

EIR Volume IV Appendix D

General Plan Update Mobility Element Road Network Differences Recommended to Proposed Project

This appendix identifies differences between the Recommended Project General Plan Update Mobility Element road network and the Proposed Project network circulated for public review with the draft Environmental Impact Report.

Appendix D: General Plan Update Mobility Element Road Network Differences — Recommended to Proposed Project

Mobility Element Network—Alpine Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
3	Alpine Boulevard (SF 1402) / (SC 1883) <u>Segment:</u> Dunbar Lane to East Willows Road	2.1E Community Collector West Willows Road to East Willows Road	2.1C Light Collector Intermittent Turn Lanes	Recommended change is necessary to accommodate forecast traffic volumes
19	Willows Road (SC 2000) <u>Segment:</u> Otto Avenue to Alpine Boulevard	2.2E Light Collector Otto Ave. to Viejas Casino 4.2A Boulevard Raised Median—Viejas Casino to New Road 20 2.2E Light Collector New Road 20 to Alpine Boulevard	<i>No changes</i> 4.2A Boulevard Raised Median—Viejas Casino area 2.2E Light Collector Viejas Casino area to I-8 westbound on-ramp at East Willows Road 4.1A Major Road Raised Median—I-8 westbound on-ramp at East Willows Road to Alpine Boulevard	<ul style="list-style-type: none"> ■ Removal of New Road 20 and interchange (see item 20) will require tribal gaming traffic to use the East Willows Road interchange. ■ Viejas is planning a new hotel and casino at the East Willows/Interstate 8 interchange, along with a new road connecting these facilities to the existing casino complex; therefore, two lanes at East Willows Road are sufficient.
20	New Road 20 / Interchange <u>Segment:</u> Willows Road to Alpine Boulevard	4.1A Major Road Raised Median	Remove from Network	<ul style="list-style-type: none"> ■ Funding for a new interchange is unlikely due to the proximity of both the West and East Willows Road interchanges with Interstate 8. ■ New Viejas tribal gaming facilities and hotel are being proposed near the East Willows Road / Interstate 8 interchange, rather than the existing casino/retail complex.

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Mobility Element Network—Bonsall Community Planning Area Matrix				
ID^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
4	Old River Road (SC 262) <u>Segment:</u> Camino del Rey to East Vista Way	2.2E Light Collector	2.2C Light Collector Intermittent Turn Lanes	<ul style="list-style-type: none"> ■ Recommended change is more consistent with recent improvements to this road ■ Planning Group preference
9	West Lilac Road (SC 270) <u>Segment:</u> Old Highway 395 to Valley Center CPA boundary	2.2E Light Collector	2.2C Light Collector Intermittent Turn Lanes	Removal of New Road 3 segment requires additional capacity on West Lilac Road
10	Camino del Rey (SA 100) <u>Segment:</u> SR-76 / Mission Road to Old Highway 395	4.2A Boulevard Raised Median—SR-76 / Mission Road to Camino del Cielo 2.2C Light Collector Intermittent Turn Lanes—Camino del Cielo to Old Highway 395	4.2B Boulevard Intermittent Turn Lanes—SR-76 / Mission Road to Camino del Cielo <i>No changes</i>	<ul style="list-style-type: none"> ■ Recommended change is more consistent with recent improvements to this road ■ Planning Group preference
13	Old Highway 395 <u>Segment:</u> West Lilac Road to Interstate 15 Interchange	2.1D Community Collector Improvement Options	4.2B Boulevard Intermittent Turn Lanes	Removal of New Road 3 segment requires additional capacity on Old Highway 395
14	Melrose Drive (SA 460) Segment: Mission Avenue to North Santa Fe Avenue (unincorporated County only)	Not Included	6.2 Prime Arterial	Inadvertently left off network due to lack of clarity over alignment through unincorporated County.
15	Dentro de Lomas Road (via Paseo Grande Road, Whisper Trace Road, Thorn Dale Road, North Fork Drive, Autumn Breeze Lane, Whisper Wind Road) <u>Segment:</u> Gopher Canyon Road to Old River Road	Not Included	Local Public Road	<ul style="list-style-type: none"> ■ Reflect Board direction ■ Planning Group preference

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Mobility Element Network—Fallbrook Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
15	Old Highway 395 <u>Segment</u> : Pala Mesa Drive to SR-76	4.1B Major Road Intermittent Turn Lanes	4.2B Boulevard Intermittent Turn Lanes	Correct inconsistency between map and matrix

Mobility Element Network—Lakeside Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
2	State Route 67 <u>Segment</u> : Poway city limits to Santee city limits	4.1B Major Road Intermittent Turn Lanes—Poway city limits to Scripps Poway Parkway 6.2 Prime Arterial Scripps Poway Parkway to Maplevue Street 6.1 Expressway Maplevue Street to Santee city limits	<i>No changes</i> 4.1A Major Road Raised Median—Poway city limits to Maplevue Street <i>No changes</i>	<ul style="list-style-type: none"> ■ Consistent with 2030 SANDAG Regional Transportation Plan ■ A four-lane road has generally sufficient capacity to accommodate forecast traffic volumes, as long as other planned improvements are constructed: full interchange at Winter Garden Boulevard and overpasses at Maplevue Street and Willow Road.

Mobility Element Network—North County Metro Subregion Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
2	Mar Vista Drive <u>Segment</u> : Cannon Road (Oceanside) to Mar Vista Drive (Vista)	2.2E Light Collector	2.2B Light Collector Continuous Turn Lane	Consistent with City of Vista preference
4	Monte Vista Drive (SC 1791) <u>Segment</u> : Vista city limits to Buena Creek Road	4.1B Major Road Intermittent Turn Lanes	2.1C Light Collector Intermittent Turn Lanes—Vista city limits to Foothill Drive <i>No changes</i> Foothill Drive to Buena Creek Road	<ul style="list-style-type: none"> ■ Consistent with City of Vista preference for two-lane road adjacent to city limits ■ A two-lane road between west of Foothill Drive is sufficient to accommodate forecast traffic volumes at LOS A-D.

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Mobility Element Network—Otay Subregion Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
7	Loop Road (SA 1111) <u>Segment:</u> Lone Star Road to Siempre Viva Road	4.1A Major Road Raised Median	Remove from Network	Loop Road was realigned in 2007 and now consists of Lone Star Road and Siempre Viva Road

Mobility Element Network—Rainbow Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
2	Rainbow Valley Boulevard West (SC 160) <u>Segment:</u> Interstate 15 SB Ramps to Rainbow Valley Boulevard	2.2E Light Collector	2.2D Light Collector Improvement Options [Turn Lanes]— Interstate 15 SB Ramps to Old Highway 395 2.2C Light Collector Intermittent Turn Lanes—Old Highway 395 to Rainbow Valley Boulevard	Additional capacity is necessary to accommodate commercial land uses

Mobility Element Network—Ramona Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
4	Pine Street [State Route 78] <u>Segment:</u> North Mountain Subregion boundary to SR-67/Main Street	2.1D Community Collector Improvement Options [Passing Lanes]— North Mountain Subregion boundary to Ash Street 4.2B Boulevard Intermittent Turn Lanes—Ash Street to SR-67/Main Street	<i>No changes</i> 2.2D Light Collector Improvement Options [Left and Right Turn Lanes]—Ash Street to SR-67/Main Street	<ul style="list-style-type: none"> ■ Consistent with 2030 SANDAG Regional Transportation Plan ■ Developed area with insufficient right-of-way for a four lane road ■ The forecast traffic volumes are approximately 2K-3K ADTs above threshold for a two-lane road. The addition of right turn lanes will relieve some of this congestion

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Mobility Element Network—Sweetwater Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
1	Sweetwater Road <u>Segment:</u> Plaza Bonita Center Way to Spring Valley CPA boundary	4.1B Major Road Intermittent Turn Lanes—Plaza Bonita Center Way to Willow Street 2.1A Community Collector Raised Median—Willow Street to Briarwood Road 2.2D Light Collector Improvement Options [Intermittent Turn Lanes]—Briarwood Road to Bonita Road 2.2C Light Collector Intermittent Turn Lanes—Bonita Road to Spring Valley CPA boundary	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes] 2.1C Community Collector Intermittent Turn Lanes <i>No changes</i> <i>No changes</i>	<ul style="list-style-type: none"> ■ Proposed classification would provide right-of-way to incorporate right turn lanes, where necessary ■ This will require accepting a road classification that would operate at level of service (LOS) E/F from Plaza Bonita Center Way to Willow Street
2	Willow Street <u>Segment:</u> Sweetwater Road to Bonita Road	4.1B Major Road Intermittent Turn Lanes	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]	Community preference
3	Plaza Bonita Road <u>Segment:</u> Bonita Mesa Road to Bonita Road	4.1B Major Road Intermittent Turn Lanes	Remove from network	Road is within National City

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Mobility Element Network—Sweetwater Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
4	Bonita Road <u>Segment</u> : Chula Vista city limits to Sweetwater Road	4.1A Major Road Raised Median— Chula Vista city limits to Central Avenue	4.1B Major Road Intermittent Turn Lanes	<ul style="list-style-type: none"> DEIR traffic model forecasts range from 22.3-27.5K ADT requiring four lanes. Serves as a parallel route to Sweetwater Road, which is being accepted to operate at a LOS E/F. Portions of this segment are already built to three lanes. Development along south side of road would make road widening unfeasible, but road widening appears feasible to the north, into golf course property.
		2.1D Community Collector Improvement Options [Raised Median]— Central Avenue to Sweetwater Road	2.1D Community Collector Improvement Options [Undetermined Improvements]	<ul style="list-style-type: none"> Portions of this segment are already built to three and four lanes. Raised median is not necessary to accommodate traffic.
5	Briarwood Road <u>Segment</u> : SR-54 to Sweetwater Road	2.1D Community Collector Improvement Options [Raised Median]	2.1D Community Collector Improvement Options [Continuous Left Turn Lane / Right Turn Lanes]	<ul style="list-style-type: none"> Additional right-of-way allows for right turn lanes near SR-54 interchange where traffic volumes are highest. Additional right-of-way would accommodate provision of pathway as identified on Community Trails Master Plan.
6	San Miguel Road <u>Segment</u> : Bonita Road to Proctor Valley Road	2.3C Minor Collector	Local Public Road	Classification is consistent with Local Public Road classification for Proctor Valley Road.
8	Corral Canyon Road <u>Segment</u> : Central Avenue to Chula Vista city limits	2.2B Light Collector Continuous Turn Lane	2.3B Minor Collector Intermittent Turn Lane	<ul style="list-style-type: none"> DEIR traffic model forecasts range from 3.5 - 6.3K ADT, which is consistent with Minor Collector classification. Traffic count – 6,379 ADT (west of Loping Lane [April 2007])

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Mobility Element Network—Sweetwater Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
9	Proctor Valley Road <u>Segment</u> : San Miguel Road to Chula Vista city limits	Local Public Road	Local Public Road San Miguel Road to San Miguel Ranch Road Remove as Public Road San Miguel Ranch Road to Chula Vista city limits	<ul style="list-style-type: none"> ■ Built portion accommodates 6,652 ADT based on traffic count conducted in September 2009. ■ A connection throughout the entire alignment, including the currently unbuilt portion, within the unincorporated county would still be retained to accommodate bicycles, pedestrians, and emergency vehicles
Mobility Element Network—Valle de Oro Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
1	Fuerte Drive (SC 2111/SA 920/SC 2060) <u>Segment</u> : La Mesa city limits to Chase Avenue	2.1E Community Collector	2.2E Light Collector	<ul style="list-style-type: none"> ■ Community preference ■ More appropriate for winding nature of road
4	Bancroft Drive <u>Segment</u> : -4 to Edgewood Drive	4.1B Major Road Intermittent Turn Lanes	2.1C Community Collector Intermittent Turn Lanes	<ul style="list-style-type: none"> ■ Community preference ■ Two lanes are consistent with forecast traffic volumes
5	Conrad Drive /Resmar Road (SC 2125) <u>Segment</u> : Campo Road to Grandview Drive	2.1E Community Collector	2.2E Light Collector	<ul style="list-style-type: none"> ■ Community preference ■ More appropriate for winding nature of road
7	State Route 94/Campo Road <u>Segment</u> : La Mesa city limits to Jamul/Dulzura Subregion boundary	Freeway/6.1 Expressway La Mesa city limits to Jamacha Road 6.2 Prime Arterial and Interchange with Jamacha Road Jamacha Road/SR-54 to Jamul CPA boundary	<i>No changes</i> 4.1A Major Road Raised Median—Jamacha Road/SR-54 to Jamul CPA boundary	<ul style="list-style-type: none"> ■ Community preference, with the inclusion of an interchange at Jamacha Road ■ Consistent with 2030 SANDAG Regional Transportation Plan ■ A four-lane road is sufficient to accommodate forecast traffic volumes ■ A six-lane road would adversely impact sensitive environmental resources at the Sweetwater River

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Mobility Element Network—Valle de Oro Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
10	Avocado Boulevard (SF 1398) <u>Segment</u> : SR- 94 to El Cajon city limits	4.1A Major Road Raised Median	4.1B Major Road Intermittent Turn Lanes	<ul style="list-style-type: none"> ■ Community preference ■ Right-of-way is limited for raised median along entire road length
11	Chase Avenue (SA 910.1) <u>Segment</u> : El Cajon city limits to Hillsdale Road	4.1A Major Road Raised Median	4.1B Major Road Intermittent Turn Lanes	<ul style="list-style-type: none"> ■ Community preference ■ Right-of-way is limited for raised median along entire road length
12	Fury Lane (SC 2070/SA 921) <u>Segment</u> : Avocado Boulevard to Jamacha Road	4.1B Major Road Intermittent Turn Lanes	4.1A/B Major Road Intermittent Turn Lanes—Avocado Boulevard to Wieghorst Way Raised Median—Wieghorst Way to Jamacha Road	<ul style="list-style-type: none"> ■ Community preference ■ Reflects existing conditions
15	Jamul Drive (SC 2055) <u>Segment</u> : Steele Canyon Road to Jamul/Dulzura Subregion boundary	2.2C Light Collector Intermittent Turn Lanes	2.1C Community Collector Intermittent Turn Lanes	<ul style="list-style-type: none"> ■ Community preference ■ Higher design speed is more appropriate
16	Hillsdale Road (SC 2030) <u>Segment</u> : Jamacha Road to Willow Glen Drive	2.1E Community Collector Jamacha Road to Chase Avenue 4.1B Major Road Intermittent Turn Lanes—Chase Avenue to Willow Glen Drive	2.1C Community Collector Intermittent Turn Lanes—Jamacha Road to Willow Glen Drive <i>No changes</i>	<ul style="list-style-type: none"> ■ Community preference ■ Traffic volumes do not warrant a four-lane road
17	Willow Glen Drive <u>Segment</u> : Jamacha Road to Camino de Las Piedras	4.1A Major Road Raised Median—Jamacha Road to Hillsdale Road 2.1E Community Collector Hillsdale Road to Camino de Las Piedras	4.1B Major Road Intermittent Turn Lanes—Jamacha Road to Hillsdale Road 2.1D Community Collector Improvement Options—Hillsdale Road to Camino de Las Piedras	Community preference
18	Vista Grande Road (SC 2030) <u>Segment</u> : Hillsdale Road to Dehesa Road	2.1E Community Collector	2.2E Light Collector	<ul style="list-style-type: none"> ■ Community preference ■ More appropriate for winding nature of road

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Mobility Element Network—Valley Center Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
1	Couser Canyon Road (SC 240) <u>Segment</u> : Fallbrook CPA boundary to Lilac Road	2.2F Light Collector Reduced Shoulder	2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet	<ul style="list-style-type: none"> ■ Slower design speed is more appropriate for steep terrain ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed
2	West Lilac Road (SC 270.1 / 280.2) <u>Segment</u> : Bonsall CPA boundary to Lilac Road	2.2E Light Collector	2.2C Light Collector Intermittent Turn Lanes— Bonsall CPA boundary to New Road 3 2.2F Light Collector Reduced Shoulder— New Road 3 to Lilac Road	<ul style="list-style-type: none"> ■ Community preference ■ Removal of New Road 3 segment requires additional capacity on West Lilac Road ■ More appropriate for winding nature of road (2.2F)
3	New Road 3 <u>Segment</u> : Old Highway 395 to <u>West Oak Glen Road</u> / Cole Grade Road at Cool Valley Road	2.2C Light Collector Intermittent Turn Lanes	Remove from network— Old Highway 395 to <u>West Lilac Road</u> <i>No changes</i> — West Lilac Road to <u>West Oak Glen Road</u> / Cole Grade Road	<ul style="list-style-type: none"> ■ Community preference ■ With removal of segment of road, lost capacity can be accommodated by less impactful option of widening Old Highway 395 and West Lilac Road ■ Alignment change based on community preference to avoid sensitive biological resources.

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Mobility Element Network—Valley Center Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
6	Lilac Road (SA 110/ SF 1415) <u>Segment</u> : Pala/Pauma Subregion boundary to Valley Center Road	<p>2.2E Light Collector Pala/Pauma Subregion boundary to Old Castle Road</p> <p>2.1D Community Collector Improvement Options [Raised Median]—Old Castle Road to Anthony Road</p> <p>4.1B Major Road Intermittent Turn Lanes—Anthony Road to Betsworth Rd.</p> <p>4.2A Boulevard Raised Median—Betsworth Road to Valley Center Rd.</p>	<p>2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet — Pala/Pauma Subregion boundary to Couser Canyon Road</p> <p>2.2E Light Collector Couser Canyon Road to Old Castle Road</p> <p>2.1C Community Collector Intermittent Turn Lanes—Old Castle Road to Anthony Road</p> <p>4.2B Boulevard Intermittent Turn Lanes—Anthony Road to Valley Center Road</p>	<ul style="list-style-type: none"> ■ Slower design speed is more appropriate for steep terrain ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed
7	Cool Valley Road (SC 300) <u>Segment</u> : Cole Grade Road to Villa Sierra Road	2.2E Light Collector	2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet	<ul style="list-style-type: none"> ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed
8	Villa Sierra Road (SC 300) <u>Segment</u> : Cool Valley Road to Mac Tan Road	2.2E Light Collector	2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet	<ul style="list-style-type: none"> ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed
9	Mac Tan Road (SC 300) <u>Segment</u> : Villa Sierra Road to Valley Center Road	2.2E Light Collector	2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet	<ul style="list-style-type: none"> ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed

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Mobility Element Network—Valley Center Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
10	Miller Road <u>Segment:</u> Valley Center Road to Villa Sierra Road	2.3B Minor Collector Intermittent Turn Lanes—Valley Center to New Road 11 2.2E Light Collector New Road 11 to Villa Sierra Road	<i>No changes</i> 2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet—New Road 11 to Villa Sierra Road	<ul style="list-style-type: none"> ■ Would support forecast traffic volumes at LOS A-D ■ Community Planning Group supports context-sensitive road with slower design speed
11	New Road 11 (south of Fruitvale Road) <u>Segment:</u> Miller Road to Cole Grade Road	2.3B Minor Collector Intermittent Turn Lanes	2.3A Minor Collector Raised Median	Community Planning Group preference for raised median within Village
13	Cole Grade Road (SA 110) <u>Segment:</u> New Road 14 to Pala/Pauma Subregion boundary	2.2B Light Collector Continuous Turn Lane—New Road 14 to Valley Center Road 4.2A Boulevard Raised Median—Valley Center Road to Horse Creek Trail 4.1A Major Road Raised Median—Horse Creek Trail to Cool Valley Road 2.1A Community Collector Raised Median—Cool Valley Road to Pauma Heights Road 2.1C Community Collector Intermittent Turn Lanes—Pauma Heights Road to McNally Road 2.2E Light Collector McNally Road to Pala/Pauma Subregion boundary	Industrial / Commercial Local Public Road—New Road 14 to Valley Center Road 4.2A Boulevard Raised Median—Valley Center Road to Fruitvale Road 2.1D Community Collector Improvement Options (left and right turn lanes)—Fruitvale Road to Pauma Heights Road <i>No changes</i> <i>No changes</i>	<ul style="list-style-type: none"> ■ Community Planning Group preference and more appropriate road type for Industrial area of Village ■ Two-lane designations north of Fruitvale Road would support forecast traffic volumes at LOS A-D if North Village land use designations are consistent with Environmentally Superior Map alternative ■ Community Planning Group supports context-sensitive road with slower design speed.

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Mobility Element Network—Valley Center Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
14	New Road 14 <u>Segment:</u> Valley Center (at Miller Road) to Valley Center Road (at New Road 15)	2.3A Minor Collector Raised Median	2.3B Minor Collector Intermittent Turn Lanes—Road alignment should be to the north of floodplain whenever feasible	Community Planning Group preference and more appropriate road type for Industrial area of Village
15	New Road 15 / High Point Drive <u>Segment:</u> Valley Center (at New Road 14) to Cool Valley Road	Local Public Road	Rural Residential Collector Local Public Road	<ul style="list-style-type: none"> ■ Provides specific classification preference for road type. ■ Community Planning Group preferred classification.
16	Valley Center Road <u>Segment:</u> North County Metro Subregion boundary to Pala/Pauma Subregion boundary	4.1A Major Road Raised Median—North County Metro Subregion boundary to Woods Valley Road 4.2A Boulevard Raised Median—Woods Valley Road to Lilac Road 4.1A Major Road Raised Median—Lilac Road to Miller Road 4.2A Boulevard Raised Median—Miller Road to New Roads 14/15 2.1D Community Collector Improvement Options [Raised Median]—New Roads 14/15 to Pala/Pauma Subregion boundary	<i>No changes</i> <i>No changes</i> <i>No changes</i> <i>No changes</i> 2.1D Community Collector Improvement Options [Passing Lanes]—New Roads 14/15 to Pala/Pauma Subregion boundary	<ul style="list-style-type: none"> ■ Community Planning Group prefers Boulevard classification for segment from Lilac Road to Miller Road because slower design speed would reduce need for sound walls ■ Minor downgrade of classification from a Major Road to a Boulevard (Lilac Road to Miller Road segment) would not further decrease LOS since this segment of road is already fully built-out; however segment from Lilac Road to Miller Road is forecast to operate at LOS F ■ Community preference for passing lanes over raised median for segment from New Roads 14/15 to Pala/Pauma Subregion boundary
17	New Road 17 Indian Creek Road <u>Segment:</u> New Road 14 to New Road 11	Local Public Road	Rural Residential Collector Local Public Road	Provides specific classification preference for road type
18	Mirar de Valle Road (SC 990.2) <u>Segment:</u> North County Metro Subregion boundary to New Road 19	2.1D Community Collector Improvement Options [Raised Median]	2.1D Community Collector Improvement Options [Unspecified]	Community preference to not specify improvement options until road design

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Mobility Element Network—Valley Center Community Planning Area Matrix				
ID ^a	Road Segment	Designation/Improvement		Rationale for Changes
		Referral Map Network	Recommended Changes	
21	Lake Wohlford Road Segment: North County Metro Subregion boundary to Valley Center Road	2.2C Light Collector Intermittent Turn Lanes	2.2D Light Collector Improvement Options [Unspecified]	Community preference to not specify improvement options until road design
23	West Oak Glen Road Segment: New Road 3 / Lilac Road to Cole Grade Road	Local Public Road	Remove – replaced by Segment #3.	Refer to rationale for Segment #3. .

No Network Changes:

- Central Mountain
- County Islands
- Crest /Dehesa
- Desert
- Jamul-Dulzura
- Julian
- Mountain Empire
- North Mountain
- Pala/Pauma
- Pendleton – De Luz
- San Dieguito
- Spring Valley