

NOBEL DRIVE

LENGTH

3 miles

FUNCTIONAL CLASS

Existing:

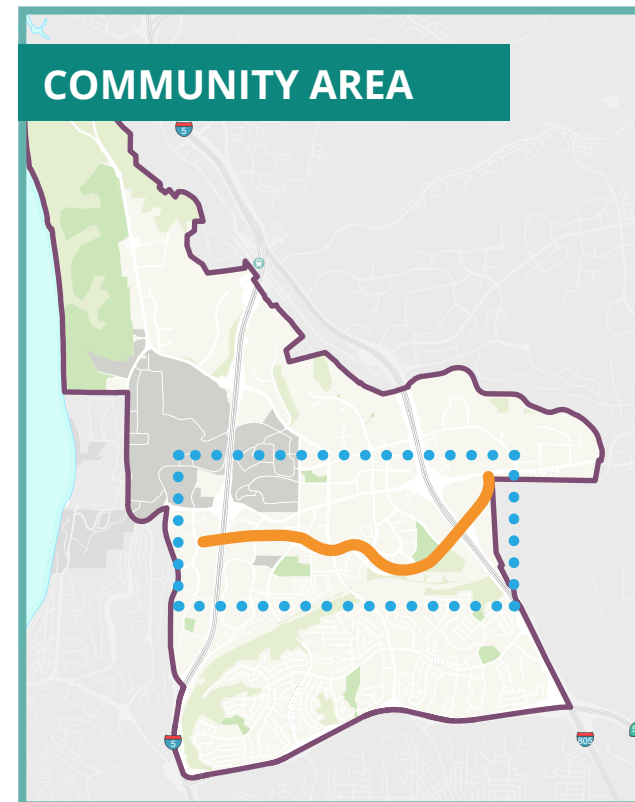
4-Lane Major Arterial Villa La Jolla Dr to University Center Ln, Genesee Ave to Towne Center Dr and Ave of Flags to La Jolla Village Dr/Miramar Rd
5-Lane Major Arterial Judicial Dr to Ave of Flags
6-Lane Major Arterial University Center Ln to Genesee Ave
6-Lane Prime Arterial from Towne Center Dr to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



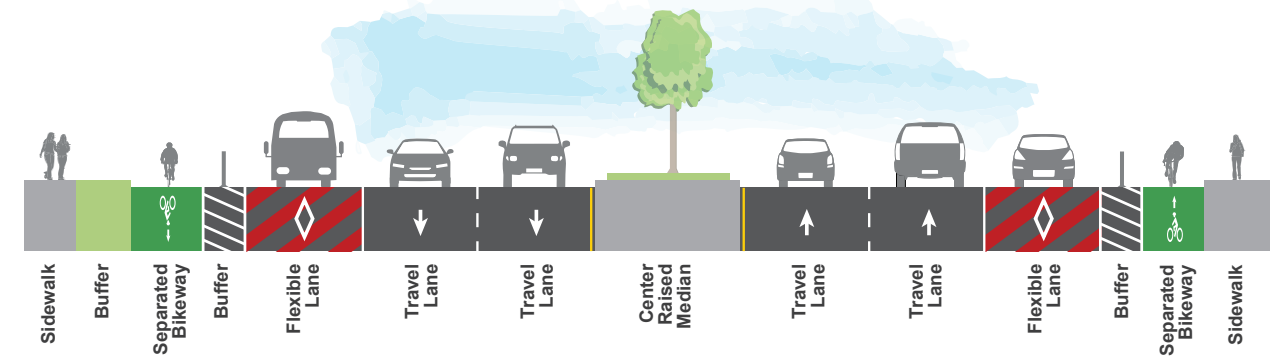
POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- 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

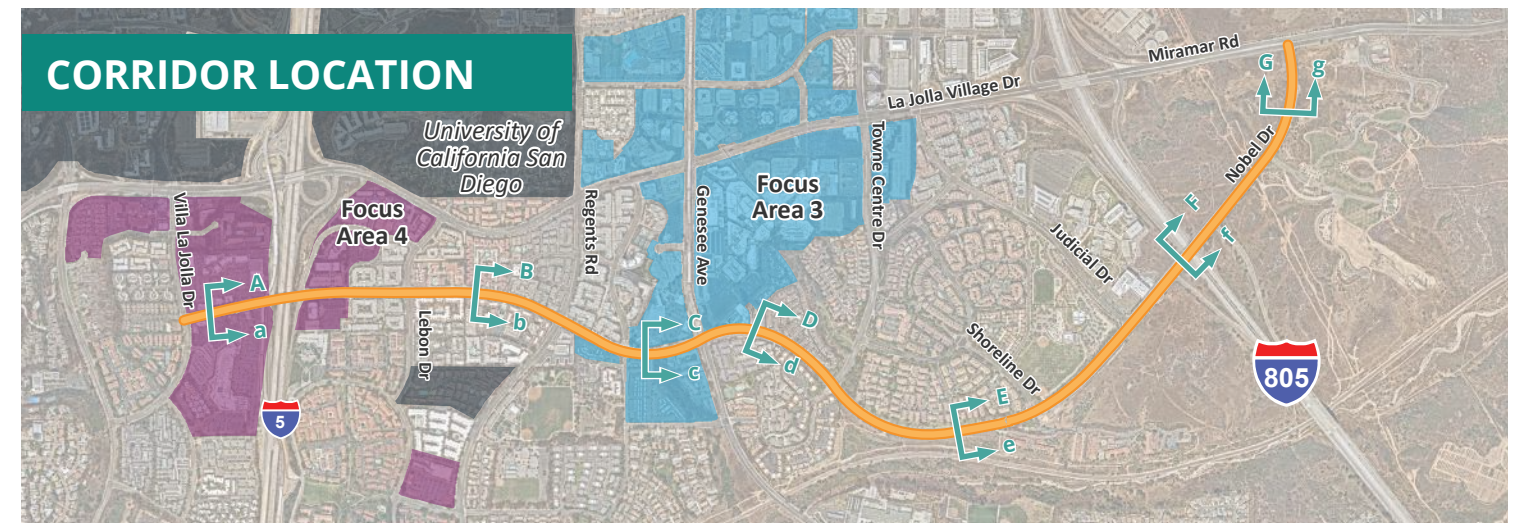


GENERAL CORRIDOR CROSS SECTION

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



CORRIDOR LOCATION



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%

ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

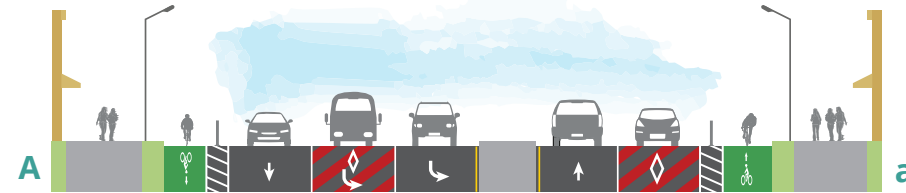
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

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:

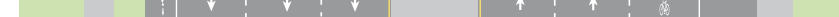
- Proposed reconfiguration fronts potential redevelopment of Focus Area 4 on both sides

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 Towne Center Drive

Proposed



Existing



Reconfigure existing right-of-way to include:

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

Roadway Modifications:

- None

Future Redevelopments:

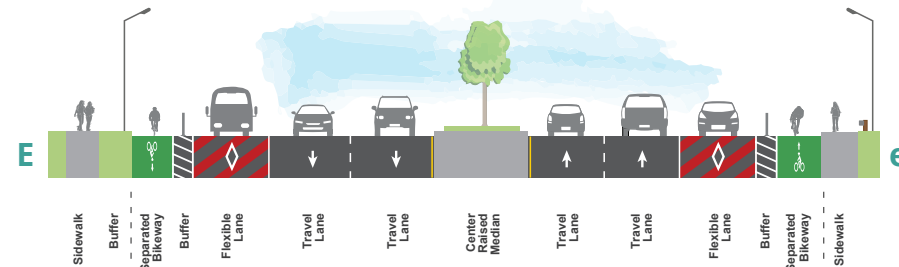
- None

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.

Towne Center Dr 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:

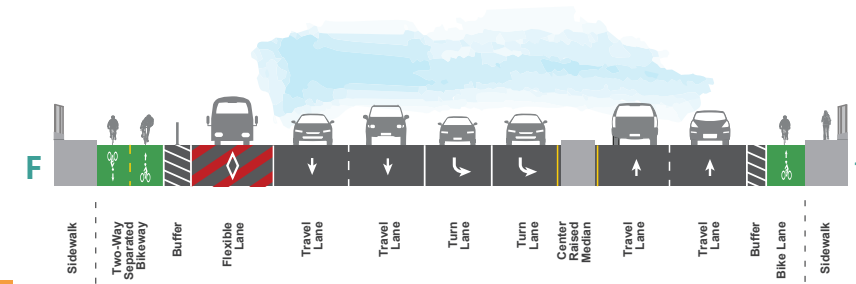
- None

Future Redevelopments:

- None

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:

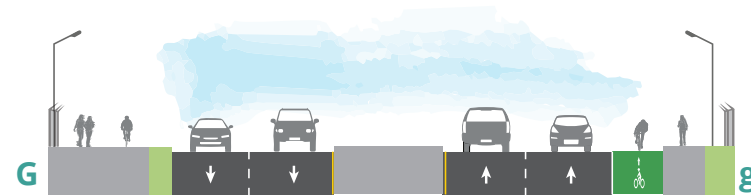
- None

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

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

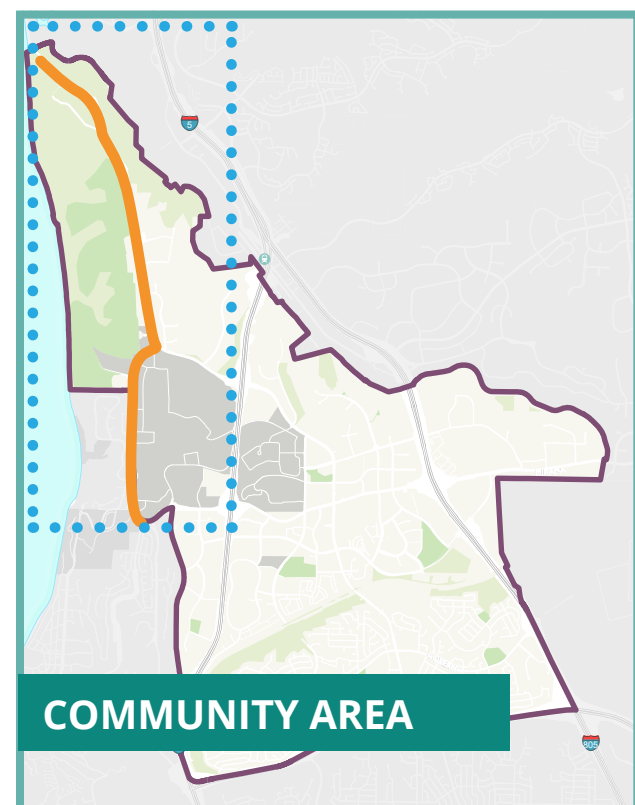
6-Lane Major Arterial Genesee Ave to Torrey Pines Scenic Dr

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

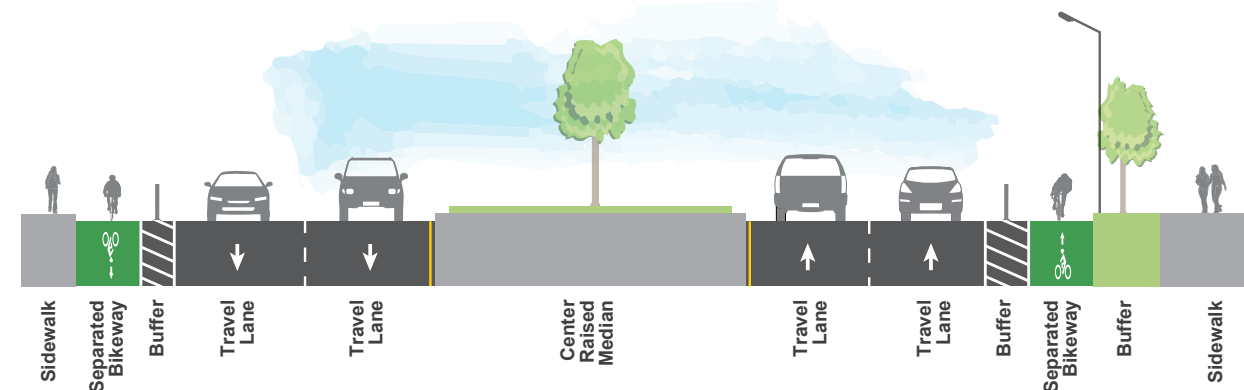
5% OF COMMUNITY CRASHES

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



ADJACENT LAND USE

CURRENT PLAN

##% **QUAS ILLAB INU**

##% **QUAS ILLAB INU**

PROPOSED PLAN

##% **QUAS ILLAB INU**

##% **QUAS ILLAB INU**

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:

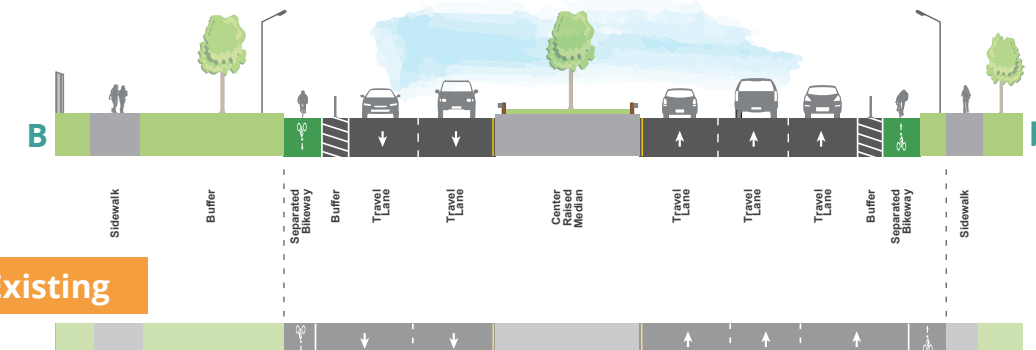
- None

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:

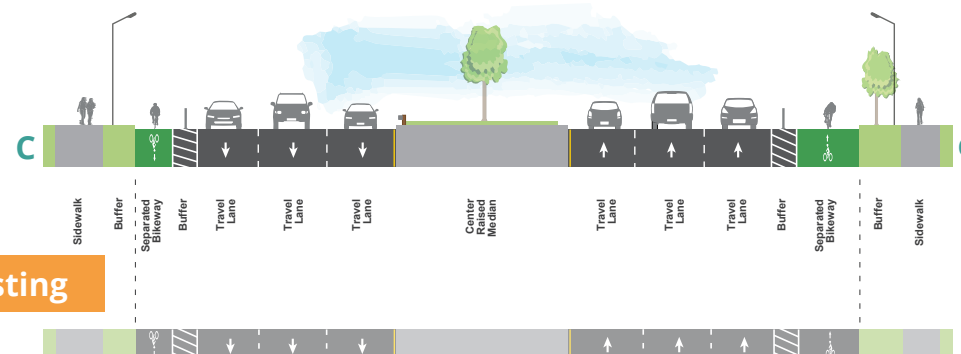
- Proposed reconfiguration would reduce the roadway width on the east side
- Sidewalk to be constructed as non-contiguous on the east side within existing right-of-way

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:

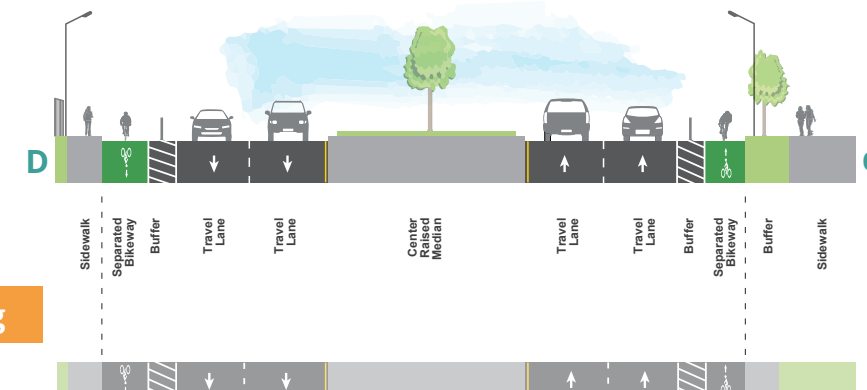
- None

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

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:

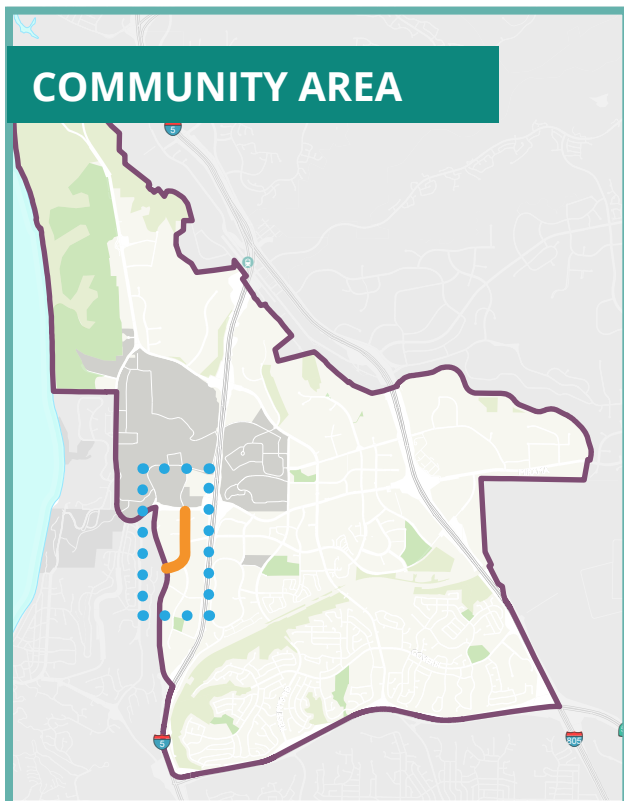
No modifications from existing

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

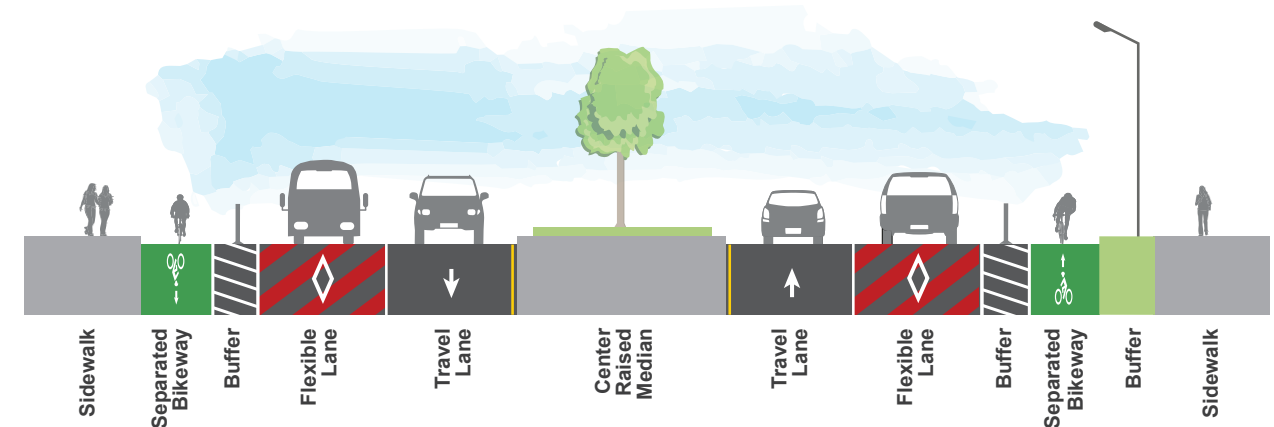
6% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

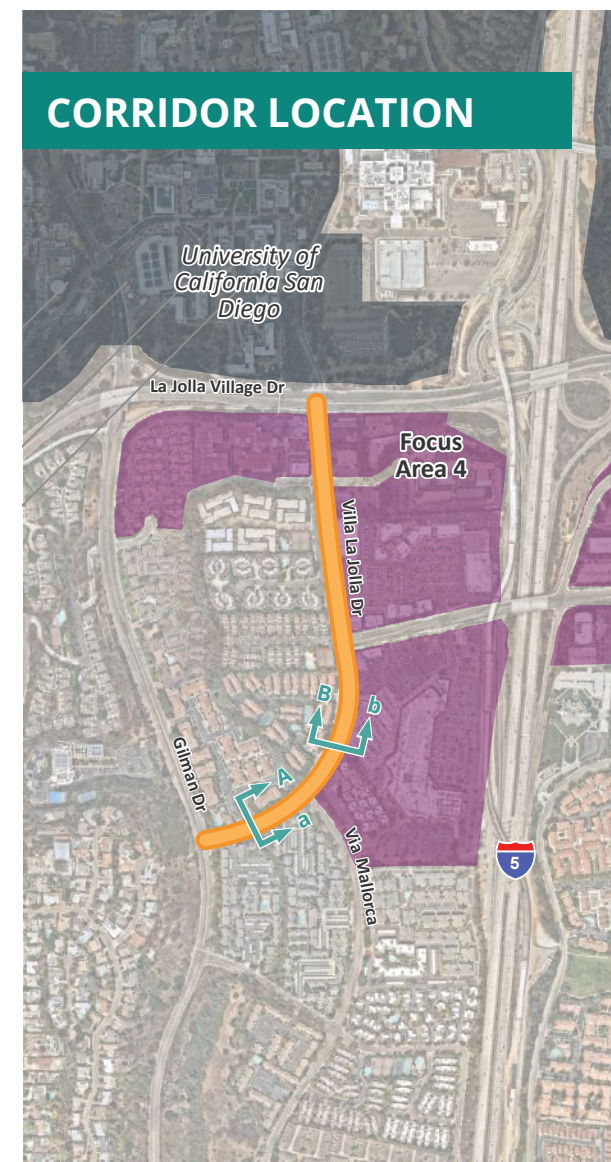
1. NOT STATED 28%
2. UNSAFE SPEED 16%
3. AUTO R/W VIOLATION 16%

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page VLJ-2)



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

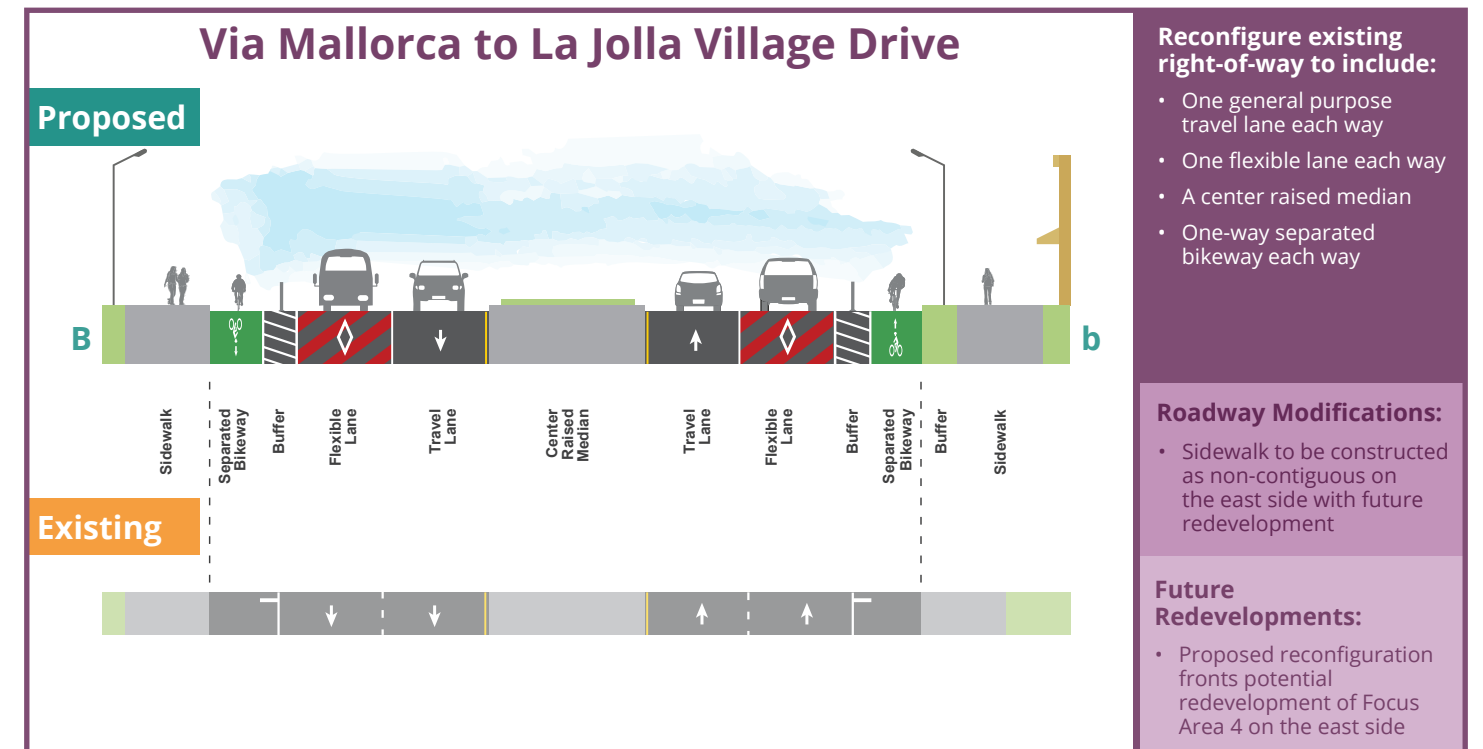
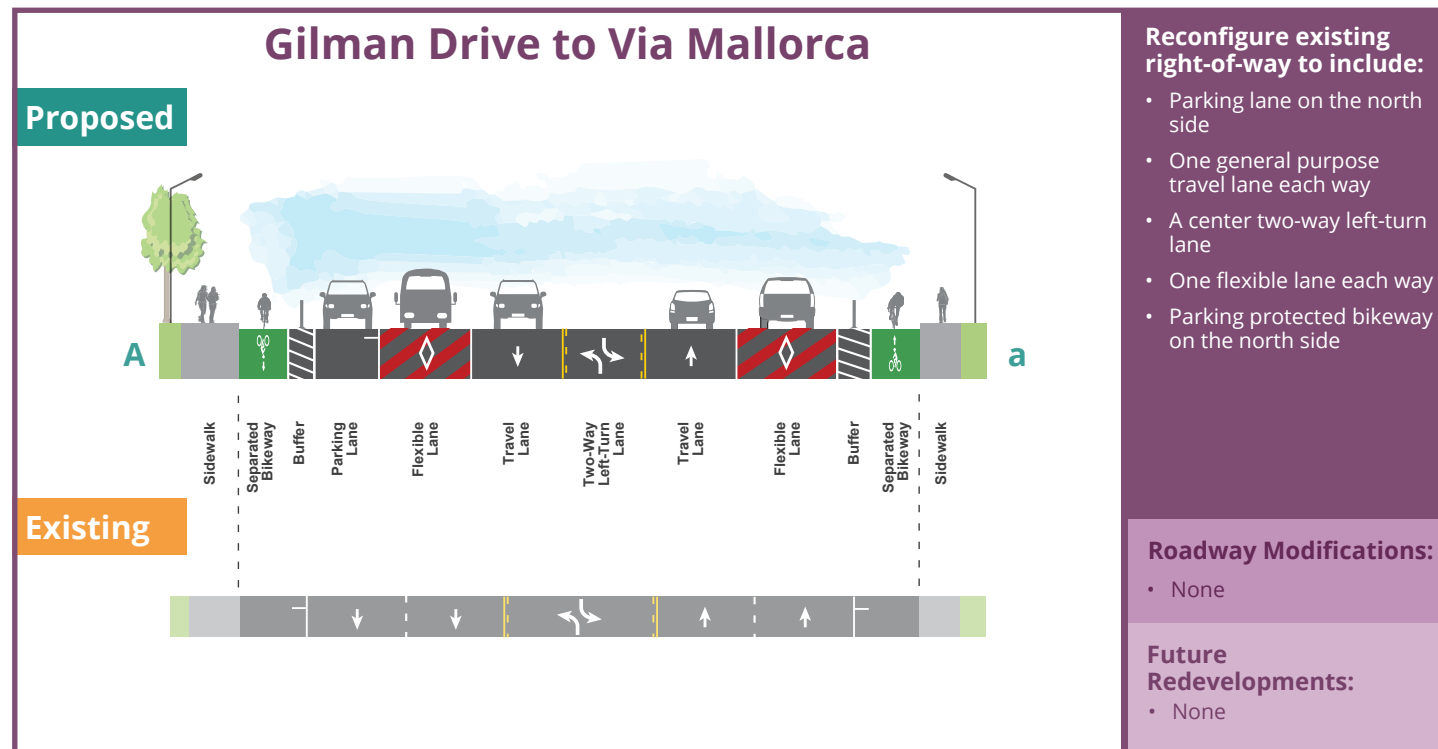
##% QUAS ILLAB INU

LEGEND

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

VILLA LA JOLLA DRIVE

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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

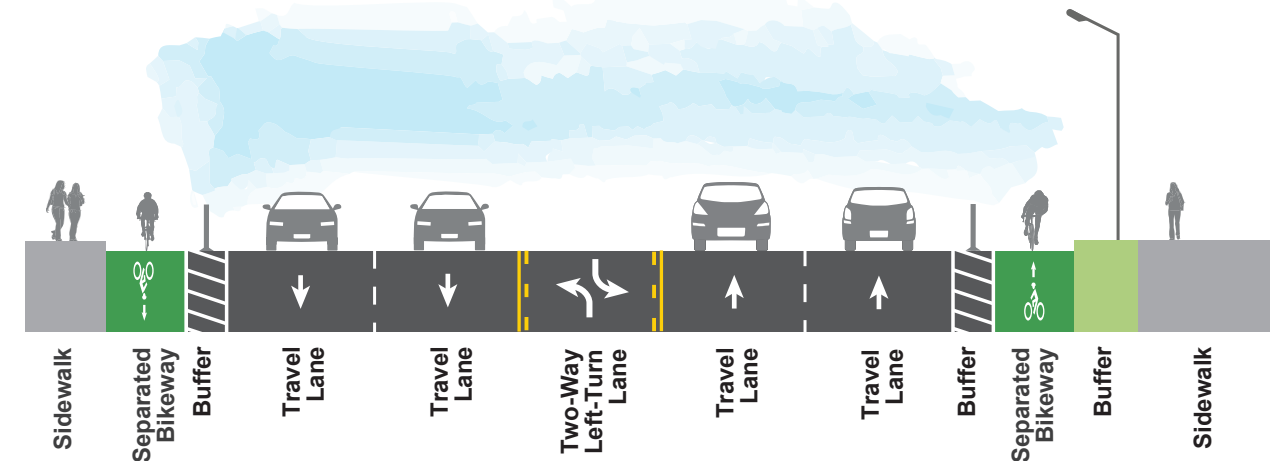
POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

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

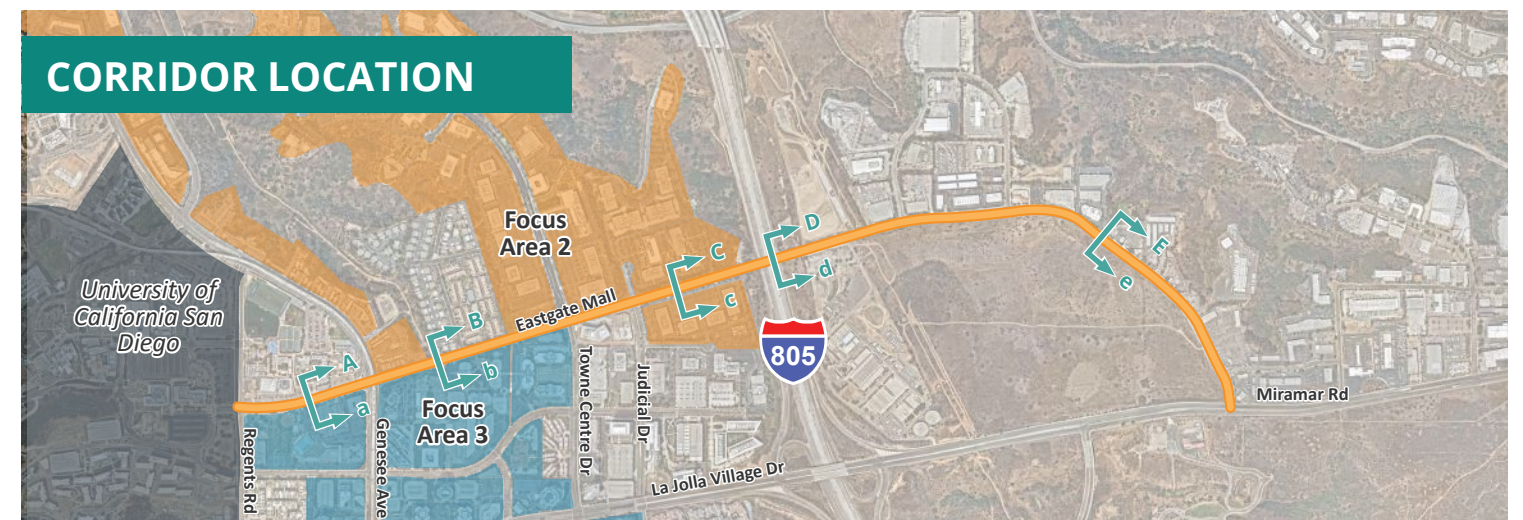


GENERAL CORRIDOR CROSS SECTION

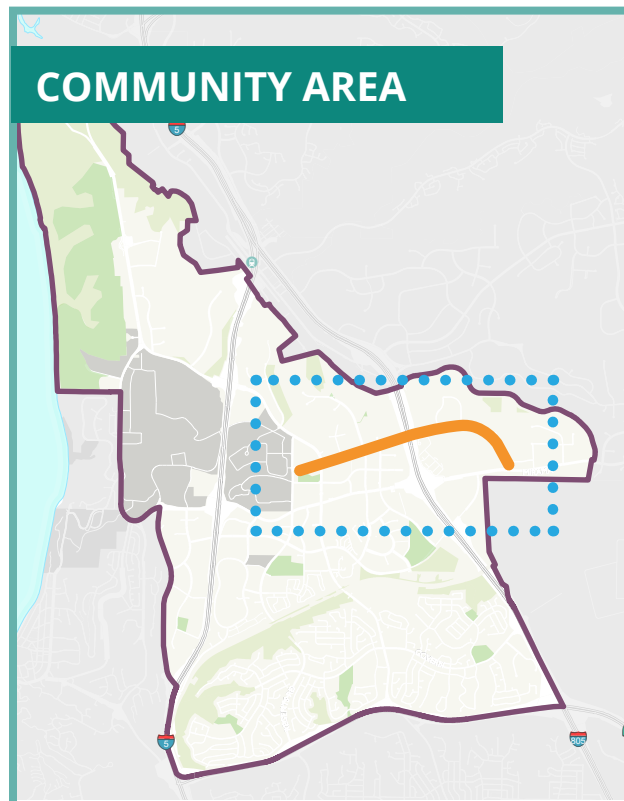
Varies By Segment (see pages EM-2 & EM-3)



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%

ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

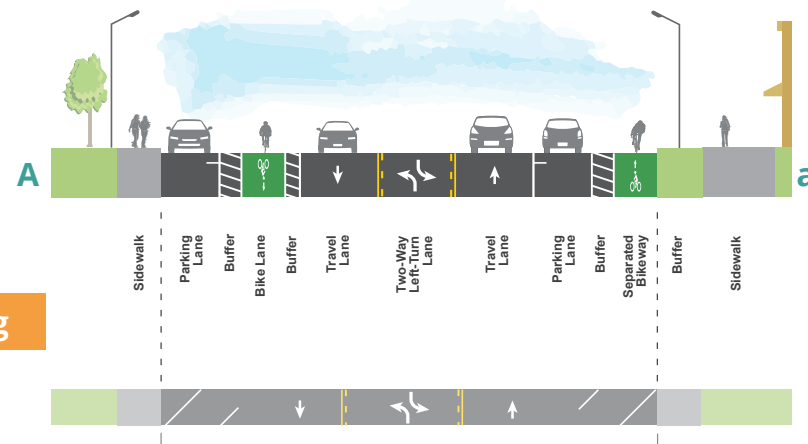
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

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:

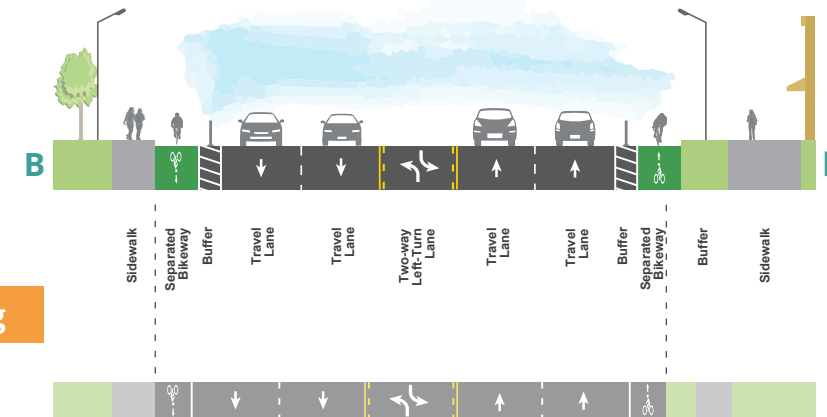
- Sidewalk to be widened and constructed as non-contiguous on the south side with future redevelopment

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:

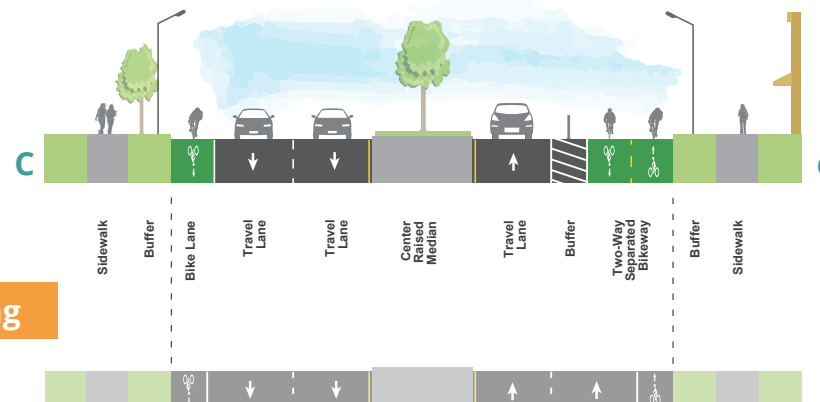
- Proposed reconfiguration would require widening to the south with future redevelopment
- Sidewalk to be widened on the south side with future redevelopment

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:

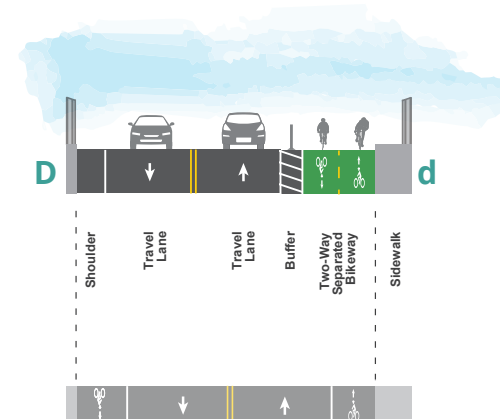
- None

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:

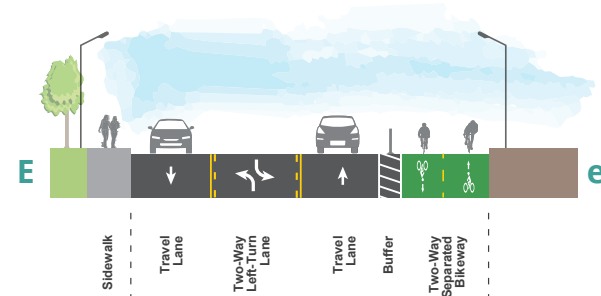
- None

EASTGATE MALL

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I-805 Overpass to Miramar Road

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- A center two-way left-turn lane
- Two-way separated bikeway on the south/west side

Roadway Modifications:

- None

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

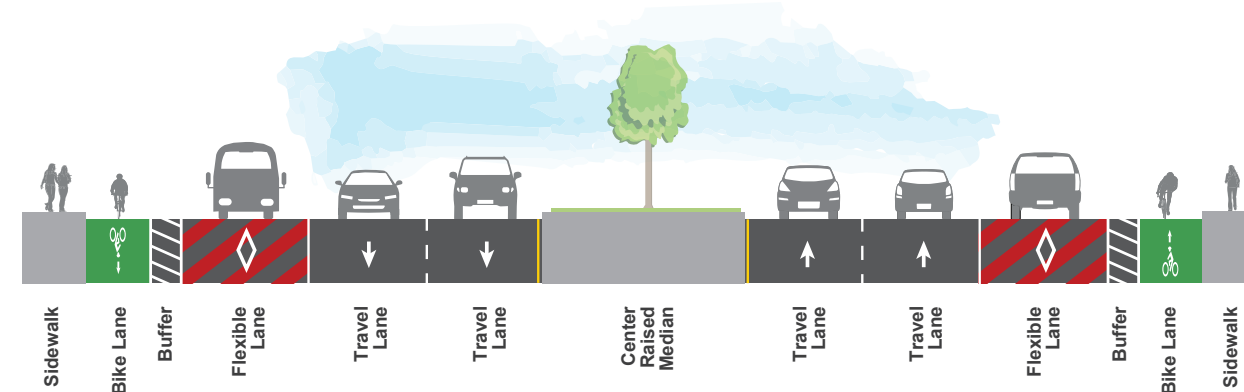
POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

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

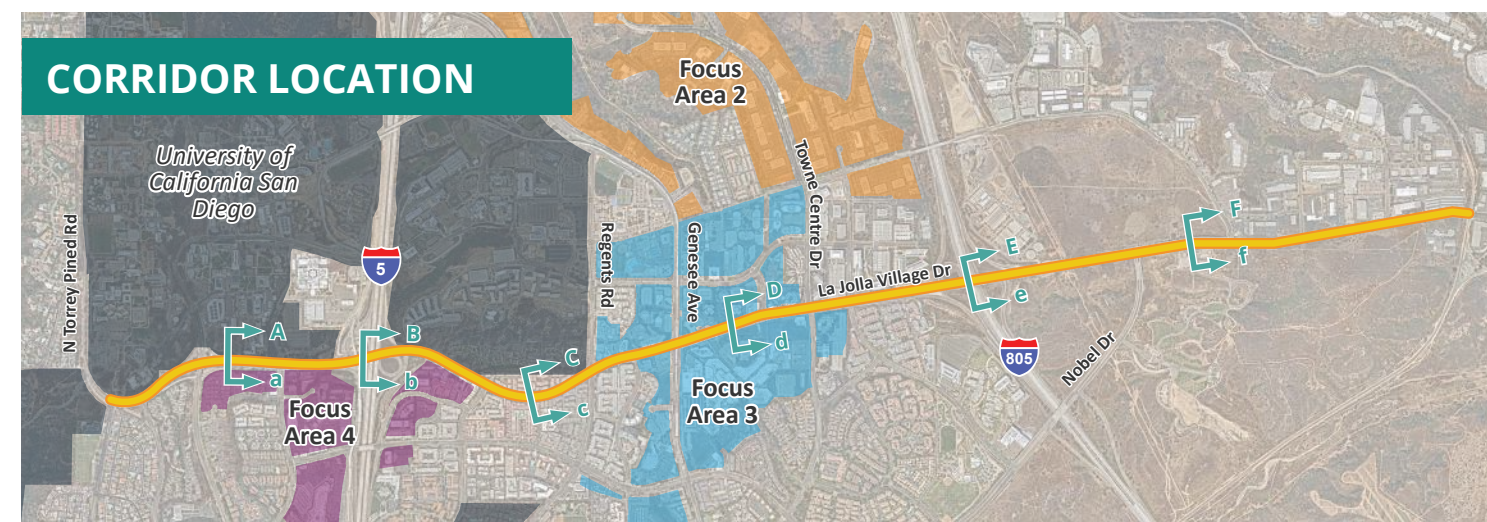


GENERAL CORRIDOR CROSS SECTION

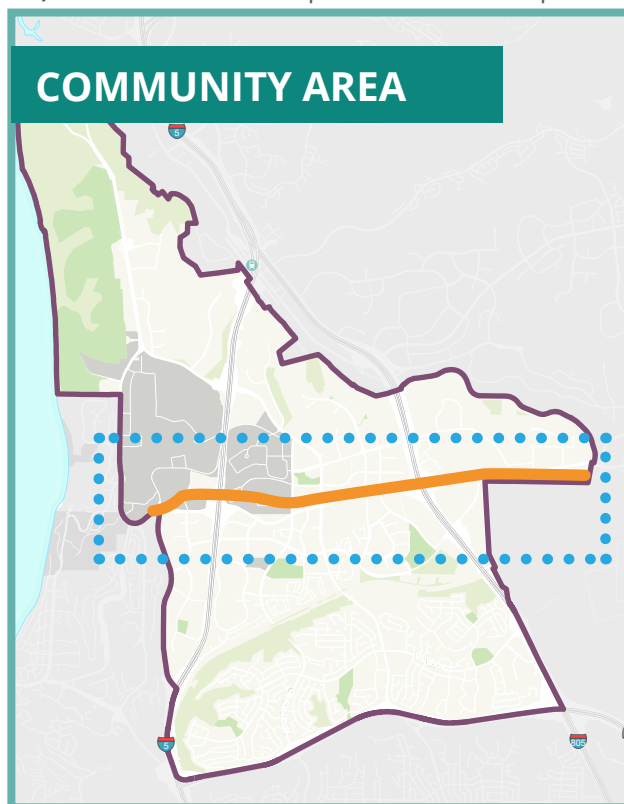
Varies By Segment (see pages LJV-2 & LJV-3)



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%

ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

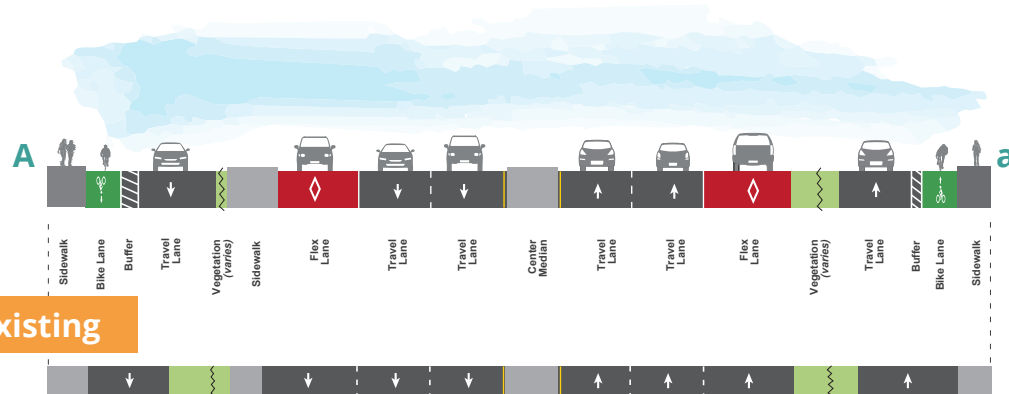
- Typical Cross Sections (see following sheets)
- Focus Area
- Corridor

LA JOLLA VILLAGE DR

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N Torrey Pines Road to Gilman Dr Bridge

Proposed



Reconfigure existing right-of-way to include:

- Two general purpose lanes in each direction
- One flexible lane each way
- One ramp lane in each direction
- Buffered bike lane each way

Roadway Modifications:

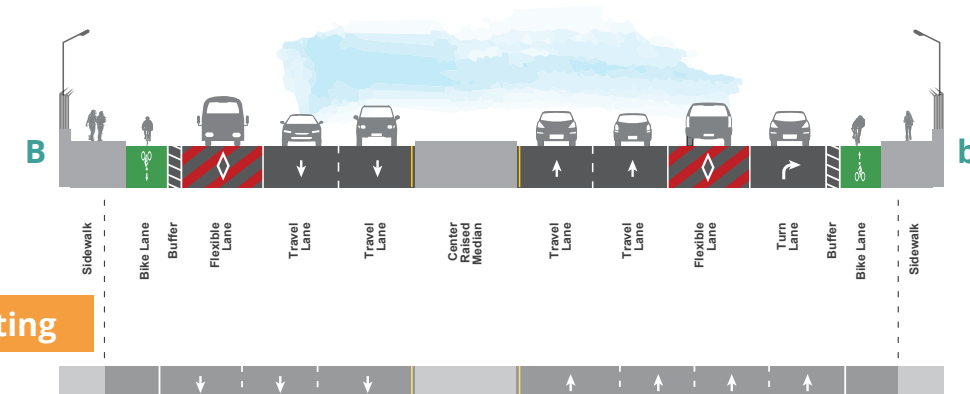
- Proposed reconfiguration would widen the sidewalk on the eastbound side

Future Redevelopments:

- None

Gilman Dr Bridge to I-5 NB Ramps

Proposed



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:

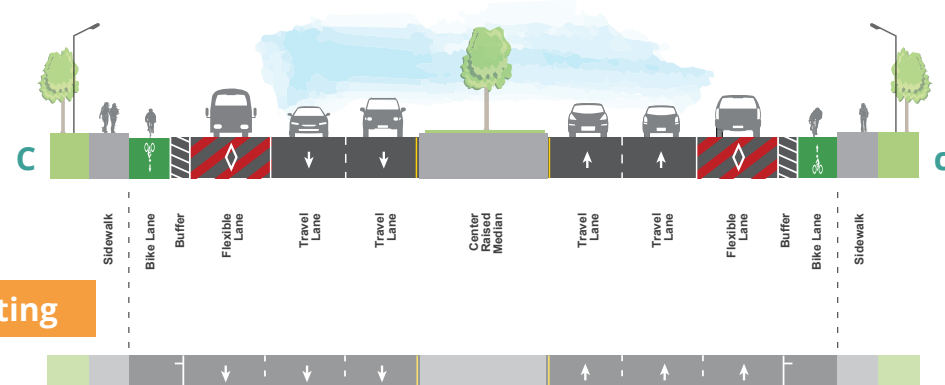
- Proposed reconfiguration would reduce the roadway width on both sides

Future Redevelopments:

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

I-5 NB Ramps to Regents Rd

Proposed



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:

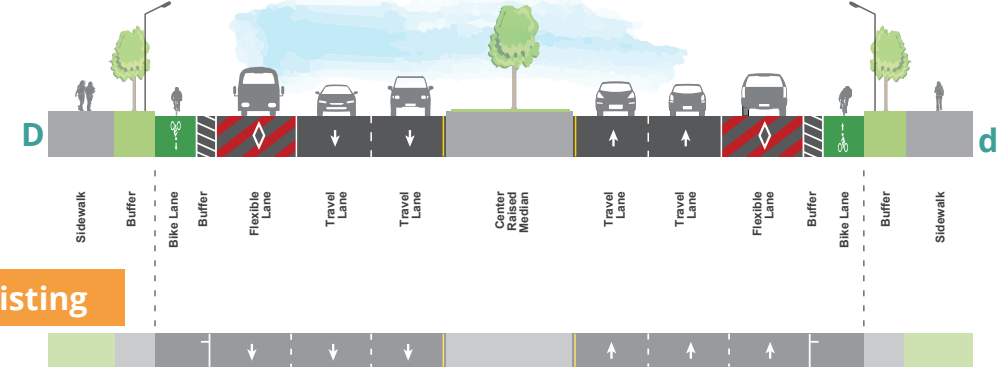
- None

Future Redevelopments:

- None

Regents Rd to Towne Centre Dr

Proposed



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:

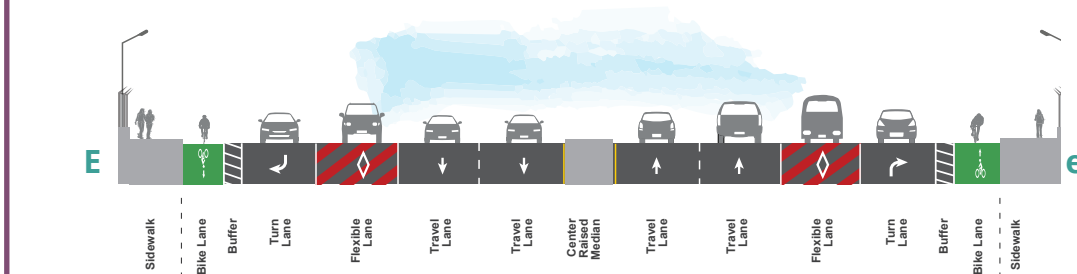
- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on both sides

LA JOLLA VILLAGE DR

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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:

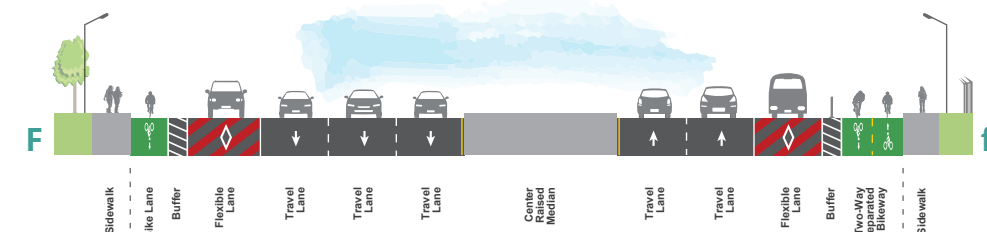
- Proposed reconfiguration would reduce the roadway width on both sides

Future Redevelopments:

- None

Nobel Dr to East Boundary

Proposed



Existing



Reconfigure existing right-of-way to include:

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

Roadway Modifications:

- None

Future Redevelopments:

- None

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

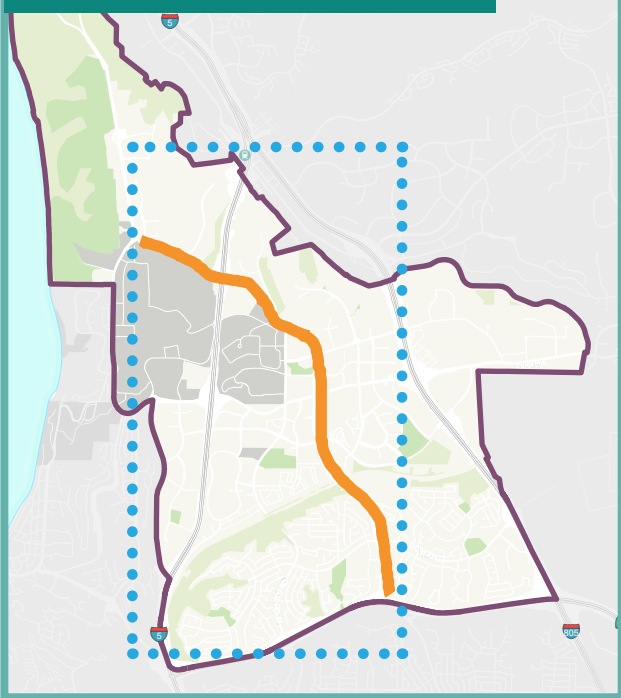
TRAFFIC VOLUMES

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

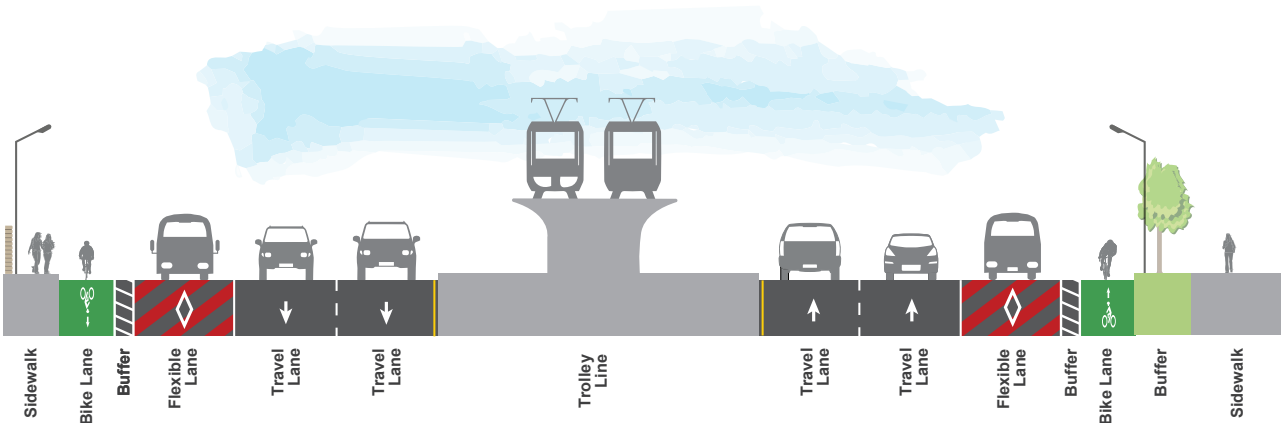
24% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

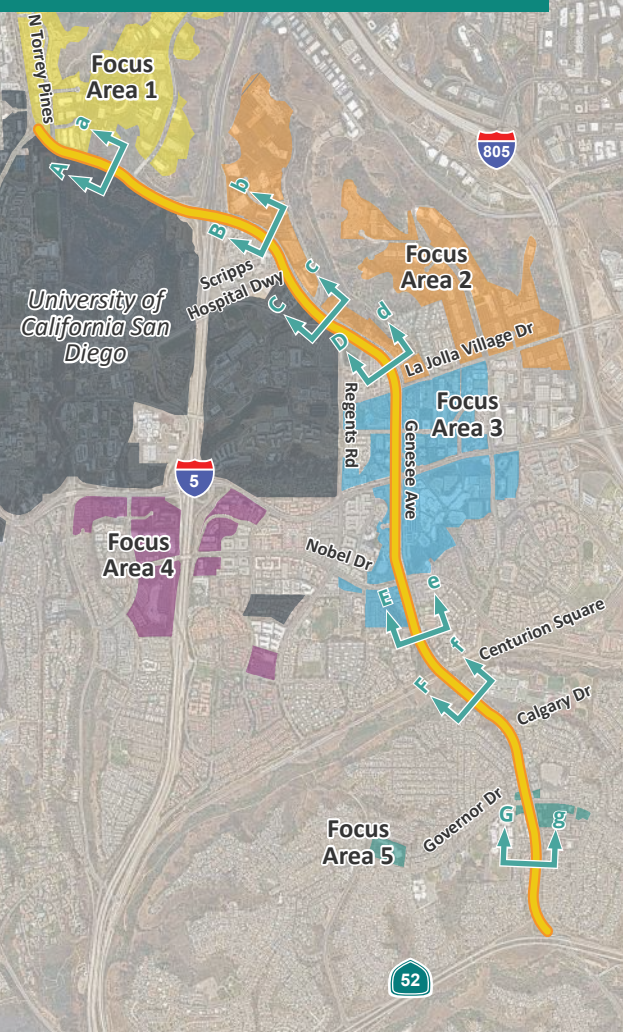
- | | |
|-----------------------|-----|
| 1. AUTO R/W VIOLATION | 22% |
| 2. UNSAFE SPEED | 19% |
| 3. IMPROPER TURNING | 14% |

GENERAL CORRIDOR CROSS SECTION

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



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

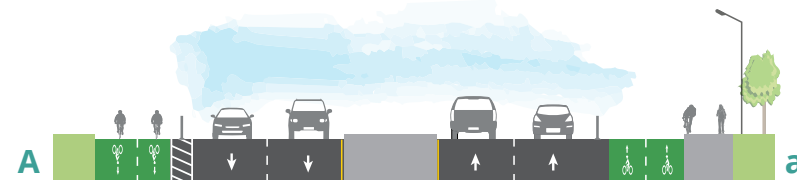
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

GENESEE AVENUE

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
- Bike lane eastbound
- One-way shared-use path on the north side

Roadway Modifications:

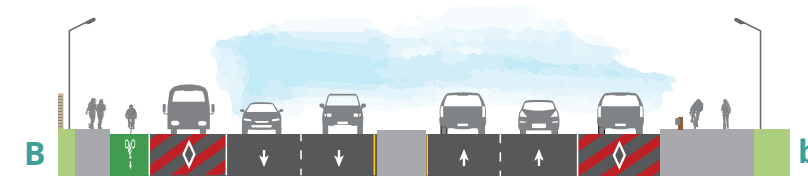
- Proposed reconfiguration would reduce the roadway width on the north side

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:

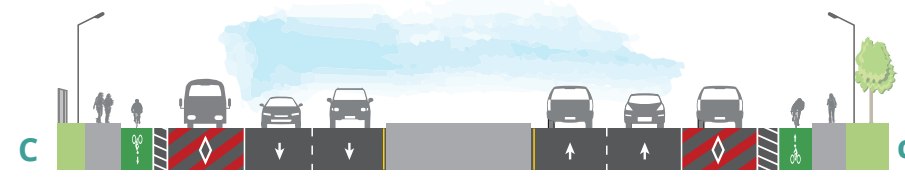
- Proposed reconfiguration would reduce the roadway width on the north side

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:

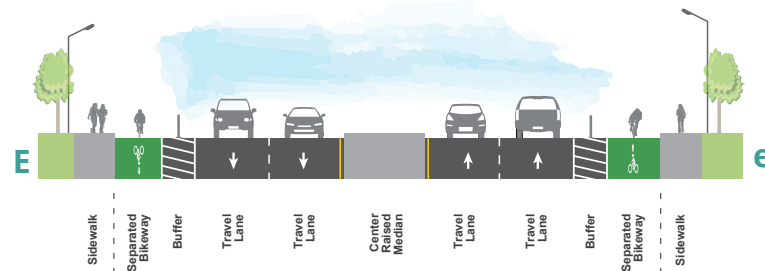
- Proposed reconfiguration fronts potential redevelopment of Focus Area 2 and 3 on both sides

GENESEE AVENUE

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.

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:

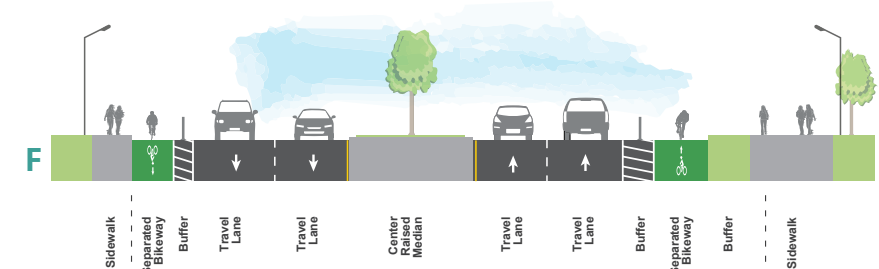
- None

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:

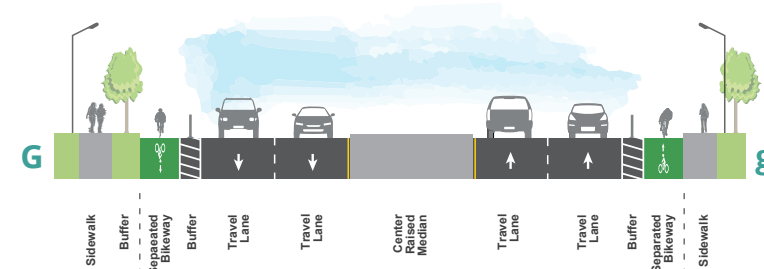
- Proposed reconfiguration would reduce the roadway width on the east side
- Sidewalk to be widened and constructed as non-contiguous on the east side with future redevelopment

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

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

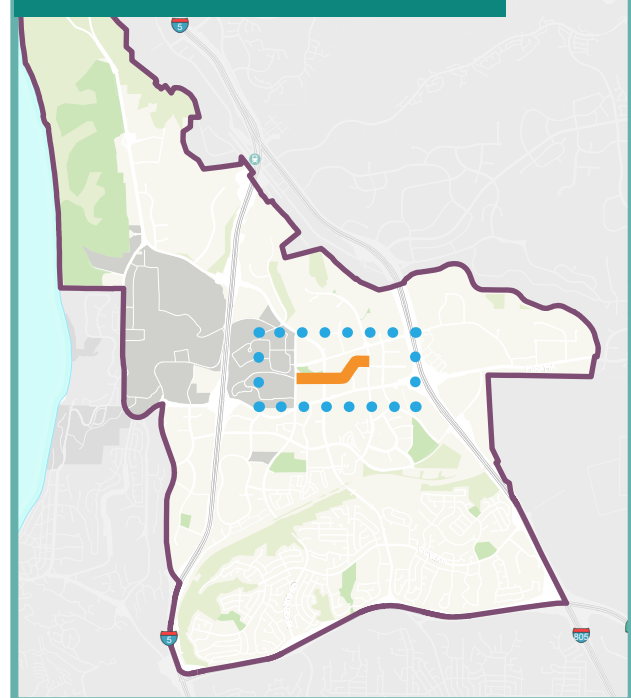
Adopted:

No modifications from existing

TRAFFIC VOLUMES

6,000 - Regents Rd to Judicial Dr

COMMUNITY AREA



POTENTIAL CORRIDOR-WIDE IMPROVEMENTS

- 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

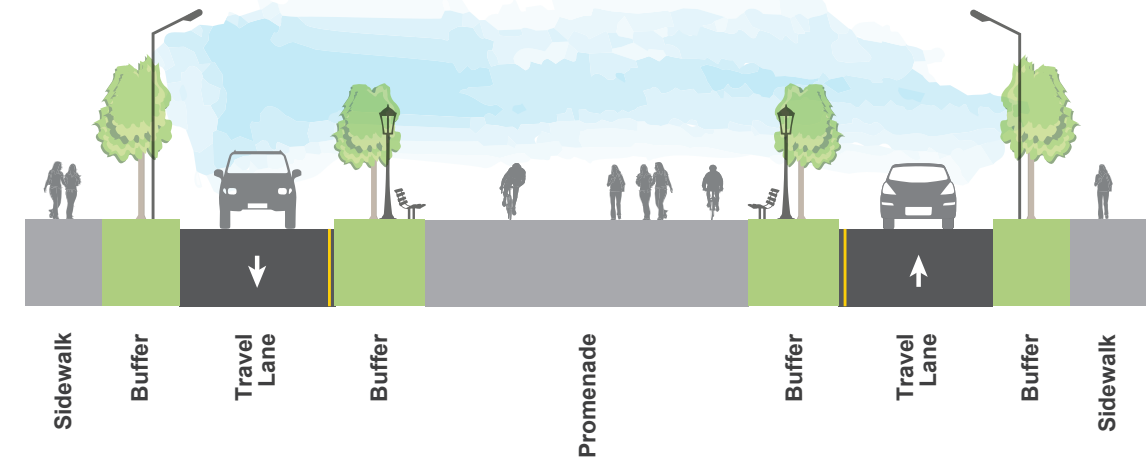
3% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

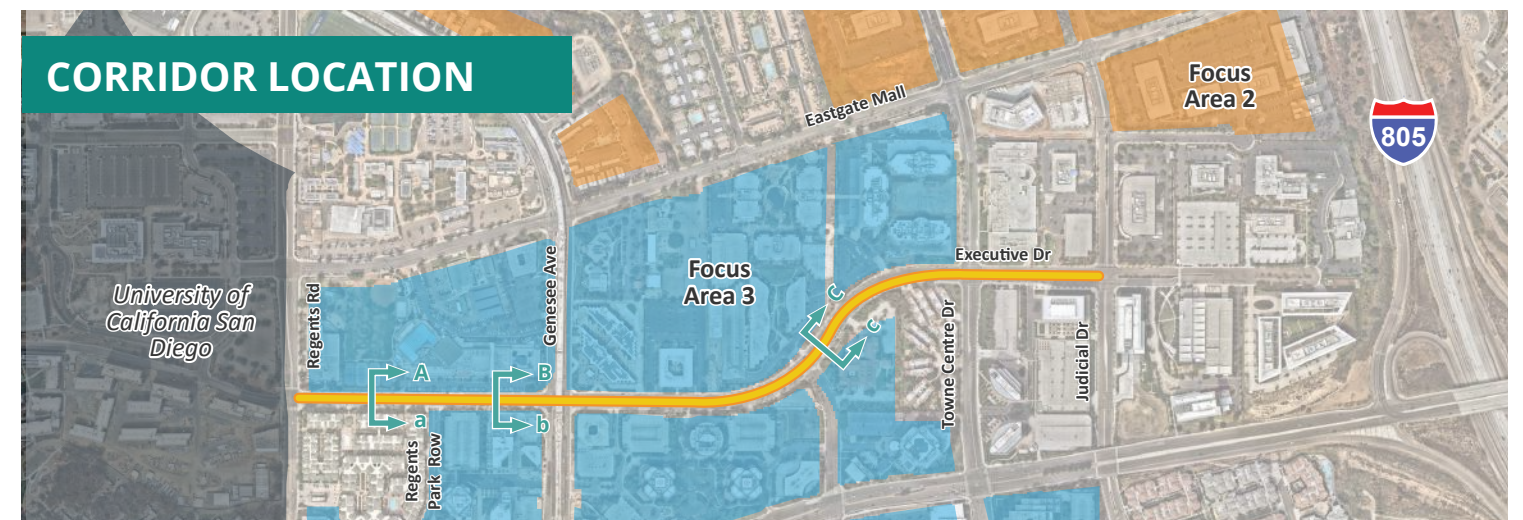
1. AUTO R/W VIOLATION	28%
2. UNSAFE SPEED	16%
3. IMPROPER TURNING	13%

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (See ED-2)



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

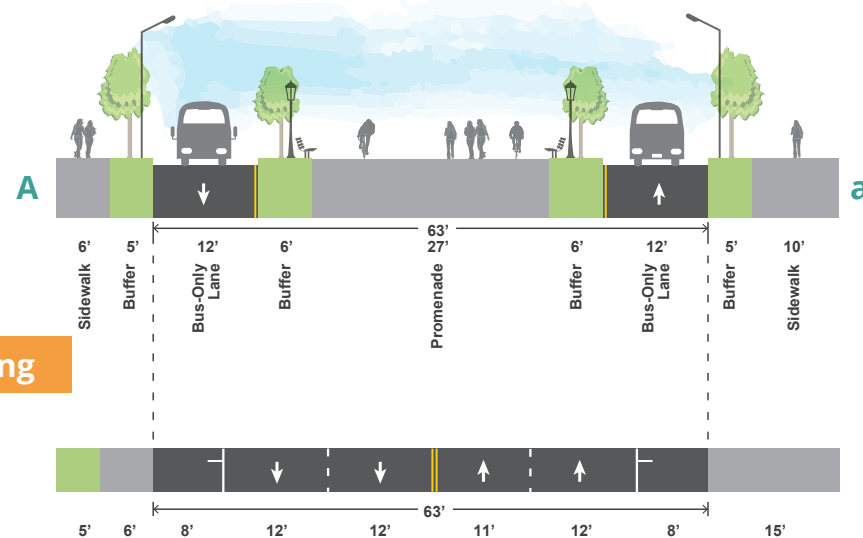
- Typical Cross Sections (see following sheet)
- Focus Areas
- Corridor

EXECUTIVE DRIVE

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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:

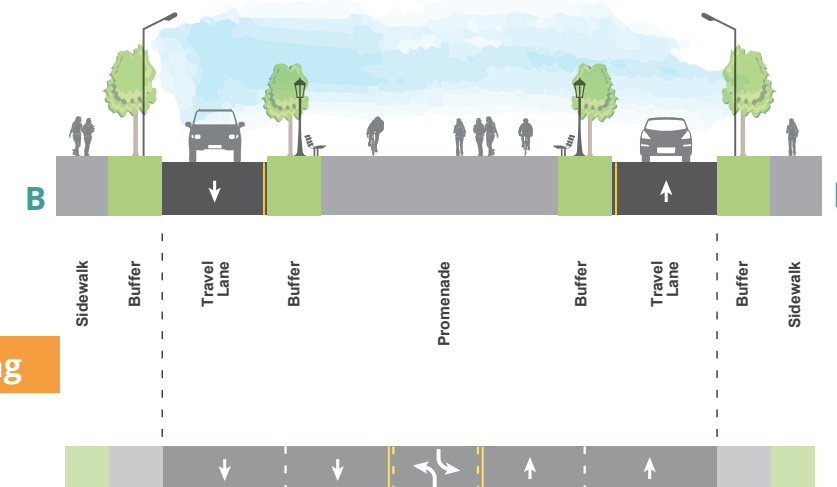
- Proposed reconfiguration would maintain existing outside curb, but new curb design would be required within existing right-of-way for construction of promenade

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:

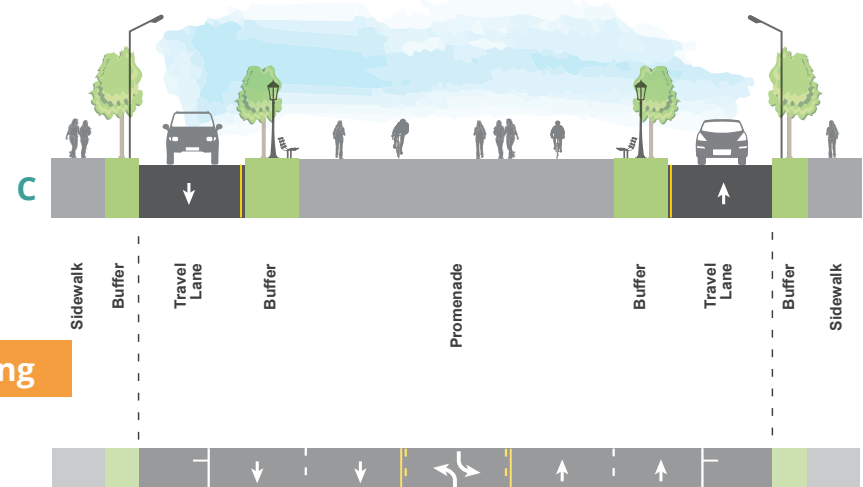
- Proposed reconfiguration would maintain existing outside curb, but new curb design would be required within existing right-of-way for construction of promenade

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

GOVERNOR DRIVE

LENGTH

2.5 Miles

FUNCTIONAL CLASS

Existing:

4-Lane Major Arterial Regents Rd to I-805

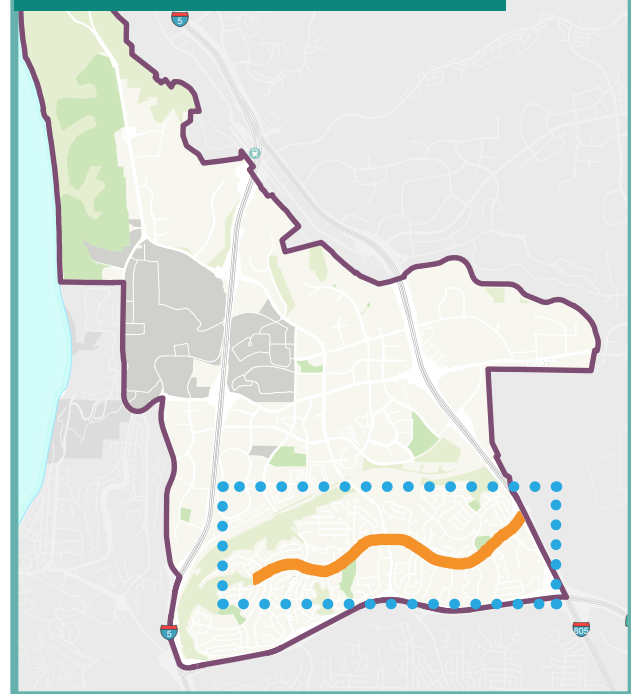
Adopted:

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

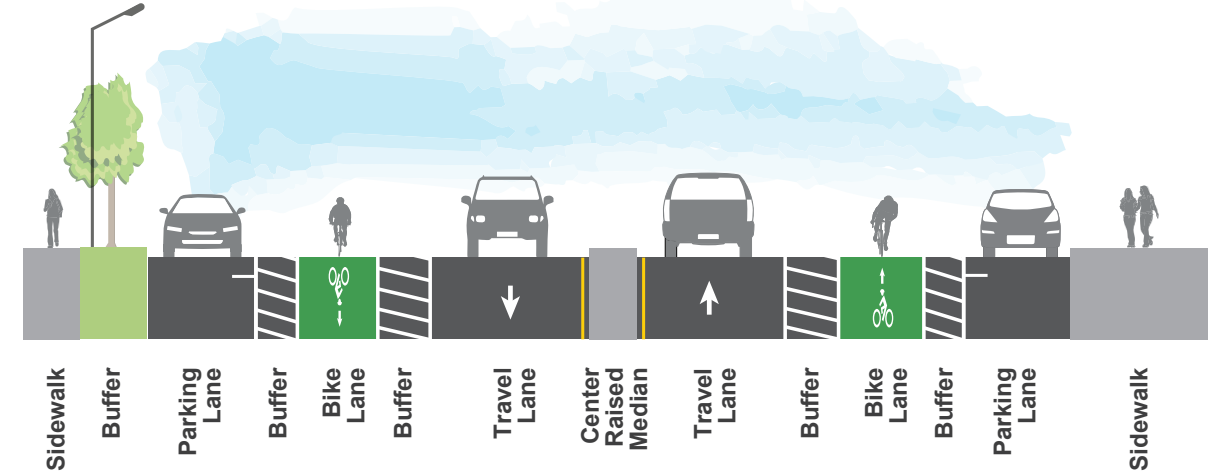
6% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

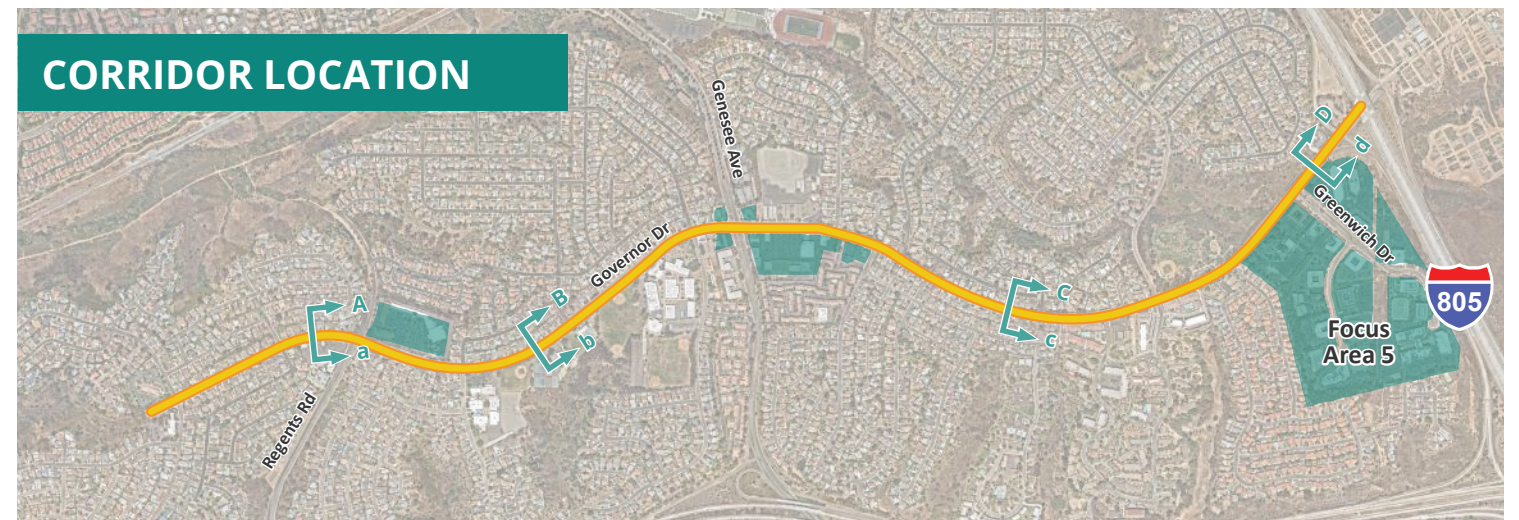
1. IMPROPER TURNING	25%
2. AUTO R/W VIOLATION	16%
3. UNSAFE SPEED	13%

GENERAL CORRIDOR CROSS SECTION

Varies By Segment (see page GD-2)



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

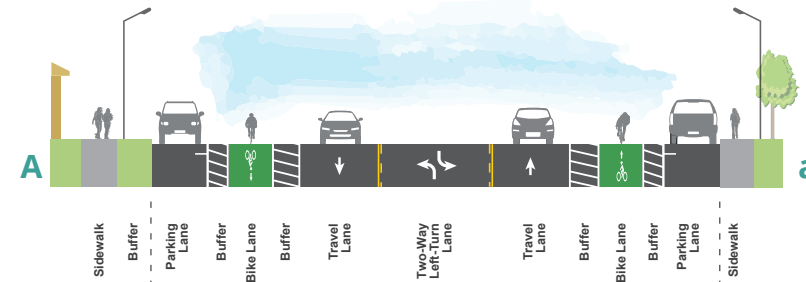
- Typical Cross Sections (see following sheet)
- Focus Area
- Corridor

GOVERNOR 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.

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:

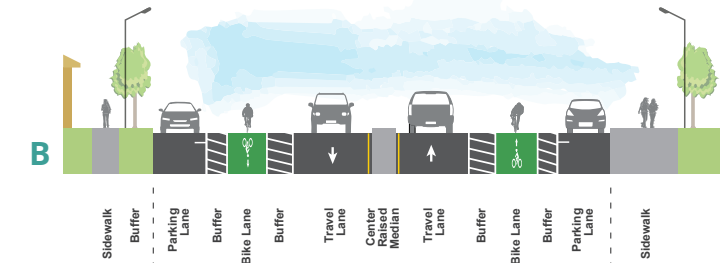
- None

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:

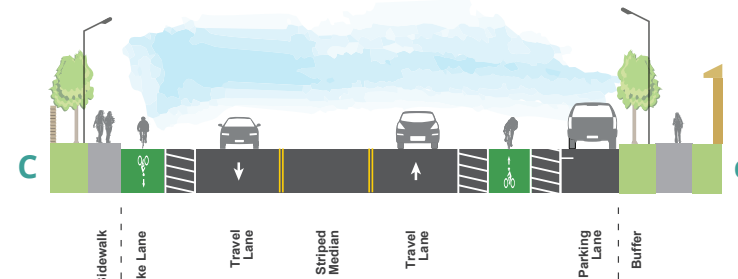
- None

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

TOWNE CENTRE DR

LENGTH

4 miles

FUNCTIONAL CLASS

Existing:

4-Lane Major Arterial Northern community boundary to Nobel Dr

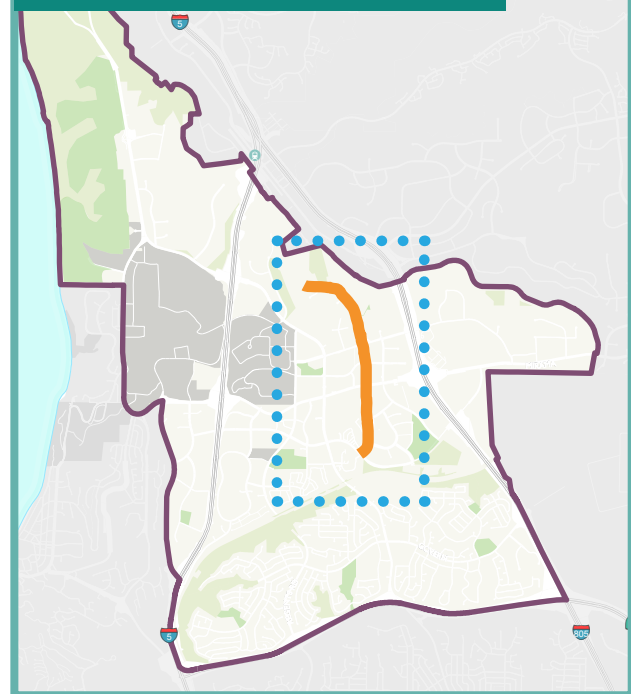
Adopted:

No modifications from existing

TRAFFIC VOLUMES

20,000 - North Limit to Nobel Dr

COMMUNITY AREA



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



CORRIDOR CRASH SUMMARY

62 CORRIDOR CRASHES

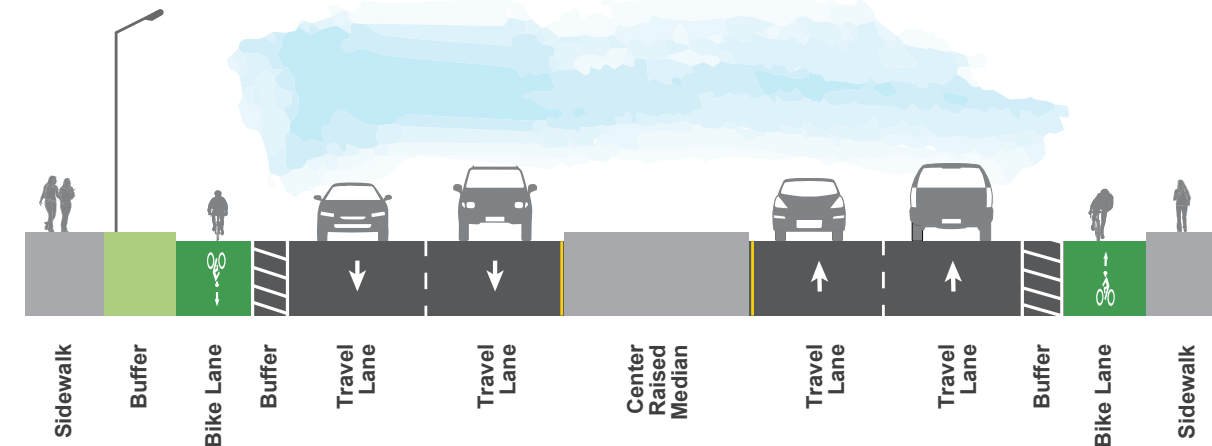
5% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

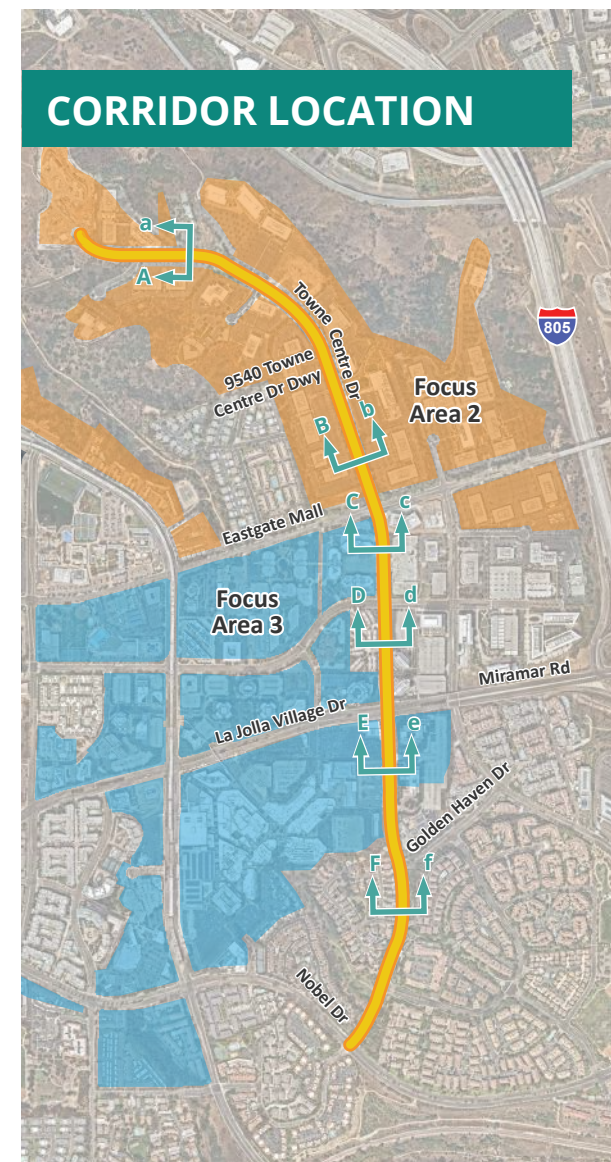
1. IMPROPER TURNING	24%
2. UNSAFE SPEED	19%
3. NOT STATED	15%

GENERAL CORRIDOR CROSS SECTION

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



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

LEGEND

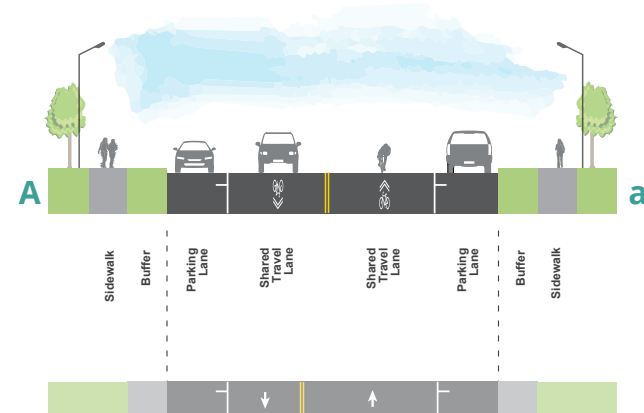
- Typical Cross Sections (see following sheets)
- Focus Areas
- Corridor

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:

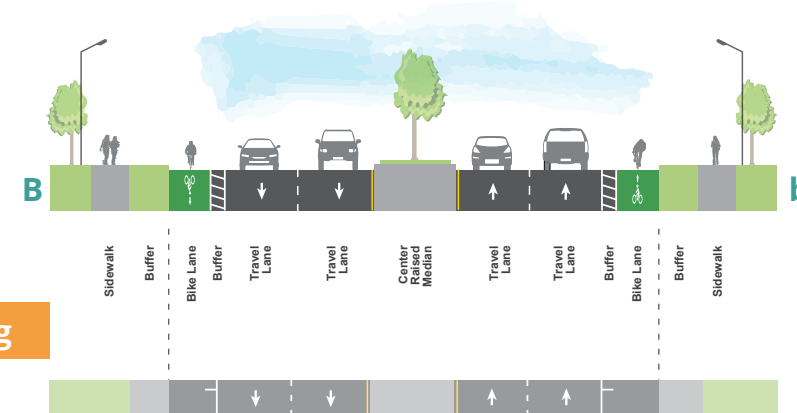
- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

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:

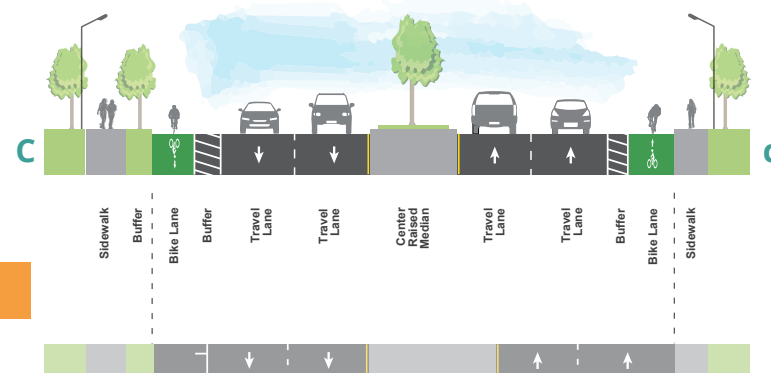
- Sidewalk to be constructed as non-contiguous on both sides with future redevelopment

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:

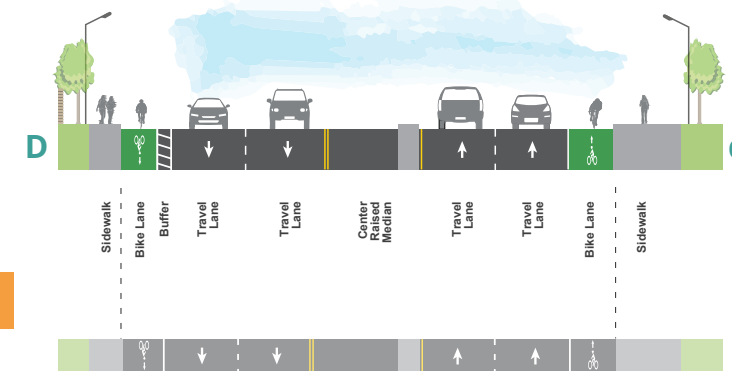
- None

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:

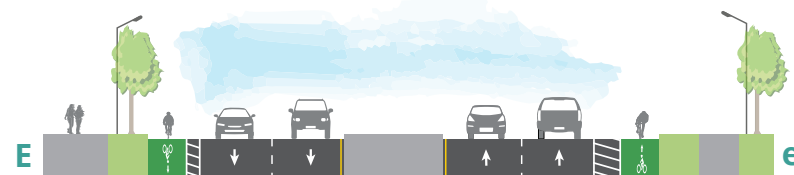
- Proposed reconfiguration fronts potential redevelopment of Focus Area 3 on the west side

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

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

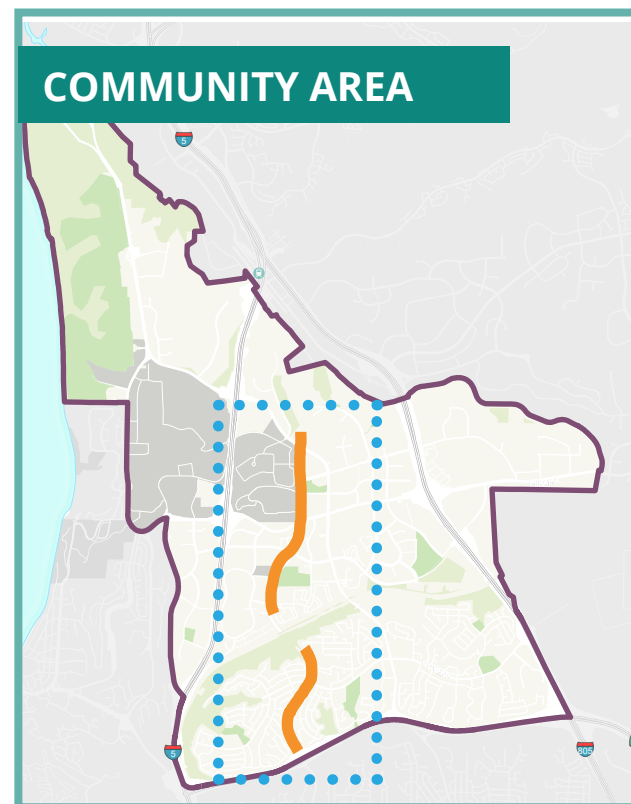
TRAFFIC VOLUMES

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

- **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

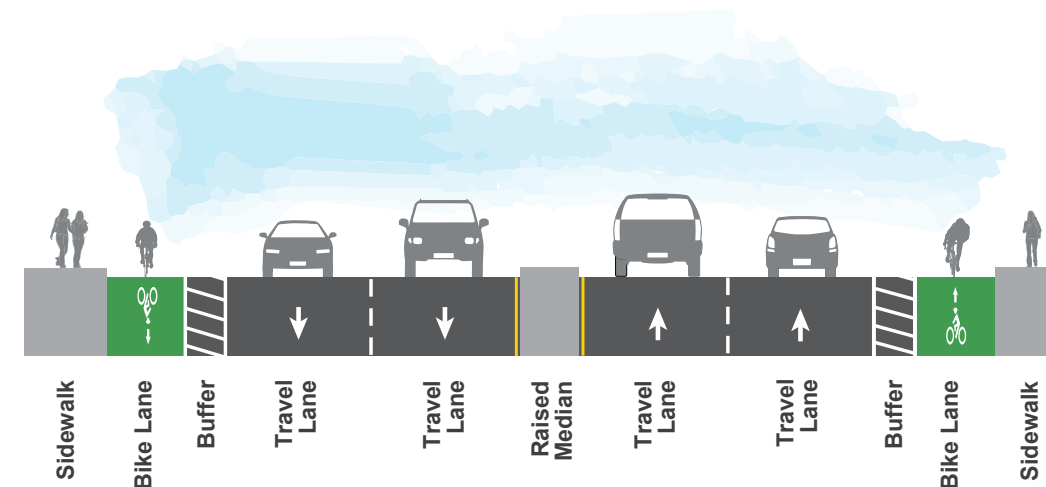
8% OF COMMUNITY CRASHES

MOST PREDOMINANT VIOLATIONS

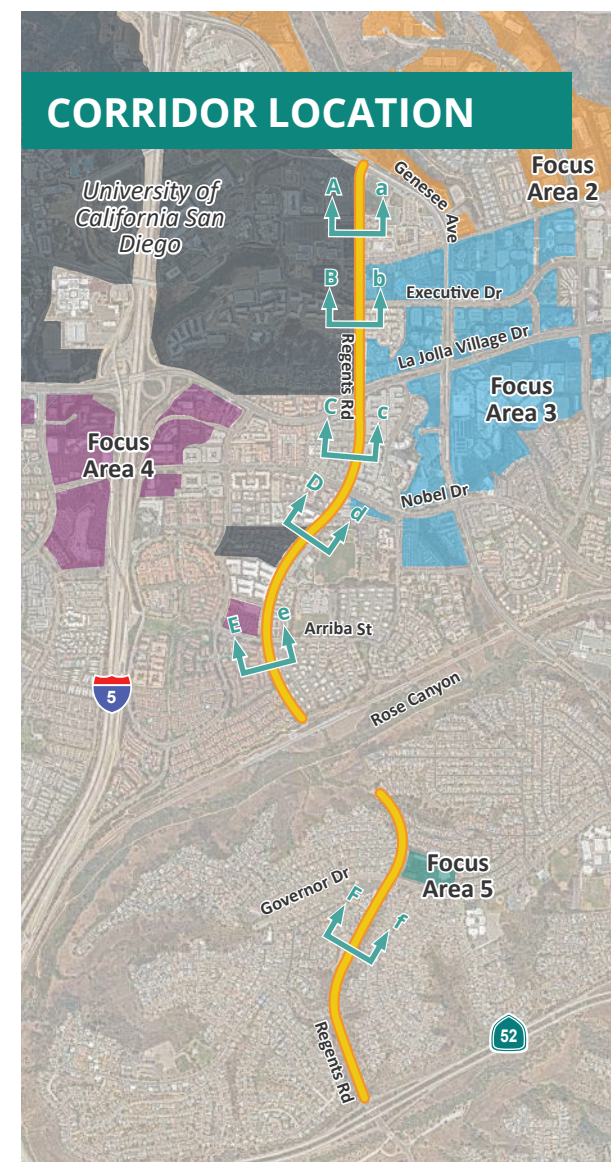
1.	UNSAFE SPEED	20%
2.	IMPROPER TURNING	16%
3.	NOT STATED	16%

GENERAL CORRIDOR CROSS SECTION

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



CORRIDOR LOCATION



ADJACENT LAND USE

CURRENT PLAN

##% QUAS ILLAB INU

##% QUAS ILLAB INU

PROPOSED PLAN

##% QUAS ILLAB INU

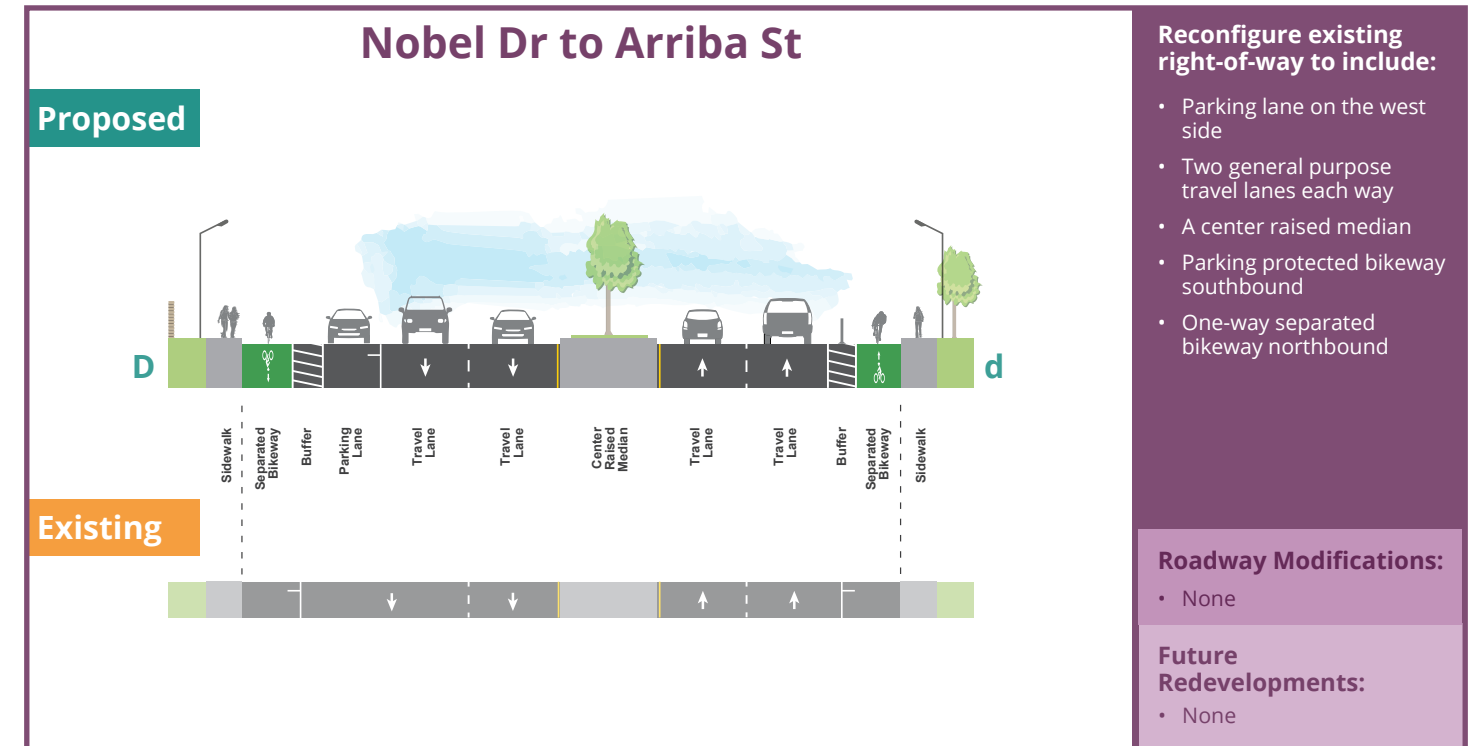
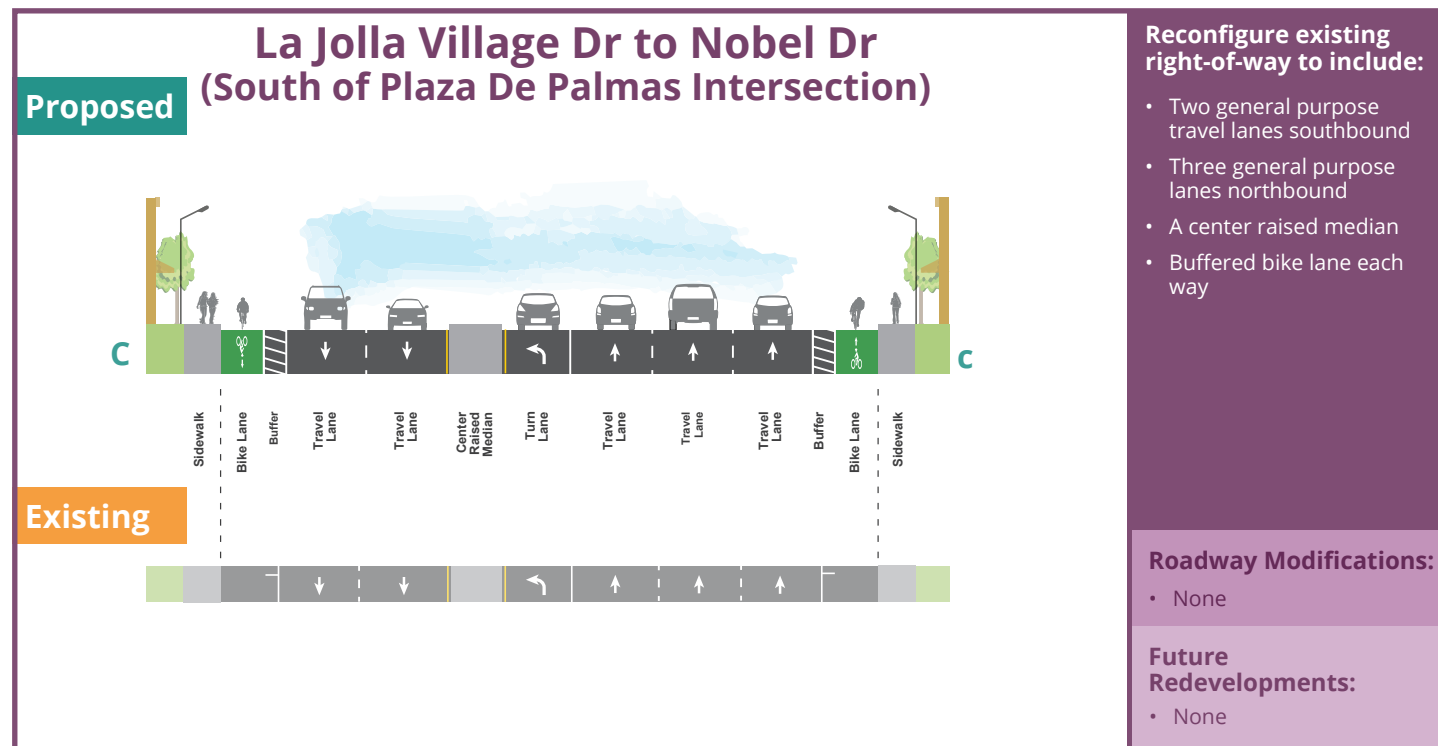
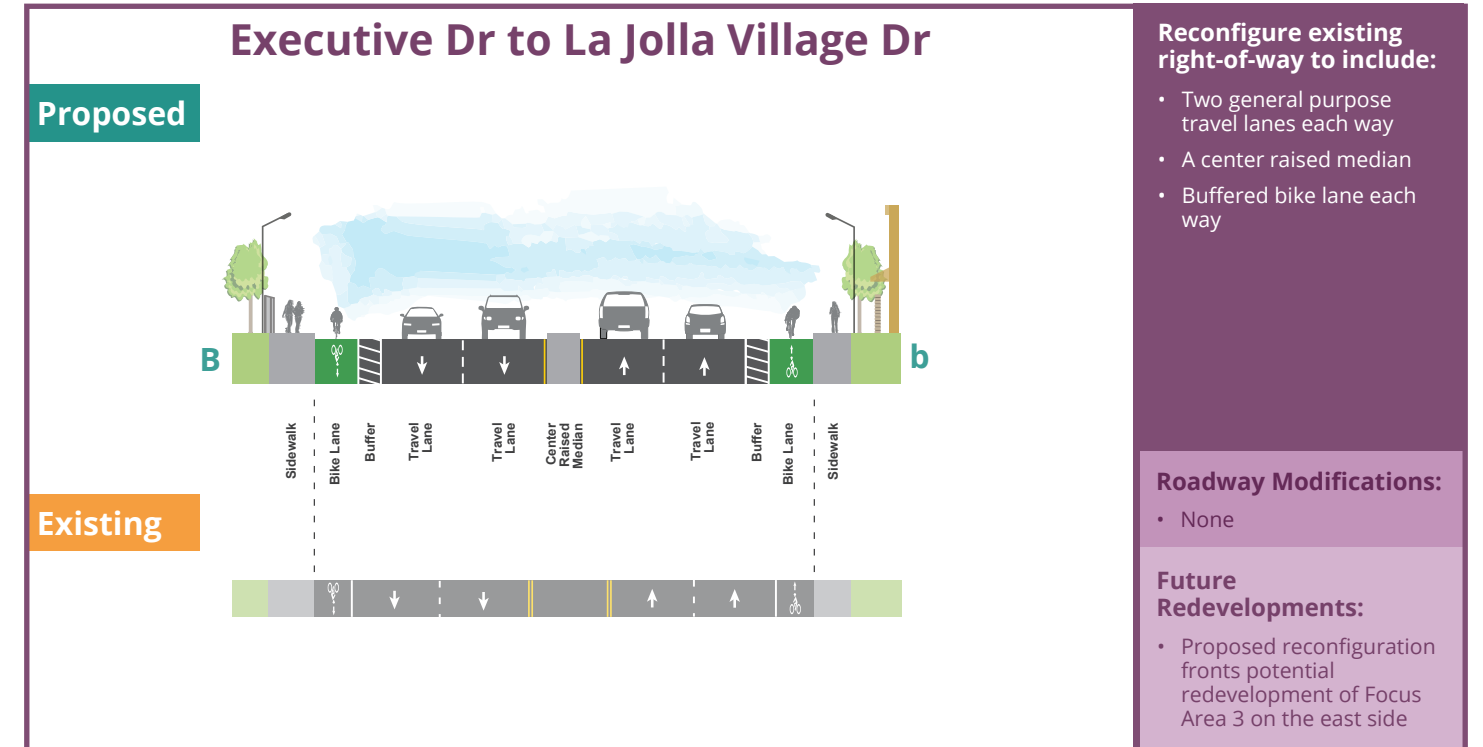
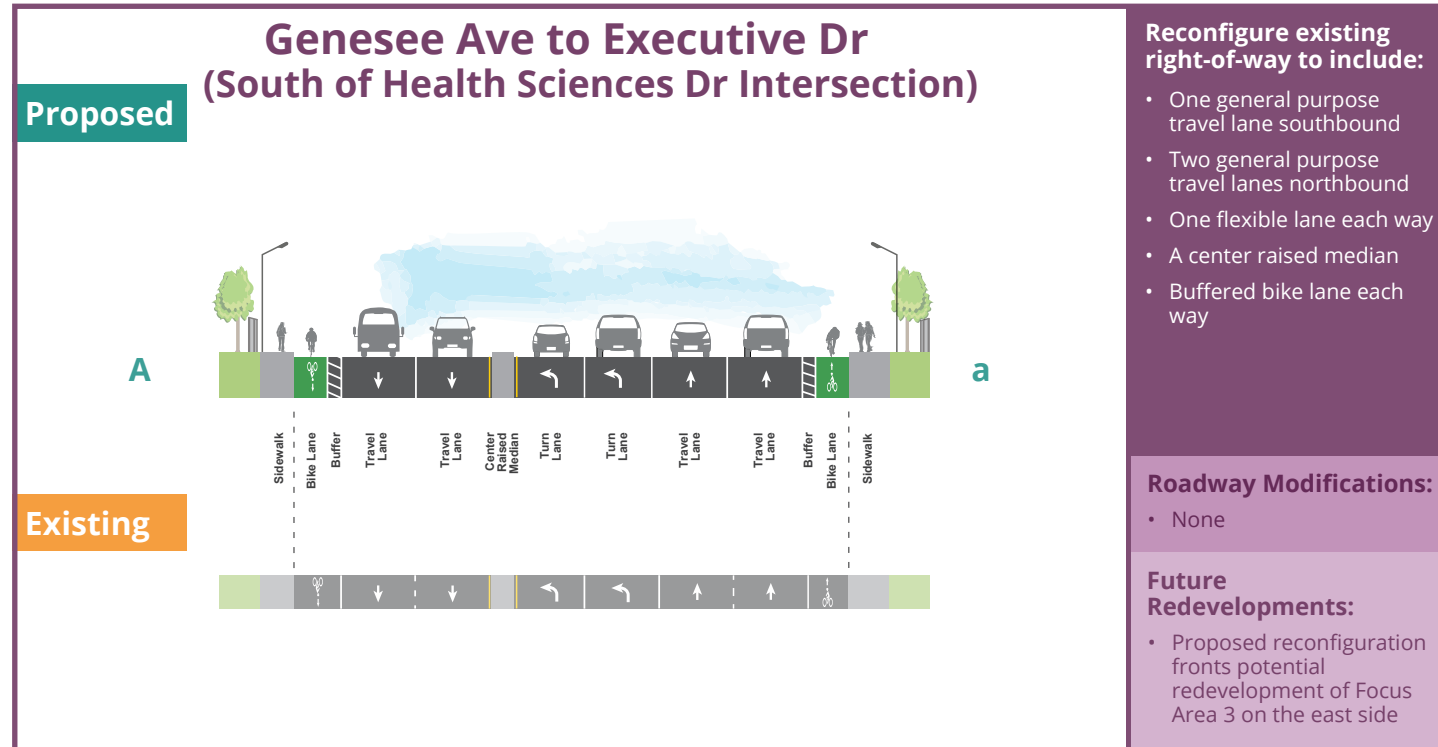
##% QUAS ILLAB INU

LEGEND

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

REGENTS ROAD

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 ROAD

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Arriba St to Rose Canyon

Proposed



Existing



Reconfigure existing right-of-way to include:

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

Roadway Modifications:

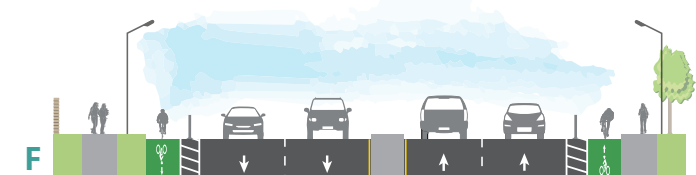
- Proposed reconfiguration would reduce the roadway width on the west side

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