



Mobility & Infrastructure Committee Memorandum

City of Arts & Innovation

TO: MOBILITY & INFRASTRUCTURE COMMITTEE DATE: NOVEMBER 14, 2024
FROM: PUBLIC WORKS DEPARTMENT WARD: 5
SUBJECT: ESTABLISHMENT OF AXLE RESTRICTION - SEGMENT OF MADISON STREET

ISSUE:

Consider establishment of an axle restriction on the segment of Madison Street between Indiana Avenue and Victoria Avenue prohibiting cut-through traffic by commercial vehicles exceeding three axles.

RECOMMENDATION:

That the Mobility & Infrastructure Committee review and provide recommendation to the City Council regarding the proposed establishment of an axle restriction prohibiting use by commercial vehicles exceeding three axles on the segment of Madison Street between Indiana Avenue and 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 between Indiana Avenue and Victoria Avenue.

BACKGROUND:

The Public Works Department may establish weight limit or axle restrictions to prohibit use of select streets by larger commercial vehicles. Weight limit restrictions are often utilized to reduce commercial truck traffic on certain local, residential, or collector roadways by directing truck traffic onto larger collector or arterial roadways and 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. Axle restrictions are utilized to restrict larger commercial trucks which exceed 3 axles from cutting through arterial roadways as an alternative to traveling on local area freeways or to bypass congestion on local freeways. 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.

DISCUSSION:

A classification count conducted in March 2024 on Madison Avenue 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. 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 road. The axle restriction is now recommended based on updated classification count data performed in March 2024 which resulted in 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. 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 traveling through the County between local freeways and aid in reducing safety and noise concerns created by large truck use and preventing excessive asphalt damage on this segment of roadway.

Implementation of the proposed axle restriction would aid in regulating 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.

STRATEGIC PLAN ALIGNMENT:

This proposal follows **Strategic Priority 2 – Community Well-Being and Goal 2.4 - Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust, and Strategic Priority 6 – Infrastructure, Mobility & Connectivity and Goal 6.2 - Maintain, protect and improve assets and infrastructure within the City's built environment to ensure and enhance reliability, resiliency, sustainability, and facilitate connectivity.** Additionally, proposed establishment of an axle restriction relates to the cross-

cutting threads as demonstrated below:

1. **Community Trust** – Establishment of axle restrictions develop Community Trust through the assessment of commercial truck activity on public roadways to ensure that commercial truck volume levels do not exceed standards. Excessive truck activity may be the result of cut-through truck traffic associated with elevated traffic volumes, noise, and damage to roadway pavement.
2. **Equity** – The establishment of axle restrictions on roadways improves the quality of life within neighboring communities by reducing noise, cut-through traffic, and by improving safety.
3. **Fiscal Responsibility** – Axle restrictions are a cost-effective measure to mitigate cut-through commercial truck traffic and notify commercial truck drivers of the prohibited use by trucks exceeding three axles.
4. **Innovation** – This proposed axle restriction represents a continuation of innovative uses of successful axle restrictions implemented in the past.
5. **Sustainability & Resiliency** – Axle restrictions help to restore commercial truck traffic to at or below standard levels while allowing for commercial truck activity related to local business and pick-up and delivery of goods and services and enable police enforcement to address trucks in violation. Adopted and posted restrictions help to deter cut-through activity enhancing safety, reducing noise, and helping to preserve roadway pavement condition.

FISCAL IMPACT:

The total fiscal impact of this action is the cost of sign fabrication and installation, which is estimated to be \$2,000. Funding is budgeted and available in the General Fund, Streets Maintenance Division, Signing Supplies account number 4110100-424143.

Prepared by: Philip Nitollama, City Traffic Engineer
Approved by: Gilbert Hernandez, Public Works Director
Certified as to
availability of funds: Kristie Thomas, Finance Director / Assistant Chief Financial Officer
Approved by: Kris Martinez, Assistant City Manager
Approved as to form: Jack Liu, Interim City Attorney

Attachments:

1. Site Map
2. Truck Analysis
3. Transportation Board Meeting Minutes - August 7, 2024
4. Presentation