

# THE ONTARIO PLAN | POLICY PLAN

# EVALUATING TRUCK ROUTES



The City is continuing to evaluate truck routes in the Mobility Element of The Ontario Plan as directed by state law enacted through Assembly Bill (AB) 98.

Continuing the work the City began in the summer of 2025, it is evaluating changes to truck routes in southern Ontario being considered for consistency with state law enacted through Assembly Bill (AB) 98. The intent of the new law is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities.

The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Additionally, the City should avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

This summer, the City conducted outreach and initiated evaluation of its existing system. The City proposed changes in northern Ontario while changes in southern Ontario are being evaluated as part of this effort concurrent with land use changes.

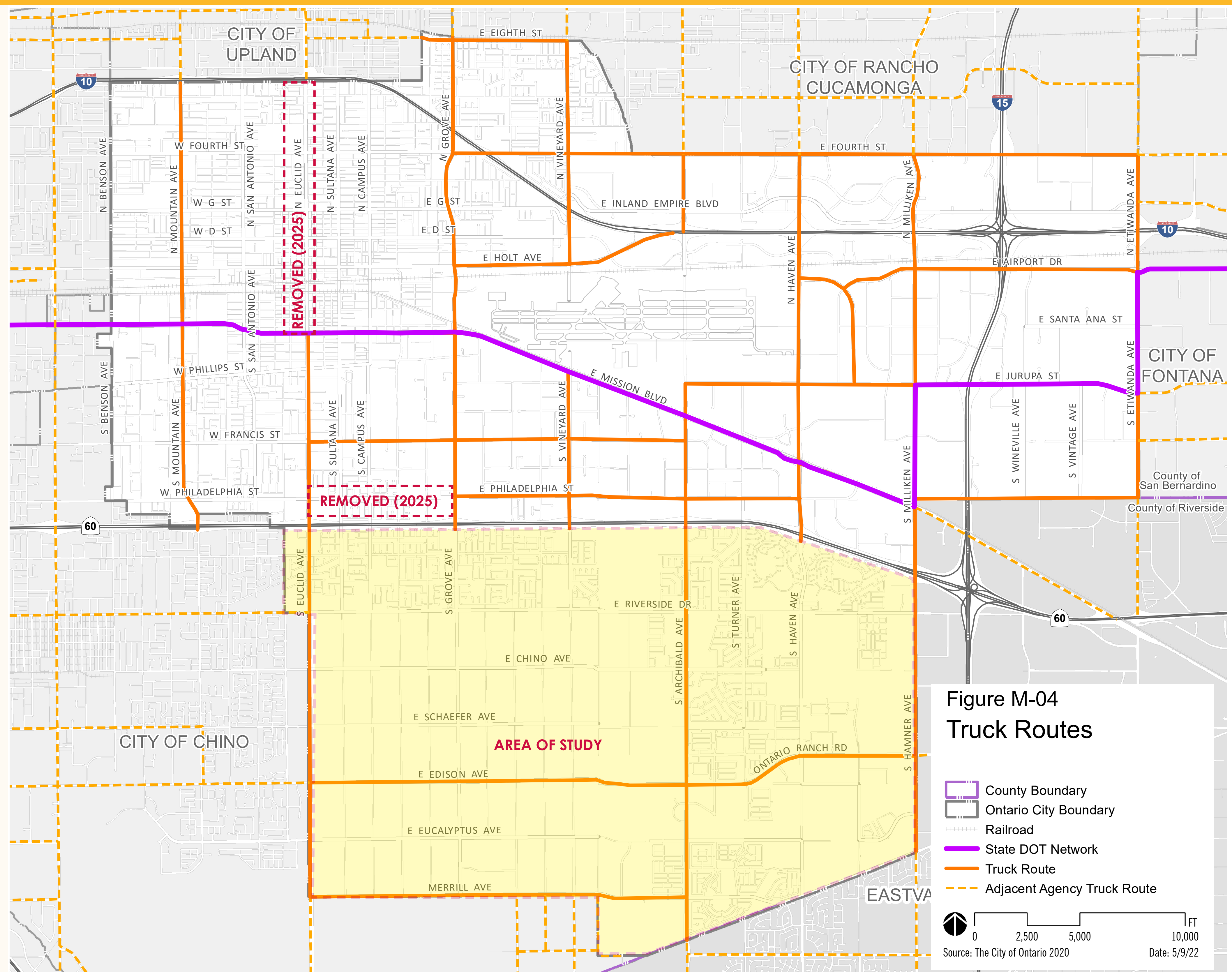


Figure M-04  
Truck Routes

## Truck Routes Evaluation

The City evaluated the truck network based on the following factors:

### Desirable Features and Important Factors for Truck Routes:

**Direct access to a freeway interchange** is considered desirable, as freeways serve as the national truck network and are designed for heavy-duty trucks with features like numerous wide lanes, absence of intersections/lights, and presence of soundwalls and other buffers.

**Connection to truck routes in other jurisdictions** is desirable for an effective local and regional network, promoting efficiency, reducing pollution, and avoiding smaller local roads.

**Direct service to Industrial and Business Park uses** is essential, aligning with federal law requiring the most direct and practical routes between destinations and the national network. This ensures efficient business access while minimizing impacts on neighbors.

**Larger roads (generally 4-6 lanes)**, classified as arterials and collectors, are considered the most appropriate local travel routes for heavy-duty trucks due to their design for high volumes and connectivity to freeways and other major roads.

**The presence of soundwalls and vegetation** along truck routes is desirable, as these features help reduce noise and air quality impacts on nearby homes.

**The proximity of a parallel truck route** is an important factor, as it provides more travel options and makes it easier to modify existing routes.

**Existing truck volumes** are considered important; routes with high volumes are likely necessary, while those with low volumes might be candidates for removal if traffic can be shifted without substantial impact.

### Undesirable Features and Things to Avoid:

**Gaps in truck routes** are undesirable, unless an easily accessible alternative route would result in less exposure to sensitive uses. Avoiding dead ends ensures continuous routes, efficiency, less pollution, and prevents the use of smaller local roads.

**The presence of sensitive uses (such as homes)** along truck routes should be minimized to reduce exposure to heavy-duty truck travel. The City identifies these areas to prioritize or avoid certain roadways for truck routes.

## What we've heard

Heavy truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue, causes issues such as:

- Noise, vibration, and air quality impacts on homes and schools
- Safety concerns for pedestrians and cyclists
- Road damage from heavy vehicles

Better enforcement of truck routes is needed

# THE ONTARIO PLAN | POLICY PLAN EVALUACIÓN DE LAS RUTAS DE LOS CAMIONES

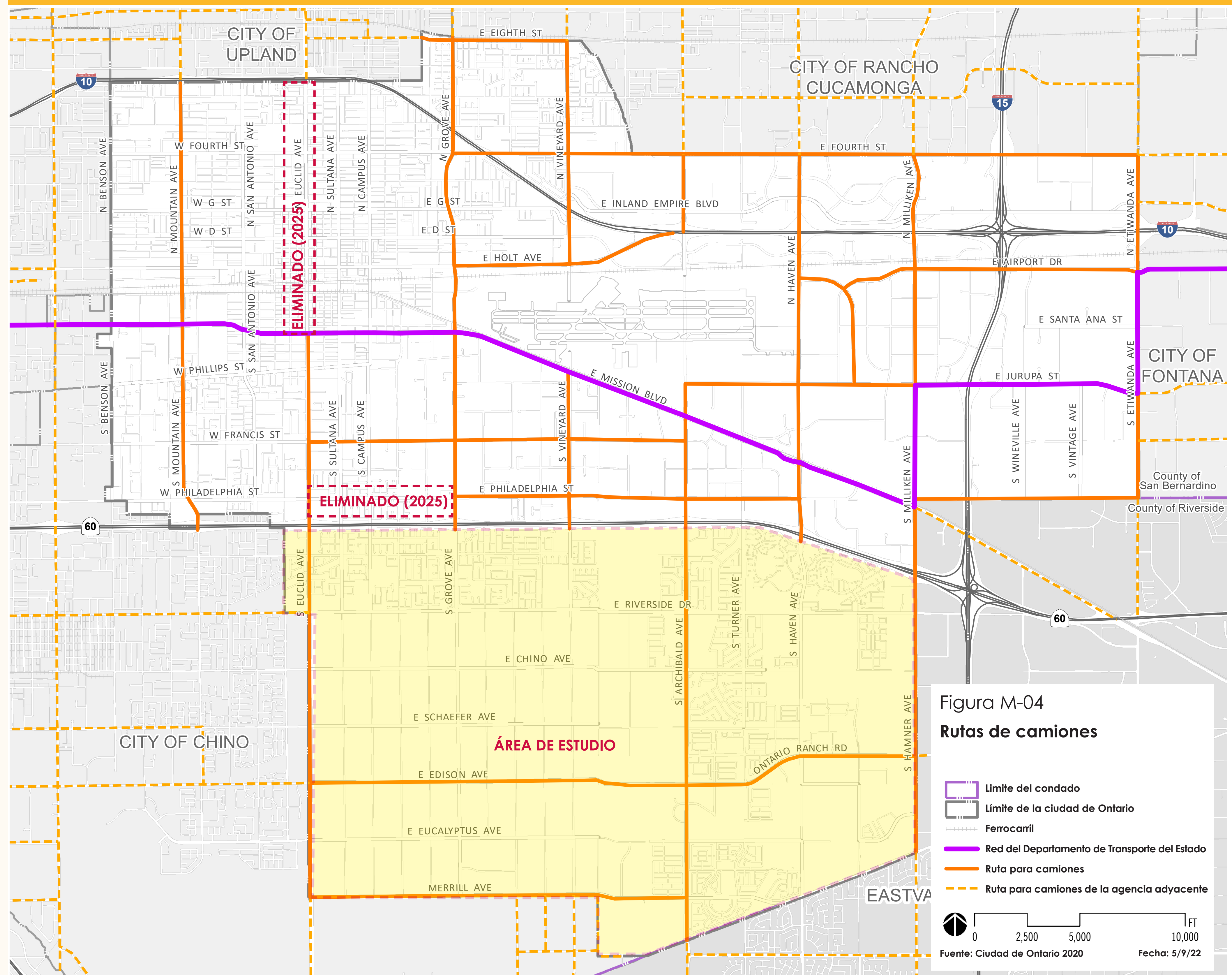


La ciudad sigue evaluando las rutas de camiones en el Elemento de Movilidad del Plan de Ontario, conforme a la ley estatal promulgada a través de la Ley de la Asamblea (AB) 98.

Continuando con el trabajo que la Ciudad comenzó en el verano de 2025, está evaluando los cambios en las rutas de camiones en el sur de Ontario que se están considerando para que sean conformes con la ley estatal promulgada a través de la Ley de la Asamblea (AB) 98. La intención de la nueva ley es mejorar la salud de la comunidad y el medio ambiente mediante la elaboración de estrategias de cómo y dónde los camiones pesados viajan hacia y desde las instalaciones logísticas y de almacenamiento.

La dirección principal de la ley estatal es dar prioridad a las rutas que maximicen el uso de autopistas o carreteras estatales seguidas por carreteras locales más grandes (carreteras arteriales y colectoras). Además, la ciudad debe evitar, cuando sea posible, que los camiones pasen por zonas residenciales y cerca de concentraciones de otros usos sensibles (como escuelas, hospitales y parques).

Este verano, la ciudad llevó a cabo actividades de divulgación e inició una evaluación de su sistema actual. La ciudad propuso cambios en el norte de Ontario, mientras que los cambios en el sur de Ontario se están evaluando como parte de este esfuerzo simultáneo con los cambios de uso del suelo.



## Evaluación de rutas de camiones

La Ciudad evaluó la red de camiones basándose en los siguientes factores:

### Características deseables y factores importantes para las rutas de camiones:

**El acceso directo a un intercambiador de autopistas** se considera deseable, ya que las autopistas sirven como red nacional de camiones y están diseñadas para camiones pesados con características como numerosos carriles anchos, ausencia de intersecciones/luces y presencia de muros de contención acústica y otros amortiguadores.

**La conexión con rutas de camiones en otras jurisdicciones** es deseable para una red local y regional eficaz, promoviendo la eficiencia, reduciendo la contaminación y evitando carreteras locales más pequeñas.

**El servicio directo a los usos industriales y de parques empresariales** es esencial, alinearse con la legislación federal que exige las rutas más directas y prácticas entre los destinos y la red nacional. Esto garantiza un acceso eficiente a las empresas y minimiza el impacto a los vecinos.

**Las carreteras más grandes (generalmente de 4 a 6 carriles)**, clasificadas como arterias y colectoras, se consideran las vías de circulación locales más apropiadas para camiones pesados debido a su diseño para grandes volúmenes y a su conectividad con autopistas y otras carreteras principales.

**La presencia de muros de sonido y vegetación a lo largo** de las rutas de camiones es deseable, ya que estas características ayudan a reducir el ruido y los impactos sobre la calidad del aire en las viviendas cercanas.

**La proximidad de una ruta paralela para camiones** es un factor importante, ya que ofrece más opciones de viaje y facilita la modificación de las rutas existentes.

**Los volúmenes de camiones existentes** se consideran importantes; es probable que las rutas con volúmenes elevados sean necesarias, mientras que aquellas con volúmenes bajos podrían ser candidatas a ser eliminadas si el tráfico puede desplazarse sin un impacto sustancial.

### Características indeseables y cosas que hay que evitar:

**Las discontinuades en las rutas de camiones** no son deseables, a menos que exista una ruta alternativa de fácil acceso que reduzca la exposición a usos sensibles. Evitar callejones sin salida garantiza rutas continuas, eficiencia, menos contaminación y evita el uso de carreteras locales más pequeñas.

**La presencia de usos sensibles (como viviendas)** a lo largo de las rutas de camiones debe minimizarse para reducir la exposición a los viajes de camiones pesados. La ciudad identifica estas zonas para priorizar o evitar determinadas carreteras para las rutas de camiones.

## Lo que hemos oído

El tráfico pesado de camiones que circula por las zonas residenciales, especialmente a lo largo de Ontario Ranch Road y Archibald Avenue, provoca problemas tales como:

- Ruido, vibraciones y efectos sobre la calidad del aire en los hogares y las escuelas.
- Problemas de seguridad para los peatones y ciclistas.
- Daños en las carreteras causados por los vehículos pesados.

Es necesario mejorar la aplicación de las restricciones de circulación de camión

# THE ONTARIO PLAN | POLICY PLAN

## EVALUATING TRUCK ROUTES

### EVALUANDO LAS RUTAS DE LOS CAMIONES



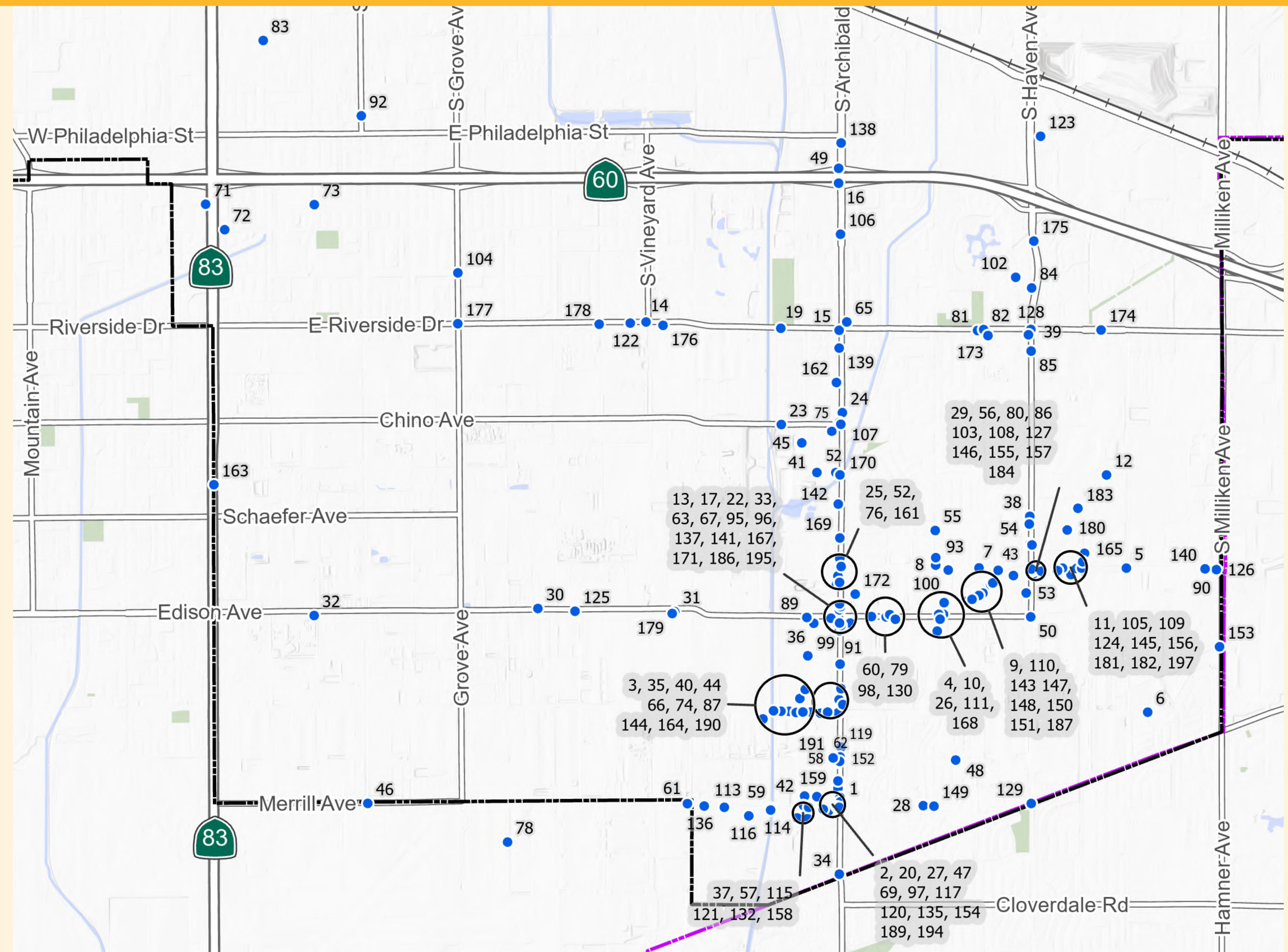
#### COMMUNITY INPUT / APORTACIONES DE LA COMUNIDAD

**WHERE HAVE YOU NOTICED ISSUES BETWEEN SENSITIVE RECEPTORS LIKE HOMES, PARKS, AND SCHOOLS AND HEAVY-DUTY TRUCK TRAFFIC?**

**¿DÓNDE HA OBSERVADO PROBLEMAS ENTRE RECEPTORES SENSIBLES COMO VIVIENDAS, PARQUES Y ESCUELAS Y EL TRÁFICO DE CAMIONES PESADOS?**

Input was collected through an online survey between July 9, 2025 and August 7, 2025.

Se recopiló información mediante una encuesta en línea entre el 9 de julio y el 7 de agosto de 2025.



# WHERE HAVE YOU NOTICED ISSUES BETWEEN SENSITIVE RECEPTORS LIKE HOMES, PARKS, AND SCHOOLS AND HEAVY-DUTY TRUCK TRAFFIC?

| ID  | Comment   |
|-----|---|
| 1   | The constant rattling of our home due to the high volume of trucks going down Archibald at all hours is extremely disruptive to our lives. When we bought this home this was not open as a truck route and had we of known the traffic was going to be this significant we would have purchased elsewhere. We cannot leave our windows open due to the loud and disruptive nature of the traffic noise.   |
| 2   | Have almost been hit by a truck several times while riding my bike with my children because trucks fail to stop behind the crosswalk or fail to look before making the turn from Archibald to Merrill   |
| 3   | heavy traffic route for trucks even though they are not supposed to be there  |
| 4   | Ontario Ranch road needs to be light vehicles only! 10 wheeler trucks drive like maniacs in this residential area! Ontario Ranch was envisioned to be the IE's crown jewel.   |
| 5   | Truck routes on Ontario Ranch Rd should stop at Mill Creek Avenue. There are too many polluting trucks passing through to get to city of Chino and vice versa. With a future high school being located there and the New Haven community, semi trailers should be prohibited from entering a residential neighborhood.  |
| 6   | Semi trucks are constantly taking Eucalyptus Ave as a "shortcut" to warehouses. They come through from the hours of 11pm to 3am. This includes Amazon and Fedex trucks. Also, I have actual security footage of this happening. This is a residential neighborhood, and a 55+ community as well.  |
| 7   | Trucks have been stuck here multiple time even though it's not a truck route. It's always by this roundabout which shares sidewalk to park  |
| 8   | "Trucks have been seen coming through and even stuck on roundabout. Worrisome as school is being built."  |
| 9   | So incredible loud and pollute air in neighborhoods near all 6 parks near by  |
| 10  | The whole Ontario ranch road shakes the foundation of our town home, as these big diesel trucks seem to run through this street all day long and night.   |
| 11  | There has been multiple trucks turning on Sunrise Avenue off of Ontario Ranch. They have been getting stuck on this narrow street that runs in immediately into a neighborhood. There should be a sign saying there is no truck route for the safety of children living in the area   |
| 12  | The Ontario ranch road needs to be re evaluated for truck route as there is too many trucks passing through especially after Sunrise Avenue. This area has become more residential and there is a lot of pedestrians walking to the supermarket.  |
| 13  | The amount of trucks that impact all of Archibald is of concern. With increased truck activity comes more pollution and increased traffic. The amount of homes being built already is adding to the traffic in this residential area and trucks are just aggravating this situation even more. No amount of trees or shrubs can down out the loud noise and trembling caused by these huge trucks.  |
| 14  | Riverside & Vineyard  |
| 15  | Riverside & Archibald   |
| 16  | Archibald & 60 freeway onramp   |
| 17  | Archibald & Ontario Ranch   |
| 18  | Archibald & Eucalyptus  |
| 19  | Riverside & Westwind Community Center   |
| 20  | Intersection of Merrill Ave and Archibald through Summer trucks are seen commuting.   |
| 21  | Trucks are seen using Eucalyptus Ave before and after Archibald.  |
| 22  | Archibald from Ontario Ranch Rd through Merrill Ave should not be a truck route as there is a large residential community there and trucks go on Eucalyptus Ave and Merrill Ave after Archibald. They should use Walker or Grove or another route where there are primarily warehouses.   |
| 23  | There are way too many trucks traveling on Chino Ave. Our house backs up to Chino and every time a truck passes it rattles the whole house and is very loud. It feels like an earthquake. Please reroute them!  |
| 24  | Too many trucks on Archibald. Causes a lot of traffic delays.   |
| 25  | Trucks drive fast and shake surrounding houses.   |
| 26  | I live off of Ontario ranch road and New Haven drive. My condo lies against Ontario ranch road. The noise from the big rigs engine, brakes, and shaking of the trailer are loud and intrusive. The weight of the trailers driving by also shake the home and foundation. There should either be a further set back for homes being built against the street, more trees to reduce noise, and the walls should be required to be taller between the neighborhood and the street. The city should also require that builder use sound proofing windows and glass to reduce the amount of road noise entering the home. The noise is very intrusive and affects homeowners quiet enjoyment of living and resale values. For currently built neighborhoods like myself, walls should be heightened by the city and more trees should be planted densely to reduce the amount of noise. Ontario ranch road is a major thoroughfare between the 71 and 15, so I know it's impossible to not allow trucks. However, the city should limit the amount of street lights from communities feeding into the street to keep traffic flowing. The big rigs take up a lot of space in the lanes and creates more backup. As well as, they can accelerate as quickly as normal cars, causing more congestion. It's an unfortunate aesthetic to see. Ontario ranch being the "Ivive of the IE," but filled with commercial warehouse buildings and big rigs on the road throughout. |
| 27  | A not of big rig traffic creating a lot of noise pollution.   |
| 28  | Big rigs go down Merrill even though it is not a truck route.   |
| 29  | The city of created a road specific for trucks that was separate from traditional traffic so regular community members could get around town more easily and safely. Or make Ontario ranch road like a parkway with limited amount of intersections and no businesses facing it. So that traffic can move continuously like a freeway.  |
| 30  | Slow trucks and one lane road   |
| 31  | Slow trucks and One lane road   |
| 32  | Slow trucks and One lane road   |
| 33  | Heavy semi truck traffic between Archibald/Edison and Archibald/Limonite with constant pot holes as a result.   |
| 34  | Heavy semi truck traffic between Archibald/Edison and Archibald/Merrill + Archibald/ Limonite with constant pot holes as a result.  |
| 35  | Heavy truck traffic on Eucalyptus. Most outlets that lead West going towards streets such as Edison, Eucalyptus, Merrill are congested.   |
| 36  | Heavy truck traffic on Edison. Most outlets that lead West going towards streets such as Edison, Eucalyptus, Merrill are congested.   |
| 37  | Heavy truck traffic on Merrill. Most outlets that lead West going towards streets such as Edison, Eucalyptus, Merrill are congested.  |
| 38  | The morning and afternoon/evening traffic is horrendous! Kids are walking to/from school coming from all of these areas and should have safer paths. Occasionally large trucks go this way and if it's not a truck it's cars speeding by day and night like it's a race path!   |
| 39  | People cutting off each other and causing so many bear accidents trying to cut/jump the line of cars at the stop light. The morning and afternoon/evening traffic is horrendous! Kids are walking to/from school coming from all of these areas and should have safer paths. Occasionally large trucks go this way and if it's not a truck it's cars speeding by day and night like it's a race path!   |
| 40  | Trucks go through this route. Enforcement is needed to prevent trucks using disallowed routes.  |
| 41  | I live in Shale and Dolomite and our neighborhood experiences constant issues where 18 wheelers make their way into our round about attempting to make a U turn back onto Archibald Ave. They go as far as the round about located 15 yards away from the community playground where dozens of children play. This is not safe. The trucks/trailers are also causing severe damages knocking down trees and street signs. The city must help mitigate this situation as it has gone on for too long and is a safety concern for both drivers and pedestrians in this residential area. Thank you.   |
| 42  | Heavy truck traffic from Merrill to Archibald negatively impacting residential communities and should limit truck limits i.e. size and route large trucks to Euclid.  |
| 43  | The truck traffic around all our homes needs to stop. Trucks need to be restricted to the freeways until they reach the nearest exit to their destination. There are new schools coming up and parks where everyone is outdoors. The health impact is going to leave the city exposed to future lawsuits because it did not consider the impact to it's citizens health. Furthermore, the damage the semi trucks do to our local streets is a massive expense and inconvenience. GET THE TRUCKS AWAY FROM OUR NEIGHBORHOODS!  |
| 44  | There are no truck signs along Eucalyptus Ave but the signs are poorly placed, too small, and hardly enforce. Trucks often slam on their brakes and speed through the streetlights passing Ivy Ave. Our homes and windows shake and neighbors have complained about trouble sleeping due to the constant disruptions from truck traffic."   |
| 45  | A lot of truck noise and block offs for school drop off on Archibald. Also the pollution is super unsafe and unhealthy for these growing neighborhoods that are moving here to start new families or with very young families."   |
| 46  | Tractor Trailer trucks operating from this area and when traveling east or west on Merrill, to get to either Archibald or Euclid, constantly occupy the inside lane on these 2 way 2 lane roadways. In doing so, they impact the flow of traffic and visibility.  |
| 47  | Tractor trailers traveling North on Archibald also regularly utilize the inside #1 and #2 lanes out of the 3 or 4 available lanes.  |
| 48  | Commercial vehicles, including tractors, some with a reefer trailer, and some without, have parked in this area to idle during overnight hours.   |
| 49  | The westbound 60 on ramp from Archibald is poorly timed. One vehicle at a time per lane and metered to allow 1 vehicle every 5 seconds during rush hour is unreasonable. Fix this as large trucks negatively affect this more.  |
| 50  | Trucks and high traffic here. Due to construction the road has been closed but when it's open trucks non stop all night long. Small road too.   |
| 51  | Significant noise and traffic. Trucks will occasionally reroute through the neighborhood and cause damage to landscaping.   |
| 52  | There are large semi trucks constantly pulling onto Dolomite St. off of Archibald and turning around in the round about. This is a residential family neighborhood with a lot of kids running around and riding their bikes. The turn about is right across the park. I wish there were a sign that said not to turn in here. I saw a tree knocked over the other day. I suspect it was from a semi truck. There appears to be confusion since there is a large warehouse entry right next to Dolomite St.  |
| 53  | Too many trucks   |
| 54  | The road is too small for the trucks  |
| 55  | This residential road and trucks should not be there.   |
| 56  | There are too many trucks traveling too fast . They should be electric  |
| 57  | Trucks are too loud behind residential area and cause vibrations impacting daily life   |
| 58  | Too congested with trucks   |
| 59  | Too congested with trucks   |
| 60  | Too congested with trucks   |
| 61  | Too congested with trucks   |
| 62  | Loud especially in early morning and evening. Create loud braking noise, vibrations and traffic around Shadetree neighborhood.  |
| 63  | Truck should continue down Edison in order to get to where houses near Merrill or Eucalytys   |
| 64  | Very congested  |
| 65  | Lots of trucks  |
| 66  | Lots of trucks using Eucalyptus Ave every day. Need more traffic enforcement.   |
| 67  | Trucks drive too fast along road and drive unsafely death have occurred due to these trucks   |
| 68  | Unsafe trucks   |
| 69  | Trucks drive fast along Archibald   |
| 70  | Trucks using Chino even though it's not a truck route   |
| 71  | Daycare facility. I have had so many close calls trying to drop off and pick up my kids. With the heavy truck traffic. The trucks also run the red lights that I had to stop walking my kids across euclid if it is not safe.   |
| 72  | I think wainui should be designated as a non truck route. This street is used for people to get to the junior high and otherwise residential.   |
| 73  | I realize the parts of campus north of Philadelphia may be needed for truck routes, but at that point all trucks should be limited since this is residential. We like to walk here and better if we have low speed limits and calm and peaceful walks, with fresh air.  |
| 74  | All streets below Ontario Ranch Rd and Archibald is in too close proximity to homes, schools and parks. In addition, streets designated as "no trucks" allowed are constantly used by semi trucks in this area, including Eucalyptus and Merrill west of Archibald.   |
| 75  | Use Hamner instead of Archibald. There's a school near here, and apartment complexes with school bus pickups. With residential on both sides south of Riverside, I'd suggest no more trucks on Archibald.   |
| 76  | I see a new school on this street. Route trucks around this area.   |
| 77  | This truck route cuts through the large green space. Give the open space for people priority.   |
| 78  | instead of Archibald how about Grove? currently all farmland in irrigation.   |
| 79  | Too close in proximity to residents and schools   |
| 80  | Too close to residents/housing and schools. Creates mass traffic jams   |
| 81  | All along this stretch of Riverside Dr Semi trucks with trailers are consistently coming from Archibald down to Milliken and coming off the 60 fwy down Haven to Ontario Ranch I have asked OPD why isn't there more motorcycles OPD and the answer I got was there's not enough officers I hardly see them patrol here, there are homes, schools and parks in this area And with all the pollution they cause this is not right. If the city can't afford officers to patrol here maybe put larger signs Even with flashers cause apparently these trucks can't read or see the signs that are already there From my patio I have counted at least 20-25 semis come across Riverside Dr I thought with the increase tax to homeowners we would at least get more officers to patrol. Really a shame!!  |
| 82  | Trucks still use this residential street between Hamner and Haven or Archibald. Need better signage at Hamner.  |
| 83  | Why is Francis between Euclid and Campus a truck route considering that is a residential area and also a school zone  |
| 84  | Semis are always on Haven causing major traffic in the morning. They're not suppose to be on that road but they are. It's dangerous as the street is so narrow already.   |
| 85  | Dangerous   |
| 86  | New area of residential homes, great parks, and multiple new schools. All heavy duty semi trucks should be rerouted off of Ontario Ranch Rd.  |
| 87  | As a resident of Nuvo Parkside, I appreciate the City's efforts to manage truck traffic through designated routes to protect neighborhoods. However, I've noticed that heavy-duty trucks often pass through residential areas, especially near major roads like Archibald and Eucalyptus. This creates safety concerns, noise, and air pollution, affecting homes, parks, and schools. I urge the City to strengthen enforcement of truck route restrictions and consider adding physical barriers or buffers along these routes to protect sensitive areas. Additionally, I request that the City address the following question: Where have you noticed issues between sensitive receptors—such as homes, parks, and schools—and heavy-duty truck traffic? Understanding these areas can help the City make informed decisions to improve safety and quality of life for residents.   |
| 88  | This is our go to park and there are always big rig trucks driving through here even when they're not supposed to be. I've only seen police citing them a handful of times  |
| 89  | Edison/Ontario Ranch Road narrows to one lane going through these farms and is always congested with trucks   |
| 90  | Always so many trucks congesting this area. It's unsightly and uninviting to come to Ontario Ranch after exiting the 15 freeway to be greeted by so many trucks and warehouses  |
| 91  | So many trucks in all lanes of Archibald northbound   |
| 92  | Truck Route to close to residential neighborhoods and school  |
| 93  | Have seen trucks pass through this residential area.  |
| 94  | Have seen trucks go through this single and sometimes double lane road. It's residential on both sides.   |
| 95  | It's getting harder to live with the constant semi-truck traffic on Archibald. The noise is nonstop, even at night, and it's nearly impossible to sleep. My house shakes like there's an earthquake every time a truck passes, and it's caused damage inside my home. I've already reported this several times and spoken with Benjamin Gregory, but nothing has changed. We need the city to take this seriously and stop trucks from using this residential street.   |
| 96  | It's getting harder to live with the constant semi-truck traffic on Archibald. The noise is nonstop, even at night, and it's nearly impossible to sleep. My house shakes like there's an earthquake every time a truck passes, and it's caused damage inside my home. I've already reported this several times and spoken with Benjamin Gregory, but nothing has changed. We need the city to take this seriously and stop trucks from using this residential street.   |
| 97  | Too much trucks   |
| 98  | New homes are being built in this area. Adding or adjusting a truck route here would not be ideal as it would cause more traffic for the community  |
| 99  | New business are being built here. Would not recommend to have a truck route here as there as also new homes being built across from the lot. It would cause even more traffic.   |
| 100 | An elementary school is being built here. Children will be walking home or families would be walking towards the nearest plaza center on Archibald Ave for food, etc. Would not recommend to have a truck route or adjust a truck route to this general area.   |

| ID  | Comment  |
|-----|--|
| 101 | There are many children and adults who go for walks around the neighborhood and it can be very dangerous having semi trucks and trailers traveling nearby. Also the roads are not going to be able to hold up against the weight considering how much vibration can be felt in the homes when they drive by.   |
| 102 | Pts dont give access or implement restrictions of truck entries using "short cut" access within community housing like Canvas Park going to Neu Houses.  |
| 103 | This is a residential area and a heavy traffic intersection. Trucks add pollution, noise and potential for deadly accidents near homes.  |
| 104 | I live in the Ivy Dickey neighborhood. Grove is not a truck route south of the 60, however the truck routes are not respected. Do not add a truck route Grove south of the 60 or north of Riverside Dr. Our street is damaged enough and continued use has made it worse, not to mention the noise is disturbing! Although it is on an ramp and off ramp to and from the freeway, the residents deserve some peace and quiet! We already get enough noise coming from the train and the airport! DO NOT MAKE GROVE A TRUCK ROUTE! PLEASE ADD SIGNAGE THAT INDICATES IT IS NOT A TRUCK ROUTE!!!   |
| 105 | Trailer trucks will turn into neighborhood causing a hazard.   |
| 106 | Near a school, it can get really congested mornings and afternoon  |
| 107 | Mostly residential area now  |
| 108 | Lots of trucks rumble down the road here. Very close to lots of housing developments. Road shakes, houses shake, too loud, too much diesel pollution. The truck route on ontario ranch road needs to be redirected.  |
| 109 | housing developments. Trucks too close to the houses.  |
| 110 | new housing communities. Redirect truck routes.  |
| 111 | new housing communities. Redirect truck routes.  |
| 112 | I live near Cypress Ave & Mission Blvd, and I've noticed a significant increase in heavy-duty truck traffic along Cypress (a residential street not designated as a truck route). This poses safety risks to joggers, especially children and dog walkers, and contributes to air and noise pollution. I strongly recommend installing "No Trucks" signage, enforcing violations through regular patrols or mobile cameras, and redirecting trucks to appropriate routes like Mission Blvd, San Antonio Ave, or Mountain Ave to enter the warehouse on Cypress Ave and Slote Ave. Long-term, the City should consider traffic calming designs on Cypress, such as curb extensions or narrow chokers, to physically discourage large vehicles. Or a public awareness campaign targeting local warehouses and drivers could reinforce legal routes. Lastly, I'd suggest a GIS-based monitoring and the development of a low-emission or buffer zone near residential streets that would align with environmental and health goals while protecting vulnerable communities. |
| 113 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
| 114 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
| 115 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
| 116 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also! Other routes are becoming available, this isn't necessary  |
| 117 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
| 118 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
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| 121 | Trucks are too heavy and loud, the houses shake and causes structural damage to the houses and residents can hear the trucks all hours, disturbing sleep. Pollution and traffic congestion concerns also!  |
| 122 | Riverside Dr. is too narrow and too congested.   |
| 123 | Haven should not have heavy duty truck traffic; too many neighborhoods and schools.  |
| 124 | There are way too many trucks, especially during the day for all these neighborhoods in Ontario Ranch area   |
| 125 | This two lane road should not have heavy duty truck traffic or lanes should be added. This road is a main artery for people going and coming from work in Ontario Ranch area.  |
| 126 | Please remove trucks from driving on Ontario Ranch Road & Haven Ave. a lot of families crossing streets and often trucks go too fast, or cars swerve around them to pass.  |
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| 130 | All of Ontario ranch road extremely impacted into chino. Roads are a mess. Please update truck route   |
| 131 | Trucks are always shaking my house, waking my family up and making it impossible to have open windows  |
| 132 | The trucks blow the red light regularly. This neighborhood is full of families and small children. It's only a matter of time before some is hurt  |
| 133 | Truck traffic is heavy. Many kids walking to school have to cross where semi trucks don't always stop  |
| 134 | This is supposed to be a park. Semi trucks are going to make this less enjoyable. Who wants to walk to the park amongst all the trucks. Or be at the park with all the exhaust?  |
| 135 | Reroute trucks from using Archibald, between 60 fwy and Limonite Safety for driver's in personal vehicles as well as residents on foot (pedestrians). So accidents and loss of life no matter how big, or small can be avoided. Like our pets & wild life can be preserved as well. Thank you"   |
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| 140 | Ontario Ranch main coordinator   |
| 141 | Ontario Ranch Rd   |
| 142 | Currently there are trucks that run up and down Archibald all day and night. This area is also 55mph. It makes living here extremely annoying due to the amount of noise. Our house is always shaking from the trucks speeding by. It feels unsafe   |
| 143 | I believe Ontario Ranch Road needs to be reevaluated as a heavy duty truck street. As I do believe it should not be used as a trucking route.  |
| 144 | Large amount of trucks still use this roadway although not a truck route.  |
| 145 | Trucks frequently turn down these narrow residential road off Ontario ranch road which blocks traffic as they attempt to reverse their actions. This often takes 30-60min. Please add clear road signs in these residential areas that these are not truck routes and that trucks are prohibited   |
| 146 | Large trucks on Ontario ranch road create disturbance for residential houses next to the road.   |
| 147 | Ontario ranch road is heavily populated with lots of young children crossing. With the new school coming off Turner there will be even more kids crossing Ontario Ranch street. Less trucks will make it a safer street for all.   |
| 148 | The trucks on this route slow traffic down a lot.  |
| 149 | Between Merrill and Archibald, Already designated as no trucks, yet constantly used by them.   |
| 150 | I am writing to express my concern about Ontario Ranch Rd being designated as part of the current truck routes. I live along this road, and the heavy truck traffic has become a serious issue for my family. The high volume of large trucks, combined with their speed, loud braking, and frequent horn use, creates constant noise disturbances. The loud squealing brakes, trucks hitting bumps, and vibrations even cause our house to shake. This not only disrupts our daily lives but also frequently wakes up our two young babies, day and night. I kindly ask the city to reconsider Ontario Ranch Rd as a designated truck route. Redirecting truck traffic to more appropriate roads would greatly improve the quality of life for residents in this area, especially families with young children. Thank you for taking the time to consider this concern. I would appreciate any updates on possible actions or future plans regarding this route."   |
| 151 | Ontario Ranch Rd. From Archibald to the Hammer Ave. This is a residential street big rig trucks should not be allowed to drive on this street. They are loud, they brake wake our children at all hours of the day and night. Especially those of us that live by the street lights. This is a growing community that is now full of young families with many children who are out walking the streets and it is not safe to have these big trucks in such close proximity to our parks, to our homes and our recreational areas. The noise is and issue and now so is our children's safety.  |
| 152 | This section of Archibald is lined with homes that are only a few yards from the street. There are a significant volume of big rig trucks that travel on Archibald in the area of nearly 60 mph, causing the homes to shake. My backyard faces Archibald and there is constant traffic noise at all hours throughout the day, to the point where there is no quiet sleep time and I must use white noise to drown out the traffic noise.   |
| 153 | Stop trucks using Archibald over through residential. Send them further west then north / south.   |
| 154 | There are trucks passing by almost every hour, including during late-night and early-morning hours, and it has made it incredibly difficult for me to sleep. The noise is loud and persistent, and what's worse, my entire house shakes and rumbles whenever these trucks go by. This isn't just an inconvenience — it's become a serious disruption to daily life. Even my young puppy is frightened, often waking up panicked in the middle of the night from the rumbling and vibrations. It's heart-breaking to watch him constantly stressed in his own home. I understand commercial vehicles are essential for local commerce and construction, but this level of traffic and impact on residents is not sustainable. I urge the city to: •Restrict heavy truck traffic during overnight hours •Reroute non-local trucks away from residential streets •Implement speed and weight enforcement •Explore noise mitigation strategies such as sound barriers or improved road surfacing Our homes should be a place of peace and rest — not constant disruption.    |
| 155 | Trucks constantly running red lights, noise is excessive   |
| 156 | Ontario Ranch main coordinator   |
| 157 | Excessive noise and trucks running red lights  |
| 158 | Road is too close to residential. Causes homes to vibrate and extremely loud noise   |
| 159 | Truck route is too close to homes and park where children walk across. Causes homes to vibrate when trucks move through  |
| 160 | THIS IS WHERE A FREAKEN PARK IS. WHAT ARE YOU GUYS THINKING???   |
| 161 | Isn't this where a soon to be planned school will be?  |
| 162 | Homes are here.....  |
| 163 | Why isn't the truck route on Euclid where there is a majority of commercial and warehouses???  |
| 164 | Constantly see large trucks taking this route. Signs aren't working.   |
| 165 | There is several trucks driving through our community on Sunrise off Ontario Ranch. They run over the islands and get very close to the cars that are parked. They should be using Mill Creek street but they don't. Especially the Amazon trucks, they drive through a lot also. They need to stop.   |
| 166 | Trucks should avoid using this route since there's residential homes here. Also, it's next to the great park that's being built near here.   |
| 167 | Disruptive to neighborhood   |
| 168 | Disruptive to neighborhood   |
| 169 | Disruptive to neighborhood   |
| 170 | There is some sort of truck depot here but new homes being built right behind and around it. So many trucks on Archibald. They try to make u-turns to try and get to the depot and barely have room to do so.  |
| 171 | Edison/Ontario Ranch Rd. Are only 2 lanes in many areas and there are always large trucks. They are also along all of the side streets off of Edison.  |
| 172 | We have a lot of truck noise. We live on the corner of Ontario Ranch and Archibald.  |
| 173 | Always on this road all hours of the day   |
| 174 | Always on this road by school even during school hours   |
| 175 | Often on this road during peak hours   |
| 176 | Always on this road  |
| 177 | This is a main truck road, multiple always on road   |
| 178 | Actually thought this was a truck route  |
| 179 | Very high traffic because of the trucks and narrow turns makes it dangerous for cars when trucks take turn.  |
| 180 | Amazon semi trucks get lost on this street several times a week. They get stuck and have to back out. It's also very loud for residents.   |
| 181 | It is loud to have trucks speeding down this road.   |
| 182 | Semi trucks accidentally enter here and get stuck.   |
| 183 | Semi trucks drive down this street to drop off building materials.   |
| 184 | Several houses now live Ontario Ranch Road and street traffic will only increase once the school is done.  |
| 185 | The traffic on Archibald and Merrill is out of control. It's a residential area and the amount of trucks that use this route cause a lot of traffic and pollution to the area. Mornings are particularly horrible. Combining the heavy flow of trucks along with commuter traffic and school drop off traffic makes traveling on Archibald a complete nightmare. The morning traffic causes residents to take inner residential streets to avoid the traffic on Archibald, this causes additional traffic and pollution on residential streets. The truck route needs to avoid all the residential areas to avoid further pollution on homes that we paid premium pricing for. Not to mention the damage that these heavy trucks are causing to the streets.   |
| 186 | The big rigs drive through our neighborhood at all hours of the night. When they hit the smallest bumps in the road it creates a lot of noise. But even more so when they hit the larger bumps on the corner of our intersection it shakes our entire condo causing cracks in our driveway   |
| 187 | Trucks are constantly running the red light at this intersection. There have been several accidents and it is becoming a danger to pedestrians in the neighborhood.  |
| 188 | Narrow roads used by trailers and construction trucks. Only one lane traffic for all citizens south of Riverside.  |
| 189 | The Shadetree community is impacted by large trucks. On Merrill Ave, the recently opened W/B lanes are taken at high speed by drivers, and would be safer if it was a right-turn only to slow traffic at the intersection of Merrill and Charlotte.  |
| 190 | A lot of noise and vibrations (feels like an earthquake when big rigs are going over the bridge on eucalyptus. Starting to notice cracks in house walls and foundation.  |
| 191 | The Shadetree community is surrounded by truck traffic in route to anywhere including schools, parks, or shopping.   |
| 192 | No trucks are to be passing on Eucalyptus (between Carpenter and Archibald) but trucks continue to use Eucalyptus with no consequences.  |
| 193 | Too many trucks. We hear them at night. There is a part that sounds loud when truck passes. Makes homes shake a bit.   |
| 194 | There are several trucks that continue to enter Merrill east of Archibald to take a shortcut. There are signs posted but it doesn't deter truckers from entering and congesting neighborhood route. We need better signs, speed bumps, or more education.  |
| 195 | This portion of Archibald should restrict traffic, especially considering the Grand Park that is being built. The truck route should be changed where they have to go north on another side street near the warehouses.  |
| 196 | Heavy truck traffic on Ontario Ranch Rd. It's loud throughout the day and night.   |
| 197 | Semi traffic has heavily increased and often slows down traffic because they are in every lane. They also run red lights passing through all the homes on Ontario ranch road.  |

For questions regarding the project, please contact / Si tiene preguntas sobre el proyecto, póngase en contacto con **Thomas Grahn, Principal Planner (Planificador principal) | Email / Correo electrónico: tgrahn@ontarioca.gov | Phone / Teléfono: 909-395-2036**

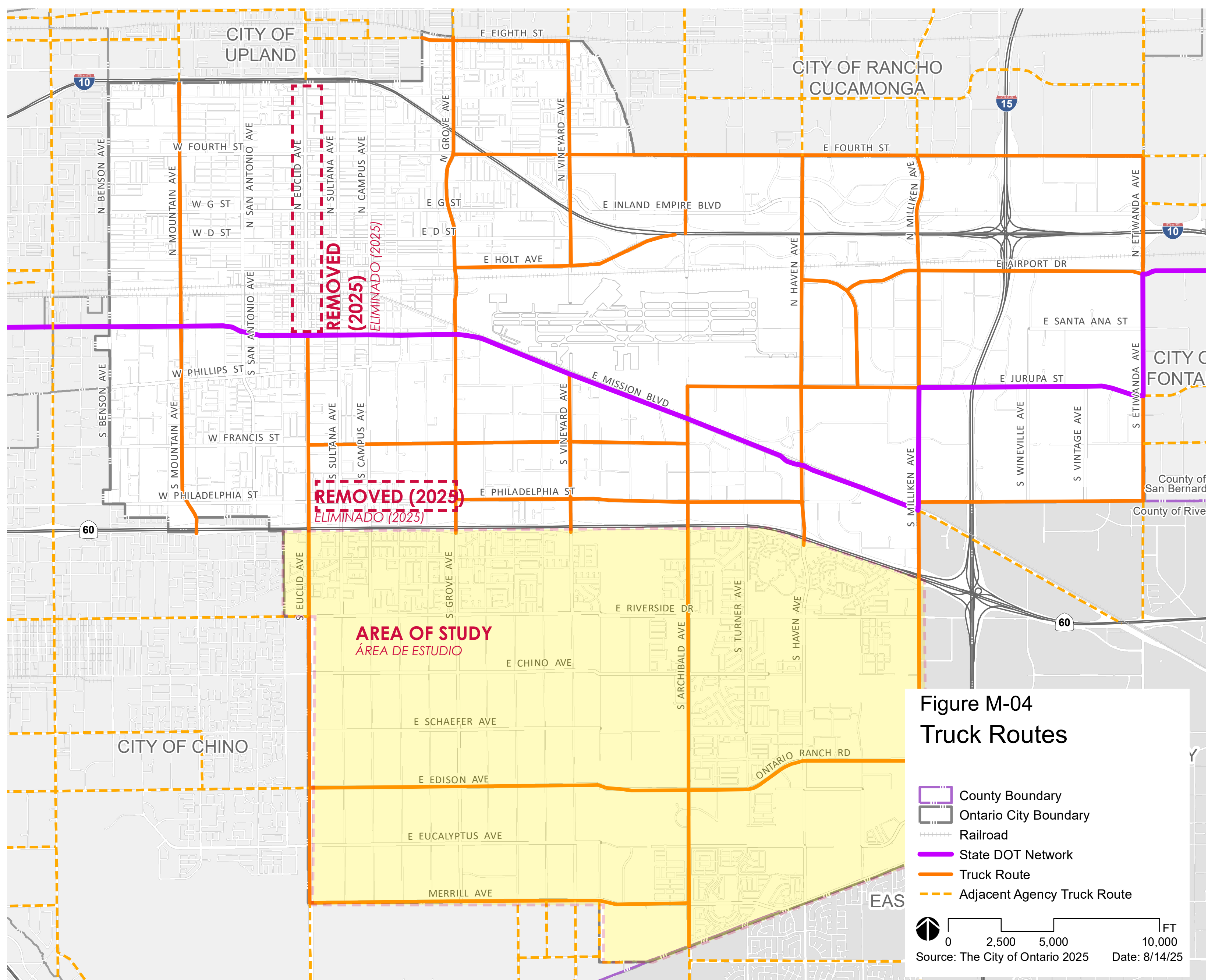
# THE ONTARIO PLAN POLICY PLAN

## EVALUATING TRUCK ROUTES EVALUACIÓN DE LAS RUTAS DE LOS CAMIONES

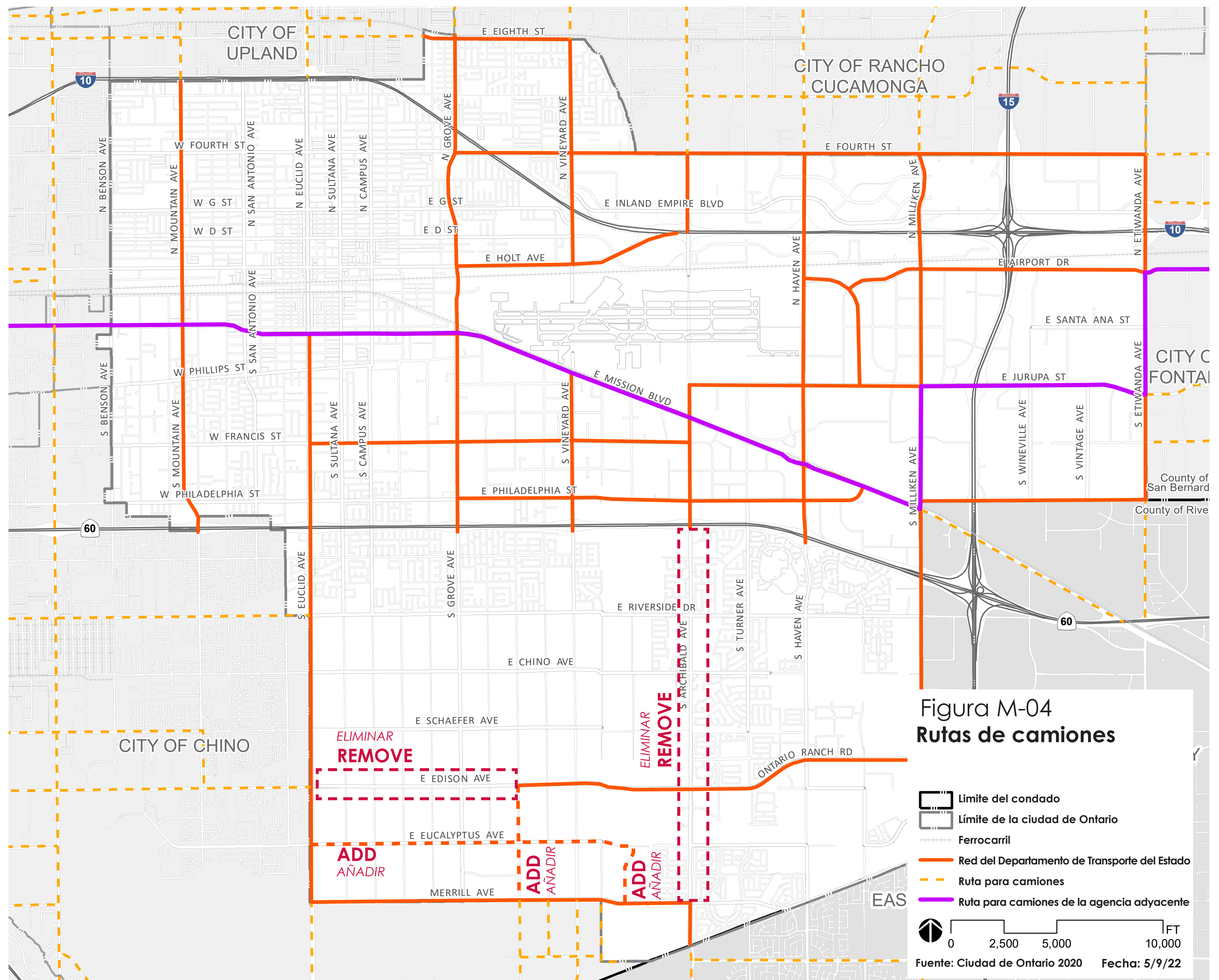


### CURRENT PLAN + PROPOSED CHANGES PLAN ACTUAL + CAMBIOS PROPUESTOS

#### CURRENT TRUCK ROUTES AND STUDY AREA RUTAS ACTUALES DE LOS CAMIONES Y ZONA DE ESTUDIO



#### PROPOSED TRUCK ROUTES UNDER EVALUATION IN AREA OF STUDY RUTAS PROPUESTAS PARA CAMIONES EN EVALUACIÓN EN LA ÁREA DE ESTUDIO



#### PROPOSED CHANGES ARE BEING EVALUATED BASED ON: LOS CAMBIOS PROPUESTOS SE ESTÁN EVALUANDO BASÁNDOSE EN:

- **Impact on existing residents and other sensitive receptors**  
*Impacto a los residentes y otros receptores sensibles*
- **Impact on future residents**  
*Impacto a los futuros residentes*
- **Impact on the Grand Park and schools**  
*Impacto a el Parque Grand y las escuelas*
- **Opportunities and ability to mitigate future impacts**  
*Oportunidades y capacidad para mitigar futuros impactos*
- **Community input**  
*Aportaciones de la comunidad*
- **Enforcement potential**  
*Potencial de aplicación*
- **Traffic volumes and roadway operations**  
*Volúmenes de tráfico y funcionamiento de las carreteras*