

MEMORANDUM

To: Scott Molloy, Newland Sierra LLC
From: Jennifer Reed, Dudek
Subject: Newland Sierra – Inclusion of Proposed Offsite Road Improvements in Regional Air Quality and Transportation Plans
Date: June 6, 2018
cc: Brian Grover, Dudek; Sean Kilkenny, Dudek; Jennifer Sucha, Dudek
Attachment A: San Diego Association of Governments 2015 Regional Transportation Plan / Sustainable Communities Strategy, Appendix M (Table M.13 and Figure M.1)

1 INTRODUCTION

A comment on the Draft Environmental Impact Report (EIR) prepared for the Newland Sierra Project (project) asserted that operational mobile source emissions from proposed offsite road improvements and associated induced traffic were not included in the air quality and greenhouse gas (GHG) emissions impact analysis. Specifically, Comment Letter O-1.4 from Phyllis Fox, PhD, PE, on behalf of The Golden Door (August 14, 2017), Comment O-1.4-44, states that the project's criteria air pollutant and GHG emissions are underestimated because the emissions calculations do not account for induced traffic associated with the project's improvements at the I-15 and Deer Springs Road interchange.

To address this comment, this memorandum discusses the process by which the San Diego Air Pollution Control District (SDAPCD) develops its air quality planning emissions inventories, and the process by which the San Diego Association of Governments (SANDAG) develops its Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Program (RTIP) air quality conformity assessments. In addition, this memorandum explains the process by which potential criteria air pollutant and GHG emissions associated with transportation improvement projects are captured in regional air quality and transportation plans. The analysis presented in Section 2 of this memorandum provides the background to support the conclusion that the proposed offsite road improvements at the I-15 and Deer Springs Road interchange are included in the SDAPCD's regional air quality plans and SANDAG's regional transportation plans.

2 ANALYSIS

San Diego Association of Governments' Regional Plans

On October 9, 2015, the SANDAG Board adopted *San Diego Forward: The Regional Plan* and its air quality conformity demonstration. SANDAG's *San Diego Forward: The Regional Plan* combines and updates the San Diego region's two major planning documents – the Regional Comprehensive Plan (RCP) and the RTP/SCS – into one plan to embody a unified vision for the San Diego region's future, and is referred to herein as the "2015 RTP/SCS". The U.S. Department of Transportation issued its air quality conformity finding for 2015 RTP/SCS on December 2, 2015. SANDAG's receipt of the conformity determination means that the U.S. Department of Transportation has confirmed that SANDAG's transportation projects will not adversely affect the region's air quality standards.

The SCS portion of the 2015 RTP/SCS details how the region may reduce GHG emissions in accordance with established targets over time. The inclusion of the SCS is required by Senate Bill 375, which went into effect in 2009. Under Senate Bill 375, a SCS must demonstrate how development patterns and transportation network, policies, and programs can work together to achieve GHG emission reduction targets for cars and light-duty trucks, if there is a feasible way to do so. Therefore, the SCS portion of the 2015 RTP/SCS addresses the following targets that the California Air Resources Board (CARB) set for the region: reduce per capita emissions 7% by 2020 and 13% by 2035 from a 2005 baseline (there are no mandated targets beyond 2035). The SCS included the following four building blocks:

1. A land use component that accommodates the Regional Housing Needs Assessment (RHNA) and includes the protection of sensitive resources, including areas protected under habitat conservation plans;
2. Transportation networks, including highways, transit, and local streets and roads;
3. Transportation demand management strategies; and
4. Transportation system management programs and policies.

CARB accepted SANDAG's determination that the SCS portion of the 2015 RTP/SCS, if implemented as adopted, would achieve the 2020 and 2035 reduction targets established by CARB.

Separately, on September 23, 2016, the SANDAG Board of Directors adopted the final 2016 RTIP (see Chapter 5 and Appendix A-6) and its conformity determination and redetermination of conformity for *San Diego Forward: The Regional Plan*. The U.S. Department of Transportation,

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in consultation with U.S. EPA, made its conformity determination for the 2016 RTIP on December 16, 2016.

Of relevance to this memorandum, both the 2015 RTP/SCS and 2016 RTIP identify the subject offsite road improvements at issue in the comment as part of the Regional Arterial System. More specifically:

- Table M.13 of Appendix M to the 2015 RTP/SCS identifies Deer Springs Road from Twin Oaks Valley Road to I-15 and Twin Oaks Valley Road from Deer Springs Road to Questhaven Road as Arterials 266 and 326, respectively. Figure M.1 of Appendix M depicts the region’s arterial network and states “(a)ll freeway interchanges are considered part of the Regional Arterial System” (please see Table M.13 and Figure M.1 of Appendix M to the 2015 RTP/SCS, provided as Attachment A).¹
- Appendix A-4, Regional Arterial System, to the 2016 RTIP also identifies the subject road improvements through inclusion of Table M.13 of Appendix M to the 2015 RTP/SCS.

The 2016 RTIP clarifies how the RTIP is both consistent with and implements the 2015 RTP/SCS (*emphasis added*):

“The 2016 RTIP is a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. ***The 2016 RTIP also incrementally implements San Diego Forward: The Regional Plan (Regional Plan)***, the long-range transportation plan for the San Diego region – approved by the San Diego Association of Governments (SANDAG) Board of Directors (Board) on October 9, 2015.” (Chapter 1, Executive Summary, Overview, page 3)

“***In order to illustrate the level of consistency between the Regional Plan and the RTIP*** and to provide additional information for each project, ***the individual project listing in the following pages provides the following***: the Regional Plan page number for those regionally significant projects, ***the Regional Arterial System as identified in the Regional Plan***, the estimated total project cost, the Caltrans identification numbers, the federal earmark numbers, and TransNet-related identifiers. The RTIP Project Users

¹ SANDAG Series 13 assumes the I-15/Deer Springs Road interchange to be a six-lane interchange, consistent with the County’s General Plan Buildout classification for Deer Springs Road as a 6.2 Prime Arterial.

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Guide (Figure 3-1) points to the various sources of information provided for each project.” (Chapter 3, Project Listings, Consistency with the Regional Plan, page 29)

Thus, the subject offsite road improvements are planned and programmed by the 2015 RTP/SCS and the 2016 RTIP.

San Diego Air Pollution Control District’s Air Quality Plans

The SDAPCD’s regional air quality plans also account for the subject offsite road improvements, which were determined to be in conformance with the State Implementation Plan (SIP). More specifically, the SDAPCD’s Eight-Hour Ozone Attainment Plan for San Diego County (December 2016) includes the following description of the SDAPCD’s Inventory Development Process (*emphasis added*) (SDAPCD 2016):

“Emission inventories, projections, and trends in this Attainment Plan are based on the latest ozone SIP planning emission projections compiled and maintained by the ARB. *Supporting data were jointly developed by stakeholder agencies, including the ARB, the District, SCAQMD, the Southern California Association of Governments (SCAG), and the San Diego Association of Governments (SANDAG).* Each agency plays a role in collecting and reviewing data as necessary to generate comprehensive emission inventories. The supporting data includes socio-economic projections, industrial and travel activity, emission factors, and emission speciation profiles.

The ARB compiles annual statewide emission inventories in its emission-related information database, the California Emission Inventory Development and Reporting System (CEIDARS). Emission projections for past and future years are generated using the ARB California Emission Projection Analysis Model (CEPAM), formerly the California Emission Forecasting System (CEFS), to track progress meeting emission reduction goals and mandates. CEPAM utilizes the most current growth and emissions control data available (and agreed upon by the stakeholder agencies) to provide comprehensive projections of anthropogenic (human activity-related) emissions for each year from 2000 to 2035.

Local air districts are responsible for compiling emissions data for all point sources and many stationary area-wide sources. *For mobile sources, CEPAM integrates emission estimates from the ARB EMFAC2014 and OFFROAD models. SCAG and SANDAG incorporate data regarding highway and transit projects from their respective Travel Demand Models for estimating and projecting vehicle miles traveled (VMT) and*

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speed. The ARB on-road emissions inventory (EMFAC2014) relies on these VMT and speed estimates. To complete the inventory, estimates of biogenic (naturally occurring) emissions are developed by the ARB using the Biogenic Emissions Inventory Geographic Information System (BEIGIS) model.” (page 6)

As illustrated by the above excerpt, SDAPCD’s regional plans are built upon and informed by close coordination with SANDAG and that agency’s regional transportation planning framework. The inclusion of the subject offsite road improvements in SANDAG’s 2015 RTP/SCS and 2016 RTIP ensures that SDAPCD’s own regional air quality plans account for the planning transportation network.

Mobile Source Emissions Inventory Model

Per CARB’s Emissions Inventory website, CARB, the California Department of Transportation (Caltrans), and regional transportation agencies (such as SANDAG) are the principal agencies involved in developing the State’s mobile source inventory (CARB 2011). As explained in the above text, the SDAPCD uses data from CARB and SANDAG. Mobile source emissions are based on emission factors from CARB’s EMFAC 2014 (EMFAC) inventory model, and VMT and speed from SANDAG Travel Demand Models.

EMFAC is the industry standard model in California for air quality planning and transportation air quality conformity assessments. The Emissions Mode in EMFAC can be used to estimate tons of emissions per day by geographic region. The Emission Rates Mode in EMFAC can be used to estimate grams of emission per unit of activity for the time, region(s), vehicle type, and pollutant(s) selected through the model’s Graphical User Interface. The U.S. EPA specifically approves EMFAC for conformity assessments, such as the Air Quality Conformity assessment prepared for the 2015 RTP/SCS and the 2016 RTIP. In fact, the capability for using custom activity inputs in EMFAC is linked to the requirement that SIP inventory development and conformity assessments be conducted using local transportation activity data.

EMFAC uses custom activity data (VMT data only or VMT and speed profile data together) to calculate custom-to-default activity ratios (i.e., scalars) that are then used to scale default data (e.g., emissions, population, and VMT as well as light-duty vehicle trips). By selecting the “Custom Activity (SG)” run type in EMFAC, local agencies may import their VMT, either by vehicle class or in aggregated form, to obtain Metropolitan Planning Organization-specific results for use, in lieu of the default activity results.

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An as overview, federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the RTP and RTIP:

1. Provide for the timely implementation of Transportation Control Measures (TCMs).
2. Include a quantitative emission analysis of projects programmed in the RTP and RTIP, including all regionally significant projects.
3. Be within the region’s emissions budgets included in the applicable SIP.

The EMFAC 2014 Volume III - Technical Documentation (May 12, 2015) (EMFAC 2015) (Section 4, Custom Activity Mode, page 138) provides the following relevant discussion of conformity assessments and SB 375 assessments (*emphasis added*):

“Conformity assessments are part of a broader regional transportation planning process carried out by transportation agencies. ***Because joint transportation and air quality planning assists both conformity assessments and air pollution reduction efforts, local air districts and transportation planning agencies regularly consult with each other and with involved state and federal agencies.*** Local transportation and air quality planning processes are also open to interested organizations and members of the public.

For RTP and TIP demonstrations, conformity first involves an emissions estimate. The air quality plan (SIP) forecasts levels of pollutant emissions that will enable steady progress toward attainment of air quality standards by Clean Air Act deadlines, backed up by control strategies that will enable these levels to be reached. Such forecasts are stratified by emissions source. The on-road mobile source portion of the forecast is known as a motor vehicle emissions budget. To be found in conformity with the SIP, a region's transportation plan and program must be found to result in emissions that are within each emission’s budget.

In addition to conformity assessments, California’s SB 375 requires each MPO to include a “Sustainable Communities Strategy” in their RTP that demonstrates how the region will meet California’s greenhouse gas emission targets. If the Sustainable Communities Strategy falls short of meeting the targets, the region must prepare an “Alternative Planning Strategy” that, if implemented, would meet the targets.” (page 138)

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Air Quality Conformity

Chapter 5, Air Quality Conformity Analysis, of SANDAG’s 2016 RTIP provides the following information about the quantitative emissions analysis performed to demonstrate air quality conformity of the 2016 RTIP (SANDAG 2016) (*emphasis added*):

“A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2016, 2018 (interpolated for CO), 2020 (interpolated for Reactive Organic Gas [ROG] and Nitrogen Oxide [NO_x]), 2025, 2035, 2040, and 2050. *SANDAG’s regional growth forecasts and transportation models, as well as CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG’s activity based model.*² The activity based model simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. Activity based model outputs are used as inputs for regional emissions forecasts.

The emissions analysis was conducted using the latest EMISSIONS FACTORS 2014 v.1.0.7³ (EMFAC2014) model.

The 2016 RTIP air quality conformity analysis was conducted for the years 2016-2050.

All of the capacity-increasing improvements identified in the 2016 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.” (pages 183-184)

Appendix A-6, Regional Emissions Analysis and Modeling Procedures, to the 2016 RTIP provides further clarification on these modeling procedures:

“To simulate San Diego residents and non-residents travel, and freight travel, the SANDAG activity based model includes several models and steps. (page 393)... The

² Activity-based models are becoming the standard travel demand modeling technology used by large Metropolitan Planning Organizations, including the Sacramento Area Council of Governments and the Bay Area Metropolitan Transportation Commission.

³ This is the latest EMFAC version at the time of Newland Sierra Draft EIR preparation.

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last iteration assigns both highway and transit trips and creates skims for land use models. ***The outputs from the final step are used to generate input for EMFAC emissions modeling.*** (page 394). ... Trips generated from the simulated and aggregate models are summed up to an auto trip matrix and transit trip matrix by time of day by mode, and assigned to highway and transit networks. ***After network assignment, the EMFAC model is used to generate emissions summaries based on the inputs generated by the post processing of highway assignment outputs.***” (page 394)

“On March 2, 2016, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the Series 13, 2050 Regional Growth Forecast for the air quality conformity analysis of the 2016 RTIP and Regional Plan conformity redetermination. Previously, both the U.S. DOT and the U.S. EPA concurred that approved plans should be used as input in the air quality conformity process.” (page 387)

“The Series 13, 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and the County. Because many of the local general plans have horizon years of 2030 – 20 years before the 2050 Growth Forecast horizon year – the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years.” (page 388)

“The estimates of regional transportation-related emissions analyses conducted for the 2016 RTIP and Regional Plan conformity redetermination meet the requirements established in the Transportation Conformity Regulation (40 CFR §93.122(b) and §93.122(c)). ***These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles traveled (VMT).***” (page 388)

Regional Growth Forecast

To expand upon the discussion of the 2050 Regional Growth Forecast, mentioned above, SANDAG provides the following summary of the forecasting process in its Growth Forecast – Series 13: 2050 Regional Growth Forecast webpage (SANDAG ND) (***emphasis added***):

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“The SANDAG forecast is completed in two steps. The first is the development of a regional forecast of population, housing and jobs. The regional forecast establishes the framework for the next step, the subregional forecast. ***The regional forecast is developed by SANDAG with input from expert demographers, economists, developers, local planning directors, and natural resource managers.*** These experts review economic and demographic assumptions about fertility, migration, inflation, and other indicators. In addition to the traditional expert panel review SANDAG conducts, SANDAG also has reviewed the forecast with key stakeholders across the region including transportation, land use, and economic development advocates.

SANDAG uses its Demographic and Economic Forecasting Model (DEFM) to develop the regional forecast. DEFM was first developed to support the Series 4 forecast in the late 1970s. DEFM uses a standard demographic (i.e., cohort-survival) economic modeling technique to estimate future growth. Forecasts developed using DEFM have had strong accuracy; since Series 4 (1977), on average DEFM regional forecasts have been within 4 percent of observed population growth.

The DEFM results feed the subregional allocation models to develop city and community level forecasts. The Series 13 subregional forecast employs a new tool called the Production, Exchange, Consumption, and Allocation System (PECAS). This new model offers several enhancements beyond the subregional forecasting models used in prior forecasts by introducing economic conditions and return on investment calculations into the projections of development, redevelopment, and infill. ***PECAS, in addition to new data sources, continues to rely upon the land use plans, policies, and zoning ordinances of the 18 cities, the County of San Diego, and other land use authorities.***

For the development of the subregional forecast, SANDAG staff works extensively with each jurisdiction to collect and verify detailed land use inputs down to the parcel level. The data collected includes information on remaining housing capacity, zoning, existing and planned land use, as well as constraints to development (steep slopes, habitat lands, floodplains, etc). In addition to providing land use information, each jurisdiction is asked to provide guidance on the most likely development patterns for their jurisdiction by 2050.”

As presented above, SANDAG closely coordinates with the County of San Diego to ensure the growth forecasts, planned land uses, and planned transportation improvements are accurately integrated into regional transportation planning.

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3 CONCLUSIONS

As explained above, the proposed improvements at the I-15 and Deer Springs Road interchange are included in the SDAPCD's regional air quality plans and SANDAG's regional transportation plans because they have been identified by SANDAG as part of the Regional Arterial System. Accordingly, potential associated criteria air pollutant and GHG emissions resulting from the proposed offsite road improvements previously were considered and addressed by the referenced agencies in conjunction with their regional planning efforts.

4 REFERENCES

CARB (California Air Resources Board). 2011. Emission Inventory Background Information. Last reviewed April 25, 2011. <https://www.arb.ca.gov/ei/general.htm>

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SDAPCD (San Diego Air Pollution Control District). 2016. 2008 Eight-Hour Ozone Attainment Plan for San Diego County. December. <http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/8-Hr-O3%20Attain%20Plan-08%20Std.pdf>

SANDAG (San Diego Association of Governments). 2016. 2016 Regional Transportation Improvement Program. September. http://www.sandag.org/uploads/publicationid/publicationid_2071_21174.pdf

SANDAG. ND. Air Quality Conformity. <http://www.sandag.org/index.asp?classid=13&subclassid=30&projectid=527&fuseaction=projects.detail>

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U.S. Department of Transportation. 2016. Conformity Determination for SANDAG 2017 FTIP and San Diego Forward: The Regional Plan, Including SCS. http://www.sandag.org/uploads/projectid/projectid_527_21425.pdf

ATTACHMENT A

*San Diego Association of Governments 2015
Regional Transportation Plan / Sustainable
Communities Strategy, Appendix M (Table M.13
and Figure M.1)*

Appendix M

Transportation Project Evaluation Criteria and Rankings

Appendix Contents

Introduction

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Regional Arterial System

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Regional Arterial System

The Regional Arterial System (RAS) constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provides for a significant amount of mobility throughout the region. The RAS includes roads eligible for the Regional Transportation Congestion Improvement Program (RCTIP) included in the *TransNet* Ordinance and other funding. The RAS was last updated through an extensive process as part of the 2030 RTP. Minor adjustments were requested by some local jurisdictions for the 2050 Regional Plan. A Regional Arterial System has been included as part of the Regional Transportation Plan (RTP) since 1989 and includes 1,090 miles of roads.

Regional arterials are considered to be longer contiguous routes that provide accessibility between communities within the region and which also may allow subregional trips to avoid freeway travel. Regional Plan RAS modifications and additions to the RAS are shown in bold in Table M.13.

Regional arterial system screening criteria

In order to qualify for the updated Regional Arterial System (RAS), arterials must meet at least one of four approved criteria shown below. The first criterion is that the arterial is already included in the existing RAS. Any additions to the network must meet one of the remaining three criteria:

- Provides parallel capacity in high-volume corridors to supplement freeways, state highways, and/or other regional arterials (Corridor)
- Provides capacity and a direct connection between freeways or other regional arterials, ensuring continuity of the freeway, state highways, and arterial network throughout the region without duplicating other regional facilities (Cross-corridor)
- Provides all or part of the route for existing or planned regional and/or corridor transit service that provides headways of 15 minutes or less during the peak-period.

There are certain design characteristics that can help facilitate regional trip movements on the Regional Arterial System. These characteristics can help to facilitate trip movement and include:

- Interconnection and systems management of traffic signals
- Raised or striped medians
- Limitation and separation of left-turn movements
- Limited driveway access and other access controls
- Grade separations at rail crossings
- Shoulders and bikeways to accommodate bike movement
- Pedestrian treatments at intersections
- Priority traffic signal systems for transit service
- Bypass or “queue-jumper” lanes for transit service at critical intersections
- Enhanced transit stops
- Pedestrian facilities designed according to the Regional Pedestrian Design Guidelines
- Modern roundabouts and alternate intersection design where appropriate
- Freeway interchange modifications in accordance with Caltrans standards

A complete listing of the Regional Arterial System is provided in Table M.13 and shown in Figure M.1. **All freeway interchanges are considered part of the Regional Arterial System.**

Table M.13
Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
1 Cannon Rd	Carlsbad Blvd to Buena Vista Dr	Carlsbad
2 Carlsbad Blvd	Eaton St to La Costa Ave	Carlsbad
3 Carlsbad Village Dr	Interstate 5 to Coast Blvd/Coast Highway	Carlsbad
4 College Blvd	City of Oceanside to Palomar Airport Rd	Carlsbad
5 El Camino Real (S-11)	State Route 78 to Olivenhain	Carlsbad
6 Faraday Ave	Melrose Dr to College Blvd	Carlsbad
7 La Costa Ave	Interstate 5 to El Camino Real	Carlsbad
8 Melrose Dr	City of Vista to Rancho Santa Fe Rd	Carlsbad
9 Olivenhain Rd	Los Pinos Circle to Rancho Santa Fe Rd	Carlsbad
10 Palomar Airport Rd	Carlsbad Blvd to Business Park Dr	Carlsbad
11 Poinsettia Lane	Carlsbad Blvd to Melrose Dr	Carlsbad
12 Rancho Santa Fe Rd	Melrose Dr to Olivenhain Rd	Carlsbad
13 Bay Blvd	E St to Stella St	Chula Vista
14 Beyer Way	Main St to City of San Diego	Chula Vista
15 Bonita Rd	1st Ave to Interstate 805	Chula Vista
16 Broadway	C St to Main St	Chula Vista
17 E St	H St to Bonita Rd	Chula Vista
18 East H St	Hilltop Dr to Mount Miguel Rd	Chula Vista
19 H St	E St to Hilltop Dr	Chula Vista
20 Hunte Parkway	Proctor Valley R to Eastlake Parkway	Chula Vista
21 J St	Marina Parkway to Broadway	Chula Vista
22 L St	Bay Blvd to Interstate 805	Chula Vista
23 La Media Rd	Telegraph Canyon Rd to Main St	Chula Vista
24 Main St	West City limits to Eastlake Parkway	Chula Vista
25 Marina Parkway	H St to J St	Chula Vista
26 Olympic Parkway	Interstate 805 to Hunte Parkway	Chula Vista
27 Orange Ave	Palomar St to Interstate 805	Chula Vista
28 Otay Lakes Rd	Bonita Rd to Wueste Rd	Chula Vista
29 Otay Valley Rd)	Main St to East of State Route 125	Chula Vista

Table M.13 (continued)

Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
30 Palomar St	Bay Blvd to Orange Ave	Chula Vista
31 Paseo Ranchero (Heritage Rd)	East H St to City of San Diego	Chula Vista
32 Proctor Valley Rd	Mt. Miguel Rd to Hunte Parkway	Chula Vista
33 Telegraph Canyon Rd	Interstate 805 to Otay Lakes Rd	Chula Vista
34 Willow St	Sweetwater Rd to Bonita Rd	Chula Vista
35 State Route 75	City of San Diego to City of Imperial Beach	Coronado
36 Via de la Valle	Highway 101 to Jimmy Durante Blvd	Del Mar
37 2nd St	Greenfield Dr to Main St	El Cajon
38 Avocado Ave	Main St to Chase Ave	El Cajon
39 Avocado Blvd	Chase Ave to Dewitt Court	El Cajon
40 Ballantyne St	Broadway to Main St	El Cajon
41 Bradley Ave	Cuyamaca St to County of San Diego	El Cajon
42 Broadway	State Route 67 to East Main St	El Cajon
43 Chase Ave	El Cajon Blvd to Rancho Valle Court	El Cajon
44 Cuyamaca St	City of Santee to Marshall Ave	El Cajon
45 E Main St	Broadway to Lavala Lane	El Cajon
46 El Cajon Blvd	Chase Ave to West Main St	El Cajon
47 Fletcher Parkway	City of La Mesa to State Route 67	El Cajon
48 Greenfield Dr	Ballantyne St to Interstate 8	El Cajon
49 Jamacha Rd	Main St to Grove Rd	El Cajon
50 Marshall Ave	Cuyamaca St to Fletcher Parkway	El Cajon
51 Marshall Ave	Fletcher Parkway to West Main St	El Cajon
52 Marshall Ave	West Main St to Washington Ave	El Cajon
53 Navajo Rd	State Route 125 to Fletcher Parkway	El Cajon
54 Washington Ave	El Cajon Blvd to Granite Hills Dr	El Cajon
55 West Main St	Interstate 8 to Marshall Ave	El Cajon
56 Coast Highway	City of Carlsbad to City of Solana Beach	Encinitas
57 El Camino Real	Olivenhain to Manchester Ave	Encinitas
58 Encinitas Blvd	Coast Highway 101 to El Camino Real	Encinitas
59 La Costa Ave	Coast Highway 101 to Interstate 5	Encinitas
60 Leucadia Blvd	Coast Highway 101 to El Camino Real	Encinitas

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction	
61	Manchester Ave	El Camino Real to Interstate 5	Encinitas
62	Olivenhain Rd	El Camino Real to Los Pinos Circle	Encinitas
63	Barham Dr	Los Amigos to Mission Rd	Escondido
64	Centre City Parkway	Country Club Lane (Interstate 15) to South Escondido Blvd/South Centre City Parkway (Interstate 15)	Escondido
65	Citracado Parkway	Centre City Parkway to State Route 78	Escondido
66	East Valley Parkway	Broadway to Valley Center Grade Rd	Escondido
67	East Via Rancho Parkway	Broadway to Sunset Dr	Escondido
68	El Norte Parkway	Nordahl Rd to Washington Ave	Escondido
69	El Norte Parkway	Woodland Parkway to Rees Rd	Escondido
70	Felicita/17th Ave	Interstate 15 to State Route 78	Escondido
71	Grand Ave/2nd Ave/Valley Blvd	West Valley Parkway to East Valley Parkway	Escondido
72	Hale Ave	Washington Ave to Interstate 15	Escondido
73	Lincoln/Ash Parkway	Broadway to Washington Ave	Escondido
74	Mission Ave	Andreason Dr to Centre City Parkway	Escondido
75	Mission Rd	Barham Dr to Andreason Dr	Escondido
76	Via Rancho Parkway	Del Dios Highway to Sunset Dr	Escondido
77	Washington Ave	State Route 78 to East Valley Parkway	Escondido
78	West Valley Parkway	Claudan Rd to Broadway	Escondido
79	State Route 75	City of Coronado to City of San Diego	Imperial Beach
80	70th St	University Ave to Colony Rd	La Mesa
81	70th St	Saranac St to Interstate 8	La Mesa
82	El Cajon Blvd	73rd St to Interstate 8	La Mesa
83	Fletcher Parkway	Interstate 8 to City of El Cajon	La Mesa
84	Grossmont Center Dr	Interstate 8 to Fletcher Parkway	La Mesa
85	Jackson Dr	La Mesa Blvd to North City limits	La Mesa
86	La Mesa Blvd	University Ave to Interstate 8	La Mesa
87	Lake Murray	Interstate 8 to Dallas St	La Mesa
88	Massachusetts Ave	State Route 94 to University Ave	La Mesa
89	Spring St	Interstate 8 to State Route 125	La Mesa
90	University Ave	69th St to La Mesa Blvd	La Mesa

Table M.13 (continued)

Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
91 Broadway	Spring St to Lemon Grove Ave	Lemon Grove
92 College Ave	Livingston St to Federal Blvd	Lemon Grove
93 Federal Blvd	College Ave to State Route 94	Lemon Grove
94 Lemon Grove Ave	Viewcrest Dr to State Route 94	Lemon Grove
95 Massachusetts Ave	Broadway to State Route 94	Lemon Grove
96 Massachusetts Ave	Lemon Grove Ave to Broadway	Lemon Grove
97 Sweetwater Rd	Broadway to Troy St	Lemon Grove
98 30th St	National City Blvd to 2nd St	National City
99 Euclid Ave	Cervantes Ave to Sweetwater Rd	National City
100 Harbor Dr	City of San Diego to Interstate 5	National City
101 National City Blvd	Division St to 30th St	National City
102 Palm Ave	Interstate 805 to 18th St	National City
103 Paradise Valley Rd	8th St to Plaza Blvd	National City
104 Plaza Blvd	National City Blvd to 8th St	National City
105 Sweetwater Rd	2nd St to Plaza Bonita Center Way	National City
106 Coast Highway	Interstate 5 to Eaton St	Oceanside
107 College Blvd	North River Rd to State Route 78	Oceanside
108 El Camino Real	Douglas Dr to State Route 78	Oceanside
109 Melrose Dr	State Route 76 to Rancho Santa Fe Rd	Oceanside
110 Mission Ave	Coast Highway to Frazee Rd	Oceanside
111 North River Rd	Douglas Dr to State Route 76	Oceanside
112 North Santa Fe Ave	State Route 76 to Melrose Dr	Oceanside
113 Oceanside Blvd	Coast Highway to Melrose Dr	Oceanside
114 Rancho del Oro Dr	State Route 78 to State Route 76	Oceanside
115 Vandegrift Blvd	North River Rd to Camp Pendleton	Oceanside
116 West Vista Way	Jefferson St to Thunder Dr	Oceanside
117 Camino del Norte	World Trade Dr to Pomerado Rd	Poway
118 Community Rd	Twin Peaks Rd to Scripps Poway Parkway	Poway
119 Espola Rd	Summerfield Lane to Poway Rd	Poway
120 Pomerado Rd	Stonemill Dr to Gateway Park Rd	Poway
121 Poway Rd	Springhurst Dr to State Route 67	Poway

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
122 Scripps Poway Parkway	Springbrook Dr to Sycamore Canyon Rd	Poway
123 Ted Williams Parkway	Pomerado Rd to Twin Peaks Rd	Poway
124 Twin Peaks Rd	Pomerado Rd to Espola Rd	Poway
125 1st Ave	Harbor Dr to Interstate 5	San Diego City
126 4th Ave	Market St to Washington St	San Diego City
127 5th Ave	Market St to Washington St	San Diego City
128 6th Ave	Ash St to State Route 163	San Diego City
129 10th Ave	State Route 163 to Imperial Ave	San Diego City
130 11th Ave	G St to State Route 163	San Diego City
131 32nd St	Harbor Dr to Wabash Blvd	San Diego City
132 47th St	State Route 94 to Interstate 805	San Diego City
133 54th St	El Cajon Blvd to Euclid Ave	San Diego City
134 70th St	Colony Rd to Saranac St	San Diego City
135 A St	11th Ave to Kettner Blvd	San Diego City
136 Adams Ave	Park Blvd to Interstate 15	San Diego City
137 Aero Dr	State Route 163 to Interstate 15	San Diego City
138 Airway Rd	Caliente Ave to State Route 125	San Diego City
139 Ash St	Harbor Dr to 10th Ave	San Diego City
140 Auto Circle	Camino del Rio North to Camino del Rio South	San Diego City
141 Balboa Ave	Mission Bay Dr to Interstate 15	San Diego City
142 Barnett Ave	Lytton St to Pacific Highway	San Diego City
143 Bernardo Center Dr	Camino del Norte to Interstate 15	San Diego City
144 Beyer Blvd	Main St to East Beyer Blvd	San Diego City
145 Beyer Way	Main St to Palm Ave	San Diego City
146 Britannia Blvd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
147 Black Mountain Rd	Del Mar Heights Rd to Carroll Canyon Rd	San Diego City
148 Broadway	Harbor Dr to 11th Ave	San Diego City
149 Cabrillo Memorial Dr	Cochran St to Cabrillo National Monument	San Diego City
150 Camino del Norte	Camino San Bernardo to World Trade Dr	San Diego City
151 Camino del Rio North	Mission Center Rd to Mission Gorge Rd	San Diego City
152 Camino Ruiz	Mira Mesa Blvd to Miramar Rd	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
153 Camino Ruiz	State Route 56 to Camino del Norte	San Diego City
154 Camino Santa Fe Ave	Sorrento Valley Blvd to Miramar Rd	San Diego City
155 Canon St	Rosecrans St to Catalina Blvd	San Diego City
156 Carmel Mountain Rd	Camino del Norte to Rancho Peñasquitos Blvd	San Diego City
157 Carmel Mountain Rd	Sorrento Valley Rd to El Camino Real	San Diego City
158 Carmel Valley Rd	North Torrey Pines Rd to El Camino Real	San Diego City
159 Catalina Blvd	Canon St to Cochran St	San Diego City
160 Clairemont Dr	Clairemont Mesa Blvd to Interstate 5	San Diego City
161 Clairemont Mesa Blvd	Interstate 15 to Regents Rd	San Diego City
162 College Ave	Navajo Rd to Livingston St	San Diego City
163 Collwood Blvd	Montezuma Rd to El Cajon Blvd	San Diego City
164 Convoy St	Linda Vista Rd to State Route 52	San Diego City
165 Cesar E. Chavez Parkway	Interstate 5 to Harbor Dr	San Diego City
166 Dairy Mart Rd	State Route 905 to Interstate 5	San Diego City
167 Del Dios Highway	Via Rancho Parkway to Claudan Rd	San Diego City
168 Del Mar Heights Rd	Interstate 5 to Carmel Valley Rd	San Diego City
169 El Cajon Blvd	Park Blvd to 73rd St	San Diego City
170 El Camino Real	Via de la Valle to Carmel Mountain Rd	San Diego City
171 Euclid Ave	54th St to Cervantes Ave	San Diego City
172 F St	State Route 94 to 10th Ave	San Diego City
173 Fairmount Ave	Interstate 8 to State Route 94	San Diego City
174 Friars Rd	Sea World Dr to Mission Gorge Rd	San Diego City
175 Front St	Interstate 5 to Market St	San Diego City
176 G St	State Route 94 to 10th Ave	San Diego City
177 Garnet Ave	Balboa Ave to Mission Bay Dr	San Diego City
178 Genesee Ave	North Torrey Pines Rd to State Route 163	San Diego City
179 Gilman Dr	La Jolla Village Dr to Interstate 5	San Diego City
180 Grand Ave	Mission Blvd to Mission Bay Dr	San Diego City
181 Governor Dr	Interstate 805 to Regents Rd	San Diego City
182 Grape St	North Harbor Dr to Interstate 5	San Diego City
183 Harbor Dr	Pacific Highway to City of National City	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
184 Hawthorn St	Interstate 5 to North Harbor Dr	San Diego City
185 Heritage Rd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
186 Heritage Rd	Otay Valley Rd to City of Chula Vista	San Diego City
187 Imperial Ave	Park Blvd to Lisbon St	San Diego City
188 Ingraham St	Sunset Cliffs Blvd to Grand Ave	San Diego City
189 Kearny Villa Rd	Pomerado Rd to Aero Dr	San Diego City
190 Kettner Blvd	Interstate 5 to India St	San Diego City
191 La Jolla Blvd	Pearl St to Turquoise St	San Diego City
192 La Jolla Parkway	Torrey Pines Rd to Interstate 5	San Diego City
193 La Jolla Shores Dr	Torrey Pines Rd to North Torrey Pines Rd	San Diego City
194 La Jolla Village Dr	North Torrey Pines Rd to Interstate 805	San Diego City
195 La Media Rd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
196 Lake Murray Blvd	Dallas St to Navajo Rd	San Diego City
197 Laurel St	North Harbor Dr to Interstate 5	San Diego City
198 Lemon Grove Ave	Lisbon St to Viewcrest Dr	San Diego City
199 Linda Vista Rd	Morena Blvd to Convoy St	San Diego City
200 Lytton St	Rosecrans St to Barnett Ave	San Diego City
201 Market St	Harbor Dr to Euclid Ave	San Diego City
202 Mercy Rd	Black Mountain Rd to Interstate 15	San Diego City
203 Mesa College Dr	Interstate 805 to Marlesta Dr	San Diego City
204 Midway Dr	West Point Loma Blvd to Barnett Ave	San Diego City
205 Mira Mesa Blvd	Interstate 805 to Interstate 15	San Diego City
206 Miramar Rd	Interstate 805 to Interstate 15	San Diego City
207 Mission Blvd	Loring St to West Mission Bay Dr	San Diego City
208 Mission Bay Dr	Grand Av to Interstate 5	San Diego City
209 Mission Center Rd	Camino del Rio North to Friars Rd	San Diego City
210 Mission Gorge Rd	Interstate 8 to Highridge Rd	San Diego City
211 Montezuma Rd	Fairmount Ave to El Cajon Blvd	San Diego City
212 Morena Blvd	Balboa Ave to Interstate 8	San Diego City
213 Navajo Rd	Waring Rd to Fanita Dr	San Diego City
214 Nimitz Blvd	Interstate 8 to Harbor Dr	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
215 North Harbor Dr	Rosecrans St to Grape St	San Diego City
216 North Torrey Pines Rd (S-21)	Carmel Valley Rd to La Jolla Village Dr	San Diego City
217 Ocean View Hills Parkway	Interstate 805 to State Route 905	San Diego City
218 Otay Mesa Rd	State Route 905 to State Route 125	San Diego City
219 Pacific Highway	Sea World Dr to Harbor Dr	San Diego City
220 Palm Ave	State Route 75 to Interstate 805	San Diego City
221 Paradise Valley Rd	Plaza Blvd to Meadowbrook Dr	San Diego City
222 Park Blvd	Imperial Ave to Adams Ave	San Diego City
223 Picador Blvd	Palm Ave to Interstate 905	San Diego City
224 Pomerado Rd	Interstate 15 (north) to Interstate 15 (south)	San Diego City
225 Poway Rd	Interstate 15 to Springhurst Dr	San Diego City
226 Qualcomm Way	Interstate 8 to Friars Rd	San Diego City
227 Rancho Bernardo Rd	Interstate 15 to Summerfield Lane	San Diego City
228 Rancho Carmel Dr	Carmel Mountain Rd to Ted Williams Parkway	San Diego City
229 Rancho Peñasquitos Blvd	State Route 56 to Interstate 15	San Diego City
230 Regents Rd	Genesee Ave to Clairemont Mesa Blvd	San Diego City
231 Rosecrans St	Interstate 8 to Canon St	San Diego City
232 Ruffin Rd	Kearny Villa Rd to Aero Dr	San Diego City
233 Sabre Springs Parkway	Ted Williams Parkway to Poway Rd	San Diego City
234 San Ysidro Blvd	Dairy Mart Rd to East Beyer Blvd	San Diego City
235 Scripps Poway Parkway	Interstate 15 to Springbrook Dr	San Diego City
236 Sea World Dr	West Mission Bay Dr to Morena Blvd	San Diego City
237 Siempre Viva Rd	Heritage Rd to State Route 905	San Diego City
238 Sorrento Valley Blvd	Sorrento Valley Rd to Camino Santa Fe Ave	San Diego City
239 Sports Arena Blvd	Interstate 8 to Rosecrans St	San Diego City
240 Sunset Cliffs Blvd	Interstate 8 to West Mission Bay Dr	San Diego City
241 Ted Williams Parkway	Interstate 15 to Pomerado Rd	San Diego City
242 Texas St	Interstate 8 to University Ave	San Diego City
243 Torrey Pines Rd	Girard Ave to La Jolla Parkway	San Diego City
244 University Ave	State Route 163 to City of La Mesa	San Diego City
245 Valencia Parkway	Market St to Imperial Ave	San Diego City

Table M.13 (continued)

Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction	
246	Via de la Valle	Jimmy Durante Blvd to El Camino Real	San Diego City
247	Vista Sorrento Parkway	Sorrento Valley Blvd to Carmel Mountain Rd	San Diego City
248	Wabash Blvd	32nd St to Interstate 5	San Diego City
249	Washington St	Pacific Highway to Park Blvd	San Diego City
250	Waring Rd	College Ave to Interstate 8	San Diego City
251	West Bernardo Dr	Interstate 15 to Bernardo Center Dr	San Diego City
252	West Mission Bay Dr	Mission Blvd to Sunset Cliffs Blvd	San Diego City
253	Woodman St	State Route 54 to Imperial Ave	San Diego City
254	Alpine Blvd	Interstate 8/Dunbar Lane to Interstate 8/Willows Rd	San Diego County
255	Avocado Blvd	Dewitt Court to State Route 94	San Diego County
256	Bear Valley Parkway	City of Escondido (north) to City of Escondido (south)	San Diego County
257	Bonita Rd	Interstate 805 to San Miguel Rd	San Diego County
258	Borrego Springs/Yaqui Pass Rd (S-3)	Palm Canyon Dr (S-22) to State Route 78	San Diego County
259	Bradley Ave	Wing Ave to Winter Garden Blvd	San Diego County
260	Buckman Springs/Sunrise Highway (S-1)	State Route 94 to State Route 79	San Diego County
261	Buena Creek Rd	South Santa Fe Ave to Twin Oaks Valley Rd	San Diego County
262	Camino del Norte	Rancho Bernardo Rd to City of San Diego	San Diego County
263	Campo Rd	Spring St to Sweetwater Springs/State Route 54	San Diego County
264	Citracado Parkway	Greenwood Place to Interstate 15	San Diego County
265	Cole Grade Rd	State Route 76 to Valley Center Rd	San Diego County
266	Deer Springs Rd	Twin Oaks Valley Rd to Interstate 15	San Diego County
267	Dehesa Rd	Jamacha Rd to Harbison Canyon Rd	San Diego County
268	Dehesa Rd*	Harbison Canyon Rd to Sycuan Rd	San Diego County
269	Del Dios Highway	Via Rancho Parkway to Paseo de Delicias	San Diego County
270	Dye Rd	State Route 67 to San Vicente Rd	San Diego County
271	Dye St	State Route 67 to Dye Rd	San Diego County
272	East Vista Way	State Route 76 to City of Vista	San Diego County
273	El Norte Parkway	Rees Rd to Nordahl Rd	San Diego County
274	Euclid Ave	City of National City to City of National City	San Diego County
275	Gamble Lane	Eucalyptus Ave to City of Escondido	San Diego County

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
276 Gopher Canyon Rd	East Vista Way to Old Highway 395	San Diego County
277 Jamacha Rd	City of El Cajon to State Route 94	San Diego County
278 Jamacha Rd	State Route 125 to State Route 94	San Diego County
279 Keyes Rd (Southern Traffic Bypass)	San Vicente Rd to State Route 78 (Julian Rd)	San Diego County
280 Lake Jennings Park Rd	State Route 67 to Interstate 8	San Diego County
281 Lake Wohlford Rd	Valley Center Rd (north) to Valley Center Rd (south)	San Diego County
282 Las Posas Rd	City of San Marcos to Buena Creek Rd	San Diego County
283 Lone Star Rd	City of San Diego to Loop Rd	San Diego County
284 Maplevue St	State Route 67 to Lake Jennings Rd	San Diego County
285 Mar Vista Drive	City of Oceanside to City of Vista	San Diego County
286 Melrose Dr	City of Oceanside to City of Vista	San Diego County
287 Mission Rd (S-13)	Interstate 15 to State Route 76	San Diego County
288 Mountain Meadow Rd	Interstate 15/Deer Springs Rd to Valley Center Rd	San Diego County
289 Montezuma Valley/Palm Canyon (S-22)	State Route 79 to Imperial County Line	San Diego County
290 Nordahl Rd	El Norte to City of San Marcos	San Diego County
291 Old Highway 80	Buckman Springs Rd to Interstate 8 (In-ko-pah)	San Diego County
292 Old Highway 80	State Route 79 to Sunrise Highway	San Diego County
293 Old Highway 395/Champagne/ North Centre City	East Mission Rd to City of Escondido	San Diego County
294 Otay Lakes Rd	Wueste Rd to State Route 94	San Diego County
295 Otay Mesa Rd	City of San Diego to Loop Rd	San Diego County
296 Paradise Valley Rd	City of San Diego to Sweetwater Rd	San Diego County
297 Paseo Delicias	El Camino del Norte to Via de la Valle	San Diego County
298 Rancho Bernardo Rd	City of San Diego (west) to City of San Diego (east)	San Diego County
299 San Felipe Rd/Overland Route (S-2)	County Route S-22 to Imperial County Line	San Diego County
300 San Vicente Rd/10th St	State Route 67 (Main St) to Wildcat Canyon Rd	San Diego County
301 Scripps Poway Parkway	Sycamore Canyon Rd to State Route 67	San Diego County
302 Siempre Viva Rd	City of San Diego to Loop Rd	San Diego County
303 South Santa Fe Ave	City of Vista to City of San Marcos	San Diego County
304 Sunrise Highway	State Route 79 to Interstate 8	San Diego County

Table M.13 (continued)

Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
305 Sweetwater Rd (Bonita)	Willow St to City of National City	San Diego County
306 Sweetwater Rd (Spring Valley)	Jamacha Blvd to Broadway	San Diego County
307 Sweetwater Springs Blvd	Jamacha Blvd to State Route 94	San Diego County
308 Valley Center Rd	State Route 76 to City of Escondido	San Diego County
309 Valley Center New Northern E to W Rd	Cole Grade Rd to Old Highway 395	San Diego County
310 Via de la Valle	City of San Diego to Paseo Delicias	San Diego County
311 Via Rancho Parkway	Del Dios Highway to City of Escondido	San Diego County
312 Wildcat Canyon Rd*	Mapleview St to San Vicente Rd	San Diego County
313 Willow Glen Dr	Jamacha Rd to Dehesa Rd	San Diego County
314 Willows Rd	Interstate 8 to Viejas Casino	San Diego County
315 Winter Gardens Blvd	State Route 67 to 2nd St	San Diego County
316 Barham Dr	Twin Oaks Valley Rd to Los Amigos	San Marcos
317 Borden Rd	Las Posas Rd to Woodland Parkway	San Marcos
318 Buena Creek Rd	Twin Oaks Valley Rd to Sunny Vista Lane	San Marcos
319 Discovery St	San Marcos Blvd to Twin Oaks Valley Rd	San Marcos
320 Las Posas Rd	West San Marcos Blvd to North City Limits	San Marcos
321 Mission Rd	Pacific St to Barham Dr	San Marcos
322 San Elijo Rd	Twin Oaks Valley Rd to Rancho Santa Fe Rd	San Marcos
323 Rancho Santa Fe Rd	Mission Rd to Melrose Dr	San Marcos
324 San Marcos Blvd	Business Park Dr to Mission Rd	San Marcos
325 South Santa Fe Ave	Smilax Rd to Pacific St	San Marcos
326 Twin Oaks Valley Rd	Deer Springs Rd to Questhaven Rd	San Marcos
327 Woodland Parkway	Barham Dr to El Norte Parkway	San Marcos
328 Cuyamaca St	Mission Gorge Rd to City of El Cajon	Santee
329 Magnolia Ave	Mast Blvd to Prospect Ave/State Route 67	Santee
330 Mast Blvd	State Route 52 to Magnolia Ave	Santee
331 Mission Gorge Rd	City of San Diego to Magnolia Ave	Santee
332 Woodside Ave	Magnolia Ave to State Route 67	Santee
333 Coast Highway	City of Encinitas to City of Del Mar	Solana Beach
334 Lomas Santa Fe Ave	Interstate 5 to Coast Highway	Solana Beach

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
335 Bobier Dr	North Melrose Dr to East Vista Way	Vista
336 Cannon Rd (Mar Vista Dr)	South Melrose Dr to State Route 78	Vista
337 East Vista Way	Escondido Ave to County of San Diego	Vista
338 Emerald Dr	Sunset Dr to State Route 78	Vista
339 Escondido Ave	State Route 78 to East Vista Way	Vista
340 North Melrose Dr	State Route 78 to Bobier Dr	Vista
341 North Santa Fe Ave	Main St to North Melrose Dr	Vista
342 Olive Ave	Emerald Dr to Vista Village Dr	Vista
343 South Melrose Dr	City of Carlsbad to State Route 78	Vista
344 South Santa Fe Ave	Main St to County of San Diego	Vista
345 Sycamore Ave	South Santa Fe Ave to South Melrose Dr	Vista
346 Thibodo Rd	Mar Vista Dr (Cannon Rd) to Sycamore Ave	Vista
347 Vista Village Dr	State Route 78 to Escondido Ave	Vista
348 West Vista Way	Thunder Dr to Vista Village Dr	Vista

* Included in the Regional Arterial System contingent upon being designated as a four-lane arterial by the County of San Diego.

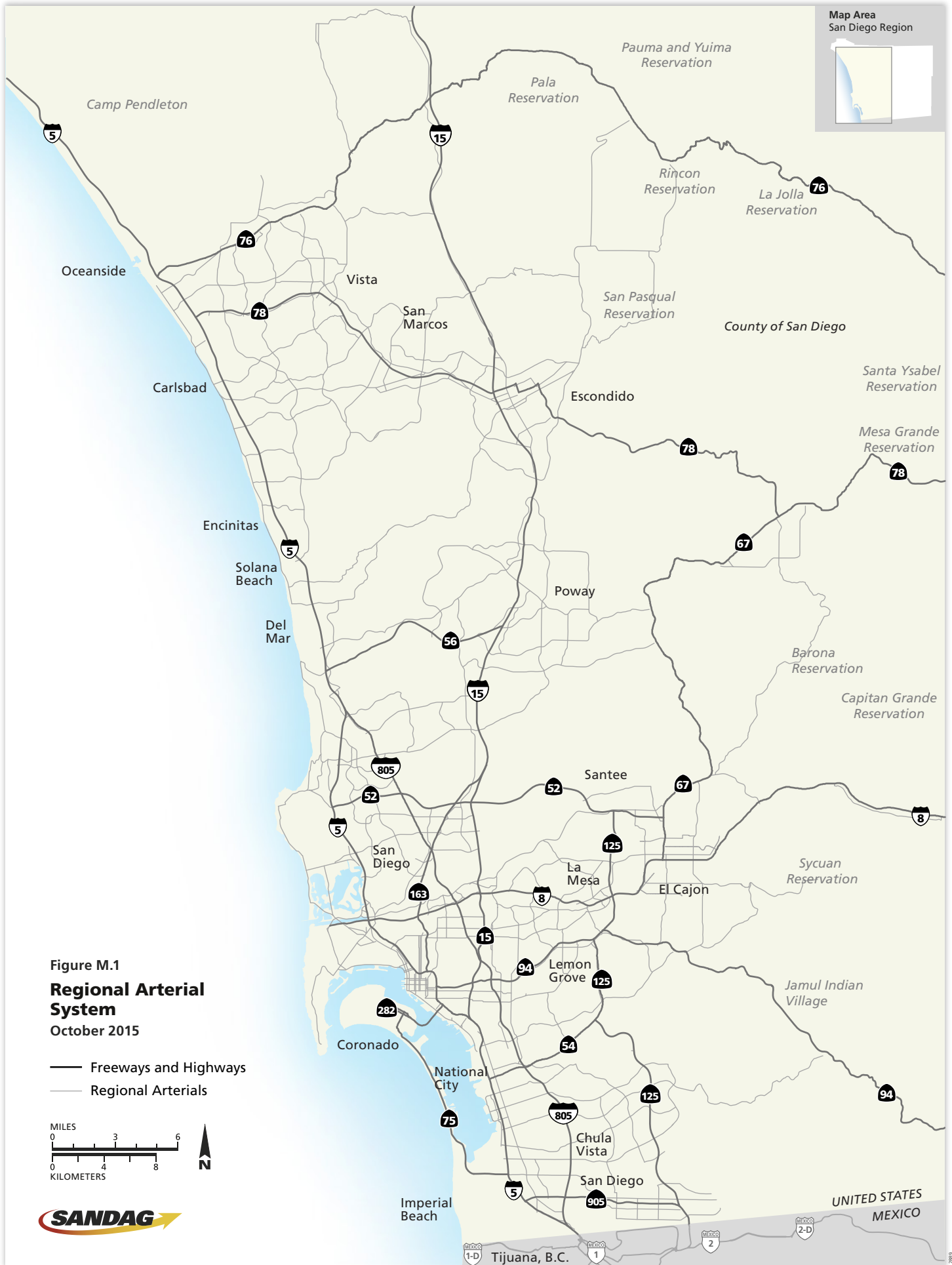


Figure M.1
Regional Arterial System
 October 2015

— Freeways and Highways
 — Regional Arterials

