Valle de Oro

Overview

The proposed CE road network for Valle de Oro, a largely built-out community, relies primarily on the existing or planned CE network in the existing general plan. Two major changes proposed for Valle de Oro, which are supported by the Community Planning Group, are associated with Caltrans roads:

- Staff recommends that State Route 54 be removed from the CE network, primarily because this road has no financial or institutional support from Caltrans;
- Staff also recommends that a segment of Campo Road/State Route 94 be upgraded to expressway status in order to handle the high number of daily trips forecast for the area between Avocado Boulevard and Jamacha Road.

One of the Community’s primary concerns, traffic congestion on Fuerte Drive, remains unresolved because of physical constraints and existing development make road widening an unacceptable solution.

Planning Group Preferences

The Planning Group endorsed the proposed CE road network.

Key Issues

Caltrans

- **State Route 94**: There is no easy long range planning solution to carry the forecasted number of trips through Valle de Oro from Avocado Boulevard to Jamacha Road. The Existing General Plan alignment is south of where State Route 94 currently exists on the Campo Road alignment. GP2020 consultants and staff analyzed the possibility of two parallel roads for connectivity purposes as well as one expressway. It is critical that State Route 94 be constructed for other roads in the proposed network to achieve an acceptable LOS. Therefore, a parallel facility to Campo Road will be needed if the freeway is not feasible. However, a new
alignment would be required, and a minimum of 146 feet ROW would be needed for an expressway. Staff proposes an Expressway for this segment of State Route 94, but a second option may be studied in the EIR. The current alignment of State Route 94 crosses the Sweetwater River, a capped landfill, sensitive (endangered species) habitat, and steep slopes. Due to these constraints, it is unlikely this segment in its current alignment would be built. How to end the proposed expressway at Jamacha Road and local road connectivity are outstanding concerns.

- **State Route 54**: Staff recommends the deletion of State Route 54 because there are homes, steep slope and MSCP preserved lands in the current alignment. Spring Valley’s Planning Group is also recommending deletion. In addition, Caltrans does not plan on building the road and is selling right-of-way.

**Unresolved Congestion**

- **Fuerte Drive**: Model results forecast an unacceptable LOS for some portions of Fuerte Drive west of Avocado Boulevard. Improving or widening Fuerte Drive would be difficult due to physical constraints, existing development, and community character issues. The concerns voiced by residents that live near or along Fuerte Drive Should be addressed through the Department of Public Works Capital Improvement Program. Fuerte Drive should benefit when the direct freeway connections linking State Route 94 and State Route 125 are completed.

- **Intersection Improvements**: Operational improvements will help resolve, various intersections and highway interchanges with unacceptable LOS forecasts.

**Board Alternative Map Network**

A separate CE road network is not recommended for the Valle de Oro community.

**Proposed Land Use Modifications (Draft Land Use Map)**

The Planning Group recommends that the land designated as Neighborhood Commercial (approximately 12-acres) in the State Route 54 right-of-way along Chase Avenue, be changed to Village Residential (VR-2), 2 dwelling units per acre. The recommendation is in response to the road not being built and Caltrans’ plan to sell the right-of-way. The VR-2 designation matches the adjacent land uses to the north, west and south.
Figure VDO-1: Proposed CE Road Network
Figure VDO-3: Changes to Current CE Network

Map of Valle de Oro C-257 East County Communities

Legend:
- Change from Current CE
- Equivalent Classification
- Minor Upgrade Classification
- Upgrade Classification
- Minor Downgrade Classification
- Downgrade Classification
- New CE Roadway
- New Local Public Roadway
- Delete Unbuilt CE Roadway
- Remove from CE Network

July 18, 2006

Valle de Oro

C-257

East County Communities
Community Summaries, Maps and Matrices

ATTACHMENT C

LEGEND

- Currently Adopted Circulation Element Roadway Classification
- Freeway & Expressway
- Unbuilt Freeway
- Prime Arterial (PA)
- Major Road (M)
- Collector (C)
- Light Collector (LC)
- Rural Collector (RC)
- Rural Light Collector (RLC)
- Recreational Parkway (RP)
- Rural Mountain (RM)
- Local Public Road (LPR)
- Unbuilt CE Roadway
* Under Revision

- Number of Lanes Under Existing Plus CIP Network
- Continuous Turn Lanes or Raised Medians

July 18, 2006

Figure VDO-4: Existing Plus CIP Network

Valle de Oro

C-258

East County Communities
<table>
<thead>
<tr>
<th>CE Road Segment</th>
<th>Network Recommendations</th>
<th>Basis for Staff Recommendation</th>
</tr>
</thead>
</table>
| **1A Fuerte Drive (SC 2111/SA 920/ SC 2060)**  
  Segment: La Mesa to Chase Lane  
  Existing Condition: 2-lanes  
  Current Classification: Light Collector | Equivalent Classification  
  2.1E Community Collector (2 lanes) | • *Build Community Consensus* – New road standard is equivalent to the community recommendation  
  • *Support Land Use Goals* – Existing development, physical constraints, and community character hinder widening Fuerte Drive, or adding additional roads to alleviate the congestion  
  • *Note* – The chair and vice chair of the VDO planning group reiterated that widening Fuerte Drive is not a feasible option  
  **Note:** Failing LOS: May operate unacceptable LOS west of Avocado Boulevard. See Key Issues section. |
| **1B Fuerte Drive**  
  Segment: Chase Lane to Chase Avenue  
  Existing Condition: 2-lanes  
  Current Classification: None | New CE Road (realign)  
  2.1E Community Collector (2 lanes) | • *Build Community Consensus* – Proposed road classification is equivalent to the community recommendation  
  • *Note* – This is a recommended CE clarification/cleanup. CE road should follow Fuerte Drive (from the west) to Chase Avenue instead of north along Chase Lane to Chase Avenue. |
| **2 Chase Lane (SC 2060)**  
  Segment: Chase Avenue to Fuerte Drive  
  Existing Condition: 2-lanes  
  Current Classification: Light Collector | Remove from CE Network (realign)  
  Local Public Road | • *Build Community Consensus* – Proposed road classification is equivalent to the community recommendation  
  • *Note* – This is a recommended CE clarification/cleanup. CE road should follow Fuerte Drive (from the west) to Chase Avenue instead of north along Chase Lane to Chase Avenue.  
  *Also see 1B* |
<table>
<thead>
<tr>
<th>CE Road Segment</th>
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</table>
| **3** Lemon Avenue (SA 930)  
  Segment: State Route 125 to Fuerte Drive  
  Existing Condition: 2-lanes  
  Current Classification: Light Collector | Equivalent Classification  
  2.1E Community Collector (2 lanes) | • **Road Capacity** – Proposed classification will operate at an acceptable LOS  
  • **Build community consensus** – New road standard is equivalent to the community recommendation  
  • **Note** – The road may need to be improved at the La Mesa border for an acceptable LOS at the State Route 125 ramps |
| **4** Edgewood Drive /Grandview Drive (SC 2115)  
  Segment: Bancroft Drive to Resmar Road  
  Existing Condition: 2-lanes  
  Current Classification: Light Collector | Minor Downgrade  
  2.3C Minor Collector (2 lanes) | • **Build community consensus** – New road standard is equivalent to the community recommendation  
  • **Road Capacity** – Proposed classification will operate at an acceptable LOS |
| **5** Bancroft Drive  
  Segment: State Route 94 (Spring Valley) to Fuerte Drive  
  Existing Condition: 2-lanes  
  Current Classification: Collector | Equivalent Classification  
  4.1B Major Road with Intermittent Turn Lanes (4+lanes) | • **Build community consensus** – New road standard is equivalent to the community recommendation  
  • **Road Capacity** – Proposed classification will operate at an acceptable LOS |
| **6** Conrad Drive /Resmar Road/Grandview Drive (SC 2125)  
  Segment: Campo Road to Fuerte Drive  
  Existing Condition: 2-lanes  
  Current Classification: Collector | Equivalent Classification  
  2.1E Community Collector (2 lanes) | • **Road Capacity** – Proposed classification will operate at an acceptable LOS |
| **7A** Campo Road (SC 2118)  
  Segment: La Mesa border to Camino Paz  
  Existing Condition: 2-lanes  
  Current Classification: Collector | Equivalent Classification  
  4.1B Major Road with Intermittent Turn Lanes (4+lanes) | • **Road Capacity** – Proposed classification will operate at an acceptable LOS |
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<thead>
<tr>
<th>CE Road Segment</th>
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</thead>
<tbody>
<tr>
<td><strong>7B</strong> Campo Road (SC 2118)</td>
<td><strong>Downgrade Classification</strong></td>
<td>• Road Capacity – Proposed classification will operate at an acceptable LOS</td>
</tr>
<tr>
<td>Segment: Camino Paz to Rodgers Road</td>
<td>2.1C Community Collector with Intermittent Turn Lanes (2+lanes)</td>
<td>• Build community consensus – New standard is equivalent to community recommendation</td>
</tr>
<tr>
<td>Existing Condition: 2-lanes</td>
<td></td>
<td>• Support Land Use Goals – Proposed road type will minimize impacts to existing development</td>
</tr>
<tr>
<td>Current Classification: Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7C</strong> Campo Road (SC 2118)</td>
<td><strong>Minor Downgrade</strong></td>
<td>• Build community consensus – New standard is equivalent to community recommendation</td>
</tr>
<tr>
<td>Segment: Rodgers Road to Sweetwater Springs Boulevard and State Route 94</td>
<td>4.2B Boulevard with Intermittent Turn Lanes (4+lanes)</td>
<td>• Support Land Use Goals – Proposed road type best depicts the current conditions of the developed area</td>
</tr>
<tr>
<td>Existing Condition: 4-lanes + ITL Median</td>
<td>Intersection Improvements</td>
<td></td>
</tr>
<tr>
<td>Current Classification: Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7D</strong> Campo Road (SC 2118)</td>
<td><strong>Upgrade Classification/Minor Upgrade</strong></td>
<td>• Road Capacity – This section of road is both State Route 94 today and where improvements to State Route 94 are planned</td>
</tr>
<tr>
<td>Segment: Avocado Boulevard to Jamacha Road</td>
<td>6.1 Expressway (6+lanes)</td>
<td>Note: Improvements proposed beyond SANDAG 2030 RTP – RTP includes widening this segment to 6-conventional highway lanes. See Key Issues section.</td>
</tr>
<tr>
<td>Existing Condition: 4-lanes + ramps Portion divided and portion ITL Median</td>
<td>Grade separated at Jamacha Boulevard and Campo Road/Jamacha Road intersections</td>
<td></td>
</tr>
<tr>
<td>Current Classification: Collector Road and Prime Arterial</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8A</strong> State Route 94</td>
<td><strong>Delete CE Road</strong></td>
<td>• Build Community Consensus – New road standard is equivalent to the community recommendation</td>
</tr>
<tr>
<td>Segment: Jamacha Boulevard to Avocado Boulevard</td>
<td>Also see 7D</td>
<td>Note: Segment is not funded in SANDAG 2030 RTP. See Key Issues section.</td>
</tr>
<tr>
<td>Existing Condition: Not Built (exists as Campo Road) 2030 network shows road as existing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Classification: Freeway</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8B</strong> State Route 94</td>
<td><strong>Equivalent Classification</strong></td>
<td>• Build Community Consensus – New road standard is equivalent to the community recommendation</td>
</tr>
<tr>
<td>Segment: La Mesa to Avocado Boulevard</td>
<td>Freeway/6.1 Expressway (6+lanes)</td>
<td></td>
</tr>
<tr>
<td>Existing Condition: 4-lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Classification: Freeway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE Road Segment</td>
<td>Network Recommendations</td>
<td>Basis for Staff Recommendation</td>
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</tr>
</tbody>
</table>
| **8C State Route 94**  
Segment: Jamacha Boulevard to State Route 94/Campo Road  
Existing Condition: **Not Built** but 2030 network shows as existing  
Current Classification: Freeway | Delete CE Road  
*Also see 7D* | *Note*: Most recent Caltrans study is 1991 Concept Report  
*Note*: Segment is not funded in SANDAG 2030 RTP. See Key Issues section. |
| **8D State Route 94/Campo Road**  
Segment: Jamacha Road to proposed State Route 94 connection (2030 network)  
Existing Condition: 4-lanes + Median  
Current Classification: Collector Road | Upgrade Classification  
6.2 Prime Arterial (6 lanes)  
+ ramps at Jamacha Road interchange | *Minimize Environmental Impacts*: Upgrading this segment would be less impactful than building segment identified as 8C  
*Build Community Consensus*: New standard is equivalent to community recommendation  
*Note*: If unbuilt section of SR-94 (Jamacha Boulevard/Road to SR-94/Campo Road) is deleted from CE, upgrades (left-turn ramp) is preferred by community at intersection of Jamacha Road and SR-94/Campo Road  
*Note*: Improvements proposed beyond SANDAG 2030 RTP |
| **8E State Route 94**  
Segment: Proposed State Route 94 connection (2030 network) to Jamul border  
Existing Condition: 2-lanes + Median in sections  
Current Classification: Prime Arterial | Equivalent Classification  
6.2 Prime Arterial (6 lanes) | *Road Capacity*: Proposed classification will operate at an acceptable LOS |
| **9 Kenwood Drive (SC 2122)**  
Segment: Campo Road to State Route 94  
Existing Condition: 2-lanes + Turn Lanes  
Current Classification: Collector | Equivalent Classification  
4.1B Major Road with Intermittent Turn Lanes (4+lanes) | *Road Capacity*: May need to add additional turn lanes or other improvements  
*Note*: Failing LOS: The proposed road may result in unacceptable LOS between State Route 94 ramps and intersection w/ Campo Road without improvements |
<table>
<thead>
<tr>
<th>CE Road Segment</th>
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<th>Basis for Staff Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10 Barcelona Street (SC 2110)</strong></td>
<td>Equivalent Classification</td>
<td>• May need to add additional turn lanes or other improvements</td>
</tr>
<tr>
<td>Segment: Campo Road to State Route 94</td>
<td>2.2E Light Collector (2 lanes)</td>
<td><strong>Note</strong>: Failing LOS: The proposed road may result in LOS E at intersection w/ Campo Road if intersection is not improved</td>
</tr>
<tr>
<td>Existing Condition: 2 lanes</td>
<td>Intersection Improvements</td>
<td></td>
</tr>
<tr>
<td>Current Classification: Rural Light Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>11 Avocado Boulevard (SF 1398)</strong></td>
<td>Equivalent Classification</td>
<td>• May need to add additional turn lanes or other improvements</td>
</tr>
<tr>
<td>Segment: El Cajon to State Route 94 (Spring Valley)</td>
<td>4.1A Major Road with Raised Median (4+lanes)</td>
<td><strong>Note</strong>: Failing LOS: Will operate at unacceptable LOS near State Route 94 ramps if intersections are not improved</td>
</tr>
<tr>
<td>Existing Condition: 4-lanes</td>
<td>Intersection Improvements</td>
<td></td>
</tr>
<tr>
<td>Current Classification: Major Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>12 Fury Lane (SC 2070/SA 921)</strong></td>
<td>Equivalent Classification</td>
<td>• <strong>Road Capacity</strong> – Proposed classification will operate at an acceptable LOS</td>
</tr>
<tr>
<td>Segment: Avocado Boulevard to Jamacha Road</td>
<td>4.1B Major Road with Intermittent Turn Lanes (4+lanes)</td>
<td></td>
</tr>
<tr>
<td>Existing Condition: 2-lanes and 4-lanes</td>
<td></td>
<td></td>
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<tr>
<td>Current Classification: Collector Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>13 Steele Canyon Road (SC 2050)</strong></td>
<td>Equivalent Classification</td>
<td>• <strong>Road Capacity</strong> – Proposed classification will operate at an acceptable LOS</td>
</tr>
<tr>
<td>Segment: Willow Glen Drive to Jamul</td>
<td>4.1B Major Road with Intermittent Turn Lanes (4+lanes)</td>
<td>• Road is not built to capacity</td>
</tr>
<tr>
<td>Community Boundary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Condition: 2-lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Classification: Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>14 Jamul Drive (SC 2055)</strong></td>
<td>Minor Upgrade</td>
<td>• <strong>Road Capacity</strong> – Proposed classification will operate at an acceptable LOS</td>
</tr>
<tr>
<td>Segment: Steele Canyon Road to Jamul</td>
<td>2.1C Light Collector with Intermittent Turn Lane (2+lanes)</td>
<td>• <strong>Build Community Consensus</strong> – New road standard is supported by the VDO and Jamul/Dulzura communities</td>
</tr>
<tr>
<td>Planning Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Condition: 2-lanes + ITL Median near school</td>
<td></td>
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</tr>
<tr>
<td>Current Classification: Rural Collector</td>
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</tr>
<tr>
<td>CE Road Segment</td>
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<td>Basis for Staff Recommendation</td>
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</tbody>
</table>
| 15A Willow Glen Drive  
  **Segment:** Jamacha Road to Hillsdale Road  
  **Existing Condition:** 2, 3, and 4-lanes  
  **Current Classification:** Major Road | Equivalent Classification  
  4.1A Major Road with Raised Median (4+lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| 15B Willow Glen Drive  
  **Segment:** Hillsdale Road to Camino de las Piedras  
  **Existing Condition:** 2 and 3-lanes  
  **Current Classification:** Major Road | Downgrade Classification  
  2.1E Community Collector (2 lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| 16 Chase Avenue (SA 910.1)  
  **Segment:** Jamacha Road to Hillsdale Road  
  **Existing Condition:** 2-lanes + portion ITL Median  
  **Current Classification:** Major Road | Equivalent Classification  
  4.1A Major Road with Raised Median (4+lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| 17A Hillsdale Road (SC 2030)  
  **Segment:** Jamacha Road to Chase Avenue  
  **Existing Condition:** 2-lanes +  
  **Current Classification:** Light Collector | Equivalent Classification  
  2.1E Community Collector (2 lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| 17B Hillsdale Road (SC 2030)  
  **Segment:** Chase Avenue to Willow Glen Drive  
  **Existing Condition:** 2-lanes +  
  **Current Classification:** Major Road (Chase Avenue to Vista Grande Road) and Collector Road (Vista Grande Road to Willow Glen Drive) | Equivalent Classification  
  4.1B Major Road with Intermittent Turn Lanes (4+lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
<table>
<thead>
<tr>
<th>CE Road Segment</th>
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<th>Basis for Staff Recommendation</th>
</tr>
</thead>
</table>
| **18** Vista Grande Road (SC 2030)  
**Segment:** Hillsdale Road to Dehesa Road  
**Existing Condition:** 2-lanes  
**Current Classification:** Light Collector | Equivalent Classification  
2.1E Community Collector (2 lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| **19A** Jamacha Road (SF 1399)  
**Segment:** City of El Cajon to Chase Avenue  
**Existing Condition:** 4-lanes + CLT / ITL Median  
**Current Classification:** Major Road | Equivalent Classification  
4.1A Major Road with Raised Median (4+lanes) | • *Road Capacity* – Proposed classification will operate at an acceptable LOS |
| **19B** Jamacha Road (SF 1399)  
**Segment:** Chase Avenue to Campo Road  
**Existing Condition:** 4-lanes and 6-lanes  
**Current Classification:** Prime Arterial | Equivalent Classification  
6.2 Prime Arterial (6 lanes) | • *Support Land Use Goals* – Six lanes retains R.O.W. for the existing development  
• *Note:* Grade separation will be needed for ramps connecting this road to State Route 94/Campo Road  
**Note:** Failing LOS: Will operate at unacceptable LOS in some areas between Campo Road and Fury Lane due to intense existing uses. |
| **20** Jamacha Boulevard (SF 1397)  
**Segment:** Spring Valley Planning Area to Campo Road/SR94  
**Existing Condition:** 4-lanes  
**Current Classification:** Major | Equivalent Classification  
4.1A Major Road with Raised Median(4+lanes)  
+ ramps at State Route 94 intersection | • *Road Capacity* – Proposed classification will operate at an acceptable LOS  
• *Note:* Grade separation will be needed for ramps connecting this road to State Route 94/Campo Road |
<table>
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<tbody>
<tr>
<td><strong>21A State Route 54</strong></td>
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</tbody>
</table>
| **Segment:** City of El Cajon to Approximately 100 yards northeast of Calle Albara  
**Existing Condition:** not built  
**Current Classification:** Expressway | **Delete CE road**  
*Note: As a result of this recommendation, the Planning Group recommends the small area designated as Neighborhood Commercial in the State Route 54 ROW (along Chase Avenue but not fronting on Jamacha Road) change to VR-2 (2-dwelling units per acre) to match the adjacent land uses to the north, west and south* | **See Key Issues section** |
| **21B State Route 54**                       |                                                    |                                                      |
| **Segment:** Entirety of Wieghorst Way  
(Approximately 100 yards northeast of Calle Albara to Fury Lane)  
**Existing Condition:** 4 lanes  
**Current Classification:** Expressway | **Remove from CE Network**  
Local Public Road | **See Key Issues section** |
| **21C State Route 54**                       |                                                    |                                                      |
| **Segment:** Fury Lane to Spring Valley Planning Area  
**Existing Condition:** not built  
**Current Classification:** Expressway | **Delete CE road** | **See Key Issues section** |
| **22 The nameless CE roads** (Possibly Vista Del Valle, Gustavo and Lisbon?)  
**Segment:** entirety - between Vista Grande and Jamacha Road; north of Hillsdale (TB: Pg 1252 7- A & B)  
**Existing Condition:** Partially built?  
**Current Classification:** Light Collector | **Delete CE Roads** | • The nameless CE roads (Vista Del Valle, Gustavo and Lisbon?) between Vista Grande and Jamacha Road; north of Hillsdale (TB: Pg 1252 7- A & B)  
• Roads may be in El Cajon  
• Road capacity – Proposed road in this area will operate at an acceptable LOS  
• *Note: CE clarification/cleanup* |