



City of Arts & Innovation

Mobility & Infrastructure Committee Memorandum

TO: MOBILITY & INFRASTRUCTURE COMMITTEE DATE: MAY 8, 2025
FROM: PUBLIC WORKS DEPARTMENT WARD: 1
SUBJECT: ESTABLISHMENT OF AXLE RESTRICTION – SEGMENT OF PLACENTIA LANE

ISSUE:

Consider the establishment of an axle restriction on the segment of Placentia Lane between Center Street and Orange Street prohibiting cut-through traffic by commercial vehicles exceeding three axles.

RECOMMENDATION:

That the Mobility & Infrastructure Committee review and provide a 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 Placentia Lane between Center Street and Orange Street.

BOARD RECOMMENDATION:

On October 2, 2024, the Transportation Board (Board) reviewed this matter; seven of eight members were present. The Board voted unanimously to recommend establishment of the proposed axle restriction on the segment of Placentia Lane between Center Street and Orange Street.

BACKGROUND:

The Public Works Department may establish weight limit or axle restrictions to prohibit larger commercial vehicles on select streets. 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 by-pass 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 Placentia Lane between Center Street and Orange Street reflected elevated truck activity along the corridor with a combined truck traffic volumes of 15.8 percent of total traffic volumes. As the recent classification count conducted on the segment of Placentia Lane between Center Street and Orange Street showed a 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 3% threshold has historically been utilized to determine if there is excessive truck traffic cutting through a particular roadway), the Public Works Department is proposing the establishment of an axle restriction prohibiting the use by commercial trucks exceeding 3 axles on Placentia Lane between Center Street and Orange Street. The proposed axle restriction prohibits 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 Placentia Lane corridor.

The proposed axle restriction will deter potential cut-through commercial trucks traveling between the City of Colton and the I-215 freeway. The proposed axle restriction would also aid in reducing safety and noise concerns created by large truck use and preventing excessive asphalt damage on this segment of roadway. The proposed restriction is additionally anticipated to augment the already in-place restriction on Orange Street between State Route 60 and the northerly City limits by preemptively deterring those drivers potentially unaware of the existing Orange Street restriction.

The implementation of the proposed axle restriction would aid in regulating heavy truck traffic on this segment of Placentia Lane keeping larger trucks on local area freeways, promoting safer operations, and improving quality of life within and reducing impacts to adjacent and connecting residential neighborhoods. There are several existing industrial developments fronting Placentia Lane; 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. Public Works will collaborate with the Riverside Police Department to request enforcement of both the existing nearby heavy vehicle restrictions, and the newly proposed restriction on Placentia Lane.

As of this report's writing, Assembly Bill (AB) 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 the designated segment of Placentia Lane 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.** This item also supports **Strategic Priority 6 – Infrastructure,**

Mobility and 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.

It also aligns with each of 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 approximately \$1,650 for sign fabrication and installation. Funding is budgeted and available in the General Fund, Streets Maintenance, Signing Supplies account number 4110100-424143 to cover this cost.

Prepared by:	Philip Nitollama, City Traffic Engineer
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Certified as to	
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Approved as to form:	Jack Liu, Interim City Attorney

Attachments:

1. Site Map
2. Truck Analysis
3. Presentation
4. Transportation Board Meeting Minutes – October 2, 2024