

SPEED & TRAFFIC CALMING

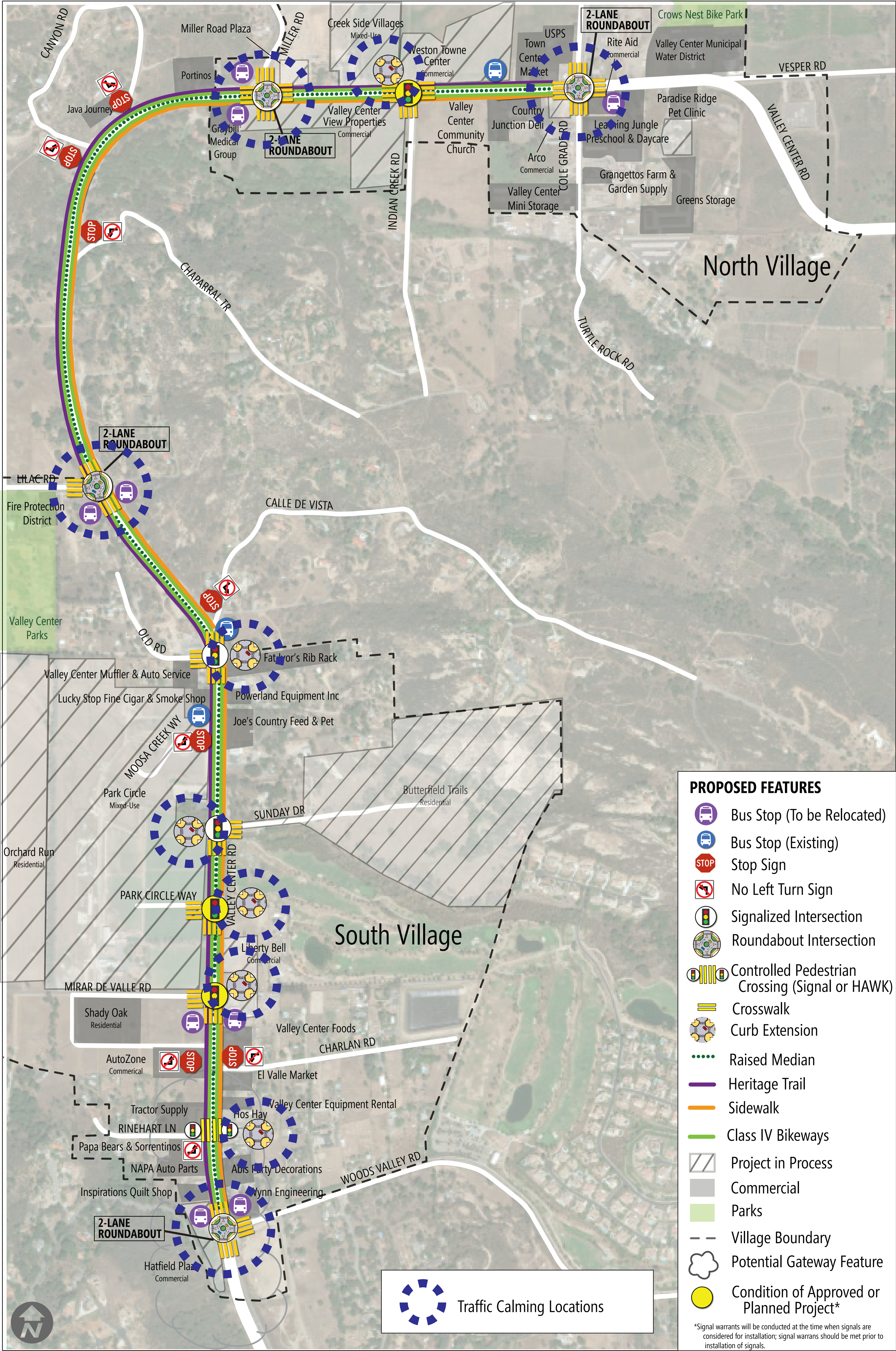
WHAT WE HEARD

What We Heard About Speeding:

- People drive way too fast on Valley Center Road.
- Unsafe turning onto Valley Center Road, hard to see speeding cars.
- Do not feel safe riding a bike due to high speeds and not enough separation from cars.
- Some participants preferred roundabouts because they slow down speeding cars.
- Speed is too high along Valley Center Road, can't turn into businesses.
- High speeds make Valley Center Road very dangerous.

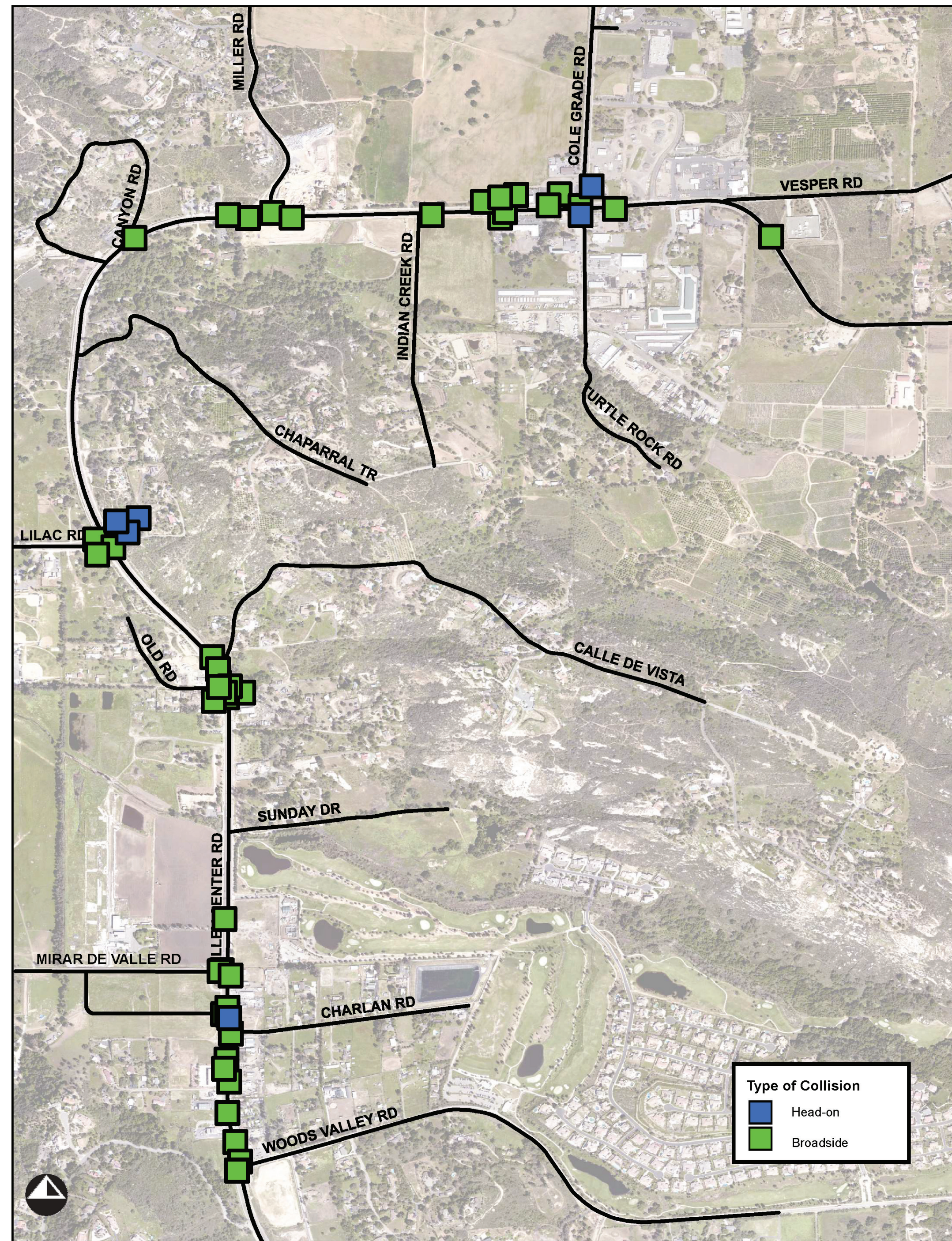
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FEATURES TO ADDRESS SPEEDING



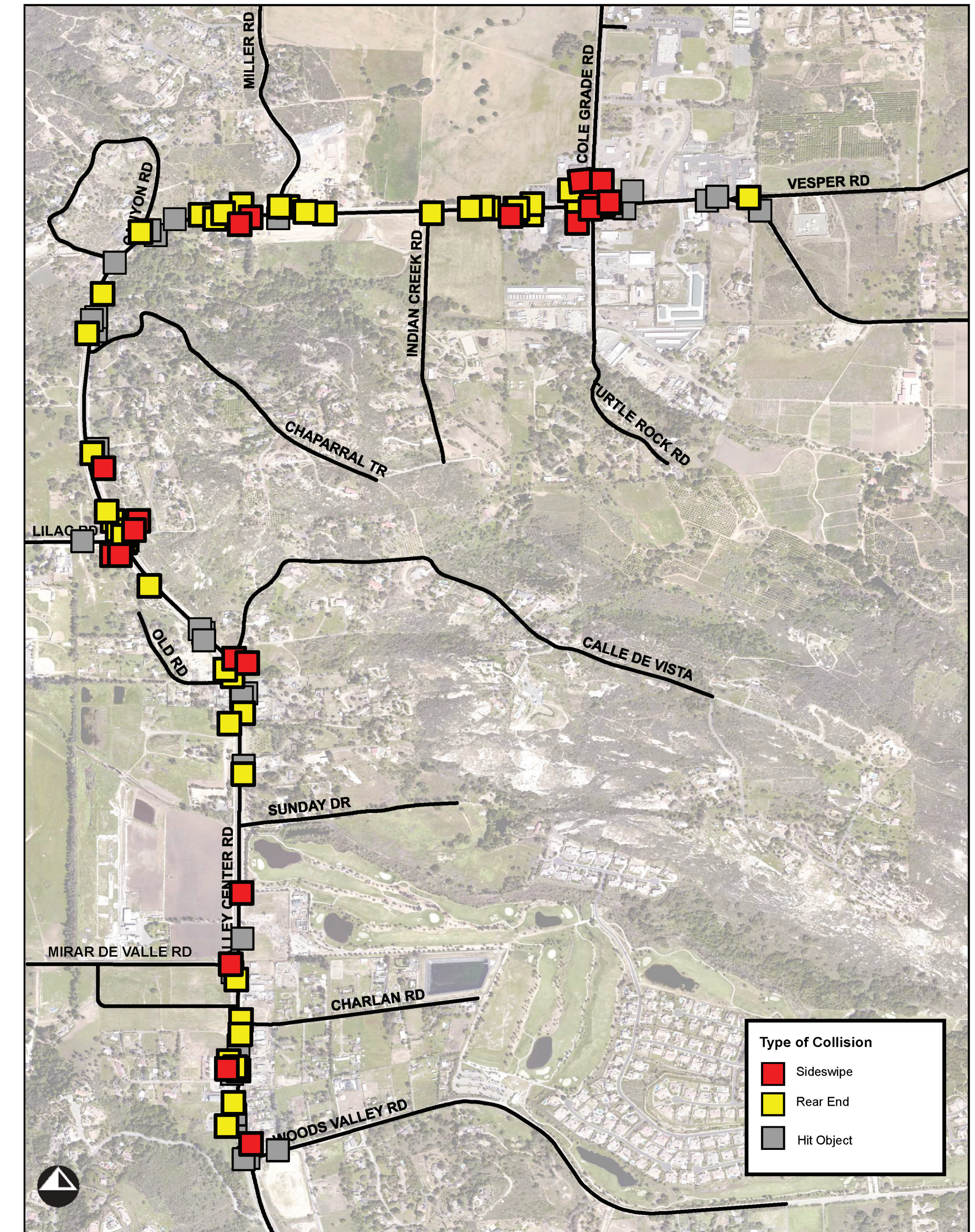
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CRASH HISTORY (2013-2018)



Number of Crashes by Type:

- Head on: 6 crashes
- Sideswipe: 24 crashes
- Rear End: 56 crashes
- Broadside: 47 crashes
- Hit Object: 42 crashes



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TRAFFIC CALMING FEATURES

CURB EXTENSIONS



- Narrows the line of sight for drivers, which tends to reduce speeds
- Tightens curve so turning vehicles slow down
- Shortens crossing distance for pedestrians
- Makes pedestrians and drivers more visible to each other

RAISED MEDIAN



- Creates a physical barrier between opposing directions of traffic
- Creates side friction to slow down traffic
- Can serve as a place of refuge for pedestrians and bicyclists who cross the street

CLASS IV BIKEWAY WITH DELINEATORS



- Provides a physical separation between bicycles and moving traffic
- Creates side friction to slow down traffic
- The implementation of Class IV bikeways usually brings more bicyclists to the road corridor, which tends to reduce vehicle speeds along the corridor

Intersection Control with Traffic Calming Advantages



- Vehicles yield to traffic that is already in the roundabout
- Traffic travels counterclockwise around a center island
- Designed for maximum entry speeds of 20-30 mph
- Improves safety by almost eliminating the potential for head-on or t-bone crashes.



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TRAVEL SPEEDS

Existing Conditions Speed Data Summary

Roadway	Segment	No. Lanes	Median Type	Roadway Classification ¹	Posted Speed Limit (mph)	Direction	85th % Speeds (mph) ²
Valley Center Road	Woods Valley Road to Mirar De Valle Road	4	Undivided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	52
						Southbound	54
	Mirar De Valle Road to Sunday Drive	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	60
						Southbound	54
	Sunday Drive to Lilac Road	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	57
						Southbound	54
	Lilac Road to Canyon Road	4	Divided	Major Road - 4.1A (w/ raised median)	45	Northbound	52
						Southbound	51
	Canyon Road to Miller Road	4	Divided	Major Road - 4.1A (w/ raised median)	45	Eastbound	56
						Westbound	53
	Miller Road to Indian Creek Road	4	Divided	Boulevard - 4.2A (w/ raised median)	45	Eastbound	54
						Westbound	56
	Indian Creek Road to Cole Grade Road	4	Divided	Boulevard - 4.2A (w/ raised median)	45	Eastbound	52
						Westbound	54

Notes:

¹ Based on San Diego County General Plan, Valley Center Mobility Element Network Appendix. However, the segments from Woods Valley Road to Lilac Road are not currently built to their Mobility Element classification. Therefore, the existing functional classification is used in this table.

² Actual speeds were collected on Tuesday, Dec. 4, 2018.

Existing AM/PM Peak Hour Volumes,
Daily Traffic Volumes and Prevailing Speeds

