



City of Arts & Innovation

Transportation Committee

TO: TRANSPORTATION COMMITTEE MEMBERS DATE: DECEMBER 10, 2015
FROM: PUBLIC WORKS DEPARTMENT WARDS: ALL
SUBJECT: TRUCK ROUTES TECHNICAL ANALYSIS

ISSUE:

The issue for Transportation Committee consideration is to receive and file a report and consider a pilot program for truck routes that could provide a defined network of streets for commercial truck travel both within and through the City.

RECOMMENDATION:

That the Transportation Committee receive and file this report and consider recommending a pilot program for truck routes within the City.

BACKGROUND:

The Public Works Department received a request from Councilmember Davis to consider establishing truck routes within the City. These routes would designate the most suitable major arterial roadways for truck use thereby reducing truck traffic and street damage to minor arterials, collectors, and local/residential streets that may not have the structural support to accommodate a large number of trucks. Truck routes would also encourage trucks to stay away from residential, school, and commercial zones to lessen the impact on the circulation element and quality of life of residents.

The Public Works Department collaborated with the Riverside Police Department to assess the feasibility of establishing truck routes within Riverside. California Vehicle Codes (CVC) 22506 and 22507 allow local agencies to restrict commercial travel within their jurisdictions by enacting a city ordinance. Research found that the designation of truck routes within local jurisdictions both defines and limits where commercial vehicles may travel to aid in ensuring both public welfare and the safe and efficient movement of goods.

Commercial trucks are a central component of our economically strong and growing community. These trucks transport goods and freight to a wide variety of destinations throughout our City including markets, retail stores, manufacturers, offices, and restaurants to name a few. They are crucial to the availability of goods for production and consumption and play a pivotal role in the vast number of jobs related to and dependent on the freight industry. Given the variations in size and weight of commercial vehicles and the noise and emissions produced, we must however consider which streets provide sufficient capacity, connectivity, and design characteristics to best serve truck traffic. Providing a network of truck routes would direct truck traffic to the most appropriate streets to accommodate commercial trucks and minimize the

effects of truck traffic on less suitable corridors.

Nonetheless, there are some concerns with truck routes as the City is bounded or is in close proximity to major freeways including I-15, SR-91, SR-60, and I-215. Having designated truck routes within the City may encourage trucks to use the City streets as a cut through to avoid freeway congestion. Increased truck traffic on City streets may also have detrimental impacts to:

1. Health impacts due to increased traffic pollution;
2. Economic Impacts – Truck corridors can create significant negative economic impacts in communities. Increased health care costs, transportation infrastructure costs, increased demand on police patrol, paramedics, city inspectors, and regulatory agency inspectors.
3. Emergency response times;
4. Signal timing plans as trucks need a longer time to accelerate and decelerate which may impact the platoon of vehicles;
5. Adopted truck routes would be included in the Caltrans “Truck Network Route List” and may be displayed in GPS units to encourage the use of designated City truck routes to bypass freeway congestion;
6. Delay the widening of Cajalco Road (County of Riverside) or the construction of the Mid-County Parkway Project between the I-215 and SR-79 would further encourage the use of the truck routes to bypass congestion.

If the Transportation Committee is interested in pursuing truck routes, the Public Works Department would support a six-month pilot project to implement and assess the effectiveness of designated truck routes along select major arterials. The truck route pilot project would allow Public Works to conduct before and after studies and assess:

1. Increase, if any, on the number and percentage of trucks along the selected routes;
2. Impacts to travel speeds and traffic volumes;
3. Feedback from Police and other Emergency Providers;
4. Evaluate non-designated truck routes and assess reductions in truck traffic, if any;
5. Feedback from the communities along or in close proximity to truck routes;
6. Noise levels due to increase number of trucks or use of jake brakes.

Based on a review of City arterial roadways and local and regional commerce determined that Van Buren Boulevard would serve as the best option for a truck route for Riverside. This multi-lane roadway traverses the City providing connectivity to numerous other arterial City streets, passing through multiple commercial districts and entering the County of Riverside both at the northerly City limits north of Jurupa Avenue, north of Wood Road, and at the easterly City limits near Orange Terrace Parkway. It also provides direct access onto both the SR-91 Freeway and ultimately the I-215 Freeway east of the City limits. The City would collaborate with the County of Riverside to also designate the segment of Van Buren Boulevard located within the County jurisdiction as a truck route to allow for continuity along the route.

Further the Committee may want to consider that “local terminal access routes” be included in a pilot project to accommodate commercial truck traffic within a specific area, such as 0.5 mile to 1 mile radius of industrial land uses. Local terminal access routes that can have high truck traffic include light and heavy industrial and warehousing complexes and/or regional generators. City streets that may be considered for local truck terminal access routes include designated portions of Columbia Avenue, Iowa Avenue, and Main Street and all of Eastridge Avenue.

If a pilot project were implemented, it would include the installation of signs identifying the designated truck and local terminal access routes and the performance of before studies to determine current 24-hour traffic classifications, speeds and volumes on each of the selected streets and after studies six months after initial truck and terminal route designations to assess resulting changes in traffic patterns. Study data will allow for the analysis of impacts to traffic and determination of the effectiveness of establishing truck and terminal routes within Riverside.

Should data support the continuation of providing designated truck and terminal routes, the City could formally adopt the routes through City ordinance and incorporation into the Riverside Municipal Code.

FISCAL IMPACT:

The cost of conducting before and after studies and sign installation is nominal. Funding is available in the existing Public Works Department budget.

Prepared by: Kris Martinez, Public Works Director
Certified as to
availability of funds: Brent A. Mason, Finance Director/Treasurer
Approved by: Al Zelinka, FAICP, Assistant City Manager
Approved as to form: Gary G. Geuss, City Attorney

Attachments:

1. Site Map – Van Buren Boulevard Potential Truck Route
2. Site Map – Columbia Avenue Potential Terminal Route
3. Site Map – Eastridge Avenue Potential Terminal Route
4. Site Map – Iowa Avenue Potential Terminal Route
5. Site Map – Main Street Potential Terminal Route