APPENDICES

Appendix A – Ancillary Documents

Appendix B – Bikeway Facilities Classifications

Appendix D – Traffic Calming Devices
APPENDIX A – ANCILLARY DOCUMENTS


(Draft) Chollas Canyon Improvement Project Master Plan Summary, PELA Landscape Architects, February 1994.


City Heights Redevelopment Plan, Redevelopment Agency of the City of San Diego, April 28, 1992.


Crime Prevention Through Environmental Design.

The Design Study for the Commercial Revitalization of El Cajon Boulevard, Land Studio, no date.

Design Manual for the Normal Heights Demonstration Area and the City Heights Demonstration Area, HCH Associates/Gary Coad, April 1984.

Economic Analysis of the Mid-City Community, Goodkin/Criterion, October 1983.

Historical Greater Mid-City San Diego Preservation Strategy, Milford Wayne Donaldson, FAIA, Inc., January 8, 1997

Master Plan Report for the University Avenue Improvement Project, Estrada Land Planning, September 1993.


Mid-City & North Park Revitalization Plan, Gary Rose Weber for the City of San Diego Planning Department, November 1988.


Physical Rehabilitation Guidelines, Gary Rose Weber for the City of San Diego Planning Department, 1989.


Zoning & Land Use in One of San Diego’s Older Urban Areas, JoEllen Anderson for San Diego Neighborhood Housing Services and the City Heights Community Development Corporation, July 1988.
APPENDIX B – BIKEWAY FACILITIES CLASSIFICATIONS

CLASS I
(Typical location - open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.

CLASS II
(Typical location - major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement marking.

CLASS III
(Typical location - neighborhood street)

Bicycle Lane
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.
APPENDIX D – TRAFFIC CALMING DEVICES

By Michael Wallwork, P.E., and Dan Burden

TRAFFIC CALMING DEVICES

Often, neighborhood traffic control problems are solved by relatively low-cost devices. A range of devices is available. Their benefits and effectiveness depend on their frequency of application, where they are used and the problem they are intended to reduce. Often a single device is not adequate to solve a problem and a series of devices are usually necessary.
ONE-WAY SPEED HUMP, SLOW POINT

SPEED TABLE
PEDESTRIAN SPEED TABLE AND MEDIAN REFUGE

SHORT MEDIAN
DIAGONAL DIVERTER

STAR DIVERTER