



Initial Concept

for the Draft 2025 Regional Plan

JANUARY 2024

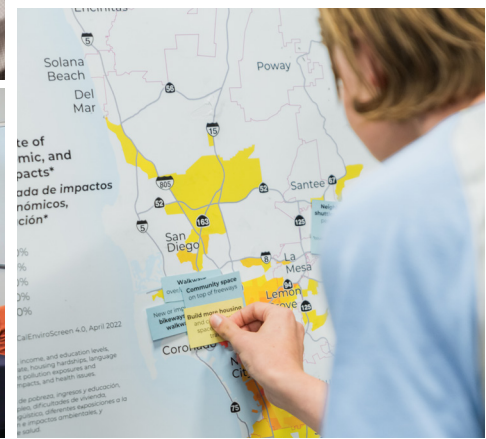
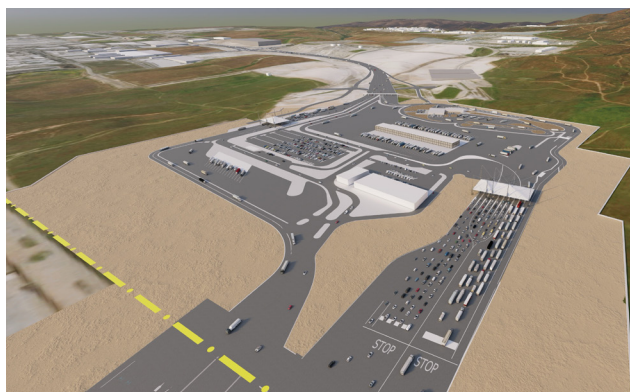
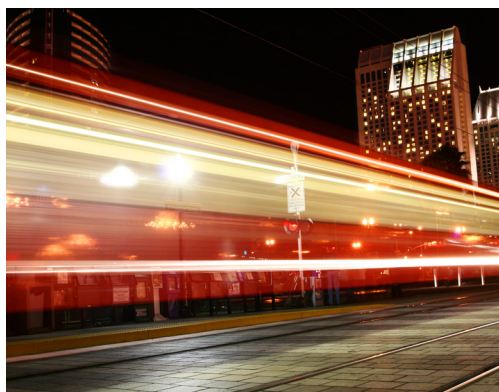
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SANDAG.org/LanguageAssistance | (619) 699-1900

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 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 been analyzing 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 **considering**, while continuing to analyze all these factors.

Note: this is a proposed concept for discussion purposes and nothing in this document has been finalized – all of this will need to be modeled to see if it meets our state and federal requirements and ultimately 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 will be passed on to the appropriate city, County, or other relevant local government agencies.

2025 Regional Plan Project Type Glossary



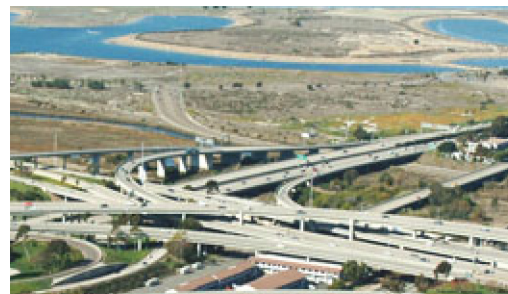
Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



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 carpools, 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 different types of transportation connect easily (ex. public transit, bike lanes, or shuttles) to housing and commercial areas.



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 University Town Center (UTC) and Sorrento Mesa.



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.

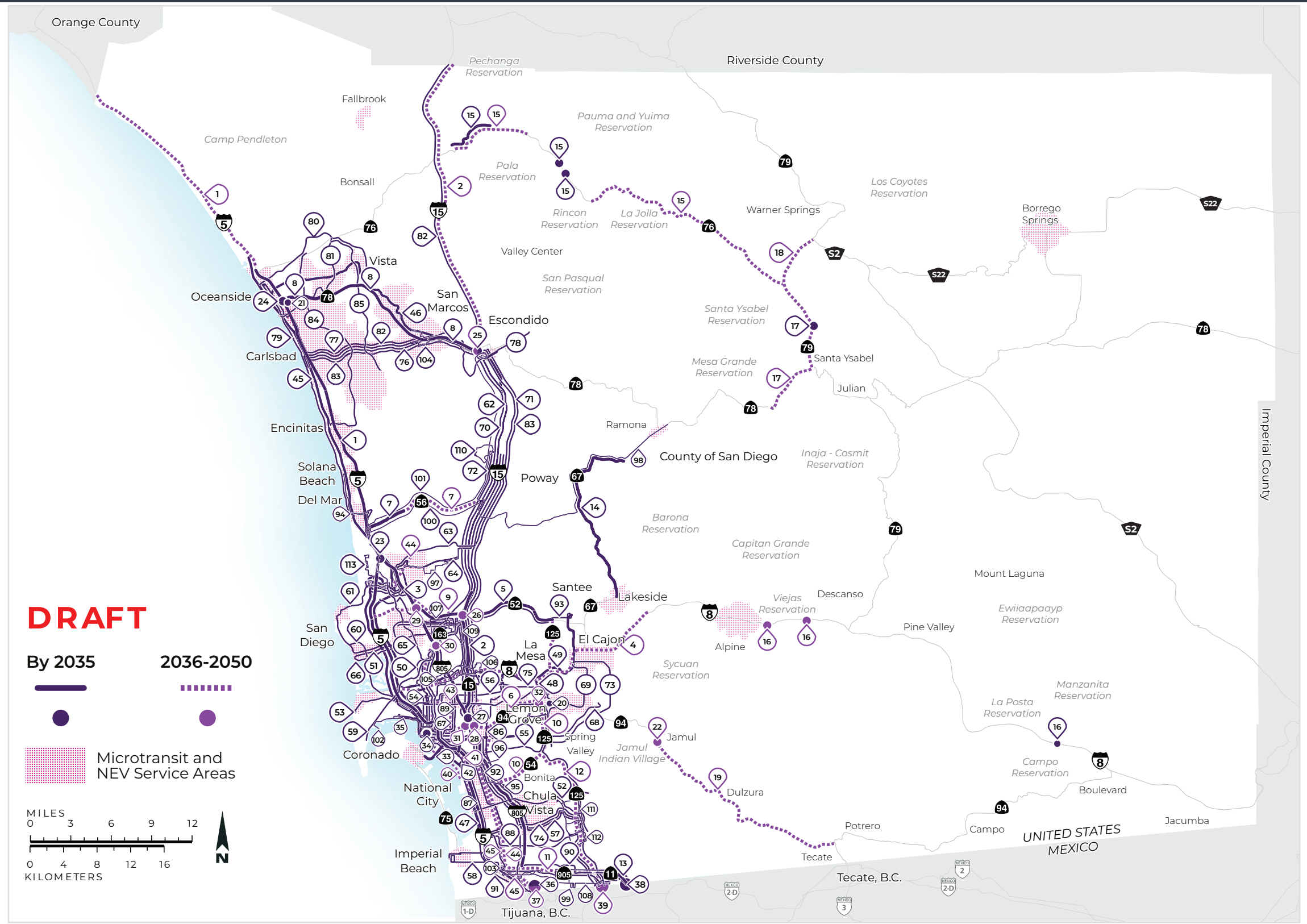


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



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.

Initial Concept for the Draft 2025 Regional Plan: San Diego Region



- | | | | | |
|------------------------|---|---|------------------------------|--|
| 1 I-5 Managed Lanes | 10 SR 54 Managed Lanes | 17 SR 79 Intersection Improvements | 24 I-5/SR 78 ML Connector | 33 SR 75 Coronado Bridge Reversible Managed Lane |
| 2 I-15 Managed Lanes | 11 SR 905 Managed Lanes | 18 SR 79 Shoulder Widening | 25 I-15/SR 78 ML Connector | 34 Downtown Bus Layover |
| 3 I-805 Managed Lanes | 12 SR 125 Managed Lanes | 19 SR 94 Shoulder Widening/Straightening | 26 I-15/SR 52 ML Connectors | 35 Airport Transit Connection |
| 4 I-8 Managed Lanes | 13 SR 11 Roadway Connection to Otay Mesa East POE | 20 SR 125/SR 94 Interchange/Arterial Improvements | 27 I-15/I-805 ML Connector | 36 San Ysidro Mobility Hub |
| 5 SR 52 Managed Lanes* | 14 SR 67 Improvements | 21 I-5/SR 78 Interchange/Arterial Improvements | 28 SR 94/I-805 ML Connector | 37 U.S.-Mexico Border Transit Connection |
| 6 SR 94 Managed Lanes | 15 SR 76 Safety & Operational Improvements | 22 SR 94 Intersection Improvements | 29 I-805/SR 52 ML Connector | 38 Otay Mesa East POE |
| 7 SR 56 Managed Lanes | 16 I-8 Interchange Improvements | 23 I-5/I-805 ML Connector | 30 I-805/SR 163 ML Connector | 39 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 8 SR 78 Managed Lanes | | | 31 I-15/SR 94 ML Connector | 40 Harbor Dr Multimodal Corridor Improvements |
| 9 SR 163 Managed Lanes | | | 32 SR 125/SR 94 ML Connector | |

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|--|--|
| 41 I-5 Working Waterfront Access | 78 Rapid 471: Downtown Escondido to East Escondido |
| 42 Vesta Bridge: Phase 1 | 79 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego |
| 43 Balboa Park Perimeter Streetcar | 80 Rapid 474: Oceanside to Vista |
| 44 Purple Line | 81 Rapid 477: Carlsbad Village to SR 76 |
| 45 LOSSAN Improvements | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinsettia Station |
| 46 SPRINTER Improvements | 82 Rapid 484: Carlsbad to Kearny Mesa |
| 47 Blue Line Improvements | 83 Rapid 485: Oceanside to Encinitas |
| 48 Orange Line Improvements | 84 Rapid 486: Oceanside to Carlsbad/San Marcos |
| 49 Green Line Improvements | 85 Rapid 625: SDSU to Palomar Station |
| 50 Rapid 120: Kearny Mesa to Downtown | 86 Rapid 630: Iris Trolley/Palomar to Kearny Mesa |
| 51 Rapid 207: Pacific Beach to Kearny Mesa | 87 Rapid 635: Eastlake to Palomar Trolley |
| 52 Rapid 209: H St Trolley Station to Millennia | 88 Rapid 637: North Park to 32nd St Trolley Station |
| 53 Rapid 210: La Mesa to Ocean Beach | 89 Rapid 638: Iris Trolley to Otay Mesa |
| 54 Rapid 211: SDSU to Downtown via Adams Ave | 90 Rapid 640: San Ysidro to Santa Fe Depot |
| 55 Rapid 212: Spring Valley to Downtown | 91 Rapid 688: San Ysidro to UTC |
| 56 Rapid 215: SDSU to Downtown | 92 Rapid 880: El Cajon to UC San Diego |
| 57 Rapid 225: South Bay Rapid | 93 Local Route 89: Solana Beach to UTC |
| 58 Rapid 227: Otay Mesa East POE to Imperial Beach | 94 Local Route 195: 8th St Trolley to Plaza Bonita |
| 59 Rapid 228: Point Loma to Kearny Mesa | 95 Local Route 196: 8th St Trolley to Plaza Blvd |
| 60 Rapid 229: Downtown to Pacific Beach | 96 Local Route 984: Mira Mesa to Sorrento Valley |
| 61 Rapid 230: Balboa Station to UTC | 97 Express Route 77: Ramona to Poway |
| 62 Rapid 235: Escondido to Downtown | 98 Express Route 121: Cross-Border Xpress to Iris Transit Center |
| 63 Rapid 237: UC San Diego to Rancho Bernardo | 99 Express Route 246: Rancho Bernardo to UC San Diego |
| 64 Rapid 238: UC San Diego to Rancho Bernardo | 100 Express Route 247: Escondido to UC San Diego |
| 65 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego | 101 Express Route 993: Shelter Island to Convention Center |
| 66 Rapid 243: Pacific Beach to Kearny Mesa | 102 Circulator Route 193: Iris Transit Center to San Ysidro High School |
| Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest | 103 Circulator Route 449: Palomar College area |
| 67 Rapid 256: SDSU to Rancho San Diego/Cuyamaca College | 104 Circulator Route 647: Mission Valley Loop |
| 68 Rapid 259: El Cajon Transit Center to Lemon Grove Depot | 105 Circulator Route 648: Mission Valley Loop |
| 69 Rapid 265: Otay to Escondido | 106 Circulator Route 649: Kearny Mesa Loop |
| 70 Rapid 280: Downtown San Diego to Escondido | 107 Circulator Route 661: Otay Mesa Loop |
| 71 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station | 108 Circulator Route 668: Kearny Mesa Loop |
| 72 Rapid 292: El Cajon to Otay Mesa | 109 Circulator Route 675: Rancho Bernardo Business Park Loop |
| 73 Rapid 293: Imperial Beach to Otay Ranch | 110 Circulator Route 715: Otay Ranch Loop |
| 74 Rapid 295: South Bay to Clairemont | 111 Circulator Route 716: Lower Otay Ranch Loop |
| 75 Rapid 440: Carlsbad to Escondido Transit Center | 112 Circulator Route 985: UC San Diego Shuttle |
| 76 Rapid 450: Oceanside to Escondido | |
| 77 | |

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

Additional Map Information

Unmapped Projects

- 2025 Bike Network
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acroynms

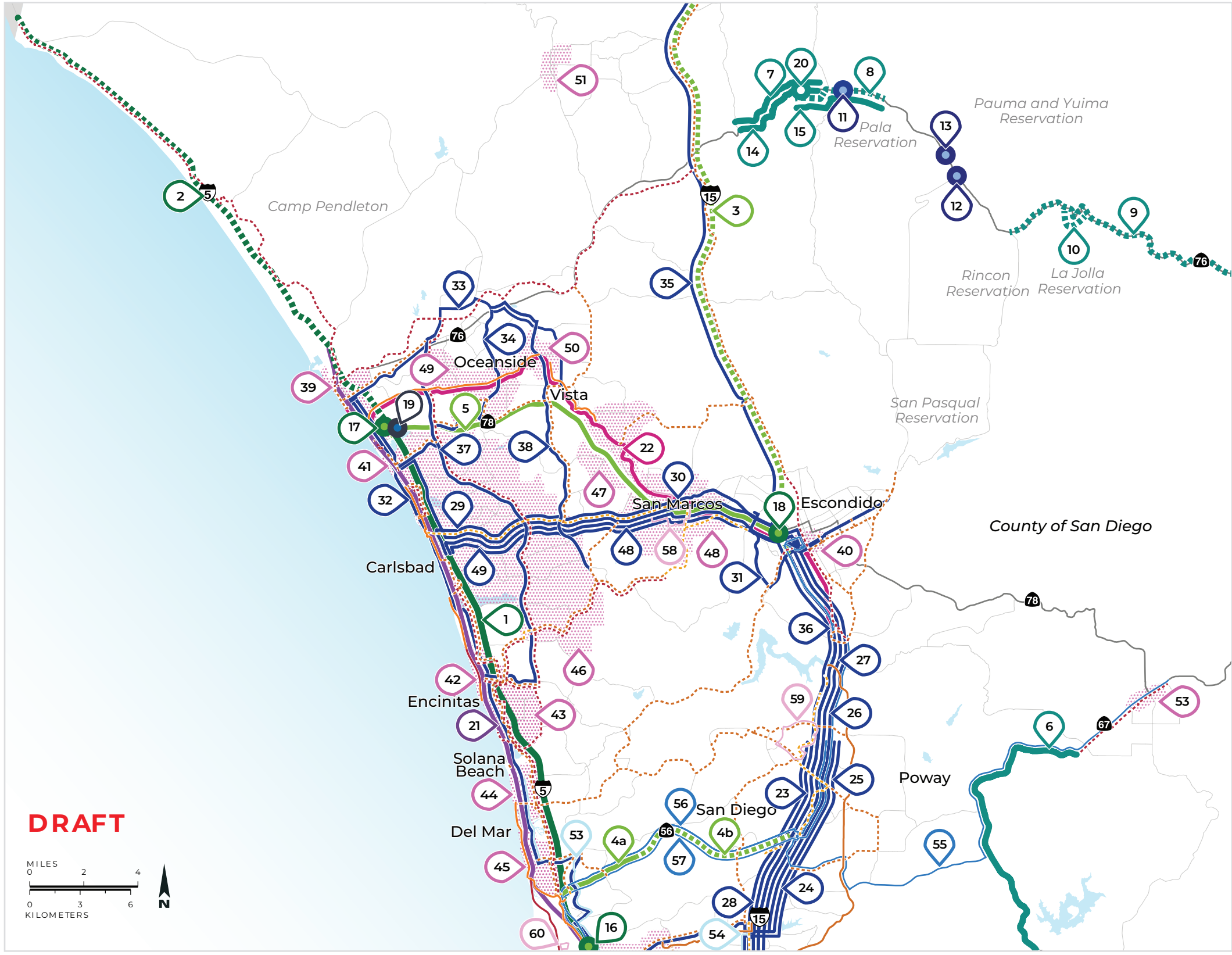
- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

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 on the Concept

| 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 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 useage 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"> ▶ Funding for transit amenities which can improve access for those with disabilities ▶ Continued funding for free youth transit and studying expanded transit discounts |
| 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"> ▶ Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies ▶ Planning further improvements to rural transit routes; new opportunities for community-based microtransit services |

Initial Concept for the Draft 2025 Regional Plan: North County



| | | | | | |
|-----------------|------------------|---|---|--------------------------------|--------------------------------|
| By 2035 | 2036-2050 | By 2035 | 2036-2050 | By 2035 | 2036-2050 |
| Regional Rail | Regional Rail | Managed Lanes Connector | Managed Lanes Connector | On-Street Bikeway | On-Street Bikeway |
| Light Rail | Light Rail | Interchange/Arterial Operational Improvements | Interchange/Arterial Operational Improvements | Off-Street Bikeway | Off-Street Bikeway |
| Next Gen Rapid | Next Gen Rapid | Intersection Improvements | Intersection Improvements | On-Street & Off-Street Bikeway | On-Street & Off-Street Bikeway |
| Express Bus | | Rural Corridor Improvements | Rural Corridor Improvements | | |
| Local Bus | | | | | |
| Circulator | | | | | |
| 4 Managed Lanes | 4 Managed Lanes | Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit) | | | |
| 2 Managed Lanes | 2 Managed Lanes | | | | |

- 1 I-5 Managed Lanes: I-805 to SR 78
- 2 I-5 Managed Lanes: SR 78 to County Line
- 3 I-15 Managed Lanes: SR 78 to County Line
- 4a-b SR 56 Managed Lanes: I-5 to I-15
- 5 SR 78 Managed Lanes: I-5 to I-15
- 6 SR 67 Improvements: Mapleview St to Dye Rd
- 7 SR 76 Straightening: Rice Canyon Rd to Pala Reservation
- 8 SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary
- 9 SR 76 Improvements: SR 79 to Valley Center Rd
- 10 SR 76 Straightening: Harolds Rd to Pauma Rancho
- 11 SR 76 Intersection Improvements: SR 76 to Pala Mission Rd
- 12 SR 76 Intersection Improvements: SR 76 to Cole Grade Rd
- 13 SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd
- 14 SR 76 Improvements: Pala Casino to Rice Canyon Rd
- 15 SR 76 Safety: Shoulder Widening
- 16 I-5/I-805 ML Connector
- 17 I-5/SR 78 ML Connector
- 18 I-15/SR 78 ML Connector
- 19 I-5/SR 78 Interchange/Arterial Improvements
- 20 SR 76 Safety: Dynamic Messaging Sign
- 21 LOSSAN Improvements
- 22 SPRINTER Improvements
- 23 Rapid 235: Escondido to Downtown
- 24 Rapid 237: UC San Diego to Rancho Bernardo
- 25 Rapid 238: UC San Diego to Rancho Bernardo
- 26 Rapid 265: Otay to Escondido
- 27 Rapid 280: Downtown San Diego to Escondido
- 28 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 29 Rapid 440: Carlsbad to Escondido Transit Center
- 30 Rapid 450: Oceanside to Escondido
- 31 Rapid 471: Downtown Escondido to East Escondido
- 32 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
- 33 Rapid 474: Oceanside to Vista
- 34 Rapid 477: Carlsbad Village to SR 76
- 35 Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Pointstettia Station
- 36 Rapid 484: Carlsbad to Kearny Mesa
- 37 Rapid 485: Oceanside to Encinitas
- 38 Rapid 486: Oceanside to Carlsbad/San Marcos
- 39 NEV Service Area: Oceanside
- 40 NEV Service Area: Escondido
- 41 NEV Service Area: Carlsbad Village
- 42 NEV Service Area: Encinitas
- 43 NEV Service Area: Cardiff
- 44 NEV Service Area: Solana Beach
- 45 NEV Service Area: Del Mar
- 46 Carlsbad Palomar Airport Microtransit
- 47 Vista/San Marcos/County Microtransit
- 48 San Marcos Microtransit
- 49 Southeast Oceanside Microtransit
- 50 Vista/Bonsall Microtransit
- 51 Fallbrook Microtransit
- 52 Ramona Microtransit
- 53 Local Route 89: Solana Beach to UTC
- 54 Local Route 984: Mira Mesa to Sorrento Valley
- 55 Express Route 77: Ramona to Poway
- 56 Express Route 246: Rancho Bernardo to UC San Diego
- 57 Express Route 247: Escondido to UC San Diego
- 58 Circulator Route 449: Palomar College area
- 59 Circulator Route 675: Rancho Bernardo Business Park Loop
- 60 Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent
Borrego Springs 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: I-805 to SR 78 | X | |
| 2 I-5 Managed Lanes: SR 78 to County Line | X | 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 |

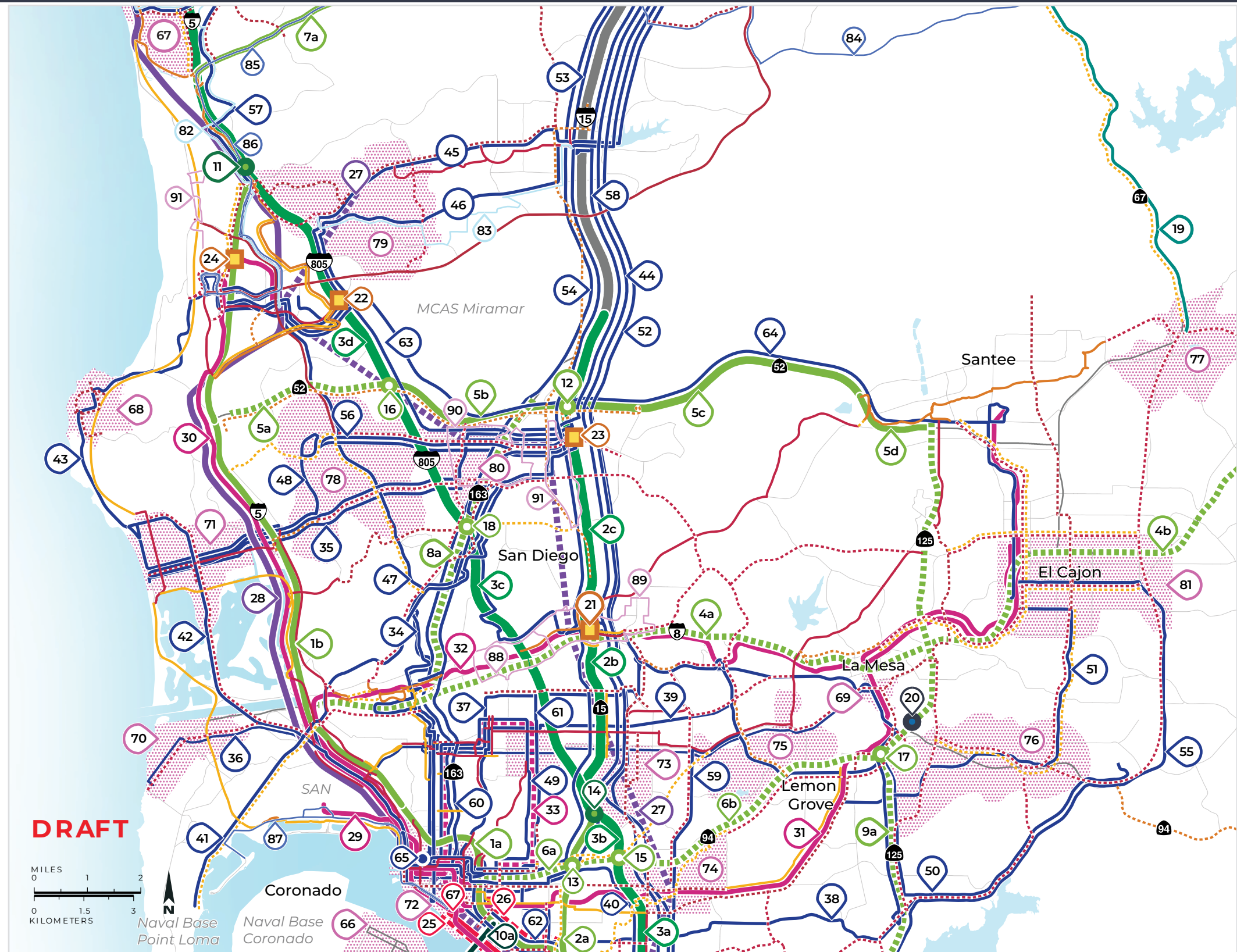
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- 2025 Bike Network
- Unmapped Projects**
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 - Existing Network
- Unmapped Policies**
- Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - Health
 - Housing & Land Use
 - Parking & Curb Management
 - 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 on the Concept

| In North County, people said they needed: | What we're considering (and much more): |
|--|---|
| <ul style="list-style-type: none"> Better traffic flow on highways: especially the SR 78, SR 76 and I-15 Safer/easier connector between I-5 and SR 78 | <ul style="list-style-type: none"> Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15 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 Connector between I-5 and SR 78 |
| <p>Better public transit service:</p> <ul style="list-style-type: none"> COASTER, SPINTER, and buses that come more often and that can make faster trips More service at night and on weekends Expanded transit or microtransit access for communities where routes don't currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook Connection to Riverside County Access to Palomar Airport | <ul style="list-style-type: none"> Improving the SPINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service More Rapid routes, including one from Otay to Escondido and another connecting Carlsbad and San Marcos to Riverside County |
| <p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPINTER stations and community destinations.</p> | <p>Twelve shuttle or microtransit service areas 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"> Safer walking and biking routes, either improving existing routes or expanding the network Protected bike lanes on major roads to connect to the coast | <ul style="list-style-type: none"> Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads Bike trails with coastal access, along with other east to west bikeway connections |

North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPINTER 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.

Initial Concept for the Draft 2025 Regional Plan: Central & East County



- 1a-b I-5 Managed Lanes
- 2a-c I-15 Managed Lanes
- 3a-d I-805 Managed Lanes
- 4a-b I-8 Managed Lanes
- 5a-d SR 52 Managed Lanes*
- 6a-b SR 94 Managed Lanes
- 7a SR 56 Managed Lanes
- 8a SR 163 Managed Lanes
- 9a SR 125 Managed Lanes
- 10a SR 75 Coronado Bridge Reversible Managed Lane
- 11 I-5/I-805 ML Connector
- 12 I-15/SR 52 ML Connectors
- 13 I-15/SR 94 ML Connector
- 14 I-15/I-805 ML Connector
- 15 SR 94/I-805 ML Connector
- 16 I-805/SR 52 ML Connector
- 17 SR 125/SR 94 ML Connector
- 18 I-805/SR 163 ML Connector
- 19 SR 67 Improvements: Mapleview St to Dye Rd
- 20 SR 125/SR 94 Interchange/Arterial Improvements
- 21 I-15 @ SDSU West DAR
- 22 I-805 @ Nobel Dr DAR
- 23 I-15 @ Clairemont Mesa Blvd DAR
- 24 I-5 @ Voigt DAR
- 25 Harbor Dr Multimodal Corridor Improvements
- 26 I-5 Working Waterfront Access
- 27 Purple Line
- 28 LOSSAN Improvements
- 29 Airport Transit Connection
- 30 Blue Line Improvements
- 31 Orange Line Improvements
- 32 Green Line Improvements
- 33 Balboa Park Perimeter Streetcar
- 34 Rapid 120: Kearny Mesa to Downtown
- 35 Rapid 207: Pacific Beach to Kearny Mesa
- 36 Rapid 210: La Mesa to Ocean Beach
- 37 Rapid 211: SDSU to Downtown
- 38 Rapid 212: Spring Valley to Downtown
- 39 Rapid 215: SDSU to Downtown
- 40 Rapid 225: South Bay Rapid
- 41 Rapid 228: Point Loma to Kearny Mesa
- 42 Rapid 229: Downtown to Pacific Beach
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- 63 Rapid 688: San Ysidro to UTC
- 64 Rapid 880: El Cajon to UC San Diego
- 65 Downtown Bus Layover
- 66 NEV Service Area: Coronado
- 67 NEV Service Area: Del Mar
- 68 NEV Service Area: La Jolla
- 69 NEV Service Area: La Mesa
- 70 NEV Service Area: Ocean Beach
- 71 NEV Service Area: Pacific Beach
- 72 NEV Service Area: Downtown/Little Italy
- 73 NEV Service Area: North Park/City Heights
- 74 Southeast San Diego Microtransit
- 75 Eastern San Diego Microtransit
- 76 Casa De Oro Microtransit
- 77 Lakeside Microtransit
- 78 Clairemont Mesa Microtransit
- 79 Sorrento Valley Microtransit
- 80 Kearny Mesa Convoy Microtransit
- 81 El Cajon Microtransit
- 82 Local Route 89: Solana Beach to UTC
- 83 Local Route 984: Mira Mesa to Sorrento Valley
- 84 Express Route 77: Ramona to Poway
- 85 Express Route 246: Rancho Bernardo to UC San Diego
- 86 Express Route 247: Escondido to UC San Diego
- 87 Express Route 993: Shelter Island to Convention Center
- 88 Circulator Route 647: Mission Valley Loop
- 89 Circulator Route 648: Mission Valley Loop
- 90 Circulator Route 649: Kearny Mesa Loop
- 91 Circulator Route 668: Kearny Mesa Loop
- 92 Circulator Route 985: UC San Diego Shuttle

- Projects Outside Map Extent**
- Alpine Microtransit

| | | | | | |
|---------------------------|------------------|---|---|---|--------------------------------|
| By 2035 | 2036-2050 | By 2035 | 2036-2050 | By 2035 | 2036-2050 |
| Regional Rail | Regional Rail | Managed Lanes Connector | Managed Lanes Connector | On-Street Bikeway | On-Street Bikeway |
| Light Rail | Light Rail | Direct Access Ramp (DAR) | Direct Access Ramp (DAR) | Off-Street Bikeway | Off-Street Bikeway |
| Next Gen Rapid | Next Gen Rapid | Interchange/Arterial Operational Improvements | Interchange/Arterial Operational Improvements | On-Street & Off-Street Bikeway | On-Street & Off-Street Bikeway |
| Express Bus | | Rural Corridor Improvements | Rural Corridor Improvements | Goods Movement | Goods Movement |
| Local Bus | | Downtown Bus Layover | Downtown Bus Layover | Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit) | |
| Circulator | | | | | |
| 4 Managed Lanes | 4 Managed Lanes | | | | |
| 2 Managed Lanes | 2 Managed Lanes | | | | |
| 1 Reversible Managed Lane | | | | | |

See reverse for detailed Managed Lanes Key and Additional Map Information | * Includes addition of truck climbing lane

Additional Map Information

| Managed Lanes Key | | Conversion of Existing Lane(s) | Additional Managed Lane(s) |
|-------------------|---|--------------------------------|----------------------------|
| 1a | I-5 Managed Lanes: SR 905 Pacific Highway | X | |
| 1b | I-5 Managed Lanes: Pacific Highway to I-805 | 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 | I-8 Managed Lanes: I-5 to SR 67 | X | |
| 4b | I-8 Managed Lanes: SR 67 to Lake Jennings Pk Rd | | X |
| 5a | SR 52 Managed Lanes: I-5 to I-805 | | X |
| 5b | SR 52 Managed Lanes: I-805 to I-15 | X | |
| 5c | SR 52 Managed Lanes: I-15 to Mast Blvd | X | X |
| 5d | SR 52 Managed Lanes: Mast Blvd to SR 125 | | X |
| 6a | SR 94 Managed Lanes: I-5 to I-15 | X | |
| 6b | SR 94 Managed Lanes: I-15 to SR-125 | X | |
| 7a | SR 56 Managed Lanes: I-5 to Carmel Valley Rd | | X |
| 8a | SR 163 Managed Lanes: I-8 to SR-52 | X | |
| 9a | SR 125 Managed Lanes: SR 54 to SR 52 | X | |
| 10a | SR 75 Coronado Bridge Reversible Managed Lane | X | |

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.

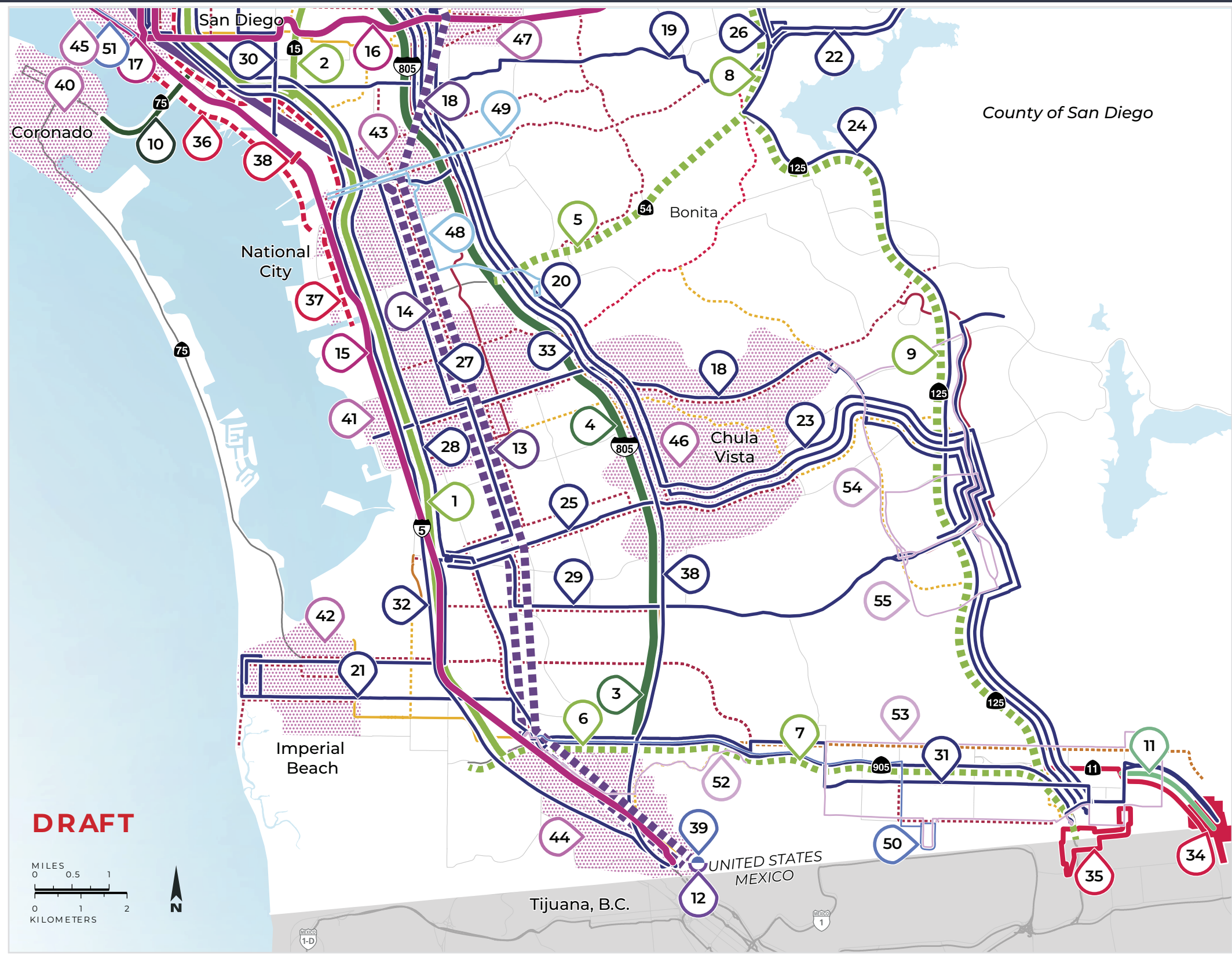
- Unlisted Projects**
 - 2025 Bike Network
- Unmapped Projects**
 - Transit Frequency Enhancements
 - Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
 - Existing Network
- Unmapped Policies**
 - Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - Health
 - Housing & Land Use
 - Parking & Curb Management
 - 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 on the Concept

| In San Diego, people said they needed: | What we're considering (and much more): |
|--|--|
| <p>Better public transit including:</p> <ul style="list-style-type: none"> Expanded routes and more frequent service, including later evening and more weekend hours Faster connections east to west including beach access, and east of the I-15 More connections to job centers, beaches, and major landmarks Faster transit to the airport Faster trips through high-traffic areas More bus lanes on major streets Transit station amenities like shade and lighting | <ul style="list-style-type: none"> More Rapid buses and trolley improvements More frequent service and expanded night and weekend hours Routes maximize access to jobs and high-traffic destinations |
| <p>Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking</p> | <p>Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas</p> |
| <p>Better traffic flow on and between highways including:</p> <ul style="list-style-type: none"> Smoother connections to the SR 52 I-5 and I-8 | <ul style="list-style-type: none"> Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes Converting existing lanes and adding managed lanes on I-8 Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 56, 163, and part of the 125 |
| <p>More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including:</p> <ul style="list-style-type: none"> Between Point Loma and the Marina along the coast Around SDSU Routes that go over a freeway such as I-5 Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town Better connections from the I-15 bikeway over I-8 | <p>Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit the interactive map on our website.</p> |
| <p>More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).</p> | <p>Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.</p> |

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

Initial Concept for the Draft 2025 Regional Plan: South County



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

| | | | | | |
|-----------------|------------------|---------------------------------------|---------------------------------------|---|--------------------------------|
| By 2035 | 2036-2050 | By 2035 | 2036-2050 | By 2035 | 2036-2050 |
| Regional Rail | Regional Rail | 1 Reversible Managed Lane | 1 Reversible Managed Lane | On-Street Bikeway | On-Street Bikeway |
| Light Rail | Light Rail | Freeway Connection to OME POE | Freeway Connection to OME POE | Off-Street Bikeway | Off-Street Bikeway |
| Next Gen Rapid | Next Gen Rapid | Managed Lanes Connector | Managed Lanes Connector | On-Street & Off-Street Bikeway | On-Street & Off-Street Bikeway |
| Express Bus | Express Bus | Goods Movement | Goods Movement | Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit | |
| Local Bus | Local Bus | U.S.-Mexico Border Transit Connection | U.S.-Mexico Border Transit Connection | | |
| Circulator | Circulator | Mobility Hubs | Mobility Hubs | | |
| 4 Managed Lanes | 4 Managed Lanes | | | | |
| 2 Managed Lanes | 2 Managed Lanes | | | | |

* See reverse for detailed Managed Lanes Key

Additional Map Information

| Managed Lanes Key | Conversion of Existing Lane(s) | Additional Managed Lane(s) |
|---|--------------------------------|----------------------------|
| 1 I-5 Managed Lanes: SR 905 to Pacific Highway | X | |
| 2 I-15 Managed Lanes: I-5 to I-805 | | X |
| 3 I-805 Managed Lanes: SR 905 to Palomar St | X | X |
| 4 I-805 Managed Lanes: Palomar St to SR 94 | X | |
| 5 SR 54 Managed Lanes: I-805 to SR 125 | X | |
| 6 SR 905 Managed Lanes: I-5 to I-805 | | X |
| 7 SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry | X | |
| 8 SR 125 Managed Lanes: SR 54 to I-8 | X | |
| 9 SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54 | | X |
| 10 SR 75 Coronado Bridge Reversible Managed Lane | X | |

- Unlisted Projects**
2025 Bike Network
- Unmapped Projects**
Transit Frequency Enhancements
Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
Existing Network
- Unmapped Policies**
Climate (includes Zero-Emission Vehicle Infrastructure)
Digital Equity
Fix it First
Habitat Conservation
Health
Housing & Land Use
Parking & Curb Management
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 on the Concept

| In South County, people said they needed: | What we're considering (and much more): |
|---|--|
| <ul style="list-style-type: none"> Better and faster transit options coming from the border, including a rail connection directly at the border Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools | <ul style="list-style-type: none"> 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 Managed lanes with bus priority on various south-to-north highways Purple Line transit route from the border to Sorrento Valley via City Heights and Kearny Mesa |
| 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 in Southeast 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. |
| More protected bike lanes, pedestrian walkways, and signals overall, and specifically: <ul style="list-style-type: none"> Connections to parks, transit stations, malls, and other commercial areas Connections from communities near Sweetwater reservoir to central Chula Vista | <ul style="list-style-type: none"> Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista |
| To remove the toll on SR 125. | By 2037, changing the SR 125 toll road to a regular highway with a mix of free and managed lanes (use of lanes may vary depending on demand). |

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

EARLY 2024

- ▶ Finish analyzing data and forecasting how the region will grow and change in the next few decades
- ▶ Analyze how the plan's policies will impact different groups in the region, especially historically underserved communities

SUMMER 2024

- ▶ Final proposal of all transportation network projects, programs and policies along with how much they'll cost and how we will pay for them
- ▶ Start technical analysis for report on how the plan will affect the environment

SPRING 2025

- ▶ Release the final draft of the 2025 Regional Plan and draft Environmental Impact Report (EIR)
- ▶ Opportunity for the public to comment (55 days for the plan, 45 for the EIR)

SUMMER & WINTER 2025

- ▶ 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