

EIR Volume IV

Appendix F

Impacted Roadway Segments and Supporting Rationale for LOS E/F Level Acceptance

This appendix provides a detailed table identifying the deficient roadways and describes the rationale behind the infeasibility for improving these deficient roadway segments.

Appendix F: Impacted Roadway Segments and Supporting Rationale for LOS E/F Level Acceptance

Roadway / Segment Limits	Proposed Classification / Forecast	Alternate Classification (Los D or Better)	Rationale for Proposed Classification and LOS E/F
Northwestern Communities			
Bonsall CPA			
<u>Mission Road/SR-76</u> Oceanside city limits to S. Mission Rd	6.2 6-Ln Prime Arterial LOS E / F (44.4K to 55.1K ADT)	6-Ln State Highway	<ul style="list-style-type: none"> • Minimize Environmental Impacts – Narrower right-of-way (Prime Arterial) recommended due to environmental constraints (San Luis Rey River). Unmet demand could be accommodated by: (1) Gopher Canyon Road or (2) constructing grade-separated intersections. • Unfunded Caltrans Improvements – Consistent with Caltrans' Concept Plan for 6-lanes (plans to build 4-lanes and purchase a 6-lane right-of-way). Widening road to six lanes is not programmed in the 2030 RTP. • Community Consensus – Consistent with Sponsor Group preference only if Caltrans uses the existing alignment. <p>Note: Although the road was modeled as four lanes, the GPU classification is for a six-lane road. The modeling was restricted to four lanes to be consistent with the 2030 RTP Reasonably Expected Revenue scenario. Six-lane improvement is not funded in SANDAG 2030 RTP</p>
Fallbrook CPA			
<u>Pala Road/SR-76</u> Old Hwy 395 to I-15 SB Ramps	4.1A 4-Ln Major Road with Raised Median LOS E (48.0K ADT)	6-Ln State Highway	<ul style="list-style-type: none"> • Marginal Deficiency. – Short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
<u>Del Luz Road</u> Dougherty St to Mission Rd	2.2C 2-Ln Light Collector with Intermittent Turn Lanes LOS E (14.9K ADT)	2.1A 2-Ln Community Collector with Raised Median	<ul style="list-style-type: none"> • Town Center – Within established town center where road widening would require adverse impacts to established development patterns. Community Planning Group will to accept lower LOS. • Community Consensus – Consistent with Planning Group preference.
<u>E. Mission Road</u> Live Oak Park Rd. to I-15 SB Ramps	4.2B 4-Ln Boulevard with Intermittent Turn Lanes LOS F (34.0 to 41.2K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Traffic Model Limitation – Boulevard threshold capacity is based on a road in a more urbanized area with significant side friction and intersections. The portion of the road operating at LOS F has little side friction and should be able to accommodate capacities similar to a Major Road. Therefore, LOS deficiency is overstated and could likely be resolved through operational improvements. • Marginal Deficiency – A short segment at the I-15 interchange is forecast to operate with LOS deficiencies; however, these could be mitigated with operational improvements, such as right-turn lanes, rather than a six-lane classification. • Community Consensus – Consistent with Planning Group preference.

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Fallbrook CPA (continued)			
Old Hwy 395 Rainbow CPA boundary to Stewart Canyon Rd	2.1A 2-Ln Community Collector with Raised Median LOS E/F (18.9K to 28.5K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Regional Transportation Network Overflow – Excess traffic volumes linked to regional traffic from Riverside County. Improvement to 4-lane road would magnify attraction as road parallels I-15. Community Consensus – Consistent with Planning Group preference.
Old Hwy 395 SR-76/Pala Rd to West Dublin Rd	2.1D 2-Ln Community Collector with Improvement Options LOS E (14.9 to 16.7K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Sufficient Right-of-Way – Classification provides sufficient right-of-way to add operational improvements to increase road capacity and resolve LOS deficiencies. Community Consensus – Consistent with planning group preference.
North County Metro Subregion			
Deer Springs Road I-15 NB Ramps to N Centre City Pkwy	4.1B 4-Ln Major Road with Intermittent Turn Lanes LOS F (45.1K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes.
Mountain Meadow Road North Broadway to Valley Center CPA boundary	2.1D 2-Ln Community Collector with Improvement Options LOS F (20.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Environmental Constraints – Located in area with steep slopes that would involve excessive grading.
Pala-Pauma Valley Subregion			
Pala Road/SR-76 Pala Del Norte Rd to Sixth St	2.1D 2-Ln Community Collector with Improvement Options LOS F (26.3K ADT)	4-Ln State Highway	<ul style="list-style-type: none"> Sufficient Right-of-Way – Classification provides sufficient right-of-way to accommodate a four-lane road or improvement options, if necessary. Community Consensus – Consistent with Planning Group preference.
Rainbow CPA			
Rainbow Valley Blvd I-15 NB Ramps to Old Hwy 395	2.2D 2-Ln Light Collector with Improvement Options LOS F (22.4K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Sufficient Right-of-Way – Only short segment at the interchange would fail. LOS deficiencies could be resolved through operational improvements, such as right-turn lanes, rather than a four-lane classification. Community Consensus – Consistent with Planning Group preference.
Old Hwy 395 5th St to Fallbrook CPA boundary	2.1D 2-Ln Community Collector with Improvement Options LOS E (17.41K to 18.1K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Regional Transportation Network Overflow – Excess traffic volumes linked to regional traffic from Riverside County. Improvement to four-lane road would magnify attraction as road parallels I-15. Sufficient Right-of-Way – Classification provides sufficient right-of-way to add operational improvements to increase road capacity. Community Consensus – Consistent with Planning Group preference.

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San Dieguito CPA			
<u>Del Dios Highway</u> Via Rancho Pkwy to El Camino Del Norte	2.1D 2-Ln Community Collector with Improvement Options at LOS F (29.0K ADT)	4.1B 4-Ln Major Road with Intermittent Turn Lanes	<ul style="list-style-type: none"> Regional Transportation Network Overflow – Traffic forecast modeling has shown that widening the road would attract an additional 5K to 8K ADT of regional traffic through the community. Environmental Constraints – Further road widening would impact granite rock outcroppings and biologically sensitive lands. Sufficient Right-of-Way – Classification provides sufficient right-of-way to add operational improvements to increase road capacity to four lanes.
<u>Paseo Delicias</u> Via De La Valle to El Camino del Norte	2.2A 2-Ln Light Collector with Raised Median LOS F (23.1K to 24.3K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Town Center – Two-lane road classification is consistent with State historic landmark status. Community Consensus – Consistent with Planning Group preference.
<u>El Camino Del Norte</u> Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F 2-Ln Light Collector with Reduced Shoulder LOS E (13.7K ADT)	2.1A 2-Ln Community Collector with Raised Median	<ul style="list-style-type: none"> Town Center – Two-lane road classification with reduced shoulder is consistent with State historic landmark status. Community Consensus – Consistent with Planning Group preference.
<u>La Bajada / La Granada</u> Rancho Santa Fe Rd to Paseo Delicias	2.2F 2-Ln Light Collector with Reduced Shoulder LOS E/F (14.9K to 24.4K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Support Land Use Goals – Two-lane road classification is consistent with State historic landmark status. Community Consensus – Consistent with Planning Group preference.
<u>Rancho Santa Fe Road</u> Encinitas city limits to La Bajada	2.2F 2-Ln Light Collector with Reduced Shoulder LOS F (26.9K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Support Land Use Goals - Two-lane road classification is consistent with State historic landmark status. Community Consensus – Consistent with Planning Group preference.
<u>Linea Del Cielo</u> El Camino Real to Rambla De Las Flores	2.2F 2-Ln Light Collector with Reduced Shoulder LOS E (11.0K ADT)	2.2C 2-Ln Light Collector with Intermittent Turn Lanes	<ul style="list-style-type: none"> Support Land Use Goals - Two-lane road classification with reduced shoulder is consistent with State historic landmark status. Community Consensus – Consistent with Planning Group preference.
<u>Via De la Valle</u> San Diego city limits to Las Planideras	2.1B 2-Ln Community Collector with Continuous Turn Lane LOS F (25.3K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Support Land Use Goals – Additional road widening would adversely impact established semi-rural character along with landscape and structural improvements along the road that are prevalent in the area.

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San Dieguito CPA (continued)			
<u>Via De la Valle</u> Las Planideras to Paseo Delicias	2.1E 2-Ln Community Collector LOS E/F (16.3 K -25.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Support Land Use Goals - Two-lane road classification is consistent with State historic landmark status. • Environmental Constraints – Located in area with biologically sensitive vegetation. • Community Consensus – Consistent with Planning Group preference.
<u>El Apajo</u> Villa De La Valle to Via De Santa Fe	2.1A 2-Ln Community Collector with Raised Median LOS E (17.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes.
<u>San Dieguito Road</u> El Apajo to San Diego city limits	2.1A 2-Ln Community Collector with Raised Median LOS E (17.6K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Environmental Constraints – Located in area with biologically sensitive vegetation. • Community Consensus – Consistent with Planning Group preference.
Valley Center			
<u>Mountain Meadow Road/ Mirar De Valle Road</u> Hidden Meadows community boundary to New Road 19	2.1D 2-Ln Community Collector with Improvement Options LOS F (20.5K to 28.0K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes or 4.2A 4-Ln Boulevard with Raised Median	<ul style="list-style-type: none"> • Community Network Overflow – Traffic forecast modeling has shown that widening the road to four lanes would attract additional traffic where the road would still fail. There are alternate routes with excess capacity to accommodate some of this overflow traffic. • Environmental Constraints – Two lanes are less impactful than four lanes where road traverses through steep terrain. • Community Consensus – Consistent with Planning Group preference. Community is willing to accept a lower LOS.
<u>Lilac Road</u> New Road 19 to Valley Center Rd	4.2B 4-Ln Boulevard with Intermittent Turn Lanes LOS F (33.9K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
<u>Valley Center Road</u> Miller Rd to Indian Creek Rd	4.2A 4-Ln Boulevard with Raised Median LOS E (33.0K ADT)	4.1A Major Road with Raise Median	<ul style="list-style-type: none"> • Town Center – Route passes through planned town center where a bypass road and other alternate routes are also planned. • Community Consensus – Consistent with Planning Group preference. • Marginal Deficiency – Existing road has been constructed in accordance with 4.1A design standards.
<u>Woods Valley Road</u> Oakmont Rd to Karibu Ln	2.2C 2-Ln Light Collector with Intermittent Turn Lanes LOS E (14.6K – 17.9K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Environmental Constraints – Located in area with biologically sensitive vegetation. • Community consensus – Prefers network of two-lane roads.

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Valley Center (continued)			
<u>New Road 19</u> Mirar de Valle Rd to Lilac Rd	4.2B 4-Ln Boulevard with Intermittent Turn Lanes LOS E (30.0K ADT)	4.1B 4-Ln Major Road with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Town Center – Route passes through planned town center where alternate routes are available. • Community Consensus – Consistent with Planning Group preference.
<i>Southwestern Communities</i>			
Alpine			
<u>Alpine Boulevard</u> Boulder Rd to Louise Dr	2.2A 2-Ln Light Collector with Raised Median LOS E/F (15.2K – 20.3K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Town Center – Widening Alpine Boulevard to four lanes in many areas would adversely impact existing businesses. • Community Consensus – Planning Group does not support widening road to four lanes
<u>West Willows Road</u> Alpine Blvd to Viejas Grade Rd	2.2E 2-Ln Light Collector LOS F (20.4 to 27.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes or 4.1B 4-Ln Major Road with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Tribal Gaming – Proposed Ewiiapaayp Casino is included in the traffic model on the site of the existing Indian Health Center, but actual site for proposed casino has not been determined. Viejas has taken measures to encourage traffic to use the East Willows Road/Interstate 8 interchange over the West Willows interchange, and also has plans to build a parallel route to east Willows Road. This is not reflected in the model. • Community Consensus – Consistent with Planning Group preference.
County Islands			
<u>Pomerado Road</u> I-15 NB Ramps to Willow Creek Rd	4.1A 4-Ln Major Road with Raised Median LOS F (35.4K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Consistent with Adjacent Jurisdiction – Classification is consistent with City of San Diego classification.
Jamul - Dulzura			
<u>Lyons Valley Road</u> Campo Rd to Skyline Truck Trail	2.2B 2-Ln Light Collector with Continuous Turn Lane LOS E (18.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Marginal Deficiency – Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Desire to maintain rural community character by restricting road to two lanes.

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Lakeside			
<u>SR-67</u> Poway city limits to Scripps Poway Pkwy	4.1B 4-Ln Major Road with Intermittent Turn Lanes LOS F (35.7K ADT)	6-Ln State Highway	<ul style="list-style-type: none"> Environmental Constraints – Located in area with steep slopes and biologically sensitive vegetation. 2030 RTP – Proposed classification is consistent with 2030 Regional Transportation Plan.
<u>SR-67</u> Scripps Poway Pkwy to Sycamore Park Dr	4.1A 4-Ln Major Road with Raised Median LOS E (46.2K ADT)		
<u>SR-67</u> Johnson Lake Road to Posthill Rd	4.1A 4-Ln Major Road with Raised Median LOS E (46.6ADT)		
<u>Maine Avenue</u> Mapleview St to Woodside Ave	2.2E 2-Ln Light Collector LOS E/F (15.0 to 17.2K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. Community Consensus – Consistent with Planning Group preference. <p>Note: Most of the road would not operate at a failing LOS (as shown on the traffic model map) because River Street, a parallel road not included in the traffic model, would accommodate the excess traffic on most of Maine Ave.</p>
<u>Los Coches Road</u> Woodside Ave to I-8 Business Route	2.1D 2-Ln Community Collector with Improvement Options LOS E (17.9 to 18.0K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Sufficient Right-of-Way – Proposed classification provides sufficient right-of-way to accommodate operational improvements and widening to four lanes, if necessary. Community Consensus – Desire to maintain rural community character by restricting road to two lanes.
<u>Wildcat Canyon Road</u> Willow Rd to Ramona/Barona CPA boundary	2.1D 2-Ln Community Collector with Improvement Options LOS F (28.6K ADT)	4.1B 4-Ln Major Road with Intermittent Turn Lanes	<ul style="list-style-type: none"> Environmental Constraints – Wildcat is a narrow, winding road that is overburdened with traffic to Barona Casino. It travels through very steep terrain and environmentally sensitive areas. A recent project to provide a limited passing lane has been difficult and costly. Community Consensus – The Planning Group does not want to see significant expansion on Wildcat. They would rather deal with the forecasted unacceptable level of service.

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Lakeside (continued)			
<u>Mapleview Street</u> Maine Ave to Ashwood St	4.1A 4-Ln Major Road with Raised Median LOS F (48.9K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Unfunded State Facilities – The traffic model does not include SR-67 improved as a freeway and an overpass at Mapleview Street, since they are not included in the 2030 RTP. • Community Consensus – Consistent with Planning Group preference. Note: Previous traffic models include the above improvements, resulting in Mapleview Street operating at LOS D.
<u>Lake Jennings Park Road</u> I-8 Business Route to I-8 WB Off-Ramp	4.1B 4-Ln Major Road with Intermittent Turn Lanes LOS F (37.3K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
<u>Woodside Avenue</u> SR-67 NB Off Ramp to Riverford Road	4.2A 4-Ln Boulevard with Raised Median LOS E (30.2K ADT)	4.1A 4-Ln Major Road with Raised Median	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
Ramona			
<u>Main Street/SR-67</u> 11th St to Pine Street	4.1B: 4-Ln Major Road with Intermittent Turn Lanes LOS E (29.3K ADT)	6-Ln State Highway	<ul style="list-style-type: none"> • Town Center – Widening Main Street / SR-78 to six lanes would adversely impact existing businesses. • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Planning Group preference is to retain road at four lanes.
<u>Main Street/SR-78</u> Pine Street to 9th St	4.2B: 4-Ln Boulevard with Intermittent Turn Lanes LOS E (29.3K ADT)		
<u>7th Street</u> Elm St to A St / Main St to D St	2.2E 2-Ln Light Collector LOS E/F (12.9K – 14.5K ADT)	2.1D 2-Ln Community Collector with Improvement Options	<ul style="list-style-type: none"> • Town Center – Widening 7th Street to four lanes would adversely impact existing development. • Community Consensus – The Planning Group is willing to accept a lower level of service rather than adversely impact existing development.
<u>Wildcat Canyon</u> Lakeside CPA boundary to Barona Casino	2.1D 2-Ln Community Collector with Improvement Options LOS F (35.1K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Environmental Constraints – Wildcat is a narrow, winding road that is overburdened with traffic to Barona Casino. It travels through very steep terrain and environmentally sensitive areas. A recent project to provide a limited passing lane has been difficult and costly.

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Spring Valley			
<u>Paradise Valley Road</u> Elkelton Blvd to Sweetwater Rd	4.1B 4-Ln Major Road with Intermittent Turn Lanes LOS F (35.0K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Unfunded State Facilities – Congestion in this area is primarily due to unfunded deficiencies with the SR-125 interchange and Paradise Valley Road. • Community Consensus – Consistent with Planning Group preference.
<u>Jamacha Road</u> SR-125 SB Ramps to Sweetwater Rd	4.1B 4-Ln Major Road with Intermittent Turn Lanes LOS E/F (34.1 to 39.1K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> • Marginal Deficiency - LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
<u>Bancroft Drive</u> Troy St to SR-94 EB Ramps	2.2D 2-Ln Light Collector with Improvement Options LOS E (18.6K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Established Land Development Patterns – Widening road to four lanes would adversely impact existing businesses, an elementary school, and County park • Community Consensus – Planning Group supports maintaining this as a two-lane road to minimize impacts to existing development.
Sweetwater			
<u>Briarwood Road</u> SR-54 WB Ramps to Robinwood Rd	2.1D 2-Ln Community Collector with Improvement Options LOS E (17.7K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Sufficient Right-of-Way – Proposed classification provides sufficient right-of-way to accommodate operational improvements, such as right-turn lanes.
<u>Central Avenue</u> Sweetwater Rd to Bonita Rd	2.2C 2-Ln Light Collector with Intermittent Turn Lane LOS E (15.4K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
<u>Central Avenue</u> Bonita Rd to Frisbee St	2.2B 2-Ln Light Collector with Continuous Turn Lane LOS E (15.5K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> • Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. • Community Consensus – Consistent with Planning Group preference.
Valle De Oro			
<u>Jamacha Road</u> Campo Rd/SR-94 to Fury Ln	6.2 6-Ln Prime Arterial LOS F (62.2K ADT)	6.1 6-Ln Expressway	<ul style="list-style-type: none"> • Established Land Development Patterns – Six lanes retains R.O.W. for the existing development. Operational improvements, such as right-turn lanes are necessary to improve traffic flow. • Unfunded State Facilities – Grade separation will be needed for ramps connecting this road to State Route 94/Campo Road.

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Valle De Oro (continued)			
<u>Campo Road</u> Kenwood Dr to Conrad Dr	4.2B 4-Ln Boulevard with Intermittent Turn Lanes LOS F (47.8K ADT)	6.2 6-Ln Prime Arterial	<ul style="list-style-type: none"> Marginal Deficiency – LOS failing only in short segment. Address traffic congestion through operational improvements such as right-turn lanes. Community Consensus – Consistent with Planning Group preference.
<u>Fuerte Drive</u> Bancroft Dr to Avocado Blvd	2.2E 2-Ln Light Collector LOS E/F (13.0K – 19.3K ADT)	4.2B 4-In Boulevard with Intermittent Turn Lanes	<ul style="list-style-type: none"> Established Land Development Patterns – Widening road to four lanes would adversely impact existing dwelling units. Environmental Constraints – Located in area with steep slopes where widening the road would require excessive grading. Community Consensus – Consistent with Planning Group preference.

Source: County of San Diego/Fehr & Pehrs; July 2011