



# Draft Proposed 2025 Regional Plan Transportation Network

JANUARY 2025

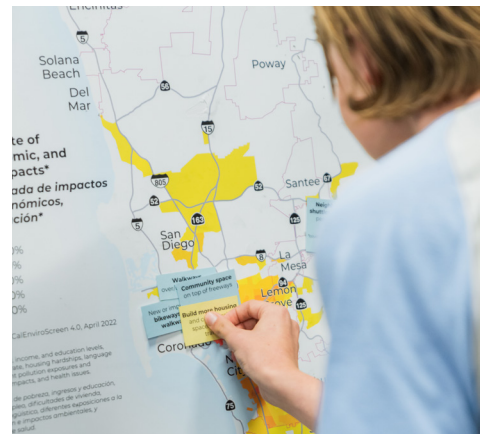
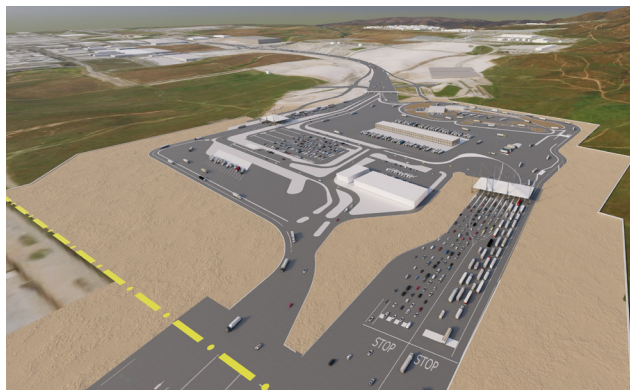
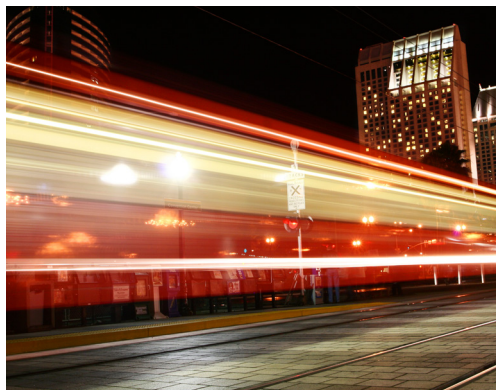
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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | (619) 699-1900





# Regional Plan

The Regional Plan outlines how we will improve transportation, equity, and the environment for people in the greater San Diego area over the next several decades. It takes into account how our region is expected to grow and change and provides a blueprint for our transportation network, coordinated land use, housing, and more. The state and federal governments require us to update this plan every four years. This plan is informed by feedback from the Board of Directors, Policy Advisory Committees, partner agencies, stakeholders, and the public; and the plan is developed by a team of experts using data and research. The projects, programs, and initiatives in the Regional Plan impact every resident of the San Diego region. Visit [SANDAG.org/regionalplan](https://SANDAG.org/regionalplan) to learn more.



## Summary of Public Outreach

We have been collecting feedback all over the San Diego region about the transportation improvements people would like to see in the next Regional Plan. This included input from the general public, community organizations, local government planning staff, our Board of Directors, and more. To help collect this feedback, we:

- ▶ Hosted a community workshop in all six subregions of the San Diego area to understand each area's transportation priorities; and a workshop with government and community representatives in Tijuana to collect feedback about transportation needs along our border region.
- ▶ Partnered with community-based organizations (CBOs) to host a total of 45 pop-up feedback collection events with approximately 2,400 participants.
- ▶ Promoted an online interactive map tool where residents could submit feedback that received approximately 8,300 visits from unique users and more than 2,000 comments.
- ▶ Collected feedback from our Board of Directors (elected officials that represent every area of the region) on potential transportation projects, policies, and programs, equity issues, health, and funding sources we can use to pay for our transportation network.
- ▶ Hosted workshops to collect feedback from our policy advisory committees and working groups that represent communities and government agencies across our region: this included our Transportation, Borders, Regional Planning, and Public Safety Committees; Military, Mobility, Shoreline Preservation, Social Equity, and Sustainable Communities Working Groups; our Social Services Transportation Advisory Council; and the Interagency Technical Working Group on Tribal Transportation Issues.
- ▶ Met regularly with state and federal government agencies, including the California Air Resources Board (CARB), to gather feedback about the strategies in the plan. The plan will strive to meet the state and federal requirements, so our region keeps receiving important funding; these requirements are related to improving air quality, reducing greenhouse gas emissions and the amount of miles people in our region are driving.

Along with your feedback, we have analyzed data about how our region is changing and growing, while also making sure we satisfy the state and federal requirements mentioned above. This report will give you a summary of all this feedback and the transportation projects, programs, and policies we are proposing, while continuing to analyze all these factors.

**Note: this document is a draft that has not been finalized.** Our data and modeling team is conducting an analysis to ensure that this transportation network would satisfy state and federal requirements for pollution and traffic reductions. Meeting these requirements will ensure our region can continue receiving funding for future transportation projects. We expect the detailed Draft Plan will be ready for public feedback in spring 2025, and the Final Plan will need to be approved by our Board of Directors.

Additionally, many of these projects and policies will require support from individual cities, the County, or other agencies to make them a reality. Any feedback we've collected that is not within SANDAG's authority has been passed on to the appropriate city, County, or other relevant local government agencies.



# 2025 Regional Plan Project Type Glossary



**Arterial Improvement**  
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



**Bus Layover**  
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.



**Circulator Route**  
A bus that comes frequently and stops at major local destinations in a specific area.



**Connector**  
A ramp that connects one highway to another.



**Direct Access Ramp (DAR)**  
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



**Express Route**  
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.



**Highway Intersection Improvements**  
Improves safety, and traffic flow in places where a highway crosses a major road.



**Highway Straightening**  
Removes curves from highways.



**Interchange**  
Where a freeway and a major road or other freeway cross each other.



**LOSSAN Improvements**  
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.



**Local Route**  
A bus route that travels around neighborhoods that are near one another.



**Managed Lanes (ML)**  
Separated highway lanes set aside for multi-passenger transportation like buses or carpoolers, or for people who pay a toll.



**Managed Lane Connector**  
Ramps that connect managed lanes on different freeways.



**Microtransit**  
On-demand public shuttle service for short trips within a neighborhood.



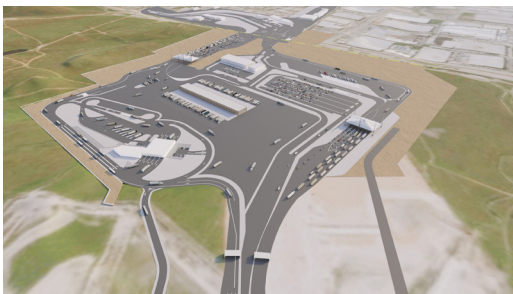
**Mobility Hub**  
An area where many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).



**Multimodal Corridor Improvements**  
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.



**Neighborhood Electric Vehicle (NEV) Service**  
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



**Otay Mesa East Port of Entry (OME POE)**  
A new U.S./Mexico border crossing.



**Purple Line**  
Future transit route connecting the border region to Mission Valley via City Heights.



**Rapid Bus**  
A bus route that gets priority in high-traffic areas to speed up trips.



**Reversible Managed Lanes**  
A managed lane that can change traffic direction depending on the time of day or traffic conditions.



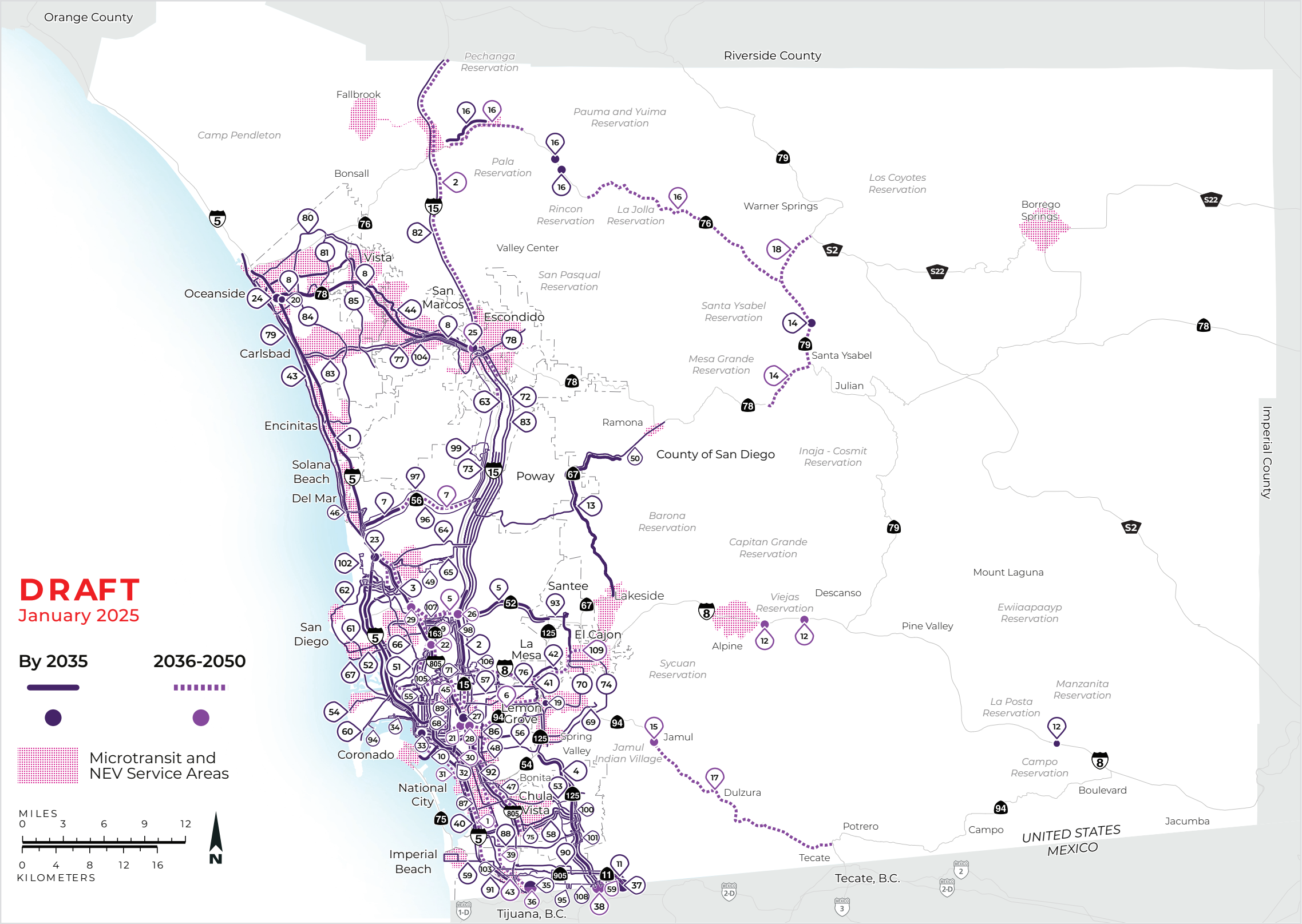
**Shoulder Widening**  
Project that widens pavement on the side of a freeway for safety in case of emergencies.



**Train and Trolley Improvements**  
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.



# Draft Proposed 2025 Regional Plan Transportation Network: San Diego Region



- 1 I-5 Managed Lanes
- 2 I-15 Managed Lanes
- 3 I-805 Managed Lanes
- 4 SR 125 toll removal
- 5 SR 52 Managed Lanes\*
- 6 SR 94 Managed Lanes
- 7 SR 56 Managed Lanes
- 8 SR 78 Managed Lanes
- 9 SR 163 Managed Lanes

- 10 SR 75 Coronado Bridge Reversible Managed Lane
- 11 SR 11 Roadway Connection to Otay Mesa East POE
- 12 I-8 Interchange Improvements
- 13 SR 67 Improvements
- 14 SR 79 Intersection Improvements
- 15 SR 94 Intersection Improvements
- 16 SR 76 Safety & Operational Improvements

- 17 SR 94 Shoulder Widening/Straightening
- 18 SR 79 Shoulder Widening
- 19 SR 125/SR 94 Interchange/Arterial Improvements
- 20 I-5/SR 78 Interchange/Arterial Improvements
- 21 I-15/SR 94 ML Connector
- 22 I-805/SR 163 ML Connector
- 23 I-5/I-805 ML Connector

- 24 I-5/SR 78 ML Connector
- 25 I-15/SR 78 ML Connector
- 26 I-15/SR 52 ML Connectors
- 27 I-15/I-805 ML Connector
- 28 SR 94/I-805 ML Connector
- 29 I-805/SR 52 ML Connector
- 30 I-5 Working Waterfront Access
- 31 Harbor Dr Multimodal Corridor Improvements

- 32 Vesta Bridge: Phase 1
- 33 Downtown Bus Layover
- 34 Airport Transit Connection
- 35 San Ysidro Mobility Hub
- 36 U.S.-Mexico Border Transit Connection
- 37 Otay Mesa East POE
- 38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
- 39 Purple Line

- 40 Blue Line Improvements
- 41 Orange Line Improvements
- 42 Green Line Improvements
- 43 LOSSAN Improvements
- 44 SPRINTER Improvements
- 45 Balboa Park Perimeter Streetcar
- 46 Local Route 89: Solana Beach to UTC
- 47 Local Route 195: 8th St Trolley to Plaza Bonita
- 48 Local Route 196: 8th St Trolley to Plaza Blvd
- 49 Local Route 984: Mira Mesa to Sorrento Valley
- 50 Rapid 277: Ramona to Sabre Springs Transit Station
- 51 Rapid 120: Kearny Mesa to Downtown
- 52 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue
- 53 Rapid 209: H St Trolley Station to Millennia
- 54 Rapid 210: La Mesa to Ocean Beach
- 55 Rapid 211: SDSU to Downtown via Adams Ave
- 56 Rapid 212: Spring Valley to Downtown
- 57 Rapid 215: SDSU to Downtown
- 58 Rapid 225: South Bay Rapid
- 59 Rapid 227: Otay Mesa East POE to Imperial Beach
- 60 Rapid 228: Point Loma to Kearny Mesa
- 61 Rapid 229: Downtown to Pacific Beach
- 62 Rapid 230: Balboa Station to UTC
- 63 Rapid 235: Escondido to Downtown
- 64 Rapid 237: UC San Diego to Rancho Bernardo
- 65 Rapid 238: UC San Diego to Rancho Bernardo
- 66 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 67 Rapid 243: Pacific Beach to Kearny Mesa
- Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 68 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
- 69 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 70 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
- 71 Rapid 280: Downtown San Diego to Escondido
- 72 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 73 Rapid 292: El Cajon to Otay Mesa

- 75 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St
- 76 Rapid 295: South Bay to Clairemont
- 77 Rapid 440: Carlsbad to Escondido Transit Center
- 78 Rapid 491: Downtown Escondido to East Escondido
- 79 Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego
- 80 Rapid 494: Oceanside to Vista
- 81 Rapid 497: Carlsbad Village to SR 76
- 82 Rapid 483: Riverside (Temecula) to San Marcos
- 83 Rapid 484: Carlsbad to Kearny Mesa
- 84 Rapid 485: Oceanside to Encinitas
- 85 Rapid 486: Oceanside to Carlsbad/ San Marcos
- 86 Rapid 625: SDSU to Palomar Station
- 87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
- 88 Rapid 635: Eastlake to Palomar Trolley
- 89 Rapid 637: North Park to 32nd St Trolley Station
- 90 Rapid 638: Iris Trolley to Otay Mesa
- 91 Rapid 640: San Ysidro to Santa Fe Depot
- 92 Rapid 688: San Ysidro to UTC
- 93 Rapid 880: El Cajon to UC San Diego
- 94 Express Route 993: Shelter Island to Convention Center
- 95 Express Route 121: Cross-Border Xpress to Iris Transit Center
- 96 Express Route 246: Rancho Bernardo to UC San Diego
- 97 Express Route 247: Escondido to UC San Diego
- 98 Circulator Route 668: Kearny Mesa Loop
- 99 Circulator Route 675: Rancho Bernardo Business Park Loop
- 100 Circulator Route 715: Otay Ranch Loop
- 101 Circulator Route 716: Lower Otay Ranch Loop
- 102 Circulator Route 985: UC San Diego Shuttle
- 103 Circulator Route 193: Iris Transit Center to San Ysidro High School
- 104 Circulator Route 449: Palomar College area
- 105 Circulator Route 647: Mission Valley Loop
- 106 Circulator Route 648: Mission Valley Loop
- 107 Circulator Route 649: Kearny Mesa Loop
- 108 Circulator Route 661: Otay Mesa Loop
- 109 I-8 Freeway Improvements

See reverse for Additional Map Information | \* Includes addition of truck climbing lane



Additional Map Information

Unmapped Projects

- Bike Network
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network

Unmapped Policies

- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acronyms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

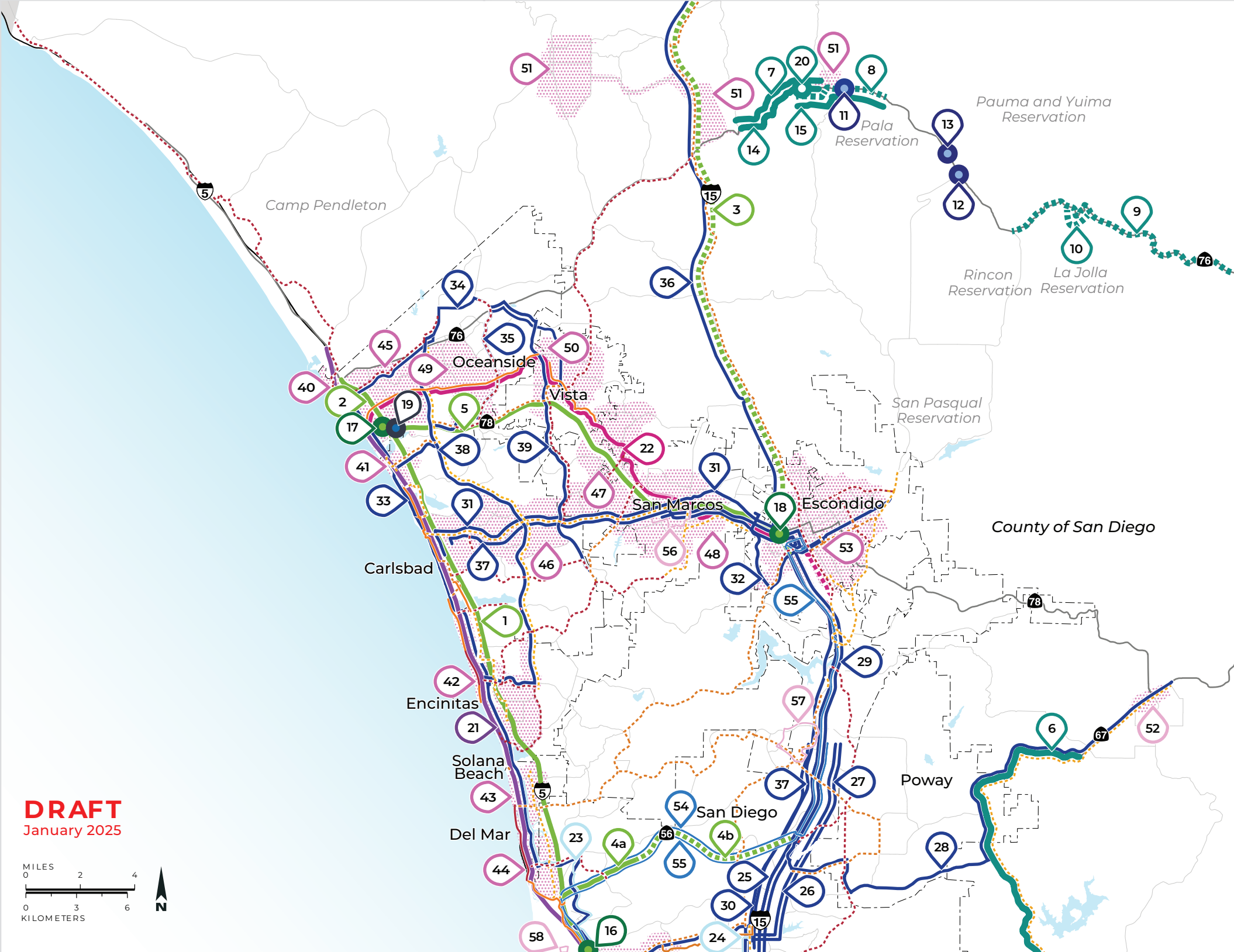
**San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.**

Recurring Feedback and Impact

Across the region, people said they needed:	What we’re considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that’s faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways.
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit (flexible fleets) that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road usage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	<ul style="list-style-type: none"><li>► Funding for transit amenities which can improve access for those with disabilities</li><li>► Continued funding for free youth transit and studying expanded transit discounts</li></ul>
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations.
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	<ul style="list-style-type: none"><li>► Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies</li><li>► Planning further improvements to rural transit routes; new opportunities for community-based microtransit services</li></ul>



# Draft Proposed 2025 Regional Plan Transportation Network: North County



- |      |   |                                    |  |
|------|---|------------------------------------|--|
| 1    | I-5 Managed Lanes: I-805 to SR 78   | 31                                 | Rapid 440: Carlsbad to Escondido Transit Center          |
| 2    | I-5 Managed Lanes: SR 78 to SR 76   | 32                                 | Rapid 491: Downtown Escondido to East Escondido          |
| 3    | I-15 Managed Lanes: SR 78 to County Line  | 33                                 | Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego |
| 4a-b | SR 56 Managed Lanes: I-5 to I-15  | 34                                 | Rapid 494: Oceanside to Vista                            |
| 5    | SR 78 Managed Lanes: I-5 to I-15  | 35                                 | Rapid 497: Carlsbad Village to SR 76                     |
| 6    | SR 67 Improvements: Mapleview St to Dye Rd  | 36                                 | Rapid 483: Riverside (Temecula) to San Marcos            |
| 7    | SR 76 Straightening: Rice Canyon Rd to Pala Reservation   | 37                                 | Rapid 484: Carlsbad to Kearny Mesa                       |
| 8    | SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary | 38                                 | Rapid 485: Oceanside to Encinitas                        |
| 9    | SR 76 Improvements: SR 79 to Valley Center Rd   | 39                                 | Rapid 486: Oceanside to Carlsbad/ San Marcos             |
| 10   | SR 76 Straightening: Harolds Rd to Pauma Rancho   | 40                                 | NEV Service Area: Oceanside                              |
| 11   | SR 76 Intersection Improvements: SR 76 to Pala Mission Rd   | 41                                 | NEV Service Area: Carlsbad Village                       |
| 12   | SR 76 Intersection Improvements: SR 76 to Cole Grade Rd   | 42                                 | NEV Service Area: Encinitas                              |
| 13   | SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd   | 43                                 | NEV Service Area: Solana Beach                           |
| 14   | SR 76 Improvements: Pala Casino to Rice Canyon Rd   | 44                                 | NEV Service Area: Del Mar                                |
| 15   | SR 76 Safety: Shoulder Widening   | 45                                 | Microtransit: Oceanside Eastern Core                     |
| 16   | I-5/I-805 ML Connector  | 46                                 | Microtransit: Carlsbad Poinsettia                        |
| 17   | I-5/SR 78 ML Connector  | 47                                 | Microtransit: Buena Creek                                |
| 18   | I-15/SR 78 ML Connector   | 48                                 | Microtransit: San Marcos                                 |
| 19   | I-5/SR 78 Interchange/ Arterial Improvements  | 49                                 | Microtransit: Oceanside El Corazon                       |
| 20   | SR 76 Safety: Dynamic Messaging Sign  | 50                                 | Microtransit: Vista                                      |
| 21   | LOSSAN Improvements   | 51                                 | Microtransit: Fallbrook-Pala                             |
| 22   | SPRINTER Improvements   | 52                                 | Microtransit: Ramona                                     |
| 23   | Local Route 89: Solana Beach to UTC   | 53                                 | Microtransit: Escondido                                  |
| 24   | Local Route 984: Mira Mesa to Sorrento Valley   | 54                                 | Express Route 246: Rancho Bernardo to UC San Diego       |
| 25   | Rapid 235: Escondido to Downtown  | 55                                 | Express Route 247: Escondido to UC San Diego             |
| 26   | Rapid 237: UC San Diego to Rancho Bernardo  | 56                                 | Circulator Route 449: Palomar College area               |
| 27   | Rapid 238: UC San Diego to Rancho Bernardo  | 57                                 | Circulator Route 675: Rancho Bernardo Business Park Loop |
| 28   | Rapid 277: Ramona to Sabre Springs Transit Station  | 58                                 | Circulator Route 985: UC San Diego Shuttle               |
| 29   | Rapid 280: Downtown San Diego to Escondido  |                                    |  |
| 30   | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station                                      |                                    |  |
|      |   | <b>Projects Outside Map Extent</b> |  |
|      |   | Borrego Springs Microtransit       |  |

## Borrego Springs Microtransit



Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to SR 76		X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd	X	
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

DRAFT

- Unlisted Projects
- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

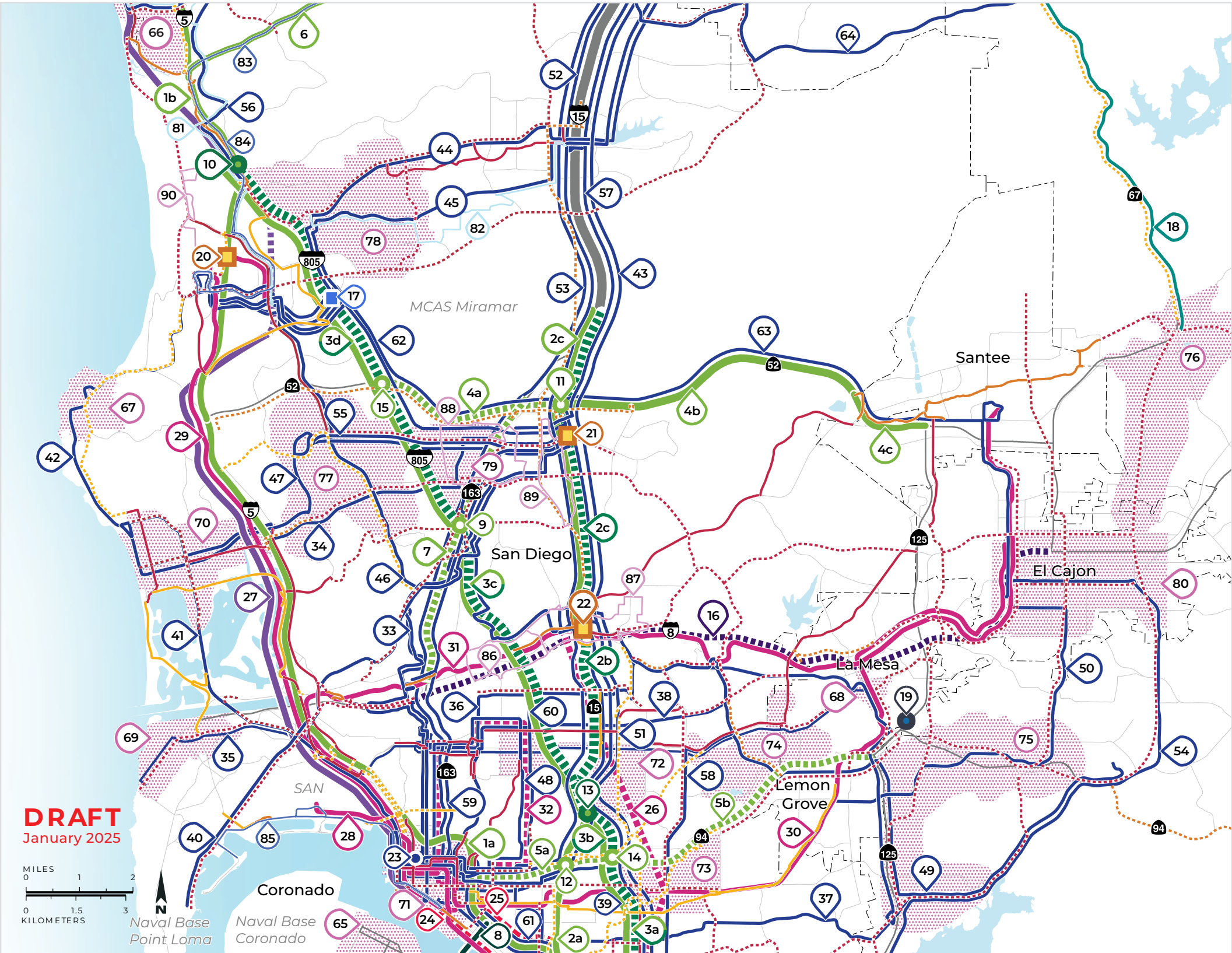
Recurring Feedback and Impact

In North County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"><li>▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15</li><li>▶ Safer/easier connector between I-5 and SR 78</li></ul>	<ul style="list-style-type: none"><li>▶ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15</li><li>▶ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies</li><li>▶ Connector between I-5 and SR 78</li></ul>
<p>Better public transit service:</p> <ul style="list-style-type: none"><li>▶ COASTER, SPRINTER, and buses that come more often and that can make faster trips</li><li>▶ More service at night and on weekends</li><li>▶ Expanded transit or microtransit access for communities where routes don't currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook</li><li>▶ Connection to Riverside County</li><li>▶ Access to Palomar Airport</li></ul>	<ul style="list-style-type: none"><li>▶ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service</li><li>▶ More Rapid routes, including one from Carlsbad to Kearny Mesa stopping at the Escondido Transit Center, and another connecting San Marcos (CSUSM and Palomar College) to Riverside County</li></ul>
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.</p>	<p>Fourteen shuttle or microtransit service areas (flexible fleets) which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.</p>
<ul style="list-style-type: none"><li>▶ Safer walking and biking routes, either improving existing routes or expanding the network</li><li>▶ Protected bike lanes on major roads to connect to the coast</li></ul>	<ul style="list-style-type: none"><li>▶ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads</li><li>▶ Bike trails with coastal access, along with other east to west bikeway connections</li></ul>

**North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.**



# Draft Proposed 2025 Regional Plan Transportation Network: Central & East County



**By 2035**


























2036-2050

**By 2035**

2036-2050

## By 2035

2036-2050

- |  |                           |   |   |   |   |
|--|---------------------------|---|---|---|---|
|  | Regional Rail             |  |  | Managed Lanes Connector                       |  |
|  | Light Rail                |  |  | Direct Access Ramp (DAR)                      |  |
|  | Next Gen Rapid            |  |  | Interchange/Arterial Operational Improvements |  |
|  | Express Bus               |   |  | Rural Corridor Improvements                   |  |
|  | Local Bus                 |   |  | Other Freeway Improvements                    |  |
|  | Circulator                |   |  | Downtown Bus Layover                          |   |
|  | 4 Managed Lanes           |  |   |   |   |
|  | 2 Managed Lanes           |  |   |   |   |
|  | 1 Reversible Managed Lane |   |   |   |   |

- |   |   |   |
|---|---|---|
|  | On-Street Bikeway   |  |
|  | Off-Street Bikeway  |  |
|  | On-Street & Off-Street Bikeway  |  |
|  | Goods Movement  |  |
|  | Flexible Fleets<br>(Neighborhood Electric Vehicle (NEV)<br>or Microtransit) |   |

- |      |  |  |
|------|--|--|
|      | I-5 Managed Lanes  | Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest |
| 2a-c | I-15 Managed Lanes   |  |
| 3a-d | I-805 Managed Lanes  | 49 Rapid 256: SDSU to Rancho SD/Cuyamaca College   |
| 4a-c | SR 52 Managed Lanes*   | 50 Rapid 259: El Cajon Transit Center to Lemon Grove Depot   |
| 5a-b | SR 94 Managed Lanes  | 51 Rapid 265: Otay Mesa POE to SDSU West via SR 125, I-805, I-15   |
| 6    | SR 56 Managed Lanes  | 52 Rapid 280: Downtown San Diego to Escondido  |
| 7    | SR 163 Managed Lanes   | 53 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station  |
| 8    | SR 75 Coronado Bridge Reversible Managed Lane                | 54 Rapid 292: El Cajon to Otay Mesa  |
| 9    | I-805/SR 163 ML Connector                                    | 55 Rapid 295: South Bay to Clairemont  |
| 10   | I-5/I-805 ML Connector                                       | 56 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego  |
| 11   | I-15/SR 52 ML Connectors                                     | 57 Rapid 484: Carlsbad to Kearny Mesa  |
| 12   | I-15/SR 94 ML Connector                                      | 58 Rapid 625: SDSU to Palomar Station  |
| 13   | I-15/I-805 ML Connector                                      | 59 Rapid 630: Iris Trolley/Palomar to Kearny Mesa  |
| 14   | SR 94/I-805 ML Connector                                     | 60 Rapid 637: North Park to 32nd St Trolley Station  |
| 15   | I-805/SR 52 ML Connector                                     | 61 Rapid 640: San Ysidro to Santa Fe Depot   |
| 16   | I-8 Operational Improvements                                 | 62 Rapid 688: San Ysidro to UTC  |
| 17   | I-805 @ Nobel Dr Transit Operational Improvement             | 63 Rapid 880: El Cajon to UC San Diego   |
| 18   | SR 67 Improvements: Mapleview St to Dye Rd                   | 64 Rapid 277: Ramona to Sabre Springs Transit Station  |
| 19   | SR 125/SR 94 Interchange/ Arterial Improvements              | 65 NEV Service Area: Coronado  |
| 20   | I-5 @ Voigt DAR  | 66 NEV Service Area: Del Mar   |
| 21   | I-15 @ Clairemont Mesa Blvd DAR                              | 67 NEV Service Area: La Jolla  |
| 22   | I-15 @ SDSU West DAR   | 68 NEV Service Area: La Mesa   |
| 23   | Downtown Bus Layover   | 69 NEV Service Area: Ocean Beach   |
| 24   | Harbor Dr Multimodal Corridor Improvements                   | 70 NEV Service Area: Pacific Beach   |
| 25   | I-5 Working Waterfront Access                                | 71 NEV Service Area: Downtown/Little Italy   |
| 26   | Purple Line  | 72 NEV Service Area: City Heights/North Park   |
| 27   | LOSSAN Improvements  | 73 Microtransit: Southeastern San Diego  |
| 28   | Airport Transit Connection                                   | 74 Microtransit: Eastern San Diego   |
| 29   | Blue Line Improvements                                       | 75 Microtransit: Casa De Oro/Spring Valley   |
| 30   | Orange Line Improvements                                     | 76 Microtransit: Lakeside  |
| 31   | Green Line Improvements                                      | 77 Microtransit: Clairemont Mesa   |
| 32   | Balboa Park Perimeter Streetcar                              | 78 Microtransit: Sorrento Valley   |
| 33   | Rapid 120: Kearny Mesa to Downtown                           | 79 Microtransit: Kearny Mesa Convoy  |
| 34   | Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Ave  | 80 Microtransit: El Cajon  |
| 35   | Rapid 210: La Mesa to Ocean Beach                            | 81 Local Route 89: Solana Beach to UTC   |
| 36   | Rapid 211: SDSU to Downtown                                  | 82 Local Route 984: Mira Mesa to Sorrento Valley   |
| 37   | Rapid 212: Spring Valley to Downtown                         | 83 Express Route 246: Rancho Bernardo to UC San Diego  |
| 38   | Rapid 215: SDSU to Downtown                                  | 84 Express Route 247: Escondido to UC San Diego  |
| 39   | Rapid 225: South Bay Rapid                                   | 85 Express Route 993: Shelter Island to Convention Center  |
| 40   | Rapid 228: Point Loma to Kearny Mesa                         | 86 Circulator Route 647: Mission Valley Loop   |
| 41   | Rapid 229: Downtown to Pacific Beach                         | 87 Circulator Route 648: Mission Valley Loop   |
| 42   | Rapid 230: Balboa Ave Trolley to UTC                         | 88 Circulator Route 649: Kearny Mesa Loop  |
| 43   | Rapid 235: Escondido to Downtown                             | 89 Circulator Route 668: Kearny Mesa Loop  |
| 44   | Rapid 237: UC San Diego to Rancho Bernardo                   | 90 Circulator Route 985: UC San Diego Shuttle  |
| 45   | Rapid 238: UC San Diego to Rancho Bernardo                   |  |
| 46   | Rapid 241: UCSB Hillcrest Medical Center to UTC/UC San Diego |  |
| 47   | Rapid 243: Pacific Beach to Kearny Mesa                      |  |



Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 15 to I-805	X	
1b	I-5 Managed Lanes: I-805 to SR 78	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR 163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	SR 52 Managed Lanes: I-805 to I-15	X	
4b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
4c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
5a	SR 94 Managed Lanes: I-5 to I-15	X	
5b	SR 94 Managed Lanes: I-15 to SR-125	X	
6	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
7	SR 163 Managed Lanes: I-8 to SR-52	X	
8	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms
- DAR = Direct Access Ramp
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle

Recurring Feedback and Impact

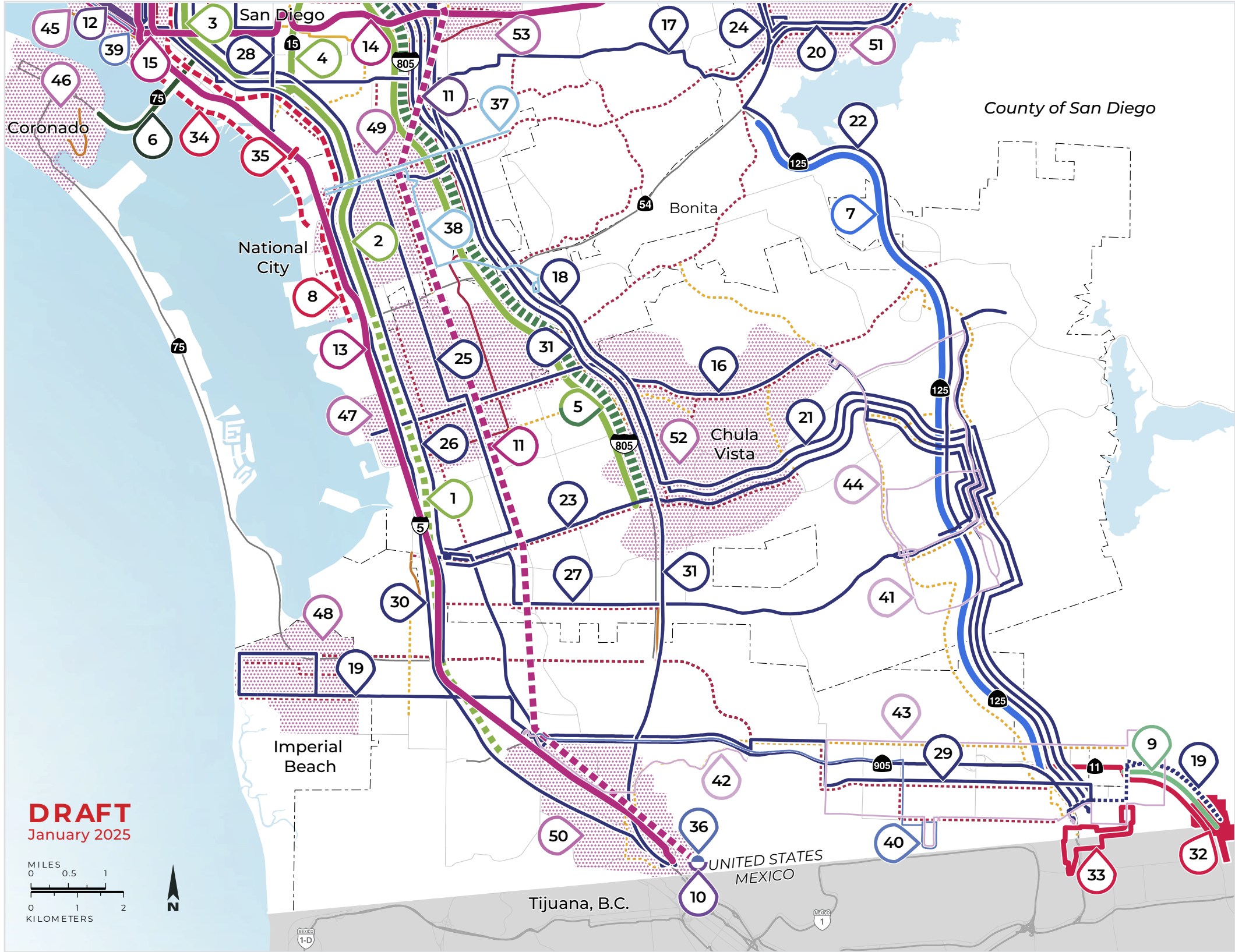
In San Diego, people said they needed:	What we’re considering (and much more):
Better public transit including: <ul style="list-style-type: none"><li>Expanded routes and more frequent service, including later evening and more weekend hours</li><li>Faster connections east to west including beach access, and east of the I-15</li><li>More connections to job centers, beaches, and major landmarks</li><li>Faster transit to the airport</li><li>Faster trips through high-traffic areas</li><li>More bus lanes on major streets</li><li>Transit station amenities like shade and lighting</li></ul>	<ul style="list-style-type: none"><li>More Rapid buses and trolley improvements</li><li>More frequent service and expanded night and weekend hours</li><li>Routes maximize access to jobs and high-traffic destinations</li></ul>
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Fourteen microtransit and/or shuttle service areas (flexible fleets); parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: <ul style="list-style-type: none"><li>Smoother connections to the SR 52</li><li>I-5 and I-8</li></ul>	<ul style="list-style-type: none"><li>Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes</li><li>Operational improvements on I-8</li><li>Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 52, and 163</li></ul>
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: <ul style="list-style-type: none"><li>Between Point Loma and the Marina along the coast</li><li>Around SDSU</li><li>Routes that go over a freeway such as I-5</li><li>Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town</li><li>Better connections from the I-15 bikeway over I-8</li></ul>	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit <a href="#">the interactive map</a> on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we’re considering (and much more):
To improve highways by: <ul style="list-style-type: none"><li>Finishing the SR 94 and SR 125 connector project</li><li>Helping traffic flow on State Routes 52 and 67</li></ul>	<ul style="list-style-type: none"><li>Improving the SR 94/125 connector</li><li>Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52</li><li>Widening the shoulder for emergency purposes on SR 67</li></ul>
Public transportation improvements: <ul style="list-style-type: none"><li>More Rapid transit and transit options for Cuyamaca College and La Presa</li><li>Transit that comes more often and for extended hours in the evening</li></ul>	<ul style="list-style-type: none"><li>More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La Presa</li><li>Next Gen Rapid bus routes may include infrastructure and technology to speed up trips</li><li>Green and Orange Line trolley improvements</li><li>More transit frequency and evening hours</li></ul>
Microtransit and shuttles: <ul style="list-style-type: none"><li>Connecting suburban East County to transit stops</li><li>Service from unincorporated communities to San Diego</li></ul>	Shuttles and microtransit (flexible fleets) in El Cajon, La Mesa, and in several unincorporated communities in the County.
<ul style="list-style-type: none"><li>Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads</li><li>More bike routes east to west</li></ul>	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.



# Draft Proposed 2025 Regional Plan Transportation Network: South County



- |           |  |           |   |
|-----------|--|-----------|---|
| <b>1</b>  | I-5 Managed Lanes: SR 905 to SR 54                           | <b>30</b> | Rapid 640: San Ysidro to Santa Fe Depot                               |
| <b>2</b>  | I-5 Managed Lanes: SR 54 to SR 15                            | <b>31</b> | Rapid 688: San Ysidro to UTC via 805                                  |
| <b>3</b>  | I-5 Managed Lanes: SR 15 to I-805                            | <b>32</b> | Otay Mesa East POE  |
| <b>4</b>  | SR 15 Managed Lanes: I-5 to I-805                            | <b>33</b> | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| <b>5</b>  | I-805 Managed Lanes: Palomar St to SR 94                     | <b>34</b> | Harbor Dr Multimodal Corridor Improvements                            |
| <b>6</b>  | SR 75 Coronado Bridge Reversible Managed Lane                | <b>35</b> | Vesta Bridge: Phase 1   |
| <b>7</b>  | SR 125 toll removal  | <b>36</b> | San Ysidro Mobility Hub   |
| <b>8</b>  | I-5 Working Waterfront Access                                | <b>37</b> | Local Route 196: 8th St Trolley to Plaza Blvd                         |
| <b>9</b>  | SR 11 Roadway Connection to Otay Mesa East POE               | <b>38</b> | Local Route 195: 8th St Trolley to Plaza Bonita                       |
| <b>10</b> | U.S.-Mexico Border Transit Connection                        | <b>39</b> | Express Route 993: Shelter Island to Convention Center                |
| <b>11</b> | Purple Line  | <b>40</b> | Express Route 121: Cross-Border Xpress to Iris Transit Center         |
| <b>12</b> | LOSSAN Improvements  | <b>41</b> | Circulator Route 716: Lower Otay Ranch Loop                           |
| <b>13</b> | Blue Line Improvements                                       | <b>42</b> | Circulator Route 193: Iris Transit Center to San Ysidro High School   |
| <b>14</b> | Orange Line Improvements                                     | <b>43</b> | Circulator Route 661: Otay Mesa Loop                                  |
| <b>15</b> | Green Line Improvements                                      | <b>44</b> | Circulator Route 715: Otay Ranch Loop                                 |
| <b>16</b> | Rapid 209: H St Trolley Station to Millennia                 | <b>45</b> | NEV Service Area: Downtown/Little Italy                               |
| <b>17</b> | Rapid 212: Spring Valley to Downtown                         | <b>46</b> | NEV Service Area: Coronado  |
| <b>18</b> | Rapid 225: South Bay Rapid                                   | <b>47</b> | NEV Service Area: Downtown Chula Vista                                |
| <b>19</b> | Rapid 227: Otay Mesa East POE to Imperial Beach via 905      | <b>48</b> | NEV Service Area: Imperial Beach                                      |
| <b>20</b> | Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College        | <b>49</b> | NEV Service Area: National City                                       |
| <b>21</b> | Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15 | <b>50</b> | NEV Service Area: San Ysidro/ U.S.-Mexico Border                      |
| <b>22</b> | Rapid 292: El Cajon to Otay Mesa                             | <b>51</b> | Microtransit: Casa de Oro/Spring Valley                               |
| <b>23</b> | Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St  | <b>52</b> | Microtransit: Central Chula Vista                                     |
| <b>24</b> | Rapid 295: South Bay to Clairemont                           | <b>53</b> | Microtransit: Southeastern San Diego                                  |
| <b>25</b> | Rapid 625: SDSU to Palomar Station                           |           |   |
| <b>26</b> | Rapid 630: Iris Trolley/Palomar to Kearny Mesa               |           |   |
| <b>27</b> | Rapid 635: Eastlake to Palomar Trolley                       |           |   |
| <b>28</b> | Rapid 637: North Park to 32nd St Trolley Station             |           |   |
| <b>29</b> | Rapid 638: Iris Trolley to Otay Mesa                         |           |   |

## By 2035

## 2036-2050

## By 2035

2036-2050

By 2035

2036-2050

## Regional Rai

Light Rail

Next Gen Rapid

Express Bus

Local Bus

Circulator

### Managed Lanes

Managed Lanes

1 Reversible Managed Lane

## Freeway Connection

to OME POE

## Toll Removal

### Coccyz Pheverment

U.S.-Mexico Border

### Transit Connections

## On-Street Bikeway

Off-Street Bikeway

On-Street &amp; Off-Street Bikeway ●●●●●

### CONCLUSIONS

### Flexible Fleets

#### Neighborhood Electric Vehicle (NEV)

or Microtransit)

See reverse for detailed Managed Lanes Key and Additional Map Information



Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to SR 54	X	
2	I-5 Managed Lanes: SR 54 to SR 15	X	X
3	I-5 Managed Lanes: SR 15 to I-805	X	
4	SR 15 Managed Lanes: I-5 to I-805		X
5	I-805 Managed Lanes: Palomar St to SR 94	X	
6	SR 75 Coronado Bridge Reversible Managed Lane	X	

DRAFT

- Unlisted Projects
- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

Recurring Feedback and Impact

In South County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"><li>► Better and faster transit options coming from the border, including a rail connection directly at the border</li><li>► Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools</li></ul>	<ul style="list-style-type: none"><li>► Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit</li><li>► Managed lanes with bus priority on various south-to-north highways</li><li>► Purple Line transit route from the border to Mission Valley via City Heights</li></ul>
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas (flexible fleets) in Southeastern San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
<p>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</p> <ul style="list-style-type: none"><li>► Connections to parks, transit stations, malls, and other commercial areas</li><li>► Connections from communities near Sweetwater reservoir to central Chula Vista</li></ul>	<ul style="list-style-type: none"><li>► Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals</li><li>► On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista</li></ul>
To remove the toll on SR 125.	By 2030, changing the SR 125 toll road to a free facility.

**South County residents told us they needed faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.**



## Next Steps

### SPRING 2025

- ▶ Release of the draft of the 2025 Regional Plan and opportunity for the public to comment (55 days)

### SUMMER & WINTER 2025

- ▶ Release of the draft Environmental Impact Report (EIR) and opportunity for the public to comment (45 days)
- ▶ Staff responds to public comments on the draft Plan and EIR
- ▶ Finalize the Plan and Board of Directors votes to approve it and its EIR