 5' striped shoulders without bike lane stencils or signs.
16th St	Clay St	Telegraph Ave	353	2	0	3A	0.13	WS1		36	N		0	1		WB	Y	---		<input type="checkbox"/>					One block segment on slow street with significant double parking.
17th St	Clay St	Telegraph Ave	352	2	0	2	0.12	W2	P1	40	N		3	0	EW	EB	Y1	---		<input type="checkbox"/>	1093	---	9,260		
1st Ave	Foothill Blvd	International Blvd	693	0	0	2	0.14	T4	P0	54	N		2	2	NS		N	13, 14, 15, 40, 40L, 43, 840	R	<input type="checkbox"/>					Proposal as per 12th St reconstruction.
20th St	San Pablo Ave	Broadway	628	3	3	3A	0.28	TS3			CTL		1	1	EW		Y	72, 72R, 72M, 15, NL, 800*, 802	R	<input type="checkbox"/>					Proposed cross-section as per Uptown development (San Pablo Ave to Telegraph Ave) and AC Transit transit mall (Telegraph Ave to Broadway).
20th St	Broadway	Franklin St	427	3	3	3A	0.07	TS4		60	N		2	2	EW		Y	NL, 805, 11, 59, 805	R	<input type="checkbox"/>	556	594	10,428	Signage is limited from MLK to Telegraph and Bdwy to Harrison.	
20th St	Franklin St	Webster St	426	3	3	2	0.05	T4	P0	54	N		2	2	EW		N	11, 59, 805, NL, 805	R	<input type="checkbox"/>	556	594	10,428	Block includes lengthy right turn lanes in both directions (not included in the lane counts). Signage is limited from MLK to Telegraph and Bdwy to Harrison.	
20th St	Webster St	Harrison St	344	3	3	2	0.14	T4	P1	88	R	14	2	2	EW		Y1	11, 59, 805, NL, 805	R	<input type="checkbox"/>	556	594	10,428	Signage is limited from MLK to Telegraph and Bdwy to Harrison. 3 turn lanes.	
21st Ave	E 30th St	E 21st St	742	0	0	3B	0.58	Blvd												<input type="checkbox"/>					
21st St	Franklin St	Webster St	673	0	0	3A	0.05	TS2		40	N		1	1	EW		Y	---		<input type="checkbox"/>					New bikeway to connect the Webster/Franklin couplet.
22nd Ave	E 21st St	Foothill Blvd	382	2	0	3B	0.29	Blvd		44	N		1	1	NS		Y	---		<input type="checkbox"/>					Residential street.
22nd Ave	Foothill Blvd	E 12th St	428	2	0	2	0.21	T3		60	N		2	2	NS		Y	---		<input type="checkbox"/>					Failed volume analysis on 22nd Ave (Foothill to E 12th) and 23rd Ave (E 12th to Kennedy). Retain for long-term connectivity.
23rd Ave	E 31st St	E 30th St	728	2	0	3A	0.12	TS2		40	N		1	1	NS		Y	62		<input checked="" type="checkbox"/>	342	418	7,219		
23rd Ave	E 30th St	E 21st St	380	2	0	0	0.64	NA		40	N		1	1	NS		Y	62	M	<input checked="" type="checkbox"/>	342	418	7,219	Insufficient width for bike lanes. Rerouted to 21st Ave.	
23rd Ave	E 21st St	E 12th St	401	0	0	0		NA		42	N		1	1	NS		Y	62	M	<input checked="" type="checkbox"/>					Considered but rejected in favor of the 22nd Ave connection proposed in the 1999 plan.
23rd Ave	E 12th St	E 11th St	383	2	0	2	0.28	T3	P0	52	N		2	2	NS		N	---		<input type="checkbox"/>	1330	705	22,044	Failed volume analysis on 22nd Ave (Foothill to E 12th) and 23rd Ave (E 12th to Kennedy). Retain for long-term connectivity.	
23rd Ave	E 11th St	E 7th St	633	2	0	2	0.32	T2	P0	25,25	SPL		2	2	NS		N	---		<input type="checkbox"/>	1330	705	22,044	Overpass. Failed volume analysis on 22nd Ave (Foothill to E 12th) and 23rd Ave (E 12th to Kennedy). Retain for long-term connectivity.	
23rd Ave	E 7th St	Kennedy St	396	2	0	2	0.13	T3		58	N		2	2	NS		Y	OX	T	<input type="checkbox"/>	1330	705	22,044	Failed volume analysis on 22nd Ave (Foothill to E 12th) and 23rd Ave (E 12th to Kennedy). Retain for long-term connectivity.	
23rd Ave	Kennedy St	29th Ave	47	2	2	2	0.12	W3	P1	56	N		0	3	NS	SB	Y1	50, OX	M	<input type="checkbox"/>					See Park St Triangle Study.
26th Ave	E 24th St	Logan St	214	3	0	0		NA										---		<input type="checkbox"/>					See slope analysis for Brooklyn Ave and E 24th St.
27th St	San Pablo Ave	Harrison St	397	0	0	2	0.89	T4		86	R	5	3	3	EW		Y	---		<input type="checkbox"/>	707	684	11,782	New bikeway to take advantage of excess travel lanes.	
29th Ave	23rd Ave	Ford St	48	0	0	2	0.11	W2		46	N		2	0	NS	NB	Y	50, OX	M	<input checked="" type="checkbox"/>					See Park St Triangle Study.
29th Ave	Ford St	E 7th St	429	0	0	2.1	0.10	T2	P1, B1	34	N		1	1	NS		Y1	50	M	<input checked="" type="checkbox"/>					Bike lane in northbound direction only.
29th St	Webster St	Broadway	207	0	3	3B	0.04	Blvd										59	O	<input type="checkbox"/>					Added because of full street closure of Webster at Broadway/27th implemented as part of the Broadway Auto Row streetscape project.
2nd Ave	E 10th St	E 15th St	391	3	3	0	0.28	NA										---		<input type="checkbox"/>					Replaced by 1st Ave as per 12th St reconstruction project.
2nd St	Brush St	Oak St	29	2	3	3A	0.94	TS2		44	N		1	1	EW		Y	72R*, 72*, 72M*	R	<input type="checkbox"/>					Insufficient width for bike lanes.

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32nd St	Wood St	Market St	674	0	0	3B	0.83	Blvd		36	N		1	1	EW		Y	14	M	<input type="checkbox"/>				Potential Bay Trail realignment (32nd/Wood/Beach/Halleck) as per Emeryville's bike/pep bridge proposal at Bay St. Eastbound travel blocked by median and offset intersection at San Pablo Ave.
35th Ave	Jordan Rd	MacArthur Blvd	79	2	0	3A	0.62	TS4		80	R	16	2	2	NS		Y	54	M	<input type="checkbox"/>				T4 cross-section would require substandard lanes. T2 cross-section unlikely to be feasible based on traffic volumes for the adjoining segment on Redwood Rd. Volume data unavailable for this segment.
35th Ave	MacArthur Blvd	I-580	85	2	0	0		NA		80	R	16	2	2	NS		Y	14, 54	M	<input type="checkbox"/>	675	699	16,242	Rerouted to 38th Ave. Eliminated because of 35th Ave (I580 to Foothill Blvd) being too narrow and too busy.
35th Ave	I-580	Foothill Blvd	430	2	0	0		NA		40	N		1	1	NS		Y	54, 14*	M	<input type="checkbox"/>	675	699	16,242	Rerouted to 38th Ave. Too narrow and busy for shared lane treatment.
35th Ave	Foothill Blvd	International Blvd	644	2	0	0		NA		46	N		1	1	NS		Y	54	M	<input type="checkbox"/>	656	697	12,639	Rerouted to 38th Ave because constraints with 35th Ave (I580 to Foothill Blvd).
35th Ave	International Blvd	E 12th St	645	2	0	0		NA		44	N		2	2	NS		N	47, 48, 54	M	<input type="checkbox"/>				Rerouted to 38th Ave because constraints with 35th Ave (I580 to Foothill Blvd).
35th Ave	E 12th St	San Leandro St	646	2	0	0		NA		40	N		1	1	NS		Y	47*, 48*, 54*	M	<input type="checkbox"/>				Rerouted to 38th Ave because constraints with 35th Ave (I580 to Foothill Blvd). ROW narrows to 36' near San Leandro St.
38th Ave	California St	MacArthur Blvd	769	0	0	3B	0.22	Blvd												<input type="checkbox"/>				
38th Ave	MacArthur Blvd	I-580	433	0	0	3A	0.18	TS2		36	N		1	1	NS		Y	14*	M	<input type="checkbox"/>	258	300	5,079	Replacement bikeway for 35th Ave.
38th Ave	I-580	Liese Ave	432	0	0	3A	0.15	TS2	P1	30	N		1	1	NS		Y1	---		<input type="checkbox"/>	258	300	5,079	Replacement bikeway for 35th Ave.
38th Ave	Liese Ave	Brookdale Ave	621	0	0	3A	0.32	TS2		40	N		1	1	NS		Y	---		<input type="checkbox"/>	258	300	5,079	Replacement bikeway for 35th Ave.
38th Ave	Brookdale Ave	Foothill Blvd	620	0	0	2	0.67	T2		54	N		1	1	NS		Y	---		<input type="checkbox"/>	407	427	7,061	Replacement bikeway for 35th Ave.
38th Ave	Foothill Blvd	E 12th St	619	0	0	3A	0.44	TS2		40	N		1	1	NS		Y	---		<input type="checkbox"/>	407	427	7,061	Replacement bikeway for 35th Ave.
3rd St	Mandela Pkwy	Brush St	27	2	2	2	0.66	T2		60	N		1	1	EW		Y	---		<input type="checkbox"/>				
40th St	Adeline St	MLK Jr Wy	434	2	0	2	0.55	T2		80	R	16	2	2	EW		Y	C, 57, F*, EM, 14	R	<input type="checkbox"/>	578	501	16,262	
40th St	MLK Jr Wy	Telegraph Ave	729	2	0	2	0.22	T4		83	R	13	2	2	EW		Y	EM*, 57, C, 14, 12		<input type="checkbox"/>	578	501	16,262	Cross-section as per MacArthur BART Station West Side Pedestrian Enhancement Project.
40th St	Telegraph Ave	Broadway	730	2	0	0	0.44	NA		80	R	16	2	2	EW		Y	57, C		<input type="checkbox"/>	578	501	16,262	Rerouted to MacArthur Blvd to minimize AC Transit impacts.
40th St	Broadway	Howe St	435	2	0	0		NA		54	R	5	1	2	EW		Y1	C	T	<input type="checkbox"/>	578	501	16,262	Volume data from 40th St (Adeline to Broadway).
40th St	Howe St	Piedmont Ave	436	2	0	0		NA		39	N		1	1	EW		Y	---		<input type="checkbox"/>				Insufficient width for bike lanes.
41st St	Telegraph Ave	Broadway	734	0	0	3B	0.46	Blvd												<input type="checkbox"/>				Right-of-way is 36' west of Opal St and 44' east of Opal St.
41st St	Broadway	Piedmont Ave	741	0	0	2	0.25	T2		54	N		1	1	EW		Y	---		<input type="checkbox"/>				Diagonal parking (14' wide) on one side of 41st St from Broadway to Montgomery St. Consider bike lanes on the block faces without diagonal parking.
42nd Ave	Courtland Ave	International Blvd	89	2	0	0		NA		36	R	15	2	2	NS		Y	---		<input type="checkbox"/>				Freeway access route with subway under San Leandro St.
42nd Ave	International Blvd	San Leandro St	437	2	0	0		NA		36	R	16	2	2	NS		N	---		<input type="checkbox"/>				Freeway access route with subway under San Leandro St.
48th Ave	Foothill Blvd	Bancroft Ave	657	0	0	3A	0.08	TS2		40	N		1	1	NS		Y	---		<input type="checkbox"/>				New one-block bikeway to improve the connection between Foothill Blvd and Bancroft Ave.
48th St	Shafter St	Webster St	205	3	3	3B	0.07	Blvd												<input type="checkbox"/>				

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4th Ave	E 18th St	E 10th St	336	2	0	3B	0.48	Blvd		40	N		1	1	NS		Y	15*	M	<input type="checkbox"/>				Insufficient width for bike lanes.
4th St	Oak St	4th St Path	17	3	3	3B	0.15	Blvd												<input type="checkbox"/>				
4th St Path	4th St	Lake Merritt Channel Path	731	1	1	1	0.16	Path												<input type="checkbox"/>				
50th Ave	Foothill Blvd	San Leandro St	341	2	0	0		NA		36	N		1	1	NS		Y	47*	O	<input type="checkbox"/>				Replaced by 54th Ave.
51st St	Shattuck Ave	Broadway	630	2	0	3A	0.70	TS4		80	R	16	2	2	EW		Y	12	O	<input type="checkbox"/>			42,425	T4 cross-section would require substandard lanes. T2 cross-section is likely infeasible due to volumes. ADT from speed survey data.
52nd St	Genoa St	West St	147	2	3	3B	0.10	Blvd			N		1	1	EW		Y	---		<input type="checkbox"/>				Insufficient width for bike lanes.
52nd St	51st St	Hwy 24	289	2	0	0		NA		32	R	16	2	2	EW		N	---		<input type="checkbox"/>				Rerouted to 55th St to use available width and avoid freeway traffic.
52nd St	Hwy 24	Market St	439	2	0	0		NA		32	N		1	1	EW		Y	---		<input type="checkbox"/>				Rerouted to 55th St to use available width and avoid freeway traffic.
53rd St	Market St	Adeline St	291	2	0	0		NA		29					EW			---		<input type="checkbox"/>				Rerouted to 55th St to use available width and avoid freeway traffic.
53rd St	Adeline St	Boyer St	655	0	0	3B	0.51	Blvd										---		<input type="checkbox"/>				New bikeway to connect 55th St bikeway in Oakland with 53rd St bikeway in Emeryville.
54th Ave	E 12th St	San Leandro St	750	0	0	3B	0.13	Blvd												<input type="checkbox"/>				
54th Ave	International Blvd	E 12th St	714	0	0	3B	0.21	Blvd										---		<input type="checkbox"/>				
55th Ave	MacArthur Blvd	International Blvd	440	0	0	3B	1.13	Blvd		36	N		1	1	NS		Y	47*	O	<input type="checkbox"/>				Replacement bikeway for Seminary Ave.
55th St	Vallejo St	San Pablo Ave	402	0	0	0		NA		36	N		1	1	EW		Y	12*	O	<input type="checkbox"/>				Rerouted to 53rd St.
55th St	Vicente Wy	Telegraph Ave	624	0	0	3B	0.07	Blvd		40	N		1	1	EW		Y	12*	O	<input type="checkbox"/>				Replacement bikeway for 51st St/52nd St.
55th St	Telegraph Ave	Adeline St	623	0	0	2	0.74	T2		56	N		1	1	EW		Y	12*	O	<input type="checkbox"/>				Replacement bikeway for 51st St/52nd St.
55th St	Adeline St	San Pablo Ave	622	0	0	0		NA		30	N		1	1	EW		Y	12*	O	<input type="checkbox"/>				Rerouted to 53rd St.
5th Ave	E 10th St	Embarcadero	338	2	0	2	0.32	T2		54	N		1	1	NS		Y	---		<input type="checkbox"/>	670	787	14,919	
61st St	Occidental St	Market St	688	0	0	3B	0.04	Blvd										---		<input type="checkbox"/>				
65th St	Herzog St	Vallejo St	295	0	0	3B	0.28	Blvd										EM*	M	<input type="checkbox"/>				Rerouted from 66th St for improved connection with Emeryville.
66th Ave	International Blvd	San Leandro St	111	2	0	2	0.55	T2	P1	40	N		1	1	NS		Y	---		<input type="checkbox"/>	516	480	10,585	Consider parking removal. Much of the segment frontage is industrial or parkland. Many of the residential units do not front onto 66th Ave.
66th Ave	San Leandro St	Coliseum Wy	441	2	0	2	0.28	T3	P0	50	N		2	2	NS		N	98, AB	M	<input type="checkbox"/>	828	896	18,515	Traffic volumes listed under Havenscourt; T4 cross-section would require substandard lanes.
66th St	Mabel St	Herzog St	687	0	0	3B	0.06	Blvd										---		<input type="checkbox"/>				
73rd Ave	Hillmont Dr	Outlook Ave	442	SSC	0	0		NA		38	N		1	1	NS		Y	---		<input type="checkbox"/>				See slope analysis.
73rd Ave	Outlook Ave	MacArthur Blvd	443	SSC	0	0		NA		32	N		1	1	NS		N	---		<input type="checkbox"/>				See slope analysis. Parking on both sides on block from Outlook to Ney but no parking on block from Ney to MacArthur.
73rd Ave	MacArthur Blvd	Bancroft Ave	115	2	2.1	2	0.36	T6	P1	104	R	16	3	3	NS		Y1	50, 805*, 40*, 40L*, 43*, 52*, NL*, NX3*	R	<input type="checkbox"/>				

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
73rd Ave	Bancroft Ave	International Blvd	444	2	2	2	0.71	T4		104	R	15	2	2	NS		Y	50, 805	M	<input type="checkbox"/>					
73rd Ave	Hawley St	Snell St	763	0	0	2	0.12	W1	P0	28	N		0	1	NS	SB	N	---		<input type="checkbox"/>					This segment is part of the Coliseum BART parking lot.
73rd Ave	San Leandro St	Coliseum Amtrak	762	0	2	2	0.06	T2	P0		N		1	1	NS		N	---		<input type="checkbox"/>					
73rd Ave (Hillmont)	Sunkist Dr	73rd Ave	445	SSC	0	0		NA		40	N		1	1	NS		N	---		<input type="checkbox"/>					See slope analysis.
73rd Ave (Sunkist)	Edwards Ave	Hillmont Dr	114	SSC	0	0		NA		32	N		1	1	NS		Y1	56	O	<input type="checkbox"/>					See slope analysis. Roadway does not have red curb or 'no parking' signs but there is no evidence the people park along this narrow roadway.
75th Ave	Hamilton St	Snell St	765	0	0	3B	0.37	Blvd										---		<input type="checkbox"/>					
7th Ave	Booker St	E 24th St	212	3	0	0		NA										---		<input type="checkbox"/>					See slope analysis.
7th St	MLK Jr Wy	Harrison St	732	2	0	0		NA		60	N		4	0	EW	EB	Y	62, 11*, 51*, 19*, 63*, O*, W*, 800*, 851*		<input checked="" type="checkbox"/>	3143	---	22,456		Significant design obstacle caused by the Posey Tube/I-880 connection.
7th St	Wood St	Peralta St	450	2	0	2	0.24	T4		78	R	12	2	2	EW		Y	800, 13	T	<input checked="" type="checkbox"/>	354	307			See 7th St Concept and Urban Design Plan. BART structure obscures aerial view. Traffic volume data from 7th St Concept and Urban Design Plan.
7th St	Peralta St	Mandela Pkwy	449	2	0	2	0.26	T4		70	N		2	2	EW		Y	19, 13, 800	M	<input checked="" type="checkbox"/>	508	486			See 7th St Concept and Urban Design Plan. Traffic volume data from 7th St Concept and Urban Design Plan.
7th St	Mandela Pkwy	Union St	448	2	0	2	0.18	T4		74	P	10	2	2	EW		Y	62, 800, 19	M	<input checked="" type="checkbox"/>	724	590			See 7th St Concept and Urban Design Plan. Traffic volume data from 7th St Concept and Urban Design Plan.
7th St	Union St	Adeline St	649	2	0	3A	0.12	TS4		80	R	16	2	2	EW		Y	62, 800	M	<input checked="" type="checkbox"/>	724	590			T4 cross-section would require substandard lane widths.
7th St	Adeline St	Castro St	447	2	0	2	0.48	T6		104	R	17	3	3	EW		Y	62, 800	M	<input checked="" type="checkbox"/>	1744	1982	34,459		
7th St	Castro St	MLK Jr Wy	325	2	0	2	0.06	W3		60	N		4	0	EW	EB	Y	800, 62	R	<input checked="" type="checkbox"/>	3143	---	22,456		
7th St	Harrison St	Fallon St	451	2	0	0		NA		60	N		4	0	EW	EB	Y	11, 59*, 62, 88*, O*	M	<input checked="" type="checkbox"/>	1424	---	13,002		
7th St	Fallon St	5th Ave	403	0	0	0		NA		96	R	17	2	2	EW		Y	---		<input checked="" type="checkbox"/>					
7th St Path	Portview Park	Maritime St	323	1	1	1	1.25	Path										13*	O	<input checked="" type="checkbox"/>					
7th St Path	Maritime St	Wood St	324	2	1	1	0.56	Path										13	O	<input checked="" type="checkbox"/>					Upgraded to path as per Port of Oakland. Existing path does not meet Caltrans standards.
81st Ave	San Leandro St	Rudsdale St	143	2	0	0		NA		32,40	N		1	1	NS		Y1,Y	46	O	<input checked="" type="checkbox"/>					Rerouted to 85th Ave for connectivity across San Leandro St to Edes Ave.
81st Ave	Rudsdale St	International Blvd	145	2	0	0		NA		32	N		1	1	NS		Y	46	O	<input checked="" type="checkbox"/>					Rerouted to 85th Ave for connectivity across San Leandro St to Edes Ave.
82nd Ave	Golf Links Rd	Bancroft Ave	679	2	0	3A	0.40	TS2		36	N		1	1	NS		Y	46	O	<input type="checkbox"/>					
82nd Ave	Bancroft Ave	International Blvd	139	2	0	0		NA		36	N		1	1	NS		Y	46	O	<input type="checkbox"/>					Rerouted to 85th Ave for lower motor vehicle volumes.
82nd Ave	International Blvd	Rudsdale St	141	0	0	0		NA		32			1	1	NS		Y	---		<input type="checkbox"/>					Rerouted to 85th Ave for connectivity across San Leandro St to Edes Ave.
85th Ave	Bancroft Ave	International Blvd	682	0	0	3B	0.55	Blvd										---		<input type="checkbox"/>					Median on International Blvd would require cut-through for SB cyclists on 85th Ave.
85th Ave	International Blvd	San Leandro St	681	0	0	3A	0.79	TS2		32	N		1	1	NS		Y	56	O	<input type="checkbox"/>					Variable ROW (up to 40') below E St.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
85th Ave	San Leandro St	Edes Ave	685	0	0	3A	0.61	TS2		44	N		1	1	NS		Y	45	O	<input type="checkbox"/>				ROW narrows to 36' near San Leandro St.
8th St	Wood St	Mandela Pkwy	328	0	2.1	3B	0.50	Blvd		44	N		1	1	EW		Y	---		<input type="checkbox"/>				Bike lane on 7th St side only. Insufficient width for bike lanes. Bike lanes are not recommended due to low motor vehicle volumes. Consider bike boulevard.
8th St	Mandela Pkwy	Union St	329	0	2	3B	0.18	Blvd		44	N		1	1	EW		Y1	---		<input checked="" type="checkbox"/>	79	191	2,587	Final design unavailable. Insufficient width for bike lanes. Parking removal has created conflict with residents. Bike lanes are not recommended due to low motor vehicle volumes. Consider bike boulevard.
8th St	Union St	Adeline St	330	0	2	3B	0.12	Blvd		44	N		1	1	EW		Y1	---		<input checked="" type="checkbox"/>	79	191	2,587	Insufficient width for bike lanes. Parking removal has created conflict with residents. Bike lane signs are missing. Bike lanes are not recommended due to low motor vehicle volumes. Consider bike boulevard.
8th St	Adeline St	Market St	331	0	2	3B	0.30	Blvd		44	N		1	1	EW		Y1	---		<input checked="" type="checkbox"/>	164	213	3,654	Insufficient width for bike lanes. Parking removal has created conflict with residents. Bike lane signs are missing. Bike lanes are not recommended due to low motor vehicle volumes. Consider bike boulevard.
8th St	MLK Jr Wy	Jefferson St	333	2	0	2	0.07	W3		60	N		0	4	EW	WB	Y	62	M	<input checked="" type="checkbox"/>	---	680	6,799	
8th St	Jefferson St	Broadway	334	2	2	2	0.22	W2		56	N		0	2	EW	WB	Y2D1	62	M	<input checked="" type="checkbox"/>				
8th St	Broadway	Harrison St	616	2	0	3A	0.22	WS4		56	N		0	4	EW	WB	Y	62, 51*, O*, W*, 11*, 59*, 88*, 19*, 63*	R	<input checked="" type="checkbox"/>	---	1028	11,692	Shared lane recommended through Chinatown core given the extensive double parking.
8th St	Harrison St	Oak St	335	2	0	2	0.29	W3		60	N		0	4	EW	WB	Y	11, 62	M	<input checked="" type="checkbox"/>	---	891	9,633	
92nd Ave	B St	San Leandro St	686	0	0	3B	0.49	Blvd										---		<input type="checkbox"/>				
94th Ave	MacArthur Blvd	B St	683	0	0	3B	0.99	Blvd										---		<input type="checkbox"/>				
98th Ave	Golf Links Rd	Stanley Ave	174	SSC	3	2	0.15	T4	P0	73	R	16	2	2	NS		N	98, 56	O	<input type="checkbox"/>				A portion of the ROW is 80' with a striped off shoulder.
98th Ave	Stanley Ave	MacArthur Blvd	453	SSC	0	0		NA		80	R	17	2	2	NS		Y1	98, 56	O	<input type="checkbox"/>			18,149	See slope analysis. ADT from speed survey data.
98th Ave	MacArthur Blvd	Bancroft Ave	454	SSC	0	0		NA		80	R	17	2	2	NS		Y	98, 56*	O	<input type="checkbox"/>			19,940	ADT from speed survey data. Rerouted based in part of evaluation of the adjoining segments.
98th Ave	Bancroft Ave	San Leandro St	455	SSC	0	0		NA		44	N		2	2	NS		N	98	O	<input type="checkbox"/>			31,160	Parking allowed at non-commute hours. ADT from speed survey data. Assumed volumes preclude T2 cross-section. No feasible bikeway accommodation.
98th Ave	San Leandro St	Edes Ave	456	SSC	0	0		NA		80	R	17	2	2	NS		Y	98	O	<input type="checkbox"/>			28,155	ADT from speed survey data. Rerouted to I-880 ped/bike bridge at Jones/Coral to avoid freeway interchange.
98th Ave	Edes Ave	I-880	457	2	0	0		NA		80	R	17	2	2	NS		N	98	O	<input type="checkbox"/>			28,155	ADT from speed survey data. No parking from Denslowe to I-880; Parking on one side only from Denslowe to Edes. 76' ROW with Y1 parking. The approach to I-880 and the bridge have 7' shoulders.
98th Ave	I-880	Bigge St	458	2	0	0		NA		80	R	20	3	3	NS		N	98*	O	<input type="checkbox"/>				The approach to I-880 and the bridge have 7' shoulders. Rerouted to I-880 ped/bike bridge at Jones/Coral to avoid freeway interchange.
98th Ave	Bigge St	Airport Dr	459	0	0	0		NA		80	CTL	13	3	3	NS		N	---		<input type="checkbox"/>				Rerouted to I-880 ped/bike bridge at Jones/Coral to avoid freeway interchange.
9th St	MLK Jr Wy	Clay St	461	0	0	2	0.14	W2		52	N		3	0	EW	EB	Y	---		<input type="checkbox"/>	245	---	1,959	Potential alternative to 7th St. 9th St (Jefferson St to Clay St); roadway with bulbouts;diagonal parking 16'; 31' from curb to first lane line.
9th St	Clay St	Washington St	347	3	3	2	0.07	W2		54	N		2	0	EW	EB	Y2D1	---		<input type="checkbox"/>				road with bulbouts; verified in field; diagonal parking 18'; 31' from curb to first lane line
9th St	Washington St	Broadway	405	0	0	3A	0.08	WS2		36	N		2	0	EW	EB	Y	---		<input type="checkbox"/>				Potential alternative to 7th St. Insufficient width for bike lanes.
9th St	Broadway	Harrison St	463	0	0	3A	0.22	WS3		56	N		3	0	EW	EB	Y	---		<input type="checkbox"/>				Potential alternative to 7th St. Shared lane recommended through Chinatown core given the extensive double parking.
9th St	Harrison St	Oak St	629	0	0	2	0.29	W3		56	N		3	0	EW	EB	Y	---		<input type="checkbox"/>	533	---	4,938	Potential alternative to 7th St.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Adeline St	Genoa St	47th St	464	2	0	2	0.62	T3		56	N		2	2	NS		Y	---		<input type="checkbox"/>	405	361	7,310		
Adeline St	36th St	5th St	406	0	0	2	1.77	T3		60	N		2	2	NS		Y	14*	M	<input type="checkbox"/>	468	364	8,990	Bikeway added for connection to Emeryville/Berkeley and because of Adeline's excess capacity.	
Adeline St	5th St	3rd St	465	0	0	2	0.10	T3	CTL0	62	N		1	2	NS		Y	---		<input checked="" type="checkbox"/>	468	364	8,990	Bikeway added for connection to Emeryville/Berkeley and because of Adeline's excess capacity. Volume data from adjoining segment: Adeline St (5th to Emeryville border).	
Airport Access Rd	Hegenberger Rd	Doolittle Dr	175	0	0	0		NA			R		2	2	NS		N	---		<input type="checkbox"/>					The street has likely changed since the aerial photographs. Rerouted to Hegenberger/Doolittle.
Airport Dr Path	Doolittle Dr	Ron Cowan Pkwy	650	2	1	1	0.70	Path			R		2	2	NS		N	50, 805, AB	M	<input type="checkbox"/>	1556	897	34,236	Upgraded to Class 1 path as per the Port of Oakland.	
Airport Dr Path	Ron Cowan Pkwy	Neil Armstrong Wy	50	2	0	0		NA			R		2	2	NS		N	50, 805, AB	M	<input type="checkbox"/>	1556	897	34,236	Changed to bike lanes on the reconstructed John Glenn Dr.	
Alameda Ave	Fruitvale Ave	Howard St	35	2	2	2	0.43	T2	P1	44	N		1	1	EW		Y1	---		<input checked="" type="checkbox"/>	232	308	4,499		
Alcatraz Ave	Dover St	College Ave	292	2	0	2	0.92	T2		48	N		1	1	EW		Y	---		<input type="checkbox"/>					
Alcatraz Ave	California St	Herzog St	293	2	0	0		NA		42	N		1	1	EW		Y	---		<input type="checkbox"/>					Rerouted to 65th St to Emeryville and 66th/Woolsey to Berkeley.
Alida St	Lincoln Ave	Coolidge Ave	339	3	0	0		NA										---		<input type="checkbox"/>					See slope analysis. No longer connects to bikeways on Lincoln or Coolidge.
Aliso Ave	Carson St	35th Ave	643	0	0	0		NA		32	N		1	1	EW		Y1	---		<input type="checkbox"/>					Considered as possible alternative connection from 35th Ave to Mountain Blvd.
Apricot St	107th Ave	San Leandro St	171	0	0	3B	0.27	Blvd										---		<input type="checkbox"/>					New route added to avoid subway on San Leandro St at 105th Ave.
Ardley Ave	Excelsior Ave	MacArthur Blvd	744	0	0	3B	0.09	Blvd												<input type="checkbox"/>					
Ardley Ave	MacArthur Blvd	E 31st St	379	2	0	3A	0.19	TS2		40	N		1	1	NS		Y	62*	M	<input type="checkbox"/>	300	196	4,478	Insufficient width for bike lanes.	
Arrowhead Dr	Colton Blvd	Glencourt Dr	62	3	3	3	0.26	Route										---		<input type="checkbox"/>					
Arthur St	Church St	78th Ave	227	3	0	3B	0.44	Blvd										---		<input type="checkbox"/>					
Athol Ave	MacArthur Blvd	E 18th St	400	0	0	3B	0.90	Blvd		36	N		1	1	NS		Y	---		<input type="checkbox"/>					
Avenal Ave	Bancroft Ave	Church St	225	3	0	3B	0.63	Blvd		36	N		1	1	EW		Y	---		<input type="checkbox"/>	583	389	10,392	40' right-of-way from 63rd Ave to Church St.	
B St	92nd Ave	94th Ave	684	0	0	3B	0.11	Blvd										---		<input type="checkbox"/>					
Bancroft Ave	42nd Ave	50th Ave	243	2	2	2	0.48	W2		42	N		2	0	EW	EB	Y	47*	O	<input type="checkbox"/>	586	484	9,399		
Bancroft Ave	50th Ave	66th Ave	466	2	2	2	1.31	T3		60	CTL	12	1	1	EW		Y	---		<input type="checkbox"/>	540	485	10,993		
Bancroft Ave	66th Ave	82nd Ave	244	2	3	2	1.00	T2		108	R	31-45	2	2	EW		Y	40*, 40L*	R	<input type="checkbox"/>	801	1031	20,207	Feasibility study completed. Implementation pending funding.	
Bancroft Ave	82nd Ave	98th Ave	245	2	2	2	0.93	T2		88	R	45-60	1	1	EW		Y	40, 40L	R	<input type="checkbox"/>	877	1337	24,032		
Bancroft Ave	98th Ave	107th Ave	246	2	2	2	0.60	T2		111	R	20-60	1	1	EW		Y	40, 40L	R	<input type="checkbox"/>					
Bancroft Ave	107th Ave	Durant Ave	467	2	2	2	0.15	T3		56	CTL	12	1	1	EW		Y	40, 40L	R	<input type="checkbox"/>					
Bay Bridge Connector Path	Bay Bridge Path	Maritime St	736	1	0	1	1.45	Path												<input type="checkbox"/>					Parallels Burma Rd.
Bay Bridge Connector Path	Burma Rd	40th St/Shellmound St	1	1	0	1	0.81	Path										---		<input type="checkbox"/>					Parallels Interstate 80.
Bay Place	27th St	Grand Ave	278	2	0	3A	0.18	TS4		70	R	5	2	2	EW		Y	---		<input type="checkbox"/>	373	456	7,039	Proposal as per 27th St/Bay Place bikeway feasibility study.	

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Bayo St	Patterson Ave	High St	711	0	0	3B	0.34	Blvd												<input type="checkbox"/>					
Bayo Vista Ave	Oakland Ave	Harrison St	247	0	0	3A	0.06	WS2		36	N		0	2	EW		Y	11, P	T	<input type="checkbox"/>	199	392	5,685		
Beach St	Halleck St	34th St	659	0	0	3A	0.33	TS2	P0	28	N		1	1	NS		S			<input type="checkbox"/>					Partially unimproved roadway. A portion of this segment is 40' wide with parking on both sides. Potential Bay Trail realignment (32nd/Wood/Beach/Halleck) as per Emeryville's bike/ped bridge proposal at Bay Street.
Beacon St	Lakeshore Ave	MacArthur Blvd	418	0	3	3B	0.18	Blvd												<input type="checkbox"/>					Added because of one-way segment on MacArthur (Lakeshore Ave to Beacon St).
Beaumont Ave	14th Ave	Park Blvd	407	0	0	0		NA		70	R	5	2	2	NS		Y	62*, 11*	M	<input type="checkbox"/>	256	256	4,517	ADT from speed survey data. Peak hour volumes extrapolated from ADT. Considered as an additional to 14th Ave. Rerouted to 13th Ave as per 14th Ave recommendations.	
Bellevue Ave	Park View Ter	Grand Ave	284	3	3	3B	0.78	Blvd												<input type="checkbox"/>					
Booker St	Spruce St	7th Ave	211	3	0	0		NA												<input type="checkbox"/>					See slope analysis for Brooklyn Ave and E 24th St.
Broadway	Hwy 24 overcrossing	Golden Gate Ave	53	3	3	2	1.07	T2	P0	38	N		1	1	NS		N			<input type="checkbox"/>					
Broadway	Golden Gate Ave	Brookside Ave	230	2	0	2	0.11	T2	P0	38	N		1	1	NS		Y1			<input type="checkbox"/>					Consider parking removal along College Preparatory School.
Broadway	Brookside Ave	Keith Ave	469	2	0	2	0.22	T3	CTL0, P0	30/18	SPL		2	1	NS		N	59*	O	<input type="checkbox"/>	1539	157	12,436	Two lanes northbound with 30' ROW. One lane southbound with 18' ROW.	
Broadway	Keith Ave	Broadway Ter	470	2	0	2	0.74	T3		60	N		2	2	NS		Y			<input checked="" type="checkbox"/>	917	727	14,096		
Broadway	Broadway Ter	College Ave	471	2	0	2	0.07	T5	CTL0, P1	80	N		2	3	NS		Y1	CB, 59	T	<input checked="" type="checkbox"/>					Poor visibility on aerials.
Broadway	College Ave	51st St/Pleasant Valley Ave	472	2	0	2	0.14	T4	P1	103	R	8	3	3	NS		Y1	51, 59, CB, 851	R	<input checked="" type="checkbox"/>	1610	1319	29,484	Poor visibility on aerials.	
Broadway	51st St/Pleasant Valley Ave	MacArthur Blvd	473	2	0	2	0.77	T4		80	R	4	3	3	NS		Y	51, CB, 57*, 851	R	<input checked="" type="checkbox"/>	1357	1094	22,357		
Broadway	MacArthur Blvd	I-580	474	2	0	2	0.17	T5		80	P	12	3	3	NS		Y	51, 851	R	<input type="checkbox"/>	1166	792	17,500		
Broadway	I-580	25th St	231	2	2	2	0.62	T4		80	R	12	2	2	NS		Y	51, 59*, 851	R	<input type="checkbox"/>	1281	1131	23,908		
Broadway	25th St	20th St	475	SSC	3	0	0.39	NA		70	R	8	2	2	NS		Y	11, 51, 59, 851	R	<input type="checkbox"/>	523	660	12,957	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway. If a two-way Webster St (21st St to Grand Ave) is infeasible, the alternative is a Class 3A on Broadway (Franklin St to 25th St).	
Broadway	20th St	17th St	476	SSC	3	0	0.18	NA		70	N		2	3	NS		Y	72, 72M, 72R, 11, 51, 12, 800, 802, 805, 851	R	<input type="checkbox"/>	487	706	13,086	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	
Broadway	17th St	12th St	477	SSC	3	0	0.29	NA		70	N		2	2	NS		Y	72, 72M, 72R, 11, 51, 12, 40, 40L, 43, 800, 801*, 802*, 805*, 840*, 851*	R	<input type="checkbox"/>	847	1329	21,643	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	
Broadway	12th St	11th St	478	SSC	3	0	0.05	NA		70	CTL	11	2	2	NS		Y	72, 72M, 72R, 19, 63, 11, 51, 12, 801, 840	R	<input type="checkbox"/>	684	920	18,259	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	
Broadway	11th St	7th St	479	SSC	3	0	0.21	NA		70	R	5	2	2	NS		Y	72, 72M, 72R, 19, 63, 11, 51	R	<input type="checkbox"/>	740	750	17,490	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Broadway	7th St	4th St	233	2	3	0	0.16	NA		70	R	5	3	3	NS		N	72, 72M, 72R	R	<input type="checkbox"/>					Replaced with Webster/Franklin/21st. Parking Y1 from 4th to 5th with 3/2 lane configuration; complicated lane configuration because of the turn lanes at I-880 and 7th St. Lane counts include block long turn lanes.
Broadway	4th St	2nd St	480	2	3	0	0.11	NA		70	R	5	2	2	NS		Y	72, 72M, 72R	R	<input type="checkbox"/>	291	290	6,355	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	
Broadway	2nd St	Embarcadero	481	2	0	0		NA		70	R	5	2	2	NS		Y	72, 72M	R	<input type="checkbox"/>	291	290	6,355	Replaced with Webster/Franklin/21st to avoid AC Transit conflicts and limited ROW on Broadway.	
Broadway Ter	Broadway	Carlton St	298	0	3	3A	0.23	TS2		40	N		1	1	NS		Y	59, CB, V	T	<input type="checkbox"/>	411	519	6,546	Added to fill in gap in the 1999 network.	
Broadway Ter	Carlton St	Clarewood Dr	482	0	3	2	0.54	T2		56	P	12	1	1	NS		Y	59, CB, V	T	<input type="checkbox"/>	411	519	6,546	Added to fill in gap in the 1999 network.	
Broadway Ter	Clarewood Dr	Lake Temescal Path	625	0	3	0	0.69	NA		38	N		1	1	NS		Y	59, CB, V	T	<input type="checkbox"/>	522	545	7,175	See slope analysis.	
Broadway Ter	Lake Temescal Path	Duncan Wy	299	0	3	3A	0.32	TS2	P1	42	N		1	1	NS		S	59, V, CB*	T	<input type="checkbox"/>	752	560	6,464	Roadway with unimproved shoulders and varying width. Bike lanes may be feasible through the Highway 13 underpass.	
Brookdale Ave	Coolidge Ave	35th Ave	217	3	0	0		NA												<input type="checkbox"/>					See slope analysis.
Brookdale Ave	35th Ave	Kingsland Ave	219	3	0	0		NA												<input type="checkbox"/>					See slope analysis.
Brookdale Ave	Kingsland Ave	55th Ave	221	3	0	0		NA												<input type="checkbox"/>					See slope analysis.
Brookdale Ave	55th Ave	Foothill Blvd	223	3	0	0		NA												<input type="checkbox"/>					See slope analysis.
Brookfield Bridge	Jones Ave	Coral Rd	722	0	1	1	0.07	Path												<input type="checkbox"/>					I-880 ped/bike bridge; requires curb ramp on Jones Ave.
Brooklyn Ave	Lakeshore Ave	Park Blvd	208	3	0	0		NA												<input type="checkbox"/>					See slope analysis.
Brush St	3rd St	2nd St	28	2	3	3A	0.05	TS2		44	N		1	1	NS		Y			<input type="checkbox"/>					One-block jog between 2nd and 3rd Streets.
Buell St	Steele St	Calaveras Ave	713	0	0	3B	0.04	Blvd												<input type="checkbox"/>					
Buell St	MacArthur Blvd	Calaveras Ave	387	2	0	3A	0.08	TS2	P0	30	N		1	1	EW		N			<input type="checkbox"/>					One block segment of roadway.
Burdeck Dr	Butters Dr	Burdeck Path	726	0	0	3	0.67	Route												<input type="checkbox"/>					
Burdeck Path	Burdeck Dr	Joaquin Miller Rd	720	0	1	1	0.05	Path												<input type="checkbox"/>					Requires intersection improvements at Joaquin Miller Rd.
Butters Dr	Robinson Dr	Burdeck Dr	719	0	0	3	0.75	Route												<input type="checkbox"/>					
Cairo Rd	Coral Rd	Hegenberger Loop	724	0	0	3B	0.26	Blvd												<input type="checkbox"/>					
Calaveras Ave	Davenport Ave	Mountain Blvd	485	2	0	2	0.17	T2	P0	32	N		1	1	EW		N			<input type="checkbox"/>					
Calaveras Ave	Buell St	Daisy St	632	2	0	3A	0.27	TS2		26,32	N		1	1			N,Y1			<input type="checkbox"/>					Insufficient width for bike lanes. Section of 26' ROW has no parking; 32' ROW has parking on one side
Caldecott Ln	FWY overcrossing	Tunnel Rd	55	3	3	2	0.20	T2	P0	35	N		1	1	NS		N	E	T	<input type="checkbox"/>					
California St	Patterson Ave	38th Ave	770	0	0	3B	0.03	Blvd												<input type="checkbox"/>					
Camden St	MacArthur Blvd	Bancroft Ave	105	2	0	2	0.51	T2		46	N		1	1	EW		Y			<input type="checkbox"/>					
Campus Dr	Redwood Rd	Merritt College Entrance	317	2	0	2	0.69	T4	P0	52	N		2	2	EW		N	54	M	<input type="checkbox"/>	697	470	7,991		

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Campus Dr	Merritt College Entrance	Skypoint Ct	486	2	0	0		NA		80	R	17	2	2	EW		Y	---		<input type="checkbox"/>					See slope analysis.
Campus Dr	Skypoint Ct	Keller Ave	487	2	0	0		NA		35-40	N		1	1	EW		Y	---		<input type="checkbox"/>					See slope analysis. No parking along Merritt College between Skypoint and Rockingham
Carlston Av	Mandana Bl	Paramount Rd	665	0	0	3B	0.23	Blvd							EW	EB		---		<input type="checkbox"/>					Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge. This bikeway would require two-way bike access on Carlston (currently one-way). If infeasible, connect Lakeshore to Sunnyhills via Longridge and Midcrest.
Carmel St	Laguna Ave	Coolidge Ave	705	0	0	3B	0.12	Blvd										---		<input type="checkbox"/>					
Carson St	Mountain Blvd	Aliso Ave	90	2	0	0		NA		40	N		2	2	NS		N	---		<input type="checkbox"/>	275	360	4,957		See slope analysis.
Carson St	Aliso Ave	Adelaide Ave	488	2	0	0		NA		40	N		1	1	NS		Y	---		<input type="checkbox"/>					See slope analysis.
Carson St	Adelaide Ave	Reinhardt Dr	91	2	0	0		NA		50	N		1	1	NS		Y	---		<input type="checkbox"/>					See slope analysis.
Carson St	Reinhardt Dr	Fair Ave	489	2	0	0		NA		50	N		1	1	NS		N	---		<input type="checkbox"/>					See slope analysis.
Carson St	Fair Ave	Tompkins Ave	92	2	0	0		NA		30	N		1	1	NS		N	---		<input type="checkbox"/>					See slope analysis.
Cavour St	Claremont Ave	Shafter Ave	691	0	0	3B	0.20	Blvd										---		<input type="checkbox"/>					
Chabot Rd	College Ave	Golden Gate Ave	51	3	3	3B	0.72	Blvd										---		<input type="checkbox"/>	113	116	2,010		
Chetwood St	Santa Clara Ave	MacArthur Blvd	637	0	0	3B	0.15	Blvd										---		<input type="checkbox"/>					Added as part of the eastbound MacArthur bikeway to avoid freeway-style overpass on MacArthur.
Church St	Avenal Ave	Arthur St	226	3	0	3B	0.21	Blvd										---		<input type="checkbox"/>					
Claremont Ave	Tanglewood Rd	Grizzly Peak Blvd	18	2	0	2	1.90	T2	B1, P0	26	N		1	1	NS		N	---		<input type="checkbox"/>					Varying paved shoulder in addition to curb-to-curb width; bike lane uphill only.
Claremont Ave	Alcatraz Ave	Telegraph Ave	19	SSC	0	2	1.16	T3		56	N		2	2	NS		Y	E*, 7*	T	<input type="checkbox"/>	605	672	13,599		
Clay St	2nd St	Embarcadero	351	3	3	3A	0.05	TS2		52	N		1	1	NS		Y	---		<input type="checkbox"/>					
Clay St	17th St	14th St	345	3	0	2	0.15	T2		52	N		1	2	NS		Y	---		<input type="checkbox"/>	317	460	7,778		16th to 17th is four lanes with Y1 parking.
Clay St	14th St	9th St	346	3	3	2	0.26	T2		52	N		2	1	NS		Y	800	T	<input type="checkbox"/>	210	284	4,089		12th to 14th is four lanes with Y1 parking.
Clemens Rd	Leimert Pl	Waterhouse Rd	699	0	0	3B	0.05	Blvd										---		<input type="checkbox"/>					
Colby St	Woolsey St	Claremont Ave	202	3	3	3B	0.61	Blvd										---		<input type="checkbox"/>	454	669	9,354		
Coliseum BART to Bay Trail Connector Path	San Leandro St	Oakport Rd	738	2	0	1	0.90	Path												<input type="checkbox"/>					
College Ave	Alcatraz Ave	Broadway	374	3	0	3A	1.04	TS2		44								7*, 51, 851	R	<input type="checkbox"/>	604	715	15,771		
Colton Blvd	Snake Rd	Arrowhead Dr	61	3	3	3	0.10	Route										---		<input type="checkbox"/>					
Coolidge Ave	Carmel St	Morgan Ave	706	0	0	3B	0.08	Blvd										---		<input type="checkbox"/>					
Coolidge Ave	Alida St	Foothill Blvd	340	3	0	0		NA		36								14*	M	<input type="checkbox"/>	349	249	3,497		See slope analysis.
Coral Rd	Brookfield Bridge	Cairo Rd	723	0	0	3B	0.08	Blvd										---		<input type="checkbox"/>					
Courtland Ave	High St	42nd Ave	88	2	0	0		NA		70								---		<input type="checkbox"/>					Removed along with 42nd Ave.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Daisy St	Calaveras Ave	Davenport Ave	490	2	0	3A	0.08	TS2		32	N		1	1	EW		Y, Y1	---		<input type="checkbox"/>					Insufficient width for bike lanes. Partially parking on both sides; partially parking on one side.
Davenport Ave	Daisy St	Calaveras Ave	491	2	0	3A	0.03	TS2	P0	30	N		1	1	EW		N	---		<input type="checkbox"/>					Insufficient width for bike lanes.
Doolittle Dr	Harbor Bay Pkwy	Swan Wy	87	1,2	0	2	1.65	T2	P0	44	N		1	1	EW		N	---		<input checked="" type="checkbox"/>					Unimproved roadway (no curbs) with 7-10 foot paved shoulders. There are no 'No parking' signs but also no cars parked or evidence of cars parking. These shoulders could be converted to bike lanes with addition of pavement markings and signage.
Doolittle Dr	Swan Wy	Hegenberger Rd	607	1,2	2	2	0.39	T4	P0	84	P	17	2	2	EW		N	---		<input checked="" type="checkbox"/>					Class 2 bike lane do exist in the paved shoulder but are marked with limited pavement markings and no signage.
Doolittle Dr	Hegenberger Rd	Airport Access Rd	608	1,2	2	2	0.13	T6	P0	108	R	11.5	3	3	EW		N	---		<input checked="" type="checkbox"/>					This section is an overpass over Airport Drive; There are no 'No parking' signs but no cars were parked and there is no evidence of parking in striped shoulders.
Doolittle Dr	Airport Access Rd	Eden Rd	609	1,2	2.1	2	0.79	T5	CTL0, P0	77	P	13	3	2	EW		N	---		<input checked="" type="checkbox"/>	1649	1344	26,699		Bike lanes on EB direction only; No red curb or 'no parking' signs but no evidence of cars parking along this segment.
Duncan Wy	Florence Ter	Broadway Ter	302	0	3	3B	0.33	Blvd										59, CB	T	<input type="checkbox"/>					Rerouted from Mountain Blvd.
E 10th St	2nd Ave	4th Ave	153	2	0	2	0.14	T2		54	N		1	1	EW		Y	11, 62	M	<input type="checkbox"/>					
E 10th St	4th Ave	5th Ave	757	2	0	2	0.07	T2		54	N		1	1	EW		Y	11, 62	M	<input type="checkbox"/>					
E 10th St	5th Ave	9th Ave	737	2	0	0		NA		54	N		1	1	EW		Y	---		<input type="checkbox"/>					
E 12th St	1st Ave	2nd Ave	173	0	0	2	0.06	T4		72	N		2	2	EW		Y	---		<input type="checkbox"/>					ROW and lanes as per 12th St reconstruction (65% plans)
E 12th St	2nd Ave	14th Ave	408	0	0	2	0.84	T3		60	N		2	2	EW		Y	11	O	<input type="checkbox"/>	758	777	12,992		Rerouted from International Blvd to minimize AC Transit conflicts.
E 12th St	14th Ave	16th Ave	156	0	0	2	0.12	T4		35E/53W	SP		3	3	EW		Y1	---		<input checked="" type="checkbox"/>	1235	1277	22,022		Rerouted from International Blvd to minimize AC Transit conflicts.
E 12th St	16th Ave	18th Ave	157	0	0	2	0.14	T4		36E/60W	SP		3	3	EW		Y2D1	---		<input checked="" type="checkbox"/>	1235	1277	22,022		Rerouted from International Blvd to minimize AC Transit conflicts.
E 12th St	18th Ave	19th Ave	158	0	0	2	0.07	T4		43E/42W	SP		3	3	EW		Y2D1	---		<input checked="" type="checkbox"/>	1235	1277	22,022		Rerouted from International Blvd to minimize AC Transit conflicts.
E 12th St	19th Ave	Fruitvale Ave	496	0	0	2	1.06	T4		43/43	SP		3	3	EW		Y	62*	M	<input checked="" type="checkbox"/>	1510	1293	18,962		Rerouted from International Blvd to minimize AC Transit conflicts. These data identify the predominant characteristics of this segment. In both directions, numerous blocks of the third travel lane are striped out in yellow. Some stretches have no parking.
E 12th St	Fruitvale Ave	40th Ave	409	0	0	3A	0.50	TS2		42	N		1	1	EW		Y	---		<input type="checkbox"/>	567	310	7,951		Rerouted from International Blvd to minimize AC Transit conflicts.
E 12th St	40th Ave	High St	493	0	0	3A	0.18	TS2	P0	32	N		2	0	EW	EB	Y1	---		<input type="checkbox"/>	567	---	5,352		Rerouted from International Blvd to minimize AC Transit conflicts. Propose two-way conversion. Volume data extrapolated from two-way segment: High St (35th to 40th).
E 12th St	High St	54th Ave	494	0	0	3A	0.61	TS2		42	N		1	1	EW		Y	---		<input type="checkbox"/>					Rerouted from International Blvd to minimize AC Transit conflicts.
E 15th St	1st Ave	14th Ave	372	3	0	2	0.87	W2		40	N		2	0	EW	EB	Y	40, 40L, 43, 62*, 840	R	<input type="checkbox"/>	506	---	4,259		
E 18th St	Park Blvd	Lakeshore Ave	72	2	0	3A	0.21	TS4		69	R	6	2	2	EW		Y	14, 15	M	<input type="checkbox"/>	980	1104	15,368		Bike lanes would require lane reduction (unlikely in the neighborhood commercial district).
E 19th St	Park Blvd	13th Ave	670	0	0	3B	0.61	Blvd										---		<input type="checkbox"/>					This route would require modifications to partial street closures to allow through bicycle access. E 19th St (14th Ave to 16th Ave) has a very steep hill and thus cannot provide a direct connection to 16th Ave.
E 21st St	13th Ave	14th Ave	678	0	0	3B	0.06	Blvd										---		<input type="checkbox"/>					Rerouted from E 24th St.
E 21st St	14th Ave	23rd Ave	410	0	0	2	0.58	T3		70	N		1	1	EW		Y	14	M	<input type="checkbox"/>	355	418	7,116		Rerouted from E 24th St.
E 21st St	23rd Ave	Mitchell St	411	0	0	3B	0.39	Blvd		40	N		1	1	EW		Y	14*	M	<input type="checkbox"/>					Rerouted from E 24th St.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
E 24th St	7th Ave	26th Ave	213	3	0	0		NA										62*	M	<input type="checkbox"/>				See slope analysis.
E 30th St	21st Ave	23rd Ave	743	0	0	3B	0.11	Blvd												<input type="checkbox"/>				
E 33rd St	Beaumont Ave	14th Ave	754	SSC	0	2	0.10	W2	P1	32	N		2	0	EW	EB	Y1	57, NL, NX1, NX2, 805	R	<input type="checkbox"/>				As per feasibility analysis of MacArthur Blvd (Park to Lincoln).
E 7th St	Embarcadero	Kennedy St	662	2	2	2	0.15	T2	P0	34	N		1	1	EW		N	---		<input type="checkbox"/>				
E 7th St	Kennedy St	23rd Ave	663	3	3	2	0.06	T2	P1	62	R	4	1	1	EW		Y1	---		<input type="checkbox"/>				
E 7th St	23rd Ave	Fruitvale Ave	33	3	3	3B	0.49	Blvd										---		<input type="checkbox"/>				
E 8th St	9th Ave	14th Ave	155	0	0	0		NA		94	R	6	3	3	EW		Y	---		<input checked="" type="checkbox"/>	810	1433	12,204	
E St	105th Ave	107th Ave	169	0	0	3B	0.09	Blvd										---		<input type="checkbox"/>				New route added to avoid subway on San Leandro St at 105th Ave.
East Bay Greenway	Fruitvale Ave	San Leandro border	739	1	0	1	4.35	Path												<input type="checkbox"/>				Follows the Union Pacific and/or BART right-of-way.
Edes Ave	105th Ave	98th Ave	198	3	3	3A	0.35	TS2		42	N		1	1	EW		Y	45	O	<input type="checkbox"/>				
Edes Ave	98th Ave	85th Ave	412	0	0	3A	0.56	TS2		42	N		1	1	EW		Y	45	O	<input type="checkbox"/>				Added to fill in a gap in the 1999 network.
Edes Ave	85th Ave	I-880 off-ramp	497	0	0	2	0.18	T2	P0	40	N		1	1	EW		N	---		<input type="checkbox"/>				Added to fill in a gap in the 1999 network.
Edes Ave	I-880 off-ramp	Hegenberger Rd	498	0	0	2	0.30	T4	P0	52	N		1	3	EW		N	---		<input type="checkbox"/>				Added to fill in a gap in the 1999 network.
Edgewater Dr	Bay Trail	Hassler Wy	44	3	0	2	0.27	T4	P0	105	R	48	2	2	EW		N	98	O	<input type="checkbox"/>				
Edgewater Dr	Hassler Wy	Oakport St	413	0	0	2	0.62	T4	P0	105	R	48	2	2	EW		N	98	O	<input type="checkbox"/>	265	290	5,250	
Edgewater Dr	Oakport St	Hegenberger Rd	42	2	0	2	0.26	T4	P0	105	R	48	2	2	EW		N	98, AB	M	<input type="checkbox"/>	483	323	8,899	
Edwards Ave	Mountain Blvd	Sunnymere Ave	610	SSC	3	3A	0.17	TS2	P0	30	N		1	1	NS		Y1	---		<input type="checkbox"/>	924	753	18,970	Consider as alternate for Leona Quarry Path.
Edwards Ave	Sunnymere Ave	Sunkist Dr	112	SSC	0	0		NA		30	N		1	1	NS		Y1	56*	O	<input type="checkbox"/>	924	753	18,970	See slope analysis for 73rd Ave.
El Embarcadero	Lakeshore Ave	Grand Ave	253	2	3	3A	0.07	TS3	CTL0, P0	31	N		1	1	EW		N	---		<input type="checkbox"/>				Proposal as per Lakeshore-El Embarcadero project. ROW to be widened by 2'.
Elwood Ave	Valle Vista Ave	Grand Ave	11	0	0	3B	0.04	Blvd										---		<input type="checkbox"/>				Added because of one-way segment on Santa Clara Ave.
Embarcadero	Oak St	5th Ave	32	2	2	2	0.49	T2	P0	42	N		1	1	EW		N	---		<input type="checkbox"/>				
Embarcadero	5th Ave	E 16th St	499	2	2	2	1.06	T2	P1	46	N		1	1	EW		Y1	---		<input type="checkbox"/>				
Embarcadero	E 16th St	Livingston St	500	2	2.1	2.1	0.21	T2	B1, PD1	64	N		1	1	EW		Y1D	---		<input type="checkbox"/>				Bike lanes only on the side of street without angle parking. Consider sharrow treatment in the other direction.
Embarcadero	Livingston St	Dennison St	501	2	2	2	0.09	T2		65	N		1	1	EW		Y	---		<input type="checkbox"/>				
Embarcadero	Dennison St	E 7th St	502	2	2	2	0.31	T2	P0	34	N		1	1	EW		N	---		<input type="checkbox"/>				
Excelsior Ave	Park Blvd	Ardley Ave	745	0	0	3B	0.55	Blvd												<input type="checkbox"/>				This recommended routing would require a contra-flow bike lane on Excelsior Ave (Park Blvd to Kingsley St) and a bicycle actuated signal phase at the Park/Excelsior intersection.
Fernwood Dr	Florence Ave	Mountain Blvd	747	O	0	3B	0.35	Blvd												<input type="checkbox"/>				
Florence Ave	Mountain Blvd	Duncan Wy	303	0	3	0	0.04	NA										59, CB	T	<input type="checkbox"/>				

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Fontaine St	Keller Ave	Shone Ave	135	2	0	0		NA		80	N		0	2	NS	SB	Y1	46	O	<input type="checkbox"/>	41	321	2,729	See slope analysis.	
Fontaine St	Shone Ave	Holmes Ave	503	2	0	0		NA		80	N		1	2	NS		Y1	46	O	<input type="checkbox"/>	41	321	2,729	See slope analysis.	
Fontaine St	Holmes Ave	Fontaine OC	504	2	0	0		NA		80	R	17	1	2	NS		Y1	46	O	<input type="checkbox"/>	41	321	2,729	See slope analysis.	
Fontaine St	Fontaine OC	Golf Links Rd	505	2	0	0		NA		80	R	17	2	2	NS		Y	46	O	<input type="checkbox"/>	287	270	3,395	See slope analysis. Parking on both sides from Golf Links Rd to Crest; No parking either side from Crest to Fontaine OC.	
Foothill Blvd	Lakeshore Ave	14th Ave	234	2	0	2	0.88	W2		40	N		0	2	EW	WB	Y	40, 40L, 43, 840	R	<input type="checkbox"/>					
Foothill Blvd	14th Ave	23rd Ave	236	2	0	2	0.68	T3		56	N		2	2	EW		Y	40, 40L, 43, 840	R	<input type="checkbox"/>	597	606	11,925	Volume data from adjoining segment: Foothill Blvd (23rd Ave to 35th Ave)	
Foothill Blvd	23rd Ave	35th Ave	237	2	0	3A	0.86	TS3		50	CTL	10	1	1	EW		Y	40, 40L, 43, 840	R	<input type="checkbox"/>	597	606	11,925	Insufficient width for bike lanes.	
Foothill Blvd	35th Ave	41st Ave	240	2	3A	3A	0.49	TS3		54	CTL	10	1	1	EW		Y	40, 40L, 43, 840	R	<input type="checkbox"/>	889	807	18,234	Insufficient width for bike lanes.	
Foothill Blvd	41st Ave	Fremont Wy	241	2	0	3A	0.45	TS3		54	CTL		1	1	EW		Y	40, 40L, 43, 840	R	<input type="checkbox"/>	827	1072	20,501	Insufficient width for bike lanes. The blocks from 41st Ave to High St have 4 travel lanes (two in each direction), likely for intersection operations.	
Foothill Blvd	Stanley Ave	106th Ave	199	3	0	2	0.05	T2		50	N		1	1	EW		N	45	O	<input type="checkbox"/>					
Foothill Blvd	106th Ave	Durant Ave	751	3	0	2	0.22	T2		50	N		1	1	EW		N	45	O	<input type="checkbox"/>					No parking for from 106th to 108th Streets; parking allowed from 108th Street to Durant (San Leandro border).
Forest St	Claremont Ave	College Ave	203	3	3	3A	0.30	TS2										7*	O	<input type="checkbox"/>					
Franklin St	21st St	20th St	509	0	0	2	0.09	W2		50	N		3	0	NS	NB	Y	---		<input type="checkbox"/>	1062	---	10,112	Rerouted from Broadway.	
Franklin St	20th St	14th St	638	0	0	2	0.36	W3		55	N		4	0	NS	NB	Y	15	M	<input type="checkbox"/>	1938	---	20,376	Rerouted from Broadway.	
Franklin St	14th St	8th St	508	0	0	2	0.32	W3		55	N		4	0	NS	NB	Y	15*, 63*	M	<input type="checkbox"/>	737	---	7,302	Rerouted from Broadway.	
Fremont Wy	Foothill Blvd	Bancroft Ave	242	0	0	3A	0.06	TS2		36	N		1	1	NS		Y	---		<input type="checkbox"/>					One-block connector.
Fruitvale Ave	Tiffin Rd	Lyman Rd	611	0	0	3B	0.43	Blvd		32	N		1	1	NS		Y	53*	M	<input type="checkbox"/>					Rerouted from Lincoln Ave.
Fruitvale Ave	Lyman Rd	MacArthur Blvd	626	0	0	3A	0.24	TS2		42	N		1	1	NS		Y	53	M	<input type="checkbox"/>					Rerouted from Lincoln Ave.
Fruitvale Ave	MacArthur Blvd	Foothill Blvd	82	2	0	3A	1.20	TS2		44	N		1	1	NS		Y	53, 14*	M	<input type="checkbox"/>	812	777	19,048	Insufficient width for bike lanes.	
Fruitvale Ave	Foothill Blvd	International Blvd	83	2	0	2	0.46	T2		48	N		2	1	NS		Y	53	M	<input type="checkbox"/>	615	600	19,047	Peak hour volume data from Fruitvale Alive Community Transportation Plan. ADT from speed survey data.	
Fruitvale Ave	International Blvd	E 12th St	84	2	0	2	0.09	T3		56	N		2	2	NS		Y	53	M	<input checked="" type="checkbox"/>	559	612	19,047	Peak hour volume data from Fruitvale Alive Community Transportation Plan. ADT from speed survey data.	
Fruitvale Ave	E 12th St	E 8th St	510	2	2	2	0.25	T3	CTL0, PO	58	N		2	1	NS		N	19, 63	M	<input type="checkbox"/>					Two lanes merge into one in SB direction. ROW width varies between E 12th St and San Leandro St due to turn lanes and unimproved shoulders.
Fruitvale Ave	E 8th St	E 7th St	511	2	2	2	0.05	T3	CTL0, PO	45	N		2	1	NS		N	19, 63	M	<input type="checkbox"/>					
Fruitvale Ave	E 7th St	Alameda Ave	34	2	2	2	0.19	T3	CTL0, PO	50	N		1	2	NS		N	19, 63	M	<input type="checkbox"/>	849	786	16,370		
Genoa St	Adeline St	52nd St	146	3	3	3B	0.59	Blvd										---		<input type="checkbox"/>					
Genoa-King Connector	Genoa St	King St	746	0	0	1	0.05	Path												<input type="checkbox"/>					This short segment requires the reconfiguration of two medians at the intersection of Adeline St and Stanford Ave to connect Genoa St in Oakland with King St in Berkeley.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Gerry Adams Wy	8th St	7th St	395	2	0	2	0.08	W3		52	N		0	3	EW	W	Y	62	M	<input type="checkbox"/>					
Glencourt Dr	Arrowhead Dr	Saroni Dr	63	3	3	3	0.35	Route										---		<input type="checkbox"/>					
Golden Gate Ave	Chabot Rd	Broadway	52	3	3	3B	0.11	Blvd										---		<input type="checkbox"/>					
Golf Links Rd	Grass Valley Rd	Scotia	189	3	3	2	0.28	T2		77	R	16	2	2	NS		Y	98	O	<input type="checkbox"/>	89	106	1,835		
Golf Links Rd	Scotia	Mountain Blvd	512	3	3	2	1.45	T2	B1	30	N		1	1	NS		S	98	O	<input type="checkbox"/>	330	372	6,206	Bike lane uphill only. No parking except where shoulder is wide enough.	
Golf Links Rd	Mountain Blvd	98th Ave	513	3	3	2	0.12	T2	P0	67	N		1	1	NS		N	56, 98	O	<input type="checkbox"/>					
Golf Links Rd	98th Ave	Fontaine St	137	2	0	3A	0.66	TS2		25	N		1	1	NS		S	---		<input type="checkbox"/>	272	213	4,751	Unimproved roadway; measurements taken between outside lane lines; width varies from 25 feet at Castlewood to 40 feet at 98th Ave; parking only on shoulders where space available.	
Golf Links Rd	Fontaine St	82nd Ave	138	2	0	3A	0.31	TS2	P1	35	N		1	1	NS		Y1	46	O	<input type="checkbox"/>	1096	1195	19,268	Insufficient width for bike lanes.	
Grand Ave	Jean St	Lake Park Ave	255	2	0	3A	0.54	TS4	PD2	80	N		2	2	EW		YD	12	O	<input type="checkbox"/>	830	1214	19,734	15' diagonal parking. T5 cross-section may have community support for Grand Ave (Jean St to Mandana Blvd).	
Grand Ave	Lake Park Ave	MacArthur Blvd	517	2	0	2	0.10	T4		96	R	8	2	2	EW		Y	12, 805	O	<input type="checkbox"/>					
Grand Ave	MacArthur Blvd	El Embarcadero	518	2	0	2	0.08	T4	PD1	94	N		2	2	EW		Y2D1	12, 805	O	<input type="checkbox"/>					
Grand Ave	El Embarcadero	Bay Pl	256	2	2	2	0.67	T5		80	CTL	12	2	2	EW		Y	12, NL, 805	R	<input type="checkbox"/>	1701	1507	24,879		
Grand Ave	Bay Pl	Valdez St	258	2	2	2	0.18	T5		85	CTL	12	2	2	EW		Y	12, 805*, NL*	R	<input type="checkbox"/>	874	788	13,398		
Grand Ave	Valdez St	Webster St	259	2	2	2	0.06	T5		90	CTL	20	2	2	EW		Y	12	O	<input type="checkbox"/>	874	788	13,398	Median area includes two turn lanes.	
Grand Ave	Webster St	Broadway	260	2	3A	3A	0.07	TS4		56	N		2	2	EW		Y	12	O	<input type="checkbox"/>					
Grand Ave	Broadway	Telegraph Ave	261	2	3A	3A	0.13	TS4		76	R	16	2	2	EW		Y	---		<input type="checkbox"/>	884	727	16,803		
Grand Ave	Telegraph Ave	West St	262	2	2	2	0.39	T4		88	R	5-15	2	2	EW		Y	NL*	R	<input checked="" type="checkbox"/>	1073	984	20,414		
Grand Ave	West St	Market St	263	2	2	2	0.17	T4		96	R	5	2	2	EW		Y	NL	R	<input checked="" type="checkbox"/>					
Grand Ave	Market St	Mandela Pkwy	318	2	0	2	0.61	T4		92	R	5	3	3	EW		Y	NL	R	<input checked="" type="checkbox"/>	757	1305	19,353		
Grand Ave	Mandela Pkwy	Maritime St	319	2	0	2	0.73	T4	P0	58/75	P	5	2	2	EW		N	NL	R	<input checked="" type="checkbox"/>				Aerial structure with variable width. The narrowest stretch is 58'. The 75' stretch as an extended left turn lane.	
Grass Valley Rd	Skyline Blvd	Golf Links Rd	188	3	3	3	0.41	Route										---		<input type="checkbox"/>					
Grizzly Peak Blvd	Centennial Dr	Claremont Ave	320	3	3	3	0.81	Route										---		<input type="checkbox"/>					
Grizzly Peak Blvd	Claremont Ave	Skyline Blvd	321	3	3	3	2.40	Route										---		<input type="checkbox"/>					
Grosvenor Pl.	Holman Rd	Park Blvd	76	2	0	3B	0.10	Blvd										---		<input type="checkbox"/>					
Hamilton St	Hegenberger Rd	75th Ave	766	0	0	3B	0.06	Blvd										---		<input type="checkbox"/>					
Hansom Dr	Skyline Blvd	Keller Ave	144	3	0	0		NA										---		<input type="checkbox"/>	74	87	1,388	See slope analysis.	
Harrison St	Monte Vista Ave	Bayo Vista Ave	248	2	0	0		NA		36	N		1	1	NS		Y	11, P	T	<input type="checkbox"/>				Rerouted to Oakland Ave.	
Harrison St	Bayo Vista Ave	I-580	523	2	0	3A	0.27	WS2		36	N		0	2	NS	SB	Y	11, P	T	<input type="checkbox"/>	---	1406	12,754	W1 cross-section not feasible based on volume analysis.	

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Harrison St	I-580	Fairmount Ave	249	2	0	2	0.37	W3		50	N		0	3	NS	SB	Y	11	O	<input type="checkbox"/>	---	1813	11,351	Volume data extrapolated from adjoining segment: Harrison St (Fairmount Ave to 27th St).	
Harrison St	Fairmount Ave	27th St	519	2	0	3A	0.21	TS4		60	N		2	2	NS		Y	11	O	<input type="checkbox"/>	1026	1813	20,595	T3 cross-section not feasible based on volume analysis.	
Harrison St	27th St	Grand Ave	520	2	0	2	0.14	T4		84	R	5	3	3	NS		Y	11	O	<input type="checkbox"/>	1026	1813	20,595	Volume data from adjoining segment: Harrison St (27th St to Fairmount Ave).	
Harrison St	Grand Ave	20th St	521	2	2.1	2	0.23	T6	P0	120	R	14	3	4	NS		N	11, NL, 805	R	<input type="checkbox"/>	2336	1849	33,587	Existing bike lane on NB direction only.	
Hassler Wy	Oakport St	Edgewater Dr	41	3	3	0	0.23	NA										98	O	<input type="checkbox"/>	208	162	3,091		
Havenscourt Bl	Bancroft Ave	International Blvd	108	2	0	2	0.81	T2		52	N		1	1	NS		Y	---		<input type="checkbox"/>	818	1046	20,502		
Hegenberger Loop	Hegenberger Rd	Hegenberger Rd	725	0	0	3B	0.39	Blvd		40	N		1	1	NS		Y	---		<input type="checkbox"/>					The northern end intersects Hegenberger Rd at Edgewater Dr.
Hegenberger Rd	International Blvd	San Leandro St	117	2	0	2	0.44	T8	P0	160	R	48	4	4	NS		N	805, 50*	M	<input checked="" type="checkbox"/>					Existing 8' shoulders could be signed and stenciled for bike lanes. Hegenberger Rd (International Blvd to Rudsdale St) has a 128' ROW and a 16' median.
Hegenberger Rd	San Leandro St bridge	San Leandro St bridge	651	2	0	2	0.40	T6	P0	82	R	5	3	3	NS		N	805, 50*	M	<input checked="" type="checkbox"/>	1709	1415	38,929	No shoulders on bridge. Volume data from adjoining segment: Hegenberger Rd (San Leandro St to I-880).	
Hegenberger Rd	San Leandro St	I-880 bridge	118	2	0	2	0.46	T8		128	R	16	4	4	NS		Y	805, 50, AB*	M	<input checked="" type="checkbox"/>	1709	1415	38,929		
Hegenberger Rd	I-880 bridge	I-880 bridge	652	2	0	2	0.30	T8	P0	60/60	SPL		4	4	NS		N	805, 50, AB*	M	<input checked="" type="checkbox"/>	1639	1797	45,923	8' shoulders on bridge. Volume data from adjoining segment: Hegenberger Rd (I-880 to Airport Access Rd).	
Hegenberger Rd	I-880 bridge	Hegenberger Loop	120	2	0	2	0.34	T6		104	R	16	3	3	NS		Y	805, 50, AB*	M	<input checked="" type="checkbox"/>	1639	1797	45,923		
Hegenberger Rd	Hegenberger Loop	Airport Access Rd	761	2	0	2	0.35	T6		104	R	16	3	3	NS		Y	805, 50, AB		<input checked="" type="checkbox"/>					
Hegenberger Rd	Airport Access Rd	Doolittle Dr	121	2	0	2	0.23	T6	P0	94	R	16	3	3	NS		N	805, 50, AB	M	<input checked="" type="checkbox"/>					
Herzog St	66th St	65th St	297	3	0	3B	0.05	Blvd										---		<input type="checkbox"/>					
Herzog St	65th St	Alcatraz Ave	294	3	0	0		NA		35								---		<input type="checkbox"/>					Rerouted from Alcatraz Ave to 65th/66th/Woolsey.
High St	Steele St	MacArthur Blvd	94	2	0	3A	0.34	TS2		66	R	21	1	1	NS		Y	---		<input type="checkbox"/>	230	364	3,756		
High St	MacArthur Blvd	I-580	525	2	0	0		NA		54	N		1	2	NS		N	48, NX3	T	<input type="checkbox"/>	1066	999	23,866	Rerouted to 38th Ave. Block long dedicated left and right turn lanes in northbound direction.	
High St	I-580	Suter St	526	2	0	0		NA		50	N		2	2	NS		Y1	48	O	<input type="checkbox"/>	1066	999	23,866	Rerouted to 38th Ave.	
High St	Suter St	Fairfax Ave	527	2	0	0		NA		50	CTL	12	1	1	NS		Y	48	O	<input type="checkbox"/>	1066	999	23,866	Rerouted to 38th Ave because of constraints on other segments of High St.	
High St	Fairfax Ave	Foothill Blvd	96	2	0	0		NA		50	CTL	12	1	1	NS		Y	48	O	<input type="checkbox"/>	1283	1475	31,590	ROW is too narrow for TS3. Traffic volumes are too high for T2. 38th Ave provides a viable alternative.	
High St	Foothill Blvd	E 12th St	97	2	0	0		NA		42	N		2	2	NS		N	48*	O	<input type="checkbox"/>	1307	1510	32,658	Volume data averaged from adjoining segments on either end. T3 cross-section not feasible based on volume analysis. Rerouted to 38th Ave.	
High St	E 12th St	Oakport St	98	2	0	2	0.34	T3	P0	42	N		2	2	NS		N	---		<input checked="" type="checkbox"/>	1330	1545	33,725	T3 cross-section not feasible based on volume analysis. Retained for key connection across I-880 connecting neighborhoods to the waterfront.	
High St	Oakport St	Alameda border	99	2	3	2	0.34	T3	P0	42	N		2	2	NS		N	---		<input checked="" type="checkbox"/>	1009	1034	25,122		
Highway 24 overcrossing	Broadway	Caldecott Ln	54	3	3	2	0.07	T2	P0	44	N		1	1	EW		N	---		<input type="checkbox"/>					

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
Hollis St	Mandela Pkwy	MacArthur Blvd	3	0	0	2	0.08	T4	P0	68	R	9	2	2	NS		N	EM, 19, C*, 14*	M	<input type="checkbox"/>	238	301	4,908	Rerouted from San Pablo Ave.
Hollis St	MacArthur Blvd	Peralta St	675	0	0	3A	0.23	TS2		44	N		1	1	NS		Y	14, 19	M	<input type="checkbox"/>				Rerouted from San Pablo Ave.
Holman Rd	Trestle Glen Rd	Grosvenor Pl	75	2	0	3B	0.13	Blvd										B	T	<input type="checkbox"/>				
Horton St	40th St	Mandela Pkwy	689	2	2	2	0.09	T3	P0	51	N		1	1	EW		N	---		<input type="checkbox"/>				
Howard St	Alameda Ave	High St	36	0	3	3A	0.08	TS2		44	N		1	1	EW		Y	---		<input type="checkbox"/>				
International Blvd	1st Ave	7th Ave	183	2	0	0		NA		55	N		2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	741	798	14,783	Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	7th Ave	13th Ave	184	2	0	0		NA		55	N		2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	741	798	14,783	Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	13th Ave	27th Ave	185	2	0	0		NA		60	N		2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	811	1310	15,524	Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	27th Ave	30th Ave	536	2	0	0		NA		62	R	13	2	2	EW		Y1	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	30th Ave	Derby Ave	537	2	0	0		NA		65	CTL	10	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	Derby Ave	Fruitvale Ave	186	2	0	0		NA		70	CTL	10	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	Fruitvale Ave	33rd Ave	176	2	0	0		NA		72	CTL	10	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	33rd Ave	35th Ave	529	2	0	0		NA		72	R	15	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	35th Ave	39th Ave	530	2	0	0		NA		72	CTL	10	2	2	EW		Y	82, 82L, 47, 48, 801	R	<input type="checkbox"/>	1329	1332	30,208	Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	39th Ave	High St	531	2	0	0		NA		72	R	5-16	2	2	EW		Y	82, 82L, 47, 48, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	High St	44th Ave	177	2	0	0		NA		72	R	5-16	2	2	EW		Y	82, 82L, 47, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	44th Ave	48th Ave	532	2	0	0		NA		72	CTL	16	2	2	EW		Y	82, 82L, 47*, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	48th Ave	50th Ave	178	2	0	0		NA		72	CTL	12	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>				Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	50th Ave	54th Ave	179	2	0	0		NA		86	CTL	17	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	1285	1136	27,979	Rerouted to E 12th St to avoid conflict with AC Transit trunk line and BRT proposal.
International Blvd	54th Ave	73rd Ave	180	2	0	2	1.15	T4		72	CTL	12	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	1183	989	25,681	
International Blvd	73rd Ave	82nd Ave	533	2	0	2	0.47	T4		68	CTL	11	2	2	EW		Y	82, 82L, 46*, 801	R	<input type="checkbox"/>	1115	1045	26,981	
International Blvd	82nd Ave	100th Ave	647	2	0	3A	1.06	TS4		80	R	16	2	2	EW		Y	82, 82L, 56*, 801	R	<input checked="" type="checkbox"/>	1055	1002	26,424	T4 cross-section would require narrowing the raised median.
International Blvd	100th Ave	104th Ave	181	2	0	2	0.20	T5		82	P	16	2	2	EW		Y	82, 82L, 45*, 801	R	<input type="checkbox"/>				

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
International Blvd	104th Ave	105th Ave	758	2	3	2	0.08	T4		82	P	16	2	2	EW		Y	82, 82L, 45*, 801	R	<input type="checkbox"/>					
International Blvd	105th Ave	107th Ave	535	2	0	2	0.10	T4		82	R	16	2	2	EW		Y	82, 82L, 801	R	<input type="checkbox"/>	893	778	19,551		
Joaquin Miller Rd	Skyline Blvd	Robinson Dr	716	2	0	3	0.42	Route		76	R	12	2	2	NS		Y	---		<input type="checkbox"/>	408	555	7,555	Consider parking removal in uphill direction. Wide concrete gutter pan.	
Joaquin Miller Rd	Robinson Dr	Mountain Blvd	67	2	0	0		NA		76	R	12	2	2	NS		Y	---		<input type="checkbox"/>	408	555	7,555	See slope analysis. Rerouted to Butters Canyon route.	
Joaquin Miller Rd	Mountain Blvd	Monterey Blvd	717	2	0	2	0.05	T4	P0	58	R	6	2	2	NS		N	---		<input type="checkbox"/>				Highway 13 overcrossing	
John Glenn Rd	Ron Cowan Pkwy	Alan Shephard Wy	680	0	2	2	0.55	T2										---		<input type="checkbox"/>				June 2006: Completed by the Port. Get final design or fieldcheck to record the street data.	
Jones Ave	Edes Ave	Brookfield Bridge	721	0	0	3B	0.32	Blvd										---		<input type="checkbox"/>					
Keith St	College Ave	Broadway	384	2	0	0		NA		30	N		2	0	EW	EB	Y1	59	O	<input type="checkbox"/>	716	---	5,401	Rerouted to Lawton Ave.	
Keller Ave	Skyline Blvd	Mountain Blvd	134	3	0	3	1.77	Route										---		<input type="checkbox"/>	599	680	9,447		
Kennedy St	E 7th St	23rd Ave	46	0	2	2	0.18	T2		66	P	8	1	1	NS		Y	OX	T	<input type="checkbox"/>	351	1065	16,652		
Laguna Ave	Potomac St	Carmel St	704	0	0	3B	0.12	Blvd										---		<input type="checkbox"/>					
Lake Merritt Channel Path Bridge	Lake Merritt Channel Path West	Lake Merritt Channel Path East	856	0	1	1	0.04	Path												<input type="checkbox"/>					
Lake Merritt Channel Path Connector	4th St Path	5th Ave	767	1	0	1	0.18	Path												<input type="checkbox"/>				As per "Lake Merritt Channel Estuary Park Bike and Pedestrian Trail: Final Design Development Report" (2000).	
Lake Merritt Channel Path East	Lake Merritt Path	10th St	853	0	0	1	0.16	Path												<input type="checkbox"/>					
Lake Merritt Channel Path East	10th St	Interstate 880	854	0	1	1	0.34	Path												<input type="checkbox"/>					
Lake Merritt Channel Path West	Lake Merritt Path	10th St	850	1	0	1	0.16	Path												<input type="checkbox"/>					
Lake Merritt Channel Path West	10th St	Interstate 880	851	1	1	1	0.35	Path												<input type="checkbox"/>					
Lake Merritt Channel Path West	Interstate 880	Embarcadero	852	1	0	1	0.09	Path												<input type="checkbox"/>					
Lake Merritt Path	Sailboat House	E 18th St	860	1	0	1	1.26	Path												<input type="checkbox"/>					
Lake Merritt Path	E 18th St	Lake Merritt Channel	861	1	1	1	0.31	Path												<input type="checkbox"/>					
Lake Merritt Path	Lake Merritt Channel	17th St	862	1	0	1	0.43	Path												<input type="checkbox"/>					
Lake Merritt Path	17th St	Sailboat House	863	1	1	1	1.13	Path												<input type="checkbox"/>					

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes		
Lake Merritt Path (Fairyland spur connector)	Lake Merritt Path (Fairyland spur)	Lake Merritt Path	866	0	1	1	0.08	Path																		
Lake Merritt Path (Fairyland spur)	Bay Pl	Bellevue Ave	864	0	1	1	0.23	Path																		
Lake Merritt Path (Fairyland spur)	Bellevue Ave	Perkins St	865	0	0	1	0.14	Path																		
Lake Park Ave	Wesley Wy	MacArthur Blvd	399	0	0	2	0.22	T2	P0	32	N		1	1	EW		N	57, NX1, 805, NL	R						Overpass	
Lake Temescal Bridge	Tunnel Rd	Lake Temescal Path	59	0	0	1	0.20	Path																		
Lake Temescal Path	Broadway	Broadway Ter	316	1	1	1	0.50	Path																		
Lakeshore Ave	Winsor Ave	Mandana Blvd	365	2	2	2	0.39	T3		60	N		2	2	NS		Y	13	O		387	329	6,562			
Lakeshore Ave	Mandana Blvd	I-580	366	2	0	3A	0.28	TS4	PD2	80	N		2	2	NS		YD	13	O		795	942	17,388	Diagonal parking width: 14'; curb to travel lane stripe: 28'		
Lakeshore Ave	I-580	El Embarcadero	538	2	0	2	0.14	T3		60	N		2	2	NS		Y	13	O						Analyze this segment in the context of the pending Measure DD projects.	
Lakeshore Ave	El Embarcadero	Wesley Ave	367	2	0	2	0.32	T2		60	N		2	2	NS		Y	13	O		1056	1146	24,545	Cross-section as per Measure DD project (Lakeshore Ave: El Embarcadero to E 18th St)		
Lakeshore Ave	Wesley Ave	Hanover Ave	368	2	0	2	0.23	T2		72	N		2	2	NS		Y	13	O						Cross-section as per Measure DD project (Lakeshore Ave: El Embarcadero to E 18th St)	
Lakeshore Ave	Hanover Ave	E 18th St	539	2	0	2	0.14	T2		72	R	5-11	2	2	NS		Y1	13	O						Cross-section as per Measure DD project (Lakeshore Ave: El Embarcadero to E 18th St)	
Lakeshore Ave	E 18th St	Foothill Blvd	369	2	0	2	0.06	T4	P1	76	R	5	3	3	NS		N	13, 14, 40, 40L, 43	R		1761	58	12,365	Cross-section as per 12th St reconstruction.		
Lakeshore Ave	Foothill Blvd	12th St	370	2	0	0		NA		65	N		1	2	NS		Y	13, 14, 40, 40L, 43	R						Rerouted to 1st Ave as per 12th St reconstruction.	
Lakeside Dr	Harrison St	19th St	361	2	0	2	0.21	T3	CTL0	60	N		2	2	NS		Y	---			1961	812	24,826	See Lake Merritt Park Master Plan.		
Lakeside Dr	19th St	17th St	540	2	0	2	0.13	W3		60	N		3	0	NS	NB	Y	---			1961	---	17,656	See Lake Merritt Park Master Plan. Volume data taken from adjoining segment: Lakeside Dr (19th St to 20th St).		
Lakeside Dr	17th St	14th St	541	2	0	2	0.31	W3		60	N		4	0	NS	NB	Y	---			1961	---	17,656	See Lake Merritt Park Master Plan. Volume data taken from adjoining segment: Lakeside Dr (19th St to 20th St).		
Lawton Ave	College Ave	Broadway	612		0	3B	0.34	Blvd										---							Rerouted from Keith Ave (one-way segment with freeway ramp).	
Leimert Blvd	Park Blvd	Oakmore Rd	697	0	0	3A	0.17	TS2		24	N		1	1	EW		N	---							The Leimert Bridge is 24' wide (curb-to-curb). In the Oakmore District, the street widens from 53' to 70', still one lane in each direction, with parallel parking on one side and diagonal parking on the other side.	
Leimert Pl	Oakmore Rd	Clemens Rd	698	0	0	3B	0.05	Blvd										---								
Leona Quarry Path	Edwards Ave	Kuhnle Ave	122	1	0	1	0.63	Path										---								
Lesser St	Tidewater Ave	Oakport St	39	0	0	0		NA										---								
Lincoln Ave	Carmel St	MacArthur Blvd	70	2	0	0		NA		32	N		1	1	NS		Y	---			290	560	7,450	See slope analysis.		
Lincoln Ave	Potomac St	Carmel St	69	2	0	0		NA		36	N		1	1	NS		Y	---								See slope analysis.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes		
Lincoln Ave	Tiffin Rd	Potomac St	702	0	0	3B	0.03	Blvd																		
Lincoln Ave	Hwy 13	Potomac St	68	2	0	0		NA		40	N		1	1	NS		Y								See slope analysis.	
Linda Ave	Piedmont Ave	Rose Ave	287	2	0	3B	0.23	Blvd		40	N		1	1	EW		Y	12	O						Insufficient width for bike lanes.	
Link St	Bancroft Ave	104th Ave	194	3	3	2	0.13	T2		50	N		1	1	NS		Y	45	O							
Logan St	26th Ave	Coolidge Ave	215	3	0	0		NA																	part of Brooklyn route	
Longridge Rd	Paramount Rd	Midcrest Rd	667	0	0	3B	0.05	Blvd																	Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge.	
MacArthur Blvd	Hollis St	San Pablo Ave	4	0	0	0		NA		34	N		0	2	EW	WB	N	CB	T	<input checked="" type="checkbox"/>					No connection across San Pablo Ave. One-way segment without corresponding street.	
MacArthur Blvd	San Pablo Ave	Market St	542	0	0	0		NA		28/28	N		1	1	EW	SP	Y	CB	T	<input checked="" type="checkbox"/>					No connection across San Pablo Ave. Split roadway with multilane subway in the middle connecting to I-580.	
MacArthur Blvd	Market St	Broadway	543	0	0	2	0.91	T4		78	R	5	3	3	EW		Y	CB, 12, 14*	M	<input checked="" type="checkbox"/>	937	730	17,046		Highest volume date from 2 count locations.	
MacArthur Blvd	Broadway	Piedmont Ave	544	0	0	2	0.14	T4	P0	82	R	14	3	3	EW		N	57	R	<input type="checkbox"/>	1830	1487	34,069		Volume data extrapolated from adjoining segment: MacArthur Blvd (Piedmont Ave to Fairmount Ave)	
MacArthur Blvd	Piedmont Ave	Fairmount Ave	640	0	0	2	0.16	T4		82	R	6	3	3	EW		Y1	57	R	<input type="checkbox"/>	1830	1487	34,069			
MacArthur Blvd	Fairmount Ave	Harrison St	545	0	0	0		NA		40	N		0	3	EW	WB	Y1	57	R	<input type="checkbox"/>		---	1487	15,898		Rerouted to Moss Ave. Volume data extrapolated from adjoining segment: MacArthur Blvd (Piedmont Ave to Fairmount Ave).
MacArthur Blvd	Harrison St	Adams St	5	0	0	0		NA		40	N		1	0	EW	EB	Y	57	R	<input type="checkbox"/>	1223	38	7,249		Overpass plus freeway on-ramp; reroute to Moss Ave./	
MacArthur Blvd	Adams St	Van Buren Ave	546	0	0	3A	0.36	TS2		40	N		1	1	EW		Y	57	R	<input type="checkbox"/>	138	674	4,533		Sharrow treatment only in eastbound direction. The westbound bikeway is on Santa Clara Ave.	
MacArthur Blvd	Van Buren Ave	Grand Ave	547	0	0	2	0.12	W3	P1	46	N		3	0	EW	EB	Y1	57	R	<input type="checkbox"/>						
MacArthur Blvd	Grand Ave	Lakeshore Ave	548	0	0	2	0.11	W4	P0	52	N		4	0	EW	EB	N	57, NL, NX1, 805	R	<input type="checkbox"/>						
MacArthur Blvd	Lakeshore Ave	Beacon St	265	0	2	2	0.09	W1	P1	30	N		1	0	EW	EB	Y1	57, NL, NX1, 805	R	<input type="checkbox"/>					Poor visibility on aerials.	
MacArthur Blvd	Beacon St	Park Blvd	549	0	2.1	2.1	0.91	T3	B1	54	CTL		1	1	EW		Y	57, NL, NX1, 805	R	<input type="checkbox"/>	591	842	6,575		Add sharrow treatment for sections without a bike lane.	
MacArthur Blvd	Park Blvd	13th Ave	550	SSC	0	2	0.17	W2		40	N		2	0	EW	EB	Y	57, NL, NX1, 805, NX2	R	<input type="checkbox"/>	711	871	7,804		As per Feasibility Analysis of MacArthur-Park to Lincoln; volume data includes Chatham	
MacArthur Blvd	13th Ave	Beaumont Ave	551	SSC	0	2	0.19	W2	P1	36	N		2	0	EW	EB	Y1	57, NL, NX1, 805, NX2	R	<input type="checkbox"/>	1358	1024	23,606		As per Feasibility Analysis of MacArthur-Park to Lincoln; volume data includes Chatham	
MacArthur Blvd	14th Ave	Canon Ave	552	SSC	0	2	0.44	T2		48	N		1	1	EW		Y	57, NL, NX1, 805, NX2	R	<input type="checkbox"/>					As per Feasibility Analysis of MacArthur-Park to Lincoln.	
MacArthur Blvd	Canon/E 38th St	Fruitvale Ave	553	SSC	0	3A	0.14	TS3	CTL0	49	N		2	1	EW		Y	57, NL, NX1, 805, NX2	R	<input type="checkbox"/>	866	690	11,516		As per Feasibility Analysis of MacArthur-Park to Lincoln	
MacArthur Blvd	Fruitvale Ave	Lincoln Ave	266	SSC	0	2	0.12	T2		48	N		1	1	EW		Y	57, NL, NX1, 805, NX2	R	<input type="checkbox"/>	612	677	10,486		As per Feasibility Analysis of MacArthur-Park to Lincoln.	
MacArthur Blvd	Lincoln Ave	35th Ave	268	SSC	2	2	0.88	T2		54	N		1	1	EW		Y	57, NL, 805, NX2	R	<input type="checkbox"/>						
MacArthur Blvd	35th Ave	High St	269	SSC	0	3A	0.55	TS4		55	N		2	2	EW		Y	57, NL, 805, NX2	R	<input type="checkbox"/>	688	1128	16,458			

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
MacArthur Blvd	High St	Greenacre Rd	271	SSC	0	2	0.20	T2	P1	44	N		1	2	EW		Y	57, NL, 805, NX3	R	<input type="checkbox"/>			16,548	ADT from speed survey data. Consider parking removal along I580.	
MacArthur Blvd	Greenacre Rd	Buell St	554	SSC	0	2	0.26	T3	P1	54	N		2	2	EW		Y	57, NL, 805, NX3	R	<input type="checkbox"/>			16,548	ADT from speed survey data. Consider parking removal along I580.	
MacArthur Blvd	Buell St	Seminary Ave	272	SSC	0	2	0.64	T4	P0	54	N		2	2	EW		Y	57, NL, 805, NX3	R	<input type="checkbox"/>	913	991	21,344	Consider parking removal along Mills College and opposite side of the street. Few residences front MacArthur on this segment. Substandard lane widths, high speeds, and the curving roadway make existing parking undesirable.	
MacArthur Blvd	Seminary Ave	73rd Ave	273	SSC	0	3A	0.84	TS2		40	N		1	1	EW		Y	57, NL, 805*, NX3	R	<input type="checkbox"/>	375	496	8,891	NL bus line extension proposed for Sept 06.	
MacArthur Blvd	73th Ave	88th Ave	274	SSC	0	3A	1.01	TS3		54	N		2	2	EW		Y	50, NL, NX3	R	<input type="checkbox"/>	597	585	12,949	NL bus line extension proposed for Sept 06.	
MacArthur Blvd	88th Ave	90th Ave	276	SSC	0	3A	0.12	TS3		54	N		2	2	EW		Y	50, NL, NX3, 98*	R	<input type="checkbox"/>	733	549	12,652	NL bus line extension proposed for Sept 06.	
MacArthur Blvd	90th Ave	94th Ave	555	SSC	0	3A	0.19	TS2		54	R	10	1	1	EW		Y	50, NL, NX3, 56, 98	R	<input checked="" type="checkbox"/>				NL bus line extension proposed for Sept 06.	
MacArthur Blvd	94th Ave	Foothill Blvd	556	SSC	0	3A	0.62	TS3		54	N		2	2	EW		Y	50, NL, NX3, 56*, 98*	R	<input checked="" type="checkbox"/>	526	631	11,939	NL bus line extension proposed for Sept 06.	
MacArthur Blvd	Foothill Blvd	Durant Ave	557	SSC	0	2	0.45	T2		54	N		1	1	EW		Y	50, NL*, NX3, 56*, 98*, 45*	R	<input checked="" type="checkbox"/>	648	543	12,877	NL bus line extension proposed for Sept 06 (to 106th Ave).	
Madison St	Lakeside Dr	14th St	251	2	0	2	0.37	W2		44	N		0	3	NS	SB	Y	---		<input type="checkbox"/>	---	1126	9,665	Variable ROW width. 44' is the narrowest of the typical widths.	
Madison St	14th St	5th St	252	2	0	2	0.37	W2		44	N		0	3	NS	SB	Y	59*, 88*	M	<input checked="" type="checkbox"/>	---	1385	14,163	Variable ROW width. 44' is the narrowest of the typical widths.	
Madison St	5th St	4th St	558	2	0	2	0.05	W2		44	N		0	2	NS	SB	Y	---		<input type="checkbox"/>					
Madison St	4th St	3rd St	559	2	0	3A	0.05	TS2	PD1	44	N		1	1	NS		Y1D	---		<input type="checkbox"/>					
Madison St	3rd St	2nd St	560	2	0	3A	0.05	TS2		44	N		1	1	NS		Y	---		<input type="checkbox"/>					
Mandana Bl	Lakeshore Av	Carlston Av	664	0	0	3B	0.73	Blvd										---		<input type="checkbox"/>					Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge.
Mandela Pkwy	Hollis St	Horton St	2	0	0	3A	0.13	TS2	P0	24	N		1	1	EW		N	---		<input type="checkbox"/>					
Mandela Pkwy	Horton St	8th St	24	2	2	2	1.68	T4		40/40	SP		2	2	NS		Y	13*, 19*	M	<input type="checkbox"/>	177	461	6,826	Parallel parking interspersed with 8' bulbouts for a significant portion of the overall length.	
Mandela Pkwy	8th St	7th St	25	2	0	2	0.07	T4		84	Y	6	2	2	NS		Y	13	O	<input checked="" type="checkbox"/>					Full block turn lane southbound in addition to the two travel lanes. As part of the Mandela Gateway project, the curb-to-curb right-of-way is in the process of being widened from 76' to 84'.
Mandela Pkwy	7th St	5th St	26	2	2	2	0.09	T2	P1	40	N		1	1	NS		Y1	---		<input type="checkbox"/>					
Mandela Pkwy	5th St	3rd St	648	2	2	2	0.11	T2	P0	40	N		1	1	NS		N	---		<input type="checkbox"/>					
Maple Ave	Morgan Ave	Wisconsin St	708	0	0	3B	0.03	Blvd										---		<input type="checkbox"/>					
Maritime St Path	Grand Ave	Burma Rd	49	1	0	1	0.10	Path										13*	O	<input checked="" type="checkbox"/>	542	550	9,537		
Maritime St Path	Burma Rd	7th St	756	1	0	1	1.16	Path										---		<input checked="" type="checkbox"/>	542	550	9,537		
Market St	61st St	Adeline St	128	2	0	3A	0.28	TS4		70	R	6	2	2	NS		Y	88, F*	M	<input type="checkbox"/>	994	1052	17,482	T4 cross-section would require substandard lanes.	
Market St	Adeline St	MacArthur Blvd	129	2	2	2	0.95	T3		56	CTL		1	1	NS		Y	88, F*	M	<input type="checkbox"/>	637	394	8,918		

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
Market St	MacArthur Blvd	San Pablo Ave	130	2	0	2	0.53	T3		56	N		2	2	NS		Y	88	M	<input type="checkbox"/>	320	300	6,460	As per Market St feasibility study.
Market St	San Pablo Ave	24th St	562	2	0	2	0.31	T3		56	N		2	2	NS		Y	88	M	<input type="checkbox"/>	375	304	7,843	As per Market St feasibility study.
Market St	24th St	18th St	131	2	0	2	0.35	T2		52	N		1	1	NS		Y	88	M	<input type="checkbox"/>	499	419	9,913	As per Market St feasibility study.
Market St	18th St	10th St	132	2	2	2	0.41	T4		88	R	16	3	3	NS		N	88	M	<input type="checkbox"/>	522	304	8,519	As per Market St feasibility study.
Market St	10th St	8th St	563	2	2	2	0.13	T4		88	R	17	3	2	NS		Y1	---		<input type="checkbox"/>	522	304	8,519	As per Market St feasibility study.
Market St	8th St	7th St	564	2	2	2	0.06	T4		88	R	17	3	3	NS		Y	---		<input type="checkbox"/>				As per Market St feasibility study.
Market St	7th St	3rd St	565	2	2	2	0.21	T4		88	R	17	3	3	NS		N	---		<input type="checkbox"/>				As per Market St feasibility study.
Martin Luther King Jr Wy	20th St	2nd St	343	3	3	2	0.97	T3		56	N		2	2	NS		Y	---		<input checked="" type="checkbox"/>	221	355	6,222	
Medau Pl	Shephard Canyon Path	Mountain Blvd	715	0	3	3	0.05	Route										---		<input type="checkbox"/>				
Midcrest Rd	Longridge Rd	Sunnyhills Rd	668	0	0	3B	0.09	Blvd										---		<input type="checkbox"/>				Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge.
Middle Harbor Park Path	7th St	Middle Harbor Shoreline Park	388	1	1	1	0.78	Path										---		<input type="checkbox"/>				
Middle Harbor Rd Path	7th St	Adeline St	386	1	0	1	2.10	Path										---		<input checked="" type="checkbox"/>				
Middle Harbor Rd Path	Adeline St	Market St	390	1	0	1	0.41	Path										---		<input type="checkbox"/>				
Miles Ave	College Ave	Forest St	692	0	0	3B	0.18	Blvd		36	N		0	1	EW	WB	Y	7	O	<input type="checkbox"/>				
Mitchell St	E 21st St	Foothill Blvd	696	0	0	3B	0.08	Blvd										---		<input type="checkbox"/>				
MLK Shoreline Path (partial)	Waterfront Trail	Hegenberger Rd	867		1	1	1.78	Path												<input type="checkbox"/>				
Monterey Blvd	Park Blvd	Guido St	310	2	3	3A	1.41	TS2		36	N		1	1	EW		Y	---		<input type="checkbox"/>	195	340	2,653	
Monterey Blvd	Guido St	Redwood Rd	311	2	3	3A	0.47	TS2		40-54	N		1	1	EW		Y	---		<input type="checkbox"/>	242	140	2,349	
Moraga Ave	Pleasant Valley Ave	Ramona Ave	415	0	0	3A	0.16	TS2		32	N		1	1	NS		Y	C	T	<input type="checkbox"/>				32' ROW and parking is correct as per aerials. Substandard lane widths for sharrow treatment but only used for a short length of roadway.
Moraga Ave	Mountain Blvd	Thornhill Dr	307	0	3	0	0.54	NA		52	N		2	2	NS		Y	15, V	M	<input type="checkbox"/>	1266	1484	26,166	TS3 cross-section failed volume analysis. Reroute to Mountain Blvd.
Moraga Ave	Thornhill Dr	Estates Dr	375	2	0	2	0.26	T4	P0	26/26	SPL		2	2	NS		N	CB	T	<input type="checkbox"/>	820	720	11,525	Split roadway at Highway 13 overcrossing.
Moraga Ave	Estates Dr	Piedmont Border	566	2	0	2	0.39	T2	P0	32	N		1	1	NS		S	CB*	T	<input type="checkbox"/>	820	720	11,525	Unimproved roadway. Bike lanes may require shoulder improvements or conflict with parking on shoulders in some areas.
Morgan Ave	Coolidge Ave	Maple Ave	707	0	0	3B	0.23	Blvd										---		<input type="checkbox"/>				
Moss Ave	MacArthur Blvd	Vernon St	635	0	0	3B	0.33	Blvd										---		<input type="checkbox"/>				Part of eastbound MacArthur bikeway
Mountain Blvd	Florence Ave	Fernwood Dr	304	2	3	0	0.28	NA		22	N		1	1	EW		S	59, CB	T	<input type="checkbox"/>	517	272	3,220	Unimproved roadway with paved shoulders; travel lanes measure 22'; parallel parking on one side.
Mountain Blvd	Fernwood Dr	Thornhill Dr	748	2	3	3A	0.04	TS2	P1	22	N		1	1	EW		S	59, CB	T	<input type="checkbox"/>	517	272	3,220	Unimproved roadway with paved shoulders; travel lanes measure 22'; parallel parking on one side.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
Mountain Blvd	Thornhill Dr	Moraga Ave	641	2	0	3A	0.62	TS2		36	N		1	1	EW		Y	59*	O	<input type="checkbox"/>	308	813	8,465	Curb-to-curb ROW varies from 32' to 44'. 36' is the predominant width.
Mountain Blvd	Moraga Ave	Park Blvd	308	2	3	3A	0.27	TS4		52	N		2	2	EW		Y	15, V	M	<input type="checkbox"/>	1587	959	22,344	Failed volume analysis for TS3 cross-section. Existing lanes are substandard. Consider Trafalgar Pl as an alternative to Mountain Blvd (Park Blvd to LaSalle Ave). Would require bike path at Highway 13 off-ramp. Also see slope analysis for Trafalgar Pl.
Mountain Blvd	Redwood Rd	Carson St	572	2	3	2	0.22	T2	P1	45	N		1	1	EW		Y1	---		<input type="checkbox"/>	866	429	11,065	
Mountain Blvd	Carson St	Belfast Ave	573	2	3	3A	0.31	TS2		26	N		1	1	EW		S	---		<input type="checkbox"/>	942	458	11,840	Part unimproved roadway.
Mountain Blvd	Belfast Ave	Leona St	574	2	3	3A	0.18	TS2		32	N		1	1	EW		S	---		<input type="checkbox"/>	942	458	11,840	Part unimproved roadway.
Mountain Blvd	Leona St	Twitter Ct	575	2	3	3A	0.20	TS2		25	N		1	1	EW		S	---		<input type="checkbox"/>	942	458	11,840	Unimproved roadway.
Mountain Blvd	Twitter Ct	Sunnymere Ave	313	2	3	2	0.40	T2	P0	32	N		1	1	EW		N	---		<input type="checkbox"/>	942	458	11,840	
Mountain Blvd	Edwards Ave	Keller Ave	123	2	3	3A	0.53	TS2	P1	33	N		1	1	EW		Y1	---		<input type="checkbox"/>	620	693	10,906	
Mountain Blvd	Keller Ave	Fontaine overcrossing	124	3	3	2	0.36	T2	P1	45	N		1	2	EW		Y1	46, 56	O	<input type="checkbox"/>	145	232	2,967	
Mountain Blvd	Fontaine overcrossing	Blackwood St	569	3	3	2	0.29	T3	P1	55	CTL		1	1	EW		Y1	56	O	<input type="checkbox"/>				
Mountain Blvd	Blackwood St	Sequoyah Rd	570	3	3	2	0.28	T2	P0	32	N		1	1	EW		Y1	56	O	<input type="checkbox"/>				Consider parking removal. No residential or commercial properties front either side of Mountain Blvd for most of this segment.
Mountain Blvd	Sequoyah Rd	Golf Links Rd	571	3	3	2	0.53	T2	P0	32	N		1	1	EW		Y1	56	O	<input type="checkbox"/>				Consider parking removal. Also consider leaving parking in the limited areas of this segment with residential lots fronting Mountain Blvd.
Oak St	14th St	7th St	577	2	0	2	0.26	W3		64	N		4	0	NS	NB	Y	11*, 62*, 59*, 88*	M	<input type="checkbox"/>	1607	---	14,187	
Oak St	7th St	6th St	576	2	0	2	0.06	W3		56	N		3	0	NS	NB	Y	---		<input type="checkbox"/>	1607	---	14,187	Volume data from adjoining segment: Oak St (14th St to 7th St).
Oak St	6th St	2nd St	378	2	0	2	0.21	T3		56	N		1	1	NS		Y	---		<input type="checkbox"/>	1168	913	16,419	
Oak St	2nd St	Embarcadero	31	2	3	2	0.05	T2		80	R	16	2	2	NS		Y	---		<input type="checkbox"/>				One block segment with T2 cross-sections on either end (Oak St and Embarcadero). The proposed T2 cross-section is a design issue rather than a capacity question.
Oakland Ave	Monte Vista Ave	Bayo Vista Ave	578	2	0	2	0.15	T2		56	N		1	1	NS		Y	11, P	T	<input type="checkbox"/>	843	1173	14,069	This segment would provide a bikeway into the City of Piedmont as far as Linda Ave (at the bridge on Oakland Ave). Linda Park would provide the connection from Oakland Ave to Linda Ave.
Oakland Ave	Bayo Vista Ave	Pearl St	579	2	0	2	0.37	W3		56	N		3	0	NS	NB	Y	11, P	T	<input type="checkbox"/>	1026	---	8,270	Restripe for 6-foot bike lanes; volume data listed under Harrison St
Oakland Ave	Pearl St	Fairmount Ave	580	2	0	2	0.26	W2		50-45	N		2	0	NS	NB	Y	11, P	T	<input type="checkbox"/>				Restripe for 6-foot bike lane (uphill)
Oakport St	High St	66th Ave	23	2	3	0	1.23	NA		25	N		1	1	EW		Y1	---		<input type="checkbox"/>	341	441	4,820	Varying paved shoulder in addition to curb-to-curb width.
Oakport St	66th Ave	Hassler Wy	581	2	3	0	0.20	NA		46	CTL	10	1	1	EW		N	98, AB	M	<input type="checkbox"/>	1229	774	13,066	
Oakport St	Hassler Wy	Roland Wy	582	2	0	0		NA		56	N		2	2	EW		N	AB	M	<input type="checkbox"/>	292	456	5,252	
Oakport St	Roland Wy	Edgewater Dr	583	2	0	0		NA		43	CTL	10	1	1	EW		N	AB	M	<input type="checkbox"/>				
Occidental St	California St	Market St	127	2	0	3B	0.12	Blvd		42								---		<input type="checkbox"/>				
Oyster Bay Path	Airport Dr Path	Oyster Bay Slough Bridge	733	2	1	1	0.33	Path												<input type="checkbox"/>				
Paramount Rd	Carlston Av	Longridge Rd	666	0	0	3B	0.22	Blvd												<input type="checkbox"/>				Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
Park Blvd	Leimert Blvd	Grosvenor Pl	585	2	0	3A	1.18	TS4		68	R	4	2	2	NS		Y	15, V	M	<input type="checkbox"/>	1293	2251	22,658	T2 cross-section fails volume analysis. T4 cross-section would require substandard lanes. Diagonal parking with 78' ROW in the Glenview district (Wellington to half a block below Glenfield).
Park Blvd	Grosvenor Pl	E 18th St	71	2	0	2.1	1.13	T3	B1	55	N		2	2	NS		Y	15	M	<input type="checkbox"/>	957	1056	19,979	Bike lane in uphill direction only due to ROW constraint.
Park Blvd Path	Mountain Blvd	Leimert Blvd	309	2	0	1	0.80	Path		45	N		2	2	NS		N	15, V	M	<input type="checkbox"/>	823	1381	18,753	10' available right-of-way on bridge structures. The narrowest shoulder width along the segment is 6'. Curb-to-curb right-of-way varies from 45' to 48'. If width allows, include bicycle lane in uphill direction.
Patterson Ave	Wisconsin St	California St	710	0	0	3B	0.13	Blvd										---		<input type="checkbox"/>				
Peralta St	MacArthur Blvd	32nd St	125	2	0	0		NA		52	N		1	1	NS		Y	---		<input checked="" type="checkbox"/>	238	217	4,782	Poor connection to MacArthur Blvd and San Pablo Ave. Rerouted to 32nd St and Hollis St.
Peralta St	32nd St	Mandela Pkwy	587	2	0	2	0.59	T2		52	N		1	1	NS		Y	19	M	<input checked="" type="checkbox"/>	238	217	4,782	
Peralta St	Mandela Pkwy	7th St	634	0	0	2	0.83	T2		52	N		1	1	NS		Y	19	M	<input checked="" type="checkbox"/>	218	147	3,570	Segment added at community request.
Piedmont Ave	Pleasant Valley Ave	MacArthur Blvd	377	2	0	2	0.70	T2		52	N		1	1	NS		Y	59, 12*, C*	T	<input type="checkbox"/>	751	776	13,809	
Piedmont Ave	MacArthur Blvd	Broadway	642	2	0	2	0.29	T2		52	N		1	1	NS		Y	59	O	<input type="checkbox"/>	552	480	10,653	
Pleasant Valley Ave	Broadway	Piedmont Ave	288	2	0	3A	0.41	TS4		70	R	6	2	2	EW		Y	12, 59	O	<input type="checkbox"/>				T4 cross-section would require substandard lane widths.
Pleasant Valley Ave	Piedmont Ave	Rose Ave	376	2	0	3A	0.23	TS4		80	R	16	2	2	EW		Y	C	T	<input type="checkbox"/>				T4 cross-section would require substandard lane widths.
Plymouth St	78th Ave	104th Ave	229	3	0	3B	1.59	Blvd										---		<input type="checkbox"/>				
Posey Tube Path	6th St	Alameda border	43	1	1	1	0.48	Path										---		<input type="checkbox"/>				This bicycle path does not meet Caltrans standards for Class 1 bicycle facilities. For project prioritization, the Posey Tube is included with the Estuary Crossing although it may not be the preferred alternative.
Potomac St	Lincoln Ave	Laguna Ave	703	0	0	3B	0.17	Blvd										---		<input type="checkbox"/>				
Redwood Rd	Skyline Blvd	Campus Dr	77	0	0	0		NA		78	R	7	2	2	NS		Y	---		<input type="checkbox"/>	691	729	9,867	See slope analysis.
Redwood Rd	Campus Dr	Mountain Blvd	78	2	0	3A	0.46	TS4		80	R	16	2	2	NS		Y	54	M	<input type="checkbox"/>	1239	1060	18,525	T4 cross-section would require substandard lanes or narrowing the median.
Redwood Rd	Mountain Blvd	Monterey Blvd	752	2	3	3A	0.44	TS4		80	R	16	2	2	NS		Y	54	M	<input type="checkbox"/>	1239	1060	18,525	T4 cross-section would require substandard lanes or narrowing the median.
Redwood Rd	Monterey Blvd	Jordan Rd	753	2	0	3A	0.08	TS4		80	R	16	2	2	NS		Y	54	M	<input type="checkbox"/>	1239	1060	18,525	T4 cross-section would require substandard lanes or narrowing the median.
Robinson Dr	Joaquin Miller Rd	Butters Dr	718	0	0	3	0.43	Route										---		<input type="checkbox"/>				
Ron Cowan Path	Airport Dr	Air Cargo Wy	727	2	1	1	0.78	Path												<input type="checkbox"/>				
Ron Cowan Pkwy	Air Cargo Way	Harbor Bay Pkwy	416	2	2	2	0.76	T4	P0	80	Y	16	2	2	EW		N	50	M	<input type="checkbox"/>				Bike lanes are marked with limited pavement markings only-no signs
Ron Cowan Pkwy	Airport Dr	Air Cargo Wy	588	2	2	0	0.79	NA		82	Y	16	2	2	EW		N	50	M	<input type="checkbox"/>				Bike lane in paved shoulder in west direction (to Alameda) with limited pavement markings and no signs. 9-foot separated path on east direction side. The Port will remove the bike lanes in favor of the path.
Rudsdale St	82nd Ave	81st Ave	142	0	0	0		NA		32								---		<input type="checkbox"/>				
San Leandro Creek Path	Hegenberger Rd	98th Ave	394	1	0	1	0.41	Path										---		<input type="checkbox"/>				

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes
San Leandro St	Fruitvale Ave	High St	160	0	0	0		NA		60	N		2	2	EW		Y1	---		<input checked="" type="checkbox"/>	2055	1918	38,769	Failed volume analysis for T3 cross-section. Reroute to E 12th St. ROW widens to 62' near High St.
San Leandro St	High St	54th Ave	161	0	0	0		NA		50	N		2	2	EW		Y1	---		<input checked="" type="checkbox"/>	1281	1389	26,870	Failed volume analysis for T3 cross-section. Too narrow for T4 cross-section (even after parking removal).
San Leandro St	54th Ave	Seminary Ave	162	0	0	2	0.32	T4	P0	52	N		2	2	EW		Y1	---		<input checked="" type="checkbox"/>	1281	1389	26,870	BART structure obscures aerial view. Consider parking removal (primarily industrial frontage) or a Class 1 bicycle path instead of the proposed on-street facility.
San Leandro St	Seminary Ave	66th Ave	163	0	0	2	0.39	T4	P1	76	P	13	2	2	EW		Y1	56	O	<input checked="" type="checkbox"/>				BART structure obscures aerial view.
San Leandro St	66th Ave	75th Ave	164	0	0	2	0.44	T5	P1	76	P	13	2	2	EW		Y1	56*, 98*, 45*, 50*, AB	M	<input checked="" type="checkbox"/>	965	977	20,904	Curb-to-curb ROW widens to 80' and 86' at BART station (with bus loading area).
San Leandro St	75th Ave	85th Ave	165	0	0	2	0.49	T5		76	P	13	2	2	EW		Y1	45, 46, 56	O	<input checked="" type="checkbox"/>	2016	2256	35,803	
San Leandro St	85th Ave	105th Ave	166	0	0	2	1.12	T5		76	P	13	2	2	EW		Y1	---		<input checked="" type="checkbox"/>	1131	936	21,555	Cannot read C2C on aerials. The bikeway from Stone St to 105th Ave uses the split roadway that avoids the tunnel. EB: 1 lane, Y1 parking, ROW 27', add bike lane. WB: 1 lane, Y0 parking, ROW 16', add bike lane.
San Leandro St	105th Ave	Moorpark St	590	0	0	2	0.21	W1	P1	23	N		0	1	EW	WB	Y1	---		<input checked="" type="checkbox"/>				San Leandro splits at the tunnel. This segment is at grade terminating at 105th Ave. Bike lane westbound. Eastbound bicyclists will use Apricot St to avoid the San Leandro St tunnel at 105th Ave.
San Leandro St	Moorpark St	Apricot St	591	0	0	2	0.16	T4	B1, P1	60	N		2	2	EW		Y1	---		<input checked="" type="checkbox"/>				San Leandro splits at the tunnel. This segment is at grade terminating at 105th Ave. Bike lane westbound. Eastbound bicyclists will use Apricot St to avoid the San Leandro St tunnel at 105th Ave.
San Pablo Ave	Haskell St	48th St	100	3	0	0		NA		74	R	14	2	2	EW		Y	72R, 72, 72M, 802	R	<input checked="" type="checkbox"/>	773	1057	15,602	Rerouted into Emeryville to minimize AC Transit conflict.
San Pablo Ave	36th St	32nd St	653	3	0	0		NA		74	R	14	2	2	EW		Y	72R, 72, 72M, 802	R	<input type="checkbox"/>				Rerouted into Emeryville to minimize AC Transit conflict.
San Pablo Ave	32nd St	19th St	101	3	3	3A	0.98	TS4		74	R	12	2	2	EW		Y	72R*, 72*, 72M*, NL*, 15*, 802*	R	<input type="checkbox"/>				Curb-to-curb ROW for some blocks is 76'.
San Pablo Ave	19th St	16th St	104	3	3	2	0.18	T2		72	R	10	1	1	EW		YD	---		<input type="checkbox"/>	379	333	6,678	Of the 6 block faces, 3 have 1 travel lane and diagonal parking, 2 have 1 travel lane plus dedicated right turn lane and parallel parking, and 1 has 2 travel lanes and parallel parking. Diagonal parking to be removed as per Fire's 20' clear requirement.
Santa Clara Ave	Harrison St	Oakland Ave	592	0	0	0		NA		44	N		0	3	EW	WB	N	57	R	<input type="checkbox"/>	---	1487		Rerouted to Moss Ave. Block long left turn lane to Harrison St and I-580 in addition to the three travel lanes. Volume data extrapolated from adjoining segment: MacArthur Blvd (Piedmont Ave to Fairmount Ave).
Santa Clara Ave	Oakland Ave	Vernon St	6	0	0	0		NA		56	N		1	1	EW		Y	57	R	<input type="checkbox"/>				Rerouted to Moss Ave.
Santa Clara Ave	Vernon St	I-580 on-ramp	7	0	2	2	0.42	T2		56	N		1	1	EW		Y	57	R	<input type="checkbox"/>	608	475	9,805	
Santa Clara Ave	I-580 on-ramp	Grand Ave	9	0	0	2	0.08	W1	P1	28	N		0	1	EW	WB	Y1	57	R	<input type="checkbox"/>				Short segment merges with on-ramp before it turns up hill.
Saroni Dr	Glencourt Dr	Shepherd Canyon Rd	64	3	3	3	0.12	Route										---		<input type="checkbox"/>				
Seminary Ave	Sunnymere Ave	Outlook Ave	315	0	0	2	0.38	T2		64	R	4	2	1	NS		Y	56*	O	<input type="checkbox"/>				Rerouted from 73rd Ave. Consider lane reduction or parking removal in northbound direction. Volume data not available. Very few residential or commercial properties front Seminary from Oakdale to Outlook.
Seminary Ave	Outlook Ave	MacArthur Blvd	614	0	0	2	0.40	T2		64	R	4	2	2	NS		Y	56	O	<input type="checkbox"/>				Rerouted from 73rd Ave. Consider lane reduction and/or parking removal along Mills College. Volume data not available.
Seminary Ave	MacArthur Blvd	San Leandro St	593	2	0	0		NA		36	N		1	1	NS		Y	56	O	<input type="checkbox"/>	694	465	10,892	Rerouted to 55th Ave. Volume data: highest volume at 4 count locations.
Shafter Ave	College Ave	Forest St	385	2	0	3B	0.10	Bldv		35	N		1		NS	N	Y	7	O	<input type="checkbox"/>				

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Shafter Ave	Forest St	Cavour St	204	3	3	3B	0.43	Blvd																	
Shafter Ave	Cavour St	48th St	755	3	3	3B	0.27	Blvd																	
Shattuck Ave	Woolsey St	63rd St	355	2	0	3A	0.25	TS2		44	N		1	1	NS		Y	43	R						
Shattuck Ave	63rd St	52nd St	356	2	0	2	0.76	T2		46	N		1	1	NS		Y	43	R		745	828	17,298		
Shattuck Ave	52nd St	Telegraph Ave	359	2	0	2	0.33	T2		46	N		1	1	NS		Y	43	R		288	385	7,465		
Shepherd Canyon Path	Saroni Dr	La Salle Ave	65	1	1	1	1.48	Path																	
Shepherd Canyon Rd	Saroni Dr	Skyline Blvd	73	2	0	0		NA		23	N		1	1	NS		N								See slope analysis. Unimproved mtn road-travel lanes vary in width with wider sections at curves; minimum width of 23'; parking only on shoulders where available; covered by route 229; added from 1999 leftovers
Skyline Blvd	Tunnel Rd	Grizzly Peak Blvd	57	3	3	3	1.49	Route																	
Skyline Blvd	Grizzly Peak Blvd	Redwood Rd	322	3	3	3	5.70	Route														356	304	4,078	Volume data: counts listed as NB and SB.
Skyline Blvd	Redwood Rd	Grass Valley Rd	187	3	3	3	4.62	Route														818	1213	9,889	Volume data: counts listed at NB and SB.
Snake Rd	Skyline Blvd	Colton Blvd	60	3	3	3	0.04	Route																	
Snell St	73rd Ave	75th Ave	764	0	0	3A	0.09	TS2	P0	28	N		1	1	EW		N	45, 46, 50, 805	M						
Spruce St	Park Blvd	Booker St	210	3	0	0		NA																	See slope analysis for Brooklyn Ave and E 24th St.
Stanley Ave	98th Ave	Foothill Blvd	191	3	3	3B	0.54	Blvd																	
Steele St	High St	Buell St	712	0	0	3B	0.36	Blvd																	
Sunkist Dr	Edwards Ave	73rd Ave	113	SSC	0	0		NA		30															See slope analysis for 73rd Ave.
Sunnyhills Rd	Midcrest Rd	Indian Rd/Piedmont Border	669	0	0	3B	0.35	Blvd																	Bikeway added to provide most level connection between Grand Lake and the Leimert Bridge.
Sunnymere Ave	Mountain Blvd	Seminary Ave	314	0	3	2	0.08	T5	P0	67	CTL	15	2	2	EW		N								Consider as alternate to Leona Quarry Path
Sunnymere Ave	Seminary Ave	Edwards Ave	615	0	3	3B	0.58	Blvd		25-30	N		1	1	EW		S								Unimproved with parking on unpaved shoulders; Consider as alternate for Leona Quarry Path
Telegraph Ave	Woolsey St	Aileen St	279	2	2	2	0.78	T4		68	N		2	2	NS		Y	40, 40L, 800	R		1448	1984	38,689		
Telegraph Ave	Aileen St	51st St	280	2	0	2	0.31	T4		68	CTL	10	2	2	NS		Y	40, 40L, 12*, 800	R		1448	1984	38,689	Volume data taken from adjoining segment: Telegraph Ave (Woolsey St to Aileen St).	
Telegraph Ave	51st St	Shattuck Ave	281	2	0	2	0.30	T4		70	CTL	10	2	2	NS		Y	40, 40L, 800	R		1185	919	25,578		
Telegraph Ave	Shattuck Ave	20th St	596	2	0	2	1.65	T4		70	CTL	10	2	2	NS		Y	40, 40L, 43, 800	R		1214	965	23,729	Volume data: "north of 42nd St" count was used for highest volumes; many other counts available.	
Telegraph Ave	20th St	19th St	282	2	0	3A	0.09	TS4		65	N		3	3	NS		N								As per Latham Square project.
Telegraph Ave	19th St	16th St	283	2	0	3A	0.16	TS2		58	N		2	2	NS		Y				521	384	10,243	As per Latham Square project. Volume data: highest count from five locations.	
Telegraph Ave	16th St	Broadway	597	2	0	3A	0.04	TS2	P1	58	R	6	2	1	NS		N								As per Latham Square project.

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Thornhill Dr	Mountain Blvd	Moraga Ave	306	2	3	3A	0.09	TS2		30	N		1	1	NS		S	CB, 59	T	<input type="checkbox"/>					Difficult to see on aerials; Road width varies from 30-44 feet; part unimproved roadway.
Tidewater Ave	High St	Waterfront Trail	38	0	0	2	0.43	T2										---		<input type="checkbox"/>					Waterfront Trail Segment #36.
Tiffin Rd	Waterhouse Rd	Fruitvale Ave	701	0	0	3B	0.22	Blvd										53*	M	<input type="checkbox"/>					
Tiffin Rd	Fruitvale Ave	Lincoln Ave	760	0	0	3B	0.20	Blvd										53*	M	<input type="checkbox"/>					
Tompkins Ave	Carson St	High St	93	2	0	0		NA		36	R	21	1	1	NS		Y	---		<input type="checkbox"/>					No connection via Carson St. See slope analysis for Carson St.
Trestle Glen Rd	Lakeshore Ave	Holman Rd	74	2	0	3B	0.66	Blvd											B	T	<input type="checkbox"/>	214	189	2,688	
Tunnel Rd	Caldecott Ln	Skyline Blvd	56	3	3	3	1.61	Route										---		<input type="checkbox"/>					
Tunnel Rd	Berkeley Border	Lake Temescal Bridge	58	2	0	2	0.17	T4	P0	78	N		3	1	EW		N	E	T	<input type="checkbox"/>					Per aerial: 2 left turn lanes to continue on Tunnel; 1 lane to Hwy 24. Bike lane for left turning bicycles.
Tunnel Rd	Lake Temescal Bridge	Caldecott Ln	598	2	0	2	0.35	T2	P0	45	N		1	1	EW		N	E	T	<input type="checkbox"/>					
Valle Vista Ave	Santa Clara Ave	Elwood Ave	10	0	0	3B	0.08	Blvd										---		<input type="checkbox"/>					
Vernon St	Moss Ave	Santa Clara Ave	636	0	0	3B	0.04	Blvd										---		<input type="checkbox"/>					Part of eastbound MacArthur bikeway.
Vicente Wy	55th St	Claremont Ave	690	0	0	3B	0.05	Blvd										---		<input type="checkbox"/>					
Washington St	10th St	7th St	349	3	3	3A	0.16	TS2		44	N		1	1	NS		Y	---		<input type="checkbox"/>	242	361	3,683		
Washington St	7th St	2nd St	654	3	3	2	0.27	T2		52	N		1	1	NS		Y	---		<input type="checkbox"/>	242	362	3,683		
Waterfront Trail #01			801	0	1	1	0.63	Path												<input type="checkbox"/>					Jack London Square (Clay St to Alice St)
Waterfront Trail #02			802	0	1	1	0.30	Path												<input type="checkbox"/>					Alice St to Estuary Park
Waterfront Trail #03			803	0	0	1	0.56	Path												<input type="checkbox"/>					Estuary Park to Channel (partially completed)
Waterfront Trail #04			804	0	0	1	0.11	Path												<input type="checkbox"/>					Estuary Park / Lake Merritt Channel Bridge
Waterfront Trail #05			805	0	0	1	1.11	Path												<input type="checkbox"/>					Oak to Ninth (Meadow Park and 9th Ave Park)
Waterfront Trail #06			806	0	0	1	0.04	Path												<input type="checkbox"/>					Trail @ Oyster Reef Restaurant (partially completed)
Waterfront Trail #07			807	0	1	1	0.26	Path												<input type="checkbox"/>					10th Avenue Marina
Waterfront Trail #08			808	0	0	1	0.15	Path												<input type="checkbox"/>					Brooklyn Basin / Marine Max (partially completed)
Waterfront Trail #09			809	0	1	1	0.26	Path												<input type="checkbox"/>					Brooklyn Basin to Embarcadero Cove
Waterfront Trail #10			810	0	0	1	0.03	Path												<input type="checkbox"/>					Trail @ Harbor Master's Office
Waterfront Trail #11			811	0	1	1	0.09	Path												<input type="checkbox"/>					Embarcadero Street (along the street)

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes	
Waterfront Trail #12			812	0	0	1	0.10	Path												<input type="checkbox"/>					Trail @ British Marine
Waterfront Trail #13			813	0	0	1	0.11	Path												<input type="checkbox"/>					Village @ Embarcadero Cove (partially completed)
Waterfront Trail #14			814	0	1	1	0.03	Path												<input type="checkbox"/>					Livingston Pier
Waterfront Trail #15			815	0	1	1	0.15	Path												<input type="checkbox"/>					Skate Park
Waterfront Trail #16			816	0	0	1	0.11	Path												<input type="checkbox"/>					Cryer Site (in design)
Waterfront Trail #17			817	0	1	1	0.26	Path												<input type="checkbox"/>					Union Point Park to Con Agra
Waterfront Trail #18			818	0	0	1	0.14	Path												<input type="checkbox"/>					Con Agra (to Kennedy St)
Waterfront Trail #19			819	0	0	1	0.18	Path												<input type="checkbox"/>					19a: Kennedy St to Park St (embankment -- proposed long term alignment); 19b: Kennedy St to Park St (sidewalk -- proposed short-term alignment)
Waterfront Trail #20			820	0	0	1	0.01	Path												<input type="checkbox"/>					Park St Bridge
Waterfront Trail #22			822	0	0	1	0.03	Path												<input type="checkbox"/>					Pier 29 Restaurant
Waterfront Trail #23			823	0	1	1	0.18	Path												<input type="checkbox"/>					Pier 29 to Derby St
Waterfront Trail #24			824	0	0	1	0.02	Path												<input type="checkbox"/>					Derby St Park (in design)
Waterfront Trail #25			825	0	0	1	0.08	Path												<input type="checkbox"/>					Trail @ Oakland Women's Museum (in design)
Waterfront Trail #26			826	0	0	1	0.01	Path												<input type="checkbox"/>					Lancaster St Park (in design)
Waterfront Trail #27			827	0	1	1	0.06	Path												<input type="checkbox"/>					Lancaster St to Fruitvale
Waterfront Trail #28			828	0	0	1	0.03	Path												<input type="checkbox"/>					Fruitvale Bridge
Waterfront Trail #29			829	0	1	1	0.15	Path												<input type="checkbox"/>					Fruitvale to Alameda Ave
Waterfront Trail #30			830	1	0	1	0.17	Path												<input type="checkbox"/>					U.S. Audio
Waterfront Trail #31			831	1	1	1	0.05	Path												<input type="checkbox"/>					U.S. Audio to Mini-Storage
Waterfront Trail #32			832	1	1	1	0.05	Path												<input type="checkbox"/>					Mini-Storage
Waterfront Trail #33			833	1	0	1	0.02	Path												<input type="checkbox"/>					High St Bridge
Waterfront Trail #34			834	1	0	1	0.15	Path												<input type="checkbox"/>					Gallager & Burke Aggregate

Roadway	From	To	ID	1999 Class	Exist. Class	Prop. Class	Length (miles)	Cross-section	Variation	Curb-to-curb	Median	Median Width	# NE Lanes	# SW Lanes	Road Direction	One-Way	Parking	Transit Routes	Transit Type	Truck Route	Peak Vol-NE	Peak Vol-SW	ADT	Notes		
Waterfront Trail #35			835	1	0	1	0.09	Path												<input type="checkbox"/>					Oakland Strokes	
Waterfront Trail #37			837	1	1	1	0.60	Path												<input type="checkbox"/>					EBRPD to East Slough	
Waterfront Trail #38			838	1	1	1	0.59	Path												<input type="checkbox"/>					Oakport Park	
Waterfront Trail #39			839	1	1	1	0.31	Path												<input type="checkbox"/>					66th Ave Gateway	
Waterhouse Rd	Clemens Rd	Tiffin Rd	700	0	0	3B	0.08	Bldv												<input type="checkbox"/>						
Wayne Ave	Lakeshore Ave	Athol Ave	671	0	0	3B	0.12	Bldv												<input type="checkbox"/>						
Wayne Pl	Athol Ave	Park Blvd	672	0	0	3B	0.09	Bldv												<input type="checkbox"/>						
Webster St	48th St	29th St	206	3	3	3B	1.19	Bldv												<input type="checkbox"/>						
Webster St	25th St	Grand Ave	604	0	0	3A	0.24	TS2	44	N		1	2	NS		Y				<input type="checkbox"/>	85	440			Rerouted from Broadway. Under construction on aerial. Volume data from Uptown traffic study.	
Webster St	Grand Ave	20th St	627	0	0	3A	0.21	TS2	44	N		0	3	NS	SB	Y				<input type="checkbox"/>	---	1065	11,257			Rerouted from Broadway. Requires partial conversion to two-way flow.
Webster St	20th St	19th St	603	0	0	2	0.11	W3	56	N		0	4	NS	SB	Y				<input type="checkbox"/>	---	1065	11,257			Rerouted from Broadway. Volume data taken from adjoining segment: Webster St (Grand Ave to 20th St).
Webster St	19th St	8th St	602	0	0	2	0.58	W3	56	N		0	4	NS	SB	Y				<input type="checkbox"/>	---	1269	13,382			Rerouted from Broadway.
Webster St	8th St	I-880	601	0	0	0	0.14	NA	56	N		0	3	NS	SB	Y	19, 51, 63, O, W	R		<input type="checkbox"/>						
Webster St	I-880	4th St	600	0	0	0	0.07	NA	56	N		1	1	NS		Y1D				<input type="checkbox"/>	121	111	1,678		Diagonal parking: 16' (28' to first lane line).	
Webster St	4th St	3rd St	599	0	0	0	0.05	NA	60	N		1	1	NS		Y				<input type="checkbox"/>					Aerials show illegal perpendicular parking.	
Webster St	3rd St	2nd St	417	0	0	0	0.05	NA	56	N		1	1	NS		Y				<input type="checkbox"/>						
Wesley Wy	Trestle Glen Rd	Lake Park Ave	398	0	0	3B	0.11	Bldv												<input type="checkbox"/>						
West St	52nd St	MacArthur Blvd	148	2	3	2	0.67	T3	58	N		2	2	NS		Y				<input type="checkbox"/>	186	164	3,684			
West St	MacArthur Blvd	San Pablo Ave	605	2	2	2	0.86	T3	60	CTL	12.5	1	1	NS		Y				<input type="checkbox"/>	418	288	7,057			
West St	San Pablo Ave	Grand Ave	150	2	2	2	0.14	T2	49	N		1	1	NS		Y				<input type="checkbox"/>						
West St	Grand Ave	14th St	151	3	0	0		NA	41	N		1	1	NS		Y				<input type="checkbox"/>						
Wisconsin St	Maple Ave	Patterson Ave	709	0	0	3B	0.68	Bldv												<input type="checkbox"/>						
Wood St	34th St	32nd St	660	0	0	2	0.12	T2	48	N		1	1	NS		S				<input type="checkbox"/>					Potential Bay Trail realignment (32nd/Wood/Beach/Halleck) as per Emeryville's bike/ped bridge proposal at Bay Street. Variable pavement width with unimproved shoulders. Railroad tracks run parallel to the street.	
Wood St	8th St	7th St	327	0	0	3B	0.07	Bldv												<input type="checkbox"/>	99	98	2,056		Volume data from "south of 14th St"	