

# LAKE SIDE MOVES

# APPENDICES

## Community Based Transportation Lakeside Neighborhood Mobility Plan

County of San Diego  
Planning & Development Services  
March 2026



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# Appendix A



## Existing Conditions Assessment



September 5, 2025

## NMP4 Lakeside

### Existing Conditions Assessment

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#### Introduction

In order to develop a plan for improving multimodal access within the Lakeside community that will encourage walking, biking, and transit trips, a comprehensive review of the existing travel environment is required for the Lakeside Neighborhood Mobility Plan (NMP) study area, which will be referred to as Lakeside. While this existing conditions assessment includes a review of physical facilities that already serve multimodal users, other community characteristics must also be considered, such as:

- Key destinations in and around Lakeside
- Existing land uses
- Environmental conditions (weather, air pollution, etc.)
- Demographics
- Travel patterns

The factors above are indicators as to how and why people choose their travel mode and offer perspective relative to types of transportation options and the infrastructure needed to support those modes. Input from the community coupled with a comprehensive understanding of existing conditions sets the foundation for developing a plan that reflects the community's needs and is consistent with the community's goals.

The purpose of this existing conditions assessment is to set the foundation for the baseline conditions, potential gaps and concerns, and the physical conditions of the transportation system within the Lakeside community. It is a reflection of the community and the issues raised by its residents, employees, and business owners, as well as a clear representation of how people are using, and the barriers associated with, the existing transportation facilities.

#### Project Background

In July 2021, the County of San Diego (County) adopted a new General Plan Environmental Justice Element. This element contained Implementation Action 7.6.2.B, with the goal to "Collaborate with SANDAG, local transit agencies, and other community partners to engage in community-based transportation planning initiatives that seek to expand operation hours and improve quality of service." On December 10, 2021, the San Diego Association of Governments (SANDAG) adopted its 2021 Regional Plan and Sustainable Communities Strategy (Regional Plan), which includes developing a network of Mobility Hubs that "includes our region's urban core and 30 Mobility Hubs that were identified based on land use and employment characteristics, travel patterns, and demographics." Less than 1% of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused. The disproportionate distribution of Mobility Hub areas has an impact on unincorporated communities and neighborhoods where transportation and investment resources are greatly needed. To achieve greater equity and expand mobility options for the



## CoSD CBT Program -

### *Lakeside Neighborhood Mobility Plan*

unincorporated areas, the County is initiating a collaborative program with SANDAG, the Community Based Transportation Program (CBT Program), to develop and implement transportation and investment opportunities.

Lakeside MOVES is part of the CBT Program and is intended to bring Lakeside residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community. It provides a toolbox of mobility solutions for an unincorporated community to form what will be the Neighborhood Mobility Plan for Lakeside.

Lakeside MOVES will focus on achieving greater equity and expanding mobility options within the community. It will explore unique opportunities to educate the public, analyze infrastructure needs, and develop recommendations related to mobility that can directly contribute to and complement County plans and policies to reduce greenhouse gas emissions. Lakeside MOVES will also identify community-specific opportunities to align with potential green streets and active transportation improvements within the study area.

More specifically, the Lakeside MOVES will look to achieve mobility goals, including but not limited to:

- Analyze ways to enhance the north-south connection, focus on improvements around Lakeside County Park and increase transit options.
- Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
- Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Encourage and facilitate opportunities for all community members to participate in creating the vision, prioritization, and decision-making.

On a parallel basis, the County conducted a Development Feasibility Analysis (DFA) in the Lakeside community to identify improvements needed to facilitate development, infrastructure advancements that will enhance development feasibility, and associated costs and timelines for building needed infrastructure. The CBT Program, and the resulting Lakeside MOVES plan, will not be limited to the study area boundaries set by the DFA project. Lakeside MOVES will be a holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Lakeside MOVES. While the DFA, in conjunction with the County of San Diego's Department of Public Works' Infrastructure Gap Analysis, studied gaps in mobility infrastructure in specific areas, Lakeside MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.



## Existing Land Use & Housing

### Study Area

The Neighborhood Mobility Plan focuses on improving north-south connectivity within the Lakeside community, specifically along Winter Gardens Boulevard, Woodside Avenue, and Maine Avenue. The study area was identified in coordination with County staff, with consideration for its alignment with the DFA boundary and a focus on enhancing connections and improvements around key destinations in Lakeside community. The study area for the Neighborhood Mobility Plan generally includes the unincorporated County within approximately 0.25 miles of these corridors with the focus of identifying and providing safe access to important community amenities and activity such as schools, churches, libraries, and other places of interest. **Exhibit 1** shows the overall study area in relation to the neighboring city of Santee to the west and identifies the Lakeside DFA boundary as well which extends further south along Winter Gardens Blvd. The NMP will incorporate the recommendations identified in the DFA as it aligns with community feedback from Lakeside MOVES. While the DFA will study mobility concerns related to development in specific areas, Lakeside MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, the DFA areas.

The study area includes six census tracts (167.05, 167.06, 168.04, 168.07, 168.10, 169.01), all of which extend beyond the study area boundary. One tract (169.01) extends west into the City of Santee, one tract extends south into the northmost point of the City of El Cajon, while the other four fall completely within the unincorporated County of San Diego. Additionally, all the census tracts fall within the Lakeside Community Planning Group Area.

### Existing Land Uses

The southern portion of the Lakeside MOVES study area is predominantly composed of both single-family and multi-family residential uses, while the northern portion features a mix of commercial, residential, educational, industrial and recreational uses, as shown in **Exhibit 2**. There are two primary commercial corridors within the study area, Woodside Avenue and Maine Avenue (**Exhibit 1**). Along Woodside Avenue, commercial areas support the adjacent neighborhoods and offer a mix of services, including grocery stores, restaurants, institutions, education facilities, and the Lakeside branch of the San Diego County Library system. Maine Avenue, on the other hand, is largely composed of automotive supportive businesses and small local retailers, transitioning into light industrial use as it approaches State Highway 67 to the north. Winter Gardens Boulevard serves as a direct connection between residential areas and activity hubs located along the other two commercial corridors.

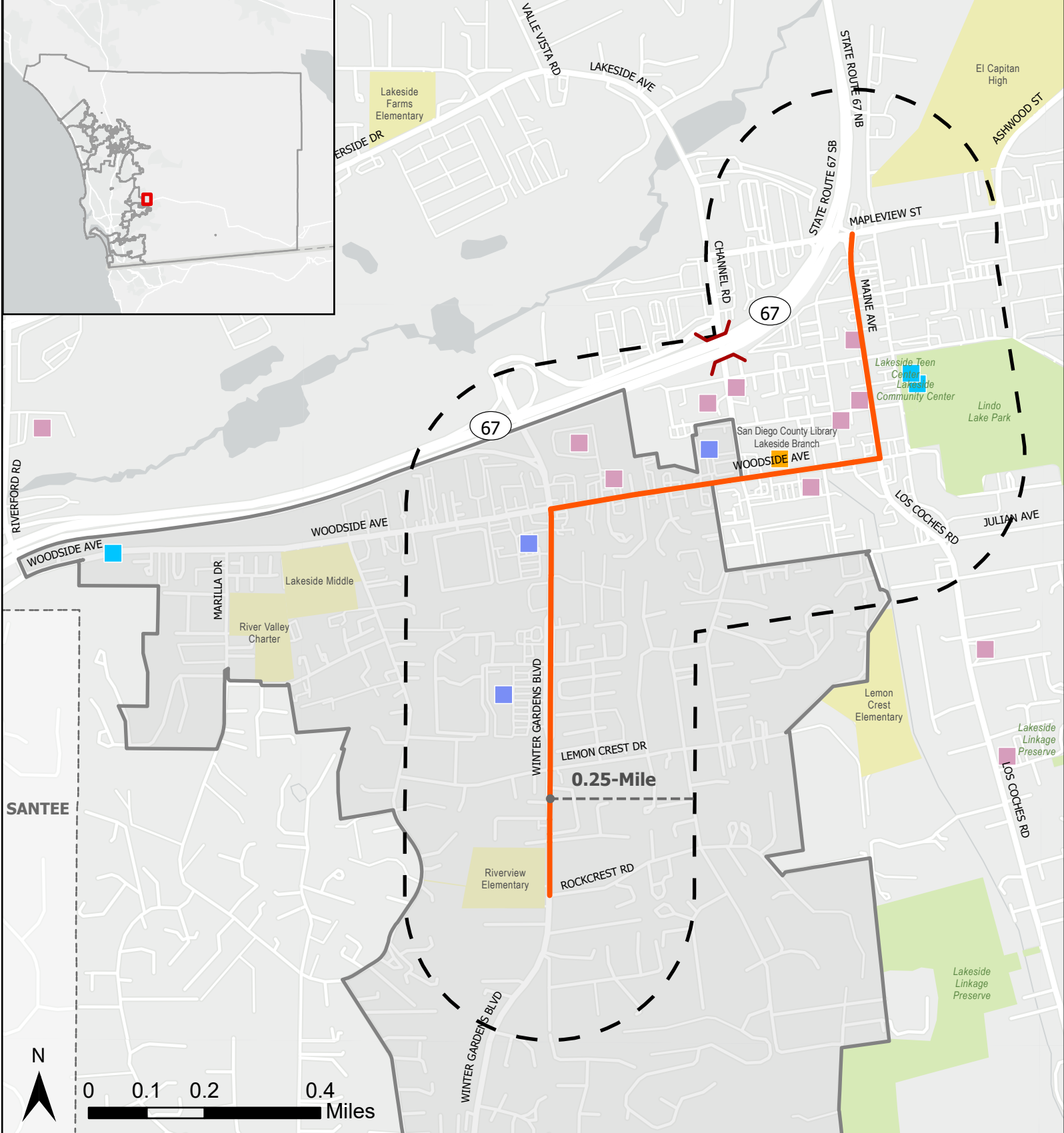
In terms of recreational amenities, there is one County Park (Lindo Lake Park) and one arena (Lakeside Rodeo Arena) within the study area. There is also one elementary school (Riverview Elementary), one high school (El Capitan High) and several religious institutions located within the study area. It is important to note that three additional schools – Lemon Crest Elementary, Lakeside Middle School and River Valley High School – are located just outside the study area boundary. Other notable community amenities include the Lakeside Community Center and the Lakeside branch of the San Diego County Library system. All of these locations are important community destinations for the Lakeside community. Overall, the existing land use patterns in the study area reflect a concentration of a mix of land uses (commercial, multifamily,

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*Lakeside Neighborhood Mobility Plan*



industrial, recreational, and education/institution) along the focus roadways with single-family residential uses located adjacent and between these corridors.

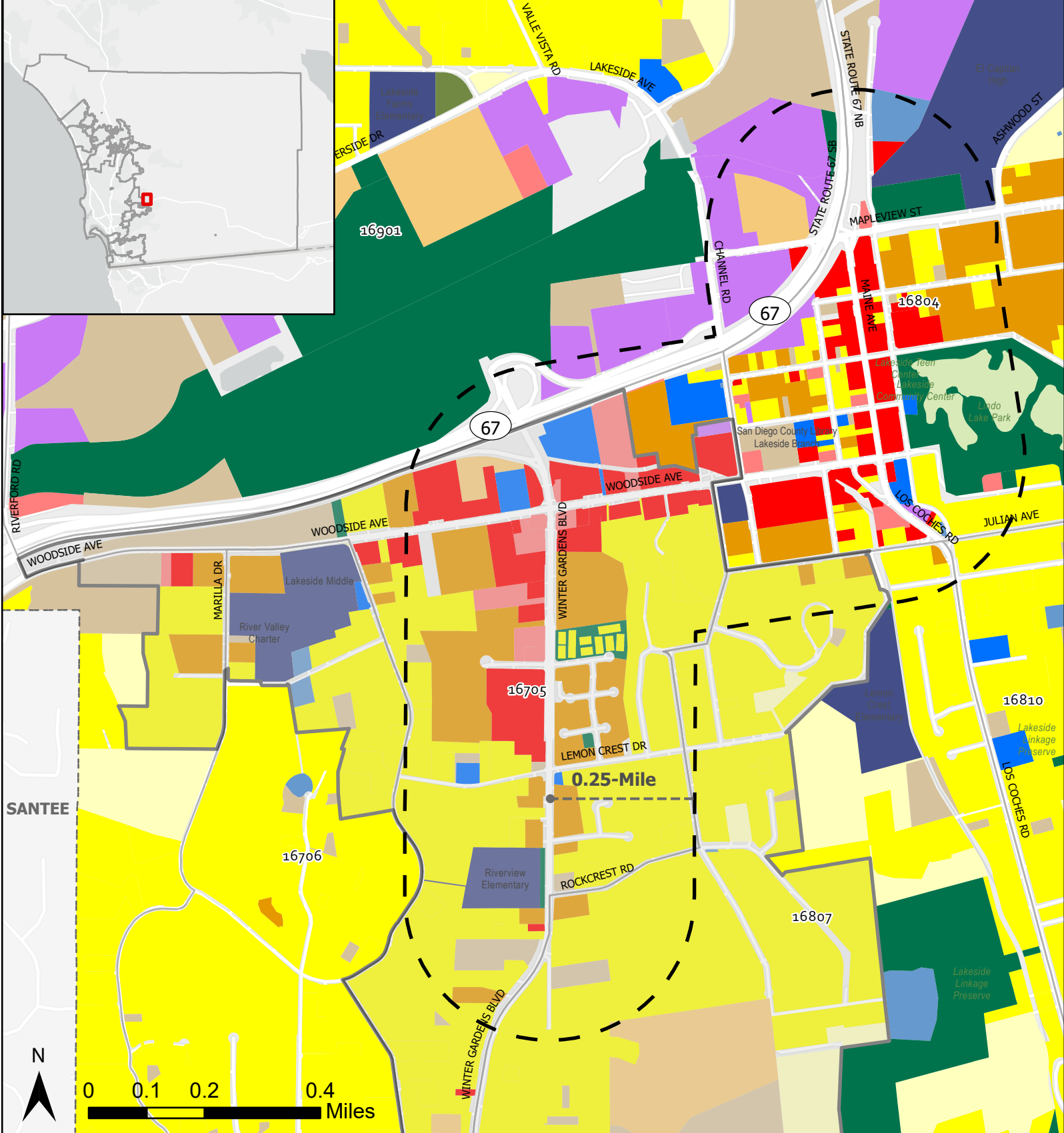


**Legend**

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- ) ( Freeway Crossing (Overpass/Underpass)
- Library
- Community Center
- Church
- Shopping Center
- School
- Park

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Study Area



**Legend**

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

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Land Use



## Housing Stock

By analyzing housing trends in the housing stock, mobility needs for Lakeside can be assessed. **Table 1** summarizes the distribution of unit size by tenure in 2023. The most common unit size for renter-occupied units was two-bedroom units, followed by three-bedroom units, indicating that these units are likely occupied by young families, younger couples, or individuals with roommates. The most common size for owner-occupied units was three-bedroom units, followed by four-bedroom units, indicating large families and potentially multigenerational families. Collectively, two- and three-bedroom units are the most common in the study area, at 24.4% and 39.9% of the total housing stock, respectively. As shown, approximately 62% of the housing stock is owner-occupied and 38% is rented.

**Table 1: Unit Size by Tenure**

Unit Size	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Units	%	Units	%	Units	%
<b>No bedroom/Studio</b>	11	0.2%	345	8.0%	356	3.1%
<b>1 bedroom</b>	192	2.7%	862	20.0%	1054	9.2%
<b>2 bedrooms</b>	942	13.1%	1,866	43.3%	2,808	24.4%
<b>3 bedrooms</b>	3,624	50.5%	955	22.1%	4,579	39.9%
<b>4 bedrooms</b>	2,207	30.8%	234	5.4%	2,441	21.3%
<b>5 or more bedrooms</b>	198	2.8%	51	1.2%	249	2.2%
<b>Total</b>	7,174	100%	4,313	100%	11,487	100%

Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table B25042

## Demographics & Equity

### Community Profile

#### Population & Household Composition

This section describes the population and household characteristics within the study area, including data on the number of households, household size, household income, and composition by census tract.<sup>1</sup>

The population of residents that live within the study area, according to 2023 US Census data, is approximately 35,094 and is made up of 11,487 households, as shown in **Table 2**.

Also highlighted in **Table 2**, the average number of persons per household in the study area in 2023 was 3.1, which is higher than the County and statewide average of 2.7 and 2.8, respectively. Larger household size can be an indicator of a need for larger sized units at potentially affordable income levels .

<sup>1</sup> The US Census Bureau defines a household as all persons living in a single housing unit, whether or not they are related. A household can be one person, a single family, multiple families, or any group of related or unrelated persons.



**Table 2: Number of Households and Size by Census Tract**

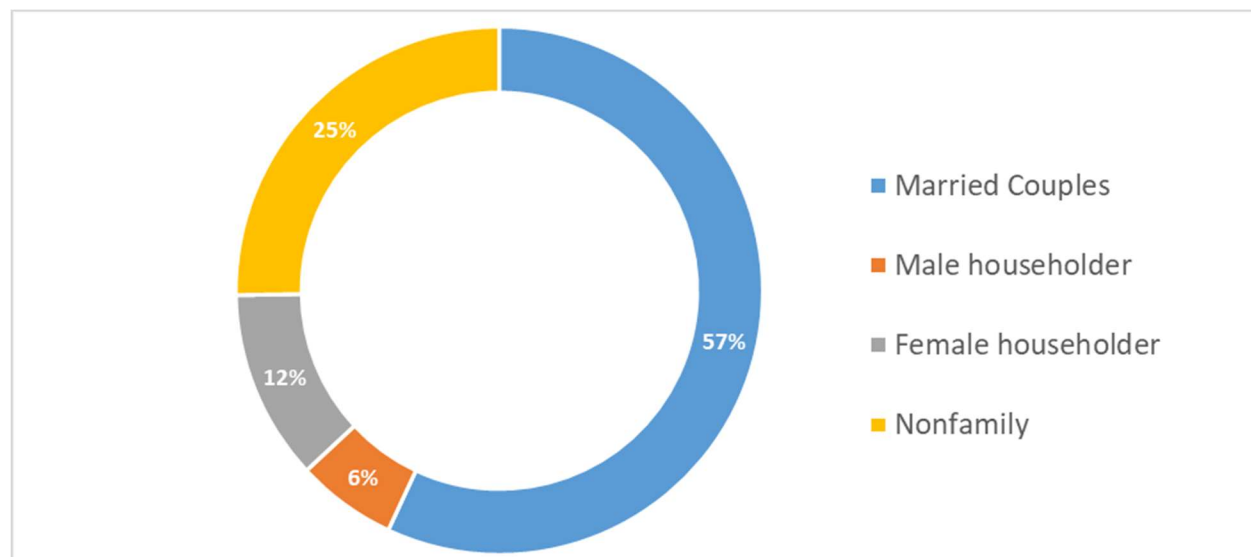
	Lakeside Census Tracts						Total
	167.05	167.06	168.04	168.07	168.10	169.01	
<b>Total Households</b>	1,834	920	2,825	2,666	865	2,377	<b>11,487</b>
<b>Average Household Size</b>	2.6	3.1	3.1	3.1	3.4	3.0	<b>3.1</b>

Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table S1101

Of the households reported as family households, Error! Reference source not found. highlights that more than half (57%) of these households are married couples. The Nonfamily category makes up the second highest percentage of households at 25%, which indicates a significant number of households consisting of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom they are not related.

Error! Reference source not found. shows the trend of household size by tenure in the study area. Two-person and three-person households make up the largest percentage of households at 32% and 19%, respectively, and two-person households have the largest percentage of owner-occupied households as well (22%). Owner-occupied units account for 62% of the households within these census tracts.

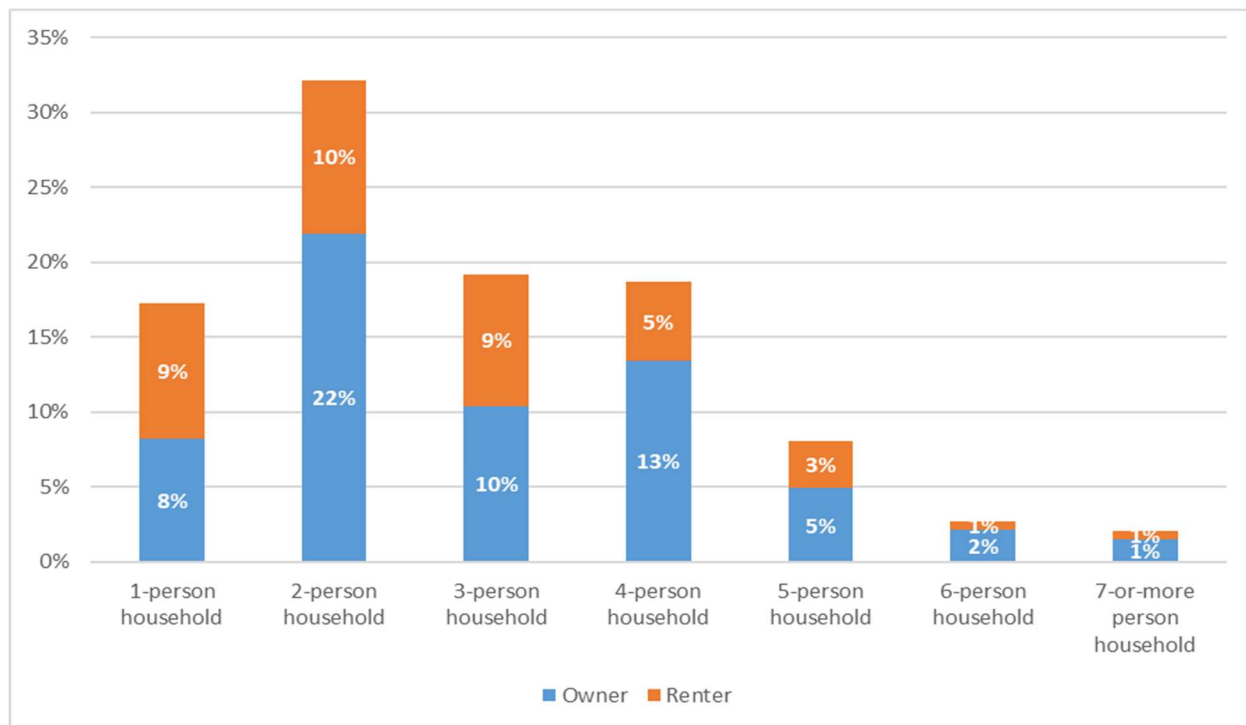
**Figure 1: Household Type**



Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table S1101



**Figure 2: Household Size by Tenure**



Source: US Census Bureau, American Community Survey 5-Year Data 2023 Table B25009

**Table 3** highlights the median household annual income by tenure and census tract for the Lakeside study area residents in 2023. As shown, the average annual income across all census tracts within the study area is \$102,156, which is above the Countywide average of \$98,928. The income disparity varies between each of the census tracts, but is significant between owners and renters within each tract. The median household income in tract 167.05 (\$63,523) is significantly less than the other tracts. This disparity may be attributed to the concentration of multi-family residential developments in the area, particularly apartment complexes, which tend to offer more affordable housing options and attract lower-income households. Tract 168.10 has the highest median income (\$145,268), which is reflective of the prominence of more recent single-family development and open space/County Preserve land that occupies most of the area in this tract.

**Table 3: Median Household Income by Tenure**

	Lakeside Census Tracts							County of San Diego
	167.05	167.06	168.04	168.07	168.10	169.01	Average	
<b>Total</b>	\$63,523	\$82,200	\$85,321	\$116,955	\$145,268	\$119,669	\$102,156	\$98,928
<b>Owner occupied</b>	\$116,875	\$134,671	\$132,716	\$145,841	\$147,411	\$146,019	\$137,256	\$127,700
<b>Renter occupied</b>	\$58,946	\$53,711	\$68,454	\$45,329	\$81,250	\$44,152	\$58,640	\$72,022

Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table B25119



The State of California uses five income categories to determine eligibility for housing funding. **Table 4** shows the State-defined income ranges for each affordability category based on the San Diego County Area Median Income (AMI) of \$119,500 for a household of four. Based on these income ranges, one of the tracts (167.05) in Lakeside falls in the very low-income category, four of the tracts (167.06, 168.04, 168.07, and 169.01) fall in the low income category, and one tract (168.10) falls in the above moderate income category.

**Table 4: Income Range by Affordability Level Based on State AMI, 2024**

Affordability Category	% of County Median	Income Range
<b>Extremely Low Income</b>	< 30%	< \$45,450
<b>Very Low Income</b>	31%–50%	\$45,451–\$75,750
<b>Low Income</b>	51%–80%	\$75,751–\$121,250
<b>Moderate Income</b>	81%–120%	\$121,251–\$143,400
<b>Above Moderate Income</b>	> 121%	> \$143,400

Source: California Department of Housing and Community Development, Revised State Income Limits for 2024, May 9, 2024.

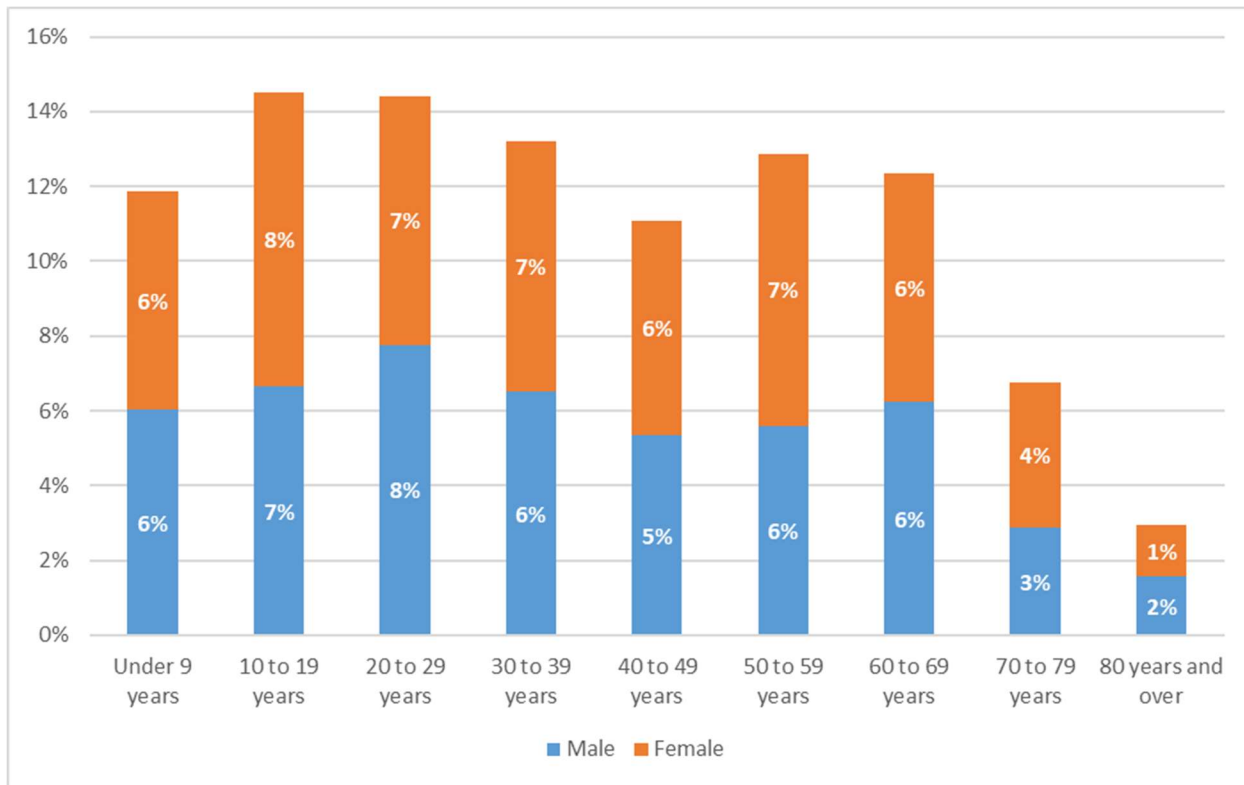
### Age Groups

The study area’s current and future mobility needs are influenced in part by the age characteristics of its residents, as each age group typically has specific needs and preferences. For instance, a higher proportion of young families generally indicates a need for safe access to schools while seniors may require convenient transit options as well as additional amenities at transit stops.

**Figure 3** summarizes the population’s age distribution by gender. In 2023, the largest age groups were 10 to 19 years and 20 to 29 years, each of which make up 15% of the population. These age trends show that there is a large population of middle-aged and younger adults with children. Over half (52%) of the population of study area residents are of professional working age (20–59 years) and 26% of the population are of school age or young children (0–19 years).



Figure 3: Age Distribution by Gender



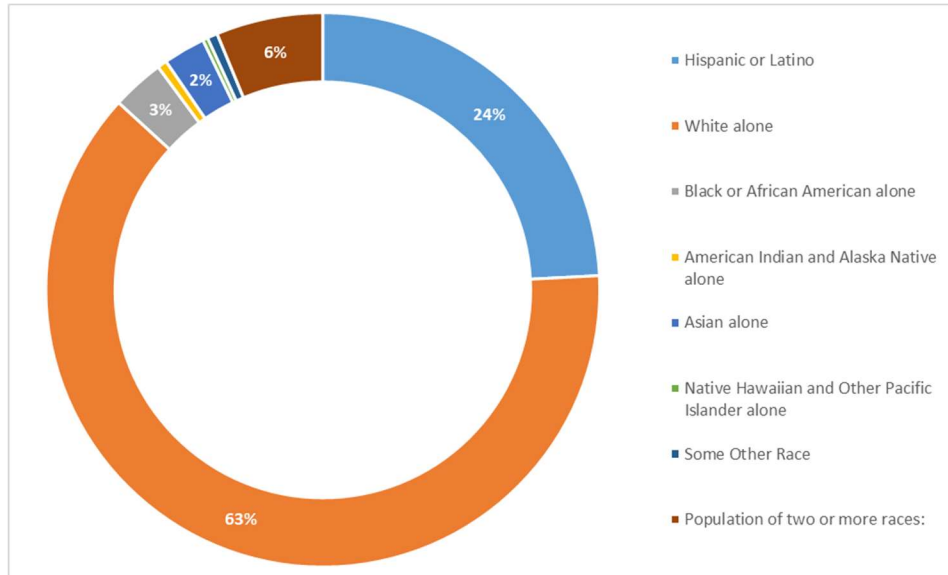
Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table S0101

### Cultural Diversity

The Lakeside study area has a White majority. As shown in **Figure 4**, the two largest group of residents in the community identify as White at 63% followed by Hispanic or Latino at 24%.

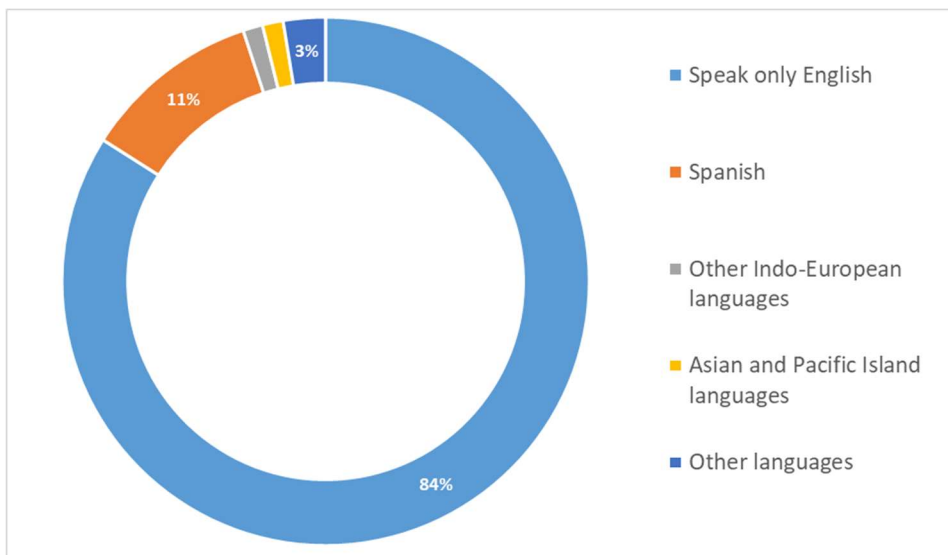
**Figure 5** summarizes the primary languages spoken at home; 84% of the study area’s residents speak English as their primary language at home, which is almost 8 times the next highest language spoken. At 11%, the second most common language spoken is Spanish.

Figure 4: Race Distribution



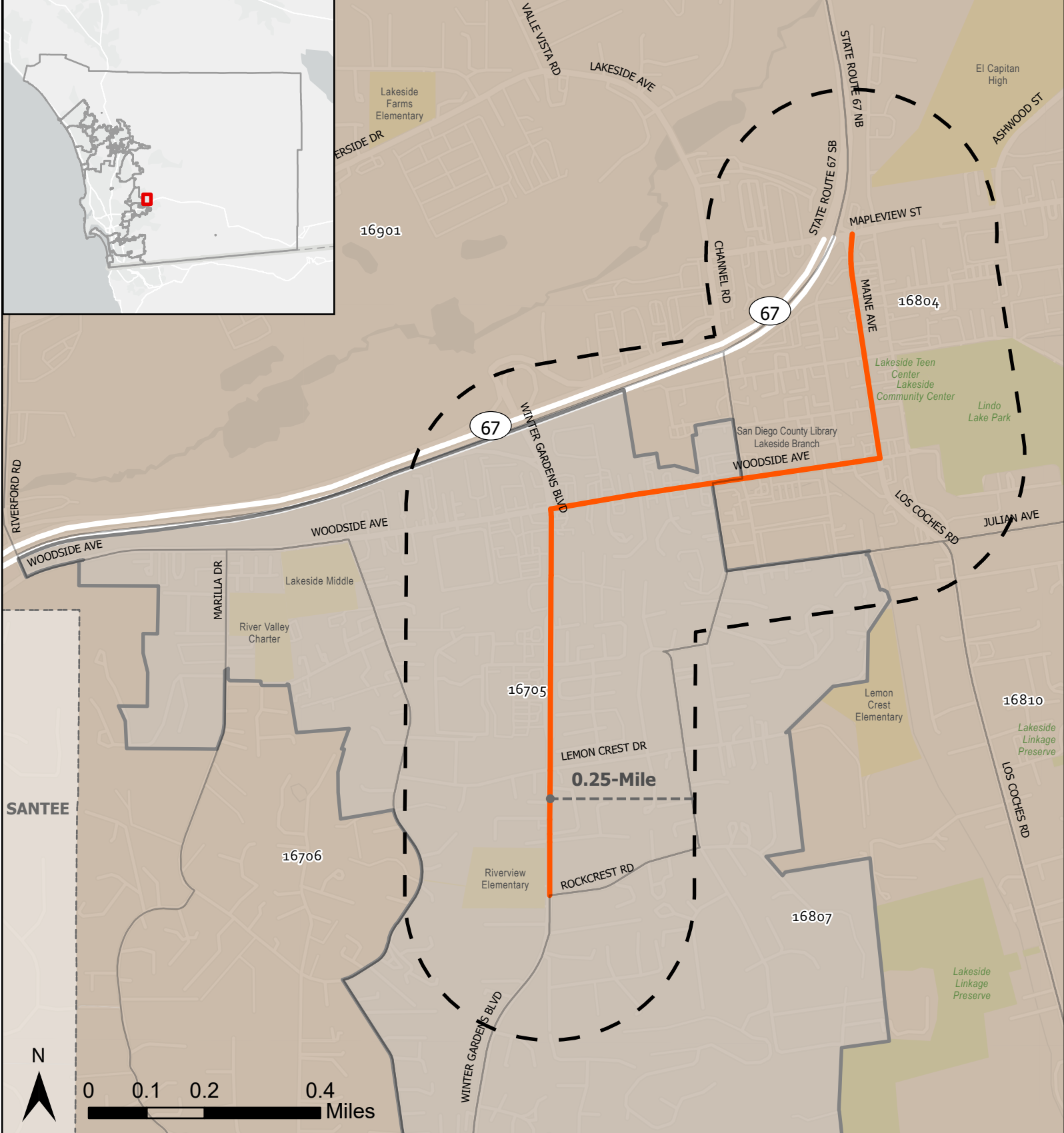
Source: US Census Bureau, American Community Survey 5-Year Data 2020, Table P9

Figure 5: Languages Spoken at Home



Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table S1601

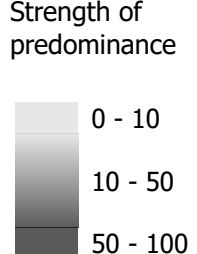
**Exhibit** shows the racial and ethnic majority by census tract within study area. As illustrated, the study area is predominantly White, with over 50% of the population identifying as “White alone, not Hispanic or Latino” across all census tracts. These demographic trends extend beyond the study area boundary, continuing toward Santee and farther west into El Cajon. Overall, the study area is largely characterized by a racially and ethnically homogeneous population.



**Legend**

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Census Tract

- Predominant Race (ACS2017-2021)-TractLevel
- White alone, not Hispanic or Latino
  - Hispanic or Latino



**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Predominant Race



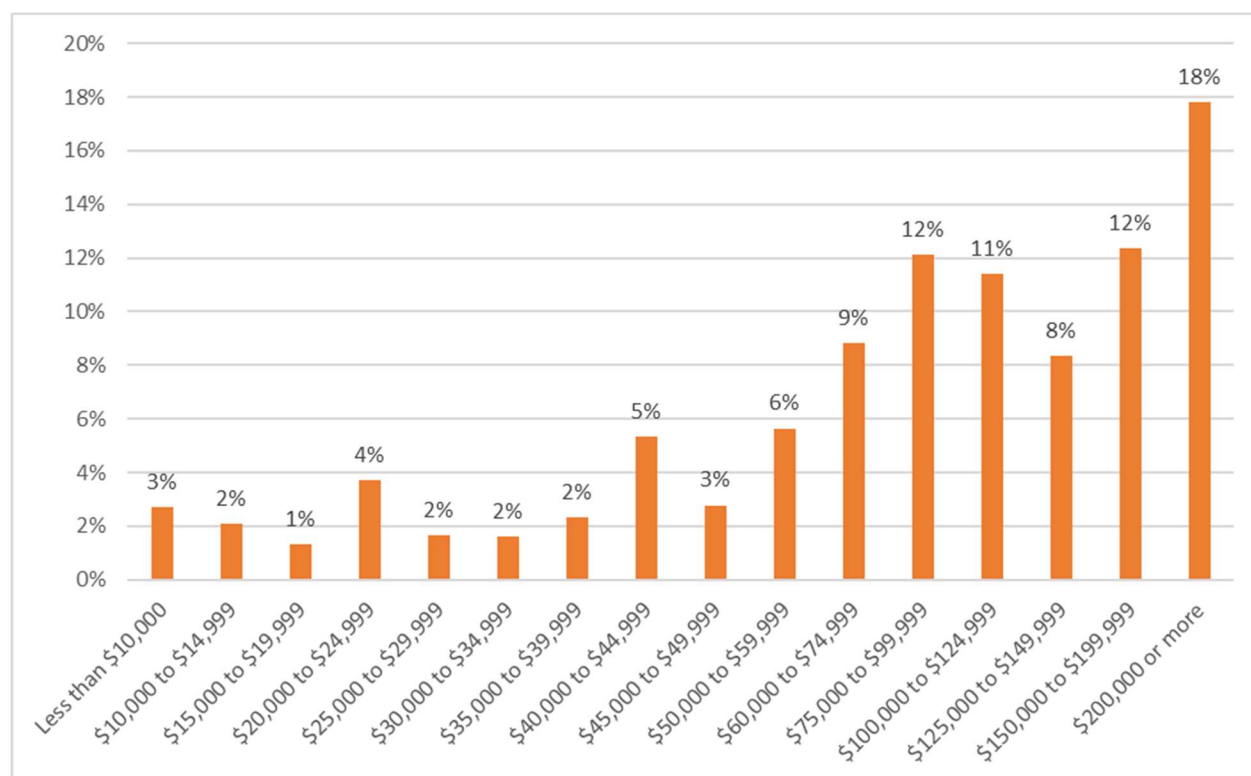
## Socioeconomic Characteristics

### Income Indicators

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

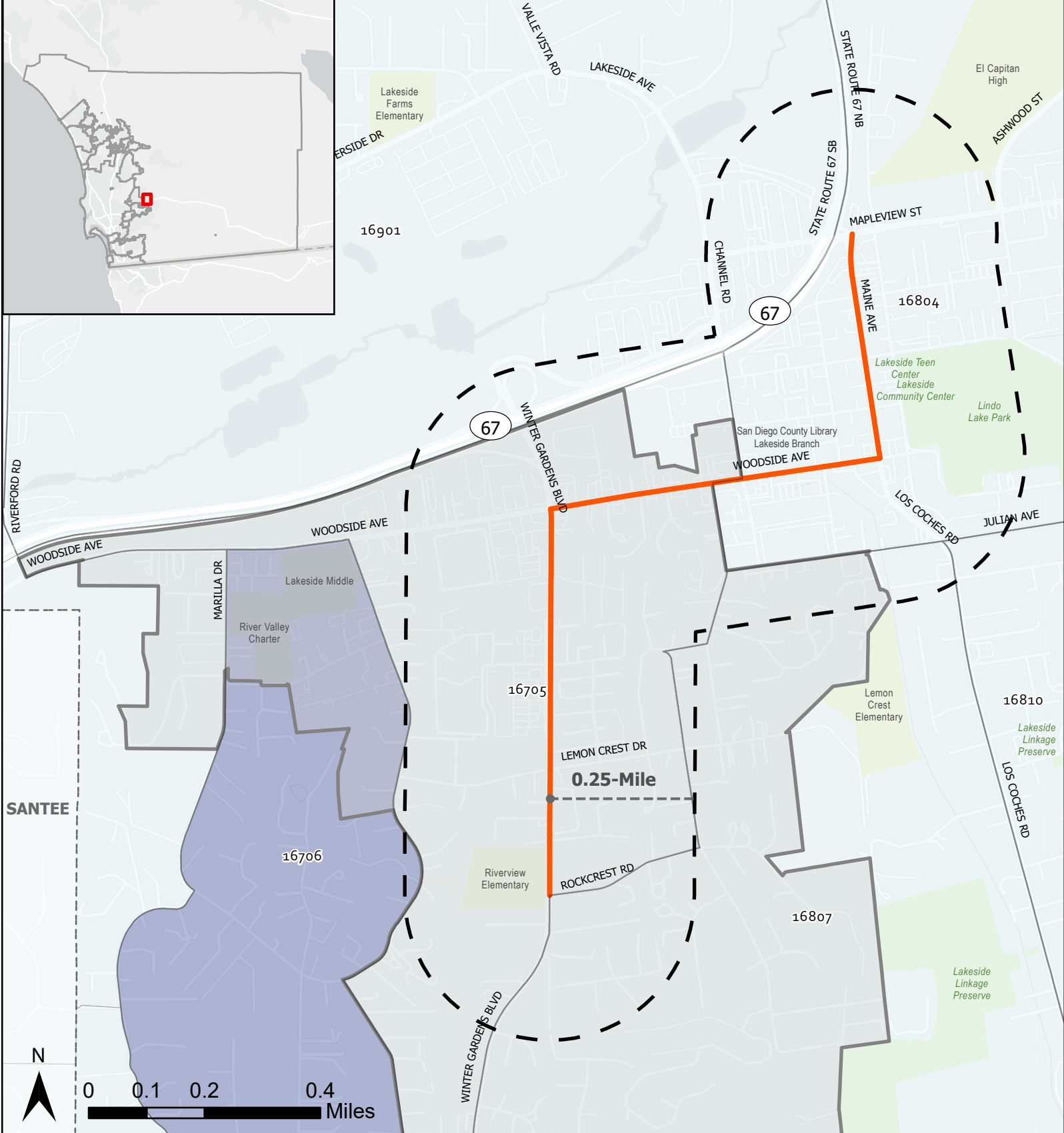
The income distribution within the study area varies and aligns with the median household income data seen in **Figure 6**. The largest household income category is above \$200,000 (18%) followed by \$150,000 to \$199,999 and \$75,000 to \$99,999 (12%). Approximately 38% of all households in the study area make less than \$75,000, while 30% of the households make \$150,000 or more.

**Figure 6: Income Distribution**



Source: US Census Bureau, American Community Survey 5-Year Data 2023, Table B19001

Poverty is defined by incomes falling below the thresholds for family size, annually defined by the US Census. Poverty status by tract within the Lakeside MOVES study area is shown in **Exhibit 4**. In general, less than 10% of the population in the study area lives below the poverty level. An exception is Census Tract 167.06, located west of the southern portion of the study area, where 20% to 30% of residents experience poverty. However, only a very small portion of this tract falls within the study area.



**Legend**

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Census Tract
- Poverty Status (Tract) - ACS (2017-2021)**
- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- > 40%

- Park
- School

Note:  
Percent of Population whose income in the past 12 months is below poverty level

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Poverty Status



## Employment Centers

There is one major employment center classified by SANDAG within the Lakeside MOVES study area (Lakeside employment center). As seen in **Exhibit 5**, the Lakeside employment center occupies a majority of the northern portion of the study area along the major roadways of Woodside Avenue, Maine Avenue, and the northern segment of Winter Gardens Boulevard. As described in the Existing Land Uses subsection, the Lakeside employment area also consists of Maine Avenue which is predominantly automotive supportive businesses and small local retailers and Woodside Avenue which features a mix of commercial including restaurants, automotive retail, and a gym. The northern segment of Winter Gardens Boulevard within the study area also has a mix of commercial including grocery stores and national restaurant chains. According to SANDAG's Employment Center 2.0 database<sup>2</sup>, Lakeside employment center provides 2,000 to 14,999 jobs. In addition, employment centers in this database are categorized into four tiers based on the number of jobs within their boundaries; the Lakeside Employment Center is in Tier 4, having the least number of jobs to be considered any employment center.

Adjacent to the Lakeside MOVES study area, the Santee employment center is located within 0.75 miles from the westernmost boundary of the study area, along Woodside Avenue to the west. While the Santee employment center is within the City of Santee and not the study area, it may still attract residents within the study area. Based on available SANDAG data, this employment center similarly provides an estimated 2,000 to 14,999 jobs, primarily in retail, food services, and construction.

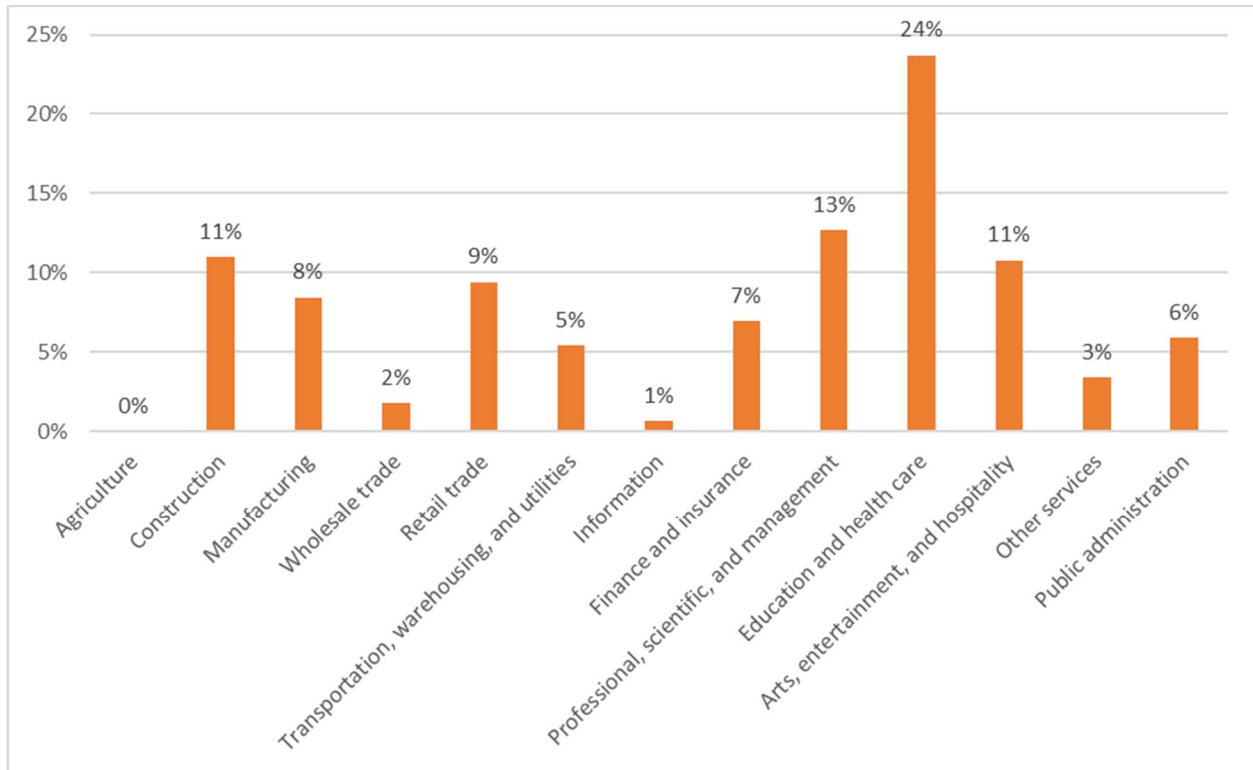
**Figure 7** displays the employment share by industry for residents that live within the study area. The largest sectors of workers employed is Education at 24%. Several schools and educational institutions are located throughout the Lakeside community, both within and just outside the study area. In addition, the Lakeside Union School District is located near the intersection of Woodside Avenue and Channel Road, which may also contribute to the higher percentage of jobs in the education sector compared to other industries, as shown in **Figure 7**.

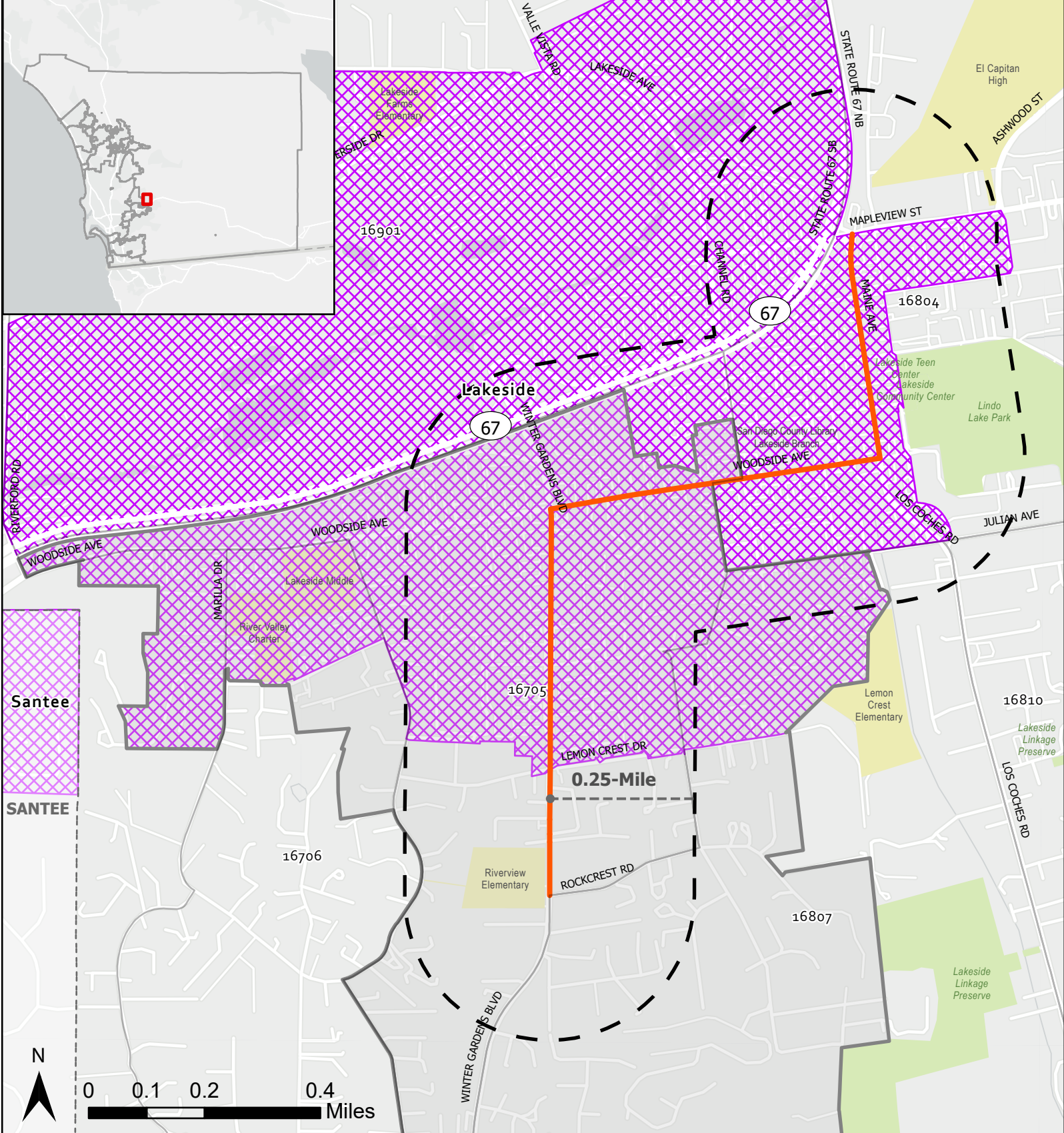
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<sup>2</sup> SANDAG Employment Center 2.0 database is based on several data sources: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) (2022-2020), SANDAG Job Estimates (2022), SANDAG Population and Housing Estimates (2022), and SANDAG Activity Based Transportation Model (2023).



Figure 7: Employment by Industry





### Legend

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Census Tract
- Park
- School
- Employment Centers

### Study Area 4 - Lakeside

DRAFT Neighborhood Mobility Plan  
Employment Centers



## Health Profile

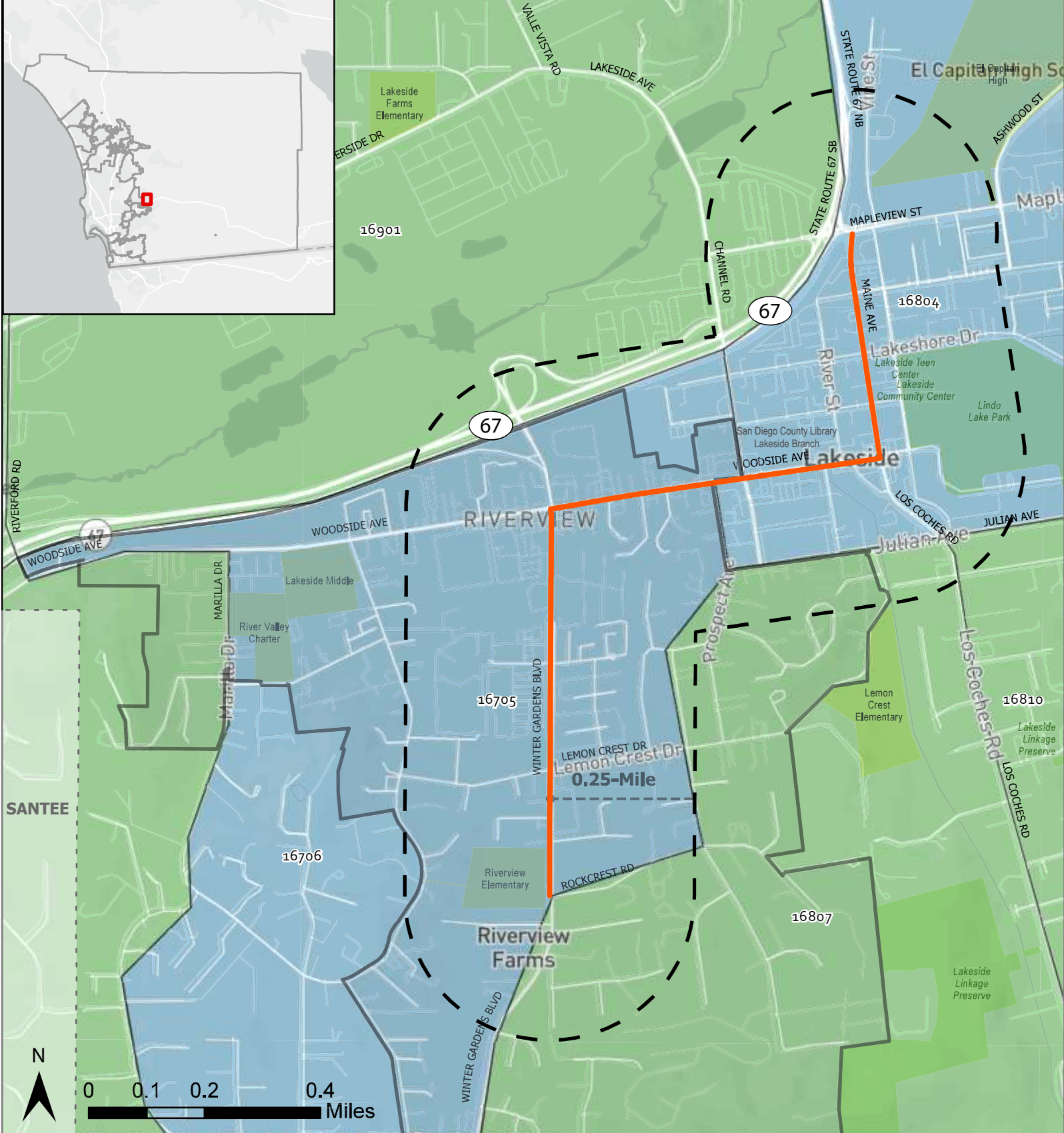
The California Healthy Places Index and the CalEnviroScreen (CES) 4.0 are two tools used to analyze the health of a community at the census tract level using a variety of indexes and factors. Overall, the Lakeside community scores reflect a moderately healthy community, and the results are detailed below.

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, is used to explore the community conditions that impact life expectancy. The HPI helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed most. The HPI combines 25 community characteristics, such as access to healthcare, housing, and education, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool further breaks down the scores into eight Policy Action Areas: Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access. These indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control and Prevention.<sup>3</sup> As seen in **Exhibit 6**, the HPI scores for the Lakeside tracts all fall within the 25-50 percentile, and all have an HPI score that is less than the County average of 67.9. Across all tracts, scores for the eight Policy Action Areas vary, with each tract facing its own unique challenges. However, the Transportation Policy Action Area – covering active commuting and automobile access – receives relatively lower scores compared to others. It is important to note that automobile access generally scores higher than active commuting across all tracts, which indicates the need to enhance active transportation infrastructure.

CES 4.0 identifies communities in California that are disproportionately burdened by pollutants. Factors used to identify such communities include ozone, particulate matter, drinking water contaminants, pesticide use, lead, diesel particulates, asthma rates, and linguistic isolation. A higher score indicates a higher effect of pollutants for the area. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles data to help identify California communities that are disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposures, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma and low birth weight infants), CES 4.0 takes socioeconomic factors into consideration, such as education attainment, linguistic isolation, poverty, and unemployment. The CES scores for the census tracts in the study area are illustrated in **Exhibit 7**, which generally fall between the 20th and 60th percentiles—indicating relatively lower environmental and health burdens compared to other areas in California. Three census tracts (167.05, 167.06 and 168.04), aligned with the focus roadways, have the highest scores in the study area (>50–60 percentile), while census tracts 168.07 and 168.10 have the lowest score (>20-30 percentile). Traffic, lead in housing, drinking water, and particulate matter 2.5 are among the highest pollutants that burden the residents in the study area.

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<sup>3</sup> Public Health Alliance of Southern California. *Healthy Place Index (3.0) Technical Report, 2022*



### Legend

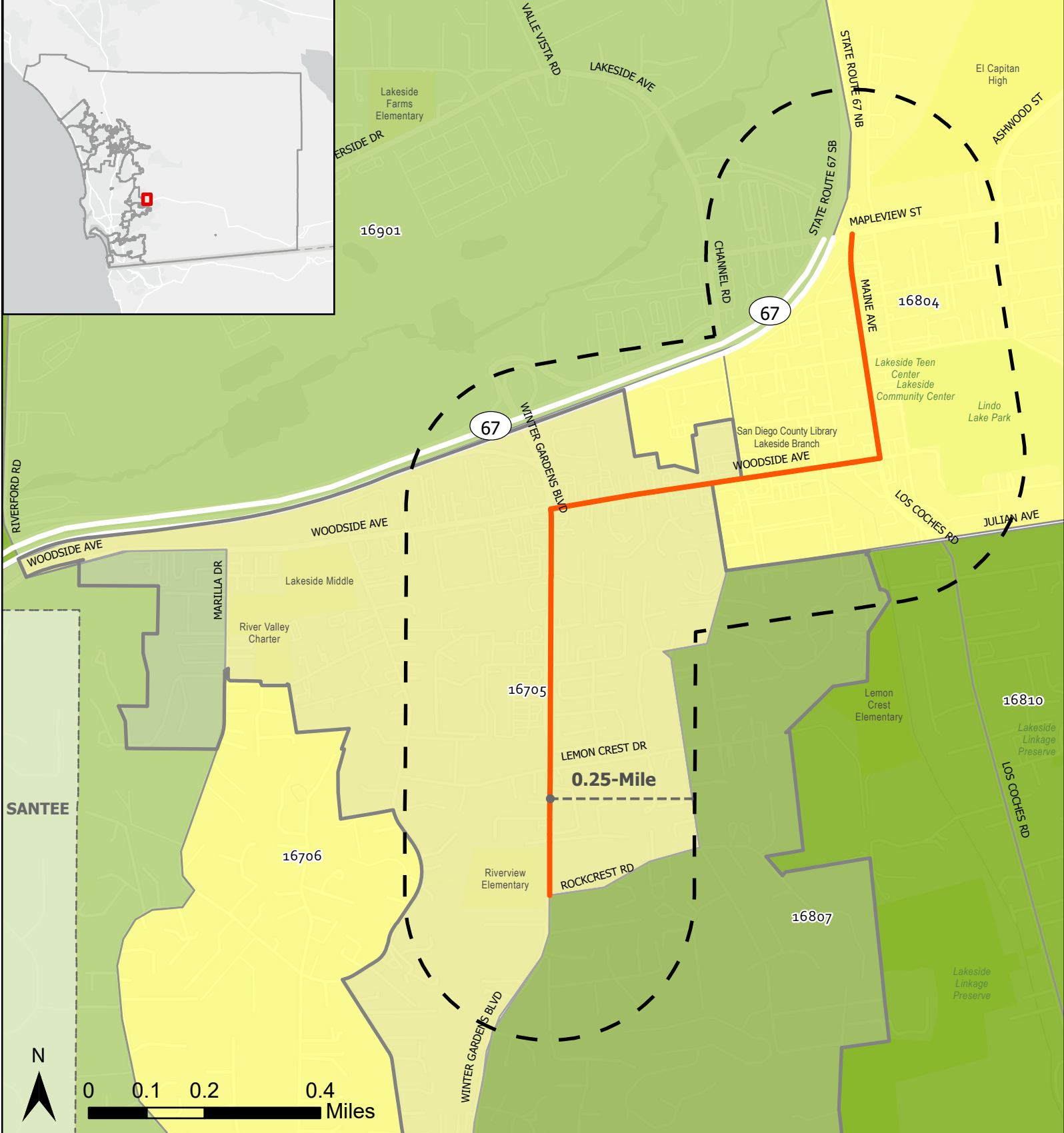
- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Park
- School

**HPI Score (v3.0)**  
 Percentil Ranking Less to More healthy community conditions

0 - 25%
25 - 50%
50 - 75%
75 - 100%

### Study Area 4 - Lakeside

DRAFT Neighborhood Mobility Plan  
 HPI Score



**Legend**

- Focus Roadways
  - Study Area
  - County Boundary
  - Development Feasibility Area
- |   |   |
|---|---|
| CalEnviroScreen 4.0 Percentile Score  | <span style="background-color: #ffffcc; border: 1px solid black; padding: 2px;"> </span> >50 - 60                   |
| <span style="background-color: #d9ead3; border: 1px solid black; padding: 2px;"> </span> 0 - 10 (Lowest Scores) | <span style="background-color: #fce4d6; border: 1px solid black; padding: 2px;"> </span> >60 - 70                   |
| <span style="background-color: #d4edda; border: 1px solid black; padding: 2px;"> </span> >10 - 20               | <span style="background-color: #fff3cd; border: 1px solid black; padding: 2px;"> </span> >70 - 80                   |
| <span style="background-color: #c3e6cb; border: 1px solid black; padding: 2px;"> </span> >20 - 30               | <span style="background-color: #ffcdd2; border: 1px solid black; padding: 2px;"> </span> >80 - 90                   |
| <span style="background-color: #b2dfdb; border: 1px solid black; padding: 2px;"> </span> >30 - 40               | <span style="background-color: #f8d7da; border: 1px solid black; padding: 2px;"> </span> >90 - 100 (Highest Scores) |
| <span style="background-color: #a1c93b; border: 1px solid black; padding: 2px;"> </span> >40 - 50               |   |

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
CalEnviroScreen 4.0 Percentile Score



### Access to Services and Resources

In order to analyze disparities in access to opportunities, the California Tax Credit Allocation Committee’s (TCAC) and California Department of Housing and Community Development (HCD) created a task force to identify areas statewide whose characteristics support positive outcomes for low-income families. These maps, which are updated annually, provide an overall Opportunity Area score by census tract. Opportunity maps are made for three domains: economic, environmental, and education. Each map uses categorical indicators to determine its individual score. A composite score and resource designation combining all three designations is then assigned to each block group. To determine the final resource category, the top 20% of overall scores in a county are labeled as “Highest Resource” and the next 20% of scores are labeled as “High Resource.” Any remaining uncategorized areas in the County are evenly divided between “Moderate Resource” and “Low Resource” areas. The rationale and metric for each indicator is described in more detail in current guidance documents for the California TCAC program.<sup>4</sup>

Within the Lakeside MOVES study area, half of the census tracts (168.07, 168.10, and 169.01) are scored as “Moderate Resource” areas, while the other half (167.05, 167.06 and 168.04) are scored as “Low Resource” areas (see **Exhibit 8**). Specifically, the three tracts identified as “Low Resource” are aligned with the focus roadways, highlighting areas that may benefit most from targeted mobility improvements. A review of the study area shows there are no significant differences in education attainment, reading proficiency, or graduation rates among residents across the tracts. However, access to services and amenities varies, and both the percentage of students not living in poverty and the overall employment rate are relatively lower in the tracts designated as “Low Resource” areas. The Neighborhood Mobility Plan must address the gaps in access to essential services and amenities for residents of the study area.

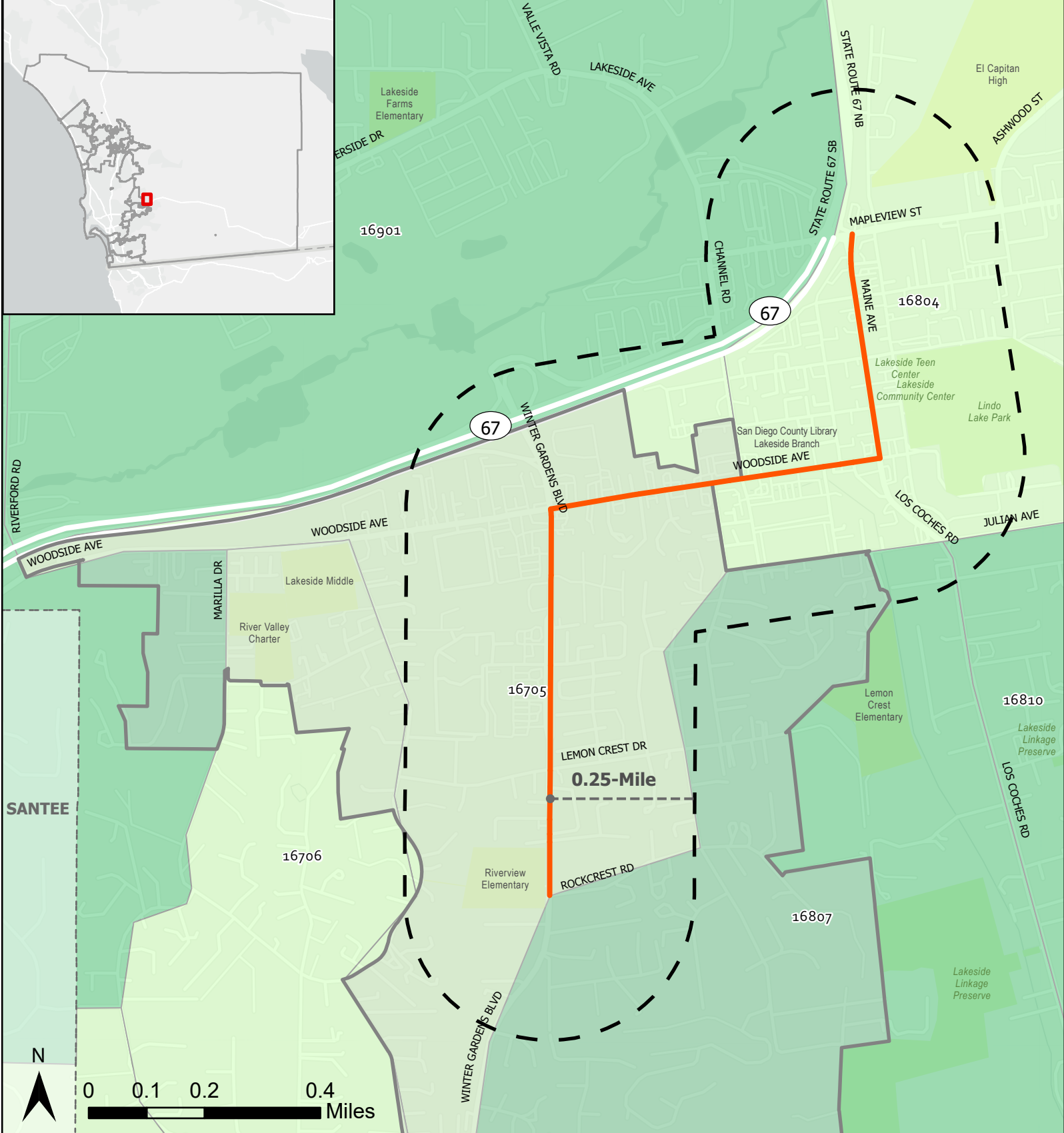
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<sup>4</sup> <https://www.treasurer.ca.gov/ctcac/opportunity/2024/draft-2024-opportunity-mapping-methodology.pdf>



## Community Profile Summary

An analysis of land use, housing, and demographic data for the Lakeside MOVES study area reveals several key trends. The population is predominantly White, consisting of married couples, single individuals living alone, or those sharing housing. The land use is largely mixed, primarily consisting of both single-family and multi-family residential areas, with the commercial and institution uses located along the primary corridors (Winter Gardens Boulevard, Woodside Avenue and Maine Avenue). In terms of health and environmental indicators, the study area is not equally burdened; residents living near the focus roadways experience greater exposure to pollutants, primarily related to traffic, compared to those in other parts of the study area. Overall, one tract (167.05) falls in the very low-income category, four tracts (167.06, 168.04, 168.07, and 169.01) fall in the low income category, and one tract (168.10) falls in the above moderate income category. Approximately 38% of all households in the study area make less than \$75,000 and 30% of the households make \$150,000 or more. The largest percentage (18%) of households making \$200,000 and above, highlighting significant income disparity within the study area.



**Legend**

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Park
- School

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

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
CTCAC/HCD Opportunity Map



## Current Travel Patterns

Current biking and walking patterns were analyzed using data from the US Census Bureau and the 2023 American Community Survey (ACS).

According to **Table 5**, 74% of commuters in the Lakeside study area (by census tract) drive alone to work followed by those that work from home (14%) or carpool (6%). Following the COVID pandemic, an increased number of employees are now falling into the work from home category. This may indicate a new trend enabled by an evolving workplace culture that allows for a more flexible work environment. It is important to note that bicycle ridership and walking rates may be higher than this data indicates, as ACS estimates do not account for recreational trips or trips where commuters use more than one mode of transportation when traveling to work. Only 1% of commuters use public transportation, which includes bus and commuter rail (i.e. Trolley).

**Table 6** shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, a majority (72%) of residents within the study area have access to at least two vehicles. Residents who do not have regular access to a vehicle rely on taking public transit, walking, bicycling, or carpooling to get to their everyday destinations.

**Table 5: Transportation to Work Percentages**

	Study Area Census Tracts							Average
	167.05	167.06	168.04	168.07	168.10	169.01	167.05	
<b>Drove Alone</b>	74%	71%	70%	71%	75%	80%	74%	74%
<b>Carpooled</b>	7%	11%	8%	7%	3%	3%	7%	6%
<b>Public Transportation (i.e., Trolley)</b>	1%	3%	1%	0%	1%	1%	1%	1%
<b>Bicycle</b>	1%	1%	0%	0%	1%	1%	1%	1%
<b>Walked</b>	2%	2%	3%	1%	1%	0%	2%	1%
<b>Other Means</b>	4%	5%	2%	2%	4%	0%	4%	3%
<b>Worked From Home</b>	12%	7%	15%	20%	14%	15%	12%	14%

Source: US Census Bureau, American Community Survey 5-Year Data 2023 Table B08006

**Table 6: Vehicle Access by Household**

	Study Area Census Tracts						Average
	167.05	167.06	168.04	168.07	168.10	169.01	
<b>No Access to a Vehicle</b>	10%	3%	3%	3%	1%	6%	4%
<b>1 Vehicle Available</b>	44%	26%	31%	20%	9%	20%	25%
<b>2 Vehicles Available</b>	30%	34%	50%	42%	38%	32%	38%
<b>3 Vehicles Available</b>	10%	23%	12%	21%	28%	19%	19%
<b>4 or More Vehicles Available</b>	5%	15%	4%	15%	25%	24%	15%

Source: US Census Bureau, American Community Survey 5-Year Data 2023 Table B08201



## Existing Transportation Network

As discussed previously in the Access to Services and Resources section of this memorandum, it is important to note that the study area serves as a vibrant hub of community activity, encompassing key facilities such as the county library, community center, county park, churches, and schools. It also serves as a key north-south connector within the Lakeside community, supporting movement to and from various destinations. Identifying the existing transportation network and analyzing the current roadway conditions can provide additional insight into the overall transportation needs of the community.

### Existing Roadway Conditions

**Exhibit 9** shows the existing roadway classifications throughout the study area. This review of the existing roadway network focuses on higher classifications of Circulation Element roadways (Boulevards, Major Roads, Prime Arterials, Expressways, and Collectors) including the following.

#### Winter Gardens Boulevard

Within the study area, Winter Gardens Boulevard is generally an undivided four-lane roadway with a two-way left-turn lane, trending in the north-south direction. An exception occurs near the intersection of Wintercrest Drive and Winter Garden Boulevard, where the roadway is divided by a street median. According to the County's General Plan, Winter Gardens Boulevard is classified as a Major Road between Rockcrest Road and Lemon Crest Drive, and as a Boulevard between Lemon Crest Drive and Woodside Avenue. The posted speed limit is 45 miles per hour (MPH).

#### Woodside Avenue

This roadway is an undivided four-lane roadway trending in the east-west direction. Woodside Avenue includes a two-way left-turn lane that starts at Winter Gardens Boulevard and ends at Maine Avenue, with intermittent turn lanes along the route. It is classified as a Boulevard according to the County's General Plan. The posted speed limit is 35 MPH.

#### Maine Avenue

This roadway is an undivided two-lane roadway trending in the north-south direction in the County of San Diego, with intermittent turn lanes along the route. It is classified as a Light Collector per the County's General Plan. The posted speed limit is 25 MPH.

#### California State Route 67

California State Route 67 (SR-67) is a north-south state highway in the San Diego County. It begins in El Cajon, where it connects with Interstate 8 (I-8), and extends northward through Lakeside, continuing toward Romona. SR-67 is located in the northwest corner of the study area. As shown in **Exhibit 9**, there is one freeway crossing identified within the study area at Channel Road.

A parallel effort led by the County's Department of Public Works (DPW) evaluated roadways near various opportunity sites identified in the DFA. This assessment looked at the existing cross-section of these roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. This assessment is included as **Attachment A**.



## Bicycle and Pedestrian Facilities

San Diego County is currently built on a foundation of auto-centric infrastructure but is actively working on integrating active transportation infrastructure into the roadway network to encourage walking and biking.

### Bicycle Facilities

As shown in **Exhibit 10**, a Class II bike lane is currently provided along Winter Gardens Boulevard. Woodside Avenue also provides a Class II bike lane, except for the roadway segment between Cactus Street and Maine Avenue. A Class III bike route is provided along Maine Avenue between Los Cochés Road and Laurel Street.

For other roadways within the study area that are not the primary focus:

- A Class I multi-use path is provided starting at Mapleview Street. It runs parallel to SR-67, passes under the freeway, and ends at Ashwood Street.
- Class II bike lanes are provided along Channel Road, Los Cochés Road, and Ashwood Street. They are also intermittently available on portions of Laurel Street and Vine Street, which connect to Lindo Lake Park, where the Lakeside Community Center is located.

When planning for future bicycle improvements, it is important to consider the main types of bicycle infrastructure currently in place and how they can be improved to suit residents of all ages and abilities:

- **Shared-Use Path (Class I)**. This type of facility is a completely separate trail from the road network.
- **Bike Lane (Class II)**. Bike lanes are striped and are approximately 4 to 6 feet wide. They provide some separation from the road but can be considered stressful to ride on especially on roadways with high speeds.
- **Bike Route (Class III)**. A bike route is a shared roadway typically located on a low-volume and low-speed street and should not be considered on roadways with high volumes and speeds. Signs and painted sharrows are typically used along Class III routes.
- **Cycle Track (Class IV)**. A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. These facilities are usually separated using bollards, car parking, or concrete barriers.

### Pedestrian Facilities

#### Sidewalks

Sidewalks are typically present on both sides of Winter Gardens Boulevard within the study area, except on the northbound side between Rockcrest Road and Knoll Crest Place. It's also worth noting that south of Rockcrest Road—outside the study area—sidewalks are generally not provided along Winter Gardens Boulevard.

Sidewalks along Woodside Avenue are intermittent on both sides, with more gaps observed on the westbound side. There is limited sidewalk presence with excessive gaps in the sidewalk connectivity, and only small segments identified near intersections. Specifically, even though there is a crosswalk at the intersection of Woodside Avenue and Winter Gardens Boulevard, there is no accompanying sidewalk or



landing. The absence of these essential pedestrian facilities not only creates safety concerns but also discourages walking in the area.

Maine Avenue is mostly served by sidewalks on both sides, though the southbound side near its intersection with Mapleview Street lacks coverage. In addition, a pedestrian refuge island is located at the south leg of the intersection; however, the crosswalk leads to a segment where the sidewalk is missing.

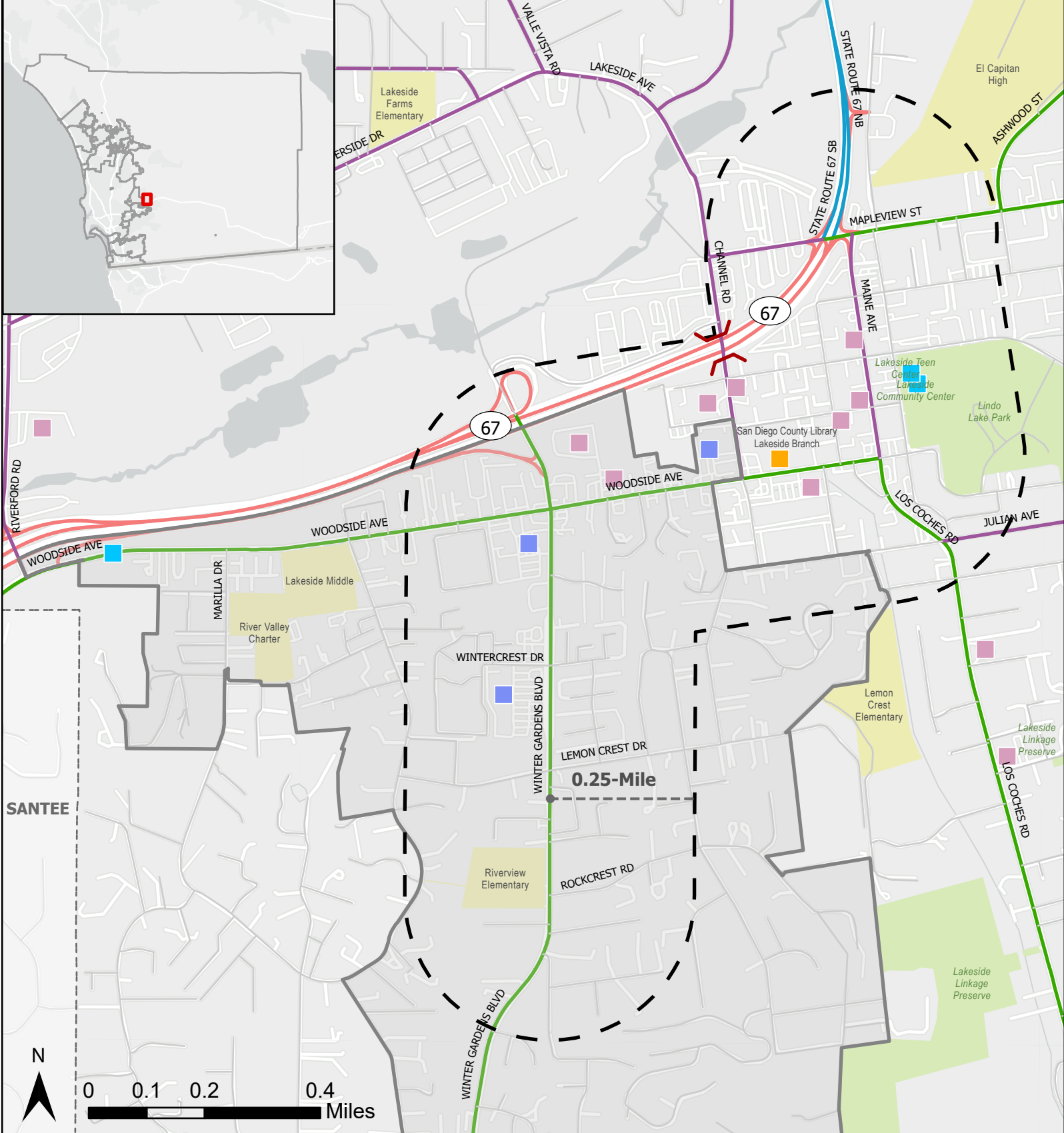
The lack of sidewalk connectivity within the study area creates significant barriers for community members without access to a vehicle.

### Crosswalks

Sidewalks as well as marked crosswalks throughout the study area are identified in **Exhibit 10**. It should be noted that the majority of these crossings are not ADA compliant (i.e., missing truncated domes and a detectable warning surface). In addition, although most crosswalk markings are high visibility, many standard crosswalks, specifically the ones along Woodside Avenue, could be improved. It is important to note that there is no crosswalk available to cross Winter Gardens Boulevard near Riverview Elementary School. While there is a crosswalk on the adjacent side street, Knoll Crest Place, its location may not adequately serve pedestrians needing to cross the main road, potentially leading to jaywalking and raising safety concerns.

Generally, sidewalks are consistently provided along the primary roadways within the study area. However, improvements could be made to enhance connectivity and accessibility – particularly to address sidewalk gaps along Woodside Avenue and to ensure safe crossings for access to Riverview Elementary School. This is particularly important because the study area provides north south connection and includes several nodes of activities, such as the Lakeside Community Center, Lakeside County Library, Lindo Lake Park, and numerous churches of varying religions, a mixture of shopping centers and schools within the neighborhood. Implementing these pedestrian improvements would enhance safety and accessibility for residents traveling to and from important community destinations.

Potential future improvements to pedestrian facilities will be evaluated later in the CBT process.

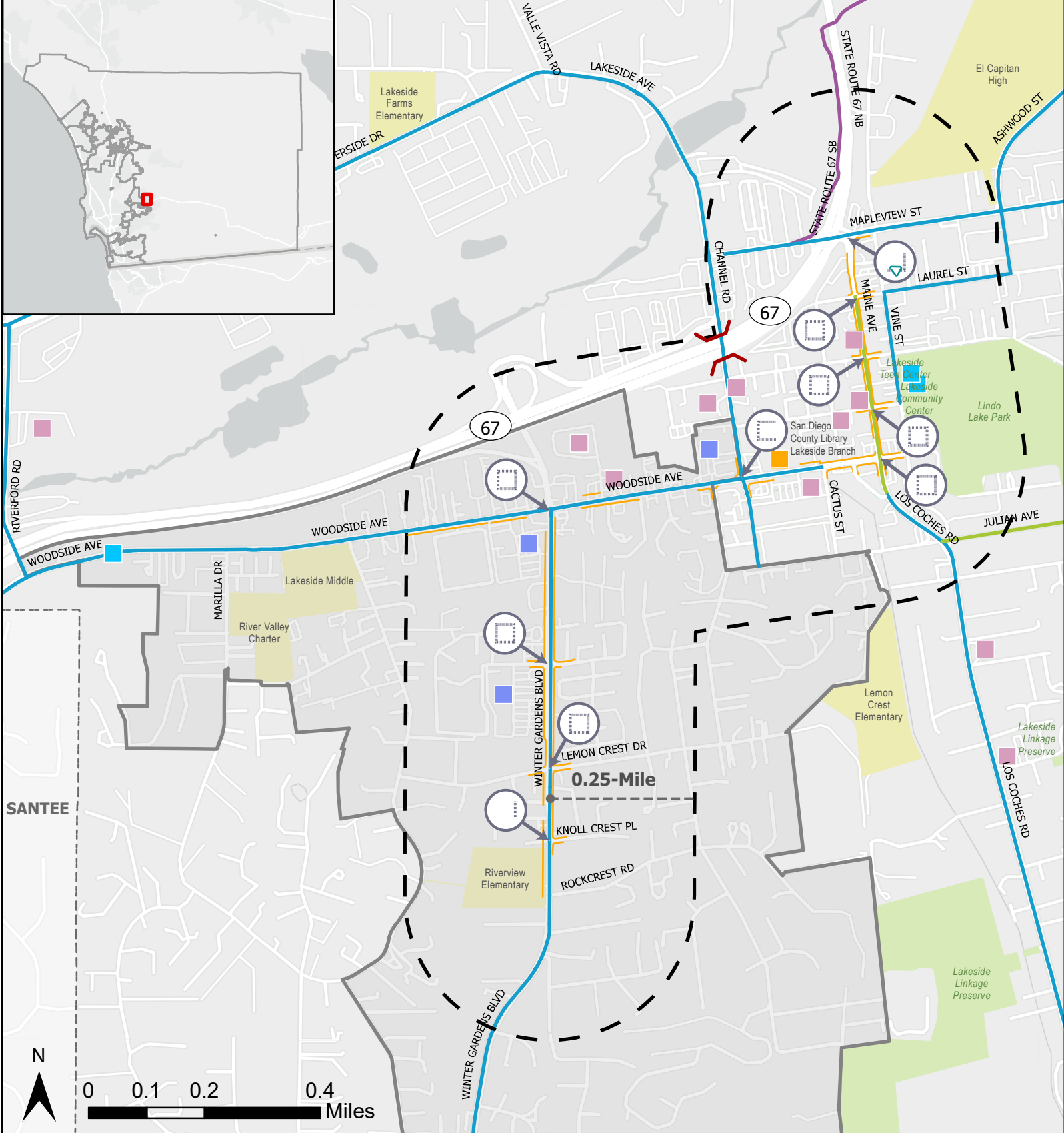


**Legend**

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

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Roadway Classification



**Legend**

- Study Area
- County Boundary
- Development Feasibility Area
- } Freeway Crossing (Overpass/Underpass)
- Library
- Community Center
- Church
- Shopping Center
- School
- Park
- Multi-Use Path
- Class II Bike Lane
- Class III Bike Route
- Sidewalk
- Existing Crosswalk
- Pedestrian Refugee Island

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Existing Bicycle & Pedestrian Facilities



## Existing Transit Network

Lakeside is currently served by San Diego Metropolitan Transit System (MTS), which provides various modes of public transportation across the region. MTS operates several bus routes, and Route 848 is identified within the study area.

### Bus Route 848

This bus route connects Lakeside to El Cajon Transit Center via Broadway and Winter Gardens Boulevard. The route operates daily along the focus roadways (Winter Gardens Boulevard, Woodside Avenue and Maine Avenue), with about 30-minute headways.

**Table 7** shows the average daily boardings between 2022 and 2024 at all stops for Route 848. The average daily boarding for the stops within the study area has also been identified. The table below shows a yearly rise in the Average Daily Boardings for Route 848.

**Table 8** shows the people getting on (boarding) and people getting off (alighting) on an average weekday in 2023 at the MTS bus stops within the study area.

**Table 7: Transit Average Daily Boardings (2022 - 2024)**

Route	FY2022 (July 2021-June 2022)	FY2023 (July 2022-June 2023)	FY2024 (July 2023-June 2024)
	Average Daily Boardings (2022)	Average Daily Boardings (2023)	Average Daily Boardings (2024)
<b>848</b>	558	710	805

Source: San Diego Metropolitan Transit System (MTS)

**Table 8: Average Weekday Transit Ridership (2023)**

Bus Stop	Stop ID	Alighting	Boarding	Total	Alighting	Boarding	Total
		Northbound			Southbound		
01 Winter Gardens Bl & Rockcrest Rd (SB)	40565			0	2	2	4
02 Winter Gardens Bl & Rockcrest Rd (NB)	40747	2	2	4			0
03 Winter Gardens Bl & Knoll Crest Pl (SB)	41016			0	1	1	2
04 Winter Gardens Bl & Knoll Crest Pl (NB)	41031	4	2	5			0
05 Winter Gardens Bl & Lemoncrest Dr (SB)	40675			0	3	6	9
06 Winter Gardens Bl & Lemoncrest Dr (NB)	40867	8	3	10			0
07 Winter Gardens Bl & Wintercrest Dr (SB)	40676			0	10	23	33
08 Winter Gardens Bl & Wintercrest Dr (NB)	40868	15	10	24			0
09 Winter Gardens Bl & Woodside Av (SB)	40674			0	14	31	45
10 Winter Gardens Bl & Woodside Av (NB)	40748	27	13	41			0



Total MTS Transit (Winter Gardens Blvd)		55	29	84	29	63	93
Bus Stop	Stop ID	Eastbound			Westbound		
11 Woodside Av & Erwin Ln (WB)	40319			0	2	4	6
12 Woodside Av & Erwin Ln (EB)	40222	6	1	7			0
13 Woodside Av & Emerald Hill Ln (EB)	40089	7	0	7			0
14 Woodside Av & Prospect Av (WB)	40470			0	2	12	13
15 Woodside Av & Channel Rd (EB)	40227	15	5	20			0
16 Woodside Av & Channel Rd (WB)	40321			0	3	12	15
17 Woodside Av & River St (EB)	40684	19	2	20			0
18 Woodside Av & Los Cocheros Rd (WB)	40322			0	2	30	32
Total MTS Transit (Woodside Ave)		47	8	55	8	58	66
Bus Stop	Stop ID	Northbound			Southbound		
19 Maine Ave & Laurel St (NB)	99028	22	3	25			0
Total MTS Transit (Maine Ave)		22	3	25	0	0	0
Total MTS Transit		124	40	164	38	121	159

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

All of the bus stops in the study area are provided with signs, half of them are provided with benches and adequate lighting (source within approximately 50 feet). It was observed that only 4 out of the 19 bus stops are equipped with trash receptacles, and only 2 bus stops have shelters – both of which are either damaged or in disrepair. Additionally, none of the bus stops within the study area are provided with a map. **Table** shows the location of the existing transit stops as well as the existing amenities at each stop and **Exhibit 11** presents the transit routes and the geographic location for each bus stop with Stop ID. It is important that all transit stops are ADA compliant and have shelters and benches. There is limited bus shelter provided within the study area, and only bus stops with shelters have adequate landing pads. All bus stops are not ADA compliant with missing or narrow sidewalks, which may hinder users using public transportation.

#### Other Transit Services

MTS offers paratransit services through the MTS Access program. The program is designed to meet the needs of individuals who have been certified as unable to use the fixed-route bus or trolley systems. The MTS Access paratransit service operates within ¾ mile of any MTS fixed-route bus or trolley line and provides pre-scheduled curb-to-curb services, offering more personalized transit for passengers with disabilities. MTS Access is a shared ride service; other passengers may be picked-up and dropped-off during the trip. Riders are allowed to bring a personal care attendant for free if the attendant is necessary for their mobility or care.

**Table 9: Bus Stop Amenities**



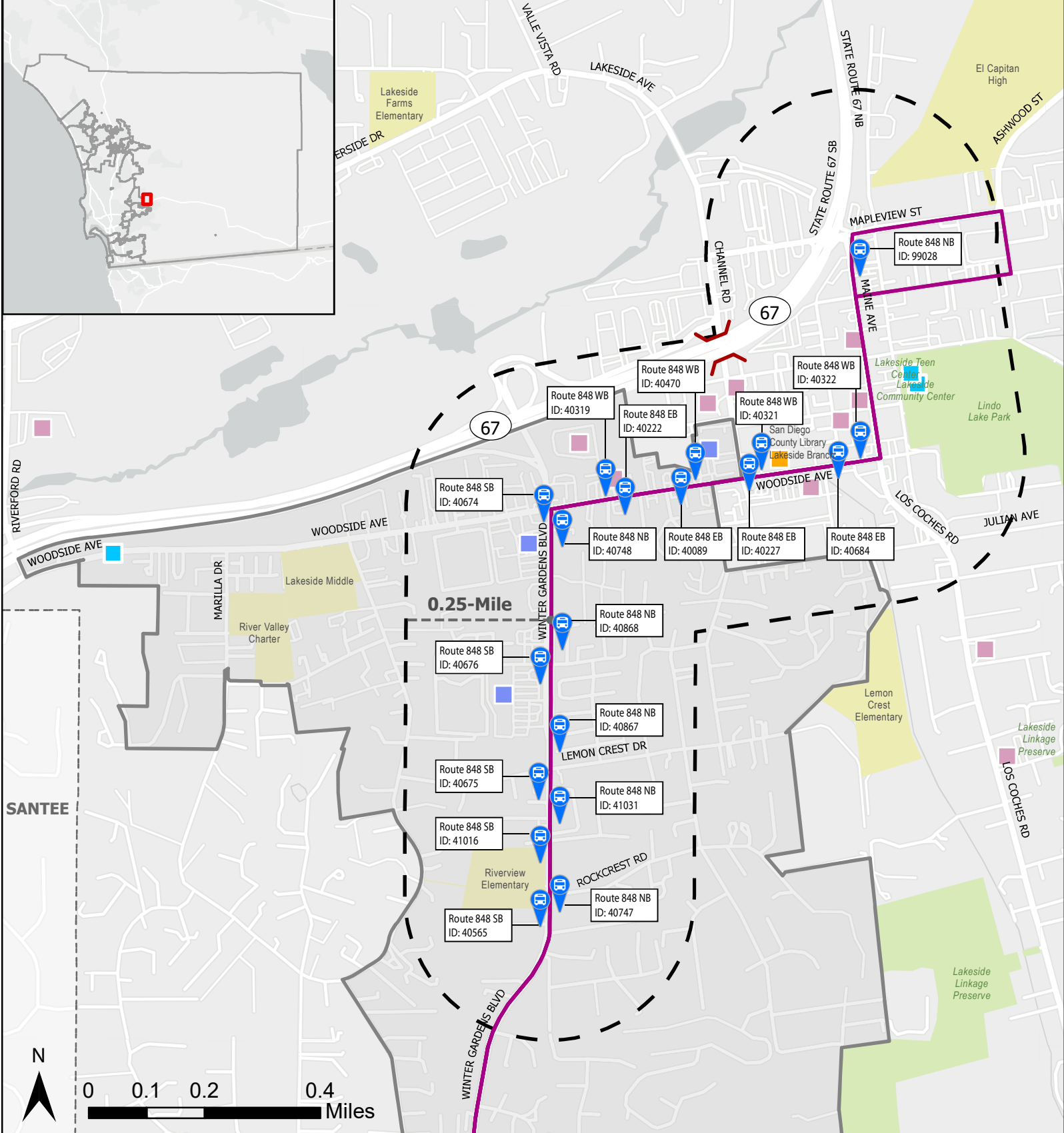
Bus Stop (direction)	Stop ID	Available Amenities						
		Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant
01 Winter Gardens Bl & Rockcrest Rd (SB)	40565				✓			
02 Winter Gardens Bl & Rockcrest Rd (NB)	40747		✓		✓		✓	
03 Winter Gardens Bl & Knoll Crest Pl (SB)	41016		✓		✓		✓	
04 Winter Gardens Bl & Knoll Crest Pl (NB)	41031				✓		✓	
05 Winter Gardens Bl & Lemoncrest Dr (SB)	40675		✓		✓		✓	
06 Winter Gardens Bl & Lemoncrest Dr (NB)	40867		✓		✓			
07 Winter Gardens Bl & Wintercrest Dr (SB)	40676	*		✓	✓		✓	
08 Winter Gardens Bl & Wintercrest Dr (NB)	40868				✓			
09 Winter Gardens Bl & Woodside Av (SB)	40674	*		✓	✓		✓	
10 Winter Gardens Bl & Woodside Av (NB)	40748		✓		✓		✓	
11 Woodside Av & Erwin Ln (WB)	40319		✓		✓			
12 Woodside Av & Erwin Ln (EB)	40222				✓			
13 Woodside Av & Emerald Hill Ln (EB)	40089		✓		✓		✓	
14 Woodside Av & Prospect Av (WB)	40470		✓		✓			
15 Woodside Av & Channel Rd (EB)	40227		✓		✓			
16 Woodside Av & Channel Rd (WB)	40321		✓		✓			
17 Woodside Av & River St (EB)	40684				✓		✓	
18 Woodside Av & Los Coches Rd (WB)	40322		✓	✓	✓		✓	
19 Maine Ave & Laurel St (NB)	99028		✓	✓	✓			

**Note:**

Bus Stop locations are illustrated in Exhibit 11 and illustrated in order: Winter Gardens Boulevard; Woodside Avenue; Maine Avenue.

\* Facilities exist but have indications of damage/disrepair.

Source: Data is collected by MBI through Google Street view.



**Legend**

- Study Area
- County Boundary
- Development Feasibility Area
- } Freeway Crossing (Overpass/Underpass)
- Library
- Community Center
- Church
- Shopping Center
- School
- Park

- Route 848
- 📍 Bus Stop

**Study Area 4 - Lakeside**

DRAFT Neighborhood Mobility Plan  
Existing Transit Facilities

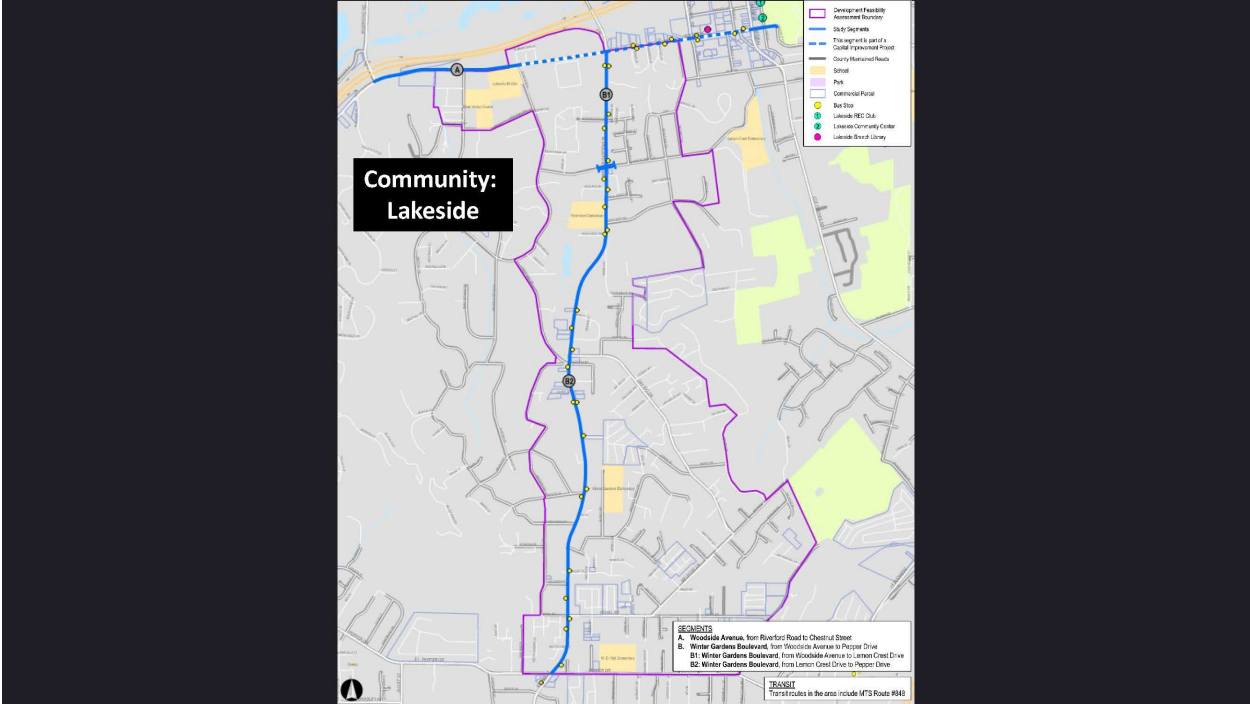
# Appendix B



## Development Feasibility Assessment: Infrastructure Analysis Report Excerpts<sup>1</sup>

1. To view the full Development Feasibility Analysis report, please refer to the Board of Supervisors Archive at this link [COBPublicView](#), or visit the County's webpage [Development Feasibility Analysis \(DFA\)](#)

# Community: Lakeside



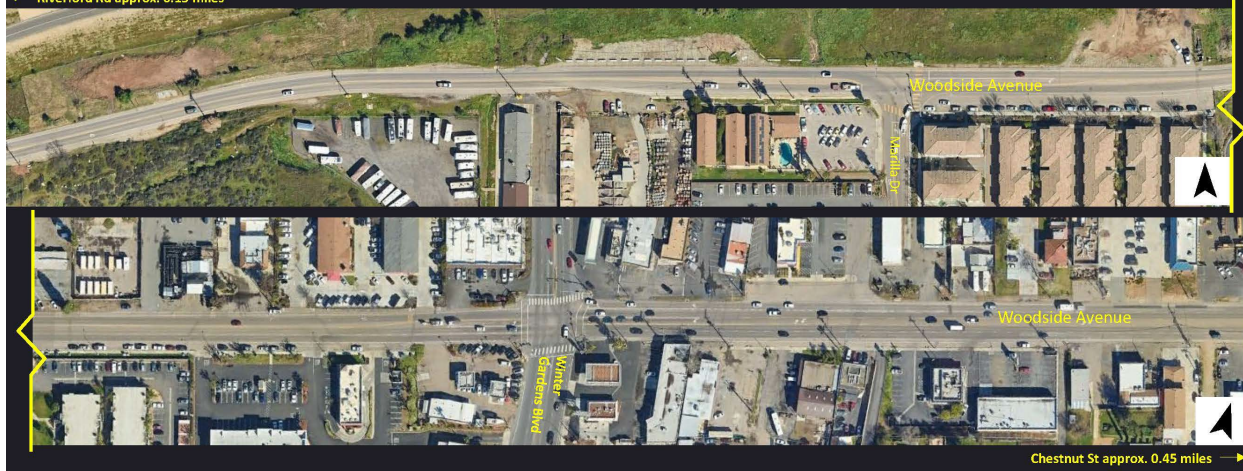
### Community: Lakeside

Segment A: Woodside Avenue, from Riverford Road to Chestnut Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Riverford Rd – Chestnut Street	Boulevard (4.2A)	-	4 12'	14'	78'	106'	2 8'	14'	40	20.1-20.7
Existing			2-4	12'	13' TWLTL	36-104'	60'+			

Segment is a part of the LRSP Priority List (#1)  
Segment has intersections on the LRSP Priority List (#17, #37)

← Riverford Rd approx. 0.15 miles



Chestnut St approx. 0.45 miles →

### Community: Lakeside

Segment A: Woodside Avenue, from Riverford Road to Chestnut Street

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Riverford Rd – Chestnut Street	Boulevard (4.2A)	-	4 12'	14'	78'	106'	2 8'	14'	40	20.1-20.7
Existing			2-4	12'	13' TWLTL	36-104'	60'+			

Segment is a part of the LRSP Priority List (#1)  
Segment has intersections on the LRSP Priority List (#17, #37)



**Investments to Segment A:** Woodside Ave, from Riverford Rd to Chestnut Street enhance walkability by adding sidewalk to both sides and enhances bikeability by addition of Class II bike lane on both sides. Extends the width of the road to 106', extends the median to 14', Removes parallel parking replacing with angled back-in parking along street.

### Community: Lakeside

Segment B: Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr (1 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Woodside Ave – Lemon Crest Dr	Boulevard (4.2A)	-	4	12'	14'	78'	106'	2	8'	14'	40	14.8-17.0
Existing			4	11-15'	12-20'	64'-80'	78'-82'					

Segment is a part of the LRSP Priority List (#14)  
Segment has intersections on the LRSP Priority List (#19, #20, #40)

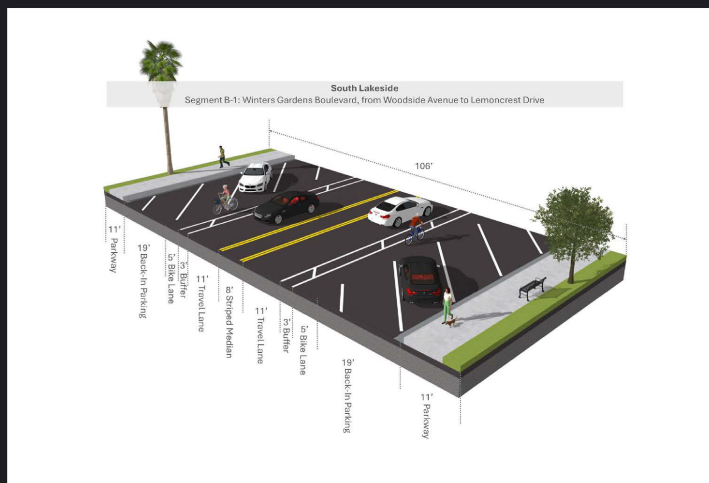


### Community: Lakeside

Segment B: Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr (1 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Woodside Ave – Lemon Crest Dr	Boulevard (4.2A)	-	4	12'	14'	78'	106'	2	8'	14'	40	14.8-17.0
Existing			4	11-15'	12-20'	64'-80'	78'-82'					

Segment is a part of the LRSP Priority List (#14)  
Segment has intersections on the LRSP Priority List (#19, #20, #40)



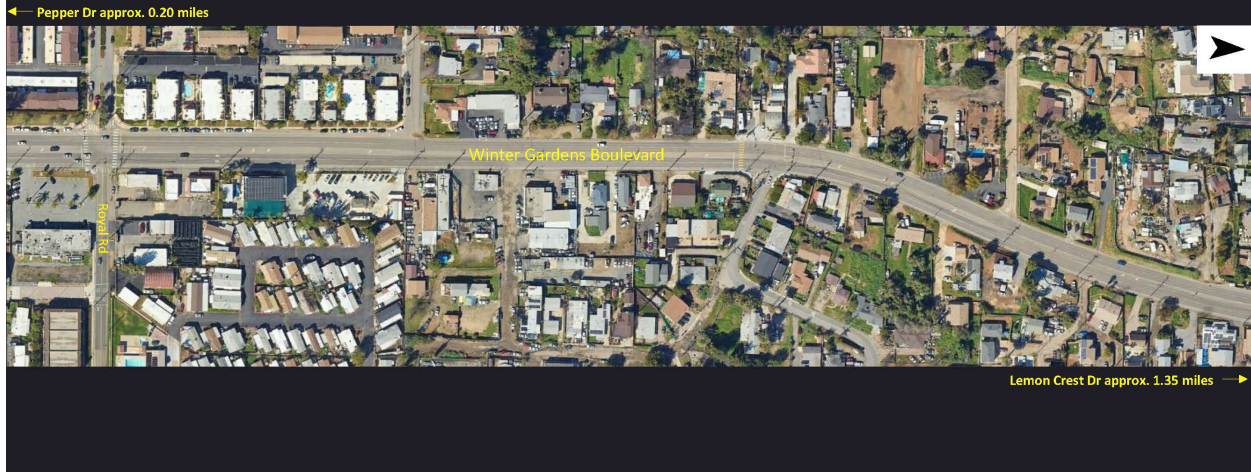
**Investments to Segment B-1:** Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr, (Woodside Ave to Lemon Crest Dr) - Expands right-of-way width to 106', including reducing to 1 vehicular lane on both sides, width change to 12', with investments made towards providing back-in on-street parking. Class II bike lane exists, but is included in new plans.

### Community: Lakeside

Segment B: Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr (2 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Lemon Crest Dr – Pepper Dr	Major Road (4.1A)	-	4 12'	14'	78'	98'	2 8'	10'	55	17.8-31.0
Existing			4	10-11'	12'	64'-82'	82'-105'			

Segment is a part of the LRSP Priority List (#14)  
Segment has intersections on the LRSP Priority List (#19, #20, #40)



### Community: Lakeside

Segment B: Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr (2 of 2)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Lemon Crest Dr – Pepper Dr	Major Road (4.1A)	-	4 12'	14'	78'	98'	2 8'	10'	55	17.8-31.0
Existing			4	10-11'	12'	64'-82'	82'-105'			

Segment is a part of the LRSP Priority List (#14)  
Segment has intersections on the LRSP Priority List (#19, #20, #40)



**Investments to Segment B-2:** Winters Gardens Boulevard, from Woodside Avenue to Pepper Dr, (Lemon Crest Dr to Pepper Dr) - Investments made toward extending median to 14', right-of-way set to 98'. Class II bike lane exists, but addition of median restricts left/right hand turns off Winter Gardens Boulevard to enhance bikeability.

# Appendix C



**Engagement Summary &  
Public Workshop Transcripts**



County of San Diego  
Community Based Transportation Program

Lakeside Neighborhood Mobility Plan

**Phase I Stakeholder Engagement  
Summary Report**

**Draft #1– 12/18/25**

# I. Overview

## Introduction

The purpose of this Phase I Stakeholder Engagement Summary Report (the Report) for the Lakeside Neighborhood Mobility Plan, also known as “Lakeside Mobility Options Via Efficient Solutions (MOVES),” is to summarize the project background and engagement objectives, process, activities, and key findings from this phase of the project. This report also summarizes the outreach efforts and community feedback received to-date.

The Lakeside MOVES designated Project Manager from the County Planning and Development Services Department (PDS) leads the technical process, including oversight of development and implementation of the Stakeholder Engagement Plan (SEP), with support from other staff and technical team members.

## Summary of Community and Project Backgrounds

The SEP and Community Needs Assessment documents for the project contain detailed information about community background topics including land uses and demographics. Following is a summary of key community and project background points as outlined in the *Existing Conditions Assessment* under a separate cover.

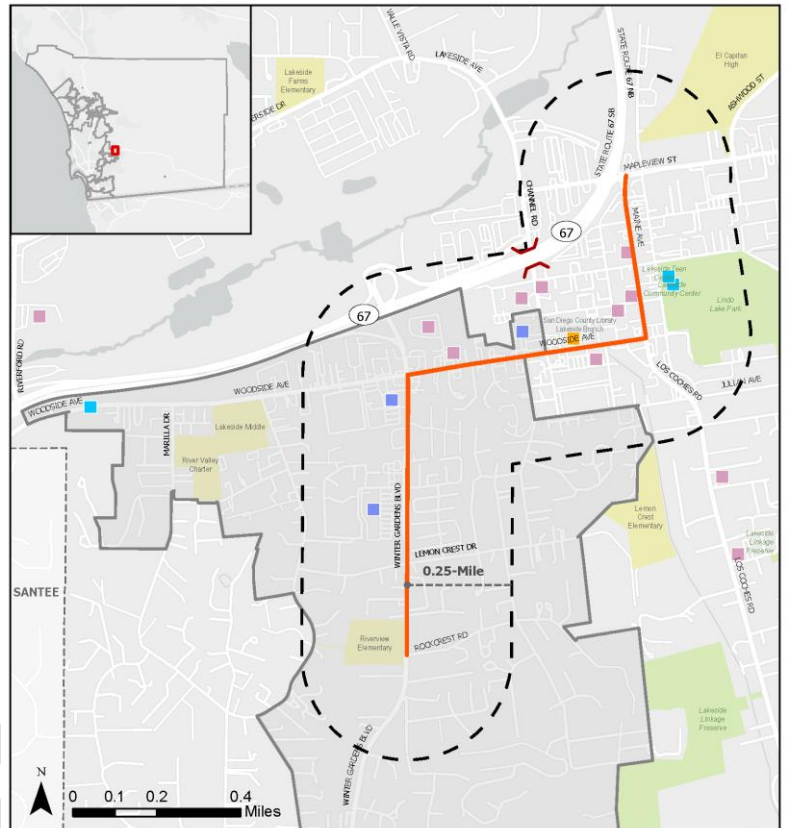
### **Community Background**

- The study area for the NMP focuses on improving north-south connectivity within the Lakeside community, specifically the unincorporated County within approximately 0.25 miles of the corridors of Winter Gardens Boulevard, Woodside Avenue, and Maine Avenue.
- Overall, the existing land use patterns in the study area reflect a concentration of a mix of land uses (commercial, multifamily, industrial, recreational, and education/institution) along the focus roadways with single-family residential uses located adjacent and between these corridors
- There are two primary commercial corridors within the study area. Along Woodside Avenue, commercial areas support the adjacent neighborhoods and offer a mix of services, including grocery stores, restaurants, institutions, education facilities, and the County library. Maine Avenue, on the other hand, is largely composed of automotive supportive businesses and small local retailers, transitioning into light industrial use as it approaches State Highway 67. Winter Gardens, the third corridor, serves as a direct connection between residential areas and activity hubs located along the other two commercial corridors.
- Also included are one elementary school, one high school, and several religious institutions. One County park, a community center, and a library are all important community destinations.
- The population of the communities within the study area according to 2023 US Census data, is approximately 35,094 and is made up of 11,487 households. The median annual income across all census tracts within the study area was \$102,156, which is above the Countywide average of \$98,928.

- The study area has a White majority. The two largest groups of residents in the community identify as White at 63% followed Hispanic or Latino at 24%. Approximately 84% of Lakeside’s residents speak English as their primary language at home which is almost 8 times the next highest language spoken.
- In general, less than 10% of the population in the study area lives below the poverty level.

**Project Background**

- San Diego Association of Governments (SANDAG) Regional Plan and Sustainable Communities Strategy (Regional Plan) includes developing a network of Mobility Hubs. Less than 1 percent of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused.
- The Community Based Transportation Program (CBT Program) is focused on achieving greater equity and expanding mobility options for the unincorporated areas as a “living framework” for guidance on how communities should advance their transportation infrastructure and identify transportation investment opportunities. Lakeside MOVES is part of the CBT Program, bringing Lakeside residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community.
- The resulting toolbox of mobility solutions forms the Lakeside Neighborhood Mobility Plan. Known as Lakeside MOVES, it will explore unique opportunities and recommendations for mobility that can directly contribute to reducing greenhouse gas emissions, as well as identify community specific opportunities to align with potential increased infill development and density close to major corridors and transit services that are consistent with regional and climate plans and reduce dependence on auto-centric mobility.
- More specifically, Lakeside MOVES will look to achieve mobility goals, including but not limited to:



**Study Area 4 - Lakeside**  
 DRAFT Neighborhood Mobility Plan  
 Study Area

**Legend**

- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Freeway Crossing (Overpass/Underpass)
- Library
- Community Center
- Church
- Shopping Center
- School
- Park

Exhibit 1

- Analyze ways to enhance the north-south connection, focus on improvements around Lakeside County Park and increase transit options.
- Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
- Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Encourage and facilitate opportunities for all community members to participate in creating the vision, prioritization, and decision-making.

## Stakeholder Engagement Objectives and Phases

Overall, the goal of stakeholder engagement for Lakeside MOVES is to facilitate inclusive community engagement through community-centered outreach. Following are engagement objectives that support this goal:

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

Stakeholder engagement is organized by the two phases of the Lakeside process:

**Phase I: Community Needs Assessment and Opportunities**

**Phase II: Draft and Final Neighborhood Mobility Plan.**

This report summarizes the process, activities, and key findings for Phase I.

## II. Phase I Stakeholder Engagement Process and Activities

### Objectives and Key Questions

The purpose of Phase I was to educate and collect community input on priorities for mobility options in the Lakeside community as part of the Community Needs Assessment (CNA). The Phase I objectives and key questions (in *italics*) for collecting input were as follows:

1. Inform the community on the purpose and background for the CBT and Lakeside MOVES
  - *What questions do you have about the project purpose and background?*
2. Involve the community in refining the draft findings from the CNA to reflect their mobility experiences
  - *Which of the findings are most related to your mobility experiences in Lakeside? Why?*
  - *Do you have additional mobility experiences in Lakeside to add to the assessment findings?*
3. Involve the community in identifying potential mobility improvements and programs that respond to their needs
  - *Based on your mobility experiences and needs in Lakeside, which potential mobility improvements or programs are most important to you?*
4. Inform the community on next steps in the process and how to stay involved
  - *Are there additional ways that would help you to stay involved?*

### Outreach and Communications Methods

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

- Launch of the “Engage Lakeside MOVES” web page through the County’s Engage platform with at least 843 visits (see next section for more details)
- Direct email to contact list of stakeholders: 41
- Direct email via County GovDelivery email platform: 8,483 delivered; 2,483 opened
- Postings and advertisements in the community:
  - Advertisement in Lakeside Chamber of Commerce weekly e-newsletter
  - Posts on NextDoor promoting the Community Workshop and Spirit of Christmas event
  - Post on Lakeside Library website

### Engagement Activities

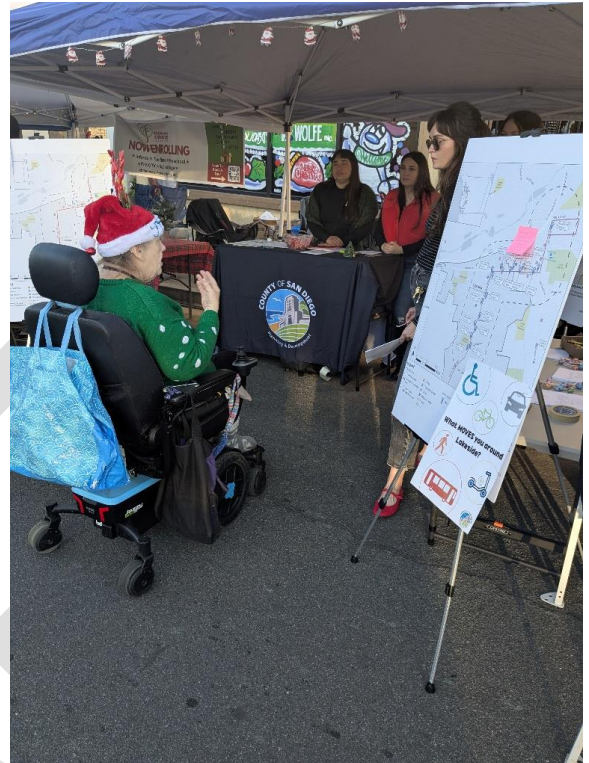
Phase I engagement activities included the following:

- **Launch of “Engage Lakeside MOVES” webpage** to serve as the public communications hub, with outreach efforts designed to attract stakeholders to the webpage for the latest project information and upcoming engagement activities.
- **An in-person community workshop** was hosted by the project team on November 18, 2025 at the Lakeside Community Center within the study area. Project information was presented to community members about initial needs assessment findings, and input was solicited from the

perspective of the community members' priority issue areas, and potential mobility improvements and programs.

- **Tabling at community events** within the study area, as follows:
  - **Spirit of Christmas**, a free street fair hosted by the Lakeside Chamber of Commerce, occurred on December 6, 2025 on Maine Avenue.
  - **Polar Express Event**, a free event hosted by the County of San Diego Library, occurred on December 12, 2025 at the Lakeside Branch, 12428 Woodside Ave.
- **A web-based and map-based input form** included on the Engage webpage, which encouraged visitors to submit location/site-based comments on an interactive map.

**The communications and feedback summarized in this report is included with** the Community Needs Assessment. Additionally, the findings are considered to be specific recommendations to the project team in development of the Draft NMP.



### III. Summary of Findings: Phase I Stakeholder Engagement

#### Overall Findings

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

- Improve the pedestrian network’s safety and connectivity by:
  - Filling gaps in the sidewalk network on the major corridors;
  - Improving crossings at intersections;
  - Creating potential mid-block crossings on Woodside Ave.;
  - Expanding lighting on major corridors; and
  - Focusing on school safety and ADA improvements
- Manage traffic by:
  - Ensuring adequate roadway capacity;
  - Promoting efficient and calm throughput on major corridors; and
  - Improving separation from pedestrians and bicycles
- Promote and expand bicycle and equestrian use with separated and safe facilities
- Expand transit via increased frequency and connections to Walmart (Los Coches Rd.) and Santee

Following are summaries of findings from each Phase I engagement activity.

#### Community Workshop Findings

The Community Workshop for Phase I of Lakeside MOVES occurred on November 18, 2025 from 5:30 p.m. to 7:00 p.m. in the Community Room of Lakeside Community Center, located at 9841 Vine St, Lakeside. Seven (7) community members attended the workshop. The purpose of the workshop was to present project information and collect input from community members about initial needs assessment findings, community members’ priority issue areas, and potential mobility improvements and programs.



#### **Workshop Format, Agenda and Proceedings**

The project team distributed public notices about the workshop through multiple means as described in the previous “Outreach and Communications Methods” section. The workshop format included brief slideshow presentations from the project team and small and large group discussions to collect input. The agenda and proceedings were as follows:

- I. **Welcome and Introductions.** Project team members introduced themselves to and their roles and responsibilities on the project
- II. **Overview: Lakeside MOVES.** Project team members presented a slideshow explaining the project purpose, its relation to other County efforts, the rationale for focusing on the Lakeside community, mobility planning elements, the planning process and schedule, and community engagement objectives. Project team members also offered to answer any clarifying questions.
- III. **Draft Findings: Existing Conditions.** Project team members presented additional slides that contained findings and data about the study area’s land uses and housing, demographics, current travel patterns, existing transportation network (streets, bicycle, pedestrian, and transit)
- IV. **Community Input Part 1: Needs Assessment Findings.** Participants gathered around large project maps arrayed on tables in the room, where project team members facilitated discussions and recorded notes on the maps related to the following questions:
  - a. *What sounds familiar (or not) based on your experience moving around Lakeside?*
  - b. *What other mobility experiences do you have?*
  - c. *What, if anything, makes it difficult to access transit in this area?*
- V. **Community Input Part 2: Potential Improvements and Programs.** Project team members presented additional slides to the full group about the “transportation toolbox” of flexible design options focused on improving safety, calming vehicle speeds, and improving access to pedestrian, bicycle and transit facilities. Participants and project team members then reconvened around the maps arrayed on the tables to discuss and make notes on the following question: *“Based on your mobility experiences and needs in Lakeside, which potential mobility improvements or programs are most important to you?”*
- VI. **Summary and Next Steps.** Project team members concluded the meeting by explaining how participants can continue to stay involved in the project, including signing-in at the front table and visiting the project webpage. Participants were also encouraged to submit any additional written comments via a form provided at the beginning of the meeting.

Participants provided input by talking with project team members around project area maps at the discussion table. Four (4) versions of the project area maps included specific data: (1.) baseline study area; (2.) existing transit routes; (3.) bicycle and pedestrian facilities; and (4.) existing land uses. Participants talked with project team members in sharing their reactions to the existing conditions data, their mobility experiences, mobility issue areas at specific community locations, and ideas for potential improvements or programs. Participants wrote their ideas (or project team members did so on their behalf) on sticky notes and placed them on the maps related to location-specific feedback.

### Summary of Workshop Input

Following are key themes of participants' input at the workshop, including some example comments from participants.

#### Pedestrian Safety

- Improve the sidewalk network for safer pedestrian connections, particularly between the library, schools, residential areas, and major destinations, including but not limited to these locations:
  - Woodside Ave and key destinations including Lakeside Library and Lakeside Middle School (west of the study area)
  - El Capitan High School and the Rodeo grounds
  - Riverview Elementary School and Winter Gardens Blvd, including connecting neighborhood streets
  - Along Channel Road under SR-67
- Add crosswalks at key intersections and community destinations, including but not limited to these locations:
  - Across Woodside Ave to connect to key destinations, like the Library
  - Along Lakeshore Drive and Parkside Street between Maine Ave and Channel Rd
- Ensure full ADA compliance of current and future pedestrian infrastructure, particularly on the major corridors for residents who use wheelchairs or are visually impaired
- Increase the amount of lighting on the major corridors
- Make connections from sidewalks to local trails



#### Traffic Calming and Congestion

- Ensure adequate roadway capacity and travel lanes on the major corridors given upcoming housing growth
- Calm vehicle traffic at locations on Woodside Ave where speeding is common
- Move bicycles out of pedestrian paths to improve safety by creating bicycle paths
- Improve safety at the SR-67 entry and exit points
  - Maple View St
  - Winter Gardens Blvd
  - Freeway shoulder (on SR-67)
- Address need for additional regional connections and evacuation routes beyond SR 67
- Prevent cut-through traffic on properties, including the Library

## Bicycle and Equestrian

- Create more separated/protected routes for bicycles, with considerations for locating them:
  - on major corridors, or
  - off of the major corridors to reduce conflicts with vehicles and pedestrians
- Create equestrian trails between horse communities, the Rodeo, and Downtown Lakeside that are separated from traffic, fenced, and wide enough for horses
- Ensure bike paths are wide enough
- Address the growth in ebikes and faster travel speeds

## Transit

- Maintain existing bus routes
- Increase service frequency
- Explore use of microtransit
- Expand service to Santee

## Community Development

- Provide adequate and safe public infrastructure (i.e., sidewalks, crossings, flood control, etc.) as part of new and upcoming housing developments

Detailed transcriptions of submitted comments and photographs of the project maps and comments are included in the appendix of this report.

## Tabling Findings

Project team members hosted pop-up tabling at two community events:

- **Spirit of Christmas**, a free street fair hosted by the Lakeside Chamber of Commerce, occurred on December 6, 2025 on Maine Avenue.
- **Polar Express Event**, a free event hosted by the County of San Diego Library, occurred on December 12, 2025 at the Lakeside Branch, 12428 Woodside Ave.

The purpose of the tabling was to connect with community members to provide brief project information and input opportunities about mobility needs. Project team members set up a folding table, County-branded tablecloth, project area maps, and input forms. At each event, team members interacted community members and took notes on their behalf about their mobility experiences and mobility needs in the study area.

### Spirit of Christmas

Project team members engaged with over 120 community members at the event. Following are key themes of participants' input from the event:

#### *Pedestrian Safety*

- Improve the sidewalk network and crossings along Woodside Ave.
- Add or improve sidewalks, crossings, and curb ramps (including ADA improvements) at key locations:
  - Lakeside Farms Elementary School and other school sites
  - Channel Rd.: connector from the village to SD River trailhead
  - Lakeshore Dr.
  - Maple View St.
  - Vine St. at the Library and Community Center
  - Outside of recycling center
- Improve safety at key intersections:
  - Channel Rd. and Lakeshore Dr.
  - Vine St. (multiple)
- Provide pedestrian lighting at intersections and on major corridors
- Create road diets and pedestrian relief/islands at dangerous intersections
- Apply decorative treatments to new sidewalks to improve neighborhood character

#### *Traffic Calming and Congestion*

- Address congestion levels and traffic efficiency on Maine Ave and Maple View St.
- Improve traffic signals at Los Cochés Rd. and Julian Ave.
- Calm traffic in school zones and neighborhoods
- Slow traffic on Laurel
- Add a pedestrian flashing light at Cactus St. and Julian Ave.

#### *Street Safety and Design*

- Fix roadway hump at Cactus St. and Julian Ave.
- Adjust on-street parking locations to improve vehicle and pedestrian visibility
- Consider Maine Ave. as a one-way street and add sidewalks
- Maintain access for public safety and fire vehicles
- Install more street trees for beautification and shade
- Manage demand for on-street parking from private businesses in the industrial zone
- Expand and improve connections to the SD River Park trail

#### *Bicycle*

- Create separated bikeways on major corridors, including Woodside Ave. (similar to Los Cochés Rd. design)
- Improve safety and protections at dangerous intersections including freeway access points and school crossings
- Improve connectivity to the SD River trailhead
- Conduct an ebike safety campaign for youth

#### *Transit*

- Connect to Walmart on Los Coches Rd.
- Extend light rail from Santee

### **Polar Express Event**

Following are comments from participants at the Polar Express event:

- Provide more sidewalks to create a more walkable community
- Synchronize traffic lights on Woodside Ave and Winter Gardens Blvd.
- Improve the intersection design of Woodside Ave. and Marilla Dr. to improve left turn safety

Detailed transcriptions of tabling comments are included in the appendix of this report.

DRAFT

Date	Event	Comment	Location	Category	Notes
11/18/2025	Lakeside MOVES Workshop	People traveling by ebike and electric scooters are going too fast. It's unsafe for themselves and pedestrians.		Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Do not want to expand bike/pedestrian infrastructure if it reduces the number of vehicle lanes.		Traffic Congestion	
11/18/2025	Lakeside MOVES Workshop	Vehicle lanes should not be reduced because ADUs are being built and the population is increasing.		Traffic Congestion	
11/18/2025	Lakeside MOVES Workshop	Need traffic light sync, don't want area to get congested with new housing development, ADUs, want to maintain flow on woodside.	Woodside Ave	Traffic Congestion	
11/18/2025	Lakeside MOVES Workshop	There needs to be a sidewalk leading to the library from Lakeside Middle School.	Between Lakeside Middle School and Library.	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Need sidewalks by Riverview Elementary	Riverview Elementary	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Marilla is unsafe, dark area, limited to no sidewalks. Mostly walking in the street or ditches	Marilla Dr near Woodside Ave	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	The highway is lacking a shoulder for emergencies.	67	Safety	
11/18/2025	Lakeside MOVES Workshop	Want Class 4 bike lanes.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	Woodside Ave should have a Class 4 bike lane.	Woodside Ave.	Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	The current bus routes should continue to operate.	Los Coches St, Winter Gardens St, Woodside Ave.	Transit	
11/18/2025	Lakeside MOVES Workshop	The area has a preschool, middle school and highschool but lacks sidewalks and is unsafe.	(Outside of Study Area) Marilla St.	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	The County needs to prioritize bike safety.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	Bikes lanes should be added to non-main streets to lessen impact on vehicle traffic, improve safety.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	Need heavy duty thorough fares for all vehicle types, buses, freight trucks, etc.			
11/18/2025	Lakeside MOVES Workshop	Support idea of complete streets			
11/18/2025	Lakeside MOVES Workshop	Consider the arterties of traffic flow, need to be cleared for heavy duty use			
11/18/2025	Lakeside MOVES Workshop	There needs to be a traffic light added at the freeway exit.	67 exit onto Winter Garden	Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	More crosswalks.		Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Don't want speedbumps		Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	There needs to be more bike lanes.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	There needs to be clear signage for bikes.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	There is a lack of sidewalks that connect to the local trails.		Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	The speed limits are appropriate and not too fast.		Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	People drive too fast and it's unsafe for pedestrians walking in the rode or riding bikes/scooters.		Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	Teenagers don't drive because it's too expensive. Since teenagers are biking more, the area needs more bike lanes.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	There needs to be a sidewalk in front of the rodeo.	Rodeo Grounds	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Need to increase safety everywhere		Safety	
11/18/2025	Lakeside MOVES Workshop	There need to be bike lanes for scooters and ebikes so they don't use the sidewalks or in traffic.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	Need specific routes for ebike or bike users		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	There are not enough sidewalks, sometimes there isn't even flat dirt to walk on because there is a ditch along the vehicle lanes.		Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	The existing bike lanes are too narrow and should be widened.		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	Would like bike lane improvements but along high traffic roadways		Bike infrastructure	

Date	Event	Comment	Location	Category	Notes
11/18/2025	Lakeside MOVES Workshop	There are a lot of residents who are disabled that use wheelchairs or that are blind. There should be sidewalks from housing areas to grocery stores. Sidewalks should be accessible to wheelchair users.		Pedestrian safety, accessibility	
11/18/2025	Lakeside MOVES Workshop	Wheelchair users are in the street due to bad or lack of safe sidewalks		Pedestrian safety, accessibility	
11/18/2025	Lakeside MOVES Workshop	Would like microtransit that is accessible for all users		transit, accessibility	
11/18/2025	Lakeside MOVES Workshop	There needs to be more infrastructure for horses because residents are having to leave the area to accommodate their horses.	Rodeo Grounds	Equestrian safety	
11/18/2025	Lakeside MOVES Workshop	Riverford and Mast, new Lennar homes being built but safety concerns with traffic and lack of stop signs and sidewalks	Riverford Rd and Mast Blvd	Safety	
11/18/2025	Lakeside MOVES Workshop	There needs to be flood control because of all the ADUs being built.		Infrastructure Improvements	
11/18/2025	Lakeside MOVES Workshop	Want a crosswalk between the lights at Main St and Channel to get from the shops/gas station to the library.	Main St and Channel, Library	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Dangerous intersection near SR 67 and Maple View St	SR 67 and Maple View St	Safety	
11/18/2025	Lakeside MOVES Workshop	SR 67 has no shoulder	SR 67	Safety	
11/18/2025	Lakeside MOVES Workshop	Need supportive infrastructure for new housing development		Infrastructure Improvements	
11/18/2025	Lakeside MOVES Workshop	Low level of service for transit, they took away bus stops		Transit	
11/18/2025	Lakeside MOVES Workshop	Need more bus routes	Los Coches St, Winter Gardens St, Woodside Ave.	Transit	
11/18/2025	Lakeside MOVES Workshop	Maintain existing bus routes		Transit	
11/18/2025	Lakeside MOVES Workshop	Transit to Santee leveraging new housing development		Transit	
11/18/2025	Lakeside MOVES Workshop	Want horse trails and connections, trail connection needs to be prioritized		trail access	
11/18/2025	Lakeside MOVES Workshop	Horse trail system properly connecting horse communities that are traffic calmed and horse safe		Equestrian safety and trail access	
11/18/2025	Lakeside MOVES Workshop	Eucalyptus Hills, Moreno, El Monte, and Blossom Valley should be safely connecting and designated for horses safe movement	Eucalyptus Hills, Moreno, El Monte, and Blossom Valley	Equestrian safety and trail access	
11/18/2025	Lakeside MOVES Workshop	Certain communities in Lakeside need to be redesigned like NorCo. The rodeo grounds and Diane Jacobs park need to be kept horse friendly for horse trailers and horse movement and comfort. Proper fencing to keep horses separate from roads.	Rodeo Grounds, Diane Jacobs park	Infrastructure Improvements, Equestrian safety	
11/18/2025	Lakeside MOVES Workshop	Our community was not designed for certain infrastructure			
11/18/2025	Lakeside MOVES Workshop	Bike lanes are not sufficient or easy to use		Bike infrastructure	
11/18/2025	Lakeside MOVES Workshop	There are no sidewalks for kids to walk to school, libraries, or businesses		Pedestrian safety, accessibility	
11/18/2025	Lakeside MOVES Workshop	Lack of sidewalks and school access	Near Riverview Elementary, along Winter Gardens Blvd, Lemon Crest Dr, and Knoll Crest Pl	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Lack of sidewalks and lighting. Walking in ditches; no spaces.		Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Traffic speeding	Woodside Ave	Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	Traffic speeding through parking lot instead of using Maine Ave	Maine Ave	Traffic Calming, Safety	
11/18/2025	Lakeside MOVES Workshop	Sidewalks proposed but only on one side of street by planet fitness	Woodside Ave	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Unsafe pedestrian travel along woodside	Woodside Ave	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Need sidewalks on woodside by San Diego County Library and the businesses	Woodside Ave	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Need high visibility pedestrian crosswalks		Pedestrian safety	

Date	Event	Comment	Location	Category	Notes
11/18/2025	Lakeside MOVES Workshop	Maintain traffic flow on woodside	Woodside Ave	traffic congestion, traffic calming	
11/18/2025	Lakeside MOVES Workshop	Increase of kids using e-bikes, bicycles, e-scooters. Need dedicated paths or routes.		Bike/ped infrastrucutre, safety	
11/18/2025	Lakeside MOVES Workshop	Need sidewalks to the library	County of San Diego Library	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Need contiguous sidewalks especially for wheelchair users along Maine Ave, Woodside Ave	Maine Ave and Woodside Ave	Pedestrian safety, accessibility	
11/18/2025	Lakeside MOVES Workshop	Need more pedestrian safe crossings near Library	County of San Diego Library	Pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	ADA access for neighbors especially	Vine St	Pedestrian safety, accessibility	
11/18/2025	Lakeside MOVES Workshop	Sidewalks and crosswalks needed along mapleview near El Capitan High	Mapleview St	pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	Lack of sidewalks along Chanel Road through underpass of SR 67	Chanel Rd	pedestrian safety	
11/18/2025	Lakeside MOVES Workshop	<p><del>Based on existing conditions data and presentation, what sounds familiar to your experiences moving around the Lakeside study area?</del></p> <p>A lot of congestion with high speeds in cars and trucks and no shoulders or limited sidewalks in main areas.</p> <p><b>What additional experiences do you have getting around this study area?</b></p> <p>Horses in areas where cars are speeding must be kept safe. The main arteries of Lakeside, Winter Gardens, Woodside, Los Coches, should be kept with maximum width for cars, trucks, and traffic. Put bicycles on alternate route areas away from main traffic arteries</p> <p><b>What makes it difficult to access transit in the study area?</b></p> <p>Transit is ok along the main throughfares. Its fine along the main roadways.</p> <p><b>Based on your experiences and needs for moving around the study area, which potential improvements or programs are the most important for the project team to study in detail?</b></p> <p>Creating horse friendly, safe trails so horses are kept away from roads or trails are fenced and speed limits are lower in horse areas. Horse areas need to be designated and separated Moreno to El Monte Valley need to be made like NorCo. Horse community areas and rural areas need to be traffic calmed and stay rural.</p> <p><b>Please share any additional comments about the project.</b></p> <p>Keep Lakeside's rural equestrian communities and you will have fewer needs for roadway improvements in a town that was never</p>			Feedback submitted via Comment Form

# Appendix D



## Pop-Up Tabling Comments Transcripts

Date	Event	Comment	Location	Category	Notes
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Affordable microtransit		transit	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalks but not just concrete; can we use pavers to make it look more aligned with historical feel?		pedestrian safety; aesthetics	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Shuttle to Walmart on Los Coches like the shuttles that take people to Viejas	Los Coches /Walmart	transit	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Shuttle was great but had to get up early, would like more hours of service		transit	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Turn Main Street into 1 way road and make a nice sidewalk	Maine Ave	road redesign, pedestrian infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	E-Bike Safety campaign, teach kids about sharing the road		safety, education	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalk connectivity especially for ADA		Pedestrian safety, accessibility	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sync light on Maine and Mapleview, lots of congestion	Maine Ave and Mapleview	traffic	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Parking along streets making roadways too narrow, hard to see people walking or other oncoming cars		safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Speeding on Laurel	Laurel	Traffic Calming, Safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalks on Woodside	Woodside Ave	pedestrian infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Focus on aesthetics: Comfort and Safety		aesthetics, safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Crosswalks by Lakeside Farms Elementary	Near Lakeside Farms Elementary	pedestrian safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalks by Lakeside Farms Elementary School	Near Lakeside Farms Elementary	pedestrian infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Lighting for safety		lighting, safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Woodside Ave sidewalks	Woodside Ave	pedestrian infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Lack of parking for preschool, parking overall in area			
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Bikelanes for electric bikes		bicycle infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Dark areas; need lighting but please not too bright		lighting, safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalks on Morelo	Morelo	pedestrian infrastructure	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	More ramps for sidewalks		Pedestrian safety, accessibility	

12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Can we get a localized trolley service that runs through the corridor to Walmart? Need connection to major commercial			transit
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	channel Rd, no place to cross. Channel and woodside intersection	Channel Rd and Woodside		pedestrian infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Need more pedestrian islands and pedestrian safe crossings!			pedestrian safety, pedestrian infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Think about connectivity to river trail			trail access
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Road diets; please consider pedestrian relief areas			pedestrian safety, traffic calming
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Street trees beautification			aesthetics
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Beautify the pedestrian islands near the 67; make more welcoming			pedestrian infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Industry is rough, Lakeside Middle School no turn lanes. Marilla is tough with traffic			traffic calming
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	More bike lanes with green markings			bicycle infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Some left turn sensors in ground do detect bikes			
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Safer Crossings for School Access			bike/ped infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Crossing lights aren't bike or pedestrian friendly			bike/ped infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Maine Ave could use some tree shade			aesthetics
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Brick Crosswalks for aesthetics and breaks up the road visibility			aesthetics, pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Pedestrian crosswalks needs a stop. Button creates flashes for people to walk but since there is no traffic stop cars fly through. Need 3 way stop.	Cactus St and Julian		Traffic Calming, Safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalk crossings on mapleview street	Mapleview St		pedestrian infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Safer turning or designated turn on mapleview and SR 67	Mapleview St / SR 67		traffic safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Congestion all along Maine, Mapleview St from SR 67	Mapleview St / SR 67		traffic calming
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Lack of sidewalks on Lakeside Ave and Channel Road	Lakeside Ave and Channel Rd		pedestrian infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Bike Safety at freeway access points			bicycle infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	No sidewalks on woodside or lighting, lots of pedestrian accidents	Woodside Ave		pedestrian infrastructure, safety, lighting

12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	ADA improvements safe ways for people to get to school			accessibility, pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	ADA accessibility			accessibility, pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Bike connectivity to the park trail difficult, we live on Julian			Bike infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Bad light on Los Coches Rd and Julian Ave	Los Coches Rd and Julian Ave		traffic
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Multiple cycles at los coches and julian light	Los Coches Rd and Julian Ave		traffic
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	There is a Lakeside "hump" jump somewhere near Cactus and Julian; kids fly on it and it is a major safety issue	Cactus/ Julian area		safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Los Coches is a good bikeway	Los Coches		Bike infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	The recommendations from DFA are good			
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Underpass need sidewalks - SR 67 and Channel Rd to get to SD River Trailhead Walker preserve trail	Channel Rd/ SR 67		pedestrian infrastructure, safety, trail access
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalk slanted outside recycling center, unsafe and bad for strollers			pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Light rail extension from Santee			transit
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Vine Intersections, people don't stop (no crosswalks) cars too fast	Vine St		pedestrian infrastructure, safety, traffic calming
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Pedestrian overcrossing for safety			pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Sidewalks by Park and Library for scooters	Park and Library		pedestrian infrastructure, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Expanded and interconnected river park trail (expand and improve east of Channel Rd)	East of Channel Rd		trail access
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Mix of residential and industrial north	North of SR 67, Lakeside Avem Channel Rd		
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Safe School Crossings			Safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Parking Management with Industrial Uses			
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Ensure Major Fire Vehicle access is maintained			emergency access, safety
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Dedicated protected bike lanes on woodside	Woodside Ave		Bike infrastructure
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Traffic calming in neighborhoods	residential areas		traffic calming

12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Barrier for bike separation		bike infrastructure, safety	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Dangerous roadway south of riverview elementary school	Winter Gardens Blvd	traffic calming	
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Transportation is important			
12/6/2025	Lakeside Chamber of Commerce - Spirit of Christmas	Maple Street is a very important street. It doesn't have much parking. I don't know if parking is the problem. I'm more concerned about the shade. It's nice that we have the only natural lake in SD County. But I would like to see more greenery and green infrastructure. I'm not a sustainable civil engineer but I am a Poli Sci and Sustainability student. The greenery should not compromise the sidewalk. Many streets with no sidewalks. Sometimes, with no shade. A green Lakeside means one with less pollution from cars. Increasing walkability is important.		aesthetics, safety, pedestrian infrastructure	
12/12/2025	Lakeside County Library - Polar Express Event	More sidewalks in general. Wish the area was more walkable.		pedestrian infrastructure	
12/12/2025	Lakeside County Library - Polar Express Event	Light sync and congestion issue along woodside ave and winter gardens blvd	Woodside Ave and Winter Gardens Blvd	Traffic	
12/12/2025	Lakeside County Library - Polar Express Event	At Marilla Dr the limit line to turn on to Woodside Ave is far away from the signal. Safety issue and concerns with getting t-boned from oncoming traffic	Marilla Dr and Woodside Ave	Safety	
11/4/2025	GIS Interactive Map Comments	Lemon Crest Dr needs traffic calming treatments to make this area safer for pedestrians, students, and other drivers. There have been multiple incidents of drivers crashing into the school because they were driving too fast around the curve of the road.	Lemon Crest Dr	traffic calming, safety	
11/4/2025	GIS Interactive Map Comments	This location needs a signal. The main reason that Woodside and Wintergardens is so ped unfriendly is because it is not easy to turn left here. Forcing the LT to south instead of using Channel.	SR 67 Ramps & Winter Gardens Blvd	Traffic	
11/5/2025	GIS Interactive Map Comments	"Lakeside was selected as it is adjacent to an Environmental Justice community where aging and insufficient infrastructure may have contributed to limited development." Where is this community you speak of located? .			
11/6/2025	GIS Interactive Map Comments	Lemon Crest Dr being used as a major thoroughfare between Los Coches and Winter gardens. This is a residential area with minimal sidewalks and heavy abuse of speed limits due to population using it as a short cut to save time. Now a dangerous road.	Lemon Crest Dr	pedestrian infrastructure	
11/6/2025	GIS Interactive Map Comments	Needs stop sign	Lemon Crest Dr & Orange Crest Dr	Traffic	
11/6/2025	GIS Interactive Map Comments	Need traffic calming measures on Lemon Crest	Lemon Crest Dr	Traffic Calming, Safety	
11/12/2025	GIS Interactive Map Comments	Hello, not sure what can be done in this neighborhood but I would love sidewalks. Cars drive fast around there and I know families and people going to work would appreciate it.	Winter Gardens Blvd	pedestrian infrastructure	
11/19/2025	GIS Interactive Map Comments	We need sidewalks along Wintergarden, Woodside, Los Coches. We need sidewalks to be access Our community is aging. We want greater protection of our students around El Capitan high school as there are no sidewalks from Mapleview passed the rodeo grounds.	Winter Gardens Blvd; Woodside Ave; Los Coches Rd	pedestrian infrastructure, safety	
11/19/2025	GIS Interactive Map Comments	I would like to request the reactivation of the bus route along Woodside Ave. from Lakeside directly to the Santee Trolley Square.	Woodside Ave	Transit	
12/7/2025	GIS Interactive Map Comments	Need sidewalks and protected bikeways from Lakeside thru 2nd st to El Cajon	Winter Gardens Blvd	pedestrian infrastructure, bike infrastructure	
12/7/2025	GIS Interactive Map Comments	Excessive pedestrian delays to cross SR 67/Mapleview interchange	SR 67 & Mapleview St	pedestrian infrastructure, safety	
12/7/2025	GIS Interactive Map Comments	Cars come off the 67 way too fast, making it unsafe for people walking and biking. Please convert to roundabout	SR 67 ramps	Safety	
12/7/2025	GIS Interactive Map Comments	Slip Lane is hazardous to pedestrians	Los Coches Rd & Julian Ave	Safety	
12/7/2025	GIS Interactive Map Comments	Turning radii at Vine and Lakeshore are too wide. Cars frequently roll the stop sign and it is extra dangerous because the turning radii make the pedestrian crossing distances too far	Vine St & Lakeshore Dr	safety, pedestrian infrastructure	
12/7/2025	GIS Interactive Map Comments	Just about everywhere in the downtown lakeside area can and should be redeveloped to dense, walkable housing. The trolley needs to be extended here too!		Transit	
12/7/2025	GIS Interactive Map Comments	Sidewalks and curb protected bike lanes needed; safe active transport routes needed from the Santee Trolley station to Lakeside. The gap in Mast Blvd is another great opportunity; connect mast for bikes but not cars	Woodside Avenue	pedestrian infrastructure, bike infrastructure, transit	
12/7/2025	GIS Interactive Map Comments	Los Coches Rd is very wide and highway-like; please add separated protected bike lanes so fast cars and cyclists don't conflict	Los Coches Rd	bike infrastructure	
1/22/2026	GIS Interactive Map Comments	Difficult to make left turn onto Riverford; suggest an all-way stop sign	Riverford Rd	Traffic	

# Appendix E



## Community Correspondence

**From:** [Carlisle Dockery](#)  
**To:** [Angulo, Morgan](#); [Long Range Planning, PDS](#)  
**Subject:** [External] Re: Draft Lakeside MOVES Report Available for Public Review  
**Date:** Tuesday, February 17, 2026 2:16:15 PM  
**Attachments:** [image001.png](#)

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Hi Morgan,

Thanks for sharing. I've sent it to our colleagues we work with in Lakeside so they're aware of this opportunity.

The quote on page 31 is an interesting one to highlight. Maximizing lane width and number of vehicle travel lanes does not equate with safety. Adding **safe, protected** bicycle facilities to main arterials makes the streets safer for all road users. It's also challenging as a bicyclist to access destinations along main streets when our routes are delegated to circuitous side streets all the time. Same for page 98 - "maintaining traffic flow" is not always the safest outcome.

I think it's great how you flagged the non-driver population on page 33.

Figure 3-4 uses "Other" as a graphic twice, not sure if that was intentional.

On Page 40, at times Lakeside Employment Center is capitalized and at others it's written as Lakeside employment center.

I believe there's a typo in Figure 3-5 ("percential")

The transit assessment on page 56 is really comprehensive. Thanks for including that.

The connection between Table 4-3 and Table 4-4 is a little confusing. Once you read 4-4 it becomes a bit clearer that the 4-3 numbers are aggregated for the week, not for a single day, but the phrasing of "daily boardings" could be misleading for people who might not be as familiar with transit planning documentation.

It doesn't seem like crash statistics are part of this analysis, but I did want to point out that there was a [fatal crash](#) on Winter Gardens earlier this year. There was [another fatal crash](#) at almost exactly the same intersection two years prior, and a pedestrian (66-year-old Marcia Cope) was killed about a block north at Winter Gardens/Wintercrest in December 2022.

Thanks for all you're doing.  
Carlisle

On Fri, Feb 6, 2026 at 2:17 PM Angulo, Morgan <[Morgan.Angulo@sdcounty.ca.gov](mailto:Morgan.Angulo@sdcounty.ca.gov)> wrote:  
Good Afternoon,

**We want to hear from you!**

The County of San Diego Planning & Development Services (PDS) is pleased to share that the *Draft* Lakeside MOVES Report is available for public review. This report is part of the County's Community Based Transportation Program.

Lakeside MOVES is a collaborative effort to bring Lakeside residents, community organizations, and County staff together to identify transportation challenges and needs in the local community. The Lakeside MOVES plan will serve as a visioning document designed to enhance transportation options and accessibility within the Lakeside MOVES focus area to improve mobility, safety, and connectivity for all types of transportation.

The Draft Lakeside MOVES report contains:

- A community profile and needs assessment
- Summary of engagement and outreach activities
- Goals, objectives, and strategies
- A list of identified potential improvements and programs

You can view the document on our website here: [Lakeside MOVES | Engage San Diego County](#)  
Comments can be submitted via email to [PDS.LongRangePlanning@sdcounty.ca.gov](mailto:PDS.LongRangePlanning@sdcounty.ca.gov) or on online: [Submit your comments here!](#)

**Please help us spread the word - share this message with your friends, neighbors, or colleagues who may be interested in reviewing the draft.**

To stay up to date on Community Based Transportation projects, please [subscribe](#) to the email list.

Thank you for your continued interest and involvement!

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