APPENDIX C-1

Bikeway Types

BIKEWAY CATEGORIES

The following three bikeways are described in the Caltrans Highway Design Manual (HDM) Chapter 1000. The Caltrans definition is presented in italics. The philosophy for recommending each of these facilities follows each definition.

Class I (Bike Path)

(Referred to in the Alameda Countywide Bicycle Plan as multi-use bikeway facilities)

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Multi-use bikeway facilities are an important component of every bikeway network. Some bikeways are long enough and well-located enough to provide a car-free environment for a large portion of a bicycling trip. However, their popularity with slow cyclists including families with children and non-bicyclists such as joggers, roller-bladers, parents with baby strollers, people walking their dogs and other groups, limits their usefulness to cyclists who ride over 15 mph. Serious bicyclists can rarely ride as fast on a multi-use bikeway facility as they can on city roads. This is due both to the design of the multi-use bikeway facility and also due to the high numbers of slower users. Other multi-use bikeway facilities are used to close gaps in a route such as connecting two dead-end roads or traversing parks.

Class II (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.

The bike lane is for the exclusive use of bicycles with certain exceptions: right-turning vehicles must merge into the lane prior to turning and pedestrians are allowed to use the bike lane when there is no adjacent sidewalk. Bike lanes should be used when traffic volumes exceed a certain threshold (e.g., 4,000 vehicles per day on a two-lane street). Below this traffic volume, there should be adequate gaps in oncoming traffic for motor vehicles to safely pass bicyclists.

The Highway Design Manual specifies the minimum width for bike lanes under various curb and onstreet parking conditions. The HDM also states that, “for greater safety,” widths wider than the minimums should be provided “wherever possible.”

Class III (Bike Route)

Provides for shared use with pedestrian or motor vehicle traffic.

Class III has traditionally been used to designate anything from low volume residential roads that have no need for bike lanes to arterials with heavy traffic volumes where widening to provide bike lanes would be infeasible. In order to eliminate the resulting confusion over what a Class III route means, this plan differentiates between three types of Class III roadways in order to more precisely describe the features of the bike route. This also helps to differentiate the various types of bicycle improvements envisioned for each roadway.

- **Class III—Arterial roadway**
  This designation is used where bike lanes or wide shoulders would be preferable but are politically or economically infeasible due to right-of-way or topographical constraints. It is acknowledged that only serious cyclists ride on arterials with heavy traffic volumes. Nevertheless, bike lanes are still the preferred treatment on arterials as most cyclists appreciate the greater width afforded by bike lanes. Therefore, bike lanes should be considered in any long-term reconstruction or redevelopment plans of the adjacent properties where a new roadway cross-section is possible.

  By their very nature, wide curb lanes and Class III bike routes require no special markings, and typically only bike route signs are installed. However, these routes should be well maintained in terms of providing a uniform pavement surface and frequent street sweeping. Other recommendations to improve bicycling conditions on arterials are summarized in Chapter 6.

  In addition, it is recommended that mid-block pavement stencils be considered in the right-hand portion of the lane. These would be used on roadways with heavy traffic volumes and narrow lanes, i.e., more than 600 vehicles per hour per lane and curb lane widths of 14 feet or less. These stencils would be supplemented with the “Share the Road” signs. The City of Denver and the City of San Francisco currently use such a stencil. See Chapter 6 for guidance.

- **Class III—Arterial roadway with wider shoulders**
  A roadway, generally in rural areas, whose shoulders have been widened to at least four feet. Bike lane signing and legends are not recommended due to the generally outlying areas in which these roadways are located.

- **Class III Bikeway—Local Roadways and Bicycle Boulevards**
  Local residential roads that are recommended for bike routes make excellent bikeways because traffic volumes are low and speeds are slow. When carefully chosen, these roads form continuous low-stress bike routes. Berkeley has designated seven local roads as bicycle boulevards, some of which are portions of cross-county corridors. Bicycle boulevards are residential streets on which bicycle convenience and safety are maximized by having or creating one or more of the following conditions:
  - Low traffic volumes
  - Discouragement of non-local motor vehicle traffic;
  - Free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
  - Traffic control to help bicycles cross major streets (arterials).

APPENDIX C-2

Screening Criteria Used in the 2001 Plan

Each of the following screening criteria used in developing the 2001 Countywide Bicycle Plan were rated:

- High
- Neutral
- Low

1. CONNECTIVITY

1a. High Bicycle Traffic Volume

Serves high volume of existing or potential bicycle traffic.
Rationale: All other things being equal, the route with the most or that would have the most use by bicyclists should be ranked higher as a cross county corridor.

1b. Commute Trips

Serves commute bicycle transportation trips including more direct not circuitous routes.
Rationale—Routes for bicycle commute transportation should be ranked higher as cross county corridors rather than recreational routes.

1c. Access

Provides access to and through major traffic generators/attractors/or to adjacent city/county.
Rationale—Routes which connect major activity centers should be ranked higher.

1d. Closes Gaps

Closes gap in the existing bikeway system/
Rationale—Existing routes that provide continuity and directness should be ranked higher.

2. SAFETY

2a. Vehicular Volume/Speed

Route has lower vehicular traffic volumes/speeds (or, if multi-use path, low pedestrian volumes).
Rationale—Routes with lower motor vehicle volumes/speeds would have lower potential safety conflicts and thus should be ranked higher as cross county corridors.

2b. History of Collisions

Route has fewer bicyclist/motorist collisions.
Rationale—Locations that have lower than average bike collision rates should be ranked higher as cross county corridors.

2c. Route Quality

Route has (or would have) few obstacles to bicycle travel that affect safety including but not limited to narrow lanes and other obstacles/unfriendly design features (that cannot be improved or removed) e.g. railroad tracks, numerous driveways, high parking turnover, high-speed right-turn lanes. Or if multi-use path, path has few at-grade intersections and other impediments to travel.
Rationale—Routes with fewer existing obstacles should be ranked higher as cross county corridors.

3. FEASIBILITY

3a. Ease

Route is easy to implement and/or is an existing facility that needs few improvements.
Rationale—Roadways that have existing good bike facilities should be ranked higher as cross-county corridors.

3b. Support

Route has political/public support (e.g., is on a local plan; is consistent with current processes; funds have already been generated or a right-of-way has been donated; and/or city agrees to the project).
Rationale—Local jurisdiction will need to be involved in implementation so they must support the project.

APPENDIX C-3

Description of Cross Country Corridors

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 1 Bay Trail - Northern Alameda County **Corridor:** 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Albany	Bay Trail	Alameda county line	Buchanan St	0.7	Yes	Class 1 - Bike Trail							$2,184.0	Yes	
AB	Albany	Bay Trail	Buchanan St	Gilman St around GG Fields	1.4	No	Class 1 - Bike Trail							$1,096,368.0	Yes	
AC	Berkeley	Bay Trail	Gilman St	Virginia St	0.5	Yes	Class 1 - Bike Trail							$1,560.0	Yes	
AD	Berkeley	Bay Trail	Virginia St	University Ave	0.3	Yes	Class 1 - Bike Trail							$5,616.0	Yes	
AE	Berkeley	Bay Trail	University Ave	Ashby Ave	1.4	Yes	Class 1 - Bike Trail							$5,616.0	Yes	
AF	Emeryville	Bay Trail	Ashby Ave	N edge of Shorebird Park	0.1	Yes	Class 1 - Bike Trail							$78,312.0	Yes	
AG	Emeryville	Bay Trail	Frontage-N edge Shorebird Pk	Powell St	0.6	Yes	Class 1 - Bike Trail							$1,560.0	Yes	
AH	Emeryville	Powell St	Frontage Rd	Shellmound St	0.2	Yes	Class 1 - Bike Trail	Yes		I-80 at Powell				$468,624.0	Yes	
AI	Emeryville	Horton St	53rd St	40th St	0.4	Yes	Class 3 - Bike Route							$20,000.0	Yes	
AJ	Oakland	Mandela Pkwy (W Oak Bay Trail)	40th St	3rd St	1.3	Yes	Class 2 - Bike Lane							$350,064.0	Yes	
AK	Oakland	3rd St (W Oak Bay Trail)	Mandela Pkwy	Brush St	0.7	Yes	Class 2 - Bike Lane							$22,320.0	Yes	
AL	Oakland	Brush St (W Oak Bay Trail)	3rd St	2nd St	0.1	Yes	Class 3 - Residential Street							$6,365.0	Yes	
AM	Oakland	2nd St (W Oak Bay Trail)	Brush St	Broadway	0.4	Yes	Class 3 - Residential Street							$63,648.0	Yes	
AN	Oakland	2nd St (W Oak Bay Trail)	Broadway	Oak St	0.5	Yes	Class 3 - Residential Street							$15,943.0	Yes	
AO	Oakland	Oak St (Embarc Bay Tr)	2nd St	Embarcadero	0.1	Yes	Class 3 - Residential Street							$6,365.0	Yes	
AP	Oakland	Embarcadero (Embarc Bay Tr)	Oak St	Kennedy St	2.3	Yes	Class 2 - Bike Lane							$182,723.0	Yes	
AQ	Oakland	E 7th St (Embarc Bay Tr)	Kennedy St	29th Ave	0.2	Yes	Class 3 - Residential Street							$23,443.0	Yes	
AR	Oakland	E 7th St (Embarc Bay Tr)	29th Ave	29th Ave	0.0	Yes	Class 1 - Bike Trail					Yes		$54,385.0	Yes	
AT	Oakland	E 7th St (Embarc Bay Tr)	Kennedy St	Fruitvale Ave	0.3	Yes	Class 3 - Residential Street							$47,736.0	Yes	
AU	Oakland	Fruitvale Ave (Embarc Bay Tr)	E 7th St	Alameda Ave	0.2	Yes	Class 2 - Bike Lane							$47,424.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 1 Bay Trail - Northern Alameda County **Corridor:** 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AV	Oakland	Alameda Ave	Fruitvale Ave	Howard St	0.4	No	Class 2 - Bike Lane					Yes		$74,381.0	Yes	
AW	Oakland	Howard St	Alameda Ave	High St	0.1	No	Class 2 - Bike Lane							$3,448.0	Yes	
AX	Oakland	High St	Howard St	San Francisco Bay	0.2	No	Class 2 - Bike Lane							$13,790.0	Yes	
AY	Oakland	Bay Trail	High St	existing trail s/o High St	0.3	No	Class 1 - Bike Trail							$234,936.0	Yes	
AZ	Oakland	Bay Trail	beginning of trail	Damon Slough	1.4	Yes	Class 1 - Bike Trail							$4,680.0	Yes	
BB	Oakland	Bay Trail	Damon Slough	Doolittle Dr	2.1	Yes	Class 1 - Bike Trail							$10,296.0	Yes	
BC	Oakland	Doolittle Dr	Swan Way	Airport Access Dr	0.6	Yes	Class 2 - Bike Lane							$1,248.0	Yes	
BD	Oakland	Airport Dr	Airport Access Dr	golf course	0.4	Yes	Class 1 - Bike Trail							$41,371.0	Yes	
BE	Oakland	Bay Trail - w edge golf course	Airport Dr	San Leandro Slough	0.3	Yes	Class 1 - Bike Trail							$391,560.0	Yes	
BG	San Leandro	Bay Trail - Oyster Bay Reg Sh	Slough - SS	Oyster Bay	1.8	Yes	Class 1 - Bike Trail							$5,304.0	Yes	
BH	San Leandro	Neptune Dr	Oyster Bay	Marina Blvd	0.6	Yes	Class 3 - Bike Route							$1,872.0	Yes	
BI	San Leandro	Bay Trail	Marina Blvd	Fairway Drive	0.4	No	Class 1 - Bike Trail							$1,200,000.0	Yes	Yes
BI1	San Leandro	Bay Trail	Fairway Drive	Breakwater Ave	7.8	Yes	Class 1 - Bike Trail							$24,960.0	Yes	
SPUR1	Oakland	Shellmound St to Marina bikew	Emeryville city limit	Bay Bridge	1.8	No	Class 1 - Bike Trail							$6,240.0	No	
SPUR2	Emeryville	Shellmound St	Powell St	Ohlone Way	0.2	Yes	Class 2 - Bike Lane							$20,000.0	Yes	
SPUR3	Emeryville	Shellmound St	Ohlone Way	Mandela Parkway/40th St	0.7	Yes	Class 2 - Bike Lane							$40,000.0	No	

Project: 2 Bay Trail - Southern Alameda County **Corridor:**

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BH	Fremont	Bayview Trail	Alameda Creek Bridge	Apay Way	1.6	Yes	Class 1 - Bike Trail							$3,500.0		
BI	Fremont	Apay Way	Bayview Trail	Marshlands Rd	1.4	No	Class 1 - Bike Trail							$420,000.0		
BJ	Hayward	Bay Trail	Breakwater Ave	Alameda Creek Bridge	8.5	No	Class 1 - Bike Trail							$2,900,000.0		Yes

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 2 Bay Trail - Southern Alameda County **Corridor:**

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CF	Fremont	Paseo Padre Pkwy	Ardenwood Blvd	SR-84 interchange	1.5	Yes	Class 2 - Bike Lane						Yes	$393,900.0		
CG	Newark	Thornton Ave	SR-84 interchange	Marshlands Rd	0.7	Yes	Class 2 - Bike Lane						Yes	$236,340.0		
DA	Newark	Thornton Ave	Cedar	Willow St	0.4	No	Class 3 - Residential Street						Yes	$329,784.0		
DB	Newark	Willow St	Thornton Ave	Central Ave	0.7	No	Class 3 - Residential Street						Yes	$329,784.0		
DC	Newark	Central Ave	Willow St	Railroad ROW	1.1	No	Class 3 - Residential Street						Yes	$518,232.0		
DD	Newark	Bay Trail on Railroad ROW	Thornton Ave	Stevenson Blvd	2.3	No	Class 1 - Bike Trail							$1,801,176.0		
DE	Fremont	Bay Trail on Railroad ROW	Stevenson Blvd	Auto Mall Pkwy	0.8	No	Class 1 - Bike Trail							$548,184.0		
DF	Fremont	Bay Trail On/Off Street	Auto Mall Pkwy	Cushing Pkwy extension	1.3	No	Class 1 - Bike Trail							$1,566,240.0		
DG	Fremont	Cushing Rd/Cushing Pkwy	western end	Fremont Blvd	1.9	No	Class 3 - Residential Street							$95,472.0		
DH	Fremont	Fremont Blvd	Cushing Rd	West Warren Ave	0.6	Yes	Class 1 - Bike Trail							$2,184.0		
DI	Fremont	Bay Trail	West Warren Ave	Lakeview Blvd	2.3	Yes	Class 1 - Bike Trail							$5,304.0		
DJ	Fremont	Bay Trail	end of Fremont Blvd	county line	1.2	No	Class 1 - Bike Trail							$626,496.0		

Project: 3 Fruitvale - Broadway **Corridor:** 10

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Oakland	Redwood Rd	Skyline Blvd	Mountain Blvd	1.2	No	Class 2 - Bike Lane							$95,527.0		
B	Oakland	35th Ave/Redwood Rd	Mountain Blvd	MacArthur Blvd	1.0	No	Class 2 - Bike Lane							$68,952.0		
D	Oakland	MacArthur Blvd	Redwood Rd/35th Ave	Lincoln Ave	0.9	Yes	Class 2 - Bike Lane						Yes	$411,428.0		
D1	Oakland	MacArthur Blvd	Lincoln Ave	Fruitvale Ave	0.1	No	Class 2 - Bike Lane							$45,714.0		
E	Oakland	Fruitvale Ave	MacArthur Blvd	Montana St	0.1	No	Class 2 - Bike Lane						Yes	$68,543.0	Yes	
F	Oakland	Fruitvale Ave	Montana St/I-580	E 23rd St	1.0	No	Class 3 - Bike Route						Yes	$349,567.0	Yes	
G	Oakland	Fruitvale Ave	E 23rd St	E 12th St	0.7	No	Class 2 - Bike Lane							$390,000.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 3 Fruitvale - Broadway — Corridor: 10

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
K	Oakland	E 12th St	34th Ave	Fruitvale Ave	0.1	No	Class 2 - Bike Lane		Yes	34th Ave/E				$254,206.0	Yes	
L	Oakland	Fruitvale Ave	E 12th St	E 10th St	0.1	No	Class 2 - Bike Lane						Yes	$67,357.0	Yes	
M	Oakland	Fruitvale Ave	E 10th St	Elmwood Ave	0.2	Yes	Class 2 - Bike Lane					Yes	Yes	$114,838.0	Yes	
N	Oakland	Fruitvale Ave	Elmwood Ave	Fruitvale Bridge	0.0	Yes	Class 2 - Bike Lane						Yes	$69,479.0	Yes	
O	Oakland/Alameda	Miller-Sweeney Bridge	Oakland city limit	Alameda city limit	0.1	No	To Be Determined						Yes	$1,594,019.0	Yes	
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
P	Alameda	Tilden Way	Miller-Sweeney Bridge	Broadway	0.3	No	To Be Determined							$133,952.0	Yes	
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
Q	Alameda	Broadway	Tilden Way	Central Ave	0.4	Yes	Class 2 - Bike Lane							$1,404.0		
R	Alameda	Broadway	Central Ave	Otis Dr	0.6	Yes	Class 2 - Bike Lane							$1,796.0		
S	Alameda	Broadway	Otis Dr	La Jolla Dr	0.1	No	Class 2 - Bike Lane							$9,925.0		
T	Alameda	Broadway	La Jolla Dr	Bay View Dr	0.1	Yes	Class 2 - Bike Lane							$281.0		
U	Alameda	Broadway	Bay View Dr	Shoreline Dr	0.0	No	Class 2 - Bike Lane							$2,482.0		

Project: 4 Alameda - Doolittle - Lewelling — Corridor: 15

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Alameda	Atlantic Ave/Appazzato Pkwy	Ferry Point	Constitution Way	1.3	No	To Be Determined							$2,023,000.0	Yes	Yes
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
B	Alameda	new path through rail yard	Constitution Way	Sherman St/Atlantic Ave	0.7	No	To Be Determined							$1,530,000.0	Yes	Yes
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
C	Alameda	Clement Ave ext (proposed)	Sherman St/Atlantic Ave	Clement Ave/Grand St	0.6	No	To Be Determined							$19,000.0	Yes	Yes
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
D	Alameda	Clement Ave	Grand St	Tilden Way	1.2	No	To Be Determined							$33,000.0	Yes	Yes
All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint-rail trail use.																
I	Alameda	Fernside Blvd	Blanding Ave	High St	0.5	Yes	Class 2 - Bike Lane							$1,684.0	Yes	
J	Alameda	Fernside Blvd	High St	Encinal Ave	0.8	Yes	Class 2 - Bike Lane							$2,526.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 4 Alameda - Doolittle - Lewelling **Corridor:** 15

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
K	Alameda	Fernside Blvd	Encinal Ave	San Jose Ave	0.1	Yes	Class 2 - Bike Lane							$200.0	Yes	
K1	Alameda	Fernside Blvd	San Jose Ave	Bay Farm Island Bike Bridge	0.3	No	Class 1 - Bike Lane							$613,500.0	Yes	
L	Alameda	bike/ped bridge	Fernside over San Leandro Bay	Doolittle Dr	0.2	Yes	Class 1 - Bike Trail							$500.0	Yes	
M	Alameda	Doolittle Dr	Island Dr (bridge end)	Harbor Bay Pkwy	0.5	Yes	Class 2 - Bike Lane							$1,000.0	Yes	
N	Oakland	Doolittle Dr	Harbor Bay Parkway	Swan Way	1.6	No	Class 2 - Bike Lane						Yes	$1,010,353.0	Yes	
O	Oakland	Doolittle Dr	Swan Way	Hegenberger/Airport Access	0.4	Yes	Class 2 - Bike Lane						Yes	$1,248.0	Yes	
O1	Oakland	Doolittle Dr	Hegenberger/Airport Access	San Leandro city limit	0.5	No	Class 2 - Bike Lane						Yes	$283,608.0	Yes	
P	San Leandro	Doolittle Dr	city limit	Davis St	0.6	Yes	Class 2 - Bike Lane						Yes	$190,476.0	Yes	
Q	San Leandro	Doolittle Dr	Davis St	Marina Blvd	0.9	No	Class 2 - Bike Lane						Yes	$309,367.0	Yes	
R	San Leandro	Doolittle Dr	Marina Blvd	Fairway Dr	0.4	No	Class 2 - Bike Lane						Yes	$171,356.0	Yes	
S	San Leandro	Doolittle Dr	Fairway Dr	Farallon Dr	0.5	Yes	Class 2 - Bike Lane						Yes	$170,093.0	Yes	
SPR1A	Alameda	Constitution Way Trail	Atlantic Ave	Tube entrance	0.6	Yes	Class 1 - Bike Trail							$2,496.0	No	
T	San Leandro	Farallon Dr	Doolittle Dr	Wicks Blvd	0.6	Yes	Class 2 - Bike Lane							$1,964.0	Yes	
U	San Leandro	Wicks Blvd	Farallon Dr	Sea Cloud Ave (south of canal)	0.3	Yes	Class 2 - Bike Lane							$1,123.0	Yes	
V	San Leandro	Wicks Blvd	Sea Cloud Ave (south of canal)	Burkhart Ave	0.4	Yes	Class 2 - Bike Lane							$1,235.0	Yes	
W	San Leandro	Wicks Blvd	Burkhart Ave	Lewelling Blvd	0.3	Yes	Class 2 - Bike Lane							$1,123.0	Yes	
X	San Leandro	Lewelling Blvd	Wicks Blvd	Sedgeman St	0.8	Yes	Class 2 - Bike Lane							$274,170.0	Yes	
Y	San Leandro	Lewelling Blvd	Sedgeman St	Washington Ave	0.3	No	Class 2 - Bike Lane						Yes	$102,814.0	Yes	
Z	San Leandro	Lewelling Blvd	Washington Ave	Hesperian Blvd	0.5	No	Class 3 - Wide Curb Lane						Yes	$210,107.0	Yes	
Z1	Unincorporated	Lewelling Blvd	Hesperian Blvd	Meekland Ave	0.7	No	Class 2 - Bike Lane							$988,000.0	Yes	Yes
Z2	Unincorporated	Lewelling Blvd	Meekland Ave	E 14th St	0.7	No	Class 2 - Bike Lane							$800,000.0	Yes	Yes
Z3	Unincorporated	E 14th	Lewelling Blvd	Mattox Rd	0.3	No	Class 2 - Bike Lane							$90,000.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 5 73rd Avenue - Hegenberger — Corridor: 20

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Oakland	73rd Ave	MacArthur Blvd	International Blvd/E 14th St	1.1	Yes	Class 2 - Bike Lane						Yes	$411,256.0		
B	Oakland	Hegenberger Rd	International Blvd/E 14th St	San Leandro overpass	1.4	No	Class 2 - Bike Lane						Yes	$479,797.0		
C	Oakland	San Leandro overpass	east side	Edgewater Dr	0.4	No	Class 2 - Bike Lane	Yes		I-880/Hege			Yes	$605,086.0		
D	Oakland	Hegenberger Rd	Edgewater Dr	Doolittle Dr	0.8	No	Class 2 - Bike Lane						Yes	$346,170.0		
E	Oakland	Airport Dr	Doolittle Dr	Oakland Airport	0.9	No	Class 1 - Bike Trail						Yes	$561,307.0		
SPR1A	Oakland	Coliseum BART to Bay Trail	Hegenberger/Coliseum Way	Bay Trail	0.5	No	Class 1 - Bike Trail							$626,496.0		
SPR1B	Oakland	66th Ave overcrossing	Bay Trail	west side of I-880	0.2	No	Class 1 - Improved Underpass							$1,560,312.0		

Project: 6 Berkeley - Emeryville I-880 corridor — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AB	Albany	Adams St	county line	Clay St	0.1	No	Class 3 - Residential Street							$28,630.0		
AC	Albany	Adams St	Clay St	Washington Ave	0.4	No	Class 3 - Residential Street							$45,808.0		
AD	Albany	Washington Ave	Adams St	Jackson St	0.2	No	Class 2 - Bike Lane							$6,203.0		
AE	Albany	Jackson St/8th St	Washington Ave	Berkeley city limit	0.6	No	Class 2 - Bike Lane							$49,625.0		
AF	Berkeley	8th St	Albany/Berkeley border	Camelia St	0.3	Yes	Class 3 - Residential Street							$57,259.0		
AG	Berkeley	Camelia St	8th St	9th St	0.1	Yes	Class 3 - Residential Street							$11,452.0		
AH	Berkeley	9th St	Camelia St	Jones St	0.2	Yes	Class 2 - Bike Lane							$42,944.0		
AI	Berkeley	9th St	Jones St	Dwight Way	1.1	Yes	Class 2 - Bike Lane		Yes	9th at Cedar				$413,578.0		
AJ	Berkeley	9th St	Dwight Way	Heinz Ave	0.5	Yes	Class 3 - Residential Street					Yes		$124,099.0		
AK	Berkeley	Ninth St/Railroad ROW	Heinz Ave	Berkeley/Emeryville city limit	0.3	No	Class 1 - Bike Trail							$281,804.0		
AL1	Emeryville	Greenway	Berkeley/Emeryville border	67th St	0.0	No	Class 1 - Bike Path							$75,000.0		
Segment is less than 0.1 miles in length																
AL2	Emeryville	Greenway	67th St	65th St	0.2	Yes	Class 1 - Bike Path							$400.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 6 Berkeley - Emeryville I-880 corridor **Corridor:** 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AL3	Emeryville	Greenway	65th St	Ocean Ave	0.1	No	Class 1 - Bike Path							$75,000.0		
AL4	Emeryville	Greenway	Ocean Ave	59th St	0.3	Yes	Class 3 - Bike Route							$500.0		
AM1	Emeryville	59th St	Doyle St	Hollis St	0.1	No	Class 3 - Residential Street							$10,000.0		
AM2	Emeryville	59th St	Hollis St	Horton St	0.1	No	Class 2 - Bike Lane							$20,000.0		
AN	Emeryville	Horton St	59th St	53rd St	0.4	Yes	Class 2 - Residential Street							$200.0		
AO	Oakland	Yerba Buena Ave	Horton St	Hollis St	0.1	No	Class 2 - Bike Lane							$13,000.0		
AP	Oakland	Hollis St	Mandela Parkway	Peralta St	0.3	No	Class 2 - Bike Lane							$14,500.0		
AQ	Oakland	32nd St	Peralta St	San Pablo Ave	0.4	No	Class 3 - Bike Route							$20,000.0		
AR	Oakland	San Pablo Ave	32nd St	32nd St Jog	0.0	No	Class 3 - Bike Route							$30,000.0		
AS	Oakland	32nd St	San Pablo Ave	Market St	0.1	No	Class 3 - Bike Route							$10,000.0		
SPR1A	Berkeley	California St	Virginia St	Russell St	1.4	Yes	Class 2 - Bike Lane		Yes	California at Dwight				$442,207.0		
SPR1B	Berkeley	California St	Russell St	61st St	0.7	Yes	Class 2 - Bike Lane		Yes	California at				$485,845.0		
SPR1C	Berkeley	61st St	California St	Market St	0.0	No	Class 3 - Bike Route							$20,000.0		

Project: 7 Oakland I-880 Corridor **Corridor:** 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AV	Oakland	Market St	35th St/36th St	24th St	0.7	No	Class 2 - Bike Lane		Yes	San Pablo at				$375,629.0		
AW	Oakland	Market St	24th St	17th St	0.4	No	Class 2 - Bike Lane							$33,497.0		
AX	Oakland	Market St	17th St	14th St	0.2	No	Class 2 - Bike Lane							$21,612.0		
AY	Oakland	14th St	Market St	Jefferson St	0.4	No	Class 2 - Bike Lane							$24,812.0		
AZ	Oakland	14th St	Jefferson St	Broadway	0.2	No	Class 2 - Bike Lane							$73,606.0		
BA	Oakland	14th St	Broadway	Oak St/Lakeside Dr	0.5	No	Class 3 - Bike Route							$100,372.0		
BB	Oakland	12th St Reconstruction	Oak St/Lakeside Dr	2nd Ave	0.4	No	Class 2 - Bike Lane							$210,000.0		Yes

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 7 Oakland I-880 Corridor — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BC	Oakland	E 12th St	2nd Ave	Fruitvale Ave	2.3	No	Class 2 - Bike Lane						Yes	$1,080,000.0		Yes
SPR1C	Oakland	Market St	61st St	Adeline St	0.3	No	Class 2 - Bike Lane							$169,925.0		
SPR1D	Oakland	Market St	Adeline St	W MacArthur Blvd	0.9	Yes	Class 2 - Bike Lane							$125,353.0		
SPR1E	Oakland	Market St	W MacArthur Blvd	San Pablo Ave	0.5	No	Class 2 - Bike Lane							$62,676.0		
SPR2	Oakland	Telegraph Ave	27th St	West Grand Ave	0.3	No	Class 2 - Bike Lane							$25,000.0	Yes	
SPR3	Oakland	Telegraph Ave	West Grand Ave	Broadway	0.5	No	Class 2 - Bike Lane							$30,000.0		
SPR4	Oakland	Broadway	14th St	19th Street BART	0.4	Yes	Class 3 - Wide Curb Lane							$780.0		
SPR5	Oakland	Clay St/Washington St	14th St	Jack London Sq/Ferry Terminal	0.8	Yes	Class 3 - Local Street							$2,340.0		
SPR6	Oakland	West Grand Ave	Market St	Bay Bridge	1.7	No	Class 2 - Bike Lane							$117,218.0		

Project: 8 BART Trail/San Leandro St — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BH	Oakland	trail on UPRR/BART ROW	Fruitvale Ave	High St	0.6	No	Class 1 - Bike Trail		Yes	Trail at High St				$476,736.0		
BJ	Oakland	trail on UPRR/BART ROW	High St	San Leandro city limit	3.7	No	Class 1 - Bike Trail		Yes	Trail at 98th,				$3,466,320.0		
BL	Unincorporated	trail on UPRR/BART ROW	San Leandro city limit	Sunset Blvd	3.2	No	Class 1 - Bike Trail							$4,500,000.0		
BL2	Unincorporated	trail on UPRR/BART ROW	San Leandro City Limit	Sunset Blvd	2.5	No	Class 1 - Bike Path							$4,500,000.0		
BM	Oakland	12th St	34th Ave	54th Ave	1.2	No	Class 3 - Bike Route							$76,000.0		
BM1	Oakland	54th Ave	E 12th St	San Leandro St	0.1	No	Class 3 - Bike Route							$7,000.0		
BM2	Oakland	San Leandro St	54th Ave	San Leandro/Oakland border	3.1	No	Class 2 - Bike Lane							$158,000.0		
BN	San Leandro	San Leandro St	San Leandro/Oakland border	Hesperian Blvd	3.2	No	Class 2 - Bike Lane							$172,380.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 9 Southern Alameda County I-880 Corridor **Corridor:** 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BO	San Leandro	Hesperian Blvd	Halcyon Dr	San Lorenzo Creek/City Limits	1.0	Yes	Class 2 - Bike Lane	Yes		SR 238 at			Yes	$783,120.0		
CA	San Lorenzo	Hesperian Blvd	San Lorenzo Creek/city limit	Via Mercado	0.5	Yes	Class 3 - Bike Route	Yes		I-880 at Hesperian			Yes	$638,093.0	Yes	
CB	San Lorenzo	Hesperian Blvd	Via Mercado	Hacienda Ave	0.3	Yes	Class 3 - Bike Route						Yes	$90,716.0	Yes	
CC	San Lorenzo	Hesperian Blvd	Hacienda Ave	Bockman Rd	0.2	Yes	Class 3 - Bike Route						Yes	$85,046.0	Yes	
CD	San Lorenzo	Hesperian Blvd	Bockman Rd	Penny Ln	0.1	Yes	Class 3 - Bike Route						Yes	$45,358.0	Yes	
CE	San Lorenzo	Hesperian Blvd	Penny Ln	A St/Hayward city limit	0.3	Yes	Class 3 - Bike Route						Yes	$102,056.0	Yes	
JA	Hayward	Hesperian Blvd	A St	La Playa Dr	1.4	Yes	Class 3 - Wide Curb Lane						Yes	$533,000.0	Yes	
JA1	Hayward	La Playa Dr	Hesperian Blvd	Calaroga Ave	0.3	No	Class 3 - Residential Street							$55,000.0	Yes	
JA2	Hayward	Calaroga Ave	La Playa Dr	Catalpa Way	2.3	Yes	Class 2 - Bike Lane							$4,600.0	Yes	
JA3	Hayward	Catalpa Way	Calaroga Ave	Hesperian Blvd	0.2	Yes	Class 2 - Bike Lane							$400.0	Yes	
JA4	Hayward	Hesperian Blvd	Catalpa Way	Industrial Blvd	0.3	Yes	Class 3 - Bike Route							$400.0	Yes	
JB	Hayward	Hesperian Blvd	Industrial Blvd	Tripaldi Way	0.2	Yes	Class 3 - Wide Curb Lane						Yes	$77,850.0	Yes	
JC	Hayward	Hesperian Blvd	Tripaldi Way	Alameda Creek/city limit	0.3	Yes	Class 3 - Bike Route						Yes	$94,536.0	Yes	
JD	Union City	Union City Blvd	Alameda Creek/city limit	Horner St	0.9	Yes	Class 2 - Bike Lane						Yes	$350,000.0	Yes	
JE	Union City	Union City Blvd	Horner St	Alvarado Blvd	0.3	No	To Be Determined						Yes	$200,000.0	Yes	Yes
JF	Union City	Union City Blvd	Alvarado Blvd	Delores Dr	1.5	No	To Be Determined						Yes	$275,000.0	Yes	Yes
JG	Union City	Union City Blvd	Delores Dr	Alameda Creek Bridge	0.7	No	To Be Determined						Yes	$275,000.0	Yes	Yes
JH	Fremont	Ardenwood Blvd	Alameda Creek Bridge -n	Alameda Creek Bridge -s	0.1	No	Class 1 - Improved Bike/Ped Br						Yes	$2,500,000.0	Yes	Yes
JI	Fremont	Ardenwood Blvd	Alameda Creek Bridge -s	Paseo Padre Pkwy	0.3	Yes	Class 2 - Bike Lane						Yes	$126,048.0	Yes	
JJ	Fremont	Ardenwood Blvd	Paseo Padre Pkwy	Tan Oak Dr	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
JK	Fremont	Ardenwood Blvd	Tan Oak Dr	railroad bridge	0.7	Yes	Class 2 - Bike Lane						Yes	$236,340.0	Yes	
JL	Fremont	Ardenwood Blvd	railroad bridge	SR-84 interchange N ramps	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 9 Southern Alameda County I-880 Corridor **Corridor:** 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
JM	Newark	Newark Blvd	SR-84 interchange N ramps	SR-84 interchange S ramps	0.1	Yes	Class 3 - Bike Route	Yes		SR 84 at Newark			Yes	$499,512.0	Yes	
JN	Newark	Newark Blvd	SR-84 interchange S ramps	Jarvis Ave	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
JO	Newark	Newark Blvd	Jarvis Ave	Brittany Ave	0.6	No	Class 2 - Bike Lane						Yes	$190,476.0	Yes	
JP	Newark	Brittany Ave	Newark Blvd	Lafayette	0.3	No	Class 3 - Wide Curb Lane							$1,560.0	Yes	
JQ	Newark	Cherry St	Lafayette	Just S of Dairy Ave	0.9	No	Class 2 - Bike Lane							$41,371.0	Yes	
JR	Newark	Cherry St	just S of Dairy Ave	Thornton Ave	0.1	No	Class 2 - Bike Lane							$6,895.0	Yes	
JS	Newark	Cherry St	Thornton Ave	Central Ave	0.5	No	Class 2 - Bike Lane							$34,476.0	Yes	
JT	Newark	Cherry St	Central Ave	Mowry Ave	1.0	No	Class 2 - Bike Lane							$68,952.0	Yes	
JU	Newark	Cherry St	Mowry Ave	Joaquin Murrieta Ave	0.5	No	Class 2 - Bike Lane							$48,266.0	Yes	
JV	Newark	Cherry St	Joaquin Murrieta Ave	Stevenson Blvd	0.4	No	Class 2 - Bike Lane							$20,686.0	Yes	
JW	Fremont	Boyce Rd	Stevenson Blvd	Auto Mall Pkwy	1.2	Yes	Class 2 - Bike Lane							$3,432.0	Yes	
JX	Fremont	Auto Mall Pkwy	Boyce Rd	Just W of Christy St	0.5	Yes	Class 2 - Bike Lane							$190,476.0	Yes	
JY	Fremont	Auto Mall Pkwy	Just W of Christy St	Christy St	0.0	Yes	Class 2 - Bike Lane							$38,095.0	Yes	
JZ	Fremont	Auto Mall Pkwy	Christy St	Grimmer Blvd at I-880 inter	0.5	No	Class 2 - Bike Lane						Yes	$190,476.0	Yes	
KA	Fremont	Grimmer Blvd	Auto Mall Pkwy	Warm Springs Blvd	1.6	Yes	Class 2 - Bike Lane						Yes	$535,704.0	Yes	
KB	Fremont	Warm Springs Blvd	Grimmer Blvd	Reliance Way	0.4	No	Class 2 - Bike Lane						Yes	$152,381.0	Yes	
KC	Fremont	Warm Springs Blvd	Reliance Way	Corporate Way	0.2	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
KD	Fremont	Warm Springs Blvd	Corporate Way	Fulton Pl	0.4	No	Class 2 - Bike Lane						Yes	$114,286.0	Yes	
KE	Fremont	Warm Springs Blvd	Fulton Pl	Mission Blvd	0.2	No	Class 2 - Bike Lane						Yes	$152,381.0	Yes	
KF	Fremont	Warm Springs Blvd	Mission Blvd	Warren Ave	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
KG	Fremont	Warm Springs Blvd	Warren Ave	Kato Rd/Scott Creek Rd	1.8	Yes	Class 2 - Bike Lane						Yes	$535,704.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 9 Southern Alameda County I-880 Corridor **Corridor:** 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
KH	Fremont	Warm Springs Blvd	Kato Rd	county line	0.2	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	

Project: 10 Davis - Estudillo - Crow Canyon Road **Corridor:** 30

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	San Leandro	Davis St	Bay Trail	Route 61/Doolittle Dr	0.5	No	Class 3 - Bike Route						Yes	$547,560.0	Yes	
AAQ	Castro Valley	Somerset Ave	Lake Chabot Rd	Redwood Rd	0.8	No	Class 3 - Residential Street							$128,887.0	Yes	
AB	San Leandro	Davis St	Route 61/Doolittle Dr	Beecher St	0.2	Yes	Class 2 - Bike Lane						Yes	$315,120.0	Yes	
AC	San Leandro	Davis St	Beecher St	Timothy Dr	0.2	No	Class 2 - Bike Lane	Yes		I-880 at Davis			Yes	$327,000.0	Yes	
AC1	San Leandro	Davis St	Timothy Dr	Frederick Rd	0.4	No	Class 3 - Bike Route	Yes		I-880 at Davis			Yes	$327,000.0	Yes	
AD	San Leandro	Davis St	Pearson Ave	Orchard Ave	0.4	Yes	Class 2 - Bike Lane						Yes	$126,048.0	Yes	
AE	San Leandro	Davis St	Orchard Ave	San Leandro Blvd	0.3	No	Class 2 - Bike Lane						Yes	$102,857.0	Yes	
AF	San Leandro	Davis St	San Leandro Blvd	Carpenter St	0.1	No	Class 3 - Bike Route						Yes	$38,926.0	Yes	
AG	San Leandro	Davis St	Carpenter St	E 14th St	0.2	No	Class 3 - Bike Route						Yes	$151,750.0	Yes	
AH	San Leandro	Estudillo Ave	E 14th St	Santa Rosa St	0.2	Yes	Class 2 - Bike Lane							$624.0	Yes	
AI	San Leandro	Estudillo Ave	Santa Rosa St	Huff Ave	0.1	Yes	Class 2 - Bike Lane							$218.0	Yes	
AK	San Leandro	Estudillo Ave	Huff Ave	I-580	0.7	Yes	Class 2 - Bike Lane							$2,184.0	Yes	
AL	San Leandro	Estudillo Ave	I-580	city limits	0.8	No	Class 3 - Residential Street	Yes		I-580 at Estudillo				$595,296.0	Yes	
AM	unincorporated	Lake Chabot Rd	San Leandro city limit	Fairmont Dr	1.8	No	Class 3 - Wide Shoulder							$509,708.0	Yes	
AN	unincorporated	Lake Chabot Rd	Fairmont Dr	Arcadian Dr	0.4	No	Class 2 - Bike Lane							$27,581.0	Yes	
AO	Castro Valley	Lake Chabot Rd	Arcadian Dr	Seven Hills Rd	0.4	No	Class 2 - Bike Lane							$20,686.0	Yes	
AP	Castro Valley	Lake Chabot Rd	Seven Hills Rd	Somerset Ave	0.7	No	Class 2 - Bike Lane							$49,645.0	Yes	
AR	Castro Valley	Redwood Rd	Somerset Ave	Heyer Ave	0.2	No	Class 3 - Wide Curb Lane				Yes			$18,570.0		
AS	Castro Valley	Heyer Ave	Redwood Rd	Center St	0.7	No	Class 2 - Bike Lane							$55,162.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 10 Davis - Estudillo - Crow Canyon Road — Corridor: 30

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AT	Castro Valley	Heyer Ave	Center St	Cull Canyon Rd	0.3	No	Class 2 - Bike Lane/Improve Bi							$1,711,108.0	Yes	
AU	Castro Valley	Cull Canyon Rd	Heyer Ave	Crow Canyon Rd	0.1	Yes	Class 3 - Bike Route							$624.0	Yes	
AV	Castro Valley	Crow Canyon Rd	Cull Canyon Rd	San Simeon Pl	0.5	No	Class 3 - Wide Shoulder						Yes	$184,504.0	Yes	
AW	Castro Valley	Crow Canyon Rd	San Simeon Pl	Cold Water Dr	0.4	No	Class 3 - Wide Shoulder						Yes	$297,586.0	Yes	
AX	Castro Valley	Crow Canyon Rd	Cold Water Dr	county line	5.4	No	Class 3 - Wide Shoulder						Yes	$3,213,924.0	Yes	

Project: 11 Northern Alameda County - I-580/Foothills — Corridor: 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Albany	Ohlone Greenway	Contra Costa county line	Albany/Berkeley city limit	1.1	Yes	Class 1 - Bike Trail		Yes	Ohlone Trail at				$447,932.0	Yes	
AB	Berkeley	Ohlone Greenway	Albany/Berkeley city limit	Virginia St	0.7	Yes	Class 1 - Bike Trail		Yes	Ohlone Trail at				$356,318.0	Yes	Yes
AC	Berkeley	Virginia St	Acton St/Ohlone Trail	Milvia St	0.7	Yes	Class 3 - Residential Street		Yes	Virginia at MLK Jr				$356,318.0	Yes	Yes
AD	Berkeley	Milvia St	Virginia St	Center St	0.5	Yes	Class 3 - Residential Street							$80,162.0	Yes	
AE	Berkeley	Milvia St	Center St	Channing Way	0.2	Yes	Class 2 - Bike Lane							$42,944.0	Yes	
AF	Berkeley	Channing Way	Milvia st	Bowditch St/Hillegass Ave	0.7	Yes	Class 2 - Bike Lane							$120,244.0	Yes	
AG	Berkeley	Bowditch St	Channing Way	Dwight Way	0.1	Yes	Class 2 - Bike Lane		Yes	Bowditch at Dwight				$264,703.0	Yes	
AH	Berkeley	Hillegass Ave	Dwight Way	Woolsey St	0.8	Yes	Class 3 - Residential Street		Yes	Hillegass at Ashby				$384,948.0	Yes	
AI	Berkeley	Woolsey St	Hillegass Ave	Telegraph Ave	0.3	No	Class 3 - Residential Street							$42,944.0	Yes	
AJ	Oakland	Telegraph Ave	Woolsey St	Aileen St	0.8	Yes	Class 2 - Bike Lane						Yes	$300,498.0	Yes	
AK	Oakland	Telegraph Ave	Aileen St	27th St	1.8	No	Class 2 - Bike Lane						Yes	$1,003,448.0	Yes	
AL	Oakland	West Grand Ave	Market St	Telegraph Ave	0.6	Yes	Class 2 - Bike Lane							$1,200.0		
AM	Oakland	Grand Ave	Telegraph Ave	Webster St	0.2	Yes	Class 3 - Bike Route							$500.0	Yes	
AN	Oakland	Grand Ave	Webster St	27th St/Bay Pl	0.3	Yes	Class 2 - Bike Lane							$600.0	Yes	
AO	Oakland	Grand Ave	27th St	El Embarcadero	0.6	Yes	Class 2 - Bike Lane							$1,684.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 11 Northern Alameda County - I-580/Foothills **Corridor:** 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BA	Oakland	El Embarcadero	Grand Ave	Lakeshore Ave	0.1	No	Class 2 - Bike Lane							$12,012.0	Yes	
BB	Oakland	Lakeshore Ave	El Embarcadero	I-580	0.1	No	Class 2 - Bike Lane	Yes		I-580 at Lakeshor				$490,314.0	Yes	
BC	Oakland	Boden Way/Beacon St	Lakeshore Ave	MacArthur Blvd	0.3	Yes	Class 3 - Bike Route							$500.0	Yes	
BD	Oakland	MacArthur Blvd	Lakeshore Ave	Park Blvd	0.8	Yes	Class 2 - Bike Lane							$1,700.0	Yes	
SP8A1	Oakland	Fruitvale Ave	MacArthur Blvd	Tiffin Rd	0.7	No	Class 3 - Residential Street							$73,000.0		
SP8A2	Oakland	Tiffin Rd	Fruitvale Ave	Waterhouse Rd	0.2	No	Class 3 - Residential Street							$37,000.0		
SP8A3	Oakland	Waterhouse Rd	Tiffin Rd	Leimert Rd	0.1	No	Class 3 - Residential Street							$12,500.0		
SP8A4	Oakland	Leimert Blvd	Waterhouse Rd	Park Blvd	0.3	No	Class 3 - Residential Street							$37,000.0		
SPR1	Berkeley	Hearst Ave	Milvia St	North Gate	0.6	No	Class 2 - Bike Lane							$35,000.0		
SPR2	Berkeley	Bowditch St	Channing Way	Bancroft Way	0.1	Yes	Class 2 - Bike Lane							$47,736.0		
SPR2A	Berkeley	Bancroft Way	Bowditch	Barrow	0.1	No	Class 3 - Bike Route							$20,000.0		
SPR3A	Oakland	Grand Ave	El Embarcadero	Wildwood Ave	0.7	No	Class 2 - Bike Lane							$75,676.0		
SPR3B	Piedmont	Wildwood Ave/Magnolia Ave	Grand Ave	City Hall	0.9	No	Class 3 - Residential Street							$163,000.0		
SPR7	Oakland	57th/Ayala/Forest/Keith	Telegraph Ave	Rockridge BART	0.7	No	Class 3 - Residential Street							$100,246.0		
SPR8B	Oakland	Park Blvd	Leimert Blvd	Mountain Blvd	0.8	No	Class 1 - Bike Trail							$450,000.0		
SPR9	Berkeley	Bikeway 4 Peak	North Gate	Bancroft Way	0.6	No	Class 1 - Bike Path							$130,000.0		

Project: 12 MacArthur Blvd - I-580 - Foothills **Corridor:** 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CA	Oakland	MacArthur Blvd (one-way)	Park Blvd	13th Ave	0.2	No	Class 2 - Bike Lane						Yes	$116,472.0	Yes	
CB	Oakland	MacArthur Blvd	13th Ave	14th Ave	0.3	No	Class 2 - Bike Lane						Yes	$179,188.0	Yes	
CC	Oakland	14th Ave	MacArthur Blvd (southbound)	MacArthur Blvd (northbound)	0.1	No	Class 2 - Bike Lane						Yes	$54,834.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 12 MacArthur Blvd - I-580 - Foothills — Corridor: 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CD	Oakland	MacArthur Blvd	14th Ave	Excelsior Ave	0.4	No	Class 2 - Bike Lane						Yes	$171,356.0	Yes	
CE	Oakland	MacArthur Blvd	Excelsior Ave	Fruitvale Ave	0.2	No	Class 2 - Bike Lane						Yes	$107,513.0	Yes	
CF	Oakland	MacArthur Blvd	Lincoln Ave	Redwood Rd/35th Ave	0.9	Yes	Class 2 - Bike Lane						Yes	$154,222.0	Yes	
CF1	Oakland	MacArthur Blvd	Fruitvale Ave	Lincoln Ave	0.1	No	Class 2 - Bike Lane						Yes	$17,135.0	Yes	
CG	Oakland	MacArthur Blvd	Redwood Rd/35th Ave	High St I-580 Overcrossing	0.6	No	Class 2 - Bike Lane						Yes	$537,562.0	Yes	
CH	Oakland	MacArthur Blvd	High St/I-580 Overcrossing	Seminary Ave/Camden St	1.0	No	Class 2 - Bike Lane	Yes		I-580 at MacArthur			Yes	$1,068,277.0	Yes	

Project: 13 Southern Alameda County - I-580 - Foothills — Corridor: 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CI	Oakland	Camden St	MacArthur Blvd	Bancroft Way	0.5	No	Class 2 - Bike Lane							$15,943.0	Yes	
CJ	Oakland	Bancroft Ave	Camden St	82nd Ave	0.9	No	Class 2 - Bike Lane							$25,510.0	Yes	
CJ1	Oakland	Bancroft Ave	82nd Ave	San Leandro city limit	1.7	Yes	Class 2 - Bike Lane							$54,206.0	Yes	
CK	San Leandro	Bancroft Ave	Oakland city limit	Estudillo Ave	0.9	Yes	Class 2 - Bike Lane						Yes	$283,608.0	Yes	
CN	San Leandro	Bancroft Ave	Estudillo Ave	136th St	0.9	Yes	Class 2 - Bike Lane						Yes	$283,489.0	Yes	
CO	San Leandro	Bancroft Ave	136th St	138th St	0.1	Yes	Class 2 - Bike Lane							$337.0	Yes	
CP	San Leandro	Bancroft Ave	138th St	142nd St	0.2	Yes	Class 2 - Bike Lane							$673.0	Yes	
CQ	San Leandro	Bancroft Ave	142nd St	146th St	0.3	Yes	Class 2 - Bike Lane							$898.0	Yes	
CR	San Leandro	Bancroft Ave	146th St	E 14th St	0.4	Yes	Class 3 - Bike Route							$1,684.0	Yes	
CS	San Leandro	Hesperian Blvd	E 14th St	Halcyon Dr	0.3	Yes	Class 2 - Bike Route							$0.0	Yes	
CT	San Leandro	Halcyon Dr	Hesperian Blvd	E 14th St	0.3	No	Class 2 - Bike Lane							$0.0	Yes	
DA	Cherryland	Fairmont Dr	E 14th St	Foothill Blvd	0.5	No	Class 2 - Bike Lane	Yes		I-580 at Fairmont				$497,774.0	Yes	
DB	Castro Valley	Foothill Blvd	Fairmont Dr	hospital	0.3	No	Class 2 - Bike Lane							$18,610.0	Yes	
DC	Castro Valley	Foothill Blvd	hospital	n/o Carolyn St	0.2	No	Class 2 - Bike Lane							$56,125.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 13 Southern Alameda County - I-580 - Foothills **Corridor:** 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
DE	Castro Valley	Foothill Blvd	n/o Carolyn St	Miramar Ave	0.6	No	Class 2 - Bike Lane							$100,198.0	Yes	
DE1	Castro Valley	Foothill Blvd	Miramar Ave	167th St	0.4	Yes	Class 2 - Bike Lane							$197,266.0	Yes	
DF	Castro Valley	Foothill Blvd	167th Ave	n/o 173rd Ave	0.2	Yes	Class 2 - Bike Lane							$112,250.0	Yes	
DG	Castro Valley	Foothill Blvd	n/o 173rd Ave	Strobridge Ave	0.4	Yes	Class 2 - Bike Lane							$29,774.0	Yes	
DH	Castro Valley	John Dr/Foothill Blvd	Strobridge Ave	Castro Valley Blvd	0.2	Yes	Class 2 - Bike Lane							$18,610.0	Yes	
DI	Castro Valley	Castro Valley Blvd	John	Mattox Rd	0.4	No	Class 2 - Bike Lane							$31,015.0	Yes	
DJ	Castro Valley	Mattox Rd	Foothill Blvd	Angus Way	0.2	No	Class 2 - Bike Lane							$12,406.0	Yes	
DK	Castro Valley	Mattox Rd	Angus Way	Mission Blvd	0.1	No	Class 2 - Bike Lane							$8,684.0	Yes	
DL	San Lorenzo	Mission Blvd	Mattox Rd/Hampton Rd	Cherry Way	0.3	No	Class 2 - Bike Lane						Yes	$109,668.0	Yes	
DM	San Lorenzo	Mission Blvd	Cherry Way	A St/Hayward city limit	1.0	No	Class 2 - Bike Lane						Yes	$150,793.0	Yes	
JA	Hayward	Grand St	A St	Meek Ave	0.5	Yes	Class 3 - Wide Curb Lane							$1,200.0	Yes	
JA1	Hayward	Meek Ave	Grand St	Silvia Ave	0.1	Yes	Class 3 - Residential Street							$200.0	Yes	
JA2	Hayward	Silvia Ave	Meek Ave	Sycamore Ave	0.3	Yes	Class 3 - Residential Street							$400.0	Yes	
JB	Hayward	Sycamore Ave	Silvia Ave	Whitman Ave	0.1	Yes	Class 3 - Wide Curb Lane							$200.0	Yes	
JB1	Hayward	Whitman St	Sycamore Ave	Tennyson Rd	2.1	Yes	Class 3 - Wide Curb Lane							$4,000.0	Yes	
JC	Hayward	Tennyson Rd	Whitman St	Dixon Rd	0.3	Yes	Class 2 - Bike Lane							$600.0	Yes	
JC1	Hayward	Dixon St	Tennyson Rd	Industrial Parkway	0.7	Yes	Class 2 - Bike Lane							$1,600.0	Yes	
JC2	Hayward	Industrial	Pacific/BART Tracks	Woodland Ave	0.2	No	Class 1 - Bike Trail							$500,000.0	Yes	Yes
JD	Hayward	Mission Blvd	Tennyson	Woodland Ave	1.0	Yes	Class 3 - Bike Route						Yes	$504,192.0	Yes	
JE	Union City	Mission Blvd	Gresel St	Decoto Rd	1.5	No	Class 2 - Bike Lane						Yes	$481,441.0	Yes	
JF	Union City	Decoto Rd	Mission Blvd	RR tracks	0.7	Yes	Class 2 - Bike Lane						Yes	$220,584.0	Yes	
JG	Union City	Decoto Rd	Union Square Dr	RR tracks (just E of BART)	0.2	No	Class 2 - Bike Lane						Yes	$68,777.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 13 Southern Alameda County - I-580 - Foothills **Corridor:** 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
JG1	Union City	DeCoto Rd	Union Square Dr	Alvarado Niles Rd	0.2	Yes	Class 2 - Bike Lane							$600.0	Yes	
JH	Fremont	Paseo Padre Pkwy	DeCoto Rd	Cornish Ct	0.3	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
JI	Fremont	Paseo Padre Pkwy	Cornish Ct	Isherwood Way	0.5	No	Class 2 - Bike Lane						Yes	$190,476.0	Yes	
JJ	Fremont	Paseo Padre Pkwy	Isherwood Way	Thornton Ave	0.7	No	Class 2 - Bike Lane						Yes	$228,571.0	Yes	
JK	Fremont	Paseo Padre Pkwy	Thornton Ave	Peralta Blvd	0.8	Yes	Class 2 - Bike Lane						Yes	$220,584.0	Yes	
JL	Fremont	Paseo Padre Pkwy	Peralta Blvd	Eggers Dr	0.3	Yes	Class 2 - Bike Lane						Yes	$94,536.0	Yes	
JM	Fremont	Paseo Padre Pkwy	Eggers Dr	Country Dr	0.3	Yes	Class 2 - Bike Lane						Yes	$95,238.0	Yes	
JN	Fremont	Paseo Padre Pkwy	Country Dr	Mowry Ave	0.3	Yes	Class 2 - Bike Lane						Yes	$315,120.0	Yes	
JO	Fremont	Paseo Padre Pkwy	Mowry Ave	Just S of Sailway Dr	1.0	No	Class 2 - Bike Lane						Yes	$419,047.0	Yes	
JP	Fremont	Paseo Padre Pkwy	Just S of Sailway Dr	Just N of Grimmer Blvd	0.6	No	Class 2 - Bike Lane						Yes	$152,381.0	Yes	
JQ	Fremont	Paseo Padre Pkwy	Just N of Grimmer Blvd	Just S of Grimmer Blvd	0.0	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
JR	Fremont	Paseo Padre Pkwy	Just S of Grimmer Blvd	Driscoll Rd	0.7	Yes	Class 2 - Bike Lane						Yes	$141,804.0	Yes	
JS	Fremont	Driscoll Rd	Paseo Padre Pkwy	Washington Blvd	0.6	Yes	Class 2 - Bike Lane						Yes	$535,704.0	Yes	
JT	Fremont	Osgood Rd	Washington Blvd	Durham Rd	1.5	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
JV	Fremont	Warm Springs Blvd	Durham Rd	Mission Blvd	1.8	Yes	Class 2 - Bike Lane						Yes	$976,872.0	Yes	
JW	Fremont	Warm Springs Blvd	Mission Blvd	county line	2.2	Yes	Class 2 - Bike Lane							$6,958.0	Yes	
SPR4	Hayward	Carlos Bee St	Whitman	CSU Hayward	0.8	No	Class 3 - Wide Curb Lane							$8,500.0		
SPR5A	Fremont	Washington Blvd	Driscoll Rd	I-680	0.7	Yes	Class 2 - Bike Lane	Yes		I-680 at Washingt				$469,872.0		
SPR5B	Fremont	Washington Blvd	I-680	Ohlone College	1.2	Yes	Class 3 - Wide Curb Lane							$3,432.0		
SPR6	Fremont	Walnut Ave	Paseo Padre Pkwy	Fremont Blvd	0.5	No	Class 3 - Local Street							$1,560.0		

Project: 14 Highway 92 Corridor **Corridor:** 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 14 Highway 92 Corridor **Corridor:** 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Hayward	Breakwater Ave	Hayward Shoreline Interp Cntr	Curve away from SR-92	0.9	No	Class 3 - Wide Curb Lane							$2,184.0	Yes	
AB	Hayward	Breakwater Ave	Curve away from SR-92	Breakwater Rd	0.1	No	Class 3 - Wide Curb Lane							$312.0	Yes	
AC	Hayward	Breakwater Rd	Breakwater Ave	Clawiter Rd	0.0	No	Class 3 - Wide Curb Lane							$312.0	Yes	
AD	Hayward	Clawiter Rd	Breakwater Rd	Diablo Ave	0.4	No	Class 2 - Bike Lane						Yes	$152,381.0	Yes	
AE	Hayward	Clawiter Rd	Diablo Ave	Depot Rd	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
AF	Hayward	Clawiter Rd	Depot Rd	Industrial Blvd	0.2	No	Class 3 - Wide Curb Lane						Yes	$77,850.0	Yes	
AG	Hayward	Clawiter Rd	Industrial Blvd	Middle Ln	0.5	No	Class 2 - Bike Lane						Yes	$190,476.0	Yes	
AH	Hayward	Middle Ln	Clawiter Rd	Saklan Rd	0.1	No	Class 3 - Wide Curb Lane							$18,433.0	Yes	
AI	Hayward	Middle Ln	Saklan Rd	Eden Ave	0.2	Yes	Class 3 - Bike Route							$624.0	Yes	
AJ	Hayward	Middle Ln	Eden Ave	Hesperian Blvd	0.4	No	Class 3 - Wide Curb Lane							$90,205.0	Yes	
AK	Hayward	Southland Dr	Hesperian Blvd	Curve from E-W to N-S	0.3	No	Class 3 - Wide Curb Lane							$19,313.0	Yes	
AL	Hayward	Southland Dr	curve from E-W to N-S	Winton Ave	0.2	No	Class 3 - Wide Curb Lane							$624.0	Yes	
AM	Hayward	Winton Ave	Southland Dr	I-880 west incline	0.1	No	Class 2 - Bike Lane							$37,777.0	Yes	
AN	Hayward	Winton Ave at I-880	I-880 int W incline bottom	I-880 int. W incline top	0.1	No	Class 2 - Bike Lane	Yes		I-880 at Winton				$474,895.0	Yes	
AO	Hayward	Winton Ave	I-880 int. W incline top	I-880 int. E incline top	0.0	No	Class 2 - Bike Lane							$6,895.0	Yes	
AP	Hayward	Winton Ave	I-880 E incline, top	I-880 E incline, bottom	0.1	No	Class 2 - Bike Lane							$6,895.0	Yes	
AQ	Hayward	Winton Ave	I-880 E incline, bottom	Santa Clara St	0.1	No	Class 2 - Bike Lane							$6,895.0	Yes	
AR	Hayward	Santa Clara St	Winton Ave	Craven Ct	0.1	No	Class 2 - Bike Lane							$6,895.0	Yes	
AS	Hayward	Santa Clara St	Craven Ct	Elmwood Ln	0.3	Yes	Class 2 - Bike Lane							$312.0	Yes	
AT	Hayward	Santa Clara St	Elmwood Ln	El Dorado	0.1	No	Class 3 - Residential Street							$15,912.0	Yes	
AU	Hayward	Santa Clara St	El Dorado Ave	A St	0.1	No	Class 2 - Bike Lane							$3,188.0	Yes	
AV	Hayward	A St	Santa Clara St	Burbank St	0.4	Yes	Class 2 - Bike Lane						Yes	$126,048.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 14 Highway 92 Corridor **Corridor:** 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AW	Hayward	A St	Burbank St	Alice St	0.2	Yes	Class 2 - Bike Lane						Yes	$94,536.0	Yes	
AX	Hayward	A St	Alice St	Montgomery St	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
AY	Hayward	A St	Montgomery St	Watkins St	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
AZ	Hayward	A St	Watkins St	Main St	0.2	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
BA	Hayward	A St	Main St	Grove Way	0.9	No	Class 2 - Bike Lane						Yes	$380,952.0	Yes	
BB	Castro Valley	Grove Way	Redwood Rd	Castro Valley Blvd	1.2	Yes	Class 2 - Bike Lane							$3,120.0	Yes	
BE	Castro Valley	Castro Valley Blvd	Grove Way/Crow Canyon Rd	I-580 exit ramp	0.2	No	Class 2 - Bike Lane						Yes	$34,388.0	Yes	
BF	Castro Valley	Castro Valley Blvd	I-580 ramp/Castro Valley Blvd	Jensen Rd	0.3	No	Class 2 - Bike Lane	Yes		I-580 at Castro			Yes	$582,286.0	Yes	

Project: 15 E Castro Valley Blvd - Dublin Canyon **Corridor:** 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BG	Castro Valley	Castro Valley Blvd	Jensen Rd	Villareal Dr	0.8	No	Class 2 - Bike Lane						Yes	$2,000,000.0	Yes	
BH	Castro Valley	Castro Valley Blvd	Villareal Dr	Palomares Rd (Eden Canyon)	0.5	No	Class 2 - Bike Lane						Yes	$623,938.0	Yes	
BI	unincorporated	Dublin Canyon Rd	Palomares (Eden Canyon Rd)	Pleasanton limit	4.0	Yes	Class 3 - Wide Curb Lane							$10,920.0	Yes	
BJ	Pleasanton	Dublin Canyon Rd	Pleasanton limit	500' E of Canyon Crk driveway	0.4	Yes	Class 3 - Wide Curb Lane							$75,554.0	Yes	
BK	Pleasanton	Dublin Canyon Rd	500' E of Canyon Crk driveway	Farmers Insurance N driveway	0.8	No	Class 2 - Bike Lane							$218,357.0	Yes	
BL	Pleasanton	Dublin Canyon Rd	Farmers Insurance N driveway	Farmers Insurance E driveway	0.2	No	Class 2 - Bike Lane							$62,388.0	Yes	
BM	Pleasanton	Dublin Canyon Rd	Farmers Insurance E driveway	Foothill Rd	0.3	No	Class 2 - Bike Lane							$6,895.0	Yes	
BN	Pleasanton	Foothill Rd	Dublin Canyon Rd	Dublin Blvd	0.5	No	Class 2 - Bike Lane	Yes		I-580 at Foothill				$483,943.0	Yes	
BO	Dublin	Dublin Blvd	San Ramon Rd	Village Pkwy	0.7	No	Class 2 - Bike Lane						Yes	$550,218.0	Yes	
BP	Dublin	Dublin Blvd	Village Pkwy	Alamo Creek	0.3	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
BQ	Dublin	Dublin Blvd	Alamo Creek	Dublin Ct	0.4	No	Class 2 - Bike Lane						Yes	$57,143.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 15 E Castro Valley Blvd - Dublin Canyon — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BR	Dublin	Dublin Blvd	Dublin Ct	Dougherty Rd	0.1	No	Class 2 - Bike Lane						Yes	$171,943.0	Yes	
BS	Dublin	Dublin Blvd	Dougherty Rd	Scarlett Dr	0.3	No	Class 2 - Bike Lane						Yes	$114,286.0	Yes	
BT	Dublin	Dublin Blvd	Scarlett Dr	Hacienda Dr	0.9	No	Class 2 - Bike Lane - Funded						Yes	$315,120.0	Yes	
BU	Dublin	Dublin Blvd	Hacienda Dr	Hawk Way	0.4	No	Class 2 - Bike Lane						Yes	$152,381.0	Yes	
BV	Dublin	Dublin Blvd	Hawk Way	Tassajara Rd	0.5	No	Class 2 - Bike Lane						Yes	$190,476.0	Yes	

Project: 16 Dublin Blvd Extension — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BW	Dublin	Dublin Blvd Extension	Tassajara Rd	Fallon Rd	1.2	No	Class 2 - Bike Lane							$939,744.0	Yes	
BX	Dublin	Dublin Blvd Extension	Fallon Rd	Dublin city limit	0.7	No	Class 2 - Bike Lane							$75,000.0	Yes	

Project: 17 Collier Canyon - N Canyons Parkway — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BY	unincorporated	Dublin Blvd & Collier Canyon	West end, 0.5 mi E of Croak Rd	Doolan Rd	0.8	No	Class 2 - Bike Lane							$41,371.0	Yes	
CA	Livermore	N Canyon Pkwy	Doolan Rd	N Canyon Pkwy/Airway Blvd	0.3	No	Class 2 - Bike Lane							$3,188.0	Yes	
CB	Livermore	N Canyon Pkwy	Airway Blvd	Collier Canyon Rd	0.8	Yes	Class 2 - Bike Lane							$3,432.0	Yes	

Project: 18 New Trail in North Livermore — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CC	Livermore	Collier Canyon Rd/N Canyons Pk	east end Collier Canyon Rd	Livermore city limit/1 mi w/o	0.9	No	Class 1 - Bike Trail							$626,496.0		
CD	unincorporated	new trail	Livermore city limit/1 mi w/o	Livermore city limit/Bluebell	2.3	No	Class 1 - Bike Trail							$1,801,176.0		

Project: 19 Northfront/Altamont Pass Road — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CE	Livermore	Altamont Creek Trail	Livermore city limit	Bluebell Dr	0.5	No	Class 1 - Bike Trail							$79,560.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 19 Northfront/Altamont Pass Road — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CF	Livermore	Bluebell Dr	Altamont Creek Trail	Scenic Ave	0.2	Yes	Class 1 - Bike Trail							$312.0		
CG	Livermore	Scenic Ave	Bluebell Dr	Vasco Rd	0.9	Yes	Class 2 - Bike Lane							$3,744.0		
CH	Livermore	Scenic Ave	Vasco Rd	North Front Rd	0.9	Yes	Class 2 - Bike Lane							$55,162.0		
CI	Livermore	Northfront Rd	Laughlin Rd	Greenville Rd	0.6	No	Class 2 - Bike Lane							$89,638.0		
CJ	unincorporated	Altamont Pass Rd	Greenville Rd	County line	9.8	No	Class 3 - Wide Shoulder							$2,831,712.0		

Project: 20 Las Positas Creek Trail — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA01	Livermore	Las Positas Creek Trail	N Canyons Parkway	e/o Portal Ave	1.3	No	Class 2 - Bike Lane							$83,000.0		
TA03	Livermore	Las Positas Creek Trail	e/o Portal Ave	w/o N Livermore Ave	0.7	Yes	Class 1 - Bike Trail							$79,560.0		
TA05	Livermore	Las Positas Creek Trail	w/o N Livermore Ave	Las Colinas/I-580	0.9	No	Class 1 - Bike Trail							$704,808.0		
TA06	Livermore	Las Colinas/Las Positas Trail	s/o I-580	n/o I-580	0.1	No	Class 2 - Bike Lane							$6,895.0		
TA07	Livermore	Las Positas Creek Trail	n/o I-580	west terminus of trail in Spri	1.4	No	Class 1 - Bike Trail							$885,744.0		
TA09	Livermore	Las Positas Creek Trail	west terminus of trail in Spri	w/o Vasco Rd	1.3	No	Class 1 - Bike Trail							$238,680.0		
TA10	Livermore	Las Positas Creek Trail	w/o Vasco Rd	Northfront Rd near Herman Ave	0.4	No	Class 1 - Bike Trail		Yes	Vasco Rd				$398,424.0		

Project: 21 Arroyo del valle Trail — Corridor: 60

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA	Pleasanton	Arroyo del Valle	I-680/Arroyo de la Laguna	Main St	2.0	No	Class 1 - Bike Trail							$1,879,488.0		

Project: 22 Highway 13 Corridor — Corridor: 45

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AB	Emeryville	Shellmound St	overcrossing	65th St	0.2	Yes	Class 2 - Bike Lane							$624.0		
AC	Emeryville	65th St	Shellmound St	Hollis St	0.2	Yes	Class 2 - Bike Lane							$41,371.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 22 Highway 13 Corridor **Corridor:** 45

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AC1	Emeryville	65th St	Hollis St	city limit	0.2	No	Class 2 - Bike Lane							$41,371.0	Yes	
AD	Oakland	65th St	Emeryville city limit	Herzog St	0.3	No	Class 2 - Bike Lane							$89,962.0	Yes	
AE	Oakland	Herzog St	65th St	66th St	0.1	No	Class 3 - Residential Street							$15,912.0	Yes	
AF	Berkeley	66th St/Woolsey St	Herzog St	California St/King St	0.4	No	Class 3 - Residential Street							$27,581.0	Yes	
AG	Berkeley	California St/King	Woolsey St	Russell St	0.3	Yes	Class 3 - Residential Street		Yes	California at Ashby				$250,000.0	Yes	
AH	Berkeley	Russell St	California St	Claremont Ave	1.8	Yes	Class 3 - Residential Street		Yes	Russell at				$416,832.0	Yes	
AI	Berkeley	Domingo Ave	Russell St/Claremont Ave	Tunnel Rd	0.1	No	Class 3 - Residential Street							$15,912.0	Yes	
AJ	Berkeley	Tunnel Rd	Claremont Ave	Caldecott Ln	0.8	Yes	Class 2 - Bike Lane							$2,808.0		
AK	Oakland	Caldecott Ln	Tunnel Rd	Highway 24	0.6	No	Class 2 - Bike Lane							$15,943.0		
AM	Oakland	Broadway	new overcrossing	Hwy 13/Lake Temescal Bike Path	0.6	No	Class 2 - Bike Lane							$6,895.0		
AN	Oakland	Lake Temescal Bike Path	Broadway	Broadway Terr	0.6	Yes	Class 1 - Bike Trail							$1,684.0		
AO	Oakland	Broadway Terr	Lake Temescal Bike Path	Duncan Way	0.3	Yes	Class 3 - Residential Street							$34,476.0		
AP	Oakland	Duncan/Fernwood	Broadway Terr	Mountain Blvd	0.7	Yes	Class 3 - Residential Street							$79,560.0		
AQ	Oakland	Mountain Blvd	Fernwood Dr	Thornhill Dr	0.1	Yes	Class 3 - Wide Shoulder							$28,318.0		
AR	Oakland	Thornhill Dr	Mountain Blvd	Moraga Ave	0.1	No	Class 3 - Wide Shoulder							$12,406.0		
AS	Oakland	Mountain Blvd	Thornhill Dr	Moraga Ave	0.6	No	Class 3 - Wide Shoulder							$522,031.0		
AT	Oakland	Mountain Blvd	Moraga Ave	Park Blvd	0.3	No	Class 3 - Wide Shoulder							$43,225.0		
AU	Oakland	Park Blvd	Mountain Blvd	Monterey Blvd	0.1	No	Class 3 - Wide Shoulder							$1,147.0		
AV	Oakland	Monterey Blvd	Park Blvd	Guido St	1.4	No	Class 2 - Bike Lane	Yes		Hwy 13 at				$940,490.0		
AW	Oakland	Monterey Blvd	Guido St	Redwood Rd	0.5	No	Class 3 - Wide Shoulder							$297,463.0		
AX	Oakland	Redwood Rd	Monterey Blvd	Mountain Blvd	0.4	No	Class 2 - Bike Lane	Yes		I-580 at Redwood				$505,218.0		
AY	Oakland	Mountain Blvd	Redwood Rd	Carson St	0.2	No	Class 3 - Wide Shoulder							$16,128.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 22 Highway 13 Corridor — Corridor: 45

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AZ	Oakland	Mountain Blvd	Carson St	Seminary Ave	1.2	Yes	Class 3 - Wide Curb Lane							$279,020.0		
BA	Oakland	Seminary Ave	Mountain Blvd	MacArthur Blvd	0.8	No	Class 2 - Bike Lane							$49,625.0		
SPR1	Berkeley	Adeline St	Russell St	Ashby BART	0.2	No	Class 2 - Bike Lane							$10,343.0		
SPR2	Oakland	Old Tunnel Rd	Caldecott Ln	Skyline Blvd	3.1	No	Class 3 - Wide Shoulder							$707,928.0		

Project: 23 Stoneridge Blvd — Corridor: 50

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Pleasanton	Stoneridge Dr	Foothill Rd	Pleasant Hill Rd	0.1	Yes	Class 3 - Wide Curb Lane						Yes	$38,926.0		
AB	Pleasanton	Stoneridge Dr	Pleasant Hill Dr	I-680 W ramps	0.5	No	Class 3 - Wide Curb Lane						Yes	$194,626.0		
AC	Pleasanton	Stoneridge Dr	I-680 W ramps	I-680 E ramps	0.2	No	Class 2 - Bike Lane	Yes		I-680 at Stoneridg			Yes	$563,238.0		
AD	Pleasanton	Stoneridge Dr	I-680 E ramps	Johnson Dr	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0		
AE	Pleasanton	Stoneridge Dr	Johnson Dr	Hopyard Rd	0.6	No	Class 2 - Bike Lane						Yes	$247,619.0		
AF	Pleasanton	Stoneridge Dr	Hopyard Rd	Las Positas Blvd	1.1	No	Class 2 - Bike Lane						Yes	$419,047.0		
AG	Pleasanton	Stoneridge Dr	Las Positas Blvd	Santa Rita Rd	0.4	Yes	Class 2 - Bike Lane						Yes	$157,560.0		
AH	Pleasanton	Stoneridge Dr	Santa Rita Rd	Kamp Dr	0.4	Yes	Class 2 - Bike Lane						Yes	$157,560.0		
AI	Pleasanton	Stoneridge Dr	Kamp Dr	Trevor Pkwy	0.9	Yes	Class 2 - Bike Lane						Yes	$252,096.0		

Project: 24 Stoneridge Blvd - Jack London Connection — Corridor: 50

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AJ	Pleasanton	Stoneridge Dr	Trevor Pkwy	city limits	0.2	Yes	Class 1 - Bike Trail						Yes	$219,024.0		
AK	unincorporated	Jack London Blvd ext.	Pleasanton city limit	Livermore city limit	0.3	No	Class 1 - Bike Trail							$783,120.0		
AL	Livermore	Jack London Blvd ext.	Livermore city limit	end of Jack London Blvd	1.4	No	Class 1 - Bike Trail							$2,349,360.0		
AM	Livermore	Jack London Blvd	west terminus	Kitty Hawk Rd	1.0	No	Class 2 - Bike Lane							$405,518.0		
TA	Livermore	Jack London Blvd	west terminus	Kitty Hawk Rd	1.0	No	Class 1 - Bike Trail							$1,018,056.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 25 Jack London Blvd - Portola **Corridor:** 50

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AN	Livermore	Jack London Blvd	Kitty Hawk Rd	Curlew Rd	0.4	Yes	Class 2 - Bike Lane							$1,248.0		
AO	Livermore	Jack London Blvd	Curlew Rd	Murrieta Blvd	0.4	Yes	Class 2 - Bike Lane							$1,248.0		
AP	Livermore	Pine St	Murrieta Blvd	Rincon Ave	0.4	Yes	Class 2 - Bike Lane							$1,404.0		
AQ	Livermore	Pine St	Rincon Ave	North L St	0.4	Yes	Class 2 - Bike Lane							$1,560.0		
AR	Livermore	North L St	Pine St	Portola Ave	0.1	No	Class 2 - Bike Lane							$6,895.0		
AS	Livermore	Portola Ave	North L St	N Livermore Ave	0.2	Yes	Class 2 - Bike Lane						Yes	$63,024.0		
AT	Livermore	Portola Ave	N Livermore Ave	Lee Ave	0.6	No	Class 2 - Bike Lane						Yes	$228,571.0		
AU	Livermore	Portola Ave	Lee Ave	First St	0.6	Yes	Class 2 - Bike Lane						Yes	$189,072.0		

Project: 26 Skyline - Palomares **Corridor:** 55

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Berkeley	Grizzly Peak Blvd	Wildcat/Spruce St	Centennial Dr	2.3	No	Class 3 - Wide Shoulder							$631,772.0		
AB	Oakland	Grizzly Peak Blvd	Centennial Dr	Skyline Blvd	5.2	Yes	Class 3 - Wide Shoulder							$1,222,784.0		
AC	Oakland	Skyline Blvd	Grizzly Peak Blvd	Joaquin Miller Rd	5.2	Yes	Class 3 - Wide Shoulder							$2,649,367.0		
AD	Oakland	Skyline Blvd	Joaquin Miller Rd	Redwood Rd	0.6	Yes	Class 3 - Wide Curb Lane	Yes						$523,597.0		
BA	unincorporated	Redwood Rd	Skyline Blvd	Willow golf course	9.1	No	Class 3 - Wide Shoulder							$1,171,835.0		
BB	Castro Valley	Redwood Rd	Willow golf course	Camino Alta Mira	1.6	No	Class 3 - Wide Shoulder							$356,646.0		
BC	Castro Valley	Redwood Rd	Camino Alta Mira	Audrey Dr	0.4	Yes	Class 2 - Bike Lane							$1,459.0		
BD	Castro Valley	Redwood Rd	Audrey Dr	Castro Valley Blvd	1.2	No	Class 3 - Wide Curb Lane							$97,296.0	Yes	
BE	Castro Valley	Castro Valley Blvd	Redwood Rd	Crow Canyon Rd	1.0	No	Class 3 - Wide Curb Lane						Yes	$420,215.0	Yes	
BF	Castro Valley	Castro Valley Blvd	Crow Canyon Rd	I-580 exit ramps	0.2	No	Class 2 - Bike Lane						Yes	$181,433.0	Yes	
BG	Castro Valley	E Castro Valley Blvd	I-580 exit ramp	Independent School Rd	0.3	No	Class 2 - Bike Lane						Yes	$83,809.0	Yes	
BI	Castro Valley	E Castro Valley Blvd	Five Canyons Pkwy	Villareal Dr	0.8	Yes	Class 3 - Wide Shoulder							$535,429.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 26 Skyline - Palomares — Corridor: 55

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BJ	Castro Valley	E Castro Valley Blvd	Villareal Dr	Palomares Rd	1.0	Yes	Class 3 - Wide Shoulder							$170,093.0	Yes	
BK	unincorporated	Palo Verde Rd/Palomares Rd	E Castro Valley Blvd	Niles Canyon Rd	10.1	No	Class 3 - Wide Shoulder							$2,853,164.0		
SPR1A	Berkeley	Virginia St	Milvia St	Spruce st	0.3	Yes	Class 3 - Residential Street							$79,560.0		
SPR1B	Berkeley	Spruce St	Virginia St	Grizzly Peak Blvd	2.1	No	Class 3 - Residential Street							$318,240.0		
SPR2	Berkeley	Wildcat Canyon Rd	Grizzly Peak Blvd	Contra Costa county line	1.8	No	Class 3 - Wide Shoulder							$283,171.0		
SPR3	Oakland	Pinehurst Rd	Skyline Blvd	Contra Costa county line	0.0	No	Class 3 - Wide Shoulder							$28,318.0		

Project: 27 Stanley - East Avenue — Corridor: 60

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Pleasanton	Bernal Ave	Foothill Rd	Arroyo De La Laguna Cr bridge	0.2	No	Class 2 - Bike Lane							$6,377.0		
AB	Pleasanton	Bernal Ave	Arroyo De La Laguna Cr bridge	I-680 interchange	0.2	Yes	Class 2 - Bike Lane	Yes		I-680 at Bernal				$468,624.0		
AC	Pleasanton	Bernal Ave	I-680 interchange	Valley Ave	0.2	No	Class 2 - Bike Lane	Yes		I-680 at Bernal			Yes	$582,286.0		
AD	Pleasanton	Bernal Ave	Valley Ave	Pleasanton Ave	0.7	Yes	Class 1 - Bike Trail						Yes	$545,957.0		
AD	Pleasanton	Bernal Ave	Valley Ave	Pleasanton Ave	0.7	No	Class 2 - Bike Lane						Yes	$545,957.0		
AE	Pleasanton	Bernal Ave	Pleasanton Ave	Case Ave/Old Bernal Ave	0.2	No	Class 2 - Bike Lane							$44,990.0	Yes	
AF	Pleasanton	Bernal Ave	Case Ave/Old Bernal Ave	1st St	0.2	Yes	Class 2 - Bike Lane							$10,343.0	Yes	
AG	Pleasanton	1st St	Bernal Ave	Vineyard Ave	0.6	No	Class 2 - Bike Lane							$117,218.0	Yes	
AH	Pleasanton	1st St	Vineyard Ave	Stanley Blvd	0.3	Yes	Class 2 - Bike Lane							$20,686.0	Yes	
BA	Livermore	Stanley Blvd	1st St	Valley Ave/Bernal Ave	0.6	Yes	Class 2 - Bike Lane							$1,872.0	Yes	
BB1	unincorporated	Stanley Blvd	Valley/Bernal	Isabel Ave	3.0	No	Class 2 - Bike Lane							$1,500,000.0		
BB2	unincorporated	Stanley Blvd	Valley/Bernal	Isabel Ave	3.0	No	Class 1 - Bike Trail							$1,500,000.0		
BC	Livermore	Arroyo Mocho Trail	Isabel Ave	Hillcrest Ave	3.9	Yes	Class 1 - Bike Trail/improved		Yes	at Holmes,				$2,438,280.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 27 Stanley - East Avenue — Corridor: 60

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BD	Livermore	Findlay Way	Hillcrest Ave	Madison Ave	0.3	Yes	Class 1 - Bike Trail		Yes	trail at Holmes	Yes			$246,168.0		
BE	Livermore	Madison Ave	Findlay Way	East Ave	0.3	No	Class 3 - Residential Street							$31,824.0		
BG	unincorporated	East Ave	Vasco Rd	LLNL Gate 21	0.8	No	Class 2 - Bike Lane							$25,510.0		
BH	unincorporated	East Ave	LLNL Gate 21	Greenville Rd	0.4	Yes	Class 2 - Bike Lane							$1,248.0		

Project: 28 San Ramon - Foothill Rd - I-680 Corridor — Corridor: 65

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Dublin	San Ramon Rd	Alcosta Blvd	Silvergate Dr	1.0	No	Class 2 - Bike Lane						Yes	$380,952.0		
B	Dublin	San Ramon Rd	Silvergate Dr	Amador Valley Blvd	0.2	No	Class 2 - Bike Lane						Yes	$95,238.0		
C	Dublin	San Ramon Rd	Amador Valley Blvd	Dublin Blvd	0.2	No	Class 2 - Bike Lane						Yes	$95,238.0		
D	Dublin	San Ramon Rd	Dublin Blvd	I-580 Overpass	0.2	No	Class 2 - Bike Lane						Yes	$38,095.0		
E	Pleasanton	Foothill Rd	I-580 interchange	I-580 interchange	0.2	No	Class 2 - Bike Lane	Yes		I-580 @ Foothill			Yes	$506,095.0		
F	Pleasanton	Foothill Rd	I-580 interchange	I-580 interchange	0.2	No	Class 2 - Bike Lane						Yes	$152,381.0		
G	Pleasanton	Foothill Rd	Dublin Canyon Rd	Stoneridge Dr	0.5	No	Class 2 - Bike Lane						Yes	$190,476.0		
H	Pleasanton	Foothill Rd	Stoneridge Dr	Moller Ranch Dr	0.2	No	Class 2 - Bike Lane							$13,790.0		
I	Pleasanton	Foothill Rd	Moller Ranch Dr	Muirwood Dr (north)	0.2	Yes	Class 2 - Bike Lane							$312.0		
J	Pleasanton	Foothill Rd	Muirwood Dr (north)	Muirwood Dr (south)	1.1	No	Class 2 - Bike Lane							$75,847.0		
K	Pleasanton	Foothill Rd	Muirwood Dr (south)	Old Foothill Rd (north end)	0.5	No	Class 2 - Bike Lane							$155,969.0		
L	Pleasanton	Foothill Rd	Old Foothill Rd (north end)	Bernal Ave	0.7	Yes	Class 2 - Bike Lane							$2,184.0		
M	Pleasanton	Foothill Rd	Bernal Ave	Longview Dr	0.4	No	Class 2 - Bike Lane							$124,775.0		
N	Pleasanton	Foothill Rd	Longview Dr	Oak Manor Ct	0.7	Yes	Class 2 - Bike Lane							$1,560.0		
O	Pleasanton	Foothill Rd	Oak Manor Ct	Castlewood Dr	0.4	No	Class 2 - Bike Lane							$218,357.0		
P	Pleasanton	Castlewood Dr	Foothill Rd	Pleasanton-Sunol Rd	0.3	No	Class 3 - Wide Shoulder							$84,952.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 28 San Ramon - Foothill Rd - I-680 Corridor — Corridor: 65

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
Q	Pleasanton	Pleasanton-Sunol Rd	Castlewood Dr	Niles Canyon Rd	3.6	No	Class 3 - Wide Shoulder							$1,132,685.0		
R	unincorporated	I-680 path	Niles Canyon Rd	Mission Blvd	5.2	No	Class 1 - Bike Trail							$3,602,352.0		
S	Fremont	Mission Blvd	I-680	Grimmer Blvd	2.4	Yes	Class 2 - Bike Lane							$7,800.0		
SPUR1	Fremont	Washington Blvd	Mission St	Ohlone College	0.1	Yes	Class 1 - Bike Trail							$312.0		
T	Fremont	Grimmer Blvd	Mission Blvd	Osgood Rd	1.0	Yes	Class 2 - Bike Lane							$3,744.0		

Project: 29 Iron Horse to Shadow Cliffs Trail — Corridor: 65

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA1	Dublin	Alamo Creek Trail	county line	Iron Horse Trail	1.5	Yes	Class 1 - Bike Trail							$783,120.0		
TA2	Dublin	San Ramon Creek	Iron Horse Trail	I-580	0.8	Yes	Class 1 - Bike Trail							$783,120.0		
TA3	Pleasanton	Alamo Canal	I-580	Arroyo de Laguna	2.2	Yes	Class 1 - Bike Trail							$2,349,360.0		
TA4	Pleasanton	Arroyo de Laguna/Alamo Canal	Alamo Canal	Pleasanton city limit	2.3	No	Class 1 - Bike Trail							$2,349,360.0		

Project: 30 Niles Canyon to Shadow Cliffs Trail — Corridor: 65

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TB	Pleasanton	Niles Canyon to Shadow Cliffs	Niles Canyon/Sunol	Shadow Cliffs Regional Park	6.4	No	Class 1 - Bike Trail							$3,915,600.0		

Project: 31 Vineyard - Concannon — Corridor: 70

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Pleasanton	Vineyard Ave	1st St	Bernal Ave	0.7	Yes	Class 2 - Bike Lane							$117,218.0		
AB	Pleasanton	Bernal Ave	Vineyard Ave	Vineyard Ave	0.1	Yes	Class 2 - Bike Lane							$468.0		
AC	Pleasanton	Vineyard Ave	Bernal Ave	Grapevine Dr	0.4	Yes	Class 2 - Bike Lane							$1,248.0		
AD	Pleasanton	Vineyard Ave	Grapevine Dr	Vista Diablo Ct	0.3	Yes	Class 2 - Bike Lane							$780.0		
AE	Pleasanton	Vineyard Ave	Vista Diablo Ct	Clara Ln	1.9	Yes	Class 2 - Bike Lane							$405,518.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 31 Vineyard - Concannon — Corridor: 70

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AF	Pleasanton	Vineyard Ave	curve W of Isabel Ave	Isabel Ave	0.6	Yes	Class 2 - Bike Lane							$3,120.0		
AG	Livermore	Isabel Ave	Vineyard Ave	Concannon Blvd	0.6	Yes	Class 2 - Bike Lane							$19,132.0		
AH	Livermore	Concannon Blvd	Isabel Ave	El Padro Dr	0.7	Yes	Class 2 - Bike Lane							$2,340.0		
AI	Livermore	Concannon Blvd	El Padro Dr	Holmes St	0.7	Yes	Class 2 - Bike Lane							$2,184.0		
AJ	Livermore	Concannon Blvd	Holmes St	Epson St	0.3	Yes	Class 2 - Bike Lane							$780.0		
AK	Livermore	Concannon Blvd	Epson St	Sterling Way	0.3	Yes	Class 2 - Bike Lane							$780.0		
AL	Livermore	Concannon Blvd	Sterling Way	Arroyo Rd	0.1	Yes	Class 2 - Bike Lane							$624.0		
AM	Livermore	Concannon Blvd	Arroyo Rd	Wente Rd	1.1	No	Class 1 - Bike Trail							$1,248.0		
AN	Livermore	Wente St/S. Livermore Ave	Concannon Blvd extension	Tesla Rd	0.9	Yes	Class 1 - Bike Trail							$783,120.0		
AO	unincorporated	Tesla Rd	S Livermore Ave	Buena Vista Ave	0.4	No	Class 2 - Bike Lane							$704,808.0		
AO1	unincorporated	Tesla Rd	Buena Vista Ave	Mines Rd	0.1	Yes	Class 2 - Bike Lane							$78,312.0		
AP	unincorporated	Mines Rd	Tesla Rd	County line	7.3	No	Class 1 - Bike Trail							$6,264,960.0		

Project: 32 Vineyard Avenue Trail — Corridor: 70

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA1	Pleasanton	Arroyo del Valle/Sycamore Gr	Vineyard Ave/Bernal Ave	Pleasanton city limit	3.3	No	Class 1 - Bike Trail							$2,349,360.0		
TA2	Livermore	Arroyo del Valle/Sycamore Gr	Pleasanton city limit	Del Valle	4.2	No	Class 1 - Bike Trail							$3,132,480.0		

Project: 33 Dougherty - Hopyard Roads — Corridor: 75

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Dublin	Dougherty Rd	Contra Costa County line	Amador Valley Blvd	0.8	No	Class 2 - Bike Lane							$187,163.0		
AB	Dublin	Dougherty Rd	Amador Valley Blvd	5th St	0.5	No	Class 2 - Bike Lane							$1,716.0		
AC	Dublin	Dougherty Rd	5th St	Sierra Ln	0.3	No	Class 2 - Bike Lane							$27,581.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 33 Dougherty - Hopyard Roads **Corridor:** 75

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AD	Dublin	Dougherty Rd	Sierra Ln	Dublin Blvd	0.1	No	Class 2 - Bike Lane							$7,726.0		
AE	Dublin	Hopyard Rd	Dublin Blvd	I-580 overpass	0.3	No	Class 2 - Bike Lane						Yes	$124,788.0		
AF	Pleasanton	Hopyard Rd	I-580 overcrossing	I-580 overcrossing	0.0	No	Class 2 - Bike Lane	Yes		I-580 at Hopyard			Yes	$544,190.0		
AG	Pleasanton	Hopyard Rd	I-580 interchange	Owens Dr	0.2	No	Class 2 - Bike Lane						Yes	$124,788.0		
AH	Pleasanton	Hopyard Rd	Owens Dr	Las Positas Blvd	1.2	No	Class 2 - Bike Lane						Yes	$457,142.0		
AI	Pleasanton	Hopyard Rd	Las Positas Blvd	Valley Ave	0.6	No	Class 2 - Bike Lane						Yes	$228,571.0		
AJ	Pleasanton	Hopyard Rd	Valley Ave	Secretariat Dr	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0		
AK	Pleasanton	Hopyard Rd	Secretariat Dr	Goldcrest Cir	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0		
AL	Pleasanton	Hopyard Rd	Goldcrest Cir	Black Ave	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0		
AM	Pleasanton	Hopyard Rd	Black Ave	Golden Rd	0.3	Yes	Class 2 - Bike Lane						Yes	$110,292.0		
AN	Pleasanton	Hopyard Rd	Golden Rd	Del Valle Pkwy	0.1	No	Class 2 - Bike Lane						Yes	$38,095.0		
AO	Pleasanton	Division St	Del Valle Pkwy	Arroyo Del Valle bridge	0.0	Yes	Class 1 - Improved Bike/Ped Br							$1,560,312.0		
AP	Pleasanton	Division St	Arroyo Del Valle bridge	St Mary St	0.3	Yes	Class 2 - Bike Lane				Yes			$4,056.0		
AQ	Pleasanton	St Mary St	Division St	Pleasanton Ave	0.1	Yes	Class 2 - Bike Lane							$312.0		
AR	Pleasanton	Pleasanton Ave	Saint Mary St	Rose Ave	0.1	Yes	Class 3 - Bike Route							$468.0		
AS	Pleasanton	Pleasanton Ave	Rose Ave	Bernal Ave	0.4	Yes	Class 3 - Wide Curb Lane							$38,626.0		

Project: 34 Iron Horse Trail **Corridor:** 75

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA	Dublin	Iron Horse Trail	county line	I-580	2.4	Yes	Class 1 - Bike Trail							$783,120.0	Yes	
TB	Pleasanton	Iron Horse Trail	I-580	Pleasanton city limit	4.4	No	Class 1 - Bike Trail							$3,524,040.0	Yes	Yes
TC	unincorporated	Iron Horse Trail	Shadow Cliffs Regional Park	Livermore city limit	1.6	Yes	Class 1 - Bike Trail							$1,957,800.0	Yes	

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 35 Iron Horse Trail — Corridor: 75

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TD	Livermore	Iron Horse Trail	Livermore city limit - west	Junction Ave	2.3	No	Class 1 - Bike Trail							$1,879,488.0	Yes	
TD1	Livermore	Iron Horse Trail	Junction Ave	Livermore city limit - east	4.1	No	Class 1 - Bike Trail							$2,819,232.0		
TE	unincorporated	Iron Horse Trail	Livermore city limit - east	San Joaquin County line	10.9	No	Class 1 - Bike Trail							$7,048,080.0		

Project: 36 Alvarado - Niles - Niles Canyon — Corridor: 80

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Newark	Marshlands Rd	Dumbarton Bridge path	Paseo Padre Pkwy/Thornton Ave	3.3	Yes	Class 2 - Bike Lane							$9,360.0		
AB	Newark	Paseo Padre Pkwy	Marshlands Rd	SR-84 interchange	0.8	No	Class 2 - Bike Lane	Yes		SR 84 @ Paseo			Yes	$725,915.0		
AC	Fremont	Paseo Padre Pkwy	SR-84 interchange	Ardenwood Blvd	1.5	Yes	Class 2 - Bike Lane						Yes	$393,900.0		
AD	Fremont	Paseo Padre Pkwy	Ardenwood Blvd	200' E of Tupelo Ter	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0	Yes	
AE	Fremont	Paseo Padre Pkwy	200' E of Tupelo Terr	Capulet Rd	0.5	Yes	Class 2 - Bike Lane						Yes	$157,560.0	Yes	
AF	Fremont	Paseo Padre Pkwy	Capulet Rd	Deep Creek Rd	0.1	No	Class 2 - Bike Lane						Yes	$47,620.0	Yes	
AG	Fremont	Paseo Padre Pkwy	Deep Creek Rd	Touchstone Terr	0.1	No	Class 2 - Bike Lane						Yes	$47,620.0	Yes	
AH	Fremont	Paseo Padre Pkwy	Touchstone Terr	200' W of Milton St	0.9	Yes	Class 2 - Bike Lane						Yes	$252,096.0	Yes	
AI	Fremont	Paseo Padre Pkwy	200' W of Milton St	Milton St	0.0	No	Class 2 - Bike Lane						Yes	$38,095.0	Yes	
AJ	Fremont	Paseo Padre Pkwy	Milton St	Decoto Rd	1.0	Yes	Class 2 - Bike Lane						Yes	$472,680.0	Yes	
AK	Fremont	Decoto Rd	Paseo Padre Pkwy	Alameda creek bridge	0.1	No	Class 2 - Bike Lane						Yes	$57,143.0	Yes	
AL	Union City	Decoto Rd	Alameda creek bridge	Alvarado-Niles Rd	0.6	Yes	Class 2 - Bike Lane						Yes	$252,096.0	Yes	
AM	Union City	Alvarado-Niles Rd	Decoto Rd	Osprey Dr	0.6	Yes	Class 2 - Bike Lane						Yes	$173,316.0		
AN	Union City	Alvarado-Niles Rd	Osprey Dr	BART overcrossing E	0.3	Yes	Class 2 - Bike Lane						Yes	$114,286.0		
AO	Fremont	Alvarado-Niles Rd	BART overcrossing W	BART overcrossing E	0.1	No	Class 3 - Wide Curb Lane						Yes	$38,926.0		
AP	Fremont	Alvarado-Niles Rd	BART overcrossing E	Carnation Way	0.2	No	Class 2 - Bike Lane						Yes	$76,190.0		
AQ	Fremont	Alvarado-Niles Rd	Carnation Way	Rock Ave	0.4	Yes	Class 3 - Bike Route						Yes	$126,048.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 36 Alvarado - Niles - Niles Canyon **Corridor:** 80

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AR	Fremont	Alvarado-Niles Rd	Rock Ave	Just S of Nursery	0.3	No	Class 2 - Bike Lane						Yes	$187,181.0		
AS	Fremont	Alvarado-Niles Rd	Just S of Nursery	F St	0.4	No	Class 2 - Bike Lane						Yes	$137,555.0		
AT	Fremont	Alvarado-Niles Rd	F St	H St	0.2	No	Class 3 - Wide Curb Lane						Yes	$63,024.0		
AU	Fremont	Alvarado-Niles Rd	H St	J St	0.1	No	Class 3 - Wide Curb Lane						Yes	$47,268.0		
AV	Fremont	Alvarado-Niles Rd	J St	Railroad subway-w	0.2	No	Class 3 - Wide Curb Lane						Yes	$63,024.0		
AW	Fremont	Alvarado-Niles Rd	Railroad subway-w	Railroad subway-e	0.0	No	Class 3 - Wide Curb Lane						Yes	$38,926.0		
AX	Fremont	Alvarado-Niles Rd	Railroad subway-e	Mission Blvd	0.1	No	Class 3 - Wide Curb Lane						Yes	$47,268.0		
AY	Fremont	Niles Canyon Rd	Mission Blvd	Pleasanton-Sunol Rd	6.6	No	Class 3 - Wide Shoulder							$2,265,370.0		
TA	Union City	Alameda Creek Trail	Mission Blvd	Bay Trail	17.2	Yes	Class 1 - Bike Trail							$12,480.0		

Project: 37 Vallecitos Road **Corridor:** 80

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AZ	unincorporated	Vallecitos Rd	Niles Canyon Rd	Ranch Rd	0.7	No	Class 3 - Wide Shoulder				Yes			$229,657.0		
BA	unincorporated	Vallecitos Road	Ranch Rd	Isabel Pkwy	5.1	No	Class 3 - Wide Shoulder				Yes			$1,418,976.0		
BB	Livermore	Isabel Ave	Vallecitos Rd	Vineyard Ave	1.1	Yes	Class 2 - Bike Lane							$31,886.0		
BC	Livermore	Isabel Ave	Vineyard Ave	Jack London Blvd	2.6	Yes	Class 3 - Wide Shoulder							$764,562.0	Yes	
BD	Livermore	Isabel Ave	Airway Blvd	Jack London Blvd	0.5	Yes	Class 2 - Bike Lane							$1,560.0	Yes	Yes
BE	Livermore	Isabel Ave	Airway Blvd	s/o I-580	0.4	No	Class 2 - Bike Lane							$25,000.0	Yes	Yes
BF	Livermore	Isabel Ave	s/o I-580	n/o I-580	0.1	No	Class 2 - Bike Lane							$8,000.0	Yes	Yes
BG	Livermore	Isabel Ave	n/o I-580	Portola Ave	0.4	No	Class 2 - Bike Lane							$27,000.0	Yes	Yes
TB-1	Livermore	Isabel Ave Trail	Vineyard Ave	Jack London Blvd	2.6	Yes	Class 1 - Bike Trail							$5,000.0	Yes	Yes
TB-2	Livermore	Isabel Ave Trail	Jack London Blvd	North Canyons Pkwy	0.4	No	Class 1 - Bike Trail							$585,000.0	Yes	Yes
TB-3	Livermore	Stealth St	Jack London Blvd	n/o Stealth St	0.6	Yes	Class 1 - Bike Trail							$1,200.0	Yes	Yes

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 37 Vallecitos Road — Corridor: 80

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TB-4	Livermore	path	n/o Stealth St	Sutter St	0.2	No	Class 1 - Bike Trail							$218,000.0	Yes	Yes
TB-5	Livermore	Sutter St	path	Airway Blvd	0.2	No	Class 1 - Bike Trail							$259,000.0	Yes	Yes
TB-6	Livermore	Airway Blvd	Sutter St	I-580 Underpass	0.5	No	Class 1 - Bike Trail							$667,000.0	Yes	Yes
TB-7	Livermore	I-580 Underpass	Sutter St	path	0.1	No	Class 1 - Bike Trail							$136,000.0	Yes	Yes
TB-8	Livermore	path	Portola Ave	Isabel Ave	0.6	No	Class 1 - Bike Trail							$871,000.0	Yes	Yes
TB-9	Livermore	Isabel Ave	path	Portola Ave	0.4	No	Class 1 - Bike Trail							$504,000.0	Yes	Yes

Project: 38 Tassajara Rd — Corridor: 85

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Dublin	Tassajara Rd	county line	Dublin city limit	0.5	No	Class 3 - Wide Shoulder							$368,123.0		
AB	Dublin	Tassajara Rd	Dublin city limit	Dublin Blvd	2.0	No	Class 2 - Bike Lane							$41,453.0		
AC	Dublin	Tassajara Rd	Dublin Blvd	Pimlico Dr(S end of I-580 int)	0.4	No	Class 2 - Bike Lane	Yes		I-580 at Tassajara			Yes	$639,428.0		
AD	Pleasanton	Santa Rita Rd	Pimlico Dr (I-580 S ramps)	Sutter Gate Ave	1.2	No	Class 2 - Bike Lane						Yes	$419,047.0		
AE	Pleasanton	Santa Rita Rd	Sutter Gate Ave	Valley Ave	0.6	No	Class 2 - Bike Lane						Yes	$228,571.0	Yes	
AF	Pleasanton	Santa Rita Rd	Valley Ave	Black Ave	0.3	No	Class 2 - Bike Lane						Yes	$114,286.0	Yes	
AG	Pleasanton	Santa Rita Rd	Black Ave	Del Valle Pkwy	0.5	No	Class 2 - Bike Lane					Yes		$81,276.0	Yes	
AH	Pleasanton	Main St	Del Valle Pkwy	Bernal Ave	0.7	No	Class 3 - Residential Street							$111,384.0	Yes	
AI	Pleasanton	Sunol Blvd	Bernal Ave	Sycamore Rd	0.8	Yes	Class 2 - Bike Lane							$3,120.0		
AJ	Pleasanton	Sunol Blvd	Sycamore Rd	I-680	0.4	No	Class 2 - Bike Lane	Yes		I-680 at Sunol				$623,969.0		
AK	Pleasanton	Castlewood Dr	I-680	Foothill Rd	0.4	No	Class 3 - Wide Shoulder					Yes	Yes	$297,586.0		

Project: 39 Tassajara Creek Trail — Corridor: 95

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA	Dublin	Tassajara Creek Trail	county line	200' n/o Somerset	1.6	No	Class 1 - Bike Trail							$783,120.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 39 Tassajara Creek Trail — Corridor: 95

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TB	Dublin	Tassajara Creek Trail	200' n/o Somerset	Dublin Blvd	1.2	Yes	Class 1 - Bike Trail							$783,120.0		

Project: 40 Vasco Road — Corridor: 95

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	unincorporated	Vasco Rd	county line	Dalton Ave	4.5	No	Class 2 - Bike Lane							$191,318.0		
AB	Livermore	Vasco Rd	Dalton Ave	Garaventa Ranch Dr	0.3	Yes	Class 2 - Bike Lane							$1,092.0		
AC	Livermore	Vasco Rd	Garaventa Ranch Dr	Northfront Rd	0.7	Yes	Class 2 - Bike Lane							$2,496.0		
AD	Livermore	Vasco Rd	Northfront Rd	I-580 bridge-N	0.2	No	Class 2 - Bike Lane							$6,377.0		
AE	Livermore	Vasco Rd	I-580 Bridge - N	I-580 Bridge -S	0.1	No	Class 2 - Bike Lane	Yes		I-580 at Vasco Rd			Yes	$506,095.0		
AF	Livermore	Vasco Rd	I-580 bridge-S	Preston Ave	0.2	No	Class 2 - Bike Lane						Yes	$68,777.0		
AG	Livermore	Vasco Rd	Preston Ave	East Ave	1.9	Yes	Class 2 - Bike Lane						Yes	$535,704.0		
AH	Livermore	Vasco Rd	East Ave	Tesla Rd	1.0	Yes	Class 2 - Bike Lane							$31,886.0		
AI	unincorporated	Tesla Rd	Vasco Rd	Mines Rd	0.8	No	Class 2 - Bike Lane							$28,698.0		

Project: 41 Damon Slough Bridge — Corridor: 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BA	Oakland	new bike/ped bridge	slough-n	slough-s	0.0	Yes	New Bike/Ped Bridge							$1,560,187.0	Yes	

Project: 42 San Leandro Slough Bridge — Corridor: 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BF	San Leandro	bike/ped bridge	slough-n	slough-s	0.2	No	New Bike/Ped Bridge							$1,560,187.0	Yes	Yes

Project: 43 Cerrito Creek Bridge — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Albany	new bridge	El Cerrito	Albany	0.1	No	New Bike/Ped Bridge							$1,560,187.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 44 42nd Avenue Bridge — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BI	Oakland	existing bridge	n/o of 42nd Ave	s/o of 42nd Ave	0.0	No	Improved Overpass							$1,560,187.0		

Project: 45 Hegenberger Undercrossing — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
BK	Oakland	improve undercrossing	s/o Hegenberger	n/o Hegenberger	0.1	No	Improved Underpass							$1,560,187.0		

Project: 46 Emeryville Ped/Bike Overcrossing — Corridor: 45

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Emeryville	Emeryville overcrossing	Bay Trail	Shellmound St	0.3	No	New Overpass							$7,800,936.0	Yes	

Project: 47 Highway 24 Ped/Bike Overcrossing — Corridor: 45

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AL	Oakland	bike/ped overcrossing	Tunnel Rd	Broadway	0.2	No	New Overpass							$7,800,936.0		

Project: 48 Bridge over Altamont Creek — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA08	Livermore	Bridge - Las Positas Creek Tra	west side of Altamont Creek	east side of Altamont Creek	0.0	No	New Bike/Ped Bridge							$1,560,312.0		

Project: 49 Fremont — Corridor: 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Fremont	Alameda Creek Crossing	Bay Trail	Bay View Trail	0.1	No	New Bike/Ped Bridge							$4,000,000.0		

Project: 50 Livermore Ave Undercrossing — Corridor: 40

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA04	Livermore	Las Positas Creek Trail	west side of Las Positas Creek	east side of Las Positas Creek	0.1	No	New Underpass							$3,120,624.0		

Project: 51 Oakland-Alameda Connection — Corridor: 15

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 51 Oakland-Alameda Connection — Corridor: 15

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
SPR1B	Alameda	connection	Constitution Way Trail	Oakland Bay Trail	0.5	No	To Be Determined							$7,800,780.0		

Project: 52 Arroyo Mocho Trail — Corridor: 50

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA1	Pleasanton	Arroyo Mocho Trail	Alamo Canal	Pleasanton city limit - east	3.5	Yes	Class 1 - Bike Trail							$2,740,920.0		
TA2	unincorporated	Arroyo Mocho Trail	Pleasanton city limit - east	Livermore city limit - west	0.3	No	Class 1 - Bike Trail							$2,740,920.0		

Project: 53 Brushy Peak to Del Valle Trail — Corridor: 95

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
TA	Livermore	Del Valle Trail to Brushy Peak	Del Valle Regional Park	Iron Horse Trail	12.8	No	Class 1 - Bike Trail							$5,481,840.0		

Project: 54 Central Alameda - Harbor Bay Ferry — Corridor: 105

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Alameda	Main St/Central Ave	Ferry terminal	Lincoln Ave	1.3	Yes	Class 1 - Bike Trail							$2,200.0		
B	Alameda	Central Ave	Lincoln Ave	Grand St	1.9	No	Class 2 - Bike Lane							$117,000.0		
C	Alameda	Central Ave	Grand St	High St	1.6	Yes	Class 2 - Bike Lane							$3,200.0		
D	Alameda	Central Ave	High St	Fernside Blvd	0.2	Yes	Class 3 - Bike Route							$500.0		
E	Alameda	Island Dr	bike/ped bridge	Mecartney Rd	0.8	Yes	Class 1 - Bike Trail							$1,500.0		
F	Alameda	Mecartney Rd	Island Dr	Aughinbaugh Way	0.7	Yes	Class 1 - Bike Trail							$1,300.0		
G	Alameda	Mecartney Rd	Aughinbaugh Way	Adelphian Rd	0.3	Yes	Class 2 - Bike Lane							$500.0		

Project: 55 Alamo Canal-580/680 Connector — Corridor: 65

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Dublin	Alamo Canal Trail	San Ramon Creek Trail	Alamo Canal Trail	0.1	No	New Underpass							$3,100,000.0		Yes

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 56 Emeryville Bike/Ped Bridge — Corridor: 5

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
AA	Emeryville	new overcrossing	Shellmound St	Horton St	0.1	No	New Overpass							$7,800,000.0	Yes	Yes
BB	Emeryville	Ohlone Way	New Overcrossing	Shellmound	0.0	No	Class 3 - Bike Route							$1,000.0	Yes	

Segment is less than 0.1 miles in length

Project: 57 Fremont Central - Peralta — Corridor: 120

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Newark	Central Ave	Morten Ave/RR ROW	I-880	1.4	No	Class 3 - Bike Route							$65,000.0	Yes	
B	Fremont	Central Ave	I-880	Fremont Blvd	1.3	No	Class 2 - Bike Lane							$55,000.0	Yes	
C	Fremont	Fremont Blvd	Central Ave	Peralta Blvd	0.2	No	Class 2 - Bike Lane							$10,000.0	Yes	
D	Fremont	Peralta Blvd	Fremont Blvd	Mowry Ave	1.6	No	Class 2 - Bike Lane							$80,000.0	Yes	
E	Fremont	Mowry Ave	Peralta Blvd	Mission Blvd	0.9	No	Class 2 - Bike Lane							$39,000.0	Yes	

Project: 58 Fremont - Santa Clara — Corridor: 25

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Fremont	Fremont Blvd	S Grimmer Blvd	county line	3.7	No	Class 2 - Bike Lane							$850,000.0	Yes	Yes

Project: 59 Albany - Berkeley — Corridor: 100

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Albany	Buchanan St	bike/ped overcrossing	San Pablo Ave	0.7	No	Class 1 - Bike Trail							$1,100,000.0	Yes	Yes
B	Albany	Marin Ave	San Pablo Ave	Tulare Ave	0.9	Yes	Class 2 - Bike Lane							$1,700.0	Yes	
C	Berkeley	Marin Ave	Tulare St	Marin Circle	0.6	Yes	Class 2 - Bike Lane							$1,200.0	Yes	
D	Berkeley	Los Angeles Ave	Marin Circle	Spruce St	0.3	No	Class 3 - Residential Street							$36,000.0	Yes	

Project: 60 Hesperian - Mission — Corridor: 110

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
A	Hayward	Industrial Blvd	Hesperian Blvd	Ruus Rd	1.4	Yes	Class 3 - Bike Route							$3,000.0		

Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 60 Hesperian - Mission **Corridor:** 110

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
B	Hayward	Industrial Parkway	Ruus Rd	RR Tracks	0.8	Yes	Class 1 - Bike Path							$1,200.0		
C	Hayward	Industrial Parkway	RR Tracks	Trail at Dixon	0.2	No	Class 1 - Bike Trail							$185,000.0		

APPENDIX C-4

Countywide Design Guidelines

PURPOSE OF COUNTYWIDE DESIGN GUIDELINES

This appendix summarizes existing bikeway facility design requirements currently being used by the jurisdictions, presents suggested design guidelines for countywide bicycle facilities, and identifies areas where facility design can benefit both bicyclists and pedestrians. These guidelines are based on standards and guidelines published by others and on existing practices used by local agencies.

The purpose of these guidelines is to encourage consistency in the design of the countywide bicycle network including but not limited to facility type, signing, striping and intersection treatments. Since travel by bicycle, whether on designated bikeways or on roadways, does not stop at city limits, there is a need for a set of guidelines for countywide bicycle projects. These guidelines are intended to provide suggestions to consider when designing and implementing bicycle facilities and infrastructure on the countywide bicycle network. Use of this document is supplemental to any local design requirements and accepted best practices established by the Highway Design Manual (HDM) Chapter 1000, the 2003 Manual of Uniform Traffic Control Devices (MUTCD), the 2003 MUTCD California Supplement, and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

EXISTING LOCAL BICYCLE DESIGN PRACTICES

Each of the jurisdictions of Alameda County was contacted to determine whether it has local bicycle design guidelines or if it uses specific traffic engineering practices that are bicycle-friendly. A summary of design practices used by agencies is presented in Table 1. Jurisdictions are required by Section 891 of the California Streets and Highway Code to comply with the minimum design and uniform symbols specified in Chapter 1000 of the *Highway Design Manual*; therefore, at a minimum, all local jurisdictions use the Caltrans standards. Design practices used by agencies in the County including those that are over and above Caltrans standards are summarized in Table 1.

Table 1—Local Bicycle Design Guidelines and Practices used in Alameda County

Jurisdiction	Design Guidelines
County, Western unincorporated areas	Class IIIB and IIIC are used to describe bike routes with wide curb lanes (14 to 16 ft with no on-street parking) and for bike routes with wide shoulders (4 ft), respectively. Class IIIB are on multi-lane arterials and collector roadways with high traffic volumes with a curb lane width of 14 ft to 16 ft, which allows a vehicle to pass bicyclists with 2+ feet of clearance without changing lanes. Where appropriate, other travel lanes will be narrowed to 11-ft to allow the 14-16 ft width in the curb lane with no parking and 22-24 ft with on-street parking.

Jurisdiction	Design Guidelines
Alameda	Bicycle boulevard on street parallel to major commercial corridor (based on Palo Alto's bicycle boulevards); bicycle loop detectors installed on all arterial/arterial and arterial/collector signalized intersections on bikeway systems. When pedestrian and bicycle traffic exceeds 200 persons per hour, when possible use a minimum width of 12 feet for bike lanes and sidewalks.
Albany	Bicycle plan provides specific types of guidelines according to both the class of bike lane and existing conditions. For example, some Class I alignments where possible will run parallel to creeks, while one will run along the Bay front. For Class II, shared left turn lanes will be added. Class II will be on certain streets; 6-foot wide bike lanes on both sides of the street, while a 7-foot parking lane is maintained. Class III lanes where possible will be bike boulevards. At specified intersections, bicycle-actuated signals will be added. Class II has a 6-inch painted line separating the path from traffic; Class III has a 4-inch painted line.
Berkeley	In addition to the regular three classes of bikeways, Berkeley has two more: bicycle boulevards and Class 2.5. Boulevard design is contingent on existing conditions and community input. Class 2.5 includes removal of unsafe drainage grates, signal retiming, restriping for wider curb lanes, and "Share the Road" signs. Bike sensors are installed at all intersections with traffic-actuated signals.
Dublin	Caltrans; Iron Horse Trail EBRPD
Emeryville	Provide 5-foot bike lane where possible, frequent sweeping of bike lanes, make pavement level with gutters and grates. Bicycle racks on the Emery-Go-Around BART shuttle buses.
Fremont	The City of Fremont bikeway design guidelines are in accordance to the Caltrans Highway Design Manual, 2003 Manual of Uniform Traffic Control Devices (MUTCD) and 2003 MUTCD CA Supplement. The City of Fremont would need to adopt new City Standard Details and Specifications in order to implement bikeway designs not in the Highway Design Manual or MUTCD, but Appendix A of the City's Bicycle Plan identifies the following suggestions: install6' to 8' wide bicycle lanes where right-of-way is available; 15' outside travel lane for streets designated as bicycle routes is preferred; where on-street parking is permitted next to a bicycle lane, an 8' parking lane and 5' bicycle lane is the recommended minimum.
Hayward	Add directional and distance signs; bike lanes where possible should be straight lines with good visibility; physically separate automobile traffic and pedestrian traffic from bicycle lane where possible. Where possible, drop bike lane stripe where right lane becomes Right-Turn-Only lane. Supplemental directional sign added to bicycle lane signs. Bike signs will be placed at all points where the route changes direction, and where possible, special optional destination signing.

Jurisdiction	Design Guidelines
Livermore	Caltrans. Warning signs to motorists; curb travel lanes at least 14 feet wide (or 21 feet with parking).
Newark	Caltrans
Oakland	Caltrans
Piedmont	TBD
Pleasanton	Class A Trails are 8-12 feet wide for multi-use path; 10 feet for multi-use along Light Rail Tracks; 8-12 feet multi-use along abandoned railroad right-of-way. Class II bike lane has lane striping; Class III has only a sign indicating bike route.
San Leandro	Primarily just Caltrans. Where possible 12 feet for 2-way Class I paths with 2% cross slope in the center line. Class II bike lanes where possible 5 ft. For Class II with vertical curb, bike lane is 12 feet for 7 feet parking and 5-foot lane (8 feet for parking if turnover of parked cars is high). For rolled curb, lane is 4 feet. Bike lane signs placed at the beginning of all bike lanes, far side of arterial intersections, at major changes in direction, and at a maximum of one-half mile intervals. Wrong-way signs on back of bike lane signs.
Union City	Caltrans
EBRPD	Publishes internal design and maintenance guidelines
Caltrans	Highway Design Manual Chapter 1000

SUGGESTED COUNTYWIDE BICYCLE DESIGN PRACTICES

This section of the countywide design guidelines contains recommended and suggested practices for facility design including Class I, Class 2, and Class 3 facilities; signing and route markings; striping and pavement markings; and intersections and interchanges. It also presents suggested guidelines for designing bicycle lanes on bus routes, performing maintenance of bicycle facilities, conducting bicycle counts and surveys, and installing bicycle parking.

Guidelines for Facility Design

The 2006 Alameda Countywide Bicycle Plan recommends that the design of countywide bicycle facilities meet the minimum standards described in the Highway Design Manual (HDM) Chapter 1000, the 2003 Manual of Uniform Traffic Control Devices (MUTCD), and the 2003 MUTCD California Supplement for:

- All Class 1 – Multi-use bikeways, Class 2 – Bike Lanes; and Class 3 – Bike Routes;
- Bike lane signing and route markings;
- Bike lane striping and pavement markings;
- Signalized and at-grade intersections;
- Interchanges

These resources can be found at the following links:

- Highway Design Manual (HDM) Chapter 1000: www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm
- 2003 Manual of Uniform Traffic Control Devices: http://mutcd.fhwa.dot.gov
- 2003 MUTCD California Supplement: www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/supplement.htm

Other standards for innovative practices are detailed in Chapter VI of Caltrans' Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers, July 2005. This report can be accessed online at: www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf. It identifies guidelines and best practices for developing the following types of bicycle facilities:

- Class I Bike Paths: Rails-With-Trails, Rails-To-Trails, Rivers with Trails, Undercrossings, Mid-Block Crossings, and Operations;
- Class II Bike Lanes: On-Street Parking, Right-Turn Lanes ;
- Class III Bike Route: Bicycle Boulevards, Wide Curb Lane, Bicycle Pavement Markings – Sharrows;
- Signals: loop detectors, bicycle signals;
- Roadway Design: freeway ramps, retrofitting streets for bicycles, reducing travel lane widths, removing parking, removing travel lanes, resurfacing.

Additional suggestions for physical measures to create safer conditions for cyclists and pedestrians are summarized in MTC's Bicycle and Pedestrian Safety Toolbox, which can be found at www.mtc.ca.gov/planning/bicyclespedestrians/safety/physical-alphabetical.htm. The engineering design measures described in the Safety Toolbox range from basic improvements such as curb ramps to innovative technologies used in pedestrian and bicycle signalization.

Guidelines for Bike Lanes on Bus Routes

When bike lanes are provided on streets that are bus routes, there are options in designing the bus stop location and the bike lane stripe. In general, the bike lane stripe should be dashed throughout the bus stop. In addition, it is recommended that the bus stop itself be designated by a pavement marking, or a different material such as concrete. When streets have a designated transit lane (bus high occupancy lane), it is recommended that bicycles be expressly permitted to use the lane if sufficient pavement width is available to allow buses to safely pass bicyclists. When designing new bus-only roadways (busways) provide a minimum lane width of 15 feet or more in the outside lanes of busways to enable safe shared usage with bicycles if possible.

Guidelines for Maintenance of Bicycle Facilities

The following suggested practices would ensure that roadways are maintained at an optimum level for bicycling.

- Asphalt overlay procedures: Grind asphalt at edge of roadway and/or wedge cut prior to applying the overlay to ensure smooth longitudinal gutter joint.
- Trench and pothole patching procedures: Compaction standards from Caltrans Standard Specification 39+6.03 should be met to ensure that the pavement surface remains intact and smooth.
- Ensure that any other vertical interruptions in the roadway surface adhere to the maximum tolerances set forth in the Caltrans Highway Design Manual Table 1003.6. These are for both grooves (indentations) or steps (ridges). These tolerances should be maintained on all roadways at such locations as utility covers, driveway lips, where two pavements intersect, and other such joints in the area where bicyclists can be expected to ride.

Guidelines for Bicyclist Counts and Surveys

The following practices are suggested for collecting bicycle counts and conducting surveys. The Handbook for Bicyclist and Pedestrian Counts prepared by MTC provides guidance on how to conduct bicycle counts and surveys. The handbook can be found at www.mtc.ca.gov/planning/bicyclespedestrians/safety/practices.htm#volumes. For the Alameda Countywide Bicycle Plan it is suggested that whenever possible:

- Surveys be used to supplement census journey to work data on bicycle mode share regarding:
  - Number of middle and high school students who bike to school
  - Number of transit riders who arrive at the station or bus stop by bicycle
  - Number of transit riders who bring their bikes on board
  - Number of residents who use the bicycle for non-commute transportation trips
- Number of bicycle racks on buses
- Prior to making a bicycle improvement or constructing a new on-road facility, bicycle counts should be conducted so that a “before and after” comparison in the level of bicycling can be made.
- Annual counts of bicycle traffic should be conducted at key locations in the County. These locations should include major arterials, routes to schools, and bicycle bridges. These counts should be conducted during the same time of year during a non-rainy month when school is still in session such as May or early October.

As part of the Level of Service Monitoring study done every two years, the Alameda County jurisdictions have been collecting bicycle counts at the 11 locations listed below. The counts are collected in the spring.

- Atlantic Avenue and Webster Street in Alameda
- Milvia and Hearst Avenue in Berkeley
- San Pablo Avenue and 40th Street in Emeryville
- Paseo Padre Parkway and Mowry Avenue in Fremont
- Mission Boulevard and Jefferson Street in Hayward

- East Street and Vasco Road in Livermore
- Thornton Avenue and Willow Street in Newark
- Telegraph Avenue and 27th Street in Oakland
- Grand Avenue and Oakland Avenue in Piedmont
- Hopyard Road and Stoneridge Drive in Pleasanton
- Hesperian and Lewelling Boulevard in San Lorenzo
- Redwood Road and Castro Valley Boulevard in Castro Valley

Guidelines for Bicycle Parking

This section provides suggestions for providing bicycle parking including type, placement and quantity. Other standards for innovative practices are detailed in Chapter VI of Caltrans' Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers, July 2005. This report can be accessed online at: www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf. It identifies bicycle parking guidelines and best practices for location, lockers, bike stations, and racks.

Definition of Types of Bicycle Parking

Class I

This is defined as protecting the entire bicycle and its components from theft, vandalism or inclement weather. It is appropriate for long-term bicycle parking such as at employment centers or transit stations. A simple solution in some workplaces, is to permit employees to keep their bikes in the their offices. Other examples are bike lockers, rooms with key access for regular bike commuters, guarded parking areas, and valet or check-in parking. A common variation of the latter example is at schools where racks are placed within a fenced compound to provide more security to discourage thieves. The compound is either locked during the day or unofficially guarded by the activity within the school. Other variations are bike stations such as the bike stations at the Downtown Berkeley BART Station and the Fruitvale BART station, which provide attended bike parking in an enclosed interior space, or electronic lockers, which are shared use lockers that are being used at BART stations in downtown Oakland.

Class II

This is defined as a rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as at shopping areas, libraries, and other places where the typical parking duration is less than two hours. Examples of racks popular with bicyclists are the wave or ribbon racks and the inverted U-rack, or horse rail rack.

Class III

These racks secure only one wheel and are not designed to secure the frame. They are never recommended.

Bike Rack Placement

The placement of bike racks should be carefully selected for several reasons:

- To ensure that they are safe from vandalism
- To ensure that they are easily accessible and visible to bicyclists
- To avoid adversely impacting pedestrian circulation
- To ensure that they can be used to their maximum design capacity

Bicycle parking should be located so that it does not interfere with pedestrian circulation. Specifically:

- In vehicular parking lots and near building entrances, bike racks should not be placed in the pedestrian line-of-travel to the front door or placed such that the parked bicycle would encroach into the pedestrian pathway.
- On sidewalks, five feet of clear space should remain between the parked bicycle and other obstructions such as buildings, light poles and other street furniture.

Parking Supply

Recommendations for the supply of bicycle parking by land use is shown in Table 2. The parking rates in this table could be the basis for a parking ordinance.

Table 2—Bicycle Parking Requirement Recommendations

Use	Required Number of Bicycle Spaces (1) (2)
Residential (such as apartments and townhouses) and General, multi-dwelling	1 Class I/3 units + 1 Class II/15 units
Students, low-income families, multi-dwelling	1 Class I/2 units + 1 Class II/15 units
Residents 62 and older, multi-dwelling	1 Class I/30 units + 1 Class II/30 units
Schools Elementary, middle, high schools	1 Class I/30 employees(3) + 1 spot/12 students (50% Class I and 50% Class II)
Colleges, Student residences	1 Class I/4.5 beds + 1 Class I/30 employees
Academic Buildings and other university facilities	1 Class I/30 employees(3) + 1 spot/9 student seats (25% Class I and 75% Class II)
Park-and-Ride Lots/Parking Garages	7% of auto parking (75% Class I and 25% Class II)
Transit Centers	5% of daily boarding (75% Class I and 25% Class II)
Cultural/Recreational Libraries, theaters, museums, religious institutions	1 Class I/30 employees +1 Class II/1500 sq. ft. or 1 Class II/60 seats (whichever is greater)
Parks/Recreational Fields	1 Class I/30 employees + 1 Class II/9 users during peak daylight times of peak season
Retail Sales/Shopping Center/Financial	1 Class I/30 employees + 1 Class II/6000 sq. ft.

Use	Required Number of Bicycle Spaces (1) (2)
Institutions/Supermarkets	
Office Building/Offices	1 space/6000 sq. ft. 75% Class I and 25% Class II.
Hotels/Motels/Bed & Breakfasts	1 Class I/30 rooms + 1 Class I/30 employees
Hospitals	1 Class I/30 employees + 1 Class I/45 beds
Restaurants	1 Class I/30 employees + 1 Class I/3000 sq. ft.
Industrial	1 Class I/30 employees or 1 Class I/15,000 sq. ft (whichever is greater) + 1 Class II/15,000 sq. ft.
Day Care Facilities	1 Class I/30 employees + 1 Class II/75 children
Auto-Oriented Services	1 Class I/30 employees
Other uses	Same as most similar use listed

Notes:

1. For cities with less than 2% bicycle commuter rate. Pro-rate for cities with higher commute rates.
2. The minimum number of required Class II Bicycle parking spaces is 4, except when the code would require 1 or less in which case 2 bicycle spaces must be provided.
3. Employees = maximum number of employees on duty at any one time.

- Source: League of American Bicyclists, 1994.

DESIGN FOR BOTH BICYCLE AND PEDESTRIAN FACILITIES

It is necessary to acknowledge that pedestrians and bicyclists have different operational characteristics that affect the design of their respective facilities. Bicyclists and pedestrians travel at different speeds and therefore require different stopping sight distances. For safety reasons, it is better to separate the two modes except in special circumstances. Other design features are optimized in one way for bicyclists and in another way for pedestrians, and the design guidelines for one mode are not necessarily appropriate for the other mode. The major operational characteristics and design issues are summarized in Table 3.

Table 3—Operational Characteristics and Design Issues

Design	Pedestrian	Bicycling
Location of bicyclist or pedestrian within roadway right-of-way	Sidewalk; shoulder of edge of roadway on if very limited right-of-way	Shoulder or bike lane if adequate right-of-way; otherwise vehicle travel lane (sidewalk only if under age 13)
Design Speed	2 to 4 mph	20 mph level; 30 mph w/grade
Stopping Distance	5-10 feet	15 mph, 75 feet (level) 30 mph, 250 feet (5% grade)
Surface	ADA requires "stable, firm and slip resistant" surface.	Asphalt or concrete
Grades	Stairs and escalators ok. Ramps or elevators for ADA compliance. Maximum slope for a ramp with handrails is 8.33% and for an accessible pathway is 5%	No stairs or escalators, acceptable grade varies widely, typical commuters prefer 5% maximum running slope, 10% maximum for short distances such as ramps.
Parking	NA	Required at trip end

ACTIA is developing the first Alameda Countywide Pedestrian Plan. It will serve as a companion to the Alameda Countywide Bicycle Plan developed by the ACCMA. Both plans recognize the need to design facilities that consider both bicyclists and pedestrians and that also avoid potential conflict between the two modes (e.g., the design of one facility type should not preclude the other). Recommendations for reducing bicycle and pedestrian conflicts on shared facilities and opportunities for designing for both modes are summarized below. For pedestrian best practices, refer to Toolkit for Improving Walkability in Alameda County, a companion document to the Alameda Countywide Strategic Pedestrian Plan. The Pedestrian Plan and Toolkit can be found at www.acta2002.com/bikeped.html.

DESIGNING STREETS FOR BICYCLISTS AND PEDESTRIANS

If there is sufficient right-of-way along a roadway, both a bike lane and sidewalk should be provided. However, along streets with limited rights-of-way where both sidewalks and bike lanes cannot fit, sidewalks should be provided and bicyclists would be accommodated on the roadway. Both modes share the shoulder when neither sidewalks nor bike lanes are available, although this situation is not common in Alameda County. Wider curb lanes and other improvements can improve bike safety on roadways. Medians and curb extensions should be discouraged where that installation of them will preclude bicycle lanes.

Bicyclists on Sidewalks

Keeping bikers off the sidewalk can be accomplished by providing bicyclists a more appropriate place to ride. For example:

- Bike lanes on arterials will discourage bicyclists from riding on the sidewalk; and
- Parallel bike routes, on calmer streets, will reduce the incidence of sidewalk riding.

Separate Entrances for Bicyclists and Pedestrians

At entrances to transit stations and other major attractors, pedestrians and bicyclists should have separate pathways, or bicyclists should be directed to enter via the roadways. Where possible, pedestrians should not be channeled in front of the bike parking facilities.

Dual-Modes along Multi-Use Facilities (Class I)

Multi-use Class I facilities, where bicyclists and pedestrians share the facility, are an important component of the bikeway network. Some facilities are long enough and well-located to provide a car-free environment for a large portion of a bicycling trip. However, their popularity with slow cyclists—including families with children and non-bicyclists such as joggers, roller-bladders, parents with baby strollers, people walking their dogs and other groups—limits their usefulness to cyclists who ride over 15 mph. Serious bicyclists can rarely ride as fast on a multi-use Class I facility as they can on city streets. This is due both to the design of the multi-use Class I facility and also due to the high numbers of slower users. The following strategies would reduce pedestrian and bicycle conflicts on multi use facilities.

- Shared-use pathways with significant volumes of both bicyclists and pedestrians should have a paved width of at least 12-16 feet to allow for both pedestrians and bicyclists. Ideally, there would be two paths, one for each mode.
- Where the Highway Design Manual minimum standard is provided, signs should be posted advising cyclists to pass on the left and to call out when passing, and for pedestrians to keep to the right.
- Providing a graded shoulder will help reduce conflicts because many runners and walkers prefer to walk on the softer surface. This increases the effective width of the pathway by allocating more paved width to bicyclists. Wider facilities may be substituted for graded shoulders.
- In some settings like college or business park campuses where there are few or no motor vehicles, pedestrians and bicycles share the same internal pathways. This can result in the same conflicts that arise on any other multi-use bikeway. It is recommended that a hierarchy still be adhered to with bicyclists on a roadway and pedestrians on an adjacent sidewalk or path, so that there is a clear differentiation between where bicyclists are expected and where pedestrians are expected. Where it is impossible to maintain separate facilities and bikes and pedestrians must share, similar strategies to those described above may be appropriate.