

# EASTGATE MALL

## LENGTH

2 miles

## FUNCTIONAL CLASS

### Existing:

2-Lane Collector (TWLTL) Regents Rd to Genesee Ave,

Eastgate Dr to La Jolla Village Dr/Miramar Rd

4-Lane Collector Genesee Ave to Easter Wy

4-Lane Major Arterial Easter Wy to Eastgate Dr

### Adopted:

4-Lane Collector Genesee Ave to Easter Wy, Eastgate Dr to La Jolla Village Dr/Miramar Rd

4-Lane Major Arterial Easter Wy to Eastgate Dr

Notes: (1) TWLTL - Two-Way Left-Turn Lane

## TRAFFIC VOLUMES

6,500 - Regents Rd to Genesee Ave

15,000 - Genesee Ave to Miramar Rd

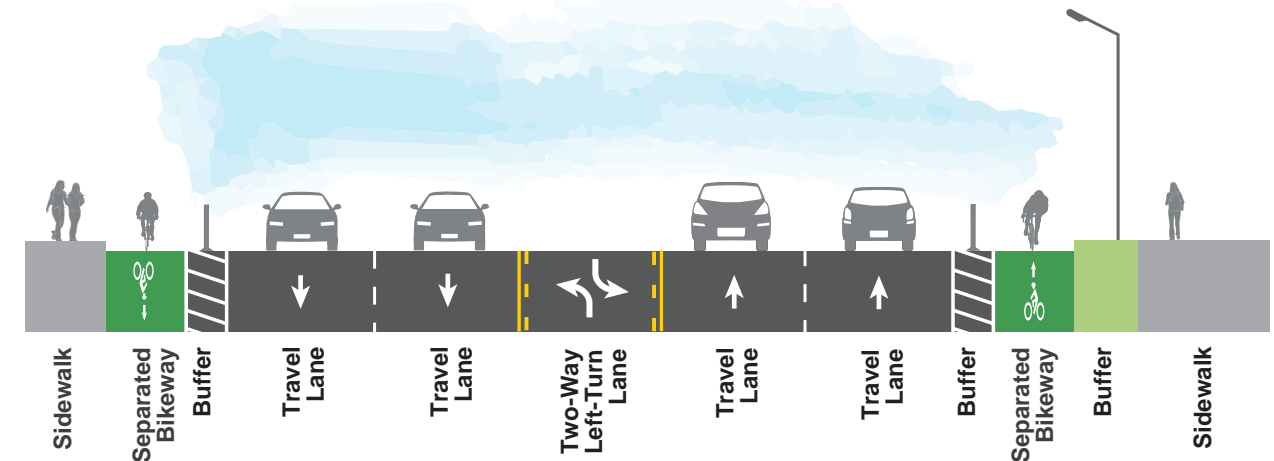
## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region

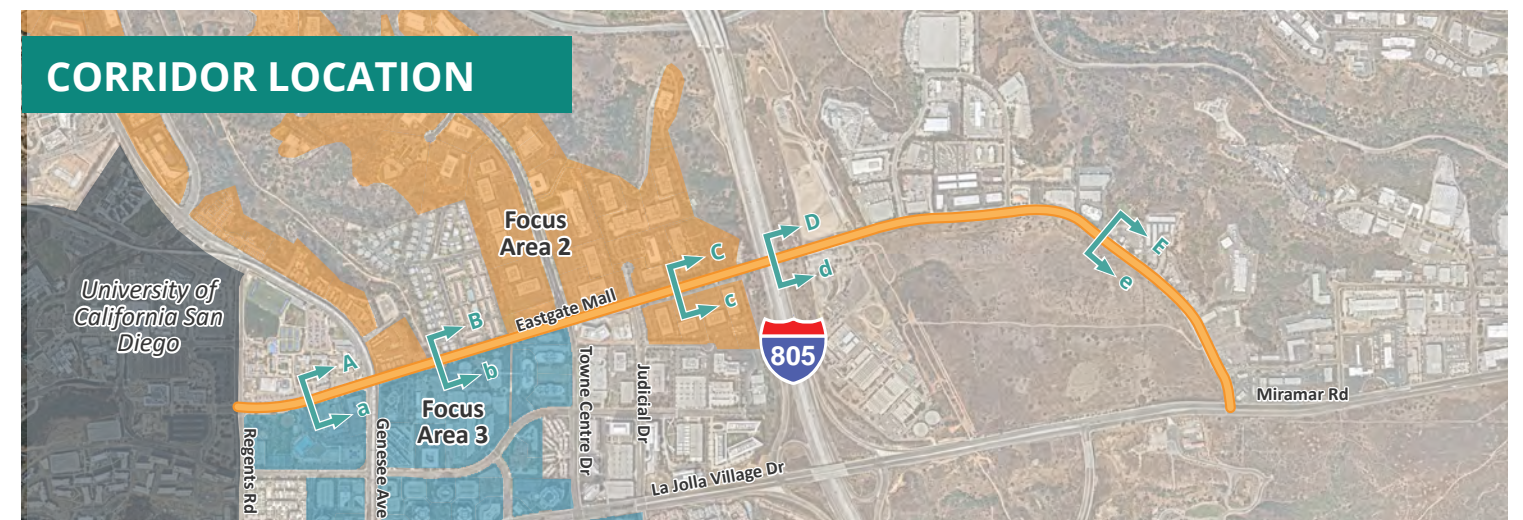


## GENERAL CORRIDOR CROSS SECTION

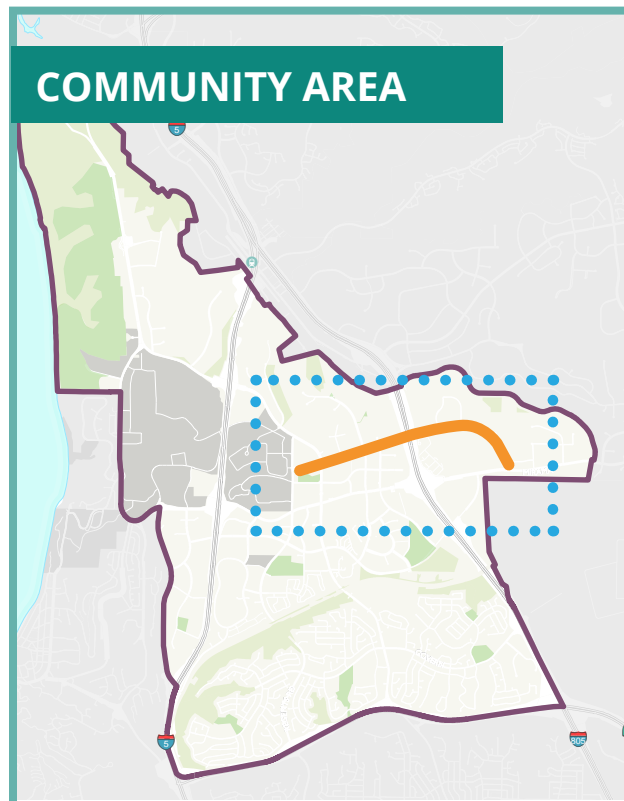
Varies By Segment (see pages EM-2 & EM-3)



## CORRIDOR LOCATION



## COMMUNITY AREA



## CORRIDOR CRASH SUMMARY

61 TOTAL CRASHES

5% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

1. AUTO R/W VIOLATION	36%
2. IMPROPER TURNING	18%
3. UNSAFE SPEED	13%

## LEGEND

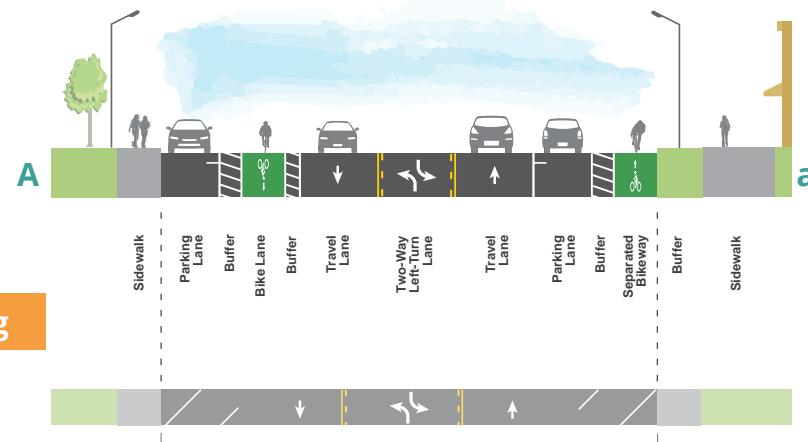
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

# EASTGATE MALL

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## Regents Rd to Genesee Ave

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on both sides
- One general purpose travel lane each way
- A center two-way left-turn lane
- Buffered bike lane westbound
- Parking protected bikeway eastbound

#### Roadway Modifications:

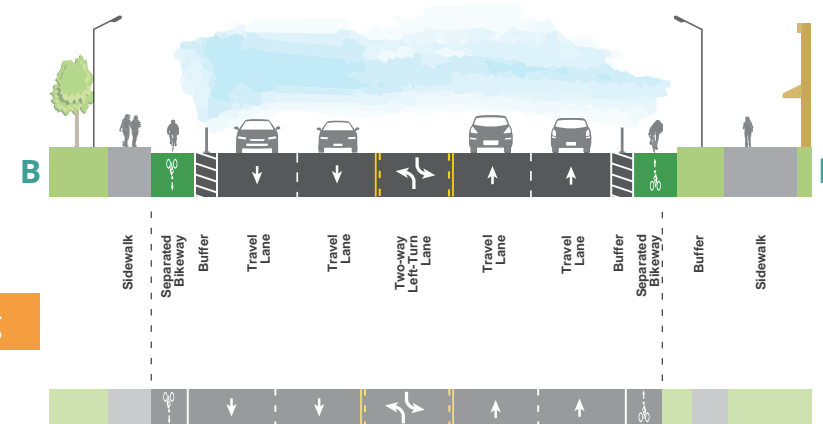
- Sidewalk to be widened and constructed as non-contiguous on the south side with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the south side

## Genesee Ave to Judicial Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center two-way left-turn lane
- Separated bikeway each way

#### Roadway Modifications:

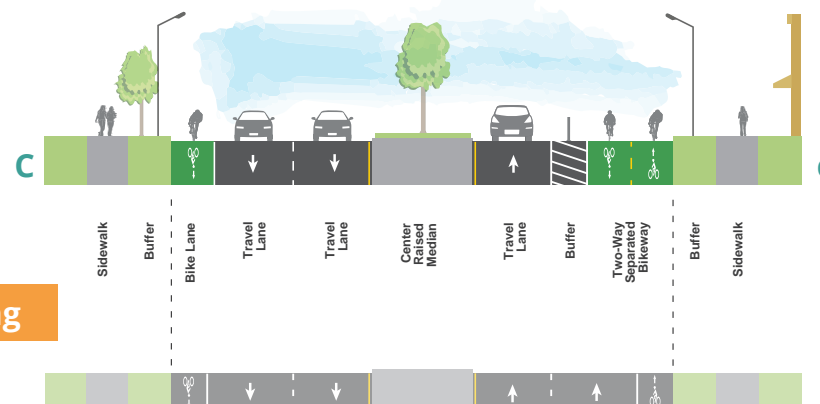
- Proposed reconfiguration would require widening to the south with future redevelopment
- Sidewalk to be widened on the south side with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on the north side and 3 on the south side

## Judicial Dr to I-805 Overpass

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes westbound
- One general purpose travel lane eastbound
- A center raised median
- Bike lane westbound
- Two-way separated bikeway on the south side

#### Roadway Modifications:

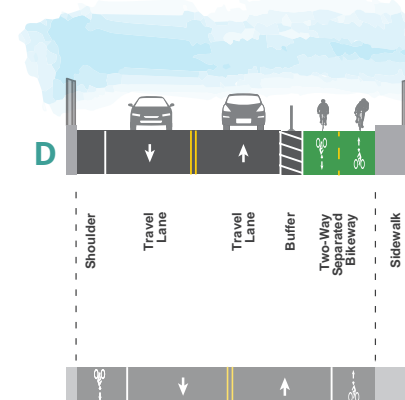
- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

## I-805 Overpass

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- Two-way separated bikeway on the south side

#### Roadway Modifications:

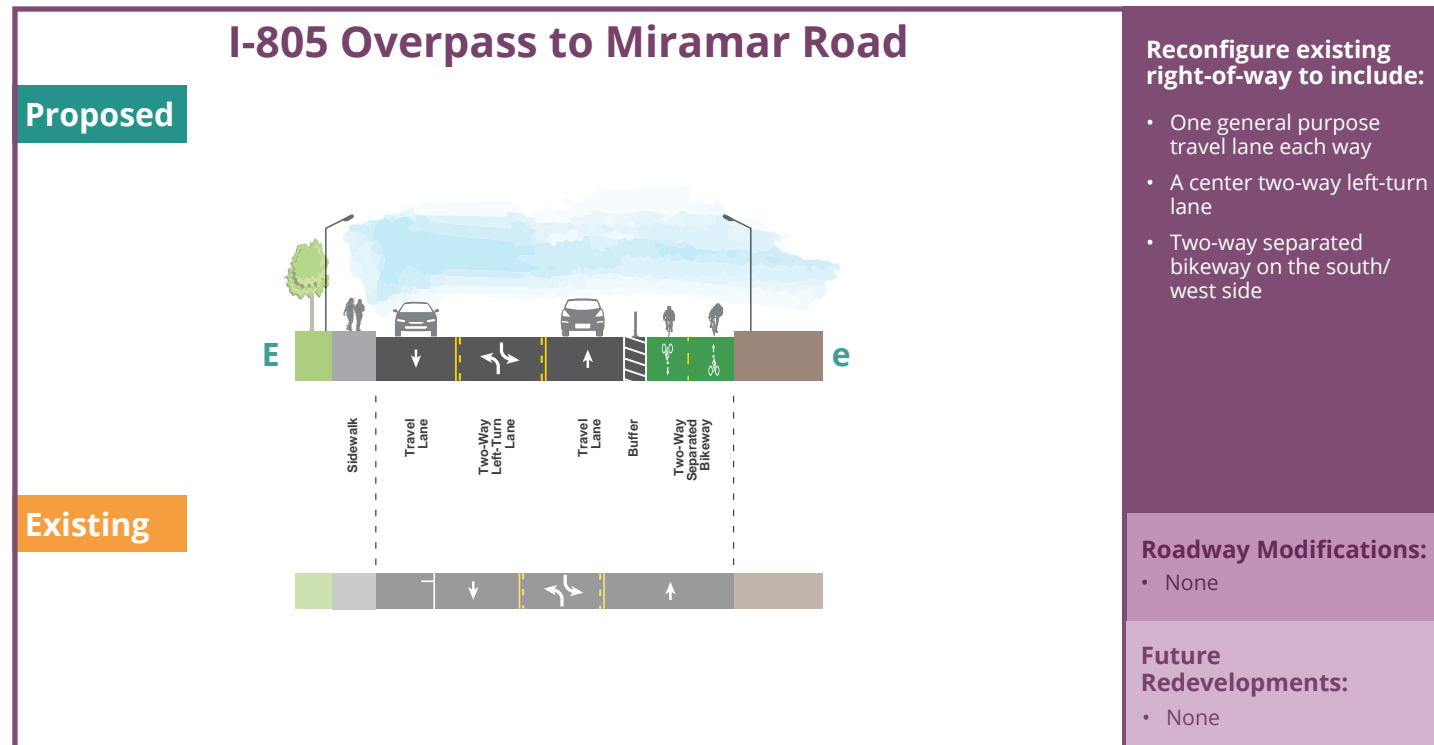
- None

#### Future Redevelopments:

- None

# EASTGATE MALL

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# EXECUTIVE DRIVE

## LENGTH

1 mile

## FUNCTIONAL CLASS

### Existing:

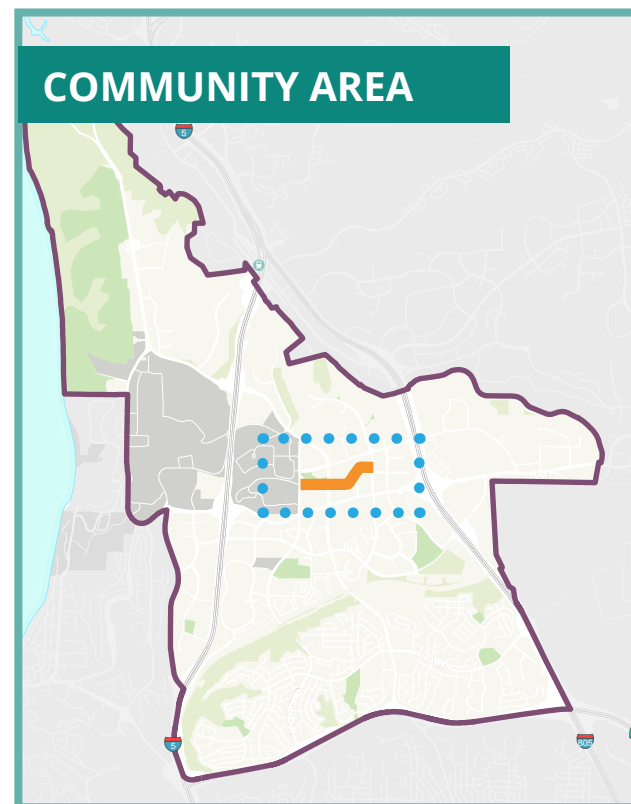
4-Lane Collector Genesee Ave to Judicial Dr  
4-Lane Collector (no center lane) Regents Rd to Genesee Ave

### Adopted:

No modifications from existing

## TRAFFIC VOLUMES

6,000 - Regents Rd to Judicial Dr



## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Bus-Only Lanes:** Roadway space restricted to transit use only to improve transit reliability
- **Promenade:** A street that prioritizes walking, bicycling, and other forms of micromobility by dedicating a majority of the right-of-way to non-vehicular modes of travel. They are used to activate public spaces to serve the needs of the community by limiting vehicular mode interactions.



## CORRIDOR CRASH SUMMARY

32 TOTAL CRASHES

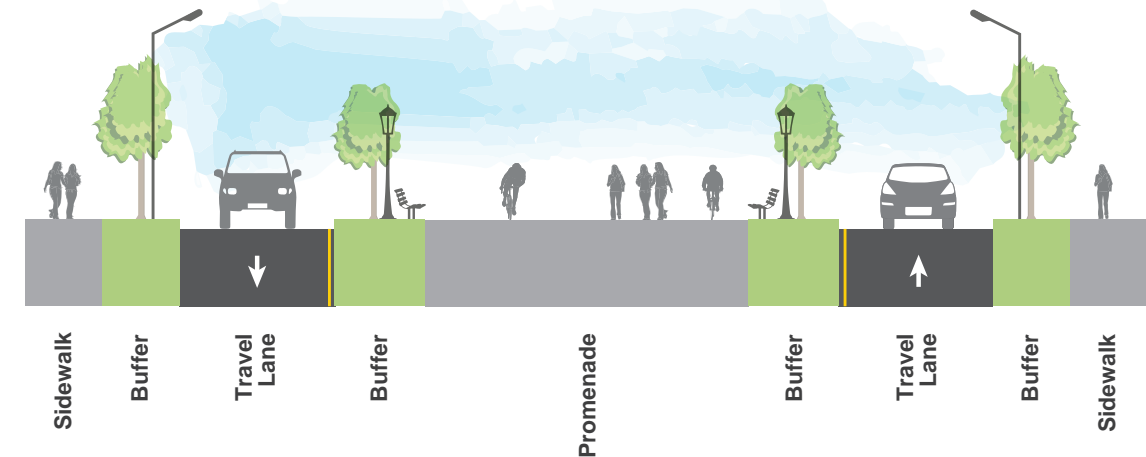
3% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

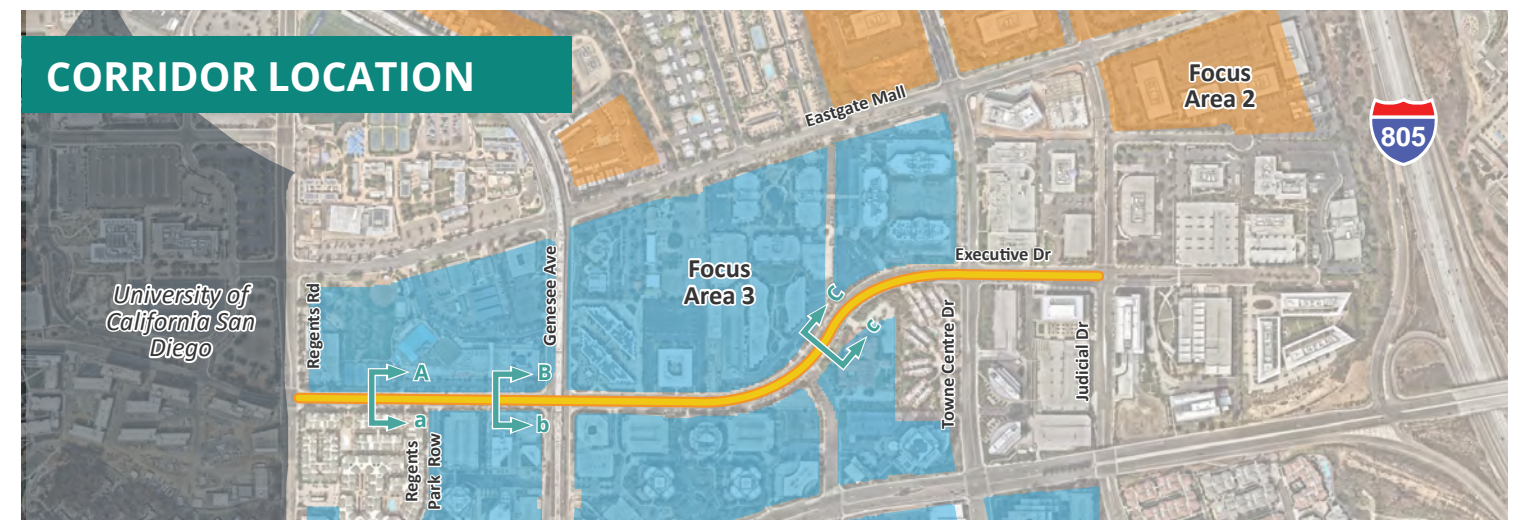
- |                       |     |
|-----------------------|-----|
| 1. AUTO R/W VIOLATION | 28% |
| 2. UNSAFE SPEED       | 16% |
| 3. IMPROPER TURNING   | 13% |

## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (See ED-2)



## CORRIDOR LOCATION



## LEGEND

- Typical Cross Sections (see following sheet)
- Focus Areas
- Corridor



# EXECUTIVE DRIVE

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

## Regents Rd to Regents Park Row

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- One bus-only lane each way
- Center raised shared-use promenade

#### Roadway modifications:

- Proposed reconfiguration would maintain existing outside curb, but new curb design would be required within existing right-of-way for construction of promenade

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the north side

## Regents Park Row to Genesee Ave

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- Center raised shared-use promenade

#### Roadway modifications:

- Proposed reconfiguration would maintain existing outside curb, but new curb design would be required within existing right-of-way for construction of promenade

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

## Genesee Ave to Judicial Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- Center raised shared-use promenade

#### Roadway modifications:

- Proposed reconfiguration would maintain existing outside curb, but new curb design would be required within existing right-of-way for construction of promenade

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

# GENESEE AVENUE

## LENGTH

4 miles

## FUNCTIONAL CLASS

### Existing:

4-Lane Major Arterial I-5 SB Ramps to I-5 NB Ramps, La Jolla Village Dr to Esplanade Ct, Nobel Dr to SR-52

6-Lane Major Arterial Esplanade Ct to Nobel Dr

6-Lane Prime Arterial N Torrey Pines Rd to I-5 SB Ramps, I-5 NB Ramps to La Jolla Village Dr

### Adopted:

6-Lane Major Arterial Regents Rd to SR-52

6-Lane Prime Arterial N Torrey Pines Rd to I-5 SB Ramps, I-5 NB Ramps to Regents Rd

8-Lane Prime Arterial I-5 SB Ramps to I-5 NB Ramps

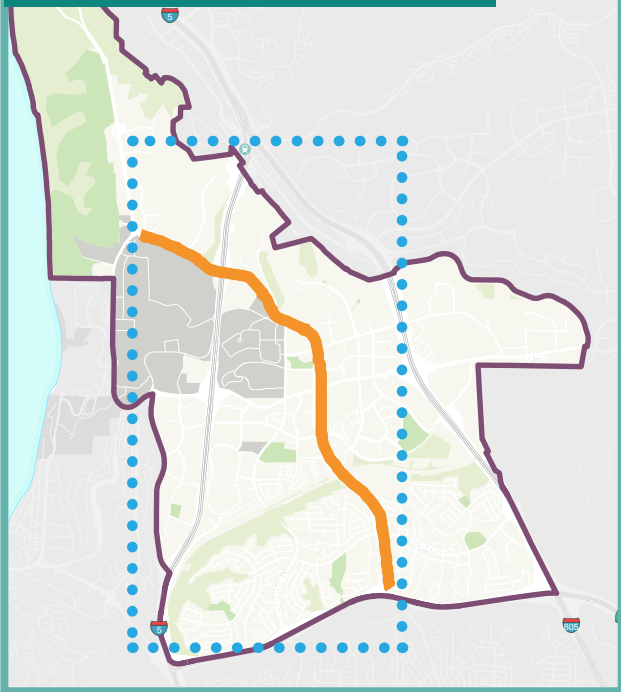
## TRAFFIC VOLUMES

35,000 - N Torrey Pines Rd to I-5 SB Ramps

50,000 - I-5 SB Ramps to Regents Rd

31,000 - Regents Rd to SR-52

## COMMUNITY AREA



## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



## CORRIDOR CRASH SUMMARY

285 TOTAL CRASHES

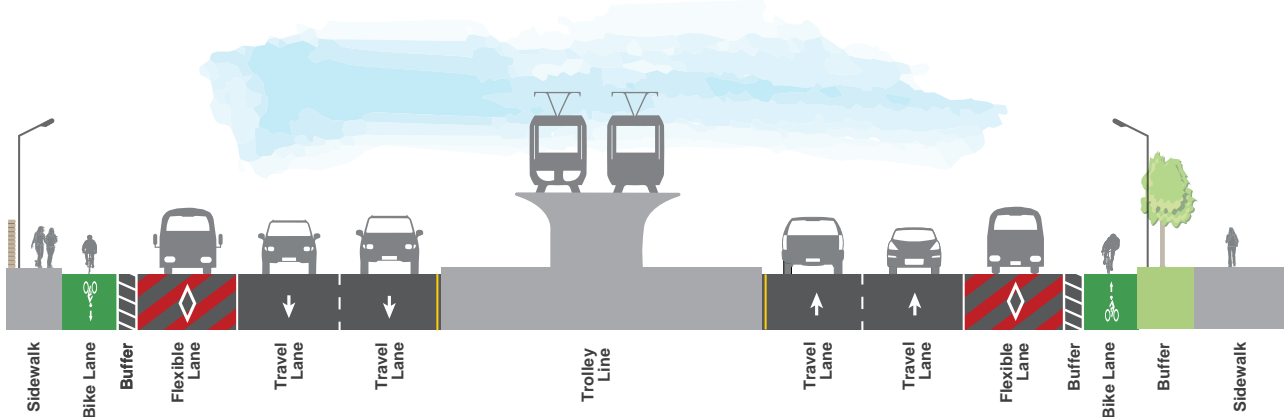
24% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

1. AUTO R/W VIOLATION	22%
2. UNSAFE SPEED	19%
3. IMPROPER TURNING	14%

## GENERAL CORRIDOR CROSS SECTION

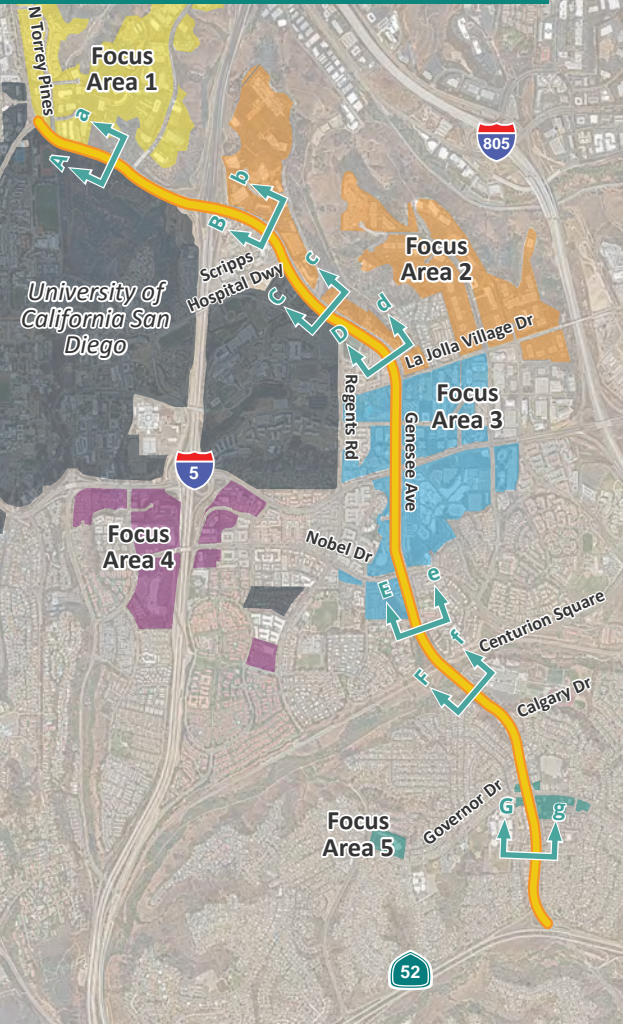
Varies By Segment (see pages GA-2 & GA-3)



## LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

## CORRIDOR LOCATION



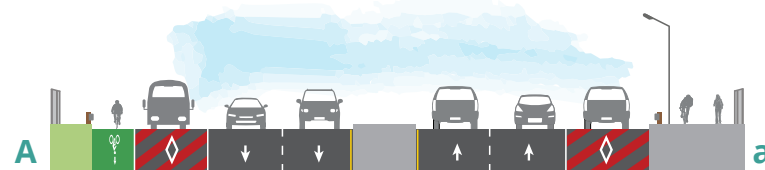


# GENESEE AVENUE

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## N Torrey Pines Rd to I-5 NB Ramps

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Bike lane eastbound
- One-way shared-use path on the north side

#### Roadway Modifications:

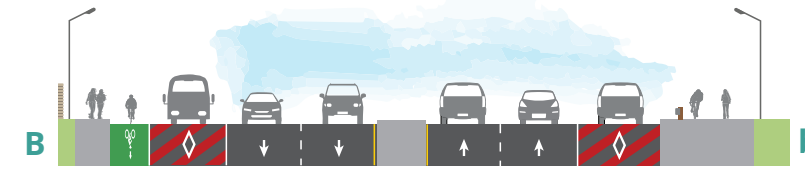
- Proposed reconfiguration would reduce the roadway width on the north side

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 1 on the north side

## I-5 NB Ramps to Scripps Hospital Dwy

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Bike lane eastbound
- One-way shared-use path on the north side

#### Roadway Modifications:

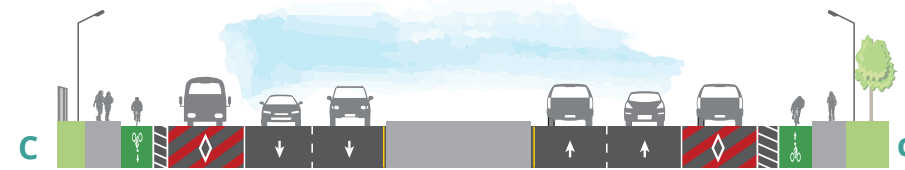
- Proposed reconfiguration would reduce the roadway width on the north side

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on the north side

## Scripps Hospital Dwy to Regents Road

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on the north side

## Regents Road to Nobel Drive

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median with raised trolley line
- Buffered bike lane each way

#### Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on the east side with future redevelopment

#### Future Redevelopments:

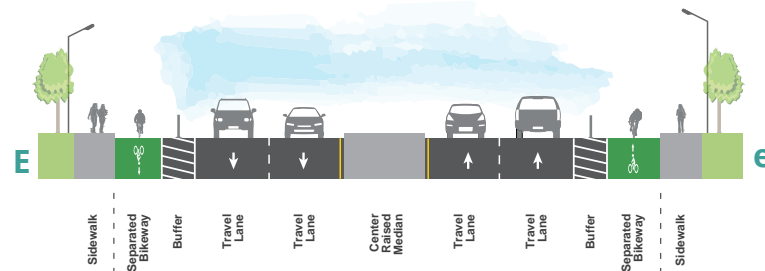
- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 and 3 on both sides

# GENESEE AVENUE

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## Nobel Drive to Centurion Square

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

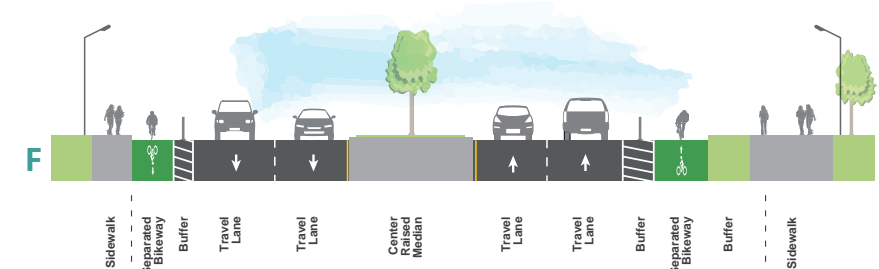
- None

#### Future Redevelopments:

- None

## Centurion Square to Calgary Drive

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

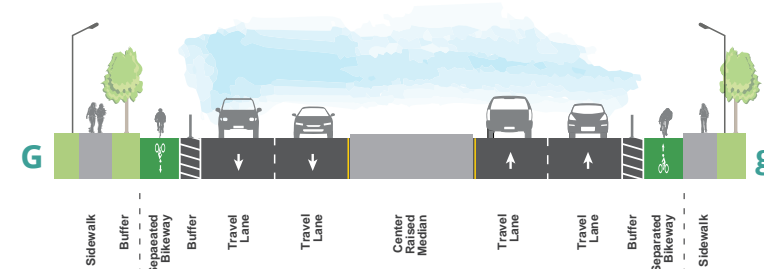
- Proposed reconfiguration would reduce the roadway width on the east side
- Sidewalk to be widened and constructed as non-contiguous on the east side with future redevelopment

#### Future Redevelopments:

- None

## Calgary Drive to SR-52 Ramps WB Ramps

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

- None

#### Future Redevelopments:

- None



# GOVERNOR DRIVE

## LENGTH

2.5 Miles

## FUNCTIONAL CLASS

### Existing:

4-Lane Major Arterial Regents Rd to I-805

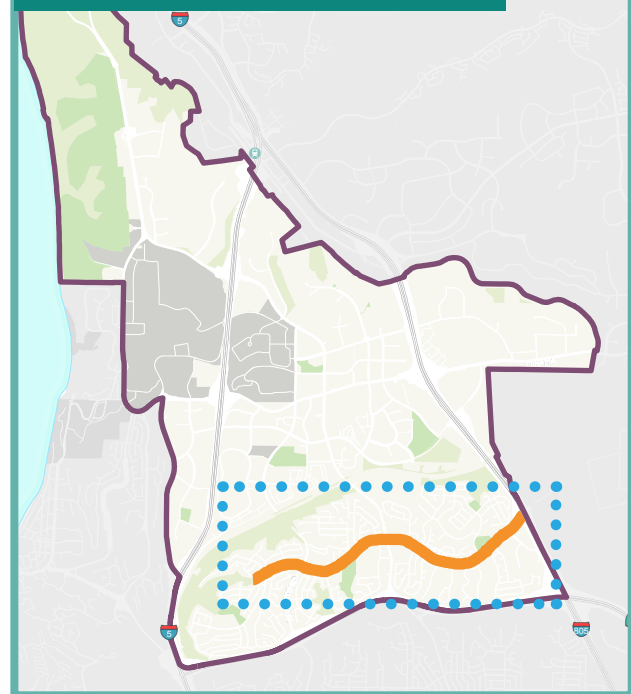
### Adopted:

No modifications from existing

## TRAFFIC VOLUMES

20,000 - Regents Rd to I-805 NB Ramps

## COMMUNITY AREA



## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- **Traffic Calming:** Uses physical design to lower speeds and increase safety for all users
- **Buffered Bike Lanes:** Provides horizontal separation to bike users to increase safety and comfort



## CORRIDOR CRASH SUMMARY

67 CORRIDOR CRASHES

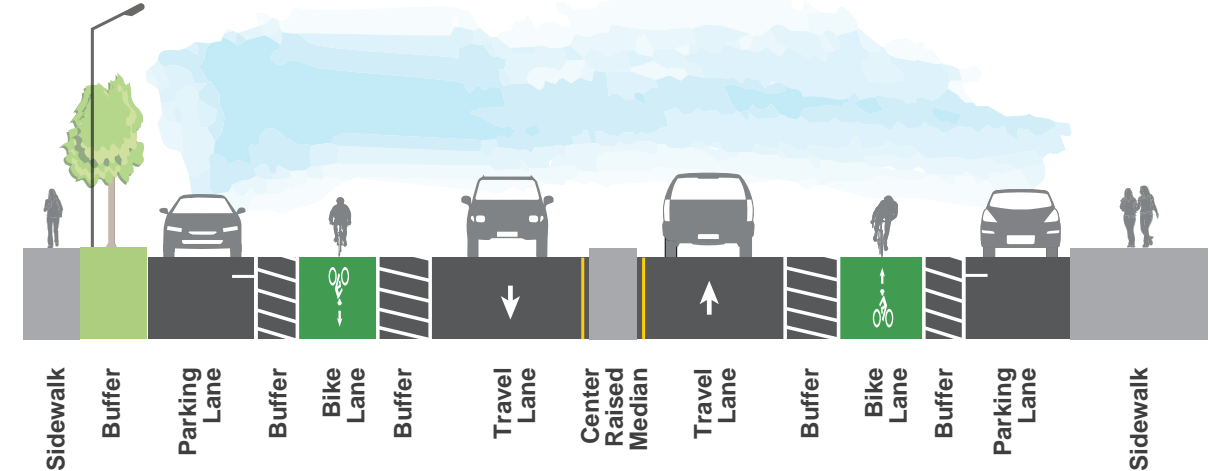
6% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

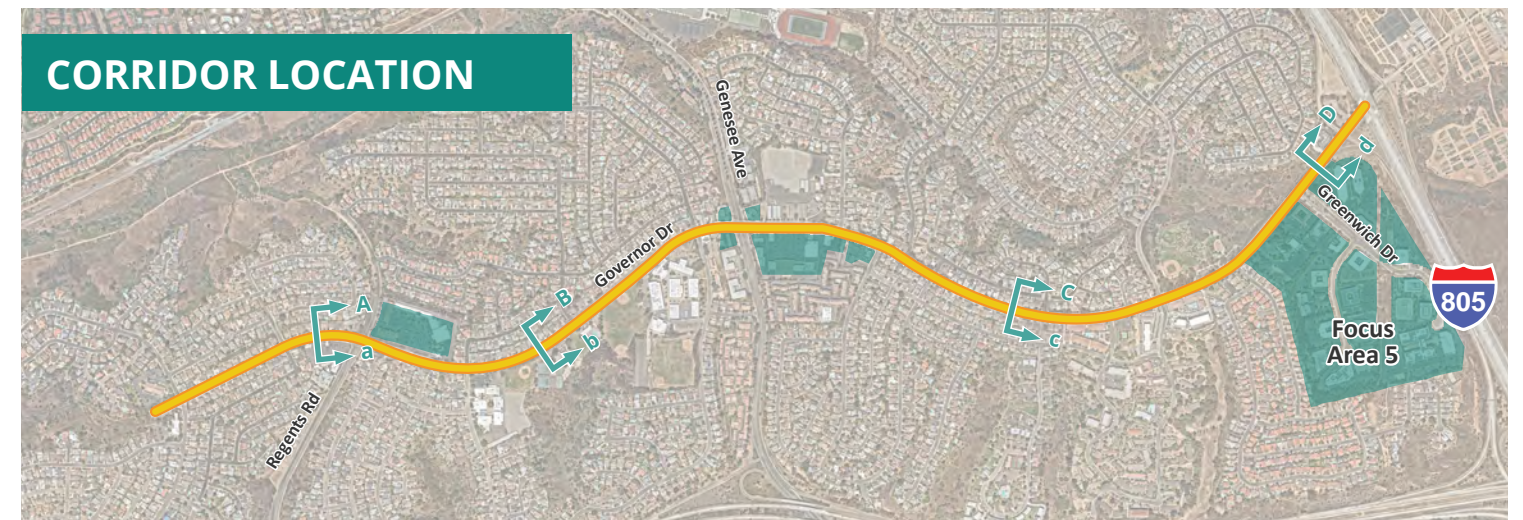
1. IMPROPER TURNING	25%
2. AUTO R/W VIOLATION	16%
3. UNSAFE SPEED	13%

## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page GD-2)



## CORRIDOR LOCATION



## LEGEND

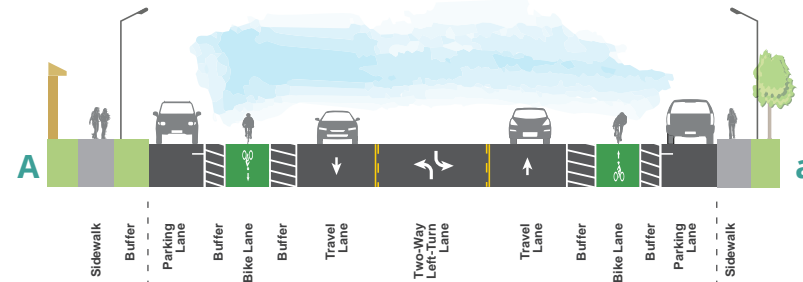
- Typical Cross Sections (see following sheet)
- Focus Area
- Corridor

# GOVERNOR DRIVE

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## West End to Regents Rd

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on both sides
- One general purpose travel lane each way
- A center two-way left-turn lane
- Buffered bike lane each way

#### Roadway Modifications:

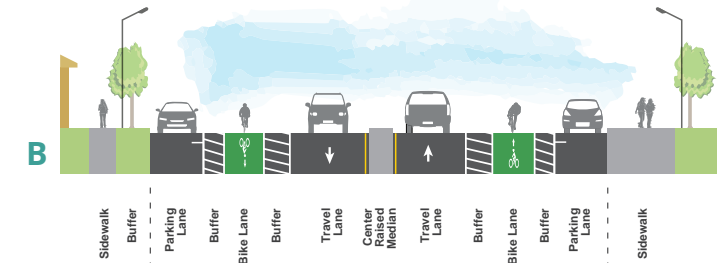
- None

#### Future Redevelopments:

- None

## Regents Rd to Genesee Ave

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on both sides
- One general purpose travel lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

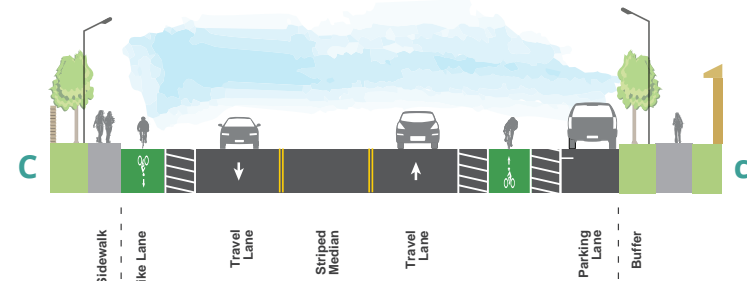
- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 5 on the north side

## Genesee Ave to Greenwich Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on south side
- One general purpose travel lane each way
- A center striped median
- Buffered bike lane each way

#### Roadway Modifications:

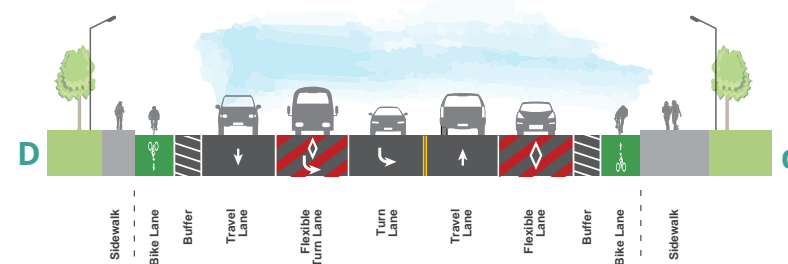
- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 5 on the south side

## Greenwich Dr to I-805 NB Ramps

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- One general purpose lane each way
- One flexible lane each way
- Buffered bike lane each way

#### Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on the south side

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 5 on the south side



# NOBEL DRIVE

## LENGTH

3 miles

## FUNCTIONAL CLASS

### Existing:

4-Lane Major Arterial Villa La Jolla Dr to University Center Ln, Genesee Ave to Towne Center Dr and Ave of Flags to La Jolla Village Dr/Miramar Rd

5-Lane Major Arterial Judicial Dr to Ave of Flags

6-Lane Major Arterial University Center Ln to Genesee Ave

6-Lane Prime Arterial from Towne Center Dr to Judicial Dr

### Adopted:

No modifications from existing

## TRAFFIC VOLUMES

**28,000** - Villa La Jolla Dr to I-5 NB Off Ramp to University Center Lane

**22,000** - I-5 NB Off Ramp/University Center Lane to Miramar Road

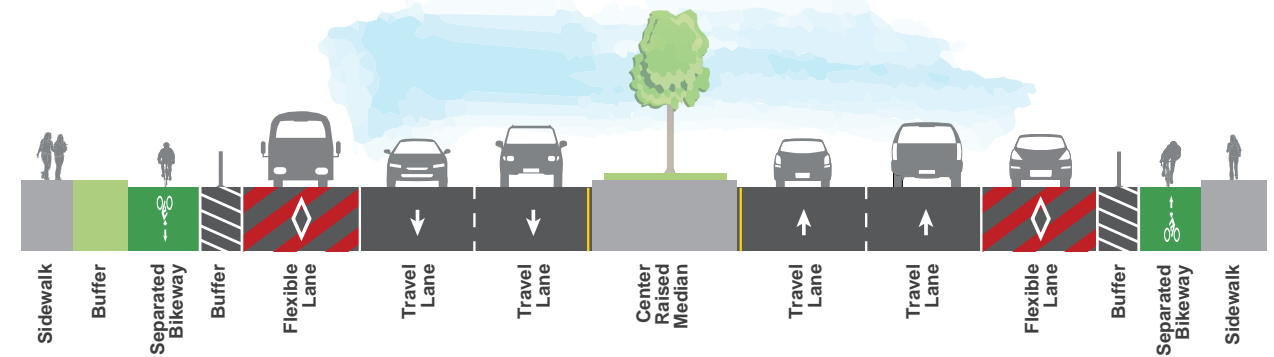
## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region

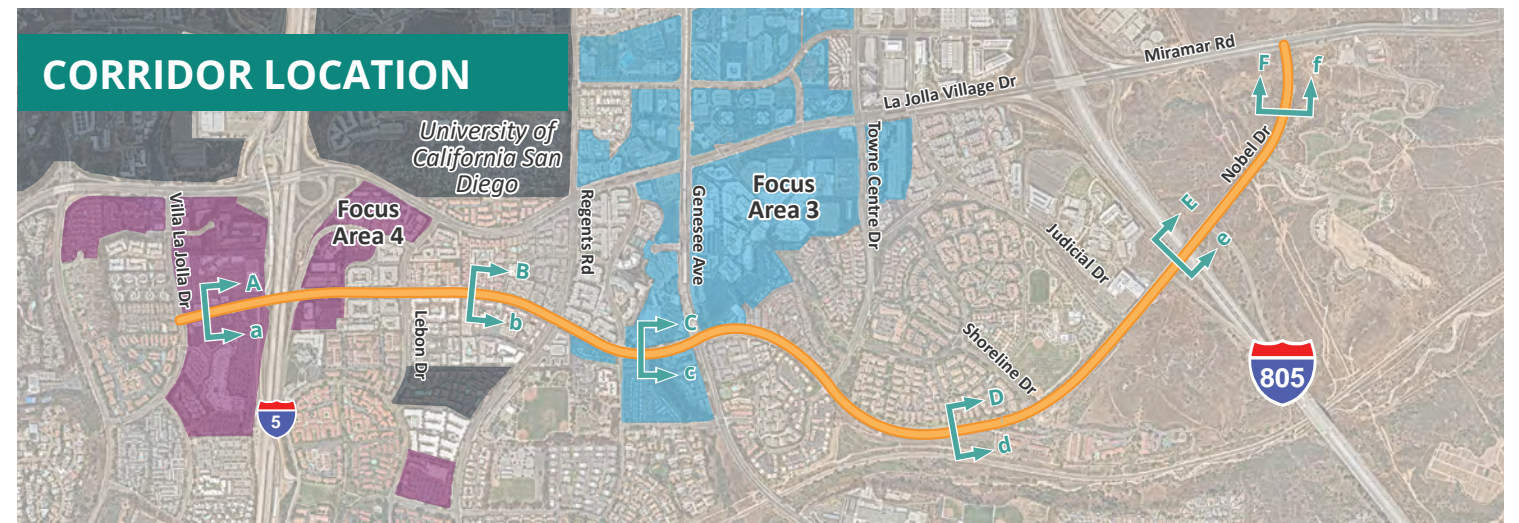


## GENERAL CORRIDOR CROSS SECTION

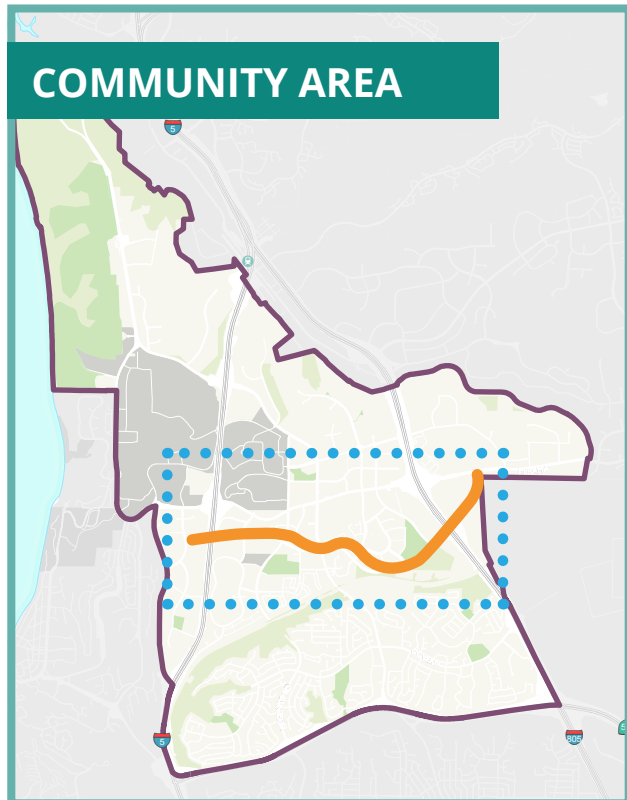
Varies By Segment (see pages ND-2 & ND-3)



## CORRIDOR LOCATION



## COMMUNITY AREA



## CORRIDOR CRASH SUMMARY

**140 TOTAL CRASHES**

**12% OF COMMUNITY CRASHES**

### MOST PREDOMINANT VIOLATIONS

- |    |                  |     |
|----|------------------|-----|
| 1. | NOT STATED       | 21% |
| 2. | UNSAFE SPEED     | 17% |
| 3. | IMPROPER TURNING | 16% |

## LEGEND

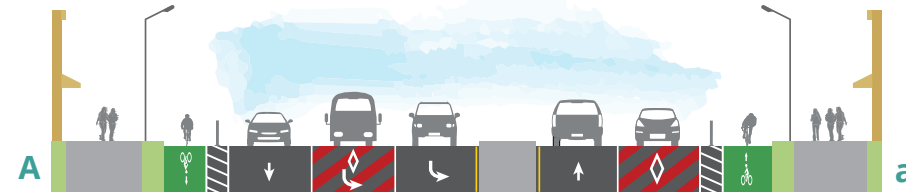
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

# NOBEL DRIVE

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## Villa La Jolla Dr to I-5 NB Ramps (I-805 Overpass)

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

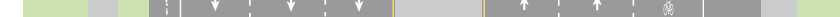
- Proposed reconfiguration fronts potential redevelopment of Focus Area 4 on both sides

## I-5 NB Ramps to Regents Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway eastbound
- One-way shared-use path on the north side

Roadway Modifications:

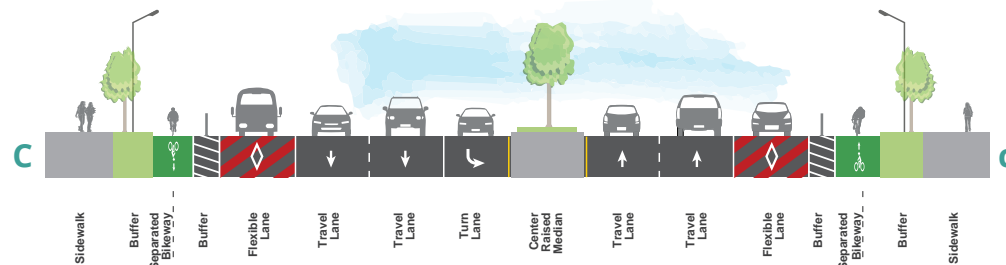
- Proposed reconfiguration would reduce the roadway width on the north side

Future Redevelopments:

- None

## Regents Rd to Genesee Ave (East of Costa Verde Blvd Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lane each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

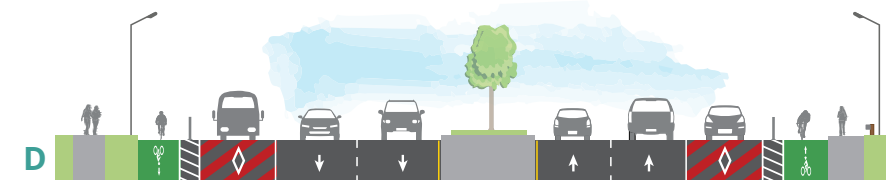
- Proposed reconfiguration would require widening on both sides with future redevelopment
- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

## Genesee Ave to Judicial Dr

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lane each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Roadway Modifications:

- None

Future Redevelopments:

- None



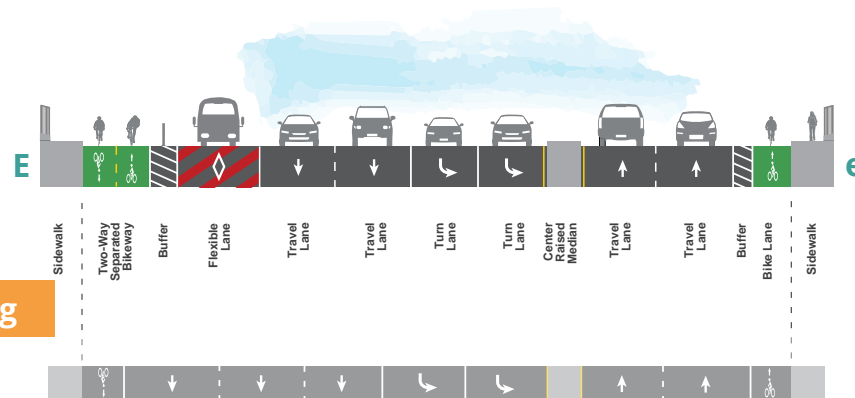
# NOBEL DRIVE

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

## Judicial Dr to I-805 NB Ramps (I-805 Overpass)

Proposed

Existing



### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane westbound
- A center raised median
- Two-way separated bikeway on the north side
- Buffered bike lane eastbound

### Roadway Modifications:

- None

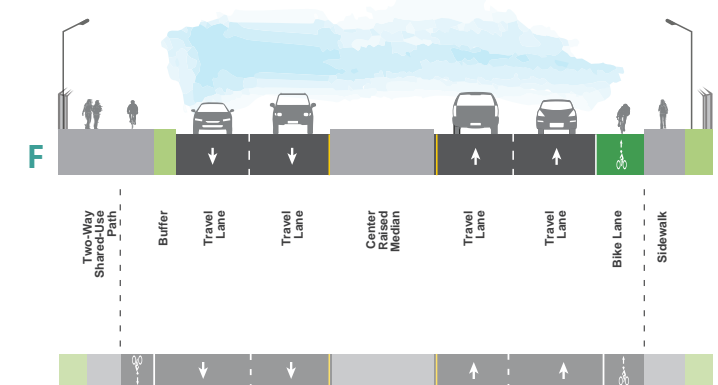
### Future Redevelopments:

- None

## I-805 NB Ramps to Miramar Rd

Proposed

Existing



### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- Two-way shared-use path on the north side
- Bike lane eastbound

### Roadway Modifications:

- Proposed reconfiguration would reduce roadway width on the north side
- Sidewalk to be widened on the north side within existing right-of-way

### Future Redevelopments:

- None

# LA JOLLA VILLAGE DR

## LENGTH

4 miles

## FUNCTIONAL CLASS

### Existing:

6-Lane Major Arterial I-5 SB Ramps to Towne Centre Dr, I-805 Bridge to I-805 NB Ramps

6-Lane Prime Arterial Torrey Pines Rd to I-5 SB Ramps, Eastgate Mall to Eastern community boundary

7-Lane Major Arterial Towne Centre Dr to I-805 Bridge

8-Lane Prime Arterial I-805 NB Ramps to Eastgate Mall

### Adopted:

6-Lane Prime Arterial Torrey Pines Rd to Towne Centre Dr, I-805 SB Ramps to I-805 NB Ramps

8-Lane Prime Arterial Towne Centre Dr to I-805 SB Ramps, I-805 NB Ramps to Eastgate Mall

## TRAFFIC VOLUMES

45,000 - Revelle College Dr to Towne Centre Dr

63,000 - Villa La Jolla Dr to I-5 NB Ramps

45,000 - I-5 NB Off Ramps to I-805 SB Ramps

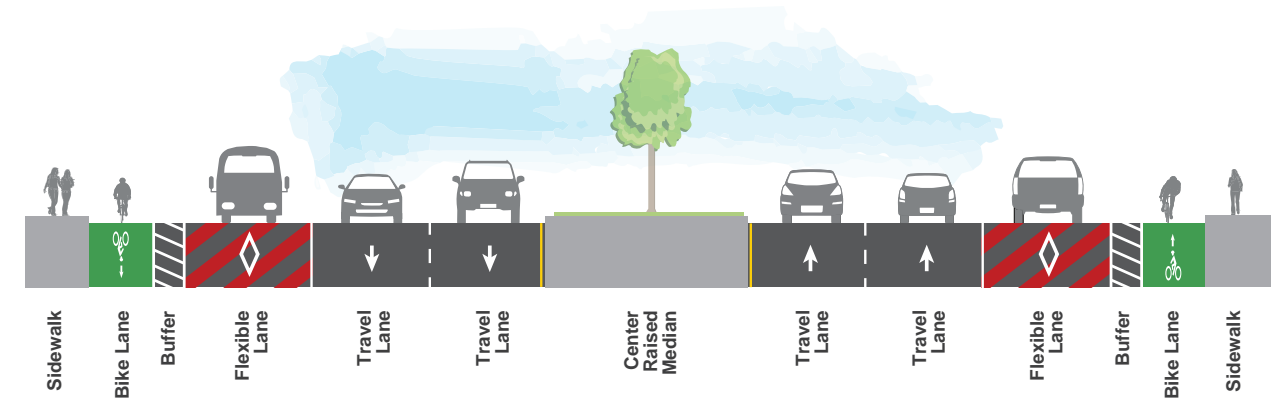
## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility

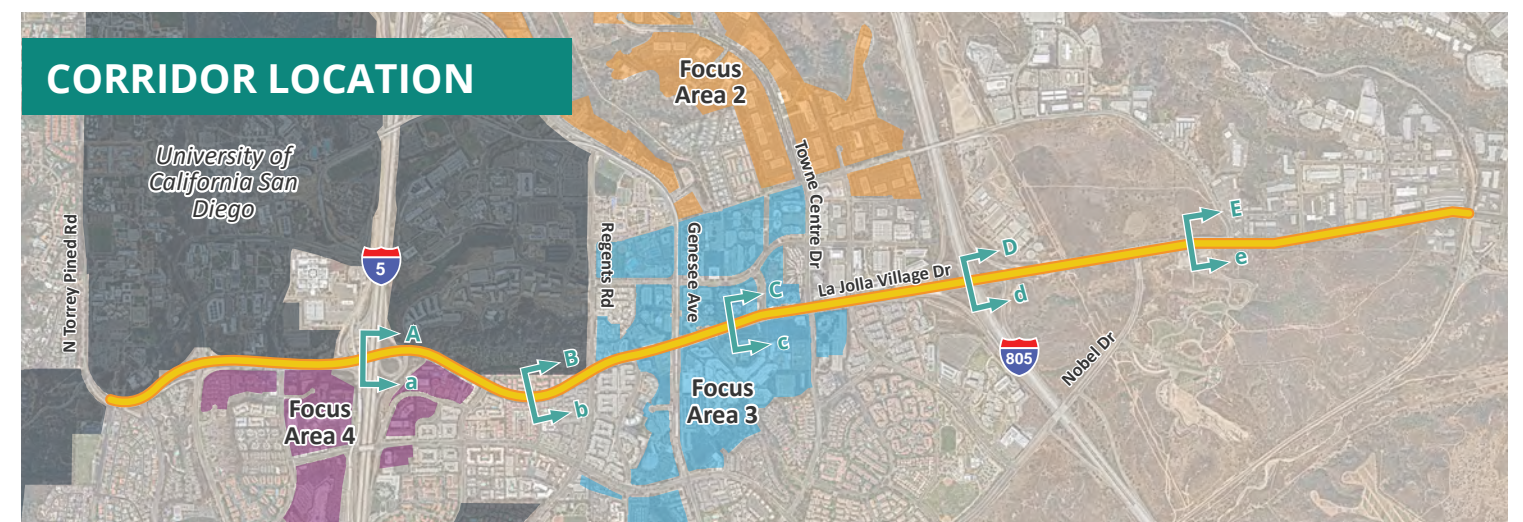


## GENERAL CORRIDOR CROSS SECTION

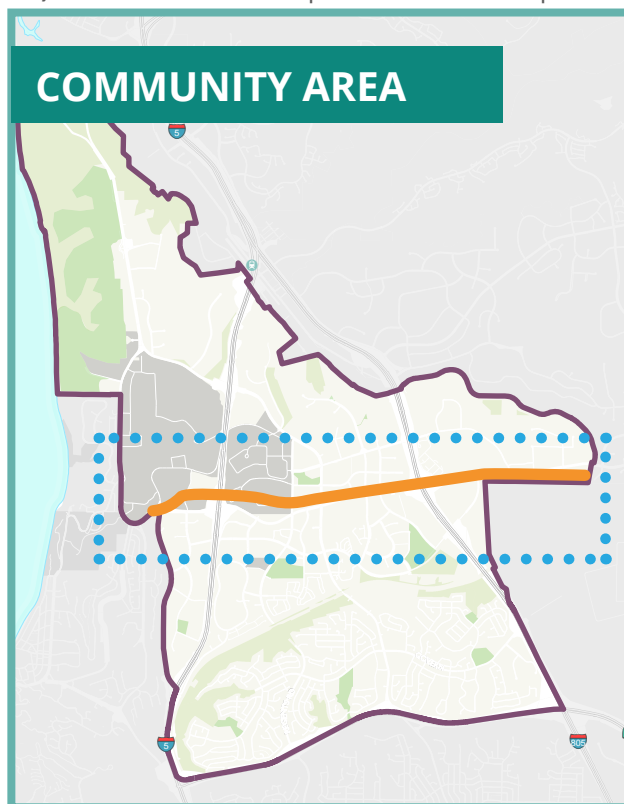
Varies By Segment (see pages LJV-2 & LJV-3)



## CORRIDOR LOCATION



## COMMUNITY AREA



## CORRIDOR CRASH SUMMARY

257 TOTAL CRASHES

21% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

1.	UNSAFE SPEED	25%
2.	IMPROPER TURNING	16%
3.	NOT STATED	16%

## LEGEND

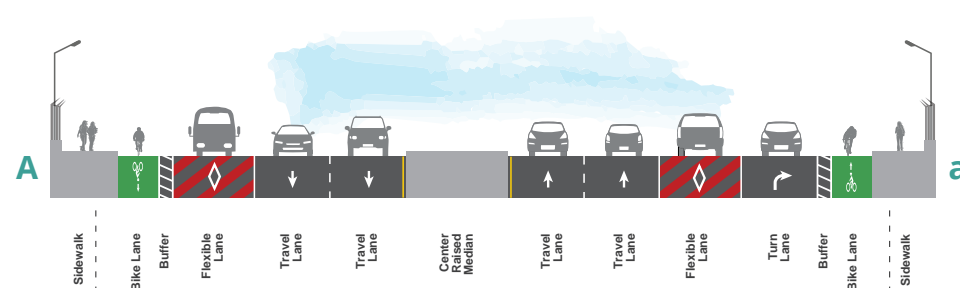
- Typical Cross Sections (see following sheets)
- Focus Area
- Corridor

# LA JOLLA VILLAGE DR

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

## N Torrey Pines Rd to I-5 NB Ramps

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

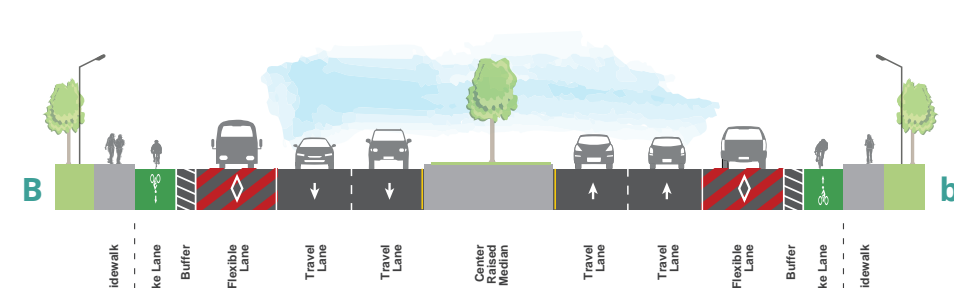
- Proposed reconfiguration would reduce the roadway width on both sides

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 4 on the south side

## I-5 NB Ramps to Regents Rd

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

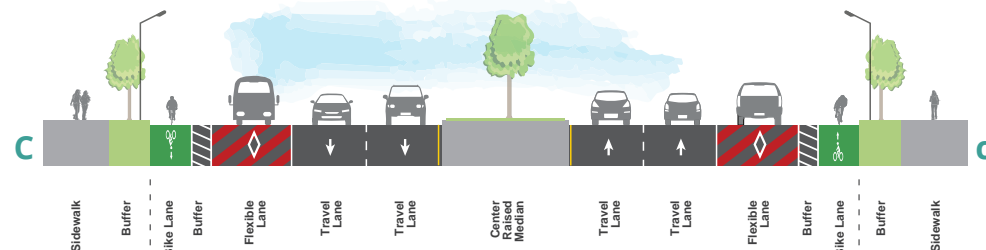
- None

#### Future Redevelopments:

- None

## Regents Rd to Towne Centre Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

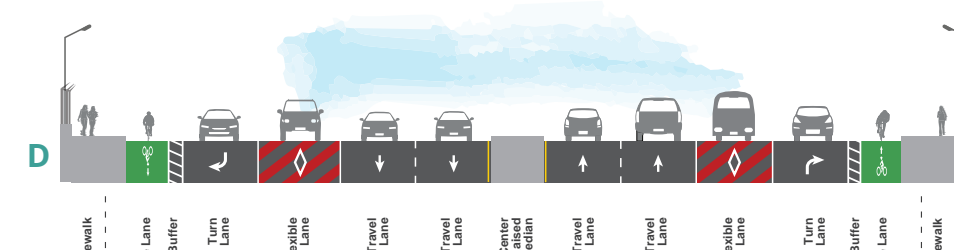
- Sidewalk to be widened and constructed as non-contiguous on both sides with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

## Towne Centre Dr to Nobel Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

#### Roadway Modifications:

- Proposed reconfiguration would reduce the roadway width on both sides

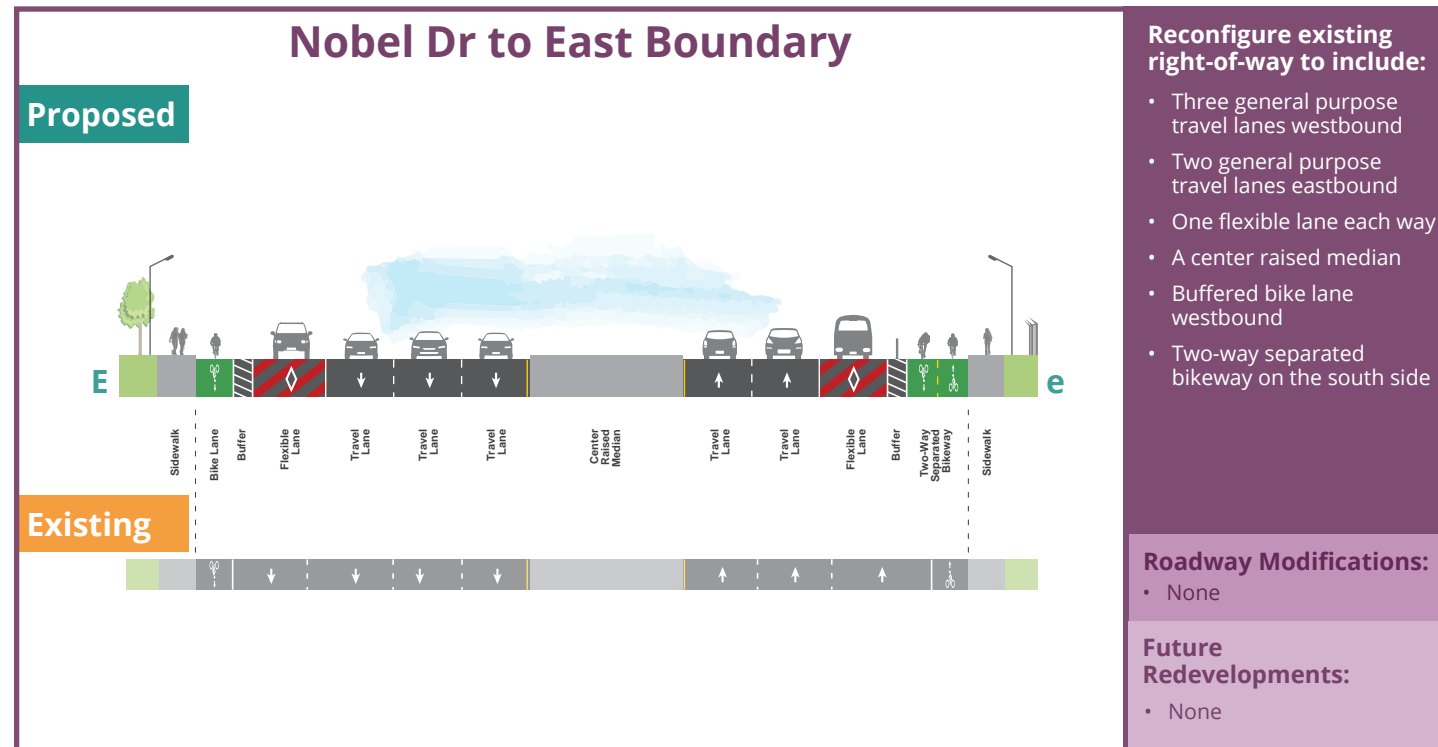
#### Future Redevelopments:

- None



# LA JOLLA VILLAGE DR

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# REGENTS ROAD

## LENGTH

North 1.5 Miles  
South 1 Mile

## FUNCTIONAL CLASS

### Existing:

2-Lane Collector Milikin Ave to Lahitte Ct

4-Lane Major Arterial La Jolla Village Dr to Genesee Ave, SR-52 to Milikin Ave, Porte De Merano to Nobel Dr

5-Lane Major Arterial Nobel Dr to La Jolla Village Dr

### Adopted:

4-Lane Collector Executive Dr to La Jolla Village Dr

4-Lane Major Arterial Genesee Ave to Executive Dr, Nobel Dr to Rose Canyon, Rose Canyon to SR-52

5-Lane Major Arterial La Jolla Village Dr to Nobel Dr

## TRAFFIC VOLUMES

6,500 - Genesee Ave to Eastgate Mall

16,000 - Eastgate Mall to Rose Canyon

2,000 - Rose Canyon to Governor Dr

20,000 - Governor Dr to Luna Ave

## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- **Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region
- **Linear Park:** Space to promote engagement with the nearby trail facilities with a shared-use path to channel pedestrians and bicycles



## CORRIDOR CRASH SUMMARY

100 CORRIDOR CRASHES

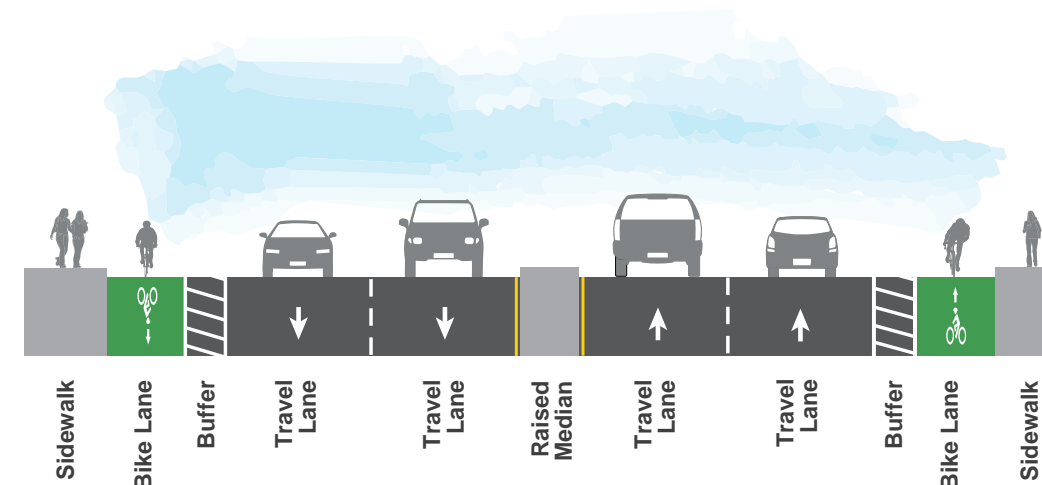
8% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

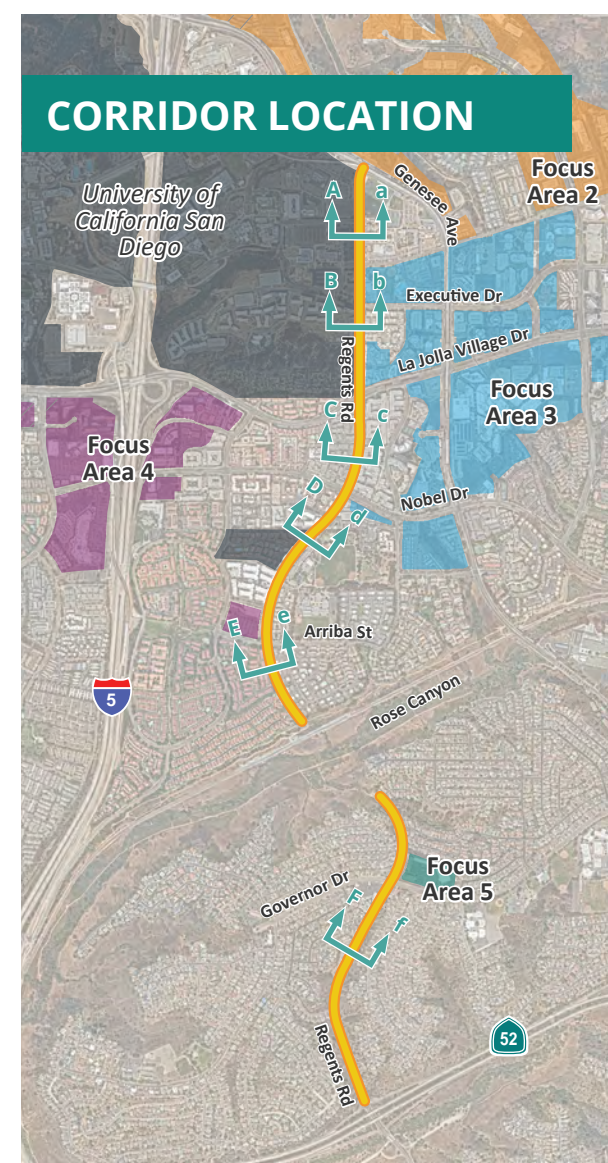
1.	UNSAFE SPEED	20%
2.	IMPROPER TURNING	16%
3.	NOT STATED	16%

## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages RR-2 & RR-3)



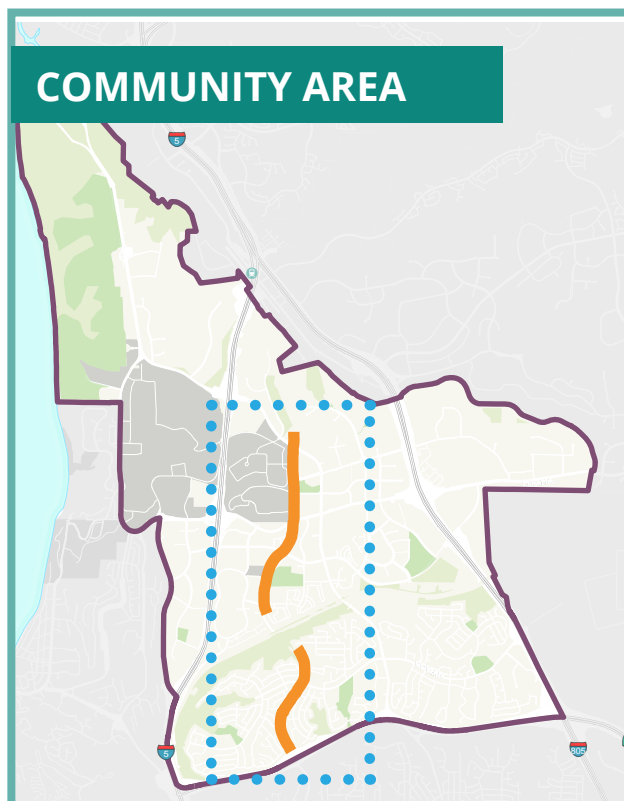
## CORRIDOR LOCATION



## LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

## COMMUNITY AREA



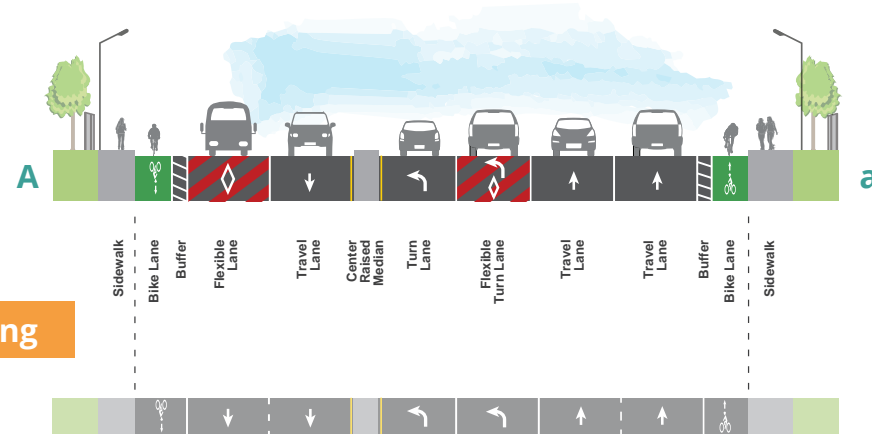
# REGENTS ROAD

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## Genesee Ave to Executive Dr (South of Health Sciences Dr Intersection)

Proposed

Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane southbound
- Two general purpose travel lanes northbound
- One flexible lane each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- None

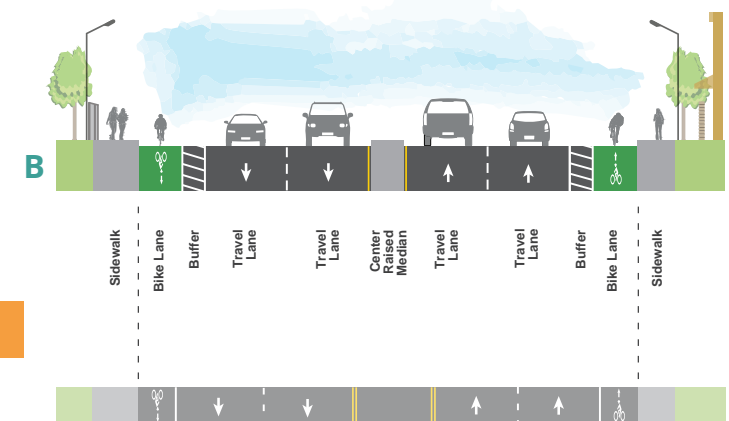
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the east side

## Executive Dr to La Jolla Village Dr

Proposed

Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- None

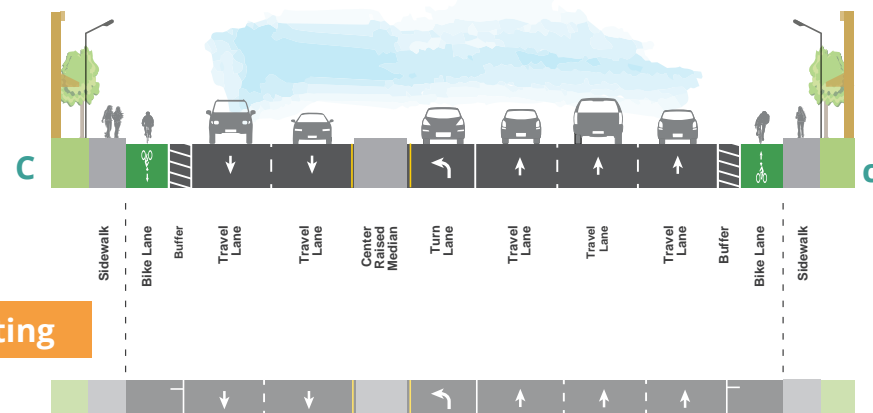
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the east side

## La Jolla Village Dr to Nobel Dr (South of Plaza De Palmas Intersection)

Proposed

Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes southbound
- Three general purpose lanes northbound
- A center raised median
- Buffered bike lane each way

Roadway Modifications:

- None

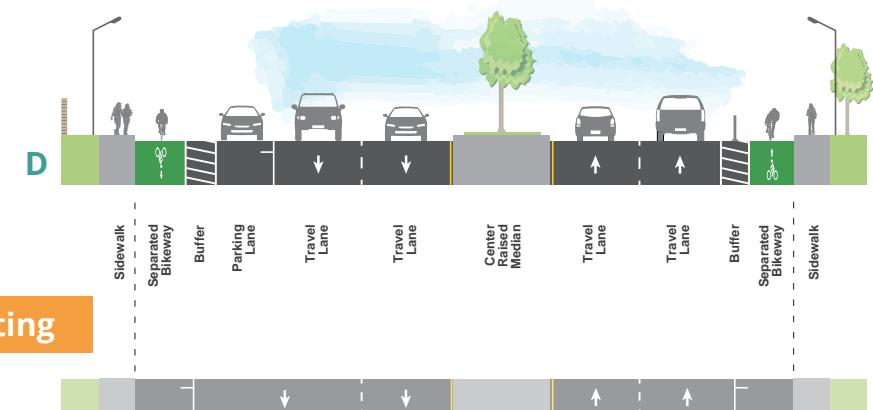
Future Redevelopments:

- None

## Nobel Dr to Arriba St

Proposed

Existing



Reconfigure existing right-of-way to include:

- Parking lane on the west side
- Two general purpose travel lanes each way
- A center raised median
- Parking protected bikeway southbound
- One-way separated bikeway northbound

Roadway Modifications:

- None

Future Redevelopments:

- None



# REGENTS ROAD

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## Arriba St to Rose Canyon

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on both sides
- One shared travel lane each way
- Linear park with shared-use path on the east side

#### Roadway Modifications:

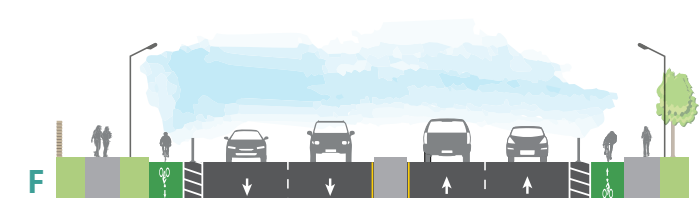
- Proposed reconfiguration would reduce the roadway width on the east side

#### Future Redevelopments:

- None

## Governor Dr to SR-52 WB Ramps

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

- None

#### Future Redevelopments:

- None

# N TORREY PINES RD

## LENGTH

5 Miles

## FUNCTIONAL CLASS

### Existing:

4-Lane Major Arterial Genesee Ave to Expedition Wy

5-Lane Major Arterial North community boundary to Science Park Rd

6-Lane Prime Arterial Science Park Rd to Genesee Ave

### Adopted:

4-Lane Major Arterial Torrey Pines Scenic Dr to Reville College Dr

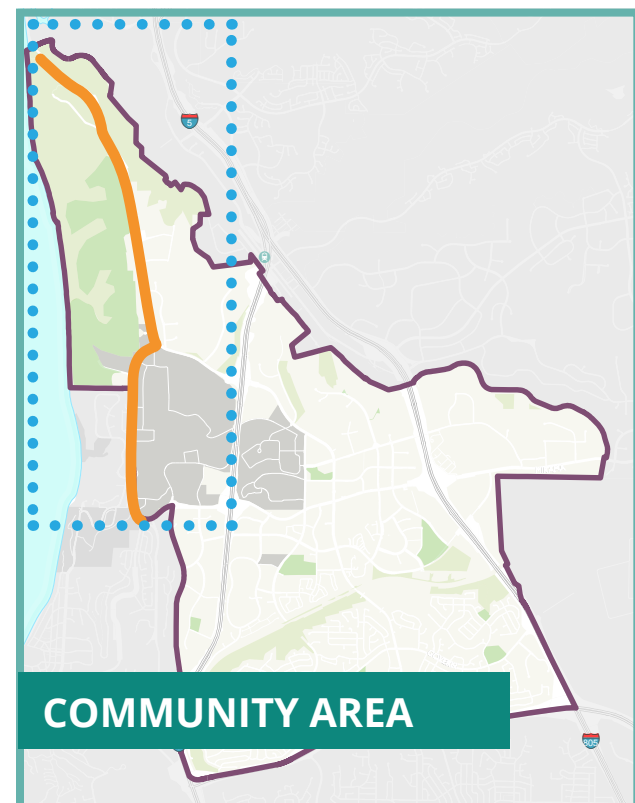
6-Lane Major Arterial Genesee Ave to Torrey Pines Scenic Dr

6-Lane Prime Arterial Reville College to La Jolla Village Dr

## TRAFFIC VOLUMES

20,000 - Science Park Road to UCSD Northpoint Driveway

10,000 - UCSD Northpoint Driveway to Reville College Drive



## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- **Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



## CORRIDOR CRASH SUMMARY

61 TOTAL CRASHES

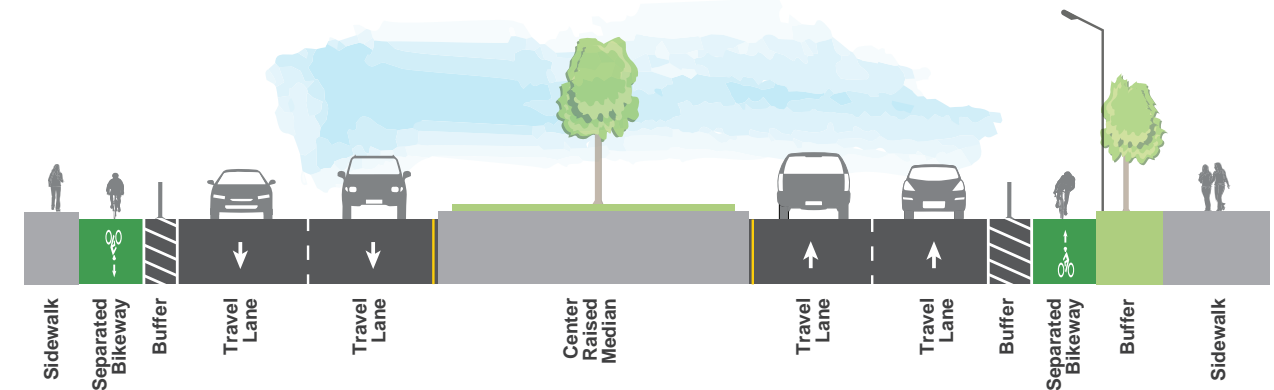
5% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

- |                            |     |
|----------------------------|-----|
| 1. UNSAFE SPEED            | 38% |
| 2. IMPROPER TURNING        | 16% |
| 3. TRAFFIC SIGNALS & SIGNS | 10% |

## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page NTP-2)



## CORRIDOR LOCATION



## LEGEND

- Typical Cross Sections (see following sheet)
- Focus Areas
- Corridor

# N TORREY PINES RD

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## Northern Boundary to NU System Dwy

### Proposed



### Existing

#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- Two-lane, one-way buffered bike lanes southbound
- Buffered bike lane northbound

#### Roadway Modifications:

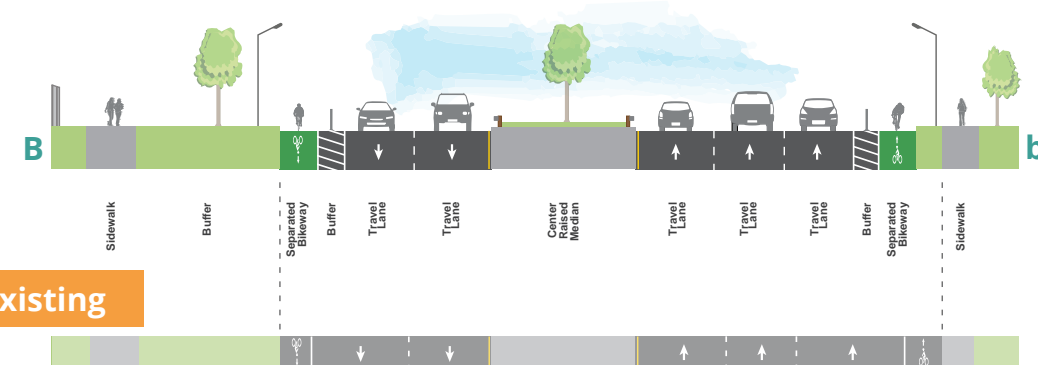
- None

#### Future Redevelopments:

- None

## NU System Dwy to Callan Rd

### Proposed



### Existing

#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes southbound
- Three general purpose travel lanes northbound
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

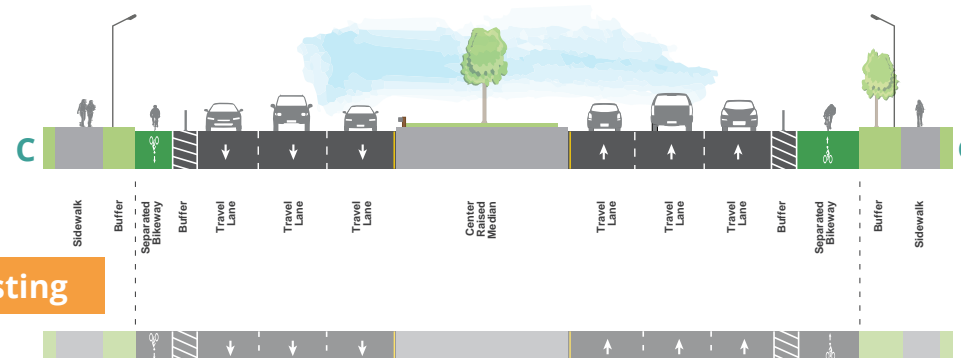
- Proposed reconfiguration would reduce the roadway width on the east side
- Sidewalk to be constructed as non-contiguous on the east side within existing right-of-way

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 1 on the east side

## Callan Rd to Genesee Ave

### Proposed



### Existing

#### Reconfigure existing right-of-way to include:

- Three general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

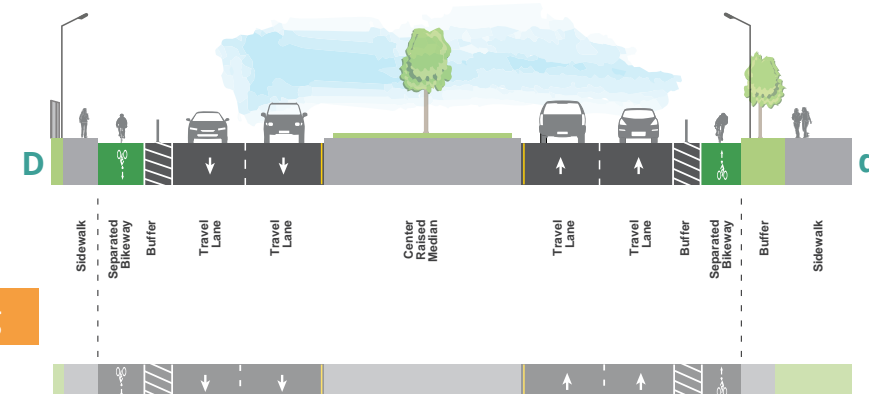
- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 1 on the east side

## Genesee Ave to Torrey Pines Rd

### Proposed



### Existing

#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

#### Roadway Modifications:

- Sidewalk to be widened and constructed as non-contiguous on the east side with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of UCSD on the east side



# TOWNE CENTRE DR

## LENGTH

4 miles

## FUNCTIONAL CLASS

### Existing:

4-Lane Major Arterial Northern community boundary to Nobel Dr

### Adopted:

No modifications from existing

## TRAFFIC VOLUMES

20,000 - North Limit to Nobel Dr

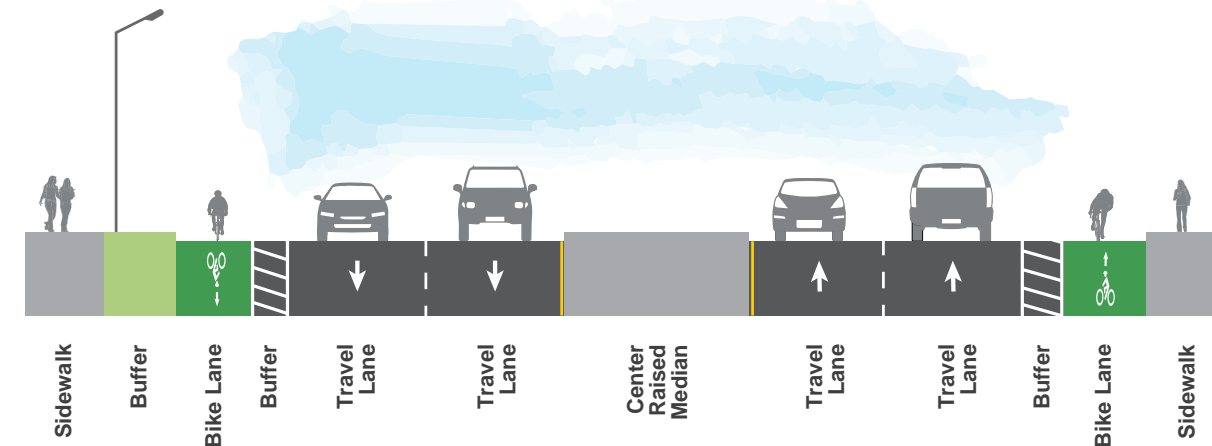
## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Traffic Calming:** Uses physical design to lower speeds and increase safety for all users
- Buffered Bike Lanes:** Provides horizontal separation to bike users to increase safety and comfort

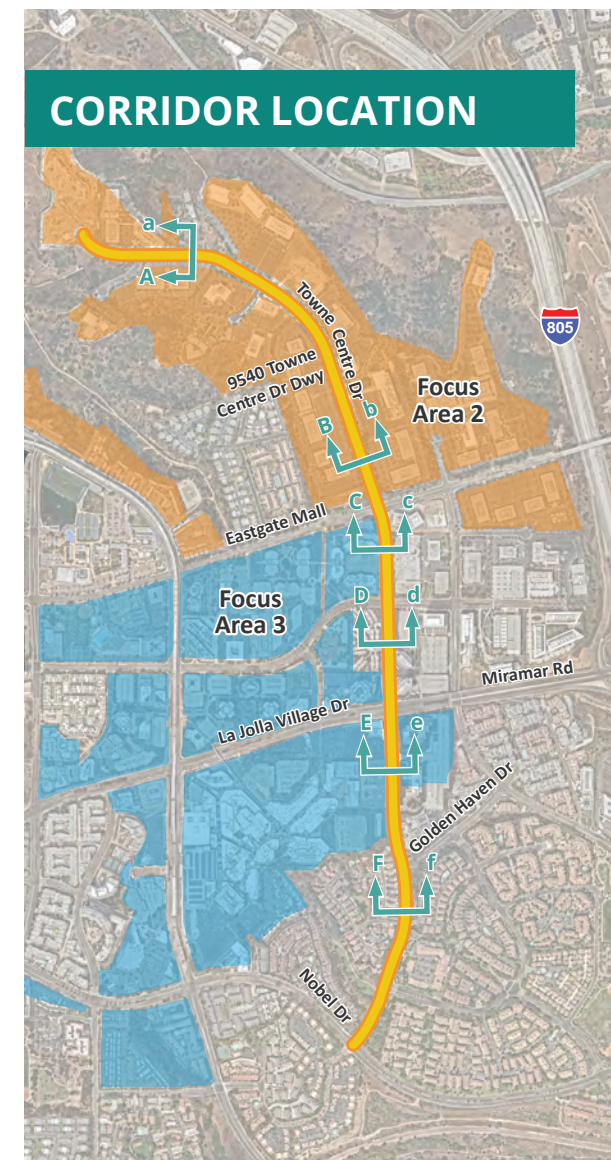


## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages TCD-2 & TCD-3)



## CORRIDOR LOCATION



## CORRIDOR CRASH SUMMARY

62 CORRIDOR CRASHES

5% OF COMMUNITY CRASHES

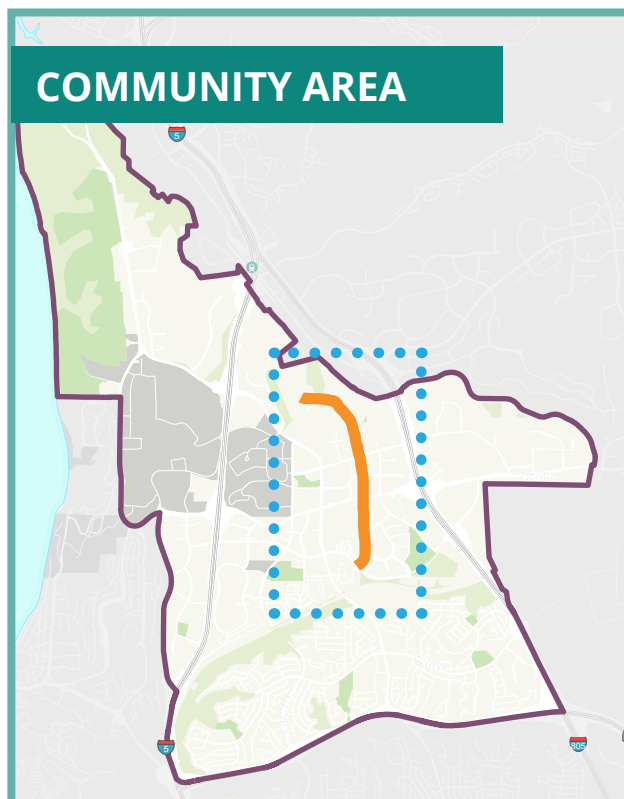
### MOST PREDOMINANT VIOLATIONS

- |                     |     |
|---------------------|-----|
| 1. IMPROPER TURNING | 24% |
| 2. UNSAFE SPEED     | 19% |
| 3. NOT STATED       | 15% |

## LEGEND

- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

## COMMUNITY AREA

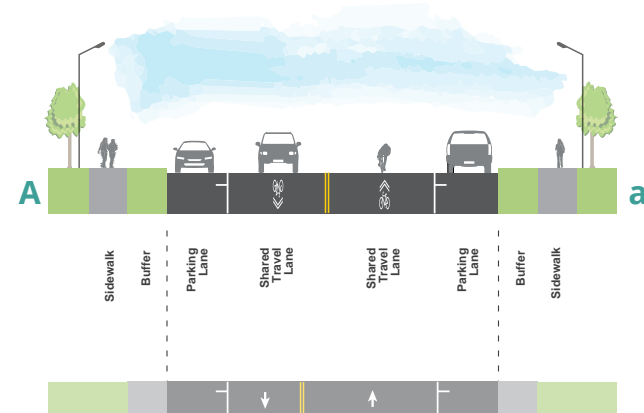


# TOWNE CENTRE DR

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## North End to 9540 Towne Centre Dr Dwy

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Parking lane on each side
- One shared travel lane each way

#### Roadway Modifications:

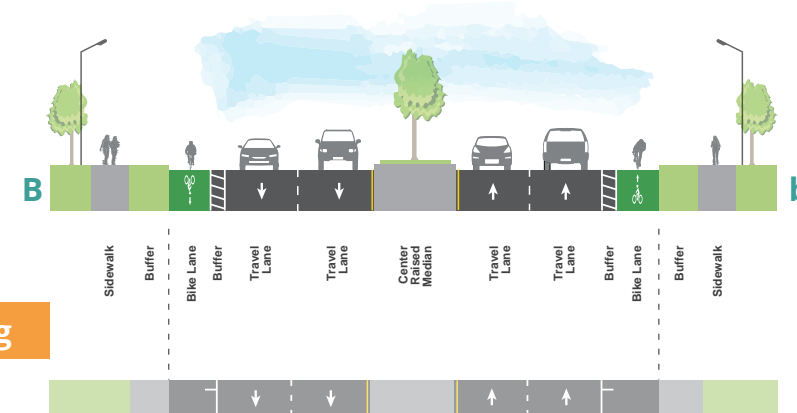
- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

## 9540 Towne Centre Dr Dwy to Eastgate Mall

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

#### Roadway Modifications:

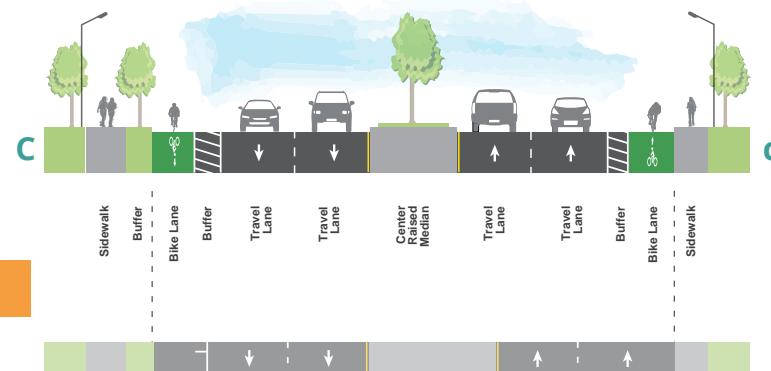
- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 on both sides

## Eastgate Mall to Executive Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

#### Roadway Modifications:

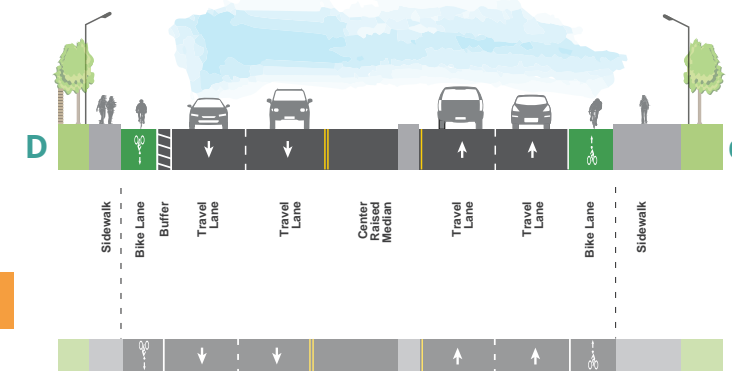
- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the west side

## Executive Dr to La Jolla Village Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Bike lane northbound
- Buffered bike lane southbound
- A center raised median

#### Roadway Modifications:

- None

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the west side

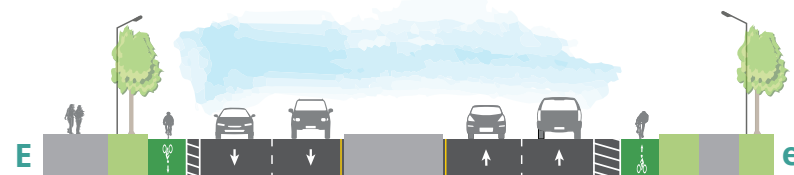


# TOWNE CENTRE DR

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## La Jolla Village Dr to Golden Haven Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center raised median

#### Roadway Modifications:

- Sidewalk to be constructed as non-contiguous on the east side with future redevelopment

#### Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

## Golden Haven Dr to Nobel Dr

### Proposed



### Existing



#### Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- Buffered bike lane each way
- A center striped median

#### Roadway Modifications:

- None

#### Future Redevelopments:

- None

# VILLA LA JOLLA DRIVE

## LENGTH

1 mile

## FUNCTIONAL CLASS

### Existing:

4-Lane Collector Gilman Dr (South) to Nobel Dr  
4-Lane Major Arterial Nobel Dr to VA Medical Center

### Adopted:

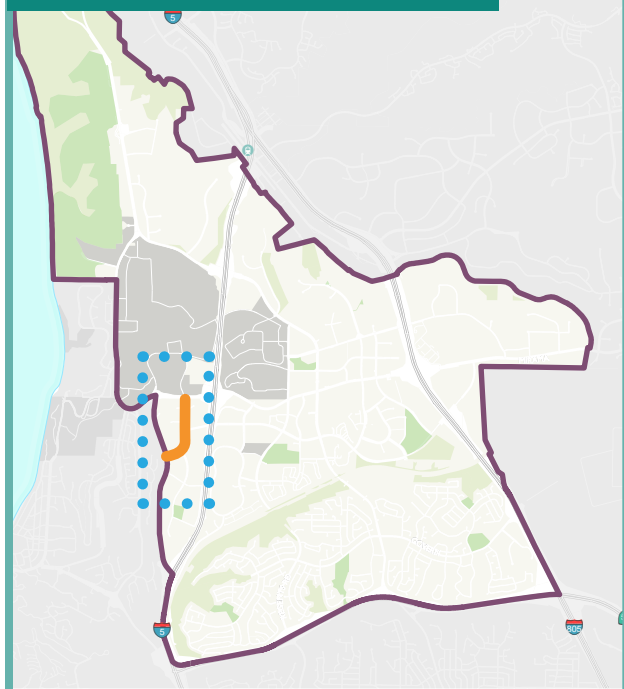
No modifications from existing

## TRAFFIC VOLUMES

7,000 - Gilman Drive (South) to Nobel Drive

20,000 - Nobel Drive to VA Medical Center

## COMMUNITY AREA



## POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- Flexible Lanes:** Dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility
- Separated Bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



## CORRIDOR CRASH SUMMARY

69 TOTAL CRASHES

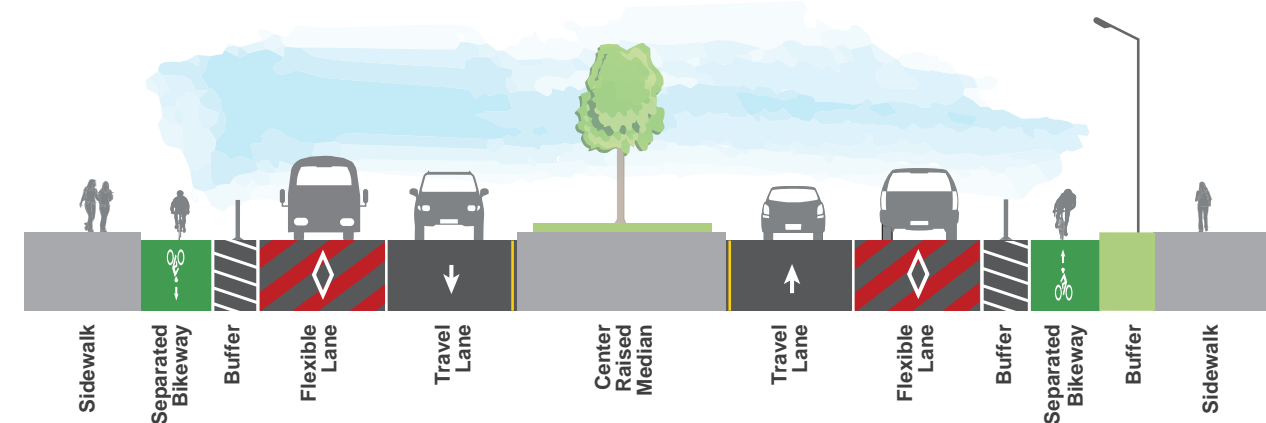
6% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

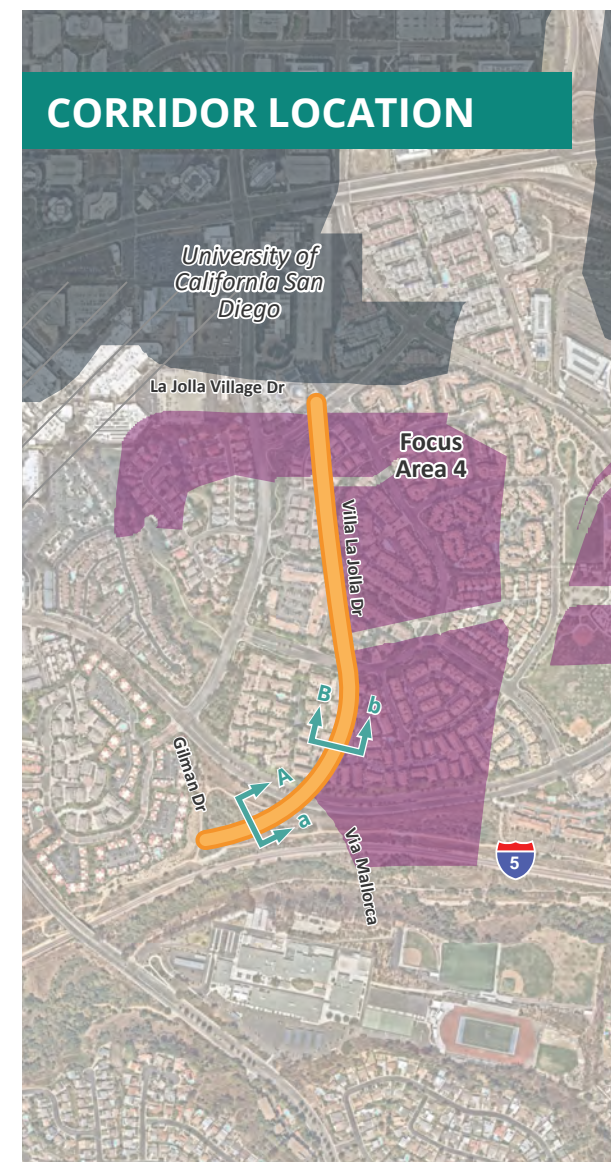
1.	NOT STATED	28%
2.	UNSAFE SPEED	16%
3.	AUTO R/W VIOLATION	16%

## GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page VLJ-2)



## CORRIDOR LOCATION



## LEGEND

- Typical Cross Sections (see following sheet)
- Focus Areas
- Corridor

# VILLA LA JOLLA DRIVE

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