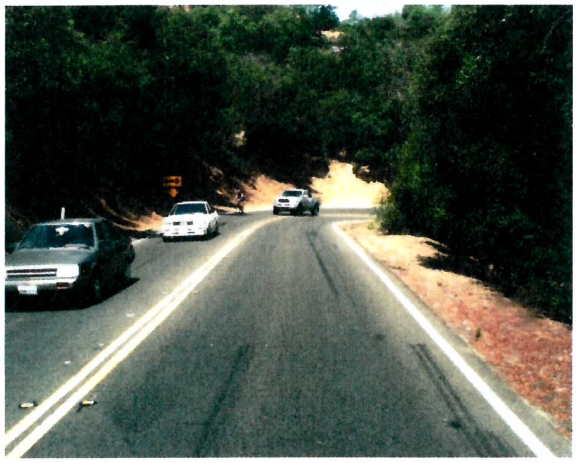
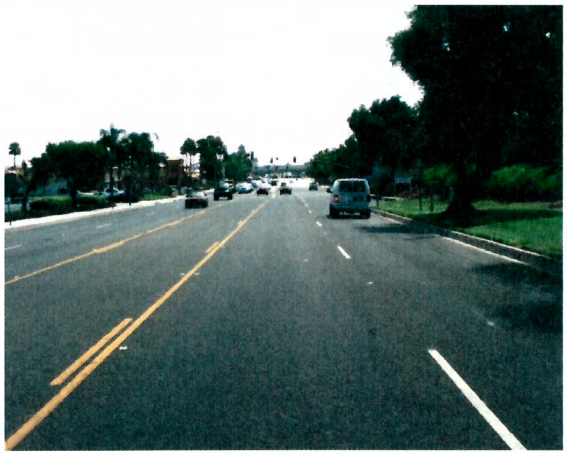
Transportation Concept Report
State Route 142
District 8



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 8 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation
Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Approvals:

for Lorna Foster 7-7-16

RAY I. DESSELLE
Deputy District Director
Planning

Date

John Bulinski 7/11/16

JOHN BULINSKI
District Director

Date

TABLE OF CONTENTS

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process (See Appendix E: System Planning Flow Chart) is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long-range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to document the evaluation of current and projected conditions along the route and to communicate the vision for the development of the route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety and health; providing good stewardship and system efficiency; making Smart Mobility decisions that sustainably improve the environment and a vibrant economy; and providing reliable and accessible mobility options through an integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

The State Route 142 TCR involved a collaboration with stakeholders including representatives along the State right-of-way. Feedback from the stakeholders helped solidify the findings of the performance assessment, bottleneck identification, and causality analysis given their intimate knowledge of local conditions. Moreover, stakeholders have provided support and insight, and shared valuable field and project data without which this study would not have been possible. The stakeholders included representatives from the following organizations: Southern California Association of Governments, San Bernardino Associated Governments, County of San Bernardino, the City of Chino Hills, and Native American tribes.

EXECUTIVE SUMMARY

State Route 142 (SR-142) in Chino Hills is the only road that directly connects Orange County and San Bernardino County. SR-142 consists of three segments: Segment 1 is Carbon Canyon Road, a two-lane conventional highway from the Orange/San Bernardino County line to the start of Chino Hills Parkway. Segment 2 is Chino Hills Parkway from Carbon Canyon Road to State Route 71 (SR-71). Segment 2 is a five- to seven-lane Conventional Highway with two to three lanes in each direction and a center turn lane. Segment 3 is designated in accordance with current legislative statutes. Segment 3 is unconstructed and has no adopted alignment. SR-142 provides access to local businesses, residences, SR-71, and serves as an alternate route for commuter traffic between San Bernardino and Orange County. The Annual Daily traffic (ADT) along this route is not expected to increase significantly through 2035.

CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	2035						
			Capital Facility Concept	System Operations and Management Concept	No-Build		Planned SCAG-RTP		Minimum to attain LOS "D"
1	Carbon Canyon Road from Orange /San Bernardino County Line to Chino Hill Parkway	2L, C	Relinquish	Maintain Only	2 MF		2 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.79	E	0.79	E	
2	Chino Hills Parkway to SR-71	4L, C	Relinquish	Maintain Only	4 MF		4 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.82	D	0.82	D	
3	Unconstructed SR-71 to SR-210	N/A	N/A	N/A	N/A		N/A		N/A
					V/C	LOS	V/C	LOS	
					N/A	N/A	N/A	N/A	

Source: Caltrans District 8 District System Management Plan Update, 2016

C = Conventional Highway
L = Number of mainline lanes

MF = Mixed-Flow Lane
MFE = Mixed-Flow Equivalent Lane
LOS = Level of Service
V/C = Volume to Capacity Ratio

CONCEPT RATIONALE

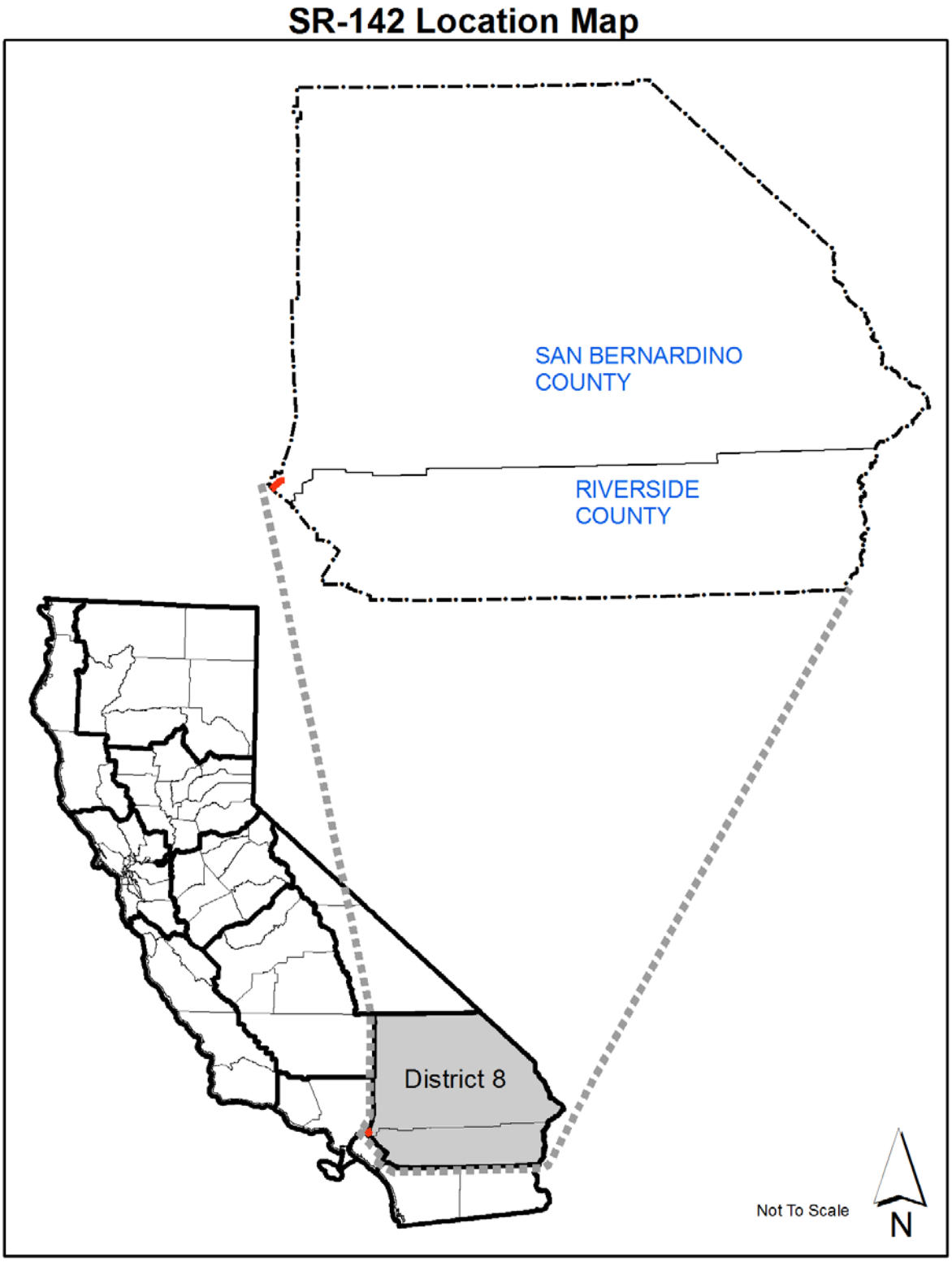
SR-142 serves local traffic and commuters traveling between Orange and San Bernardino Counties. Local traffic volumes are expected to increase on SR-142 in the future.

PROPOSED PROJECTS AND STRATEGIES

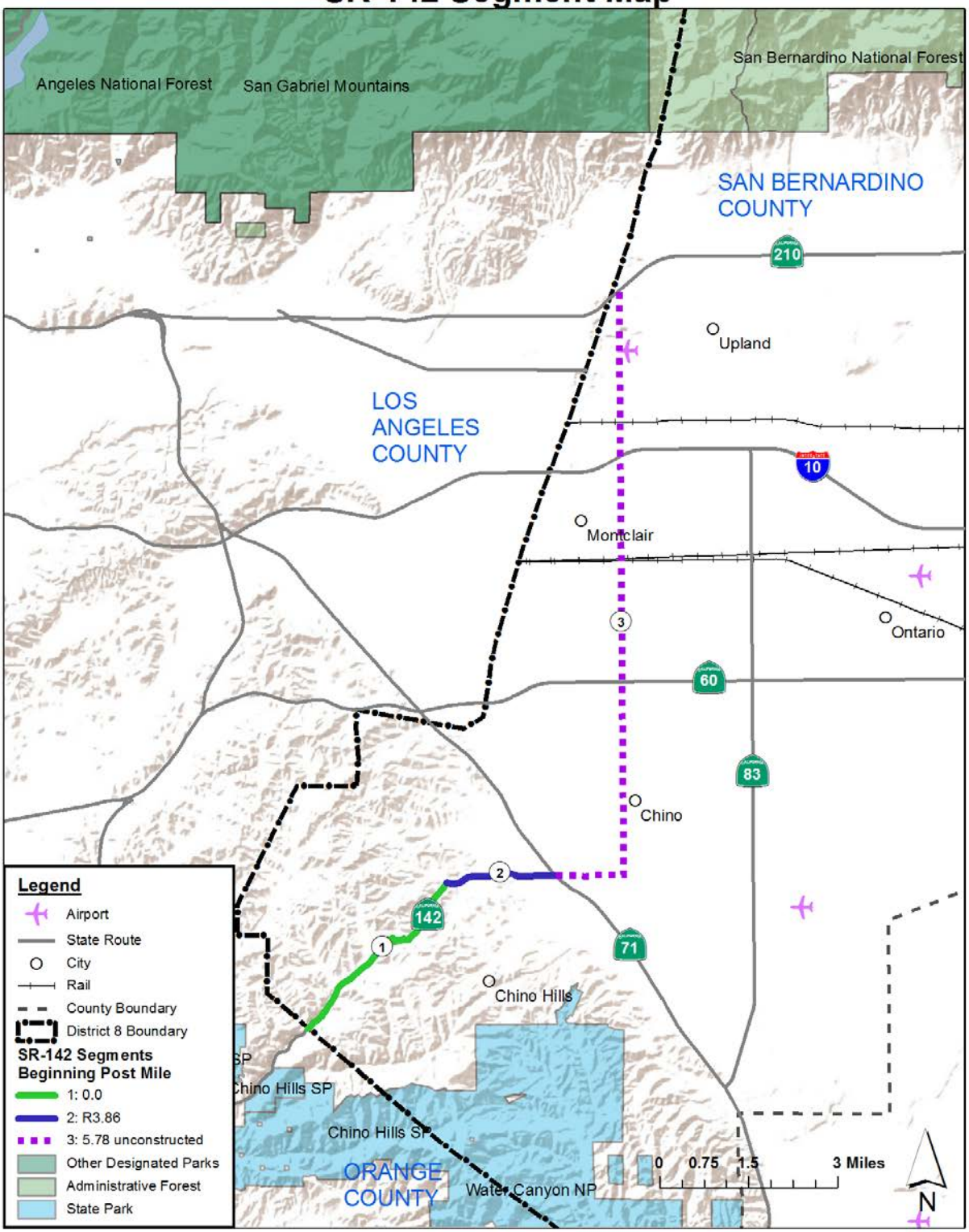
No capacity increasing or major operational improvements are proposed for SR-142. Relinquishment to the local agency is recommended.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION



SR-142 Segment Map



Segment	Location Description	County_Route_ Begin PM	County_Route_ End PM
1	Carbon Canyon Road from Orange/San Bernardino County Line to Chino Hill Parkway	SBD_142_0.0	SBD_142_R3.8
2	Chino Hills Parkway to SR-71	SBD_142_R3.8	SBD_142_5.8
3	Unconstructed SR-71 to SR-210	SBD_142_5.8	SBD_142_15.3

ROUTE DESCRIPTION

SR-142 is 22.0 miles long and traverses the City of Chino Hills connecting Orange County and the Inland Empire. The west end of the route starts in Orange County in the City of Brea at its junction with State Route 90 (SR-90, Imperial Highway). At the Orange/San Bernardino County Line, the route winds through the Chino Hills. The route goes north on Valencia Avenue and makes a 90 degree turn east at East Lambert Road and becomes Carbon Canyon Road.

SR-142 District 8 Segment 1 is 3.8 miles long. From the west, the route winds down through the mountainous terrain of the City of Chino Hills. Carbon Canyon Road is a two-lane road with one lane in each direction. There are no signalized intersections. There is a bike lane on each side of Carbon Canyon Road from Old Carbon Canyon Road to Chino Hills Parkway. There are no sidewalks. The shoulders range from 0 to 10 feet in width and no parking is allowed. The speed limit is 45 mph.

SR-142 makes a 90 degree turn east onto Chino Hills Parkway, where Segment 2 begins. Segment 2 is two miles long. From Carbon Canyon Road to Pipeline Avenue, the road is five lanes wide with two lanes in each direction and a center-turn lane. There are seven signalized intersections. Omnitrans route 365 serves Chino Hills Parkway from Pipeline Avenue to Peyton Drive. There are bus stops at the intersection of Chino Hills Parkway and Pipeline Avenue and at the intersection of Chino Hills Parkway and Peyton Drive. There are bike lanes from Peyton Drive to Pipeline Avenue. There is a sidewalk on the north side of Chino Hills Parkway from Carbon Canyon Road to Peyton Drive. There are no sidewalks from Peyton Drive to Pipeline Avenue. After Pipeline Avenue, the road widens to three lanes in each direction with a center median and left-turn lanes at intersections. There are no bike lanes. There are sidewalks on both sides of the street. The constructed portion of the route ends at SR-71. The speed limit is 50 mph.

Segment 3 is 9.5 miles long and unconstructed. It starts at SR-71 on Chino Hills Parkway and turns north. The unconstructed segment ends in Upland at SR-210.

Route Purpose
SR-142 serves as a main connector between Orange County and Chino Hills. The route provides an alternative to SR-91 to the south and SR-57 and SR-60 to the north for residents in the area. The route connect SR-71 with SR-90.

Major Route Features
SR-142 in District 8 is a two- to six-lane Conventional Highway. The route traverses urban and rural neighborhoods.

Route Designations and Characteristics

Segment #	1	2	3
Freeway & Expressway System	No	No	No
National Highway System	No	No	No
Strategic Highway Network	No	No	No
Scenic Highway	Eligible	No	No
Interregional Road System	No	No	No
High Emphasis	No	No	No
Focus Route	No	No	No
Federal Functional Classification	Other Principal Arterial	Other Principal Arterial	Unconstructed
Goods Movement Route	No	No	No
Truck Designation	CA Legal Advisory	CA Legal Advisory/STAA	CA Legal Advisory
Rural / Urban / Urbanized	Urban/Urbanized	Urbanized	Urbanized
Metropolitan Planning Organization	SCAG	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG	SCAG
Congestion Management Agency	SANBAG	SANBAG	SANBAG
County Transportation Commission	SANBAG	SANBAG	SANBAG
Local Agency	City of Chino Hills	City of Chino Hills	City of Chino Hills, Ontario, Upland
Tribes	There are no tribes in the area, however, pre-contact affiliation is Cahuilla and Gabrieleño Band of Mission Indians-Kizh Nation, Cahuilla Tribes: Aqua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, Santa Rosa Band of Cahuilla Indians, Torres-Martinez Desert Cahuilla Indians		
Air District	SCAQMD	SCAQMD	SCAQMD
Terrain	Mountainous	Mountainous	Mountainous

COMMUNITY CHARACTERISTICS

Jurisdiction	Chino Hills
Total Population	74,799
Median Income	$103,891
Drive Alone to Work	80.7%

Source: 2010 U.S. Census

SR-142 in District 8 is used by commuters and local residents. Segments 1 and 2 are in the City of Chino Hills. Segment 1 is rural and mountainous and Segment 2 is less mountainous and suburban. SR-142 serves the communities of Sleepy Hollow, Chino Hills Estates, Litel/Ayala, and Summit Ranch. The route allows local residents access to shopping centers, schools, entertainment, SR-71, SR-90, Orange County, the Western Hills Country Club, and the Chino Hills State Park.

Segment 3 is not discussed because it is an unconstructed segment.

LAND USE

Land uses surrounding SR-142 are low density residential, rural residential, commercial recreation, neighborhood commercial, office commercial, and general commercial. The Chino Hills 2014 General Plan will allow commercial and high density residential developments along Chino Hills Parkway.

SYSTEM CHARACTERISTICS

Segment	1	2	3
Existing Facility			
Facility Type	C	C	Unconstructed
General Purpose Lanes	2	4/6	N/A
Lane Miles	7.6	32.6	N/A
Centerline Miles	3.8	8	N/A
HOV Lanes	0	0	N/A
HOT/ Express Lanes	0	0	N/A
Concept Facility 2035			
Facility Type	C	C	N/A
General Purpose Lanes	2	4/6	N/A
Lane Miles	7.6	32.6	N/A
Centerline Miles	3.8	8	N/A
HOV Lanes	0	0	N/A
HOT/ Express Lanes	0	0	N/A
TMS Elements			
TMS Elements 2008	None	None	N/A
TMS Elements 2035	None	None	N/A

C = Conventional Highway

SR-142 is a two- to six-lane Conventional Highway.

BICYCLE FACILITY

Segment	Bicycle Access Prohibited	Facility Type
1	No	Highway shoulders are open for bicycles on this segment. Bike lanes are located on both sides of Carbon Canyon Road from Old Carbon Canyon Road to Chino Hills Parkway. Topography is mountainous.
2	No	Highway shoulders are open for bicycles on this segment. Bike lanes exist from Peyton Drive to Rolling Ridge Drive on Chino Hills Parkway. Topography is mountainous.
3	N/A	Unconstructed

Bicycle access is permitted along Segment 1, designated bike lanes begin at Old Carbon Canyon Road to Chino Hills Parkway. Bicycle access is permitted along Segment 2, designated bike route begins at Peyton Drive ending at its junction with SR-71.

PEDESTRIAN FACILITY

Segment	Pedestrian Access Prohibited	Sidewalk Present
1	No	Highway shoulders are open for pedestrian along this segment.
2	No	Sidewalks available for pedestrian along most of this segment.
3	N/A	Unconstructed

Pedestrian access is permitted along Segment 1 with no sidewalks, shoulder width varies. Pedestrian access is permitted along Segment 2 with sidewalks, sidewalk width varies.

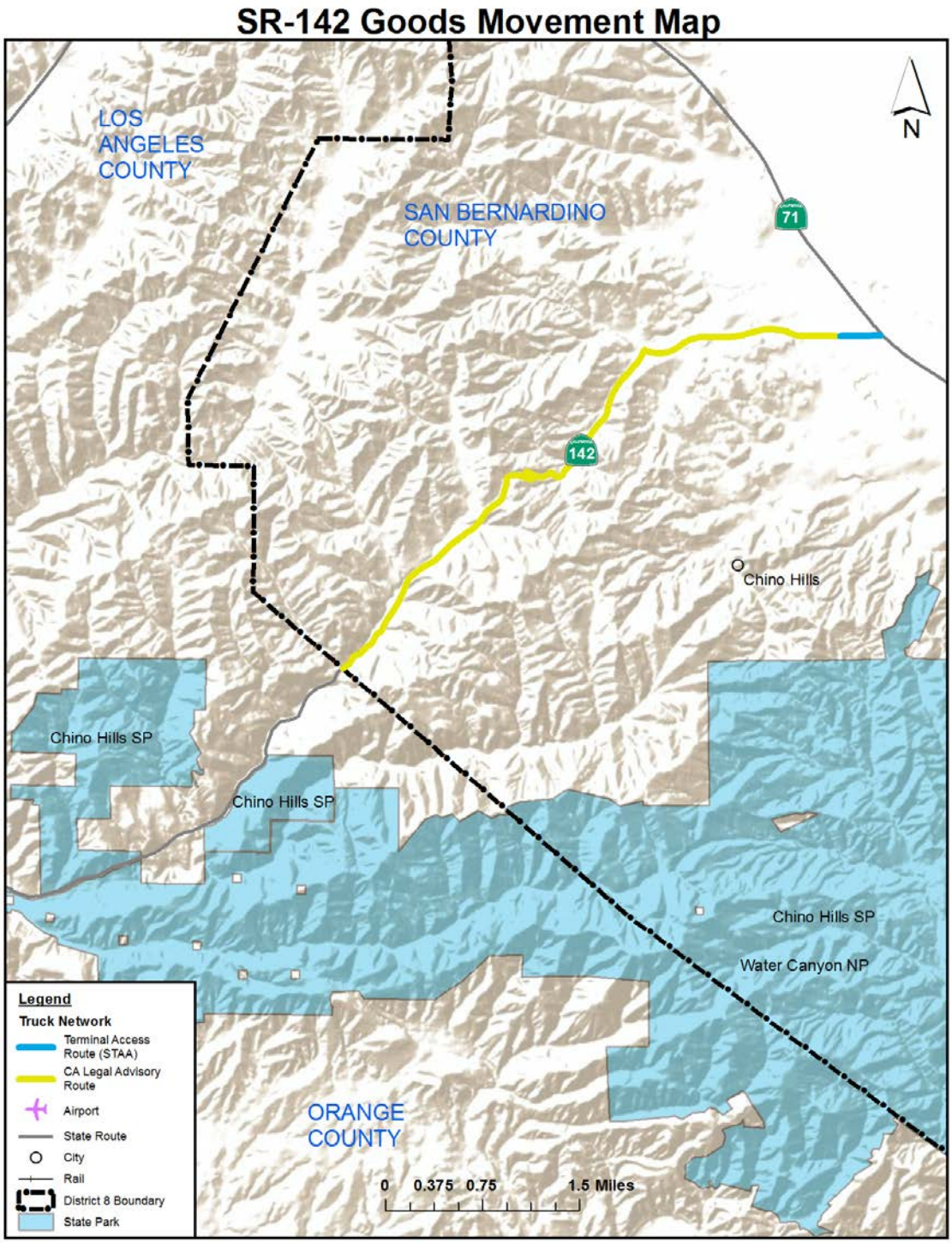
TRANSIT FACILITY

Segment #	Mode & Collateral Facility	Name	Route End Points	Operating Period	Station Cities	Bikes Allowed On Transit	Location Description	# Parking Spaces*
2	Traditional Bus	OmniGo Route 365	Chino	5am-10pm weekdays; 6am-7pm Saturday; 6am-6pm Sunday	Chino Hills, Chino	2	N/A	N/A

* Park and Ride Lot is owned by Caltrans

OmniTrans operates transit service within Segment 2 on Chino Hills Parkway. Omnitrans OmniGo route 365 serves Chino Hills and Chino. The route provides access to popular destinations in the area and stop at the Chino Transit Center to transfer to other routes. Omnitrans operates Access ADA service. Access provides curb to curb service to complement the Omnitrans fixed-route bus system and is available during the same periods that fixed-route service operates. The access service area is up to ¾ mile on either side of an existing bus route. Reservations must be made at least one day in advance. All Omnitrans busses have bike racks that support two bicycles. Bike rack availability is on a first come, first serve basis.

FREIGHT



SR-142 is designated California Legal Advisory Route; travel is not advised if kingpin to rear-axle (KPRA) is over the posted limit. Segment 2 from post mile 5.428 to 5.753 (0.3 mile) is a designated Terminal Access Route (STAA). There are no goods movement facilities located along SR-142.

CORRIDOR PERFORMANCE

Traffic volumes on SR-142 are expected to increase over the next 20 years.

Segment #	1	2	3
Basic System Operations			
AADT 2008	14,400	27,400	N/A
AADT 2035	17,400	37,700	N/A
LOS Method	HCM	HCM	N/A
LOS 2008	E	C	N/A
LOS 2035	E	D	N/A
LOS Concept	Relinquish	Relinquish	N/A
VMT 2008	54,720	54,800	N/A
VMT 2035	75,020	75,430	N/A
Truck Traffic			
Total Average Annual Daily Truck Traffic (AADTT) 2008	140	2,470	N/A
Total Average Annual Daily Truck Traffic (AADTT) 2035	230	2,840	N/A
Total Trucks (% of AADT) 2008	1%	9%	N/A
Total Trucks (% of AADT) 2035	1.1%	7.5%	N/A
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	136	126	N/A
5+ Axle Trucks (% of AADTT) 2008	0.9%	0.5%	N/A
Peak Hour Traffic Data			
Peak Hour Directional Split 2008	74%	74%	N/A
Peak Hour Directional Split 2035	65%	60%	N/A
Peak Hour % 2008	12.0%	11.0%	N/A
Peak Hour % 2035	10.8%	11.9%	N/A
Peak Hour V/C 2008	0.84	0.73	N/A
Peak Hour V/C 2035	0.79	0.82	N/A

KEY CORRIDOR ISSUES

Increasing commuter traffic demand including higher residential density along SR-142 could create additional delay in the future without additional capacity.

CORRIDOR CONCEPT

CONCEPT RATIONALE

SR-142 in Chino Hills is the only road that allows direct travel between Orange County and San Bernardino County. The facility is not designed to carry significant amounts of traffic between the two counties. The route facilitates local travel for many residences and businesses. With more development planned for the surrounding properties, the use of SR-142 will become more local in nature. The 2013 Caltrans District 8 Relinquishment Study recommends relinquishment of the route to the City of Chino Hills.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No capacity or major operational projects are planned or programmed for SR-142.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

No capacity or major operational projects are proposed for SR-142. Relinquishment to the City of Chino Hills is recommended.

APPENDICES

APPENDIX A: GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
ADT – Average Daily Traffic
AQMD – Air Quality Management District
Caltrans – California Department of Transportation
CMA – Congestion Management Plan
CSS – Context Sensitive Solutions
FHWA – Federal Highway Administration
GHG – Green House Gas
HCM – Highway Capacity Manual
HCP – Habitat Conservation Plan
HCS – Highway Capacity Software
HOV – High Occupancy Vehicle Lane (2 or more occupants per vehicle)
HOT – High Occupancy Toll Lane
IC – Interchange
ITS – Intelligent Transportation System
LOS – Level of Service
MF – Mixed-Flow Lane
MFE – Mixed-Flow Lane Equivalent
ML – Managed Lane
MPO – Metropolitan Planning Organizations
NOA – Naturally Occurring Asbestos
NCCP – Natural Community Conservation Plan
OC – Overcrossing
PID – Project Initiation Document
PM – Post Mile
PSR – Project Study Report
RCTC – Riverside County Transportation Commission
Riv – Riverside County
RTP – Regional Transportation Plan
RTIP – Regional Transportation Improvement Program
RTPA – Regional Transportation Planning Agency
SANBAG – San Bernardino Associated Governments
SBd – San Bernardino County
SCAG – Southern California Association of Governments
SCS – Sustainable Community Strategies
SHOPP – State Highway Operation Protection Program
STIP – State Transportation Improvement Program
T – Truck Lane
TDM – Transportation Demand Management
TMS – Transportation Management System
TSN – Transportation System Network
UC – Undercrossing
V/C – Volume to Capacity Ratio
VMT – Vehicle Miles Traveled

Definitions

Annual Average Daily Traffic (**AADT)** – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger rail, Mass Transit Guide way etc.), grade separation, and new managed lanes.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included for informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

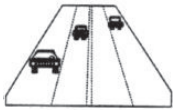
Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

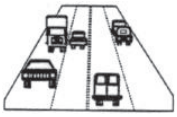
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Intelligent Transportation System (ITS) – Improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

Level of Service (LOS) – It is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. LOS can generally be categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Mainline – Includes travelway for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

PeMS – Caltrans Performance Measurement System is an archived data user service that provides over ten years of data for historical analysis. PEMS provides access to real-time and historical performance data which conducts assessment of freeway performance, base operational decisions on knowledge of the current state of the freeway network, and identifies congestion bottlenecks.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile (PM) – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a count to the next county line. The milepost values start over again at each county line. Mile post values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The mile post at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "mile post equations" are introduced at the end of each relocated portion so that mile posts on the reminder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation –A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

RTP Model – Forecasting model developed by Southern California Association of Governments (SCAG) prepares travel demand model approximately every 4 years in conjunction with the Regional Transportation Plan Project List. SCAG's trip based model is structured on a four-step gravity model, which includes trip generation, trip distribution, mode choice, and trip assignment.

Segment – A portion of a facility between two points.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (Auxiliary lanes, channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV lane to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

Transportation Demand Management (TDM) – Programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

Transportation Management System (TMS) – Is the business processes and associated tools, field elements, and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems, and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

APPENDIX B: FACTSHEETS

There are no factsheets available for this route.

APPENDIX C: ADDITIONAL CORRIDOR DATA

There is no additional corridor data for this route.

APPENDIX D: RESOURCES

- California State Transportation Improvement Program Project List 2014
- Caltrans Earth: http://earth.dot.ca.gov/
- Caltrans TASAS Highway Sequence Listing for Caltrans District 8
- Census 2010: http://www.census.gov/2010census/
- District 8 System Management Plan 2011
- Focus Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/List_of_Focus_Routes.doc
- GIS Data Library: http://www.dot.ca.gov/hq/tsip/gis/datalibrary/gisdatalibrary.html
- High Emphasis Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/Caltrans_High_Emphasis_Routes_HER.doc
- Interregional Transportation Strategic Plan 2015
- Metropolitan Planning Organizations and RTPAs Map: http://www.dot.ca.gov/hq/tpp/offices/orip/index_files/Updated%20Files/MPO_RTPA_Map_June_2012.pdf
- Regional Transportation Planning Contacts: http://www.dot.ca.gov/hq/tpp/offices/orip/list/agencies_files/regional_6-12.xls
- SCAG FY 2011-2012 Annual Listing of Obligated Projects for State and Local Highways
- SCAG 2012 Regional Transportation Plan: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx
- SCAG 2012 Regional Transportation Plan Level of Service Model
- Scenic Highway Routes: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm
- Streets and Highways Code §250-257: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257
- Truck Route List and Truck Network Maps: http://www.dot.ca.gov/hq/traffops/trucks/truckmap/
- Omnitrans route 365 Chino Hills: http://www.omnitrans.org/schedules/route365/
- Chino Hills 2014 General Plan: http://www.chinohills.org/index.aspx?nid=124

APPENDIX E: SYSTEM PLANNING FLOW CHART