



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
Transit centers 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 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.

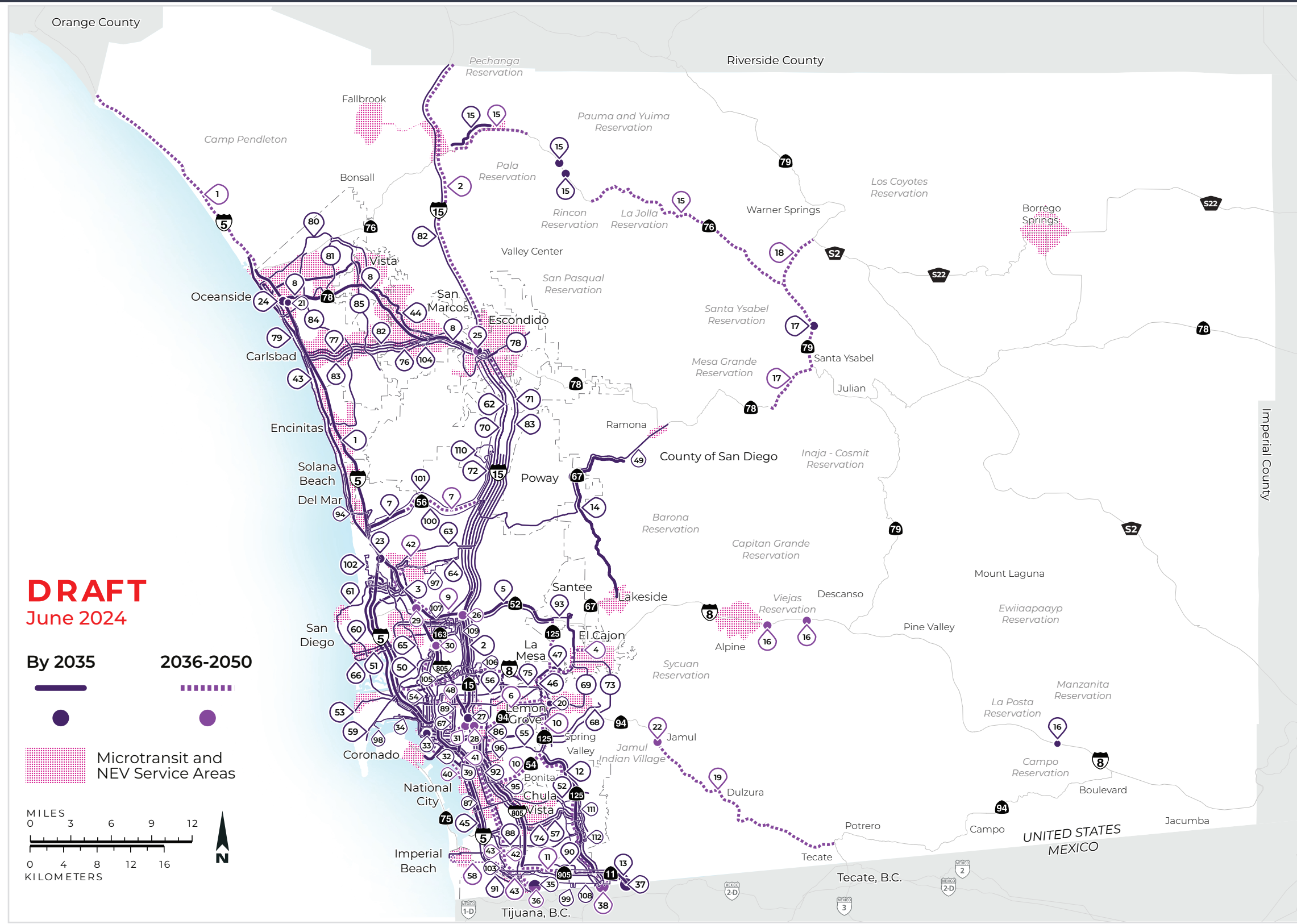


Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.



Transportation Investment Areas
Denser areas with many popular destinations where expanding amenities (ex. bike lanes, electric vehicle charging stations, etc.) make it easier for people to get around and to access public transit.

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

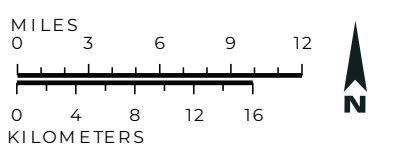


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June 2024

By 2035 2036-2050



Microtransit and NEV Service Areas



- | | | | | |
|------------------------|--|---|---|--|
| 1 I-5 Managed Lanes | 10 SR 54 Managed Lanes | 17 SR 79 Intersection Improvements | 24 I-5/SR 78 ML Connector | 33 Downtown Bus Layover |
| 2 I-15 Managed Lanes | 11 SR 905 Managed Lanes | 18 SR 79 Shoulder Widening | 25 I-15/SR 78 ML Connector | 34 Airport Transit Connection |
| 3 I-805 Managed Lanes | 12 SR 125 Managed Lanes | 19 SR 94 Shoulder Widening/
Straightening | 26 I-15/SR 52 ML Connectors | 35 San Ysidro Mobility Hub |
| 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 U.S.-Mexico Border Transit Connection |
| 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 Otay Mesa East POE |
| 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 POE Truck Bridge to
Commercial Vehicle Enforcement
Facility |
| 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 Vesta Bridge: Phase 1 |
| 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 75 Coronado Bridge
Reversible Managed Lane | |

- | | |
|--|--|
| 41 I-5 Working Waterfront Access | 78 Rapid 471: Downtown Escondido to
East Escondido |
| 42 Purple Line | 79 Rapid 473: Oceanside to Solana Beach
to UTC/UC San Diego |
| 43 LOSSAN Improvements | 80 Rapid 474: Oceanside to Vista |
| 44 SPRINTER Improvements | 81 Rapid 477: Carlsbad Village to SR 76 |
| 45 Blue Line Improvements | Rapid 483: Commuter Express:
Riverside (Temecula) to Carlsbad
Pointstettia Station |
| 46 Orange Line Improvements | 82 Rapid 484: Carlsbad to Kearny Mesa |
| 47 Green Line Improvements | 83 Rapid 485: Oceanside to Encinitas |
| 48 Balboa Park Perimeter Streetcar | 84 Rapid 486: Oceanside to Carlsbad/
San Marcos |
| 49 Rapid 277: Ramona to Sabre Springs
Transit Station | 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 993: Shelter Island to
Convention Center |
| 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 Circulator Route 985: UC San Diego
Shuttle |
| 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 243: Pacific Beach to
Kearny Mesa | 104 Circulator Route 647: Mission Valley Loop |
| 68 Rapid 256: SDSU to Rancho San Diego/
Cuyamaca College | 105 Circulator Route 648: Mission Valley Loop |
| 69 Rapid 259: El Cajon Transit Center to
Lemon Grove Depot | 106 Circulator Route 649: Kearny Mesa Loop |
| 70 Rapid 265: Otay to Escondido | 107 Circulator Route 661: Otay Mesa Loop |
| 71 Rapid 280: Downtown San Diego to
Escondido | 108 Circulator Route 668: Kearny Mesa Loop |
| 72 Rapid 290: Downtown San Diego to
Rancho Bernardo Transit Station | 109 Circulator Route 675: Rancho Bernardo
Business Park Loop |
| 73 Rapid 292: El Cajon to Otay Mesa | 110 Circulator Route 715: Otay Ranch Loop |
| 74 Rapid 293: Imperial Beach to Otay
Ranch | 111 Circulator Route 716: Lower Otay Ranch
Loop |
| 75 Rapid 295: South Bay to Clairemont | |
| 76 Rapid 440: Carlsbad to Escondido
Transit Center | |
| 77 Rapid 450: Oceanside to Escondido | |

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 & Transportation Investment Areas (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- 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

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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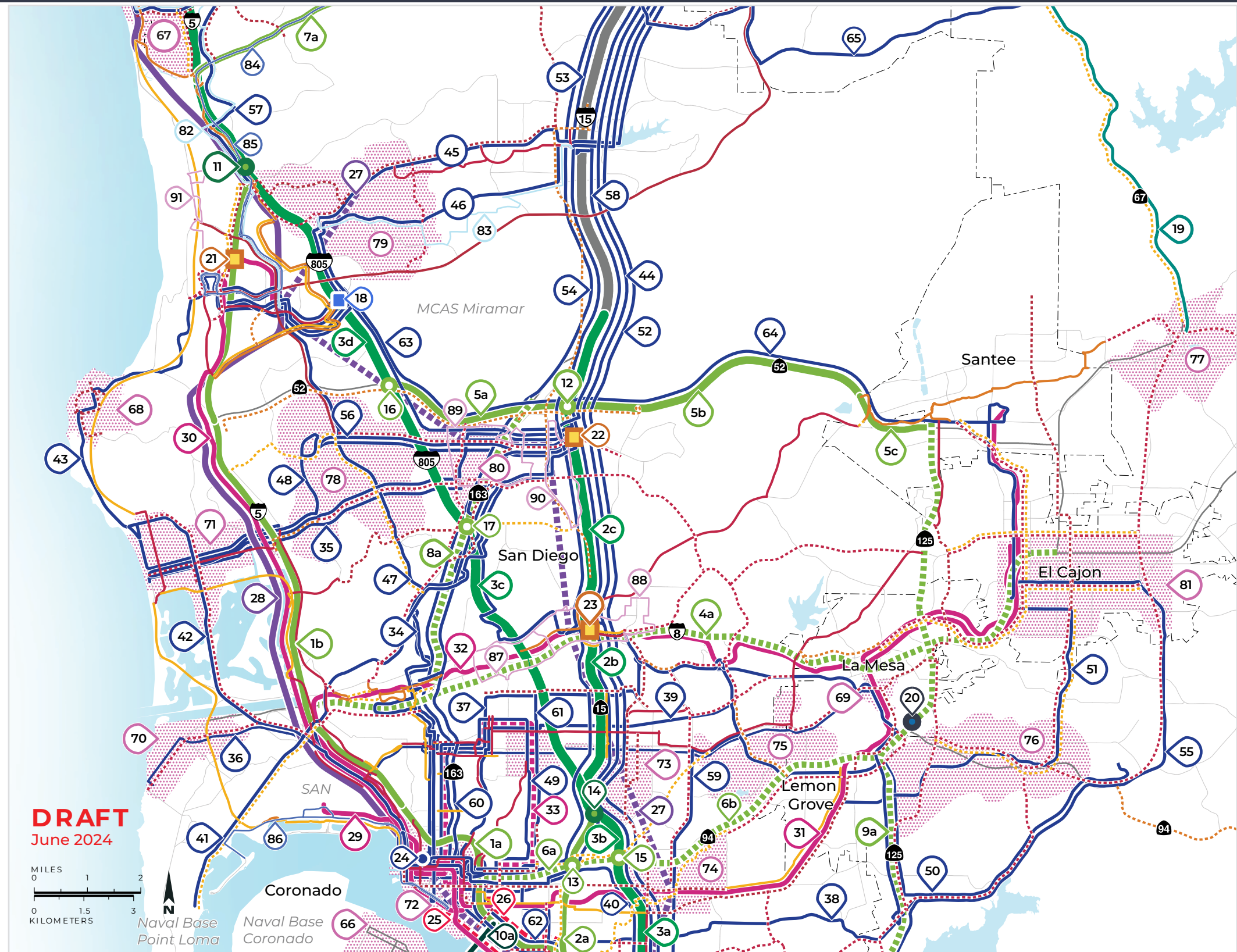
- Unlisted Projects**
- 2025 Bike Network
- Unmapped Projects**
- Transit Frequency Enhancements
- Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies**
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- 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 on the Concept

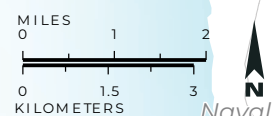
In North County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"> ▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15 ▶ Safer/easier connector between I-5 and SR 78 	<ul style="list-style-type: none"> ▶ Managed lanes on the SR 78 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



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June 2024



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	Express Bus	Downtown Bus Layover	Downtown Bus Layover	Goods Movement	Goods Movement
Local Bus	Local Bus	Rural Corridor Improvements	Rural Corridor Improvements	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)
Circulator	Circulator	Transit Operational Improvement	Transit Operational Improvement		
4 Managed Lanes	4 Managed Lanes				
2 Managed Lanes	2 Managed Lanes				
1 Reversible Managed Lane	1 Reversible Managed Lane				

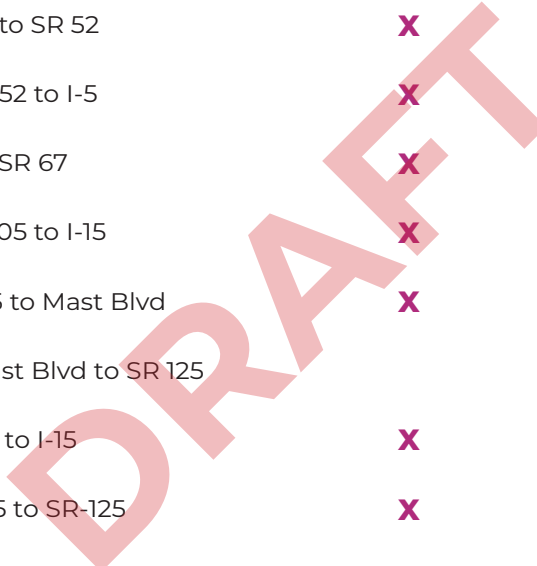
- 1a-b I-5 Managed Lanes
- 2a-c I-15 Managed Lanes
- 3a-d I-805 Managed Lanes
- 4a I-8 Managed Lanes
- 5a-c SR 52 Managed Lanes*
- 6a-b SR 94 Managed Lanes
- 7a SR 56 Managed Lanes
- 8a SR 163 Managed Lanes
- 9a SR 125 Managed Lanes
- 10a SR 75 Coronado Bridge Reversible Managed Lane
- 11 I-5/I-805 ML 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 I-805/SR 163 ML Connector
- 18 I-805 @ Nobel Dr Transit Operational Improvement
- 19 SR 67 Improvements: Mapleview St to Dye Rd
- 20 SR 125/SR 94 Interchange/Arterial Improvements
- 21 I-5 @ Voigt DAR
- 22 I-15 @ Clairemont Mesa Blvd DAR
- 23 I-15 @ SDSU West DAR
- 24 Downtown Bus Layover
- 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
- 43 Rapid 230: Balboa Station to UTC
- 44 Rapid 235: Escondido to Downtown
- 45 Rapid 237: UC San Diego to Rancho Bernardo
- 46 Rapid 238: UC San Diego to Rancho Bernardo
- 47 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 48 Rapid 243: Pacific Beach to Kearny Mesa
- 49 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 50 Rapid 256: SDSU to Rancho SD/Cuyamaca College
- 51 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 52 Rapid 265: Otay to Escondido
- 53 Rapid 280: Downtown San Diego to Escondido
- 54 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 55 Rapid 292: El Cajon to Otay Mesa
- 56 Rapid 295: South Bay to Clairemont
- 57 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
- 58 Rapid 484: Carlsbad to Kearny Mesa
- 59 Rapid 625: SDSU to Palomar Station
- 60 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
- 61 Rapid 637: North Park to 32nd St Trolley Station
- 62 Rapid 640: San Ysidro to Santa Fe Depot
- 63 Rapid 688: San Ysidro to UTC
- 64 Rapid 880: El Cajon to UC San Diego
- 65 Rapid 277: Ramona to Sabre Springs Transit Station
- 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: City Heights/North Park
- 74 Microtransit: Southeast San Diego
- 75 Microtransit: Eastern San Diego
- 76 Microtransit: Casa De Oro
- 77 Microtransit: Lakeside
- 78 Microtransit: Clairemont Mesa
- 79 Microtransit: Sorrento Valley
- 80 Microtransit: Kearny Mesa Convoy
- 81 Microtransit: El Cajon
- 82 Local Route 89: Solana Beach to UTC
- 83 Local Route 984: Mira Mesa to Sorrento Valley
- 84 Express Route 246: Rancho Bernardo to UC San Diego
- 85 Express Route 247: Escondido to UC San Diego
- 86 Express Route 993: Shelter Island to Convention Center
- 87 Circulator Route 647: Mission Valley Loop
- 88 Circulator Route 648: Mission Valley Loop
- 89 Circulator Route 649: Kearny Mesa Loop
- 90 Circulator Route 668: Kearny Mesa Loop
- 91 Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent
Microtransit: Alpine

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 to 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	
5a SR 52 Managed Lanes: I-805 to I-15	X	
5b SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
5c 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	



- Unlisted Projects**
 - 2025 Bike Network
- Unmapped Projects**
 - Transit Frequency Enhancements
 - Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)
 - Existing Network
- Unmapped Policies**
 - Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - Health
 - Housing & Land Use
 - Pricing Strategies
 - Transportation Demand Management
 - Transportation Technology & Operational Improvements
 - Vision Zero
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 - DAR** = Direct Access Ramp
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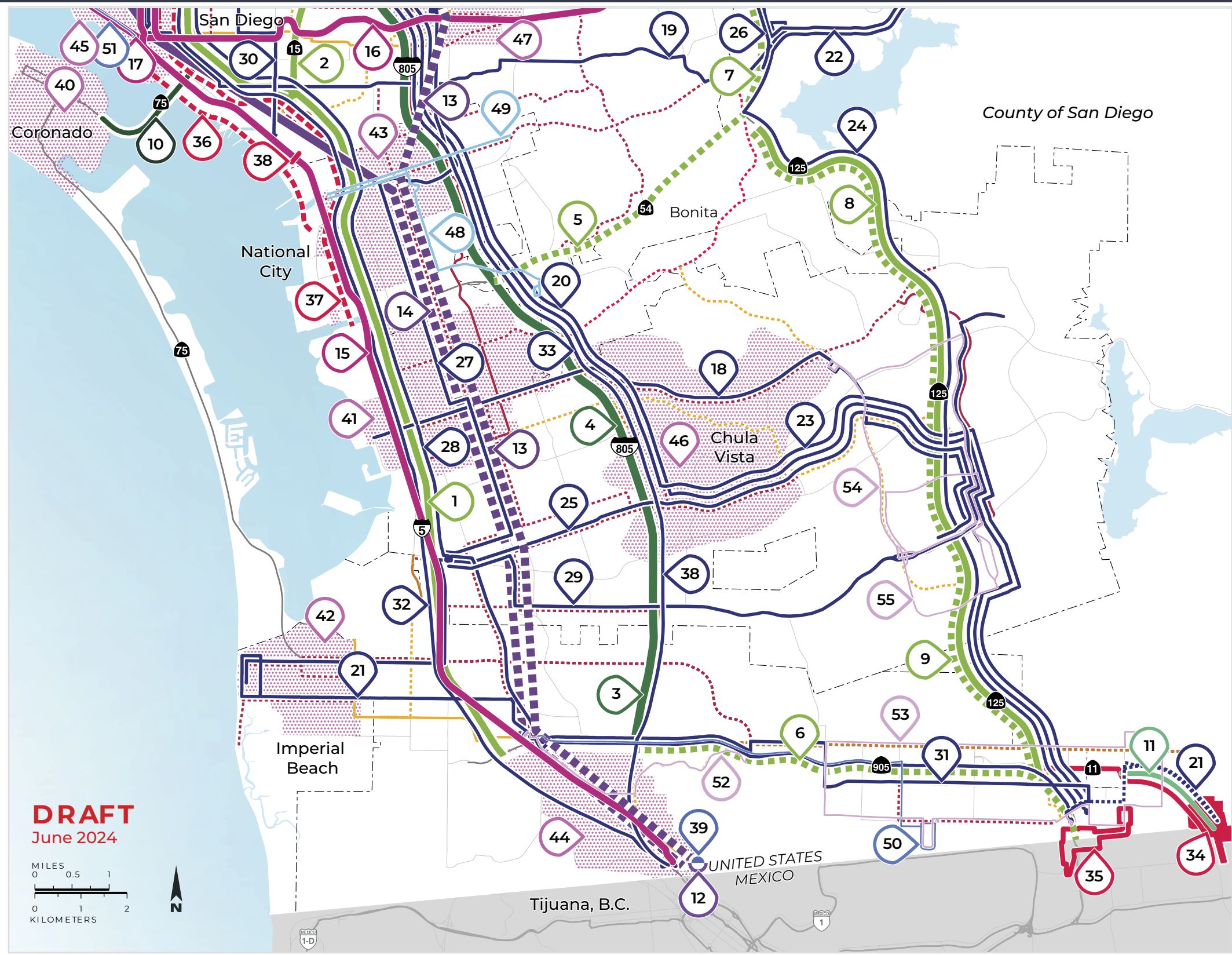
Recurring Feedback and Impact on the Concept

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 to 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 El Cajon, La Mesa, and in several 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>

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.

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-805 to Otay Mesa East Port of Entry
- 7 SR 125 Managed Lanes: SR 54 to I-8
- 8 SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54
- 9 SR 125 Managed Lanes: transition to a combination of general-purpose and managed 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: San Ysidro/ U.S.-Mexico Border
- 45 NEV Service Area: Downtown/Little Italy
- 46 Microtransit: Central Chula Vista
- 47 Microtransit: Southeast San Diego
- 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 Hub	Mobility Hub		
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-805 to Otay Mesa East Port of Entry	X	
7	SR 125 Managed Lanes: SR 54 to I-8	X	
8	SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54	X	
9	SR 125 Managed Lanes: transition to a combination of general-purpose and managed lanes from SR 905 to SR 54	X	X
10	SR 75 Coronado Bridge Reversible Managed Lane	X	

DRAFT

- Unlisted Projects**
- 2025 Bike Network
- Unmapped Projects**
- Transit Frequency Enhancements
 - Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)
 - Existing Network
- Unmapped Policies**
- Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - 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 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 2035, changing the SR 125 toll road to a fully managed facility (use of lanes may vary depending on demand). By 2050, add lanes and change to a regular highway with a mix of free and managed lanes.

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.