
TRANSPORTATION ELEMENT

I. INTRODUCTION

The transportation of people in the University community, like all communities in the San Diego area, is highly dependent on the private automobile. The accommodation of these private automobile trips is the key constraint on development intensity in the community. Historically, the project application review process has emphasized the compatibility of proposed developments with traffic projections and anticipated street capacities. The relationship between generated traffic and available capacity has been, and will continue to be, a critical consideration in the development of the community.

While it is expected that the private car will continue to be the principal means of transportation, it is also true that the land uses proposed by this Plan are of an intensity which could support a wide variety of transportation alternatives. Therefore, this Plan element also attempts to consider the components of a viable, balanced transportation system. Provisions must be made for pedestrians, bicycles, mass transit and other systems within the community.

II. EXISTING CONDITIONS

A. Roads and Streets

Figure 17 gives the location and daily volumes of the existing freeways and streets serving the University community. The existing system is operating adequately under current land use conditions. However, the presence of such regional generators as UCSD, the University Towne Centre and major medical-science-research centers, coupled with through traffic accessing the coast via La Jolla Village Drive and Genesee Avenue, has caused notable peak-hour congestion.

No current designated truck routes exist in the community, with the exception of the truck access gate provided by UCSD from Regents Road.

B. Mass Transit

1. Bus Service

Currently, bus service in the community is provided by five routes by San Diego Transit Corporation and one route by the North County Transit District, as indicated in **Figure 18**. The service characteristics and service areas of these routes are indicated in **Table 2**.

**TABLE 2
BUS SERVICE CHARACTERISTICS**

Route	Service		Frequency		Service to	Via
	Type	Community	UTC			
5/105	Local	30 min.	60 min.		East San Diego	Downtown
30	Express	30 min.	60 min.		Downtown Mira Mesa	La Jolla Pacific Beach
34	Local	30 min.	30 min.		Downtown	La Jolla Mission Beach Loma Portal
41	Local	30 min.	30 min.		Fashion Valley	Linda Vista
50/150	Express	60 min. (Peak-hour 12 min.)	60 min.		Downtown	Clairemont
301	Local	30 min.	30 min.		Oceanside	Del Mar

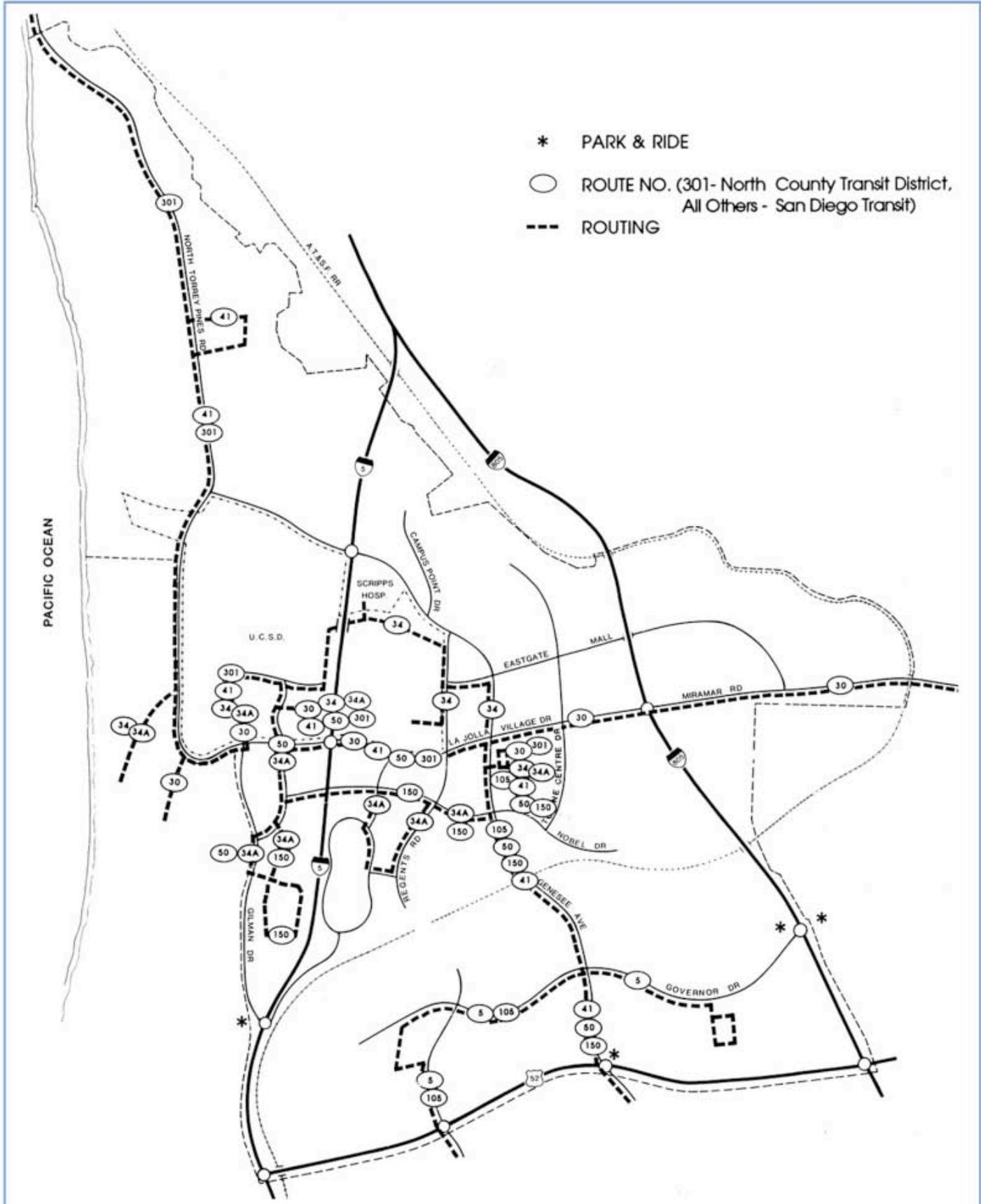
All bus routes in the community focus at the University Towne Centre and travel demand is served in all directions from this point. A secondary focus is the Veterans Administration (VA) Hospital. Both of these serve over 1,000 bus passengers per day. Other major attractors include UCSD, the Torrey Pines Business and Research Park and La Jolla Village Square. Express routes connect the community with Centre City via both coastal and inland routings as well as connecting to Mira Mesa. Four local routes provide service to adjacent communities to the south and on to Mission Valley and Centre City as well as north along the coast to Oceanside. Basic service into the University Community is at 30-minute intervals while some express service during the peak-hours may be more frequent.

2. Transit Facilities

Facilities for public transit service include transit centers, major transit points, standard bus stops and park-and-ride lots. The University Towne Centre Transit Center offers an exclusive bus facility with designated bays for each of the six routes making stops there. Shelters and seating, service information, telephones and full accessibility are principal features. This is a major passenger destination and transfer point.

Currently, there is only one other transfer point in the University community, at the VA Hospital. Sheltered seating and passenger information are provided. This too is a major destination and transfer point. The remaining bus stops in the University community are marked by signs while all the higher demand stops offer benches for waiting passengers.

Three existing park-and-ride lots served by transit may be found in the community. Express Routes 50 and 150 serve these lots. A fourth also exists at the south end of Gilman Drive. All four are indicated on **Figure 18**.



Existing Transit Service - September 1988
University Community Plan

18
FIGURE

3. Shuttle Loop

In addition to these near-term considerations, the 1971 University Community Plan contained an abstract alignment for an intra-community transit loop, without defining the right-of-way requirements, specific alignments or appropriate technology of the system.

Where feasible, right-of-way has been reserved as a condition of development fronting on the shuttle loop corridor. In addition to the reservation, development conditions have required the site design to consider the potential right-of-way and bus stop facilities.

In 1985, Parsons Brinckerhoff Quade & Douglas, Inc. were hired to prepare the North University Transit Study which analyzed the feasibility, financing and implementation options for the proposed transit loop. A 4.9-mile loop with six-minute service frequencies in each direction and 15-20 passenger buses was recommended by the study. Financing options were identified and SANDAG, under contract to MTDB, is studying various financing alternatives for implementation of the transit loop.

Financing is to be by the private sector through an assessment district, business improvement district, transient occupancy tax, advertising or a combination thereof. An advisory committee including members of the University Community Planning Group, a representative of UCSD and representatives of various businesses was formed to review possible financing mechanisms. When the study is completed a recommendation will be made regarding its financing. An engineering study is also being completed, as a condition of an approved development, to determine how the proposed shuttle can be physically accommodated, and how its operation can be facilitated along the proposed route.

4. Regional and Inter-City Rail

The University community is bisected at Rose Canyon by the tracks of the Atcheson, Topeka and Santa Fe Railroad. No direct service to the community is provided by this alignment at the present time. However, the AT & SF right-of-way has been studied by the MTDB for possible use as a LRT corridor.

SANDAG completed a study of the Mid-Coast Light Rail Alignment in May 1986, which recommended an alignment to be implemented in two phases. The I-5 alternative alignment was recommended by this study primarily because it provides the fastest travel times and has less adverse community impact. A spur alignment on Executive Drive in North University City (from I-5 to the east of I-805) was also recommended to provide service directly to activity centers in University City. Neither alignment has been adopted by the City Council. MTDB has evaluated the recommended alignment, and formally

adopted a “preferred alignment” on January 8, 1987. The alignment adopted by MTDB runs north from I-5 up Gilman Drive and through the UCSD campus with a spur alignment along Executive Drive. This alignment was adopted instead of the I-5 alignment to more directly serve the UCSD campus and because of its lower cost. An alignment on Regents Road was adopted as an alternative. The City does not favor the Regents Road alignment as it does not serve the major activity centers in the University community. After adoption, the precise alignment of the LRT will be subject to further study of development project proposals and subdivision maps, and to further engineering design prior to construction.

C. Parking

There is no notable community-wide parking problem, mainly because it is a newly developing area in which attention has been directed to providing adequate off-street parking. Localized areas, in which development took place under standard zoning, experience some parking shortages. But, for the most part, development in the area has taken place under planned development permits which call for greater off-street parking allocations. The community shopping center, located north of La Jolla Village Square, experiences a high parking demand due in part to the need for additional neighborhood services in North University City. With the development of other neighborhood commercial centers the demand for off-street parking in this shopping center should be reduced. Another development which experiences a parking shortage is Regents Park, located at the northwest corner of La Jolla Village Drive and Genesee Avenue. The parking demand can be attributed to the nature of this development as a phased project. The off-street parking provided by the existing development does not meet the needs of the existing users. With the buildout of the development, additional parking shall be provided and a mixture of land uses developed, more supportive of a shared parking atmosphere.

On-street parking is a problem near the University because many students prefer to park off-campus. Included in the Long-Range Development Plan for UCSD is a proposed shuttle system and additional parking structures to serve the growing enrollment.

D. Non-motorized Transportation

1. Existing Bicycles Routes.

The bicycle routes in existence as of September 1986 are listed below and are shown in **Figure 23**.

EXISTING BIKE ROUTES AS OF SEPTEMBER 1986

Route	Limit	Class
1. Rose Canyon Bikeway	Gilman Drive to Santa Fe Street	I
2. La Jolla Colony Drive	Gilman Drive to Palmilla Drive	II
3. Palmilla Drive	La Jolla Colony Drive to Arriba Street	II
4. Arriba Street	Palmilla Drive to Regents Road	II
5. Governor Drive	Genesee Avenue to Panel Court	II
6. Governor Drive	Panel Court to I-805	III
7. Genesee Avenue	North Torrey Pines Road to SR-52	II
8. Gilman Drive	La Jolla Colony Drive to Sir William Osler Lane	II
9. Miramar Road	Gilman Drive to Regents Road	II
10. Eastgate Mall	Regents Road to Miramar Road	III
11. Miramar Road	Eastgate Mall to I-15	III
12. La Jolla Shores Drive	Torrey Pines Road to North Torrey Pines Road	III
13. North Torrey Pines Road	North Torrey Pines Road and Genesee Avenue to UCSD campus	I & II
14. Nobel Drive	Regents Road to Genesee Avenue	II
15. Interstate 5	Genesee Avenue to Sorrento Valley Road	II

2. Pedestrian Facilities

Pedestrian facilities in the University community have been provided as a condition of the approvals of many development projects. These facilities include sidewalks constructed in conjunction with City streets, interior private walkways included in planned commercial developments and planned residential developments, and special facilities such as the pedestrian overpasses which have been constructed over La Jolla Village Drive near Villa La Jolla and from University Towne Center to the Plaza, and over Genesee Avenue from the Plaza to Regents Park. Approved, but not constructed pedestrian overpasses include facilities over Genesee Avenue from University Towne Centre to Costa Verde, and over La Jolla Village Drive from University Towne Centre to Embassy Suites and from Regents Park to Costa Verde. These pedestrian overpasses are discussed more specifically in the **Urban Design Element**.

III. GOALS

- A. Provide a network of transportation systems that are integrated, complementary and compatible with other citywide and regional goals. The network should take into account the physical, social, economic and environmental conditions of the community, both present and future.
- B. Provide a balanced public transportation system to link the entire community to all of its own activity areas and to the San Diego metropolitan area as a whole.
- C. Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the LRT line.
- D. Ensure implementation of Council Policy 600-34, Transit Planning and Development.

IV. PROPOSALS

A. Streets and Highways

1. Street Network

The existing street system should be maintained and operational improvements made, based on proven need, to increase efficiency and accommodate planned growth. Projected traffic volumes and the recommended street network for buildout are illustrated in **Figures 19** and **20**. Transportation improvements required above and beyond those shown in the 1983 plan are listed below:

- a. Widen Genesee Avenue to six lanes from Nobel Drive to SR-52.
- b. Widen La Jolla Village Drive to eight lanes from west of Villa La Jolla Drive to I-5, and widen the La Jolla Village Drive bridge over Gilman Drive to six lanes.
- c. Construct a full (rather than partial) interchange on I-805 at Nobel Drive.
- d. Complete the widening of North Torrey Pines Road to six lanes from Torrey Pines Scenic Drive to the Callan Road bridge. Widening of the bridge over Callan Road is not required, nor are any further improvements north of the bridge.
- e. Provide some type of special treatment (flyovers, additional lanes, etc.) on Genesee Avenue at North Torrey Pines Road and John Jay Hopkins Drive.
- f. Provide improvements to the I-5/Genesee Avenue interchange.

- g. Provide special treatment, such as extra turn lanes, on Genesee Avenue from I-5 to Nobel Drive.
- h. Widen La Jolla Village Drive to eight through lanes from west of Towne Centre Drive to I-805, and to six through lanes plus two auxiliary lanes on the bridge over I-805.
- i. Widen Nobel Drive to six through lanes plus turn lanes as required from Lebon Drive to Regents Road, and from Genesee Avenue to Town Centre Drive; and construct six lanes from Towne Centre Drive to I-805.
- j. Provide the missing ramps (southbound to westbound and eastbound to northbound) of the I-5/Ardath Road interchange (a regional improvement).
- k. Require the improvement of John Jay Hopkins Drive as a four-lane major street as “Conditions of Approval” for any further development of the property to the northeast of the intersection of Genesee Avenue and North Torrey Pines Road.
- l. Add a direct connector from northbound I-805 to westbound La Jolla Village Drive and reconstruct the northbound I-805 offramp to eastbound Miramar Road.

In addition, major street and freeway projects outside the community, including SR-52, and SR-56, should be constructed as soon as possible to provide alternative routes for through traffic accessing I-5 and the coast. Because of air quality impacts that could potentially result from peak-hour congestion, continuous attempts should be made to further mitigate these impacts. The mitigation can take place at the time that precise designs are being prepared for those especially sensitive intersections. This Plan, therefore, recommends that additional mitigation and special designs be considered for those intersections found to be operating at less than satisfactory levels.

2. Governor Drive

This four-lane major street should terminate at Stresemann Street rather than being extended to connect with I-5. Topographic constraints and the biological and aesthetic value of this section of Rose Canyon preclude the western extension of the road.

3. Intensity of Land Use

As indicated in the introduction of this Element, the capability of the street system to sustain traffic volumes is one of the key constraints to development in this community. The land uses and intensities assumed by the traffic study conducted for this Plan are included in the **Development Intensity Element**.

4. Topographic Alteration

Grading required for street improvements or expansion should be sensitive to the topography. Cut and fill slopes should be minimized and contoured and exposed slopes promptly replanted, preferably with native vegetation.

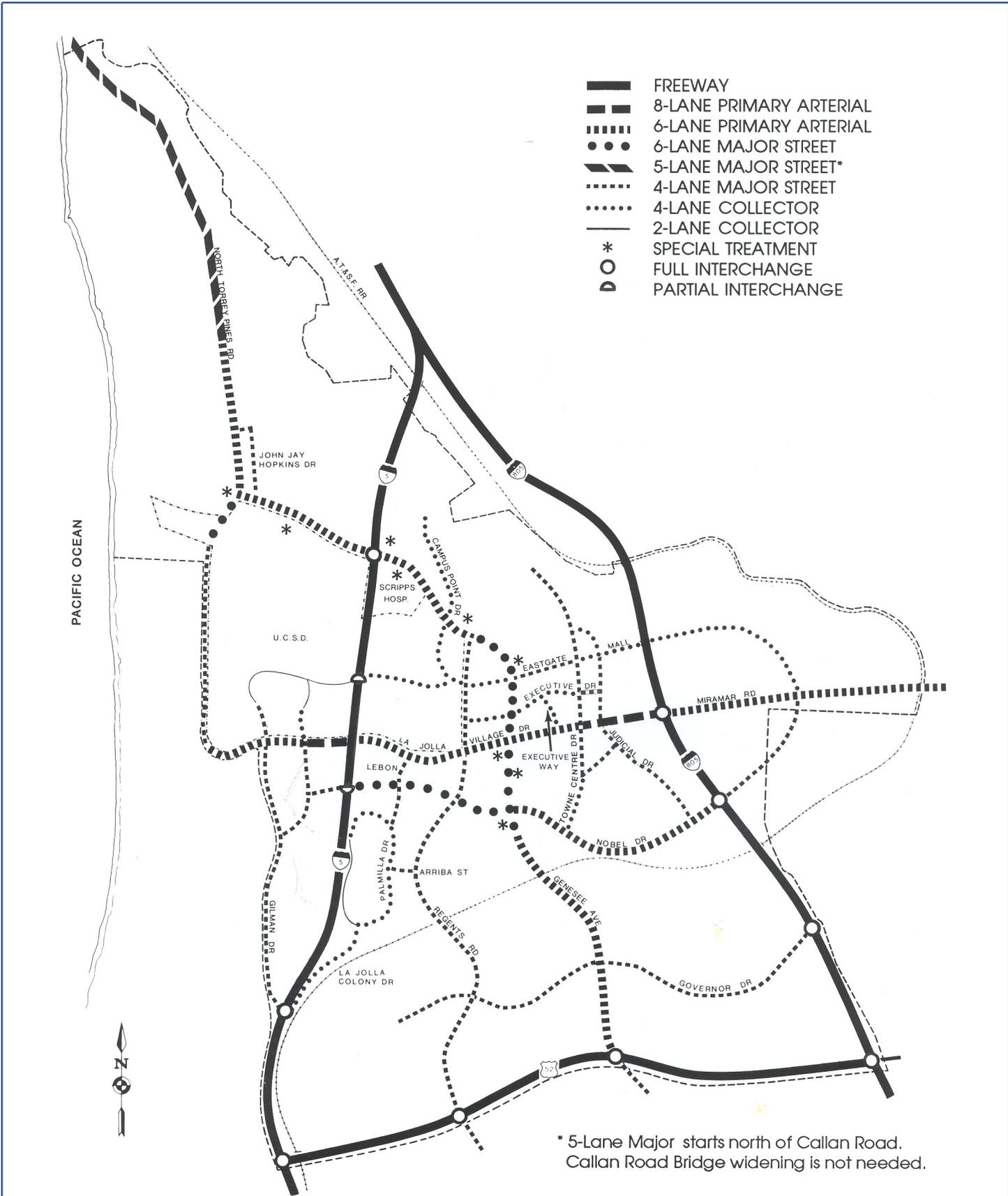
5. Truck Routes

In that all major commercial centers in the community have access from four major streets, truck activity should be restricted to Governor Drive, Genesee Avenue, La Jolla Village Drive, Nobel Drive and Regents Road. As conditions warrant, consideration should be given to hour limitations on truck movements. All developments should be designed to accommodate truck service areas adequately. Where possible, truck deliveries should be scheduled for non-peak-hour periods. Should truck activities constitute a significant traffic problem consideration of time limitations may be appropriate.

B. Mass Transit

1. Project Integration of Transit Improvements

The travel forecast upon which this Plan relies assumed a regional average of transit service and utilization for the community. This translates to a mode split (i.e. transit use) of two to three percent. Due to the projected traffic congestion in this community, its designation as an urban core and the transit improvements planned, a higher mode split is an appropriate goal. Although a higher mode split would not enable the deletion of the additional street improvements needed to accommodate the level of development projected at buildout, it would help mitigate the low levels of service projected on a number of the major roadways in the community. For this reason improvements needed to ensure the success of regional bus service, the shuttle loop and LRT in the community shall be required as part of the project approval process, consistent with City Council Policy 600-34, Transit Planning and Development. Project applicants shall be required to consult with the San Diego Transit Corporation, the MTDB and other transit implementing agencies to determine the transit improvements needed, and these improvements shall be required as conditions of approval in the permit process.



Recommended Street Network (Based on Community Plan Build-Out Land Uses/Development Intensities)

University Community Plan

2. Bus Service

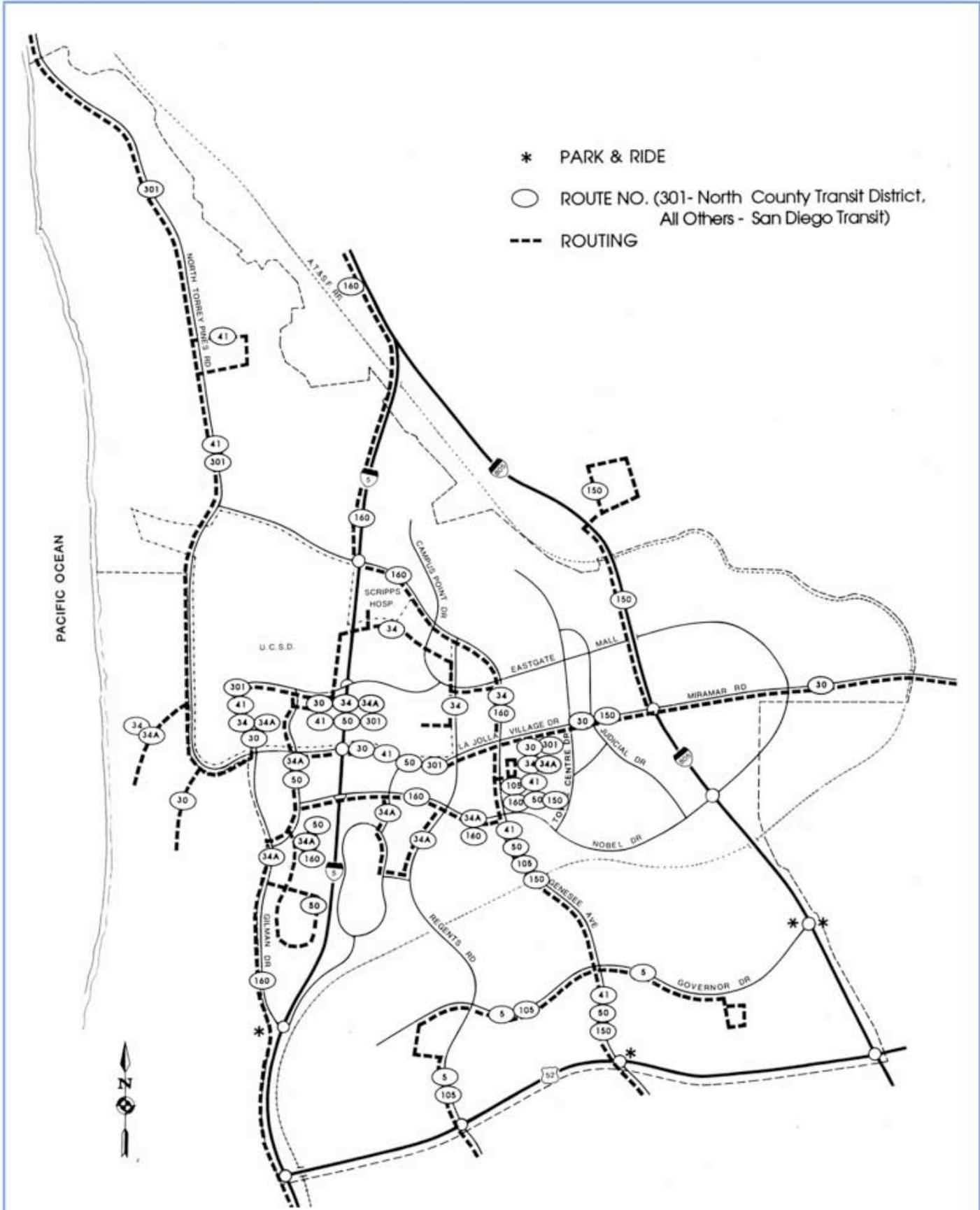
Due to rapid growth in the University community area, significant bus service improvements have been planned. This includes three new express routes: Route 160 offering more direct service to Centre City and also extending on to North City West; Route 130 connecting to the South Bay area by way of I-805; and crosstown Route 70 to Tierrasanta and El Cajon. Selected peak period service will connect to Sorrento Valley. The University Towne Centre Transit Center will remain the focus point for all express and most local service routes. Modifications to existing express service are also recommended. Route 150 will operate over Regents Road and Nobel to the UTC Transit Center, then on to the Lusk Business Park in Sorrento Valley. Route 30 will be rerouted to Mira Mesa via I-805 and Mira Mesa Boulevard. Service along Miramar Road will be provided by new local Route 24 which will also cover Eastgate Mall and connect to the UTC Transit Center. These elements are included in the Metropolitan San Diego Short Range Transit Plan and are shown in **Figure 21**.

3. Transit Facilities

No additional transit centers are planned for the University community at this time. Two new ones, in North City West and in Kearny Mesa will be developed in adjacent communities which will also serve the University community. MTDB is presently developing a program for adding passenger shelters throughout the San Diego metropolitan area. The University community area is certain to be identified for some of these facilities. Another MTDB program is evaluating transit passenger information and recommendations are forthcoming for bus stop information improvements in route identification, hours of service, service schedules and maps.

The existing park-and-ride lot at Gilman and I-5 will serve transit upon implementation of new Route 160. When Route 150 is rerouted in conjunction with the extension of Regents Road, a new park-and-ride facility is recommended at Regents Road and SR-52. A park-and-ride facility is also suggested for the area near Nobel Drive and I-805. This site has high visibility and would supplement the existing lots at the terminus of Governor Drive at I-805.

A transit center has been implemented and is located at University Towne Centre. This center provides connections to regional services and will also be used by the shuttle loop for transit access within the community.



Short Range Transit Plan - FY 89-93
University Community Plan

4. Transit Loop

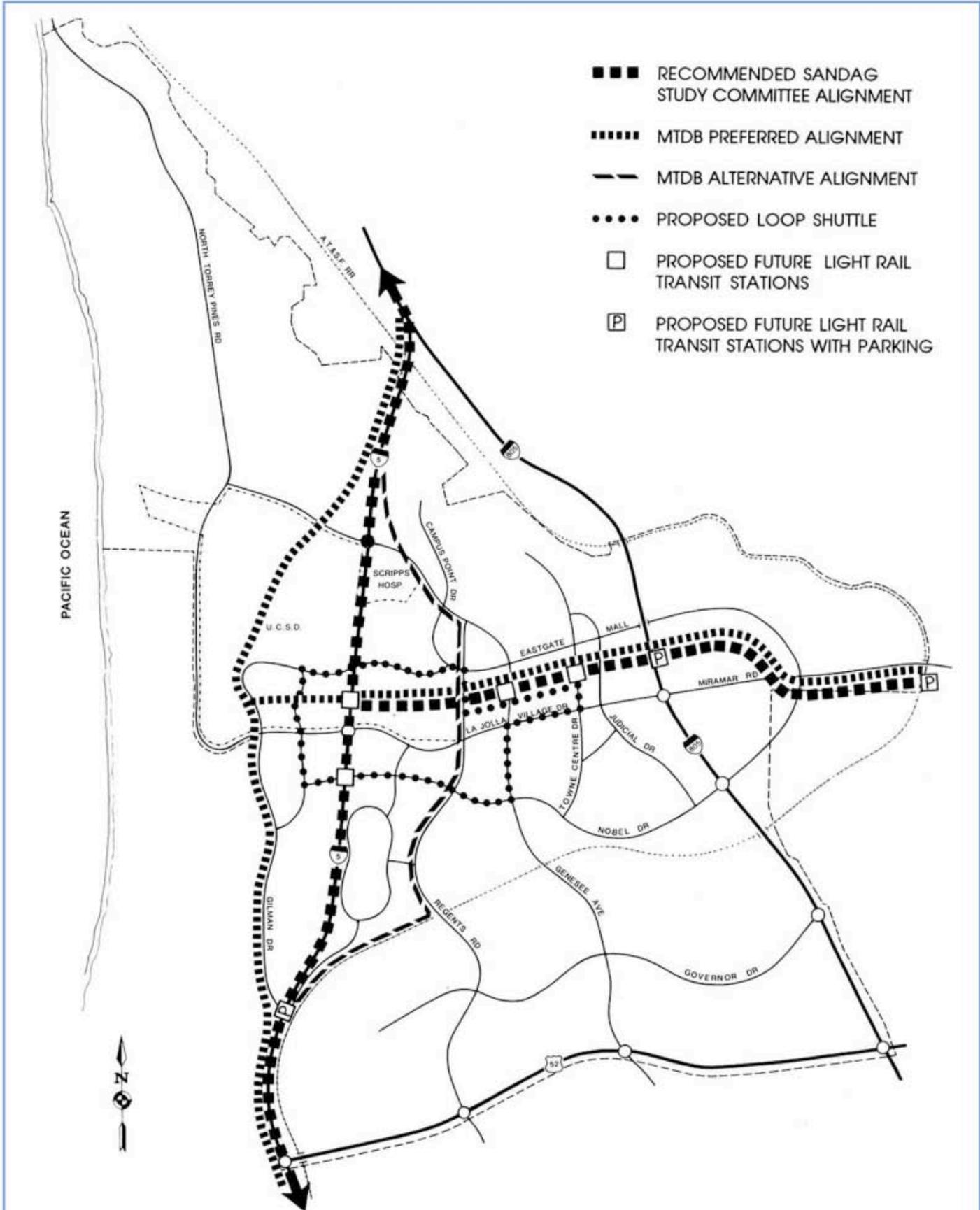
As proposed in the 1971 and 1983 University Community Plans, the loop shuttle should be developed connecting the UCSD campus, major commercial developments, high-density residential areas, hospital and scientific research facilities and the transit center. This will serve internal trip movements as well as feed the regional bus routes and ultimately the LRT line. The proposed route is illustrated on **Figure 22**. This route was selected during the 1985 Parsons Brinckerhoff study. It may be subject to change in the future to meet changing service needs. However, this route will be the basis for initiation of service. The final determination of the alignment should be subject to review by UCSD, MTDB and the City. Project approvals fronting the proposed route shall be required to provide additional right-of-way and other improvements identified in the MTDB engineering study. Applicants within the proposed assessment district for the loop shall be required as a condition of approval to participate in and not oppose the formation of an assessment district or other financing mechanism, and to construct bus shelters along the route.

This transit system should be privately funded by developers or property owners along the route. The organization of the private funding of ongoing operations should be coordinated by the City, San Diego Transit, SANDAG and MTDB. Participation by UCSD will need to be determined by the University of California, and could ultimately require the approval of the State Legislature.

5. Light Rail Transit System

Encourage the development of a high-speed, light-rail transit system to serve the University community and other northern communities.

The Mid-Coast Light Rail Alignment Study, dated April 25, 1986, completed by SANDAG recommended a preferred alignment along I-5 and a spur alignment on Executive Drive from I-5 to the east of I-805 as shown on **Figure 22**. On January 8, 1987, the Metropolitan Development Transit Board voted to approve a preferred LRT alignment on Gilman Drive continuing through the UCSD campus with a spur to the east on Executive Drive. If the spur alignment is constructed, the major Amtrak/Commuter Rail/Light Rail transfer station should be located adjacent to the Miramar Road overcrossing of the Santa Fe tracks. Gilman Drive/I-5 is an alternate transfer site within this corridor as shown on **Figure 22**. Possible future LRT stations and park-and-ride facilities are also shown on **Figure 22**. Projects fronting along the proposed Executive Drive spur shall be required to dedicate sufficient right-of-way to accommodate an on-grade LRT system and stations where necessary.



Proposed Light Rail Transit and Shuttle Loop
University Community Plan

6. Transportation System Management (TSM)

Transportation System Management programs are to be implemented in the University community by ordinance and/or through the planned development permit process to aid in the reduction of peak-hour trips. With congestion projected to occur on a number of streets in the community, measures other than street improvements should be pursued. TSM strategies include ride sharing, work hour shifting, parking management, design and publicity to encourage the use of transit and installation of facilities for bicyclists. Private sector participation is envisioned in the planning, financing, implementation and operation of specific TSM actions. Coordination with transit organizations and surveys of tenant origins, modes of travel and work hours are all important elements of a successful program. Preferential parking, provision of company cars or vans for employee use during the day and front door transit access may be provided to encourage transit use and ride sharing. A monitoring program is also an essential element of TSM. Reports by a private association should be required by the City to monitor and assess effectiveness. Goals should be specified and penalties imposed for nonperformance. A review of applicable legislation and ordinances should be made for their applicability to the North University area.

C. Parking

1. Siting

Parking is to be sited and permitted where it best serves other components of the comprehensive transportation system. Conversely, regional and area transit systems should be routed to take advantage of such parking sources as University Towne Centre and La Jolla Village Square. Joint use parking structures or cluster parking areas should be considered to minimize the visual effects of parking lots, improve pedestrian access to major activity centers and provide multiple-use opportunities for parking areas. In general, because development in the community will be almost exclusively in planned developments which feature higher parking ratios than standard zoning, parking demand in the community will be met.

2. Alternate Transportation Incentives

Consideration should be given to conditionally reduce parking requirements for mixed-use project of an urban nature and commercial and industrial establishments which provide transportation or incentives for alternative forms of transportation (i.e. construction of the loop system, carpools, shuttle buses, bicycles, etc.). While the list of possible qualifying alternatives is broad, the incentives should only be granted based on the demonstrated capability of the alternative in reducing parking need. The City Engineer has proposed a citywide shared parking analysis to benefit mixed-use projects which qualify for a reduction in parking requirements. This program should be used for mixed-use projects located in North University City.

3. Coastal Parking Restrictions

Promote the use of shuttle buses, car pools, bicycles and pedestrian movement to reach coastal recreational areas rather than permitting the construction of extensive surface parking in coastal areas. Areas where excess and under-utilized parking exists during summer daylight hours, such as UCSD, could provide a parking reservoir for future shuttle systems to beach areas. This proposal should be reviewed by the UCSD Administration and implemented jointly by UCSD, the City, the State and private developers.

4. UCSD Parking

As identified in the UCSD Traffic Access and Parking Study, an on-campus shuttle system is recommended to reduce vehicle trips, improve on-campus mobility and link the main portion of the campus to remote parking and other uses east of I-5. A proposed parking plan recommends the consolidation of smaller parking lots, replacing them with two proposed main campus garages for visitor and short duration parkers, and in lots for long-term parkers. The proposed plan takes into account the anticipated need to absorb on-campus the loss of some on-street parking along North Torrey Pines Road, La Jolla Village Drive, Torrey Pines Road south of La Jolla Village Drive, and La Jolla Shores Drive in the vicinity of Scripps Institute of Oceanography.

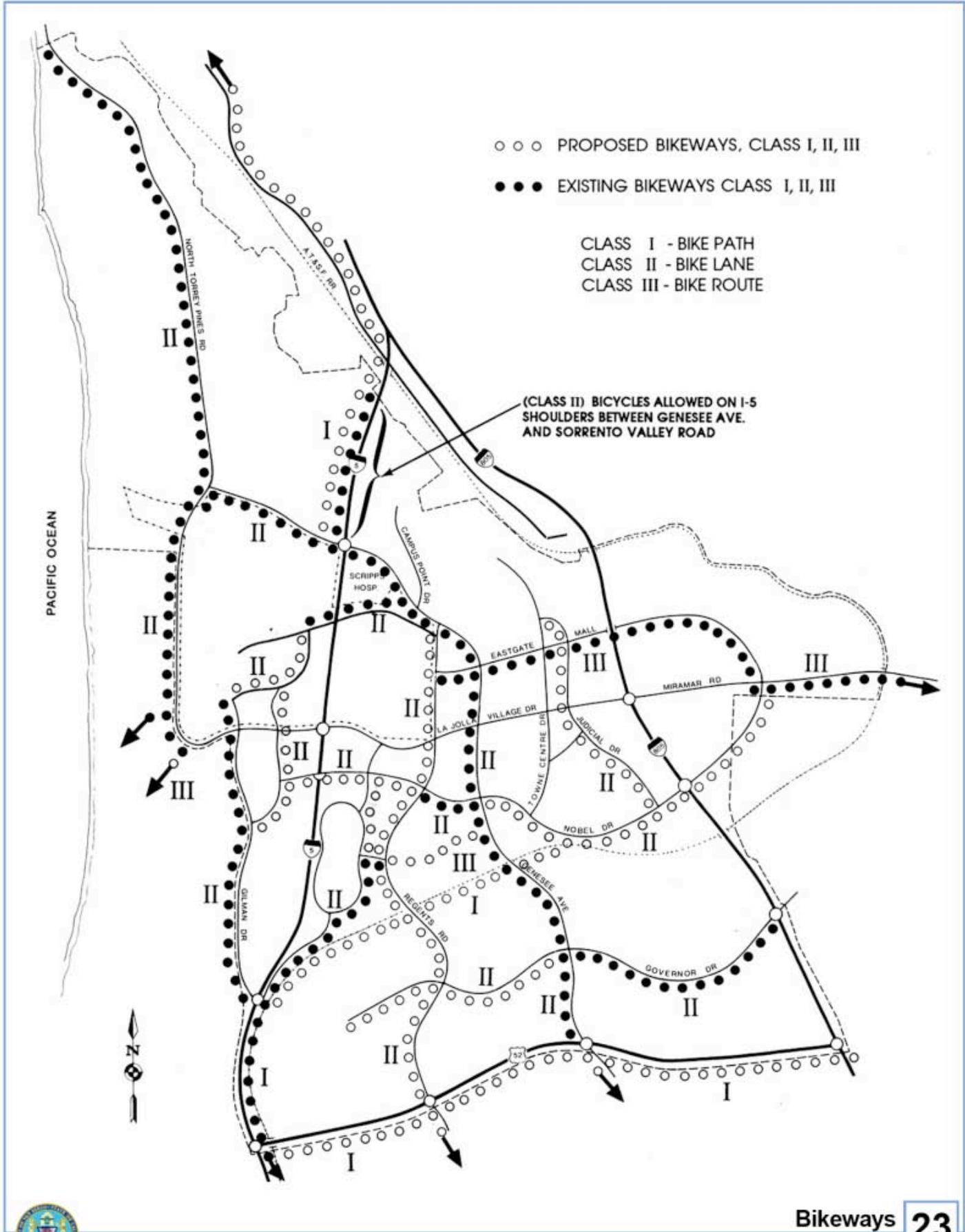
5. Removal of parking along major streets

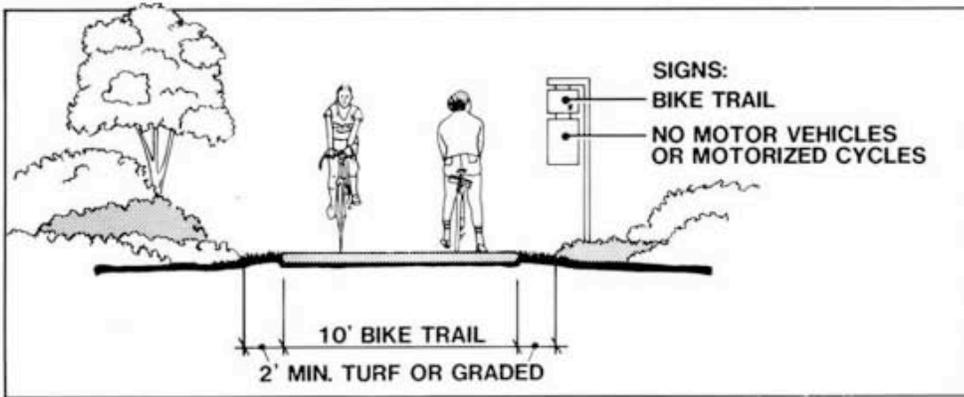
To accommodate the traffic levels projected in the community, on-street parking may be prohibited along a number of major streets in the community, including La Jolla Village Drive, North Torrey Pines Road and Nobel Drive.

D. Non-motorized Transportation

1. Bikeway System

Implement a program for the development of bikeways with an emphasis on separated bike paths that are interconnecting. Preferably, there should be a grade separation between automobile and bikeways if the lanes are located in the street right-of-way. The existing and recommended bikeway system and bicycle facilities classifications are illustrated in **Figures 23** and **24**. The proposed routes are listed below. Smaller bikeway linkages should be an integral part of every development via the review of landscape designs of planned development permits and should connect with the community-wide system at various points.

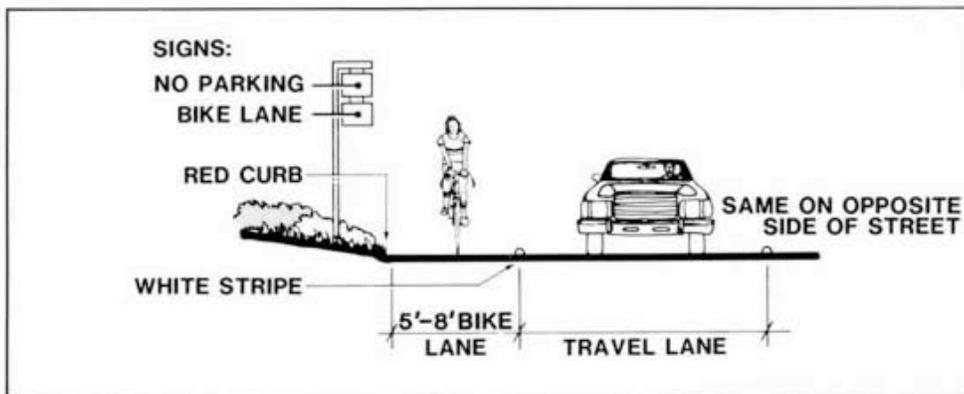




Bicycle Path

A completely separate right-of-way for the exclusive use of non-motorized vehicles

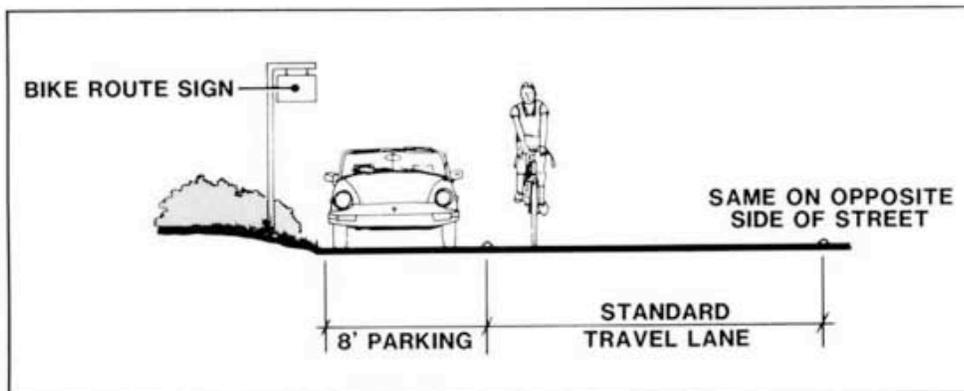
CLASS I (Typical location-open space)



Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.

CLASS II (Typical location-major street)



Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

CLASS III (Typical location-neighborhood street)

The dimensions illustrated on this page are subject to change.





PROPOSED BICYCLE ROUTES

Route	Limit	Class
1. San Clemente Bikeway	Rose Canyon Bikeway to I-805	I
2. Regents Road	Route 52 to Genesee Avenue	II
3. Governor Drive	Stresemann Street to Genesee Avenue	II
4. Gilman Drive	Sir William Osler Lane to Miramar Road	II
5. Palmilla Drive	Arriba Street to Lebon Drive	II
6. Lebon Drive	Palmilla Drive to Nobel Drive	II
7. Arriba Street	Regents Road to Cargill Avenue	III
8. Cargill Avenue	Arriba Street to Decoro Street	III
9. Decoro Street	Cargill Avenue to Genesee Avenue	III
10. Rose Canyon Bikeway	Gilman Drive to Nobel Drive	I
11. Villa La Jolla	Gilman Drive to Veterans Administration Hospital	II
12. Nobel Drive	Villa La Jolla to Regents Road and Genesee Avenue to Miramar Road	II
13. La Jolla Scenic Drive	Ardath Road to La Jolla Village Drive	III
14. Interstate 5	Miramar Road to Sorrento Valley Road	I
15. Judicial Drive	Towne Centre Drive to Nobel Drive	II

2. Bicycle Commuting

Bicycle parking facilities shall be installed at major activity centers (e.g. schools, employment centers, shopping centers and recreation centers). Bicycle lockers shall be provided for employees at employment sites. Bicycle racks shall be provided at other major activity centers and for visitors at employment sites. Bicycle racks that lock both wheels and the frame of the bicycle without the use of cables or chains are recommended. Signs shall be installed to indicate the availability of such facilities. Employers are also encouraged to provide showers for employees. **(Figure 25)**

3. Bicycle Route Signage

Official bicycle routes shall be identified by bike route or bike lane signs. In general, bicycle route signs shall be installed at the following locations:

- a. At the beginning and end of the route.
- b. After the route crosses arterial or collector streets.
- c. Where the bike route changes direction or streets.
- d. Every half-mile when the above circumstances do not apply.

In addition, “Begin” and “End” plates should be placed on bike route signs at the appropriate locations. Left and right directional arrows and straight ahead plates should be affixed to bike route signs as appropriate when the route changes direction. Also, selected bicycle route signs should have destination plates attached underneath. Destination plates tell the bicyclist which activity centers the route goes to (e.g., University Town Center, UCSD, VA Hospital, etc.). Destination plates should be included at the beginning of bike routes and after the bike route crosses either arterial or collector streets and other bicycle routes.

4. Pedestrian Pathway System

A pedestrian linkage system should be developed connecting residential areas to all activity areas of the community. An emphasis should be placed on separating pedestrian activity from other modes of transportation. In high-volume traffic areas, especially along La Jolla Village Drive and Nobel Drive and near the two regional shopping centers, pedestrian movement should be facilitated by pedestrian bridges. The sensitive planning of pedestrian paths should be encouraged to increase convenience, provide direct pedestrian access to activity centers and transit, reduce noise and safety conflicts and promote the attractiveness of pedestrian movements. Projects located along four-lane collectors and major streets or primary arterials, shall provide non-contiguous sidewalks with a minimum seven (7) foot landscaped strip and street trees and a six (6) to eight (8) foot paved sidewalk unless otherwise specified in the **Urban Design**

Element. (Pedestrian linkages are described in greater detail in the **Urban Design Element**).

5. Recreational Access

Provide pedestrian paths and biking trails for recreational purposes that link open spaces in residential areas to the coast, San Clemente Canyon Park, Rose Canyon and neighborhood parks. If topography and habitat conditions permit, bikeways should follow the proposed open space trails linkages with provisions for adequate buffers between pedestrians and cycles. Both the pedestrian path and bicycle lanes should be sensitively located to minimize disturbance and retain the natural appearance and habitat of the open space areas. Motorized access to the coastal beaches and downtown La Jolla could be provided by connections from parking surplus areas (i.e. UCSD, University Towne Centre, La Jolla Village Square) through either transit routes or special coastal access shuttle systems.

