

# MOBILITY CONCEPTS

Street Section Concepts Presented by the Mobility Team in February 2021

## Mobility Goals

- A connected and integrated transportation network that puts people first and expands personal mobility to schools, residences, activity centers and employment hubs within the community and throughout the region.
- A balanced, multimodal transportation network that prioritizes safe, accessible, sustainable and attractive travel options for all users.
- Enhanced access to public transit, linkages to community and regional activity centers, and opportunities to increase transit ridership.
- A mobility system that embraces emerging technologies, smart infrastructure, and is aimed at improving mobility options and efficiency of the transportation system.

## Mobility Outreach

OPEN HOUSE 2018

250+ Comments

ONLINE SURVEY 2019

2,850+ Pins & Comments

SUBCOMMITTEE 2019

230+ Responses

CORRIDOR SURVEY 2019

225 Comments

MOBILITY NETWORK 2020

100+ Comments



## N Torrey Pines Rd - Corridor Concept

### 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 Revelle College Dr  
6-Lane Major Arterial Genesee Ave to Torrey Pines Scenic Dr  
6-Lane Prime Arterial Revelle College to La Jolla Village Dr

### TRAFFIC VOLUMES

20,000 - Science Park Road to UCSD Northpoint Driveway  
10,000 - UCSD Northpoint Driveway to Revelle 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

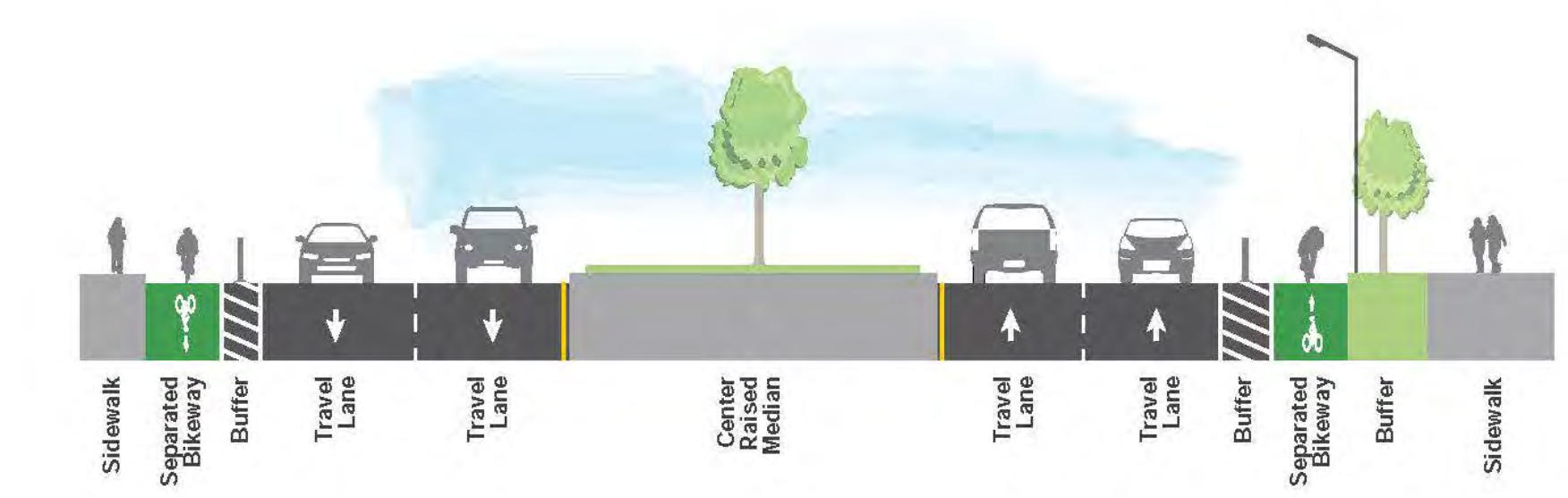
5% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

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

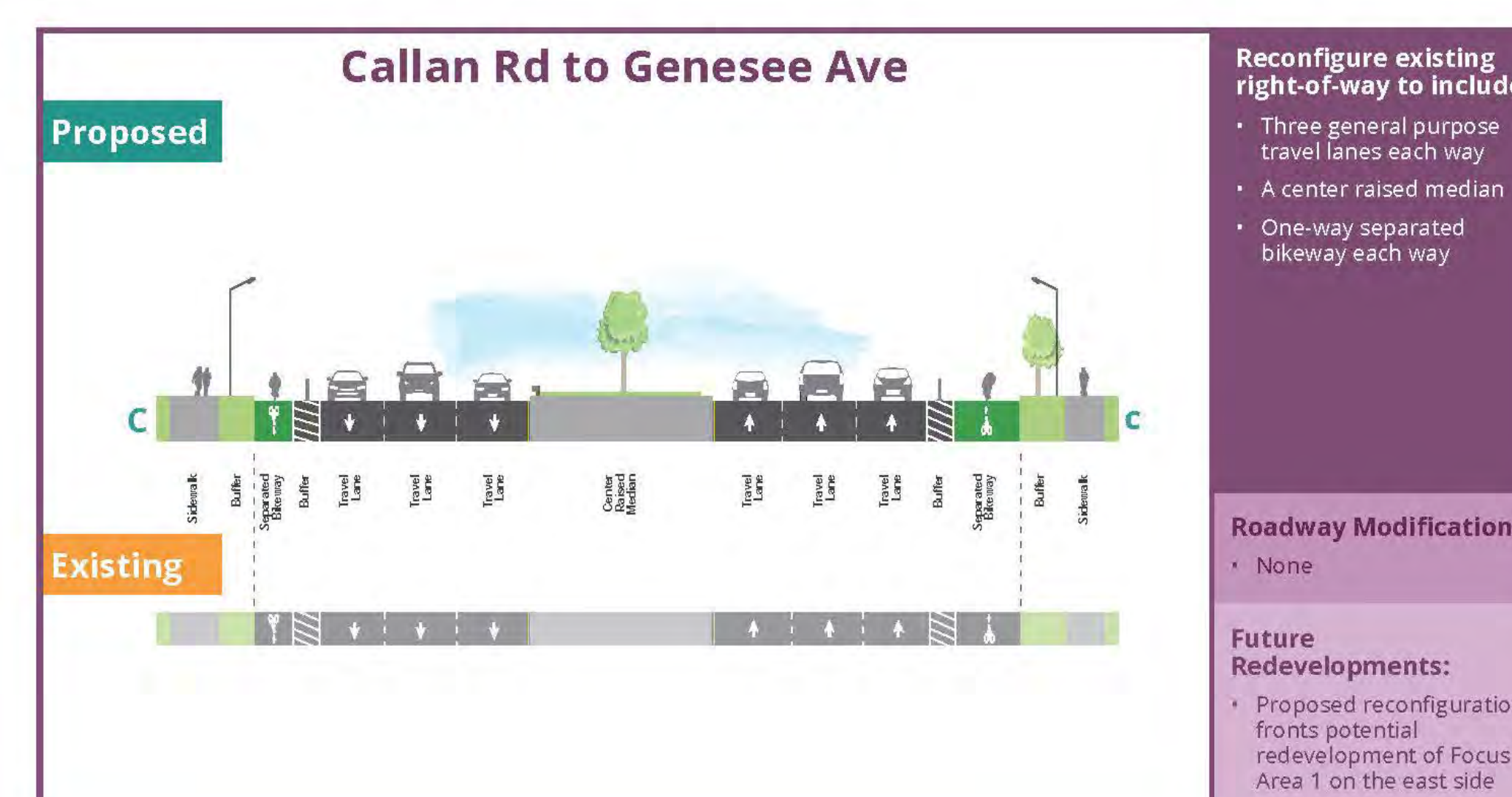
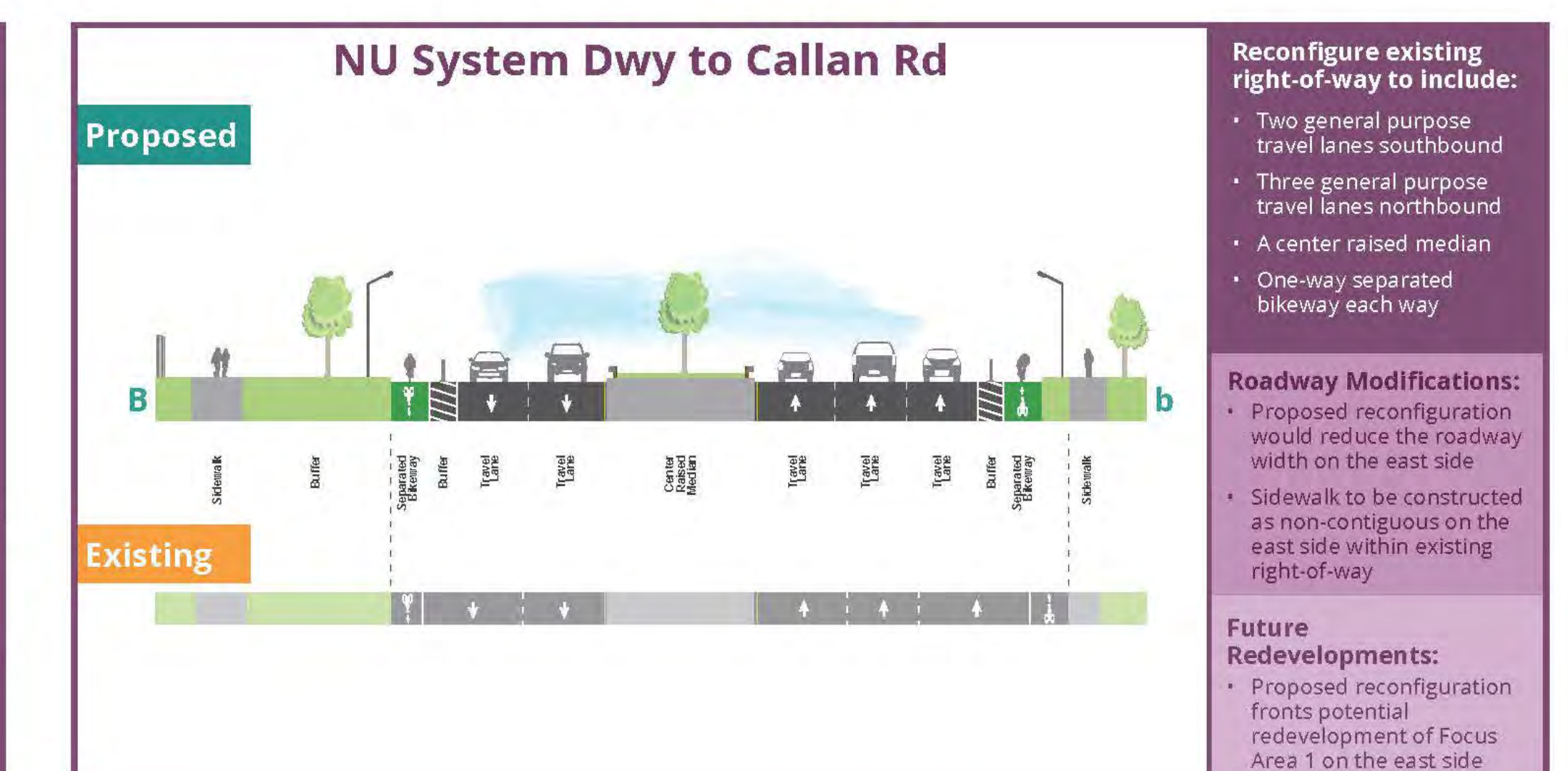
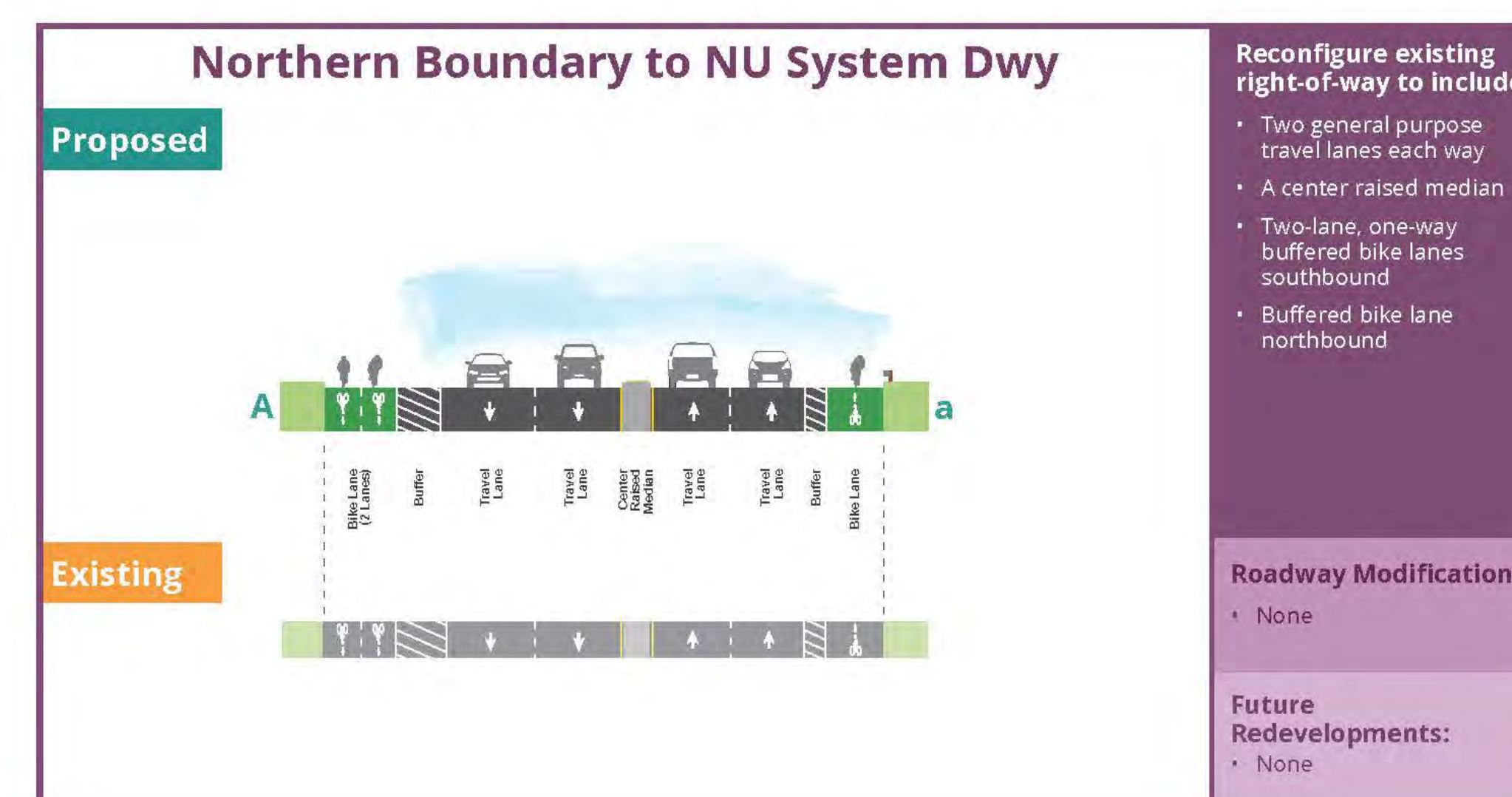
### GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page NTP-2)



### LEGEND

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



# MOBILITY CONCEPTS

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## Villa La Jolla Drive - Corridor Concept

### 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

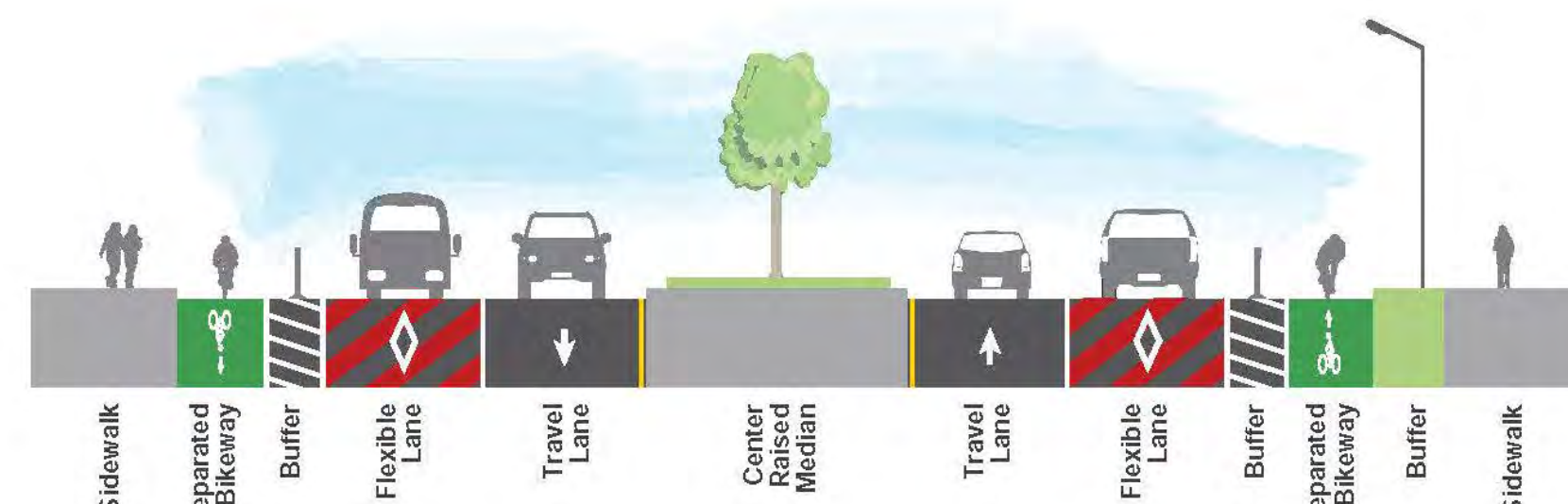
### POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- 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 page VLJ-2)



### LEGEND

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

### 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%

## Governor Drive - Corridor Concept

### 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

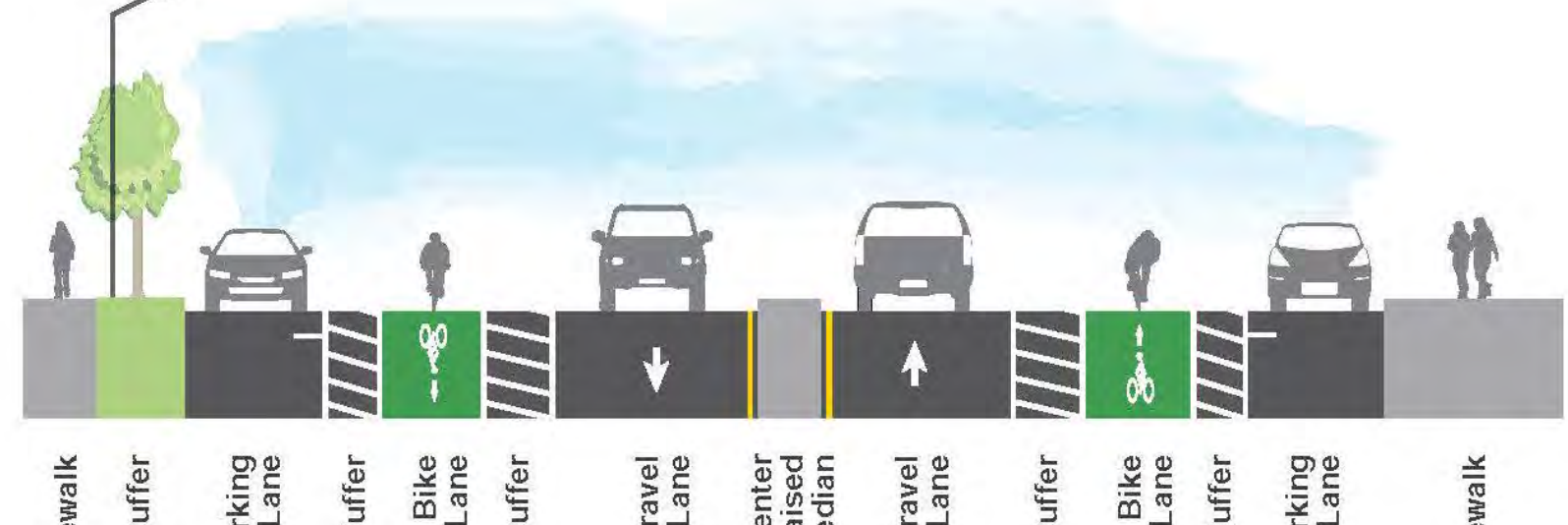
### POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- 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



### GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page GD-2)



### LEGEND

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

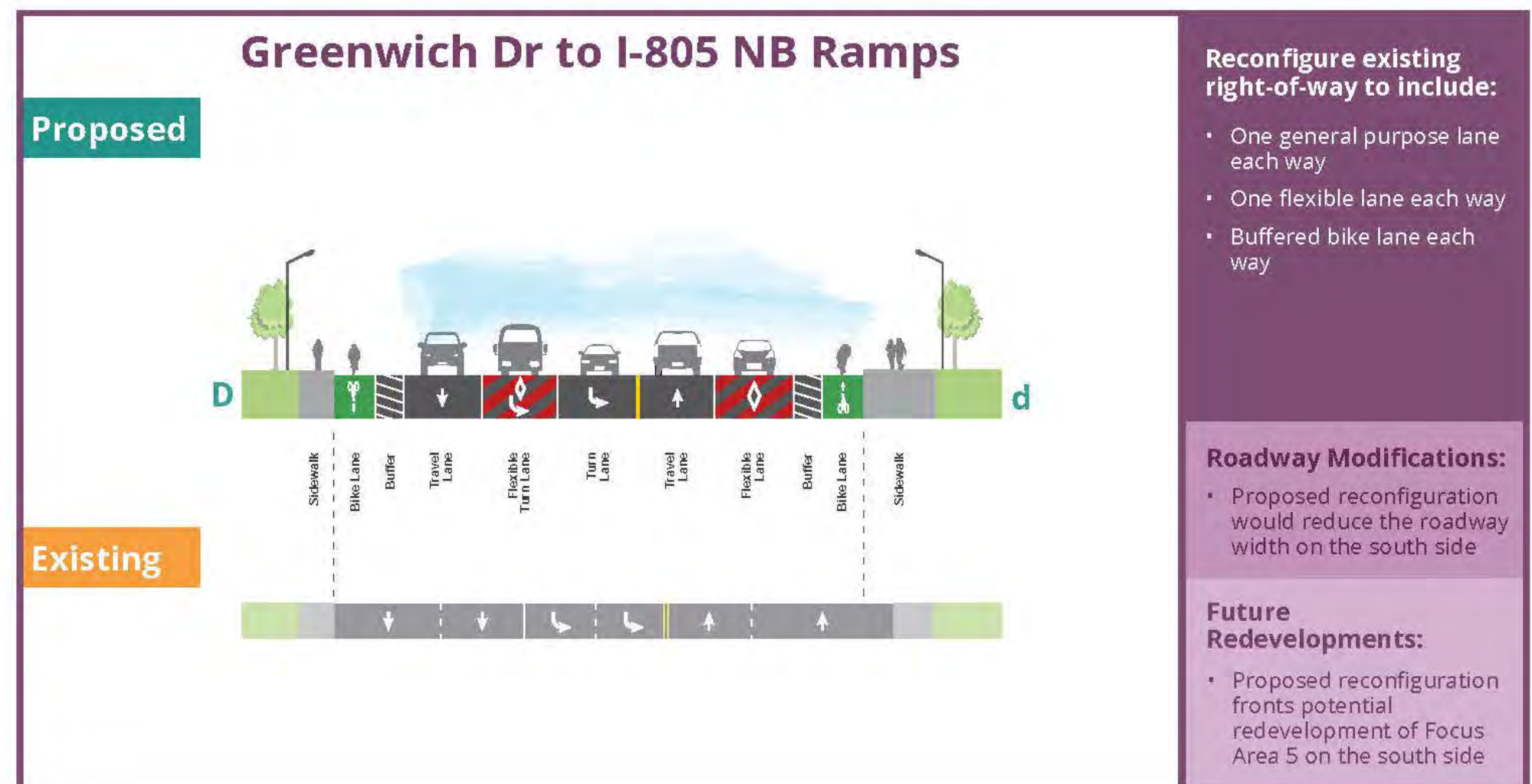
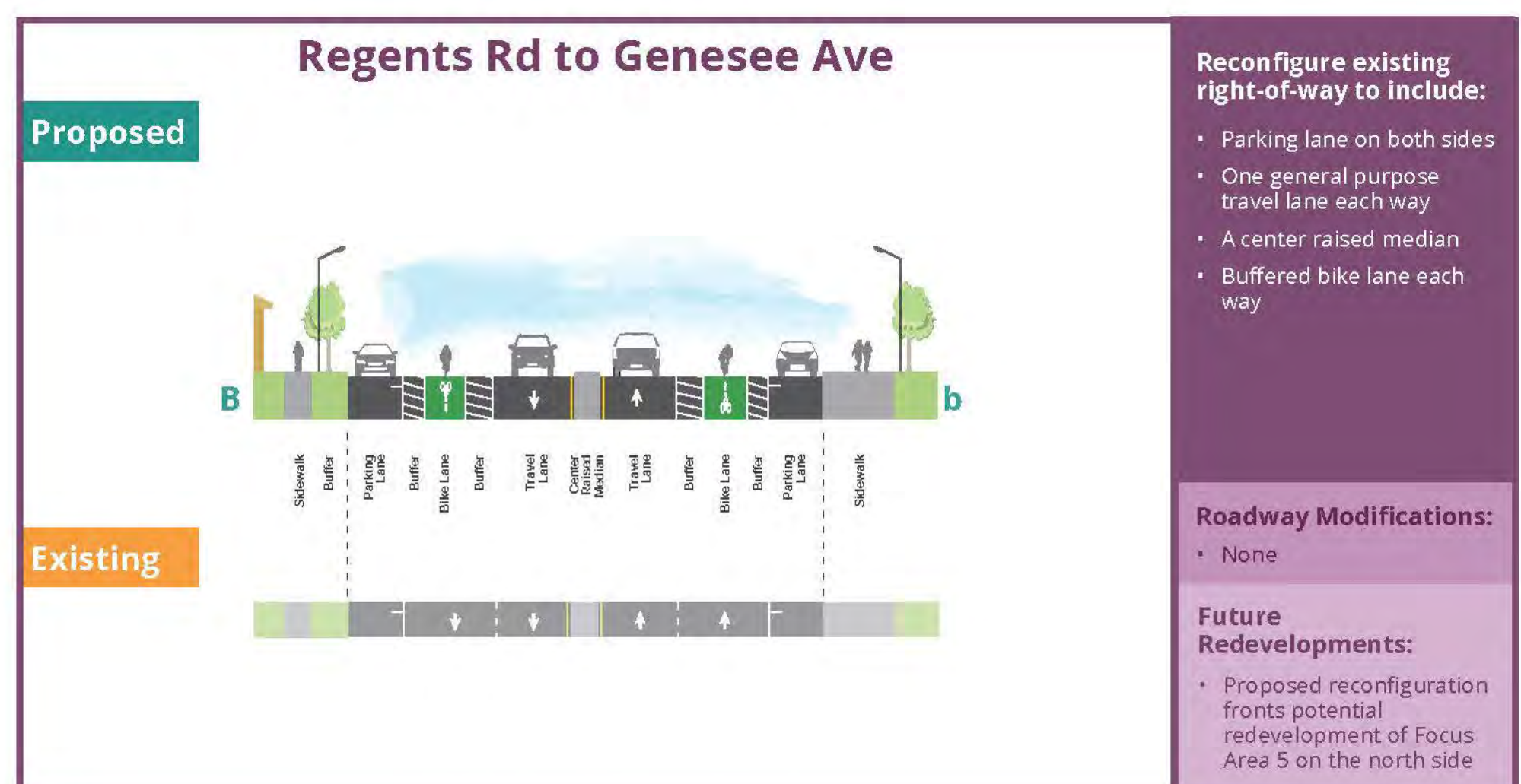
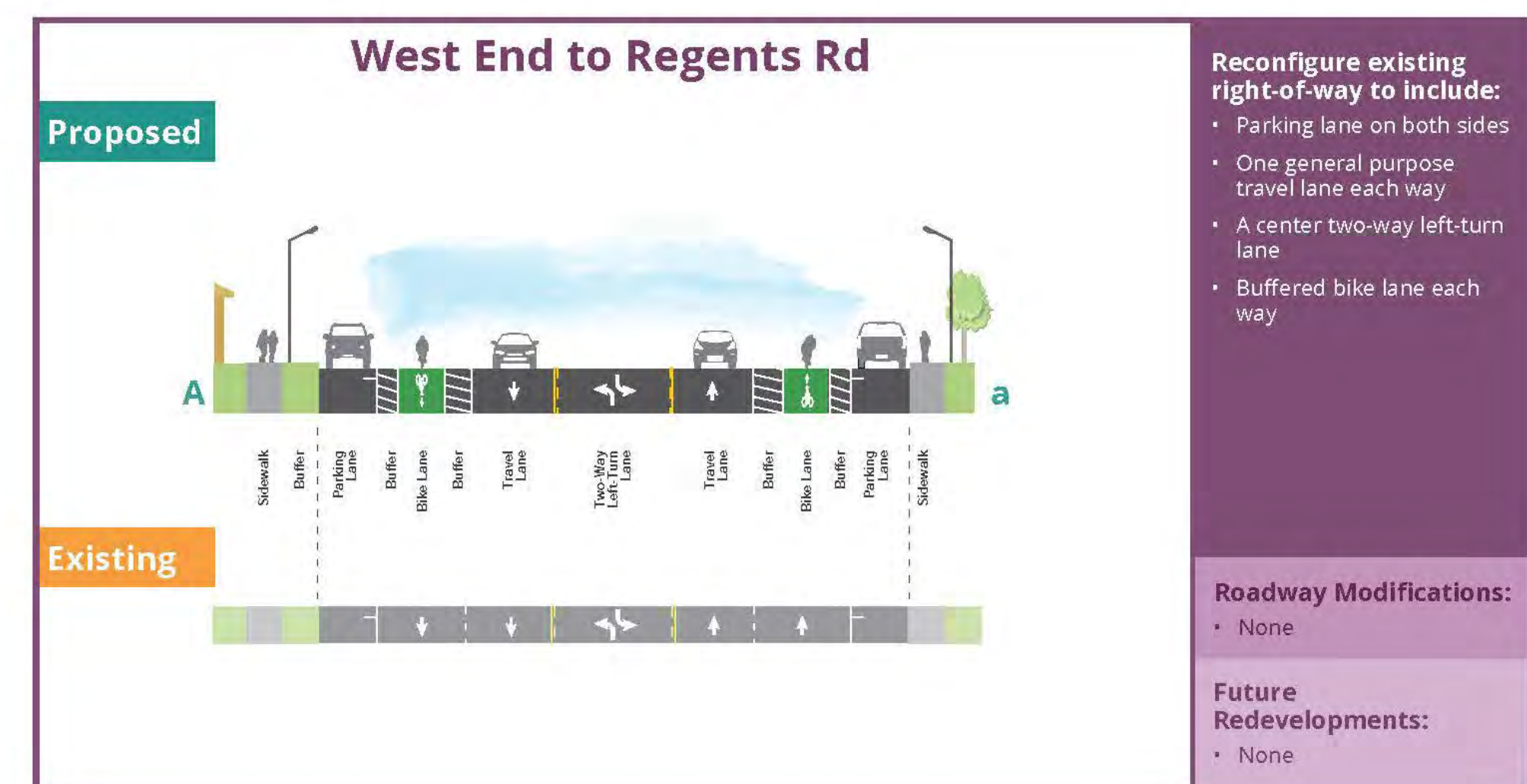
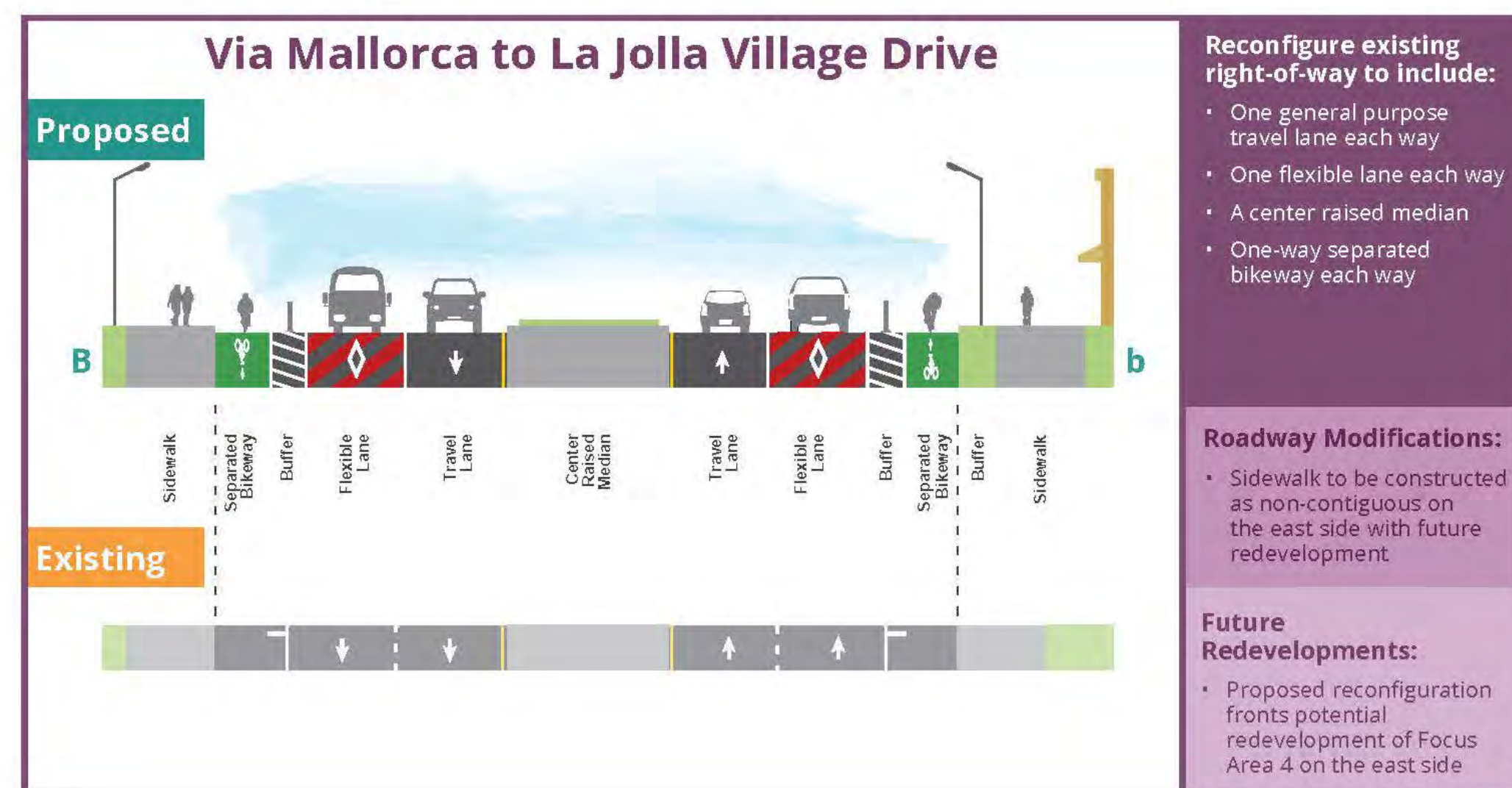
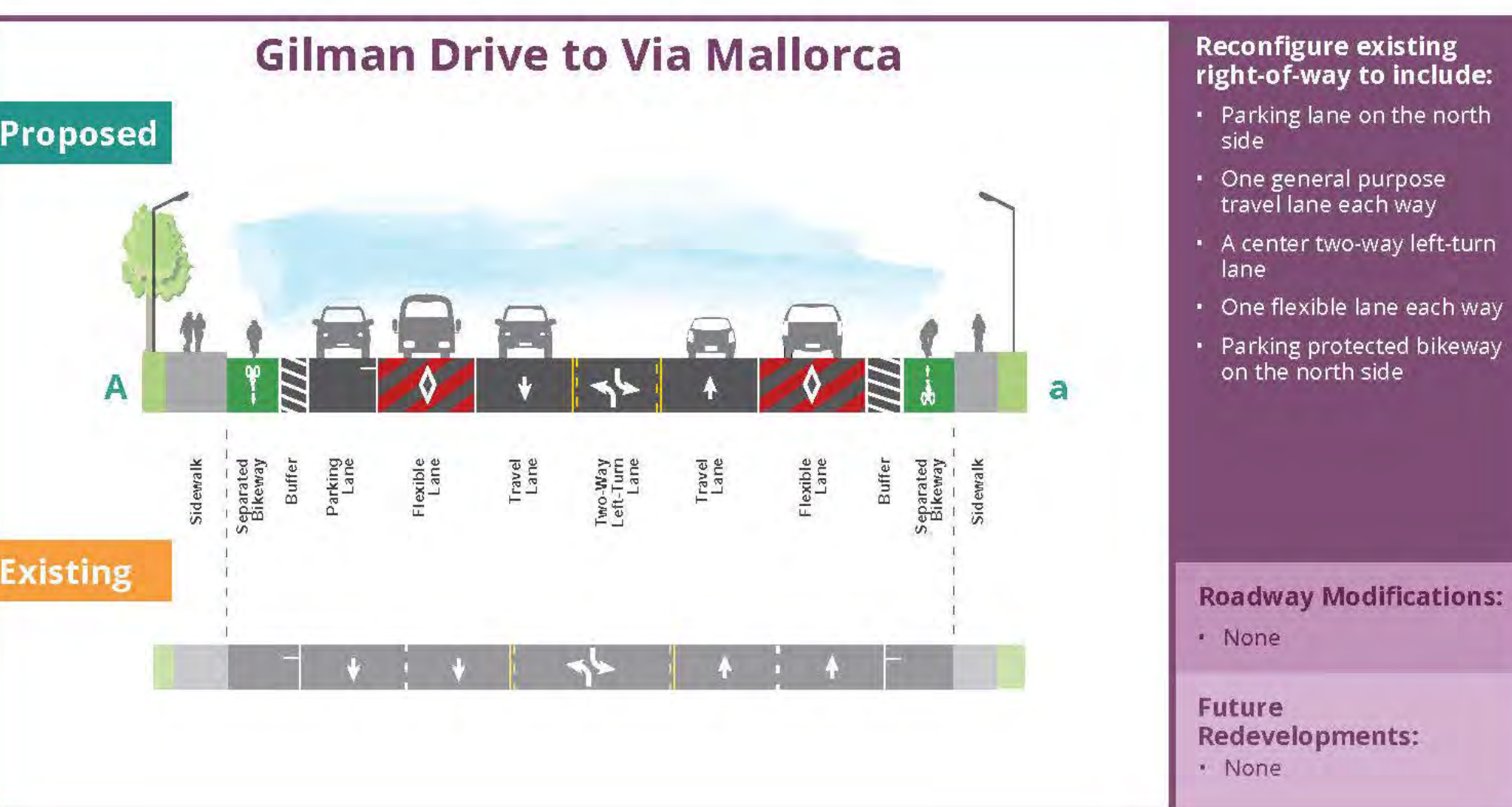
### CORRIDOR CRASH SUMMARY

67 CORRIDOR CRASHES

6% OF COMMUNITY CRASHES

### MOST PREDOMINANT VIOLATIONS

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



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## Genesee Avenue - Corridor Concept

### 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 Regents Rd

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

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

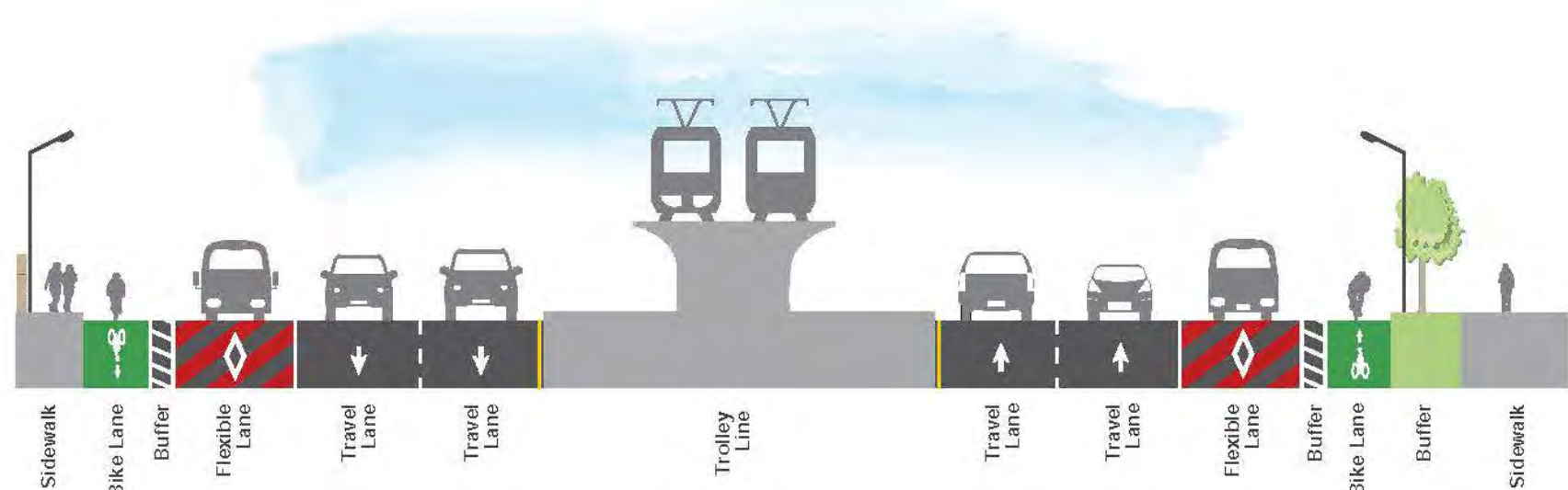
24% OF COMMUNITY CRASHES

#### MOST PREDOMINANT VIOLATIONS

- AUTO R/W VIOLATION** 22%
- UNSAFE SPEED** 19%
- IMPROPER TURNING** 14%

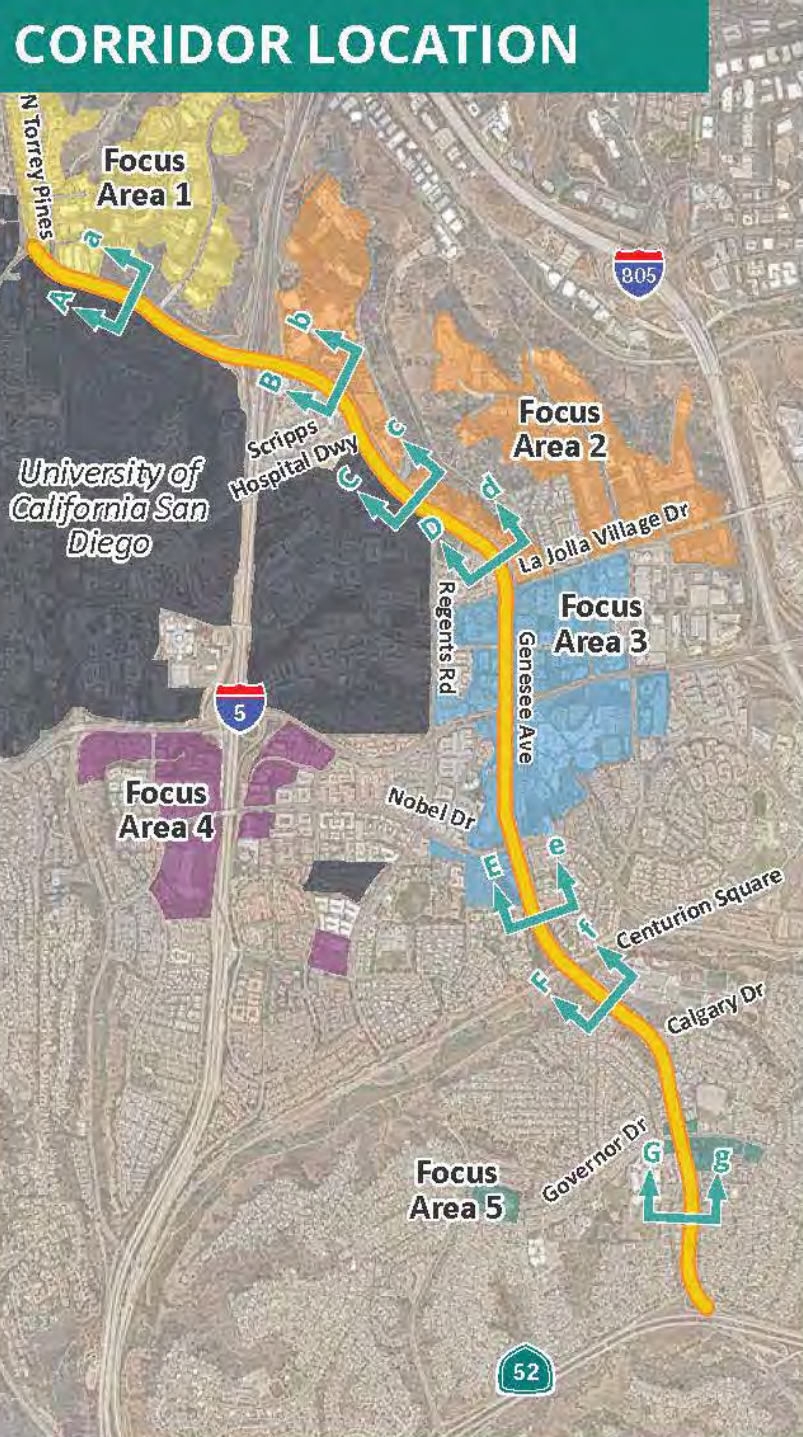
### GENERAL CORRIDOR CROSS SECTION

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

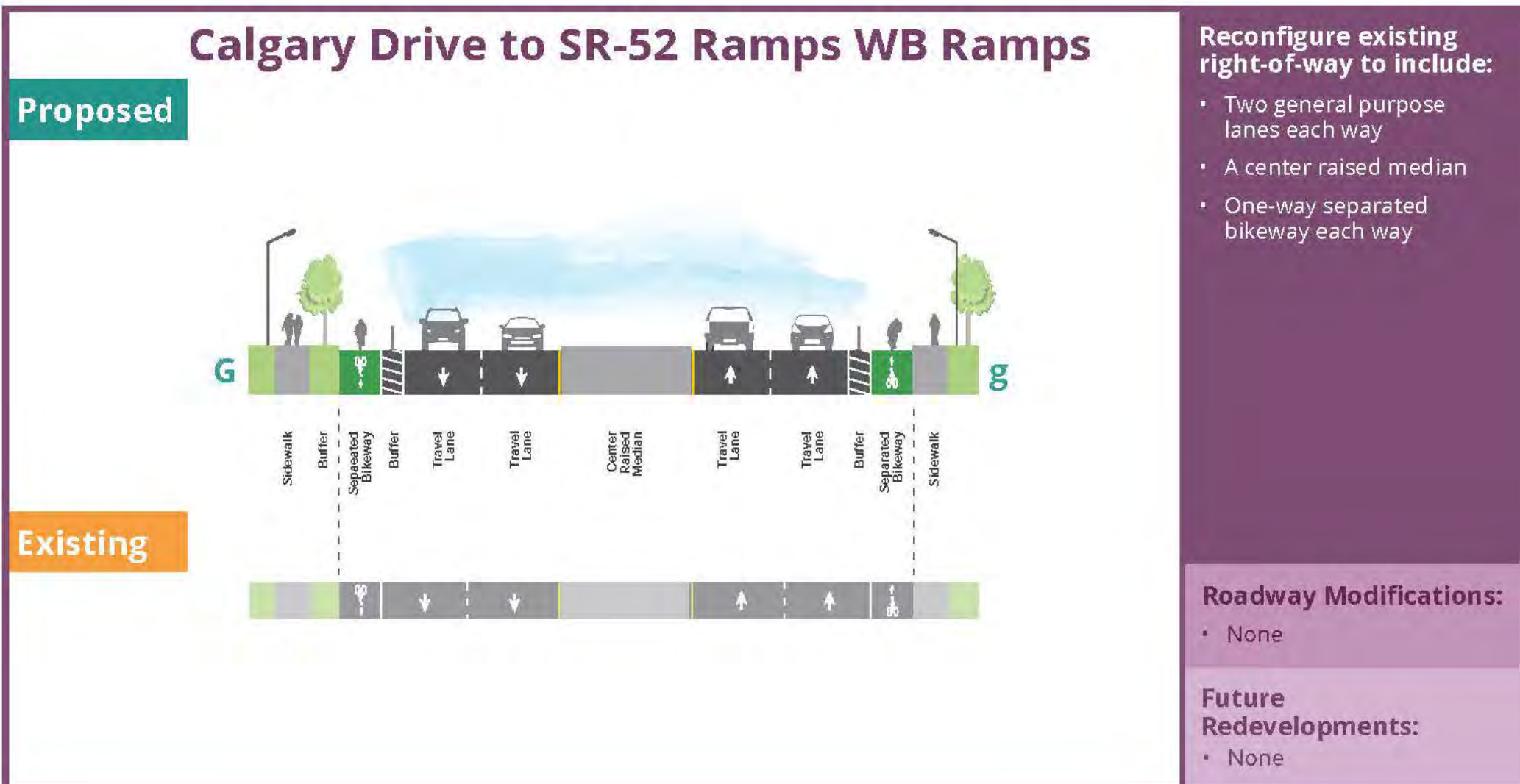
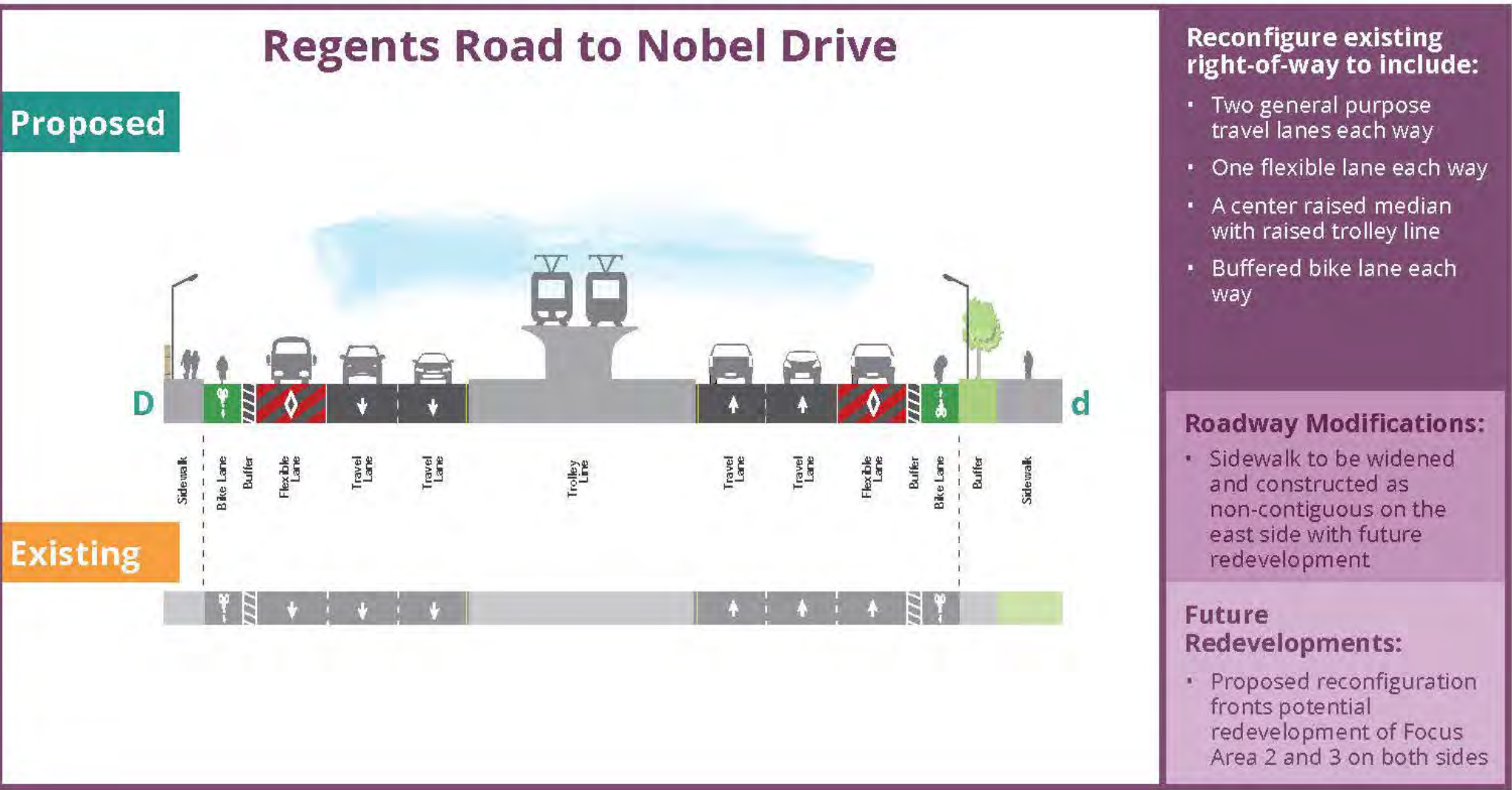
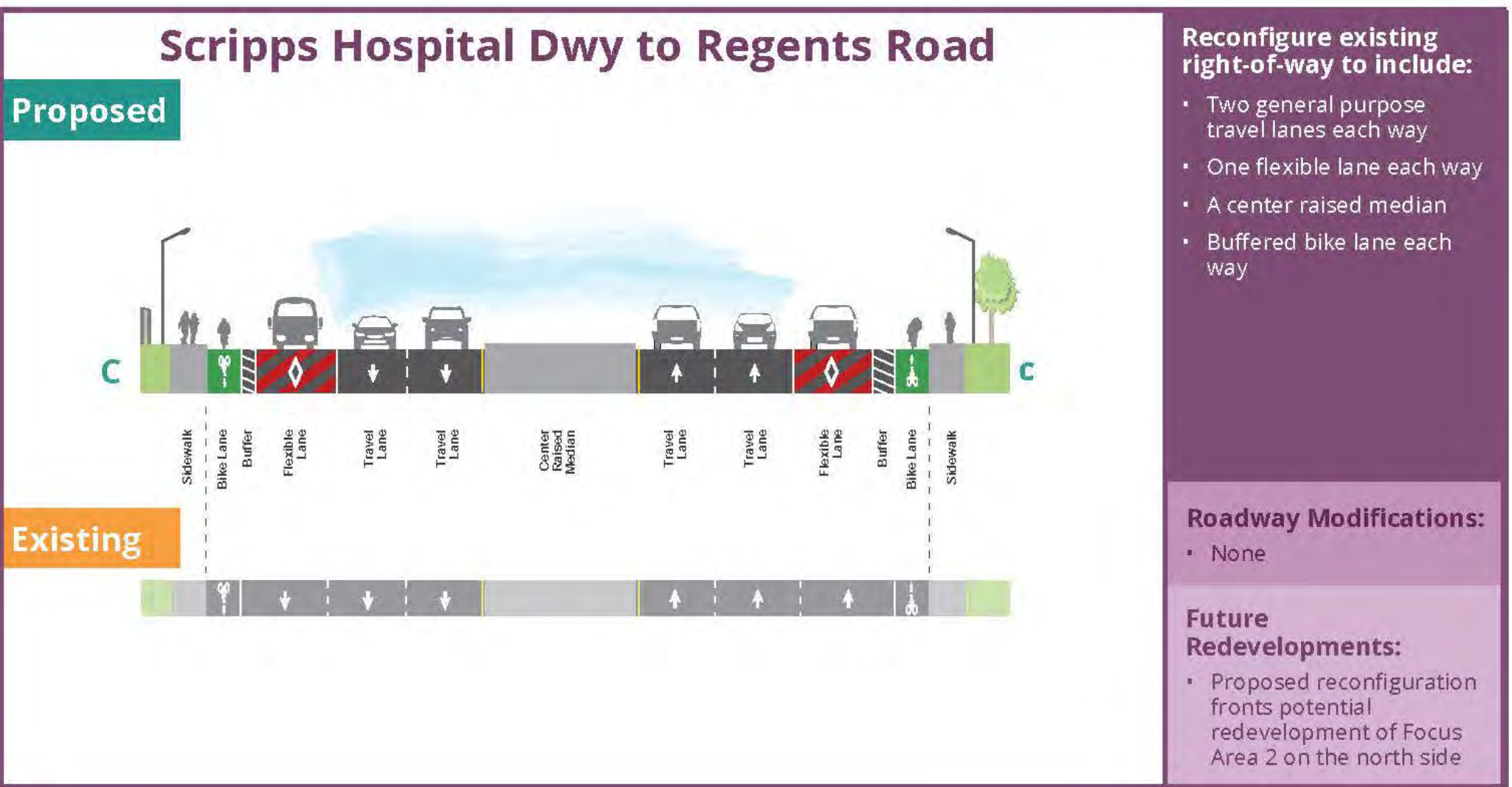
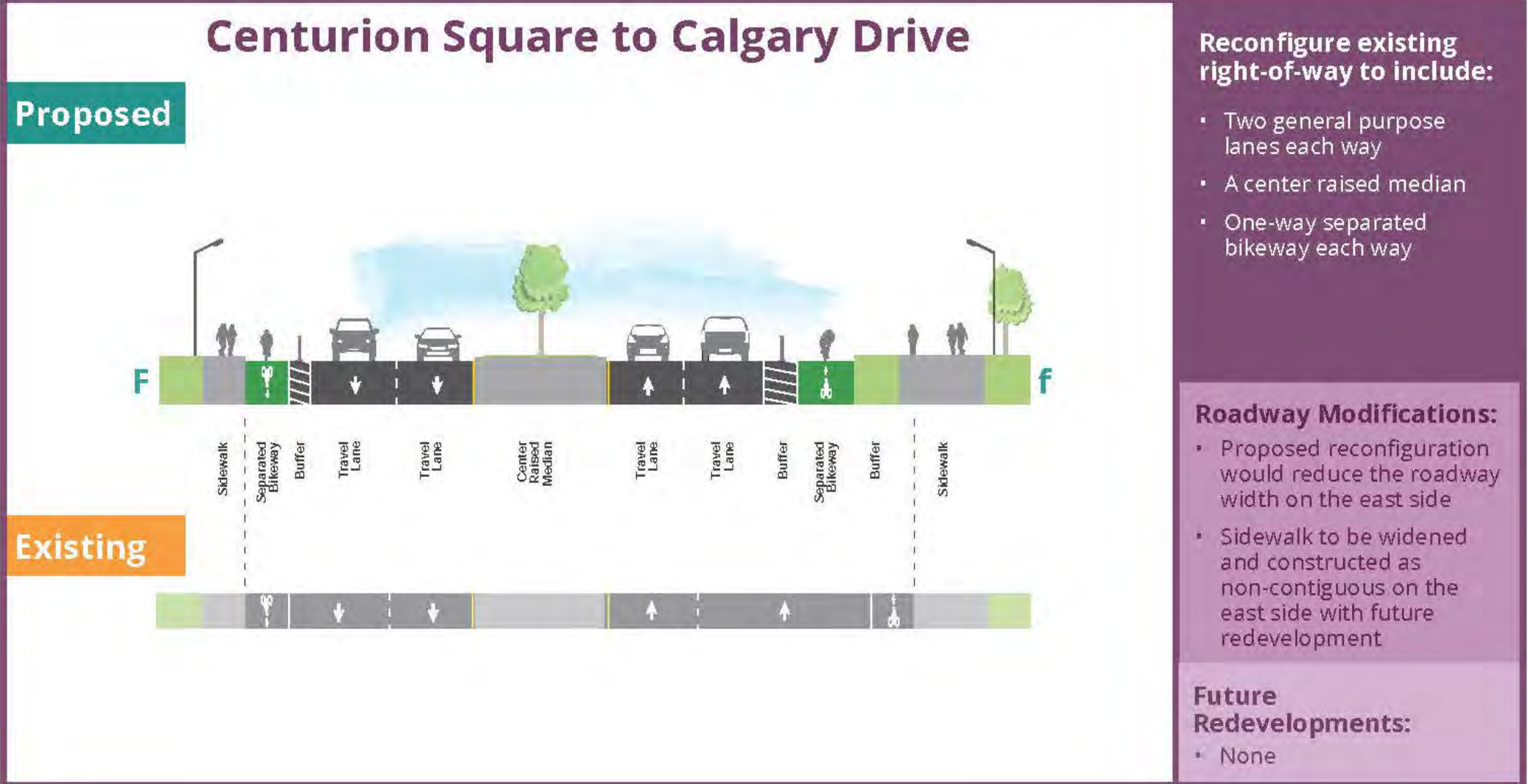
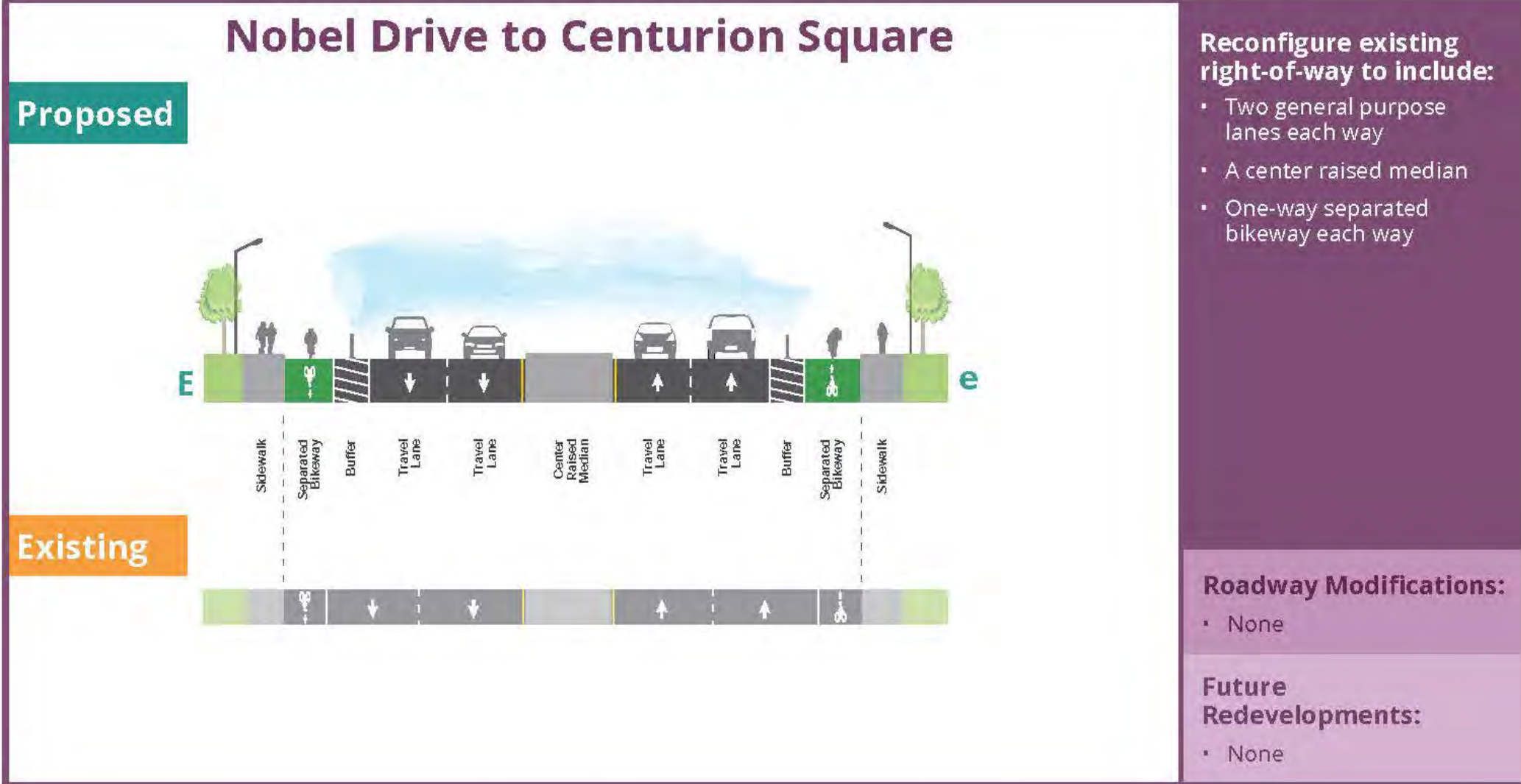
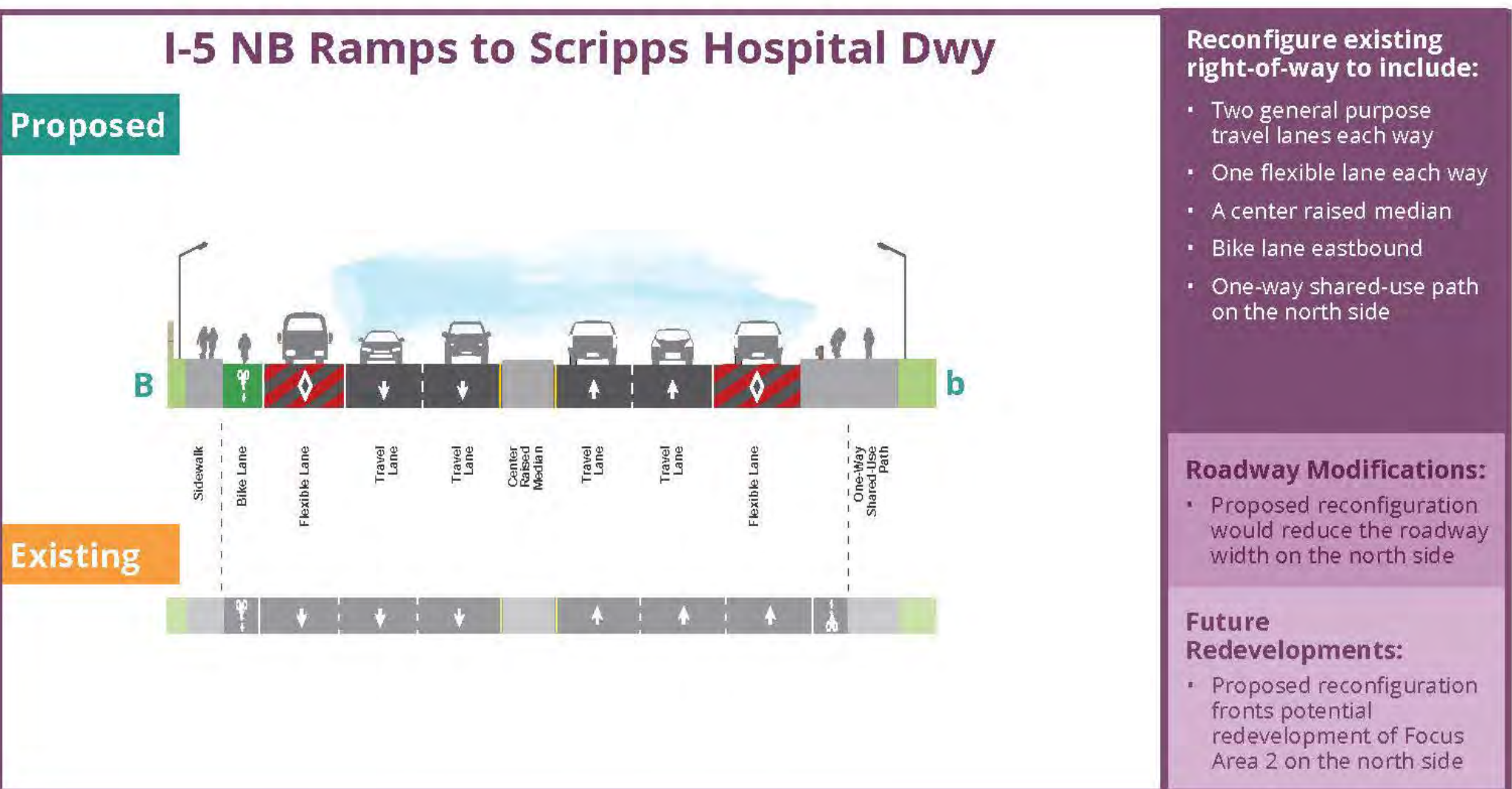
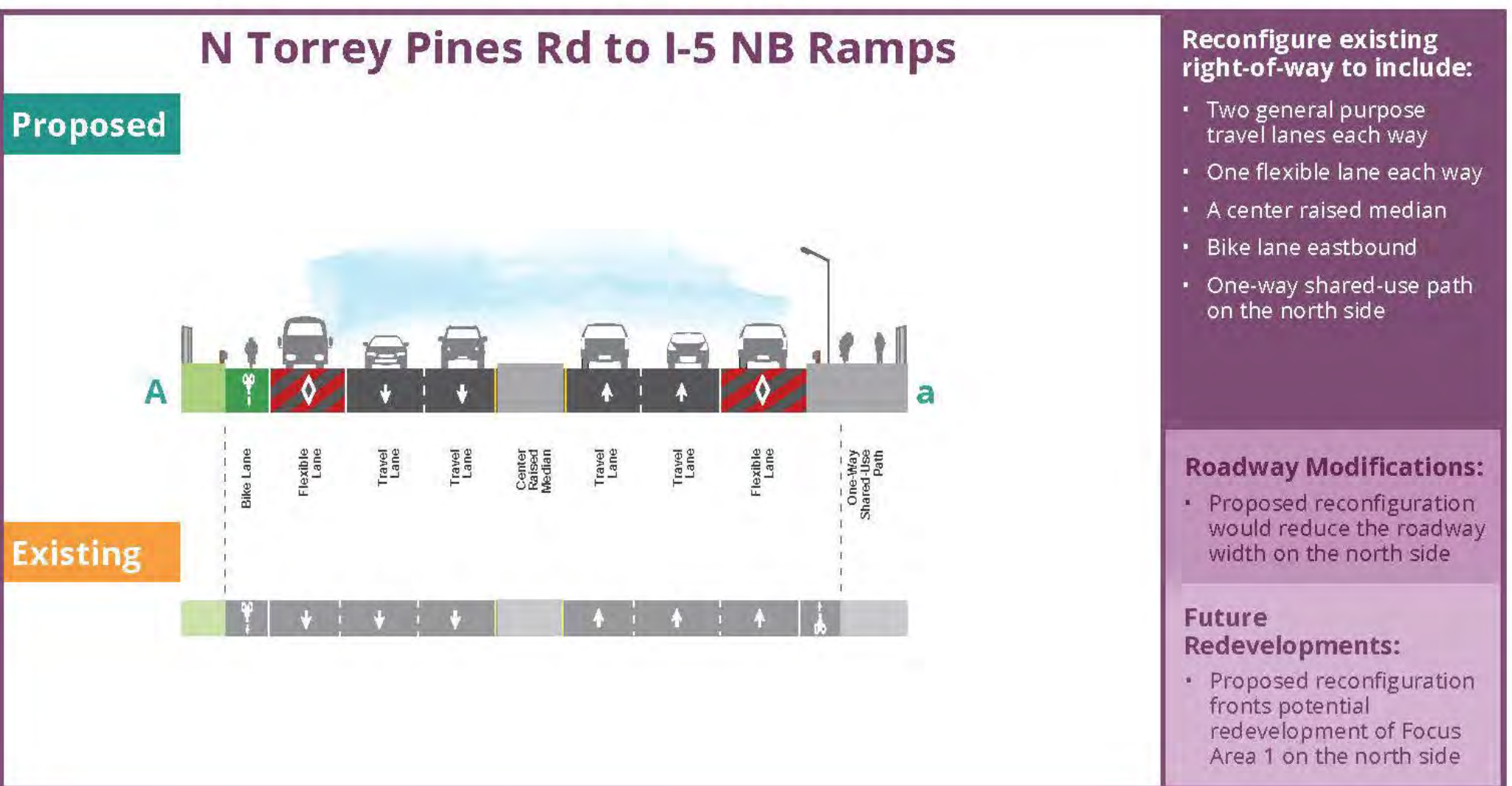


### LEGEND

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



existing photo



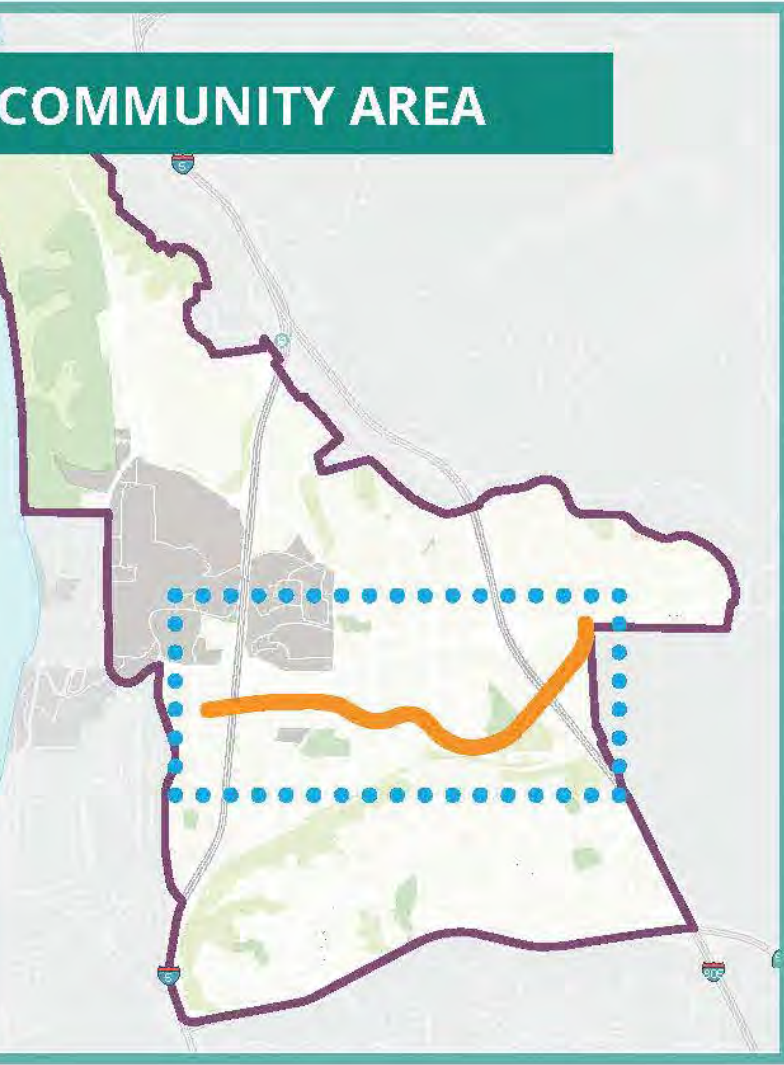
# MOBILITY CONCEPTS

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## Nobel Drive - Corridor Concept

**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



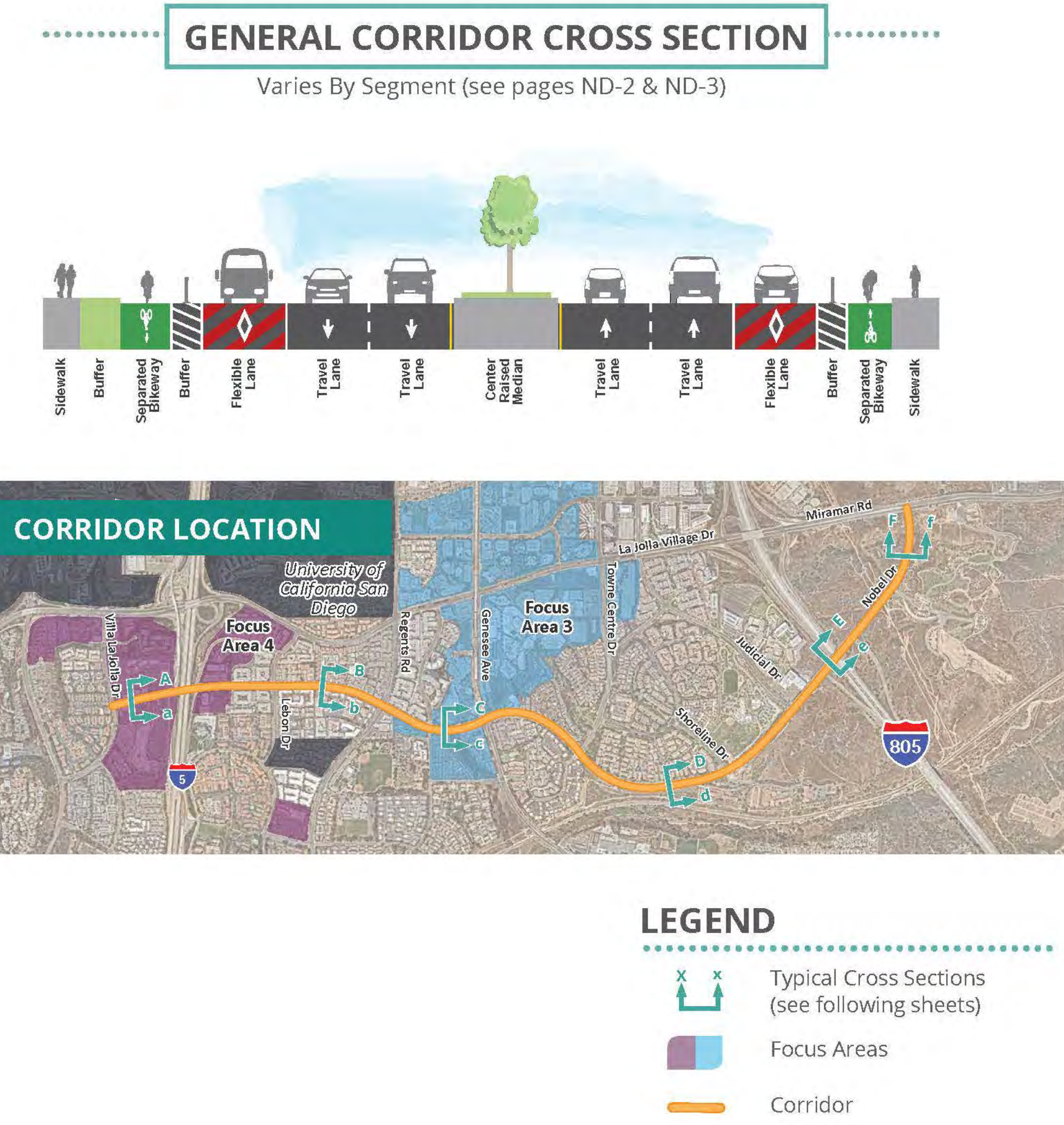
**POTENTIAL CORRIDOR-WIDE IMPROVEMENTS**

- 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

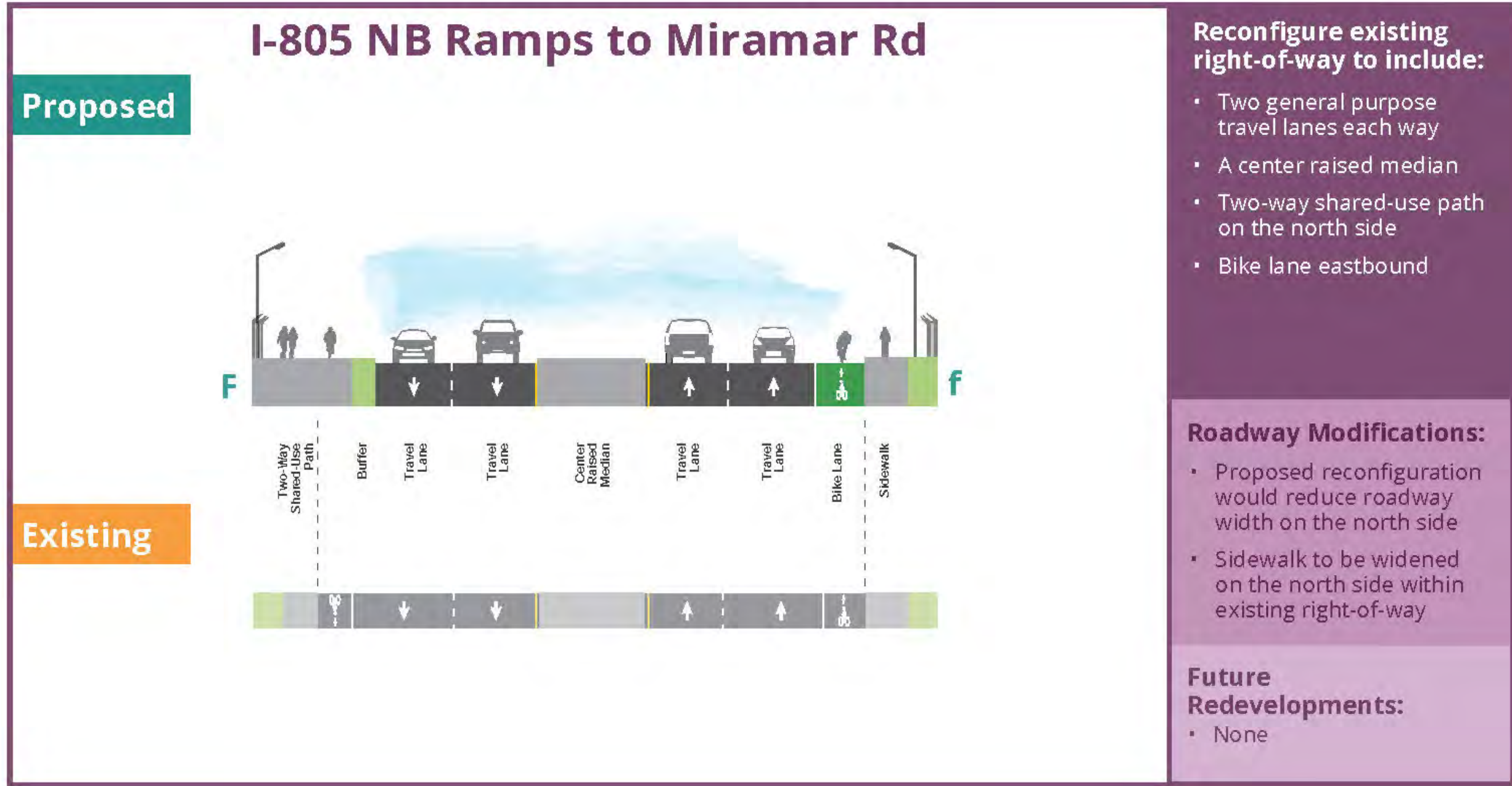
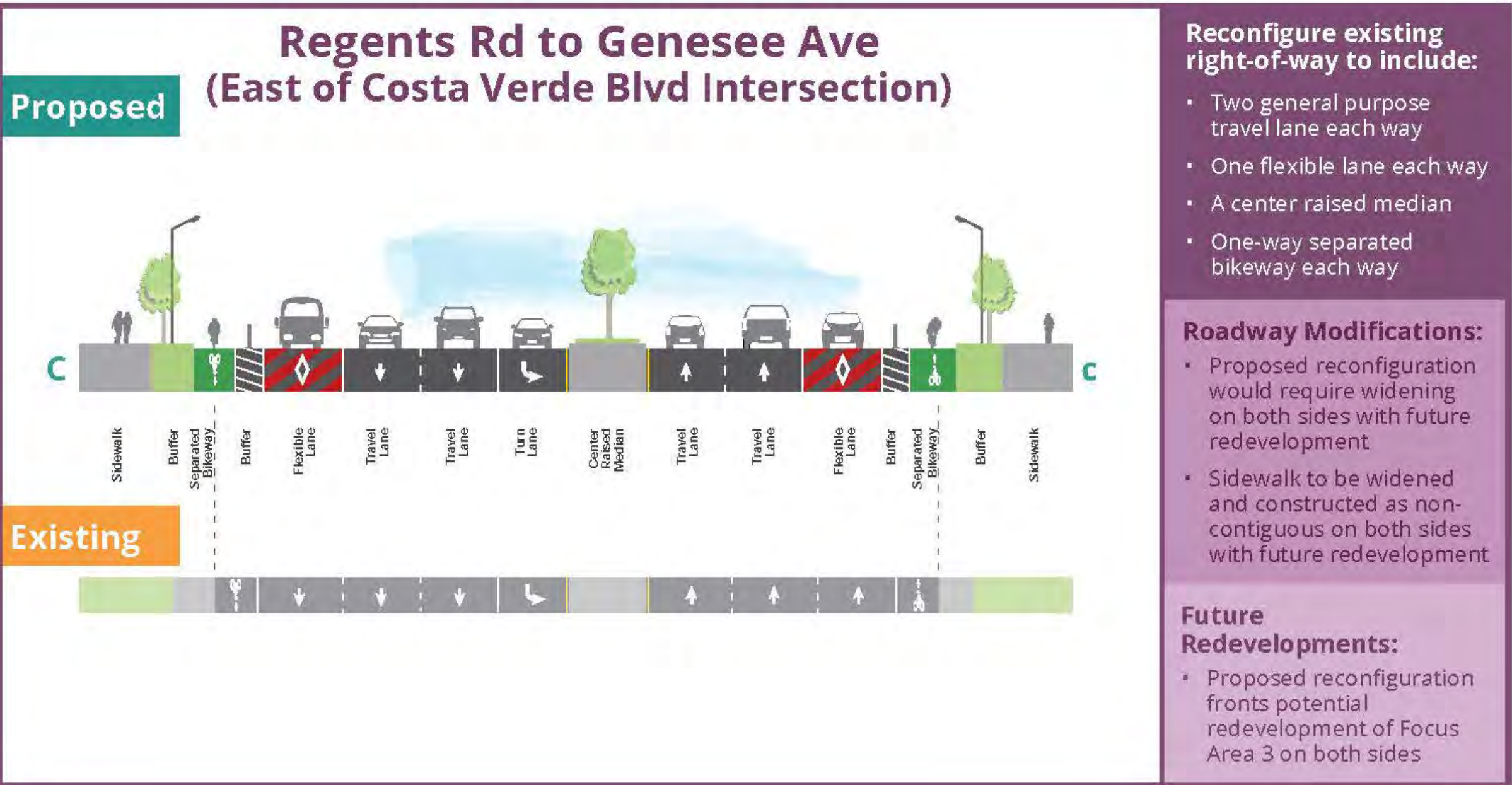
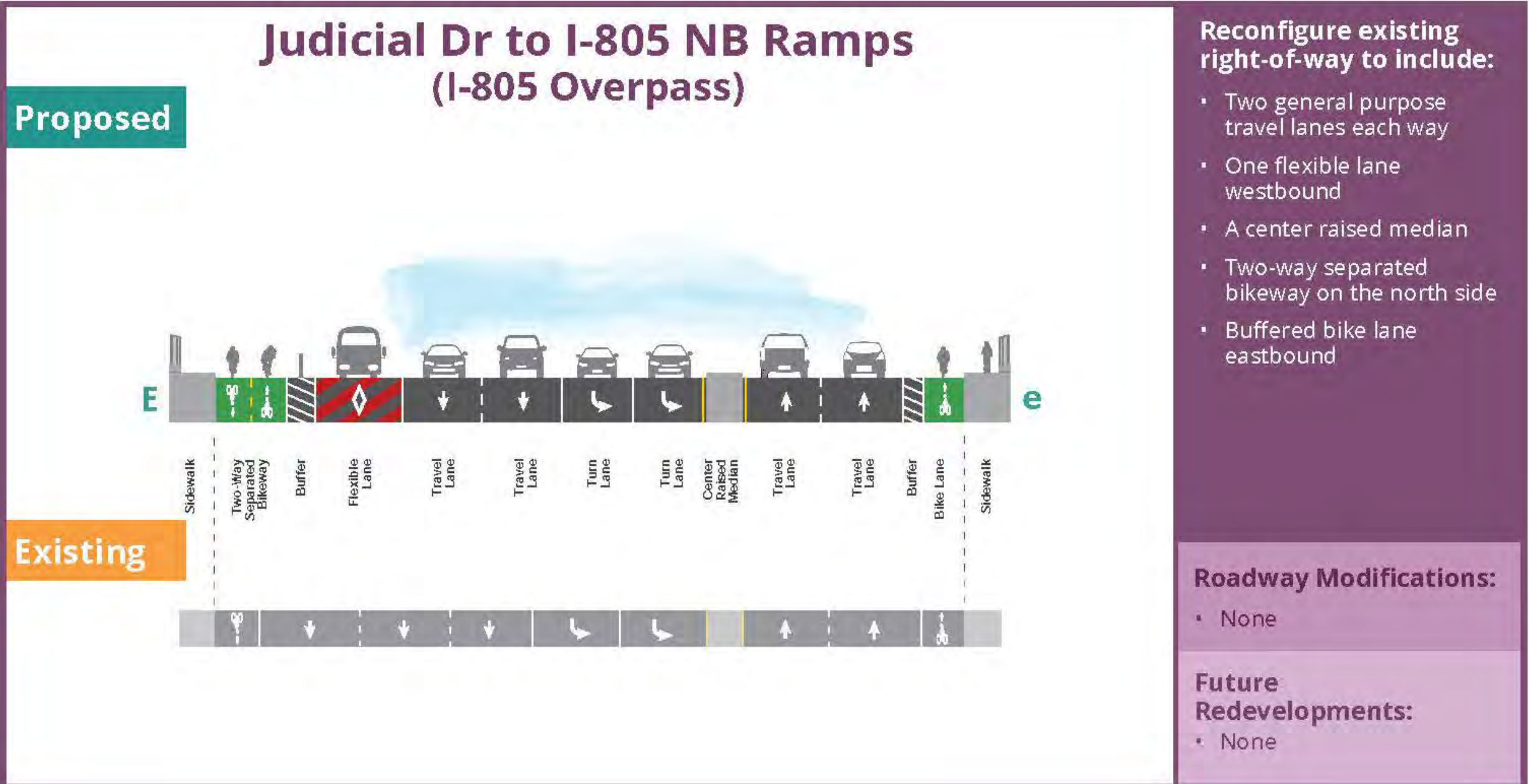
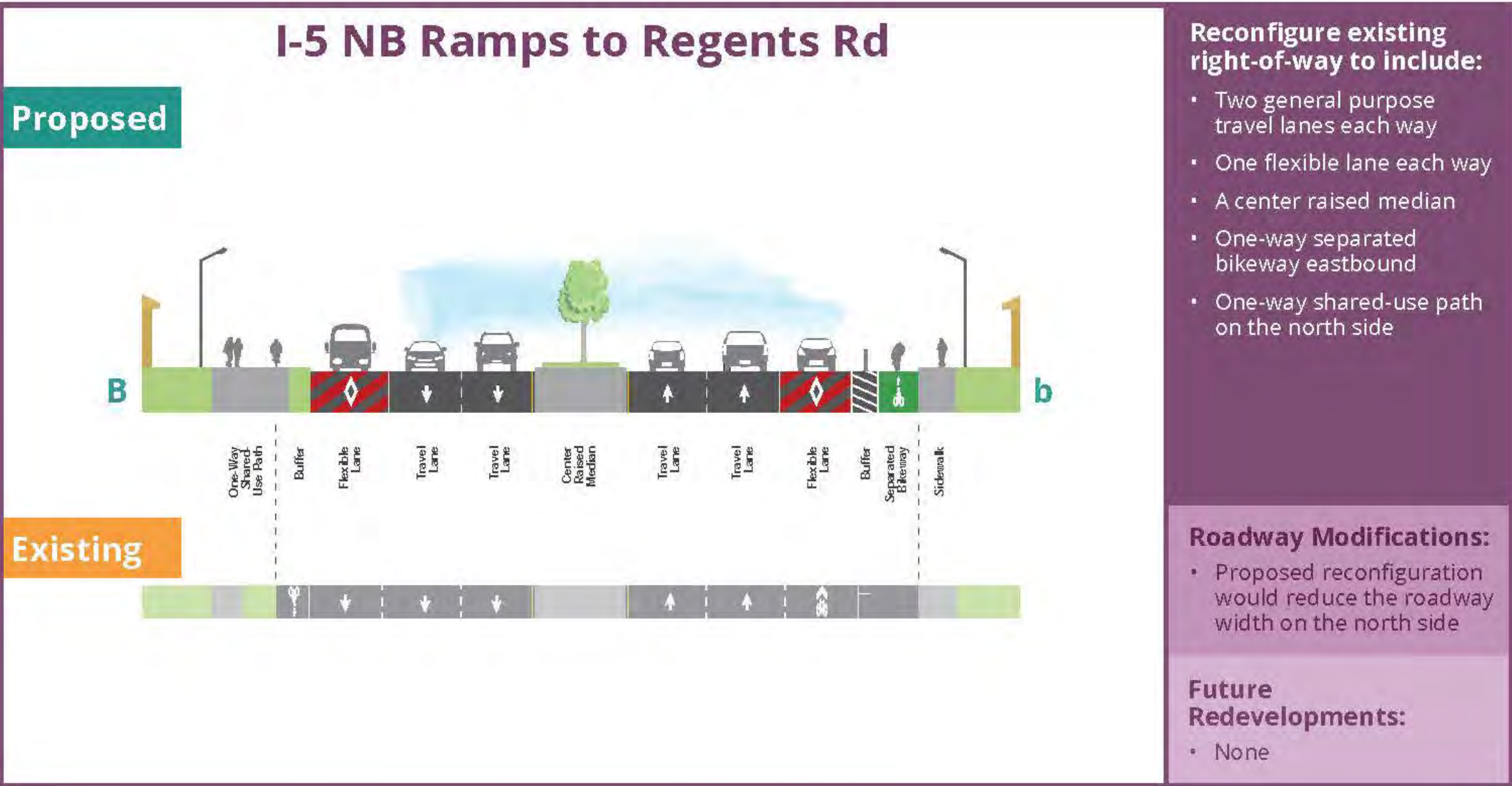
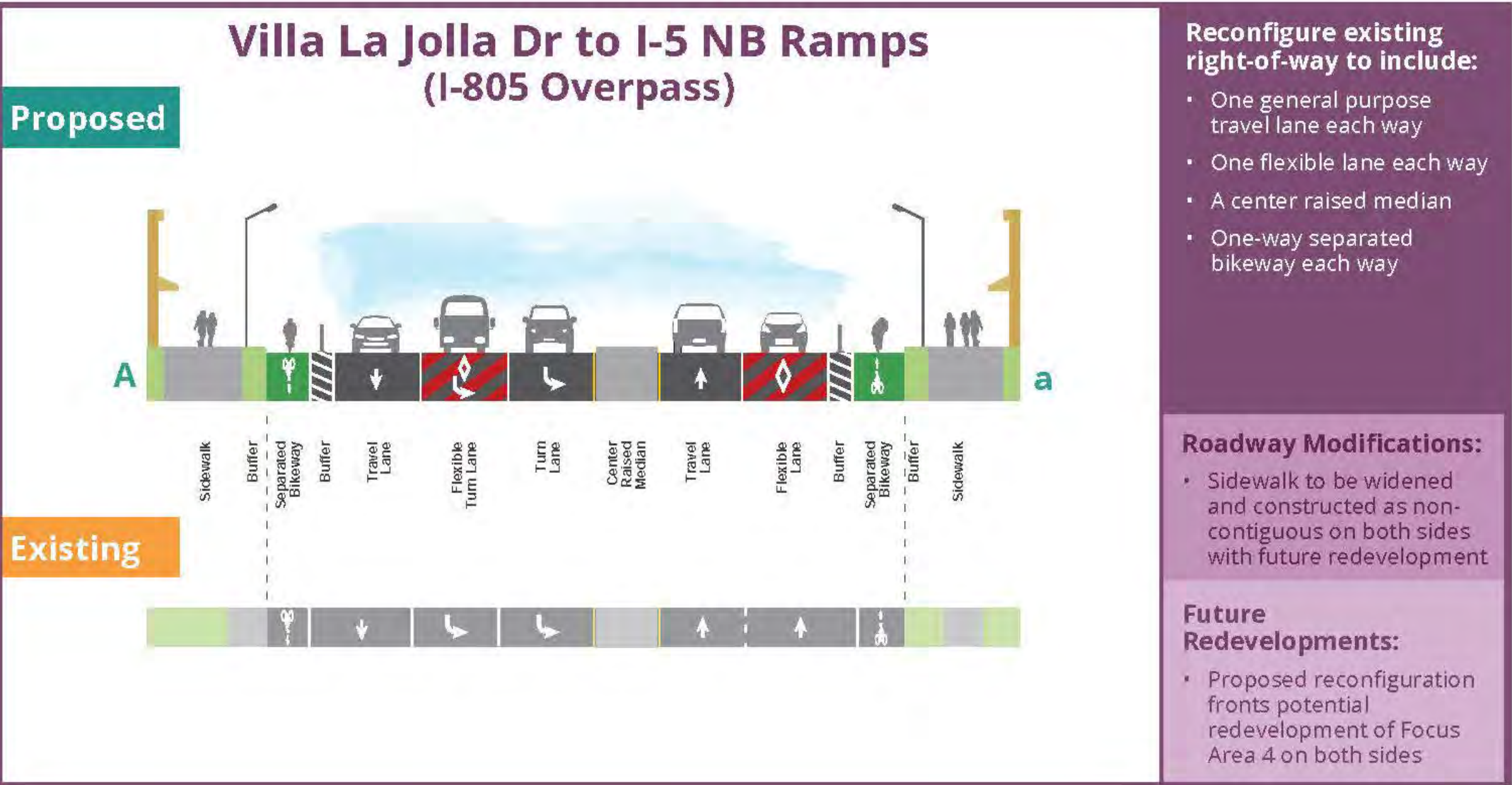


**CORRIDOR CRASH SUMMARY**

140 TOTAL CRASHES	
12% OF COMMUNITY CRASHES	
MOST PREDOMINANT VIOLATIONS	
1. NOT STATED	21%
2. UNSAFE SPEED	17%
3. IMPROPER TURNING	16%



existing photo



Note: All renderings, illustrations, and maps depict planning concepts and are not representative of any finalized or approved plans for development

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# MOBILITY CONCEPTS

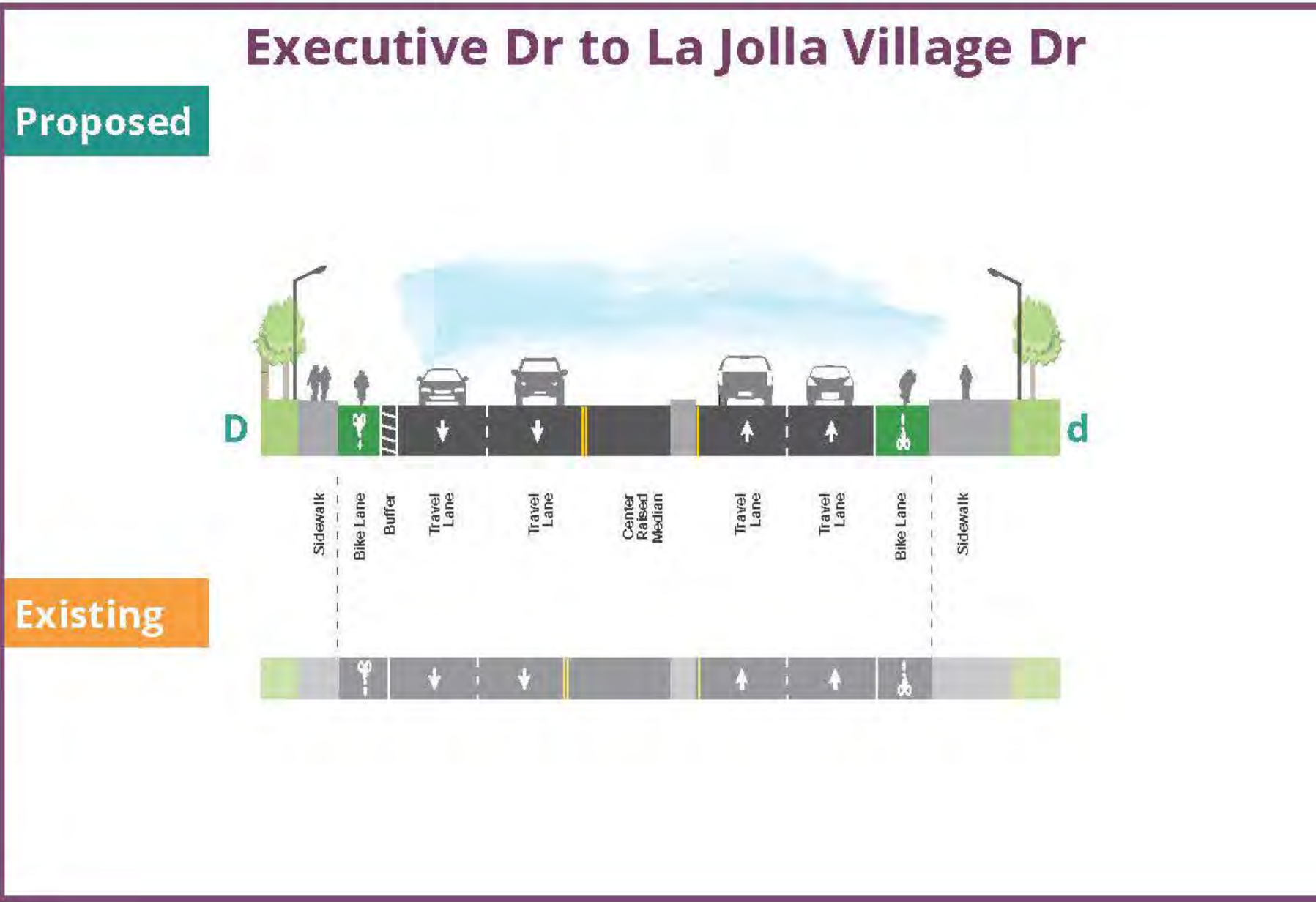
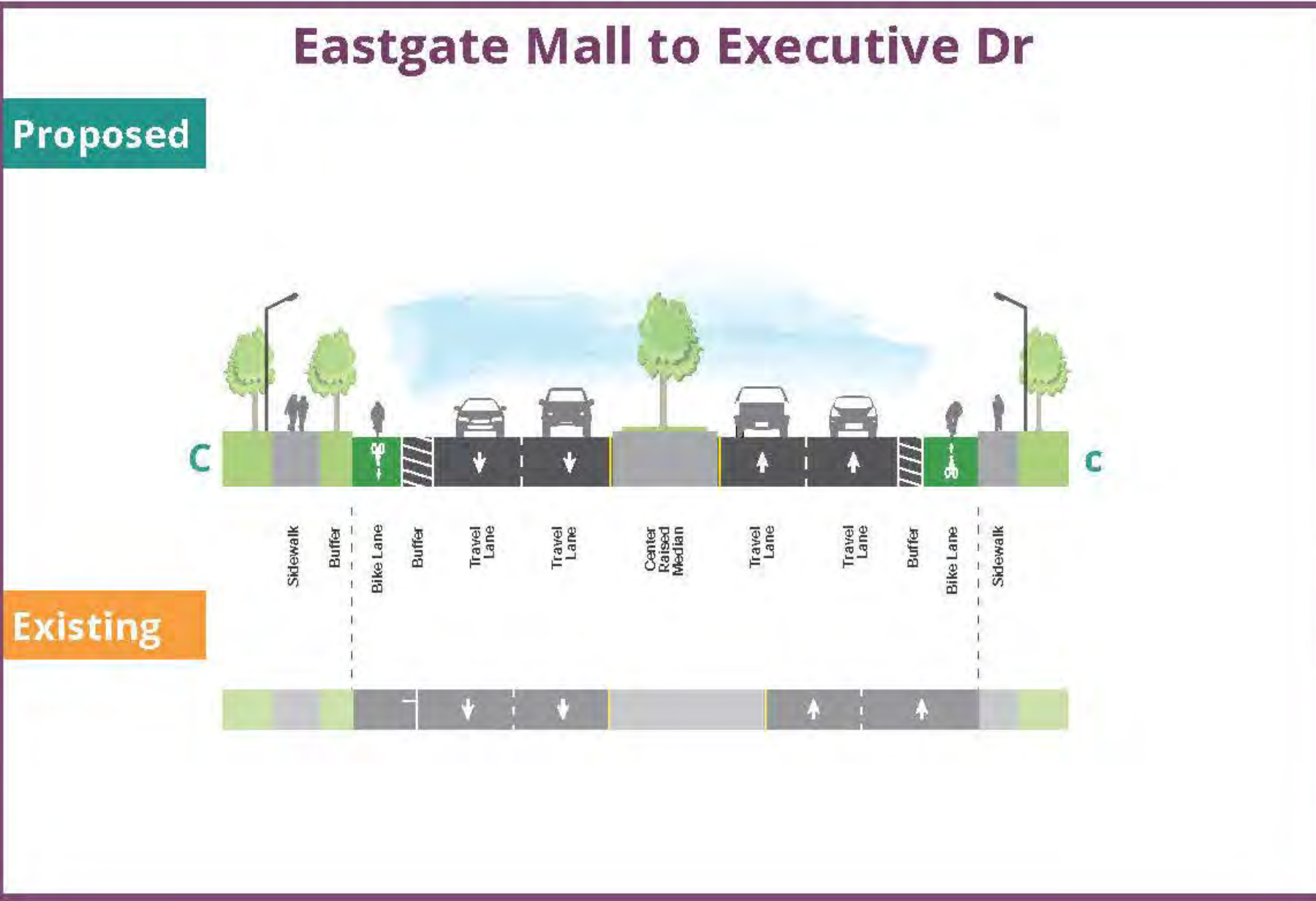
Street Section Concepts Presented by the Mobility Team in February 2021



## Towne Centre Drive - Corridor Concept



existing photo



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# MOBILITY CONCEPTS

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## Regents Road - Corridor Concept

### LENGTH

North 1.5 Miles  
South 1 Mile

### FUNCTIONAL CLASS

Existing:  
2-Lane Collector Milkin Ave to Lahitte Ct  
4-Lane Major Arterial La Jolla Village Dr to Genesee Ave, SR-52 to Milkin 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

### 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
- Linear Park:** Space to promote engagement with the nearby trail facilities with a shared-use path to channel pedestrians and bicycles

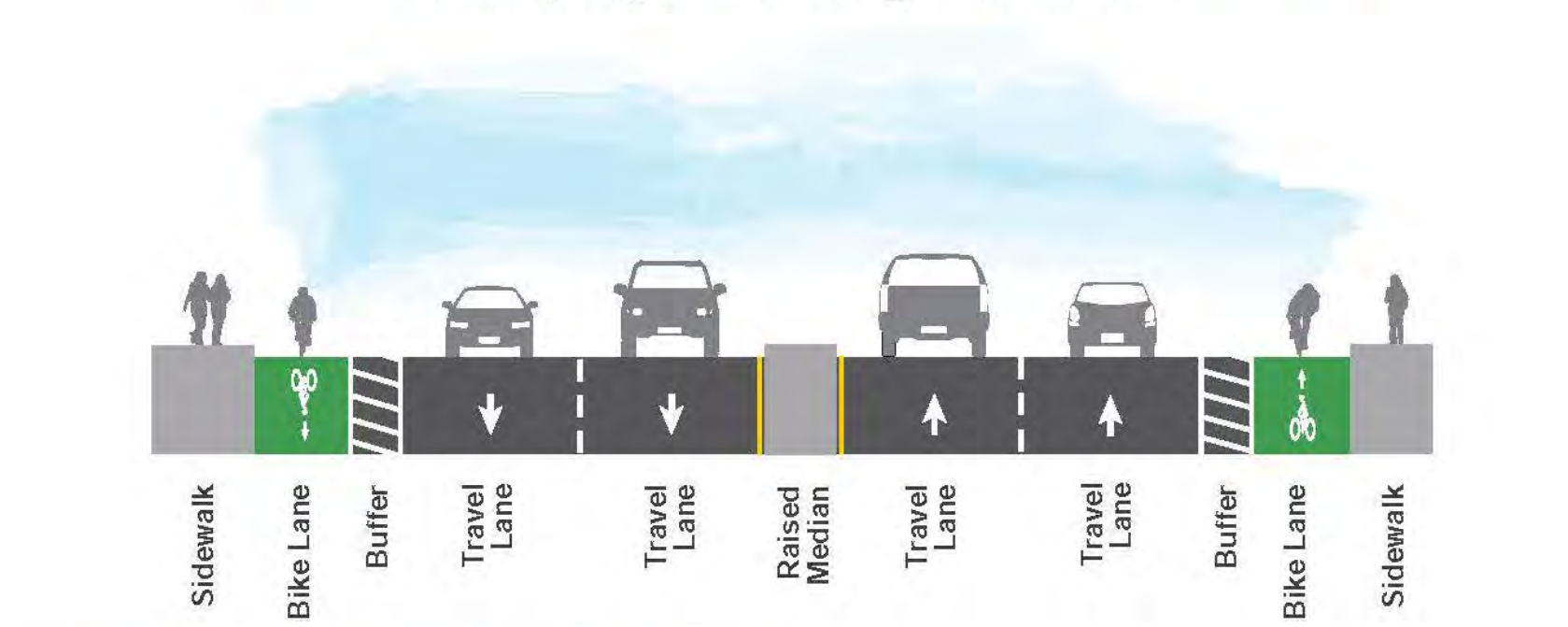


### CORRIDOR CRASH SUMMARY

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)

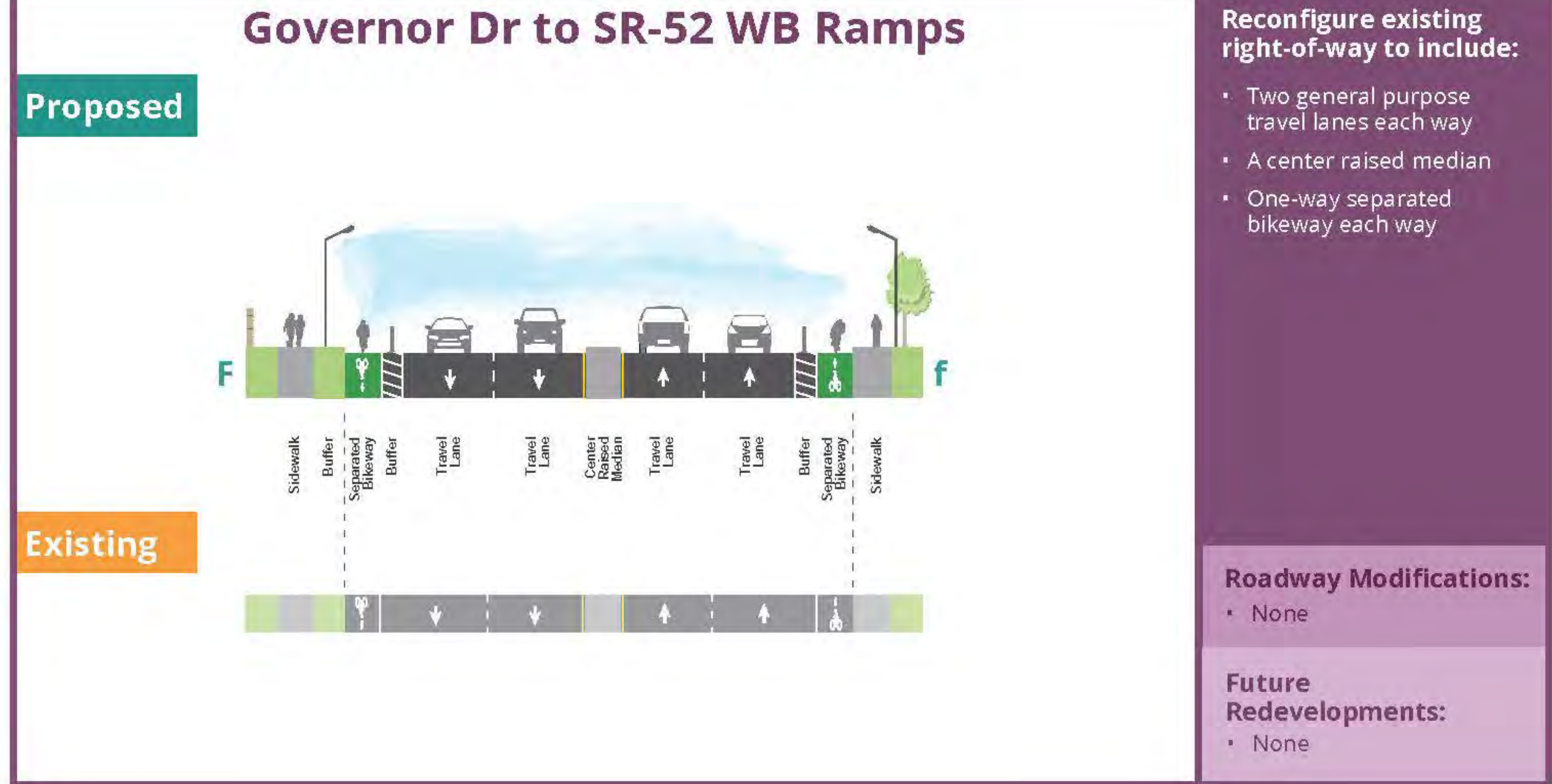
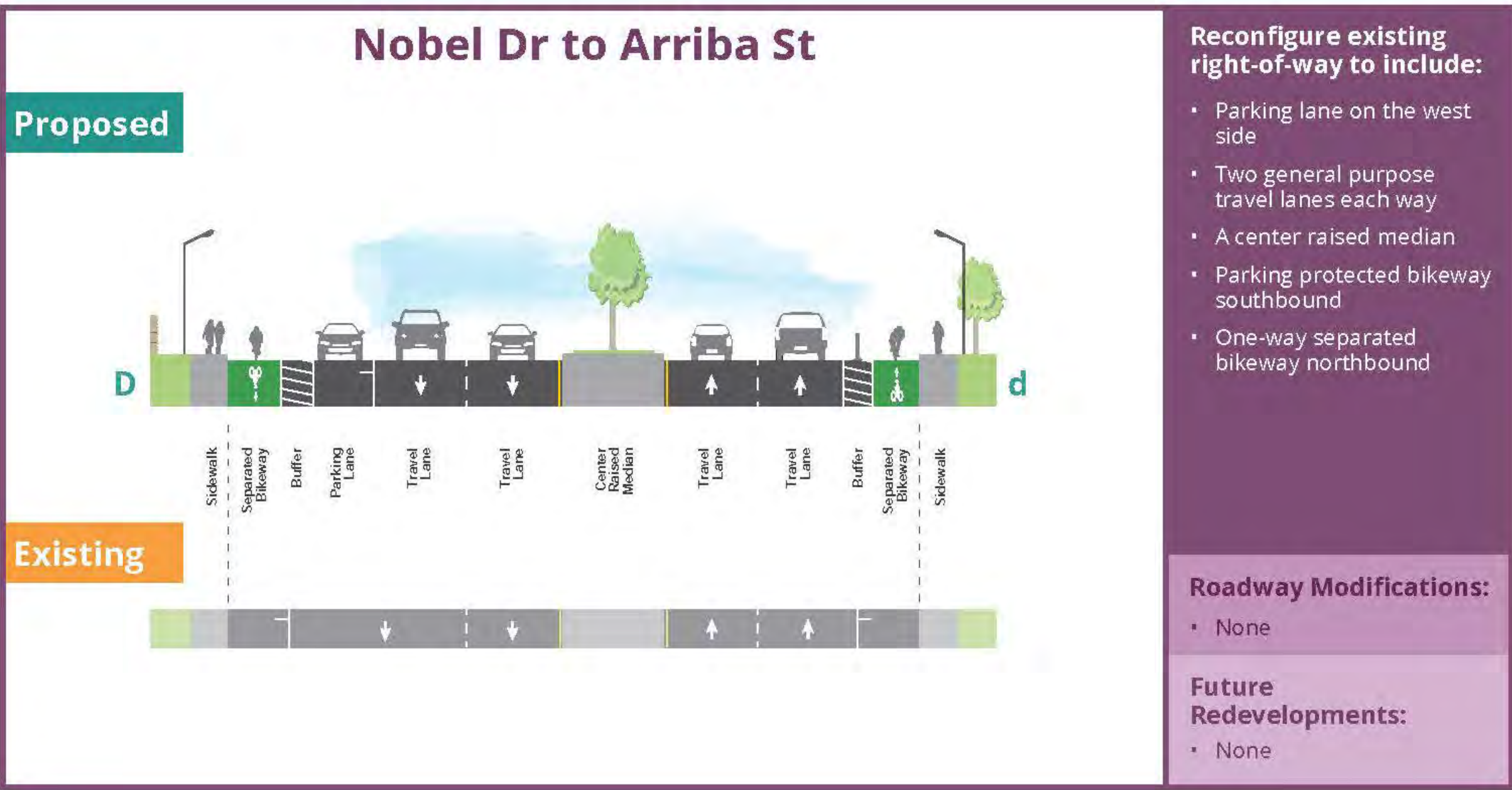
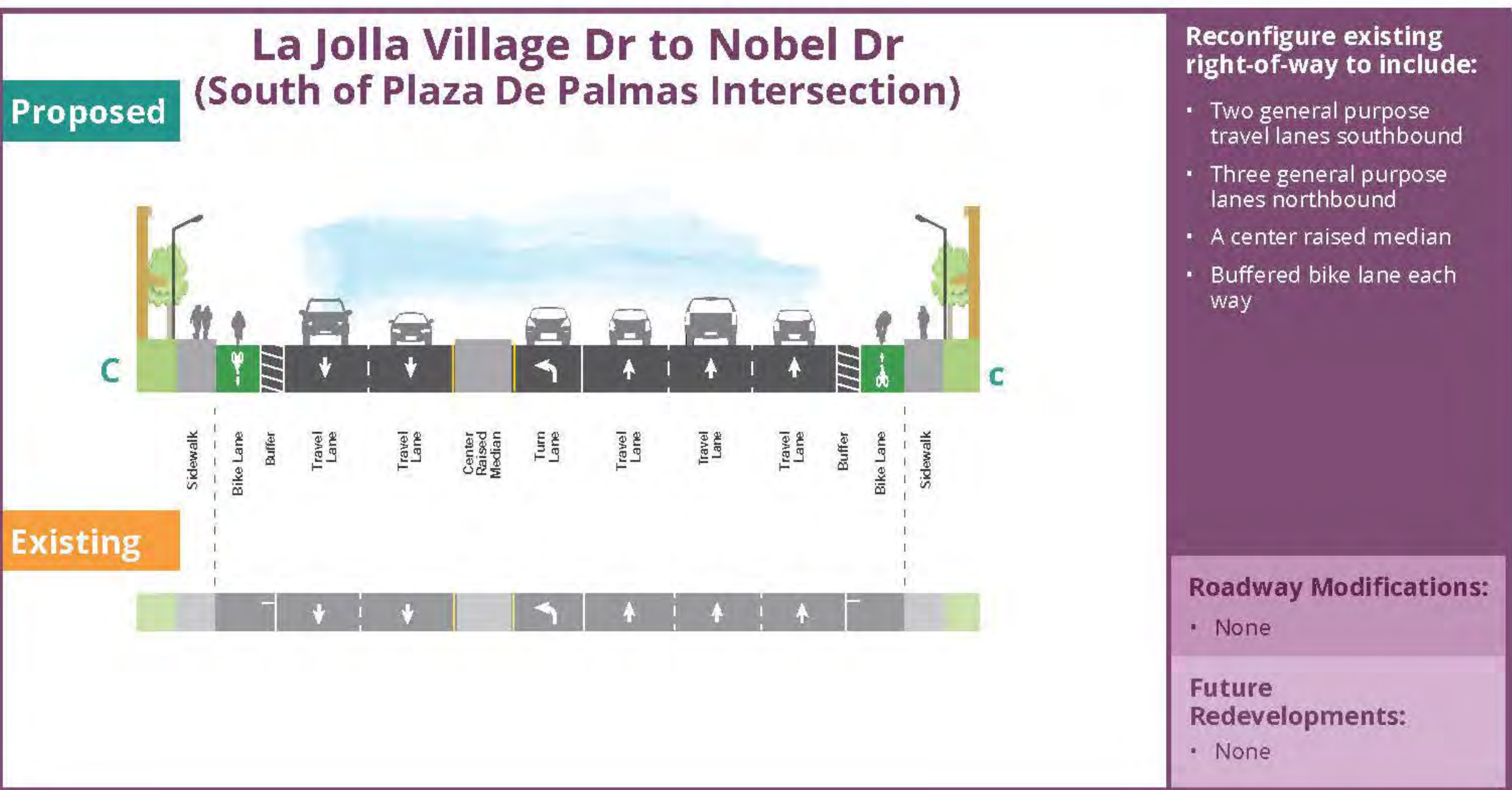
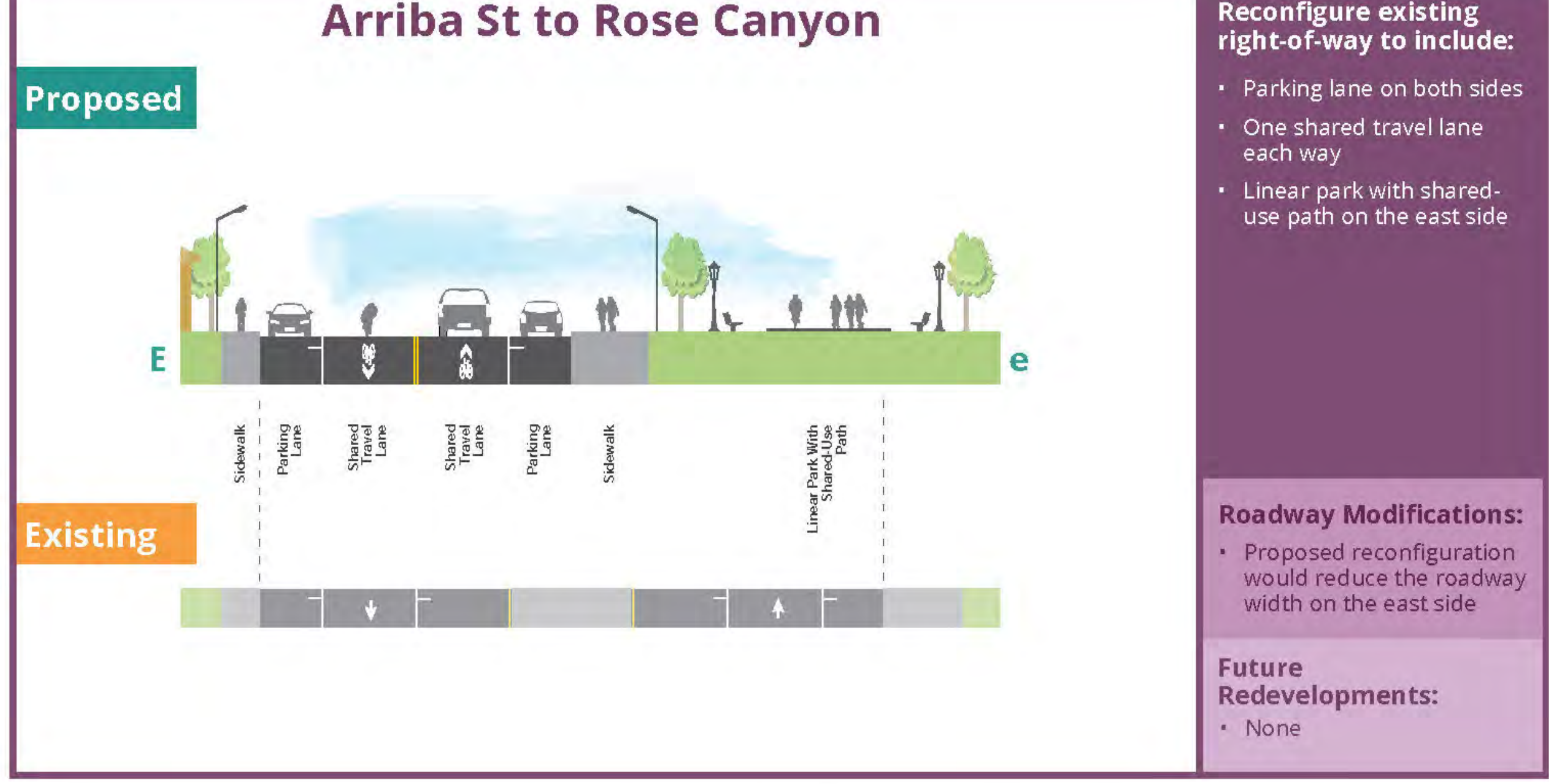
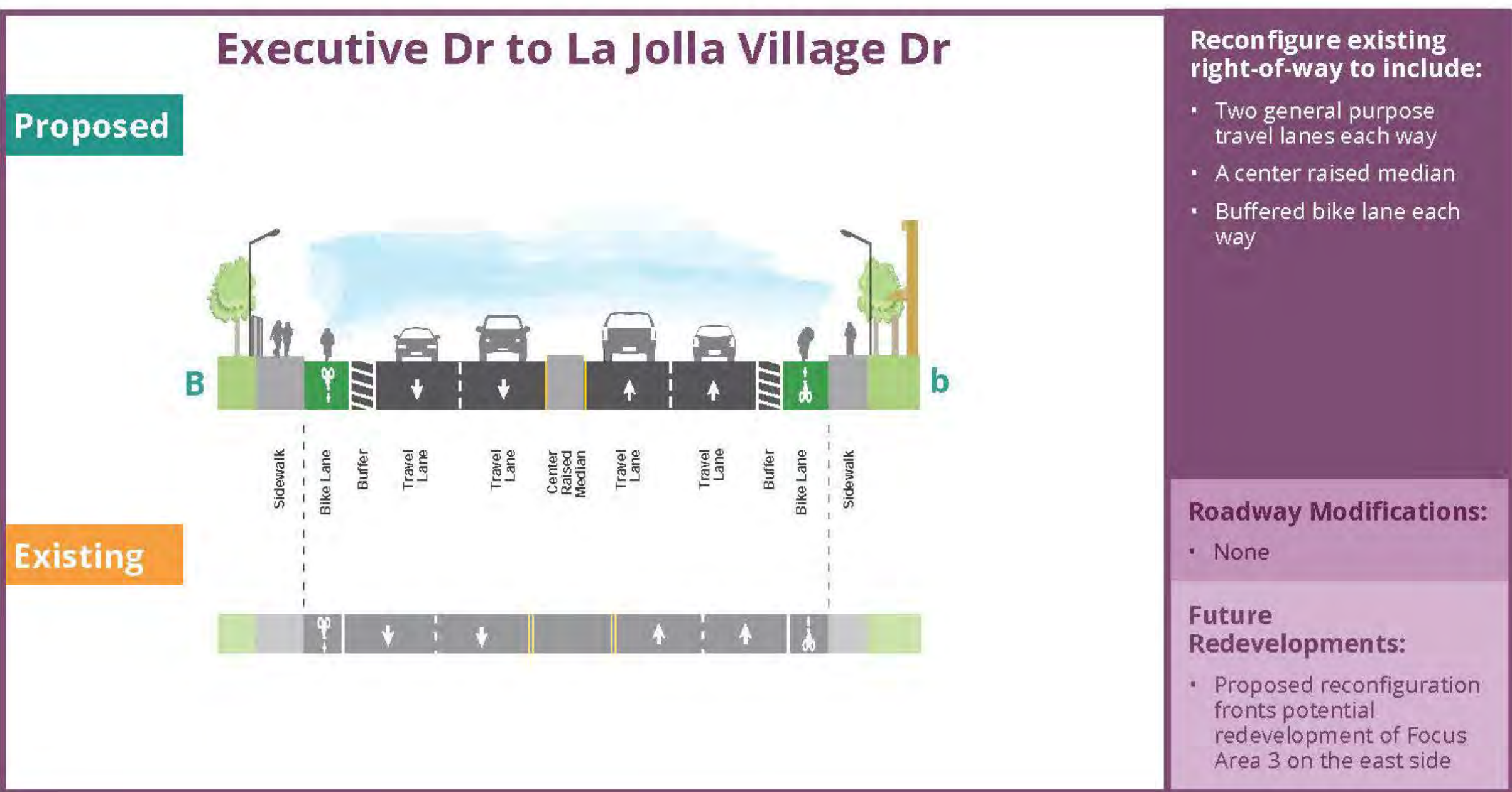
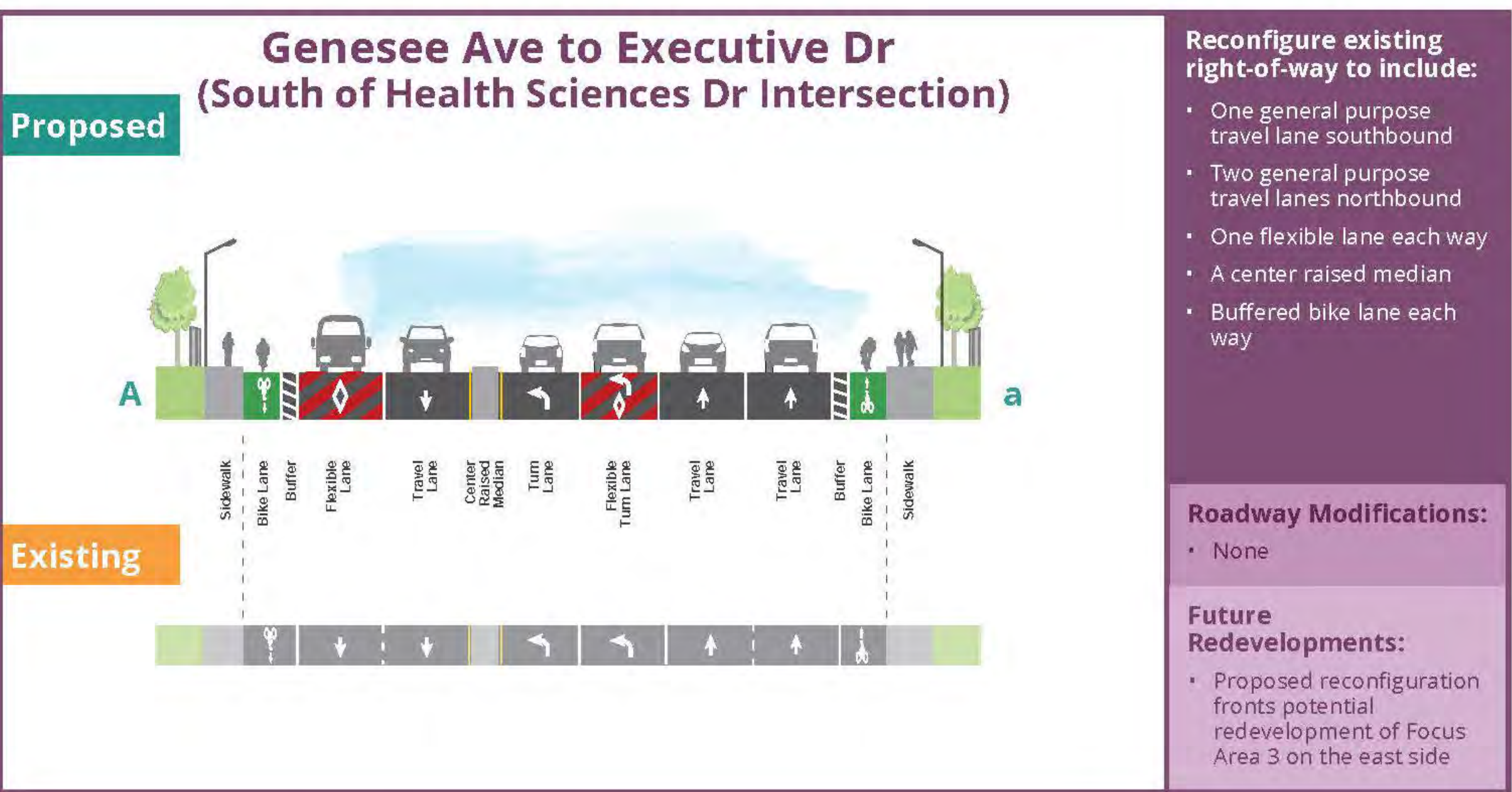


### LEGEND

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



existing photo



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## La Jolla Village Drive - Corridor Concept

### 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

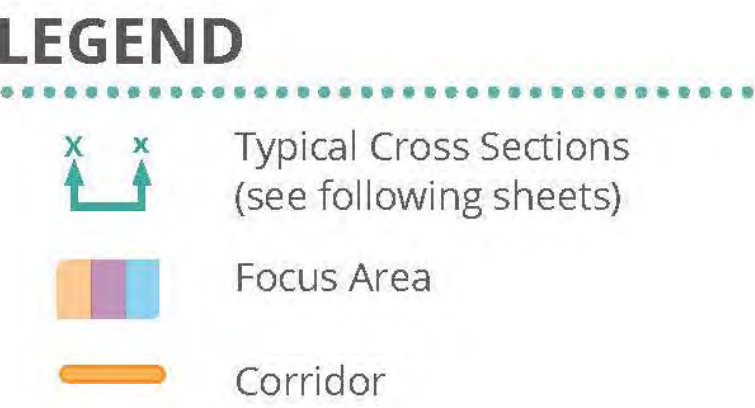
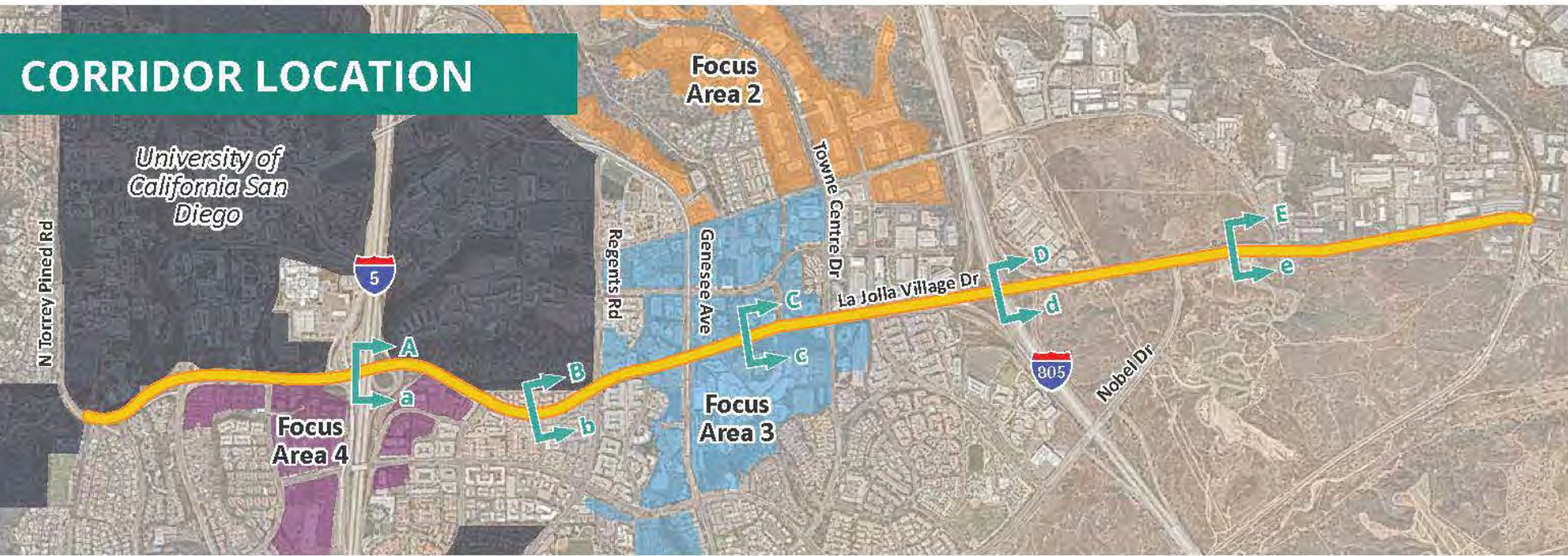
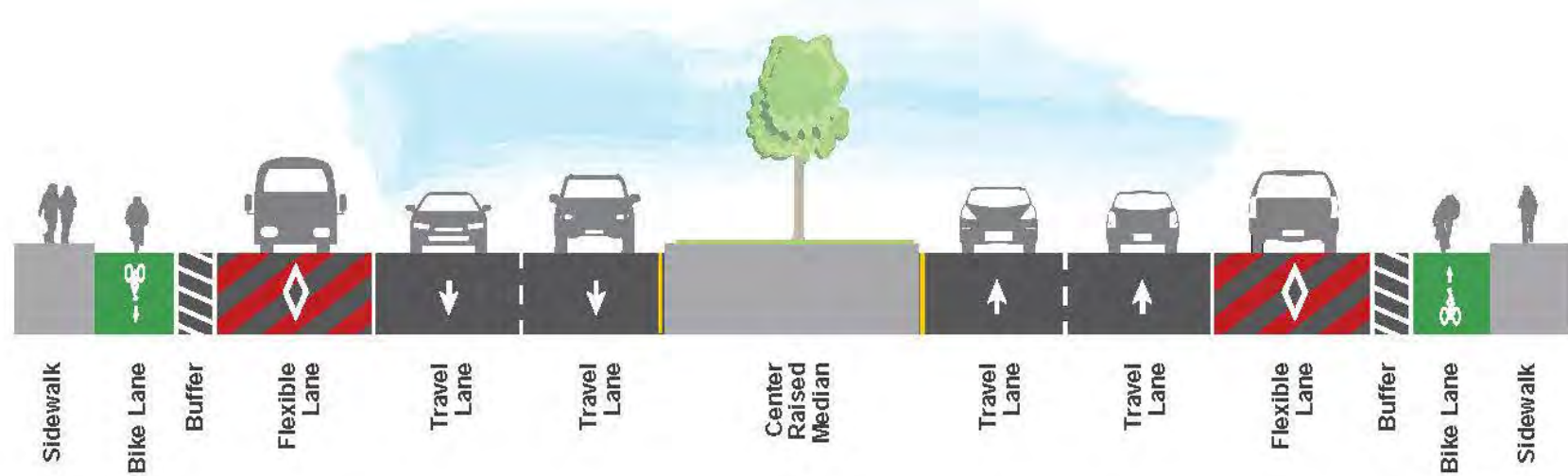
### POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

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



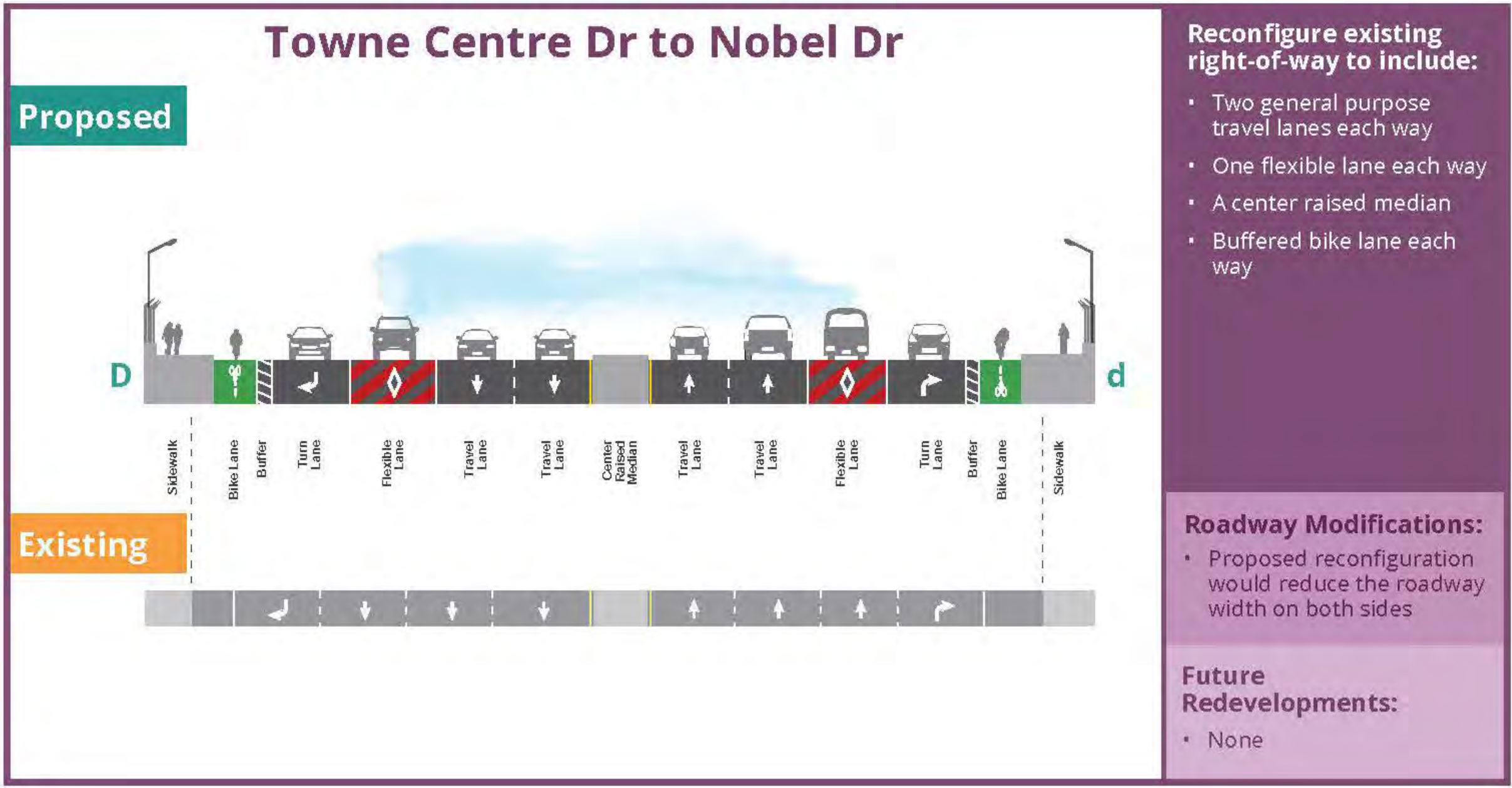
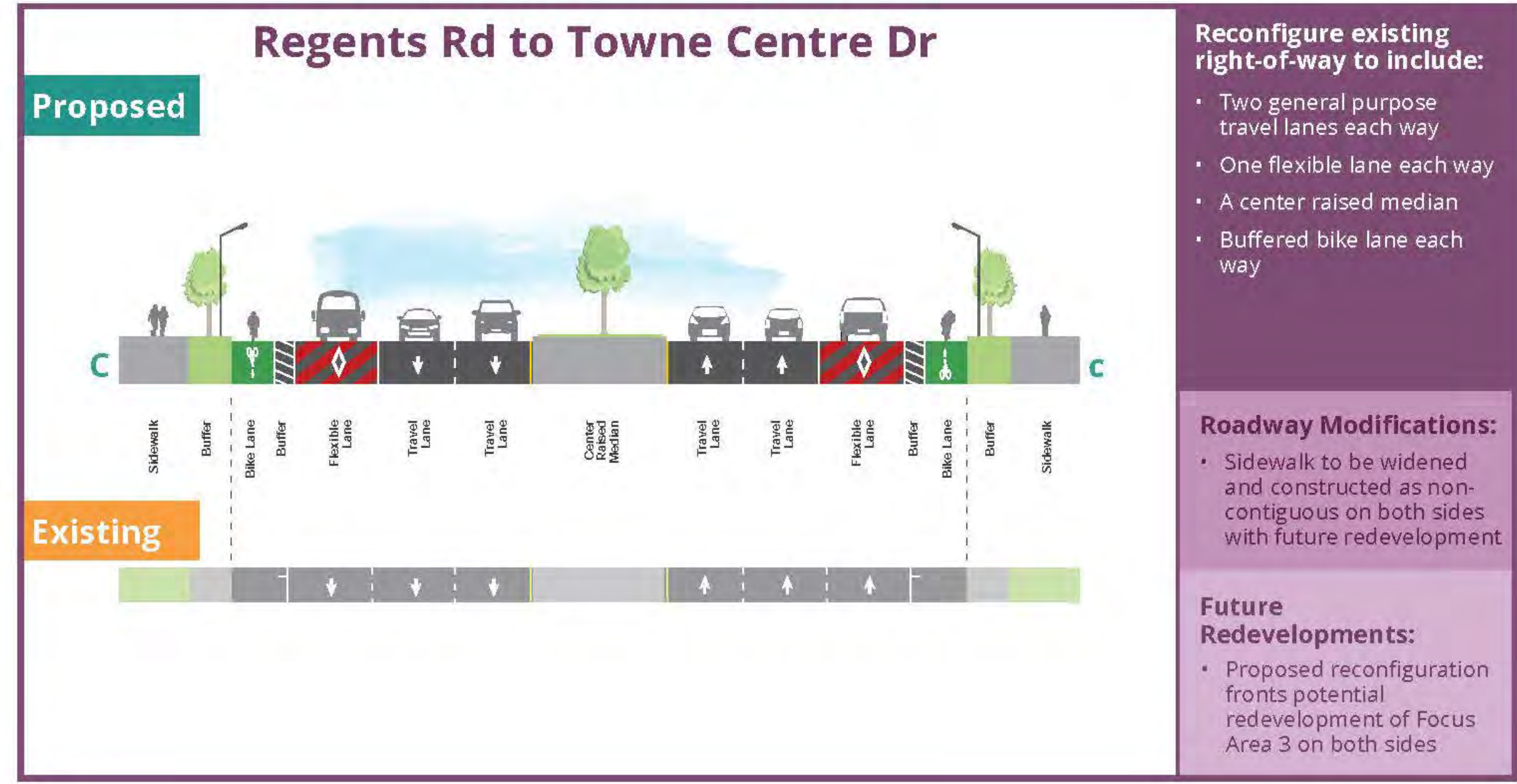
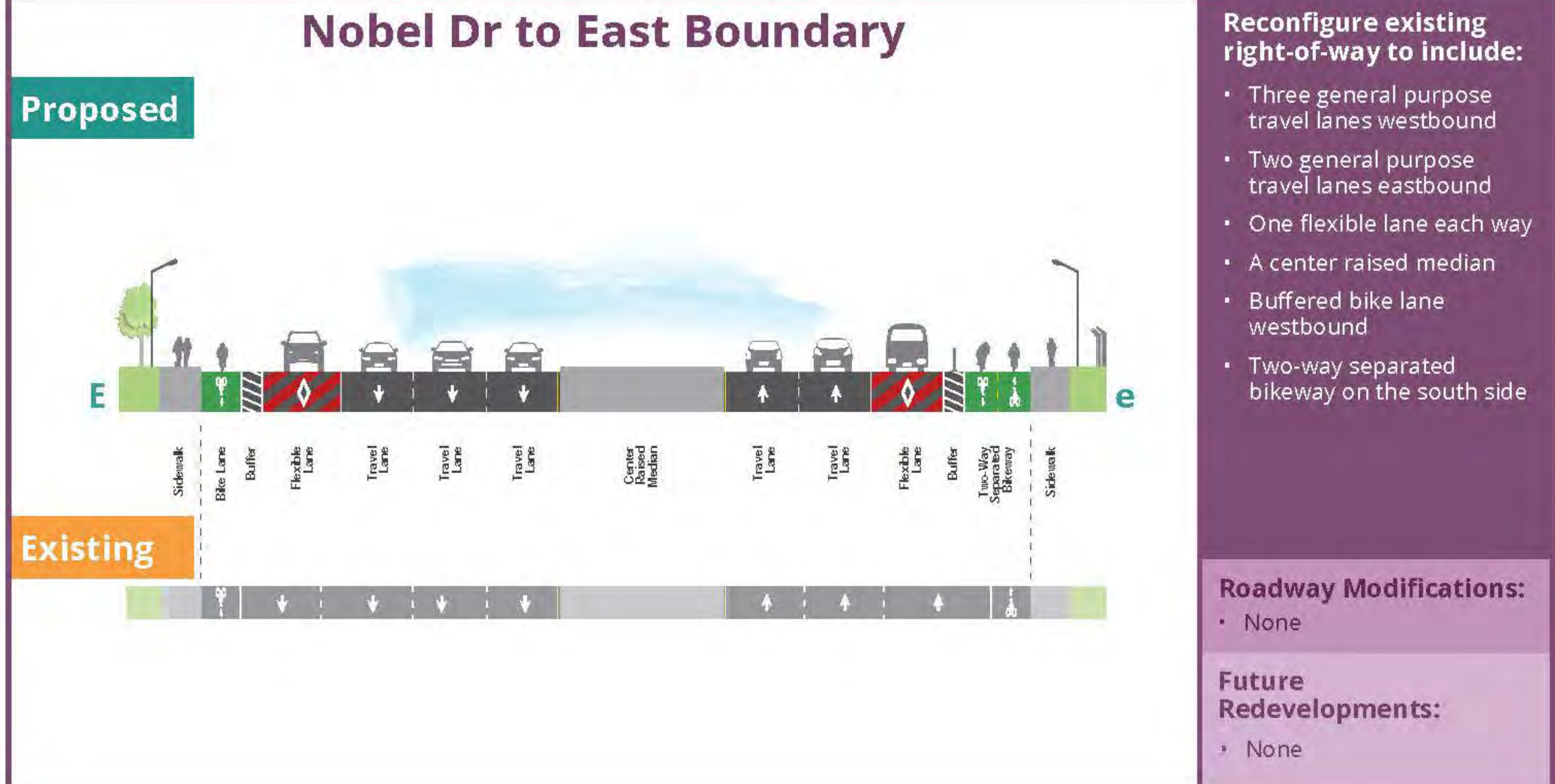
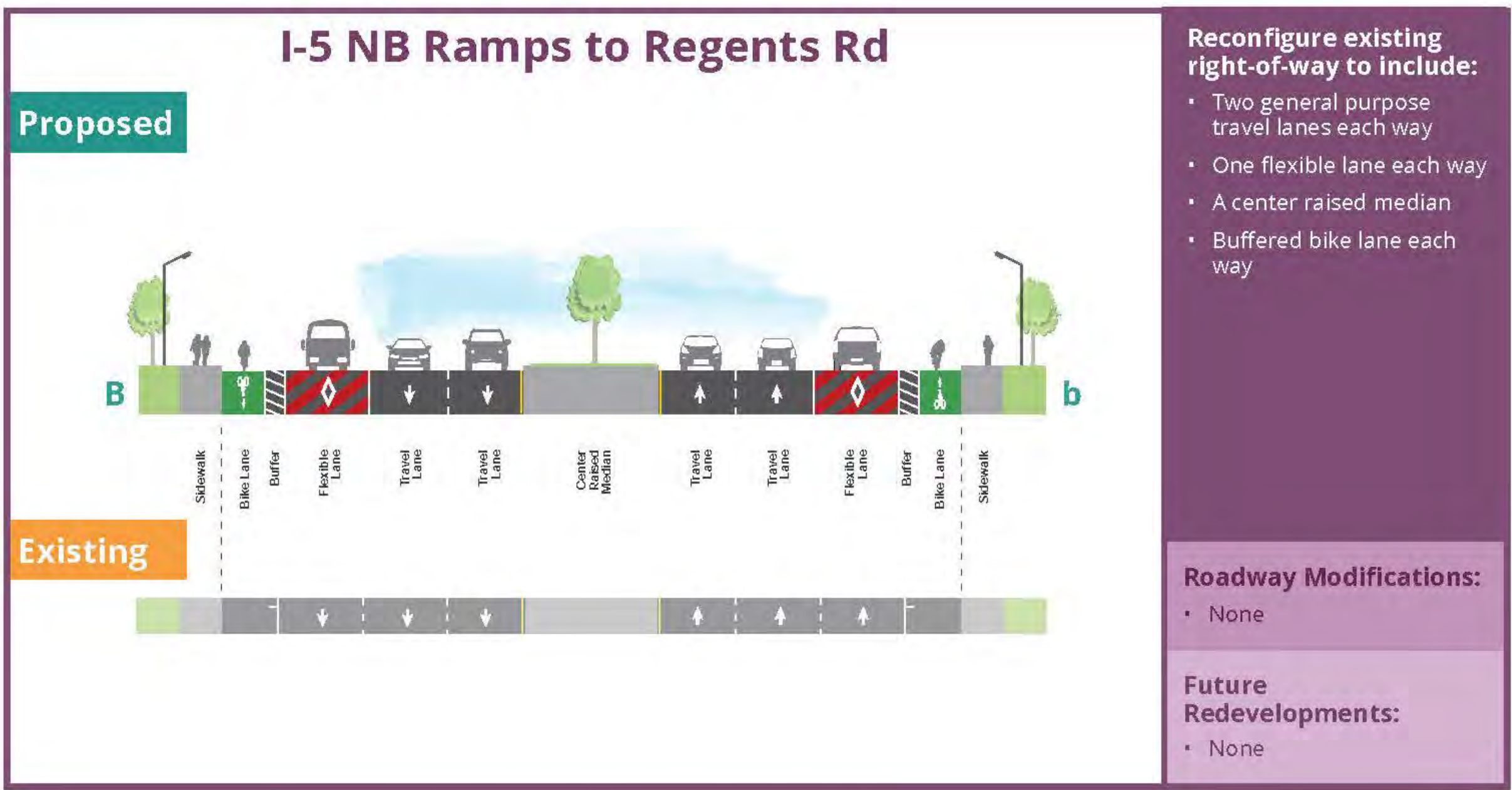
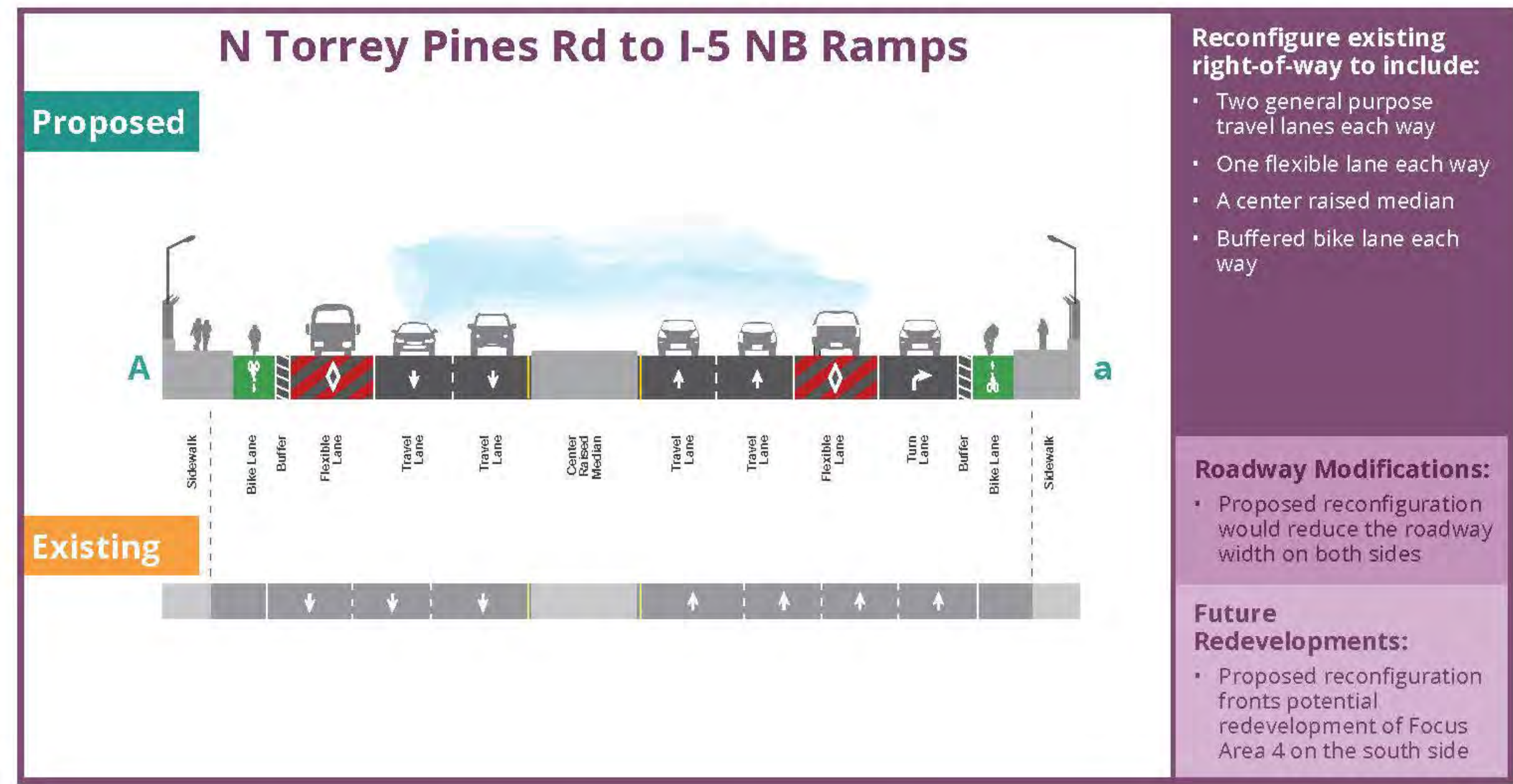
### GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see pages LJ-V-2 & LJ-V-3)



**CORRIDOR CRASH SUMMARY**

257 TOTAL CRASHES
21% OF COMMUNITY CRASHES
<b>MOST PREDOMINANT VIOLATIONS</b>
1. UNSAFE SPEED 25%
2. IMPROPER TURNING 16%
3. NOT STATED 16%



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## Eastgate Mall - Corridor Concept

**LENGTH**  
2 miles

**FUNCTIONAL CLASS**

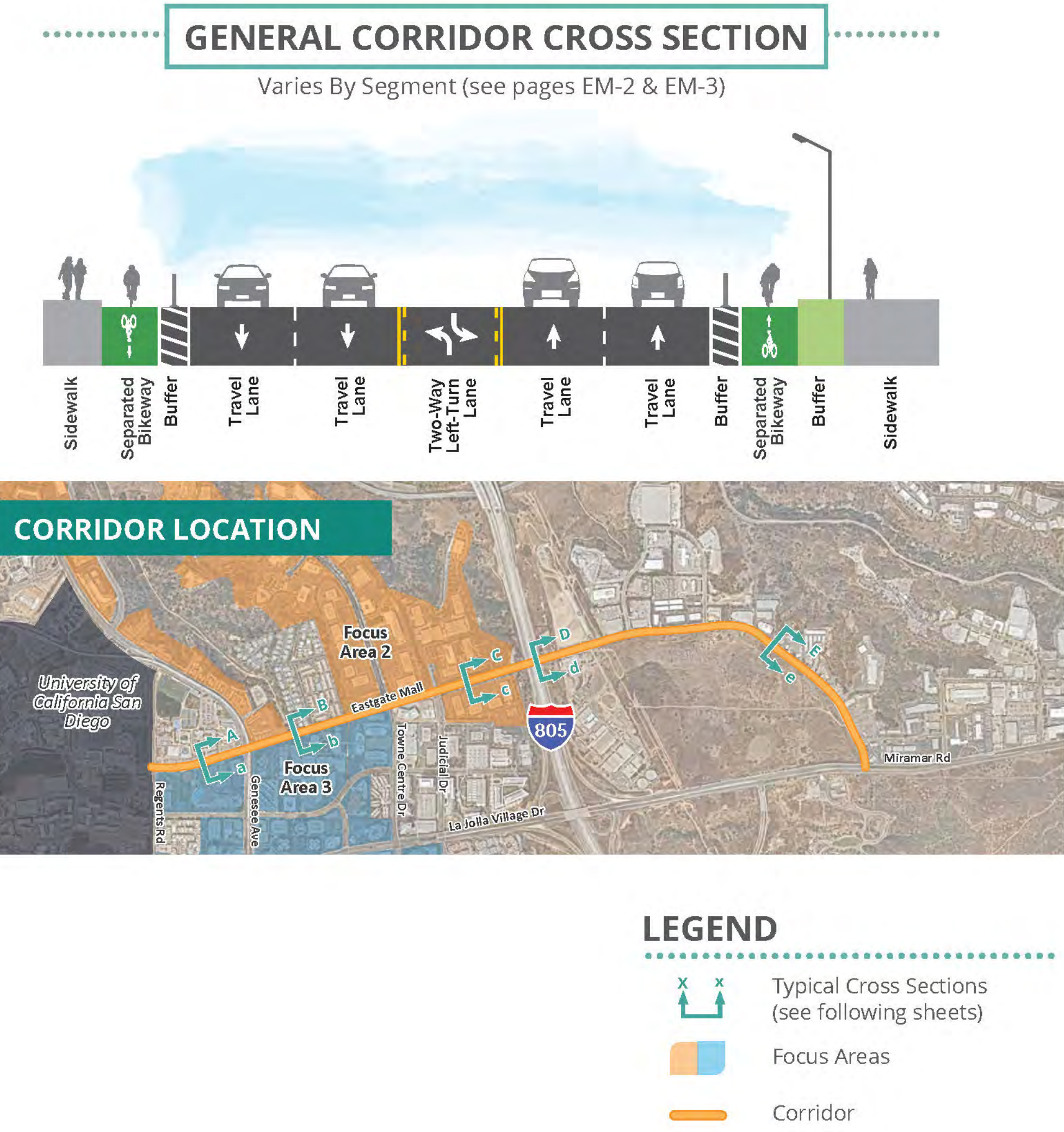
**Existing:**  
2-Lane Collector (TWLTL) Regents Rd to Genesee Ave,  
Eastgate Dr to La Jolla Village Dr/Miramar Rd  
4-Lane Collector Genesee Ave to Easter Wy  
4-Lane Major Arterial Easter Wy to Eastgate Dr  
**Adopted:**  
4-Lane Collector Genesee Ave to Easter Wy, Eastgate  
Dr to La Jolla Village 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

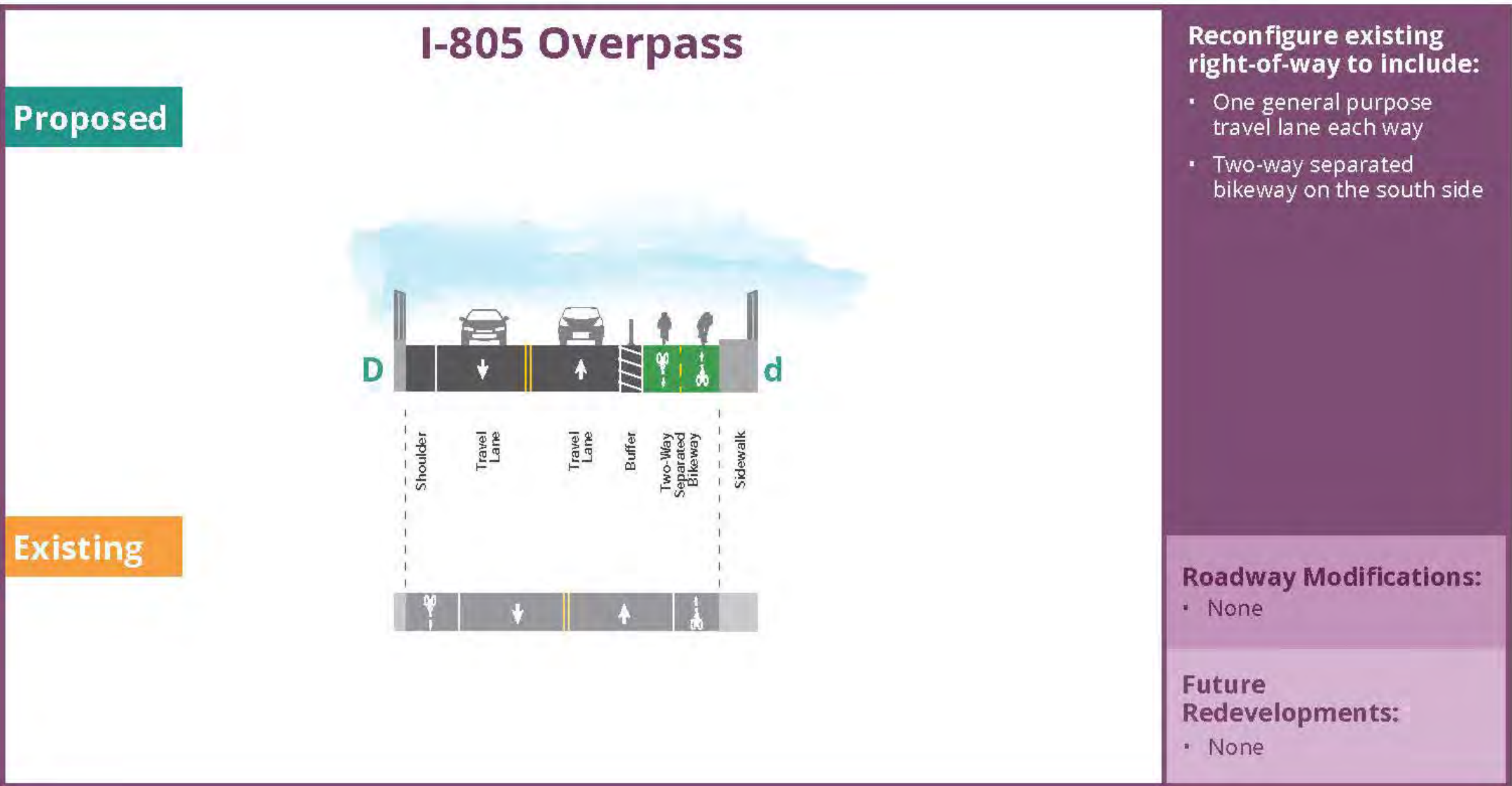
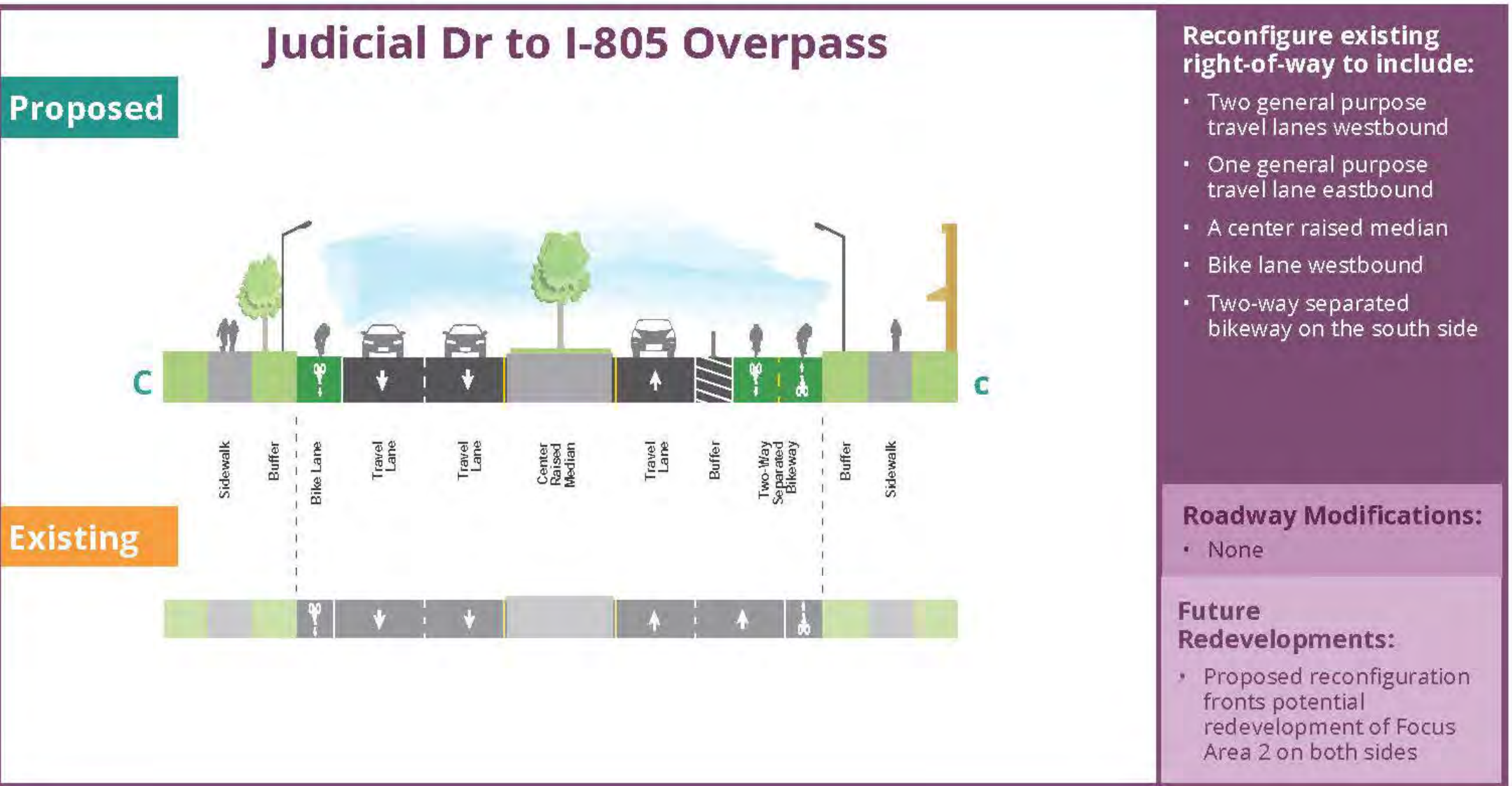
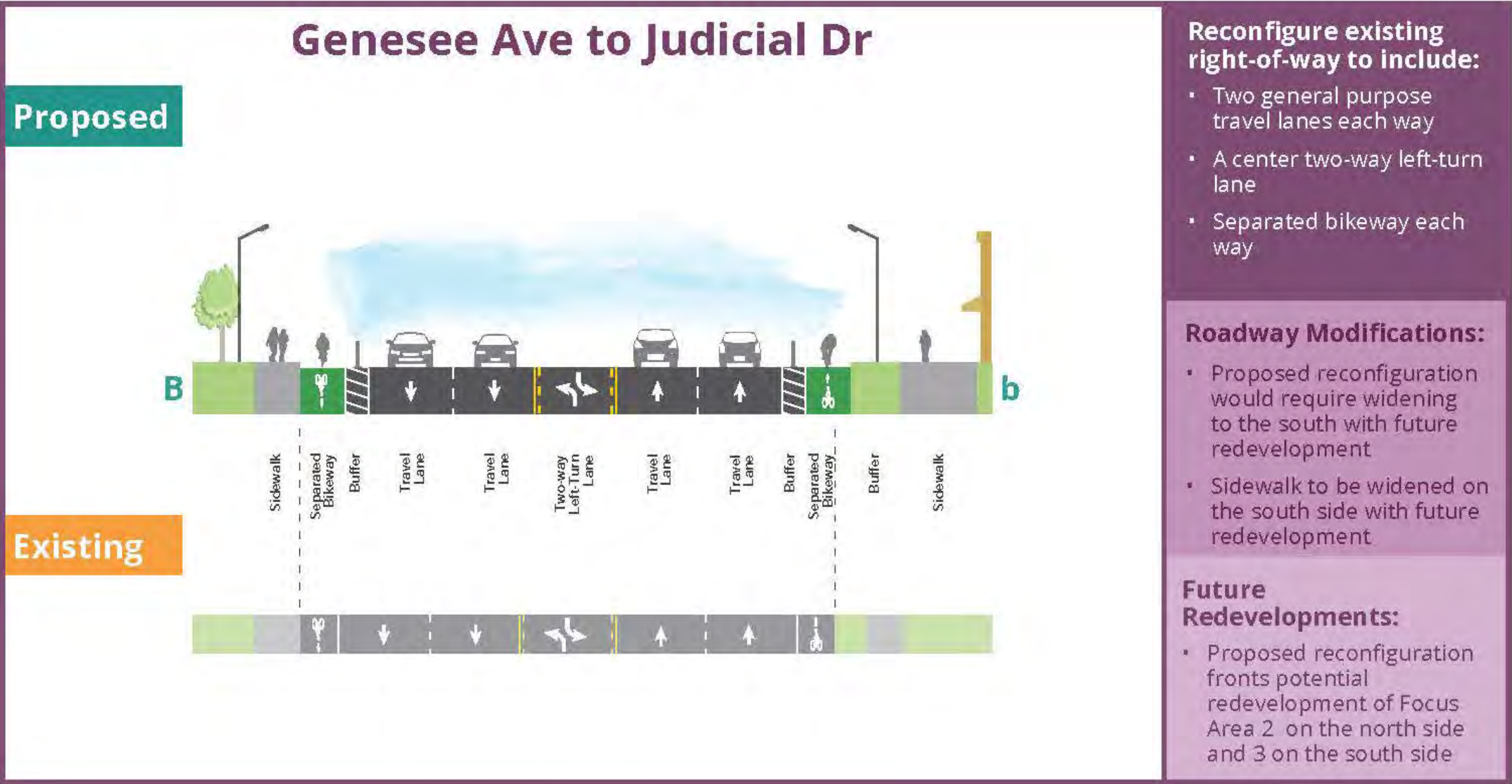
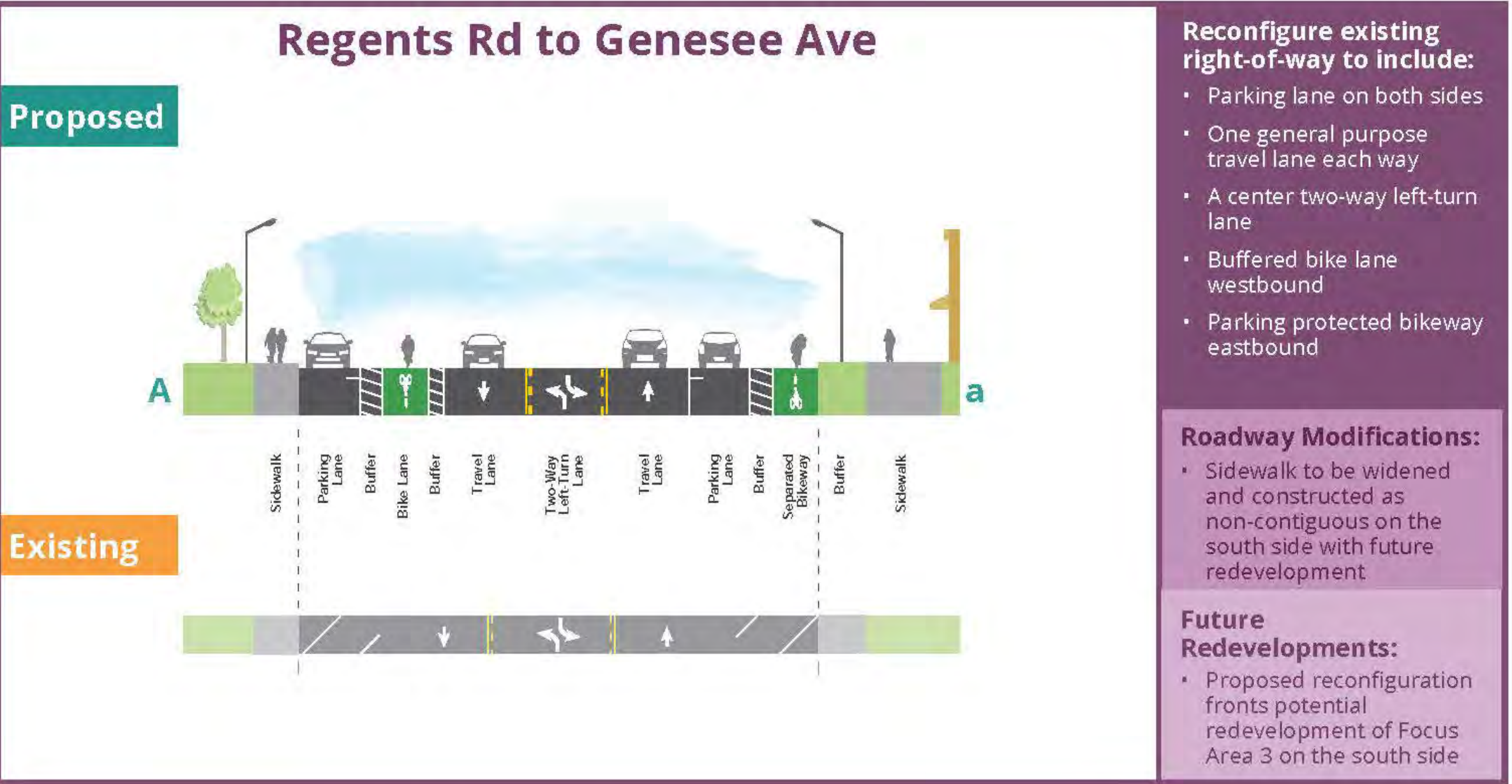
**POTENTIAL CORRIDOR-WIDE IMPROVEMENTS**

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



**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%



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