

Reconnecting Communities Study

July 2026

SANDAG

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Transportation Planning Grant

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Acronyms

AASHTO	The American Association of State Highway and Transportation Officials
AHSC	Affordable Housing & Sustainable Communities
ATGP	Active Transportation Grant Program
ATIIP	Active Transportation Infrastructure Investment
ATP	Active Transportation Program
ATTIMD	Advanced Transportation Technologies
CATS	Comprehensive Active Transportation Strategy and Implementation
CBOs	Community-based Organizations
CCLGP	Clean California Local Grant Program
CIP	Capital Improvement Programs
CRISI	Consolidated Rail Infrastructure & Safety
CSAP	Comprehensive Streets Action Plan
DIF	Developer Impact Fees
HDM	Caltrans Highway Design Manual
HSIP	Highway Safety Improvement Program
INFRA	Nationally Significant Multimodal Freight and Highways Projects Grants Program
LCTOP	Low Carbon Transit Operations Program
LPP / LLP	SB 1 Local Partnership
MEGA	National Infrastructure Project Assistance Grants Program
MTS	Metropolitan Transit System
NCTD	North County Transit–San Diego Railroad
OTS	Office of Traffic Safety
RC:H2B	Reconnecting Communities: Highways to Boulevards

RCC Study	Reconnecting Communities Study
RCE	Railroad Crossing Elimination Grant Program
RCP	Reconnecting Communities Pilot Program
REAP	Regional Early Action Planning Grant
ROM	Rough Order-of-Magnitude
RTP	Recreational Trails Program
Section 130 / RHCP	Railway-Highway Crossings Program
SEWG	SANDAG Social Equity Working Group
SGIP	Smart Growth Incentive Program
SS4A	Safe Streets and Roads for All
STEP	Sustainable Transportation Equity Project
STIP	State Transportation Improvement Program
TCC	Transformative Climate Communities
TIRCP	Transit and Intercity Rail Capital Program

Introduction

Purpose and Background of the Study

Transportation infrastructure shapes how people and communities reach jobs, services, schools, parks, health care, and friends and family. It can connect communities by providing safe and convenient access, or it can create physical barriers that divide neighborhoods and limit access to opportunities. Many highways, rail lines, ramps, and interchanges were built through or alongside established neighborhoods and created lasting divisions between homes and the destinations people rely on every day. These barriers can make local trips longer, less direct, less safe, and less comfortable, especially for people walking, biking, rolling, or using transit.

Funded through a Caltrans Sustainable Transportation Planning Grant awarded in 2024, SANDAG's Reconnecting Communities study (RCC Study) is an urban planning effort focused on understanding where highways, rail lines, ramps, interchanges, and other major transportation infrastructure have divided communities or made it harder for people to reach daily needs and key destinations. The study identifies opportunities and potential solutions to address transportation barriers in focus areas throughout the region by restoring access, rebuilding connections, and investing in neighborhoods impacted by past transportation decisions.

This study aligns with regional goals for safety, mobility, access, and healthy communities, and gives local jurisdictions and agency partners a shared foundation to build upon. By documenting current conditions, engaging communities, and organizing potential solutions into a clear framework, the study can support future planning and grant-seeking efforts by SANDAG and its member agencies as opportunities arise.

Reconnecting Communities

Reconnecting communities is about alleviating barriers. In practice, the work can be retrofitting, mitigating, removing, or replacing transportation barriers so that everyday trips become safer, easier, and more comfortable. A safer street crossing can help a student get to school. A better transit connection can help someone reach work. The removal of a highway ramp or improved underpass can help reconnect neighborhoods that have been separated for generations. Ultimately, this work is about connection and access.

A National and Statewide Movement

This study builds off the federal Reconnecting Communities Pilot Program (RCP), which was established in 2021 to help reconnect communities divided by transportation infrastructure. The program's goals are to restore community connectivity through the redevelopment of transportation infrastructure, advance health and equity for underserved communities by removing barriers, improve access to opportunity, create opportunities for affordable housing, and advance community-based transportation planning. States, including California, have advanced parallel programs and funding sources that pursue similar goals.

A History of Transportation Infrastructure

Transportation projects have lasting impacts on communities. The mid-twentieth century saw a large increase in highway construction across the country. While these investments transformed commerce and regional mobility, they also harmed existing communities by displacing residents and businesses or physically dividing once-connected neighborhoods. A report from the U.S. Department of Transportation observed that highway routes have often been located where land costs were lowest or political resistance was weakest, disproportionately affecting low-income neighborhoods and communities of color. The effects of these decisions are still visible today. While transportation investments have improved regional mobility and economic connectivity, their local effects have varied depending on how and where facilities were planned and built. Research and experience point to the following recurring impacts:

- Highways and rail lines can reduce access to essential services and economic opportunities by lengthening travel times and restricting the routes available to reach schools, jobs, health care, and parks.
- The neighborhoods that transportation infrastructure cut through may experience long-term economic decline and disinvestment.
- Transportation infrastructure can sever historic and cultural connections within and between communities.
- There can be increased safety risks for people walking, biking and rolling.

Together, these impacts reshape the physical layout of communities and change where people can walk, where businesses are located, and how easy it is to travel between neighborhoods. Understanding this history is essential to identifying solutions that respond to the real conditions communities experience.

Transportation Infrastructure in the San Diego Region

Consistent with national transportation trends in the mid-twentieth century, as the San Diego region grew, highways, interchanges, and rail corridors were extended through and alongside established neighborhoods. These facilities supported regional mobility and economic growth, but in many communities, they also created physical divisions that cut residents off from nearby destinations, community resources, and opportunities.

Transportation barriers continue to shape daily life for these affected communities. Residents often face limited and indirect routes across highways and rail lines, gaps in safe walking and biking connections, and challenges reaching transit, schools, parks, jobs, and services. These conditions affect mobility and access, and they influence safety, health, and the sense of connection within, and between neighborhoods.

Goals and Objectives

The study's goals, benefits, and strategies set the direction for the work and frame how potential solutions were identified and organized. Together, they describe what the study seeks to achieve, what communities stand to gain, and how SANDAG and its partners can move ideas toward implementation.

Goals

- Reconnect communities impacted by past transportation infrastructure decisions

- Reduce the barriers in communities created by highways and railroads
- Enhance people's connections to key community destinations

Benefits

- Improved travel safety and reduced traffic conflicts
- More travel options that are comfortable and accessible (including walking and biking)
- Seamless travel between neighborhoods
- Enhanced economic opportunities and access to community resources

Strategies

- Foster community and agency partnerships
- Highlight solutions and opportunities that address key community-identified challenges
- Sequence improvements to deliver low-cost, community-supported solutions quickly
- Pursue grants and other funding opportunities to help advance identified solutions
- Create regional implementation strategies

Focus Areas

How Focus Areas Were Developed

The first step of the study was defining disconnected communities to help identify project focus areas in the region. Working with the SANDAG Social Equity Working Group (SEWG)¹, SANDAG defined disconnected communities as low-income communities that were physically separated and/or displaced by transportation infrastructure such as highways and railways that created barriers to access and opportunities such as work, education, open spaces, medical services, and retail further burdened by safety, health, and mobility impacts and historical disinvestment. This definition shaped the analysis and guided how the study identified and prioritized areas for deeper analysis. This definition served as the foundation for the next steps of the study and guided the analysis that followed to identify seven focus areas within the region.

SANDAG began the study by looking across the region at communities near major transportation networks. To do so, staff developed an index measuring the level of disconnection along those networks, drawing on standardized indicators that capture the primary ways transportation infrastructure affects communities. The study area for this analysis encompassed a half-mile buffer on either side of the region's highways and railways, and the analysis was conducted at the census block group level using public and licensed data sources.

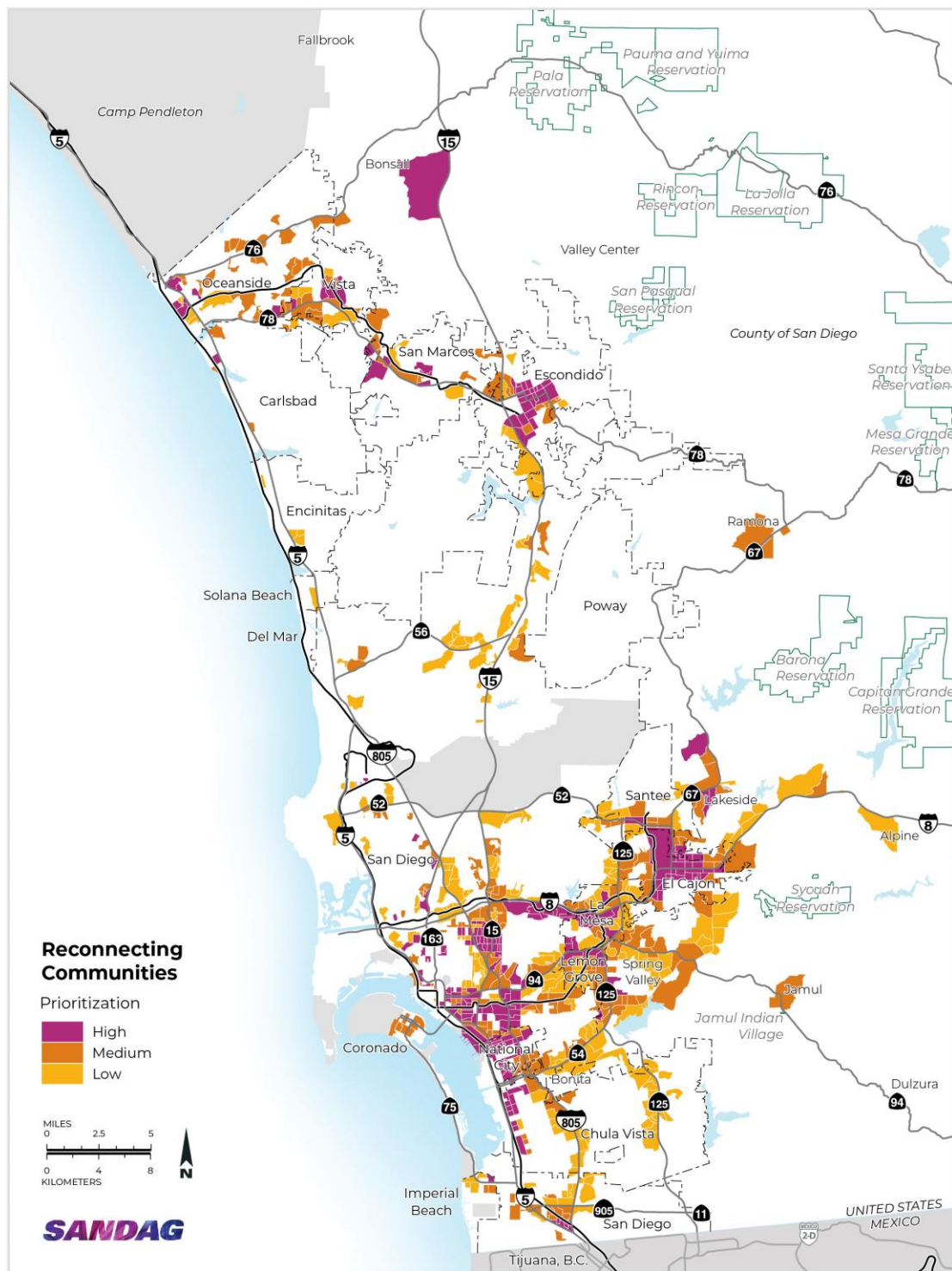
Table 1 summarizes the indicators used in the analysis where each one was scaled to a common zero-to-ten range so that different measures could be compared and combined. The study used a two-step process to turn these indicators into focus areas. First, the analysis identified impacted communities using the metrics that measure the primary effects of the transportation network (i.e., accessibility, mobility, and environmental health). The second step of the analysis applied the remaining socioeconomic and safety metrics (i.e., safety, low-income, and disinvestment) to further prioritize those communities. The result was a high-medium-low map showing where the impacts of transportation infrastructure are concentrated across the region (**Figure 1**). The SANDAG Data Science department reviewed the methodology, including two peer review sessions, to confirm its accuracy and reliability.

Table 1: Data Indicators to Determine Focus Areas

Data Indicator	What It Measures
Accessibility	Access to work, education, retail, medical services, and open space
Mobility	The frequency of short trips of less than one mile
Environmental Health	Exposure to pollutants and environmental burdens
Safety	Transportation-related fatalities and crashes
Low-Income	The concentration of low-income households
Disinvestment	Patterns of building investment over time

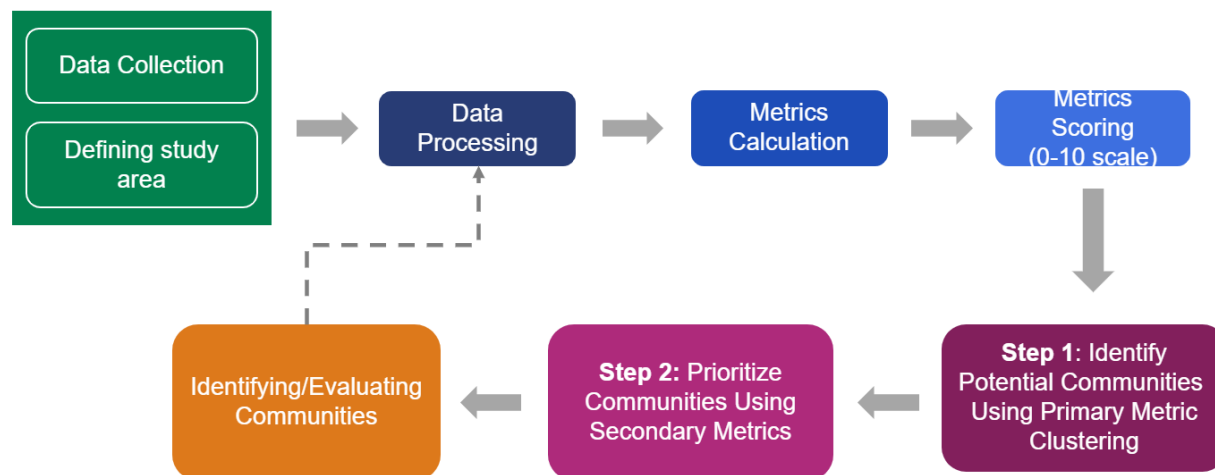
¹ The SANDAG Working Group was active between 2022 – 2025, when this study began.

Figure 1: Impacted Communities (High-Medium-Low Prioritization Map)



From the most affected areas, the study applied additional considerations, including population density, safety data, land use, and regional context and project opportunities, to further define seven focus areas. **Figure 2** provides a visual of the process used to define the focus areas. The full methodology and indicators are documented in the Data Analysis Report and the Study Area Memo (see **Appendix A** and **Appendix B**).

Figure 2: Overview of Methodology



Seven Focus Areas

The study identified seven focus areas each organized around a primary transportation barrier (**Figure 3**). The summaries below describe each focus area and its primary barrier. Detailed existing conditions for each area, including land use, demographics, housing, transit, and safety, are documented in the Existing Conditions Report (see **Appendix C**).

Within each focus area, the study identified work areas along the identified transportation barrier (e.g., a highway or rail line). Work areas, also referred to as barrier locations, are specific places where the identified transportation barrier creates challenges for crossing, or where a new connection could improve access, mobility, and safety.

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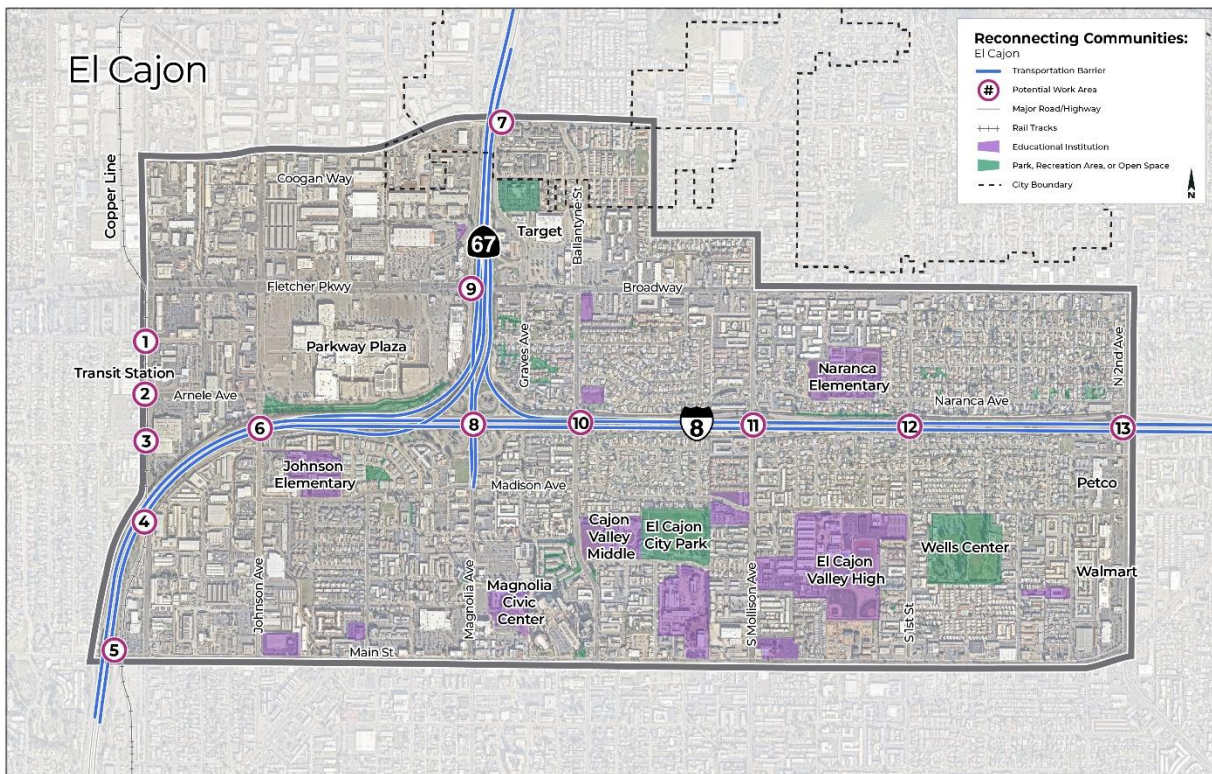
The Barrio Logan and Logan Heights focus area is a dense, historic community that also functions as an important employment center, with schools, parks, libraries, and community spaces. Interstate 5 (I-5) serves as the primary barrier, along with its interchanges and the connection to the Coronado Bridge. The freeway limits direct crossings between Logan Heights and Barrio Logan, most visibly near Chicano Park, separating residential and educational uses on the east side from commercial activity on the west.

This map illustrates the geographic context of the Barrio Logan and Logan Heights area. It shows the Orange Line and Blue Line of the San Diego Trolley system, along with major roads like Interstate 5 (I-5) and State Route 56. Key landmarks include Chicano Park, Burbank Elementary, Logan Memorial Educational Campus, and Logan Heights Library. The map also identifies transportation barriers (numbered 1-10) and potential work areas (shaded in purple). A legend in the bottom left corner explains the symbols used: a blue line for transportation barriers, a purple square for potential work areas, a black line for major roads/highways, a black line with cross-ticks for rail tracks, a green square for educational institutions, and a green square for parks, recreation areas, or open space. The map is titled 'Logan Heights' at the top and 'Barrio Logan' at the bottom.

El Cajon

The El Cajon focus area is in the central part of the city and is the largest of the seven. It includes a mix of single-family and multifamily neighborhoods, schools, commercial corridors, and parks, with higher population density in the southern portion. The area is divided by Interstate 8 (I-8) and State Route 67 (SR 67). The Metropolitan Transit System (MTS) Orange Line Trolley also runs through the western portion of the Focus Area.

Figure 5: El Cajon Focus Area Map



Escondido

The Escondido focus area is in the central part of the city and includes primarily single-family housing, schools, commercial corridors, and community-serving uses. State Route 78 (SR 78) near Lincoln Avenue serves as the primary barrier.

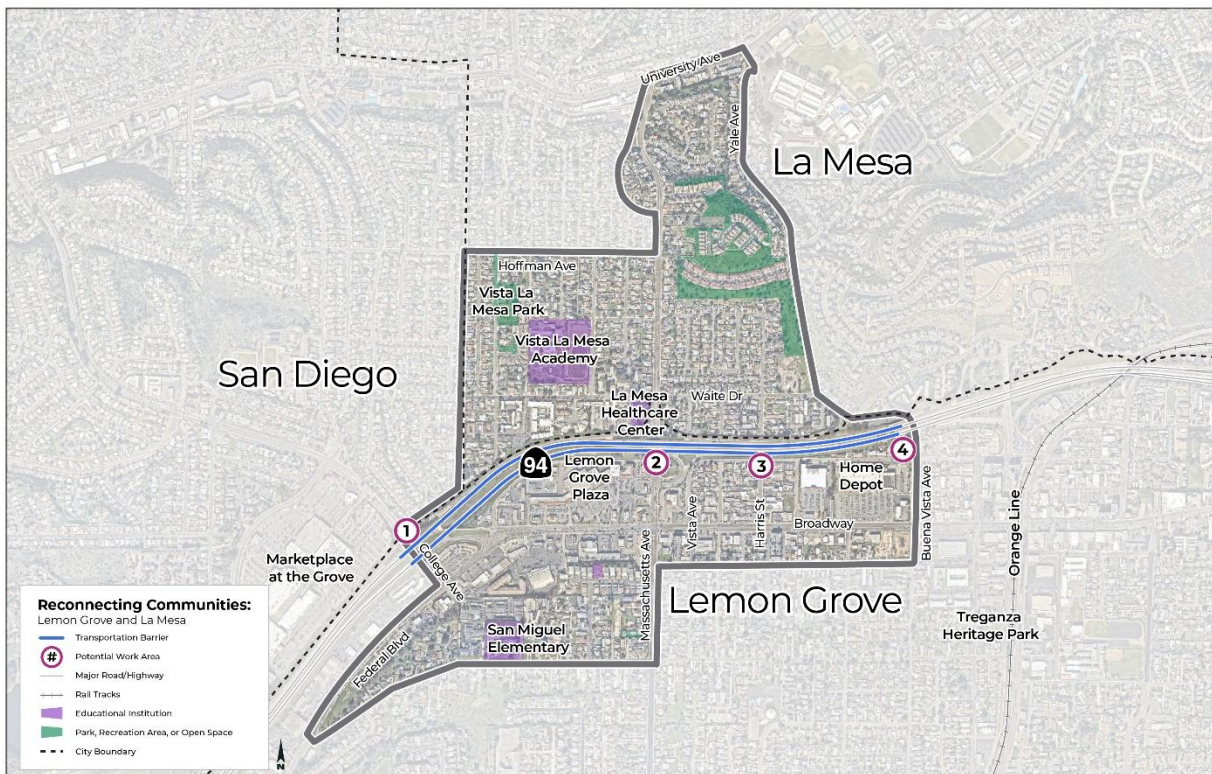
Figure 6: Escondido Focus Area Map



Lemon Grove and La Mesa

The Lemon Grove focus area is in the north-central part of the city, centered on Broadway, the main commercial corridor, and extends into part of the City of La Mesa. State Route 94 (SR 94), also known as the Martin Luther King Jr. Freeway, runs through the southern portion of the area and serves as the primary barrier and boundary between the two jurisdictions, with limited crossings shaping how people move through the area.

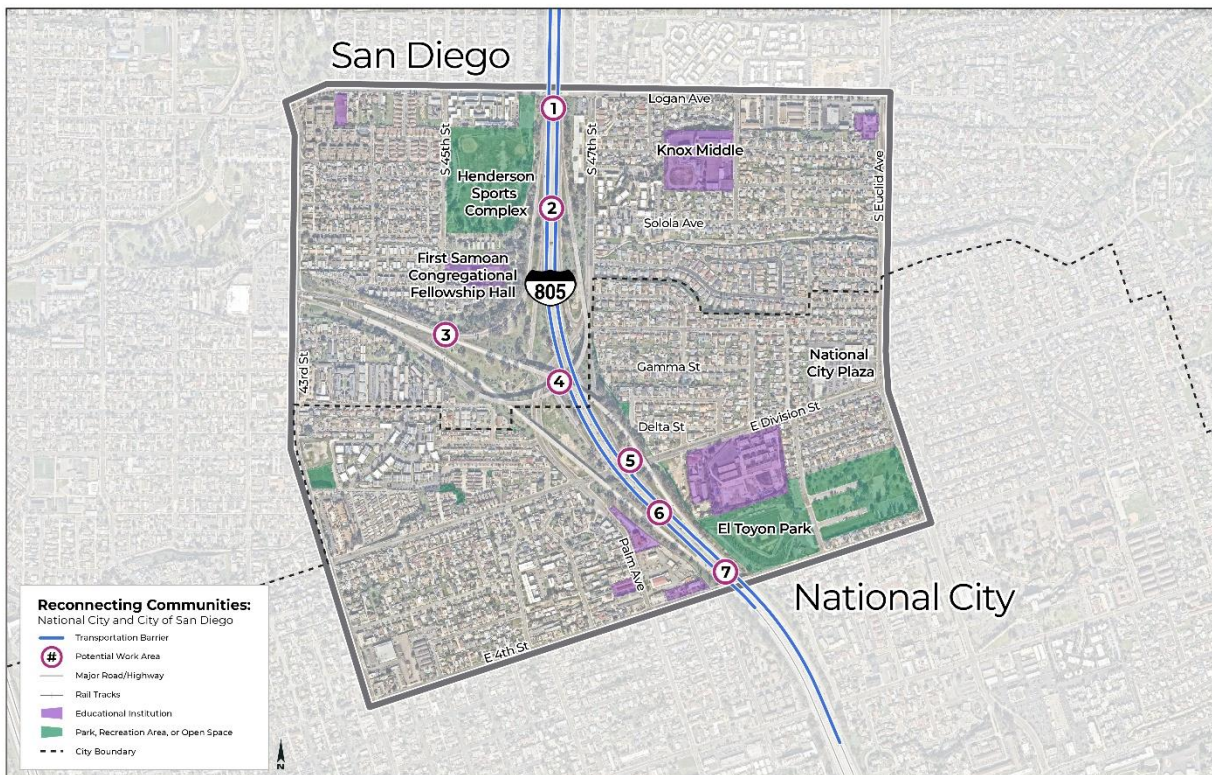
Figure 7: Lemon Grove & La Mesa Focus Area Map



National City and City of San Diego

The National City and City of San Diego focus area spans parts of both National City and the City of San Diego, surrounding the segment of Interstate 805 (I-805) near 43rd Street and Division Street. The area is fairly dense and includes a mix of single-family and multifamily neighborhoods, schools, parks, and commercial activity. I-805 serves as the primary barrier, with a complex network of ramps and interchanges. Many of these were originally built for the planned State Route 252 connection, which was halted in the late 1970s and 1980s. This previous effort has contributed to long-standing separation between adjacent neighborhoods.

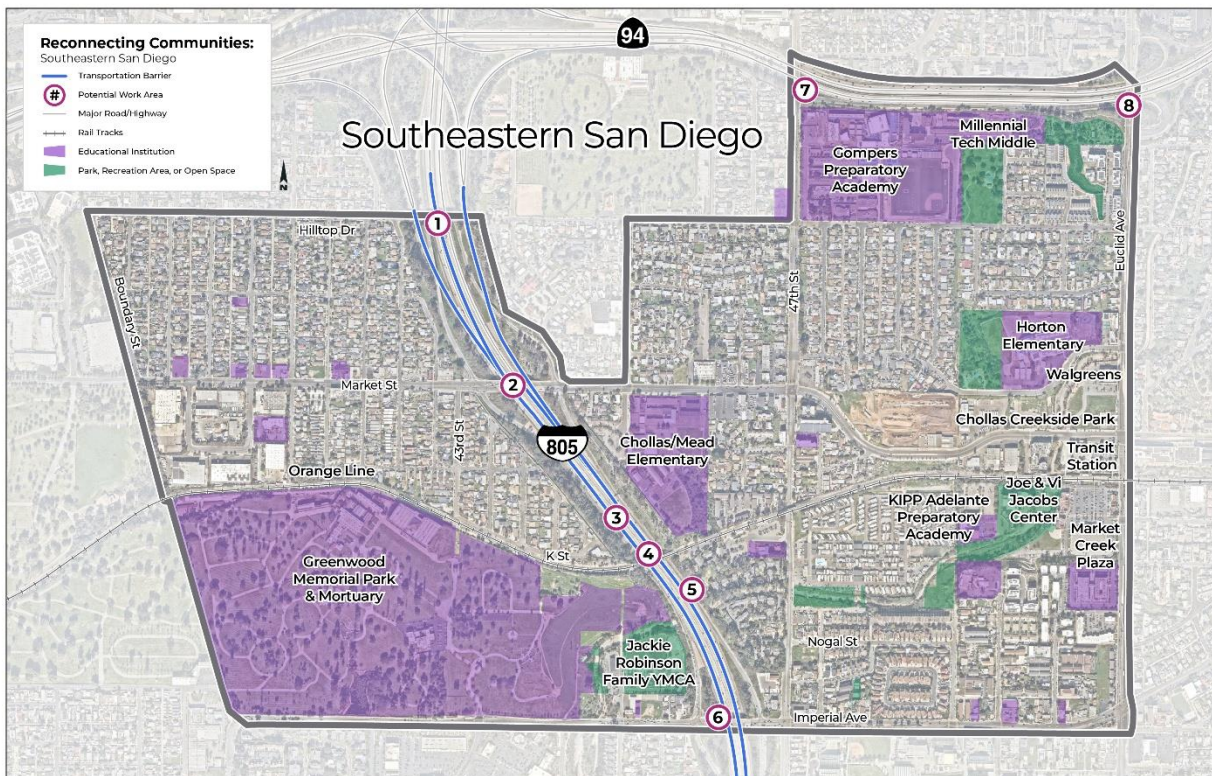
Figure 8: National City and City of San Diego Focus Area Map



Southeastern San Diego

The Southeastern San Diego focus area is in the neighborhoods of Chollas View and Mount Hope and includes mostly single-family housing, schools, community facilities, and commercial corridors. I-805 is the primary barrier, with the (MTS) Orange Line posing an additional barrier as it runs north to south through the center of the area alongside a concentration of schools and public uses.

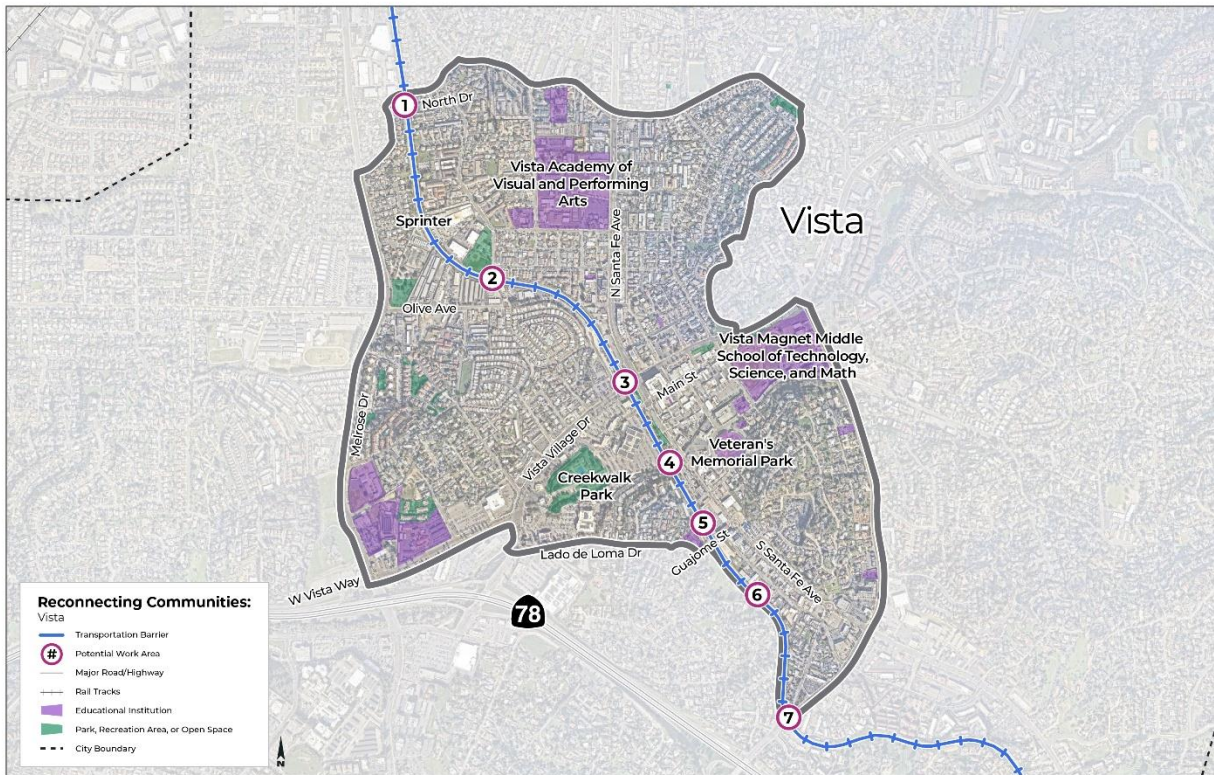
Figure 9: Southeastern San Diego Focus Area Map



Vista

The Vista focus area includes the city's downtown and surrounding neighborhoods, with residential, commercial, and public uses concentrated near Vista Village Drive and South Santa Fe Avenue. The SPINTER, a hybrid rail line serving North County, runs through the center of the area and serves as the primary barrier.

Figure 10: Vista Focus Area Map



Community Engagement

Community and agency input shaped this study from start to finish. SANDAG used a variety of engagement methods to make sure the study reflected local knowledge and priorities including agency meetings and community-based organizations (CBOs) led outreach events. Engagement activities focused on soliciting feedback to inform the development and evaluation of potential solutions relevant to each focus area.

A range of outreach tools were used to inform the public about the study and gather feedback. These efforts provided community members information about the study's goals, process, focus areas, and types of solutions under evaluation. A comprehensive document, including outreach summaries and materials, can also be found in **Appendix D**. Outreach efforts prioritized inclusive participation and provided language accommodations for both materials and interpretation.

Approach and Methods

Community engagement focused on collecting input from communities within the study's focus areas to identify transportation challenges and potential solutions that could improve access, mobility, and safety.

SANDAG and CBO partners supported outreach efforts by helping distribute project information, promoting community participation, and hosting engagement activities for each focus area. CBO partner organizations included: Mundo Gardens for National City, Urban Collaborative Project for Southeastern San Diego, El Cajon Collaborative for El Cajon, Escondido Education Compact for Escondido, Revitalize Broadway for Lemon Grove and La Mesa, and Vista Community Clinic for Vista. The following summarizes the study's community and partner engagement efforts.

Social Equity Working Group

SANDAG worked with the SEWG (active 2022–2025) to define disconnected communities and ground the study's approach in equity considerations. This collaboration helped shape the definition used to identify focus areas and informed how the study weighed access, safety, health, and disinvestment burdens.

Joint Workshop

A joint workshop was conducted in February 2026 with CBOs and agency partners to provide an overview of the study and facilitate discussions of the potential solutions with representatives of the seven focus areas in the region, including the cities of El Cajon, Escondido, La Mesa, National City, San Diego, and Vista, Caltrans District 11, MTS, North County Transit–San Diego Railroad (NCTD), California Assemblymember Alvarez's Office, Chicano Federation, El Cajon Collaborative, Escondido Education Compact, Mundo Gardens, Revitalize Broadway, Urban Collaborative Project, and Vista Community Clinic.

Community leaders and facilitators discussed barriers, opportunities, and solutions for each focus area. The workshop confirmed current mobility challenges at the work areas, identified additional context-specific challenges, clarified which potential solutions were of greatest interest, and generated new ideas to strengthen community reconnection.

The workshop consisted of a presentation, breakout group discussions by focus area, and ended with group report outs on key takeaways. Each participant received a project fact sheet and a “solution types” reference sheet that illustrated the range of potential strategies under consideration. The presentation provided an overview of the study, its goals and objectives, information on how the focus areas were developed, and an outline of the seven focus areas. Participants were assigned to breakout groups based on their geographic familiarity. For each breakout group, participants engaged in two facilitated activities:

Figure 11: Breakout Group Discussion from Joint Agency and CBO Workshop



- **Identify barriers and needs.** Participants reviewed the work areas along the transportation barrier for their focus area using an aerial map and existing conditions photos. They discussed current challenges and their observed/experienced issues in these work areas.
- **Review and refine potential solutions.** Participants reviewed potential solutions identified for the focus area and used color-coded stickers to indicate which potential solutions they supported and for which ones they had concerns. Participants also suggested new solutions or alternative approaches for consideration.

Through these activities, the project team was able to:

- Clarify location-specific concerns (e.g., crossing distances, traffic queuing, visibility)
- Obtain additional context regarding land use, travel behavior, and community assets and priorities
- Identify widely supported solution types
- Document concerns related to feasibility, trade-offs, or operations for potential solutions
- Gather new ideas generated by participants that were not previously included
- Obtain a stronger understanding of where further coordination is required

CBO Community Events

Community-based organizations led outreach events in their respective focus areas to gather feedback on existing conditions and on preferred solution types. These events provided opportunities to reach community members directly, identify areas of concern, and discuss preferred types of solutions.

Each CBO partner tailored its event to the community it serves, using an outreach format that would reach residents most effectively. **Table 2** provides a summary of the CBO community events by focus area. Most events were in-person workshops or pop-ups where community members already gather, such as a parent open house at Lincoln Elementary School in Escondido and the Barrio Logan Planning Group meeting at the Chicano Park Museum and Cultural Center. The Vista event was held virtually with feedback collected through live polling. At each event, residents took part in two activities:

- an aerial map and existing conditions photos to identify challenges along the transportation barrier
- a display of potential solution type images with used to identify preferred solutions and where they would fit best.

Every event was designed for accessibility, with bilingual materials and Spanish-language facilitation or interpretation, and additional Arabic and Farsi interpretation provided in El Cajon. CBOs promoted these events using a mix of social media, email blasts, newsletters, flyers, and word of mouth. Promotion materials were provided in English, Spanish, and other languages for specific focus areas.

Table 2: CBO Community Events Summary

Focus Area	Date	CBO Partner	Format	Number of Participants
National City/ City of San Diego & Southeastern San Diego	April 3, 2026	Mundo Gardens and Urban Collaborative Project	In-Person Workshop with Breakout Group Discussions	40-50
El Cajon	April 8, 2026	El Cajon Collaborative	In-Person Workshop with Breakout Group Discussions	40-50
Vista	April 9, 2026	Vista Community Clinic	Virtual Meeting with Polls	5-10
Barrio Logan/ Logan Heights	April 15, 2026	Support from Chicano Fed., Asm. Alvarez	In-Person Workshop with Breakout Group Discussions	20-30
Lemon Grove/ La Mesa	April 15, 2026	Revitalize Broadway	In-Person Workshop with Breakout Group Discussions	30-40
Escondido	April 16, 2026	Escondido Education Compact	Pop-Up with Sticker Activities	80-90

Figure 12: CBO Outreach Events



Project Development Team Meetings

The Project Development Team (PDT) meetings were conducted with city and agency partners to provide an overview of the study, recap outreach activities held to date, and review potential solutions for their respective communities. PDT review helped confirm technical feasibility, coordination needs, and consistency with local and regional plans and parallel efforts. Across the focus areas, the agencies and cities that took part in coordination and review included staff from the cities of El Cajon, Escondido, La Mesa, National City, San Diego, Vista, Caltrans District 11, MTS, and NCTD.

Community and Agency Input

Together, these activities engaged community members, agency partners, and CBOs across the seven focus areas. Feedback received during outreach activities identified several recurring themes related to safety, connectivity, and potential solutions. The following themes reflect common topics that emerged across the focus areas.

Community Identified Concerns

- Safer crossings and paths are needed, especially near schools, transit stops, and community destinations
- Walking, biking, and rolling connections can be incomplete or uncomfortable.

- Lighting, visibility, shade, and comfort affects how safe people feel.
- Speeding, driver behavior, traffic congestion, and turning conflicts make barriers feel unsafe.
- Concerns were raised about student safety at pedestrian crossings and school-related traffic.
- Transit stops and connections need to be easier and more comfortable to reach.
- Concerns were raised regarding traffic congestion, high speeds, and informal mid-block crossings.
- Concerns with driver behaviors, including ignoring pedestrian signals and speeding.
- Concerns with visibility and blind spots at intersections and unprotected left turns.
- Poor pedestrian infrastructure, including areas with missing or inadequate curb ramps.
- Concerns with conflicts between bikes, e-bikes, and vehicles.

Proposed Community Solutions/Ideas

- More shade, trees, green space, and beautification were identified as desired improvements.
- Underused spaces could become community assets through green space, public art, placemaking.
- Directional signage, wayfinding, and public realm improvements could help people reach destinations more easily.
- Enhance public spaces with placemaking, greenery, and urban design improvements.
- Desire for pedestrian/bike friendly corridors with traffic calming solutions.

Community Input Shaped Solutions

Through a combination of virtual meetings, joint workshops, and CBO-led community workshops, SANDAG recorded challenges community members identified, the location of desired improvements, and the solutions they preferred by each focus area. Aerial map boards, solution type boards, and the note-taker/facilitator notes were used to record the comments and feedback during the workshop discussions. Outreach summaries by focus area and scanned materials were then compiled to synthesize the feedback received. This process showed where community priorities were strongest and where improvements could make the most meaningful difference.

Community input directly influenced the recommended solutions. Where residents described difficult or unsafe crossings, the study prioritized crossing improvements, enhanced lighting, and traffic calming at those specific locations. Where families described unsafe routes to school, the study emphasized sidewalk and bikeway connections along those routes. Where communities pointed to underused land near barriers, the study identified opportunities for green space, public art, and community gathering places. Solutions reflect not only technical analysis but the everyday experience of the people who use these areas.

Lessons from Other Communities

SANDAG reviewed national case studies of completed or near-complete projects that addressed the physical and social divisions caused by transportation infrastructure. Each project was selected for its community outcomes, feasibility for adaptation in the San Diego region, and its innovation in design, funding, and partnerships. The full review is documented in the Best Practices Report (see **Appendix E**).

Case Studies

The review examined eight projects across the country, ranging from low-cost, community-led interventions to major capital efforts:

- Alaskan Way, a waterfront boulevard following viaduct removal in Seattle, Washington
- BeltLine Eastside Trail, a rails-to-trails corridor in Atlanta, Georgia
- Birmingham Rainbow Light Tunnels, an artistic underpass treatment in Birmingham, Alabama
- Burnside Skate Park, a community-built use of space beneath a bridge in Portland, Oregon
- Klyde Warren Park, a freeway cap park in Dallas, Texas
- Samatar Crossing, a reclaimed roadway connection in Minneapolis, Minnesota
- Teralta Neighborhood Park, a freeway cap park in San Diego, California
- The Underline, a linear park and trail beneath a transit guideway in Miami, Florida

Case Studies Findings

Although the projects varied widely in type and scale, several clear patterns emerged. There is no single model for success; each project required a response specific to the barrier involved and to the needs of the surrounding community. These efforts also take time, with some moving forward on strong grassroots momentum and others advancing over years or decades of sustained advocacy and phased work. Strong, consistent leadership, often from a nonprofit or community champion, helped carry projects from idea to completion. Partners frequently stayed involved in programming, maintenance, and engagement. Common challenges included funding gaps, jurisdictional complexity, and technical constraints, which were addressed through creative and flexible delivery models such as public-private partnerships and dedicated financing tools.

These lessons shaped the study's recommendations, including establishing dedicated leadership for each effort, using public-private partnerships to combine public goals with private resources, involving philanthropic groups and community partners early, and tailoring each solution to its local context.

Solutions and Implementation Strategies

For each focus area, the study developed a solutions matrix, which represents a suite of potential solutions to improve access, mobility, and safety at work areas along the identified transportation barrier. Each matrix represents a menu of short-, mid-, and long-term solutions that respond to the challenges identified in that specific community. Each matrix brings together solutions from previous planning efforts, existing challenges identified through the study, community and partner input, and ongoing parallel efforts in the region. The matrix was developed through a sequence of review, generation, and refinement steps, each adding a layer of technical and community validation. The solutions in the matrix represent a point-in-time snapshot and are expected to evolve as community priorities, technical findings, and funding opportunities advance.

The study developed implementation strategies to help move these solutions from concept toward delivery. These strategies include using the timeframe indicated for implementation, identify the agencies and partners that would lead and support each effort, and map solutions to the funding sources best suited to advance them. Because funding is competitive and projects move forward at different speeds, the strategies emphasize sequencing lower-cost, community-supported improvements quickly while larger, more complex solutions advance through planning, design, and funding, over time.

Solutions Development Process

Types of Solutions

The first step in developing the solutions matrix was to establish the study's solution types, which are categories of improvements that address specific kinds of dividing infrastructure and ways to reconnect communities. These groupings help organize solutions that respond to similar cases of dividing infrastructure across the region.

The study's solution types include intersection and crossing improvements, traffic and rail separation, street improvements, community improvements, infrastructure upgrades, signal improvements, and barriers/barrier closures. Within those categories, specific improvements were identified, ranging from lighting, public art, and directional signage to sidewalk and bikeway improvements, signal coordination, transit stop improvements, green space, ramp updates, bridges, freeway lids, tunnels, and barrier removal where possible. **Figure 13** provides a visual representation of the types of solutions for this study.

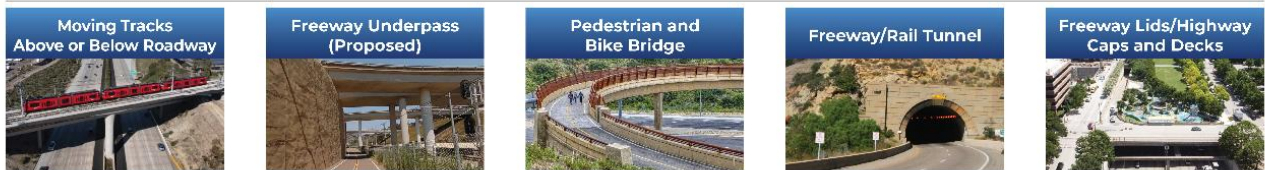
The solution types were developed using national best practices and the case studies research. This effort showed how communities elsewhere have addressed comparable highway and rail barriers. Grounding the solution types in proven approaches helped ensure that they reflected strategies with a demonstrated record of reconnecting communities.

Figure 13: Types of Solutions

Intersection and Crossing Improvements



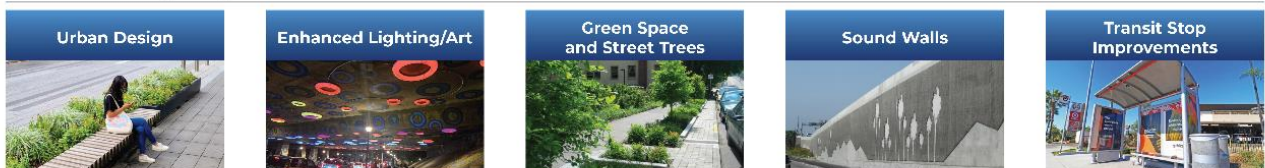
Traffic and Rail Separation



Street Improvements



Community Improvements



Infrastructure Upgrades



Signal Improvements



Barriers/Barrier Closures



Review of Previous and Current Planning Efforts

The team reviewed previous planning documents, adopted plans, and Capital Improvement Programs (CIP) to identify potential solutions already proposed within the work areas along each transportation barrier. Solutions drawn from these adopted or in-progress efforts are documented in the matrix, ensuring the study aligns with and builds on work already underway rather than duplicating it.

City and agency partners identified current and ongoing plans, studies, and capital projects that overlap with the focus areas. The solutions in this study are aligned with the direction of those efforts and, where possible, build on work already underway. Because many of these efforts remain active and evolving, the solutions represent a point-in-time snapshot. As projects advance through future planning and design phases, the lead agencies may refine solutions to reflect updated findings, community priorities, funding opportunities, and project-specific requirements. **Table 3** lists out the plans, studies, and CIPs reviewed and coordinated on for each focus area.

Table 3: Previous and Current Planning Efforts by Focus Area

Focus Area	Previous and Current Planning Efforts
Barrio Logan and Logan Heights	• City of San Diego Barrio Logan Community Plan Update • City of San Diego Southeastern San Diego Community Plan • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program • City of San Diego Recreation Element • City of San Diego Capital Improvement Program • Caltrans Harbor Dr 2.0 Project Report • SANDAG Regional Plan / RTP • SANDAG Vision Zero Network • SANDAG Barrio Logan Freeway Lid Feasibility Study* • SANDAG Bayshore Bikeway Barrio Logan Phase 2* • SANDAG Harbor Drive Study*
El Cajon	• City of El Cajon General Plan – Circulation Element • City of El Cajon Mixed-Use Overlay Zone • City of El Cajon Redevelopment Plan • City of El Cajon Bicycle Master Plan • City of El Cajon Active Transportation Plan • City of El Cajon StoryMap of Development Projects • City of El Cajon Capital Improvement Program • El Cajon Transit District Specific Plan • El Cajon Paving and Striping Project • El Cajon Boulevard Streetscape • Jamacha Road Safety Improvements Project • SANDAG/Caltrans I-8 CMCP • SANDAG Regional Plan / RTP
Escondido	• City of Escondido General Plan • City of Escondido Bicycle Master Plan • City of Escondido Comprehensive Active Transportation Strategy and Implementation (CATS) • City of Escondido Mobility Element Update

Focus Area	Previous and Current Planning Efforts
	• City of Escondido City of Escondido Local Roadway Safety Plan • City of Escondido Capital Improvement Program • Pavement Maintenance and Rehabilitation • Traffic Infrastructure • Traffic Signal Communication Upgrade • City of Escondido Traffic Signal Priority List • City of Escondido Sidewalk Infill Program • Lincoln Parkway Widening • Caltrans SR-78 Asset Management Project • Clean California Escondido Monument • NCTD Microtransit Pilot Program Suitability Analysis • SANDAG/Caltrans SR-78 CMCP • SANDAG Regional Plan / RTP
Lemon Grove and La Mesa	• City of Lemon Grove General Plan • City of Lemon Grove Downtown Village Specific Plan • City of Lemon Grove Capital Improvement Program • City of Lemon Grove Sidewalk Master Plan and Right-of-Way Inventory • City of Lemon Grove Street Rehabilitation Project • City of La Mesa General Plan • City of La Mesa Circulation Element • City of La Mesa Bicycle Facilities and Alternative Transportation Plan • SANDAG Vision Zero Plan • SANDAG/Caltrans I-8 CMCP • SANDAG Regional Plan / RTP
National City and City of San Diego	• City of National City Bicycle Master Plan • City of National City Land Use Map • City of National City Transportation Element • City of National City Safety Element • City of National City General Plan • City of National City CIP Projects Dashboard • City of National City INTRACONnect • City of National City SMART Foundation • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program • City of San Diego Recreation Element • City of San Diego Capital Improvement Program • SANDAG I-805 South Bay to Sorrento • SANDAG Vision Zero Plan • SANDAG Regional Plan / RTP • Caltrans 43rd Street Project Initiation Document* • SANDAG Southeastern Bikeway*
Southeastern San Diego	• City of San Diego Encanto Neighborhoods Community Plan • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program

Focus Area	Previous and Current Planning Efforts
	• City of San Diego Recreation Element • City of San Diego Capital Improvement Program • SANDAG Southeastern Connect • SANDAG Vision Zero Plan • SANDAG Regional Plan / RTP
Vista	• City of Vista Circulation Element 2030 • City of Vista Circulation Element 2050 • City of Vista Downtown Vista Specific Plan • City of Vista Bicycle Master Plan • City of Vista ADA Transition Plan • City of Vista Comprehensive Streets Action Plan (CSAP) • City of Vista Capital Improvement Program • City of Vista Roadwork and Infrastructure Updates • City of Vista Protected Bike Lane Installation • Vista Village Drive Grade Separation Study • NCTD Microtransit Pilot Program Suitability Analysis • SANDAG Inland Rail Trail Project • SANDAG/Caltrans SR-78 CMCP • SANDAG Regional Plan / RTP • SANDAG Regional Rail Grade Crossing Study**

**Active studies and planning efforts in the above table are indicated with asterisk.*

***This was not reviewed as part of the RCC study as it is an upcoming effort. The region will be completing a Regional Rail Crossing Study in the future.*

Generation of New Potential Solutions

Building on the review of existing plans, the team generated new potential solutions using the study's solution types. These types of solutions are grounded in national best practices and case studies from similar efforts across the country, including freeway lids, infrastructure removal or realignment, underpass improvements, trail conversions, public art, lighting, linear parks, and more.

Preliminary Feasibility Review

The project team reviewed existing conditions to test the feasibility of solutions and identify potential trade-offs. The review paired site visits with recent aerial imagery and an assessment of street configuration and width in Nearmap and Google Earth. Together, these methods helped confirm whether a solution would fit the current environment and remained feasible given current conditions, surfaced trade-offs, and informed how each solution could be refined.

Site visits were conducted for each focus area to confirm existing conditions. Field work included direct observation of the work areas along each transportation barrier, photo documentation, and drone footage where needed to capture conditions that are difficult to see from the street. Where field observations revealed that a planned or new solution no longer fit the site, the team noted the trade-offs and refined the solution accordingly.

The project team also referenced established industry design standards and guidelines to assess the feasibility of potential solutions. These included the Caltrans Highway Design Manual (HDM), Caltrans Design Information Bulletin 94 (DIB-94), and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. The RCC Study solutions are still concepts and will require further development. This study is a starting point for future planning coordination and potential investment and gives local jurisdictions and regional partners a shared foundation to pursue future opportunities as they arise.

Refinement through Partner Feedback

Following the development of potential solutions, the matrix was refined through input from agency partners, CBOs, and community members. Feedback helped validate existing solutions, identify context-specific opportunities, and refine the matrix to better reflect local priorities and needs. Some potential solutions were also determined to be infeasible and removed from further consideration.

Joint Workshop and Community Feedback

A draft set of potential solutions (previously planned and new solutions) was reviewed at a joint workshop with agency and CBO partners. The solutions were further refined based on the input from CBO community events. This input confirmed current mobility challenges, identified additional context-specific challenges, and clarified which solutions had the most participant interest and showed where they would have the most meaningful impact.

Project Development Team Review

The PDT, made up of city and agency staff for each focus area, reviewed the matrix for their respective communities. PDT review helped to assess technical feasibility, coordination needs, and consistency with regional plans and parallel efforts.

Solutions Matrix

Each focus area has its own solutions matrix that captures the full range of potential solutions along a transportation barrier, from near-term enhancements such as lighting, crossings, sidewalks, and bikeways to longer-term, higher-investment solutions such as new bridges, ramp reconfiguration, and grade-separated connections. The identified solutions respond directly to identified community needs that were drawn from conversations with residents and agency partners and a review of existing conditions and best practices. **Table 4** describes the attributes included in each matrix. **Figure 14** to **Figure 20** display the potential solutions by focus area. A complete matrix for each focus area is provided in **Appendix F**.

The potential solutions identified at each work area for a focus area represent a range of possible improvements rather than a fixed set to be built together or a single predetermined design. In some cases, the solutions are alternatives to one another, where carrying one improvement forward would negate or replace another. The specific improvements carried forward for implementation would be vetted as part of the next steps in the implementation process. In some cases, a work area within a focus area may not have any potential solutions listed. As each focus area solutions matrix was developed, some solutions were removed from further consideration. This happened when a solution was determined to be infeasible, when it conflicted with other efforts recently completed/underway, or when it was not among the improvements the community wanted to see. For some work areas, community members also shared that certain locations were of less concern to them or were not places where they were seeking improvements.

Table 4: Solution Matrix Attributes

Solutions Matrix Attributes	
Attribute	Description
ID	A short identifier grouping solutions by work area along the barrier (e.g., 1A)
Solution Review	The review status, or standing, of the solution following technical review and engagement: Potential Solution (Existing Plan), Potential Solution, or Potential Solution with Trade-Offs
Solution Type	Category of improvements that address a specific kind of dividing infrastructure and ways to reconnect communities
Solution Name	A concise descriptive project title
Location	The specific street segment or intersection where the solution applies
Solution Description	A brief description of the proposed improvement
Source	The origin of the solution such as the adopted plan, CIP, study, or engagement activity from which it was drawn or identified
Relative Cost Scale	A rough order-of-magnitude (ROM) cost estimate for the solution, used for relative comparison and early planning rather than as a final budget figure: \$ to \$\$\$ range.
Implementation Timeframe	The anticipated timeframe for delivery (near-term, medium-term, or long-term) reflecting complexity, cost, coordination needs, and readiness
Relevant Agency	The potential agency involved in the solution

Figure 14: Potential Solutions for Barrio Logan and Logan Heights

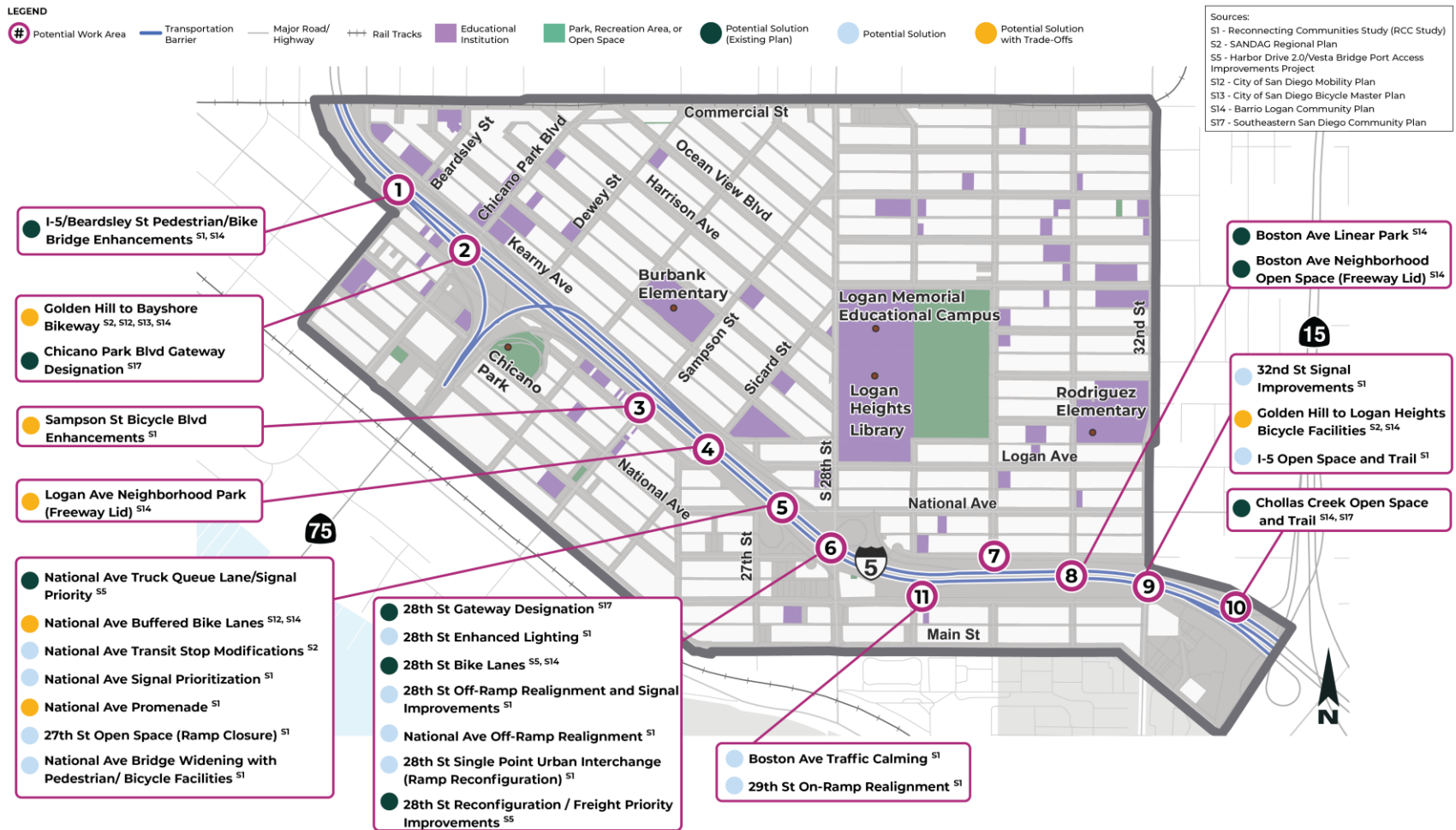


Figure 15: Potential Solutions for El Cajon

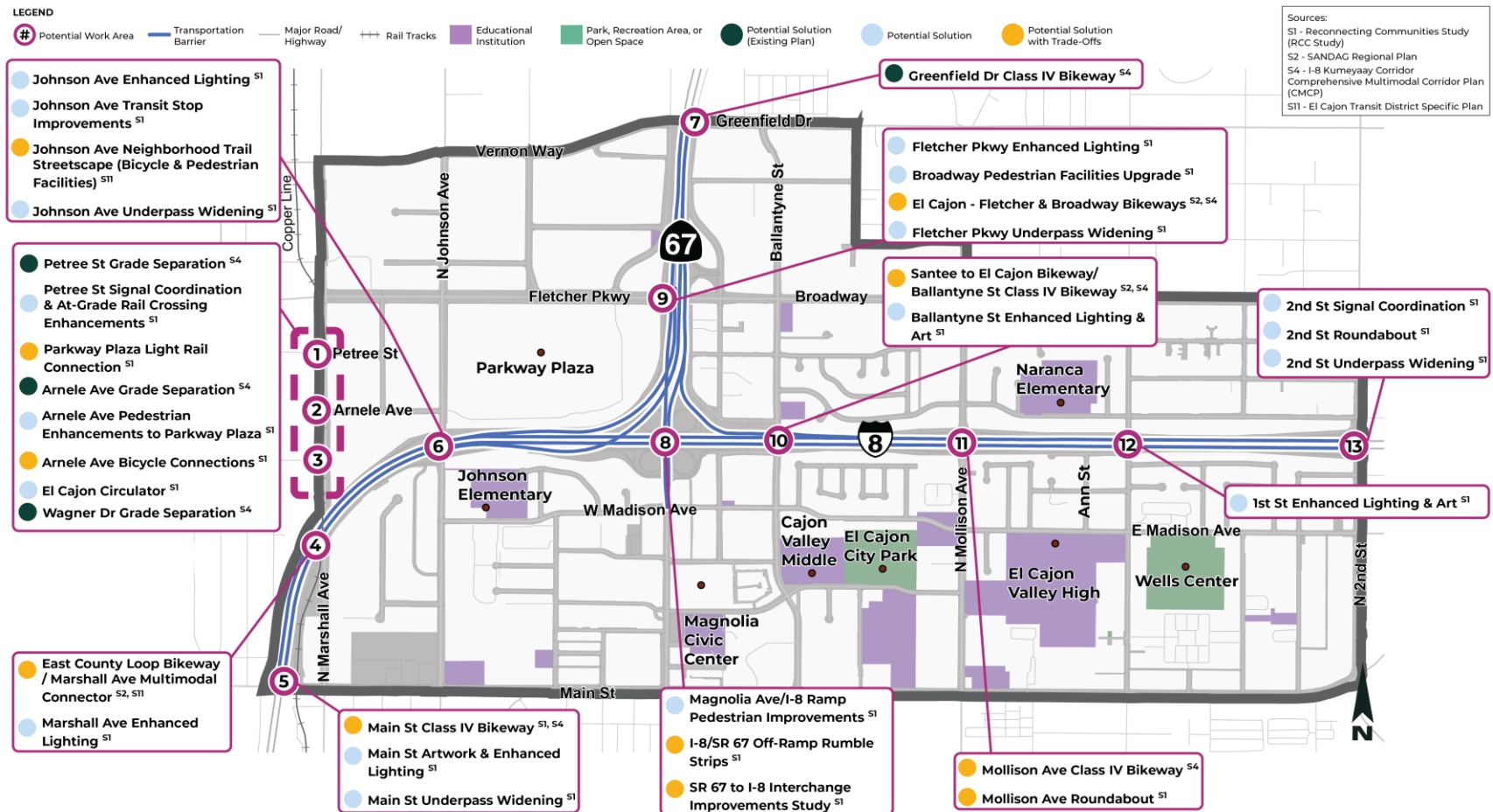


Figure 16: Potential Solutions for Escondido

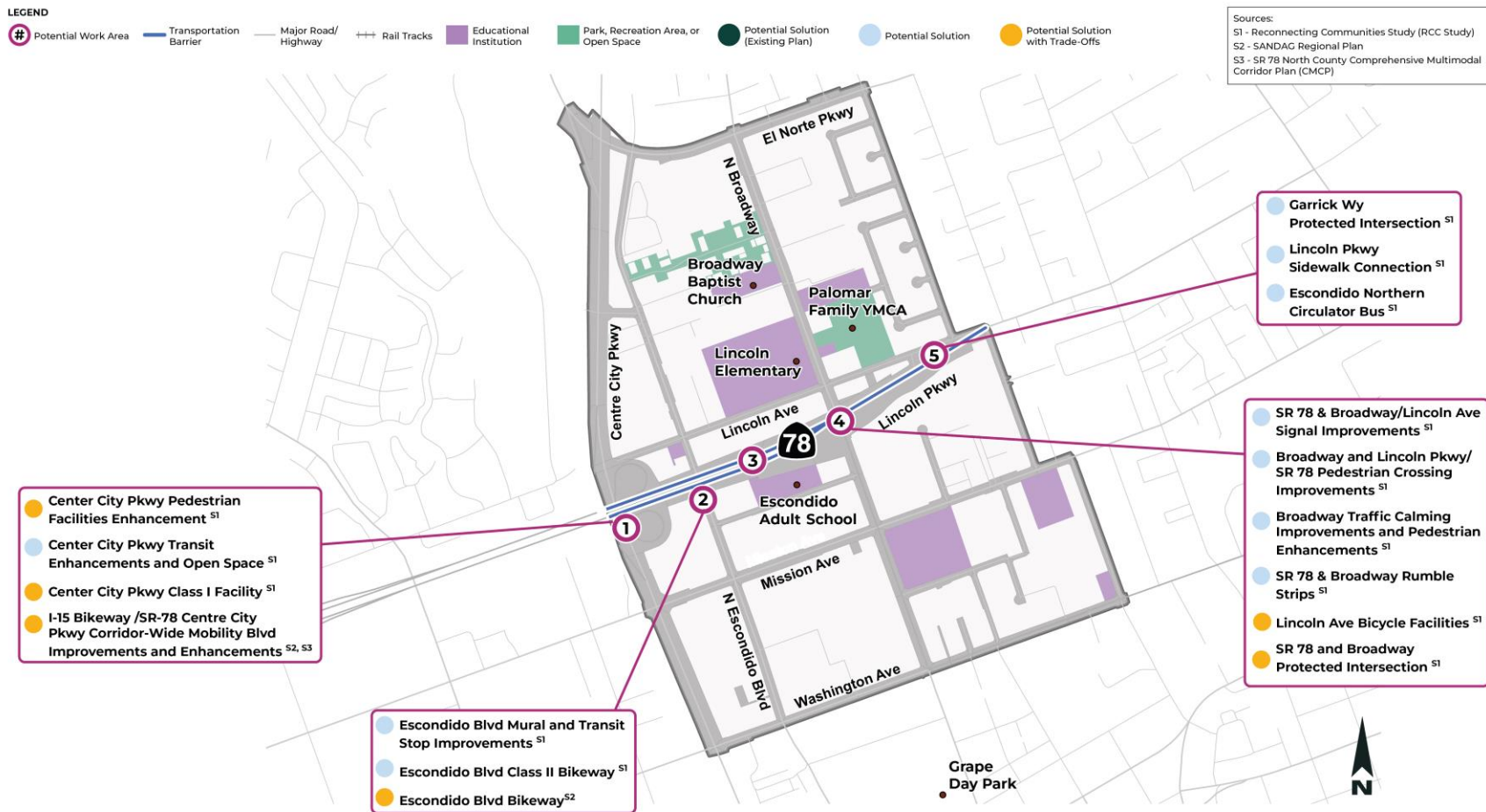


Figure 17: Potential Solutions for Lemon Grove and La Mesa

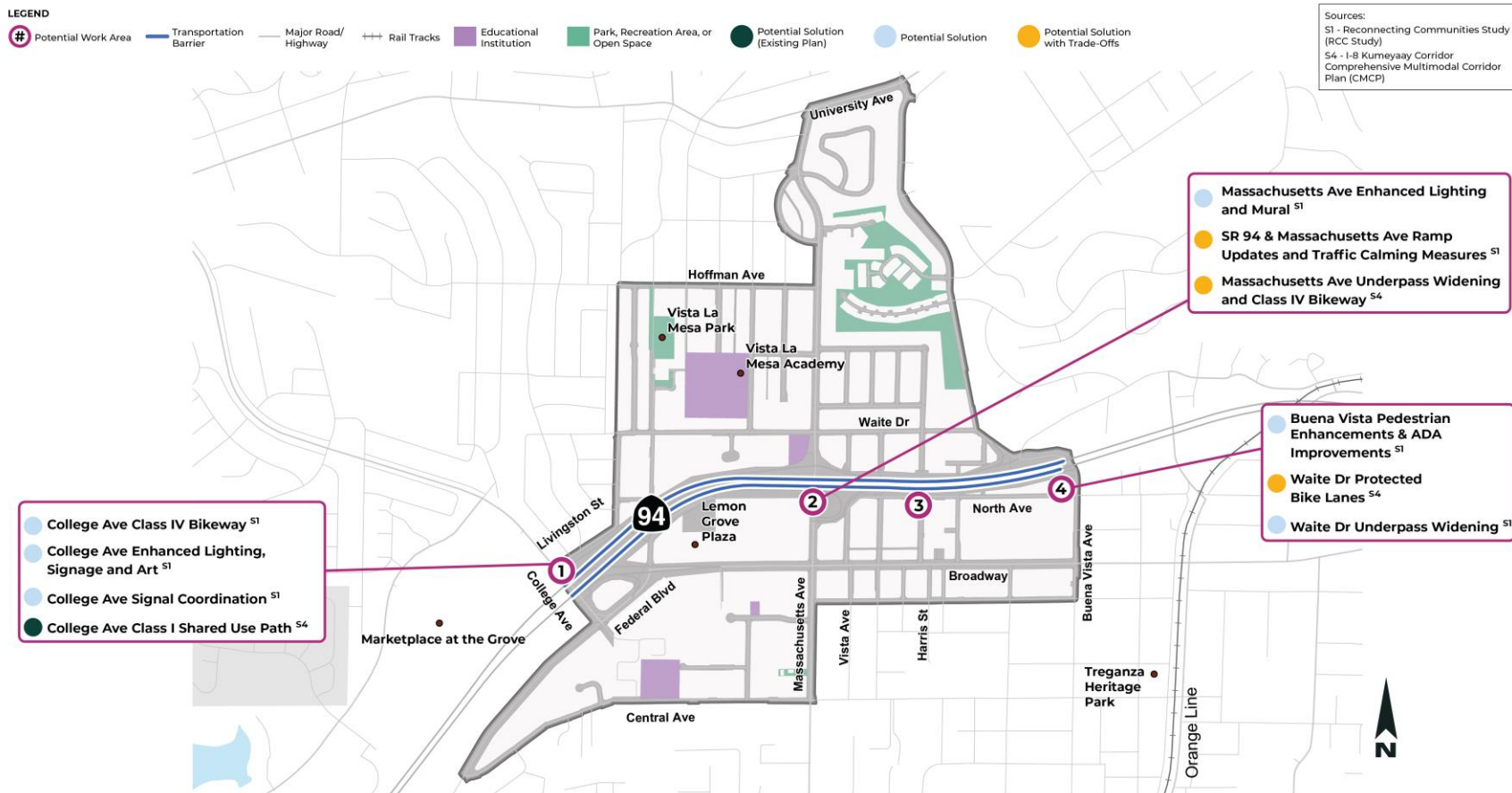


Figure 18: Potential Solutions for National City and City of San Diego

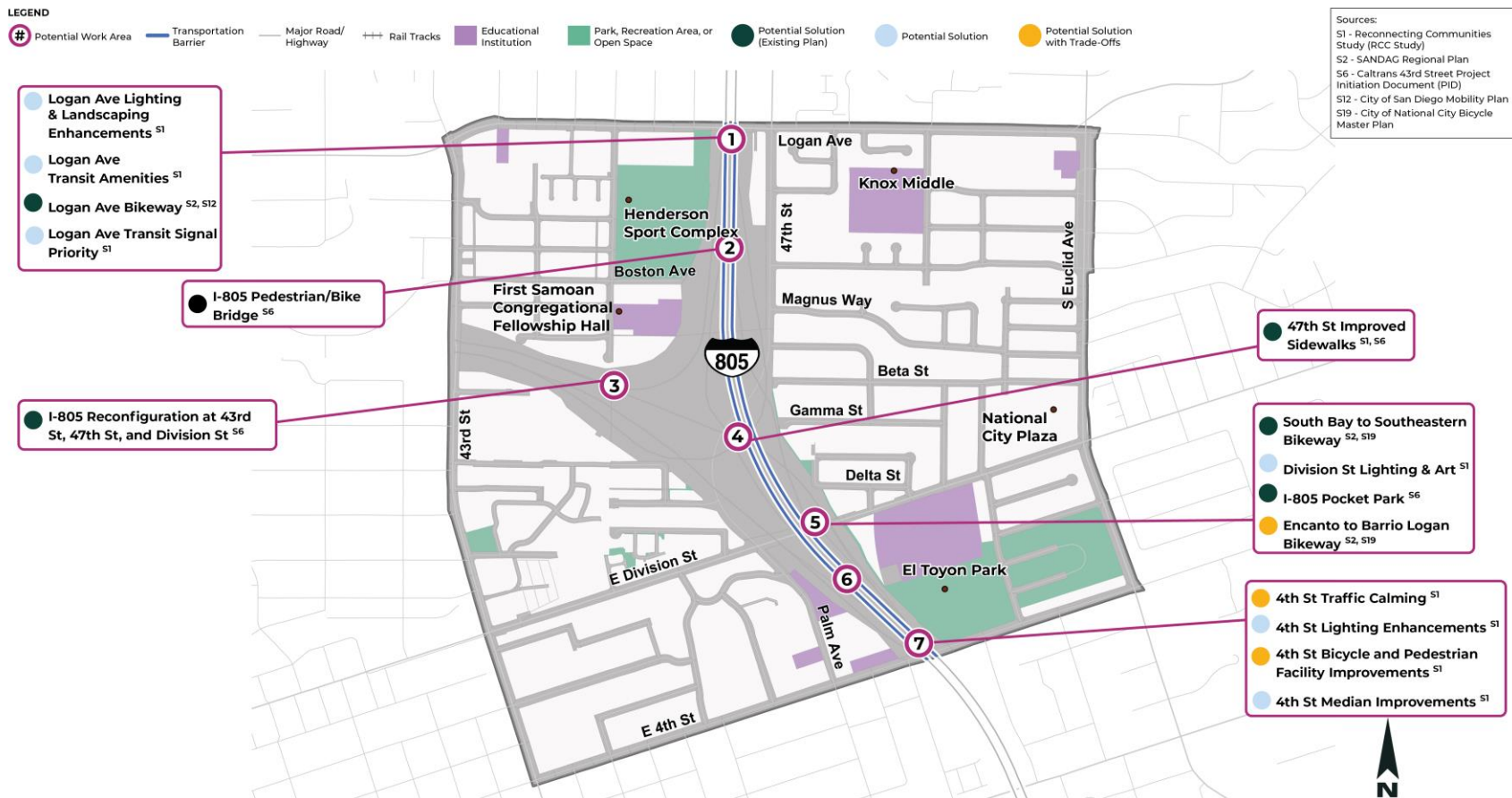


Figure 19: Potential Solutions for Southeastern San Diego

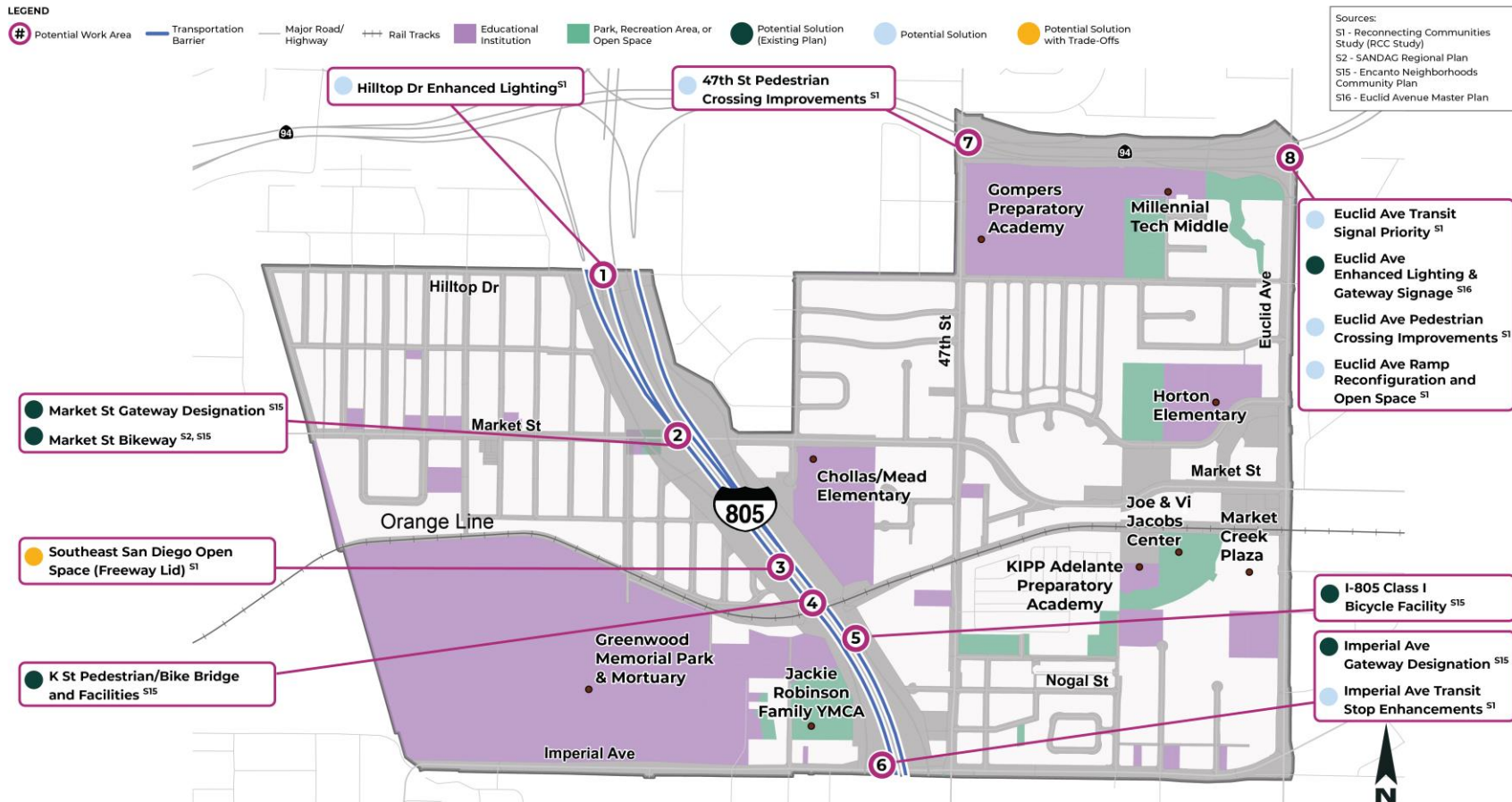
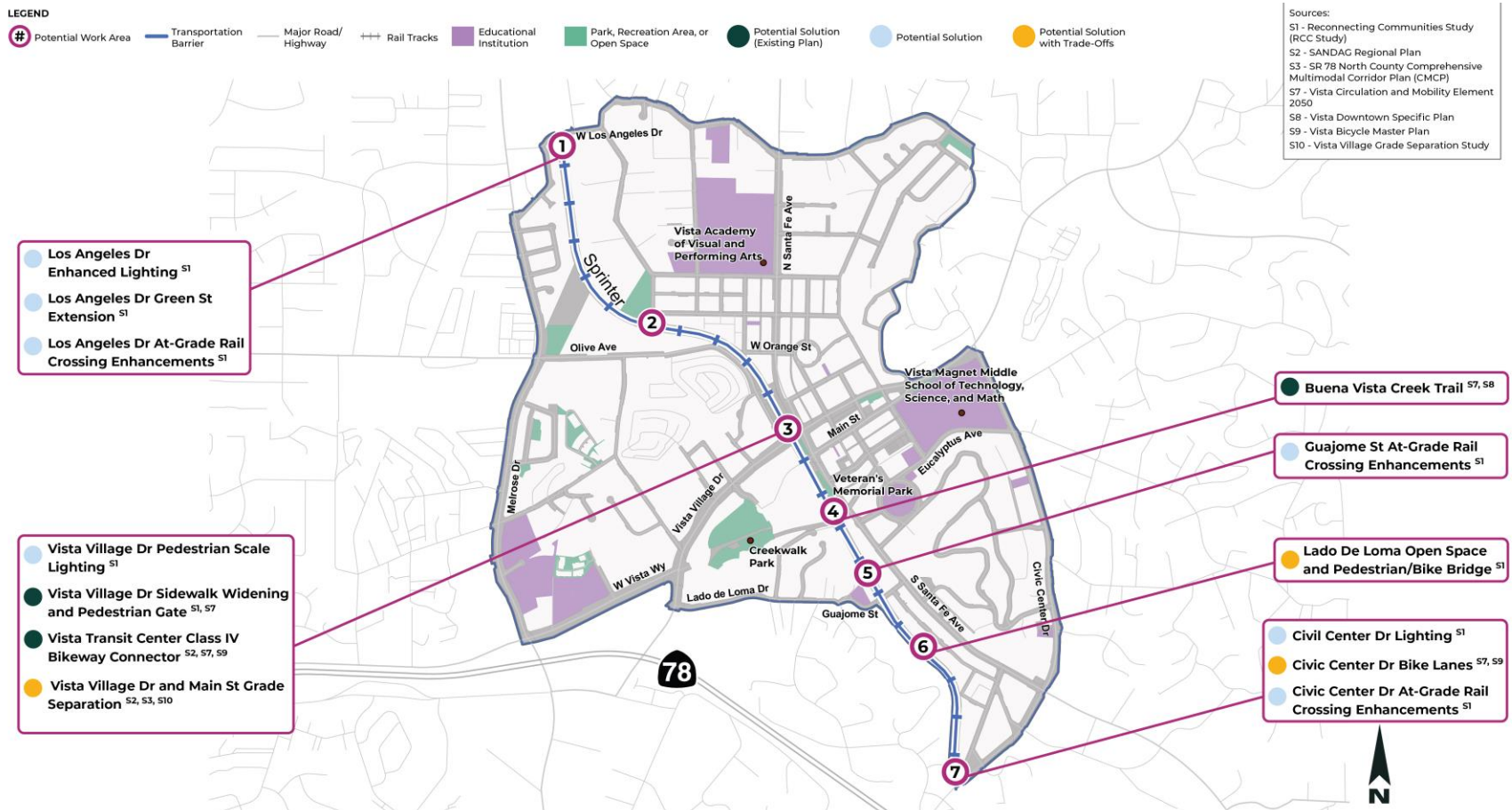


Figure 20: Potential Solutions for Vista



What Focus Area Solution Spotlights

Solution spotlights present a selection of potential solutions identified for several focus areas. The solution spotlights help visualize what an improvement might look like and support next steps for implementation, including pursuing funding. Each solution spotlight provides the following information:

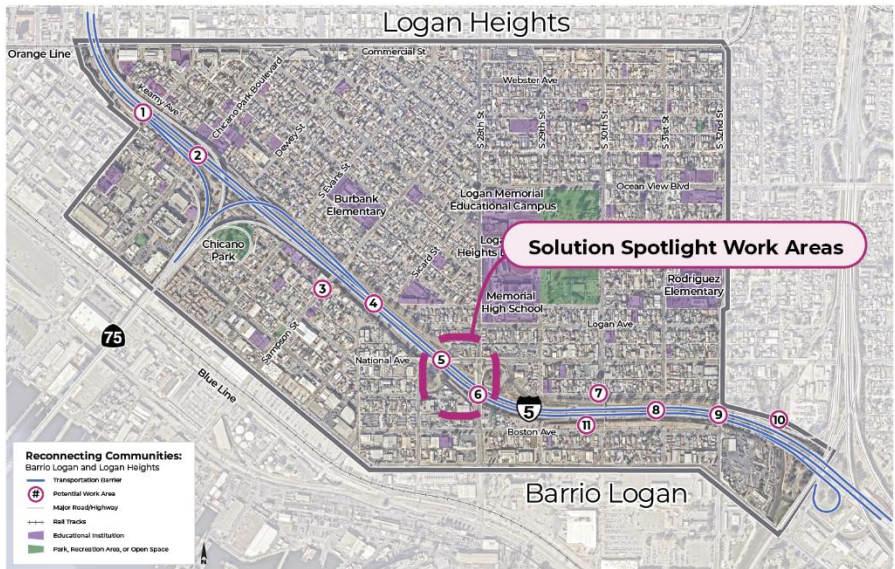
- short description,
- where the spotlight is located within the focus area,
- highlights key information from the solution matrix for the potential solutions selected including name, type of solution, location, solution review, relative cost scale, and implementation timeframe, and
- visuals that illustrate what solutions could look like

The spotlights help visualize what an improvement might look like and support next steps for implementation, including pursuing funding. Potential solutions for the Vista focus area center on rail grade separations, which involve complex design and long implementation timeframes. These solutions are closely tied to the recently completed Vista Village Grade Separation Study and an upcoming Regional Rail Crossing Study. Given these ongoing and upcoming efforts and the additional coordination needed with the NCTD and the City, a solution spotlight was not developed for Vista at this time.

Solution Spotlight: Barrio Logan and Logan Heights

Proposed solutions on National Avenue include buffered bike lanes, signal-priority improvements, and a widened bridge with dedicated pedestrian and bicycle facilities. Closure of the I-5 southbound off-ramp at 27th Street would allow for new open space, and 28th Street could benefit from gateway signage and enhanced lighting.

The solution spotlight focuses on potential solutions around work areas 5 and 6 (shown in the map below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

National Avenue Buffered Bike Lanes

Type of Solution: Street Improvements

Location: National Avenue between 27th Street and 43rd Street

Description: Install buffered Class II facilities with fewer/narrower vehicle lanes, intersection improvements, and curb extensions

National Avenue Transit Stop Modifications

Type of Solution: Community Improvements

Location: Spring Valley to Downtown via National Avenue

Description: Incorporate transit stop improvements (upgraded bus shelters) to support existing and planned transit routes

National Avenue Signal Prioritization

Type of Solution: Signal Improvements

Location: National Avenue between 26th Street and 41st Street

Description: Provide transit signal priority along National Avenue to support planned transit routes

Potential Solutions from Solutions Matrix (continued)

National Avenue Bridge Widening with Pedestrian/Bicycle Facilities

Type of Solution: Traffic and Rail Separation

Location: National Avenue between 27th Street and 28th Street

Description: Widen existing bridge to the north to provide a multimodal connection to the future Logan Avenue Freeway Lid project

National Avenue Truck Queue Lane/Signal Priority

Type of Solution: Signal Improvements

Location: National Avenue between 27th Street and 28th Street

Description: Continue signal priority and queue lane from northbound 28th Street and National Avenue intersection to the I-5 NB on-ramp on north side of National Avenue

27th Street Open Space (Ramp Closure)

Type of Solution: Barriers/Barrier Closures, Community Improvements

Location: 27th Street between Newton Avenue and National Avenue

Description: Close the I-5 SB off-ramp to 27th Street for the redevelopment of open space

28th Street Bike Lanes

Type of Solution: Street Improvements

Location: 28th Street between Boston Avenue and National Avenue

Description: Install Class II facilities along the bridge in conjunction with Harbor Dr 2.0 truck lane improvements

28th Street Off-Ramp Realignment and Signal Improvements

Type of Solution: Infrastructure Upgrades, Signal Improvements

Location: 28th Street and the I-5 Southbound Off-Ramp

Description: Reconfigure existing I-5 SB off-ramp to 28th Street to square up and install a new signal to minimize conflict among free flow traffic movement on 28th Street westbound and pedestrian/bike crossing

National Avenue Off-Ramp Realignment

Type of Solution: Infrastructure Upgrades, Community Improvements

Location: I-5 North Off-Ramp at National Avenue

Description: Reconfigure I-5 north off-ramp from National Avenue (existing) to 28th Street (proposed) to redevelop into open space

28th Street Gateway Designation

Type of Solution: Community Improvements

Location: 28th Street from National Avenue to Boston Avenue

Description: Install gateway signage, public art, and landmark structures

28th Street Enhanced Lighting

Type of Solution: Community Improvements

Location: 28th Street from National Avenue to Boston Avenue

Description: Install additional lighting to improve nighttime visibility and safety for nearby school facilities and commercial businesses

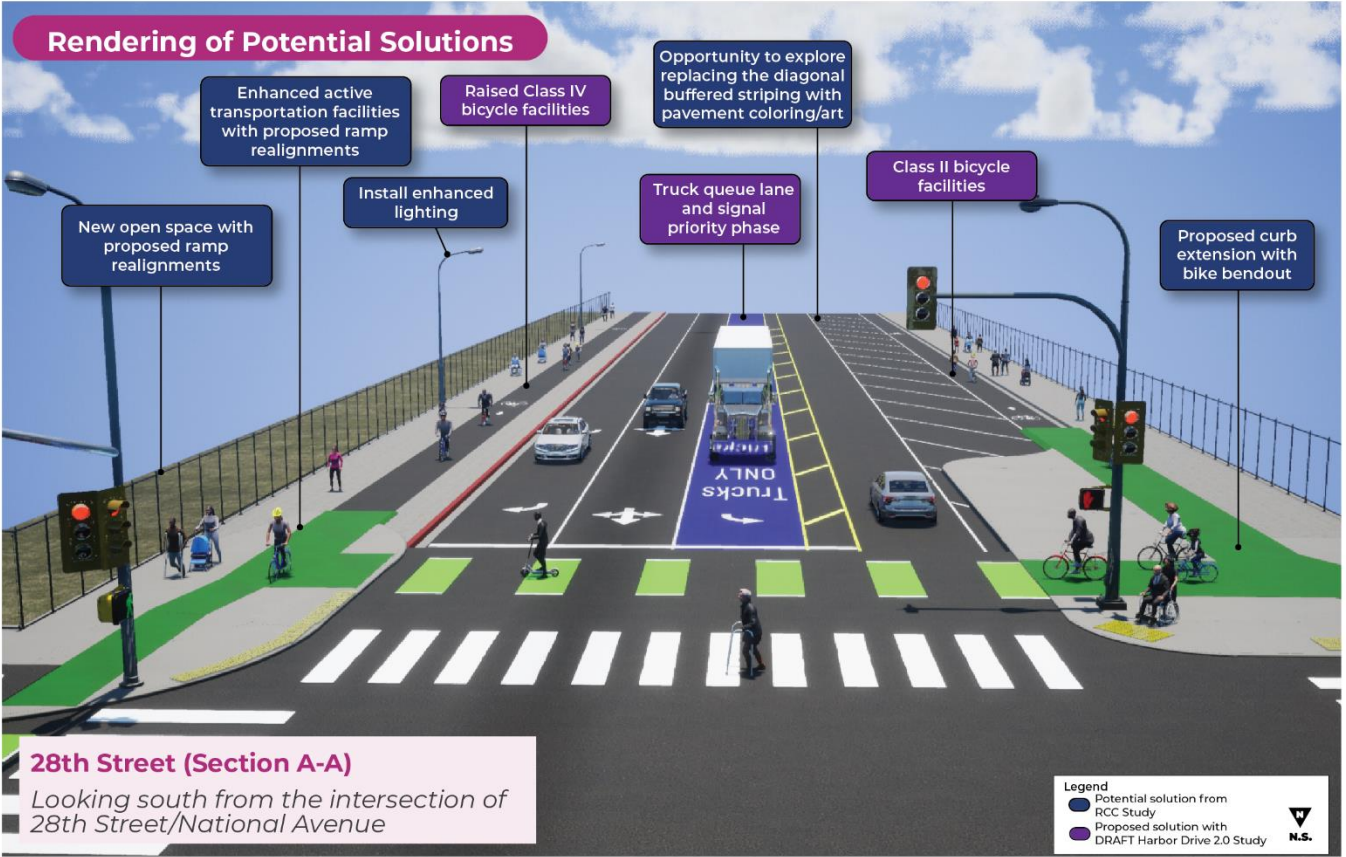
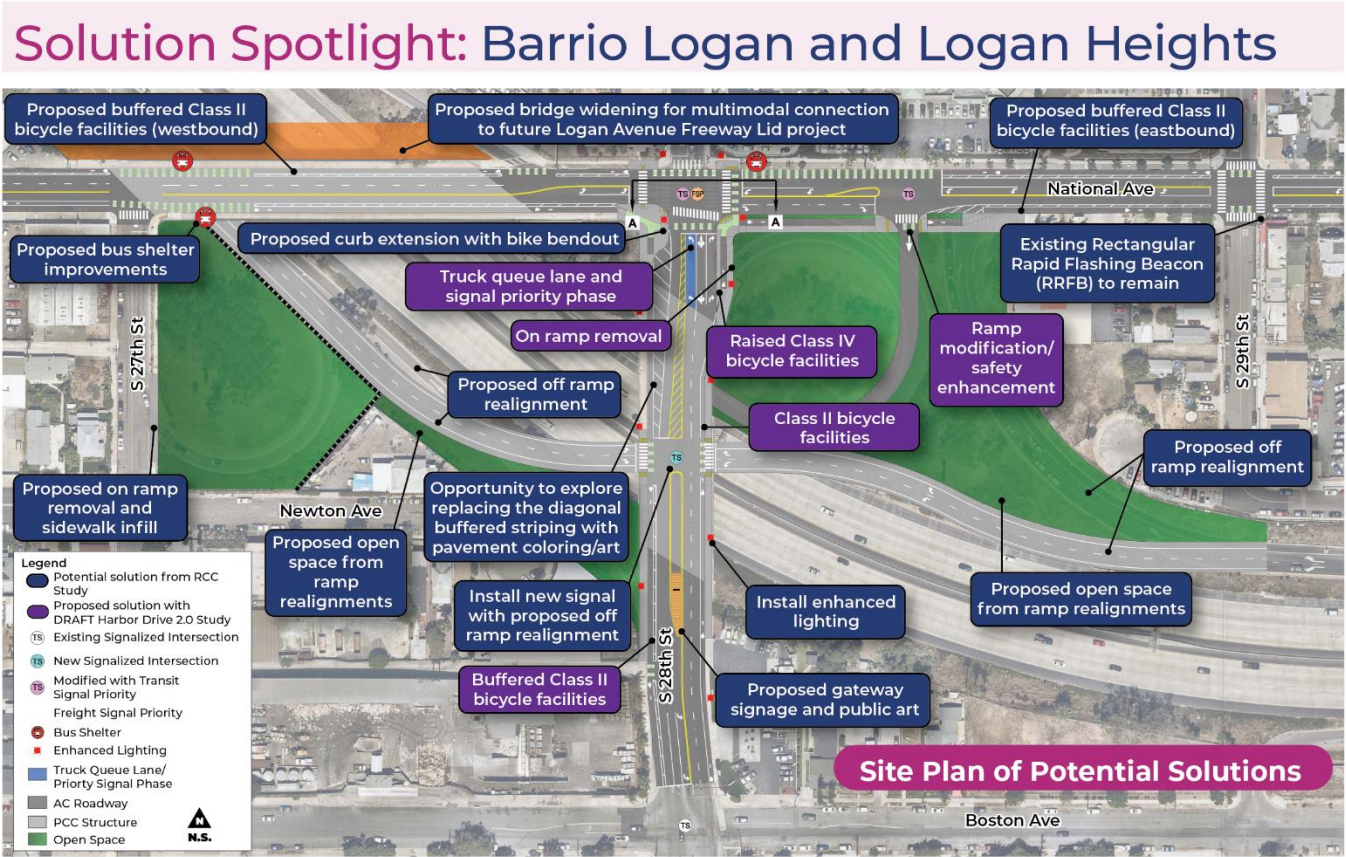
28th Street Reconfiguration/Freight Priority Improvements

Type of Solution: Infrastructure Upgrades, Signal Improvements

Location: 28th Street from National Avenue to Boston Avenue

Description: Remove the unprotected "loop" ramp on northbound 28th Street to I-5 NB. Add a northbound truck queue lane and signal priority at intersection to direct truck traffic to the National Avenue I-5 NB on-ramp on north side of National Avenue. Reconfigure existing I-5 NB on-ramp access on eastbound National Avenue (east of intersection) to improve pedestrian safety.

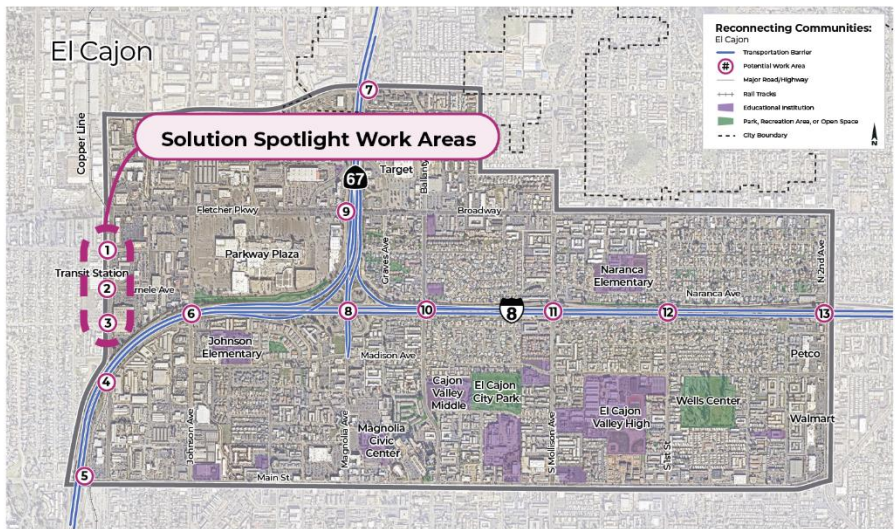
The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise. Multiple planning efforts in this area would need to be coordinated with, including the ongoing Harbor Drive 2.0 Study by SANDAG and Caltrans.



Solution Spotlight: El Cajon

Improvements around the Marshall Avenue corridor, from Petree Street to Wagner Drive, could make the corridor safer and easier to navigate while connecting neighborhoods to transit and shopping. A pre-signal could provide early notification of an approaching train. Curb ramps could be reconfigured at Petree Street, and pedestrian facilities could be enhanced with ADA-compliant crossings along Arnele Avenue toward Parkway Plaza. A corridor-wide Class IV bikeway with fewer/narrower vehicle lanes would enhance Marshall Avenue.

The solution spotlight focuses on potential solutions around work areas 1, 2, and 3 (shown in the map and existing condition photos below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

Petree Street Signal Coordination & At-Grade Rail Crossing Enhancements

Type of Solution: Signal Improvements, Intersection and Crossing Improvements

Location: Petree Street and Marshall Avenue

Description: Install a pre-signal with advanced pedestrian preemption (e.g., NTOR signs and LPs), and reconfigure curb ramps to reduce turning radii

Arnele Avenue Pedestrian Enhancements to Parkway Plaza

Type of Solution: Intersection and Crossing Improvements, Street Improvements

Location: Arnele Avenue and Marshall Avenue

Description: Enhance pedestrian facilities along Arnele Avenue including high-visibility crosswalks, reconfigure curb ramps to provide ADA-compliant pedestrian access and realign the commercial driveway at Arnele Avenue/Marshall Avenue crossing the station to square up the intersection and shorten crossing

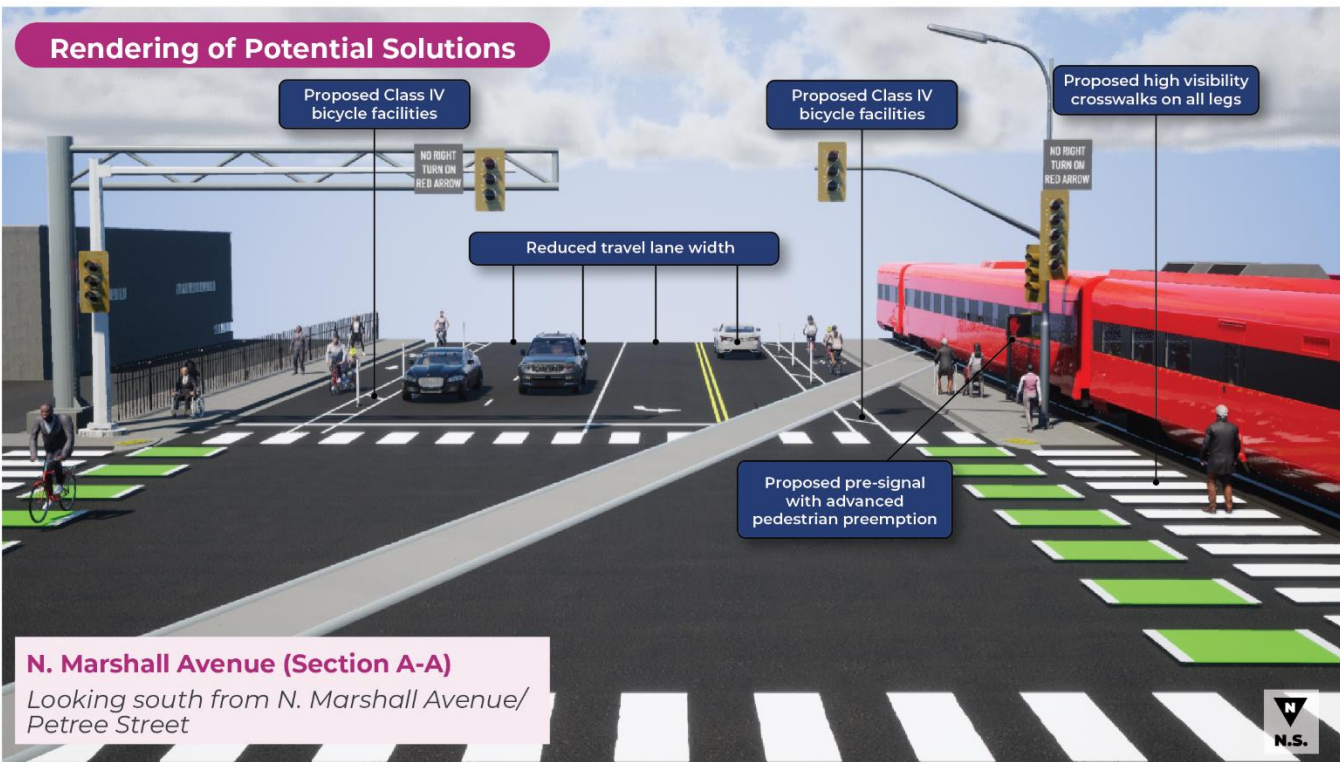
East County Loop Bikeway/Marshall Avenue Multimodal Connector

Type of Solution: Street Improvements

Location: Marshall Avenue from Main Street to Wagner Drive

Description: Install Class IV facilities with road diet

The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise.



Solution Spotlight: Escondido

Improvements near Broadway and Lincoln Avenue could make crossings for the many students and families traveling to nearby Lincoln Elementary safer and easier. City and Caltrans signals at Broadway/SR 78 and Broadway/Lincoln Avenue could be synchronized. By extending the median to create a pedestrian refuge island, a two-stage crossing could be implemented. New bike lanes with leading pedestrian intervals and high-visibility crossings along Lincoln Avenue in front of the school would improve safety.

The solution spotlight focuses on potential solutions around work area 4 (shown in the map and existing condition photos below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

SR 78 and Broadway/Lincoln Avenue Signal Improvements

Type of Solution: Signal Improvements

Location: SR 78 and Broadway, Broadway and Lincoln Avenue

Description: Synchronize signal at Broadway/SR78 (Caltrans) and Broadway/Lincoln Avenue (City)

Broadway and Lincoln Parkway/ SR 78 Pedestrian Crossing Improvements

Type of Solution: Intersection and Crossing Improvements

Location: SR 78 and Broadway

Description: Extend median (on east leg) to provide a pedestrian refuge island and allow for a two-stage crossing

Lincoln Avenue Bicycle Facilities

Type of Solution: Street Improvements

Location: Lincoln Avenue from Broadway and Escondido Boulevard

Description: Install bike lanes, LPI at both intersections, a pedestrian refuge island on north leg of Lincoln Avenue/Broadway, high visibility crossing on west leg of Lincoln Avenue/Broadway and all legs of Lincoln Avenue/Escondido Blvd, and curb extensions at Lincoln Avenue/Escondido Boulevard

SR 78 and Broadway Rumble Strips

Type of Solution: Street Improvements, Infrastructure Upgrades

Location: SR 78 and Broadway (west of intersection)

Description: Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed

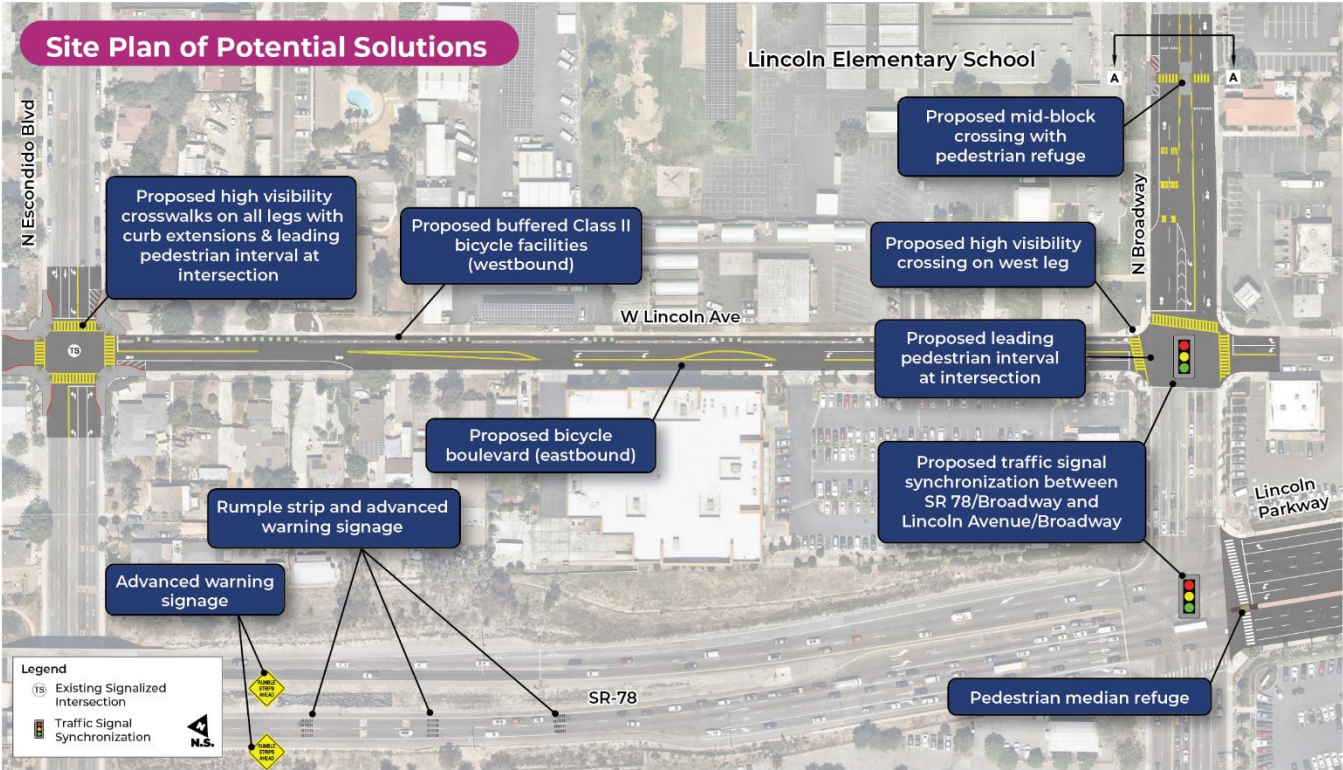
Broadway Traffic Calming Improvements and Pedestrian Enhancements

Type of Solution: Street Improvements

Location: Broadway between El Norte Pkwy and Lincoln Pkwy

Description: Add a mid block crossing (HAWK) and traffic calming measures (e.g., speed cushions, curb extensions)

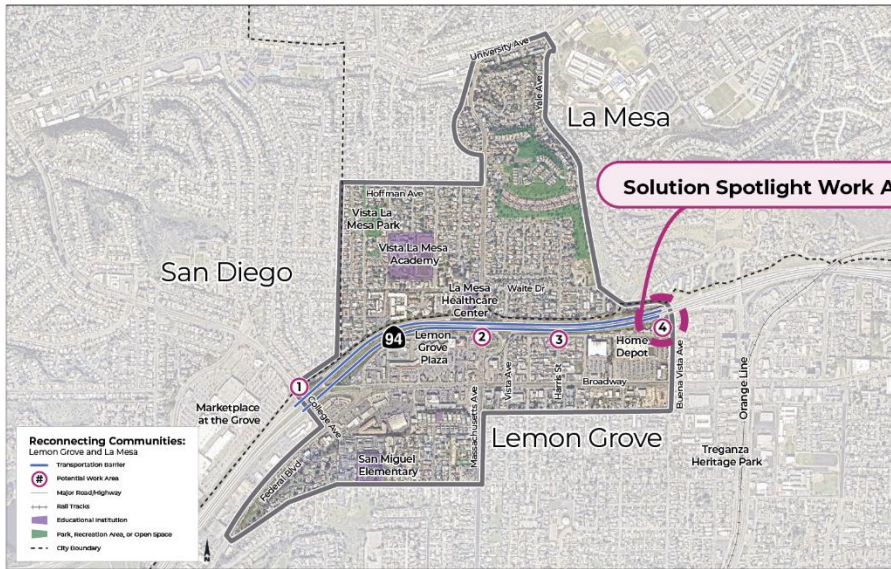
The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise.



Solution Spotlight: Lemon Grove and La Mesa

Waite Drive underpass from North Avenue to Waite Drive in La Mesa is a key location for improvements. Near-term infill sidewalks with ADA curb ramps, high-visibility crosswalks, and wayfinding to the Lemon Grove Trolley Station at Buena Vista and North Avenue can improve the connection right away. In the longer-term, widening of the underpass to add Class IV bicycle facilities, widened sidewalks, and improved lighting would provide a continuous, comfortable route toward the future Waite Drive Park.

The solution spotlight focuses on potential solutions around work area 4 (shown in the map and existing condition photos below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

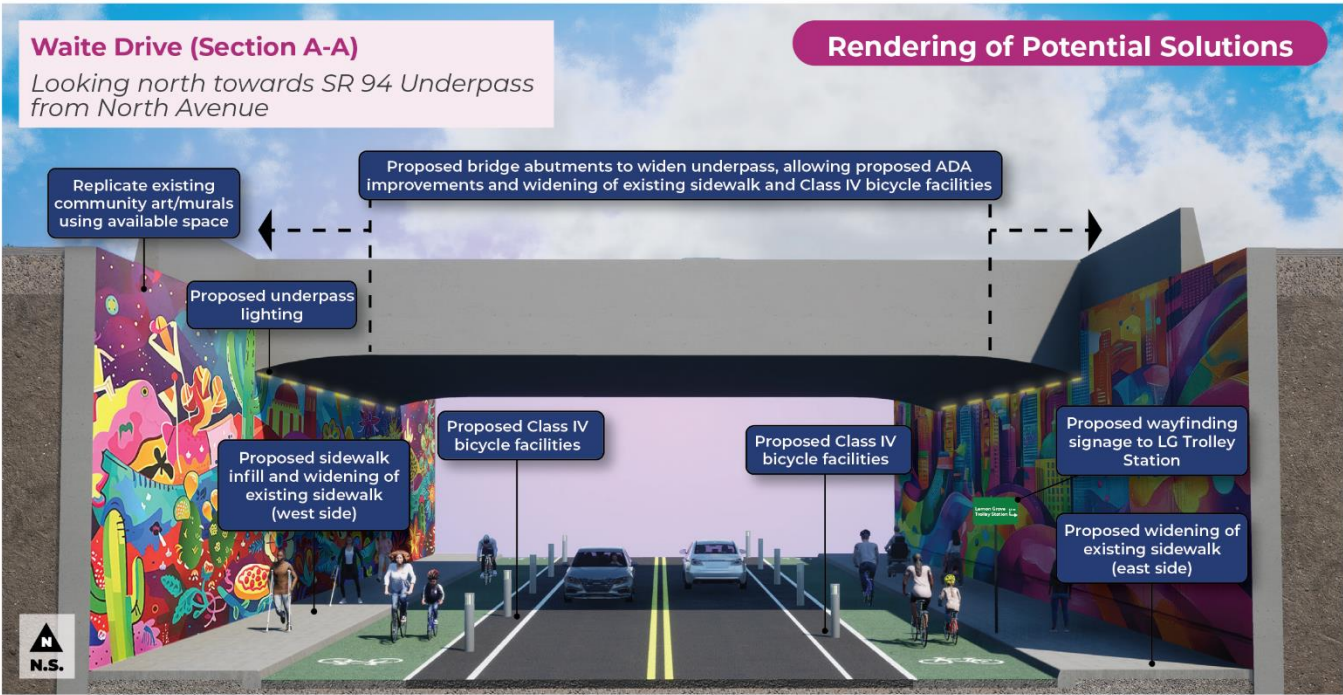
Buena Vista Pedestrian Enhancements & ADA Improvements

- Type of Solution: Street Improvements, Community Improvements
- Location: Waite Drive/Buena Vista and North Avenue NE Corner
- Description: Construct infill sidewalks with ADA curb ramps, leading pedestrian intervals, high-visibility crosswalks, reduced curb radii with landscaping, and wayfinding for nearby trolley station

Waite Drive Underpass Widening

- Type of Solution: Intersection and Crossing Improvements, Community Improvements
- Location: Waite Drive from High Street to North Avenue
- Description: Install new sidewalk to fill in missing gaps and widen sidewalk on the west side with an extension north of North Avenue to provide continuous pedestrian facilities, improve lighting at the existing underpass, and explore widening underpass to install Class IV and widen sidewalks. Provide a continuous sidewalk connection to the future Waite Dr Park development.

The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise.



Solution Spotlight: National City and City of San Diego

The area around I-805 at 43rd, 47th, and Division streets stands out as a place for a coordinated, longer-term strategy. Reconfigured freeway ramps could create new access connections and reclaim land for open space. Paired with enhanced lighting, murals, and a pocket park beneath the freeway, this could reconnect neighborhoods and turn underused space into a community asset. Participants suggested this approach be advanced holistically alongside open-space opportunities.

The solution spotlight focuses on potential solutions around work area 5 (shown in the map and existing condition photos below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

- Encanto to Barrio Logan Bikeway**

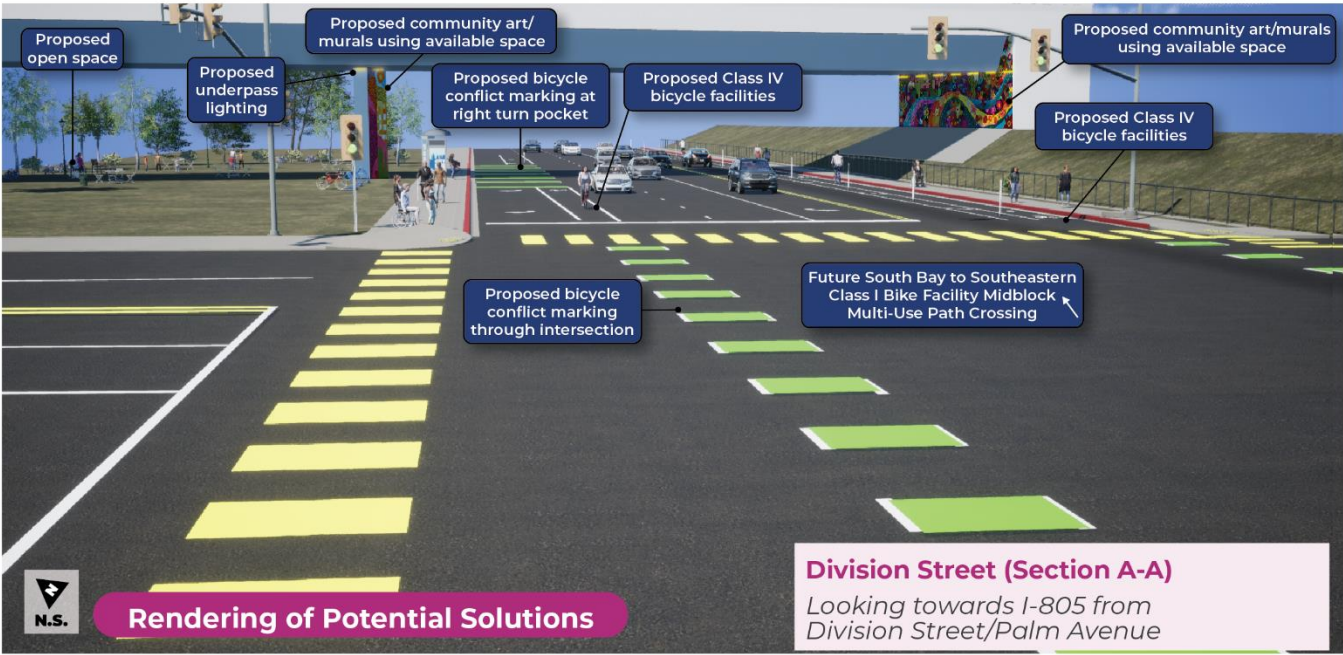
 - Type of Solution: Street Improvements
 - Location: Division Street between Palm and R Avenue
 - Description: Install Class IV facilities as part of larger bicycle facility spanning from Main Street to Woodman Street
- Division Street Lighting & Art**

 - Type of Solution: Community Improvements
 - Location: Division Street between Palm and R Avenue
 - Description: Provide enhanced lighting and murals within the underpass structure
- I-805 Pocket Park**

 - Type of Solution: Community Improvements
 - Location: West of I-805, north of Division Street
 - Description: Create an open space utilizing the existing area underneath the I-805

The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise.

Two parallel efforts are underway in this area: Caltrans is developing the 43rd Street Project Initiation Document (PID), and SANDAG is advancing the South Bay to Southeastern Complete Streets project. Potential improvements shown here would need to be coordinated with these efforts.



Solution Spotlight: Southeastern San Diego

The K Street connection to the 47th Street Trolley Station is a focal point for reconnecting the community. A pedestrian and bike facility running parallel to the Orange Line and crossing over I-805 could link K Street to the Trolley station and the planned multiuse trail on the eastern edge of Greenwood Memorial Park.

The solution spotlight focuses on potential solutions around work area 4 (shown in the map and existing condition photos below).



Potential Solutions from Solutions Matrix

Legend

Potential Solution (Existing Plan)

Potential Solution

Potential Solution with Trade-Offs

Short-Term (0-5 years)

Medium-Term (6-10 years)

Long-Term (10-30+ years)

Low cost

Moderate cost

High cost

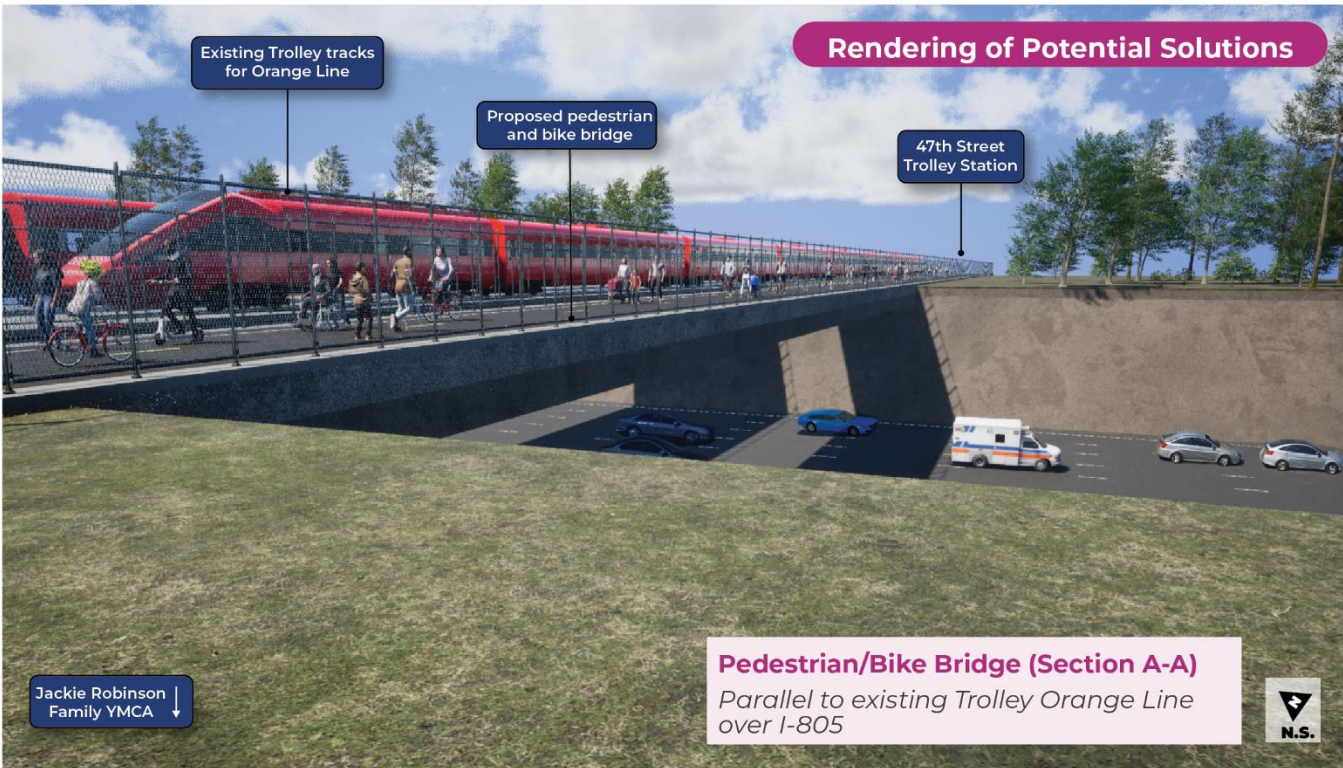
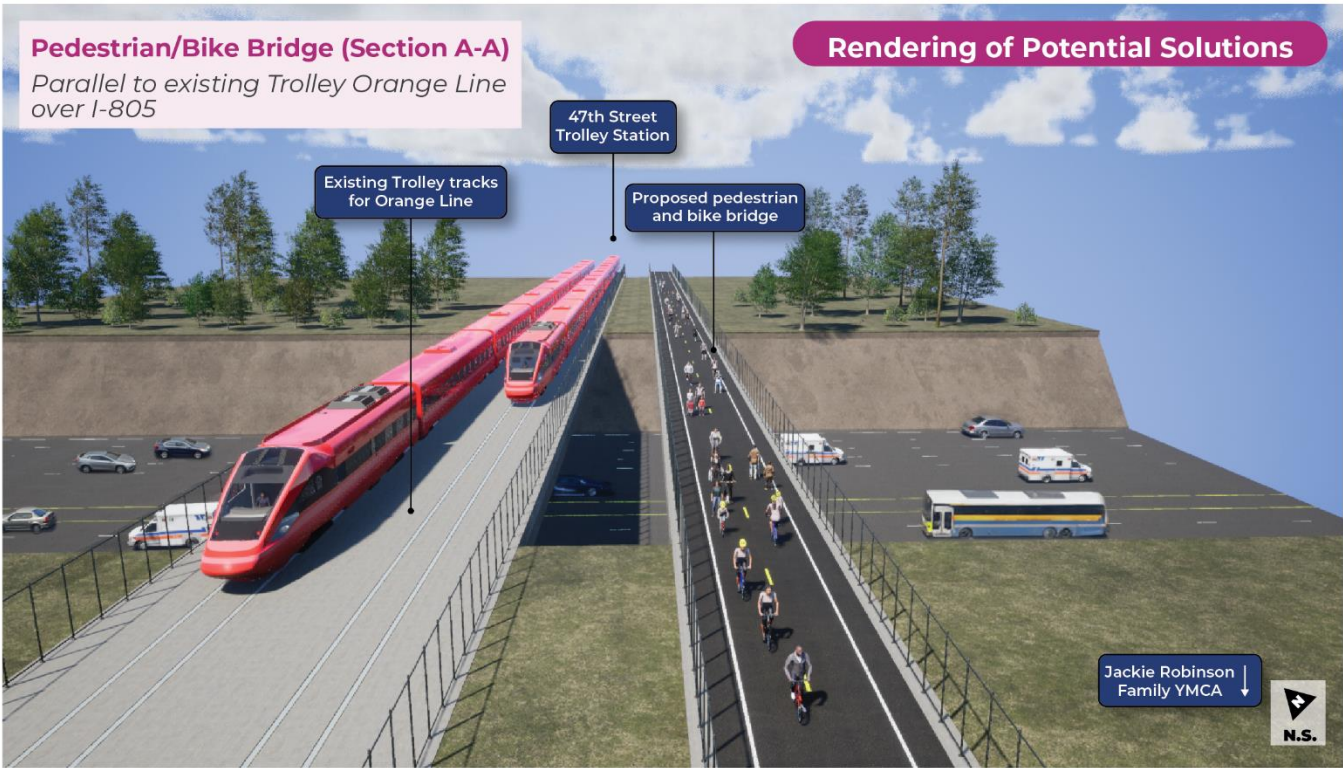
K Street Pedestrian/ Bike Bridge and Facilities

Type of Solution: Traffic and Rail Separation, Street Improvements

Location: Connection from K Street Across I-805 to 47th Street Station

Description: Install a pedestrian/bike facility parallel to Trolley Orange Line and crosses over the I-805 to provide a connection between K Street and 47th Street as well as the planned multiuse trail on the eastern edge of the Greenwood Memorial Park

The solution spotlight provides a visual of how different types of solutions could look for a community. The potential solutions shown are options for consideration that are based on an assessment of existing conditions, previous plans, current planning efforts, and community and agency input. The solution spotlight helps to demonstrate what an improvement might look like and marks an early step toward reconnecting a community. Advancing any of these ideas will require project-level coordination, analysis and study. The solution spotlight gives local jurisdictions and regional partners a foundation to pursue opportunities as they arise.



Implementation Framework

Potential solutions are organized into near-, medium-, and long-term timeframes based on complexity, cost, coordination needs, and community readiness. Phasing decisions reflect these factors together. Lower-cost improvements that communities strongly support can move first, while larger investments advance incrementally as funding, design, and coordination progress.

Early wins matter because visible, near-term improvements can help build community trust and demonstrate progress, which can support the case for larger, longer-term investments. This approach allows transformative projects to advance step by step while near-term work proceeds in parallel, rather than waiting for any single project to be fully funded before any benefit is realized.

Agency and Partnership Strategies

Moving any solution from a community idea to a built or operating project involves SANDAG, partner agencies, and the community at multiple points. A clear understanding of agency roles helps set realistic expectations and keeps projects coordinated.

- SANDAG serves as a regional coordinator and resource for member agencies, helping align solutions with regional plans, identify funding, and convene partners.
- Cities act as lead agencies for local corridor and intersection improvements within their jurisdictions.
- Caltrans coordination is required for projects that affect state highway infrastructure.
- MTS and NCTD play lead roles for transit-adjacent and rail-crossing improvements.

Implementation Process

Moving a solution from a community idea to a built or operating project follows a general pathway that involves SANDAG, partner agencies, and the community at multiple points. Understanding this pathway helps set realistic expectations about how long projects take and where community input continues to matter. The pathway can be summarized in three broad stages, each made up of several steps. This study completes certain steps in the process. Table 5 shows which steps are part of the study and which are future actions.

Table 5: Implementation Process

Implementation Process		
Step	Description	Status
Stage 1: Define and Scope the Idea		
Identify the shared need	Identify shared transportation improvements desired by agencies and communities.	Part of This Study
Planning-level assessment	Evaluate a potential solution's feasibility, relevant agencies, and relative cost scale and timeframe, reflecting the early "is it possible".	Part of This Study

Implementation Process		
Step	Description	Status
Place it in a plan	Describe project in a documented plan, including why it is needed and how it supports identified goals.	Part of This Study
Determine the lead and feasibility	Determine whether the project is something SANDAG or another agency would lead and whether it is possible, whether it supports adopted goals, what year it could be completed, and roughly how much it would cost.	Future Action
Stage 2: Plan and Fund		
Research funding to begin planning	Identify ways to fund the project and apply for funding to start planning.	Future Action
Study how to accomplish the project	Research what similar projects in other cities did and gather community input.	Future Action
Study environmental effects	Evaluate how the project will affect the environment and gather community input.	Future Action
Apply for and compete for funding	Pursue competitive grants and other funding to advance the project.	Future Action
Stage 3: Deliver		
Work out the details	Develop engineering plans, public information materials, application forms, and other details needed to make the project a reality, and gather community feedback.	Future Action
Apply for and compete for funding	Secure the construction or implementation funding needed to deliver.	Future Action
Build or launch	Construct the project (if it is something to build) or prepare to run and operate it (if it is a program).	Future Action
Open and promote	Open the project and promote it to the public.	Future Action

Funding Landscape

Projects are rarely funded from a single source. The funding sources listed in this report are potential opportunities only and do not represent committed funding for any specific solution. Local funds demonstrate commitment and often provide the required match for other sources, while regional, state, and federal grant programs deliver the larger sums needed for transformative projects such as grade-separated crossings, freeway lids, and corridor redesigns, for example. Nonprofit and other programs can advance smaller placemaking, programming, and bicycle and pedestrian improvements. Discretionary Grant funding is competitive, typically requires a local match, and demand consistently exceeds available funding, so a layered, opportunistic funding strategy is essential.

Table 6 lists the potential funding sources identified for the study, organized by level. A detailed mapping of each source to the solution types it can support is provided in the Implementation Strategies and Solutions Memo (see **Appendix G**). Funding program availability and details change between cycles and may not continue depending on State and Federal funding priorities. Staff should monitor open calls and confirm current eligibility, match, and deadline requirements before pursuing any source.

Table 6: Funding Mapping

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Local/Regional							
TransNet	✓	✓	✓	✓	✓	✓	✓
Smart Growth Incentive Program (SGIP)	✓		✓	✓	✓	✓	
Active Transportation Grant Program (ATGP)	✓		✓	✓			
Local City General Fund	✓	✓	✓	✓	✓	✓	✓
Developer Impact Fees (DIF)	✓	✓	✓	✓	✓	✓	✓
State							
Transit and Intercity Rail Capital Program (TIRCP)	✓	✓	✓	✓	✓	✓	
Active Transportation Program (ATP)	✓		✓			✓	
SB 1 Local Partnership (LPP / LLP)	✓	✓	✓		✓	✓	✓
SB 1 Local Streets and Roads (LSRP)	✓		✓		✓	✓	

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Solutions for Congested Corridors (SCCP)	✓	✓	✓	✓	✓	✓	✓
State Transportation Improvement Program (STIP)	✓	✓	✓		✓		
Highway Safety Improvement Program (HSIP)	✓		✓		✓	✓	
State Highway Operation and Protection Program (SHOPP)	✓		✓	✓	✓	✓	✓
State Highway Operation and Protection Program (SHOPP) Minor Program	✓		✓	✓	✓	✓	✓
Clean California Local Grant Program (CCLGP)			✓	✓			
Low Carbon Transit Operations Program (LCTOP)				✓		✓	
Sustainable Transportation Planning	✓	✓	✓	✓	✓	✓	✓
Reconnecting Communities: Highways to Boulevards (RC:H2B)	✓	✓	✓	✓	✓	✓	✓
Transformative Climate Communities (TCC)	✓	✓	✓	✓	✓		✓
Affordable Housing & Sustainable Communities (AHSC)	✓		✓	✓			
Urban Greening Grant Program			✓	✓			
Statewide Park Development & Community Revitalization		✓	✓	✓			
Recreational Trails Program (RTP)		✓	✓				
Regional Early Action Planning Grant (REAP)	✓		✓	✓	✓	✓	

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Sustainable Transportation Equity Project (STEP)	✓		✓				
Office of Traffic Safety (OTS)	✓		✓			✓	
CPUC Section 190 Grade Separation Program	✓	✓			✓		✓
Railway-Highway Crossings Program (Section 130 / RHCP)	✓	✓			✓		✓
Federal							
Reconnecting Communities Pilot (RCP)	✓	✓	✓	✓	✓	✓	✓
Safe Streets and Roads for All (SS4A)	✓	✓	✓	✓	✓	✓	✓
Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA)	✓	✓			✓		
National Infrastructure Project Assistance Grants Program (MEGA)	✓	✓			✓		
Active Transportation Infrastructure Investment (ATIIP)	✓		✓				
BUILD / RAISE	✓	✓	✓		✓	✓	✓
Federal-State Partnership for Intercity Passenger Rail Grant Program	✓	✓	✓		✓	✓	✓
Consolidated Rail Infrastructure & Safety (CRISI)	✓	✓	✓		✓		✓
Railroad Crossing Elimination Grant Program (RCE)	✓	✓	✓		✓		✓
Advanced Transportation Technologies (ATTIMD)	✓				✓	✓	
Pilot Program for TOD Planning (Sec. 20005(b))			✓	✓			

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Road to Zero Community Traffic Safety Grant Program	✓	✓	✓	✓	✓	✓	
Other							
AARP Community Challenge Grant	✓		✓	✓			
America Walks Community Change Grant			✓	✓			
Community Sparks (League of American Bicyclists)	✓		✓	✓			
PeopleForBikes Community Grant	✓		✓				
Outdoor Access Initiative (Yamaha)			✓				
Rails to Trails Grant Program		✓	✓	✓			
Outride (Community Impact / Riding for Focus)				✓			
Smart Growth Grant (NAR)			✓	✓			

Path Forward

What This Study Has Established

The RCC Study is an early planning step focused on addressing barriers and identifying ideas that could help improve access in the seven focus areas. It has established a shared, data-driven understanding of where transportation barriers exist, what communities need, and which types of solutions could respond to those needs. It has organized potential solutions into focus area matrices, mapped those solutions to funding opportunities, and outlined the framework to advance them.

The study does not resolve every question. It does not replace project-level engineering, environmental review, or design, and it does not secure the funding or organizational capacity needed to deliver projects. Translating these ideas into projects is a multi-step process that involves continued community engagement, additional technical analysis, preliminary engineering and design, and coordination with local and regional plans with each requiring dedicated funding and capacity. How each of these ideas advance will depend on priorities, agency roles, community support, available funding, technical feasibility, and project readiness.

Recommended Strategies

Drawing on the development process, the solutions matrix, the implementation process, and the funding landscape, the following strategies are recommended to help SANDAG and its city and agency partners advance the solutions in each focus area.

- **Define lead agencies and partnerships.** Clarify which agency or partner will lead, fund, operate, maintain, and program each improvement, and identify community sponsors and CBOs to advance community conversations.
- **Keep the community engaged throughout.** Continue involving agency partners, residents and CBOs through study, design, environmental review, and delivery.
- **Build on parallel efforts.** Coordinate with adopted plans, CIPs, and active studies so that identified solutions reinforce, rather than duplicate, work already underway.
- **Prioritize by readiness and impact.** Use the near-, medium-, and long-term timeframes to determine sequencing while focusing on quick-build and low-cost improvements that help build momentum.
- **Match solutions to funding early.** Use the funding mapping to align each solution with the most suitable programs, and pursue planning and capital funding at the appropriate stages.
- **Layer and leverage funding.** Combine local, regional, state, federal, and non-profit sources, using local funds to satisfy match requirements and to make competitive applications stronger.
- **Center equity.** Prioritize solutions and funding strategies that deliver benefits to the low-income and disadvantaged communities most affected by transportation barriers, which is common across competitive programs.

Appendices

Appendix A: Data Analysis Report

Appendix B: Study Area Memo

Appendix C: Existing Conditions Report

Appendix D: Community Outreach Summary and Materials

Appendix E: Best Practices Memo

Appendix F: Solutions Matrix by Focus Area

Appendix G: Implementation Strategies and Solutions Memo