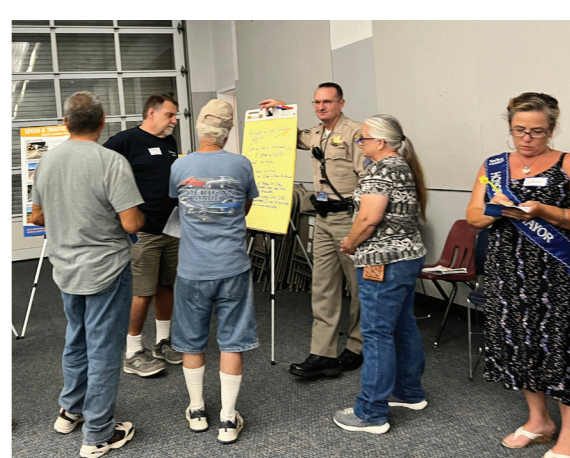




VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN



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Board of Supervisors

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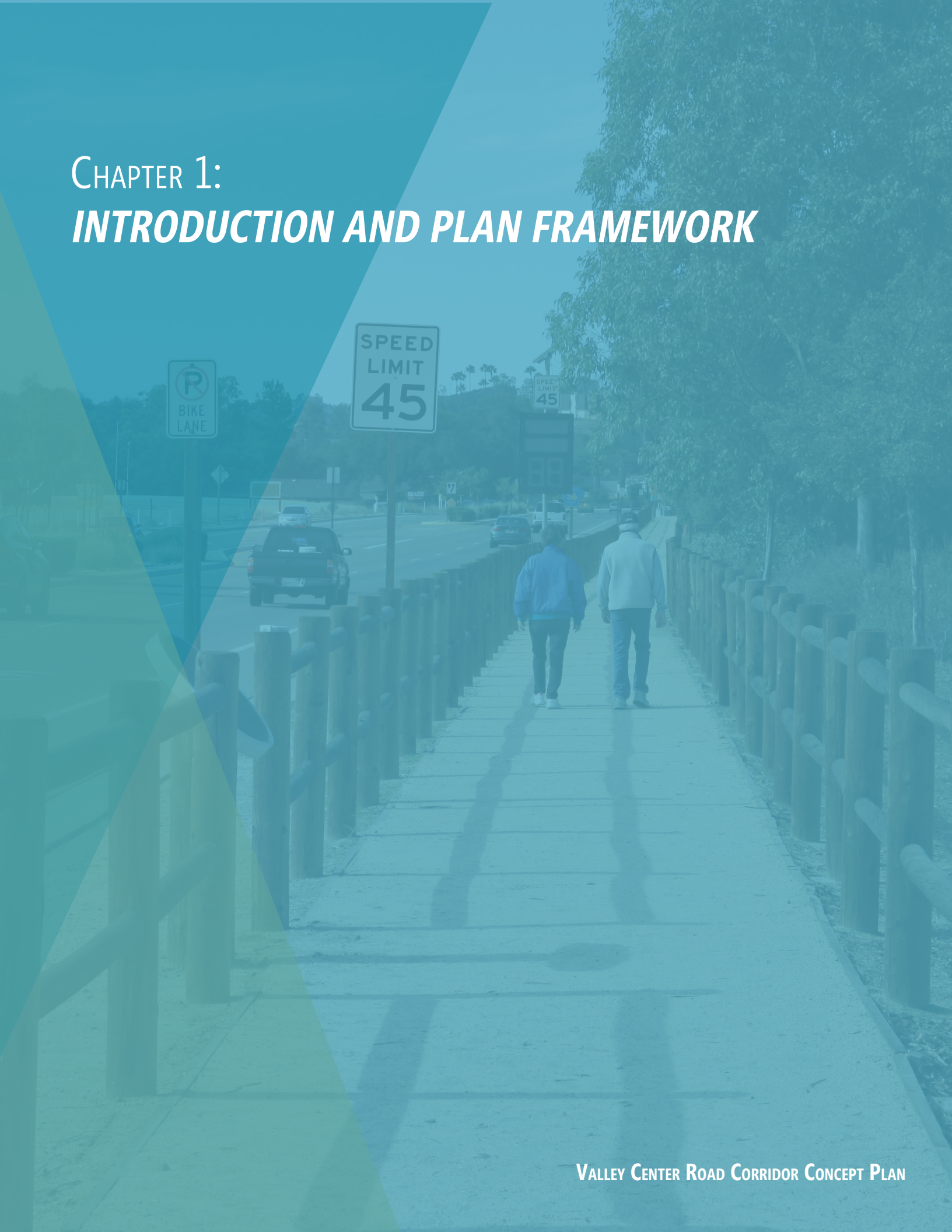
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CHAPTER 1: ***INTRODUCTION AND PLAN FRAMEWORK***



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

1.1 SCOPE AND PURPOSE

The geographic scope of the Valley Center Road Corridor Concept Plan (VCRCCP) is shown in **Figure 1** and covers the segment of Valley Center Road from the Woods Valley Road intersection in the south to the Cole Grade Road intersection in the north. This segment of Valley Center Road traverses the South and North Villages of Valley Center, in addition to the road curve area between the Villages. **Photo 1** provides a view of the existing corridor along the curve, just north of the Lilac Road intersection. In accordance with the *County of San Diego General Plan* and the *Valley Center Community Plan*, the Villages of Valley Center are planned for a range of residential development types, commercial uses, civic uses, and mixed-use development. The South and North Villages are focus areas for infrastructure planning to support Village development.

The Valley Center Community Plan Area (CPA) is located in the northern portion of unincorporated San Diego County, just north of the City of Escondido. Valley Center Road serves as the main thoroughfare through the South and North Villages and connects Valley Center to Escondido and to other unincorporated areas north and east of Valley Center.



Photo 1: Valley Center Road currently has four travel lanes, a mix of raised and striped medians, the Heritage Trail, Class II bike lanes, and intermittent sidewalks.

The purpose of the VCRCCP is to provide a comprehensive corridor access management plan for this segment of Valley Center Road, that addresses safety and overall traffic operations from all road user perspectives. The VCRCCP project was mostly funded through a California Department of Transportation (Caltrans) Sustainable Communities Grant. The County pursued the grant and initiated the project in response to common concerns from the Valley Center community, including:

- The increasing prevalence of speeding and accidents, with the accident rate along the corridor being higher than both the urban and rural averages, per million vehicle miles.
- The need for traffic calming and improved safety for pedestrians and bicyclists.
- The need for a comprehensive approach to corridor access management.
- The desire to develop more of a Village atmosphere in this area of the North and South Villages of Valley Center.

These issues have continued to be recurring themes in public input during outreach events and other input opportunities for the project, from 2019 through 2024. A summary of outreach phases is provided in **Chapter 4**.

The components of the Final VCRCCP detailed in this document are consistent with the final recommendation of the Valley Center Community Planning Group on February 12, 2024.

1.2 PLAN ORGANIZATION – HOW TO USE THIS PLAN

This VCRCCP is intended to supplement the concept design (provided as **Figure 4** and linked on the project website), to provide details on the project background, public outreach process, analysis, operational details, requirements for future projects along the corridor, and rationales for the plan components. The VCRCCP is organized into five (5) chapters:

Chapter 1 - Introduction and Plan Framework

Chapter 1 provides a brief introduction to the VCRCCP and lays out the general purpose of the plan. This chapter also summarizes how the VCRCCP will help guide future development along this segment of the Valley Center Road corridor. An overview of the existing County adopted plans, policies, regulations, standards, and best practices that were consulted in the preparation of the plan are also summarized in this chapter.

Chapter 2 - VCRCCP Components and Plan Consistency Requirements

Chapter 2 provides details of the various components of the plan as well as the conceptual design and exhibits for the corridor. In addition, consistency requirements as well as exceptions processes for future public and private projects are explained in Section 2.3 of this chapter.

Chapter 3 – Rationales for VCRCCP Component Types by Location

Chapter 3 provides the rationales and justifications explaining why each component was selected for the corridor as well as example images of each component type.

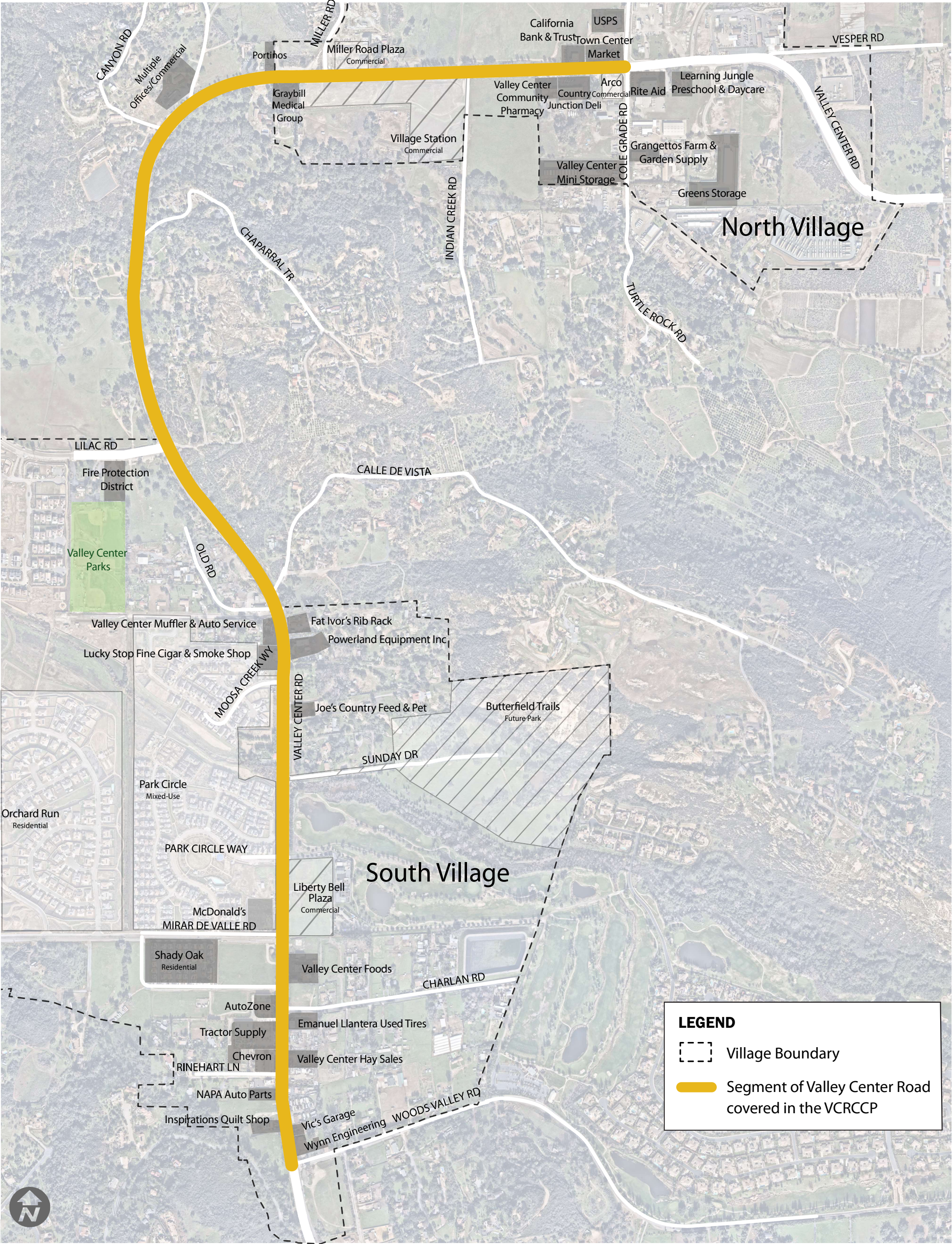
Chapter 4 – Summary of Public Outreach Phases

Chapter 4 discusses the extensive community engagement process, summarizes each phase of outreach, and input received from the community. The breakdown of outreach conducted includes:

- Phase 1: Existing Conditions
- Phase 2: Exploring Themes (Alternatives)
- Phase 3: 2022 Draft Corridor Concept Plan
- Phase 4: New VCRCCP Options and Citygate Report

Chapter 5 – Implementation Plan

Chapter 5 specifies the steps and actions necessary to carry out the vision of the VCRCCP. Potential implementation phasing options are provided to show how the planned corridor improvements could be constructed over time. A summary of potential mechanisms and sources of funding for the implementation of the VCRCCP are also included for reference.



Study Area with North & South Village Boundaries

1.3 VCRCCP GUIDANCE FOR CORRIDOR DEVELOPMENT

The VCRCCP is intended to guide public and private development along the road corridor, including private parcel frontage improvements, public and private road improvement projects, active transportation projects, and other infrastructure upgrades with connections to the road corridor.

“Concept Plan” in the project title refers to the conceptual design of components called for in this plan, including dimensions, geometry, turn lanes, drainage, and other considerations. The VCRCCP does not include engineering level design, thus the drawings are conceptual. As explained in the Implementation Plan in **Chapter 5**, there are multiple ways the VCRCCP will be implemented, such as through public capital improvement projects or through conditions (requirements) applied to private discretionary projects or projects subject to centerline reviews. Engineering design would be funded and initiated as part of implementing projects. While the design of corridor components called for in the VCRCCP is conceptual, the specified component types and their locations are not conceptual. **Chapter 2** provides details on the component type by location requirements, and guidance on processing requests for exceptions to these requirements, or amendments to the VCRCCP.

1.4 VCRCCP AND EXISTING REGULATIONS

1.4.1 Plans, Codes & Policies Influencing VCRCCP Development

The following section references existing County-adopted plans, policies, regulations, standards, and best practices that were consulted in the preparation of the VCRCCP. The sections below include explanations of how these existing documents and guidelines relate to components of the VCRCCP. Upon adoption, the VCRCCP will serve as a supplement to the County of San Diego *Public Road Standards*, as applied within the corridor.

Valley Center Community Plan (VCCP)

Within San Diego County, diverse communities have distinct and unique settings, history, culture, and character. As part of the County’s *General Plan*, the *Valley Center Community Plan* (most recently amended in 2015) includes goals, policies, and other guidance for land use within the Valley Center Community Plan Area (CPA), in addition to serving as a reference for important community priorities. Components of the VCRCCP were developed in consideration of mobility policies of the VCCP, which call for minimizing uncontrolled access at intersections, and safe separation of pedestrian, equestrian, and bicycle traffic from vehicle traffic.

County of San Diego General Plan

The County’s General Plan provides a comprehensive framework for land use and transportation in the unincorporated County, through its guiding principles, goals, policies, standards, Land Use Maps, and Mobility Element Network, among other components. The General Plan functions like a “constitution” for land use and development and informs underlying regulations and plans, such as the Zoning Ordinance, the Subdivision Ordinance, community plans, Public Road Standards, and infrastructure planning and implementation. The development of the VCRCCP was guided by General Plan goals and policies related to Village-specific regulations for roads, pedestrian-oriented Village transportation networks, context-sensitive road design, accommodating emergency vehicles, and safety improvements to encourage varied modes of transportation within Villages, among other applicable topics covered in the General Plan goals and policies.

County of San Diego General Plan Mobility Element Network

The County’s General Plan Mobility Element Network provides the planned road network to accommodate the General Plan. It encompasses existing roads built to the Mobility Element Network classifications, existing roads not yet built to these classifications, and unbuilt planned roads. Mobility Element Network road classifications are applied to roads in the Mobility Element Network; however, the Mobility Element Network does not cover all public roads. Within the Mobility

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Element Network, the portion of Valley Center Road covered in the scope of the VCRCCP (from the Woods Valley Road intersection to the Cole Grade Road intersection) is classified as a 4.2A Boulevard with Raised Median within the two Village boundaries and is classified as a 4.1A Major Road with Raised Median in the area between Villages, from the Lilac Road intersection to just west of the Miller Road intersection. Class IV bikeways (buffer from traffic lanes with physical separation) are planned for in the Mobility Element Network for the entire length of the portion of Valley Center Road covered in the VCRCCP. The VCRCCP is consistent with the Mobility Element Network requirements for the subject corridor, but also incorporates components not dictated by the Mobility Element Network classifications.

County of San Diego Active Transportation Plan (ATP)

"Active transportation" is a term used to describe any non-motorized form of travel, including biking, walking, horseback riding, etc. **Figure 2** provides an example of a roadway that includes active transportation characteristics such as sidewalks and bike lanes with flexible delineators. The County of San Diego's *Active Transportation Plan* (October 2018) or *ATP* is a plan that balances environmental, economic, and community interests and identifies goals, objectives and actions related to:

- Improving safety to reduce auto collisions with cyclists and pedestrians;
- Increasing accessibility and connectivity with an active transportation network; and
- Improving public health by encouraging walking and biking.

The *ATP* includes recommendations to upgrade the existing Class II bike lanes to Class IV separated bikeways along the entire length of the corridor. The Class IV bikeway recommendation was incorporated into the *General Plan Mobility*

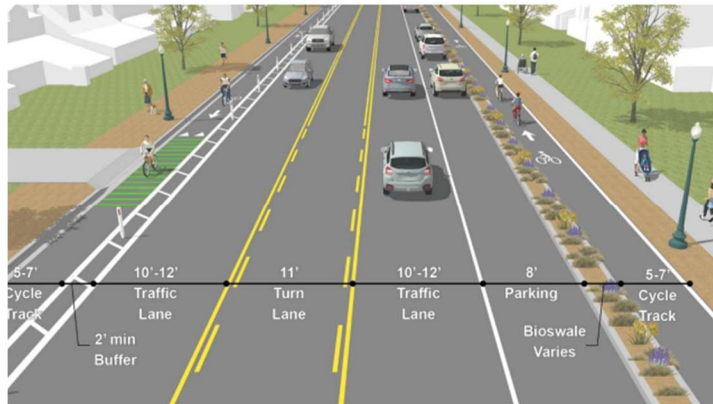


Figure 2: Illustration from County of San Diego ATP, class IV bikeway with bollards concept (referred to as "physical barrier" in the VCRCCP)

Element Network for this Valley Center Road corridor as part of the adoption of the *ATP*, and the Class IV bikeways are included in the VCRCCP. The VCRCCP also addresses the *ATP* objective of completing existing gaps in sidewalks.

County Light Pollution Code

The County of San Diego *Code of Regulatory Ordinances* (Title 5, Chapter 2 at this link: <https://www.sandiegocounty.gov/pds/docs/LightPollutionCode.pdf>) defines any area within a 15-mile radius of Palomar Observatory as "Zone A." The VCRCCP study area is within an approximate 12 to 14-mile radius of Palomar Observatory and is subject to the requirements for Zone A. According to Section 51.204, any street lighting above 4,050 lumens is prohibited, and all low-pressure sodium lamps must be fully shielded. Any unshielded luminaires must be less than 2,000 lumens. Street lighting along the corridor must comply with these and other requirements for Zone A. The County Light Pollution Code was referenced in consideration of the planned corridor improvements and in relation to lighting location requirements in the County of San Diego *Public Road Standards* (discussed further below); however, no changes to existing lighting requirements are planned with the VCRCCP.

1.4.2 Village Guidelines, Engineering Design Standards & Best Practices

In addition to the regulation and guidance documents discussed in the previous section, the VCRCCP development considered the guidance provided in the following documents.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Valley Center Design Guidelines

While design review is administered by the County's Planning & Development Services Department, development projects subject to design review are also evaluated by the Valley Center Design Review Board. Properties subject to design review for development applications include all properties within the Village boundaries and additional properties with commercial or industrial zoning located outside the Villages. This design review process is intended to preserve the rural character and environment of the Valley Center community while accommodating future growth. Specific design objectives and requirements are outlined in the *Valley Center Design Guidelines* (most recently amended in 1990) and were considered when establishing key elements for the VCRCCP. Development in the applicable design review areas is subject to these guidelines. The VCRCCP considers the guidance in the Design Guidelines on the landscaped median along Valley Center Road, the relationship of buildings to the road corridor and a pedestrian focus planned for the Villages.

County of San Diego Public Road Standards

The County of San Diego *Public Road Standards* (March 2012) serve as guidelines for the design and construction of public road improvement projects within the unincorporated County. Among other guidance, these standards identify the minimum width of roads, sidewalks, and bike lanes for all County initiated projects and private development projects. The VCRCCP considers guidance in the Public Road Standards on median closings for intersections with public and private side streets and driveways. As detailed in the adopting ordinance, the VCRCCP serves to supplement and supersede the County of San Diego Public Road Standards, as applied within the VCRCCP applicable segment of the Valley Center Road corridor.

Valley Center Community Right of Way Development Standards (VCCRDS)

The *Valley Center Community Right of Way Development Standards* (adopted 2011) or *VCCRDS* is a guide to the streetscape design within the public right-of-way. The purpose is to ensure the community develops in a complimentary and consistent manner that reflects Valley Center's distinctive natural features. These VCCRDS only apply to areas outside of the travel way including curb and gutters, sidewalks and pathways, medians, shoulders, etc. The VCCRDS call for a decomposed granite pathway on the north and west sides of the corridor, with sidewalks acceptable for the south and east sides of the corridor. The VCRCCP calls for maintaining the Heritage Trail (pathway) on the north and west sides of the corridor (with necessary modifications at the planned roundabout and at the curb extensions, as discussed in this document) and completion of the sidewalk on the south and east sides.



Photo 2: Heritage Trail with split rail fencing (looking westbound on Valley Center Road.). The Heritage Trail will remain mostly unchanged with the VCRCCP.

Traffic Control at Intersections

Various intersection control options were considered within the study area, including traffic signals, roundabouts, controlled pedestrian crossings, and stop signs. The combinations of traffic control features determine how traffic will flow along the corridor. Limited existing traffic control has contributed to 85th percentile speeds above the posted speed limit for the length of the VCRCCP applicable segment of the Valley Center Road corridor. The limited existing traffic control has also resulted in challenges for drivers crossing traffic to make left turns along the corridor and for drivers on side streets to turn onto the corridor.

A background image showing a road corridor with trees, hills, and a few vehicles. The title 'VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN' is overlaid in large, bold, white capital letters.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Traffic signals are an effective traffic control device that clearly defines the right-of-way for vehicles at an intersection. To determine if a signal is appropriate at an isolated location, an analysis of traffic signal warrants can be conducted. These warrants provide a procedure to determine whether installation of a traffic signal is justified at a particular location. A warrant may or may not be satisfied based on conditions outlined in the *California Manual on Uniform Traffic Control Devices* or *MUTCD-CA*, which considers such factors as vehicular volumes, pedestrian volumes, safety, and signal coordination gaps to determine the viability of a traffic signal. Although a warrant provides justification for installation of a traffic signal along the corridor, other factors may also be considered. Factors such as spacing between signals, access requirements, pedestrian activity, and other conditions may determine if a signal is needed that may not meet a *MUTCD-CA* warrant.

Roundabouts are also traffic control devices that define the right-of-way for drivers. All drivers yield when entering a roundabout and should enter when there is a gap in traffic flow. Roundabouts are not subject to specific warrants; each proposed roundabout is justified on its own merits as the most appropriate intersection treatment. General design guidelines outlined in the *National Cooperative Highway Research Program Report 672 Roundabouts: An Informational Guide, Second Edition (NCRHP Report 672-2)* were used in the VCRCCP development.

Roundabouts and traffic signals were considered for key locations along the corridor based on:

- Controlled intersection spacing
- Pedestrian and bicycle connections to bus stops
- Planned development and conditions of approval for traffic signals along the corridor
- Collision history
- Potential speed reduction features
- Public input

CHAPTER 2:

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN COMPONENTS AND PLAN CONSISTENCY REQUIREMENTS



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

2.1 COMPONENTS OF THE VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

The VCRCCP includes the following components, which are depicted on concept design sheets in **Figure 4** and explained further on this chapter:

- A two-lane roundabout at the Miller Road/Valley Center Road intersection with a multi-use path outside of the vehicle travel lanes. The conceptual design is for a 2x1 roundabout, with two entry and exit lanes on the Valley Center Road approaches and one entry lane and exit lane on the Miller Road approaches.
- Traffic signals at the Sunday Drive and Old Road intersections.
 - Implementation actions for proposed signals at the Old Road and Sunday Drive intersections would be contingent on funding availability and adherence to the latest guidance in the *California Manual on Uniform Traffic Control Devices* (MUTCD-CA) for supporting signal installation.
 - In the full corridor one-page map in **Figure 3**, these proposed signals and existing signals are depicted with white circles surrounding the signal symbol. The signals with yellow circles are conditions of private development projects and are not considered part of the improvements planned with the VCRCCP.
- A controlled pedestrian crossing (also referred to as a pedestrian signal) at Rinehart Lane. The type of controlled pedestrian crossing would be determined during the engineering phase of implementation.
- Curb extensions (also referred to as bulb outs) at all existing or proposed signalized intersections.
- A Class IV separated bikeway on both sides of Valley Center Road, throughout the corridor. The type of physical separation would be determined during the engineering phase of implementation.
- Extending the raised median throughout the corridor, with median openings limited to signal or roundabout-controlled intersections.
- “No left turn” restrictions on stop sign-controlled side streets.
- A 25’ long mountable median in the South Village for public safety personnel use only.
- Reduction in travel lane widths (outside the roundabout) from 12’ to 11’.
- Extending the 5’ wide sidewalk on the east and south sides of the corridor, to fill in existing gaps.
- Maintaining the 8’ wide Heritage Trail pathway on the west and north sides of the corridor, with minor modifications at the planned roundabout to accommodate the roundabout multi-use path, and at planned curb extensions.
- Continental crosswalks at intersections.
 - For crosswalks at the side street approaches, this requirement only applies to public road side streets.

Conceptual design of the VCRCCP is provided in **Figure 4** and cross-sections are provided in **Figure 5**. Detailed descriptions of key components of the VCRCCP are provided following the conceptual design.

Figure 4 also shows potential bus stop relocations. These potential relocations are in consideration of best practices under ideal implementation circumstances (e.g., a County-initiated implementation project). The bus stop relocations are not required for VCRCCP consistency but may be considered during implementation coordination with the North County Transit District (NCTD), the operator of a bus route (Route 306) along Valley Center Road corridor.

In addition to the items referenced above, the full corridor one-page map in **Figure 3** shows a “potential gateway feature” in the area of the southern end of the South Village, near the Woods Valley Road intersection. The gateway feature is not part of the VCRCCP components or requirements but is referenced to clarify that the implementation of a gateway feature (e.g., community identification sign) in this area, if approved by the County’s Department of Public Works (DPW), would not be inconsistent with the VCRCCP. Significant community support for such a feature was demonstrated during some of the early public outreach meetings for the VCRCCP. Additional information on applying to implement such a feature via the DPW process is available on this website:

https://www.sandiegocounty.gov/content/sdc/dpw/transportation/Signs_Banners.html.

2.2 COMPONENT TYPE DESCRIPTIONS

Provided below is the symbolization of component types as shown in the full corridor one page map in **Figure 3**, with brief descriptions of the type of component:



Two-Lane Roundabout: An intersection controlled by signs where all traffic moves counterclockwise around a central island. Two-lane roundabouts typically provide vehicles with two entry/exit lanes and two travel lanes through the roundabout; however, the VCRCCP conceptual design entails only one entry/exit lane on the Miller Road approaches. This type of design is sometimes referred to as a 2x1 roundabout.



Traffic Signal: An intersection controlled by illuminated lights that gives visual indications to proceed, slow down, or stop (green/yellow/red).



Curb Extension (Bulb-outs): A traffic calming measure that widens the sidewalk for a short distance and extends the curb space at the corners of an intersection in order to reduce the curb-to-curb crossing distance for pedestrians.



Controlled Pedestrian Crossing (also referred to as pedestrian signal): Used to warn drivers and control vehicle traffic at a marked crosswalk. Controlled pedestrian crossings are typically located mid-block or at an intersection where a traffic signal is not warranted for vehicular traffic.



Raised Median: Curbed sections that typically occupy the center of the roadway and limit left turn movements to specific locations along a road.



Continental Crosswalk: A place designated for pedestrians to cross a road. Continental crosswalks are typically marked on the roadway with parallel pavement markings to provide visibility to drivers. Typical crosswalks are striped with white paint; however, in school zones yellow paint should be used to mark the crossings.



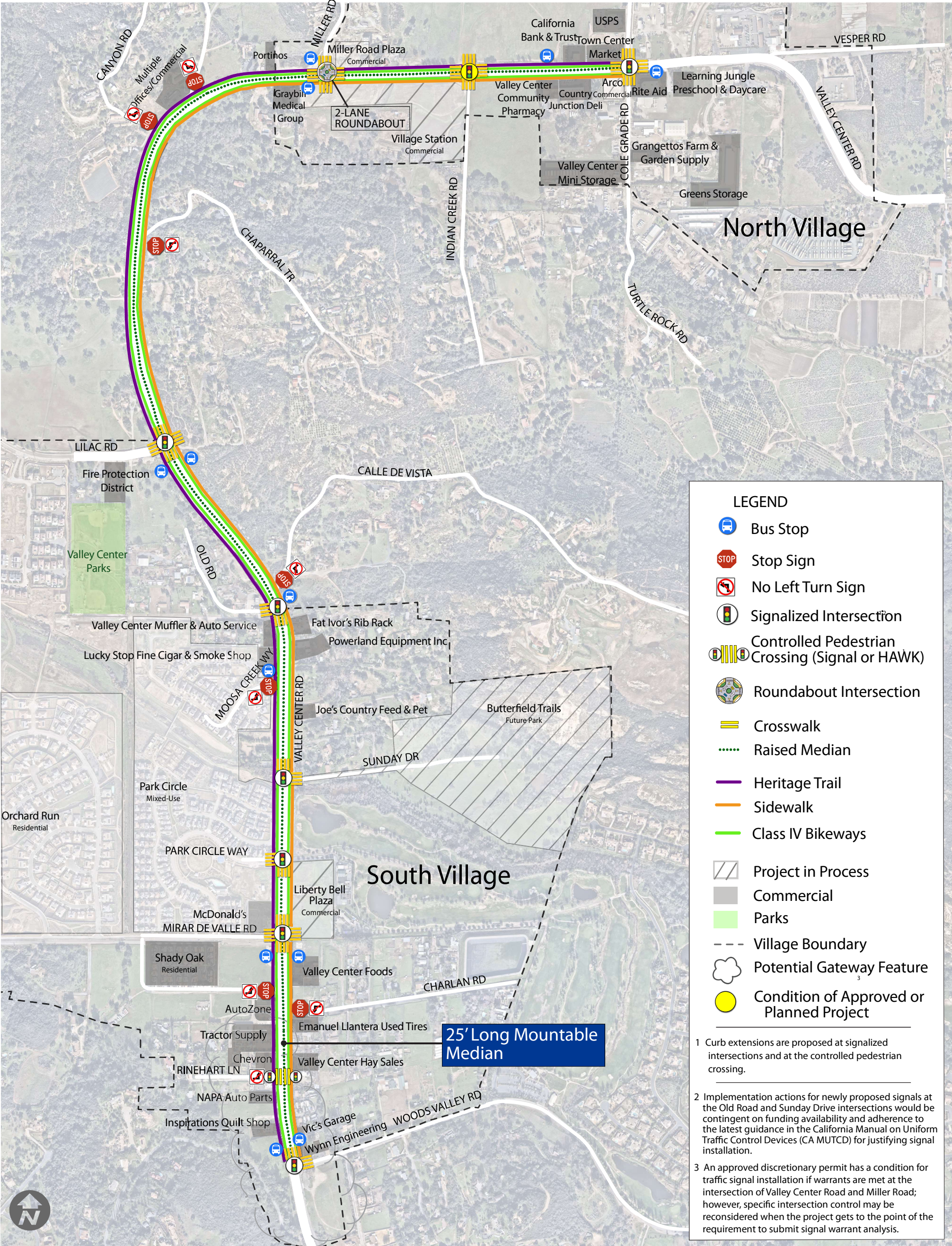
Sidewalk or Pathway: The VCRCCP maintains the decomposed granite (DG) Heritage Trail on the north and west sides of Valley Center Road with minor modifications at the roundabout and curb extensions. The concrete sidewalk on the south and east sides of Valley Center Road will be extended to fill in existing gaps in the sidewalk.



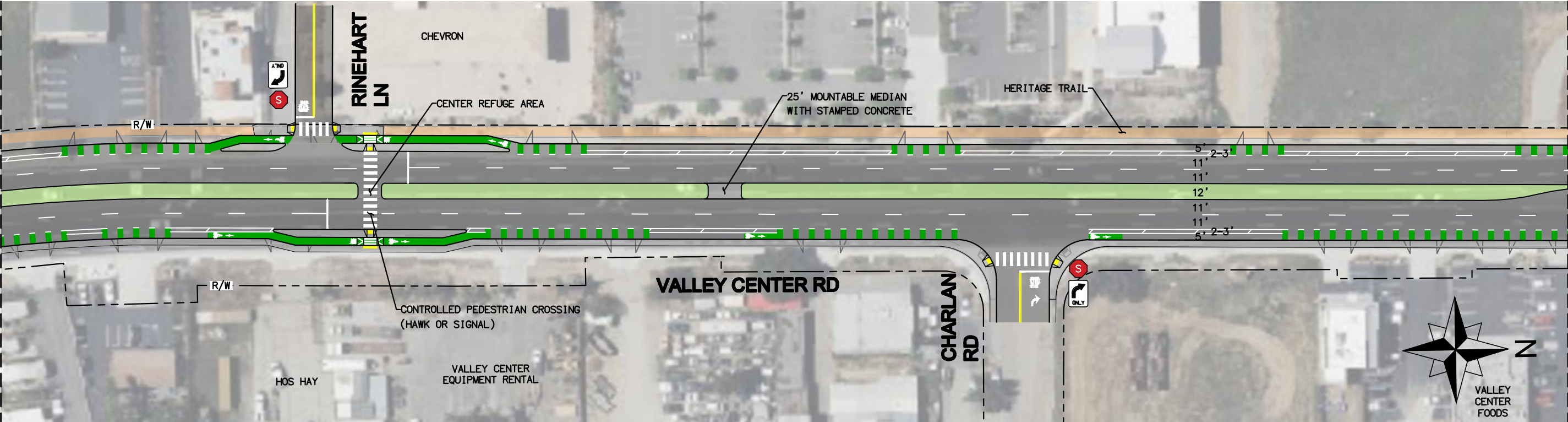
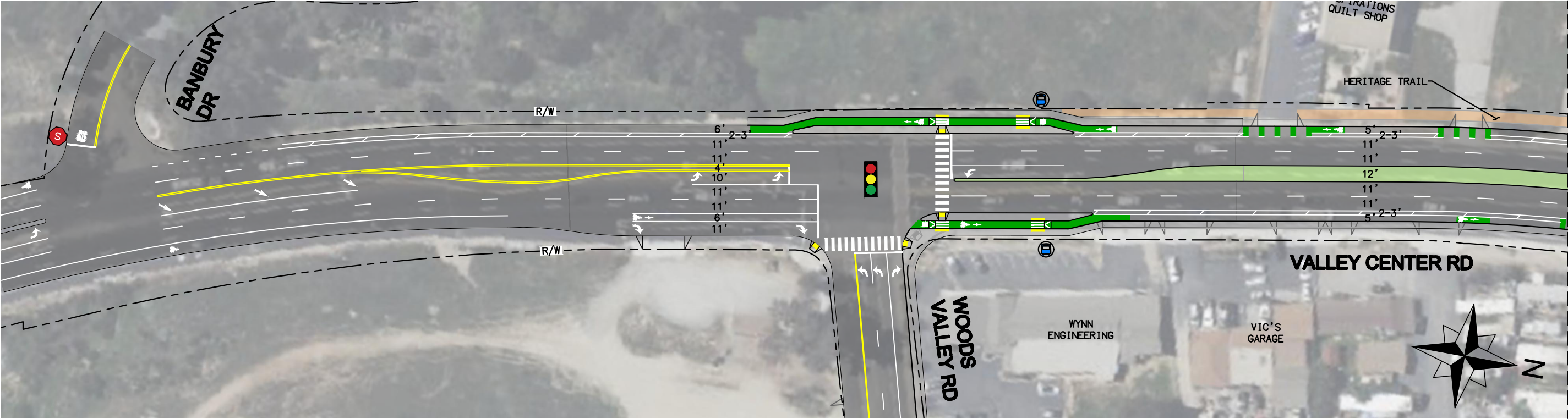
Class IV Separated Bikeway: Protected bike lanes, also known as cycle tracks, provide space that is exclusively for bicyclists and separated from vehicular travel lanes, parking, and sidewalks. Class IV bikeways include a physical separation.



Gateway Feature: A free-standing monument, archway, statue, sculpture, or sign which identifies the name of a community, city, or town.



Valley Center Road Corridor Concept Plan
Figure 3



LEGEND

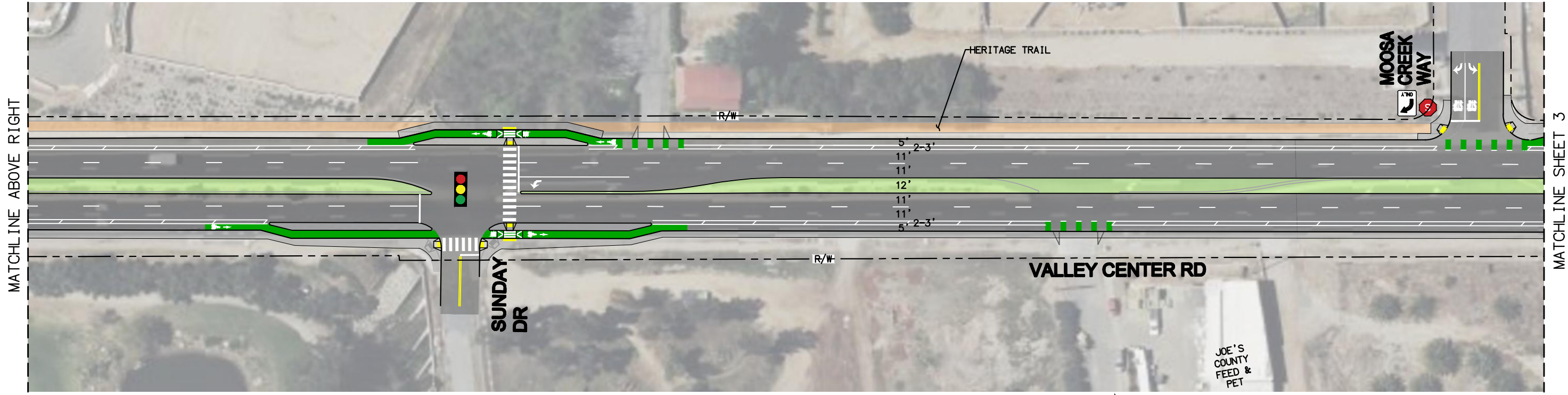
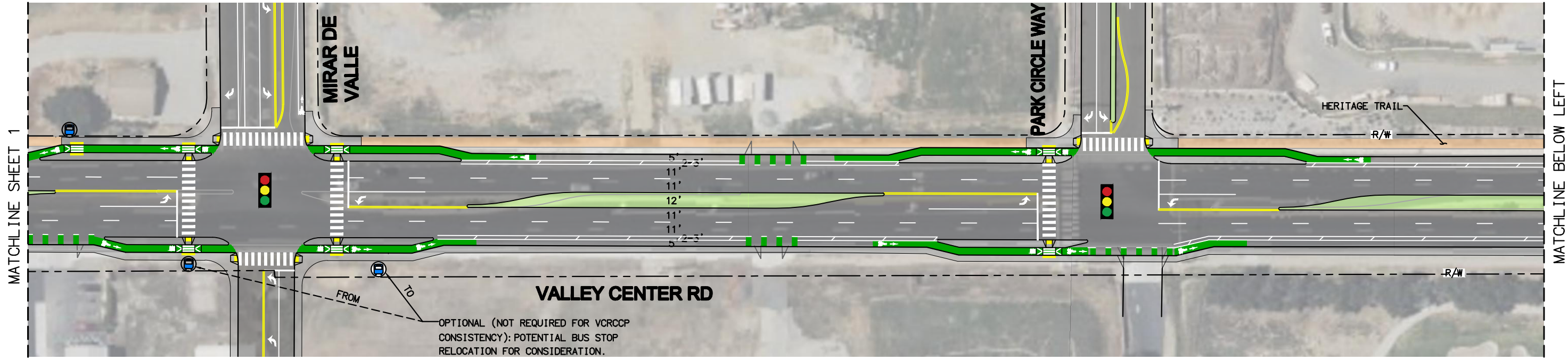
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| | HERITAGE TRAIL | | ROAD STRIPE | | STOP SIGN | | RAISED BIKE CROSSING |
| | BIKE LANE TRANSITION AREA | | BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN) | | RIGHT TURN ONLY SIGN | | EXISTING DRIVEWAY |
| | BIKE LANE CONFLICT AREA | | RIGHT-OF-WAY | | | | BIKE RAMP TRANSITION |



**Valley Center Road Corridor
Concept Plan**

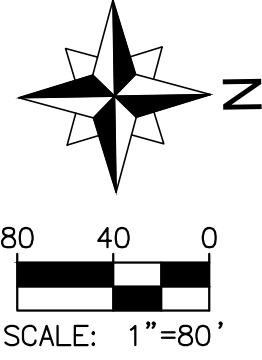
Figure 4 - Sheet 1 of 6





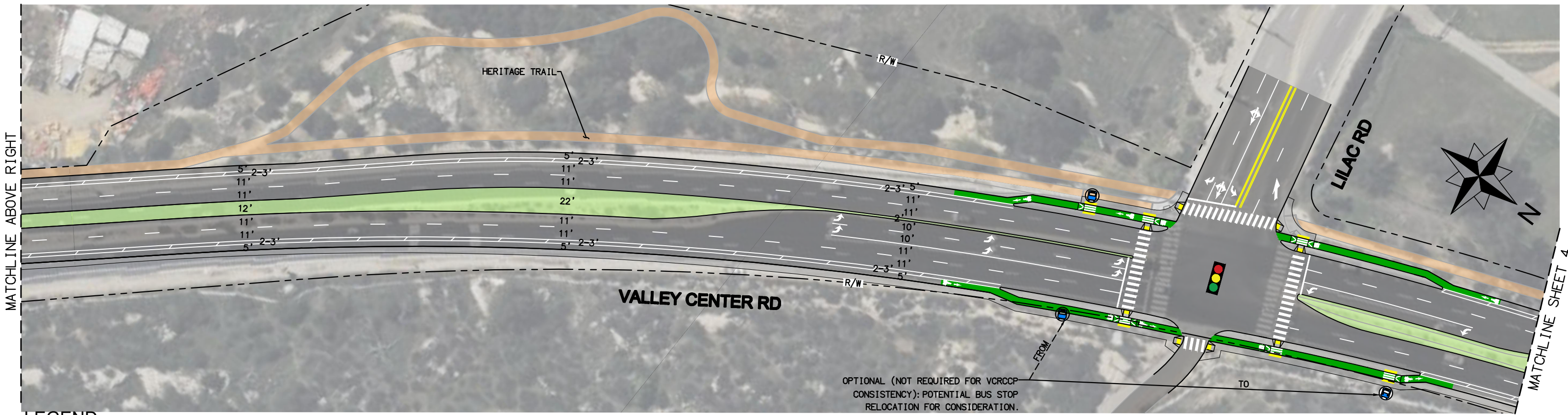
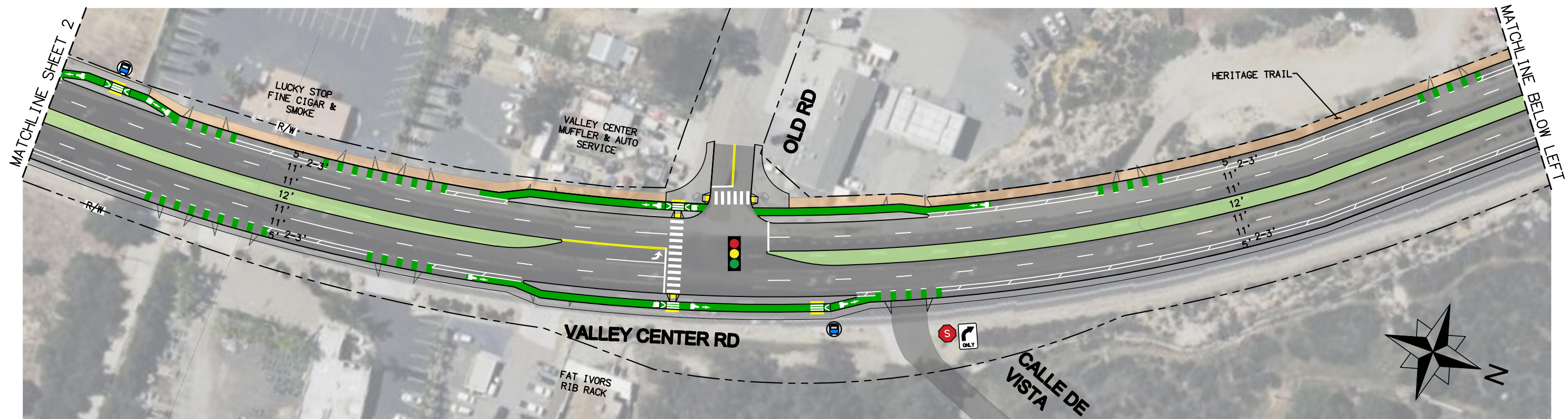
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| | HERITAGE TRAIL | | ROAD STRIPE | | STOP SIGN | | RAISED BIKE CROSSING |
| | BIKE LANE TRANSITION AREA | | BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN) | | RIGHT TURN ONLY SIGN | | EXISTING DRIVEWAY |
| | BIKE LANE CONFLICT AREA | | RIGHT-OF-WAY | | BIKE RAMP TRANSITION | | |



**Valley Center Road Corridor
Concept Plan**
Figure 4 - Sheet 2 of 6





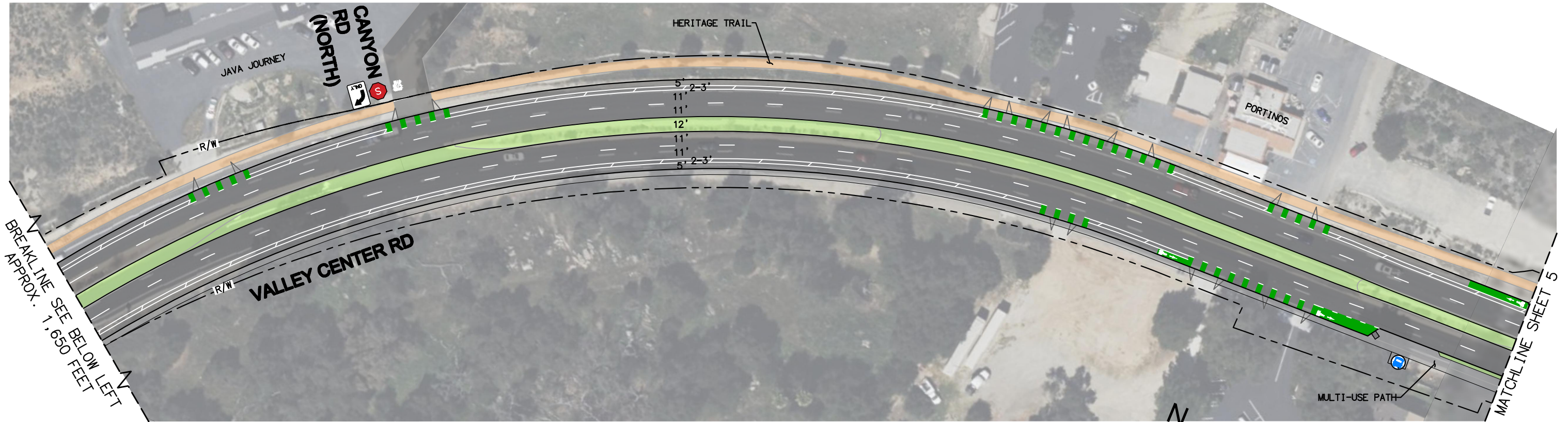
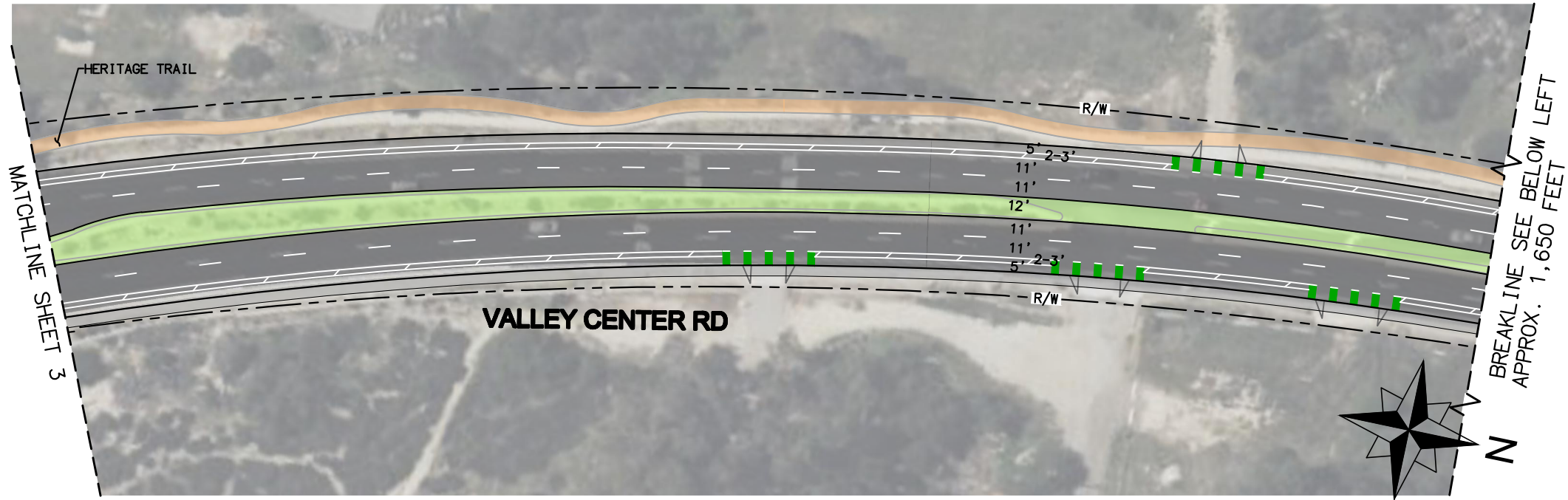
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| | HERITAGE TRAIL | | ROAD STRIPE | | STOP SIGN | | RAISED BIKE CROSSING |
| | BIKE LANE TRANSITION AREA | | BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN) | | RIGHT TURN ONLY SIGN | | EXISTING DRIVEWAY |
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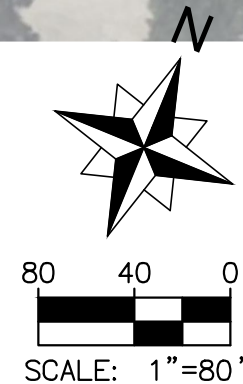
**Valley Center Road Corridor
Concept Plan**
Figure 4 - Sheet 3 of 6





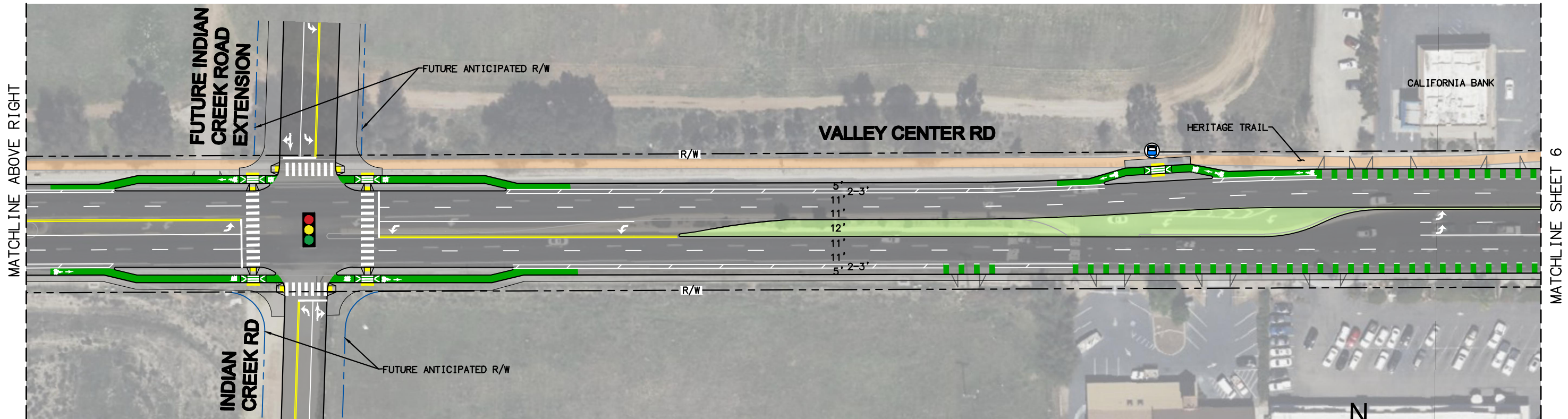
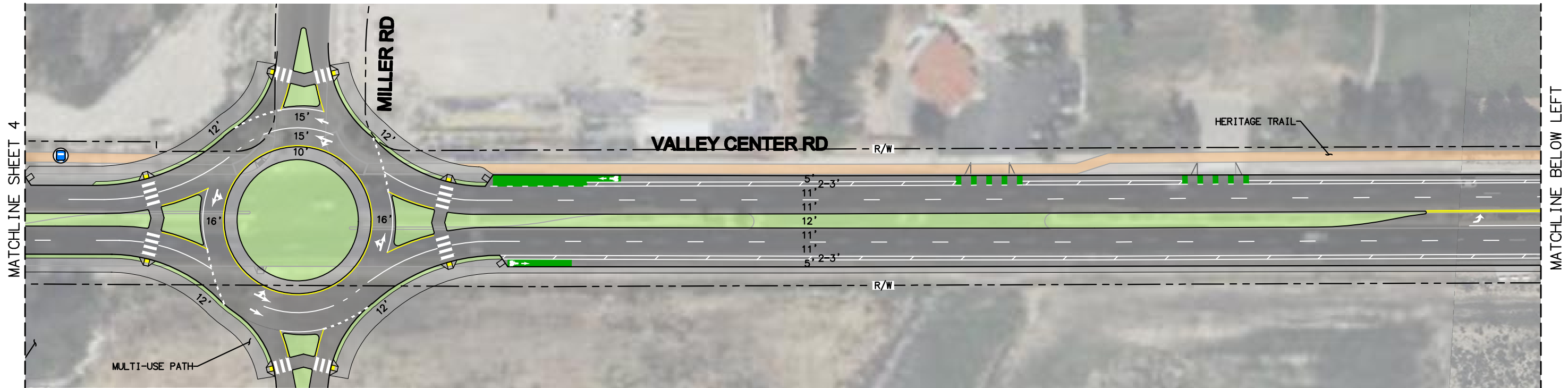
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	BIKE LANE TRANSITION AREA		BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN)		RIGHT TURN ONLY SIGN		EXISTING DRIVEWAY
	BIKE LANE CONFLICT AREA		RIGHT-OF-WAY				BIKE RAMP TRANSITION



**Valley Center Road Corridor
Concept Plan**
Figure 4 - Sheet 4 of 6





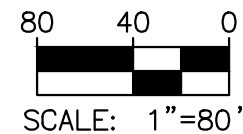
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- SIDEWALK
- RAISED MEDIAN
- HERITAGE TRAIL
- BIKE LANE TRANSITION AREA
- BIKE LANE CONFLICT AREA

- CURB
- BIKE LANE LINE
- ROAD STRIPE
- BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN)
- RIGHT-OF-WAY

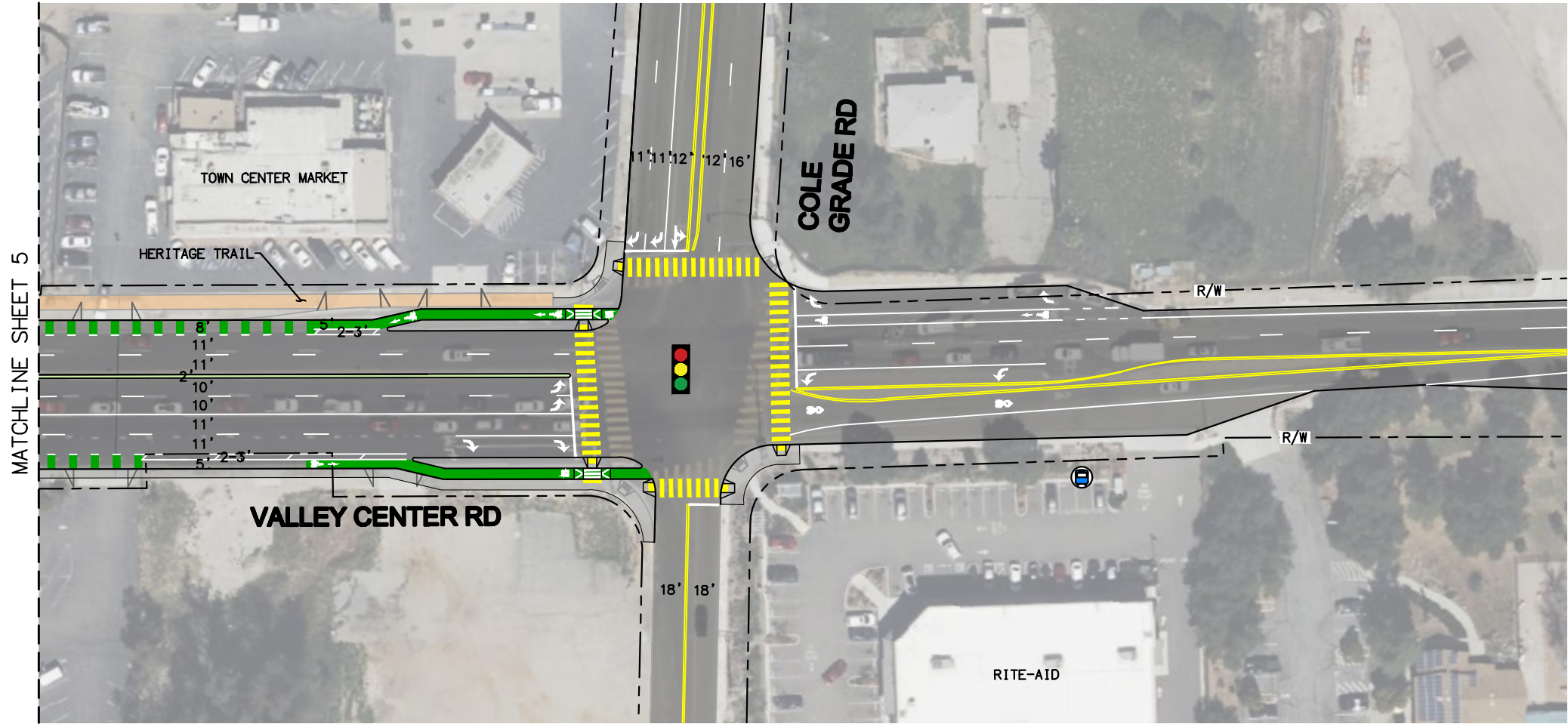
- CROSSWALK
- TRAFFIC SIGNAL
- STOP SIGN
- RIGHT TURN ONLY SIGN

- BUS STOP
- CURB RAMP
- RAISED BIKE CROSSING
- EXISTING DRIVEWAY
- BIKE RAMP TRANSITION



Valley Center Road Corridor
Concept Plan
Figure 4 - Sheet 5 of 6





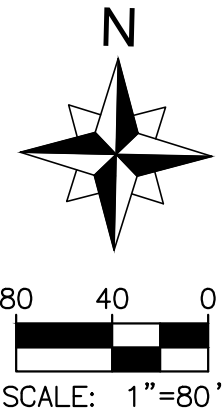
LEGEND

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-  HERITAGE TRAIL
-  BIKE LANE TRANSITION AREA
-  BIKE LANE CONFLICT AREA

-  CURB
-  BIKE LANE LINE
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-  BUFFER (WITH PHYSICAL SEPARATION - TYPE TO BE DETERMINED WITH ENGINEERING DESIGN)
-  RIGHT-OF-WAY

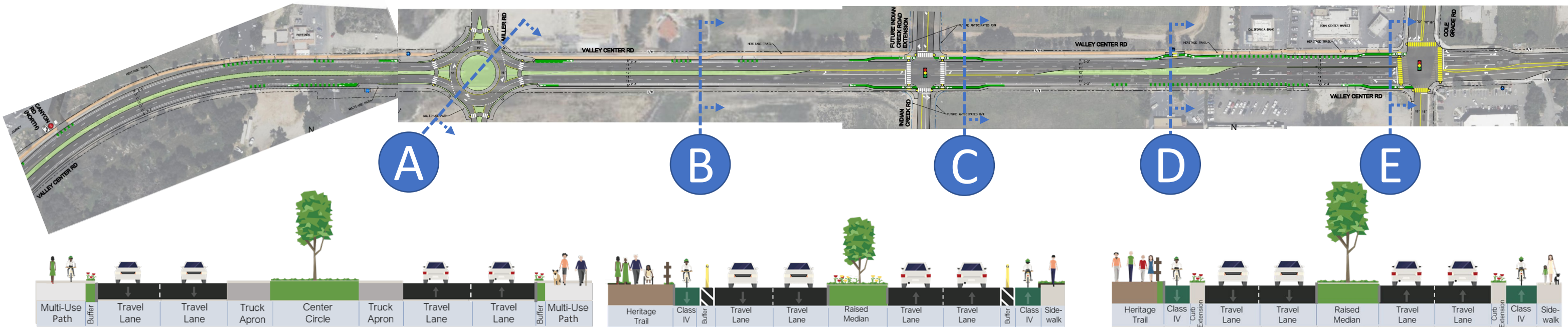
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-  TRAFFIC SIGNAL
-  STOP SIGN
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-  CURB RAMP
-  RAISED BIKE CROSSING
-  EXISTING DRIVEWAY
-  BIKE RAMP TRANSITION



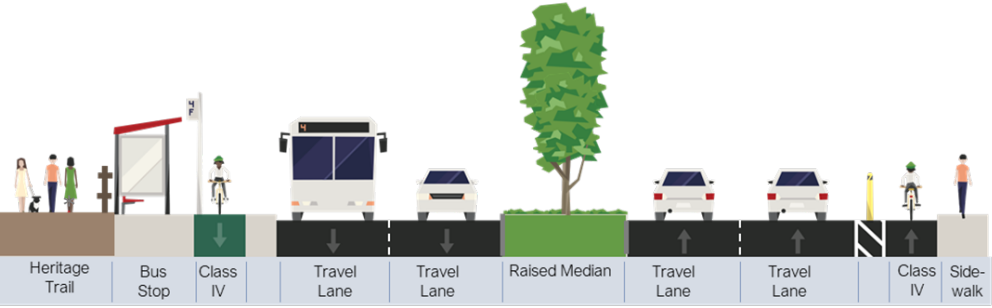
**Valley Center Road Corridor
Concept Plan**
Figure 4 - Sheet 6 of 6





A Two-Lane Roundabout

The conceptual design would involve 2 entry/exit lanes at the Valley Center Road approaches and one entry/exit lane at the Miller Road approaches. Pedestrians and bicyclists travel around the perimeter of the roundabout on a multi-use path. The path is accessible to bicycles via bike ramps on the approach to and departure from the roundabout. Bicyclists may also choose to share the lane and travel through the roundabout with vehicles. Marked crosswalks are provided on all legs of the roundabout for pedestrians. Splitter islands provide a refuge area for pedestrians as they cross each direction of traffic.



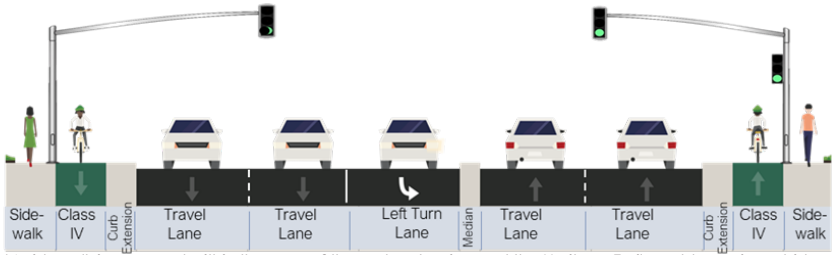
D Bus Stop with Curb Extension

Buses must stop along the curb for passengers to board. Since the Class IV separated bikeway would prevent buses from entering the bicycle lane to stop curb adjacent, the bicycles are moved behind a bus loading area. The Class IV separated bikeway is ramped up to sidewalk level the length of the bus stop to provide level crossing from the bus stop waiting area to the curb to board.

B Typical Road Section

(Outside areas of the roundabout and curb extensions)

The Corridor Concept Plan includes Class IV separated bikeways, which include a buffer and some type of physical separation. The type of physical separation will be determined at the engineering stage of implementation. This graphic shows a common type of physical separation, a flexible delineator post. Green paint is used in conflict zones (areas where bicycles and vehicles could intersect) and in transition areas (approaching and departing intersections and driveways) to provide a visual queue to the driver of potential bicyclists. Sidewalks are provided on the east and south side of Valley Center Road and the Heritage Trail is provided on the west and north side. The buffer and bicycle lane provide a physical separation between pedestrians along the sidewalk and the vehicle lanes.

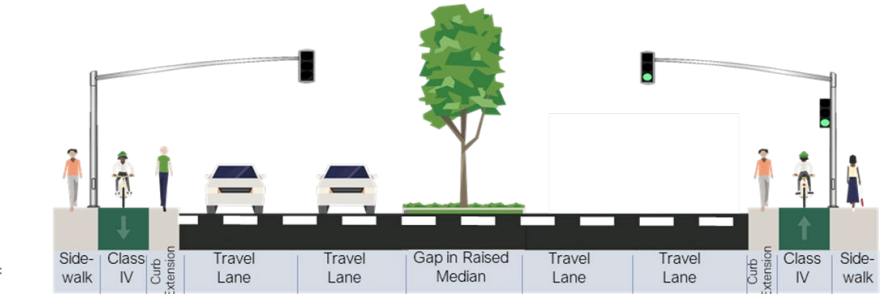


E Signalized Intersection with Curb Extensions

Traffic signals will improve access along the Valley Center Road corridor by clearly defining time for pedestrians, bicycles and vehicles to cross or proceed along the roadway. Curb extensions are included at all signalized intersections to reduce the crossing distance and reduce the amount of green time needed for a pedestrian to cross Valley Center Road. Signal phasing and other features will provide safe crossing accommodations for pedestrians and bicyclists.

C Curb Extension

Curb extensions shorten the crossing distance for pedestrians across Valley Center Road. Curb extensions also provide additional traffic calming along the road. The Class IV separated bikeway ramps up to sidewalk level through the curb extension to allow level crossing for pedestrians across the bikeway.



Controlled Pedestrian Crossing with Curb Extensions

(Planned outside the extent of the plan sheet section above)

The controlled pedestrian crossing at Rinehart Lane may include either a hybrid beacon (HAWK) or a pedestrian traffic signal. Either option will be activated by the pedestrian using a push button and both will stop traffic to provide a dedicated time for pedestrians to cross the street while vehicles are stopped at a red light. A gap in the raised median at the controlled crossing provides a refuge area for a pedestrian should they need additional time to cross the street.



Cross-Sections

Figure 5

2.3 VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN CONSISTENCY REQUIREMENTS AND EXCEPTIONS FOR PUBLIC AND PRIVATE PROJECTS

As discussed in **Section 1.3** of **Chapter 1** of this document, the conceptual aspect of the VCRCCP is the design of component types, such as the final dimensions, geometry, turn lanes, drainage, and type of physical separation used in the Class IV bikeways, among other considerations associated with the engineering design process of implementation. The component types by location are not conceptual, with the exception of the proposed signals at the Old Road and Sunday Drive intersections as discussed below. Publicly initiated projects and privately initiated projects along the corridor must be designed and conditioned for consistency with these component types by location, unless granted an exception, which in most cases involves a formal Design Exception Request process as discussed below, or through seeking approval of an amendment to the VCRCCP. Per the Ordinance used for adopting the VCRCCP, the VCRCCP shall supplement and supersede the [County's Public Road Standards](#) as applied within the subject corridor, but only to the minimal extent necessary to implement the VCRCCP. Projects shall otherwise be required to comply with all aspects of the County's Public Road Standards. **Table 1** provides details on the VCRCCP requirements and processes for granting exceptions or amendments to the VCRCCP, specific to the type of component.

Design Exception Requests

The Design Exception Request (DER) process for deviations from the VCRCCP will be available (applicable to most component types) for the County's Department of Public Works (DPW) Director to consider requests for exceptions to the VCRCCP's component type by location requirements. This process is outlined in Section 9 of the [County's Public Road Standards](#) (**Figure 6**). **Table 1** in this chapter provides details on which VCRCCP component types by location would require a DER to implement a different component type by location. Like a DER to the Public Road Standards, a DER associated with a VCRCCP component type by location requirement would not amend the VCRCCP, just address a specific circumstance detailed in the application (Request for an Exception to a Road Standard). The Request for an Exception to a Road Standard could be initiated by an applicant for a private development project or by the County for a publicly initiated project. For the planned roundabout at the Miller Road/Valley Center Road intersection, the County would not rely on only a DER to implement a different new type of permanent intersection control; a VCRCCP amendment would also be required.

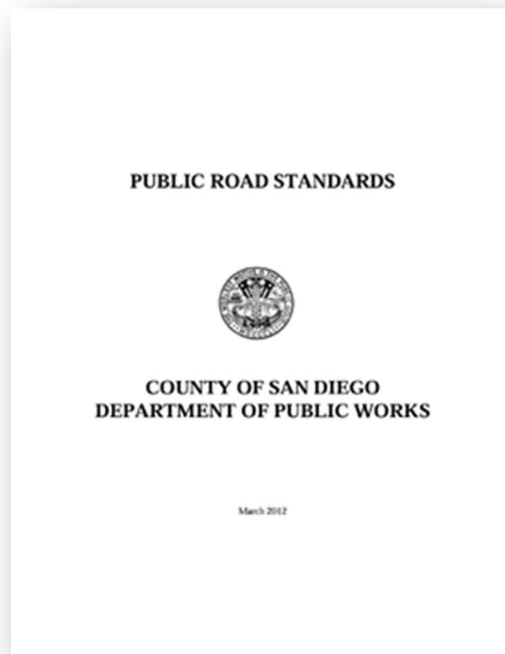


Figure 6: County of San Diego Public Road Standards

VCRCCP Amendments

VCRCCP amendments may be needed in the future to address changing circumstances along the corridor. As discussed in **Table 1**, a VCRCCP amendment would be necessary to implement a different new type of permanent intersection control at the Miller Road/Valley Center Road intersection, instead of a roundabout; however, implementing other temporary intersection controls would not require an amendment. As discussed above, other exceptions to VCRCCP component type by location requirements can be explored through the DER processes, or through the discretion of the County Traffic Engineer, per the requirements by component type in **Table 1**.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

The following streamlined amendment process is applicable to when the County or a private applicant is seeking an amendment to the VCRCCP:

- Preparation of plan amendment justification documentation, including preparation of analysis (typically already associated with a land development or road improvement project within the geographic scope of the VCRCCP, seeking a VCRCCP amendment), at the discretion of the DPW and Planning & Development Services (PDS) Directors, by the project applicant (public or private applicant).
- Preparation of strikeout/underline and clean versions of the proposed revisions to this Final VCRCCP document by the project applicant (public or private applicant).
- Preparation of proposed revised plan sheets by the project applicant (public or private applicant).
- Preparation of CEQA documentation (if applicable) by the project applicant, to the satisfaction of the DPW and PDS Directors.
- Project applicant attendance at a minimum of one combined meeting of public safety personnel with public safety responsibilities applicable to the corridor, to receive input. Invited personnel shall include at a minimum, representatives from the Valley Center Fire Protection District (VCFPD), County Fire Protection District (CFPD), County Sheriff, and California Highway Patrol (CHP).
- Project applicant attendance at a minimum of one (1) regular public meeting of the Valley Center Community Planning Group's (CPG) Mobility Subcommittee to provide a presentation on the rationale for the proposed amendment, answer questions from the Subcommittee and the public, receive input from the Subcommittee and the public, and receive a recommendation from the Subcommittee.
 - If the Mobility Subcommittee of the CPG is not active at the time of the plan amendment processing, this requirement can be satisfied by completing the same requirement associated with a meeting of another Valley Center CPG Subcommittee or general public meeting, per the discretion of the CPG.
- Project applicant attendance at a minimum of one (1) regular public meeting of the Valley Center CPG to provide a presentation on the rationale for the proposed amendment, answer questions from the CPG and the public, receive input from the CPG and the public, and receive a recommendation from the CPG.
- Project applicant attendance at a hearing of the County Planning Commission for a recommendation.
- Project applicant attendance at a hearing of the County Board of Supervisors for consideration of adopting the proposed amendment.



Photo 3: Community Planning Group meeting

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Traffic Signals in the VCRCCP

The one-page corridor plan sheet in **Figure 7** includes numbered callouts that relate to the numbered references in **Table 1** including traffic signals with varying considerations for implementing the VCRCCP. The signal symbol with a yellow circle indicates a signal that is a condition of private development. This signal should not be considered part of the VCRCCP components but is shown in the VCRCCP to provide an understanding of anticipated components associated with other projects. This signal was also considered in traffic modeling that takes into account intersection controls and other corridor characteristics before and after newly proposed components. Signal symbols with white circles indicate signals that are either existing or proposed with the VCRCCP. At the time of this VCRCCP preparation, existing signals are in place at the intersections of Woods Valley Road, Mirar De Valle Road, Park Circle Way, Lilac Road, and Cole Grade Road. The VCRCCP does not require a DER or an amendment for the County to consider different new intersection control types at these intersections with existing signals. Signals newly proposed with the VCRCCP are at the intersections of Sunday Drive and Old Road. As discussed further in **Chapter 3**, the signal at the Old Road intersection is proposed in consideration of anticipated increasing traffic volumes using this road as an ingress and egress road for the Park Circle development, and public input on current safety concerns at the intersection. The Sunday Drive signal is proposed in consideration of a future County Park at the Butterfield Trails property, which will utilize the road for ingress and egress.



Image 1: Conceptual design of traffic signal at Old Road

Implementation Considerations for Signals at the Sunday Drive and Old Road Intersections along Valley Center Road

As discussed above, the proposals for new signals at the Old Road and Sunday Drive intersections are in consideration of anticipated future increases in traffic volumes and public input during outreach to develop the VCRCCP, a long-term plan for the corridor.

Implementation actions for these newly proposed signals at the Old Road and Sunday Drive intersections would be contingent on funding availability and adherence to the latest guidance in the *MUTCD-CA* which outlines recommended criteria that should be considered when evaluating the conditions related to the installation of a traffic signal. Although a warrant provides justification for installation of a traffic signal, other factors may also be considered including access, circulation, and connectivity in the community. Traffic safety or improved access may warrant the installation of a signal, and a signal may be justified partly in consideration of a corridor-wide traffic control strategy. In consideration of this guidance, more flexibility is needed for the newly proposed signals, in comparison to other components, and a Design Exception Request or VCRCCP amendment is not required to implement a different new type of intersection control at the Old Road and Sunday Drive intersections.



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

As outlined in Section 4.5.2 of the [County of San Diego Transportation Study Guidelines](#) (September 2022), the conversion of a stop-controlled intersection to a traffic signal should be considered when that location is operating at a deficient level of service. The County will continue to monitor these intersections as new privately initiated and publicly initiated projects are proposed and will consider the VCRCCP proposals for new signals at these intersections, in relation to the factors referenced above. Privately initiated projects may also play a part in implementation actions for these newly proposed signals, via project conditions, if project trips at the intersections or other project impacts justify the County applying conditions for signal installation.

VCRCCP Component Type by Location Requirements and Applicable Processes for Deviating from the Requirements

It is the intention of the County Board of Supervisors that the VCRCCP shall be reviewed with other existing applicable plans and standards, to guide future development of property road frontages and road improvements along the subject corridor, for both public and private projects. However, the designs depicted in the VCRCCP plan sheets are conceptual (e.g., dimensions, geometry, turning lanes, etc.). Preliminary and final engineering designs will be developed during the engineering design phase of implementation, as components are funded for implementation, via County-initiated projects or through conditioning of private development projects.

Table 1 details requirements for plan consistency by component, applicable processes for granting exceptions to the requirements, and other considerations in planning public and private projects for consistency with the VCRCCP. The numbers from the first column of the table correspond to the numbered callouts in **Figure 7**.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Table 1: VCRCCP Consistency Requirements

	VCRCCP Component	Plan Consistency Details for Public and Private Projects	Applicable Process(es) for Deviating from the Requirement
1	Two-lane roundabout at the Miller Road intersection	- Prior to the completion of a Preliminary Engineering Report (PER) for this component, discretionary projects, and projects subject to centerline reviews (see below) at the corners of the intersection that will add vehicle trips to the intersection, will be required to provide an irrevocable offer to dedicate right-of-way (IOD) at the intersection, as a project condition, prior building permit issuance. The IOD shall cover a minimum radius of 250 feet on the west side of the Miller Road centerline, from the point where it meets the Valley Center Road centerline, and the IOD shall cover a 200-foot radius on the east side of the Miller Road centerline, from the point where it meets the Valley Center Road centerline. Additional information on the IOD requirements and rationale can be found in text following this table. Other project conditions may be applied, dependent on transportation impacts. - The design of the roundabout as depicted in the VCRCCP is conceptual.	- A VCRCCP amendment is required to implement a different new type of permanent intersection control. A streamlined amendment process is provided on pages 20-21. - Installing intersection control measures that are considered temporary (before a roundabout can be constructed) can be allowed at the Miller intersection without an amendment or Design Exception Request (DER), if approved by the County Traffic Engineer.
2	Traffic signals at the Old Road and Sunday Drive intersections	- As discussed above, the proposals for signals at the Old Road and Sunday Drive intersections are in consideration of anticipated future increases in traffic volumes at these intersections and public input during outreach to develop the VCRCCP; however, the VCRCCP provides a higher level of flexibility for implementing new intersection controls at these locations, in consideration of guidance in the <i>California Manual on Uniform Traffic Control Devices</i> (MUTCD-CA), as discussed further on page 7. - Note: other signals shown in the VCRCCP plan sheets (Figures 3 and 4) are in most cases existing, with the exception of the Indian Creek Road intersection signal (yellow circle in Figure 3), which is shown based on private project conditioning. These signals are not considered VCRCCP component type by location requirements but are shown on the plan sheets to reflect existing conditions and considered in traffic modeling for the VCRCCP. As such, considering different new types of intersection controls at these locations would be fully within the discretion of the County Traffic Engineer.	Requiring signal installation at these locations will be under the discretion of the County Traffic Engineer. The Traffic Engineer shall consider new signals in the VCRCCP (at the Old Road and Sunday Drive intersections) in relation to a corridor-wide traffic control strategy but shall not be limited by them.
3	Controlled pedestrian crossing (also referred to as a pedestrian signal) at the Rinehart Lane intersection	- The type of controlled pedestrian crossing would be determined during the engineering design phase of implementation. - While IODs or Offers of Dedication for additional right-of-way are not anticipated to be needed for this component alone, they may be required if the need is established based on preliminary or final engineering prepared for this intersection. Other project conditions may be applied for this component, dependent on transportation impacts and centerline review considerations.	- DER¹ for County-initiated projects. - Under the purview of the County Traffic Engineer for privately initiated projects (no DER required to allow an exception to this requirement, for a privately initiated project).

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

	VCRCCP Component	Plan Consistency Details for Public and Private Projects	Applicable Process(es) for Deviating from the Requirement
4	Curb extensions ("bulb outs") at existing and proposed signalized intersections	- The curb extension requirement applies at the following intersections: Woods Valley Road, Rinehart Lane, Mirar De Valle Road, Park Circle Way, Sunday Drive, Old Road, Lilac Road, Indian Creek Road, and the western side of the Cole Grade Road intersection. - Privately initiated projects at the intersection may be required to provide an Offer of Dedication for a minimal amount of additional right-of-way as a project condition, prior to building permit issuance; only if the need for additional right-of-way has been determined based on a County Preliminary Engineering Report (PER) or discretionary permit review, prior to the time of conditioning. - Privately initiated projects may be conditioned for construction of curb extensions at project frontages for consistency with the VCRCCP.	DER¹
5	Class IV bikeways on both sides of the road, throughout the corridor	- The requirement for Class IV bikeways is consistent with the current General Plan Mobility Element Network bike facility requirement for the corridor. - In accordance with guidance in the County's Active Transportation Plan, the Class IV bikeway entails a 5-foot-wide bike lane and a buffer area of 2 to 3 feet in width, with some type of physical separation in the buffer. The type of physical separation would be determined at the engineering phase of implementation. For conditioning of private projects, the County Traffic Engineer will provide direction on the type of physical separation. - The width of the Class IV buffer is interrelated to the VCRCCP planned travel lane width reduction (12' to 11'). There could be challenges with implementing these two components on an incremental basis, as part of the review of privately initiated projects, particularly those that only encompass one or two corridor fronting parcels. The processing of a DER will be necessary in order to waive the requirement; however, this information on interrelated widths and issues with incremental implementation of the Class IV bikeway is intended for maximum transparency on why a DER would likely be supported for an exception to this requirement being applied to small projects if the project timing doesn't line up well with planned County implementation actions for the Class IV bikeway. - If the County later establishes a mechanism for private developer funding contributions to future County buildout of this type of component along the corridor, privately initiated projects may be required to contribute funding to the future County buildout, in lieu of a requirement or option for constructing the component(s).	DER¹

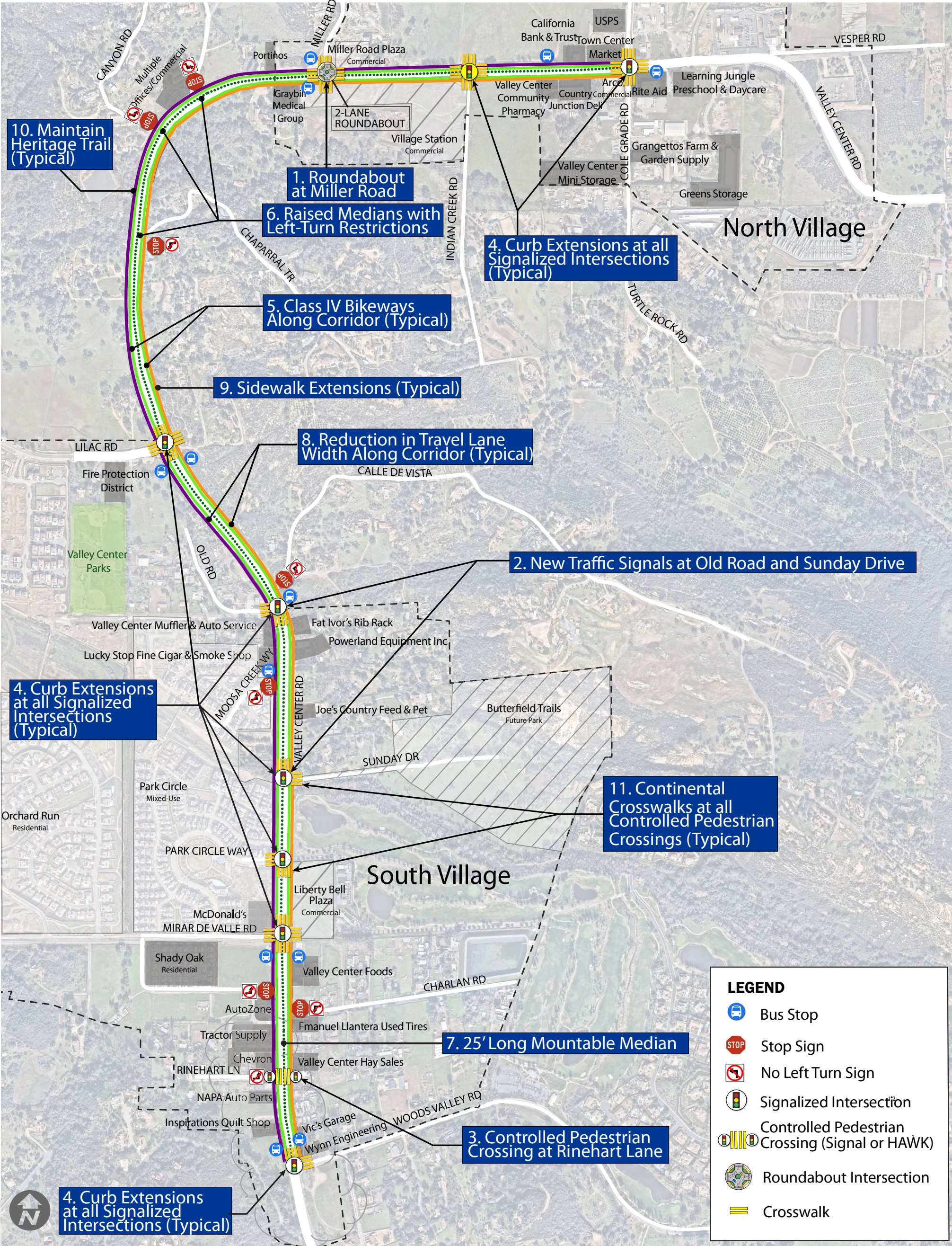
VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

	VCRCCP Component	Plan Consistency Details for Public and Private Projects	Applicable Process(es) for Deviating from the Requirement
6	Extension of the raised median and no left turn restrictions at 2-way stop-controlled side streets throughout the corridor. Median openings are to be limited to intersections controlled by a traffic signal or roundabout (existing or planned).	- The requirement for a raised median through the corridor is consistent with the current General Plan Mobility Element Network requirements for the corridor. As part of the VCRCCP development, criteria in the Public Road Standards, additional analysis, and public input have informed where openings in the median should be allowed and limited to. - The processing of a DER will be necessary to waive the requirement; however, issues with incremental construction of median extensions could be considered in the DER process for privately initiated projects. - If the County later establishes a mechanism for private developer funding contributions to future County buildout of this type of component along the corridor, privately initiated projects may be required to contribute funding to the future County buildout, in lieu of a requirement or option for constructing the component(s).	DER¹
7	25-foot-long mountable median in the South Village for public safety personnel use only	- This VCRCCP feature is for use by public safety personnel only, with corresponding signage. It is intended for use as an additional emergency turnaround location and for use by California Highway Patrol vehicles in speed monitoring. Figure 7 (in addition to Figures 3 and 4) shows the ideal placement for this feature, in the South Village; however, the specific design and location shall be under the purview of the County Traffic Engineer. - As this feature would ideally be part of a County-initiated project for VCRCCP implementation, including corresponding appropriate signage, a DER will not be required to allow an exception to this requirement for privately initiated projects. A DER will be required for a County-initiated project to forego this requirement.	- DER¹ for County-initiated projects. - Under the purview of the County Traffic Engineer for privately initiated projects (no DER required to allow an exception to this requirement, for a privately initiated project).
8	Reduction in travel lane widths from 12 feet wide to 11 feet wide	- This requirement applies throughout the VCRCCP geographic scope of the corridor, with the exception of wider lane widths needed within the planned roundabout. - This planned travel lane width reduction is interrelated to the additional width needed for the planned Class IV bikeway buffer. There could be challenges with implementing these two components on an incremental basis, as part of the review of privately initiated projects, particularly those that only encompass one or two corridor fronting parcels. - The processing of a DER will be necessary in order to waive the requirement; however, this information on interrelated widths and issues with incremental implementation of the lane width reduction is intended for maximum transparency on why a DER would likely be supported for an exception to this requirement being applied to small projects if the project timing doesn't line up well with planned County implementation actions for the lane width reduction. - If the County later establishes a mechanism for private developer funding contributions to future County buildout of this type of component along the corridor, privately initiated projects may be required to contribute funding to the future County buildout, in lieu of a requirement or option for constructing the component(s).	DER¹
9	Extension of the 5-foot-wide sidewalk on the east and south sides of the corridor	This requirement applies throughout the VCRCCP geographic scope of the corridor.	DER¹

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

	VCRCCP Component	Plan Consistency Details for Public and Private Projects	Applicable Process(es) for Deviating from the Requirement
10	Maintaining the 8-foot-wide Heritage Trail pathway on the west and north sides of the corridor, with minor modifications at the planned roundabout to accommodate the roundabout multi-use path, and at the planned curb extensions.	- This requirement applies throughout the VCRCCP geographic scope of the corridor. Figure 4 provides guidance on modifications to the Heritage Trail that are needed at curb extensions and how the Heritage Trail is intended to transition to the 12-foot multi-use path on the outside of the planned roundabout. Final design of these transitions is under the purview of the County Traffic Engineer.	DER¹
11	Converting crosswalks to continental crosswalks at intersections that don't already have continental crosswalks	This requirement applies to all intersection improvement projects throughout the VCRCCP geographic scope of the corridor, including the planned pedestrian crossing at Rinehart Lane.	DER¹

¹ Like a Design Exception Request (DER) to the Public Road Standards, a DER associated with a VCRCCP component type by location requirement would not amend the VCRCCP, just address a specific circumstance detailed in the application (Request for an Exception to a Road Standard).



Examples of Valley Center Road Corridor Concept Plan Components



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Miller Road and Valley Center Road Intersection - Irrevocable Offers of Dedication

The VCRCCP's planned roundabout at the intersection of Miller Road and Valley Center Road will require setting aside area on each of the corner parcels at this intersection as part of discretionary project conditions or centerline reviews, to ensure that the County will be able to construct the roundabout when funding is secured, and the engineering design is completed. The specific development footprint of the planned roundabout and associated intersection improvements will not be known until the final engineering design is completed. However, this VCRCCP recognizes the need for interim requirements for irrevocable offers of dedication (IODs) at the intersection corner parcels, prior to securing funding for, and completion of preliminary or final engineering for the roundabout and associated intersection improvements. The interim IOD requirements explained below shall be included with conditions applied to discretionary projects at intersection corner parcels that would add vehicle trips at the intersection, or to centerline reviews. Additional information on centerline reviews can be found in the San Diego County Code of Regulatory Ordinances, Title 5, Division 1, Chapter 3 at this link - https://codelibrary.amlegal.com/codes/san_diego/latest/sandiego_regs/0-0-0-76926. Upon completion of preliminary or final engineering for the roundabout, the County Traffic Engineer shall have discretion to adjust the IOD area required, for consistency with the engineering design. Also, following completion of preliminary or final engineering for the roundabout, any area of a previously recorded interim IOD for the roundabout that is no longer needed for consistency with the engineering design may be summarily vacated. The County Traffic Engineer shall be consulted during the processing of vacation applications. The interim IOD requirements only apply to properties that are seeking discretionary project approvals or are subject to centerline reviews based on the type of building permitting sought.

Interim IOD Area and Brief Rationale

Prior to completion of preliminary or final engineering design, the interim IODs at the Miller Road/Valley Center Road intersection shall cover a 250-foot radius on the west side of the Miller Road centerline, from the point where it meets the Valley Center Road centerline, and the IOD shall cover a 200-foot radius on the east side of the Miller Road centerline, from the point where it meets the Valley Center Road centerline.

A larger IOD area is needed on the west side of the intersection to provide for needed flexibility in the engineering design of the roundabout. The interim IOD area should be sufficient to capture the back of the multi-use path at all corners (**see Figure 4**) and tie into the existing public right-of-way on Miller Road and Valley Center Road. The current concept design for the roundabout shows the center of the roundabout at the intersection of the centerlines of Miller Road and Valley Center Road. However, there is a good chance that the center of the roundabout will need to be shifted west during final engineering design. This shift of the center of the roundabout may be needed for a few reasons, including a potential need to accommodate the existing retaining wall on the parcel at the northeast corner of the intersection, a potential need to slightly realign Miller Road at the approach to the intersection, and a potential need for grading of slopes on the parcel at the northwest corner of the intersection (following acquisition of right-of-way), among other considerations for the engineering process.



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

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CHAPTER 3:

RATIONALES FOR VCRCCP COMPONENT TYPES BY LOCATION



A background image showing a road corridor with trees, a fence, and a vehicle. The title 'VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN' is overlaid in large, bold, white capital letters.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

The development of the VCRCCP has been informed by a robust public outreach process (as summarized in **Chapter 4**), many coordination meetings with public safety personnel, interagency coordination, inter-departmental coordination within the County, extensive analysis, and adherence to existing applicable plans, policies, regulations, and guidelines. This chapter provides brief rationales for VCRCCP components, in addition to providing further explanation of components, images of the component from VCRCCP plan sheets, and some example pictures of the component type. Additional analysis supporting the components of the VCRCCP can be found in the following appendices:

- Appendix A: Vehicular, Pedestrian, Bicycle, and Transit Analysis
- Appendix B: 2023 Citygate Report on Emergency Response and Evacuation
- Appendix C: 2024 Citygate Report Supplement
- Appendix D: Summary of 2023 VCRCCP Options for Outreach
- Appendix E: Operational Analysis Worksheets

3.1 TRAFFIC MODELING – EXISTING AND VCRCCP PLANNED INTERSECTION CONTROLS

Part of the rationale for the VCRCCP planned changes in intersection controls is associated with level of service operations analysis for the study intersections along the corridor. This analysis was conducted to look at existing traffic count data as well as future forecast traffic volumes for a potential buildout year of 2035. The analysis outputs show the level of service (LOS) operations that can be used to compare the intersection performance of existing geometry and traffic controls to the proposed geometry and traffic controls associated with the VCRCCP.

Level of service (LOS) is commonly used as a measure of the operational performance of an intersection based on average delay. The intersection analysis conforms to the operational analysis methodology outlined in the *Highway Capacity Manual (HCM) 6th Edition* which is a widely accepted methodology and consistent with County of San Diego requirements for intersection analysis as outlined in the *County of San Diego Transportation Study Guidelines* (September 2022).

Provided on the following page are the modeled intersection performance tables based on existing traffic (**Table 2**), and 2035 forecasted traffic (**Table 3**). Detailed analysis of vehicular operations as well as a review of pedestrian, bicycle, and transit facilities is contained in **Appendix A**.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Table 2: Modeled Intersection Performance Comparison of Existing Traffic Control and Final Valley Center Road Corridor Concept Plan – Based on Existing Traffic

Study Intersection		With Existing Geometry and Traffic Control ¹			With Draft Final CCP		
		Traffic Control	AM Delay ² - LOS	PM Delay ² - LOS	Traffic Control	AM Delay ² - LOS	PM Delay ² - LOS
1-	Valley Center Road / Woods Valley Road		7.5 - A	9.0 - A		7.5 - A	9.0 - A
2-	Valley Center Road / Mirar De Valle Road		29.7 - D	45.2 - E		11.4 - B	13.2 - B
3-	Valley Center Road / Park Circle Way ³		3.4 - A	3.7 - A		3.4 - A	3.7 - A
4-	Valley Center Road / Sunday Drive		26.7 - D	51.7 - F		4.2 - A	4.7 - A
5-	Valley Center Road / Old Road		26.1 - D	30.1 - D		5.4 - A	5.6 - A
6-	Valley Center Road / Lilac Road		17.5 - B	13.5 - B		18.2 - B	14.0 - B
7-	Valley Center Road / Miller Road		27.3 - D	15.2 - C		7.8 - A	10.0 - A
8-	Valley Center Road / Indian Creek Road		16.9 - C	26.1 - D		6.4 - A	6.6 - A
9-	Valley Center Road / Cole Grade Road		31.3 - C	33.5 - C		27.1 - C	34.5 - C

Note: Deficient intersection operation indicated in **bold**.

¹ Existing conditions data was collected for the corridor prior to the buildout of Park Circle and Liberty Bell Plaza developments.

² Average seconds of delay per vehicle. *The lower the number, the better the anticipated intersection performance.*

³ The Park Circle Way intersection did not exist at the time of the 2019 analysis of existing conditions.

 Traffic Signal (existing or proposed with CCP)

 Traffic Signal (condition of private development)

Signal warrants will be conducted at the time signals are considered for installation. Signal warrants should be met prior to installation.

 Roundabout

 Minor Street Stop Control, worst approach delay and LOS reported. Traffic along Valley Center Road does not stop.

Table 3: Modeled Intersection Performance Comparison of Existing Traffic Control and Final Valley Center Road Corridor Concept Plan - Based on Future Year 2035 Traffic

Study Intersection		With Existing Geometry and Traffic Control ¹			With Draft Final CCP		
		Traffic Control	AM Delay ² - LOS	PM Delay ² - LOS	Traffic Control	AM Delay ² - LOS	PM Delay ² - LOS
1-	Valley Center Road / Woods Valley Road		7.8 - A	10.0 - A		7.8 - A	10.0 - A
2-	Valley Center Road / Mirar De Valle Road		42.5 - E	70.8 - F		15.1 - B	15.2 - B
3-	Valley Center Road / Park Circle Way ³		12.8 - B	18.4 - B		12.8 - B	6.7 - A
4-	Valley Center Road / Sunday Drive		32.7 - D	72.9 - F		5.6 - A	5.1 - A
5-	Valley Center Road / Old Road		1338.7 - F	214.2 - F		8.6 - A	6.3 - A
6-	Valley Center Road / Lilac Road		26.7 - C	20.5 - C		26.7 - C	19.4 - B
7-	Valley Center Road / Miller Road		45.3 - E	17.4 - C		9.0 - A	11.6 - B
8-	Valley Center Road / Indian Creek Road		19.8 - C	32.0 - D		6.5 - A	8.5 - A
9-	Valley Center Road / Cole Grade Road		42.2 - D	47.7 - D		40.2 - D	47.3 - D

Note: Deficient intersection operation indicated in **bold**.

¹ Existing conditions data was collected for the corridor prior to the buildout of Park Circle and Liberty Bell Plaza developments.

² Average seconds of delay per vehicle. *The lower the number, the better the anticipated intersection performance.*

³ The Park Circle Way intersection did not exist at the time of the 2019 analysis of existing conditions.

 Traffic Signal (existing or proposed with CCP)

 Traffic Signal (condition of private development)

Signal warrants will be conducted at the time signals are considered for installation. Signal warrants should be met prior to installation.

 Roundabout

 Minor Street Stop Control, worst approach delay and LOS reported. Traffic along Valley Center Road does not stop.

3.2 TWO-LANE ROUNDABOUT AT THE MILLER ROAD INTERSECTION WITH A MULTI-USE PATH OUTSIDE OF THE VEHICLE TRAVEL LANES

Miller Road is located at the west end of the North Village and is currently a three-legged intersection. A proposed development on the south side of Valley Center Road at Miller Road would add the fourth leg on the south side of the intersection, as shown in **Image 2**.

A roundabout is an intersection controlled by road signs where all traffic moves counterclockwise around a central island. The proposed roundabout at Miller Road will help improve safety, reduce traffic speeds, reduce stops and delays at the intersection, and reduce pedestrian crossing distances. The geometry of the north and south legs will be determined during final engineering design and will align with traffic conditions forecast for the intersection as projects are considered for development along the corridor.



Image 2: Conceptual design of two-lane roundabout at Miller Road

A roundabout at this location will improve safety, provide access to existing and future development, and reduce speeds entering the North Village. As detailed in **Appendix L**, over the five-year crash analysis period studied (2019-2023), 11 crashes occurred at Miller Road with one visible injury crash. The majority of the crashes at this location are the result of a driver failing to yield the right-of-way to other drivers. The second highest contributing factor was due to unsafe speeds. **Appendix I** provides 2013-2018 collision data, showing 23 collisions at this intersection during that timeframe. Broadside, head-on, and speed related crashes are correctable with the construction of a roundabout. Roundabouts are shown to reduce the most serious accident types (T-bone & head-on collisions) and therefore improve safety. As also shown in **Appendix L**, 42% of collisions along the corridor were T-bone or head-on. In addition, the prevailing speeds (85th percentile speeds) along Valley Center Road near this intersection are between 53 to 56 mph, well above the 45 mph posted speed limit. These considerations connect to public input on the need to slow traffic through the Villages while keeping it moving, and seeking to avoid the most serious collisions, like head-on and broadside.

Traffic Calming Feature

High traffic speeds impact the safety for all modes including autos, pedestrians, bicyclists, equestrians, and those using transit. Aligning the traffic speed with the posted speed limit and creating an environment that is appropriate for walking, bicycling, and riding along the corridor is one of the purposes of the VCRCCP. Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design. Consequently, speed reduction can be realized at all times of day and on streets of any traffic volume. It is difficult for drivers to speed through an appropriately designed roundabout with raised channelization that forces vehicles to physically change direction. These types of physical modifications to the corridor are required to achieve the goal of reducing traffic speeds.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Traffic Flow Assessment

According to the *NCHRP Report 672-2*, the maximum flow rate that can be accommodated at a roundabout entry depends on two factors: the circulating flow on the roundabout that conflicts with the entry flow, and the geometric elements of the roundabout (refer to **Figure 8**). Two-lane roundabouts can carry over 50,000 vehicles per day when more than half of the volume through the roundabout remains on the main roadway. When there is a more equitable split between the main road and the side street, the maximum capacity is closer to 45,000 vehicles per day. Valley Center Road currently carries between 24,000 to 26,000 vehicles per day and is anticipated to increase to 30,000 to 35,000 vehicles per day by 2035. Therefore, two-lane roundabouts will provide adequate capacity for existing and future volumes.

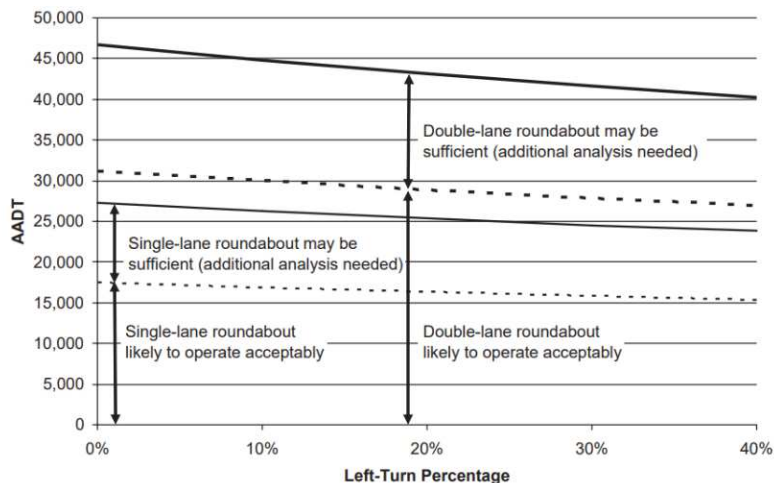


Figure 8: Potential roundabout capacity based on volumes and geometrics [Source: FHWA, 2010]

Considering the existing and future volumes along Valley Center Road, a hybrid 2x1 roundabout is proposed at Miller Road with two entry and exit lanes on Valley Center Road and one lane entry and exit lane on Miller Road, similar to that shown in **Photo 4**. Operational Level of Service (LOS) analysis shows the improved traffic flow and reduced delay at this location with the with the proposed roundabout. Refer to **Tables 2 and 3, and Appendix A**.



Photo 4: Typical two-lane roundabout with splitter islands (Sparks, Nevada)

Pedestrian and Bicycle Navigation at a Roundabout

Marked crosswalks and splitter islands are provided on each leg of the intersection for pedestrians. The raised splitter islands allow pedestrians to cross one direction of traffic at a time and provide a space to wait for gaps in traffic. This significantly reduces pedestrian exposure time to vehicular traffic when compared to a signalized intersection. Valley Center Road is 72 feet wide, which takes a typical pedestrian approximately 24 seconds to cross at a walking speed of three feet per second at the existing signalized intersections. With the proposed roundabout at Miller Road, pedestrians would cross one direction at a time for a distance of approximately 24 to 30 feet for each direction of traffic. That is equivalent to approximately eight to ten second crossing per direction of traffic.

Bicyclists have two options for navigating the roundabout. The Class IV separated bikeway with physical separator would end approaching the roundabout and transition to a bicycle ramp that leads to a sidewalk level multi-use path that follows the perimeter of the roundabout. This path is intended to be shared with pedestrians and provides bicyclists the option to navigate the roundabout outside of the vehicle lanes. Bicyclists may also merge with traffic and ride through the roundabout in the travel lanes. Roundabouts slow drivers to speeds more compatible with typical bicyclist travel speeds, which commonly range from 12 to 20 mph. Designing roundabouts such that vehicles travel at similar speeds minimizes the speed differential between bicyclists and motorists thereby improving safety and usability for the cyclist.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Roundabouts: Emergency Response & Evacuation Impacts

In a 2023 report, Citygate Associates conducted a thorough review of the 2023 VCRCCP options for public outreach. The Final VCRCCP (consistent with the February 2024 Valley Center CPG recommendation) is the VCRCCP Option A covered in the 2023 Citygate report with one modification, to maintain a traffic signal at the Woods Valley Road intersection instead of the roundabout at that intersection in that previous Option A. In June 2024, Citygate finalized a supplement to the 2023 report, to address the Final VCRCCP. The findings of their review showed that the conceptual plans for the roundabout at Miller Road was ideal for accommodating large vehicles, including the largest Valley Center Fire Protection District (VCFPD) trucks and a CalFire bulldozer with trailer. In addition, the Citygate analysis found that a roundabout at Miller would facilitate better emergency response times than a signal, that the use of a roundabout would not slow or hamper evacuation route use and would provide a smoother flow and more capacity for evacuations than traffic signals. These documents can be found in **Appendix B** and **Appendix C**.

In an emergency scenario, barriers can be erected to prevent drivers from going around the roundabout, which would maximize the flow of traffic in one direction (typically referred to as a contra flow operation). In addition, there is no need for emergency responders to set the signal to flash or to provide manual traffic control that would be necessary at a traffic signal.

3.3 TRAFFIC SIGNALS AT THE SUNDAY DRIVE AND OLD ROAD INTERSECTIONS

Implementation actions for signals at the Old Road and Sunday Drive intersections would be contingent on funding availability and adherence to the latest guidance in the *MUTCD-CA* for justifying signal installation.

With the construction of the Park Circle development, vehicular traffic at the intersection of Valley Center Road and Old Road is expected to grow due to the ingress and egress of residents. In addition, Sunday Drive is anticipated to be used as the primary access point to the future Butterfield Trails County Park and a traffic signal will most likely be required to service this future park. At the time of this document preparation, the County is in the early stages of planning for this future park, following acquisition of the site.



Photo 5: Traffic signal constructed in 2021 at the intersection of Valley Center Road and Park Circle Way as part of the Park Circle development project

Photo 5 shows the traffic signal constructed in 2021 at the intersection of Valley Center Road and Park Circle Way as part of the Park Circle development project. **Image 3** shows how traffic signals are depicted in the VCRCCP.



Image 3: Conceptual design of traffic signal with curb extension

In proposing the two new signals, the project team considered public input regarding safety concerns about left turns from stop-controlled side streets, increasing use of the Old Road intersection by Park Circle residents and visitors, and particularly concerns at the Old Road intersection in relation to prevailing speeds along Valley Center Road at this intersection and corresponding sight distance concerns with the location at the end of a curve in the road.

3.4 CONTROLLED PEDESTRIAN CROSSING AT RINEHART LANE

One controlled pedestrian crossing, also referred to as a pedestrian signal, is included in the VCRCCP and is located at Rinehart Lane in the South Village, as depicted in **Image 4**. Adding this crossing achieves a best practice for pedestrian oriented development, by providing a controlled pedestrian crossing approximately every quarter mile within the two Villages. Two potential control options are considered in this plan: a pedestrian hybrid beacon (high intensity activated crosswalk beacon, referred to as a HAWK) and pedestrian signal. **Photo 6** illustrates the two options considered and identified in the plan. At the time the controlled pedestrian crossing is funded for County implementation or when a private project is conditioned for implementing it, the County Traffic Engineer will provide guidance on the preferred control device. Due to the high speed of traffic and traffic volume along the corridor, the marked crossing location will require one of these two devices to be installed along with curb extensions and a pedestrian refuge area in the center median.



Image 4: Conceptual design of controlled pedestrian crossing at Rinehart Lane

This component of the VCRCCP was influenced by public input, including comments on the need for improved safety for pedestrians and seeking more walkable Village roads.



Photo 6: Example of HAWK signal at controlled crosswalk (left) and signal-controlled crosswalk (right)

3.5 CURB EXTENSIONS (ALSO REFERRED TO AS BULB OUTS) AT ALL EXISTING AND PROPOSED SIGNALIZED INTERSECTIONS

Curb extensions reduce the travel-way crossing distance and exposure time for pedestrians by extending the curb toward the travel lanes. Since there is no on-street parking along this segment of Valley Center Road, the curb extensions are designed to relocate the bicycle lane behind the pedestrian waiting area at the intersection as illustrated in **Image 5**. Once the pedestrian is adjacent to the curb, the crossing distance is reduced by approximately 14' -16' (five-foot bike lane plus two-to-three-foot buffer on each side of the roadway). At a typical walking speed of 3 feet per second, the pedestrian exposure time is reduced by approximately five to six seconds.

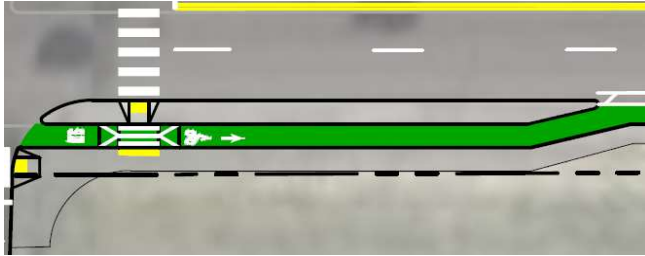


Image 5: Conceptual design of curb extension at Indian Creek Road

Curb extensions narrow the curb-to-curb width of the roadway, which helps to calm traffic and reduce traffic speeds through the intersections. Curb extensions also provide opportunities to integrate stormwater treatments, landscaping, and bicycle racks along the corridor.

Throughout the various outreach efforts conducted as part of the VCRCCP process, public input regularly expressed a desire for improved safety and visibility for pedestrians. Curb extensions enhance visibility, narrow the curb-to-curb width of the roadway, which helps to calm traffic and reduce traffic speeds through the intersections, and enhances the overall pedestrian environment. In addition, the curb extensions help in calming traffic, which is a common goal for the VCRCCP, expressed by stakeholders.

An example of how the curb extension can accommodate the Class IV separated bikeway is illustrated in **Photo 7**. As shown, the design would bring the bicycles to sidewalk level only at the curb extension. The use of colored concrete, paint or surface treatments should be used to distinguish the pedestrian and bicycle dedicated areas when the Class IV separated bikeway is at sidewalk level.



Photo 7: Example of bicycle lane ramping up to sidewalk level at curb extension (Fremont, California)

3.6 A CLASS IV SEPARATED BIKEWAY ON BOTH SIDES OF THE ROAD THROUGHOUT THE CORRIDOR

The County of San Diego General Plan *Mobility Element Network* calls for Class IV separated bikeways along Valley Center Road through the geographic scope of the VCRCCP, from the Woods Valley Road intersection to the Cole Grade Road intersection. A Class IV separated bikeway requires a buffer and a physical separation between vehicular traffic and bicycles. The type of physical separation would be determined at the engineering phase of implementation.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Class IV separated bikeways dedicate and protect space for bicyclists in order to improve comfort and safety as well as reduce the risk and fear of collisions with over-taking vehicles. Class IV separated bikeways can greatly improve the biking experience along Valley Center Road, leading to more bicycle trips along the corridor.

Figure 9 illustrates the County's concept for directional Class IV separated bikeways as included in the County *ATP*. Types of physical separation with Class IV bikeways include striping with delineators (shown on the left side of the figure) or a raised median with landscape (shown on the right side of the figure), among other options. Consistent with the [County's Active Transportation Plan](#), the buffer area can be 2' or 3' wide.

The VCRCCP proposes a Class IV separated bikeway on both sides of the road throughout the length of the corridor. **Image 6** shows the 2'-3' buffer that would include a physical barrier as included in the VCRCCP.

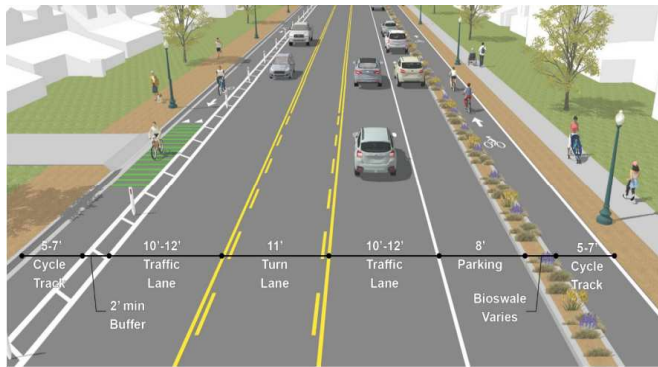


Figure 9: Class IV separated bikeway [Source: County of San Diego Active Transportation Plan, 2018. Appendix B Toolbox]

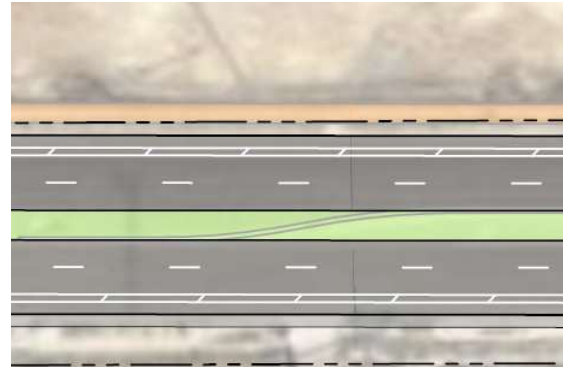


Image 6: Conceptual striping for separated bikeway

3.7 EXTENDING THE RAISED MEDIAN THROUGHOUT THE CORRIDOR, WITH MEDIAN OPENINGS LIMITED TO SIGNAL OR ROUNDABOUT-CONTROLLED INTERSECTIONS / CORRESPONDING NO LEFT TURN RESTRICTIONS AT STOP SIGN-CONTROLLED SIDE STREETS

A raised median was constructed along most of the corridor with the 2006 corridor widening (two to four lanes). However, sections were not constructed in the South Village. Concerns were raised about the increase in U-turns required to access businesses along Valley Center Road that could occur with a median. With the new traffic signals and roundabout at Miller Road included in the VCRCCP, U-turns and left turns can be made more easily and with intersection traffic control. By consolidating the locations where left turns and U-turns can be made at controlled intersection locations, safety along the corridor is improved. Therefore, the gaps along the existing median will be completed, as shown in **Image 7**.

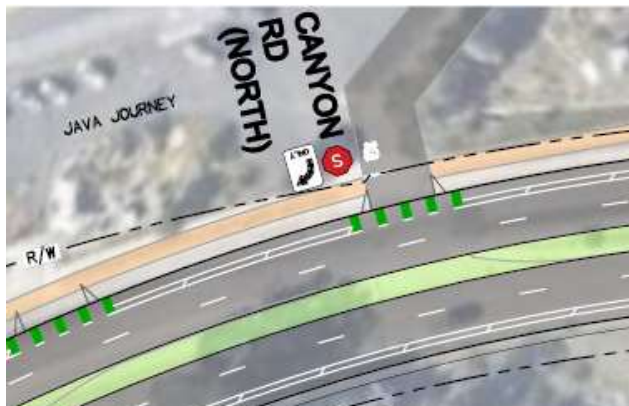


Image 7: Conceptual design of raised median and turn restriction at Canyon Road (North)

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Where the median is constructed through an intersection or an existing driveway, “no left turn” and stop signs will be installed on the side street or driveway. **Photo 8** illustrates the R3-2 “no left turn” sign type per the *MUTCD-CA*, which is the preferred option for installation. This is anticipated to occur at Canyon Road North and South, Chaparral Terrace, Calle De Vista, Moosa Creek Way, Charlan Road, and Rinehart Lane, as illustrated previously in **Figures 3 and 4**.

The plan for median extensions was also heavily influenced by public input throughout the VCRCCP development process, on challenging left turns from 2-way stop controlled intersections, considering prevailing speeds, and the increasing frequency of collisions at these types of intersections with median openings and left turns currently allowed.

3.8 25-FOOT-LONG MOUNTABLE MEDIAN IN THE SOUTH VILLAGE FOR PUBLIC SAFETY PERSONNEL USE ONLY

The inclusion of this feature in the VCRCCP came out of several coordination meetings with public safety personnel, including the Valley Center Fire Protection District (VCFPD), the County Fire Protection District (CFPD), County Sheriff, and California Highway Patrol (CHP). CHP was seeking an ideal spot to monitor speeds (radar) in the South Village, with no parking along Valley Center Road (within the VCRCCP’s geographic scope) and limited road shoulder space on side streets. The feature would also serve the purpose of providing an additional turnaround spot for public safety personnel in emergency situations, to address preferences of public safety personnel. This feature is not intended for use by the general public, but rather serves as critical access for emergency services. Appropriate signage prohibiting access by the general public would be included in this treatment. **Image 8** shows the conceptual design of the mountable median and **Photo 9** shows an example of a mountable median with signage restricting use to emergency vehicles.



Photo 8: Example of stop sign with no left turn signage (MUTCD-CA R3-2)

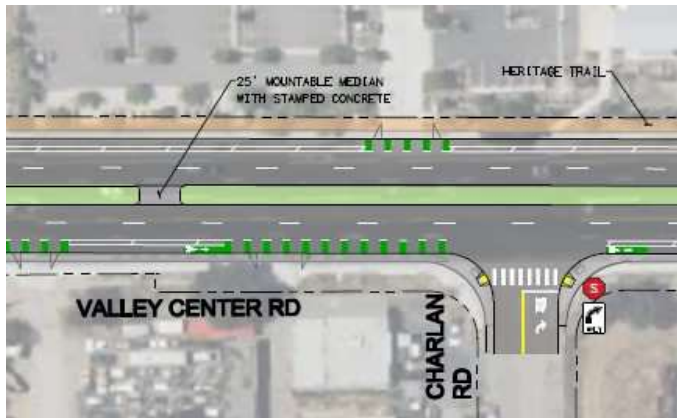


Image 8: Conceptual design of raised median with mountable stamped concrete



Photo 9: Example of mountable median

3.9 REDUCTION IN TRAVEL LANE WIDTHS (OUTSIDE THE ROUNDABOUT) FROM 12' TO 11'

The VCRCCP includes a planned reduction in the lane widths along the corridor, from the current 12' down to 11', as shown previously in **Figure 4**. Lane widths within the planned roundabout would be wider, at 15' to 16'. This slight lane width reduction is planned as an additional measure to address community concerns on the need for traffic calming along the corridor and increased pedestrian safety. In accordance with best practices for traffic calming and pedestrian safety, wider lanes are directly correlated to higher prevailing speeds and reducing lanes to 11' wide does not decrease safety. The lane width reduction will also provide additional space within the right-of-way for the buffer area for the Class IV bikeways planned. The VCRCCP does not include further lane width reductions (such as 9' or 10' lanes) which can be more common in urban areas, particularly due to the prevalence of truck traffic along the corridor.

3.10 EXTENDING THE 5' WIDE SIDEWALK ON THE EAST AND SOUTH SIDES OF THE CORRIDOR TO FILL IN EXISTING GAPS / MAINTAINING THE 8' WIDE HERITAGE TRAIL PATHWAY ON THE WEST AND NORTH SIDES OF THE CORRIDOR

The VCRCCP would maintain the decomposed granite Heritage Trail on the north and west sides of the corridor and would complete gaps in the sidewalk on the east and south sides of the corridor. These elements are consistent with the *Valley Center Community Right of Way Development Standards*. The Heritage Trail would only require modifications at locations where it would cross the roundabout at Miller Road and at curb extensions, as shown in **Figures 3, 4, and 5**. As mentioned previously, the VCRCCP would implement a multi-use path on the outside of the roundabout at Miller Road for pedestrians and for bicyclists who choose to not ride within the roundabout. The multi-use path is proposed to be 12' wide, consistent with the *Caltrans Highway Design Manual* (this type of multi-use path is not currently covered in the County of San Diego *Public Road Standards*).



Photo 10: Example of existing gap in sidewalk on south side of Valley Center Road in the North Village

These features were included based on public input valuing the existing Heritage Trail and calling for improved pedestrian facilities throughout the two Villages.



Photo 11: Continental crosswalk marking at the Valley Center Road / Park Circle Way intersection

3.11 CONVERTING CROSSWALKS TO CONTINENTAL CROSSWALKS

The *MUTCD-CA* identifies three types of crosswalks as appropriate for marked pedestrian crossings: ladder, diagonal, and continental. Diagonal and continental are considered high visibility crosswalk markings per the *MUTCD-CA*. To improve the visibility of the existing marked crossings and for all new marked crossing installations, continental crosswalks are planned for the corridor. **Photo 11** shows the recently completed continental crosswalk at the Valley Center Road / Park Circle Way signalized intersection.

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

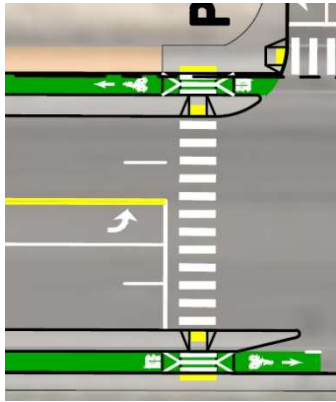


Image 9: Conceptual design of continental crosswalk striping at Mirar De Valle Road

High-visibility continental crosswalks are preferable to standard parallel crosswalks. These are more visible to approaching vehicles and have been shown to improve yielding behavior. As shown in **Image 9** and **Figure 4**, continental crosswalks are proposed at all approaches to signalized intersections and roundabouts, at the controlled pedestrian crossing at Rinehart Lane, and at public road side street approaches with stop controls on the minor roadway(s).

3.12 BUS STOP RELOCATIONS AND IMPROVEMENTS

Class IV separated bikeways provide a physical barrier between the travel lanes and the bicycle lane. In order for passengers to board a bus, the VCRCCP proposes to move the curb to the edge of the travel lane and move bicycles behind the bus stop (similar to the curb extensions discussed previously) as shown in **Image 10**.

The conceptual design moves the curb adjacent to the travel lanes and the Class IV separated bikeway is placed behind the pedestrian boarding area, similar to that shown in **Photo 12**. This includes providing a level crossing for the pedestrians from the curb to the bus island. This is achieved by ramping the bicycles up to sidewalk level at the beginning of the bus island and then down to street level on the far side of the bus island. The final determination of when and where the bicycle ramp is installed would be decided during final engineering design and will need to take into consideration the context, drainage and street grade when engineering the most appropriate design of the bus stops.

Two opportunity areas for considering potential bus stop relocations were shown previously in **Figure 4** and are in consideration of best practices under ideal implementation circumstances (e.g., a County-initiated implementation project). The bus stop relocations are not required for VCRCCP consistency but may be considered (in addition to other potential bus stop relocations) during implementation coordination with the North County Transit District, the operator of a bus route along the corridor.

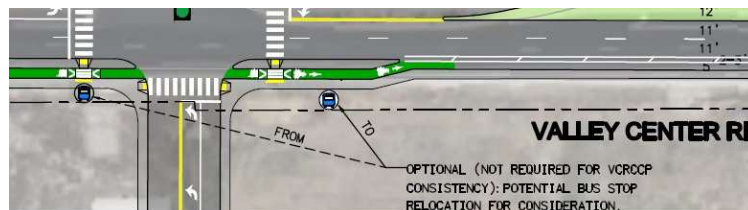
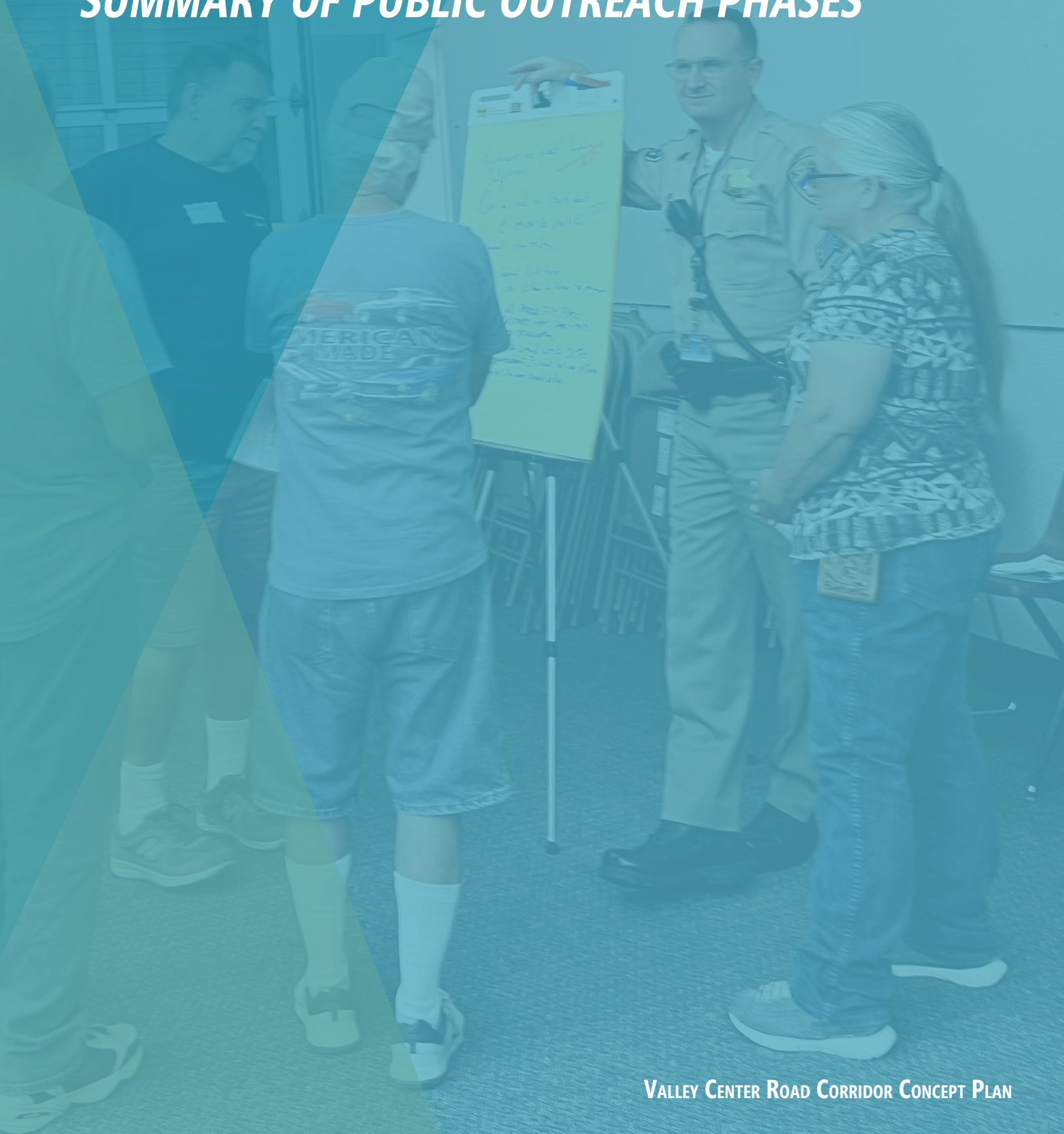


Image 10: Curbside bus stop with optional relocation



Photo 12: Example of bus stop along separated bikeway (Portland, Oregon)

CHAPTER 4: ***SUMMARY OF PUBLIC OUTREACH PHASES***



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Provided in this chapter are summaries of the four phases of outreach informing the development of the VCRCCP. Additional information on public outreach and public input can be found on the [project website](#).

In addition to the outreach events and other outreach activities described for each outreach phase below, the project team coordinated a couple key groups of stakeholders throughout each phase of the project. Coordination with public safety personnel occurred throughout each phase, including the Valley Center Fire Protection District, the County Fire Protection District, County Sheriff, and California Highway Patrol; and representatives from these agencies attended most of the major outreach events to talk about the issues with the community. As part of quarterly consultation meetings, the project team provided many project updates, received input, and answered questions from representatives of several tribal nations with reservations in and around Valley Center, including the Pala Band of Mission Indians, the Pechanga Band of Luiseno Indians, the Rincon Band of Luiseno Indians, the San Luis Rey Band of Mission Indians, and the San Pasqual Band of Mission Indians.

4.1 OUTREACH PHASE 1: EXISTING CONDITIONS

The project kicked-off in December 2018 with an existing conditions site tour with members of the community, County staff, and the consultant project team in attendance. The goal of the tour was to discuss existing conditions and understand the local perspective related to physical conditions along the corridor, the perceived pedestrian and bicycle conditions while walking the corridor, and key land use related issues pertaining to the existing development and planned development in the community. As another project introduction in December 2018, the project team gave a presentation to the Valley Center Community Planning Group about the project and upcoming opportunities for input.



Photo 13: Corridor tour participants discussing observations in the field

The first “Community Kickoff” workshop of the project was held on March 12, 2019, at the Valley Center Middle School with approximately 80 people in attendance. The workshop consisted of a combination of presentations and interactive exercises organized around five main components:

- A polling exercise for attendees on the types of transportation and recreational activities the attendees partake in along the corridor.
- A presentation on the project scope, opportunities for input, and existing conditions analysis for the project.
- A hands-on mapping exercise at workshop tables to point out locations of positives along the corridor and issues to address.
- A presentation on best practices and tradeoffs.
- An opportunity for attendees to note their top preferred treatments for the corridor, by placing priority stickers on pictures of treatment types.

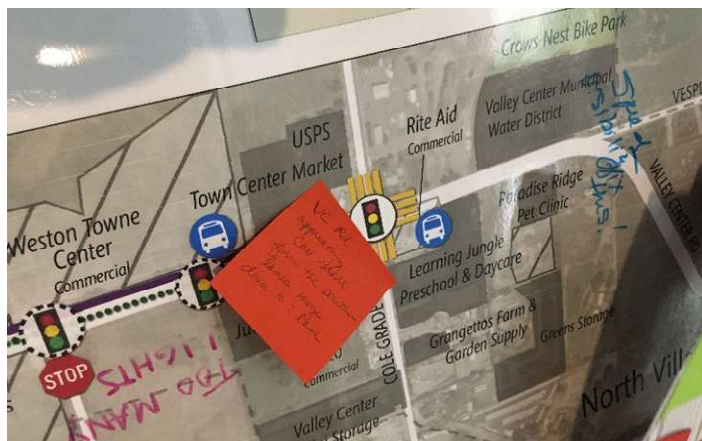


Photo 14: Feedback collected during Workshop 1

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The workshop began in an open house format, allowing participants to view and discuss several exhibits displayed around the room showing the desired goals and intended outcomes of the workshop as well as highlighted key findings from the existing conditions analysis.



Photo 15: Workshop 1 participants during the first interactive exercise and sharing their experience on Valley Center Road

The project team provided a presentation on existing conditions analysis, including analysis of intersection operations, roadway segments, crash data, and speeds; as well as pedestrian, bicycle, and transit conditions. After this presentation, each group engaged in an interactive exercise where they marked up a table-sized map with markers, pens, highlighters, and post-it notes on existing positives along the corridor and existing challenges to address, with a lot of focus on safety issues. Later in the workshop, the project team provided a brief presentation on best practices and tradeoffs for various treatments options for the corridor, followed by attendees individually prioritizing initial preferences for treatment types. The overall goals for the workshop are

shown in **Figure 10**.

Key takeaways from the Community Kickoff Workshop included:

- Many expressed safety concerns related to the high speeds along the corridor.
- Some attendees brought up concerns about difficult turning movements along the corridor.
- Some attendees were concerned about the potential for signalized intersections being too close together, which could excessively disrupt the flow of traffic and travel times.
- Some attendees noted the difficulties in riding a bike along Valley Center Road, due to the high speeds and not enough separation from cars.
- Some attendees felt that Valley Center Road and the additional road network in the Villages would not be able to handle additional future traffic volumes coming from planned development along the corridor.
- Some attendees highlighted the aesthetic improvements associated with landscaped medians.
- Some attendees pointed out the improved pedestrian atmosphere associated with the Heritage Trail along portions of Valley Center Road and the need to fill in the gaps along the corridor where there is currently no trail or sidewalk.
- Some attendees expressed support for a community gateway feature near Woods Valley Road.



UNDERSTAND your ideas and concerns by identifying challenges and opportunities.



SHARE existing conditions analysis findings about Valley Center Road.



DISCUSS the study area boundaries.



ESTABLISH community priorities.



EXPLORE design treatments for increased safety.



PRESENT trade-offs and best practices for different design treatments.

Figure 10: Goals of the Community Kickoff Workshop

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Additional outreach during Phase 1 included a Visioning/Existing Conditions Workshop for both the VCRCCP and the Valley Center Community Plan Update in February 2020, which allowed stakeholders to connect their vision for the corridor with overall land use and community development objectives for Valley Center.

4.2 OUTREACH PHASE 2: EXPLORING THEMES (ALTERNATIVES)

Workshop #2, “Exploring Themes”, was held online on August 25, 2020, via Zoom webinar, while in-person workshops were infeasible due to the COVID-19 pandemic. Approximately 30 stakeholders attended this workshop. The workshop’s webinar format allowed for attendees to submit questions to the panelists throughout the presentation.

The three main sessions of the webinar focused on the following topics:

1. Project Background and Roadway Treatments – The first session focused on the background of the project and reviewed the materials and feedback from the Workshop 1. The project team shared a toolbox of features that could be considered for the corridor, including roundabouts, signalized intersections, and raised medians, among other components.
2. Proposed Themes – The second session focused on the various themes (or alternatives) proposed for the corridor and the project team shared maps and visuals of various sections along Valley Center Road. These initial Themes were developed to get stakeholder feedback on the use of various treatment types at particular locations along the corridor.
3. Feedback, Coordination, & Contacts – During the third portion of the workshop, the project team provided directions on use of online “flipbooks” for providing input during a 30-day public review period following the workshop. The flipbooks allowed stakeholders to consider smaller segments of the corridor and provide input on which Theme the community attendees felt would work best for the specific segment, in addition to providing an opportunity for more general comments.



Figure 11: Examples from the virtual “flipbook” developed for the Workshop 2 Webinar

Key takeaways from the virtual Workshop 2 included the following:

- Those who would like to see roundabouts on Valley Center Road prefer the roundabout’s ability to:
 - Reduce serious accidents
 - Improve traffic flow and handle more traffic effectively
 - Reduce stopping which leads to increased greenhouse gas emissions
 - Make biking and walking safer
 - Help to develop the Village atmosphere

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- Other respondents shared concerns about the practicality of roundabouts on Valley Center Road including:
 - Ease of navigating roundabouts, particularly for larger trucks and trailers
 - Emergency vehicles effectively navigating a roundabout
 - The efficiency of fire evacuations
 - Concerns on the ability of roundabouts to handle high intersection traffic volumes
- Some respondents commented regarding the proposed bicycle and pedestrian improvements and would like to see improvements including:
 - Sidewalk extensions on the east and south sides of the road through the Villages
 - Better pedestrian facilities to improve the Village feel of the corridor
 - Bicycle lanes prioritized no matter the theme chosen
- Some respondents also left comments concerned about the proposed bicycle and pedestrian improvements including:
 - Concern with creating separated bike lanes with flexible delineator posts, as they believe these lanes may trap bicyclists to the far right of the road, making it difficult for bicyclists to turn left, and potentially making bicyclists avoid debris accumulated within the bike lane
 - Stated that Valley Center Road should be better improved for drivers rather than bicyclists and pedestrians
 - Suggested that many residents drive to purchase ranch supplies, and live on large plots of land, making biking and walking impractical for daily errands

Following Workshop 2 and the subsequent public review period, additional outreach events in Phase 2 included a discussion of the project with stakeholders during a County Supervisor District 5 (Jim Desmond) Valley Center Revitalization meeting in September 2020 and a meeting with the Rincon Tribal Council (discussing the VCRCCP and the Valley Center Community Plan Update) in June 2021.

4.3 OUTREACH PHASE 3: 2022 DRAFT CORRIDOR CONCEPT PLAN



Photo 16: Workshop 3 participants at the Valley Center Middle School

During Outreach Phase 3, a third public workshop was held on July 21, 2022, in-person at the Valley Center Middle School, focused on the 2022 Draft Corridor Concept Plan (2022 Draft VCRCCP). Approximately 75 stakeholders attended. The workshop started with an open house style format and allowed attendees to walk around the room to view the prepared exhibits, maps, and graphics. The workshop also included interactive stakeholder exercises intended to receive public input as well as priorities for implementation.

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The project team presented a project overview, an update on all outreach efforts to-date as well as how the Draft VCRCCP was developed. For the first interactive exercise, attendees were asked to walk through various stations set up around the room to discuss specific topics with project team facilitators and provide feedback on how the Draft VCCCP incorporated and addressed the public's interests. The various stations included:

- Station 1 – Intersection Control and Access
- Station 2 – Left Turns and Medians
- Station 3 – Pedestrian and Bicycle Access
- Station 4 – Speeding and Traffic Calming
- Station 5 – Draft Corridor Concept Plan



Photo 17: Participants review concept drawings during Workshop 3



Photo 18: Participants view and discuss exhibits during Workshop 3



Photo 19: Participants discuss treatment options with project team and provided feedback

The second interactive exercise asked the public which of the various roadway treatments they would like to see prioritized for implementation. Options included:

- Class IV bikeways
- High-visibility crosswalks
- New sidewalks
- Raised medians
- Curb extensions
- Controlled pedestrian crossing
- Roundabout
- New traffic signals
- No left-turn / raised median restrictions

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Figure 12: Examples of feedback received from Workshops 1 & 2 that were shared during Workshop 3.

The workshop was followed by a 30-day public review period, providing stakeholders with the opportunity for online review and submittal of additional comments on the 2022 Draft CCP plans, Analysis Report, workshop presentation, and workshop exhibits.

Following the July 2022 workshop, the Draft VCRCCP was considered at a combined meeting of the Valley Center Community Planning Group's (CPG) Mobility and Community Plan Update Subcommittees on August 17, 2022. Approximately 40 members of the public attended the meeting, expressing varying viewpoints on the use of roundabouts and other components of the 2022 Draft VCRCCP. The Subcommittees voted to recommend approval of the 2022 Draft VCRCCP at this meeting.

Phase 3 included several other outreach milestones to gather input on the 2022 Draft CCP, which would be used to inform a Final CCP. After the combined Subcommittees meeting, the full Valley Center CPG held a meeting on September 12, 2022, to consider the Draft VCRCCP. Approximately 50 members of the public attended this meeting and public testimony continued to demonstrate varying viewpoints on the Draft VCRCCP. The CPG voted to not recommend approval of the 2022 Draft VCRCCP at this meeting. The project team participated in three additional outreach events hosted by District 5 County Supervisor Jim Desmond, including Valley Center Revitalization Meetings in March and October 2022, and a Traffic Town Hall in August 2022. In addition to ongoing coordination with public safety personnel, meetings were also held with the San Diego County Bike Coalition, North County Transit District, Circulate San Diego, and San Diego Gas & Electric.

Key takeaways from the Outreach Phase 3 included the following:

- Support:
 - The plan will help reduce speeding and accidents, which are increasing problems.
 - Speeding and reckless drivers make it scary to slow down to turn into businesses or turn out of businesses.
 - The most serious accidents (injuries, damage – T-bone and head on collisions) can be avoided with roundabouts.
 - The plan will reduce stopping/starting with signals and associated air quality/GHG issues; too many signals would be needed along a short stretch.
 - The plan will result in improved safety for bicyclists and pedestrians (Class IV bikeways, sidewalk extensions, bulb outs/curb extensions at signalized intersections).
 - Stakeholders referenced illegal maneuvers in the center turn lane (like passing) and the prevalence of conflicting turn movements that can be addressed with the proposed median extensions.

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- The plan would contribute to more of a Village atmosphere along the corridor (calmed traffic, pedestrian oriented, aesthetic values), as envisioned in the General Plan, Valley Center Community Plan and Valley Center Design Guidelines.
- Opposition
 - Stakeholders expressed concerns with effects on emergency response times and evacuation with roundabouts.
 - Stakeholders were concerned about large vehicles being able to navigate roundabouts.
 - Some felt drivers are not used to roundabouts, some get confused, and referenced a lot of out-of-town visitors passing through use the corridor.
 - Some had perceptions that roundabouts will cause more delay.
 - There were concerns with closing off portions of the median, limiting left turn access to certain businesses.
 - A few commenters don't think bicycle facility safety improvements are needed, since they don't see a lot of bicyclists.
 - There were concerns with the number of roundabouts proposed.

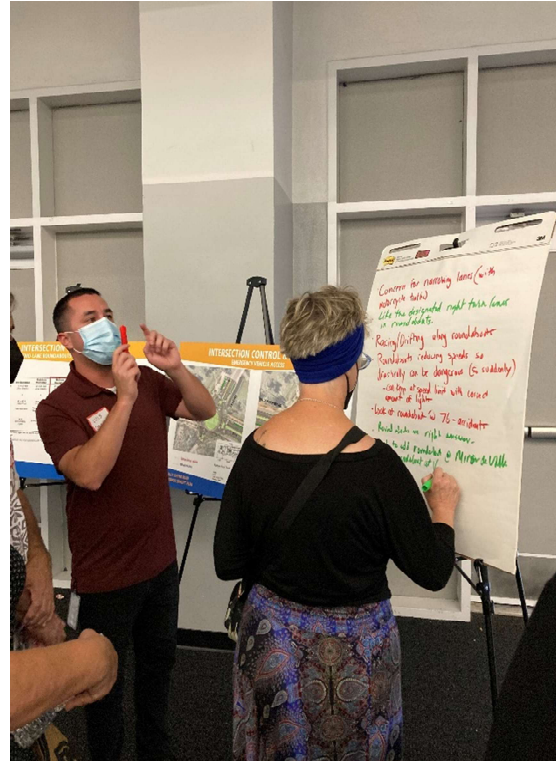


Photo 20: Workshop participant provides feedback

4.4 OUTREACH PHASE 4: NEW VCRCCP OPTIONS AND CITYGATE REPORT

The 2022 public and agency outreach demonstrated support for the Draft VCRCCP; however, a large contingent of the community continued to express concerns about the use of roundabouts, and in some cases, other components of the

Draft VCRCCP. The most common concern about roundabouts from 2022 outreach was related to emergency response and evacuation. In seeking to find compromise solutions for the Final VCRCCP and to address ongoing concerns, the project team initiated additional focused public outreach, further coordination with public safety personnel, and additional analysis of emergency response and evacuation considerations.



Photo 21: Discussion of new VCRCCP options with residents of Park Circle (November 2023)

4.4.1 Focus Groups and Village Businesses

In the fall of 2022, the project team recognized the need to develop additional VCRCCP options and initiate additional focused outreach to inform this new options development process, beyond the input received during the summer public review of the 2022 Draft VCRCCP.

Due to the level of controversy over proposed roundabouts and the overall varied input received during the public review, outreach workshop, and meetings for the Draft VCRCCP, the project team sought to initiate the formation of small focus groups with varying viewpoints on the 2022 Draft VCRCCP and corridor treatment options in general. The project team worked with the Valley Center CPG Chair to form two small focus groups made up of stakeholders who had provided input during the 2022 public review. The two focus groups met on November 9, and November 16, 2022, and included representatives from Village businesses and the Valley Center CPG, among other community stakeholders. The focus group meetings were valuable in bringing together diverse viewpoints in a smaller, less intimidating setting than the larger public workshops and CPG/Subcommittee meetings. The groups discussed safety priorities, particularly problematic locations along the corridor, and gained a better understanding of other viewpoints.

Another focus of additional outreach in fall 2022 was Village businesses. Some of the Village business owners/representatives had been involved and attending outreach events since the start of the project, including representation on the two focus groups referenced above. However, the project team recognized the need to reach out to every business along the corridor to ensure awareness of the project and outreach events and to gather additional input. The project team was able to reach almost all the businesses, to connect with an owner or manager and offer to meet at their business to discuss the project. In cases where the business representative wouldn't commit to a meeting, staff provided details on the project, opportunities for input, and contact information for follow-up questions, comments, and discussion. In November, members of the project team were able to meet with representatives for several businesses onsite, and/or as part of focus group meetings, and gained a better understanding of the perspectives of Village businesses and customers, regarding safety, access, and other issues along the corridor.



Photo 22: VCFPD Chief Napier speaking at the November 2023 combined Subcommittees meeting

4.4.2 Public Safety Personnel Coordination on New VCRCCP Analysis and Plan Options

Throughout each project outreach phase, the project team has coordinated with public safety personnel to understand their perspectives on improving safety along the corridor and any impacts on emergency response and law enforcement operations. This outreach has involved public safety personnel attending public workshops, focus group meetings, and community group meetings for the project, along with regular meetings of public safety personnel and the County project team. This coordination has involved representatives from the Valley Center Fire Protection District (VCFPD), the County Fire Protection District (CFPD – includes the Deer Springs FPD, covering western Valley Center), the California Highway Patrol (CHP), and the County Sheriff – Valley Center Substation. In late 2022 and early 2023, several meetings with public safety personnel helped in the development of new VCRCCP options, focusing on areas of concern along the corridor in emergency operations and preferences on components from the public safety perspective. The meetings also contributed to the development of a scope of new expert analysis on emergency response and evacuation.

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4.4.3 Citygate Report on Emergency Response and Evacuation

As a result of public input on the Draft VCRCCP and late 2022/early 2023 and initial Phase 4 outreach referenced above, in early 2023, Citygate Associates was added to the project team to develop a report on emergency response and evacuation considerations (**Figure 13**). The Citygate lead for the process, Stewart Gary, is a retired fire chief with extensive experience throughout the state and nationally, assisting jurisdictions and agencies with emergency response planning. He was recommended by VCFPD Chief Napier, having worked on VCFPD's 2017 *Standards of Coverage Study*. The Citygate Report was finalized in September 2023 and includes review of the impacts of roundabouts on emergency response and evacuation, comparison of recent VCFPD travel time data with modeling of travel times associated with new VCRCCP options, discussion of emergency operations (including evacuations) in relation to types of intersection controls in the VCRCCP options considered in Phase 4 outreach, and corresponding findings in relation to the new VCRCCP options, among other report components. In spring 2024, a Citygate Report Supplement was prepared, to address findings associated with the Final VCRCCP. The Citygate Report and Supplement can be found in **Appendix B** and **Appendix C**.



Figure 13: 2023 Citygate Report

4.4.4 Phase 4 Outreach on New VCRCCP Options

In October 2023, the project team published three new VCRCCP options, along with the Citygate Report. The new options were developed in consideration of additional analysis and public and agency input throughout the process, particularly



Photo 23: Members of the public discussing the project prior with the project team

input on the Draft VCRCCP and initial Phase 4 outreach referenced earlier in this chapter. Information on these options considered in Phase 4 outreach can be found in **Appendix G**. In addition to considering many emailed comments submitted on the new options in late 2023, the project team held additional meetings with key stakeholder groups and sought input from the Valley Center CPG and its applicable Subcommittees. To discuss the VCRCCP process and new options and analysis, the project team attended an in-person public meeting in Valley Center regarding County Department of Public Works projects, an on-site meeting with residents of the relatively new Park Circle development, an on-site meeting with the Homeowner's Association for the Woods Valley Ranch residential community, and an online meeting with Valley Center Municipal Water District staff, in addition to phone and email coordination with other stakeholder groups. Throughout

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the VCRCCP process, the project team consulted with representatives for Native American tribes in the vicinity of Valley Center, and this continued during Phase 4. A special meeting was held in December 2023, with Tribal Council members and tribal administration for the Rincon Band of Luiseno Indians, at the Rincon Tribal Government Center, to discuss the



Photo 24: Meeting discussion



Photo 25: In-person public meeting

Citygate Report and new VCRCCP options. To consider the new VCRCCP options and Citygate Report, two combined meetings of the CPG's Mobility and Community Plan Update Subcommittees were held in November 2023 and January 2024, followed by a meeting of the full CPG in February 2024. The CPG voted to recommend the previous Option A with one revision to remove the proposed roundabout at the Woods Valley Road intersection, in that option. The Final VCRCCP covered in this document reflects that recommendation.



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The background image shows a street intersection with a blue overlay. A street sign for "Mirar De Valle Rd 13799" is visible. There are cars parked on the street and a "P" parking sign. The overlay consists of large, semi-transparent blue and green geometric shapes.

CHAPTER 5: ***IMPLEMENTATION PLAN***

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The Implementation Plan specifies the steps and actions necessary to carry out the vision for Valley Center Road as detailed in the VCRCCP. As discussed in this chapter, a flexible approach to the timing of implementation actions will allow for maximizing available implementation resources.

Funding and financing for various elements of the VCRCCP identified in the Implementation Plan will require a comprehensive and creative long-term funding approach. There are a considerable number of financing tools and funding sources available that can help minimize the County's local commitment to financing the design through construction phases of the project. This Implementation Plan identifies and describes funding programs most applicable and appropriate for components identified for Valley Center Road, including examples from similar projects in the region.

The potential implementation phasing options shown in **Section 5.3** provides an example of how the components included in the VCRCCP could be constructed over time.

The implementation matrix provided shown in **Section 5.4** represents the culmination of the entire planning process and strategies referenced throughout the VCRCCP. The matrix is a tool to help guide and monitor progress.

5.1 IMPLEMENTATION PLAN DEVELOPMENT AND OUTREACH PROCESS

The development of the VCRCCP and corresponding items for implementation have been informed by extensive public outreach, including three (3) large public workshops, over 50 meetings with stakeholder groups and agencies, coordination with public safety personnel throughout the process, four (4) public review/comment periods, and meetings and one-on-one discussions with individual stakeholders. Outreach summaries for the phases of the project are provided in **Chapter 4**.

5.1.1 Valley Center Community Plan Update – Connection to the CCP Process



Photo 26: Community Workshop 1 in-person event

This Implementation Plan addresses items beyond the physical components of the VCRCCP based on stakeholder inputs. The project team has incorporated specific priorities from the Valley Center Community Plan Update outreach process conducted from 2019 through 2021 that are closely related to the scope of the VCRCCP, including actions to further opportunities for connecting the corridor to additional evacuation and active transportation routes.

5.2 FUNDING MECHANISMS

This section outlines private, federal, state, and local funding sources that are available for transportation improvement projects. To fund future phases of this project including environmental, right-of-way, final engineering and construction, the County will likely need to rely on outside funding programs. To implement the VCRCCP, coordinating efforts with other parties such as the North County Transit District (NCTD), the San Diego Association of Governments (SANDAG), tribal nations, private developments, and inter-departmental coordination within the County enterprise is essential. Joint efforts and partnerships between agencies strengthen grant applications due to combined capacities and efforts from multiple parties. Agencies that demonstrate "multi-benefit" outcomes also increase the odds of successfully being awarded the grant. Funding and financing programs are dynamic and change according to available funds, changes in state and federal laws, and other factors. The list is not exhaustive and should be supplemented as new sources and information become available.

5.2.1 Transportation Impact Fee

The Transportation Impact Fee (TIF) program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. As of July 2020, the TIF program has been suspended due to the changes in California Environmental Quality Act (CEQA) criteria resulting from the replacement of Level of Service/congestion impact criteria with Vehicle Miles Traveled (VMT) impacts. At the time of this VCRCCP preparation, the County was in the process of developing a VMT mitigation program. Such a program could include revisions to or replacement of the TIF program.

5.2.2 Private Development Conditioning

As individual parcels along the corridor are developed or improved, they may be conditioned to construct improvements to Valley Center Road, and/or in some cases, to provide additional right-of-way in accordance with adopted plans and policies for the corridor. Projects that are not immediately adjacent to the corridor but take access from Valley Center Road may also be conditioned to construct corridor improvements. As discussed above, at the time this VCRCCP preparation, the County is currently developing a VMT mitigation program that would outline this process of connecting active transportation, transit and other non-auto serving transportation improvements to the environmental review and entitlement process for future development throughout the County. Chapter 2 provides details on VCRCCP consistency requirements and processes for granting exceptions, including information on applying requirements to the private development conditioning process.



Photo 27: Valley Center Road and Cole Grade Road intersection

5.2.3 Grant Funding

A variety of potential public funding sources are available that could fund future phases of the VCRCCP process including federal, state, and local grants. Depending on the source of the funds, grants are typically awarded based on the project type, scope, transportation mode, and phase. These grants may be allocated through a competitive application process or distributed by formula to state, regional, or local governments. Various components of the VCRCCP could be covered through the grant process, including sidewalk extensions, bike lanes, roadway improvements, curb extensions, bus stop improvements, new traffic signals and the roundabout, as well as the potential future extension of Mirar De Valle Road, as discussed in this Implementation Plan and shown in the County's current General Plan Mobility Element Network. This connection of Mirar De Valle has been identified as an important evacuation route and could be eligible for specific grants that align with fire evacuations. Refer to the discussion for Potential Phase 3 in **Section 5.3.3** for further information on this extension.

Table 4 through **Table 6** list possible funding opportunities that align with the key elements of the VCRCCP.

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Table 4: Federal Funding Sources

Funding Source	Title	Description	Grant Type	Potentially Applicable Components of the VCRCCP							Related Efforts	
				Sidewalk Extensions	Class IV Bikeway	Curb Extensions	Traffic Signals	Roundabout	Controlled Pedestrian Crossing	Resurfacing	Mirar De Valle Road Extension	Bus Stop Improvements
U.S. Department of Transportation (US DOT) www.transportation.gov/grants/SS4A	Safe Streets and Roads for All	The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the County of San Diego's goal to address safety issues along the corridor. Projects are eligible for funding if the project supports the development of bikeway networks with bicycle lanes that are safe for people of all ages and abilities, installing pedestrian safety enhancements, and transforming a roadway corridor with safety improvements.	Competitive	✓	✓	✓		✓	✓			
US DOT www.transportation.gov/RAISEgrants	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program	The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is the latest US Department of Transportation funding program aimed at improving safety, environmental sustainability, quality of life, and economic competitiveness. This grant was previously known as TIGER and BUILD grant programs. The VCRCCP involves improvements in safety, environmental sustainability, mobility, and community connectivity, thus addressing criteria for this grant.	Competitive	✓	✓	✓		✓	✓	✓	✓	✓

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Funding Source	Title	Description	Grant Type	Potentially Applicable Components of the VCRCCP							Related Efforts	
				Sidewalk Extensions	Class IV Bikeway	Curb Extensions	Traffic Signals	Roundabout	Controlled Pedestrian Crossing	Resurfacing	Mirar De Valle Road Extension	Bus Stop Improvements
Federal Highway Administration (FHWA) www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving	Promoting Resilient Operations for Transformative Efficient, and Cost Saving Transportation (PROTECT) Program	The Bipartisan Infrastructure Law established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, and other natural disasters through the support of planning activities, resilience improvements, and community and evacuation routes. Valley Center Road is located along an evacuation route and the VCRCCP would improve safety and circulation along this route. In addition, the extension of Mirar De Valle Road could be considered for this type of grant funding, as an ideal additional evacuation route long sought after in the community.	Competitive			✓	✓	✓		✓	✓	✓
Federal Transit Authority (FTA) www.fhwa.dot.gov/environment/air_quality/cmaq/	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act. The VCRCCP improves bicycle and pedestrian connections, reduces vehicle congestion, improve equitable access to transportation services, while also helping improve air quality by increasing mobility choices.	Formula	✓	✓	✓		✓	✓		✓	✓

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Table 5: State Funding Sources

Funding Source	Title	Description	Grant Type	Potentially Applicable Components of the VCRCCP							Related Efforts	
				Sidewalk Extensions	Class IV Bikeway	Curb Extensions	Traffic Signals	Roundabout	Controlled Pedestrian Crossing	Resurfacing	Mirar De Valle Road Extension	Bus Stop Improvements
California Transportation Commission (CTC) catc.ca.gov/programs/sb1/local-streets-roads-program	Local Streets and Roads Program (LSRP)	Back in 2017, California SB1 was signed to address basic road maintenance, rehabilitation and critical safety needs on both state highways and local streets and road systems. Eligible projects under the LSRP include road maintenance and rehabilitation, safety projects, and complete street components (i.e., active transportation, bicycle and pedestrian safety), and traffic control devices. The LSRP supports goals to increase safety for all users, reduce vehicle speeds using complete street components, decreasing collisions, and providing safer access to local streets. The VCRCCP could be considered for LSRP funding to support plans for pedestrian and bicycle safety improvements, and traffic control devices along the corridor at key intersections.	Formula	✓	✓	✓	✓	✓	✓	✓		
CTC catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	Solutions for Congested Corridors (SCCP)	Issued by the State's Transportation Commission and as part of the SB 1 program, this grant program requires projects to be included in an adopted regional transportation plan or a comprehensive corridor plan. The projects through this program will focus on improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. SB1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. Funding for VCRCCP components under this grant may require co-sponsorship by local or regional agencies such as NCTD or SANDAG in order to be competitive. The SCCP supports the County of San Diego's goal to reduce congestion, increase bicycle and pedestrian safety, and provide safer access to streets.	Competitive	✓	✓	✓	✓	✓	✓	✓	✓	✓

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Funding Source	Title	Description	Grant Type	Potentially Applicable Components of the VCRCCP							Related Efforts	
				Sidewalk Extensions	Class IV Bikeway	Curb Extensions	Traffic Signals	Roundabout	Controlled Pedestrian Crossing	Resurfacing	Mirar De Valle Road Extension	Bus Stop Improvements
CTC catc.ca.gov/programs/sb1/local-partnership-program	Local Partnership Program	Created by SB 1, the Local Partnership program appropriates two hundred million dollars annually. The LPP focuses on transportation projects that align with the state's climate and equity goals. The VCRCCP's bicycle facility improvements, pedestrian facility improvements, median extensions, intersection control improvements, and other safety improvements are in line with focuses for this grant. Successful grant applications focus on accessibility improvements, air quality and GHG improvements, community engagement, and safety.	Competitive and Formula	✓	✓	✓	✓	✓	✓	✓	✓	✓
Caltrans dot.ca.gov/programs/local-assistance/fed-and-state-programs/%20active-transportation-program	Active Transportation Program (ATP)	Issued by the State's Transportation Commission, the Active Transportation Program grant is cycled on an annual basis. The objective of the grant is to increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, enhance public health, ensure that disadvantaged communities fully share the benefits of the plan, and provide projects that benefit many types of active transportation users. Pursuant to the statute, the purpose of the program is to encourage increased use of active modes of transportation such as walking and biking. Successful grant applications tend to focus on disadvantaged communities and extensive community outreach efforts. Bicycle facilities, sidewalk and curb ramp improvements, and the planned roundabout may be eligible.	Competitive	✓	✓	✓		✓	✓			
Caltrans dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program	Highway Safety Improvement Program (HSIP)	The HSIP is a core federal aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. HSIP project selection is data-driven based on crash data with improvements focused on the benefits associated with crash reductions. Lighting, access control, and pedestrian and bicycle improvements may be funded along the corridor at high crash locations or locations where fatalities or severe injury collisions have occurred.	Competitive	✓	✓	✓	✓	✓	✓	✓		✓

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Table 6: Local Funding Sources

Funding Source	Title	Description	Grant Type	Potentially Applicable Components of the VCRCCP							Related Efforts	
				Sidewalk Extensions	Class IV Bikeway	Curb Extensions	Traffic Signals	Roundabout	Controlled Pedestrian Crossing	Resurfacing	Mirar De Valle Road Extension	Bus Stop Improvements
SANDAG https://www.sandag.org/funding/transnet/region-al-transportation-congestion-management-program	Regional Transportation Congestion Improvement Program (RTCIP)	The RTCIP funds efforts to improve the Regional Arterial System. Improvement projects include traffic signal coordination, freeway interchange improvements, turning lanes, new or widened arterials, with priority for walking, biking, and transit services, and active transportation improvements. The County's Capital Improvement Program utilizes this funding source as part of budgeting for projects. Additional information on the Program in relation to the VCRCCP is provided in this chapter.	N/A	✓	✓	✓	✓	✓	✓	✓		✓
SANDAG https://www.sandag.org/funding/transnet	TransNet Program	SANDAG's TransNet Program is the region's half-cent sales tax to fund local transportation projects consistent with the SANDAG Regional Plan. TransNet funds projects like transit, highway, bikeway, and walkway projects. The County's Capital Improvement Program utilizes this funding source as part of budgeting for projects. Additional information on the Program in relation to the VCRCCP is provided in this chapter.	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓

5.2.4 CIP 5-Year Plan

The County's DPW Capital Improvement Program (CIP) Five-Year Plan identifies public infrastructure projects that are expected to be designed and/or constructed within the five-year period. This includes County public infrastructure such as roads, active transportation facilities, bridges, sewer systems, stormwater and flood control systems, airports, and other facilities. The projects identified in the CIP are formed and prioritized based on the criteria shown in **Figure 14**.

Elements of the VCRCCP should be considered in the CIP prioritization process, specifically those identified in potential Phase 1 (e.g., sidewalk extensions). Major infrastructure improvements in the VCRCCP, such as new intersection controls, median extensions, and curb extensions would more likely be included in the CIP Five-Year Plan upon securing external funding sources or a combination of funding sources.

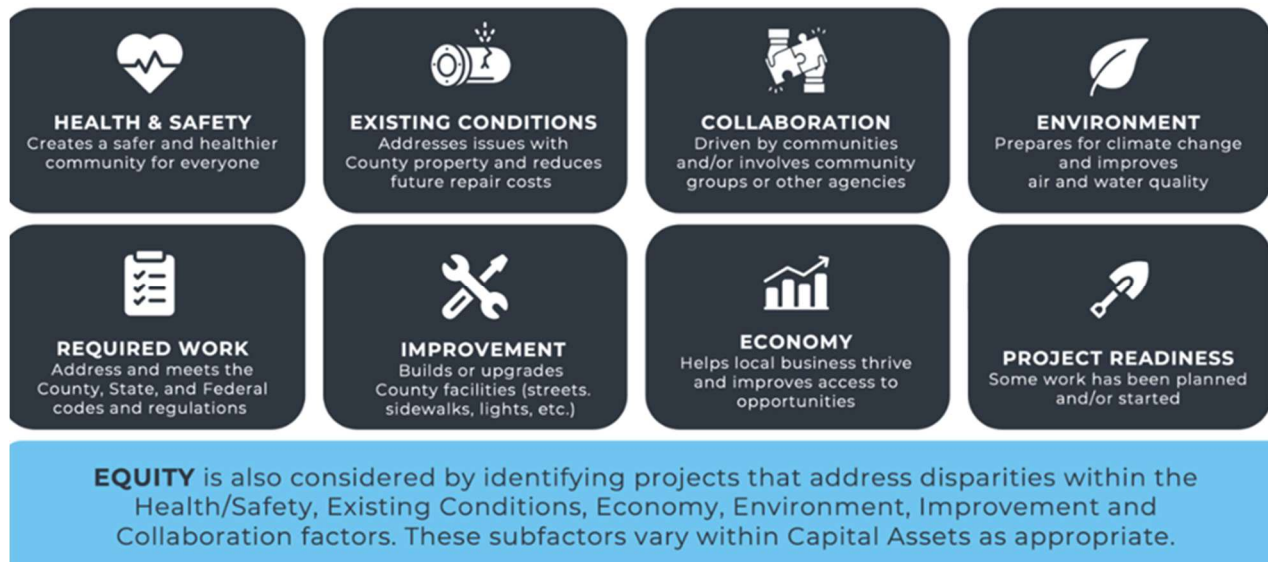


Figure 14: CIP project criteria

5.2.5 Similar Project Examples

As discussed, funding for planned improvements will require a variety of funding sources. As discussed in this section, a number of grant programs are available to public agencies in San Diego County from local, state funded, and federally funded programs that have been leveraged to construct street improvement projects similar to the scope of this project. **Table 7** on the following pages summarizes several projects that have been recently constructed and the funding source for the improvements. As noted, most projects leveraged multiple funding sources to see the project from planning through construction.

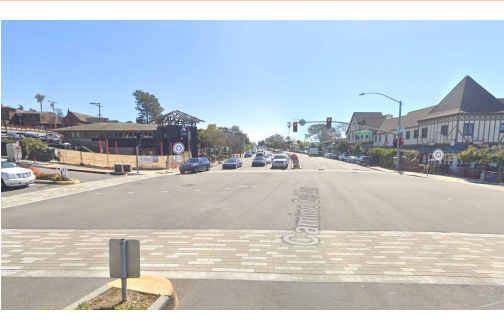


Table 7: Street Transformation Matrix

Agency	Project Name	Description (length, location, nature of changes)	Timing	Cost	Est. Av. Cost per ft	Funding Sources	Before Photo	After Photo
City of Imperial Beach	Imperial Beach Blvd	Road diet, water drainage upgrades, activated pedestrian space and bike infrastructure along a 1.65mi stretch of roadway on Imperial Beach Boulevard from Seacoast Drive to 14th Street.	March 2019 - Summer 2020	\$10.6M	\$1.2k per linear feet	\$1M Annual SB1; \$1.1M State Climate Investment Urban Greening Grant; \$1.9M Storm Water Grant; \$200k Storm Water Local Match \$2.5M CA Active Transportation Grant; \$211k Public Works Department's reserves account; \$1M Port of San Diego Fiber Optic Infra. Project; \$1M IB Blvd Sewer Force Main Project; \$1.3M Commercial Paper Ped Access Project; \$250k Bi-Annual Slurry Seal Project; \$200k Sidewalk Infill Citrus Ave Project		
City of Solana Beach	Stevens Ave Road Diet	Road diet on Stevens Ave, installation of new sidewalk and bike lanes.	2015-2018	\$500K	\$120 per linear feet	A combination of Transportation Development Act grant from SANDAG, Gas Tax, and TransNet funding provided to City via SANDAG		
Lancaster Redevelopment Agency	Lancaster Boulevard	Redevelopment of a 9-block stretch of roadway in downtown Lancaster. The design includes a rambla (pedestrian strip in the middle of road) with parking clustered around. Crosswalks, rows of palm trees, pop-outs, etc.	Construction phase - March 2010 - November 2010; broken up into three phases, no more than 3 months per phase	\$11.5M for the streetscape; \$4.1M includes residential projects and development	\$3.6k per linear foot for streetscape	\$4.1 million from the public Lancaster Redevelopment Agency, now disbanded.		
City of Vista	Paseo Santa Fe	This project is a 0.75mi segment of S Santa Fe Ave between Main Street and Civic Center Dr, which includes a road diet from four to two lanes.	2014-2021	\$40M	\$10k per linear foot	A combination of funding sources were used for this project including multiple grants (Smart Growth Incentive Program, Active Transportation, Prop 1, Prop 84), TransNet. Developer Impact Fees, Developer Contributions, and General Fund contributions.		



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Agency	Project Name	Description (length, location, nature of changes)	Timing	Cost	Est. Av. Cost per ft	Funding Sources	Before Photo	After Photo
City of Encinitas	Leucadia Streetscape (Ongoing)	The project is still in progress and has been divided into multiple phases, so the City can better apply for funding. The design consists of creation of public gathering space, enhancements to pedestrian lighting, roundabouts, outside seating, and public art. Traffic calming elements include lane narrowing, diagonal parking, upgraded crosswalks, well-marked bike lanes, and roundabouts.	2010-2021 Phase 1 only	\$7-8M (in progress)	~\$610 per linear foot (in progress)	First phase funding will come from: TransNet, and Regional Transportation Congestion Improvement Program		
City of Oceanside	Mission Ave Improvement Project	This project was the conversion of Mission Ave (a two-way roadway) to a one-way west bound couplet, and Seabreeze (a two-way roadway as well) to a one-way east bound couplet with traffic calming, pedestrian, and bike improvements. Traffic calming elements were primarily implemented on Mission Ave. Later funding was sought for more traffic calming on Seagaze (see below)	2013	\$3.6M	\$2.4k per linear foot	ATP and City's matched redevelopment bond funds.		
City of Oceanside	Seagaze Improvement Project	Phase I - see Mission Ave Improvement Project description. Phase II - The City was awarded a smart growth grant thru SANDAG to do more pedestrian and traffic calming enhancements.	2013-2018	Phase II - \$448k	\$336 per linear foot	Phase II was primarily funded through SANDAG and matched 15% by Oceanside's CIP		
City of Del Mar	Downtown Streetscape Project	The project included major upgrades of street lighting, drainage and irrigation on Camino del Mar between Plaza and 9th streets. The downtown Streetscape Project was first envisioned in 1995 as part of a citywide street and sidewalk improvement program. Originally planned at \$7.1M but extra optional enhancements were added and failing drainage were addressed.	1996-2019	\$8.3M	\$580 per linear foot	\$4M Measure Q (local tax); \$2.5M short-term financing; \$1.2M City budget; \$96k SB1; \$50k AB939		



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Agency	Project Name	Description (length, location, nature of changes)	Timing	Cost	Est. Av. Cost per ft	Funding Sources	Before Photo	After Photo
KTUA (on behalf of National City)	8th Stret Smart Growth	Phase I included undergrounding overhead utilities and replacing the sewer main and laterals. Phase II included traffic calming, pedestrian, bicycle, Safe Routes to School and streetscape enhancement on 8th Street between Harbor Drive and Highland Avenue to encourage smart growth revitalization and multi-modal connections to the 8th Street Trolley Station. Along with bike and ped infrastructure and traffic calming elements, the City is converting four travel lanes to two travel lanes with protected left turn lanes at intersections, landscaped islands midblock and replacement of parallel parking with angel parking.	2015-2020	\$9M	\$1.7k per linear foot	\$400k General Fund; \$600k Gas Tax Fund; \$2.8M Sewer Service Fund; \$500k TransNet Prop A; \$2M Grants-SGIP; \$450K Grants-SRTS; \$750K Tax Increment; \$1.5M Rule 20A Utility Underground		
SANDAG	Georgia-Meade Bikeway	The Georgia - Meade Bikeway provided a vital connection for residents to walk and bike between vibrant communities within San Diego's urban core. Features include buffered bike lanes, neighborhood traffic circles, raised crosswalks, and other traffic calming measures designed to make the streets more pleasant for everyone - people who bike, walk, and drive. This is one of the seven segments planned as part of the North Park/Mid City Bikeways.	2012-2022	\$28.6M	\$1.6k per linear foot	TransNet Local Sales Tax		

5.3 POTENTIAL IMPLEMENTATION PHASING OPTIONS

Transitioning from the existing conditions to buildout of the VCRCCP will involve continued community engagement and coordination with multiple property owners along the corridor to address access. The County will continue to take the lead in public outreach when the project moves into implementation phases. During the construction phases of the project, a program of engagement and coordination with affected property owners and businesses will be conducted to inform local businesses and other property owners along the corridor of changes to access and circulation as well as convey the coordinated construction schedule.



Photo 28: Valley Center Road and Cole Grade Road intersection

Ideally, the corridor improvements would be constructed as a single project to minimize construction closures, impacts to the community and re-work. However, it is likely that the improvements will be constructed by phase or by segment as funding becomes available, including via incremental conditioning of private development projects. Future development or redevelopment along the corridor may involve construction along project frontages, or at specific intersections as part of frontage or public right-of-way improvements. The sections below provide potential phasing options, dependent on funding sources and associated timeline requirements. Suggestions on potential phasing of improvements along Valley Center Road have been developed such that improvements in the initial implementation phase would be retained and complimented by capital improvements in subsequent implementation phases, as shown in **Figure 15**.

Due to the age of the road and anticipated timing of the improvements, pavement rehabilitation should be considered as part of the corridor improvements. Weather, heavy vehicles, and traffic volumes are just some of the contributing factors to the degradation of a roadway that will occur over time. In order to extend the lifespan of an asphalt roadway, preventative maintenance and minor repairs (such as patches and overlays) can help extend the life of the roadway. However, the functional life cycle of an asphalt roadway is approximately 20 years at which time extensive repairs or complete replacement would likely be required. Considering the widening from two lanes to four lanes occurred in 2006, complete reconstruction would potentially align with the forecast buildout of this VCRCCP. Therefore, this implementation plan assumes full depth asphalt concrete (AC) pavement removal & replacement as mentioned in **Section 5.3.2**. To reduce the overall cost, this could be replaced with a grind and overlay treatment if budget for full replacement is not available.

Potential Phase 1

- 1. Lane width reduction (12' to 11')
- 2. Left turn restrictions and signage
- 3. Class IV separated bikeway with physical separation

Potential Phase 2

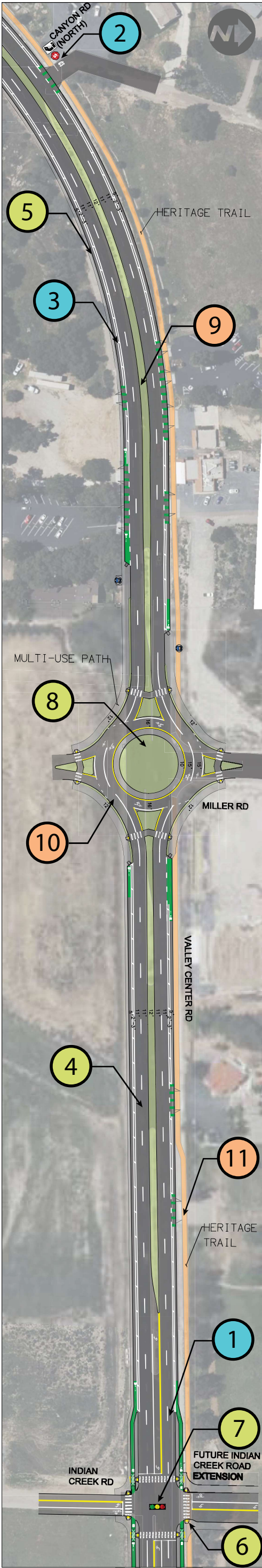
- 4. Full depth pavement replacement
- 5. Construct new sidewalks where gaps exist
- 6. Curb extensions/bulb outs
- 7. New traffic signals
- 8. Design process for central island

Potential Phase 3

- 9. Median extensions
- 10. Roundabout at Miller Road
- 11. Heritage Trail interpretive features

OTHER IP ITEMS NOT SHOWN ON THE PLAN CLIP

- Potential bus stop relocations (Potential Phase 1)
- Pedestrian and bicycle treatments at bus stops (Potential Phase 1)
- Preliminary Engineering Report for the Miller Road intersection roundabout (Potential Phase 1)
- Trail Alignment Study for connecting the Heritage Trail to the Keys Creek Canyon Preserve (Potential Phase 1)
- Controlled pedestrian crossing at Rinehart Lane (Potential Phase 2)
- Mirar De Valle Road connection - New Road 18 (Potential Phase 3)
- New Road 19 Feasibility Study (Potential Phase 3)



Potential Implementation of Phased Improvements

Figure 15

5.3.1 Potential Implementation Phase 1

The following elements of the VCRCCP are primarily striping within the roadway and bus stop location modifications, which are low cost and quick build items. Therefore, these elements are recommended to be constructed as part of potential Phase 1 as shown in **Figure 15** (blue callouts).

- Lane width reduction (12' to 11')
- Left turn restrictions & signage
- Class IV separated bikeway (5' bike lane with 2' or 3' buffer and some type of physical separation)
 - Final determination of physical barrier to be determined during engineering design. A quick-build, low budget option could include stick down delineators.
- Potential bus stop reconfiguration and relocations (relocations not required for VCRCCP consistency but may be implemented in consideration of engineering design and NCTD coordination during implementation)
- Pedestrian & bicycle treatments at bus stops
- Preliminary Engineering Report for the Miller Road intersection roundabout
- Trail Alignment Study for connecting the Heritage Trail to the Keys Creek Canyon Preserve (see discussion in the following section)



Photo 29: Example of a Class IV bikeway

These improvements can remain and function independently of any future implementation phases. It will be important to anticipate and plan for future implementation phases during this potential implementation Phase 1 to avoid rework and effort during later stages. Future placement of irrigation, electrical, and potentially stormwater drains should be anticipated and accommodated during the first phase, even if adjacent improvements may be several years in the future. This includes conduits, pull boxes, sleeves, and the capacity of water, electricity, and drainage. A potential item for this first phase of implementation includes a Preliminary Engineering Report for the Miller

Road roundabout. Completing this early in the implementation process would allow the Preliminary Engineering Report to inform integration with other planned components, specific right-of-way needs at the intersection, and provide more detailed analysis of funding needed for construction.

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Trail Alignment Study

The Trail Alignment Study identified in this list of potential Phase 1 components addresses planning and analysis efforts to support a trail connection between the Heritage Trail along Valley Center Road and the Keys Creek Canyon Preserve, approximately ¼ mile away. This connection is planned for in the County's Community Trails Master Plan (<https://www.sandiegocounty.gov/content/sdc/pds/community-trails-master-plan.html>) as part of Trail 53 for Valley Center. The Community Trails Master Plan is a conceptual document with no comprehensive implementation funding at

this time. At the time of this Implementation Plan preparation, the County's Department of Parks and Recreation (DPR) was in the early stages of developing a Public Access Plan for the preserve, including planning a trail network for the preserve. This item addresses public input during the VCRCCP development process and during the 2019-2021 outreach process for the Valley Center Community Plan Update on the need for improved pedestrian connectivity, particularly connecting the Heritage Trail to other points of interest and active transportation opportunities, beyond the Valley Center Road corridor. This item calls for considering a trail alignment study to analyze trail route option(s) for the connection. Part of the analysis process would include coordination with the property owner(s) to determine the feasibility of acquiring a trail easement (i.e., owner interest in fair market value compensation for an easement as a willing seller).



Figure 16: Keys Creek Canyon Preserve in relation to the to the Heritage Trail

5.3.2 Potential Implementation Phase 2

The components of the VCRCCP included in potential Phase 2 tend to be more complex and will require a higher level of coordination, evaluation, and design. As funding becomes available, elements included in potential Phase 2 could be advanced at a faster pace and included with potential Phase 1.

The following elements could be part of potential Phase 2 and are shown in **Figure 15** (green callouts).

- Full depth asphalt concrete (AC) pavement removal & replacement
- Sidewalk extensions
- Curb extensions/bulb-outs
- Controlled pedestrian crossing at the Rinehart Lane intersection
- Traffic signals
- Design process for central islands at roundabout

The first item in this list of potential Phase 2 items references pavement removal and replacement. As discussed above, this assumes that the pavement replacement during the construction process. To reduce the overall cost, this could be replaced with a grind and overlay treatment.

The design process for the central island of the planned Miller Road/Valley Center Road intersection roundabout ideally would include the formation of an ad-hoc subcommittee of the Valley Center Community Planning Group and would include considerations for landscaping, lighting, and the potential for artwork and/or monuments. This subcommittee group would be responsible for developing recommendations for the full Community Planning Group to consider, ultimately resulting in design recommendations to the County. The subcommittee process should include members from, or consultation with:

- Valley Center Design Review Board
- Valley Center Mobility Subcommittee
- Tribal nations with reservations within the Valley Center Community Plan Area boundaries, including:
 - Rincon Band of Luiseno Indians
 - San Pasqual Band of Mission Indians
- Valley Center Business Association
- Valley Center Trails Association

Design of the roundabouts would be part of the engineering design process of implementation.

5.3.3 Potential Implementation Phase 3

Elements of the CCP included in potential Phase 3 typically take the most coordination, evaluation, and design, and/or require the most funding. These projects will be pursued as funding opportunities arise. However, as development occurs along the corridor or funding becomes available, these improvements could be advanced to an earlier phase.

The following elements would be included as part of potential Phase 3 and are shown in **Figure 15** (orange callouts):

- Median extensions
 - Extending the median except at traffic signal or roundabout controlled intersections (existing or planned)
 - Mountable median (approximately 25-feet long) in the South Village
- Roundabout at Miller Road
 - Note: maximum flexibility will be needed for the timing of the roundabout implementation, in consideration of the timing of private development and associated permitting milestones associated with adding traffic to the intersection.
- Mirar De Valle Road connection (General Plan Mobility Element Network Segment 18)
 - Prepare an Alignment Study or Preliminary Engineering Report for the Mobility Element Network planned connection between Valley Center Road South Village and the I-15 (see discussion below).
- New Road 19 downgrade Feasibility Study (see discussion below)
- Additional interpretive features

Mirar De Valle Road Connection

The Alignment Study or Preliminary Engineering Report listed in the potential Phase 3 elements is for the Mobility Element Network planned alignment to build out the Mirar De Valle Road connection between the Valley Center South Village and I-15. This planned connection is Segment 18 in the County's General Plan Mobility Element Network for Valley Center, which can be found at this link: https://www.sandiegocounty.gov/content/dam/sdc/pds/docs/GP/Valley-Center_MobilityNetworkAppendix_2022.pdf **Figure 17** shows the map and table excerpts from the Mobility Element Network, for this planned connection. Public input throughout the VCRCCP process and 2019-2021 outreach process for the Valley Center Community Plan Update demonstrated the need for improved evacuation options as an important community priority, with several stakeholders pointing to this route, in particular.

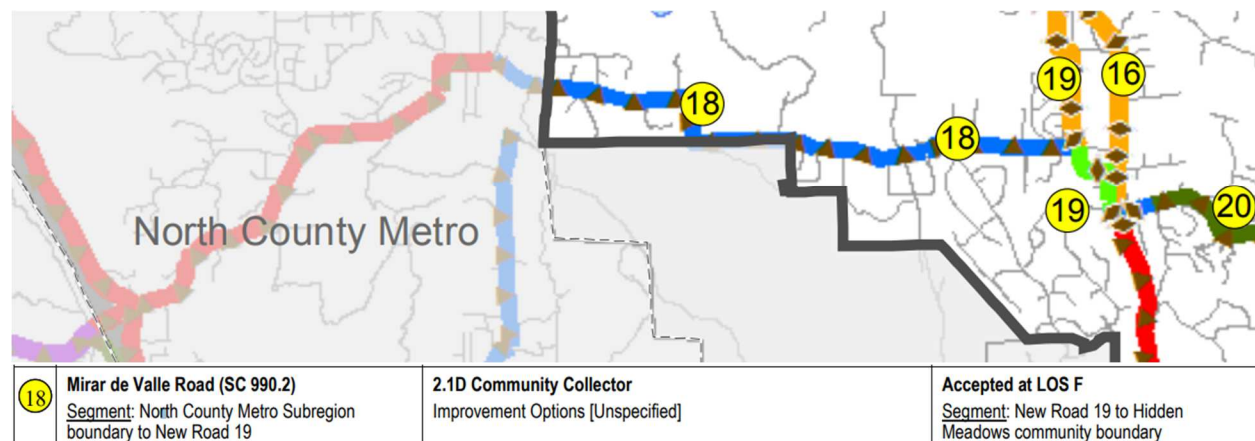


Figure 17: Valley Center Mobility Element Network [Source: San Diego County General Plan, Figure M-A-23]



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The County completed an evacuation route study for Valley Center in 2012 and this connection tied for the highest score of all routes considered, in terms of feasibility, cost concerns (lower than other routes), and extent of environmental constraints (less than other routes). An Alignment Study or Preliminary Engineering Report could evaluate completing the connection per the Mobility Element Network parameters as a two-lane (2.1D Community Collector classification) County-maintained road through the Valley Center extent of the alignment, for all typical road users, or as an evacuation-only road to be used in emergencies, which would require an amendment to the Mobility Element Network classification. Some of the components included in an Alignment Study or Preliminary Engineering Report include, but are not limited to:

- Analysis of existing right-of-way along the alignment
- Physical requirements (alignment, grading, pavement width, drainage, etc.) that would be needed to improve to the planned classification per the County Public Road Standards
- Evaluation of alternatives for alignment in difficult sections with steep slopes or other constraints

Specialized evacuation grants to be considered for potential funding of the Mirar De Valle Mobility Element Network connection:

- ***Caltrans PROTECT Program***
 - <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect>
- ***California Fire Safe Council Evacuation Route Grants***
 - <https://cafiresafecouncil.org/grants-and-funding/2022-county-evacuation-route-grant-opportunity/#:~:text=The%20County%20Evacuation%20Route%20Grant,environment%E2%80%93particularly%20in%20disadvantaged%20communities.>
- ***Cal OES Hazard Mitigation Grant Program***
 - <https://www.caloes.ca.gov/office-of-the-director/operations/recovery-directorate/hazard-mitigation/hazard-mitigation-grant-program/>

New Road 19 Mobility Element Network Alignment – Potential Downgrade of Planned Alignment

The New Road 19 item listed in the potential Phase 3 elements involves the consideration and further analysis of downgrading the Mobility Element Network classification from 4.2B Boulevard with Intermittent Turn Lanes (4-lane classification; from Lilac Road to Mirar De Valle Road) and 2.3A Minor Collector with Raised Median (2-lane classification; from Mirar De Valle Road to connection with Valley Center Road on the south) to a 2.2C Light Collector with Intermittent Turn Lanes (2-lane classification) through the entire alignment. The evaluation of this proposal would be part of a future General Plan Amendment. New Road 19 is a planned alignment just west of Valley Center Road through the South Village. With the buildout of the Park Circle Development complete, the space reserved for right-of-way associated with this alignment through the development (covering most of the alignment) would only allow for a 2-lane road. The portion of the Park Circle development that is west of this alignment was a previous project referred to as Orchard Run, which received discretionary permit entitlements before the New Road 19 alignment was in the General Plan Mobility Element Network. Therefore, there wasn't an opportunity to condition that project for the western half of the right-of-way needed for a 4-lane road. This potential downgrade was part of the summer 2021 public outreach and public review period for the Valley Center Community Plan Update Subareas and Alternatives process, prior to that project being put on hold. Additional information on that process can be found on this web page:

<https://www.sandiegocounty.gov/content/sdc/pds/CommunityGroups/vc-subaltworkshop.html>.

Additional Interpretive Features

The elements of a potential Phase 3 also include the development of plans and steps for additional interpretive signage along the corridor, particularly along the Heritage Trail (west and north sides of the corridor) and/or along the sidewalk (east and south sides of the corridor). The Implementation Plan anticipates a similar process to that discussed for the design of the roundabout central islands discussed in potential Phase 2.

5.4 IMPLEMENTATION PLAN MATRIX

This Implementation Plan matrix includes the logical phasing discussed earlier in this chapter if the project were to be implemented in phases of a few components at a time. It's possible that the County could secure grant funding to cover several components in one project, with timelines not in line with these potential phases. The timing of implementing various components is intended to be flexible, to maximize implementation opportunities and resources as they become available.

The matrix identifies Responsible Teams for departments designated to have a role in the applicable VCRCCP components. Regarding the Responsible Teams column, the following is a high-level summary of anticipated roles and responsibilities for departments designated in the matrix to have a role in the applicable VCRCCP component.

Planning & Development Services (PDS) roles

- Assistance in seeking grant funding for implementation
- Role in reviewing private development projects and applying conditions (requirements) associated with any right-of-way needed, and in some circumstances, conditions associated with buildout of components (see Chapter 2 for additional information)
- Assistance in public outreach associated with implementation phases
- Assistance in project management of public projects associated with implementation phases

Department of Public Works (DPW) roles

- Assistance in seeking grant funding for implementation
- Consideration and evaluation of implementation components as part of the development of the County's Capital Improvement Plan (CIP)
- Assistance in public outreach associated with implementation phases
- Lead role in project management of public projects associated with implementation phases
- Lead role in the engineering process for public projects associated with implementation phases
- Ensuring project design features conform to County Public Road Standards and/or VCRCCP design criteria to enhance safety for all road users

Department of Parks and Recreation (DPR) roles

- Assistance in seeking grant funding for implementation (trails/pathways items)
- Lead role in public outreach (trails/pathways items)
- Lead role in management of public projects associated with implementation phases (trails/pathways items)

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Table 8: Implementation Program and Matrix

Category	Project	Potential Phase			Responsible Teams				Potential Funding Resources
		1	2	3	PDS	DPW	DPR	Others	
Valley Center Road Corridor Concept Plan									
CCP	Travel lane reduction (restriping)	✓			✓	✓			development conditioning, grant funding, County resources
CCP	Left turn restrictions	✓			✓	✓			development conditioning, grant funding, County resources
CCP	Potential bus stop considerations	✓	✓		✓	✓		NCTD	development conditioning, grant funding, County/NCTD resources
CCP	Sidewalk extensions		✓		✓	✓			development conditioning, grant funding, County resources
CCP	Class IV bike lanes		✓		✓	✓			development conditioning, grant funding, County resources
CCP	Full depth AC pavement replacement ¹		✓		✓	✓			development conditioning, grant funding, County resources
CCP	Curb extensions		✓		✓	✓			development conditioning, grant funding, County resources
CCP	Controlled pedestrian crossing at Rinehart		✓		✓	✓			development conditioning, grant funding, County resources

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Category	Project	Potential Phase			Responsible Teams				Potential Funding Resources
		1	2	3	PDS	DPW	DPR	Others	
CCP	Traffic signals		✓		✓	✓			development conditioning, grant funding, County resources
CCP	Median extensions			✓	✓	✓			development conditioning, grant funding, County resources
CCP	Roundabouts			✓	✓	✓			development conditioning, grant funding, County resources
CCP	Design process for central island at roundabouts		✓		✓	✓		CPG	County support, grant funding, County resources
Valley Center Mobility Element Network & Related Efforts									
VC ME	Mirar De Valle Road connection			✓	✓	✓			grant funding, County resources
VC ME	Potential downgrade of new Road 19			✓	✓	✓			County resources
Community Trails Master Plan									
CTMP	Keys Creek Canyon Preserve connection	✓			✓		✓		grant funding, County resources
CTMP	Additional interpretive features			✓	✓	✓			grant funding, County resources

CCP - Corridor Concept Plan; VC ME - Valley Center General Plan Mobility Element Network; CTMP - Community Trails Master Plan; RDBT - Roundabout; PDS - Planning & Development Services; DPW - Department of Public Works; DPR - Department of Parks & Recreation; NCTD = North County Transit District; CPG - Community Planning Group

Note: The timing of implementing various components is intended to be flexible, to maximize implementation opportunities and resources as they become available.

¹ This implementation plan assumes full depth AC pavement replacement but could be replaced by grind and overlay treatment. See discussion on Page 66.

APPENDICES TO THE VALLEY CENTER ROAD CORRIDOR CONCCEPT PLAN CAN BE ACCESSED VIA THE FOLLOWING WEB LINKS

APPENDICES A-E:

https://www.sandiegocounty.gov/content/dam/sdc/pds/Groups/valleycenter/ccp-appx_a-e.pdf

APPENDIX F:

https://www.sandiegocounty.gov/content/dam/sdc/pds/Groups/valleycenter/ccp-appx_f.pdf

APPENDICES G-L:

https://www.sandiegocounty.gov/content/dam/sdc/pds/Groups/valleycenter/ccp-appx_g-l.pdf