Valley Center Road Corridor Concept Plan
Summary of Input Received on 2022 Draft Corridor Concept Plan (CCP)
and Summary of New CCP Options A, B and C

This document summarizes new CCP Options A and B, and how they were developed. While the intersection performance modeling and the Citygate report (emergency response considerations) are based on review of these options in comparison to a "no roundabouts" option (Option C), these are not the only options on the table going forward. The project team will consider all recommendations that come out of the next outreach, prior to a determination on a Draft Final CCP that will go through CEQA review and then hearings.

Summary of Public Input on the 2022 Draft CCP

The Draft CCP that was out for public review in 2022 drew a lot of input. Emailed input was generally 50-50 in terms of support for the plan and opposition to it (or concerns with certain components); however, some of the opposition were more vocal at the most recent public meetings, with concerns about roundabouts.

Here are some summary points of common themes in comments of support and opposition:

Support:

- 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
- Will reduce stopping/starting with signals and associated air quality/GHG issues; too many signals would be needed along short stretch
- Improved safety for bicyclists and pedestrians (Class IV bike lanes, sidewalk extensions, bulb outs/curb extensions at signalized intersections)
- References to illegal maneuvers in the center turn lane (like passing) and prevalence of conflicting turn movements that can be addressed with the proposed median extensions
- The plan would contribute to more of a Village atmosphere along the corridor (calmed traffic, more pedestrian oriented, aesthetic values), as envisioned in the General Plan, VC Community Plan and VC Design Guidelines

Opposition

- Concerns with effects on emergency response times and evacuation (roundabouts)
- Concerns with large vehicles being able to navigate roundabouts
- Drivers not used to roundabouts, some get confused, and a lot of out-of-town visitors passing through use the corridor
- Perceptions that roundabouts will cause more delay
- 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
- Concerns with the number of roundabouts proposed

Here is a list of components applicable to both options and components unique to Option A and Option B, with the addition of a few rationale points:

Applicable to both:

- Two roundabouts instead of four (locations vary between Options A and B, see below)
    - Trying to find some middle ground between supporters and opposition.
    - Chief Napier input on more minimal emergency response impacts, as VCFPD emergency responders would typically only go through one roundabout on most calls, if there is just one roundabout in South Village and one in North Village
- Newly proposed signals at the intersections of Sunday Drive and Old Road
    - The plan calls for meeting traffic signal warrants prior to installing newly proposed signals.
    - Throughout the process, we heard a lot of concerns about dangerous turns onto the corridor from Old Road, due to its location at the end of the curve and sight distance in relation to speeds.
- Carrying forward proposed signals that are conditions of private development (not newly proposed with the CCP) at Mirar De Valle and Indian Creek Road
- Class IV bike lanes throughout the corridor – Final CCP will call out flexibility for final engineering process, re: the type of physical separation.
    - These are called for along the corridor in the County's current General Plan Mobility Element Network, so the County doesn't have discretion on changing this aspect without adding a General Plan Amendment to the project.
- Curb extensions/bulb-outs at all signalized intersections
    - For traffic calming and improved safety and visibility for pedestrians and bicyclists
    - Class IV bike lanes/striping would transition behind pedestrian area at curb extensions, as shown in the plans.
- Pedestrian signal at Rinehart
    - With the addition of this controlled crossing, the plan would limit the distance between controlled pedestrian crossings to approximately ¼ mile or less within the Village boundaries, as a best practice for pedestrian oriented.
        - Note: the corridor geographic scope runs through the South Village, curve area, and North Village; the curve area is not part of either Village (you can see Village boundaries on the one-page plan map).
- No left turn restriction at stop-controlled side streets: Canyon Road (north and south legs), Chaparral Terrace, Calle de Vista, Moosa Creek Way, Charlan Road, and Rinehart Lane
    - Many comments early in the process on dangerous/scary left turns from these side streets
- Raised median extension with openings limited to controlled intersections (roundabouts and signals) – one exception in Option B (see below)
    - Addressing safety concerns
- Extension of the sidewalk (many gaps now) along the east and south sides of the corridor and maintain the Heritage Trail (decomposed granite pathway) on the west and north sides
    - Both of these are consistent with the current VC Community RightofWay Development Standards, which address the right of way outside travel lanes.
- Reduction in segment lane widths (outside roundabouts) from 12' to 11'

Applicable to Option A:

- Roundabouts at Woods Valley Road and Miller Road
    - Miller is the most feasible for development of a roundabout in the near term, as the developer on the south side (covering southeast and southwest corners) has agreed to provide an Irrevocable Offer to Dedicated Right of Way (IOD) for roundabout right of way if needed, the northwest corner is vacant, and there would be no structures in the limited area needed on the northeast corner.
    - The Woods Valley roundabout would slow down drivers before they get into the Villages from the south (from Escondido and other job centers, commercial centers, and more densely populated areas)
- Lilac and Cole Grade would remain signals.
- This option has a couple components preferred by California Highway Patrol (CHP) during coordination meetings.
    - CHP had concerns with a median opening for left turns from VC Rd to Canyon Rd at the curve (included in Option B), due to the speeds and sight distance in this area, *so this option has the median closed there.*
        - There were some stakeholder concerns about continued speeding along the curve if there was no side friction from turn pocket(s), so we combined this median closed along curve with the option that has a roundabout just before the curve in the North Village (Miller Road intersection)
    - CHP would also prefer to have an area where officers can radar drivers and have an emergency turnaround outside of regular median openings, for pursuits – this is the reason for *providing a 25' long mountable median in South Village in this option*, for public safety personnel only.

Applicable to Option B:

- Roundabouts at Woods Valley Road and Cole Grade Road
    - As shown in the intersection performance tables, at the busiest Cole Grade intersection, the roundabout shows the most dramatic improvement (less delay) over a signal, in comparison to other intersections that modeled roundabout vs. signal.
    - This provides a "bookend" approach to roundabouts – having a roundabout when entering the area of the Villages from either side of the corridor,
- Lilac would remain a signal and Miller would be proposed for a signal.
- Left turn median turn pocket at Canyon Road, for northbound Valley Center Road (would still have no left turn restriction from Canyon, entering VC Road)
    - Provides access to commercial and residential uses utilizing this road along the curve, where the opportunities for U-turns at controlled intersections are not as close as within the Village boundaries.
    - "Side friction" of median opening (referenced above) to limit speeding along the curve.

Option C - the "No Roundabouts" Option:

- Option C (the "No Roundabouts" Option) would entail all components of Option B, except with signals where Option B shows roundabouts (the intersections of Woods Valley Road and Cole Grade Road).
- In the intersection performance tables (attached) stakeholders can compare modeled average delay associated with signals vs. roundabouts at the Woods Valley and Cole Grade intersections.

Table 1

Modeled Intersection Performance Comparison of Existing Traffic Control, CCP Option A, and CCP Option B - Based on Existing Traffic

	Study Intersection	With Existing Geometry and Traffic Control [1]			With CCP Option A			With CCP Option B		
		Traffic Control	AM Delay[2] - LOS	PM Delay[2] - LOS	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	Signal	7.5 - A	9.0 - A	Roundabout	4.0 - A	6.7 - B	Roundabout	4.0 - A	6.7 - B
2-	Valley Center Road / Mirar De Valle Road	STOP	29.7 - D	**45.2 - E**	Signal (private)	11.4 - B	13.2 - B	Signal (private)	11.4 - B	13.2 - B
3-	Valley Center Road / Park Circle Way [3]	Signal	3.4 - A	3.7 - A	Signal	3.4 A	3.7 A	Signal	3.4 A	3.7 A
4-	Valley Center Road / Sunday Drive	STOP	26.7 - D	**51.7 - F**	Signal	4.2 - A	4.7 - A	Signal	4.2 - A	4.7 - A
5-	Valley Center Road / Old Road	STOP	26.1 - D	30.1 - D	Signal	5.4 - A	5.6 - A	Signal	5.4 - A	5.6 - A
6-	Valley Center Road / Lilac Road	Signal	17.5 - B	13.5 - B	Signal	18.2 - B	14.0 - B	Signal	18.2 - B	14.0 - B
7-	Valley Center Road / Miller Road	STOP	27.3 - D	15.2 - C	Roundabout	7.8 - A	10.0 - A	Signal	27.4 - C	38.7 - D
8-	Valley Center Road / Indian Creek Road	STOP	16.9 - C	26.1 - D	Signal (private)	6.4 - A	6.6 - B	Signal (private)	6.4 - A	6.6 - B
9-	Valley Center Road / Cole Grade Road	Signal	31.3 - C	33.5 - C	Signal	27.1 - C	34.5 - C	Roundabout	9.6 - A	13.0 - B

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 STOP Minor Street Stop Control, worst approach delay and LOS reported

Table 2
Modeled Intersection Performance Comparison of Existing Traffic Control, CCP Option A, and CCP Option B
- Based on Future Year 2035 Traffic

Study Intersection		With Existing Geometry and Traffic Control [1]			With CCP Option A			With CCP Option B		
		Traffic Control	AM Delay[2] - LOS	PM Delay[2] - LOS	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	Signal	7.8 - A	10.0 - A	Roundabout	4.3 - A	7.6 - A	Roundabout	4.3 - A	7.6 - A
2-	Valley Center Road / Mirar De Valle Road	STOP	**42.5 - E**	**70.8 - F**	Signal (private)	15.1 - B	15.2 - B	Signal (private)	15.1 - B	15.2 - B
3-	Valley Center Road / Park Circle Way [3]	Signal	12.8 - B	18.4 - B	Signal	12.8 - B	6.7 - A	Signal	12.8 - B	6.7 - A
4-	Valley Center Road / Sunday Drive	STOP	32.7 - D	**72.9 - F**	Signal	5.6 - A	5.1 - A	Signal	5.6 - A	5.1 - A
5-	Valley Center Road / Old Road	STOP	**1338.7 - F**	**214.2 - F**	Signal	8.6 - A	6.3 - A	Signal	8.6 - A	6.3 - A
6-	Valley Center Road / Lilac Road	Signal	26.7 - C	20.5 - C	Signal	26.7 - C	19.4 - B	Signal	26.7 - C	19.4 - B
7-	Valley Center Road / Miller Road	STOP	**45.3 - E**	17.4 - C	Roundabout	9.0 - A	11.6 - B	Signal	28.4 - C	50.5 - D
8-	Valley Center Road / Indian Creek Road	STOP	19.8 - C	32.0 - D	Signal (private)	6.5 - A	8.5 - A	Signal (private)	6.5 - A	8.5 - A
9-	Valley Center Road / Cole Grade Road	Signal	42.2 - C	47.7 - D	Signal	40.2 - D	47.3 - D	Roundabout	12.7 - B	16.5 - 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