SPRING VALLEY MOVES

APPENDICES

Community Based Transportation Spring Valley Neighborhood Mobility Plan

County of San Diego
Planning & Development Services
March 2026

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Appendix A

Existing Conditions Assessment

January 13, 2025

Spring Valley

Existing Conditions Assessment

Introduction

In order to develop a plan for improving multimodal access within the Spring Valley community that will encourage walking, biking, and transit trips, a comprehensive review of the existing travel environment is required within the Spring Valley Neighborhood Mobility Plan (SVNMP) study area, also known as Spring Valley MOVES. While this Existing Conditions Assessment includes a review of physical facilities that already serve multi-modal users, other community characteristics must also be considered such as:

- Key destinations in and around Spring Valley
- Existing land uses
- Environmental conditions (weather, air pollution, etc.)
- Demographics
- Travel patterns

The factors above are indicators as to how and why people choose their travel mode and provide perspective relative to types of transportation options and supportive infrastructure needed to support those modes. Input from the community coupled with a comprehensive understanding of existing conditions sets the foundation for developing a plan that reflects the community's needs and is consistent with the community's goals.

The purpose of this existing conditions assessment is to set the foundation for the baseline conditions, potential gaps and concerns, and the physical conditions of the transportation within the Spring Valley Community. It is a reflection of the community and the issues raised by the residents, employees, and business owners within the community as well as a clear representation of how people are using and the barriers associated with the existing transportation facilities.

Project Background

In July 2021, the County of San Diego (County) adopted a new General Plan Environmental Justice Element. This Element contained Implementation Action 7.6.2.B whose goal is to "Collaborate with SANDAG, local transit agencies, and other community partners to engage in community-based transportation planning initiatives that seek to expand operation hours and improve quality of service." On December 10, 2021, San Diego Association of Governments (SANDAG) adopted its 2021 Regional Plan and a Sustainable Communities Strategy (Regional Plan), which includes developing a network of Mobility Hubs that "includes our region's urban core and 30 Mobility Hubs that were identified based on land use and employment characteristics, travel patterns, and demographics." Less than 1% of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused. The disproportionate distribution of Mobility Hub areas has an impact on unincorporated communities and neighborhoods where transportation and investment resources are greatly needed. To achieve greater equity and expand mobility options for the

unincorporated areas, the County is initiating a collaborative program with SANDAG, the Community Based Transportation Program (CBT Program), to develop and implement transportation and investment opportunities.

Spring Valley MOVES is part of the CBT Program and is intended to bring Spring Valley residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community. It provides a toolbox of mobility solutions for an unincorporated community to form a Neighborhood Mobility Plan, i.e., SVNMP for Spring Valley.

Spring Valley MOVES will focus on achieving greater equity and expanding mobility options within the community. It will explore unique opportunities to educate, analyze, and develop recommendations related to mobility that can directly contribute and complement County plans and policies to reduce greenhouse gas emissions. Spring Valley MOVES will also identify community specific opportunities to align with potential increased infill development and density within the study area. In addition, it will explore opportunities to improve access to the near by Lemon Grove Mobility Hub, ultimately facilitating a reduction in dependence on auto centric mobility.

More specifically, Spring Valley MOVES will look to achieve mobility goals, including but not limited to:

- Analyze ways to better connect the Spring Valley community to the Lemon Grove Mobility Hub and increase transit options.
- Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
- Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making.

On a parallel basis, the County is conducting a Development Feasibility Analysis (DFA) in the Spring Valley community to identify improvements needed to facilitate development, infrastructure advancements that will enhance development feasibility, and associated cost and timeline for building needed infrastructure. The CBT Program, and the resulting Spring Valley MOVES plan, will not be limited to the study area boundaries set by the DFA project. Spring Valley MOVES will be holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Spring Valley MOVES. While the DFA, in conjunction with the County of San Diego's Department of Public Works' Infrastructure Gap Analysis, studied gaps in mobility infrastructure in specific areas, the Spring Valley MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.

Additionally, the California Strategic Growth Council awarded grant funding to the County as part of the Transformative Climate Communities (TCC) Program. TCC empowers the communities most impacted by pollution to choose the strategies and projects best suited to achieve their community vision and enact transformational change.

The County was selected to implement a 2-year planning grant for its application titled Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies. The project will undertake five distinct planning tasks also focused in the Spring Valley community that intend to increase economic resiliency, reduce greenhouse gas emissions, and address public and environmental health issues. Spring Valley MOVES will coordinate and work jointly with Spring Valley SEEDS projects as it relates to the ongoing work of improving the community's mobility options.

Existing Land Use & Housing

Study Area

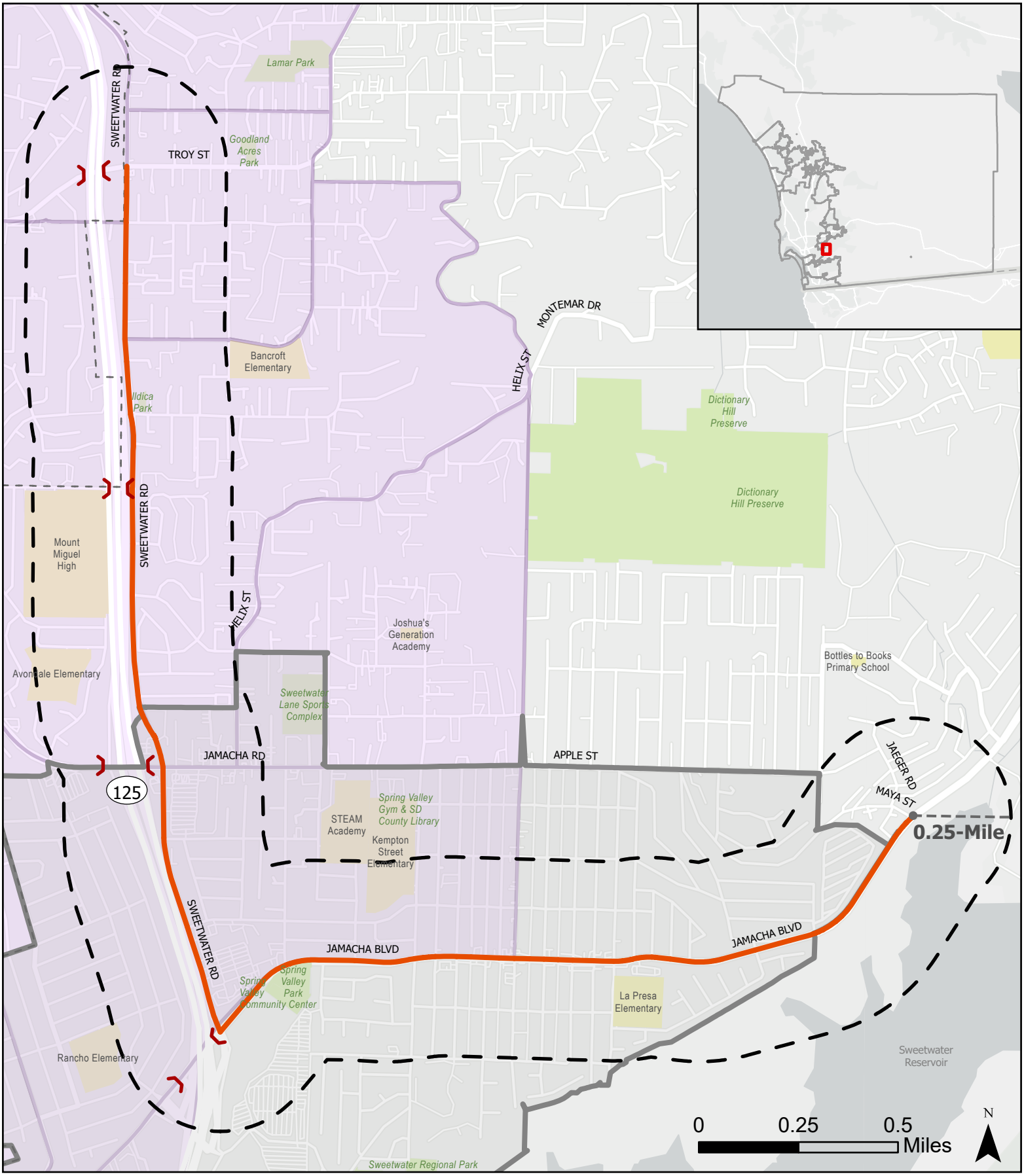
Generally speaking, the neighborhood mobility plan considers the 2.2 mile corridor of Sweetwater Road south of Troy Street and the 2 mile corridor of Jamacha Boulevard east of Sweetwater Road in the Spring Valley Community. The study area for the NMP includes the unincorporated County within approximately ¼ mile of these corridors. **Exhibit 1** shows the overall study area in relation to the neighboring City of Lemon Grove and identifies the DFA boundary as well as the Environmental Justice Community boundary. This Plan will incorporate the recommendations identified in the DFA as it aligns with outreach from SV MOVES. While the DFA will study mobility concerns related to development in specific areas, the SV MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, the DFA areas.

The study area includes seven census tracts (31.08, 138.02, 139.03, 139.06, 139.08, 139.09, 140.02), all of which extend beyond the study area boundary, with only one (140.02) extending into another jurisdiction (Lemon Grove) the other six fall completely within the unincorporated County of San Diego.

Existing Land Uses

The majority of the Spring Valley study area is designated as low density residential as shown in **Exhibit 2.** There are three commercial corridors within the study area (Troy Street, Grand Avenue, and Jamacha Boulevard) with two nodes of community center retail (125,000 – 400,00 sf) at the intersection of Jamacha Road and Sweetwater Road and Jamacha Boulevard and Sweetwater Road. These commercial areas support the adjacent community and primarily include grocery stores, restaurants, and clothing retailers while the other commercial corridors along Troy Street and Grand Avenue are largely comprised of automotive supportive businesses and smaller local retailers. Additionally, the multifamily residences located within the study area are primarily concentrated adjacent to the commercial areas along Sweetwater Road.

In terms of recreational amenities, there are two County parks located within the study area (Spring Valley County Park and Ildica County Park) and the Sweetwater Lane Sports Complex is located just outside of the study area boundary off Jamacha Road. The study area also encompasses three elementary schools (La Presa Elementary School, Avondale Elementary School, and Kempton Street Elementary), and one high-school (Mount Miguel High School). The study area also partially covers the most northern end of the Spring Valley Swap Meet and Rancho Elementary School. These recreational areas and schools are all important community destinations. Overall, the existing land use patterns in the Spring Valley study area reflect a concentration of a mix of land uses (commercial and multifamily) along the major thoroughfares and key intersections with single family residential located between these commercial areas.



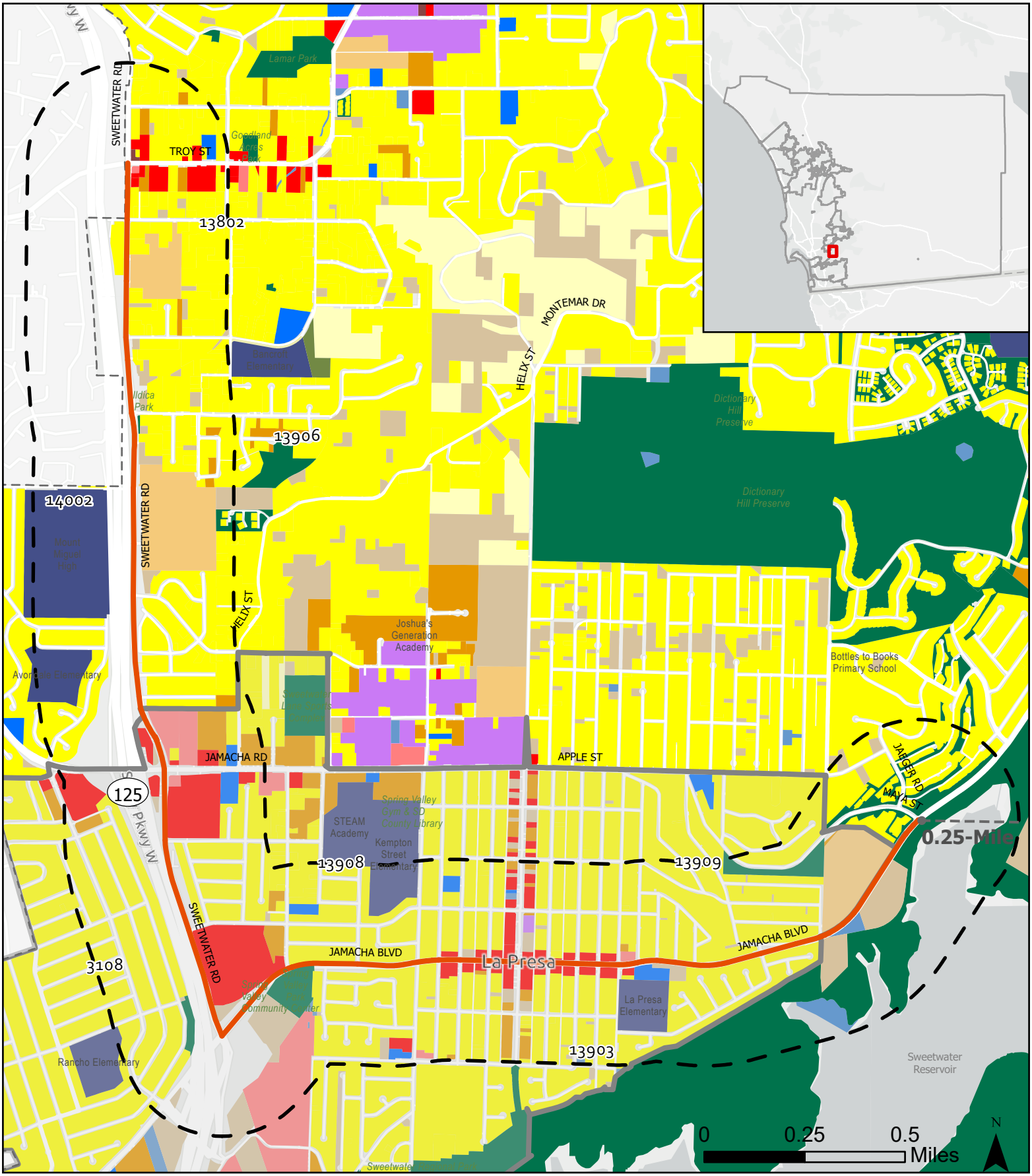
Legend

- Study Area
- Development Feasibility Area
- County Boundary
- Freeway Crossing (Overpass/Underpass)
- Study Corridor
- Environmental Justice Community
- School
- Park

Spring Valley

DRAFT Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 1



Legend

- Study Area
- Development Feasibility Area

Land Use

- Spaced Rural Residential
- Single Family Residential
- Mobile Home Park
- Multi-Family Residential
- Mixed Use
- Commercial Office
- Commercial Retail
- Heavy Industrial
- Light Industrial
- Institution
- Education
- Transportation, Communications and Utilities
- Agriculture
- Recreation and Open Space
- Vacant

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 2

Housing Stock

By analyzing housing trends in the housing stock, mobility needs for Spring Valley can be assessed**. Table 1** summarizes the distribution of unit size by tenure in 2022. The most common unit size for renter-occupied units was 2-bedroom units, followed by 3-bedroom units indicating that these units are likely occupied by households. The most common size for owner-occupied units was 3-bedroom units, followed by 4-bedroom units, perhaps indicating younger families, younger couples or individuals. Collectively, 2- and 3-bedroom units are the most common in Spring Valley, at 20.2% and 51.1% of the total housing stock respectively. As shown, approximately 70% of the housing stock is owner-occupied and 30% is rented.

Table 1: Unit Size by Tenure

Unit Size	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Units	%	Units	%	Units	%
No bedroom/Studio	17	0.2%	86	1.0%	103	1.2%
1 bedroom	19	0.2%	454	5.2%	473	5.4%
2 bedrooms	696	7.9%	1,082	12.3%	1,778	20.2%
3 bedrooms	3,758	42.7%	737	8.4%	4,495	51.1%
4 bedrooms	1,488	16.9%	254	2.9%	1,742	19.8%
5 or more bedrooms	207	2.4%	0	0%	207	2.4%
Total	6,185	70.3%	2,613	29.7%	8,798	100%

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B25042

Demographics & Equity

Community Profile

Population & Household Composition

This section describes Spring Valley's population and household characteristics, including data on the number of households, household size, household income[1] and composition by census tract.

The population of the Spring Valley community according to 2022 US Census data, is approximately 30,227 and is made up of 8,816 households, as shown in **Table 2.**

Also highlighted in **Table 2**, the average number of persons per household in Spring Valley in 2022 was 3.4, which is higher than the County and statewide average of 2.7 and 2.8 respectively. Larger household size can be an indicator for a need for more affordable units and lower income households.

[1] *The US Census Bureau defines a household as all persons living in a single housing unit, whether or not they are related. A household can be one person, a single family, multiple families, or any group of related or unrelated persons.*

Table 2: Number of Households and Size by Census Tract

	Spring Valley Census Tracts							
	31.08	138.02	139.03	139.06	139.08	139.09	140.02	Total
Total Households	1,009	874	1,241	1,705	1,200	1,559	1,228	**8,816**
Average Household Size	3.61	3.59	2.89	3.03	3.48	3.61	3.66	**3.4**

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table S1101

Of the households reported as family households, **Figure 1** highlights that the majority (49%) of these households are comprised of married couples. The Non-family category makes up the second highest percentage of households at 28%, which indicates a significant number of households consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom they are not related.

Additionally, **Figure 2** shows the trend of household size by tenure in the study area. Two-person and one-person households make up the largest percentage of households at 25% and 20% respectively and two-person households have the largest percentage of owner-occupied households as well (20%). Owner-occupied units account for 70% of the households within these census tracts.

Figure 1: Household Type

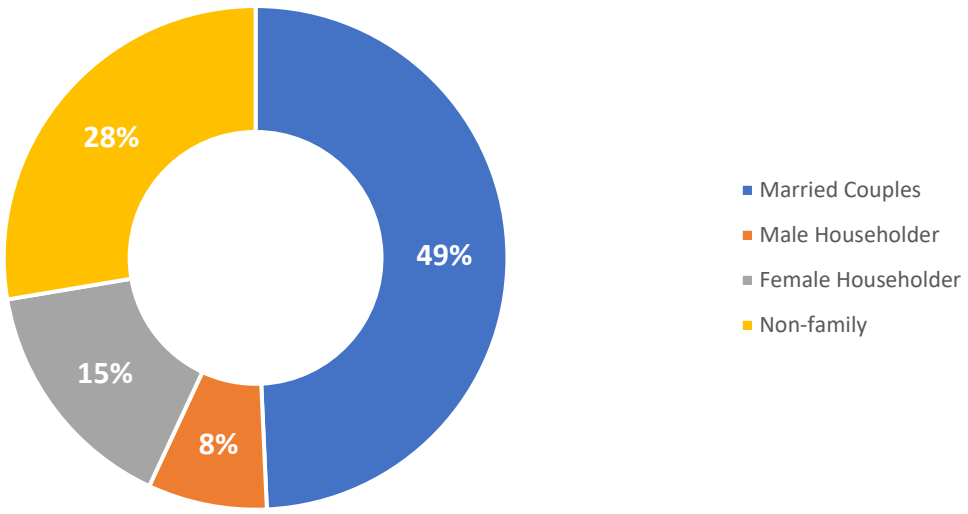
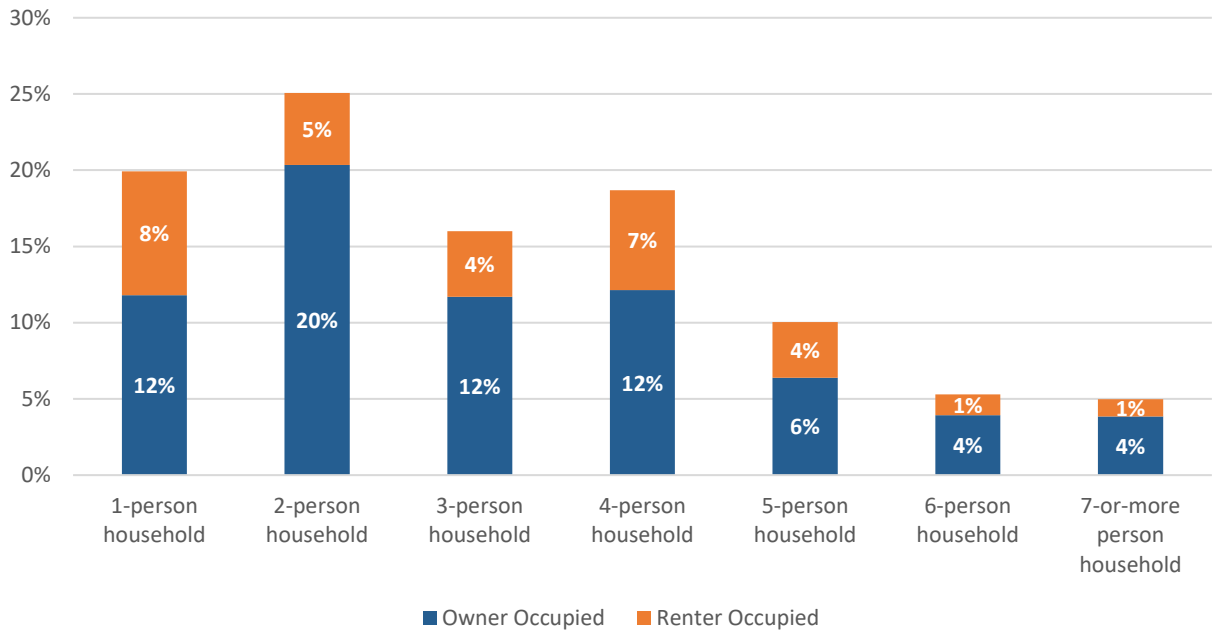


Figure 2: Household Size by Tenure



Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B25009

Table 3 highlights the median household annual income by tenure and census tract for Spring Valley residents in 2022. As shown, the median annual income across all census tracts within the study area was $84,930, which is below the Countywide average of $98,928. The income disparity is significant between each of the census tracts in Spring Valley as well as between owners and renters within each tract. Median household income in tract 138.02 ($65,703) is significantly less than the other tracts; however, this tract includes a concentration of automotive related businesses and multiple housing units on single lots. Tract 31.08 has the highest median income ($113,906) which is reflective of the single family development that occupies most of the area in this tract.

Table 3: Median Household Income by Tenure

	Spring Valley Census Tracts								County of San Diego
	31.08	138.02	139.03	139.06	139.08	139.9	140.02	Average	
Total	$113,906	$65,703	$94,792	$71,325	$76,604	$89,135	$83,042	$84,930	$98,928
Owner occupied	$127,879	$55,795	$86,875	$87,976	$81,689	$98,075	$94,167	$90,351	$127,700
Renter occupied	$63,125	$76,042	$112,167	$52,078	$73,714	$39,800	$59,167	$68,013	$72,022

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B25119

The State of California uses five income categories to determine eligibility for housing funding. **Table 4** shows the State-defined income ranges for each affordability category based on the San Diego County Area Median Income (AMI) of $119,500 for a household of four. Based on these income ranges two of the

tracts (138.02 and 139.06) comprised of Spring Valley fall in the very low-income category and the rest of the tracts fall in the low-income category.

Table 4: Income Range by Affordability Level Based on State AMI, 2024

Affordability Category	% of County Median	Income Range
Extremely Low Income	< 30%	< $45,450
Very Low Income	31%–50%	$45,451 - $75,750
Low Income	51%–80%	$75,751 - $121,250
Moderate Income	81%–120%	$121,251 - $143,400
Above Moderate Income	> 121%	> $143,400

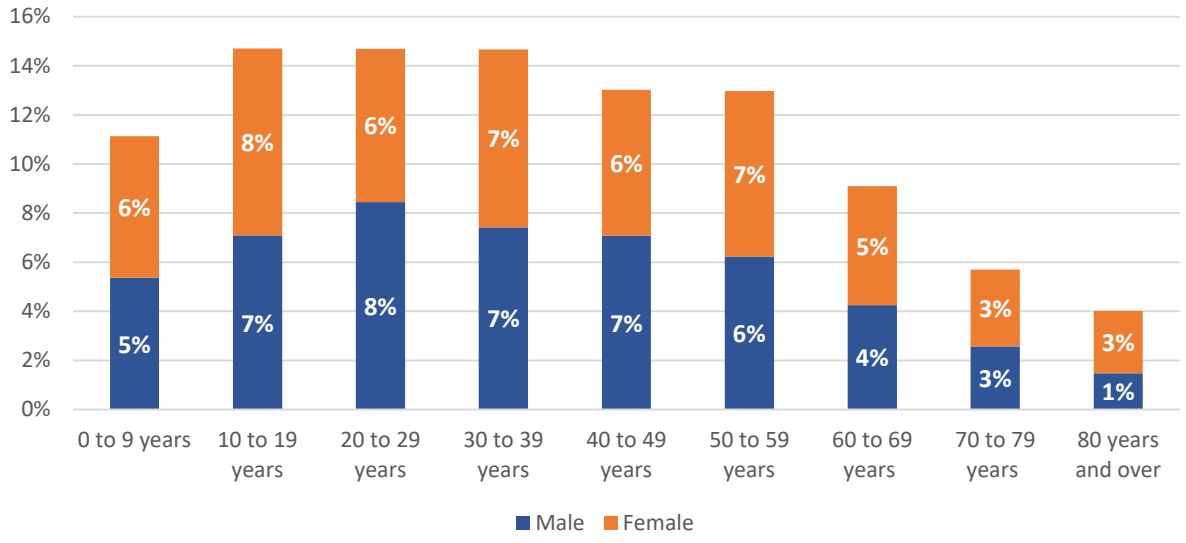
Source: California Department of Housing and Community Development, Revised State Income Limits for 2024, May 9, 2024.

Age Groups

Spring Valley's current and future mobility needs are influenced in part by the age characteristics of its residents as each age group typically has specific needs and preferences. For instance, a higher proportion of young families generally indicates a need for safe access to schools while seniors may require convenient transit options as well as additional amenities at transit stops.

Figure 3 summarizes the population's age distribution by gender. In 2022 the largest age group was 10 to 19 years (13%) followed by the 20-to-29-year and 30-to-39-year age groups (12%) with the smallest age group being 80 years and older (3%). These age trends show that there is a greater population of younger adults to middle aged residents with children. Nearly half (48%) of the population of Spring Valley residents are of professional working age (20 – 59 years) and 22% of the population being of school age or small children.

Figure 3: Age Distribution by Gender



Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table S0101

Cultural Diversity

The Spring Valley study area has a Hispanic or Latino majority. As shown in **Figure 4**, The two largest group of residents in the community identify as Hispanic/Latino at 48% followed by White and African American at 27% and 13%, respectively.

Figure 5 summarizes the primary languages spoken at home; 60% of Spring Valley's residents speak English as their primary language at home which is nearly double the next highest language spoken. At 31% the second most common language spoken in Spring Valley is Spanish. Additionally, 6% of individuals speak Asian and Pacific Island languages.

Figure 4: Race Distribution

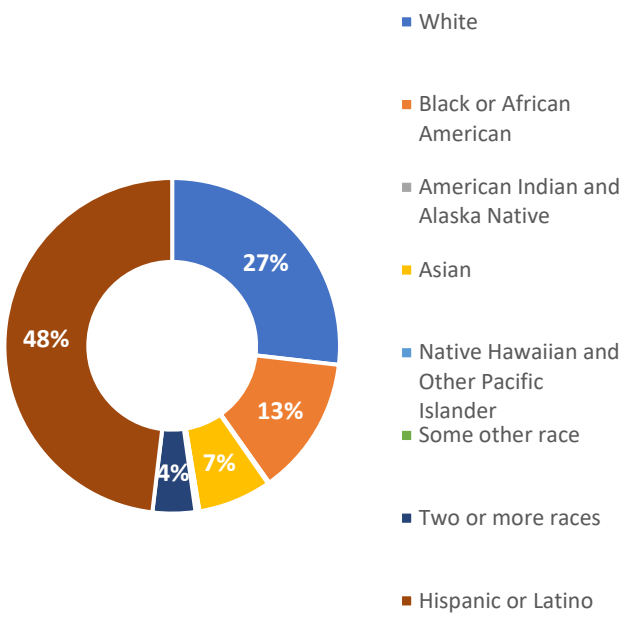


Figure 5: Primary Language Spoken at Home

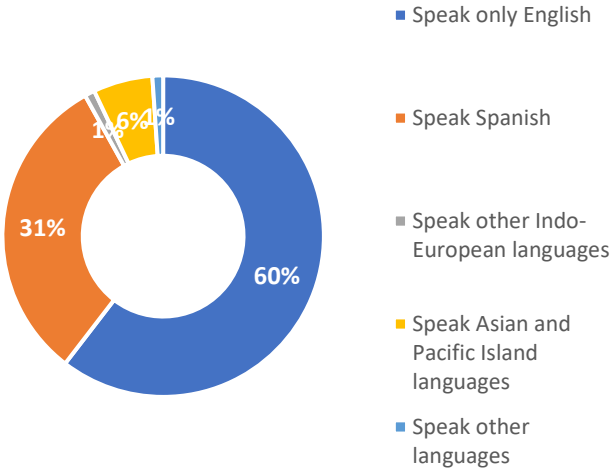
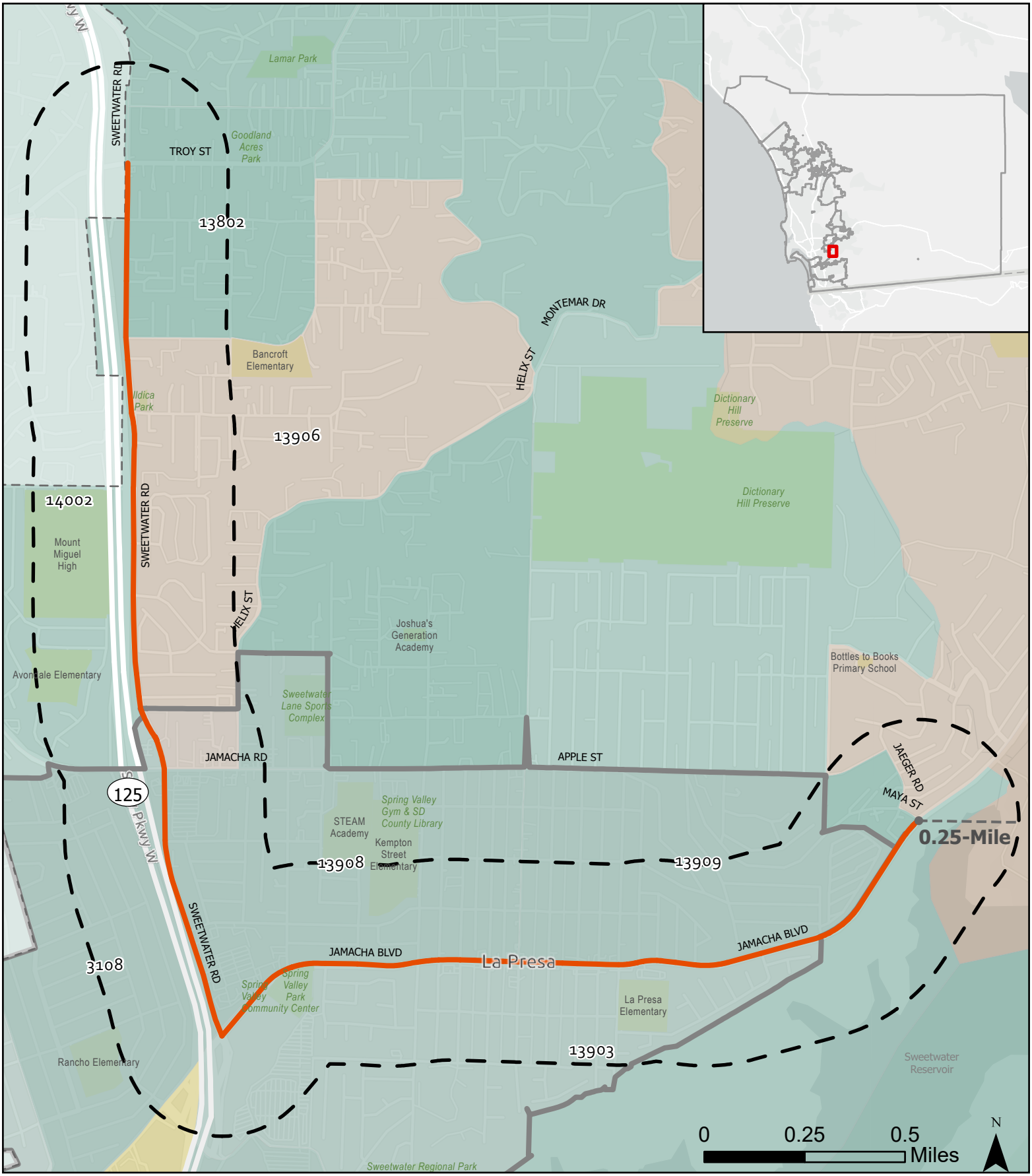


Exhibit 3 shows the racial and ethnic majority by census tract in Spring Valley. As illustrated the study area is nearly entirely predominately Hispanic/Latino with a sizeable (10%–50%) to predominant (> 50%) majority. The northern part of the study area along Sweetwater Rd between Tyler St and Jamacha Rd has a sizeable (10%–50%) White majority. These trends extend beyond the study area boundary as well, including a Black or African American majority located at the southwestern corner of the study area, west of Interstate 125. The study area is largely racially and ethnically homogenous.



Legend

- Study Area
- Development Feasibility Area

Predominant Race (ACS 2017-2021) - Tract Level

- White alone, not Hispanic or Latino
- Hispanic or Latino
- Black or African American alone, not Hispanic or Latino
- Asian alone, not Hispanic or Latino
- American Indian and Alaska Native alone, not Hispanic or Latino
- Two or more races, not Hispanic or Latino
- Native Hawaiian and other Pacific Islander alone, not Hispanic or Latino
- Some other race alone, not Hispanic or Latino

Strength of predominance

- 0 - 10
- 10 - 50
- 50 - 100

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 3

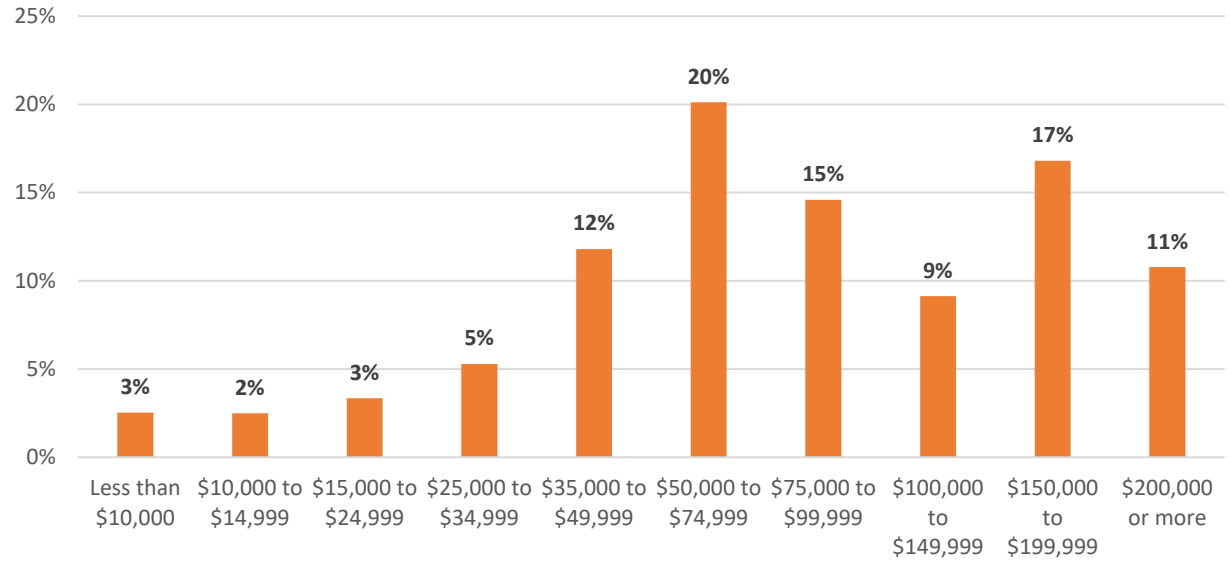
Socioeconomic Characteristics

Income Indicators

Understanding the income distribution within a community helps identify potential transportation affordability and access barriers. Some of those indicators include poverty and vehicle ownership which can be a telling statistic of mobility choices and options.

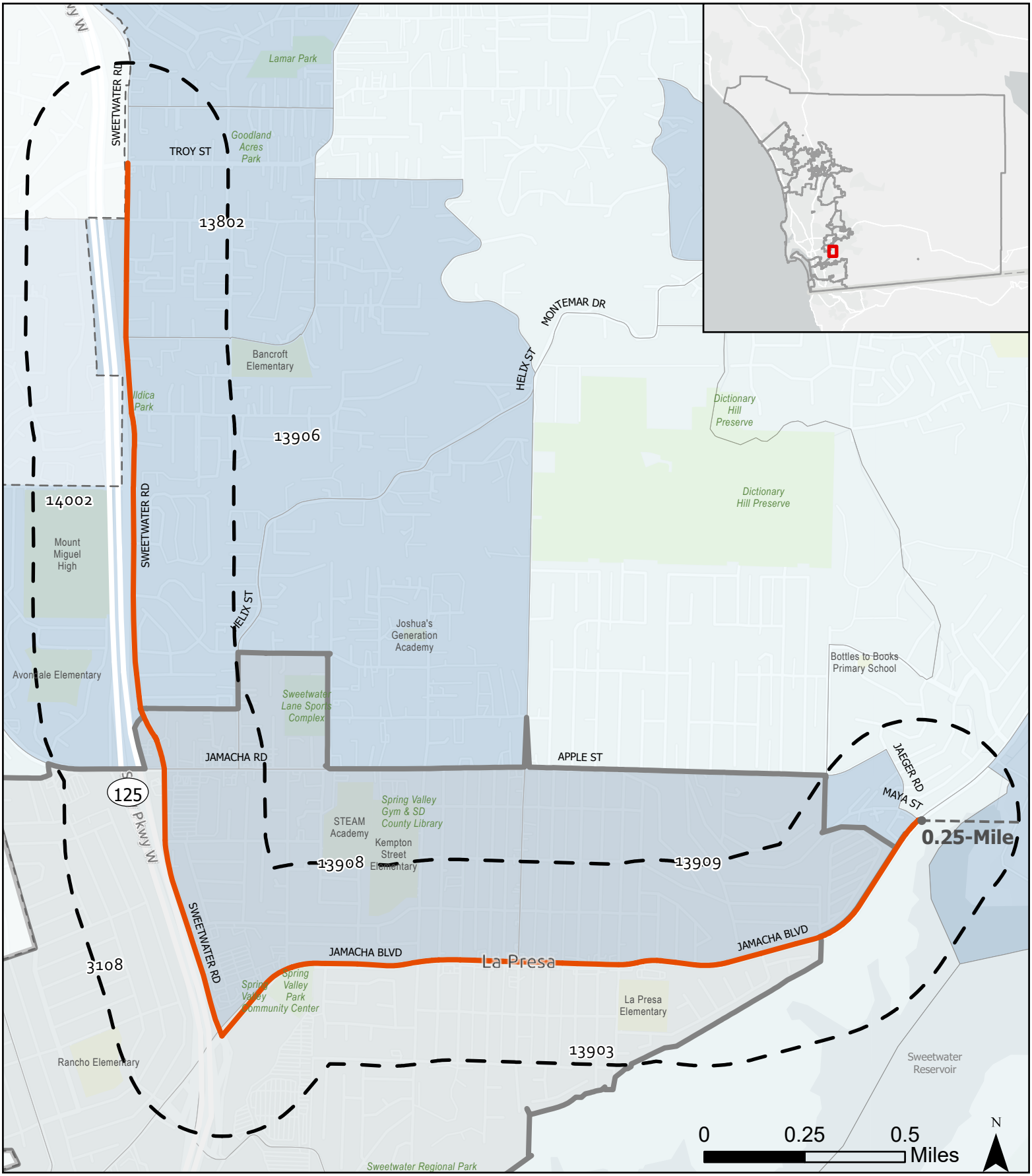
The income distribution in Spring Valley varies and aligns with the median household income data seen in **Figure 6.** The largest household income category was between $50,000 to $74,999 (20%) followed by $150,000 to $199,999 (17%). Approximately 46% of all households in Spring Valley make less than $75,000, while 28% of the households make $150,000 or more.

Figure 6: Income Distribution



Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B19001

Poverty is defined by incomes falling below the annually defined thresholds for family size by the US Census. Poverty status by tract in Spring Valley is shown in **Exhibit 4**. The percent of the population whose income is below poverty level is between 10% to 20% for a majority of the study area. There are some areas in the southern part of the study area, west of Sweetwater Rd and south of Jamacha Blvd which have the lowest percentage of residents experiencing poverty (less than 10%).



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- School
- Park

Poverty Status (Tract) - ACS (2017-2021)

Percent of Population whose income in the past 12 months is below poverty level

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- > 40%

Spring Valley

Neighborhood Mobility Plan
Poverty Status

Exhibit 4

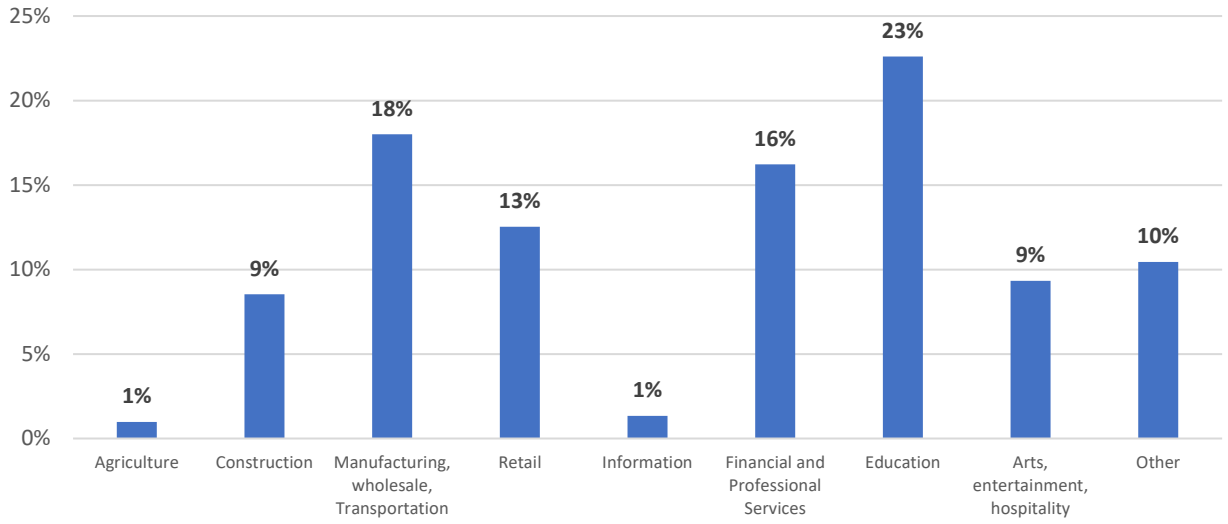
Employment Centers

While there are no major employment centers located within the Spring Valley study area, there are two major employment centers classified by SANDAG within 0.5 miles of the northern portion of the Spring Valley study area (Spring Valley and Lemon Grove). As seen in **Exhibit 5**, the Spring Valley employment center is located approximately 0.3 miles from the most northern portion of the study area along Troy St. This portion of the Spring Valley employment center is largely an industrial use including automotive repair, personal storage, and fabrication shops, construction materials and provides 2,500 to 14,999 jobs, according to SANDAG's Employment Center 2.0 database[2]. Employment centers in this database are categorized into four tiers based on the number of jobs within their boundaries.

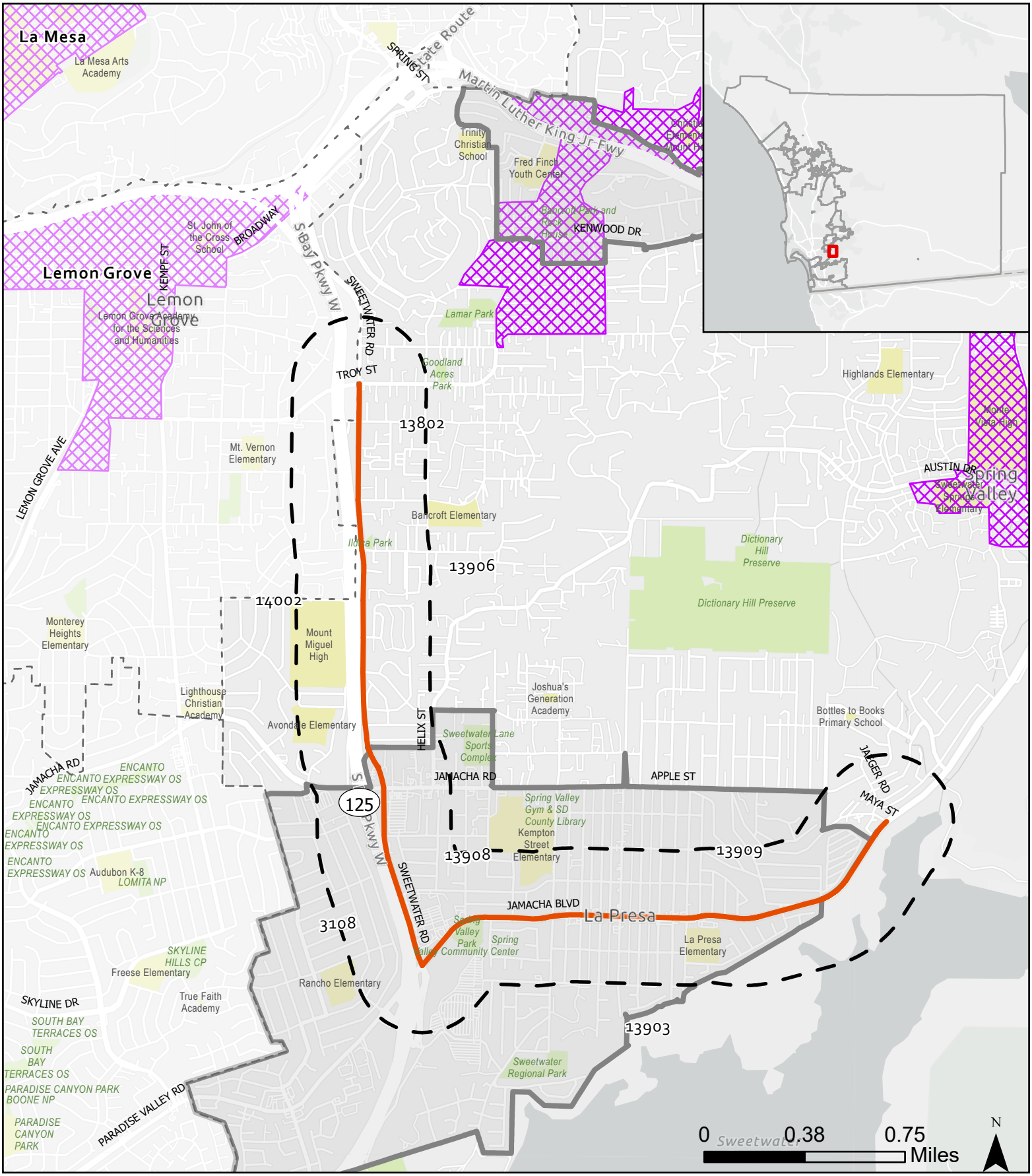
Not shown, and outside of the Spring Valley study area, The Lemon Grove employment center is also located within 0.5 miles from the most northern portion of the study area along Palm St to the west. While the Lemon Grove employment center is located within the City of Lemon Grove and not within the study area, it is still an attractor for residents within Spring Valley, specifically for those utilizing the Main St & Broadway Trolley station. Based on available SANDAG data, this employment center provides an estimated 2,500 to 14,999 jobs and consists of the City of Lemon Grove City Hall, the Lemon Grove School District offices, as well as regional and local retailers along Broadway.

Figure 7 displays the employment share by industry for residents that live within the Spring Valley study area. The two largest sectors of workers employed include Education and Manufacturing/wholesale/transportation at 23% and 18% respectively. Comparing the largest employment sectors to the nearby employment centers, it can be concluded that the majority of the jobs are not located within the Spring Valley study area and therefore residents either commute or work remotely.

Figure 7: Employment by Industry



2 SANDAG Employment Center 2.0 database is based on several data sources: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) (2022-2020), SADAG Job Estimates (2022), SANDAG Population and Housing Estimates (2022), and SANDAG Activity Based Transportation Model (2023).



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- School
- Park
- Employment Centers

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 5

Health Profile

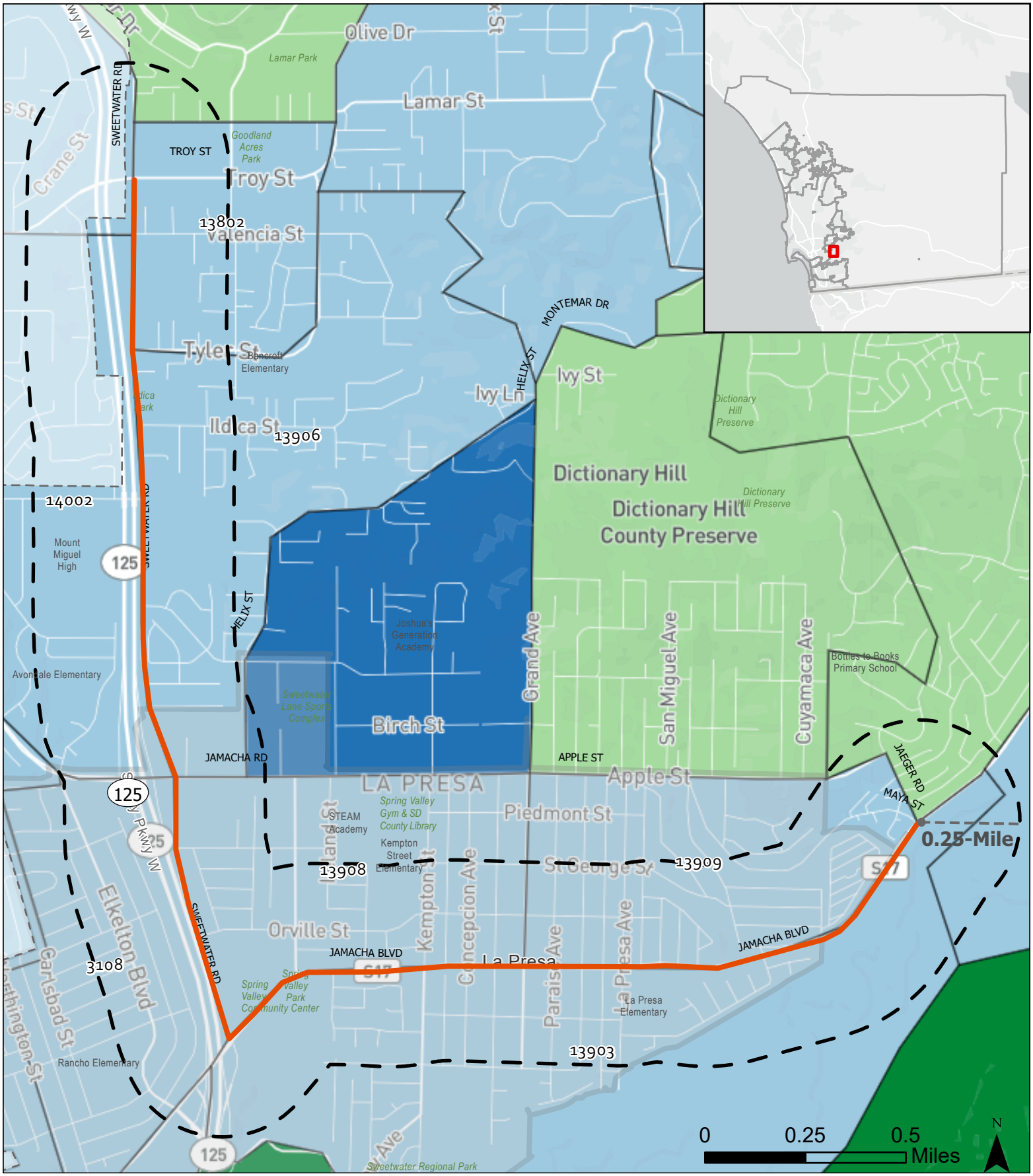
The California Healthy Places Index and the CalEnviroScreen (CES) 4.0 are two tools used to analyze the health of a community at the Census Tract level using a variety of indexes and factors. Overall, the Spring Valley community scores reflect a moderately healthy community, and the results are detailed below.

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California is a tool to explore the community conditions that impact life expectancy. The HPI helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed most. The HPI combines 25 community characteristics, like access to healthcare, housing, education, and more, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool further breaks down the scores into eight Policy Action Areas (Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access), these indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control[3]. As seen in Exhibit 6, the HPI scores for the tracts in Spring Valley all fall within the 25-50 percentile, and all census tracts within the Spring Valley study area has a HPI score that is less than the County average of 67.9. Across all tracts, the Healthcare Access and Transportation Policy Action Areas scored the lowest which includes active commuting, automobile access and insured adults. Inversely the Clean Environment index aggregately scored the highest amongst all tracts, this index includes exposure to diesel particulate matter, drinking water contaminants, ozone, and particulate matter 2.5.

CES 4.0 is a tool that identifies communities in California that are disproportionately burdened by pollutants. Factors used to identify communities include ozone, particulate matter, drinking water contaminants, pesticide use, lead, diesel particulates, asthma rates, and linguistic isolation. A higher score indicates a higher effect of pollutants for the area. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles data to help identify California communities that are disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposures, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include education attainment, linguistic isolation, poverty, and unemployment. The CES scores for Spring Valley are illustrated in **Exhibit 7** and show lower scores for the study area as a whole, between 30 – 60 percentile, with four census tracts (31.08, 138.02, 139.03, and 139.08) having the highest score (>50-60 percentile) and Census Tract 139.09 having the lowest score (>20-30 percentile). Traffic, lead in housing, impaired water, and drinking water contaminants are amongst the highest scoring pollutants.

As noted earlier, the County is currently implementing the Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program. Two planning projects, the First and Last Mile Audits and Bike Safety Events and Federally Qualified Health Center projects will aim to address the health impacts identified in the Spring Valley community.

[3] *Public Health Alliance of Southern California. Healthy Place Index (3.0) Technical Report, 2022*



Legend

- Study Area
- Development Feasibility Area
- County Boundary

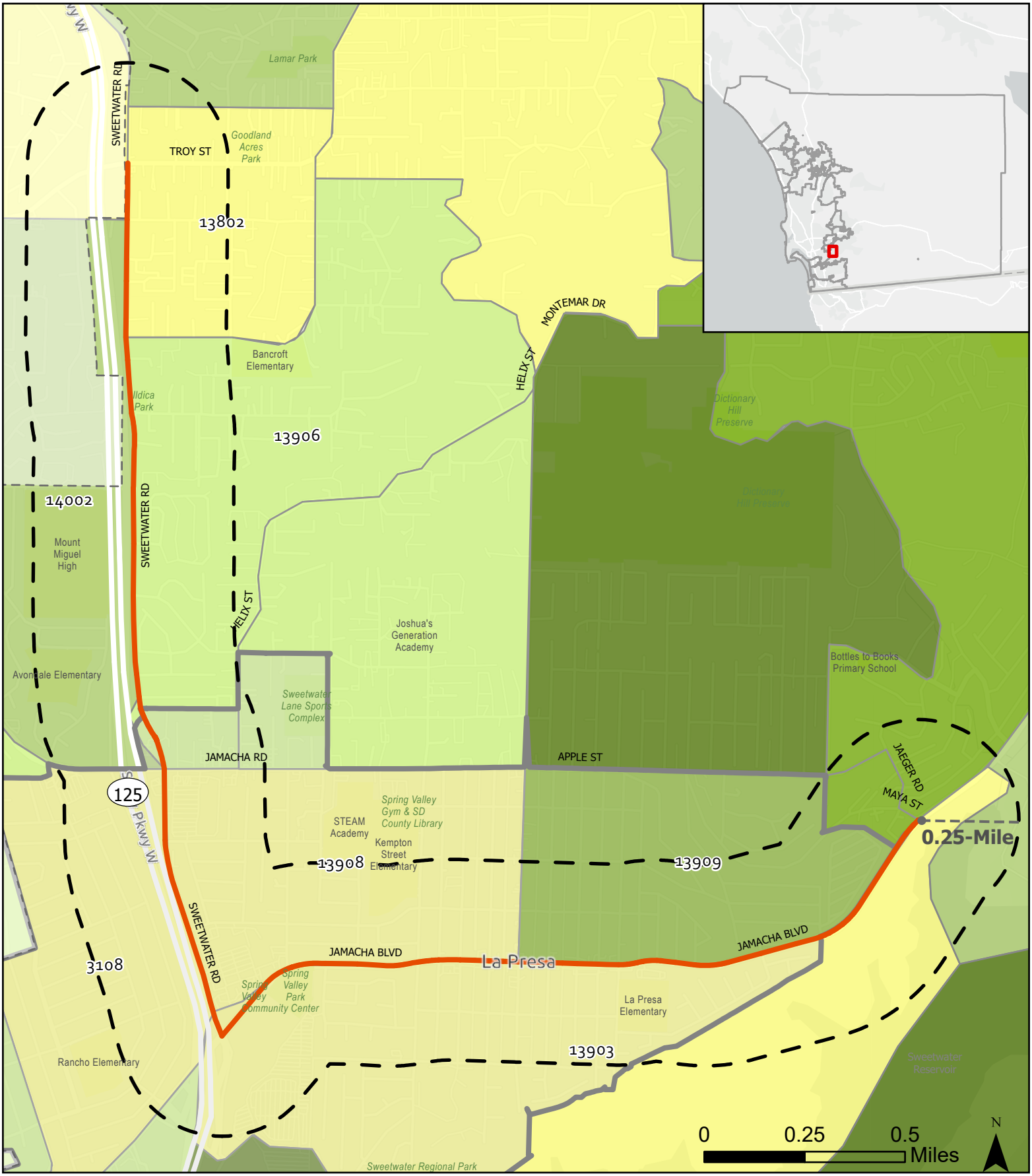
HPI Score (v3.0)
Percentile Ranking
Less to More healthy community conditions

- 0 - 25%
- 25 - 50%
- 50 - 75%
- 75 - 100%

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 6



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- School
- Park

CalEnvioScreen 4.0 - Percentile Score

- 0 - 10 (Lowest Scores)
- >10 - 20
- >20 - 30
- >30 - 40
- >40 - 50
- >50 - 60
- >60 - 70
- >70 - 80
- >80 - 90
- >90 - 100 (Highest Scores)

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 7

Access to Services and Resources

In order to analyze disparities in access to opportunities, the California Tax Credit Allocation Committee's (TCAC) and California Department of Housing and Community Development (HCD) created a task force to identify areas statewide whose economic, educational, and environmental characteristics support positive outcomes for low-income families. These maps, which are updated annually provide an overall Opportunity Area score by census tract. Opportunity maps are made for three domains: economic, environmental, and education. Each map uses categorical indicators to determine its individual score. A composite score and resource designation combining all three designations is then assigned to each block group. To determine the final resource category, the top 20% of overall scores in a county are labeled as "Highest Resource" and the next 20% of scores are labeled as "High Resource". Any remaining uncategorized areas in the County are evenly divided between "Moderate Resource" and "Low Resource" areas. The rationale and metric for each indicator is described in more detail in current guidance documents for the California TCAC program.[4]

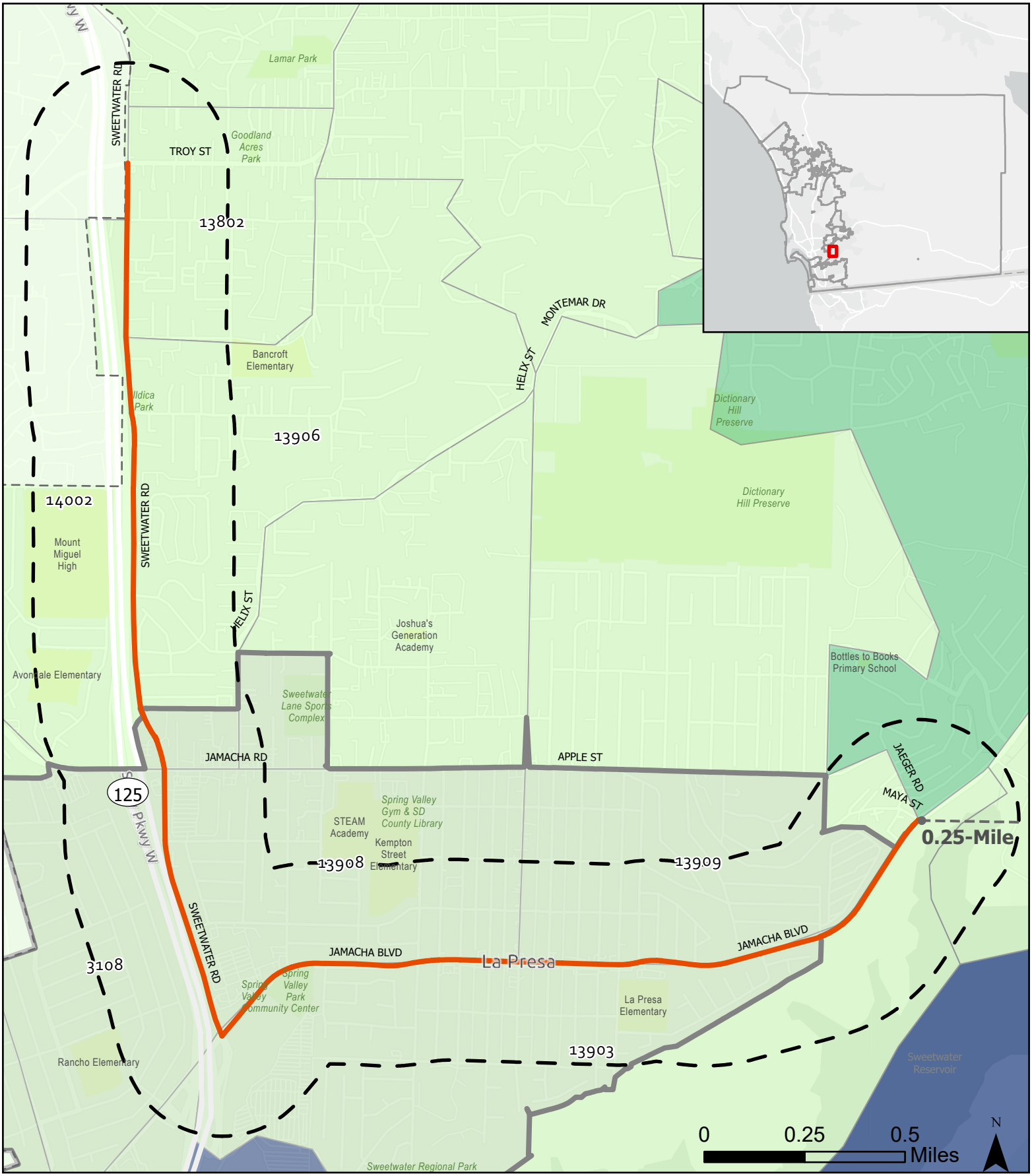
Within the Spring Valley study area, all census tracts scored as a "Low Resource" area (see **Exhibit 8**). A review of the communities shows that there are limited services and amenities within the Spring Valley study area. If a resident needs childcare or healthcare services they need to look outside of the study area. Additionally, the Spring Valley study area falls short of all regional median economic and education metrics including graduation rate, reading proficiency, median home value, and employment rate to list a few.

The Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program three planning projects are aimed at addressing the access to services and resources issues identified in Spring Valley: the Community Land Trust, Business Community Connections, and Food Systems Programming and Community-Based Kitchen Design projects.

[4] *https://www.treasurer.ca.gov/ctcac/opportunity/2024/draft-2024-opportunity-mapping-methodology.pdf*

Community Profile Summary

An analysis of the land use, housing and demographic data in Spring Valley reveals a number of trends. The population is predominately Hispanic/Latino married couples and single individuals. The land use is comprised primarily of single family residential with commercial nodes at key intersections (i.e. Jamacha Road and Sweetwater Road and Jamacha Boulevard and Sweetwater Road) with a majority of the multifamily residential located closest to these commercial areas. In terms of health and environmental indicators, the entire study area is equally burdened by pollutants, primarily related to traffic. Mitigating these environmental pollutants will be a primary focus of the County's Spring Valley SEEDS effort. Overall, all households in the Spring Valley study area fall within either the very-low or low-income category with the largest percentage (20%) of households making between $50,00 and $74,999.



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- School
- Park

CTCAC/HCD Opportunity Map 2024

- Highest Resource
- High Resource
- Moderate Resource
- Low Resource

Spring Valley

Neighborhood Mobility Plan
Mobility Plan Study Area

Exhibit 8

Current Travel Patterns

Current biking and walking patterns were analyzed using data from the US Census Bureau and the 2022 American Community Survey (ACS).

According to **Table 5**, 74% of commuters in Spring Valley (by census tract) drive alone to work followed by those that work from home and carpool (8%). Following the COVID pandemic, an increased number of employees are now falling in to the work from home category. This may indicate a new trend enabled by evolving workplace culture that allow for a more flexible work environment. It is important to note that bicycle ridership and walking rates may be higher than this data indicates, as ACS estimates do not account for recreational trips or trips where commuters use more than one mode of transportation when traveling to work. Only 1% of commuters use public transportation which includes bus and commuter rail (Trolley).

Table 6 shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, most residents within Spring Valley have access to at least two vehicles. Residents who do not have regular access to a vehicle rely on taking public transit, walking, bicycling, or carpooling to get to their everyday destinations.

Table 5: Transportation to Work Percentages

	Study Area Census Tracts							Average
	31.08	138.02	139.03	139.06	139.08	139.09	140.02	
Drove Alone	69%	76%	74%	73%	82%	78%	83%	77%
Carpooled	8%	11%	12%	9%	10%	12%	6%	10%
Public Transportation (i.e., Trolley)	2%	1%	1%	0%	0%	1%	5%	2%
Bicycle	3%	0%	0%	0%	0%	0%	0%	0%
Walked	0%	3%	0%	2%	0%	0%	0%	1%
Other Means	4%	0%	2%	4%	0%	1%	1%	2%
Worked From Home	14%	8%	11%	11%	8%	8%	5%	9%

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B08006

Table 6: Vehicle Access by Household

	Study Area Census Tracts							Average
	31.08	138.02	139.03	139.06	139.08	139.09	140.02	
No Access to a Vehicle	6%	2%	12%	9%	7%	2%	6%	6%
1 Vehicle Available	17%	25%	19%	23%	34%	14%	20%	22%
2 Vehicles Available	31%	49%	33%	28%	19%	27%	28%	31%
3 Vehicles Available	24%	18%	21%	22%	19%	35%	39%	25%
4 or More Vehicles Available	21%	6%	15%	18%	22%	22%	7%	16%

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B08201

Existing Transportation Network

As discussed previously in the *Access to Services and Resources* section of this memorandum, it is important to note that services and resources are primarily located outside of the study area boundary and residents must travel outside of the study area to reach destinations such as childcare, groceries, healthcare centers, and retail centers as well as other recreational destinations such as parks and hiking trails. Identifying the existing active transportation network and analyzing the current roadway conditions can provide additional insight on the overall transportation needs of the community.

Existing Roadway Conditions

Exhibit 9 shows the existing roadway classifications throughout Spring Valley. This review of the existing roadway network focuses on higher classifications of Circulation Element roadways (Boulevards, Major Roads, Prime Arterials, and Expressways) including Sweetwater Road and Jamacha Boulevard.

Sweetwater Road is an undivided four-lane roadway trending in the north-south direction. It is classified as a Major Roadway per the County's General Plan. The posted speed limit is 45 MPH. Jamacha Boulevard is also an undivided four-lane roadway but trending in the east-west direction. It is classified as a Major Roadway per the County's General Plan. The posted speed limit is 40 MPH.

California State Route 125 (SR-125) is a north-south freeway that runs parallel to Sweetwater Road. As shown in **Exhibit 9**, there are four freeway crossings identified within the study area at Troy Street, Blossom Lane, Jamacha Road, and Jamacha Boulevard.

A parallel effort led by the County's Department of Public Works (DPW) evaluated roadways near various opportunity sites identified in the Development Feasibility Assessment (DFA). This assessment looked at the existing cross-section of these roadways including presence of sidewalks, bike lanes, on-street parking, and travel land widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. This assessment is included as **Attachment A**.

Bicycle and Pedestrian Facilities

San Diego County is currently built on a foundation of auto-central infrastructure but is actively working on integrating active transportation infrastructure into the roadway network to encourage walking and biking.

Bicycle Facilities

As shown in **Exhibit 10**, a Class II bike lane is currently provided along Jamacha Boulevard, Grand Avenue, Tyler Street, and Sweetwater Road between Tyler Street and Jamacha Boulevard. It is also intermittently provided on Troy Street. A Class I multi-use trail begins at the intersection of Sweetwater Road and Jamacha Boulevard and continues traveling south to Sweetwater Regional Park. In close proximity to the study area, Class III bike routes are provided along Central Avenue and Bancroft Drive. There are currently no existing bicycle facilities on all other roadways within the study area.

When planning for future bicycle improvements, it is important to consider the main types of bicycle infrastructure currently in place and how they can be improved to suit residents of all ages and abilities:

- Shared-Use Path (Class I) – this type of facility is a completely separate trail from the road network.
- Bike Lane (Class II) – bike lanes are striped and are approximately 4 to 6 feet wide. They provide some separation from the road but can be considered stressful to ride on especially on roadways with high speeds.
- Bike Route (Class III) – a bike route is a shared roadway typically located on a low-volume and low-speed street and should not be considered on roadways with high volumes and speeds. Signs and painted sharrows are typically used along Class III routes.
- Cycle Track (Class IV) – a cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. These facilities are usually separated using bollards, car parking, or concrete barriers.

Pedestrian Facilities

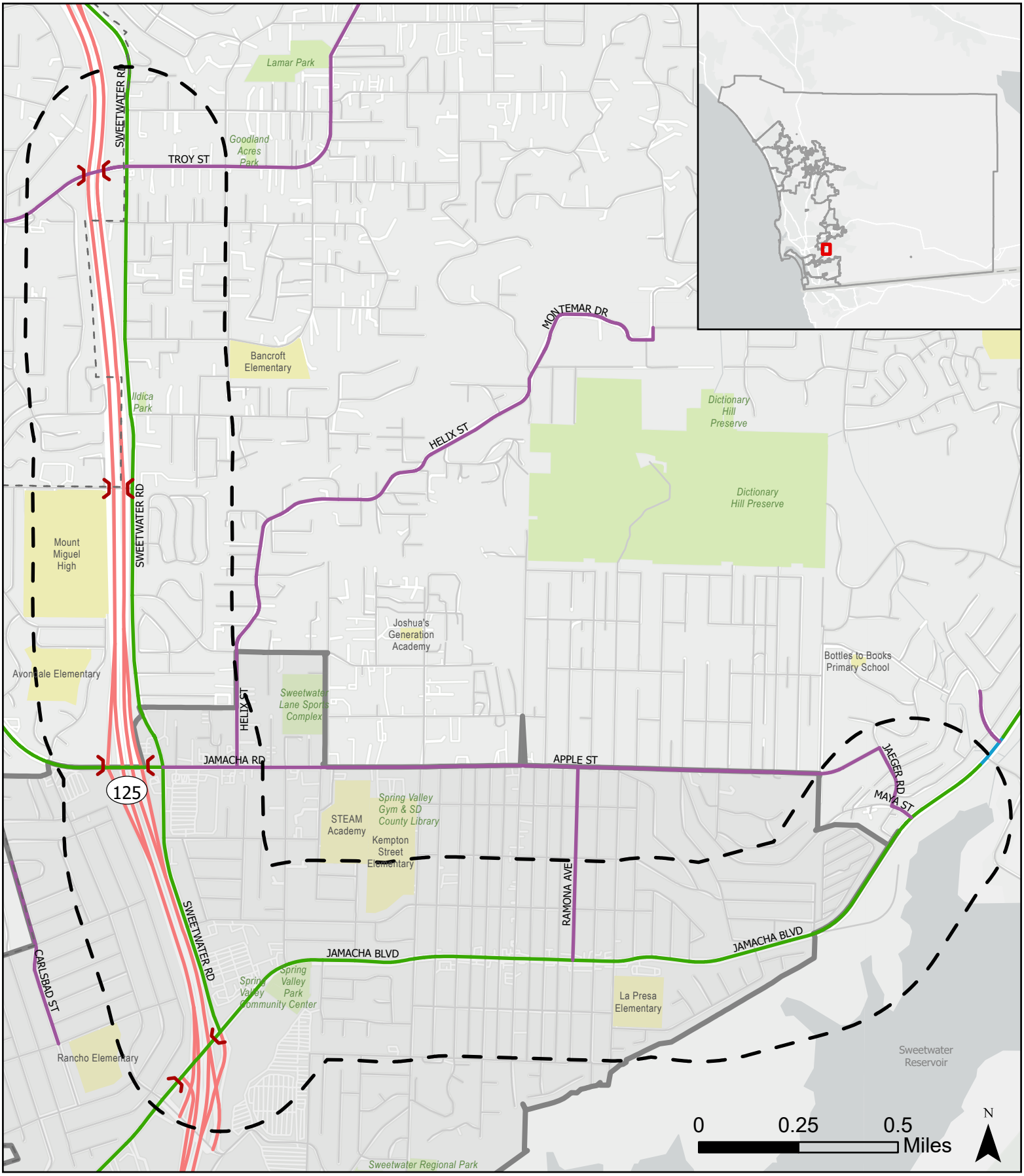
There are currently sidewalks on both sides of Jamacha Boulevard east of Sweetwater Road but become intermittent with more frequent gaps on the south side, leaving the commercial area and approaching Sweetwater Reservoir. A pocket park located at the northeast corner of the Jamacha Boulevard and San Diego Street intersection near Huron Street provides access to MTS bus stop 40285 and serves as a public gathering location.

On Sweetwater Road, sidewalks are generally provided on the east side of the roadway along the corridor, while only intermittent sections are present on the west side, primarily around freeway crossings, with multiple gaps in the sidewalk connectivity. In the northern area of the study area, sidewalks become sparser north of Tyler Street.

Sidewalks as well as marked crosswalks throughout the study area are identified in **Exhibit 10**. It should be noted that the majority of these crossings are not ADA compliant (i.e., missing truncated domes and a detectable warning surface). In addition, while a majority of the crosswalks markings are considered high visibility there is a significant number of standard crosswalks that could be improved.

Generally, there is ample sidewalk availability throughout the study area, however improvements could be provided for better connectivity, particularly to address sidewalk gaps along the west side Sweetwater Road. This is especially important given the presence of Spring Valley Center (shopping mall), community centers, and numerous schools and parks within the neighborhood.

Potential future improvements to pedestrian facilities will be evaluated later in the CBT process.



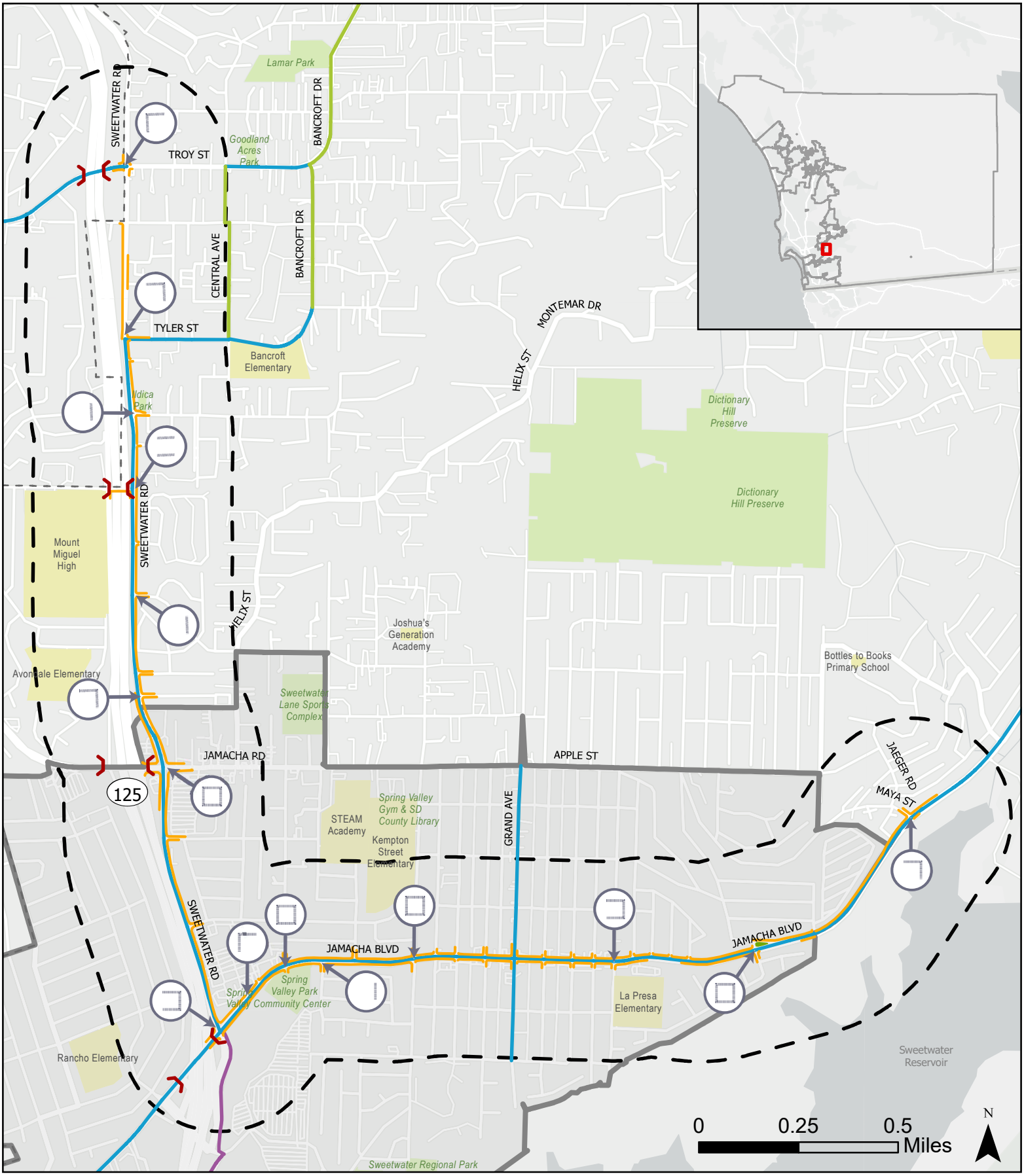
Legend

- Study Area
- Development Feasibility Area
- County Boundary
- Freeway Crossing (Overpass/Underpass)
- Freeway/Expressway
- Highway/State Routes
- Minor Highway/Major Road
- Arterial or Collector
- Local Street
- School
- Park

Spring Valley

DRAFT Neighborhood Mobility Plan
Roadway Classification

Exhibit 9



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- Freeway Crossing (Overpass/Underpass)
- Multi-Use Path
- Class II Bike Lane
- Class III Bike Route
- Existing Crosswalk
- Sidewalk
- Pocket Park
- School
- Park

Spring Valley

DRAFT Neighborhood Mobility Plan
Existing Bicycle & Pedestrian Facilities

Exhibit 10

Existing Transit Network

Spring Valley is currently served by San Diego Metropolitan Transit System (MTS), which provides various modes of public transportation across the region. MTS operates several bus routes in Spring Valley. The four routes listed below are identified within the study area:

- Bus Route 856
- Bus Route 851
- Bus Route 936
- Bus Route 962

Currently, Bus Route 856 runs through Spring Valley connecting to San Diego State University (SDSU) in the west and Rancho SD/Cuyamaca College in the east. The route runs along the study corridor (Sweetwater Road and Jamacha Boulevard) providing a direct connection to Orange Line at the closest trolley station, Lemon Grove Depot. Bus Route 851 connects Spring Valley to Spring Street Trolley Station via Sweetwater Road and Bancroft Drive, while Bus Route 936 connects to SDSU Transit Center via College Grove and Skyline Drive. Additionally, Bus Route 962 connects Spring Valley to 8th Street Transit Center via Plaza Boulevard and Paradise Valley Road. Both Route 936 and Route 962 connect to Spring Valley Center by looping around the shopping mall.

Table 7 shows the average daily boardings in both 2022 and 2023 at all stops for each bus route. The average daily boarding for the stops within the study area have also been identified. The table below shows that the Average Daily Boardings are increasing for all bus routes, with the exception of Bus Route 962 between fiscal years 2022 and 2023.

Table 7: Transit Average Daily Boardings (2022 & 2023)

Route	FY2022 (July 2021-June 2022)		FY2023 (July 2022-June 2023)	
	Average Daily Boardings (2022)	Average Daily Boardings in Study Area (2023)	Average Daily Boardings (2023)	Average Daily Boardings in Study Area (2023)
856	1,038	TBD	1,324	TBD
851	144	TBD	177	TBD
936	719	TBD	871	TBD
962	1,175	TBD	1,113	TBD

Source: San Diego Metropolitan Transit System (MTS)

Most of the bus stops in Spring Valley are provided with benches and signs. Half of the bus stops have adequate lighting (source within approximately 50-feet), and only 10 out of the 32 bus stops are provided with trash cans. **Table 8** shows the location of the existing transit stops as well as the existing amenities at each stop and **Exhibit 11** presents the transit routes and the geographic location for each bus stop with Stop ID. It is important that all transit stops are ADA compliant and have shelters and benches. There is no bus shelter provided within Spring Valley study area, and all bus stops are not ADA compliant with missing or narrow sidewalks and may hinder users using public transportation.

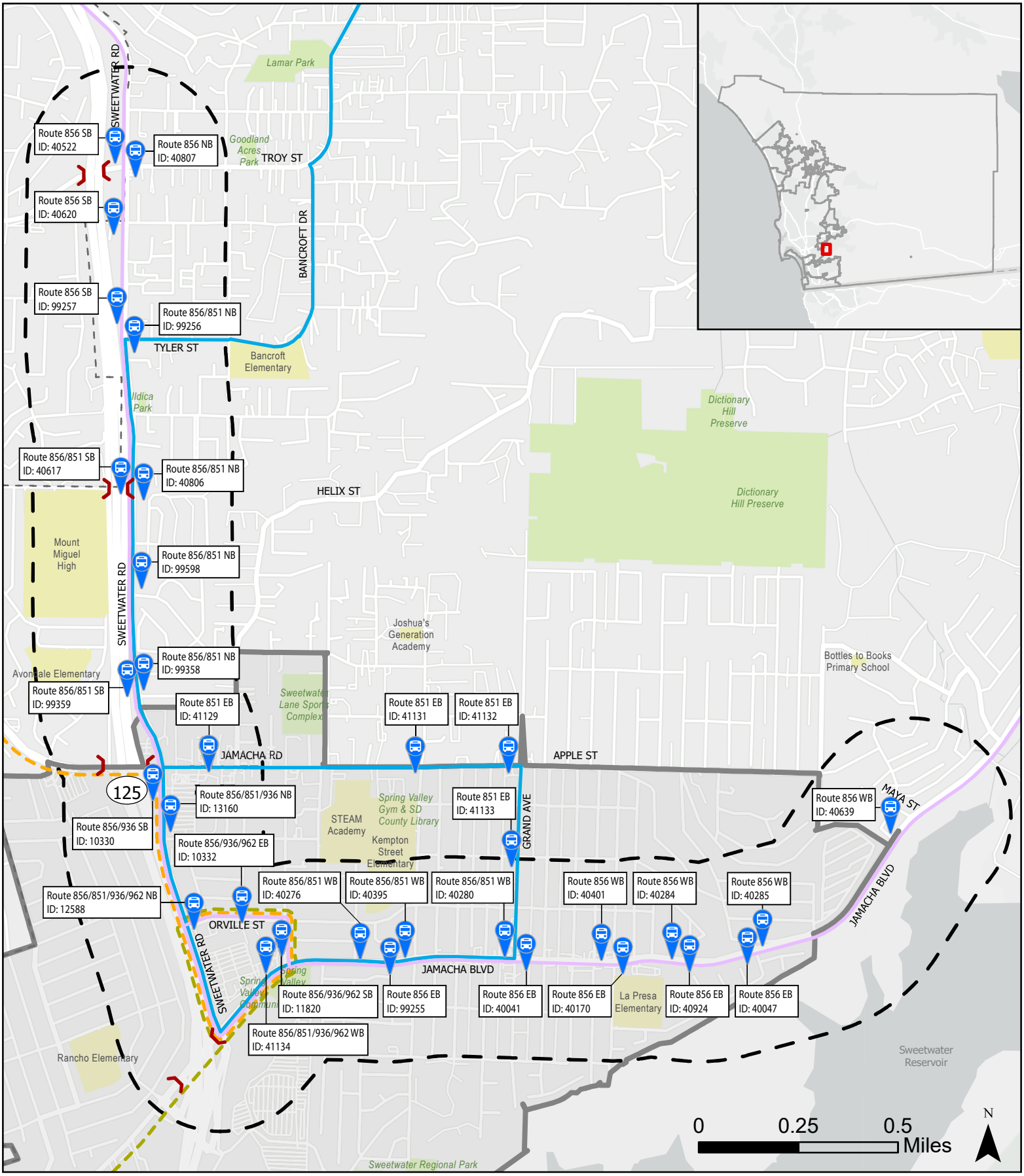
Other Transit Services

MTS offers paratransit services through the MTS Access program. The program is designed to meet the needs of individuals who have been certified as unable to use the fixed-route bus or trolley systems. The MTS Access paratransit service operates within ¾ mile of any MTS fixed-route bus or trolley line and provides pre-scheduled curb-to-curb services, offering more personalized transit for passengers with disabilities. MTS Access is a shared ride service; other passengers may be picked-up and dropped-off during the trip. Riders are allowed to bring a personal care attendant for free if the attendant is necessary for their mobility or care.

Table 8: Bus Stop Amenities

Bus Stop (direction)	Stop ID	Available Amenities						
		Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant
01 Sweetwater Rd & Troy St (SB)	40522		✓		✓		✓	
02 Sweetwater Rd & Troy St (NB)	40807				✓		✓	
03 Sweetwater Rd & Palm St (SB)	40620		✓		✓			
04 Sweetwater Rd & Tyler St (SB)	99257		✓		✓		✓	
05 Sweetwater Rd & Tyler St (NB)	99256		✓	✓	✓			
06 Sweetwater Rd & Blossom Ln (SB)	40617		✓	✓	✓			
07 Sweetwater Rd & Blossom Ln (NB)	40806		✓	✓	✓			
08 Sweetwater Rd & Harness St (NB)	99598				✓			
09 Sweetwater Rd & Spring Vista Wy (NB)	99358				✓			
10 Sweetwater Rd & Spring Vista Wy (SB)	99359				✓			
11 Sweetwater Rd & Jamacha Rd (SB)	10330				✓			
12 Sweetwater Rd & St George St (NB)	13160		✓	*	✓		✓	
13 Sweetwater Rd & Orville St (NB)	12588		✓	✓	✓			
14 Jamacha Bl & Gillispie Dr (WB)	41134		✓	✓	✓		✓	
15 Jamacha Bl & Thayer Dr (WB)	40276				✓			
16 Jamacha Bl & Kempton St (EB)	99255			✓	✓		✓	
17 Jamacha Bl & Kempton St (WB)	40395				✓		✓	
18 Jamacha Bl & Grand Av (WB)	40280		✓		✓			
19 Jamacha Bl & Grand Av (EB)	40041		✓		✓			
20 Jamacha Bl & La Presa Av (WB)	40401		✓		✓			
21 Jamacha Bl & La Presa Av (EB)	40170		✓		✓			
22 Jamacha Bl & San Juan St (WB)	40284				✓			
23 Jamacha Bl & San Miguel St (EB)	40924				✓		✓	
24 Jamacha Bl & San Diego St (EB)	40047		✓		✓			
25 Jamacha Bl & San Diego St (WB)	40285		✓		✓			
26 Jamacha Bl & Maya St (WB)	40639		✓		✓		✓	
27 Orville St & Brucker Av (EB)	10332		✓	✓	✓		✓	
28 Gillispie Dr & Jamacha Bl (SB)	11820		✓	✓	✓		✓	
29 Jamacha Rd & Sweetwater Rd (EB)	41129				✓		✓	
30 Jamacha Rd & Kempton St	41131			✓	✓		✓	
31 Grand Av & Jamacha Rd	41132				✓		✓	
32 Grand Av & St George St	41133				✓		✓	

Note: Bus Stop locations are illustrated in Exhibit 11 and illustrated northbound, counterclockwise
** Facilities exist but has indications of damage/disrepair.*



Legend

- Study Area
- Development Feasibility Area
- County Boundary
- Freeway Crossing (Overpass/Underpass)
- Route 856
- Route 851
- Route 936
- Route 962
- Bus Stop
- School
- Park

Spring Valley

DRAFT Neighborhood Mobility Plan
Existing Transit Routes

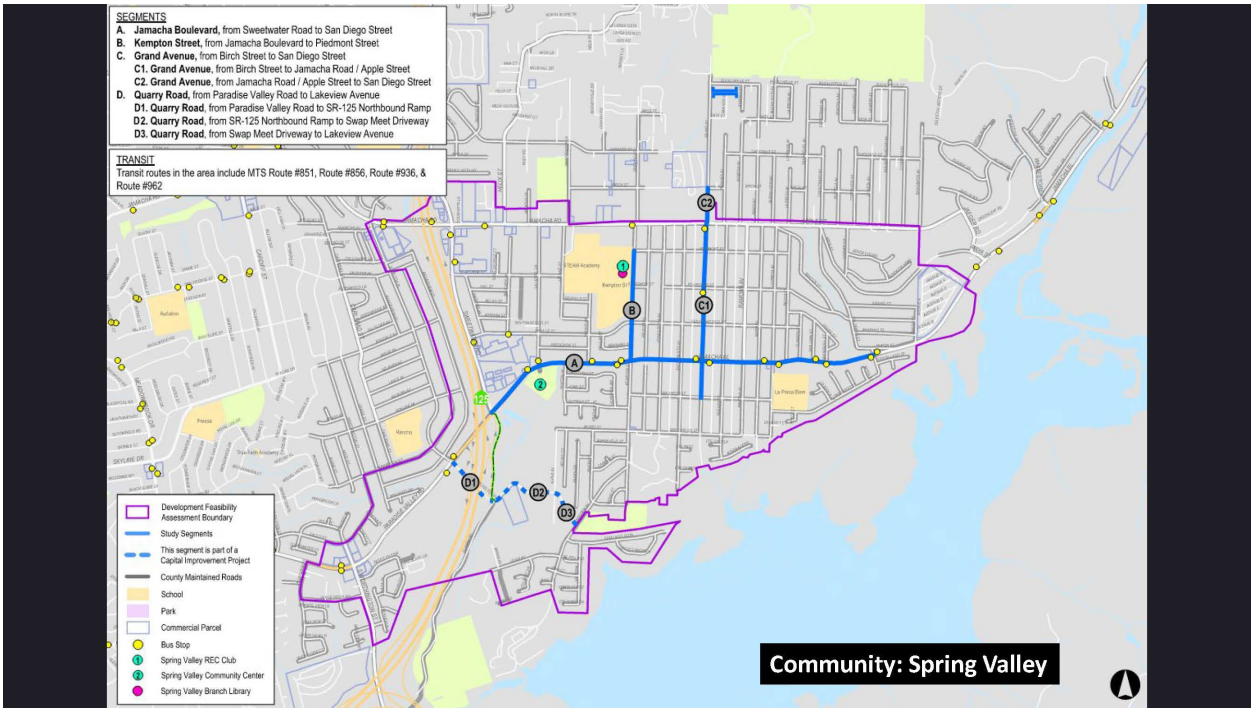
Exhibit 11

Appendix B

Development Feasibility Assessment: Infrastructure Analysis Report Excerpts[1]

1. To view the full Development Feasibility Analysis report, please refer to the Board of Supervisors Archive at this link COBPublicView, or visit the County's webpage Development Feasibility Analysis (DFA)

Community: Spring Valley

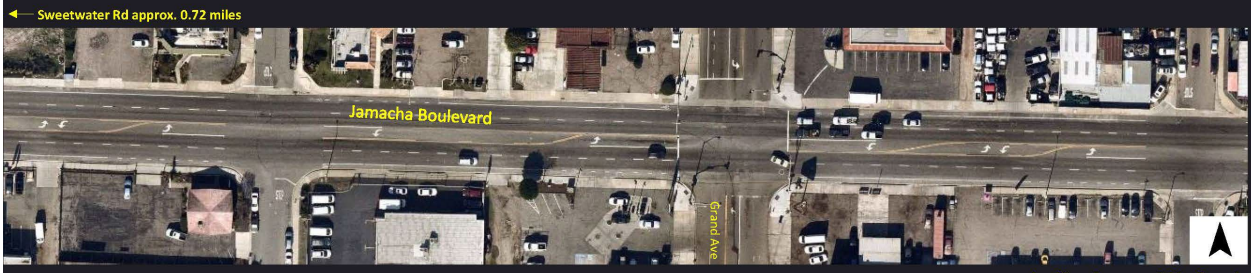


Community: Spring Valley

Segment A: Jamacha Boulevard, from Sweetwater Road to San Diego Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Sweetwater Rd – San Diego St	Major Road with Raised Median (4.1A)	-	4	12'	14'	78'	98'	2	8'	10'	55	19.9-31.2
Existing			**4**	**11-12'**	**11'**	**62-72'**	**80-86'**					

Segment is a part of the LRSP Priority List (#5)
Segment has intersections on the LRSP Priority List (#2 & #14)



Community: Spring Valley

Segment A: Jamacha Boulevard, from Sweetwater Road to San Diego Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Sweetwater Rd – San Diego St	Major Road with Raised Median (4.1A)	-	4	12'	14'	78'	98'	2	8'	10'	55	19.9-31.2
Existing			**4**	**11-12'**	**11'**	**62-72'**	**80-86'**					

Segment is a part of the LRSP Priority List (#5)
Segment has intersections on the LRSP Priority List (#2 & #14)

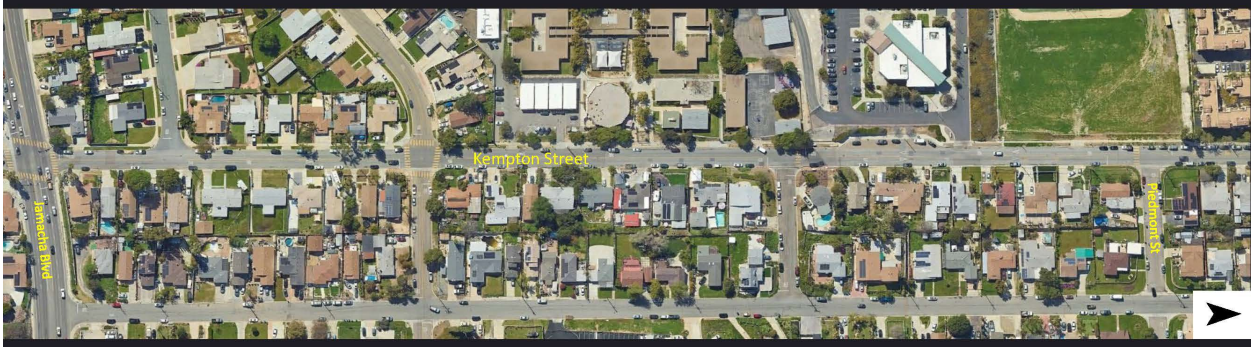
Investments to Segment A: Jamacha Boulevard, from Sweetwater Road to San Diego Street enhances safety by adding a buffer between the bike lane and travel lane. Additional investments made includes adding a median, parkways, and increasing the right-of-way width to 98'.

Community: Spring Valley

Segment B: Kempton Street, from Jamacha Boulevard to Piedmont Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Jamacha Blvd – Piedmont St	-	Residential Collector	2	12'	-	40'	60'	2	8'	10'	30	0.9-2.4
Existing			**2**	**18'**	**-**	**36'**	**60'**					

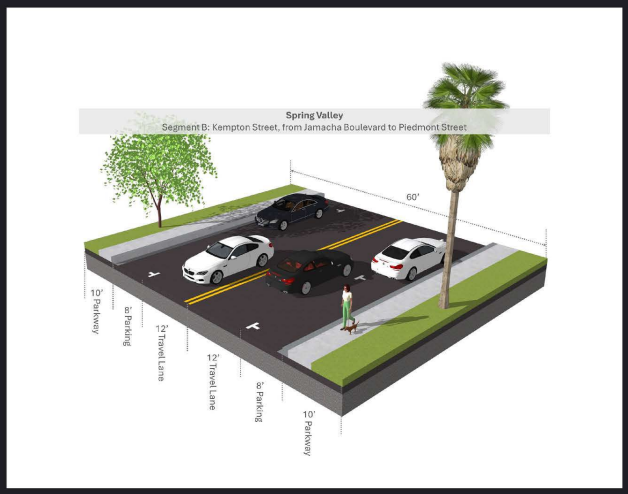
Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List



Community: Spring Valley

Segment B: Kempton Street, from Jamacha Boulevard to Piedmont Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Jamacha Blvd – Piedmont St	-	Residential Collector	2	12'	-	40'	60'	2	8'	10'	30	0.9-2.4
Existing			**2**	**18'**	**-**	**36'**	**60'**					



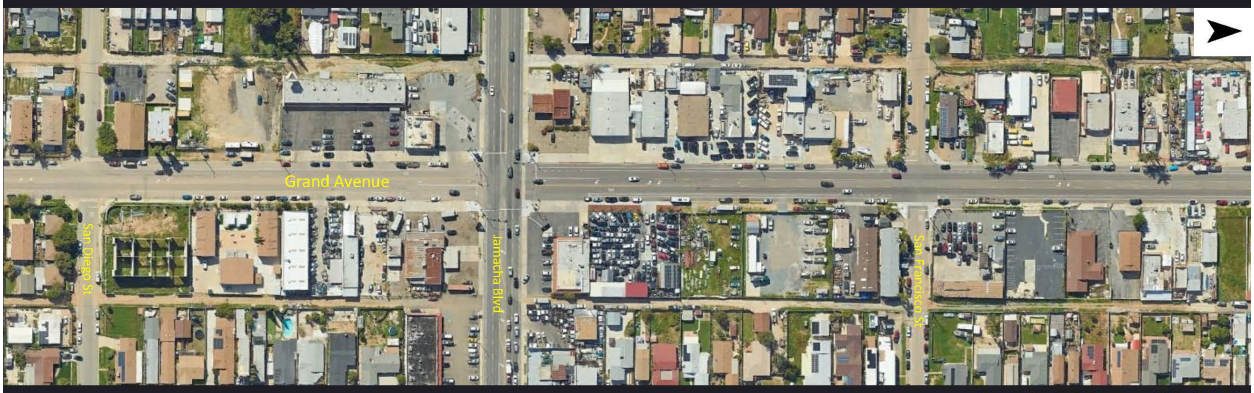
Investments to Segment B: Kempton Street, from Jamacha Boulevard to Piedmont Street enhances walkability by providing sidewalks and parkways.

Community: Spring Valley

Segment C: Grand Avenue, from San Diego Street to Birch Street (1 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
San Diego St – Jamacha Rd-Apple St	Light Collector (2.2D)	-	2	12'	-	40'-54'	88'	2	8'	17'-24'	40	1.9-4.1
Existing			**2**	**13'**	**12**	**64'**	**82'**					

Segment has intersection on the LRSP Priority List (#2)

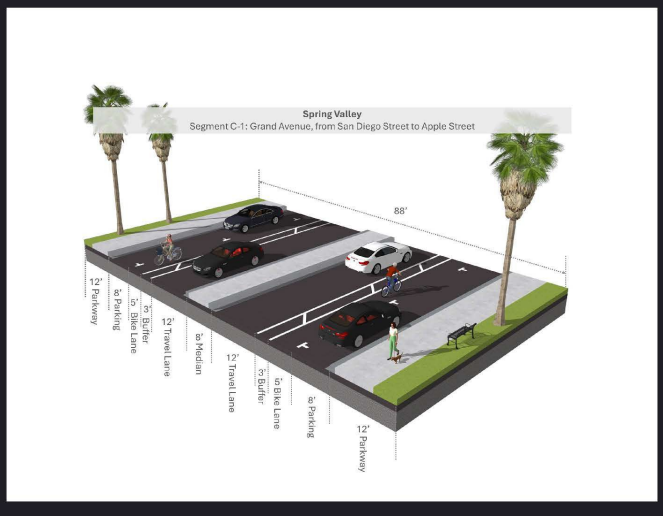


Community: Spring Valley

Segment C: Grand Avenue, from San Diego Street to Birch Street (1 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
San Diego St – Jamacha Rd-Apple St	Light Collector (2.2D)	-	2	12'	-	40'-54'	88'	2	8'	17'-24'	40	1.9-4.1
Existing			**2**	**13'**	**12**	**64'**	**82'**					

Segment has intersection on the LRSP Priority List (#2)



Investments to Segment C-1: Grand Avenue, from San Diego Street to Apple Street enhances bikeability by adding buffers in between the Class II bike lanes and the travel lanes. Additional investments made include the addition of a median, parkways throughout this segment, and increasing the right-of-way width to 88'.

Community: Spring Valley

Segment C: Grand Avenue, from San Diego Street to Birch Street (2 of 2)

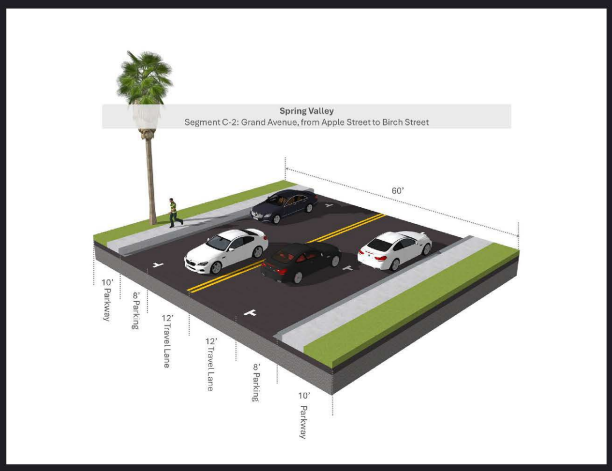
Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Jamacha Rd-Apple St to Birch St	-	Residential Collector	2	12'	-	40'	60'	2	8'	10'	30	4.1
Existing			**2**	**12-17'**	**12**	**29'**	**50'-100'**					

Segment is not part of the LRSP Priority List
Segment has intersection on the LRSP Priority List (#2)

Community: Spring Valley

Segment C: Grand Avenue, from San Diego Street to Birch Street (2 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Jamacha Rd-Apple St to Birch St	-	Residential Collector	2	12'	-	40'	60'	2	8'	10'	30	4.1
Existing			**2**	**12-17'**	**12**	**29'**	**50'-100'**					



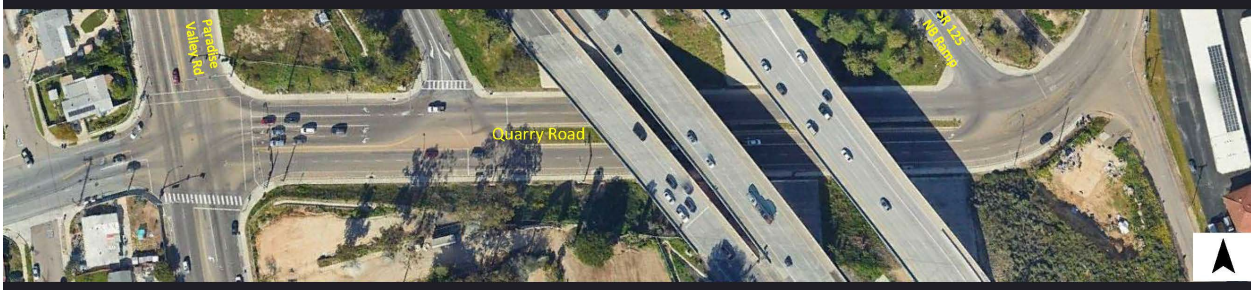
Investments to Segment C-2: Grand Avenue, from Apple Street to Birch Street enhances walkability by adding sidewalks and parkways.

Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (1 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Paradise Vly Rd – SR125 NB Ramp	2.2E Community Collector	-	2	12'	-	40'	60'	2	8'	10'	45	9.7-13.3
Existing			**4**	**12'**	**28'**	**90'**	**74'-84'**					

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List

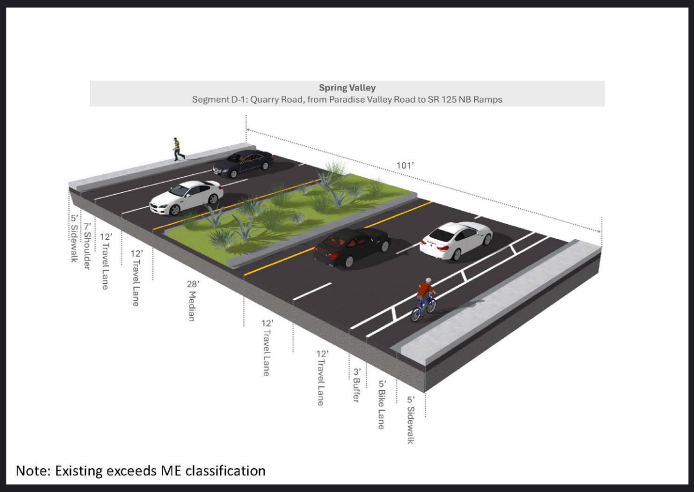


Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (1 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Paradise Vly Rd – SR125 NB Ramp	2.2E Community Collector	-	2	12'	-	40'	60'	2	8'	10'	45	9.7-13.3
Existing			**4**	**12'**	**28'**	**90'**	**74'-84'**					

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List



Note: Existing exceeds ME classification

Investments to Segment D-1: Quarry Road, from Paradise Valley Road to SR 125 NB Ramps enhances bikeability by adding a buffer between the Class II bike lane and the travel lane.

Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (2 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
SR125 NB Ramp – Swapmeet Main Drwy	-	Commercial Collector	4	12'	-	68'	88'	2	10'	10	30	8.6
Existing			**4**	**11'**	**-**	**46-50'**	**74'-40'**					

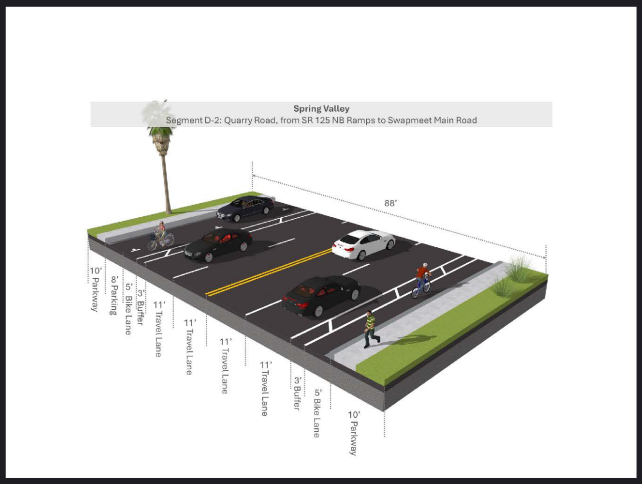
Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List

Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (2 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
SR125 NB Ramp – Swapmeet Main Drwy	-	Commercial Collector	4	12'	-	68'	88'	2	10'	10	30	8.6
Existing			**4**	**11'**	**-**	**46-50'**	**74'-40'**					

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List



Investments to Segment D-2: Quarry Road, from SR 125 NB Ramps to Swapmeet Main Road enhances bikeability by adding Class II bike lanes and buffers between the bike lanes and travel lanes. Additional investments include adding parkways and increasing the right-of-way width to 88'.

Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (3 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Curve Radius	Min MPH	2035 ADTs (1000s)
Swapmeet Main Drwy – Lakeview Ave	-	Residential Collector	2	12'	-	40'	60'	2	8'	14'	500'	40	7.3
Existing			**2**	**19'**	**-**	**38'**	**40'-60'**						

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List

Community: Spring Valley

Segment D: Quarry Road, from Paradise Valley Road to Lakeview Avenue (3 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Curve Radius	Min MPH	2035 ADTs (1000s)
Swapmeet Main Drwy – Lakeview Ave	-	Residential Collector	2	12'	-	40'	60'	2	8'	14'	500'	40	7.3
Existing			**2**	**19'**	**-**	**38'**	**40'-60'**						

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List

Investments to Segment D-3: Quarry Road, from Swapmeet Main Road to Lakeview Avenue enhances walkability by adding sidewalks and parkways. Additional investments include adding 8' Parking on both sides of the road.

Appendix C

Engagement Summary & Public Workshop Transcripts

County of San Diego
Community Based Transportation Program

Spring Valley Neighborhood Mobility Plan

SV MOVES

Phase I Stakeholder Engagement Summary Report

Draft #1– 03/24/25

I. Overview

Introduction

The purpose of this Phase I Stakeholder Engagement Summary Report (the Report) for the Spring Valley Neighborhood Mobility Plan, also known as Spring Valley Mobility Options Via Efficient Solutions "SV MOVES," is to summarize the project background and engagement objectives, process, activities, and key findings from this phase of the project. This report also summarizes the outreach efforts and community feedback received to-date.

The SV MOVES designated Project Manager from the County Planning and Development Services Department (PDS) leads the technical process, including oversight of development and implementation of the Stakeholder Engagement Plan (SEP), with support from other staff and technical team members.

Summary of Community and Project Backgrounds

The SEP and Community Needs Assessment documents for the project contain detailed information about community background topics including land uses and demographics. Following is a summary of key community and project background points as outlined in the *Existing Conditions Assessment* under a separate cover.

Community Background

- Overall, the land use patterns in Spring Valley are reflective of a highly auto dependent area.
- The study area for the NMP includes the unincorporated County within approximately ¼ mile of The Sweetwater Road and Jamacha Boulevard corridors. The majority of the study area is designated as low density residential and includes three commercial corridors. The multifamily residences that are located within the study area are primarily concentrated adjacent to

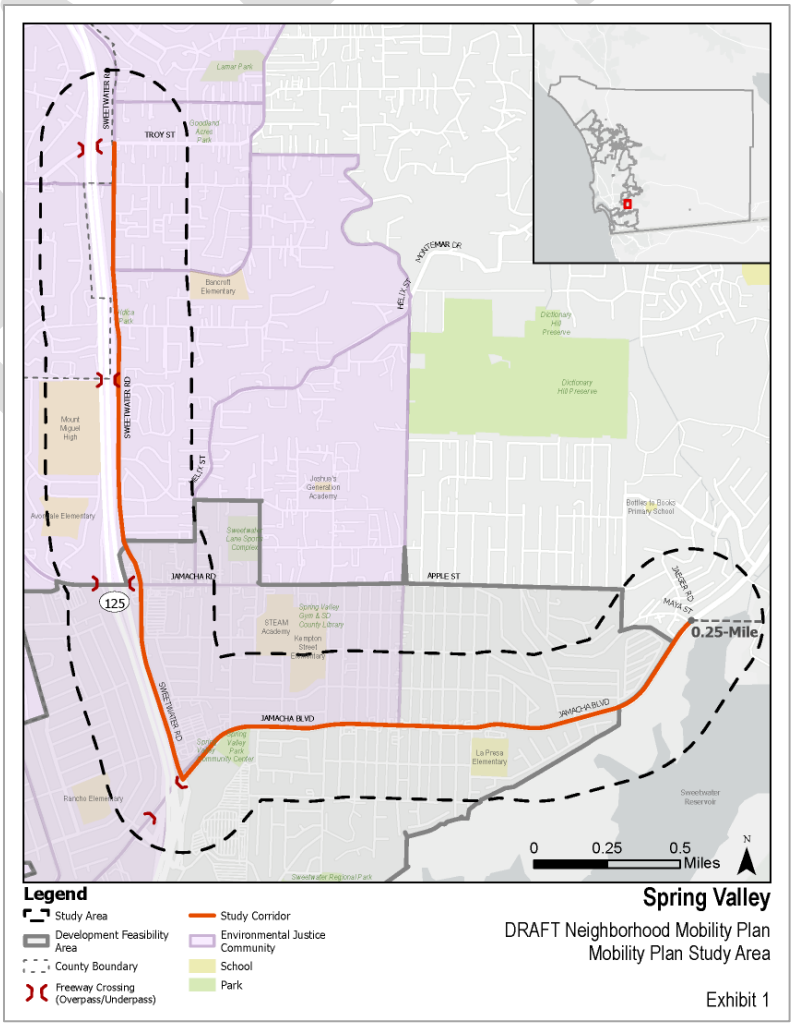


Exhibit 1

the commercial areas along Sweetwater Road. Also included are three elementary schools and one high-school.

- The current population of Spring Valley is approximately 30,227 and is made up of 8,816 households. The median household income for Spring Valley in 2022 was $84,930, which is below the County average ($98,928).
- Spring Valley is racially and ethnically diverse as a whole. The two largest groups of residents in the community identify as Hispanic/Latino and White at 48 percent and 27 percent, respectively. Approximately 60 percent of Spring Valley's residents speak English as their primary language at home and 31 percent speak Spanish.
- The percent of the population whose income is below poverty level is between 10 to 20 percent for the majority of the study area.

Project Background

- San Diego Association of Governments (SANDAG) Regional Plan and Sustainable Communities Strategy (Regional Plan) includes developing a network of Mobility Hubs. Less than 1 percent of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused.
- The Community Based Transportation Program (CBT Program) is focused on achieving greater equity and expanding mobility options for the unincorporated areas as a "living framework" for guidance on how communities should advance their transportation infrastructure and identify transportation investment opportunities. SV MOVES is part of the CBT Program, bringing Spring Valley residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community.
- The resulting toolbox of mobility solutions forms the Spring Valley Neighborhood Mobility Plan. Known as SV MOVES, it will explore unique opportunities and recommendations for mobility that can directly contribute to reducing greenhouse gas emissions, as well as identify community specific opportunities to align with potential increased infill development and density close to major corridors and transit services that are consistent with regional and climate plans and reduce dependence on auto-centric mobility.
- More specifically, SV MOVES will look to achieve mobility goals, including but not limited to:
    - Analyze ways to better connect the Spring Valley community to increased transit options and San Diego Trolley stations (i.e., the local mobility hub)
    - Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
    - Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
    - Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making

Stakeholder Engagement Objectives and Phases

Overall, the goal of stakeholder engagement for SV MOVES is to facilitate inclusive community engagement through community-centered outreach. Following are engagement objectives that support this goal:

1. Identify and engage stakeholder groups and all community members in envisioning and designing a safe, connected, accessible, and multi-modal mobility system
2. Provide multiple and relevant communication methods to build community awareness of the project and how to get involved
3. Account for the communication and engagement needs of environmental justice communities and those community members who have limited mobility options, which may include but not be limited to those who are difficult to reach, have language barriers, and who do not normally participate in traditional community engagement activities (i.e., meet them where they are)
4. Design and conduct engagement activities that are accessible and relevant to their target audiences and that provide meaningful input and data to the project team
5. Record, summarize, and publish community input in accessible formats at key points in the process

Stakeholder engagement is organized by the two phases of the SV MOVES process:

Phase I: Community Needs Assessment and Opportunities

Phase II: Draft and Final Neighborhood Mobility Plan.

This report summarizes the process, activities, and key findings for Phase I.

II. Phase I Stakeholder Engagement Process and Activities

Objectives and Key Questions

The purpose of Phase I was to educate and collect community input on priorities for mobility options in the Spring Valley community as part of the Community Needs Assessment (CNA). The Phase I objectives and key questions (in *italics)* for collecting input were as follows:

1. Inform the community on the purpose and background for the CBT and SV MOVES
    - *What questions do you have about the project purpose and background?*
2. Involve the community in refining the draft findings from the CNA to reflect their mobility experiences
    - *Which of the findings are most related to your mobility experiences in Spring Valley? Why?*
    - *Do you have additional mobility experiences in Spring Valley to add to the assessment findings?*
3. Involve the community in identifying potential mobility improvements and programs that respond to their needs
    - *Based on your mobility experiences and needs in Spring Valley, which potential mobility improvements or programs are most important to you?*
4. Inform the community on next steps in the process and how to stay involved
    - *Are there additional ways that would help you to stay involved?*

Outreach and Communications Methods

The project team utilized the following outreach strategies and communication methods during Phase I:

- Launch of the "Engage Spring Valley Mobility: SV MOVES" web page through the County's Engage platform with at least 183 visits (see next section for more details)
- Direct email to contact list of SV stakeholders: 20
- Calls with SV stakeholders: 4
- Direct email via County GovDelivery email platform: 8,057 delivered; 3,034 opened
- Use of stakeholder groups' communication channels and spaces (e.g., social media, e-newsletters, bulletin boards)
    - La Mesa Spring Valley School District: Instagram social media channel (01/22/25)
    - Spring Valley Community Association: social media channels (01/22/25)
    - Spring Valley Chamber of Commerce: weekly e-newsletter (01/23/25)
    - Bikes del Pueblo community event – bicycle audit (03/15/25)

Engagement Activities

Phase I engagement activities included the following:

- **Launch of "Engage Spring Valley Mobility: SV MOVES" webpage** to serve as the public communications hub, with outreach efforts designed to attract stakeholders to the webpage for the latest project information and upcoming engagement activities.
- **An in-person community workshop** was hosted by the project team on January 29, 2025 at the Spring Valley Community Center within the SV community. Project information was presented to community members about initial needs assessment findings, and input was solicited from the perspective of the community members' priority issue areas, and potential mobility improvements and programs.
- **Tabling at the SV Library and Gymnasium,** which are located within the study area, was held on one weekday afternoon to provide brief project information and input opportunities about mobility needs from the community members who use the library and gymnasium.
- **Communications with Chair of the Spring Valley Community Planning Group** resulted in the Chair's request that the Draft NMP be presented to the Group for feedback when it is available for public review.
- **A web-based and map-based input form** included on the Engage webpage, which encouraged visitors to submit location/site-based comments on an interactive map.

The communications and feedback summarized in this report is included with the Community Needs Assessment. Additionally, the findings are considered to be specific recommendations to the project team in development of the Draft NMP.

III. Summary of Findings: Phase I Stakeholder Engagement

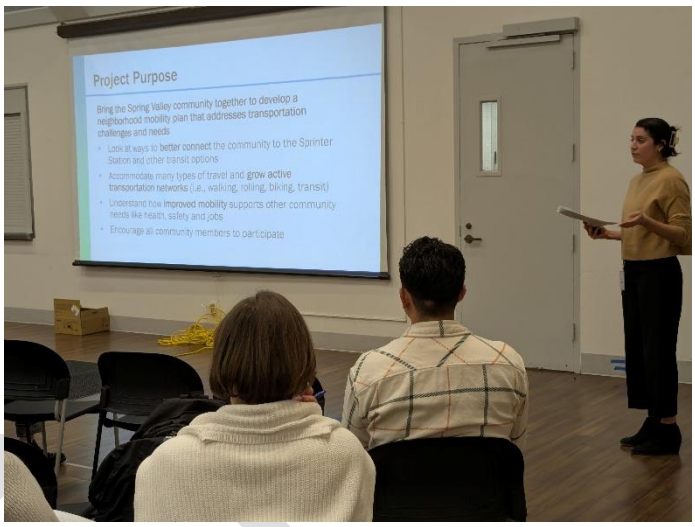
Overall Findings

The stakeholder engagement activities during Phase I generated the following overall findings:

- Improve and expand the existing sidewalk network to strengthen connections from the neighborhoods to the major corridors, schools, retirement homes, parks, and similar destinations
- Focus on improvements that address the safety and security of vulnerable populations (e.g., youth, older adults, etc.) who depend on walking, biking, and transit including pedestrian crossings, lighting, transit stops
- Address the challenges in traversing hills for people who walk and bike to neighborhood destinations and transit stops
- Improve the convenience and comfort of transit access with bus stop features, local/micro-mobility services, and increased requencies
- Create more bicycle facilities, including separated facilities
- Improve the safety of intersections on major corridors and residential streets

Following are summaries of findings from each Phase I engagement activity.

Community Workshop Findings



The Community Workshop for Phase I of SV MOVES occurred on January 29, 2025 from 6:00 p.m. to 7:30 p.m. in the Multi-Purpose Room of Spring Valley Community Center, located at 8735 Jamacha Blvd, Spring Valley. Six (6) community members attended the workshop. The purpose of the workshop was to present project information and collect input from community members about initial needs assessment findings, community members' priority issue areas, and potential mobility improvements and programs.

Workshop Format, Agenda and Proceedings

The project team distributed public notices about the workshop through multiple means as described in the previous "Outreach and Communications Methods" section. The workshop format included brief slideshow presentations from the project team and small and large group discussions to collect input. The agenda and proceedings were as follows:

I. **Welcome and Introductions**. Project team members introduced themselves to and their roles and responsibilities on the project
II. **Overview: SV MOVES**. Project team members presented a slideshow explaining the project purpose, it's relation to other County efforts, the rationale for focusing on the SV community, mobility planning elements, the planning process and schedule, and community engagement objectives. Project team members also offered to answer any clarifying questions.
III. **Draft Findings: Existing Conditions**. Project team members presented additional slides that contained findings and data about SV's land uses and housing, demographics, current travel patterns, existing transportation network (streets, bicycle, pedestrian, and transit)
IV. **Community Input Part 1: Needs Assessment Findings.** Participants gathered around large project maps arrayed on tables in the room, where project team members facilitated small group discussions and recorded notes on the maps related to the following questions:
    a. *What sounds familiar (or not) based on your experience moving around Spring Valley?*
    b. *What other mobility experiences do you have?*
    c. *What, if anything, makes it difficult to access transit in this area?*
V. **Community Input Part 2: Potential Improvements and Programs.** Project team members presented additional slides to the full group about the "transportation toolbox" of flexible design options focused on improving safety, calming vehicle speeds, and improving access to pedestrian, bicycle and transit facilities. Participants and project team members then reconvened around the maps arrayed on the tables to discuss and make notes on the following question: *"Based on your mobility experiences and needs in Spring Valley, which potential mobility improvements or programs are most important to you?"*

VI. **Summary and Next Steps.** Project team members concluded the meeting by explaining how participants can continue to stay involved in the project, including signing-in at the front table and visiting the project webpage. Participants were also encouraged to submit any additional written comments via a form provided at the beginning of the meeting.

Participants provided input by talking with project team members around project area maps on tables in the meeting room. Four (4) versions of the project area maps included specific data: (1.) baseline study area; (2.) existing transit routes; (3.) bicycle and pedestrian facilities; and (4.) existing land uses. Participants talked one-one-one or in small groups with project team members in sharing their reactions to the existing conditions data, their mobility experiences, mobility issue areas at specific community locations, and ideas for potential improvements or programs. Participants wrote their ideas (or project team members did so on their behalf) on sticky notes and placed them on the maps related to location-specific feedback.

Summary of Workshop Input

Following are key themes of participants' input at the workshop, including some example comments from participants.

Pedestrian Safety

- Close the gaps in the sidewalk network, particularly between the residential areas, schools, retirement homes, and major destinations
- Focus on safety improvements to connect to school sites, parks, and transit stops such as roadway/lane widths, bulb-outs and crossings at these locations:
    - Equestrian crossing at Lakeview Road
    - Entry to New Park and Sweetwater Loop Trail
    - SR-125 overpass
    - Crosswalk to Lamar Park
    - Spring Valley Park
    - Sidewalks in front of schools
- Fix barriers in the existing sidewalk network such as hydrants, telephone poles, and businesses' equipment that block or restrict the pathway
- Create new connection options to address difficult terrain and topography between destinations
- Install leading pedestrian intervals on crossing lights

Transit

- Provide comfort features and amenities at transit stops:
    - Shelter and shade
    - Restrooms access
    - Solar panels and power
- Explore local, loop, or on-demand "micro mobility" shuttle service to serve the retail areas, weekends, and the swap meet
- Expand transit service and frequency

  - Add weekend service to routes
  - Reduce wait times between buses
  - Connect the trolley to local high school and Jamacha Rd and Jamacha Blvd

Bicycle and Multi-Modal Pathways

- Ensure existing bike routes and lane markings are contiguous:
  - Jamacha Blvd
  - Upper Quarry Road
- Add protected bike lanes on arterials
- Reduce lane widths to minimum to allow for more bike lanes
- Address illegal dumping that blocks pathways

Intersections and Traffic

- Improve the safety of key intersections:
  - Jamacha Road and Sweetwater Road
  - Quarry Road and Lakeview
  - Lakeview and Kempton
- Increase the signage on southbound Jamacha to SR-125 North to improve drivers' ability to safely navigate to the desired highway on-ramp due to wide travel lanes
- Consider traffic circle at Kempton and Lakeview
- Study a range of data to understand current and projected traffic patterns
  - Inform carpooling programs
  - Age-based travel patterns
  - Commute distances
  - New developments

Detailed transcriptions of submitted comments and photographs of the project maps and comments are included in the appendix of this report.

Tabling Findings

On Monday, March 17, 2025 project team members hosted pop-up tabling at the Spring Valley Library and the Spring Valley Gymnasium, which are located within the study area. The purpose of the tabling was to connect with community members to provide brief project information and input opportunities about mobility needs.

Project team members set up a folding table, County-branded tablecloth, project area maps, and input forms. Team members interacted with approximately 20 adults and youth who were entering or leaving the facilities and took notes on their behalf about their mobility experiences and mobility needs in the study area.

Following are key themes of participants' input:

- Expand the sidewalk network to fill gaps in residential neighborhoods
- Install additional pedestrian crossings at key locations that connect residential areas to schools, shopping locations, and parks
- Install lighting to (a.) improve visibility of and (b.) security for pedestrians
- Create walking and biking facilities that make traversing hills more convenient
- Add bike lanes on additional streets to improve safety and security for people riding bikes, including separated facilities on major roads like Sweetwater Road
- Slow traffic speeds and improve crossings for pedestrian safety on neighborhood streets (e.g., Jamacha Road and Gillespie Drive) and major corridors (e.g., Jamacha Road and Jamacha Boulevard)
- Focus improvements in areas that have safety and security concerns for youth and vulnerable populations
- Improve bus service consistency and reliability

Detailed transcriptions of tabling comments are included in the appendix of this report.

Date	Event	Comment	Location	Category	Notes
1/29/2025	Community Workshop	(Bus Route) 851 only operates on weekdays		transit	
1/29/2025	Community Workshop	More shelter/shading on bus stops, good spot for solar panels and improve safety/visibility		transit	
1/29/2025	Community Workshop	no (public) restrooms available along bus route, could use transit pass for entry		transit	
1/29/2025	Community Workshop	non-contiguous sidewalk connectivity		sidewalk connectivity	
1/29/2025	Community Workshop	possibly too long wait between buses		transit	
1/29/2025	Community Workshop	connections to mt. miguel covenant, retired persons home		sidewalk connectivity, pedestrian safety	
1/29/2025	Community Workshop	many walk jamacha blvd from west to east side of SR 125	Jamacha blvd.	pedestrian safety	
1/29/2025	Community Workshop	lots of kids walk/ride to Spring Valley Park	Spring Valley Park	pedestrian safety, bicycle safety	
1/29/2025	Community Workshop	shade and comfort at bus stops		transit	
1/29/2025	Community Workshop	avg commute distance? -time in car? vs time with transit?		traffic calming, transit	
1/29/2025	Community Workshop	hill at apple street, downhill to get to bus route but tough uphill to get home	Apple St walk to Jamacha blvd.	pedestrian safety, transit	
1/29/2025	Community Workshop	get telephone poles out of middle of sidewalks		pedestrian safety, sidewalk connectivity	
1/29/2025	Community Workshop	trolley down middle of 125 stops at Troy High School Jamacha Rd. and Blvd.		transit	
1/29/2025	Community Workshop	Ped X-ings: L.P.I's (leading pedestrian intervals)		pedestrian safety	
1/29/2025	Community Workshop	Jamacha Rd & Sweetwater Rd: Deadly intersection	Jamacha /Sweetwater rd intersection	safety	
1/29/2025	Community Workshop	Pedestrian Head start at all traffic signals, needed L.P.I		pedestrian safety	
1/29/2025	Community Workshop	There were talks of running a loop system into neighborhoods from shopping center area- never moved forward		mirco-transit	
1/29/2025	Community Workshop	Where will new developments change traffic flows?		traffic calming	
1/29/2025	Community Workshop	protected bike lanes on arterials		bicycle safety	
1/29/2025	Community Workshop	Turn spring valley into the destination and place of employment			
1/29/2025	Community Workshop	terrain is big issue in Spring Valley, hard to bike or walk to top of hill after getting off bus		pedestrian and bicycle safety	
1/29/2025	Community Workshop	specialized local shuttle: shopping/retail (like Chula Vista)		micro-transit	
1/29/2025	Community Workshop	What is being done to educate and incentivize carpooling?		traffic calming	
1/29/2025	Community Workshop	>1000 homes (just south of study area) no connectivity to study area w/o going over to lakeview		connectivity	
1/29/2025	Community Workshop	Age-based trips & origin/destination data			
1/29/2025	Community Workshop	sidewalk network to connect neighbohrood to apple and Jamacha		sidewalk connectivity	
1/29/2025	Community Workshop	destination likely: sharps grossmont			
1/29/2025	Community Workshop	Pedestrian safety @ schools: road width/bulb out, signals		pedestrian safety	
1/29/2025	Community Workshop	signage : south on jamacha to 125 North unclear to some		safety	
1/29/2025	Community Workshop	Need crosswalk for residents on east side of bancroft dr. to get to lamar park	bancroft drive, lamar park	pedestrian safety	
1/29/2025	Community Workshop	troy needs continuous sidewalk on at least one side	Troy St.	pedestrian safety, sidewalk connectivity	
1/29/2025	Community Workshop	reduce lane size to bare minimum to make walking/biking safer	Bancroft Drive/Tyler St.	pedestrian safety, bicycle safety	
1/29/2025	Community Workshop	sidewalk needed in front of a high school	Mount Miguel High	pedestrian safety	
1/29/2025	Community Workshop	sidewalks across from freeway are functional but need improvements especially around bus stops/hydrants	route along 125	pedestrian safety	
1/29/2025	Community Workshop	extremely dangerous intersection Jamacha rd. and sweewater, needs redesign	jamacha rd X sweetwater rd	safety	
1/29/2025	Community Workshop	transportation solutions/options for swap meet? weekend shuttle?	swap meet	micro-transit	
1/29/2025	Community Workshop	multi-use path needs to be maintained better (Dumping) whos responsibility is that?			
1/29/2025	Community Workshop	Quarry road /lakeview intersection, lakeview/kempton intersection - unsafe	quarry/lakeview/kempton intersections	safety	
1/29/2025	Community Workshop	traffic circle	kemptom/lakeview	traffic	
1/29/2025	Community Workshop	on jamacha, no code enforcement, autorepair shops blocking sidewalks	jamacha blvd.	sidewalk connectivty, pedestrian safety	
1/29/2025	Community Workshop	end of Grand, should be entry to New Park and/or access to sweetwater loop trail	Grand ave	connectivity	

Date	Event	Comment	Location	Category	Notes
1/29/2025	Community Workshop	sidewalks in dissaray/damaged on jamacha blvd	jamacha blvd.	pedestrian safety, bicycle safety	
1/29/2025	Community Workshop	Is the jamacha blvd bike lane real? is there actually one there?	Jamacha blvd.	bicycle safety	
1/29/2025	Community Workshop	upper quarry road multimodal but unsafe	Quarry road	pedestrian safety, bicycle safety	
1/29/2025	Community Workshop	equestrian stop is only one way, but lakeview crossing people still stop in both directions, (unsafe bc pedestrians don't know when its safe to go and cars are confused)	lakeview road	pedestrian safety	

Appendix D

Pop-Up Tabling Comments Transcripts

Date	Event	Comment	Location	Category	Notes
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	biking in spring valley is hard, no bike lanes or trails, trails are often closed, clearing vegetation from edges of sidewalks/roadways would help, I get slapped by vegetation a lot		bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	Biking on jamacha road (across 125 to trolley stop) was the scariest place I have ever biked. There is also glass all over the roads/sidewalks there	Jamacha rd over 125	bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	I don't feel comfortable riding in the street, its not bike safe. I take my bike out of town to enjoy biking.		bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	biggest issue is safety. There is a lot of drug use in lots and on the sidewalks.		pedestrian safety/bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	there are no sidewalks in any of the neighborhoods, lots of roads are steep hills where there is just road and no sidewalk or shoulder. Sweetwater preserve is good away from road, but mostly use car to get around for safety		pedestrian safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	I sometimes bike to cuyamaca college, easy ride		bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	main roads have no shoulder, avocado blvd. is good but after that there is nothing. Casa to grossmont center- [cars] pass bikes way too closely	casa de oro to grossmont center	bicycle safety	
3/15/2025	Bikes Del Pueblo Bike Repair/Audit- Spring Valley Park	I drive my bike in my car to places I want to bike where it is safe		bicycle safety	
3/17/2025	Spring Valley Library Tabling	Missing some sidewalks	Helix Street	pedestrian safety	
3/17/2025	Spring Valley Library Tabling	Good hiking	Dictionary hill preserve		
3/17/2025	Spring Valley Library Tabling	Speed reduction on westbound Jamacha	Jamacha blvd.	traffic calming	
3/17/2025	Spring Valley Library Tabling	pedestrian safety at schools: road width/ signals, bulbs out	near schools	pedestrian safety	
3/17/2025	Spring Valley Library Tabling	minimal stop signs south of jamacha		pedestrian safety, traffic calming	
3/17/2025	Spring Valley Library Tabling	speeding and traffic	Kemton & Outinda St.	traffic calming	
3/17/2025	Spring Valley Library Tabling	many homeless, feels unsafe	Sweetwater/Jamacha Rd.	safety	
3/17/2025	Spring Valley Library Tabling	nontiguous, sidewalk connectivity		sidewalk connectivity	
3/17/2025	Spring Valley Library Tabling	lots of kids walk/ride to SV park	spring valley park	pedestrian/bicycle safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	only prefer biking when there is a separate lane or protected lane, shared lanes is too dangerous, cars pass too close		bicycle safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Some crazy drivers from time to time but mostly feel safe. Bike lanes are available where I need them.		bicycle safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	No crossing at [Lamar County] park. Pedestrians are crossing 3 lanes of traffic.	Lamar Park- Bancroft Drive	pedestrian safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	No benches, no saturday transit, no shade at bus stops and along sidewalks		transit	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	don't let [my] kids bike outside of neighborhood, no protected bike lanes. They walk nearby but also not very far. We are all good bikers but we don't trust drivers to keep us safe.		pedestrian and bicycle safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Plenty of bike lanes but not safe always, the curve [roadway] right at [Lamar] park is dangerous	Lamar Park- Bancroft Drive	bicycle safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	My nephew was hit by a car [on Troy street when riding skateboard]. He lived but was thrown across the street. Tyler in sweetwater needs lights, another child was hit crossing street.	Troy Street	safety, traffic calming	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Cars need to slow down at Lamar Park. Cars trying to exit trailer park -very dangerous	Lamar Park- Bancroft Drive	traffic calming	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Biking is okay. Walking isn't great. Unsafe or not available street crossings. Busses are late a lot		pedestrian and bicycle safety, transit	

Date	Event	Comment	Location	Category	Notes
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Weekend transit is needed!!!		transit	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Lamar and sweetwater- not enough sidewalks and lighting	Lamar Park, sweetwater road	pedestrian safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	I do not bike or walk outside of neighborhood. Nearest park to me is spring valley park and its not a safe area.	Spring Valley Park	biking safety, pedestrian safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Kids from trailer park cross to [Lamar} park, all three entrances involve unsafe crossing, have complained to [trailer park] management about unsafe traffic, cars pass too close and drive too fast. Some have crashed into park, had to move sign for that reason.	Lamar Park- Bancroft Drive	pedestrian safety	
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	Death in the park recently, cause unknown	Lamark Park		
3/29/2025	Bikes Del Pueblo Bike Repair/Audit- Lamar County Park	lower speed limit and provide traffic calming.	Lamar Park- Bancroft Drive	traffic calming	
4/26/2025	Spring Valley Day	Protect views of Mount San Miguel and the surrounding land around Sweewater Reservoir. Work with San Diego National Wildlife Refuge to protect endemic animals and plants	near Sweetwater Reservoir	aesthetics, environmental	
4/26/2025	Spring Valley Day	pedestrian crossing	near La Presa Elementary	pedestrian safety	
4/26/2025	Spring Valley Day	Unify businesses along Jamacha Boulevard to beautify the pedestrian bicycle and vehicular traffic views. (light post banners, street lighting, bus stop benches)	Jamacha Blvd	aesthetics, safety, transit	
4/26/2025	Spring Valley Day	Safe pedestrian crossings	near Jamacha Blvd and Grand Ave	pedestrian safety	
4/26/2025	Spring Valley Day	blind intersection and no sidewalk	Jamacha Blvd and Grand Ave	pedestrian safety	
4/26/2025	Spring Valley Day	clean up freeway 125 easements. Remove litter and homeless encampments along areas parallel to Sweetwater Road	125 and Sweetwater Rd	safety	
4/26/2025	Spring Valley Day	uneven sidewalks	near Sweetwater Rd	pedestrian safety	
4/26/2025	Spring Valley Day	pedestrian crossing	near Sweetwater Rd	pedestrian safety	
4/26/2025	Spring Valley Day	widen road	Jamcha Blvd		
4/26/2025	Spring Valley Day	Dangerous to bike and walk	near 125 and Elkelton	pedestrian safety, bicycle safety	
4/26/2025	Spring Valley Day	Speeding residential streets	near 125 and Elkelton	traffic calming	
4/26/2025	Spring Valley Day	Benches at Bus stop	along Jamacha Rd near 125 and Elkelton Blvd	transit	
4/26/2025	Spring Valley Day	Senior citizens shuttle/circulator		micro-transit	
4/26/2025	Spring Valley Day	sidewalks dictonary hill to Jamacha	Dictionary hill preserve and Jamacha Rd	pedestrian safety, sidewalk connectivity	
4/26/2025	Spring Valley Day	Safety at off/on ramps		safety	
4/26/2025	Spring Valley Day	Fire evacuation Routes	near Dictonary Hill	safety	
4/26/2025	Spring Valley Day	micro transit needed. Mostly uphill neiborhood with lots of high housing. Far walk to any transit stops.	South of Helix St and West of Joshuas Generation Academy	micro-transit	
4/26/2025	Spring Valley Day	traffic speeds	Sweetwater Rd	traffic calming	
4/26/2025	Spring Valley Day	bus shelter and benches needed by Mount Miguel Highschool	Mount Miguel High	transit	
4/26/2025	Spring Valley Day	Speeds at Mount Miguel Highschool	Mount Miguel High	traffic calming	
4/26/2025	Spring Valley Day	widen intersection	Tyler St and Sweetwater Rd		
4/26/2025	Spring Valley Day	blind intersection because of fence	Tyler St and Sweetwater Rd	safety	
4/26/2025	Spring Valley Day	illegal left turn	Near 125 and Sweetwater Rd	safety	
4/26/2025	Spring Valley Day	At Valencia St and Valencia Pl (a private road) lots of trucks parking on corner. Difficult visability and poses safety issues.	Valencia St and Valencia Pl	safety	

Date	Event	Comment	Location	Category	Notes
4/26/2025	Spring Valley Day	At Valencia and Bancroft, cars parking next to stop signs still even with new laws. Hard to see cross traffic and pedestrians	Valencia St and Bancroft Dr	pedestrian safety, traffic safety	
4/26/2025	Spring Valley Day	no sidewalk, no bus shelter	Troy St.	pedestrian safety, transit	
4/26/2025	Spring Valley Day	Sidewalks	Central Ave	pedestrian safety, sidewalk connectivity	
4/26/2025	Spring Valley Day	Traffic speeding through arterial roadways to Avocado St. Cars speeding there all day. Need to fix freeway traffic to save arterial traffic and safety problems through neighborhood.		pedestrian safety, traffic calming	
1/17/2025	GIS Interactive Map Comments	Homeless encampment blocking sidewalks at the bus stop	Jamacha Blvd, near Swap meet	pedestrian safety, safety	
1/17/2025	GIS Interactive Map Comments	Sidewalks that are too narrow, broken, or blocked by utility poles	San Juhn St	pedestrian safety	
2/19/2025	GIS Interactive Map Comments	Swap meet traffic/ illegally parked cars and vendors/quarry closures	Jamacha Blvd, near Swap meet	safety	
3/18/2025	GIS Interactive Map Comments	Not very safe to walk specially in streets like Amy's st 91977 lemon grove near lemon grove elementary by lemon grove trolley also not safe day or night	Amys Street	pedestrian safety	
3/27/2025	GIS Interactive Map Comments	We need more sidewalks and a more pedestrian friendly area	Amys Street	pedestrian safety	
7/20/2025	GIS Interactive Map Comments	We need side walks in spring valley! It's really terrible how streets near Bancroft do not have sidewalks or proper bikelanes	Bancroft Street	pedestrian safety, bicycle safety	