

Clean Mobility Options Voucher Pilot Program

La Presa and Spring Valley Community Transportation Needs Assessment

Prepared by County of San Diego
January 2022



Clean
Mobility
Options



Cap and Trade
Dollars at Work



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Acknowledgements

The County of San Diego would like to thank the residents, business owners, and interested stakeholders who took time to shape and participate in the Needs Assessment process, including residents and community managers at the Spring Villa Apartments and Spring Valley Apartments. Also, a special thank you to the Spring Valley Community Planning Group who provided a letter of support as part of the grant application to complete this work and for their ongoing support and input throughout project implementation.

Thank you to the California Air Resources Board (CARB) for providing essential funding towards clean transportation investments in disadvantaged communities through California Climate Investments (CCI). Clean Mobility Options (CMO) is part of CCI, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.

Lastly, we would like to thank the Hanna Interpreting Services for providing interpretation at all in-person and virtual community workshops, and assisting with document, presentation, and marketing translation.

Executive Summary

Project Overview

The Clean Mobility Options Voucher Pilot Program (CMO) is a voucher-based grant funded by the California Air Resources Board (CARB) through California Climate Investments (CCI). This grant provides funding for zero-emission carpooling/vanpooling, bike-sharing/scooter-sharing, innovative transit services, and ride-on-demand services for California's historically underserved communities.

In November 2020, the County of San Diego (County) was awarded \$49,515 from CCI to complete a Community Transportation Needs Assessment (CTNA) at two deed-restricted affordable housing developments within the La Presa Community of the Spring Valley Community Planning Area. Spring Valley and La Presa are some of the most urbanized unincorporated areas in the county and are identified as Environmental Justice communities (identified through the State-recommended screening tool CalEnviroScreen 3.0 in combination with the County's Live Well San Diego data) within the County's Environmental Justice element.

The goal of the CTNA was to identify clean mobility options that help residents overcome transportation challenges (e.g., challenges walking throughout a community due to limited sidewalks) and provide environmental benefits such as improving local air quality and reducing emissions of greenhouse gases. Specifically, the project had three primary objectives:

1. Engage in a meaningful way with an underserved and environmental justice community to learn of transportation experience from a broad range of individuals;
2. Partner with residents of La Presa and Spring Valley to identify existing transportation needs and challenges in the community; and
3. Develop transportation solutions that are identified by the community that can remove challenges or barriers, improve mobility, reduce greenhouse gas emissions to combat climate change, and improve local air quality

The project area is focused in the La Presa neighborhood of the [Spring Valley community](#). This neighborhood is located near the incorporated cities of Lemon Grove and San Diego, but primarily separated from these areas by elevated freeways. The community is made up of a mix of land uses including multi-family housing and retail-commercial developments in the southwestern area near State Route 125. The topography is hilly with many narrow and winding roads, most of which do not have sidewalks or dedicated space for non-vehicular travel modes.

Additional project information, including recordings of community workshops, can be found at:

<https://tinyurl.com/Transportation-LaPresa>

Two developments, Spring Villa Apartments and Spring Valley Apartments, were identified as partner locations for development and implementation of the project. Outreach and engagement efforts focused on the community at-large with additional efforts focused on the residents living in the two partner locations to support the first primary objective to meaningfully engage with an underserved community and also supported eligibility requirements for grant funding as deed-restricted affordable housing facilities. The goal of the project was to identify communitywide transportation needs, barriers to specific modes of transportation, and cleaner transportation solutions. The project was conducted consistent with the CMO methodology for preparing a

CTNA. The required elements for implementation of this project include a transportation access data analysis, community engagement, and preparation of this summary report.

Transportation Access Data Analysis

A transportation access data analysis was conducted to identify and improve the County's understanding of travel behavior and gaps in transportation access within La Presa and Spring Valley. The primary goal of this evaluation was to develop a baseline understanding of community demographics and existing conditions related to transportation accessibility, reliability, and affordability. As part of this evaluation, staff developed and administered a survey to gain insight into residents' experiences regarding transportation choices in their community.

Transportation accessibility was evaluated through walkability, percent of residents that commute to work by bicycling or walking, transit performance and access, and presence of pedestrian and bicycle infrastructure. The evaluation found that generally, the ability to walk and bike are lower in the project area than the regional average due to the lack of existing infrastructure for both pedestrians' and bicyclists' safety. However, there are some concentrated areas within the project area that are better suited for walking and biking than the project area average (i.e., closer to newer housing or commercial developments). Transportation reliability was analyzed by reviewing available transportation options and travel times. Within the area, most residents drive a vehicle for daily trips. One reason identified by residents for this is that transit does not provide access to desired destinations and takes more time to get to places (both within and outside of the community) than driving. Neighborhood affordability was analyzed by identifying the combined cost of housing and transportation options compared to household income. The average household in the La Presa and Spring Valley neighborhoods experience a neighborhood affordability burden, spending over 50 percent of their income on housing and transportation.

A survey was also developed to gather feedback on existing community conditions and interaction with the transportation network and systems. The survey, available in English and Spanish, was hosted online, mailed directly to residents of the two affordable housing developments, and distributed at all outreach events. At project end, a total of 102 individual surveys were completed (98 in English and 4 in Spanish) and eight additional surveys were partially completed. The survey also included questions that requested residents to identify clean mobility solutions they would support if implemented in their community. These responses are described further in the Community Outreach section.

Community Outreach

County staff developed an outreach and engagement plan to guide the collection of input from a broad range of community members. The project had six total engagement events including two virtual workshops, one in-person workshop, individual interviews at a community event, and multiple presentations and workshops with the Spring Valley Community Planning Group (Spring Valley CPG). To incentivize participation, workshop participants as well as those who completed surveys were entered into a raffle to win one of 20 available \$25 Target gift cards. For language accessibility, simultaneous Spanish interpretation was provided at both the in-person and virtual workshops and bilingual staff conducted the interviews at the community event.

All outreach events were developed with the focus of listening to community members and identifying their current experience related to transportation access. Identification of challenges and framing of recommendations for future clean mobility solutions were based on resident feedback. Similar experiences were shared across all community outreach events: most people

drove their own car; those who relied on transit found it tedious, lacking options, and at times unsafe; and popular solutions included a high-frequency community shuttle and a carshare program.

Findings & Recommendations

The process resulted in the identification of three “mobility projects” that could be implemented in the Spring Valley/La Presa area to reduce barriers experienced by the community and meet transportation needs. These mobility projects include clean transportation solutions identified by the community that could be implemented with additional grant funding through CMO. The first, a community shuttle, would provide convenient and affordable transportation for transit-dependent residents to popular destinations in the community. This shuttle would be an accessible vehicle, therefore providing the same quality of service to people with physical disabilities. The second option was an electric carshare program. A carsharing service could be offered and located centrally within the La Presa area, providing electric vehicles that residents could reserve/rent by the hour for personal use. This carshare services could support trips to both local and distant destinations. The desire to travel outside of the Spring Valley area came up during outreach. Rideshare discounts are the third potential solution. Though residents indicated they used rideshare services infrequently, they also expressed interest in receiving discounted rideshare rides for daily trips. These discounted rides could be provided through vouchers/gift cards given to residents.

The most common responses received through the survey and at workshops related to infrastructure needs. Infrastructure improvements within the community would require long-term investment and planning, beyond the scope of a potential mobility project funded through the Clean Mobility Options Voucher Pilot Program. The County will incorporate this feedback into long-term planning efforts across departments.

Introduction

The purpose of this report is to provide a summary of the Community Transportation Needs Assessment in La Presa (project). This project was conducted by the County of San Diego (County) to identify transportation needs and challenges in La Presa, an unincorporated community in the county, within the Spring Valley Community Planning Area.

Implementation of this project was funded by the California Air Resources Board (CARB) through California Climate Investments (CCI) which provides funding for clean transportation investments in disadvantaged communities. The Clean Mobility Options Voucher Pilot Program (CMO), a part of CCI, is a statewide initiative that provides funding for zero-emission shared mobility options to under-resourced communities in California. CMO is available throughout California to eligible disadvantaged communities, as well as eligible low-income tribal and affordable-housing communities, to increase access to safe, reliable, convenient, and affordable transportation options.

The project was conducted consistent with the CMO methodology for preparing a Community Transportation Needs Assessment (CTNA). The required elements for implementation of this project are described in the following section and include a transportation access data analysis, community engagement, and preparation of this summary report. Working in partnership with community residents is an integral part of identifying transportation challenges and solutions. The purpose of this project was to understand transportation needs of residents living at two deed-restricted affordable housing developments and within the surrounding neighborhoods located in the La Presa community. The solutions identified within this report were determined based on resident feedback through workshops and surveys and serve as visions for improvements in their own community.

This project supports other ongoing efforts at the County including the County's Environmental Justice Element, Electric Vehicle Roadmap (EV Roadmap), Climate Action Plan Update (CAP Update), and Regional Decarbonization Framework. The project location, within the Spring Valley Community Planning Area, is identified as a disadvantaged community¹ in the County's Environmental Justice Element. Outreach efforts and identified mobility solutions are supportive of the County's Environmental Justice goals to increase engagement, reduce air pollution, and increase investment in disadvantaged communities. This project has helped build relationships between County staff, community organizations, and individual community stakeholders to support future outreach and engagement in La Presa and Spring Valley. The County's EV Roadmap identifies strategies and recommendations to accelerate investment and adoption of electric vehicles. This project will support the EV Roadmap through efforts to educate and inform residents about clean transportation options, and potentially support the development or implementation of EV infrastructure or vehicles within the community. This project will also support the County's CAP Update and Regional Decarbonization Framework through identified mobility solutions that reduce greenhouse gas (GHG) emissions from transportation.

¹ The County's Environmental Justice Element refers to "disadvantaged communities" as Environmental Justice Communities to differentiate them from the State's designated "disadvantaged communities." Disadvantaged communities in the context of the County's Environmental Justice Element were identified through the State-recommended screening tool CalEnviroScreen 3.0 combined with localized data available through the County's *Live Well San Diego* data indicators.

About this Project

The CTNA identified transportation challenges, opportunities, and potential solutions within the community. The project was built through engagement with, and lessons learned from, community members in La Presa and Spring Valley.

Goal

The goal of the project was to identify transportation options that would not only help residents overcome transportation challenges, but also provide environmental benefits such as improving local air quality and reducing emissions of greenhouse gases. Specifically, the project had three primary objectives:

1. Engage in a meaningful way with an underserved and environmental justice community;
2. Partner with residents of La Presa and Spring Valley to identify existing transportation needs and challenges in the community; and
3. Develop community-identified transportation solutions that can remove challenges or barriers, improve mobility, reduce greenhouse gas emissions to combat climate change, and improve local air quality

Needs Assessment Requirements

CTNA Voucher awardees are required to demonstrate applicable use of grant funding through completion and reporting of three main components, including a transportation access data analysis; community engagement to determine transportation gaps, needs, and preferences; and a final summary report. Awardees must also demonstrate through these components that data sources and community engagement are adequately up-to-date, reflect current community-identified needs, and are representative of the target community. An overview of the requirements for each component is provided below.

Transportation Access Data Analysis

The transportation access data analysis refers to a quantitative evaluation of a community's mobility needs. To complete the requirements of the CTNA Voucher, the transportation access data analysis must include a resident survey and an analysis of at least three additional data sources. The resident survey should provide residents an opportunity to provide input on the project and share their transportation needs and challenges. This survey must also be available through multiple formats (e.g., online or hard copy) to ensure accessibility for residents who may not have access to resources like a computer or the internet. The transportation access data analysis must incorporate data from a variety of indicators (e.g., statistics that describe community vehicle ownership rates, median household income, or access to job opportunities) that can provide a broad picture of the community. These multiple data sources will be used to evaluate existing conditions and inform community needs.

Community Engagement

The community engagement component of CTNA Voucher implementation requires meaningful, broad-based, and representative engagement on mobility needs and solutions, and builds trust in the community. Due to the COVID-19 health crisis, virtual and accessible engagement were leveraged when in-person interactions are not permitted. Community engagement requires that, at a minimum, at least two engagement events are hosted, residents have opportunities to provide input on preferred mobility solutions, and opportunities support input from a broad community audience.

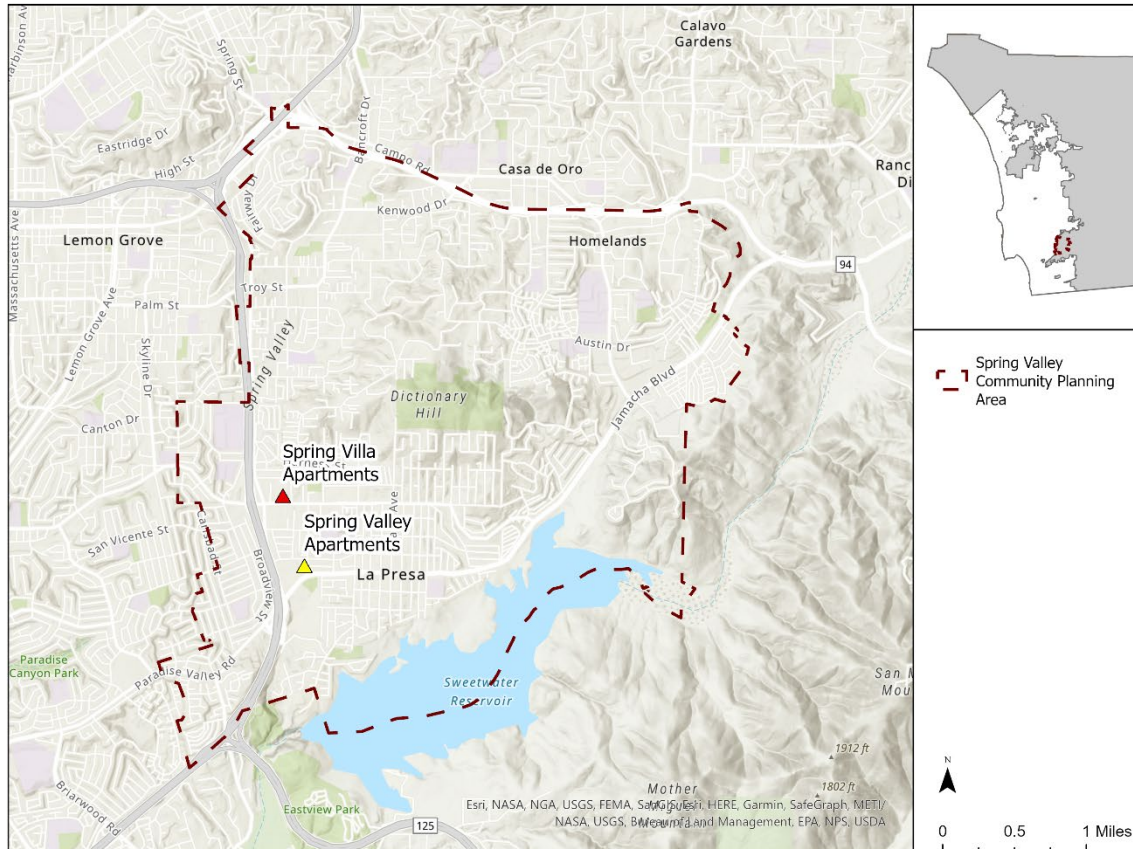
Summary Report

The final summary report requires submittal of a report summarizing findings of the transportation data access analysis and community engagement. The report should describe how the two components (transportation access data analysis and community engagement) reinforce or contradict one another, what mobility solutions emerged as the highest community priority, and considerations for ongoing community engagement. The summary report must be submitted to CMO for final review and approval, and results must be reported back to the community following summary report preparation.

Project Area

The project focused on transportation needs of residents living at two deed-restricted affordable housing developments and within the surrounding neighborhoods located in the La Presa and Spring Valley communities (**Error! Reference source not found.**). The La Presa area is a community within the larger Spring Valley Community Planning Area in unincorporated San Diego County. Spring Valley is adjacent to the incorporated cities of La Mesa and Lemon Grove to the west, and the Valle de Oro Community Planning Area to the north. The Spring Valley community is one of the most urbanized areas of unincorporated San Diego. The topography is hilly with many narrow and winding roads, most of which do not have sidewalks or sufficient road right-of-way for non-vehicular modes of travel. The community is home to many senior and multi-family residential communities, and transportation options are limited primarily to automotive uses.

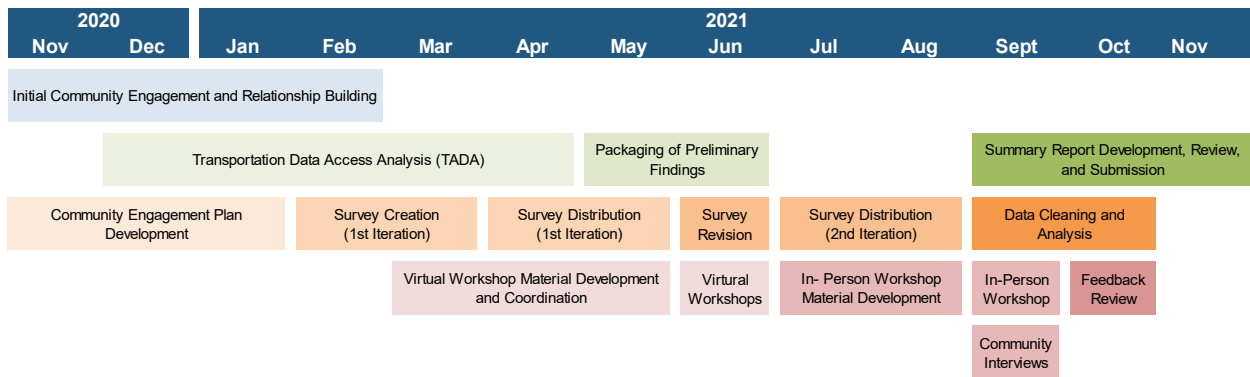
Figure 1 Project Area Map



Project Timeline

The County was awarded the CTNA Voucher in November 2020 for a nine-month project period ending in August 2021. Through project implementation, the County coordinated with CMO staff to extend the project period an additional three months, ending in November 2021. This extension provided additional opportunities for the County to host in-person community workshops and allow for expanded opportunities to receive feedback on the survey. A general timeline of activities conducted for the project is shown in **Error! Reference source not found.**

Figure 2 Project Timeline



Transportation Access Data Analysis

- **Accessibility:** A measure of how much transportation provides access to opportunities (jobs, education, etc.) and vital services (schools, healthcare, legal services, etc.), and demonstrates how much mobility is available to residents in the community.
- **Reliability:** A measure of how much people can depend on different transportation options to move around within their community.
- **Affordability:** A measure of the cost of mobility in comparison to people’s income and other needs (healthcare, school, food, etc.) in the household.

The results of the transportation access data analysis were used to inform discussions with residents during community workshops and interviews.

The transportation access data analysis included six different data sources (Table 1), including a resident survey to receive self-reported data (discussed in the Community Input Analysis section of this report). Data sources were selected for their relevance to the project area and the transportation accessibility, reliability, and affordability characteristics.

Table 1 Transportation Access Data Analysis Data Sources

Source	Variable	Description	Year
Accessibility			
US Environmental Protection Agency – National Walkability Index	Neighborhood walkability	Nationwide geographic data resource ranking census block groups according to their relative walkability (least [1] to most [20] walkable)	2017
Center for Neighborhood Technology – AllTransit	Transit performance score	Overall transit score (0-10) incorporating connectivity, access to jobs, and frequency of service	2019
	Commute to work by walking	Percent of workers who live within ½ mile of transit and commute by walking	
	Commute to work by biking	Percent of workers who live within ½ mile of transit and commute by biking	
	Households near transit	Percent of households within ½ mile of transit	
	Households near high frequency transit	Percent of households within ½ mile of high frequency transit (average headway of 15 minutes or less in a 24-hour period) during rush hour (7am-9am; 4pm-6pm)	
	Transit access by number of routes	Number of transit routes within ½ mile of average block group	
County of San Diego – Active Transportation Plan	Existing and proposed bikeways	Existing and recommended network of bike facilities	2018
	Conditions of existing pedestrian infrastructure	Ranking criteria of sidewalk segments based on condition, public health, economic diversity, and broad benefit to users (especially school children).	
Reliability			
Community Transportation Needs Assessment – Resident Survey	Community transportation barriers	Self-assessment of ease of traveling to destinations within the community and reasons for now using public transit	2021
Affordability			
Center for Neighborhood Technology – Housing and Transportation Index	Neighborhood affordability	Cost of housing and transportation as a percent of household income (Affordability benchmark no more than 45% of household income)	2017
Community Demographics			
U.S. Census Bureau – American Community Survey, 5-year estimates	Tables: B08201 B19013 C16001 DP02 DP05	Socio-economic demographic information on population, household income, race/ethnicity, language, age, vehicle availability, educational attainment, citizenship, and internet access	2019
Notes: Data sources used were recommended as part of the CMO Needs Assessment Data Collection Guide and supplemented with County of San Diego data.			

Community Conditions

Results of the transportation access data analysis indicate that a diverse population lives within the project area, and the two deed-restricted affordable housing developments are located in areas considered more supportive of alternative transportation modes than the larger La Presa and Spring Valley area.

Community Demographics

Community demographics were summarized for the La Presa and Spring Valley communities to provide an overview of socio-economic characteristics in the full project area and compared to San Diego County averages to provide regional context (Table 2). La Presa and Spring Valley have a slightly lower median household income and are more racially and ethnically diverse than the regional average (i.e., San Diego County). Over 31 percent of residents speak Spanish in La Presa and Spring Valley, confirming project efforts to ensure all outreach and communication materials were available in both English and Spanish. Age breakdown within the project area show that nearly 18 percent of the population is aged 60 years or older, which highlights the need to address mobility barriers specific to this aging population group. There is no difference in vehicle access between the La Presa and Spring Valley communities and the regional average, where just over 5 percent of households have no vehicle availability.

Table 2 Socio-Economic Demographics

Community Characteristic	La Presa and Spring Valley	Region*
Total population	75,337	3,316,073
Median household income in past 12 months	\$70,977	\$78,980
Race		
White	64.6%	75.2%
Black or African American	15.4%	6.4%
American Indian or Alaska Native	1.6%	1.6%
Asian	12.7%	14.6%
Native Hawaiian and Other Pacific Islander	1.5%	1.0%
Some other race	11.8%	7.0%
Hispanic or Latino ethnicity	43.5%	33.7%
Language spoken at home (population 5 years and over)		
English only	58.2%	62.4%
Spanish	31.1%	24.6%
French, Haitian, or Cajun	0.21%	0.35%
German or other West Germanic languages	0.27%	0.37%
Russian, Polish, or other Slavic languages	0.30%	0.61%
Korean	0.16%	0.52%
Chinese (including Mandarin, Cantonese)	0.32%	1.6%
Vietnamese	0.50%	1.4%
Tagalog (including Filipino)	4.67%	3.0%
Arabic	0.98%	0.85%
Other	3.3%	4.2%
Age		
19 and under	27.6%	24.5%
20 – 34 years	22.9%	24.1%
35 – 44 years	13.2%	13.3%
45 – 59 years	18.7%	18.6%
60 – 74 years	12.8%	13.5%
75 or older	4.8%	5.8%

Community Characteristic	La Presa and Spring Valley	Region*
Educational Attainment (population 25 years and over)		
12 th grade (no diploma) and below	14.6%	12.6%
High school graduate only (includes equivalency)	23.7%	18.2%
Some college, Bachelor's degree, or higher	61.7%	69.2%
Not a U.S. citizen	38.1%	45.6%
Households with broadband internet access	90.1%	90.2%
Households with no vehicle available	5.6%	5.5%

Notes: Data are from U.S. Census Bureau, American Community Survey, 2019 5-year estimates and summarized from Census Block Groups that generally make up the Spring Valley community. Regional data represents summaries of all populations in San Diego County. Totals may not sum to 100% due to rounding.
* Region reflects San Diego regional characteristics for selected data sets.

Accessibility

Data on neighborhood walkability, commute characteristics, transit access and performance, and existing pedestrian and bicycle infrastructure were used to measure access to opportunities and vital services in the community. Census Block Group data in which the two deed-restricted affordable housing developments are located were compared to the La Presa area and the larger Spring Valley Community Planning Area (**Error! Reference source not found.**).

Neighborhood Walkability

Walkability measures how easy, comfortable, and safe it is to walk around. Walkable neighborhoods make it easier for residents to walk to destinations, such as stores, jobs, and other locations, within their community. Assessment of neighborhood walkability indicated that the immediate surrounding area of the two affordable housing developments is more walkable than other neighborhoods within La Presa and Spring Valley. This is primarily a result of two variables used to measure walkability: intersection density (indicates if an area is urban, suburban, or rural) and proximity to transit stops (distance to the nearest transit stop, regardless of transit frequency/service). Both affordable housing developments are located in the southern portion of La Presa where roads generally follow a grid pattern and are located near major arterials that support transit. Further, the prevalence of single-family housing in the northern portions of the Spring Valley community and open space areas in the Dictionary Hill neighborhood result in lower walkability for those communities. This data is represented graphically in **Error! Reference source not found.**

Commute to Work by Bicycling or Walking

The feasibility for workers to commute to work by bicycling or walking is measured by comparing the proportion of workers using an alternative transportation mode to the larger population. Nearly 10 percent of workers in the Spring Villa's census block group walk to work, compared to, on average, two percent for other locations within the Spring Valley and three percent for the regional average. Bicycling to work rates in the project area are nearly zero and below the regional average. This data is represented graphically in **Error! Reference source not found.**

Transit Performance and Access

Residents at the two affordable housing units and in the Spring Valley area generally have transit options nearby, however, access to high frequency transit routes is limited. The overall transit performance measure indicates the two affordable housing developments are in areas with higher connectivity, access to jobs, and frequency of service compared to the regional and La

Presas/Spring Valley average. Over 85 percent of households throughout Spring Valley and the two affordable housing developments are within half a mile of a transit stop. This indicates that transit could be an option for many residents in the project area. When examining transit further to look at the availability of high frequency transit routes (i.e., average headway of 15 minutes or less during peak commute hours), roughly half of La Presa and Spring Valley residents have access to high frequency routes with the other half having little to no access. This data is represented graphically in Figure 4.

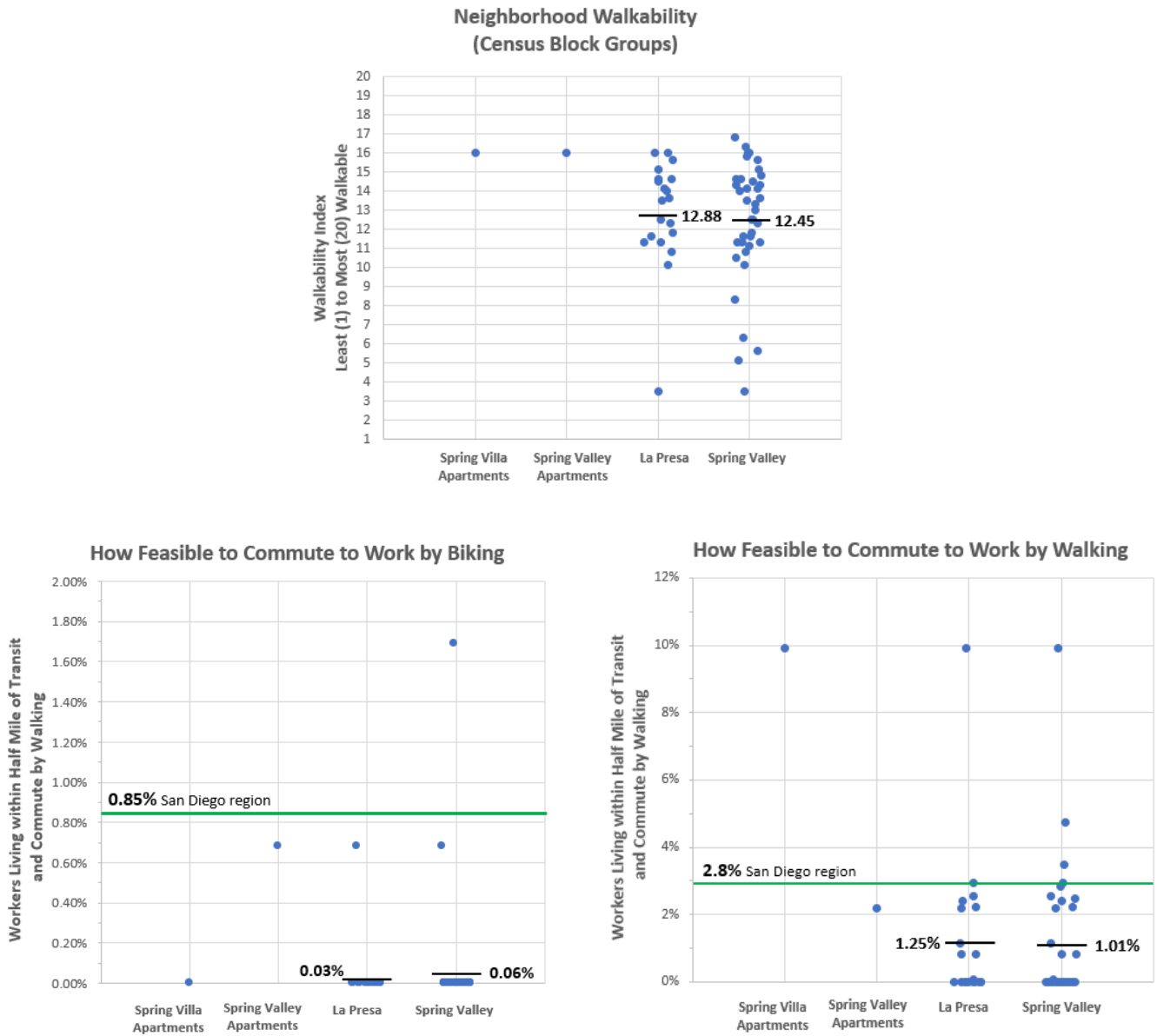
Pedestrian Infrastructure

Existing conditions of pedestrian infrastructure are assessed through the County's Active Transportation Plan (ATP). The ATP includes a pedestrian gap analysis that ranks sidewalks and pathways based on condition, public health goals, connection to pedestrian attractors (e.g., commercial destinations), and accessibility to all users (e.g., school children). This assessment uses a point system to rate individual street segments within study areas. Relative need for pedestrian improvements (i.e., sidewalk related improvements) that could increase safety and mobility for non-motorized users are ranked, and shown graphically in the ATP using a color scale where green represents segments with better existing pedestrian infrastructure and red represents where improvement is needed. **Error! Reference source not found.** and Figure 5 show the pedestrian gap analysis for the networks surrounding the two affordable housing developments. Based on the ATP's pedestrian gap analysis, both affordable housing developments have access to connected sidewalk networks, but surrounding segments are primarily scored as moderate to high (yellow to red) prioritization for infrastructure improvement needs.

Bicycle Infrastructure

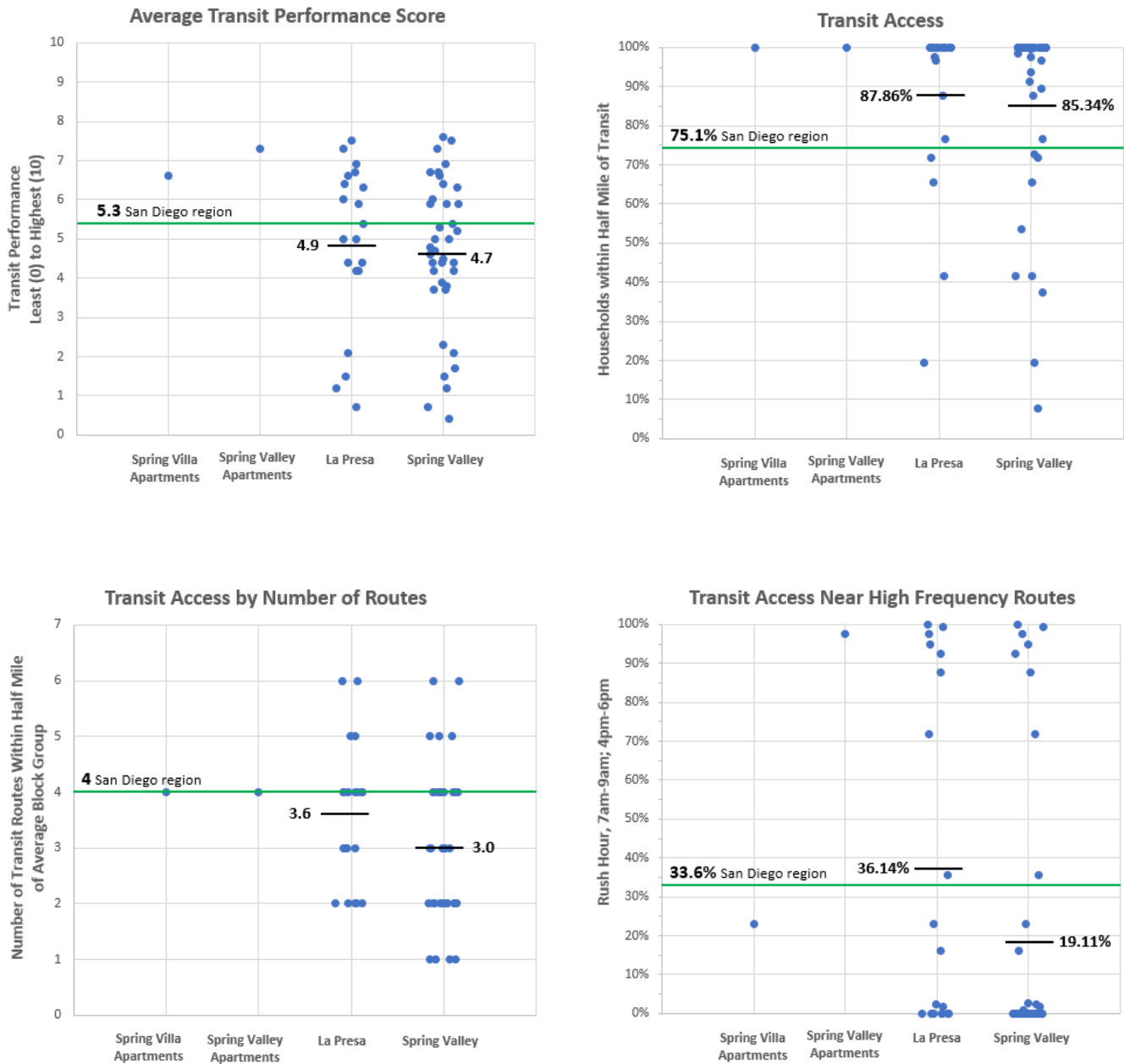
Primary thoroughfares in La Presa and Spring Valley have existing Class II bike lanes (i.e., on-road bicycle lanes separated from vehicular traffic through lane striping). In the immediate vicinity of the two affordable housing developments, bike lanes are located on larger roads (i.e., four travel lanes and one two-way-left-turn-lane) with higher traffic volumes and speeds (40+ miles per hour posted speed limit). These roads include Jamacha Road, Jamacha Boulevard/State Route 54, and Sweetwater Road. The County's ATP considers these Class II bike lanes to be "high stress" routes, where only the most seasoned and confident bicyclists would be comfortable using. At full buildout, ATP proposes Class IV separated bikeways along these routes to increase safety and create a bicycling environment that is comfortable for most bicyclists, including children.

Figure 3 Neighborhood Walkability and Feasibility of Walking or Biking to Work



Notes: Dots depict data at Census Block Group level and are nested based on geographic location (i.e., both apartment locations are included in 'La Presa' points and 'La Presa' points are included in 'Spring Valley' points). Community averages for La Presa and Spring Valley geographics indicated by black hashmark.

Figure 4 Transit Performance and Access



Notes: Dots depict data at Census Block Group level and are nested based on geographic location (i.e., both apartment locations are included in 'La Presa' points and 'La Presa' points are included in 'Spring Valley' points). Community averages for La Presa and Spring Valley geographics indicated by black hashmark.

Figure Pedestrian Gap Analysis - Spring Villa Apartments Surrounding Neighborhood

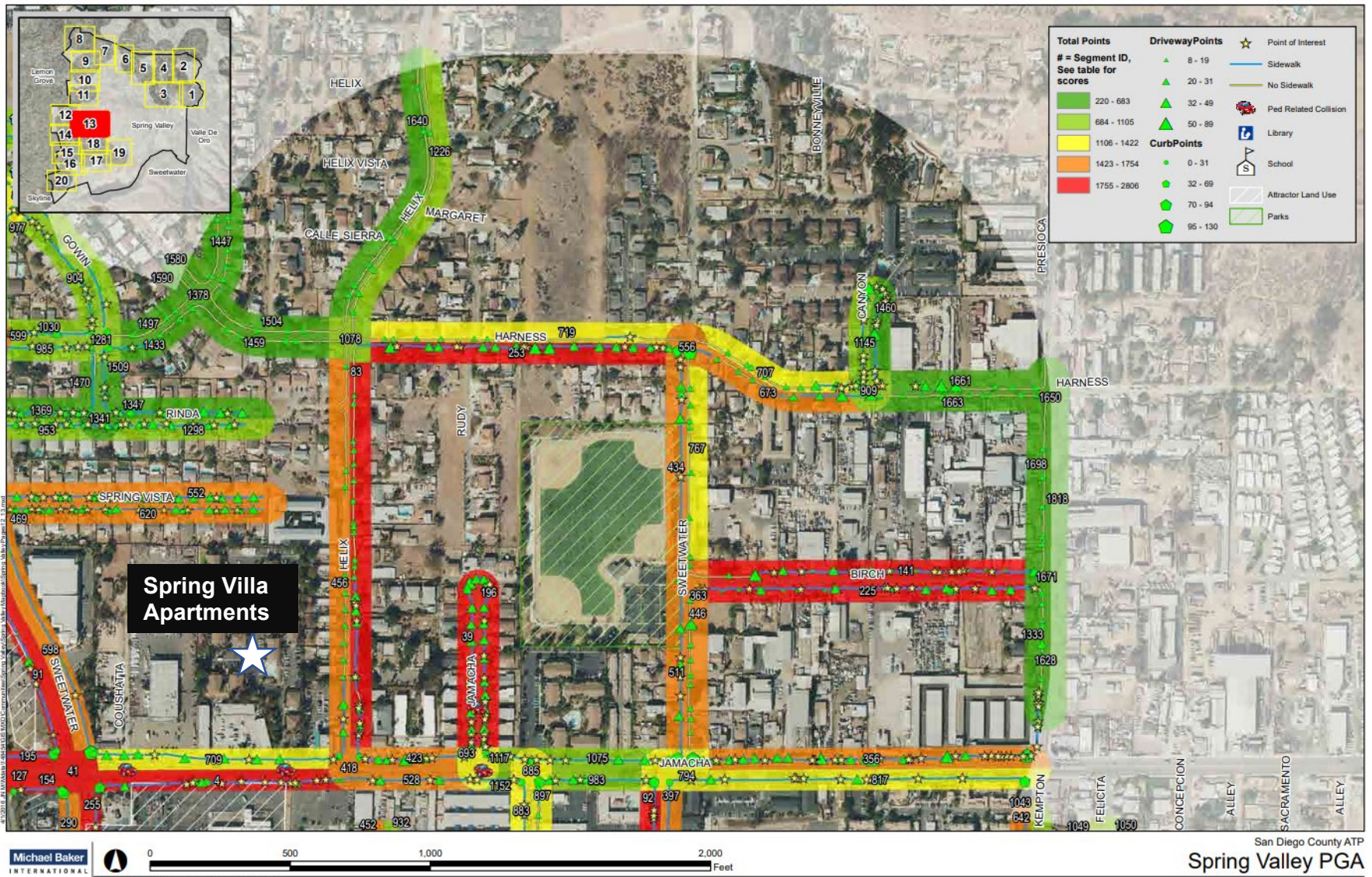
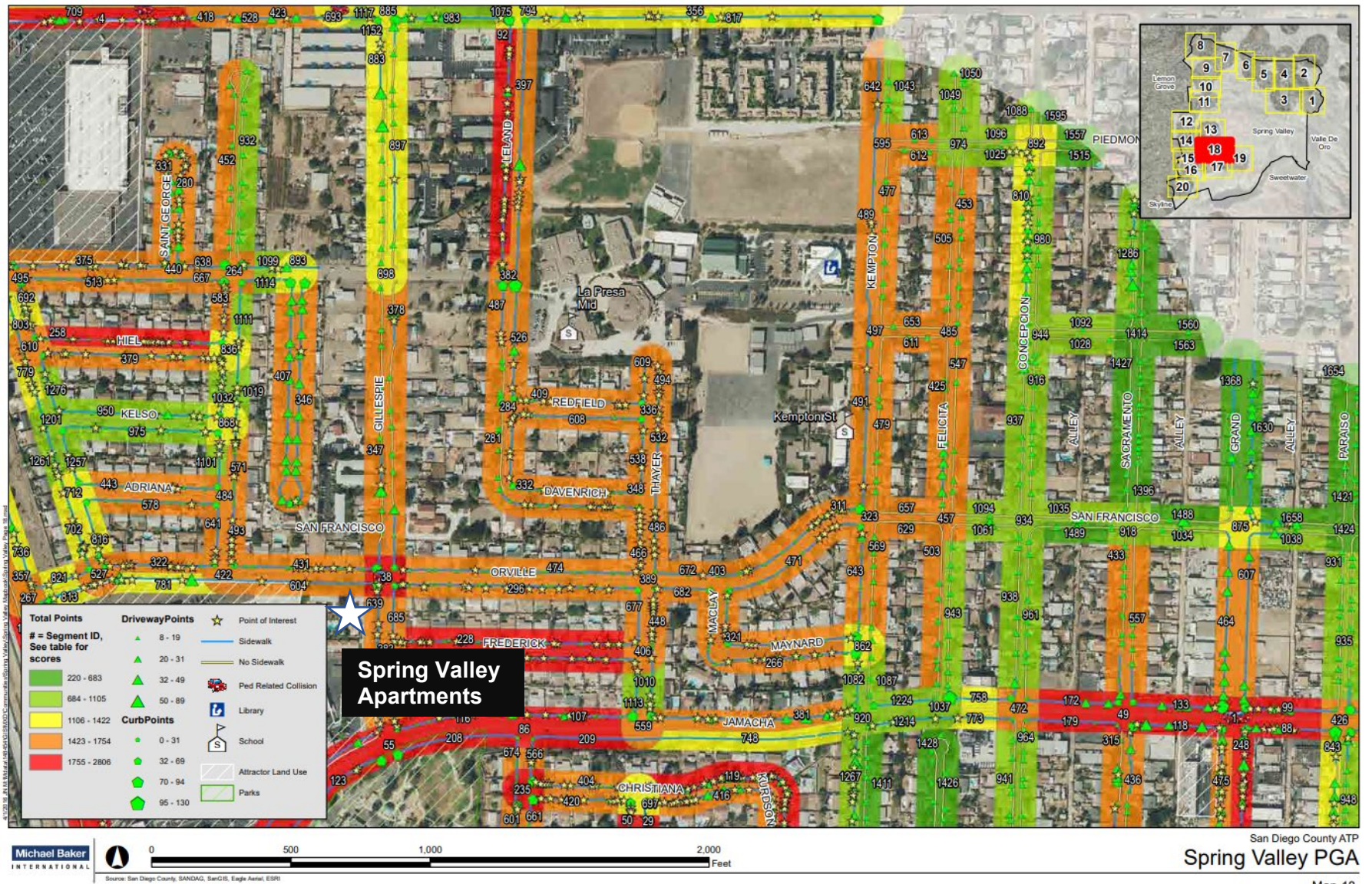


Figure 5 Pedestrian Gap Analysis - Spring Valley Apartments Surrounding Neighborhood



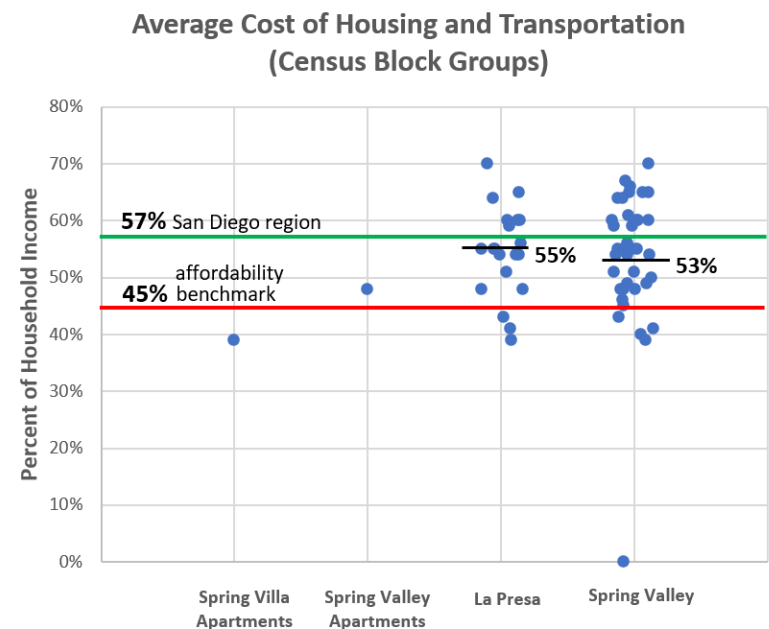
Reliability

Data on the reliability of transportation options in La Presa and Spring Valley were assessed using the Needs Assessment resident survey. Respondents were asked how easy it is for them to travel to where they need to go within the community and their reasons for not using public transit. While 79 percent of survey respondents reported their primary mode of transportation was by single occupancy vehicle, nearly 33 percent felt it was difficult to travel within the community. The primary reasons noted for difficulty traveling within the community were high traffic volumes and lack of transit access. Survey respondents also expressed difficulty using transit because of longer travel times, infrequent stops and arrivals, and lack of service to desired destinations.

Affordability

The combined cost of housing and transportation as a percent of household income was used to assess neighborhood affordability. According to the Center for Neighborhood Technology's Housing and Transportation Index, the traditional measure of neighborhood affordability recommends that housing cost no more than 30 percent of household income, resulting in 55 percent of U.S. neighborhoods considered 'affordable' for the typical household. In La Presa and Spring Valley neighborhoods, the average household spends 32% of their household income on housing and 23% on transportation costs. The Housing and Transportation Index incorporates transportation costs into the affordability measurement and sets a benchmark of no more than 45 percent of household income). Using this combined housing and transportation cost measure, nearly all neighborhoods in La Presa and Spring Valley are above the 45 percent threshold, and therefore are classified as being unaffordable for the typical household. However, both affordable housing developments are in neighborhoods that are more affordable than the La Presa/Spring Valley and regional averages (see Figure 6).

Figure 6 Average Cost of Housing and Transportation



Notes: Dots depict data at Census Block Group level and are nested based on geographic location (i.e., both apartment locations are included in 'La Presa' points and 'La Presa' points are included in 'Spring Valley' points). Community averages for La Presa and Spring Valley geographics indicated by black hashmark.

Survey Development and Distribution

Surveys distributed to residents and community members collected self-reported information from on primary transportation modes, barriers to using public transportation, willingness to consider alternate transportation options (e.g., carpool, public transit, bicycle, walk, rideshare, bikeshare, shuttle), opinions on incentives to use clean transportation modes, and demographic information. To encourage participation, completion of the survey entered respondents into a raffle to win one of twenty \$25 Target gift cards. Throughout the project, County staff developed and revised the

survey length and content to fit the needs of the community. Electronic versions of all surveys were hosted online (via Alchemer platform) and linked from the project website. Hard copies of the survey were distributed at meetings, mailed directly to residents of the two affordable housing developments, and made available upon request. Two surveys were produced through an iterative process based on community feedback and response rate, herein referred to as the “long-form” and “shortened” surveys.

To develop the survey, County staff reviewed the survey resources in English and Spanish provided by CMO for use in the CTNA. This included an evaluation of all sample questions to determine their applicability to this project and community. The first iteration of the survey (long-form survey) had 40 questions and was nearly identical to the sample survey provided by CMO with minor changes to reflect community context. These changes included, for example, changing the term “light rail” to “trolley” to fit the local nomenclature and restructuring some questions with open-ended responses to check-box response types to simplify responses for the participant and aid in data evaluation. The English and Spanish versions of the long-form survey (Appendix A) were distributed door-to-door at the two affordable housing developments alongside a project promotional flyer. The long-form survey was also distributed in electronic format as part of one of the virtual public workshop notice email distributions. This was sent to 3,449 recipients of the County’s Planning & Development Services (PDS) department e-mailing list for residents living in the project area. Following distribution at the two affordable housing developments and communitywide email, the long-form survey was open and available to complete for approximately one month. During this time, eight online surveys were completed (all in English) and no completed hard-copy surveys were received from residents of the affordable housing developments.

Due to low completion rate of the long-form survey, County staff distilled the most important questions and shortened the survey to 14 questions, or four pages when printed (shortened survey). The questions that remained in the shortened survey focused on current transportation mode use, ideal transportation mode if it was affordable and readily available, and preferred transit services or incentives. Narrowing the focus and shortening the survey reduced the survey completion time from 25-30 minutes for the long-form survey to approximately 10 minutes. The shortened survey (Appendix B) replaced the long-form version on the project website in English and Spanish, and distribution methods were replicated (including hard copies mailed to residents at the project’s two affordable housing developments and electronic version emailed to PDS’s project area e-mail list). County staff also worked with the County’s Department of Parks and Recreation, San Diego County Library, and existing community organizations (e.g., places of worship) to promote the shortened survey. In addition, a hard copy was made available for participants of the in-person community workshop. At project end, a total of 102 participants completed the survey (98 in English and 4 in Spanish), with an additional 8 participants partially completing the survey (partially completed surveys were included if all survey questions had been answered but not submitted in Alchemer as “complete”).

Community Outreach

County staff developed an outreach and engagement plan to guide project implementation and receive input from a broad range of community members. This plan outlined objectives and strategies the County would employ to engage with the underserved community members of the La Presa area, learn about transportation needs, and create transportation solutions that are community-identified and supported.

The engagement objectives set in this plan to support project goals include:

- Implement consistent messaging of project goals and process throughout engagement activities, centered around elevating community voices to identify transportation barriers and needs.
- Provide platforms for equitable distribution of project materials (e.g., community meetings, online videos, social media posts, phone calls, food distribution event).
- Outline a dedicated stakeholder list and understand general perspectives from the various interest groups.
- Establish relationships with community leaders and the Spring Valley Community Planning Group (Spring Valley CPG).
- Provide ample opportunities for community input using available platforms.
- Compile and refine outreach materials for use as templates for future equitable community engagement.

To achieve project outreach goals and implement supporting objectives, the County used a variety of outreach materials and methods to inform and invite community members to share their transportation stories. Outreach materials included printed and online flyers to advertise community workshops and the availability of the online survey, printed and online surveys, regular email updates to relevant community stakeholder groups (e.g., Spring Valley CPG), development of a project-specific website², and social media posts promoting the survey and community meetings on County pages. County staff also collaborated with internal groups (e.g., County Libraries), external groups (e.g., SANDAG, local places of worship and community centers), and local social equity—focused groups (e.g., MAAC) to spread the word about upcoming workshops and expand the project reach.

Community Workshops

The project was required, at a minimum, to include two opportunities for community members to provide input on the project. The County received project feedback and community input at six total engagement events including two virtual workshops, one in-person workshop, individual interviews at a community event, and multiple presentations and workshops with the Spring Valley CPG.

Project materials were used to promote community engagement events, including virtual and in-person workshops, presentations at the Spring Valley CPG, and interviews at planned community events. Materials for community engagement events were distributed through multiple channels including posting physical flyers directly on resident doors at each of the two affordable housing developments and at community centers (e.g., Spring Valley Library), and e-blasts to curated stakeholder lists, individual emails to leaders of community-based organizations (e.g., religious-based organizations, non-profits organizations, transportation groups). As an incentive for participation at a virtual or in-person workshop, attendance at a workshop entered attendees into a raffle for a \$25 gift card to Target. Project flyers and related materials are provided in Appendix C.

² County of San Diego Clean Mobility Options Voucher Pilot Program website:
<https://www.sandiegocounty.gov/content/sdc/sustainability/projects/clean-mobility-options-la-presa.html>

Virtual Workshops

With CARB approval, the County hosted two virtual workshops that were open for the community at-large. Through coordination with Community Managers at the two housing developments and input from the Spring Valley CPG, the recommended platform for hosting these virtual workshops was Zoom. Primary advantages of this platform for workshop use included existing community familiarity with this platform from other common community activities such as online schooling (during the COVID-19 pandemic) and Spring Valley CPG meetings, the ability to host live interpretation, and ability to host breakout rooms.

Two virtual community workshops were hosted in June 2021. These workshops were scheduled to accommodate varying work schedules and were open for all residents of the La Presa and Spring Valley communities. Communitywide Workshop #1 was hosted virtually on Wednesday, June 23rd at noon. Communitywide Workshop #2 was hosted virtually on Thursday, June 24th at 6:00 PM. Both virtual workshops included a PowerPoint presentation that summarized the project purpose and goals, interactive polls through Zoom, and discussion facilitated by County staff. Live, simultaneous Spanish interpretation was available at both virtual workshops.

“If you have to wait a significant amount of time [for transit] ... it disincentivizes you from using that travel mode.”

Communitywide Workshop #1 had a total of five attendees including two residents of Spring Valley and three County staff. Through polling and facilitated discussion, attendees reported they primarily drove alone because they often need to travel to a variety of places during the day and have limited alternative options to access destinations. Attendees expressed a desire for better infrastructure to improve their ability to travel through the community by walking, bicycling, or rolling³. A summary of the community input received, including transportation challenges, needs, and solutions are shown in Table 33.

Table 3 Communitywide Workshop #1 Input Summary

Primary Transportation Mode(s): drive alone, carpool (with family members)		
Needs/Destinations	Challenges	Solutions
<ul style="list-style-type: none"> • Most travel is to areas outside of the community • Trip chaining common for work/personal activities 	<ul style="list-style-type: none"> • Limited destinations within the community (e.g., food and commercial options) • Lack of bicycling and pedestrian infrastructure <ul style="list-style-type: none"> ○ Missing sidewalks ○ Unsafe bicycling conditions ○ High vehicle speeds ○ Hilly terrain • Lack of efficient transit options and existing routes do not go to desired destinations 	<ul style="list-style-type: none"> • On-demand transit services • Discounted taxi/rideshare services • Improved infrastructure for walking/bicycling/rolling

³ “Rolling” refers to a human-powered mode of transportation on wheels other than bicycles. Examples of rolling transportation modes include wheelchairs, scooters, and skateboards.

Communitywide Workshop #2 had a total of four attendees including one resident of Spring Valley and three County staff. The attendee reported they often walk throughout their community for exercise but often do not feel safe on neighborhood and community roadways. Most trips are taken by driving alone because not enough services for shopping (e.g., grocery shopping) are accessible via another transportation mode. The attendee expressed a desire for better infrastructure to improve safety for walking (especially at intersections) and for transit or other services to provide convenient access to larger shopping centers on the edges of the community. A summary of the community input received, including transportation challenges, needs, and solutions are shown in Table 4.

“I live in an aging neighborhood, but still very active, and a neighborhood EV is something we would take interest in.”

Table 4 Communitywide Workshop #2 Input Summary

Primary Transportation Mode(s): drive alone		
Needs/Destinations	Challenges	Solutions
<ul style="list-style-type: none"> • Walk around neighborhood for exercise but need a car for all other needs • Nearby commercial centers (that are outside of the immediate community) provide more shopping/dining options 	<ul style="list-style-type: none"> • Bus service is a 15-20 minute walk, but services do not access necessary destinations • Nearby shopping areas do not meet all shopping needs • Uncomfortable transporting items like groceries on transit • Students at nearby schools mostly arrive by vehicle because bus service is limited/unavailable • Crossing streets is dangerous with limited or no striping and signage • Electric vehicle range anxiety and infrastructure availability 	<ul style="list-style-type: none"> • On-Demand transit (specifically to nearby shopping destinations) • Electric school busses • Improved infrastructure for walking/biking/rolling • Local/neighborhood-based electric vehicle

In-Person Workshop

On September 15, 2021, at 6:00PM, County staff hosted Communitywide Workshop #3 at the Spring Valley Library. This in-person workshop was open to all La Presa and Spring Valley residents to provide feedback on the project, share stories and challenges, and interact with County and Library staff. Individually wrapped meals and beverages were provided to attendees. The in-person workshop was advertised through the County’s and partner’s social media accounts, flyers posted throughout the community, and invitations mailed directly to residents of the two affordable housing developments. Eight people attended this meeting including five community members and three County staff. Live, simultaneous Spanish interpretation was provided at this meeting.

Communitywide Workshop #3 included a presentation to introduce the project goal and purpose and provide definitions of the terms used in the presentation, and a discussion facilitated by County staff. A short questionnaire (three questions) was handed to attendees upon entry to gather information prior to the presentation on how they arrived at the meeting, and how they typically travel through their community.

Through the facilitated discussion and from short questionnaire responses, attendees shared that they typically travel throughout the community by driving alone but would greatly prefer if other options were available. One attendee was able to take public transit for most trips, noting that they live close to a bus station and work within the community. Others noted that driving a vehicle is the only option for themselves and many people they know to get to common destinations and to other neighboring cities, as transit services do not provide access between where they live and destinations. Attendees also noted that there are no non-vehicular services that can provide access between their community and nearby destinations (e.g., shopping centers in Sweetwater or Rancho San Diego, the Spring Valley Swap Meet). Attendees shared that in recent years, transit services throughout the community have been reduced. One route in particular that was mentioned previously had served as a community circulator (with stops at most major destinations within the Spring Valley and La Presa communities). Additionally, attendees noted that walking, bicycling, and rolling infrastructure as limited and many gaps exist in the network for safe non-vehicular travel. Many new developments, including shopping areas, have sidewalks that are along busy corridors with high vehicle speeds, and these sidewalks end abruptly forcing residents to walk either on the street curb or dirt path along the road. Finally, attendees and County staff discussed potential transportation options that could help solve some of these challenges faced, solutions focused on ways to travel between their community and other nearby destinations without needing to own a vehicle, and set transit routes that can exist as a “community circulator” with connections to key destinations in nearby communities. A summary of the community input received, including transportation challenges, needs, and solutions are shown in Table 5.

“People have become accustomed to leaving Spring Valley for routine trips because few other options have ever existed”

Table 5 Communitywide Workshop #3 Input Summary

Primary Transportation Mode(s): drive alone, bus, walk (for short trips)		
Needs/Destinations	Challenges	Solutions
<ul style="list-style-type: none"> • Need to run daily/weekly errands • Regular trips to the Spring Valley Swap Meet • Needs primarily met outside of the community 	<ul style="list-style-type: none"> • Limited transit services and long rides to reach destinations • Lack of variety in shopping centers within community; most shopping occurs in nearby communities • Heavy traffic along main roadways • Unable to take a quick trip within the community (especially by walking) due to traffic and infrastructure issues • Walking, bicycling, and rolling infrastructure is limited 	<ul style="list-style-type: none"> • Shuttle that circulates through community and popular destinations • Carsharing (especially if available at a central, public location) • Electric bicycle program for students

Community Planning Group Presentations

The County has 27 community planning and sponsor groups (including 18 planning groups and nine sponsor groups) that serve as an information linkage between the individual communities and the County on matters dealing with planning and land use. Members of community planning groups are elected by the registered voters in the community plan area, and members of sponsor groups are appointed by the County’s Board of Supervisors. Both groups provide a public forum for the discussion of planning issues which are important to their community.

In the project area, the Spring Valley Community Planning Group (Spring Valley CPG) provides guidance on planning activities within the Spring Valley and La Presa areas. On September 22, 2020, County staff presented to the Spring Valley CPG the proposed workplan and goals of the project. Upon receipt of this presentation, the Spring Valley CPG provide feedback in support of the grant pursuit, voted in favor of providing a letter of support for the County’s efforts, and requested the Spring Valley CPG continue to be informed of project implementation status. During project implementation, County staff provided a project status update to the Spring Valley CPG on May 25, 2021, and held an agendized workshop on September 15, 2021.

At the May 25, 2021, Spring Valley CPG meeting, County staff provided an information update on the CMO project implementation status. This included a summary of the project purpose and goals, defining the intent of clean mobility solutions and what these solutions could include, and inviting community members to attend Communitywide Workshops #1 and #2. Following this presentation, Spring Valley CPG members noted general mobility concerns in the area and the lack of options beyond driving. Members also identified groups and low-income housing developments they recommended also inviting to the communitywide workshops.

At the September 14, 2021, Spring Valley CPG, County staff hosted an agendized workshop with the Spring Valley CPG members. At this workshop, County staff provided a project review to revisit project goals and objectives, and discuss input received at community workshops. Following this presentation, County staff, through the Spring Valley CPG chair, facilitated a short discussion to receive additional feedback from members on their transportation challenges and potential clean mobility solutions. Member raised concerns of prioritizing additional transit due to limited existing ridership in the community, and preferred solutions that allowed additional flexibility in destinations such as carsharing or ridehailing. Members also noted that the community needs infrastructure improvements to allow safe walking, bicycling, and rolling, and that larger transit investments to bring light-rail or similar services could be beneficial if they connect to nearby cities. A summary of input received from the Spring Valley CPG at all meetings is provided in Table 6.

Table 6 Spring Valley CPG Input Summary

Primary Transportation Mode(s): drive alone		
Needs/Destinations	Challenges	Solutions
<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> General lack of transportation options beyond driving Limited transit service and low ridership Lack of walking, bicycling, rolling infrastructure 	<ul style="list-style-type: none"> Neighborhood Electric Vehicles Carsharing Community shuttle Infrastructure improvements

Interviews and Planned Community Events

In partnership with MAAC, a local non-profit and community advocacy group, County staff attended and administered interviews at a Food Distribution event at the San Martin de Porres Apartments in Spring Valley. The purpose of attendance was to ask individuals about transportation issues they experience traveling through the Spring Valley area. The MAAC Food Distribution event provides quick food service to residents in Spring Valley and neighboring communities. The distribution begins at 9 AM and continues until all food has been distributed.

At the food distribution event, individuals can get food in one of two ways: drive-through or walk-up. Those that drive-through are queued along Piedmont Street for 3-4 blocks before 8 AM. Between 8-9 AM, County staff walked from vehicle to vehicle asking if individuals were interested in talking while they waited and administered a verbal survey to identify where they traveled from to get to the event, how they usually travel throughout their community, and if there are any challenges they face. Following the brief verbal survey, the paper survey was presented and drivers were given the option to complete it in their vehicle while they waited. County staff talked with approximately 15 people in 10 vehicles about the project, and received five completed paper surveys. Food distribution began promptly at 9 AM and engaging with individuals in vehicles became challenging as the distribution process is quick, vehicles are moving, and survey administration would interfere with MAAC Staff distributing food.

Between 9-10 AM, County staff met with individuals and families that walked up to the food distribution. Staff administered verbal surveys to these individuals/families due to limited time in the waiting area before receiving food. In total, staff talked with six individuals in three families.

Through the in-person interviews, County staff were able to meet with 21 individuals. County staff administered 12 verbal surveys, 11 of which were conducted in Spanish. The majority of people interviewed had driven to the food distribution event in their car, either alone or with a family member. These residents generally said that they were able to get to where they need to go easily because they own a car. Some people had come from out of the Spring Valley area, from neighborhoods including Chula Vista and El Cajon, for the food distribution event. In addition to visiting Spring Valley for the food distribution event, participants visit the area for the Swap Meet, church, and to visit family. Two participants took the bus together to the food distribution event and mentioned how the bus is difficult due to infrequent times, and can also feel unsafe, particularly at night.

Table 7 MAAC Food Distribution Event Input Summary

Primary Transportation Mode(s): drive alone		
Needs/Destinations	Challenges	Solutions
<ul style="list-style-type: none"> Regular trips to the Spring Valley Swap Meet Regular trips to the food distribution site Church Family & friend's houses 	<ul style="list-style-type: none"> Road traffic Transportation takes a long time and can feel unsafe, especially at night 	<ul style="list-style-type: none"> Safer, more accessible bus More frequent transit routes

Community Input Analysis

All results of the survey and community workshops were analyzed to ensure they were representative of the local community and population demographics.

Data Cleaning and Analysis

Results of the long-form and shortened surveys were merged to create a combined dataset for data analysis and reporting. Survey results were stored and analyzed in the program used to create the survey (Alchemer) and qualitative feedback received from community workshops were analyzed by County staff. These results were reviewed alongside one another to identify reoccurring themes on transportation needs, challenges, and solutions. Themes were also reviewed in conjunction with results of the Transportation Access Data Analysis to confirm if community input aligned with findings on existing conditions within the community. Survey question items were used to identify what neighborhood a respondent lived in and determine whether they represented the project area.

Participation

Of the 110 complete or partial surveys, results indicate that nearly 73 percent of respondents live within La Presa, either living at one of the two affordable housing developments (11 percent) or in a neighborhood or household located within the La Presa community (62 percent). Of the remaining survey respondents (27 percent), self-reported survey data show most live within Spring Valley. Respondents were primarily female (67 percent) and age 45 or older (60 percent, including 31 percent aged 60 to 74 years). Similar to community demographics, the survey respondents represented a diverse group, with the majority describing themselves as Hispanic or Latino (54 percent), followed by Caucasian/White (35 percent), and Black or African America (9 percent). Survey respondents can be characterized as lower-income than the broader La Presa and Spring Valley community. Nearly 60 percent of respondents had annual household income of less than \$49,999, compared a median annual household income of \$71,000 for the larger community based on U.S. Census data. See Appendix D for full demographic results of survey respondents.

While no specific demographic data was collected from community members that participated in community workshops, participants were primarily Caucasian/White and older in age.

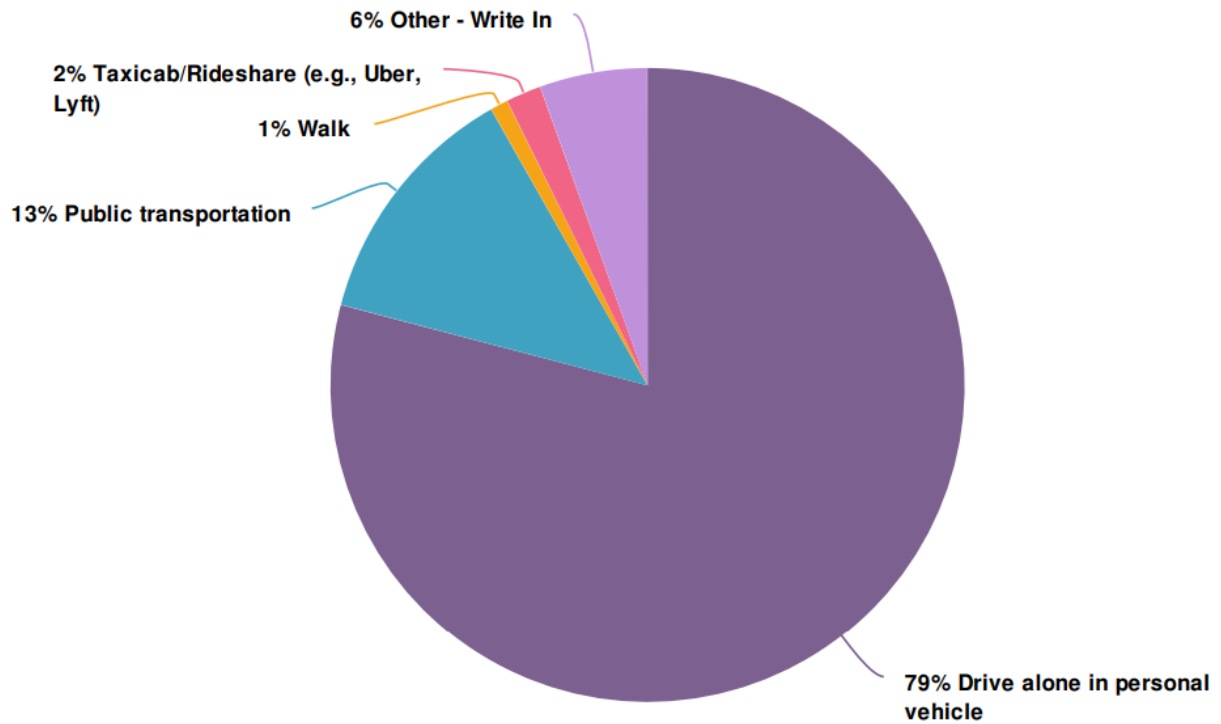
Transportation Needs, Challenges, and Solutions

The project team found that transportation needs, challenges, and solutions were similar across all outreach forms: community workshops, the survey, and the food distribution event.

Current Transportation Behavior

According to survey results, 79 percent of respondents drive alone in a personal vehicle for their primary mode of transportation (Figure 7). An additional 13 percent of respondents indicated transit was their primary mode of transportation and only one percent reported walking as their primary mode. Taking a taxicab or rideshare accounted for two percent of respondents' primary mode. The final six percent of survey respondents selected "Other" as a primary mode which included a write-in option. Write-in answers included: driving with a caregiver, children, or other people; and paratransit shuttle bus. Responses provided through the survey and received at the public workshops are similar and demonstrate high use of single-occupancy vehicles in the project area, some transit usage, and minimal usage of other transportation options.

Figure 7 Survey Respondents Primary Mode of Transportation

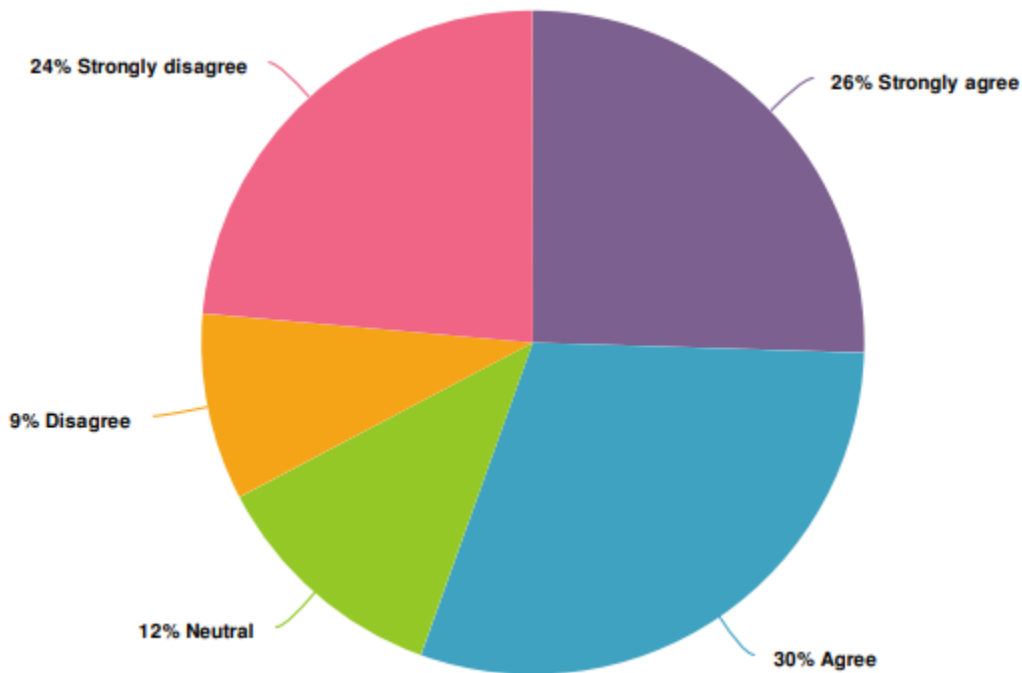


Lived Experience Transportation Challenges

The survey asked participants if they agreed with this statement: *“It is generally easy for me to get to where I need to go.”* 33 percent of respondents disagreed or strongly disagreed (Figure 8) with this statement. Common reasons for this response included lack of accessible and convenient options other than driving a vehicle, and limited pedestrian infrastructure. Transit-dependent stakeholders noted that it would be “better if the buses ran more frequently” and that they “have to wait for transportation all the time.” Safety issues along Jamacha Boulevard, a primary arterial through the community, were also mentioned, including congestion, no lane barriers, and high speeds. Respondents who did have a car still experienced transportation challenges due to traffic in the community and congestion near highway on- and off-ramps.

Figure 8 Ease of Travel

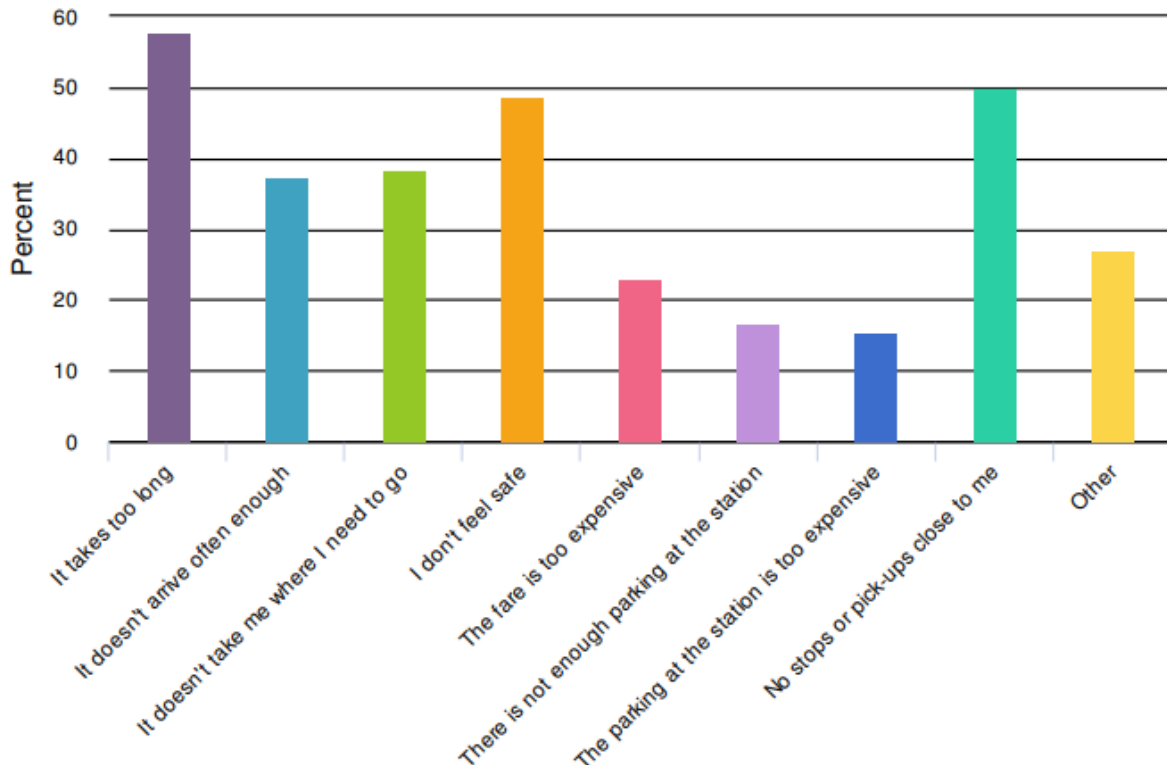
Question prompt: "It is generally easy for me to get to where I need to go."



As noted in the transportation access data analysis, walkability scores in the La Presa and Spring Valley neighborhoods were higher than the regional average. These communities also scored above the San Diego regional average for transit access. These data suggest the area is relatively walkable and has decent access to transit. However, workshop participants, survey respondents, and site observations from County staff suggest that the community is not easily or safely walkable and there is a considerable lack of access to transit. This discrepancy between data and lived experiences suggests underlying data used to determine walkability and transit access do not always reflect "on-the-ground" conditions. These indicators do not fully account for conditions that make travel options accessible and usable. For instance, walkability scores do not fully account for observed pedestrian conditions such as high vehicle speeds along roadways or limited tree coverage and shading along sidewalks. Further, transit access analyses review only the frequency and proximity of transit services, but do not account for the destinations of the nearby routes provided.

In addition to a lack of transit access, survey respondents also reported other barriers to using public transit (Figure 9). These stated barriers for using transit included: long travel times; infrequent stops and arrivals; lack of routes that go to destinations where residents wanted to travel; safety concerns; and ownership of a personal vehicle is more convenient.

Figure 9 *Reasons Reported for Not Using Public Transit*



Clean Mobility Opportunities

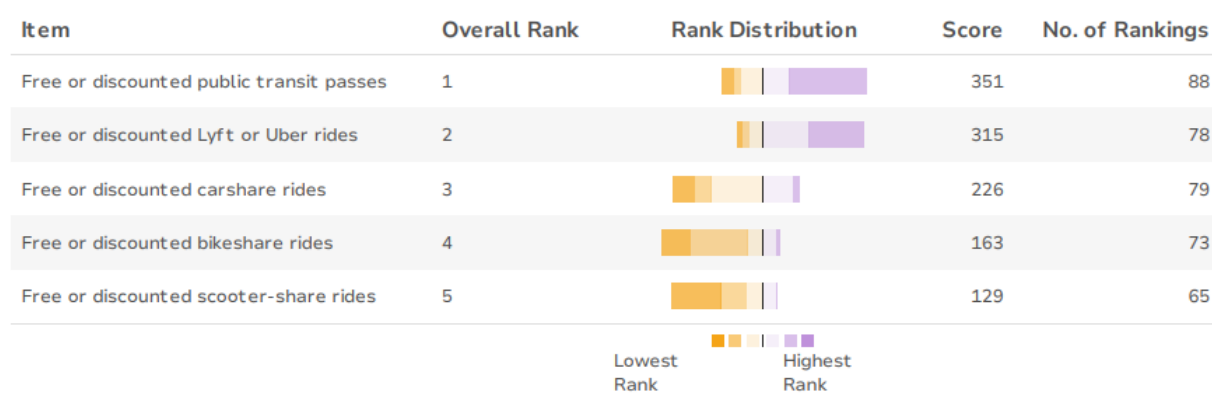
During community workshops and within the survey, clean mobility options were introduced as a term to describe transportation options that do not result in poor air quality or contribute to climate change. These transportation options ranged from commonly seen modes like bicycles to rapidly changing technologies like electric vehicles. Within the workshop presentations and surveys, this introduction to clean mobility options included defining bikesharing and scooter-sharing, carpooling and vanpooling (with an emphasis on electric vehicles), carsharing (e.g., Zipcar), innovative transit services (e.g., electric buses, on-demand transit, or neighborhood-serving transit), rural transit options, and on-demand ride services and mobile app integration (e.g., Lyft).

Survey participants were asked what transportation options they would consider using, if they were readily available and affordable, for a variety of trip purposes (e.g., commute to/from work or school, grocery shopping or general errands, pick up or drop off children, social/recreational destinations). Consistent with survey and workshop feedback that use of a single occupancy vehicle is the primary mode of transportation within the community, responses show that the most selected transportation option respondents would consider using is driving alone or with others (e.g., co-workers, family friends) for these daily trip purposes. The next highest rated transportation options, in order of preference, were rideshare, bus or trolley, shuttle, and walking/rolling. While use of a carshare service was rated low as an option residents would consider using, the high selection of driving alone or using rideshare could indicate a clean mobility carshare may be a potential community transportation option as the service would still allow residents to travel in an on-demand single occupancy vehicle. Further, through community workshops, staff learned that many community members had not seen or knew about carsharing

programs prior to completing the survey, thus they generally rated it low due to limited background understanding. Scooter-share and bikeshare options were selected the least by survey respondents, indicating these may not be transportation options residents would consider using in the community. At community workshops, attendees noted that scooter-share and bikeshare options were available in the community previously, but these shared vehicles were often seen broken and discarded along sidewalks and roadways.

To further evaluate potential clean mobility opportunities, survey participants were asked to rank their desire in receiving free or discounted passes or rides on public transit, rideshare, carshare, bikeshare, and scooter-share services. Respondents most highly ranked interest in receiving incentives for public transit or rideshare, followed by moderate interest in carshare. Similar to other results, bikeshare and scooter-share incentives were of least interest.

Figure 10 Clean Mobility Incentive Ranking



Priority Implementation Options

The Needs Assessment process provided a critical evaluation of residents’ unique transportation needs and challenges, and interest in clean mobility options. The data collected through surveys and information received at workshops were used to evaluate clean mobility options that could support improved access to destinations, alleviate transportation challenges, and improve local mobility. Resident responses through workshops and surveys generated four clean mobility solutions opportunities, outlined below, that could be implemented in the Spring Valley/La Presa area. Residents indicated that they would be supportive of these solutions, which are outlined below in order of perceived desirability based on resident input, and feasibility for implementation if CMO Mobility Project Voucher or other grant funding is pursued.

Community Shuttle. Aside from those who drive alone, transit users represented the second largest group of individuals that attended workshops and completed the survey. Most of these individuals noted that transit services in the area were difficult to plan around because they do not provide service directly to their destinations, run on infrequent schedules, or do not provide a connection between common travel locations (i.e., all buses provide access between the community and outside locations rather than between locations within the community). Similarly, many respondents who typically drive alone noted that a key reason they do not use transit is that it does not connect them to desirable destinations or standard buses are not comfortable for people with disabilities. Based on comments received, there is strong interest in a community shuttle that provides access

to local destinations on frequent headways. The community shuttle solution would propose a shuttle service that provides service between community destinations (e.g., Spring Valley Swap Meet, Spring Valley Library, local shopping centers, Rancho San Diego, and businesses along Grand Avenue). The shuttle could operate during peak hours on weekdays, and all day on weekends. Further, the community shuttle would be an accessible bus or vehicle, providing comfort and mobility for people with physical disabilities. More than half of the respondents are aged 45 years or more, and the largest group of respondents to the survey were 60 to 74 years of age. A community shuttle could provide frequent service throughout the community for older adults who are unable to operate a vehicle, comfortably walk through their neighborhood, or rely on other services for mobility.

Carshare. Community members identified that many trips that are short in length or time could be taken via carshare, if available. An all-electric carsharing services could be maintained and accessed from a public parking area, centrally located within the community (e.g., Spring Valley Library, Spring Valley County Park, Sweetwater Lane Community Park). Carshare services would provide residents without a vehicle with opportunities to use a clean-fuel vehicle to access shopping or recreational destinations outside of the community or to support local trips. Based on feedback, it was understood that many residents have a desire for greater access to areas on the edge of the community (e.g., downtown Lemon Grove, Rancho San Diego, or Sweetwater). While many residents responded that they were uncertain about carsharing, workshop feedback identified that many residents have not used carsharing or had misconceptions for what this option included (e.g., sharing a vehicle with a neighbor versus a communal vehicle available to all). For this reason, a carshare program in the community would also need to include an educational outreach program.

Rideshare Discounts. Many respondents and workshop attendees were familiar with transportation network companies (TNCs) that provide rideshare services such as Lyft. Though most used these services infrequently, respondents indicated they would generally be interested in receiving discounted rideshare rides for daily trips. Through a rideshare discount program, the County could partner with one or more TNC to provide discounted rides. These discounted rides could be provided through vouchers/gift cards given to residents, or more robust partnerships with TNCs to reduce service costs for residents that begin or end trips within the community.

Infrastructure Improvements. The most common responses received through the survey and at workshops related to infrastructure needs. Many residents feel that pedestrian infrastructure is limited within their community, such that they often do not feel comfortable or safe traveling to nearby destinations without being in a vehicle. Similarly, many residents had little or no desire for bicycle-related solutions because they consider the bicycle infrastructure in their community to be unsafe or non-existent. Through observations, County staff support these claims as sidewalk connections are limited throughout the community, there are limited safe locations to cross busy roadways, and bicycle infrastructure is limited and located only along roadways where vehicles typically travel at speeds greater than 40 miles per hour. Infrastructure improvements within the community would require long-term investment and planning, beyond the scope of a potential CMO Mobility Project. The County will use the feedback and input provided

through the Community Transportation Needs Assessment to support ongoing planning efforts in the area to improve non-vehicular infrastructure in the Spring Valley/La Presa area.

Project Limitations

Through project implementation, County staff were able to gather valuable information from community members about transportation needs, challenges, desires, and clean mobility solutions. This input will be used to develop further implementation options to achieve clean mobility goals in the community. While information gathered was informative and ultimately met the project needs and goals, limitations to project timeline and outreach were identified. By identifying these limitations, the County can be better informed for future project-related implementation and other planning efforts.

The project workplan, developed in late 2020, anticipated broad outreach and in-person workshops would be held during the summer of 2021. However, it was not anticipated at that time that in-person gathering restrictions and other public health concerns related to the COVID-19 pandemic, would remain in place throughout the project timeline. Due to limited ability to meet face-to-face with residents and community members, County staff were required to adjust the outreach and engagement strategy to accommodate a virtual setting. This transition to a virtual setting may have created limitations for meeting and workshop attendance due to technological barriers and accessibility.

In addition to limitations to outreach, County staff identified limitations in language accessibility for the information conveyed through flyers, surveys, and presentations. Generally, the information used to describe the project needs and goals were too technical for community members, and some verbiage conveys different connotations than County staff (and technical experts and planners, generally) may understand. Examples of such terms commonly used in flyers, surveys, and presentations include “mobility,” “rideshare,” and “transportation barriers.” Throughout project outreach, County staff adjusted technical terminology to increase accessibility to concepts and project objectives. Additionally, it was discovered that some of these terms were difficult to translate into other languages without changing their meaning or there was a more common colloquial word typically used by residents. For example, the Spanish word for car is *coche*, but a more common word in Mexican Spanish is *carro*. Through outreach efforts, County staff discerned that San Diego’s proximity to Mexico meant that residents were familiar with *carro*, and using that instead of *coche* led to a smoother outreach experience. However, technical terminology used early in project implementation may have limited early engagement.

Lessons Learned

Through project implementation and adjustments, multiple lessons were learned. These lessons will be used to shape outreach and engagement efforts for additional project implementation and will inform similar efforts for other County-led projects. Key lessons learned through the implementation of this project are described below.

Project Champions

Effective implementation of surveys and involvement in community workshops requires strong, on-the-ground champions. At the beginning of the project, the County received ongoing support from Community Managers at the two affordable housing developments. These Community Managers helped distribute surveys to residents, post flyers at facilities to advertise the survey

and workshops, and helped create smaller groups of residents interested in helping with project advancement. When these resources were no longer available at the housing developments, efforts to engage residents produced little to no response. In response, County transitioned to work with staff at the Spring Valley Library, Spring Valley Community Planning Group, and representatives from MAAC (which operates another low-income housing development in the community). Through these additional relationships, County staff were able to redirect efforts to receive larger community outreach and engagement at workshops.

Virtual Outreach Platforms

At the time of outreach and program development, County staff planned to host traditional, in-person outreach events and workshops. However, due to the ongoing COVID-19 pandemic, and in compliance with State and local guidelines, hosting in-person events was not permissible through a majority of the project timeline. As such, project outreach activities, including regular communication with community managers and residents, workshops, and presentations to the Spring Valley CPG were limited to virtual platforms (i.e., Zoom or Microsoft Teams). These virtual platforms had limited success attracting residents to participate, potentially due to “Zoom fatigue” and inability to have face-to-face introductions with residents prior to workshops. Virtual platforms, while useful for hosting meetings that are accessible to residents wherever they are, may struggle to be attractive outlets for residents or attendees to openly share their time and thoughts.

Flexible Outreach Strategies

The initial workplan identified outreach strategies that focused on survey distribution to residents, and workshops. Though these efforts produced some success at engaging with community members, many involved residents fell into similar demographic categories (i.e., many were older adults who are retired). To better gather responses and engage with a diverse mix of community members, a variety of outreach strategies were needed. These diverse strategies range from advertising events and surveys in a variety of ways and identifying various community events to meet residents where they already are. County staff received greater response rates to surveys and outreach materials when shared through multiple outlets including social media posts, local blogs, paper mailers, posters at community centers, and information sharing with local organizations. Additionally, staff were able to converse with diverse subsectors of the community by attending a variety of regular community events including Spring Valley CPG meetings and food distribution events.

Next Steps

Following completion of the CTNA process, the County will use community responses and input to develop an application to fund a Mobility Project. The County’s Department of Planning and Development Services (PDS), which prepared this CTNA, will coordinate with other County departments (e.g., Department of Parks and Recreation, Department of General Services) to prepare this application and outline a program to implement one of the identified clean mobility solutions. Mobility project selection will also be determined in coordination with the Spring Valley CPG and local community groups.

Lessons learned from outreach and community engagement through this project will be shared with other County divisions and departments. This information sharing will help guide future outreach efforts in not only the Spring Valley/La Presa area, but throughout the county. As the County makes efforts to increase the number and diversity of individuals reached through

planning programs, experiences from this project will assist in building the County's capacity to reach diverse populations reflective of its demographic make-up.

Conclusions

The La Presa and Spring Valley communities are home to diverse populations and represent one of the most urbanized portions of the unincorporated area. However, due to limited transportation options a majority of residents rely on personal vehicles to travel both within and outside of their community. Through surveys, workshops, and interviews, County staff identified challenges faced by these community members to use alternative travel modes, and potential solutions that would be supported by the community. Challenges included limited infrastructure for non-vehicular travel, safety concerns along roadways, and inconvenient transit options. Solutions identified by community members could potentially include a community shuttle, a carsharing program, discounted rideshares, and improved non-vehicular infrastructure. With responses to surveys and community workshop feedback, the County will consider the develop of an application for further funding from the CMO Voucher Program to implement one of these clean mobility solutions. The solution would be chosen based on feasibility of implementation during the program timeline, authority for the County to implement, and potential to reduce GHG emissions and improve local air quality.

Appendix A
Community Transportation Needs Assessment
Resident Survey (Long-Form)



WE WANT TO HEAR FROM YOU!

How could your transportation options improve?

Community Transportation Needs Assessment – Resident Survey

The County of San Diego is conducting a transportation needs assessment **survey to hear from La Presa residents on your current travel behavior and preference for future transportation enhancements and projects**. This survey is an effort to improve transportation options in La Presa. For more information about the Needs Assessment, visit <https://tinyurl.com/Transportation-LaPresa> or call 619-679-4604.

Please answer the following questions about your personal and household transportation needs. **This survey takes about 20 minutes to complete**, and all personally-identifiable information will be confidential. You are free to skip questions you do not feel comfortable answering.

As a thank you for your participation, residents who complete this survey will be entered into a **random drawing to win one (1) of 20 Target \$25 gift cards** available to survey respondents. See applicable rules at end of survey.

Thank you for your feedback!

Key Terms

Mode of Transportation

The travel option you use to transport people or goods. Examples include use of a personal vehicle, bicycle, walk, public transportation, and taxicab/rideshare.

Public Transportation

The system of travel options on public vehicles, such as buses, trains, and ferries. Local examples include MTS Buses and the Trolley.

Electric Cars

Cars that run on electricity, rather than gas. They are an environmentally-friendly option to traditional cars, and help reduce air pollution. They need to be charged periodically at designated charging stations.

Carshare

A service that allows you to rent a car by the minute or hour. Some examples of carshare services are ZipCar, Getaround, and GIG. You are charged by time and/or distance. Car sharing provides most of the benefits of owning a car, without many of the costs, like insurance, repairs, and gas.

Electric Bicycles

An electric bicycle, or e-bike, looks a lot like a traditional bicycle, but has an electric motor that provides a boost when you pedal. The motor makes it possible to use the bike with less effort, especially up steep hills.

Bikeshare

Bicycles that are available around the city to rent by the minute or hour. To ride, either check out the bike from a dock, or use your smartphone to locate and unlock the bikes wherever they're available (as with Jump or Lime). They are usually found at bike racks or on sidewalks. Some services offer electric bikes as well as regular bikes.

Scooter-share

Electric scooters, or e-scooters, that are available to rent by the minute or hour. Scooters are parked around the city, usually on sidewalks. They can be located and unlocked using a smartphone – some examples are Bird, Lime, Skip, and Scoot.

Microtransit

Microtransit is a flexible routing/scheduling transit option that connects people and places to existing transit systems. This transit service is similar to a bus and uses minibuses or shuttle services with pick-up and drop-off at a designated stop or curbside meeting area.

Carpool/Vanpool

An arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others. Carpooling usually involves 5 or less people, while vanpooling typically includes 5 or more people riding together, usually to work.

Lightrail

A rail transportation system involving trolleys, streetcars, or other, usually electrified methods, whose rails are primarily on surface streets that are shared with other forms of transportation.

Rideshare

An arrangement in which a passenger travels in a private vehicle driven by its owner, for free or for a fee, typically arranged by means of a website or app.

Rolling

Human-powered modes of transportation on wheels that do not include bicycles, including scooter, skateboard, and wheelchair.

CONSENT

- 1) I understand the purpose of the survey and that all my information will be held confidential. I also understand I am free to stop at any time and skip any questions I am not comfortable answering.

Initial here: _____

YOUR NEIGHBORHOOD

- 2) Where is your primary residence? (Select one)

- Spring Valley Apartments, 8885 Orville St
- Spring Villa Apartments, 8760 Jamacha Rd
- Other neighborhood or household located within La Presa
- Outside of La Presa

GETTING AROUND

- 3) What is your primary mode of transportation? (select one)

- Drive alone in personal vehicle
- Public Transportation
- Bicycle
- Walk
- Taxicab/Rideshare (e.g., Uber, Lyft)
- Other _____

- 4) It is generally easy for me to get to where I need to go:

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Why or why not?

5) Do you have a driver's license?

- Yes No

6) How many cars does your household (family members/roommates) own or lease?

- 0 1 2 or more

7) If you do not own or lease a car, please indicate why (check all that apply):

- I can access everything I need without a car
 I can't afford to purchase and/or repair a car
 I can't afford gas or insurance
 I don't have a license
 Parking is expensive
 Other _____

8) Is it hard to find a parking spot on the street where you live?

- Always Most of the time Sometimes Rarely Never I don't know

9) How many bicycles do you own?

- 0 1 2 or more

10) If you don't own a bicycle, please indicate why (check all that apply):

- It seems unsafe It's uncomfortable I can't afford to buy one
 I don't know how to ride
 Other _____

11) Do you use public transit (e.g., bus, light rail) regularly?

- Yes No

12) If not, please indicate why (check all that apply):

- It takes too long It doesn't arrive often enough
 It doesn't take me where I need to go I don't feel safe
 The fare is too expensive There is not enough parking at the station
 The parking at the station is too expensive No stops or pick-ups close to me
 Other _____

13) On average, how much do you spend per month total on transportation (bus fare, car payment, car insurance, gas, tolls, parking, etc.)?

- Less than \$200 \$200 - \$399 \$400 - \$599 \$600 - \$799 \$800+

14) On average, how long does it take you to travel to work or school?

- Less than 10 mins 10 to 19 mins 20 to 29 mins
 30 to 44 mins 45 to 59 mins 60 or more mins

15) On average, how long does it take you to travel to household errands?

- Less than 10 mins
 10 to 19 mins
 20 to 29 mins
 30 to 44 mins
 45 to 59 mins
 60 or more mins

16) Instead of owning a car, do you think you could use car sharing and other options currently available, or if these options were improved or became available (like riding your bike or taking the bus) to meet your daily needs?

- Yes
 Probably
 Not sure
 Probably not
 Definitely not
 N/A – I do not own a car

17) How familiar are you with each of the following? Circle one answer for each:

	Not familiar	Somewhat familiar	Moderately familiar	Familiar	Very familiar
Electric cars	1	2	3	4	5
Carshare (e.g., Zipcar, Getaround)	1	2	3	4	5
Public transit (e.g., bus, light rail)	1	2	3	4	5
Bikeshare (e.g., Lime, Jump)	1	2	3	4	5
E-bikes	1	2	3	4	5
Scooter-share/E-scooters (e.g., Lime, Bird)	1	2	3	4	5
Rideshare (e.g., Uber, Lyft)	1	2	3	4	5

18) Please indicate how often you CURRENTLY use the following:

	Never	Less than once a month	Once a month	About once every other week	1 to 3 days per week	4 to 6 days per week	Every day
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive with others (e.g., co-workers, family, friends, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool service (e.g., Waze, Scoop) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk/roll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rideshare (e.g., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Never	Less than once a month	Once a month	About once every other week	1 to 3 days per week	4 to 6 days per week	Every day
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carshare (e.g., Zipcar) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeshare (e.g., Lime, Jump) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter-share (e.g., Lime, Bird) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle/Microtransit If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19) Did you experience any challenges using any of the mobility options listed in the table above?

Yes No N/A – I haven't used any of them

20) Please explain the challenges you experienced:

For example: required a driver's license or smartphone.

21) Please indicate which transportation options you **CURRENTLY** use for each of the purposes below (check all that apply):

	Commute to/from work/school	Groceries/ errands	Pick up/drop off children	Social/ Recreational	Job interviews	Medical appointments
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive with others (e.g., co-workers, family friends, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool service (e.g., Waze, Scoop) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk/roll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rideshare (e.g., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carshare (e.g., Zipcar) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeshare (e.g., Lime, Jump) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter-share (e.g., Lime, Bird) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22) Please indicate which transportation options you would **CONSIDER** using, if they were readily available and affordable, for each of the purposes below (check all that apply):

	Commute to/from work/school	Groceries/ errands	Pick up/drop off children	Social/ Recreational	Job interviews	Medical appointments
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive with others (e.g., co-workers, family friends, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool service (e.g., Waze, Scoop) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk/roll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rideshare (e.g., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carshare (e.g., Zipcar) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeshare (e.g., Lime, Jump) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter-share (e.g., Lime, Bird) If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle If yes, which? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23) Has the COVID-19 pandemic impacted your transportation patterns and/or modes of travel?

- Yes Some No

24) What would you be willing to pay to rent a car for one hour?

- Less than \$5 \$5 - \$10 \$11 - \$20 \$21 - \$30 \$31+

25) If a free or low-cost shuttle service was available to a common destination (such as a grocery store) on a regular basis (e.g., once a week), would you be interested?

- Yes No Possibly

26) What would you be most interested in receiving?

Please rank the following services in order of interest from 1 – 5, where 1 is of most interest to you and 5 is of least interest to you.

Ranking (1 - 5)

Free or discounted public transit passes	
Free or discounted scooter-share rides	
Free or discounted Lyft or Uber rides	
Free or discounted bikeshare rides	
Free or discounted carshare rides	

ABOUT YOU

27) Age

- 19 and under 20 – 34 years 35 – 44 years
 45 – 59 years 60 – 74 years 75+ years

28) Gender

- Female Male Nonbinary Prefer not to answer Other: _____

29) How would you describe your race/ethnicity? (check all that apply):

- American Indian or Alaskan Native
 Asian
 Black or African American
 Caucasian/White
 Hispanic or Latino
 Middle Eastern
 Native Hawaiian or Pacific Islander
 South Asian (e.g., Indian, Pakistani, etc.)
 Other: _____

30) What is your primary language (i.e., the language you speak most of the time)?

- | | |
|--|---|
| <input type="checkbox"/> English | <input type="checkbox"/> Spanish |
| <input type="checkbox"/> French, Haitian, or Cajun | <input type="checkbox"/> German or other West Germanic language |
| <input type="checkbox"/> Russian, Polish, or other Slavic language | <input type="checkbox"/> Korean |
| <input type="checkbox"/> Chinese (including Mandarin, Cantonese) | <input type="checkbox"/> Tagalog |
| <input type="checkbox"/> Arabic | <input type="checkbox"/> Other: _____ |

31) What is the highest level of education you have completed?

- | | |
|--|---|
| <input type="checkbox"/> Some high school | <input type="checkbox"/> High school diploma or GED |
| <input type="checkbox"/> Some college, or associate degree | <input type="checkbox"/> Bachelor's/undergraduate degree |
| <input type="checkbox"/> Master's degree | <input type="checkbox"/> Professional degree or doctorate (MD, JD, PhD, etc.) |
| <input type="checkbox"/> Other: _____ | |

32) What is your current work status? (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Full-time employed | <input type="checkbox"/> Part-time employed |
| <input type="checkbox"/> Full-time student | <input type="checkbox"/> Part-time student |
| <input type="checkbox"/> Not working | <input type="checkbox"/> Other: _____ |

33) Has the COVID-19 pandemic impacted your work status?

- Yes Some No

34) Which of the following do you use regularly? (check all that apply):

- | | | |
|--------------------------------------|--|---|
| <input type="checkbox"/> Smartphone | <input type="checkbox"/> Cell phone (not a smartphone, e.g., flip phone) | <input type="checkbox"/> Phone data plan |
| <input type="checkbox"/> Credit card | <input type="checkbox"/> Debit card | <input type="checkbox"/> Bank account |
| | | <input type="checkbox"/> Prepaid cash cards |

35) I have a condition that makes it more difficult to (check all that apply):

- Walk/roll Bike Drive Take public transit N/A

HOUSEHOLD INFORMATION

36) What is your annual household income? (check one):

- | | | |
|--|--|--|
| <input type="checkbox"/> Less than \$25,000 | <input type="checkbox"/> \$25,000 - \$34,999 | <input type="checkbox"/> \$35,000 - \$49,999 |
| <input type="checkbox"/> \$50,000 - \$64,999 | <input type="checkbox"/> \$65,000 - \$79,999 | <input type="checkbox"/> \$80,000+ |

37) Besides yourself, how many of the following people usually live with you in your residence?

(Please write numbers in the blanks.)

- | | | |
|---------------------------|---------------------------------|--------------------------|
| _____ Spouse/partner | _____ My parents/parents-in-law | _____ Adult siblings |
| _____ Children (age 0-12) | _____ Children (age 13-15) | _____ Children (age 16+) |
| _____ Roommates/tenants | _____ My grandparents | _____ Other |

38) Is there anything else you would like to share about barriers you face related to transportation for you or others in your household?

39) Email address (optional) – by providing your email address we will send you occasional project updates and other ways you can stay involved.

Email address: _____

THANK YOU FOR YOUR TIME

40) As a thank you for completing this survey, residents who complete this survey will be entered into a random drawing to win one (1) of 20 Target \$25 gift cards available to survey respondents. To be entered into the drawing, please provide the below information:

First Name: _____

Last Name: _____

Address: _____

Apartment #: _____

City: _____

Zip Code: _____

**Thank you for completing the survey!
Please return it to your Community Manager’s office.**

This survey is adapted from a template developed through the State of California’s Clean Mobility Options program, part of the “California Climate Investments” (CCI) program. The Clean Mobility Options Voucher Pilot Program (CMO) is a statewide initiative that provides funding for zero-emission shared mobility options to under-resourced communities in California. CMO is available throughout California to eligible disadvantaged communities, as well as eligible low-income tribal and affordable-housing communities, to increase access to safe, reliable, convenient and affordable transportation options.



¡QUEREMOS ESCUCHAR DE USTED!

¿Cómo podrían mejorar sus opciones de transporte?

Evaluación de las Necesidades de Transporte en la Comunidad: Encuesta para Residentes

El Condado de San Diego está conduciendo una encuesta de las necesidades de transporte en la comunidad **para aprender sobre los patrones de movilidad actuales de los residentes de La Presa y para escuchar de las preferencias para próximos proyectos y mejoramientos del transporte**. Esta encuesta es un esfuerzo para mejorar las opciones de movilidad en La Presa. Para más información sobre la Evaluación de Necesidades, visite <https://tinyurl.com/Transportation-LaPresa> o llame a 619-323-7987.

Por favor responda las siguientes preguntas sobre sus necesidades de transporte personal y familiar. **Esta encuesta demora aproximadamente 20 minutos para completar** y toda la información de identificación personal se mantendrá confidencial. Usted puede omitir preguntas que no se sienta cómodo respondiendo.

Como agradecimiento por su participación, los residentes que completen esta encuesta **participarán en un sorteo al azar para ganar una (1) de las 20 tarjetas de regalo Target de \$ 25** disponibles para los encuestados. Consulte las reglas aplicables al final de la encuesta.

¡Gracias por sus comentarios!

Términos clave

Medio de transporte

La opción de viaje que usted utiliza para transportar personas o mercancías. Algunos ejemplos incluyen el uso de vehículo personal, bicicleta, paseo, transporte público y taxi/rideshare

Transporte público

Sistema de opciones de viaje que utiliza vehículos públicos, como autobuses, trenes, y ferries. Los ejemplos locales incluyen el autobús y Trolley de MTS.

Coches Eléctricos

Coches que funcionan con electricidad, en lugar de gasolina. Son una opción ecológica para los automóviles tradicionales y ayudan a reducir la contaminación del aire. Deben cargarse periódicamente en las estaciones de carga designadas.

Coche Compartido

Un servicio que se permite alquilar un coche por minutos u horas. Algunos ejemplos de servicios de coche compartido (o “carshare”) son ZipCar, Getaround y GIG. Se le cobra por tiempo y / o distancia. El uso compartido de automóviles brinda la mayoría de los beneficios de ser propietario de un automóvil, sin muchos de los costos, como seguros, reparaciones y gasolina.

Bicicletas Eléctricas

Una bicicleta eléctrica, o e-bike, se parece mucho a una bicicleta tradicional, pero tiene un motor eléctrico que proporciona un impulso cuando pedaleas. El motor permite utilizar la bicicleta con menos esfuerzo, especialmente cuesta arriba.

Bicicletas compartidas

Bicicletas que están disponibles en la ciudad para alquilar por minutos u horas. Para montar, puede reservar la bicicleta desde una estación (un muelle) o usar su teléfono inteligente para ubicar y desbloquear las bicicletas donde sea que estén disponibles (como con Jump o Lime). Por lo general, se encuentran en los bastidores de bicicletas o en las aceras. Algunos servicios ofrecen bicicletas eléctricas y bicicletas regulares.

Patinetas compartidas

Patinetas eléctricas, o scooters eléctricos / e-scooters, que están disponibles para alquilar por minutos u horas. Los scooters están estacionados alrededor de la ciudad, generalmente en las aceras. Se pueden localizar y desbloquear con un teléfono inteligente; algunos ejemplos son Bird, Lime, Skip y Scoot.

Micro movilidad

Micro movilidad es una opción de transporte con rutas y horarios flexibles que conecta a gente y lugares con existentes redes de transporte. Este servicio de transporte es similar a un autobús y utiliza minibuses o servicios de lanzadera para abordaje y descarga en zonas designadas o en un área de reunión en la acera.

Viajes Compartidos/Camionetas de Transporte (Carpool/Vanpool)

Un arreglo entre personas para hacer un viaje regular en un solo vehículo, generalmente con cada persona turnándose para conducir a las demás. Viajes compartidos suelen tener menos de 5 personas mientras las camionetas de transporte suelen incluir más de 5 personas, típicamente yendo a trabajar.

Tren Ligero

Un sistema de transporte ferroviario que incluye tranvías, troles u otros métodos, generalmente electrificados, cuyos rieles se encuentran principalmente en calles de superficie que se comparten con otras formas de transporte.

Empresas de Redes de Transporte (Rideshare)

Un acuerdo en el que un pasajero viaja en un vehículo privado conducido por el propietario del automóvil, de forma gratuita o por una tarifa, típicamente que está organizado por una aplicación o por el internet.

Rodar

Modos de transporte impulsados por humanos sobre ruedas que no incluyen bicicletas, como escúteres, patinetas y sillas de ruedas.

CONSENTIMIENTO

- 1) Entiendo el propósito de la encuesta y que toda mi información se mantendrá confidencial. También entiendo que soy libre de detenerme en cualquier momento y omitir cualquier pregunta que no me sienta cómodo respondiendo.

Iniciales Aquí: _____

SU BARRIO

- 2) ¿Dónde está su residencia principal? (Seleccione uno)

- Spring Valley Apartments, 8885 Orville St
 Spring Villa Apartments, 8760 Jamacha Rd
 Otro barrio u hogar ubicado dentro de La Presa
 Fuera de La Presa

MOVESE

- 3) ¿Cuál es su medio de transporte principal? (Seleccione uno)

- Conducir solo en vehículo personal Transporte público
 Bicicleta Caminar
 Taxi/viaje compartido (p. ej., Uber, Lyft) Otra razón _____

- 4) En general, es fácil para mí llegar a donde necesito ir.:

- Totalmente A veces Neutral Casi nunca Para nada

¿Por qué o por qué no?

5) ¿Tiene licencia de conducir?

Sí No

6) ¿Cuántos coches tiene o alquila su hogar (miembros de la familia / compañeros de cuarto)?

0 1 2 o más

7) Si no posee ni alquila un automóvil, indique por qué (marque todas las opciones que correspondan):

- Puedo acceder a todo lo que necesito sin coche.
- No puedo comprar y / o reparar un automóvil
- No puedo pagar la gasolina o el seguro
- No tengo licencia
- El estacionamiento es caro
- Otra razón _____

8) ¿Es difícil encontrar un lugar para estacionar en la calle donde vive?

Siempre La mayor parte del tiempo Algunas veces Casi nunca Nunca No sé

9) ¿Cuántas bicicletas tienes?

0 1 2 o más

10) Si no posee una bicicleta, indique el motivo (marque todas las opciones que correspondan):

- Parece inseguro
- Es incómodo
- No puedo comprar uno
- No se como montar
- Otro _____

11) ¿Utiliza el transporte público (por ejemplo, autobús, tren ligero) con regularidad?

Sí No

12) Si no es así, indique por qué (marque todas las opciones que correspondan):

- Toma demasiado tiempo
- No llega con la suficiente frecuencia
- No me lleva a donde necesito ir
- No me siento seguro
- La tarifa es demasiado cara
- No hay suficiente estacionamiento en la estación
- El estacionamiento en la estación es demasiado caro
- No hay paradas ni recogidas cerca de mí
- Otro _____

13) En promedio, ¿cuánto gasta por mes en total en transporte (tarifa de autobús, pago del automóvil, seguro del automóvil, gasolina, peajes, estacionamiento, etc.)?

- Menos de \$200 \$200 - \$399 \$400 - \$599 \$600 - \$799 \$800+

14) En promedio, ¿cuánto tiempo le toma viajar al trabajo o la escuela?

- Menos de 10 minutos 10 a 19 minutos 20 a 29 minutos
 30 a 44 minutos 45 a 59 minutos 60 o más minutos

15) En promedio, ¿cuánto tiempo le toma viajar a los mandados del hogar?

- Menos de 10 minutos 10 a 19 minutos 20 a 29 minutos
 30 a 44 minutos 45 a 59 minutos 60 o más minutos

16) En lugar de tener un automóvil, ¿cree que podría usar el uso compartido de automóvil y otras opciones disponibles actualmente, o si estas opciones mejoraran o estuvieran disponibles (como andar en bicicleta o tomar el autobús) para satisfacer sus necesidades diarias?

- Sí Probablemente No estoy seguro Probablemente no Definitivamente no
 N/A – No tengo auto

17) ¿Qué tan familiarizado está usted con cada uno de los siguientes? Encierre en un círculo una respuesta para cada uno:

	No familiar	Algo familiar	Moderadamente familiar	Familiar	Muy familiar
Coches eléctricos	1	2	3	4	5
Coche compartido (p. ej., Zipcar, Getaround)	1	2	3	4	5
Tránsito público (p. ej., autobús o Trolley)	1	2	3	4	5
Bicicleta compartida (p. ej., Lime, Jump)	1	2	3	4	5
Bicicletas eléctricas	1	2	3	4	5
Patinetas compartidas / E-scooters (p. ej., Lime, Bird)	1	2	3	4	5
Empresas de redes de transporte (Rideshare) (p. ej., Uber, Lyft)	1	2	3	4	5

18) Indique con qué frecuencia utiliza ACTUALMENTE lo siguiente:

	Nunca	Menos de una vez al mes	Una vez al mes	Cada otra semana	1 a 3 días a la semana	4 a 6 días a la semana	Diario
Conducir solo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conduzca con otros (p. ej., Compañeros de trabajo, familiares, amigos, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de viaje compartido (p. Ej., Waze, Scoop) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús o Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Caminar / rodar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Empresas de redes de transporte (Rideshare) (p. ej., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coche compartido (p. ej., Zipcar) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicletas compartidas (p. ej., Lime, Jump) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patinetas compartidas (p. ej., Lime, Bird) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lanzadera / Microtransporte Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19) ¿Experimentó algún desafío al utilizar alguna de las opciones de movilidad enumeradas en la tabla anterior?

Sí No N/A – No he usado ninguno de ellos

20) Explique los desafíos que experimentó:

Por ejemplo: requiere una licencia de conducir o un teléfono inteligente.

21) Indique las opciones de transporte que utiliza ACTUALMENTE para cada uno de los propósitos a continuación (marque todas las opciones que correspondan):

	Viaje diario al trabajo o la escuela	Comprar Mandado / Hacer Mandados	Recoger / dejar los niños	Social / Recreativo	Entrevistas de trabajo	Citas medicas
Conducir solo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conduzca con otros (p. ej., compañeros de trabajo, amigos de la familia, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de viaje compartido (p. ej., Waze, Scoop) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús o Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Caminar / rodar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Empresas de redes de transporte (Rideshare) (p. ej., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Viaje diario al trabajo o la escuela	Comprar Mandado / Hacer Mandados	Recoger / dejar los niños	Social / Recreativo	Entrevistas de trabajo	Citas medicas
Coche compartido (p. ej., Zipcar) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta compartida (p. ej., Lime, Jump) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patinetas compartidas (p. ej., Lime, Bird) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lanzadera Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22) Indique qué opciones de transporte CONSIDERARÍA utilizar, si estuvieran fácilmente disponibles y asequibles, para cada uno de los propósitos a continuación (marque todas las que correspondan):

	Viaje diario al trabajo o la escuela	Comprar Mandado / Hacer Mandados	Recoger / dejar los niños	Social / Recreativo	Entrevistas de trabajo	Citas medicas
Conducir solo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conduzca con otros (p. ej., compañeros de trabajo, amigos de la familia, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de viaje compartido (p. Ej., Waze, Scoop) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús o Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Viaje diario al trabajo o la escuela	Comprar Mandado / Hacer Mandados	Recoger / dejar los niños	Social / Recreativo	Entrevistas de trabajo	Citas medicas
Caminar / rodar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Empresas de redes de transporte (Rideshare) (p. ej., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coche compartido (p. ej., Zipcar) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta compartida (p. ej., Lime, Jump) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patinetas compartidas (p. ej., Lime, Bird) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lanzadera Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23) ¿La pandemia de COVID-19 ha afectado sus patrones de transporte y / o modos de viaje?

- Sí Algunos No

24) ¿Cuánto estaría dispuesto a pagar por alquilar un coche durante una hora?

- Menos \$5 \$5 - \$10 \$11 - \$20 \$21 - \$30 \$31+

25) Si un servicio de transporte gratuito o de bajo costo estuviera disponible a un destino común (como una tienda de comestibles) de manera regular (por ejemplo, una vez a la semana), ¿estaría interesado?

- Sí No Posiblemente

26) ¿Qué estaría más interesado en recibir? Clasifique los siguientes servicios en orden de interés del 1 al 5, donde 1 es de mayor interés para usted y 5 es de menor interés para usted.

Clasificación (1 - 5)

Pases de transporte público gratuitos o con descuento	
Viajes en scooter gratis o con descuento	
Viajes gratuitos o con descuento en Lyft o Uber	
Paseos en bicicleta gratis o con descuento	
Viajes en auto compartido gratis o con descuento	

ACERCA DE TI

27) Edad

- Menos de 19 años
 20 – 34 años
 35 – 44 años
 45 – 59 años
 60 – 74 años
 75+ años

28) Género

- Mujer
 Hombre
 No Binario
 Prefiero no contestar
 Otro: _____

29) ¿Cómo describiría su raza / etnia? (marque todo lo que corresponda:

- Indio Americano o Nativo de Alaska
 Asiático
 Negro o Afroamericano
 Caucásico / Blanco
 Hispano o Latino
 Medio Oriente
 Nativo hawaiano o Isleño del Pacífico
 Asiático del Sur (p. ej., Indio, Paquistaní, etc.)
 Otro: _____

30) ¿Cuál es su idioma principal (es decir, el idioma que habla la mayor parte del tiempo)?

- Inglés
 Español
 Francés, Haitiano o Cajún
 Alemán u otro idioma Germánico occidental
 Ruso, Polaco u otro idioma Eslavo
 Coreano
 Chino (incluido Mandarín, Cantonés)
 Tagalo
 Árabica
 Otro: _____

31) ¿Cuál es el nivel más alto de educación que ha completado?

- Alguna escuela secundaria Diploma de escuela secundaria o GED
 Algún título universitario o asociado Licenciatura
 Maestría Título o Doctorado Profesional (MD, JD, PhD, etc.)
 Otro: _____

32) ¿Cuál es su situación laboral actual? (marque todo lo que corresponda):

- Empleado a tiempo completo Empleado a tiempo parcial
 Estudiante de tiempo completo Estudiante de medio tiempo
 Sin trabajo Otro: _____

33) ¿La pandemia de COVID-19 ha afectado su situación laboral?

- Sí Un poco No

34) ¿Cuál de los siguientes utiliza regularmente? (marque todo lo que corresponda):

- Teléfono inteligente Teléfono celular (no un teléfono inteligente, p. ej., teléfono plegable)
 Plan de datos del teléfono Tarjeta de crédito
 Tarjeta de débito Cuenta de banco
 Tarjetas de efectivo prepagas

35) Tengo una condición que lo hace más difícil (marque todas la que apliquen):

- Caminar / rodar Bicicleta Manejar Toma el transporte público N/A

INFORMACIÓN DEL HOGAR

36) ¿Cuál es su ingreso familiar anual? (marque uno):

- Menos de \$25,000 \$25,000 - \$34,999 \$35,000 - \$49,999
 \$50,000 - \$64,999 \$65,000 - \$79,999 \$80,000+

37) Excluyéndose a sí mismo, ¿cuántas de las siguientes personas suelen vivir con usted en su residencia?

Escriba los números en los espacios en blanco).

_____ Esposo/a o Pareja _____ Mis padres / suegros _____ Hermanos adultos
_____ Niños (edad 0-12) _____ Niños (edad 13-15) _____ Niños (más de 16+)
_____ Compañeros / inquilinos _____ Mis abuelos _____ Otro

38) ¿Hay algo más que le gustaría compartir sobre las barreras que enfrenta relacionada con el transporte para usted u otras personas en su hogar?

39) Dirección de correo electrónico (opcional) – al proporcionar su dirección de correo electrónico, le enviaremos actualizaciones ocasionales del proyecto y otras formas de mantenerse involucrado.

Correo electrónico: _____

GRACIAS POR SU TIEMPO

40) Como agradecimiento por completar esta encuesta, los residentes que completen esta encuesta participarán en un sorteo al azar para ganar una (1) de las 20 tarjetas de regalo Target de \$ 25 disponibles para los encuestados. Para participar en el dibujo, proporcione la siguiente información:

Primer nombre: _____ Apellido: _____

Dirección: _____ Apartamento #: _____

Ciudad: _____ Código postal: _____

**¡Gracias por completar la encuesta!
Devuélvela a la oficina de su *Community Manager*.**

Esta encuesta es una adaptación de una plantilla desarrollada a través del programa de Opciones de Movilidad Limpia del Estado de California, parte del programa "Inversiones Climáticas de California" (CCI). El Programa Piloto de Vales de Opciones de Movilidad Limpia (CMO) es una iniciativa estatal que proporciona fondos para opciones de movilidad compartida de cero emisiones a comunidades de bajos recursos en California. CMO está disponible en todo California para las comunidades desfavorecidas elegibles, así como para las comunidades tribales de bajos ingresos y de viviendas asequibles elegibles, para aumentar el acceso a opciones de transporte seguras, confiables, convenientes y asequibles.

Appendix B
Community Transportation Needs Assessment
Resident Survey (Shortened)



WE WANT TO HEAR FROM YOU!

How could your transportation options improve?

Community Transportation Needs Assessment – Resident Survey

The **County of San Diego** is conducting a transportation needs assessment **survey to hear from La Presa residents on your current travel behavior and preference for future transportation enhancements and projects**. This survey is an effort to improve transportation options in La Presa. For more information about the Needs Assessment, visit <https://tinyurl.com/Transportation-LaPresa> or call 619-679-4604.

Please answer the following questions about your personal and household transportation needs. **This survey takes about 5 minutes to complete**, and all personally-identifiable information will be confidential. You are free to skip questions you do not feel comfortable answering.

As a thank you for your participation, residents who complete this survey will be entered into a **random drawing to win one (1) of 20 Target \$25 gift cards** available to survey respondents.

Two options to submit

- Return your completed survey
- Complete online using the link below or QR code to the right

<https://tinyurl.com/LaPresa-Transportation-Survey>



All members of your family living at your home are invited to participate in the survey.

Thank you for your feedback!



**County of San Diego
Community Transportation Needs
Assessment – Resident Survey**

1) Where is your primary residence? (Select one)

- Spring Valley Apartments, 8885 Orville St
- Spring Villa Apartments, 8760 Jamacha Rd
- Other neighborhood or household located within La Presa
- Outside of La Presa

2) What is your primary mode of transportation? (select one)

- Drive alone in personal vehicle
- Public Transportation
- Bicycle
- Walk
- Taxicab/Rideshare (e.g., Uber, Lyft)
- Other _____

3) It is generally easy for me to get to where I need to go:

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Why or why not?

4) Do you use public transit (e.g., bus, light rail) regularly?

- Yes
- No

5) If not, please indicate why (check all that apply):

- It takes too long
- It doesn't arrive often enough
- It doesn't take me where I need to go
- I don't feel safe
- The fare is too expensive
- There is not enough parking at the station
- The parking at the station is too expensive
- No stops or pick-ups close to me
- Other _____

6) Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE, for each of the purposes below (check all that apply):

	Commute to/from work/school	Groceries/ errands	Pick up/drop off children	Social/ Recreational	Job interviews	Medical appointments
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive with others (e.g., co-workers, family friends, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool service (e.g., Waze, Scoop)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk/roll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rideshare (e.g., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carshare (e.g., Zipcar)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeshare (e.g., Lime, Jump)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter-share (e.g., Lime, Bird)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7) What would you be most interested in receiving?

Please rank the following services in order of interest from 1 – 5, where 1 is of most interest to you and 5 is of least interest to you.

Ranking (1 - 5)

Free or discounted public transit passes	
Free or discounted scooter-share rides	
Free or discounted Lyft or Uber rides	
Free or discounted bikeshare rides	
Free or discounted carshare rides	

8) Age

- 19 and under 20 – 34 years 35 – 44 years
 45 – 59 years 60 – 74 years 75+ years

9) Gender

- Female Male Nonbinary Prefer not to answer Other: _____

10) How would you describe your race/ethnicity? (check all that apply):

- American Indian or Alaskan Native
 Asian
 Black or African American
 Caucasian/White
 Hispanic or Latino
 Middle Eastern
 Native Hawaiian or Pacific Islander
 South Asian (e.g., Indian, Pakistani, etc.)
 Other: _____

11) What is your annual household income? (check one):

- Less than \$25,000 \$25,000 - \$34,999 \$35,000 - \$49,999
 \$50,000 - \$64,999 \$65,000 - \$79,999 \$80,000+

12) Is there anything else you would like to share about barriers you face related to transportation for you or others in your household?

13) Email address (optional) – by providing your email address we will send you occasional project updates and other ways you can stay involved.

Email address: _____

14) As a thank you for completing this survey, residents who complete this survey will be entered into a random drawing to win one (1) of 20 Target \$25 gift cards available to survey respondents. To be entered into the drawing, please provide the below information:

First Name: _____

Last Name: _____

Address: _____

Apartment #: _____

City: _____

Zip Code: _____

Thank you for completing the survey!

This survey is adapted from a template developed through the State of California’s Clean Mobility Options program, part of the “California Climate Investments” (CCI) program. The Clean Mobility Options Voucher Pilot Program (CMO) is a statewide initiative that provides funding for zero-emission shared mobility options to under-resourced communities in California. CMO is available throughout California to eligible disadvantaged communities, as well as eligible low-income tribal and affordable-housing communities, to increase access to safe, reliable, convenient and affordable transportation options.



¡QUEREMOS ESCUCHAR DE USTED!

¿Cómo podrían mejorar sus opciones de transporte?

Evaluación de las Necesidades de Transporte en la Comunidad: Encuesta para Residentes

El Condado de San Diego está conduciendo una encuesta de las necesidades de transporte en la comunidad **para aprender sobre los patrones de movilidad actuales de los residentes de La Presa y para escuchar de las preferencias para próximos proyectos y mejoramientos del transporte**. Esta encuesta es un esfuerzo para mejorar las opciones de movilidad en La Presa. Para más información sobre la Evaluación de Necesidades, visite <https://tinyurl.com/Transportation-LaPresa> o llame a 619-323-7987.

Por favor responda las siguientes preguntas sobre sus necesidades de transporte personal y familiar. **Esta encuesta demora aproximadamente 5 minutos para completar** y toda la información de identificación personal se mantendrá confidencial. Usted puede omitir preguntas que no se sienta cómodo respondiendo.

Como agradecimiento por su participación, los residentes que completen esta encuesta **participarán en un sorteo al azar para ganar una (1) de las 20 tarjetas de regalo Target de \$ 25** disponibles para los encuestados.

Dos opciones de entregar

- Devuelva su encuesta completada
- Complétela en línea en español usando el enlace abajo o el código QR a la derecha

<https://tinyurl.com/LaPresa-Encuesta-De-Transporte>



Todos los miembros de su familia que viven en su casa están invitados a participar en la encuesta.

¡Gracias por sus comentarios!



County of San Diego Community Transportation Needs Assessment – Resident Survey

1) ¿Dónde está su residencia principal? (Seleccione uno)

- Spring Valley Apartments, 8885 Orville St
- Spring Villa Apartments, 8760 Jamacha Rd
- Otro barrio u hogar ubicado dentro de La Presa
- Fuera de La Presa

2) ¿Cuál es su medio de transporte principal? (Seleccione uno)

- Conducir solo en vehículo personal
- Bicicleta
- Taxi/viaje compartido (p. ej., Uber, Lyft)
- Transporte público
- Caminar
- Otra razón _____

3) En general, es fácil para mí llegar a donde necesito ir.:

- Totalmente
- A veces
- Neutral
- Casi nunca
- Para nada

¿Por qué o por qué no?

4) ¿Utiliza el transporte público (por ejemplo, autobús, tren ligero) con regularidad?

- Sí
- No

5) Si no es así, indique por qué (marque todas las opciones que correspondan):

- Toma demasiado tiempo
- No me lleva a donde necesito ir
- La tarifa es demasiado cara
- El estacionamiento en la estación es demasiado caro
- Otro _____
- No llega con la suficiente frecuencia
- No me siento seguro
- No hay suficiente estacionamiento en la estación
- No hay paradas ni recogidas cerca de mí

6) Indique qué opciones de transporte CONSIDERARÍA utilizar, si estuvieran fácilmente disponibles y asequibles, para cada uno de los propósitos a continuación (marque todas las que correspondan):

	Viaje diario al trabajo o la escuela	Comprar Mandado / Hacer Mandados	Recoger / dejar los niños	Social / Recreativo	Entrevistas de trabajo	Citas medicas
Conducir solo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conduzca con otros (p. ej., compañeros de trabajo, amigos de la familia, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de viaje compartido (p. Ej., Waze, Scoop) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús o Trolley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Caminar / rodar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Empresas de redes de transporte (Rideshare) (p. ej., Uber, Lyft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coche compartido (p. ej., Zipcar) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta compartida (p. ej., Lime, Jump) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patinetas compartidas (p. ej., Lime, Bird) Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lanzadera Si es así, ¿cuál? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7) ¿Qué estaría más interesado en recibir? Clasifique los siguientes servicios en orden de interés del 1 al 5, donde 1 es de mayor interés para usted y 5 es de menor interés para usted.

Clasificación (1 - 5)

Pases de transporte público gratuitos o con descuento	
Viajes en scooter gratis o con descuento	
Viajes gratuitos o con descuento en Lyft o Uber	
Paseos en bicicleta gratis o con descuento	
Viajes en auto compartido gratis o con descuento	

8) **Edad**

- Menos de 19 años 20 – 34 años 35 – 44 años
 45 – 59 años 60 – 74 años 75+ años

9) **Género**

- Mujer Hombre No Binario Prefiero no contestar
 Otro: _____

10) **¿Cómo describiría su raza / etnia? (marque todo lo que corresponda:**

- Indio Americano o Nativo de Alaska
 Asiático
 Negro o Afroamericano
 Caucásico / Blanco
 Hispano o Latino
 Medio Oriente
 Nativo hawaiano o Isleño del Pacífico
 Asiático del Sur (p. ej., Indio, Paquistaní, etc.)
 Otro: _____

11) **¿Cuál es su ingreso familiar anual? (marque uno):**

- Menos de \$25,000 \$25,000 - \$ \$34,999 \$35,000 - \$49,999
 \$50,000 - \$64,999 \$65,000 - \$79,999 \$80,000+

12) ¿Hay algo más que le gustaría compartir sobre las barreras que enfrenta relacionada con el transporte para usted u otras personas en su hogar?

13) Dirección de correo electrónico (opcional) – al proporcionar su dirección de correo electrónico, le enviaremos actualizaciones ocasionales del proyecto y otras formas de mantenerse involucrado.

Correo electrónico: _____

14) Como agradecimiento por completar esta encuesta, los residentes que completen esta encuesta participarán en un sorteo al azar para ganar una (1) de las 20 tarjetas de regalo Target de \$ 25 disponibles para los encuestados. Para participar en el dibujo, proporcione la siguiente información:

Primer nombre: _____

Apellido: _____

Dirección: _____

Apartamento #: _____

Ciudad: _____

Código postal: _____

¡Gracias por completar la encuesta!

Esta encuesta es una adaptación de una plantilla desarrollada a través del programa de Opciones de Movilidad Limpia del Estado de California, parte del programa "Inversiones Climáticas de California" (CCI). El Programa Piloto de Vales de Opciones de Movilidad Limpia (CMO) es una iniciativa estatal que proporciona fondos para opciones de movilidad compartida de cero emisiones a comunidades de bajos recursos en California. CMO está disponible en todo California para las comunidades desfavorecidas elegibles, así como para las comunidades tribales de bajos ingresos y de viviendas asequibles elegibles, para aumentar el acceso a opciones de transporte seguras, confiables, convenientes y asequibles.

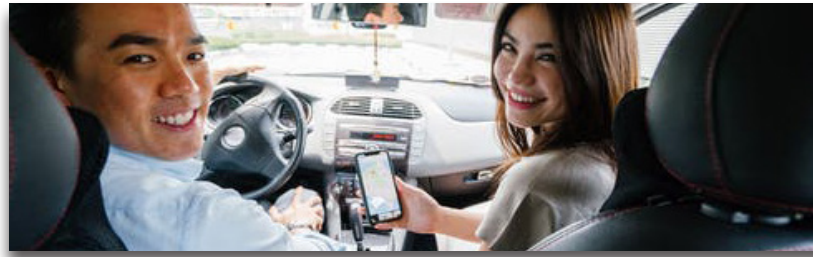
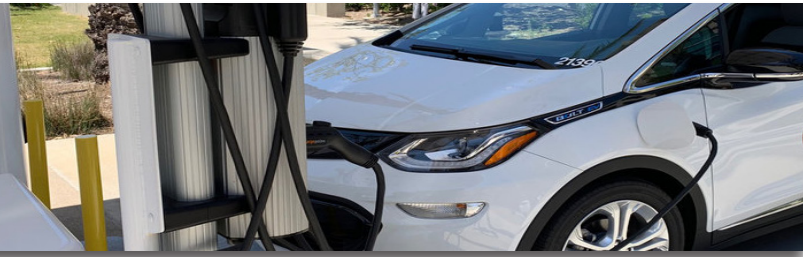
Appendix C

Workshop and Promotional Flyers and Materials



Your Opinion Matters!

How could your transportation options improve?



We want to hear from you!

The County of San Diego is interested in hearing how you travel in and around the La Presa community.

We want to learn about your transportation barriers and how clean transportation can help.

Provide Feedback

Visit us online or call for information on community meetings, surveys, and other ways to get involved.

HAVE YOU HEARD OF CLEAN TRANSPORTATION?

Zero-emission

- » Electric vehicles
- » Innovative transit services
- » Carshare
- » E-bikes
- » Ride-on-demand services
- » Many more!

Participate for a chance to win a \$25 gift card!

¡Su opinión importa!

¿Cómo podrían mejorar sus opciones de transporte?

¡Queremos escucharlos!

El Condado de San Diego está interesado en saber cómo viaja dentro y alrededor de la comunidad de La Presa.

Queremos aprender sobre sus barreras de transporte y cómo el transporte limpio puede ayudar.

Información adicional

Visítenos en línea o llámenos para obtener información sobre reuniones comunitarias, encuestas y otras formas de participar.

¿HA OÍDO DEL TRANSPORTE LIMPIO?

Sin emisión

- » Vehículos eléctricos
- » Servicios de tránsito innovadores
- » Carshare
- » Bicicletas eléctricas
- » Servicios de viaje a pedido
- » ¡Mucho más!

¡Participar para la oportunidad de ganar una tarjeta de regalo de \$25!

Contact Us

richard.williams@sdcounty.ca.gov
619-679-4604

Contáctenos

julia.kuhlman@sdcounty.ca.gov
619-323-7987

<https://tinyurl.com/Transportation-LaPresa>





The La Presa community transportation needs assessment is funded through the new statewide Clean Mobility Options Voucher Pilot Program (CMO). The project is part of the California Climate Investments (CCI), a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

CMO is administered by CALSTART, in partnership with Shared-Use Mobility Center (SUMC), GRID Alternatives, and the Local Government Commission (LGC).

La evaluación de las necesidades de transporte en la comunidad de La Presa está financiado por el nuevo programa de vales estatal para los Opciones de Movilidad Limpia (CMO). El proyecto forma parte de las Inversiones del Clima de California, un iniciativa estatal que destina miles de millones de dólares de Cap-and-Trade para la reducción de gases de efecto invernadero, fortalecimiento de la economía y mejoramiento de la salud pública y el medio ambiente – especialmente en comunidades en desventaja CMO está administrada por CALSTART, en colaboración con el Centro de Movilidad de Uso Compartido (SUMC), Alternativas de la GRID, y la Comisión del Gobierno Local (LGC).



We want to hear from you!

How could your transportation options improve?



Complete this survey!

The County of San Diego is conducting a survey to hear from La Presa residents on current and future transportation and mobility needs and how your current options could be improved.

Two options to submit

- » Use attached paper copy and return to your Community Manager's office; OR
- » Complete online using the link below or QR code to the right

<https://tinyurl.com/Transportation-Survey-LaPresa>

UPCOMING COMMUNITY MEETINGS

- » Join us for virtual community meetings to discuss the transportation needs and barriers in La Presa
- » Visit us online or call for community meeting dates and other information



Participate for a chance to win a \$25 gift card!

¡Queremos escucharlos!

¿Cómo podrían mejorar sus opciones de transporte?

¡Complete esta encuesta!

El condado de San Diego está llevando a cabo una encuesta para escuchar a los residentes de La Presa sobre las necesidades actuales y futuras del transporte y movilidad y cómo podrían mejorar sus opciones.

Dos opciones de entregar

- » Utilice la copia en papel adjunta y devuélvela a la oficina de su *Community Manager*; O
- » Complétela en línea usando el enlace abajo o el Código QR a la derecha

<https://tinyurl.com/Encuesta-De-Transporte-LaPresa>

PRÓXIMAS REUNIONES COMUNITARIAS

- » Participe en reuniones comunitarias virtuales para discutir las necesidades y barreras del transporte
- » Visítenos en línea o llámenos para fechas de las reuniones comunitarias y otra información



¡Participar para la oportunidad de ganar una tarjeta de regalo de \$25!



Contact Us

richard.williams@sdcounty.ca.gov
619-679-4604

Contáctenos

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CMO está administrada por CALSTART, en colaboración con el Centro de Movilidad de Uso Compartido (SUMC), Alternativas de la GRID, y la Comisión del Gobierno Local (LGC).



YOU'RE INVITED

COMMUNITY TRANSPORTATION WORKSHOPS



The County of San Diego is holding two **virtual community workshops and conducting a survey to hear from La Presa and Spring Valley residents** on current and future transportation needs and how your current options could be improved. You are invited to attend either workshop as the same information will be shared.

WORKSHOP #1

Wednesday, June 23, 2021 at Noon

WORKSHOP #2

Thursday, June 24, 2021 at 6:00 p.m.

How to participate: Online survey and information on how to register for the workshops available at:

<https://tinyurl.com/Transportation-LaPresa>



Participate for a chance to win a \$25 gift card!

The La Presa community transportation needs assessment is funded through the new statewide Clean Mobility Options Voucher Pilot Program (CMO). The project is part of the California Climate Investments (CCI), a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

ESTA INVITADO TALLERES DE TRANSPORTE COMUNITARIO

El Condado de San Diego está llevando a cabo dos **talleres comunitarios virtuales y realizando una encuesta para escuchar a los residentes de La Presa y Spring Valley** sobre las necesidades de transporte actuales y futuras y cómo sus opciones actuales podrían ser mejoradas. Se le invita a asistir a cualquiera de los talleres, ya que se compartirá la misma información. ¡Se proporcionará interpretación en español en vivo!

TALLER #1

miércoles, 23 de junio de 2021
al mediodía

TALLER #2

jueves, 24 de junio de 2021
06:00 p.m.

Cómo participar: Encuesta en línea e información sobre cómo registrarse para los talleres disponibles en:

<https://tinyurl.com/Transportation-LaPresa>



¡Participe para la oportunidad de ganar una tarjeta de regalo de \$25!

La evaluación de las necesidades de transporte en la comunidad de La Presa está financiada por el nuevo programa de vales estatal para los Opciones de Movilidad Limpia (CMO). El proyecto forma parte de las Inversiones del Clima de California, una iniciativa estatal que destina miles de millones de dólares de Cap-and-Trade para la reducción de gases de efecto invernadero, fortalecimiento de la economía y mejoramiento de la salud pública y el medio ambiente — especialmente en comunidades en desventaja.

You're Invited
We want to hear from you!

Está Invitado
¡Queremos escucharlos!



COMMUNITY TRANSPORTATION WORKSHOP

The County of San Diego is holding a **community workshop to hear from La Presa and Spring Valley residents** on current and future transportation needs and how your current options could be improved.

- » **When:** Wednesday, September 15, 2021 at 6:00 pm
- » **What:** Share your transportation needs and challenges with County staff
- » **Where:** Spring Valley Library, 836 Kempton Street, Spring Valley, CA 91977

Learn more online

<https://tinyurl.com/Transportation-LaPresa>

FOOD AND DRINK WILL BE SERVED.

Participate for a chance to win a \$25 gift card!

Questions: richard.williams@sdcounty.ca.gov
619-679-4604



SE SERVIRÁ COMIDA Y BEBIDA.

¡Participe para la oportunidad de ganar una tarjeta de regalo de \$25!

Preguntas: julia.kuhlman@sdcounty.ca.gov
619-323-7987

Más información en línea

You're Invited
We want to hear from you!

Está Invitado
¡Queremos escucharlos!



COMMUNITY TRANSPORTATION WORKSHOP

The County of San Diego is holding a **community workshop to hear from La Presa and Spring Valley residents** on current and future transportation needs and how your current options could be improved.

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Preguntas: julia.kuhlman@sdcounty.ca.gov
619-323-7987

Más información en línea

Appendix D
Community Transportation Needs Assessment
Survey Response Summary

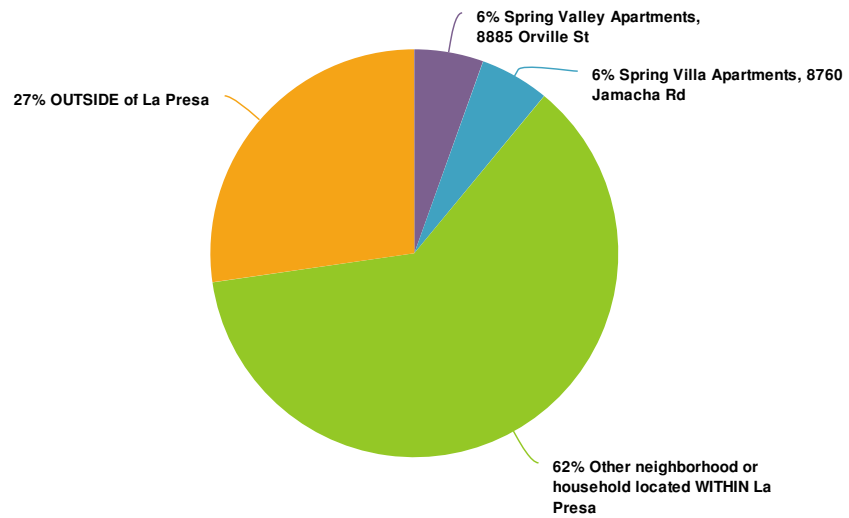
County of San Diego - Resident Survey for Community Transportation Needs Assessment - Results

Response Counts



Totals: 110

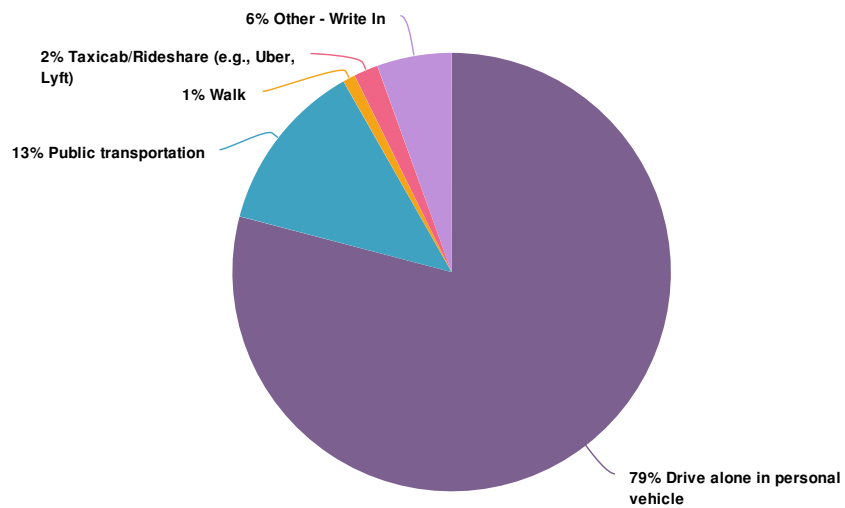
1. Where is your primary residence? (Select one)



Value	Percent	Responses
Spring Valley Apartments, 8885 Orville St	5.5%	6
Spring Villa Apartments, 8760 Jamacha Rd	5.5%	6
Other neighborhood or household located WITHIN La Presa	61.8%	68
OUTSIDE of La Presa	27.3%	30

Totals: 110

2. What is your primary mode of transportation? (Select one)

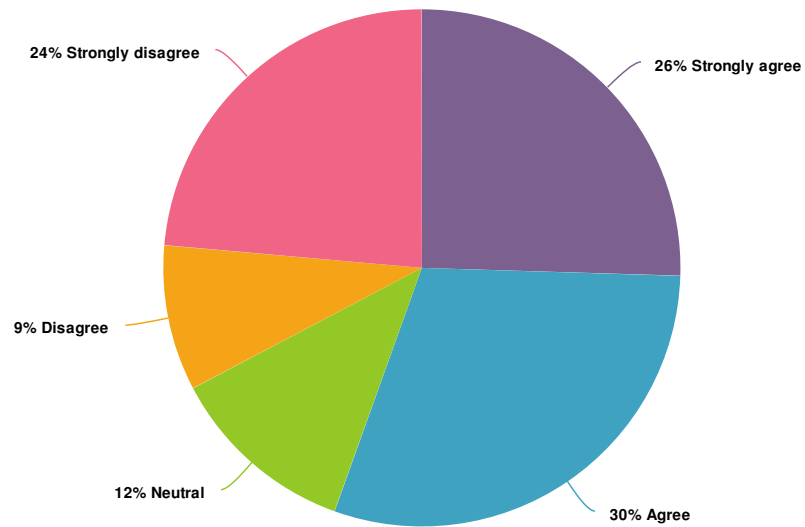







Value	Percent	Responses
Drive alone in personal vehicle	79.1%	87
Public transportation	12.7%	14
Walk	0.9%	1
Taxicab/Rideshare (e.g., Uber, Lyft)	1.8%	2
Other - Write In	5.5%	6

Totals: 110

Other - Write In	Count
Children/friends drive me	1
Drive alone or with care giver	1
Drive with other Person	1
MTS Paratransit shuttle bus	1
car, walk, public transportation	1
typically carpool	1
Totals	6

3. Which applies?



Value		Percent	Responses
Strongly agree		25.5%	28
Agree		30.0%	33
Neutral		11.8%	13
Disagree		9.1%	10
Strongly disagree		23.6%	26

Totals: 110

4. Why or why not?



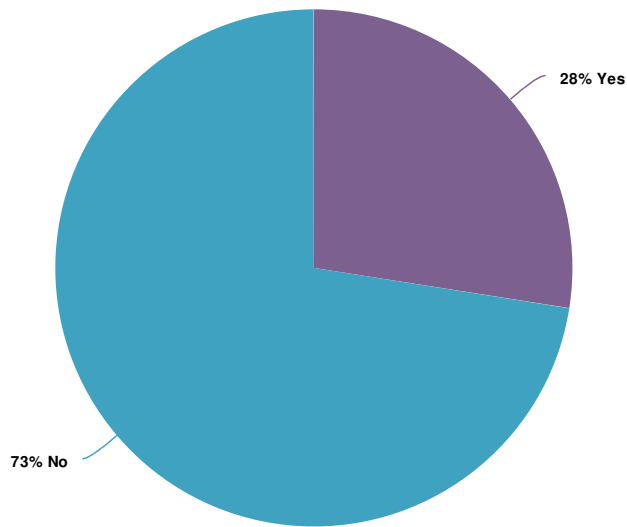
Count	Response
1	Normally a Caregiver would drive me to go on errands and shopping. I have been searching for a new Caregiver for the past 4 months and have not been able to complete such tasks. I am not able to board the bus or trolley. I certainly do not want to pay \$10 for the Paratransit bus for a ride to the grocery store, drug store or Post Office down the road. I would have to schedule the shuttle to allow an hour to shop and get picked up. There is also no place to sit and wait for the bus. I can not stand for very long. Cab drivers do not like coming out to take a patron must down the street, either. I would also need help with the groceries to the door.
1	If going downtown yes, but if going to El Cajon or Rancho San Diego it can become hard. There should be transportation from this area that goes directly to imperial Avenue using Jamacha blvd.
1	Area is not easily accessible by freeways and a lot of areas don't of sidewalks or safe areas to walk.
1	Transportation infrastructure is adequate. No changes needed
1	Still able to drive
1	The 125/94 south interchange is horrible with having to get off the highway, back on a small road, merge to an exit and then back on the 94 east, and getting on the 125 north from 94 is a mess of cars and merging lanes.
1	If the car works, the price of gas is the biggest challenge.
1	I have my own car
1	its easy for me because I have a vehicle to get me places although there's a lot of construction and a lot of problems lately making it slower then usual.
1	There is no transportation in Jamacha Rd.
1	I am elderly and there is no bus route at the apartments I live
1	no bus stops near by
1	Busses are accesible
1	No buses / too much traffic
1	no transportation around
1	Busses are close
1	Too much traffic and no buses around
1	no bus stop and it is not safe to walk a really long distance to catch the bus . It is not safe .
1	No bus stop . Messy and dangerous transportation

Count	Response
1	Too much traffic
1	We only have one car and there are no bus stops close by
1	Traffic / Not an efficient bus system/ no bus stops
1	Traffic is socks . Zero Bus Stops around
1	traffic
1	I have my own vehicle that is new.
1	Traffic Mass
1	Traffic
1	We don't have a bus stop nearby
1	Depends on who can pick me up.
1	Hell Traffic
1	Traffic jams
1	No way! Mass Transportation System
1	no
1	no buss stops / traffic
1	traffic
1	traffic
1	Because I live on Dictionary Hill and we get no close public transit option that we can walk to and from because of the hill we live on. The closest stop is over 1/2 mile and too far to realistically walk for someone with bad knees or neuropathy.
1	i live 1000' up on dictionary hill and drive most places; except going downtown i can drive to, park, & use the spring street trolley
1	No other options
1	I am especially familiar with the County of San Diego, and usually plan ahead for trips.
1	Just minor traffic trying to get on the freeway usually
1	It's sucks to have to deal with the 125 interchange mess to go basically anywhere from my side of spring Valley. And especially to get home.
1	Traffic on Bancroft or getting in or out is SV
1	There are many streets without sidewalks and it is a danger for kids walking home or to school
1	I drive my car.
1	Bus stop is far and doesn't pass often.
1	I own a POV
1	it is expensive but driving myself gives me more flexibility
1	Have to walk quite a bit to get to the nearest bus stop.

Count Response

1	Because I live close to stores
1	The streets are easy
1	Traffic patterns, stop signs at apple and la presa are dangerous. Heavy back up in school areas
1	If I drive, yes. On public transportation, it's impossible.
1	Morning weekday traffic is getting really bad on the 94. Maybe 2 lanes is not enough.
1	Increasing traffic and horrible roads/highways
1	Jamacha blvd is congested & dangerous. People speed all the time and there are no barriers between lanes. Accidents occur frequently.
1	Better if the buses ran more frequently
1	Because I have my own transportation
1	because I use medical accessibilities in another part of town + hospital pays for transpo
1	Because I have a car
1	I only go two times a week in my personal car
1	I have access to a vehicle that is dependable. I share my vehicle, so it is challenging when I do not have the car because getting to the trolley is hard, the bus doesn't go where I need, and the streets are uncomfortable to bike on.
1	Spring Valley is great! 851 goes from my home (near Kempton) right by my work (Bancroft < 3) Driving/walking anywhere is super easy!
1	I have access to personal transportation
1	Freeway access is great, but traveling to places w/in Spring Valley can be slow; difficult
1	4 drivers and 4 cars in household
1	I own a car. Traffic is the big issue.
1	I'm currently teleworking and do not have to drive to and from North County.
1	Because there are hills and not easy for my neuropathy of my wife's bone on bone knees.
1	Public transportation is an alternative to driving a private vehicle. However, on weekends and holidays, the hours are shorter than regular day service, and other forms of transportation need to be arranged. There are predictions that cars will be required to convert from gasoline and hybrid to all-electric vehicles, and the laws will be enacted in the near future. I am currently saving to buy an electric vehicle.
1	Since I don't drive I have to work around family or friends schedule
1	I have to wait for transportation all the time

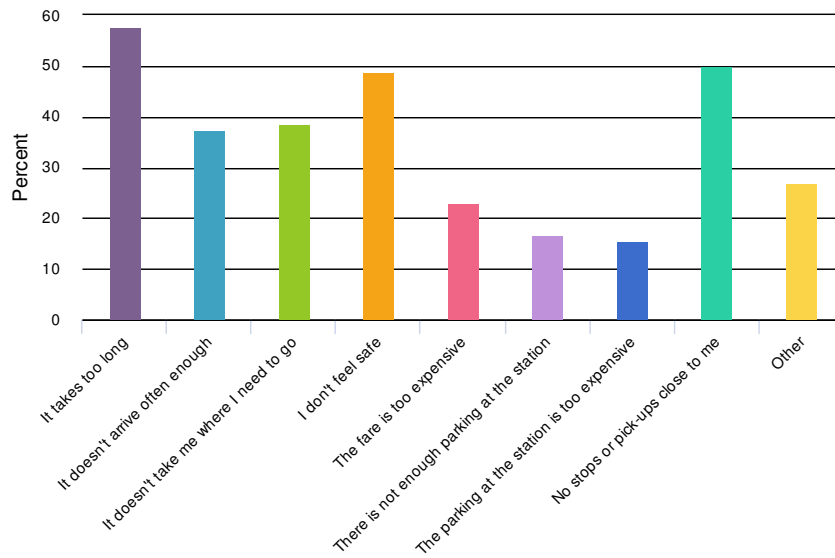
5. Do you use public transit (e.g., bus, light rail) regularly?



Value	Percent	Responses
Yes	27.5%	30
No	72.5%	79

Totals: 109

6. If not, please indicate why (check all that apply):



Value	Percent	Responses
It takes too long	57.7%	45
It doesn't arrive often enough	37.2%	29
It doesn't take me where I need to go	38.5%	30
I don't feel safe	48.7%	38
The fare is too expensive	23.1%	18
There is not enough parking at the station	16.7%	13
The parking at the station is too expensive	15.4%	12
No stops or pick-ups close to me	50.0%	39
Other	26.9%	21

Other	Count
Dirty	1
Disabled access	1
Drivers aren't trained to use power brakes and I have severe neck pains as it is. It is 2 transit busses + 1 trolley which takes 1hr 45min to arrive at the hospital. I have been attending hospital since i was 19 yrs old I am 63 now + totally satisfied with the care given me.	1
I am not able to board the bus or trolley. I can use the ramp lift with Paratransit. I used to take the bus and trolley years ago. I had problems then due to sleep disorders. I could fall asleep any time and either miss the bus or miss the stop to get off the bus.	1
I have a 2 year old and I have to take her to daycare before going to work in the mornings.	1
I have a car and have never taken any of the public transportation options. I'm from Chicago so I'm not opposed to public transportation when it makes sense. I would say the biggest deterrent to trying it near me now is the large number of homeless people who are constantly hanging out near the bus stops near Albertsons.	1
I have a car.	1
I prefer to go when it is convenient for me	1
I use my car	1
I usually travel short errands; personal transportation is easy	1
No need	1
Not needed	1
Takes too long to get anywhere. If I worked in El Cajon it would take me two hours to get to work in two hours to get home, And that's a rough idea last time I checked my time on this earth is more valuable than public transportation	1
Too far to walk/drive to pick-up spots.	1
Too sick	1
Unless we can get transportation to pick us up for free it won't work due to limited income	1
don't go that many places besides the beach	1
have my own transportation	1
own car	1
Totals	19



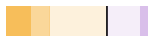


7. Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE, for each of the purposes below (check all that apply):


	Commute to/from work/school	Groceries/errands	Pick up/drop off children	Social/Recreational	Job Interviews	Medical appointments	Total Checks
Drive alone Checks Row Check %	63 16.3%	79 20.5%	52 13.5%	73 18.9%	46 11.9%	73 18.9%	386
Drive with others (e.g., co-workers, family friends, etc.) Checks Row Check %	55 17.8%	54 17.5%	43 13.9%	71 23.0%	34 11.0%	52 16.8%	309
Carpool service (e.g., Waze, Scoop) If yes, which? Checks Row Check %	20 16.3%	21 17.1%	13 10.6%	29 23.6%	13 10.6%	27 22.0%	123
Bus or Trolley Checks Row Check %	34 19.5%	29 16.7%	9 5.2%	46 26.4%	21 12.1%	35 20.1%	174
Bicycle Checks Row Check %	17 18.9%	18 20.0%	5 5.6%	37 41.1%	3 3.3%	10 11.1%	90
Walk/roll Checks Row Check %	21 15.2%	24 17.4%	18 13.0%	45 32.6%	10 7.2%	20 14.5%	138
Rideshare (e.g., Uber, Lyft) Checks Row Check %	44 17.7%	41 16.5%	28 11.3%	52 21.0%	34 13.7%	49 19.8%	248
Taxi Checks Row Check %	15 15.5%	16 16.5%	8 8.2%	22 22.7%	15 15.5%	21 21.6%	97
Carshare (e.g. Zipcar) Checks Row Check %	20 20.8%	17 17.7%	10 10.4%	18 18.8%	12 12.5%	19 19.8%	96
Bikeshare (e.g. Lime, Jump) Checks Row Check %	9 14.8%	11 18.0%	3 4.9%	26 42.6%	6 9.8%	6 9.8%	61
Scooter-share (e.g., Lime, Bird) Checks Row Check %	8 12.1%	10 15.2%	5 7.6%	27 40.9%	8 12.1%	8 12.1%	66
Shuttle Checks Row Check %	26 18.3%	28 19.7%	15 10.6%	28 19.7%	14 9.9%	31 21.8%	142

	Commute to/from work/school	Groceries/errands	Pick up/drop off children	Social/Recreational	Job Interviews	Medical appointments	Total Checks
<p>Carpool:Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE, for each of the purposes below (check all that apply):</p> <p>Checks Row Check %</p>	1 25.0%	0 0.0%	1 25.0%	1 25.0%	0 0.0%	1 25.0%	4
<p>Other :Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE, for each of the purposes below (check all that apply):</p> <p>Checks Row Check %</p>	1 16.7%	1 16.7%	1 16.7%	1 16.7%	1 16.7%	1 16.7%	6
<p>Trolley:Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE, for each of the purposes below (check all that apply):</p> <p>Checks Row Check %</p>	1 16.7%	1 16.7%	1 16.7%	1 16.7%	1 16.7%	1 16.7%	6

	Commute to/from work/school	Groceries/errands	Pick up/drop off children	Social/Recreational	Job Interviews	Medical appointments	Total Checks
better bus route:Please indicate which transportation options you would consider using, if they were READILY AVAILABLE AND AFFORDABLE , for each of the purposes below (check all that apply): Checks Row Check %	1 50.0%	0 0.0%	0 0.0%	1 50.0%	0 0.0%	0 0.0%	2
Total Checks							
Checks	336	350	212	478	218	354	1948
% of Total Checks	17.2%	18.0%	10.9%	24.5%	11.2%	18.2%	100.0%

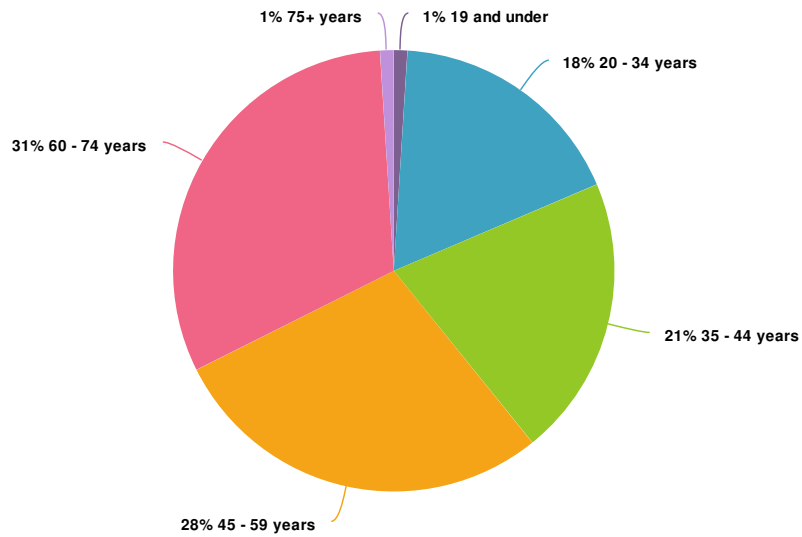
8. What would you be most interested in receiving? Please rank the following services in order of interest from 1 – 5, where 1 is of most interest to you and 5 is of least interest to you.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Free or discounted public transit passes	1		351	88
Free or discounted Lyft or Uber rides	2		315	78
Free or discounted carshare rides	3		226	79
Free or discounted bikeshare rides	4		163	73
Free or discounted scooter-share rides	5		129	65



 Lowest Rank Highest Rank

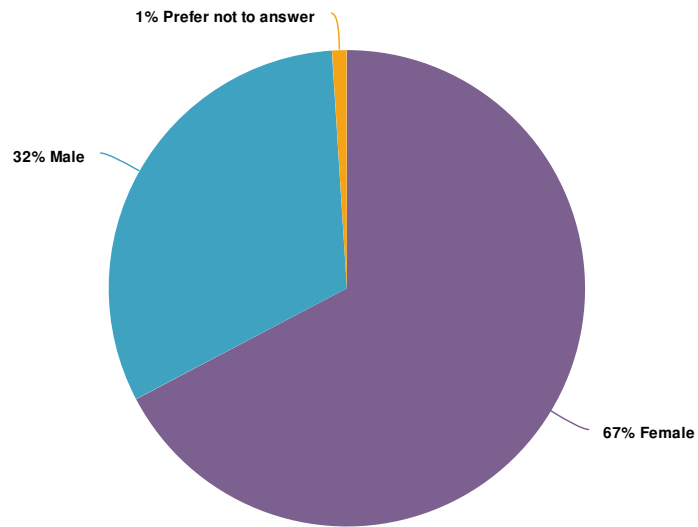
9. Age



Value	Percent	Responses
19 and under	1.0%	1
20 - 34 years	17.6%	18
35 - 44 years	20.6%	21
45 - 59 years	28.4%	29
60 - 74 years	31.4%	32
75+ years	1.0%	1

Totals: 102

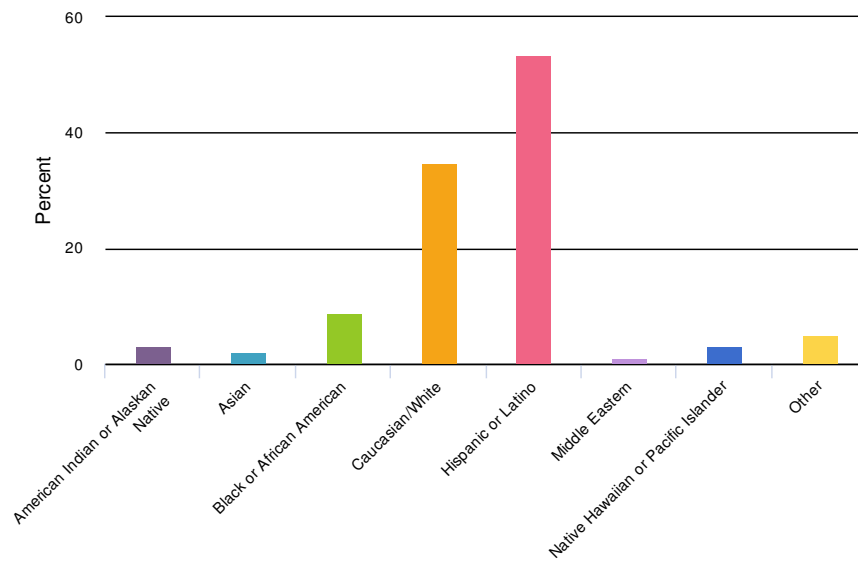
10. Gender



Value	Percent	Responses
Female	67.3%	68
Male	31.7%	32
Prefer not to answer	1.0%	1
		Totals: 101

Other	Count
Totals	0

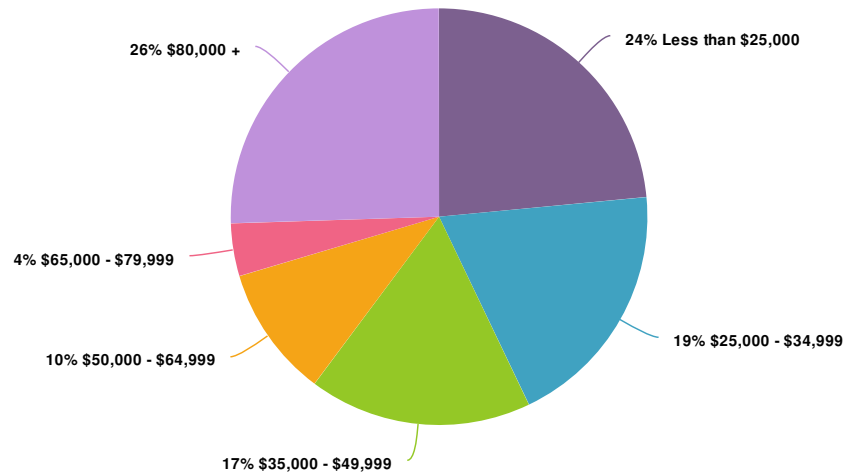
11. How would you describe your race/ethnicity? (Check all that apply)



Value	Percent	Responses
American Indian or Alaskan Native	3.0%	3
Asian	2.0%	2
Black or African American	8.9%	9
Caucasian/White	34.7%	35
Hispanic or Latino	53.5%	54
Middle Eastern	1.0%	1
Native Hawaiian or Pacific Islander	3.0%	3
Other	5.0%	5

Other	Count
Human Race	1
Middle Eastern	1
Mixed race	1
Totals	3

12. What is your annual household income? (check one):



Value	Percent	Responses
Less than \$25,000	23.5%	23
\$25,000 - \$34,999	19.4%	19
\$35,000 - \$49,999	17.3%	17
\$50,000 - \$64,999	10.2%	10
\$65,000 - \$79,999	4.1%	4
\$80,000 +	25.5%	25

Totals: 98

13. Is there anything else you would like to share about barriers you face related to transportation for you or others in your household?



ResponseID	Response
5	My sleep disorder can sometimes interfere. I need to have door to door pick up and drop off.
7	better routes to imperial ave
9	I do not face any barriers and do not need or desire additional services and discounts and neither do my neighbors.
15	We need faster trains, more reliability, and accurate times and routes. I would MUCH rather take public transport than deal with driving and parking, but the trolley is so inefficient that we must drive or ride share.
17	I am more than willing to use public transit, bit currently, I have to walk/drive a mile to the bus or 4 miles to the trolley, with service every 40 minutes. So even going 5 miles takes 1.5 hours. Not frequent enough service or sufficient routes.
20	no
21	n/a
22	No bus stops at 9119 Jamacha Rd., Spring Valley 91977
24	no
28	no
30	no
31	n/a
32	no
33	n/a
35	no
36	n/a
37	no
39	no
40	no
41	n0

ResponseID Response

42	There are 5 people living in our apartment.
43	no
44	n/a
45	n0
46	no
47	no
48	n/a
49	n0
53	We live adjacent to a very steep hill. Our street is next to San Miguel and it is very steep and with my wife's knees and my neuropathy it is not practical or safe to walk up and down the hill.
55	i will probably use the trolley more as we transition from semi-retirement to retirement
59	Safety and cleanliness of the bus & trolley stops are a concern.
65	I don't feel safe on the trolley. I use to take it to work daily and it was too scary. I saw a lot of uncomfortable interaction and I didn't feel safe.
67	Transportation is very far to walk to from most places in la presa
68	Being a petite woman over age of 50 and the crime in all areas of San Diego unless in my car public transportation is frightening. I'm born and raised here and have never felt safe
70	No sidewalks in spring valley
72	Need more bus routes in different locations.
78	Not too much public transit around
92	Anything other than driving in a car is dangerous in Spring Valley / La Presa and traffic keeps getting worse. 125 and 94 are already over crowded and housing and apartments are built but the roads aren't improved for the traffic.
93	With the recent addition of so many large housing projects in the area, no improvements have been made to the road infrastructure or freeways. This area will soon become undriveable due to traffic.
94	The area is not safe in general so it's very difficult to consider options such as biking or ride sharing.
99	No
100	It would be nice to do field trips or outings on 3 day weekends. I refuse to ride busses on weekends wait at stop is too long they retire early on weekends. I don't know anyone with a car or gas efficient car.
101	No, thank-you.
103	No
107	I am mostly just aware that I am able-bodied and typically have great access to transportation (with flexibility to WFH and I don't have children/older parents to care for). If I did have nay of these things, I would definitely have more challenges/barriers.
108	Some areas of Spring Valley have poor transportation options. I've lived in Spring Valley since 1994 and our transportation system hasn't seen much improvement. 851 actually got cut recently
110	Would really like to see a trolley line in Spring Valley

ResponseID Response

112	We are a very dense deprived area. NO one cares about us and no one cares what happens here from PDS to BOS.
114	No sidewalks in my neighborhood. High crime.
115	Commuter traffic
116	As I live on a hill, walking up the hill is difficult if I am carrying anything, and this could make the difference in my decisions about using mass transit. Frequent pick-up places would take care of that issue.
117	There are some streets that do not have sidewalks. It's dangerous to walk away in the street to get to a transit stop. Also, it gets hot here, and there are not many shaded areas to walk under. Improving green infrastructure would be great.
118	Before you try and apply a survey and do one size fits all, bring surveyors here and make them walk up and down the hills we live on
119	Better litter abatement around the bus stops would be a major improvement, including more waste receptacles and recycling bins. Second, bus benches and bus shelters are helpful, especially during rainy, hot, and cold weather. Third, current public transportation updates on PRONTO and other security news should be publicly posted.
121	I use a walker and it's hard for me getting it on and off the bus. Some drivers will help me