

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

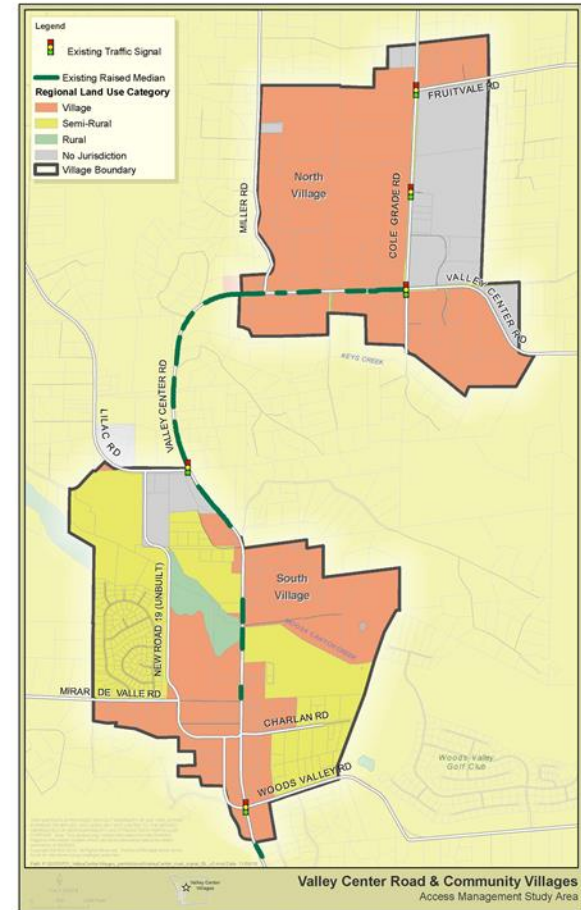
Workshop 1: Existing Conditions



MARCH 12, 2019

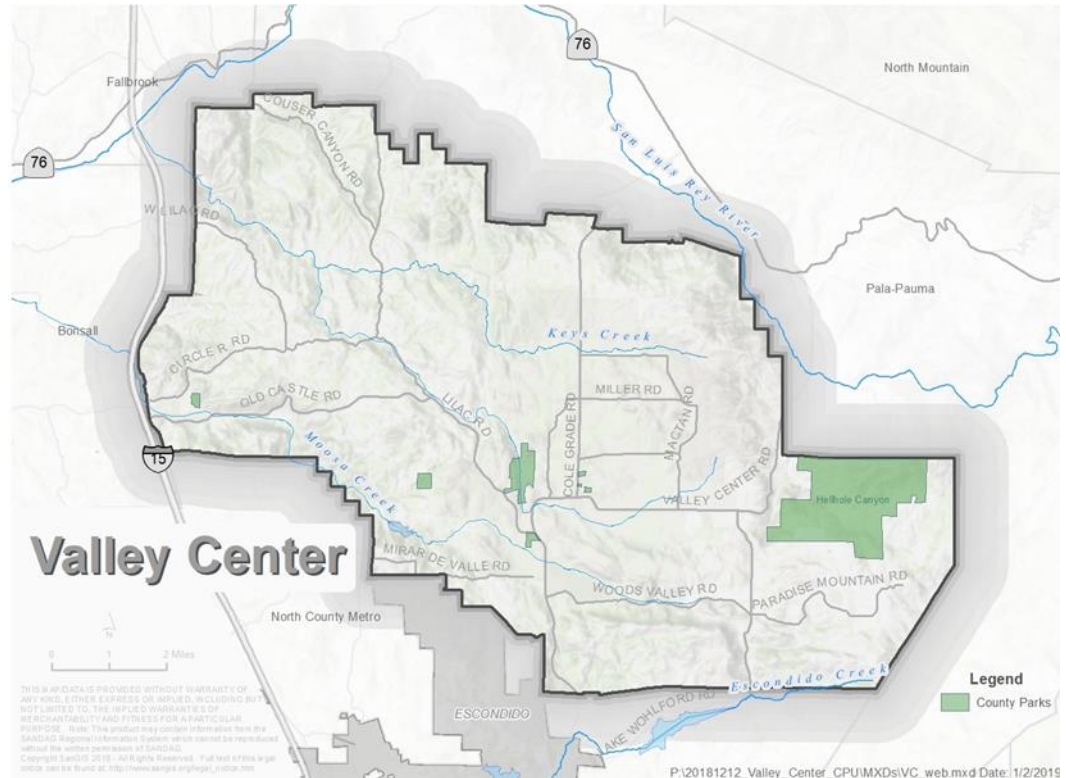
Project Focus & Grant

- Study area encompasses Valley Center Road from Cole Grade Road to Woods Valley Road
- Project focus:
 - Formalize a corridor access management strategy
 - Safe ingress and egress from adjacent streets and driveways
 - Address operations from the perspective of all users
- Caltrans Sustainable Communities Grant (Senate Bill 1)



Related Project: Valley Center Community Plan Update

- Comprehensive update of the Community Plan
- Address Land Use, Mobility, Conservation and Open Space, Housing, Safety, Design Guidelines, and other topics
- Similar timeline



Existing Conditions Analysis

Roadway Segments

Intersections

Speed

Crash Data

Pedestrians

Bicycles

Transit



Roadway Segment Analysis



Boulevard with Intermittent Turn Lanes (4.2B)



Boulevard with Raised Median (4.2A)



Major with Raised Median (4.1A)

Roadway Segment Analysis

Roadway	Segment	No. Lanes	Median Type	Roadway Classification ¹	LOS E Capacity	ADT	LOS
Valley Center Road	Woods Valley Road to Mirar de Valle	4	Undivided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,550	D
	Mirar De Valle Road to Sunday Drive	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,412	D
	Sunday Drive to Lilac Road	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,384	D
	Lilac Road to Canyon Road	4	Divided	Major Road - 4.1A (w/ raised median)	37,000	26,069	C
	Canyon Road to Miller Road	4	Divided	Major Road - 4.1A (w/ raised median)	37,000	25,883	C
	Miller Road to Indian Creek Road	4	Divided	Boulevard - 4.2A (w/ raised median)	30,000	25,013	D
	Indian Creek Road to Cole Grade Road	4	Divided	Boulevard - 4.2A (w/ raised median)	30,000	25,064	D

Notes:

¹Source: County of San Diego

ADT = Average Daily Traffic; LOS = Level of Service

Intersection Analysis



Signalized Intersection



**One Way Stop Control
No Raised Median**



**One Way Stop Control
With Median**

Intersection Analysis

Study Intersection		Traffic Control	Existing Conditions			
			AM		PM	
			Delay ¹	LOS	Delay ¹	LOS
1 -	Valley Center Road / Woods Valley Road	Signal	7.5	A	9.0	A
2 -	Valley Center Road / Mirar De Valle Road	OWSC	29.7	D	45.2	E ²
3 -	Valley Center Road / Sunday Drive	OWSC	26.7	D	51.7	F ³
4 -	Valley Center Road / Lilac Road	Signal	17.5	B	13.5	B
5 -	Valley Center Road / Miller Road	OWSC	27.3	D	15.2	C
6 -	Valley Center Road / Indian Creek Road	OWSC	16.9	C	26.1	D
7 -	Valley Center Road / Cole Grade Road	Signal	31.3	C	33.5	C

Note: Deficient intersection operation indicated in bold.

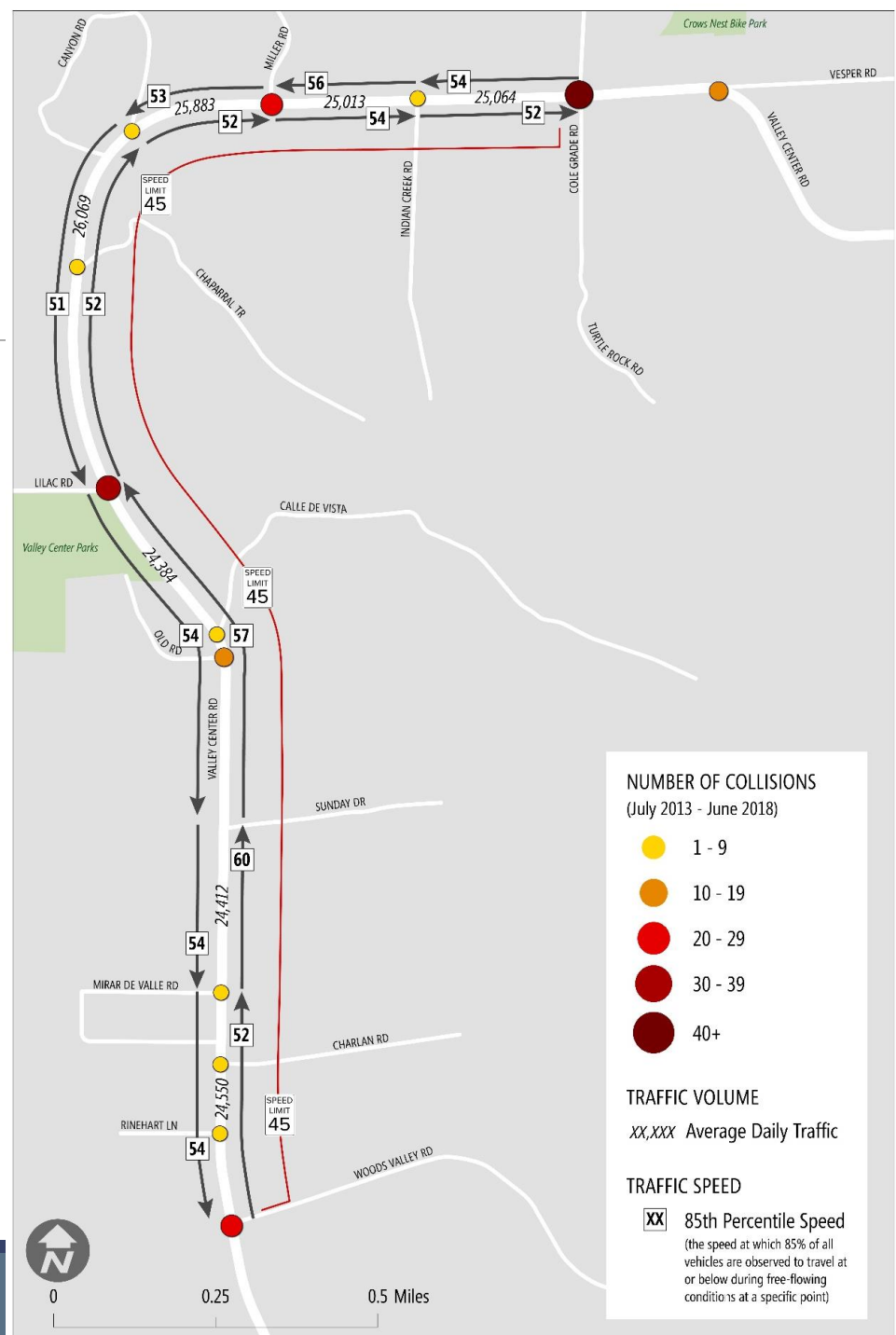
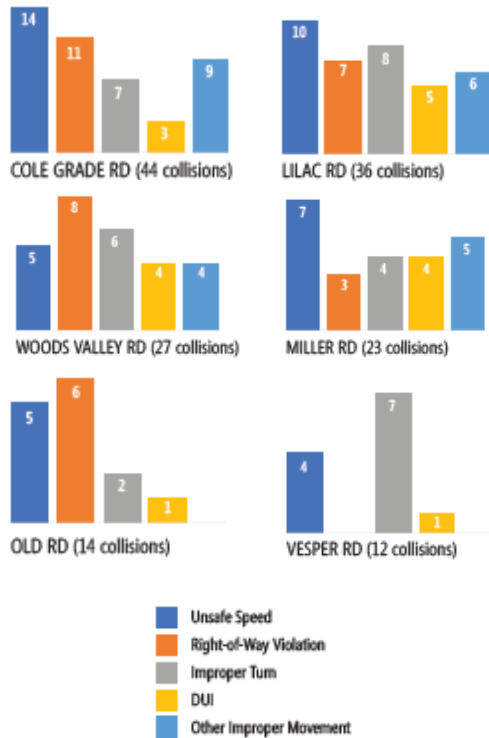
¹ Average seconds of delay per vehicle. | ² Eastbound left-turns = 14 vehicles during PM peak hour. | ³ Westbound left-turns = 1 vehicle during PM peak hour.

LOS = level of service. OWSC = One-Way Stop Control, worst approach delay and LOS reported.

Speed

Roadway	Segment	Roadway Classification ¹	Posted Speed (mph)	Dir.	85th % Speeds (mph)
Valley Center Road	Woods Valley Road to Mirar De Valle Road	Boulevard - 4.2B (w/ intermittent turn lanes)	45	NB	52
				SB	54
	Mirar De Valle Road to Sunday Drive	Boulevard - 4.2B (w/ intermittent turn lanes)	45	NB	60
				SB	54
	Sunday Drive to Lilac Road	Boulevard - 4.2B (w/ intermittent turn lanes)	45	NB	57
				SB	54
	Lilac Road to Canyon Road	Major Road - 4.1A (w/ raised median)	45	NB	52
				SB	51
	Canyon Road to Miller Road	Major Road - 4.1A (w/ raised median)	45	EB	56
				WB	53
	Miller Road to Indian Creek Road	Boulevard - 4.2A (w/ raised median)	45	EB	54
				WB	56
	Indian Creek Road to Cole Grade Road	Boulevard - 4.2A (w/ raised median)	45	EB	52
				WB	54

Crash Analysis

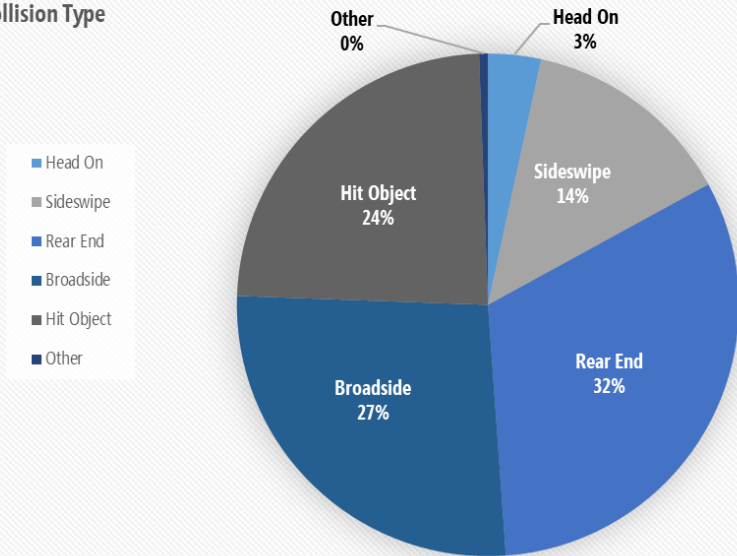


Crash Analysis

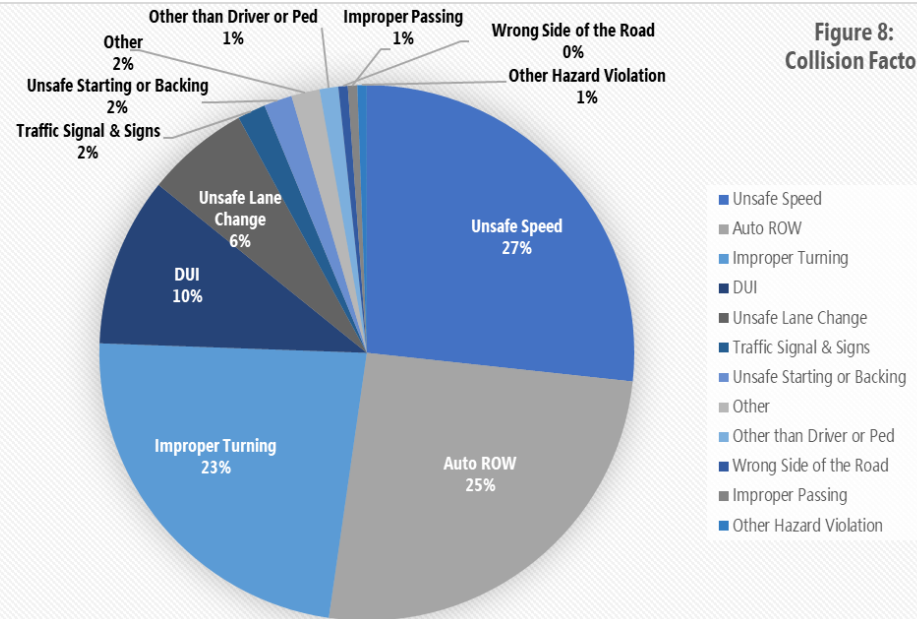
Crash Locations	Number of Crashes (2013-2018)	Crash Severity				
		Fatal	Severe	Other Visible Injury	Complaint of Pain	Property Damage Only
Woods Valley Road	27	0	1	1	8	17
Rinehart Lane	1	0	0	0	0	1
Charlan Road	4	0	0	1	0	3
Mirar de Valle Road	7	0	0	0	0	7
Old Road	14	0	1	3	1	9
Calle De Vista	4	0	0	0	1	3
Lilac Road	36	0	1	4	9	22
Chaparral Terrace	2	0	0	0	0	2
Canyon Road	1	0	0	1	0	0
Miller Road	23	1	1	5	3	13
Indian Creek Road	1	0	0	0	0	1
Cole Grade Road	44	0	0	2	16	26
Vesper Road	12	0	3	1	4	4
Total	176	1	7	18	42	108

Crash Analysis

**Figure 7:
Collision Type**



**Figure 8:
Collision Factor**



Pedestrian Analysis



COUNTY OF SAN DIEGO
ACTIVE TRANSPORTATION PLAN:
PEDESTRIAN GAP ANALYSIS

Methodology and Results

Surface Type
Surface Width
Obstructions
Condition
Curb Ramps / Obstructions
Driveway Type
Driveway Obstructions
Crosswalk / Type

Pedestrian Analysis



Evaluation Criteria:

- What is the surface like?
- Are there obstructions?
- How wide is the walkway?
- Are there trip hazards?

Findings:

- Most Segments are Good or Very Good
- Erosion along the Heritage Trail may result in Average Conditions
- Poor Conditions exist where overgrown landscaping or weeds impact the condition of the walkway

Bicycle Analysis

TABLE 3-4 CRITERIA FOR ROADWAYS WITH BICYCLE FACILITIES

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2, if directions are separated by a raised median	More than 2, or 2 without a separating median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30 mph or less	(no effect)	35 mph	40 mph or more

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.



LTS 1 Typical Users

LTS 1 – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.



LTS 2 Typical Users

LTS 2 – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.



LTS 3 Typical Users

LTS 3 – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.



LTS 4 Typical User

LTS 4 – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.

All Segments of Valley Center Road are LTS 4

Transit

Shelters

Benches

Trash receptacles

Station signs

Maps/wayfinding

Lighting

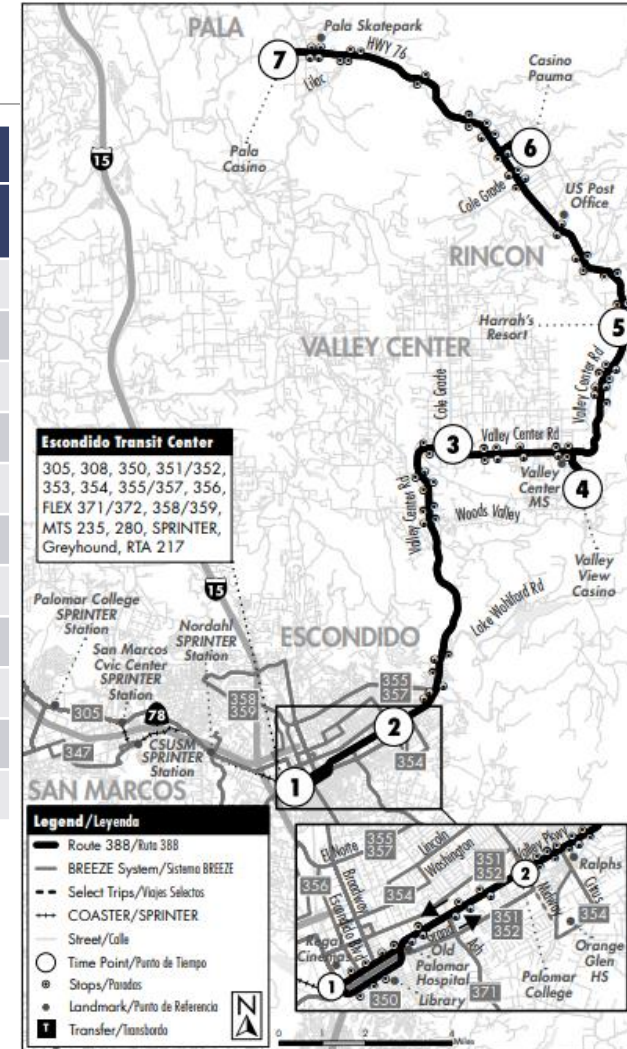
ADA compliancy



Transit

Bus Stop (Direction)	Available Amenities						
	Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant
1 Woods Valley Road (NB)		✓		✓			✓
2 Mirar De Valle Road (NB)		✓		✓			✓
3 Old Road (NB)				✓	*	✓	
4 Lilac Road (NB)				✓			
5 Miller Road (NB)				✓			
6 Cole Grade Road (SB)	✓	✓	✓	✓	✓	✓	✓
7 Miller Road (SB)				✓	✓	✓	✓
8 Lilac Road (SB)		✓	✓	✓			✓
9 Old Road (SB)		✓	✓	✓			✓
10 Mirar De Valle Road (SB)		✓	✓	✓			✓
11 Woods Valley Road (SB)		✓		✓			✓

* Facilities exist but not maintained.



Focus Areas

High Collision Locations

Gaps in Sidewalk (east side)

Side Street Stop Control (long-term)

Roadway Capacity (long-term)

Up Next: Interactive Exercise 1
