

NOTES



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Welcome to the Community Workshop 3 for the Valley Center Road Corridor Concept Plan project. This third workshop will include a presentation on the Draft Corridor Concept Plan, next steps in the process, and interactive exercises to receive input.

COMMUNITY CONCERNS THAT LEAD TO PROJECT INITIATION:

County staff pursued a Caltrans grant for the Valley Center Road Corridor Concept Plan and initiated the project in response to a set of recurring concerns from the community. These concerns have continued to be reflected in public input through the course of the project, and include:

- The need for traffic calming to reduce the prevalence of speeding along the corridor, while still keeping traffic moving
- Concerns with the increasing prevalence of collisions along the corridor
- The need for a comprehensive approach to corridor access management, as opposed to relying in incremental access management through private development conditions
- The need for improved safety for pedestrians and bicyclists
- Desire to develop more of a Village atmosphere in this area of the North and South Villages, with reduced speeds promoting a pedestrian-friendly atmosphere, sense of place, and encouraging residents and visitors to visit Village establishments.



THANK YOU!



The insert inside this guidebook has space for writing your input. Before you leave drop of insert off at the check-in table.

However, if you would like more time to review the plan or if your hand writing may be difficult to read, we encourage you to email comments to the email address listed below. Please reference the station number references in this insert or in any format you'd like.



For more information, visit the project website using the QR code or by going to bit.ly/VCRoadStudy

Project email address and phone number:
PDS.CommunityPlanUpdates@sdcounty.ca.gov
 (858) 505-6677

As part the Workshop, the project team would like stakeholders to keep these recurring concerns in mind when thinking about the purpose of the project. At the five stations, you can learn more about public input received during the course of the project and connect the input to components of the Draft Corridor Concept Plan. When you are visiting the stations, think about and discuss how well components of the Draft Corridor Concept Plan address the recurring concerns that led to project initiation, and additional public input received.

We are seeking your overall input on the Draft Corridor Concept Plan. Since many of you are seeing and learning about this Plan for the first time this evening, don't feel like you have to provide all your input during this workshop. **A 30-day public review period will run through August 20th.**

Key Elements of the Draft Corridor Concept Plan



Two-Lane Roundabout: Four roundabouts are included in the Draft Corridor Concept Plan. Roundabouts improve safety by reducing the potential for head on and broadside collisions as all traffic travels in the same direction around the center circle. Each roundabout is two lanes on Valley Center Road to maintain the existing capacity of the roadway.



Traffic Signal: There are five signals included in the Draft Corridor Concept Plan. The yellow circles indicate signals associated with private development conditions. Signals will help side street, left turning and u-turning traffic navigate cross traffic on Valley Center Road.



Curb Extension (Bulb-outs): Curb extensions are included in the Draft Corridor Concept Plan at all signalized intersections and at the controlled pedestrian crossing. They serve as a traffic calming measure that widens the sidewalk and extends the curb space at the corners of an intersection (or mid-block crosswalk). In addition to traffic calming advantages, curb extension reduce the crossing distance for pedestrians and improve the visibility of pedestrians and other road users seeking to cross.



Continental Crosswalk: With the Draft Corridor Concept Plan, all marked crosswalks would be high visibility continental style crosswalks.



Controlled Pedestrian Crossing: One controlled pedestrian crossing is included in the Draft Corridor Concept Plan at Rinehart Lane. Either a traffic signal or HAWK signal will be installed to control traffic and assign right of way at the crossing. The control type will be determined during the engineering phase of the project. Curb extensions and the raised median help to reduce the crossing distance and pedestrian exposure time at the controlled crossing.



Raised Median: Raised medians were constructed with the widening of Valley Center Road from two to four lanes. The Draft Corridor Concept Plan completes the medians in the North and South Village where gaps still remain. Raised medians help control left turn access, reduce traffic speeds, and improve safety along the corridor. Construction of the gaps in the median provide consistency with the General Plan Mobility Element classifications for Valley Center Road, which calls for continuous medians in both the North and South Villages.



No Left Turn: With the addition of the raised medians, left turn access will be restricted at some intersections and driveways. Left turns and u-turns will be restricted to signalized intersections and roundabouts.

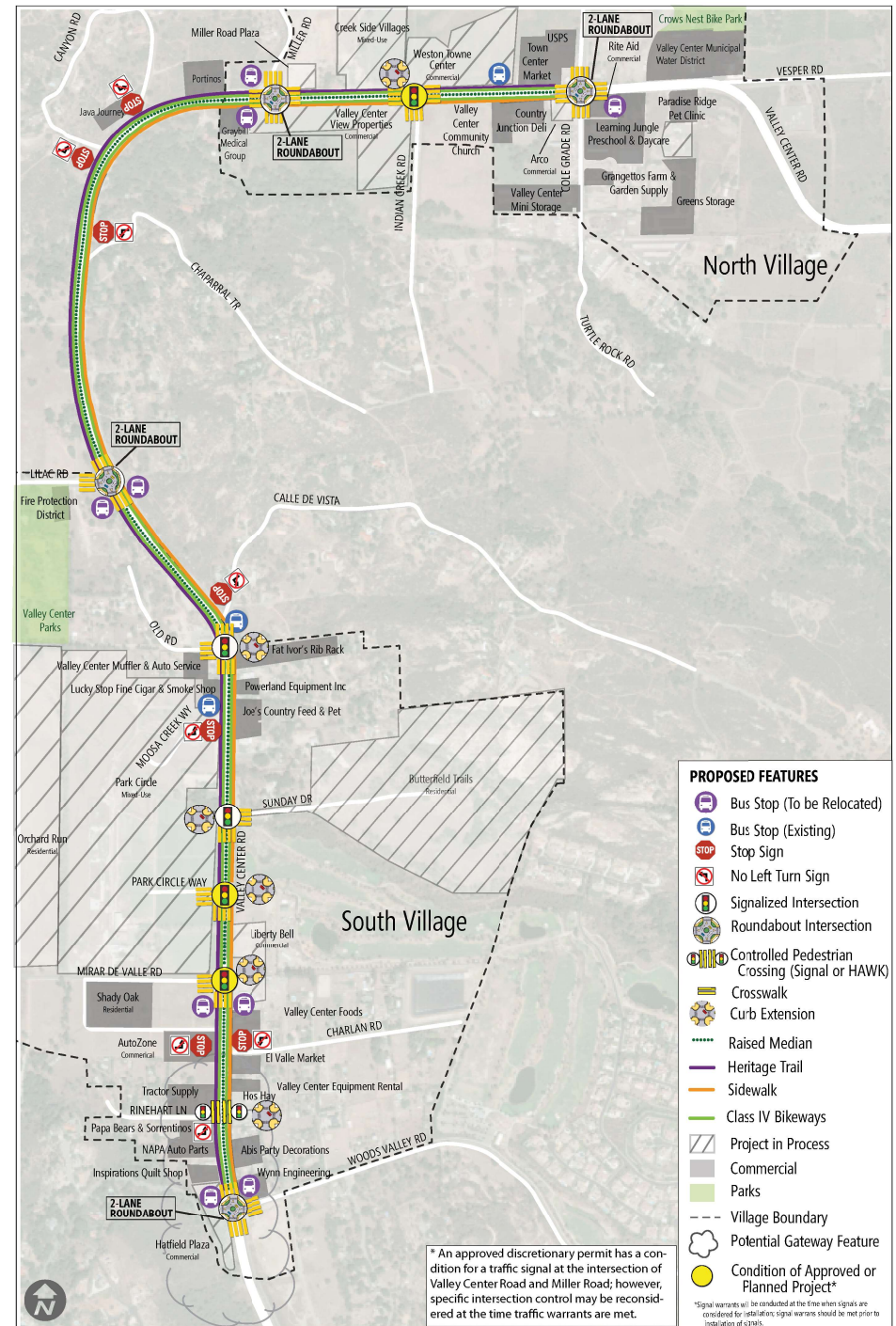
Sidewalk: Sidewalks are typically constructed of concrete and must meet the minimum ADA requirements. The Draft Corridor Concept Plan calls for a sidewalk on east and south sides of Valley Center Road, from the Woods Valley Road intersection to the Cole Grade Road intersection (currently several gaps).

Heritage Trail: The Heritage Trail is a decomposed granite pathway on the west and north sides of the corridor. The Draft Corridor Concept Plan calls for maintaining the Heritage Trail through the corridor; however, modifications would be needed at roundabouts and curb extensions, as discussed in the plans and report.

Class IV Separated Bikeway with Flexible Delineator Posts: Class IV bikeways provide a type of physical separation in a buffer area from vehicle traffic. This component is consistent with the current General Plan Mobility Element Network for the corridor. The Draft Corridor Concept Plan proposes flexible delineator posts to provide the physical separation.



Relocated Transit Stop: Some transit stops along the corridor will need to be relocated 50 to 100 feet from their current location. This is either due to changes in the geometry of the intersection (e.g., roundabouts), to align with the curb extensions, or to move the stop to the far side of the intersection. Transit stop relocation and improvements will be coordinated with North County Transit District. Transit stops that do not need to be relocated are shown in blue and relocated transit stops are shown in purple.



Draft Corridor Concept Plan