Initial Concept
for the Draft 2025 Regional Plan
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.

Ottawa River
A river that flows through a city.

North Bay Shore
A shore along the north side of a bay.

South Bay
A bay located to the south of a city.

West Coast
The coast on the western side of a continent.

East Coast
The coast on the eastern side of a continent.

North America
A continent located in the northern part of the world.

South America
A continent located in the southern part of the world.

Europe
A continent located in the western part of the world.

Asia
A continent located in the eastern part of the world.

Africa
A continent located in the southern part of the world.

Australia
A continent located in the southeastern part of the world.

Antarctica
A continent located in the southernmost part of the world.

Arctic
The region around the North Pole.

Antarctic
The region around the South Pole.

North Pole
The northernmost point on Earth.

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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.
Initial Concept for the Draft 2025 Regional Plan: North County

By 2035
- Regional Rail
- Light Rail
- Next Gen Rapid
- Express Bus
- Local Bus
- Circulator

By 2035
- Managed Lanes Connector
- Interchange/Arterial Operational Improvements
- Intersection Improvements
- Rural Corridor Improvements
- Flexible Fleets
  (Neighborhood Electric Vehicle (NEV) or Microtransit)

Projects Outside Map Extent
- Borrego Springs Microtransit

By 2036-2050
- On-Street Bikeway
- Off-Street Bikeway
- On-Street & Off-Street Bikeway

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 Pauma Reservation
   SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary
8. SR 76 Improvements: SR 79 to Valley Center Rd
9. SR 76 Straightening: Harold Rd to Pala Mission Rd
10. SR 76 Intersection Improvements: SR 76 to Palomar Rd
11. SR 76 Improvements: SR 76 to Cote Grade Rd
12. SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd
13. SR 76 Improvements: Pala Casino to Pauma Reservation Rd
14. SR 76 Safety: Shoulder Widening
15. I-5/I-805 ML Connector
16. I-5/SR 78 ML Connector
17. I-15/SR 78 ML Connector
18. I-5/SR 78 Interchange/Arterial Improvements
19. SR 76 Safety: Dynamic Messaging Sign
20. LOSSAN Improvements
21. SPRINTER Improvements
22. Rapid 235: Escondido to Downtown
23. Rapid 237: UC San Diego to Rancho Bernardo
24. Rapid 238: UC San Diego to Rancho Bernardo
25. Rapid 440: Carlsbad to Escondido
26. Rapid 450: Oceanside to Escondido
27. Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
28. Rapid 474: Oceanside to Vista
29. Rapid 477: Carlsbad Village to SR 76
30. Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poway-Pontilla Station
31. Rapid 484: Carlsbad to Kearny Mesa
32. Rapid 485: Oceanside to Encinitas
33. Rapid 486: Oceanside to Carlsbad/San Marcos
34. NEV Service Area: Oceanside
35. NEV Service Area: Escondido
36. NEV Service Area: Carlsbad Village
37. NEV Service Area: Encinitas
38. NEV Service Area: Cardiff
39. NEV Service Area: Solana Beach
40. NEV Service Area: Del Mar
41. Carlsbad Palomar Airport Microtransit
42. Vista/San Marcos/County Microtransit
43. San Marcos Microtransit
44. Southeast Oceanside Microtransit
45. Vista/Bonsall Microtransit
46. Fallbrook Microtransit
47. Ramona Microtransit
48. Local Route 89: Solana Beach to UTC
49. Local Route 984: Mira Mesa to Sorrento Valley
50. Express Route 77: Ramona to Poway
51. Express Route 246: Rancho Bernardo to UC San Diego
52. Express Route 247: Escondido to UC San Diego
53. Circulator Route 449: Palomar College area
54. Circulator Route 450: Rancho Bernardo Business Park Loop
55. Circulator Route 455: Rancho Bernardo Business Park Loop
56. Circulator Route 495: UTC/UC San Diego Bus Loop
57. Circulator Route 496: UTC/UC San Diego Shuttle
### Additional Map Information

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<tr>
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<td>2</td>
<td>I-5 Managed Lanes: SR 78 to County Line</td>
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<td>I-15 Managed Lanes: SR 78 to County Line</td>
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<tr>
<td>4a</td>
<td>SR 56 Managed Lanes: I-5 to Carmel Valley Rd</td>
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<tr>
<td>4b</td>
<td>SR 56 Managed Lanes: Carmel Valley Rd to I-15</td>
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<tr>
<td>5</td>
<td>SR 78 Managed Lanes: I-5 to I-15</td>
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</tbody>
</table>

**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
- Acronym
  - 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:**
- Better traffic flow on highways, especially the SR 78, SR 76, and I-15
- Safer/easier connector between I-5 and SR 78
- 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

**What we’re considering (and much more):**
- Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15
- Improving the SPRINTER 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
- Safer walking and biking routes, either improving existing routes or expanding the network
- Protected bike lanes on major roads to connect to the coast

**Better public transit service:**
- COASTER, SPRINTER, 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

**Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.**
- 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

- Safer walking and biking routes, either improving existing routes or expanding the network
- Protected bike lanes on major roads to connect to the coast

- 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

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

By 2035
Regional Rail
Light Rail
Next Gen Rapid
Express Bus
Local Bus
Circulator
4 Managed Lanes
2 Managed Lanes
1 Reversible Managed Lane

By 2036-2050
Managed Lanes Connector
Direct Access Ramp (DAR)
Interchange/Arterial Operational Improvements
Rural Corridor Improvements
Downtown Bus Layover
On-Street Bikeway
Off-Street Bikeway
Intercity/Local Bus Operational Improvements
FLEXI (Neighborhood Electric Vehicle (NEV) or Microtransit)
Downtown Bus Layover

For more information, see text on reverse side.

See reverse for detailed Managed Lanes Key and Additional Map Information.

* Includes addition of truck climbing lane.
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.

**Additional Map Information**

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<td>I-5 Managed Lanes: SR 905 Pacific Highway</td>
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<tr>
<td>1b</td>
<td>I-5 Managed Lanes: Pacific Highway to I-805</td>
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<tr>
<td>2a</td>
<td>SR 15 Managed Lanes: I-5 to I-805</td>
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<tr>
<td>2b</td>
<td>SR 15 Managed Lanes: I-805 to I-8</td>
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<td>2c</td>
<td>I-15 Managed Lanes: I-8 to SR-163</td>
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<td>I-8 Managed Lanes: I-5 to SR 67</td>
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<td>I-8 Managed Lanes: SR 67 to Lake Jennings Pk Rd</td>
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<td>6a</td>
<td>SR 94 Managed Lanes: I-5 to I-15</td>
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<td>SR 94 Managed Lanes: I-15 to SR-125</td>
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**Unmapped Projects**

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

**Managed Lanes Key**

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- **1b**: I-5 Managed Lanes: Pacific Highway to I-805
- **2a**: SR 15 Managed Lanes: I-5 to I-805
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- **2c**: I-15 Managed Lanes: I-8 to SR-163
- **3a**: I-805 Managed Lanes: Palomar St to SR 94
- **3b**: I-805 Managed Lanes: SR 94 to I-8
- **3c**: I-805 Managed Lanes: I-8 to SR 52
- **3d**: I-805 Managed Lanes: SR 52 to I-5
- **4a**: I-8 Managed Lanes: I-5 to SR 67
- **4b**: I-8 Managed Lanes: SR 67 to Lake Jennings Pk Rd
- **5a**: SR 52 Managed Lanes: I-5 to I-805
- **5b**: SR 52 Managed Lanes: I-805 to I-15
- **5c**: SR 52 Managed Lanes: I-15 to Mast Blvd
- **5d**: SR 52 Managed Lanes: Mast Blvd to SR 125
- **6a**: SR 94 Managed Lanes: I-5 to I-15
- **6b**: SR 94Managed Lanes: I-15 to SR-125
- **7a**: SR 56 Managed Lanes: I-5 to Carmel Valley Rd
- **8a**: SR 163 Managed Lanes: I-8 to SR-52
- **9a**: SR 125 Managed Lanes: SR 54 to SR 52
- **10a**: SR 75 Coronado Bridge Reversible Managed Lane

**Recurring Feedback and Impact on the Concept**

**In San Diego, people said they needed:**

- Better public transit including:
  - 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

- Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking

- Better traffic flow on and between highways including:
  - Smoother connections to the SR 52
  - I-5 and I-8

- More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including:
  - Between Point Loma and the Marina along the coast
  - Around SDSU
  - Routes that go over a freeway such as I-5
  - Nimtz Blvd, Rosecrans St, Pacific Coast Highway, Old Town
  - Better connections from the I-15 bikeway over I-8
  - More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers)

**What we're considering (and much more):**

- More Rapid buses and trolley improvements
- More frequent service and expanded night and weekend hours
- Routes maximize access to jobs and high-traffic destinations
- Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas
- 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.
- Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

**In East County, people said they needed:**

- To improve highways by:
  - Finishing the SR 94 and SR 125 connector project
  - Helping traffic flow on State Routes 52 and 67
  - Improving the SR 94/125 connector
  - Managed lanes and a 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 and SR 67
  - 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

- Public transportation improvements:
  - More Rapid transit and transit options for Cuyamaca College and La Presa
  - Transit that comes more often and for extended hours in the evening
  - More Rapid buses including routes 256: SDSU to Rancho SDS/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

- Microtransit and shuttles:
  - Connecting suburban East County to transit stops
  - Service from unincorporated communities to San Diego
  - Shuttles and microtransit in Lemon Grove, El Cajon, La Mesa and in unincorporated communities in the County.
  - Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads
  - More bike routes east to west

- Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.
### Additional Map Information

#### Managed Lanes Key

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#### 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

<table>
<thead>
<tr>
<th>In South County, people said they needed:</th>
<th>What we’re considering (and much more):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better and faster transit options coming from the border, including a rail connection directly at the border</td>
<td>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</td>
</tr>
<tr>
<td>Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools</td>
<td>Managed lanes with bus priority on various south-to-north highways</td>
</tr>
<tr>
<td>Purple Line transit route from the border to Sorrento Valley via City Heights and Kearny Mesa</td>
<td></td>
</tr>
<tr>
<td>More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.</td>
<td>Six new microtransit or shuttle service areas in Southeast San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro</td>
</tr>
<tr>
<td>More transit access to the Cross Border Express (CBX).</td>
<td>Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX</td>
</tr>
<tr>
<td>Faster transit access to San Diego International Airport from South County.</td>
<td>Adding an airport transit connection based on potential concepts currently being studied</td>
</tr>
<tr>
<td>More protected bike lanes, pedestrian walkways, and signals overall, and specifically.</td>
<td>Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals</td>
</tr>
<tr>
<td>Connections to parks, transit stations, malls, and other commercial areas</td>
<td>On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista</td>
</tr>
<tr>
<td>Connections from communities near Sweetwater reservoir to central Chula Vista</td>
<td></td>
</tr>
<tr>
<td>To remove the toll on SR 125.</td>
<td>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)</td>
</tr>
</tbody>
</table>

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**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