City of Oakland Bicycle Master Plan (2007)

Citywide Feasibility Analysis: Explanation of Fields

Roadway The roadway in question
From One end of the roadway segment
To The other end of the roadway segment

ID A unique identification number of each roadway segment

1999 Class Bikeway class proposed in the 1999 Bicycle Plan
Exist. Class Existing bikeway class
Prop. Class Proposed bikeway class for the roadway segment

0	No bikeway
1	Class 1 bike path
2	Class 2 bike lane
2.1	Class 2 bike lane on one side only
3	Class 3 bike route
3A	Class 3A arterial bike route
3B	Class 3B bicycle boulevard

Length (miles) The length of existing and proposed segments (in miles).

Cross-section The proposed cross-section for the roadway segment. The basic cross-sections assume parallel parking on both sides. (See "Variation" below.)

NA	"Not Applicable." Used for roadways with no proposed bicycle facility.
Blvd	Bicycle Boulevard (Class 3B) on a local street
Path	Bicycle Path (Class 1) separated from the roadway
T2	Two travel lanes and bike lanes
T3	Two travel lanes and bike lanes with two-way center turn lane
T4	Four travel lanes and bike lanes
T5	Four travel lanes and bike lanes with two-way center turn lane
T6	Six travel lanes and bike lanes
T8	Eight travel lanes and bike lanes
TS2	Two travel lanes with sharrow treatment
TS3	Two travel lanes with sharrow treatment and two-way center turn lane
TS4	Four travel lanes with sharrow treatment
W2	One-way street with two travel lanes and one bike lane
W3	One-way street with three travel lanes and one bike lane
WS2	One-way street with two travel lanes and sharrow treatment
WS3	One-way street with three travel lanes and sharrow treatment
WS4	One-way street with four travel lanes and sharrow treatment

Variation Variations to the cross-sections described above.

(B1)	Bicycle lane in one direction only (not noted for one-way streets)
(CTL0)	No center turn lane. Indicates a variation on the T3 cross-section where there are two travel lanes in one direction and one travel lane in the other direction
(P0)	No parking
(P1)	Parking on one side of the street
(PD1)	Diagonal parking on one side of the street
(PD2)	Diagonal parking on both sides of the street

Curb-to-Curb The curb-to-curb right-of-way of the roadway measured in feet.

Median Identifies the presence of a median on the roadway segment.

CTL	Center turn lane
N	No median
P	Painted median
R	Raised median
SP	Split roadway (used to identify roadways with very wide medians where the right-of-way of each roadway half is the defining characteristic)

Median Width Width of the median in feet

 # NE Lanes Number of travel lanes in the north or east direction
 # SW Lanes Number of travel lanes in the south or west direction

Road Direction Roadway direction to the nearest compass points. Given Oakland's irregular directions, roadways running from the bay to the hills are considered north-south while streets paralleling the bay and the hills are considered east-west.

EW	east-west
NS	north-south

One-way Identifies one-way streets and the direction of traffic flow.

(blank)	two-way street
EB	eastbound
NB	northbound
SB	southbound
WB	westbound

Parking Parking configuration on the roadway segment

Y	Parallel parking on both sides
Y1	Parallel parking on one side only
Y1D	Diagonal parking on one side only
Y1PER	Perpendicular parking on one side only
Y2D1	One side diagonal-one side parallel
YD	Diagonal parking on both sides
S	Unimproved roadway (no curb or gutter) with intermittent parking on the shoulder

Transit Routes The bus lines running on the roadway segment. An "*" denotes that the line runs on only part of the segment.

Transit Type The relative importance of the most significant bus line on the segment in the following hierarchical order: Rapid/Trunk (R), Major (M), Transbay (T), Other (O)

Truck Route A check indicates that the roadway segment is a city-designated truck route.

Peak Vol-NE Peak hour motor vehicle volumes in the north or east direction.
Peak Vol-SW Peak hour motor vehicle volumes in the south or west direction.

ADT Average daily traffic (total number of motor vehicles in both directions over a 24 hour period)

Notes Identifies irregularities along the segment and additional data sources. Provides rationales for significant decisions in the analysis.