

## 1.8. Facilities without the Automobile

### 1.8.1 Shared Pedestrian/Bikeway Facilities

Figure 1-39 and 1-40 and Table 1-17 illustrate the design specifications for shared pedestrian/bikeway facilities.

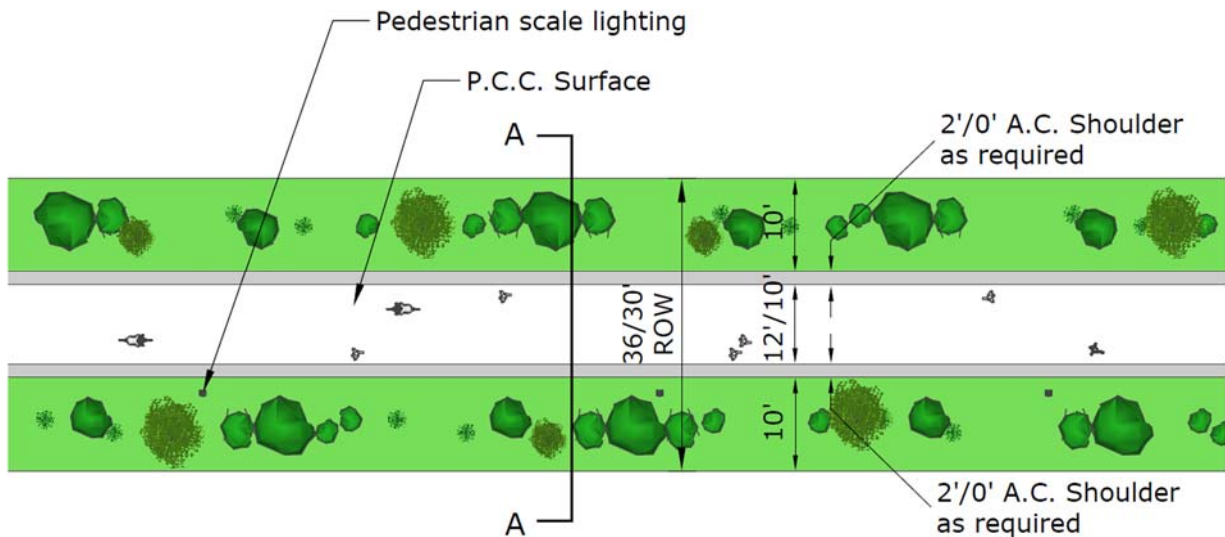


FIGURE 1-39. PLAN: FACILITIES WITHOUT THE AUTOMOBILE

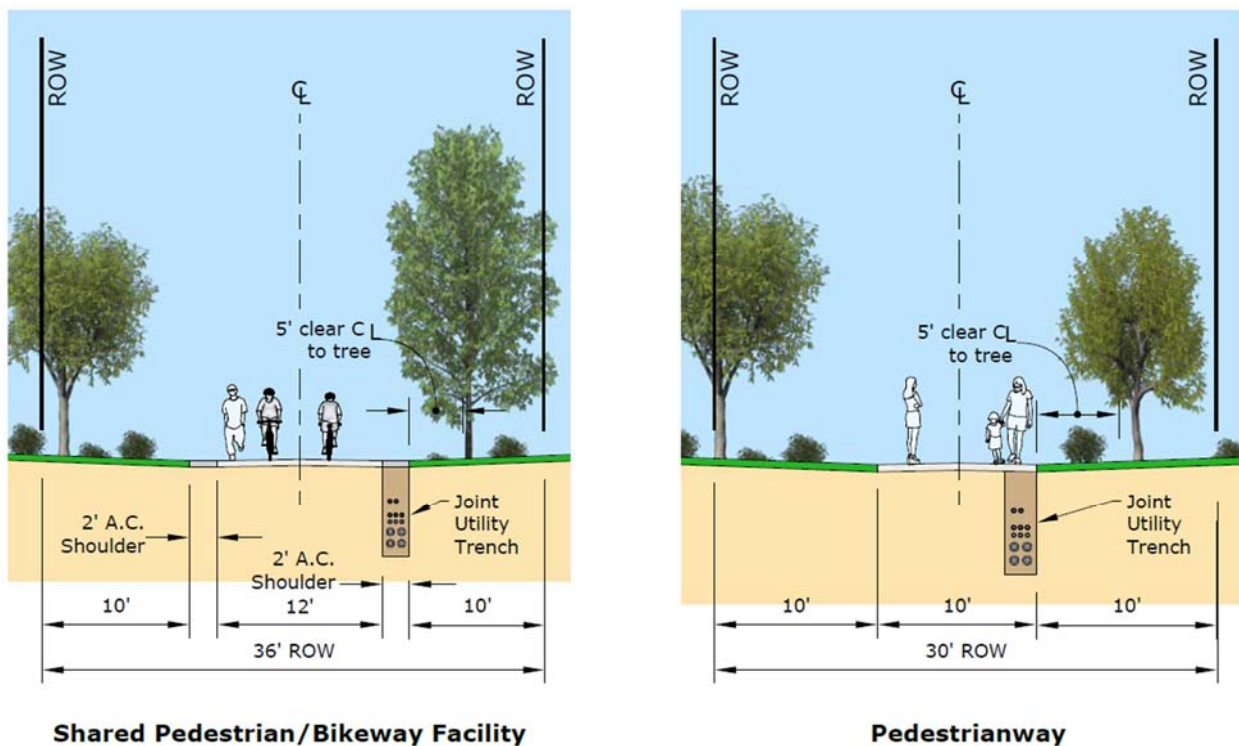


FIGURE 1-40. SECTION A-A: FACILITIES WITHOUT THE AUTOMOBILE

**TABLE 1-17. SHARED PEDESTRIAN/BIKEWAY SPECIFICATIONS**

<b>Width, Right-of-Way<sup>1,2</sup></b>	36 ft.
<b>Width of Traveled Way<sup>3</sup></b>	12 ft.
<b>Width of Shoulder<sup>4</sup></b>	2 ft.
<b>Maximum Grade</b>	5%
<b>Street Trees</b>	Permitted
<b>Street Lights</b>	Pedestrian Scale
<b>Utilities</b>	One side
<b>Land Use</b>	Single Dwelling Residential – no front yards, Multiple Dwelling Residential – no front yards, Open Space – Park, Commercial – no front yards, Urban Village – no front yards, Industrial Park – no front yards, Small Lot Industrial – no front yards

<sup>1</sup> ROW of 30 ft. is required for pedestrianways only.

<sup>2</sup> Where ROW is constrained, parkway width may be reduced to 6 ft.

<sup>3</sup> Width of traveled way of 10 ft. is required for pedestrianways.

<sup>4</sup> Shoulders are not required for pedestrianways.

### 1.8.2 Bikeways

Bikeways are to be provided in accordance with adopted community plans and the City’s Bicycle Master Plan and should be continuous, leading to all major activity centers. At a minimum, bikeway design should reference Caltrans, Highway Design Manual, CA MUTCD, and AASHTO Guide for the Development of Bicycle Facilities. Consideration for alternative treatments consistent with the NACTO Urban Bikeway Design Guide and the City of San Diego Bicycle Facility Design Guidelines will be made on a case-by-case basis in order to promote safer and more attractive bikeway facilities.

### 1.8.3 Transitways

Table 1–18 and Figure 1–41 illustrate the design specifications for transitways.

**TABLE 1-18. TRANSITWAY SPECIFICATIONS**

<b>Width, Right-of-Way</b>	56 ft. – 68 ft.
<b>Design Speed</b>	20 mph
<b>Width, Curb to Curb</b>	28 ft.
<b>Maximum Grade</b>	8%
<b>Minimum Curve Radius</b>	65 ft.
<b>Street Lights</b>	Pedestrian scale, both sides
<b>Land Use</b>	Medium-to-Very High Density Multiple Dwelling Residential – no front yards, Commercial Office – no front yards
<b>Parkway Options<sup>1</sup></b>	Urban Parkway Configurations see Figure, 5–7
<b>Land Use</b>	Pedestrian-Oriented Commercial Retail, Urban Village Commercial Retail
<b>Parkway Options</b>	Urban Parkway Configurations see Figures, 5–9

<sup>1</sup> Refer to the MTS publication, Designing for Transit, for more information.

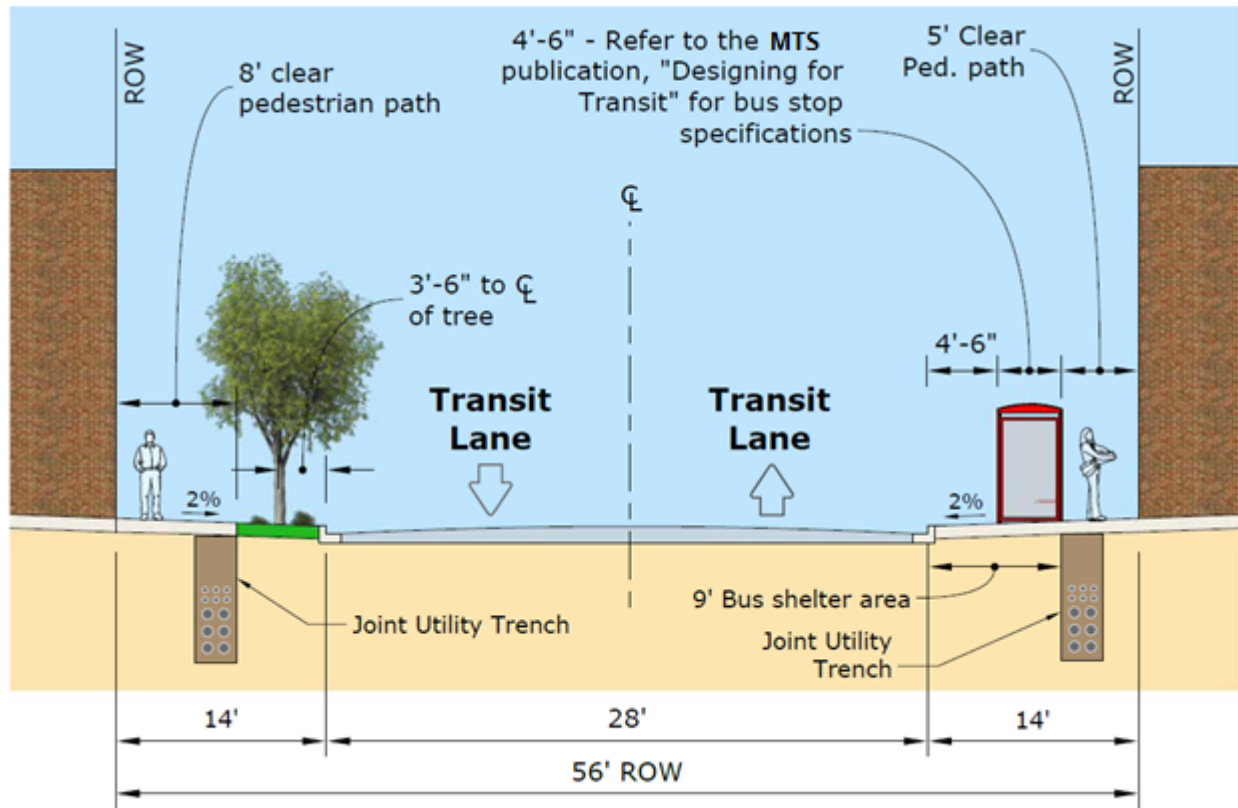


FIGURE 1-41. SECTION A-A: TRANSITWAY