

Conclusion

Based on the review of the buildout traffic conditions for Alternatives 1 - 4 and the associated analyses of the road segments and the intersections, the following conclusions can be drawn.

Alternative 1, that includes both the Regents Road Bridge and the widening of Genesee Avenue between Nobel Drive and State Route 52, produces the best levels of service throughout the community and balances the forecast traffic on the two north/south corridors (Genesee Avenue and Regents Road) through the community at buildout. However, three intersections, outside the proposed CIP project areas, would still need to be improved.

Alternative 2, that includes only the widening of Genesee Avenue between Nobel Drive and State Route 52, and Alternative 4, that includes only the Regents Road Bridge, produce almost similar levels of service throughout the community at buildout. The street segment levels of service under both alternatives are mostly acceptable with the exception that under Alternative 2 Genesee Avenue between Governor Drive and Nobel Drive would have a LOS D/E (See Table 10). Meanwhile, intersection improvements would still be necessary at several major intersections under both alternatives. It should also be noted that comparing to Alternative 2, Alternative 4 allows more direct utilization of the SR-52/Regents Road interchange which would minimize traffic increase on Governor Drive between Genesee Avenue and Regents Road.

Under Alternative 1, three intersections would need improvements, La Jolla Village Drive/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Regents Road at a total estimated cost of \$1.0 million (See Table 11). Under Alternative 2, three intersections would need improvements. They include: La Jolla Village Drive/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, and La Jolla Village Drive/Regents Road at a total estimated cost of \$1.1 million (See Table 12). Under Alternative 4, five intersections would need improvements: Genesee Avenue, Governor Drive, La Jolla/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Regents Road, and Genesee Avenue/SR-52 at a total estimated cost of \$1.7 million (See Table 13).

Alternative 3, that includes neither project, produces very poor levels of service (E and F) at many locations throughout the community at buildout (see Tables 8 and 10).

Another component to be considered is the estimated costs of the CIP projects. Although both Alternatives 1 and 4 (after intersection improvements) would provide similar and acceptable level of service (See Table 10), they have substantial cost differences. The Genesee Avenue widening, between Nobel Drive and SR-52 (Alternative 2), is estimated to cost \$4.1 million. The Regents Road Bridge Project (Alternative 4) is estimated to cost \$16.1 million, with the improvements to the south approach adding another \$2.9 million.

The University Community Planning Group, after considering all of the analyses, voted on June 10, 1997 to retain all referenced CIP projects in the Community Plan at the present time. Facilities Benefit Assessment (FBA) fees will continue to be collected for those projects. After the Nobel Drive extension to Miramar Road and the half-diamond interchange at Nobel Drive/Interstate 805 is completed and the resulting effects on the traffic circulation in the community are known, these projects will be reevaluated to determine their continued need.

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