

Valley Center Road Corridor Concept Plan



Workshop 2- Themes, Input, Compilation and Summary

Workshop Date:
August 25, 2020



Michael Baker
INTERNATIONAL



Workshop Summary

Workshop #2, “Exploring Treatments by Themes,” was held August 25, 2020 from 6pm-8pm via Zoom Webinar. The workshop’s webinar format allowed for attendees to submit questions to the panelists throughout the presentation. The panel then reviewed each question, and verbally read and responded to each question asked during one of the three question and answer sessions.

The first section of the webinar focused on the background of the project, reviewed material and input from Workshop 1, and explained a toolbox of features considered for the corridor including roundabouts, signalized intersections, and raised medians.

- During the first question and answer session attendees expressed concern about the roundabouts handling large traffic volumes, and large vehicles, particularly during emergency periods such as evacuations. Project staff answered these questions, assuring attendees of a roundabout’s capacity to fit large vehicles, and emergency personnel’s ability to control traffic flow during evacuations.

The second portion of the webinar focused on the different themes and showed maps and visuals of each Section along Valley Center Road.

- In the second question and answer session, attendees asked about the safety of roundabouts compared to signalized intersections. Panelists described how roundabouts reduce conflict points, particularly points that result in severe crashes, when compared to signalized intersections. Even though roundabouts require vehicles to merge lanes, the possibility of a severe crash is reduced. Attendees also asked about greenhouse gas emissions when a vehicle uses a roundabout compared to a signalized intersections. Panelists explained that roundabouts reduce the time vehicles are stopped at a traffic light, which is when vehicles emit the most greenhouse gases. Questions were also asked about treatments along Old Road. The panelists explained that although Old Road is not a vehicle heavy road, new treatments would make pedestrian and bicycle access easier.

The final third of the webinar showed attendees how to leave feedback on the project website and how to contact project staff.

- No questions were asked specific to the process for providing feedback in this session.

Sample of Questions Asked:

“This area is known for large recreation vehicles and horse trailers. I’m told these recreation vehicles have trouble passing the roundabouts on 76. Have you factored in the space necessary for those vehicles?”

“Can you quantify the improvements in safety with roundabouts compared with stop lights?”

“Can you quantify the improvement in greenhouse gas emissions with roundabouts compared with stop lights?”

“Will the Heritage Trail remain through all the sections as it is today?”

“How much time will it take for traffic to pass through the 2.5 mile stretch with roundabouts vs traffic signals?”

“Won’t reducing from 4 lanes to 2 lanes approaching the 2-lane roundabouts increase accidents due to merging traffic?”

Feedback Forms

Stakeholders and community members were given instructions on how to complete a feedback form during the presentation, on the project website and over an informational email. They were asked to give feedback on their preferred theme for each section along the Valley Center Road corridor.

- For purposes of analysis, the Valley Center Road Corridor has been split into three sections. Section A covers the corridor segment from Woods Valley Road to just south of Sunday Drive. Section B covers Sunday Drive to just south of Canyon Road. Section C covers Canyon Road to Cole Grade Road. Three themes were developed with a unique focus for each, and each theme covers all three sections of the corridor.

- Community members could explore nine **flipbooks**, which detailed the proposed elements of each theme and the potential benefits of the roadway treatments. After reviewing the flipbooks, respondents could complete a feedback form which asked them to choose their preferred theme for each section, and leave comments on the elements preferred for the chosen theme. Additionally, respondents were given space on the **feedback form** to leave general comments about the Corridor Concept Plan. Respondents then could submit their forms to the project team.

- The following pages summarize the comments left for each theme in each section. The pie charts on each page show the percentage of respondents who preferred a certain theme within a section.

What's in the Toolbox?
For each tool you see, there are typically multiple benefits. For information on the benefits of the tools selected, see pages 6 through 16 of the [Conceptual Themes Technical Memorandum](#)

Elements of Theme 1

- Two-lane Roundabout
- Curb Extensions
- Raised Medians
- Sidewalks
- Marked Crosswalks
- Class IV Separated Bikeway with Flexible Delineator Posts

Questions? Comments? Email pds.communityplanupdates@sdcounty.ca.gov
Visit <https://bit.ly/VCRoadWorkshop2>

Above: Page from South Village, Section A, Flipbook
Below: Feedback Form

Workshop #2 Feedback Form
(Continued on page 2)

1. Which theme do you prefer by section? Below is a visual summary of each theme and its corresponding sections on Valley Center Road. Please choose one section per column. You should have reviewed a flipbook for each section and theme from the project website below. If you have not, please return to the project website and review the flipbooks before completing this question.

	South Village (Section A): Woods Valley Rd to just south of Sunday Dr	The Curve (Section B): Sunday Drive just south of Canyon Rd	North Village (Section C): Canyon Road to Cole Grade Road
Theme 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Theme 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Theme 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What made you choose this theme?
What elements of this theme did you prefer over the others?

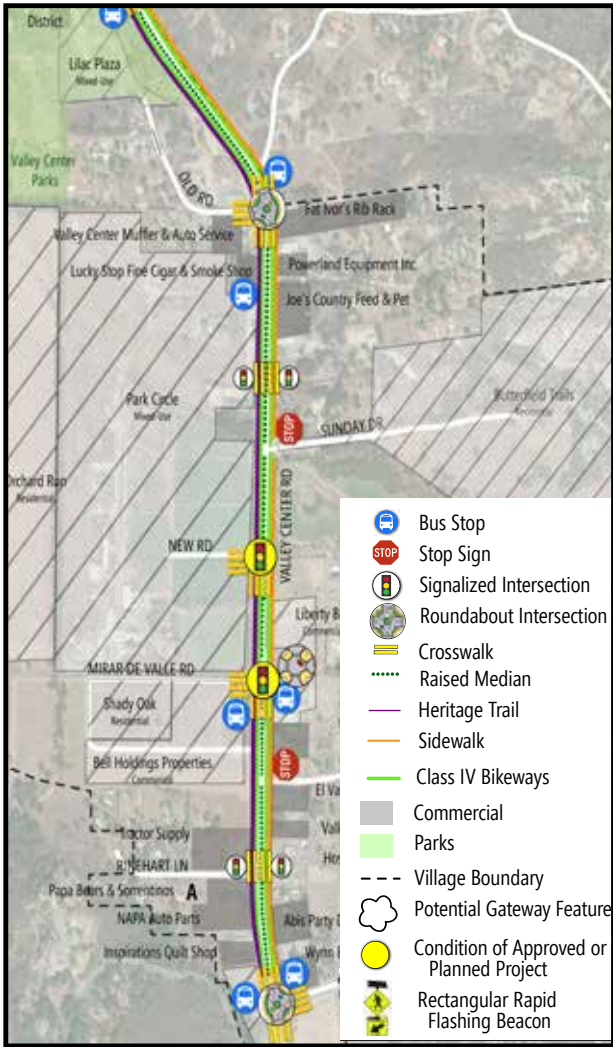
What made you choose this theme?
What elements of this theme did you prefer over the others?

What made you choose this theme?
What elements of this theme did you prefer over the others?

Valley Center Road Corridor Concept Plan | Email this feedback form to pds.communityplanupdates@sdcounty.ca.gov | Visit <https://bit.ly/VCRoadWorkshop2> | OR Click submit to return your response to the County **SUBMIT**



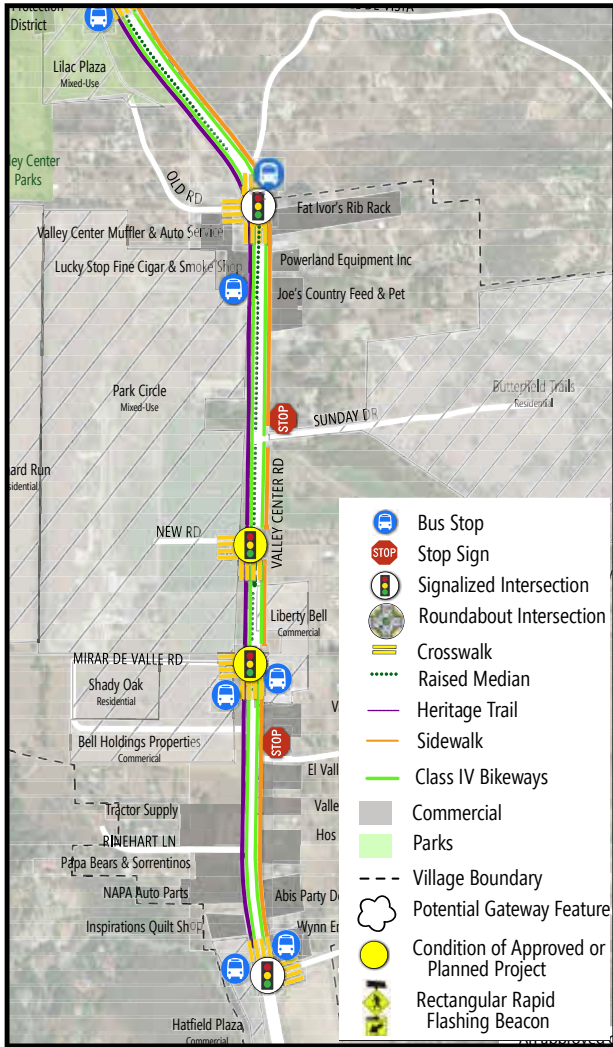
South Village (Section A)



Theme 1



Theme 2



Theme 3



South Village (Section A) Theme 1

Theme 1 was preferred by 9 of 24 (38%) of workshop respondents for Section A.

Respondents preferred Theme 1 for its traffic calming elements. Respondents who prefer this option tend to support the roundabout at Woods Valley Road. Some respondents would like to have seen additional roundabouts at Mirar de Valle Road and Park Circle ("New Road" on the map) as both of these roads lead to new, residential communities. Respondents raised concerns that with new development, traffic may be heavy turning onto Valley Center Road, particularly during school days. Those who preferred Theme 1 also favored the increased protection for bicyclists and pedestrians reflected in the separated bike lane, crosswalks, and pedestrian signal. Most of the comments that did not prefer Theme 1 mentioned concerns about roundabouts.

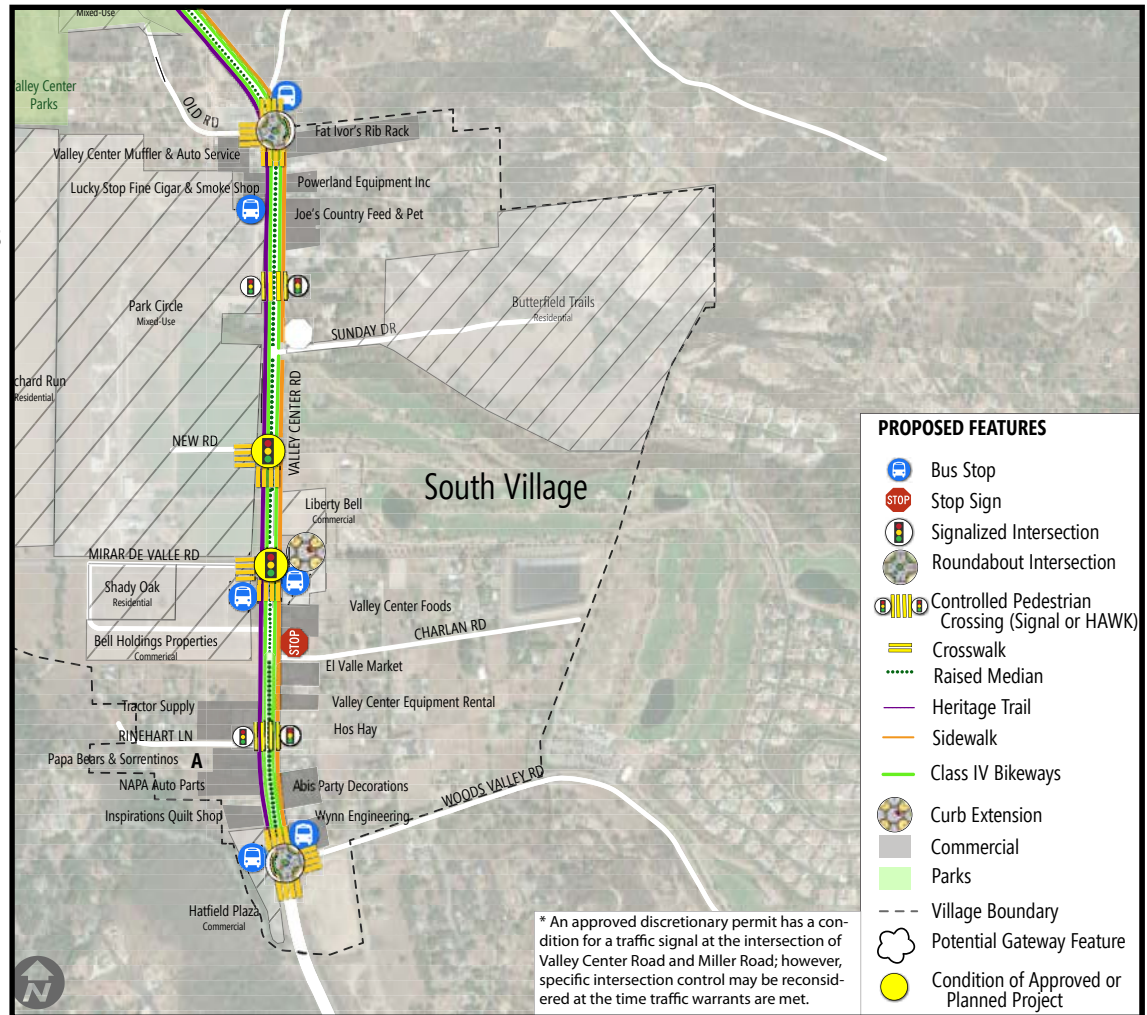
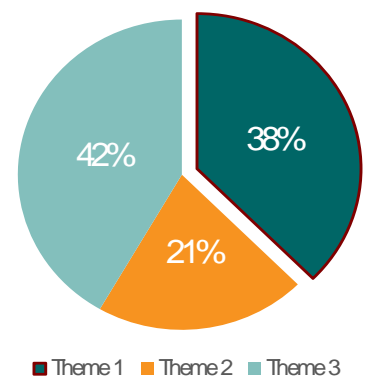
Key Comments:

"I chose Theme 1 because of the two-lane roundabout at Woods Valley and greatest protection of bicyclists"

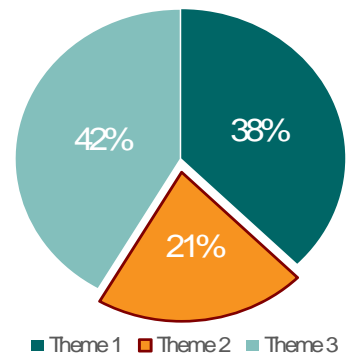
"I prefer roundabouts and safer bike paths"

"The traffic circle at Woods Valley is good idea. Why no traffic circle at Mirar de Valle Road or at the very least Park Circle Road if you have to have a light at Mirar de Valle Road?"

"I don't like the roundabout. There are hay trucks, horse trailers, and big rigs going through our town."



South Village (Section A) Theme 2



Theme 2 was preferred by 5 of 24 (21%) of workshop respondents for Section A.

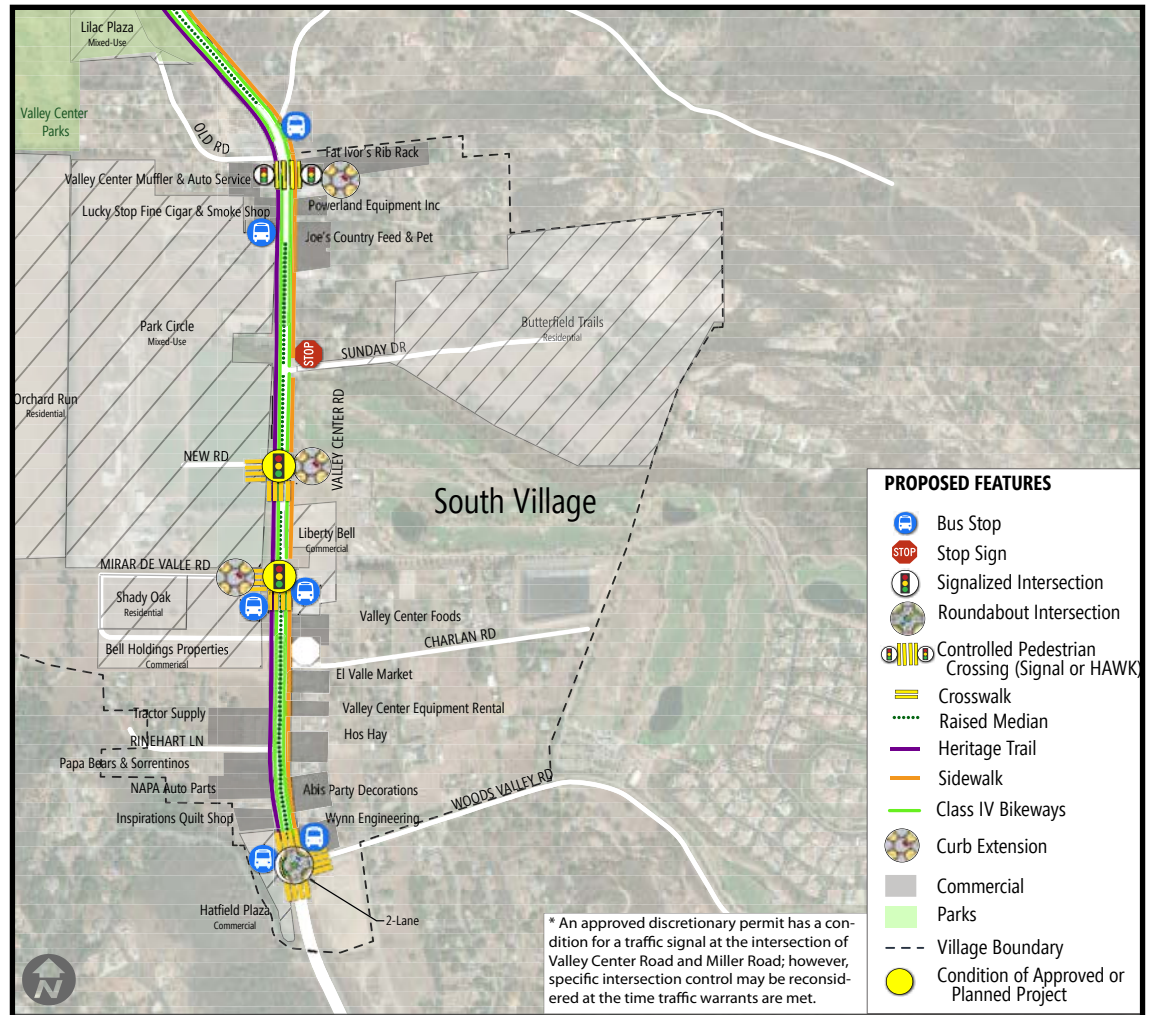
Similar to Theme 1, respondents who preferred Theme 2 would like to see roundabouts at Mirar de Valle Road or Park Circle (“New Road” on the map) in addition to the proposed roundabout at Woods Valley Road. Based on certain comments it was apparent that concerns remain about a roundabout’s capacity to accommodate large trucks and trailers. Respondents wrote that they prefer roundabouts because they calm traffic, while reducing stopping which would occur at traffic signals. Comments also suggest that roundabouts could be landscaped and artistically designed to reflect the community.

Key Comments:

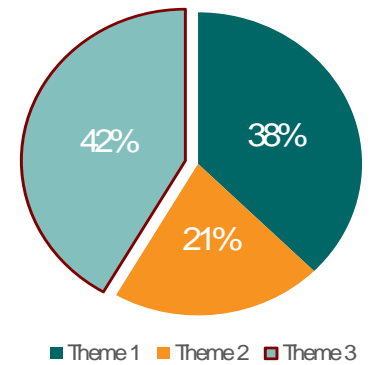
“I prefer Theme 2 because it has less stopping”

“Community and local tribes will support roundabout maintenance, local artists will help design art features for centers of circles”

“Roundabouts slow down traffic, cause fewer serious accidents, and allow more cars to get out in case of fire. I wish we could have a roundabout on Mirar de Valle Road”



South Village (Section A) Theme 3



Theme 3 was preferred by 10 of 24 (42%) of workshop respondents for Section A.

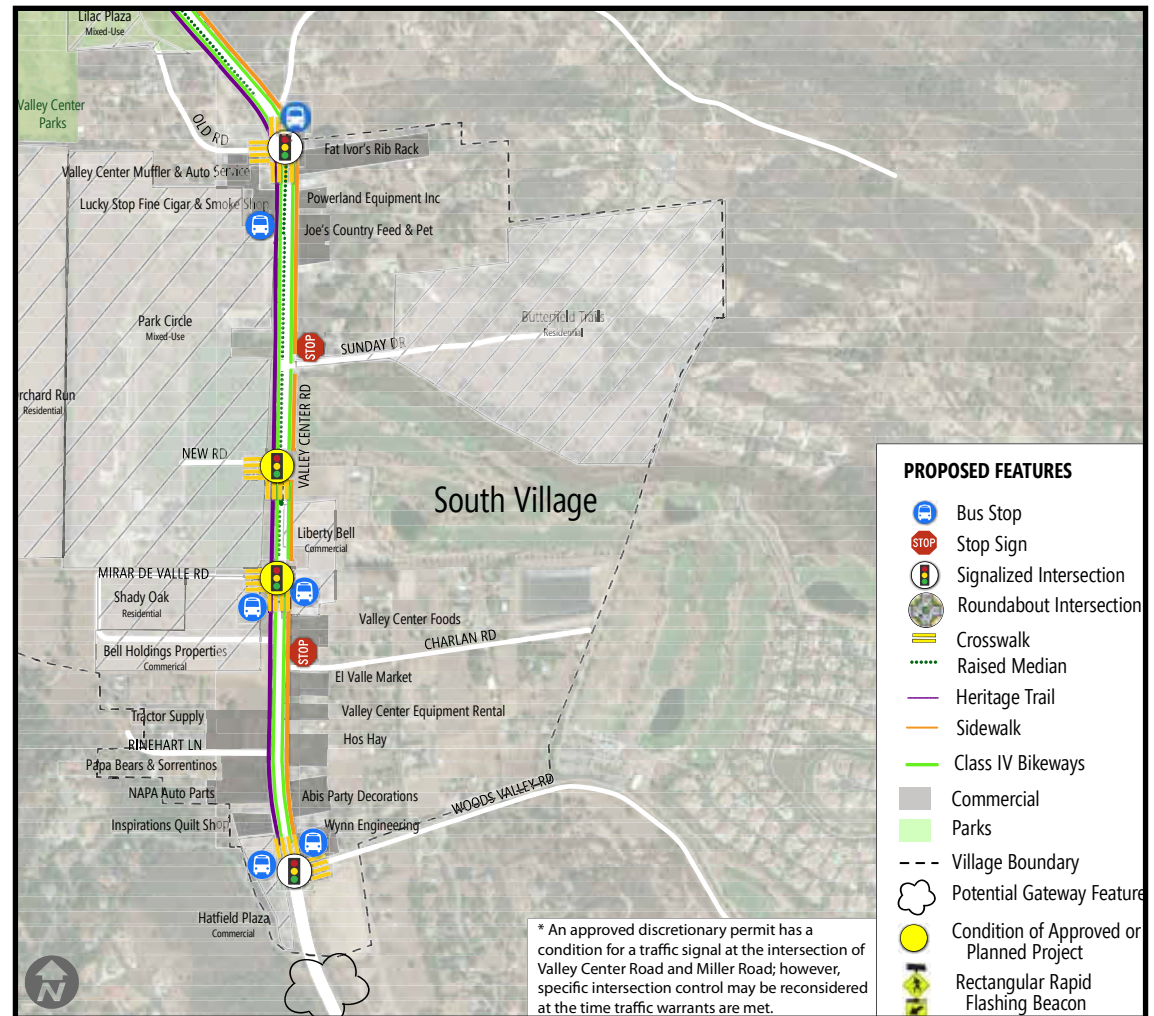
Respondents who preferred Theme 3 commented that this would be the most efficient option for vehicular travel. Some respondents felt the traffic signals would allow for easier navigation during evacuations. Respondents raised concerns that roundabouts included in other themes for South Village (Section A) will slow traffic, especially for drivers who are unfamiliar with the area, and for large vehicles like trailers and trucks. Signalized intersections, as proposed in Theme 3 are their preferred method in controlling traffic. Respondents also noted that Americans with Disabilities Act accessibility improvements are welcomed.

Key Comments:

“This is the best option for Valley Center. It provides safe passage for everyone. If the lights are synchronized, in the event of another fire, traffic will keep moving, as this is 1 of only 2 exit routes out of VC”

“Traffic lights over roundabouts, I’m concerned about evacuating times with roundabouts.”

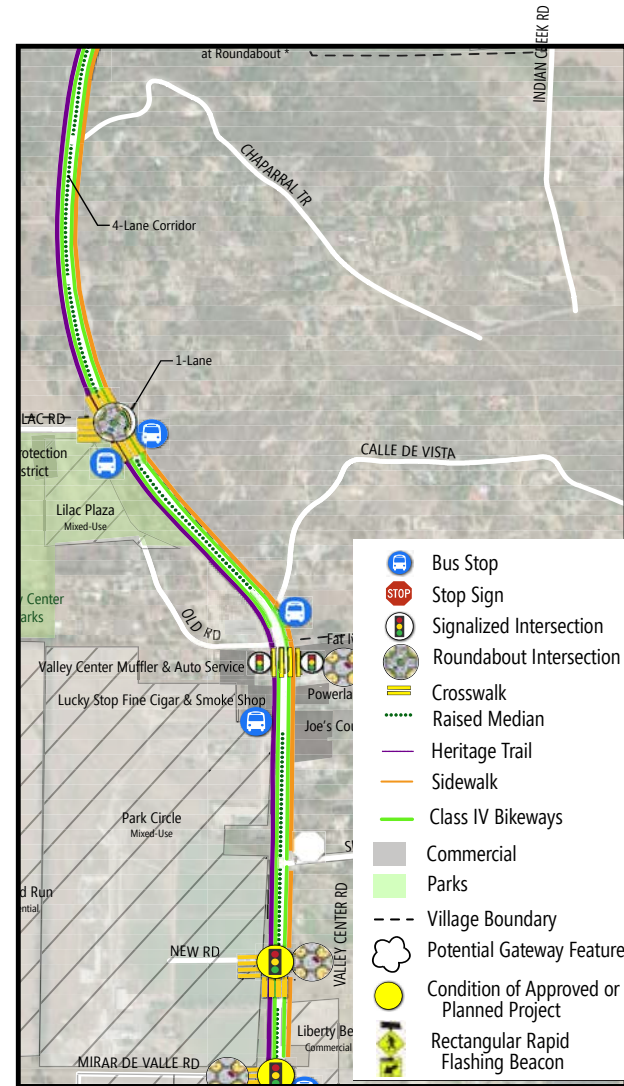
“Lights are more efficient.”



The Curve (Section B)



Theme 1



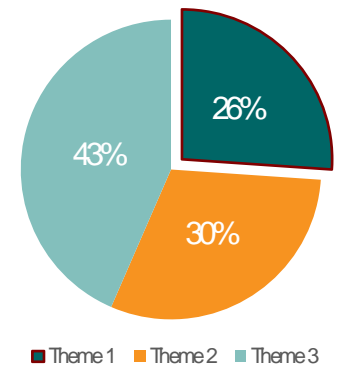
Theme 2



Theme 3



The Curve (Section B) Theme 1



Theme 1 was preferred by 6 of 23 (26%) of workshop respondents for Section B.

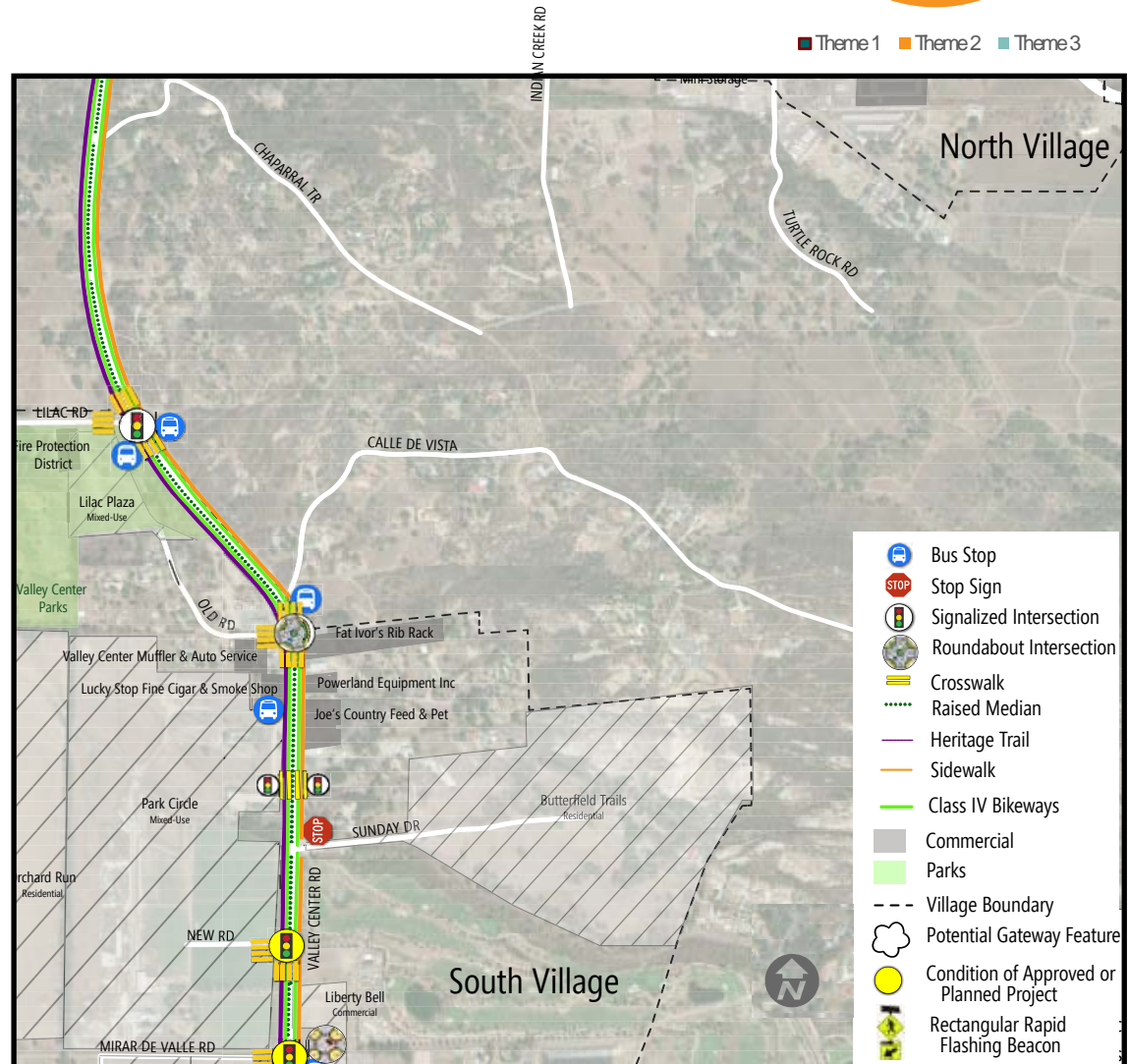
For Section B, Theme 1 was primarily selected by respondents because of the roundabout at Old Road rather than Lilac Road. Respondents noted that they'd prefer to retain the existing traffic signal at Lilac Road, and that they'd prefer adding a roundabout at Old Road to encourage walking and biking because of the surrounding scenic views. Some suggest that a roundabout at Lilac Road may make it difficult for firefighters to exit their station on Lilac Road. The proposed Class IV bike lanes (consistent with the current General Plan Mobility Element for this segment) are also a welcomed element of this theme.

Key Comments:

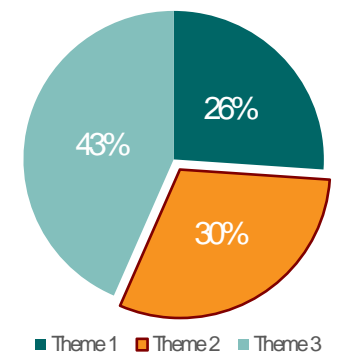
"I like the wider roundabout. It seems to take the most beautiful part of Valley Center Road and make it easier to walk on."

"I prefer roundabouts and safer bike paths."

"There is already a light at Lilac Road which seems to be working fine so why go to the cost of removing it"



The Curve (Section B) Theme 2



Theme 2 was preferred by 7 of 23 (30%) of workshop respondents for Section B.

Theme 2 was preferred by certain respondents due to the location of the roundabout. Respondents said the proposed roundabout at Old Road in Theme 1 is unnecessary as the road is not heavily traveled, and the proposed pedestrian signal of Theme 2 provides an alternative at this intersection to enhance pedestrian access to the transit stop. Additionally, there were concerns about left turns onto Valley Center Road from Calle de Vista with the Old Road roundabout in Theme 1. Respondents consider the proposed roundabout at Lilac Road an effective way to keep traffic moving, rather than a traffic light.

Key Comments:

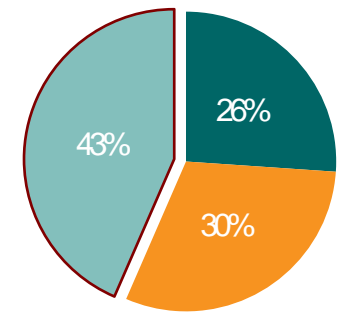
“The idea of a traffic circle or light at Old Road is over-kill”

“The traffic circle at Lilac Road is a good idea as it will also allow for better transition to VC Rd”

“Must have roundabout at Lilac Road to keep traffic moving.”



The Curve (Section B) Theme 3



Theme 3 was preferred by 10 of 23 (43%) of workshop respondents for Section B.

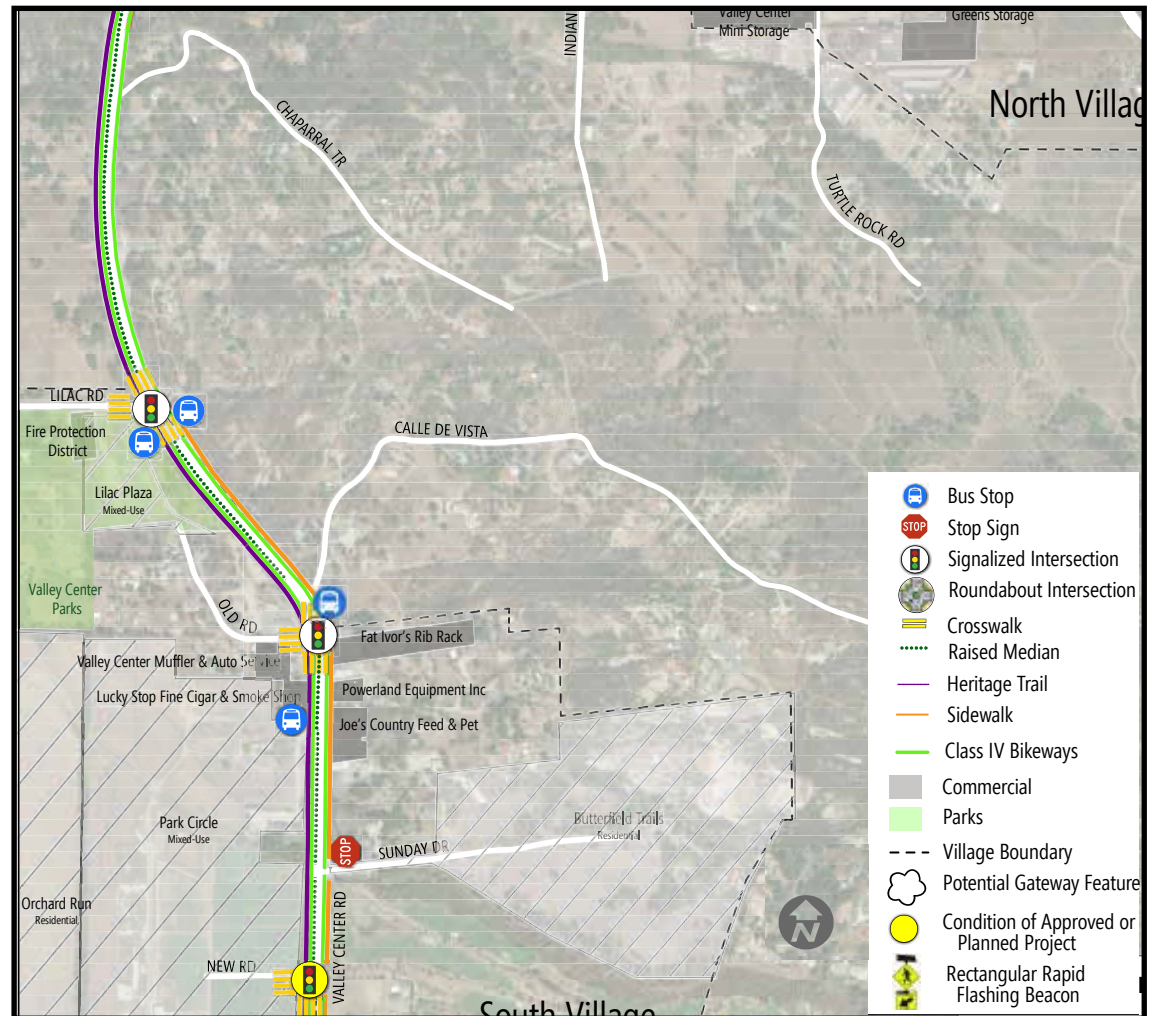
Respondents wrote that this was their preferred theme for the Curve because it includes a traffic signal, rather than a roundabout at Old Road. Respondents consider a roundabout unnecessary at Old Road because there is not enough turning traffic. Respondents also suggest that it does not seem like there is enough space to accommodate a roundabout at Old Road, and they are concerned that roundabouts will slow down evacuations. Respondents stated that this theme includes fewer bicycle and pedestrian improvements which they note may not be necessary as few people walk or bike in the area.

Key Comments:

“No roundabouts! Lights are a better option”

“Valley Centerites aren’t here for bike lanes and pedestrian crossings. Most of us go to other towns for the things that we need”

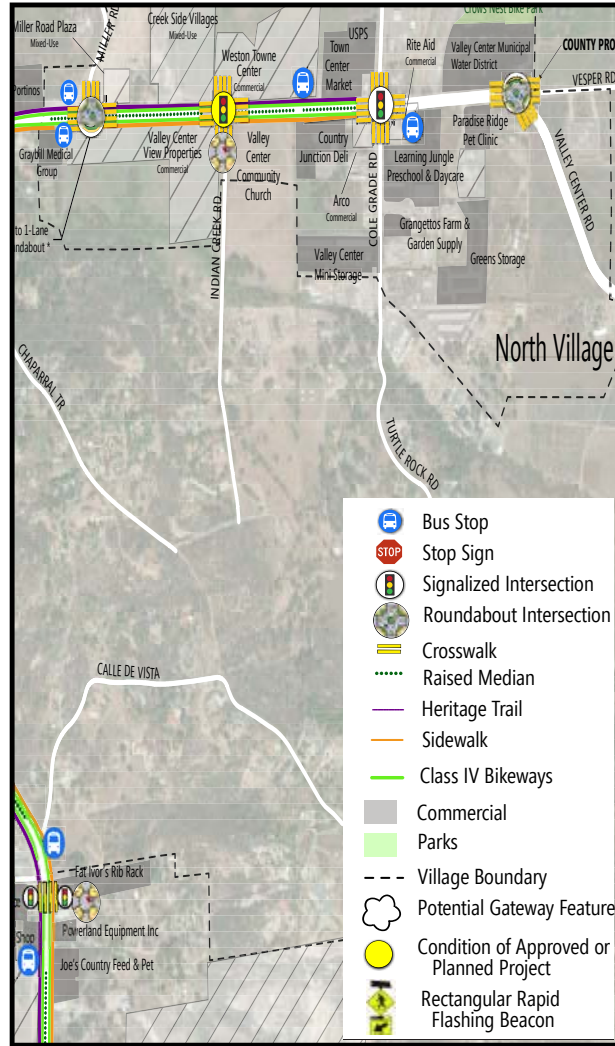
“No roundabout at Old Road. Little turning at this point. No reason for it. Medians are a good idea.”



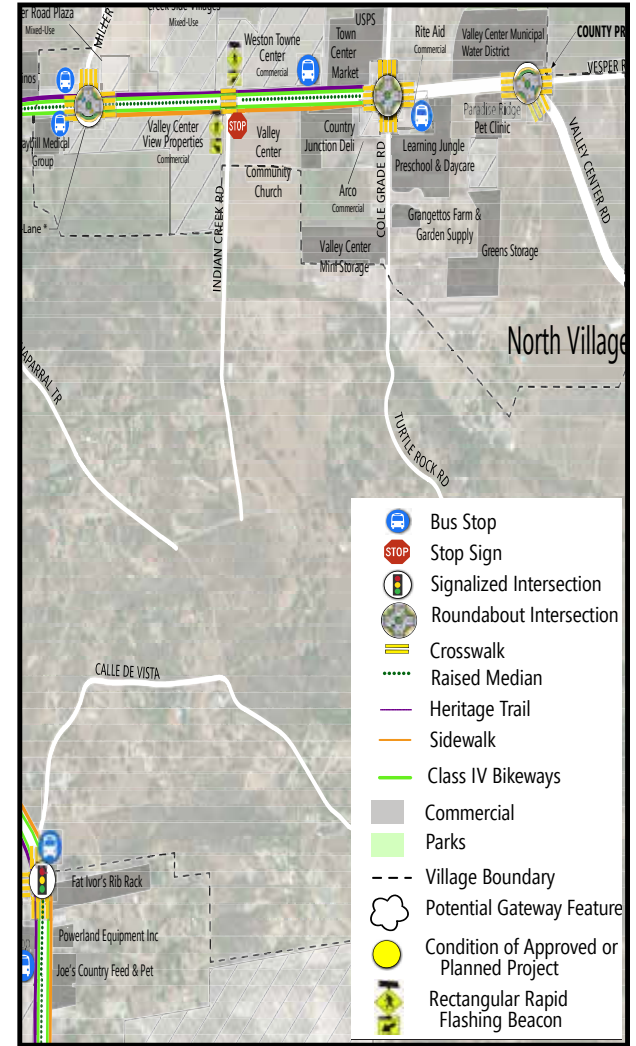
North Village (Section C)



Theme 1

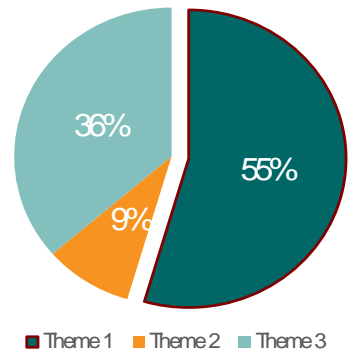


Theme 2



Theme 3

North Village (Section C) Theme 1



Theme 1 was preferred by 12 of 22 (55%) of workshop respondents for Section C.

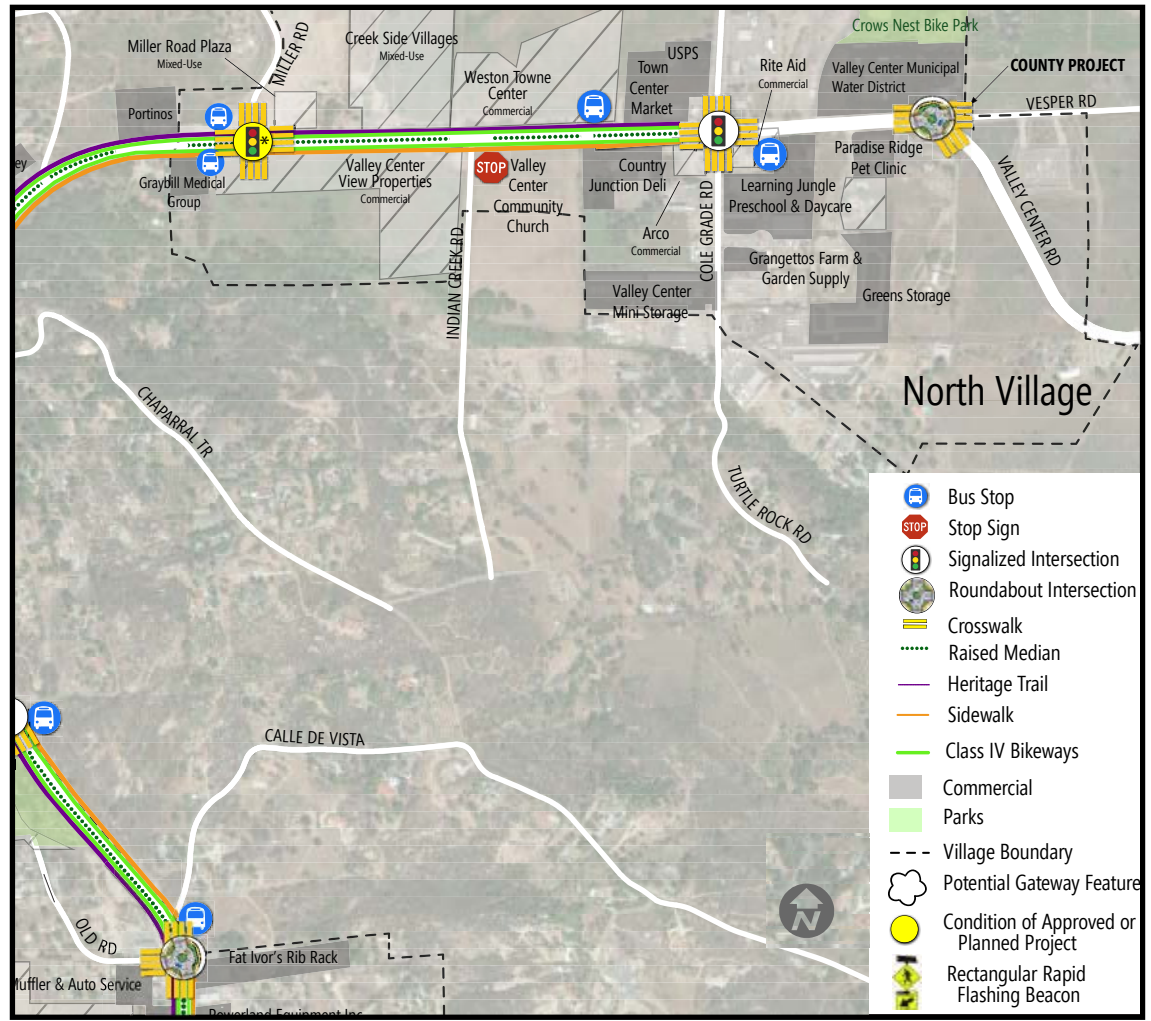
Respondents that preferred this theme did so because it does not propose eliminating travel lanes. Respondents wrote that the intersection of Valley Center Road and Cole Grade Road is very busy, and eliminating travel lanes will only increase traffic problems. Not having a traffic light at Indian Creek Road is also preferred. Theme 1 for Section C was chosen by respondents because it did not include any newly proposed roundabouts, and as respondents mentioned in other sections, some believe that roundabouts may slow down evacuations and emergency vehicles.

Key Comments:

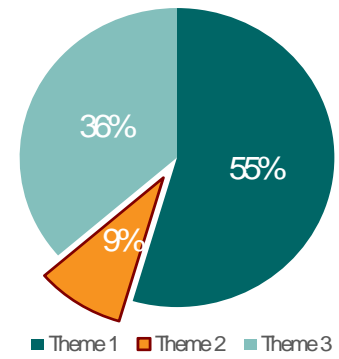
"I think a light at Cole Grade Road with multiple lanes is important at this intersection. Valley Center Road and Cole Grade Road are heavy traveled, and the main route in and out of Valley Center"

"No roundabout. Cars back up in the morning and the afternoon where many of us are turning to go down Cole Grade Road"

"I choose this because I worry about Valley Center Road being cut down to 1 lane in each direction. It also doesn't add a signal at Indian Creek Road. I would prefer 2 lane roundabouts."



North Village (Section C) Theme 2

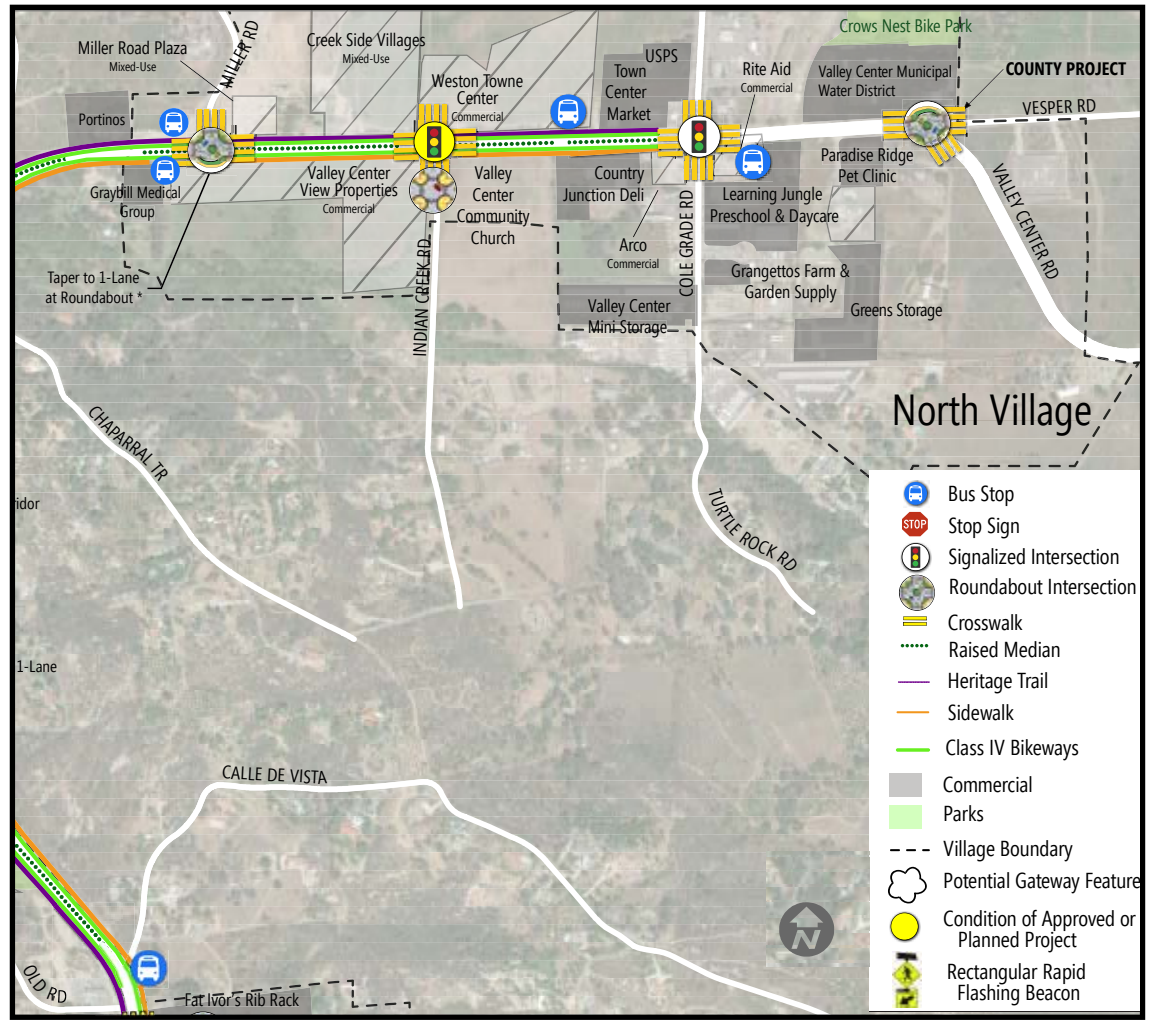


Theme 2 was preferred by 2 of 22 (9%) of workshop respondents for Section C.

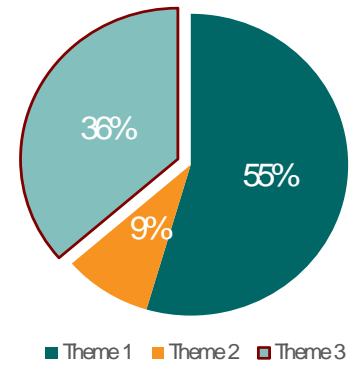
Respondents who preferred Theme 2 for Section C support the roundabouts, but are concerned with the road diet proposed in Theme 3. Other respondents, though they may have liked other components of this theme, did not prefer this theme because of the roundabouts. Others commented that they did not like the recommended traffic signal at Indian Creek Road, because the road is not busy enough, and too many traffic signals will eliminate the flow of traffic created by roundabouts.

Key Comments:

"I prefer the roundabouts at both Miller Road & Cole Grade Road but do not think that having a single lane of travel in both directions of the North Village would be accepted."



North Village (Section C) Theme 3



Theme 3 was preferred by 8 of 22 (36%) of workshop respondents for Section C.

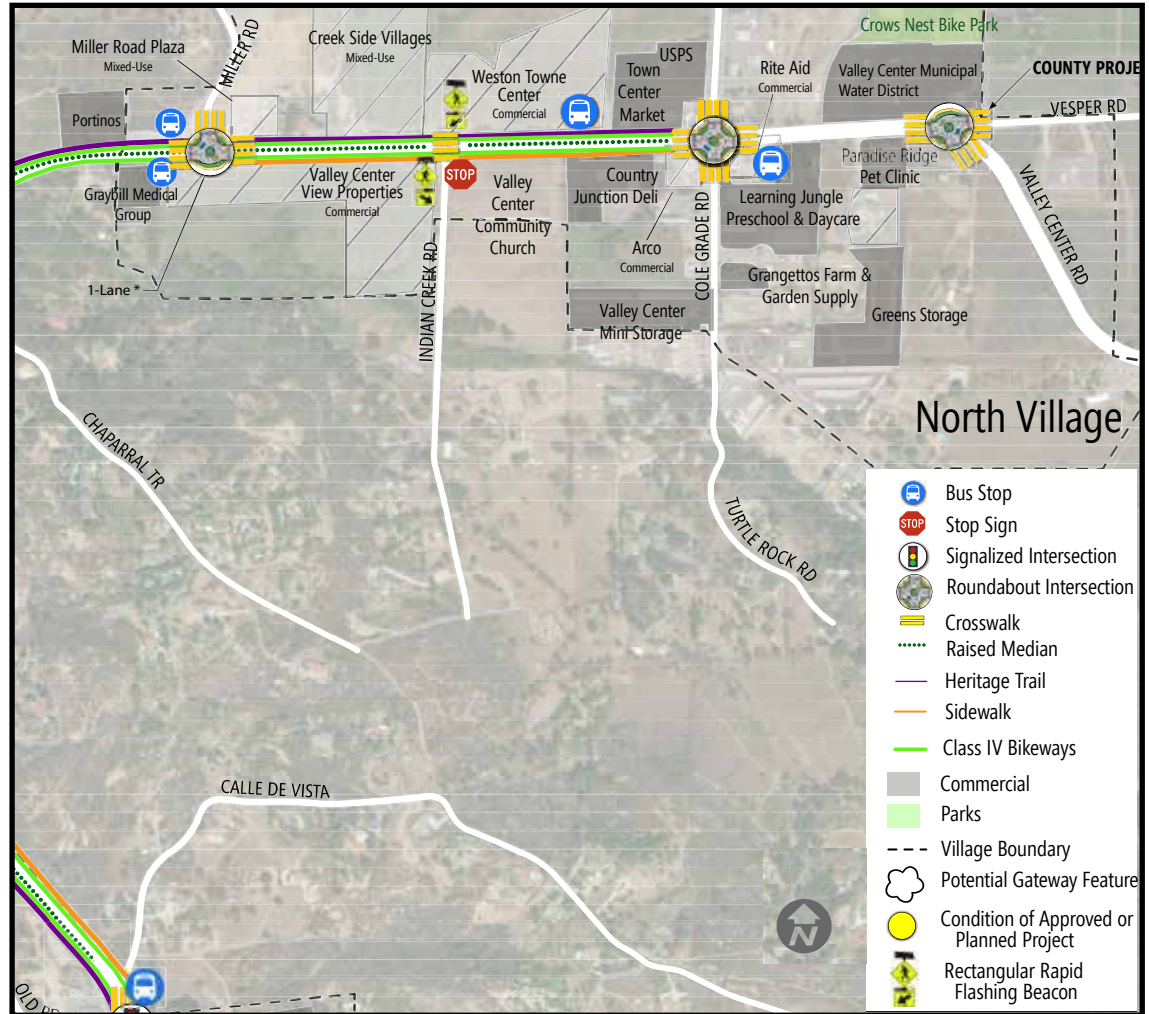
Respondents that chose Theme 3 for the North Village section noted that they like the two proposed roundabouts at Miller Road and Cole Grade Road. Respondents noted that at the existing traffic signal at Cole Grade, many drivers make dangerous right turns without stopping on red, or make illegal U-turns to enter the gas station, and believe that roundabouts could help limit this behavior. Respondents also preferred Theme 3 because it includes a Rectangular Rapid Flashing Beacon at Indian Creek Road, and not a traffic signal. Respondents stated that multiple roundabouts down Valley Center Road could also create a consistent traffic theme for those traveling to the casino.

Key Comments:

"I chose Theme 3 because it incorporates a roundabout at the Cole Grade Road intersection rather than a traffic signal"

"3 roundabouts will keep this area safer but I think they should be 2-lane because of high traffic back & forth to the casinos."

"A traffic circle at Miller Road will make people think, pay more attention and make the corner safer for everyone."



General Comments



Theme 1
Pedestrian & Bicycle Focus



Theme 2
Traffic Calming



Theme 3
Village Focus



General Comments

After reviewing the nine flipbooks (3 for each theme) that provide a detailed summary of the features proposed for the three sections of Valley Center Road, respondents were asked to leave general comments about the plan. Below is a list of general comments and key takeaways from the workshop:

Key Takeaways:

- Those who would like to see roundabouts on Valley Center Road prefer the roundabout's ability to:
 - Reduce serious accidents
 - Improve traffic flow
 - Reduce stopping which leads to greenhouse gas emissions
 - Make biking and walking safer
 - Create a more uniform driving experience
- Other respondents have concerns about the practicality of roundabouts on Valley Center Road including:
 - Traffic being slowed too much, particularly for larger trucks, trailers, and buses
 - Emergency vehicles effectively navigating a roundabout
 - The efficiency of fire evacuations
- Respondents also left comments regarding the proposed bicycle and pedestrian improvements. Those that would like to see these improvements stated:
 - They would like to see separated or buffered sidewalks for safer walking down Valley Center Road.
 - Better pedestrian facilities will improve the village feel of the corridor.
 - Bicycle lanes should be prioritized no matter the theme chosen.

- Respondents also left comments concerned about the proposed bicycle and pedestrian improvements.
 - Some are concerned 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 bicycling more dangerous as debris could collect in the lane.
 - Other respondents said Valley Center Road should be better improved for drivers rather than bicyclists and pedestrians.
 - Respondents suggest that many residents drive in order to purchase ranch supplies, and live on large plots of land, making biking and walking impractical for daily errands.

General Comments:

"I think roundabouts work well in cities with multiple roads to choose from. This is not the case in Valley Center."

"Roundabouts are difficult to traverse with long trailers (such as horse trailers)."

"Roundabouts are safer for vehicles, pedestrians and bicyclists."

"In all cases, I prefer roundabouts and safer bike paths"

"We are more worried about getting hay than walking or riding bikes to get places here."

"The consistent roundabouts through the Villages and at Lilac have so many advantages! Greater safety for pedestrians and bicyclists (and even horses, if they continue to use Heritage Trail because the slower traffic is not so upsetting for the horses!)"

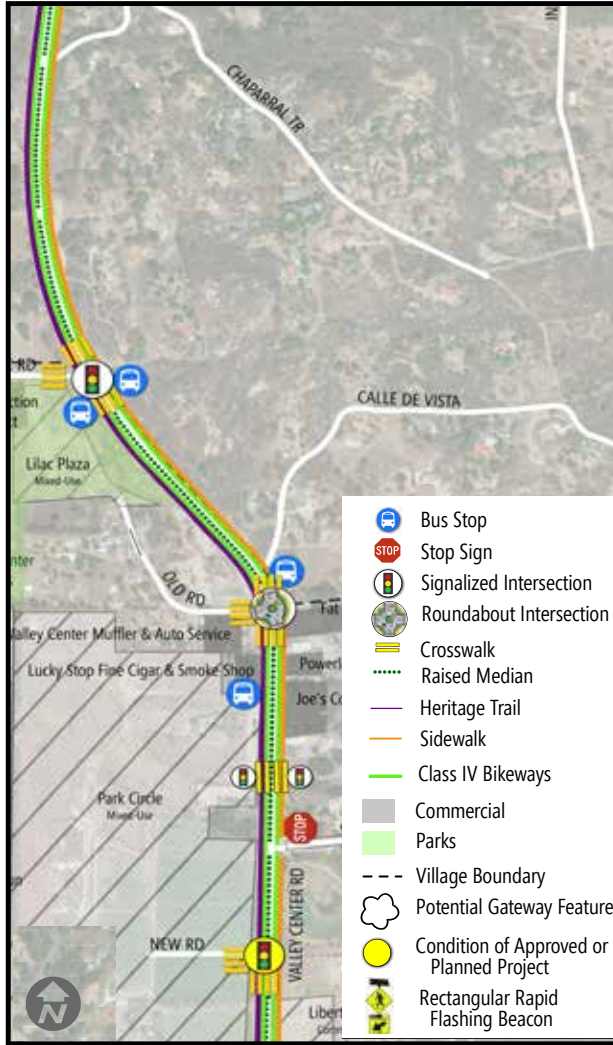
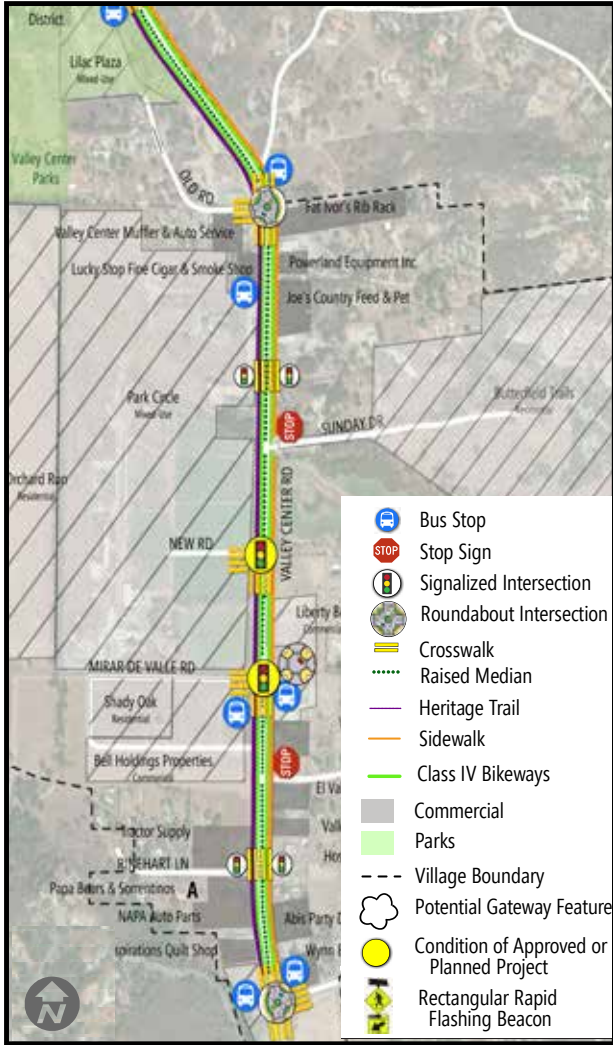
Theme 1



South Village

The Curve

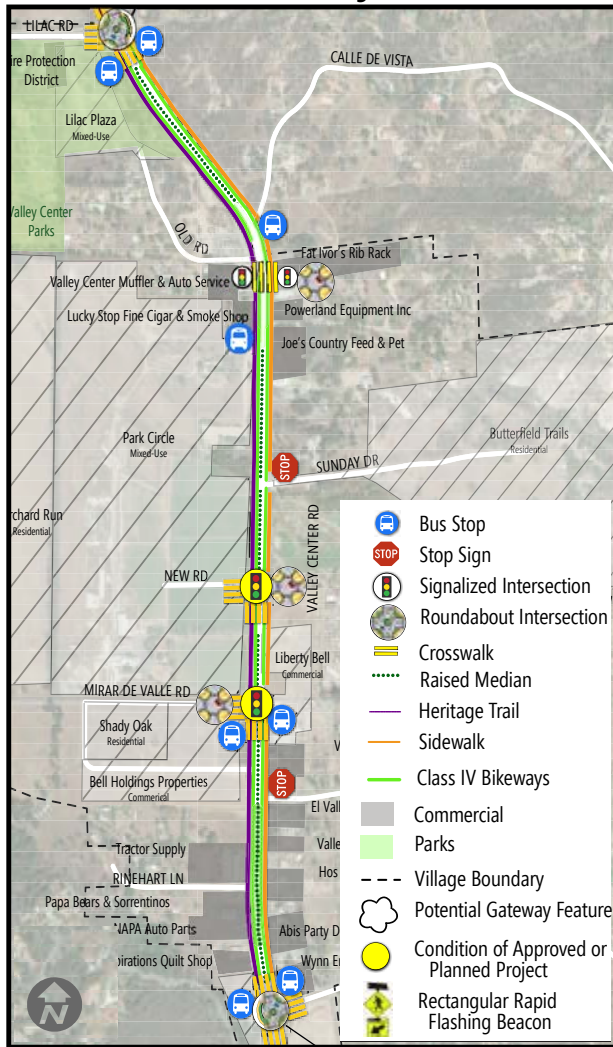
North Village



Theme 2



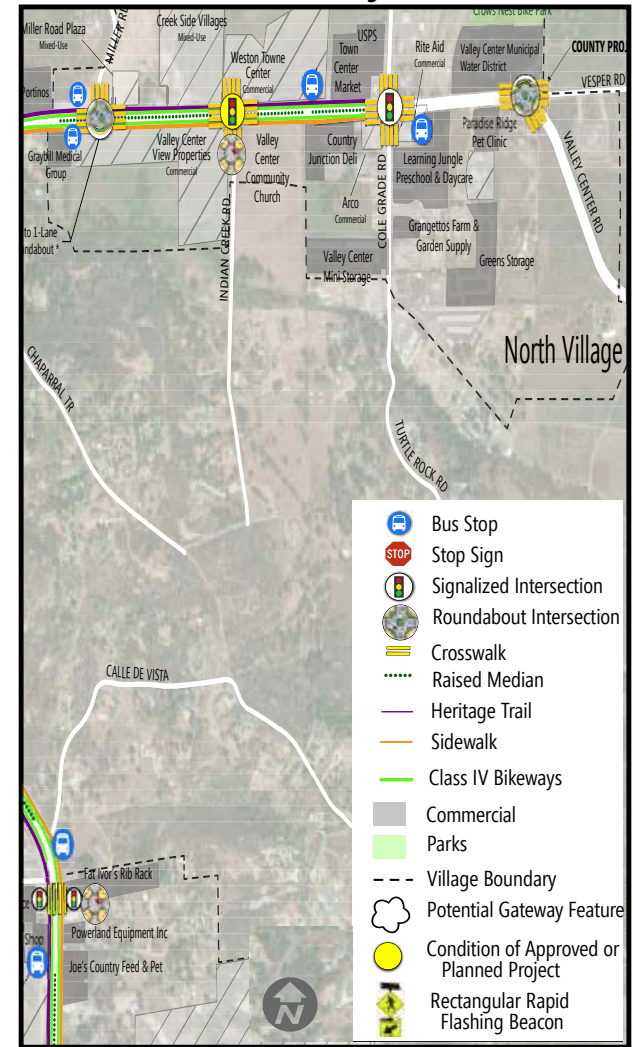
South Village



The Curve



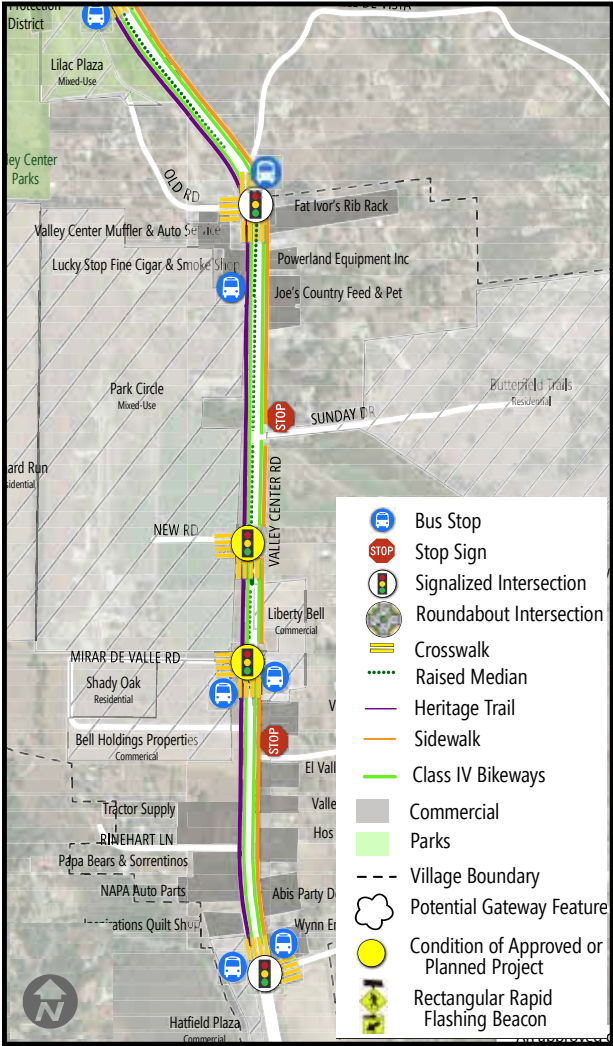
North Village



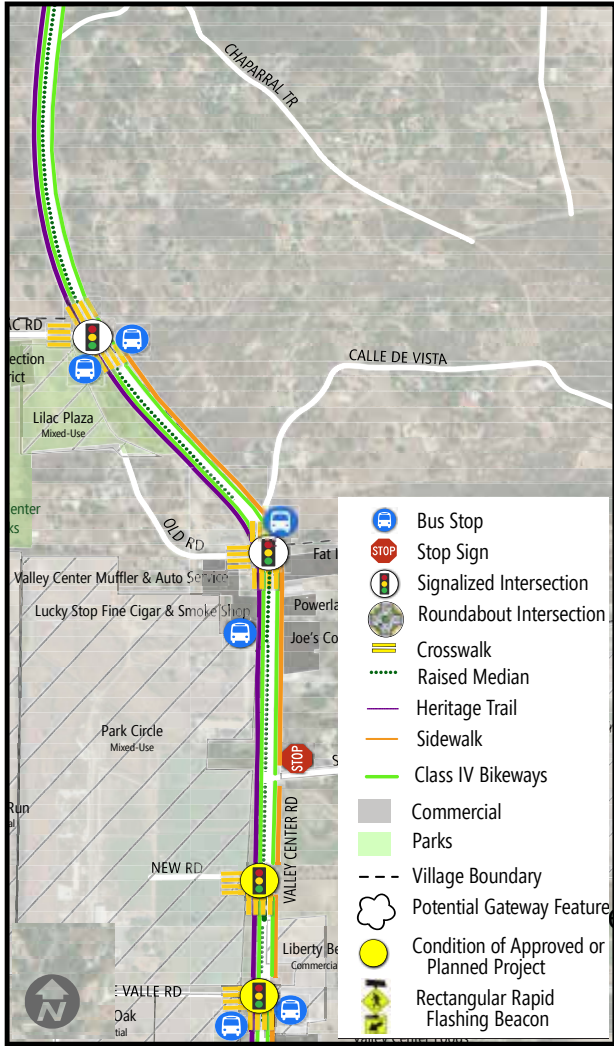
Theme 3



South Village



The Curve



North Village

