

## Kalemba, Dave

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**From:** Hill, Jim  
**Sent:** Tuesday, August 10, 2010 5:12 PM  
**To:** Kalemba, Dave  
**Cc:**  
**Subject:** Additional CIM Info  
**Attachments:** 07\_Transportation\_Final 39.pdf; 07\_Transportation\_Final 11.pdf; 07\_Transportation\_Final 12.pdf; 07\_Transportation\_Final 13.pdf; 07\_Transportation\_Final 14.pdf

Dave,

As I mentioned last week, the City does not have a Storm Drain Master Plan for CIM.

Kimball Ave. ultimate right-of-way is shown in the general plan, transportation section (see attached).

<<07\_Transportation\_Final 39.pdf>>

Regarding the bike/horse trail, there is no approved cross section for that portion of Euclid Ave. There are only master plan exhibits in the general plan that show where they go (see attached) and give a general description.

<<07\_Transportation\_Final 11.pdf>><<07\_Transportation\_Final 12.pdf>><<07\_Transportation\_Final 13.pdf>>  
<<07\_Transportation\_Final 14.pdf>>

***NOTE: All files combined into single .pdf included as additional pages to this e-mail message. These pages are excerpts from the City of Chino General Plan. For more information, visit the City's General Plan web site or Home Page linked below:***

***[City of Chino General Plan](#)***

***[City of Chino Home Page](#)***

- ◆ Traffic circles
- ◆ Medians and gateways
- ◆ Bulb-outs, curb extensions, and chokers
- ◆ Re-striping to narrow lanes or create chicanes
- ◆ In-pavement lighted crosswalks

## 2. Bicycle, Pedestrian, and Equestrian Facilities

### a. Bicycle Facilities

The facilities available to bicyclists are categorized as Class I, Class II, or Class III.

- ◆ Class I bicycle facility: bicycle path physically separated from vehicular traffic on its own right-of-way.
- ◆ Class II bicycle facility: designated bicycle lane on a road identified by pavement markings and/or signs.
- ◆ Class III bicycle facility: bicycle route that shares the roadway with motor vehicle traffic with bicycle route signs posted at intervals.

The City mainly has Class II bicycle facilities, although Class I facilities do exist mostly in the southeastern area of the City near open space and recreational facilities. Class III shared lanes are available in parts of the City as well. Figure TRA-2 indicates the locations of existing and future bicycle facilities in Chino. There is currently no formal bicycle plan for the City as a whole, although planned facilities are those shown in Figure TRA-2. The Preserve and College Park Specific Plans indicate where bicycle facilities are planned within those areas of the City.

The current network is located throughout the City, with facilities being created as the College Park and The Preserve Specific Plans are built out. However, in the northern part of the City, the facilities are less continuous. There are no continuous north-south routes through the entire City. The only continuous east-west route is the Class II facility along Schaefer Avenue. There are limited bicycle parking facilities currently provided, although bicycle parking spaces are required with new development.

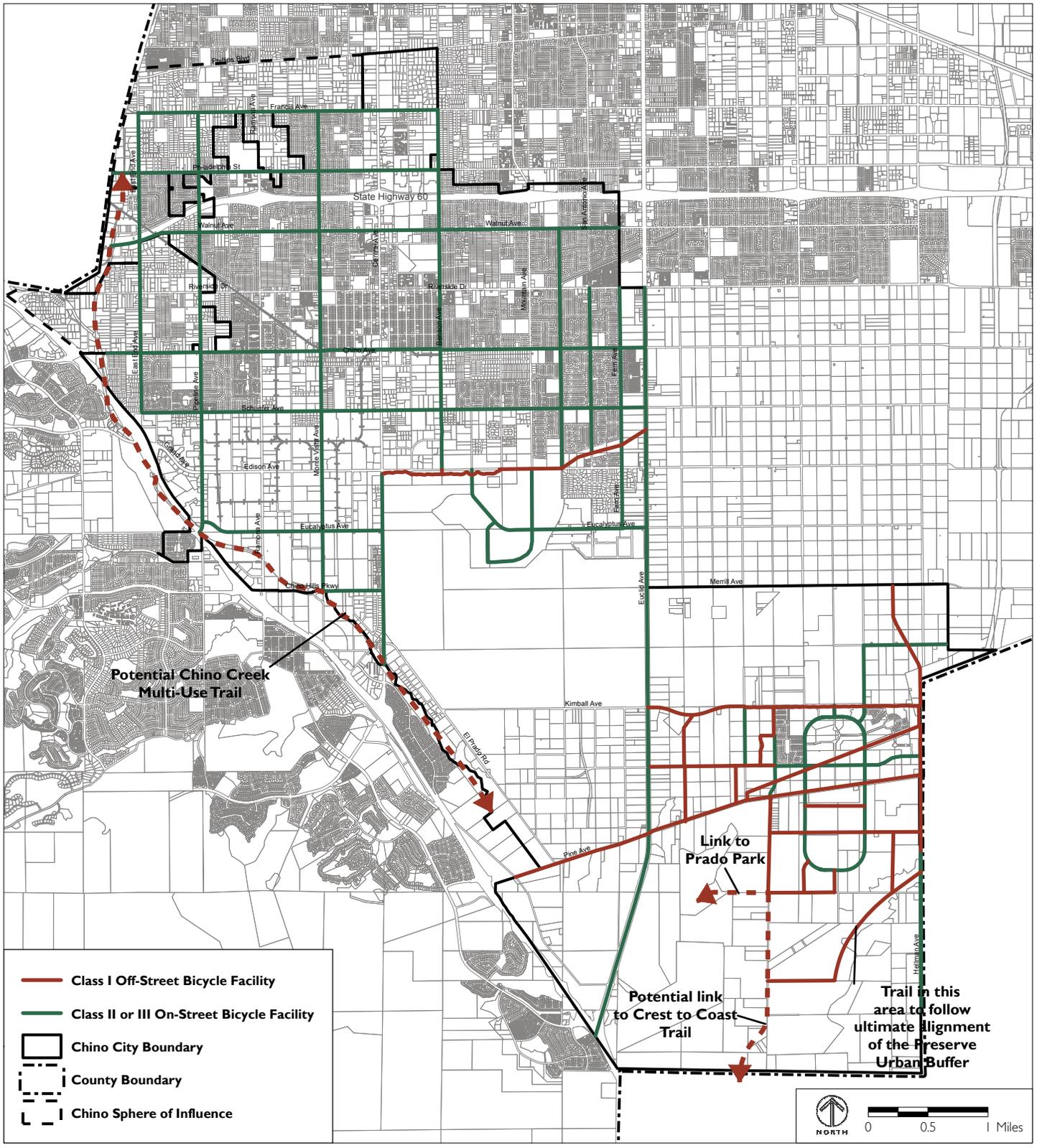


FIGURE TRA-2  
FUTURE BICYCLE FACILITIES

b. Pedestrian Facilities

Chino's pedestrian network consists of both dedicated trails and the sidewalk network that covers much of the residential and commercial area of the City.

c. Equestrian Facilities

There are two major north-south equestrian trails in Chino: the potential Chino Creek Multi-Purpose Trail, which runs along the western boundary of the City, and the Euclid Avenue trail which travels along the City's eastern edge from the Prado Equestrian Center and The Preserve to Chino Avenue. There are other, shorter trails available for horseback riding, some of which are located in private residential developments. These trails, along with planned equestrian trails, are shown in Figure TRA-3.

**3. Public Transit**

Public transit service in and around Chino is provided by five agencies: Omnitrans, Foothill Transit, Orange County Transportation Authority, Metrolink, and Amtrak. The Chino Transit Center serves as a "hub" to allow bus riders from various locations to assemble at a central point to take advantage of express trips or other route-to-route transfers. The services provided by each, and their plans for the future, are presented in this section.

a. Omnitrans

Omnitrans is the largest public transit provider in San Bernardino County, serving over 15 million passengers each year throughout 15 cities and unincorporated areas including Chino. Omnitrans service in Chino is provided on four fixed routes: the 63, 65, 68, and 83. All routes meet at the Chino Transit Center and connect Chino to neighboring communities including Montclair, Ontario, Upland, Pomona, and Chino Hills. Current transit service is sparse in the northwest and rapidly expanding southeast quadrants of the City. Most Chino residents live within a half-mile of an existing Omnitrans bus stop, although residents in the northwest and southeast corners of the City are not within typical walking distance of a bus stop.

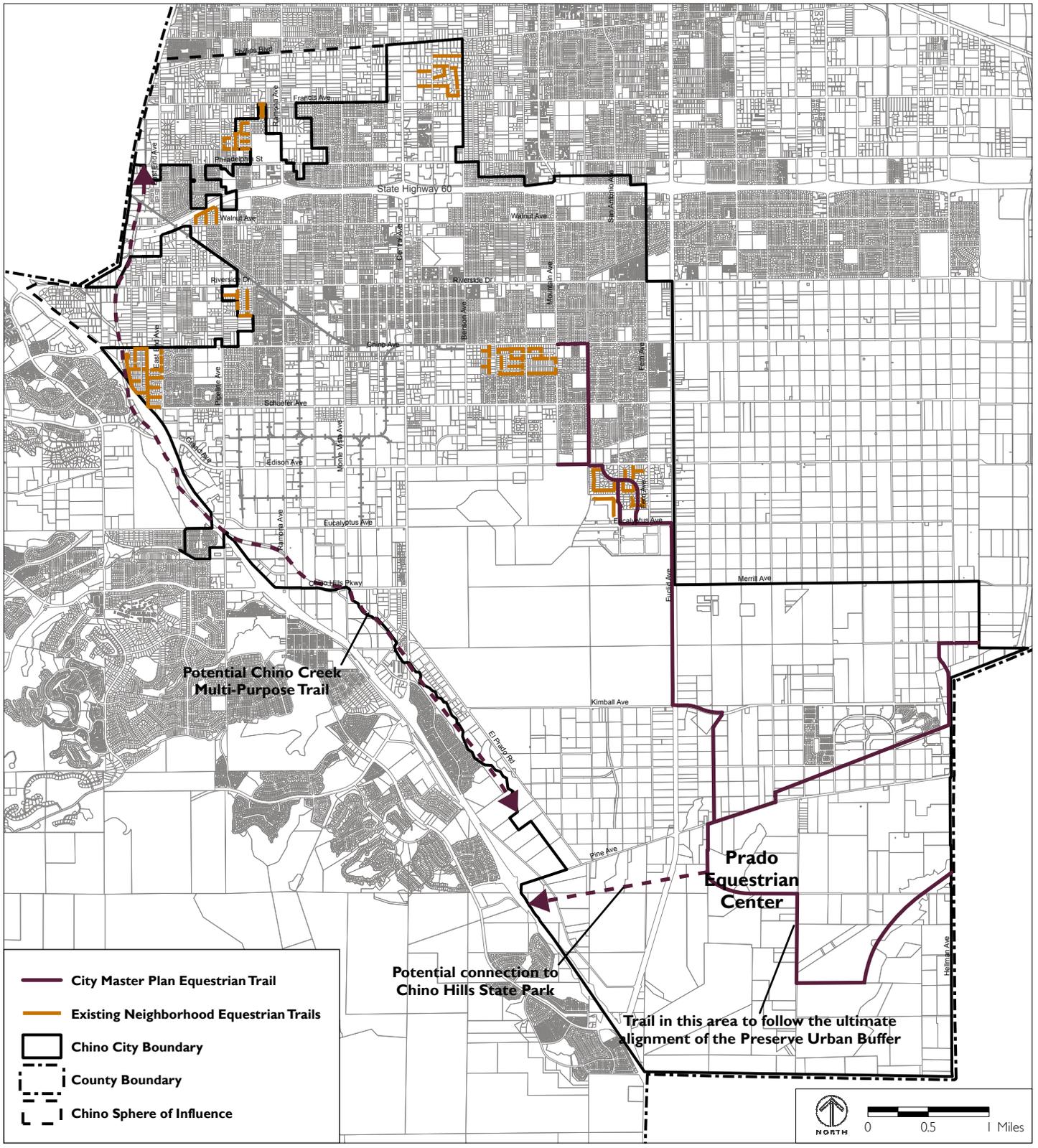


FIGURE TRA-3  
 EQUESTRIAN TRAILS

TABLE TRA-5B **ULTIMATE BUILDOUT OF EAST-WEST ARTERIAL ROADWAYS** (CONTINUED)

<b>Roadway Segment</b>	<b>No. of Lanes</b>	<b>Total R-O-W*</b>	<b>Curb-to-Curb*</b>	<b>Street Classification</b>	<b>Notes (See Legend)</b>
Telephone Ave to 600 feet w/o Central Ave	6	88-98 <sup>f</sup>	74-84	MA	EBSP, PM, B
600 feet w/o Central Ave to Central Ave	6	108	84	MA	EBSP, PM, B
<b>Merill Avenue</b>					
Euclid Ave to Carpenter Ave	4	88	64	SA	
<b>Kimball Avenue</b>					
El Prado Rd to Euclid Ave	4	88	64	SA	
Euclid Ave to Hellman Avenue	4	104 <sup>a</sup>	92	PA	PSP, LM, E
<b>Pine Avenue</b>					
West City Limits to Euclid Ave	4	78 <sup>c</sup>	64	PA	B
Euclid Ave to Hellman Avenue	6	136 <sup>a,c</sup>	111	MA	PSP, LM, B, E

Legend: \*ROW and curb widths are in feet.

B - Bicycle Trail Lane	EX - Expressway
E - Equestrian Trail	PSP - Preserve Specific Plan
MA - Major Arterial	PA - Primary Arterial
SA - Secondary Arterial	LM - Landscape Median
PM - Painted Median	

<sup>a</sup> ROW do not include equestrian trail requirements. (See Figure TRA-3 for trail locations and Appendix C for R-O-W requirements.)

<sup>b</sup> Raised median from Bridger Avenue to Central Avenue, curb-to-curb 72 feet

<sup>c</sup> ROW widths do not include Class I bicycle trails.

<sup>d</sup> Edison Easement to Central Avenue, R-O-W 122 feet and curb-to-curb 102 feet.

<sup>e</sup> Downtown Master Plan for Riverside Drive and Chino Avenue R-O-W may take precedence.

<sup>f</sup> North sides of Chino Hills Pkwy from 600 feet east of Ramona to 600 feet west of Central add 4feet of R-O-W for potential widening from 4 to 6 lanes.

<sup>g</sup> Grand Avenue and Chino Hills Parkway have six lanes in the City of Chino Hills.