

Appendix C: Existing Conditions Report

Reconnecting Communities Study

Existing Conditions Report

September 2025

SANDAG

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1. Introduction

1.1 Project Context

The Reconnecting Communities Study is a region-wide study to understand where highway and rail transportation infrastructure has created barriers and negative impacts on communities. The study aims to identify strategies that will better connect communities in the region.

To better address impacted communities and establish areas of interest in the region, staff developed an index measuring the level of disconnection along major transportation networks. This effort developed standardized indicators, or metrics, to calculate a score, accounting for accessibility, safety, mobility, environmental health, low-income, and disinvestment. Figure 1 shows the result of the analysis, further information on the methodology and analysis is defined in the Task 1: Data Analysis Report, demonstrating where in the region areas scored the highest for disconnection along with high rates of environmental health burdens, safety incidents, low-income populations, and disinvestment.

Staff will utilize this analysis to determine the areas of interest or focus areas and identify potential projects to reconnect communities divided by major transportation infrastructure. This study is a step towards building solutions to address transportation impacts, reconnecting communities, and enabling neighborhoods in San Diego County to benefit from community-supported projects.

The Existing Conditions Report will analyze each of the seven focus areas to examine the current conditions and community context with a particular focus on the transportation infrastructure, demographics, and how community members may interact with the transportation system.

All demographic, land use, housing, and employment figures in this Existing Conditions Report rely on SANDAG's Series 15 Regional Growth Forecast¹. The forecast uses 2022 as the base year and provides projections through 2035 and 2050. All transit data derives from the region's transit operators, MTS and NCTD, and the Draft 2025 Regional Plan. Safety figures and maps use the Statewide Integrated Traffic Records System (SWITRS) data along with SANDAG's Vision Zero Action Plan. All other figures and tables reference their individual sources.

¹ SANDAG. (2024, March). *Series 15 forecast: What will the region look like in 2050?* SANDAG. <https://www.sandag.org/-/media/SANDAG/Documents/PDF/data-and-research/socioeconomics/estimates-and-forecasts/sr-15-infobits-2024-04-01.pdf>

1.2 Study Area Memo Summary

Staff identified seven (7) focus areas for the region to advance project concepts that best reconnect communities. The Study Area Memo describes the criteria and considerations used in determining the seven focus area locations and extent of boundaries to include;

1. **Data Analysis Outputs**

Focus areas shall prioritize areas with a concentration of census block groups scoring high within a neighborhood or particular area within a city according to the Task 1: Data Analysis Report.

2. **Transportation Network**

While the majority of the focus area boundaries may align with the census block group geographies, to best retain data integrity for the Existing Conditions analysis, some boundaries shall be determined by proximity to transportation infrastructure to prioritize areas closer to the divisive infrastructure.

3. **Dividing Infrastructure**

Focus areas shall center, to best ability, the divisive or dividing infrastructure as the primary barrier to propose interventions and project opportunities. Focus area boundaries shall consider the divisive infrastructure, surrounding area context, and promote opportunities for reconnection within the focus area.

4. **Population Density, Safety and Land Use**

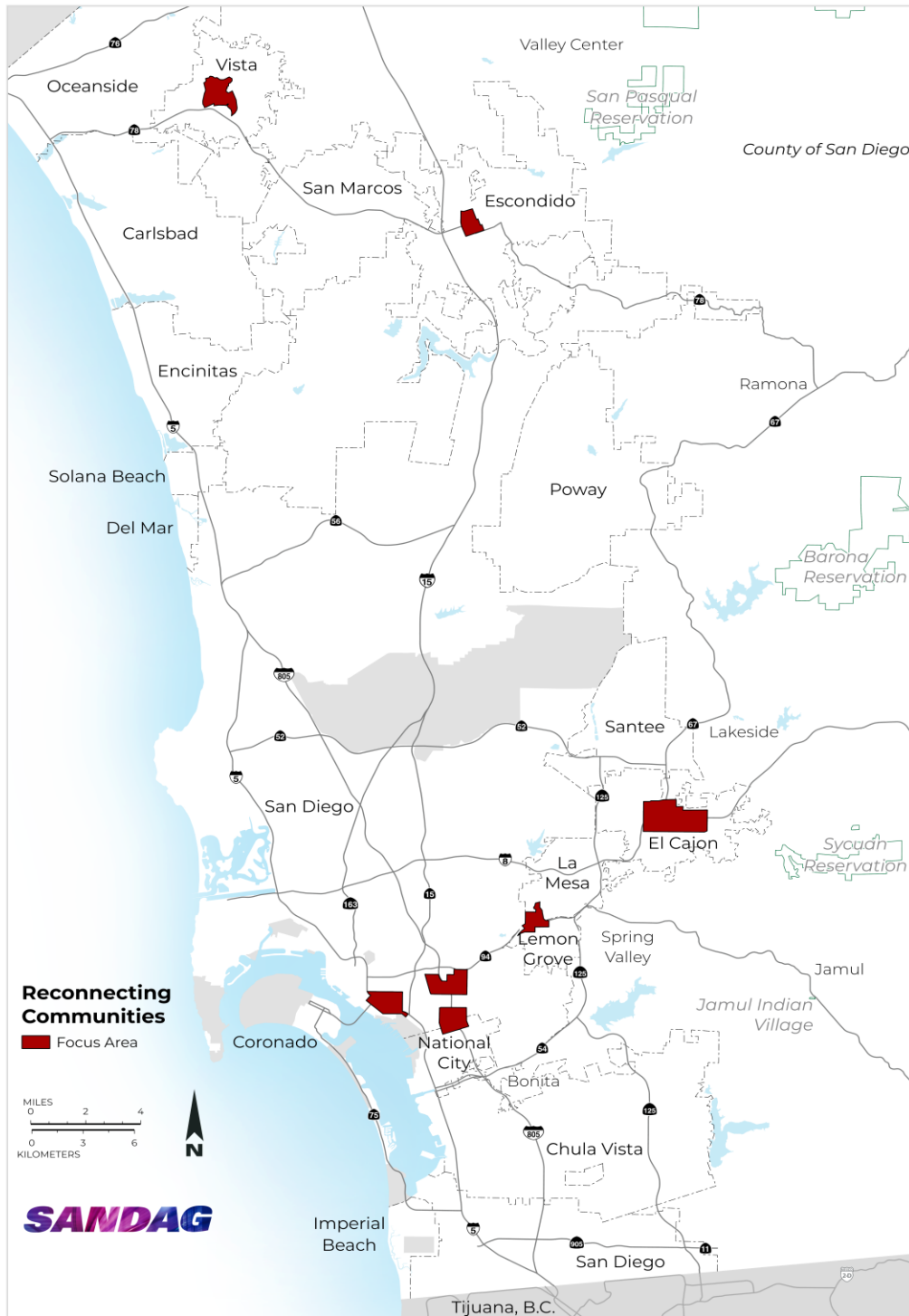
Focus area boundaries may include areas with greater population density, prevalence of crashes as demonstrated by SANDAG's Safety Focus Network, and land uses where there is more movement and activity such as residential, commercial, educational, and mixed uses.

5. **Regional Context and Project Opportunities**

Focus area boundaries shall also integrate other factors such as geography, topography, community and political support, and feasible project opportunities. Focus areas shall also consider different types of disconnecting infrastructure and project opportunities to help shape typologies of reconnecting communities projects.

With these criteria in place, staff was able to determine seven focus areas around the region as demonstrated in Figure 2. Our focus areas included communities in Barrio Logan, El Cajon, Escondido, Lemon Grove, National City, Southeast San Diego, and Vista.

Figure 2: Focus Areas



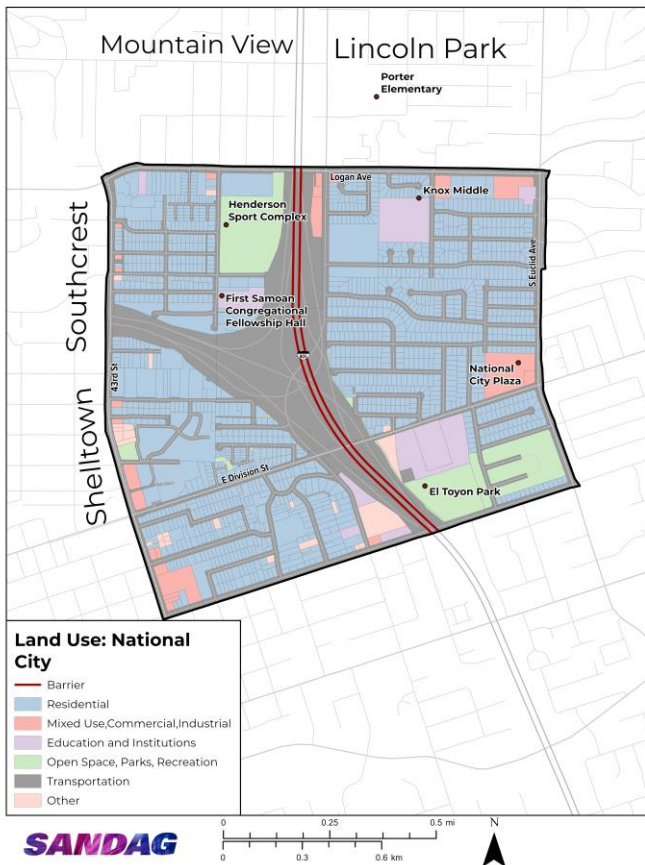
2. Focus Areas

2.1 National City

2.1.1 Introduction

The National City focus area spans parts of both National City and City of San Diego, surrounding the segment of I-805 near 43rd Street and Division Street, some of the main road connections through the area. The area is fairly dense and includes a mix of single-family and multifamily residential neighborhoods, schools, parks, and commercial activity. I-805 serves as the primary barrier, with a complex network of ramps and interchanges that have contributed to long-standing physical separation across adjacent neighborhoods. The on- and off-ramps were originally built for the planned State Route (SR) 252 connection between I-805 and I-5, a project halted in the 1980s due to community opposition.

Figure 3: National City | Land Use



2.1.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the National City focus area is largely concentrated in single-family residential and transportation/utilities categories, which together account for over two-thirds of total land area. In 2022, single-family residential uses represented 36% of the land, while transportation and utilities made up 34.3%. Multifamily residential accounted for 11.5%, followed by parks at 7.2% and commercial office at 4.6%. Education occupied 3.6%, and other uses represented 1.7%, while mobile home and industrial each covered less than 1% of the land.

By 2035, the distribution of land use is projected to remain generally stable with a few notable changes. Mixed-use development, previously unrecorded, emerges as 2.5% of total land use, suggesting a gradual diversification of land types in the focus area. Single-family residential and multifamily residential see small declines of 0.3% each, and commercial office decreases by 1.2%, reflecting limited shifts toward mixed-use and other residential forms. Figures 3 and 4 visualize the land use distribution for this focus area.

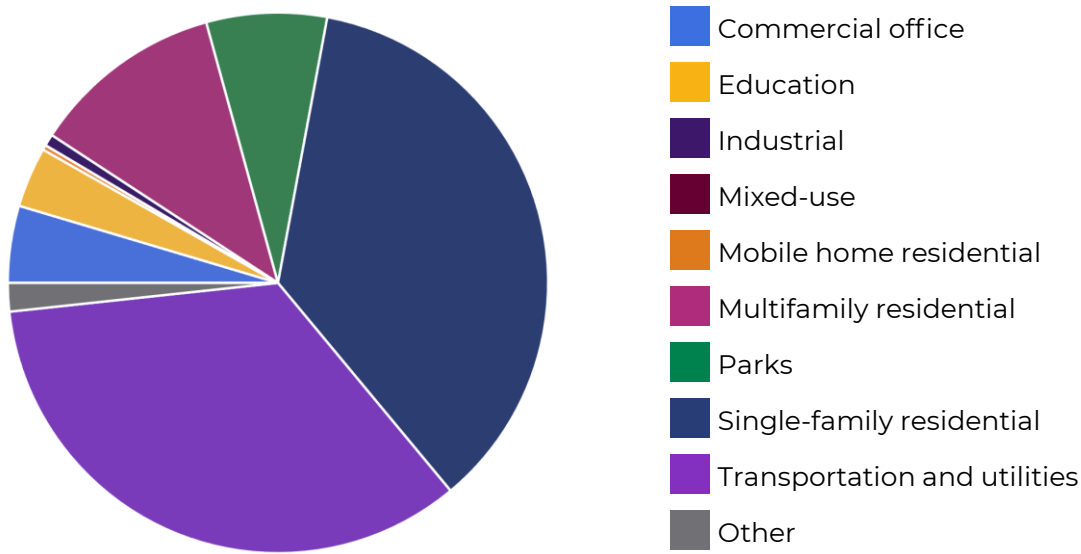
Figure 3 also identifies community assets such as schools, parks, community services, and other key destinations, each shown as a point with its corresponding name. In the map, you can visualize how some of these destinations are separated by the identified barrier. For this particular focus area, an example of disconnection would be in the northern section, where there are limited crossing opportunities for residents living east of the I-805 to get to Henderson Sports Complex, and vice versa for the schools like Knox Middle, or Porter Elementary, just north of the focus area limits.

Table 1: National City Focus Area | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Single family residential	36.0%	35.7%	-0.3%
Transportation and utilities	34.3%	34.3%	0.0%
Multifamily residential	11.5%	11.2%	-0.3%
Parks	7.2%	7.1%	-0.1%
Commercial office	4.6%	3.4%	-1.2%
Education	3.6%	3.6%	0.0%
Other	1.7%	1.2%	-0.5%
Mobile home residential	0.7%	0.7%	0.0%
Industrial	0.3%	0.3%	0.0%
Mixed-use	0.0%	2.5%	2.5%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Figure 4: National City | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the National City focus area is projected to increase between 2022 and 2035, with a small increase in jobs from 832 to 1,026.

Table 2: National City Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	832	1,026	194

Demographics

The total population in the focus area is expected to decrease slightly, from 12,320 in 2022 to 11,837 in 2035, a net loss of 483 residents. The number of residents aged 17 and under decreases by 776, while the population aged 65 and older increases by 723. This shift indicates a declining share of youth (from 28.6% to 23.2%) and a growing share of older adults (from 13.9% to 20.6%), following regional trends. Minority (non-white) residents continue to make up more than 90% of the population, with only a small change from 92.8% in 2022 to 93.1% in 2035.

Table 3: National City Focus Area | Demographics

Categories	2022	2035	Change
Total population	12,320	11,837	-483
17 and under	3,520	2,744	-776
65 and older	1,719	2,442	723
Minority population	11,435	11,024	-411
% of population = youth	28.6%	23.2%	-5.4%
% of population = older	13.9%	20.6%	6.7%
% of population = minority	92.8%	93.1%	0.3%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

The focus area is projected to see a slight increase in households, from 3,441 in 2022 to 3,524 in 2035. Housing units rise by 144 over the same period, indicating modest growth in housing stock. Additionally, as of 2022, about 8.4% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Median household income is \$51,304 (2022 constant dollars) and is expected to increase to slightly to \$51,879 by 2035, much lower than the County median (\$97,680 in 2022 and \$96,333 in 2035). For the purposes of this report and to be consistent across data sources, low-income households are defined as annual incomes below \$45,000 in 2022 constant year dollars. 44.1% of the total households in the focus area are considered low-income, with a slight increase from 2022 to 2035 (1,517 to 1,535) but a nearly stable share of total households (44.1% to 43.6%). Refer to Table 4 for additional details.

Table 4: National City Focus Area | Housing

Categories	2022	2035	Change
Households	3,441	3,524	83
Housing units	3,516	3,660	144
Low-income households	1,517	1,535	18
% of low-income households	44.1%	43.6%	-0.5%
Median household income	\$51,304	\$51,879	\$575
County median household income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars

Table 5: National City Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
National City focus area	579	8.4%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.1.3 Transportation

Transportation

Transit in the National City focus area is provided by several MTS bus routes, with Route 955 recording the highest average weekday boardings at 760 average weekday boardings amongst stops located within the focus area. Other routes with notable ridership include Routes 12, 13, and 3, while local circulator routes 967 and 968 carry significantly fewer riders. These routes operate along the focus area's major roadways like Division Street and Logan Avenue and are supported by multiple transit stops, primarily distributed throughout the boundaries of the focus area. Refer to Figure 5 for a visualization of transit service and other transportation elements within the focus area, including existing active transportation and their classifications, and Table 6 for detailed ridership information.

Active transportation infrastructure in the focus area consists of two short off street bikeway segments located near the I-805 ramps and along Division Street, and a few on street bikeways. These provide limited local connectivity but do not form a continuous corridor. Additionally, a portion of the National City focus area is also served by the Free Ride Around National City [FRANC]² service, operated by Circuit, an on-demand electric shuttle that serves as a first and last mile solution to existing transit hubs.

² City of National City. (n.d.). Free Ride Around National City (FRANC).
<https://www.nationalcityca.gov/community/franc-free-rides-around-national-city>

Figure 5: National City | Transportation



Table 6: National City Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways in Minutes (Peak/Off-Peak)
12: City College-Skyline Hills	362	15/15
13: Kaiser Hospital-24th St Transit Center (TC)	348	12/12
3: UCSD Hospital-Euclid TC	107	12/12
955: National City-San Diego State University	760	12-14/12
967: 24th St TC-Division and Ava	30	60/60
968: 8th St TC-Plaza Bonita	47	60/60

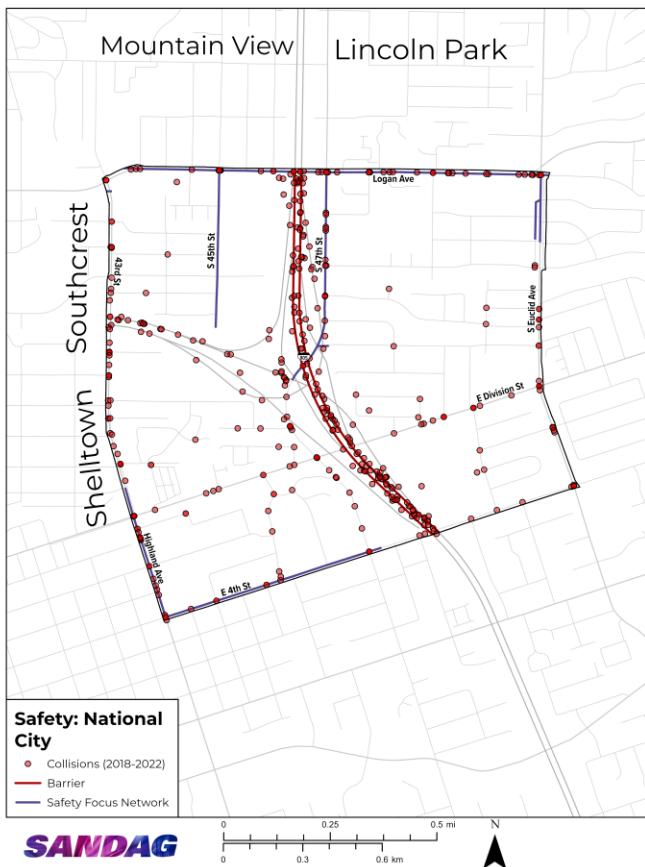
Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. Through this effort, SANDAG developed the Safety Focus Network (SFN), which identifies the 6% of the regional transportation network that accounts for 54% of fatal or serious injury crashes.³ The National City focus area contains six segments of the SFN located along Logan Avenue, S 45th Street, S 47th Street, S Euclid Avenue, Highland Avenue, and East 4th Street.

Between 2018 and 2022, there were 565 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including eight fatal collisions. Of these, four fatal collisions and 51 non-fatal collisions involved a bicyclist or pedestrian. Collisions were concentrated along the identified barrier (I-805), as well as the previously identified SFN segments. Figure 6 visualizes the distribution of collisions, and Table 7 summarizes reported fatalities and collisions.

Figure 6: National City | Safety



³ San Diego Association of Governments. (n.d.). *Vision Zero*. [SANDAG - Vision Zero](#)

Table 7: National City Focus Area | Safety

Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	4	51
Car, motorcycle, truck, bike, and pedestrian (all modes)	8	565

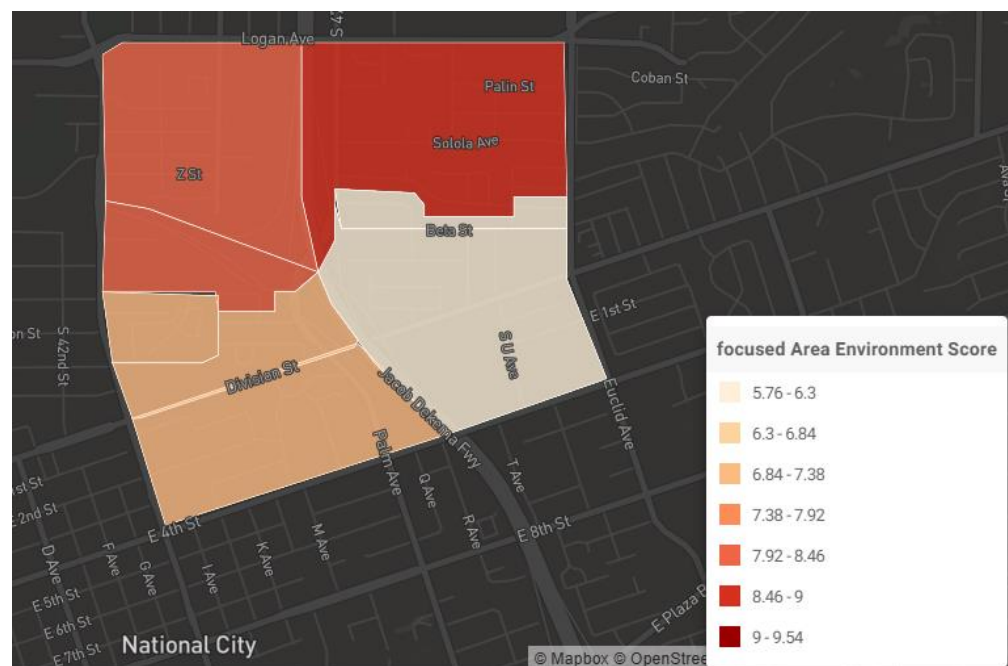
2.1.4 Resiliency and Additional Information

Environmental Health

Environmental health was one of the metrics used to identify communities most impacted by transportation infrastructure in the region. The metric, developed in Task 1⁴ of this study, combines several indicators of exposure to air pollution and related health risks, including annual average levels of PM2.5, ozone, and diesel particulate matter level in the air, as well as lifetime cancer risk from inhalation of air toxics and asthma prevalence. At the block group level, these indicators were combined into a composite score to identify areas with higher environmental burdens alongside the dividing infrastructures in the region (highways and heavy rail).

The focus area in National City shows a range of environmental scores from 5.76 to 9.54. The highest scores, representing the most burdened areas, are concentrated in the northern portion of the focus area near Logan Avenue, and Solola Avenue, compared to the southern portion of the focus area.

Figure 7: National City | Environmental Scores



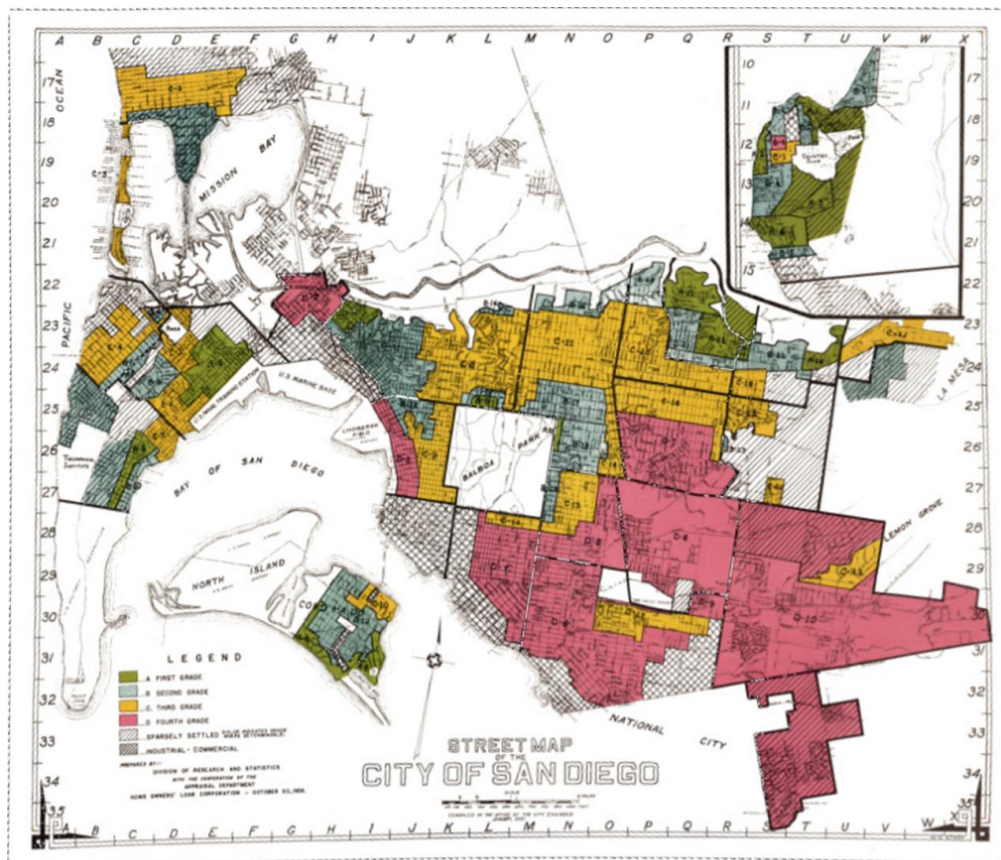
⁴ SANDAG. (n.d.). Reconnecting Communities Study, Task 1.

<https://acrobat.adobe.com/id/urn:aaid:sc:va6c2:6d94fe12-1be1-4fac-aab6-573a57ef1f82>

Redlining

In the late 1930s, the federal Home Owners' Loan Corporation (HOLC) created maps grading neighborhoods for mortgage lending risk. Grades ranged from "A – Best" (green) to "D – Hazardous" (red). These grades were based on factors such as housing quality, age, recent sales and rental trends, population characteristics, race and ethnic composition, and neighborhood amenities or access to public services. Areas marked "D" were considered the highest risk for investment and were shaded red on the maps.⁵ The practice is known as redlining. Parts of National City received "D – Hazardous" grades, the northwest section of the focus area, as well as a small area surrounding Alpha and Beta Street.

Figure 8: Redlining, Historic Map from the Home Owners' Loan Corporation



Displacement

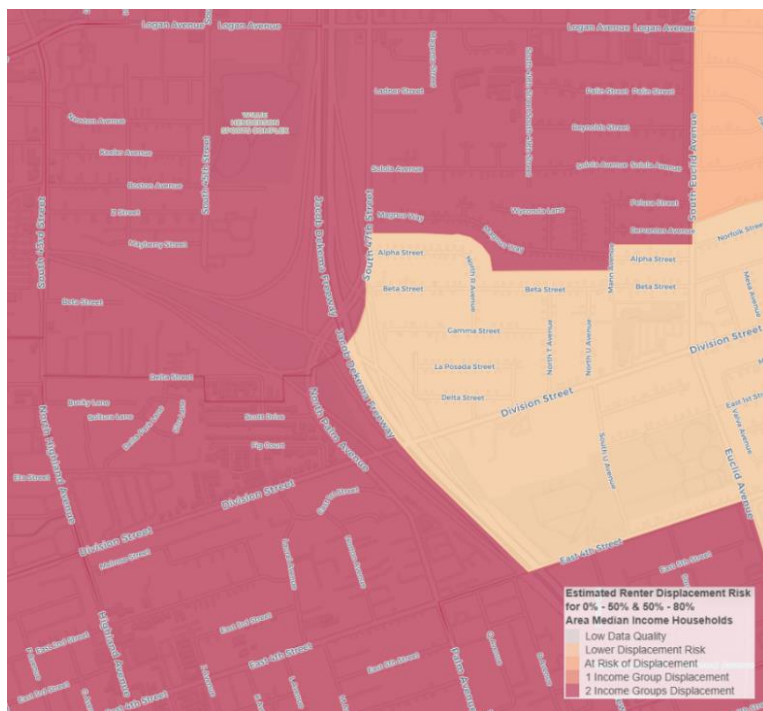
Anti-displacement is a core component of reconnecting communities projects because historically disinvested neighborhoods, and communities most impacted by divisive transportation infrastructure are more vulnerable to resident displacement when reinvestment occurs. Planning efforts to reconnect previously disconnected communities have to balance improvements with strategies to allow current residents to stay.

⁵ Save Our Heritage Organization. (2020, November/December). *Historic redlining in San Diego*. <https://www.sohosandiego.org/enews/1120redlining.htm>

The Urban Displacement Project, in partnership with LeSar Development Consultants and SANDAG, developed the Anti-Displacement Study to evaluate displacement risk across San Diego County.⁶ The study applied the Urban Displacement Project’s robust Estimated Displacement Risk Model to identify neighborhoods with higher predicted risk based on factors such as housing tenure, rent burden, demographic characteristics, and historic disinvestment patterns.

The majority of the National City focus area is categorized as “Extreme Displacement Risk” and “High Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households. A smaller section on the southeast section along Division Street is categorized as “Lower Displacement Risk”.

Figure 9: National City | Displacement Risk



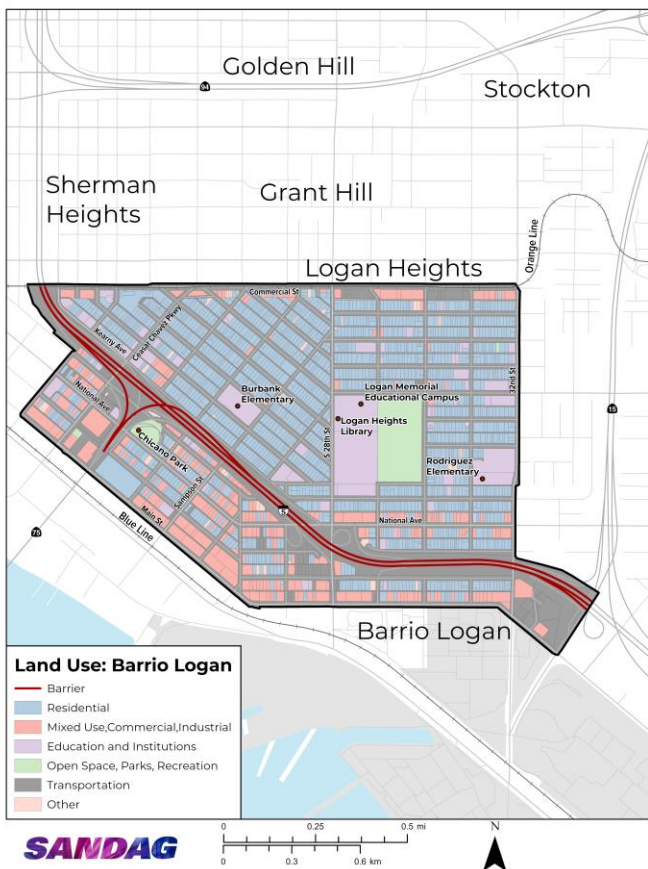
⁶ Chapple, K., Thomas, T., & Zuk, M. (2021). *San Diego Estimated Displacement Risk Model* [Map]. Urban Displacement Project. [San Diego Estimated Displacement Risk Model – Urban Displacement](#)

2.2 Barrio Logan and Logan Heights

2.2.1 Introduction

The focus area in Barrio Logan and Logan Heights is located adjacent to the City of San Diego's bayfront and near major employment centers, including General Dynamics-NASSCO. The area includes a mix of residential, commercial, and industrial land uses, along with schools, parks, libraries, and community spaces. It is relatively dense and functions both as a historic neighborhood and an important employment center. Interstate 5 (I-5) runs through the focus area and serves as the primary barrier, along with its interchanges and surrounding infrastructure, including the connection to the Coronado Bridge, which is one of the few ways of accessing the City of Coronado.

Figure 10: Barrio Logan and Logan Heights | Land Use



2.2.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the Barrio Logan and Logan Heights focus area is dominated by transportation and utilities, which account for 42.1% of the land in 2022. Single-family residential is the next largest category at 29.4%, followed by commercial office at 8.9%. Other land use types, including industrial, education, multifamily residential, parks, mixed-use, and minor categories, make up the remaining share, as shown in Table 8.

Looking at the 2035 data, the distribution of land use categories is projected to remain nearly unchanged, with only small adjustments such as a 0.2% increase in single-family residential, a 0.1% increase in mixed-use, and a 0.2% decrease in the “other” category. Figures 10 and 11 visualize the land use distribution for this focus area.

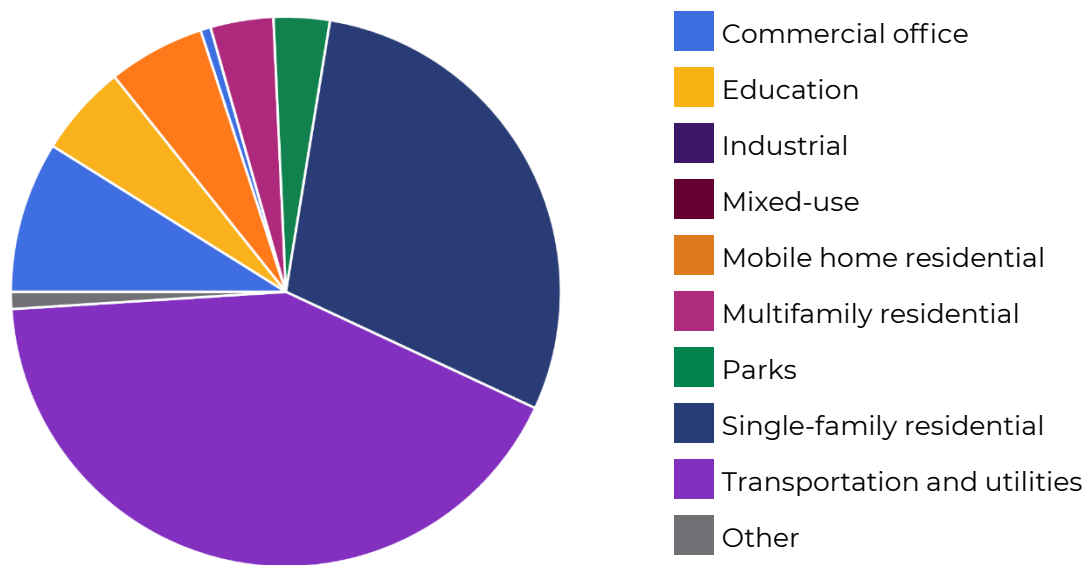
Key destinations in the area include schools, parks, and community services. Figure 10 shows that several of these are split by the I-5, which limits direct crossings between Logan Heights and Barrio Logan. This is most visible along the segments near Chicano Park and the interchange that connects to the Coronado Bridge, where the freeway creates a clear separation between neighborhoods. Residential and educational uses are mostly on the east side of the freeway, while more commercial activity sits on the west side, making residents on the east have fewer direct options to reach those businesses and commercial uses.

Table 8: Barrio Logan and Logan Heights Focus Area | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Transportation and utilities	42.1%	42.1%	0.0%
Single family residential	29.4%	29.6%	0.2%
Commercial office	8.9%	8.8%	-0.1%
Industrial	5.7%	5.7%	0.0%
Education	5.4%	5.4%	0.0%
Multifamily residential	3.7%	3.7%	0.0%
Parks	3.3%	3.3%	0.0%
Other	1.0%	0.8%	-0.2%
Mixed-use	0.6%	0.7%	0.1%
Mobile home residential	0.0%	0.0%	0.0%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Figure 11: Barrio Logan and Logan Heights | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the Barrio Logan and Logan Heights focus area is projected to remain constant between 2022 and 2035, with jobs increasing from 3,615 to 3,621, reflecting a net gain of only 6 jobs over the period.

Table 9: Barrio Logan and Logan Heights Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	3,615	3,621	6

Demographics

The total population in the Barrio Logan and Logan Heights focus area is projected to decline slightly, from 12,156 in 2022 to 11,756 in 2035, a net loss of 400 residents. The number of residents aged 17 and under decreases by 677, while the population aged 65 and older increases by 748. This shift indicates a declining share of youth (from 34% to 29.4%) and a growing share of older adults (from 9.2% to 15.9%), aligning with regional aging trends. Minority residents remain the overwhelming majority of the population, with a slight decrease from 90.6% in 2022 to 89.6% in 2035.

Table 10: Barrio Logan and Logan Heights Focus Area | Demographics

Categories	2022	2035	Change
Total population	12,156	11,756	-400
17 and under	4,135	3,458	-677
65 and older	1,118	1,866	748
Minority population	11,019	10,528	-491
% of population = youth	34.0%	29.4%	-4.6%
% of population = older	9.2%	15.9%	6.7%
% of population = minority	90.6%	89.6%	-1.0%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

Households in the Barrio Logan and Logan Heights focus area are projected to remain stable, increasing slightly from 3,561 in 2022 to 3,576 in 2035. Housing units grow very modestly as well, with an increase of 37 units over the same period. As of 2022, about 15% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Median household income is projected to decline slightly, from \$47,486 in 2022 to \$46,965 in 2035, and remains less than half of the County median, which is also projected to decline. Low-income households, defined as those earning less than \$45,000 in 2022 constant dollars, make up nearly half of all households and are expected to grow slightly from 1,665 to 1,698, with a small increase in their share from 46.8% to 47.5%. Refer to Table 11 for additional details.

Table 11: Barrio Logan and Logan Heights Focus Area | Housing

Categories	2022	2035	Change
Households	3,561	3,576	15
Housing units	3,872	3,909	37
Low-income households	1,665	1,698	33
% of low-income households	46.8%	47.5%	0.7%
Median household income	\$47,486	\$46,965	-\$521
County median household Income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars

Table 12: Barrio Logan and Logan Heights Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
Barrio Logan and Logan Heights focus area	740	15%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.2.3 Transportation

Transportation

Transit in the Barrio Logan and Logan Heights focus area is provided by several MTS bus routes and the Orange Line Trolley with the Blue Line Trolley not far outside the boundaries of the focus area. The Orange Line has one stop within the focus area (25th and Commercial Street Station) and records the highest average weekday boardings amongst stops located within the focus area at 992. Among bus services, Route 12 has the highest ridership with 460 weekday boardings, followed by Route 3 with 377. Other routes with lower ridership include Routes 929, 901, and 910. These services operate along the focus area's major corridors and are supported by numerous transit stops throughout the area. Active transportation infrastructure in the focus area is limited to a short on street bikeway segment along Ocean View Boulevard near Commercial Street, and a bicycle bridge across I-5 connecting Kearny Avenue and Logan Avenue. The Bayshore Bikeway–Barrio Logan segment is under construction near the boundary of the focus area, and is a key regional bike connection around the San Diego Bay.

Refer to Figure 12 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 13 for detailed ridership information.

Figure 12: Barrio Logan and Logan Heights | Transportation

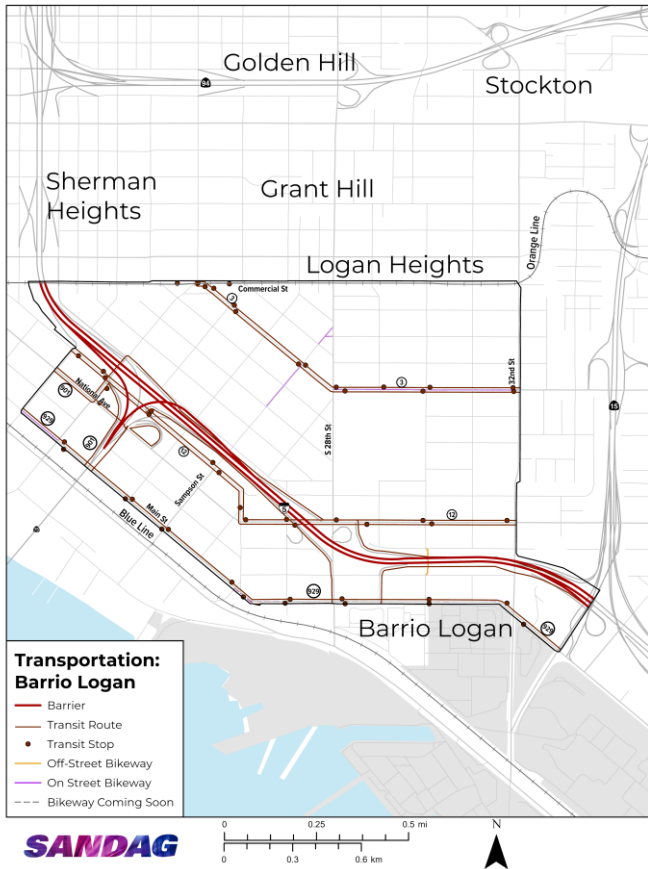


Table 13: Barrio Logan and Logan Heights Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways (Peak/Off-Peak)
12: City College-Skyline Hills	460	15/15
3: UCSD Hospital-Euclid TC	377	12/12
901: Iris TC-Downtown	74	15/30
910: Downtown-San Ysidro (OWL Service)	4	Overnight (30)
929: Downtown-Iris TC	214	12-15/13
Orange Line (Trolley)	992	15/15

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. The Barrio Logan and Logan Heights focus area contains five segments of the SFN, located along National Avenue, Cesar East Chavez Parkway, Commercial Street, 32nd Street, and Ocean View Boulevard.

Between 2018 and 2022, there were 834 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including 12 fatal collisions. Of these, six fatal collisions and 84 non-fatal collisions involved a bicyclist or a pedestrian. Collisions were primarily concentrated along the identified barrier (I-5), as well as the five previously mentioned SFN segments. Figure 13 shows the distribution of collisions, and Table 14 summarizes reported fatalities and collisions.

Figure 13: Barrio Logan and Logan Heights | Safety

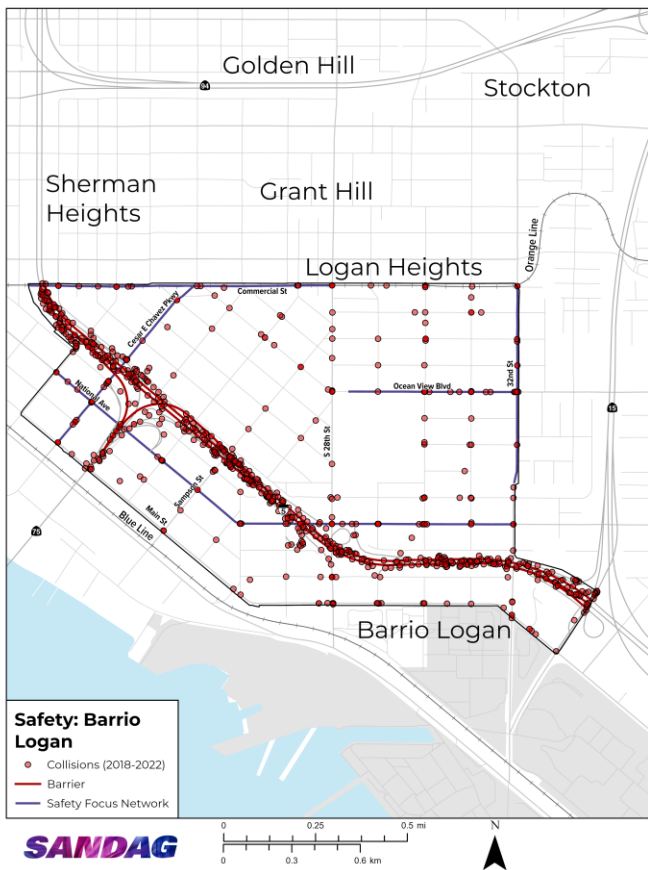


Table 14: Barrio Logan and Logan Heights Focus Area | Safety

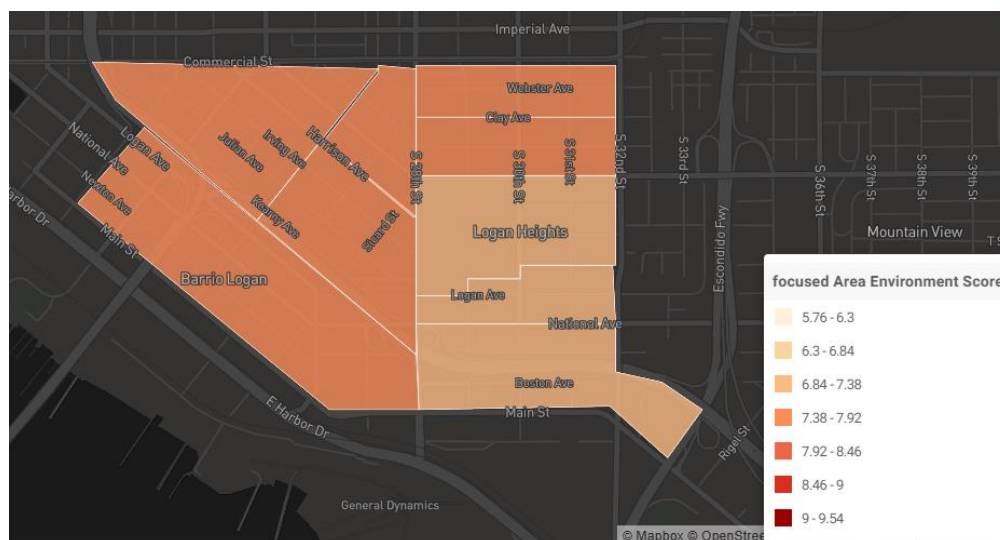
Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	6	84
Car, motorcycle, truck, bike, and pedestrian (all modes)	12	834

2.2.4 Resiliency and Additional Information

Environmental Health

The Barrio Logan and Logan Heights focus area shows a range of environmental scores from 6.84 to 7.7. The highest scores, representing the most burdened areas, are concentrated in the western portion of the focus area, particularly around Logan Avenue and Commercial Street. See Figure 14 for a visual representation of environmental scores across the focus area.

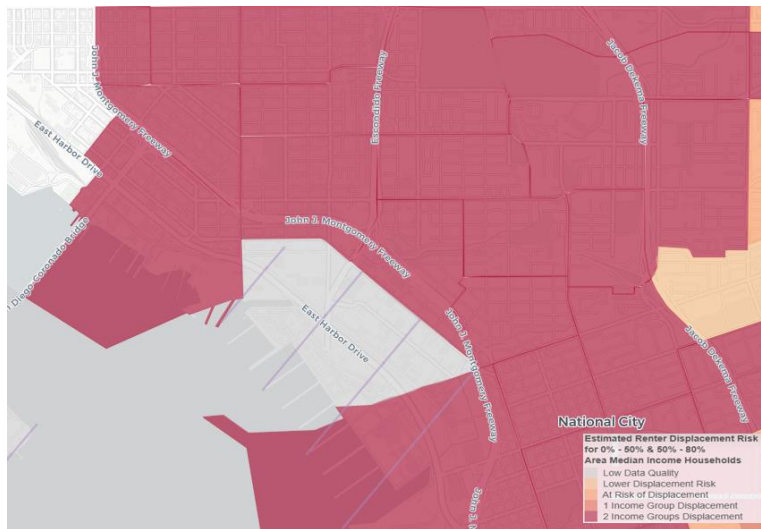
Figure 14: Barrio Logan and Logan Heights | Environmental Scores



Displacement

The majority of the Barrio Logan and Logan Heights focus area is categorized as “Extreme Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households. Only a small area in the southern portion of the focus area has “Low-Data Quality”, hence the lack of classification.

Figure 15: Barrio Logan and Logan Heights | Displacement Risk

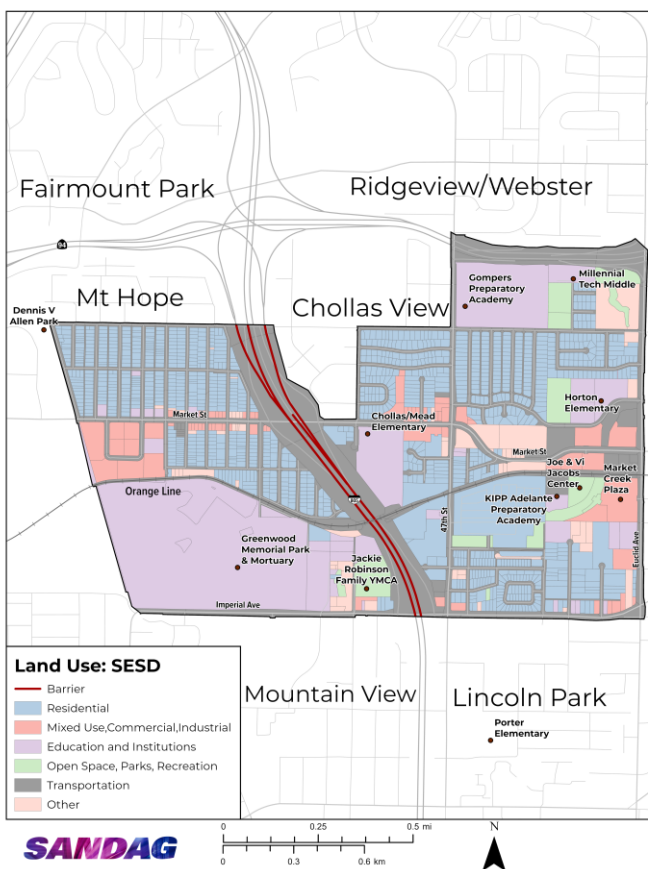


2.3 Southeast San Diego

2.3.1 Introduction

The focus area in Southeast San Diego is in the neighborhoods of Chollas View and Mount Hope. It includes mostly single-family housing, schools, community facilities, and commercial corridors. Areas with residential zoning show higher population concentrations near Hilltop Drive and toward the southeastern edge near Imperial Avenue. MTS Orange Line runs through the focus area and provides essential transit access. I-805 is the primary barrier, with the Orange Line posing some additional barriers, running north to south through the center of the area alongside a concentration of schools and public uses.

Figure 16: Southeast San Diego | Land Use



2.3.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the Southeast San Diego focus area is more evenly distributed among residential, commercial, and transportation categories, compared to other focus areas. Transportation and utilities account for 26.9% of the land in 2022, followed by single-family residential at 24.8% and commercial office at 22.4%. Other land use types, including education, multifamily residential, mobile home, industrial, and parks, make up the remaining share, as shown in Table 15.

Looking at the 2035 data, the distribution of land use categories remains relatively stable, with modest shifts such as a 1.4% increase in single-family residential, a 0.7% gain in mixed-use, and small declines in transportation, industrial, and parks categories. It is important to distinguish between an actual decline in a land use category and a decline in that category's share of total land use, which is the case for this forecast. Figures 16 and 17 visualize the land use distribution for this focus area.

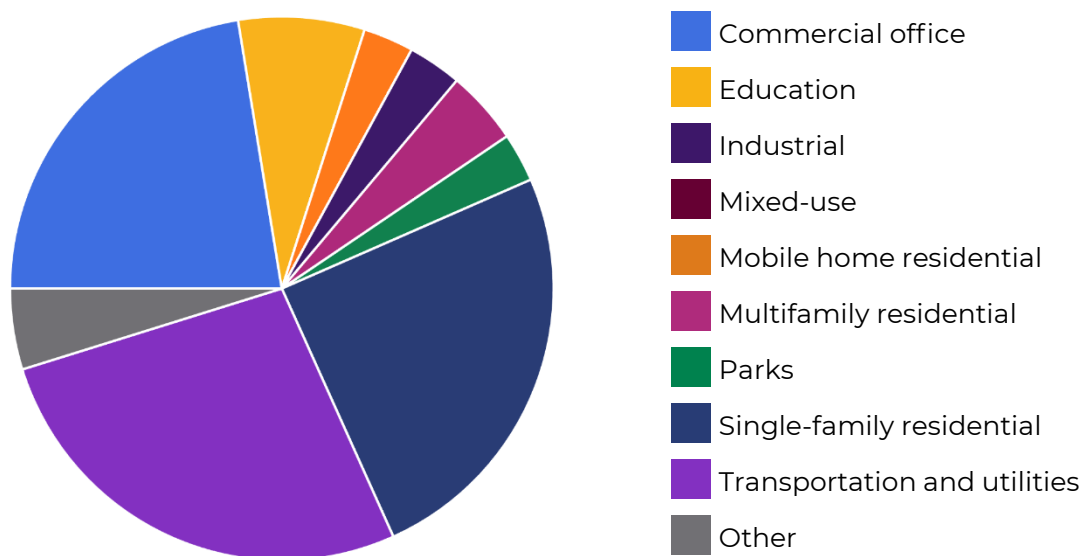
Figure 16 shows that many of the community assets sit on opposite sides of the I-805, which limits direct access between Mt Hope and other neighborhoods to the east. Several schools are located east of the freeway, while much of the residential area is on the west side, creating a clear separation between where people live and where these facilities are.

Table 15: Southeast San Diego | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Transportation and utilities	26.9%	26.6%	-0.3%
Single family residential	24.8%	26.2%	1.4%
Commercial office	22.4%	22.9%	0.5%
Education	7.5%	7.8%	0.3%
Other	4.8%	2.8%	-2.0%
Multifamily residential	4.4%	4.7%	0.3%
Mobile home residential	3.2%	3.2%	0.0%
Industrial	3.0%	2.7%	-0.3%
Parks	2.9%	2.4%	-0.5%
Mixed-use	0.0%	0.7%	0.7%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%.

Figure 17: Southeast San Diego | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the Southeast San Diego focus area are projected to grow very modestly between 2022 and 2035, with jobs increasing from 2,035 to 2,108, reflecting a net gain of 73 over the period.

Table 16: Southeast San Diego Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	2,035	2,108	73

Demographics

The total population in the Southeast San Diego focus area is projected to increase modestly, from 9,361 in 2022 to 9,995 in 2035, a net gain of 634 residents. The number of residents aged 17 and under is expected to decline by 367, while the population aged 65 and older will increase by 709. This indicates a demographic shift toward an aging population, with the share of youth declining from 27.3% to 21.9% and older adults increasing from 12.7% to 19.0%. Minority residents continue to represent the overwhelming majority of the population, with a slight increase from 91.2% in 2022 to 91.7% in 2035.

Table 17: Southeast San Diego Focus Area | Demographics

Categories	2022	2035	Change
Total population	9,361	9,995	634
17 and under	2,552	2,185	-367
65 and older	1,192	1,901	709
Minority population	8,535	9,165	630
% of population = youth	27.3%	21.9%	-5.4%
% of population = older	12.7%	19.0%	6.3%
% of population = minority	91.2%	91.7%	0.5%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

Households in the Southeast San Diego focus area are projected to grow steadily, increasing from 2,599 in 2022 to 2,939 in 2035, a gain of 340 households. Housing units follow a similar trend, growing by 350 units over the same period. Low-income households, defined as those earning less than \$45,000 in 2022 constant dollars, are expected to increase modestly from 1,103 to 1,231, with a slight decline in their overall share from 42.4% to 41.9%.

Median household income is projected to rise slightly from \$53,282 to \$53,644, while the county median is expected to decrease from \$97,680 to \$96,333, remaining nearly twice as high as in the focus area. As of 2022, approximately 9.8% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Table 18: Southeast San Diego Focus Area | Housing

Categories	2022	2035	Change
Households	2,599	2,939	340
Housing units	2,720	3,070	350
Low-income households	1,103	1,231	128
% of low-income households	42.4%	41.9%	-0.5%
Median household income	\$53,282	\$53,644	\$362
County median household income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars

Table 19: Southeast San Diego Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
Southeast San Diego focus area	421	9.8%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.3.3 Transportation

Transportation

Transit in the Southeast San Diego focus area is provided by several MTS bus routes and the Orange Line Trolley. The highest ridership among stops located within the focus area is on the Orange Line, with 1,397 average weekday boardings. Among bus routes, Route 13 has the highest ridership at 1,212 weekday boardings, followed by Routes 5, 4, and 955. Lower-ridership routes include Routes 3, 916, 917, and 60. These services operate along major roadways like Market Street, Imperial Avenue, and 47th Street. Active transportation infrastructure in the focus area includes a short off street bikeway segment near Market Street running alongside I-805 and a short on street bikeway segment along the eastern side of the focus area. Refer to Figure 18 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 20 for detailed ridership information.

Additionally, a portion of the Southeast San Diego focus area is also served by the new Southeastern Connect⁷, an on-demand, microtransit service in Southeastern San Diego. The service provides residents and visitors with accessible, sustainable connections to key destinations in the Mount Hope, Chollas View, and Emerald Hills neighborhoods.

⁷ San Diego Association of Governments. (2025). *Southeastern Connect*. [SANDAG - Southeastern Connect](#)

Figure 18: Southeast San Diego | Transportation

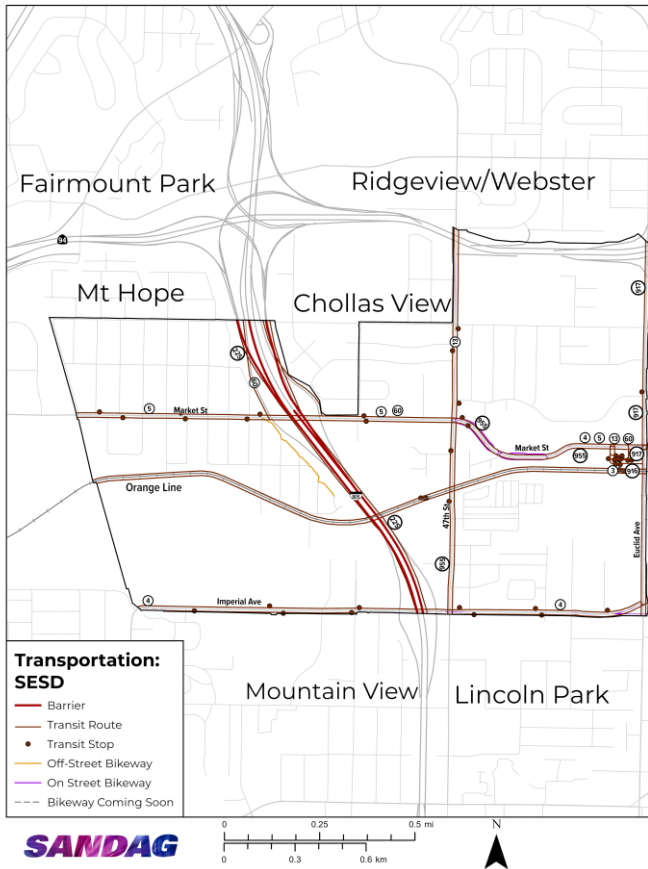


Table 20: Southeast San Diego Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	13 Headways (Peak/Off-Peak)
13: Kaiser Hospital-24th St TC	1,212	12/12
3: UCSD Hospital-Euclid TC	452	12/12
4: 12th and Imperial Trolley-Lomita Village	572	30/30
5: Downtown San Diego-Euclid TC	634	13/12
60: Euclid Av TC-UTC via Convoy	70	30/30
916: Oak Park-Emerald Hills Loop CW	123	30-60/30-60
917: Oak Park-Emerald Hills Loop CCW	104	30-60/60
955: National City-San Diego State University	587	12-14/12
Orange Line	1,397	15/15

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. The Southeast San Diego focus area contains four segments of the SFN, located along Imperial Avenue, 47th Street, Euclid Avenue, and 45th Street.

Between 2018 and 2022, there were 762 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including 13 fatal collisions. Of these, six fatal collisions and 69 non-fatal collisions involved a bicyclist or a pedestrian. Collisions were primarily concentrated along the identified barrier (I-805), as well as the four previously mentioned SFN segments. Figure 19 shows the distribution of collisions, and Table 21 summarizes reported fatalities and collisions.

Figure 19: Southeast San Diego | Safety

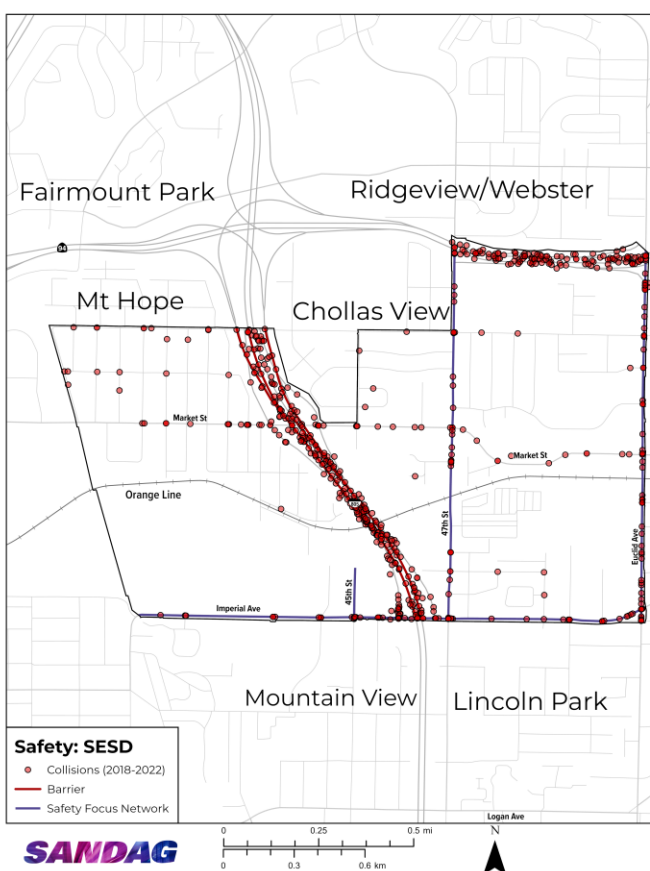


Table 21: Southeast San Diego Focus Area | Safety

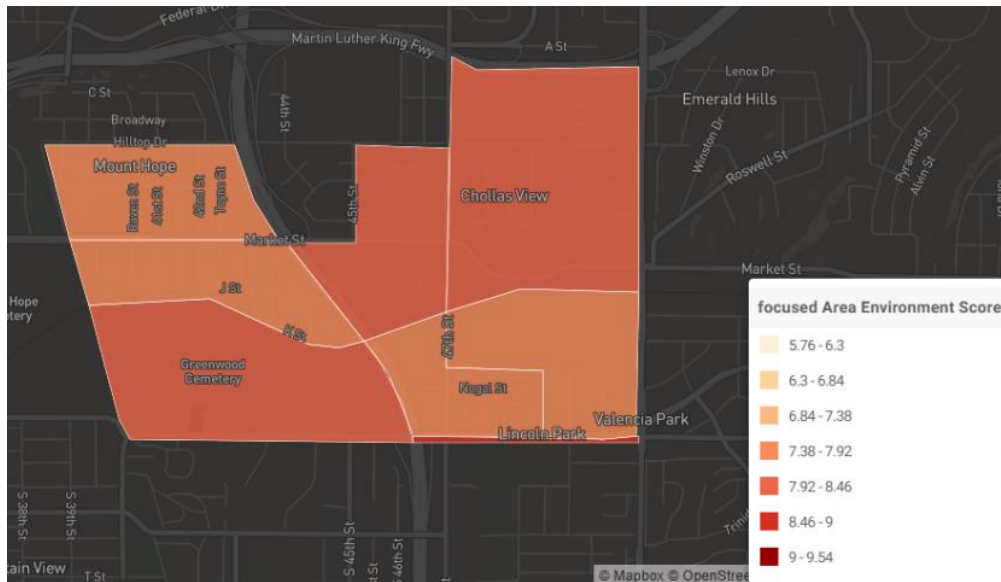
Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	6	69
Car, motorcycle, truck, bike, and pedestrian (all modes)	13	762

2.3.4 Resiliency and Additional Information

Environmental Health

The Southeast San Diego focus area shows a range of environmental scores from 7.4 to 8.3. The highest scores, representing the most burdened areas, are concentrated in the bottom left, and top right portions of the focus area. See Figure 20 for a visual representation of environmental scores across the focus area.

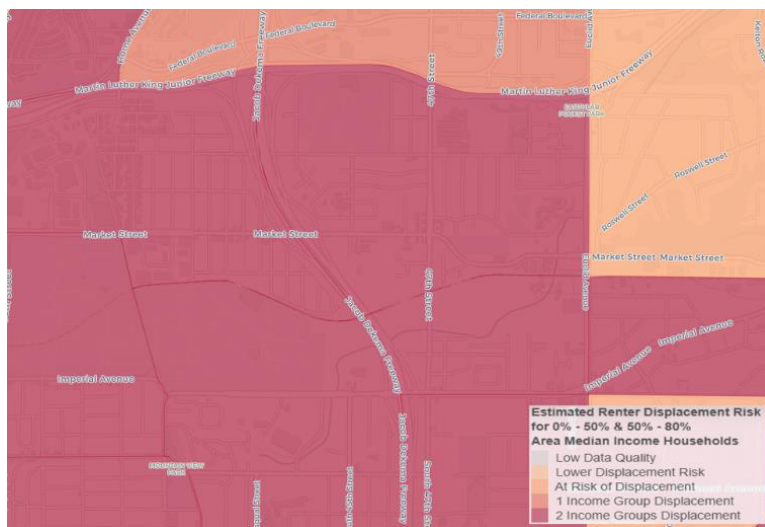
Figure 20: Southeast San Diego | Environmental Scores



Displacement

All of the Southeast San Diego focus area is categorized as “Extreme Displacement Risk” or “High Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households.

Figure 21: Southeast San Diego | Displacement Risk

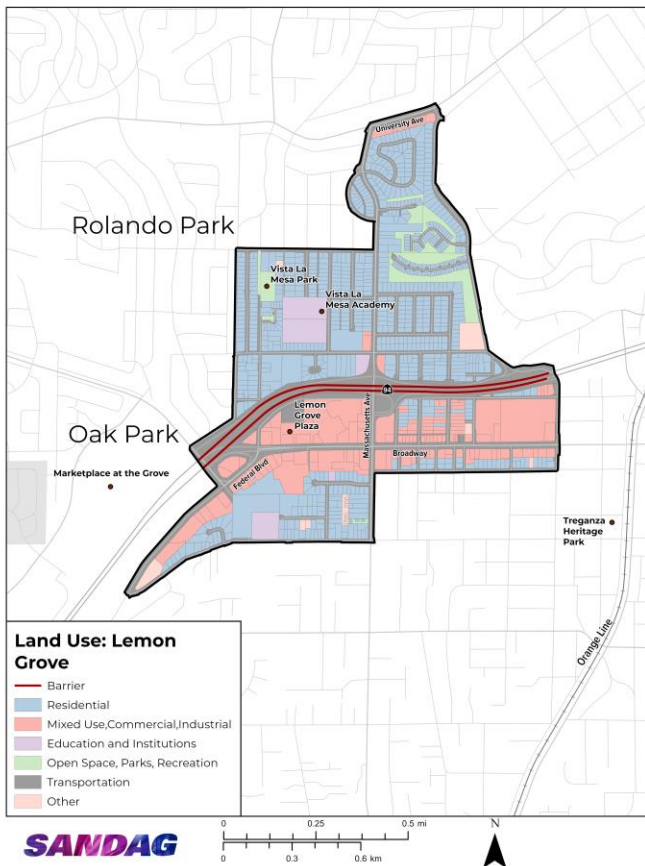


2.4 Lemon Grove

2.4.1 Introduction

The focus area in Lemon Grove is located in the north central part of the city, centered around Broadway, the main commercial corridor. The Lemon Grove focus area also includes part of the City of La Mesa and it is surrounded by residential neighborhoods, commercial activity, and several schools. The area includes a mix of land uses, with single-family homes, apartments, retail spaces, and public facilities. While population density varies, some sections are relatively dense. SR 94, also known as the Martin Luther King Jr. Freeway, runs through the southern portion of the focus area and serves as the primary barrier and boundary for the jurisdictions of La Mesa and Lemon Grove, with limited crossings and nearby roadway infrastructure shaping how people move throughout the area.

Figure 22: Lemon Grove | Land Use



2.4.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

The total land use composition in the Lemon Grove focus area is projected to remain relatively stable from 2022 to 2035. Single-family residential areas slightly decline from 33.8% to 32.2%, while multifamily residential increases from 8.7% to 10.1%, indicating modest housing diversification. Commercial office uses grow slightly from 20.8% to 21.2%, and transportation and utilities remain constant at 27.6%. Other categories, including parks, education, industrial, and mixed-use, show little to no change. Overall, the focus area maintains a consistent land use pattern through 2035, with only minor shifts toward higher-density housing and commercial uses. Figures 22 and 23 visualize the land use distribution for this focus area, and Table 22 has the breakdown.

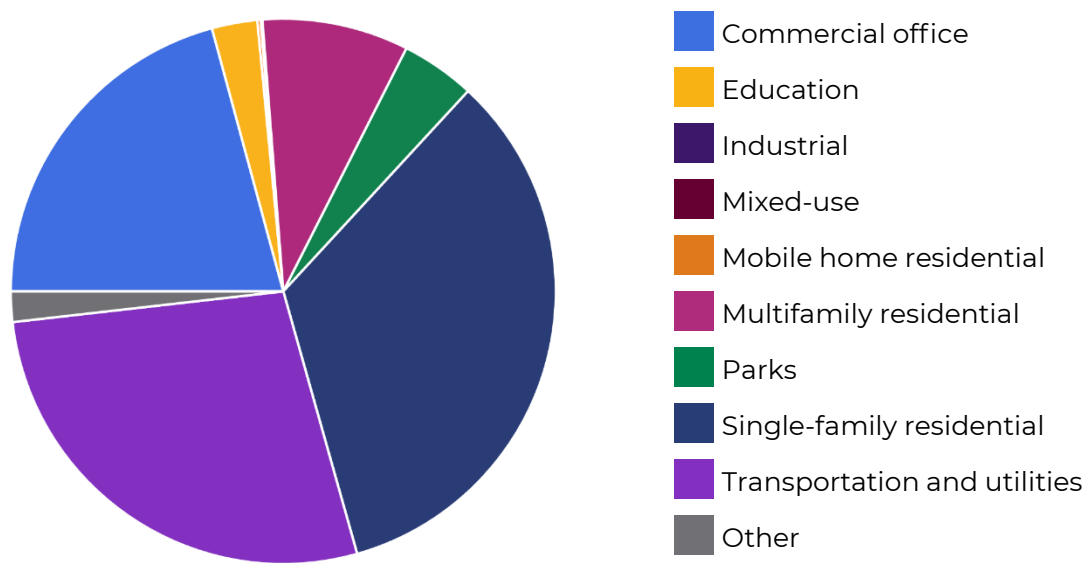
Figure 22 shows a clear split in land use. Most of the residential area sits north of the barrier, while the Broadway corridor to the south is mainly commercial. This layout makes it harder for residents on the north side to reach everyday services due to limited access points to cross the freeway and major roadways.

Table 22: Lemon Grove Focus Area | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Single family residential	33.8%	32.2%	-1.6%
Transportation and utilities	27.6%	27.6%	0.0%
Commercial office	20.8%	21.2%	0.4%
Multifamily residential	8.7%	10.1%	1.4%
Parks	4.4%	4.4%	0.0%
Education	2.7%	2.7%	0.0%
Other	1.8%	1.6%	-0.2%
Industrial	0.2%	0.2%	0.0%
Mixed-use	0.1%	0.1%	0.0%
Mobile home residential	0.0%	0.0%	0.0%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%.

Figure 23: Lemon Grove | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the Lemon Grove focus area is projected to grow between 2022 and 2035, with jobs increasing from 2,870 to 2,966, reflecting a net gain of 96 jobs over the period.

Table 23: Lemon Grove Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	2,870	2,966	96

Demographics

The total population in the Lemon Grove focus area is projected to decline slightly, from 4,590 in 2022 to 4,521 in 2035, a net loss of 69 residents. The number of residents aged 17 and under decreases by 239, while the population aged 65 and older increases by 235. This shift indicates a declining share of youth (from 31.5% to 26.7%) and a growing share of older adults (from 11.6% to 17.0%), aligning with regional aging trends. Minority residents remain the majority of the population, with a slight increase from 76.4% in 2022 to 76.8% in 2035.

Table 24: Lemon Grove Focus Area | Demographics

Categories	2022	2035	Change
Total population	4,590	4,521	-69
17 and under	1,447	1,208	-239
65 and older	532	767	235
Minority population	3,509	3,473	-36
% of population = youth	31.5%	26.7%	-4.8%
% of population = older	11.6%	17%	5.4%

Categories	2022	2035	Change
% of population = minority	76.4%	76.8%	0.4%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

Households in the Lemon Grove focus area are projected to remain stable, increasing slightly from 1,786 in 2022 to 1,826 in 2035. Housing units grow very modestly as well, with an increase of 27 units over the same period. As of 2022, about 8.6% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Median household income is projected to increase slightly, from \$56,269 in 2022 to \$60,351 in 2035, as opposed to the County median, which is projected to decline modestly. Low-income households, defined as those earning less than \$45,000 in 2022 constant dollars, make up approximately 40% of all households and are also expected to decline slightly from 745 to 729, with a small decline in their share from 41.7% to 39.9%, this differs from regional trend, as well as other focus areas that are expected to decrease in median household income. Refer to Table 25 for additional details.

Table 25: Lemon Grove Focus Area | Housing

Categories	2022	2035	Change
Households	1,786	1,826	40
Housing units	1,896	1,923	27
Low-income households	745	729	-16
% of low-income households	41.7%	39.9%	-1.8%
Median household income	\$56,269	\$60,351	\$4,082
County median household income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars

Table 26: Lemon Grove Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
Lemon Grove focus area	290	8.6%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.4.3 Transportation

Transportation

Transit in the Lemon Grove focus area is provided by several MTS bus routes. Route 856 has the highest average weekday boardings amongst stops located within the focus area at 173, followed by Route 936 with 167 boardings. Other routes with lower ridership include Routes 852, 916, and 917. These services operate along key corridors such as Broadway and Federal Boulevard. Active transportation infrastructure in the focus area consists only of on street bikeway segments, running mostly north of the barrier.

Refer to Figure 24 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 27 for detailed ridership information.

Figure 24: Lemon Grove | Transportation

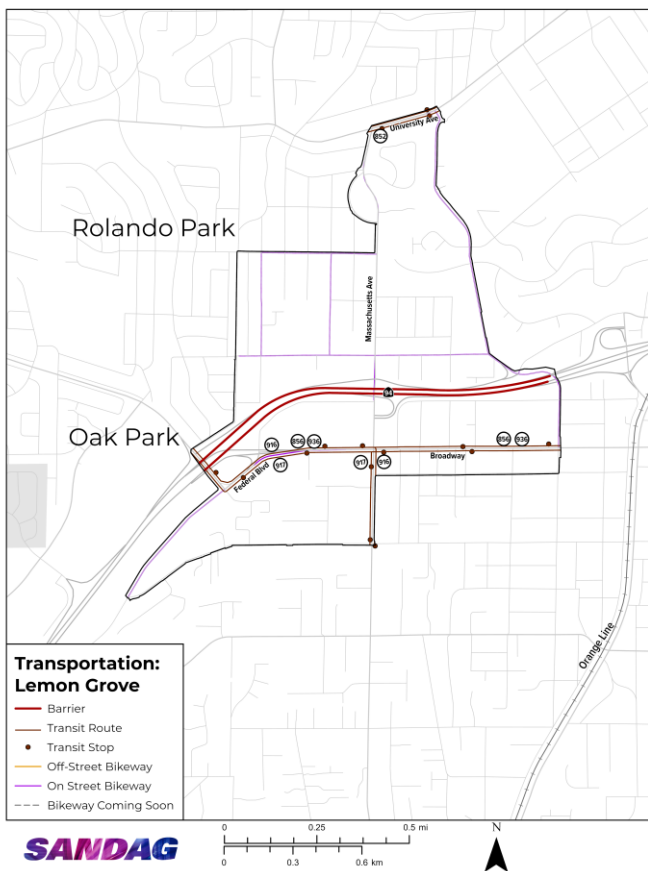


Table 27: Lemon Grove Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways (Peak/Off-peak)
852: University and 54th-Grossmont Transit Ctr	72	30/30
856: SDSU-Cuyamaca College	173	30/30
916: Oak Park-Emerald Hills Loop CW	24	30-60/30-60
917: Oak Park-Emerald Hills Loop CCW	10	30-60/60
936: Spring Valley-SDSU	167	30/30

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. The Lemon Grove focus area contains two segments of the SFN, located along Massachusetts Avenue, and Broadway.

Between 2018 and 2022, there were 606 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including six fatal collisions. Of these, four fatal collisions and 31 non-fatal collisions involved a bicyclist or a pedestrian. Collisions were primarily concentrated along the identified barrier (SR 94), as well as the two previously mentioned SFN segments. Figure 25 shows the distribution of collisions, and Table 28 summarizes reported fatalities and collisions.

Figure 25: Lemon Grove | Safety

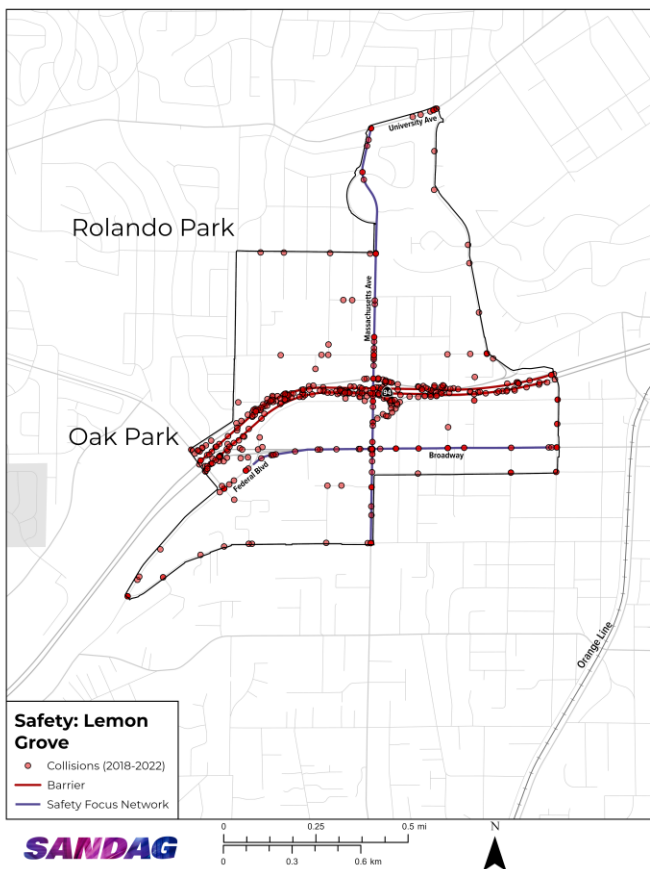


Table 28: Lemon Grove Focus Area | Safety

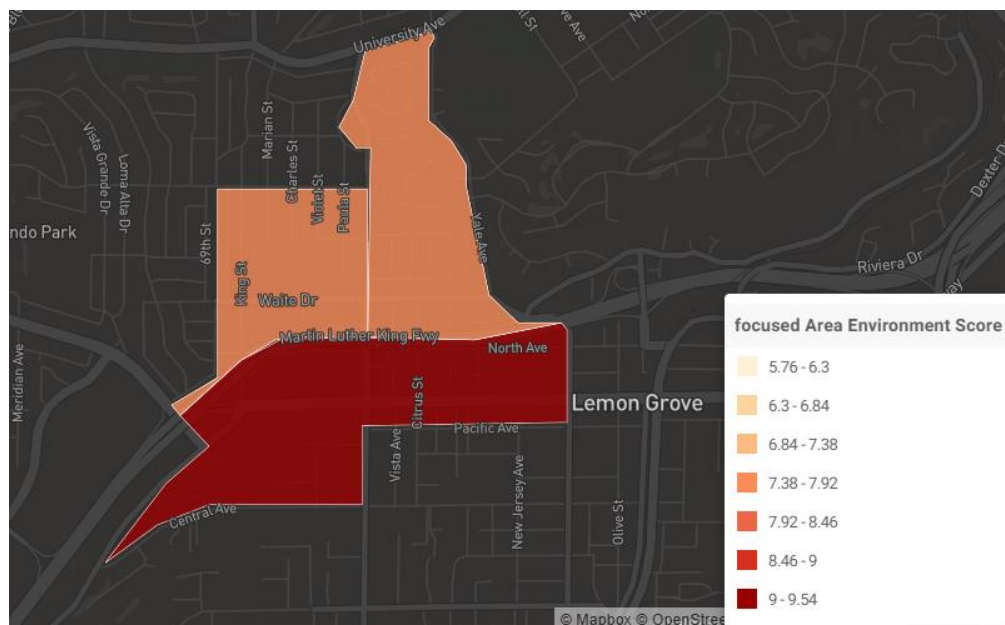
Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	4	31
Car, motorcycle, truck, bike, and pedestrian (all modes)	6	606

2.4.4 Resiliency and Additional Information

Environmental Health

The Lemon Grove focus area shows a range of environmental scores from 7.5 to 9.1. The highest scores, representing the most burdened areas, are concentrated in the southern portion of the focus area, particularly around Pacific and Central Avenue. See Figure 26 for a visual representation of environmental scores across the focus area.

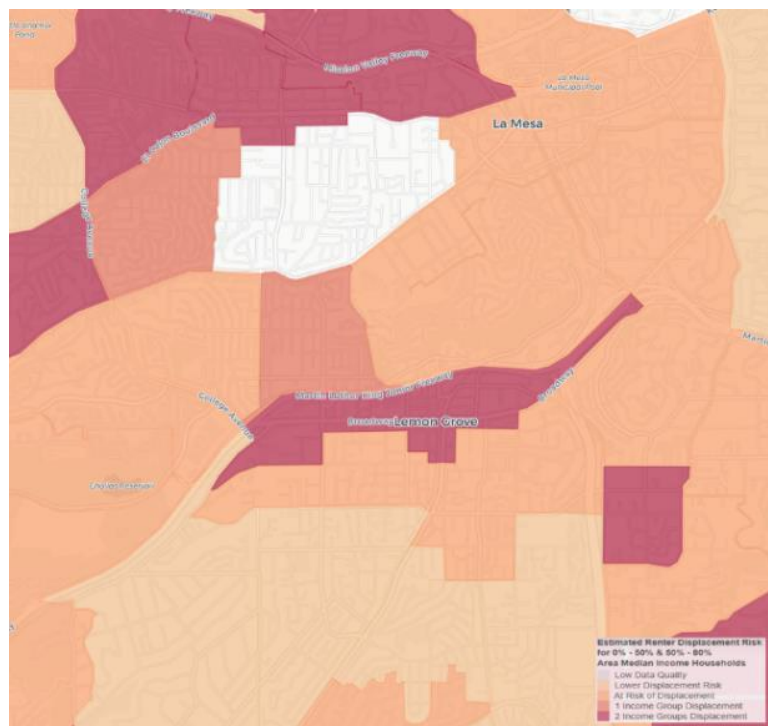
Figure 26: Lemon Grove | Environmental Scores



Displacement

Displacement risk varies across the Lemon Grove focus area. The southern portion is classified as “Extreme Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households. The northern portion has an area that falls under the “High Displacement Risk” classification, and a very small area with “Low-Data Quality” hence the lack of classification.

Figure 27: Lemon Grove | Displacement Risk

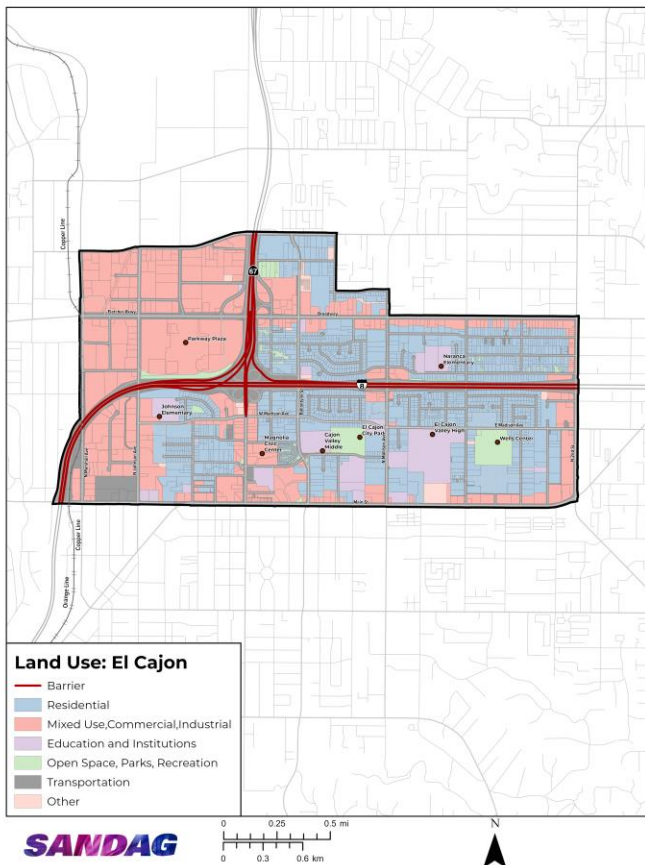


2.5 El Cajon

2.5.1 Introduction

The focus area in El Cajon is in the central part of the city and is the largest among the identified study areas. It includes a mix of single-family and multifamily residential neighborhoods, schools, commercial corridors, and parks. While population density varies across the area, it is considerably higher in the southern portion. The area is divided by two major transportation facilities—I-8 and SR 67—both of which serve as primary barriers, along with the associated on- and off-ramps and supporting infrastructure.

Figure 28: El Cajon | Land Use



2.5.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the El Cajon focus area is dominated by two categories: transportation and utilities, and commercial office, accounting for nearly half of the land. In 2022, transportation and utility use made up 24.2% of the land within the focus area, while commercial office space represented 23.4% within the focus area. The distribution of other land use types, including single and multifamily residential, industrial, education, parks, and minor categories, is shown in Table 29.

Looking at the 2035 data, land use categories remain largely stable with only minor shifts. Table 29 illustrates these small changes, including slight growth in mixed-use and marginal adjustments across residential, industrial, and other categories. Figures 28 and 29 visualize the land use distribution of the focus area.

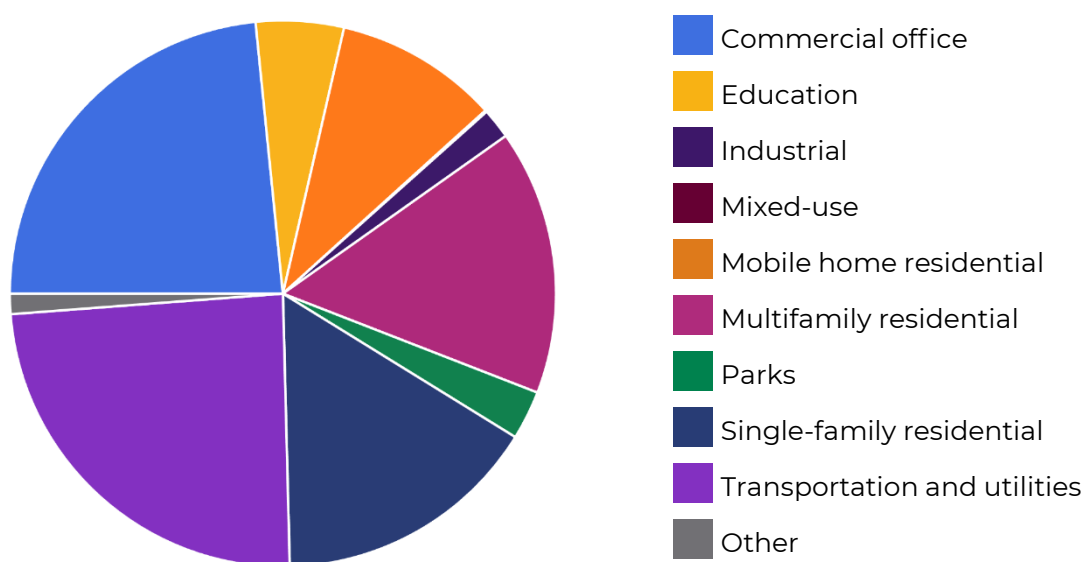
Figure 28 shows that most schools sit south of the barrier, while many residential areas, including the most of the northeast section, are on the opposite side. Parkway Plaza and other commercial areas in the northwest add to this split. This layout makes it harder for students living north of the freeway to reach their schools.

Table 29: El Cajon Focus Area | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Transportation and utilities	24.2%	24.1%	-0.1%
Commercial office	23.4%	23.8%	0.4%
Single family residential	15.8%	15.9%	0.1%
Multifamily residential	15.7%	15.6%	-0.1%
Industrial	9.7%	9.6%	-0.1%
Education	5.2%	5.2%	0.0%
Parks	2.9%	3.0%	0.1%
Mobile home	1.8%	1.8%	0.0%
Other	1.2%	0.5%	-0.7%
Mixed-use	0.1%	0.4%	0.3%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Figure 29: El Cajon | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the El Cajon focus area are projected to grow modestly between 2022 and 2035, with jobs increasing from 13,108 to 13,591, reflecting a net gain of 483 jobs over the period.

Table 30: El Cajon Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	13,108	13,591	483

Demographics

The total population in the El Cajon focus area is expected to decrease modestly, from 26,480 in 2022 to 25,332 in 2035, a net loss of 1,148 residents. The number of residents aged 17 and under decreases by 1,123, while the population aged 65 and older increases by 933. This shift indicates a declining share of youth (from 30.4% to 27.4%) and a growing share of older adults (from 10.2% to 14.3%), consistent with regional trends. Minority residents continue to make up more than half of the population, with a small change from 54.8% in 2022 to 56.6% in 2035.

Table 31: El Cajon Focus Area | Demographics

Categories	2022	2035	Change
Total population	26,480	25,332	-1,148
17 and under	8,058	6,935	-1,123
65 and older	2,691	3,624	933
Minority population	14,518	14,334	-184
% of population = youth	30.4%	27.4%	-3.0%
% of population = older	10.2%	14.3%	4.1%
% of population = minority	54.8%	56.6%	2.2%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

Households in the focus area are projected to increase slightly, from 9,096 in 2022 to 9,219 in 2035. Housing units also grow by 141, indicating modest growth of the housing stock. As of 2022, approximately 9.4% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Median household income is \$47,125 (2022 constant dollars) and is expected to increase slightly to \$47,815 by 2035, in contrast to the County median which is projected to decline over the same period (\$97,680 in 2022 to \$96,333 in 2035). Despite this increase, household incomes in the focus area remain less than half of the County median. For the purposes of this report and to be consistent across data sources, low-income households are defined as annual incomes below \$45,000 in 2022 constant year dollars. 48.3% of the total households in the focus area are considered low-income, with a slight increase expected from 2022 to 2035 (4,392 to 4,408) but a nearly stable share of total households (48.3% to 47.8%). Refer to Table 32 for additional details.

Table 32: El Cajon Focus Area | Housing

Categories	2022	2035	Change
Households	9,096	9,219	123
Housing units	9,423	9,564	141
Low-income households	4,392	4,408	16
% of low-income households	48.3%	47.8%	-0.5%
Median household income	\$47,125	\$47,815	\$690
County median household income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars.

Table 33: El Cajon Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
El Cajon focus area	1,080	9.4%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.5.3 Transportation

Transportation

Transit in the El Cajon focus area is provided by several MTS bus routes and the Copper Line at Arnele Avenue Station. Route 815 (El Cajon Transit Ccenter-East Main Street) has the highest average weekday boardings amongst stops located within the focus area at 415, followed by the Copper Line Trolley with 350 boardings. Other routes with moderate ridership include Routes 864 and 848, each with approximately 285–290 weekday boardings. Other routes with slightly lower ridership include Routes 874, 875, 833, 894 and 872. These transit services operate along major corridors such as Broadway, Main Street, and Fletcher Parkway, supported by stops distributed throughout the focus area. Active transportation infrastructure in the focus area consists of on street bikeway segments running throughout the focus area, as well as some off street bikeways on the recently completed “Main Street Green Street Project”⁸, along South Marshall Avenue and West Main Street.

Refer to Figure 30 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 34 for detailed ridership information.

Additionally, a portion of the El Cajon focus area is also served by the Via San Diego El Cajon⁹ on-demand shared transit service.

⁸ City of El Cajon. (n.d.). *Main Street Green Street Project*. [Main Street Green Street Project | El Cajon, CA](#)

⁹ City of El Cajon. (n.d.). Via San Diego El Cajon.

<https://www.elcajon.gov/home/showpublisheddocument/28900/638772847983970000>

Figure 30: El Cajon | Transportation

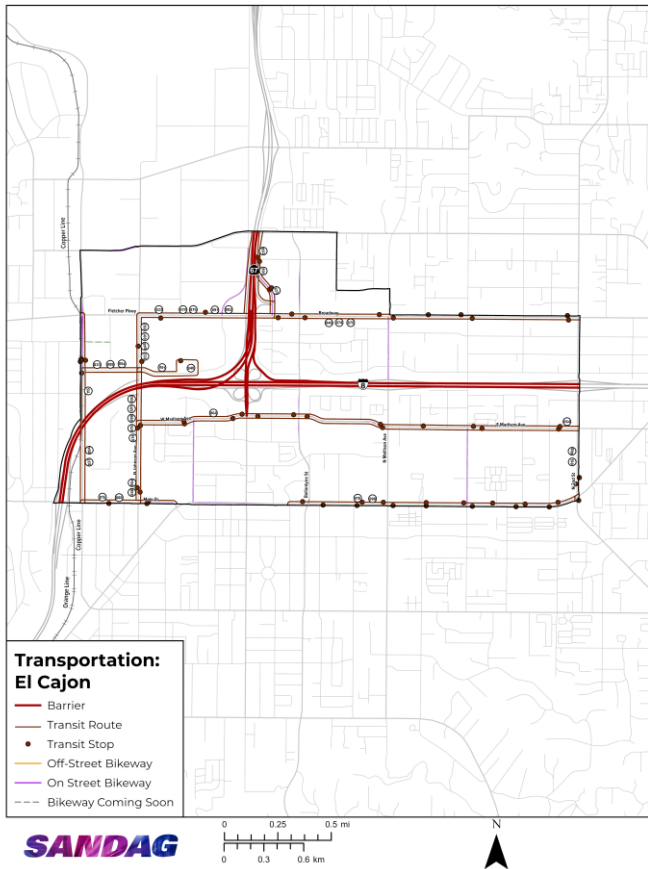


Table 34: El Cajon Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways (Peak/Off-Peak)
115: El Cajon TC-SDSU TC	12	30/30
815: El Cajon TC-East Main St	415	15/15
833: Santee Center-Parkway Plaza	51	45/45
848: El Cajon-Lakeside	285	30/30
864: El Cajon-East County Sq	290	30/30
872: El Cajon Shuttle loop counterclockwise	1	30/30
874: El Cajon Eastside Shuttle clockwise	121	30/30
875: El Cajon Eastside Shuttle counterclockwise	147	30/30
894: Morena/Campo-El Cajon	32	8 trips daily
Copper Line (Trolley)	350	15/15

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. The El Cajon focus area contains nine segments of the SFN.

Between 2018 and 2022, there were 2,632 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including 31 fatal collisions. Of these, 13 fatal collisions and 199 non-fatal collisions involved a bicyclist or pedestrian. Collisions were primarily concentrated along both of the identified barriers (I-8 and SR 67), as well as major arterials, categorized as SFN segments, such as North Mollison Avenue, Madison Avenue, and Broadway. Figure 31 shows the distribution of collisions, and Table 35 summarizes reported fatalities and collisions.

Figure 31: El Cajon | Safety

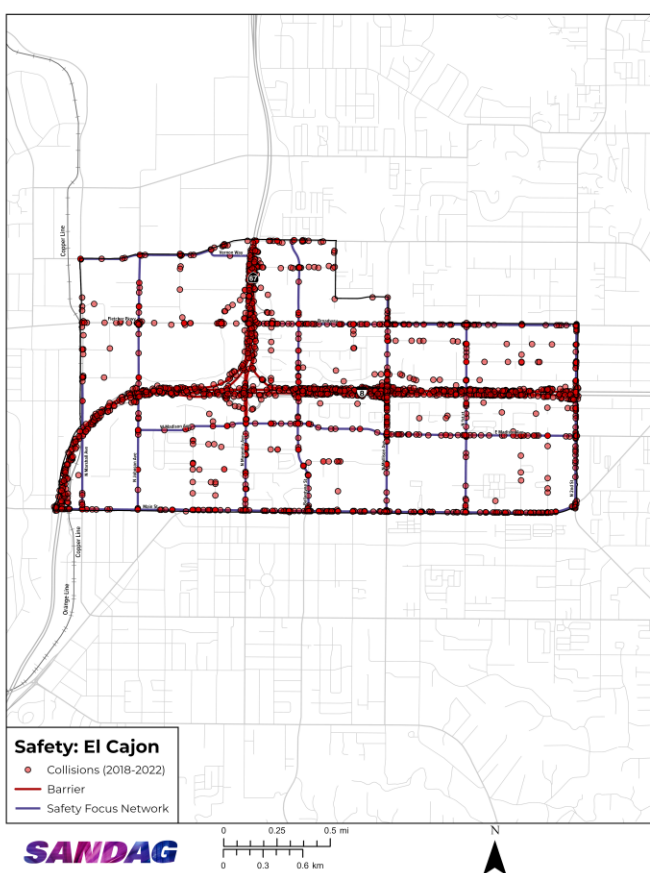


Table 35: El Cajon Focus Area | Safety

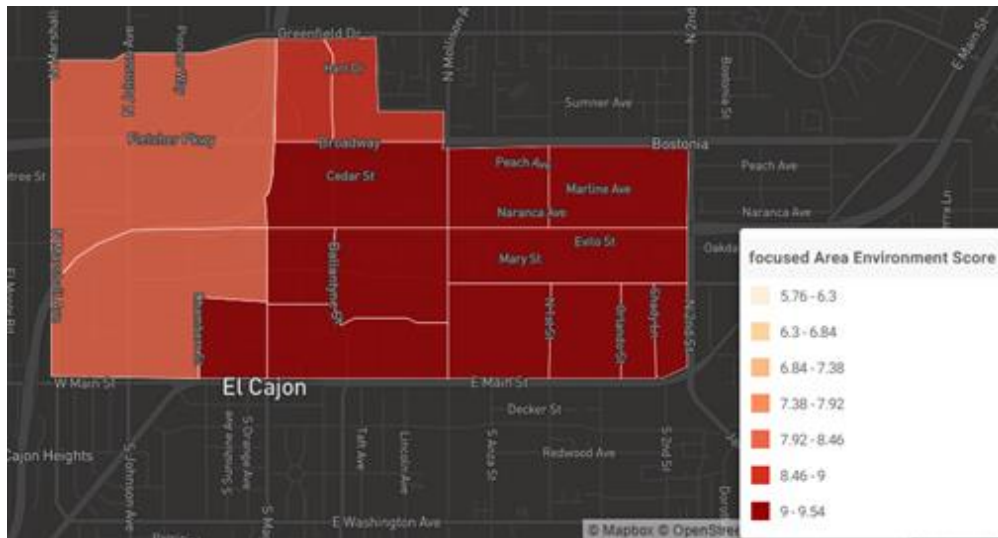
Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	13	199
Car, motorcycle, truck, bike, and pedestrian (all modes)	31	2,632

2.5.4 Resiliency and Additional Information

Environmental Health

The El Cajon focus area shows a range of environmental scores from 7.38 to 9.54. The highest scores, representing the most burdened areas, are concentrated in the central and eastern portions of the focus area, particularly around East Madison Avenue and Ballantyne Street, compared to lower scores in the northwest near Fletcher Parkway and Arnele Avenue. See Figure 32 for a visual representation of environmental scores across the focus area.

Figure 32: El Cajon | Environmental Scores



Displacement

The majority of the El Cajon focus area is categorized as “Extreme Displacement Risk” and “High Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households. Only a small area along North 2nd Street in the southeast is categorized as ‘Lower Displacement Risk’.

Figure 33: El Cajon | Displacement Risk

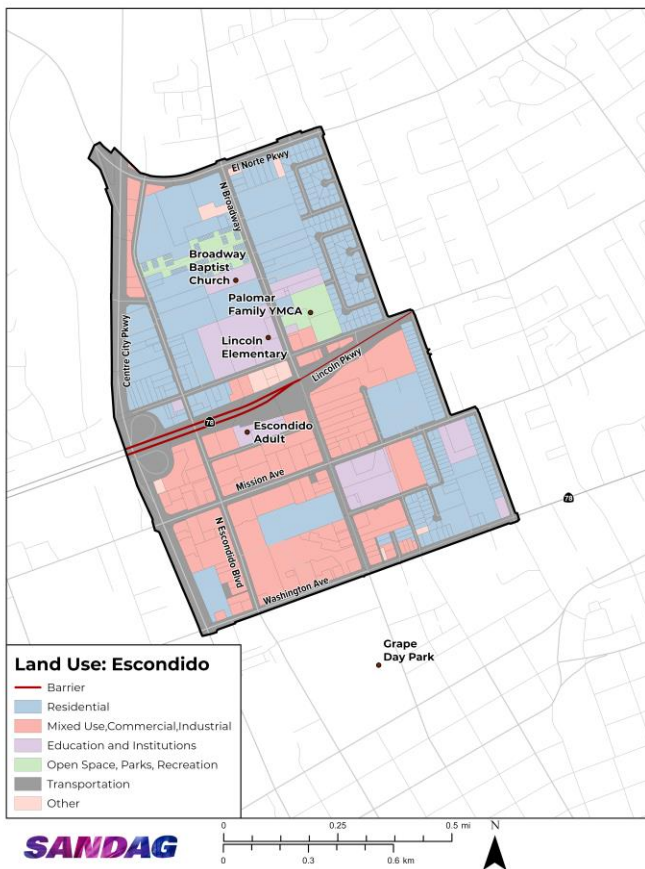


2.6 Escondido

2.6.1 Introduction

The focus area in Escondido is in the central part of the city. It includes primarily single-family housing, commercial corridors, and community-serving uses, with some sections showing relatively high population density. SR 78 ends within the focus area and continues as Lincoln Avenue, shifting from a freeway into a local arterial servicing a high-volume of cars at high speeds. This segment of SR 78 serves as the primary barrier through the area.

Figure 34: Escondido | Land Use



2.6.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the Escondido focus area is characterized by a mix of commercial, residential, and transportation-related uses. Commercial office makes up the largest share of land use at 29.3% in 2022, followed by transportation and utilities at 24.7%, and multifamily residential at 23.2%. Single-family residential represents 13.5%, while other categories such as education, parks, industrial, and mixed-use account for smaller portions of the total land area.

By 2035, the distribution of land use categories remains relatively stable, with modest shifts including a 1.8% decrease in commercial office space and a 1.7% increase in mixed-use. Table 36 summarizes the land use distribution for the Escondido focus area.

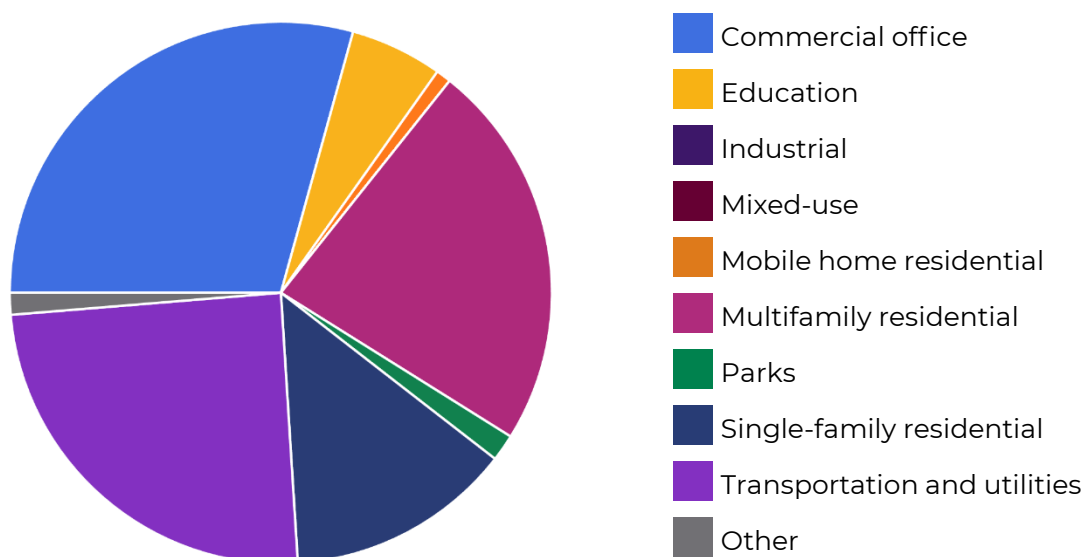
Figure 34 shows that most of the residential and educational uses like Lincoln Elementary is located north of the barrier, while a mix of services and commercial uses sit to the south.

Table 36: Escondido Focus Area | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Commercial office	29.3%	27.5%	-1.8%
Transportation and utilities	24.7%	24.7%	0.0%
Multifamily residential	23.2%	23.3%	0.1%
Single family residential	13.5%	13.5%	0.0%
Education	5.5%	5.5%	0.0%
Parks	1.6%	1.6%	0.0%
Other	1.3%	1.2%	-0.1%
Industrial	0.9%	0.9%	0.0%
Mixed-use	0.0%	1.7%	1.7%
Mobile home residential	0.0%	0.0%	0.0%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%.

Figure 35: Escondido | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the Escondido focus area are projected to remain stable between 2022 and 2035, with jobs increasing from 3,104 to 3,107, reflecting a net gain of only 3 jobs over the period.

Table 37: Escondido Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	3,104	3,107	3

Demographics

The total population in the Escondido focus area is projected to grow modestly, increasing from 8,192 in 2022 to 8,419 in 2035, a net gain of 227 residents. The number of residents aged 17 and under is expected to decrease by 325, while the population aged 65 and older is projected to increase by 405. This reflects a continued regional trend of population aging, with the share of older adults rising from 6.9% to 11.5%, and the share of youth declining from 31.7% to 27%. Minority residents continue to make up the majority of the population, though this proportion decreases slightly from 85% in 2022 to 82.8% in 2035. Refer to Table 38 for additional information.

Table 38: Escondido Focus Area | Demographics

Categories	2022	2035	Change
Total population	8,192	8,419	227
17 and under	2,596	2,271	-325
65 and older	563	968	405
Minority population	6,962	6,969	7
% of population = youth	31.7%	27%	-4.7%
% of population = older	6.9%	11.5%	4.6%
% of population = minority	85%	82.8%	-2.2%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

The total number of households in the Escondido focus area is projected to increase from 2,362 in 2022 to 2,572 in 2035, a net gain of 210 households. Housing units are also expected to rise by 250 during the same period. The number of low-income households is projected to grow modestly, from 1,001 in 2022 to 1,074 in 2035, though their overall share of total households declines slightly from 42.4% to 41.8%. As of 2022, about 13.8% of households in the focus area did not have access to a car, compared to 5.4% countywide.

Median household income in the focus area is projected to increase from \$51,870 in 2022 to \$52,910 in 2035 (in constant 2022 dollars), while the countywide median household income slightly decreases from \$97,680 to \$96,333. Table 39 summarizes household and income trends for the Escondido focus area.

Table 39: Escondido Focus Area | Housing

Categories	2022	2035	Change
Households	2,362	2,572	210
Housing units	2,443	2,693	250
Low-income households	1,001	1,074	73
% of low-income households	42.4%	41.8%	-0.6%
Median household income	\$51,870	\$52,910	1,040
County median household income	\$97,680	\$96,333	-\$1,347

Median household income is in 2022 constant dollars

Table 40 Escondido Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
Escondido focus area	497	13.8%
San Diego County	62,302	5.4%

** Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.6.3 Transportation

Transportation

Transit in the Escondido focus area is provided by NCTD's BREEZE bus system. Route 354 records the highest average weekday boardings amongst stops located within the focus area at 87, followed by Route 356 and Route 352. Other routes with lower ridership levels include Routes 357, 359, 355, 358, and 351, as well as limited-service school and circulator routes such as 651 and 652. These services operate along major corridors including Mission Avenue, Washington Avenue, Centre City Parkway, and El Norte Parkway and are supported by transit stops distributed throughout the area. Active transportation infrastructure in the focus area consists only of on street bikeway segments, running throughout the focus area.

Refer to Figure 36 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 41 for detailed ridership information.

Figure 36: Escondido | Transportation

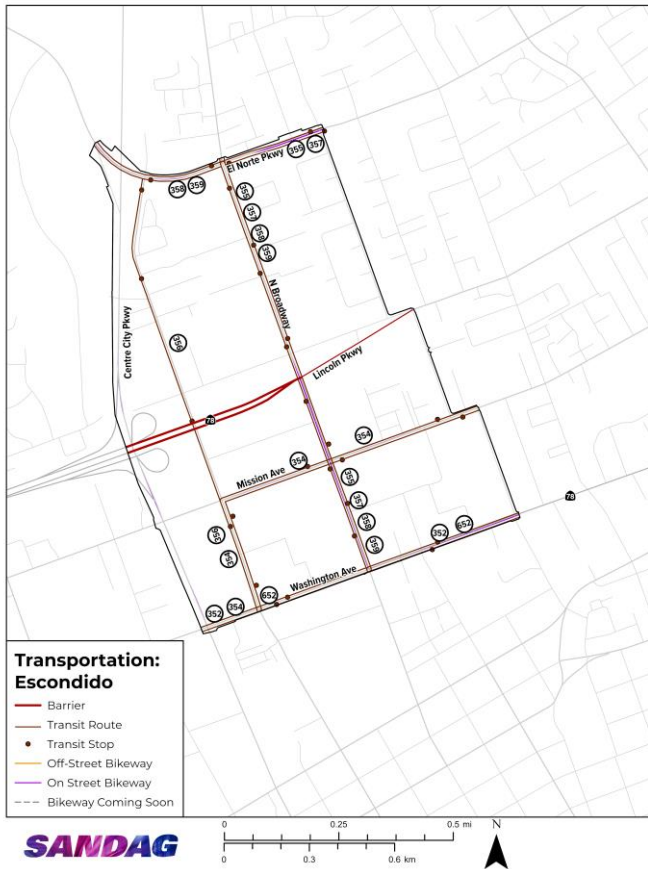


Table 41: Escondido Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways (Peak/Off-Peak)
351: Escondido Circulator (CCW)	13	20/20
352: Midway and Washington (clock)	60	20/20
354: Escondido TC-Orange Glen HS	87	30/30
355: N. Broadway to El Norte Parkway	27	60/60
356: Morningview and Escondido Blvd (clock)	65	30/30
357: Valley Parkway to El Norte Parkway	41	60/60
358: Escondido Country Club (Clock)	26	120/120
359: Escondido Country Club (Counter)	27	120/120
651: Escondido Circulator-Orange Glen HS	0.2	n/a
652: Midway and Washington-Orange Glen HS	5	n/a

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

*Circulator route

Safety

SANDAG's Vision Zero Action Plan illustrates where crashes occur, who is bearing the greatest burden, and what strategies can be implemented to support the goal of zero traffic deaths. The Escondido focus area contains nine segments of the SFN.

Between 2018 and 2022, there were 512 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including 4 fatal collisions. Of these, three fatal collisions and 65 non-fatal collisions involved a bicyclist or a pedestrian. Collisions were primarily concentrated along the identified barrier (SR 78), as well as the eight SFN segments. Figure 37 shows the distribution of collisions, and Table 42 summarizes reported fatalities and collisions.

Figure 37: Escondido | Safety

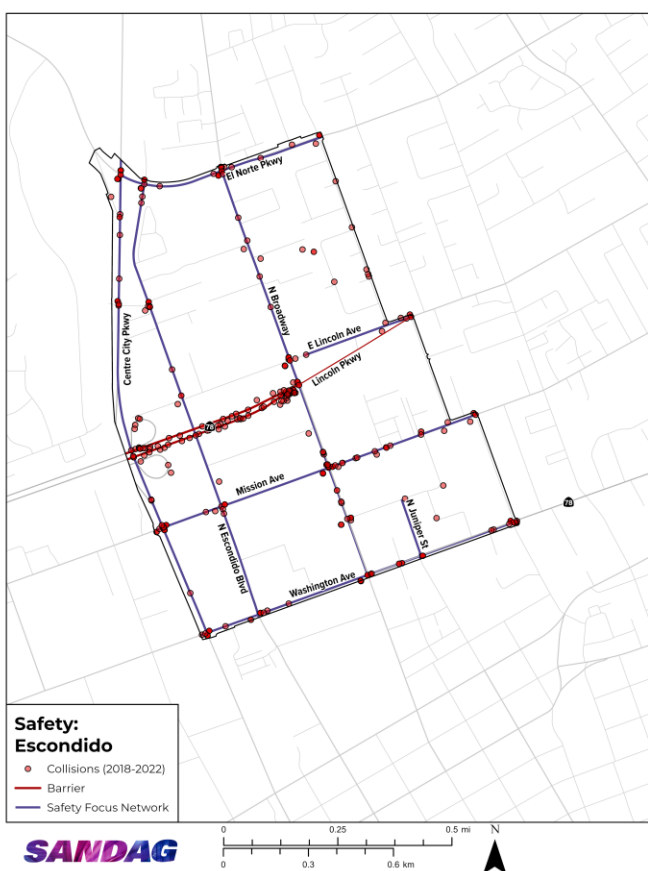


Table 42: Escondido Focus Area | Safety

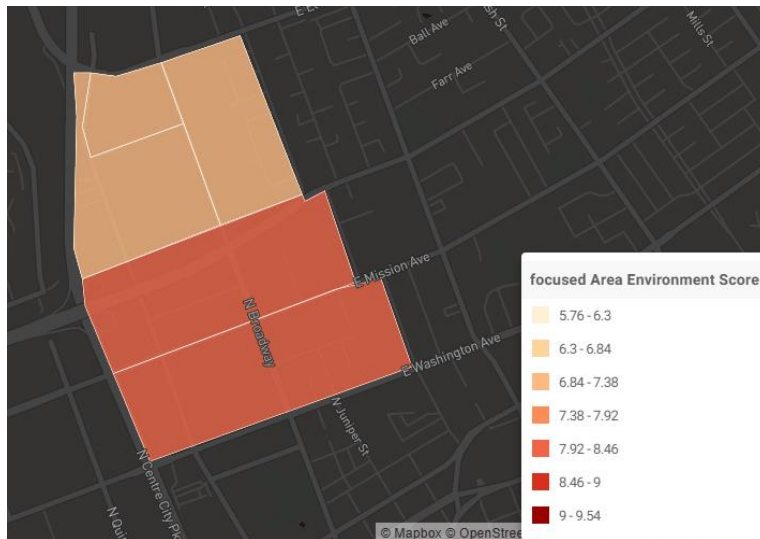
Mode	Total Fatalities (2018–2022)	Total Collisions (2018–2022)
Bike and pedestrian	3	65
Car, motorcycle, bike, and pedestrian (all modes)	4	512

2.6.4 Resiliency and Additional Information

Environmental Health

The Escondido focus area shows a range of environmental scores from 7.2 to 8.3. The highest scores, representing the most burdened areas, are concentrated in the southern portion of the focus area, particularly around North Broadway. See Figure 38 for a visual representation of environmental scores across the focus area.

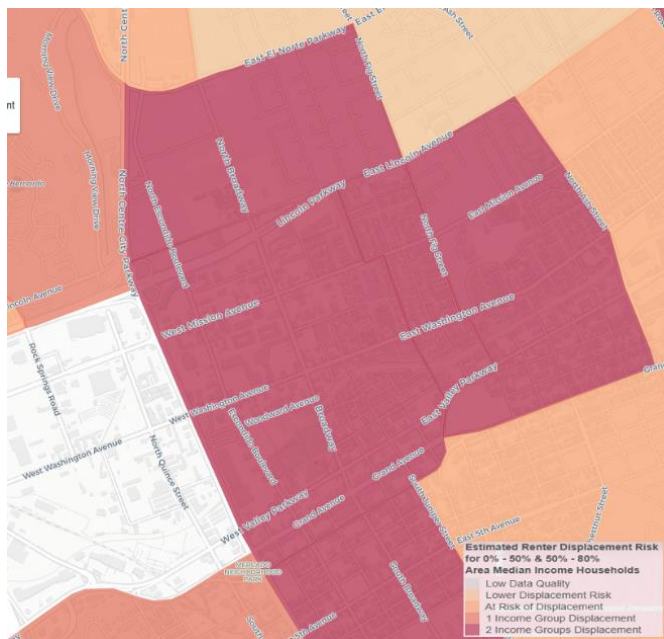
Figure 38: Escondido | Environmental Scores



Displacement

All of the Escondido focus area is categorized as “Extreme Displacement Risk” or “High Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households.

Figure 39: Escondido | Displacement Risk

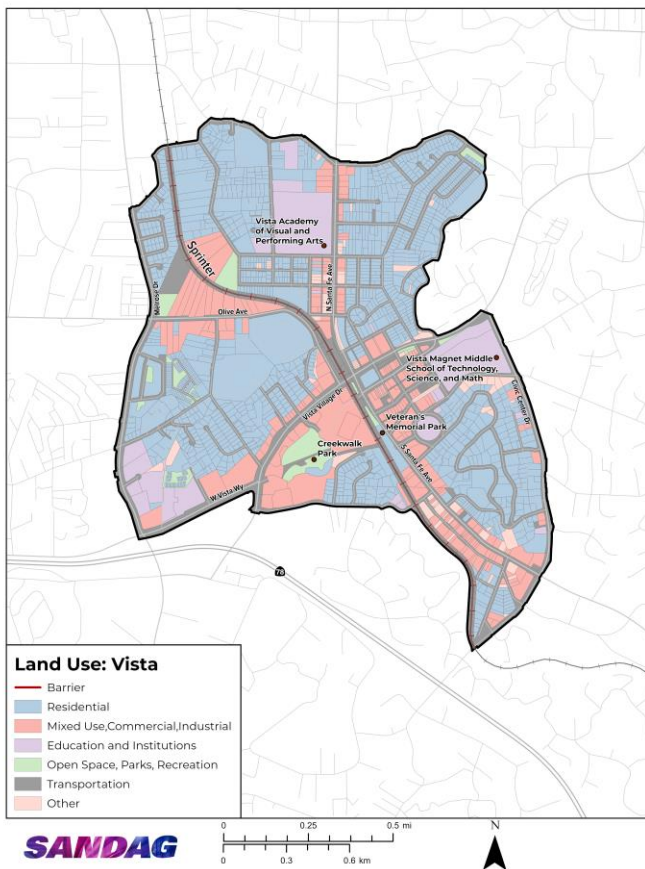


2.7 Vista

2.7.1 Introduction

The focus area in Vista includes the city's downtown and surrounding neighborhoods, with a mix of residential, commercial, and public uses concentrated near Vista Village Drive and South Santa Fe Avenue. The area is fairly dense and includes multiple schools, parks, and community spaces. The SPRINTER, a hybrid rail serving North County, runs through the center of the focus area and serves as the primary barrier.

Figure 40: Vista | Land Use



2.7.2 Land Use, Employment and Socioeconomic Characteristics

Land Use

Land use in the Vista focus area is primarily made up of two categories, single family residential and transportation and utilities, which together accounted for over half of all land in 2022. Single-family homes accounted for 31% of the land uses while transportation and utilities made up 23%. Commercial and office use included 16%, closely followed by multifamily residential at 12.5% demonstrating a wide range of land uses and activity for Vista's downtown area. Education at 6.1% and industrial land at 4.2% added smaller but notable shares. These and the remaining categories, such as parks at 1.1% and mobile homes at 3.9%, project little to no changes over time indicating limited or constrained opportunities for these uses, especially given the heavy presence of transportation and single family residential.

In addition, most categories remain stable by 2035, but a few notable shifts signal gradual changes in the land use. The most significant change is the introduction of mixed-use development, projected to account for 5.4% of land, reflecting an assumption of future redevelopment that integrates housing, retail, and services. At the same time, commercial and office uses decrease to 12.4%, offset in part by mixed-use growth, while both single-family and multifamily housing decline slightly. Figures 40 and 41 visualize the land use distribution for this focus area.

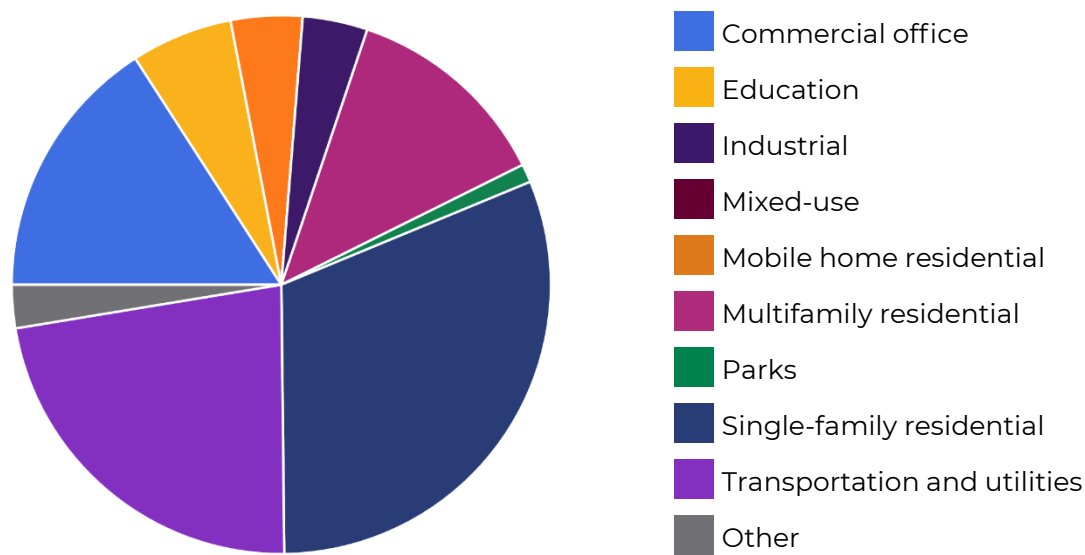
Figure 40 visualizes how there are limited opportunities for residents to cross from one side of the SPRINTER to the other, thus limiting access to the commercial uses along Vista Village Drive, as well as the separation of the Creekwalk Park from Veteran's Memorial Park.

Table 43: Vista | Land Use by Percentage

Land Use Categories	2022	2035	% Change
Single family residential	31.1%	30.4%	-0.7%
Transportation and utilities	22.6%	22.6%	0.0%
Commercial office	15.9%	12.4%	-3.5%
Multifamily residential	12.5%	12.2%	-0.3%
Education	6.1%	6.1%	0.0%
Industrial	4.3%	4.1%	-0.2%
Mobile home residential	3.9%	3.9%	0.0%
Other	2.6%	2.1%	-0.5%
Parks	1.1%	0.9%	-0.2%
Mixed-use	0.0%	5.4%	5.4%
Total	100%	100%	

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Figure 41: Vista | Land Use by Percentage



Employment

Employment, all wage and salary jobs, in the Vista focus area is projected to stay exactly the same between 2022 and 2035. The focus area includes Vista’s downtown and commercial hubs, and the number of jobs reflect the land use profile of this area.

Table 44: Vista Focus Area | Employment

	2022	2035	Change
Jobs (wage and salary)	3,262	3,262	0

Demographics

The total population in the focus area is projected to grow from 12,822 residents in 2022 to 14,627 in 2035, an increase of 1,805 people. The age profile, however, shifts during this period. The share of youth (17 and under) declines from 33.3% to 28.5%, while the older adult population (65 and over) nearly doubles in size, rising from 818 to 1,406 people and increasing from 6.4% to 9.6% of the total population. These shifts suggest gradual aging of the community, with fewer children and more seniors relative to the overall population by 2035, following general regional trends. Minority residents continue to make up the majority of the population, accounting for 82.8% of residents. By 2035, the minority share decreases slightly to 80.4%, though in absolute terms the minority population grows by over 1,100 people.

Table 45: Vista Focus Area | Demographics

Categories	2022	2035	Change
Total population	12,822	14,627	1,805
17 and under	4,268	4,164	-104
65 and older	818	1,406	588
Minority population	10,618	11,759	1,141
% of population = youth	33.3%	28.5%	-4.8%
% of population = older	6.4%	9.6%	3.2%
% of population = minority	82.8%	80.4%	-2.4%

Note: Percentages are rounded to one decimal place and may not sum to exactly 100%

Housing and Households

Households in the focus area increase from 3,565 in 2022 to 4,364 in 2035, while housing units rise by 855 during the same period suggesting growth in housing stock. As of 2022, approximately 5.9% of all households within the focus area did not have access to a car, compared to 5.4% countywide.

The median household income in the focus area in 2022 constant dollars was \$62,101 and is projected to remain relatively stable through 2035 at \$62,136. Compared to the County of San Diego, where the median income is \$97,680 in 2022 and forecasted at \$96,333 in 2035, the focus area median remains lower. For the purposes of this report and to be consistent across data sources, low-income households are defined as annual incomes below \$45,000 in 2022 constant year dollars. Low-income households account for 34.5% of households in 2022 and are projected to remain nearly unchanged at 34.8% by 2035.

Table 46: Vista Focus Area | Housing

Categories	2022	2035	Change
Households	3,565	4,364	799
Housing units	3,727	4,582	855
Low-income households	1,231	1,518	287
% of low-income households	34.5%	34.8%	0.3%
Median household income	\$62,101	\$62,136	\$35
County median household income	\$97,680	\$96,333	-\$1,347

Note: Median household income is in 2022 constant dollars

Table 47: Vista Focus Area | Zero-Car Households

Area of Reference	Zero-Car Households	% of Zero-Car Households
Vista focus area	235	5.9%
San Diego County	62,302	5.4%

**Zero-car households use American Community Survey data and census tract boundaries, therefore the extent of the geographies is slightly different*

2.7.3 Transportation

Transportation

Transit in the Vista focus area is provided by NCTD through both BREEZE bus routes and the SPRINTER hybrid rail service. The SPRINTER records the highest average weekday boardings amongst stops located within the focus area at 949. Among bus routes, Route 303 has the highest ridership at 473 weekday boardings, followed by Routes 302 and 332. Other bus routes operating in the area with lower ridership include Routes 305, 306, 318, and 334, while Route 632 serves a smaller number of riders. Transit services operate along key corridors such as Vista Way, Mission Avenue, Olive Avenue, and Santa Fe Avenue. Active transportation infrastructure in the focus area consists only of on street bikeway segments, running throughout the focus area.

Refer to Figure 42 for a visualization of transit service and other transportation elements within the focus area, including the active transportation classifications, and Table 48 for detailed ridership information. Additionally, the Vista focus area is also served by NCTD¹⁰, an on-demand transit service that provides shared rides within a service zone.

¹⁰ North County Transit District. (n.d.). *NCTD+ on-demand transit service*. [NCTD+ | NCTD - North County Transit District](#)

Figure 42: Vista | Transportation

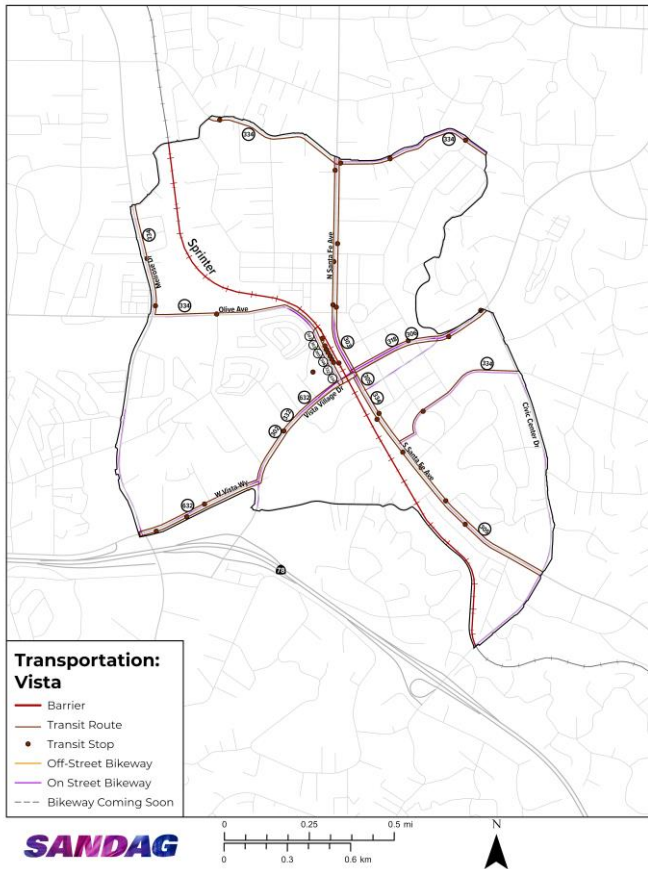


Table 48: Vista Focus Area | Transit

Route	Sum of Average Weekday Boardings among Stops in Study Area	Existing Headways (Peak/Off-Peak)
302: Oceanside-Vista via Vista Way	394	20/20
303: Oceanside-Vista via Mission Av	473	15/15
305: Vista-Escondido	269	30/30
306: Vista-Fallbrook	240	30/60
318: Oceanside TC-Vista TC via Oceanside Blvd	113	36-60/60
332: Vista TC-Buena Creek Station	307	22/30
334: Vista Circulator	113	30/40
632: Vista TC-Rancho Buena Vista HS	26	n/a
SPRINTER (Light Rail)	949	30/30

Note: Values represent the average number of passengers boarding and exiting at stops within the focus area on a typical weekday and are rounded to the nearest whole number.

**Circulator Route*

Safety

SANDAG's Vision Zero Action Plan identifies where crashes occur, who is most affected, and which strategies can help achieve the goal of zero traffic deaths. The Vista focus area contains three segments of the SFN located along major corridors such as South Santa Fe Avenue, Vista Village Drive, and Melrose Drive.

Between 2018 and 2022, there were 700 reported collisions within the focus area involving all modes (cars, motorcycles, trucks, bikes, and pedestrians), including 5 fatal collisions. Of these, 5 fatal collisions and 56 non-fatal collisions involved a bicyclist or a pedestrian. Collisions were primarily concentrated along the SFN corridors noted above. Figure 43 shows the distribution of collisions, and Table 49 summarizes reported fatalities and collisions.

Figure 43: Vista | Safety

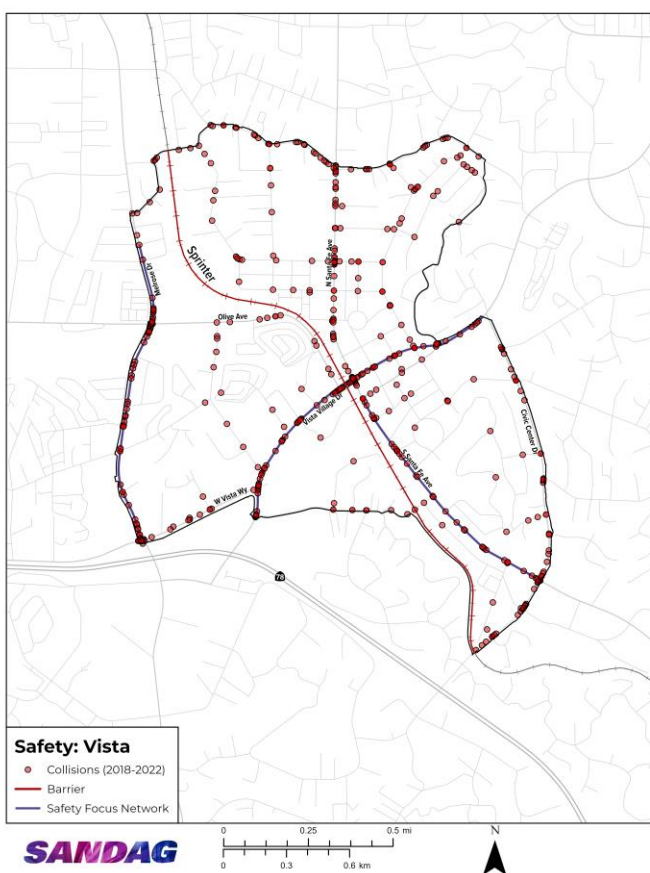


Table 49: Vista Focus Area | Safety

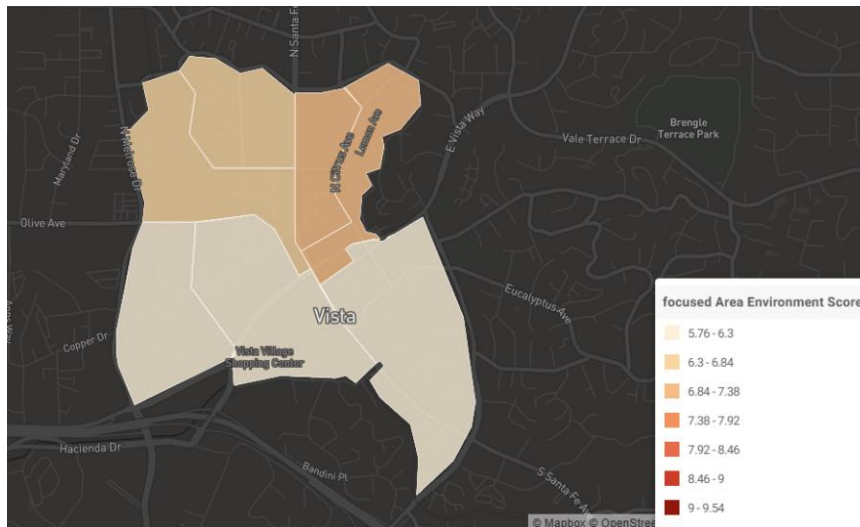
Mode	Total Fatalities (2018-2022)	Total Collisions (2018-2022)
Bike and pedestrian	5	56
Car, motorcycle, truck, bike, and pedestrian (all modes)	5	700

2.7.4 Resiliency and Additional Information

Environmental Health

The Vista focus area shows a range of environmental scores from 6.1 to 7.1. The highest scores, representing the most burdened areas, are concentrated in the northeastern portion of the focus area, particularly along North Santa Fe Avenue, Hillside Terrace, Main Street, and Townsite Drive. See Figure 44 for a visual representation of environmental scores across the focus area.

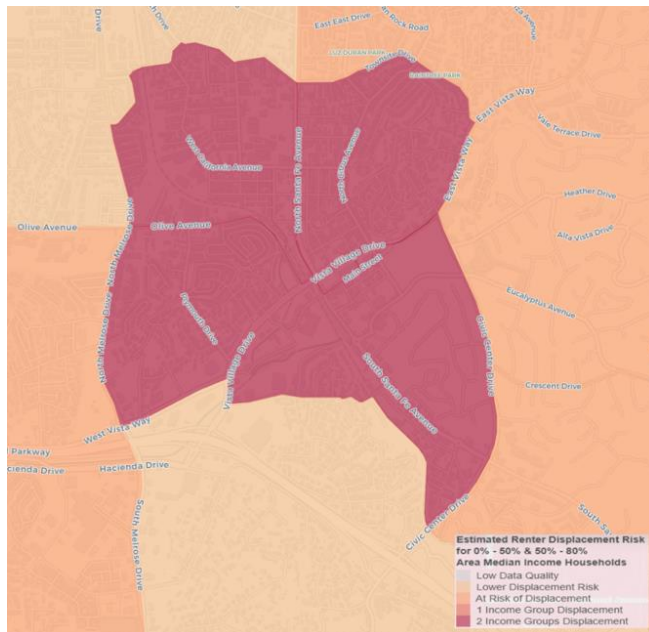
Figure 44: Vista | Environmental Scores



Displacement

All of the Vista focus area is categorized as “Extreme Displacement Risk” or “High Displacement Risk” for both very low-income (0 to 50% AMI) and low-income (50 to 80% AMI) households. A smaller section on the northeast quadrant of the focus area is categorized as “Extreme Displacement Risk” for both income categories.

Figure 45: Vista | Displacement Risk



3. Conclusion

The Reconnecting Communities (RCC) Study Existing Conditions Report establishes a baseline of current conditions in each of the seven focus areas. It documents demographic trends, land use patterns, transportation and mobility networks, safety conditions, environmental burdens, and displacement risk to provide a snapshot of the focus areas today. By using the same structure across all focus areas, the Existing Conditions Report allows comparisons, while showing how each focus area has unique conditions. As part of this baseline, the report also identifies the primary transportation barrier in each area to frame where disconnection occurs.

The information in this report informs the next phase of the RCC Study, to support the development of implementation strategies and solution concepts for each focus area. This next phase will shift from documenting existing conditions to outlining short-, medium-, and long-term solutions. The data and findings in this report will guide how solutions are tailored to each focus area and help ensure that strategies respond to existing conditions rather than applying a one-size-fits-all approach.