

E-1b)

- Mr. Glavinic (audience) shared background about working with the County. He went to a SANDAG meeting and has spent the last three weeks thinking about road concerns in Valley Center. He believes that the County needs to immediately fix transportation issues. Mr. Glavinic explained that the VCCPG needs to make an escape route the number one priority. Proposition 6 lost and that means the gasoline tax money needs to go towards fixing road evacuation in Valley Center. Mr. Glavinic wants the Planning Group to make a strong statement in support of getting an evacuation road either at Mirar de Valle or next to Valley Center High School.
- Mr. Vick agreed with Mr. Glavinic, but thinks the evacuation routes are a PDS issue, while Capital Improvement Projects are a DPW issue. Mr. Hutchison also explained that this is a different issue to be proposed to a different department and is therefore not part of this motion.
- Judith Shazi (audience) believes that the Planning Group must make a statement to the County that supports roundabouts. She said that residents living near Mirar de Valle support roundabouts.
- Mr. Garritson shared a recent example of an accident that took place on the recently built roundabout at the intersection of SR-76 and Valley Center Road.
- Mr. Vick stated that this crash resulted in no fatalities or injuries. The roundabout might have prevented fatalities and severe injuries.
- **Motion (E-1b): Approve Capital Improvement Projects as presented. (Attachment)**
- **Maker/Second: Hutchison/Quinley**
- **Motion Fails 7-7-0 (Y-N-Ab).**
- Jeana Boulos - N
- William Del Pilar - N
- Susan Fajardo - Y
- James Garritson - N
- Dina Gharmalkar - Y
- Delores ChavezHarmes-N
- Steve Hutchison - Y
- Susan Janisch - Y
- Jennifer Lindley - Y
- Kathy MacKenzie - N
- LaVonne Norwood - N
- ~~Claire Plotner~~ - Absent
- Ann Quinley - Y
- Oliver Smith - N
- Jon Vick - Y

E-1c)

- After **Motion E-1b** failed, the Chair requested that the Planning Group revise the motion from “modern roundabout” to “appropriate intersection control.”
- Mr. Hutchison requested to keep the term “modern roundabout” in the motion.
- **Motion (E-1c): Approve Capital Improvement Projects excluding 1C and Priority 3 and replace the term “modern roundabout” with “appropriate intersection control.” (Attachment)**
- **Maker/Second: Smith/Norwood**
- **Motion Carries 9-5-0 (Y-N-Ab).**
- Jeana Boulos - Y
- William Del Pilar - Y
- Susan Fajardo - Y
- James Garritson - N
- Dina Gharmalkar - N
- Delores ChavezHarmes-Y
- Steve Hutchison - N
- Susan Janisch - Y
- Jennifer Lindley - Y
- Kathy MacKenzie - Y
- LaVonne Norwood - Y
- ~~Claire Plotner~~ - Absent
- Ann Quinley - N
- Oliver Smith - Y
- Jon Vick - N

E-1d)

- The Chair recused himself from a vote because he has a financial interest in a business affected by the Capital Improvements Project List (CIP).

- Ms. Janisch asked for clarification about the raised traffic medians. She wanted to know if installing these medians would force her to make a u-turn to go to certain businesses.
- Mr. Hutchison said that in some instances, Ms. Janisch would need to make a complete u-turn. He shared that turn pockets are a matter of safety. Raised medians are something that some businesses support. It is possible that medians might have prevented some of the accidents that have occurred since lanes were added to Valley Center Road.
- Mr. Vick shared that there have been over 400 accidents since Valley Center Road was widened. Study data indicates we will make Valley Center Road safer by installing raised landscaped medians. Some businesses in the past did not support the building of raised medians. Mr. Vick stated that some studies show that businesses gain additional business by 5% to 100% when raised medians are installed. Raised medians will allow people to make easier and safer left hand turns.
- Ms. Chavez Harmes shared that traffic safety did improve after La Jolla added raised traffic medians. An audience member commented that comparing La Jolla (2 lanes) with Valley Center Road (4 lanes) is not a good comparison.
- Janice Smith (owner of Inspirational Quilts) shared that her clients were concerned about the installation of roundabouts and raised medians. Ms. Smith shared that nearly two-thirds of Valley Center Road already has planted medians. She is very concerned that more raised medians kill small businesses. There are very few retail businesses in Valley Center and she hopes the Planning Group really thinks about the importance small businesses play in this community.
- Ms. Janisch is concerned about potential problems raised medians might cause during high traffic parts of the day due to back-ups into travel lanes. Mr. Hutchison stated that the raised medians have not yet been designed. The motion about raised medians will only authorize a study of raised medians.
- Mr. Del Pilar said that this is just a study right now, an idea that he supports. Mr. Vick shared that there are 25,000 vehicles that presently drive along Valley Center Road each day. He presented data to show that raised medians will make Valley Center Road through the South Village much safer.
- Ms. Chavez Harmes Called for the question to end debate. All 13 Planning Group Members supported this request with the following Roll Call Vote:

● Jeana Boulos - Y	● Delores ChavezHarmes- Y	● LaVonne Norwood - Y
● William Del Pilar - Y	● Steve Hutchison - Y	● Claire Plotner - Absent
● Susan Fajardo - Y	● Susan Janisch - Y	● Ann Quinley - Y
● James Garritson - Y	● Jennifer Lindley - Y	● Oliver Smith - Recused
● Dina Gharmalkar - Y	● Kathy MacKenzie - Y	● Jon Vick - Y
- **Motion (E-1d): Capital Improvement Project 1C: Approve Raised Median with turn-pockets in Valley Center South Village from Mirar de Valle to Woods Valley Road as an addition to the CIP list.**
- **Maker/Second: Hutchison/Del Pillar**
- **Motion Carries 12-1-0-1 (Y-N-Ab-Recusal). Mr. Garritson votes nay and Chair Smith Recused himself from the discussion.**

● Jeana Boulos - Y	● Delores ChavezHarmes- Y	● LaVonne Norwood - Y
● William Del Pilar - Y	● Steve Hutchison - Y	● Claire Plotner - Absent
● Susan Fajardo - Y	● Susan Janisch - Y	● Ann Quinley - Y
● James Garritson - N	● Jennifer Lindley - Y	● Oliver Smith - Recused
● Dina Gharmalkar - Y	● Kathy MacKenzie - Y	● Jon Vick - Y

2) Proposal of motion, discussion and possible vote regarding the landscaping issue at Tractor Supply as presented by the Valley Center Design Review Board, Keith Robertson, Chair. Information on Tractor Supply is attached to the agenda. (Vick)

- Mr. Vick shared his concerns about the landscaping of Tractor Supply. He shared information about the 35 foot cement buffer between Valley Center Road and Tractor Supply. Mr. Vick introduced Keith Robertson, the Chair of the VCDRB (Valley Center Design and Review Board).
- Mr. Robertson would like the Tractor Supply Co to enlarge the tree planters to help the root growth of all trees. Mr. Robertson said that Will Rogers, also supports this idea. The radiant heat from the concrete and asphalt could also pose a problem for tree growth.
- Ms. Chavez Harmes stated that she left a subcommittee meeting with the understanding that the growth of the shrubs and trees would require time.
- Mr. Vick stated that the Tractor Supply Co provided the DRB a rendering that illustrated that the landscaping would be the building structure.
- Mr. Del Pilar asked about the height of the building and the potential height of the planted trees.
- Big trees take longer to grow because of root system establishment. Bernard Winzel shared information about landscaping. Mr. Winzel is the head landscaper and a state-certified landscape architect for Tractor Supply Co. Bernard said that the Planning Group needs to provide Tractor Supply an entire year to review how well the shrubs and trees establish themselves.
- Ross Barnett, a developer of Tractor Supply Co, shared information about the architecture and landscaping of the property. Ross said that the Tractor Supply Co followed input from the South Village Subcommittee and also followed all community plans. He said that over \$300,000 was spent trying to best implement the plans. He said that Bernie closely followed all landscaping plans. Ms. Norwood asked questions about the plans. Tractor Supply originally wanted oak trees, but followed the DRB recommended tree choice.
- Ms. Norwood asked why would a business want to cover their frontage. Ross stated that they spent more on this Tractor Supply store than any other in the entire country. Ms. Boulos shared that she originally thought the hardscape was going to be softscape. It was a misunderstanding between the DRB and Tractor Supply Co.
- Mr. Garritson shared that he believed that the Planning Group needs to acknowledge how beautiful the newly built Tractor Supply Co looks. He is very supportive of how the project fits the community character.
- Mr. Hutchison did not believe that the frontage of Tractor Supply Co would turn out as hardscape. He also believes tree roots will not grow well under concrete. He is disappointed about the project.
- Mr. Del Pilar shared that there are differences of perception. Tractor Supply Co delivered on the correct number of trees and shrubs. Ms. Fajardo shared that she did not like the looks of the building. She wants to ensure that the trees remain healthy.
- Larry Galvinic (audience) shared that the choice of plants and trees in Valley Center is very important to how well they grow in our climate.
- Eric Jockinsen (audience) shared that his home and property are directly behind Tractor Supply Co. He feels that the developer is one of the best companies to work with as his direct neighbor. He spoke with Ross about fluorescent lighting concerns and the company immediately placed a facade around the lights to act as a good neighbor.
- Ross stated that he wants to have a great relationship with the Valley Center community.

The display areas delayed the completion of the Tractor Supply store. Bernie worked very hard to accommodate a large number of trees. The County only requires four trees for frontage, yet Tractor Supply Co placed 13 trees in front of the property. Ross and Bernard have closely walked through the property to make sure all shrubs and trees will grow well.

- Ms. MacKenzie noted that this situation was similar to the mix-up with the mail for the Planning Group. It is a learning lesson. The DRB assumed the concrete would be softscape. They didn't clarify what was exactly meant by "water-wise landscaping" i.e., obtain clarification. This is a learning lesson for the DRB. Tractor Supply did follow the written plans.
- Mr. Hutchison and Mr. Vick shared that the current design of Tractor Supply Co is not what the DRB approved.

- **Motion: Moved, that whereas the proponents of the Tractor Supply project had documented 35' of "Streetscape Enhancements with a 35' wide water-wise landscape buffer", represented as 35' of softscape landscaping west of the Heritage Trail and a massing of trees to hide the display area, parking lot and building from the street, and whereas these conditions have not been met, the DRB requests that the VCCPG request that the County require the proponents to plant additional shrubs, hedges and/or trees, and/or increase the softscape around each tree to allow for more growth to maturity, as determined by the VC DRB to be acceptable, so that the proponent's stated goal of masking the building from the street is achieved. In the future the DRB will make approvals from schematic drawings or construction plans and not from conceptual renderings.**

- **Maker/Second: Vick/Quinley**

- **Motion Fails 4-10-1 (Y-N-Ab).**

- | | | |
|-------------------------|--------------------------|---------------------------|
| ● Jeana Boulos - N | ● Delores ChavezHarmes-N | ● LaVonne Norwood - N |
| ● William Del Pilar - N | ● Steve Hutchison - Y | ● Claire Plotner - Absent |
| ● Susan Fajardo - Y | ● Susan Janisch - N | ● Ann Quinley - Y |
| ● James Garritson - N | ● Jennifer Lindley - N | ● Oliver Smith - N |
| ● Dina Gharmalkar - N | ● Kathy MacKenzie - N | ● Jon Vick - Y |

3) Update on meeting with DPW and DPS regarding the timing of the Valley Center Road Corridor Study, and conditions for developments along that corridor over the next couple of years. Also included in the report is the Community Plan Update which is to begin in January 2019 including Mobility Element roads #14 and #19. (Hutchison) (Appendix Attachment)

- Mr. Hutchison shared information about the public outreach workshop from the County. There were five members from the County. Mr Hutchison shared that the County appreciated hearing about all information that the community provides.

F. Group Business

1) Meeting Updates: Next Regular Monthly VCCPG meeting: December 10, 2018.

2) Re-Introduction and vote on the application of Dina Gharmalkar, candidate for an open seat on the VCCPG that expires January, 2023.

- Ms. Fajardo shared that Mr. Gharmalkar has been on the Planning Group since May of 2017. There are additional candidates, but the paperwork has not been submitted within the five day window prior to a Regular Meeting.

- Claire Plotner chose not to run again and Ann Quinley will vacate her seat after the December meeting next month. Ms. Fajardo will send a press release about the Planning Group vacancies to David Ross, the editor of the Valley Roadrunner newspaper.
- **Motion: Approve Mr. Dina Gharmalkar to serve on the VCCPG for a full four-year term beginning in January 2019 and ending in January 2023.**
- **Maker/Second:** Vick/Quinley
- **Motion Carries 14-0-0 (Y-N-Ab)**
- Jeana Boulos - Y
- William Del Pilar - Y
- Susan Fajardo - Y
- James Garritson - Y
- Dina Gharmalkar - Y
- Delores ChavezHarmes-Y
- Steve Hutchison - Y
- Susan Janisch - Y
- Jennifer Lindley - Y
- Kathy MacKenzie - Y
- LaVonne Norwood - Y
- ~~Claire Plotner~~ - Absent
- Ann Quinley - Y
- Oliver Smith - Y
- Jon Vick - Y

3) Introduction of Renee Wolf, a candidate for an open seat on the VCPG that expires in January 2023. Her candidacy for the VCCPG may be voted on at the group's December 10, 2018 meeting.

- Ms. Renee Wolf has lived in Valley Center for 18 years and owns a small organic dairy farm. Ms. Wolf's small farm is located on Lilac Road. She raises goats for milk and cows for meat. Ms. Quinley asked about what Renee thinks are the most important issues concerning Valley Center. Ms. Wolf would like smart growth to help retain the rural character. Ms. Chavez Harmes asked about what experience Renee would bring to the VCCPG.
- Ms. Ward also owns a 24-year old bath and body business. Renee hopes that new retailers in Valley Center will provide jobs for residents of the community. Renee's husband also is the co-owner of the organic dairy farm. They have three grown children who also live in Valley Center.
- The Chair shared that the Planning Group has no formal power. The VCCPG makes recommendations to the County about policy proposals. When the Planning Group votes, we make reasoned, thoughtful, and practical recommendations.

4) Continue nomination process for VCCPG seats that will be vacant on December 11, 2018 and 1/17/2019. The first seat (vacated by Ann Quinley) carries a two- year term ending in January 2020 and the second seat has a four-year term expiring 1/9/2023 (Fajardo)

- This agenda item carries until the next meeting.

5) Continue nomination process for VCCPG-nominated member of the I-15 Design Review Board for Seat 4. This seat carries a term of 5 years after appointment by the Board of Supervisors. (Fajardo)

- This agenda item carries until the next meeting because there are no applicants to this seat.

G. Reports of subcommittees of the VCCPG

- No reports were given.

I. Adjournment

- The meeting adjourned at 9:47 p.m.
- Minutes were approved on December 10, 2018.

James Garritson, Secretary

Appendix VCCPG November 12, 2018 Minutes

Attachments follow on the next four pages.

Capital Improvement Projects

Priority	Project Name Description and Limits	Project Type	Priority Previous CIP Other Support	Comments
1	Corridor Improvements A - Modern Roundabout at Valley Center Road (S6) and Mirar de Valle B - Modern Roundabout at Valley Center Road (S6) and Miller Road C – Raised Median with turn-pockets in Valley Center South Village from Sunday Drive to Woods Valley Road	Road Improvement		Caltrans Corridor Study of Valley Center Road (S6) From Woods Valley Road to Cole Grade Road – In Progress <i>“The Project seeks to formalize a corridor access management strategy for Valley Center Road from Woods Valley Road to Cole Grade Road. This area encompasses two planned “village” developments projected by the County General Plan and Valley Center Community Plan. The villages will feature new residential and commercial development along Valley Center Road in a town center manner. The access management strategy will focus on intersection control, safe ingress and egress from minor streets, and evaluate transportation operations from a safety perspective of all road users, including people walking, biking, on horseback, and driving.”</i> The Valley Center Community Planning Group has supported a motion for: Modern Roundabout at the intersection of Valley Center Road and Mirar de Valle Modern Roundabout at the intersection of Valley Center Road and Miller Road
2	Special Type D Pathway Along Valley Center Road from Cole Grade Road Intersection to Vesper Road and continuing on Vesper Road to Sunset Road	Pathway Active Transport	#5 – 2017 N/A – 2014 N/A – 2005	Active Transport Proximity to the Fire Station, Local School and the new Star Valley Park. Star Valley Park includes Equestrian Facilities
3	Valley Center Road From Cole Grade Road to N. Wohlford Road	Road Improvement	#9 – 2017 #6 – 2014	Similar to Cole Grade Road improvement
4	Old Castle Road/Lilac Road From Valley Center Road to Old Highway 395 Passing lanes on the two grades is requested.	Road Improvement	#10 – 2017 # 7 - 2014	Passing Lane Between Old Hwy 395 and Anthony Road a passing lane in two locations should be added at the two major uphill grades.

Traffic Engineering Projects – Smaller Projects
Restriping, Road Resurfacing, etc.

Priority Number	Project Name, Description and Limits	Project Type	Priority Previous CIP	Comments
1	Lilac Road and West Lilac Road	Intersection Improvement	#7 – 2017 #4 – 2014	This section doesn't meet line of sight requirements
2	Southbound Lane Valley Center Road and Lilac Road Right hand turn lane restriping	Road Improvement Restriping	#11 - 2017 # 8 – 2014	
3	Old Highway 395 Resurfacing from Hwy 76 to Mountain Meadows/Deer Springs	Road Improvement Resurface	# 9 - 2014	"This road is in the worst condition of any circulation element road." Note from 2014
4	Westbound Valley Center Road and Cole Grade Road	Intersection Add right turn pocket		
5	Cole Grade Road and Valley Center Road Southbound Improve stripping left turn and forward movement lane.	Intersection Restriping		Drivers ignore the current configuration. Multiple left turns from gas station driveway onto Cole Grade Road despite right turn only sign. Left turn lane and forward movement lane are the same.
7	Valley Center Road N Lake Wohlford Road to Cattle Guard	Road Improvement		

EXECUTIVE SUMMARY

Raised medians offer a departure from more traditional two-way left turn lanes (TWLTL) typically built on Utah collector and arterial streets. In certain applications, raised medians offer proven advantages in terms of safety, capacity, and aesthetics. Raised center medians are promoted by many transportation experts for their ability to reduce conflict points on roadways and appeal to local governments' desire to improve streetscape appearance. At the same time, individual business owners often oppose raised medians due to a fear of business loss.

The purpose of this study is to evaluate the Utah-specific effects of raised medians on retail sales. Using recent projects as examples, this study evaluates retail sales both before and after the construction of raised medians. Existing research has primarily examined the safety, design and operational aspects of raised medians; however, there are a growing number of studies that evaluate the economic impacts. Some aspects of this research study have been inspired by similar studies performed in other states.

Three study and three control corridor pairs (six total corridors) were selected from a larger set of Utah corridors that had undergone a recent road construction project. Study corridors included the installation of a raised median. A corresponding control corridor was paired with each study corridor. The control corridor was a nearby roadway with a construction project completed in a similar time frame but did not include the installation of a raised median.

Analysis was performed using taxable sales data obtained from the Utah State Tax Commission. Sales data were requested for one full calendar year preceding the initiation of construction and one full calendar year following corridor construction project completion.

Data showed that there was an increase in corridor-area retail sales and sales per square foot in each of the study corridors in which a raised median was constructed. Sales per square foot increased between 5 percent and 100 percent depending on the corridor. Analysis showed that in every case there was no evidence of a negative impact on corridor retail sales due to installation of a raised median. It is important to note that this does not mean that each and every business within the corridor did better following installation of the median.

Safety Impacts of Converting Two-Way Left-Turn Lanes to Raised Medians and Associated Design Concerns

by Priyanka Alluri, Albert Gan, and Kirolos Haleem

Raised medians and two-way left-turn lanes (TWLTLs) are the two most common types of median treatments on arterial streets. This paper aims to conduct a detailed study on the safety impacts of conversion from TWLTLs to raised medians on state roads in Florida. In addition, the study also investigated several potential safety concerns related to raised medians on state roads, including crashes at median openings, vehicles directly hitting the median curb, and median crossover crashes. Based on data availability, 17.51 miles of urban arterial sections in Florida that were converted from TWLTLs to raised medians were analyzed. Police reports of all the crashes before and after median conversion were reviewed to correct miscoded crash types and obtain additional detailed crash information. Overall, a 28.5% reduction in total crash rate was observed after the 10 study locations were converted from TWLTLs to raised medians. The reductions in the proportions of left-turn and right-turn crashes were statistically significant, while the changes in the proportions of other crash types were not statistically significant. Furthermore, the crash data did not show evidence that raised medians are an additional hazard compared with TWLTLs.

INTRODUCTION

A two-way left-turn lane (TWLTL) is a continuous lane between opposing lanes of traffic to allow traffic to make left turns from both directions, and a raised median is a physical barrier that separates opposing lanes of traffic. TWLTLs reduce left turns from through lanes, provide operational flexibility for emergency vehicles, and give unrestricted access to abutting businesses and residences. On the other hand, they do not provide a pedestrian refuge area, increase head-on crashes, and operate poorly on high-traffic arterials. Compared to TWLTLs, raised medians provide a pedestrian refuge area, reduce head-on crashes, and reduce the number of conflicting maneuvers at driveways. However, they might increase crashes at median openings and limit direct access to properties (Koepeke and Levinson 1992).

The Florida Department of Transportation (FDOT 2006) has had a policy to install raised medians in most new multilane highway projects since the 1990s. It requires “all multilane projects over 40 mph in design speed to have a restrictive median, and all other multilane facilities with design speeds \leq 40 mph to include sections of raised median for enhancing vehicular and pedestrian safety, improving traffic efficiency, and attaining the standards of the Access Management Classification of that highway system” (FDOT 2006).

This FDOT policy was based on earlier study results showing the benefits of raised medians, as compared with TWLTLs. Several studies over the past two decades documented a reduction in crash rate after arterials with TWLTLs were converted to raised medians (Maze and Plazak 1997, Gluck et al. 1999, Gattis et al. 2005, Parsonson et al. 2000, Eisele and Frawley 2005). However, results from some more recent studies (for example, Phillips 2004, Schultz et al. 2007) showed an increase in crash rates after conversion from TWLTLs to raised medians. Phillips (2004) observed a higher proportion of fatal crashes at locations with raised medians compared with their TWLTL counterparts (0.55% versus 0.20%). Squires and Parsonson (1989) concluded that TWLTLs could be safer than raised medians on six-lane arterials with few concentrated access points. They also found that the safety performance of raised medians could be overestimated because of shifting of crashes to other surrounding intersections. Hence, the safety impacts of the conversion from TWLTLs to



County of San Diego Planning & Development Services
Advance Planning Division

Valley Center Road Village Corridor Concept Plan
Overview of Outreach Phases and Anticipated Timeline
November 2, 2018

Project Initiation

- Kick-off meeting with consultant and County staff
 - Discuss the schedule, tasks, data collection, etc.
- Initial tour of the study area with consultant, County staff, and 2-3 community representatives
 - Looking at opportunities and constraints; recording observations

Current anticipated timeline: November 2018 – December 2018

Existing Conditions Report

Land use, population, infrastructure, and transportation information/data; opportunities and constraints; segment and intersection counts, including auto, bike, and pedestrian, *equestrian*

Current anticipated timeline: November 2018 – February 2019

Public Outreach – Workshop 1

Introduce the project; define parameters; collect input on opportunities and constraints to inform the process of developing concept alternatives

Current anticipated timeline: February 2019 – March 2019

Public Outreach – Workshop 2 ***charrette*

Presentation of concept alternatives; interactive workshop to gather input/preferences

Current anticipated timeline: September 2019 – October 2019

Public Outreach – Workshop 3

Presentation of preferred concept, supporting analysis, and implementation options; overview of community feedback

Current anticipated timeline: March 2020 – April 2020

Caltrans deadline for Final Corridor Concept Plan – March 2021