

LAKESIDE MOVES



Community Based Transportation Lakeside Neighborhood Mobility Plan

County of San Diego
Planning & Development Services
March 2026



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ACKNOWLEDGMENTS

County of San Diego

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Lakeside's blend of rural lifestyle and historic legacy continues to define its unique sense of place.



“

Sidewalks but not just concrete;
can we use pavers to make it look
more aligned with historical feel?

”

- Lakeside Resident
December Spirit of Christmas Event

EXECUTIVE SUMMARY

The Lakeside community is located in the East County area of unincorporated San Diego County nestled between the City of El Cajon to the west and the foothills of the Cuyamaca Mountains to the east. Lakeside covers a total area of 7.3 square miles and is named after Lindo Lake, situated centrally in the community. The study area is connected to the region by State Route (SR) 67, while Winter Gardens Boulevard, Woodside Avenue, and Maine Avenue connect the study area to shopping, dining, entertainment, and nearby parks and open spaces. The Lakeside community is known for its scenic views and proximity to parks and natural reserves.

What is Lakeside MOVES?

Lakeside MOVES (Mobility Options Via Efficient Solutions) is a community driven approach to identifying mobility challenges and needs in an effort to improve access, safety, and connectivity within the Lakeside area. It is one of four pilot communities (Buena Creek, Casa de Oro/Valle de Oro, Lakeside, Spring Valley) selected under the County's Community Based Transportation Program (CBT).

The CBT Program endeavors to advance collaboration with San Diego Association of Governments (SANDAG), local transit agencies, and other community partners and residents to engage in community-based planning initiatives that seek to improve the quality of transportation, transit, and mobility. The CBT Program and this subsequent Lakeside MOVES plan is funded through the SANDAG Smart Growth Incentive Program (SGIP) Cycle 5 Grant.

Lakeside MOVES seeks to:

- Analyze ways to enhance the north-south connection, focus on improvements around Lindo Lake 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

Mobility
Options
Via
Efficient
Solutions



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.

Why does it matter?

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

How does it work?

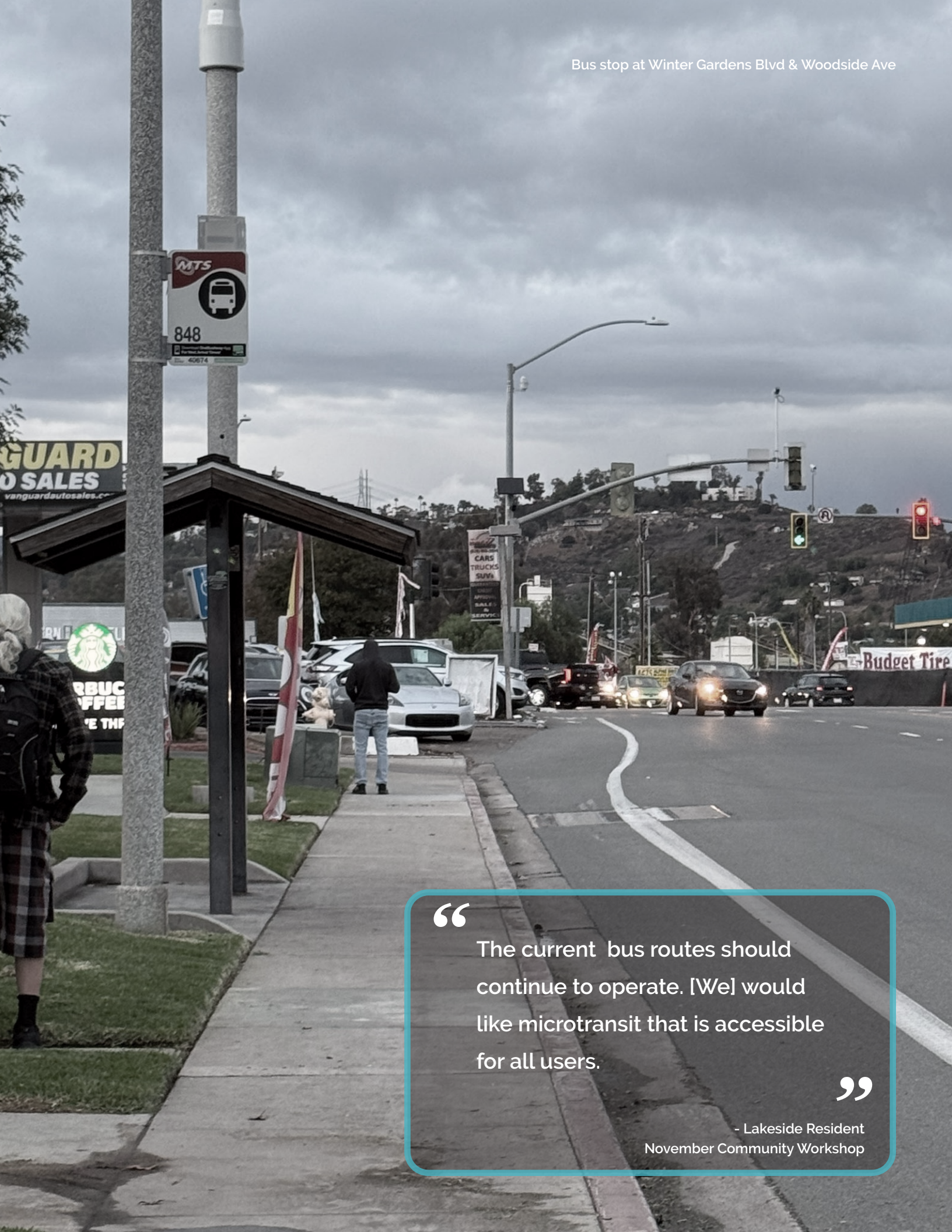
The Neighborhood Mobility Plan (NMP) process is anchored by community engagement, involving local residents, businesses and other stakeholders to understand the community's needs and concerns as it relates to mobility. Feedback from the community is used to prioritize potential multi-modal, bicycle, and pedestrian improvements that are aligned with their specific needs and overall goals. The final component of the NMP is to explore funding opportunities to implement these potential improvements.

The Lakeside MOVES document reflects ideas driven and supported by the community. Community support is critical to securing future funding for mobility improvements—whether through grants, the County's Capital Improvement Program, or other funding mechanisms. The NMP document serves as a foundational reference to guide future coordination, funding requests, and infrastructure planning efforts. It may also inform development proposals by private entities seeking to support mobility improvements.

The potential recommendations in the NMP document are intended for use when designing new projects at new locations or designing reconstruction projects on existing facilities. Projects on existing roads particularly call for a flexible, performance-based approach to design. The NMP document also encourages flexible design, which emphasizes the role of the planner and designer in determining appropriate design dimensions based on project-specific conditions and existing and future roadway performance more than on meeting specific nominal design criteria.

The fact that new design values and concepts are presented herein does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects. The roadway, vehicle, and individual users are all integral parts of transportation safety and efficiency. While the NMP document primarily addresses design concerns, a properly equipped and maintained vehicle and reasonable and prudent performance by the user are also needed for safe and efficient operation of the transportation facility.

The concepts identified in the planning document are not currently funded, rely on other jurisdictions, and also might be part of future development conditions on private projects, therefore the County has not committed to any identified projects in this Neighborhood Mobility Planning document.



“

The current bus routes should continue to operate. [We] would like microtransit that is accessible for all users.

”

- Lakeside Resident
November Community Workshop

1. INTRODUCTION

Lakeside, an unincorporated community in eastern San Diego County, faces environmental and mobility challenges due to limited multimodal transportation options and gaps in connectivity to regional transit networks. The Lakeside community has unique needs due to its semi-rural character and reliance on personal vehicles, which creates barriers for residents who depend on walking, biking, or public transit. Lakeside MOVES aims to address these challenges by identifying transportation barriers, engaging the community, and developing actionable solutions that improve safety, access, and mobility.

The Neighborhood Mobility Plan (NMP) for Lakeside, also known as Lakeside Mobility Options Via Efficient Solutions "Lakeside MOVES", is part of the County of San Diego's Community Based Transportation (CBT) Program. The CBT Program is a collaborative process intended to bring local residents, community organizations, and County staff together to identify multimodal transportation challenges and needs specific to individual communities within unincorporated San Diego County. As part of the County's broader CBT Program, the CBT Framework Guidelines provide a structured approach to identifying mobility barriers and recommending equitable solutions in unincorporated communities. The Guidelines include a Transportation Toolbox—a menu of flexible infrastructure improvements and programs that promote multimodal access and safety. The Lakeside MOVES Plan applies these tools to recommend context-sensitive improvements that align with community input and technical findings.

Multimodal transportation refers to an interconnected system that supports multiple forms of travel, including walking, biking, public transit (such as the MTS Trolley and local bus routes), and emerging mobility options like micro-transit or e-scooters.

Lakeside MOVES is the result of a collaborative effort with San Diego Association of Governments (SANDAG), local transit agencies, and other local community partners to engage in community-based transportation planning initiatives that seek to expand transportation options and improve quality of service.

As part of a parallel effort, the County conducted a Development Feasibility Analysis (DFA) in the Lakeside area to identify existing barriers to housing development including any

gaps in infrastructure and market conditions affecting new development. 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's Department of Public Works (DPW) 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.

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

1.1 Purpose of the Plan

Lakeside MOVES serves as a guide for achieving greater equity and expanding mobility options within the Lakeside community and supports the goals of the County's 2021 General Plan Environmental Justice (EJ) Element. The EJ Element contains Implementation Action 7.6.2.B whose goal is to "Collaborate with SANDAG, local transit agencies, and other community partners to engage in community-based transportation planning initiatives that seek to expand operation hours and improve quality of service."

The development of the Lakeside MOVES Plan also presents opportunities to promote sustainable mobility solutions that reduce greenhouse gas emissions, in alignment with the County's 2024 Climate Action Plan (CAP). By encouraging active transportation, improving transit access, and reducing single-occupancy vehicle trips, Lakeside MOVES helps support the County's sustainability goals, specifically supporting implementation of the following policies from the 2024 CAP:

- T-5.1: Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.

- T-6.2: Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030.
- T-6.3: Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.

The Plan is intended to be a "living document" that evolves and grows with the community and offers guidance on the mobility options that will advance transportation infrastructure within the Study Area. The Plan will identify transportation investment opportunities consistent with the County's General Plan, CAP, and other related plans.

1.2 NMP Development Process

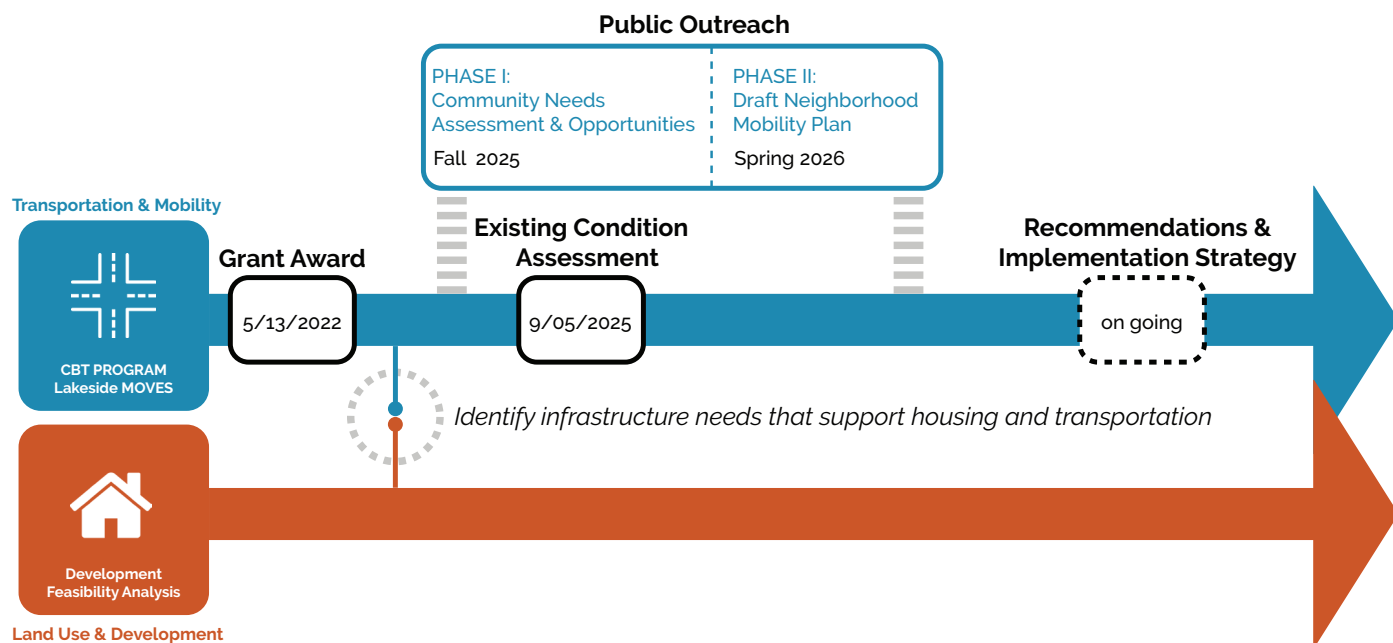


Figure 1-1. Neighborhood Mobility Plan Process Overview

The County of San Diego initiated the overall CBT Program plan development process in 2022 after being awarded the Smart Growth Incentive Program (SGIP) grant from SANDAG, which funds comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. The County proposed a collaborative approach to expand mobility options in the unincorporated areas through the development and implementation of the CBT Program. **Figure 1-1** summarizes the typical process anticipated in developing an NMP.

The Plan process is an extension of the County’s community planning programs to help inform potential future General Plan updates including the mobility, land use, and safety elements.

The County conducted a DFA in Lakeside to identify key barriers to housing development and recommendations to address those barriers. The DFA analysis considered development potential, infrastructure advancements needed to enhance development feasibility, financial and market constraints. The NMP study area is a subset of the DFA study area, but also extends beyond it in key locations to allow for in-depth analysis of the mobility barriers and opportunities in the Lakeside community. Lakeside MOVES has taken a holistic approach to incorporate recommendations from the DFA as it aligns with outreach from Lakeside MOVES. While the DFA, in conjunction with DPW’s IGA, studied gaps in mobility infrastructure in specific areas, Lakeside MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.

1.3 Goals & Objectives

In July 2021, the County adopted a new General Plan EJ Element. The EJ Element includes Implementation Action 7.6.2.B whose goal is to “Collaborate with SANDAG, local transit agencies, and other community partners to engage in community-based transportation planning initiatives that seek to expand operation hours and improve quality of service.” On December 10, 2021, SANDAG adopted its 2021 Regional Plan and a Sustainable Communities Strategy (Regional Plan), which included developing a network of Mobility Hubs that “includes our region’s urban core and 30 Mobility Hubs that were identified based on land use and employment characteristics, travel patterns, and demographics.” Less than 1% of unincorporated San Diego County was within the sphere of influence of the 2021 Regional Plan’s Mobility Hubs, where transit and on-demand travel infrastructure investment were focused. Mobility Hubs were key locations where the 2021 Regional Plan aimed to converge multiple transportation options (including transit, bike-sharing, and on-demand services) to improve connectivity and reduce reliance on personal vehicles. The disproportionate distribution of Mobility Hub areas had a constraining impact on unincorporated communities and neighborhoods where transportation and investment resources are greatly needed.

Lakeside MOVES, as part of the CBT Program, will function as a tool for achieving the goals outlined in this report and is intended to bring the Lakeside community residents, community organizations, and County staff together to

identify multimodal transportation challenges and needs in the local community. Lakeside MOVES provides a toolbox of mobility solutions for an unincorporated community to form this NMP. Outlined in Chapter 7 are potential improvements and programs to address the challenges and needs that were identified through NMP.

Lakeside MOVES focuses on achieving greater equity and expanding mobility options within the community. Lakeside MOVES explores unique opportunities to educate, analyze, and develop recommendations related to mobility that can directly contribute and complement County plans and policies to reduce greenhouse gas emissions. Lakeside MOVES also identifies community specific opportunities to align with potential increased infill development and density within the study area. In addition, Lakeside MOVES explores opportunities to improve equitable access to public transit, including the nearby El Cajon Mobility Hub area and local bus stops, ultimately facilitating a reduction in dependence on auto centric mobility and contributing to environmental justice by creating cleaner, safer, and more connected neighborhoods.



In support of the overall goals of the County's General Plan Mobility Element to create a more efficient, safer, and sustainable transportation system, the overall CBT Program, as well as this Lakeside MOVES NMP, seeks to:

- Analyze opportunities to better connect unincorporated communities to SANDAG's 2025 Regional Plan and further state planning priorities (e.g. infill development, job/housing balances, equity)
- Coordinate with local, state, and federal agencies on related long-range planning efforts.
- Accommodate multimodal travel options (e.g. walking, biking, rolling, micro-mobility, and public transit).
- Recommend traffic safety improvements for all road users including auto drivers, bicyclists, and pedestrians
- Reduce GHG emissions through reduced reliance of single-occupancy vehicles.
- Establish and grow the active transportation networks in unincorporated communities consistent with the County's Active Transportation Plan (ATP) as well as SANDAG's "Riding to 2050" Regional Bike Plan (2010).
- Expand community capacities and collaborative relationships to help address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Identify future opportunities and resources from local, state, and federal agencies to further any future land use changes, policy changes, and investment to achieve community visions.
- Facilitate the continuous refinement, pilot program development and project implementation concurrently with the County's Sustainable Land Use Framework development and the DFA to engage communities, explore data, capacities and needs, and develop community "visions."
- Encourage and facilitate opportunities for all community members to participate in vision development, prioritization, and decision-making.
- Utilize a consensus-based approach, to check in on the consensus of community recommendations at multiple points in the visioning and prioritization process.

The County conducted a DFA in the 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, are not 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 DPW's Infrastructure Gap Analysis (IGA), studied gaps in mobility infrastructure in specific areas, Lakeside MOVES will more comprehensively address transportation and connectivity concerns between, and beyond, these areas. With the findings and outcomes from both the DFA, IGA, and CBT Program, the County will be in a strong position for future competitive funding resources/opportunities to implement the recommendations from each study/project/program.



Figure 1-2. Development Feasibility Analysis Project
Source: DFA Project

1.4 Study Area

In order to provide an in-depth assessment for Lakeside, a boundary at the neighborhood level was established to define the limits of the study area. A narrowly defined study area ensures that the analysis remains focused on specific mobility issues and recommended transportation investments that address those issues.

The Lakeside MOVES NMP 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 NMP 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. **Figure 1-4** 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.

Community Destinations Include:

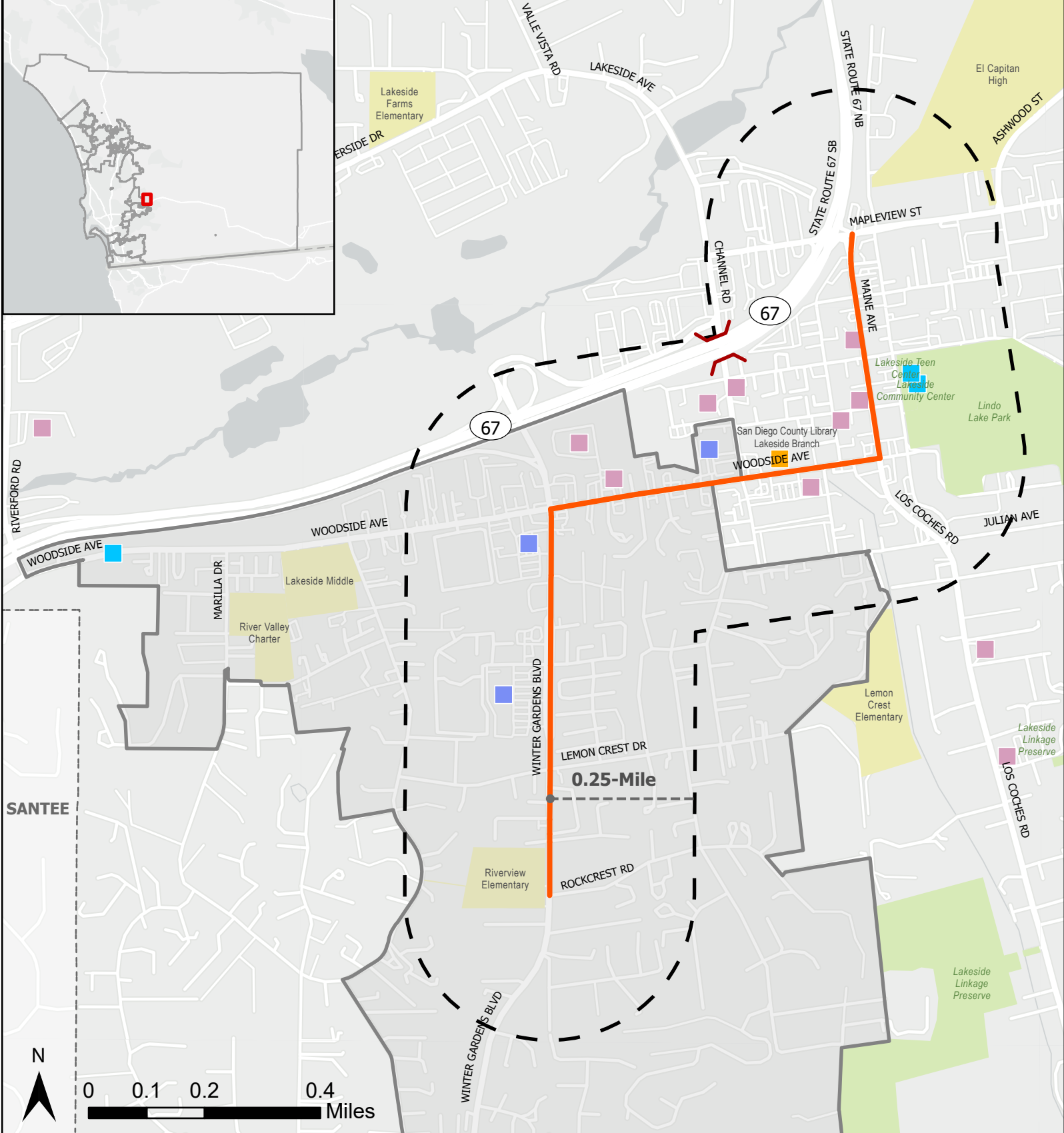
- Lakeside County Library
- Lakeside Community Center
- Lindo Lake County Park
- Local Schools (El Capitan High School; Riverview Elementary School)
- Places of Worship (Rise City Church; Faith Landmark Missionary Baptist Church; Calvary Chapel; Lakeside Christian Help Center; Hosanna Christian Fellowship; Faith Mountain Pentecostal Church; Lakeside Community Presbyterian Church; Olde Community Church-Lakeside Historical Society)

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 areas. Additionally, all the census tracts fall within the Lakeside Community Planning Group Area.



Figure 1-3. Development Feasibility Analysis Project Study Area

Source: DFA Project



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

Figure 1-4. Neighborhood Mobility Plan Study Area



“

[We] need more pedestrian islands and pedestrian safe crossings!

”

- Lakeside Resident
December Spirit of Christmas Event

2. POLICY & PLANNING CONTEXT

Existing County-adopted plans, policies, regulations, standards, and best practices relating to mobility and active transportation were reviewed to align Neighborhood Mobility Plan within the existing regional framework. The following provides an overview of these efforts as they relate to prioritizing investment in the Lakeside MOVES study area. The recommended improvements in this Plan complement, and/or are consistent with these policies, plans, and standards.

2.1 Regional Plans

San Diego Association of Governments (SANDAG) 2025 Regional Plan

Every four years, SANDAG updates the Regional Plan which serves as a long-term blueprint for the San Diego region. The Regional Plan aims to improve transportation, equity, and the environment while considering the growth of the region and coordinating land use and housing. SANDAG adopted the 2021 Regional Plan on December 10, 2021 and the development of the 2025 Regional Plan was ongoing during the planning process of this NMP. A draft version of the 2025 Regional Plan was published for public review in May 2025 and the final draft was adopted on December 12, 2025.



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



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

Source: SANDAG

As it relates to mobility, the 2025 Regional Plan reflects updated data, revised goals, and a shift in approach based on lessons learned from the 2021 Plan. Key changes restructured funding strategies, sharper focus on project prioritizing implementable projects, and deeper integration of public input to ensure projects reflect community needs.

The 2021 Regional Plan prioritized planning efforts that support sustainable communities in Mobility Hubs and transportation-related improvements. Lakeside's location outside of these hubs presented unique challenges. An early goal of the NMP process was to bridge the gap between mobility needs and the lack of a Mobility Hub designation by integrating local mobility solutions that align with regional strategies to support the Lakeside community as a 2035 Potential Transit Priority Area. Mobility Hubs were subsequently removed from the 2025 Regional Plan. This alignment with the Regional Plan may provide opportunities for additional Federal, State, and Local funding sources including Federal Highway Administration funds, Road Maintenance and Rehabilitation Account funds, and TransNet funding.

[*SANDAG Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan \(CCT CMCP\)*](#)

SANDAG, in partnership with California Department of Transportation (CALTRANS) District 11, developed the Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan (CCT CMCP) which outlines a comprehensive strategy to enhance all

transportation modes along the SR-52 corridor from La Jolla to Santee and along SR-67 from El Cajon to Lakeside. The Coast, Canyons, and Trails corridor is a regionally significant corridor, important for the daily movement of goods, people, and even wildlife.

The Lakeside MOVES project area is included in the eastern end of the CCT CMCP study area. The CCT CMCP was adopted in 2023 and makes recommendations to improve regional connectivity and local multimodal transportation. Lakeside MOVES builds on the findings and recommendations the CCT CMCP makes for multimodal improvements in the project area.

In addition to the CCT CMCP's multimodal recommendations, the Plan also highlights regional considerations about the Coast, Canyons, and Trails corridor that provide additional context about the Lakeside MOVES study area's connection to the broader region including:

- Focused Travel Market – the Coast, Canyons, and Trails corridor primarily provides morning and evening rush hour connections to Teir 1 employment centers (Sorrento Mesa, University City, and Kearny Mesa).
- Few Direct Transit Options – there are no direct transit options facilitating east-west travel. Commuters who travel by transit experience significantly longer commutes than those traveling by personal vehicles.
- High Volumes of Short Trips in Concentrated Areas – Along the corridor, there are several nodes of concentrated

local shopping, schools, and recreation activity generators. These areas are good candidates for increased access to multimodal transportation options, but they currently experience higher concentrations of bicycle and pedestrian collisions.

- Serves Goods Movement – the corridor is connected regionally to the Port of San Diego, air cargo terminals, and other regional freeways.

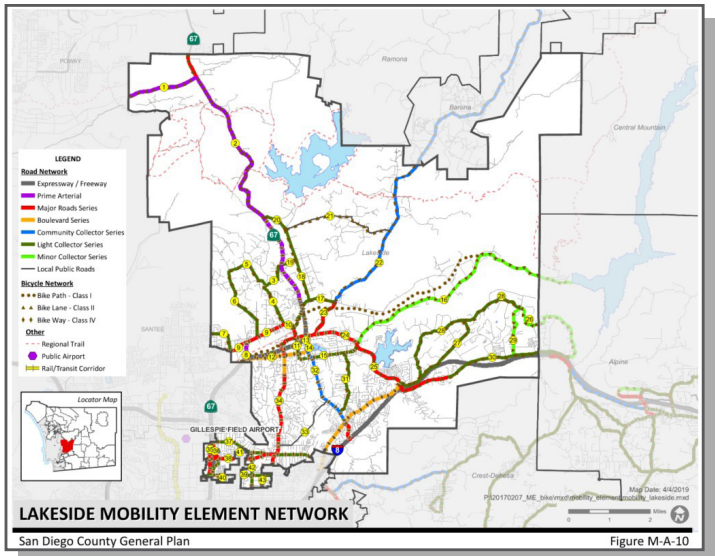


Figure 2-4. County of San Diego General Plan Mobility Element

Source: County of San Diego Mobility Network Appendix

Zoning Ordinance, the Subdivision Ordinance, community plans, Public Road Standards, and infrastructure planning and implementation.

Lakeside MOVES aligns in many ways with the goals and policies set forth in the General Plan, specifically the Environmental Justice Element which includes a 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.” This policy emphasizes equitable transportation access, supporting the identified need for improved pedestrian infrastructure, first-mile/last-mile connectivity, and safer road conditions in the Lakeside community.

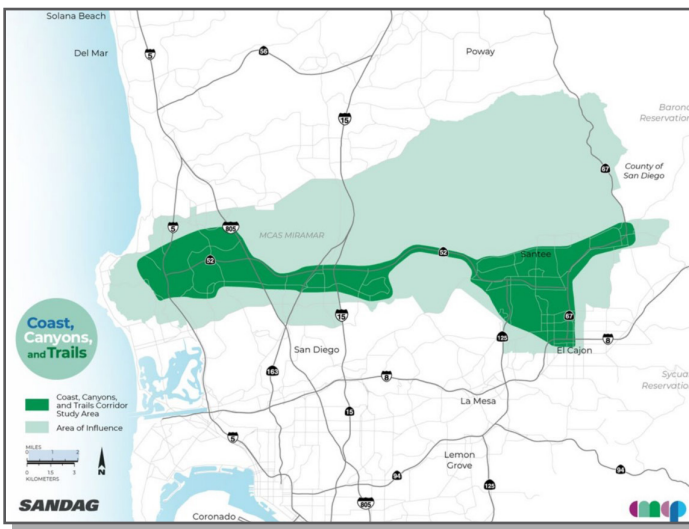


Figure 2-3. CCT CMCP Study Area and the Area of Influence

Source: SANDAG

[County of San Diego General Plan](#)

The County's General Plan provides a comprehensive framework for land use and transportation in the unincorporated County, through its guiding principles, goals, policies, standards, Land Use Maps, and Mobility Element Network, among other components. The General Plan functions like a “constitution” for land use and development and informs underlying regulations and plans, such as the

County of San Diego Active Transportation Plan (ATP)

The County of San Diego's Active Transportation Plan (ATP) approved by the Board of Supervisors in October 2018, supports efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. The ATP goals include:

- Increasing biking and walking trips;
- Increasing safety and mobility for non-motorized users;
- Advancing the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals; and
- enhancing public health, including the reduction of childhood obesity.

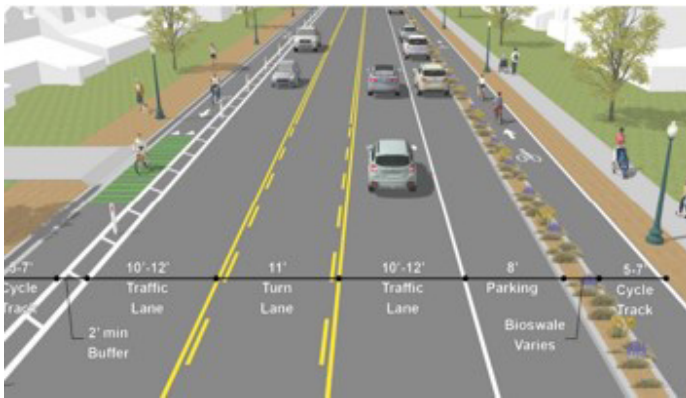


Figure 2-5. Illustration from County of San Diego ATP, Class IV bikeway

Source: County of San Diego

The ATP included a Pedestrian Gap Analysis (PGA) which reviewed sidewalk conditions across unincorporated San Diego County, including the Lakeside community. The ATP's sidewalk gap analysis directly informs proposed pedestrian infrastructure improvements, ensuring alignment with countywide pedestrian safety and accessibility goals.

County of San Diego Public Road Standards

The County of San Diego Public Road Standards (March 2012) serve as guidelines for the design and construction of public road improvement projects within the unincorporated County. Among other guidance, these standards identify the minimum width of roads, sidewalks, and bike lanes for all County initiated projects and private development projects.

Local Roadway Safety Plan (LRSP)

The County's Local Roadway Safety Plan (2022) provides a framework for analyzing, identifying, and prioritizing roadway safety improvements to reduce severe injury and fatal collisions on local roadways. The LRSP identified four ranked intersections and two ranked roadway segments within the extents of the Lakeside MOVES study area boundary.

These rankings provided guidance for the Plan recommendations as well as a reference to ensure alignment and consistency with the analysis findings in the Plan.



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

Source: County of San Diego Local Roadway Safety Plan

2.2 Local Plans

Lakeside Community Plan (2011)

Status:

» **Plan Adopted in 2011**

The County of San Diego's General Plan calls for Community Plans to be maintained as part of the General Plan. Community Plans are policy Plans, adopted as integral parts of the General Plan, specifically created to "guide development to reflect the character and vision for each unincorporated community, consistent with the General Plan (LU-2.1)."

The Lakeside Community Plan was written in 2010 and adopted by the County Board of Supervisors in 2011. The Community Plan calls attention to areas that need to be monitored for existing or potential circulation problems. The Community Plan outlines the following considerations as it relates to the mobility network for facilities that fall within the Lakeside Moves NMP study area:

- Maine Avenue – One of two existing commercial streets within the Town Center. The roadway width is constrained by structures built directly along the right-of-way line.
- Downtown Truck Bypass Route – The 1980 Lakeside Town Center Study recommended a circulation plan to divert traffic away from the older, congested commercial areas of town.

- Route 67/Mapleview/Main area – The freeway segment of Route 67 terminates at this intersection, creating congestion. The Community Plan identified this location as a critical concern, with operational issues expected to worsen as traffic volumes increase.
- Pedestrian and bicycle facilities should be fully incorporated into the major collector street network. Dedicated pathways for both modes should connect key activity centers, including linking the townsite to recreational areas planned along the San Diego River floodplain. Design of these pathways should emphasize safety and convenience.

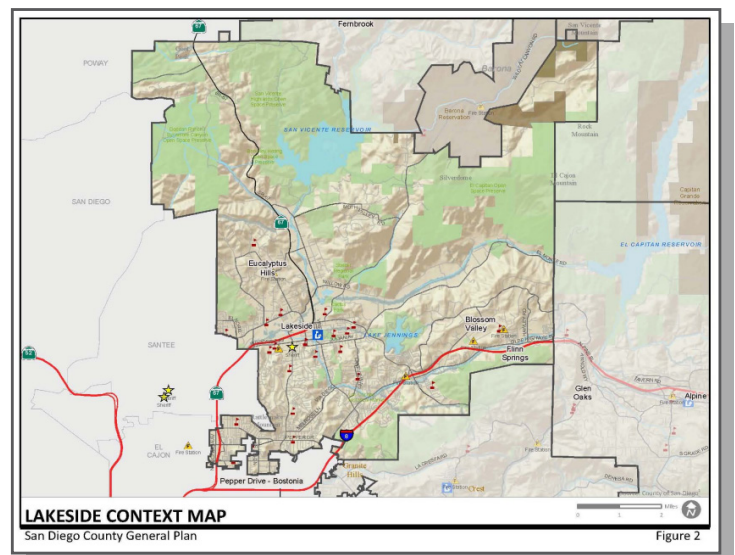


Figure 2-7. Lakeside Community Plan

Source: County of San Diego

The Community Plan highlights Policies and Recommendations relating to Circulation which inform the development of this NMP. Key policies include:

- **Policy and Recommendation 4.2** – Promote traffic safety in the design of roads, regulation of traffic and parking, and traffic law enforcement and education.
- **Policy and Recommendation 4.4** – Reduce the need for dependence on automobiles for transportation by supporting reasonable efforts to provide efficient public transportation.
- **Policy and Recommendation 4.7** – Include facilities in the circulation system for nonmotorized transportation, including equestrian trails, bicycle paths, and hiking trails, and set aside specific areas for motorized off-road vehicles.
- **Policy and Recommendation 4.8** – Pedestrian and bicycle facilities should be fully incorporated into the major collector street network. Provide a bicycle and pedestrian facility over or under SR-67 to link the Central Lakeside area with the recreational and open space activities planned in the San Diego River floodplain.

[Lakeside Pedestrian Area Plan \(2010\)](#)

Status:
» **Plan Adopted in 2010**

The Lakeside Pedestrian Area Plan (PAP) was adopted in 2010. The Lakeside PAP includes guidelines and recommended solutions to enhance the pedestrian environment and implement traffic calming. The plan area of the Lakeside PAP focuses on parts of the community with relatively high pedestrian-oriented land uses, from Woodside Avenue to the south to Mapleview Street to the north, and from Channel Road to the west and Ashwood Street to the east. Proposed improvements were prioritized by the Lakeside Community Planning Group and cost-estimates were prepared for high-priority projects. Lakeside MOVES incorporated findings and proposed pedestrian enhancements from the PAP.

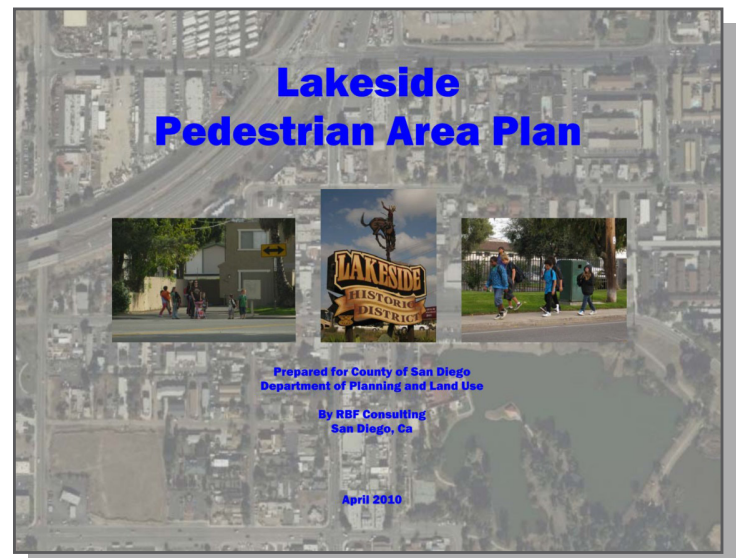


Figure 2-8. Lakeside Pedestrian Area Plan
Source: County of San Diego

Development Feasibility Analysis (DFA)

Status:

- » **Analysis Completed in 2024**
- » **Received by the Board of Supervisors on November 19, 2025**

The Development Feasibility Analysis (DFA) identifies factors that impact development (e.g. market conditions, lack of infrastructure, regulatory barriers, etc. small lot size, or zoning) down to the parcel and seeks to understand how to best facilitate housing development within four unincorporated communities located near transit, jobs, and public facilities. Initiated in 2023, the DFA considers four communities of focus: Buena Creek, Valle de Oro/Casa de Oro, Lakeside, and Spring Valley. As part of this project an Infrastructure Gap Analysis was conducted which reviewed the existing cross-section of roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. Many key roadways in the Lakeside community lack sufficient pedestrian and bicycle facilities, increasing the risk of conflicts between vehicles and non-motorized users. These gaps in multimodal connectivity present a barrier for non-vehicle owners in navigating in and around the area. This NMP incorporated findings from the DPW Infrastructure Gap Analysis and helped inform transportation-specific recommendations. One of the eight key DFA recommendations is to explore targeted planning efforts and a specific plan in Lakeside.

Green Streets Clean Water Plan

Status:

- » **Plan Adopted in 2022**
- » **Ongoing Implementation Phase**

In August 2020, the San Diego County Board of Supervisors unanimously voted to appropriate funds to DPW for the development of a plan to support green stormwater infrastructure. The Green Street Clean Water (GSCW) Plan builds on the County's recently developed green infrastructure guidelines to identify and prioritize green streets project opportunities within the unincorporated communities.

In 2024, as part of the GSCW Plan, the County implemented the Mapleview Street Biofiltration and Channel Restoration Project in the Lakeside community which installed 550 feet of storm drain and channel improvements, including biofiltration basins and dispersion areas to remove pollutants. The project included 2,500 feet of new



Figure 2-9. Green Streets Clean Water Plan

Source: County of San Diego

and improved sidewalk that closed gaps in the existing sidewalks and created a vegetated landscape strip between traffic and pedestrians. The project was a five-time award winner, receiving awards from American Society of Civil Engineers, Construction Management Association of America, California Stormwater Quality Association, and two awards from the American Public Works Association.

All five of the priority projects outlined in the GSCW Plan for Lakeside are located at least partially in the Lakeside MOVES study area and two of the projects terminate on one of the Lakeside MOVES focus roadways. Lakeside MOVES will coordinate with and consider the five roadways identified in the GSCW Plan. The project corridors are:

- **Project ID O** – Vine Street (El Cajon North)
- **Project ID P** – Vine Street (El Cajon South)
- **Project ID Q** – Channel Road
- **Project ID R** – Julian Avenue
- **Project ID S** – Wintercrest Drive



“

People drive too fast and it's unsafe for pedestrians walking in the road or riding bikes/scooters.

”

- Lakeside Resident
November Community Workshop

3. COMMUNITY PROFILE

The Lakeside community is located in the East County area of unincorporated San Diego County nestled between the City of El Cajon to the west and the foothills of the Cuyamaca Mountains to the east. Lakeside covers a total area of 7.3 square miles and is named after Lindo Lake, situated centrally in the community. There is currently one Community Planning Group (CPG), the Lakeside CPG. A CPG is an advisory body that is made up of local residents to participate in the local decision-making processes.

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

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

The factors detailed above help explain why people choose specific modes of transportation, offering insights into the types of transportation options and supportive infrastructure needed to support those modes. Input from the community coupled with a comprehensive understanding of existing conditions sets the foundation for developing a plan that reflects the community's needs and is consistent with the community's goals.

A full review of the existing land uses, population, housing, demographics, and socioeconomic data was conducted as part of the Existing Conditions Assessment and is contained in [Appendix A](#).

- *Sensitive age groups that may be unable to drive a vehicle for transportation make up more than a third (36%) of the study area population.*
 - ◊ *Youth (0-19) make up 26% of the population*
 - ◊ *Those over age 70 make up 10% of the population*
- *Existing businesses and land uses are reflective of high auto dependence*
- *Income indicators help identify transportation affordability (vehicle ownership and mobility choices/options).*
 - ◊ *Approximately 38% of all households in the study area make less than \$75,000 per year .*
 - ◊ *Half of the study area census tracts are scored as “Low Resource” areas, according to the California Tax Credit Allocation Committee.*
- *Education and health care is the largest sector of workers employed in Lakeside, at 24%.*
- *Approximately 4% of households don’t have access to a vehicle, and 25% of households are considered “car light” with only one vehicle available.*
- *Approximately 3% of walk, bicycle, or take public transportation to work.*

Community Profile Highlights

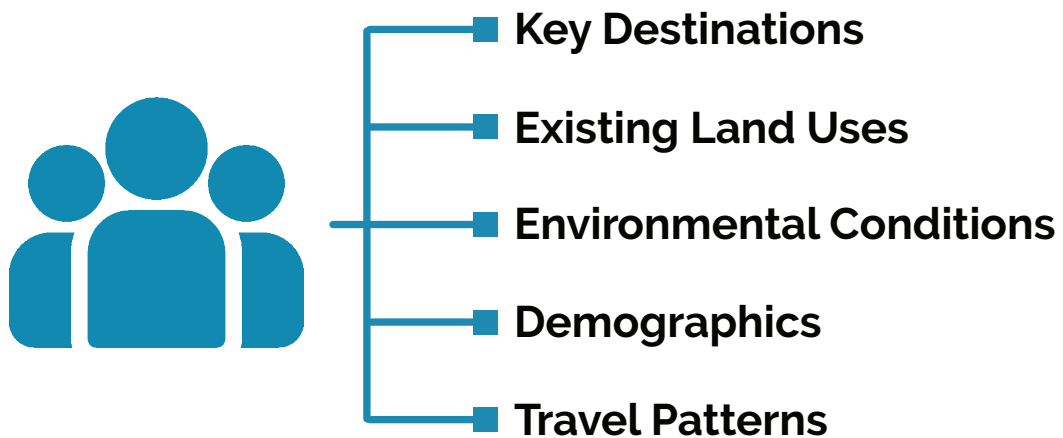


Figure 3-1. Community Profile Characteristics

3.1 Land Use & Housing

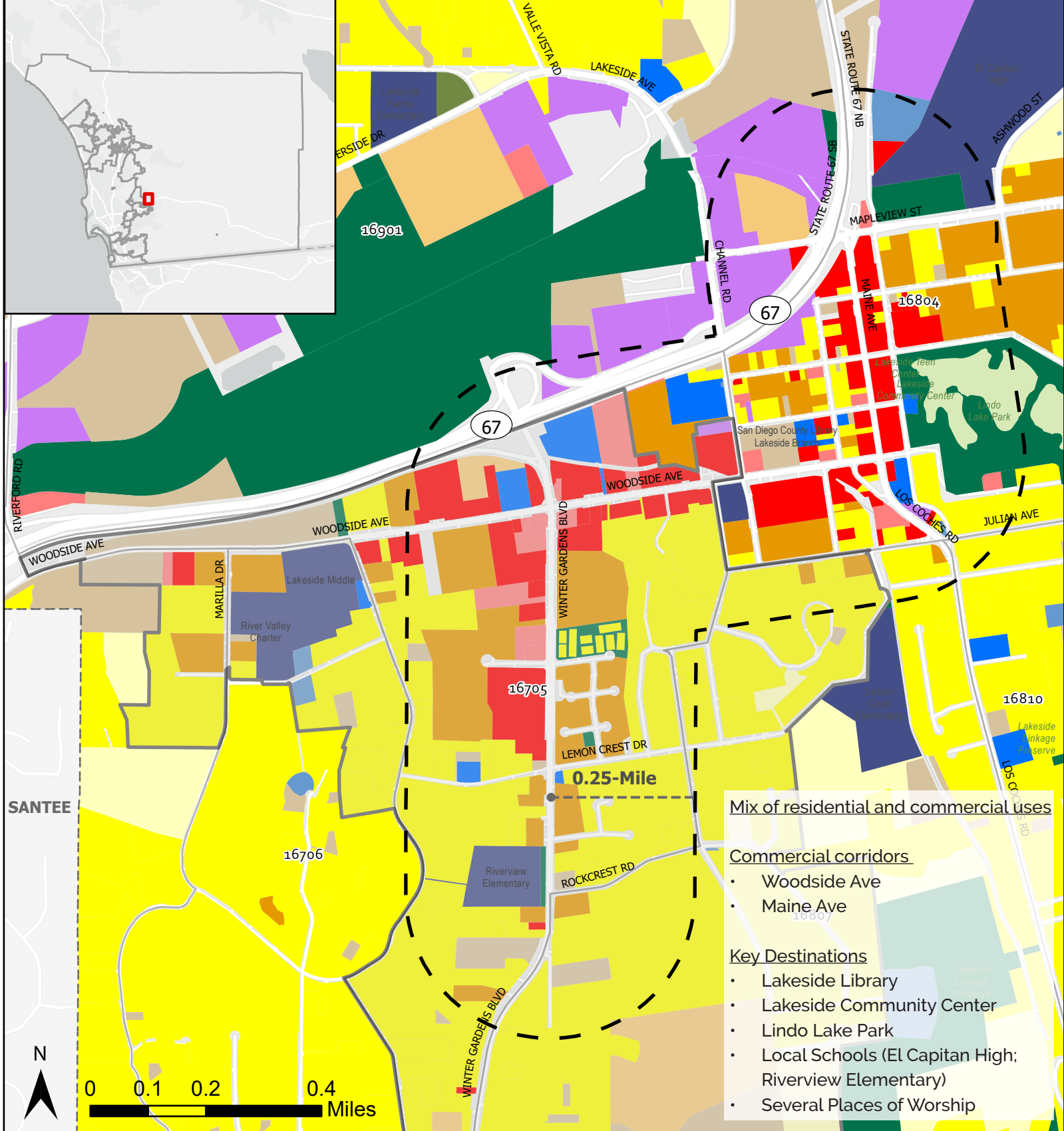
Existing Land Uses

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 **Figure 3-2**. There are two primary commercial corridors within the study area, Woodside Avenue and Maine Avenue. 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, industrial, recreational, and education/institution) along the focus roadways with single-family residential uses located adjacent and between these corridors.

The predominance of low-density residential land use and auto-oriented commercial businesses suggest a strong reliance on personal vehicles, underscoring the need for enhanced infrastructure for alternative modes of transportation, including pedestrian, bicycle, and transit. personal vehicles, underscoring the need for enhanced infrastructure for alternative modes of transportation, including pedestrian, bicycle, and transit.



Legend

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> Study Area County Boundary Development Feasibility Area <p>Land Use</p> <ul style="list-style-type: none"> Spaced Rural Residential Single Family Residential | <ul style="list-style-type: none"> Mobile Home Park Multi-Family Residential Mixed Use Commercial Office Commercial Retail Heavy Industrial Light Industrial Institution | <ul style="list-style-type: none"> Education Transportation, Communications and Utilities Agriculture Recreation and Open Space Vacant |
|--|--|---|

Study Area 4 - Lakeside

Figure 3-2. Existing Land Use

Population & Household

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 3-1**. 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 for a need for more affordable units and lower income households.

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

	Lakeside Census Tracts						Total
	167.05	167.06	168.04	168.07	168.10	169.01	
Number of Households	1,834	920	2,825	2,666	865	2,377	11,487
Household Size (average)	2.6	3.1	3.1	3.1	3.4	3.0	3.1

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

3.2 Socio-Economic Characteristics

Age Groups

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

Figure 3-3 summarizes the population's age distribution by gender. In 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).

Approximately 10% of the population is over the age of 70 and may face mobility limitations due to physical health, and/or reduced driving ability. Improvements to the pedestrian infrastructure and an expanded transit network would help ensure accessible and affordable options for seniors.

Cultural Diversity

As shown in **Figure 3-3**, the Lakeside community is predominantly White, with 63% of the population identifying as "White alone, not hispanic or latino". The next largest group identify as Hispanic or Latino, which makes

up 24% of the population. **Figure 3-3** also 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.

Income Indicators

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

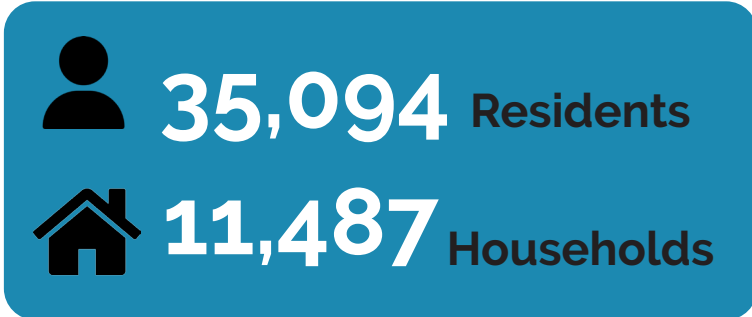
The income distribution within the study area varies and aligns with the median household income data seen in **Figure 3-4**. The largest household income category is above \$200,000 (18%) followed by \$150,000 to \$199,999 and \$75,000 to \$99,999 (12%). Approximately 38% of all households in the study area make less than \$75,000, while 30% of the households make \$150,000 or more.

Poverty is defined by incomes falling below the thresholds for family size, annually defined by the US Census. 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.

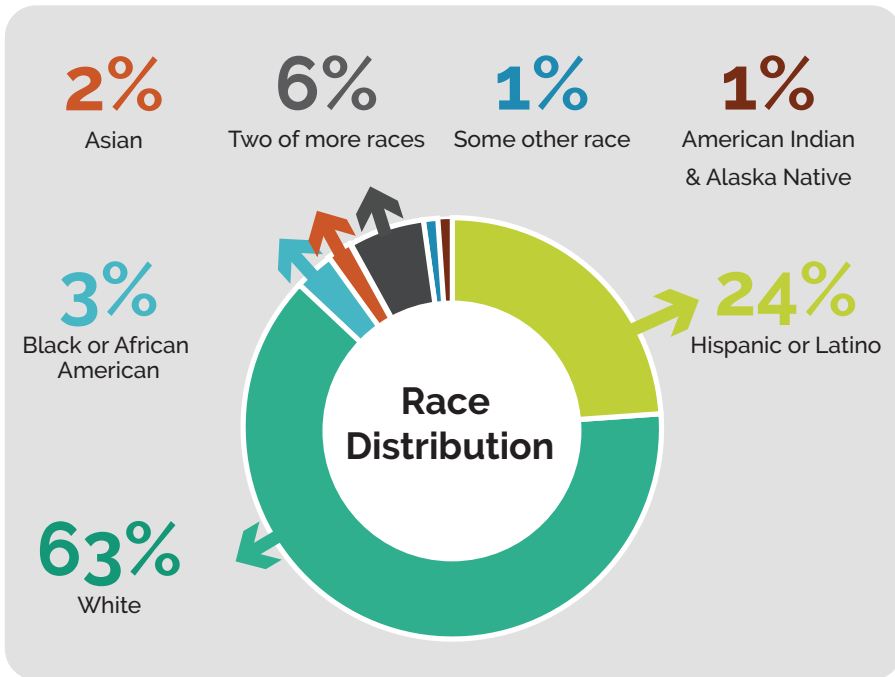
POPULATION & DEMOGRAPHICS



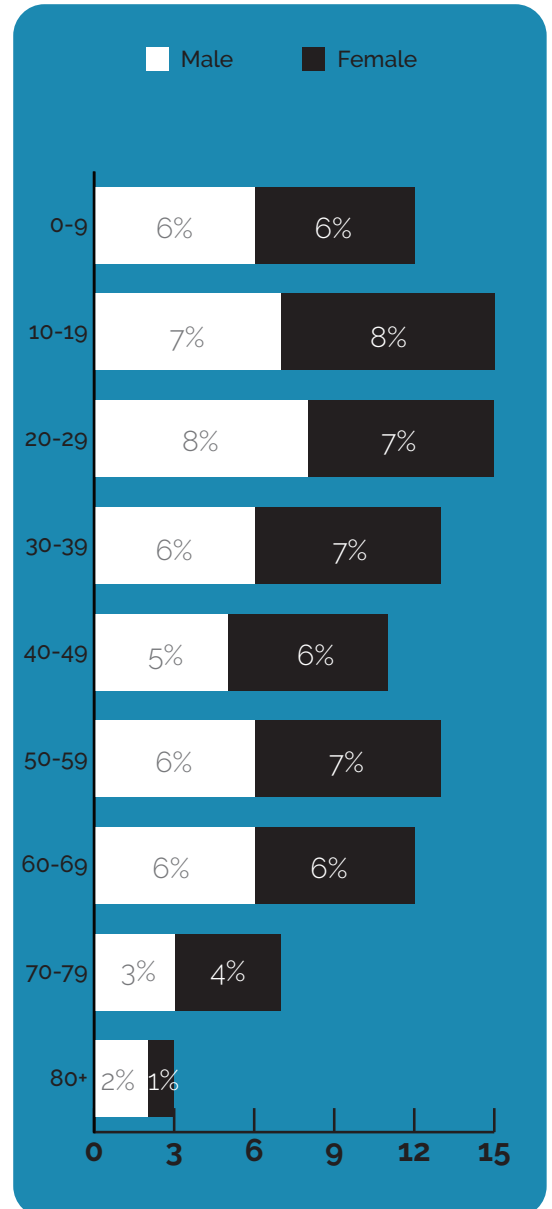
POPULATION



RACE & ETHNICITY



AGE GROUP



PRIMARY LANGUAGE

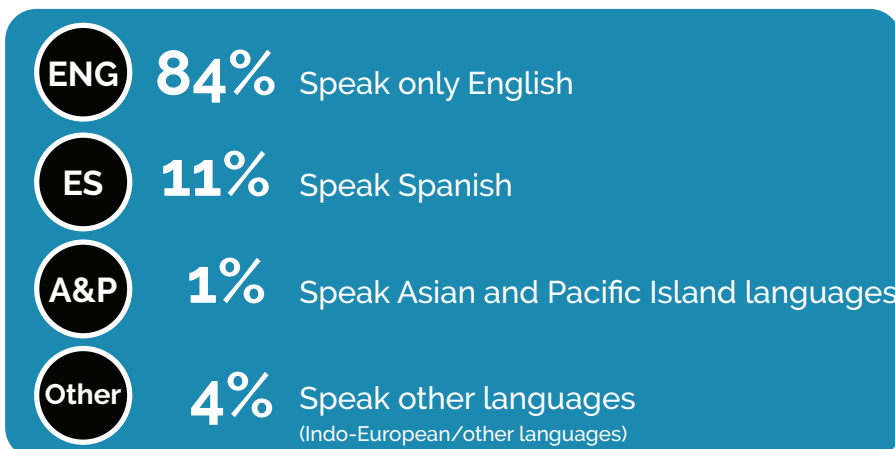
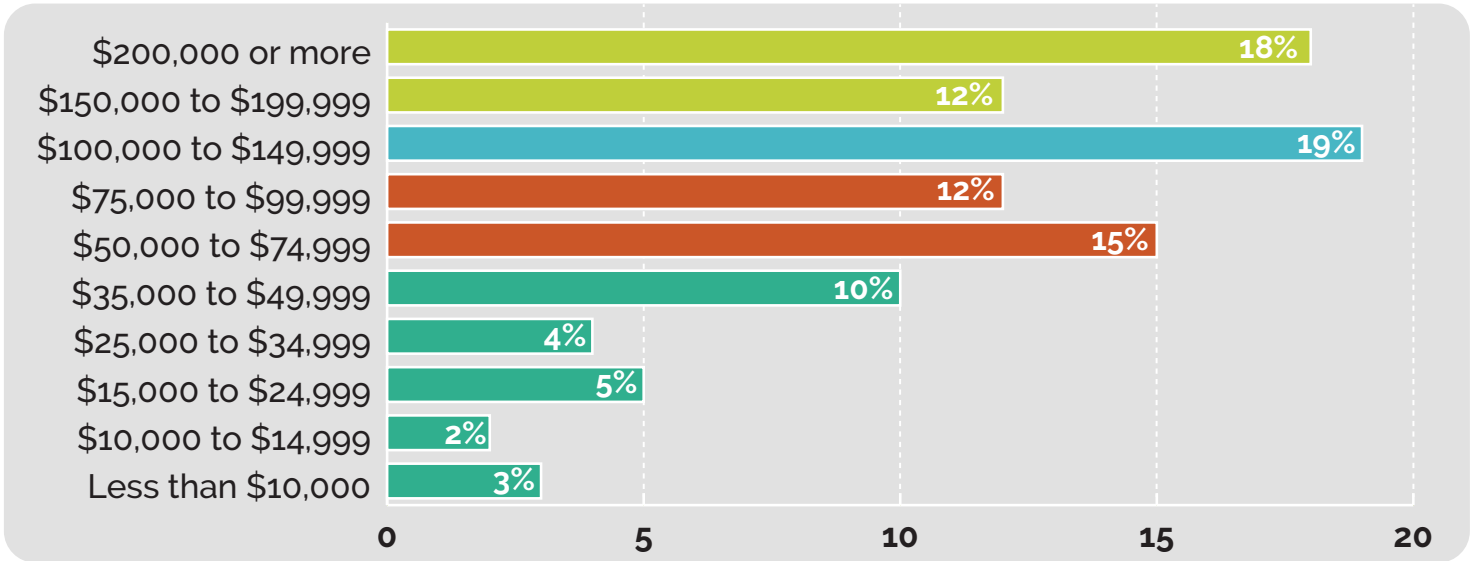


Figure 3-3. Population & Demographics
Source: US Census Bureau, ACS 5-Year Data 2022

SOCIO-ECONOMIC CHARACTERISTICS

30% Earn over \$150,000
19% Earn between \$100,000-\$150,000
27% Earn between \$50,000-\$100,000
24% Earn less than \$50,000

Income Distribution



Employment by Industry

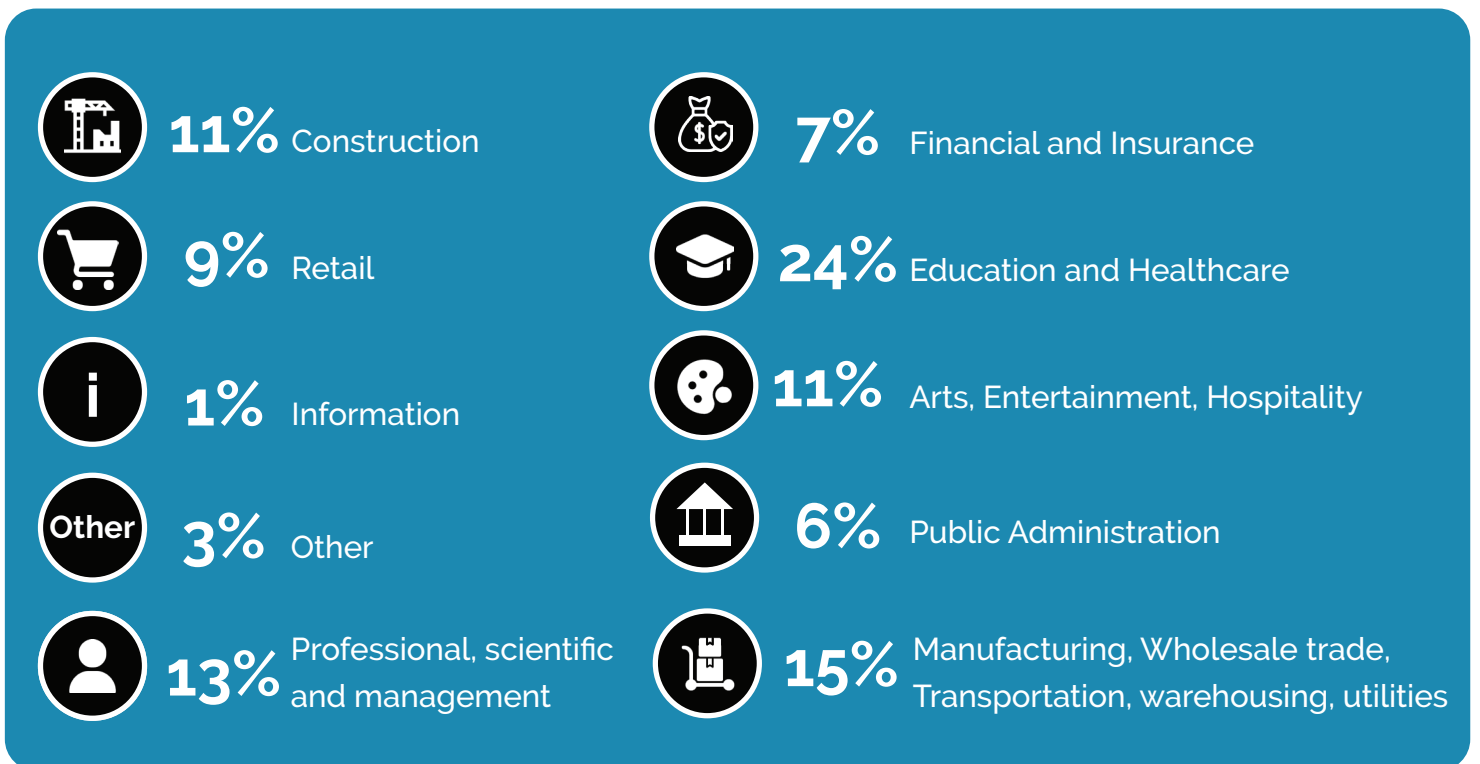


Figure 3-4. Socio-Economic Characteristics

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

Employment Centers

There is one major employment center classified by SANDAG within the Lakeside MOVES study area (Lakeside employment center). 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 database¹, 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 an 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 3-4 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.

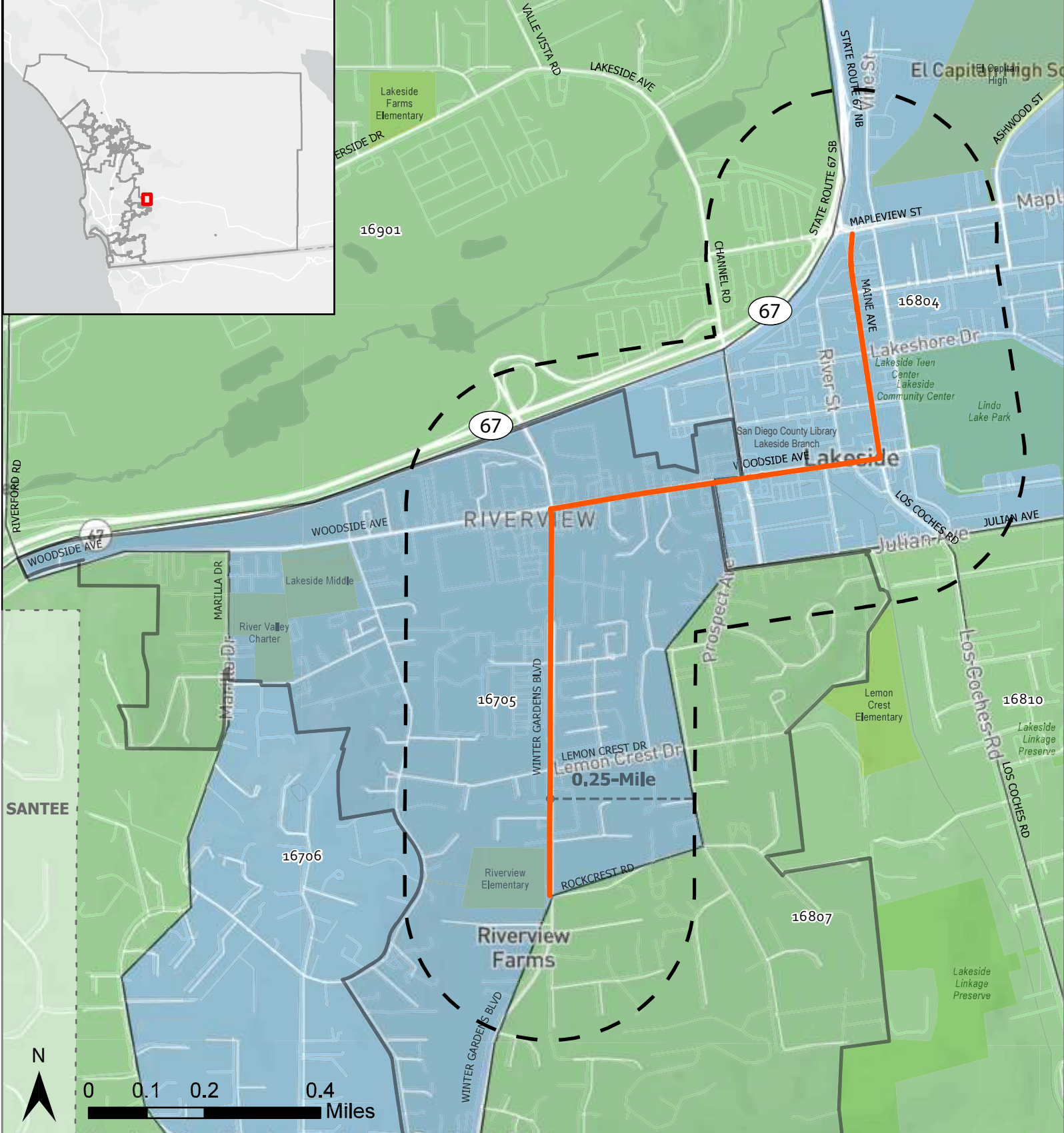
Health Profile

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

¹ SANDAG Employment Center 2.0 database is based on several data sources: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) (2022-2020), SANDAG Job Estimates (2022), SANDAG Population and Housing Estimates (2022), and SANDAG Activity Based Transportation Model (2023).

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California is a tool to explore the community conditions that impact life expectancy. The HPI helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed most. The HPI combines 25 community characteristics, like access to healthcare, housing, education, and more, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool further breaks down the scores into eight Policy Action Areas (Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access), these indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control. As seen in [Figure 3-5](#), the HPI scores for the 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 [Figure 3-6](#), 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.



Legend

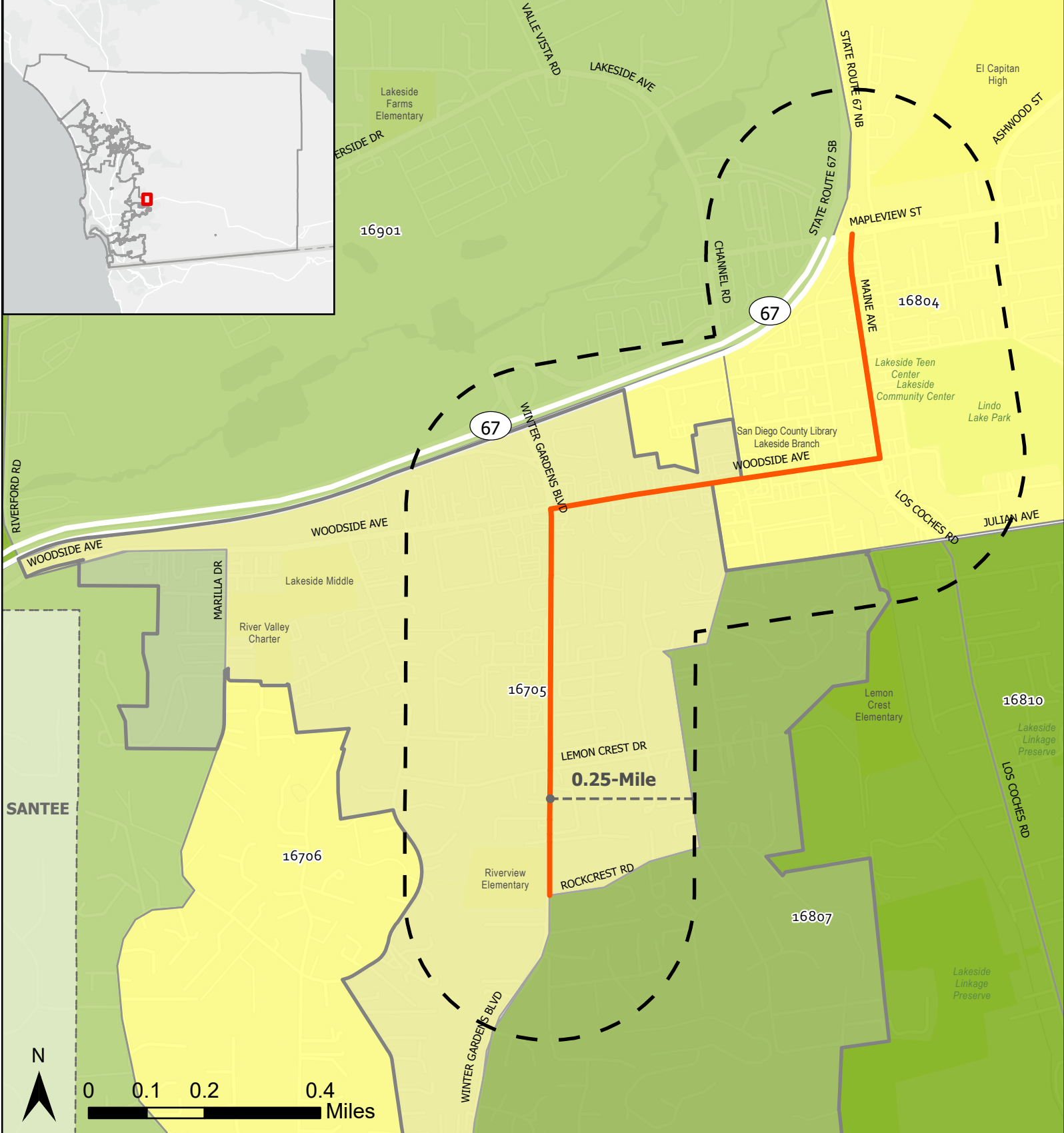
- Focus Roadways
- Study Area
- County Boundary
- Development Feasibility Area
- Park
- School

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

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

Study Area 4 - Lakeside

Figure 3-5. California Healthy Places Index Score



Legend

- Focus Roadways
 - Study Area
 - County Boundary
 - Development Feasibility Area
- | | |
|--|---|
| <p>CalEnviroScreen 4.0 Percentile Score</p> <ul style="list-style-type: none"> 0 - 10 (Lowest Scores) >10 - 20 >20 - 30 >30 - 40 >40 - 50 | <ul style="list-style-type: none"> >50 - 60 >60 - 70 >70 - 80 >80 - 90 >90 - 100 (Highest Scores) |
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Study Area 4 - Lakeside

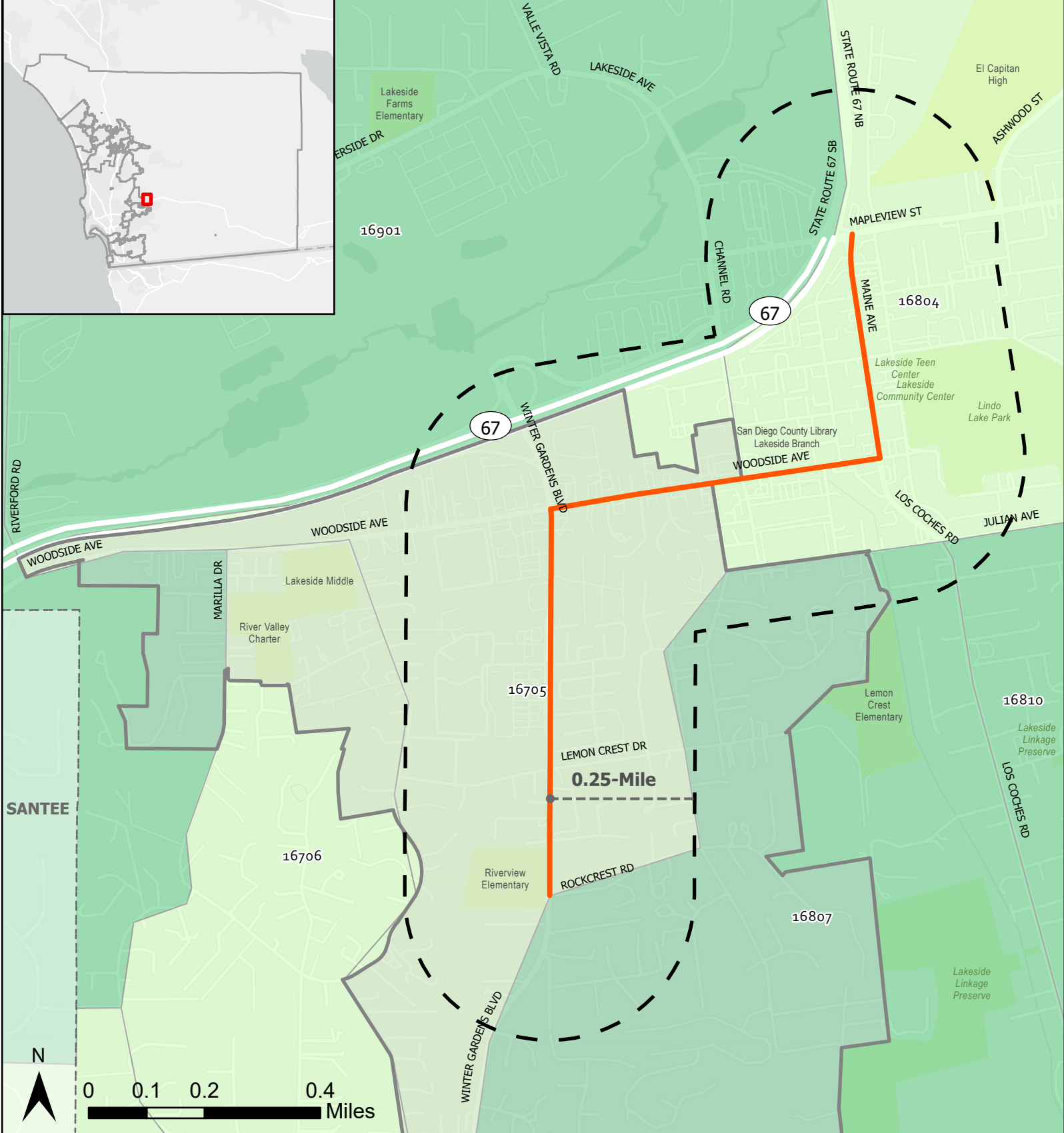
Figure 3-6. CalEnviroScreen 4.0 Percentile Score

Access to Service and Resources

In order to analyze disparities in access to opportunities, the California Tax Credit Allocation Committee's (TCAC) and California Department of Housing and Community Development (HCD) created a task force to identify areas statewide whose economic, educational, and environmental characteristics support positive outcomes for low-income families. These maps, which are updated annually provide an overall Opportunity Area score by census tract. Opportunity maps are made for three domains: economic, environmental, and education. Each map uses categorical indicators to determine its individual score. A composite score and resource designation combining all three designations is then assigned to each block group. To determine the final resource category, the top 20% of overall scores in a county are labeled as "Highest Resource" and the next 20% of scores are labeled as "High Resource". Any remaining uncategorized areas in the County are evenly divided between "Moderate Resource" and "Low Resource" areas. The rationale and metric for each indicator is described in more detail in current guidance documents for the California TCAC program².

Within the 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 **Figure 3-7**). 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 NMP must address the gaps in access to essential services and amenities for residents of the study area.

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



- 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

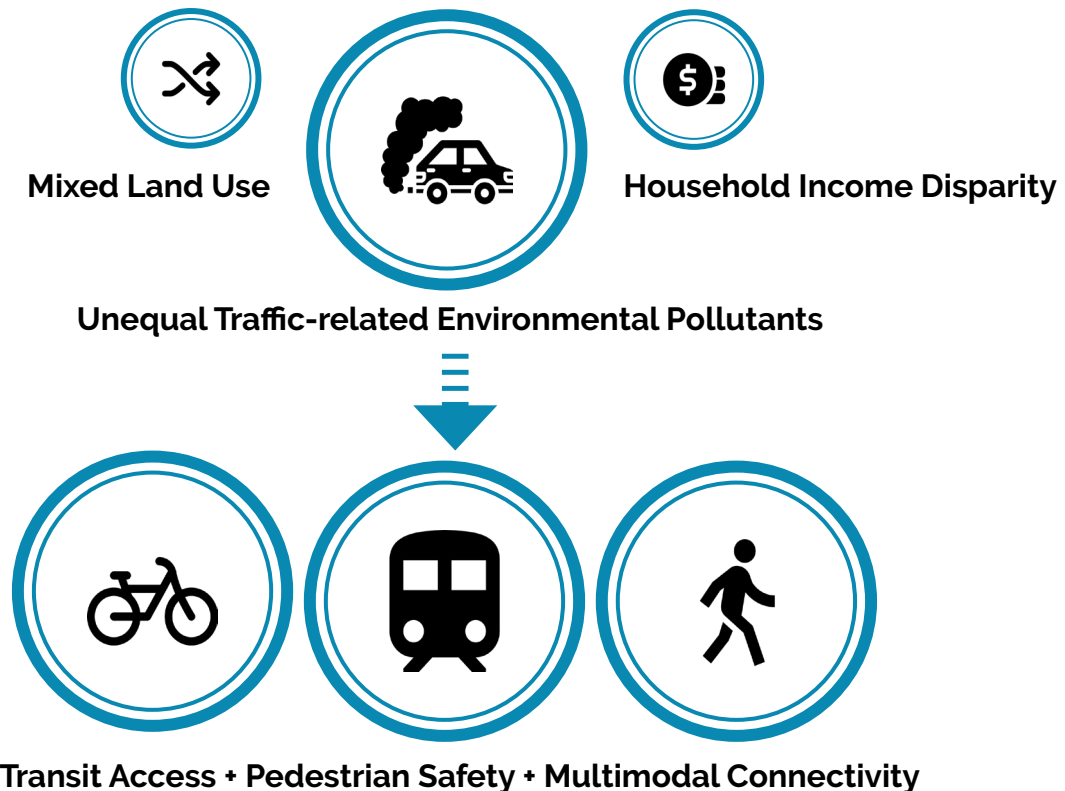
Figure 3-7. TCAC/HCD Opportunity Area

3.3 Key Takeaways

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.

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





“

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.

”

- Lakeside Resident
November Community Workshop

4. COMMUNITY NEEDS ASSESSMENT

Building on the assessment of baseline conditions in Chapter 3, this chapter evaluates current mobility infrastructure, usage patterns, and projected demand to identify transportation needs. As discussed previously, with a largely auto-dependent land use pattern, limited local services, and varying levels of transit accessibility, the Lakeside community faces mobility challenges that impact equity and transportation choices. This chapter evaluates existing conditions, and infrastructure gaps to help inform targeted mobility improvements.

The next step is to evaluate the existing transportation infrastructure and mobility options and compare those to the future transportation needs of the community. The Community Needs Assessment (CNA) considers the Lakeside community's capacity for growth including:

- Travel behavior & traffic forecast projections
- Mobility demand (pedestrian, bicycle, and transit ridership)
- Mobility barriers, options, and opportunities
- Infrastructure gaps in mobility and connections
- Land use capacities within the community

A full review of the existing transportation infrastructure was conducted as part of the Existing Conditions Assessment and is contained in [Appendix A](#).

4.1 Current Travel Patterns

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

According to [Table 4-1](#), 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

Table 4-1. Transportation to Work Percentages

	Average
Drove Alone	74%
Carpooled	6%
Public Transportation	1%
Bicycle	1%
Walked	1%
Other Means	3%
Worked From Home	14%

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

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 4-2 shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, the 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.

In addition to the local travel patterns in and around the Lakeside community, it is also important to recognize the regional movement of people through the community. Winter Gardens Boulevard and Maine Avenue connect the community to SR-67, serving as the regional connection for those commuting between neighboring communities in Santee, El Cajon, Poway, and Ramona.

Table 4-2. Vehicle Access by Household

	Average
No Access to a Vehicle	4%
1 Vehicle Available	25%
2 Vehicles Available	38%
3 Vehicles Available	19%
4 or More Vehicles Available	15%

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



Highly auto-dependent community and auto-oriented commercial business

4.2 Existing Transportation Infrastructure

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

Existing Roadway Conditions

This review of the existing roadway network in the Lakeside community focuses on higher classifications of Mobility Element roadways (Boulevards, Major Roads, Prime Arterials, and Expressways) including Winter Gardens Boulevard, Woodside Avenue, Maine Avenue, and California SR-67. **Figure 4-1** shows the existing roadway classification.

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. 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).



Four-lane undivided roadway with a two-way left-turn lane along Winter Gardens Boulevard

Woodside Avenue

Woodside Avenue 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 Mobility Element. The posted speed limit is 35 MPH.

Maine Avenue

Maine Avenue 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 Mobility Element. The posted speed limit is 25 MPH.



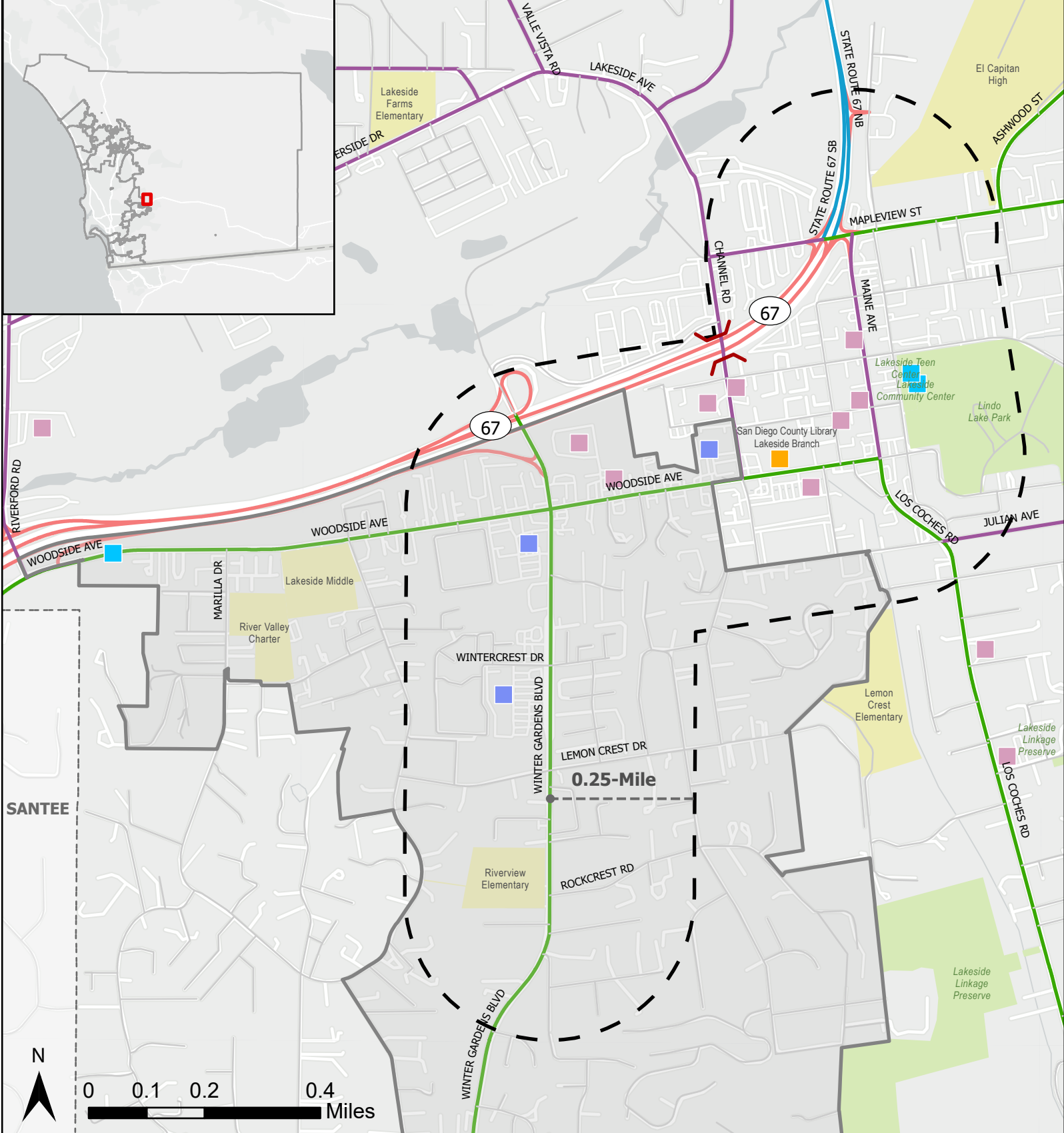
All-way stop intersection at Maine Avenue & Lakeshore Drive

California SR-67

California 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.

A parallel effort led by DPW evaluated roadways near various opportunity sites identified in the DFA. This Infrastructure Gap Analysis (IGA) looked at the existing cross-section of these roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. This assessment is included as [Appendix B](#).

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



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

Figure 4-1. Existing Roadway Classification

Bicycle Facilities

Figure 4-2 shows the existing bicycle facilities within the Lakeside community. As shown, 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 Coches Road and Laurel Street. In close proximity to the study area, 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, and Class II bike lanes are provided along Channel Road, Los Coches 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.



Existing bike lane along Woodside Avenue

Pedestrian Facilities

Figure 4-2 also shows the existing pedestrian facilities within the Lakeside community. 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



Missing sidewalks along Winter Gardens Boulevard near Riverview Elementary School

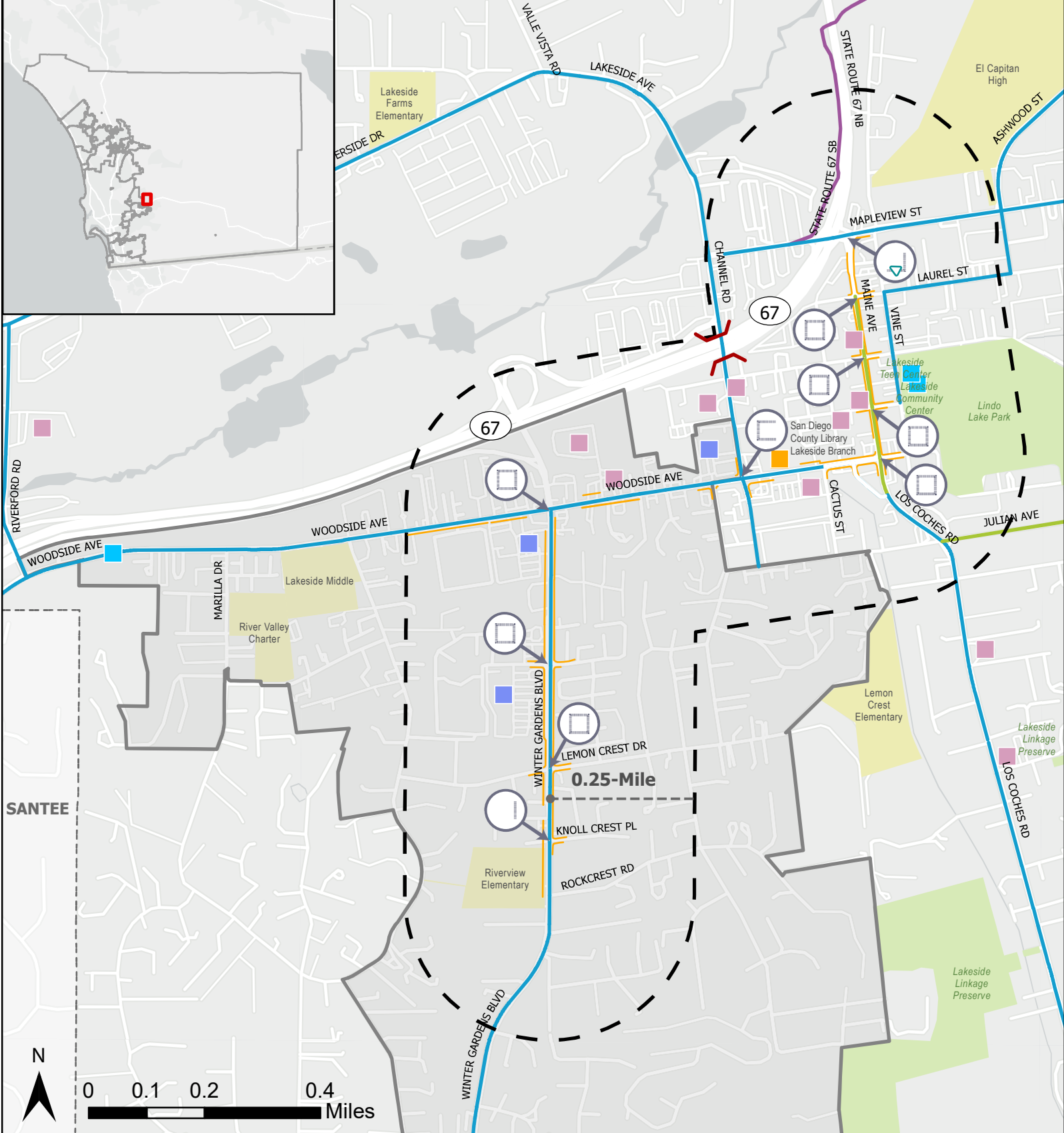
gaps in the sidewalk connectivity, and only small segments identified near intersections. Specifically, even though there is a crosswalk at the intersection of Woodside Avenue and Winter Gardens Boulevard, there is no accompanying sidewalk or landing. The absence of these essential pedestrian facilities 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.



Missing pedestrian facility - signalized intersection has no connection with sidewalk or landing



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

Figure 4-2. Existing Bike and 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 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 4-3 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 4-4 shows the people getting on (boarding) and people getting off (alighting) on an average weekday in 2023 at the MTS bus stops within the study area.

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 4-5** shows the location of the existing transit stops as well as the existing amenities at each stop. **Figure 4-3** presents the transit routes and the geographic location for each bus stop with Stop ID. All bus stops are not ADA compliant with missing or narrow sidewalks and may hinder users using public transportation. The County experiences extreme heat during the summer months which may impact transit ridership. Providing covered shelters at bus stops or benches with shade trees can provide residents additional comfort when choosing to take public transportation. It is also important for the County to ensure that all residents have access to existing bus stops and making sure all stops are ADA compliant with adequate sidewalks. Inadequate or lack of infrastructure can be a hinderance for residents to choose to take public transportation.



Bus Route 848 operating on Winter Gardens Boulevard

Table 4-3. Average Weekday Passengers by Route (2022-2024)

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

Table 4-4. Average Weekday Transit Ridership (2023)

		Alighting	Boarding	Total	Alighting	Boarding	Total
Bus Stop	Stop ID	Northbound			Southbound		
01 Winter Gardens Bl & Rockcrest Rd (SB)	40565	N/A	N/A	0	2	2	4
02 Winter Gardens Bl & Rockcrest Rd (NB)	40747	2	2	4	N/A	N/A	0
03 Winter Gardens Bl & Knoll Crest Pl (SB)	41016	N/A	N/A	0	1	1	2
04 Winter Gardens Bl & Knoll Crest Pl (NB)	41031	4	2	5	N/A	N/A	0
05 Winter Gardens Bl & Lemoncrest Dr (SB)	40675	N/A	N/A	0	3	6	9
06 Winter Gardens Bl & Lemoncrest Dr (NB)	40867	8	3	10	N/A	N/A	0
07 Winter Gardens Bl & Wintercrest Dr (SB)	40676	N/A	N/A	0	10	23	33
08 Winter Gardens Bl & Wintercrest Dr (NB)	40868	15	10	24	N/A	N/A	0
09 Winter Gardens Bl & Woodside Av (SB)	40674	N/A	N/A	0	14	31	45
10 Winter Gardens Bl & Woodside Av (NB)	40748	27	13	41	N/A	N/A	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	N/A	N/A	0	2	4	6
12 Woodside Av & Erwin Ln (EB)	40222	6	1	7	N/A	N/A	0
13 Woodside Av & Emerald Hill Ln (EB)	40089	7	0	7	N/A	N/A	0
14 Woodside Av & Prospect Av (WB)	40470	N/A	N/A	0	2	12	13
15 Woodside Av & Channel Rd (EB)	40227	15	5	20	N/A	N/A	0
16 Woodside Av & Channel Rd (WB)	40321	N/A	N/A	0	3	12	15
17 Woodside Av & River St (EB)	40684	19	2	20	N/A	N/A	0
18 Woodside Av & Los Coches Rd (WB)	40322	N/A	N/A	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	N/A	N/A	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

Table 4-5. Bus Stop Amenities

MTS Bus Stop	Stop ID	Available Amenities						
		Shelter	Bench	Transh 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 Figure 4-3 and illustrated in order: Winter Gardens Boulevard; Woodside Avenue; Maine Avenue

* Facilities exist but have indications of damage/disrepair.



Bus stop at Winter Gardens Boulevard & Woodside Avenue

In addition to the standard bus transit services, MTS offers paratransit services through the MTS Access program. The program is designed to meet the needs of individuals who have been certified as unable to use the fixed-route bus or trolley systems. The MTS Access paratransit service operates within $\frac{3}{4}$ mile of any MTS fixed-route bus or trolley line and provides pre-scheduled curb-to-curb services, offering more personalized transit for passengers with disabilities. MTS Access is a shared ride service; other passengers may be picked-up and dropped-off during the trip. Riders are allowed to bring a personal care attendant for free if the attendant is necessary for their mobility or care.

4.3 Key Takeaways

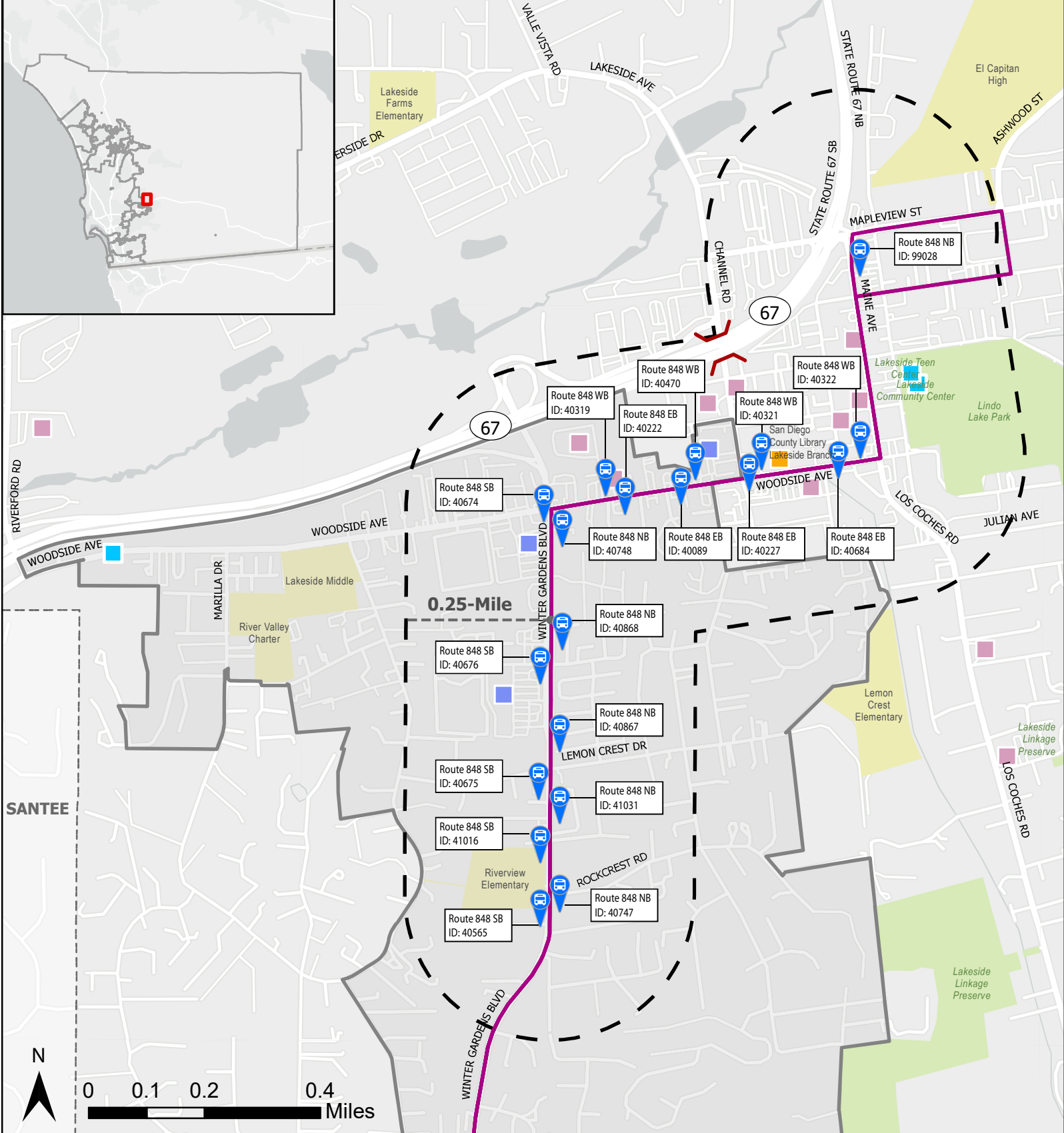
A review of the existing pedestrian, bicycle, and transit facilities within the Lakeside MOVES study area shows an auto-dependent transportation network. The sidewalk network includes many gaps that could be closed to enhance safety for pedestrians, and while there are some bike facilities in the study area, enhancing and increasing bicycle facilities could enhance the safety and travel experience for bicycling in Lakeside. In addition, commuters that rely on transit may experience challenges in long waits for service and limited regional connections.

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

Enhance Accessibility



Improve Connectivity



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

Figure 4-3. Existing Public Transit Facilities

“

There need to be bike lanes for scooters and ebikes so they don't use the sidewalks or in traffic. ”

- Lakeside Resident
November Community Workshop



5. STAKEHOLDER ENGAGEMENT & COMMUNITY OUTREACH

Involving the Lakeside community was crucial to ensure the findings of the CNA and Community Profile is reflective of the conditions that the residents experience every day. This section summarizes the community-centered outreach strategy, engagement activities, and key community takeaways which helped inform this NMP's recommendations and was essential to ensuring this plan reflects the actual needs, and priorities of the community. Throughout the duration of the outreach, specific feedback was evaluated to ensure it aligns with the Policy and Planning context discussed in Chapter 2.

5.1 Engagement Strategy

Prior to initiating engagement with various stakeholders and outreach with the community, a comprehensive *Stakeholder Engagement Plan (SEP)* was developed that outlined a detailed approach and methodology for an integrated technical planning, community outreach, and engagement process. The SEP provided an overview of the community background and outlined the approach and goals for stakeholder engagement including overall objectives, a stakeholder and communication methods analysis, and phase-based objectives, communications and engagement activities. To ensure equitable participation, the outreach process prioritized engaging historically underrepresented groups, including non-English-speaking residents, transit users, and lower-income households.



INFORMATION

- What questions do you have about the project purpose and background?



INSIGHTS

- Which of the findings are most related to your mobility experiences in the Lakeside community? Why?
- Do you have additional mobility experiences in Lakeside to add to the assessment findings?
- Based on your mobility experiences and needs in the Lakeside community, which potential mobility improvements or programs are most important to you?



INVOLVEMENT

- Are there additional ways that would help you to stay involved?

Figure 5-1. Key Questions for Stakeholders and Community Members

Overall, the goal of stakeholder engagement for 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.

5.2 Outreach Process

The outreach and engagement process collected community input on areas of concern that were their highest priorities for mobility improvements. It also sought to facilitate input about potential improvements for the areas of concern. This section summarizes the overall outreach process, and the feedback is provided in Section 5.3.

Stakeholder engagement is organized into two phases of the Lakeside MOVES process:

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



Community input collected from the in-person workshop

The various engagement activities conducted during Phase 1 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 Avenue.
- A web-based and map-based input form included on the Engage webpage, which encouraged visitors to submit location/site-based comments on an interactive map.

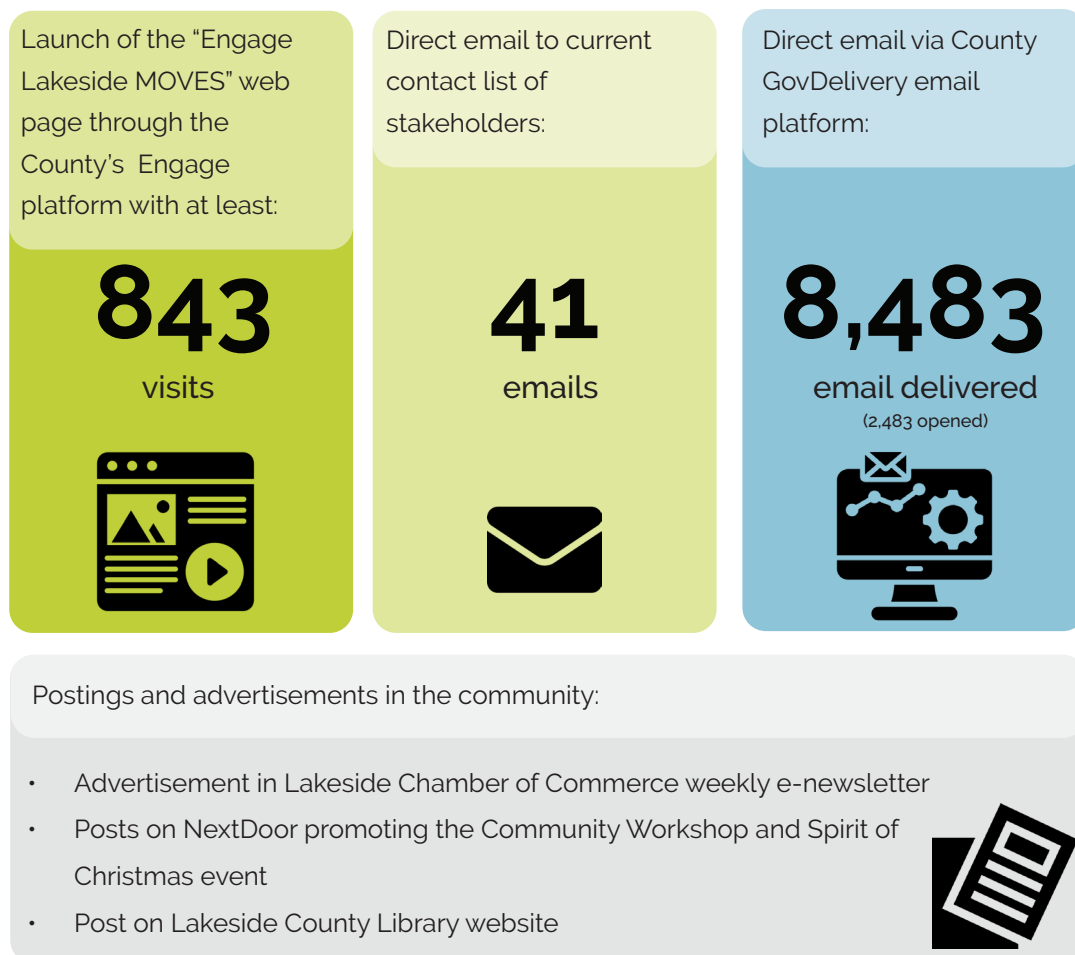


Figure 5-2. Phase I Outreach Strategies and Communication Methods

5.3 Outreach Summary

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

- Improve 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 Avenue;
 - ◇ 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 (via Los Coches Road.) and Santee

Community Workshop

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 Street, Lakeside. Seven (7) community members attended the workshop alongside County staff and the Project team. The purpose of the workshop was to present project information and collect input from community members about initial needs assessment findings, community members' priority issue areas, and potential mobility improvements and programs.

The workshop included a brief slideshow presentation providing an overview of the project and its purpose as well as its relation to other ongoing County efforts. The project team shared the results of the existing conditions and broke out into a small group discussion

which focused on the following questions:

- a. What sounds familiar (or not) based on your experience moving around the Lakeside community ?
- b. What other mobility experiences do you have?
- c. What, if anything, makes it difficult to access transit in this area?



Slideshow presentation at the community workshop

The workshop then transitioned to a short presentation on potential improvement opportunities and sought the community's feedback on which improvements might fit within the community. Participants and project team members then reconvened around the maps arrayed on the tables to discuss and make notes on the following question:



Collecting community inputs at the workshop

“Based on your mobility experiences and needs in the Spring Valley community, which potential mobility improvements or programs are most important to you?”

Pedestrian Safety



- o *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 Avenue and key destinations including Lakeside County Library and Lakeside Middle School (west of the study area)*
 - *El Capitan High School and the Rodeo grounds*
 - *Riverview Elementary School and Winter Gardens Boulevard, including connecting neighborhood streets*
 - *Along Channel Road under SR-67*
- o *Add high visibility crosswalks at key intersections and community destinations, including but not limited to these locations:*
 - *Across Woodside Avenue to connect to key destinations, like the library*
 - *Along Lakeshore Drive and Parkside Street between Maine Avenue and Channel Road*
- o *Ensure full ADA compliance of current and future pedestrian infrastructure, including curb ramps, truncated domes, and sidewalk widths to accommodate mobility devices, particularly on the major corridors for residents who use wheelchairs or are visually impaired*
- o *Increase the amount of lighting on the major corridors*
- o *Make connections from sidewalks to local trails*

Traffic Calming and Congestion

- o *Ensure adequate roadway capacity and travel lanes on the major corridors given recent housing developments and future housing growth.*
- o *Calm vehicle traffic on Woodside Ave where speeding is common*
- o *Provide dedicated bicycle facilities to move cyclists out of pedestrian paths and reduce potential conflicts.*
- o *Improve safety at the SR-67 entry and exit points*
 - *Maple View St*
 - *Winter Gardens Blvd*
 - *Freeway shoulder (on SR-67)*
- o *Address need for additional regional connections and evacuation routes beyond SR-67*
- o *Prevent cut-through traffic on properties, including the library*

continue...

Bicycle and Equestrian

- o *Provide 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*
- o *Provide equestrian trails between horse communities, the Rodeo, and Downtown Lakeside that are separated from traffic, fenced, and wide enough for horses*
- o *Ensure bike facilities are wide enough*
- o *Address the growth in e-bikes and faster travel speeds, especially for younger demographics (school age children).*

Transit

- o *Maintain existing bus routes*
- o *Increase service frequency*
- o *Explore use of microtransit*
- o *Expand service to Santee*
- o *Expand transit via increased frequency and connections to Walmart (via Los Coches Rd.) and Santee*

Community Development

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

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

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

Pop-Up Tabling

As part of the outreach process, 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 with community members and took notes on their behalf about their mobility experiences and mobility needs in and around their community.

Spirit of Christmas

The first tabling opportunity occurred on Saturday, December 6, 2025 at the Spirit of Christmas, a holiday festival for the community with local vendors, food, kids activities, tree lighting, and more. Project team members engaged with over 120 community members at the event including residents, community members, and business owners.

Following are key themes of participants' input from the event:



Pop-up tabling at the Spirit of Christmas Event



Pedestrian Safety

- o *Improve the sidewalk network and crossings along Woodside Avenue*
- o *Add or improve sidewalks, crossings, and curb ramps (including ADA improvements) at key locations:*
 - *Lakeside Farms Elementary School and other school sites*
 - *Channel Road: connector from the village to San Diego River trailhead*
 - *Lakeshore Drive*
 - *Mapleview Street*
 - *Vine Street at the library and Community Center*
 - *Outside of the recycling center*
- o *Improve safety at key intersections and roadway segments:*
 - *Channel Road and Lakeshore Drive*
 - *Vine Street at Mapleview Street and throughout downtown Lakeside from Lakeshore Drive to Woodside Avenue*
- o *Provide pedestrian lighting at intersections and on major corridors*
- o *Reallocate vehicle travel lanes to other modes (road diet) and pedestrian relief/islands at dangerous intersections*
- o *Apply decorative treatments to new sidewalks to improve neighborhood character*

Traffic Calming and Congestion

- o *Address congestion levels and traffic efficiency on Maine Avenue and Mapleview Street*
- o *Improve traffic signals at Los Coches Road and Julian Avenue*
- o *Calm traffic in school zones and neighborhoods*
- o *Slow traffic on Laurel Street*
- o *Add an enhanced pedestrian crossing at Cactus Street and Julian Avenue (such as a rectangular rapid flashing beacon).*

Street Safety and Design

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

Bicycle & Equestrian

- o *Create separated bikeways on major corridors, including Woodside Avenue (similar to Los Coches Road design)*
- o *Improve safety and protections at intersections where there are known safety concerns including freeway access points and school crossings*
- o *Improve connectivity to the San Diego River trailhead*
- o *Conduct an e-bike safety campaign for youth*

Transit

- o *Connect to Walmart on Los Coches Road*
- o *Extend from Santee*

Figure 5-4. Key Theme and Example Comments from Spirit of Christmas

Polar Express Event

The second tabling opportunity occurred at the Polar Express Holiday Party, a festive celebration at the Lakeside County Library held on Friday, December 12, 2025 from 6:00PM to 8:00PM. Situated on Woodside Avenue and within the Lakeside MOVES study area, the library was an optimal location to gather feedback from community members. The event drew in local families with children, with activities that included a photos with Santa, a book reading, and face painting. Project team members were in attendance to gather feedback about existing challenges in the project area.

Following are comments from participants at the Polar Express event:



Key Theme from Polar Express Event

- o *Provide more sidewalks to create a more walkable community*
- o *Synchronize traffic lights on Woodside Avenue and Winter Gardens Boulevard*
- o *Improve the intersection design of Woodside Avenue and Marilla Drive to improve left turn safety*



Figure 5-5. Key Theme and Example Comments from Polar Express

Detailed transcriptions of the pop-up tabling events are contained in [Appendix D](#).

Interactive GIS Map

In addition to the Community Workshop and pop-up tabling events, the project website allowed the public to utilize an interactive GIS-based map to drop pins on specific locations and leave comments. During the Phase 1 engagement process, the following comments were provided via this interactive online map:

Comments without location pins/Outside Study Area:

- o Need roads updated, need sidewalks along all of Woodside, Wintergardens, Los Coches. Need more safety around El Cap HS.
- o 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.
- o "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? .
- o 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.
- o Difficult to make left turn onto Riverford; suggest an all-way stop sign

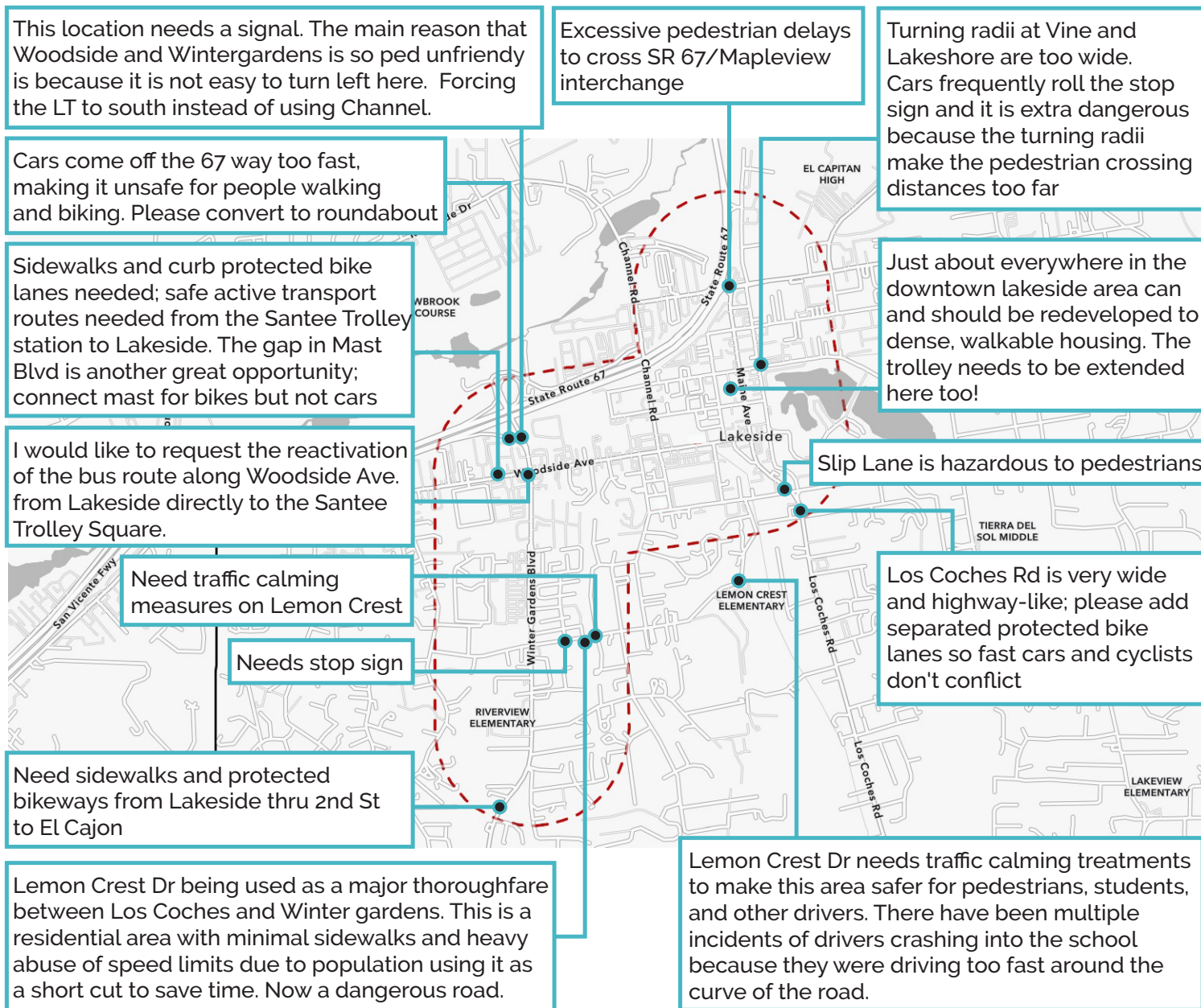


Figure 5-6. Interactive GIS Map with drop pins and comments

What's Next?

The community engagement process reinforced the key findings from the Community Needs Assessment and identified priority areas for mobility improvements. Chapter 6 translates these insights into specific goals, objectives, and strategies that will guide transportation investments in the Lakeside community.

Note: The views and opinions expressed herein reflect quotes received from individual residents during the outreach process and do not necessarily reflect those of other residents or the County.



PUBLIC INPUT NEEDED

Share your ideas today or please QR scan the QR Code below to go to our website and provide feedback on our interactive LIVE map!

Visit www.sandag.org/transportation-planning/neighborhood-mobility-plans for more information.

Visit www.sandag.org/transportation-planning/neighborhood-mobility-plans for more information.

Visit www.sandag.org/transportation-planning/neighborhood-mobility-plans for more information.



WELCOME

“ [We want] sidewalk connectivity especially for ADA. ”

- Lakeside Resident
 December Spirit of Christmas Event

6. GOALS, OBJECTIVES & STRATEGY

This chapter presents community-informed goals, measurable objectives, and actionable strategies to guide mobility improvements in the Lakeside community. These components provide a framework for prioritizing transportation investments and ensuring alignment with the County's broader General Plan mobility goals.

Identifying goals help residents consider the long-term outcomes and ambitions that may be reasonable to achieve within their community. These goals were informed by the community as part of the engagement process and considered during the community needs assessment. Breaking down these goals into objectives will create actionable directives based on best practices in order to guide the potential improvements that have been recommended.



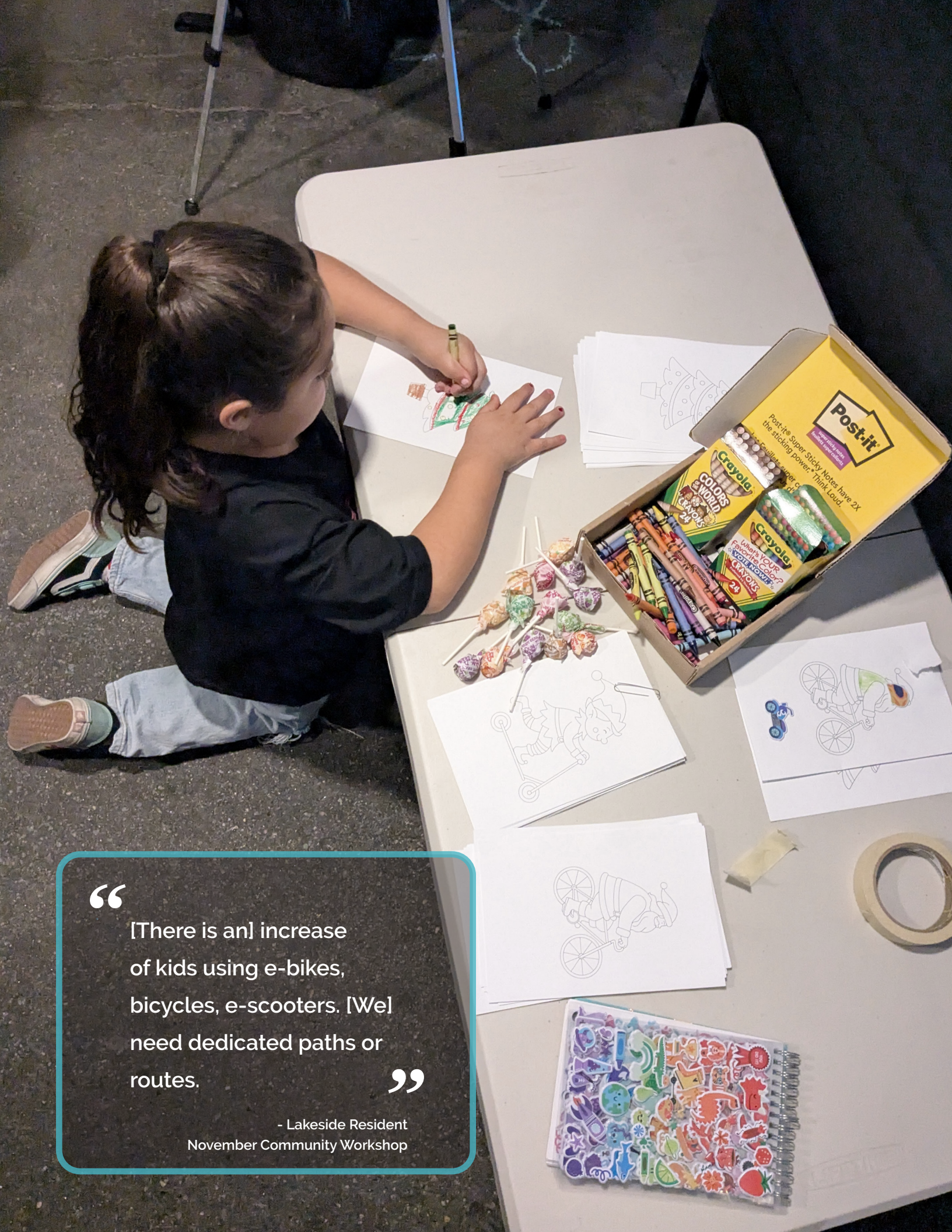
The goals, objectives, and strategies outlined in [Table 6-1](#) endeavor to create a built environment to create a more efficient and sustainable transportation system in support of the overall goals of the County's General Plan Mobility Element.

Table 6-1. Goals, Objectives & Strategies

	Goals	Objectives	Strategies
1	Promote mobility and accommodate multimodal travel options	Accommodate multimodal travel options (e.g. walking, biking, rolling, micro-mobility, and public transit).	Improve access to existing pedestrian, bicycle, and transit facilities throughout the Lakeside community.
			Encourage bicycle ridership as a viable mobility option by providing accessible and secure bicycle lockers at end-of-trip facilities (i.e. Lindo Lake County Park, Boys and Girls Club, Lakeside County Library).
			Plan for bicycle and pedestrian projects when designing future roadway improvements.
		Maximize pedestrian safety by improving pedestrian facilities	Improve existing sidewalks throughout the Lakeside community to meet ADA standards and ensure accessibility for all users of all abilities.
			Construct future sidewalk connections to prioritize pedestrian safety and comfort.
			Improve pedestrian crossing facilities by providing enhanced crosswalk markings, lighting, and signage at intersections and midblock crossings.
			Improve pedestrian experience on Woodside Avenue, Maine Avenue, Vine Street, and other key roadways by providing essential amenities (i.e. shade) as well as safety features (i.e. lighting).
		Maximize cyclist safety by improving bicycle facilities	Prioritize pedestrian safety improvements for high-traffic volume intersections and roadway segments identified in the LRSP.
			Plan for and construct future bicycle facilities throughout the Lakeside community (i.e. buffered bike lanes or protected bike lanes) for users of all ages and abilities that is consistent with the County's Mobility Element Plan and Active Transportation Plan.
		Maximize commuter safety by improving transit facilities	Provide enhanced amenities (shelters, benches, maps, trash enclosures) at existing and future bus stops throughout the Lakeside community.
Provide adequate & convenient access to bus stops for pedestrians and bicyclists (i.e. sidewalk connections).			
Increase commuter visibility by improving lighting at bus stops throughout the Lakeside community.			
Reduce greenhouse gas emissions through reduced reliance of single-occupancy vehicles.	Enhance existing MTS services and explore opportunities to develop new alternate transit services such as microtransit.		
	Encourage existing ride-on-demand and vanpool programs. Formalize new programs where they do not currently exist.		
2	Improve communication between regional stakeholders, community members, and organizations	Analyze opportunities to better connect unincorporated communities to SANDAG's 2025 Regional Plan and further state planning priorities (e.g. infill development, job/housing balances, equity).	Increase communication between agencies, stakeholders, and local residents that enhances dialogue and collaboration.
		Establish and grow the active transportation networks in unincorporated communities consistent with the County's ATP as well as SANDAG's "Riding to 2050" Regional Bike Plan (2010).	Prioritize transportation projects that connect neighborhoods to places of interest, including Lindo Lake County Park, Lindo Park Elementary School, El Capitan High School, the Boys and Girls Club, and the Lakeside County Library
		Identify future opportunities and resources from local, state, and federal agencies to further any future land use changes, policy changes, and investment to achieve community visions.	Track grant and funding opportunities to support transportation projects
3	Strengthen alignment of mobility and transportation with expanded community capacities/resources, and improved public health	Support opportunities for affordable, infill, and transit-oriented housing.	Coordinate with ongoing County efforts to align transportation projects with future infrastructure needs.
		Support public health by promoting sustainable infrastructure.	Integrate sustainable infrastructure (i.e. green streets, permeable pathways & parking areas, enhanced vegetation, shaded landscaping) in future roadway projects.

	Goals	Objectives	Strategies
4	Collaborate directly with community	Facilitate the continuous refinement, pilot program development and project implementation concurrently with the County's Sustainable Land Use Framework development and Integrated Planning Approach (IPA) as well as the DFA to engage communities, explore data, capacities and needs, and develop community "visions."	Establish a dedicated transportation focused subcommittee that routinely meets with community members as well as County representatives.
		Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making.	Conduct community outreach workshops and events in a way that encourages public participation
		Utilize a consensus-based approach, to check in on the consensus of community recommendations at multiple points in the visioning and prioritization process.	Prioritize transportation projects that are championed by the community
5	Decrease Greenhouse Gas Emissions	Expand transportation options beyond reliance on fossil fuel-based vehicles.	Incentive personal electric and hybrid vehicles by providing enhanced EV infrastructure (i.e. charging stations) at places of interest throughout the Lakeside community
			Incentivize electric and hybrid vehicles within the public transit fleet of vehicles.

The goals, objectives, and strategies outlined in **Table 6-1** provide a framework for improving transportation equity, safety, and sustainability in the Lakeside community. These priorities, informed by community engagement and policy alignment, guide the selection of specific infrastructure improvements and programs detailed in the next section.



“

[There is an] increase of kids using e-bikes, bicycles, e-scooters. [We] need dedicated paths or routes.

”

- Lakeside Resident
November Community Workshop

7. POTENTIAL IMPROVEMENTS & PROGRAMS

Within the CBT Framework Guidelines is a Transportation Toolbox with flexible design options oriented towards improving safety for all uses, calming vehicular speeds, and improving access to pedestrian, bicycle and transit facilities. Also included in the toolbox are various policies and programs that, while not necessarily changing the built environment, could help improve the transportation environment. These treatment options are geared to improve the environment for all users, drivers, pedestrians, and bicyclists alike. This is a fully comprehensive list of potential improvements, however not every single treatment is a fit for the Lakeside community.

Based on the results of the existing conditions assessment, findings and feedback from the outreach process, and input from the community, the following sections summarize potential transportation investment opportunities for the Lakeside community. These improvements have been categorized into short-term, medium-term, and long-term improvements depending on how complicated the projects are, ease of implementation, and availability of funding.

Short Term

Include quick wins, minor infrastructure upgrades, signage & safety enhancements, etc. (Could be implemented within the next 2 to 5 years)

Near Term

Include projects with moderate investments requiring additional funding, planning, design, or policy modifications. (Could be implemented in the next 5 to 10 years)

Long Term

Include large capital projects with major infrastructure changes that require ongoing regional coordination as well as future funding sources. (Could be implemented in the next 10 to 20)

As further explored in Chapter 8: *Next Steps*, implementation of these potential projects will depend on available funding, coordination with regional agencies, and feasibility assessments. Potential funding sources include SANDAG's Active Transportation Grant Program, California's Sustainable Transportation Planning Grants, and TransNet local sales tax revenues. Where applicable, connection to the County's Capital Improvements Project (CIP) list has been made.



Low-cost projects include projects involving signing and striping and simple improvements that are already part of the County's budget.



Mid-cost projects include projects that will require additional funding, planning and design to make feasible. This can include signal timing changes, new bike facilities, and trails.



High-cost projects include projects that require new roadway configurations, pouring concrete, or changing the flow of traffic.

7.1 Potential Multimodal Improvements

The following multimodal improvements have been identified through the existing conditions data analysis, community outreach process, and a review of the projects in the County's Capital Improvements Program (CIP), Mobility Element, and Local Roadway Safety Plan; Lakeside Pedestrian Area Plan (PAP); and SANDAG's Coast, Canyons and Trails Comprehensive Multimodal Corridor Plan (CCT CMCP). The identified projects aim to improve safety by changing the built environment, focusing on ways to influence cars and driver behavior with the intent to slow speeds and increase awareness. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

1. Ashwood Street Corridor Improvements (1018734)

Throughout the Lakeside outreach efforts, the community noted that there should be a focus on safety improvements connecting the community to local schools. El Capitan High School is located along Ashwood Street and sees high student activity in the area. Just north of the school is Cactus County Park and Kumeyaay Valley Archery Range. Just south of the school, Ashwood Street intersects Maplevue Street, a major corridor in Lakeside connecting much of the community to the SR-67 and I-8, creating an additional need to improve the corridor to enhance safety for students and other residents.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, this corridor has been identified for future funding. The project proposes to improve Ashwood Street from Maplevue Street to approximately 1,000 feet north of Willow Road, construct a passing lane from Maplevue Street to Cactus Park, and install traffic signals at the El Capitan

High School entrance and the intersection of Ashwood Street and Willow Road. The goal of the project is to improve traffic movement as well as sight distance at El Capitan High School, Cactus Park, and the intersections at Maplevue Street and Willow Road. As part of the project, all new pedestrian curb ramps should be constructed to appropriate ADA requirements.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TransNet, Tribal (Indian Gaming Special Distribution Funds)



Estimated Cost: \$\$\$\$



Timeframe: Mid Term

2. Woodside Avenue Corridor Improvements

The County's Local Road Safety Plan helps identify roadway intersections and corridors with the highest safety needs to enhance overall safety and prevent serious crashes. Woodside Avenue between Winter Gardens Boulevard and Prospect Avenue was listed as the number one ranked segment with the highest safety needs. Additionally, the community noted Woodside Avenue as the most challenging corridor for walking and cycling. There are notable community interest and support to enhance the corridor as there are many key destinations along the corridor including Lakeside Elementary School, Lakeside County Library, and Lindo Lake County Park.

In addition to the CIP, SANDAG identified Woodside Avenue as a potential project under their CCT CMCP. The CCT CMCP also identifies an opportunity to install a Class IV Cycle Track from Woodside Trail to Vine Street. An on-street bikeway on Woodside Avenue is also included as a recommended project in the SANDAG 2025 Regional Plan as part of the "Lakeside to Rancho San Diego" bikeway to improve north/south regional connections.

Enhancing Woodside Avenue with a Class IV Cycle Track, improved sidewalks, and coordination of signal timing could provide additional safety measures along the corridor.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, this corridor has been identified for future funding (1021018). The project proposes to construct sidewalks, bike lanes, and coordinate signals between Marilla Drive to Chestnut Street.



Potential Sponsor Agencies:

County of San Diego, MTS, Caltrans



Potential Funding Sources:

TransNet, TIF, Federal Highway Administration, State Match, State Exchange



Estimated Cost: \$\$\$



Timeframe: Mid Term

3. Vine Street Corridor Improvements

Vine Street is a north/south corridor that passes through Historic Downtown Lakeside and connects the community to several businesses, recreation, a grocery store and a doctor's office. Vine Street borders the western edge of Lindo Lake County Park, which contains a variety of amenities including the Lakeside Teen Center, playgrounds, tennis courts, the Lakeside skatepark, and the Lakeside Community Center.

According to the County's *Green Streets Clean Water Plan* Vine Street has been identified to design and construct vegetated tree wells along two segments of the corridor, from Parkside Drive to Laurel Street and from the Vine Street ramp to SR-67 and the northern terminus of the corridor. The Lakeside PAP also calls for shade trees along Vine Street, bike lanes, and proposes curb extensions at the intersections of Mapleview Street and Laurel Street. The County's Mobility Element and the SANDAG CCT CMCP identifies a Class IV Cycle Track along Vine Street from Mapleview Street to Woodside Avenue. Additional coordination and engineering would need to consider the crossing of the future Class IV bike facility of Mapleview Street. Due to the wide crossing of the roadway as well as the vicinity of the closely spaced adjacent intersections of Maine Avenue and SR-67 would necessitate further evaluation.



Potential Sponsor Agencies:

County of San Diego,



Potential Funding Sources:

TransNet, TIF, Federal Highway Administration, State Match, State Exchange



Estimated Cost: \$\$\$\$



Timeframe: Mid Term

Throughout the Lakeside MOVES community engagement, community members also expressed a need for improvements to curb ramps to align with ADA requirements, as well as enhancements to crossings to reach the Community Center. Enhancing Vine Street with a Class IV Cycle Track, curb extensions, ADA curb ramps, and pedestrian crossing signs and pavement markings could provide improved mobility and safety for people accessing key destinations in Lakeside.

4. Maine Avenue Corridor Improvements

Maine Avenue is currently at the heart of Lakeside's Historic Downtown District. Maine Avenue is filled with a rich history and has been at the center of Historic Lakeside since the late 1800s. There are currently many organizations in Lakeside, like the Maine Avenue Revitalization Association (MARA) and the Lakeside Historical Society, that want to ensure that Maine Street is restored, preserved, and continues to be promoted as the heart of Lakeside.

Developing safe and effective bicycle facilities on Maine Avenue can help activate the corridor and promote more walking and biking through the historic Lakeside district. The existing corridor is designated as a Class III Bike Route but has limited signage and pavement markings that are meant to alert drivers to the presence of bicyclists. As part of the County's Mobility Element, a Class IV Separated Bikeway is recommended along Maine Avenue from Maplevue Street to Los Cocheros Road. A Class IV Separated Bikeway creates a physical separation between motorists and bicyclists, creating a more comfortable environment for riders of all ages and abilities and promoting a more active downtown.

While the sidewalk network is mostly complete, some features of the sidewalk network present challenges to people walking in Lakeside's Historic Downtown District. Many sidewalk segments do not include

a curb and are level with the parking lane, which causes some drivers to park within the sidewalk. Intersections are marked with high visibility crosswalk markings, but some curb ramps require modifications to align with ADA requirements. Potential improvements include the reconstruction of sidewalks to include a curb and gutter to further separate the pedestrian facilities from the parking lane, enhanced landscaping and pedestrian scale features like seating, wayfinding, and ADA curb ramps.



Potential Sponsor Agencies:

County of San Diego, Maine Avenue Revitalization Association (MARA) and the Lakeside Historical Society



Potential Funding Sources:

TBD



Estimated Cost: \$\$\$\$



Timeframe: Mid Term

7.2 Potential Pedestrian Safety and Accessibility Improvements

Priority sidewalk and crossing improvements should focus on locations with the highest pedestrian safety risks. The following pedestrian focused improvements are suggested to increase safety for those walking and rolling within the Lakeside community. These potential future projects may or may not be implemented as described pending feasibility, funding, and other factors.

5. Fill in Sidewalk Gaps

As discussed in Chapter 5, the community noted that there should be a focus on safety improvements to connect to school sites, parks, transit stops, and community destinations like the library and the Community Center. Closing sidewalks gaps throughout the project area was a key focus throughout the Lakeside MOVES community engagement process. The need for continuous sidewalks and sidewalk gap closure is also proposed throughout the Lakeside PAP.

The community noted challenges with sidewalk gaps throughout the Lakeside MOVES study area and also along specific corridors, including Woodside Avenue, Winter Gardens Boulevard, Channel Road, and Lakeshore Drive. Woodside Avenue and Winter Gardens Boulevard have also been identified in the LRSP as priority roadways with safety concerns. Filling in sidewalk gaps and enhancing existing sidewalks are recommended along these roadways within the Lakeside MOVES area.

According to the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*, the County has begun allocating funds for the reconstruction of Woodside Avenue (refer to Improvement #2). This future roadway improvement project should prioritize pedestrian facilities and accommodations such as sidewalks, landscaping, lighting, enhanced crosswalks, and other pedestrian-oriented improvements.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TransNet, TIF, Federal Highway Administration, State Match, State Exchange



Estimated Cost:

\$\$\$\$



Timeframe: Long Term

6. Mapleview Street and Ashwood Street Pedestrian Enhancements

The County's Local Roadway Safety Plan helps identify roadway intersections and corridors with the highest safety needs to enhance overall safety and prevent serious crashes. Mapleview Street and Ashwood Street was an identified intersection with safety concerns. The El Capitan High School campus is situated on the northwest corner of this intersection, serving as the main entry point for pedestrians, bicyclists, and motorists. The existing intersection has three yellow, high-visibility crosswalks on the north, west, and south legs, and "No Pedestrian Crossing" signs on the east leg. Pedestrians crossing Mapleview Street to access El Capitan High School must cross a parking lane, four through lanes, a left-turn lane, and two bike lanes, for a total crossing distance of 110 feet. Crossing distances on Ashwood Street are much shorter, at 66 feet (north leg) and 58 feet (south leg), but pedestrians may still face crossing challenges due to conflicts with motorists making right-turn movements.

As noted above, improvements to Ashwood Street have been identified for future funding in the *Fiscal Year 2024/25 to 2028-29 Capital Improvements Project (CIP) List*. Improvements will reconstruct Ashwood Street from Mapleview Street to Willow Road. The northwest and northeast corners of the Ashwood Street at Mapleview Road intersection are configured with wide right-turn

lanes that exceed 90 degrees, creating long crossing distances and visibility challenges between pedestrians and motorists, and a turning radius that facilitates higher motorist speed through the turning movement. As part of the CIP improvements, the Ashwood Street/Mapleview Road intersection could be improved by reconfiguring the northern leg to narrow the wide right-turns and square up the intersection. Reconfiguring the intersection can help to reduce speeds, shorten crossing distances and improve visibility of pedestrians in the crosswalk. Other improvements could include a pedestrian refuge island on Mapleview Street and leading pedestrian intervals (LPIs) implemented into the signal timing to give pedestrians crossing the street a headstart before vehicles receive a green light.



Potential Sponsor Agencies:

County of San Diego, SANDAG



Potential Funding Sources:

TransNet, TIF, Federal Highway Administration



Estimated Cost:

\$\$\$



Timeframe: Mid Term

7. Woodside Avenue and Winter Gardens Boulevard Pedestrian Enhancements

The County's Local Roadway Safety Plan helps identify roadway intersections and corridors with the highest safety needs to enhance overall safety and prevent serious crashes. The intersection at Woodside Avenue and Winter Gardens Boulevard was an identified intersection with opportunities to improve safety. This signalized intersection is fed from the north by Winter Gardens Boulevard and the Winter Garden's Boulevard eastbound exit ramp of SR-67. It has high visibility crosswalks on the north and south legs, and parallel crosswalks on the east and west legs. The corners lack sidewalks and grade-separated pedestrian landings with ADA curb ramps.

The northeast corner of this intersection is configured with an overly long crossing path due to the wide northbound right-turn slip lane and does not include any pedestrian refuge for pedestrians arriving at the corner or waiting to cross. Pedestrian landings at the three other corners have limited space for congregating and limited separation from moving traffic in the right of way. To shorten crossing distances and improve visibility between pedestrians and motorists, improvements to this intersection could

include reconfiguration of the northeast corner and elimination of the existing wide right-turn slip lane. Other potential improvements include the construction of grade-separated pedestrian landings with ADA curbs at all corners, high visibility crosswalk markings on the east and west legs, and leading pedestrian intervals (LPIs) should be implemented into the signal timing to give pedestrians crossing the street a headstart before vehicles receive a green light.



Potential Sponsor Agencies:

County of San Diego, SANDAG, Caltrans



Potential Funding Sources:

TransNet, TIF, Federal Highway Administration, State Match, State Exchange



Estimated Cost:

\$\$\$



Timeframe: Mid Term

7.3 Potential Bicycle Infrastructure Enhancements

Currently, a Class II bike lane is provided along Maplevue Street, Ashwood Street, partially on Vine Street, Lakeshore Drive, Woodside Avenue, Channel Road, and Winter Gardens Boulevard. During the outreach process, community members noted that although there are bicycle lanes throughout the community, they do not consider them to be safe. Bicycle Improvements should focus on locations with the highest safety risks.

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

8. Winter Gardens Boulevard Protected Bike Lanes

Winter Gardens Boulevard currently has a Class II Bike Lane throughout the corridor. Although a bicycle lane currently exists, Winter Gardens Boulevard between Wintercrest Drive to Woodside Avenue was listed 14th in roadway segments with the highest safety needs under the County's Local Roadway Safety Plan.

The SANDAG CCT CMCP proposes constructing a Class IV protected bike lanes along Winter Gardens Boulevard between Industry Road and Gardena Way. An on-street bikeway on Winter Gardens Boulevard is also included as a recommended project in the SANDAG 2025 Regional Plan as part of the "Lakeside to Rancho San Diego" bikeway to improve north/south regional connections.

Upgrading the bicycle facility to a Class IV protected bike lane would improve bicycle safety along Winter Gardens Boulevard.



Potential Sponsor Agencies:

County of San Diego, MTS



Potential Funding Sources:

TBD



Estimated Cost:

\$\$\$



Timeframe: Mid Term

9. Channel Road Class IV Separated Bikeway

A Class II bike lane is currently provided along Channel Road. SANDAG's Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan recommends constructing a Class IV Separated Bikeway along Channel Road from Lakeside Avenue to Julian Avenue. Enhancing the bicycle facility along this corridor can increase safety and help community members access destinations like Lakeside Farms Elementary School, Walker Preserve Trail, and the Lakeside Community Presbyterian Church.



Potential Sponsor Agencies:

County of San Diego



Potential Funding Sources:

TBD



Estimated Cost:

\$\$



Timeframe: Short Term

10. Mapleview Street Class IV Separated Bikeway

Mapleview Street is a major corridor in Lakeside connecting visitors and residents right onto Maine Avenue from SR-67. Members of the community have voiced concerns over the safety of Mapleview Street and the interchange at SR-67. There is currently a Class II Bike Lane along Mapleview Street with on-street parking on portions of the corridor. Mapleview Street connects to other local roads including Maine Avenue, Vine Street, and Ashwood Street. With the corridor so widely used, it is important to enhance safety elements for all users.

SANDAG's CCT CMCP recommends constructing a Class IV separated bikeway along Mapleview Street from Channel Road to Pino Drive. An on-street bikeway on Mapleview Street is also included as a recommended project in the SANDAG 2025 Regional Plan as part of the "Lakeside to Rancho San Diego" bikeway to improve

north/south regional connections. There will need to be additional coordination between the County and Caltrans to implement improvements at Mapleview Street and the SR-67 interchange would be required. Providing safety measures along the corridor can improve connectivity to the historic downtown Lakeside as well as the Lindo Lake County Park, El Capitan High School, and other key destinations in Lakeside.



Potential Sponsor Agencies:

County of San Diego, Caltrans, SANDAG



Potential Funding Sources:

TBD



Estimated Cost:

\$\$\$\$



Timeframe: Long Term

7.4 Policies & Programs

Policies & Programs should be considered in addition to infrastructure improvements to support active transportation and multimodal commuting. While not necessarily changing the built environment, these could help improve the transportation environment.

11. Coordinate with MTS on Transit Service

During the community outreach process, community members expressed a desire for increased service frequency and expanded services to Santee. SANDAG's CCT CMCP also calls for greater transit options for east-west regional travel to and from Lakeside. In addition, the SANDAG 2025 Regional Plan outlines a goal to increase service frequency of Local Route 848 from 30 minutes to 15 minutes by 2035.

A potential improvement would be to optimize the MTS bus schedule to explore the feasibility of increasing the frequency of the bus service and install real-time arrival displays at the station. Greater regional connections via transit could also be enhanced through the addition of a transit

route along SR-67, through an additional bus route or an east-west light rail connection. The County has no direct authority over MTS scheduling or capital improvement projects, but will continue to collaborate with MTS.



Potential Sponsor Agencies:

MTS, County of San Diego, SANDAG



Potential Funding Sources:

SANDAG Flexible Fleets Grant Program, Other grants



Estimated Cost: \$\$



Timeframe: Short Term

12. Microtransit or Shuttle Service Areas

Community members expressed a desire to see Lakeside explore microtransit as a transportation option in the community. While microtransit programs come in many forms, they typically carry 5 to 15 passengers and operate between traditional fixed route transit to provide that final first/last mile connection to and from transit stops and/or provide an on-demand public shuttle service for short trips within a neighborhood or defined service area. These services are often based on



Potential Sponsor Agencies:

MTS, County of San Diego, SANDAG



Potential Funding Sources:

SANDAG Flexible Fleets Grant Program, Other grants

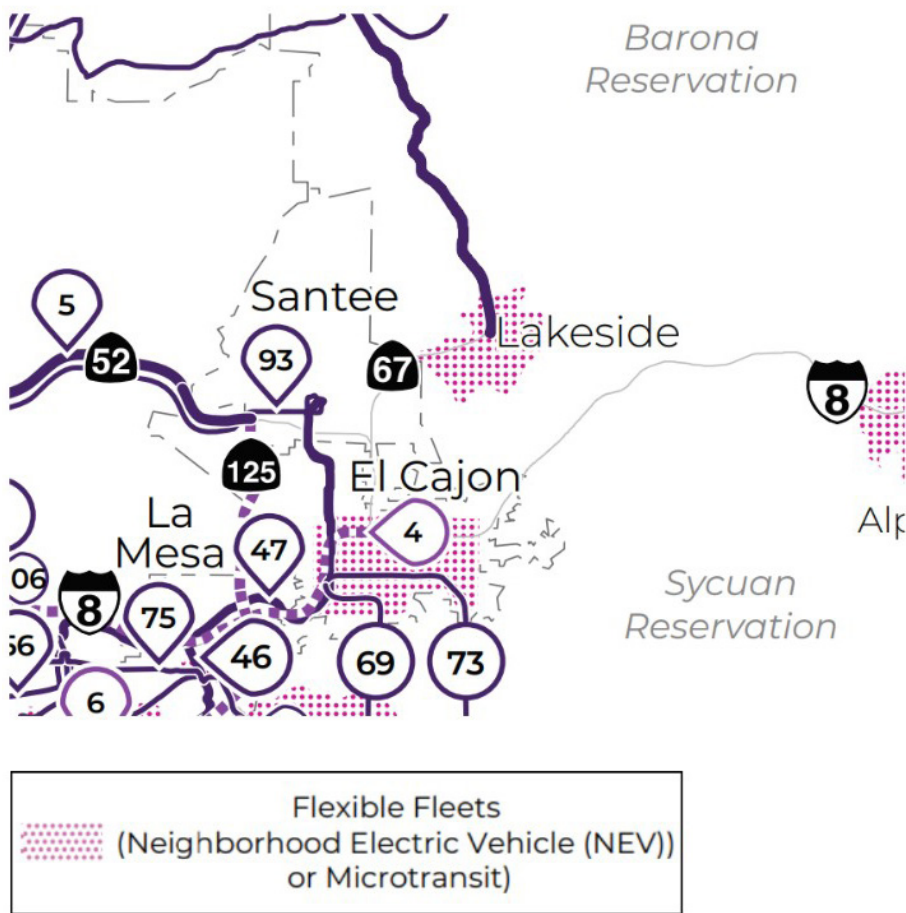


Estimated Cost: \$\$



Timeframe: Short Term

an on-demand smartphone application to reserve passenger cars or vans. According to the SANDAG 2025 Regional Plan, the Lakeside community is identified as a “Flexible Fleets Area” which includes Neighborhood Electric Vehicles or microtransit options. This area could be eligible for grant funding under SANDAG’s Flexible Fleet Grant Program which aimed to distribute approximately \$4.5 million to awardees during the 2025 grant cycle.



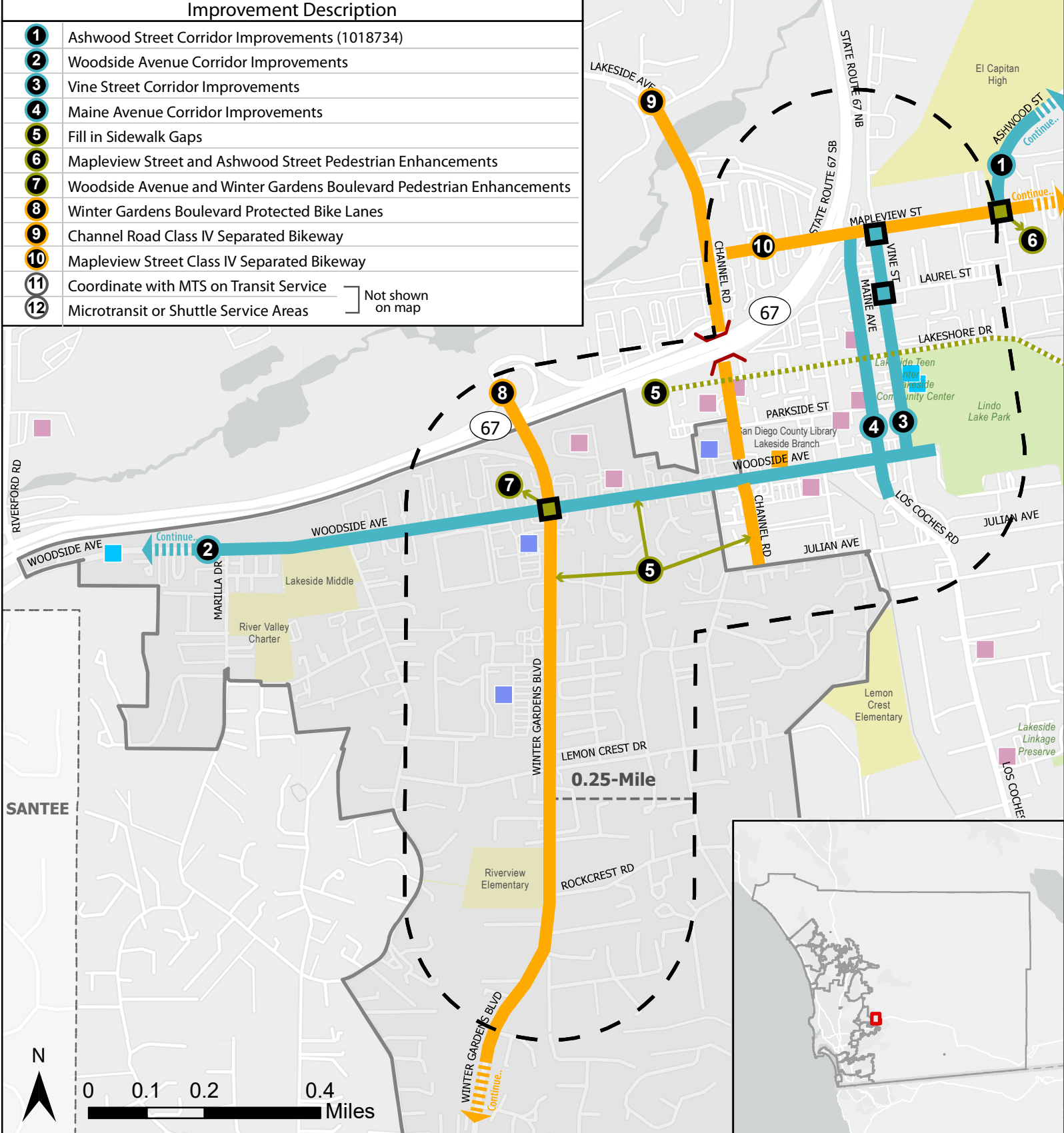
77 Microtransit: Lakeside

Figure 7-1. SANDAG Flexible Fleets

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

Improvement Description

1	Ashwood Street Corridor Improvements (1018734)	
2	Woodside Avenue Corridor Improvements	
3	Vine Street Corridor Improvements	
4	Maine Avenue Corridor Improvements	
5	Fill in Sidewalk Gaps	
6	Mapleview Street and Ashwood Street Pedestrian Enhancements	
7	Woodside Avenue and Winter Gardens Boulevard Pedestrian Enhancements	
8	Winter Gardens Boulevard Protected Bike Lanes	
9	Channel Road Class IV Separated Bikeway	
10	Mapleview Street Class IV Separated Bikeway	
11	Coordinate with MTS on Transit Service	Not shown on map
12	Microtransit or Shuttle Service Areas	Not shown on map



Legend

- 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
Potential Mobility Improvements

Figure 7-2. Potential Mobility Improvements

Library Information

RULES OF CONDUCT

NORMAS DE CONDUCTA

Community Vaccination Services

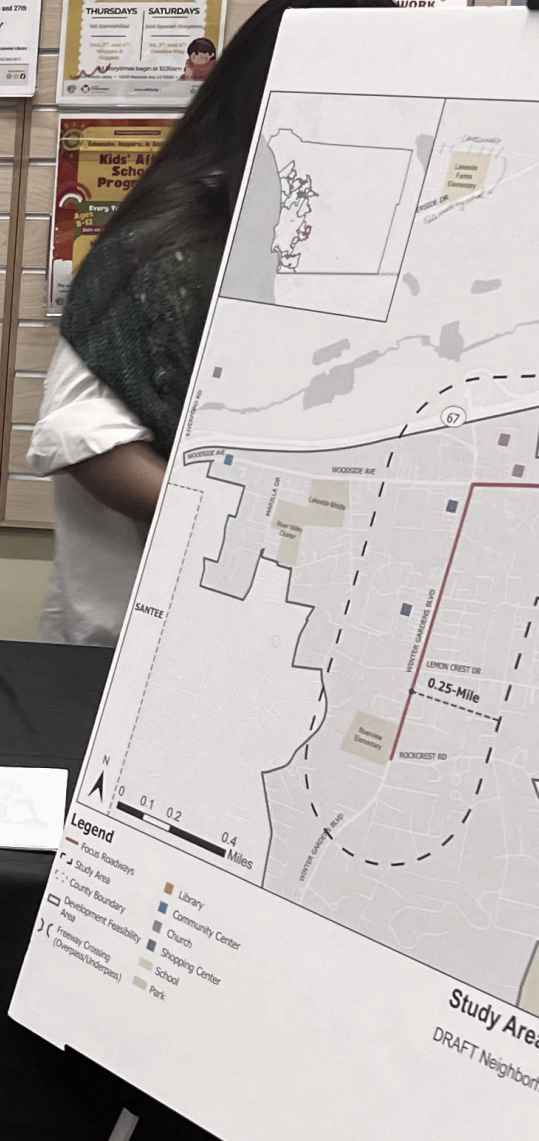
Lakeside Library Book Club

Storytimes

Community Vaccination Services

Photography and Video Policy

CLIMATE CHANGE



“ [We need] more sidewalks in general. Wish the area was more walkable. ”

- Lakeside Resident
December Polar Express Event

8. NEXT STEPS

Prior to being implemented, each proposed recommendation would need additional reviews and considerations as there are various factors influencing the feasibility of a project as well as the ease of initiating, designing, completing, and putting a project into action. While a project may align with community interests and priorities, engineering complexity, funding considerations, and cross jurisdictional coordination also contribute to the actual implementation of a project.

The following sections identify the steps and actions necessary to carry out the overall vision of Lakeside MOVES. This implementation approach is intended to be a “living document” meant to reflect the changes in community priorities and available resources. As such, it should be periodically reviewed and updated as necessary to ensure it remains effective and responsive to the community’s dynamic environment.

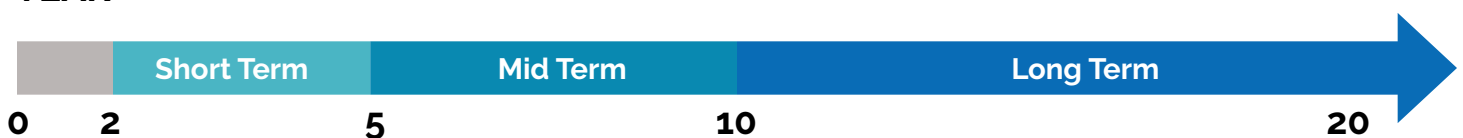
8.1 Phasing, Delivery & Funding

Phasing of Potential Improvements

Each recommended improvement is assigned a potential timeframe based on consideration of all the factors mentioned above. The timing of delivering various components of Lakeside MOVES is intended to be flexible, to maximize implementation opportunities and resources as they become available.

1. Short Term (ST) - Could be implemented within the next 2 to 5 years.
2. Mid Term (MT) - Could be implemented in the next 5 to 10 years.
3. Long Term (LT) - Could be implemented in the next 10 to 20 years.

YEAR



Funding

Funding for various elements of the Plan identified in the Improvement Summary will require a comprehensive and creative long-term funding approach. There are a great number of financing tools and funding sources available that can help minimize the County's financial responsibility in the design, environmental, and construction phases of the Plan including but not limited to grant funding, private development condition requirements, and inclusion in the County's DPW Capital Improvement Program (CIP).

The CIP Five-Year Plan identifies public infrastructure projects that are expected to be designed and/or constructed within the five-year period. The CIP Five-Year Plan includes County public infrastructure such as roads, active transportation facilities, bridges, sewer systems, stormwater and flood control systems, airports, and other facilities. The projects identified in the CIP are formed and prioritized based on the criteria shown in **Figure 8-1**.



Figure 8-1. CIP Project Criteria

Table 8-1. Potential Funding Sources

Federal Funding

Funding Source	Title	Description
U.S. Department of Transportation (U.S DOT)	Safe Streets and Roads for All	<p>The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.</p> <p>The SS4A program supports the County of San Diego's goal to address safety issues along the corridor. Projects are eligible for funding if the project supports the development of bikeway networks with bicycle lanes that are safe for people of all ages and abilities, installing pedestrian safety enhancements, and transforming a roadway corridor with safety improvements.</p>
U.S. Department of Transportation (U.S DOT)	Better Utilizing Investments to Leverage Development (BUILD) Grant Program	<p>The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.</p> <p>The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.</p>
Federal Highway Administration (FHA)	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act.
Federal Transit Administration (FTA)	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.
Federal Transit Administration (FTA)	All Stations Accessibility Program	The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of transit stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs.
Federal Highway Administration (FHA)	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.
Federal Transit Administration (FTA)	Formula Grants for Rural Areas	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

State Funding

Funding Source	Title	Description
California Transportation Commission	Local Streets and Roads (LSR) Program	<p>Back in 2017, SB1 was signed to address basic road maintenance, rehabilitation and critical safety needs on both state highways and local streets and road systems. Eligible projects under the LSRP include: road maintenance and rehabilitation, safety projects, and complete street components (i.e. active transportation, bicycle and pedestrian safety), and traffic control devices.</p> <p>The LSRP supports the County's goal to increase safety for all users, reduce vehicle speeds using complete street components, decreasing collisions, and providing safer access to local streets.</p>
California Transportation Commission	Solutions for Congested Corridors (SCCP)	<p>Issued by the State's Transportation Commission and as part of the SB 1 program, this grant program requires projects to be included in an adopted regional transportation plan or a comprehensive corridor plan. The projects through this program will focus on improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.</p> <p>SB1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. It may need to co-sponsored by local or regional agencies such as NCTD or SANDAG in order to be competitive.</p>

State Funding

Funding Source	Title	Description
Caltrans	Active Transportation Program (ATP)	<p>Issued by the State's Transportation Commission, the Active Transportation Program grant is cycled on an annual basis. The objective of the corridor plan is to increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, enhance public health, ensure that disadvantaged communities fully share the benefits of the plan, and provide projects that benefit many types of active transportation users.</p> <p>Pursuant to the statute, the purpose of the program is to encourage increased use of active modes of transportation such as walking and biking. Successful grant applications tend to focus on disadvantaged communities and intensive community outreach efforts. Bicycle facilities, sidewalk and curb ramp improvements, and proposed roundabout may be eligible.</p>
Caltrans	Sustainable Transportation Planning Grants (STP)	<p>The Sustainable Transportation Planning Grant Program was created to support Caltrans mission: Provide a safe and reliable transportation network that serves all people and respects the environment. Successful grant applications address and articulate how the project relates to the Caltrans Mission, Objectives, and Considerations. Example projects eligible for the STP Grant as it relates to the CCP include: active transportation plans, comprehensive corridor plans, local or regional corridor plans, and complete street plans.</p> <p>Successful grant applications tend to focus on stakeholder and community collaboration, identifying and addressing deficiencies in the multimodal transportation system, and the needs of environmental justice and underserved communities.</p>
Caltrans	Highway Safety Improvement Program (HSIP)	<p>The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.</p> <p>HSIP project selection is data-driven based on crash data with improvements focused on the benefits associated with crash reductions. Lighting, access control, and pedestrian and bicycle improvements may be funded along the corridor at high crash locations or locations where fatalities or severe injury collisions have occurred. A Local Road Safety Plan (LSRP) is required to apply for the HSIP grants.</p>
California Transportation Commission	Local Partnership Program	<p>Created by SB 1, the Local Partnership program appropriates two hundred million dollars annually. The LPP focuses on projects that align with the state's climate and equity goals as well as those that identify and incorporate the installation of conduit or fiber, where appropriate.</p> <p>Successful grant applications focus on accessibility improvements, air quality and GHG improvements, Community Engagement, and Safety.</p>
Caltrans	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	<p>The purpose of the PROTECT program is to help local agencies improve the resiliency of their on-system transportation infrastructure. Specifically, the program provides federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.</p>
SANDAG	TransNet Program	<p>The program is intended to support improvements that will aid in reducing traffic congestion through highway, bus, and rail projects, as well as bike and pedestrian projects, local street repairs, habitat conservation efforts, smart growth measures, and grant programs.</p>
Caltrans	Low Carbon Transit Operations Program	<p>Operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities (California Climate Investments)</p>
Office of Traffic Safety (OTS)	Pedestrian and Bicycle Safety	<p>Office of Traffic Safety Grants (OTS) fund safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified priority. This category of grants includes enforcement and education programs, which can encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.</p>

8.2 Monitoring & Evaluation

Transition from the existing conditions to buildout of the Lakeside recommendations will involve coordinated efforts and partnerships to secure funding for implementation. As individual projects are funded and move forward to delivery, continued community engagement and coordination with property owners throughout the community would occur. The County would continue to prioritize public outreach as projects move into the implementation phase including coordinating with affected property owners and businesses to minimize operational conflicts during construction.

Delivery of Lakeside MOVES recommendations will require ongoing commitment by local agencies, stakeholders, and partner agencies. The Improvement Summary shown in Table 8-2 identifies the various County departments and other partner agencies that could have a role in supporting implementation of Lakeside MOVES components and projects. The following is a high-level summary of potential roles and responsibilities for both the County and partner agencies:

Anticipated Roles & Responsibilities

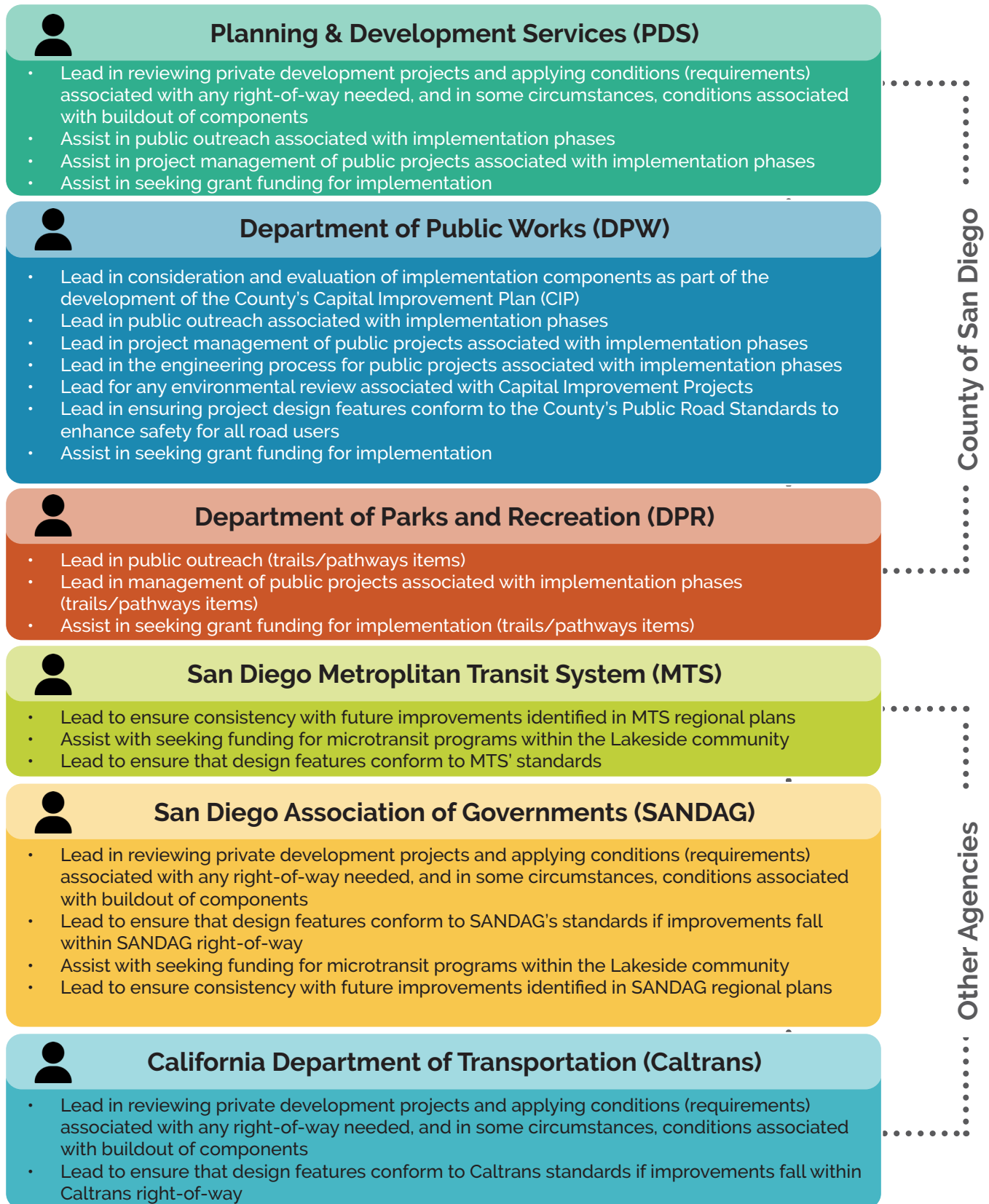


Figure 8-2. High-level Summary of Anticipated Roles and Responsibilities

Table 8-2. Summary of Potential Improvements

ID	Project / Improvement Description	Responsible Teams	Potential Funding Sources	Estimated Cost	Timeframe
1	Ashwood Street Corridor Improvements (1018734)	County of San Diego	TransNet, Tribal (Indian Gaming Special Distribution Funds)	\$\$\$\$	Mid Term
2	Woodside Avenue Corridor Improvements	County of San Diego MTS Caltrans	TransNet, TIF, Federal Highway Administration, State Match, State Exchange	\$\$\$	Mid Term
3	Vine Street Corridor Improvements	County of San Diego	TransNet, TIF, Federal Highway Administration, State Match, State Exchange	\$\$\$\$	Mid Term
4	Maine Avenue Corridor Improvements	County of San Diego Maine Avenue Revitalization Association Lakeside Historical Society	TBD	\$\$\$\$	Mid Term
5	Fill in Sidewalk Gaps	County of San Diego	TransNet, TIF, Federal Highway Administration, State Match, State Exchange	\$\$\$\$	Long Term
6	Mapleview Street and Ashwood Street Pedestrian Enhancements	County of San Diego SANDAG	TransNet, TIF, Federal Highway Administration	\$\$\$	Mid Term
7	Woodside Avenue and Winter Gardens Boulevard Pedestrian Enhancements	County of San Diego SANDAG Caltrans	TransNet, TIF, Federal Highway Administration, State Match, State Exchange	\$\$\$	Mid Term
8	Winter Gardens Boulevard Protected Bike Lanes	County of San Diego MTS	TBD	\$\$\$	Mid Term
9	Channel Road Class IV Separated Bikeway	County of San Diego	TBD	\$\$	Short Term
10	Mapleview Street Class IV Separated Bikeway	County of San Diego Caltrans SANDAG	TBD	\$\$\$\$	Long Term
11	Coordinate with MTS on Transit Service	MTS SANDAG	GRAISE Grant TBD	\$\$ - \$\$\$\$	TBD
12	Microtransit or Shuttle Service Areas	MTS County of San Diego SANDAG	SANDAG Flexible Fleets Grant Program, Other grants	\$\$	Short Term



“

Many streets with no sidewalks. Sometimes, with no shade.
A green Lakeside means one with less pollution from cars.
Increasing walkability is important.

”

- Lakeside Resident
December Spirit of Christmas Event

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APPENDICES