

CASA DE ORO CONNECTS



Community Based Transportation Casa de Oro Neighborhood Mobility Plan

County of San Diego
Planning & Development Services
March 2026



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ACKNOWLEDGMENTS

County of San Diego

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MTS
851
Bancroft Drive/Valley View
Per West Valley Transit
4 1115

WARNING
DOG
SECURITY

“

Microtransit [should be considered] to analyze how we can connect the community to their bus stops and get more people on public transit ”

- Casa de Oro/Spring Valley Resident
July Community Workshop

Bus stop on Bancroft Drive

EXECUTIVE SUMMARY

The study area includes Casa de Oro and portions of the Spring Valley community within a vibrant unincorporated area of East County San Diego, located between the City of La Mesa to the west and unincorporated Spring Valley to the south. The study area is served by State Route (SR) 94 and SR 125 and offers residents access to shopping, dining, and entertainment, as well as nearby parks and open spaces. Casa de Oro is a neighborhood located within the Valle de Oro Community Planning Area, which includes the communities of Casa de Oro, Mount Helix, Vista Grande Hills, and Rancho San Diego. The portion of the study area within the Spring Valley Community Planning Area includes Bancroft Drive and Kenwood Drive south of SR-94.

What is Casa de Oro Connects?

Casa de Oro Connects is a community driven approach to identifying mobility challenges and needs in an effort to improve access, safety, and connectivity within the overall study area as well as the connections between Casa de Oro and Spring Valley . The study area boundary includes parts of both the Valle de Oro and Spring Valley Community Planning Areas. Casa de Oro Connects considers the links between these two communities and focuses on segments of Campo Road, Bancroft Drive, Kenwood Drive, and Troy Street. It is one of four pilot communities (Buena Creek, Casa de Oro/Valle de Oro, Lakeside, Spring Valley) selected under the County's Community Based Transportation Program (CBT).

The CBT Program endeavors to advance collaboration with San Diego Association of Governments (SANDAG), local transit agencies, and other community partners and residents to engage in community-based planning initiatives that seek to improve the quality of transportation, transit, and mobility. The CBT Program and this subsequent Casa de Oro Connects plan is funded through the SANDAG Smart Growth Incentive Program (SGIP) Cycle 5 Grant.

Casa de Oro Connects seeks to:

- Analyze ways to better connect the Casa de Oro/Spring Valley community to the La Mesa Spring Street Trolley Station 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 creating the vision, prioritization, and decision-making.

Just south of the Casa de Oro Connects study area, Spring Valley MOVES is another Neighborhood Mobility Plan (NMP) under the CBT Program for the neighboring Spring Valley community. The Spring Valley MOVES study area focuses on the area within ½ mile of Sweetwater Road and whereas Casa de Oro Connects includes Troy Street and Tyler Street. These two concurrent NMPs complement each other to develop better connections between the two communities.

Why does it matter?

Casa de Oro Connects focuses on achieving greater equity and expanding mobility options within the community. Casa de Oro Connects explores unique opportunities to educate, analyze, and develop potential multi-modal, bicycle, and pedestrian improvement opportunities related to mobility.

How does it work?

The NMP process is anchored by community engagement, involving local residents, businesses and other stakeholders to understand the community's needs and concerns as it relates to mobility. Feedback from the community is used to prioritize potential multi-modal, bicycle, and pedestrian improvements that are aligned with their specific needs and overall goals. The final component of the NMP is to explore funding opportunities to implement these potential improvements.

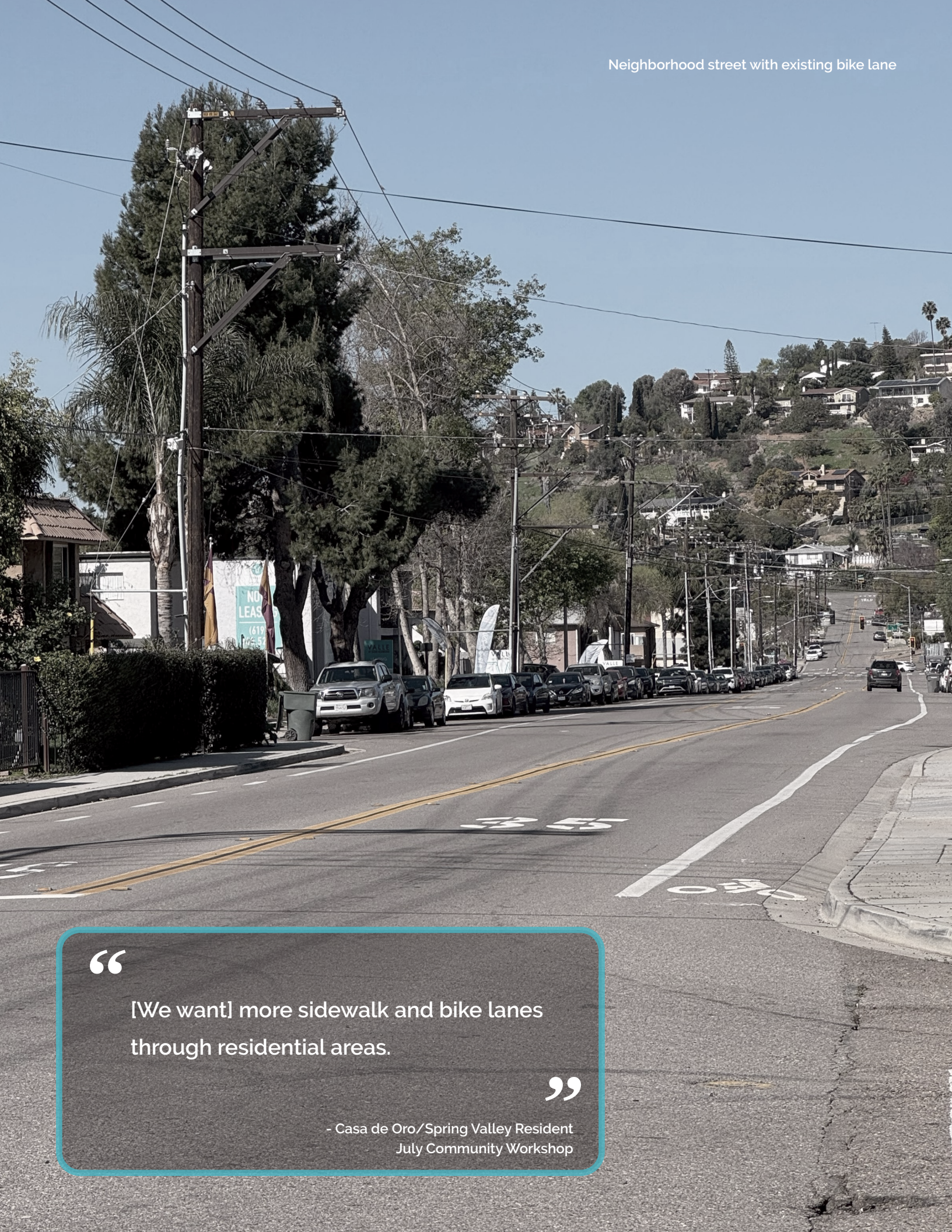
The Casa de Oro Connects document reflects ideas driven and supported by the community. Community support is critical to securing future funding for mobility improvements—whether

through grants, the County's Capital Improvement Program, or other funding mechanisms. This document serves as a foundational reference to guide future coordination, funding requests, and infrastructure planning efforts. This document may also inform development proposals by private entities seeking to support mobility improvements.

The potential recommendations in this document are intended for use when designing new projects on new location or designing reconstruction projects on an existing location. Projects on existing roads particularly call for a flexible, performance-based approach to design. The document also encourages flexible design, which emphasizes the role of the planner and designer in determining appropriate design dimensions based on project-specific conditions and existing and future roadway performance more than on meeting specific nominal design criteria.

The fact that new design values and concepts are presented herein does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects. The roadway, vehicle, and individual users are all integral parts of transportation safety and efficiency. While this document primarily addresses design concerns, a properly equipped and maintained vehicle and reasonable and prudent performance by the user are also needed for safe and efficient operation of the transportation facility.

The concepts identified in the planning document are not currently funded, rely on other jurisdictions, and also might be part of future development conditions on private projects, therefore the County has not committed to any identified projects in this planning document.



“

[We want] more sidewalk and bike lanes through residential areas.

”

- Casa de Oro/Spring Valley Resident
July Community Workshop

1. INTRODUCTION

The study area includes Casa de Oro and portions of the Spring Valley community in eastern San Diego County, faces environmental and mobility challenges due to limited multimodal transportation options and gaps in connectivity to regional transit networks. Casa de Oro is a neighborhood located within the Valley de Oro Community Planning Area, which includes the communities of Casa de Oro, Mount Helix, Vista Grande Hills, and Rancho San Diego. The portion of Spring Valley within this study area includes south of SR 94 to Tyler Street. The community has unique needs due to its semi-rural nature and reliance on personal vehicles, which creates barriers for residents who depend on walking, biking, or public transit. Casa de Oro Connects aims to address these challenges by identifying transportation barriers, engaging the community, and developing actionable solutions that improve safety, access, and mobility.

The Neighborhood Mobility Plan (NMP) for Casa de Oro/Spring Valley community, is part of the County of San Diego's Community Based Transportation (CBT) Program. The CBT Program is a collaborative process intended to bring local residents, community organizations, and County staff together to identify multimodal transportation challenges and needs specific to individual communities within unincorporated San Diego County. As part of the County's broader CBT Program, the CBT Framework Guidelines provide a structured approach to identifying mobility barriers and recommending equitable solutions in unincorporated communities. The Guidelines include a Transportation Toolbox—a menu of flexible infrastructure improvements and programs that promote multimodal access and safety. The Casa de Oro Connects NMP applies these tools to recommend context-sensitive improvements that align with community input and technical findings.

Multimodal transportation refers to an interconnected system that supports multiple forms of travel, including walking, biking, public transit (such as the MTS Trolley and local bus routes), and emerging mobility options like micro-transit or e-scooters.

Casa de Oro Connects the result of a collaborative effort with San Diego Association of Governments (SANDAG), local transit agencies, and other local community partners to engage in community-based transportation planning initiatives that seek to expand transportation options and improve quality of service.

As part of a parallel effort, the County conducted a [Development Feasibility Analysis \(DFA\)](#) in the Casa de Oro area to identify existing barriers to housing development including any gaps in infrastructure and market conditions affecting new development. The CBT Program, and the resulting Casa de Oro Connects plan, will not be limited to the study area boundaries set by the DFA project. Casa de Oro Connects will be a holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Casa de Oro Connects. 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, Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.

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. Casa de Oro Connects and 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.

In addition, in 2023 the [Campo Road Corridor Revitalization Specific Plan](#) was adopted to

provide guidance for the future development of the Campo Road Commercial Corridor. The Specific Plan is a community-driven effort to improve the urban form, quality of life, and public safety along the Campo Road Commercial Corridor. The Specific Plan covers a 60-acre area centered on Campo Road between Roger Road and Granada Avenue / Casa de Oro Boulevard and serves as the commercial and civic center of the Casa de Oro community. The Casa de Oro Connects NMP endeavors to support and supplement the outcomes of the Specific Plan to ensure alignment of the overall vision for the Campo Road corridor.

The County has secured a \$2.5 million grant through SANDAG's [Housing Acceleration Program \(HAP\)](#) to fund preliminary engineering and design plans that support the Specific Plan's road improvements of Campo Road.

The County's Planning & Development Services is partnering with the County's Department of Public Works, to develop the preliminary engineering and design plans. The grant funding will support outreach and engagement, as well as preliminary engineering and designs of roundabouts and improved bicycle, pedestrian, and roadway safety infrastructure, marking a significant step toward implementing the Campo Road Specific Plan.

The recommendations identified in this NMP will serve as a blueprint for planning future transportation and mobility related infrastructure within the Casa de Oro community while improving connections to key destinations for residents.

Due to the proximity of Spring Valley MOVES and to promote continuity along the joint corridors/study areas, the Casa de Oro Connects will incorporate and connect findings and recommendations identified in Spring Valley MOVES.

1.1 Purpose of the NMP

Casa de Oro Connects serves as a guide for achieving greater equity and expanding mobility options within the Casa de Oro/Spring Valley community and supports the goals of the County's 2021 General Plan Environmental Justice Element. This Element contains 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."

The development of the Casa de Oro Connects Plan also presents opportunities to promote sustainable mobility solutions that reduce greenhouse gas emissions, in alignment with the County's 2024 Climate Action Plan (CAP). By encouraging active transportation, improving transit access, and reducing single-occupancy vehicle trips, Casa de Oro Connects helps support the County's sustainability goals, specifically supporting implementation of the following policies from the 2024 CAP:

- T-5.1: Implement the County's Active Transportation Plan to install 345 miles

of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.

- T-6.2: Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030.
- T-6.3: Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.

The NMP is intended to be a "living document" that evolves and grows with the community and offers guidance on the mobility options that will advance transportation infrastructure within the Study Area. The Plan will identify transportation investment opportunities consistent with the County's General Plan, CAP, and other related plans.

1.2 NMP Development Process

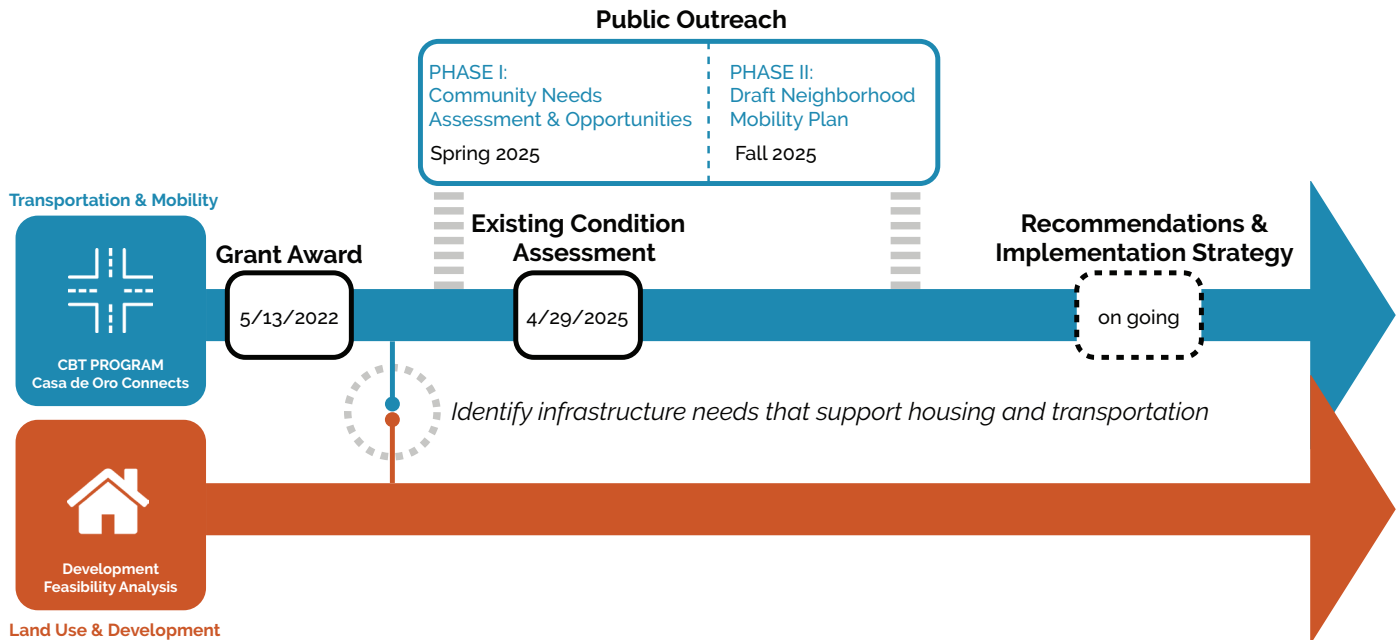


Figure 1-1. Neighborhood Mobility Plan Process Overview

The County of San Diego initiated the overall CBT Program plan development process in 2022 after it was awarded the Smart Growth Incentive Program (SGIP) grant from SANDAG, which funds comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. The County proposed a collaborative approach to expand mobility options in the unincorporated areas through the development and implementation of the CBT Program. **Figure 1-1** summarizes the typical process anticipated in developing an NMP.

The NMP process is an extension of the County's community planning programs to help inform potential future General Plan updates including the mobility, land use, and safety elements.

The County conducted a Development Feasibility Analysis (DFA) in the Casa de Oro community to identify improvements needed to facilitate development, infrastructure advancements that will enhance development feasibility, and associated costs and timelines for building needed infrastructure. The NMP study area is a subset of the DFA study area, but also extends beyond it in key locations to allow for in-depth analysis of the mobility barriers and opportunities in the Casa de Oro community. Casa de Oro Connects has taken a holistic approach to incorporate recommendations from the DFA as it aligns with outreach from Casa de Oro Connects. 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, Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.

1.3 Goals & Objectives

In July 2021, the County adopted a new General Plan Environmental Justice Element. The Environmental Justice Element includes 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, SANDAG adopted its 2021 Regional Plan and a Sustainable Communities Strategy (Regional Plan), which included 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 was within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment were focused. Mobility Hubs were key locations where the 2021 Regional Plan aimed to converge multiple transportation options (including transit, bike-sharing, and on-demand services) to improve connectivity and reduce reliance on personal vehicles. The disproportionate distribution of Mobility Hub areas had a constraining impact on unincorporated communities and neighborhoods where transportation and investment resources are greatly needed. The County continues to collaborate with local transit agencies in order to implement the neighborhood’s vision for sustainable development and improved mobility through unincorporated San Diego.

Casa de Oro Connects, as part of the CBT Program, will function as a tool for achieving the goals outlined in this report and is intended to bring the Casa de Oro and Spring Valley community residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community. Casa de Oro Connects provides a toolbox of mobility solutions for an unincorporated community to form this NMP. Outlined in Chapter 7 are potential improvements and programs to address the challenges and needs that were identified through this NMP.

Casa de Oro Connects focuses on achieving greater equity and expanding mobility options within the community. Casa de Oro Connects explores 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. Casa de Oro Connects identifies community specific opportunities to align with potential increased infill development and density within the study area. In addition, Casa de Oro Connects explores opportunities to improve equitable access to public transit, ultimately facilitating a reduction in dependence on auto centric mobility and contributing to environmental justice by creating cleaner, safer, and more connected neighborhoods.



In support of the overall goals of the County's General Plan Mobility Element to create a more efficient, safe, and sustainable transportation system, the overall CBT Program, as well as this Casa de Oro Connects NMP, seeks to:

- Analyze opportunities to better connect unincorporated communities to SANDAG's 2021 Regional Plan (as well as the future 2025 Regional Plan) and further state planning priorities (e.g. infill development, job/housing balances, equity)
- Coordinate with local, state, and federal agencies on related long range planning efforts.
- Accommodate multimodal travel options (e.g. walking, biking, rolling, micro-mobility, and public transit).
- Recommend traffic safety improvements for all road users including auto drivers, bicyclists, and pedestrians
- Reduce GHG emissions through reduced reliance of single-occupancy vehicles.
- Establish and grow the active transportation networks in unincorporated communities consistent with the County's Active Transportation Plan (ATP) as well as SANDAG's "Riding to 2050" Regional Bike Plan (2010).
- Expand community capacities and collaborative relationships to help address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Identify future opportunities and resources from local, state, and federal agencies to further any future land use changes, policy changes, and investment to achieve community visions.
- Facilitate the continuous refinement, pilot program development and project implementation concurrently with the County's Sustainable Land Use Framework (Framework) development and
- Integrated Planning Approach (IPA) as well as the DFA to engage communities, explore data, capacities and needs, and develop community "visions."
- Encourage and facilitate opportunities for all community members to participate in vision development, prioritization, and decision-making.
- Utilize a consensus-based approach, to check in on the consensus of community recommendations at multiple points in the visioning and prioritization process.

The County conducted a Development Feasibility Analysis (DFA) in the Casa de Oro community to identify improvements needed to facilitate development, infrastructure advancements that will enhance development feasibility, and associated costs and timelines for building needed infrastructure. The CBT Program, and the resulting Casa de Oro Connects NMP, are not limited to the study area boundaries set by the DFA project. Casa de Oro Connects will be a holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Casa de Oro Connects. While the DFA, in conjunction with DPW's Infrastructure Gap Analysis (IGA), studied gaps in mobility infrastructure in specific areas, Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, these areas. With the findings and outcomes from both the DFA, IGA, and CBT Program, the County will be in a strong position for future competitive funding resources/opportunities to implement the recommendations from each study/project/program.



Figure 1-2. Development Feasibility Analysis Project
Source: DFA Project

1.4 Study Area

In order to provide an in-depth assessment for the Casa de Oro/Spring Valley community, a boundary at the neighborhood level was established to define the limits of the study area. A narrowly defined study area ensures that the analysis remains focused on specific mobility issues and recommended transportation investments that address those issues.

The Casa de Oro Connects NMP study area focuses around the connection between Casa de Oro and Spring Valley including segments of Campo Road, Bancroft Drive, Kenwood Drive, and Troy Street. The study area for the NMP generally includes the unincorporated County within approximately 0.25 miles of these corridors with the focus of identifying and providing safe access to important community amenities and of activity such as schools, churches, libraries, and other places of interest. **Figure 1-4** shows the overall study area for Casa de Oro Connects. **Figure 1-5** shows the study area as it relates to the neighboring cities of Lemon Grove and La Mesa and identifies the Spring Valley

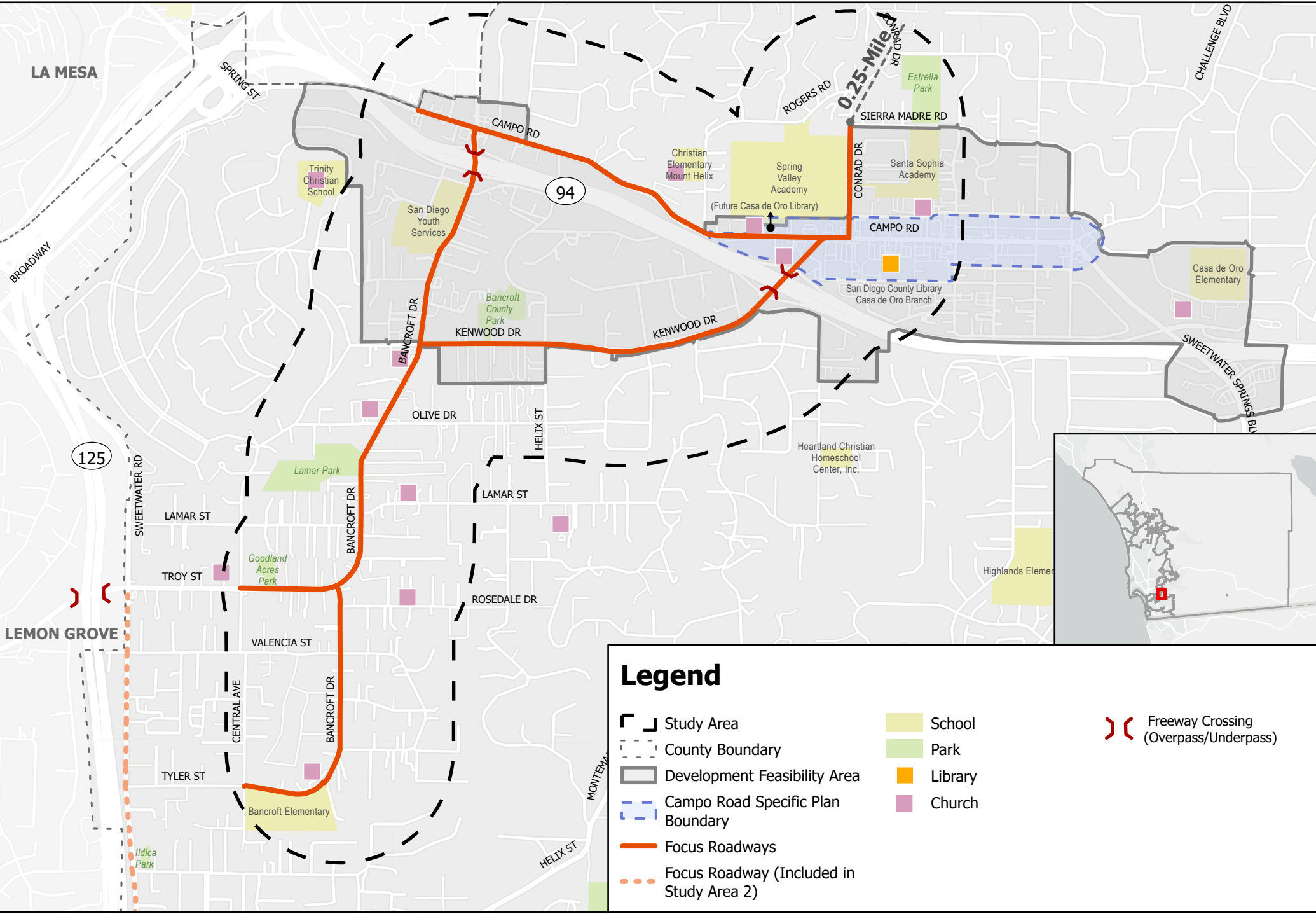
MOVES study area as well as the Development Feasibility Area boundaries for Spring Valley and Casa de Oro. Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, the DFA areas. The study area was developed to build on the Spring Valley MOVES Neighborhood Mobility Plan effort, building connections to the Casa De Oro Revitalization Specific Plan study area and increasing connectivity between Spring Valley and Casa De Oro that are affected by SR-125 and SR-94.

The study area includes seven census tracts (135.03, 136.01, 137.01, 137.02, 138.01, 138.02, and 139.06), all of which extend beyond the study area boundary. One tract (138.01) extends north across SR 94 into the City of La Mesa, while the other six fall completely within the unincorporated areas. Additionally, the census tracts fall within two different Community Planning Group Areas, Spring Valley (137.02, 138.02, and 139.06) and Casa de Oro (136.01 and 137.01) and two span both areas (135.03 and 138.01).



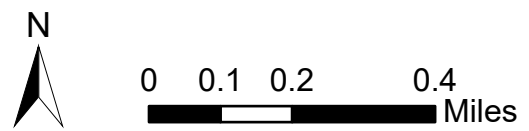
Figure 1-3. Development Feasibility Analysis Project Study Area

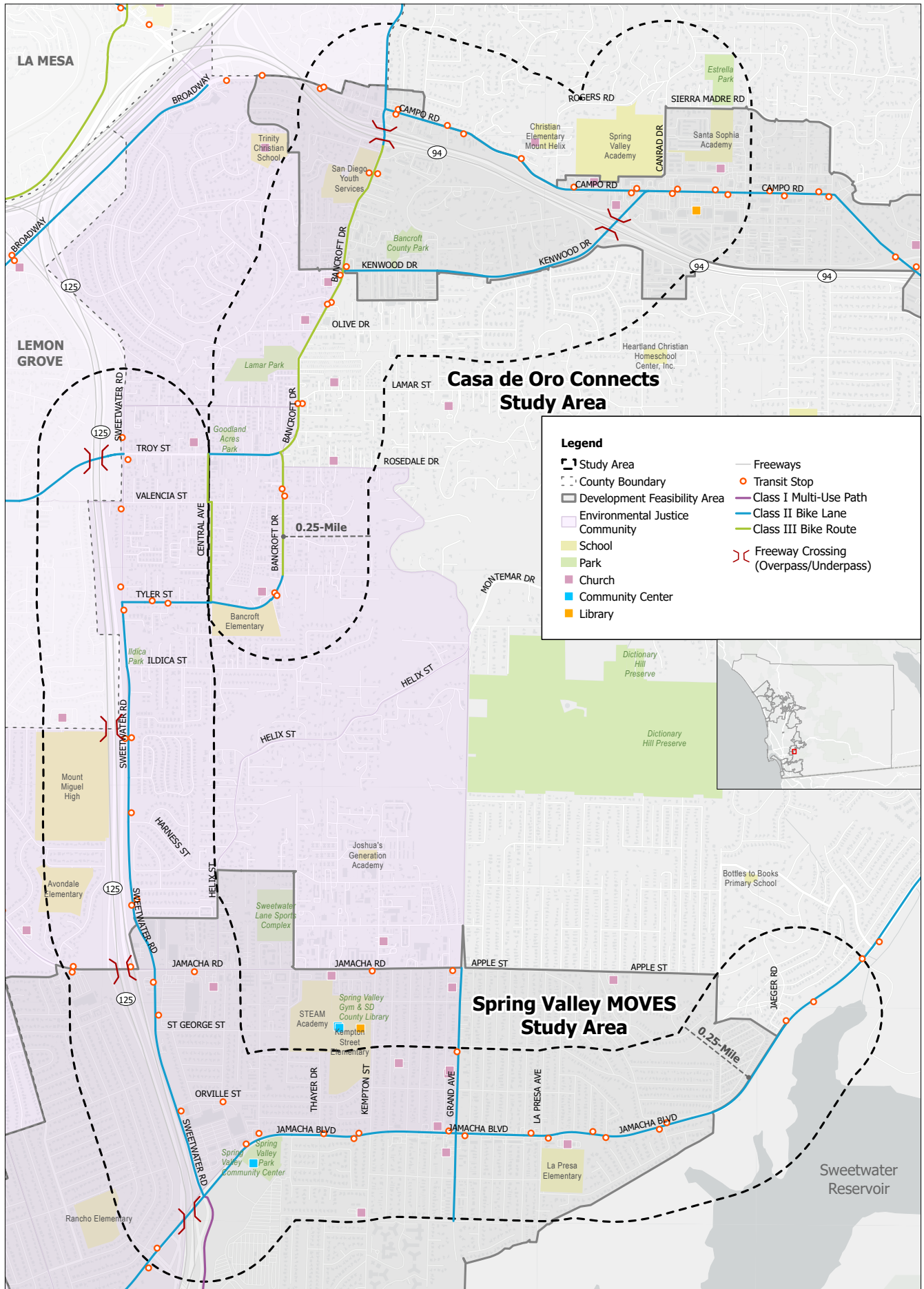
Source: DFA Project



Casa de Oro/Spring Valley

Figure 1-4. Neighborhood Mobility Plan Study Area





Study Area - Spring Valley & Casa de Oro

Figure 1-5. Spring Valley MOVES and Casa de Oro Connects Study Areas

“

[We] need transportation options to go to other places, not just around this area. i.e. options to school for college students.

”

- Casa de Oro/Spring Valley Resident
June Casa de Oro Alliance Jazz in the Park Event



2. POLICY & PLANNING CONTEXT

Existing County-adopted plans, policies, regulations, standards, and best practices relating to mobility and active transportation were reviewed to align this NMP within the existing regional framework. The following provides an overview of these efforts as they relate to prioritizing investment in Casa de Oro Connects study area. The recommended improvements in this NMP complement, and/or are consistent with these policies, plans, and standards.

2.1 Regional Plans

San Diego Association of Governments (SANDAG) 2025 Regional Plan

Every four years, SANDAG updates the Regional Plan which serves as a long-term blueprint for the San Diego region. The Regional Plan aims to improve transportation, equity, and the environment while considering the growth of the region and coordinating land use and housing. SANDAG adopted the 2021 Regional Plan on December 10, 2021 and the development of the 2025 Regional Plan was ongoing during the planning process of this NMP. A draft version of the 2025 Regional Plan was published for public review in May 2025 and the final draft was adopted on December 12, 2025.



Figure 2-1. SANDAG 2021 Regional Plan (Adopted Dec 2021)



Figure 2-2. SANDAG 2025 Regional Plan (Adopted Dec 2025)

Source: SANDAG

As it relates to mobility, the 2025 Regional Plan reflects updated data, revised goals, and a shift in approach based on lessons learned from the 2021 Plan. Key changes restructured funding strategies, sharper focus on project prioritizing implementable projects, and deeper integration of public input to ensure projects reflect community needs.

The 2021 Regional Plan prioritized planning efforts that support sustainable communities in “Mobility Hubs” and transportation-related improvements, Casa De Oro’s location outside of these hubs presented unique challenges. An early goal of the NMP process was to bridge the gap between mobility needs and the lack of a Mobility Hub designation by integrating local mobility solutions that align with regional strategies to support the Casa de Oro community as a 2035 Potential Transit Priority Area. Mobility Hubs were subsequently removed from the 2025 Regional Plan. This alignment with the Regional Plan may provide opportunities for additional Federal, State, and Local funding sources including Federal Highway Administration funds, Road Maintenance and Rehabilitation Account funds, and TransNet funding.

County of San Diego General Plan

The County’s General Plan provides a comprehensive framework for land use and transportation in the unincorporated County, through its guiding principles, goals, policies, standards, Land Use Maps, and Mobility Element Network, among other components. The General Plan functions like a “constitution” for land use and development and informs underlying regulations and plans, such as the Zoning Ordinance, the Subdivision Ordinance,

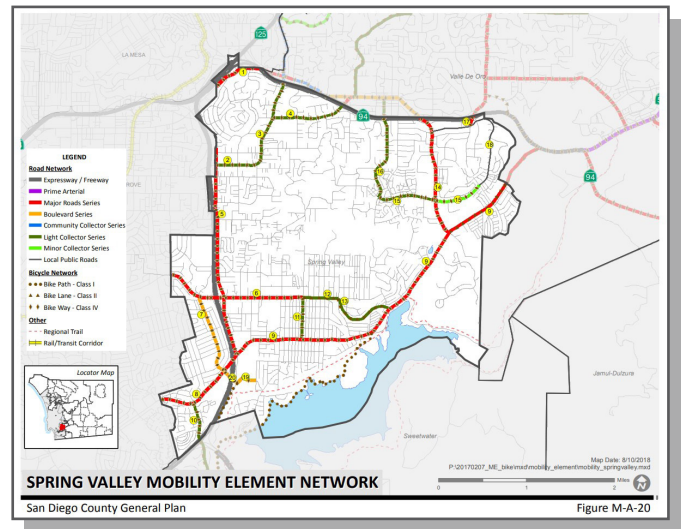


Figure 2-3. County of San Diego General Plan Mobility Element (Spring Valley)

Source: County of San Diego Mobility Network Appendix

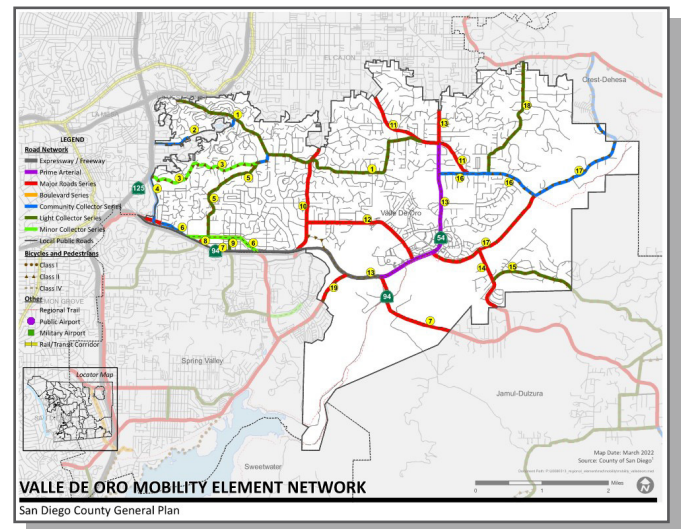


Figure 2-4. County of San Diego General Plan Mobility Element (Valle de Oro)

Source: County of San Diego Mobility Network Appendix

community plans, Public Road Standards, and infrastructure planning and implementation.

Casa de Oro Connects aligns in many ways with the goals and policies set forth in the General Plan, specifically the Mobility Element. Goal M-4 Safe and Compatible Roads ensures County roads are designed to be safe for all users and compatible with their context. These policies emphasize equitable transportation access, supporting the identified need for improved pedestrian infrastructure, first-mile/last-mile connectivity, and safer road conditions in the Casa de Oro community.

Additionally, the County's General Plan Mobility Element Network provides the planned road network to accommodate the General Plan. It encompasses existing roads built to the Mobility Element Network classifications, existing roads not yet built to these classifications, and unbuilt planned roads. Mobility Element Network road classifications are applied to roads in the Mobility Element Network; however, the Mobility Element Network does not cover all public roads. Additionally, the County's General Plan Mobility Element Network provides the planned road network to accommodate the General Plan. It encompasses existing roads built to the Mobility Element Network classifications, existing roads not yet built to these classifications, and unbuilt planned roads. Mobility Element Network road classifications are applied to roads in the Mobility Element Network; however, the Mobility Element Network does not cover all public roads.

[County of San Diego Active Transportation Plan \(ATP\)](#)

The County of San Diego's Active Transportation Plan (ATP) approved by the Board of Supervisors in October 2018, supports efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. The ATP goals include:

- Increasing biking and walking trips;
- Increasing safety and mobility for non-motorized users;
- Advancing the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals; and enhancing public health, including the reduction of childhood obesity.

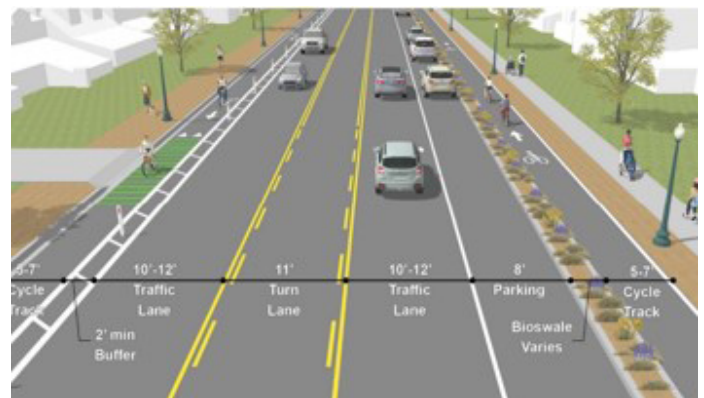


Figure 2-5. Illustration from County of San Diego ATP, Class IV bikeway

Source: County of San Diego

The ATP included a Pedestrian Gap Analysis (PGA) which reviewed sidewalk conditions across unincorporated San Diego County, including the Spring Valley community. The ATP's sidewalk gap analysis directly informs proposed pedestrian infrastructure improvements, ensuring alignment with countywide pedestrian safety and accessibility goals.

County of San Diego Public Road Standards

The County of San Diego Public Road Standards (March 2012) serve as guidelines for the design and construction of public road improvement projects within the unincorporated County. Among other guidance, these standards identify the minimum width of roads, sidewalks, and bike lanes for all County initiated projects and private development projects.

Local Roadway Safety Plan (LRSP)

The County's Local Roadway Safety Plan (2022) provides a framework for analyzing, identifying, and prioritizing roadway safety improvements to reduce severe injury and fatal collisions on local roadways. The LRSP identified four ranked intersections and four ranked roadway segments within the extents of the Casa de Oro Connects study area boundary.

These rankings provided guidance for the Plan recommendations as well as a reference to ensure alignment and consistency with the analysis findings in the NMP.

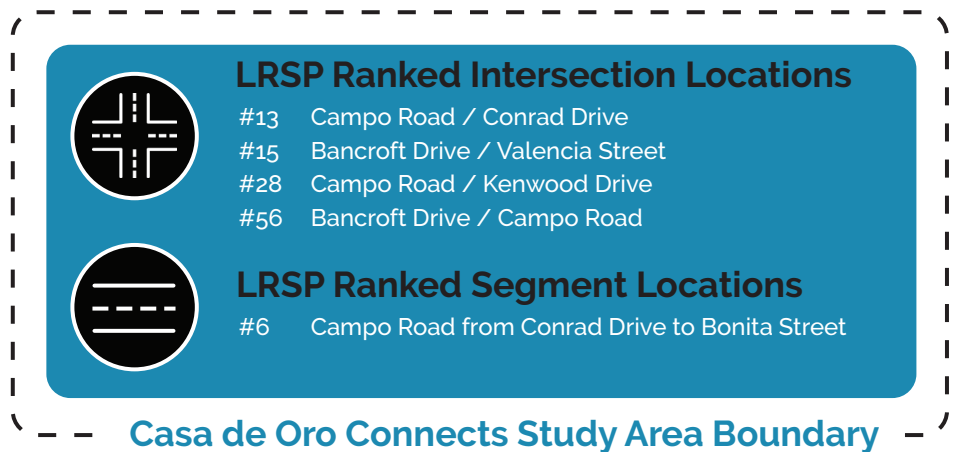


Figure 2-6. Intersections and Roadway Segments identified by LRSP

Source: County of San Diego Local Roadway Safety Plan

2.2 Local Plans

Campo Road Corridor Revitalization Specific Plan (2023)

Status:

» **Plan Adopted in 2023**

In 2018, SANDAG awarded the County of San Diego a Smart Growth Incentive Program (SGIP) grant funding to develop the Campo Road Corridor Revitalization Specific Plan. The Specific Plan is a community driven effort to improve urban form, quality of life, and public safety along the Camp Road Commercial Corridor. The Specific Plan covers a 60-acre area centered on Campo Road between Rogers Road and Granada Avenue and serves as the commercial and civic center of the Casa de Oro community. Casa de Oro Connects will work in conjunction with, and supplement the outcomes of the Specific Plan to ensure alignment with the overall vision for the Casa de Oro corridor.



Figure 2-7. Campo Road Corridor Revitalization Specific Plan

Source: County of San Diego

Valle De Oro Community Plan (2011)

Status:

» **Plan Adopted in 1977**

» **Plan Updated in 2011**

The County of San Diego's General Plan calls for Community Plans to be maintained as part of the General Plan. Community Plans are policy Plans, adopted as integral parts of the General Plan, specifically created to "guide development to reflect the character and vision for each unincorporated community, consistent with the General Plan (LU-2.1)."

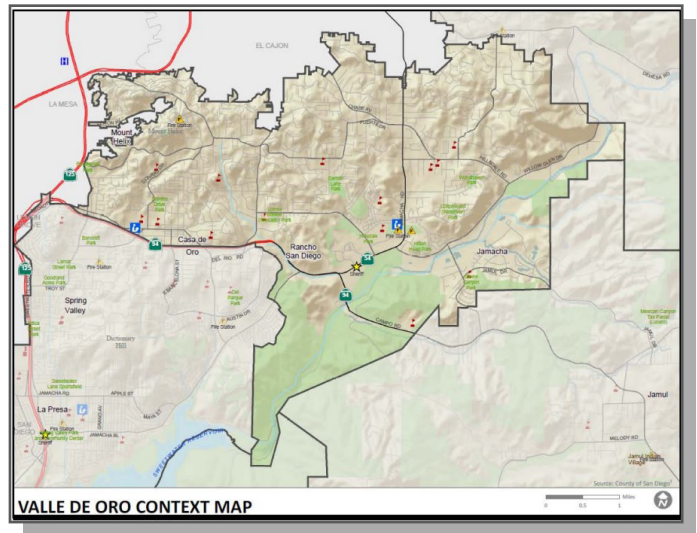


Figure 2-8. Valle De Oro Community Plan

Source: County of San Diego

Valley De Oro's Community Plan was written and adopted in 1977, The Community Plan highlights policies relating to Circulation and Mobility.

GOAL – Provide a balanced, coordinated transportation system which will provide safe, efficient circulation within and through the community that will effectively connect Valle de Oro to neighboring communities, and which will complement existing and future land use patterns.

The NMP serves to complement and expand on the Community Plan by addressing these previously unaddressed mobility issues.

[Development Feasibility Analysis \(DFA\)](#)

Status:

- » **Analysis Completed in 2024**
- » **Board Approval Anticipated Fall 2025**

The Development Feasibility Analysis (DFA) identifies factors that impact development (e.g. market conditions, lack of infrastructure, regulatory barriers, etc. small lot size, or zoning) down to the parcel and seeks to understand how to best facilitate housing development within four unincorporated communities located near transit, jobs, and public facilities. Initiated in 2023, the DFA considers four communities of focus: Buena Creek, Valle de Oro/Casa de Oro, Lakeside, and Spring Valley. As part of this project an Infrastructure Gap Analysis was conducted which reviewed the existing cross-section of roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. Many key roadways in the Spring Valley community lack sufficient pedestrian and bicycle facilities, increasing the risk of conflicts between vehicles and non-motorized users. These gaps in multimodal connectivity present a barrier for non-vehicle owners in navigating in and around the area. This Plan incorporated findings from the gaps analysis and helped inform recommendations.

[Spring Valley Sustainable Environment & Engaged Development Strategies \(SEEDS\)](#)

Status:

- » **Program Awarded in 2022**
- » **Ongoing**

In October 2022, the California Strategic Growth Council voted to award the County \$300,000 as part of the Transformative Climate Communities (TCC) Program. TCC empowers 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 two-year planning grant for its Spring Valley SEEDS (Sustainable Environments & Engaged Development Strategies) application. The project will undertake five distinct planning tasks focused on the Spring Valley community that intend to increase economic resiliency, reduce greenhouse gas emissions, and address public input and environmental health issues. Casa de Oro Connects will coordinate and work jointly with Spring Valley SEEDS projects as it relates to the ongoing work of improving the community's mobility options.

Green Streets Clean Water Plan

Status:
» **Ongoing**

In August 2020, the San Diego County Board of Supervisors unanimously voted to appropriate funds to the Department of Public Works for the development of a plan to support green stormwater infrastructure. The Green Street Clean Water (GSCW) Plan builds on the County's recently developed green infrastructure guidelines to identify and prioritize green streets project opportunities within the unincorporated communities.

The Green Street Clean Water (GSCW) Plan identified 30 prioritized projects, two of which are located within the Casa de Oro Connects study area. Along Campo Road between Kenwood Drive and Bonita Street as well as Bancroft Drive between Kenwood Drive and Olive Drive, landscape design features are recommended to improve water quality and treat stormwater runoff. These projects include above ground treatments such as



Figure 2-9. Green Streets Clean Water Plan

Source: County of San Diego

tree wells as well as below ground treatments such as hydrodynamic separator (HDS) units. HDS units are recommended where space is limited and soil conditions do not support infiltration. Casa de Oro Connects will coordinate with and consider the two roadways identified in the GSCW Plan, as part of its ongoing efforts to enhance mobility options within the community.



Missing sidewalk along Kenwood Drive

“

Slow cars down on Kenwood [Drive]. I don't know how, but please, more sidewalks ADA. My mom is low-vision and she needs easy and ADA sidewalks. I hope to be able to walk to our new Casa de Oro library. I hope these improvements will allow me to do that safely.

”

- Casa de Oro/Spring Valley Resident
July Community Workshop

3. COMMUNITY PROFILE

The Casa de Oro/Spring Valley community is located in the East County area of unincorporated San Diego County nestled between Spring Valley to the south and the City of La Mesa to the west. There are currently two Community Planning Groups (CPG) active within the study area, the Spring Valley Community Planning Group and the Valle De Oro Community Planning Group. A CPG is an advisory body that is made up of local residents to participate in the local decision-making processes. In addition, the Spring Valley Community Alliance is a non-profit organization that involves a growing group of local residents and business owners with a shared interest in improving the quality of life and increasing access to resources within the Casa de Oro/Spring Valley Community. The Casa de Oro Alliance is another active group within the Casa de Oro community. This nonprofit is a coalition of residents, business owners, landlords, faith-based groups, law enforcement, school officials, and community leaders whose mission is to revitalize Casa de Oro.

Understanding the overall community, who lives there, how they interact with their environment, and what challenges they currently face in regard to mobility helps frame the baseline conditions, potential gaps and concerns, and the physical conditions of transportation within Casa de Oro. The following community profile considers various characteristics such as:

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

The factors detailed above help explain why people choose specific modes of transportation, offering insights into the 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.

A full review of the existing land uses, population, housing, demographics, and socioeconomic data was conducted as part of the Existing Conditions Assessment and is contained in [Appendix A](#).

- *The Healthy Place Index (HPI) scores for the tracts in Casa de Oro/Spring Valley all fall within the 25-50 percentile, and all census tracts within the Spring Valley study area have an HPI score that is less than the County average of 67.9.*
- *The Cal EnviroScreen (CES) scores for Casa de Oro/ Spring Valley community 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).*
- *Existing business and land uses reflective of high auto dependence*
- *Income indicators help identify transportation affordability (vehicle ownership and mobility choices/options).*
 - ◊ *Average income across study area is \$91,047, which is below the Countywide average of \$98,928.*
 - ◊ *Majority (20%) of income earners fall into range of \$150,000-199,000 per year*
- *Approximately 1% of commuters use public transportation*

Community Profile Highlights

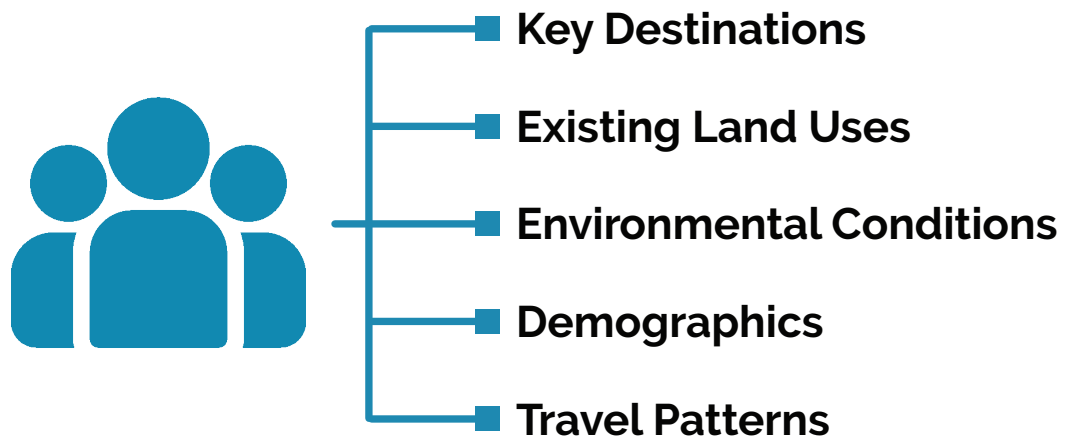


Figure 3-1. Community Profile Characteristics

3.1 Land Use & Housing

Existing Land Uses

The majority of the Casa de Oro Connects study area is designated as single-family residential, as shown in [Figure 3-2](#). There are two primary commercial corridors within the study area, Bancroft Drive/Troy Street and Campo Road Along Campo Road, commercial areas support the adjacent communities and provide a mix of services including grocery stores, restaurants, institution and education facilities, while the other commercial corridor along Bancroft Drive and Troy Street largely comprises automotive supportive businesses, smaller local retailers, and light industrial uses. The land uses along Kenwood Drive are primarily single-family residential with an increase in multifamily residential approaching Bancroft Drive.

In terms of recreational amenities, there are four County parks within the study area (Estrella, Bancroft, Lamar, and Goodland Acres County Parks). The study area also has one elementary school (Bancroft Elementary), one middle school (Spring Valley Academy), one school with preschool to eighth grade (Santa Sophia Academy), and ten religious institutions. Other community amenities include the San Diego Youth Services and the Casa de Oro branch of the San Diego

County Library system. All of these locations are important community destinations for the Casa de Oro and Spring Valley communities. Overall, the existing land use patterns in the study area reflect a concentration of a mix of land uses (commercial, multifamily, industrial, and education/institution) along the focus roadways with single-family residential uses located adjacent and between these corridors.

The predominance of low-density residential land use and auto-oriented commercial businesses suggest a strong reliance on personal vehicles, underscoring the need for enhanced infrastructure for alternative modes of transportation, including pedestrian, bicycle, and transit.

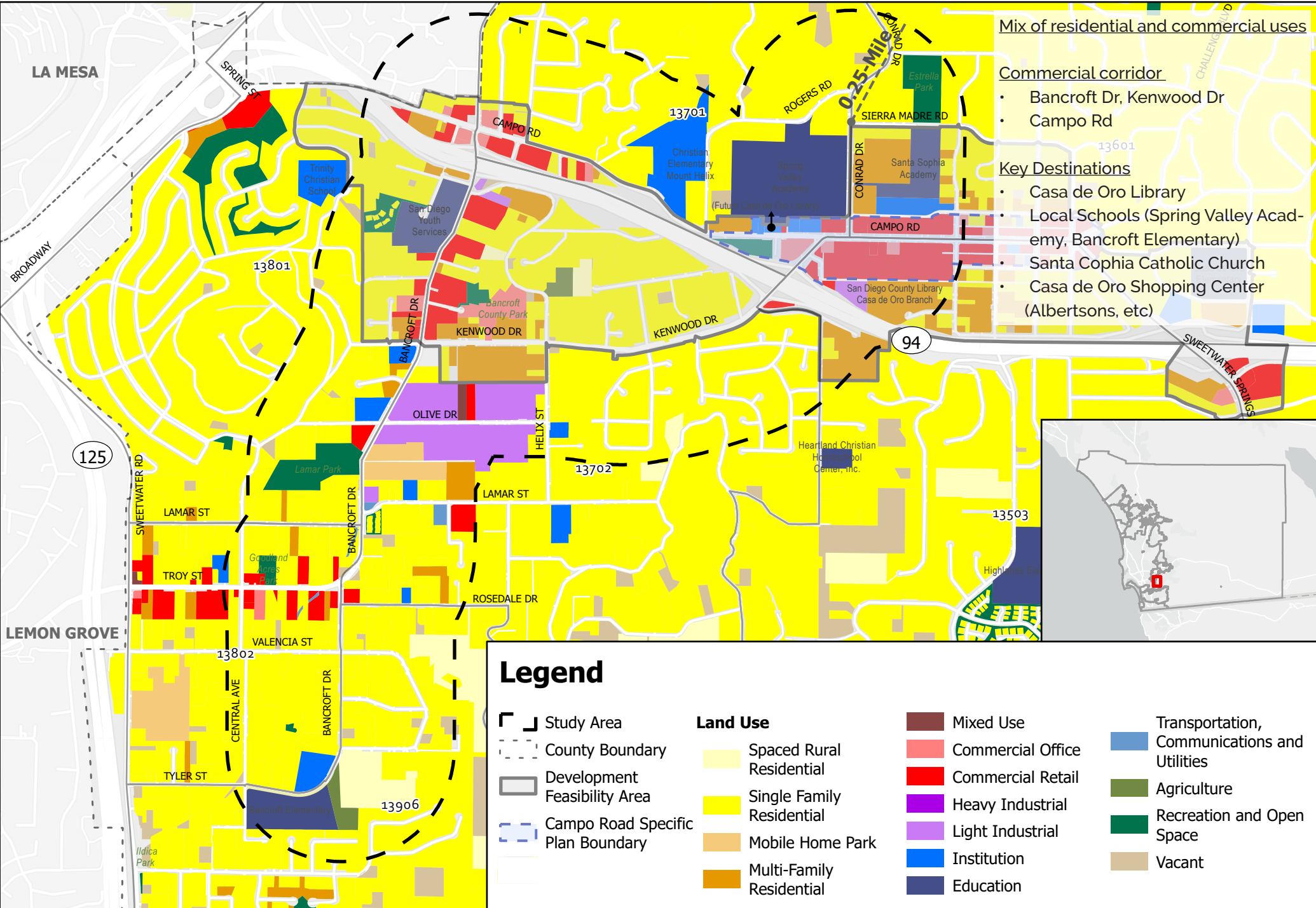
Population & Household

The population of residents within the study area, according to 2022 US Census data, is approximately 33,684 and is made up of 10,790 households, as shown in [Table 3-1](#). This equates to an average number of persons per household of approximately 3.1, 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.

Table 3-1. Number of Households and Size by Census Tract

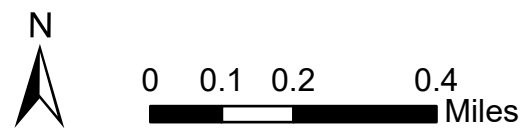
	Casa de Oro/Spring Valley Census Tracts							Total
	135.03	136.01	137.01	137.02	138.01	138.02	139.06	
Number of Households	1,975	2,013	864	1,581	1,778	874	1,705	10,790
Household Size (average)	3.13	2.77	2.74	3.39	3.09	3.59	3.03	3.1

Source: US Census Bureau, ACS 5-Year Data 2022



Casa de Oro/Spring Valley

Figure 3-2. Existing Land Use



3.2 Socio-Economic Characteristics

Age Groups

The study area'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 3-3 summarizes the population's age distribution by gender. In 2022, the largest age group was 30 to 39 years (15%) followed by the 10-to-19-year and 20-to-29-year age groups (14%) with the smallest age group being 80 years and older (3%). These age trends show that there is a greater population of middle-aged and younger adults with children. Over half (53%) of the population of study area residents are of professional working age (20–59 years) and 27% of the population are of school age or young children (0–19 years).

Since more than half of population within the study area is between the ages of 20 and 59, a large portion of the residents could embrace alternative mobility options.

Approximately 10% of the population is over the age of 70 and may face mobility limitations due to physical health, and/or reduced driving ability. Improvements to the pedestrian infrastructure and an expanded transit network would help ensure accessible and affordable options for seniors.

Cultural Diversity

The Casa de Oro Connect's study area has a Hispanic or Latino majority. As shown in **Figure 3-3**, the the two largest groups of residents in the community identify as Hispanic/Latino at 42% followed by White 36%, and 11%, respectively. **Figure 3-3** also summarizes the primary languages spoken at home; 61% of the study area's residents speak English as their primary language at home, which is nearly double the next highest language spoken. At 32%, the second most common language spoken is Spanish. Additionally, 4% of individuals speak Asian and Pacific Island languages.

Figure 3-3 shows the racial and ethnic majority by census tract in the Casa de Oro community. 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 north of SR 94 has a sizeable (10%–50%) White majority as well as in the southernmost portion of the study area, while the central portion of the study area along Bancroft Drive and Kenwood Drive has a sizeable (10%–50%) to predominant (> 50%) Hispanic/Latino majority. These trends extend beyond the study area boundary as well as toward Lemon Grove and farther east in Valle de Oro. The study area is largely racially and ethnically mixed.

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 within the study area varies and aligns with the median household income data seen in **Figure 3-4**. The largest household income category is between \$150,000 to \$199,999 (20%) followed by \$50,000 to \$74,999 and \$75,000 to \$99,999 (16%). Approximately 38% of all households in the study area make less than \$75,000, while 34% of the households make \$150,000 or more.

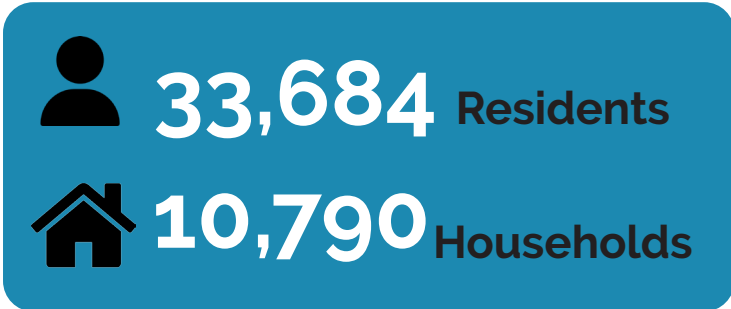
Poverty is defined by incomes falling below the annually defined thresholds for family size by the US Census. The percent of the population whose income is below poverty level is between 10% to 20% for a majority of the study area. There are some areas in the central portion of the study area along Bancroft Drive, south of SR 94, that have the lowest percentage of residents experiencing poverty (less than 10%).

POPULATION & DEMOGRAPHICS

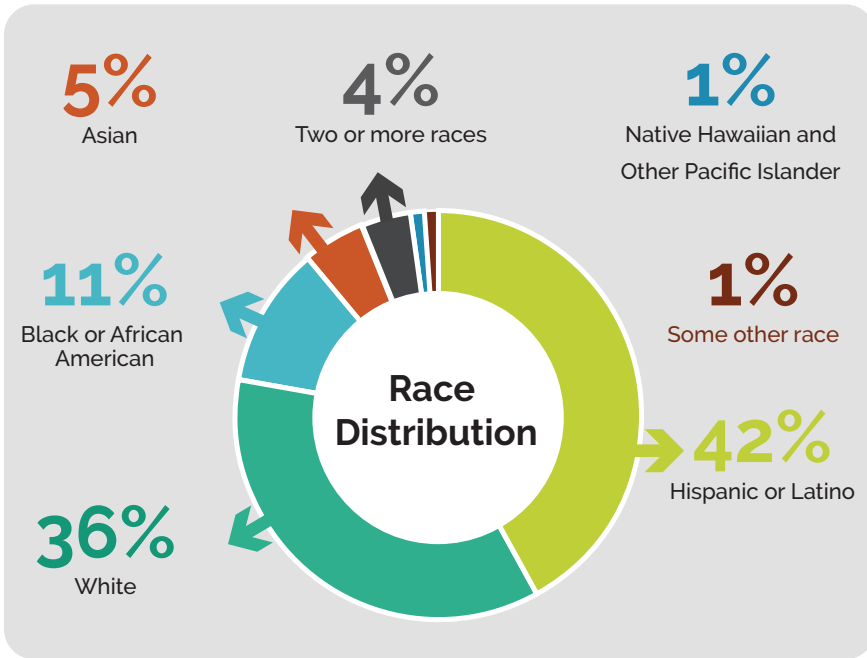


Casa de Oro/Spring Valley Community Profile

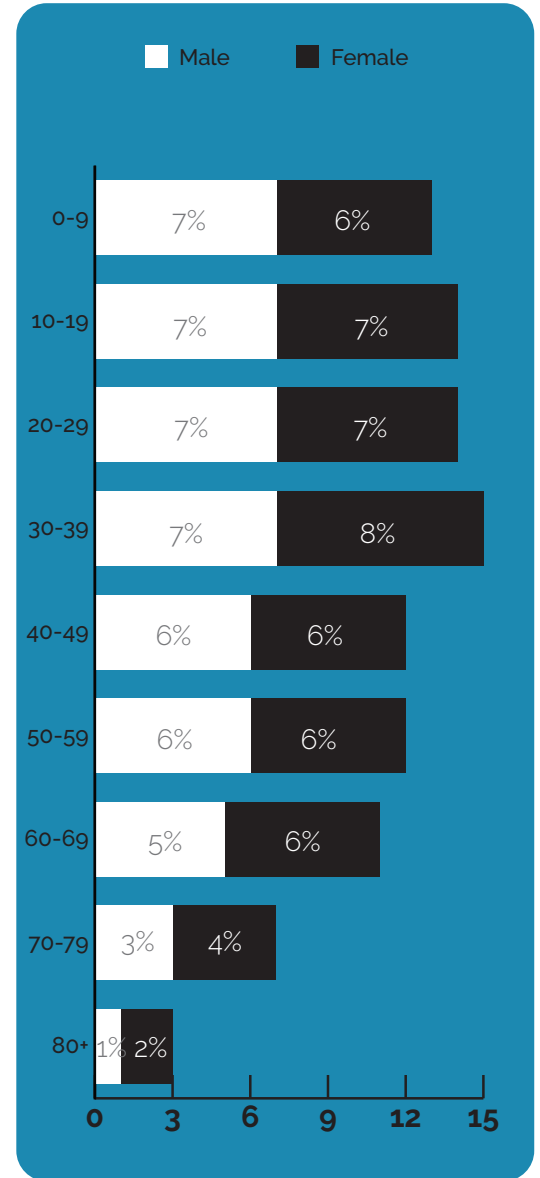
POPULATION



RACE & ETHNICITY



AGE GROUP



PRIMARY LANGUAGE

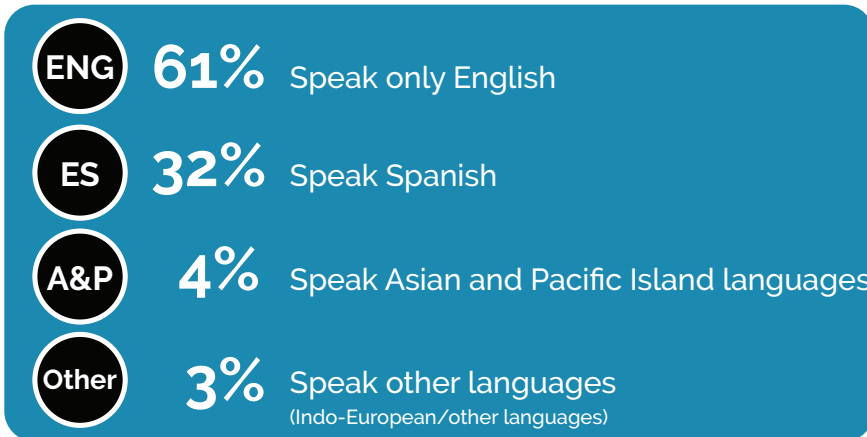
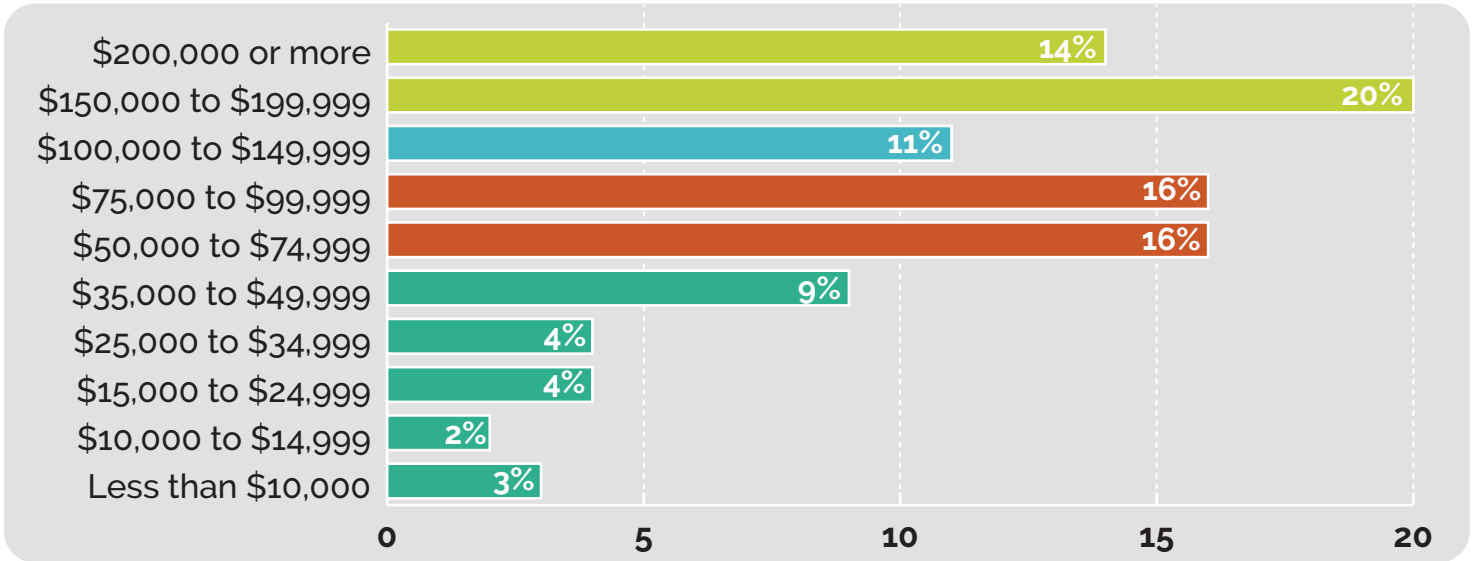


Figure 3-3. Population & Demographics
Source: US Census Bureau, ACS 5-Year Data 2022

SOCIO-ECONOMIC CHARACTERISTICS

34% Earn over \$150,000
11% Earn between \$100,000-\$150,000
32% Earn between \$50,000-\$100,000
22% Earn less than \$50,000

Income Distribution



Employment by Industry

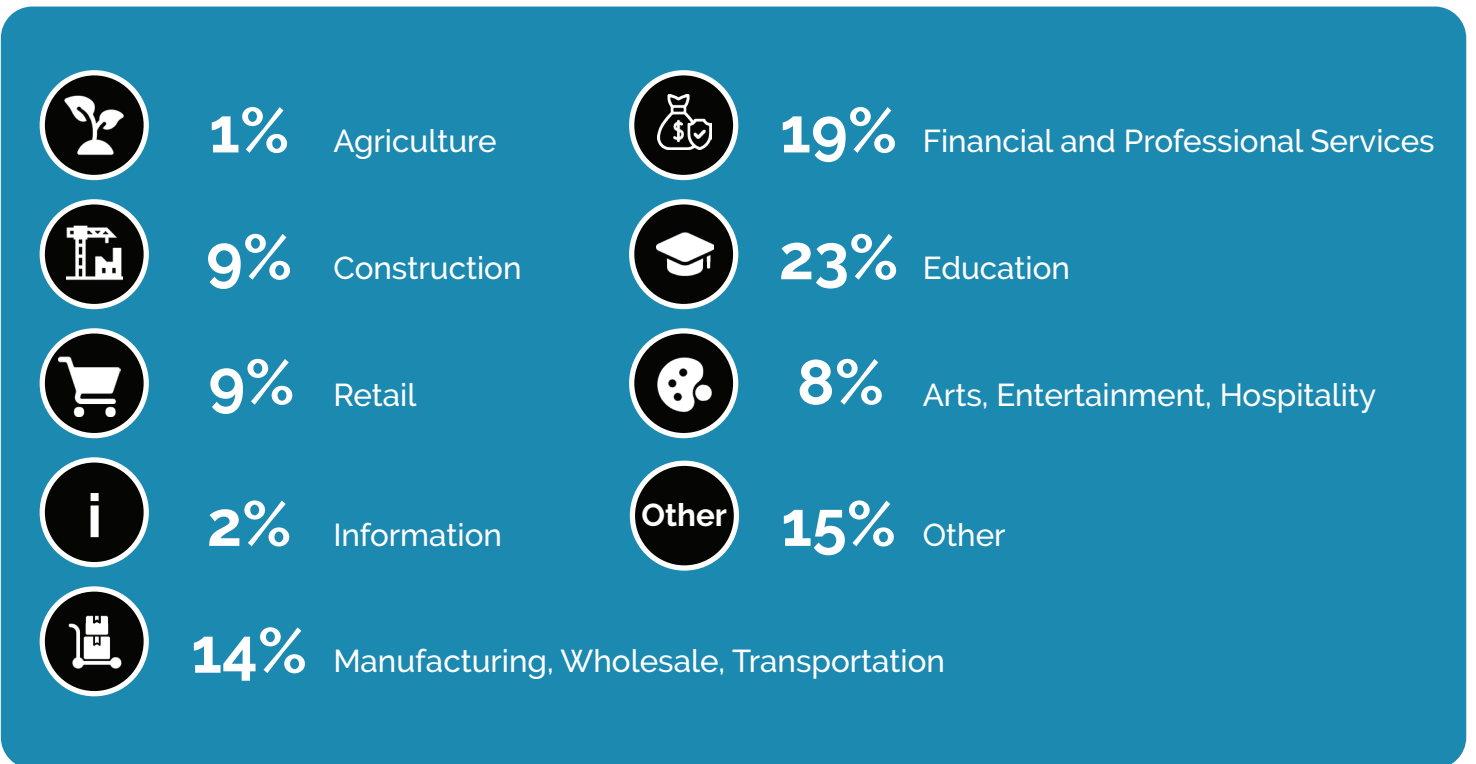


Figure 3-4. Socio-Economic Characteristics

Source: US Census Bureau, ACS 5-Year Data 2022

Employment Centers

There is one major employment center classified by SANDAG within the Casa de Oro Connects study area (Spring Valley employment center). The Spring Valley employment center occupies a majority of the northern portion of the study area along the major roadways of Bancroft Drive and Campo Road. Within the Spring Valley employment center area and as discussed in the Existing Land Uses subsection, Bancroft Drive is largely light industrial uses; along Campo Road, there are a mix of commercial and educational uses, which provide 2,500 to 14,999 jobs, according to SANDAG's Employment Center 2.0 database. Employment centers in this database are categorized into four tiers based on the number of jobs within their boundaries; the Spring Valley Employment Center is in Tier 4, having the least number of jobs to be considered any employment center.

Adjacent to the Casa de Oro Connects study area, the Lemon Grove employment center is located within 0.5 miles from the westernmost boundary of the study area, along Broadway to the west. While the Lemon Grove employment center is within the City of Lemon Grove and not the study area, it is still an attractor for residents within the study area, specifically for those utilizing the Main Street & Broadway Trolley station. Based on available SANDAG data, this employment center similarly provides an estimated 2,500 to 14,999 jobs, which consists of the City of Lemon Grove City Hall, the Lemon Grove

School District offices, and regional and local retailers along Broadway.

Figure 3-4 displays the employment share by industry for residents that live within the study area. The two largest sectors of workers employed include Education and Financial and Professional Services at 23% and 19%, respectively. Comparing the largest employment sectors to the Spring Valley employment center, it can be concluded that the highest percentage of the jobs (education) could be located within the study area, as there are several schools and education services situated throughout Spring Valley and Casa de Oro. It is also likely that residents either commute or work remotely for jobs relating to financial and professional services and manufacturing, wholesale, and transportation sectors.

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. The tools used in this section highlight communities disproportionately impacted by pollution in decision-making processes. The aim is to highlight these communities and lift the unfair burden of pollution from those most vulnerable to its effects. Overall, the Casa de Oro/Spring Valley community scores reflect a moderately healthy community, and the results are detailed below.

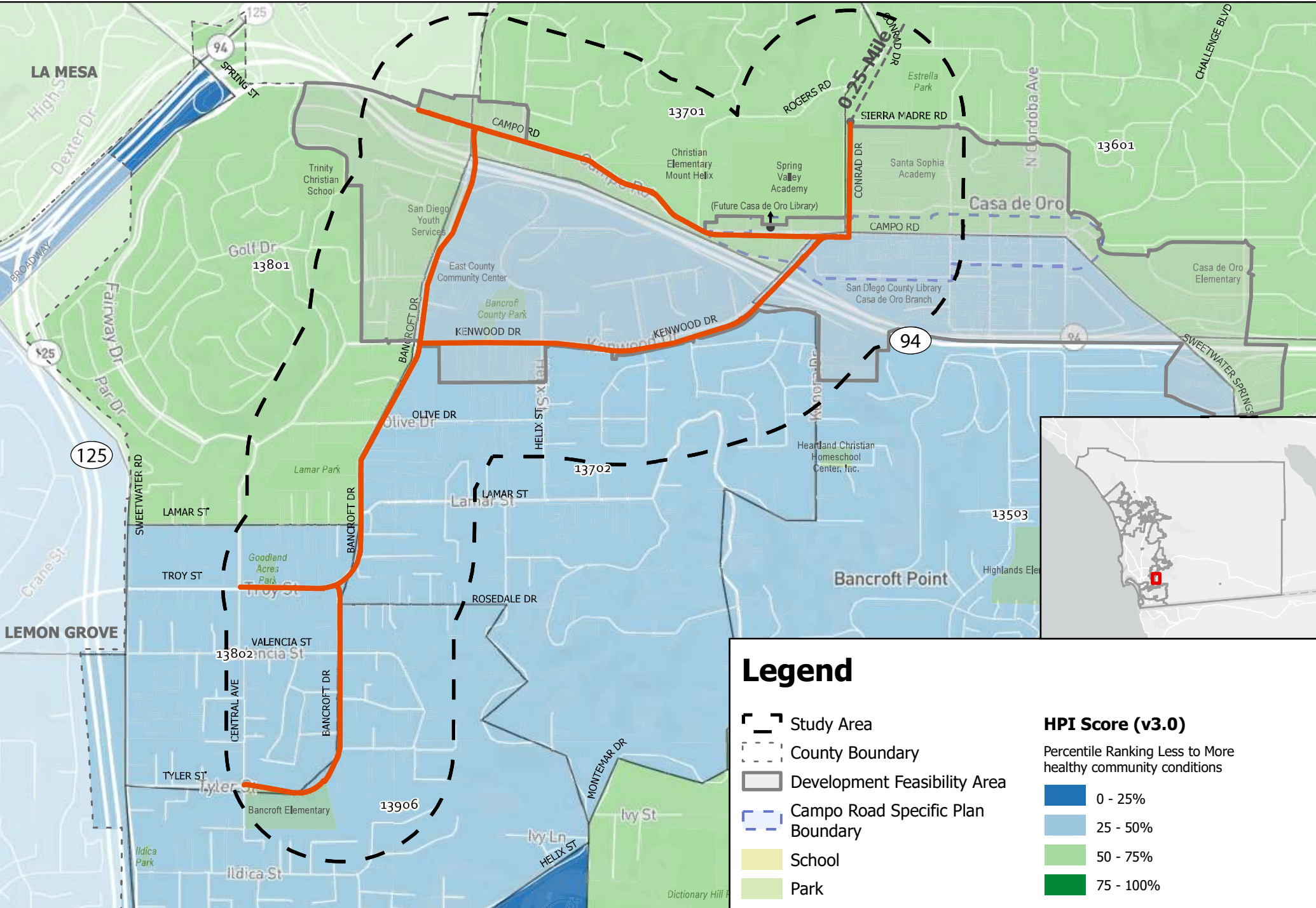
¹ SANDAG Employment Center 2.0 database is based on several data sources: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) (2022-2020), SANDAG Job Estimates (2022), SANDAG Population and Housing Estimates (2022), and SANDAG Activity Based Transportation Model (2023).

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. As seen in [Figure 3-5](#), the HPI scores for the tracts within the study area all fall within the 25-50 percentile, and all have an HPI score that is less 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,

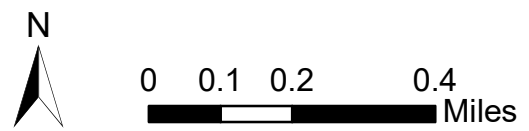
particulate matter, drinking water contaminants, pesticide use, lead, diesel particulates, asthma rates, and linguistic isolation. A higher score indicates a higher effect of pollutants for the area. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles data to help identify 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 Casa de Oro/Spring Valley community are illustrated in [Figure 3-6](#) which shows lower scores for the study area as a whole, between 30–60 percentile, with two census tracts (138.02 and 137.02) having the highest score (>50–60 percentile) and census tract 137.01, located in Casa de Oro north of SR 94, as having the lowest score possible (0–10 percentile). Traffic, lead in housing, drinking water, and particulate matter 2.5 are among the highest pollutants that burden the residents in the study area.

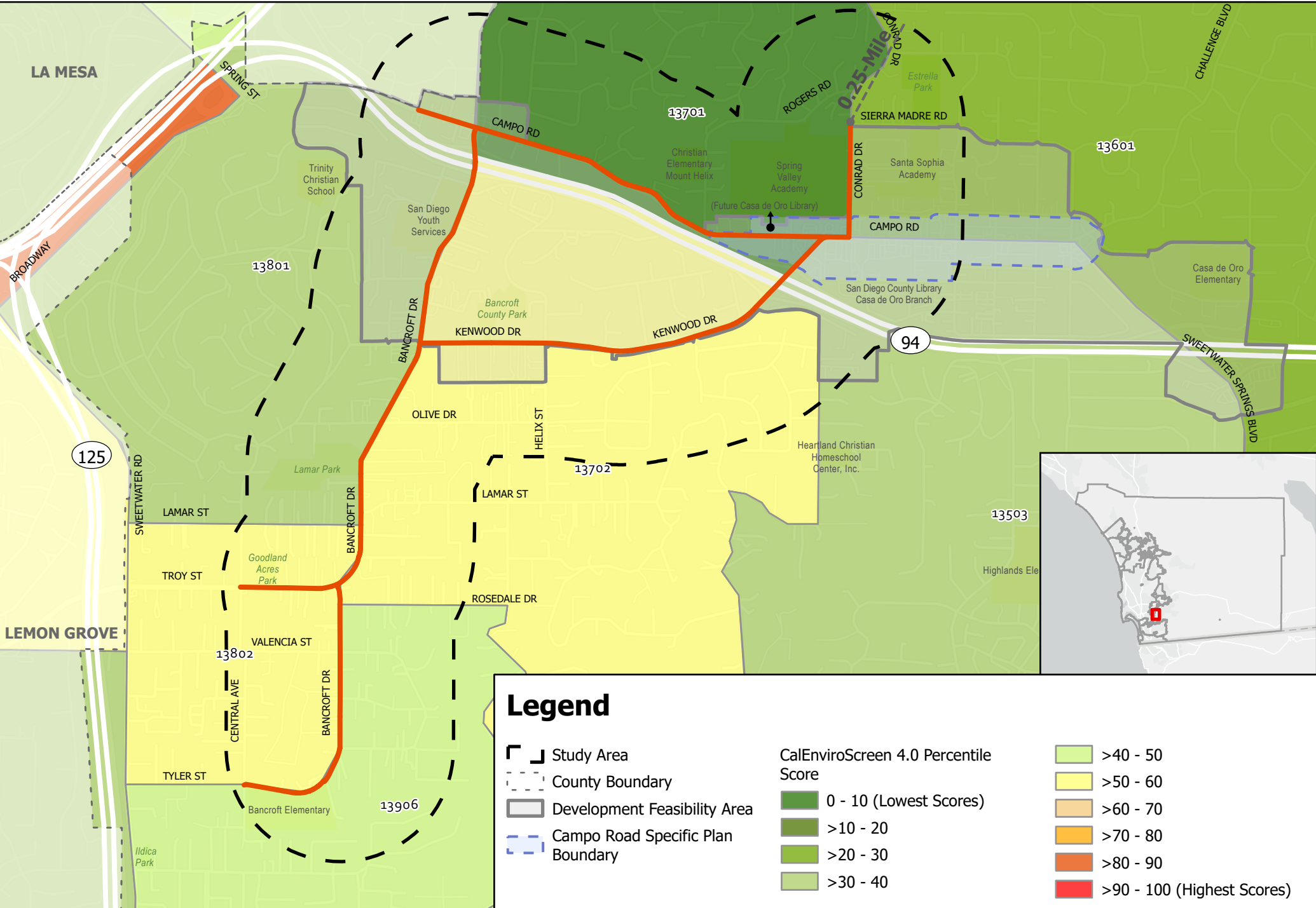
As noted earlier, the County is currently implementing the Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program. Two planning projects, the First and Last Mile Audits and Bike Safety Events as well as Federally Qualified Health Center projects, will aim to address the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



Casa de Oro/Spring Valley

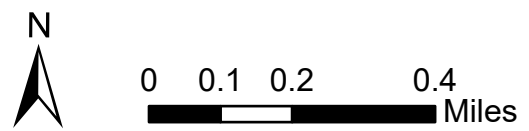
Figure 3-5. California Healthy Places Index Score





Casa de Oro/Spring Valley

Figure 3-6. CalEnviroScreen 4.0 Percentile Score



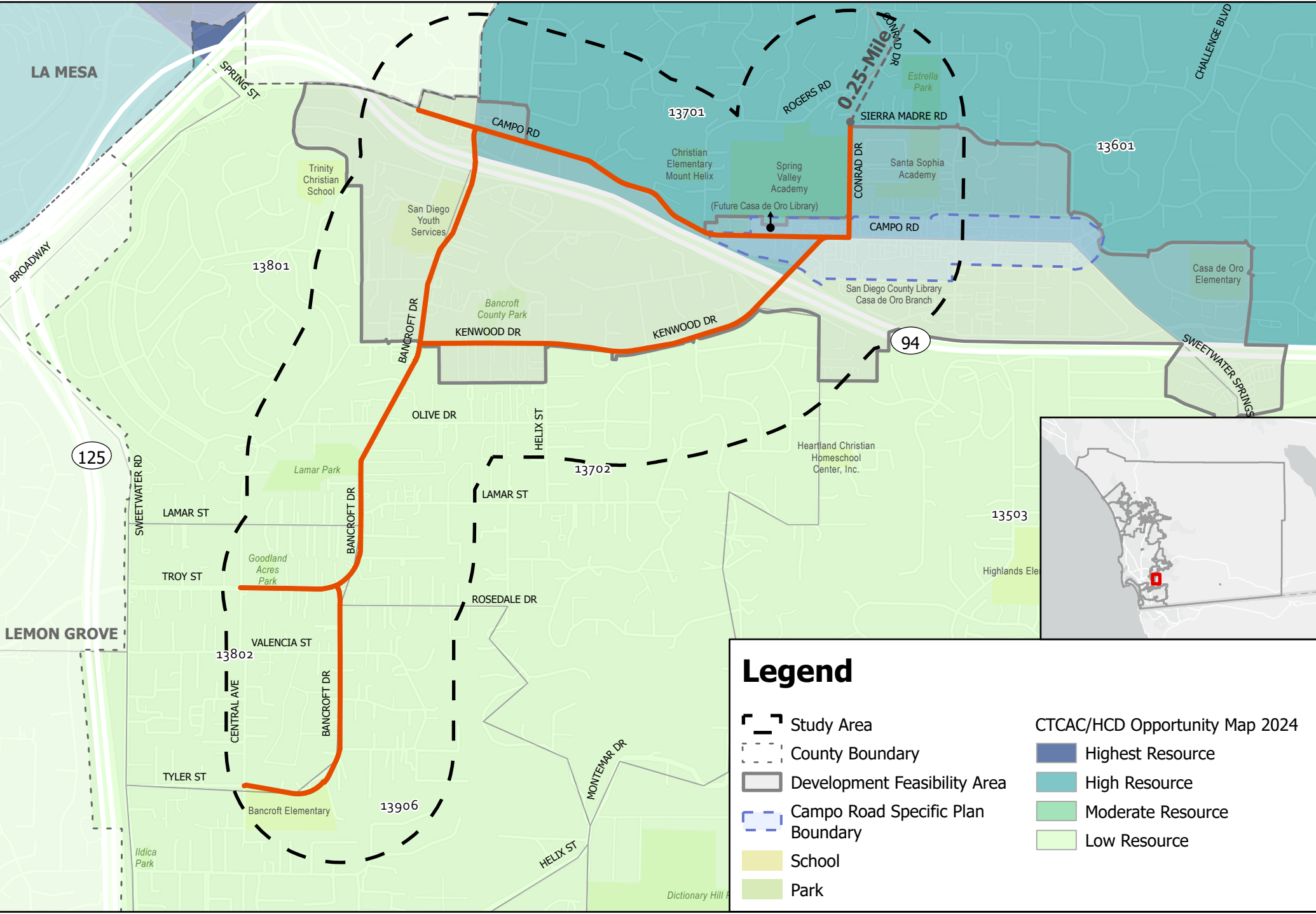
Access to Service and Resources

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 program².

Within the Casa de Oro Connects study area, all census tracts located in Spring Valley scored as a "Low Resource" area, and two tracts located in Casa de Oro (137.01 and 136.01) scored as a "High Resource" area (see **Figure 3-7**). A review of the study area shows there is a stark difference between the services and amenities accessible to residents living in census tracts north of SR 94 compared to those living south of SR 94. Additionally, the education attainment and math and reading proficiency are significantly lower as well as the percentage of students not in poverty in the census tracts south of SR 94. The NMP must address the gaps in access to essential services and amenities for residents of the study area and especially those located south of SR 94.

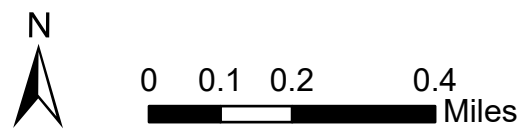
The Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program consists of three planning projects aimed at addressing access to services and resources issues identified in Spring Valley: the Community Land Trust, Business Community Connections, and Food Systems Programming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

² California TCAC Program:
<https://www.treasurer.ca.gov/ctcac/opportunity/2024/draft-2024-opportunity-mapping-methodology.pdf>



Casa de Oro/Spring Valley

Figure 3-7. TCAC/HCD Opportunity Area



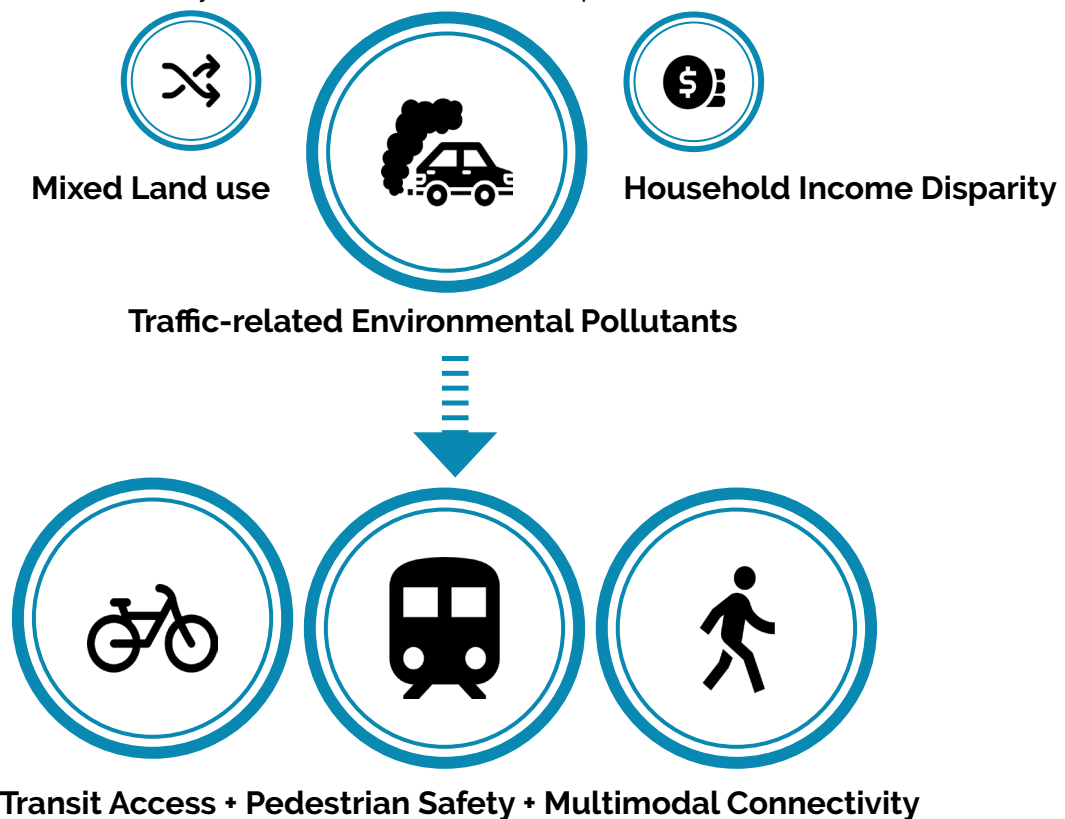
3.3 Key Takeaways

An analysis of land use, housing, and demographic data for the Casa de Oro Connects study area reveals a number of trends. The population is predominantly Hispanic/Latino married couples and single individuals living alone or sharing a home with people. The land use is largely mixed, primarily consisting of single-family residential and commercial, with the commercial and institution uses located along the primary corridors (Bancroft Drive and Campo Road).

In terms of health and environmental indicators, the study area is not equally burdened; the residents south of SR 94 are more burdened by pollutants, primarily related to traffic, compared to residents north of the interstate. Mitigating these environmental pollutants will be a primary focus of the County's Spring Valley SEEDS effort.

The majority of the households in the study area fall within either the low or above moderate-income range with the largest percentage (20%) of households making between \$150,000 and \$199,999, which highlights the income disparity within the study area.

Overall, the study area of Casa de Oro Connects provides a mix of services and functions as a hub of community activity, including numerous important facilities such as the county library, churches, schools, and parks. Those locations are important community destinations for the Casa de Oro and Spring Valley communities. The lack of community connectivity underscores the importance of enhancing transit access, pedestrian safety, and multimodal connectivity. These mobility challenges—shaped by demographic and socio-economic factors—are examined in greater detail in the Community Needs Assessment (Chapter 4).



“

Bancroft drive floods when it rains. Due to lack of usable sidewalks and bike lanes on Bancroft and Troy, I drive to other neighborhoods to walk outside and no longer ride my bike. I've seen people with wheelchairs rolling down Bancroft street because the sidewalk is unusable. When I want to take the trolley, I drive to the trolley station because the bus schedule/route is lacking and there is no shelter.

”

- Casa de Oro/Spring Valley Resident
July Community Workshop

4. COMMUNITY NEEDS ASSESSMENT

Building on the assessment of baseline conditions in Chapter 3, this chapter evaluates current mobility infrastructure, usage patterns, and projected demand to identify transportation needs. As discussed previously, with a largely auto-dependent land use pattern, limited local services, and varying levels of transit accessibility, the community faces mobility challenges that impact equity and transportation choices. This chapter evaluates existing conditions, and infrastructure gaps to help inform targeted mobility improvements.

The next step is to evaluate the existing transportation infrastructure and mobility options and compare those to the future transportation needs of the community. The Community Needs Assessment (CNA) considers the community's capacity for growth including:

- Travel behavior & traffic forecast projections
- Mobility demand (pedestrian, bicycle, and transit ridership)
- Mobility barriers, options and opportunities
- Infrastructure gaps in mobility and connections
- Land use capacities within the community

A full review of the existing transportation infrastructure was conducted as part of the Existing Conditions Assessment and is contained in [Appendix A](#).

4.1 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 4-1](#), 72% of commuters in Casa de Oro Connects study area (by census tract) drive alone to work followed by those that work from home and carpool (14%). Following the COVID pandemic, an increased number of employees are now falling into the work from home category. This may

Table 4-1. Transportation to Work Percentages

	Average
Drove Alone	72%
Carpooled	9%
Public Transportation	1%
Bicycle	1%
Walked	1%
Other Means	1%
Worked From Home	14%

Source: US Census Bureau, ACS 5-Year Data 2022

indicate a new trend enabled by an evolving workplace culture that allows 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 (i.e. Trolley).

Table 4-2 shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, a majority (71%) of residents within the study area 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 4-2. Vehicle Access by Household

	Average
No Access to a Vehicle	6%
1 Vehicle Available	23%
2 Vehicles Available	37%
3 Vehicles Available	21%
4 or More Vehicles Available	12%

Source: US Census Bureau, ACS 5-Year Data 2022



Intersection of Campo Road and Kenwood Drive

4.2 Existing Transportation Infrastructure

As discussed previously in the Access to Services and Resources section of this memorandum, it is important to note that the study area functions as a hub of community activity, including numerous important facilities such as the county library, churches, schools, and parks. Additionally, the hub serves as a direct connection to the Campo Road Commercial Corridor (Campo Road Corridor Revitalization Specific Plan). Identifying the existing transportation network and analyzing the current roadway conditions can provide additional insight into the overall transportation needs of the community.

Existing Roadway Conditions

This review of the existing roadway network focuses on higher classifications of Mobility Element roadways (Boulevards, Major Roads, Prime Arterials, Expressways, and Collectors) including the following. **Figure 4-1** shows the existing roadway classification.

Campo Road

This roadway is an undivided two-lane roadway with intermittent turn lanes trending in the east-west direction. It is classified as a Community Collector per the County's General Plan Mobility Element. The posted speed limit is 35 miles per hour (MPH).

Bancroft Drive

This roadway is an undivided two-lane roadway trending in the north-south direction. Along Bancroft Drive, there is a two-way left-turn lane that starts at Spring Place and ends at Troy Street. Bancroft Drive is classified as a Light Collector according to the County's General Plan Mobility Element. The posted speed limit is 35 MPH.

Kenwood Drive

This roadway is an undivided roadway that



Existing roadway condition along Campo Road

varies from a two-lane to a four-lane roadway in the County of San Diego. Kenwood Drive includes a two-way left-turn lane that starts at Bancroft Drive and ends at Helix Street, with intermittent turn lanes along the route. It is classified as a Light Collector per the County's General Plan Mobility Element . The posted speed limit is 35 MPH.

Troy Street

This roadway is an undivided two-lane roadway trending east-west within the study area, with a two-way left-turn lane and connecting to Bancroft Drive towards the east. Troy Street is classified as a Light Collector per the County's General Plan Mobility Element. The posted speed limit is 35 MPH.

California State Route 94

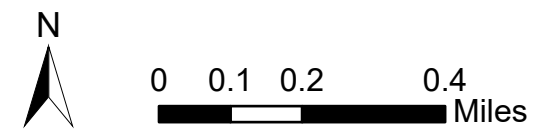
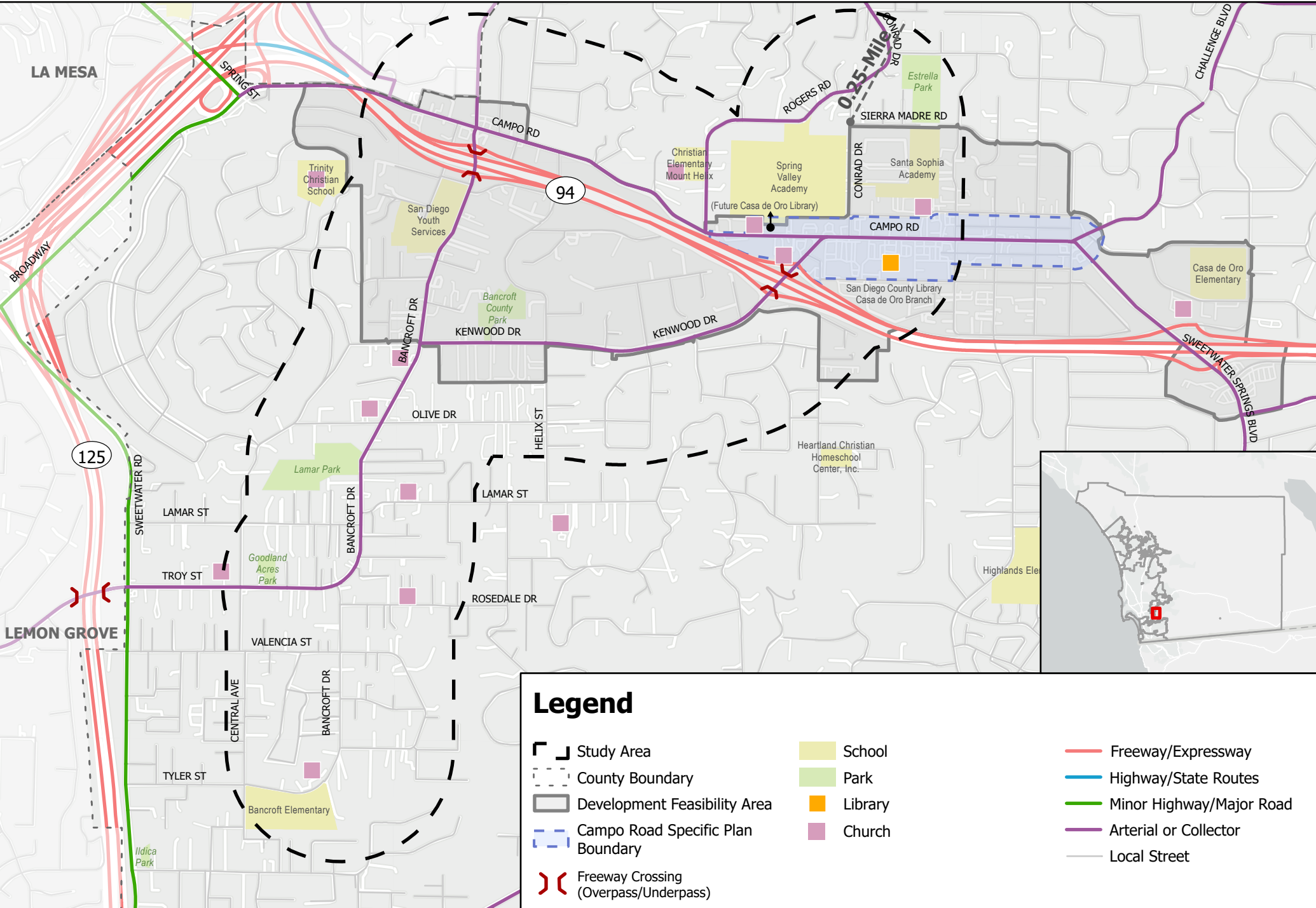
California State Route 94 (SR-94) is an east-west freeway in the San Diego County. Casa de Oro is located on the north side of SR-94, while Spring Valley is located on the south side. California State Route 125 (SR-125) is a north-south freeway that runs parallel to Sweetwater Road. SR-94 intersects with SR-125 at the northwest corner of the study area.

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 Infrastructure Gap Analysis (IGA) looked at the existing cross-section of these roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane 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 [Appendix B](#).

As discussed in the following sections, many key roadways lack sufficient pedestrian and bicycle facilities, increasing the risk of conflicts between vehicles and non-motorized users. These gaps in multimodal connectivity present a barrier for non-vehicle owners in navigating in and around the area.



Regional access via SR-94 and SR-125 on Bancroft Drive



Casa de Oro/Spring Valley

Figure 4-1. Existing Roadway Classification

Bicycle Facilities

Figure 4-2 shows the existing bicycle facilities within Casa de Oro community. As shown, a Class II bike lane is currently provided along Campo Road, Kenwood Drive, and Tyler Street, with intermittent segments on Troy Street. Bancroft Drive also provides a Class II bike lane, except for the roadway segment between SR-94 ramp and Tyler Street, where it is designated as a Class III bike route. In addition, a Class III bike route is provided along Central Avenue between Tyler Street and Troy Street. There are currently no other existing bicycle facilities on other roadways within the study area.



Class II bike lane on Campo Road (near Bancroft Drive)

Pedestrian Facilities

Generally, there is consistent sidewalk along the primary roadways within the study area, however improvements could be provided for better connectivity and accessibility, particularly to address sidewalk gaps along Campo Road and Kenwood Drive, as well as the sidewalk condition along Bancroft Drive. This is particularly important because the study area includes several nodes of activities, such as the Casa de Oro County Library, numerous churches of varying religions, a mixture of schools, and parks within the neighborhood. These pedestrian improvements would ensure that residents can easily and safely navigate to and from important community destinations.

Figure 4-2 also shows the existing pedestrian facilities within the Casa de Oro Connects Study Area, including sidewalks and marked crosswalks.



Utility poles in the middle of the pedestrian path of travel

There are currently sidewalks on both sides of Campo Road west of Bonita Street but become intermittent traveling west, with more frequent gaps on the south side. Starting from Rogers Road and traveling west, there is limited sidewalk presence with excessive gaps in the sidewalk connectivity, and only small segments identified at signalized intersections (i.e. Campo Road and Bancroft Road).

Along Kenwood Drive between Bancroft Drive and Helix Street, sidewalks are provided on both sides near Bancroft County Park. Traveling east from Helix Street, sidewalks are generally provided on the south side of the roadway along the corridor, with only sparse sections present on the north side.

Sidewalks along Bancroft Drive are generally provided on both sides but are very narrow, measuring approximately 3.5 feet wide, with some sections having utility poles located in the middle of the pedestrian path of travel. During trash pickup days it is typical to see trash bins located on sidewalks for pickup, this may cause pedestrians to walk in the street. Additionally in some areas, cars are parked on the sidewalks. Overall, the sidewalks on Bancroft Drive are in poor condition and could be improved.

There are currently intermittent sidewalks on both sides of Troy Street, Tyler Street and Conrad Drive. Similar to Bancroft Street, trash bins were observed on sidewalks as well as parked cars blocking pedestrian travel.

The lack of sidewalks throughout the community creates significant barriers for non-vehicle owners to navigate the community.

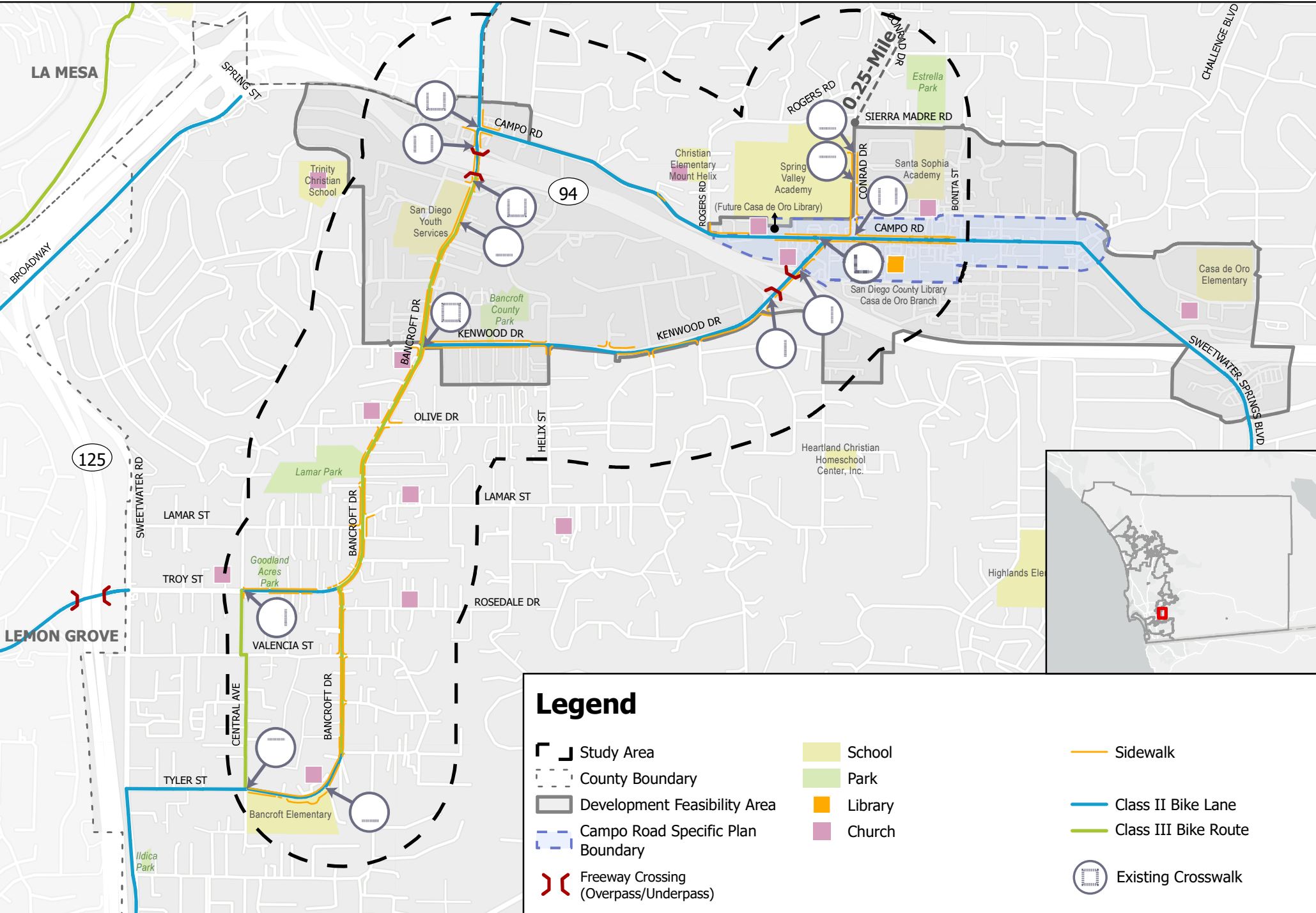
Existing marked crosswalks are shown in **Figure 4-2**. While these crosswalks are striped with pavement markings, the majority of these crossings are not ADA compliant (i.e., missing truncated domes and a detectable warning surface). In addition, although most crosswalk markings are high visibility, many standard crosswalk markings are faded and would require repainting.



Vehicles parked on the narrow sidewalks

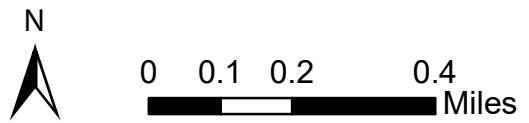


Wide & busy intersection (Campo Road and Bancroft Drive) with faded crosswalks



Casa de Oro/Spring Valley

Figure 4-2. Existing Bike and Pedestrian Facilities



Existing Transit Network

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

- Bus Route 855
- Bus Route 851

Currently, Bus Route 855 runs through Spring Valley and Casa de Oro connecting to La Mesa in the west and Rancho San Diego in the east. The route operates daily along Campo Road and Sweetwater Springs Boulevard, with about 30-minute headways.

Bus Route 851 connects Spring Valley to La Mesa via Sweetwater Road, Tyler Street, and Bancroft Drive. Route 851 operates Monday through Friday along the focus roadways within the study area, with about 60-minute headways. Both Route 855 and Route 851 provide a direct connection to the Orange Line at the closest trolley station, Spring Street Trolley Station.

Table 4-3 shows the average daily boardings between 2022 and 2024 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 a yearly rise in the Average Daily Boardings for both bus routes.

Table 4-4 shows the people getting on (boarding) and people getting off (alighting) on an average weekday in 2023 at the MTS bus stops within the study area. By corridor, Campo Road generally experiences higher average weekday ridership than Bancroft Drive, indicating that Campo Road is a more heavily utilized route for daily transit commuters. The highest boarding stops are at Campo Road & Conrad Drive, with over 60 daily riders on Route 855 for both eastbound and westbound directions.

Most of the bus stops in the Spring Valley/Casa de Oro community 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 4-5** shows the location of the existing transit stops as well as the existing amenities at each stop. **Figure 4-3** presents the transit routes and the geographic location for each bus stop with Stop ID. All bus stops are not ADA compliant with missing or



Bus Route 851 operating on Bancroft Drive

Table 4-3. Average Weekday Passengers by Route (2022-2024)

Route	FY2022 (July 2021 - June 2022)	FY2023 (July 2022 - June 2023)	FY2024 (July 2023 - June 2024)
	Average Daily Boardings (2022)	Average Daily Boardings (2023)	Average Daily Boardings (2024)
855	403	539	644
851	144	177	219

Source: San Diego Metropolitan Transit System Performance Monitoring Report FY 2022/2023/2024

Table 4-4. Average Weekday Transit Ridership (2023)

		Alighting	Boarding	Total	Alighting	Boarding	Total
Bus Stop	Stop ID	Eastbound			Westbound		
01 Campo Rd & Merritt Bl (EB)	40161	3	1	3	N/A	N/A	0
02 Campo Rd & Merritt Bl (WB)	40277	N/A	N/A	0	0	2	2
03 Campo Rd & Bancroft Dr (EB)	40165	21	19	40	N/A	N/A	0
04 Campo Rd & Bancroft Dr (WB)	40279	N/A	N/A	0	16	15	31
05 Campo Rd & Helix Ln (WB)	40398	N/A	N/A	0	0	2	2
06 Campo Rd & Helix Ln (EB)	40167	3	1	4	N/A	N/A	0
07 Campo Rd & 9400 (WB)	41172	N/A	N/A	0	1	1	2
08 Campo Rd & Rogers Rd (WB)	40282	N/A	N/A	0	3	4	7
09 Campo Rd & Kenwood Dr (EB)	40046	24	3	27	N/A	N/A	0
10 Campo Rd & Kenwood Dr (WB)	40405	N/A	N/A	0	2	18	20
11 Campo Rd & Conrad Dr (EB)	40049	40	27	68	N/A	N/A	0
12 Campo Rd & Conrad Dr (WB)	40286	N/A	N/A	0	23	42	65
13 Campo Rd & Bonita St (WB)	40408	N/A	N/A	0	8	24	32
14 Campo Rd & Bonita St (EB)	40052	30	19	49	N/A	N/A	0
Total MTS Transit (Campo Road)		120	70	190	52	108	160
Bus Stop	Stop ID	Northbound			Southbound		
15 Bancroft Dr & Spring Valley Elementary (SB)	88971	N/A	N/A	0	4	2	6
16 Bancroft Dr & Spring Valley Elementary (NB)	88972	4	2	6	N/A	N/A	0
17 Bancroft Dr & Kenwood Dr (NB)	88936	4	11	15	N/A	N/A	0
18 Bancroft Dr & Kenwood Dr (SB)	88937	N/A	N/A	0	15	9	24
19 Bancroft Dr & Switzer Dr (NB)	41121	1	3	4	N/A	N/A	0
20 Bancroft Dr & Switzer Dr (SB)	41124	N/A	N/A	0	2	0	2
21 Bancroft Dr & Lamar St (NB)	41120	3	17	20	N/A	N/A	0
22 Bancroft Dr & Lamar St (SB)	41125	N/A	N/A	0	12	5	17
23 Bancroft Dr & Valencia St (SB)	41126	N/A	N/A	0	8	3	11
24 Bancroft Dr & Valencia St (NB)	41119	3	10	13	N/A	N/A	0
25 Bancroft Dr & 2300 (SB)	41127	N/A	N/A	0	5	1	6
26 Bancroft Dr & 8963 (NB)	41118	2	6	8	N/A	N/A	0
Total MTS Transit (Bancroft Dr)		16	49	66	45	22	66
Total MTS Transit		136	120	256	97	130	226

Source: SANDAG Open Data Portal - Average Weekday Transit Ridership by Route/Stop (SANDAG) 2023



Typical bus stop with sign and trash receptacle

narrow sidewalks and may hinder users using public transportation. The County experiences extreme heat during the summer months which may impact transit ridership. Providing covered shelters at bus stops or benches with shade trees can provide residents additional comfort when choosing to take public transportation. It is also important for the County to ensure that all residents have access to existing bus stops and making sure all stops are ADA compliant with adequate sidewalks. Inadequate or lack of infrastructure can be a hinderance for residents to choose to take public transportation.

4.3 Key Takeaways

A review of the existing pedestrian, bicycle, and transit facilities within the Casa de Oro Connects study area shows an auto-dependent infrastructure with several gaps in sidewalk and bicycle connectivity. In addition, commuters that rely on transit may experience challenges in aligning transfer schedules.

These challenges to access alternative modes of transportation highlight the need

In addition to the standard bus 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 $\frac{3}{4}$ 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.

Enhance Accessibility



Improve Connectivity

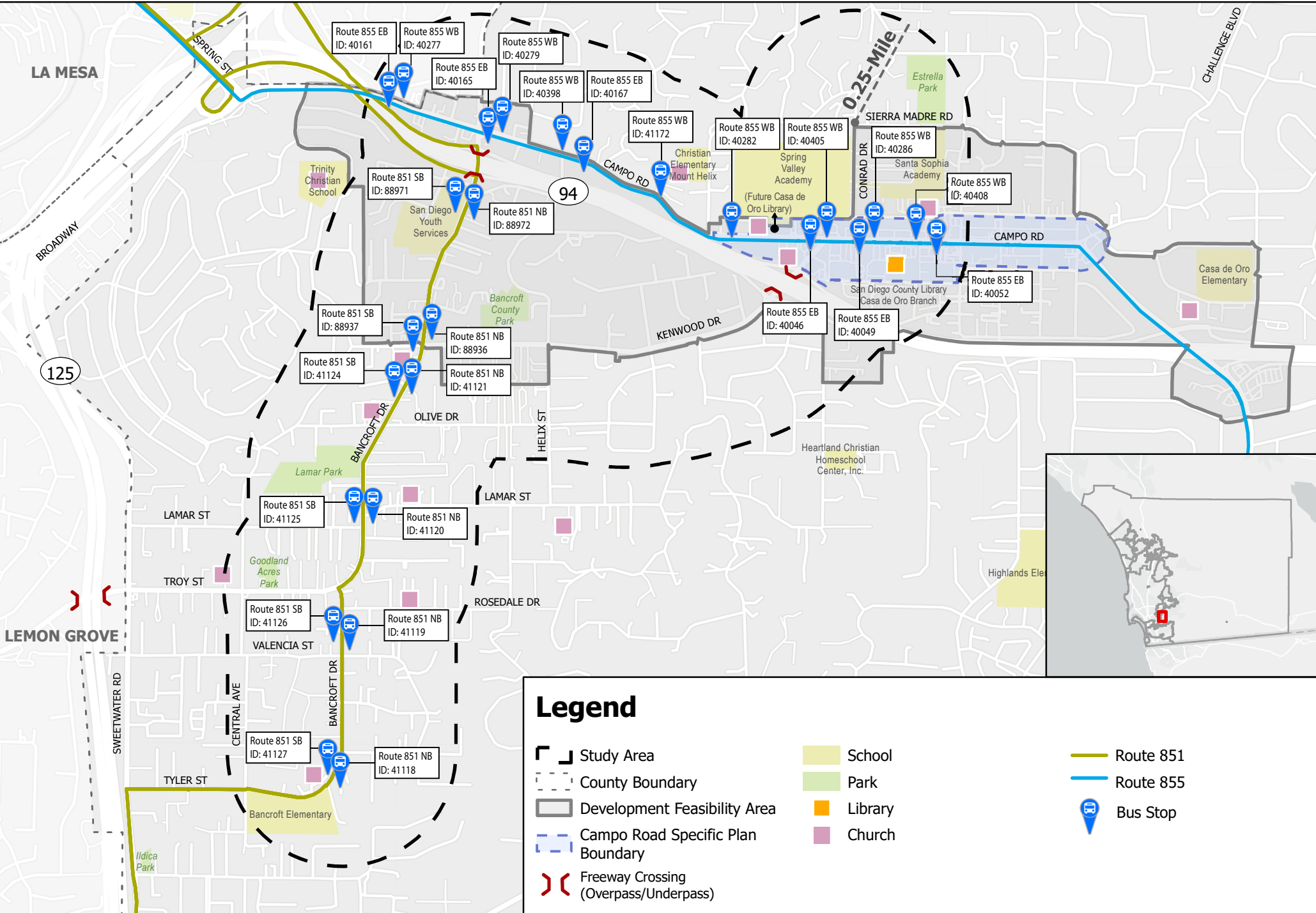
to improve connectivity for all modes of transportation options. These findings are further supported by the feedback received from the community and discussed further in Chapter 5.

Table 4-5. Bus Stop Amenities

MTS Bus Stop	Stop ID	Available Amenities						
		Shelter	Bench	Transh Receptacle	Sign	Map	Lighting	ADA Compliant
01 Campo Rd & Merritt Bl (EB)	40161				●		●	
02 Campo Rd & Merritt Bl (WB)	40277				●		●	
03 Campo Rd & Bancroft Dr (EB)	40165		●	●	●		●	
04 Campo Rd & Bancroft Dr (WB)	40279				●		●	
05 Campo Rd & Helix Ln (WB)	40398				●			
06 Campo Rd & Helix Ln (EB)	40167		●	●	●		●	
07 Campo Rd & 9400 (WB)	41172		●		●		●	
08 Campo Rd & Rogers Rd (WB)	40282		●		●		●	
09 Campo Rd & Kenwood Dr (EB)	40046		●	●	●			
10 Campo Rd & Kenwood Dr (WB)	40405		●	●	●			
11 Campo Rd & Conrad Dr (EB)	40049	●	●	●	●	●	●	
12 Campo Rd & Conrad Dr (WB)	40286	●	●	●	●	●		
13 Campo Rd & Bonita St (WB)	40408	●	●	●	●	●	●	
14 Campo Rd & Bonita St (EB)	40052	●	●	●	●	●		
15 Bancroft Dr & Spring Valley Elementary (SB)	88971			●	●		●	
16 Bancroft Dr & Spring Valley Elementary (NB)	88972			●	●		●	
17 Bancroft Dr & Kenwood Dr (NB)	88936		*	●	●		●	
18 Bancroft Dr & Kenwood Dr (SB)	88937			●	●		●	
19 Bancroft Dr & Switzer Dr (NB)	41121		*	●	●			
20 Bancroft Dr & Switzer Dr (SB)	41124			●	●			
21 Bancroft Dr & Lamar St (NB)	41120			●	●		●	
22 Bancroft Dr & Lamar St (SB)	41125				●			
23 Bancroft Dr & Valencia St (SB)	41126			●	●		●	
24 Bancroft Dr & Valencia St (NB)	41119		*	●	●			
25 Bancroft Dr & 2300 (SB)	41127				●			
26 Bancroft Dr & 8963 (NB)	41118				●			

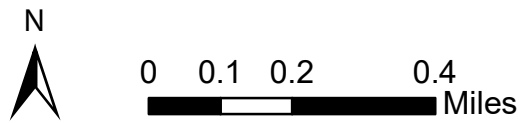
Note: Bus stop locations are illustrated in Figure 4-3 and illustrated in order: Campo Road; Bancroft Drive

* Facilities exist but has indications of damage/disrepair.



Casa de Oro/Spring Valley

Figure 4-3. Existing Public Transit Facilities





“

As the heat increases maybe offer more transit/trolley/microtransit, kids and people won't want to bike if high heat and no shade.

”

- Casa de Oro/Spring Valley Resident
July Community Workshop

5. STAKEHOLDER ENGAGEMENT & COMMUNITY OUTREACH

Involving the Casa de Oro / Spring Valley community was crucial to ensure the findings of the CNA and Community Profile are reflective of the conditions that the residents experience every day. This section summarizes the community-centered outreach strategy, engagement activities, and key community takeaways which helped inform this plan's recommendations and was essential to ensuring this plan reflects the actual needs, and priorities of the community. Throughout the duration of the outreach, specific feedback was evaluated to ensure it aligns with the Policy and Planning context discussed in Chapter 2.

5.1 Engagement Strategy

Prior to initiating engagement with various stakeholders and outreach with the community, a comprehensive *Stakeholder Engagement Strategy (SEP)* was developed that outlined a detailed approach and methodology for an integrated technical planning, community outreach, and engagement process. The SEP provided an overview of the community background and outlined the approach and goals for stakeholder engagement including overall objectives, a stakeholder and communication methods analysis, and phase-based objectives, communications and engagement activities. To ensure equitable participation, the outreach process prioritized engaging historically underrepresented groups, including non-English-speaking residents, transit users, and lower-income households.



INFORMATION

- What questions do you have about the project purpose and background?



INSIGHTS

- Which of the findings are most related to your mobility experiences in Casa de Oro and Spring Valley community? Why?
- Do you have additional mobility experiences in Casa de Oro and Spring Valley to add to the assessment findings?
- Based on your mobility experiences and needs in Casa de Oro and Spring Valley community, which potential mobility improvements or programs are most important to you?



INVOLVEMENT

- Are there additional ways that would help you to stay involved?

Figure 5-1. Key questions for stakeholders and community members

Overall, the goal of stakeholder engagement for Casa de Oro Connects is to facilitate inclusive community engagement through community-centered outreach. The 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

5.2 Outreach Process

The outreach and engagement process collected community input on areas of concern that were their highest priorities for mobility improvements. The Public outreach efforts also sought to facilitate input about potential improvements for the areas of concern. This section summarizes the overall outreach process, and the feedback is provided in Section 5.3.

Stakeholder engagement is organized into two phases of the Casa de Oro Connects process:

- **Phase I: Community Needs Assessment and Opportunities**
- **Phase II: Draft and Final NMP.**



Community input collected from the in-person workshop

The various engagement activities conducted during Phase I included the following:

- **Launch of “Engage Casa de Oro Connects” 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 July 15, 2025, at the Casa de Oro Library within the Casa de Oro 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 Spring Valley Library and Gymnasium**, within the study area, as follows:
 - ◇ Spring Valley Day, a free street fair hosted by the Spring Valley Community Association, occurred on April 26, 2025 at the intersection of Bancroft Drive and Tyler Street.
 - ◇ Jazz in the Park, a free music event hosted by the Casa de Oro Alliance, occurred on June 22, 2025 at Estrella County Park, 9813 Estrella Drive.
 - ◇ Bancroft Elementary School Back to School Night for parents and students occurred on August 21, 2025.
 - ◇ Spring Valley Academy Back to School Night for parents and students occurred on August 27, 2025.
- **Communications with the Chair of the Casa de Oro Alliance** resulted in the Chair's request that the Draft Plan 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.

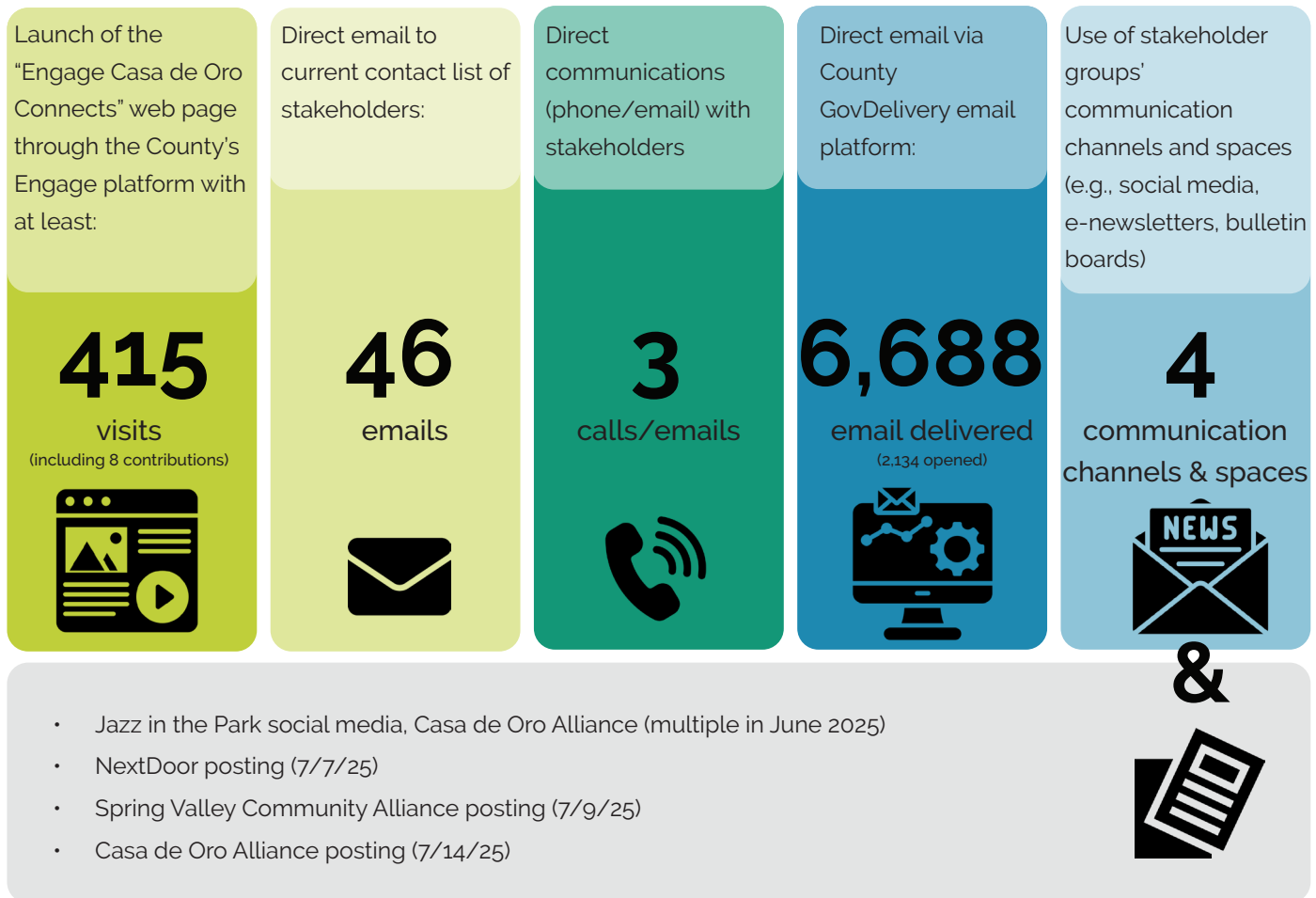


Figure 5-2. Phase I Outreach Strategies and Communication Methods

5.3 Outreach Summary

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

- Fill gaps in the sidewalk network to strengthen connections from the neighborhoods to the major corridors, schools, parks, and similar destinations
- Improve traffic safety through multiple means including:
 - Calming traffic and reducing speeds on major corridors
 - Removing blind spots
 - Reducing congestion at freeway interchanges
 - Increasing enforcement
- Improve pedestrian safety, crossings, lighting, and access at key community destinations, particularly schools and parks
- Expand transit options that improve connections to the San Diego Trolley and increase local service levels
- Provide comfort features at transit stops, particularly for heat
- Create improved or separated bicycle facilities on major corridors

Community Workshop

The Community Workshop for Phase I of Casa de Oro Connects occurred on July 15, 2025 from 5:30pm to 7pm in the Community Room of Casa de Oro Library, located at 9805 Campo Road, Spring Valley. Seventeen (17) 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.

The workshop included a brief slideshow presentation providing an overview of the project and its purpose as well as its relation to other ongoing County efforts, including the DFA. The project team shared the results of the existing conditions and broke out into small group discussions which focused on the

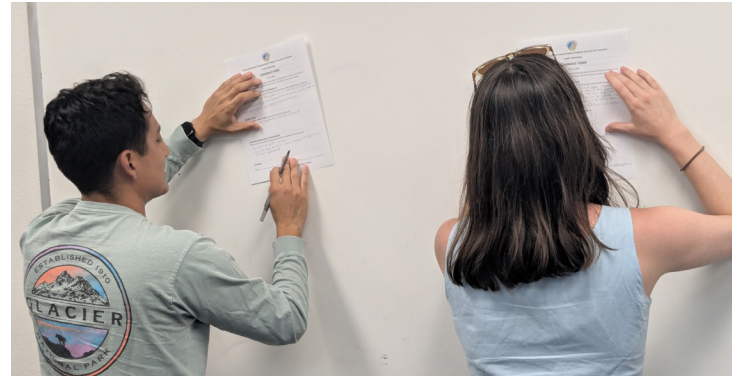
following questions:

- a. What sounds familiar (or not) based on your experience moving around the Casa de Oro and Spring Valley community ?
- b. What other mobility experiences do you have?
- c. What, if anything, makes it difficult to access transit in this area?



Slideshow presentation at the community workshop

The workshop then transitioned to a short presentation on potential improvement opportunities and sought the communities feedback on which improvements might fit within the community. Participants and project team members then reconvened around the maps arrayed on the tables to discuss and make notes on the following question:



Collecting community inputs at the workshop

“Based on your mobility experiences and needs in the Spring Valley community, which potential mobility improvements or programs are most important to you?”

Improve roadway safety through speed controls and safer crossings

- o *Slow vehicle traffic and increase safety and pedestrian comfort on routes that connect school sites, parks, and transit stops through multiple methods, such as:*
 - *Along major pedestrian and bike routes: Kenwood Drive, Campo Road, and Bancroft Road*
 - *Freeway under-crossings*
 - *Increase police patrols during high traffic periods*
- o *Improve safety at major roadways and intersections including at:*
 - *Kenwood Drive at Campo Road and Bancroft Road*
 - *Valencia and Avocado streets*
 - *Barcelona and Campo Road*
 - *Bancroft Road and SR-94 ramps*
- o *Improve visibility at blind spot locations such as:*
 - *Campo Road intersections*
 - *Kenwood Drive near Bancroft County Park*
 - *Andreen and Kenwood Ct.*
- o *Study the potential for traffic circles at major intersections*
- o *Speed Feedback Signs*



Enhance the bikeway network to support safer and more efficient bicycle travel

- o *Create more separated/protected bike routes*
- o *Explore potential of bikeways and pathways along flood channels*
- o *Clean bikeways and roadways to improve safety*

continue...

continue...

Strengthen pedestrian connectivity and safety

- o Close the gaps in the sidewalk network, particularly between the residential areas, schools, retirement homes, and major destinations.
 - *Kenwood Drive between Bancroft Drive and Campo Road*
 - *South of SR-94 between Sweetwater Springs Boulevard and Heartland Christian Homeschool*
 - *South Barcelona*
 - *Helix Street between Kenwood Drive and Lamar Street*
 - *Memory Lane to the National Historic Landmark*
 - *Bancroft Drive and Tyler Street for school access to Bancroft Elementary School*
- o Add crosswalks at key intersections and community destinations, including but not limited to these locations:
 - *Lamar Park on Bancroft Drive*
 - *Transit stops on Avocado Road and Campo Road*
- o Ensure full ADA compliance of current and future pedestrian infrastructure
- o Reduce number of driveway cutouts along Campo Road
- o Increase enforcement of vehicles parked on sidewalks
- o Include Sweetwater Springs Road as a corridor in this study

Expand fixed-route transit services and offer microtransit options to better accommodate varied travel demands

- o *Strengthen connection to San Diego Trolley:*
 - *Frequency of bus connections in the community*
 - *High speed bus service along freeways to major destinations (e.g., SDSU, Cuyamaca College)*
- o *Provide free fares for youth and seniors, if not all residents*
- o *Increase transit connections and stops near school sites*
- o *Create local microtransit options for local destinations*
- o *Provide comfort features and amenities at transit stops, especially shelter and shade*
- o *Explore the potential for separate bus lanes on Campo Road*
- o *Improve parking options at Trolley stations*

Collaborate with other County departments to support and advance mobility-related efforts

- o *Plan mobility improvements with housing and mixed-use development plans*
- o *Explore historic and business improvement districts as ways to improve infrastructure*
- o *Improve access points to Lamar Park*
- o *Develop Bancroft County Park*
- o *Address parking needs near Campo Road*
- o *Increase public communications about planning activities*
- o *Improve flooding conditions during major rain events, such as on Bancroft Road*

Figure 5-3. Key theme and example comments from participants

Detailed transcripts from the public workshop are contained in [Appendix C](#).

Spring Valley Day 2025

As part of the outreach efforts, County staff hosted a booth at the Spring Valley Day event on April 26, 2025 from 10am to 3pm. This annual event was held within Tyler Street between Bancroft Drive and Central Avenue and includes a street fair, a car show, live music, live vendors, and civic group organizations. During the event, feedback regarding mobility conditions within the Casa de Oro and Spring Valley community was gathered from local attendees and a total of 42 comments were recorded. In addition to collecting written feedback, County staff actively engaged with 58 individuals, discussing various aspects of the project.

Following are key themes of participants' input at the Spring Valley Day outreach event, specifically within the Casa de Oro Connects study area, along with some example comments from participants.

Concerns regarding sidewalk connectivity and pedestrian crossing safety

- o "Need sidewalks near Kenwood Dr"
- o "[Safer] pedestrian crossings near Bancroft Dr and Troy Street"
- o "Fred's Urban Farm next to Highland Elementary has no safe crosswalks. People run/cross street unsafely through traffic"



Implementing traffic calming measures to reduce speeding is crucial for improving road safety

- o "[Need] speed bumps and stop sign. Already had deaths near Bancroft Elementary"
- o "Cars drive too fast"

Desire for micro-transit options and other amenities

- o "Small/Little bus service used to come up Campo Rd, S. Barcelona, & E. Austin. Would be helpful to have something similar to help people get around"
- o "More lighting on Bancroft"

Figure 5-4. Key theme and example comments from Spring Valley Day



Detailed transcripts pop-up tabling comments are contained in [Appendix D](#)

Jazz in the Park

On June 22, 2025, the Casa de Oro Alliance hosted a vibrant community event called Jazz in the Park at Estrella County Park, which is located within the study area. The event ran from 5pm to 7pm and served as a festive kickoff to the summer season. The evening featured a live performance by The Enrique Wilcox Trio, attendees brought chairs and enjoyed the music in a relaxed, outdoor setting. Project team members hosted pop-up tabling at the event with the intention of connecting with community members and introducing them to the project as well as inviting them to the future community workshop scheduled for July 15, 2025



Project team members set up a folding table, County-branded tablecloth, project area maps, input forms, and community workshop flyers. Team members interacted with approximately 30 adults and youth and took notes on their behalf about their mobility experiences and mobility needs in the study area.



Following are key themes of Jazz in the Park attendees' input, along with example comments:

Pedestrian facility and safety improvements are urgently needed

- o "Would like to walk around more – sidewalks"
- o "Estrella Drive [has] no sidewalks [from] N Bonita Dr until San Juan/Campo Road"
- o "White apartments near park are rundown [by building that burned down], cannot walk to school there are scary people on sidewalks"
- o "Lots of people living here have dogs, but no place to walk their dogs."



Implementing traffic calming measures to reduce speeding for road safety

- o "Kenwood near 94 and Campo Road [is a] very dangerous intersection"
- o "[Need] speed bumps on Estrella Drive"

Improvement of roadway condition and safety is necessary

- o "Roadwork [is] terrible on Barcelona Street [and] Campo Road"
- o "[Have] less parking near intersections so visibility is better pulling out, [reducing] blind spots"

Better options for transit and microtransit

- o "No shade at bus stops by shell [station]"
- o "Microtransit to get to and from Rancho SF college and trolley on Spring"

Figure 5-5. Key theme and example comments from event participants

Detailed transcripts pop-up tabling comments are contained in [Appendix D](#)

Bancroft Elementary School Back to School Night

On August 21, 2025, Bancroft Elementary School in Spring Valley hosted its annual Back to School Night from 5:00 to 6:00 PM, welcoming students and families to kick off the 2025–2026 academic year. The event provided an opportunity for parents to meet teachers, tour classrooms, and learn more about school programs and expectations. County staff set up a pop-up table to engage with families, provide brief project information, and gather input on mobility needs as part of the Casa de Oro Connects outreach efforts. County staff actively engaged with 18 individuals during the event, including both parents and students.



Following are key themes from input provided by attendees of Bancroft Elementary Back to School Night, along with example comments:

Implementing speed control measures, especially near school, would greatly enhance safety

- o *"Add more stop signs by schools"*
- o *"Need to slow cars on Bancroft"*
- o *"Too many drivers speeding throughout"*
- o *"Speeding drivers nearby schools"*
- o *"Add flashing signs"*



Improve sidewalk connectivity and safety near the school and throughout the community

- o *"Need better path near Bancroft Elementary"*
- o *"More sidewalks, throughout community"*
- o *"No sidewalks on Bancroft"*

Figure 5-6. Key theme and example comments from Bancroft Elementary

Detailed transcripts pop-up tabling comments are contained in [Appendix D](#)

Spring Valley Academy Back to School Night

Spring Valley Academy welcomed families on August 27, 2025, for its annual Back to School Night, marking the start of the new school year for middle school students in the Spring Valley and Casa de Oro community. The event created a lively and engaging environment where parents had the chance to meet educators, explore classroom spaces, and learn about academic expectations for grades 6 through 8. During the evening outreach event, the County staff set up a pop-up table to engage with local families and share details about Casa de Oro Connects. County staff offered a brief introduction to the project and gathered feedback on mobility challenges in the area. County staff actively engaged with 33 individuals during the event, including both parents and students, and a total of 19 comments were recorded.



Following are key themes from input provided by attendees of Spring Valley Academy Back to School Night, along with example comments:

Traffic calming measures improve pedestrian safety, especially for children walking near schools and parks

- o "Accidents happening on Campo Rd and near Kenwood by Carl's Jr. A lot of kids walk in this area and it's not safe"
- o "Cars are too fast at Lamar Park"
- o "Need rumble strips and speed bumps"
- o "Need stop sign at Par Dr and Link Dr, car accidents [happened]"

Enhance pedestrian infrastructure and implement safety measures

- o "Roger Rd needs sidewalk"
- o "No sidewalks to schools"
- o "[Need] crosswalk lights, safe crosswalks near schools"



Figure 5-7. Key theme and example comments from Spring Valley Academy

Detailed transcripts pop-up tabling comments are contained in [Appendix D](#)

Interactive GIS Map

In addition to the Community Workshop and pop-up tabling events, the project website allowed the public to utilize an interactive GIS-based map to drop pins on specific locations and leave comments.

During the Phase I engagement process, the following comments were provided via this interactive online map:

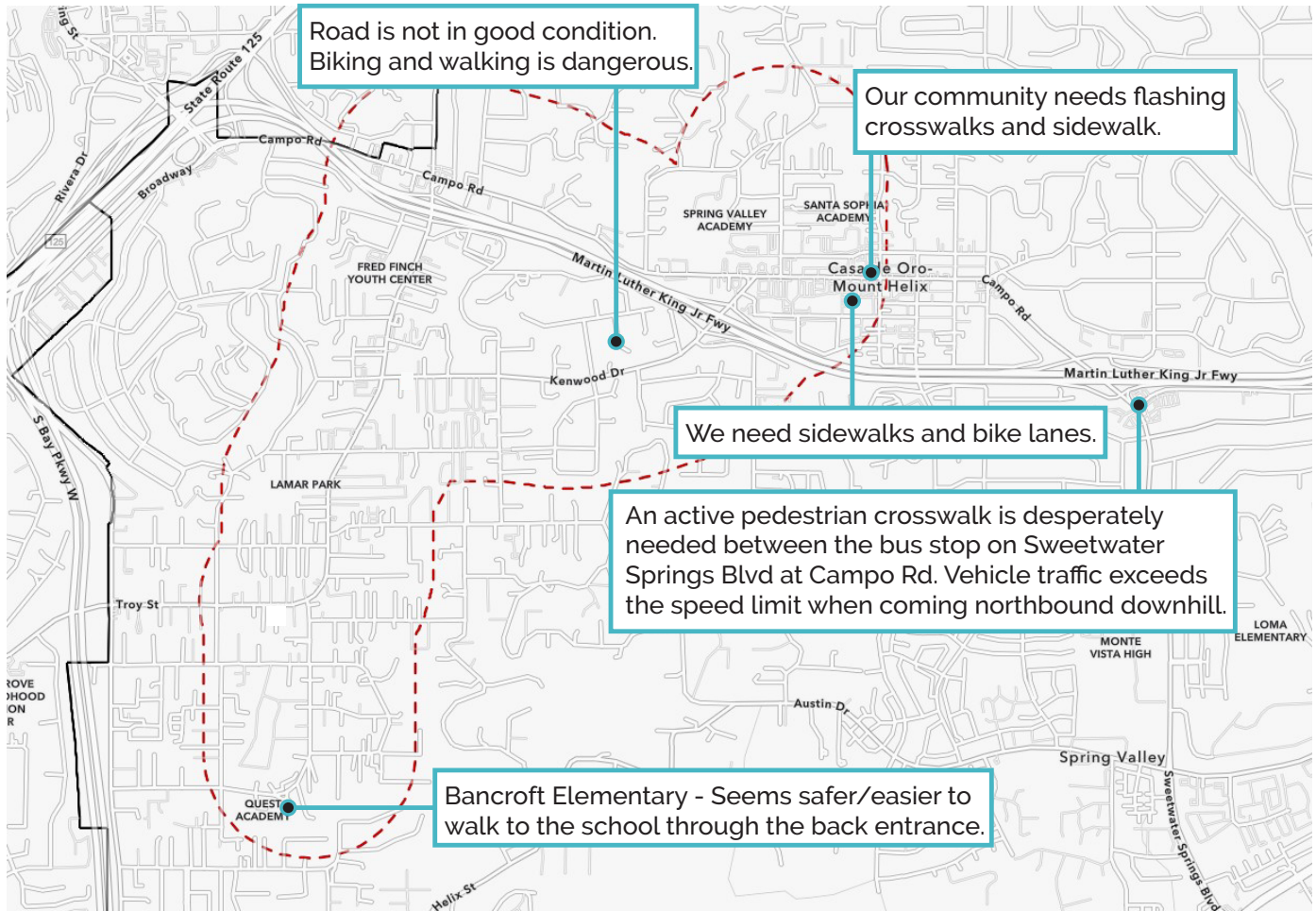


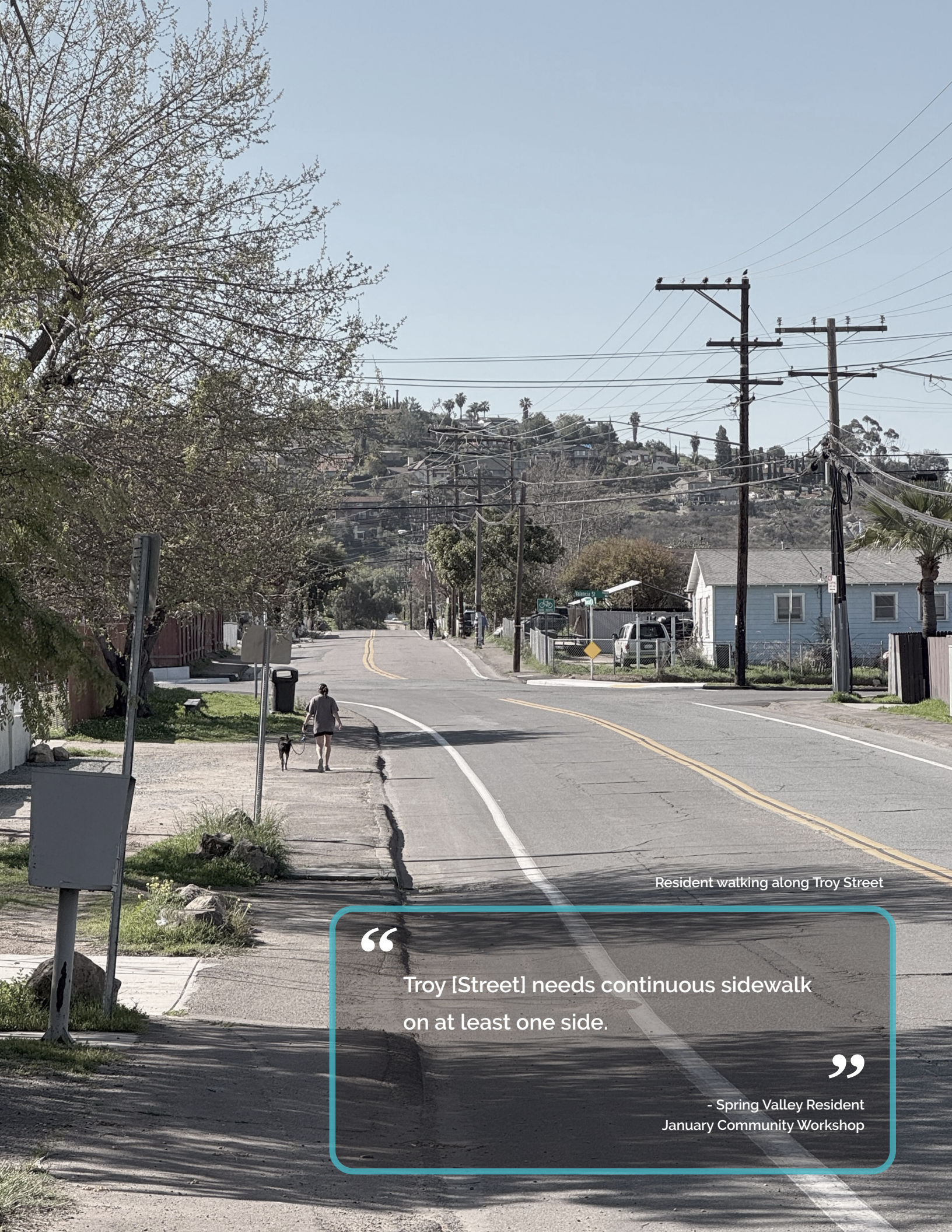
Figure 5-8. Interactive GIS Map with drop pins and comments

Detailed transcripts pop-up tabling comments are contained in [Appendix D](#)

What's Next?

The community engagement process reinforced the key findings from the Community Needs Assessment and identified priority areas for mobility improvements. Chapter 6 translates these insights into specific goals, objectives, and strategies that will guide transportation investments in the Casa de Oro and Spring Valley community.

Note: The views and opinions expressed herein reflect quotes received from individual residents during the outreach process and do not necessarily reflect those of other residents or the County.



Resident walking along Troy Street

“

Troy [Street] needs continuous sidewalk on at least one side.

”

- Spring Valley Resident
January Community Workshop

6. GOALS, OBJECTIVES & STRATEGY

This chapter presents community-informed goals, measurable objectives, and actionable strategies to guide mobility improvements in the Casa de Oro and Spring Valley community. These components provide a framework for prioritizing transportation investments and ensuring alignment with the County's broader General Plan mobility goals.

Identifying goals help residents consider the long-term outcomes and ambitions that may be reasonable to achieve within their community. These goals were informed by the community as part of the engagement process and considered during the community needs assessment. Breaking down these goals into objectives will create actionable directives based on best practices in order to guide the potential improvements that have been recommended.



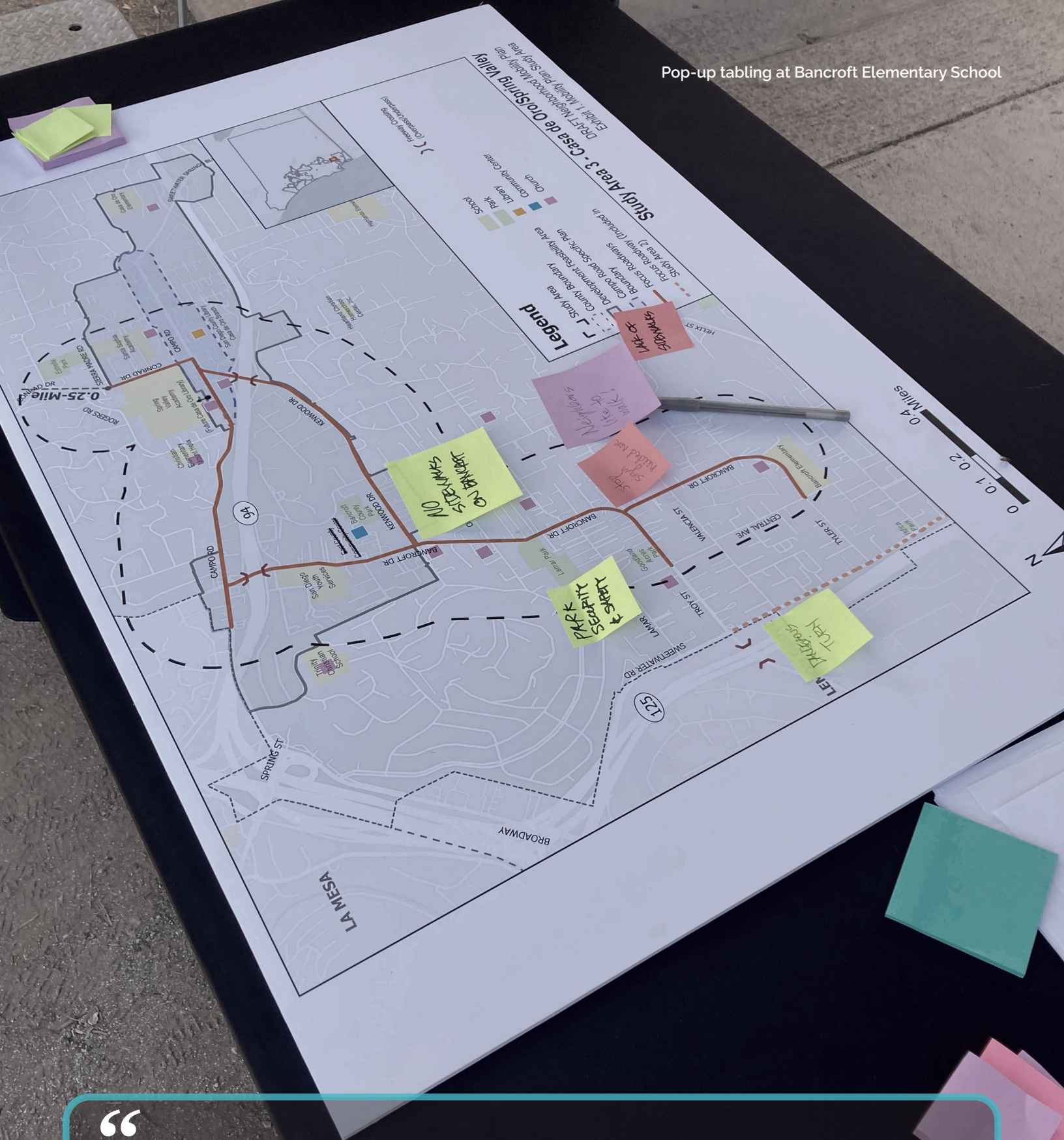
The goals, objectives, and strategies outlined in [Table 6-1](#) endeavor to create a built environment to create a more efficient and sustainable transportation system in support of the overall goals of the County's General Plan Circulation Element.

Table 6-1. Goals, Objectives & Strategies

	Goals	Objectives	Strategies
1	Promote mobility and accommodate multimodal travel options	Accommodate multimodal travel options (e.g. walking, biking, rolling, micro-mobility, and public transit).	Improve access to existing pedestrian, bicycle, and transit facilities throughout the Casa de Oro/Spring Valley community.
			Encourage bicycle ridership as a viable mobility option by providing accessible and secure bicycle lockers at end-of-trip facilities (i.e. Estrella Park, Lamar Park, Schools & County Library).
			Plan for bicycle and pedestrian projects when designing future roadway improvements.
		Maximize pedestrian safety by improving pedestrian facilities	Improve existing sidewalks throughout the Casa de Oro/Spring Valley community to meet ADA standards and ensure accessibility for all users of all abilities.
			Construct future sidewalk connections to prioritize pedestrian safety and comfort.
			Improve pedestrian crossing facilities by providing enhanced crosswalk markings, lighting, and signage at intersections and midblock crossings.
			Improve pedestrian experience on Campo Road, Bancroft Drive, Kenwood Drive, Troy Street and other key roadways by improving sight distance, providing essential amenities (i.e. shade) as well as safety features (i.e. lighting).
		Maximize cyclist safety by improving bicycle facilities	Prioritize pedestrian safety improvements for high-traffic volume intersections and roadway segments identified in the LRSP.
			Plan for and construct future bicycle facilities throughout the Casa de Oro/Spring Valley community (i.e. buffered bike lanes or protected bike lanes) for users of all ages and abilities that is consistent with the County's Mobility Element Plan and Active Transportation Plan.
		Maximize commuter safety by improving transit facilities	Provide enhanced amenities (shelters, benches, maps, trash enclosures) at existing and future bus stops throughout the Casa de Oro/Spring Valley community.
Provide adequate & convenient access to bus stops for pedestrians and bicyclists (i.e. sidewalk connections).			
Increase commuter visibility by improving lighting at bus stops throughout the Casa de Oro/Spring Valley community.			
Reduce greenhouse gas emissions through reduced reliance of single-occupancy vehicles.	Enhance existing MTS services, improve connections to the San Diego Trolley, and explore opportunities to develop new alternate transit services such as microtransit.		
	Encourage existing ride-on-demand and vanpool programs. Formalize new programs where they do not currently exist.		
2	Improve communication between regional stakeholders, community members, and organizations	Analyze opportunities to better connect unincorporated communities to SANDAG's 2021 Regional Plan (as well as the future 2025 Regional Plan) and further state planning priorities (e.g. infill development, job/housing balances, equity).	Increase communication between agencies, stakeholders, and local residents that enhances dialogue and collaboration.
		Establish and grow the active transportation networks in unincorporated communities consistent with the County's ATP as well as SANDAG's "Riding to 2050" Regional Bike Plan (2010).	Prioritize transportation projects that connect neighborhoods to places of interest, including Bancroft Elementary, Casa de Oro Elementary School, Spring Valley Academy, Santa Sophia Academy, Christian Elementary Mount Helix, County Parks, and the County Library
		Identify future opportunities and resources from local, state, and federal agencies to further any future land use changes, policy changes, and investment to achieve community visions.	Track grant and funding opportunities to support transportation projects
3	Strengthen alignment of mobility and transportation with expanded community capacities/resources, and improved public health	Support opportunities for affordable, infill, and transit-oriented housing.	Coordinate with ongoing County efforts, including the DFA, SEEDS, and Green Streets, to align transportation projects with future infrastructure needs.
		Support public health by promoting sustainable infrastructure.	Integrate sustainable infrastructure (i.e. green streets, permeable pathways & parking areas, enhanced vegetation, shaded landscaping) in future roadway projects.

	Goals	Objectives	Strategies
4	Collaborate directly with community	Facilitate the continuous refinement, pilot program development and project implementation concurrently with the County's Sustainable Land Use Framework (Framework) development and Integrated Planning Approach (IPA) as well as the DFA to engage communities, explore data, capacities and needs, and develop community "visions."	Establish a dedicated transportation focused subcommittee as a subsidiary of the Casa de Oro Alliance that routinely meets with community members as well as County representatives.
		Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making.	Conduct community outreach workshops and events in a way that encourages public participation
		Utilize a consensus-based approach, to check in on the consensus of community recommendations at multiple points in the visioning and prioritization process.	Prioritize transportation projects that are championed by the community
5	Decrease Greenhouse Gas Emissions	Expand transportation options beyond reliance on fossil fuel based vehicles.	Incentive personal electric and hybrid vehicles by providing enhanced EV infrastructure (i.e. charging stations) at places of interest throughout the Casa de Oro/Spring Valley community
			Incentivize electric and hybrid vehicles within the public transit fleet of vehicles.

The goals, objectives, and strategies outlined in **Table 6-1** provide a framework for improving transportation equity, safety, and sustainability in the Casa de Oro and Spring Valley community. These priorities, informed by community engagement and policy alignment, guide the selection of specific infrastructure improvements and programs detailed in the next section.



“

There are no sidewalks on Bancroft [Drive], it is not safe to walk.

”

- Casa de Oro/Spring Valley Resident
Bancroft Elementary Back to School Night

7. POTENTIAL IMPROVEMENTS & PROGRAMS

Within the CBT Framework Guidelines is a Transportation Toolbox with flexible design options oriented towards improving safety for all uses, calming vehicular speeds, and improving access to pedestrian, bicycle and transit facilities. Also included in the toolbox are various policies and programs that, while not necessarily changing the built environment, could help improve the transportation environment. These treatment options are geared to improve the environment for all users, drivers, pedestrians, and bicyclists alike. This is a full comprehensive list of potential improvements, however not every single treatment is a fit for the Casa de Oro Connects community.

Based on the results of the existing conditions assessment, findings and feedback from the outreach process, and input from the community, the following sections summarize potential transportation investment opportunities for the Spring Valley community. These improvements have been categorized into short-term, medium-term, and long-term improvements depending on how complicated the projects are, ease of implementation, and availability of funding.

Short Term

Include quick wins, minor infrastructure upgrades, signage & safety enhancements, etc. (Could be implemented within the next 2 to 5 years)

Mid Term

Include projects with moderate investments requiring additional funding, planning, design, or policy modifications. (Could be implemented in the next 5 to 10 years)

Long Term

Include large capital projects with major infrastructure changes that require ongoing regional coordination as well as future funding sources. (Could be implemented in the next 10 to 20)

As further explored in Chapter 8: *Next Steps*, implementation of these potential projects will depend on available funding, coordination with regional agencies, and feasibility assessments. Potential funding sources include SANDAG's Active Transportation Grant Program, California's Sustainable Transportation Planning Grants, and TransNet local sales tax revenues. Where applicable, connection to the County's Capital Improvements Project (CIP) list has been made.



Low-cost projects include projects involving signing and striping and simple improvements that are already part of the County's budget.



Mid-cost projects include projects that will require additional funding, planning and design to make feasible. This can include signal timing changes, new bike facilities, and trails.



High-cost projects include projects that require new roadway configurations, pouring concrete, or changing the flow of traffic.

7.1 Potential Multimodal Improvements

The following multimodal improvements are suggested to improve safety by changing the built environment, focusing on ways to influence cars and driver behavior with the intent to slow speeds and increase awareness. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

1. Campo Road Improvements in Casa De Oro (1027561)

As part of the Campo Road Corridor Revitalization Specific Plan, the county has identified Campo Road improvements as part of their 2025-2026 Capital Improvements Project. This effort has been broken into three phases with design, demonstration, and then construction.

The Campo Road Corridor Revitalization Specific Plan was adopted in 2023 and provides guidance for the future development of the Campo Road Commercial Corridor. This Specific Plan was developed to establish the long-term vision, goals, and strategies to achieve the vision for the revitalization of Campo Road. The Development and Mobility section of the Specific Plan includes an illustrative plan that depicts the Specific Plan area in its built-out form and provides a list of key features that describe the various proposed improvements along the corridor.

As part of the Campo Road Corridor Revitalization Specific Plan, the roadway would be reduced from four lanes (2-lanes in each direction) to a two-lane roadway (single lane in each direction) with raised center medians and head-out angled parking, helping to slow vehicle speeds. The remaining roadway space would be reallocated to

provide a protected bicycle facility and wider sidewalks. Additional pedestrian enhancement would include curb extensions to reduce crossing distances as well as high visibility crosswalk. These roadway enhancements make the corridor safer for all users and transform the corridor into a more walkable and vibrant community hub.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, the County has begun allocating funds for the reconstruction of Campo Road per the Casa De Oro Revitalization Specific Plan and associated Streetscape Plan. In early 2025, the County secured a \$2.5 million grant through SANDAG's Housing Acceleration Program (HAP) for preliminary engineering and design plans to support the Specific Plan's road improvements.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

Road Fund Balance (RFFB); SANDAG Housing Acceleration Program (HAP)



Estimated Cost: \$\$\$\$



Timeframe: Mid Term

2. Roundabout at Campo Road and Granada Avenue

As part of the Campo Road Corridor Revitalization Plan, one of the key components of the Plan will introduce a gateway feature that announces entry to the community in the form of a 5-legged roundabout at Granada Avenue / Casa de Oro Boulevard and Campo Road intersection. A roundabout feature will not only create a gateway feature, but it will also create a traffic calming feature for vehicles to create a space for bicycle and pedestrian users. While outside of the official study area of the Casa de Oro Connects NMP, this roundabout will serve as a traffic calming feature that promotes multimodal accessibility.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, the County has begun allocating funds for the reconstruction of Campo Road per the Casa De Oro Revitalization Plan and associated Streetscape Plan. In early 2025, the County secured a \$2.5 million grant through SANDAG's Housing Acceleration Program (HAP) for preliminary engineering and design plans to support the Specific Plan's road improvements



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

RFFB; HAP



Estimated Cost: \$\$\$\$



Timeframe: Mid Term

3. Bancroft Drive Traffic Calming

One of the main areas of concern with the Casa de Oro community revolves around Bancroft Drive and its lack of bicycle and pedestrian facilities. The LRSP identified two intersections along Bancroft Drive as priority intersections with safety concerns. As a major corridor between Casa de Oro and Spring Valley, Bancroft Drive presents a key opportunity to improve connectivity between the two communities. Bancroft Drive also connects the community to Bancroft Park and Lamar County Park, creating a need for bicycle and pedestrian connections along the corridor. Bike lanes currently exist along most of Bancroft Drive, but enhancing the bike lanes with additional signing and striping could increase safety along the corridor. Sidewalks exist partly throughout Bancroft Drive but there are many sidewalk gaps, creating unsafe conditions for pedestrians. Adding a sidewalk or a pedestrian pathway along Bancroft Drive could increase pedestrian visibility and safety. Refer to Improvements 6, 7, and 8.

In addition, further considerations should be given to additional traffic calming measures along Bancroft, such as speed feedback signs, speed humps/bumps, and additional all-way stop controls to help reduce vehicular speeds and create a safer mobility experience for all users.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

RFFB



Estimated Cost: \$\$\$\$



Timeframe: Long Term

4. Intersection Improvements

Through community feedback, the intersections listed below were identified as areas of concern within the Casa de Oro Connects study area. In addition, these locations were identified within the County of San Diego's Local Road Safety Plan (LRSP) as priority intersections with safety concerns.

- **Campo Road / Kenwood Drive**

The Campo Road Corridor Revitalization Specific Plan highlights improvements at Campo Road and Kenwood Drive and highlights this location as a gateway opportunity with signage and safety improvements such as enhanced pedestrian crossings, raised medians, and pedestrian refuges. Since Kenwood Drive and Conrad Drive are so close in proximity, their signal timing operations are interconnected and closely coordinated.

- **Campo Road / Conrade Drive**

The Campo Road Corridor Revitalization Specific Plan highlights improvements at Campo Road and Conrade Drive and highlights this location for safety improvements such as enhanced pedestrian crossings, raised medians, and pedestrian refuges. Since Kenwood Drive and Conrad Drive are so close in proximity, their signal timing operations are interconnected and closely coordinated.

- **Campo Road / Bancroft Drive**

The LRSP identifies Campo Road and Bancroft Drive as a ranked intersection with safety concerns. Improvements at this intersection could include enhanced pedestrian crossings, raised medians, enhanced bicycle facilities, and curb extensions.

- **Bancroft Drive / Valencia Street**

The LRSP identified Bancroft Drive and Valencia Street and another intersection with safety concerns. Potential improvements at this intersection could include developing a four-way stop control, pedestrian crossings, and sidewalks with ADA curb ramps. It is important to note that improvements involving new stop signs and signals will require further analysis and considerations.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

RFFB



Estimated Cost:

\$\$\$\$



Timeframe: Long Term

5. Green Street Projects (Campo Road; Bancroft Drive)

The County of San Diego's Green Street Clean Water (GSCW) Plan identified 30 prioritized projects, ranked based on total scores reflecting social, environmental, and cost effectiveness benefits. Among all the prioritized projects, two projects are located within the Casa de Oro Connects study area: Campo Road (ranked #3) and Bancroft Drive (ranked #29). The recommended improvements were identified within the GSCW plan:

- **Campo Road**

Along Campo Road, both above-ground treatments such as tree wells and below-ground treatments such as hydrodynamics separator (HDS) units are recommended between Kenwood Drive and Bonita Street.

- **Bancroft Drive**

Along Bancroft Drive, below-ground treatments such as HDS units are recommended between Kenwood Drive and Olive Drive.

The green street systems are typically located within the public right-of-way and are often integrated with other street design elements. For example, tree wells are usually installed adjacent to roadways, within sidewalks or parking lots. HDS units are recommended where space is limited, and soil conditions do not support infiltration. Future improvements along those roadways should also include wider sidewalks, shaded landscaping, and enhanced transit stops.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

General Fund



Estimated Cost:

\$\$\$\$



Timeframe: Long Term

7.2 Potential Pedestrian Safety and Accessibility Improvements

Priority sidewalk and crossing improvements should focus on locations with the highest pedestrian safety risks. The following pedestrian focused improvements are suggested to increase safety for those walking and rolling within the Casa de Oro / Spring Valley community. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

6. Fill in Sidewalk Gaps

As discussed in Chapter 5, the community noted that there should be a focus on safety improvements to connect to school sites, parks, and transit stops. Closing sidewalk gaps between residential areas, schools, and retirement homes were some key themes community members noted.

Sidewalk gaps along major streets were identified on Bancroft Drive, Kenwood Drive, and Campo Road. These corridors have been identified in the LRSP as priority intersections and roadways with safety concerns. Filling in sidewalk gaps and enhancing existing sidewalks are recommended along these roadways within the Casa de Oro area.

According to the Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List, the County has begun allocating funds for the reconstruction of Campo Road per the Casa De Oro Revitalization Specific Plan and associated Streetscape Plan. This future roadway improvement project should prioritize pedestrian facilities and accommodations such as sidewalks, landscaping, lighting, enhanced crosswalks, and other pedestrian-oriented improvements.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

RFFB



Estimated Cost:

\$\$\$\$



Timeframe: Long Term

7. Provide Enhanced Pedestrian Crossings at Key Locations

During the outreach and engagement efforts, local residents expressed a desire to improve pedestrian safety – specifically providing safe crossing options at key community destinations. This includes Lamar Park, Highland Elementary School, Bancroft Elementary School, as well as the intersection of Bancroft Drive and Troy Street. Considerations such as high visibility crosswalks, rectangular rapid flashing beacons (RRFB's), intersection control modifications (i.e. all-way stop or traffic signal), and curb extensions/bulb-outs, could be considered to help improve pedestrian safety for those crossing the street.

Additional traffic calming features and potential improvement opportunities are included in the Transportation Toolbox found in the CBT Framework Guidelines.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TBD



Estimated Cost:

\$\$\$



Timeframe: Mid Term

7.3 Potential Bicycle Infrastructure Enhancements

Currently, bicycle facilities within the study area are limited, with few designated lanes or supportive infrastructure available on local roadways. During the outreach and engagement process, a significant portion of feedback from residents highlighted a strong interest in expanding and improving bicycle amenities. Community members expressed a clear desire for the addition of new bike lanes and enhancements to existing facilities to support safer, more accessible, and more connected cycling throughout the area. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

8. Protected Bike Lanes Along Campo Road

As part of the Campo Road Corridor Revitalization Specific Plan, protected bike lanes are recommended along Campo Road from Kenwood Drive to Granada Avenue. The Specific Plan recommends a 5-to-7-foot protected bikeways, green conflict paint across intersections, and bike boxes at signalized intersections. It should be noted the LRSP identified Campo Road from Conrad Drive to Bonita Street was ranked the 6th corridor where roadway safety improvements are recommended.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

TBD



Estimated Cost:

\$\$



Timeframe: Mid Term

9. Protected Bike Lanes Along Bancroft Drive & Troy Street

A Class II bike lane is currently provided along a short segment of Bancroft Drive near Campo Road as well as Troy Street near Sweetwater Road. As part of the LRSP, the intersection of Bancroft Drive and Valencia Street was ranked the 15th intersection where roadway safety improvements are recommended. Similarly, the intersection of Campo Road and Bancroft Drive was ranked



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TBD



Estimated Cost:

\$\$



Timeframe: Mid Term

the 56th intersection according to the LRSP.

Consistent with the ultimate buildout of the roadway classification as identified in the County's Circulation Element, connecting the gap in the bicycle infrastructure and upgrading the bicycle facilities to a Class I bike path would improve bicycle safety on Bancroft Drive and Troy Street.

10. Protected Bike Lanes Along Kenwood Drive

A Class II bike lane is currently provided along Kenwood Drive between Bancroft Drive and Campo Road. As part of the Local Roadway Safety Plan, the intersections at Bancroft Drive and Valencia Street and Campo Road were ranked 15 and 56 and the intersection at Kenwood Drive and Campo Road was ranked 28 where roadway safety improvements are recommended.

Consistent with the ultimate buildout of the roadway classification as identified in the County's Circulation Element, connecting the gap in the bicycle infrastructure and upgrading the bicycle facilities to a Class I bike path would improve bicycle safety on Kenwood Drive.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TBD



Estimated Cost:

\$\$



Timeframe: Mid Term

7.4 Policies & Programs

Policies & Programs should be considered in addition to infrastructure improvements to support active transportation and multimodal commuting. While not necessarily changing the built environment, these could help improve the transportation environment.

11. Coordinate with MTS on Bus Schedule

Based on feedback during the outreach process, many residents in the community and commuters utilizing the MTS transit system commented on the inconsistent bus services and timelines. Feedback also included aligning the bus schedule with the Trolley Connectors to ease connections and transfers.

Potential improvements would be to optimize the MTS bus and trolley schedule to better align; install real-time arrival displays at the station and explore the feasibility of increasing the frequency of the trolley and bus service. It is important to note that the County has no direct authority over MTS scheduling, but will continue collaborating with MTS.



Potential Sponsor Agencies:

MTS



Potential Funding Sources:

RAISE Grant, TBD



Estimated Cost:

\$



Timeframe: TBD

12. Microtransit or Shuttle Service Areas

Feedback from the community expressed a desire to see microtransit implemented in order to reach housing developments in areas isolated from the traditional transit routes. While microtransit programs come in many forms, they typically carry 5 to 15 passengers and operate between traditional fixed route transit to provide that final first/last mile connection to and from transit stops and/or provide an on-demand public shuttle service for short trips within a neighborhood or defined service area. These services are



Potential Sponsor Agencies:

MTS, County of San Diego, SANDAG



Potential Funding Sources:

SANDAG Flexible Fleets Grant Program, Other grants



Estimated Cost: \$\$



Timeframe: Short Term

often based on an on-demand smartphone application to reserve passenger cars or vans. According to the SANDAG 2025 Regional Plan (2025), the Casa De Oro area, which extends into the Spring Valley community, is identified as a “Flexible Fleets Area” which includes NEV’s or microtransit options (see figure 7-1). This area could be eligible for grant funding under SANDAG’s Flexible Fleet Grant Program which is forecasted to distribute approximately \$4.5 million to awardees during the 2025 grant cycle.

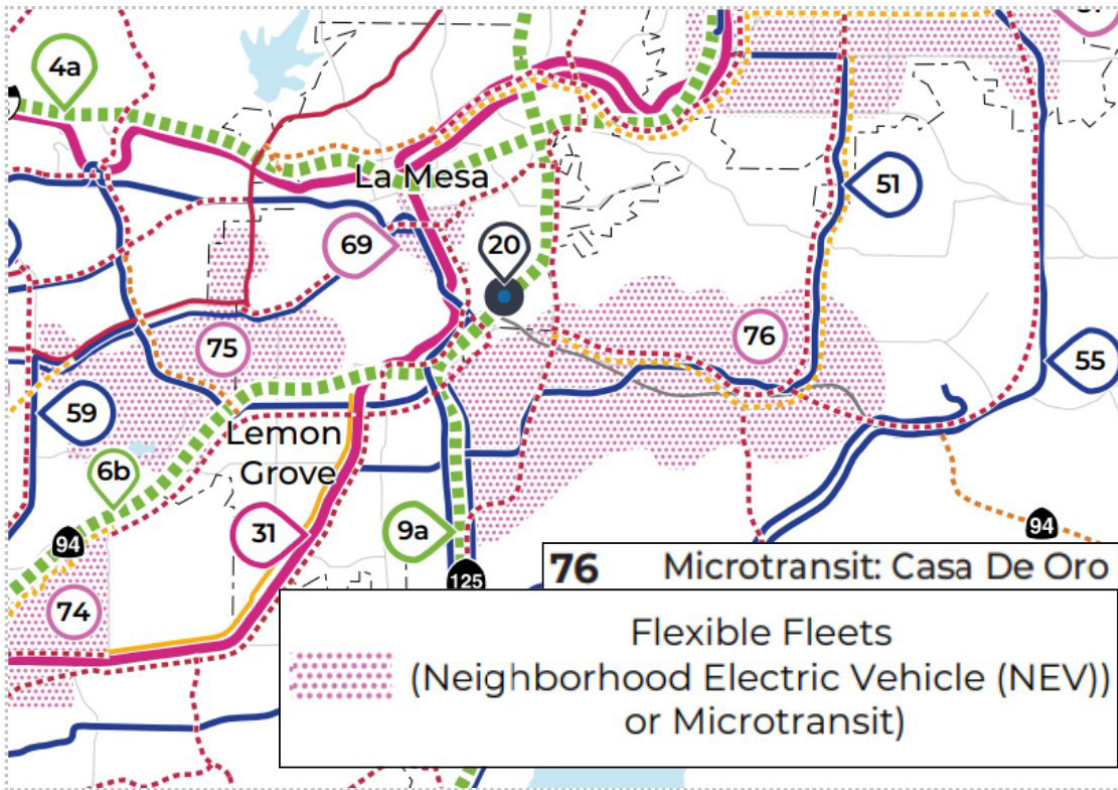
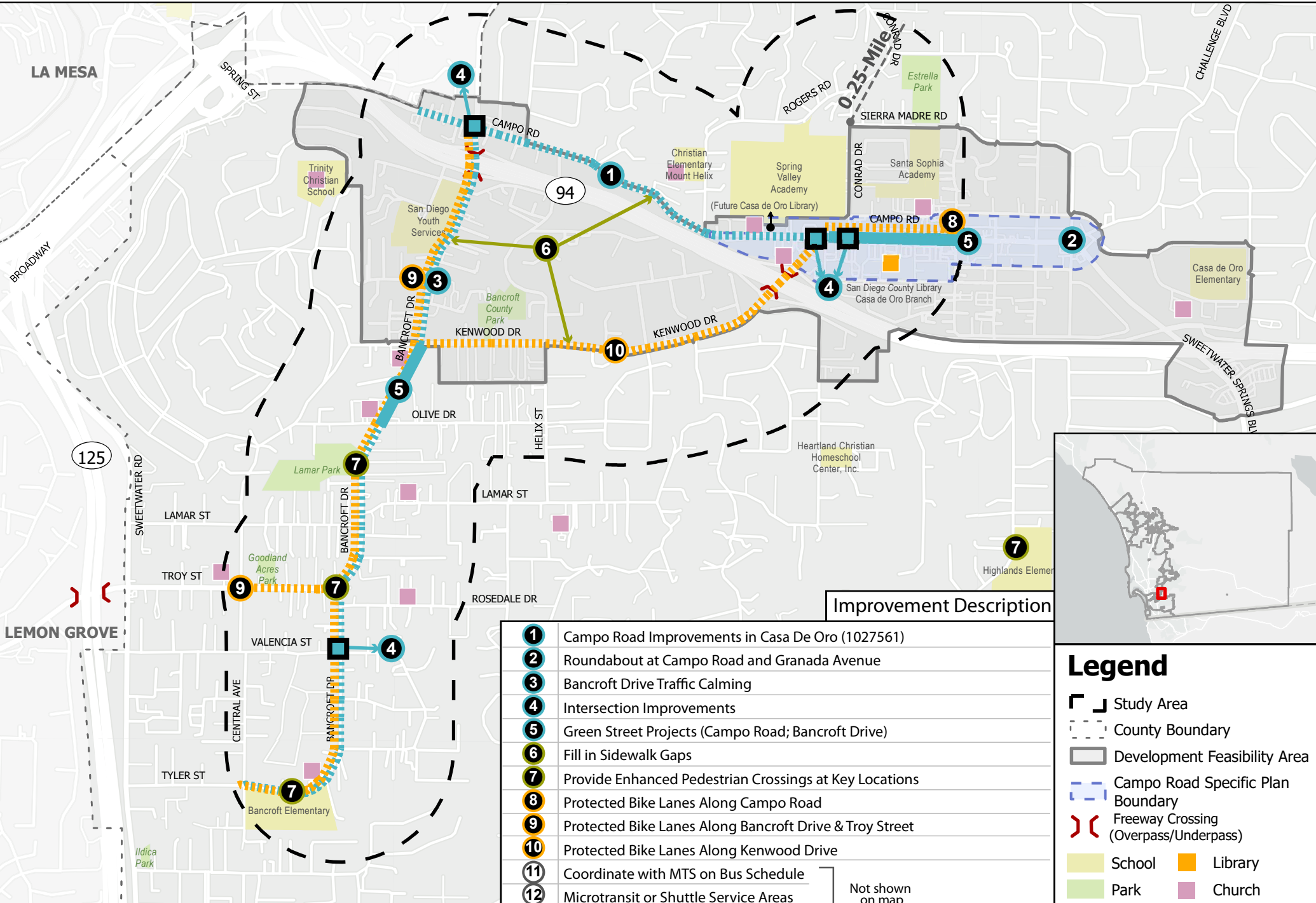


Figure 7-1. SANDAG Flexible Fleets

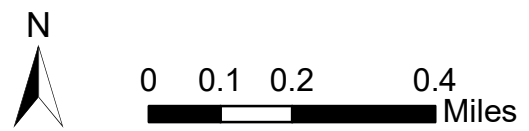
Source: [SANDAG Initial Concept for the Draft 2025 Regional Plan](#)



Improvement Description	
1	Campo Road Improvements in Casa De Oro (1027561)
2	Roundabout at Campo Road and Granada Avenue
3	Bancroft Drive Traffic Calming
4	Intersection Improvements
5	Green Street Projects (Campo Road; Bancroft Drive)
6	Fill in Sidewalk Gaps
7	Provide Enhanced Pedestrian Crossings at Key Locations
8	Protected Bike Lanes Along Campo Road
9	Protected Bike Lanes Along Bancroft Drive & Troy Street
10	Protected Bike Lanes Along Kenwood Drive
11	Coordinate with MTS on Bus Schedule
12	Microtransit or Shuttle Service Areas

Legend

- Study Area
- County Boundary
- Development Feasibility Area
- Campo Road Specific Plan Boundary
- Freeway Crossing (Overpass/Underpass)
- School
- Library
- Park
- Church



Study Area 3 - Casa de Oro/Spring Valley

Figure 7-2. Potential Mobility Improvements



“

Bus rapid transit on 94 or transit/microtransit connecting to and from trolley to Rancho San Diego ”

- Casa de Oro/Spring Valley Resident
July Community Workshop

Existing Bus Route 851 operating on Bancroft Drive

8. NEXT STEPS

Prior to being implemented, each proposed recommendation would need additional reviews and considerations as there are various factors influencing the feasibility of a project as well as the ease of initiating, designing, completing, and putting a project into action. While a project may align with community interests and priorities, engineering complexity, funding considerations, and cross jurisdictional coordination also contribute to the actual implementation of a project.

The following sections identify the steps and actions necessary to carry out the overall vision of Casa de Oro Connects. This implementation approach is intended to be a “living document” meant to reflect the changes in community priorities and available resources. As such it should be periodically reviewed and updated as necessary to ensure it remains effective and responsive to the community’s dynamic environment.

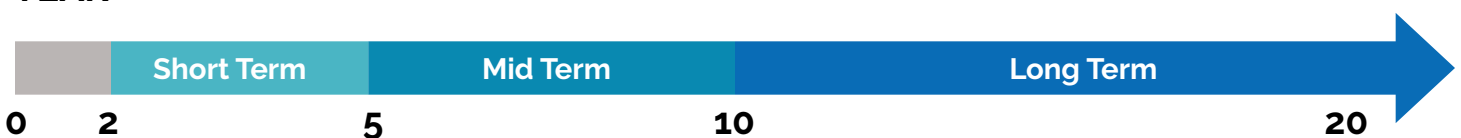
8.1 Phasing, Delivery & Funding

Phasing of Potential Improvements

Each recommended improvement is assigned a potential timeframe based on consideration of all the factors mentioned above. The timing of implementing various components of Casa de Oro Connects is intended to be flexible, to maximize implementation opportunities and resources as they become available.

1. Short Term (ST) - Could be implemented within the next 2 to 5 years.
2. Mid Term (MT) - Could be implemented in the next 5 to 10 years.
3. Long Term (LT) - Could be implemented in the next 10 to 20 years.

YEAR



Funding

Funding for various elements of the NMP identified in the Implementation Plan will require a comprehensive and creative long-term funding approach. There are a great number of financing tools and funding sources available that can help minimize the County's financial responsibility in the design, environmental, and construction phases of the NMP including but not limited to grant funding, private development condition requirements, and inclusion in the County's Capital Improvement Program (CIP).

The County's DPW CIP Five-Year Plan identifies public infrastructure projects that are expected to be designed and/or constructed within the five-year period. The CIP Five-Year Plan includes County public infrastructure such as roads, active transportation facilities, bridges, sewer systems, stormwater and flood control systems, airports, and other facilities. The projects identified in the CIP are formed and prioritized based on the criteria shown in **Figure 8-1**.



Figure 8-1. CIP Project Criteria

Table 8-1. Potential Funding Sources

Federal Funding

Funding Source	Title	Description
U.S. Department of Transportation (U.S DOT)	Safe Streets and Roads for All	<p>The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.</p> <p>The SS4A program supports the County of San Diego's goal to address safety issues along the corridor. Projects are eligible for funding if the project supports the development of bikeway networks with bicycle lanes that are safe for people of all ages and abilities, installing pedestrian safety enhancements, and transforming a roadway corridor with safety improvements.</p>
U.S. Department of Transportation (U.S DOT)	Better Utilizing Investments to Leverage Development (BUILD) Grant Program	<p>The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.</p> <p>The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.</p>
Federal Highway Administration (FHA)	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act.
Federal Transit Administration (FTA)	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.
Federal Transit Administration (FTA)	All Stations Accessibility Program	The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of transit stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs.
Federal Highway Administration (FHA)	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.
Federal Transit Administration (FTA)	Formula Grants for Rural Areas	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

State Funding

Funding Source	Title	Description
California Transportation Commission	Local Streets and Roads (LSR) Program	<p>Back in 2017, SB1 was signed to address basic road maintenance, rehabilitation and critical safety needs on both state highways and local streets and road systems. Eligible projects under the LSRP include: road maintenance and rehabilitation, safety projects, and complete street components (i.e. active transportation, bicycle and pedestrian safety), and traffic control devices.</p> <p>The LSRP supports the County's goal to increase safety for all users, reduce vehicle speeds using complete street components, decreasing collisions, and providing safer access to local streets.</p>
California Transportation Commission	Solutions for Congested Corridors (SCCP)	<p>Issued by the State's Transportation Commission and as part of the SB 1 program, this grant program requires projects to be included in an adopted regional transportation plan or a comprehensive corridor plan. The projects through this program will focus on improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.</p> <p>SB1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. It may need to co-sponsored by local or regional agencies such as NCTD or SANDAG in order to be competitive.</p>

State Funding

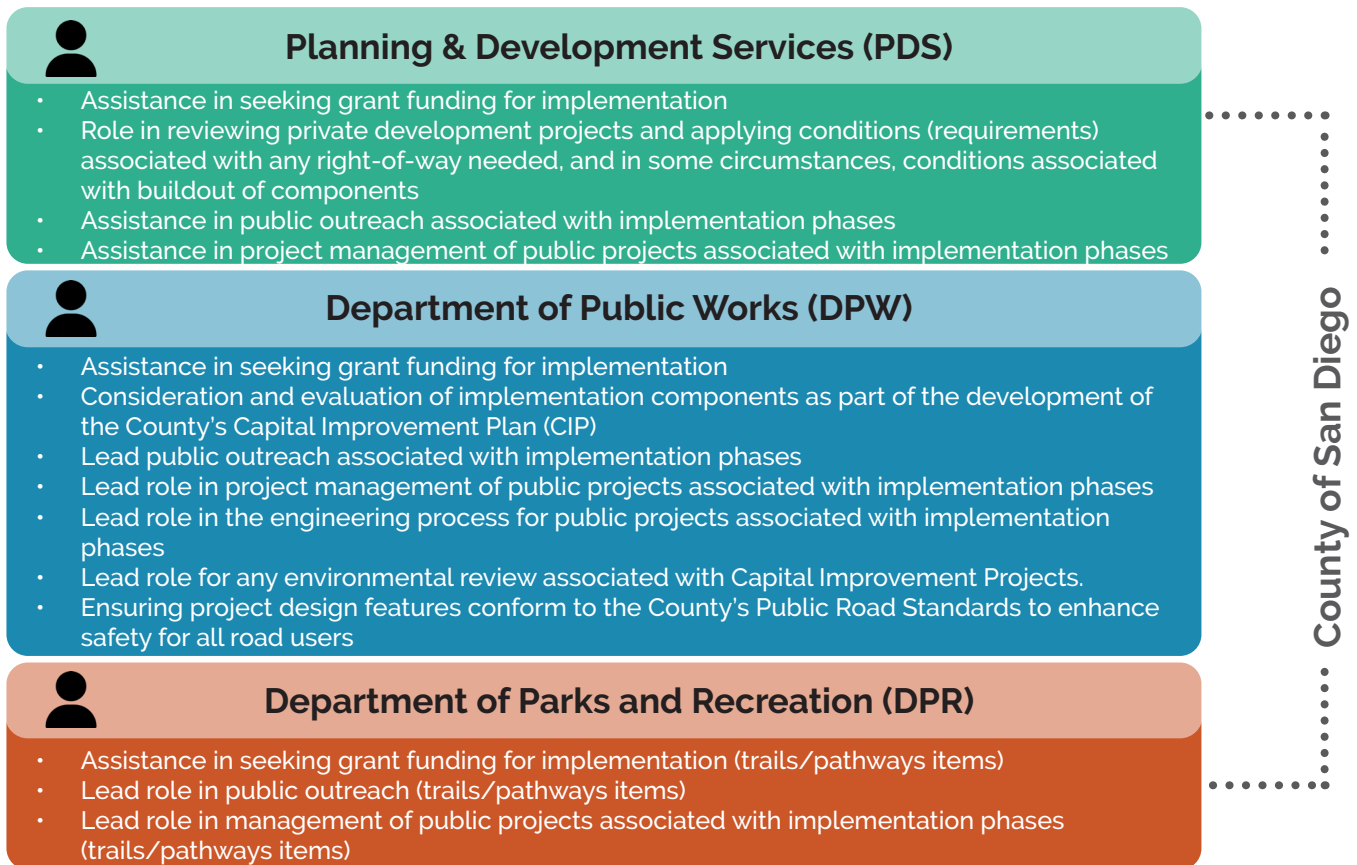
Funding Source	Title	Description
Caltrans	Active Transportation Program (ATP)	<p>Issued by the State's Transportation Commission, the Active Transportation Program grant is cycled on an annual basis. The objective of the corridor plan is to increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, enhance public health, ensure that disadvantaged communities fully share the benefits of the plan, and provide projects that benefit many types of active transportation users.</p> <p>Pursuant to the statute, the purpose of the program is to encourage increased use of active modes of transportation such as walking and biking. Successful grant applications tend to focus on disadvantaged communities and intensive community outreach efforts. Bicycle facilities, sidewalk and curb ramp improvements, and proposed roundabout may be eligible.</p>
Caltrans	Sustainable Transportation Planning Grants (STP)	<p>The Sustainable Transportation Planning Grant Program was created to support Caltrans mission: Provide a safe and reliable transportation network that serves all people and respects the environment. Successful grant applications address and articulate how the project relates to the Caltrans Mission, Objectives, and Considerations. Example projects eligible for the STP Grant as it relates to the CCP include: active transportation plans, comprehensive corridor plans, local or regional corridor plans, and complete street plans.</p> <p>Successful grant applications tend to focus on stakeholder and community collaboration, identifying and addressing deficiencies in the multimodal transportation system, and the needs of environmental justice and underserved communities.</p>
Caltrans	Highway Safety Improvement Program (HSIP)	<p>The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.</p> <p>HSIP project selection is data-driven based on crash data with improvements focused on the benefits associated with crash reductions. Lighting, access control, and pedestrian and bicycle improvements may be funded along the corridor at high crash locations or locations where fatalities or severe injury collisions have occurred. A Local Road Safety Plan (LSRP) is required to apply for the HSIP grants.</p>
California Transportation Commission	Local Partnership Program	<p>Created by SB 1, the Local Partnership program appropriates two hundred million dollars annually. The LPP focuses on projects that align with the state's climate and equity goals as well as those that identify and incorporate the installation of conduit or fiber, where appropriate.</p> <p>Successful grant applications focus on accessibility improvements, air quality and GHG improvements, Community Engagement, and Safety.</p>
Caltrans	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	<p>The purpose of the PROTECT program is to help local agencies improve the resiliency of their on-system transportation infrastructure. Specifically, the program provides federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.</p>
SANDAG	TransNet Program	<p>The program is intended to support improvements that will aid in reducing traffic congestion through highway, bus, and rail projects, as well as bike and pedestrian projects, local street repairs, habitat conservation efforts, smart growth measures, and grant programs.</p>
Caltrans	Low Carbon Transit Operations Program	<p>Operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities (California Climate Investments)</p>
Office of Traffic Safety (OTS)	Pedestrian and Bicycle Safety	<p>Office of Traffic Safety Grants (OTS) fund safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified priority. This category of grants includes enforcement and education programs, which can encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.</p>

8.2 Monitoring & Evaluation

Transition from the existing conditions to buildout of the Casa de Oro / Spring Valley/ community will involve coordinated efforts and partnerships to secure funding for implementation. As individual projects are funded and move forward to implementation, continued community engagement and coordination with property owners throughout the community would occur. The County would continue to prioritize public outreach as projects move into the implementation phase including coordinating with affected property owners and businesses to minimize operational conflicts during construction.

Implementation of Casa de Oro Connects recommendations will require ongoing commitment by local agencies, stakeholders, and partner agencies. The Implementation Matrix shown in Table 8-2 identifies the various County departments and other partner agencies that could have a role in supporting implementation of Casa de Oro Connects components and projects. The following is a high-level summary of potential roles and responsibilities for both the County and partner agencies:

Anticipated Roles & Responsibilities



Anticipated Roles & Responsibilities (continued...)



San Diego Metropolitan Transit System (MTS)

- Ensure consistency with future improvements identified in MTS regional plans.
- Assistance with seeking funding for microtransit programs within the Spring Valley community.
- Ensure that design features conform to MTS' standards.



City of Lemon Grove

- Assistance in public outreach associated with implementation phases
- Role in reviewing private development projects and applying conditions (requirements) associated with any right-of-way needed, and in some circumstances, conditions associated with buildout of components
- Ensure that design features conform to the City's standards if improvements fall within City of Lemon Grove right-of-way.



City of La Mesa

- Assistance in public outreach associated with implementation phases
- Role in reviewing private development projects and applying conditions (requirements) associated with any right-of-way needed, and in some circumstances, conditions associated with buildout of components
- Ensure that design features conform to the City's standards if improvements fall within City of La Mesa right-of-way.



San Diego Association of Governments (SANDAG)

- Role in reviewing private development projects and applying conditions (requirements) associated with any right-of-way needed, and in some circumstances, conditions associated with buildout of components
- Ensure that design features conform to SANDAG's standards if improvements fall within SANDAG right-of-way.
- Assistance with seeking funding for microtransit programs within the Spring Valley community.
- Ensure consistency with future improvements identified in SANDAG regional plans.



California Department of Transportation (Caltrans)

- Role in reviewing private development projects and applying conditions (requirements) associated with any right-of-way needed, and in some circumstances, conditions associated with buildout of components
- Ensure that design features conform to Caltrans standards if improvements fall within Caltrans right-of-way.

Other Agencies

Table 8-2. Improvement Summary

ID	Project / Improvement Description		Responsible Teams	Potential Funding Sources	Estimated Cost	Timeframe
1	Campo Road Improvements in Casa De Oro (1027561)		County of San Diego MTS	Road Fund Balance (RFFB), SANDAG Housing Acceleration Program (HAP)	\$\$\$\$	Mid Term
2	Roundabout at Campo Road and Granada Avenue		County of San Diego MTS	RFFB, HAP	\$\$\$\$	Mid Term
3	Bancroft Drive Traffic Calming		County of San Diego MTS	RFFB	\$\$\$\$	Long Term
4	Intersection Improvements	Campo Road / Kenwood Drive	County of San Diego MTS	RFFB	\$\$\$\$	Long Term
		Campo Road / Conrade Drive				
		Campo Road / Bancroft Drive				
		Bancroft Drive / Valencia Street				
5	Green Street Projects	Campo Road	County of San Diego MTS	General Fund	\$\$\$\$	Long Term
		Bancroft Drive				
6	Fill in Sidewalk Gaps		County of San Diego MTS	RFFB	\$\$\$\$	Long Term
7	Provide Enhanced Pedestrian Crossings at Key Locations		County of San Diego	TBD	\$\$\$	Mid Term
8	Protected Bike Lanes Along Campo Road		County of San Diego MTS	TBD	\$\$	Mid Term
9	Protected Bike Lanes Along Bancroft Drive & Troy Street		County of San Diego	TBD	\$\$	Mid Term
10	Protected Bike Lane Along Kenwood Drive		County of San Diego	TBD	\$\$	Mid Term
11	Coordinate with MTS on Bus Schedule		MTS	RAISE Grant, TBD	\$	TBD
12	Microtransit or Shuttle Service Areas		MTS County of San Diego SANDAG	SANDAG Flexible Grant Program Other grants	\$\$	Short Term

“

More police presence would be nice to increase safety and traffic control.

”

- Casa de Oro/Spring Valley Resident
June Casa de Oro Alliance Jazz in the Park Event

Pop-up tabling at Estrella County Park



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APPENDICES