

SPRING VALLEY MOVES



Community Based Transportation Spring Valley Neighborhood Mobility Plan

County of San Diego
Planning & Development Services
March 2026



- This page is intentionally left blank -

ACKNOWLEDGMENTS

County of San Diego

Board of Supervisors

- Paloma Aguirre, First District
- Joel Anderson, Second District
- Terra Lawson-Remer, Third District
- Monica MontgomerySteppe, Fourth District
- Jim Desmond, Fifth District

Prepared by:

County of San Diego Planning and Development Services with the assistance of :

- County of San Diego Department of Public Works
- Michael Baker International - Consultant Lead
- Pendoley Strategies and Communications - Engagement Planning



TABLE OF CONTENTS

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1 Purpose of the NMP	7
1.2 NMP Development Process	8
1.3 Goals & Objectives	9
1.4 Study Area	12

2. POLICY & PLANNING CONTEXT

2.1 Regional Plans	15
2.2 Local Plans.	19

3. COMMUNITY PROFILE

3.1 Land Use & Housing	26
3.2 Socio-Economic Characteristics.	28
3.3 Key Takeaways	38

4. COMMUNITY NEEDS ASSESSMENT

4.1 Current Travel Patterns	40
4.2 Existing Transportation Infrastructure	42
4.3 Key Takeaways	49

5. STAKEHOLDER ENGAGEMENT & COMMUNITY OUTREACH

5.1 Engagement Strategy	53
5.2 Outreach Process	55
5.3 Outreach Summary	57

6. GOALS, OBJECTIVES & STRATEGY

7. POTENTIAL IMPROVEMENTS & PROGRAMS

7.1 Potential Multimodal Improvements	69
7.2 Potential Pedestrian Safety and Accessibility Improvements	71
7.3 Potential Bicycle Infrastructure Enhancements	73
7.4 Policies & Programs	75

8. NEXT STEPS

8.1 Phasing, Delivery & Funding	79
8.2 Monitoring & Evaluation.	83

APPENDICES

LIST OF FIGURES

Figure 1-1. Neighborhood Mobility Plan Process Overview.	8
Figure 1-2. Development Feasibility Analysis Project	11
Figure 1-3. Development Feasibility Analysis Project Study Area	12
Figure 1-4. Neighborhood Mobility Plan Study Area.	13
Figure 2-1. SANDAG 2021 Regional Plan (Adopted Dec 2021)	15
Figure 2-2. SANDAG 2025 Regional Plan (Adopted Dec 2025)	15
Figure 2-3. County of San Diego General Plan Mobility Element	16
Figure 2-4. County of San Diego General Plan Environmental Justice Element . . .	16
Figure 2-5. Illustration from County of San Diego ATP, Class IV bikeway	17
Figure 2-6. Intersections and Roadway Segments identified by LRSP	18
Figure 2-7. Spring Valley Community Plan	19
Figure 2-8. Green Streets Clean Water Plan	21
Figure 2-9. CMO Transportation Needs Assessment	22
Figure 3-1. Community Profile Characteristics	25
Figure 3-2. Existing Land Use	27
Figure 3-3. Population & Demographics	30
Figure 3-4. Socio-Economic Characteristics	31
Figure 3-5. California Healthy Places Index Score.	34
Figure 3-6. CalEnviroScreen 4.0 Percentile Score	35
Figure 3-7. TCAC/HCD Opportunity Area	37
Figure 4-1. Existing Roadway Classification.	43
Figure 4-2. Existing Bike and Pedestrian Facilities	46
Figure 4-3. Existing Public Transit Facilities	51
Figure 5-1. Key Questions for Stakeholders and Community Members.	53
Figure 5-2. Phase I Outreach Strategies and Communication Methods	56
Figure 5-3. Key Theme and Example Comments from Participants	58
Figure 5-4. Interactive GIS Map with drop pins and comments	60
Figure 5-5. Key Theme and Example Comments from Bicycle Users	61

Figure 5-6. Key Theme and Example Comments from Spring Valley Day.	62
Figure 7-1. SANDAG Flexible Fleets	76
Figure 7-2. Potential Mobility Improvements	77
Figure 8-1. CIP Project Criteria	80

LIST OF TABLES

Table 3-1. Number of Households and Size by Census Tract.	26
Table 4-1. Transportation to Work Percentages	40
Table 4-2. Vehicle Access by Household.	41
Table 4-3. Average Weekday Passengers by Route (2022-2024)	47
Table 4-4. Average Weekday Transit Ridership (2023)	48
Table 4-5. Bus Stop Amenities	50
Table 6-1. Goals, Objectives & Strategies.	65
Table 8-1. Potential Funding Sources.	81
Table 8-2. Improvement Summary	85

APPENDICES

Appendix A. Existing Conditions Assessment

Appendix B. Development Feasibility Assessment

Appendix C. Engagement Summary & Public Workshop Transcripts

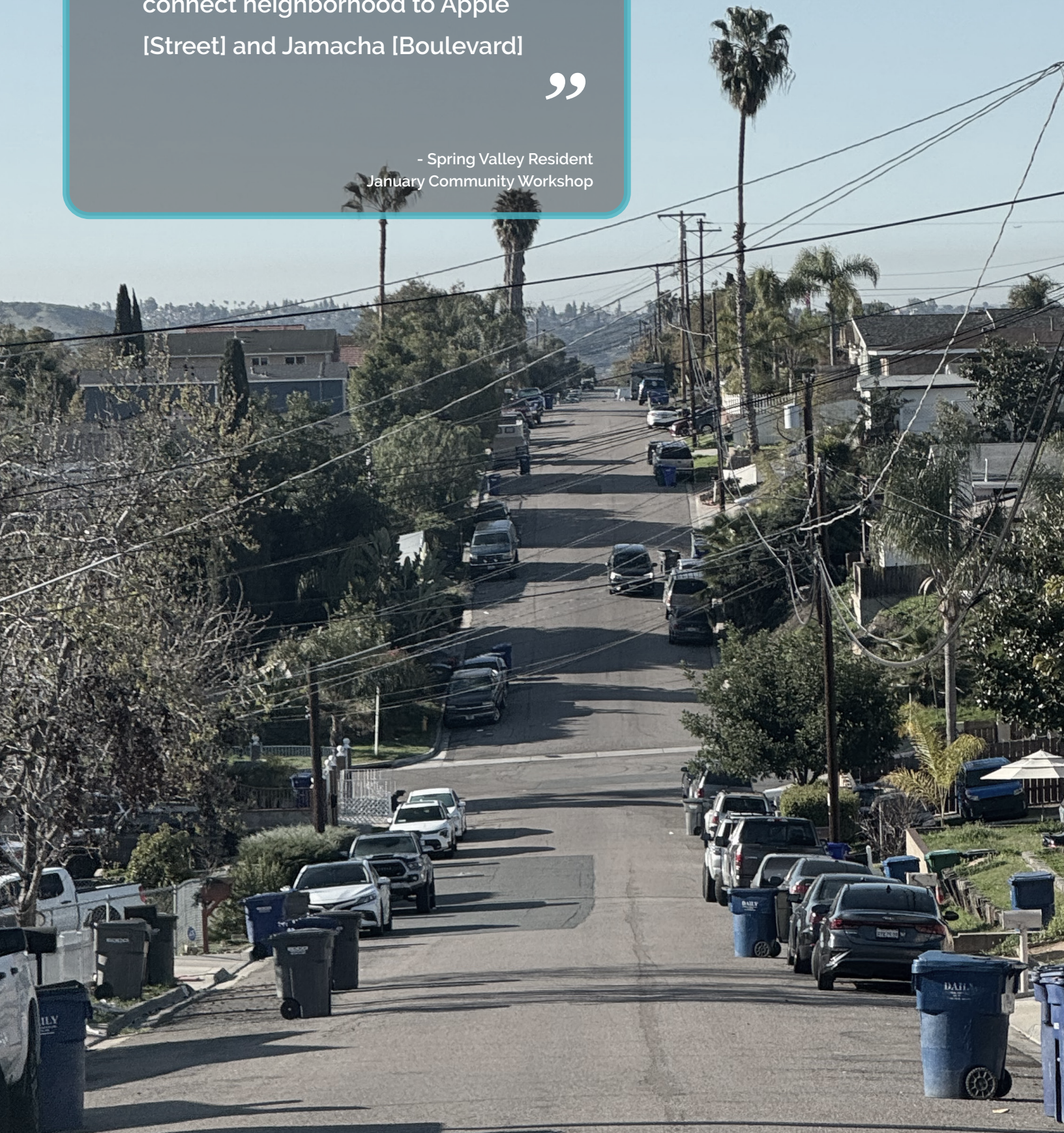
Appendix D. Pop-Up Tabling Comments Transcripts

“

[We want] sidewalk network to connect neighborhood to Apple [Street] and Jamacha [Boulevard]

”

- Spring Valley Resident
January Community Workshop



Typical neighborhood street in Spring Valley

EXECUTIVE SUMMARY

The Spring Valley community is a vibrant community in unincorporated East County San Diego, located between the City of Lemon Grove to the west and the unincorporated community of Jamul to the east. It is served by State Route (SR) 94 and SR 125 and offers residents access to shopping, dining, and entertainment, and nearby parks and open spaces. At roughly thirteen square miles, the Spring Valley community is the largest unincorporated community by geographic area in San Diego County and is known for its scenic views and proximity to parks and natural reserves. The Spring Valley community is uniquely named for the natural spring located within the community. The Spring Valley community is also identified as an Environmental Justice (EJ) community in the County's Environmental Justice Element, meaning it faces disproportionate environmental burdens of pollution and health risks. This designation helped shape the goals and recommendations of Spring Valley MOVES.

What is Spring Valley MOVES?

Spring Valley MOVES (Mobility Options Via Efficient Solutions) is a community driven approach to identifying mobility challenges and needs in an effort to improve access, safety, and connectivity within the Spring Valley area. 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.

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 Spring Valley MOVES plan is funded through the SANDAG Smart Growth Incentive Program (SGIP) Cycle 5 Grant.

Spring Valley MOVES seeks to:

- Analyze ways to better connect the Spring Valley community to the Lemon Grove Mobility Hub and increase transit options.
- Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).



- Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making.

Why does it matter?

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

How does it work?

The Neighborhood Mobility Plan (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 Spring Valley MOVES 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. It 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.



Bus stop at Jamacha Boulevard & Thayer Dr

“

[We need] shade and comfort at bus stops.

[Bus stop is a] good spot for solar panels and [needs to] improve safety and visibility.

”

- Spring Valley Resident
January Community Workshop

1. INTRODUCTION

Spring Valley community, an unincorporated 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. 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. The Spring Valley community is also identified as an Environmental Justice community with disproportionate environmental burdens causing increased health risks due to pollution, air quality, and access to healthy foods. Spring Valley MOVES 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 Spring Valley community, also known Spring Valley Mobility Options Via Efficient Solutions “Spring Valley MOVES”, 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 Spring Valley MOVES Plan 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.

Spring Valley MOVES is 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.

Additionally, the California Strategic Growth Council awarded grant funding to the County in October 2024 as part of the Transformative Climate Communities (TCC) Program. The TCC

Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. The TCC Program empowers the communities most impacted by pollution to choose the strategies and projects best suited to achieve their community vision and enact transformational change.

As part of the TCC, the County was also 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. One of the five Sustainability and Engagement Planning projects involves an assessment of non-motorized transportation options such as walking, biking, and rolling to help identify opportunities to improve walkability, bike-ability, and transit use. 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.

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

1.1 Purpose of the NMP

Spring Valley MOVES serves as a guide for achieving greater equity and expanding mobility options within the 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 Spring Valley MOVES 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, Spring Valley MOVES helps support the County's sustainability goals, specifically addressing 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 Plan is intended to be a "living document" that evolves and grows with the community and seeks to provide guidance on how the Spring Valley community should advance their transportation infrastructure and identify transportation investment opportunities consistent with the County's General Plan, CAP, and other related plans.

1.2 NMP Development Process

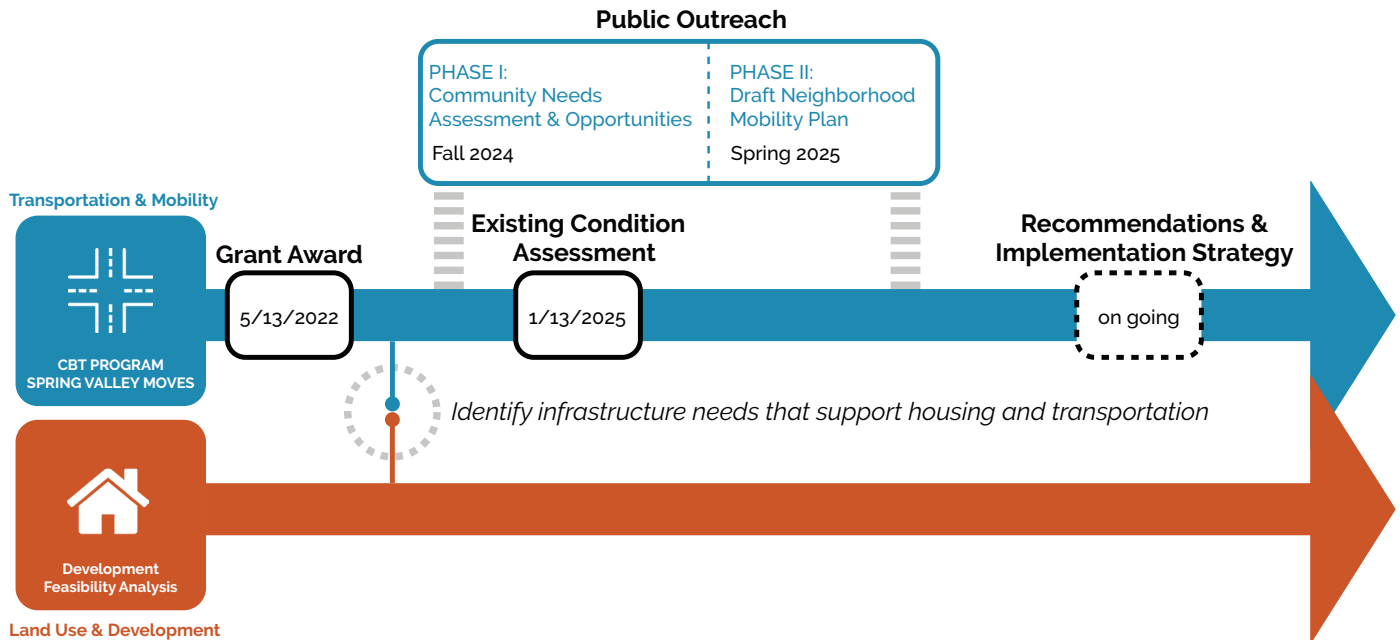


Figure 1-1. Neighborhood Mobility Plan Process Overview

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 a NMP.

The Plan 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 Spring Valley community to identify key barriers to housing and recommendations to address those barriers. The DFA analysis considered development potential, infrastructure advancements needed to enhance development feasibility, financial and market constraints. 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 Spring Valley community. Spring Valley MOVES has taken a holistic approach to incorporate recommendations from the DFA as it aligns with outreach from Spring Valley MOVES. While the DFA, in conjunction with the County of San Diego's Department of Public Works' Infrastructure Gap Analysis (IGA), studied gaps in mobility infrastructure in specific areas, the Spring Valley MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.

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 this area.

Spring Valley MOVES, 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 Spring Valley community residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community. It provides a toolbox of mobility solutions for an unincorporated community to form this NMP. Outlined in Chapter 7 are potential improvements and programs to address the challenges and needs that were identified through NMP.

Spring Valley MOVES focuses on achieving greater equity and expanding mobility options within the community. It 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. Spring Valley MOVES also identifies community specific opportunities to align with potential increased infill development and density within the study area. In addition, it explores opportunities to improve equitable access to public transit, including the nearby Lemon Grove Mobility Hub and local bus stops, 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 and sustainable transportation system, the overall CBT Program, as well as this Spring Valley MOVES 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, bicyclist, 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 the 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 DFA in the Spring Valley 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 Spring Valley NMP, are not limited to the study area boundaries set by the DFA project. Spring Valley MOVES will be a holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Spring Valley MOVES. While the DFA, in conjunction with the IGA, studied gaps in mobility infrastructure in specific areas, Spring Valley MOVES 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 Spring Valley, 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.

Generally speaking, the NMP considers the 2.2-mile corridor of Sweetwater Road south of Troy Street and the 2-mile corridor of Jamacha Boulevard east of Sweetwater Road in the Spring Valley community. These corridors were identified as providing key connections throughout the community. The study area for the Plan includes the unincorporated County within approximately ¼ mile of these corridors.

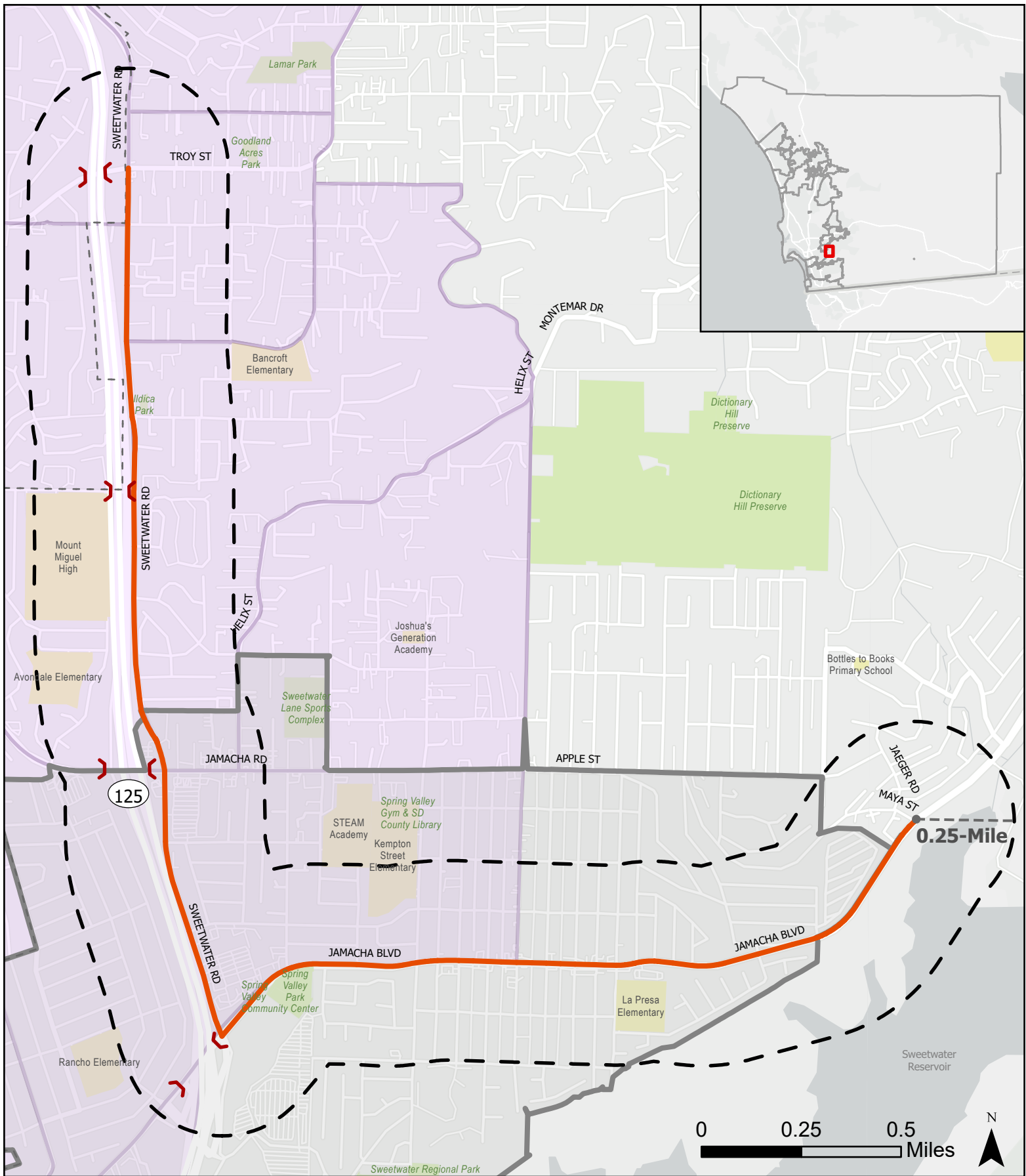
Figure 1-4 shows the overall study area in relation to the neighboring City of Lemon Grove and identifies the DFA boundary as well as the Environmental Justice Community boundary.

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











Figure 1-3. Development Feasibility Analysis Project Study Area

Source: DFA Project



Legend

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

Spring Valley

Figure 1-4. Neighborhood Mobility Plan Study Area

“ Only prefer biking when there is a separate lane or protected lane; shared lane is too dangerous, cars pass too close. ”

- Spring Valley Resident
Bikes Del Pueblo Bike Repair/Audit at Lamar County Park



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 Plan within the existing regional framework. The following provides an overview of these efforts as they relate to prioritizing investment in Spring Valley MOVES study area. The recommended improvements in this Plan 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



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



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

Source: SANDAG

2025 Regional Plan was published for public review in May 2025 and the final draft was adopted on December 12, 2025.

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, Spring Valley’s location being adjacent to the Lemon Grove Mobility Hub presented unique opportunities and 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 Spring Valley 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”

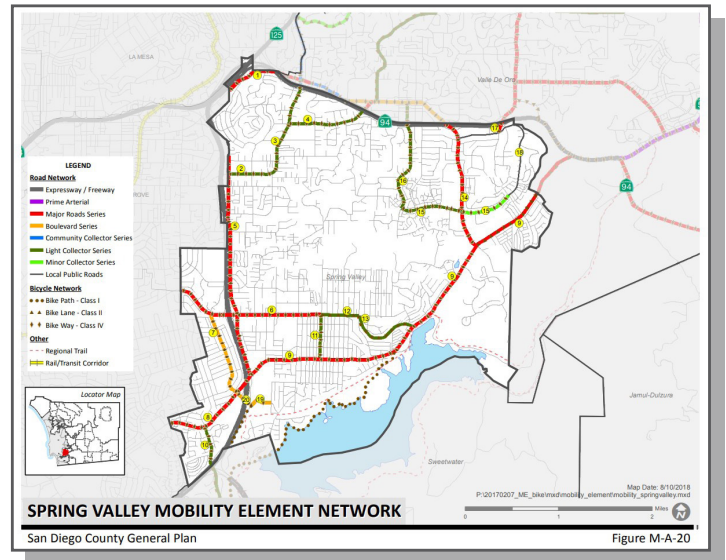


Figure 2-3. County of San Diego General Plan Mobility Element

Source: County of San Diego Mobility Network Appendix

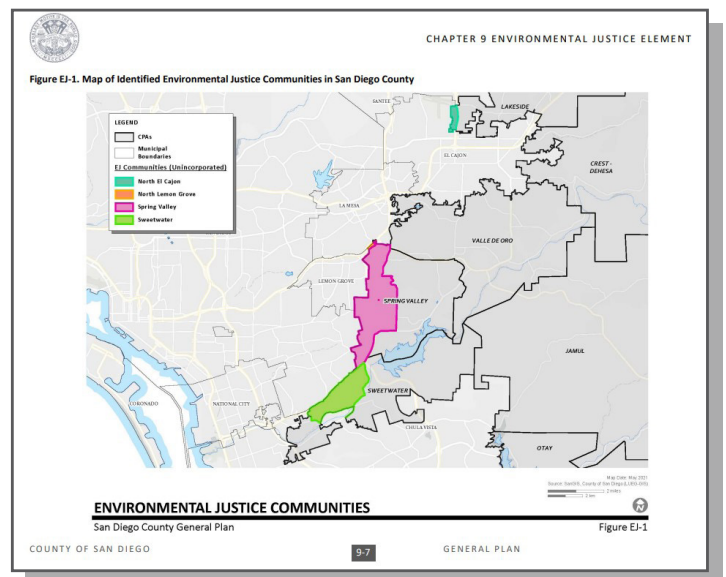


Figure 2-4. County of San Diego General Plan Environmental Justice Element

Source: County of San Diego Environmental Justice Element

for land use and development and informs underlying regulations and plans, such as the Zoning Ordinance, the Subdivision Ordinance, community plans, Public Road Standards, and infrastructure planning and implementation.

Spring Valley MOVES 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 Spring Valley 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.

[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.

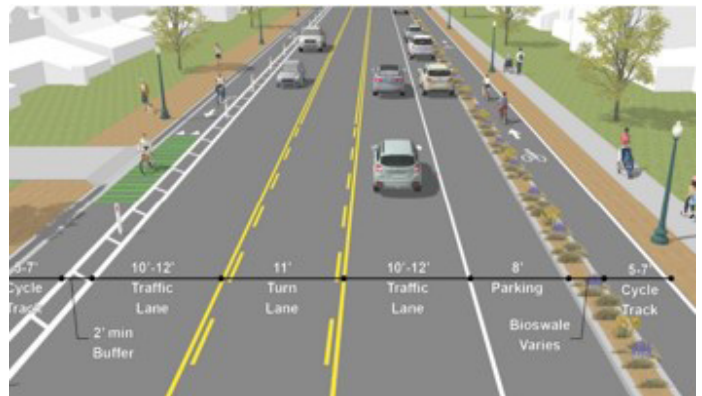


Figure 2-5. Illustration from County of San Diego ATP, Class IV bikeway

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 Spring Valley MOVES 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 Plan.

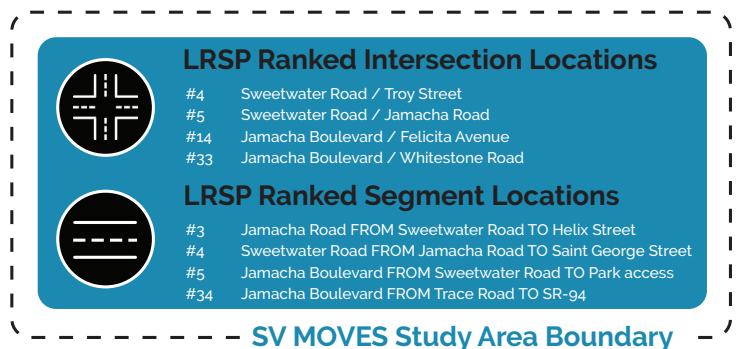


Figure 2-6. Intersections and Roadway Segments identified by LRSP

Source: County of San Diego Local Roadway Safety Plan

2.2 Local Plans

Spring Valley Community Plan (2014)

Status:

- » **Plan Adopted in 2011**
- » **Plan Updated in 2014**

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)."

Spring Valley's Community Plan was written in 2010, adopted by the County Board of Supervisors in 2011, and last updated in 2014 (GPA 12-007). The Community Plan highlights policies relating to Circulation and Mobility .

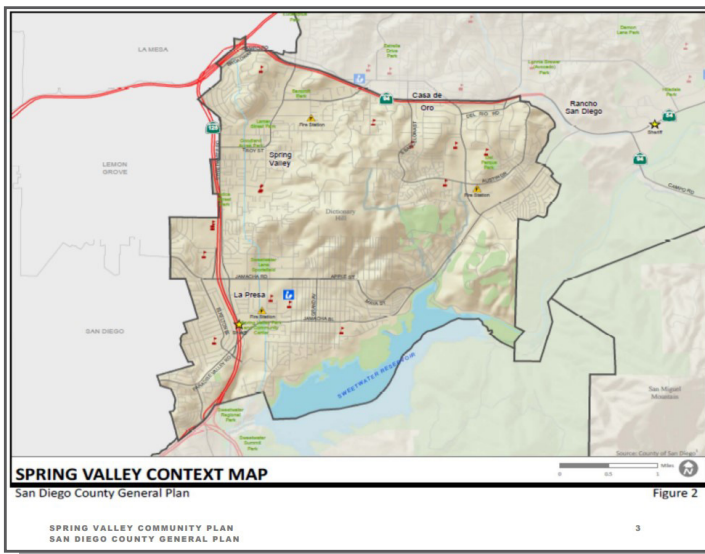


Figure 2-7. Spring Valley Community Plan

Source: County of San Diego

GOAL CM 5.1 – A contiguous, safe, efficient, and attractive pedestrian network for Spring Valley that provides an alternative to vehicle trips.

- **Policy CM 5.1.1** – Seek funds and funding opportunities to expand pedestrian planning and implementation for Spring Valley.

Goal CM 8.1 – Provide the best possible traffic flow within and through Spring Valley

- **Policy CM 8.1.1** – An extension of the public transit systems, both bus and rail, may offer a means of easing the surface traffic situation.
- **Policy CM 8.1.2** – Coordinate with CALTRANS and SANDAG to construct the Troy Street connectors designed in the original plan for SR-125 by 2020.
- **Policy CM 8.1.3** – Use speed controlling lights on major intersections.

The Plan 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.

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 Plan builds on the County's recently developed green infrastructure guidelines to identify and prioritize green streets project opportunities within the unincorporated communities.

The Spring Valley community was identified as an Environmental Justice Community within the Green Streets Plan and identifies potential opportunities that benefit the community including stormwater improvements, aquifer recharge, improving pedestrian safety, and enhancing green spaces.

In 2023, as part of the Green Streets Plan, the County implemented the Sweetwater Lane Park Trash Capture Project in the Spring Valley community which installed a sub-surface trash capture device beneath the Sweetwater Lane Community Park which will capture trash, debris, and sediment, preventing the discharge of these contaminants to the tributaries of the Sweetwater River. This project was awarded "Project of the Year" by the San Diego/Imperial County Chapter of the American Public Works Association. While this project did not include mobility

enhancements, future Green Streets Projects could construct new sidewalks and pedestrian ramps, or incorporate traffic calming measures such as curb extensions, or install new shaded trees along meandering sidewalks to improve the overall pedestrian environment.



Figure 2-8. Green Streets Clean Water Plan
Source: County of San Diego

Clean Mobility Options Voucher Pilot Program - La Presa and Spring Valley Community Transportation Needs Assessment

Status:
» **Program Awarded in 2020**
» **Needs Assessment Completed in 2021**

In 2021, the County conducted a community transportation needs assessment in the La Presa neighborhood of the Spring Valley Community to understand how residents travel within their community and what transportation

challenges they face when doing so. The needs assessment focused on transportation needs of residents living at two affordable housing developments in the La Presa community. As part of the project, County staff reviewed existing data to identify current travel behaviors and gaps in transportation access within the community. Staff also reached out to the community to identify transportation solutions.

The needs assessment showed that nearly 80% of Spring Valley residents drive alone in a personal vehicle as their primary transportation mode. Many residents indicated high traffic volumes as a challenge traveling through their community.

Through discussions with community members, four mobility themes were identified to reduce community transportation challenges and greenhouse gas emissions, specifically zero emission options. The Community Transportation Needs Assessment identifies the gaps the Spring Valley community currently faces with mobility. As part of the needs assessment, mobility themes were identified to help identify future improvements for this plan and have been incorporated into this plan:

- Community Shuttle. An electric community shuttle could provide convenient and affordable transportation to popular destinations in the community.
- Electric Carshare Program. A carshare service (e.g., Zipcar) available at a

centralized parking area within the neighborhood would allow residents rental access to electric vehicles for local and non-local trips.

- Rideshare Discounts. An on-demand rideshare discount program could offer reduced or free rides in electric vehicles to community residents.
- Non-Vehicular Infrastructure Improvements. Feedback received through the survey and at workshops related to the need for making walking and biking a safer transportation option through pedestrian and bicycle infrastructure improvements.

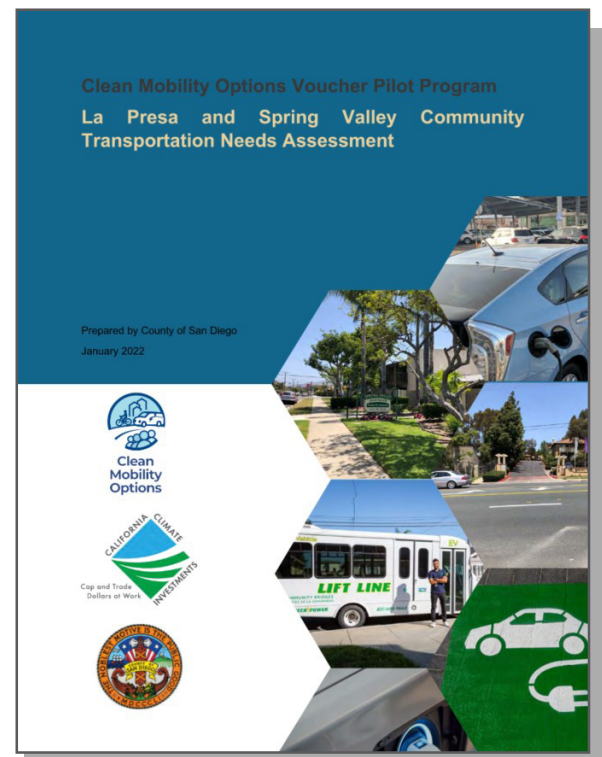


Figure 2-9. CMO Transportation Needs Assessment

Source: County of San Diego



“

Terrain is a big issue in Spring Valley, [it is] hard to bike or walk to top of hill after getting off bus.

”

- Spring Valley Resident
January Community Workshop

3. COMMUNITY PROFILE

The Spring Valley community is located in the East County area of unincorporated San Diego County nestled between the City of Lemon Grove to the west and the unincorporated community of Jamul to the east. The Spring Valley community is unique in that it is the geographically the largest unincorporated community of San Diego County at thirteen square miles. There are currently two Community Planning Groups (CPG) active in the community of Spring Valley, 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 Spring Valley Community.

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

- Key destinations in and around the 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](#).

- *At thirteen square miles, the Spring Valley community is the largest unincorporated community in San Diego County and recognized as an environmental justice community due it's disproportionate exposure to environmental hazards such as industrial waste and air pollution.*
 - ◊ *The Healthy Place Index (HPI) scores for the tracts in Spring Valley all fall within the 25-50 percentile, and all census tracts within the Spring Valley study area has an HPI score that is less than the County average of 67.9.*
 - ◊ *The Cal EnviroScreen (CES) scores for 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 \$84,930, which is below the Countywide average of \$98,928.*
 - ◊ *Majority (20%) of income earners fall into range of \$50-\$75,000 per year*
- *Less than 2% of commuters use public transportation*

Community Profile Highlights

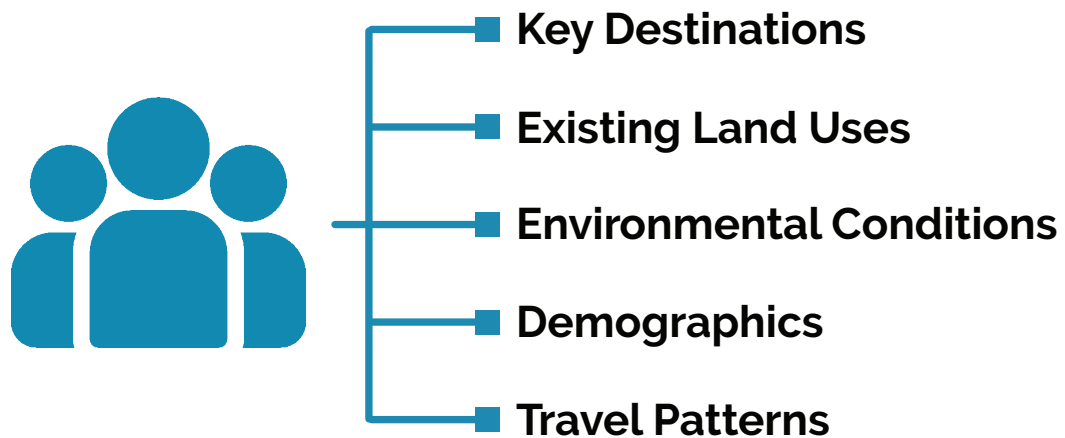


Figure 3-1. Community Profile Characteristics

3.1 Land Use & Housing

Existing Land Uses

The majority of the Spring Valley community is designated as low density residential as shown in **Figure 3-2**. There are three commercial corridors within the study area (Troy Street, Grand Avenue, and Jamacha Boulevard) with two nodes of community center retail (125,000 – 400,00 sf) at the intersection of Jamacha Road and Sweetwater Road and Jamacha Boulevard and Sweetwater Road. These commercial areas support the adjacent community and primarily include grocery stores, restaurants, and clothing retailers while the other commercial corridors along Troy Street and Grand Avenue are largely comprised of automotive supportive businesses and smaller local retailers. Additionally, the multifamily residences located within the study area are primarily concentrated adjacent to the commercial areas along Sweetwater Road.

In terms of recreational amenities, there are two County parks located within the study area (Spring Valley County Park and Ildica County Park) and the Sweetwater Lane Sports Complex is located just outside of the study area boundary off Jamacha Road. The study area also encompasses three elementary schools (La Presa Elementary School, Avondale Elementary School, and Kempton Street Elementary), and one high-

school (Mount Miguel High School). The study area also partially covers the most northern end of the Spring Valley Swap Meet and Rancho Elementary School. These recreational areas and schools are all important community destinations. Overall, the existing land use patterns in the Spring Valley study area reflect a concentration of a mix of land uses (commercial and multifamily) along the major thoroughfares and key intersections with single family residential located between these commercial areas.

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.

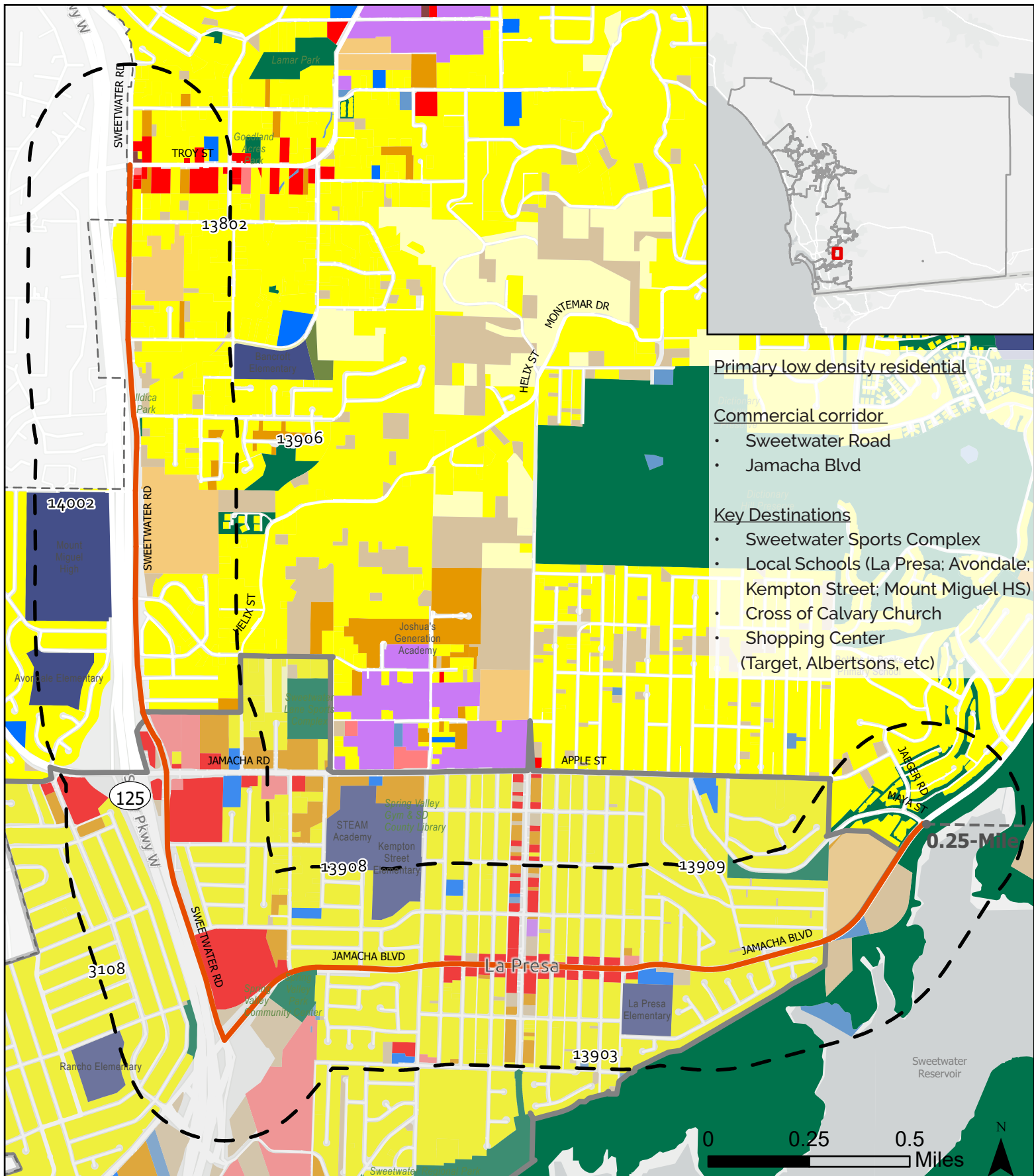
Population & Household

The population of the Spring Valley community according to 2022 US Census data, is approximately 30,227 and is made up of 8,816 households, as shown in **Table 3-1**. This equates to an average number of persons per household of approximately 3.4, which is higher than the County and statewide average of 2.7 and 2.8, respectively. Larger household size can be an indicator for a need for more affordable units and lower income households.

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

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

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



- Primary low density residential**
- Commercial corridor**
- Sweetwater Road
 - Jamacha Blvd
- Key Destinations**
- Sweetwater Sports Complex
 - Local Schools (La Presa; Avondale; Kempton Street; Mount Miguel HS)
 - Cross of Calvary Church
 - Shopping Center (Target, Albertsons, etc)

Legend

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

Spring Valley

Figure 3-2. Existing Land Use

3.2 Socio-Economic Characteristics

Age Groups

Spring Valley community'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 10 to 19 years (13%) followed by the 20-to-29-year and 30-to-39-year age groups (12%) with the smallest age group being 80 years and older (3%). These age trends show that there is a greater population of younger adults to middle aged residents with children. Nearly half (48%) of the population of Spring Valley residents are of professional working age (20 – 59 years) and 22% of the population being of school age or small children. Since more than half of Spring Valley community's population is between the ages of 20 and 69, 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 Spring Valley community is racially and ethnically diverse as a whole. The two largest groups of residents in the community identify as Hispanic/Latino and White at 48% and 27%, respectively. As shown in **Figure 3-3**, the next largest groups are African American which make up 13%. **Figure 3-3** also summarizes the primary languages spoken at home; 60% of Spring Valley's residents speak English as their primary language at home which is nearly double the next highest language spoken. At 31% the second most common language spoken in Spring Valley community is Spanish. Additionally, 6% of individuals speak Asian and Pacific Island languages.

Figure 3-3 shows the racial and ethnic majority by census tract in Spring Valley 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 community along Sweetwater Rd between Tyler St and Jamacha Rd has a sizeable (10%–50%) White majority. These trends extend beyond the study area boundary as well, including a Black or African American majority located at the southwestern corner of the community, west of Interstate 125. The study area is largely racially and ethnically homogenous.

Income Indicators

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

The income distribution in Spring Valley community varies and aligns with the median household income data seen in **Figure 3-4**.

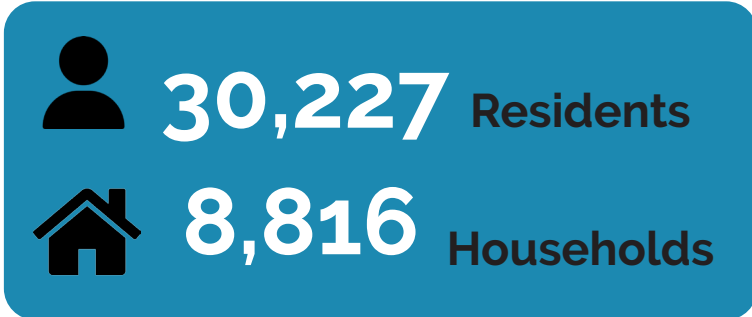
The largest household income category was \$50,000 to \$74,999 (20%) followed by \$100,000 to \$149,999 (17%). Approximately 46% of all households in Spring Valley community make less than \$75,000, while 28% of the households make \$150,000 or more. The average income across the study area is \$84,930, which is below the Countywide average of \$98,928.

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 southern part of the study area, west of Sweetwater Rd and south of Jamacha Blvd which have the lowest percentage of residents experiencing poverty (less than 10%).

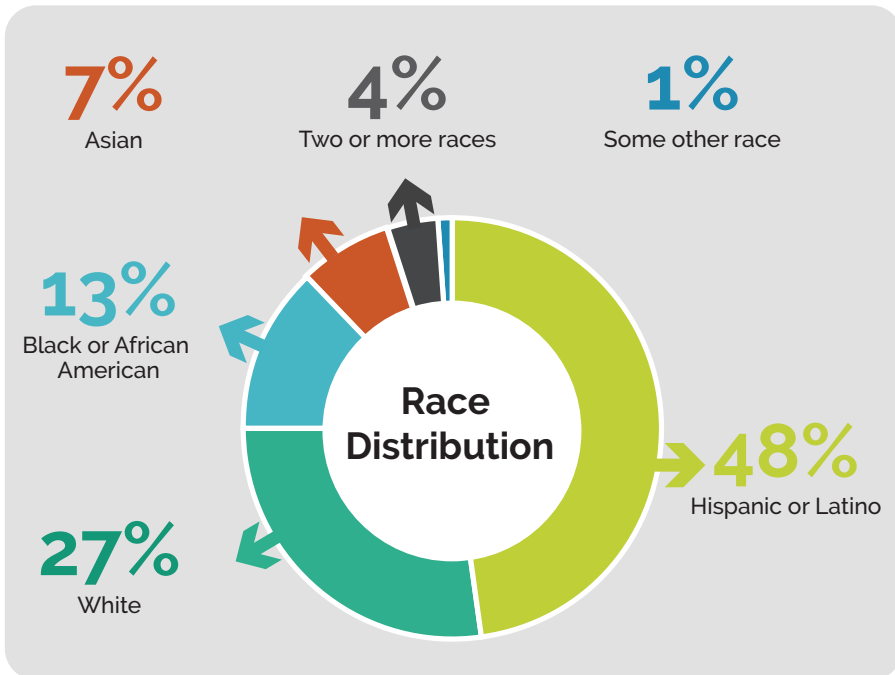
POPULATION & DEMOGRAPHICS



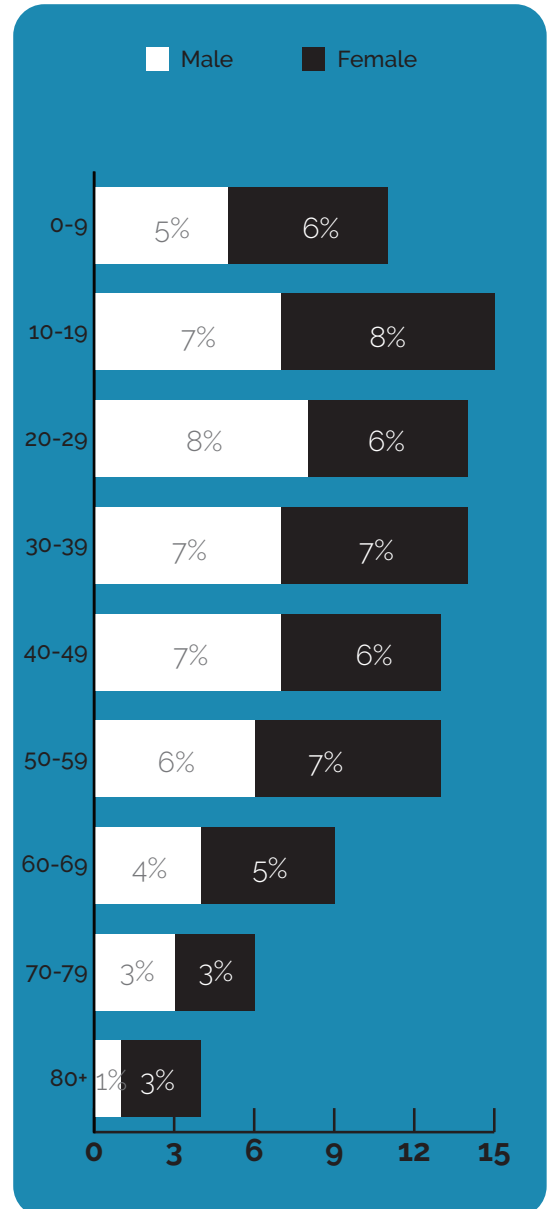
POPULATION



RACE & ETHNICITY



AGE GROUP



PRIMARY LANGUAGE

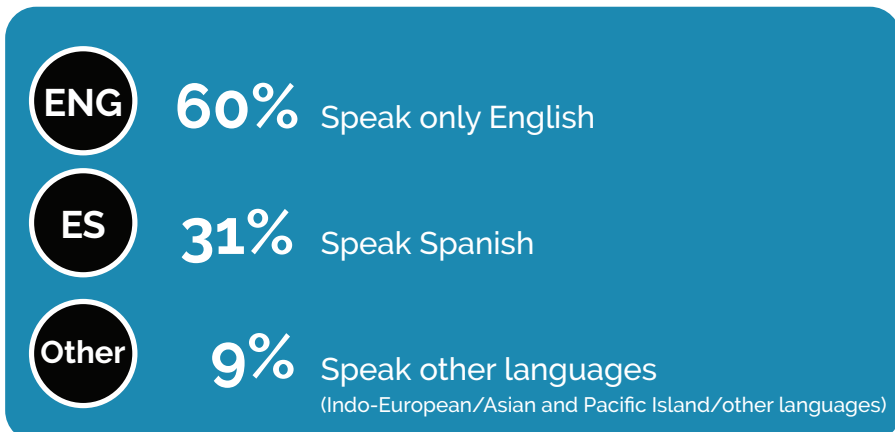
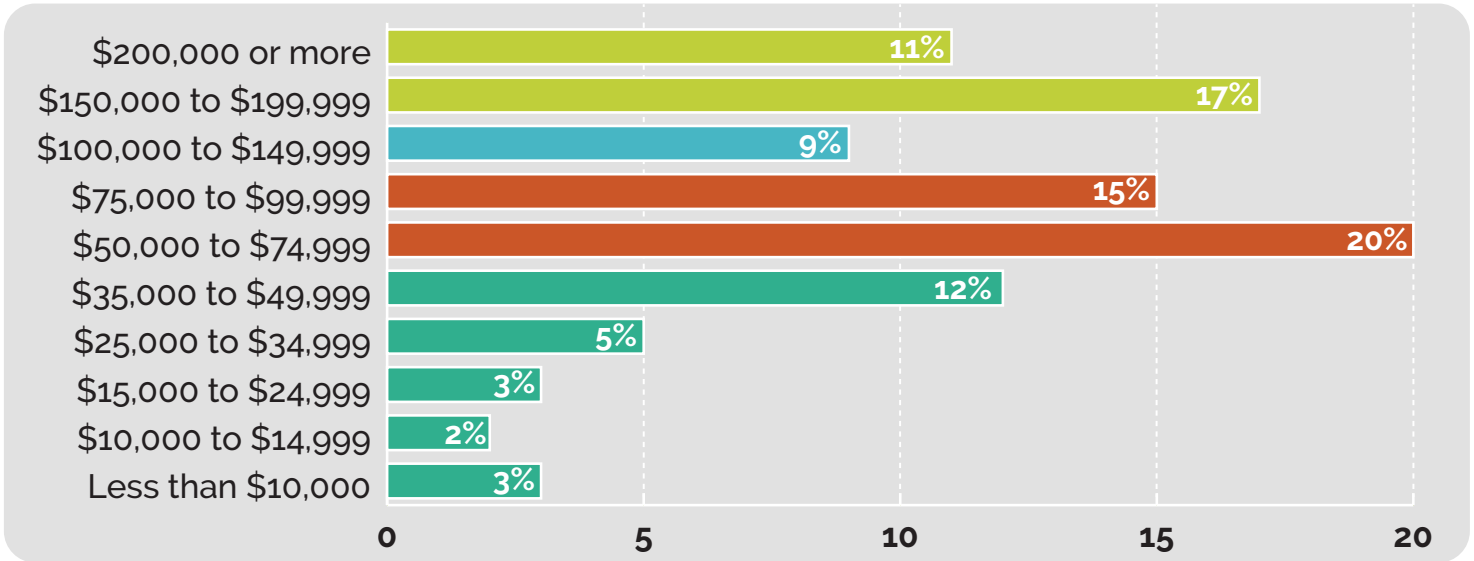
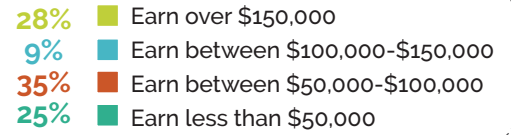


Figure 3-3. Population & Demographics
Source: US Census Bureau, ACS 5-Year Data 2022

SOCIO-ECONOMIC CHARACTERISTICS

Income Distribution



Employment by Industry

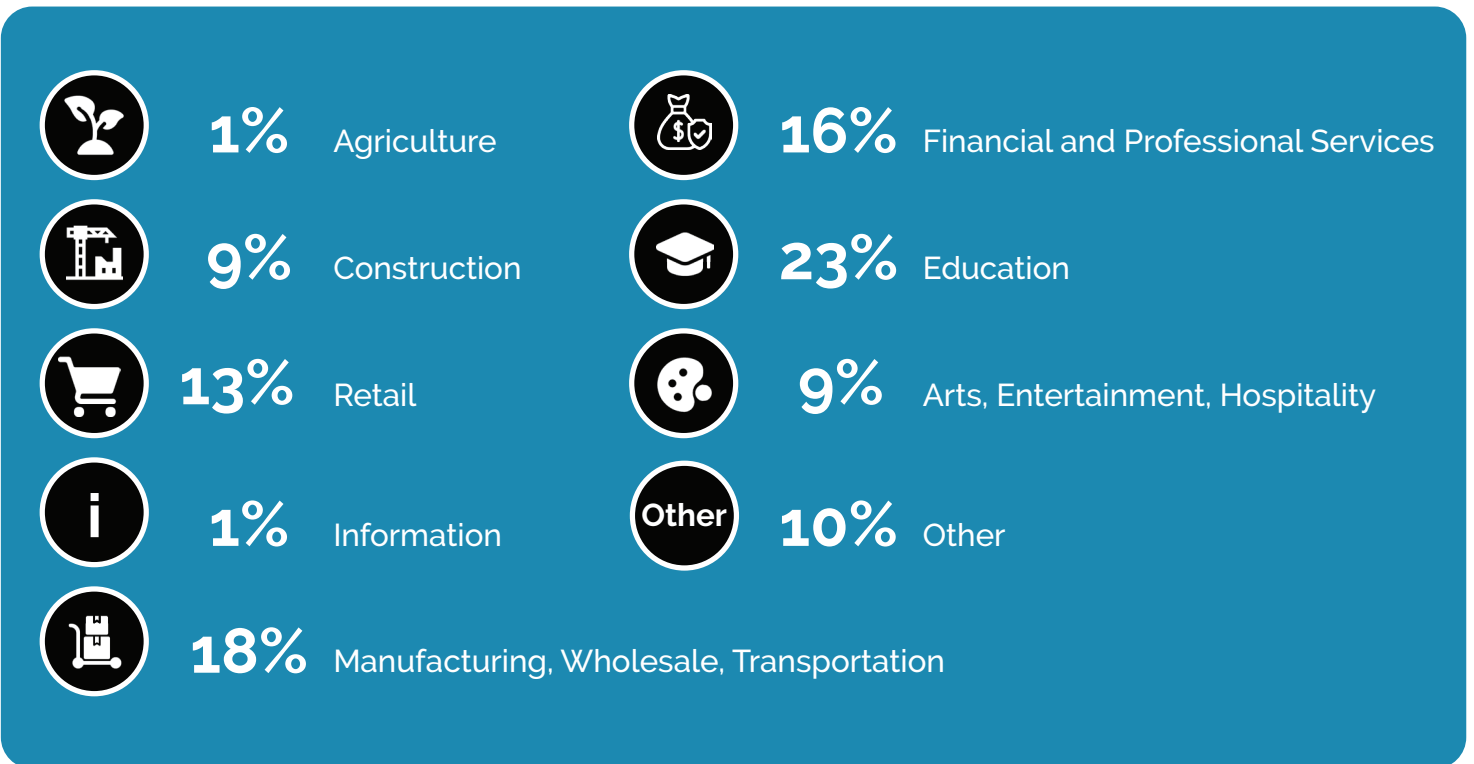


Figure 3-4. Socio-Economic Characteristics

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

Employment Centers

While there are no major employment centers located within the Spring Valley study area, there are two major employment centers classified by SANDAG within 0.5 miles of the northern portion of the Spring Valley study area (Spring Valley and Lemon Grove). The Spring Valley employment center is located approximately 0.3 miles from the most northern portion of the study area along Troy St. This portion of the Spring Valley employment center is largely an industrial use including automotive repair, personal storage, and fabrication shops, construction materials and provides 2,500 to 14,999 jobs, according to SANDAG's Employment Center 2.0 database¹. Employment centers in this database are categorized into four tiers based on the number of jobs within their boundaries.

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

Figure 3-4 displays the employment share by industry for residents that live within the Spring Valley study area. The two largest sectors of workers employed include Education and Manufacturing/wholesale/transportation at 23% and 18% respectively. Comparing the largest employment sectors to the nearby employment centers, it can be concluded that the majority of the jobs are not located within the Spring Valley study area and therefore residents either commute or work remotely.

Health Profile

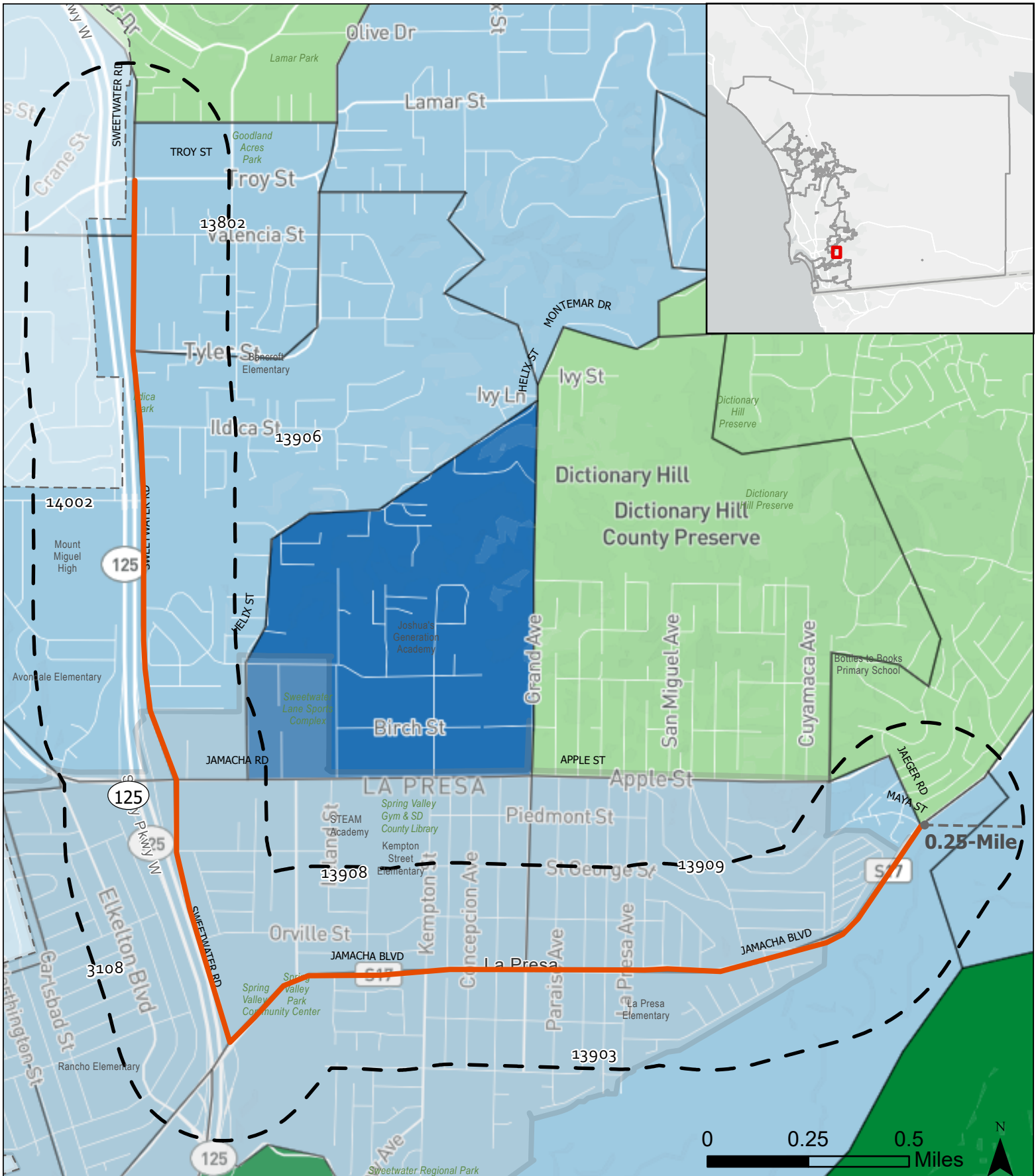
The California Healthy Places Index and the CalEnviroScreen (CES) 4.0 are two tools used to analyze the health of a community at the Census Tract level using a variety of indexes and factors. The tools used in this section highlight communities disproportionately impacted by pollution in decision-making processes. The aim is to highlight these communities and lift the unfair burden of pollution from those most vulnerable to its effects. Overall, Spring Valley community scores reflect a moderately unhealthy community, and the results are detailed below.

The California Healthy Places Index (HPI), developed by the Public Health Alliance

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).

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 in Spring Valley community all fall within the 25-50 percentile, and all census tracts within the Spring Valley study area has an HPI score that is less than the County average of 67.9. Across all tracts, the Healthcare Access and Transportation Policy Action Areas scored the lowest which includes active commuting, automobile access and insured adults. Inversely the Clean Environment index aggregately scored the highest amongst all tracts, this index includes exposure to diesel particulate matter, drinking water contaminants, ozone, and particulate matter 2.5.

CES 4.0 is a tool that identifies communities in California that are disproportionately burdened by pollutants. Factors used to identify communities include ozone, particulate matter, drinking water contaminants, pesticide use, lead, diesel particulates, asthma rates, and linguistic isolation. A higher score indicates a higher effect of pollutants for the area. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles data to help identify California communities that are disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposures, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include education attainment, linguistic isolation, poverty, and unemployment. The CES scores for Spring Valley are illustrated in [Figure 3-6](#) and show lower scores for the study area as a whole, between 30 – 60 percentile, with four census tracts (31.08, 138.02, 139.03, and 139.08) having the highest score (>50-60 percentile) and Census Tract 139.09 having the lowest score (>20-30 percentile). Traffic, lead in housing, impaired water, and drinking water contaminants are amongst the highest scoring pollutants.

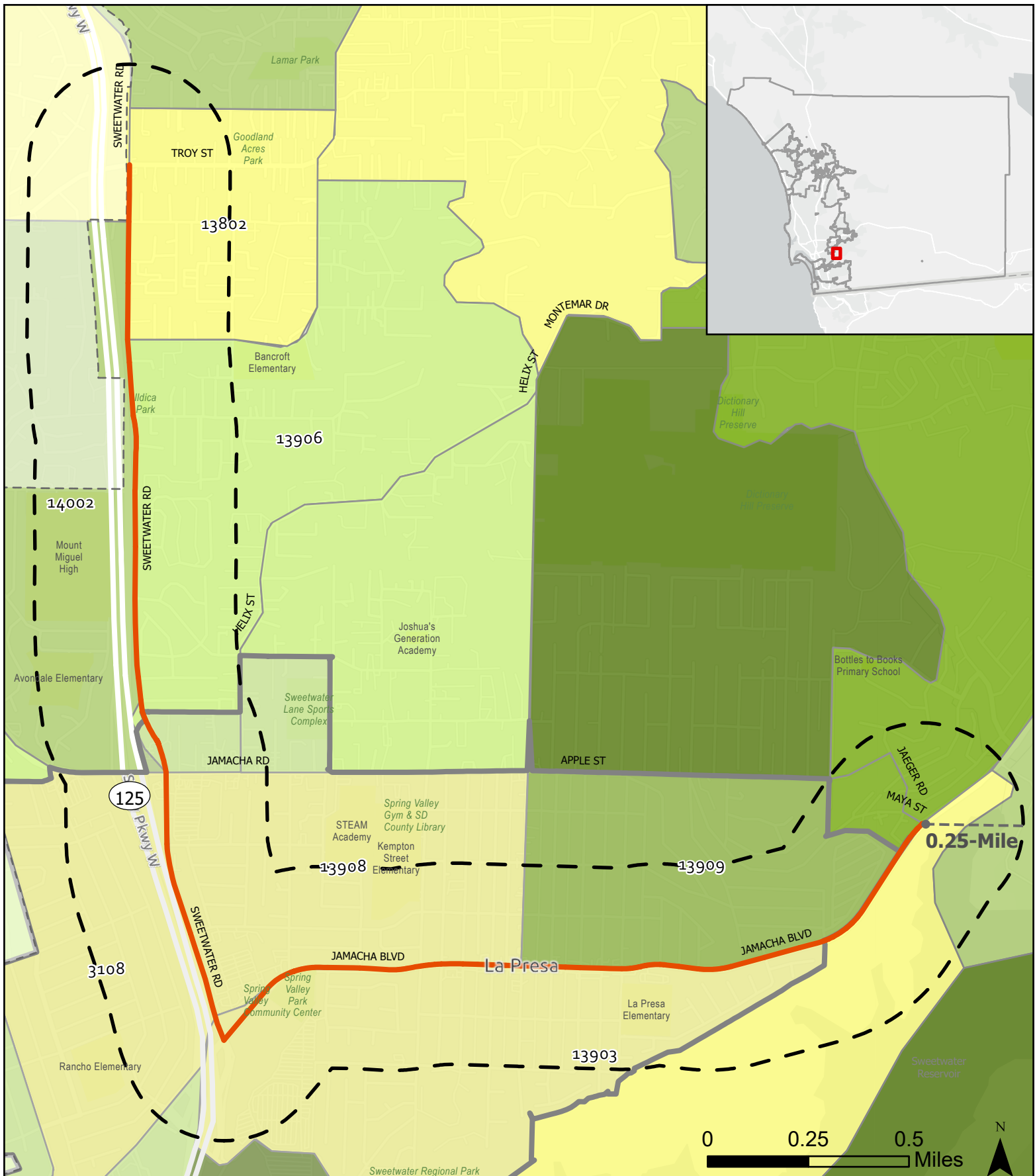


- Legend**
- Study Area
 - Development Feasibility Area
 - County Boundary

- HPI Score (v3.0)**
Percentile Ranking
Less to More healthy community conditions
- 0 - 25%
 - 25 - 50%
 - 50 - 75%
 - 75 - 100%

Spring Valley

Figure 3-5. California Healthy Places Index Score



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

- CalEnviroScreen 4.0 - Percentile Score
- 0 - 10 (Lowest Scores)
 - >10 - 20
 - >20 - 30
 - >30 - 40
 - >40 - 50

- >50 - 60
- >60 - 70
- >70 - 80
- >80 - 90
- >90 - 100 (Highest Scores)

Spring Valley

Figure 3-6. CalEnviroScreen 4.0 Percentile Score

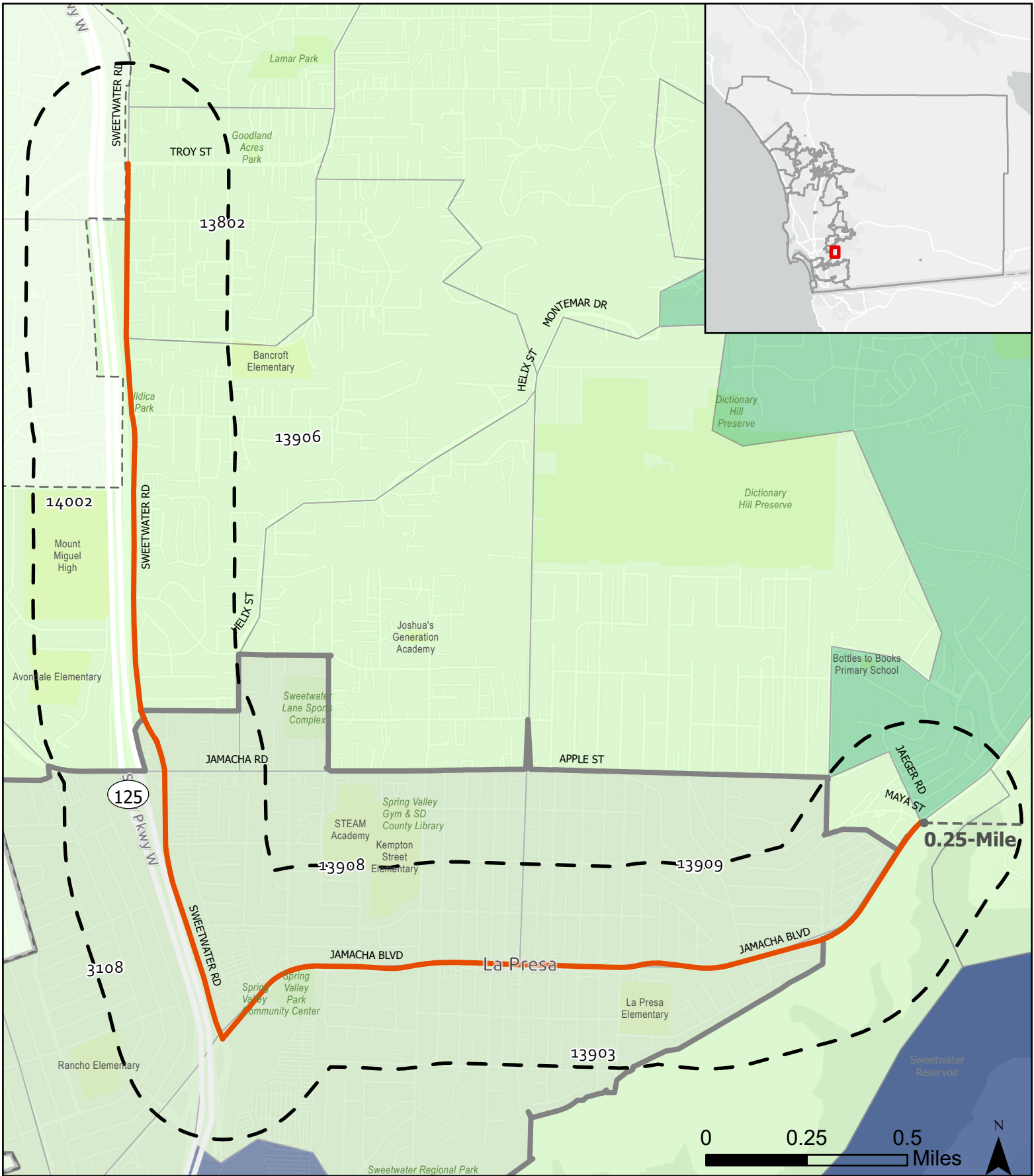
Access to Service and Resources

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 Spring Valley study area, all census tracts scored as a "Low Resource" area (see Figure 3-7). A review of the communities shows that there are limited services and amenities within the Spring Valley study area. If a resident needs childcare or healthcare services, they need to look outside of the study area. Additionally, the Spring Valley study area falls short of all regional median economic and education metrics including graduation rate, reading proficiency, median home value, and employment rate to list a few.

The Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program three planning projects are aimed at addressing the access to services and resources issues identified in Spring Valley community: The Community Land Trust, Business Community Connections, and Food Systems Programming and Community-Based Kitchen Design projects. Two planning projects, the First and Last Mile Audits and Bike Safety Events and Federally Qualified Health Center projects will aim to address the health impacts identified in the Spring Valley community.

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



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

- CTCAC/HCD Opportunity Map 2024**
- Highest Resource
 - High Resource
 - Moderate Resource
 - Low Resource

Spring Valley

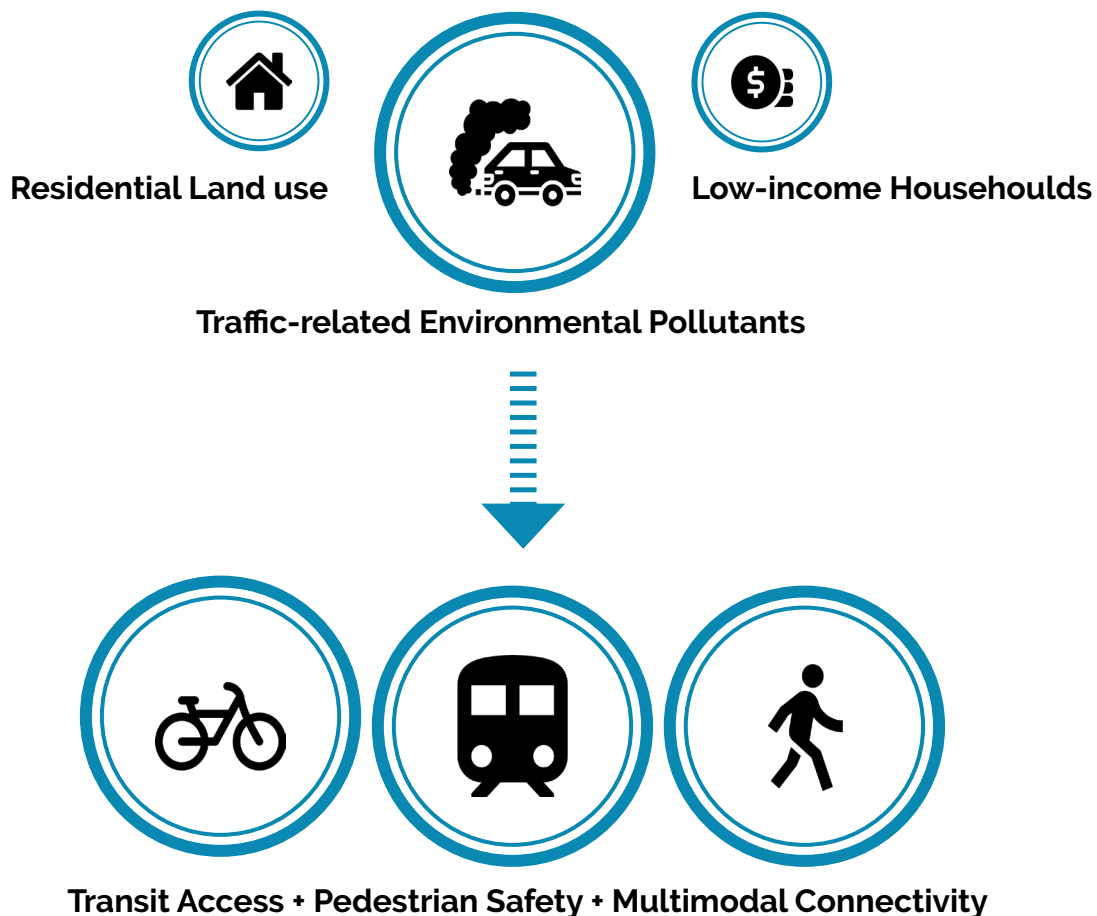
Figure 3-7. TCAC/HCD Opportunity Area

3.3 Key Takeaways

An analysis of the land use, housing and demographic data in Spring Valley community reveals a number of trends. The population is predominately Hispanic/Latino married couples and single individuals. The land uses are comprised primarily of single family residential with commercial nodes at key intersections (i.e. Jamacha Road and Sweetwater Road and Jamacha Boulevard and Sweetwater Road) with a majority of the multifamily residential located closest to these commercial areas.

In terms of health and environmental indicators, the entire study area is equally burdened by pollutants, primarily related to traffic. Mitigating these environmental pollutants will be a primary focus of the County's Spring Valley SEEDS effort. Overall, all households in the Spring Valley study area fall within either the very-low or low-income category with the largest percentage (20%) of households making between \$50,00 and \$74,999.

With limited local services, Spring Valley residents must travel outside of their community for daily needs, underscoring the importance of improved transit access, pedestrian safety, and multimodal connectivity. These demographic and socio-economic factors drive mobility needs, which are topics explored further in the Community Needs Assessment (Chapter 4).





“

The multi-use path needs to be maintained better (dumping).
Who's responsibility is that?

”

- Spring Valley Resident
January 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 Spring Valley 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 Spring Valley 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](#), 77% of commuters in the Spring Valley community (by census tract) drive alone to work followed by those that carpool at 10%. Approximately 9% of residents work from home (8%). Following the COVID pandemic, an increased number of employees are now falling into the work from

Table 4-1. Transportation to Work Percentages

	Average
Drove Alone	77%
Carpooled	10%
Public Transportation	2%
Bicycle	0%
Walked	1%
Other Means	2%
Worked From Home	9%
Mean Travel time to Work	27 min

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

home category. This may indicate a new trend enabled by evolving workplace culture that allow for a more flexible work environment. It is important to note that bicycle ridership and walking rates may be higher than this data indicates, as ACS estimates do not account for recreational trips or trips where commuters use more than one mode of transportation when traveling to work. Only 2% of commuters use public transportation which includes bus and commuter rail (Trolley).

Table 4-2 shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, most residents within the Spring Valley community 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.

In addition to the local travel patterns in and around the Spring Valley community, it is also important to recognize the regional movement of people through the community. Jamacha Boulevard serves as the commercial corridor for those commuting between the neighboring Lemon Grove and Casa De Oro.

Table 4-2. Vehicle Access by Household

	Average
No Access to a Vehicle	6%
1 Vehicle Available	22%
2 Vehicles Available	31%
3 Vehicles Available	25%
4 or More Vehicles Available	16%

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



Highly auto-dependent community with wide-lane roadway infrastructure right next to the freeway.

4.2 Existing Transportation Infrastructure

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

Existing Roadway Conditions

This review of the existing roadway network in the Spring Valley community focuses on higher classifications of Mobility Element roadways (Boulevards, Major Roads, Prime Arterials, and Expressways) including Sweetwater Road and Jamacha Boulevard.

Figure 4-1 shows the existing roadway classification.

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

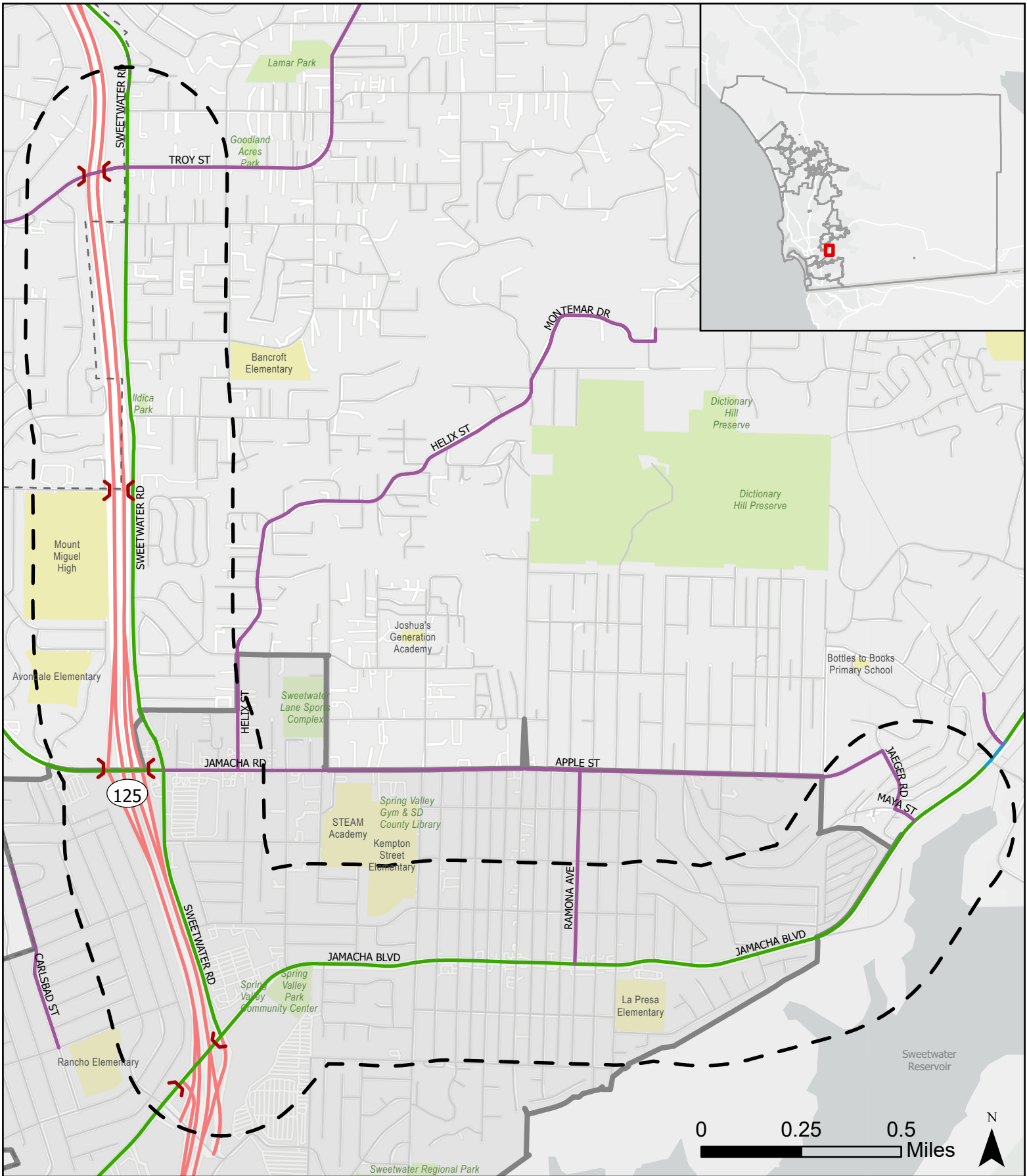
A parallel effort led by the County's Department of Public Works (DPW) evaluated roadways near various opportunity sites identified in the Development Feasibility Assessment (DFA). This Infrastructure Gap Analysis (IGA) looked at the existing cross-section of these roadways including presence of sidewalks, 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**.





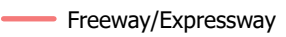
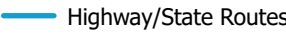
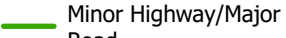
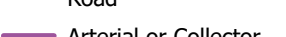
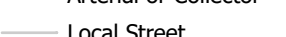


As discussed in the following sections, many key roadways lack sufficient pedestrian and bicycle facilities, increasing the risk of conflicts between vehicles and non-motorized users. These gaps in multimodal connectivity present a barrier for non-vehicle owners in navigating in and around the area.



Hidden speed limit sign along Jamacha Boulevard.



Legend

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

Spring Valley

Figure 4-1. Existing Roadway Classification

Bicycle Facilities

Figure 4-2 shows the existing bicycle facilities within the Spring Valley community. As shown, a Class II bike lane is currently provided along Jamacha Boulevard, Grand Avenue, Tyler Street, and Sweetwater Road between Tyler Street and Jamacha Boulevard. Bicycle facilities are also intermittently provided on Troy Street. A Class I multi-use trail begins at the intersection of Sweetwater Road and Jamacha Boulevard and continues traveling south to Sweetwater Regional Park. In close proximity to the study area, Class III bike routes are provided along Central Avenue and Bancroft Drive. There are currently no existing bicycle facilities on all other roadways within the study area.



Buffered Class II bike lane adjacent to Spring Valley Park

Pedestrian Facilities

Figure 4-2 also shows the existing pedestrian facilities within the Spring Valley community. There are currently sidewalks on both sides of Jamacha Boulevard east of Sweetwater Road but become intermittent with more frequent gaps on the south side, leaving the commercial area and approaching Sweetwater Reservoir. A pocket park located at the northeast corner of the Jamacha Boulevard and San Diego Street intersection near Huron Street provides access to MTS bus stop 40285 and serves as a public gathering location.

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



Sidewalk closures and improper crossings during construction near SR-125 off-ramps

the study area, sidewalks become sparser north of Tyler Street. Marked crosswalks identified in **Figure 4-2** are currently not ADA compliant (i.e. missing truncated domes and a detectable warning surface) and are also not high-visibility crosswalks.

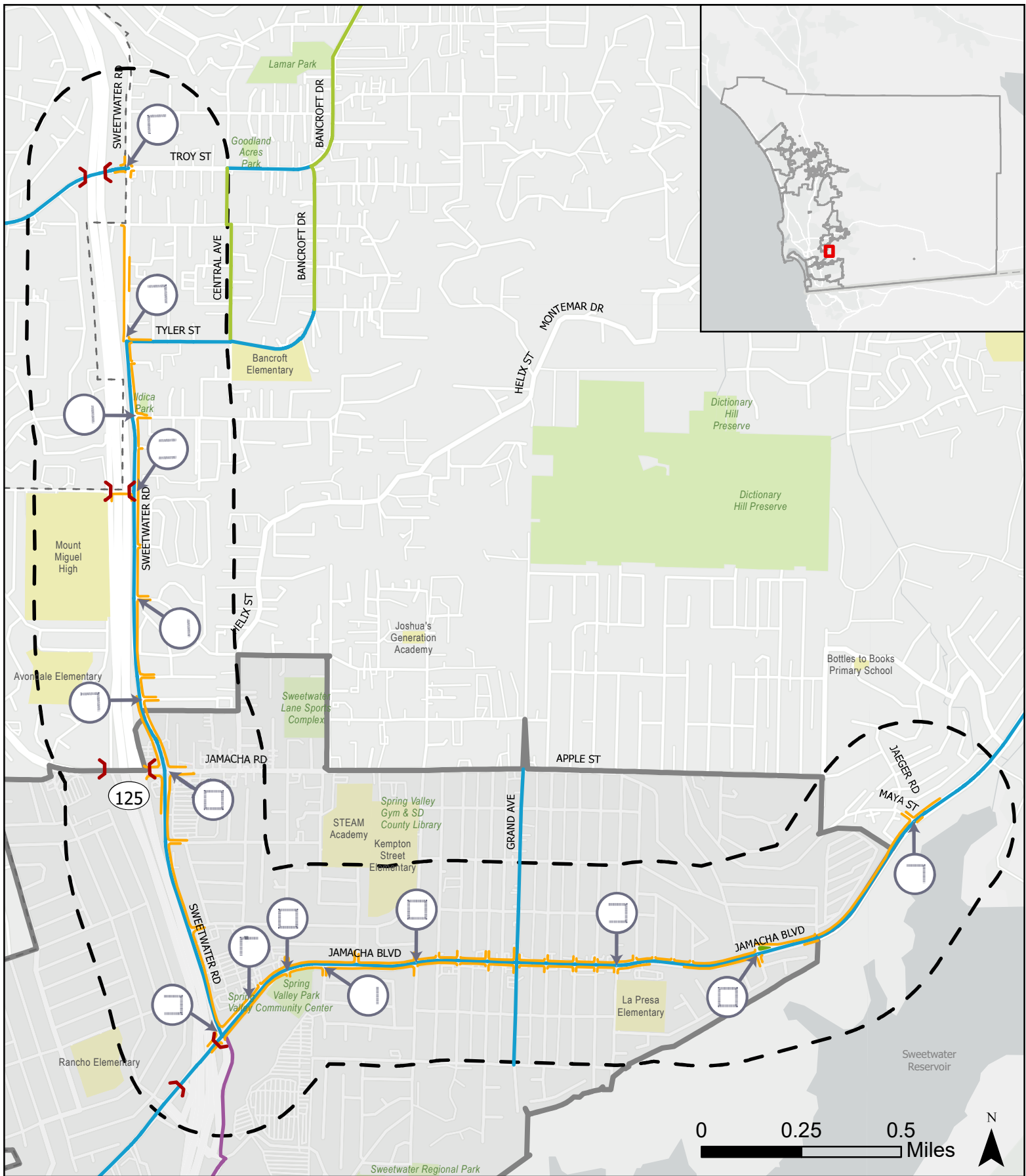
Generally, there is ample sidewalk availability throughout the study area, however improvements could be provided for better connectivity, particularly to address sidewalk gaps along the west side Sweetwater Road. This is especially important given the presence of Spring Valley Center (shopping mall),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



Pedestrian walking in street due to missing sidewalks



Wide & busy intersection (Jamacha Road and Sweetwater Road) with faded crosswalks



Legend

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

Spring Valley



Figure 4-2. Existing Bike and Pedestrian Facilities

Existing Transit Network

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

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

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

Table 4-3 shows the average weekday passengers from 2022 to 2024 at all stops for each bus route. The average daily boarding for the stops within the study area has also been identified. In general, both Route 856 and Route 962 have relatively higher average weekday ridership. The table below shows that the average Weekday passengers are increasing for all bus routes, with the exception of Bus Route 962 between fiscal years 2022 and 2023.

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, Sweetwater Road generally experiences higher average weekday ridership than Jamacha Boulevard, indicating that Sweetwater Road is a more heavily utilized route for daily transit commuters. The highest boarding stops are at Sweetwater Road & Blossom Lane, with over 100 daily riders on Route 856 for both northbound and southbound directions.



Bus Route 856 operating on Sweetwater Road

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 Weekday Passengers (2022)	Average Weekday Passengers (2023)	Average Weekday Passengers (2024)
856	1,038	1,324	1,482
851	144	177	219
936	719	871	936
962	1,175	1,113	1,293

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	Northbound			Southbound		
01 Sweetwater Rd & Troy St (SB)	40522	N/A	N/A	0	32	12	44
02 Sweetwater Rd & Troy St (NB)	40807	15	31	46	N/A	N/A	0
03 Sweetwater Rd & Palm St (SB)	40620	N/A	N/A	0	8	3	11
04 Sweetwater Rd & Tyler St (SB)	99257	N/A	N/A	0	12	5	17
05 Sweetwater Rd & Tyler St (NB)	99256 (Route 851)	1	2	3	N/A	N/A	0
	99256 (Route 856)	7	24	31	N/A	N/A	0
06 Sweetwater Rd & Blossom Ln (SB)	40617 (Route 851)	N/A	N/A	0	19	23	42
	40617 (Route 856)	N/A	N/A	0	62	44	106
07 Sweetwater Rd & Blossom Ln (NB)	40806 (Route 851)	8	7	15	N/A	N/A	0
	40806 (Route 856)	35	68	103	N/A	N/A	0
08 Sweetwater Rd & Harness St (NB)	99598 (Route 851)	0	1	1	N/A	N/A	0
	99598 (Route 856)	2	15	17	N/A	N/A	0
09 Sweetwater Rd & Spring Vista Wy (NB)	99358 (Route 851)	0	2	2	N/A	N/A	0
	99358 (Route 856)	3	9	12	N/A	N/A	0
10 Sweetwater Rd & Spring Vista Wy (SB)	99359 (Route 851)	N/A	N/A	0	2	1	3
	99359 (Route 856)	N/A	N/A	0	10	3	13
11 Sweetwater Rd & Jamacha Rd (SB)	10330 (Route 856)	N/A	N/A	0	57	13	70
	10330 (Route 936)	N/A	N/A	0	39	4	43
12 Sweetwater Rd & St George St (NB)	13160 (Route 851)	1	13	14	N/A	N/A	0
	13160 (Route 856)	15	60	75	N/A	N/A	0
	13160 (Route 936)	4	31	35	N/A	N/A	0
13 Sweetwater Rd & Orville St (NB)	12588 (Route 851)	1	8	9	N/A	N/A	0
	12588 (Route 856)	5	29	34	N/A	N/A	0
	12588 (Route 936)	1	18	19	N/A	N/A	0
	12588 (Route 962)	64	2	66	N/A	N/A	0
Total MTS Transit (Sweetwater Road)		162	320	482	241	108	349
Bus Stop	Stop ID	Eastbound			Westbound		
14 Jamacha Bl & Gillispie Dr (WB)	41134 (Route 851)	N/A	N/A	0	37	15	52
	41134 (Route 856)	N/A	N/A	0	37	19	56
	41134 (Route 936)	N/A	N/A	0	1	12	13
	41134 (Route 962)	N/A	N/A	0	1	42	43
15 Jamacha Bl & Thayer Dr (WB)	40276 (Route 851)	N/A	N/A	0	0	0	0
	40276 (Route 856)	N/A	N/A	0	2	3	5
16 Jamacha Bl & Kempton St (EB)	99255	9	2	11	N/A	N/A	0
17 Jamacha Bl & Kempton St (WB)	40395 (Route 851)	N/A	N/A	0	1	1	2
	40395 (Route 856)	N/A	N/A	0	3	7	10
18 Jamacha Bl & Grand Av (WB)	40280 (Route 851)	N/A	N/A	0	4	3	7
	40280 (Route 856)	N/A	N/A	0	11	33	44
19 Jamacha Bl & Grand Av (EB)	40041	41	10	51	N/A	N/A	0
20 Jamacha Bl & La Presa Av (WB)	40401	N/A	N/A	0	6	17	23
21 Jamacha Bl & La Presa Av (EB)	40170	20	5	25	N/A	N/A	0
22 Jamacha Bl & San Juhn St (WB)	40284	N/A	N/A	0	0	3	3
23 Jamacha Bl & San Miguel St (EB)	40924	1	0	1	N/A	N/A	0
24 Jamacha Bl & San Diego St (EB)	40047	21	9	30	N/A	N/A	0
25 Jamacha Bl & San Diego St (WB)	40285	N/A	N/A	0	8	22	30
26 Jamacha Bl & Maya St (WB)	40639	N/A	N/A	0	2	6	8
Total MTS Transit (Jamacha Blvd)		92	26	118	113	183	296
Bus Stop	Stop ID	Eastbound/Northbound			Westbound/Southbound		
27 Orville St & Brucker Av (EB)	10332 (Route 856)	52	56	108	N/A	N/A	0
	10332 (Route 936)	174	82	256	N/A	N/A	0
	10332 (Route 962)	146	111	257	N/A	N/A	0
28 Gillispie Dr & Jamacha Bl (SB)	11820 (Route 856)	N/A	N/A	0	5	12	17
	11820 (Route 936)	N/A	N/A	0	0	5	5
	11820 (Route 962)	N/A	N/A	0	0	24	24
29 Jamacha Rd & Sweetwater Rd (EB)	41129	22	5	27	N/A	N/A	0
30 Jamacha Rd & Kempton St (EB)	41131	22	6	28	N/A	N/A	0
31 Grand Av & Jamacha Rd (EB)	41132	6	2	8	N/A	N/A	0
32 Grand Av & St George St (SB)	41133	N/A	N/A	0	3	2	5
Total MTS Transit (Other Roadways)		422	262	684	8	43	51
Total MTS Transit		676	608	1284	362	334	696

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



Bus stop at the pocket park (Jamacha Blvd & San Diego St)

Most of the bus stops in the Spring Valley 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 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

4.3 Key Takeaways

A review of the existing pedestrian, bicycle, and transit facilities within the Spring Valley MOVES 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 apparent challenges to access alternative modes of transportation highlight

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.

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

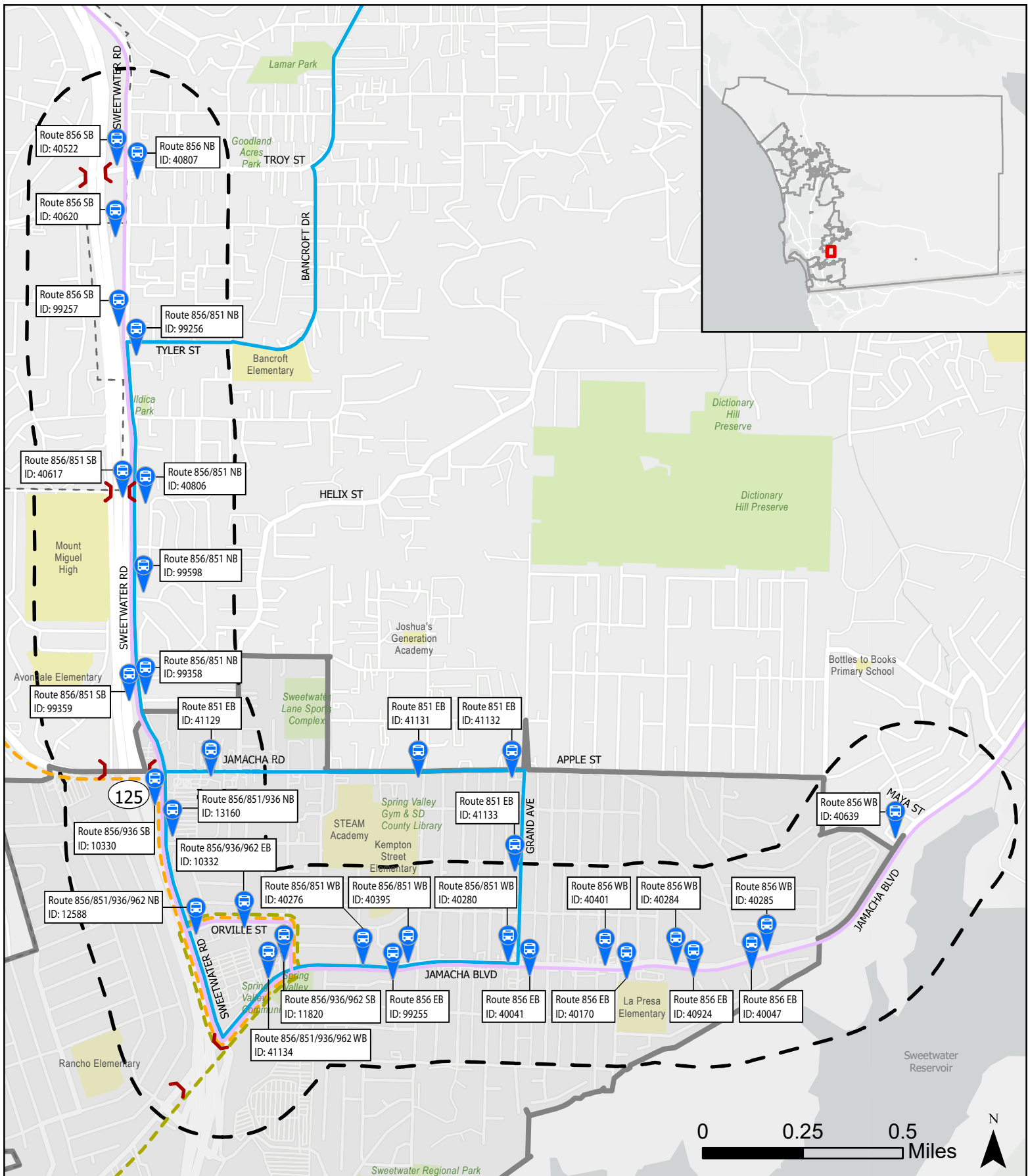
the need to improve connectivity for all modes of transportation options. These findings are further supported by the feedback received from the community and discussed further in Chapter 5.

Table 4-5. Bus Stop Amenities

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

Note: Bus stop locations are illustrated in Figure 4-3 and illustrated northbound, counterclockwise

** Facilities exist but has indications of damage/disrepair.*



Legend

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

Spring Valley

Figure 4-3. Existing Public Transit Facilities

“

Pedestrian head start at all traffic signals, [we] need L.P.I (Leading Pedestrian Intervals).

[There is] no contiguous sidewalk connectivity.

”

- Spring Valley Resident
January Community Workshop



5. STAKEHOLDER ENGAGEMENT & COMMUNITY OUTREACH

Involving the Spring Valley community was crucial to ensure the findings of the CNA and Community Profile is 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 the Spring Valley community? Why?
- Do you have additional mobility experiences in Spring Valley to add to the assessment findings?
- Based on your mobility experiences and needs in the 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 Spring Valley MOVES is to facilitate inclusive community engagement through community-centered outreach. Following are engagement objectives that support this goal:

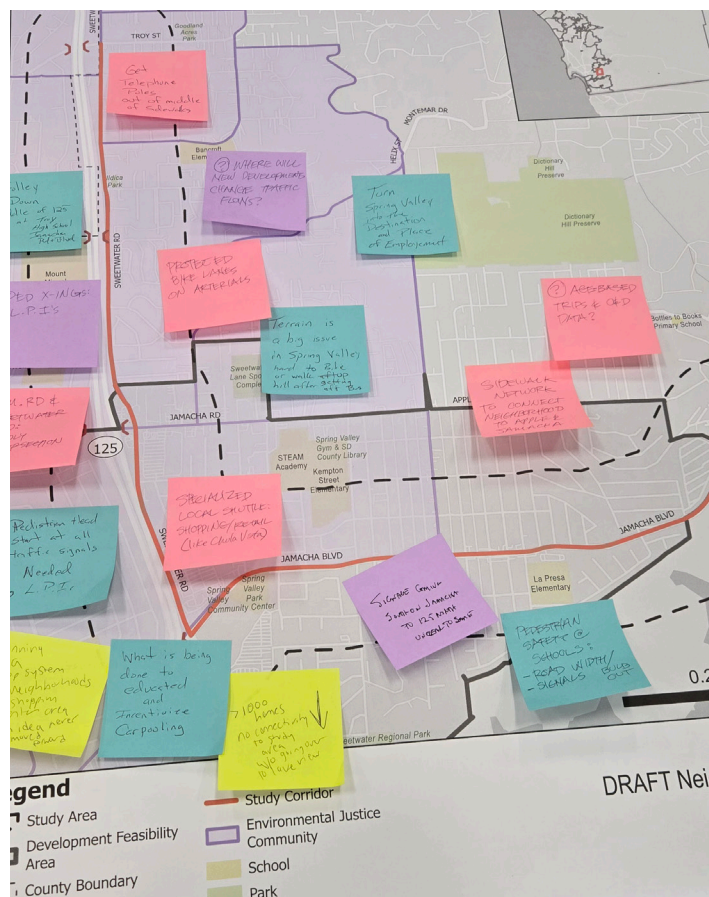
1. Identify and engage stakeholder groups and all community members in envisioning and designing a safe, connected, accessible, and multi-modal mobility system
2. Provide multiple and relevant communication methods to build community awareness of the project and how to get involved
3. Account for the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

5.2 Outreach Process

The outreach and engagement process collected community input on areas of concern that were their highest priorities for mobility improvements. It 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 Spring Valley MOVES process:

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



Community input collected from the in-person workshop

The project team utilized the following outreach strategies and communication methods during Phase 1:

- **Launch of “Engage Spring Valley Mobility: Spring MOVES” webpage** to serve as the public communications hub, with outreach efforts designed to attract stakeholders to the webpage for the latest project information and upcoming engagement activities.
- **An in-person community workshop** was hosted by the project team on January 29, 2025, at the Spring Valley Community Center within the SV community. Project information was

presented to community members about initial needs assessment findings, and input was solicited from the perspective of the community members' priority issue areas, and potential mobility improvements and programs.

- **Tabling at the Spring Valley Library and Gymnasium**, which are located within the study area, was held on one weekday afternoon to provide brief project information and input opportunities about mobility needs from the community members who use the library and gymnasium.
- **Communications with Chair of the Spring Valley Community Planning Group** resulted in the Chair's request that the Draft 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.

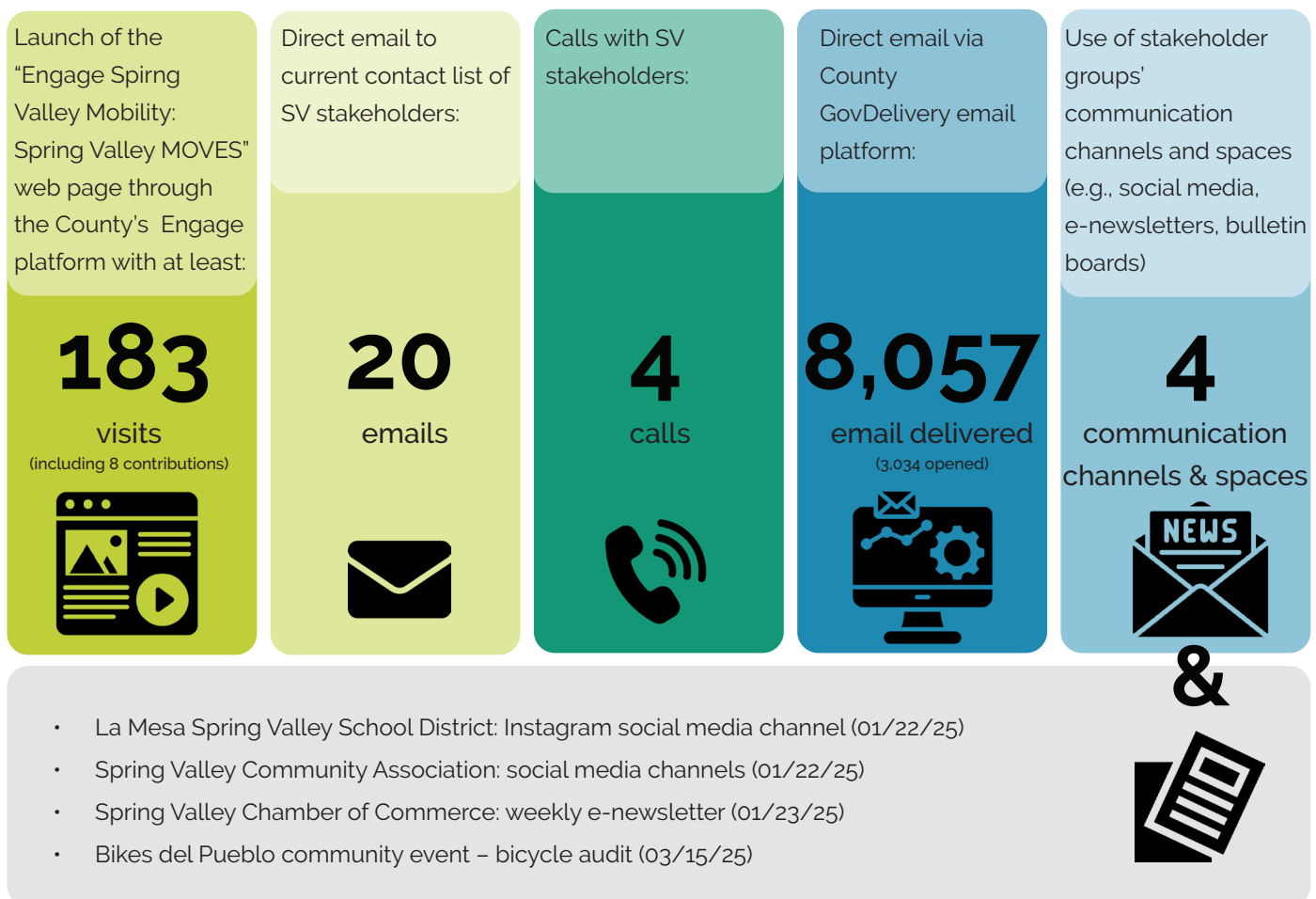


Figure 5-2. Phase I Outreach Strategies and Communication Methods

5.3 Outreach Summary

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

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

Community Workshop

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

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

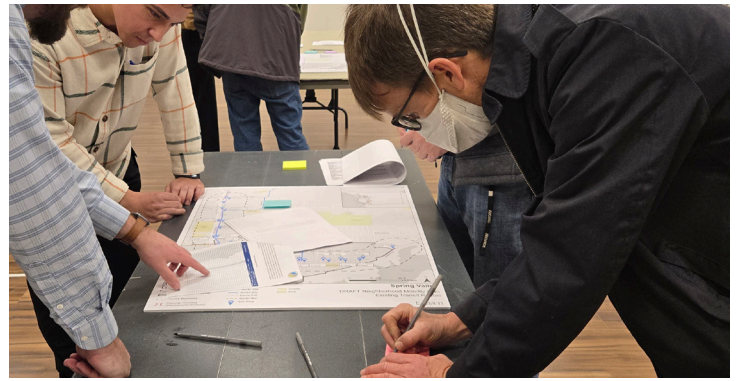
following questions:

- a. What sounds familiar (or not) based on your experience moving around the 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 *“Install leading pedestrian intervals on crossing lights”*
- o *“Focus on safety improvements to connect to school sites, parks, and transit stops such as roadway/lane widths, bulb-outs and crossings at these locations:

 - *Equestrian crossing at Lakeview Road*
 - *Entry to New Park and Sweetwater Loop Trail*
 - *SR-125 overpass*
 - *Crosswalk to Lamar Park*
 - *Spring Valley Park*
 - *Sidewalks in front of schools**

Improve the design and flow of traffic at key intersections Jamacha Road and Sweetwater Road, Quarry Road and Lakeview Road, Lakeview Road and Kempton Road

- o *“Increase the signage on southbound Jamacha to SR-125 North to improve drivers’ ability to safely navigate to the desired highway on-ramp due to wide travel lanes*
- o *“Consider traffic circle at Kempton and Lakeview”*

Strengthen pedestrian connectivity

- o *“Close the gaps in the sidewalk network, particularly between the residential areas, schools, retirement homes, and major destinations.”*
- o *“Ensure existing bike routes and lane markings are contiguous: Jamacha Blvd & Upper Quarry Road”*
- o *“Add protected bike lanes on arterials”*
- o *“Reduce lane widths to minimum to allow for more bike lanes”*
- o *“Address illegal dumping that blocks pathways”*

Study a range of data to understand current and projected traffic patterns

- o *Inform carpooling programs*
- o *Age-based travel patterns*
- o *Commute distances*
- o *New developments*

Figure 5-3. Key Theme and Example Comments from Participants

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

Pop-Up Tabling

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

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



Pop-up tabling at the Spring Valley Library

Following are key themes of transit users' input:

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

Detailed 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 1 engagement process, the following comments were provided via this interactive online map:

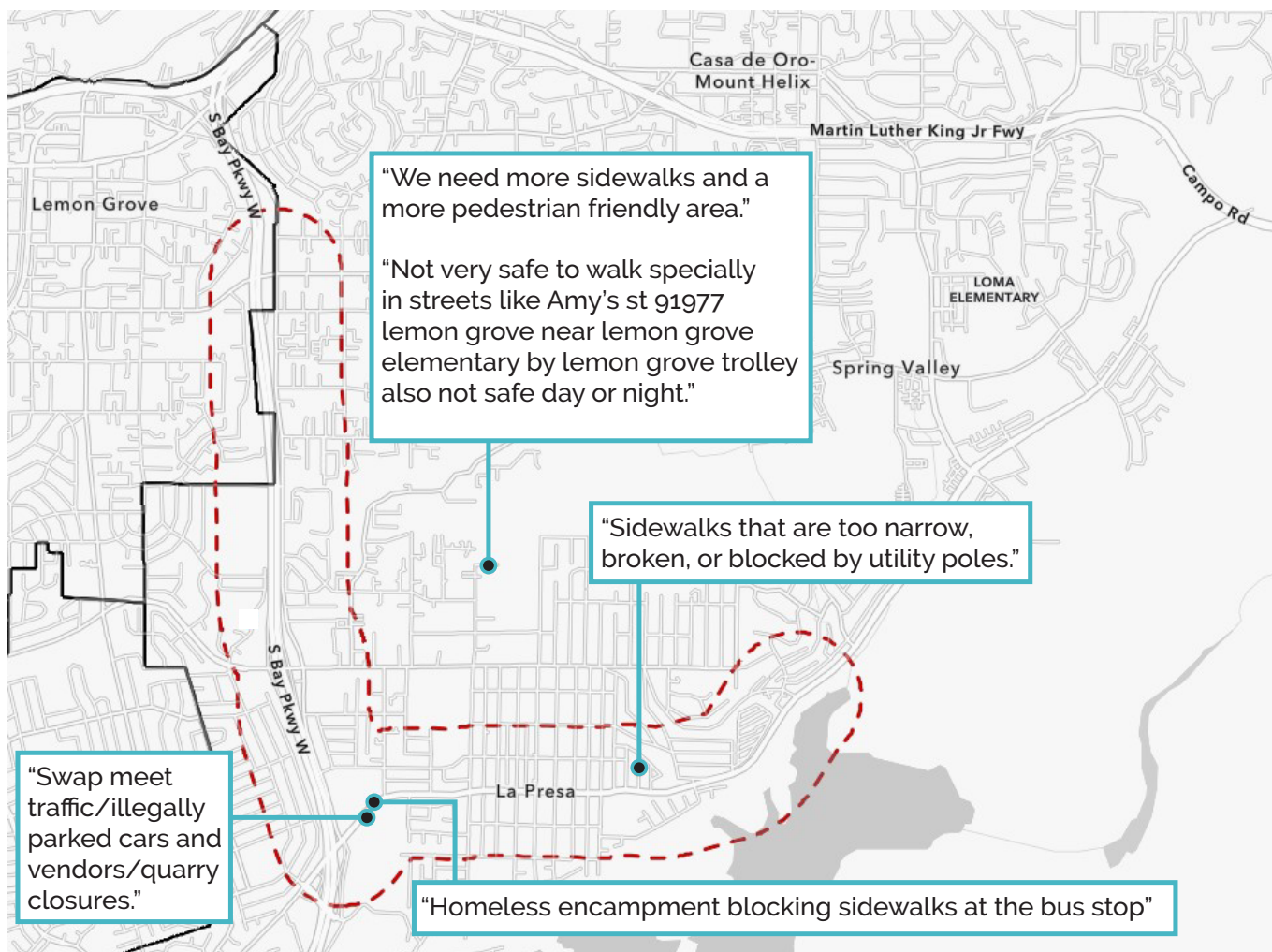


Figure 5-4. Interactive GIS Map with drop pins and comments

Bikes Del Pueblo Outreach

Bikes Del Pueblo (BDP) is a bicycle collective that empowers marginalized and under-supported communities by providing access to tools and knowledge for basic bike repairs and maintenance.

County staff met with BDP on several occasions as part of the SV MOVES outreach efforts, including collaborative planning meetings on Monday, October 21st, 2024 and January 23rd, 2025, as well as two combined bicycle repair workshops and road audits at Spring Valley Park on Saturday, March 15th, 2025 and Lamar County Park on Saturday, March 29th, 2025.

Following are key themes of bicycle users in the Spring Valley Community:



Biking in Spring Valley is challenging with limited facilities

- o "Only prefer biking when there is a separate lane or protected lane, shared lanes is too dangerous, cars pass too close"
- o "Don't let [my] kids bike outside of neighborhood, no protected bike lanes. They walk nearby but also not very far. We are all good bikers but we don't trust drivers to keep us safe."



Users don't feel comfortable riding in the street

- o "I drive my bike in my car to places I want to bike where it is safe."
- o "I don't feel comfortable riding in the street, its not bike safe. I take my bike out of town to enjoy biking."

Vehicle volumes and speeds contribute to higher levels of bicycle stress

- o "Biking on Jamacha Road (across 125 to trolley stop) was the scariest place I have ever biked. There is also glass all over the roads/sidewalks there"
- o "Cars need to slow down at Lamar Park. Cars trying to exit trailer park -very dangerous"

There are not enough sidewalks for walking or safe crossings - especially near Lamar Park

- o "I do not bike or walk outside of neighborhood. Nearest park to me is spring valley park and its not a safe area."
- o "No crossing at [Lamar County] park. Pedestrians are crossing 3 lanes of traffic."
- o "Lamar and sweetwater- not enough sidewalks and lighting"



Figure 5-5. Key Theme and Example Comments from Bicycle Users

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 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, including some example comments from participants.



Spring Valley Day 2025 Outreach Event

Concerns regarding sidewalk connectivity and pedestrian crossing safety

- o "At Valencia and Bancroft, cars parking next to stop signs still even with new laws. Hard to see cross traffic and pedestrians"
- o "[Safer] pedestrian crossings near Jamacha Blvd and Grand Ave"
- o "Uneven sidewalks and pedestrian crossing near Sweetwater"



Desire for enhanced public transit and bus stop amenities as well as new micro-transit options

- o "Micro transit needed. Mostly uphill neighborhood with lots of high housing. Far walk to any transit stops."
- o "Senior citizens shuttle/circulator (is needed)"
- o "Bus shelter and benches needed by Mount Miguel Highschool"

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

- o "Traffic speeding through arterial roadways to Avocado St. Cars speeding there all day. Need to fix freeway traffic to save arterial traffic and safety problems through neighborhood."
- o "Speeding [along] residential streets near 125 and Elkelton Blvd, dangerous to bike and walk"

Enhance the built environment

- o "Unify businesses along Jamacha Boulevard to beautify the pedestrian bicycle and vehicular traffic views. (light post banners, street lighting, bus stop benches)"
- o "Clean up freeway 125 easements. Remove litter and homeless encampments along areas parallel to Sweetwater Road"

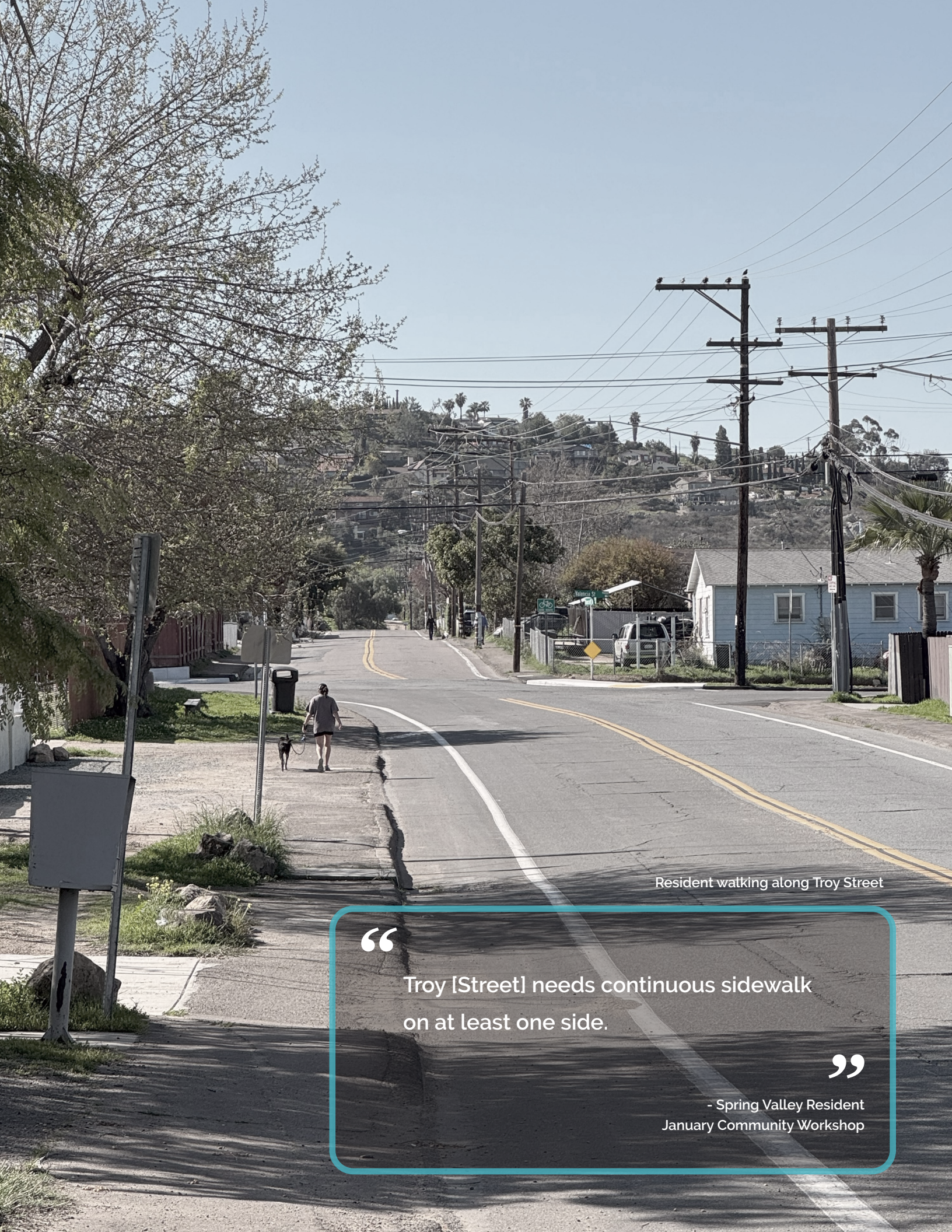


Figure 5-6. Key Theme and Example Comments from Spring Valley Day

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 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 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 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. Spring Valley Community Center, Spring Valley Gym & 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 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 Sweetwater Road, Jamacha Road, Jamacha Boulevard and other key roadways by 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 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 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 Spring Valley community.			
Reduce greenhouse gas emissions through reduced reliance of single-occupancy vehicles.	Enhance existing MTS services 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 Kempton Street Elementary, La Presa Elementary School, Spring Valley County Park, 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 Spring Valley Community Planning Group (SVCPG) 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 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 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.



“

Sidewalks across from freeway are functional but need improvements, especially around bus stops/hydrants.

”

- Spring Valley Resident
January Community Workshop

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 bicyclist alike. This is a full comprehensive list of potential improvements, however not every single treatment is a fit for the Spring Valley 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)

Near 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 Capitol 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 have been identified through the County's Capital Improvements Program (CIP) 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. Jamacha Boulevard and La Presa Avenue Intersection Improvements (1024560)

One of the main areas of concern within the Spring Valley community revolve around safety along the major corridors, including Jamacha Boulevard. Residents also expressed interest in focusing on safety improvements to connect to schools, parks, and transit stops. The intersection of Jamacha Boulevard and La Presa Avenue consists of three high-visibility crosswalks on the north, east, and south legs with ADA compliant curb ramps on all corners except the northwest corner. La Presa Elementary School is at located just south of the intersection where parents may be traveling across Jamacha Boulevard to drop off their child. La Presa Elementary School is the only school in the study area that is along a major corridor like Jamacha Boulevard, creating an additional need to improve the intersection to enhance safety for students and other residents.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, this intersection has been identified for future funding. The project proposes concrete bulb-outs and new curb ramps at three corners of the intersection to increase visibility and safety, and installation of new traffic signals to create protected left turns.

Potential Sponsor Agencies:



County of San Diego
MTS



Potential Funding Sources:

Road Fund Fund Balance (RFFB)



Estimated Cost: \$\$\$\$



Timeframe: Short Term

2. Sweetwater Road Green Street Project (1025488)

The Spring Valley community was identified as an Environmental Justice Community within the Green Streets Plan and identifies potential opportunities that benefit the community including stormwater improvements, aquifer recharge, improving pedestrian safety, and enhancing green spaces.

As part of the Green Streets Plan, the Sweetwater Road Green Street Project would include the design and construction of vegetated tree wells, trash capture devices, and transportation improvements in the roadway right-of-way along Sweetwater Road between Jamacha Road and Jamacha Boulevard. Future improvements along Sweetwater Road should also include:

- traffic calming measures like protected bike lanes, enhanced transit stops, reducing travel lane width
- pedestrian enhancements such as wider sidewalks, shaded landscaping, lighting, and enhanced crosswalks.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

General Fund



Estimated Cost: \$\$\$\$



Timeframe: Long Term

3. Quarry Road Bridge Improvements (1016096)

The Quarry Road bridge is located at the low water crossing at the Spring Valley Creek just south of the Swap Meet parking lot. The existing bridge floods frequently causing road closures, preventing access to residences and businesses, and hindering emergency vehicles from accessing the area. Residents have stressed concerns about safety along upper Quarry Road during public workshops as well.

The County of San Diego is proposing to construct a new bridge on a realigned roadway that would be open in all-weather conditions. Future roadway and bridge improvements should include bicycle facilities as enhanced pedestrian facilities such as wider sidewalks, shaded landscaping, lighting, and enhanced crosswalks.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

RRFB, Federal Highway Administration



Estimated Cost: \$\$\$\$



Timeframe: Mid 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 Spring Valley community. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

4. 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 sidewalks gaps between residential areas, schools, and retirement homes were some key themes community members noted.

According to the Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List, there are a few planned sidewalk projects along Apple Street, Presioca Street, and Troy Street.

The project along Apple Street (1024849) would construct a 550 foot sidewalk and six ADA compliant pedestrian ramps on the south side of the street from 150 feet east of Grand Avenue to Ramona Avenue.

The project along Presioca Street (1024852) would construct a 370 foot sidewalk and four ADA compliant pedestrian ramps on the west side of Presioca Street from Jamacha Road to Birtch Street.

The project along Troy Street would constructing 1,060 feet of sidewalk on the north side of Troy Street from Central Road to Bancroft Street.

-  **Potential Sponsor Agencies:**
County of San Diego
-  **Potential Funding Sources:**
RRFB
-  **Estimated Cost:**
\$\$
-  **Timeframe:** Short Term

Project along Apple Street & Presioca Street

-  **Potential Sponsor Agencies:**
County of San Diego
-  **Potential Funding Sources:**
Community Development Block Grant
-  **Estimated Cost:**
\$\$
-  **Timeframe:** TBD

Project along Troy Street

5. Jamacha Road and Elkelton Boulevard Pedestrian Enhancements (1025349)

The County's Local Road Safety Plan helps identify roadway intersections and corridors with the highest safety needs to enhance overall safety and prevent serious crashes. While near the edge of this Plan's study area, Jamacha Road and Elkelton Boulevard was an identified intersection that involved pedestrian-involved collisions. The existing intersection has three marked crosswalks and one high-visibility crosswalk. Elkelton Boulevard going northbound has a slip-lane onto Jamacha Road merging with eastbound traffic.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, pedestrian countdown signal heads, push buttons, curb ramps, and continental crosswalks are proposed at this intersection. Based on input from the community, leading pedestrian intervals (LPI's), a traffic signal pedestrian crossing sign, should be implemented into the signal timing to give pedestrians crossing the street a head start before vehicles received a green light.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

RRFB, Federal Highway Administration



Estimated Cost:

\$\$



Timeframe: Short Term

6. Troy Street Pedestrian Enhancements (1025349)

As part of the County's Local Road Safety Plan, Troy Street and Sweetwater Road was ranked 4th as a priority roadway with the highest safety concerns and where safety improvements are recommended to enhance overall safety and prevent serious crashes.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, pedestrian countdown signal heads, push buttons, curb ramps, and continental crosswalks are proposed at this intersection. Based on input from the community, leading pedestrian intervals (LPI's) should be implemented into the signal timing to give pedestrians crossing the street a head start before vehicles received a green light. This is one of four intersections across the County funded by a Highway Safety Improvement Program grant. The other three intersections are in other communities in unincorporated San Diego.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

RRFB, Federal Highway Administration



Estimated Cost:

\$\$



Timeframe: Short Term

7.3 Potential Bicycle Infrastructure Enhancements

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

These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

7. Quarry Trail Connection from Jamacha Boulevard

A class I multi-use trail begins at the intersection of Sweetwater Road and Jamacha Boulevard and continues south to Sweetwater Regional Park. During pop-up tabling events and workshops, community members noted concern of illegal dumping blocking the pathway and overall safety to the trail from Jamacha Boulevard.

Potential improvements could be to provide a wider buffered bike lane along Jamacha Boulevard and enhancing the visibility of the multi-use trail entrance. As the trail approaches major intersections at Jamacha Boulevard and Quarry Road, bicycle improvements such as bicycle signals, signage, or protected intersections could further improve the safety of bicyclists crossing the roadway. Other elements to improve safety along the actual trail could include additional lighting, trash cans, and increased presence of law enforcement to deter vandalism, littering, and unauthorized use of the trail system.



Potential Sponsor Agencies:

County of San Diego, Law Enforcement



Potential Funding Sources:

TBD



Estimated Cost:

\$\$\$



Timeframe: Short Term

8. Protected Bike Lanes along Jamacha Boulevard

A class II bike lane is currently provided along Jamacha Boulevard, which becomes a buffered bike lane at some parts of the corridor. As part of the Local Road Safety Plan, Jamacha Boulevard from Sweetwater Road to the Spring Valley County Park was ranked the 5th corridor where roadway safety improvements are recommended.

Consistent with the ultimate buildout of the roadway as identified in the County's Circulation Element, upgrading the bicycle facilities to a Class IV protected bike lane would improve bicycle safety along Jamacha Boulevard.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TBD



Estimated Cost:

\$\$



Timeframe: Mid Term

9. Protected Bike Lanes on Sweetwater Road

A class II bike lane is currently provided along Sweetwater Road from Jamacha Boulevard to Tyler Street. The county's Local Road Safety Plan ranked Sweetwater Road from Jamacha Boulevard to Saint George Street as the number four corridor where roadway safety improvements are recommended. Sweetwater Road is major road connecting unincorporated San Diego County to National City and providing safe and connected bikeways will allow Spring Valley residents to travel to other parts of San Diego.

Consistent with the ultimate buildout of the roadway as identified in the County's Circulation Element, a class IV protected bike lane is recommended to improve safety and connectivity for bicyclists traveling along

Sweetwater Road. Additionally, Sweetwater Road was identified as a Green Street Project within the County's Green Streets Clean Water Plan and a protected bike lane can encourage more green infrastructure along the corridor.



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.

10. 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.



Potential Sponsor Agencies:

MTS



Potential Funding Sources:

RAISE Grant, TBD



Estimated Cost:

\$\$\$



Timeframe: TBD

11. Microtransit or Shuttle Service Areas

Feedback from the Spring Valley 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



Potential Sponsor Agencies:

MTS, County of San Diego, SANDAG



Potential Funding Sources:

SANDAG Flexible Fleets Grant Program, Other grants



Estimated Cost: \$\$



Timeframe: Short Term

services are 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. 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.

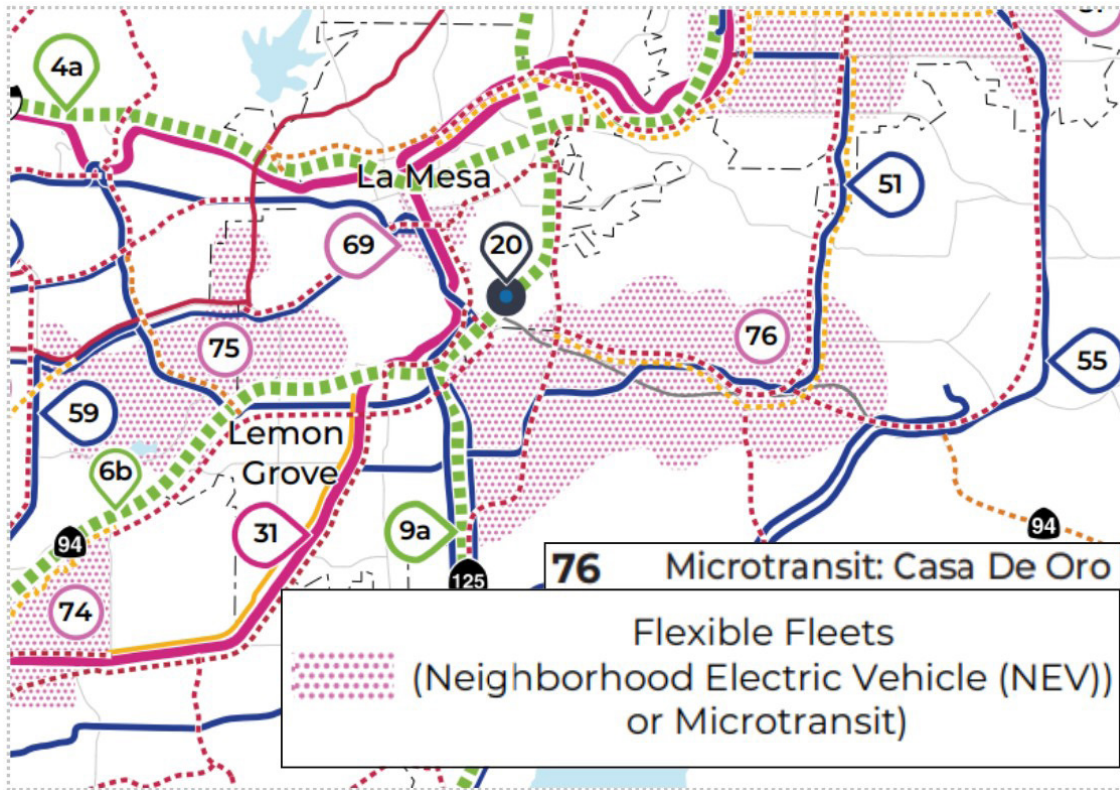
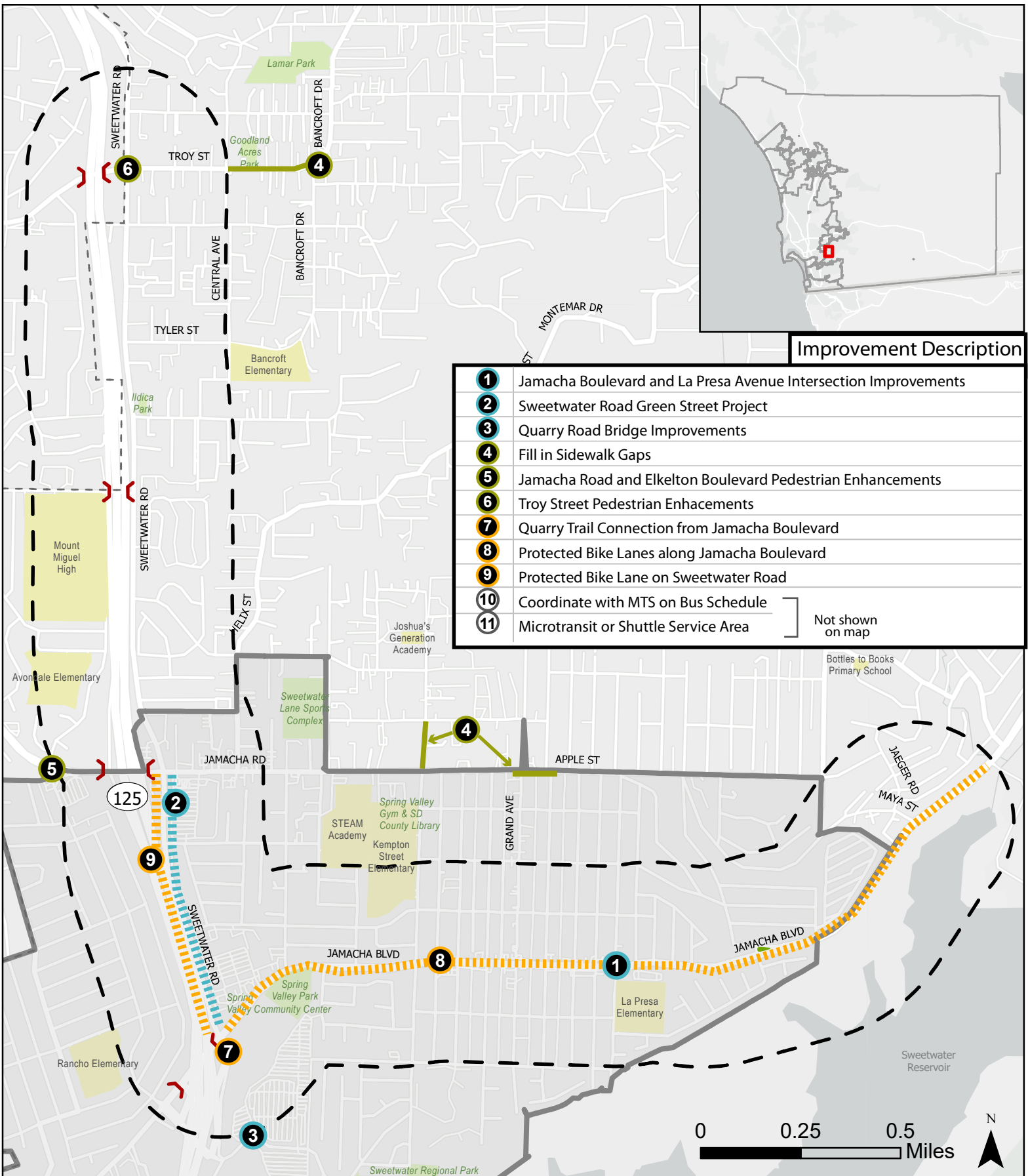


Figure 7-1. SANDAG Flexible Fleets

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



Improvement Description

1	Jamacha Boulevard and La Presa Avenue Intersection Improvements
2	Sweetwater Road Green Street Project
3	Quarry Road Bridge Improvements
4	Fill in Sidewalk Gaps
5	Jamacha Road and Elkelton Boulevard Pedestrian Enhancements
6	Troy Street Pedestrian Enhancements
7	Quarry Trail Connection from Jamacha Boulevard
8	Protected Bike Lanes along Jamacha Boulevard
9	Protected Bike Lane on Sweetwater Road
10	Coordinate with MTS on Bus Schedule
11	Microtransit or Shuttle Service Area

Not shown on map

Legend

- Study Area
- County Boundary
- Pocket Park
- School
- Freeway Crossing (Overpass/Underpass)
- Park

Spring Valley

Figure 7-2. Potential Mobility Improvements



“

[We need] protected bike lanes on arterials.
[Or] reduce lane size to bare minimum to make
walking/biking safer.

”

- Spring Valley Resident
January Community Workshop

Existing Class II bike lane on Jamacha Blvd

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, 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 Spring Valley MOVES. 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.

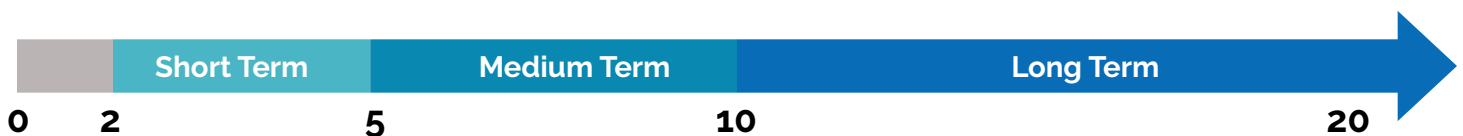
8.1 Phasing, Delivery & Funding

Phasing of Potential Improvements

Each recommended improvement is assigned a potential timeframe based on consideration of all the factors mentioned above. The timing of delivering various components of Spring Valley MOVES 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. Medium 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 Plan identified in the Improvement Summary 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 Plan 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 with 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

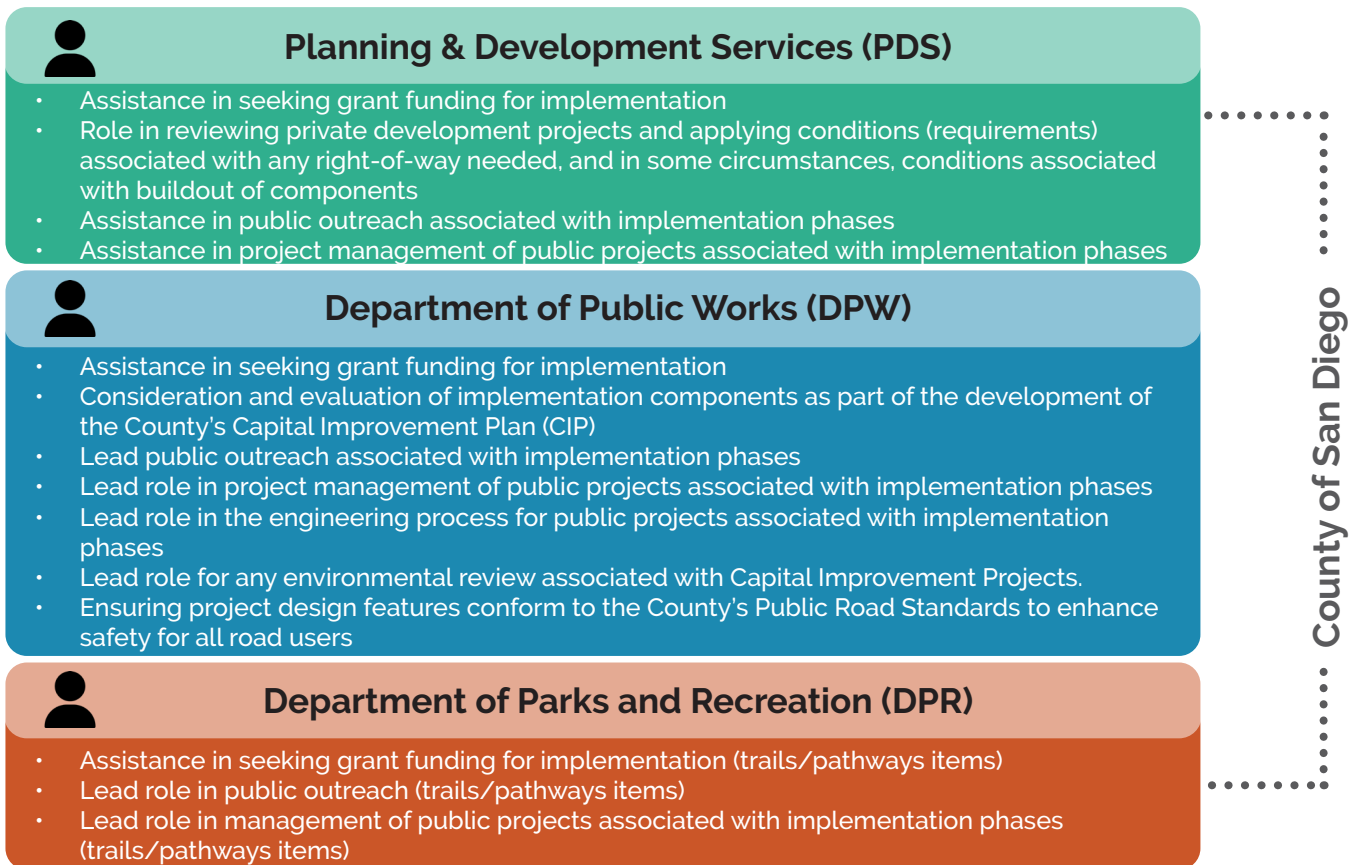
Funding Source	Title	Description
Caltrans	Active Transportation Program (ATP)	<p>Issued by the State's Transportation Commission, the Active Transportation Program grant is cycled on an annual basis. The objective of the corridor plan is to increase the proportion of trips accomplished by walking and 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 Spring Valley recommendations will involve coordinated efforts and partnerships to secure funding for implementation. As individual projects are funded and move forward to delivery, 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.

Delivery of Spring Valley MOVES recommendations will require ongoing commitment by local agencies, stakeholders, and partner agencies. The Improvement Summary shown in Table 8-2 identifies the various County departments and other partner agencies that could have a role in supporting implementation of Spring Valley MOVES 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	Jamacha Boulevard and La Presa Avenue Intersection Improvements (1024560)		County of San Diego MTS	Road Fund Fund Balance (RFFB)	\$\$\$\$	Short Term
2	Sweetwater Road Green Street Project (1025488)		County of San Diego MTS	General Fund	\$\$\$\$	Long Term
3	Quarry Road Bridge Improvements (1016096)		County of San Diego	RFFB, Federal Highway Administration	\$\$\$\$	Mid Term
4	Fill in Sidewalk Gaps	Project along Apple Street (1024849)	County of San Diego	RFFB	\$\$	Short Term
		Project along Presioca Street (1024852)	County of San Diego	RFFB	\$\$	Short Term
		Project along Troy Street	County of San Diego	Community Development Block Grant	\$\$	TBD
5	Jamacha Road and Elkelton Boulevard Pedestrian Enhancements (1025349)		County of San Diego	RFFB, Federal Highway Administration	\$\$	Short Term
6	Troy Street Pedestrian Enhancements (1025349)		County of San Diego	RFFB, Federal Highway Administration	\$\$	Short Term
7	Quarry Trail Connection from Jamacha Boulevard		County of San Diego Law Enforcement	TBD	\$\$\$	Short Term
8	Protected Bike Lanes along Jamacha Boulevard		County of San Diego	TBD	\$\$	Mid Term
9	Protected Bike Lane on Sweetwater Road		County of San Diego	TBD	\$\$	Mid Term
10	Coordinate with MTS on Bus Schedule		MTS	RAISE Grant, TBD	\$\$\$	TBD
11	Microtransit or Shuttle Service Areas		MTS County of San Diego SANDAG	SANDAG Flexible Fleets Grant Program, Othergrants	\$\$	Short Term

“

Possibly too long wait between buses.
[Bus Route] 851 only operates on weekdays.

”

- Spring Valley Resident
January Community Workshop



- This page is intentionally left blank -

APPENDICES