



*City of Arts & Innovation*

# City Council Memorandum

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**TO: HONORABLE MAYOR AND CITY COUNCIL      DATE: APRIL 8, 2025**

**FROM: PUBLIC WORKS DEPARTMENT      WARD: 5**

**SUBJECT: ADOPT AN ORDINANCE AMENDING TITLE 10, SECTION 10.56.050 OF THE RIVERSIDE MUNICIPAL CODE ESTABLISHING AXLE RESTRICTIONS ON THE SEGMENT OF MADISON STREET FROM INDIANA AVENUE TO VICTORIA AVENUE**

**ISSUE:**

Adopt an Ordinance amending Title 10, Section 10.56.050 of the Riverside Municipal Code to establish axles restrictions on a segment of Madison Street from Indiana Avenue to Victoria Avenue.

**RECOMMENDATION:**

That the City Council adopt an Ordinance, amending Title 10, Section 10.56.050 of the Riverside Municipal Code to establish axle restrictions prohibiting use by commercial vehicles exceeding three axles on the segment of Madison Street from Indiana Avenue to Victoria Avenue.

**INTRODUCTION OF ORDINANCE:**

On March 11, 2025, the City Council introduced an ordinance to amend Section 10.56.050 of the Riverside Municipal Code to establish axle restrictions prohibiting use by commercial vehicles exceeding three axles on the segment of Madison Street from Indiana Avenue to Victoria Avenue.

**BOARD RECOMMENDATION:**

On August 7, 2024, the Transportation Board (Board) reviewed this matter; six of eight members were present. The Board voted unanimously to recommend establishment of the proposed axle restriction on the segment of Madison Street from Indiana Avenue to Victoria Avenue.

**COMMITTEE RECOMMENDATION:**

On November 14, 2024, the Mobility and Infrastructure Committee reviewed this matter, with all three members present. The Committee voted unanimously to recommend that the City Council approve and adopt an ordinance to establish the proposed axle restriction on the segment of Madison Street from Indiana Avenue to Victoria Avenue.

**BACKGROUND:**

The Public Works Department may establish weight limit or axle restrictions to prohibit use of select streets by larger commercial vehicles. These types of restrictions reduce commercial truck traffic on certain local, residential, and/or collector roadways by directing truck traffic onto arterial roadways. Weight limit restrictions assist in preserving the pavement and promoting safe use of streets which may have distinctive roadway conditions, are residential in nature, or experience cut-through truck traffic. Such restrictions do not prevent use for the purpose of delivering or picking up of materials/merchandise or the performance of services in connection with a property within the specific block.

A classification count conducted in March 2024 on Madison Street south of Indiana Avenue reflected elevated truck activity along the corridor with a combined truck traffic volumes of 4.0 percent of total traffic volumes.

**DISCUSSION:**

The Public Works Department is proposing establishment of an axle restriction prohibiting use by commercial trucks exceeding 3 axles on Madison Street from Indiana Avenue to Victoria Avenue to reduce cut-through traffic to improve quality of life and help preserve the condition of the roadway. The axle restriction is now recommended based on updated March 2024 classification counts which resulted in data showing the percentage of truck traffic above the maximum 3 percent truck traffic threshold utilized by the City and consistent with the Federal Highway Administration (FHWA) guidelines. The maximum 3 percent truck traffic threshold has historically been utilized to determine if there is excessive truck traffic cutting through a particular arterial roadway. As the March 2024 classification counts reflected a combined truck traffic volume of 4 percent of total traffic volumes, an axle restriction was recommended to prohibit cut-through truck traffic by larger trucks exceeding 3 axles to reduce higher commercial truck traffic volumes and to restore expected levels of truck use (3 percent or below) along this stretch of the Madison Street corridor.

The proposed axle restriction would deter potential cut-through commercial truck traffic traveling through the County between local freeways aiding in reducing safety and noise concerns created by large truck traffic and prevent excessive asphalt damage on this segment of roadway.

Implementation of the proposed axle restriction would regulate heavy truck traffic on this segment of Madison Street keeping larger trucks on local area freeways promoting safer operations and reducing impacts to residential neighborhoods which sit adjacent to or back up to this segment of Madison Street. Trucks which exceed 3 axles directly enroute to business locations in the vicinity and/or engaged in pick-up and/or delivery activities within this area would be compliant with the regulations and not considered in violation of the posted axle restrictions and vehicles with 3 axles or less would not be impacted.

As of this report's writing, Assembly Bill 98 was recently signed into law. Under the provisions of AB 98, local agencies such as Riverside appear to be required to adopt truck routes along designated arterial roadways; staff are currently evaluating the full implications of AB 98 and developing plans to comply. Riverside, amongst other agencies, had requested revisions to AB 98 and expressed opposition to its final form prior to its adoption. The bill text states that City's shall update their circulation element to, "Identify and establish specific travel routes for the

transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.” Staff believe this specific restriction on Madison St, which is fronted by residential properties, is supportive of AB 98’s intent. Staff will continue to develop an action plan related to AB 98 and update the Committee on their progress.

**FISCAL IMPACT:**

The cost of sign fabrication and installation is estimated to be \$2,000. Funding is available in the Public Works, General Fund, Streets Maintenance Division, Signing Supplies account number 4110100-424143 to cover this cost.

Prepared by: Philip Nitollama, City Traffic Engineer

Approved as to form: Jack Liu, Interim City Attorney

Attachment:

1. Ordinance