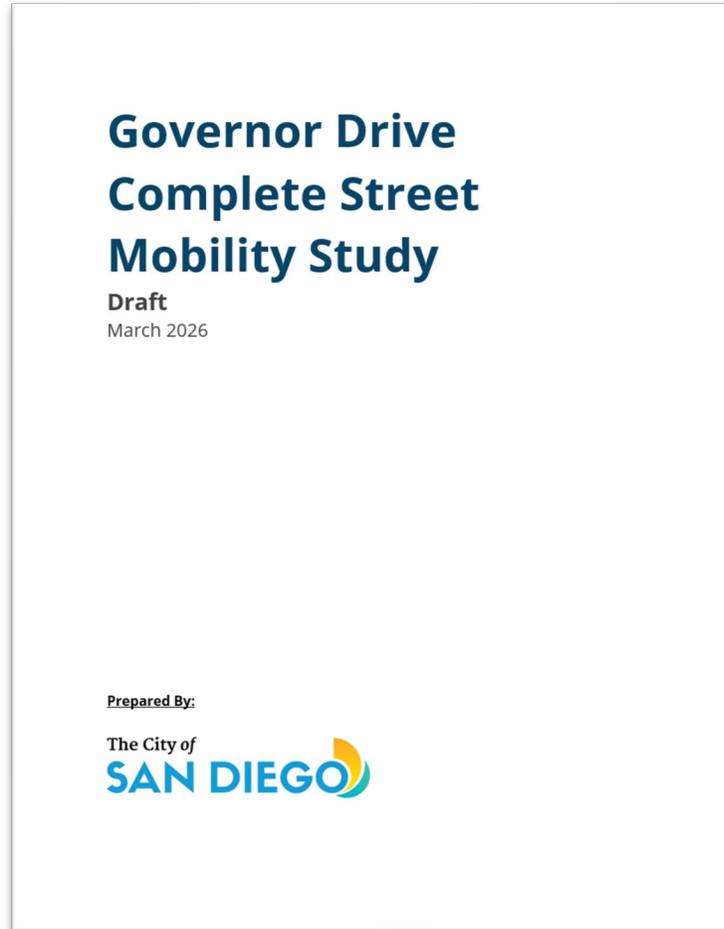
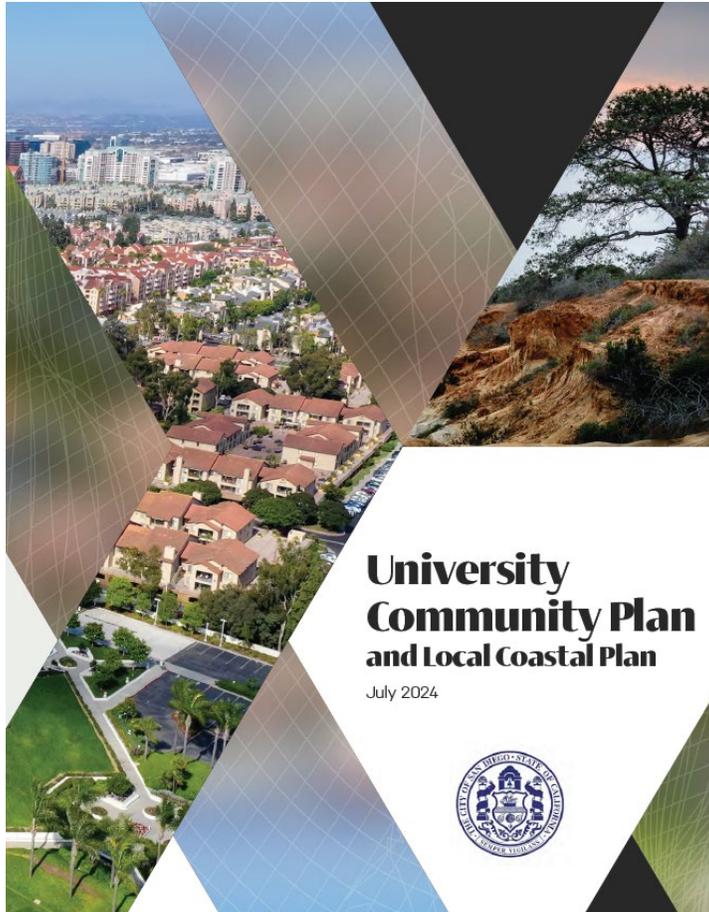


City Planning Department

Governor Drive Complete Street Mobility Study

March 10, 2026

Overview



- The Study includes:
- Traffic Travel Time
- Traffic Speed Analysis
- Emergency Response
- Parking and Loading
- School Access

Study Areas

Existing Conditions

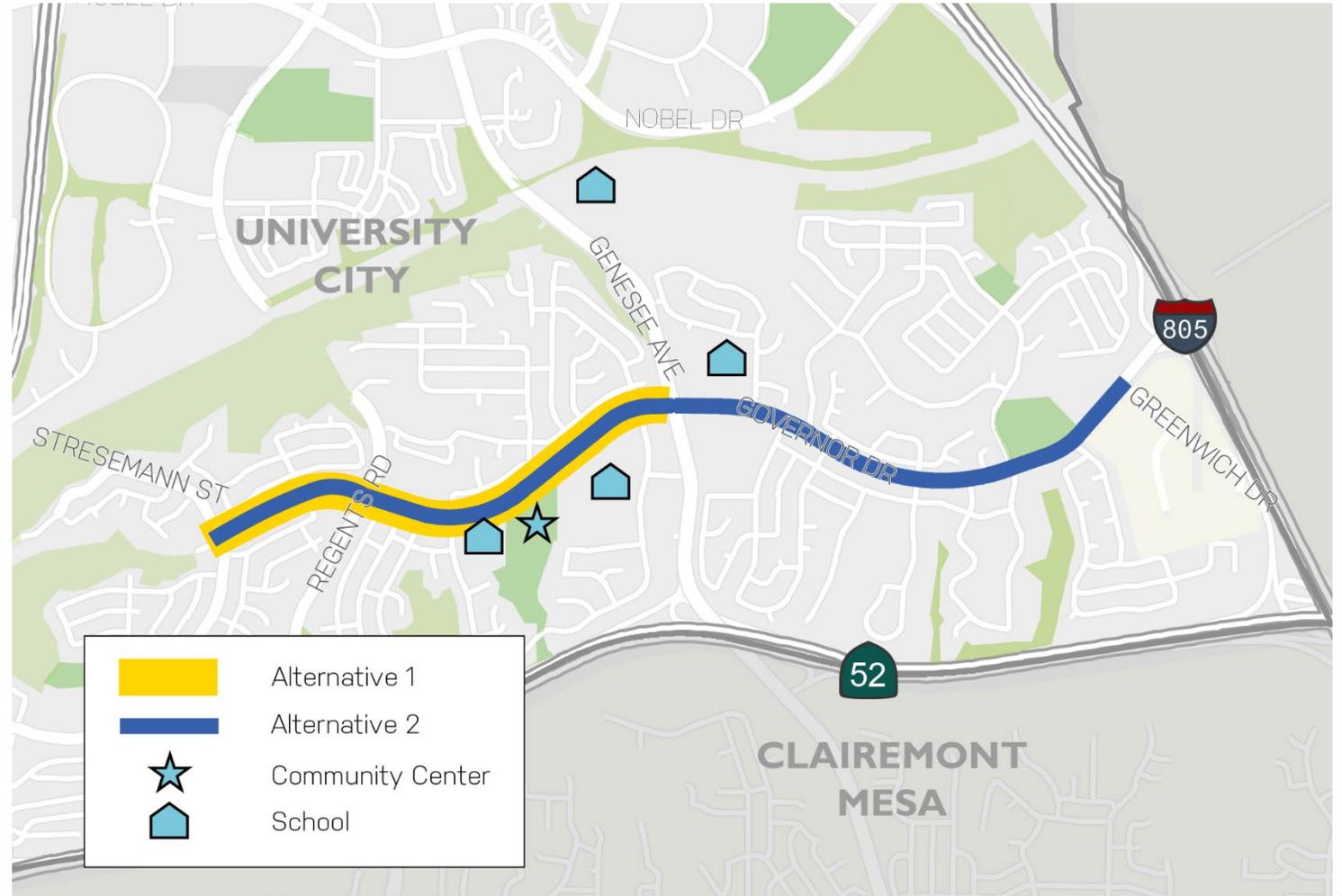
- Stresemann St – Greenwich Dr:
4-lane

Alternate 1

- Stresemann St – Genesee Ave:
2-lane
- Genesee Ave – Greenwich Dr:
4-lane

Alternative 2

- Stresemann St – Greenwich Dr:
2-lane



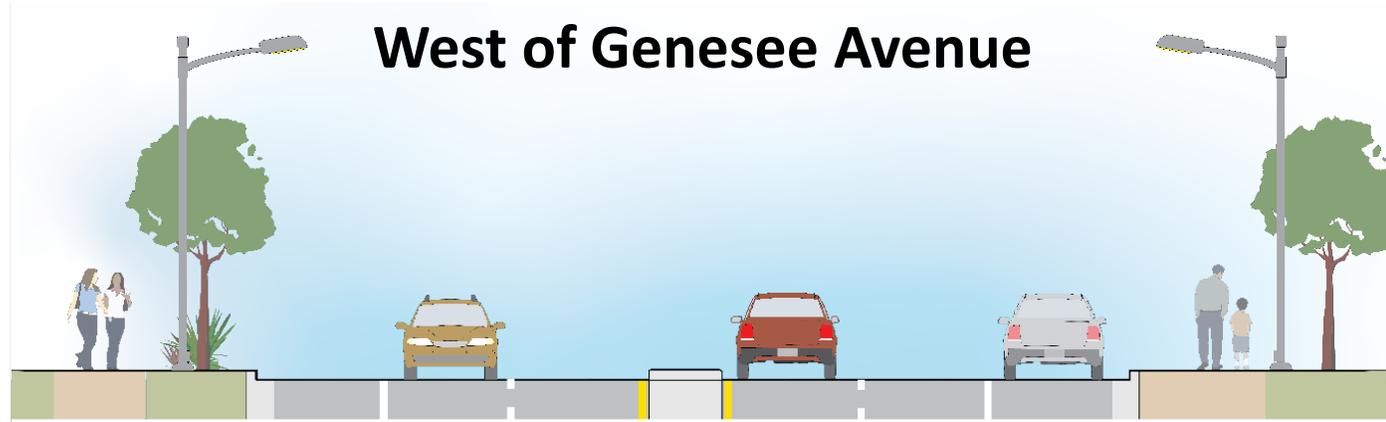
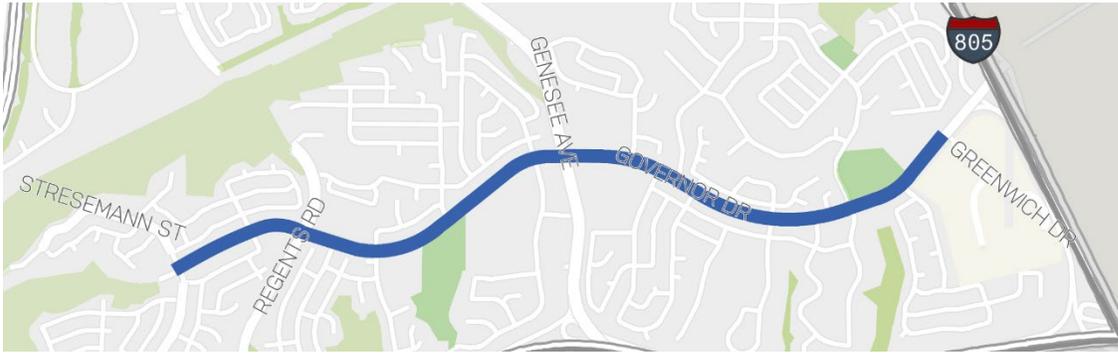


School Outreach

- **San Diego Unified School District:**
 - Transportation Department, Bussing
 - Facilities Planning Department
 - Real Estate Department
 - Area Superintendent
- **School Principals:**
 - Curie Elementary School
 - Standley Middle School
 - Spreckels Elementary School

Existing Conditions

Stresemann St- Greenwich Dr: 4-lane



West of Genesee Avenue

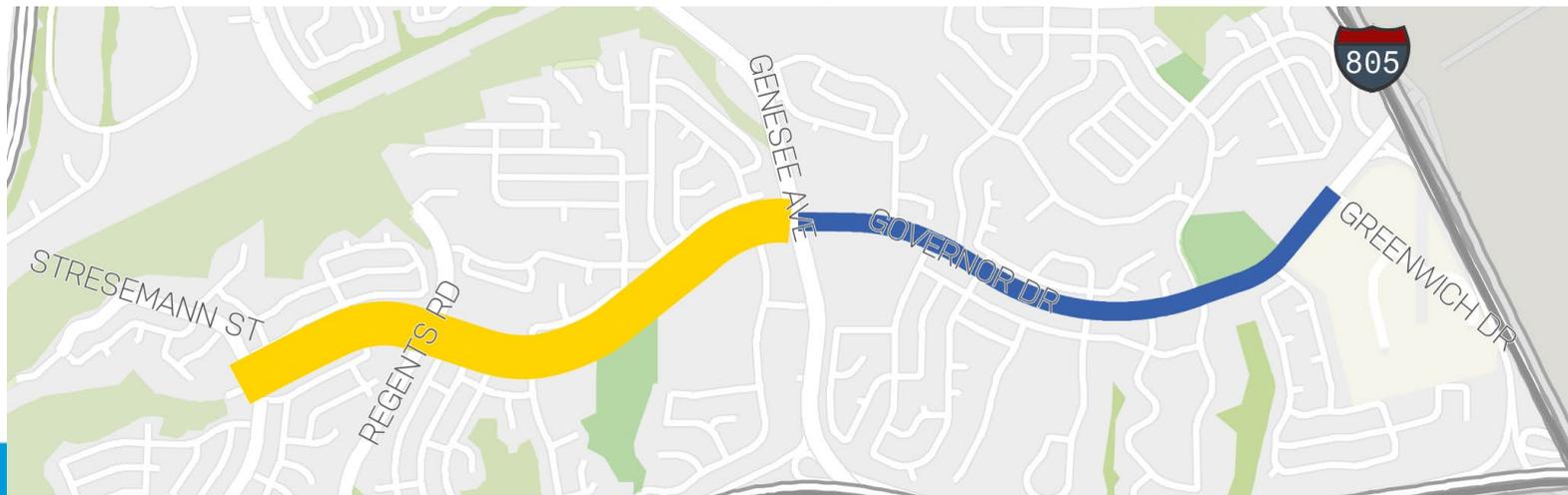


East of Genesee Avenue

Alternative 1

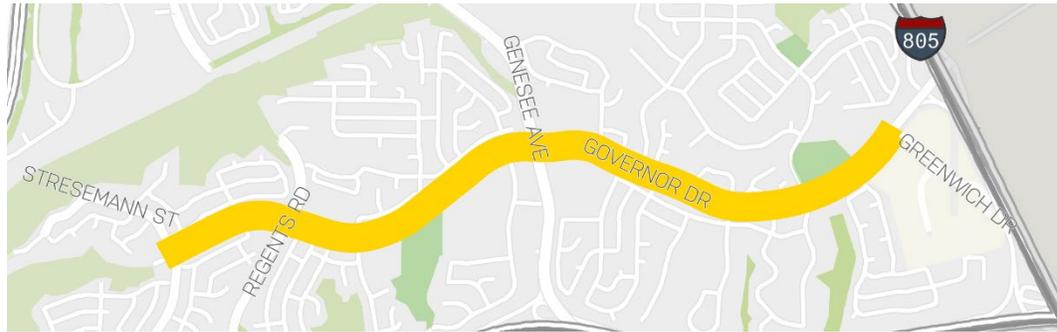


Stresemann St – Genesee Ave: 2-lane, Genesee Ave – Greenwich Dr: 4-lane



Alternative 2

Stresemann St – Greenwich Dr: 2-lane





Data collection and field observations

4/29/2025 & 5/1/2025

Traffic Counts Collected

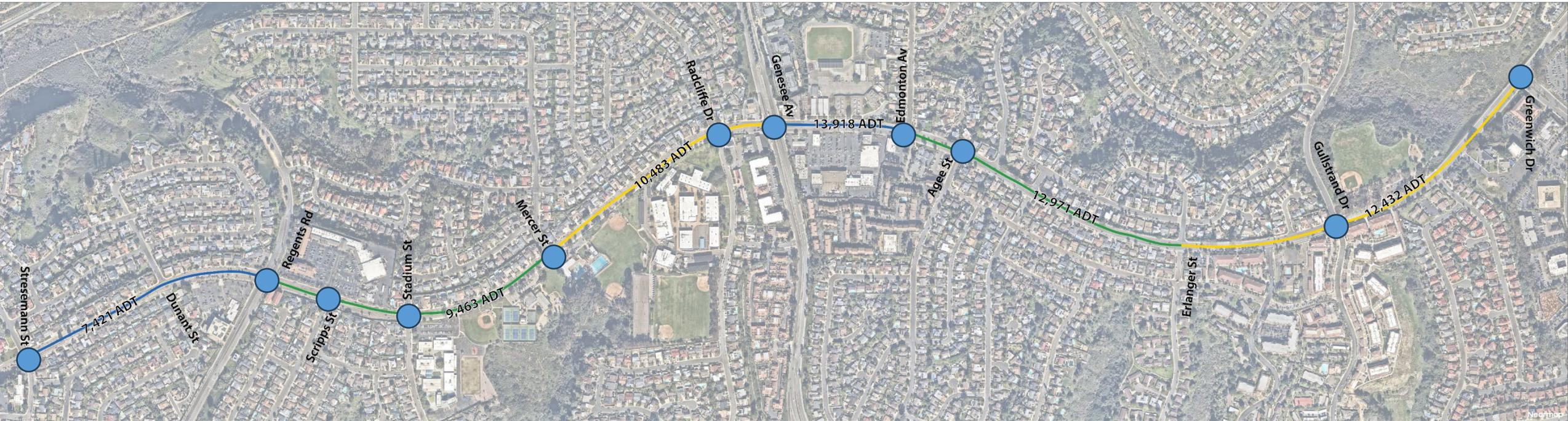
9/17/2025

1st Field Observation for PM pick-up during 2-lane configuration

12/4/2025

2nd Field Observation return to 4-lane configuration

Traffic Volume Data



Morning Peak collected: 7:00 am - 9:00 am

Evening Peak collected: 2:00 pm - 6:00 pm

Field Observations conducted 9/17/2025 and 12/4/2025

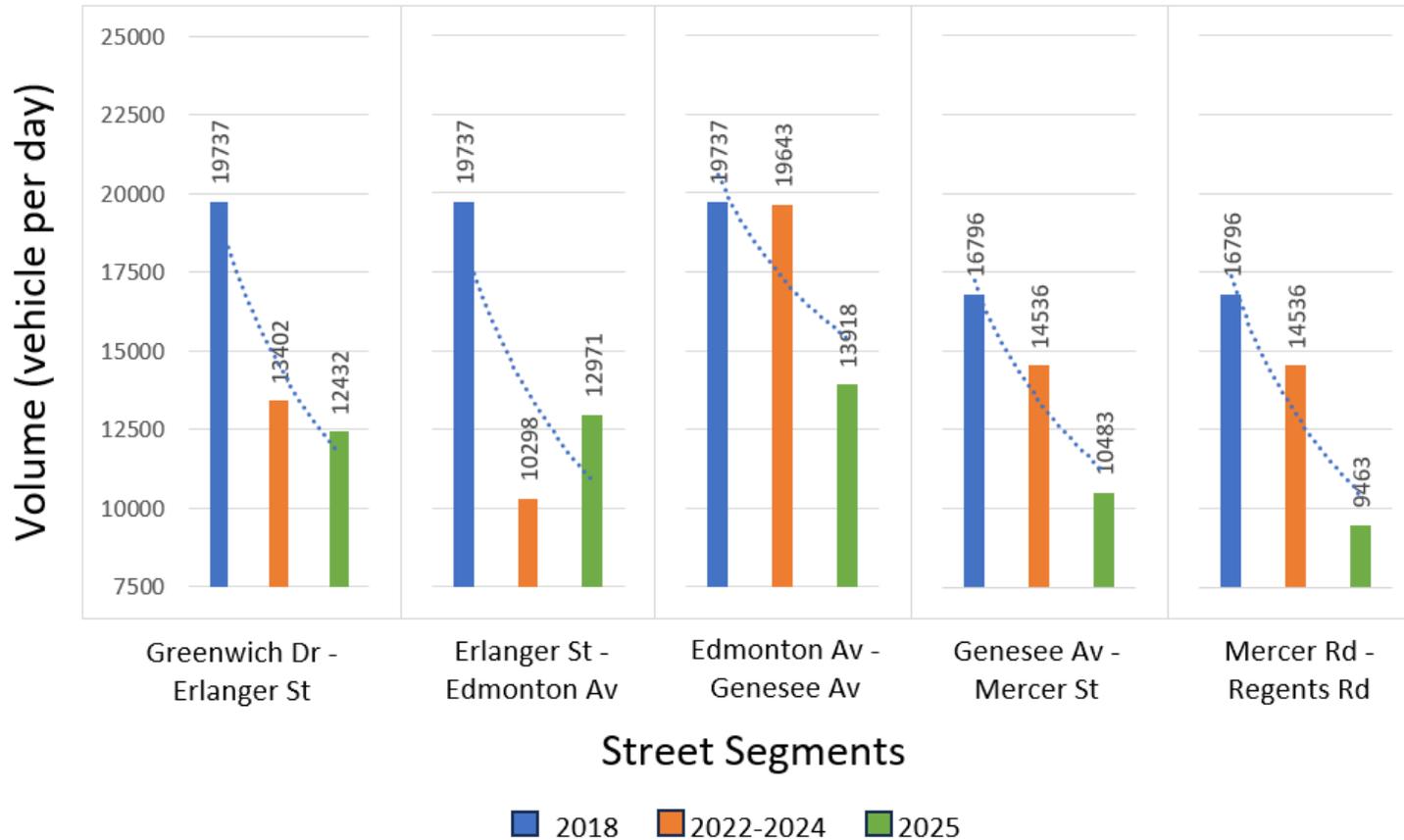
6 street segments for 24-hour traffic volume counts were collected 4/29/2025

11 intersections for intersection counts were collected 5/1/2025



Study Results: Traffic Volumes

Average daily traffic trends for Governor Drive



Observation Summary:

- School peak delay (west of Genesee Avenue): Approximately 2 additional minutes in the eastbound direction adjacent to Standley Middle School during the most impacted 2 to 5 minutes – two lane configuration
- School bus loading: No impacts due to off-street parking lots or side street loading.
- Bicyclists observed to ride on the sidewalk. Confident bicyclists were observed sharing lanes with vehicles.

Study Summary:

- Alternative 1 (west of Genesee) would add 12-14 seconds of travel time during the busiest hour of the day
- Alternative 2 (full corridor) would add 27-50 seconds of travel time during the busiest hour of the day
- Speed study data shows vehicles exceeding the posted speed limit by 4-6 mph at certain locations.
- Parking and loading: No changes to on-street parking or passenger loading
- Emergency access: No impacts to emergency response or evacuation.

City Planning Department

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