



Item Number: 12

**City Council / Board of Directors**

**Written Communications**

**Meeting of: March 4, 2025**

**Submitted By:**

Jennifer Thompson, City Clerk

**Subject:**

Discussion and possible action to add a yield sign at Bear Valley Road between the Mall of Victor Valley and Pacoima

**Recommendation:**

Any action is at the discretion of Your Honorable City Council.

**Fiscal Impact:**

At this time, there is no fiscal impact associated with this item.

**Background:**

At the City Council meeting of February 18, 2025, it was moved by Mayor Pro Tem Harriman, with majority approval, to agendaize an item for discussion and possible action to place a yield sign at Bear Valley Road between the Mall of Victor Valley and Pacoima.

Bear Valley Road is a super arterial roadway that narrows from 3-lanes in each direction (east and westbound) at the Oro Grande Wash, between Pacoima Road and Dunia Road, to 2-lanes in each direction. There is an existing Lane Ends sign (W4-2) for westbound traffic, but no signage for eastbound traffic. The roadway is properly striped in both directions. Signage for westbound advises motorists that the No. 3 Lane must merge to the No. 2 Lane. Signage for eastbound traffic advises motorists that the No. 3 Lane converts into a Right Turn Only lane. The lane drop east of Pacoima Road acts as an acceleration lane for northbound traffic on Pacoima Road turning right onto Bear Valley Road.

**Discussion:**

This item is being presented to Council so that Council can further discuss the placement of a yield sign at Bear Valley Road between the Mall of Victor Valley and Pacoima.

A yield (R1-2) sign is a regulatory sign that is regulated by the California Manual on Uniform Control Devices (CA MUTCD). The CA MUTCD standard requires yield signs to be installed at entrances to roundabouts. The CA MUTCD does provide the following guideline: Yield signs may be installed when drivers are “facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.”

Engineering staff has reviewed both approaches and recommends that a right lane ends sign (W4-2) be installed for eastbound traffic to match the conditions of westbound traffic.

Staff remains available for any questions or comments you might have.

**Attachments:**               None